



DESIGN PUBLIC HEARING

February 25, 2026

FOR THE PROPOSED

**Intersection Improvements at Southampton Road (Route 10/202),
Servistar Industrial Way, and Barnes Airport Drive**

**Project No. 612600
Project Management**

IN THE CITY OF WESTFIELD, MASSACHUSETTS

**COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION**

**JONATHAN GULLIVER
HIGHWAY ADMINISTRATOR**

**CARRIE E. LAVALLEE, P.E.
CHIEF ENGINEER**

**THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION – HIGHWAY DIVISION
NOTICE OF A DESIGN PUBLIC HEARING**

Project Description:

Westfield – Intersection Improvements at Southampton Road (Route 10/202), Servistar Industrial Way, and Barnes Airport Drive.

Project File No. 612600

A Design Public Hearing will be held to present the design for the proposed project in Westfield, MA.

**WHERE: Westfield City Hall
City Council Chambers-Second Floor
59 Court Street
Westfield, MA 01085**

WHEN: Wednesday, February 25, 2026 @ 7:00pm

PURPOSE: The purpose of this hearing is to provide the public with the opportunity to become fully acquainted with the proposed project. All views and comments submitted in response to the hearing will be reviewed and considered to the maximum extent possible.

PROPOSAL: The proposed project consists of intersection improvements at Southampton Road (Route 10/202), Servistar Industrial Way, and Barnes Airport Drive. The intersection is proposed to be reconstructed as a roundabout. Bicyclists and pedestrians will be accommodated with an 8-foot wide shared-use path around the outside of the roundabout in accordance with applicable design guides.

A secure right-of-way is necessary for this project. Acquisitions in fee and permanent or temporary easements may be required. The **State** is responsible for acquiring all needed rights in private or public lands. MassDOT's policy concerning land acquisitions will be presented in the hearing.

Project inquiries, written statements and other exhibits regarding the proposed undertaking may be submitted to Carrie E. Lavalley, P.E., Chief Engineer, via e-mail to MassDOTProjectManagement@dot.state.ma.us or via US Mail to Suite 7550, 10 Park Plaza, Boston, MA 02116, Attention: Project Management, **Project File No. 612600**. Statements and exhibits intended for inclusion in the public hearing transcript must be emailed or postmarked no later than ten (10) business days (14 calendar days) after the hearing is hosted on the MassDOT website listed below.

This hearing is accessible to people with disabilities. MassDOT provides reasonable accommodations and/or language assistance free of charge upon request (e.g interpreters in American Sign Language and languages other than English, live captioning, videos, assistive listening devices and alternate material formats), as available. For accommodation or language assistance, please contact MassDOT's Chief Diversity and Civil Rights Officer by phone (857-368-8580), TTD/TTY at (857) 266-0603, fax (857) 368-0602 or by email (MassDOT.CivilRights@dot.state.ma.us). Requests should be made as soon as possible and prior to the hearing, and for more difficult to arrange services including sign-language, CART or language translation or interpretation, requests should be made at least ten business days before the hearing.

In case of inclement weather, a cancellation announcement will be posted on the internet at <https://www.mass.gov/orgs/highway-division/events>.

JONATHAN GULLIVER
HIGHWAY ADMINISTRATOR

CARRIE E. LAVALLEE, P.E.
CHIEF ENGINEER



Dear Concerned Citizen:

The Massachusetts Department of Transportation (MassDOT) is committed to building and maintaining a transportation infrastructure that is both safe and efficient for all who use our roadways, bridges, bicycle facilities and pedestrian paths, while maintaining the integrity of the environment.

As part of the design process for this project, we are conducting this public hearing to explain the proposed improvements, listen to your comments and answer any questions you may have. At the conclusion of the hearing, MassDOT will review all of your comments and, where feasible, incorporate them into the design of the project.

We recognize that road and bridge construction can create inconveniences for the public. MassDOT places a great deal of emphasis on minimizing the temporary disruptive effects of construction.

MassDOT encourages input from local communities and values your opinions. Please be assured that we will undertake no project without addressing the concerns of the community.

Sincerely,

Carrie E. Lavalley, P.E.
Chief Engineer

WHAT IS A PUBLIC HEARING?

WHY A PUBLIC HEARING?

To provide an assured method whereby the Commonwealth of Massachusetts can furnish to the public information concerning the State's highway construction proposals, and to afford every interested resident of the area an opportunity to be heard on any proposed project. At the same time, the hearings afford the Commonwealth an additional opportunity to receive information from local sources which would be of value to the State in making its final decisions to what design should be advanced for development.

WHY NOT A VOTE ON HIGHWAY PLANS?

The hearings are not intended to be a popular referendum for the purpose of determining the nature of a proposed improvement by a majority of those present. They do not relieve the duly constituted officials of a State highway department of the necessity for making decisions in State highway matters for which they are charged with full responsibility.

WHAT DOES A PUBLIC HEARING ACCOMPLISH?

It is designed to ensure the opportunity for, or the availability of, a forum to provide factual information which is pertinent to the determination of the final alternative considered by the state to best serve the public interest, and on which improvement projects are proposed to be undertaken.

It is important that the people of the area express their views in regard to the proposal being presented, so that views can be properly recorded in the minutes of the meeting. These minutes will be carefully studied and taken into consideration in the determination of the final design.

RIGHT OF WAY CONCERNS

MassDOT is responsible for securing the right of way for this project. If your property, or a portion of it, must be acquired by MassDOT for highway purposes in the interest of all people of the Commonwealth, your rights are fully protected under the law. Briefly, here are some of the answers to questions you might ask.

1. REASON FOR PROJECT

The completion of this project will serve local needs. The proposed enhancement will also be in the interest of others in the greater community, and provide for the public good.

2. WHO CONTACTS ME?

Representatives of MassDOT will contact you. They will explain the procedures used in acquiring any necessary rights in land.

3. WHAT ABOUT DONATIONS? WHAT IS A RIGHT OF ENTRY?

MassDOT will often seek voluntary donations, of parcels or portions of parcels, where permanent rights are required. Voluntary donations minimize the acquisition cost to the Commonwealth of Massachusetts.

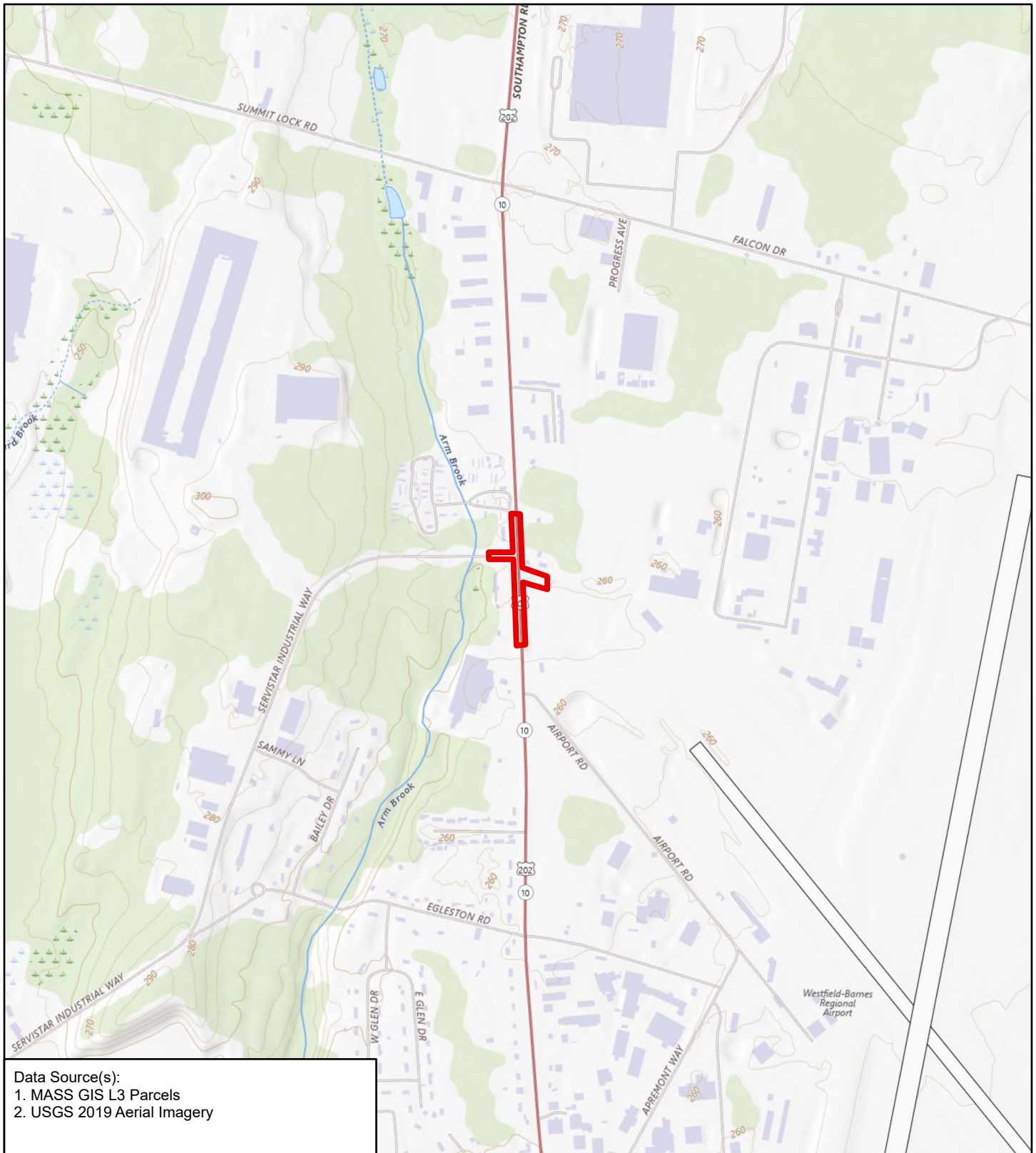
A Right of Entry is a document that is signed by the owner. It allows the Contractor to perform certain types of work on the owner's land. The work is usually minor in nature and frequently consists of loaming/seeding behind sidewalks, new driveway apron work, grading/sloping, and wetland protection, etc. The rights granted are temporary in nature.

4. WHAT IS A FAIR PRICE FOR THE ACQUIRED PARCELS?

In the event that donations are not considered, or completed, every effort will be made to ensure that an equitable value is awarded. Appraisers will complete an appraisal. Consideration is given to the type of rights needed, whether in fee, permanent or temporary easements. The appraisal will be the basis for arriving at a fair price (for damages that result).

5. MUST I ACCEPT MASSDOT'S OFFER?

No, if the owner feels that the offer is not fair the owner may petition the courts. This action does not stop or delay the acquisition. The action must occur within 3 years. The owner(s) may be paid pro tanto (for the time being). The pro tanto payment will not prejudice the court's final decision.



Data Source(s):
 1. MASS GIS L3 Parcels
 2. USGS 2019 Aerial Imagery



Legend

Limits of Work

0 500 1,000 2,000 Feet

Disclaimer: This map is not the product of a Professional Land Survey. It was created by Fuss & O'Neill, Inc. for general reference, informational, planning and guidance use, and is not a legally authoritative source as to location of natural or manmade features. Proper interpretation of this map may require the assistance of appropriate professional services. Fuss & O'Neill, Inc. makes no warrantee, express or implied, related to the spatial accuracy, reliability, completeness, or currentness of this map.

USGS Topographic Map

Southampton Road (RT 10/202), Servistar Industrial Way and Barnes Airport Drive

Westfield Massachusetts

FUSS & O'NEILL

1550 Main Street, Suite 400
 Springfield, MA 01103
 413.452.0445 | www.fando.com

Figure
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Project Summary: Intersection Improvements at Southampton Road (Route 10/202), Servistar Industrial Way, and Barnes Airport Drive – Westfield, MA

MassDOT initiated this project in February 2022 in response to a request from the Massachusetts Air National Guard Base at Westfield-Barnes Regional Airport for improvements at the intersection. MassDOT evaluated the intersection and determined that improvements are needed to improve traffic operations at both Servistar Industrial Way and the main entrance to the Base.

Project Goals

- To provide safety and operational improvements at the intersection that are compatible with the recently relocated main entrance to the Air National Guard Base.
- To provide pedestrian and bicycle accommodation at the intersection for future connectivity.

Preferred Design Alternative

Following a comprehensive alternatives analysis and cost/benefit evaluation, the preferred design is a custom peanut-shaped roundabout tailored to the offset geometry of the side streets at the intersection. Key features include:

- Accommodation for large truck turn movements
- Safety improvement for all modes of transportation
- Reduced traffic delay at the Base driveway and Servistar Industrial Way
- Traffic calming on Southampton Road (Route 10/202)
- Shared-use paths for bicycles and pedestrians
- The peanut shaped roundabout minimizes adjacent property impacts

Utility Upgrades

- Storm drainage improvements
- Gas main replacement
- Water main replacement

Conclusion

This project aims to substantially improve safety for all modes of transportation at the intersection and to improve the traffic operations of the side streets including the Massachusetts Air National Guard Base driveway and Servistar Industrial Way while providing traffic calming on Southampton Road.

Anticipated Project Questions

How can I find out more information about the project?

For more information or questions about the project, contact the MassDOT project manager, Greg Mischel, at MassDOTProjectManagement@dot.state.ma.us.

MassDOT's webpage for the project can be found at <https://www.mass.gov/event/westfield-improvements-at-route-10202-servistar-industrial-way-and-barnes-airport-drive-02-25-2026>.

Also, follow the City of Westfield's active projects page on the City's website for updates: <https://www.cityofwestfield.org/378/Active-Projects>.

Why wasn't a traffic signal selected as the preferred alternative?

Signalized intersection alternatives were evaluated by MassDOT for over a year; however, it was ultimately determined that a signalized intersection combining Servistar Industrial Way and the driveway to the Air National Guard Base did not fully meet the required warrants for signalization. Furthermore, the signalized alternative would have resulted in adjacent property impacts as it required significant road widening and therefore the signalized alternative did not offer an advantage over the roundabout alternative.

Is the preferred alternative a roundabout or a rotary, and what is the difference?

The preferred alternative is a peanut-shaped roundabout. Roundabouts are designed for lower speeds, typically 25 miles per hour, and prioritize safety. In contrast, rotaries are typically larger in diameter, operate at higher speeds, and are primarily designed to move vehicles quickly through an intersection.

The intersection has significant truck traffic including some oversized loads on Southampton Road (Route 10/202). Is the proposed roundabout compatible?

Yes, the roundabout was designed for a 72ft tractor trailer to complete all turn movements. The roundabout includes a mountable apron around the center island which trucks may use to complete turns including low clearance goose neck trailers. Also, it has been ensured that oversized loads may pass through the roundabout traveling north-south on Southampton Road (Route 10/202).

When is construction anticipated to start?

Construction is anticipated to begin in the spring of 2027.

How long is construction anticipated to last?

Construction is expected to take 3 construction seasons beginning in spring 2027 and reaching completion in the winter of 2029.

What are the anticipated road impacts during construction?

- A detour for Servistar Industrial Way may be in place for short durations during construction.
- Two-way operations will be maintained on Southampton Rd and the entrance to the Base.
- Emergency vehicle access will be maintained for all roads.
- Night work may be required subject to City ordinance.

Please Fold and Tape



Please Place
Appropriate
Postage Here

Carrie E. Lavalley, P.E.
Chief Engineer
MassDOT – Highway Division
10 Park Plaza
Boston, MA 02116-3973

RE: Public Hearing
Intersection Improvements Southampton Road (Route 10/202), Servistar Industrial Way, and
Barnes Airport Drive

CITY OF WESTFIELD
Project File No. 612600
Attn: Project Management

