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December 29, 2025

Mathew R. Wilder, P.E., P.P., C.M.E., C.F.M.
Morgan Municipal, LLC
Manchester Township Planning Board Engineer

C/O
Ms. Amanda Kisty, Board Secretary/Planning Board Coordinator
Manchester Township Planning Board
1 Colonial Drive
Manchester, NJ 08759

Sent Via Email: Akisty@manchestertwp.com

Reference: Leisure Knoll at Manchester, Inc.
1 Buckingham Drive North
Manchester, New Jersey 08759
Speed Hump and exit gate
Becht Engineering BT Project No. 25-0081
Manchester Township Planning Board Application No. **PB-2025-19**
Administrative Approval
Block/Lots: 52.01/1.03
Morgan Municipal, LLC - Project No MTPB25-19

Dear Mr. Wilder:

This letter has been prepared in order to provide a response to the November 25, 2025 comment letter prepared by Mr. Mathew Wilder of Morgan Municipal, LLC, the planning board engineer for the Township of Manchester. The comment letter was sent to Ms. Amanda Kisty the Manchester Township Planning Board Secretary. The comment letter was prepared in response to the Homeowners Associations application for administrative approval for the installation of five speed humps and one exit gate. Please refer to **Attachment A** found at the end of this letter for a visual representation of the five different speed hump locations and the exit gate. For convenience we have included the planning board engineer's original comments followed by our responses in ***Bold Italics.***

Background

Leisure Knoll had premanufactured rubber type removable speed bumps and signage installed within the community beginning in 2017 which continued through 2023, reaching a total of 13. The rubber type speed bumps were installed in an effort to reduce the

speed of traffic within the community. The 13 speed bumps were removed in the fall of 2024 in preparation for winter and the proposed pavement rehabilitation activities which occurred over the summer of 2025. Based upon the community's prior experience and visual observations they elected to have five permanent asphalt speed humps installed. The community completed the installation of the five new permanent asphalt speed humps including their associated signage and pavement markings in late August of 2025. Three of the five speed hump locations coincide with the prior speed bump locations, and the two new locations were selected by the community's board based upon input from the residents.

Following the installation of the permanent speed humps the community installed a speed capture device in late October 2025 on Buckingham Drive between Surrey Street and Edgeware Place. Over a span of 23 days the machine recorded a total of 814 speed readings of which 798 occurrences exceeded the posted speed limit of 25 MPH. The average recorded speed of the approximately 798 cars recorded was over 33 MPH. Out of the 798 recordings; 785 exceeded 30 MPH, 137 exceeded 35 MPH, 29 exceeded 40 MPH, and at least two were recorded exceeding 60 MPH.

Planning Board Engineering Comments

1. **General Comments**

   a. **Speed Humps:**

      1. This office takes exception with the implementation of speed humps within the site. Speed humps can impact drainage patterns and also create tripping hazards.

         Our office has reviewed the locations of all 5 speed humps and verified that each end of the speed humps have adequate space between the curb face and the near edge of the speed hump for stormwater runoff to flow past and travel to the next downstream storm inlet. The speed humps have been marked with White Chevrons plus signage, and their maximum height has been measured at approximately 3 inches.

      2. Testimony shall be provided as to the applicant's need to install speed humps within the site.

         Based upon the applicants and the residents past observations of vehicle speeds, it prompted the installation of the 13 rubber speed

bumps within the community to reduce the speed of vehicles. Prior to the start of the pavement rehabilitation all 13 previously installed speed bumps were removed. The need to install the five permanent speed humps in August 2025 following the completion of the paving operations over the summer was verified based upon the speed data the community collected, and the summary presented previously in the background section.

3. This office prefers additional signage or pavement markings for the purposes of traffic calming be installed to reduce speed within the development as opposed to speed humps.

The applicant would welcome the opportunity to work with the municipality to install additional signage and pavement markings at strategic locations to provide additional traffic calming. However, the Association believes that removal of the five existing speed hump traffic calming devices will only result in an increase in the speed of the existing vehicular traffic and the potential for accidents.

b. **<u>Exit Gate (at Route 70)</u>:**

1. Applicant to provide testimony as to the need for a gate at the exit of the development.

Based upon our discussions with the HOA there have been several occurrences where vehicles have attempted and in some instances successfully entered the community by driving through the exit lane by the route 70 exit/entrance. The installation of a gate on the exit drive will prevent this from occurring.

2. Applicant to provide testimony on the type of gate proposed. We recommend the gate aesthetic and functionality match the existing gate at the entrance of the Leisure Knoll development.

Please refer to Attachment B, which provides technical information for the proposed DOORKING model 1601 parking control Barrier Gate, which is aesthetic and functionally similar to the entrance gate.

a) Applicant to confirm that the exit gate will be automatic and will not have to be manned by an operator.

The gate will be provided with automatic loop controls in the pavement for exiting vehicles. There will also be additional controls in the guard house for manual operation.

b) Applicant to provide testimony on operating hours of the proposed gate.

The gate will operate 24/7.

c) Applicant to provide testimony on backup measures for the gate. Applicant to confirm that the gate will have a backup generator and will remain open if the power goes out, so residents and visitors are able to exit the site safely and with ease.

The exit gate system will be connected to an emergency generator for continuous operation in case there is a loss of line power and have the ability to remain in the open position for exiting.

We believe the above information and the associated attachments address the board's comments. If you have any questions concerning this proposal, please do not hesitate to call.

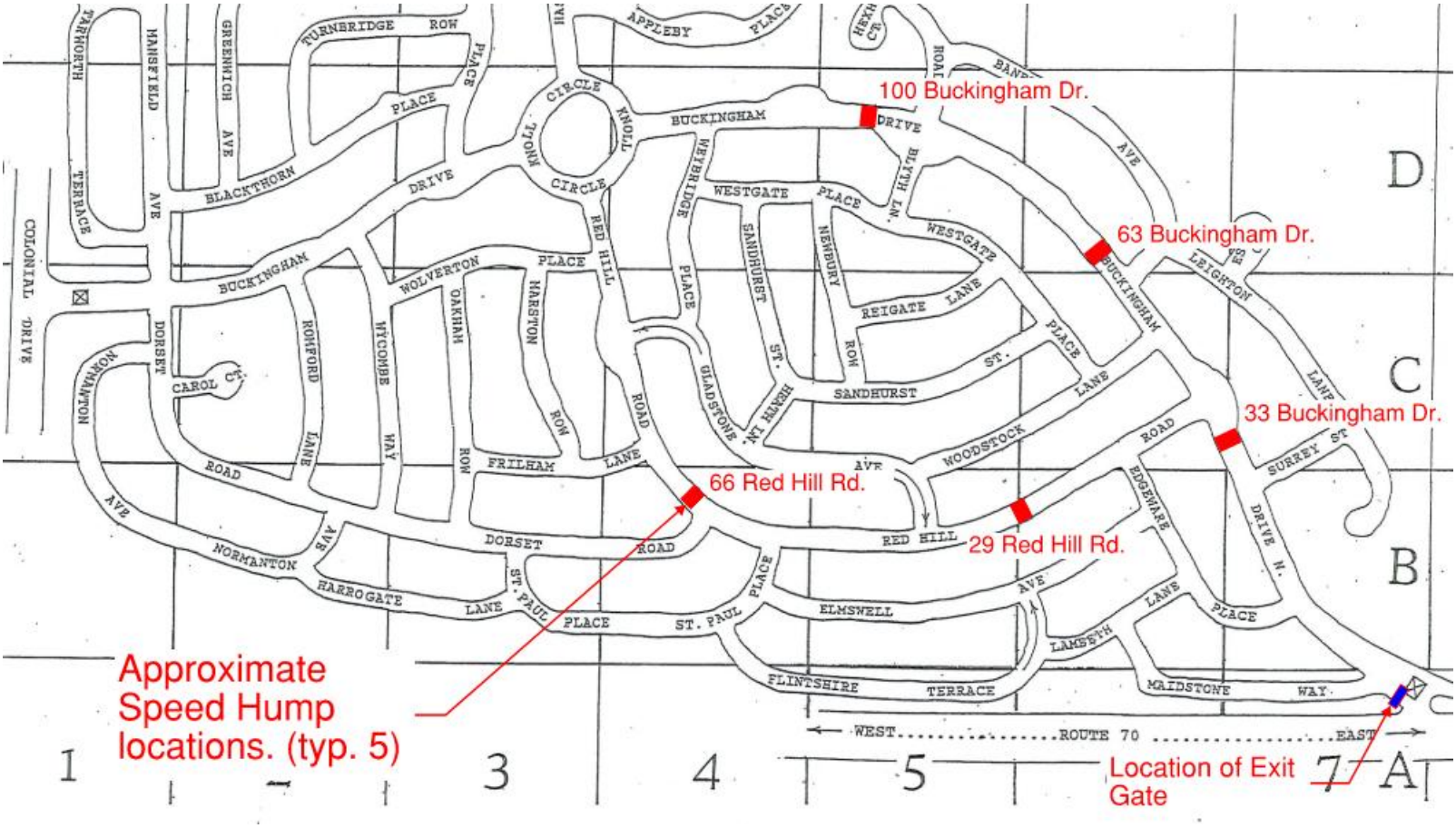
Sincerely,
Becht Engineering BT, Inc.

Thomas W. Creelman, P.E.
Senior Civil Engineer

Enclosures

ATTACHMENT A

The below image is not to scale (NTS) and is intended only to provide a graphical depiction of the approximate locations of the Speed Humps and the Exit Gate. The image below is based upon the image included in the initial application



ATTACHMENT B

Technical information on the proposed exit gate

1601 PARKING CONTROL
BARRIER GATE OPERATOR

HIGH USAGE SINGLE LANE TRAFFIC CONTROL

- Designed for single lane (14 ft maximum) vehicular control in high traffic applications
- Electronic Limit Settings
- Operators are designed so that they can be mounted on either the left or right hand side of the roadway
- Lighted and Breakaway Arm Kits available. Low headroom Folding Arm Kits also available
- Pedestrian Protection System available (See back page for system requirements)
- 5-Year Limited Warranty

COMMERCIAL • INDUSTRIAL • GATED COMMUNITIES • APARTMENT COMPLEXES

Left or Right Hand Mount
Operators are designed so they can be mounted on either the left or right hand side of the roadway.

Octagonal Lighted Signal Arm Option
light the way for customers to exit easily and safely with signals and sensors

Pedestrian Protection System Available
it's aware - even when they're not

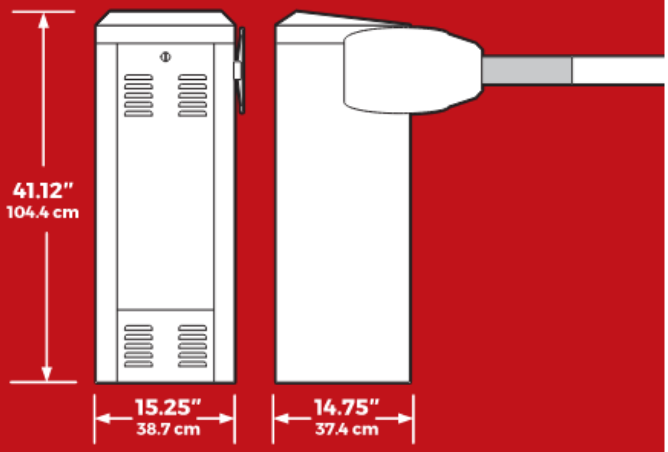
Breakaway Arm Option
reduce maintenance costs

ACCESS CONTROL SOLUTIONS

ATTACHMENT B continued

DKS DOORKING

1601 PARKING CONTROL
BARRIER GATE OPERATOR



MODEL	1601
CLASS OF OPERATION	II, III, IV
ARM TYPE/MAX LENGTH (ARMS ARE SOLD SEPARATELY)	Plastic / 12 ft (3.6 m) Wood / 14 ft (4.3 m) Round Aluminum / 14 ft (4.3 m) Octagonal Aluminum / 14 ft (4.3 m)
MOTOR	½ HP · Continuous Duty · AC Motor
INPUT	115 VAC, 60 Hz, 5.4A 230 VAC, 60 Hz, 2.7A[1] 460 VAC, 60 Hz, 1.4A[1]
OPTIONS	Convenience Open Package[2] Heater and Fan Kits Folding Arm Kits[5] Breakaway Arm Kit[3] Octagonal Lighted Signal Arm 2-Piece Arm Kit[4]

1. These operators use a step-down transformer to achieve 115 VAC operating voltage.
2. Optional factory installed DC powered drive system provides an automatic method to open the gate when primary (AC) power fails.
3. Breakaway Arm available with aluminum arm type only.
4. This will be two-piece aluminum arm (reduces shipping cost).
5. Maximum length of arm when using a folding arm kit is 12 ft.

TECHNICAL FEATURES

MECHANICAL
Primary Reduction is provided by a 60:1 Worm Gear Reduction System running in a continuous oil bath

Arm rotates 90° in approximately 2.5 seconds

G90 Galvanized Steel Housing

Fail-Secure Mechanical Release Method

Left- or Right-Hand Mount

360° gear box rotation before the motor changes direction.This provides for smooth operation, evens wear across the entire gear-box, and increases the life span of the operator

GATE TRACKER™
Reporting output provides operator data to a DKS 1833, 1835, 1837 or 1838 access control system (requires 2358 expansion board)

OPTIONS
Aluminum Octagonal Lighted Barrier Arm: Octagonal Arm LEDs are RED when the arm is in the down position and turns to GREEN when the arm rotates to the full up position.

Breakaway Hardware Kit: Allows arm to swing out of the way in the event that a vehicle fails to stop at a lowered Arm. The system is easily reset by simply snapping the Arm back into place. For Aluminum Arms only.

2-Piece Arm 14 Ft (4.27 m): The two-piece Aluminum Arm ships in a 7 ft (2.13 m) long box to reduce shipping cost. Two-piece design does not accept light kit.

ELECTRICAL
Magnetic Electronic Limit Controls

Auto-Close timer 1-23 seconds

P.A.M.S. (Perimeter Access Management System) sequence with a Slide or Swing Gate Operator

Up Input Memory Buffer

Down Memory Option

Multiple Up Commands

Port for plug-in Open (Up) Detector

Port for plug-in Reverse (Down) Detector

Programming Switches

Built-in Power On/Off Switch

DKS Pedestrian Protection System: The system reverses Barrier Arm if person is detected, and lowers Barrier Arm if unauthorized vehicle enters. Requires DKS 9411 Loop Detector and a photo-beam.

MISCELLANEOUS
Environmental: 10°F to 140°F (-12°C to 62°C)

Thermostatically Controlled Heater Kit recommended for colder environments.

1601 shipping weight approximately 140-160 lb (63-72 kg)
Arm Kit: 15 lb (7 kg)

Intertek

ATTACHMENT B continued

Additional installation information from the vendor's proposal.

VEHICLE DETECTION IN-GROUND LOOP COILS to be
INSTALLED with DIAMOND WETSAW CUTTING OF ASPHALT.
1 loop-coil to open gate.
1 loop-coil to close gate.
2 – 8 'x 4' foot plus lead-in cable, 500 feet of XLP wiring for loop coils, 4 wrap's and sealing of vehicle loop sensor in asphalt with rubberized asphalt sealant with wiring configuration into gate electronics.
(exit roadway will have to be closed off to traffic for loop installation)

***LK association to provide 36"x36"x 10" thick CONCRETE PAD for EXIT GATE.**
***LK association to provide electrical contractor to provide and connect 1-20amp electrical circuits to gates and for generator back-up operation from guardhouse generator.**