

**SURVEY AND TOPOGRAPHY**

That part of the southeast fractional quarter of Section 12, Township 41 North, Range 8 East of the Third Principal Meridian, described as follows: Beginning on the East line of Cedar Street at a point 100.00 feet North of the North line of Lincoln Avenue; thence East 100.00 feet with the North line of said Lincoln Avenue 113.19 feet to the East line of a street known to the City of Elgin, Illinois, by a plat dated March 28, 1935 and recorded April 1, 1935 in book 270 page 284 as amended 22225; thence South along the East line of said premises 100.00 feet; thence West parallel with the North line of Lincoln Avenue to the East line of Cedar Street; thence North along said East line 50 feet to the point of beginning, in the City of Elgin, Kane County, Illinois, 11319.

That part of the southwest quarter of the southeast quarter of Section 12, Township 41 North, Range 8 East of the Third Principal Meridian, described as follows: Beginning at a point on the East line of Center Street 200.00 feet North of the intersection of said East line with the North line of Lincoln Avenue; thence East parallel with the North line of Lincoln Avenue 100.00 feet; thence North parallel with the East line of Center Street 100.00 feet; thence West parallel with the North line of Lincoln Avenue 100.00 feet to the East line of Center Street; thence South along said East line 1 chain to the point of beginning, in the City of Elgin, Kane County, Illinois, 11319.

Lots 1 and 6 in Block III of Grove and Walden's Addition to Elgin, Kane County, Illinois, as per Plat No. 10000 recorded in the Recorder's Office at said Kane County, Illinois, 11319.

Lot 6 in Block II of the Plat of Conroy's Addition to Elgin, in the City of Elgin, Kane County, Illinois, as per Plat No. 10000 recorded in the Recorder's Office at said Kane County, Illinois, 11319.

Lot 6 and the South end of Lot 7 in Block III of Conroy's Addition to Elgin, in the City of Elgin, Kane County, Illinois, as per Plat No. 10000 recorded in the Recorder's Office at said Kane County, Illinois, 11319.

STATE OF ILLINOIS SS  
 This is to certify that I have surveyed the above described property and that the plat hereon drawn correctly represents said survey and that I have located the monuments thereon and that there are no encroachments, except as noted.

W. RAYKOV & ASSOCIATES, LTD.  
*W. Raykov*  
 Professional Land Surveyor  
 License No. 175  
 Exp. 12/31/1982  
 1200 N. WASHINGTON ST. CHICAGO, ILL. 60610

**LEGEND**

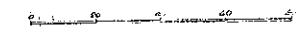
- 1 - 1/2" = 1' CONCRETE CURB
- 2 - 1/2" = 1' ASPHALT DRIVE
- 3 - 1/2" = 1' ASPHALT DRIVE
- 4 - 1/2" = 1' ASPHALT DRIVE
- 5 - 1/2" = 1' ASPHALT DRIVE
- 6 - 1/2" = 1' ASPHALT DRIVE
- 7 - 1/2" = 1' ASPHALT DRIVE
- 8 - 1/2" = 1' ASPHALT DRIVE
- 9 - 1/2" = 1' ASPHALT DRIVE
- 10 - 1/2" = 1' ASPHALT DRIVE
- 11 - 1/2" = 1' ASPHALT DRIVE
- 12 - 1/2" = 1' ASPHALT DRIVE
- 13 - 1/2" = 1' ASPHALT DRIVE
- 14 - 1/2" = 1' ASPHALT DRIVE
- 15 - 1/2" = 1' ASPHALT DRIVE
- 16 - 1/2" = 1' ASPHALT DRIVE
- 17 - 1/2" = 1' ASPHALT DRIVE
- 18 - 1/2" = 1' ASPHALT DRIVE
- 19 - 1/2" = 1' ASPHALT DRIVE
- 20 - 1/2" = 1' ASPHALT DRIVE
- 21 - 1/2" = 1' ASPHALT DRIVE
- 22 - 1/2" = 1' ASPHALT DRIVE
- 23 - 1/2" = 1' ASPHALT DRIVE
- 24 - 1/2" = 1' ASPHALT DRIVE
- 25 - 1/2" = 1' ASPHALT DRIVE
- 26 - 1/2" = 1' ASPHALT DRIVE
- 27 - 1/2" = 1' ASPHALT DRIVE
- 28 - 1/2" = 1' ASPHALT DRIVE
- 29 - 1/2" = 1' ASPHALT DRIVE
- 30 - 1/2" = 1' ASPHALT DRIVE
- 31 - 1/2" = 1' ASPHALT DRIVE
- 32 - 1/2" = 1' ASPHALT DRIVE
- 33 - 1/2" = 1' ASPHALT DRIVE
- 34 - 1/2" = 1' ASPHALT DRIVE
- 35 - 1/2" = 1' ASPHALT DRIVE
- 36 - 1/2" = 1' ASPHALT DRIVE
- 37 - 1/2" = 1' ASPHALT DRIVE
- 38 - 1/2" = 1' ASPHALT DRIVE
- 39 - 1/2" = 1' ASPHALT DRIVE
- 40 - 1/2" = 1' ASPHALT DRIVE
- 41 - 1/2" = 1' ASPHALT DRIVE
- 42 - 1/2" = 1' ASPHALT DRIVE
- 43 - 1/2" = 1' ASPHALT DRIVE
- 44 - 1/2" = 1' ASPHALT DRIVE
- 45 - 1/2" = 1' ASPHALT DRIVE
- 46 - 1/2" = 1' ASPHALT DRIVE
- 47 - 1/2" = 1' ASPHALT DRIVE
- 48 - 1/2" = 1' ASPHALT DRIVE
- 49 - 1/2" = 1' ASPHALT DRIVE
- 50 - 1/2" = 1' ASPHALT DRIVE
- 51 - 1/2" = 1' ASPHALT DRIVE
- 52 - 1/2" = 1' ASPHALT DRIVE
- 53 - 1/2" = 1' ASPHALT DRIVE
- 54 - 1/2" = 1' ASPHALT DRIVE
- 55 - 1/2" = 1' ASPHALT DRIVE
- 56 - 1/2" = 1' ASPHALT DRIVE
- 57 - 1/2" = 1' ASPHALT DRIVE
- 58 - 1/2" = 1' ASPHALT DRIVE
- 59 - 1/2" = 1' ASPHALT DRIVE
- 60 - 1/2" = 1' ASPHALT DRIVE
- 61 - 1/2" = 1' ASPHALT DRIVE
- 62 - 1/2" = 1' ASPHALT DRIVE
- 63 - 1/2" = 1' ASPHALT DRIVE
- 64 - 1/2" = 1' ASPHALT DRIVE
- 65 - 1/2" = 1' ASPHALT DRIVE
- 66 - 1/2" = 1' ASPHALT DRIVE
- 67 - 1/2" = 1' ASPHALT DRIVE
- 68 - 1/2" = 1' ASPHALT DRIVE
- 69 - 1/2" = 1' ASPHALT DRIVE
- 70 - 1/2" = 1' ASPHALT DRIVE
- 71 - 1/2" = 1' ASPHALT DRIVE
- 72 - 1/2" = 1' ASPHALT DRIVE
- 73 - 1/2" = 1' ASPHALT DRIVE
- 74 - 1/2" = 1' ASPHALT DRIVE
- 75 - 1/2" = 1' ASPHALT DRIVE
- 76 - 1/2" = 1' ASPHALT DRIVE
- 77 - 1/2" = 1' ASPHALT DRIVE
- 78 - 1/2" = 1' ASPHALT DRIVE
- 79 - 1/2" = 1' ASPHALT DRIVE
- 80 - 1/2" = 1' ASPHALT DRIVE
- 81 - 1/2" = 1' ASPHALT DRIVE
- 82 - 1/2" = 1' ASPHALT DRIVE
- 83 - 1/2" = 1' ASPHALT DRIVE
- 84 - 1/2" = 1' ASPHALT DRIVE
- 85 - 1/2" = 1' ASPHALT DRIVE
- 86 - 1/2" = 1' ASPHALT DRIVE
- 87 - 1/2" = 1' ASPHALT DRIVE
- 88 - 1/2" = 1' ASPHALT DRIVE
- 89 - 1/2" = 1' ASPHALT DRIVE
- 90 - 1/2" = 1' ASPHALT DRIVE
- 91 - 1/2" = 1' ASPHALT DRIVE
- 92 - 1/2" = 1' ASPHALT DRIVE
- 93 - 1/2" = 1' ASPHALT DRIVE
- 94 - 1/2" = 1' ASPHALT DRIVE
- 95 - 1/2" = 1' ASPHALT DRIVE
- 96 - 1/2" = 1' ASPHALT DRIVE
- 97 - 1/2" = 1' ASPHALT DRIVE
- 98 - 1/2" = 1' ASPHALT DRIVE
- 99 - 1/2" = 1' ASPHALT DRIVE
- 100 - 1/2" = 1' ASPHALT DRIVE

**TREE TYPES**

- 1 - 1/2" = 1' MAPLE
- 2 - 1/2" = 1' BIRCH
- 3 - 1/2" = 1' PINE
- 4 - 1/2" = 1' OAK
- 5 - 1/2" = 1' ASH
- 6 - 1/2" = 1' Sycamore
- 7 - 1/2" = 1' Elm
- 8 - 1/2" = 1' Cedar
- 9 - 1/2" = 1' Spruce
- 10 - 1/2" = 1' Fir
- 11 - 1/2" = 1' Pine
- 12 - 1/2" = 1' Maple
- 13 - 1/2" = 1' Birch
- 14 - 1/2" = 1' Oak
- 15 - 1/2" = 1' Ash
- 16 - 1/2" = 1' Elm
- 17 - 1/2" = 1' Cedar
- 18 - 1/2" = 1' Spruce
- 19 - 1/2" = 1' Fir
- 20 - 1/2" = 1' Pine
- 21 - 1/2" = 1' Maple
- 22 - 1/2" = 1' Birch
- 23 - 1/2" = 1' Oak
- 24 - 1/2" = 1' Ash
- 25 - 1/2" = 1' Elm
- 26 - 1/2" = 1' Cedar
- 27 - 1/2" = 1' Spruce
- 28 - 1/2" = 1' Fir
- 29 - 1/2" = 1' Pine
- 30 - 1/2" = 1' Maple
- 31 - 1/2" = 1' Birch
- 32 - 1/2" = 1' Oak
- 33 - 1/2" = 1' Ash
- 34 - 1/2" = 1' Elm
- 35 - 1/2" = 1' Cedar
- 36 - 1/2" = 1' Spruce
- 37 - 1/2" = 1' Fir
- 38 - 1/2" = 1' Pine
- 39 - 1/2" = 1' Maple
- 40 - 1/2" = 1' Birch
- 41 - 1/2" = 1' Oak
- 42 - 1/2" = 1' Ash
- 43 - 1/2" = 1' Elm
- 44 - 1/2" = 1' Cedar
- 45 - 1/2" = 1' Spruce
- 46 - 1/2" = 1' Fir
- 47 - 1/2" = 1' Pine
- 48 - 1/2" = 1' Maple
- 49 - 1/2" = 1' Birch
- 50 - 1/2" = 1' Oak
- 51 - 1/2" = 1' Ash
- 52 - 1/2" = 1' Elm
- 53 - 1/2" = 1' Cedar
- 54 - 1/2" = 1' Spruce
- 55 - 1/2" = 1' Fir
- 56 - 1/2" = 1' Pine
- 57 - 1/2" = 1' Maple
- 58 - 1/2" = 1' Birch
- 59 - 1/2" = 1' Oak
- 60 - 1/2" = 1' Ash
- 61 - 1/2" = 1' Elm
- 62 - 1/2" = 1' Cedar
- 63 - 1/2" = 1' Spruce
- 64 - 1/2" = 1' Fir
- 65 - 1/2" = 1' Pine
- 66 - 1/2" = 1' Maple
- 67 - 1/2" = 1' Birch
- 68 - 1/2" = 1' Oak
- 69 - 1/2" = 1' Ash
- 70 - 1/2" = 1' Elm
- 71 - 1/2" = 1' Cedar
- 72 - 1/2" = 1' Spruce
- 73 - 1/2" = 1' Fir
- 74 - 1/2" = 1' Pine
- 75 - 1/2" = 1' Maple
- 76 - 1/2" = 1' Birch
- 77 - 1/2" = 1' Oak
- 78 - 1/2" = 1' Ash
- 79 - 1/2" = 1' Elm
- 80 - 1/2" = 1' Cedar
- 81 - 1/2" = 1' Spruce
- 82 - 1/2" = 1' Fir
- 83 - 1/2" = 1' Pine
- 84 - 1/2" = 1' Maple
- 85 - 1/2" = 1' Birch
- 86 - 1/2" = 1' Oak
- 87 - 1/2" = 1' Ash
- 88 - 1/2" = 1' Elm
- 89 - 1/2" = 1' Cedar
- 90 - 1/2" = 1' Spruce
- 91 - 1/2" = 1' Fir
- 92 - 1/2" = 1' Pine
- 93 - 1/2" = 1' Maple
- 94 - 1/2" = 1' Birch
- 95 - 1/2" = 1' Oak
- 96 - 1/2" = 1' Ash
- 97 - 1/2" = 1' Elm
- 98 - 1/2" = 1' Cedar
- 99 - 1/2" = 1' Spruce
- 100 - 1/2" = 1' Fir

**GENERAL NOTES**

- 1. BEING HEREON IS TOP OF CURB AND CENTER OF DRIVE AND CENTER OF PROSPECT.
- 2. BEING HEREON IS TOP OF CURB AND CENTER OF DRIVE AND CENTER OF PROSPECT.
- 3. BEING HEREON IS TOP OF CURB AND CENTER OF DRIVE AND CENTER OF PROSPECT.
- 4. BEING HEREON IS TOP OF CURB AND CENTER OF DRIVE AND CENTER OF PROSPECT.
- 5. BEING HEREON IS TOP OF CURB AND CENTER OF DRIVE AND CENTER OF PROSPECT.
- 6. BEING HEREON IS TOP OF CURB AND CENTER OF DRIVE AND CENTER OF PROSPECT.
- 7. BEING HEREON IS TOP OF CURB AND CENTER OF DRIVE AND CENTER OF PROSPECT.
- 8. BEING HEREON IS TOP OF CURB AND CENTER OF DRIVE AND CENTER OF PROSPECT.
- 9. BEING HEREON IS TOP OF CURB AND CENTER OF DRIVE AND CENTER OF PROSPECT.
- 10. BEING HEREON IS TOP OF CURB AND CENTER OF DRIVE AND CENTER OF PROSPECT.
- 11. BEING HEREON IS TOP OF CURB AND CENTER OF DRIVE AND CENTER OF PROSPECT.
- 12. BEING HEREON IS TOP OF CURB AND CENTER OF DRIVE AND CENTER OF PROSPECT.
- 13. BEING HEREON IS TOP OF CURB AND CENTER OF DRIVE AND CENTER OF PROSPECT.
- 14. BEING HEREON IS TOP OF CURB AND CENTER OF DRIVE AND CENTER OF PROSPECT.
- 15. BEING HEREON IS TOP OF CURB AND CENTER OF DRIVE AND CENTER OF PROSPECT.
- 16. BEING HEREON IS TOP OF CURB AND CENTER OF DRIVE AND CENTER OF PROSPECT.
- 17. BEING HEREON IS TOP OF CURB AND CENTER OF DRIVE AND CENTER OF PROSPECT.
- 18. BEING HEREON IS TOP OF CURB AND CENTER OF DRIVE AND CENTER OF PROSPECT.
- 19. BEING HEREON IS TOP OF CURB AND CENTER OF DRIVE AND CENTER OF PROSPECT.
- 20. BEING HEREON IS TOP OF CURB AND CENTER OF DRIVE AND CENTER OF PROSPECT.
- 21. BEING HEREON IS TOP OF CURB AND CENTER OF DRIVE AND CENTER OF PROSPECT.
- 22. BEING HEREON IS TOP OF CURB AND CENTER OF DRIVE AND CENTER OF PROSPECT.
- 23. BEING HEREON IS TOP OF CURB AND CENTER OF DRIVE AND CENTER OF PROSPECT.
- 24. BEING HEREON IS TOP OF CURB AND CENTER OF DRIVE AND CENTER OF PROSPECT.
- 25. BEING HEREON IS TOP OF CURB AND CENTER OF DRIVE AND CENTER OF PROSPECT.
- 26. BEING HEREON IS TOP OF CURB AND CENTER OF DRIVE AND CENTER OF PROSPECT.
- 27. BEING HEREON IS TOP OF CURB AND CENTER OF DRIVE AND CENTER OF PROSPECT.
- 28. BEING HEREON IS TOP OF CURB AND CENTER OF DRIVE AND CENTER OF PROSPECT.
- 29. BEING HEREON IS TOP OF CURB AND CENTER OF DRIVE AND CENTER OF PROSPECT.
- 30. BEING HEREON IS TOP OF CURB AND CENTER OF DRIVE AND CENTER OF PROSPECT.
- 31. BEING HEREON IS TOP OF CURB AND CENTER OF DRIVE AND CENTER OF PROSPECT.
- 32. BEING HEREON IS TOP OF CURB AND CENTER OF DRIVE AND CENTER OF PROSPECT.
- 33. BEING HEREON IS TOP OF CURB AND CENTER OF DRIVE AND CENTER OF PROSPECT.
- 34. BEING HEREON IS TOP OF CURB AND CENTER OF DRIVE AND CENTER OF PROSPECT.
- 35. BEING HEREON IS TOP OF CURB AND CENTER OF DRIVE AND CENTER OF PROSPECT.
- 36. BEING HEREON IS TOP OF CURB AND CENTER OF DRIVE AND CENTER OF PROSPECT.
- 37. BEING HEREON IS TOP OF CURB AND CENTER OF DRIVE AND CENTER OF PROSPECT.
- 38. BEING HEREON IS TOP OF CURB AND CENTER OF DRIVE AND CENTER OF PROSPECT.
- 39. BEING HEREON IS TOP OF CURB AND CENTER OF DRIVE AND CENTER OF PROSPECT.
- 40. BEING HEREON IS TOP OF CURB AND CENTER OF DRIVE AND CENTER OF PROSPECT.
- 41. BEING HEREON IS TOP OF CURB AND CENTER OF DRIVE AND CENTER OF PROSPECT.
- 42. BEING HEREON IS TOP OF CURB AND CENTER OF DRIVE AND CENTER OF PROSPECT.
- 43. BEING HEREON IS TOP OF CURB AND CENTER OF DRIVE AND CENTER OF PROSPECT.
- 44. BEING HEREON IS TOP OF CURB AND CENTER OF DRIVE AND CENTER OF PROSPECT.
- 45. BEING HEREON IS TOP OF CURB AND CENTER OF DRIVE AND CENTER OF PROSPECT.
- 46. BEING HEREON IS TOP OF CURB AND CENTER OF DRIVE AND CENTER OF PROSPECT.
- 47. BEING HEREON IS TOP OF CURB AND CENTER OF DRIVE AND CENTER OF PROSPECT.
- 48. BEING HEREON IS TOP OF CURB AND CENTER OF DRIVE AND CENTER OF PROSPECT.
- 49. BEING HEREON IS TOP OF CURB AND CENTER OF DRIVE AND CENTER OF PROSPECT.
- 50. BEING HEREON IS TOP OF CURB AND CENTER OF DRIVE AND CENTER OF PROSPECT.
- 51. BEING HEREON IS TOP OF CURB AND CENTER OF DRIVE AND CENTER OF PROSPECT.
- 52. BEING HEREON IS TOP OF CURB AND CENTER OF DRIVE AND CENTER OF PROSPECT.
- 53. BEING HEREON IS TOP OF CURB AND CENTER OF DRIVE AND CENTER OF PROSPECT.
- 54. BEING HEREON IS TOP OF CURB AND CENTER OF DRIVE AND CENTER OF PROSPECT.
- 55. BEING HEREON IS TOP OF CURB AND CENTER OF DRIVE AND CENTER OF PROSPECT.
- 56. BEING HEREON IS TOP OF CURB AND CENTER OF DRIVE AND CENTER OF PROSPECT.
- 57. BEING HEREON IS TOP OF CURB AND CENTER OF DRIVE AND CENTER OF PROSPECT.
- 58. BEING HEREON IS TOP OF CURB AND CENTER OF DRIVE AND CENTER OF PROSPECT.
- 59. BEING HEREON IS TOP OF CURB AND CENTER OF DRIVE AND CENTER OF PROSPECT.
- 60. BEING HEREON IS TOP OF CURB AND CENTER OF DRIVE AND CENTER OF PROSPECT.
- 61. BEING HEREON IS TOP OF CURB AND CENTER OF DRIVE AND CENTER OF PROSPECT.
- 62. BEING HEREON IS TOP OF CURB AND CENTER OF DRIVE AND CENTER OF PROSPECT.
- 63. BEING HEREON IS TOP OF CURB AND CENTER OF DRIVE AND CENTER OF PROSPECT.
- 64. BEING HEREON IS TOP OF CURB AND CENTER OF DRIVE AND CENTER OF PROSPECT.
- 65. BEING HEREON IS TOP OF CURB AND CENTER OF DRIVE AND CENTER OF PROSPECT.
- 66. BEING HEREON IS TOP OF CURB AND CENTER OF DRIVE AND CENTER OF PROSPECT.
- 67. BEING HEREON IS TOP OF CURB AND CENTER OF DRIVE AND CENTER OF PROSPECT.
- 68. BEING HEREON IS TOP OF CURB AND CENTER OF DRIVE AND CENTER OF PROSPECT.
- 69. BEING HEREON IS TOP OF CURB AND CENTER OF DRIVE AND CENTER OF PROSPECT.
- 70. BEING HEREON IS TOP OF CURB AND CENTER OF DRIVE AND CENTER OF PROSPECT.
- 71. BEING HEREON IS TOP OF CURB AND CENTER OF DRIVE AND CENTER OF PROSPECT.
- 72. BEING HEREON IS TOP OF CURB AND CENTER OF DRIVE AND CENTER OF PROSPECT.
- 73. BEING HEREON IS TOP OF CURB AND CENTER OF DRIVE AND CENTER OF PROSPECT.
- 74. BEING HEREON IS TOP OF CURB AND CENTER OF DRIVE AND CENTER OF PROSPECT.
- 75. BEING HEREON IS TOP OF CURB AND CENTER OF DRIVE AND CENTER OF PROSPECT.
- 76. BEING HEREON IS TOP OF CURB AND CENTER OF DRIVE AND CENTER OF PROSPECT.
- 77. BEING HEREON IS TOP OF CURB AND CENTER OF DRIVE AND CENTER OF PROSPECT.
- 78. BEING HEREON IS TOP OF CURB AND CENTER OF DRIVE AND CENTER OF PROSPECT.
- 79. BEING HEREON IS TOP OF CURB AND CENTER OF DRIVE AND CENTER OF PROSPECT.
- 80. BEING HEREON IS TOP OF CURB AND CENTER OF DRIVE AND CENTER OF PROSPECT.
- 81. BEING HEREON IS TOP OF CURB AND CENTER OF DRIVE AND CENTER OF PROSPECT.
- 82. BEING HEREON IS TOP OF CURB AND CENTER OF DRIVE AND CENTER OF PROSPECT.
- 83. BEING HEREON IS TOP OF CURB AND CENTER OF DRIVE AND CENTER OF PROSPECT.
- 84. BEING HEREON IS TOP OF CURB AND CENTER OF DRIVE AND CENTER OF PROSPECT.
- 85. BEING HEREON IS TOP OF CURB AND CENTER OF DRIVE AND CENTER OF PROSPECT.
- 86. BEING HEREON IS TOP OF CURB AND CENTER OF DRIVE AND CENTER OF PROSPECT.
- 87. BEING HEREON IS TOP OF CURB AND CENTER OF DRIVE AND CENTER OF PROSPECT.
- 88. BEING HEREON IS TOP OF CURB AND CENTER OF DRIVE AND CENTER OF PROSPECT.
- 89. BEING HEREON IS TOP OF CURB AND CENTER OF DRIVE AND CENTER OF PROSPECT.
- 90. BEING HEREON IS TOP OF CURB AND CENTER OF DRIVE AND CENTER OF PROSPECT.
- 91. BEING HEREON IS TOP OF CURB AND CENTER OF DRIVE AND CENTER OF PROSPECT.
- 92. BEING HEREON IS TOP OF CURB AND CENTER OF DRIVE AND CENTER OF PROSPECT.
- 93. BEING HEREON IS TOP OF CURB AND CENTER OF DRIVE AND CENTER OF PROSPECT.
- 94. BEING HEREON IS TOP OF CURB AND CENTER OF DRIVE AND CENTER OF PROSPECT.
- 95. BEING HEREON IS TOP OF CURB AND CENTER OF DRIVE AND CENTER OF PROSPECT.
- 96. BEING HEREON IS TOP OF CURB AND CENTER OF DRIVE AND CENTER OF PROSPECT.
- 97. BEING HEREON IS TOP OF CURB AND CENTER OF DRIVE AND CENTER OF PROSPECT.
- 98. BEING HEREON IS TOP OF CURB AND CENTER OF DRIVE AND CENTER OF PROSPECT.
- 99. BEING HEREON IS TOP OF CURB AND CENTER OF DRIVE AND CENTER OF PROSPECT.
- 100. BEING HEREON IS TOP OF CURB AND CENTER OF DRIVE AND CENTER OF PROSPECT.



W. RAYKOV & ASSOCIATES, LTD.  
 PROFESSIONAL ENGINEERS  
 SURVEYORS  
 CHICAGO, ILLINOIS