# Project Narrative

**Description of work**
Pilot Travel Centers LLC proposes to raze and rebuild the existing travel center located at 400 Haynes Street in Sturbridge. The hotel (tenant) would not be affected by this project.

**Existing Facility**
The existing facility consists of the following buildings/area:

- Passenger vehicle area with convenience store and fuel canopy
- Truck area with convenience store and fuel canopy
- Abandoned restaurant/event center building
- Water treatment building
- Wastewater treatment building
- Hotel (tenant)
- Associated parking and circulation areas

Access to the site is provided via two driveways onto Haynes Street. The northern driveway is for passenger vehicle use and provides access to the passenger vehicle fueling area and hotel via an easement through the property. The southern driveway is for trucks. Both driveways are full-movement driveways. Passenger vehicle circulation into, within, and out of the site currently operates with no concerns. Truck access and circulation are problematic from time to time as guests queue while waiting to fuel in one of the six fueling positions. At times, the queue extends off the property and into Haynes Street.

The facility is current served by an onsite water well, and onsite wastewater treatment plant, propane tanks, and electrical service with separate services to the two fueling areas, the abandoned building, and the hotel. The fire pump system draws water from the onsite pond and services the hotel. The fuel canopies have chemical suppression systems in place.

The passenger vehicle area has a total of four underground storage tanks (USTs) in place. The truck fueling area has three above-ground tanks (ASTs) for diesel and one UST for diesel exhaust fluid (DEF). All tanks and piping, other than the diesel ASTs and DEF tank have been in place since the facility was constructed in the 1980s.

**Proposed Facility**
The proposed facility layout would combine several of the existing uses into one area, eliminating operational inefficiencies and providing a better experience to guests. The restaurant/event center would be demolished to make room for a new travel center building, including a convenience store, a Subway restaurant, amenities (showers, laundry, etc.) for professional drivers, and necessary support areas.

Fueling areas for passenger and trucks would remain separate, but each would be relocated to be more efficient and closer to the new travel center building. The number of fueling positions for passenger

vehicles would increase from eight to twelve while the number of truck fueling positions would increase from six to nine. It is important to note that an increase in the number of vehicles visiting the facility is not expected, even though the number of fueling positions is increasing. The increase is being made to provide better throughput for existing guests. This point is especially important on the truck side of the operation. The fifty percent increase in fueling lanes, revised onsite circulation to provide more queueing space within the site, and upgrades high-speed dispensers will enable professional drivers to get off the road and into our site more easily while making the fueling transaction much more efficient and less time-consuming.

Access to the site will be enhanced in the proposed plan by the additional of third full-movement driveway. This new driveway will be between the existing driveways and will provide a more direct route to the new passenger vehicle fueling area and hotel. Access for trucks will be unchanged while circulation within the site will be significantly improved. In the proposed plan, trucks would enter the site and drive through the property before turning back to the north and entering the fueling area. The new circulation pattern will provide significantly more queueing for trucks within the site, thereby eliminating interference with traffic on Haynes Street.

The existing water and wastewater systems would continue to serve the entire facility, including the travel center and hotel. Both systems are in good condition and are kept in compliance with MassDEP regulations. The existing leach field is under the truck parking area between the restaurant/event center and truck area. The leach field will be relocated to the southernmost truck parking area as part of this project. A new propane tank system will be installed to serve the travel center. The existing fire pump system will be upgraded to provide service to the travel center as well as the hotel. The intake line from the pond and fire line to the hotel will remain, but the pump system will be replaced. Chemical fire suppression systems will be provided at both new fuel canopies.

The proposed plan includes a complete replacement of the fueling systems for both passenger and trucks, other than the diesel ASTs and the UST for DEF as they already meet the latest standards. All other USTs and piping that are in the ground will be removed and replaced with state of the art systems meeting all current regulations. During the removal of these components any observed petroleum impacted materials will also be removed per MassDEP guidelines. The new auto and truck diesel fueling islands will be equipped with secondary containment systems per the new MassDEP Regulations, which provide additional protection against all types of petroleum drips, leaks, or spills. This portion of the project provides a significant upgrade in our ability to provide environmental protections for our operation.

The proposed facility will include additional environmental improvements. First, over one acre of existing impervious surface will be removed, thereby improving stormwater discharge amounts. Second, the existing stormwater infrastructure will be enhanced to ensure we are meeting the latest regulations. Next, a dedicated oil water separator will be provided to treat any water or spills that comes from trucks under the fueling canopy. Finally, with the demolition of the abandoned building and consolidation of the other buildings, an eyesore will be removed and the site will be opened up from a visual standpoint.

**Construction Staging**

Because the existing travel center is so busy and there are not many other fueling options in the area, especially for trucks, it is important for the facility to stay open for as much of the construction process as possible. To that end, the following construction staging is proposed.

1. Install all erosion control measures
2. Demolish restaurant/event center building
3. Build new retaining wall
4. Reverse the flow of traffic for trucks – No physical work will be required, but temporary signs within the site will be needed to direct trucks on the correct path. This measure will free up space for the next phase.
5. Construct the new travel center building, scale, and both fueling areas
6. Demolish the passenger vehicle fueling canopy and building and complete parking area
7. Open the new operation to traffic
8. Demolish the truck fueling canopy and building and complete parking area
9. Final cleanup and landscaping installation

While jobsite conditions might necessitate alterations to this phasing plan, it should be very close to our actual construction process. Very likely, the facility will need to close completely for a short time within the construction process, but we will try to limit that to no more than two weeks. Communications will be sent out to our customers alerting them of any closure well in advance to eliminate as much traffic as possible during the shutdown. We will work with MassDEP on any impacts to the leach field during construction. We are prepared to pump and haul treated wastewater during construction while the new leach field is being constructed, should that become necessary.