

**CITY OF WEST CHICAGO  
DUPAGE COUNTY, ILLINOIS**

**ON THE MATTER OF THE APPLICATION            )  
FOR LOCAL SITING APPROVAL FOR THE        )  
WEST DUPAGE RECYCLING AND                )  
TRANSFER STATION                            )**

**NOTICE OF FILING TRAFFIC REPORT REVIEW LETTER.**

TO: See attached service list

Please take notice that on January 3, 2023, I caused to be filed with the City Administrator of the City of West Chicago, Project Traffic Review #1, prepared by Gewalt Hamilton Associates, Inc., a copy of which is herewith served upon you.



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Attorney for City Staff

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**CERTIFICATE**

Under penalty of perjury as provided by law pursuant to 735 ILCS 5/1-109, the undersigned certifies that on January 3, 2023 a copy of the attached was served on the parties listed below via electronic mail before 5:00 p.m.

  
Gerald P. Callaghan

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**Project Traffic Review #1**

To: Michael Guttman  
City Administrator – City of West Chicago

From: Antonio Maravillas, E.I.T.  
Dan Brinkman, P.E., PTOE

Date: November 23, 2022

Subject: Proposed Waste Transfer Station  
Lakeshore Recycling Systems  
1655 Powis Road  
West Chicago, Illinois

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Per your request, Gewalt Hamilton Associates, Inc. (GHA) has reviewed the following documents provided for the above referenced project related to traffic, parking, and on-site circulation:

- Traffic Impact Study (TIS) prepared by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA) dated September 12, 2022.
- Final Site Plan prepared by Civil & Environmental Consultants, Inc. (CEC) dated September 27, 2019.

We offer the following comments for your consideration. As Powis Road is under the DuPage County Division of Transportation (DuDOT) jurisdiction, our comments should only be considered advisory and based on our own recent experience. Ultimately, DuDOT will have to approve any access changes and roadway improvements along Powis Road.

Traffic Study

1. The TIS prepared by KLOA is generally in conformance with the guidelines published by the Institute of Transportation Engineers (ITE).
2. As documented in the TIS, Powis Road is under the jurisdiction of DuDOT. It is also stated that the proposed roadway improvements along Powis Road have been conceptually approved by DuDOT. KLOA and the petitioner should provide copies of all correspondence with DuDOT.
3. We generally concur with the description of the surrounding land uses and existing roadway characteristics.
4. The traffic volumes used in the TIS were based on traffic counts conducted pre-pandemic in October 2019. GHA concurs with KLOA's methodology of conducting new (year 2022) traffic counts and comparing the volumes with pre-pandemic conditions. We agree with using the higher volumes (year 2019) for the study.
5. We generally concur with the estimated directional distribution used in the TIS. It was assumed that 100 percent of all transfer trailers would arrive/depart west of Powis Road along IL 64. Will this be a set route between the Site and the landfill for the transfer trucks? Otherwise, we would anticipate some portion of the transfer trucks arriving/departing south of Powis Road due to the slightly more convenient route to I-88. It should be noted, that based on the existing traffic counts, there are existing semi-trucks arriving/departing south of the Site along Powis Road.

6. We concur with the methodology used to estimate the trips generated by the proposed waste transfer station. We agree that the trip volumes used in the analyses represent a conservative approach, and the actual trips will likely be lower, especially during the weekday evening peak hour. As noted in the study, a large portion of the collection trucks will be stored overnight, which will reduce the amount of exiting traffic in the afternoon/evening.
7. GHA concurs with using a buildout +5-years horizon for the future traffic analysis. However, the CMAP projections used by KLOA were based on the March 2019 CMAP Travel Demand Model. KLOA did not request new projections when they did traffic recounts in 2022. It is recommended to obtain future traffic projections based on CMAP's more recent Travel Demand Model to see if there are any discrepancies or substantial changes in regional traffic projections. While we would not anticipate this to be significant, for accuracy the 2050 projections should be verified and if necessary, the TIS updated to reflect the current information.
8. We agree that the new site traffic will have minimal impact on the IL 64 / Powis Road intersection. The long delays experienced on the northbound/southbound approaches are a result of IL 64 given higher signal priority.
9. We agree that the new site traffic will have minimal impact on the Powis Road / Hawthorne Lane intersection and that no geometric or traffic control improvements are necessary at the intersection.
10. It is not noted in the report what the anticipated queue lengths are for the southbound left-turn movement from Powis Road into the Site. It should be ensured that the proposed turn-lane storage length can adequately handle typical queueing demands.
11. We concur with KLOA's methodology used in the gap study. We agree that there will be adequate gaps to accommodate traffic turning in and out of the site access driveways.
12. We concur with the recommended operations of providing one inbound-only access driveway and one outbound-only access driveway.

#### Site Plan

1. We would recommend that the CEC plans show both the existing and proposed pavement improvements for Powis Road.
2. The site plans should provide additional dimension details for the existing and proposed parking spaces and circulation drive aisles.
3. It appears that there may be approximately 100 feet or less between the edge of pavement on Powis Road and the existing / proposed gate at the site exit drive, this should be dimensioned and the pavement markings referenced in the TIS (i.e., separate left and right turn lanes) should be illustrated on the site plan.
4. It is not clear from the TIS or the Site plan if inbound vehicles need to be "checked" or "admitted" to the site with the proposed expansion. Notes or discussion should be included to ensure that inbound vehicle operations will not queue out onto Powis Road.

We hope you find these comments helpful in your assessment of the proposed development. A revised TIS and updated site plan should be completed, and a point-by-point disposition of the above comments provided. Should you have any questions please do not hesitate to contact GHA at 847-478-9700.