

December 31, 2025

Mr. John J. Beltrandi III
Council President
Westfield City Council
59 Court Street
Westfield, MA 01085

RE: Intersection Improvements at Southampton Road, Servistar Industrial Way and Barnes Airport Drive
(MassDOT Project #612600)

Dear Mr. Beltrandi,

The Massachusetts Department of Transportation Highway Division (MassDOT) has initiated a project to improve traffic operations, safety, and accessibility at the existing closely spaced intersections of Servistar Industrial Way, Barnes Air National Guard (ANG) Base Access Road, and Southampton Road (Route 10/202). The project will be supported by federal and Commonwealth funds allocated through MassDOT. MassDOT plans to hold a 25 percent design public hearing in Westfield at the end of February 2026. This letter is intended to inform the Council of the project and invite questions or comments from Council members.

The purpose of the project is to implement intersection improvements that are compatible with the recently relocated main security checkpoint and driveway to the Barnes Air National Guard base, which also provides access to Westfield Airport. The project will include pedestrian and bicycle upgrades at the intersection that meet MassDOT design criteria and allow for future connectivity.

The existing intersections of Servistar Industrial Way and Barnes Airport Drive are unsignalized and experience significant delays and queuing for vehicles exiting to Southampton Road. Traffic congestion is expected to persist and likely increase if no improvements are made at the intersection.

Early design efforts evaluated traffic signalization as a potential alternative. Meeting the legal requirements for a traffic signal would have required Barnes Airport Drive and Servistar Industrial Way to be incorporated into a single signalized intersection. This approach was studied and refined extensively over more than a year of design development; however, the analysis demonstrated that a signalized solution would require significant widening yet would still fail to adequately address operational and safety concerns. Throughout this process, City staff were consulted and concurred with the decision to move forward with the roundabout as the preferred alternative. As a result, signalization was not advanced.

After MassDOT selected a single-lane roundabout as the preferred alternative, the design was further refined as a peanut-shaped roundabout to minimize impacts on adjacent property and to fit the offset orientation of the two side streets. The proposed improvements at the intersection are:

- Replace the current intersection with a single-lane peanut-shaped roundabout using full-depth pavement reconstruction.
- Improve pedestrian and bicyclist accommodations by constructing an 8-foot shared-use path around the exterior of the intersection.

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- Treat surface water runoff using a new closed stormwater drainage system with catch basins, leaching catch basins, and a surface stormwater detention basin.
- Install improved traffic signage and pavement markings.
- Relocate or replace underground utilities affected by the project at the intersection, including water and gas mains.

The proposed project would result in state road layout alterations that will impact some abutting parcel boundaries. No impacts to buildings are proposed. MassDOT will conduct the required right-of-way process for the project.

MassDOT attended the Westfield Traffic Commission meeting on December 17, 2025, and gave an informational presentation about the project. The slides from that presentation are attached to this letter for Council review. We request that the Council review the enclosed materials and reply with any comments regarding this project. Please contact me with any comments and copy the MassDOT project manager, Gregory Mischel, at gregory.mischel@dot.state.ma.us.

Sincerely,



Aaron Keegan, PE
Project Manager
Fuss & O'Neill, Inc.
aaron.keegan@fando.com
413-333-5461

CC: Greg Mischel, MassDOT project manager.

Attachments:

1. Presentation slides presented to the Westfield Traffic Commission on 12/17/2025 in PDF format.



Project # 612600: Westfield, MA

Intersection Improvements at
Southampton Road (Route 10/202), Servistar Industrial Way, and
Barnes ANG Base/ Westfield Airport Driveway



Presentation to:

The City of Westfield Traffic Commission

December 17, 2025

Agenda

1. Project History & Background
2. Preferred Alternative: A Roundabout
3. Project Schedule
4. Next Step & Questions

1. Project History & Background

The Purpose and Need of the Project:

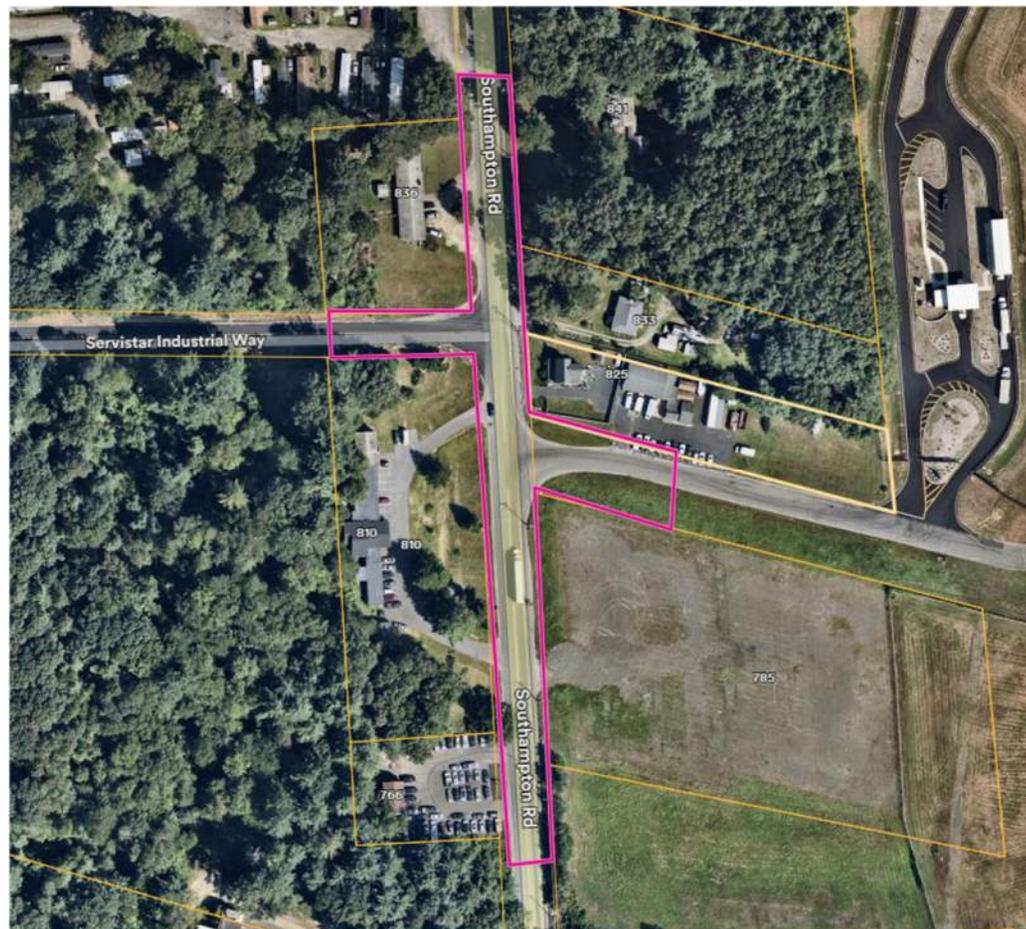
- To provide safety and operational intersection improvements for the intersection compatible with the new main driveway the Barnes ANG Base and Westfield Airport.
- To provide pedestrian and bicycle accommodations at the intersection for future connectivity.

1. Project History & Background

- A signalized intersection design alternative was originally developed to the 25% stage in the summer 2024 by a different consultant for MassDOT.
 - Servistar Industrial Way met traffic signal warrants.
 - The Barnes Base and Airport driveway did not meet traffic signal warrants.
- An initial roundabout concept was developed for MassDOT by a different consultant in spring 2025 and circulated to stakeholders. MassDOT selected this alternative.
- The roundabout concept has been advanced to 25% design by Fuss & O'Neill and has been reviewed by MassDOT this fall.

1. Project History & Background

- Project Limits:
 - 300 ft north of Servistar Way on Rte. 202
 - 450ft south of base access road on Rte. 202
 - 150ft of Service Star Way
 - 180ft of Barnes Access Rd



Corridor Characteristics

Roadway	Jurisdiction / Classification	Existing Intersection Control	ADT	AM Peak Hour	PM Peak Hour	Posted Speed	85% Speed
Southampton Rd	MassDOT/ Urban Principal arterial	N/A	8,190 NB <u>7,990 SB</u> 16,180 Combined	550 NB <u>500 SB</u> 1,050 Combined	680 NB <u>650 SB</u> 1,330 Combined	40 mph	42 mph NB 50 mph SB
Servistar Industrial Way	City of Westfield/ Local Road	Stop control	1,350 EB <u>1,360 WB</u> 2,710 Combined	100 EB <u>130 WB</u> 230 Combined	160 EB <u>170 WB</u> 330 Combined	30 mph*	43 mph EB 42 mph WB
Barnes Access Rd	Private Road (Driveway)	Stop control				N/A	24 mph EB 20 mph WB

* No posted speed.

Corridor Characteristics



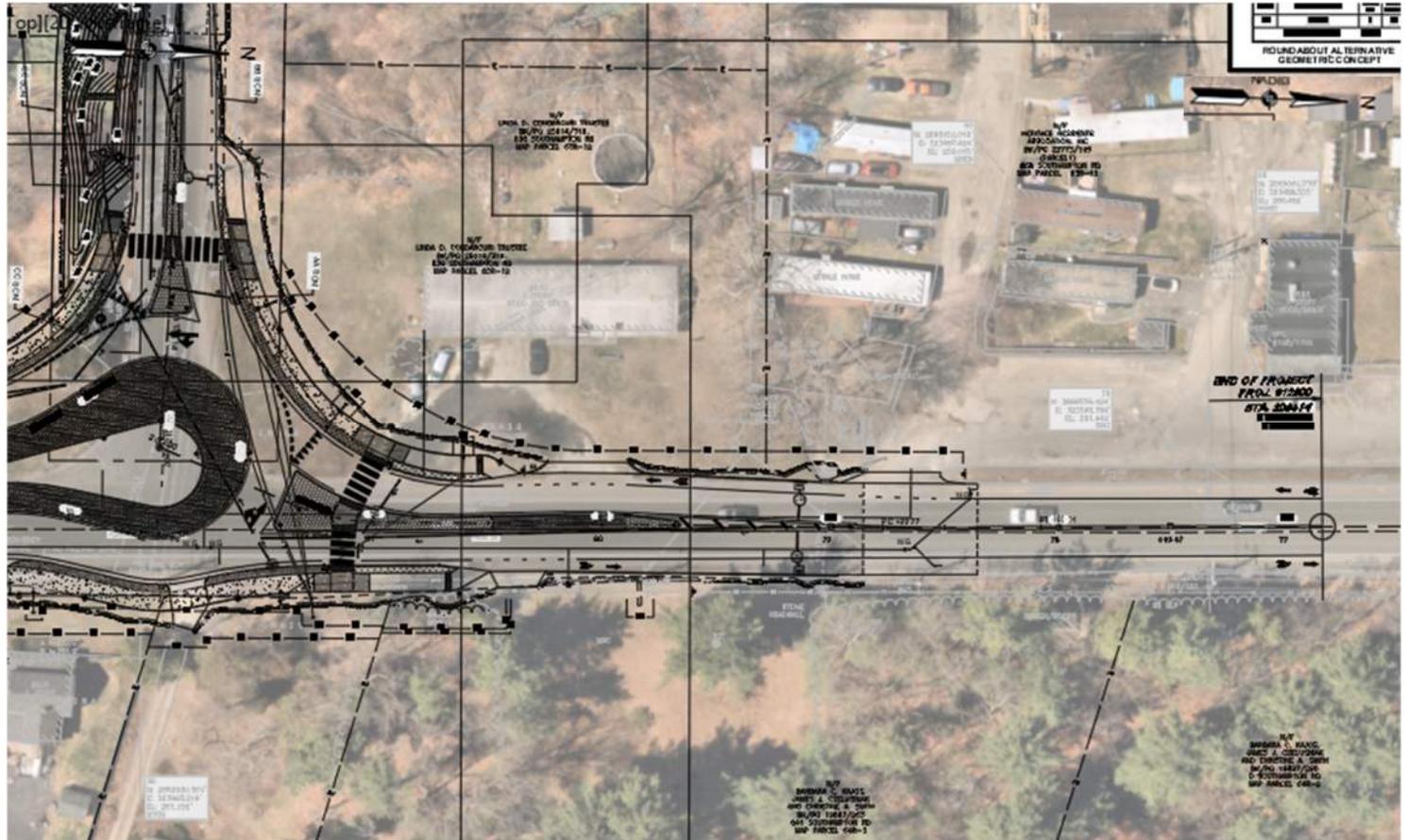
Truck Volume: 14%
(Average day)

Crashes:

- 9 reported
- 2/3 rear end or angle crashes
- Crash rate below District and State average

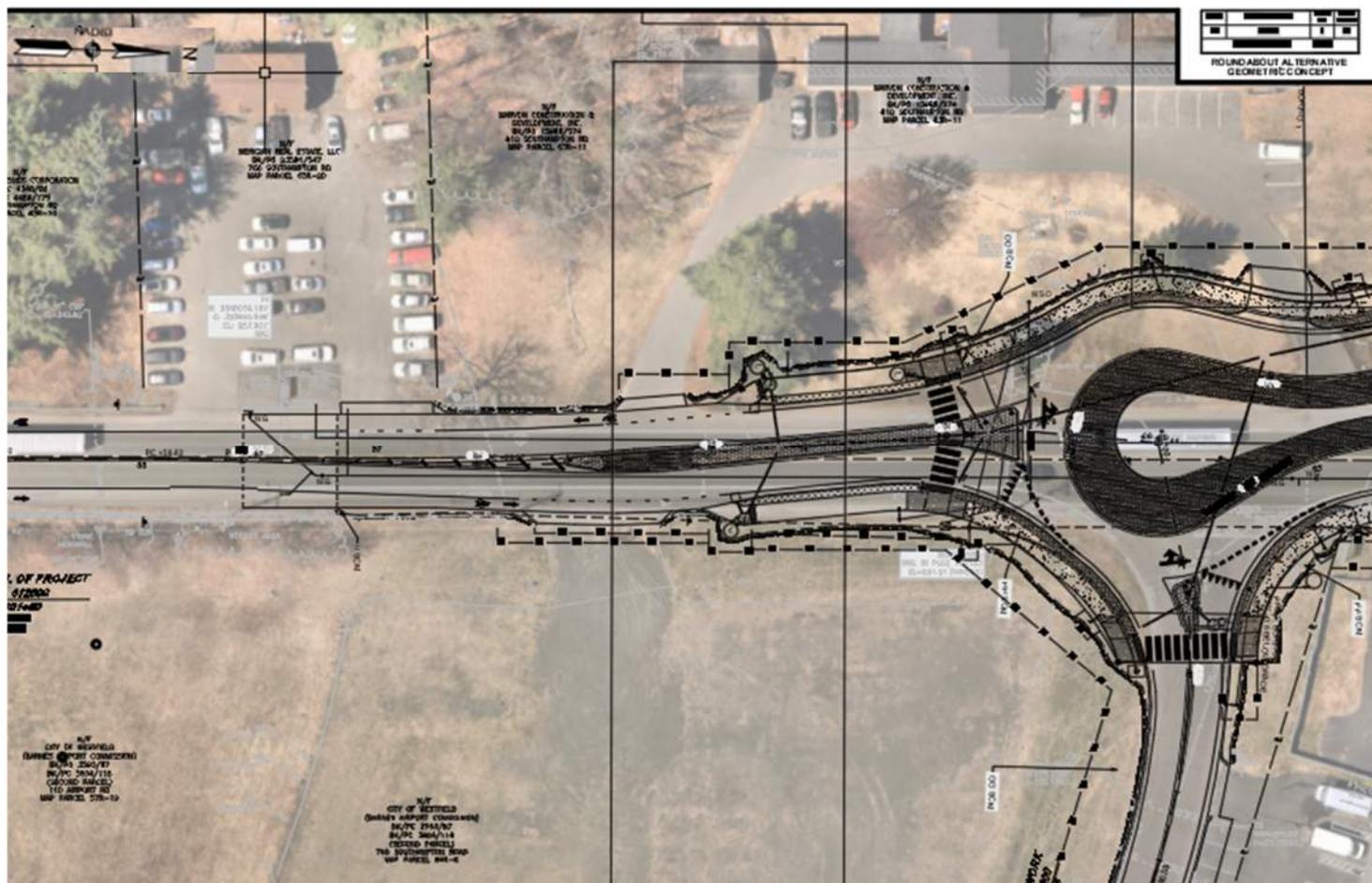
2. Preferred Alternative: 25% Design Concept

North Project Limit on Southampton Road



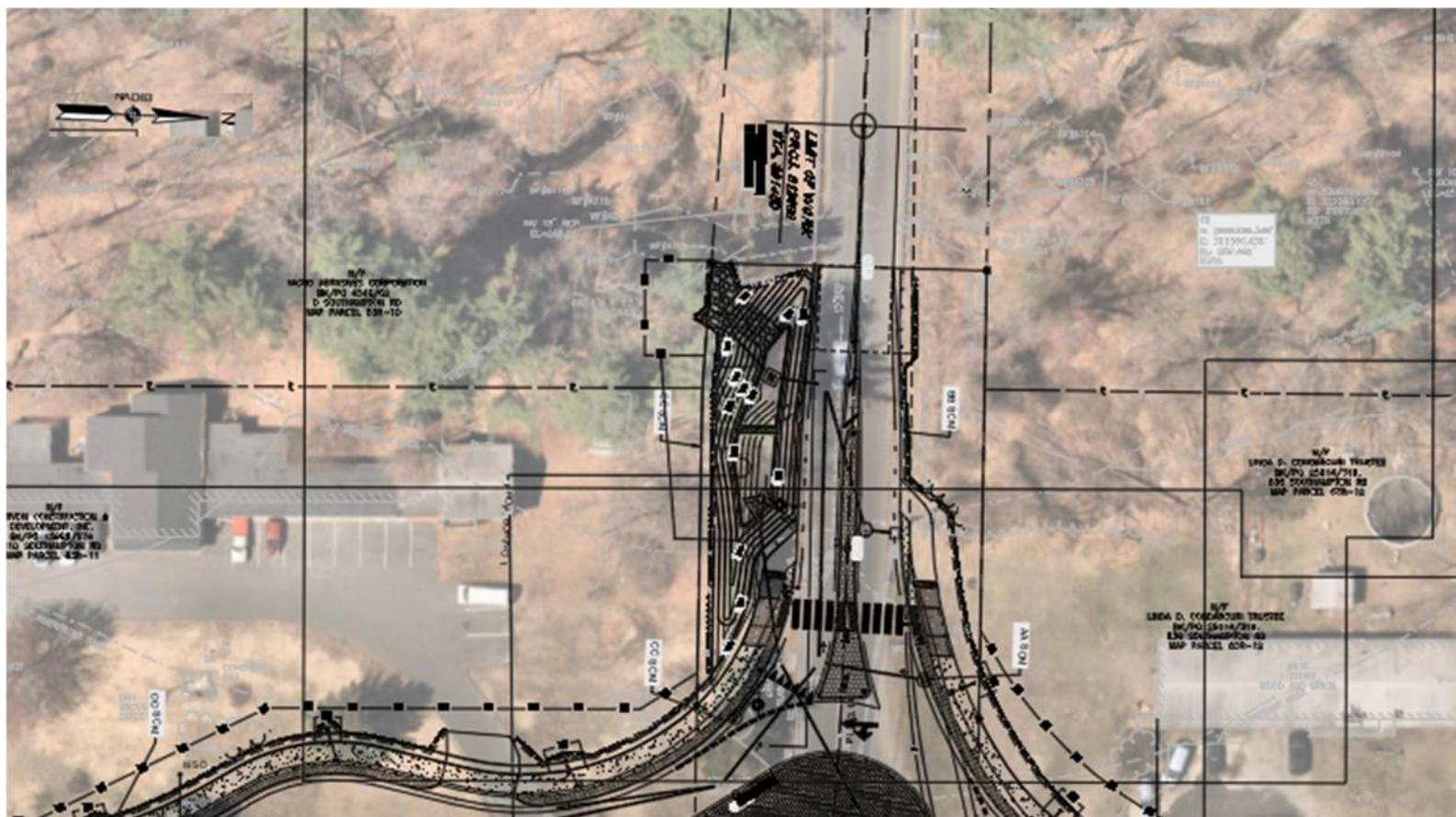
2. Preferred Alternative: 25% Design Concept

South Project Limit on Southamptn Road



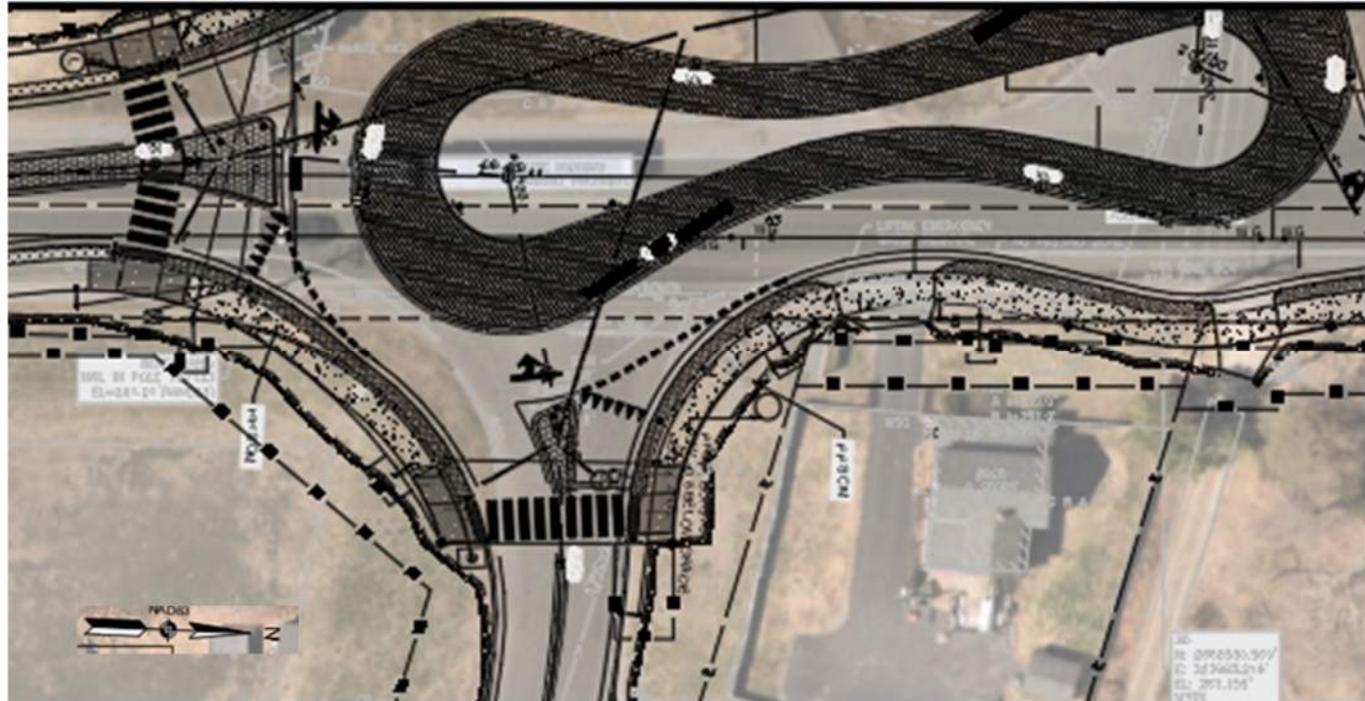
2. Preferred Alternative: 25% Design Concept

West Project Limit on Servistar Industrial Way



2. Preferred Alternative: 25% Design Concept

East Project Limit at Airport Driveway



3. Preferred Alternative: Projected Traffic Performance of the Roundabout

Table 8
Intersection Level of Service Summary – Weekday Morning Peak Hour

Intersection	2024 Base Year			2044 No-Build			2044 Build		
	L O S	Delay (s)	V/C	L O S	Delay (s)	V/C	L O S	Delay (s)	V/C
Route 10/202 (Southampton Road) at Servistar Industrial Way									
Servistar Ind. Way EB Approach	C	22.9	0.30	F	57.6	0.66	-	-	
Southampton Rd NB Left	A	<u>9.9</u>	<u>0.06</u>	B	<u>10.6</u>	<u>0.08</u>	-	-	
Overall	-	2.1	-	-	4.8	-			
Route 10/202 (Southampton Road) at Barnes Airport Drive									
Barnes Air. Drive. WB Approach	C	21.1	0.09	D	31.0	0.13	-	-	
Southampton Rd SB Left	A	<u>8.6</u>	<u>0.04</u>	A	<u>9.4</u>	<u>0.05</u>	-	-	
Overall	-	0.7	-	-	0.7	-			
Route 10/202 (Southampton Road) Proposed Roundabout									
Servistar Ind. Way EB Approach	-	-		-	-		C	20.2	0.38
Barnes Air. Drive. WB Approach	-	-		-	-		B	10.9	0.06
Southampton Rd NB Approach	-	-		-	-		B	14.9	0.74
Southampton Rd SB Approach	-	-		-	-		B	<u>11.4</u>	<u>0.66</u>
Overall							B	13.7	0.74

3. Preferred Alternative: Projected Traffic Performance of the Roundabout

Table 9
Intersection Level of Service Summary – Weekday Afternoon Peak Hour

Intersection	2024 Base Year			2044 No-Build			2044 Build		
	L O S	Delay (s)	V/C	L O S	Delay (s)	V/C	L O S	Delay (s)	V/C
Route 10/202 (Southampton Road) at Servistar Industrial Way									
Servistar Ind. Way EB Approach	F	185.1	1.2	F	661.1	2.2	-	-	
Southampton Rd NB Left	A	9.6	0.07	B	11.2	0.10	-	-	
Overall	-	29.6	-	-	73	-			
Route 10/202 (Southampton Road) at Barnes Airport Drive									
Barnes Air. Drive. WB Approach	E	48.1	0.57	F	175.5	1.02	-	-	
Southampton Rd SB Left	A	9.6	0.003	B	10.4	0.003	-	-	
Overall	-	3.6	-	-	9.8	-			
Route 10/202 (Southampton Road) Proposed Roundabout									
Servistar Ind. Way EB Approach	-	-		-	-		C	21.6	0.89
Barnes Air. Drive. WB Approach	-	-		-	-		B	12.1	0.89
Southampton Rd NB Approach	-	-		-	-		C	18.0	0.24
Southampton Rd SB Approach	-	-		-	-		C	25.0	0.79
Overall							C	21.6	0.89

3. Preferred Alternative: Projected Traffic Performance of the Roundabout

Table 10
Intersection Queue Analysis – 95th Percentile Queue Summary (Weekday AM)

Intersection	2024 Base Year		2044 No-Build		2044 Build	
	50 th Pct. Queue ft(veh)	95 th Pct. Queue ft(veh)	50 th Pct. Queue ft(veh)	95 th Pct. Queue ft(veh)	50 th Pct. Queue ft(veh)	95 th Pct. Queue ft(veh)
Route 10/202 (Southampton Road) at Servistar Industrial Way Servistar Ind. Way EB Approach Southampton Rd NB Left	12(<1) -	30(1) 5(<1)	43.2(<2) -	98(4) 5(<1)		- -
Route 10/202 (Southampton Road) at Barnes Airport Drive Barnes Air. Drive. WB Approach Southampton Rd SB Left	2(<1) -	8(<1) 3(<1)	4(<1) -	10(<1) 5(<1)		- -
Route 10/202 (Southampton Road) Proposed Roundabout Servistar Ind. Way EB Approach Barnes Air. Drive. WB Approach Southampton Rd NB Approach Southampton Rd SB Approach		- - - -		- - - -	14.5(<1) 2(<1) 89(4) 67(3)	36(1) 5(<1) 221(9) 166(7)

3. Preferred Alternative: Projected Traffic Performance of the Roundabout

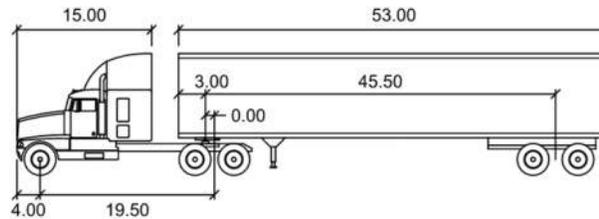
Table 11

Intersection Queue Analysis – 95th Percentile Queue Summary (Weekday PM)

Intersection	2024 Base Year		2044 No-Build		2044 Build	
	50 th Pct. Queue ft(veh)	95 th Pct. Queue ft(veh)	50 th Pct. Queue ft(veh)	95 th Pct. Queue ft(veh)	50 th Pct. Queue ft(veh)	95 th Pct. Queue ft(veh)
Route 10/202 (Southampton Road) at Servistar Industrial Way Servistar Ind. Way EB Approach Southampton Rd NB Left	183(7) -	320(13) 5(<1)	417(17) -	482(19) 8(<1)		- -
Route 10/202 (Southampton Road) at Barnes Airport Drive Barnes Air. Drive. WB Approach Southampton Rd SB Left	25(1)	78(3) 0(0)	113(5) -	158(6) 0(0)		- -
Route 10/202 (Southampton Road) Proposed Roundabout Servistar Ind. Way EB Approach Barnes Air. Drive. WB Approach Southampton Rd NB Approach Southampton Rd SB Approach		- - - -		- - - -	28(1) 9(<1) 192(8) 364(16)	68(3) 22(<1) 476(19) 905(36)

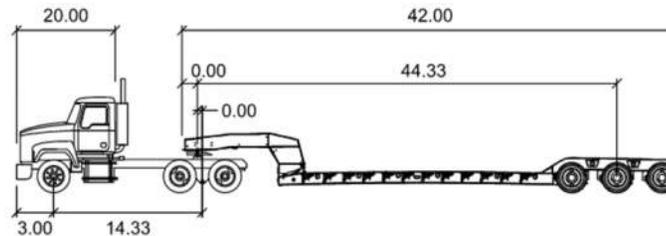
3. Preferred Alternative:

- The Design Vehicle for the Roundabout is a WB-67 Tractor Trailer. Total Length 73.5ft.



WB-67

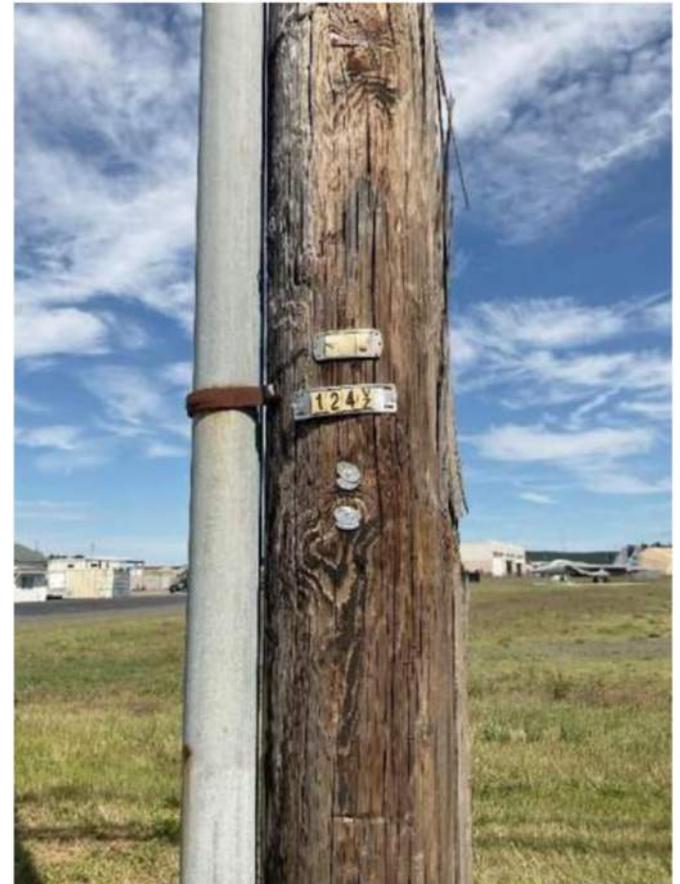
- The design allows for a low goose-neck trailer carrying an oversized freight to pass through the intersection north to south. A fiberglass pool manufacturer located on Southampton Rd will be able to use the intersection.



1 ton dual wheel

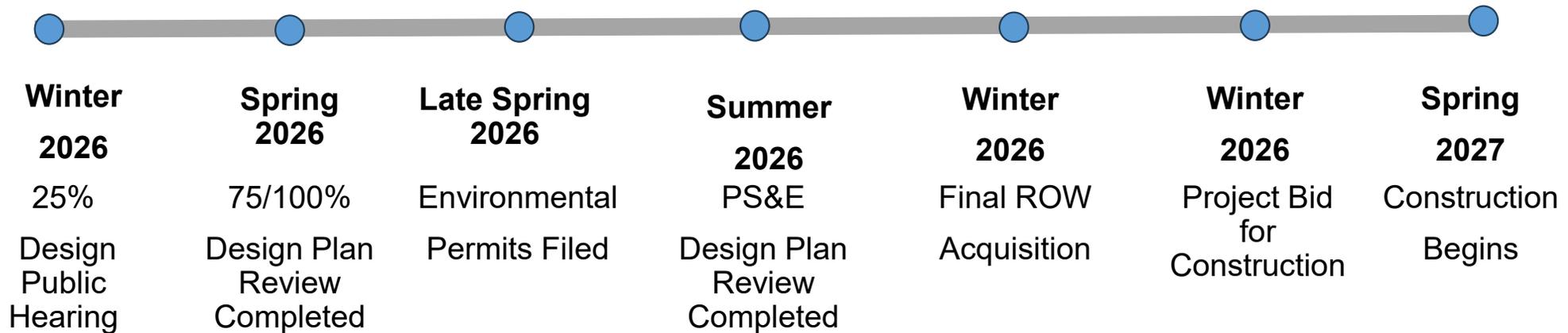
3. Preferred Alternative: Utilities

- Proposed utility upgrade/replacement at the intersection
 - New streetlighting will be provided at the intersection for traffic, bicycle, and pedestrian safety
 - Streetlighting will be compliant with aviation requirements



4. Project Schedule

- Currently Programmed on MassDOT’s FY2027 Transportation Improvement Program (TIP)
- Anticipated Major Design/Bid Milestones:



5. Next Step

- The 25% Design Public Hearing will be hosted by MassDOT
- Currently anticipated to be held in February 2026
- There is a 10-business day period following the hearing when public comments may be submitted to MassDOT