

McDonough-Whitlow, P.C.

Consulting Engineers and Land Surveyors

Montgomery County Enterprise Zone

Beginning at the southwest corner of the Southwest Quarter of Section 24, Township 8 North, Range 4 West of the Third Principal Meridian, Montgomery County, Illinois; thence north on the west line of said Southwest Quarter of Section 24 to the southeast corner of the Northeast Quarter of Section 23, Township 8 North, Range 4 West; thence west on the south line of said Northeast Quarter of Section 23 to the intersection with the northwesterly right of way line of Miller Branch Trail; thence southwesterly on said northwesterly right of way line to the intersection with the east line of the Southwest Quarter of said Section 23; thence south on said east line to a point 981.49 feet north of the southeast corner of said Southwest Quarter; thence west on a line 681.49 north of and parallel with the south line of said Southwest Quarter to the intersection with the southeasterly line of the Union Pacific Railroad right of way; thence southwesterly on said right of way line to the intersection with the south line of said Southwest Quarter of Section 23; thence west on the south line of said Southwest Quarter of Section 23 to the southwest corner of said Southwest Quarter; thence north on the west line of said Southwest Quarter and the Northwest Quarter of Section 23 to the northwest corner of said Northwest Quarter of Section 23; thence easterly on the north line of said Northwest Quarter to the northeast corner of the Northwest Quarter of said Northwest Quarter of Section 23; thence southerly on the east line of said Northwest Quarter of the Northwest Quarter to the northwest corner of the South 5 Acres of the Northeast Quarter of the Northwest Quarter of said Section 23; thence east on the north line of said South 5 Acres to a point 655 feet west of the southeast corner of said South 5 Acres; thence north 185 feet; thence east 655 feet to the intersection with the west line of the Northeast Quarter of said Section 23; thence north on said west line to the northwest corner of said Northeast Quarter of Section 23; thence easterly on the north line of the Northwest Quarter of said Northeast Quarter of Section 23 to a point 167 feet west of the southwest corner of the southeast corner of the Southwest Quarter of the Southeast Quarter of Section 14 of Township 8 North, Range 4 West; thence north 230 feet; thence east 167 feet to the intersection with the east line of said Southwest Quarter of the Southeast Quarter of Section 14; thence south on said east line to the southeast corner of said Southwest Quarter of the Southeast Quarter; thence east to the intersection with the west line of Block 2 of Frametown Addition to the Village of Taylor Springs; thence north on said west line to the northwest corner of said Block 2; thence east on the north line of said Block 2 and Block 1 of said Addition to the southerly extension of the west line of Lot 75 of the Original Town of Taylor Springs; thence north on said southerly extension and the west line of Lots 75, 76 and 77 of said Original Town of Taylor Springs to the northwest corner of said Lot 77; thence east on the north line of said Lot 77 and the easterly extension thereof to the east line of Hillsboro Street as shown on the plat of said Original Town of Taylor Springs; thence north on the east line of said Hillsboro Street to the northwest corner of Lot 115 of said Original Town of Taylor Springs; thence east on the north line of said Lot 115 to the intersection with the southerly extension of the west line of Lot 112 of said Original Town of Taylor Springs; thence north on said southerly extension and the west line of said Lot 112 to the northwest corner of said Lot 112; thence east on the north line of Lots 108 through 112 of said Original Town of Taylor Springs to the southwest corner of Lot 104 of said Original Town of Taylor Springs; thence north on the west line of said Lot 104 of the Original Town of Taylor Springs to the south right of way line of Oak Street; thence east on said south right of way line of Oak Street to the west line of Section 13; thence north on said west line of Section 13 to the intersection with the westerly extension of the north line of Block 15 of Hillcrest Addition; thence east on the north line of said Block 15 of Hillcrest Addition; thence north to the centerline of Hillcrest Addition to the northwest corner of Lot 14 in Block 15 of Hillcrest Addition; thence north to the centerline of Vacated 5th Street; thence east on the centerline of said Vacated 5th Street to the west right of way line of Summit Street; thence south on said west right of way line of Summit Street also being the east line of Block 15 of Hillcrest Addition to the westerly extension of the north line of Lot 5 in Block 16 of Hillcrest Addition; thence east on said westerly extension and the north line of said Lot 5 in Block 16 of Hillcrest Addition to the southwest corner of Lot 11 in Block 16 of Hillcrest Addition; thence north on the west line of Lots 11 through 13 in Block 16 of Hillcrest Addition to the northwest corner of Lot 13 in Block 16 of Hillcrest Addition; thence east on the north line

of said Lot 13 in Block 16 of Hillcrest Addition to the east line of Block 16; thence north on the east line of Block 16 and the east line of Block 13 of said Hillcrest Addition to the southeast corner of Lot 10 in said Block 13 of Hillcrest Addition; thence west on the south line of said Lot 10 to the southwest corner of said Lot 10; thence north on the west line of Lots 10 through 13 in Block 13 of Hillcrest Addition to the northwest corner of said Lot 13; thence west on the east extension of the south line of Lot 3, and the south line of said Lot 3 in Block 13 of Hillcrest Addition to the west line of Block 13 of Hillcrest Addition; thence north on the west line of Block 13 and Block 8 of said Hillcrest Addition to the south right of way line of Cypress Avenue; thence west on the south line of said Cypress Avenue to the east line of the Northeast Quarter of Section 14, Township 8 North, Range 4 West; thence south on said east line of said Northeast Quarter to the north right of way line of Cypress Avenue as shown on the plat of Summit Heights Subdivision; thence west on said north right of way line of Cypress Avenue and the westerly extension thereof to a point 500 feet west of the west line of said Summit Heights Subdivision; thence north 425 feet to the easterly extension of the south line of Woodland Hills Subdivision; thence west on said easterly extension to the southeast corner of said Woodland Hills Subdivision; thence north on the east line of said Woodland Hills Subdivision to the south line of Old Oaks Drive as shown on the plat of Old Oaks Subdivision; thence east on said south line of Old Oaks Drive to a point 54.41 feet west of the southeast corner of said Old Oaks Subdivision; thence south 84.48 feet to a point; thence east 177.13 feet to the east line of the Northwest Quarter of the Northeast Quarter of Section 14; thence south on said east line of the Northwest Quarter of the Northeast Quarter to the northwest corner of the aforesaid Summit Heights Subdivision; thence east on the north line of said Summit Heights Subdivision to the east line of the aforesaid Northeast Quarter of Section 14; thence south on said east line of the Northeast Quarter of Section 14 to the westerly extension of the south line of Block 6 of the aforesaid Hillcrest Addition; thence easterly on said westerly extension and the south line of said Block 6 and the easterly extension thereof to the southwest corner of Block 5 of said Hillcrest Addition; thence north on the west line of Blocks 5 and 2 to the northwest corner of Block 2; thence east on the north line of Block 2 to the southeasterly extension of the centerline of the vacated alley west of Lots 9, 10, 11 and 12 of Johnson's Subdivision; thence northwesterly on said extended centerline of said vacated alley, and the centerline thereof, to the westerly extension of the south line of Lot 8 of Johnson's Subdivision; thence east on said westerly extension to the southwest corner of said Lot 8; thence northwesterly on the westerly line of Lots 5, 6, 7 and 8 of Johnson's Subdivision to the easterly extension of the north line of Huber Street; thence west on said north line of Huber Street to the northerly extension of the east line of Lot 5 of Huber's Subdivision; thence south on said northerly extension and the east line of said Lot 5 to the south line of Huber's Subdivision; thence west on said south line and the westerly extension to a point on the east line of the Southeast Quarter of Section 11, Township 8 North, Range 4 West; thence south on said east line to the southeast corner of said Southeast Quarter; thence west on the south line of said Southeast Quarter to the southerly extension of the west line of Pleasant View Addition; thence north on the west line of Pleasant View Addition and the west line of Simonin's Subdivision to the easterly extension of the north right of way line of Hillside Avenue as shown on the plat of Major's Subdivision; thence west on said north right of way line of Hillside Avenue to the west line of Block 2 of said Major's Subdivision; thence north on said west line of Block 2 to the northwest corner of Lot 2 of said Block 2; thence west 25 feet; thence north 52.8 feet; thence east to a point 319.04 feet east of the west line of the Northeast Quarter of the Southeast Quarter of the aforesaid Section 11; thence north to the south line of Mechanic Street; thence northerly across Mechanic Street to the southwest corner of Lot 6 of Mechanic Street Subdivision; thence north on the west line of Lot 6 and the northerly extension thereof to the northwesterly line of said Mechanic Street Subdivision; thence northwesterly on said northwesterly line to the east line of Jefferson Street as shown in Block 3 of L.E. Fish's Addition; thence north on said east right of way line as it is currently used and shown on said L.E. Fish's Addition, the Unrecorded Plat of Bell's Survey and the plat of Brewer's First Addition to the southwest corner of Lot 8 in Block 1 of Brewer's 1st Addition; thence east on the south line of said Lot 8 and the easterly extension thereof to the east line of Brewer's 1st Addition; thence north on said east line to the northwest corner of the south 88 feet of Lots 25 and 26 of Bell's Unrecorded Survey; thence east on the north line of said south 88 feet to the

east right of way line of South Main Street, also being on the west line of Lot 1 in Block 1 of South Hillsboro Addition; thence northerly on said east line of South Main Street to the south right of way line of School Street; thence easterly on said south right of way line of School Street to a point 90 feet east of the east right of way line of the aforesaid South Main Street; thence north on a line parallel with said east right of way line of South Main Street to the north right of way line of Pleasant Street also being the south line of Holme's Subdivision; thence west on the south line of said Holme's Addition to the west line of said Holme's Subdivision and the aforesaid east right of way line of South Main Street; thence north on said east right of way line of South Main Street to a point 185.6 feet south of the southwest corner of Lot 21 of Central Addition; thence east 115 feet; thence south 28 feet; thence east 90 feet to the west line of the alley; thence north on the west side of said alley 128 feet; thence west 114 feet; thence south 14 feet; thence west 91 feet to the aforesaid east right of way line of South Main Street; thence south to the easterly extension of the north right of way line of Tillson Street, also being the easterly extension of the south line of Lot 8 of Tillson's Addition; thence west on said north right of way line of Tillson Street to the line east line of Lot 14 of Bell's Unrecorded Survey; thence north on the west line of said Lot 14 to the south line of Lot 12 of said Bell's Unrecorded Survey; thence west on said south line of Lot 12 to the southwest corner thereof; thence north on the west line of said Lot 12 to the northwest corner thereof; thence east on the north line of said Lot 12 to the southwest corner of Lot 4 of Jackson's Addition and the east right of way line of Birch Street; thence north on said east right of way line to the intersection with the south line of Simmon's Addition; thence west on said south line to the southwest corner of the East 48 feet of Lot 9 of Simmon's Addition; thence north on the west line of the East 48 feet of said Lot 9 to the south line of the North 67 feet of said Lot 9; thence west on the south line of the North 67 feet of Lot 9 to the southwest corner of the East 108 feet of said Lot 9; thence north on the west line of said East 108 feet of Lot 9, and the northerly extension thereof, to a point on the south line of Lot 1 of said Simmon's Addition; thence west on said south line of Lot 1 to the southeast corner of the West 56 feet of said Lot 1; thence north on the east line of said west 56 feet of Lot 1 to the north line of said Simmon's Addition; thence northwesterly on said north line to the east line of the West Half of the Southeast Quarter of Section 2, Township 8 North, Range 4 West; thence south on the east line of said West Half of the Southeast Quarter of Section 2, Township 8 North, Range 4 West to a point 924 feet north of the south line of said West Half of the Southeast Quarter; thence west on a line parallel with said south line of the West Half of the Southeast Quarter to a point 114.85 feet west of the west right of way line of Oak Street; thence southwesterly 181.47 feet to a point 130.79 feet west of said west right of way line of Oak Street; thence west 9 feet; thence south 98 feet to a point 626.16 feet north of the south line of said West Half of the Southeast Quarter; thence west to the west line of the East Half of said Section 2; thence north on said west line of the East Half of Section 2 to the south line of the "Bremer" parcel shown on the plat recorded at Plat Slide 38; thence on said south line of the "Bremer" parcel the following courses: North 75 degrees 40 minutes 23 seconds East to a point; thence South 34 degrees 50 minutes 34 seconds East a distance of 232.41 feet; thence South 85 degrees 12 minutes 59 seconds East a distance of 159.90 feet; thence North 49 degrees 19 minutes 51 seconds East a distance of 277.74 feet; thence North 37 degrees 49 minutes 03 seconds East a distance of 107.56 feet; thence North 74 degrees 44 minutes 11 seconds East a distance of 353.57 feet; thence North 88 degrees 59 minutes 04 seconds East a distance of 59.08 feet; thence South 70 degrees 46 minutes 09 seconds East a distance of 445.91 feet; thence South 17 degrees 52 minutes 48 seconds East a distance of 49.69 feet; thence South 23 degrees 38 minutes 14 seconds East a distance of 79.67 feet; thence South 48 degrees 30 minutes 46 seconds East a distance of 141.97 feet; thence South 62 degrees 45 minutes 45 seconds East a distance of 47.89 feet; thence North 02 degrees 42 minutes 52 seconds East a distance of 308.59 feet; thence South 87 degrees 15 minutes 31 seconds East a distance of 12.95 feet; thence North 02 degrees 44 minutes 23 seconds East a distance of 71.09 feet; thence North 59 degrees 32 minutes 08 seconds West a distance of 32.24 feet; thence North 12 degrees 40 minutes 06 seconds East a distance of 71.81 feet; thence South 63 degrees 20 minutes 46 seconds East a distance of 194.93 feet; thence South 49 degrees 43 minutes 23 seconds East a distance of 82.01 feet; thence South 18 degrees 53 minutes 35 seconds East a distance of 264.94 feet; thence South 41 degrees 56 minutes 15

seconds West a distance of 23.57 feet; thence South 62 degrees 10 minutes 59 seconds East a distance of 262.32 feet; thence North 78 degrees 51 minutes 22 seconds East a distance of 170.85 feet to a point 18 feet southwesterly from the southwesterly right of way line of the former C.C.C. and St. Louis Railway; thence northwesterly 625.12 feet on a line 18 feet southwesterly of said right of way line, being on a curve to the right having a radius of 3,497.95 feet, the chord of said curve bears North 27 degrees 53 minutes 22 seconds West, 624.29 feet; thence North 50 degrees 08 minutes 14 seconds West a distance of 32.33 feet; thence South 89 degrees 20 minutes 39 seconds West a distance of 355.00 feet; thence North 00 degrees 39 minutes 21 seconds West a distance of 18.00 feet to the north line of the aforesaid Section 2; thence east on said north line of Section 2 to the aforesaid southwesterly right of way line of the former C.C.C. and St. Louis Railway; thence southeasterly on said southwesterly right of way line to the westerly extension of the north line of Lot 3 of Northwood Heights Subdivision; thence east on the westerly extension and the north line of said Lot 3, and the easterly extension thereof to a point on the southwesterly line of Lot 10 of said Northwood Heights Subdivision; thence northwest on said southwesterly line of Lot 10 to the north line of the aforesaid Section 2; thence east on said north line of Section 2 to a point 3 feet east of the west right of way line of the North Road; thence generally south on a line 3 foot easterly of, parallel and concentric with, said west right of way line of the North Road along several courses to the south line of the Northeast Quarter of said Section 2; thence west on said north line of the Northeast Quarter of Section 2 to said west right of way line of the North Road; thence southwest on said west right of way line a distance of 160.62 feet; thence northwesterly 379.5 feet to a point 16.5 feet south of the north line of the Southeast Quarter of the aforesaid Section 2; thence north 16.5 feet to said north line of the Southeast Quarter of Section 2; thence west on said north line of the Southeast Quarter of Section 2 to the northwest corner of the East Half of said Southeast Quarter of Section 2; thence south on the west line of said East Half of the Southeast Quarter of Section 2 to the north line of Lot 21 of Helston Place Subdivision; thence northwesterly on said north line of Lot 21 to the northwest corner thereof; thence south on the west line of said Lot 21 to the bend point in the west line of said Lot 21; thence southeasterly and continuing on the southwesterly line of said Helston Place Subdivision to the southerly line of Helston Place Street; thence easterly on said southerly line of Helston Place Street to the northeasterly corner of said Helston Place Subdivision and also being the west right of way line of Hamilton Street; thence south on said west right of way line to the westerly extension of the north line of Lot 20 of the Original Town of Hillsboro; thence east on said westerly extension and the north line of said Lot 20 to the northeast corner of said Lot 20; thence south on the east line of said Lot 20 to the southwest corner of Lot 21 of said Original Town of Hillsboro; thence east on the south line of Lots 21, 22, 23 and 24 of said Original Town of Hillsboro to the southeast corner of said Lot 24, also being the west right of way line of Wait Street; thence north on said west right of way line to the southeast corner of Lot 15 of said Original Town of Hillsboro; thence west on the south line of said Lot 15 to the southwest corner of said Lot 15; thence north on the west line of said Lot 15 to the northwest corner of said Lot 15; thence east on the north line of said Lot 15 to a point 64 feet west of the southeast corner of Lot 10 of said Original Town of Hillsboro; thence north 40 feet; thence east 64 feet to the east line of said Lot 10, also being the west right of way line of Wait Street; thence north on said west right of way line to the southeast corner of the North 44 feet of Lot 2 of the Original Town of Hillsboro; thence west on the south line of the North 44 feet of said Lot 2 to the southwest corner of the North 44 feet of said Lot 2; thence north on the west line of the North 44 feet of said Lot 2 and the west line of the South 20 feet of Lot 7 of Rountree Addition to the northwest corner of the South 20 feet of said Lot 7; thence east on the north line of the South 20 feet of said Lot 7, and the easterly extension thereof, to a point on the west line of Lot 6 of Rountree Addition; thence north on said west line of Lot 6 and the west line of Lot 5, and the northerly extension thereof, to a point on the south line of Lot 4 of said Rountree Addition; thence west on the south line of said Lot 4 and the south line of vacated Wait Street of Rountree Addition and the south line of Lot 9 of Rountree Addition to the southwest corner of said Lot 9, also being the east right of way line of Main Street; thence north on said east right of way line to the north line of Lot 3 of Bell's Unrecorded Survey; thence east on the north line of Lot 3 of Bell's Unrecorded Survey to the east line of the Northeast Quarter of the Southeast Quarter of Section 2, Township 8 North, Range 4 West; thence

north on said east line to the northeast corner of the Southeast Quarter of Section 2; thence east on the north line of the Southwest Quarter of Section 1, Township 8 North, Range 4 West to the west line of Longwell Addition; thence northeasterly on the northwesterly line of said Longwell Addition to the north corner of said Longwell Addition; thence southeasterly on the northeasterly line of said Longwell Addition to the northeasterly corner of said Longwell Addition and the northwesterly line of Taylorville Road; thence northeasterly on said northwesterly line of Taylorville Road to a point 90 feet southwesterly from the New York Central Railroad right of way line; thence northwest at right angles to said northwesterly line of Taylorville Road to the northwesterly line of Lot 3 of Bell's Unrecorded Survey; thence northeasterly on the northwesterly line of said Lot 3 to the intersection with the west right of way line of the former New York Central Railroad; thence southerly on said west right of way line to the intersection with the south right of way line of the aforesaid Taylorville Road; thence southwest on said south right of way line of Taylorville Road to the east line of Lot 4 of Bell's Unrecorded Survey; thence south on the west line of said Lot 4 to the north line of Lot 2 of said Bell's Unrecorded Survey; thence east on the north line of said Lot 2 of Bell's Unrecorded Survey to the northeast corner thereof; thence south on the east line of said Lot 2 and Lots 3 and 8 of Bell's Unrecorded Survey to the southeast corner of said Lot 8 of Bell's Unrecorded Survey; thence west on the south line of Lot 8 to the northwest corner of Lot 13 of said Bell's Unrecorded Survey; thence south on the west line of said Lot 13 a distance of 25 feet; thence west to a point on the east right of way line of Bluff Street; thence south on said east right of way line to the northeast corner of Lot 1 of North Hillsboro Addition; thence east on the north line of said Lot 1 of North Hillsboro Addition and the north line of the south 52 feet of Lot 10 of the aforesaid Bell's Unrecorded Survey to the east line of said Lot 10; thence south on the east line of Lots 10 and 11 of said Bell's Unrecorded Survey to the southeast corner of said Lot 11 of Bell's Unrecorded Survey; thence west on the south line of said Lot 11 to the northeast corner of the west 70 feet of Lot 12 of said Bell's Unrecorded Survey; thence south on the east line of said west 70 feet of Lot 12 to a point north of the south line of said Lot 12 of Bell's Unrecorded Survey; thence east on the north line of the South 111.72 feet of said Lot 12 to the northeast corner of said south 111.72 feet of Lot 12; thence south on the east line of said Lot 12 to the southwest corner of the aforesaid Lot 13 of Bell's Unrecorded Survey; thence east on the south line of said Lot 13 of Bell's Unrecorded Survey, and the easterly extension thereof, to a point on the west right of way line of the aforesaid New York Central Railroad; thence south on said west right of way line to the north right of way line of Seward Street; thence west on said north right of way line of Seward Street to the east right of way line of Broad Street; thence south on said east right of way line of Broad Street to the southwest corner of Lot 1 of Cress and Wright's Addition; thence east on the south line of said Lot 1, and the easterly extension thereof, to the west line thereof; thence east on the north line of said Lot 16 and Lot 17 of said Cress and Wright's Addition to the northeast corner of said Lot 17; thence south 60 feet on the east line of said Lot 17, and the east line of Lot 18 of said Cress and Wright's Addition; thence west to the west line of Lot 15 of said Cress and Wright's Addition; thence south on said west line of Lot 15, and the west line of Lot 14 of said Cress and Wright's Addition to the southwest corner of said Lot 14; thence south on the west line of Lots 20 and 21 of said Cress and Wright's Addition, and the southerly extension thereof, to the south line of Water Street; thence east on said south line of Water Street to the northeast corner of Lot 22 of said Cress and Wright's Addition; thence south on the east line of said Lot 22, and the east line of Lot 23 of said Cress and Wright's Addition, to the intersection with the westerly extension of north line of Lot 3 of Klar's Addition; thence easterly on said westerly extension of the north line of Lot 3 of Klar's Addition, and said north line of Lot 3, to the intersection with the southerly line of Central Park Road; thence easterly and then southeasterly on the southerly and southwesterly lines of said Central Park Road to the north right of way line of Wood Street; thence east on said north right of way line of Wood Street to the west line of Welch Street; thence north on said west line of Welch Street to the northerly line of Ice Plant Road; thence northwesterly on said northerly line of Ice Plant Road to the intersection with the westerly extension of the south line of the North 60 feet of Lot 5 of Rountree's 2nd Addition; thence east on said westerly extension of the south line of the North 60 feet of Lot 5 to the east right of way line of the aforesaid New York Central Railroad; thence

north on said east right of way line to a point 145 feet southeasterly of the southeasterly right of way line of Taylorville Road; thence east 50 feet; thence northwesterly on a line parallel and concentric with the aforesaid east right of way line of the New York Central Railroad to a point on the northeasterly extension of said southeasterly right of way line of Taylorville Road; thence northeasterly 98 feet on said northeasterly extension of the southeasterly right of way line of Taylorville Road to a point 495 feet north of the south line of the Northwest Quarter of Section 1, Township 8 North, Range 4 West; thence east on a line 495 feet north of said south line of the Northwest Quarter to a point 200 feet east of the west line of the East Half of said Northwest Quarter of Section 1; thence north 826.1 feet on a line parallel with said west line of the East Half of the Northwest Quarter; thence west 200 feet to said west line of the East Half of the Northwest Quarter; thence south on said west line to the centerline of the creek; thence generally westerly on said centerline of the creek to the intersection with the aforesaid east right of way line of the New York Central Railroad; thence north on said east right of way line to the east right of way line of the North Road; thence north on said east right of way line of the North Road to the north line of the Northwest Quarter of Section 1, Township 8 North, Range 4 West; thence east on the north line of the Northwest Quarter of Section 1 to the northeast corner of the Northwest Quarter of said Section 1; thence south on the east line of said Northwest Quarter to a point 492 feet north of the southeast corner of said Northwest Quarter; thence east 858 feet to the west right of way line of City Lake Road; thence south on said west right of way line to the intersection with the south line of the Southwest Quarter of the Northeast Quarter of Section 1; thence west on said south line to the southwest corner of the Northeast Quarter of Section 1; thence north 120 feet on the west line of said Northeast Quarter; thence west 160 feet; thence north 30 feet; thence west 40 feet; thence north 110 feet; thence west 123 feet; thence south 270 feet; thence east 163 feet; thence south 30 feet to the south line of the aforesaid Northwest Quarter of Section 1; thence west 193 feet on said south line of the Northwest Quarter of Section 1; thence north 335 feet to a point; thence east 233 feet to a point; thence north 160 feet to a point; thence west 765.56 feet; thence south 495 feet to a point on the south line of the aforesaid Northwest Quarter of Section 1; thence east on said south line to the west right of way line of Grant Street; thence south on said west right of way line to the north line of Rountree's 2nd Addition; thence west on said north line of said Rountree's 2nd Addition to the northeast corner of Lot 89 of said Rountree 2nd Addition; thence south on the east line of Lots 89 and 90 of said Rountree 2nd Addition to the southeast corner of said Lot 90; thence west on the south line of said Lot 90 to the southwest corner of said Lot 90; thence south across the alley and continuing south on the west line of Lots 91 through 98 of Rountree 2nd Addition to the southwest corner of said Lot 98 of Rountree 2nd Addition, said point also being the southeast corner of Lot 55 of Rountree 1st Addition; thence west on the south line of said Lot 55 to the northerly extension of the east line of the West Half of Lots 53 and 54 of said Rountree 1st Addition; thence south on said northerly extension of the east line of the West Half of Lots 53 and 54, and the southerly extension thereof, to a point on the north line of Lot 52 of said Rountree 1st Addition; thence east on said north line to the east line of Rountree 1st Addition; thence south on said east line to the northeast corner of Lot 48 of said Rountree's 1st Addition; thence west 23 feet on the north line of said Lot 48 of Rountree 1st Addition; thence south 50 feet; thence west 21 feet; thence south 70 feet to the south line of said Lot 47 of Rountree's 1st Addition; thence west on said south line of Lot 47 to the southwest corner thereof; thence north on the west line of said Lot 47 and Lot 48 and the northerly extension thereof to the intersection with the easterly extension of the centerline of the vacated alley between Lots 26 and 27 of said Rountree's 1st Addition; thence west on said easterly extension, and said centerline, and the westerly extension of said centerline to the west line of East Street; thence south on said west line of East Street to the south line of Seward Street; thence east on said south line of Seward Street to the east line of said Rountree 1st Addition; thence south on said east line of Rountree's 1st Addition to the southeast corner of Lot 41 of said Rountree 1st Addition; thence west on the south line of said Lot 41 to the northerly extension of the east line of the West 70 feet of Lot 40 of said Rountree's 1st Addition; thence south on said northerly extension of the east line, and the east line of the West 70 feet, and the southerly extension of said east line of the West 70 feet, of Lot 40 to the north line of Lot 39 of said Rountree 1st Addition; thence east on said north line to the east line of Rountree 1st Addition; thence south on said east line

to the southeast corner of the North 31.5 feet of Lot 38 of said Rountree's 1st Addition; thence west on the south line of said North 31.5 feet to the west line of said Lot 38; thence south on said west line of Lot 38 to the northwest corner of Lot 9 of the aforesaid Rountree's 2nd Addition; thence east on the north line of said Lot 9 to the northeast corner thereof; thence south on the east line of said Lot 9 of Rountree 2nd Addition to the southeast corner of said Lot 9, said point also being on the south line of the Southeast Quarter of the Southwest Quarter of Section 1, Township 8 North, Range 4 West; thence east on said south line to the east line of Lot 7 of the aforesaid Bell's Unrecorded Survey; thence north on said east line of Lot 7, and the east line of Lot 5 of said Bell's Unrecorded Survey, to the south line of Water Street; thence east on said south line of Water Street to the east line of Larkin Street; thence north on the east line of Larkin Street to the southwest corner of Block 7 outside Miller's Subdivision; thence east on the south line of said Block 7 to the southeast corner of said Block 7 outside Miller's Subdivision; thence north on the east line of said Block 7 outside Miller's Subdivision to the northeast corner of said Block 7; thence east on the south line of Miller's Subdivision to the southeast corner of said Miller's Subdivision; thence north on the east line of said Miller's Subdivision to the northeast corner of Miller's Subdivision; thence north on the east line of said Miller's Subdivision to the northeast corner of Miller's Subdivision and the north line of the Southwest Quarter of the Southeast Quarter of the aforesaid Section 1; thence east on said north line of the Southwest Quarter of the Southeast Quarter of Section 1 to a point on the west line of the East 13 acres of the Northwest Quarter of said Southeast Quarter of Section 1; thence north on said west line to the northwest corner of said East 13 Acres; thence east on the north line of said Southeast Quarter of Section 1 to the west line of the southerly extension of the west line of Lake Road Estates; thence north on said southerly extension and the west line of said Lake Road Estates to the northwest corner of Lot 7 of said Lake Road Estates; thence east on the north line of said Lot 7 to the northeast corner of said Lot 7; thence south on the east line of Lake Road Estates to north line of the Southeast Quarter of Section 1; thence east on said north line to a point 1,411.32 feet east of the southwest corner of the Northeast Quarter of Section 1; thence north 973.3 feet; thence east 300 feet to the west line right of way line of Corporate Drive; thence south on said west right of way line of Corporate Drive, also being the west line of Industrial Park Subdivision, to the north line of the Southeast Quarter of Section 1; thence east on said north line to the southerly extension of the west line of Lot 1 of Industrial Park Subdivision; thence north on said west line to the northwest corner of said Lot 1; thence east on the north line of said Lot 1 to the northeast corner of said Lot 1; thence north to a point 230.00 feet north of the south line of the Northeast Quarter of the aforesaid Section 1; thence east to the intersection with the west line of Fairway Heights Subdivision; thence south on said west line of Fairway Heights Subdivision to the said south line of the Northeast Quarter of Section 1; thence east on said south line of the Northeast Quarter of Section 1 to the northwest corner of the Southwest Quarter of Section 6, Township 8 North, Range 3 West; thence east on the north line of said Southwest Quarter of Section 6 to the northeast corner of said Southwest Quarter of Section 6; thence east on the north line of the Southeast Quarter of said Section 6 to a point 430.0 feet east of the northwest corner of said Southeast Quarter of Section 6; thence south to the northwesterly right of way line of the Union Pacific Railroad Company; thence northeasterly on said northwesterly right of way line to the intersection with the north line of the Southeast Quarter of Section 6; thence east on said north line to the northwesterly right of way line of Illinois Route 16 (Madison Street); thence northeasterly on said northwesterly right of way to the northerly extension of the west line of Pipeline Road; thence south on said extension of the west line and the west line to the north right of way line of Jackson Street; thence west on said north right of way line 152.55 feet; thence north 134.4 feet; thence west 76.45 feet; thence north 44.45 feet; thence west 46.75 feet; thence north 137.1 feet to the southeasterly right of way line of the aforesaid Illinois Route 16 (Madison Street); thence southwesterly on said southeasterly right of way line of Illinois Route 16 (Madison Street) to a point 330 feet west of the east line of the Northeast Quarter of the aforesaid Section 6; thence south to the northwest corner of the north right of way line of Jackson Street; thence south on the west right of way line of Jackson Street to the north line of Kortkamp Street; thence west on said north right of way line of Kortkamp Street to the southeasterly right of way line of the Union Pacific Railroad Company; thence southwesterly on said southeasterly right of way line to a point 600 feet west of the east line of Parcel "A" as shown on the plat of Hardebeck's Second Addition;

thence south to a point 241.5 feet north and 600 feet west of the southeast corner of said Parcel "A"; thence east 360 feet; thence south 241.5 feet to the south line of said Parcel "A"; thence east 240 feet to the southeast corner of said Parcel "A" and the west right of way line of Illinois Route 16 (22nd Street); thence south on the west right of way line of Illinois Route 16 (22nd Street) to the north line of Schram Avenue; thence west on the north right of way line of Schram Avenue to the northwest corner of Hardebeck's Subdivision, also being the northwest right of way line of Railroad Avenue; thence southwest on the northwesterly line of Hardebeck's Subdivision to the westerly extension of the north line of Lot 9 in Block 14 of Hardebeck's Subdivision; thence easterly on said north line to the northeast corner of said Lot 9; thence south on the east line of Lots 9 through 13 in Block 14 of Hardebeck's Subdivision to the southeast corner of said Lot 13, also being the north right of way line of Illinois Route 16 (School Street); thence west on the south line of said Lot 13 to a point on the west line of Hardebeck's Subdivision; thence south on said west line to the southwest corner of Hardebeck's Subdivision; thence east on the south line of Hardebeck's Subdivision to the southeast corner of Hardebeck's Subdivision, also being a point on the east line of the Northwest Quarter of Section 7, Township 8 North, Range 3 West; thence south on said east line to the northwest corner of the Southeast Quarter of said Section 7; thence east on the north line of said Southeast Quarter to the northeast corner of said Southeast Quarter; thence south on the east line of said Southeast Quarter of Section 7 to the southeast corner of said Section 7; thence east on the north line of the Northwest Quarter of Section 17, Township 8 North, Range 3 West to the northeast corner of said Northwest Quarter; thence south on the east line of the Northwest Quarter of said Section 17 to the southeast corner of the Northwest Quarter of said Section 17; thence South 00 degrees 42 minutes 55 seconds East 550 feet on the east line of the Southwest Quarter of said Section 17; thence South 89 degrees 19 minutes 05 seconds West a distance of 2,650.74 feet to the intersection with the east line of the Southeast Quarter of Section 18, Township 8 North, Range 3 West; thence South 88 degrees 16 minutes 19 seconds West a distance of 2,643.64 feet to the intersection with the east line of the Southwest Quarter of said Section 18; thence South 88 degrees 12 minutes 31 seconds West a distance of 1,068.38 feet to the intersection with the west line of the East Half of said Southwest Quarter of Section 18; thence North 01 degree 05 minutes 25 seconds West a distance of 550.00 feet to the northwest corner of said East Half; thence South 88 degrees 12 minutes 38 seconds West on the south line of the Northwest Quarter of said Section 18 a distance of 1,070.90 feet to the southwest corner thereof; thence south on the east line of the Southeast Quarter of Section 13, Township 8 North, Range 4 West to the southeast corner of said Southeast Quarter of Section 13; thence west on the south line of said Southeast Quarter of Section 13 West to a point being 633.7 feet west of the northeast corner of the East Half of the Northwest Quarter of Section 24, Township 8 North, Range 4 West; thence south 208.7 feet; thence east 633.7 feet to the east line of said East Half of the Northwest Quarter of Section 24; thence south on said east line of the East Half of the Northwest Quarter of Section 24 to the southeast corner of said Northwest Quarter of Section 24; thence west on the south line of the south line of said Northwest Quarter of Section 24 to the northeast corner of the West Half of the Southwest Quarter of said Section 24; thence south on the east line of said West half of the Southwest Quarter of Section 24 to the southeast corner of said West Half of the Southwest Quarter of Section 24; thence west on the south line of said West Half of the Southwest Quarter of Section 24 to the Point of Beginning.

AND

A 3 foot wide strip, being adjacent to and easterly of the westerly right of way line of the North Road, said strip beginning at the intersection of said westerly right of way line of the North Road and the south line of Section 35, Township 9 North, Range 4 West; thence north on said westerly right of way line of the North Road to a point 1.5 feet north of the centerline of North 15th Avenue and the end of said 3 foot wide strip.

AND

A 3 foot wide strip, being 1.5 feet on each side of the centerline of Glenn Shoals Drive, and the westerly extension thereof, said centerline of the 3 foot wide strip beginning at the intersection with said westerly extension of the centerline of Glenn Shoals Drive and the westerly right of way line of the North Road, near the northwest corner of the Southwest Quarter of the Northwest Quarter of Section 36, Township 9 North, Range 4 West; thence east and then northeasterly on said westerly extension, and the centerline of Glenn Shoals Drive to the intersection with the west line of the Northeast Quarter of said Section 36 and the end of the centerline of the 3 foot wide strip.

AND

Beginning at the intersection of the centerline of Glenn Shoals Drive and the west line of the Northeast Quarter of Section 36, Township 9 North, Range 4 West; thence north on said west line of the Northeast Quarter of Section 36 to the southwest corner of the Southeast Quarter of Section 25, Township 9 North, Range 4 West, also being the southeast corner of Lot 7 of Rolling Hills Subdivision; thence northeasterly 124.14 feet on the northeasterly extension of the south line of said Lot 7 of Rolling Hills Subdivision; thence north on a line parallel to the west line of said Southeast Quarter of Section 25 a distance of 82.57 feet to a point; thence west 120 feet on a line parallel to the south line of said Southeast Quarter of Section 25 to the intersection with the west line of said Southeast Quarter of Section 25, said point also being the northeast corner of said Lot 7 of Rolling Hills Subdivision; thence north on said west line of the Southeast Quarter of Section 25 to the northeast corner of Lot 8 of said Rolling Hills Subdivision; thence east on the easterly extension of the south line of said Lot 8 of Rolling Hills Subdivision a distance of 120.25 feet; thence northeast 124.24 feet to a point; thence north 73.50 feet to a point being on the south line of Lot 53 of Lakewood Estates Plat 2 Subdivision, 148.56 feet east of the southwest corner of said Lot 53; thence east on said south line of Lot 53 to the southeast corner thereof; thence northwesterly on the easterly line of said Lot 53 to the southeast corner of Lot 54 of said Lakewood Estates Plat 2 Subdivision; thence north on the east line of said Lot 54 to the southeasterly corner of Lot 55 of said Lakewood Estates Plat 2 Subdivision; thence northwesterly on the northeasterly line of said Lot 55 to the southeasterly corner of Lot 56 of said Lakewood Estates Plat 2 Subdivision; thence northeasterly on the southeast line of said Lot 56 to the northeast corner of said Lot 56; thence west on the north line of said Lot 56 to the southeast corner of Lot 6 of Lakewood Estates Subdivision; thence east 65 feet on the south line of said Lakewood Estates Subdivision to the northwest corner of Lot 58 of Lakewood Estates Plat 2 Subdivision; thence south 94.25 feet on the westerly line of said Lot 58 of Lakewood Estates Plat 2 Subdivision; thence southerly and continuing on the west line of said Lot 58 and Lot 59 to the southwest corner of Lot 59 of said Lakewood Estates Plat 2 Subdivision; thence westerly on an extension of the southerly line of said Lot 58 to the intersection with the westerly edge of Glenn Shoals Lake; thence northerly; thence westerly; thence southerly; thence easterly; thence northerly again and on various direction of the edge of Glenn Shoals Lake, and on the edge of said lake, to the intersection with the east line of the West Half of the Southwest Quarter of Section 30, Township 9 North, Range 3 West; thence south on said east line of the West Half of the Southwest Quarter of Section 30 to a point 1,155 feet north of the south line of said Southwest Quarter of Section 30; thence west 363 feet; thence north 924 feet; thence west on a line parallel to the south line of said Southwest Quarter of Section 30 a distance of 429 feet; thence south 264 feet on a line parallel to said east line of the Southwest Quarter of Section 30; thence west 528 feet on a line parallel to the south line of said Southwest Quarter of Section 30; thence south 660 feet on a line parallel to said west line of the Southwest Quarter of Section 30; thence south 660 feet on a line parallel to said west line of the Southwest Quarter of Section 30; thence west 198 feet; thence south 264 feet; thence west 264 feet on a line parallel to the south line of said Southwest Quarter of Section 30 to the intersection with the east line of the Southeast Quarter of Section 25, Township 9 North, Range 4 West; thence south on said east line, and the east line of Section 36, Township 9 North, Range 4 West to the southeast corner of the Northeast Quarter of the Northeast Quarter of said Section 36; thence west on the south line of said Northeast Quarter of the Northeast

Quarter of Section 36 to the southwest corner of said Northeast Quarter of the Northeast Quarter of Section 36; thence south on the west line of the Southeast Quarter of said Northeast Quarter of Section 36 to the northeast corner of the South Three Quarters of the East Half of the Southwest Quarter of said Northeast Quarter of Section 36; thence west on the north line of said South Three Quarters to the northwest corner of said South Three Quarters; thence north on the east line of the West Half of the West Half of said Northeast Quarter of Section 36 to the northwest corner of the South Five Eighths of said West Half of the West Half of the Northeast Quarter of Section 36; thence west on the north line of said South Five Eighths of the West Half of the West Half of the Northeast Quarter of Section 36 to a point 289.77 east of the west line of said Northeast Quarter of Section 36; thence north 431.59 feet on a line parallel to said west line of the Northeast Quarter of Section 36; thence southwesterly 237.81 feet to the intersection with said west line of the Northeast Quarter of Section 36 at a point 318.76 feet north of the northwest corner of said South Five Eighths of the West Half of the West Half of the Northeast Quarter of Section 36; thence north on said west line to the Point of Beginning.

AND

A 3 foot wide strip, being 1.5 feet on each side of portions of the centerline of North 15th Avenue, Montgomery Trail and Pinnacle Point Drive, said 3 foot wide strip beginning at the intersection of the centerline of said North 15th Avenue and the west right of way line of the North Road; thence east on said centerline of North 15th Avenue to the intersection with the centerline of Montgomery Trail; thence north on said centerline of Montgomery Trail to the intersection with the centerline of Pinnacle Point Drive; thence easterly, thence southerly on said centerline of Pinnacle Point Drive to the end of said Pinnacle Point Drive and the end of the centerline of said 3 foot wide strip.

AND

Beginning at the intersection of the centerline of Pinnacle Point Drive with the southerly extension of the west line of Pinnacle Point Subdivision; thence north on said west line of said Pinnacle Point Subdivision, and the west line of Pinnacle Point Amended 1st Addition, to the northwest corner of said Pinnacle Point Amended 1st Addition; thence east on the north line of said Pinnacle Point Subdivision to the northeast corner of said Pinnacle Point Amended 1st Addition; thence southeasterly on the northeasterly line of said Pinnacle Point Amended 1st Addition to the easterly edge of said Pinnacle Point Amended 1st Addition; thence southwesterly in various directions on the southerly edge of said Pinnacle Point Amended 1st Addition to the northeasterly corner of Fox Hollow Drive as shown on said Pinnacle Point Subdivision plat; thence southerly on the east line of said Fox Hollow Drive and the westerly line of Lot 1 of said Pinnacle Point Subdivision to a point 244.37 feet northerly from the southwest corner of said Lot 1, as measured on said westerly line of Lot 1; thence southeasterly a distance of 244.13 feet to a point on the south line of said Lot 1, said point being 75 feet east of the southwest corner of said Lot 1; thence continuing southeasterly on the southeasterly extension of the last described course, to the aforesaid centerline of Pinnacle Point Drive; thence west on said centerline to the point of beginning.

AND

Beginning at the intersection of Pinnacle Point Drive with the southeasterly extension of the southwesterly line of Lot 8 of Pinnacle Point Subdivision; thence northwesterly on said southwesterly line, and the southeasterly extension thereto, to the northwest corner of said Lot 8; thence northeasterly on the north line of said Lot 8 to the northeast corner of said Lot 8; thence southeasterly on the northeasterly line of said Lot 8, and the southeasterly extension thereto, to the center of the cul-de-sac of Pinnacle Court; thence southwesterly on the centerline of said Pinnacle Court to the centerline of the aforesaid centerline of Pinnacle Point Drive; thence westerly on said centerline of Pinnacle Point Drive to the point of beginning.

AND

A 3 foot wide strip, being 1.5 feet on each side of the following described centerline; Beginning at the center of the cul-de-sac at the southerly end of Pinnacle Point Drive; thence southeasterly to a point 1,650 north and 960 feet east of the southwest corner of the Northwest Quarter of Section 19, Township 9 North, Range 3 West and the end of said centerline.

AND

Beginning at the southwest corner of the Northwest Quarter of Section 19, Township 9 North, Range 3 West, thence north 132 feet on the west line of said Northwest Quarter of Section 19; thence east 330 feet; thence north 594 feet; thence east 165; thence north 412.5 feet; thence east 462 feet; thence north 511.5 feet; thence east 660 feet; thence south 1,287 feet; thence west 660 feet; thence south, 363 feet to the south line of the aforesaid Northwest Quarter of Section 19; thence west 957 feet on said south line of the Northwest Quarter of Section 19 to the point of beginning.

EXCEPTING THEREFROM THE FOLLOWING 21 EXCEPTIONS:

1.
Coal Company

Part of Section 7, 17 and 18 in Township 8 North, Range 3 West of the Third Principal Meridian, Montgomery County, Illinois, being more particularly described as follows:

Commencing at the northwest corner of said Section 17; thence on the west line of the Northwest Quarter of said Section 17, South 0 degrees 45 minutes 53 seconds East, 550.00 feet to the point of beginning.

From the said point of beginning; thence North 89 degrees 08 minutes 05 seconds East, 2100.61 feet; thence South 0 degrees 45 minutes 02 seconds East, 1564.10 feet; thence South 89 degrees 19 minutes 05 seconds West, 2100.23 feet to a point on the east line of the Northeast Quarter of said Section 18; thence South 88 degrees 16 minutes 29 seconds West, 2096.58 feet; thence North 0 degrees 53 minutes 46 seconds West, 2108.66 feet to a point on the south line of the Southeast Quarter of said Section 7; thence North 0 degrees 19 minutes 31 seconds West, 2106.30 feet; thence North 88 degrees 16 minutes 48 seconds East, 1548.61 feet; thence South 0 degrees 23 minutes 52 seconds East, 2649.22 feet; thence North 89 degrees 08 minutes 05 seconds East, 553.54 feet to the point of beginning.

2.

Taylor Springs Sewer Lagoon

Book 248, Page 62

Beginning at a point 825 feet westerly from and 45 feet southerly from the northeast corner of the Southeast Quarter (SE ¼) of the Northeast Quarter (NE ¼) of Section Twenty-three (23), Township Eight (8) North, Range Four (4) West of the Third Principal Meridian; thence easterly 45 feet from and parallel to the North line of said Southeast Quarter (SE ¼) 470 feet to a point; thence southerly 615' plus to a point on the South line of the North Half (N ½) of said Southeast Quarter (SE ¼); thence westerly 850' plus along said South line of the North Half (N ½) of said Southeast Quarter (SE ¼) to a point; thence northeasterly to the point of beginning and all lying within the Southeast Quarter (SE ¼) of the Northeast Quarter (NE ¼) of Section Twenty-three (23), Township Eight (8) North, Range Four (4) West of the Third Principal Meridian, Montgomery County, Illinois, containing 10 acres, more or less.

AND EXCEPT

Part of the South Half (S ½) of the South Half (S ½) of the Northeast Quarter (NE ¼) of Section Twenty-three (23), Township Eight (8) North, Range Four (4) West of the Third Principal Meridian, described as follows: Commencing at an iron pin at the East Quarter corner of said Section 23, thence North 1 degree 05' 29" East 410.72 feet along the East line of said Section 23 to an iron pin and the true point of beginning; thence North 88 degrees 59' 40" West 1700.53 feet to an iron pin; thence North 31 degrees 32' 37" East 290.26 feet along a line 150 feet East of and parallel with the East right of way line of the Penn-Central Railroad, to an iron pin; thence South 88 degrees 59' 40" East 1553.42 feet along the North line of the aforesaid South Half of the South Half of the Northeast Quarter of Section 23, to a stone; thence South 1 degree 05' 29" West 250 feet along the East line of said Section 23 to the true point of beginning, containing 9.34 acres, situated in Montgomery County, Illinois.

3. Lots 1, 4, 5, 8, 9 and 12 of Block 3 of Frame's 1st Addition.

4. Lots 86 through 110 of School Addition.

5. Senior Citizens Center
Book 1346, Page 359

A part of the East Half (E ½) of the Northwest Quarter (NW ¼) and that part of the West Half (W ½) of the Northeast Quarter (NE ¼) of Section Twenty-four (24), Township Eight (8) North, Range Four (4) West of the Third Principal Meridian, described as follows:
Beginning Forty (40) rods South (S) of the Northwest (NW) corner of the Northeast Quarter (NE ¼) of the Northwest Quarter (NW ¼) of Section Twenty-four (24) aforesaid, thence East (E) Ninety (90) rods; thence South (S) Twenty (20) rods; thence West (W) Ninety (90) rods; and thence North (N) Twenty (20) rods to the place of beginning, described as follows: Beginning at the intersection of the North (N) line of the above premises with the West (W) edge of Route 127 running thence West (W) One Hundred Sixty-Five (165) feet; thence South (S) Three Hundred Fifteen (315) feet; thence East (E) One Hundred (100) feet to the East (E) edge of Route 127; thence Northerly along the West (W) edge of Route 127 Three Hundred Twenty-five (325) feet more or less to place of beginning.

6. Lots 67 through 70 of the Original Town of Taylor Springs.

7. Hillsboro Township Office
Book 224, Page 65

A part of the Southwest Quarter of Section Thirteen (13), Township Eight (8) North, Range Four (4) West of the Third Principal Meridian, described as follows:
Beginning at a point 1761.9 feet South of the East and West divisional line of said Section Thirteen (13) and on the East Right-of-Way line of Illinois Route 127; running thence South 89°, 22' East 218 feet; thence North 50 feet; thence South 89°, 22' East 647 feet, more or less; thence South 300'; thence North 89°, 22' West 865 feet; thence North 250 feet to the point of beginning, said tract containing 5.70 acres, mor or less, situated in the Village of Taylor Springs, Montgomery County, Illinois, EXCEPTING therefore the following tract: Commencing at

a point 1761.9 feet South of the East and West divisional line of said Section (13) and on the East Right-of-Way line of Illinois State Route 127, thence South 89°, 22' East for 139.0 feet along the North line of the 5.70 acres parcel for 139.0 feet to a point; being the point of beginning of said parcel of land which is the exception; from the point of beginning, thence South 89°, 22' East for 50.0 feet; thence South 00°, 26' West for 50.0 feet; thence North 89°22' West for 50.0 feet; thence North 00°, 26' East for 50.0 feet to the point of beginning.

8.

Health Dep't.

Book 333, Page 86

Part of the North East Quarter (NE ¼) of the Southwest Quarter (SW ¼) of Section Thirteen (13), Township Eight

(8) North, Range Four (4) West of the third principal meridian, Montgomery County, Illinois, described as follows: Commencing at an iron pin at the center of said Section Thirteen; thence S. 0° 00'30" E., 410.32 feet along the South Quarter Section line to an iron pin and the true point of beginning; thence S. 0°00'30" E., 323.43 feet continuing along said Quarter Section Line to a point of intersection with the centerline of ILL. Route 185; thence N. 54°27'27" W., a chord distance of 274.15 feet along a 5729.58 foot radius curve; thence N. 53°49'25" E., 265.00 feet to an iron pin; thence S. 53°10'35" E., 245.98 feet to the true point of beginning.

Book 646, Page 167

That part of the Northeast Quarter (NE ¼) of the Southwest Quarter (SW ¼) of Section Thirteen (13), Township Eight (8) North, Range Four (4) West of the Third Principal Meridian described as follows:

Beginning at an iron pin at the center of the said Section Thirteen (13); thence South 00°00'30" East along the eastern boundary of the aforesaid quarter-quarter section 410.32 feet; thence North 53°10'35" West 245.98 feet; thence North 36°49'25" East 328.42 feet to the point of beginning.

9.

Lot 9 of Block 10 of Hillcrest Addition

10.

Lots 8, 9 10 and 11 of Block 4 of Hillcrest Addition

11.

Lot 22 of Block 5 of Hillcrest Addition.

12.

The East 70 feet of Lot 8 of Tremont Place Addition.

13.

Lots 6 through 18 of Block 2 of South Hillsboro Addition.

14.

Lot 9 of Block 1 of South Hillsboro Addition.

15.

Lots 12, 13 and 14 of Block 1 of South Hillsboro Addition.

16.

City of Hillsboro
Book 1557, Page 857

Part of the East Half (E ½) of the Northeast Quarter (NE ¼) of Section 11, Township 8 North, Range 4 West of the Third Principal Meridian, Montgomery County, Illinois, being more particularly described as follows:

Commencing at an iron pin found at the intersection of the West right of way line of Main Street (Illinois Route 127) and the South right of way line of Summer Street in the City of Hillsboro, Illinois; thence South 04 degrees 36 minutes 47 seconds East on said West right of way line of Main Street, a distance 138.96 feet to the point of beginning; thence South 04 degrees 36 minutes 47 seconds East on said West right of way line a distance of 69.42 feet to a point on said West right of way line; thence South 89 degrees 26 minutes 41 seconds West a distance of 143.29 feet to a point; thence North 00 degrees 30 minutes 42 seconds East a distance of 69.26 feet to a point; thence North 89 degrees 26 minutes 41 seconds East a distance of 137.09 feet to the point of beginning.

17.

Lot 6 of Cress and Wright's Addition.

18.

The West 120 feet of Lots 1 and 2 of Tillison's Addition.

19.

Lot 10 of East Hillsboro Addition.

20.

U of I Extension Office
Book 583, Page 163

Part of the Northeast Quarter (NE ¼) of Section Twelve (12), Township Eight (8) North, Range Four (4) West of the Third Principal Meridian, being more particularly described as follows: Commencing at the northeast corner of said Northeast Quarter, thence South 00°00'00" East along the east line of said Northeast Quarter, a distance of 537.94 feet; thence North 90°00'00" West, a distance of 40.00 feet to the point of beginning.

From said point of beginning; thence continuing North 90°00'00" West, a distance of 10.00 feet; thence South 45°06'24" West, a distance of 41.04 feet; thence South 39°22'45" West, a distance of 56.78 feet; thence South 49°00'47" West, a distance of 95.08 feet; thence South 58°07'12" West, a distance of 95.66 feet; thence South 65°33'16" West, a distance of 106.38 feet; thence South 00°00'10" West, a distance of 58.68 feet to a point on a non-tangent curve having a radius of 1,033.60 feet whose center bears North 23°01'11" West from said point; thence Southwesterly along said curve through a central angle of 02°53'43", an arc distance of 52.23 feet; thence South 89°39'37" West, a distance of 433.51 feet; thence South 00°02'31" East, a distance of 59.51 feet; thence North 89°09'57" West, a distance of 49.79 feet; thence North 00°03'25" East, a distance of 170.00 feet; thence North 89°09'57" West, a distance of 60.00 feet; thence North 00°03'25" East, a distance of 456.70 feet to a point on the southerly right of way line of the abandoned C.C.C. & St. Louis Railroad, said point being on a non-tangent curve having a radius of 2,915.02 feet whose center bears North 07°16'24" West from said point; thence Northeasterly along said southerly right of way line and said curve through a central angle of 18°53'13", an arc distance of 960.91 feet; thence South 00°00'00" East parallel with the east line of said Northeast Quarter, a distance of 533.72 feet to the point of beginning, all being situated in Montgomery County, Illinois.

Excepting therefrom:

Book 816, Page 171

Part of the Northeast Quarter of Section Twelve, Township 8 North, Range 4 West of the Third Principal Meridian, Montgomery County, Illinois, being more particularly described as follows:
Commencing at the northeast corner of said Northeast Quarter; thence South 00 degrees 00 minutes 00 seconds East along the east line of said Northeast Quarter, a distance of 537.94 feet; thence North 90 degrees 00 minutes 00 seconds West, a distance of 50.00; thence South 45 degrees 06 minutes 24 seconds West, a distance of 41.04 feet; thence South 39 degrees 22 minutes 45 seconds West, a distance of 56.78 feet; thence South 49 degrees 00 minutes 47 seconds West a distance of 95.08 feet; thence South 58 degrees 07 minutes 12 seconds West, a distance of 95.66 feet; thence South 65 degrees 33 minutes 16 seconds West, a distance of 106.38 feet to the point of beginning.

From said point of beginning; thence South 00 degrees 00 minutes 10 seconds West, a distance of 58.68 feet to a point on a non-tangent curve having a radius of 1,033.60 feet whose center bears North 23 degrees 01 minute 11 seconds West from said point; thence Southwesterly along said curve through a central angle of 02 degrees 53 minutes 43 seconds, an arc distance of 52.23 feet; thence South 89 degrees 39 minutes 37 seconds West, a distance of 433.51 feet; thence South 00 degrees 02 minutes 31 seconds East, a distance of 59.51 feet; thence North 89 degrees 09 minutes 57 seconds West, a distance of 49.79 feet; thence North 00 degrees 03 minutes 25 seconds East, a distance of 170.00 feet; thence North 89 degrees 09 minutes 57 seconds West, a distance of 60.00 feet; thence North 00 degrees 03 minutes 25 seconds East, a distance of 456.70 feet to a point on the southerly right of way line of the abandoned C.C.C. & St. Louis Railroad, said point being on a non-tangent curve having a radius of 2,915.02 feet whose center bears North 07 degrees 16 minutes 24 seconds West from said point; thence Northeasterly along said southerly right of way line and said curve through a central angle of 07 degrees 49 minutes 18 seconds, an arc distance of 397.94 feet; thence South 00 degrees 03 minutes 25 seconds West, a distance of 398.08 feet; thence South 50 degrees 17 minutes 05 seconds East, a distance of 261.96 feet to the point of beginning, containing 6.044 acres, more or less.

21.

Calvary Baptist Church

Book 221, Page 227

That part of the Northwest Quarter (NW $\frac{1}{4}$) of the Southwest Quarter (SW $\frac{1}{4}$) of Section Twelve (12), Township Eight (8) North, Range Four (4) West of the Third Principal Meridian, described as follows, to-wit:
Beginning at a point Twenty-five (25) feet South and Two Hundred Forty (240) feet East of the Northwest corner of said Quarter Quarter Section, running thence East Two Hundred Eighty-eight (288) feet; thence South One Hundred Sixty (160) feet; thence West Three (3) Feet; thence North Fifteen (15) feet; thence West Two Hundred Eighty-five (285) feet; and thence North One Hundred Forty-five (145) feet to the place of beginning.

Lot 1 of Chester Dreyhus Addition, also known as Brookside Addition.

AND ADDING IN THE FOLLOWING:

A 3 foot wide strip, being 1.5 feet on each side of a portion of the centerline of Illinois Route 127, said centerline of the 3 foot wide strip beginning at the intersection of the centerline of said Illinois State Route 127 with the north line of the Northeast Quarter of the Northeast Quarter of Section 26, Township 8 North, Range 4 West; thence south and southeast on the centerline of said Illinois Route 127 to the intersection with the southerly right of way line of the Norfolk Southern Railroad and the end of said centerline of the 3 foot wide strip.

AND

Beginning at the northwest corner of McCollough's Addition to the Village of Donnelson, being on the southerly right of way line of the Norfolk Southern Railroad; thence northeasterly on the northwesterly line of said McCollough's Addition, also being the southeasterly right of way line of Norfolk Southern Railroad Company, to the northeasterly corner of said McCollough's Addition; thence south on the east line of said McCollough's Addition to the southeast corner of Lot 31 of said McCollough's Addition; thence west on the south line of said Lot 31, and the westerly extension thereof, to the northerly extension of the east line of Lots 14 and 15 of said McCollough's Addition; thence south on said northerly extension of the east line of Lots 14 and 15, and the east line thereof, to the southeast corner of Lot 14 of said McCollough's Addition; thence west on the south line of said Lot 14 to the southwest corner of said Lot 14; thence north on the west line of said Lot 14 to the intersection with the easterly extension of the south line of the North Half of Lot 8 of said McCollough's Addition; thence west on said easterly extension of the south line of the North Half of Lot 8, and the south line thereof, to a point on the west line of said McCollough's Addition, also being on the west line of the Southwest Quarter of Section 19, Township 7 North, Range 3 West; thence south on said west line of the Southwest Quarter of Section 19 to the intersection with the westerly extension of the north line of Lots 5 and 11 of said McCollough's Addition; thence east on said westerly extension of the north line of Lots 5 and 11, and the north line thereof, to the northeast corner of said Lot 11 of McCollough's Addition; thence south on the east line of Lots 10 and 11 of said McCollough's Addition to the southeast corner of said Lot 10; thence west on the south line of Lots 4 and 10 of said McCollough's Addition, and the westerly extension thereof to the aforesaid west line of the Southwest Quarter of Section 19; thence south on said west line of the Southwest Quarter of Section 19 to the intersection with the westerly extension of the north line of Lot 1 of Block 2 of Ross' 1st Addition to the Town of Donnelson; thence east on the north line of said Lot 1 to the northeast corner of said Lot 1; thence south on the east line of Lots 1 through 6 of Block 2 and Lots 1 through 5 of Block 1, all of said Ross' 1st Addition, to the westerly extension of the south line of Lot 6 of said Block 1 of Ross' 1st Addition; thence east on said westerly extension of the south line of Lot 6 to the southwest corner of said Lot 6; thence south on a line 132 feet east of the east right of way line of the aforesaid Illinois Route 127 to a point 200 feet south of the south line of the aforesaid Lot 5 of Block 1 of Ross' 1st Addition; thence west on a line parallel with the south line of the Southwest Quarter of Section 19, Township 7 North, Range 4 West to a point on the west line of said Southwest Quarter of Section 19; thence north on said west line of the Southwest Quarter of Section 19 to the easterly extension of the north line of Railroad Street as shown on the plat of Donnel and Hampton's Addition to the Village of Donnelson; thence west 112 feet, more or less, on said north line of Railroad Street to the southeast corner of the Norfolk Southern Railroad right of way line; thence north on the east line of said Norfolk Southern Railroad right of way line to a point on the south right of way line of said Norfolk Southern Railroad right of way; thence northeasterly on said south right of way line of the north part of said Norfolk Southern Railroad right of way to the aforesaid west line of the Southwest Quarter of Section 19; thence north on said west line of the Southwest Quarter of Section 19 to the point of beginning.

AND

A three foot wide strip, being 1.5 feet on each side of the centerline of Illinois Routes 127 and 16, said centerline of said three foot wide strip beginning at the intersection of the centerline of said Illinois State Routes 127 and 16 and the east line of the Southwest Quarter of Section 2, Township 8 North, Range 4 West; thence northwesterly and thence west on the centerline of said Illinois Routes 127 and 16 to the intersection with the north line of the Northwest Quarter of Section 3 of said Township 8 North and Range 4 West; thence west on said north line of the Northwest Quarter of Section 3 to the northeast corner of the North Half of the Northwest Quarter of said Northwest Quarter of Section 3 and the end of said centerline of the 3 foot wide strip.

AND

Beginning at the northeast corner of the North Half of the Northwest Quarter of the Northwest Quarter of Section 3, Township 8 North, Range 4 West; thence south 825 feet on the east line of said North Half of the Northwest Quarter of the Northwest Quarter of Section 3; thence west on a line 825 south of and parallel with the centerline of Illinois Route 16 to the intersection with the west line of the Northeast Quarter of the Northwest Quarter of Section 4, Township 8 North, Range 4 West; thence south 25 feet on said west line of Section 4; thence west 516 feet; thence north to the intersection with a line 1.5 feet north of the north line of Section 5, Township 8 North, Range 4 West; thence east on said line 1.5 feet north of the north line of said Section 5 and the north line of Section 4, Township 8 North, Range 4 West to the southwest corner of the East Half of the Southeast Quarter of Section 33, Township 9 North, Range 4 West; thence north 750 feet on the west line of said East Half of the Southeast Quarter of Section 33; thence east on a line 750 feet north of and parallel with the aforesaid centerline of Illinois Route 16 to the east line of the West Half of the Southwest Quarter of Section 34, Township 9 North, Range 4 West; thence south on said east line of the West Half of the Southwest Quarter of Section 34 to a point 1.5 feet north of the southeast corner thereof; thence east on a line 1.5 feet north of the north line of the aforesaid Section 3, Township 8 North, Range 4 West to the intersection with the northerly extension of the east line of the aforesaid North Half of the Northwest Quarter of the Northwest Quarter of Section 3; thence south on said northerly extension to the point of beginning.

AND

A three foot wide strip, being 1.5 feet on each side of the centerline of Illinois Route 16, said centerline of said three foot wide strip beginning at the intersection of the centerline of Illinois Route 16 and a point 516 feet west of the east line of Section 5, Township 8 North, Range 4 West; thence west on said centerline of Illinois Route 16 to the intersection with the west line of the Southeast Quarter of the Southeast Quarter of Section 31, Township 9 North, Range 4 West; and the end of said centerline of the 3 foot wide strip.

AND

Beginning at the intersection of the west line of the Southeast Quarter of the Southeast Quarter of Section 31, Township 9 North, Range 4 West and the centerline of Illinois Route 16; thence north 333 feet; thence east 485 feet; thence south to a point 674.45 feet south of the north line of Section 6, Township 8 North, Range 4 West; thence west to the west right of way line of Interurban Circle; thence north on said west right of way line to said centerline of Illinois Route 16; thence west on said centerline of Illinois Route 16 to the point of beginning.

AND

A three foot wide strip, being 1.5 feet on each side of the centerline of Illinois Route 16, said centerline of said three foot wide strip beginning at the intersection of the centerline of said Illinois Route 16 and the west line of the Southeast Quarter of the Southeast Quarter of Section 31, Township 9 North, Range 4 West; thence west on said centerline of Illinois Route 16 to the intersection with the east line of Blocks 3 and 14 of the Original Town of Litchfield and the end of said centerline of the 3 foot wide strip.

AND

A three foot wide strip, being 1.5 feet on each side of the centerline of St. John Street, and the westerly extension thereof, the centerline of said 3 foot wide strip beginning at the intersection with the westerly extension of said centerline of St. John Street and the westerly right of way line of Jackson Street in the City of Litchfield; thence east on the centerline of St. John Street to the intersection with the west line of the Northwest Quarter of Section 3, Township 8 North, Range 5 West and the end of said centerline of the 3 foot wide strip.

AND

A 3 foot wide strip, being 1.5 feet on each side of the centerline of Illinois Route 185, said centerline of the 3 foot wide strip beginning at the intersection of the centerline of Illinois State Route 127 (Vandalia Road) and the centerline of Illinois State Route 185; thence southeasterly on the centerline of said Illinois Route 185 to the intersection with the southwesterly extension of the westerly line of Lot 29 of Edwards Subdivision of Block 9 of Claggett's Addition to the Village of Coffeen and the end of said centerline of the 3 foot wide strip.

AND

Beginning at the intersection of the centerline of Illinois Route 185 and the southwesterly extension of Lot 29 of Edwards Subdivision of Block 9 of Claggett's Addition to the Village of Coffeen; thence northeasterly on said southwesterly extension, and the westerly line of said Lot 29 to the northwesterly corner thereof; thence southeasterly on the northerly line of Lots 29, 28, 27, 26, 25 and Lot D of said Addition to the intersection with the southwesterly line of Lot F of Edward's Subdivision; thence north on the west line of said Lot F to the intersection with the northerly line of the alley adjacent to said Lots 25 through 29; thence southeasterly on the southeasterly extension of said north line of the alley to the intersection with the westerly line of Lot 49 of G. F. Coffeen's Third Addition to the Village of Coffeen; thence northerly on the westerly line of said Lot 49 and Lots 48, 47 and 46 of said Addition to the intersection with the southerly line of Cumberland Street in said Village of Coffeen; thence southeasterly on said southerly line of Cumberland Street to the intersection with the easterly line of said Lot 46; thence southerly on the easterly line of said Lot 46 and Lots 47, 48, 49, 50 and 51 of said Addition to the southerly corner of said Lot 51; thence northwesterly on the southerly line of said 51, and the extension thereof to the intersection with the northeasterly extension of Lot 1 of Block 1 of J. J. Frey's Subdivision; thence southerly on said extension, and the easterly line of said Lot 1 to the southeasterly corner thereof; thence westerly; thence northwesterly on the southerly line of said Lot 1 and Lot 2 of said Subdivision to the southwesterly corner of said Lot 2; thence northerly on the westerly line of said Lot 2, and the northerly extension thereof, to the intersection with a line 1.5 southerly of and parallel to the aforesaid centerline of Illinois Route 185; thence northwesterly on said line 1.5 feet southerly of said centerline to the intersection with the aforesaid southerly extension of the westerly line of Lot 29 of Edward's Subdivision; thence northerly 1.5 feet on said southerly extension of the westerly line of Lot 29 to the point of beginning.

AND

A 3 foot wide strip, being 1.5 feet on each side of the centerline of Illinois Route 185, said centerline of the 3 foot wide strip beginning at the intersection of said centerline with the northeasterly extension of the southeasterly line of Lot 1 of Block 1 of J.J. Frey's Subdivision; thence southeasterly on the centerline of Illinois Route 185 (W. Main Street) to the intersection with the southwesterly extension of the northwesterly line of Lot 7 of Block 6 of G.F. Coffeen's Second Addition to Coffeen and the end of said centerline of the 3 foot wide strip.

AND

Beginning at the intersection of the southwesterly extension of the northwesterly line of Lot 7 of Block 6 of G.F. Coffeen's Second Addition to Coffeen and the centerline of Illinois Route 185; thence northeasterly on said southwesterly extension of the westerly line of Lot 7 of Block 6 of G. F. Coffeen's Second Addition and said westerly line of Lot 7 to the northwesterly corner of said Lot 7 and the southwesterly line of the alley in said Block 6; thence southeasterly on said southwesterly line of the alley through said Blocks 6 and Block 1 to the northwesterly line of Block 1 of F.H. Coffeen's Addition; thence northeasterly on said northwesterly line of Block 1 to the northwesterly corner of the south 60 feet of Lot 6 of said Block 1; thence southeasterly parallel to the southwesterly line of said Block 1 to the intersection with the southeasterly line of Lot 5 of said Block 1; thence southwesterly on said southeasterly line of Lot 5 to the southwesterly line of the alley through said Block 1; thence southeasterly on said southwesterly line of the alley, and the southeasterly extension thereof, to the intersection

with the northwesterly line of Block 6 of the Original Town of Coffeen; thence northeasterly on said northwesterly line to the most northerly corner of said Block 6; thence southeasterly on the northeasterly line of said Block 6 to the intersection with the northwesterly right of way line of the Chapman T Trail; thence southwesterly on said northwesterly right of way line of the Chapman T Trail to the southeasterly corner of said Block 6; thence southwesterly across Illinois Route 185 to the northeasterly corner of Lot 1 of Block 1 of J.W. Whitlock's Third Addition to Coffeen; thence southwesterly on the southeasterly line of said Lot 1 to the southeasterly corner thereof; thence south across the alley and on the east line Block 1 of People's Addition to Coffeen to the southeast corner of the North Half of Lot 4 of said Block 1; thence west on the south line of said North Half of Lot 4 to the southwest corner thereof; thence north on the west line of said Block 1 and the west line of the aforesaid Block 1 of J.W. Whitlock's Third Addition to the northwest corner of said Block 1 of J.W. Whitlock's Third Addition; thence northwesterly across the railroad right of way to the northeasterly corner of Block 1 of the Original Town of Coffeen; thence southwesterly on the southeasterly line of said Block 1 to the northeasterly line of the alley through said Block 1; thence northwesterly on said northwesterly line of the alley through said Block 1 and continuing on the northeasterly line the alley through Block 2 of said Original Town of Coffeen and continuing on the northeasterly line of the alley through Block 1 of G.F. Coffeen's Addition to Coffeen to the northwesterly line of said Block 1 of G.F. Coffeen's Addition; thence northeasterly on said northwesterly line of Block 1, and the northeasterly extension thereof, to the centerline of Illinois Route 185 and the point of beginning. Excepting therefrom Lots 1 and 2 of said Block 1 of G.F. Coffeen's Addition and also excepting the Northwest Half of Lot 3, all of Lot 4 and the Northwest Half of Lot 5 of Block 1 of the Original Town of Coffeen.

AND

A 3 foot wide strip, being 1.5 feet on each side of the centerline of Locust Street and North Road in the Town of Coffeen, said centerline of the 3 foot wide strip beginning at the intersection of said centerline with the northwesterly extension of the southwesterly line of the alley through Block 1 of F.H. Coffeen's Addition to Coffeen; thence northeasterly and thence northwesterly on the centerline of said Locust Street and North Road to a point 330 feet north of the southeast corner of the Southeast Quarter of the Northwest Quarter of Section 35, Township 8 North, Range 3 West and the end of said centerline of the 3 foot wide strip.

AND

Beginning at a point on the centerline of Locust Street and North Road, 330 feet north of the southeast corner of the Southeast Quarter of the Northwest Quarter of Section 35, Township 8 North, Range 3 West; thence west 264 feet; thence north to a point 250 feet southwesterly of the northeasterly line of Block 12 of Claggett's Addition to Coffeen; thence northwesterly, parallel with said northeasterly line, to the northwesterly line of said Block 12; thence northeasterly to the northwesterly corner of said Block 12; thence southeasterly on the northeasterly line of said Block 12 and the southeasterly extension thereof to the intersection with the east line of the aforesaid Southeast Quarter of the Northwest Quarter of Section 35; thence south on said east line to the point of beginning.

AND

A 3 foot wide strip, being 1.5 feet on each side of the centerline of Western Street in the Village of Coffeen, the centerline of said three foot wide strip beginning at the intersection of the centerline of Illinois Route 185 and the centerline of Western Street in the Town of Coffeen; thence southwesterly and thence south on said centerline of Western Street to the intersection with the westerly extension of the north line of Lot 2 of J. L. Traylor Orchard Place Addition to the Village of Coffeen and the end of said centerline of the 3 foot wide strip;

AND

Lots 2, 3, 4, 5 and 6 of the J.L. Traylor Orchard Place Addition to the Village of Coffeen

AND

A 3 foot wide strip, being 1.5 feet on each side of the centerline of Red Ball Trail, said centerline of the 3 foot wide strip beginning at the intersection of said centerline of Red Ball Trail with the centerline of Illinois Route 185 in the Village of Coffeen; thence south on said centerline of Red Ball Trail to the intersection with the north line of the Southwest Quarter of Section 11, Township 7 North, Range 3 West; thence west on said north line to the northeast corner of the West Half of said Southwest Quarter of Section 11 and the end of said centerline of the 3 foot wide strip

AND

The West Half of the Southwest Quarter of Section 11, Township 7 North, Range 3 West and the East Half of the Southeast Quarter of Section 10 of said Township and Range and the Northwest Quarter of the Northwest Quarter of Section 14 of said Township and Range and the North Half of the Northeast Quarter of the Northeast Quarter of Section 15 of said Township and Range.

AND

A 3 foot wide strip, being 1.5 feet on each side of the centerline of Illinois Route 16, said centerline of the 3 foot wide strip beginning at the intersection of said centerline of Illinois Route 16 with the west line of the Northwest Quarter of Section 5, Township 8 North, Range 3 West; thence easterly and northerly on said centerline of Illinois Route 16 to the intersection with the west line of Haller's Subdivision in the City of Nokomis and being the end of said centerline of the 3 foot wide strip.

AND

Beginning at the intersection of the centerline of Illinois Route 16 with the southerly extension of the west line of Lots 126, 128, 130 and 132 of the Original Town of Kortkamp, now part of Schram City; thence northerly on said southerly extension of the west line, and the west line, to the northwest corner of said Lot 126; thence east on the north line of said Lot 26 to the northeast corner of said Lot 126; thence south on the east line of said Lots 126, 128, 130 and 132, and the southerly extension thereof, to the centerline of the aforesaid Illinois Route 16; thence westerly on said centerline to the point of beginning.

AND

Beginning at the intersection of the centerline of Illinois Route 16 with the easterly extension of the south line of Lot 42 of the Original Town of Kortkamp, now part of Schram City; thence west on said easterly extension, and the south line of said Lot 42, to the southwest corner of said Lot 42; thence north on the west line of Lots 38, 40 and 42 to the northwest corner of said Lot 38; thence east on the north line of said Lot 38, and the easterly extension thereof, to the centerline of Illinois Route 16; thence south on said centerline of Illinois Route 16 to the intersection with the westerly extension of the north line of Lot 39 of said Original Town of Kortkamp, now part of Schram City; thence east on said westerly extension, and the north line of said Lot 39, to the northeast corner of said Lot 39; thence south on the east line of Lots 39 and 41 to the southeast corner of said Lot 41; thence west on the south line of said Lot 41, and the westerly extension thereof to the intersection with the aforesaid centerline of Illinois Route 16; thence north on said centerline to the point of beginning.

AND

Beginning at the intersection of the centerline of Illinois Route 16 with the south line of the Southwest Quarter of the Southeast Quarter of Section 22, Township 9 North, Range 3 West; thence west on said south line to the southeasterly right of way line of the Union Pacific Railroad Company; thence northeasterly on said southeasterly right of way line of the Union Pacific Railroad Company to the southwesterly right of way line of South Walnut Street in the Original Town of Irving; thence southeasterly on said the southwesterly right of way line of South Walnut Street to the intersection with the centerline of the aforesaid Illinois Route 16; thence southwesterly on said centerline of Illinois Route 16 to the point of beginning.

AND

Beginning at the intersection of the centerline of Illinois Route 16 with the southeasterly extension of the southwesterly line of Lot 6 in Block 6 of the Original Town of Irving; thence northwesterly on said southeasterly extension of the southwesterly line of Lot 6, and the southwesterly line thereof, to the westerly corner of said Lot 6; thence northeasterly on the northwesterly line said Block 6 to the northerly corner of Lot 1 of said Block 6; thence southeasterly 10 feet on the northeasterly line of said Lot 1; thence southwesterly on the southeasterly line of the northwesterly 10 feet of Lots 1 and 2 to the intersection with the northeasterly line of Lot 3 of Block 6; thence southeasterly on said northeasterly line of Lot 3, and the southeasterly extension thereof to the centerline of the aforesaid Illinois Route 16; thence southwesterly on said centerline to the point of beginning.

AND

Beginning at the intersection of the centerline of Illinois Route 16 with the northwesterly extension of the northeasterly line of the southwesterly 30 feet of Lots 1 and 2 of Block 11 of the Original Town of Irving; thence southeasterly on said northwesterly extension, and said northeasterly line of the southwesterly 30 feet of Lots 1 and 2 of Block 11 to the easterly corner of the northwesterly 40 feet of the southwesterly 30 feet of said Lot 2; thence southwesterly on the southeasterly line of said northwesterly 40 feet of Lot 2, and the southwesterly extension thereof, to the northeasterly line of Lot 11 of said Block 11; thence southeasterly on the northeasterly line of Lots 8, 9, 10 and 11 of Block 11 to the northerly corner of the southeasterly 22 feet of said Lot 8; thence southwesterly on the northwesterly line of said southeasterly 22 feet of Lot 8 to the westerly corner of said southeasterly 22 feet of Lot 8; thence northwesterly on the southwesterly line of Block 11, and the northwesterly extension thereof to the intersection with the aforesaid centerline of Illinois Route 16; thence northeasterly on said centerline to the point of beginning.

AND

Beginning at the intersection of the centerline of Illinois Route 16 with the southeasterly extension of the southwesterly line of Lot 3 in Block 5 of the Original Town of Irving; thence northwesterly on said southeasterly extension of the southwesterly line of Lot 3, and the southwesterly line thereof, to the westerly corner of said Lot 3; thence northeasterly on the northwesterly line of said Block 5 to the northerly corner of said Block 5; thence southeasterly on the northeasterly line of said Block 5, and the southeasterly extension thereof, to the intersection with the centerline of Illinois Route 16; thence southwesterly on said centerline to the point of beginning.

AND

Beginning at the intersection of the centerline of Illinois Route 16 with the southeasterly extension of the southwesterly line of Lot 5 in Block 4 of the Original Town of Irving; thence northwesterly on said southeasterly extension of the southwesterly line of Lot 5, and the southwesterly line thereof, to the westerly corner of said Lot 5; thence northeasterly on the northwesterly line of said Block 4 to the northerly corner of said Block 4; thence

southeasterly on the northeasterly line of said Block 4, and the southeasterly extension thereof, to the intersection with the aforesaid centerline of Illinois Route 16; thence southwesterly on said centerline to the point of beginning.

AND

Beginning at the intersection of the centerline of Illinois Route 16 with the southeasterly extension of the northeasterly line of the southwesterly 27.21 feet of Lot 6 in Block 3 of the Original Town of Irving; thence northwesterly on said southeasterly extension of the southwesterly 27.21 feet of Lot 6 to the northerly corner of the southeasterly 52.17 feet of Lot 6; thence southwesterly on the northwesterly line of said southwesterly 52.17 feet of Lot 6 to the westerly corner of said southeast 52.17 feet of Lot 6; thence northwesterly on the southwesterly line of said Block 3 to the westerly corner of said Block 3; thence northeasterly on the northwesterly line of said Block 3 to the northerly corner of said Block 3; thence southeasterly on the northeasterly line of said Block 3, and the southeasterly extension thereof, to the intersection with the aforesaid centerline of Illinois Route 16; thence southwesterly on said centerline to the point of beginning.

AND

Beginning at the intersection of the centerline of Illinois Route 16 with the northwesterly extension of the northeasterly line of Block 13 of the Original Town of Irving; thence southeasterly on said northwesterly extension of Block 13, and the northwesterly line thereof, to the easterly corner of Lot 2 of said Block 13; thence southwesterly on the southeasterly line of said Lot 2 to the southerly corner of said Lot 2; thence northwesterly on the southwesterly line of said Lot 2 to the intersection with the northeasterly extension of the southeasterly line of the northwesterly 35 feet of Lot 11 in said Block 13; thence southwesterly on said northwesterly extension of the southeasterly line of the northwesterly 35 feet of Lot 11, and the southeasterly line thereof, to the southerly corner of said northwesterly 35 feet of Lot 11; thence northwesterly on the southwesterly line of said Block 13, and the northwesterly extension thereof, to the intersection with the aforesaid centerline of Illinois Route 16; thence northwesterly on said centerline to the point of beginning.

AND

Beginning at the intersection of the centerline of Illinois Route 16 with the northwesterly extension of the northwesterly line of Lots 10, 11 and 12 in Block 14 of the Original Town of Irving; thence southeasterly on said northwesterly extension of the northwesterly line of Lots 10, 11 and 12 in Block 14, and the northeasterly line thereof, to the easterly corner of said Lot 10; thence southwesterly on the southeasterly line of said Lot 10 to the southerly corner of said Lot 10; thence northwesterly on the southwesterly line of Block 14, and the northwesterly extension thereof, to the intersection with the aforesaid centerline of Illinois Route 16; thence northeasterly on said centerline to the point of beginning.

AND

Beginning at the intersection of the centerline of Illinois Route 16 with the southeasterly extension of the southwesterly line of Block 2 of the Original Town of Irving; thence northwesterly on said southeasterly extension of Block 2, and the southwesterly line thereof, to the westerly corner of said Block 2; thence northeasterly on the northwesterly line of said Block 2 to the northerly corner of said Block 2; thence southeasterly on the northeasterly line of said Block 2, and the southeasterly extension thereof, to the intersection with the aforesaid centerline of Illinois Route 16; thence southwesterly on said centerline to the point of beginning.

AND

Beginning at the intersection of the centerline of Illinois Route 16 with the southeasterly extension of a line 66 feet northeasterly of and parallel with the northeasterly line of Block 1 of the Original Town of Irving; thence northeasterly on said southeasterly extension of the line 66 feet northeasterly of the northeasterly line of Block 1, and the line 66 feet northeasterly of the northeasterly line thereof, to the southeasterly right of way line of the Union Pacific Railroad Company; thence northeasterly on said southeasterly right of way line to the intersection with the northwesterly right of way line of the aforesaid Illinois Route 16; thence southeasterly on a line radial or perpendicular to the centerline of said Illinois Route 16, to said centerline of Illinois Route 16; thence southwesterly on said centerline to the point of beginning.

AND

Beginning at the intersection of the centerline of Illinois Route 16 with the southerly extension of the east right of way line Second Street as shown on the plat of the Town of Paisley, now part of the City of Witt; thence north on south extension of the east right of way line of Second Street, and the east right of way line thereof, to the intersection with the southeasterly right of way line of the Union Pacific Railroad Company; thence northeasterly on said southeasterly right of way line to the intersection with the south line of the Northeast Quarter of Section 6, Township 9 North, Range 2 West; thence east on said south line to the intersection with the west line of the Southeast Quarter of said Northeast Quarter of Section 6; thence north on said west line to the intersection with said southeasterly right of way line of the Union Pacific Railroad Company; thence northeasterly on said southeasterly right of way line to the northerly corner of Block 5 of the Original Town of Witt; thence southeasterly on the northeasterly line of said Block 5, and the southeasterly extension thereof to the northerly corner of Block 8 of said Original Town of Witt; thence northeasterly on the southwesterly extension of the northwesterly line of Block 7 of said Original Town of Witt, and the northwesterly line thereof, to the northerly corner of said Block 7; thence southeasterly on the northeasterly line of said Block 7 to the easterly corner of said Block 7; thence southwesterly on the southeasterly line of Blocks 7, 8, 9, 10 and 11 of said Original Town of Witt to the southerly corner of said Block 11; thence southeasterly on the northwesterly extension of the southwesterly line of Block 13 of said Original Town of Witt to the westerly corner of said Block 13; thence southwesterly 60 feet on the southwesterly extension of the northwesterly line of said Block 13; thence northeasterly 100 feet on a line parallel with the southwesterly line of said Block 13; thence northeasterly 60 feet on a line parallel with said northwesterly line of Block 13 to said southwesterly line of Block 13; thence southeasterly on said southwesterly line of Block 13, and the southeasterly extension thereof, to the east line of the East Half of the aforesaid Section 6; thence south on said east line of the East Half of Section 6 to the southeast corner of said Section 6; thence west on the south line of the Southeast Quarter of said Section 6 to the southerly extension of the aforesaid east right of way line of Second Street; thence north on said southerly extension of the east right of way line of Second Street, and the east right of way line thereof, to the Point of Beginning.

AND

A 3 foot wide strip, being 1.5 feet on each side of the centerline of a portion of Ford Street and Hirst Street as shown on the plats of the Original Town of Witt and Cromer's Addition to Witt, said centerline of the 3 foot wide strip beginning at the intersection of said centerline of Ford Street with the centerline of Illinois Route 16; thence northeasterly on said centerline of Ford Street to the intersection with the centerline of Hirst Street; thence southwesterly on said centerline of Hirst Street to the intersection with the north line of the Original Town of Paisley, now a part of the City of Witt and being the end of the centerline of said 3 foot wide strip.

AND

Beginning at the intersection of the centerline of Hirst Street as shown on the plat of Cromer's Addition to the City of Witt with the southeasterly extension of the southwesterly line of Lot 4 in Block 1 of said Cromer's Addition;

thence northwesterly on said southeasterly extension of the southwesterly line of Lot 4, and the southwesterly line thereof, to the westerly corner of said Lot 4; thence northeasterly on the northwesterly line of Lots 2 and 4 in said Block 1 of Cromer's Addition, and Lots 7 through 11 in Block 22 and Lots 7 through 11 in Block 21 of the Original Town of Witt, to the northerly corner of said Lot 11 in Block 21 of the Original Town of Witt; thence southeasterly on the northeasterly line of said Lot 11, and the southeasterly extension thereof, to the intersection with the aforesaid Hirst Street; thence southwesterly on said centerline to the Point of Beginning.

AND

Beginning at the intersection of the centerline of Hirst Street and the north line of the Original Town of Paisley, now part of the City of Witt; thence west on said north line of the Original Town of Paisley, now part of the City of Witt, to the intersection with the centerline of 3rd Street; thence north on said centerline of 3rd Street to the intersection with the south line of Oland Park Addition; thence east on said south line of Oland Park Addition to the southerly extension of the west line of Lot 13 of said Oland Park Addition; thence north on said southerly extension of the west line of said Lot 13, and the west line of Lots 13, 36 and 58 of said Oland Park Addition to the northwest corner of said Lot 58; thence east on the north line of Lots 44 through 58 of said Oland Park Addition to the northeast corner of said Lot 44; thence south on the east line of said Lot 44, and the southerly extension thereof, to the intersection with the aforesaid centerline of Hirst Street; thence southwesterly on said centerline of Hirst Street to the Point of Beginning.

AND

Beginning at the intersection of the centerline of Illinois Route 16 and the west line of the Northwest Quarter of Section 27, Township 10 North, Range 2 West; thence south on said west line of the Northwest Quarter of Section 27 to the southwest corner of said Northwest Quarter; thence east on the south line of the Southwest Quarter of said Northwest Quarter to the southeast corner of said Southwest Quarter of the Northwest Quarter; thence north on the east line of said Southwest Quarter of the Northwest Quarter to the southwest corner of Block 7 of Miller, Young and Crickenberger's Addition; thence east on the south line of said Block 7 to the southeast corner of said Block 7; thence north on the east line of said Block 7 to the northeast corner of Lot 19 of said Block 7 of Miller, Young and Crickenberger's Addition; thence west on the north line of said Lot 19 to the northwest corner of said Lot 19, also being on the east line of said Southwest Quarter of the Northwest Quarter; thence north on said east line to the westerly extension of the south line of Lot 10 of said Block 4 of Miller, Young and Crickenberger's Addition; thence east on said westerly extension of said south line of Lot 10 of Block 4 to the southeast corner of said Lot 10 of Block 4; thence north on the east line of said Block 4 to the northeast corner of said Block 4; thence west on the north line of said Block 4, and the westerly extension thereof, to the aforesaid east line of the Southwest Quarter of the Northwest Quarter; thence north on said east line of the West Half of the Northwest Quarter of Section 27 to the intersection with the aforesaid centerline of Illinois Route 16.

AND

Beginning at the intersection of the centerline of Illinois Route 16 with the north line of the Northeast Quarter of the Northwest Quarter of Section 27, Township 10 North, Range 2 West; thence east on said north line of the Northeast Quarter of the Northwest Quarter to the northerly extension of the east line of Block 6 of Miller, Young and Crickenberger's Addition; thence south on said northerly extension of the east line of Block 6, and the east line thereof, to the southeast corner of Lot 1 of said Block 6; thence west on the south line of Lots 1 through 12 of said Block 6 to the southwest corner of said Lot 12 of Block 6; thence north on the west line of said Block 6 to a point 3 foot south of the aforesaid north line of the Northwest Quarter of the Northwest Quarter; thence west on said line 3 foot south of the north line of the Northwest Quarter of the Northwest Quarter to the point of beginning.

AND

Beginning at the intersection of the centerline of Illinois Route 16 with the northerly extension of the west line of Block 5 of Miller's Division; thence south on said northerly extension of the west line of Block 5 of Miller's Subdivision, and the west line thereof, to the intersection of the centerline of the vacated street between Blocks 5 and 6 of said Miller's Division; thence east on said centerline of the vacated street to the centerline of the vacated street between Blocks 6 and 7 of said Miller's Division; thence south on said centerline of the vacated street to the south line of said Block 7 of Miller's Division; thence east on the south line of said Block 7 to the southwest corner of Lot 20 of said Block 7; thence north on the west line of Lots 16 through 20 of said Block 7 to the southwest corner of Lot 15 of said Block 7; thence east on the south line of said Lot 15 of Block 7 to the southeast corner of said Lot 15 of Block 7; thence north on the east line of Lots 12 through 15 of said Block 7 to the northeast corner of Lot 12 of said Block 7; thence west on the north line of said Lot 12 of Block 7 to the northwest corner of said Lot 12 of Block 7; thence north on the west line of Lots 10 and 11 of said Block 7 to the northwest corner of said Lot 10 of Block 7; thence east on the north line of said Lot 10 of Block 7 to the intersection with the east line of said Miller's Division; thence south on the east line of said Miller's Division to the south line of the Southwest Quarter of the Southeast Quarter of Section 22; thence east on said south line of the Southwest Quarter of the Southeast Quarter of Section 22 to the southeast corner of said Southwest Quarter of the Southeast Quarter; thence north on the east line of said Southwest Quarter of the Southeast Quarter to the southwest corner of Lot 5 of Meinzer's Addition; thence west to the southeasterly corner of the vacated Cherokee and Randle Streets of the aforesaid Miller's Division; thence north on the west line of said vacated Randle Street to the southeast corner of Block 1 of said Miller's Division; thence east on the south line of said Block 1 of Miller's Division to the southeast corner of said Block 1; thence north on the east line of said Miller's Division to the northeast corner of Lot 15 of said Block 1; thence west on the north line of said Lot 15 of Block 1 to the northwest corner of said Lot 15 of Block 1; thence south on the west line of Block 1 to the easterly extension of the south line of Block 2 of said Miller's Division; thence west on said easterly extension of the south line of Block 2 to the southeast corner of said Block 2; thence north on the east line of said Block 2 to the intersection with the aforesaid centerline of Illinois Route 16; thence southwest on said centerline to the point of beginning.

AND

Beginning at the intersection of the centerline of Illinois Route 16 with the northwesterly extension of the northeasterly right of way line of Kinney Street in the City of Nokomis; thence southeasterly on said northeasterly right of way line to the north right of way line of said Kinney Street; thence east on said north right of way line of Kinney Street to a point 156 feet west of the southwesterly right of way line of Morgan Street; thence northwesterly 15 feet on a line parallel with said Morgan Street; thence northeast 120 feet on a line perpendicular to said Morgan Street, and across said Morgan Street to a point 120 feet northeasterly of the northeasterly right of way line of said Morgan Street; thence northwesterly parallel to said Morgan Street to a point 125 feet southeasterly of the southeasterly right of way line of the aforesaid Illinois Route 16; thence northeasterly on a line 125 feet southeasterly of said southeasterly right of way line to the intersection with the southwesterly right of way line of Hickory Street; thence northwesterly on said southwesterly right of way line of Hickory Street to a point 117.5 feet southeasterly of said southeasterly right of way line of Illinois Route 16; thence northeasterly on a line 117.5 feet southeasterly of said southeasterly right of way line of Illinois Route 16 to a point 100 feet northeasterly from the northeasterly right of way line of said Hickory Street; thence northwesterly on a line parallel with said Hickory Street to the intersection with the aforesaid centerline of Illinois Route 16; thence southwest on said centerline of Illinois Route 16 to the point of beginning.

AND

Beginning at the intersection of the centerline of Illinois Route 16 with the southeasterly extension of the southwesterly line of Block 24 of the Original Town of Nokomis; thence northwesterly on said southeasterly extension of the southwesterly line of said Block 24 to the westerly corner of said Block 24; thence northeasterly on the northwesterly line of Blocks 24 and 25 of the Original Town of Nokomis to the northerly corner of the southwesterly 29 feet of Lot 5 in said Block 25; thence northwesterly on the northwesterly extension of the northeasterly line of said southwesterly 29 feet of Lot 5 in Block 25 to the intersection with the southeasterly right of way line of the Union Pacific Railroad Company; thence northeasterly on said southeasterly right of way line to the intersection with the northwesterly extension of the northeasterly line of Lot 4 of said Block 25; thence southeasterly on said northwesterly extension of the northeasterly line of said Lot 4 of Block 25; thence northeasterly on the aforesaid northwesterly line of Block 25 and the northwesterly line of Block 26 of said Original Town of Nokomis, and the northeasterly extension thereof, to the intersection with the southwesterly line of Block 27 of said Original Town of Nokomis; thence northwesterly on said southwesterly line of Block 27 to the westerly corner of said Block 27; thence northeasterly on the northwesterly line of Blocks 27 and 28 of the Original Town of Nokomis and the northwesterly line of Blocks 68 and 69 of P.C. Huggin's and Trustees of J.R. Stanford's Addition and Outlots to the northerly corner of the southwesterly 150 feet of said Block 69; thence southeasterly on the northeasterly line of said southwesterly 150 feet of Block 69, and the southeasterly extension thereof, to the southeasterly right of way line of the aforesaid Illinois Route 16; thence northeast on said southeast right of way line to a point 610 feet northeasterly from the westerly corner of said Block 69; thence southeasterly 110 feet on a line parallel to the southwesterly line of said Block 69; thence southwest on a line 110 feet southeasterly of and parallel with said southeasterly right of way line of Illinois Route 16 to the intersection with the northeasterly line of the southwesterly 400 feet of said Block 69; thence southeasterly on said northeasterly line of the southwesterly 400 feet to a point 165 feet northwesterly of the northwesterly right of way line of Central Street; thence southwest on a line 165 feet northwesterly from and parallel with said northwesterly right of way line of Central Street to the intersection with the southwesterly line of said Block 69; thence northwesterly on said southwesterly line of Block 69 to a point 110 feet southeasterly of the aforesaid southeasterly right of way line of Illinois Route 16; thence southwesterly on a line 110 feet southeasterly from and parallel with said southeasterly right of way line of Illinois Route 16 to the intersection with the northeasterly right of way line of Elm Street; thence northwesterly on said northeasterly right of way line of Elm Street to the intersection with the northeasterly extension of the southeasterly line of Lot 2 of Block 29 of the Original Town of Nokomis; thence southwesterly on said northeasterly extension of the southeasterly line of Lot 2, and the southeasterly line thereof, and the southwesterly extension thereof to the intersection with the northeasterly line of Block 30 of said Original Town of Nokomis; thence southeasterly on said northeasterly line of Block 30 to the easterly corner of Lot 4 of said Block 30; thence southwesterly on the southeasterly line of Lots 4 and 9 of said Block 30 to the southerly corner of said Lot 9 of Block 30; thence northwesterly on the southwesterly line of said Block 30 to the intersection with the northeasterly extension of the northwesterly line of the southeasterly 25 feet of Lot 2 in Block 31 of said Original Town of Nokomis; thence southwesterly on said northeasterly extension of the northwesterly line of the southeasterly extension of the northwesterly line of the southeasterly 25 feet of Lot 2, and the northwesterly line thereof, to the intersection with the northeasterly line of Lot 11 of said Block 31; thence southeast on the northeasterly line of Lots 8 through 11 of said Block 31 to the easterly corner of the northwesterly 30 feet of said Lot 8 of Block 31; thence southwest on the southeasterly line of said northwesterly 30 feet of Block 31 to the southerly corner of said northwesterly 30 feet of Lot 8 of Block 31; thence northwesterly on the southwesterly line of said Block 31 to the westerly corner of Lot 10 of said Block 31; thence northeasterly on the southeasterly line of Lot 11 of said Block 31 to the east corner of the southwesterly 24 feet of said Lot 11; thence northwesterly on the northeasterly line of the southwesterly 24 feet of Lots 11 and 12 of said Block 31 to the intersection with the northwesterly line of said Lot 12 of Block 31; thence southwesterly on said northwesterly line of Lot 12 of Block 31, and the southwesterly extension thereof, to the northerly corner of Block 32 of said Original Town of Nokomis; thence southeasterly on the northeasterly line of said Block 32 to the easterly corner of Lot 3 of said Block 32;

thence southwesterly on the southeasterly line of said Lot 3 of Block 32 to the easterly corner of the southwesterly 27 feet of said Lot 3 of Block 32; thence northwesterly on the northeasterly line of said southwesterly 27 feet of Lots 1, 2 and 3 of Block 32 to the northwesterly line of said Block 32; thence southwesterly on the northwesterly line of said Block 32 to the northerly corner of Lot 12 of said Block 32; thence southeasterly on the northeasterly line of Lots 10, 11 and 12 of said Block 32 to the easterly corner of said Lot 10 of Block 32; thence southwesterly on the southeasterly line of said Lot 10 of Block 32 to the southerly corner of said Lot 10 of Block 32; thence northwesterly on the southwesterly line of said Block 32 to the intersection with the northeasterly extension of the southeasterly line of the northwesterly 11 feet of Lot 3 of Block 33 of the Original Town of Nokomis; thence southwesterly on said southeasterly line of the northwesterly 11 feet of Lot 3 of Block 33; and the southwesterly extension thereof, to the intersection with the northeasterly line of Lot 10 of said Block 33; thence southeasterly on said northeasterly line of Lot 10 of Block 33 to the easterly corner of the Northwest Half of said Lot 10 of Block 33; thence southwesterly on the southeasterly line of said Northwest Half of Lot 10 of Block 33 to the southerly corner of said Northwest Half of Lot 10 of Block 33; thence northwesterly on the southwesterly line of said Block 33 to the intersection with the northeasterly extension of the southeasterly line of Lot 1 of Block 34 of the Original Town of Nokomis; thence southwesterly on said northeasterly extension of the southeasterly line of Lot 1 of Block 34; and the southeasterly line thereof, to the southerly corner of said Lot 1 of Block 34; thence northwesterly on the southwesterly line of said Lot 1 of Block 34; and the northwesterly extension thereof, to the intersection with the aforesaid centerline of Illinois Route 16; thence northeasterly on said centerline to the point of beginning.

AND

A 3 foot wide strip, being 1.5 feet on each side of a portion of the centerline of Spruce Street in Nokomis, said centerline of the 3 foot wide strip beginning at the intersection of said centerline of Spruce Street with the centerline of Illinois Route 16; thence northwesterly on said centerline of Spruce Street to the intersection with the centerline of Madison Street and the end of said centerline of the 3 foot wide strip.

AND

Beginning at the intersection of the centerline of Spruce Street with the northeasterly extension of the southeasterly line of Block 18 of the Original Town of Nokomis; thence southwesterly on said northeasterly extension of the southeasterly line of Block 18; and the southeasterly line thereof, to the southerly corner of said Block 18; thence northwesterly on the southwesterly line of said Block 18 to the westerly corner of Lot 7 of said Block 18; thence northeasterly on the northwesterly line of Lots 7 through 12 of said Block 18 to the intersection with the aforesaid centerline of Spruce Street; thence southeasterly on said centerline to the point of beginning.

AND

Beginning at the intersection of the centerline of Spruce Street with the southeasterly line of Block 66 of P. C. Huggin's and Trustees of J. R. Stanford's Addition and Outlots; thence southwesterly on said southeasterly line of Block 66 to the southerly corner of said Block 66; thence northwesterly on the southwesterly line of said Block 66 and Block 65 of P. C. Huggin's and Trustees of J. R. Stanford's Addition and Outlots to the northwesterly corner of said Block 65; thence east on the north line of said Blocks 65 and 66 to the intersection with the southerly extension of the west line of Block I of Kettelkamp's Addition; thence north on said southerly extension of the west line of Block I, and the westerly line thereof, to the northwest corner of the South 52 feet of said Block I; thence east on the north line of said South 52 feet of Block I to the northeast corner of said South 52 feet of Block I; thence north on the east line of Blocks I & K of said Kettelkamp's Addition to the westerly extension of the south line of the North 52.67 feet of Block H of said Kettelkamp's Addition; thence east on said westerly extension of said south line of the North 52.67 feet of Block H to the northeast corner thereof; thence south on the east line of said Block H to the southeast corner of the North 105.34 feet of said Block H; thence west on the south line of

said North 105.34 feet of Block H to the southwest corner of said North 105.34 feet of Block H; thence south on the west line of said Block H, and the southerly extension thereof, to the intersection with the north line of the aforesaid Block 66 of P.C. Huggin's and Trustees of J.R. Stanford's Addition and Outlots; thence east on said north line of Block 66 to the northeast corner of said Block 66; thence southwesterly on the southeasterly line of said Block 66 to the point of beginning.

AND

A 3 foot wide strip, being 1.5 feet on each side of a portion of the centerline of Front Street in Nokomis, said centerline of the 3 foot wide strip beginning at the intersection of said centerline of Front Street with the centerline of Spruce Street; thence northeasterly on said centerline of Front Street to the intersection with the southeasterly extension of the southwesterly line of Block 67 of P.C. Huggin's and Trustees of J.R. Stanford's Addition and Outlots and the end of said centerline of the 3 foot wide strip.

AND

Beginning at the intersection of the centerline of Front Street with the southeasterly extension of the southwesterly line of Block 67 of P.C. Huggin's and Trustees of J.R. Stanford's Addition and Outlots ; thence northwesterly on said southeasterly extension of the southwesterly line of Block 67, and the southwesterly line thereof, to a point 223 feet southeasterly from the northwesterly corner of said Block 67; thence northeasterly 130 feet on a line parallel with the southeasterly line of said Block 67; thence northwesterly 114 feet on a line parallel with the southwesterly line of said Block 67 to the intersection with the north line of the Northwest Quarter of Section 23, Township 10 North, Range 2 West; thence east on said north line of the Northwest Quarter of Section 23 to the intersection with the centerline of the aforesaid Front Street; thence southwesterly on said centerline to the point of beginning.

AND

Beginning at the intersection of the centerline of Illinois Route 16 with the west line of Haller's Subdivision to the City of Nokomis; thence south on said west line of Haller's Subdivision to a point 120 feet north of the southwest corner of Block 4 of said Haller's Subdivision; thence east on a line 120 feet north of the south line of said Block 4 to the east line of the West Half of said Block 4; thence north on said east line of the West Half of Block 4, and the northerly extension thereof, to the intersection with the aforesaid centerline of Illinois Route 16; thence southwesterly on said centerline to the point of beginning.

AND

A 3 foot wide strip, being 1.5 feet on each side of a portion of the centerline of Spruce Street in the City of Nokomis, said centerline of the 3 foot wide strip beginning at the intersection of said centerline of Spruce Street with the centerline of Illinois Route 16; thence southeasterly on said centerline of Spruce Street to the intersection with the southwesterly extension of the northwesterly line of Block 40 of the Original Town of Nokomis and the end of said centerline of the 3 foot wide strip.

AND

Beginning at the intersection of the centerline of Spruce Street with the southwesterly extension of the northwesterly line of Block 40 of the Original Town of Nokomis; thence northeasterly on said southwesterly extension of the northwesterly line of Block 40, and the northwesterly line thereof, to the northerly corner of Lot 12 of said Block 40; thence southeasterly on the northeasterly line of Lots 11 and 12 of said Block 40 to the westerly corner of said Lot 11 of Block 40; thence southwesterly on the southeasterly line of said Lot 11 of Block 40, and

West, thence north on the east line of said Northwest Quarter of the Northwest Quarter of Section 5 to the northeast corner of said Northwest Quarter of the Northwest Quarter; thence continuing north on the northerly extension of said east line of the Northwest Quarter of the Northwest Quarter of Section 5 to the intersection with the southerly right of way line of F.A. Interstate 55; thence westerly, thence northeasterly on said right of way line of F.A. Interstate 55 to south right of way line of North 13th Avenue; thence east on said south right of way line, and the easterly extension thereof, to the intersection with the east line of the Northwest Quarter of Section 32, Township 9 North, Range 5 West; thence north on said east line of the Northwest Quarter of Section 32, and the northwesterly right of way line of the aforesaid F.A. Interstate 55; thence southwesterly on said northwesterly right of way line of F.A. Interstate 55, and the northerly right of way line of the aforesaid North 13th Avenue to the intersection with the west line of the East Half of the Southwest Quarter of said Section 29; thence south on said west line of the East Half of the Southwest Quarter of Section 29, and the west line of the East Half of the Northwest Quarter of Section 32, Township 9 North, Range 5 West, to the intersection with the southerly right of way line of said North 13th Avenue; thence easterly on said southerly right of way line of North 13th Avenue to the northwesterly right of way line of F.A. Interstate 55; thence southwesterly on said northwesterly right of way line of F.A. Interstate 55, and the northerly right of way line of Illinois Route 16 to the intersection with the west line of the Southeast Quarter of Section 31, Township 9 North, Range 5 West; thence south on said west line of the Southeast Quarter of Section 31 to the southwest corner thereof; thence west on the north line of the Northeast Quarter of Section 6, Township 8 North, Range 5 West to the northwest corner of said Northeast Quarter of Section 6; thence south on the west line of said Northeast Quarter of Section 6 to the intersection with the southerly right of way line of said Illinois Route 16; thence easterly on said southerly right of way line of Illinois Route 16 to the intersection with the northwesterly right of way line of F.A. Interstate 55; thence southwesterly on said northwesterly right of way line of F.A. Interstate 55, and the northerly right of way line of Hartke Lane, to the intersection with the west line of said Northeast Quarter of Section 6; thence south on said west line of the Northeast Quarter of Section 6 to the south line of the North Half of said Section 6; thence west on said south line of the North Half of Section 6 to the southwest corner of the Northwest Quarter of Section 6; thence north on the west line of said Northwest Quarter of Section 6 to the northwest corner of said Section 6 and the southwest corner of the aforesaid Section 31, Township 9 North, Range 5 West; thence north on said west line of said Section 31 to the northwest corner of said Section 31; thence east on the north line of said Section 31 to the northeast corner of said Section 31; thence north on the west line of the aforesaid Section 29, Township 9 North, Range 5 West to the northwest corner of said Section 29; thence east on the north line of said Section 29 to the aforesaid northwesterly right of way line of F.A. Interstate 55; thence southwesterly on said northwesterly right of way line to the intersection with the northerly line of the South Half of the Southeast Quarter of said Section 29; thence east on said north line of the South Half of the Southeast Quarter of said Section 29; thence westerly right of way line of the Burlington Northern & Santa Fe Railway Company; thence southeast on said southwesterly right of way line to the intersection with the westerly right of way line of U.S. Route 66; thence southwesterly on said westerly right of way line to the south line of the Southeast Quarter of said Section 29; thence east on said south line of the Southeast Quarter to the east right of way line of the Burlington Northern & Santa Fe Railway Company; thence south on said east right of way line to the northeast corner of Beeler's 4th Addition; thence south on the east line of Beeler's 4th Addition to the easterly extension of the south line of Block's 1 and 2 of Beeler's 4th Addition; thence west on said easterly extension of the south line of Block's 1 and 2 of Beeler's 4th Addition; thence west on said westerly extension thereof, to the west line of Beeler's 4th Addition; thence south on said west line to the south right of way line of Henrich's Street; thence east on said south right of way line of Henrich's Street to a point on the west line of Lot 2 of Alexander's Addition; thence north on said west line of Lot 2 of Alexander's Addition to the northwest corner of said Lot 2; thence east on the north line of Lots 1 and 2 of said Alexander's Addition to the northeast corner of Lot 1 of said Alexander's Addition; thence south on the east line of Lot 1 of said Alexander's Addition to the westerly extension of the north line of Block 4 of Hargrave's Addition;

thence east on said westerly extension, and the north line of Blocks 4 and 5 of said Hargrave's Addition and the north line of Block 3 of Tyler's 1st Addition to the intersection with the west line of Block 1 of said Tyler's 1st Addition; thence north on said west line of Block 1 of Tyler's 1st Addition and the west line of Block 28 in Pierce's 2nd Addition to the northwest corner of Lot 1 in said Block 28 of Pierce's 2nd Addition; thence east on the north line of Block 28 of Pierce's 2nd Addition and the north line of Block 16 of said Pierce's 1st Addition and the north line of Block 17 of said Pierce's 1st Addition to the northeast corner of said Block 17 of Pierce's 1st Addition; thence south on the east line of said Block 17 of Pierce's 1st Addition and the east line of Block 24 of said Pierce's 1st Addition to the northeast corner of Block 4 of the Original Town of Litchfield; thence east on the north line of Block 3 of said Original Town of Litchfield to the northeast corner of said Block 3; thence south on the east line of Blocks 3, 14, 19, 30 and 35 of said Original Town of Litchfield and the west line of Jackson Street to the northeast corner of Block 43 of Huggin's Addition; thence west on the north line of said Block 43 to the northwest corner of said Block 43; thence north on the east line of State Street to the easterly extension of the north line of St. John's Street; thence west on said north line of St. John's Street to the southwest corner of Lot 12 in Block 39 of Huggin's Addition; thence north on the west line of said Lot 12 to the northwest corner of said Lot 12; thence east on the north line of said Lot 12 to the intersection with the east right of way line of the Norfolk Western Railway; thence north on said east right of way line of the Norfolk Western Railway to the intersection with the easterly extension of the south line of Block 1 of McWilliams & Cummings Addition; thence west on said easterly extension of the south line of Block 1, and the south line of said Block 1 to the southwest corner of said Block 1 of McWilliams & Cummings Addition; thence north on the west line of said Block 1 and the west line of Block 3 of Beeler's 1st Addition, and the northerly extension thereof, to the intersection with the easterly extension of the south line of Block 11 of Beeler's 4th Addition; thence west on said easterly extension of the south line of Block 11 of Beeler's 4th Addition, and the south line of said Block 11 and the south line of Block 1 of Hatfield's Addition to the southeast corner of Lot 3 in Block 2 of said Hatfield's Addition; thence south on the east line of Block 3 of said Hatfield's Addition and the east line of Blocks 3 and 4 of Beeler's 2nd Addition to the south line of said Block 4; thence west on the south line of said Block 4, and the south line of Blocks 3 and 4 of Sunset Park Subdivision to the southwest corner of said Block 4 of Sunset Park Subdivision; thence north on the east line of said Block 4, and Blocks 5 and 6, of Sunset Park Subdivision to the northwest corner of Lot 4 in said Block 6 of Sunset Park Subdivision; thence west on the westerly extension of the north line of said Lot 4 in Block 6 to the east line of Block 7 of said Sunset Park Subdivision; thence north on said east line of Block 7, and the east line of Block 8 of said Sunset Park Subdivision, to the north right of way line of Illinois Route 16 (Union Avenue); thence southwesterly on said north right of way line of Illinois Route 16 to the intersection with the west right of way line of U.S. Route 66 (W. Columbian Blvd.); thence south on said west right of way line of U.S. Route 66 (W. Columbian Blvd.) to the intersection with a line 472 feet south of the north line of the Southeast Quarter of Section 5, Township 8 North, Range 5 West; thence east on said line 472 feet south of the north line of the Southeast Quarter of Section 5 to the west right of way line of Historic Old U.S. Route 66; thence south on said west right of way line of Historic Old U.S. Route 66 to the intersection with a line 1602.74 feet south of the north line of said Southeast Quarter of Section 5; thence east on said line 1602.74 feet south of the north line of the Southeast Quarter to the east line of the West Half of the Southwest Quarter of said Southeast Quarter of Section 5; thence south on said east line of the West Half of the Southwest Quarter of the Southeast Quarter of Section 5 to the northeast corner of the South 5 Acres of the West 30 Acres of the South 60 Acres of the East Half of the Southeast Quarter of said Section 5; thence west on the north line of said South 5 Acres to the northeast corner of the West Half of said South 5 Acres; thence south on the east line of said West Half of the South 5 Acres to the intersection with the south line of said Southeast Quarter of Section 5; thence east on said south line to the southeast corner of said Section 5; thence south on the east line of the Northeast Quarter of Section 8, Township 8 North, Range 5 West to the intersection with the edge of the water of Walton Lake; thence southwesterly; thence southeasterly and thence northeasterly on said edge of the water of Walton Lake to the west right of way line of Niemanville Trail; thence north on said west right of way line to the westerly extension of the south line of

Park Ridge 1st Addition; thence east on said westerly extension, and the south line of said Park Ridge 1st Addition and the south line of Park Ridge Addition to the west right of way line of South Van Buren Street; thence south on said west right of way line of South Van Buren Street to the intersection with the south line of the Northeast Quarter of the Northwest Quarter of Section 9, Township 8 North, Range 5 West; thence west on said south line of said Northeast Quarter of the Northwest Quarter to the east right of way line of Niemanville Trail or State Street; thence south on said east right of way line to the intersection with the south line of the Southeast Quarter of said Northwest Quarter of Section 9; thence west on said south line to the southwest corner of said Southeast Quarter of the Northwest Quarter of Section 9; thence south on the east line of the Northwest Quarter of the Southwest Quarter of Section 9 to the intersection with the southwesterly right of way line of the Burlington Northern & Santa Fe Railway Company; thence southeasterly on said southwesterly right of way line to the intersection with the south line of the Southeast Quarter of said Southwest Quarter of Section 9; thence west on said south line to the southwest corner of said Southeast Quarter of the Southwest Quarter of Section 9; thence south on the east line of the West Half of Section 16 to the Point of Beginning.

AND

Beginning at the intersection of the centerline of St. John Street and the west line of the Northwest Quarter of Section 3, Township 8 North, Range 5 West; thence south on said west line to the northeast corner of Tyler's 3rd Addition; thence west on the north line of said Tyler's 3rd Addition, and the north line of Machler's Subdivision, to the west line of the vacated alley on the east side of said Machler's Subdivision; thence south on said west line of the vacated alley to the northeast corner of Lot 1 of Block 2 of said Machler's Subdivision; thence west on the south line of East South Street to a point 109 feet east of the west line of said Block 2; thence south on a line 109 feet east of the west line of said Block 2 to the north line of Lot 7 of said Block 2; thence west on said north line of Lot 7, and the westerly extension thereof, and the north line of Lot 8 of Block 3 of said Machler's Subdivision, to the northwest corner of said Lot 8; thence south on the west line of said Lot 8 and the west line of Lots 9, 12, 13, 16, 17 and 20 of said Block 3, to the southwest corner of said Lot 20 of Block 3; thence east on the south line of the aforesaid Block 2, and the easterly extension thereof, to the intersection with a line 109 feet east of the west line of the aforesaid Block 2; thence south on said line 109 feet east of the west line of Block 2 to the south line of said Block 2; thence east on said south line of Block 2, and the south line of Lot 1 of Block 1 of the aforesaid Tyler's 3rd Addition to the aforesaid west line of the Northwest Quarter of Section 3; thence south on said west line of the Northwest Quarter of Section 3 to the southwest corner of said Northwest Quarter of Section 3; thence east on the south line of said Northwest Quarter to the east line of Lot 9 of the Amended American Radiator Company Plat; thence north on the east line of said Lot 9, and the east line of Lot 10 of said Amended American Radiator Company Plat to the northeast corner of said Lot 10; thence east on the south line of the Northwest Quarter of said Northwest Quarter of Section 3 to the southeast corner of said Northwest Quarter of the Northwest Quarter; thence south on the west line of the Southeast Quarter of said Northwest Quarter of the Northwest Quarter; thence east on the south line of said Southeast Quarter of the Northwest Quarter, and the south line of the West 227 feet of the Southwest Quarter of the Northeast Quarter of said Section 3, to the southeast corner of said West 227 feet of the Southwest Quarter of the Northeast Quarter; thence north on the east line of said West 227 feet to the northeast corner thereof; thence west on the north line of said West 227 feet to the southeast corner of the Northeast Quarter of said Northwest Quarter of Section 3; thence north on the east line of said Northwest Quarter of said Northwest Quarter of Section 3; thence north on the east line of said Northwest Quarter of the Northwest Quarter of Section 3 to the south right of way line of the former C.C.C and St. Louis Railway; thence northwesterly on said south right of way line to the intersection with a line 709.5 feet east of the west line of the Northeast Quarter of said Northwest Quarter of Section 3; thence south 107.5 feet, more or less, on said line 709.5 feet east of the west line of the Northeast Quarter of the Northeast Quarter of the Northwest Quarter; thence west 709.5 feet to the west line of said Northwest Quarter of the Northwest Quarter; thence northwesterly 1,175 feet to a point 131 feet south of the south right of way line of said former C.C.C. and St. Louis Railway; thence westerly 323 feet to the

aforesaid west line of the Northwest Quarter of Section 3; thence south on said west line of the Northwest Quarter of Section 3 to the point of beginning.

AND

Beginning at the northeast corner of the Southeast Quarter of Section 33, Township 9 North, Range 5 West, thence west 65 feet to the east line of Maple Street, thence south on said east line of Maple Street to the South line of Henrichs Street; thence west to the centerline of Maple Street, thence south on said centerline to a point 385 feet north of the south line of the Northeast Quarter of said Southeast Quarter of Section 33; thence east 244.58 feet; thence south 65.06 feet; thence east 70 feet; thence south to the centerline of Illinois Route 16; thence east 150 feet; thence north to a point 385 feet north of the north right of way line of said Illinois Route 16; thence east 216.75 feet; thence north 275 feet; thence east to a point 1,418.81 feet east of the west line of said Southwest Quarter of Section 34; thence north 745.14 feet; thence west 1418.81 feet to the point of beginning.

AND

Beginning at the southeast corner of the West Half of the Southwest Quarter of Section 16, Township 8 North, Range 5 West of the Third Principal Meridian, Montgomery County, Illinois; thence west on the south line of said West Half of the Southwest Quarter to the southwest corner of said Section 16; thence west on the south line of Section 17, Township 8 North, Range 5 West to the southeasterly right of way line of the Norfolk Western Railroad; thence northeasterly on said southeasterly right of way line of the Norfolk Western Railroad to the line of the Northwest Quarter of said Section 17; thence east on said north line of the Northwest Quarter to the northeast corner of said Northwest Quarter of Section 17; thence north on the east line of the West Half of the Southeast Quarter of Section 8, Township 8 North, Range 5 West to the northeast corner of said West Half; thence west on the north line of said West Half to the northeast corner of the Southwest Quarter of said Section 8; thence south on the east line of said Southwest Quarter of Section 8 to the southeast corner of said Southwest Quarter of Section 8; thence west 950 feet on the south line of said Southeast Quarter of Section 8; thence north on the west line of the East Half of said Southwest Quarter, and the west line of the East 950 feet of the East Half of the Southeast Quarter of the Northwest Quarter of said Section 8, to the northeast corner of the East 950 feet of the Southeast Quarter of the Northwest Quarter of said Section 8; thence west on the north line of said East 950 feet of the Southeast Quarter of the Northwest Quarter to the northeast corner of the Southwest Quarter of said Northwest Quarter of Section 8; thence south on the east line of said Southwest Quarter of the Northwest Quarter to the southeast corner of said Southwest Quarter of the Northwest Quarter; thence west on the south line of said Southwest Quarter to the southwest corner of said Northwest Quarter of Section 8; thence north on the west line of said Northwest Quarter of Section 8 to the south right of way line of Airport Trail; thence south and west on said southerly and easterly right of way lines of Airport Trail to the south line of the Northeast Quarter of Section 7, Township 8 North, Range 5 West; thence west on said south line to the east right of way line of F.A. Interstate 55; thence northeast on said east right of way line to the north line of the Litchfield Industrial Park; thence east on said north line of the Litchfield Industrial Park to the southeast corner of the Northwest Quarter of the Northwest Quarter of Section 5, Township 8 North, Range 5 West; thence north on the east line of said Northwest Quarter of the Northwest Quarter of Section 5 to the northerly northeast corner of said Northwest Quarter of the Northwest Quarter; thence continuing north on the northerly extension of said east line of the Northwest Quarter of the Northwest Quarter of Section 5 to the intersection with the southerly right of way line of F.A. Interstate 55; thence westerly, thence northeasterly on said right of way line, of F.A. Interstate 55 to south right of way line of North 13th Avenue; thence east on said south right of way line, and the easterly extension thereof, to the intersection with the east line of the Northwest Quarter of Section 32, Township 9 North, Range 5 West; thence north on said east line of the Northwest Quarter of Section 32, and the east line of the Southwest Quarter of Section 29, Township 9 North, Range 5 West to the intersection with the northwesterly right of way line of the aforesaid F.A. Interstate 55; thence southwesterly on said northwesterly right

of way line of F.A. Interstate 55, and the northerly right of way line of the aforesaid North 13th Avenue to the intersection with the west line of the East Half of the Southwest Quarter of said Section 29; thence south on said west line of the East Half of the Southwest Quarter of Section 29, and the west line of the East Half of the Northwest Quarter of Section 32, Township 9 North, Range 5 West, to the intersection with the southerly right of way line of said North 13th Avenue; thence easterly on said southerly right of way line of North 13th Avenue to the northwesterly right of way line of F.A. Interstate 55; thence southwesterly on said northwesterly right of way line of F.A. Interstate 55, and the northerly right of way line of Illinois Route 16 to the intersection with the west line of the Southeast Quarter of Section 31, Township 9 North, Range 5 West; thence south on said west line of the Southeast Quarter of Section 31 to the southwest corner thereof; thence west on the north line of the Northeast Quarter of Section 6, Township 8 North, Range 5 West to the northwest corner of said Northeast Quarter of Section 6; thence south on the west line of said Northeast Quarter of Section 6 to the intersection with the southerly right of way line of said Illinois Route 16; thence easterly on said southerly right of way line of Illinois Route 16 to the intersection with the northwesterly right of way line of F.A. Interstate 55; thence southwesterly on said northwesterly right of way line of F.A. Interstate 55, and the northerly right of way line of Hartke Lane, to the intersection with the west line of said Northeast Quarter of Section 6; thence south on said west line of the Northeast Quarter of Section 6 to the south line of the North Half of said Section 6; thence west on said south line of the North Half of Section 6 to the southwest corner of the Northwest Quarter of Section 6; thence north on the west line of said Northwest Quarter of Section 6 to the northwest corner of said Section 6 and the southwest corner of the aforesaid Section 31, Township 9 North, Range 5 West; thence north on said west line of said Section 31 to the northwest corner of said Section 31; thence east on the north line of said Section 31 to the northeast corner of said Section 31; thence north on the west line of the aforesaid Section 29, Township 9 North, Range 5 West to the northwest corner of said Section 29; thence east on the north line of said Section 29, Township 9 North, Range 5 West to the intersection with the north line of the South Half of the Southeast Quarter of said Section 29; thence east on said north line of the South Half of the Southeast Quarter to the intersection with the southwesterly right of way line of the Burlington Northern & Santa Fe Railway Company; thence southeast on said southwesterly right of way line to the intersection with the westerly right of way line of U.S. Route 66; thence southwesterly on said westerly right of way line to the intersection with the westerly right of way line of U.S. Route 66; thence southwesterly on said westerly right of way line to the south line of the Southeast Quarter of said Section 29; thence east on said south line of the Southeast Quarter to the east right of way line of the Burlington Northern & Santa Fe Railway Company; thence south on said east right of way line to the northeast corner of Beeler's 4th Addition; thence south on the east line of Beeler's 4th Addition to the easterly extension of the south line of Block's 1 and 2 of Beeler's 4th Addition; thence west on said easterly extension of the south line of Blocks 1 and 2, and the south line of said Blocks 1 and 2, and the westerly extension thereof, to the west line of Beeler's 4th Addition; thence south on said west line to the south right of way line of Henrich's Street; thence east on said south right of way line of Henrich's Street to a point on the west line of Lot 2 of Alexander's Addition; thence north on said west line of Lot 2 of Alexander's Addition to the northwest corner of said Lot 2; thence east on the north line of Lots 1 and 2 of said Alexander's Addition to the northeast corner of Lot 1 of said Alexander's Addition; thence south on the east line of Lot 1 of said Alexander's Addition to the westerly extension of the north line of Block 4 of Hargrave's Addition; thence east on said westerly extension, and the north line of Blocks 4 and 5 of said Hargrave's Addition and the north line of Block 3 of Tyler's 1st Addition to the intersection with the west line of Block 1 of said Tyler's 1st Addition; thence north on said west line of Block 1 of Tyler's 1st Addition and the west line of Block 28 in Pierce's 2nd Addition to the northwest corner of Lot 1 in said Block 28 of Pierce's 2nd Addition; thence east on the north line of Block 28 of Pierce's 2nd Addition and the north line of Block 16 of said Pierce's 1st Addition and the north line of Block 17 of said Pierce's 1st Addition to the northeast corner of said Block 17 of Pierce's 1st Addition; thence south on the east line of said Block 17 of Pierce's 1st Addition and the east line of Block 24 of said Pierce's 1st Addition to the northeast corner of Block 4 of the Original Town of Litchfield; thence east on the north line of Block 3 of said Original Town of Litchfield to the northeast corner of said Block 3; thence south on the east line of Blocks 3, 14,

19, 30 and 35 of said Original Town of Litchfield and the west line of Jackson Street to the northeast corner of Block 43 of Huggin's Addition; thence west on the north line of said Block 43 to the northwest corner of said Block 43; thence north on the east line of State Street to the easterly extension of the north line of St. John's Street; thence west on said north line of St. John's Street to the southwest corner of Lot 12 in Block 39 of Huggin's Addition; thence north on the west line of said Lot 12 to the northwest corner of said Lot 12; thence east on the north line of said Lot 12 to the intersection with the east right of way line of the Norfolk Western Railway; thence north on said east right of way line of the Norfolk Western Railway to the intersection with the easterly extension of the south line of Block 1 of McWilliams & Cummings Addition; thence west on said easterly extension of the south line of Block 1, and the south line of said Block 1 to the southwest corner of said Block 1 of McWilliams & Cummings Addition; thence north on the west line of said Block 1 and the west line of Block 3 of Beeler's 1st Addition, and the northerly extension thereof, to the intersection with the easterly extension of the south line of Block 11 of Beeler's 4th Addition; thence west on said easterly extension of the south line of Block 11 of Beeler's 4th Addition; thence west on said Block 11 and the south line of Block 1 of Hatfield's Addition to the southeast corner of Lot 3 in Block 2 of said Hatfield's Addition; thence south on the east line of Block 3 of said Hatfield's Addition and the east line of Blocks 3 and 4 of Beeler's 2nd Addition to the south line of said Block 4; thence west on the south line of said Block 4, and the south line of Blocks 3 and 4 of Sunset Park Subdivision to the southwest corner of said Block 4 of Sunset Park Subdivision; thence north on the east line of said Block 4, and Blocks 5 and 6, of Sunset Park Subdivision to the northwest corner of Lot 4 in said Block 6 of Sunset Park Subdivision; thence west on the westerly extension of the north line of said Lot 4 in Block 6 to the east line of Block 7 of said Sunset Park Subdivision; thence north on said east line of Block 7, and the east line of Block 8 of said Sunset Park Subdivision, to the north right of way line of Illinois Route 16 (Union Avenue); thence southwesterly on said north right of way line of Illinois Route 16 to the intersection with the west right of way line of U.S. Route 66 (W. Columbian Blvd.); thence south on said west right of way line of U.S. Route 66 (W. Columbian Blvd.) to the intersection with a line 472 feet south of the north line of the Southeast Quarter of Section 5, Township 8 North, Range 5 West; thence east on said line 472 feet south of the north line of the Southeast Quarter of Section 5 to the west right of way line of Historic Old U.S. Route 66; thence south on said west right of way line of Historic Old U.S. Route 66 to the intersection with a line 1602.74 feet south of the north line of said Southeast Quarter of Section 5; thence east on said line 1602.74 feet south of the north line of the Southeast Quarter to the east line of the West Half of the Southwest Quarter of said Southeast Quarter of Section 5; thence south on said east line of the West Half of the Southwest Quarter of the Southeast Quarter of Section 5 to the south on said east line of the West Half of the Southwest Quarter of the Southeast Quarter of Section 5 to the northeast corner of the South 5 Acres of the West 30 Acres of the South 60 Acres of the East Half of the Southeast Quarter of said Section 5; thence west on the north line of said South 5 Acres to the northeast corner of the West Half of said South 5 Acres; thence south on the east line of said West Half of the South 5 Acres to the intersection with the south line of said Southeast Quarter of Section 5; thence east on said south line to the southeast corner of said Section 5; thence south on the east line of the Northeast Quarter of Section 8, Township 8 North, Range 5 West to the intersection with the edge of the water of Walton Lake; thence southwesterly; thence southeasterly and thence northeasterly on said edge of the water of Walton Lake to the west right of way line of Niemanville Trail; thence north on said west right of way line to the westerly extension of the south line of Park Ridge 1st Addition; thence east on said westerly extension, and the south line of said Park Ridge 1st Addition and the south line of Park Ridge Addition to the west right of way line of South Van Buren Street; thence south on said west right of way line of South Van Buren Street to the intersection with the south line of the Northeast Quarter of the Northwest Quarter of Section 9, Township 8 North, Range 5 West; thence west on said south line of said Northeast Quarter of the Northwest Quarter to the east right of way line of Niemanville Trail or State Street; thence south on said east right of way line to the intersection with the south line of the Southeast Quarter of said Northwest Quarter of Section 9; thence west on said south line to the southwest corner of said Southeast Quarter of the Northwest Quarter of Section 9; thence south on the east line of the Northwest Quarter of the Southwest Quarter of Section 9 to the intersection with the southwesterly right of way line of the Burlington

Northern & Santa Fe Railway Company; thence southeasterly on said southwesterly right of way line to the intersection with the south line of the Southeast Quarter of said Southwest Quarter of Section 9; thence west on said south line to the southwest corner of said Southeast Quarter of the Southwest Quarter of Section 9; thence south on the east line of the West Half of the West Half of Section 16 to the Point of Beginning.

AND

Beginning at the intersection of the centerline of St. John Street and the west line of the Northwest Quarter of Section 3, Township 8 North, Range 5 West; thence south on said west line to the northeast corner of Tyler's 3rd Addition; thence west on the north line of said Tyler's 3rd Addition, and the north line of Machler's Subdivision, to the west line of the vacated alley on the east side of said Machler's Subdivision; thence south on said west line of the vacated alley to the northeast corner of Lot 1 of Block 2 of said Machler's Subdivision; thence west on the south line of East South Street to a point 109 feet east of the west line of said Block 2; thence south on a line 109 feet east of the west line of said Block 2 to the north line of Lot 7 of said Block 2; thence west on said north line of Lot 7, and the westerly extension thereof, and the north line of Lot 8 of Block 3 of said Machler's Subdivision, to the northwest corner of said Lot 8; thence south on the west line of said Lot 8 and the west line of Lots 9, 12, 13, 16, 17 and 20 of said Block 3, to the southwest corner of said Lot 20 of Block 3; thence east on the south line of said Lot 20, and the easterly extension thereof, to the intersection with a line 109 feet east of the west line of the aforesaid Block 2; thence south on said line 109 feet east of the west line of Block 2 to the south line of said Block 2; thence east on said south line of Block 2, and the south line of Lot 1 of Block 1 of the aforesaid Tyler's 3rd Addition to the aforesaid west line of the Northwest Quarter of Section 3; thence south on said west line of the Northwest Quarter of Section 3 to the southwest corner of said Northwest Quarter of Section 3; thence east on the south line of said Northwest Quarter to the east line of Lot 9 of the Amended American Radiator Company Plat; thence north on the east line of said Lot 9, and the east line of Lot 10 of said Amended American Radiator Company Plat to the northeast corner of said Lot 10; thence east on the south line of the Northwest Quarter of said Northwest Quarter of Section 3 to the southeast corner of said Northwest Quarter of the Northwest Quarter; thence south on the west line of the Southeast Quarter of said Northwest Quarter of the Northwest Quarter; thence east on the south line of said Southeast Quarter of the Northwest Quarter, and the south line of the West 227 feet of the Southwest Quarter of the Northeast Quarter of said Section 3, to the southeast corner of said West 227 feet of the Southwest Quarter of the Northeast Quarter; thence north on the east line of said West 227 feet to the northeast corner thereof; thence west on the north line of said West 227 feet to the southeast corner of the Northeast Quarter of said Northwest Quarter of Section 3; thence north on the east line of said Northwest Quarter of the Northwest Quarter of Section 3 to the south right of way line of the former C.C.C and St. Louis Railway; thence northwesterly on said south right of way line to the intersection with a line 709.5 feet east of the west line of the Northeast Quarter of said Northwest Quarter of Section 3; thence south 107.5 feet, more or less, on said line 709.5 feet east of the west line of the Northeast Quarter of the Northeast Quarter of the Northwest Quarter; thence west 709.5 feet to the west line of said Northwest Quarter of the Northwest Quarter; thence northwesterly 1,175 feet to a point 131 feet south of the south right of way line of said former C.C.C. and St. Louis Railway; thence westerly 323 feet to the aforesaid west line of the Northwest Quarter of Section 3; thence south on said west line of the Northwest Quarter of Section 3 to the point of beginning.

AND

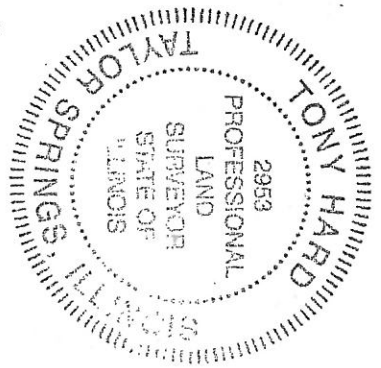
Beginning at the northeast corner of the Southeast Quarter of Section 33, Township 9 North, Range 5 West; thence west 65 feet to the east line of Maple Street; thence south on said east line of Maple Street to the South line of Henrichs Street; thence west to the centerline of Maple Street; thence south on said centerline to a point 385 feet north of the south line of the Northeast Quarter of said Southeast Quarter of Section 33; thence east 244.58 feet; thence south 65.06 feet; thence east 70 feet; thence south to the centerline of Illinois Route 16;

thence east 150 feet; thence north to a point 385 feet north of the north right of way line of said Illinois Route 16; thence east 216.75 feet; thence north 275 feet; thence east to a point 1,418.81 feet east of the west line of said Southwest Quarter of Section 34; thence north 745.14 feet; thence west 1418.81 feet to the point of beginning.



Date: September 24, 2015

Tony Hard, P.L.S.
Vice-President
McDonough-Whitlow, P.C.
Professional Design No. 184-002754



License Expires 11-30-2016

Montgomery County Parcel PIN's in the Enterprise Zone - 2016

Parcel Number	Township name	Parcel Number	Township name	Parcel Number	Township name
11-13-400-032	BUTLER GROVE	17-06-376-014	EAST FORK	17-35-331-009	EAST FORK
11-13-476-008	BUTLER GROVE	17-06-376-015	EAST FORK	17-35-331-010	EAST FORK
11-13-476-013	BUTLER GROVE	17-06-401-001	EAST FORK	17-35-331-014	EAST FORK
11-25-476-008	BUTLER GROVE	17-06-504-001	EAST FORK	17-35-332-001	EAST FORK
11-28-204-012	BUTLER GROVE	17-06-504-003	EAST FORK	17-35-332-002	EAST FORK
11-28-207-018	BUTLER GROVE	17-06-504-004	EAST FORK	17-35-332-003	EAST FORK
11-28-207-019	BUTLER GROVE	17-06-504-006	EAST FORK	17-35-336-017	EAST FORK
11-28-229-007	BUTLER GROVE	17-06-504-007	EAST FORK	17-35-336-018	EAST FORK
11-28-229-008	BUTLER GROVE	17-06-504-009	EAST FORK	17-35-336-019	EAST FORK
11-31-400-004	BUTLER GROVE	17-06-504-010	EAST FORK	17-35-336-020	EAST FORK
11-33-400-005	BUTLER GROVE	17-06-504-011	EAST FORK	17-35-336-022	EAST FORK
11-34-300-003	BUTLER GROVE	17-06-504-012	EAST FORK	17-35-336-023	EAST FORK
11-36-200-026	BUTLER GROVE	17-06-504-013	EAST FORK	17-35-336-025	EAST FORK
17-05-135-014	EAST FORK	17-06-504-014	EAST FORK	17-35-337-001	EAST FORK
17-05-136-012	EAST FORK	17-06-504-015	EAST FORK	17-35-337-002	EAST FORK
17-05-177-016	EAST FORK	17-06-504-016	EAST FORK	17-35-337-003	EAST FORK
17-06-279-002	EAST FORK	17-07-104-016	EAST FORK	17-35-337-004	EAST FORK
17-06-279-005	EAST FORK	17-07-105-008	EAST FORK	17-35-337-008	EAST FORK
17-06-279-007	EAST FORK	17-07-105-010	EAST FORK	17-35-337-015	EAST FORK
17-06-279-008	EAST FORK	17-07-131-009	EAST FORK	17-35-339-002	EAST FORK
17-06-279-009	EAST FORK	17-07-132-008	EAST FORK	17-35-339-007	EAST FORK
17-06-301-005	EAST FORK	17-07-134-006	EAST FORK	17-35-339-008	EAST FORK
17-06-301-007	EAST FORK	17-07-134-012	EAST FORK	17-35-339-009	EAST FORK
17-06-301-008	EAST FORK	17-07-151-001	EAST FORK	17-35-340-001	EAST FORK
17-06-326-013	EAST FORK	17-07-151-002	EAST FORK	17-35-340-002	EAST FORK
17-06-327-023	EAST FORK	17-07-176-001	EAST FORK	17-35-340-008	EAST FORK
17-06-327-024	EAST FORK	17-07-202-008	EAST FORK	17-35-340-009	EAST FORK
17-06-327-027	EAST FORK	17-07-203-003	EAST FORK	17-35-340-010	EAST FORK
17-06-327-028	EAST FORK	17-07-206-014	EAST FORK	17-35-340-011	EAST FORK
17-06-327-033	EAST FORK	17-07-207-001	EAST FORK	17-35-340-012	EAST FORK
17-06-327-034	EAST FORK	17-07-209-007	EAST FORK	17-35-340-013	EAST FORK
17-06-328-001	EAST FORK	17-07-251-001	EAST FORK	17-35-353-014	EAST FORK
17-06-328-007	EAST FORK	17-07-400-005	EAST FORK	17-35-407-006	EAST FORK
17-06-328-008	EAST FORK	17-07-504-001	EAST FORK	17-35-407-007	EAST FORK
17-06-328-009	EAST FORK	17-35-179-003	EAST FORK	17-35-407-008	EAST FORK
17-06-328-010	EAST FORK	17-35-179-012	EAST FORK	17-35-411-005	EAST FORK
17-06-329-002	EAST FORK	17-35-179-013	EAST FORK	17-35-411-007	EAST FORK
17-06-330-007	EAST FORK	17-35-305-001	EAST FORK	17-35-411-008	EAST FORK
17-06-331-006	EAST FORK	17-35-305-002	EAST FORK	17-35-455-001	EAST FORK
17-06-351-020	EAST FORK	17-35-305-011	EAST FORK	17-35-455-002	EAST FORK
17-06-376-009	EAST FORK	17-35-305-012	EAST FORK	17-35-455-003	EAST FORK
17-06-376-009	EAST FORK	17-35-305-013	EAST FORK	17-35-455-004	EAST FORK
17-06-376-010	EAST FORK	17-35-306-003	EAST FORK	17-35-455-005	EAST FORK
17-06-376-010	EAST FORK	17-35-331-007	EAST FORK	17-35-455-006	EAST FORK
17-06-376-011	EAST FORK	17-35-331-008	EAST FORK	17-35-455-007	EAST FORK

17-35-455-008	EAST FORK	16-01-303-007	HILLSBORO	16-01-329-006	HILLSBORO
17-35-455-009	EAST FORK	16-01-303-008	HILLSBORO	16-01-329-015	HILLSBORO
21-11-300-001	EAST FORK	16-01-303-010	HILLSBORO	16-01-331-001	HILLSBORO
21-19-302-007	EAST FORK	16-01-303-011	HILLSBORO	16-01-331-002	HILLSBORO
21-19-305-001	EAST FORK	16-01-303-012	HILLSBORO	16-01-331-003	HILLSBORO
21-19-305-003	EAST FORK	16-01-304-001	HILLSBORO	16-01-331-004	HILLSBORO
21-19-305-005	EAST FORK	16-01-304-002	HILLSBORO	16-01-332-001	HILLSBORO
21-19-355-001	EAST FORK	16-01-304-007	HILLSBORO	16-01-332-002	HILLSBORO
21-19-355-002	EAST FORK	16-01-304-009	HILLSBORO	16-01-332-003	HILLSBORO
21-19-355-006	EAST FORK	16-01-304-010	HILLSBORO	16-01-332-004	HILLSBORO
21-19-355-007	EAST FORK	16-01-304-011	HILLSBORO	16-01-332-005	HILLSBORO
21-19-355-014, 015	EAST FORK	16-01-305-001	HILLSBORO	16-01-333-001	HILLSBORO
21-19-360-007	EAST FORK	16-01-305-003	HILLSBORO	16-01-333-002	HILLSBORO
21-19-360-008	EAST FORK	16-01-305-004	HILLSBORO	16-01-333-003	HILLSBORO
21-19-360-009	EAST FORK	16-01-305-005	HILLSBORO	16-01-333-007	HILLSBORO
21-19-360-010	EAST FORK	16-01-305-006	HILLSBORO	16-01-351-001	HILLSBORO
21-19-360-024	EAST FORK	16-01-305-009	HILLSBORO	16-01-351-002	HILLSBORO
20-24-429-001	GRISHAM	16-01-305-010	HILLSBORO	16-01-351-003	HILLSBORO
16-01-101-002	HILLSBORO	16-01-305-013	HILLSBORO	16-01-351-004	HILLSBORO
16-01-101-003	HILLSBORO	16-01-305-016	HILLSBORO	16-01-351-006	HILLSBORO
16-01-126-002	HILLSBORO	16-01-305-017	HILLSBORO	16-01-351-007	HILLSBORO
16-01-152-003	HILLSBORO	16-01-305-019	HILLSBORO	16-01-351-008	HILLSBORO
16-01-152-004	HILLSBORO	16-01-305-020	HILLSBORO	16-01-351-009	HILLSBORO
16-01-153-003	HILLSBORO	16-01-305-021	HILLSBORO	16-01-351-010	HILLSBORO
16-01-153-006	HILLSBORO	16-01-305-023	HILLSBORO	16-01-351-011	HILLSBORO
16-01-176-002	HILLSBORO	16-01-305-025	HILLSBORO	16-01-351-012	HILLSBORO
16-01-176-029	HILLSBORO	16-01-305-030	HILLSBORO	16-01-351-013	HILLSBORO
16-01-206-002	HILLSBORO	16-01-305-031	HILLSBORO	16-01-351-014	HILLSBORO
16-01-206-003	HILLSBORO	16-01-305-032	HILLSBORO	16-01-351-015	HILLSBORO
16-01-206-004	HILLSBORO	16-01-306-003	HILLSBORO	16-01-351-018	HILLSBORO
16-01-206-005	HILLSBORO	16-01-306-004	HILLSBORO	16-01-351-019	HILLSBORO
16-01-206-006	HILLSBORO	16-01-306-005	HILLSBORO	16-01-351-020	HILLSBORO
16-01-206-007	HILLSBORO	16-01-306-008	HILLSBORO	16-01-351-025	HILLSBORO
16-01-206-008	HILLSBORO	16-01-306-009	HILLSBORO	16-01-351-027	HILLSBORO
16-01-226-005	HILLSBORO	16-01-306-010	HILLSBORO	16-01-351-028	HILLSBORO
16-01-226-007	HILLSBORO	16-01-306-011	HILLSBORO	16-01-351-029	HILLSBORO
16-01-226-008	HILLSBORO	16-01-306-012	HILLSBORO	16-01-351-032	HILLSBORO
16-01-251-007	HILLSBORO	16-01-326-007	HILLSBORO	16-01-351-033	HILLSBORO
16-01-276-007	HILLSBORO	16-01-326-009	HILLSBORO	16-01-352-001	HILLSBORO
16-01-276-009	HILLSBORO	16-01-326-010	HILLSBORO	16-01-352-002	HILLSBORO
16-01-276-010	HILLSBORO	16-01-326-011	HILLSBORO	16-01-352-003	HILLSBORO
16-01-276-011	HILLSBORO	16-01-326-012	HILLSBORO	16-01-352-006	HILLSBORO
16-01-301-002	HILLSBORO	16-01-326-015	HILLSBORO	16-01-352-007	HILLSBORO
16-01-302-001	HILLSBORO	16-01-327-001	HILLSBORO	16-01-352-010	HILLSBORO
16-01-302-004	HILLSBORO	16-01-327-004	HILLSBORO	16-01-352-011	HILLSBORO
16-01-302-005	HILLSBORO	16-01-328-001	HILLSBORO	16-01-352-012	HILLSBORO
16-01-302-006	HILLSBORO	16-01-328-004	HILLSBORO	16-01-352-013	HILLSBORO
16-01-302-007	HILLSBORO	16-01-329-001	HILLSBORO	16-01-354-002	HILLSBORO
16-01-303-003	HILLSBORO	16-01-329-003	HILLSBORO	16-01-354-003	HILLSBORO
16-01-303-004	HILLSBORO	16-01-329-004	HILLSBORO	16-01-354-004	HILLSBORO
16-01-303-005	HILLSBORO	16-01-329-005	HILLSBORO	16-01-354-005	HILLSBORO

<i>FIN</i>	<i>IWF.</i>	<i>FIN</i>	<i>IWP</i>	<i>FIN</i>	<i>IWP</i>
16-01-354-006	HILLSBORO	16-01-384-005	HILLSBORO	16-02-432-009	HILLSBORO
16-01-355-001	HILLSBORO	16-01-384-010	HILLSBORO	16-02-432-010	HILLSBORO
16-01-355-005	HILLSBORO	16-01-385-001	HILLSBORO	16-02-432-011	HILLSBORO
16-01-356-002	HILLSBORO	16-01-385-002	HILLSBORO	16-02-432-012	HILLSBORO
16-01-356-003	HILLSBORO	16-01-385-003	HILLSBORO	16-02-432-013	HILLSBORO
16-01-356-004	HILLSBORO	16-01-385-006	HILLSBORO	16-02-432-014	HILLSBORO
16-01-356-005	HILLSBORO	16-01-386-001	HILLSBORO	16-02-432-015	HILLSBORO
16-01-356-006	HILLSBORO	16-01-386-003	HILLSBORO	16-02-432-016	HILLSBORO
16-01-357-001	HILLSBORO	16-01-476-002	HILLSBORO	16-02-432-017	HILLSBORO
16-01-357-005	HILLSBORO	16-02-226-005	HILLSBORO	16-02-432-019	HILLSBORO
16-01-357-007	HILLSBORO	16-02-226-007	HILLSBORO	16-02-451-019	HILLSBORO
16-01-357-008	HILLSBORO	16-02-226-008	HILLSBORO	16-02-451-020	HILLSBORO
16-01-357-009	HILLSBORO	16-02-227-002	HILLSBORO	16-02-451-027	HILLSBORO
16-01-358-002	HILLSBORO	16-02-227-004	HILLSBORO	16-02-476-004	HILLSBORO
16-01-358-003	HILLSBORO	16-02-228-001	HILLSBORO	16-02-476-005	HILLSBORO
16-01-358-006	HILLSBORO	16-02-229-001	HILLSBORO	16-02-476-007	HILLSBORO
16-01-358-007	HILLSBORO	16-02-229-002	HILLSBORO	16-02-476-008	HILLSBORO
16-01-360-001	HILLSBORO	16-02-229-003	HILLSBORO	16-02-476-008	HILLSBORO
16-01-361-001	HILLSBORO	16-02-230-001	HILLSBORO	16-02-476-009	HILLSBORO
16-01-361-005	HILLSBORO	16-02-276-002	HILLSBORO	16-02-476-010	HILLSBORO
16-01-361-007	HILLSBORO	16-02-401-001	HILLSBORO	16-02-476-011	HILLSBORO
16-01-361-008	HILLSBORO	16-02-401-003	HILLSBORO	16-02-476-015	HILLSBORO
16-01-376-001	HILLSBORO	16-02-427-002	HILLSBORO	16-02-476-018	HILLSBORO
16-01-376-002	HILLSBORO	16-02-427-004	HILLSBORO	16-02-476-019	HILLSBORO
16-01-376-003	HILLSBORO	16-02-427-005	HILLSBORO	16-02-476-020	HILLSBORO
16-01-376-007	HILLSBORO	16-02-427-006	HILLSBORO	16-02-476-021	HILLSBORO
16-01-376-008	HILLSBORO	16-02-427-007	HILLSBORO	16-02-476-021	HILLSBORO
16-01-377-001	HILLSBORO	16-02-427-010	HILLSBORO	16-02-477-007	HILLSBORO
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16-01-378-001	HILLSBORO	16-02-427-015	HILLSBORO	16-02-480-013	HILLSBORO
16-01-378-002	HILLSBORO	16-02-427-016	HILLSBORO	16-02-481-007	HILLSBORO
16-01-378-003	HILLSBORO	16-02-427-017	HILLSBORO	16-02-482-003	HILLSBORO
16-01-378-004	HILLSBORO	16-02-427-018	HILLSBORO	16-02-482-004	HILLSBORO
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16-01-382-001	HILLSBORO	16-02-427-023	HILLSBORO	16-02-482-008	HILLSBORO
16-01-382-002	HILLSBORO	16-02-427-024	HILLSBORO	16-02-482-015	HILLSBORO
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16-01-382-004	HILLSBORO	16-02-427-026	HILLSBORO	16-02-483-004	HILLSBORO
16-01-383-001	HILLSBORO	16-02-427-027	HILLSBORO	16-02-483-004	HILLSBORO
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16-01-383-006	HILLSBORO	16-02-432-002	HILLSBORO	16-02-484-002	HILLSBORO
16-01-384-001	HILLSBORO	16-02-432-003	HILLSBORO	16-02-485-001	HILLSBORO
16-01-384-002	HILLSBORO	16-02-432-004	HILLSBORO	16-02-485-002	HILLSBORO
16-01-384-003	HILLSBORO	16-02-432-007	HILLSBORO	16-02-485-003	HILLSBORO
16-01-384-004	HILLSBORO	16-02-432-008	HILLSBORO	16-02-486-001	HILLSBORO

16-13-152-025	HILLSBORO	16-13-305-024	HILLSBORO	16-13-326-004	HILLSBORO
16-13-152-026	HILLSBORO	16-13-305-025	HILLSBORO	16-13-326-005	HILLSBORO
16-13-152-027	HILLSBORO	16-13-305-027	HILLSBORO	16-13-326-006	HILLSBORO
16-13-152-028	HILLSBORO	16-13-305-028	HILLSBORO	16-13-326-007	HILLSBORO
16-13-152-029	HILLSBORO	16-13-306-001	HILLSBORO	16-13-327-002	HILLSBORO
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16-13-153-024	HILLSBORO	16-13-306-009	HILLSBORO	16-13-328-003	HILLSBORO
16-13-153-025	HILLSBORO	16-13-306-017	HILLSBORO	16-13-328-007	HILLSBORO
16-13-154-012	HILLSBORO	16-13-306-018	HILLSBORO	16-13-328-008	HILLSBORO
16-13-156-002	HILLSBORO	16-13-306-019	HILLSBORO	16-13-328-009	HILLSBORO
16-13-156-016	HILLSBORO	16-13-307-001	HILLSBORO	16-13-352-003	HILLSBORO
16-13-156-017	HILLSBORO	16-13-307-002	HILLSBORO	16-13-353-003	HILLSBORO
16-13-156-019	HILLSBORO	16-13-307-003	HILLSBORO	16-13-353-004	HILLSBORO
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16-13-158-005	HILLSBORO	16-13-309-012	HILLSBORO	16-13-353-013	HILLSBORO
16-13-158-015	HILLSBORO	16-13-309-014	HILLSBORO	16-13-354-004	HILLSBORO
16-13-158-017	HILLSBORO	16-13-309-015	HILLSBORO	16-13-354-005	HILLSBORO
16-13-158-018	HILLSBORO	16-13-309-016	HILLSBORO	16-13-354-007	HILLSBORO
16-13-159-001	HILLSBORO	16-13-310-010	HILLSBORO	16-13-354-008	HILLSBORO
16-13-176-002	HILLSBORO	16-13-310-021	HILLSBORO	16-13-355-001	HILLSBORO
16-13-177-002	HILLSBORO	16-13-310-022	HILLSBORO	16-13-355-002	HILLSBORO
16-13-177-005	HILLSBORO	16-13-310-023	HILLSBORO	16-13-355-005	HILLSBORO
16-13-177-007	HILLSBORO	16-13-310-024	HILLSBORO	16-13-355-010	HILLSBORO
16-13-200-001	HILLSBORO	16-13-310-025	HILLSBORO	16-13-355-013	HILLSBORO
16-13-301-001	HILLSBORO	16-13-311-007	HILLSBORO	16-13-355-014	HILLSBORO
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16-13-301-008	HILLSBORO	16-13-312-001	HILLSBORO	16-13-355-020	HILLSBORO
16-13-301-012	HILLSBORO	16-13-313-002	HILLSBORO	16-13-356-012	HILLSBORO
16-13-301-013	HILLSBORO	16-13-313-004	HILLSBORO	16-13-356-017	HILLSBORO
16-13-301-014	HILLSBORO	16-13-313-008	HILLSBORO	16-13-356-018	HILLSBORO
16-13-301-015	HILLSBORO	16-13-313-009	HILLSBORO	16-13-356-020	HILLSBORO
16-13-301-017	HILLSBORO	16-13-313-010	HILLSBORO	16-13-356-022	HILLSBORO
16-13-301-018	HILLSBORO	16-13-313-011	HILLSBORO	16-13-356-023	HILLSBORO
16-13-301-019	HILLSBORO	16-13-313-013	HILLSBORO	16-13-357-001	HILLSBORO
16-13-302-003	HILLSBORO	16-13-313-015	HILLSBORO	16-13-357-002	HILLSBORO
16-13-302-004	HILLSBORO	16-13-314-005	HILLSBORO	16-13-357-003	HILLSBORO
16-13-302-005	HILLSBORO	16-13-314-006	HILLSBORO	16-13-357-004	HILLSBORO
16-13-302-021	HILLSBORO	16-13-314-007	HILLSBORO	16-13-357-007	HILLSBORO
16-13-302-022	HILLSBORO	16-13-314-008	HILLSBORO	16-13-357-008	HILLSBORO
16-13-302-023	HILLSBORO	16-13-314-009	HILLSBORO	16-13-358-001	HILLSBORO
16-13-302-024	HILLSBORO	16-13-315-011	HILLSBORO	16-13-358-004	HILLSBORO
16-13-303-001	HILLSBORO	16-13-315-017	HILLSBORO	16-13-358-005	HILLSBORO
16-13-304-006	HILLSBORO	16-13-315-018	HILLSBORO	16-13-358-006	HILLSBORO
16-13-305-021	HILLSBORO	16-13-315-019	HILLSBORO	16-13-358-007	HILLSBORO
16-13-305-022	HILLSBORO	16-13-315-020	HILLSBORO	16-13-359-004	HILLSBORO
16-13-305-023	HILLSBORO	16-13-326-003	HILLSBORO	16-13-359-010	HILLSBORO

16-13-359-011	HILLSBORO	16-13-504-002	HILLSBORO	16-23-207-015	HILLSBORO
16-13-359-015	HILLSBORO	16-14-201-048	HILLSBORO	16-23-207-016	HILLSBORO
16-13-359-016	HILLSBORO	16-14-201-049	HILLSBORO	16-23-207-017	HILLSBORO
16-13-359-017	HILLSBORO	16-14-201-059	HILLSBORO	16-23-207-018	HILLSBORO
16-13-359-018	HILLSBORO	16-14-226-009	HILLSBORO	16-23-208-003	HILLSBORO
16-13-359-019	HILLSBORO	16-14-226-010	HILLSBORO	16-23-208-015	HILLSBORO
16-13-360-005	HILLSBORO	16-14-226-011	HILLSBORO	16-23-208-016	HILLSBORO
16-13-360-006	HILLSBORO	16-14-452-004	HILLSBORO	16-23-209-007	HILLSBORO
16-13-360-009	HILLSBORO	16-14-478-029	HILLSBORO	16-23-226-001	HILLSBORO
16-13-360-010	HILLSBORO	16-14-478-030	HILLSBORO	16-23-226-002	HILLSBORO
16-13-360-013	HILLSBORO	16-14-481-004	HILLSBORO	16-23-226-003	HILLSBORO
16-13-360-014	HILLSBORO	16-14-481-007	HILLSBORO	16-23-226-004	HILLSBORO
16-13-360-015	HILLSBORO	16-14-481-008	HILLSBORO	16-23-226-005	HILLSBORO
16-13-361-001	HILLSBORO	16-14-482-022	HILLSBORO	16-23-226-006	HILLSBORO
16-13-361-002	HILLSBORO	16-14-482-024	HILLSBORO	16-23-226-007	HILLSBORO
16-13-361-007	HILLSBORO	16-14-483-005	HILLSBORO	16-23-226-008	HILLSBORO
16-13-361-008	HILLSBORO	16-14-483-006	HILLSBORO	16-23-227-003	HILLSBORO
16-13-362-003	HILLSBORO	16-14-483-010	HILLSBORO	16-23-227-004	HILLSBORO
16-13-362-009	HILLSBORO	16-14-483-011	HILLSBORO	16-23-228-001	HILLSBORO
16-13-362-010	HILLSBORO	16-14-483-012	HILLSBORO	16-23-228-002	HILLSBORO
16-13-376-001	HILLSBORO	16-14-483-013	HILLSBORO	16-23-228-003	HILLSBORO
16-13-376-008	HILLSBORO	16-14-484-001	HILLSBORO	16-23-228-004	HILLSBORO
16-13-376-009	HILLSBORO	16-14-484-010	HILLSBORO	16-23-228-005	HILLSBORO
16-13-376-011	HILLSBORO	16-14-484-011	HILLSBORO	16-23-228-006	HILLSBORO
16-13-376-014	HILLSBORO	16-14-484-012	HILLSBORO	16-23-229-001	HILLSBORO
16-13-376-015	HILLSBORO	16-14-484-013	HILLSBORO	16-23-230-001	HILLSBORO
16-13-376-016	HILLSBORO	16-14-485-003	HILLSBORO	16-23-230-002	HILLSBORO
16-13-377-010	HILLSBORO	16-14-485-006	HILLSBORO	16-23-231-005	HILLSBORO
16-13-377-012	HILLSBORO	16-14-485-007	HILLSBORO	16-23-231-006	HILLSBORO
16-13-377-018	HILLSBORO	16-14-485-012	HILLSBORO	16-23-251-001	HILLSBORO
16-13-377-019	HILLSBORO	16-14-485-013	HILLSBORO	16-23-300-004	HILLSBORO
16-13-377-021	HILLSBORO	16-14-485-014	HILLSBORO	16-23-300-011	HILLSBORO
16-13-377-022	HILLSBORO	16-14-486-001	HILLSBORO	16-23-300-025	HILLSBORO
16-13-377-023	HILLSBORO	16-14-504-001	HILLSBORO	16-23-400-025	HILLSBORO
16-13-377-024	HILLSBORO	16-23-100-006	HILLSBORO	16-23-504-001	HILLSBORO
16-13-378-001	HILLSBORO	16-23-100-007	HILLSBORO	16-23-504-002	HILLSBORO
16-13-378-018	HILLSBORO	16-23-100-008	HILLSBORO	16-23-504-003	HILLSBORO
16-13-378-019	HILLSBORO	16-23-201-020	HILLSBORO	16-24-101-005	HILLSBORO
16-13-378-020	HILLSBORO	16-23-202-015	HILLSBORO	16-24-101-020	HILLSBORO
16-13-378-022	HILLSBORO	16-23-202-016	HILLSBORO	16-24-101-021	HILLSBORO
16-13-378-023	HILLSBORO	16-23-203-015	HILLSBORO	16-24-101-023	HILLSBORO
16-13-379-001	HILLSBORO	16-23-203-031	HILLSBORO	16-24-101-024	HILLSBORO
16-13-379-004	HILLSBORO	16-23-203-031	HILLSBORO	16-24-101-025	HILLSBORO
16-13-379-008	HILLSBORO	16-23-204-031	HILLSBORO	16-24-101-026	HILLSBORO
16-13-379-009	HILLSBORO	16-23-204-031	HILLSBORO	16-24-101-027	HILLSBORO
16-13-379-011	HILLSBORO	16-23-205-017	HILLSBORO	16-24-102-002	HILLSBORO
16-13-400-001	HILLSBORO	16-23-205-018	HILLSBORO	16-24-103-022	HILLSBORO
16-13-400-002	HILLSBORO	16-23-206-007	HILLSBORO	16-24-103-028	HILLSBORO
16-13-400-003	HILLSBORO	16-23-206-010	HILLSBORO	16-24-103-029	HILLSBORO
16-13-400-004	HILLSBORO	16-23-206-011	HILLSBORO	16-24-103-032	HILLSBORO
16-13-504-001	HILLSBORO	16-23-207-004	HILLSBORO	16-24-103-033	HILLSBORO

<i>PLN</i>	<i>TWR.</i>	<i>PLN</i>	<i>TWR.</i>	<i>PLN</i>	<i>TWR.</i>
16-24-103-034	HILLSBORO	12-22-433-005	IRVING	08-22-485-021	NOKOMIS
16-24-103-035	HILLSBORO	12-22-434-007	IRVING	08-23-101-001	NOKOMIS
16-24-103-036	HILLSBORO	12-22-435-001	IRVING	08-23-112-007	NOKOMIS
16-24-103-038	HILLSBORO	12-22-459-001	IRVING	08-23-112-008	NOKOMIS
16-24-103-039	HILLSBORO	12-22-461-003	IRVING	08-23-112-009	NOKOMIS
16-24-104-003	HILLSBORO	12-22-461-004	IRVING	08-23-112-010	NOKOMIS
16-24-104-015	HILLSBORO	12-22-461-008	IRVING	08-23-112-011	NOKOMIS
16-24-104-016	HILLSBORO	12-22-476-004	IRVING	08-23-116-003	NOKOMIS
16-24-104-017	HILLSBORO	12-22-477-007	IRVING	08-23-116-004	NOKOMIS
16-24-104-018	HILLSBORO	12-22-477-008	IRVING	08-23-116-005	NOKOMIS
16-24-104-019	HILLSBORO	12-22-477-011	IRVING	08-23-116-006	NOKOMIS
16-24-105-003	HILLSBORO	12-22-477-012	IRVING	08-23-116-012	NOKOMIS
16-24-105-011	HILLSBORO	12-22-477-013	IRVING	08-23-116-013	NOKOMIS
16-24-105-023	HILLSBORO	12-22-477-014	IRVING	08-23-117-004	NOKOMIS
16-24-105-025	HILLSBORO	12-22-477-015	IRVING	08-23-117-009	NOKOMIS
16-24-105-026	HILLSBORO	12-22-477-016	IRVING	08-23-117-010	NOKOMIS
16-24-105-027	HILLSBORO	12-22-478-018	IRVING	08-23-126-002	NOKOMIS
16-24-105-028	HILLSBORO	12-22-478-019	IRVING	08-23-128-003	NOKOMIS
16-24-105-029	HILLSBORO	12-22-480-001	IRVING	08-23-128-005	NOKOMIS
16-24-105-030	HILLSBORO	12-22-480-011	IRVING	08-23-128-003	NOKOMIS
16-24-106-004	HILLSBORO	12-23-152-001	IRVING	08-23-128-005	NOKOMIS
16-24-106-011	HILLSBORO	12-23-301-001	IRVING	08-23-128-006	NOKOMIS
16-24-106-012	HILLSBORO	12-30-300-004	IRVING	08-23-128-007	NOKOMIS
16-24-106-014	HILLSBORO	12-30-300-008	IRVING	08-23-129-001	NOKOMIS
16-24-107-027	HILLSBORO	08-14-358-007	NOKOMIS	08-23-129-002	NOKOMIS
16-24-107-028	HILLSBORO	08-14-358-011	NOKOMIS	08-23-129-003	NOKOMIS
16-24-107-030	HILLSBORO	08-14-455-008	NOKOMIS	08-23-129-004	NOKOMIS
16-24-107-031	HILLSBORO	08-22-230-010	NOKOMIS	08-23-129-012	NOKOMIS
16-24-108-008	HILLSBORO	08-22-282-003	NOKOMIS	08-23-130-001	NOKOMIS
16-24-126-002	HILLSBORO	08-22-283-010	NOKOMIS	08-23-130-010	NOKOMIS
16-24-126-003	HILLSBORO	08-22-377-026	NOKOMIS	08-23-131-004	NOKOMIS
16-24-127-005	HILLSBORO	08-22-377-027	NOKOMIS	08-23-131-008	NOKOMIS
16-24-127-007	HILLSBORO	08-22-377-028	NOKOMIS	08-23-131-009	NOKOMIS
16-24-127-008	HILLSBORO	08-22-378-001	NOKOMIS	08-23-131-014	NOKOMIS
16-24-151-029	HILLSBORO	08-22-426-001	NOKOMIS	08-23-131-018	NOKOMIS
16-24-151-031	HILLSBORO	08-22-426-002	NOKOMIS	08-23-154-002	NOKOMIS
16-24-151-033	HILLSBORO	08-22-427-012	NOKOMIS	08-23-154-003	NOKOMIS
16-24-152-031	HILLSBORO	08-22-427-013	NOKOMIS	08-23-154-004	NOKOMIS
16-24-155-001	HILLSBORO	08-22-451-018	NOKOMIS	08-23-154-005	NOKOMIS
16-24-176-002	HILLSBORO	08-22-452-022	NOKOMIS	08-23-154-006	NOKOMIS
16-24-176-003	HILLSBORO	08-22-453-007	NOKOMIS	08-23-155-009	NOKOMIS
16-24-176-003	HILLSBORO	08-22-453-008	NOKOMIS	08-23-155-011	NOKOMIS
16-24-200-004	HILLSBORO	08-22-454-004	NOKOMIS	08-23-155-012	NOKOMIS
16-24-300-005	HILLSBORO	08-22-454-010	NOKOMIS	08-23-155-013	NOKOMIS
16-24-300-011	HILLSBORO	08-22-454-012	NOKOMIS	08-23-155-014	NOKOMIS
16-24-300-014	HILLSBORO	08-22-454-015	NOKOMIS	08-23-155-015	NOKOMIS
16-24-300-017	HILLSBORO	08-22-454-016	NOKOMIS	08-23-155-016	NOKOMIS
16-24-300-018	HILLSBORO	08-22-454-017	NOKOMIS	08-23-155-017	NOKOMIS
16-24-300-020	HILLSBORO	08-22-454-018	NOKOMIS	08-23-155-018	NOKOMIS
12-19-100-003	IRVING	08-22-485-007	NOKOMIS	08-23-155-019	NOKOMIS
12-22-432-008	IRVING	08-22-485-008	NOKOMIS	08-23-157-007	NOKOMIS

08-23-158-007	NOKOMIS	10-29-300-007	No. Litchfield	10-32-276-006	No. Litchfield
08-23-158-010	NOKOMIS	10-29-300-008	No. Litchfield	10-32-276-007	No. Litchfield
08-23-158-012	NOKOMIS	10-29-400-001	No. Litchfield	10-32-300-005	No. Litchfield
08-23-158-013	NOKOMIS	10-29-400-014	No. Litchfield	10-32-300-006	No. Litchfield
08-23-158-018	NOKOMIS	10-29-400-017	No. Litchfield	10-32-300-009	No. Litchfield
08-23-158-019	NOKOMIS	10-29-400-018	No. Litchfield	10-32-300-015	No. Litchfield
08-23-159-001	NOKOMIS	10-29-501-001	No. Litchfield	10-32-300-017	No. Litchfield
08-23-159-002	NOKOMIS	10-31-100-001	No. Litchfield	10-32-300-019	No. Litchfield
08-23-159-005	NOKOMIS	10-31-100-003	No. Litchfield	10-32-300-022	No. Litchfield
08-23-159-009	NOKOMIS	10-31-100-004	No. Litchfield	10-32-300-024	No. Litchfield
08-23-159-010	NOKOMIS	10-31-300-001	No. Litchfield	10-32-300-025	No. Litchfield
08-23-159-011	NOKOMIS	10-31-300-002	No. Litchfield	10-32-300-027	No. Litchfield
08-23-159-013	NOKOMIS	10-31-300-003	No. Litchfield	10-32-300-028	No. Litchfield
08-23-159-014	NOKOMIS	10-31-300-004	No. Litchfield	10-32-300-030	No. Litchfield
08-23-159-022	NOKOMIS	10-31-400-001	No. Litchfield	10-32-300-032	No. Litchfield
08-23-159-025	NOKOMIS	10-32-100-001	No. Litchfield	10-32-300-035	No. Litchfield
08-23-159-026	NOKOMIS	10-32-100-001	No. Litchfield	10-32-300-038	No. Litchfield
08-23-160-004	NOKOMIS	10-32-100-003	No. Litchfield	10-32-300-043	No. Litchfield
08-23-160-005	NOKOMIS	10-32-100-003	No. Litchfield	10-32-300-044	No. Litchfield
08-23-160-006	NOKOMIS	10-32-100-005	No. Litchfield	10-32-300-045	No. Litchfield
08-23-160-009	NOKOMIS	10-32-100-008	No. Litchfield	10-32-301-001	No. Litchfield
08-23-160-010	NOKOMIS	10-32-100-010	No. Litchfield	10-32-351-003	No. Litchfield
08-23-160-011	NOKOMIS	10-32-100-012	No. Litchfield	10-32-351-004	No. Litchfield
08-23-160-015	NOKOMIS	10-32-100-014	No. Litchfield	10-32-351-005	No. Litchfield
08-23-160-027	NOKOMIS	10-32-100-015	No. Litchfield	10-32-351-007	No. Litchfield
08-23-160-028	NOKOMIS	10-32-100-016	No. Litchfield	10-32-352-001	No. Litchfield
08-23-160-029	NOKOMIS	10-32-100-017	No. Litchfield	10-32-352-004	No. Litchfield
08-23-160-030	NOKOMIS	10-32-201-007	No. Litchfield	10-32-352-005	No. Litchfield
08-23-176-001	NOKOMIS	10-32-201-008	No. Litchfield	10-32-352-006	No. Litchfield
08-23-176-002	NOKOMIS	10-32-202-001	No. Litchfield	10-32-352-007	No. Litchfield
08-27-102-001	NOKOMIS	10-32-226-004	No. Litchfield	10-32-353-008	No. Litchfield
08-27-127-019	NOKOMIS	10-32-226-005	No. Litchfield	10-32-353-009	No. Litchfield
08-27-151-006	NOKOMIS	10-32-226-006	No. Litchfield	10-32-353-010	No. Litchfield
08-27-151-008	NOKOMIS	10-32-251-004	No. Litchfield	10-32-353-011	No. Litchfield
08-27-151-009	NOKOMIS	10-32-251-005	No. Litchfield	10-32-354-004	No. Litchfield
08-27-151-010	NOKOMIS	10-32-251-006	No. Litchfield	10-32-354-007	No. Litchfield
08-27-176-015	NOKOMIS	10-32-252-001	No. Litchfield	10-32-355-001	No. Litchfield
08-27-176-020	NOKOMIS	10-32-252-002	No. Litchfield	10-32-403-032	No. Litchfield
10-29-100-003	No. Litchfield	10-32-252-003	No. Litchfield	10-32-403-037	No. Litchfield
10-29-100-004	No. Litchfield	10-32-252-007	No. Litchfield	10-32-403-038	No. Litchfield
10-29-100-005	No. Litchfield	10-32-252-009	No. Litchfield	10-32-403-039	No. Litchfield
10-29-100-007	No. Litchfield	10-32-252-012	No. Litchfield	10-32-403-040	No. Litchfield
10-29-200-001	No. Litchfield	10-32-252-013	No. Litchfield	10-32-403-041	No. Litchfield
10-29-200-004	No. Litchfield	10-32-252-015	No. Litchfield	10-32-403-042	No. Litchfield
10-29-200-005	No. Litchfield	10-32-252-016	No. Litchfield	10-32-404-011	No. Litchfield
10-29-200-014	No. Litchfield	10-32-252-017	No. Litchfield	10-32-405-004	No. Litchfield
10-29-200-015	No. Litchfield	10-32-252-018	No. Litchfield	10-32-405-005	No. Litchfield
10-29-300-002	No. Litchfield	10-32-252-019	No. Litchfield	10-32-405-006	No. Litchfield
10-29-300-003	No. Litchfield	10-32-276-001	No. Litchfield	10-32-405-007	No. Litchfield
10-29-300-004	No. Litchfield	10-32-276-003	No. Litchfield	10-32-406-005	No. Litchfield
10-29-300-005	No. Litchfield	10-32-276-005	No. Litchfield	10-32-406-006	No. Litchfield

10-33-368-001	No. Litchfield	10-33-388-016	No. Litchfield	06-07-463-011	RAYMOND
10-33-369-005	No. Litchfield	10-33-388-017	No. Litchfield	06-07-463-012	RAYMOND
10-33-369-006	No. Litchfield	10-33-388-027	No. Litchfield	06-07-463-013	RAYMOND
10-33-369-007	No. Litchfield	10-33-388-033	No. Litchfield	06-07-463-019	RAYMOND
10-33-369-008	No. Litchfield	10-33-388-034	No. Litchfield	06-07-463-020	RAYMOND
10-33-369-009	No. Litchfield	10-33-388-035	No. Litchfield	06-07-463-024	RAYMOND
10-33-369-010	No. Litchfield	10-33-388-036	No. Litchfield	06-07-463-025	RAYMOND
10-33-369-012	No. Litchfield	10-33-389-001	No. Litchfield	06-07-464-001	RAYMOND
10-33-376-001	No. Litchfield	10-33-389-002	No. Litchfield	06-07-464-003	RAYMOND
10-33-376-004	No. Litchfield	10-33-389-003	No. Litchfield	06-07-464-004	RAYMOND
10-33-376-005	No. Litchfield	10-33-389-004	No. Litchfield	06-07-466-005	RAYMOND
10-33-376-006	No. Litchfield	10-33-389-005	No. Litchfield	06-07-466-006	RAYMOND
10-33-376-007	No. Litchfield	10-33-389-006	No. Litchfield	06-07-466-007	RAYMOND
10-33-376-008	No. Litchfield	10-33-389-009	No. Litchfield	06-07-466-008	RAYMOND
10-33-376-009	No. Litchfield	10-33-389-010	No. Litchfield	06-07-466-009	RAYMOND
10-33-376-010	No. Litchfield	10-33-389-011	No. Litchfield	06-07-466-010	RAYMOND
10-33-376-011	No. Litchfield	10-33-389-016	No. Litchfield	06-07-466-011	RAYMOND
10-33-377-003	No. Litchfield	10-33-389-017	No. Litchfield	06-07-466-012	RAYMOND
10-33-380-001	No. Litchfield	10-33-389-018	No. Litchfield	06-07-479-002	RAYMOND
10-33-381-001	No. Litchfield	10-33-392-001	No. Litchfield	06-07-479-003	RAYMOND
10-33-381-002	No. Litchfield	10-33-392-002	No. Litchfield	06-07-479-004	RAYMOND
10-33-381-003	No. Litchfield	10-33-392-004	No. Litchfield	06-07-479-005	RAYMOND
10-33-381-006	No. Litchfield	10-33-392-005	No. Litchfield	06-07-479-007	RAYMOND
10-33-381-008	No. Litchfield	10-33-392-006	No. Litchfield	06-07-479-008	RAYMOND
10-33-381-009	No. Litchfield	10-33-392-007	No. Litchfield	06-07-479-009	RAYMOND
10-33-381-010	No. Litchfield	10-33-392-009	No. Litchfield	06-07-479-010	RAYMOND
10-33-381-011	No. Litchfield	10-33-392-010	No. Litchfield	06-07-479-011	RAYMOND
10-33-381-012	No. Litchfield	10-33-435-001	No. Litchfield	06-07-479-012	RAYMOND
10-33-384-009	No. Litchfield	10-33-439-001	No. Litchfield	06-07-479-013	RAYMOND
10-33-384-010	No. Litchfield	10-33-503-011	No. Litchfield	06-07-479-018	RAYMOND
10-33-384-011	No. Litchfield	10-33-503-012	No. Litchfield	06-07-482-001	RAYMOND
10-33-384-012	No. Litchfield	10-33-503-013	No. Litchfield	06-07-482-002	RAYMOND
10-33-384-013	No. Litchfield	10-33-503-014	No. Litchfield	06-08-100-007	RAYMOND
10-33-384-014	No. Litchfield	10-33-503-015	No. Litchfield	06-08-100-008	RAYMOND
10-33-384-015	No. Litchfield	10-33-503-018	No. Litchfield	06-08-100-017	RAYMOND
10-33-384-023	No. Litchfield	10-34-301-004	No. Litchfield	06-18-100-014	RAYMOND
10-33-384-024	No. Litchfield	10-34-301-005	No. Litchfield	06-18-100-016	RAYMOND
10-33-385-003	No. Litchfield	10-34-301-006	No. Litchfield	06-18-100-022	RAYMOND
10-33-385-006	No. Litchfield	10-34-301-007	No. Litchfield	06-18-100-036	RAYMOND
10-33-385-011	No. Litchfield	10-34-302-001	No. Litchfield	06-18-100-046	RAYMOND
10-33-385-012	No. Litchfield	10-34-302-002	No. Litchfield	06-18-226-002	RAYMOND
10-33-385-013	No. Litchfield	10-34-302-004	No. Litchfield	06-18-226-003	RAYMOND
10-33-385-014	No. Litchfield	06-07-377-026	RAYMOND	06-18-226-004	RAYMOND
10-33-388-001	No. Litchfield	06-07-377-027	RAYMOND	06-18-227-005	RAYMOND
10-33-388-002	No. Litchfield	06-07-378-011	RAYMOND	06-18-227-006	RAYMOND
10-33-388-003	No. Litchfield	06-07-378-012	RAYMOND	06-18-227-007	RAYMOND
10-33-388-004	No. Litchfield	06-07-378-013	RAYMOND	06-18-227-008	RAYMOND
10-33-388-005	No. Litchfield	06-07-379-010	RAYMOND	06-18-228-001	RAYMOND
10-33-388-006	No. Litchfield	06-07-379-017	RAYMOND	06-18-228-002	RAYMOND
10-33-388-014	No. Litchfield	06-07-456-005	RAYMOND	06-18-400-003	RAYMOND
10-33-388-015	No. Litchfield	06-07-463-010	RAYMOND	06-18-400-011	RAYMOND

15-03-100-009	So. Litchfield	15-05-201-011	So. Litchfield	15-08-200-024	So. Litchfield
15-03-100-014	So. Litchfield	15-05-201-019	So. Litchfield	15-08-200-025	So. Litchfield
15-03-100-021	So. Litchfield	15-05-201-020	So. Litchfield	15-08-226-001	So. Litchfield
15-03-200-024	So. Litchfield	15-05-201-021	So. Litchfield	15-08-226-008	So. Litchfield
15-04-107-001	So. Litchfield	15-05-201-022	So. Litchfield	15-08-227-001	So. Litchfield
15-04-107-002	So. Litchfield	15-05-251-001	So. Litchfield	15-08-227-002	So. Litchfield
15-04-111-004	So. Litchfield	15-05-252-005	So. Litchfield	15-08-276-003	So. Litchfield
15-04-111-012	So. Litchfield	15-05-252-006	So. Litchfield	15-08-277-003	So. Litchfield
15-04-111-014	So. Litchfield	15-05-252-007	So. Litchfield	15-08-277-009	So. Litchfield
15-04-112-003	So. Litchfield	15-05-252-008	So. Litchfield	15-08-277-010	So. Litchfield
15-04-126-001	So. Litchfield	15-05-300-001	So. Litchfield	15-08-277-011	So. Litchfield
15-04-126-002	So. Litchfield	15-05-300-002	So. Litchfield	15-08-300-003	So. Litchfield
15-04-126-003	So. Litchfield	15-05-300-004	So. Litchfield	15-08-426-001	So. Litchfield
15-04-131-004	So. Litchfield	15-05-400-001	So. Litchfield	15-08-426-002	So. Litchfield
15-04-131-005	So. Litchfield	15-05-400-010	So. Litchfield	15-08-426-005	So. Litchfield
15-04-131-008	So. Litchfield	15-05-400-015	So. Litchfield	15-08-426-006	So. Litchfield
15-04-131-009	So. Litchfield	15-05-400-018	So. Litchfield	15-08-426-007	So. Litchfield
15-04-131-010	So. Litchfield	15-05-400-023	So. Litchfield	15-08-427-001	So. Litchfield
15-04-278-012	So. Litchfield	15-05-400-026	So. Litchfield	15-08-427-002	So. Litchfield
15-04-278-018	So. Litchfield	15-05-400-028	So. Litchfield	15-08-476-001	So. Litchfield
15-04-279-008	So. Litchfield	15-06-100-001	So. Litchfield	15-08-477-004	So. Litchfield
15-04-279-009	So. Litchfield	15-06-100-003	So. Litchfield	15-08-477-006	So. Litchfield
15-04-279-014	So. Litchfield	15-06-100-004	So. Litchfield	15-08-504-001	So. Litchfield
15-04-279-015	So. Litchfield	15-06-200-003	So. Litchfield	15-09-127-005	So. Litchfield
15-04-377-021	So. Litchfield	15-06-200-010	So. Litchfield	15-09-127-009	So. Litchfield
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15-04-377-023	So. Litchfield	15-06-200-013	So. Litchfield	15-09-151-004	So. Litchfield
15-04-503-002	So. Litchfield	15-06-200-014	So. Litchfield	15-09-153-004	So. Litchfield
15-04-503-005	So. Litchfield	15-06-276-001	So. Litchfield	15-09-153-004	So. Litchfield
15-05-126-003	So. Litchfield	15-06-276-002	So. Litchfield	15-09-153-004	So. Litchfield
15-05-126-004	So. Litchfield	15-06-276-003	So. Litchfield	15-09-153-004	So. Litchfield
15-05-126-006	So. Litchfield	15-06-300-007	So. Litchfield	15-09-153-005	So. Litchfield
15-05-126-008	So. Litchfield	15-06-400-003	So. Litchfield	15-09-300-007	So. Litchfield
15-05-126-009	So. Litchfield	15-06-400-008	So. Litchfield	15-09-300-010	So. Litchfield
15-05-126-010	So. Litchfield	15-06-400-009	So. Litchfield	15-09-300-012	So. Litchfield
15-05-126-011	So. Litchfield	15-06-400-010	So. Litchfield	15-09-300-013	So. Litchfield
15-05-151-003	So. Litchfield	15-07-100-005	So. Litchfield	15-09-300-013	So. Litchfield
15-05-151-005	So. Litchfield	15-07-201-003	So. Litchfield	15-09-501-001	So. Litchfield
15-05-151-008	So. Litchfield	15-07-201-005	So. Litchfield	15-09-504-001	So. Litchfield
15-05-151-009	So. Litchfield	15-07-226-002	So. Litchfield	15-16-300-002	So. Litchfield
15-05-151-010	So. Litchfield	15-07-276-003	So. Litchfield	15-17-200-012	So. Litchfield
15-05-151-011	So. Litchfield	15-08-100-005	So. Litchfield	15-17-200-014	So. Litchfield
15-05-176-007	So. Litchfield	15-08-100-006	So. Litchfield	15-17-300-013	So. Litchfield
15-05-176-011	So. Litchfield	15-08-100-009	So. Litchfield	15-17-300-014	So. Litchfield
15-05-176-017	So. Litchfield	15-08-100-011	So. Litchfield	15-17-300-015	So. Litchfield
15-05-176-020	So. Litchfield	15-08-200-001	So. Litchfield	15-17-400-004	So. Litchfield
15-05-176-024	So. Litchfield	15-08-200-003	So. Litchfield	15-17-400-006	So. Litchfield
15-05-176-025	So. Litchfield	15-08-200-004	So. Litchfield	15-17-400-008	So. Litchfield
15-05-176-026	So. Litchfield	15-08-200-016	So. Litchfield	13-05-103-001	WITT
15-05-201-001	So. Litchfield	15-08-200-018	So. Litchfield	13-05-106-005	WITT
15-05-201-009	So. Litchfield	15-08-200-021	So. Litchfield	13-05-107-004	WITT

FIN	W.I.	FIN	W.I.	FIN	W.I.
13-05-107-005	WITT	13-06-279-002	WITT	05-33-200-016	ZANESVILLE
13-05-107-006	WITT	13-06-279-003	WITT	05-33-200-018	ZANESVILLE
13-05-107-007	WITT	13-06-280-001	WITT	05-33-200-019	ZANESVILLE
13-06-259-005	WITT	13-06-280-003	WITT	05-34-100-007	ZANESVILLE
13-06-259-006	WITT	13-06-280-005	WITT	05-34-100-008	ZANESVILLE
13-06-259-007	WITT	13-06-280-006	WITT	05-34-100-021	ZANESVILLE
13-06-259-008	WITT	13-06-281-001	WITT	05-34-100-024	ZANESVILLE
13-06-259-009	WITT	13-06-281-002	WITT		
13-06-259-013	WITT	13-06-281-005	WITT		
13-06-259-014	WITT	13-06-282-001	WITT		
13-06-259-016	WITT	13-06-282-005	WITT		
13-06-259-018	WITT	13-06-282-006	WITT		
13-06-259-019	WITT	13-06-282-007	WITT		
13-06-260-001	WITT	13-06-282-008	WITT		
13-06-260-002	WITT	13-06-283-001	WITT		
13-06-260-005	WITT	13-06-283-002	WITT		
13-06-260-006	WITT	13-06-283-003	WITT		
13-06-260-007	WITT	13-06-283-004	WITT		
13-06-260-008	WITT	13-06-284-007	WITT		
13-06-260-011	WITT	13-06-284-008	WITT		
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13-06-260-021	WITT	13-06-284-010	WITT		
13-06-260-023	WITT	13-06-402-003	WITT		
13-06-260-024	WITT	13-06-402-004	WITT		
13-06-260-026	WITT	13-06-402-005	WITT		
13-06-260-027	WITT	13-06-402-006	WITT		
13-06-260-028	WITT	13-06-402-007	WITT		
13-06-260-029	WITT	13-06-403-001	WITT		
13-06-262-001	WITT	13-06-403-002	WITT		
13-06-262-002	WITT	13-06-413-003	WITT		
13-06-262-003	WITT	13-06-413-012	WITT		
13-06-262-004	WITT	13-06-413-015	WITT		
13-06-262-010	WITT	13-06-426-002	WITT		
13-06-262-012	WITT	13-06-455-002	WITT		
13-06-262-013	WITT	13-06-455-005	WITT		
13-06-263-001	WITT	13-06-455-005	WITT		
13-06-263-002	WITT	13-06-455-011	WITT		
13-06-263-003	WITT	13-06-456-001	WITT		
13-06-263-004	WITT	13-06-476-001	WITT		
13-06-263-005	WITT	05-27-100-007	ZANESVILLE		
13-06-263-006	WITT	05-27-300-012	ZANESVILLE		
13-06-263-007	WITT	05-27-300-024	ZANESVILLE		
13-06-263-009	WITT	05-27-300-025	ZANESVILLE		
13-06-263-011	WITT	05-27-300-025	ZANESVILLE		
13-06-276-016	WITT	05-28-400-008	ZANESVILLE		
13-06-276-019	WITT	05-28-400-011	ZANESVILLE		
13-06-276-022	WITT	05-28-400-014	ZANESVILLE		
13-06-277-006	WITT	05-28-400-016	ZANESVILLE		
13-06-278-001	WITT	05-33-200-003	ZANESVILLE		
13-06-278-002	WITT	05-33-200-007	ZANESVILLE		
13-06-279-001	WITT	05-33-200-008	ZANESVILLE		