



Vriesman  
& Korhorn

March 23, 2026  
1471

*Via Email: tmaday@cityofzeeland.com*

Tim Maday  
City of Zeeland  
21 South Elm Street  
Zeeland, MI 49464

**RE: Mead Johnson – Traffic Study Summary**

Dear Tim,

We thought it would be useful to provide a letter summary of the traffic study VK Civil has provided. The counts used in the traffic study were taken in the fall of 2025. Below is a summary of proposed traffic movements of the full build out of the Mead Johnson site and some information on your existing traffic system.

1. Truck traffic flow. The existing site has all truck traffic in and out off of Fairview Avenue. The existing system also does not have room for more than one truck and therefore while one truck is gaining entry to the site any other trucks must wait in Fairview Avenue. The proposed layout of the site improves this greatly. First, we plan to have all inbound truck traffic to enter from Carlton and exit onto Fairview. Additionally, we plan to provide a deep double entry lane for trucks off of Carlton that would allow 6 trucks in the queue without affecting traffic flow on Carlton Avenue.
2. Employee traffic. The existing traffic entrance for all employees is off of Main Avenue. The proposed project changes this employee entrance to Carlton Avenue which will improve traffic flow on Main Avenue. Additionally, as you will see in the traffic study, Mead Johnson's employee shifts are outside of the peak traffic flow hour that was revealed in the traffic count study in the fall of 2025.
3. Carlton Street capacity. As we were moving employee traffic flow to Carlton and truck entry flow to Carlton we reviewed if any improvements that may be needed on Carlton. The study concluded that Carlton Street has capacity for these entrances and no improvements (just as additional lanes, turn lanes, or decel lanes) are needed.
4. Fairview & Main Avenue intersection. The study of existing counts in the fall of 2025 concluded that this intersection is an existing failing grade for traffic flow.
5. Temporary contractor traffic flow during construction. The construction of this large of a project will take a few years to construct and vary in number of contractors needed to

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build the project. We provided a construction contractor traffic route map to the site in the traffic study that avoids the existing failing intersection of Fairview and Main Avenue. We provided analysis of an average contractor count and an analysis of the peak contractor count and our analysis showed that none of the intersections changed to a failing grade due to the temporary contractor construction traffic.

Sincerely,  
VK Civil

A handwritten signature in blue ink, appearing to read "Dan Lewis", with a stylized flourish extending to the right.

Dan Lewis, PE

Cc: Allan Barron, Mead Johnson