

6 - EXHIBITS

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EXHIBIT 1.
COAL CITY TIF DISTRICT
BOUNDARY MAP

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Village of Coal City

Proposed TIF

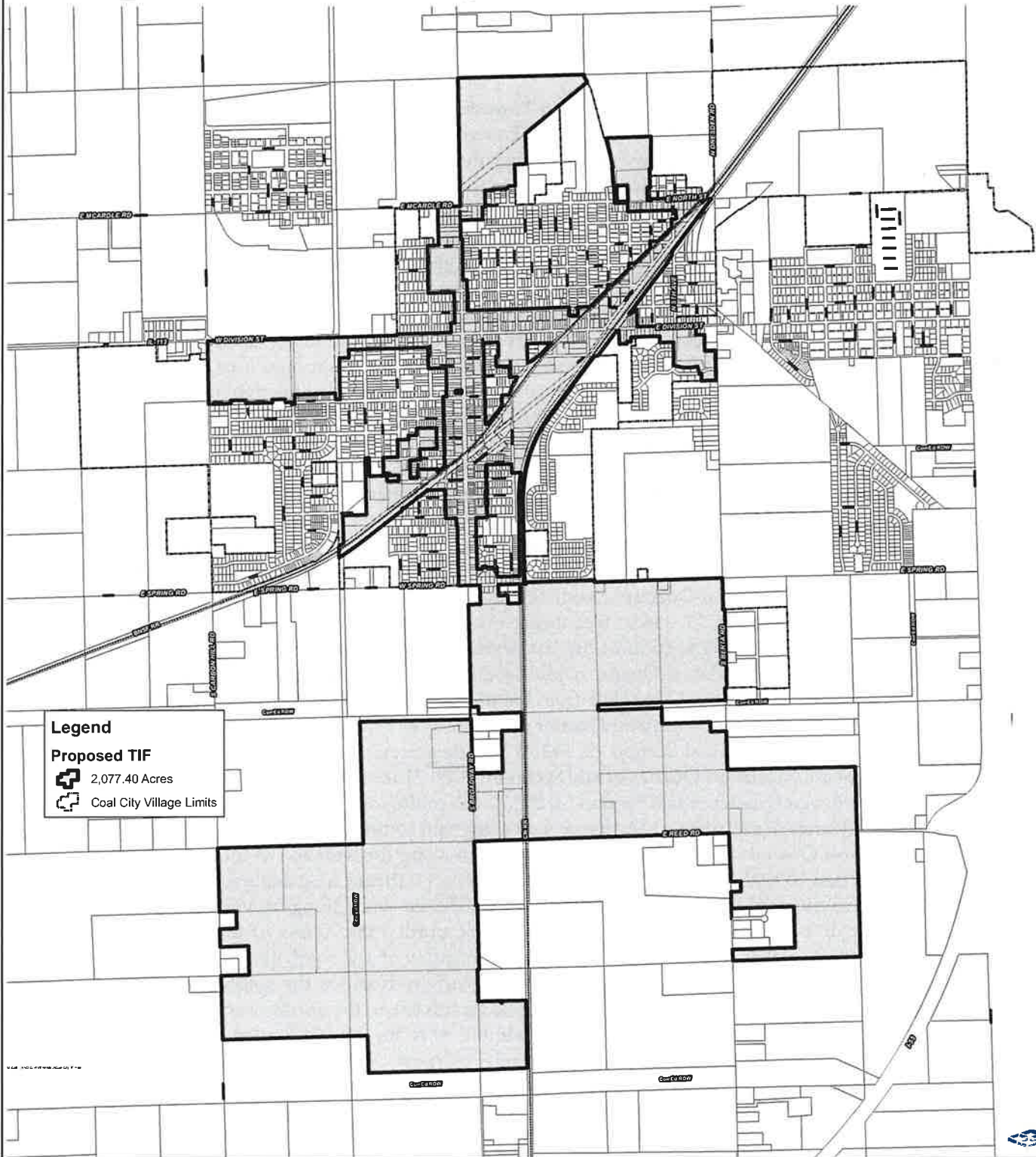


EXHIBIT 2.

COAL CITY TIF DISTRICT LEGAL DESCRIPTION

That part of Sections 2, 3, 10, 11, 12, 13, 14 and 15 in Township 32 North, Range 8 East of the Third Principal Meridian and that part of Sections 34 and 35 in Township 33 North, Range 8 East of the Third Principal Meridian all in Grundy County, Illinois, being more particularly described as follows: Beginning at the northeast corner of said Section 11; thence south along the east line of said Section 11 to the north line of the south 110 feet of the South Half of the Southeast Quarter of said Section 11; thence west along said south line to the west line of the Northeast Quarter of said Section 11; thence south along said west line to the north line of the Southeast Quarter of said Section 11; thence east along said north line of said Southeast Quarter to west line of the Northeast Quarter of the Southeast Quarter of said Section 11; thence south along said west line to the north line of the south 30 acres of the Northeast Quarter of the Southeast Quarter of said Section 11; thence east along said north line to a point 326.70 feet, as measured along said north line, west of the east line of the Southeast Quarter of said Section 11; thence south parallel with the east line of the Southeast Quarter of said Section 11, 200 feet; thence east parallel to the north line of the south 30 acres of the Northeast Quarter of the Southeast Quarter of said Section 11 to the east line of the Southeast Quarter of said Section 11; thence south along said east line to the north line of the South Half of the Southwest Quarter of said Section 12; thence east along said north line to the east line of the Southwest Quarter of said Section 12; thence south along said east line to the southeast corner of the Southwest Quarter of said Section 12; thence south along the east line of the Northwest Quarter of said Section 13 to the south line of the Northwest Quarter of said Section 13; thence west along the south line of the Northwest Quarter of said Section 13 to the west line of the Northwest Quarter of said Section 13; thence north along the west line of the Northwest Quarter of said Section 13, 236.31 feet; thence east at an angle to the right of 90 degrees 08 minutes 28 seconds from the prolongation of the last described course, 1300.00 feet; thence north parallel to the west line of the Northwest Quarter of said Section 13, 850.00 feet; thence west at an angle to the left of 89 degrees 51 minutes 32 seconds from the prolongation of the last described course, 1300.00 feet to the west line of the Northwest Quarter of said Section 13; thence north along the west line of the Northwest Quarter of said Section 13, 342.93 feet; thence east parallel to the south line of the north 60 acres of the Northwest Quarter of said Section 13, 208.71 feet; thence north parallel to the west line of the Northwest Quarter of said Section 13, 208.71 feet to the south line of the north 60 acres of the Northwest Quarter of said Section 13; thence west along said south line, 208.71 feet to the west line of the Northwest Quarter of said Section 13; thence north along the west line of the Northwest Quarter of said Section 13 to the southeast corner of said Section 11; thence west along the south line of said Section 11 to the northeast corner of said Section 15; thence south along the east line of the Northeast Quarter of said Section 15 to the south line of the north 1358.70 feet of the Northeast Quarter of said Section 15; thence east along the easterly prolongation of said south line to the east line of Broadway Road; thence south along said east line of Broadway Road to the south line of the Northwest Quarter of said Section 14; thence west along said south line to the northwest corner of the Southwest Quarter of said Section 14; thence south along the west line of said Southwest Quarter, 665.03 feet to the south line of the north 665.00 feet of said Southwest Quarter; thence east along said south line, 479.82 feet; thence south parallel with the east line of said Southwest, 40.00 feet; thence east parallel with the north line of said Southwest Quarter, 21.00 feet; thence north parallel with the west

line of said Southwest Quarter, 40.00 feet to the south line of the north 665.00 feet of said Southwest Quarter; thence east along said south line to the west line of the Gulf, Mobile and Ohio Railroad right of way; thence south along said west line to the north line of the south 560.00 feet of said Southwest Quarter; thence west along said north line to the east line of the Southeast Quarter of said Section 15; thence west along the north line of the south 560.00 feet of said Southeast Quarter to the east line of the east 45 feet of the west 356.50 feet of the East Half of said Section 15; thence north along said east line to the easterly prolongation of the south line of the North Half of the Southwest Quarter said Section 15; thence west along said easterly prolongation and said south line to the west line of said Southwest Quarter; thence north along said west line to the north line of said Southwest Quarter; thence the following (5) five courses (of which the bearings are independent of any other bearings referenced in this legal description) (1) North 89 degrees 46 minutes 07 seconds East along said north line, 581.75 feet; thence (2) North 00 degrees 02 minutes 09 seconds East, 600.01 feet; thence (3) South 89 degrees 46 minutes 07 seconds West, 581.75 feet to the west line of the Northwest Quarter of said Section 15; thence (4) North 00 degrees 02 minutes 09 seconds East along said west line, 375.49 feet to a point, 350.00 feet distant from the northwest corner of the Southwest Quarter of said Northwest Quarter; thence (5) North 89 degrees 53 minutes 15 seconds East, 355.00 feet; thence north parallel to the west line of said Northwest Quarter to the south line of the Northwest Quarter of the Northwest Quarter of said Section 15; thence west 355.01 feet along said south line to the west line of said Northwest Quarter; thence north along said west line to the north line of said Section 15; thence east along said north line to the northwest corner of the Northeast Quarter of said Section 15; thence east along the north line of said Northeast Quarter to the east line of the west 356.50 feet of said Northeast Quarter; thence north along said east line to the north line of the Northeast Quarter of said Section 15; thence north along the east line of the west 356.50 feet of the Southeast Quarter of said Section 10, to the south line of the north 110.00 feet of the Southeast Quarter of said Section 10; thence east along said south line to the west line of the Southwest Quarter of said Section 11; thence south along the west line of the Southwest Quarter of said Section 11 to a point 1425.00 feet from the southwest corner of the Southwest Quarter of said Section 11; thence east 622.29 feet; thence north 870.00 feet; thence east 422.08 feet to the west right of way line of the Illinois Central Gulf Railroad; thence north along said west right of way line to the south line of the Northwest Quarter of said Section 11; thence west along the south line of the Northwest Quarter of said Section 11; thence east along said south line to the east line of the west 150 feet of the Northwest Quarter of said Section 11; thence north along said east line, 150 feet to the north line of the south 150 feet of the Northwest Quarter of said Section 11; thence west along said north line, 150 feet to the west line of the Northwest Quarter of said Section 11; thence north along the west line of the Northwest Quarter of said Section 11 to a point 378.54 feet south, as measured along said west line, from the northwest corner of the Northwest Quarter of said Section 11; thence east parallel to the north line of the Northwest Quarter of said Section 11, 249.09 feet; thence north, 378.54 feet to the north line of the Northwest Quarter of said Section 11, being 252.54 feet east of, as measured along said north line, from the northwest corner of the Northwest Quarter of said Section 11; thence west along the north line of the Northwest Quarter of said Section 11 to the northeast corner of the Northeast Quarter of said Section 10; thence west along the north line of the Northeast Quarter of said Section 10, 145 feet to a line 145 feet west of and parallel to the west line of Broadway Road in Coal City, Illinois; thence north along said parallel line to the southeast corner of Wood's Subdivision as per plat thereof recorded March 9, 1959 as document number 181615; thence north along the east line of said Wood's Subdivision to the northeast corner of said Wood's Subdivision; thence west along the north line of said Wood's Subdivision to a line 150 feet east of and parallel to the

east line of Mazon Street in Coal City, Illinois; thence north along said parallel line to the south line of Elm Street in Coal City, Illinois; thence west along said south line to the southerly prolongation of the west line of Mazon Street in Block 17 in the Original Town of Coal City as per plat thereof recorded as document 23544; thence north along said southerly prolongation and said west line of Mazon Street to the northeast corner of Lot 16 in Block 20 in said Original Town of Coal City; thence west along the north lines of Lots 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28 and 29 all in said Block 20 to the northwest corner of said Lot 29; thence north along the northerly prolongation of the west line of said Lot 29 to the southeasterly line of the Gulf, Mobile and Ohio Railroad right of way; thence southwesterly along said southeasterly line to the northerly prolongation of the west line of Lot 34 in said Block 20; thence south along said northerly prolongation and said west line of Lot 34 to the North line of Walnut Street in said Block 20; thence west on the north line of Walnut Street to the northerly prolongation of the west line of Illinois Street in Block 16 in said Original Town of Coal City; thence south along said northerly prolongation to the northeasterly prolongation of the southeasterly line of the Gulf, Mobile and Ohio Railroad right of way in said Block 16; thence southwesterly along said northeasterly prolongation of the southeasterly line of said Gulf, Mobile and Ohio Railroad right of way and the southeasterly line of said Gulf, Mobile and Ohio Railroad right of way to westerly prolongation of the south line of Lot 4 in said Block 16; thence west along said westerly prolongation to the west line of said Original Town of Coal City; thence south along the west line of said Original Town of Coal City to southeasterly line of the Gulf, Mobile and Ohio Railroad right of way; thence southwesterly along said southeasterly line of the Gulf, Mobile and Ohio Railroad right of way to the west line of the Southeast Quarter of said Section 3; thence north along the west line of the Southeast Quarter of said Section 3 to the northwesterly line of the Gulf, Mobile and Ohio Railroad right of way; thence northeasterly along said northwest line of the Gulf, Mobile and Ohio Railroad right of way to the east line of the west 100 feet of Southeast Quarter of said Section 3; thence north along the east line of the west 100 feet of the Southeast Quarter of said Section 3 to the southwest corner of "Parcel 1" described in document number 446828; thence east along the south line of said "Parcel 1" 490 feet, to the southeast corner of said "Parcel 1"; thence north 1100 feet, along the east line of said document number 446828 to the north side Maple Street in Buchanan's Addition to Coal City as per plat thereof recorded November 5, 1883 as document number 35011; thence east along said north line of Maple Street to the northerly prolongation of the west line of the parcel of land described in a warranty deed recorded April 28, 1986 as document number 283244; thence south along said northerly prolongation and said west line to the southwest corner of the parcel described in said warranty deed; thence east along a south line of said parcel, 350.93 feet; thence south along a west line of said parcel, 113.95 feet; thence east along a south line of said parcel, 235.07 feet; thence north along an east line of said parcel, 113.95 feet; thence west along a north line of said parcel, 185.07 feet; thence north along an east line of said parcel, 50.18 feet; thence west along a north line of said parcel 118.93 feet; thence north along an east line of said parcel, 250.00 to the south right of way line of Maple Street; thence continuing north along the northerly prolongation of the last described line to the north line of Maple Street as per said Buchanan's Addition to Coal City; thence east along said north line of Maple Street to the west line of Mary Avenue in Block 12 in said Buchanan's Addition to Coal City; thence north along said west line of Mary Avenue to the westerly prolongation of the centerline of Center Street in said Original Town of Coal City; thence east along said westerly prolongation and said centerline to the southerly prolongation of the east line of Lot 12 in Block 28 of said Original Town of Coal City; thence north along said southerly prolongation and said east line to the westerly prolongation of the south line of Lot 10 in said Block 28; thence east along said westerly prolongation and said south line to the west line of Illinois Street in said

Block 28; thence north along said west line of Illinois Street to the westerly prolongation of the south line of Lot 1 in Block 29 in said Original Town of Coal City; thence east along said westerly prolongation, the south lines of Lots 1, 2, 3, 4, 5, 6, 7 and the easterly prolongation of the south line of said Lot 7 to the west line of Lot 11 in said Block 29; thence south along the west line of Lots 11, 12, 13, and 14 to the southwest corner of said Lot 14, all in said Block 29; thence south to the northwest corner of Lot 8 in Block 26 of said Original Town of Coal City; thence west to the northwest corner of Lot 7 in said Block 26; thence south along the west line of said Lot 7 to the southwest corner of said Lot 7; thence south to the northeast corner of Lot 15 in said Block 26; thence west along the north lines of said Lot 15, Lots 16, 17, 18, 19 and 20 to the northwest corner of Lot 20, all in said Block 26; thence south along the west line of said Lot 20 to the southwest corner of said Lot 20; thence south to the northwest corner of Lot 1 in Block 23 in said Original Town of Coal City; thence west to the northeast corner of Lot 5 in Block 22 in said Original Town of Coal City; thence west along the north line of said Lot 5 to the northwest corner of said Lot 5; thence south along the west lines of said Lot 5, Lots 6, 7, 8, 9, 10, and 11 to the southwest corner of said Lot 11, all in said Block 22; thence east along the south line of said Lot 11 to the southeast corner of said Lot 11; thence north along the east lines of said Lots 11, 10, 9 and 8 to the westerly prolongation of the south line of Lot 4 in said Block 23; thence east along said westerly prolongation, the south line of said Lot 4, the south lines of Lots 5, 6, 7 and 8 all in said Block 23, to the southeast corner of said Lot 8 in said Block 23; thence east to the northwest corner of Lot 13 in said Block 23; thence south along the west line of said Lot 13 to the northwesterly line of the Burlington Northern Santa Fe Railway Company right of way; thence northeasterly along said northwesterly line to the west line of Mazon Street in said Block 23; thence north along said west line of Mazon Street in Blocks 23, 26, 29, 32 and the northerly prolongation of the west line of Mazon Street in Block 32 to the south line of Lot 10 in Block 8 in said Buchanan's Addition to Coal City; thence east to the southeast corner of said Lot 10; thence north along the east lines of said Lot 10, Lots 7, 6, 3 and 2, all in said Block 8, to the northeast corner of Lot 2 in said Block 8; thence west along the north line of said Lot 2 to the northwest corner of said Lot 2; thence west to the northeast corner of Lot 1 in Block 7 in said Buchanan's Addition to Coal City; thence north to the southeast corner of Lot 9 in Block 2 in said Buchanan's Addition to Coal City; thence north along the east line of said Lot 9, the east lines of Lots 8 and 5, in said Block 2, to the northeast corner of Lot 5 in said Block 2; thence west along the north line of said Lot 5 to the northwest corner of said Lot 5; thence west to the northeast corner of Lot 6 in said Block 2; thence west along the north line of said Lot 6 to the northwest corner of said Lot 6; thence west to the northeast corner of Lot 5 in Block 3 in said Buchanan's Addition to Coal City; thence west along the north line of said Lot 5 to the northwest corner of said Lot 5; thence west to the northeast corner of Lot 6 in said Block 3; thence west along the north line of said Lot 3 to the northwest corner of said Lot 3; thence west to the northeast corner of Lot 5 in Block 4 in said Buchanan's Addition to Coal City; thence west along the north line of said Lot 5 to the northwest corner of said Lot 5; thence south along the west line of said Lot 5 and the west line of Lot 8 in said Block 4 to the easterly prolongation of the north line of the south 70 feet of lot 7 in said Block 4; thence west on said easterly prolongation and said north line to the east line of the west 100 feet of the Northeast Quarter of said Section 3; thence south along the east line of the west 100 feet of the Northeast Quarter of said Section 3 to the south line of Lot 10 in Block 5 of said Buchanan's Subdivision; thence west along said south line to the east line of the Northwest Quarter of said Section 3; thence north along the east line of said Northwest Quarter of said Section 3 to the northeast corner of Meadowview Subdivision as per plat thereof recorded September 30, 1992 as document number 318612; thence west along the north line of said Meadowview Subdivision to the northwest corner of Lot 1 in said Meadowview Subdivision;

thence south along the west line of said Lot 1 to the southwest corner of said Lot 1; thence south to the northwest corner of Lot 3 in Mar-Leen Subdivision Fifth Addition as per plat thereof recorded December 17, 1992 as document number 320463; thence west on the westerly prolongation of the north line of said Lot 3 to the east line of Lot 1 in said Mar-Leen Subdivision Fifth Addition; thence north on the east line of said Lot 1 to the northeast corner of said Lot 1; thence west on the north line of said Lot 1 to the northwest corner of said Lot 1; thence north along the west line of said Mar-Leen Subdivision Fifth Addition to the northwest corner of said Mar-Leen Subdivision Fifth Addition; thence west to the northeast corner of High School Subdivision Phase One as per plat thereof recorded November 23, 1994 as document number 336073; thence south along the east line of said High School Subdivision Phase One to the northeast corner of Lot 17 of said High School Subdivision Phase One; thence west along the north lines of Lots 17, 16, 15, 14, 13 and the westerly prolongation of the north line of said Lot 13, all in said High School Subdivision Phase One, to the east line of Lot 12 in said High School Subdivision Phase One; thence north along the east line of said Lot 12 to the northeast corner of said Lot 12; thence west along the north line of said Lot 12 and the north line of Lot 9 in High School Subdivision Phase Two as per plat thereof recorded March 4, 1997 as document number 352494, to the northwest corner of said Lot 9; thence south along the west line of said Lot 9 to the easterly prolongation of the north line of Lot 4 in said High School Subdivision Phase Two; thence west along said easterly prolongation, the north lines of Lots 4, 3, 2, 1 and the westerly prolongation of the north line of said Lot 1, all in said High School Subdivision Phase Two, to the west line of the Northwest Quarter of said Section 3; thence north along the west line of the Northwest Quarter of said Section 3 to the northwest corner of the Northwest Quarter of said Section 3; thence east along the north line of the Northwest Quarter of said Section 3 to the west line of the Southeast Quarter of the Southeast Quarter of said Section 34; thence north along the west line of the Southeast Quarter of the Southeast Quarter of said Section 34 to the westerly prolongation of the south line of Lot 13 of Block 2 in Trotter's Subdivision as per plat thereof recorded April 17, 1928 as document number 93202; thence east along said westerly prolongation, the south line of said Block 2 and the south line of Block 1 in said Trotter's Subdivision to the west line of the east 50 feet of Lot 18 in said Block 1; thence north along said west line and the northerly prolongation of said west line to the north line of the 20 foot alley as shown in said Trotter's Subdivision; thence east along said north line to the west line of Lot 2 in Block 1 in Trotter's Second Subdivision as per plat thereof recorded March 23, 1949 as document number 141858; thence north along said west line to the northwest corner of said Lot 2; thence north to the southwest corner of Lot 12 in said Block 1; thence north along the west line of said Lot 12 to the northwest corner of said Lot 12; thence north to the southwest corner of Lot 2 in Block 1 in Trotter's Fourth Subdivision as per plat thereof recorded July 20, 1957 as document number 174307; thence north along the west line of said Lot 2 to the north line of said Block 1; thence west along said north line to the northwest corner of said Block 1; thence west to the northeast corner of Lot 1 in Block 2 in said Trotter's Fourth Subdivision; thence north to the southeast corner of Lot 11 in said Block 2; thence north along the east line of said Lot 11 to the northeast corner of said Lot 11; thence north to the southeast corner of Block 1 in Trotter's Fifth Subdivision as per plat thereof recorded August 16, 1960 as document 187138; thence north along the east line of said Block 1, the east line of Block 2 in said Trotter's Fifth Subdivision and the northerly prolongation of the east line of Block 2 in said Trotter's Fifth Subdivision to the south line of "Parcel I" as described in document recorded January 28, 2008 as document number 486206, said line being the north line of 4th Street; thence east along the north line of 4th Street to the west line of Dewitt Place; thence north along the west line of Dewitt Place to the north line of the Southeast Quarter of said Section 34; thence east along the north line of the

Southeast Quarter of said Section 34 to the southwest corner of the Northwest Quarter of said Section 35; thence north along the west line of the Northwest Quarter of said Section 35 to the northwest corner of the Northwest Quarter of said Section 35; thence east along the north line of the Northwest Quarter of said Section 35 to the east line of the Northwest Quarter of said Section 35; thence south along said east line 33 feet; thence southeast along the easterly line of a parcel of land referred to as exception "Tract 1A" to "Parcel 7" as recorded June 12, 2009 as document number 501279 to the most easterly corner of said "Tract 1A"; thence southwest along the southerly line of said "Tract 1A" to the northeast corner of exception "Tract 1E" to said "Parcel 7"; thence south along the east line of said "Tract 1E" to the southeast corner of said "Tract 1E"; thence west along the south line of said "Tract 1E" to the northeast corner of Lot 2 in Crossroad's Subdivision as per plat thereof recorded July 3, 2003 as document number 420143; thence south along the east line of said Lot 2 to the southeast corner of said Lot 2; thence west along a south line of said Lot 2 to a point of intersection in said south line; thence southwest along a southeasterly line of said Lot 2 and the southwesterly prolongation of said southeasterly line to the northerly line of Lot 9 in said Crossroad's Subdivision; thence westerly and southwesterly along the north line of said Lot 9 and the northerly line of Lot 8 in said Crossroad's Subdivision to the easterly prolongation of the north line of Lot 3 in said Crossroad's Subdivision; thence west along said easterly prolongation and said north line to the east line of Lot 1 in said Crossroad's Subdivision; thence south along said east line and the southerly prolongation of said east line to the north line of Lot 11 in Cris-Mar Subdivision Unit 3 as per plat thereof recorded March 11, 1996 as document number 344955; thence west along said north line to the northwest corner of said Lot 11; thence south along the west line to the south line of the north 287.50 feet of the Southwest Quarter of said Section 35; thence west along said south line to the west line of the Southwest Quarter of said Section 35; thence south along said west line of said Lot 11 to the south line of the north 675 feet of the Southwest Quarter of said Section 35; thence east along said south line to the west line of Lot 1 in Planeta's Subdivision as per plat thereof recorded March 19, 1957 as document number 173168; thence south along the west line of said Lot 1 to the southwest corner of said Lot 1; thence south to the northwest corner of Lot 7 in Block 7 of Suffern Subdivision as per plat thereof recorded May 5, 1884 as document number 35744-1/2; thence south along the west line of said Block 7 and the west line of Block 8 in said Suffern Subdivision to the southwest corner of Lot 7 in said Block 8; thence east along the south line of Lot 7 in said Block 8 and the south line of Lot 6 in said Block 8 to the southeast corner of said Lot 6; thence south to the northwest corner of Lot 10 in said Block 8; thence south along the west line of said Lot 10 to the southwest corner of said Lot 10; thence south to the northwest corner of Lot 5 in Block 21 in said Suffern Subdivision; thence south along the west line of said Lot 5 to the southwest corner of said Lot 5; thence south to the northwest corner of Lot 10 in said Block 21; thence south along the west line of said Lot 10 to south line of said Block 21; thence east along the south line of said Block 21, the south lines of Block 20, 19, 18, 17, 16, all in said Suffern Subdivision, to the southeast corner of said Block 16; thence east to the southwest corner of Block 15 in said Suffern Subdivision; thence south to the northwest corner of Block 28 in said Suffern Subdivision; thence south along the west line of said Block 28 to the south line of the north half of Lot 5 in said Block 28; thence east along said south line to a line 70 feet northwest of and parallel to the Atchison, Topeka and Santa Fe right of way; thence northeast along the last described line to the centerline of the north – south vacated 16.5 foot wide alley in said Block 28; thence north along said centerline and the northerly prolongation of said centerline to the south line of Block 15 in said Suffern Subdivision; thence east along the south line of said Block 15 and the easterly prolongation of said south line to the northwesterly line of the Atchison, Topeka and Santa Fe right of way; thence northeast along the

northwesterly line of the Atchison, Topeka and Santa Fe right of way to the east line of Block 5 in the Original Town of Eileen as per plat thereof; thence north along said east line to the northeast corner of said Block 5; thence north to the southeast corner of Block 4 in said Original Town of Eileen; thence east to the southwest corner of Block 9 in said Original Town of Eileen; thence east along the south line of said Block 9 to the northwesterly line of said Atchison, Topeka and Santa Fe right of way; thence northeast along said right of way to the east line of Block 9 in said Original Town of Eileen; thence north along said east line to the northeast corner of said Block 9; thence north to the southeast corner of Block 10 in Coal Branch Junction as per plat thereof recorded May 2, 1883 as document number 34456-1/2; thence east to the southwest corner of Block 15 in said Coal Branch Junction; thence east along the south line of said Block 15 to the northwesterly line of said Atchison, Topeka and Santa Fe right of way; thence northeast along said right of way to the east line of said Block 15; thence north along said east line to the northeast corner of said Block 15; thence north to the southeast corner of Block 14 in said Coal Branch Junction; thence east to the southwest corner of Block 23 in said Coal Branch Junction; thence east along the south line of said Block 23 to the northwesterly line of said Atchison, Topeka and Santa Fe right of way; thence northeast along said Atchison, Topeka and Santa Fe right of way to the east line of said Block 23; thence north along said east line to the northeast corner of said Block 23; thence north to the southeast corner of Block 24 in said Coal Branch Junction; thence east to the southwest corner of Block 25 in said Coal Branch Junction; thence east along the south line of said Block 25 to the east line of Lot 15 in said Block 25; thence north along said east line to the north line of said Lot 15; thence west along the north line of said Lot 15 to the northwest corner of said Lot 15; thence west to the northeast corner of Lot 24 in Block 24 in said Coal Branch Junction; thence west along the north line of said Lot 24, the north lines of Lots 23, 22, 21, 20, 19, 18, 17, 16, 15, 14, and 13, all in said Block 24, to the northwest corner of Lot 13 in said Block 24; thence west to the northeast corner of Lot 24 in Block 13 in said Coal Branch Junction; thence west along the north line of said Lot 24, the north lines of Lots 23, 22, 21, 20, 19, 18, 17, 16, 15, 14 and 13, all in said Block 13, to the northwest corner of Lot 13 in said Block 13; thence west to the southeast corner of Lot 19 in Block 12 of said Coal Branch Junction; thence north along the east line of said Lot 19 to the north line of said Lot 19; thence west along said north line, the north lines of Lots 20, 21, 22, 23 and 24 to the northwest corner of Lot 24 in said Block 12; thence west to the northeast corner of Lot 1 in Block 12 of said Original Town of Eileen; thence west along the north line of said Lot 1 to the southerly prolongation of a west line of a parcel of land conveyed by document number 382191 and recorded May 25, 2000; thence the following (9) nine courses (of which the bearings are independent of any other bearings referenced in this legal description) (1) North 02 degrees 22 minutes 00 seconds West, 706.50 feet; thence (2) North 57 degrees 25 minutes 01 seconds East, 20.00 feet; thence (3) North 11 degrees 11 minutes 49 seconds West, 613.97 feet; thence (4) North 89 degrees 56 minutes 00 seconds East, 902.00 feet; thence (5) South 01 degrees 20 minutes 12 seconds West, 660.00 feet; thence (6) South 89 degrees 59 minutes 12 seconds West, 24.92 feet; thence (7) due South, 383.18 feet; thence (8) due West, 60.00 feet; thence (9) due South, 271.00 feet to a point which falls on the south line of the Northeast Quarter of said Section 35; thence east along said south line to the southerly prolongation of the west line of Marieville Addition to Coal Branch Junction as per plat thereof recorded March 2, 1895 as document number 48104; thence north along said west line to the south line of Block 1 in said Marieville Addition to Coal Branch Junction; thence east along said south line, the south lines of Blocks 2, 3 and 4, all in said Marieville Addition to Coal Branch Junction, to the northwest line of the Burlington Northern Santa Fe Railway Company right of way, thence southwest along said right of way to the south line of the Northeast Quarter of said Section 35; thence east along said south line to the westerly line of

Railroad Street; thence southwest along said westerly line to the northerly prolongation of the west line of 5th Avenue as per said Coal Branch Junction; thence south along said northerly prolongation to the southeasterly line of the Southern Pacific Railroad (formerly G.M. & O. R.R.) right of way; thence southwesterly along said right of way to the southwest corner of Coal Branch Corner Subdivision as per plat thereof recorded December 16, 1993 as document number 328920; thence northeasterly along the southerly boundary of said Coal Branch Corner Subdivision to the east line of a north-south 16.5 foot wide public alley in Block 18 in said Coal Branch Junction Subdivision; thence south along said east line to the south line of said Block 18; thence east along said south line and the south line of Block 19 in said Coal Branch Junction Subdivision to the southeast corner of said Block 19; thence east to the southwest corner of Block 30 in said Coal Branch Junction Subdivision; thence south along the southerly prolongation of the west line of said Block 30 to the north line of the Northeast Quarter of said Section 2; thence east along said north line to the northeast corner of a parcel of land described in document number 406334; thence south along the east line of said parcel of land to a north line of Lot 100 in Meadow Estates Subdivision as per plat thereof recorded November 29, 2006 as document number 471734 and re-recorded November 14, 2008 as document number 495023; thence east along a north line of said Lot 100 to an east line of said Lot 100; thence south along said east line to a north line of said Lot 100; thence east along a north line of said Lot 100 to the west line of Berta Road; thence south along said west line of Berta Road to the south line of Lot 92 in said Meadow Estates Subdivision; thence west along said south line to the east line of Lot 93 in said Meadow Estates Subdivision; thence north along said east line to the north line of said Lot 93; thence southwesterly along said north line to the southeasterly prolongation of the easterly line of Lot 99 in said Meadow Estates Subdivision; thence northwesterly along said southeasterly prolongation and said easterly line to the southerly line of Lot 103 in said Meadow Estates Subdivision; thence southwesterly, westerly and northwesterly along said southerly line and the northwesterly prolongation of said southerly line to the westerly line of Richards Street in said Meadow Estates Subdivision; thence northerly along said westerly line to the north line of Lot 67 in said Meadow Estates Subdivision; thence west along said north line, the north line of Lots 68 and 69 in said Meadows Estates Subdivision to the east line of Lot 102 in said Meadow Estates Subdivision; thence north along said east line to a north line of said Meadow Estates Subdivision; thence west along said north line and the westerly prolongation of said north line to the northerly prolongation of the west line of said Meadow Estates Subdivision; thence south along said southerly prolongation to the south line of the north 263 feet of the Northeast Quarter of said Section 2; thence west along said south line to the east line of a parcel of land conveyed as "Parcel II" in document 476694, recorded April 19, 2007; thence south along the last described line to the south line of the north 313 feet of the Northeast Quarter of said Section 2; thence west along said south line to the west line of a parcel of land conveyed as "Parcel IV" in said document 476694; thence north along the last described line to the south line of the north 33 feet of the Northeast Quarter of said Section 2; thence west along said south line to the easterly line of the Chicago Alton Railway Company; thence southwesterly along said easterly line to the north line of Lot 303 in Richard's Crossing Subdivision Phase 1 as per plat thereof recorded July 20, 2006 as document number 466689; thence west along said north line to the westerly line of said Lot 303, also the easterly line of the Canadian National Railway right of way; thence southwesterly and southerly along said easterly line to the south line of the Southwest Quarter of said Section 2; thence east along said south line to the southerly prolongation of the west line of Lot 300 in said Richard's Crossing Subdivision Phase 1 as per plat thereof; thence north along said southerly prolongation to the north line of Spring Road; thence east along said north line to the west line of the Southeast Quarter

of said Section 2; thence south along said west line to the north line of the Northeast Quarter of said Section 11; thence east along said north line to the Point of Beginning.

Excepting the following (5) five tracts of land

Exception Parcel 1:

That part of the Northeast Quarter of Section 35, Township 33 North, Range 8 East of the Third Principal Meridian, described in document number 378276, recorded December 10, 1999, and being described as follows: Commencing at a point in the south line of the Northeast Quarter of said Section 35 and taking the south line thereof as bearing due east and west, said point being 590.0 feet east of the center of said Section 35; thence North 89 degrees 57 minutes East, 48.3 feet to the Place of Beginning of land described; thence North 1 degree 42 minutes West 330.14 feet to a point which bears North 89 degrees 57 minutes East, 229.29 feet; thence South 330.0 feet to a point which bears North 89 degrees 57 minutes East, 219.51 feet from the Place of Beginning and thence South 89 degrees 57 minutes West, 219.51 feet to the Place of Beginning.

Exception Parcel 2:

That part of the Northwest Quarter of Section 2, Township 32 North, Range 8 East of the Third Principal Meridian, described as follows: Beginning at the northwest corner of Lot 7 in Block 4 of the Assessor's Subdivision of Part of the North Half of the Northwest Quarter of said Section 2, being also the south line of a 20 foot wide east-west public alley; thence east along the south line of said public alley to the east line of said Block 4; thence south along said east line to the south line of said Block 4; thence west along said south line to the northerly prolongation of the east line of Lot 7 in Block 7 in said Assessor's Subdivision; thence south along said northerly prolongation and the east line of said Lot 7 to a point 630 feet east and 672 feet south of the southeast corner of the intersection of Broadway and Division Streets in Coal City; thence east 275 feet to the west line of Vermillion Street; thence south along said west line to the northeast corner of Block 10 in said Assessor's Subdivision; thence east along the easterly prolongation of the north line of said Block 10, 162.95 feet more or less; thence southwesterly 220.49 feet, more or less, to a point on the east line of said Vermillion Street; thence continuing southwest to a point on the east line of Lot 1 in Block 12 in said Assessor's Subdivision which is also the northerly line of the Burlington Northern Santa Fe Railway right of way; thence southwest along said northerly line to the south line of said Block 12; thence west along said south line to the northerly prolongation of the east line of Lot 5 in Block 41 in the Original Town of Coal City as per plat thereof recorded as document number 23544; thence south along said northerly prolongation and said east line to the northerly line of said Burlington Northern Santa Fe Railway right of way; thence southwest along said northerly line to the south line of Lot 9 in Block 44 in said Original Town of Coal City; thence west along said south line to the east line of Kankakee Street; thence north along said east line to the Point of Beginning.

Exception Parcel 3:

That part of the Northwest Quarter of Section 2, Township 32 North, Range 8 East of the Third Principal Meridian, described as follows: All of Celia Estates Resubdivision together with that part of said Northwest Quarter lying south of and adjacent to said Celia Estates Resubdivision, and lying north of the Burlington Northern Santa Fe Railway right of way.

Exception Parcel 4:

that part of the Southwest Quarter of Section 2, Township 32 North, Range 8 East of the Third Principal Meridian, described as follows: Beginning at a point 195 feet east of the centerline of Broadway Street and on the south line of Elm Street in Coal City, Illinois; thence east along said south line of Elm Street to the southerly prolongation of the east line of Kankakee Street as per The Original Town of Coal City as per plat thereof recorded as document number 23544; thence north along said southerly prolongation and said east line to the north line of Block 2 in said Original Town of Coal City; thence east along said north line to the east line of said Block 2; thence south along said east line to the westerly prolongation of the southerly line of a parcel of land conveyed by the Illinois Central Gulf Railroad Company to J.T. Holt, by deed dated September 29, 1976; thence east along said southerly line to the west line of the Illinois Central Gulf Railroad right of way; thence southerly along said west line to north line of Lot 8 in Coalfield Estates as per plat thereof recorded August 31, 1989 as document number 299357; thence west along said north line to the northwest corner of said Lot 8; thence west to the northeast corner of Lot 7 in said Coalfield Estates; thence west along the north line of said Lot 7, the north lines of Lot 6 and 5, in said Coalfield Estates, to the east line of Coalfield Drive in said Coalfield Estates; thence north along the east line of said Coalfield Drive to the easterly prolongation of the south line of Lot 47 in Coalfield Estates 3rd Addition as per plat thereof recorded May 1, 1992 as document number 315184; thence westerly, northwesterly and southwesterly along said south line and the southerly lines of Lots 48, 49 and the southeasterly line of Lot 50, all in said Coalfields Estates 3rd Addition, to the south line of said Lot 50; thence west along said south line to the west line of said Coalfield Estates 3rd Addition; thence north along said west line to the Point of Beginning.

Exception Parcel 5:

That part of the Northwest Quarter of Section 11, Township 32 North, Range 8 East of the Third Principal Meridian, lying west of the Canadian National 100 foot wide right of way and east of Country Place Subdivision and north of the easterly prolongation of the southerly line of said Country Place Subdivision, all in Grundy County, Illinois.

The afore described legal description is to extend to the far side of all exterior streets, avenues, places, courts, roads, routes and boulevards to coincide with the current corporate boundaries of the Village of Coal City, Illinois, whether or not they are specifically described herein.

EXHIBIT 3.

ILLINOIS DEPARTMENT OF EMPLOYMENT SECURITY UNEMPLOYMENT REPORT: NOVEMBER, 2010

UNEMPLOYMENT RATES FOR THE STATE, METRO AREAS, COUNTIES, AND CITIES
NOT SEASONALLY ADJUSTED

COUNTIES	Nov-10	Oct-10	Nov-09	Change Over the Month	Change Over the Year
ADAMS COUNTY	6.9	7.0	7.8	-0.1	-0.9
ALEXANDER COUNTY	11.4	11.1	12.3	0.3	-0.9
BOND COUNTY	9.5	8.6	9.9	0.9	-0.4
BOONE COUNTY	13.5	13.8	15.1	-0.3	-1.6
BROWN COUNTY	4.5	4.4	4.9	0.1	-0.4
BUREAU COUNTY	10.1	10.5	11.4	-0.4	-1.3
CALHOUN COUNTY	10.8	9.0	10.7	1.8	0.1
CARROLL COUNTY	9.9	9.8	11.1	0.1	-1.2
CASS COUNTY	7.5	7.1	7.3	0.4	0.2
CHAMPAIGN COUNTY	8.3	8.5	8.9	-0.2	-0.6
CHRISTIAN COUNTY	9.9	10.0	10.6	-0.1	-0.7
CLARK COUNTY	11.3	11.4	13.2	-0.1	-1.9
CLAY COUNTY	12.3	12.2	12.3	0.1	0.0
CLINTON COUNTY	7.6	7.2	8.3	0.4	-0.7
COLES COUNTY	8.8	8.8	9.6	0.0	-0.8
COOK COUNTY	9.4	9.4	10.7	0.0	-1.3
CRAWFORD COUNTY	8.6	8.6	10.0	0.0	-1.4
CUMBERLAND COUNTY	9.7	9.5	9.6	0.2	0.1
DeKALB COUNTY	8.0	8.1	9.7	-0.1	-1.7
DeWITT COUNTY	8.6	8.5	9.2	0.1	-0.6
DOUGLAS COUNTY	9.2	9.0	9.0	0.2	0.2
DuPAGE COUNTY	7.1	7.2	8.6	-0.1	-1.5
EDGAR COUNTY	10.4	10.1	10.9	0.3	-0.5
EDWARDS COUNTY	8.2	8.7	9.3	-0.5	-1.1
EFFINGHAM COUNTY	7.7	7.7	8.5	0.0	-0.8
FAYETTE COUNTY	11.0	10.6	12.1	0.4	-1.1
FORD COUNTY	9.1	8.8	10.0	0.3	-0.9
FRANKLIN COUNTY	11.7	12.1	13.0	-0.4	-1.3
FULTON COUNTY	10.5	10.3	11.8	0.2	-1.3
GALLATIN COUNTY	9.6	10.1	10.7	-0.5	-1.1
GREENE COUNTY	9.3	9.3	9.1	0.0	0.2
GRUNDY COUNTY	10.1	9.3	11.4	0.8	-1.3
HAMILTON COUNTY	9.3	9.5	9.4	-0.2	-0.1
HANCOCK COUNTY	10.2	10.6	11.1	-0.4	-0.9
HARDIN COUNTY	10.3	10.6	11.8	-0.3	-1.5
HENDERSON COUNTY	7.9	7.6	8.6	0.3	-0.7
HENRY COUNTY	7.8	8.0	9.2	-0.2	-1.4
IROQUOIS COUNTY	9.1	9.2	10.2	-0.1	-1.1
JACKSON COUNTY	7.3	7.4	7.5	-0.1	-0.2
JASPER COUNTY	9.6	10.2	9.5	-0.6	0.1
JEFFERSON COUNTY	9.1	9.0	10.3	0.1	-1.2
JERSEY COUNTY	9.3	8.3	9.6	1.0	-0.3
JoDAVIESS COUNTY	7.5	7.2	8.9	0.3	-1.4
JOHNSON COUNTY	10.4	10.5	10.7	-0.1	-0.3
KANE COUNTY	8.7	8.3	10.1	0.4	-1.4
KANKAKEE COUNTY	12.1	12.0	12.9	0.1	-0.8
KENDALL COUNTY	7.9	7.8	10.0	0.1	-2.1
KNOX COUNTY	8.7	9.1	10.1	-0.4	-1.4
LAKE COUNTY	9.5	9.6	10.3	-0.1	-0.8
LaSALLE COUNTY	11.9	11.6	12.9	0.3	-1.0

**UNEMPLOYMENT RATES FOR THE STATE, METRO AREAS, COUNTIES, AND CITIES
NOT SEASONALLY ADJUSTED**

COUNTIES	Nov-10	Oct-10	Nov-09	Change Over the Month	Change Over the Year
LAWRENCE COUNTY	8.9	8.6	9.3	0.3	-0.4
LEE COUNTY	9.9	10.0	11.1	-0.1	-1.2
LIVINGSTON COUNTY	9.1	9.2	10.0	-0.1	-0.9
LOGAN COUNTY	8.6	8.7	9.5	-0.1	-0.9
MCDONOUGH COUNTY	7.3	7.7	8.5	-0.4	-1.2
MCHENRY COUNTY	8.1	7.8	9.6	0.3	-1.5
MdLEAN COUNTY	7.1	7.3	7.7	-0.2	-0.6
MACON COUNTY	11.0	10.9	12.1	0.1	-1.1
MACOUPIN COUNTY	10.2	9.3	10.4	0.9	-0.2
MADISON COUNTY	9.3	8.7	10.4	0.6	-1.1
MARION COUNTY	11.5	11.4	12.5	0.1	-1.0
MARSHALL COUNTY	8.3	7.9	10.7	0.4	-2.4
MASON COUNTY	11.5	11.2	13.1	0.3	-1.6
MASSAC COUNTY	8.5	8.1	8.6	0.4	-0.1
MENARD COUNTY	7.6	7.0	8.1	0.6	-0.5
MERCER COUNTY	8.0	7.9	9.9	0.1	-1.9
MONROE COUNTY	7.6	7.2	8.0	0.4	-0.4
MONTGOMERY COUNTY	13.3	12.7	13.1	0.6	0.2
MORGAN COUNTY	8.6	8.6	8.8	0.0	-0.2
MOULTRIE COUNTY	8.1	8.1	8.9	0.0	-0.8
OGLE COUNTY	12.1	12.3	12.6	-0.2	-0.5
PEORIA COUNTY	10.0	10.2	11.3	-0.2	-1.3
PERRY COUNTY	11.0	11.2	12.0	-0.2	-1.0
PIATT COUNTY	7.1	6.7	8.1	0.4	-1.0
PIKE COUNTY	8.1	7.9	8.7	0.2	-0.6
POPE COUNTY	9.9	10.3	11.3	-0.4	-1.4
PULASKI COUNTY	10.3	10.4	11.2	-0.1	-0.9
PUTNAM COUNTY	11.4	10.8	12.6	0.6	-1.2
RANDOLPH COUNTY	8.4	8.4	9.3	0.0	-0.9
RICHLAND COUNTY	10.1	10.4	10.5	-0.3	-0.4
ROCK ISLAND COUNTY	8.4	8.8	10.0	-0.4	-1.6
St. CLAIR COUNTY	10.6	10.2	11.4	0.4	-0.8
SALINE COUNTY	9.6	9.9	10.6	-0.3	-1.0
SANGAMON COUNTY	7.5	7.7	7.9	-0.2	-0.4
SCHUYLER COUNTY	6.7	6.5	7.5	0.2	-0.8
SCOTT COUNTY	8.5	7.5	7.8	1.0	0.7
SHELBY COUNTY	10.2	10.1	10.7	0.1	-0.5
STARK COUNTY	9.2	8.5	9.7	0.7	-0.5
STEPHENSON COUNTY	10.3	10.4	11.5	-0.1	-1.2
TAZEWELL COUNTY	8.9	9.0	10.7	-0.1	-1.8
UNION COUNTY	11.2	10.8	11.1	0.4	0.1
VERMILION COUNTY	11.0	11.0	11.7	0.0	-0.7
WABASH COUNTY	9.4	9.7	10.1	-0.3	-0.7
WARREN COUNTY	7.7	7.7	8.3	0.0	-0.6
WASHINGTON COUNTY	7.2	7.4	8.2	-0.2	-1.0
WAYNE COUNTY	9.1	9.0	9.5	0.1	-0.4
WHITE COUNTY	8.6	8.5	8.6	0.1	0.0
WHITESIDE COUNTY	9.7	9.8	10.9	-0.1	-1.2
WILL COUNTY	8.9	8.6	10.1	0.3	-1.2
WILLIAMSON COUNTY	9.0	9.0	9.4	0.0	-0.4
WINNEBAGO COUNTY	13.8	14.5	15.6	-0.7	-1.8
WOODFORD COUNTY	7.4	7.2	8.8	0.2	-1.4

EXHIBIT 4.

**ENGINEER'S REPORT ON FLOODING
AND DRAINAGE ISSUES**

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Sean P. Kelly, P.E., CFM
Direct Line: (815) 412-2704
Email: skelly@reltd.com

September 13, 2010

Project 10-097.01

Mr. Dan Walker, Senior Vice President
The Economic Development Group, Ltd.
1701 Clearwater Avenue
Bloomington, IL 61704

RE: Village of Coal City
TIF District Flooding Report

Dear Mr. Walker:

Enclosed herewith, please find the following documents pertaining to the flooding / drainage issues associated with the Village of Coal City, specifically within and adjacent to the Village's TIF District.

1. Proposed TIF Exhibit with Drainage Basins
2. Representative Flood photos - dates April 28, 2009 & June 22, 2009

Drainage for the Village of Coal City can be divided into four (4) main basins, which all drain towards the Claypool Ditch and then to the Mazon River. Basin #1 is bounded primarily by Carbon Hill Road and the west, Broadway Street on the east between Spring Road and Church Street, and north of Church Street by St. Mary's Street. Spring Road forms the south boundary and McArdle Road (North Street) the north. Basin #2 is bounded by St. Mary's Street on the east, 1st Avenue on the west, Church Street to the south and Claypool Ditch on the north. Basin #3 encompasses the land from 1st Avenue on the west to just west of Berta Road on the east, McArdle Road on the north, and Reed Road west of Broadway Street to east of Berta Road. Basin #4 encompasses the land south of Reed Road, which drains via the Maine Drainage District towards the Claypool Ditch and the Mazon River.

Overall, the existing topography within the Village and surrounding properties is extremely flat and the soils poorly drained. As a result, the Village repeatedly experiences considerable flooding from surface runoff that can not be sufficiently conveyed since the existing drainage networks have limited capacity and extents. A discussion of the specific watersheds draining Village and the extent of flooding problems is provided below; especially in and adjacent to the T.I.F. project areas.

1. The proposed TIF area located within drainage basin #1, surface drains north to the Claypool Ditch, via an open channel running thru the old ComEd rights-of-way. The channel crosses under McArdle Road, Route 113 (Division Street), Oak Street, Daisy Place, Maple Street, Hunters Run and the BNSF railroad tracks using a series of culverts.

The existing "ComEd" ditch draining this portion of the Village is restricted by undersized culverts and existing storm sewers, inlets, and drainage swales. The storm sewer and culverts throughout this portion of the Village are very old, undersized and in poor condition. Many areas are completely without storm sewers and are solely dependent on poorly draining roadside ditches or field tiles to convey flows to the "ComEd" ditch and out of the basin. TIF district increment funds can be applied to greatly improve the storm drainage

infrastructure in these areas. The "ComEd" ditch, traversing this basin, will be rehabilitated to eliminate the restrictive culverts and expanded as necessary to improve surface drainage through this area.

Redevelopment of basin #1 will include stormwater detention and storm sewers with related appurtenances as this area is developed, to manage stormwater flow throughout this basin.

North of the Village limits, the surface drainage traverses through an area managed by the Claypool Drainage District, which is a taxing body set up for the expressed purpose of dealing with surface and underground drainage issues within the district's boundaries. In order to adequately resolve all the Village's drainage issues in the proposed TIF area, waterway reconstruction, will be required in the downstream area of the ComEd ditch outside the city to the north. It is anticipated that TIF increment funds will be needed to assist the Drainage District (at this location) with downstream drainage way reconstruction in order for the upstream improvements (within the proposed TIF District) to function as intended.

2. The proposed TIF area located within drainage basin #2, surface drains north to the Claypool Ditch, via an open channel running along the west side of Broadway Street, or overland to the Claypool Ditch. South of McArdle Road, the surface flows are directed into storm sewer, which discharges to the Broadway ditch.

The Broadway ditch draining this portion of the Village is undersized and existing storm sewers, inlets, and drainage swales throughout this portion of the Village are also very old, undersized and in poor condition. Many streets remain without storm sewers and are solely dependent on poorly draining roadside ditches. TIF district increment funds can be applied to greatly improve the storm drainage infrastructure during redevelopment. Redevelopment activities within basin #2 will include stormwater detention near the existing wastewater treatment plant (WWTP), along with storm sewers with related appurtenances to manage stormwater flow throughout this basin.

3. The proposed TIF area located within drainage basin #3, surface drains north-northeast to the Claypool Ditch, via an open channel running east of the UP railroad tracks south of the Route 113 (Division Street). At Division Street, the open ditch crosses under the roadway and then continues north-northeast between the BNSF and UP rail road tracks, before turning east-northeast at 5th Avenue. The open channel then continues northeast towards the Claypool ditch thru the "Eileen" neighborhood.

The existing "Eileen" ditch draining this portion of the Village is restricted by undersized culverts and undersized ditch sections. As noted in other areas in the Village, the existing storm sewers, inlets, and drainage swales that exist in this basin are very old, undersized and in poor condition. The majority of the basin is completely without storm sewers, and solely dependent on poorly draining roadside ditches and/or field tiles. TIF district increment funds can be applied to greatly improve the storm drainage infrastructure in these areas. The open channel will be rehabilitated to eliminate the restrictive culverts, and expanded to provide adequate conveyance. Similarly, the storm water drainage network will be expanded to improve surface drainage through this area.

Redevelopment of basin #3 will include stormwater detention and storm sewers with related appurtenances as this area is developed, to manage stormwater flow throughout this basin.

As with Basin #1, north of the Village limits the surface drainage traverses through an area managed by the Claypool Drainage District. In order to adequately resolve all the Village's drainage issues in the proposed TIF area, some waterway reconstruction, will be required in the downstream area outside the city to the north. It is anticipated that TIF increment funds will be needed to assist the Drainage District (at this location) with downstream drainage way

reconstruction in order for the upstream improvements (within the proposed TIF District) to function as intended.

4. The proposed TIF area located within drainage basin #4, surface drains west-northwest via the Maine Ditch system. At the UP rail road tracks, Broadway Street and Carbon Hill Road, the surface flows from the Maine ditch are conveyed thru culverts. The Main ditch then continues northwest towards the Claypool ditch.

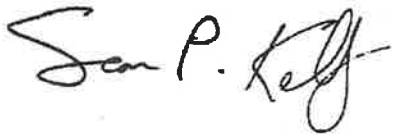
Apart from the Maine Ditch and a couple minor "tributaries", almost no developed drainage paths exist to properly convey surface runoff. The basin is largely without storm sewers, and is solely dependent on poorly draining roadside ditches and/or field tiles. TIF district increment funds can be applied to greatly improve the storm drainage infrastructure in this area by allowing development of a comprehensive stormwater management system to properly route surface drainage through this area and to the Maine ditch.

Redevelopment of basin #4 will include stormwater detention and storm sewers with related appurtenances as this area is developed, to manage stormwater flow throughout this basin.

We trust that the information presented will adequately describe the present flooding conditions that exist in and around the Village of Coal City. Should you have any questions or require additional information, please contact us.

Sincerely,

ROBINSON ENGINEERING, LTD.

A handwritten signature in black ink that reads "Sean P. Kelly". The signature is fluid and cursive, with the first name "Sean" and last name "Kelly" being clearly legible.

Sean P. Kelly, P.E., CFM
Senior Project Manager

R:\2010\10-097 COC\Digital Correspondence\TIF Letter_draft.doc

Attachments:



Condition of “ComEd” ditch a day after rainfall event – Oak Street looking south, 6/22/09



Condition of “ComEd” ditch a day after rainfall event – looking north towards Rt. 113, 6/22/09



Representative condition of undeveloped lands after rainfall event – looking west towards high school, 4/28/09

Village of Coal City

Proposed TIF

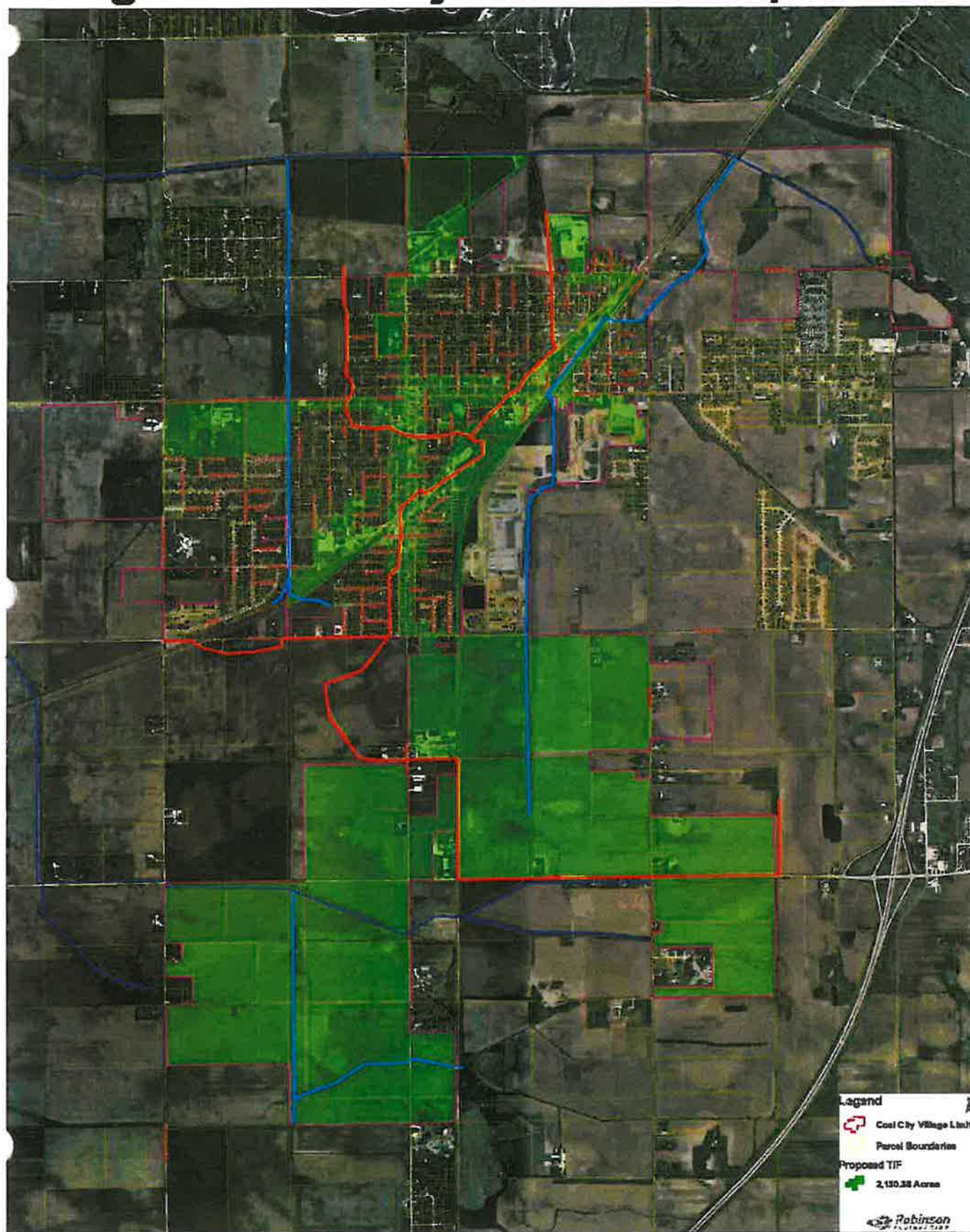


EXHIBIT 5.

**TIF INFRASTRUCTURE
IMPROVEMENT PLAN**

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TIF Infrastructure Improvement Plan

Gathering dollars within a TIF district is being done in order to collect the necessary funds for improving a number of improvements that will help the general public of Coal City, residents throughout the entire School District and attract new development without subsidies from the current residents. The descriptions below help describe a set of infrastructure improvements planned at the onset of possibly adopting a TIF District. These projects may be amended from time to time, but represent projects to be considered during the creation of the TIF. This list is dynamic and will be updated to match current costs and infuse the latest knowledge regarding utilities and design, etc.

Division Grade Separation

Coal City's crossing with the BNSF railroad tracks along Division represent an impediment for regional growth and will continue to create more problems as traffic density on Division continues to increase. Besides representing nearly 3 ½ hours of commuting delays each day and the associated pollution associated with car and truck traffic waiting at the crossing, the crossing has been a safety concern. Separating auto traffic with the trains will be a costly venture requiring state and federal participation. However, even with the help of other governmental entities, the Village will be required to provide a 20% local match at best.

- **Phase 1 and Environmental Engineering**

In order to be prepared for participation of others in the cost of construction, the Village must assess the best means of engineering the grade crossing and conduct an environmental study as to whether such design is feasible. This process will identify if the best option is for the trains to cross over the auto traffic or vice versa.

Estimated Planning Cost - \$1.5 million

- **Final Engineering**

Preparing the grade separation project for bid requires an engineering firm to prepare final engineering design documentation. This must account for storm water, sanitary connections, utility relocations, right-of-way acquisitions, railroad displacement, and construction of new structures, railroad sections, and road.

Estimated Planning Cost - \$2.5 million

- **Alternate Railroad Construction**

In order for the regular grade crossing to be separated from through traffic, the railroad traffic must first be temporarily rerouted to a set of construction detour railroad tracks. For safety sake, and due to the type of freight carried on the BNSF line, this construction is much like the permanent construction of an alternate set of tracks. This must take place prior to the final improvement construction and usually one construction season prior to the final project.

Estimated Improvement Cost - \$8.5 million

- Final Grade Separation Construction

Lastly, the grade separation is constructed per design. Including measures such as a lift station, retention area, pedestrian pathway, and traffic lanes, this construction will allow traffic on Division to no longer be required to stop for the logistics laden BNSF railroad line.

Estimated Improvement Cost - \$12.5 million

Reed Road Intra County Transporter Construction

Coal City's proximity to Interstate 55 via the Reed Road interchange is the future means of traveling from east to west through Grundy County. Furthermore, this route will provide a means for regional and local logistics traffic to access I-55 from I-80 utilizing Illinois State Route 47. Although Grundy County plans to maintain the control over this corridor, it is necessary for Coal City to provide local donation so that the final design matches the vision of Coal City for the area. Also, it is vital for development that the improvement of Reed Road occur prior to the location of industry along the corridor. Waiting to provide the necessary improvement will result in jobs supporting industries choosing elsewhere.

- Reed Road Corridor Construction

Route 53 south of the Joliet Racetrack has the final design on what the Reed Road Corridor is to be constructed like. This is a divided highway that has two through lanes for east and west bound traffic and opens to an additional lane for turning movements off of the street at other major intersections. Coal City's design will include the latest storm water technology within the median-scape in order to retain as much water locally during storm events and to upgrade the water quality prior to entering the regional drainage system. Coal City will work with Braidwood in order to construct a similar plan on its portion of Reed Road. Phase One will improve Reed Road until Broadway and Phase Two will collect funds to further the improvement to Jugtown Road. County dollars will be utilized in the construction, but Coal City TIF will be utilized to upgrade the street beyond current county requirements.

Phase One Improvement Cost - \$3.0 million

Phase Two Improvement Cost - \$3.5 million

Secondary Grade Separation

As Coal City continues to grow, the Village will require another means of crossing the BNSF railroad tracks besides on Division. Utilizing a north/south crossing will provide additional flexibility for providing all of the necessary emergency vehicles as well as a means of keeping regular traffic flow for both directions in order to access the downtown area. With the construction of the School District functions along Carbon Hill Road, this would provide a reason to improve the grade separation within the area further reducing liability.

- Carbon Hill Grade Separation

Much like the Division Grade Separation, this area would require extensive engineering and design in addition to final improvement construction. This separation is secondary to the one for Division and would not be planned until later causing the cost of construction to increase. Until this project gains more importance the total cost for all phases of the project are listed below.

Estimated Improvement Cost - \$25 million

Downtown Improvement Plan

Coal City has been blessed with a traditional downtown setting, which boasts a 100' right-of-way south of Division and continues south to Spring Road. The Village of Coal City shares this treasure with the surrounding municipalities of Carbon Hill, Diamond, Braceville, and residents of Goose Lake. Providing much more convenience, Coal City is the location for area residents to purchase their groceries, visit doctors, and pick up their prescriptions. Improvements of the failing infrastructure aid residents from the region, not only Coal City's own residents.

- Broadway Beautification

The current design of Broadway within the downtown area is designed around the automobile and does not promote alternative methods of transportation such as bikes and pedestrian foot traffic. Inserting beautification within and/or along Broadway would increase safety for walkers and bikers as well as autos parked in the retail establishments. Furthermore, the inclusion of this streetscape provides pedestrian interest and generates the setting for future retail development within the area.

The construction estimate includes widening of Broadway to allow for retail parking spaces, allow through traffic, include the design and purchase of beautification elements, and reconstruction of both north and south bound lanes.

Estimated Improvement Cost - \$5.5 million

- New Lighting Plan

The current decorative light poles on Broadway have outlived their useful life and do not meet the current IDOT standards for lighting along a federal-aid route. The Village needs to replace the existing lights with a new lighting plan that provides IDOT approved vision for traffic within the north and south bound lanes as well as lighting for pedestrians along both side of Broadway. Lastly, attempts to utilize modern technology, which restricts the lights from sky light pollution, and incorporates low voltage technology to save energy should be used to keep the monthly electric bill lower than the current cost.

Estimated Improvement Cost - \$1.5 million

- Pedestrian Pathways

Although most of the business owners have complied with the Americans with Disabilities Act (ADA) requirements and the Village has provided ADA-compliant ramps to each intersection, the east parkway does not provide a comprehensive and reliable pathway from Division south through the business corridor. The west parkway provides a limited sidewalk that does not allow more than two individuals to walk abreast within the pathway. This design is not conducive to residents utilizing the downtown as a space to passively enjoy. Furthermore, the lack of public investment along the main thoroughfare has avoided creating an enthusiasm for this public space. Investment of TIF revenues would reinforce the Village's vision of Broadway being the area to locate retail businesses and attract persons of all ages onto Coal City main street to see others, be scene, and purchase all of the peripheral goods that come from such activity.

Estimated Improvement Cost - \$2.0 million

- Safer Business Alleys

The alleys along the east and west sides of Broadway are in a sad state of disrepair. These areas are marred with potholes, cannot accommodate through traffic, and lack lighting in order for someone to feel safe during the evening. While these spaces are not intended to support regular 35mph two-way traffic, these traffic-ways must be improved in order to facilitate the location of businesses and their drive-thrus along Broadway. Coal City will look to the City of Chicago, which has designed a guide to prevent alleys from becoming part of the non-permeable urban jungle, which results in greater amounts of storm water runoff during storm events. Lastly, the design of these spaces must include lighting to provide a safe means for pedestrians to access their cars and return to their homes during the evening hours.

Estimated Improvements Cost - \$3.0 million

Miscellaneous Infrastructure Improvements Aiding or Improving Service for the TIF Area

Whether the Village has not collected enough impact fees for the expansion of necessary utilities or the participation of a school district capital project would be to the benefit of the TIF district, dollars are set aside for various capital projects to improve municipal services to or impacting the area.

Estimated Improvement Cost - \$8.0 million

EXHIBIT 6.

EXAMPLE TIF DISTRICT PROJECTIONS

NOTE: The following TIF Projections are examples based on estimates and do not represent an offer or acceptance of any terms relating to redevelopment projects or agreements.

The information and assumptions contained in this material are based upon information, material and assumptions provided to Jacob & Klein, Ltd. (J&K) and the Economic Development Group, Ltd. (EDG) by outside persons including public officials. J&K and EDG have not undertaken independent investigation to verify any of the information or material contained herein. No warranty, express or implied, as to the accuracy of the materials and information or the results projected in the foregoing presentation is made by J&K or EDG, its officers or employees. J&K and EDG specifically disclaim the accuracy of the formulas and calculations and has no obligation to investigate or update, recalculate or revise the calculations. The material presented herein is subject to risks, trends and uncertainties that could cause actual events to differ materially from those presented. Those providing information contained in this presentation have represented to J&K and EDG that, as of the date it was provided, the information was accurate to the best of their knowledge. Any person viewing, reviewing or utilizing this presentation should do so subject to all of the foregoing limitations and shall conduct independent investigation to verify the assumptions and calculations contained herein. By acceptance and use of this presentation, the user accepts all of the foregoing limitations and releases J&K and EDG from any liability in connection therewith.

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EXHIBIT 6 (A)

VILLAGE OF COAL CITY PROPOSED TIF DISTRICT

Proposed Commercial Projects

TIF FORMED													
10/7/2010													
Calendar Year of Receipts	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Commercial/Gen Merch Project I		Built	Assessed	\$11,050	\$11,326	\$11,609	\$11,900	\$12,197	\$12,502	\$12,815	\$13,135	\$13,463	\$13,800
Commercial/Gen Merch Project II				Built	Assessed	\$17,000	\$17,425	\$17,861	\$18,307	\$18,765	\$19,234	\$19,715	\$20,208
Convenience Store/Restaurant I				Built	Assessed	\$13,600	\$13,940	\$14,289	\$14,646	\$15,012	\$15,387	\$15,772	\$16,166
Restaurant II			Built	Assessed	\$8,500	\$8,713	\$8,930	\$9,154	\$9,382	\$9,617	\$9,857	\$10,104	\$10,356
Restaurant III								Built	Assessed	\$8,500	\$8,713	\$8,930	\$9,154
Senior Development Project I		1/10 Built	1/10 Assessed	\$17,128	\$34,683	\$52,678	\$71,122	\$90,028	\$109,406	\$129,269	\$149,628	\$170,496	\$191,986
Elderly Supportive Living Facility					Built	Assessed	\$76,500	\$78,413	\$80,373	\$82,382	\$84,442	\$86,553	\$88,717
Commercial Rehab/Renovations					2/15 Built	2/15 Assessed	\$5,100	\$15,428	\$20,913	\$26,536	\$29,749	\$33,043	\$36,419
Total Real Estate Tax Increment				\$28,178	\$54,509	\$103,600	\$204,917	\$237,368	\$265,529	\$302,895	\$330,145	\$358,076	\$386,705
Cumulative R. E. Tax Increment				\$28,178	\$82,687	\$186,287	\$391,204	\$628,571	\$894,101	\$1,196,996	\$1,527,141	\$1,885,217	\$2,271,922

Calendar Year of Receipts	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	TOTALS
Commercial/Gen Merch Project I	\$14,145	\$14,499	\$14,861	\$15,233	\$15,613	\$16,004	\$16,404	\$16,814	\$17,234	\$17,665	\$18,107	\$18,559	\$318,935
Commercial/Gen Merch Project II	\$20,713	\$21,231	\$21,761	\$22,305	\$22,863	\$23,435	\$24,021	\$24,621	\$25,237	\$25,868	\$26,514	\$27,177	\$434,259
Convenience Store/Restaurant I	\$16,570	\$16,985	\$17,409	\$17,844	\$18,290	\$18,748	\$19,216	\$19,697	\$20,189	\$20,694	\$21,211	\$21,742	\$347,407
Restaurant II	\$10,615	\$10,881	\$11,153	\$11,432	\$11,717	\$12,010	\$12,311	\$12,618	\$12,934	\$13,257	\$13,589	\$13,928	\$231,058
Restaurant III	\$9,382	\$9,617	\$9,857	\$10,104	\$10,356	\$10,615	\$10,881	\$11,153	\$11,432	\$11,717	\$12,010	\$12,311	\$164,732
Senior Development Project I	\$196,683	\$201,600	\$206,640	\$211,806	\$217,101	\$222,529	\$228,092	\$233,794	\$239,639	\$245,630	\$251,771	\$258,065	\$3,729,674
Elderly Supportive Living Facility	\$90,934	\$93,208	\$95,538	\$97,926	\$100,375	\$102,884	\$105,456	\$108,092	\$110,795	\$113,565	\$116,404	\$119,314	\$1,831,870
Commercial Rehab/Renovations	\$39,880	\$43,427	\$47,062	\$50,789	\$54,609	\$58,574	\$62,673	\$66,808	\$71,078	\$75,475	\$79,999	\$84,643	\$825,414
Total Real Estate Tax Increment	\$398,923	\$411,446	\$424,282	\$437,439	\$450,925	\$464,198	\$477,753	\$490,597	\$503,737	\$517,181	\$530,935	\$545,009	\$7,883,349
Cumulative R. E. Tax Increment	\$2,670,845	\$3,082,291	\$3,506,573	\$3,944,013	\$4,394,938	\$4,857,137	\$5,330,890	\$5,816,487	\$6,314,224	\$6,824,405	\$7,347,340	\$7,883,349	

Real Estate - Commercial Projects										TOTALS	
Comm/Gen Merch Project I	Comm/Gen Merch Project II	Conv Store / Restaurant I	Restaurant II	Restaurant III	Senior Dev. Project I	Elderly Supp. Living	Commercial Rehab				
\$650,000	\$1,000,000	\$800,000	\$500,000	\$500,000	\$10,075,000	\$4,500,000	\$2,250,000				\$20,275,000
\$216,667	\$333,333	\$266,667	\$166,667	\$166,667	\$3,358,333	\$1,500,000	\$750,000				\$6,758,333
\$11,050	\$17,000	\$13,600	\$8,500	\$8,500	\$171,275	\$76,500	\$38,250				\$344,675
\$600,000	\$200,000	\$150,000	\$100,000	\$75,000	\$1,500,000	\$750,000	\$450,000				\$3,825,000

Variables	
Inflation Rate	2.5%
Total Tax Rate	5.1000%

The information and assumptions contained in the foregoing material are based upon information, material and assumptions provided to Jacob & Klein, Ltd. (J&K) and the Economic Development Group, Ltd. (EDG) by outside persons including public officials. J&K and EDG have not undertaken independent investigation to verify any of the information or material contained herein. No warranty, express or implied, as to the accuracy of the materials and information or the results projected in the foregoing presentation is made by J&K or EDG, its officers or employees. J&K and EDG specifically disclaim the accuracy of the formulas and calculations and has no obligation to investigate or update, recalculate or revise the calculations. The material presented herein is subject to risks, trends and uncertainties that could cause actual events to differ materially from those presented. Those providing information contained in this presentation have represented to J&K and EDG that, as of the date it was provided, the information was accurate to the best of their knowledge. Any person viewing, reviewing or utilizing this presentation should do so subject to all of the foregoing limitations and shall conduct independent investigation to verify the assumptions and calculations contained herein. By acceptance and use of this presentation, the user accepts all of the foregoing limitations and releases J&K and EDG from any liability in connection therewith.

EXHIBIT 6 (B)

VILLAGE OF COAL CITY PROPOSED TIF DISTRICT

Proposed Industrial Projects

TIF FORMED													
Calendar Year of Receipts	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Light Industrial Project I	Built	Assessed	\$170,000	\$174,250	\$178,606	\$183,071	\$187,648	\$192,339	\$197,148	\$202,077	\$207,128	\$212,307	\$217,614
Light Industrial Project II		Built	Assessed	\$119,000	\$121,975	\$125,024	\$128,150	\$131,354	\$134,638	\$138,004	\$141,454	\$144,990	\$148,615
Light Industrial Project III				Built	Assessed	\$37,400	\$38,335	\$39,293	\$40,276	\$41,283	\$42,315	\$43,373	\$44,457
Light Industrial/Comm Project IV			Built	Assessed	\$34,000	\$34,850	\$35,721	\$36,614	\$37,530	\$38,468	\$39,430	\$40,415	\$41,426
Light Industrial/Comm Project V					Built	Assessed	\$29,750	\$30,494	\$31,256	\$32,037	\$32,838	\$33,659	\$34,501
Light Industrial/Comm Project VI					Built	Assessed			\$34,000	\$34,850	\$35,721	\$36,614	\$37,530
Warehouse Distribution Centers					Built	Assessed	\$272,000	\$278,800	\$557,770	\$571,714	\$586,007	\$600,657	\$615,674
Total Real Estate Tax Increment			\$170,000	\$293,250	\$334,581	\$380,346	\$691,604	\$708,895	\$1,032,617	\$1,058,432	\$1,084,893	\$1,112,015	\$1,139,816
Cumulative R. E. Tax Increment			\$170,000	\$463,250	\$797,831	\$1,178,177	\$1,869,781	\$2,578,676	\$3,611,293	\$4,669,725	\$5,754,618	\$6,866,634	\$8,006,450

Calendar Year of Receipts	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	TOTALS
Light Industrial Project I	\$223,055	\$228,631	\$234,347	\$240,206	\$246,211	\$252,366	\$258,675	\$265,142	\$271,771	\$278,565	\$285,529	\$292,667	\$5,199,353
Light Industrial Project II	\$152,330	\$156,138	\$160,042	\$164,043	\$168,144	\$172,347	\$176,656	\$181,073	\$185,599	\$190,239	\$194,995	\$199,870	\$3,434,680
Light Industrial Project III	\$45,568	\$46,707	\$47,875	\$49,072	\$50,299	\$51,556	\$52,845	\$54,166	\$55,521	\$56,909	\$58,331	\$59,790	\$955,370
Light Industrial/Comm Project IV	\$42,461	\$43,523	\$44,611	\$45,726	\$46,869	\$48,041	\$49,242	\$50,473	\$51,735	\$53,028	\$54,354	\$55,713	\$924,231
Light Industrial/Comm Project V	\$35,363	\$36,247	\$37,154	\$38,083	\$39,035	\$40,010	\$41,011	\$42,036	\$43,087	\$44,164	\$45,268	\$46,400	\$712,394
Light Industrial/Comm Project VI	\$38,468	\$39,430	\$40,415	\$41,428	\$42,461	\$43,523	\$44,611	\$45,726	\$46,869	\$48,041	\$49,242	\$50,473	\$709,401
Warehouse Distribution Centers	\$631,066	\$646,842	\$663,013	\$679,589	\$696,578	\$713,993	\$731,843	\$750,139	\$768,892	\$788,114	\$807,817	\$828,013	\$12,188,521
Total Real Estate Tax Increment	\$1,168,311	\$1,197,519	\$1,227,457	\$1,258,143	\$1,289,597	\$1,321,837	\$1,354,883	\$1,388,755	\$1,423,474	\$1,459,061	\$1,495,537	\$1,532,926	\$24,123,949
Cumulative R. E. Tax Increment	\$9,174,761	\$10,372,280	\$11,599,737	\$12,857,880	\$14,147,477	\$15,469,314	\$16,824,197	\$18,212,952	\$19,636,426	\$21,095,487	\$22,581,024	\$24,123,949	

Real Estate - Industrial Projects

	Light Ind I	Light Ind II	Light Ind III	Light Ind/ Comm IV	Light Ind/ Comm V	Light Ind/ Comm VI	Warehouse Dist Centers	TOTALS
Total Projected Market Value	\$10,000,000	\$7,000,000	\$2,200,000	\$2,000,000	\$1,750,000	\$2,000,000	\$32,000,000	\$56,950,000
Increase in EAV	\$3,333,333	\$2,333,333	\$733,333	\$666,667	\$583,333	\$666,667	\$10,666,667	\$18,983,333
Real Estate Tax Increment	\$170,000	\$119,000	\$37,400	\$34,000	\$29,750	\$34,000	\$544,000	\$968,150
Estimated Eligible Project Costs	\$3,000,000	\$1,000,000	\$450,000	\$400,000	\$350,000	\$400,000	\$4,000,000	\$9,600,000

Variables	
Inflation Rate	2.5%
Total Tax Rate	5.1000%

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Exhibit 6 (B)

EXHIBIT 6 (C)

VILLAGE OF COAL CITY PROPOSED TIF DISTRICT

Residential Rehabilitation/Renovation Projects

10/7/2010	TIF FORMED												
Calendar Year of Receipts	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Built in 2015						Built Assessed	\$2,550	\$2,614	\$2,679	\$2,746	\$2,815	\$2,885	\$2,957
Built in 2016						Built Assessed		\$2,550	\$2,614	\$2,679	\$2,746	\$2,815	\$2,885
Built in 2017							Built	Assessed	\$2,550	\$2,614	\$2,679	\$2,746	\$2,815
Built in 2018								Built	Assessed	\$2,550	\$2,614	\$2,679	\$2,746
Built in 2019									Built	Assessed	\$2,550	\$2,614	\$2,679
Built in 2020										Built	Assessed	\$2,550	\$2,614
Built in 2021											Built	Assessed	\$2,550
Built in 2022												Built	Assessed
Built in 2023													Built
Total Real Estate Tax Increment													
Cumulative R.E. Tax Increment													

Calendar Year of Receipts	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	TOTALS
Built in 2015-2021	\$19,727	\$20,220	\$20,726	\$21,244	\$21,775	\$22,319	\$22,877	\$23,449	\$24,036	\$24,636	\$25,252	\$25,884	\$347,230
Built in 2022	\$2,550	\$2,614	\$2,679	\$2,746	\$2,815	\$2,885	\$2,957	\$3,031	\$3,107	\$3,185	\$3,264	\$3,346	\$35,179
Built in 2023	Assessed	\$2,550	\$2,614	\$2,679	\$2,746	\$2,815	\$2,885	\$2,957	\$3,031	\$3,107	\$3,185	\$3,264	\$31,833
Built in 2024													
Total Real Estate Tax Increment	\$22,277	\$25,384	\$28,569	\$29,283	\$30,015	\$30,765	\$31,534	\$32,323	\$33,131	\$33,959	\$34,808	\$35,678	\$442,810
Cumulative R.E. Tax Increment	\$97,361	\$122,745	\$151,314	\$180,596	\$210,611	\$241,377	\$272,911	\$305,234	\$338,365	\$372,324	\$407,132	\$442,810	

Real Estate - Residential Rehab			TOTALS
Total Projected Investment	\$75,000		\$1,500,000
Increase in EAV	\$25,000		\$500,000
Real Estate Tax (Per Home)	\$1,275		\$25,500

Variables	
Inflation Rate	2.5%
Total Tax Rate	5.1000%

Estimated Eligible Project Costs: \$200,000

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