

*Baytree Community
Development District*

Workshop Meeting Agenda

July 15, 2026

AGENDA

Baytree
Community Development District

Workshop Meeting Agenda

**Wednesday
July 15, 2026
1:30 p.m.**

**Baytree National Golf Links
8207 National Drive
Melbourne, Florida**

1. Roll Call
2. Public Comment Period
3. Discussion of Dewberry Work Authorization Number 2026-3 for 2026
Roadway Resurfacing Project
4. Discussion of Proposal for Electrical Service and Lighting Panel Replacements
from Beach Electric Inc.
5. Discussion of Proposal for Gate Motor Replacement with Gate Control
Technologies Inc.
6. Supervisor's Requests
7. Adjournment

SECTION 3

Sent Via Email: jlebrun@gmscfl.com

July 1, 2026

Mr. Jeremy LeBrun, District Manager
Baytree Community Development District
c/o Governmental Management Services
219 E. Livingston Street
Orlando, Florida 32801

Subject: **Work Authorization Number 2026-3
Baytree Community Development District
2026 Roadway Resurfacing Project**

Dear Mr. LeBrun:

Dewberry Engineers Inc. (Engineer) is pleased to submit this Work Authorization to provide the Baytree Community Development District (District) with engineering and construction administration services for the roadway resurfacing project. We will provide these services pursuant to our current agreement ("District Engineer Agreement").

I. Roadway Resurfacing Bid Documents

We will prepare bid plans for the resurfacing of existing roadways within the CDD. We will assist the District in providing drawings and specifications for the resurfacing of these roadways. We will coordinate the Request for Proposal (RFP) for bid solicitation with the District.

Our fee for this task will be based on time and materials, in accordance with the enclosed Schedule of Charges. We estimate a budget of \$15,500, plus other direct costs.

II. Roadway Resurfacing - Pre Bid and Bidding Assistance

We will assist the District in distributing and monitoring the RFP for resurfacing the District roadways. We will coordinate the final submittals and prepare and provide a summary of the bids received for final selection of the contractor.

Our fee for this task will be based on time and materials, in accordance with the enclosed Schedule of Charges. We estimate a budget of \$10,000, plus other direct costs.

III. Roadway Resurfacing Construction Administration

We will attend an onsite pre-construction meeting as well as providing the Notice To Proceed (NTP) to commence construction. We will monitor and review shop drawings, submittals and a proposed schedule as well as review and approve the Maintenance of Traffic (MOT) to be used for construction. We will review pay applications and assist in the final close-out.

Our fee for this task will be based on time and materials, in accordance with the enclosed Schedule of Charges. We estimate a budget of \$15,000, plus other direct costs.

IV. Consultant Coordination/Project Meetings

We will meet with the client as necessary to keep the client informed of the current project status and review engineering or other items. We will also attend local meetings throughout this design phase to coordinate the engineering and construction administration aspects of the project with the other team. This task includes up to twenty (20) hours of coordination. If additional time is requested, an Authorization for Additional Services (AAS) will be required.

Our fee for this task will be based on time and materials, in accordance with the enclosed Schedule of Charges. We estimate a budget of \$5,000, plus other direct costs.

V. Other Direct Costs

Other direct costs include items such as printing, drawings, travel, deliveries, et cetera. This does not include any of the application fees for the various agencies, which are the owner's responsibility and have not been accounted for in this proposal. We estimate a budget of \$ 500

This Work Authorization, together with the referenced Engineering Agreement, represents the entire understanding between the District and the Engineer with regard to the referenced work authorization. If you wish to accept this work authorization, please sign where indicated and return one complete copy to Aimee Powell, Senior Office Administrator, in our Orlando office at 800 N. Magnolia Avenue, Suite 1000, Orlando, Florida 32803 (or via email at apowell@dewberry.com). Upon receipt, we will promptly schedule our services.

Thank you for choosing Dewberry Engineers Inc. We look forward to continuing to work with you and your staff.

Sincerely,



Reinardo Malavé, P.E.
Associate Vice President

RM:ap

Q:\Baytree CDD_50129054\Adm\Correspondence\AAS\Baytree CDD 2026 Roadway Resurfacing Project – 07-01-2026

APPROVED AND ACCEPTED

By: _____
Authorized Representative of
Baytree Community Development District

Date: _____

STANDARD HOURLY BILLING RATE SCHEDULE

Professional/Technical/Construction/Surveying Services

LABOR CLASSIFICATION	HOURLY RATES
Professional	
Engineer I, II, III	\$135.00, \$150.00, \$170.00
Engineer IV, V, VI	\$195.00, \$225.00, \$255.00
Engineer VII, VIII, IX	\$295.00, \$325.00, \$365.00
Environmental Specialist I, II, III	\$115.00, \$145.00, \$170.00
Senior Environmental Scientist IV, V, VI	\$185.00, \$205.00, \$230.00
Planner I, II, III	\$115.00, \$145.00, \$170.00
Senior Planner IV, V, VI	\$185.00, \$205.00, \$230.00
Landscape Designer I, II, III	\$115.00, \$145.00, \$170.00
Senior Landscape Architect IV, V, VI	\$185.00, \$205.00, \$230.00
Principal	\$395.00
Technical	
CADD Technician I, II, III, IV, V	\$95.00, \$115.00, \$140.00, \$155.00, \$205.00
Designer I, II, III	\$115.00, \$150.00, \$180.00
Designer IV, V, VI	\$200.00, \$220.00, \$260.00
Construction	
Construction Professional I, II, III	\$135.00, \$170.00, \$200.00
Construction Professional IV, V, VI	\$240.00, \$280.00, \$335.00
Survey	
Surveyor I, II, III	\$75.00, \$90.00, \$120.00
Surveyor IV, V, VI	\$140.00, \$155.00, \$170.00
Surveyor VII, VIII, IX	\$190.00, \$225.00, \$270.00
Senior Surveyor IX	\$330.00
Fully Equipped 1, 2, 3 Person Field Crew	\$170.00, \$215.00, \$290.00
Laser Scanner 1, 2 Person Field Crew	\$225.00, \$270.00
Administration	
Administrative Professional I, II, III, IV	\$78.00, \$110.00, \$135.00, \$165.00
Other Direct Costs (Printing, Postage, Etc.)	Cost + 15%

**COMPANY CONFIDENTIAL AND PROPRIETARY: USE OR DISCLOSURE OF DATA CONTAINED ON THIS SHEET IS SUBJECT TO RESTRICTION

Revised 05-30-26\Subject to Revision\Standard Hourly Billing Rate Schedule



MEMORANDUM

DATE: MAY 7, 2026

TO: BAYTREE COMMUNITY DEVELOPMENT DISTRICT (CDD)

FROM: REY MALAVE, DISTRICT ENGINEER

INSPECTION COORDINATOR: COLE LANDAU, SENIOR PROJECT MANAGER

SUBJECT: BAYTREE CDD ROADWAYS ASSESSMENT

Introduction

Dewberry Engineers performed site inspections and collected 1,029 photos during April 2026 to determine the conditions of the roadways. This inspection was completed at the request of the CDD to solicit proposals from contractors to complete the repairs. The Table 1 below provides our inspection findings summarized "Maintenance recommendations based on 2026 Roadway Analysis 5 year projection."

An Individual Roadway detail comments section is also included. A supplemental spreadsheet updated has also been included under separate cover.

Infrastructure Condition Rating System

1. Above average – very good, no 5-year maintenance plan recommendation.
2. Good – looks acceptable, minor defect or spot maintenance could be performed however no full width maintenance required. There are always spots on aging streets that could use attention and is never discouraged. Budget must be considered and should budget allow for added maintenance it is not discouraged.
3. Maintenance recommended.

Maintenance Recommendations

Cause of maintenance. Water entry below asphalt to the subbase is the main failure mechanism for the pavement. Asphalt is a mixture of crude oil, sand and small aggregates. The crude oil is susceptible to sunlight UV Surface oxidation and environmental evaporation, this causes asphalt pavement to be grey/white in color. Oxidation results in the asphalt mix bond or holding power of sand & aggregates to lessen and subsequently open small cracks eventually to the subbase allowing water to pass. A surface sealcoat, similar to the last maintenance done throughout the CDD, is recommended approximately every 5 years or sooner depending on budget and desired aesthetics. The sealcoating provides an even color for aesthetics and seals small cracks restricting water movement to the subbase materials and protects against UV. The CDD should elect to perform sealcoat application in FY 2029/2030 budget \$ 180,000.00 see table at the end of this report for 5 year Budget projection. The Budget was targeted to keep costs within a range of \$100,000 - \$200,000 annually. The early maintenance results in higher cost maintenance later to be unnecessary and that is shown by designating the higher cost maintenance as "Optional." Put another way, spend less earlier to avoid higher cost in the future.

Combinations of maintenance are common and an image is provided at the end of this section to help describe maintenance types, their uses, expected lifespan extension, traffic level and cost.

Three common maintenance types are recommended for Baytree CDD Roadways as follows:

Crack Sealing

Tar is applied after cleaning cracks with compressed air. Typically costs per foot of treatment. Purpose is to stop water from entering below the roadway surface, water weakens the roadway and leads to cracking and failures such as potholes. This option is the least expensive.

Slurry Seal

Thin layer of asphalt, sand sized aggregates applied by machine with the purpose of extending pavement life by restricting moisture intrusion, protecting from oxidation, and resurfacing uniform black appearance. This option is cost effective.

Mill and Replace

Full depth mill with equipment, haul away, prepare surface for new asphalt, and place with paving machines and rollers. This option is the most expensive but provides brand new appearance and lifespan.

MAINTENANCE TYPE	TYPICAL USE	EXPECTED LIFESPAN EXTENSION	RECOMMENDED TRAFFIC LEVEL	APPROX. COST / SF
1  Crack Sealing	Prevent water intrusion into isolated cracks	3 – 8 years	   Low to Heavy	\$0.15 – \$0.50 / SF*
2  Sealcoating	UV/water protection and appearance restoration	2 – 5 years	  Low to Medium	\$0.15 – \$0.40 / SF
3  Slurry Seal / Micro Surfacing	Surface preservation and oxidation control	5 – 8 years	  Medium	\$0.50 – \$2.00 / SF
4  Chip Seal	Rural roads and low-speed pavements	5 – 7 years	 Low	\$0.75 – \$2.00 / SF
5  Infrared Asphalt Repair	Localized seamless repair	3 – 5 years	  Low to Medium	\$2 – \$6 / SF
6  Hot Patch Repair	Potholes and distressed localized areas	1 – 5 years	  Medium to Heavy	\$2 – \$5 / SF
7  Mill & Overlay	Remove top layer and install new asphalt	8 – 15 years	  Medium to Heavy	\$2 – \$6 / SF
8  Asphalt Resurfacing	New asphalt layer over sound base	8 – 15 years	  Medium	\$1.50 – \$4 / SF
9  Full-Depth Patching	Structural repair of failed areas	10 – 20 years	 Heavy	\$3 – \$8 / SF
10  Full Reconstruction	Complete removal and rebuild	20 – 40 years	 Heavy / Industrial	\$6 – \$12+ / SF

* Crack sealing is commonly priced by linear foot rather than square foot.

GENERAL GUIDANCE	TYPICAL MAINTENANCE TIMING		FACTORS THAT AFFECT TIMING & COST
• Sealcoating and crack sealing are preventative maintenance items and provide the best lifecycle ROI when done early. • Mill & overlay is appropriate when the asphalt surface has failed but the aggregate base remains structurally sound. • Full-depth patching or reconstruction is required where subgrade/base failure or severe alligator cracking exists. • Micro surfacing/chip seal are cost-effective municipal roadway preservation treatments but less common for high-end commercial parking lots.	PAVEMENT AGE	RECOMMENDED ACTION	 Truck traffic / load frequency
	0 – 2 Years	Allow curing; monitor drainage	 Drainage and ponding water
	2 – 4 Years	First sealcoat + crack sealing	 Subgrade and base quality
	5 – 8 Years	Repeat sealcoat / localized patching	 Climate (heat / UV exposure)
	10 – 15 Years	Overlay or resurfacing	 Pavement age and condition
	20+ Years	Reconstruction likely	
Costs and lifespans compiled from current 2025–2026 asphalt maintenance and resurfacing pricing references.			

The following table includes the roadways that currently require maintenance.

ROADWAY	COMMENTS
Ashwell Court	Alligator cracking is allowing water into subbase - degradation of paving structure. Slurry Seal should be completed within the next 2 years and mill & replace in future (approximately 4-5 years).
Eddystone Way	Large pattern cracking is allowing water into subbase in various areas. The paving structure in the areas affected shall continue to worsen. Recommend Crack Seal in 1-2 years and plan for Slurry Seal in 2-3 years. Slurry Seal, if not done, full width mill & replace in future (approximately 5-years).
Sandhurst Drive	Large pattern cracking is allowing water into subbase in various areas. The paving structure in the areas affected shall continue to worsen. Recommend Crack Seal in 1-2 years and plan for Slurry Seal 2-3 years. Slurry Seal, If not done, full width mill & replace budget in future (approximately 5 years).
Deerhurst Drive	Large pattern cracking is allowing water to subbase in various areas. The paving structure in the areas affected shall continue to worsen. Recommend Slurry Seal in next 2 years or Optional mill & replace in future (4-5 years).
Chatham Court	Alligator cracking is allowing water to subbase, degradation of paving structure. Slurry Seal should be completed within the next 2 years or Optional mill & replace in future (approximately 4-5 years).
Daventry Drive	Alligator cracking is allowing water to subbase in various areas. The paving structure int the areas affected shall continue to worsen. Slurry Seal should be completed within the next 2 years or Optional mill & repave in future (approximately 4-5 years).
Kessington Courtt	Alligator cracking is allowing water to subbase - degradation of paving structure Slurry Seal should be completed within the next 2 years or Optional Mill & Replace in future (approximately 4-5 years).
Bradwick Way	Recommend using Crack Seal large pattern cracking, mainly surrounding manholes within 2 years.

Table 1-Maintenance recommendations based on 2026 Roadway Analysis 5 year projection.

A full detail of the roadway analysis is as follows.

1. Andover & Arundel – Areas experiencing frequent turning movements are showing typical cracking. These cracks are maintained by sealing the roadway surface. The current sealing looks acceptable for the next 5 years. A few depressions noted and some longitudinal cracking is present, these few areas do not warrant full roadway maintenance but spot treatment is possible and never discouraged.
2. Ashbourne Ct – Tree root should be addressed and spot repaired. The current sealing looks acceptable for the next 5 years and as part of Kingswood Way maintenance in the future plan to use similar surface treatments due to proximity.
3. Ashwell CT - Alligator cracking is allowing water into subbase - degradation of paving structure. Slurry Seal should be completed within the next 2 years and mill & replace in future (approximately 4-5 years).
4. Balmoral - Areas experiencing frequent turning movements are showing typical cracking. These cracks are maintained by sealing the roadway surface. The current sealing looks acceptable for the next 5 years. A few depressions noted and some longitudinal cracking is present, these few areas do not warrant full roadway maintenance but spot treatment is possible and never discouraged.
5. Baytree – Main use arterial. Areas experiencing frequent turning movements are showing typical cracking. These cracks are maintained by sealing the roadway surface. The current sealing looks acceptable for the next 5 years. A few depressions of curblin are visible when recent rainfall has occurred noted and some longitudinal cracking is present, these few areas do not warrant full roadway maintenance but spot treatment is possible and never discouraged.

6. Belford - Areas experiencing frequent turning movements are showing typical cracking. These cracks are maintained by sealing the roadway surface. The current sealing looks acceptable for the next 5 years. A few depressions noted and some longitudinal cracking is present, these few areas do not warrant full roadway maintenance but spot treatment is possible and never discouraged.
7. Berwick Road – Roadway appears in above average condition.
8. Birchington Lane - Areas experiencing frequent turning movements are showing typical cracking. These cracks are maintained by sealing the roadway surface. The current sealing looks acceptable for the next 5 years. Manholes and a few depressions noted and some longitudinal cracking is present, these few areas do not warrant full roadway maintenance but spot treatment is possible and never discouraged. Should budget allow, this would be recommended to receive crack sealing there's also areas of water collecting however to fix is extensive project.
9. Bradwick Way – Recommend using Crack Seal large pattern cracking, mainly surrounding manholes within 2 years.
10. Chatham Court – Alligator cracking is allowing water to subbase, degradation of paving structure. Slurry Seal should be completed within the next 2 years or Optional mill & replace in future (approximately 4-5 years).
11. Chatsworth Drive – Roadway appears in good condition. Recommend reviewing in 5 years.
12. Compton Way – Roadway appears in above average condition for its age. Recommend reviewing in 5 years.
13. Cromwell Place - Roadway appears in good condition slight light cracking at turning movements typical of age. Recommend reviewing in 5 years.
14. Daventry Drive - Alligator cracking is allowing water to subbase in various areas. The paving structure in the areas affected shall continue to worsen. Slurry Seal should be completed within the next 2 years or Optional mill & repave in future (approximately 4-5 years).
15. Deerhurst Dr – Large pattern cracking is allowing water to subbase in various areas. The paving structure in the areas affected shall continue to worsen. Recommend Slurry Seal in next 2 years or Optional mill & replace in future (4-5 years).
16. Dorset – Areas experiencing frequent turning movements are showing typical cracking. These cracks are maintained by sealing the roadway surface. The current sealing looks acceptable for the next 5 years. A few depressions noted and some longitudinal cracking is present, these few areas do not warrant full roadway maintenance but spot treatment is possible and never discouraged.
17. Duncastle Court - Roadway appears in above average condition for its age. Recommend reviewing in 5 years.
18. Eddystone Way – Large pattern cracking is allowing water into subbase in various areas. The paving structure in the areas affected shall continue to worsen. Recommend Crack Seal in 1-2 years and plan for Slurry Seal in 2-3 years. Slurry Seal, if not done, full width mill & replace in future (approximately 5-years).
19. Glastonbury Place – Areas experiencing frequent tire paths are showing typical cracking. These cracks are maintained by sealing the roadway surface. The current sealing looks acceptable for the next 5 years. Manholes perimeter cracking and some longitudinal cracking is present, these

few areas do not warrant full roadway maintenance but spot treatment is possible and never discouraged. Review again in 5 years.

20. Kessington Ct - Alligator cracking is allowing water to subbase - degradation of paving structure. Slurry Seal should be completed within the next 2 years or Optional Mill & Replace in future (approximately 4-5 years).
21. Kingswood Way - Roadway appears in above average condition for its age. Recommend reviewing in 5 years.
22. Linford Court – Roadway appears in good condition with minor cracking at the turning path. Recommend reviewing in 5 years.
23. Montrose Way - Roadway appears in good condition with minor longitudinal cracking at the vehicle tire path along curbline. Recommend reviewing in 5 years.
24. National – Roadway appears in above average condition. Recommended reviewing in 5 years.
25. Old Tramway - Roadway appears in good condition. Areas experiencing frequent turning movements are showing typical cracking. These cracks are maintained by sealing the roadway surface. The current sealing looks acceptable for the next 5 years. Recommended reviewing in 5 years.
26. Royston Lane - The current sealing looks acceptable for the next 5 years. A few depressions noted and some longitudinal cracking is present, these few areas do not warrant full roadway maintenance but spot treatment is possible and never discouraged.
27. Sandhurst Dr – Large pattern cracking is allowing water into subbase in various areas. The paving structure in the areas affected shall continue to worsen. Recommend Crack Seal in 1-2 years and plan for Slurry Seal 2-3 years. Slurry Seal, If not done, full width mill & replace budget in future (approximately 5 years).
28. Southpointe - Areas experiencing frequent turning movements are showing typical cracking. These cracks are maintained by sealing the roadway surface. The current sealing looks acceptable for the next 5 years. A few depressions noted and some longitudinal cracking is present, these few areas do not warrant full roadway maintenance but spot treatment is possible and never discouraged.

Maintenance	Cost/LF Roadway	Cost/SF Pavement	Cost/LF	Explanation of price
Mill & Replace	150	25		PER SQUARE FOOT or LINEAR FOOT OF ROADWAY
Slurry Seal	50	2		PER SQUARE FOOT or LINEAR FOOT OF ROADWAY
Crack Seal			3	PER LINEAR FOOT OF CRACK

Table 1-Unit Cost of Maintenance Type Recommended for Baytree CDD for Budget Projection.

ROADWAY ~25 FT WIDTH		YEAR / RECOMMENDATION / BUDGET / <OPTION 2>				
Name of Roadway	Roadway Length (Feet)	2027	2028	2029	2030	2031
Ashwell Court	200	Slurry Seal \$ 10,000			<Mill & Replace> \$ 30,000	
Eddystone Way	150	Crack Seal \$ 450	Slurry Seal \$ 7,500		<Mill & Replace> \$ 22,500	
Sandhurst Drive	1200	Crack Seal \$ 3,600	Slurry Seal \$ 60,000			<Mill & Replace> \$ 180,000
Deerhurst Drive	1200	Slurry Seal \$ 60,000		<Mill & Replace> \$ 180,000		
Chatham Court	150	Slurry Seal \$ 7,500			<Mill & Replace> \$ 22,500	
Daventry Drive	850		Slurry Seal \$ 42,500			<Mill & Replace> \$ 127,500
Kessington Court	200	Slurry Seal \$ 10,000			<Mill & Replace> \$ 30,000	
Bradwick Way	2500	Crack Seal \$ 7,500				
Annual District Budget		\$ 99,050	\$ 110,000	\$ 180,000	\$ 105,000	\$ 307,500

Table 2-Annual Minimum Budgets for Baytree CDD Pavement Maintenance, Projected 5 years.

Roadway	Section	Roadway Section				General Condition
		Location	Traffic	Sec Length	Area (SY)	
Andover Way	1	End to Balmoral	Light	510	1,360	Good
Arundel Way	1	End to Old Tramway Dr	Light	685	1,827	Good
Ashbourne Ct	1	End to Kingswood	Light	365	973	Good
Ashwell Ct	1	End to Bradwick	Light	235	627	Maintenanc
Balmoral Way	1	End to Southpoint	Light	1,100	2,933	Good
Balmoral Way	2	Southpoint to Andover	Light	785	2,093	Good
Balmoral Way	3	Andover to Belford	Medium	550	1,467	Good
Balmoral Way	4	Belford to Old Tramway	Medium	530	1,413	Good
Baytree Dr	1	End to Deerhurst	Heavy	900	2,400	Good
Baytree Dr	2	Deerhurst to Tramway	Heavy	225	600	Good
Baytree Dr	3	Tramway to Daventry	Heavy	500	1,333	Good
Baytree Dr	4	Daventry to Bradwick	Heavy	850	2,267	Good
Baytree Dr	5	Bradwick to Duncastle	Heavy	525	1,400	Good
Baytree Dr	6	Duncastle to Glastonbury	Heavy	1,150	3,067	Good
Baytree Dr	7	Glastonbury to Kingswood	Heavy	800	2,133	Good
Baytree Dr	8	Kingswood to End	Heavy	225	600	Good
Baytree Dr	Cul-de-sac	Daventry to Bradwick	Light	50	218	Good
Belford Way	1	End to Balmoral	Light	465	1,240	Good
Berwick Way	1	End to Kingswood	Light	515	1,373	Excellent
Birchington Ln	1	End to Bradwick	Light	1,140	3,040	Good
Bradwick Way	1	Daventry to Royston	Light	930	2,480	Maintenanc
Bradwick Way	2	Royston to Baytree	Light	220	587	Maintenanc
Bradwick Way	3	Baytree to Ashwell	Medium	420	1,120	Maintenanc
Bradwick Way	4	Ashwell to Birchington	Medium	530	1,413	Maintenanc
Bradwick Way	5	Birchington to Sandhurst	Light	250	667	Maintenanc
Bradwick Way	6	Sandhurst to End	Light	630	1,680	Maintenanc
Chatham Ct	1	End to Deerhurst	Light	210	560	Maintenanc
Chatsworth Dr	1	Old Tramway to Compton	Light	675	1,800	Good
Chatsworth Dr	2	Compton to Cromwell	Light	550	1,467	Good
Chatsworth Dr	3	Cromwell to End	Light	575	1,533	Good
Compton Way	1	West End to Chatsworth	Light	275	733	Excellent
Compton Way	2	East End to Chatsworth	Light	425	1,133	Excellent
Cromwell Pl	1	End to Chatsworth	Light	210	560	Good
Daventry Dr	1	Bradwick to Baytree	Light	750	2,000	Maintenanc
Daventry Dr	2	End to Bradwick	Light	200	533	Maintenanc
Deerhurst Dr	1	Baytree to Kessington	Light	775	2,067	Maintenanc
Deerhurst Dr	2	Kessington to Chatham	Light	450	1,200	Maintenanc
Deerhurst Dr	3	Chatham to End	Light	250	667	Maintenanc
Dorset Pl East	2	East end to Old Tramway Dr	Light	250	667	Good
Dorset Pl West	1	West end to Old Tramway Dr	Light	380	1,013	Good
Duncastle Ct	1	End to Baytree	Light	510	1,360	Good
Eddystone Way	1	End to Sandhurst	Light	185	493	Maintenanc
Glastonbury Pl	1	End to Baytree	Light	650	1,733	Good
Kessington Ct	1	End to Deerhurst	Light	210	560	Maintenanc
Kingswood Way	1	Baytree to Ashbourne	Heavy	520	1,387	Good
Kingswood Way	2	Ashbourne to Berwick	Heavy	1,250	3,333	Good
Kingswood Way	3	Berwick to End	Heavy	250	667	Good
Linford Ct	1	End to Old Tramway Dr	Light	260	693	Good
Montrose Way	1	End to Old Tramway Dr	Light	230	613	Good
National Dr	1	End to Old Tramway Dr	Heavy	970	2,587	Good
Old Tramway Dr	1	End to Balmoral	Light	250	667	Good
Old Tramway Dr	2	Balmoral to Dorset	Medium	200	533	Good
Old Tramway Dr	3	Dorset to Arundel	Medium	550	1,467	Good
Old Tramway Dr	4	Arundel to Chatsworth	Medium	400	1,067	Good
Old Tramway Dr	5	Chatsworth to Montrose	Medium	400	1,067	Good
Old Tramway Dr	6	Montrose to National	Medium	850	2,267	Good
Old Tramway Dr	7	National to Linford	Heavy	220	587	Good
Old Tramway Dr	8	Linford to Baytree	Heavy	550	1,467	Good
Royston Ln	1	End to Bradwick	Light	400	1,067	Good
Sandhurst Dr	1	End to Eddystone	Light	1,250	3,333	Maintenanc
Sandhurst Dr	2	Eddystone to Bradwick	Light	330	880	Maintenanc
Southpoint Ct	1	End to Balmoral	Light	1,070	2,853	Good

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86,925



Repairs completed in 2017

Repairs completed in 2019

SECTION 4



Beach Electric Inc.

Baytree Community
Baytree Community
201 Baytree Dr
Melbourne, FL 32940

(865) 603-3650
rszozda@gmscfl.com

ESTIMATE	#212786
ESTIMATE DATE	Jun 22, 2026
EXPIRATION DATE	Jul 23, 2026

CONTACT US

334 N Orlando Ave
Cocoa Beach, FL 32931

(321) 783-7030
beachelectriccb@hotmail.com

ESTIMATE

Rear Guard Shack Service Replacement

Services

Rear Guard Shack Service Replacement Proposal

Replacement of the existing deteriorated electrical service at the rear guard shack. Work includes full removal of rusted service equipment and failed structural mounting, installation of new service equipment, grounding system upgrades, surge protection, inspection coordination, and utility reconnection.

Scope of Work

1. Coordinate with Florida Power & Light (FPL) for scheduled de-energization of existing electrical service.
2. Remove and properly dispose of the deteriorated equipment and mounting post.
3. Install (2) new pressure-treated structural posts for service mounting.
4. Install (2) Veranda-style protective coverings for post weather protection.
5. Mount equipment using stainless steel strut, stainless steel hardware, and stainless steel strapping for corrosion resistance.
6. Install new service rated aluminum meter enclosure and 150-amp main service disconnect with panel-mounted Surge Protective Device (SPD).
7. Install new copper grounding electrode system including (2) grounding electrodes, continuous #4 THHN grounding electrode conductor, and an Intersystem Bonding Termination (IBT).
8. Coordinate required inspection with Brevard County Building Department.
9. Upon approval, permit will be closed by the Authority Having Jurisdiction (AHJ), and FPL will be notified for service re-energization.
10. Test service for proper voltage, grounding continuity, and protective device operation.

Project Notes - Proposal Notes & Exclusions

1. This agreement includes only the work specifically outlined in the "Scope of Work." Any additional work requested or required will be handled through a written change order and must be approved prior to proceeding.
2. This proposal covers electrical work only. It does not include plumbing, HVAC, or any cosmetic restoration work.
3. Pricing is based on conditions that are visible and accessible at the time of the estimate. Additional costs may apply if unforeseen conditions are encountered, such as concealed wiring issues, previously non-compliant installations, damaged materials, or restricted access.

Building Permits & Inspections - Electrical Permitting

Electrical permits are required for most electrical projects to verify that all work complies with the current applicable National Electrical Code (NEC), building codes, safety standards, and local jurisdiction requirements.

Our team handles the permitting process on your behalf to help protect your investment, ensure code compliance, and reduce the risk of costly corrections, delays, or future issues. This service includes permit application, plan review (when required), inspections, final approval by the Authority Having Jurisdiction (AHJ), and permit closure.

Permit services do not include the preparation of blueprints, electrical system design, engineering services, or stamped drawings. If such documents are required by the AHJ, they must be provided by others under a separate agreement.

Subtotal	\$3,550.00
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Total	\$3,550.00
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Front Entrance Lighting Panel Replacement

Services

Front Entrance Lighting Panel Replacement Proposal

Replacement of the existing deteriorated lighting panel at the front entrance. Work includes full removal of rusted panel and circuit breakers, installation of new panel and circuit breakers, surge protection, inspection coordination, and utility reconnection.

Scope of Work

1. Coordinate with Florida Power & Light (FPL) for scheduled de-energization of existing electrical service.
2. Remove and properly dispose of panel and circuit breakers in accordance with local regulations.
3. Install new NEMA 3R outdoor service-rated rated panel.
4. Install new circuit breakers for existing lighting circuits.
5. Reconnect existing lighting junction boxes and timer.
6. Install whole-service Surge Protective Device (SPD).
7. Coordinate required inspection with Brevard County Building Department.
8. Upon approval, permit will be closed by the Authority Having Jurisdiction (AHJ), and FPL will be notified for service re-energization.
9. Test service panel and breakers for proper voltage, grounding continuity, and protective device operation.

Project Notes - Proposal Notes & Exclusions

1. This agreement includes only the work specifically outlined in the "Scope of Work." Any additional work requested or required will be handled through a written change order and must be approved prior to proceeding.
2. This proposal covers electrical work only. It does not include plumbing, HVAC or any cosmetic restoration work.
3. Pricing is based on conditions that are visible and accessible at the time of the estimate. Additional costs may apply if unforeseen conditions are encountered, such as concealed wiring issues, previously non-compliant installations, damaged materials, or restricted access.

Building Permits & Inspections - Electrical Permitting

Electrical permits are required for most electrical projects to verify that all work complies with the current applicable National Electrical Code (NEC), building codes, safety standards, and local jurisdiction requirements.

Our team handles the permitting process on your behalf to help protect your investment, ensure code compliance, and reduce the risk of costly corrections, delays, or future issues. This service includes permit application, plan review (when required), inspections, final approval by the Authority Having Jurisdiction (AHJ), and permit closure.

Permit services do not include the preparation of blueprints, electrical system design, engineering services, or stamped drawings. If such documents are required by the AHJ, they must be provided by others under a separate agreement.

Subtotal	\$2,300.00
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Total	\$2,300.00
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Thank you for supporting a local business and choosing Beach Electric for your electrical needs!

SECTION 5

ESTIMATE

Gate Control Technologies
395 Richard Rd Ste B
Rockledge, FL 32955

gate.control.tech@gmail.com
1-321-863-8070

Bill to
Baytree
c/o Govern219 E Livingston Street
Orlando, FL 32801

Estimate details
Estimate no.: 10701
Estimate date: 07/09/2026

#	Date	Product or service	Description	Qty	Rate	Amount
1.		AOM-MQ-19 MAGNA Q BARRIER ARM OPERATOR	AOM-MQ-19 MAGNA Q BARRIER ARM OPERATOR (INCLUDES 15'-Arm	1	\$4,228.64	\$4,228.64
2.		AOM-MQ-EDGE15 MAGNA Q LED STRIP AND SAFETY EDGE COMBINATION FOR 15' ARM	AOM-MQ-EDGE15 MAGNA Q LED STRIP AND SAFETY EDGE COMBINATION FOR 15' ARM	1	\$425.00	\$425.00
3.		Commercial Install	Commercial New Install	3	\$95.00	\$285.00
Total						\$4,938.64

Accepted date

Accepted by