

EVENTS		
Date	Activity	Purpose
9/15/2007	Project Kickoff	Initiation of the Project.
11/7/2007	Met with Federal Highway Authority (FHWA)	Introduce the project including an overview of existing conditions, discuss the CSS component, and to identify the level of Phase I documentation.
12/6/2007	Met with City of Woodstock	Introduce the project and CSS process.
1/16/2008	Met with Chicago Metropolitan Agency for Planning (CMAP), Kishwaukee River Ecosystem Partnership (KREP),	Coordinate Kishwaukee River watershed study.
2/6/2008	Met with FHWA.	Review the logical termini and to address FHWA comments on the draft Stakeholder Involvement Plan (SIP).
2/7/2008	Met with Federal Regulator Agencies (NEPA 404/Merge Committee). Committee includes US Environmental Protection Agency (USEPA), US Fish & Wildlife (USFW), US Army Corps of Engineers (USACOE), and US Department of Agriculture (USDA).	Introduce the project including an overview of existing conditions, discuss the CSS component, and to identify the anticipated impacts to wetlands and streams along the project.
3/12/2008	Met with FHWA.	Further discuss the northern logical termini and to submit a revised Stakeholder Involvement Plan (SIP).
4/2/2008	Met with McHenry County Planning	Introduce the project and CSS process.
4/16/2008	Met with Village of Huntley	Introduce the project and CSS process.
4/28/2008	Met with McHenry County Division of Transportation	Introduce the project and CSS process.
4/28/2008	Met with Village of Lakewood	Introduce the project and CSS process.
5/2/2008	Met with Village of Lake In The Hills	Introduce the project and CSS process.
6/16/2008	Met with City of Crystal Lake	Introduce the project and CSS process.
9/30/2008	Public Meeting #1 - open to General Public.	Public Meeting #1 - The purpose of the meeting was to introduce the Context Sensitive Solutions process, present existing road conditions, and obtain input into the issues the public sees within the project limits. Primary issues raised by attendees were traffic

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		mobility and traffic safety. Attendees expressed desires to add more lanes, study the IL-47 at IL-176 intersection, and add traffic signals to improve safety.
11/19/2008	Met with FHWA.	Provide a summary of Public Meeting #1 and identify next steps in the CSS process.
11/21/2008	Met with Chambers of Commerce for Woodstock, Huntley, Lake In The Hills	Introduce the project and CSS process.
11/21/2008	Met with Grafton County	Introduce the project and CSS process.
1/21/2009	Met with McHenry County Conservation District	Introduce the project and CSS process.
1/21/2009	Met with McHenry County Transportation Committee	Introduce the project and CSS process.
2/13/2009	Stakeholder Workshop #1 - open to Stakeholder Volunteers	The purpose of the workshop was to introduce the CSS process and obtain public input for the project's goals and objectives. Consensus was achieved on the project goals and objectives. The goals and objectives are to improve safety of IL-47, improve mobility on IL-47, protect the environment along IL-47, and accommodate economic development along IL-47.
4/8/2009	Met with FHWA.	Provide a summary of Stakeholder Workshop #1 and identify next steps in the CSS process.
5/29/2009	Stakeholder Workshop #2 - open to Stakeholder Volunteers	The purpose of the workshop was to obtain consensus for the Project Purpose and Need, discuss project obtain public input into possible solutions to the deficiencies. The goals and objectives established at Workshop #1 were used to establish a project purpose and need statement. Consensus was reached on Project Purpose & Need and Preferred Project Elements (4 lanes, raised barrier or wide grass median, paved shoulder or paved shoulder with curb & gutter was preferred, and bicycle path).
6/10/2009	Met with FHWA.	Provide a summary of Stakeholder Workshop #2 and identify next steps in the CSS process.
6/11/2009	Met with FHWA.	Discuss the logical termini, Stakeholder Involvement Plan (SIP) and the public involvement process.
7/8/2009	Met with FHWA.	Present the split IL 47 at IL 176 intersection interim improvements.
10/6/2009	Stakeholder Workshop #3 - open to Stakeholder Volunteers	The purpose of the workshop was to obtain input on the alternatives developed based on the Purpose & Need and desired Project Elements reached by consensus in Workshop #2. On the South End of the project (Reed Road to Hercules Road, 6.9 miles), the Workshop preferred Alternative 2 which improves IL-47 to include 2 lanes in each direction separated by a 42' grass median.

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		Alternative 2 would shift the improvements 33' to the east from Ackman Road to IL-176 (3.0 Miles) to reduce impacts to residences and business on the west side of IL-47. On the North End of the project (Hercules Road to US-14, 0.9 miles), the Workshop preferred Alternative 2 which improves IL-47 to include 2 lanes in each direction separated by a 16 foot wide raised barrier median, a side walk on one side of the roadway, and a bike path on the other side of the roadway.
10/7/2009	Met with FHWA.	Provide a summary of Stakeholder Workshop #3 and present the proposed alternatives to be presented at a Public Meeting #2.
11/19/2009	Public Meeting #2 - open to General Public.	The purpose of the meeting was to obtain public input into the alternatives developed in the Stakeholder Workshops. The alternates presented are in the very early stages of development, we will start detailed analysis and refinement of the alternatives as the study progresses. The refining process will involve applying much of the "context" we have learned from input at the workshops and public meetings. Two alternatives were presented for the South End (Rainsford Drive to Hercules Road, 6.9 miles). Both alternatives improve IL-47 to include 2 lanes in each direction separated by a 42 foot wide grass median. Alternative 1 would remain centered on the existing roadway while Alternative 2 would shift the improvements to the east to reduce impacts to residences. Alternative 2 was generally favored by those who attended the Public Meeting. Two alternatives were presented for the North End (Hercules Road to US-14, 0.9 miles). Both alternatives would provide 2 lanes in each direction separated by a raised barrier median. Alternative 1 would provide sidewalk on both sides of the roadway with bicycle accommodations on the roadway. Alternative 2 would provide a bicycle path on one side of the roadway and a sidewalk on the other side. Alternative 2 was generally favored by those who attended the Public Meeting.
12/9/2009	Met with FHWA.	Provide a summaries of Public Meeting #2 and identify next steps in the CSS process.
1/13/2010	Met with FHWA.	Discuss whether the project should proceed under the NEPA/404 merger process.
2/7/2010	Met with NEPA 404/Merge Committee.	Obtain concurrence for Purpose and Need.
6/11/2010	Met with NEPA 404/Merge Committee.	Obtain concurrence for Purpose and Need.
9/9/2010	Met with NEPA 404/Merge Committee.	Obtain concurrence for Purpose and Need. Concurrence was obtained from USEPA, USFW, and USDA. Concurrence was subsequently received from USACOE.

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12/6/2010	Met with FHWA.	Reviewed information to be presented at 12/17/2011 USACE meeting regarding alternatives to be carried forward.
12/17/2010	Met with NEPA 404/Merge Committee.	Obtain concurrence for the Alternatives to be carried forward. Obtained concurrence from USEPA, USFWS, USACE and FHWA on proposed project termini and proposed alternates excluding the IL 176 intersection. Concurrence was subsequently received from these agencies for the alternatives to be carried forward.
6/8/2011	Met with FHWA.	Obtain concurrence on Preferred Alternate to be studied in detail.
8/23/2011	Stakeholder Workshop #4 – Open to Stakeholder volunteers	The purpose of the workshop was to update the stakeholders on project progress and to obtain input on the concepts which are being utilized to reduce impacts. Volunteers who participated in the Workshop were drawn from those who expressed interest at the Public Meetings or additional meetings with interested groups and agencies. The workshop consisted of a power point presentation and a group exercise. The power point presentation included an overview of the project progress and presentation of the concepts being utilized to reduce impacts. Exhibits were available for stakeholders to review. The exhibits included – a roll plot of the project showing proposed over an aerial background, renderings of the typical sections, and charts summarizing the impacts. After the power point presentation a group exercise was held. The group exercise consisted of reviewing the exhibits and placing “post-it” note comments onto the roll plots identifying additional concepts which should be evaluated as possible means to reduce impacts. A form was also provided for the stakeholders to state their opinion of the concepts presented and to list additional concepts they may have.
2/8/2012	Met with FHWA.	Presented 4 typical section options to minimize impacts in the rural (south) portion of the project. Obtained concurrence to utilize a rural 30' median with curb and gutter on the outside shoulders.
6/17/2012	Met with NEPA 404/Merge Committee.	Obtain concurrence for the Preferred Alternative <ul style="list-style-type: none"> • between Reed Road and Hercules Road - 2 lanes in each direction seperated by a rural 30' median with curb and gutter on the outside shoulders • between Hercules Road and US 14 - 2 lanes in each direction seperated by an 18' barrier median with curb and gutter on the outside edge of pavement (no shoulders)
8/11/2012	Met with FHWA.	Provided update on the preferred alternate which received concurrence in the NEPA 404/Merge Meeting.