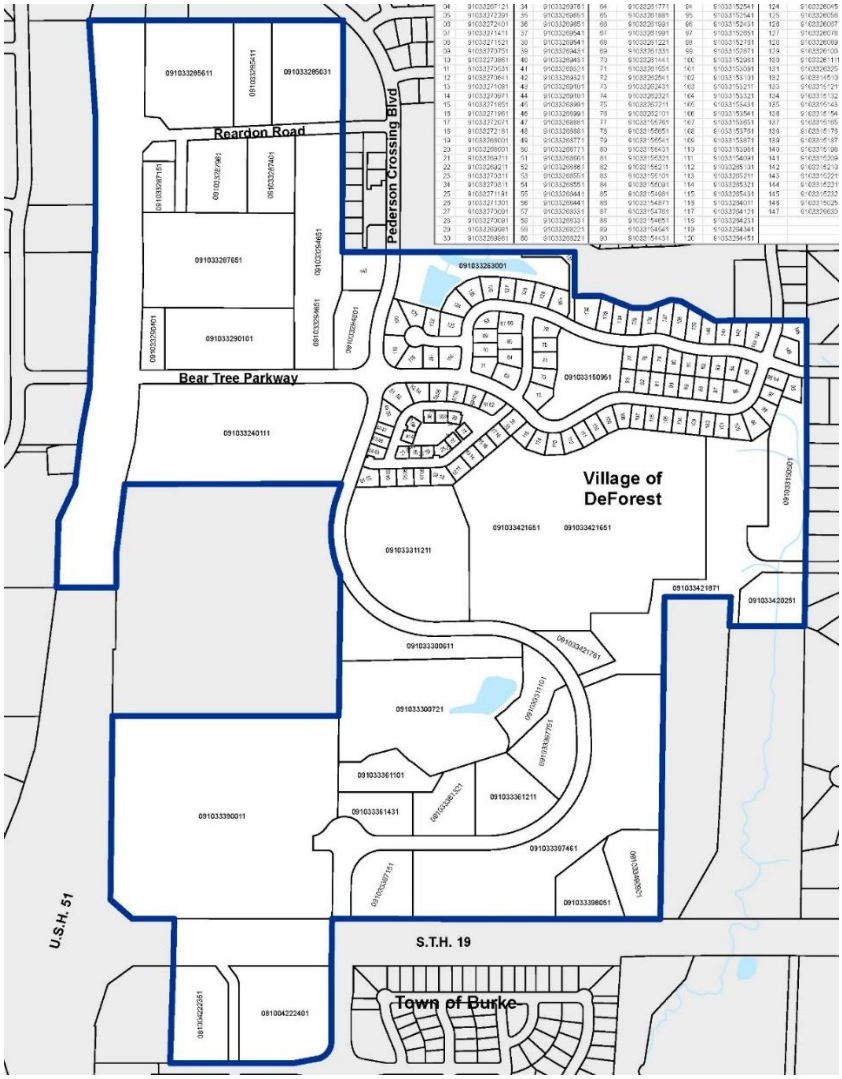
Tax Incremental District No. 7

Village of DeForest, Wisconsin

Project Plan Amendment #4

Adopted October __, 2025



Original Project Plan Adopted: June 2011
Amendment #1 to Project Plan Adopted: September 2, 2014
Amendment #2 to Project Plan Adopted: August 7, 2018
Amendment #3 to Project Plan Adopted: September 1, 2020
Amendment #4 to Project Plan Adopted: October ___, 2025

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I. INTRODUCTION.

Tax Incremental District No. 7 (TID #7) is located on the south side of the Village, generally beyond the northeast corner of the US Highway 51/STH 19 interchange. With this latest amendment, TID #7 now includes approximately 336 acres of land slated for mixed-use development. The proposed boundary of TID #7 is depicted on **Map 1A.4**. Areas within one-half mile of the proposed boundary of TID #7 is depicted on **Map 1B.4** and the subject property proposed to be removed from the current TID #7 boundary is identified on **Map 1C.4**.

The Village created TID #7 in June 2011. The Project Plan for the District was replaced with an amended plan in 2014 (Amendment #1) to improve the short-term financial viability of TID #7 by enabling up to 60 acres within the TID to be developed for residential use. A subsequent amendment in 2018 (Amendment #2) added new public infrastructure projects to promote development and redevelopment opportunities that presented themselves in the Reardon Road Commercial area. That infrastructure was completed in 2019.

In 2020, Amendment #3 replaced the previous Project Plan to address significant changes in development proposals within TID #7 that significantly enhanced the success of TID #7. Since the 2020 amendment, the Village has finalized its development agreement with CAH Co DeForest, LLC, to enable construction of Hooper Corporation's headquarters and fabrication facility within TID #7. As a result, a majority of the public projects previously identified in this Plan located within and adjacent to CAH-owned parcels (hereinafter the "CAH Property") have been completed.

This Amendment #4 is intended to modify the TID #7 boundary, current text, and budget to better accommodate the remaining public projects within the District and provide for adequate business incentives through the remaining expenditure period.

II. PROJECT PLAN AMENDMENT SUMMARY.

The previous TID #7 Project Plans contemplated Village borrowing to fund infrastructure improvements and other project costs, while retaining the flexibility to finance those costs through "pay as you go" developer funding. Early in TID #7's life, Bear Tree Parkway was extended as an underpass in connection with the expansion of USH 51 to four lanes, and a segment of Bear Tree Parkway was constructed in anticipation of future business development to the south. Reardon Road was also reconstructed, and sewer and water facilities were extended to adjacent parcels. Then, in October of 2019, the CAH Property (consisting at the time of the remaining undeveloped Norski Dane Property) was acquired by CAH, which constructed new corporate offices and fabrication facility for its parent company, Hooper Corporation, and began marketing the remaining developable lands for residential, office, research and complimentary retail uses. To date, additional single-family and duplex developments have occurred north of Hooper's facilities. The current land use of all parcels in the District is depicted in **Map 2A.4.** The remaining vacant CAH Property are depicted in **Map 2B.4** which are currently marketed for development.

A. Boundary Amendment.

This Amendment #4 amends the boundary of TID #7 in order to accommodate a development project anticipated to start prior to the expiration of the TID #7 expenditure period in June 2026. That development project is expected to locate on the two parcels being added to TID #7 by this Amendment #4, as depicted on **Map 1C.4.** Those parcels are currently located in the Village's

TID #2, and the two districts will overlap to the extent of those two parcels and an adjacent segment of STH 19 right-of-way upon approval of this Amendment #4.

To allow for the boundary amendment under the TIF Law, the northern portion of the property between the CAH Property and US Highway 51 will be subtracted from the TID #7 by this Amendment #4, as shown on **Map 1C.4.** Recent conversations with the owners of that approximately 70 undeveloped acres have confirmed that development of that land will likely not commence within the remaining TID #7 expenditure period.

B. Infrastructure Projects.

In 2020-21, a realigned north-south collector street (Pederson Crossing Boulevard) along with associated utilities was constructed in a single phase to serve the new corporate campus and remaining developable lots in the CAH Property. Although the previous Project Plan contemplated construction of those improvements in as many as four phases, they were completed in a single phase. Those improvements opened much of the CAH Property for immediate development.

The previous Project Plan also contemplated the extension of a new sewer main westerly along STH 19 to connect with existing mains at Blanchar's Crossing (Project No. 8 in Amendment 1, Table 1.2). That project, with its estimated cost of $732,476 was determined to be unnecessary and was eliminated by Amendment #3. A similar extension of public water mains to the west (Project No. 7 in Amendment 1, Table 1.2) was also eliminated, removing $209,087 from the Project Plan expenditures.

With the accelerated completion of the north-south collector road, roadway and intersection improvements at USH 19 (Projects 5 and 6 in Amendment 1, Table 1.2) have also been mostly completed earlier than planned. Amendment 3 also updated the STH 19 costs considering further definition of the required improvements following input from the Wisconsin Department of Transportation (WisDOT).

Given that the lands being subtracted from the District are not expected to develop in the near future, Project 4 (in **Table 1A.4**), which was planned for this area is now being removed from the Project Plan by this Amendment #4. The Village also did not utilize TID funds to acquire all of the lands anticipated in the previous TID #7 land acquisition budget (Project 21 in **Table 1A.4**) and is now reducing that amount accordingly.

In contrast, the Village has received several inquiries for additional development on remaining undeveloped parts of the CAH Property and also south of STH 19 in the TID #7 expansion area. In particular, developers and businesses have been interested in the parcels near the intersections of Pederson Crossing/Williamsburg Way/STH 19. Interested parties have requested access adjustments along Williamsburg Way to allow safe and efficient site access to and from STH 19. At the same time, the Village has an agreement with WisDOT that makes the Village responsible for addressing any traffic that may back onto or otherwise negatively affect the function of STH19 due to such development. To address these matters, this Amendment #4 budgets for the construction of a roundabout at the intersection of Williamsburg Way and Pederson Crossing Boulevard. This roundabout is consistent with Village long-range transportation plans and mirrors the roundabout just across STH 19 along Williamsburg Way. This project (Project 23) is added to **Table 1A.4**. Other adjustments shown in **Table 1A.4** have been made to the Project Plan budget to better reflect current conditions.

C. Revised Financing Proposal.

Agreements between the Village and CAH CO rely on “pay as you go” financing by which the developer has financed the major infrastructure improvements in exchange for TIF Bonds. The TIF Bonds are payable only through a portion of the tax increments generated by the new development caused by the developer(s) within the CAH Property. That financing method not only eliminates the public risk of taxpayer financing and preserves the Village’s borrowing capacity but also creates significant incentive for the developer to actively market the property for high value development. Successful marketing will be necessary for CAH CO to recover its infrastructure investment within the remaining life (currently until 2037) of the TID.

Additionally, the Village is in negotiation with Cascade Development, LLC (“Cascade”) to construct a recreational athletic competition facility within the proposed amended TID #7 Boundary. Any agreements between the Village and Cascade will rely on “pay as you go” financing whereby the developer will receive a TIF bond allowing it to recover a portion of the costs of developing a recreational athletic facility on that land. Therefore, as with many other Village TIF agreements, the public risk of taxpayer financing is eliminated, while the incentive for the developer to expedite the development of recreational and commercial activity along the STH 19 corridor and enhance TIDs 2, 3, 4, and 7.

Map 1A.4 TID #7 Boundary

LOT	PARCEL NO	LOT	PARCEL NO	LOT	PARCEL NO	LOT	PARCEL NO	LOT	PARCEL NO
01	091033267011	31	091033269871	61	091033271631	91	091033154321	122	091033264671
02	091033267011	32	091033269871	62	091033271741	92	091033154211	123	091033264781
03	091033267121	33	091033269761	63	091033261661	93	091033154101	124	091033260451
04	091033267121	34	091033269761	64	091033261771	94	091033152541	125	091033260561
05	091033272291	35	091033269651	65	091033261881	96	091033152431	126	091033260671
06	091033272401	36	091033269651	66	091033261991	97	091033152651	127	091033260781
07	091033271411	37	091033269541	67	091033261991	98	091033152761	128	091033260891
08	091033271521	38	091033269541	68	091033261221	99	091033152871	129	091033261001
09	091033270751	39	091033269431	69	091033261331	100	091033152981	130	091033261111
10	091033270861	40	091033269431	70	091033261441	101	091033153091	131	091033263251
11	091033270531	41	091033269321	71	091033261551	102	091033153101	132	091033145101
12	091033270641	42	091033269321	72	091033262541	103	091033153211	133	091033151211
13	091033271081	43	091033269101	73	091033262431	104	091033153321	134	091033151321
14	091033270971	44	091033269101	74	091033262321	105	091033153431	135	091033151431
15	091033271851	45	091033268991	75	091033262211	106	091033153541	136	091033151541
16	091033271961	46	091033268991	76	091033262101	107	091033153651	137	091033151651
17	091033272071	47	091033268881	77	091033155761	108	091033153761	138	091033151761
18	091033272181	48	091033268881	78	091033155651	109	091033153871	139	091033151871
19	091033268001	49	091033268771	79	091033155541	110	091033153981	140	091033151981
20	091033268001	50	091033268771	80	091033155431	111	091033154091	141	091033152091
21	091033269211	51	091033268661	81	091033155321	112	091033265101	142	091033152101
22	091033269211	52	091033268661	82	091033155211	113	091033265211	143	091033152211
23	091033270311	53	091033268551	83	091033155101	114	091033265321	145	091033152321
24	091033270311	54	091033268551	84	091033155091	115	091033265431	146	091033150251
25	091033271191	55	091033268441	85	091033154981	116	091033264011	147	091033296301
26	091033271301	56	091033268441	86	091033154871	117	091033264121	148	091033287001
27	091033270091	57	091033268331	87	091033154761	118	091033264231		
28	091033270091	58	091033268331	88	091033154651	119	091033264341		
29	091033269981	59	091033268221	89	091033154541	120	091033264451		
30	091033269981	60	091033268221	90	091033154431	121	091033264561		

091033285611
091033285411
091033285031
Reardon Road
Pederson Crossing Blvd
148
091033287151
091033287961
091033287401
091033287651
091033294651
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091033263001
131
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127
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091033290101
091033294801
Bear Tree Parkway
091033240111
Village of
DeForest
091033421651
091033150501
091033311211
091033421871
091033420251
091033300611
091033421761
091033300721
091033311101
091033397751
091033361101
091033361321
091033361211
091033390011
091033397461
091033397151
091033490901
091033398051
U.S.H. 51
S.T.H. 19
Williamsburg Way
081004222351
081004222401
Savannah Dr
Town of Burke

Village of DeForest - TID #7
Map 1A.4 - Amended TID Boundary

Date: July 22, 2025

Parcels (July 2025)

Amended TID #7 Boundary

Village of DeForest (June 2025)

0 275 550 1,100 Feet

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Date: 7/23/2025

Map 1B.4 TID #7 Amended TID Boundary and ½ Mile Radius

Village of Windsor

Reardon Road

Bear Tree Parkway

Village of DeForest

U.S.H. 51

S.T.H. 19

Town of Burke

Village of DeForest - TID #7
Map 1B.4 - Amended TID Boundary & 1/2-Mile Radius

Parcels (July 2025)

Amended TID #7 Boundary

Village of DeForest (June 2025)

1/2-mile Radius from TID Boundary

Date: July 22, 2025

0 650 1,300 2,600 Feet

N W E S

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Date: 7/23/2025

Map 1C.4 TID #7 Boundary Amendment

Reardon Road

Pederson Crossing Blvd

Village of Windsor

Bear Tree Parkway

Village of DeForest

Parcel
091033385011

U.S.H. 51

Williamsburg Way

S.T.H. 19

Savannah Dr

Town of Burke

Village of DeForest - TID #7
Map 1C.4 - 2025 TID Boundary Amendment

Village of DeForest (June 2025)

2025 TID #7 Boundary Addition

2025 TID #7 Boundary Deletion

2018 TID #7 Boundary

Parcels (July 2025)

Date: July 22, 2025

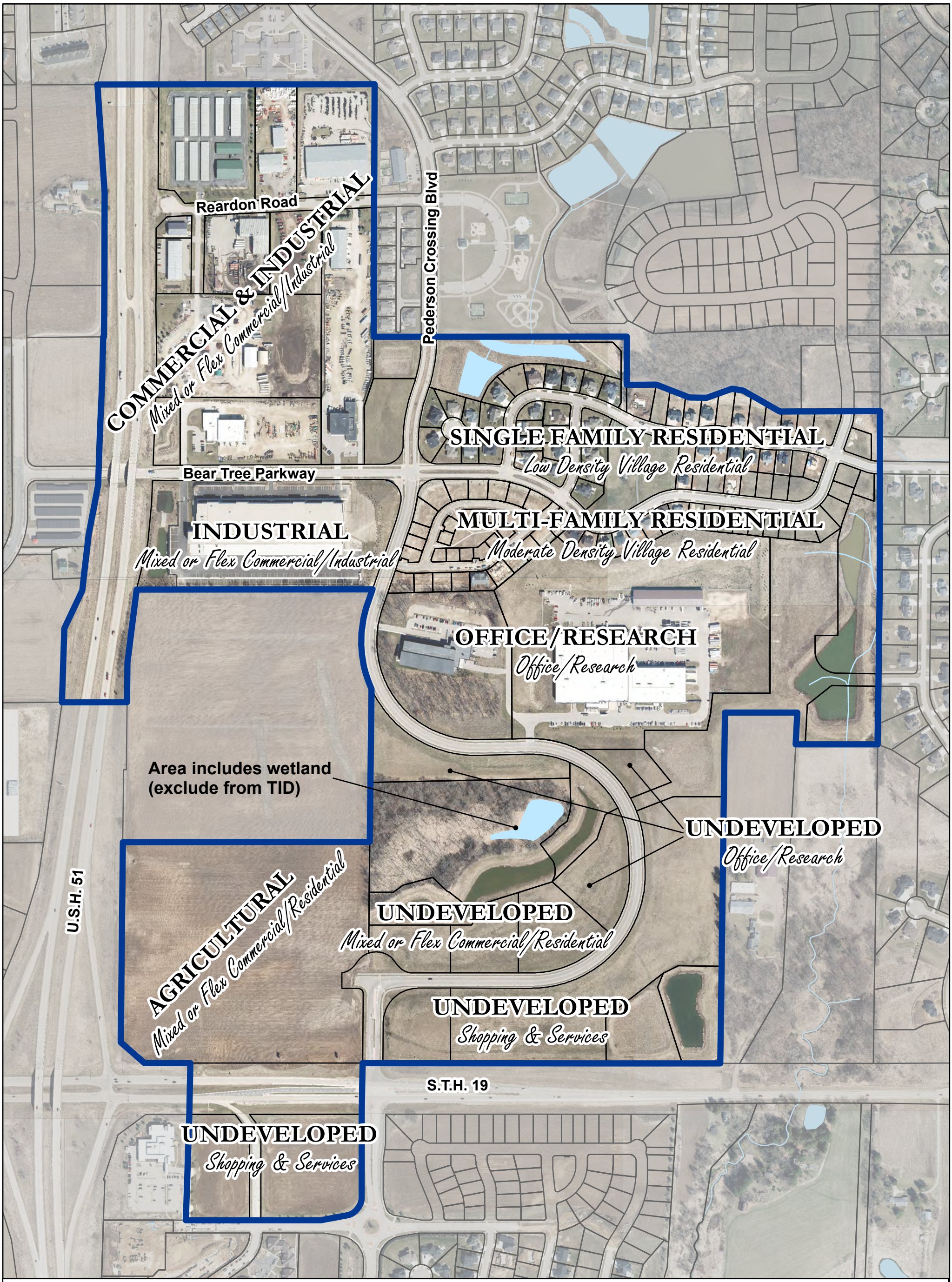
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Date: 7/23/2025

Map 2.4 Existing Uses and Conditions of Real Property



Village of DeForest - TID #7
Map 2.4 - Existing Uses and Conditions of Real Property

Parcels (July 2025)

TID #7 Boundary

EXISTING LAND USE

Planned Land Use

Date: July 22, 2025

0 280 560 1,120 Feet

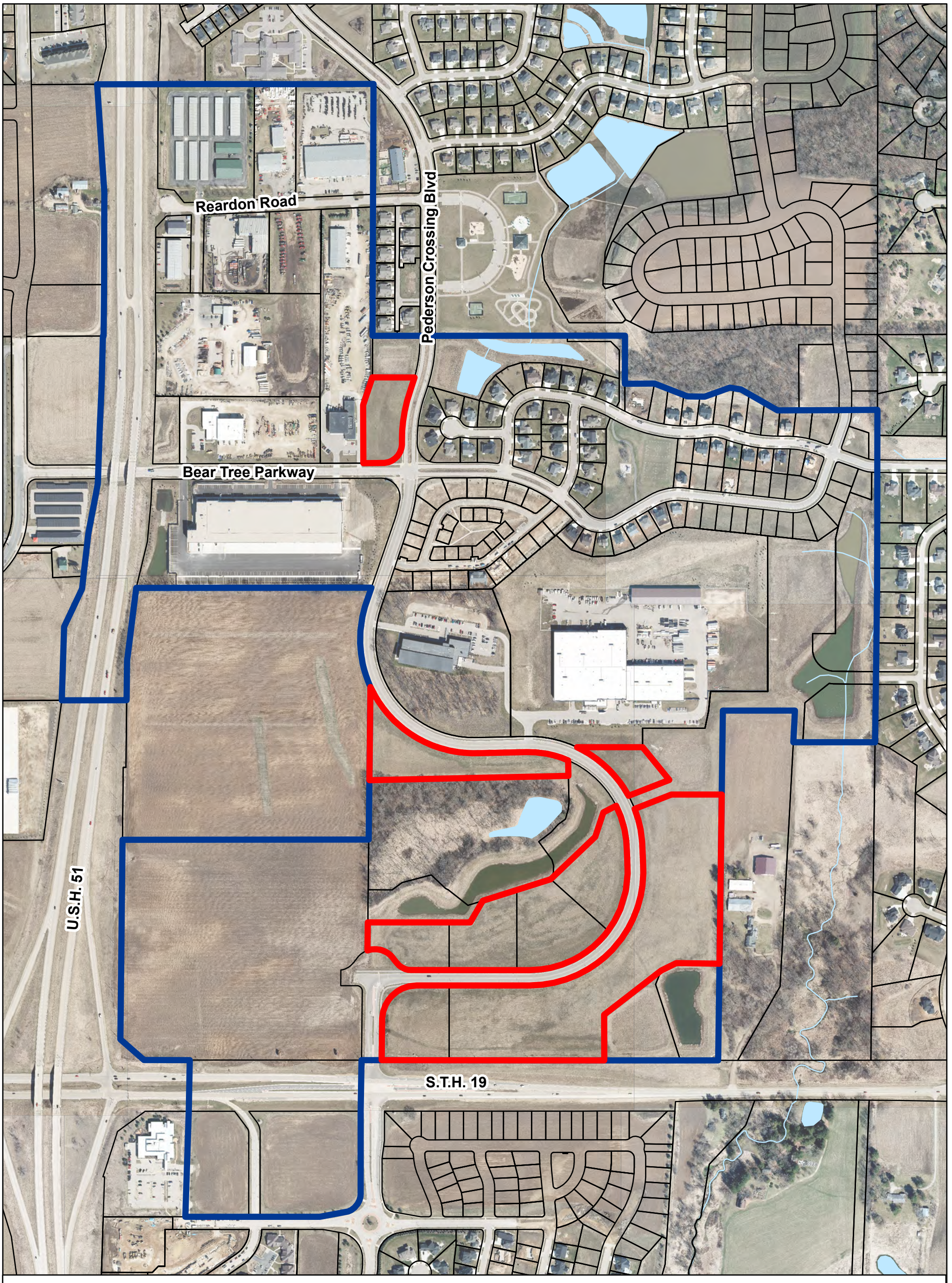
N W E S

Existing Conditions: All parcels for which improvements are shown on this map or were otherwise present as of July 2025, and the improvements thereon, are in good to excellent condition. All other parcels are vacant and also in good to excellent condition.

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Date: 7/23/2025

Map 2A.4 CAH Property (Vacant)



Village of DeForest - TID #7
Map 2.4A - CAH Property

Date: July 23, 2025

0 280 560 1,120 Feet

N
W E
S

- Parcels (July 2025)
- TID #7 Boundary
- Vacant CAH CO Properties

Existing Conditions: All parcels for which improvements are shown on this map or were otherwise present as of July 2025, and the improvements thereon, are in good to excellent condition. All other parcels are vacant and also in good to excellent condition.

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Date: 7/23/2025

Map 3.4 Zoning

Reardon Road

Pederson Crossing Blvd

Bear Tree Parkway

U.S.H. 51

S.T.H. 19

Village of DeForest - TID #7
Map 3.4 - Zoning

Date: July 22, 2025

0 285 570 1,140 Feet

N W E S

Residential Districts

- RN-2; Residential Neighborhood Single Family Residence
- RN-2A; Residential Neighborhood Single Family Residence

Business Districts

- B-2; General Business
- O-R; Office Research
- PUD; Planned Unit Development

Industrial Districts

- M-1; Restricted Industrial
- M-2; General Industrial

Agricultural Districts

- A-1; Agricultural
- C-1; Conservancy
- A-B; Agricultural Business

- Parcels (July 2025)
- TID #7 Boundary

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Date: 7/23/2025

III. SPECIFIC PROJECT PLAN COMPONENTS.

A. Promotion of Orderly Development in the Village.

The manner in which the creation of TID #7 and the Project Plan supports and promotes the orderly development of the Village, and the consistency of this Project Plan with the Village's existing Comprehensive Plan are discussed in the report of the Village's Planning Consultant attached as **Addendum 1.**

B. Kind, Number and Location of Public Improvements.

The public improvement projects included in this Amendment #4 are listed in **Table 1A.4. Table 1A.4** identifies projects already completed under earlier versions of the Project Plan as well as those remaining, deleted, and added by this amendment. **Table 1A.4** also identifies those public improvements which are currently anticipated to be developer-funded.

Developer-funded public improvements are summarized in **Table 1B.4. Table 1.4B** shows the calculation of the principal amount of TIF Bonds that were issued upon completion of the listed projects. Infrastructure projects are separated into two bonds. Phase I Improvements were completed in 2021. Phase 2 improvements to upgrade the intersection of Williamsburg Way and Highway 19 were completed in 2022. Final Phase 2 improvements (traffic signals) were installed in the spring of 2025.

The cost identified for each project to date has been adjusted to reflect actual costs. Remaining projects are an estimate, and actual costs may vary from the estimate once the projects are bid or constructed. Detailed cost estimates of Project 23 are reflected in **Appendix A-3**.

TABLE 1A.4 - Public Improvement and Other Project Costs.

# On Map	Project Name / Description	Project Location	Plan Budget Through Amendment #3	Adjustments	Note	Revised Budget Plan Amendment #4	Year
1	**Bear Tree Parkway/Pederson Crossing (Segment A):** Street construction, site work, sanitary sewer and water distribution, storm sewer, curb, gutter, sidewalk, and multi-use trail (on Bear Tree Parkway). Includes Bear Tree Parkway underpass	East from Highway 51 to Pederson Crossing, then north to northern TID boundary	$ 1,384,350.56	$ 219.42	A	$ 1,384,569.98	2013
2	**Bear Tree Parkway/Pederson Crossing (Segment B):** Street construction, site work, sanitary sewer and water distribution, storm sewer, curb, gutter, and sidewalk (with multi-use trail along Pederson Crossing).	Southeastern section of Bear Tree Parkway and short segment of Pederson Crossing, within area zoned B-	70,406.91	-	C	70,406.91	2012
3	**Bear Tree Parkway (Segment C):** Street construction, site work, sanitary sewer and water distribution, storm sewer, curb, gutter, and sidewalk (with short segment of multi-use trail near Pederson Crossing).	Eastern segment of Bear Tree Parkway, connecting Segments A and B	672,670.23	-	C	672,670.23	2012-2015
4	**TID #7 West Connector Street:** Street construction, site work, sanitary sewer and water distribution, storm sewer, curb, gutter, and sidewalk.	Predominately extending across Prestigiacomo lands	1,415,022.00	(1,415,022.00)	D	-	N/A
5	**Highway 19 Roadway Improvements:** Street construction and site work to enable safe access to TID. Cost to be shared with Non-TID Funds	Between Highway 51 a point east of Pederson Crossing, within ½ mile of TID	200,000.00	-	D	200,000.00	2026
6	**Highway 19/Pederson Crossing traffic signals:** Installation of traffic signal and conduit	Highway 19 and Pederson Crossing/Williamsburg Way	-	-	C	-	N/A
7	**Highway 19 Water Main Extension:** East extension of Highway 19 water line to serve lands east of Highway 51 within both TID #2 and TID #7, providing necessary system reliability and service	Highway 19 from east of Blanchar's Crossing to Williamsburg Way and within ½ mile of TID #7	-	-	A	-	N/A
8	**Highway 19 sanitary sewer extension:** East extension of Highway 19 sanitary sewer interceptor from its current terminus west of Highway 51 to Pederson Crossing to accommodate flows within TID #7.	Along Highway 19 and within ½ mile of TID #7	-	-	A	-	N/A
9	**Resurfacing Reardon Road:** Resurfacing of Reardon Road to address its current marginal condition. Project combined with Project #20 in Plan Amendment #2.	Reardon Road right-of-way	-	-	N/A	-	N/A
10	**Development aesthetic, open space, and wayfinding components:** Aesthetic components; such as decorative street lights, monuments, public art, banners, and wayfinding signs; designed to enhance the value of the office/research park. Also may include signage to assist in directing people to Reardon Road area, and shelter, interpretive signage, clearance, landscaping, and trails in	Potentially TID-wide, with particular focus in Bear Tree Office and Research Park	100,000.00	(100,000.00)	D	-	N/A
11	**Highway 51 and 19 aesthetic improvements:** Gateway features, landscaping, design work and construction management.	Gateway sign on Highway 19	200,000.00	250,000.00	A	450,000.00	2026
12	**Primary multi-use trail segment:** Construction of primary planned bicycle/pedestrian trail providing area-wide connections and access to	From Pederson Crossing to Williamsburgway by way of Outlots	200,000.00	-	A	200,000.00	2026

Table 1A.4 - Public Improvement and Other Project Costs (Continued)

# On Map	Project Name / Description	Project Location	Plan Budget Through Amendment #3	Adjustments	Note	Revised Budget Plan Amendment #4	Year
13	pumps, reservoir, and road access.	West and within ½ mile of TID #7	448,470.00	-	A	448,470.00	2011
14	**Land acquisition:** Land acquisition for future public services facility(ies)	West and within a ½ mile of TID #7	-	-	D	-	N/A
15	**Technology enhancements:** Fiber optics, wireless, cameras, and other technology infrastructure.	TID-wide	-	-	D	-	N/A
16	**Potential business relocation expenses:** Potential Village expenses associated with voluntary relocation of existing business to facilitate their future growth elsewhere in Village and site redevelopment in the Reardon Road area.	Reardon Road area	40,000.00	(40,000.00)	D	-	N/A
17	**Potential building removal and environmental remediation:** Potential Village expenses associated with voluntary building removal and environmental (brownfield) analysis and/or minor remediation.	Reardon Road area	100,000.00	(100,000.00)	D	-	N/A
18	**Reardon Road area sewer project:** Construction of a sanitary sewer to serve Reardon Road area of TID #7 and lands north and east of TID #7, or grading to reduce land elevations in the same area to enable already accounted for sewer project to serve same purpose.	In northwest part of TID #7	71,508.00	(71,508.00)	D	-	N/A
19	**Highway 51 bridge overpass:** Village share of construction and site work for Highway 51 bridge overpass.	Between North Towne Corporate Park (TID #4) and Annen property (TID #7). Partially in TID #7, rest within ½ mile of TID #7.	305,435.90	-	A	305,435.90	2013-2014
20	**Reardon / Loftus Road Reconstruction:** Construction of water and sewer main, storm collection and road reconstruction. Includes water main extension	Reardon / Loftus Right of Way & Hwy 51.	946,126.11	-	A	946,126.11	2017-2020
21	**Land acquisition:** Purchase of land for development purposes.	Bear Tree Parkway	600,000.00	(439,616.99)	A	160,383.01	2015
22	**Wetland studies/permitting/mitigation:** Wetland delineation, permits and mitigation of wetland required by north - south Williamsburg Way construction.	Williamsburg Way	100,000.00	-	A	100,000.00	2026
23	**Traffic Control - Pederson Crossing and Williamsburg Way:** Construction of a roundabout for traffic control at the intersection of Pederson Crossing and Williamsburg Way.	Pederson Crossing and Williamsburg Way	-	1,500,000.00	B	1,500,000.00	2026
	Total Infrastructure Costs		$ 6,853,989.71	(415,927.57)		$ 6,438,062.14	

Notes:	
A	**Projects adjusted to actual expenditure or revised estimate based on current information**
B	**Project added to TID Plan**
C	**Projects included in TID Bonds to be constructed by developer**
D	**Projects Removed from TID Plan**

Table 1B.4 – Infrastructure Funded by Developer TID Bond

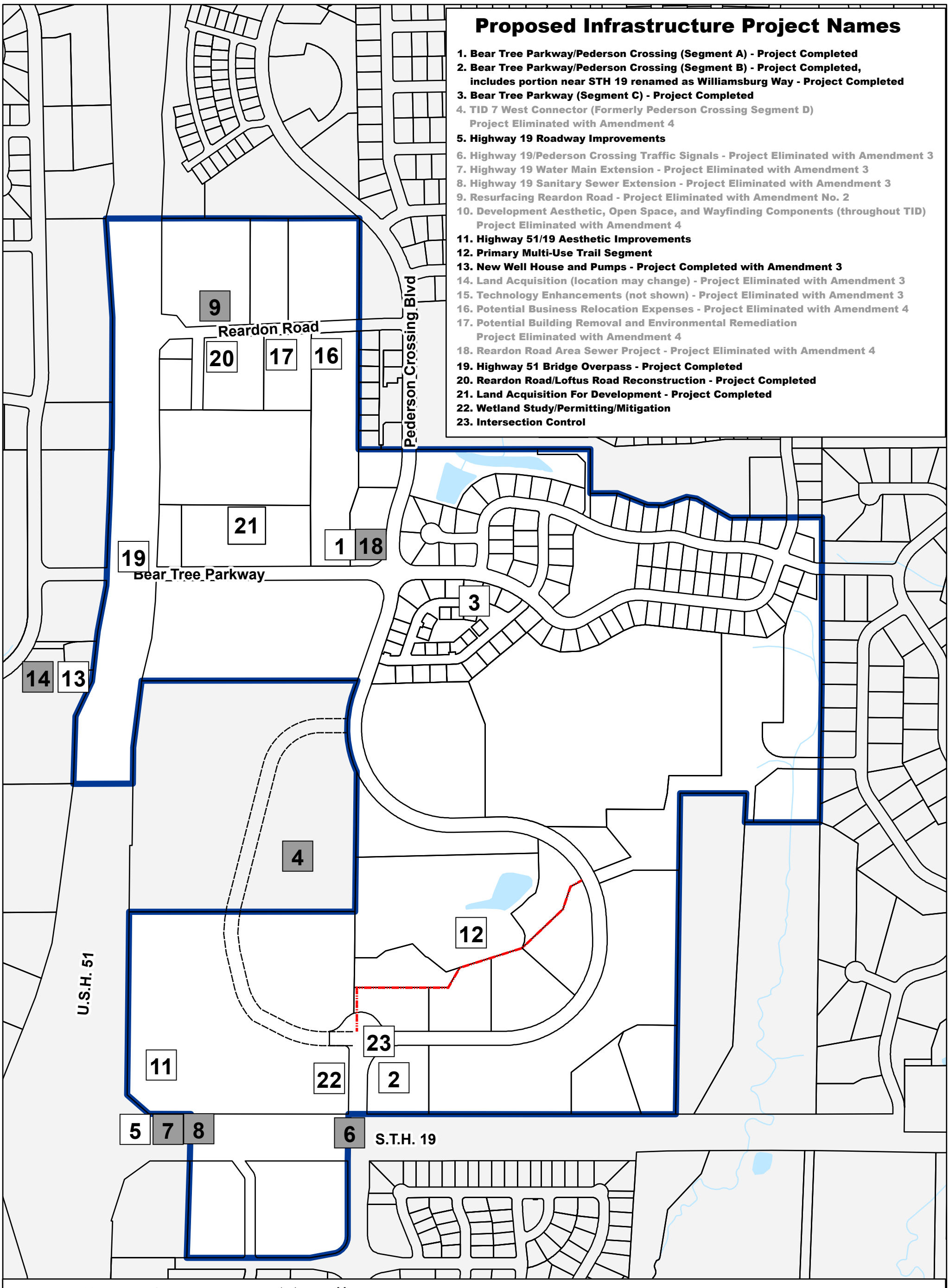
Public Infrastructure Included in Phase 1 TID Bond						
	Project Name / Description	**Project Location**	**Phase 1 TID Bond (Amendment #3)**	**Phase 1 TID Bond (Amendment #4)**	**Change**	**Year**
	Pederson Crossing/Williamsburg Way: Street construction, site work, sanitary sewer and water distribution, storm sewer, curb, gutter, sidewalk, trails, terrace trees, street lights & stormwater basins	Intersection of Bear Tree Parkway south to Hwy 19.	$ 6,871,257.50	$ 6,871,257.50	$ -	2020-2021
	Hwy 19 Intersection Improvements: Street construction, merge lanes, sidewalk & trail	Hwy 19 & Williamsburg Way	328,742.50	328,742.50	-	2020-2021
			$ 7,200,000.00	$ 7,200,000.00	$ -	
Public Infrastructure Included in Phase 2 TID Bond						
	Project Name / Description	**Project Location**	**Phase 2 TID Bond (Amendment #3)**	**Phase 2 TID Bond (Amendment #4)**	**Change**	**Year**
	Hwy 19 Intersection Improvements: Street construction, merge lanes, sidewalk & trail	Hwy 19 & Williamsburg Way	$ 92,047.90	$ 58,910.66	$ (33,137.24)	2022
	Highway 19/Pederson Crossing traffic signals: Installation of traffic signal and conduit	Hwy 19 near Williamsburg Way	96,000.00	$ 61,440.00	$ (34,560.00)	2025
	Hwy 19 Improvements: Merge and Turn Lanes on Hwy 19	Hwy 19 near Williamsburg Way	261,952.10	167,649.34	$ (94,302.76)	2022
			$ 450,000.00	$ 288,000.00	$ (162,000.00)	

The approximate location of each of the public improvements contemplated by this Plan is depicted in **Map 4.4**. Minor modifications may be made to the locations if dictated by planning or engineering considerations.

Map 4.4 Proposed Infrastructure and Related Projects

Proposed Infrastructure Project Names

1. Bear Tree Parkway/Pederson Crossing (Segment A) - Project Completed
2. Bear Tree Parkway/Pederson Crossing (Segment B) - Project Completed, includes portion near STH 19 renamed as Williamsburg Way - Project Completed
3. Bear Tree Parkway (Segment C) - Project Completed
4. TID 7 West Connector (Formerly Pederson Crossing Segment D) Project Eliminated with Amendment 4
5. Highway 19 Roadway Improvements
6. Highway 19/Pederson Crossing Traffic Signals - Project Eliminated with Amendment 3
7. Highway 19 Water Main Extension - Project Eliminated with Amendment 3
8. Highway 19 Sanitary Sewer Extension - Project Eliminated with Amendment 3
9. Resurfacing Reardon Road - Project Eliminated with Amendment No. 2
10. Development Aesthetic, Open Space, and Wayfinding Components (throughout TID) Project Eliminated with Amendment 4
11. Highway 51/19 Aesthetic Improvements
12. Primary Multi-Use Trail Segment
13. New Well House and Pumps - Project Completed with Amendment 3
14. Land Acquisition (location may change) - Project Eliminated with Amendment 3
15. Technology Enhancements (not shown) - Project Eliminated with Amendment 3
16. Potential Business Relocation Expenses - Project Eliminated with Amendment 4
17. Potential Building Removal and Environmental Remediation Project Eliminated with Amendment 4
18. Reardon Road Area Sewer Project - Project Eliminated with Amendment 4
19. Highway 51 Bridge Overpass - Project Completed
20. Reardon Road/Loftus Road Reconstruction - Project Completed
21. Land Acquisition For Development - Project Completed
22. Wetland Study/Permitting/Mitigation
23. Intersection Control



Village of DeForest - TID #7
Map 4.4 - Proposed Infrastructure and Related Projects

Date: July 22, 2025

0 305 610 1,220 Feet

N W E S

X Eliminated Project ID Number

X Project ID Number

Parcels (July 2025)

TID #7 Boundary

Proposed Trail

Document Path: R:\DeFo Mapping\ArcGIS\TIF District Mapping\TID No. 7\DeForest_TID7_Map4_Pro Projects\DeForest_TID7_Map4_Pro Projects.aprx

Date: 7/23/2025

C. Development Incentives.

The Project Plan includes a budget for development incentives which may be used to attract desirable businesses or incentivize quality development that significantly advances the Village's goals and objectives for the TID. This incentive system involves comparing a particular building opportunity—typically expected to be brought forward by a business, property owner, or developer in the TID—against a set of criteria that reflects the Village's objectives and ideals. The incentive system may also be used to help fund general marketing expenses associated with office and research development.

The general criteria that will be utilized are listed below. These factors are considered on a case-by-case basis, and the various factors may be given more or less weight in particular circumstances:

- Compatibility with Village's vision, design standards, and ordinance requirements.
- Capacity to open new markets and niches (especially office and research uses in this area).
- Extent to which project will meet/exceed tax increment value targets of TID.
- Level of Village risk in providing financial support (including consideration of increment guarantee).
- Impact on the environment and nearby land uses, transportation, and utilities (with special consideration given to minimizing Token Creek impact).
- Extent to which the project incorporates principles of sustainable building and site design, particularly water conservation and infiltration.
- Progressive water management techniques that exceed normal requirements, such as green roofs and perhaps pervious areas in parking lots.
- Likelihood of business attracting other desirable businesses to DeForest.
- Extent to which the project complements existing businesses in DeForest, as opposed to directly competing with existing downtown business uses.
- Likely timetable for development and build-out of site is relatively short.
- Projected number of employees and quality of jobs.
- Projected wage/salary structure.
- Impact on Village service costs.
- Project unlikely to select site without additional financial participation.

The types of projects and initiatives for development incentive funds will vary depending upon the needs of each project that the Village elects to fund. Possible uses for these development incentive funds include, but are not limited to, assisting businesses with the private costs incurred for:

- Local public road and/or utility and construction projects beyond those described in **Table 1A.4,** but specifically needed to serve the building project that is being considered.
- Reimbursement for utility connection or relocation and impact fees associated with public infrastructure for which the Village has adopted and requires such fees.
- Land cost write downs.
- Efforts to close financing gaps.
- Site preparation, building demolition, and/or remediation.
- Marketing expenses.
- Provision of development amenities that also benefit the Village (e.g., building quality, landscaping, sustainability, or other amenity such as public art that exceeds minimal standards).

- Other reasonable expenses that may be necessary to accomplish the development project in a manner that meets the Village's criteria.

Any development incentive funds will be offered only if a binding agreement is executed between the entity requesting the funding and the Village. Such agreements will be designed to ensure completion of projects/initiatives for which funding support is provided, and recovery of any TIF funding through future tax increment or other guarantees by the recipient of tax incremental financing assistance. When feasible, incentives will be provided on a "pay as you go" basis, with the financial risk assumed entirely by the developer.

Outstanding TID Bonds are included in the total bond principal amount shown in **Table 3.4**. Additionally, the Development Incentive budget outside of the TID bonds remains adjusted from the previous Amendment #3 in contemplation of incentives for project proposed on the expanded TID area.

D. Non-TID Project Costs.

As a result of the change in development plans for the CAH Property, certain infrastructure projects that were deemed to no longer warrant TIF funding were completed with non-TID funding. **Table 2.4** shows the non-project costs in this Amendment #4 which remains unchanged from Amendment #3.

Table 2.4 – Non-TID Costs.

Project Description	Comments	Amendment #3	Amendment #4	Change
Water Main Extension	Pederson Crossing north east to Single Family Residential Area	$ 118,701.01	$ 118,701.01	$ -
Sewer Main Extension	Pederson Crossing north east to Single Family Residential Area	102,731.78	102,731.78	$ -
		$ 221,432.79	$ 221,432.79	$ -

E. Estimated Total Project Expenditures.

This Amendment #4 includes adjustments to anticipated project costs to update the projections from the time Amendment #3 was approved. There is also an adjustment to the TID Bond Principal amount to account for the "pay as you go" bonds issued to CAH since Amendment #3. Overall, Amendment #4 proposes to increase the total budget by $8,785,873. The changes in project costs as listed in **Table 3.3** of Amendment #3 are revised as shown in **Table 3.4** below:

Table 3.4 – Total Budgeted Project Costs

Project Cost Category	Amendment #3	Amendment #4	Change
Infrastructure Construction	$ 6,253,990	$ 6,277,679	$ 23,689
TID Bond Principal	13,065,000	12,880,481	(184,519)
TID Bond Interest	2,634,604	2,598,912	(35,692)
Property Acquisition	600,000	160,383	(439,617)
Administrative Costs	2,029,912	1,998,597	(31,315)
Development Incentives	3,000,000	13,000,000	10,000,000
Financing Costs	3,370,434	2,823,761	(546,673)
	$ 30,953,940	$ 39,739,813	$ 8,785,873

F. Economic Feasibility.

1. Revenue Projections.

The economic forecasts contained in **Tables 4.4 to 7.4** below demonstrate that this Project Plan is feasible with the changes made by this Amendment #4. Estimated development values as reflected in **Table 4.4** predict the creation of $218,304,620 in new value increment overall in TID #7 including $111,788,500 established as of the January 1, 2025 assessment date. The total projected increment compares to $139,022,400 projected at the time of Amendment #3. The increase in anticipated value increments results from recently constructed facilities and anticipated development values provided by the prospective developers of the remainder of the District. Total development is currently projected to yield approximately $46,783,556 in tax increment as shown in **Table 4.4** as compared to the $41,694,954 predicted in Amendment #3. The tax increment generated is projected based on an estimated equalized mill rate of $17.23 for fiscal year 2025 remaining unchanged for the life of the TID. For comparison purposes, the DeForest mill rate for fiscal year 2020 was $22.05 on an equalized basis.

Table 4.4 – Projected Value Increments and Tax Increments

Financial Date	Valuation Date	Construction Date	TIF Value Increment	New Development Growth	End Value	Equalized Tax Rate	TIF Increment Revenue	Cumulative	TID Year
2011	01/01/10	2009	$ -	$ -	$ -	$ -	$ -	$ -	0
2012	01/01/11	2010	-	-	-	-	-	-	1
2013	01/01/12	2011	-	-	-	-	-	-	2
2014	01/01/13	2012	-	57,500.00	57,500.00	23.59	1,356.22	1,356.22	3
2015	01/01/14	2013	57,500.00	(57,500.00)	-		-	1,356.22	4
2016	01/01/15	2014	-	194,500.00	194,500.00	22.53	4,382.80	5,739.02	5
2017	01/01/16	2015	194,500.00	3,246,100.00	3,440,600.00	22.24	76,507.37	82,246.39	6
2018	01/01/17	2016	3,440,600.00	5,279,600.00	8,720,200.00	21.41	186,708.61	268,955.00	7
2019	01/01/18	2017	8,720,200.00	2,680,200.00	11,400,400.00	20.93	238,628.56	507,583.56	8
2020	01/01/19	2018	11,400,400.00	3,430,400.00	14,830,800.00	22.19	329,038.90	836,622.46	9
2021	01/01/20	2019	14,830,800.00	3,512,500.00	18,343,300.00	22.07	404,808.11	1,241,430.57	10
2022	01/01/21	2020	18,343,300.00	10,113,600.00	28,456,900.00	21.05	598,921.91	1,840,352.48	11
2023	01/01/22	2021	28,456,900.00	39,564,400.00	68,021,300.00	18.89	1,284,841.03	3,125,193.51	12
2024	01/01/23	2022	68,021,300.00	12,875,900.00	80,897,200.00	18.12	1,465,996.16	4,591,189.67	13
2025	01/01/24	2023	80,897,200.00	30,891,300.00	111,788,500.00	17.53	1,959,895.00	6,551,084.67	14
2026	01/01/25	2024	111,788,500.00	17,027,500.00	128,816,000.00	17.23	2,219,500.00	8,770,584.67	15
2027	01/01/26	2025	128,816,000.00	10,819,500.00	139,635,500.00	17.23	2,405,920.00	11,176,504.67	16
2028	01/01/27	2026	139,635,500.00	19,719,400.00	159,354,900.00	17.23	2,745,685.00	13,922,189.67	17
2029	01/01/28	2027	159,354,900.00	19,926,000.00	179,280,900.00	17.23	3,089,010.00	17,011,199.67	18
2030	01/01/29	2028	179,280,900.00	28,023,720.00	207,304,620.00	17.23	3,571,859.00	20,583,058.67	19
2031	01/01/30	2029	207,304,620.00	3,500,000.00	210,804,620.00	17.23	3,632,164.00	24,215,222.67	20
2032	01/01/31	2030	210,804,620.00	7,500,000.00	218,304,620.00	17.23	3,761,389.00	27,976,611.67	21
2033	01/01/32	2031	218,304,620.00	-	218,304,620.00	17.23	3,761,389.00	31,738,000.67	22
2034	01/01/33	2032	218,304,620.00	-	218,304,620.00	17.23	3,761,389.00	35,499,389.67	23
2035	01/01/34	2033	218,304,620.00	-	218,304,620.00	17.23	3,761,389.00	39,260,778.67	24
2036	01/01/35	2034	218,304,620.00	-	218,304,620.00	17.23	3,761,389.00	43,022,167.67	25
2037	01/01/36	2035	218,304,620.00	-	218,304,620.00	17.23	3,761,389.00	46,783,556.67	26
				$ 218,304,620.00			$ 46,783,556.67		

Those new tax increments will be sufficient to reimburse the estimated $39,739,813 in total project costs described **Table 3.4** above assuming all projects are implemented. Project costs will be expended only as determined appropriate in light of known or anticipated development and, if development projections do not materialize, project costs may be delayed or eliminated altogether. As noted above, since most of the project costs are developer-funded, most of the risk of inadequate tax increment is assumed by the developer.

2. TID Expenditures.

Table 5.4 shows the projected timing of expenditures planned for TID #7. The timing of any borrowings and expenditures will be adjusted to correspond to actual development and tax increment generation rates.

Table 5.4 – Expenditures.

Financial Date	Construction Costs	Property Acquisition	Administrative Costs	Professional Costs	Incentives	Hooper - TID Bond Principal	Hooper - TID Bond Interest	Hooper Phase 2 Bond	Hooper Facility Bond	Interest Expense	Debt Costs	Total Expenditures
2011	$ 463,470.00	$ -	$ 4,909.40	$ 91,066.52	$ -	$ -	$ -			$ 1,327.95	$ -	$ 560,773.87
2012	894,463.60	-	23,460.62	91,846.71	-	-	-			20,254.08	-	1,030,025.01
2013	795,975.61	-	21,208.01	18,932.44	-	-	-			153,857.22	-	989,973.28
2014	100,515.86	-	22,095.98	8,711.12	-	-	-			151,722.03	-	283,044.99
2015	529,870.01	160,383.01	38,654.81	82,676.80	75,000.00	-	-			146,904.71	-	1,033,489.34
2016	97,038.52	-	32,135.07	24,573.05	25,000.00	-	-			197,555.40	-	376,302.04
2017	16,897.25	-	37,752.55	17,796.45	-	-	-			189,022.99	-	261,469.24
2018	869,893.86	-	25,257.43	27,978.01	-	-	-			204,341.21	28,600.33	1,156,070.84
2019	59,335.00	-	19,496.21	36,494.47	-	-	-			240,416.55	5,292.50	361,034.73
2020	219.42	-	30,827.16	91,651.55	-	-	-			194,906.37	239.79	317,844.29
2021	42,681.75	-	25,245.23	16,074.74	-	-	-			153,591.35	16,186.18	253,779.25
2022	-	-	32,015.97	29,588.12	-	-	208,816.00			151,644.81	239.79	422,304.69
2023	-	-	33,548.54	27,264.06	-	450,000.00	325,433.50			114,771.88	18,680.32	969,698.30
2024	-	-	36,089.43	13,803.61	-	450,000.00	313,661.96		45,490.04	173,351.69	243.56	1,032,640.29
2025	-	-	37,570.00	28,857.00	214,300.00	450,000.00	252,000.00	-	223,707.94	127,700.00	-	1,334,134.94
2026	2,407,318.25	-	38,697.10	29,722.71	214,300.00	450,000.00	293,000.83	288,000.00	150,184.71	99,700.00	-	3,970,923.60
2027	-	-	39,858.01	30,614.39	214,300.00	900,000.00	216,000.00	-	284,171.69	158,020.00	-	1,842,964.09
2028	-	-	41,053.75	31,532.82	1,354,290.00	450,000.00	180,000.00	-	1,029,464.60	114,881.00	-	3,201,222.18
2029	-	-	42,285.37	32,478.81	1,354,290.00	450,000.00	162,000.00	-	986,961.85	82,892.00	-	3,110,908.02
2030	-	-	43,553.93	33,453.17	1,354,290.00	450,000.00	144,000.00	-	334,062.50	53,078.00	-	2,412,437.60
2031	-	-	44,860.54	34,456.77	1,354,290.00	450,000.00	126,000.00	-	334,062.50	24,339.00	-	2,368,008.81
2032	-	-	46,206.36	35,490.47	1,139,990.00	450,000.00	108,000.00	-	334,062.50	-	-	2,113,749.33
2033	-	-	47,592.55	36,555.18	1,139,990.00	450,000.00	90,000.00	-	334,062.50	-	-	2,098,200.24
2034	-	-	49,020.33	37,651.84	1,139,990.00	450,000.00	72,000.00	-	334,062.50	-	-	2,082,724.67
2035	-	-	50,490.94	38,781.39	1,139,990.00	450,000.00	54,000.00	-	334,062.50	-	-	2,067,324.83
2036	-	-	52,005.67	39,944.84	1,139,990.00	450,000.00	36,000.00	-	334,062.50	-	-	2,052,003.00
2037	-	-	53,565.84	41,143.18	1,139,990.00	450,000.00	18,000.00	-	334,062.50	-	-	2,036,761.52
	$ 6,277,679.13	$ 160,383.01	$ 969,456.80	$ 1,029,140.23	$ 13,000,000.00	$ 7,200,000.00	$ 2,598,912.29	$ 288,000.00	$ 5,392,480.83	$ 2,754,278.24	$ 69,482.47	$ 39,739,813.00

3. Sources of Revenues.

While primarily relying on tax increments to fund project costs, special assessments were levied for a portion of the Bear Tree Parkway improvements already completed. In addition to the assessment receivables, the Village used interest income, impact fees and existing fund balance from borrowing proceeds to pay debt service under a prior development agreement. **Table 6.4** reflects the various revenue sources and anticipated revenue stream over the life of TID #7.

Table 6.4 – Summary of Revenues

Financial Date	Tax Revenues	Grants	Interest Income	Special Assessments (Principal)	Special Assessments (Interest)	Impact Fees	Developer Contributions (Recoverable)	Other	Total Revenues
2011	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
2012	-	-	2,153.83	-	-	-	-	-	2,153.83
2013	-	-	7,965.28	-	43,025.66	-	-	-	50,990.94
2014	1,356.22	-	2,852.63	70,830.56	25,579.20	-	-	-	100,618.61
2015	-	-	1,381.13	-	-	5,600.00	-	-	6,981.13
2016	4,382.80	-	2,117.35	11,630.98	66,325.88	4,900.00	20,760.88	-	110,117.89
2017	76,507.37	-	2,548.72	13,056.43	31,688.50	4,200.00	20,760.88	-	148,761.90
2018	186,708.61	-	5,642.49	125,478.96	286.40	2,800.00	51,549.84	31,919.98	404,386.28
2019	238,628.56	3,151.74	11,294.91	751,346.76	74,382.24	2,100.00	135,474.88	5,292.50	1,221,671.59
2020	329,038.90	5,956.10	5,844.95	151,294.70	5,930.45	11,200.00	69,213.66	101,971.39	680,450.15
2021	404,808.11	8,760.46	(281.00)	36,434.99	2,313.72	-	-	82,564.75	534,601.03
2022	598,921.91	5,956.10	1,701.17	2,126.97	127.62	1,400.00	-	-	610,233.77
2023	1,284,841.03	5,956.10	49,826.10	407,936.03	27,493.77	17,500.00	109,896.96	117,350.85	2,020,800.84
2024	1,465,996.16	5,956.10	63,103.83	-	-	-	62,269.84	32,900.00	1,630,225.93
2025	1,959,895.00	5,956.10	30,000.00		-	-	29,476.84	-	2,025,327.94
2026	2,219,500.00	5,956.10	5,000.00	-	-	-	-	-	2,230,456.10
2027	2,405,920.00	5,956.10	5,000.00	-	-	-	-	-	2,416,876.10
2028	2,745,685.00	5,956.10	5,000.00	-	-	-	-	-	2,756,641.10
2029	3,089,010.00	5,956.10	5,000.00	-	-	-	-	-	3,099,966.10
2030	3,571,859.00	5,956.10	5,000.00	-	-	-	-	-	3,582,815.10
2031	3,632,164.00	5,956.10	5,000.00	-	-	-	-	-	3,643,120.10
2032	3,761,389.00	5,956.10	5,000.00	-	-	-	-	-	3,772,345.10
2033	3,761,389.00	5,956.10	5,000.00	-	-	-	-	-	3,772,345.10
2034	3,761,389.00	5,956.10	5,000.00	-	-	-	-	-	3,772,345.10
2035	3,761,389.00	5,956.10	5,000.00	-	-	-	-	-	3,772,345.10
2036	3,761,389.00	5,956.10	5,000.00	-	-	-	-	-	3,772,345.10
2037	3,761,389.00	5,956.10	5,000.00	-	-	-	-	-	3,772,345.10
	$ 46,783,556.67	$ 113,165.90	$ 246,151.39	$ 1,570,136.38	$ 277,153.44	$ 49,700.00	$ 499,403.78	$ 371,999.47	$ 49,911,267.03

4. Fund Balance/Net Costs to Recover

The anticipated timing of revenue and expenses remaining is expected to leave the Village with a maximum amount of project costs to recover from TID #7 at any given time of approximately $2.6M. **Table 7.4** shows the fund balance and costs to recover for each year during the remaining life of the TID.

Table 7.4 – Fund Balance/Net Costs to Recover.

Financial Date	Net Costs to Recover 1/1	Total Revenues	Total Expenditures	Net Costs to Recover 12/31	TID Year
2012	(560,773.87)	2,153.83	1,030,025.01	(1,588,645.05)	1
2013	(1,588,645.05)	50,990.94	989,973.28	(2,527,627.39)	2
2014	(2,527,627.39)	100,618.61	283,044.99	(2,710,053.77)	3
2015	(2,710,053.77)	6,981.13	1,033,489.34	(3,736,561.98)	4
2016	(3,736,561.98)	110,117.89	376,302.04	(4,002,746.13)	5
2017	(4,002,746.13)	148,761.90	261,469.24	(4,115,453.47)	6
2018	(4,115,453.47)	404,386.28	1,156,070.84	(4,867,138.03)	7
2019	(4,867,138.03)	1,221,671.59	361,034.73	(4,006,501.17)	8
2020	(4,006,501.17)	680,450.15	317,844.29	(3,643,895.31)	9
2021	(3,643,895.31)	534,601.03	253,779.25	(3,363,073.53)	10
2022	(3,363,073.53)	610,233.77	422,304.69	(3,175,144.45)	11
2023	(3,175,144.45)	2,020,800.84	969,698.30	(2,124,041.91)	12
2024	(2,124,041.91)	1,630,225.93	1,032,640.29	(1,526,456.27)	13
2025	(1,526,456.27)	2,025,327.94	1,334,134.94	(835,263.27)	14
2026	(835,263.27)	2,230,456.10	3,970,923.60	(2,575,730.77)	15
2027	(2,575,730.77)	2,416,876.10	1,842,964.09	(2,001,818.76)	16
2028	(2,001,818.76)	2,756,641.10	3,201,222.18	(2,446,399.84)	17
2029	(2,446,399.84)	3,099,966.10	3,110,908.02	(2,457,341.76)	18
2030	(2,457,341.76)	3,582,815.10	2,412,437.60	(1,286,964.26)	19
2031	(1,286,964.26)	3,643,120.10	2,368,008.81	(11,852.97)	20
2032	(11,852.97)	3,772,345.10	2,113,749.33	1,646,742.80	21
2033	1,646,742.80	3,772,345.10	2,098,200.24	3,320,887.66	22
2034	3,320,887.66	3,772,345.10	2,082,724.67	5,010,508.09	23
2035	5,010,508.09	3,772,345.10	2,067,324.83	6,715,528.36	24
2036	6,715,528.36	3,772,345.10	2,052,003.00	8,435,870.46	25
2037	8,435,870.46	3,772,345.10	2,036,761.52	10,171,454.04	26
		$ 49,911,267.03	$ 39,739,813.00		

5. Allocation of Project Costs by Taxation District

Tax increments are generated by the combined mill rates of all taxation districts overlying the TID. **Table 8.4** shows the share of the tax generated by new value increments in the District contributing to the total project costs included in this Project Plan.

Table 8.4 – Allocation of Project Costs by Taxation District.

Total Project Costs	$	39,739,813		
Total Value Increment	$	218,304,620		
TAXING DISTRICT	MILL RATE CONTRIBUTION TO PROJECT COSTS		ESTIMATED NEW ANNUAL TAX REVENUE ON TID CLOSURE	
Village of DeForest	$	13,287,165.40	$	1,258,059.40
DeForest Area School District	$	24,183,360.76	$	2,289,736.25
Dane County	$	6,199,084.90	$	586,943.63
MATC	$	1,511,381.51	$	143,101.08

G. Timing and Methods of Financing Project Costs.

Table 9.4 outlines the projected timing of financial obligations to be incurred by the Village to fund project costs. The project costs for the CAH Property are developer-funded. Those obligations are reflected in TID Bonds issued in 2021. It is anticipated that financing methods and timing of borrowings for other projects will vary depending on negotiated agreements with developers, the size and timing of individual projects, and the attractiveness of municipal borrowing terms at the time projects are undertaken. Developer funding will be pursued wherever feasible. The Village anticipates that financing will take one or more of the following forms:

1. Advances from Village Funds
   The Village has advanced organizational costs in preparing the original Project Plan and this Amendment, and in the creation of the District. It is anticipated that additional funds may be advanced to cover expenditures of project costs as necessary until funds are borrowed or sufficient tax increments are generated to meet ongoing financial obligations.

2. General Obligation (G.O.) Bonds or Notes
   The Village may issue G.O. Bonds or Notes to finance the cost of Projects included within this Project Plan.

3. Bonds Issued to Developers ("Pay as You Go" Financing)
   The Village issued municipal revenue obligations to finance a large portion of the project costs incurred during 2020-2021. Where developer financing becomes available to replace Village expenditures listed in this Project Plan, the Village will use the funds allocated to those expenditures for developer payments pursuant to a TIF Bond. Repayment of the amounts due to the developer under the bonds are limited to an agreed percentage of the available annual tax increments collected that result from the improvements made by the developer for an agreed-upon period of time. To the extent the tax increments collected are insufficient to make annual payments, or to repay the entire obligation over the life of the District, the

Village's obligation is limited to the agreed percentage of the actual increments collected. Bonds issued to developers in this fashion are conditioned on annual appropriations, and are, therefore, not general obligations of the Village and do not count against the Village's borrowing capacity. It is anticipated that direct development incentive grants will be financed through this method.

4. Utility Revenue Bonds

The Village can issue revenue bonds to be repaid from revenues of the sewer and/or water systems. There is neither a statutory nor constitutional limitation on the amount of revenue bonds that can be issued. However, water rates are controlled by the Wisconsin Public Service Commission and the Village must demonstrate to bond underwriters its ability to repay revenue debt with the assigned rates. To the extent revenue bonds are used to finance eligible project costs, the bond proceeds will be considered an advance on those project costs.

Table 9.4- Timing of Advances.

Year	Advances Beginning	Issuances	Adjustments	Payments	Advances Ending	TID Year
2011	**$ -**	**$ 448,470.00**	**$ -**	**$ -**	**$ 448,470.00**	**0**
2012	**448,470.00**	**3,097,232.76**	**-**	**32,033.57**	**3,513,669.19**	**1**
2013	**3,513,669.19**	**-**	**-**	**75,059.23**	**3,438,609.96**	**2**
2014	**3,438,609.96**	**-**	**-**	**123,783.91**	**3,314,826.05**	**3**
2015	**3,314,826.05**	**1,755,000.00**	**-**	**517,711.43**	**4,552,114.62**	**4**
2016	**4,552,114.62**	**-**	**-**	**42,711.43**	**4,509,403.19**	**5**
2017	**4,509,403.19**	**1,270,000.00**	**-**	**1,337,711.43**	**4,441,691.76**	**6**
2018	**4,441,691.76**	**2,430,000.00**	**-**	**1,677,711.43**	**5,193,980.33**	**7**
2019	**5,193,980.33**	**250,000.00**	**-**	**765,174.48**	**4,678,805.85**	**8**
2020	**4,678,805.85**	**-**	**-**	**643,383.00**	**4,035,422.85**	**9**
2021	**4,035,422.85**	**675,000.00**	**-**	**892,711.43**	**3,817,711.42**	**10**
2022	**3,817,711.42**	**-**	**-**	**317,711.42**	**3,500,000.00**	**11**
2023	**3,500,000.00**	**1,270,000.00**	**-**	**1,645,000.00**	**3,125,000.00**	**12**
2024	**3,125,000.00**	**-**	**-**	**370,000.00**	**2,755,000.00**	**13**
2025	2,755,000.00	-	-	575,000.00	2,180,000.00	14
2026	2,180,000.00	2,577,000.00	-	605,000.00	4,152,000.00	15
2027	4,152,000.00	-	-	1,165,400.00	2,986,600.00	16
2028	2,986,600.00	-	-	815,400.00	2,171,200.00	17
2029	2,171,200.00	-	-	730,400.00	1,440,800.00	18
2030	1,440,800.00	-	-	715,400.00	725,400.00	19
2031	725,400.00	-	-	725,400.00	-	20
2032	-	-	-	-	-	21
2033	-	-	-	-	-	22
2034	-	-	-	-	-	23
2035	-	-	-	-	-	24
2036	-	-	-	-	-	25
2037	-	-	-	-	-	26
		$ 13,772,702.76	$ -	$ 13,772,702.76		

H. Proposed Changes to Zoning Ordinances, Master Plans, Building Codes and Village Ordinances.

The conformance of the Project Plan with the Village's Comprehensive Plan is explained in **Addendum 1**. This Amendment #4 revises infrastructure projects and financing methods but does not significantly change any development proposal within the District other than as noted above, and does not implicate the Comprehensive Plan in any manner. The current zoning of the property in the District is shown on **Map 3.4.**

The TID #7 area is generally zoned in a manner to accomplish its intended purposes. It is possible that portions of the TID #7 area that are identified for future "Mixed or Flex Commercial/Residential" land use in the Village's Comprehensive Plan may require rezoning or a conditional use permit if some mixed commercial/residential or multiple-family residential buildings are proposed and approved by the Village. Future zoning amendments are permitted, provided that no more than 35 percent by area is planned for newly platted residential uses. In all cases, rezoning and conditional use permits will be consistent with the Village's Comprehensive Plan as amended.

I. Relocation.

Although the Village has no current intent to displace any business within the TID, it is possible that future business needs and redevelopment activities in the Reardon Road area may warrant the voluntary relocation of an existing business. The Village intends to collaborate with existing businesses in this area to help find appropriate alternative locations in the Village, if desired. In any case, the Village will conform to the State of Wisconsin Relocation laws and provide all required relocation assistance.

IV. Estimate of Property to be Devoted to Retail Business.

Pursuant to §66.1105(5)(b), Wis. Stats. the Village estimates that approximately 15% of the territory within the District will be devoted to retail business at the end of the District's maximum expenditure period.

ADDENDUM 1

Promotion of Orderly Development
Consistency with Village Plans, Ordinances, and Studies

This amendment of the TID #7 Project Plan will provide the Village with the tools to effectively implement the goals and objectives for this area as articulated in the Village of DeForest Comprehensive Plan. This TID #7 Project Plan Amendment #4 is also consistent with all other adopted Village plans and ordinances, including the Village's zoning and subdivision regulations.

The anticipated range of uses and projects within TID #7 are consistent with and would advance the vision and recommendations of the Village's Comprehensive Plan. The Village's Comprehensive Plan was updated in April 2023. Through this Comprehensive Plan update, the Village adopted the Highway 19/51 District Development Plan, which encompasses the entire TID #7 area as amended.

The following sections describe the consistent relationship of Village planning documents and ordinances with the land use, design, economic development, and transportation goals for the amended TID. Earlier sections of this Project Plan also address how this TID advances other adopted Village plans and priorities.

Consistency with Comprehensive Plan Future Land Use Recommendations

The Village of DeForest Comprehensive Plan categorizes different portions of the land within TID #7 in the following future land use categories:

- *Office and Research*: This future land use category facilitates high-quality indoor professional office, research, development, and testing uses; childcare, health club, and bank; and office-park-compatible indoor assembly and light industrial operations. Development over lands mapped as "Office and Research" may also include multiple-family residences where integral to and clearly serving an office park. Most of the center of TID #7 is planned for future Office and Research uses.

- *Shopping and Services:* This future land use category facilitates high-quality indoor retail, commercial service, office, healthcare, and institutional uses. The southern portions of TID #7, closest to Highway 19 on both sides, are planned for future Shopping and Services uses.

- *Mixed or Flex Commercial/Industrial:* This category facilitates a blend or flex of Shopping and Services, Industrial and Business Park (e.g., indoor manufacturing, warehousing, distribution, office, research and development), Office and Research (but no housing), and Government and Institutional land uses. All uses and buildings should blend with a mixed use setting.. Lands along Bear Tree Parkway and Reardon Road near the northwest corner of TID #7 are planned for future Mixed or Flex Commercial/Industrial uses.

- *Mixed or Flex Commercial/Residential:* This future use category is intended for a carefully designed blend or flex of Shopping and Services, Higher Density Village Residential (e.g., multiple-family), Office and Research, and Government and Institutional land uses. The overall concept is to create vibrant places and community gathering spots, rather than to serve

as a "catch all" for any type of land use. Transitional southcentral and west-central portions of the TID #7 area are planned for Mixed or Flex Commercial/Residential uses.

- *Low Density Village Residential:* This future land use category facilitates predominately single family detached residences. It is mapped within the northeastern part of TID #7, over the largely built-out Fox Hill Estates and Hidden Hills residential subdivision plats.

- *Moderate Density Village Residential:* This category facilitates a mix of single family detached residences; small-scale, attached residences with individual entries to the outdoors, such as duplexes, two-flats, townhouses, and rowhouses;. It is mapped over approximately 10 acres in TID #7 developing with The Ridge at Fox Hill condominiums.

- *Park and Environmental Corridor:* This category includes all publicly owned parks and preserved lands plus continuous systems of public and private open space that include environmentally sensitive lands, natural resources, and endangered or threatened species habitat intended for long-term open space. It is mapped throughout TID #7 over lands that have these characteristics. TID #7, however, specifically excludes wetlands.

These future land use categories—and how they are arranged in TID #7—are fully consistent with the TID #7 objectives and projects.

Consistency with Economic Strategy in Comprehensive Plan

TID #7 also advances the Village's long-term economic development strategy, including the following objectives and policies specifically listed in the Comprehensive Plan:

Strategically market development and business opportunities to encourage tax base growth and diversify the local economy.
Promote balanced development among residential, commercial, and industrial types.

- Partner with existing DeForest businesses to capitalize on opportunities and to help solve community and economic challenges.

- Welcome new business prospects with timely, effective, and flexible services.

- Beautify and brand major corridors and gateways, such as Highways 51 and 19, North Street/Highway V, Downtown DeForest, and the Interstate.

- Proactively plan and implement infrastructure investments in strategic locations to attract and facilitate (re)development.

- Leverage tax incremental and other financing tools to promote new development and redevelopment of underutilized buildings and sites.

- Attract new businesses in diverse industries (Listed targets include advanced business services, bioscience, distribution and logistics, food and beverage processing, healthcare, information communications technology, retail and restaurants; and manufacturing.)

Consistency with the Official Map

The Future Transportation and Community Facilities map of the Village's Comprehensive Plan

doubles as the Village's Official Map. This map designates future major roads and other public facilities to serve the community and future land development.

The Official Map advises a future roadway network through TID #7 reflected by the proposed development pattern, roadway alignments, and infrastructure projects within this amended TID #7.

TID #7 will also include bicycle/pedestrian trail segments that will connect with planned regional trails, per the Village's Comprehensive Plan and its Comprehensive Outdoor Recreation Plan.

Consistency with Village Ordinances

Future development within the TID will be subject to Village zoning, subdivision, and other related ordinances governing land development.

Current zoning districts within TID #7 have long been consistent with the objectives and authorized projects in the TID.

In general, the Village has progressive zoning, subdivision, and erosion control and stormwater management ordinances. Proposed development within the TID will have to meet Village ordinance standards, which may lead to greater increment than would otherwise be possible.

APPENDIX A-4
Legal Description for Amendment #4

APPENDIX A: BOUNDARY DESCRIPTION

Located in part of the NW 1/4 and SW 1/4 of the SE 1/4, the SW 1/4 of the NE 1/4, the NE 1/4, NW 1/4, SW 1/4 and SE 1/4 of the SW 1/4, the NW 1/4, SW 1/4 and SE 1/4 of the NW 1/4, all in Section 33; also located in part of the NE 1/4 and SE 1/4 of the NE 1/4 and the NE 1/4 of the SE 1/4 of Section 32; all within Township 9 North, Range 10 East, in the Village of DeForest, Dane County, Wisconsin, described as follows:

Beginning at the Northeast Corner of said Section 32;

Thence, S 89°44'11" W, 126.18 feet, to the intersection with the Westerly right-of-way of United States Highway 51 (hereinafter referred to as U.S.H. 51);

Thence, S 03°50'04" E, 566.38 feet, along the said westerly right-of-way of U.S.H. 51;

Thence, S 00°12'56" W, 590.26 feet, along the said westerly right-of-way of U.S.H. 51;

Thence, southerly 164.75 feet, more or less, along the said westerly right-of-way of U.S.H. 51 and the arc of a curve to the right having a radius of 11299.16 feet, a central angle of 00°50'07" and a long chord bearing S 00°38'00" W, 164.74 feet to the northeast corner of Dane County Certified Survey Map Number 12988 (hereinafter referred to as C.S.M. No. 12988);

Thence, continuing southerly 436.32 feet along the said westerly right-of-way of U.S.H. 51and the arc of a curve to the right having a radius of 11299.16, a central angle of 02°12'45" and a long chord bearing S 01°37'12" W, 436.28 feet;

Thence, S 01°36'30" W, 239.25 feet along the east line of Lot 1, said C.S.M. No. 12988 and the westerly side of lands dedicated to the public for highway purposes to the southeast corner of said Lot 1;

Thence, continuing S 01°36'30" W, 72.06 feet along the said westerly side of lands dedicated to the public for highway purposes to the northeast corner of Lot 2, C.S.M. No. 12988;

Thence, continuing S 01°36'30" W, 28.59 feet along the said westerly side of lands dedicated to the public for highway purposes and the easterly side of said Lot 2;

Thence, S 10°23'40" W, 266.43 feet along the said westerly side of lands dedicated to the public for highway purposes and the easterly side of said Lot 2;

Thence, S 06°04'34" W, 58.69 feet along the said westerly side of lands dedicated to the public for highway purposes and the easterly side of said Lot 2 to the southeast corner of said Lot 2;

Thence, S 06°04'34" W, 164.08 feet along the said westerly side of lands dedicated to the public for highway purposes to the northeast corner of Lot 3, said C.S.M. No. 12988;

Thence, S 06°04'34" W, 66.22 feet along the said westerly side of lands dedicated to the public for highway purposes and the easterly side of said Lot 3;

Thence, S 15°41'54" W, 196.43 feet along the said easterly side of Lot 3, C.S.M. No. 12988 and the said westerly right-of-way of U.S.H. 51;

Thence, S 07°02'55" W, 399.49 feet along the said easterly side of Lot 3, C.S.M. No. 12988

and the said westerly right-of-way of U.S.H. 51to the southeast corner of said Lot 3, also being the Northeast corner of Lot 1, North Towne Corporate Park First Addition;

Thence, N 89°18'04" E, 337 feet, more or less, along the easterly extension of the south line of said C.S.M. No. 12988 to the intersection with the easterly right-of-way of said U.S.H. 51;

Thence, N 00°18' E, along the said easterly right-of-way of U.S.H. 51 118.0 feet;

Thence, N 06°43' E, continuing along the said easterly right-of-way of U.S.H. 51, 180.1 feet;

Thence, N 02°26' E, continuing along the said easterly right-of-way of U.S.H. 51, 286.4 feet, to the southwest corner of Lot 1 of Dane County Certified Survey Map No. 16270;

Thence, N 89°58' E, along the south line of said Lot 1 of Dane County Certified Survey Map No. 16270, 1261.4 feet, to the west right-of-way line of Pederson Crossing Boulevard and the beginning of a non-tangent curve concave to the east;

Thence, 521.5 feet, along the said west right-of-way line of Pederson Crossing Boulevard being said curve concave to the east having a radius of 596.0 feet, an included angle of 50°08', (a chord of 505.0 feet which bears S 00°20' W) to its intersection with the east line of the Northwest Quarter of the Southwest Quarter of Section 33, T9N, R10E;

Thence, S 00°28' W, along the said east line of the Northwest Quarter of the Southwest Quarter of Section 33, T9N, R10E, 819.3 feet to the southeast quarter thereof;

Thence, S 89°50' W, along the south line of the said Northwest Quarter of the Southwest Quarter of Section 33, T9N, R10E, 1305.4 feet, to the said east right-of-way line of U.S.H. 51;

Thence, S 01°19' W, along the said east right-of-way line of U.S.H. 51, 732.3 feet;

Thence, S 09°00'E, continuing along the said east right-of-way line of U.S.H. 51, 285.2 feet;

Thence, S 45°04' E, along the said east right-of-way line of U.S.H. 51, 172.6 feet, to the north right-of-way line of State Trunk Highway 19;

Thence, S 89°43'E, along the said north right-of-way line of State Trunk Highway 19, 218.5 feet to its intersection with the northerly extension of the west line of Lot 2 of Dane County Certified Survey Map No. 12998;

Thence, S 01°52' W, along the said northerly extension and the west line of said Lot 2 of Dane County Certified Survey Map No. 12998, 842.1 feet to the southwest corner thereof and the north right-of-way line of Savannah Drive;

Thence, S 90°00' E, along the said north right-of-way line of Savannah Drive and the south lines of Lots 2 and 3 of said Dane County Certified Survey Map No. 12998, 704.3 feet;

Thence, N 80°00' E, continuing along the said north right-of-way line of Savannah Drive and the southeasterly line of said Lot 3 of Dane County Certified Survey Map No. 12998, 134.4 feet to the beginning of a curve to the left;

Thence, 139.6 feet along the said north right-of-way line of Savannah Drive and the southeast boundary of said Lot 3 of Dane County Certified Survey Map No. 12998, being a curve to the left

having a radius of 100.0 feet, an included angle of 79°59', (a chord of 128.5 feet which bears N 40°01'E), to the end of said curve at the west right-of-way line of Williamsburg Way;

Thence, N 00°01' E, along the said west right-of-way line of Williamsburg Way and the east line of said Lot 3 of Dane County Certified Survey Map No. 12998 and its easterly extension, 707.0 feet, to the north right-of-way line of State Trunk Highway 19;

Thence, N 89°59' E, along the said north right-of-way line of State Trunk Highway 19, the south lines of Lot 1, Lot 2 and Outlot 1 of Dane County Certified Survey Map No. 15515 and the south line of Outlot 1 of Dane County Certified Survey Map No. 14127, 1873.3 feet to the southeast corner thereof and the southwest corner of Lot 1 of said Dane County Certified Survey Map No. 14127;
Thence, N 00°46' E, along the westerly line of said Lot 1 of Dane County Certified Survey Map No. 14127, 1825.8 feet, to the northwest corner thereof;

Thence, N 89°58' E, along the north line of said Lot 1 of Dane County Certified Survey Map No. 14127, 377.9 feet, to the northeast corner thereof;

Thence, S 03°02' W, along the east line of said Lot 1 of Dane County Certified Survey Map No. 14137, 166.2 feet to its intersection with the westerly extension of the south line of Outlot 7 of Fox Hill Estates;

Thence, S 89°58' E, along the said westerly extension and the south line of said Outlot 7 of Fox Hill Estates, 426.4 feet, to the southeast corner thereof;

Thence, Northerly along the East line of the NW ¼ of the SE ¼ of said Section 33 and the corporate boundary of the Village of DeForest, 815.2 feet to the Northeast corner thereof;

Thence, Northerly along the East line of the SW ¼ of the NE ¼ of said Section 33 and the corporate boundary of the Village of DeForest, 936.2 feet to Point "C", the location of which is defined
as follows:

> Beginning at the Northeast corner of the SE ¼ of the NW ¼ of said Section 33 ; thence Southerly along the East line of the SE ¼ of the NW ¼ of said Section 33, 252 feet; thence N 90° 00' E, 155 feet; Thence, S 68° 32' E, 186 feet; Thence, S 88° 47' E, 91 feet; Thence, N 70° 34' E, 140 feet; Thence, S 80° 32' E, 59 feet; Thence, S 59° 49' E, 220 feet to a point hereafter known as Point "D"; Thence, N 90° 00'E, 515 feet more or less to the intersection with the East line of the SW ¼ of the NE ¼ of said Section 33, said point being the above mentioned Point "C";

Thence, N 90° 00'W, 515 feet, more or less, along the corporate boundary of the Village of DeForest to the above described Point "D";

Thence, N 59° 49' W, 220 feet along the corporate boundary of the Village of DeForest;

Thence, N 80° 32' W, 59 feet along the corporate boundary of the Village of DeForest;

Thence, S 70° 34' W, 140 feet along the corporate boundary of the Village of DeForest ;

Thence, N 88° 47' W, 91 feet along the corporate boundary of the Village of DeForest;

Thence, N 68° 32' W, 186 feet along the corporate boundary of the Village of DeForest;

Thence, N 90° 00' W, 160 feet along the corporate boundary of the Village of DeForest to the East line of the SE ¼ of the NW ¼ of said Section 33;

Thence, Northerly, 244.3 feet along the East line of the SE ¼ of the NW ¼ of said Section 33 and the corporate boundary of the Village of DeForest, to the Northeast corner thereof;

Thence, Westerly, 1320 feet, more or less, along the North line of the SE ¼ of the NW ¼ of said Section 33 and the corporate boundary of the Village of DeForest to the Northwest corner thereof;

Thence, Northerly, 1320, more or less, along the East line of the NW¼ of the NW ¼ of said Section 33, the east line of Dane County Certified Survey Map Number 8638 and the corporate boundary of the Village of DeForest to the Northeast corner thereof;

Thence, Westerly, 1322.20 feet, more or less, along the North line of the said NW¼ of the NW ¼ of said Section 33 to the Northwest corner of said Section 33 and the point of beginning;

EXCLUDING all wetlands from the above described parcel.

APPENDIX B-4
Engineer's Estimates of Probable Costs for Amendment #4

Opinion of Probable Cost
May 5, 2025
Pederson Crossing & Williamsburg Way Roundabout
Village of DeForest

Bid Item Ref. No.	Description	Unit of Measure	Estimated Quantity	Unit Price	Item Total
Street & Sitework					
1	Mobilization, Performance & Payment Bonds	LS	1	$ 22,000.00	$ 22,000.00
2	Site Clearing & Grubbing	LS	1	$ 1,500.00	$ 1,500.00
3	Temporary Traffic Control	LS	1	$ 4,000.00	$ 4,000.00
4	Relocate Signs & Mailboxes	LS	1	$ 1,000.00	$ 1,000.00
5	Remove Existing Asphalt	SY	4700	$ 4.00	$ 18,800.00
6	Common Excavation (Estimated 2900 CY +/-)	LS	1	$ 7,000.00	$ 7,000.00
7	Borrow Excavation (Trucked-in)	CY	18500	$ 15.00	$ 277,500.00
8	Excavation Below Subgrade (EBS) (Excavation Only)	CY	300	$ 8.00	$ 2,400.00
9	Base Aggregate Dense - 1 1/4"	TON	1500	$ 14.00	$ 21,000.00
10	Base Aggregate Dense - 3" (Includes Base for EBS)	TON	3000	$ 13.00	$ 39,000.00
11	Geotextile Fabric - Mirafi HP 370 or Approved Equal	SY	4250	$ 3.00	$ 12,750.00
12	Finish Grading In Prep. Of Paving	SY	5600	$ 8.00	$ 44,800.00
13	Dust Control - Magnesium Chloride or Approved Equal	LS	1	$ 1,000.00	$ 1,000.00
14	Sawcut Asphalt	LF	1400	$ 10.00	$ 14,000.00
15	Sawcut Concrete	LF	150	$ 15.00	$ 2,250.00
16	HMA Pavement - Upper Layer (2"), 4 LT 58-28S	TON	650	$ 8.00	$ 5,200.00
17	HMA Pavement - Lower Layer (3"), 3 LT 58-28S	TON	975	$ 8.00	$ 7,800.00
18	Asphalt Fiber Reinforcement (1 Lb per Ton of Asphalt)	TON	650	$ 10.00	$ 6,500.00
19	Asphalt Cleaning & Sweeping	SY	5600	$ 0.50	$ 2,800.00
20	Asphaltic Tack Coat	SY	5600	$ 0.50	$ 2,800.00
21	Base Aggregate Dense - 1 1/4" Trail	TON	1650	$ 15.00	$ 24,750.00
22	Geotextile Fabric - Mirafi HP 370 or Approved Equal- Trail	SY	2350	$ 3.00	$ 7,050.00
23	HMA Pavement - Trail (2.5") 4 LT 58-28S	TON	250	$ 70.00	$ 17,500.00
24	Pavement Markings - 6" White Epoxy Crosswalk	LF	350	$ 8.00	$ 2,800.00
25	Pavement Markings - 18" White Epoxy Stop Bar	LF	125	$ 15.00	$ 1,875.00
26	Pavement Markings - 4" Epoxy Double Yellow Centerline	LF	975	$ 3.00	$ 2,925.00
26	Pavement Markings - 4" White Epoxy Lane Line	LF	375	$ 3.00	$ 1,125.00
27	Pavement Markings - 4" White Epoxy 12' Skips	LF	200	$ 3.00	$ 600.00
27	Pavement Markings - Right Turn Arrow	EA	1	$ 400.00	$ 400.00
28	Pavement Markings - Right Turn Arrow/Straight Arrow	EA	1	$ 500.00	$ 500.00
28	Pavement Markings - Left Turn Arrow/Straight Arrow	EA	3	$ 500.00	$ 1,500.00
29	Street Signs	LS	1	$ 15,000.00	$ 15,000.00
29	Street Lighting	EA	7	$ 7,500.00	$ 52,500.00

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30	End of Road Way Signing (per WisDOT SDD 15C26)	LS	1	$ 1,500.00	$ 1,500.00
30	Erosion Mat DOT Class I, Type A w/ Seed & Fertilizer (Biodegradable Mat & Staples)	SY	1075	$ 2.75	$ 2,956.25
31	New Tree (STATE SPECIES)	EA	25	$ 500.00	$ 12,500.00
31	Center Roundabout Landscaping	LS	1	$ 7,500.00	$ 7,500.00
32	Framed Inlet Protection	EA	13	$ 330.00	$ 4,290.00
32	Stone Weepers	TON	50	$ 23.00	$ 1,150.00
33	Clear Stone Tracking Pad	TON	100	$ 20.00	$ 2,000.00
33	Silt Fence	LF	1500	$ 3.00	$ 4,500.00
34	Remove Existing Curb & Gutter	LF	2000	$ 4.50	$ 9,000.00
34	Concrete Curb & Gutter - 30"	LF	3500	$ 22.50	$ 78,750.00
35	Concrete Driveway Apron & Driveways (6")	SF	1125	$ 8.00	$ 9,000.00
35	Remove Existing Concrete (sw, driveway apron, driveways, etc.)	SF	2900	$ 3.00	$ 8,700.00
36	Colored Concrete	SF	9550	$ 11.00	$ 105,050.00
37	Truncated Dome Detectable Warning Field (2x2)	EA	28	$ 225.00	$ 6,300.00
38	Wetland Permiting and Additional Bank Credits	LS	1	$ 45,000.00	$ 45,000.00
				Subtotal - Street & Site work	$ 920,821.25
				Contingency (10%)	$ 92,082.13
				Engineering (15%)	$ 151,935.51
				Total -	$ 1,164,838.88

Bid Item Ref. No.	Description	Unit of Measure	Estimated Quantity	Unit Price	Item Total
Sanitary Sewer					
39	Sanitary Sewer - 10" PVC SDR 35	LF	300	$ 60.00	$ 18,000.00
40	Sanitary Sewer - Connect to Existing	LS	1	$ 3,000.00	$ 3,000.00
41	Sanitary Sewer Televising	LF	300	$ 2.00	$ 600.00
42	Sanitary Sewer - 48" Dia. Manhole	EA	1	$ 5,500.00	$ 5,500.00
43	Select Granular Backfill (Trucked-In)	CY	125	$ 10.00	$ 1,250.00
				Subtotal - Sanitary Sewer	$ 28,350.00
				Contingency (10%)	$ 2,835.00
				Engineering (15%)	$ 4,677.75
				Total -	$ 35,862.75

Bid Item Ref. No.	Description	Unit of Measure	Estimated Quantity	Unit Price	Item Total
Water Distribution					
44	Water main - 6" C-900	LF	40	$ 125.00	$ 5,000.00
45	Water main - 12" C-900	LF	300	$ 95.00	$ 28,500.00
46	Water Main - Connect to Existing	EA	2	$ 2,000.00	$ 4,000.00
47	Gate Valves - 6"	EA	2	$ 2,000.00	$ 4,000.00
48	Gate Valves -12"	EA	1	$ 2,800.00	$ 2,800.00
49	Hydrant - Relocate Existing	EA	2	$ 5,500.00	$ 11,000.00
50	Select Granular Backfill (Trucked-In)	CY	125	$ 10.00	$ 1,250.00
				Subtotal - Water Distribution	$ 56,550.00
				Contingency (10%)	$ 5,655.00
				Engineering (15%)	$ 9,330.75
				Total -	$ 71,535.75

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Bid Item Ref. No.	Description	Unit of Measure	Estimated Quantity	Unit Price	Item Total
Storm Sewer & Storm Water Management					
51	Storm Sewer - 12" and 15 RCP	LF	275	$ 70.00	$ 19,250.00
52	Storm Sewer - 30" RCP	LF	175	$ 125.00	$ 21,875.00
53	30" RCP Apron Endwall W/ Pipe Gate	EA	2	$ 4,700.00	$ 9,400.00
54	Connect to Exitsing	LS	1	$ 5,000.00	$ 5,000.00
55	Storm Sewer Manhole - 84"	EA	1	$ 8,000.00	$ 8,000.00
56	Storm Sewer Curb Inlet - 2' x 3' Precast Box W/ Frame & Grate	EA	11	$ 3,800.00	$ 41,800.00
				btotal - Storm Sewer & Storm Water Mgmt	$ 105,325.00
				Contingency (10%)	$ 10,532.50
				Engineering (15%)	$ 17,378.63
				Total -	$ 133,236.13

Total - Project Name	$ 1,111,046.25
Contingency (10%)	$ 111,104.63
Engineering (15%)	$ 183,322.63
Total -Project Name	$ 1,405,473.51

This Engineer's Opinion of Probable Cost is made on the basis of our experience and qualifications. It represents our best judgment as experienced and qualified design professionals based on our information available at the time the cost opinion is made. It should be recognized that Vierbicher Associates, Inc. does not have control over the cost of materials or services furnished by others, over market conditions, or contractors methods of determining their prices. Accordingly, Vierbicher Associates, Inc. cannot and does not guarantee that bids or actual costs will not vary from this opinion.

R:\DeForest, Village of\250343 - Pederson & Williamsburg Roundabout\Design Development\Opinion of Probable Cost\[2025-04-28 Pederson Roundabout.xlsx]No Future Work

APPENDIX C-4
Taxing Jurisdiction Correspondence

APPENDIX D-4
Proofs of Publication

APPENDIX E-4
Joint Review Board Minutes

APPENDIX F-4
DeForest Planning & Zoning Commission Minutes

APPENDIX G-4
Planning & Zoning Commission Resolution Adopting Amendment

APPENDIX H-4
Village Board Resolution Approving Amendment

APPENDIX I-4
Joint Review Board Approval of TID #7 Amendment #4

APPENDIX J-4
Village Attorney Opinion