Statewide Truck GPS Data Analysis

Parking Supply and Utilization

April 15, 2019

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Executive Summary

According to the American Transportation Research Institute (ATRI), truck parking is ranked as the second critical issue in the trucking industry by truck drivers in 2018. Several national and state level initiatives have been undertaken in recent years in order to understand the issue and identify potential solutions. One of the challenges associated with understanding the issue is lack of appropriate data and analysis procedures. The purpose of this study is to develop a methodology for systematic evaluation of truck parking supply and utilization using truck GPS data and other data sources. This statewide study has been conducted by the Florida Department of Transportation (FDOT) Transportation Data and Analytics Office (TDA) in coordination with the Freight and Multimodal Operations Office (FMO) and District Freight Coordinators (DFCs). A subsequent study will be conducted by FMO to identify critical truck parking needs in the state and identify solutions.

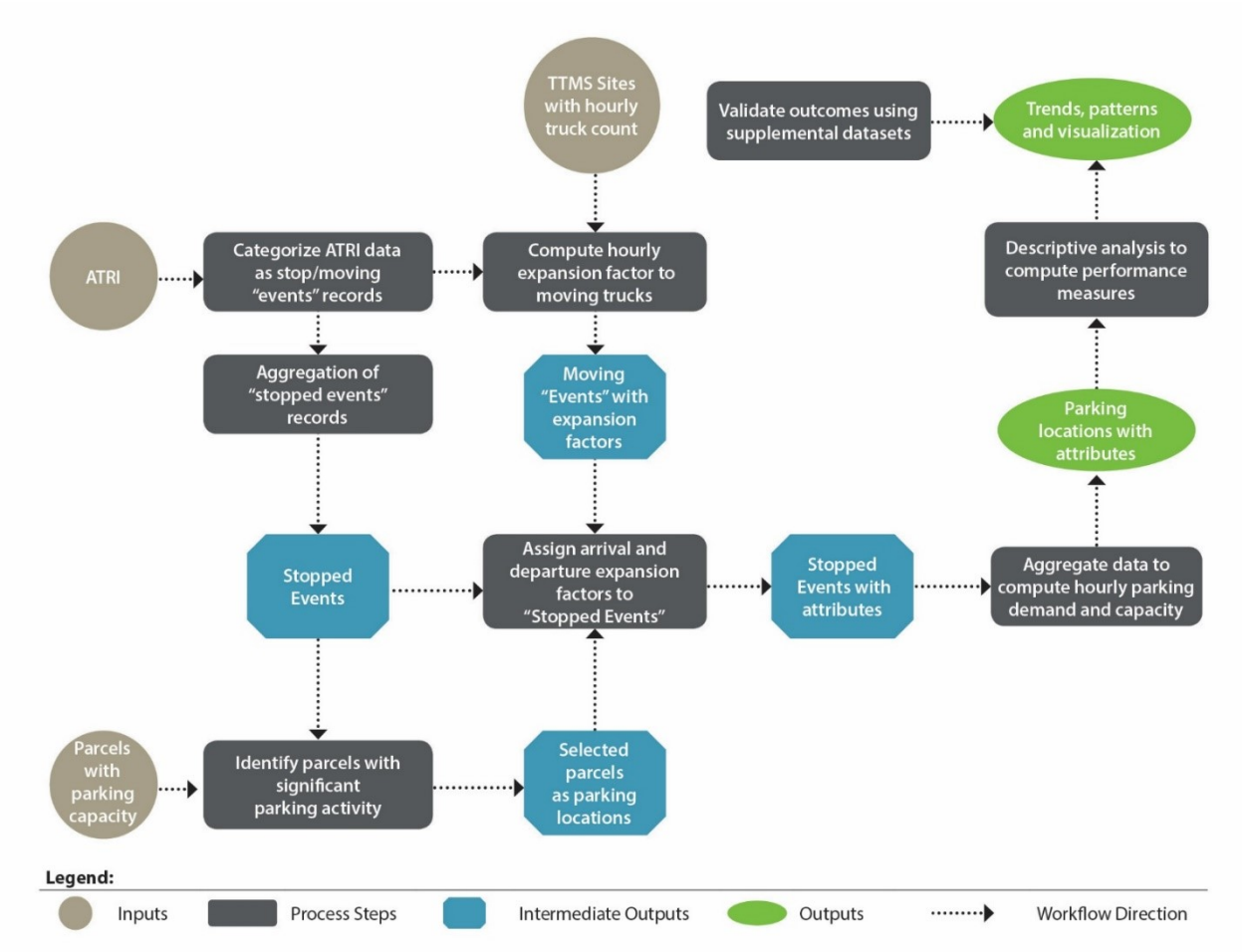

Figure ES 1 | Methodology Flowchart

As illustrated in Figure ES 1, the methodology essentially involved quantifying truck parking supply and utilization and subsequently reporting the analysis results at different spatial and temporal resolutions. Information on truck parking supply was compiled using datasets from FDOT, Diesel Boss, Truckers Friend, Jason's Law Survey, All Stays, FindFuelStops, and other sources. A database was developed including information on public and private truck parking locations, available number of spaces, hours of operation, and amenities. The information was shared with the DFCs using an ArcGIS online web-application and their input was subsequently incorporated in the dataset. On the utilization side, the primary dataset used is truck GPS data from ATRI. ATRI truck GPS pings include information on location of a truck at a given time (which was utilized to derive whether a truck is parked). As the data is a sample of the national truck fleet, the dataset was expanded using FDOT truck counts. Subsequently, truck parking utilization was computed for every hour for each truck parking location in Florida. The reasonableness of the results was verified using sample data from the recently implemented Truck Parking Availability System (TPAS). The analysis also revealed locations where unauthorized truck parking is occurring.

The analysis results are as follows:

1. Around 300 truck parking locations with 10,093 truck parking spaces were identified in the State of Florida (refer to Table ES 1). One-third of these locations and 1/3rd of these parking spaces are associated with publicly-owned parking facilities. As per 2015 Jason's Law Survey, the ratio of public to private parking spaces in Florida is significantly higher than the majority of states (Vermont, New Hampshire and Connecticut are the only exceptions). These numbers emphasize that public parking initiatives are important in Florida, which positions FDOT to provide solutions to resolve the truck parking issue. Table ES 2 shows truck parking supply per 100K daily truck miles traveled by District. The numbers indicate that District 6 and 7 have low number of spaces per 100K daily truck miles traveled.
2. Figures ES 2 and ES 3 show typical hourly utilizations for public and private locations by District. The two figures exclude any locations less than 5 parking spaces. District 6 has only one public parking location with atleast 5 parking spaces. This location is new and has no data for the analysis period. On average, the utilization of public parking locations is lower than the private parking locations. This could be related to amenities and other factors associated with the truck parking locations. Truck parking is an issue during off peak hours in certain locations. It also shows that despite truck parking shortage in certain locations, capacity is available in the system. To view information on specific site locations, a dashboard is created using ArcGIS Online services:

   http://hdr.maps.arcgis.com/apps/opsdashboard/index.html#/623116a8deeb436bbb37e32e5b807aea

Table ES 1 | Truck Parking Supply by District

FDOT District	Facility Type	Number of Locations	Number of Spaces	FDOT District	Facility Type	Number of Locations	Number of Spaces
1	Private	47	1,104	5	Private	26	1,288
	Public	8	225		Public	14	530
2	Private	52	1,665	6	Private	10	240
	Public	31	655		Public	2	38
3	Private	24	864	7	Private	19	431
	Public	19	635		Public	8	200
4	Private	22	1,473	Turnpike	Public	8	344
	Public	8	400	**Statewide**	**Total**	**298**	**10,093**

Table ES 2 | Truck Parking Supply per 100K Daily Truck Miles Traveled by District

FDOT District	Daily TMT	Facility Type	Spaces per 100,000 miles
1	6,429,562	Private	17
		Public	4
2	6,145,736	Private	27
		Public	11
3	3,857,087	Private	22
		Public	16
4	6,756,716	Private	22
		Public	8
5	9,900,998	Private	13
		Public	7
6	3,251,730	Private	9
		Public	1
7	4,483,459	Private	10
		Public	4

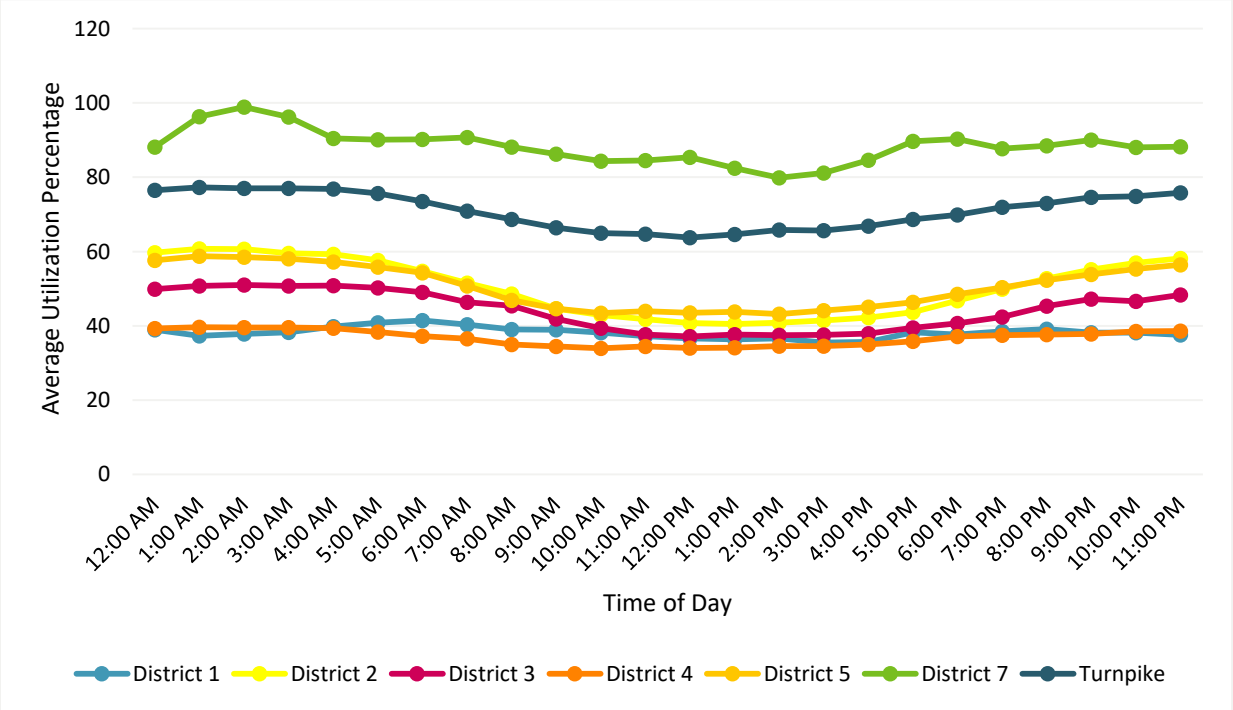

Figure ES 2 | Average Hourly Utilization of Public Truck Parking Locations in the State

* Excludes any locations less than 5 parking spaces.

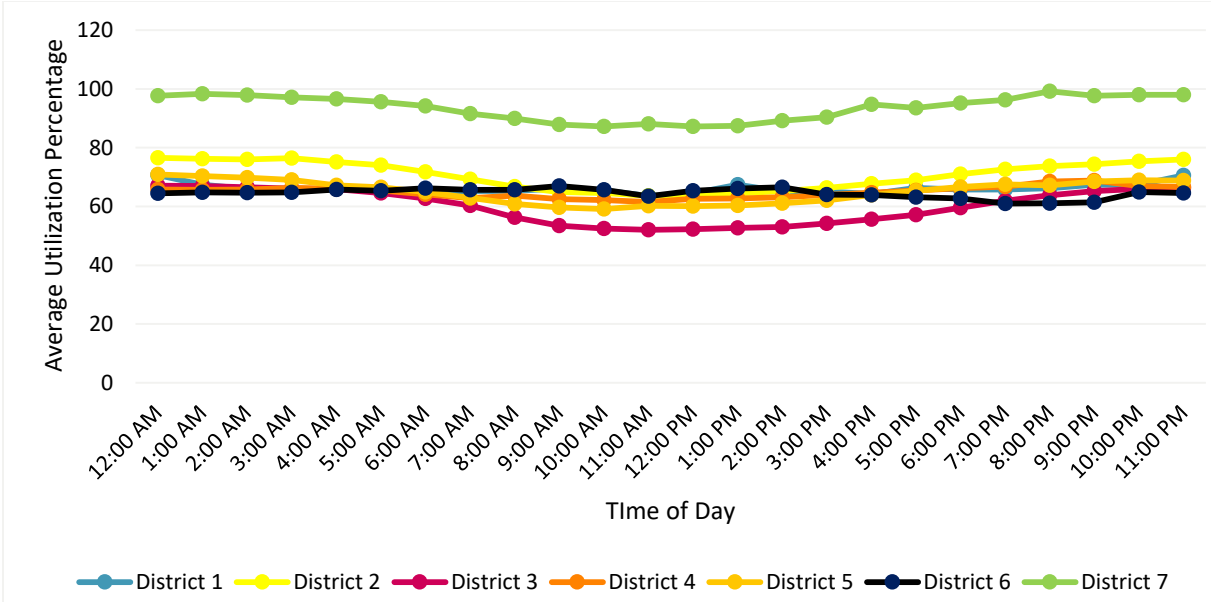

Figure ES 3 | Average Hourly Utilization of Private Truck Parking Locations in the State

* Excludes any locations less than 5 parking spaces.

3. The annual average dwell time for every District is illustrated in Table ES 3. The dwell time indicates that the truck drivers park for a longer duration at private locations when compared to public location. This can be attributed to lack of amenities at public locations (except service plazas), reservation systems in some private locations and others. Many studies and industry leaders point to the fact that the truck parking problem is a lack of awareness than the availability of spaces. It is important to note that during the analysis period, FDOT didn't allow trucks to park in rest areas for more than three hours and it is evident that the trucks did park for more than the allowable time. Since then, FDOT has increased the allowable time to 10 hours. This change in rule was adopted in December 2018 as per Rule 14-28.002.

Table ES 3 | Annual Average Dwell Time

FDOT District	Facility Type	Average Dwell Time (hrs.)	FDOT District	Facility Type	Average Dwell Time (hrs.)
1	Private	8.3	5	Private	12.3
	Public	8.1		Public	8.7
2	Private	9.2	6	Private	18.5
	Public	7.5		Public	9.3
3	Private	10.8	7	Private	10.4
	Public	7.9		Public	9.9
4	Private	13.1	Turnpike	Public	9.5
	Public	8.2			

4. Several unauthorized truck parking locations were identified. It was found that truck parking locations with a high parking utilization had a significant number of stopped trucks at the on and off ramps of the parking location indicating that the parking location may have been full and therefore required the trucks to stop at non designated parking spots.

A subsequent Truck Parking Study has been initiated by FDOT, which will further vet the results of this analysis, develop a strategic planning toolbox and recommend a set of actionable solutions.

Chapter 1. Introduction

With 29.6 million daily truck miles[1] traveled on the state highway system in 2017, truck traffic is growing at a much faster rate than truck parking spaces in the State of Florida. Several studies and reports have identified truck parking as a major freight issue in the country. Some nationwide statistics from these studies are highlighted below:

- According to the American Transportation Research Institute (ATRI),[2] truck parking is ranked as the #2 critical issue by truck drivers in 2018.
- A recent Trucker Path Survey[3] indicates that 85% of the truck drivers cited parking as their #1 cause of stress at work. Moreover, truck parking is indicated as an important influential factor for their route selection decisions.
- The same Trucker Path Survey[3] indicated that 70% of truckers have had to violate Hours of Service (HOS), and 96% have parked in areas not designated for trucks. In addition, 48% of drivers spend an hour or more to find safe truck parking.
- Time lost in finding parking is estimated to cost a driver at least $5,000 annually.
- The majority of truckers say it is harder to find parking after the Electronic Logging Device (ELD) mandate and, according to Trucker Path app[3] data, they look up parking 10-15% more often during evening hours now than before the mandate, signifying additional stress.

Lack of truck parking adds unreliability to the route as the truck drivers may not get the required rest which may lead to safety concerns during travel for the truck drivers. The truck drivers must either keep driving without rest which increases the risk of crashes or park at undesignated areas, such as the shoulders along the on-and off-ramps of rest areas and other interchange ramps. Many states have identified this as a major issue and have undertaken initiatives to resolve this issue. Florida's Freight Mobility and Trade Plan (FMTP)[4] has listed truck parking as one of the most important issues in the state and listed it as an important criterion in the project prioritization process. Florida Department of Transportation (FDOT) is committed to providing solutions to alleviate this issue. Understanding truck parking supply and demand is critical to finding solutions to this complex problem. While experts debate if truck parking is being impacted by the Electronic Logging Device (ELD) mandate, anecdotal evidence suggests that parking has become more challenging since the ELD mandate took effect in December 2017. As many as 75 percent of truckers[3] claim to struggle with finding parking on a regular basis. This trend is expected to further drive truckers to look for parking in residential areas and commercial parking lots around local municipalities and cities.

The primary purpose of this statewide study is to use ATRI's truck GPS information and evaluate utilization of existing truck parking supply. The analysis conducted in this study will inform of truck parking activities in the following areas:

- Truck parking supply at Florida's public truck parking facilities which includes rest areas, service plazas, weigh stations and welcome centers.
- Privately-owned parking facilities which includes truck stops and other facilities providing services to commercial transporters. The privately-owned parking facilities can also include locations where truck parking may occur or be permitted.
- Truck parking that occurs at unauthorized locations which include public right-of-way on interstates/highways ramps, frontage roads, or privately-owned vacant lots and retail sites.

The outcomes of this study will assist in:

- Identifying truck parking needs and potential solutions in the State of Florida.
- Next iteration of FDOT's Statewide Freight Plan.
- Statewide and District truck parking studies.

An Input-Process-Output model structure is used to explain the subsequent sections:

- **Input:** Provides a summary of relevant datasets and data preparation processes. This is covered in Chapter 2.
- **Process:** Provides an explanation of the tabular and geospatial analyses involved to compute outputs and is covered in Chapter 3.
- **Outputs:** Chapter 4 provides an explanation of different outputs which include the performance measures to quantify parking utilization and other analyses. Chapter 4 also covers all analyses outcomes.

Finally, the document provides a summary of the findings and outlines recommendations in Chapter 5.

[1] The FDOT Source Book (2018), Florida Department of Transportation (FDOT)

[2] Critical Issues in the Trucking Industry (2018), American Transportation Research Institute (ATRI)

[3] Truck Parking Report (2018), Trucker Path

[4] Freight Mobility and Trade Plan (2013), Florida Department of Transportation (FDOT)

Chapter 2. Data Preparation

The primary input dataset used for the analysis included the ATRI truck GPS information. In addition to the truck GPS data, tax parcel GIS database obtained from the Florida Department of Revenue (DOR), parking supply information, hourly truck class counts and Truck Parking Availability System (TPAS) data from FDOT are used in this study. A brief description of these datasets is provided in Table 1.

Table 1 | Input Dataset Descriptions

Input Dataset	Source	Temporal Coverage	Spatial Coverage	Description
Truck GPS Records	ATRI*	September 2017 – August 2018	Statewide	Propriety dataset of truck GPS pings with geospatial information
Property Tax Oversight Program	DOR	2016	Statewide	Parcel boundaries and related information collected for tax and property appraisal purposes
Parking Supply	Multiple Sources	2018	Statewide	A comprehensive list of parking locations and estimated parking spaces information. Includes public and private locations.
Truck Counts	FDOT	September 2017 – August 2018	Statewide	Hourly truck class counts at all available Telemetered Traffic Monitoring sites (TTMS)
Truck Parking Availability System	FDOT	July 2018 – February 2019	FDOT District Five	Parking availability information for public locations in District five

*No data was purchased for this Study, ATRI conducted the analysis as a sub-consultant to HDR.

Figure 1 illustrates the large volumes of data processed and analyzed for this study.

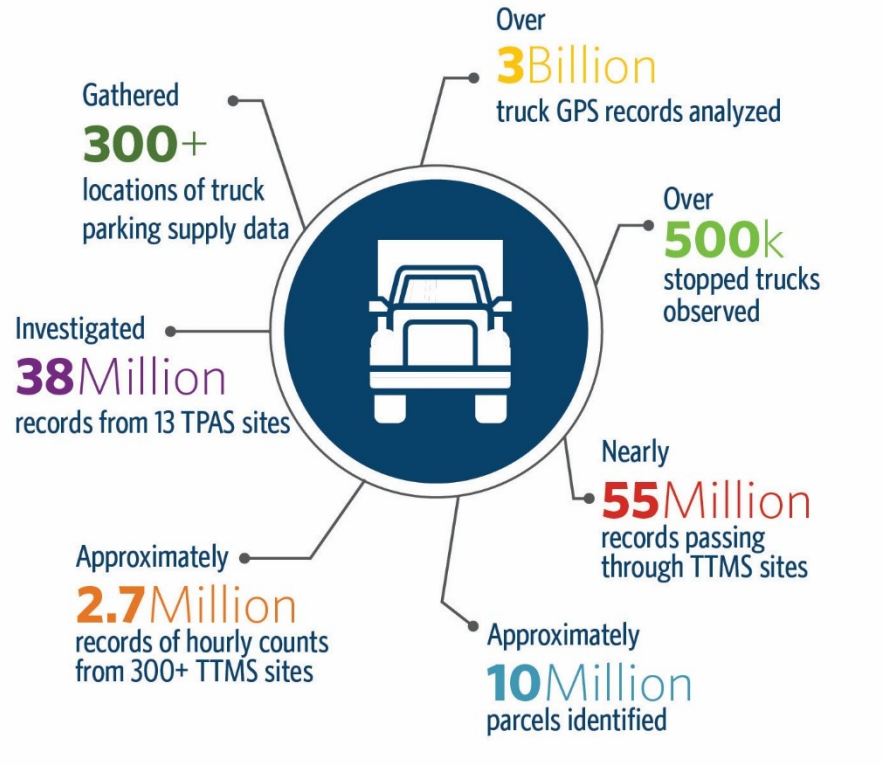

Figure 1 | Analysis Data Volume Highlights

Truck Parking Supply

The parking supply database was developed by compiling datasets from multiple sources. The information on publicly-owned truck parking locations was obtained from FDOT. On the other hand, privately-owned truck parking locations were compiled using multiple websites and data sources that have listed these facilities. These data-sources included Diesel Boss (2018), Truckers Friend (2018), Jason's Law Survey (2016), All Stays (2018), FindFuelStops (2018), and any known travel stop & truck service locations. These locations were compiled in a comprehensive database with the attributes listed below:

- Location name;
- Latitude and longitude of the location;
- Hours of operation;
- Includes gas station (Yes/No);
- Overnight parking (Yes/No);
- Amenities; and
- Primary route.

This dataset was shared with the primary stakeholders for their review using an ArcGIS online web-application. The ArcGIS online web-application was shared with the stakeholders and was supplemented with a comprehensive tutorial which is provided in Appendix A. The responses from the stakeholders are summarized below:

1. Many Districts provided additional locations to be included in truck parking supply database.
2. Few Districts recommended that static scale houses should not be considered for further analysis.
3. Many Districts indicated that any locations with ordinances prohibiting them from overnight parking or unofficial parking should be excluded.
4. Many Districts recommended reviewing the District parking studies to ensure the locations and the attributes associated with them are correct.

All District comments were incorporated in the development of truck parking supply database. Depending on the completion date, District truck parking studies provided information that required additional review to develop the most accurate up to date information for the study. The latest and most accurate information was used for this study. Subsequently, each supply location (point geodatabase) was assigned to a parcel polygon layer using proximity analysis using ArcGIS spatial tools. The primary data source for the parcel polygon layer is DOR. The key attributes from the dataset are as follows:

- The local parcel number (with the State and County Federal Information Processing Standard Publication (FIPS) codes added to the beginning of the number;
- DOR classification code which is the land use codes for tax assessment purposes; and
- Land area.

Truck Parking Utilization

The primary dataset used for understanding truck parking utilization was truck GPS information from ATRI. The dataset includes the following attributes:

- Anonymized truck identifier;
- Latitude and longitude of the location of the truck GPS ping;
- Time-stamp of the truck location;
- Heading of the truck (in degrees or direction); and
- Spot speed of the truck at that specific location and timestamp.

This study also used truck classification count obtained from FDOT. FDOT's traffic monitoring program provided hourly truck traffic counts for more than 300 permanent count locations across the state. The primary attributes of FDOT truck traffic count data are as follows:

- Hour of the day;
- Number of counts in different FHWA vehicle classification schema F of vehicle types;
- Direction of travel; and
- Record Date (mm/dd/yyyy).

TPAS is an FDOT initiative to let truck drivers know about available truck parking spaces at rest areas in real time. FDOT deployed the first of seven TPAS sites in District 5 in June 2018 at the I-95 southbound rest area in Brevard County. The archived TPAS data for 13 public facilities (in District 5) was acquired from FDOT for this study. The primary attributes of TPAS data are as follows:

- Location Name;
- Number of parking spaces;
- Timestamp (yyyy-mm-dd hh:mm:ss); and
- Number of parking spaces available at a given timestamp.

Appendix B provides an explanation of all potential datasets identified for this study.

Chapter 3. Methodology

Figure 2 describes the methodology for this study as input, processes and output model steps. The input steps are explained in the data preparation chapter (Chapter 2). The input data includes the raw ATRI truck GPS data records, a parcel database with parking capacity (spaces), hourly truck counts (as per vehicle class Scheme F codes) at telemetered traffic monitoring sites (TTMS) and Truck Parking Availability System (TPAS) data. The software used for tabular analysis were Python, SPSS and R studio whereas the spatial analysis was completed in ESRI ArcGIS and Python software.

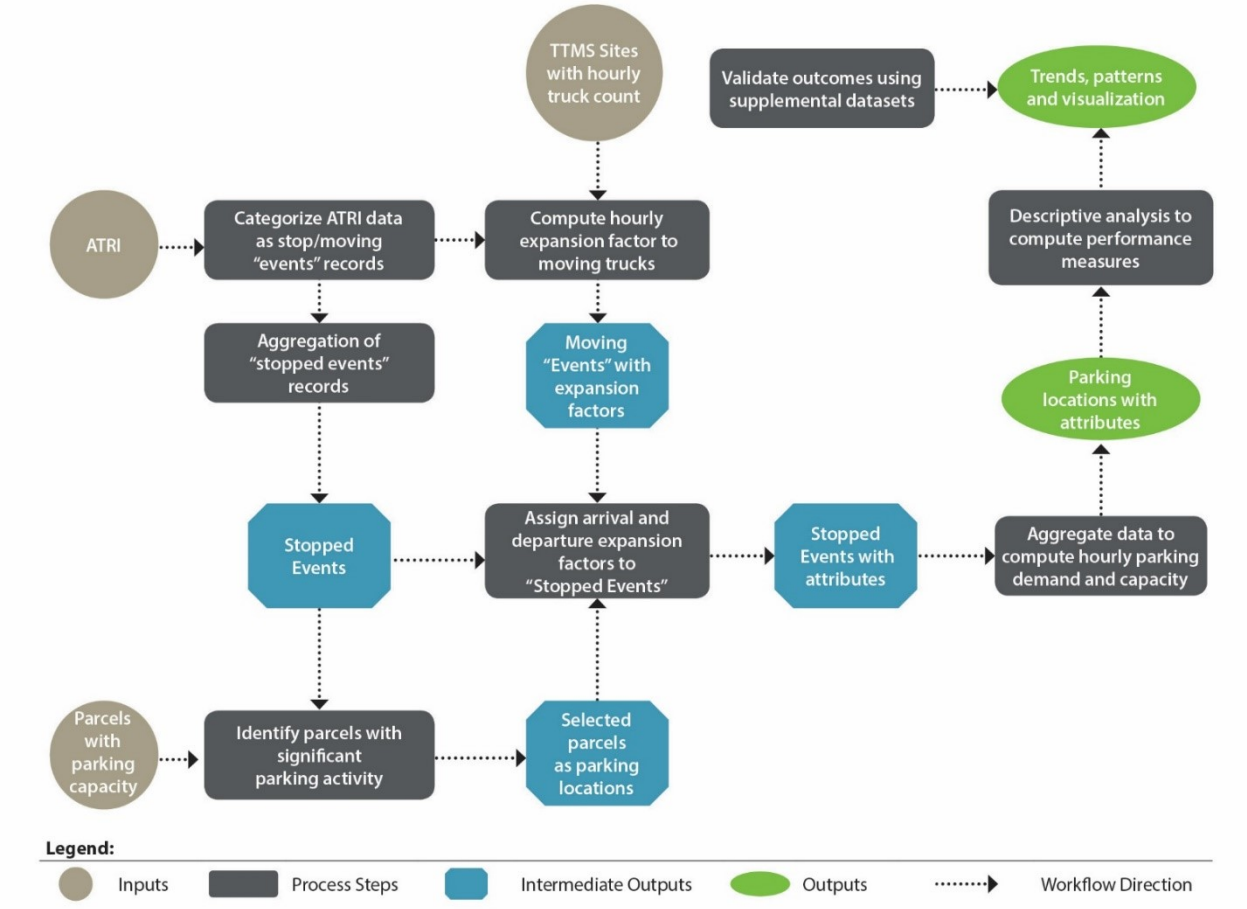

Figure 2 | Methodology Framework

Step 1: Identification of stopped trucks and assignment of stopped trucks to a location

ATRI truck GPS streams were used to identify the start and end timestamps and locations where trucks may be considered to have stopped. According to a study performed by Minnesota Department of Transportation, the ATRI GPS data has a positioning accuracy less than

3 meters, at 95% probability.[1] The spatial proximity criterion is subsequently used to define a stopped truck. A truck is considered to be a stopped truck if the difference between consecutive GPS latitude and consecutive GPS longitude records was less than 0.0005 degrees. The subsequent GPS records are compared to the first stopped record until a difference of more than 0.0005 degrees was found. The trucks who stopped for a minimum dwell time of greater than 1 hour are considered for any further analysis. The truck ID, GPS location, and timestamps of the start and end record are then saved to a table of stopped trucks. These stopped trucks are then assigned to the parcel polygon layer using spatial matching techniques resulting in a dataset that identifies the parcel in which each stopped truck is located. The trucks that did not match to a parcel were determined to be parked on either roadway segments or at locations with no parcel information.

Step 2: Expansion of sample stopped trucks to represent total truck activity

Since the information provided by ATRI analysis is a sample and do not represent the entirety of Florida truck activity, an innovative expansion methodology was used to represent all trucks in Florida. To achieve this, expansion factors were computed for each truck and applied to the parked location of that truck. The FDOT counts provide directional truck counts at each count station for every epoch (epoch is a time interval of 1 hour). All ATRI GPS records are associated with the count site that they pass through. Since the frequency of GPS pings varies, a buffer is created around count stations using ArcGIS spatial tools to capture the records with longer latency between successive pings. Once the GPS trucks are associated to count stations buffers, a factor is computed by taking the ratio of the total number of ATRI trucks that pass through each count station and the FDOT counts observed at the same location for each epoch and direction.

As the Python script processes the ATRI GPS records, it checks to see if the point was part of a count station buffer. If so, the count station ID, truck ID, and averaged truck heading and time stamp for all contiguous GPS records within the buffer is saved to an output table. Finally, this output table is aggregated by count station ID and hour and then joined to the FDOT truck counts to compute the expansion factors.

The counts were considered for trucks classified as class 6 and higher as per FHWA's standardized vehicle classification (Scheme F). In an effort to have higher confidence in the expansion factors, each truck was assigned two expansion factors. One was assigned based on the count site the truck passed through prior to parking which is referred to as preceding expansion factor and the other was assigned based on the count site the truck passed after it moved from its parking spot which is referred to as succeeding expansion factor. The final expansion factor is the average of both expansion factors.

[1] Using Truck GPS Data for Freight Performance Analysis in the Twin Cities Metro Area (2014), Minnesota Department of Transportation

$$1.\ \text{Expansion Factor (Preceding)}_{\text{ijkl}} = \frac{\text{Count of Trucks at TTMS site}_{\text{ijkl}}}{\text{Total unique trucks at TTMS site}_{ijkl}}$$

$$2.\ \text{Expansion Factor (Succeeding)}_{\text{ijkm}} = \frac{\text{Count of Trucks at TTMS site}_{\text{ijkm}}}{\text{Total unique trucks at TTMS site}_{ijkm}}$$

Where,

$\text{i} = \text{Hour of day}$

$\text{j} = \text{Direction of travel}$

$\text{k} = \text{Truck identifier}$

$\text{l} = \text{Preceding site}$

$\text{m} = \text{Succeeding site}$

Step 3: Development of final output datasets

Each point identified as a parking location is assigned a unique parcel identification using spatial join techniques. This results in a dataset that includes a parcel identification number and its associated estimated parking spaces. Every parcel with stopped trucks was not identified as a truck parking location. These parcels can be freight generators like distribution centers, warehouses, vacant parcels or any other industrial or commercial parcels.

Stopped Trucks dataset: An annual dataset of all stopped trucks is created with the following attributes:

- Truck identifier;
- Parcel identifier;
- Beginning timestamp;
- End timestamp;
- Expansion factor;
- Parking spaces; and
- Latitude and longitude.

Hourly Utilization dataset: The data is then aggregated at a parcel level. This involves calculating the number of trucks (after applying the expansion factor) stopped at a parcel for every hour of the dataset. For instance, if a truck with an expansion factor of 4 stopped at a parcel for 10 hours on April 7, 2018, the analysis will generate a row for every hour the truck is stopped resulting in 10 rows indicating four trucks stopped there for each hour.

- Epoch (mm-dd-yyyy-hh format);
- Parcel identifier; and
- Total number of trucks.

Epoch is a time interval of one hour. For example: Time interval of January 1, 2017 1:00 am to January 1, 2017 2:00 am is considered an epoch.

The stopped trucks on right-of-way (not assigned to any parcel) are overlaid on the Florida roadway network. These stopped truck locations are assigned to the nearest roadway linkID/segment/section on the roadway network using spatial proximity tools.

Step 4: Derivation of performance measures

Following performance measures are derived using output datasets explained earlier:

- **Parking Spaces per 100K Truck Miles Traveled:** The number of truck parking spaces is determined using multiple data sources. A single database of all known parking locations in the state is developed and truck parking spaces are estimated by the available data sources or aerial imagery. For Districtwide comparison, parking spaces are normalized by statistic measure of Truck Miles Traveled (TMT) calculated from data obtained from the 2018 Roadway Characteristics Inventory (2018) maintained by FDOT.

- **Annual Average Dwell Time:** Annual average dwell times of all trucks in every parking location are computed. This performance measure is computed by deriving the average stopping time of trucks at a supply location. Stopped trucks dataset and supply information is used to compute this measure.

$$\text{Average Dwell Time}_{j} = \frac{\sum_{k=1}(\text{Departure Time Stamp}_{jk} - \text{Arrival Time Stamp}_{jk})}{\text{Total Trucks parked}_{j}}$$

Where,

$j = \text{Truck Parking Location}$

$k = \text{Truck identifier}$

- **Parking Utilization:** It is defined as a percent of the total parked trucks (after applying expansion factor) at a given hour of the day to the total truck parking spaces. This will provide an indication of how truck parking activity changes by time of day for different facility types and geographic areas. Hourly utilization dataset and supply information is used to compute this measure.

$$\text{Parking Utilization}_{ij} = \frac{\text{Total Expanded Trucks parked}_{ij}}{\text{Truck parking spaces}_{j}}$$

Where,

$i = \text{Hour of day}$

$j = \text{Truck Parking Location}$

Finally, TPAS data obtained from FDOT for 13 locations (in District 5) is used to compute the truck parking utilization by hour of day for every public parking location using the following formula:

$$\text{Parking Utilization}_{ij} = \frac{\text{Truck parking spaces}_j - \text{Available parking spaces}_{ij}}{\text{Truck parking spaces}_j}$$

Where,

$i = \text{Hour of day}$

$j = \text{Roadway network segment identifier}$

$k = \text{Truck identifier}$

Chapter 4. Analyses Outcomes

The analyses outcomes are described first at the District level and then explained for selected truck parking locations.

District Level Analysis

The performance measures were computed for all seven FDOT Districts. A total of 298 truck parking locations were identified in the state - 1/3rd of these locations are publicly-owned facilities (98) and remaining 2/3rd are privately-owned facilities (200). Out of total 10,093 parking spaces in the state, around 30% of these spaces are publicly-owned facilities (3,028) and the remaining 70% are privately-owned facilities. These truck parking supply statistics indicate that privately-owned facilities play a more significant role in the truck parking issue. It is important to note that the ratio of public to private parking spaces in Florida is higher than the majority of the states (Vermont, New Hampshire and Connecticut are the only exceptions) as per the first version (2015) of Jason's law Survey. These numbers emphasize that public parking initiatives have more weight in Florida than many other states. This positions FDOT in a pivotal position to provide solutions to resolve this issue. Table 2 shows the supply information for every District.

Table 2 | Truck Parking Supply by District

FDOT District	Facility Type	Number of Locations	Number of Spaces	FDOT District	Facility Type	Number of Locations	Number of Spaces
1	Private	47	1,104	5	Private	26	1,288
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	Public	19	635		Public	8	200
4	Private	22	1,473	Turnpike	Public	8	344
	Public	8	400	**Statewide**	**Total**	**298**	**10,093**

District 6 has the least number of public spaces, although there are a few commercial locations with a large number of spaces. For instance, F&M Parking Yard has 950 truck parking spaces. Other logistics and commercial centers in District 6 identified as parking locations are estimated to have more than 100 parking spaces. The majority of these big commercial locations have a

very high dwelling time and are not expected to be used by truck drivers to meet their HOS requirements. These have been removed from all analyses.

The FDOT Districts are geographically different from one another in terms of size as well as the mileage of roadways within each District. For this reason, truck parking spaces are normalized using truck miles traveled within each District. Table 3 shows the truck supply per 100K daily truck miles traveled in the District. Total truck miles traveled are obtained on the on and off system roads from the Roadway Characteristics Inventory (RCI).

Table 3 | Truck Supply per 100K Daily Truck Miles Traveled by District

FDOT District	Daily TMT	Facility Type	Spaces per 100,000 miles
1	6,429,562	Private	17
		Public	4
2	6,145,736	Private	27
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3	3,857,087	Private	22
		Public	16
4	6,756,716	Private	22
		Public	8
5	9,900,998	Private	13
		Public	7
6	3,251,730	Private	9
		Public	1
7	4,483,459	Private	10
		Public	4

The numbers above indicate that District 6 and 7 have low number of spaces per 100K daily truck miles traveled.

Figure 3 and 4 show typical hourly utilizations for public and private locations by District. Truck parking utilization is defined as a percent of the total parked trucks (after applying expansion factor) at a given hour of the day to the total truck parking spaces. The average utilization for private and public locations are determined for total spaces in district using formula below.

$$1.\ \text{Parking Utilization}_{ij} = \frac{\text{Total Expanded Trucks parked}_{ij}}{\text{Truck parking spaces}_{j}}$$

Where,

$i = \text{Hour of day}$

$j = \text{District}$

The two figures (Figure 3 and 4) exclude any locations less than 5 parking spaces. District 6 has only one public parking location with atleast 5 parking spaces. This location is new and has no data for the analysis period. It is evident from Figures 3 and 4 that the utilization of the public parking locations is generally lower than the private parking locations. Figures 3 and 4 illustrate that there are peak and off peak periods in utilization of the truck locations across different districts. The peak and off peak periods vary by districts. Appendix D contains a map series which provides the utilization of the different locations in more aggregate time-bins.

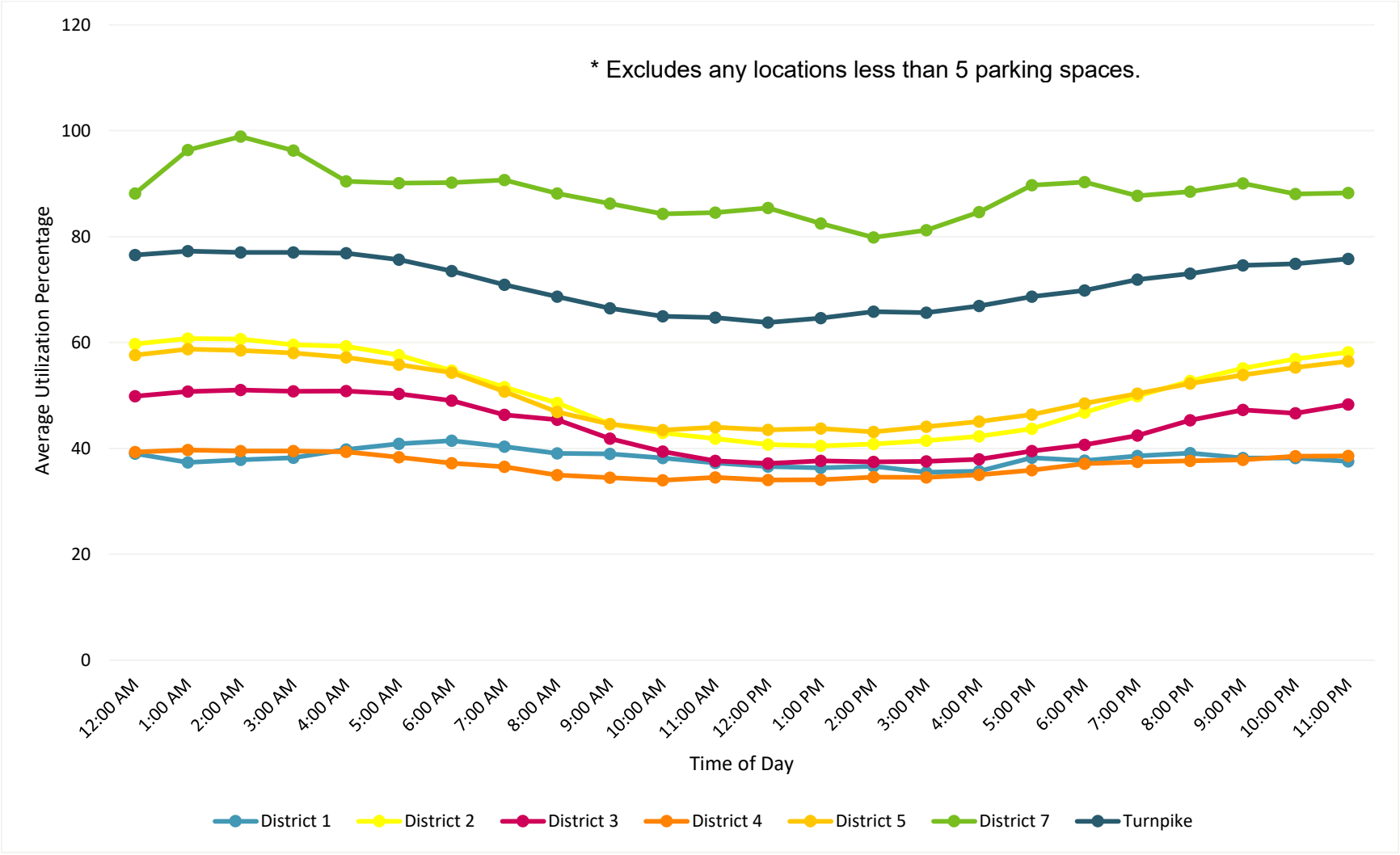


Figure 3 | Average Hourly Utilization of Public Truck Parking Locations in the State

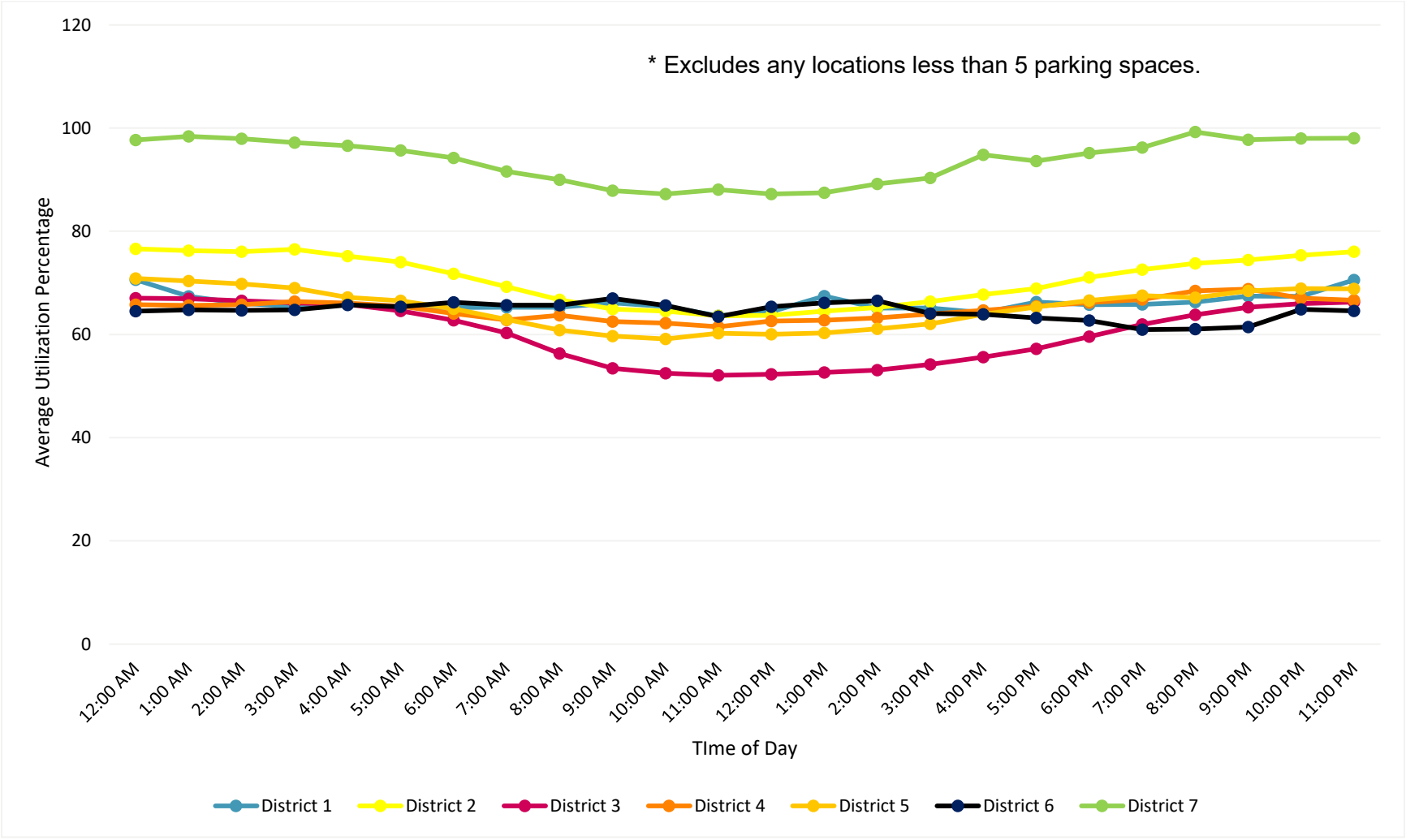


Figure 4 | Average Hourly Utilization of Private Truck Parking Locations in the State

The third performance measure of annual average dwell time is shown in Table 4. This performance measure is computed by deriving the average stopping time of trucks at a supply location. The average dwell times for private locations exceed the public locations in every District. Some potential reasons for this can be attributed to lack of amenities at public locations (except service plazas), reservation systems in some private locations, rest areas were originally not built to accommodate LTL or TL patterns or adjusted for trade and logistics needs and others. Many studies and industry leaders do point to the fact that the truck parking problem is more lack of awareness than the availability of spaces. It is important to note that during the analysis period of this project, FDOT didn't allow trucks to park in rest areas for more than three hours. It is evident that the trucks did park for more than the allowable time. Since then, the allowable time has changed to 10 hours. This change in rule was adopted in December 2018 as per Rule 14-28.002. The change in the rule is as follows*: "Parking at rest areas and welcome centers is limited to a* ***period of up to ten hours for commercial motor vehicle operators subject to hours of service regulations*** *under the United States Code of Federal Regulations (CFR) or state law."*

Table 4 | Average Annual Dwell Time

FDOT District	Facility Type	Average Dwell Time (hrs.)	FDOT District	Facility Type	Average Dwell Time (hrs.)
1	Private	8.3	5	Private	12.3
	Public	8.1		Public	8.7
2	Private	9.2	6	Private	18.5
	Public	7.5		Public	9.3
3	Private	10.8	7	Private	10.4
	Public	7.9		Public	9.9
4	Private	13.1	Turnpike	Public	9.5
	Public	8.2			

Unauthorized stops are determined when a truck that is identified to be stopped is not assigned to a designated stop. This would imply that the truck is stopped at a location that is either a right-of-way, roadway or ramp. The stopped events that are not located on a parcel are then assigned to the nearest roadway segment using spatial proximity tools. Finally, the cumulative number of stopped trucks on a particular segment over the one year range of ATRI data is calculated. Table 5 lists the top 10 segments in the state. It is important to note, that trucks that have stopped for three hours or more are considered in this analysis. A three hour criterion is

considered here as the trucks stopping for less than three hours are potentially stopping because of a breakdown or similar issues.

Table 5 | Top Locations for Unauthorized Stopped Trucks

FDOT District	Road Name	County	Description
2	I-95	Nassau	This segment of roadway is observed on the northbound direction of I-95 at the state line. Many trucks are observed to be stopped at the State border.
2	I-75	Hamilton	This segment of the roadway is observed on northbound direction of I-75 at the State line. Many trucks are observed to be stopped at the State border.
2	Enterprise E Blvd/US 90	Duval	This segment of the roadway is in the westbound direction next to a Walmart distribution center near Macclenny, Florida. A high concentration of trucks are observed to be stopped on the roadways leading to and from the distribution center
6	W 34th Place	Miami-Dade	This segment is smaller in length and is not on a major roadway. However, it is very close to the US 27 and SR 826 interchange. It is possible that this location is being used by trucks around the area.
5	Titan Row	Orange	This segment is located in the distribution warehouse center off John Young Parkway (SR 423) in Orlando, Florida. There are many warehouses in the area around Titan row creating a high demand for truck parking. This neighboring location is a freight generator.
5	NW 47th Avenue	Marion	This segment is the entrance to a Love's Travel Center #363 with 75 truck parking spaces. The utilization at this location is observed to have a utilization of higher than 80% during the peak hours.
6	NW 125th Street, NW 123rd Street	Miami-Dade	These segments are located around distribution centers near the Opa-Locka area. There are two parking locations around the area with over 200 parking spaces that are not sufficiently utilized. However, these are paid locations and that could be the reasons for lower utilizations.
1	Progress Road	Polk	This segment is near Auburndale, Florida and is near distribution centers and food distribution centers. There are no truck parking locations around this area.
2	Director Road	Duval	This segment is located at the entrance of a BJ's distribution center off Pritchard Road near Jacksonville
5	Palm bay Drive	Orange	This segment is located to the west of the Orlando International Airport. There are many distribution and freight generators in the area which may have caused need for trucks to stop.

Upon further visual inspection, it was detected that truck parking locations with a high parking utilization displayed a significant number of stopped trucks at the on and off ramps of the parking location indicating that the parking location may have been full and therefore required the trucks to stop at non designated parking spots. The other locations illustrated in Table 5 are the locations with lack of truck parking locations or in close proximity to freight generators. The story map provided has a visual depiction of the segments where undesignated parking is found to be occurring.

Jason's Law Survey Results

FHWA has actively requested for supply and utilization details from states for their 2nd edition of Jason's Law Survey. This edition is expected to update the inventory of truck parking, evaluate truck travel by state, evaluate technology types to monitor availability and demand for parking, and compile state and regional metropolitan planning organization truck parking plans, studies and projects. This study was utilized to assist FDOT in Jason's Law Survey submission. Table 6 provides a list of details provided by FDOT using this study.

Table 6 | Information Requested by FHWA for Jason's Law Survey

Requested Information	Provided from this study
Name of location	Verified details
Highway Route and Mile post or exit	Verified details
Municipality	Verified details
County	Verified details
State	Verified details
Latitude and Longitude	Verified details
Number of public parking spaces (trucks only)	Verified details
Daily truck parking utilization on a typical day: Midnight to 5 AM, 5 AM to 9 AM, 9 AM to Noon, Noon to 4 PM, 4PM to 7 PM, 7 PM to Midnight	Yes
During each day of the week, what is the typical truck parking space utilization in each lot? Sunday, Monday, Tuesday, Wednesday, Thursday, Friday, Saturday	Yes
During each month of the year, what is the typical truck parking space utilization in each lot? January, February, March, April, May, June, July, August, September, October, November, December	Yes

Appendix C includes the complete FHWA submission (Jason's Law Survey) in a tabular format.

Site Level Analysis

While the aggregated level of utilization offers insights on the utilization of the Districts, it does not tell the story of specific locations. The output dataset created has the capability to look at a granular level and identify utilizations for every identified parking locations. Five example sites (Figure 5) are explained below with their supply and utilization characteristics.

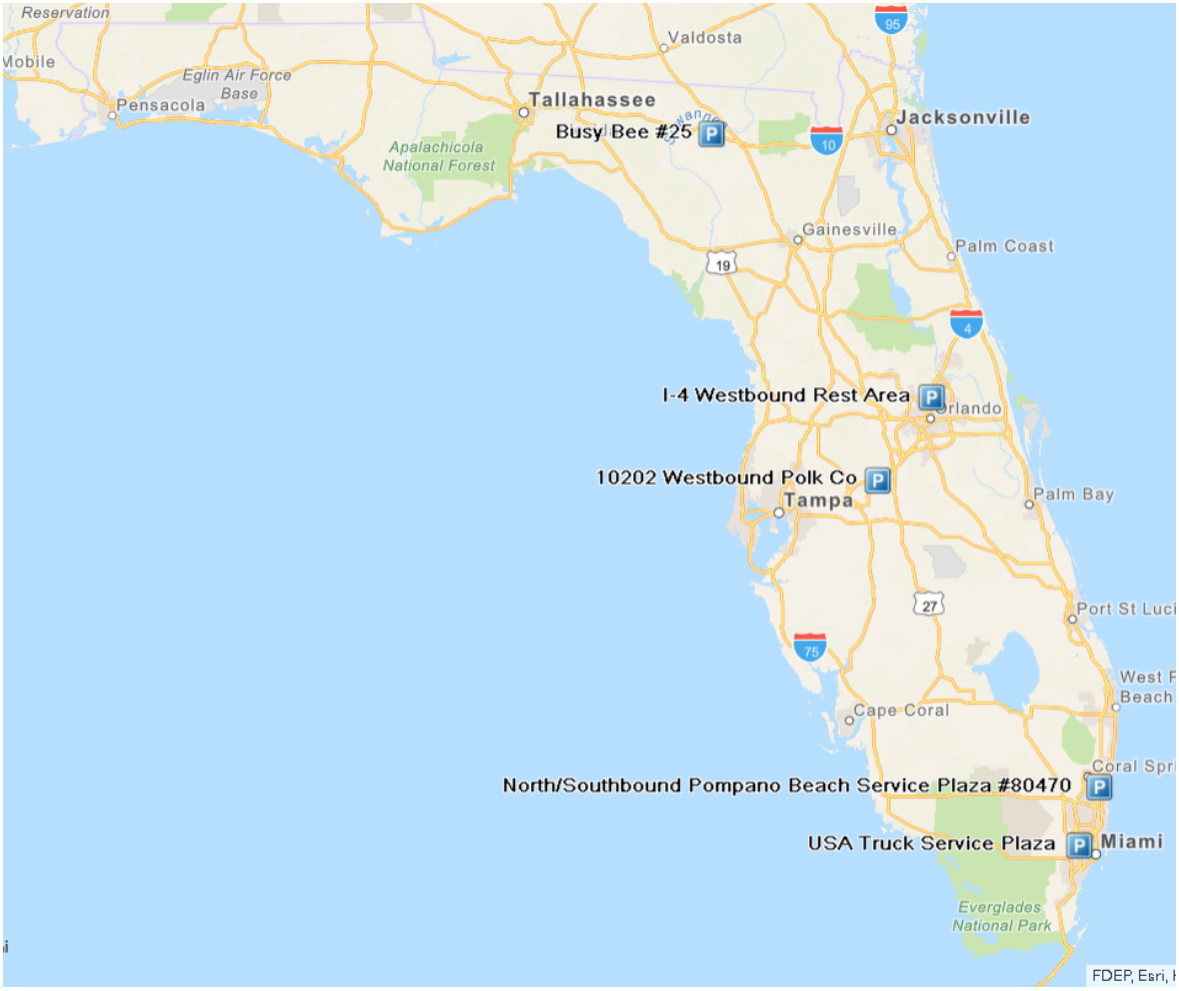


Figure 5 | Location of Selected Parking Facilities

Busy Bee #25: This location is a popular truck stop in District 2 on I-10 West. The location has 25 parking spaces and has 24 hours of operation. This location is well-equipped with multiple amenities which includes fuel, food options, a well-stocked convenience store, and clean restrooms and showers. The utilization at this location shows the location to be more utilized during the early mornings and late evenings when compared to the utilization observed in the midday (Figure 6). The annual average dwell time at this location is 10.3 hours.

Figure 6 | Busy Bee #25

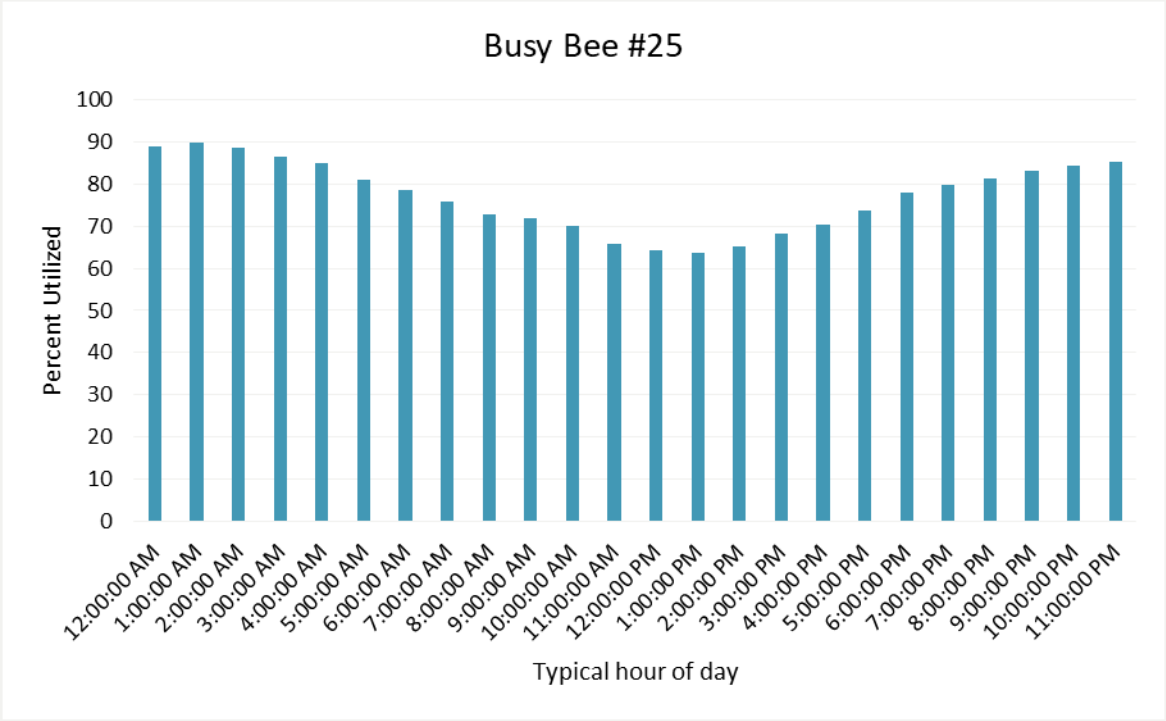


Figure 7 | Annual Average Utilization by Hour of Day (Busy Bee #25)

I-4 Westbound Rest Area in Longwood: This rest area is infamous for having a high demand for truck parking in District 5 on I-4 West. The location has 25 parking spaces and has 24 hours of operation. The location has restrooms, handicap facilities, nighttime security, pet walk area, picnic tables and vending machines. The analysis results were consistent with site reconnaissance done on this site. The location is known to have a high demand and trucks are known to either park on shoulders or pass through the site without parking (due to unavailability). Figure 9 shows high demand throughout the day at this location. However, there is a plan to expand and renovate the westbound rest area by adding parking spaces and lengthening the entrance and exit ramps. The annual average dwell time is 10.6 hours.

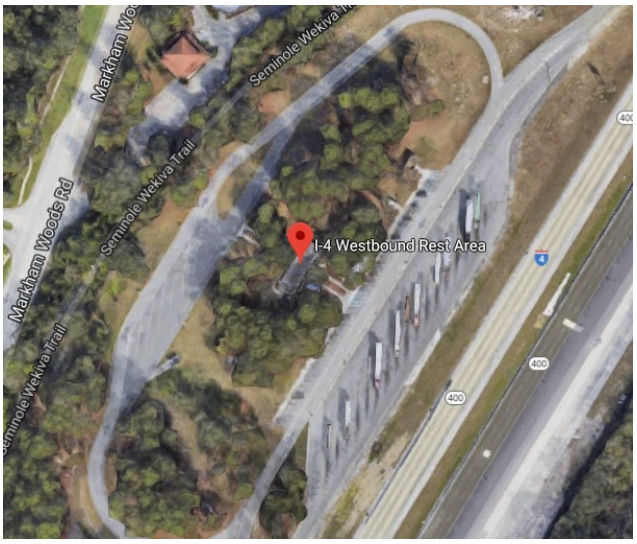


Figure 8 | I-4 Westbound Rest Area in Longwood

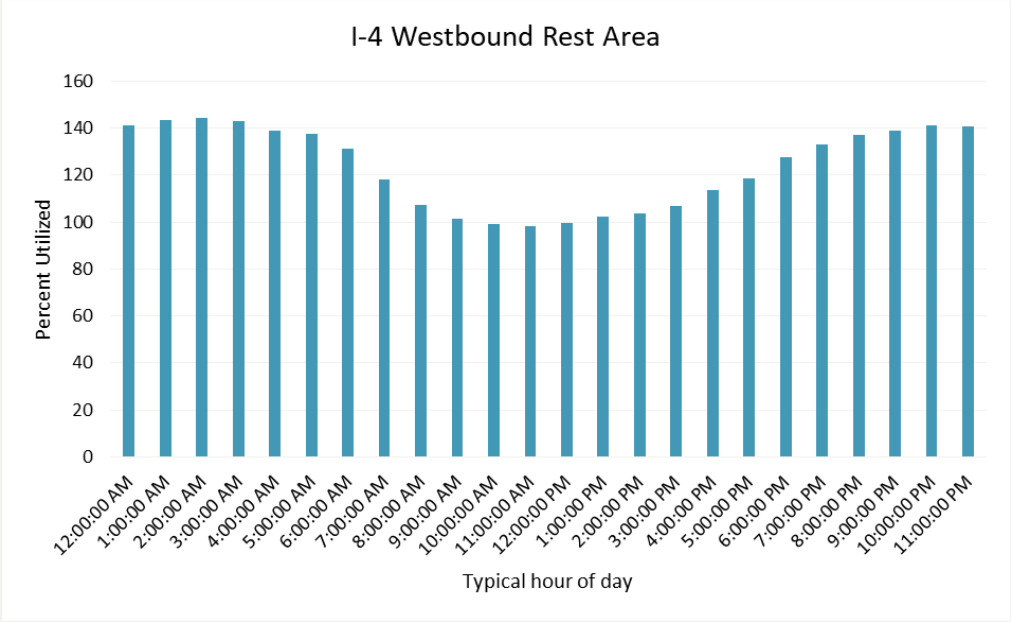


Figure 9 | Annual Average Utilization by Hour of Day (I-4 Westbound Rest Area in Longwood)

10202 I-4 Westbound Polk County Rest Stop: This rest area located in District 1 along I-4 west has low truck parking utilization. The location has 24 parking spaces and has 24 hours of operation. The location has restrooms, handicap facilities and vending machines. The location is utilized more during the early mornings and late evenings when compared to the utilization observed in the midday (Figure 11). The annual average dwell time at this site is 10.4 hours.

Figure 10 10202 I-4 Westbound Polk County Rest Stop

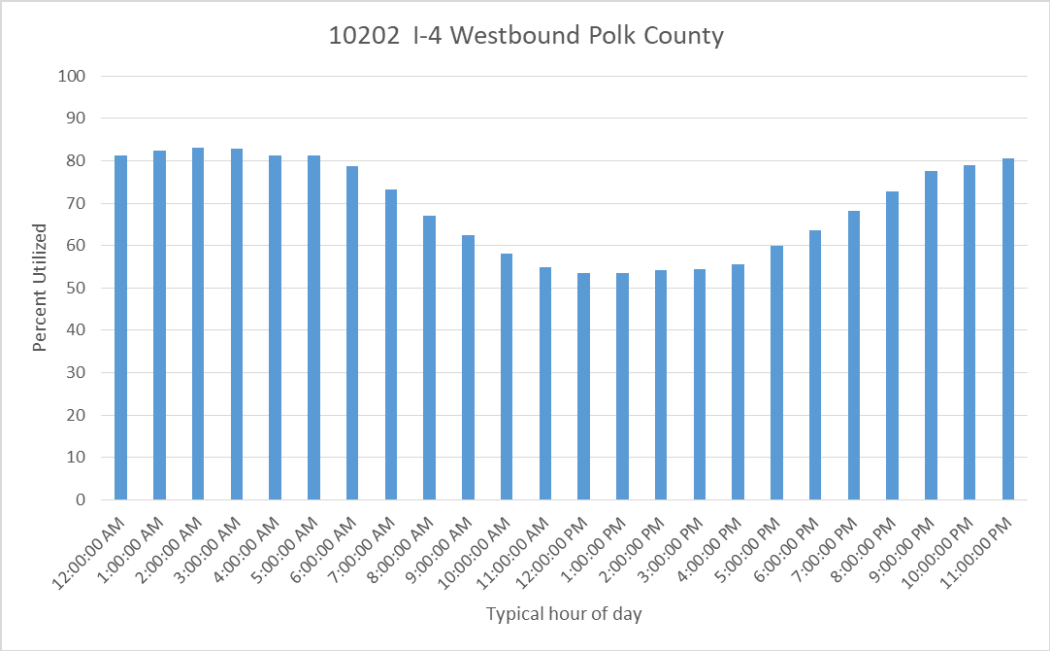


Figure 11 | Annual Average Utilization by Hour of Day (10202 I-4 Westbound Polk County Rest Stop)

USA Truck Service Plaza: This location is in District 6 at the intersection of US 27 and SR 826. This does not appear to have high utilization throughout the data. The annual average dwell time at this location is 14.3 hours and it has restaurants, commercial facilities and fuel facilities available. The location has 40 parking spaces. The utilization of this location is consistent across the day at around 45-50% (Figure 13).

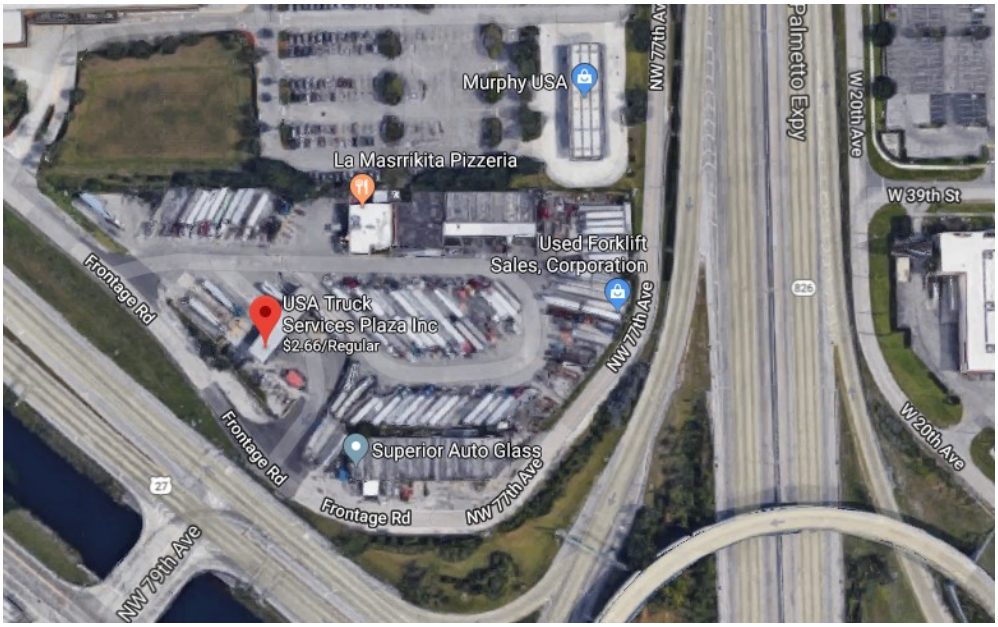


Figure 12 | USA Truck Service Plaza

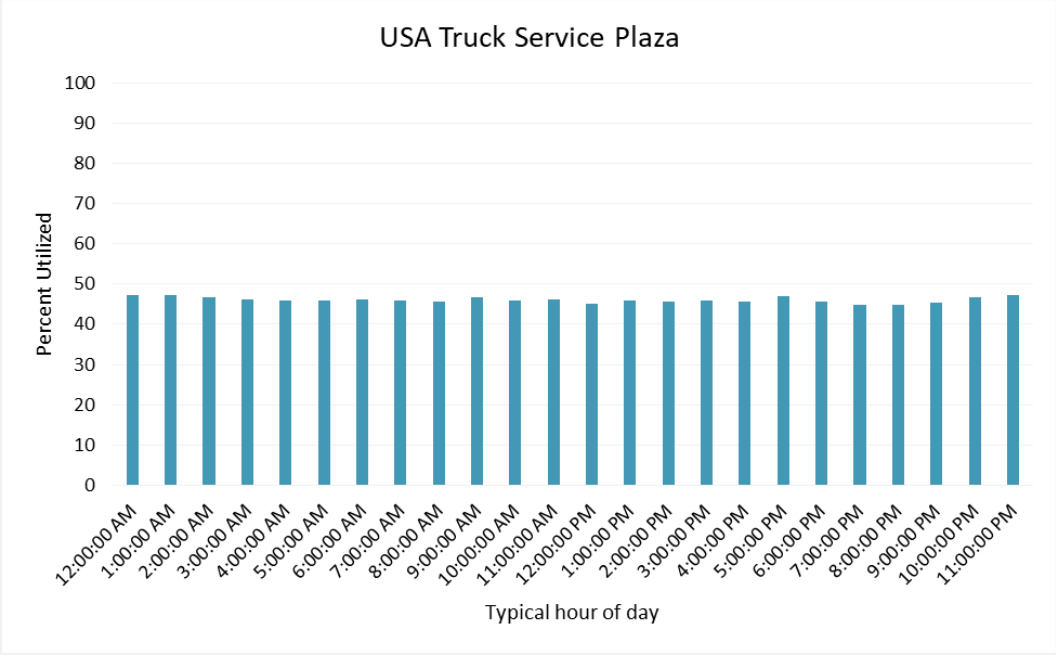


Figure 13 | Annual Average Utilization by Hour of Day (USA Truck Service Plaza)

North/Southbound Pompano Beach Service Plaza #80470: This service plaza located in District 4 along Florida Turnpike has high truck parking utilization. The location has 46 parking spaces and has 24 hours of operation. The location has restrooms, restaurants and fuel services available. The utilization at this location shows the location to be more utilized during the early mornings and late evenings when compared to the utilization observed in the midday (Figure 15). The annual average dwell time at this site is 10.3 hours.

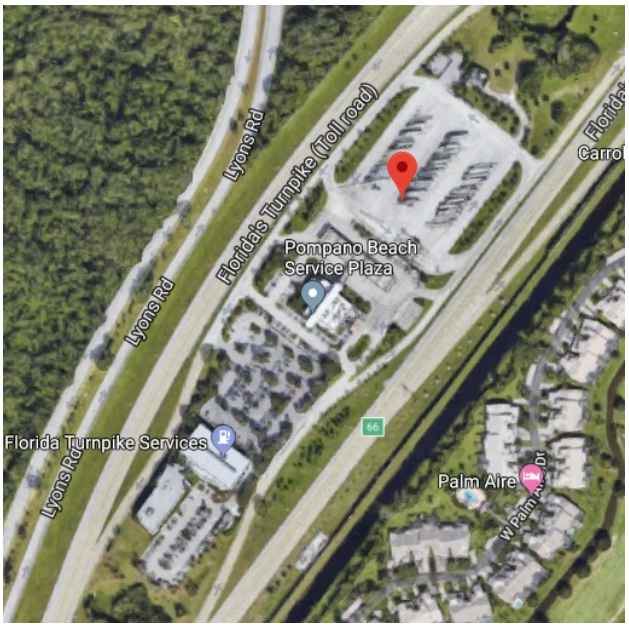


Figure 14 | North/Southbound Pompano Beach Service Plaza #80470

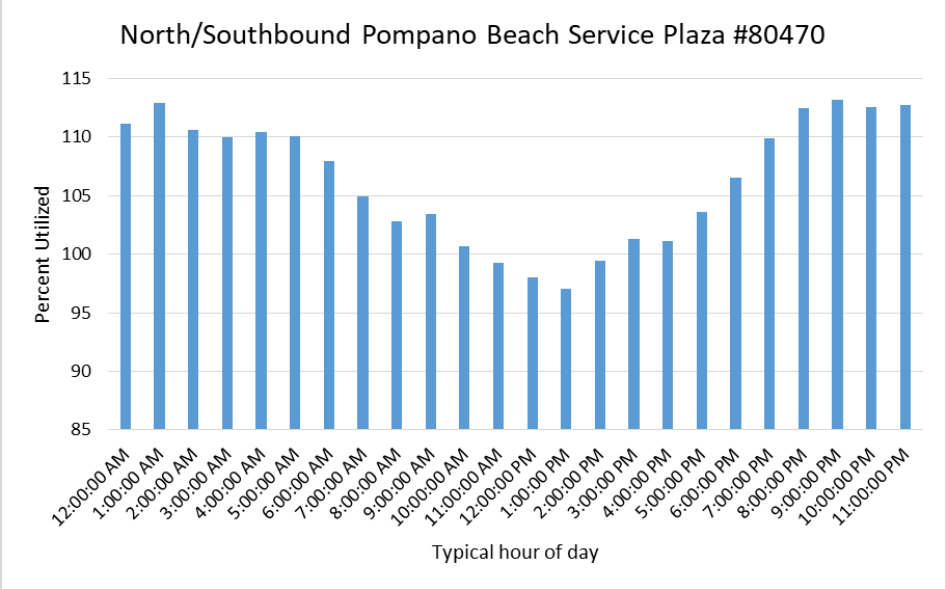


Figure 15 | Annual Average Utilization by Hour of Day (North/Southbound Pompano Beach Service Plaza #80470)

TPAS Validation

Truck Parking Availability System (TPAS) data from FDOT contains nearly 38 million records from 12 TPAS sites in District 5. The data provided has not been quality controlled since the program is currently in nascent stages of implementation. The utilizations observed from this data was compared to the utilization calculated from ATRI GPS data. Figure 16 shows an example location comparing TPAS utilization and ATRI utilization data on the I-4 eastbound rest area. The comparisons for the other 11 locations are provided in Appendix D. For the most part, the variation of utilizations between the two datasets all locations were observed to be within acceptable ranges.

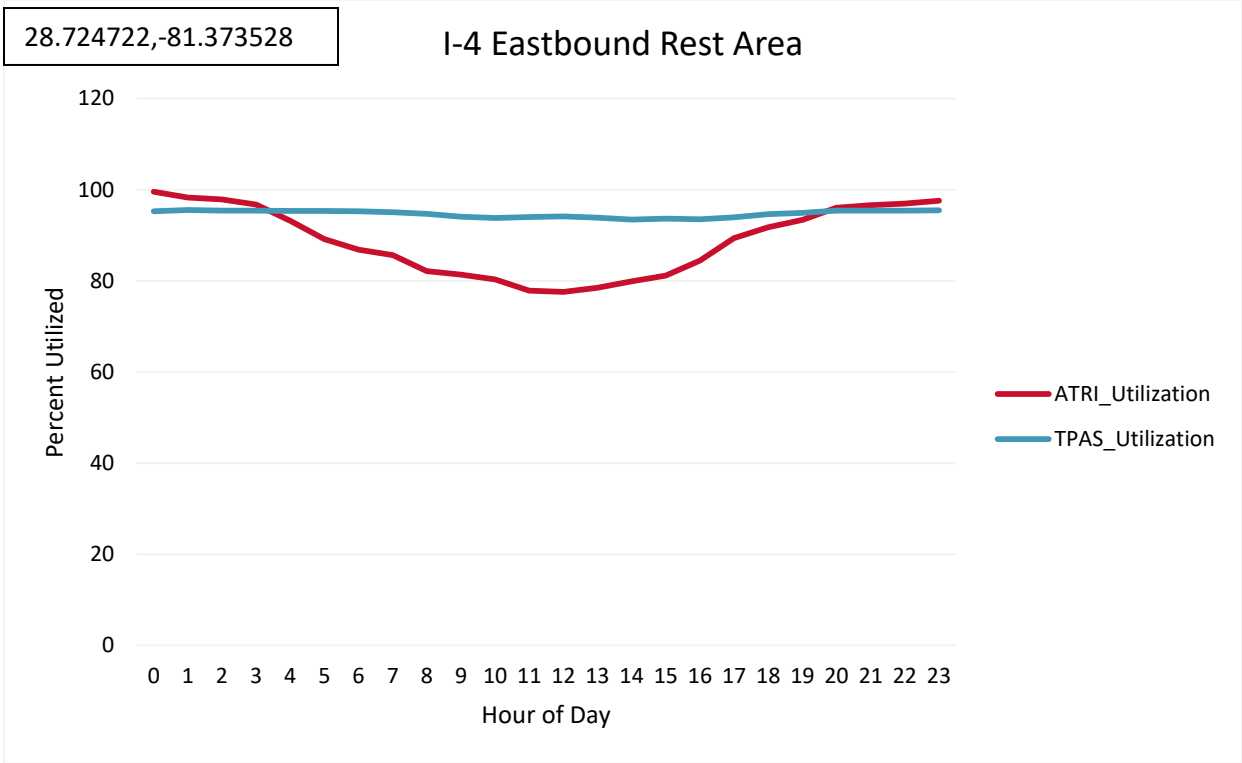


Figure 16 | Comparison of TPAS and ATRI Utilization

Chapter 5. Conclusions and Next Steps

Outcomes of the study include the following:

1. 298 truck parking locations with 10,093 truck parking space were identified for the State of Florida. 1/3rd of the locations and 1/3rd of the parking spaces are associated with publicly-owned parking facilities.
2. The utilization of public parking locations is lower than the private parking locations. It is observed that during peak hours (7 pm to 9 am) all Districts have parking utilization of nearly 50% on private locations.
3. The annual average dwell time measures indicate that the truck driver stops for a longer duration at private locations when compared to public locations.
4. It was detected that the truck parking locations with a high parking utilization displayed a significant number of stopped trucks at the on and off ramps of the parking location indicating that the parking location may have been full and therefore required the trucks to stop at non designated parking spots.

This study conducted a District level analysis and illustrated a few example parking locations showing the measures at the particular site. It is strongly recommended that the stakeholders analyze the specific locations to understand the parking issue at a granular level. It is important to note that District boundaries may not influence truck parking decisions, but the routes, congestion and county ordinances do. Hence, the next steps should include understanding the potential factors for utilization variation across different locations with routes, congestion and county ordinances being some of the factors. A macro analysis (District level) indicates that the truck parking problem can be reduced by increased awareness of the truck parking locations available to truck drivers (as system capacity exists). Truck parking availability system is a great initiative by FDOT, which can alleviate some of the truck parking concerns. This study has provided quantified performance measures which can be used to identify potential solutions for alleviating the truck parking issue at regional as well as site level.

Appendix A. ArcGIS Online Web Application Tutorial

This document references the Truck Parking Locations Review web application which was created to collaborate development of a Statewide Truck Parking dataset. The data found in this web application is built to verify the available mapped truck parking locations that may be public or private and allows data contributors to add truck parking locations to the dataset. Stakeholder input is critical to the success of building an accurate and reliable source of data and information that would be used to support the ongoing efforts of developing solutions for truck parking issues.

Click the following links to open the web applications for different Districts:

FDOT District 1:
https://hdr.maps.arcgis.com/apps/webappviewer/index.html?id=1e827e785913431982b52104646fd20d

FDOT District 2:
https://hdr.maps.arcgis.com/apps/webappviewer/index.html?id=604e5aa14fc94f65aad985a5ef87abe5

FDOT District 3:
https://hdr.maps.arcgis.com/apps/webappviewer/index.html?id=793f43d65e884c61aabaec2969c71fdc

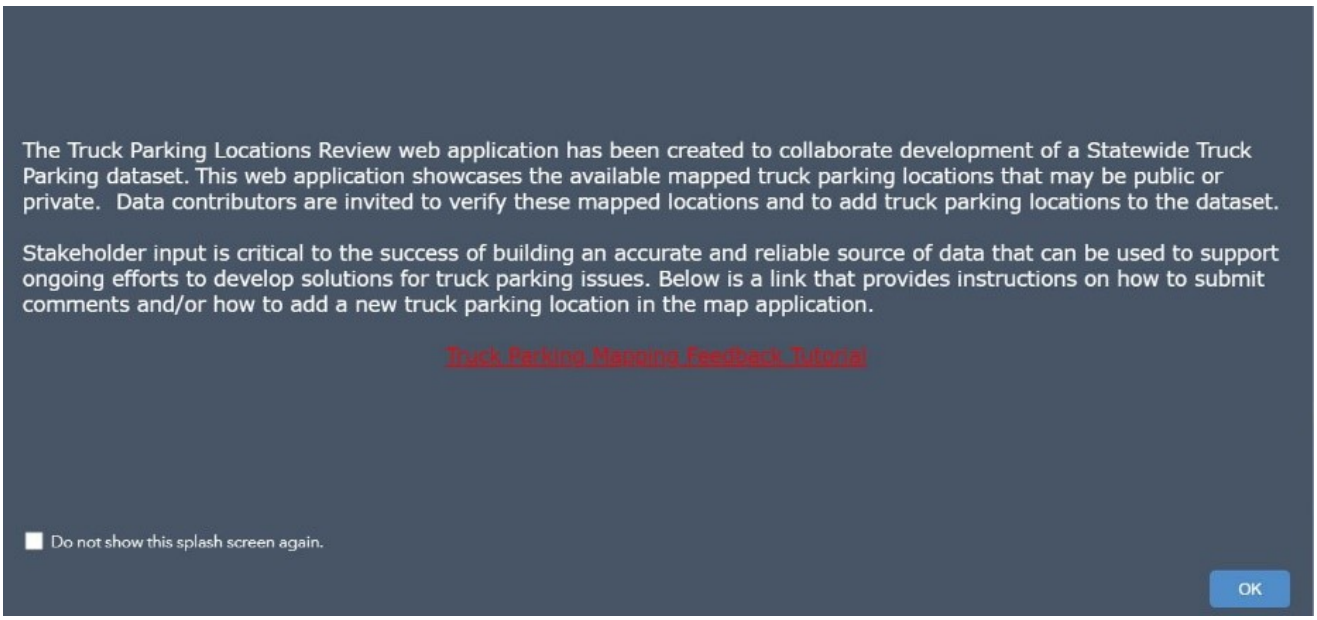
FDOT District 4:
https://hdr.maps.arcgis.com/apps/webappviewer/index.html?id=610ad9465a6f43719f0084a5d6629226

FDOT District 5:
https://hdr.maps.arcgis.com/apps/webappviewer/index.html?id=c4adea39b3cb470e9ead1a78378055f7

FDOT District 6:
https://hdr.maps.arcgis.com/apps/webappviewer/index.html?id=2d1da560cbb643439dee8581120718aa

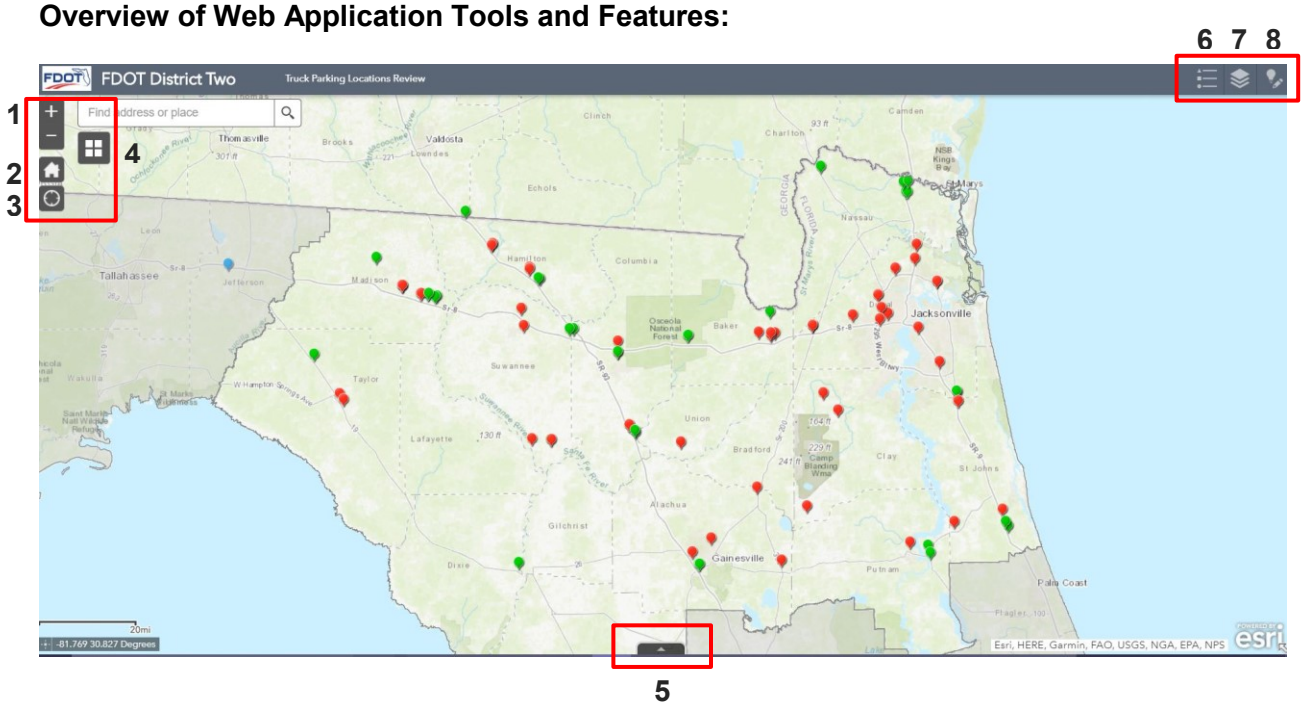
FDOT District 7:
https://hdr.maps.arcgis.com/apps/webappviewer/index.html?id=00d7cbd2ed3c4a238e245fe6c12e3d5f

The links will direct each user to the web applications displaying truck parking locations within the specified District boundaries. The user will first view the following introductory pop up which links to a copy of this document with directions on how to add comments to identified truck parking locations, and how to add a new truck parking location.



The following instructions describe how to use the web application in order to offer feedback on the truck parking locations that have been identified.

Overview of Web Application Tools and Features:

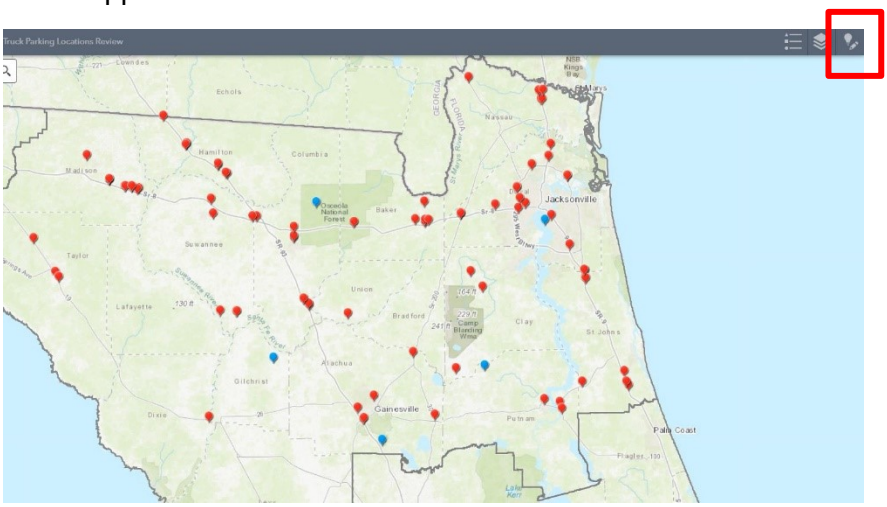


1. This tool allows the user to zoom in and out of the map extent.
2. This tool will bring the user back to the default map extent.
3. This tool zooms to the user's location.
4. This tool opens the Basemap Gallery, which allows the user to change the background reference map.

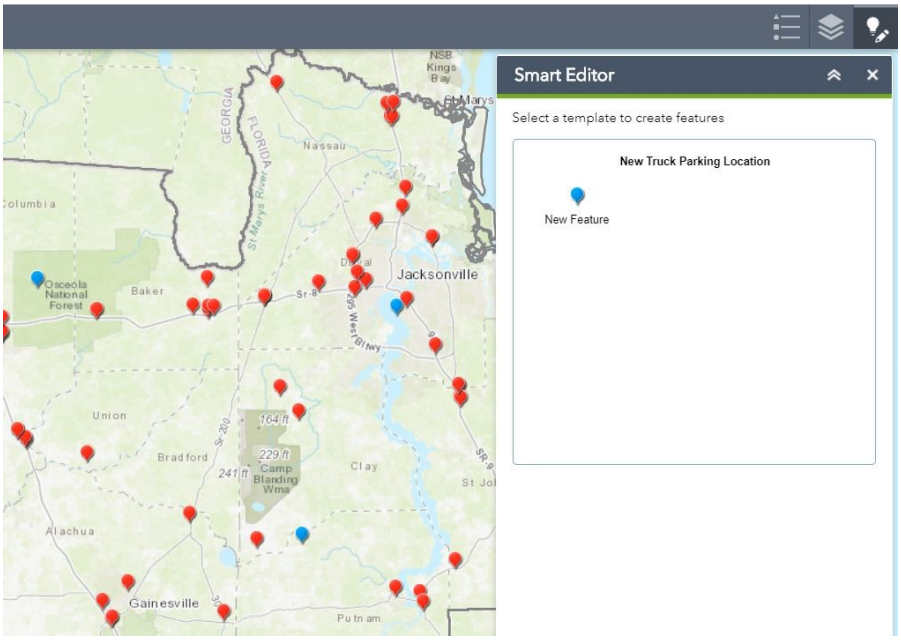
5. This feature will open the attribute or data table.
6. This tool will open the map legend.
7. This tool will open the feature layer list.
8. This tool allows the user to make edits to the data within the web app.

To add user comment(s) to identified truck parking locations:

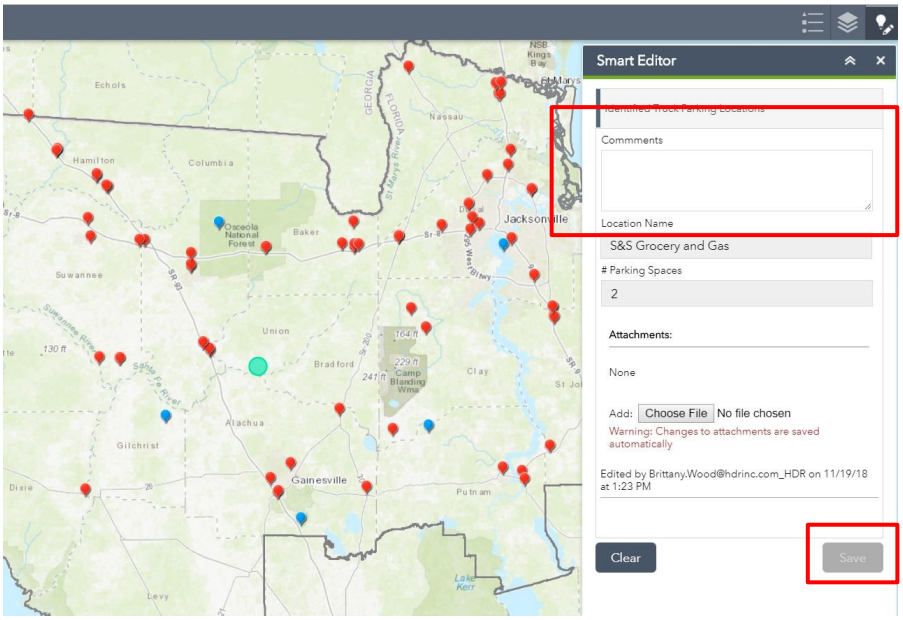
Step 1: Open the Editor Toolbar by clicking on the light bulb/pencil icon near the top right corner of the App.



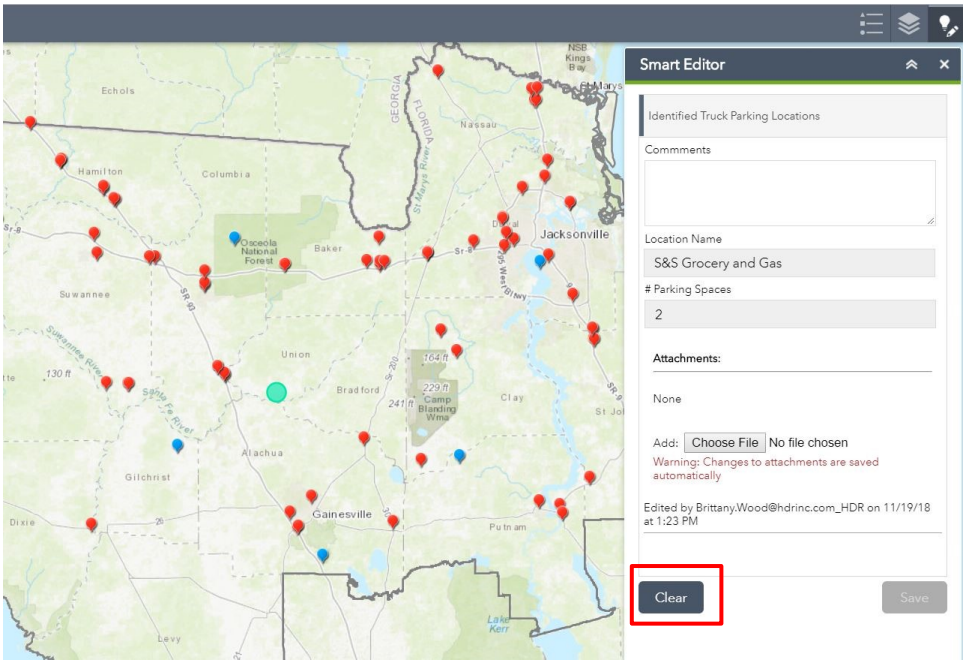
Step 2: Click on an existing Truck Parking Location where the user would like to comment with more information.



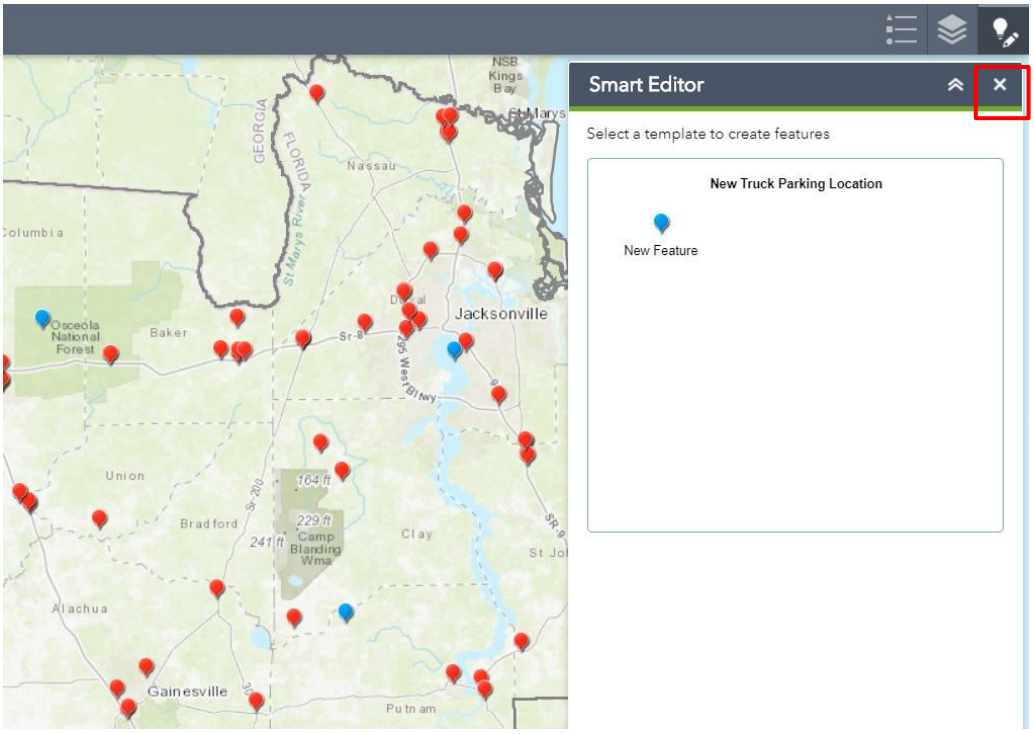
Step 3: Fill in the dialog box with more information and click save.



Step 4: Once completed, close the dialog box by clicking ‘clear’ and continue.



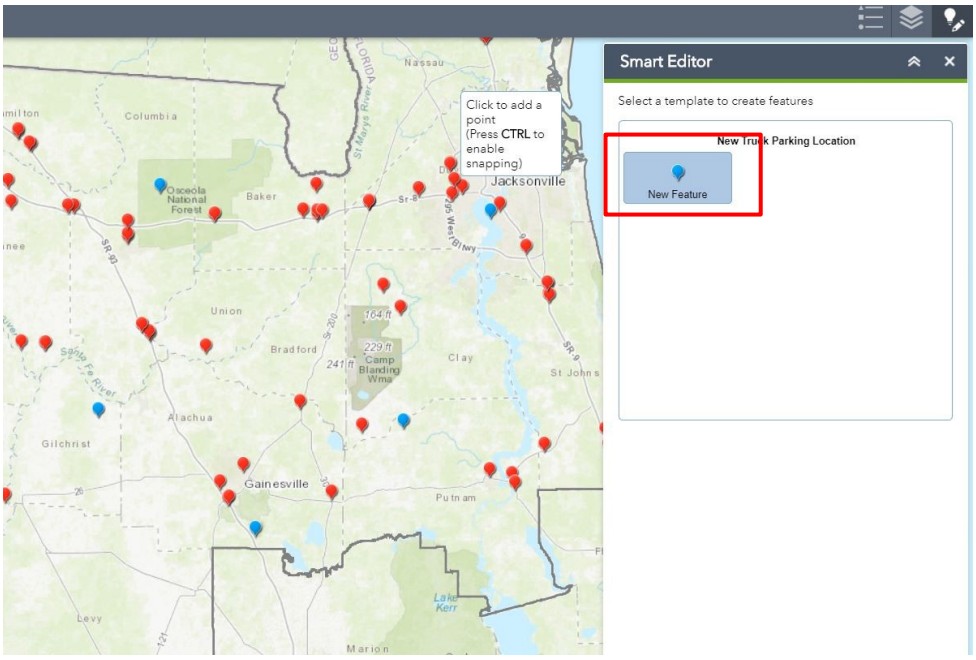
Step 5: Once finished with user edits, close the editor.



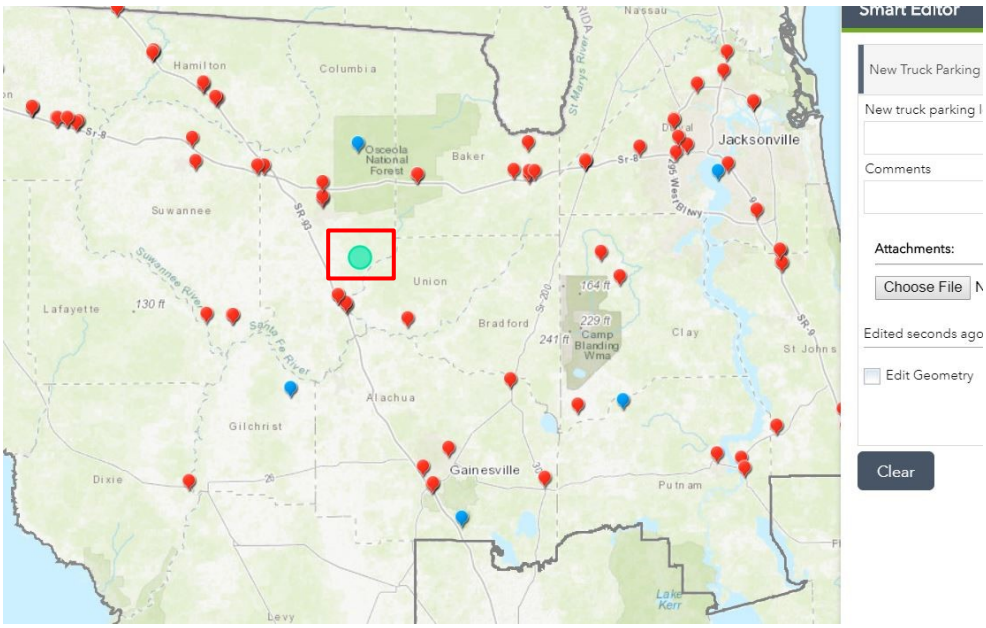
To add a New Truck Parking Location to the Map:

Step 1: Open the Editor Toolbar by clicking on the light bulb/pencil icon near the top right corner of the App.

Step 2: Select the New Feature layer in the editor sidebar.



Step 3: Click on the map where the user would like to add a new Truck Parking Location.


Hamilton
Columbia
Suwannee
Lafayette
Union
Bradford
Baker
Osceola National Forest
Jacksonville
Clay
St Johns
Alachua
Gilchrist
Dixie
Gainesville
Putnam
Levy
Lake Kerr
Camp Blanding Wma
130 ft
164 ft
229 ft
241 ft
Smart Editor
New Truck Parking
New truck parking l
Comments
Attachments:
Choose File
Edited seconds ago
Edit Geometry
Clear

Appendix B. Data Library

The Data Library is a compilation of data sources that have been identified for analysis or validation of analysis in this study, and include:

- Information on parking locations and parcel boundaries;
- Truck parking utilization; and,
- Truck traffic and other validation data sources available from various sources.

The Data Library provides a snapshot view of the following characteristics for each data source:

- Data Type: Type of dataset (Supply, Demand, Issues and Policy)
- Data Sources: Name of data source. For more information click on the hyperlink.
- Data Summary: Summarizes data. For more information, click on the hyperlink of data sources.
- Key Data Elements: Information that will be useful to this study.
- Update Frequency: Number of times the data is updated.
- Geographic Coverage: Is the data is available for whole nation, state or for some smaller geography
- Data Access: Is the data is available publicly or has some copyright or proprietary concerns?
- Latest Year available: The latest year of data available.
- Temporal Coverage: Range of years for the available data.
- Geographical Resolution: Smallest spatial unit of data.
- Acquisition Cost: What is the cost of data purchase?
- Contact Information: Primary contact for additional questions on the dataset

Data Type	Data Source	Data Summary	Key Data Elements	Update Frequency	Geographic Coverage	Data Access	Latest Year Available	Temporal Coverage	Geographical Resolution	Acquisition Cost	Contact Information
Supply	Truckers Directory - Restaurants with Truck Parking in Florida	Provides names and locations of known businesses that provide truck parking throughout the state.	Names, locations and number of spaces	Not listed	Nationwide	Copyrighted	2018	To be determined	Truck parking locations	Free	Jillian Bitzer - Florida Office (561)340-3301 Office, (954)732-5211 Cell Jillian@truckstopsandservices.com
Supply	All Stays	Truck stops lists rest areas, motels with truck parking and other retailers that offer parking.	Names, locations and number of spaces	Not listed	Nationwide	Copyrighted	2018	2000-2018	Truck stop locations with parking	Free	sam0108@allstays.com, 505-401-1297
Supply	Trucker's Friend	Map search with buffer (50 & 100 miles) for truck parking locations, provides name, addresses and google satellite view. The data is available as a directory too.	Names and locations of truck parking.	Year-round updates	Nationwide	Copyrighted	2018	Not listed	Truck parking locations, google satellite view	Paid	800-338-6317
Supply	Google Map's Platform APIs	Collects user submitted info and geolocation. APIs can be used directly.	Location information	Year-round updates	Worldwide	Varies	2018	Not listed	Truck parking locations	Varies	Google
Supply and Demand	Jason's Law Survey	FHWA survey detailing truck parking issues across the US	Truck volumes and parking locations, previous studies, truck parking metrics	Every 2-3 years	Nationwide	Free	2015	2012-2015	Maps, lists, etc.	Free	Jeff Purdy, 202-366-6993 Jeff.Purdy@dot.gov ; Tiffany Julien, 202-366-9241 Tiffany.Julien@dot.gov; Thomas Kearney, 518-431-8890 Tom.Kearney@dot.gov
Supply	DieselBoss	Uses data from Truckers Directory	Truck stop names and locations	Not listed	Statewide	Free	Not listed	Not listed	Truck parking locations	Free	866-851-2346
Supply and Demand	theNextExit	Exit-by-exit listings of the services you need while traveling the USA interstate highways including gas, food, lodging, camping, shopping, etc.	Interstate exit information	Yearly	State interstate system	Copyrighted	2018	Not listed	Not listed	$10 for mobile application	https://thenextexit.com/#contact-us
Supply	Rand McNally Road Atlas	Road atlases for truckers	Truck specific routes, city to city mileage	Yearly	Nationwide	Copyrighted	2019	The atlas is been published for 95 years	Detailed road maps	$7.95-59.99 for books	1-877-446-4863 tndsupport@randmcnally.com

Data Type	Data Source	Data Summary	Key Data Elements	Update Frequency	Geographic Coverage	Data Access	Latest Year Available	Temporal Coverage	Geographical Resolution	Acquisition Cost	Contact Information
Supply and Demand	Trucker Path – Truck Stops & Weigh Stations	Mobile app that has truck stop locations, available parking with real time updates, space booking, locations and safety rating. User driven data and updates. It is expected to provide parking utilization as reported by truck drivers.	Truck parking locations, real time updates on available parking	Real time	Nationwide	To be determined	2018	To be determined	Truck stop locations	To be determined	press@truckerpath.com 2828 North Central Ave., 7th Floor Phoenix, AZ 85004
Supply	Yellow Pages	It is a search engine for businesses. It is expected to have a library of different addresses. More research needs to be done to determine if the data is accessible and has any cost associated with it.	Lists search results for geographic regions	Not listed	Nationwide	To be determined	Not available	Not available	Addresses of locations	To be determined	Yellow Pages
Supply	Rest Areas, Service Plazas, Weigh Stations, and Welcome Centers	FDOT website lists rest areas, service plazas, truck WIM stations and welcome centers across the state	Name, location and coordinates for these facilities	Not available	Statewide	Free	2018	1996-2018	Map, lat/long coordinates	Free	FDOT Office of Maintenance
Demand and Issues	Illegal Truck Parking Citations (FL DHSMV)	Number of citations by county. They have started archiving lat/long of parking citations from March 2018. The data comes from FHP, county sheriffs and local police department	Citations	Real time	Statewide	Free	2018	2015-2018	County-Before March 2018 / Lat / Long-After March 2018 -	Free	Contacts are on the website
Policy	Inventory of Municipal Ordinances Affecting Truck Parking	Municipal ordinances for every municipality in Florida	Local ordinances	Not available	Statewide	Free	2018	Not available	Municipalities	Free	
Demand and Supply	Road Breakers	This is a mobile phone application which helps drivers find overnight truck and RV parking near and far	No internet required to find parking, post comments, submit new locations, report problems,	Automatic live updates over the network	Nationwide	To be determined	2018	Not listed	Not available	To be determined	truckparkingovernight@gmail.com, (312) 436-1016, or post comment to website
Supply	American Truck Parking	This website is designed to show you truck parking availability and truck parking locations. You can find truck parking at public rest areas, private truck stops, and truck fueling locations. You can also search for public alternative fueling locations that are capable of receiving 5-axle trucks.	Location, number of spots, public and private	Not listed	Nationwide	Free	Not listed	Not listed	Maps of truck parking locations	Free	Online contact form
Supply	Truck Parking USA	Mobile phone application for truck drivers to find parking location	Filter truck stops by amenities, meet fellow truck drivers, locate available spots before pulling over	User Driven	US and Canada	Free in app	2018	Not listed	Google maps	Free	info@truckparkingusa.com
Demand	Truck AADT data	Truck AADT information on roadway segments	Truck AADT	Annual	Florida	Free	2017	1970-2017	Not applicable	Free	Joey.Gordon@dot.state.fl.us
Supply	Overnight RV parking (maybe added to informal/unofficial locations)	Largest database of free parking in the US and Canada for RVs, and overnight parking availability with a low annual service fee.	Smartphone app, over 13,000 locations	Not available, user driven	US and Canada	Demo online, subscribe for more access	2018	2007-2018	Bing maps	$24.95 annually	Contacts are on the website

Data Type	Data Source	Data Summary	Key Data Elements	Update Frequency	Geographic Coverage	Data Access	Latest Year Available	Temporal Coverage	Geographical Resolution	Acquisition Cost	Contact Information
Supply	Truck stop guide	Up-to-date truck stop information	State averages, Metro averages, Search by location, state, chain, interstate, or route, amenities search	State Averages daily, Metro Averages rarely updated	Nation wide	Free online	2018	Not listed	Google maps	Free	Unknown
Supply	FDOT static weigh station locations	Location of each static truck weigh station in Florida	Static weigh station locations	Not available	Florida	Free	2016	Not listed	Addresses of locations	Free	http://www.fdot.gov/maintenance/
Supply	Trucker Tools	Trucker Tools has the accurate list of truck stops and real-time fuel prices. Search for nearby truck stops, number of parking spaces, showers, 24 hour operations, or by name, city or highway. You can also narrow your selection by amenities such as CAT scales, bulk diesel exhaust fluid and TripPak.	Voice Capabilities. Search by amenities such as CAT scales, bulk diesel exhaust fluid, and TripPak. Track loads, plan routes, and save on fuel.	Not available	Unknown, have to download app	Free	2018	2012-2018	Google maps	Free	sales@truckertools.com
Supply	Truckbubba	App showing all major and independent truck stops, truck parking, rest areas, open/closed weigh stations, Walmart stores with truck parking, scales, truck washes, hotels, and restaurants nearby.	Route planning, weather forecast, fuel price and parking, speedometer alert, weigh station, locate rest area, low clearance, find & post load boards	Not available on website	US, more available in app	Free	2018	2017-2018	map interface, more info available in app	Free	support@truckbubba.com
Demand	Park My Truck	Allows any parking provider to report their parking availability for free.	Allow providers and drivers to update parking locations	Not available on website	Wherever providers update, look on app for more	Free	2018	Not listed	Google maps	Free	hello@parkmytuck.com
Demand	Find Fuel Stops.com	Website search that has fueling locations that offer truck parking	Truck parking locations	Not available on website	Nation wide	Free	2018	Not listed	Addresses of locations	Free	506 South Adams | Jerome, ID 83338 | Pho (208) 324-5191 | Fax (208) 324-5159
Supply and Demand	American Transportation Research Institute (ATRI) Truck GPS data	Raw Truck GPS streams can be used for identifying truck parking locations, illegal truck parking hot spots, parking utility and potential locations of parking demand.	Raw Truck GPS data includes speed, identifier, heading, etc.	Real time	Nationwide	Proprietary	2018	Goes back 5-10 years	Raw GPS location	Can go up to 100k for annual purchase for Florida	Dan Murray
Supply and Demand	Truck Parking Availability System - FDOT	Truck parking utility per public parking location per minute of year	Parking utilized or not at a given minute of day of a year	Real time	Public parking location	Free	2018	Started in July 2018	Parking location	Free	Joel.Worrell@dot.state.fl.us
Supply	Florida Department of Revenue	Parcel with land use information	Land Use codes of parking location available with Total Living Area	Annual	Statewide	Free	2017	2005 - current	Parcel location	Free	Joel.Worrell@dot.state.fl.us
Supply	Florida Department of Economic Opportunity	Establishment information with NAICS codes - 6 digit	Employment, NAICS Codes, Address	Quarterly	Statewide	Proprietary	2017	Last 5-10 years	Establishment location	Free	Joel.Worrell@dot.state.fl.us
Supply and Demand	INRIX Truck GPS Data	Similar to ATRI data	Similar to ATRI DATA	Real time	Nationwide	Proprietary	2018	Last 5-10 years	Raw GPS location	Can go up to 500k for annual purchase for Florida	amy.lopez@inrix.com

Data Type	Data Source	Data Summary	Key Data Elements	Update Frequency	Geographic Coverage	Data Access	Latest Year Available	Temporal Coverage	Geographical Resolution	Acquisition Cost	Contact Information
Supply and Demand	Streetlight Data	Use INRIX data to create analytical products				Proprietary	2018		As needed	Paid	
Issues	Truck Restrictions Network	This is a network created by FDOT 2-3 years ago to identify all roads with truck restrictions	Shapefile with roadway segments with truck restrictions identified	Not Updated	Statewide	Free	2015	One update	Roadway segment	Free	Holly.Cohen@dot.state.fl.us
Policy	National Highway Freight Network	Freight Network designated by FHWA and states. The network segments are eligible for project funding.	Roadway attributes	Annual	Statewide	Free	2016	2015-	Roadway segment	Free	Holly.Cohen@dot.state.fl.us
Demand	Weigh In Motion Data	Truck tonnage information at monitoring locations per vehicle record	Vehicle classification, tonnage, axle length and axle weight distributions	Real time	Statewide	Free	2018	Goes back 5-10 years	Monitoring location	Free	Joey.Gordon@dot.state.fl.us
Policy	Strategic Intermodal network	The Strategic Intermodal System (SIS) is Florida's high priority network of transportation facilities important to the state's economy and mobility. The Governor and Legislature established the SIS in 2003 to focus the state's limited transportation resources on the facilities most significant for interregional, interstate, and international travel	Multiple attributes which includes SIS designations, AADT, etc.	Annual	Statewide	Free	2017	2003-	Roadway segment	Free	Chris.Edmonston@dot.state.fl.us
Demand	Traffic Characteristics Inventory Database	Acquire traffic data hourly / daily basis for TTMS and PTMS sites	Number of vehicle per FHWA classification.	Annual	Statewide	Free	2018	Goes back 5-10 years	Monitoring location	Free	Joey.Gordon@dot.state.fl.us
Supply	Roadway Characteristics Inventory (RCI) Features	RCI publishes shapefiles which include locations of rest areas, weigh stations, etc.	Lat/Long	Annual	Statewide	Free	2018	Goes back 5-10 years	Point Locations	Free	Joel.Worrell@dot.state.fl.us
Issues	Crash Analysis Reporting System (CARS) database	Crashes as per Long Form reports. Includes all types of vehicles and has three datasets: crash and their characteristics, vehicles involved and their characteristics, people involved in crashes and their characteristics	Lat/Long, Involvement of commercial vehicles	Annual	Statewide	Free	2015	Goes back 5-10 years	Crash location	Free	Rupert.Giroux@dot.state.fl.us

Appendix C. Jason's Law Survey Results

Truck Parking Location Table

#	NHS Rest Stop Name	Highway Route #	Mile Post or Exit	Municipality	County	State	Latitude	Longitude
1	NHS Rest Stop or Truck Facility 1	I-10E	31	East Milton	Santa Rosa	FL	30.6102	-86.9779
2	NHS Rest Stop or Truck Facility 2	I-10E	58	Crestview	Okaloosa	FL	30.7262	-86.5066
3	NHS Rest Stop or Truck Facility 3	I-10E	133	Jacob	Jackson	FL	30.7554	-85.3285
4	NHS Rest Stop or Truck Facility 4	I-10E	194	Tallahassee	Leon	FL	30.4837	-84.3887
5	NHS Rest Stop or Truck Facility 5	I-10E	234	Aucilla	Jefferson	FL	30.4445	-83.7339
6	NHS Rest Stop or Truck Facility 6	I-10E	265	Lee	Madison	FL	30.3674	-83.2493
7	NHS Rest Stop or Truck Facility 7	I-10E	294	Wellborn	Suwannee	FL	30.2741	-82.7996
8	NHS Rest Stop or Truck Facility 8	I-10E	318	Olustee	Baker	FL	30.2533	-82.4040
9	NHS Rest Stop or Truck Facility 9	I-10W	318	Olustee	Baker	FL	30.2549	-82.3998
10	NHS Rest Stop or Truck Facility 10	I-10W	31	East Milton	Santa Rosa	FL	30.6124	-86.9784
11	NHS Rest Stop or Truck Facility 11	I-10W	60	Crestview	Okaloosa	FL	30.7275	-86.5078
12	NHS Rest Stop or Truck Facility 12	I-10W	133	Jacob	Jackson	FL	30.7577	-85.3221
13	NHS Rest Stop or Truck Facility 13	I-10W	162	Hardin Heights	Gadsden	FL	30.6262	-84.8914
14	NHS Rest Stop or Truck Facility 14	I-10W	194	Tallahassee	Leon	FL	30.4850	-84.3849
15	NHS Rest Stop or Truck Facility 15	I-10W	234	Aucilla	Jefferson	FL	30.4469	-83.7305
16	NHS Rest Stop or Truck Facility 16	I-10W	265	Lee	Madison	FL	30.3688	-83.2437

#	NHS Rest Stop Name	Highway Route #	Mile Post or Exit	Municipality	County	State	Latitude	Longitude
17	NHS Rest Stop or Truck Facility 17	I-10W	295	Wellborn	Hamilton	FL	30.2736	-82.7838
18	NHS Rest Stop or Truck Facility 18	I-10W	96	Bruce	Holmes	FL	30.7130	-85.9303
19	NHS Rest Stop or Truck Facility 19	I-275N	7	Terra Ceia	Manatee	FL	27.5846	-82.6141
20	NHS Rest Stop or Truck Facility 20	I-275N	13	Tierra Verde	Pinellas	FL	27.6487	-82.6757
21	NHS Rest Stop or Truck Facility 21	I-4E	46	Polk City	Polk	FL	28.1676	-81.7708
22	NHS Rest Stop or Truck Facility 22	I-4E	96	Sanlando Springs	Seminole	FL	28.7247	-81.3735
23	NHS Rest Stop or Truck Facility 23	I-4W	46	Polk City	Polk	FL	28.1740	-81.7668
24	NHS Rest Stop or Truck Facility 24	I-4W	94	Wekiva Springs	Seminole	FL	28.7019	-81.3849
25	NHS Rest Stop or Truck Facility 25	I-75S	161	Punta Gorda	Charlotte	FL	26.8933	-81.9980
26	NHS Rest Stop or Truck Facility 26	I-75N	63	Big Cypress	Collier	FL	26.1697	-81.0772
27	NHS Rest Stop or Truck Facility 27	I-75N	35	Weston	Broward	FL	26.1469	-80.6304
28	NHS Rest Stop or Truck Facility 28	I-75N	307	Ridge Manor Est	Sumter	FL	28.5841	-82.2123
29	NHS Rest Stop or Truck Facility 29	I-75S	346	Ocala	Marion	FL	29.0930	-82.1838
30	NHS Rest Stop or Truck Facility 30	I-75N	413	Ellisville	Columbia	FL	29.9776	-82.5777
31	NHS Rest Stop or Truck Facility 31	I-75N	383	Daysville	Alachua	FL	29.5896	-82.3638
32	NHS Rest Stop or Truck Facility 32	I-75S	382	Daysville	Alachua	FL	29.5907	-82.3616
33	NHS Rest Stop or Truck Facility 33	I-75N	131	Fort Myers	Lee	FL	26.5494	-81.7922
34	NHS Rest Stop or Truck Facility 34	I-75N	238	Sunniland	Hillsborough	FL	27.6826	-82.4208

#	NHS Rest Stop Name	Highway Route #	Mile Post or Exit	Municipality	County	State	Latitude	Longitude
35	NHS Rest Stop or Truck Facility 35	I-75S	238	Gulf City	Hillsborough	FL	27.6925	-82.4201
36	NHS Rest Stop or Truck Facility 36	I-75N	278	Wesley Chapel	Pasco	FL	28.2136	-82.3735
37	NHS Rest Stop or Truck Facility 37	I-75S	278	Wesley Chapel	Pasco	FL	28.2163	-82.3685
38	NHS Rest Stop or Truck Facility 38	I-75S	307	Croom	Sumter	FL	28.5877	-82.2117
39	NHS Rest Stop or Truck Facility 39	I-75S	346	Ocala	Marion	FL	29.0958	-82.1861
40	NHS Rest Stop or Truck Facility 40	I-75S	413	Ellisville	Columbia	FL	29.9789	-82.5799
41	NHS Rest Stop or Truck Facility 41	I-95N	133	Fort Pierce	St. Lucie	FL	27.4663	-80.4176
42	NHS Rest Stop or Truck Facility 42	I-95N	168	Palm Bay West	Brevard S	FL	27.9338	-80.6037
43	NHS Rest Stop or Truck Facility 43	I-95N	225	Mims	Brevard N	FL	28.6869	-80.8773
44	NHS Rest Stop or Truck Facility 44	I-95N	302	Hastings	St. Johns S	FL	29.7022	-81.3272
45	NHS Rest Stop or Truck Facility 45	I-95N	331	Sampson	St. Johns N	FL	30.0914	-81.4967
46	NHS Rest Stop or Truck Facility 46	I-95S	106	Palm City	Martin	FL	27.1264	-80.3410
47	NHS Rest Stop or Truck Facility 47	I-95N	106	Palm City	Martin	FL	27.1289	-80.3329
48	NHS Rest Stop or Truck Facility 48	I-95S	133	Fort Pierce	St. Lucie	FL	27.4647	-80.4215
49	NHS Rest Stop or Truck Facility 49	I-95S	168	Grant Valkaria	Brevard S	FL	27.9480	-80.6092
50	NHS Rest Stop or Truck Facility 50	I-95S	227	Mims	Brevard N	FL	28.7085	-80.8881
51	NHS Rest Stop or Truck Facility 51	I-95S	302	Vermont Heights	St. Johns S	FL	29.7156	-81.3349
52	NHS Rest Stop or Truck Facility 52	I-95S	331	Sampson	St. Johns N	FL	30.0945	-81.4992

#	NHS Rest Stop Name	Highway Route #	Mile Post or Exit	Municipality	County	State	Latitude	Longitude
53	NHS Rest Stop or Truck Facility 53	US19/US27	n/a	Perry	Taylor	FL	30.1992	-83.6549
54	Weigh Station	I-10E	4	Pensacola	Escambia	FL	30.5530	-87.3634
55	Weigh Station	I-10E	155	Sneads	Jackson	FL	30.6380	-84.9834
56	Weigh Station	I-10E	264	Lee	Madison	FL	30.3735	-83.2725
57	Weigh Station	I-10W	4	Pensacola	Escambia	FL	30.5541	-87.3618
58	Weigh Station	I-10W	155	Sneads	Jackson	FL	30.6404	-84.9824
59	Weigh Station	I-10W	264	Lee	Madison	FL	30.3752	-83.2714
60	Weigh Station	I-4E	12	Seffner	Hillsborough	FL	28.0155	-82.2652
61	Weigh Station	I-4W	12	Seffner	Hillsborough	FL	28.0186	-82.2726
62	Weigh Station	I-75N	158	Punta Gorda	Charlotte	FL	26.8791	-81.9858
63	Weigh Station	I-75N	338	Wildwood	Marion	FL	28.9933	-82.1443
64	Weigh Station	I-75N	449	Jennings	Hamilton	FL	30.4214	-82.9030
65	Weigh Station	I-75S	158	Punta Gorda	Charlotte	FL	26.8799	-81.9850
66	Weigh Station	I-75S	338	Wildwood	Marion	FL	28.9931	-82.1425
67	Weigh Station	I-75S	449	Jennings	Hamilton	FL	30.4184	-82.8986
68	Weigh Station	I-95N	92	Hobe Sound	Martin	FL	27.0049	-80.2054
69	Weigh Station	I-95N	286	Palm Coast	Flager	FL	29.5109	-81.1963
70	Weigh Station	I-95N	376	Yulee	Nassau	FL	30.6685	-81.6655

#	NHS Rest Stop Name	Highway Route #	Mile Post or Exit	Municipality	County	State	Latitude	Longitude
71	Weigh Station	I-95S	112	Palm City	Martin	FL	27.1891	-80.4008
72	Weigh Station	I-95S	286	Palm Coast	Flagler	FL	29.5107	-81.1979
73	Weigh Station	I-95S	376	Yulee	Nassau	FL	30.6697	-81.6694
74	Welcome Center	US-231S	0	Cambellton	Jackson	FL	30.9946	-85.4087
75	Welcome Center	I-75S	470	Jennings	Hamilton	FL	30.6128	-83.1469
76	Welcome Center	I-10E	4	Pensacola	Escambia	FL	30.5441	-87.3502
77	Welcome Center	I-95S	378	Yulee	Nassau	FL	30.6969	-81.6782
78	West Palm Beach Service Plaza	Florida's Turnpike	94	Lake Worth	Palm Beach	FL	26.6342	-80.1748
79	Rest Area (Southside/Eastbound)-I-75S-Big Cypress	I-75S	63	Big Cypress	Collier	FL	26.1676	-81.0787
80	Canoe Creek Service Plaza	Florida's Turnpike	230	St. Cloud	Osceola	FL	28.0945	-81.2740
81	Fort Drum Service Plaza	Florida's Turnpike	184	Okeechobee	Okeechobee	FL	27.6010	-80.8221
82	Okahumpka Service Plaza	Florida's Turnpike	299	Wildwood	Sumter	FL	28.7867	-81.9821
83	Plantation Key - Weight Station / Comfort Station	SR5/US1	86		Monroe	FL	24.9546	-80.5813
84	Pompano Beach Service Plaza	Florida's Turnpike	65	Pompano	Broward	FL	26.2270	-80.1824
85	Port St. Lucie/Fort Pierce Service Plaza	Florida's Turnpike	144	Port St. Lucie	St. Lucie	FL	27.3021	-80.3728
86	Snapper Creek Service Plaza	HEFT	19	Miami	Miami-Dade	FL	25.6627	-80.3875
87	Turkey Lake Service Plaza	Florida's Turnpike	263	Ocoee	Orange	FL	28.5146	-81.4994

Truck Parking Utilization Table

#	NHS Rest Stop Name	Daily Truck Parking Utilization						Weekly Truck Parking Utilization							Monthly Truck Parking Utilization										
		On a Typical DAY, what is the Truck Parking Space Utilization BY TIME PERIOD in each lot?						During EACH DAY OF THE WEEK, what is the typical truck parking space utilization in each lot?							During each MONTH of the year, what is the typical truck parking space utilization in each lot?										
		Midnight to 5AM	5AM to 9AM	9AM to Noon	Noon to 4PM	4PM to 7PM	7PM to Midnight	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
1	NHS Rest Stop or Truck Facility 1	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	26 to 50% full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full
2	NHS Rest Stop or Truck Facility 2	26 to 50% full	26 to 50% full	25% or less full	25% or less full	25% or less full	26 to 50% full	26 to 50% full	25% or less full	26 to 50% full	26 to 50% full	26 to 50% full	25% or less full	25% or less full	26 to 50% full	25% or less full	26 to 50% full	26 to 50% full	25% or less full	25% or less full	25% or less full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full
3	NHS Rest Stop or Truck Facility 3	76 to 100% full	51 to 75% full	51 to 75% full	26 to 50% full	51 to 75% full	51 to 75% full	51 to 75% full	51 to 75% full	51 to 75% full	51 to 75% full	51 to 75% full	51 to 75% full	51 to 75% full	more than 100% full	51 to 75% full	51 to 75% full	51 to 75% full	51 to 75% full	51 to 75% full	51 to 75% full	51 to 75% full	51 to 75% full	51 to 75% full	51 to 75% full	51 to 75% full
4	NHS Rest Stop or Truck Facility 4	51 to 75% full	51 to 75% full	26 to 50% full	26 to 50% full	26 to 50% full	51 to 75% full	26 to 50% full	26 to 50% full	51 to 75% full	51 to 75% full	26 to 50% full	26 to 50% full	26 to 50% full	76 to 100% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full
5	NHS Rest Stop or Truck Facility 5	more than 100% full	more than 100% full	76 to 100% full	76 to 100% full	76 to 100% full	more than 100% full	more than 100% full	more than 100% full	more than 100% full	more than 100% full	more than 100% full	more than 100% full	76 to 100% full	more than 100% full	more than 100% full	more than 100% full	more than 100% full	more than 100% full	more than 100% full	76 to 100% full	more than 100% full	more than 100% full	more than 100% full	more than 100% full	76 to 100% full
6	NHS Rest Stop or Truck Facility 6	26 to 50% full	26 to 50% full	26 to 50% full	25% or less full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	25% or less full	51 to 75% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full
7	NHS Rest Stop or Truck Facility 7	51 to 75% full	51 to 75% full	26 to 50% full	26 to 50% full	26 to 50% full	51 to 75% full	51 to 75% full	51 to 75% full	51 to 75% full	51 to 75% full	51 to 75% full	26 to 50% full	26 to 50% full	more than 100% full	51 to 75% full	51 to 75% full	26 to 50% full	26 to 50% full	51 to 75% full	26 to 50% full	51 to 75% full	26 to 50% full	51 to 75% full	51 to 75% full	26 to 50% full
8	NHS Rest Stop or Truck Facility 8	26 to 50% full	26 to 50% full	25% or less full	25% or less full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	25% or less full	26 to 50% full	51 to 75% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	25% or less full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full
9	NHS Rest Stop or Truck Facility 9	51 to 75% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	51 to 75% full	51 to 75% full	76 to 100% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	51 to 75% full	51 to 75% full	76 to 100% full	51 to 75% full	51 to 75% full
10	NHS Rest Stop or Truck Facility 10	26 to 50% full	26 to 50% full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	26 to 50% full	26 to 50% full	25% or less full	25% or less full	26 to 50% full	26 to 50% full	25% or less full	26 to 50% full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	26 to 50% full	25% or less full	25% or less full
11	NHS Rest Stop or Truck Facility 11	26 to 50% full	26 to 50% full	26 to 50% full	25% or less full	25% or less full	26 to 50% full	25% or less full	25% or less full	25% or less full	26 to 50% full	26 to 50% full	26 to 50% full	25% or less full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	25% or less full	26 to 50% full	25% or less full	25% or less full	25% or less full	26 to 50% full
12	NHS Rest Stop or Truck Facility 12	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	76 to 100% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full

#	NHS Rest Stop Name	Daily Truck Parking Utilization						Weekly Truck Parking Utilization							Monthly Truck Parking Utilization										
		On a Typical DAY, what is the Truck Parking Space Utilization BY TIME PERIOD in each lot?						During EACH DAY OF THE WEEK, what is the typical truck parking space utilization in each lot?							During each MONTH of the year, what is the typical truck parking space utilization in each lot?										
		Midnight to 5AM	5AM to 9AM	9AM to Noon	Noon to 4PM	4PM to 7PM	7PM to Midnight	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
13	NHS Rest Stop or Truck Facility 13	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	51 to 75% full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full
14	NHS Rest Stop or Truck Facility 14	51 to 75% full	51 to 75% full	51 to 75% full	51 to 75% full	51 to 75% full	51 to 75% full	51 to 75% full	51 to 75% full	51 to 75% full	51 to 75% full	51 to 75% full	51 to 75% full	51 to 75% full	more than 100% full	76 to 100% full	51 to 75% full	51 to 75% full	51 to 75% full	51 to 75% full	26 to 50% full	76 to 100% full	51 to 75% full	51 to 75% full	51 to 75% full	51 to 75% full
15	NHS Rest Stop or Truck Facility 15	more than 100% full	more than 100% full	more than 100% full	more than 100% full	more than 100% full	more than 100% full	76 to 100% full	76 to 100% full	more than 100% full	more than 100% full	more than 100% full	more than 100% full	more than 100% full	more than 100% full	more than 100% full	more than 100% full	more than 100% full	more than 100% full	more than 100% full	76 to 100% full	more than 100% full	more than 100% full	more than 100% full	more than 100% full	more than 100% full
16	NHS Rest Stop or Truck Facility 16	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	more than 100% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full
17	NHS Rest Stop or Truck Facility 17	51 to 75% full	51 to 75% full	26 to 50% full	26 to 50% full	26 to 50% full	51 to 75% full	26 to 50% full	26 to 50% full	51 to 75% full	51 to 75% full	51 to 75% full	51 to 75% full	26 to 50% full	76 to 100% full	51 to 75% full	51 to 75% full	26 to 50% full	51 to 75% full	26 to 50% full	26 to 50% full	26 to 50% full	51 to 75% full	26 to 50% full	26 to 50% full	26 to 50% full
18	NHS Rest Stop or Truck Facility 18	51 to 75% full	51 to 75% full	26 to 50% full	26 to 50% full	26 to 50% full	51 to 75% full	51 to 75% full	26 to 50% full	51 to 75% full	51 to 75% full	51 to 75% full	51 to 75% full	26 to 50% full	76 to 100% full	51 to 75% full	51 to 75% full	51 to 75% full	51 to 75% full	51 to 75% full	26 to 50% full	51 to 75% full	51 to 75% full	51 to 75% full	26 to 50% full	26 to 50% full
19	NHS Rest Stop or Truck Facility 19	51 to 75% full	51 to 75% full	51 to 75% full	51 to 75% full	51 to 75% full	51 to 75% full	51 to 75% full	51 to 75% full	51 to 75% full	51 to 75% full	51 to 75% full	51 to 75% full	51 to 75% full	76 to 100% full	51 to 75% full	51 to 75% full	51 to 75% full	51 to 75% full	76 to 100% full	26 to 50% full	51 to 75% full	26 to 50% full	26 to 50% full	more than 100% full	51 to 75% full
20	NHS Rest Stop or Truck Facility 20	51 to 75% full	76 to 100% full	76 to 100% full	76 to 100% full	76 to 100% full	51 to 75% full	25% or less full	26 to 50% full	more than 100% full	76 to 100% full	more than 100% full	more than 100% full	25% or less full	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	76 to 100% full	#N/A	51 to 75% full	more than 100% full	#N/A	#N/A
21	NHS Rest Stop or Truck Facility 21	51 to 75% full	51 to 75% full	51 to 75% full	51 to 75% full	51 to 75% full	51 to 75% full	26 to 50% full	51 to 75% full	76 to 100% full	51 to 75% full	51 to 75% full	51 to 75% full	26 to 50% full	76 to 100% full	76 to 100% full	76 to 100% full	51 to 75% full	51 to 75% full	51 to 75% full	51 to 75% full	51 to 75% full	51 to 75% full	51 to 75% full	51 to 75% full	51 to 75% full
22	NHS Rest Stop or Truck Facility 22	76 to 100% full	76 to 100% full	76 to 100% full	76 to 100% full	76 to 100% full	76 to 100% full	76 to 100% full	76 to 100% full	76 to 100% full	76 to 100% full	76 to 100% full	76 to 100% full	76 to 100% full	more than 100% full	more than 100% full	76 to 100% full	76 to 100% full	more than 100% full	76 to 100% full	76 to 100% full	76 to 100% full	76 to 100% full	76 to 100% full	76 to 100% full	more than 100% full
23	NHS Rest Stop or Truck Facility 23	76 to 100% full	51 to 75% full	51 to 75% full	51 to 75% full	51 to 75% full	76 to 100% full	51 to 75% full	51 to 75% full	51 to 75% full	76 to 100% full	51 to 75% full	51 to 75% full	51 to 75% full	76 to 100% full	76 to 100% full	76 to 100% full	51 to 75% full	51 to 75% full	51 to 75% full	51 to 75% full	51 to 75% full	51 to 75% full	76 to 100% full	51 to 75% full	51 to 75% full
24	NHS Rest Stop or Truck Facility 24	more than 100% full	more than 100% full	76 to 100% full	more than 100% full	more than 100% full	more than 100% full	more than 100% full	more than 100% full	more than 100% full	more than 100% full	more than 100% full	more than 100% full	more than 100% full	more than 100% full	more than 100% full	more than 100% full	more than 100% full	more than 100% full	more than 100% full	more than 100% full	more than 100% full	more than 100% full	more than 100% full	more than 100% full	more than 100% full
25	NHS Rest Stop or Truck Facility 25	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A

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		Midnight to 5AM	5AM to 9AM	9AM to Noon	Noon to 4PM	4PM to 7PM	7PM to Midnight	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
26	NHS Rest Stop or Truck Facility 26	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	25% or less full	26 to 50% full	25% or less full	26 to 50% full	51 to 75% full	25% or less full	25% or less full	51 to 75% full	25% or less full	#N/A	#VALUE!	#VALUE!	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full
27	NHS Rest Stop or Truck Facility 27	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	25% or less full	25% or less full	25% or less full	25% or less full
28	NHS Rest Stop or Truck Facility 28	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	25% or less full	25% or less full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full
29	NHS Rest Stop or Truck Facility 29	51 to 75% full	51 to 75% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	51 to 75% full	51 to 75% full	51 to 75% full	26 to 50% full	51 to 75% full	51 to 75% full	51 to 75% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	51 to 75% full	26 to 50% full	26 to 50% full	51 to 75% full	26 to 50% full
30	NHS Rest Stop or Truck Facility 30	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	51 to 75% full	51 to 75% full	26 to 50% full	26 to 50% full	51 to 75% full	51 to 75% full	26 to 50% full	26 to 50% full	26 to 50% full	25% or less full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	51 to 75% full
31	NHS Rest Stop or Truck Facility 31	more than 100% full	more than 100% full	76 to 100% full	51 to 75% full	76 to 100% full	more than 100% full	76 to 100% full	more than 100% full	more than 100% full	more than 100% full	more than 100% full	more than 100% full	76 to 100% full	more than 100% full	more than 100% full	more than 100% full	more than 100% full	more than 100% full	76 to 100% full	51 to 75% full	more than 100% full	more than 100% full	more than 100% full	more than 100% full	76 to 100% full
32	NHS Rest Stop or Truck Facility 32	51 to 75% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	51 to 75% full	51 to 75% full	26 to 50% full	26 to 50% full	76 to 100% full	26 to 50% full	51 to 75% full	26 to 50% full	26 to 50% full	51 to 75% full	26 to 50% full	51 to 75% full	26 to 50% full	51 to 75% full	26 to 50% full	26 to 50% full
33	NHS Rest Stop or Truck Facility 33	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	25% or less full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	51 to 75% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	25% or less full	26 to 50% full	26 to 50% full	25% or less full	26 to 50% full	26 to 50% full
34	NHS Rest Stop or Truck Facility 34	more than 100% full	more than 100% full	more than 100% full	more than 100% full	more than 100% full	more than 100% full	more than 100% full	more than 100% full	more than 100% full	more than 100% full	more than 100% full	more than 100% full	more than 100% full	more than 100% full	more than 100% full	more than 100% full	more than 100% full	more than 100% full	more than 100% full	more than 100% full	more than 100% full	more than 100% full	more than 100% full	more than 100% full	more than 100% full
35	NHS Rest Stop or Truck Facility 35	more than 100% full	more than 100% full	more than 100% full	more than 100% full	more than 100% full	more than 100% full	more than 100% full	more than 100% full	more than 100% full	more than 100% full	more than 100% full	more than 100% full	more than 100% full	more than 100% full	more than 100% full	more than 100% full	more than 100% full	more than 100% full	more than 100% full	76 to 100% full	more than 100% full	more than 100% full	more than 100% full	more than 100% full	more than 100% full
36	NHS Rest Stop or Truck Facility 36	76 to 100% full	51 to 75% full	51 to 75% full	51 to 75% full	51 to 75% full	76 to 100% full	51 to 75% full	76 to 100% full	51 to 75% full	51 to 75% full	76 to 100% full	51 to 75% full	26 to 50% full	76 to 100% full	76 to 100% full	51 to 75% full	76 to 100% full	76 to 100% full	51 to 75% full	26 to 50% full	51 to 75% full	51 to 75% full	51 to 75% full	76 to 100% full	76 to 100% full
37	NHS Rest Stop or Truck Facility 37	51 to 75% full	51 to 75% full	51 to 75% full	51 to 75% full	51 to 75% full	51 to 75% full	51 to 75% full	51 to 75% full	51 to 75% full	51 to 75% full	51 to 75% full	51 to 75% full	51 to 75% full	51 to 75% full	51 to 75% full	51 to 75% full	51 to 75% full	51 to 75% full	51 to 75% full	26 to 50% full	51 to 75% full	51 to 75% full	51 to 75% full	51 to 75% full	51 to 75% full
38	NHS Rest Stop or Truck Facility 38	51 to 75% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	51 to 75% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full

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39	NHS Rest Stop or Truck Facility 39	51 to 75% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	51 to 75% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	51 to 75% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full
40	NHS Rest Stop or Truck Facility 40	26 to 50% full	26 to 50% full	25% or less full	25% or less full	25% or less full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	25% or less full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	25% or less full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full
41	NHS Rest Stop or Truck Facility 41	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	51 to 75% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	25% or less full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full
42	NHS Rest Stop or Truck Facility 42	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	25% or less full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full
43	NHS Rest Stop or Truck Facility 43	76 to 100% full	76 to 100% full	51 to 75% full	76 to 100% full	76 to 100% full	76 to 100% full	51 to 75% full	51 to 75% full	51 to 75% full	76 to 100% full	76 to 100% full	76 to 100% full	76 to 100% full	more than 100% full	76 to 100% full	more than 100% full	51 to 75% full	76 to 100% full	51 to 75% full	26 to 50% full	51 to 75% full	51 to 75% full	76 to 100% full	76 to 100% full	76 to 100% full
44	NHS Rest Stop or Truck Facility 44	more than 100% full	more than 100% full	more than 100% full	more than 100% full	more than 100% full	more than 100% full	more than 100% full	more than 100% full	more than 100% full	more than 100% full	more than 100% full	more than 100% full	more than 100% full	more than 100% full	more than 100% full	more than 100% full	more than 100% full	more than 100% full	more than 100% full	76 to 100% full	more than 100% full	more than 100% full	more than 100% full	more than 100% full	more than 100% full
45	NHS Rest Stop or Truck Facility 45	76 to 100% full	76 to 100% full	76 to 100% full	76 to 100% full	76 to 100% full	76 to 100% full	51 to 75% full	51 to 75% full	more than 100% full	76 to 100% full	76 to 100% full	76 to 100% full	76 to 100% full	76 to 100% full	76 to 100% full	76 to 100% full	76 to 100% full	51 to 75% full	76 to 100% full	26 to 50% full	76 to 100% full	76 to 100% full	more than 100% full	76 to 100% full	more than 100% full
46	NHS Rest Stop or Truck Facility 46	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full
47	NHS Rest Stop or Truck Facility 47	51 to 75% full	51 to 75% full	51 to 75% full	51 to 75% full	51 to 75% full	51 to 75% full	26 to 50% full	26 to 50% full	51 to 75% full	51 to 75% full	76 to 100% full	76 to 100% full	51 to 75% full	76 to 100% full	51 to 75% full	51 to 75% full	51 to 75% full	51 to 75% full	51 to 75% full	26 to 50% full	51 to 75% full	51 to 75% full	51 to 75% full	51 to 75% full	51 to 75% full
48	NHS Rest Stop or Truck Facility 48	26 to 50% full	26 to 50% full	25% or less full	25% or less full	26 to 50% full	26 to 50% full	25% or less full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	25% or less full	51 to 75% full	26 to 50% full	26 to 50% full	25% or less full	26 to 50% full	25% or less full	25% or less full	25% or less full	25% or less full	26 to 50% full	26 to 50% full	26 to 50% full
49	NHS Rest Stop or Truck Facility 49	26 to 50% full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	26 to 50% full	25% or less full	25% or less full	26 to 50% full	25% or less full	26 to 50% full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	26 to 50% full	25% or less full
50	NHS Rest Stop or Truck Facility 50	51 to 75% full	51 to 75% full	26 to 50% full	26 to 50% full	26 to 50% full	51 to 75% full	26 to 50% full	51 to 75% full	51 to 75% full	51 to 75% full	51 to 75% full	26 to 50% full	26 to 50% full	51 to 75% full	51 to 75% full	51 to 75% full	51 to 75% full	51 to 75% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	51 to 75% full	51 to 75% full	51 to 75% full
51	NHS Rest Stop or Truck Facility 51	more than 100% full	more than 100% full	51 to 75% full	51 to 75% full	76 to 100% full	more than 100% full	51 to 75% full	76 to 100% full	more than 100% full	more than 100% full	more than 100% full	76 to 100% full	51 to 75% full	more than 100% full	more than 100% full	more than 100% full	76 to 100% full	76 to 100% full	51 to 75% full	51 to 75% full	76 to 100% full	76 to 100% full	more than 100% full	more than 100% full	more than 100% full

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52	NHS Rest Stop or Truck Facility 52	51 to 75% full	51 to 75% full	26 to 50% full	26 to 50% full	26 to 50% full	51 to 75% full	26 to 50% full	26 to 50% full	26 to 50% full	51 to 75% full	51 to 75% full	51 to 75% full	26 to 50% full	51 to 75% full	51 to 75% full	51 to 75% full	51 to 75% full	51 to 75% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	51 to 75% full	51 to 75% full	51 to 75% full
53	NHS Rest Stop or Truck Facility 53	51 to 75% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	25% or less full	26 to 50% full	26 to 50% full	26 to 50% full	51 to 75% full	#N/A	26 to 50% full	51 to 75% full	26 to 50% full	26 to 50% full	25% or less full	76 to 100% full	26 to 50% full	26 to 50% full	51 to 75% full	26 to 50% full	26 to 50% full
54	Weigh Station	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	26 to 50% full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full
55	Weigh Station	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	26 to 50% full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full
56	Weigh Station	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	26 to 50% full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full
57	Weigh Station	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	26 to 50% full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full
58	Weigh Station	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	26 to 50% full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full
59	Weigh Station	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	26 to 50% full	25% or less full	26 to 50% full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full
60	Weigh Station	51 to 75% full	51 to 75% full	51 to 75% full	26 to 50% full	26 to 50% full	51 to 75% full	26 to 50% full	51 to 75% full	51 to 75% full	26 to 50% full	51 to 75% full	51 to 75% full	26 to 50% full	more than 100% full	51 to 75% full	51 to 75% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	51 to 75% full	26 to 50% full	26 to 50% full	51 to 75% full	26 to 50% full
61	Weigh Station	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	51 to 75% full	51 to 75% full	26 to 50% full	26 to 50% full	more than 100% full	51 to 75% full	51 to 75% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full
62	Weigh Station	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full
63	Weigh Station	26 to 50% full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	26 to 50% full	26 to 50% full	26 to 50% full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full

#	NHS Rest Stop Name	Daily Truck Parking Utilization						Weekly Truck Parking Utilization							Monthly Truck Parking Utilization										
		On a Typical DAY, what is the Truck Parking Space Utilization BY TIME PERIOD in each lot?						During EACH DAY OF THE WEEK, what is the typical truck parking space utilization in each lot?							During each MONTH of the year, what is the typical truck parking space utilization in each lot?										
		Midnight to 5AM	5AM to 9AM	9AM to Noon	Noon to 4PM	4PM to 7PM	7PM to Midnight	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
64	Weigh Station	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	26 to 50% full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full
65	Weigh Station	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	51 to 75% full	26 to 50% full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full
66	Weigh Station	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	26 to 50% full	25% or less full	26 to 50% full	26 to 50% full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	26 to 50% full	25% or less full	25% or less full	25% or less full
67	Weigh Station	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	26 to 50% full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full
68	Weigh Station	51 to 75% full	51 to 75% full	51 to 75% full	51 to 75% full	51 to 75% full	51 to 75% full	51 to 75% full	51 to 75% full	51 to 75% full	51 to 75% full	51 to 75% full	51 to 75% full	51 to 75% full	more than 100% full	51 to 75% full	76 to 100% full	51 to 75% full	51 to 75% full	51 to 75% full	51 to 75% full	51 to 75% full	51 to 75% full	51 to 75% full	51 to 75% full	51 to 75% full
69	Weigh Station	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	51 to 75% full	51 to 75% full	26 to 50% full	51 to 75% full	51 to 75% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	25% or less full	51 to 75% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full
70	Weigh Station	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	51 to 75% full	26 to 50% full	51 to 75% full	26 to 50% full	51 to 75% full	26 to 50% full	more than 100% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full
71	Weigh Station	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	26 to 50% full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	26 to 50% full	51 to 75% full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full
72	Weigh Station	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	25% or less full	25% or less full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	25% or less full	26 to 50% full	26 to 50% full	25% or less full	25% or less full	26 to 50% full	25% or less full	25% or less full	26 to 50% full	25% or less full	26 to 50% full	26 to 50% full	26 to 50% full
73	Weigh Station	26 to 50% full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	26 to 50% full	25% or less full	26 to 50% full	25% or less full	26 to 50% full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	26 to 50% full
74	Welcome Center	25% or less full	25% or less full	#VALUE!	#VALUE!	#N/A	25% or less full	25% or less full	25% or less full	#VALUE!	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#VALUE!	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	25% or less full
75	Welcome Center	26 to 50% full	26 to 50% full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	26 to 50% full	25% or less full	26 to 50% full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full

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		Midnight to 5AM	5AM to 9AM	9AM to Noon	Noon to 4PM	4PM to 7PM	7PM to Midnight	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
76	Welcome Center	51 to 75% full	51 to 75% full	26 to 50% full	26 to 50% full	26 to 50% full	51 to 75% full	51 to 75% full	51 to 75% full	51 to 75% full	51 to 75% full	51 to 75% full	26 to 50% full	26 to 50% full	51 to 75% full	51 to 75% full	51 to 75% full	26 to 50% full	51 to 75% full	51 to 75% full	26 to 50% full	26 to 50% full	26 to 50% full	51 to 75% full	26 to 50% full	26 to 50% full
77	Welcome Center	51 to 75% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	51 to 75% full	26 to 50% full	26 to 50% full	51 to 75% full	26 to 50% full	51 to 75% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full
78	West Palm Beach Service Plaza	more than 100% full	76 to 100% full	76 to 100% full	76 to 100% full	76 to 100% full	76 to 100% full	76 to 100% full	76 to 100% full	76 to 100% full	more than 100% full	more than 100% full	more than 100% full	76 to 100% full	76 to 100% full	more than 100% full	76 to 100% full	more than 100% full	more than 100% full	76 to 100% full	51 to 75% full	51 to 75% full	76 to 100% full	more than 100% full	more than 100% full	more than 100% full
79	Rest Area (Southside/Eastbound)-I-75S-Big Cypress	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	51 to 75% full	51 to 75% full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full	25% or less full
80	Canoe Creek Service Plaza	51 to 75% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	51 to 75% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	51 to 75% full	26 to 50% full	26 to 50% full	51 to 75% full	51 to 75% full	51 to 75% full	51 to 75% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	51 to 75% full	26 to 50% full	51 to 75% full	26 to 50% full
81	Fort Drum Service Plaza	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	25% or less full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	25% or less full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full
82	Okahumpka Service Plaza	51 to 75% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full
83	Plantation Key - Weight Station / Comfort Station	more than 100% full	more than 100% full	more than 100% full	more than 100% full	more than 100% full	more than 100% full	76 to 100% full	76 to 100% full	#N/A	more than 100% full	more than 100% full	more than 100% full	more than 100% full	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	more than 100% full	#VALUE!	more than 100% full	76 to 100% full	#N/A
84	Pompano Beach Service Plaza	more than 100% full	more than 100% full	more than 100% full	76 to 100% full	more than 100% full	more than 100% full	76 to 100% full	76 to 100% full	76 to 100% full	more than 100% full	more than 100% full	more than 100% full	76 to 100% full	more than 100% full	more than 100% full	76 to 100% full	76 to 100% full	more than 100% full	more than 100% full	76 to 100% full	76 to 100% full	76 to 100% full	more than 100% full	more than 100% full	more than 100% full
85	Port St. Lucie/Fort Pierce Service Plaza	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	51 to 75% full	26 to 50% full	51 to 75% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full	26 to 50% full
86	Snapper Creek Service Plaza	51 to 75% full	51 to 75% full	51 to 75% full	51 to 75% full	51 to 75% full	51 to 75% full	51 to 75% full	51 to 75% full	51 to 75% full	51 to 75% full	51 to 75% full	51 to 75% full	51 to 75% full	26 to 50% full	51 to 75% full	more than 100% full	51 to 75% full	51 to 75% full	51 to 75% full	26 to 50% full	51 to 75% full	51 to 75% full	51 to 75% full	76 to 100% full	51 to 75% full
87	Turkey Lake Service Plaza	more than 100% full	more than 100% full	more than 100% full	more than 100% full	more than 100% full	more than 100% full	more than 100% full	more than 100% full	more than 100% full	more than 100% full	more than 100% full	more than 100% full	more than 100% full	more than 100% full	more than 100% full	more than 100% full	more than 100% full	more than 100% full	more than 100% full	51 to 75% full	more than 100% full	more than 100% full	more than 100% full	more than 100% full	more than 100% full

Appendix D. Maps and Graphics

TPAS Validation

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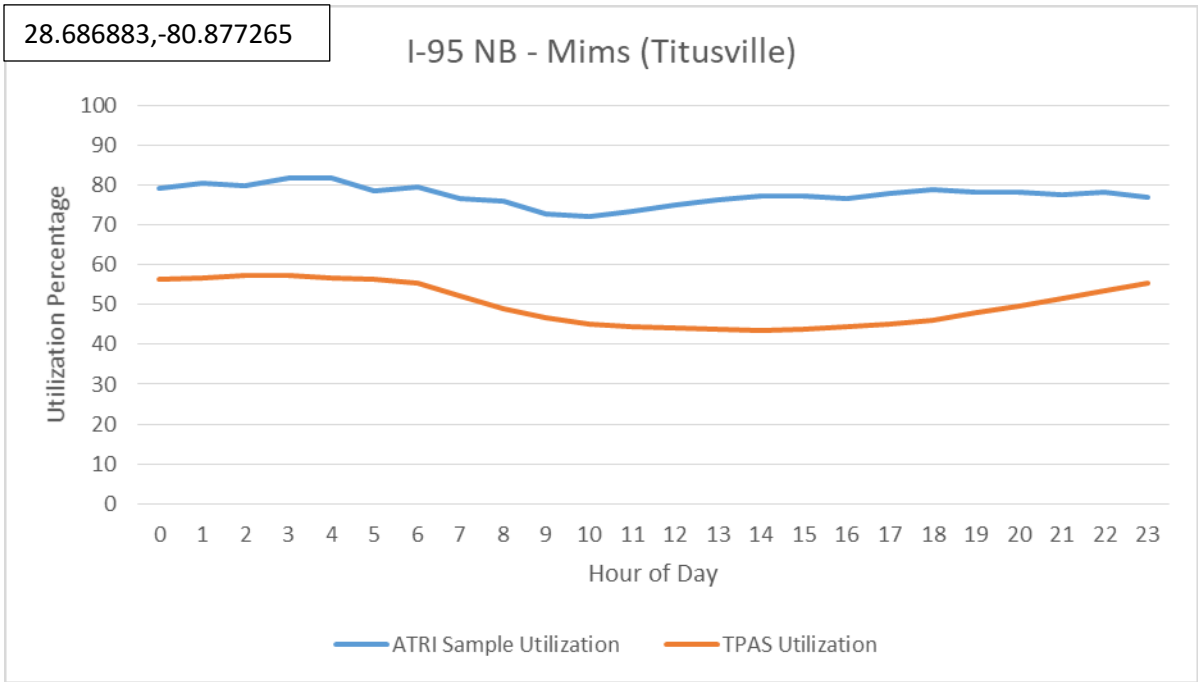

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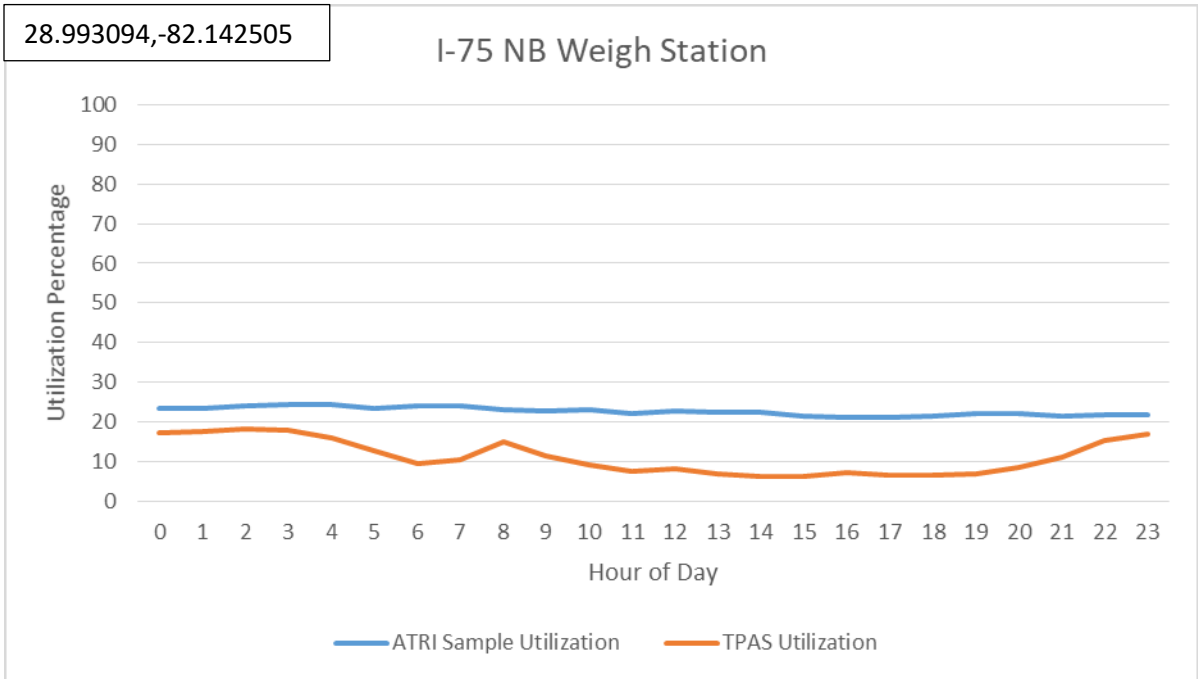

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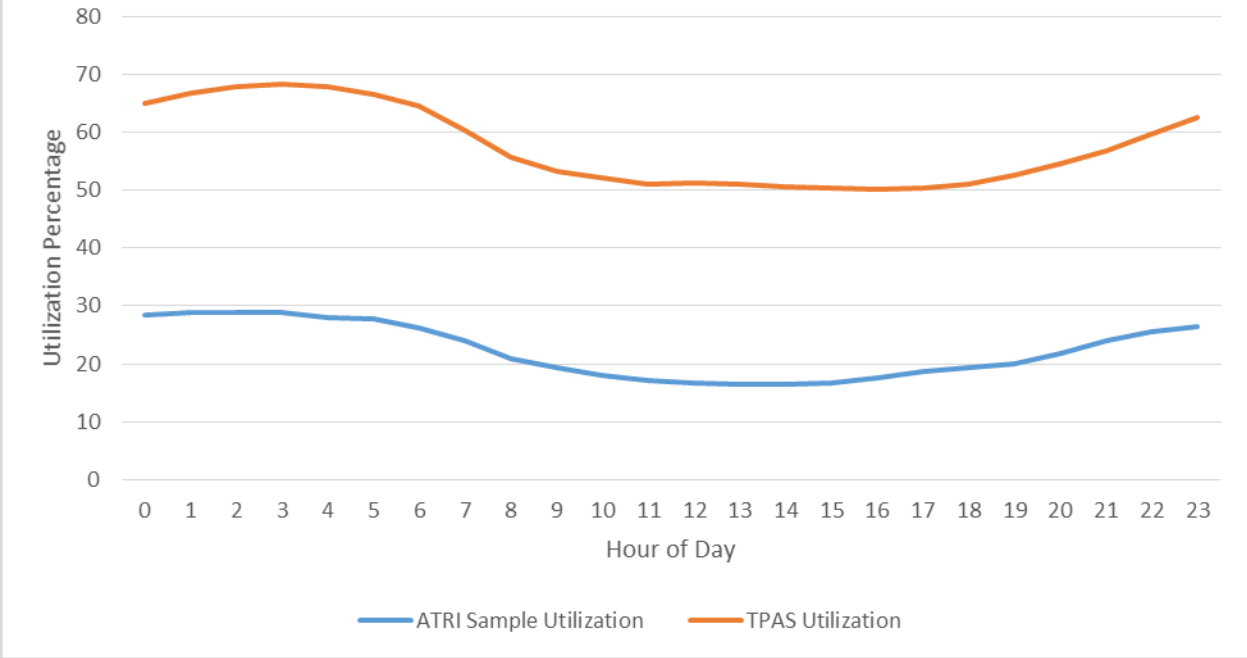

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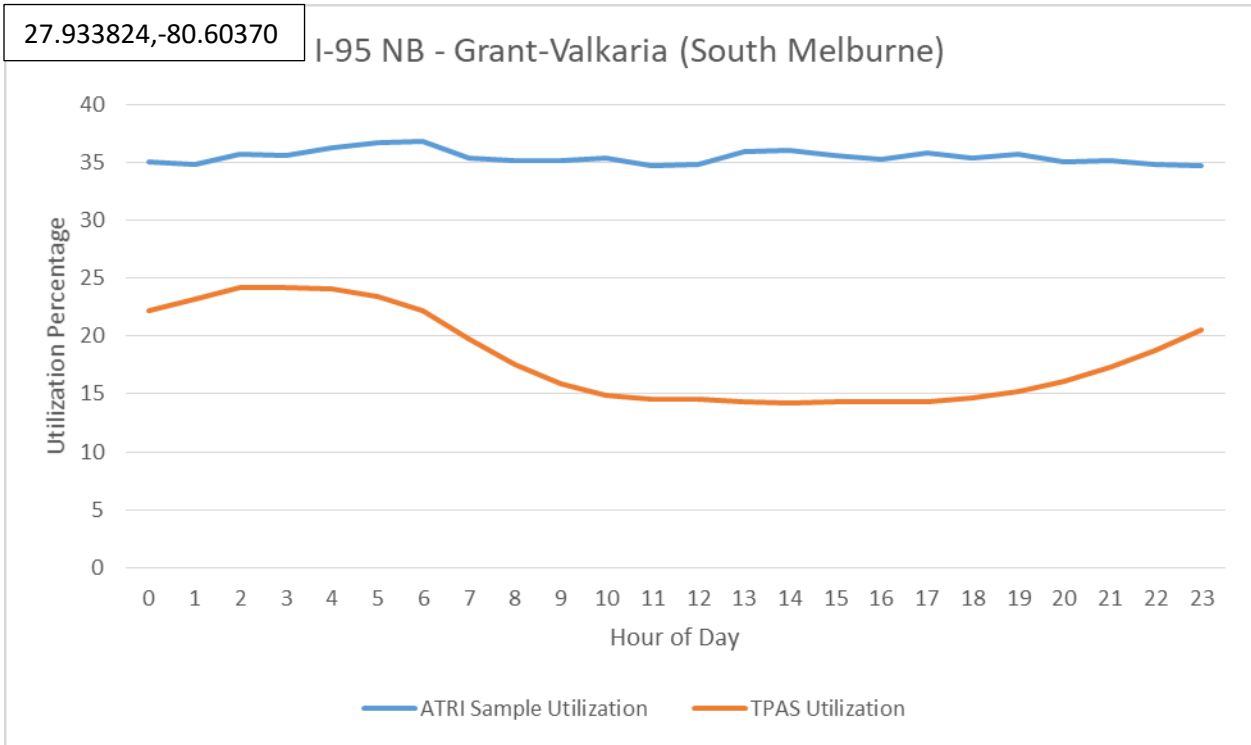

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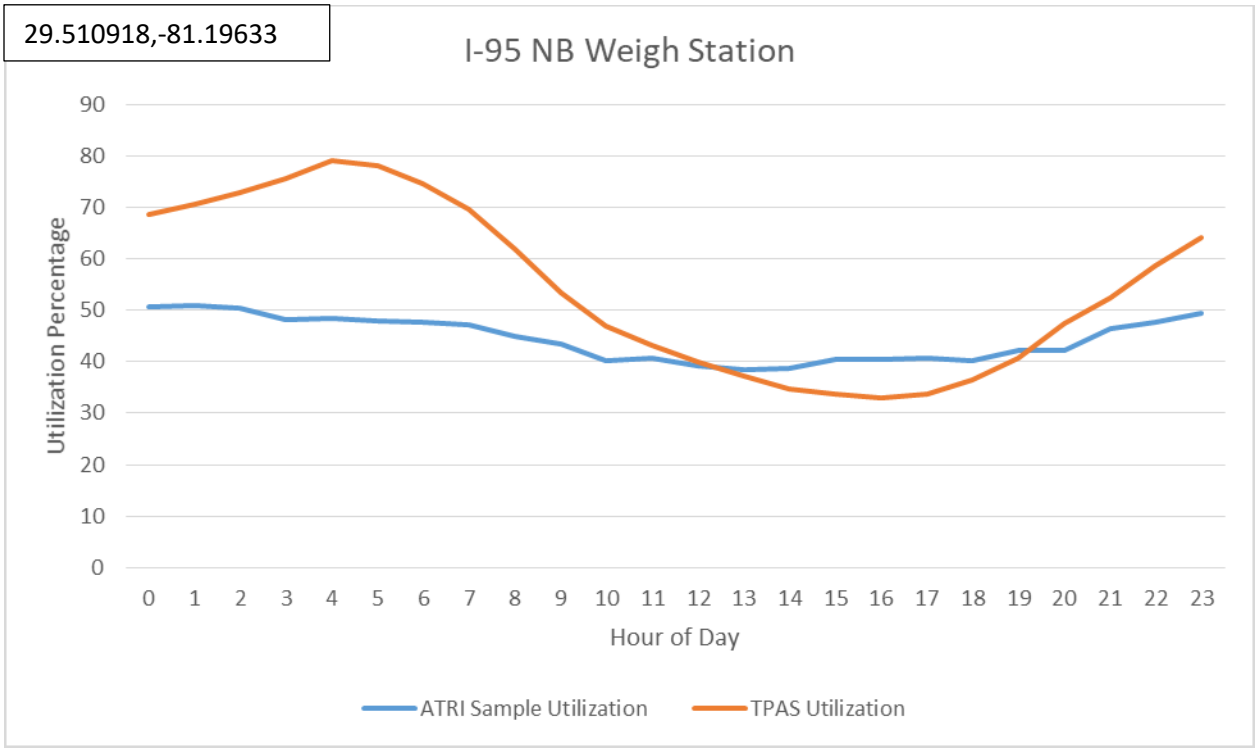

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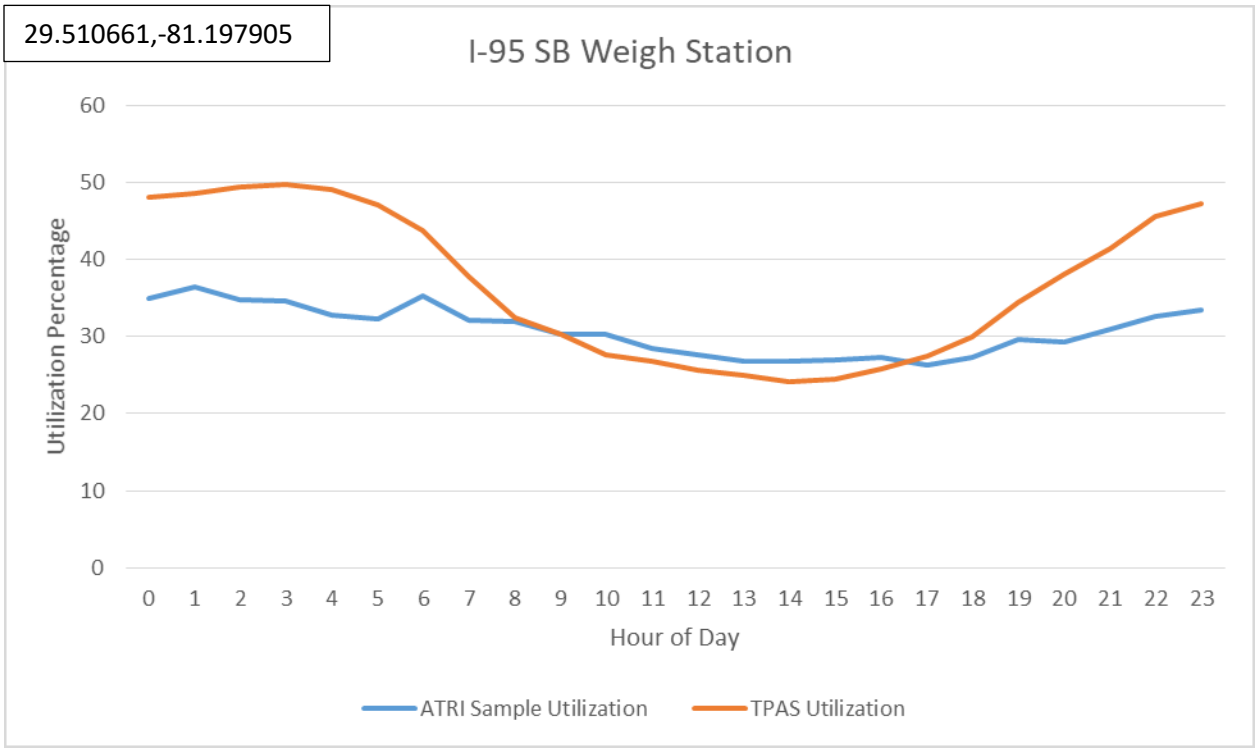

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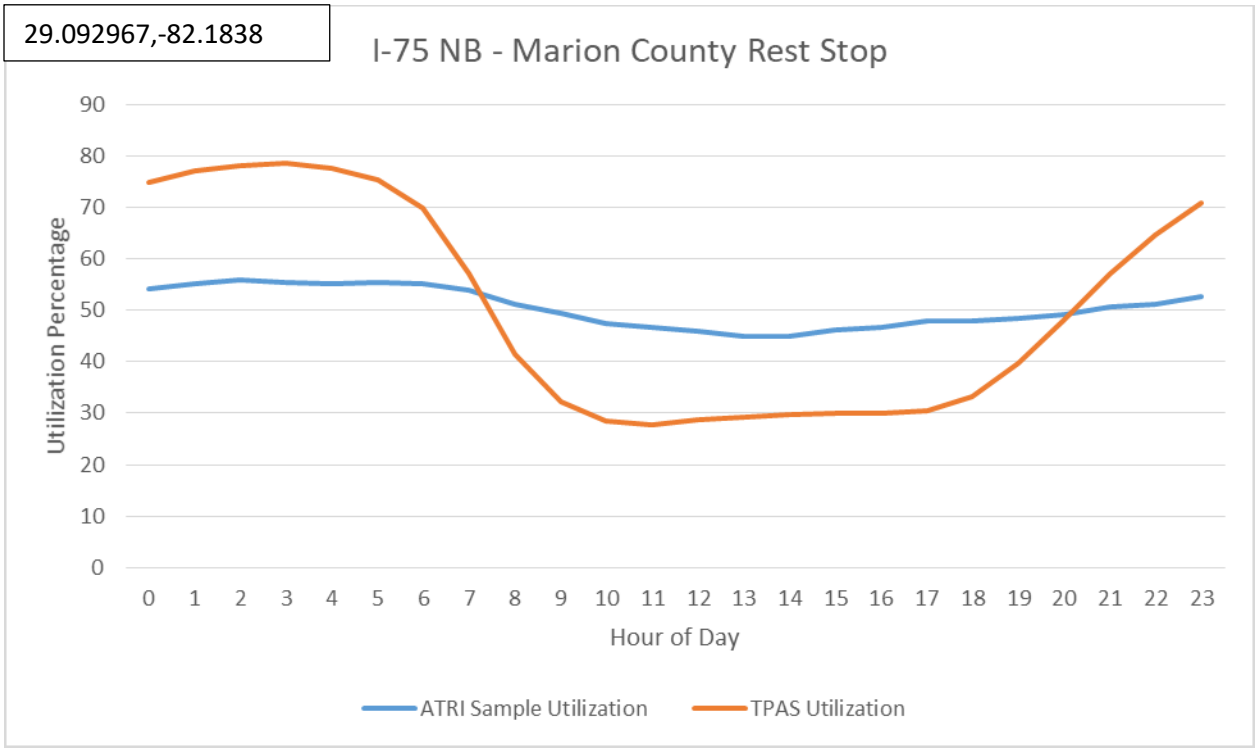

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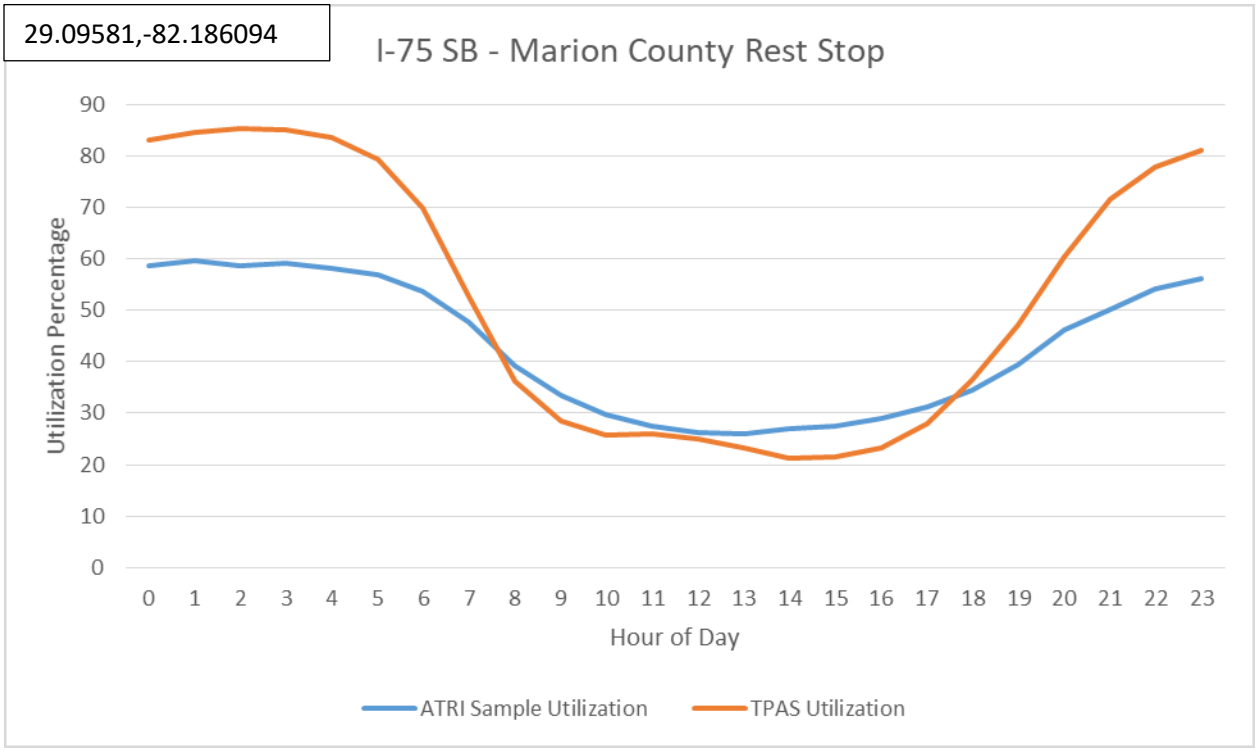

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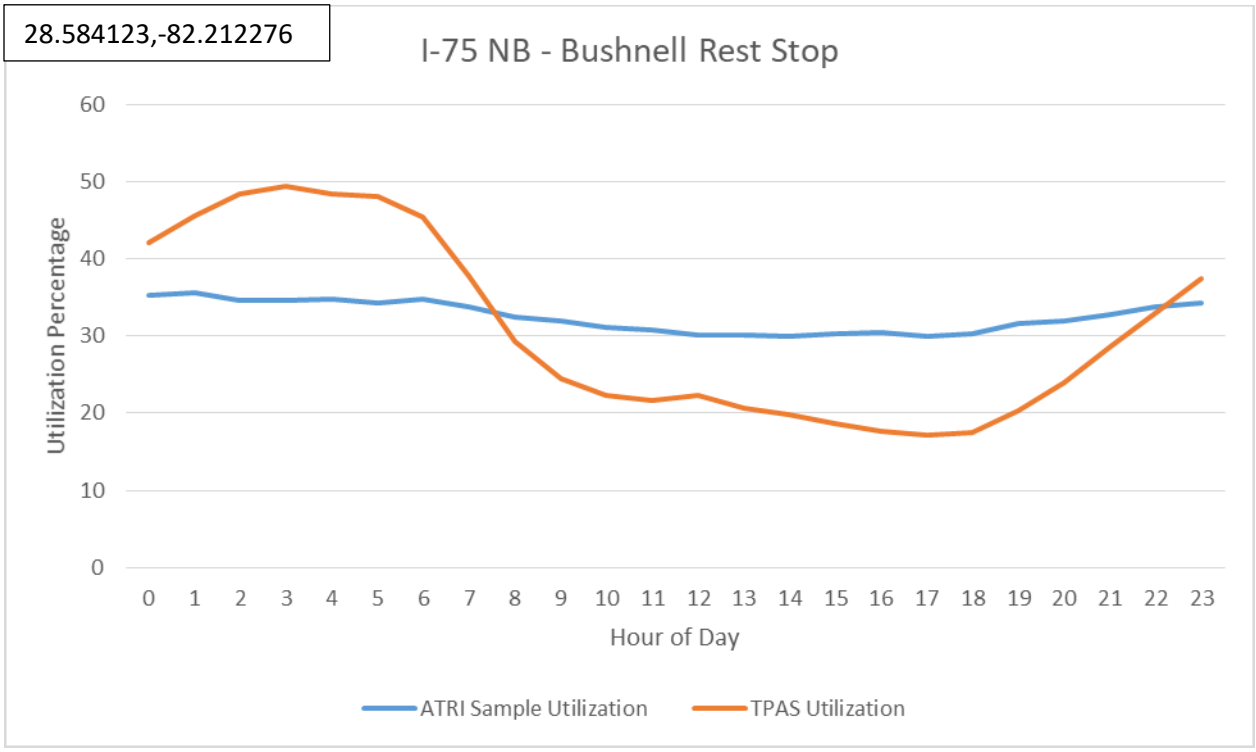

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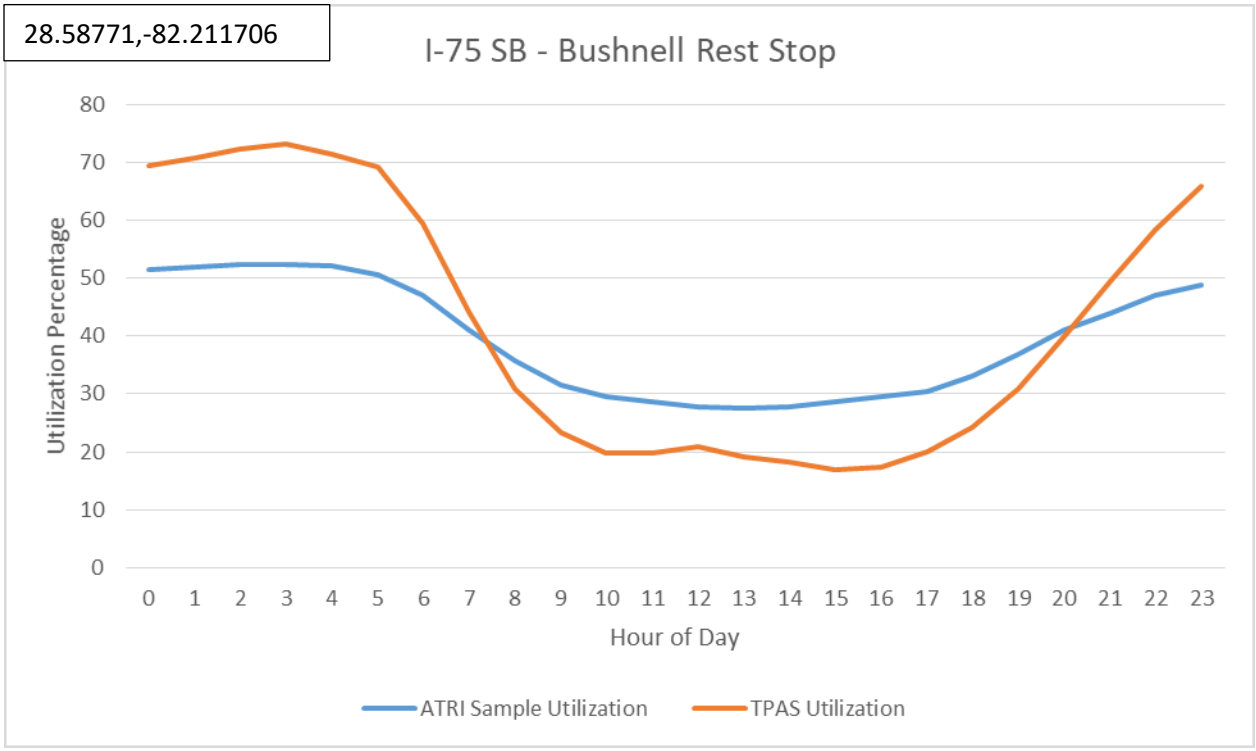

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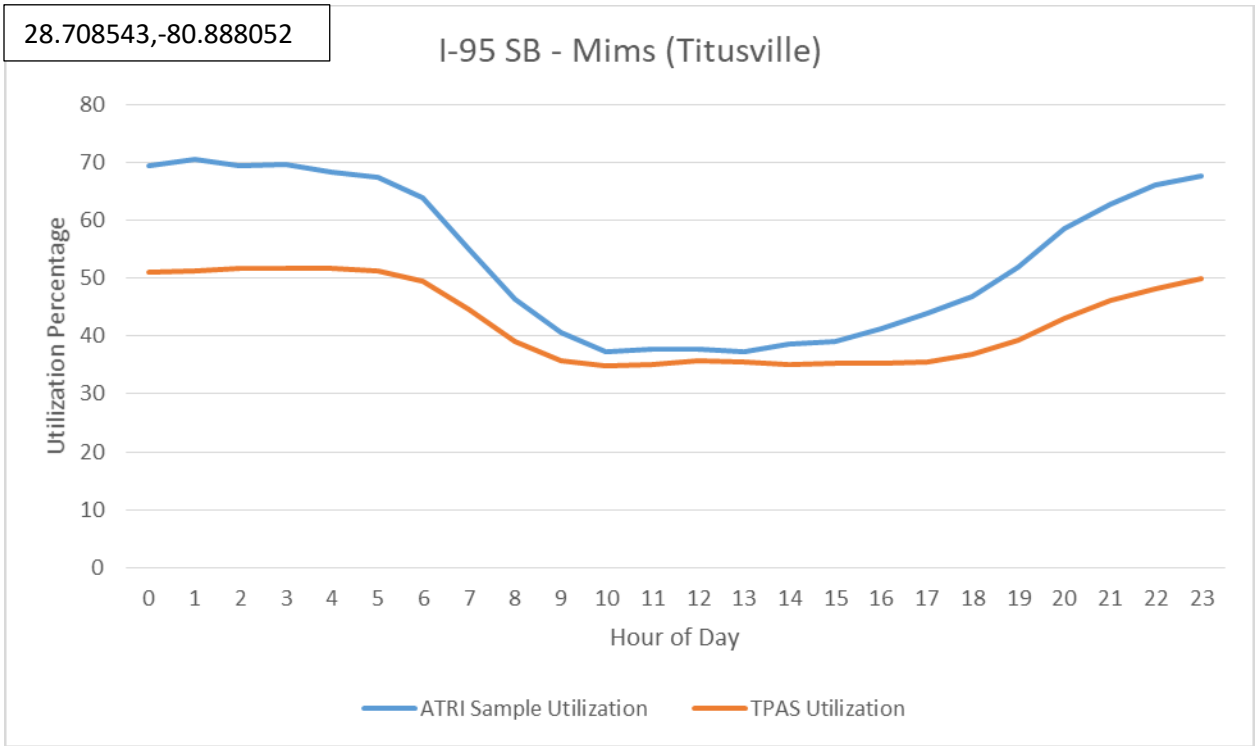


Map Series

The map series include following eight maps for every district:

Map 1. Parking Locations: Locations of all public and private locations

Map 2. Parking Spaces: Locations all parking locations categorized as per the number of parking spaces in following categories:

- 5-15 parking spaces
- 16-30 parking spaces
- 31-60 parking spaces
- Greater than 60 parking spaces

Maps 3-8. Parking Utilization: The next six maps are the locations of all parking locations categorized as per their percent utilization in following categories:

- Less than 25% utilized
- 26-50% utilized
- 51-75% utilized
- 76-100% utilized
- >100% utilized

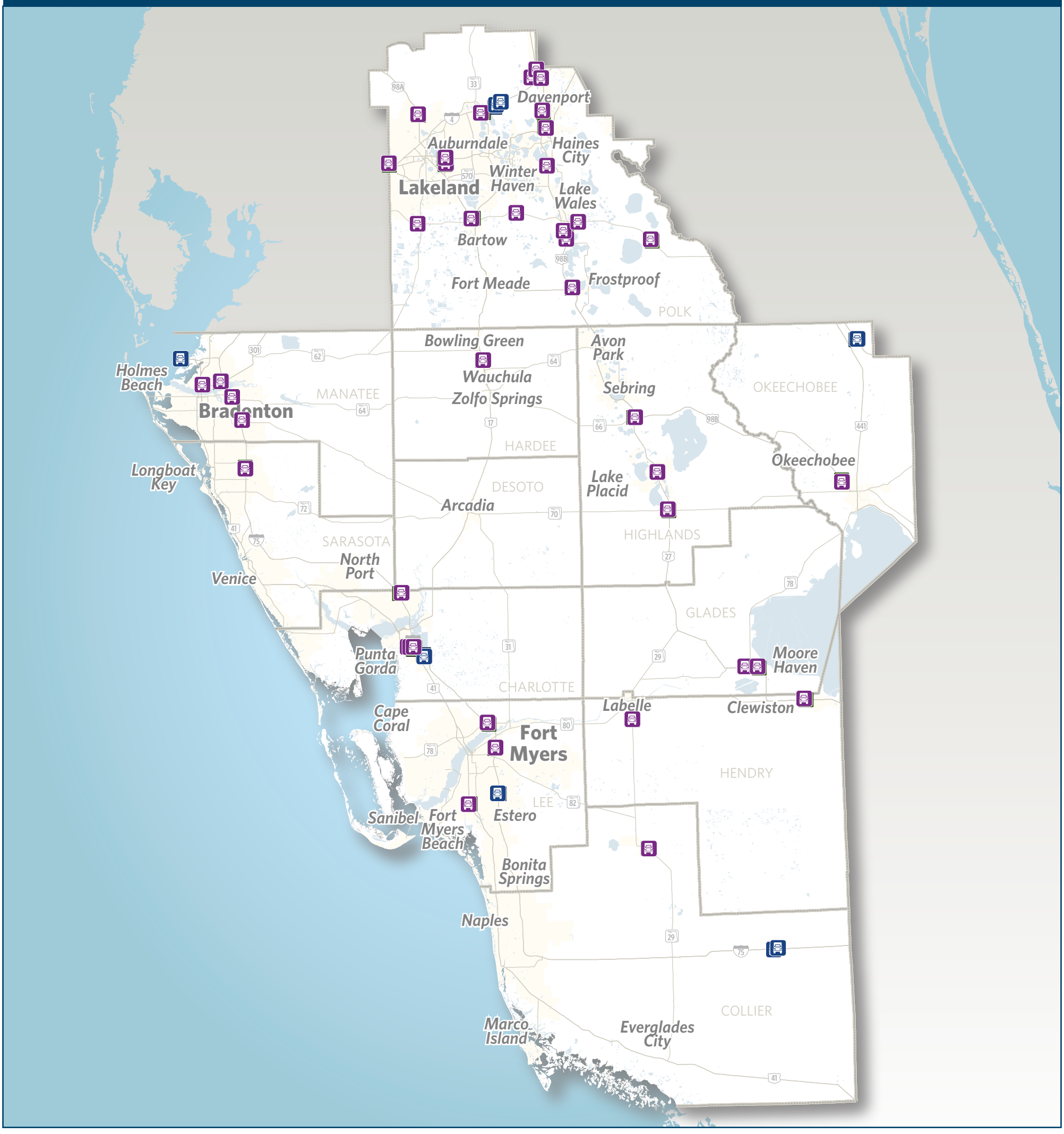
The six maps are for separate time period bins across the day which are as follows:

- 12:00 am to 5:00 am
- 5:00 am to 9:00 am
- 9:00 am to 12:00 pm
- 12:00 pm to 4:00 pm
- 4:00 pm to 7:00 pm
- 7:00 pm to 12:00 am

It is important to note that some locations are sometimes not seen on a map for a given time period as they may have missing data.

Commercial locations with a large number of spaces in District 6 are removed from all analyses. But, they are included in the map series below.

District 1 - Truck Parking Analysis



Parking Locations

DISTRICTWIDE

47 PRIVATE

9 PUBLIC

7 REST AREAS

2 WEIGH STATIONS

0 WELCOME CENTERS

STATEWIDE

207 PRIVATE

98 PUBLIC

64 REST AREAS

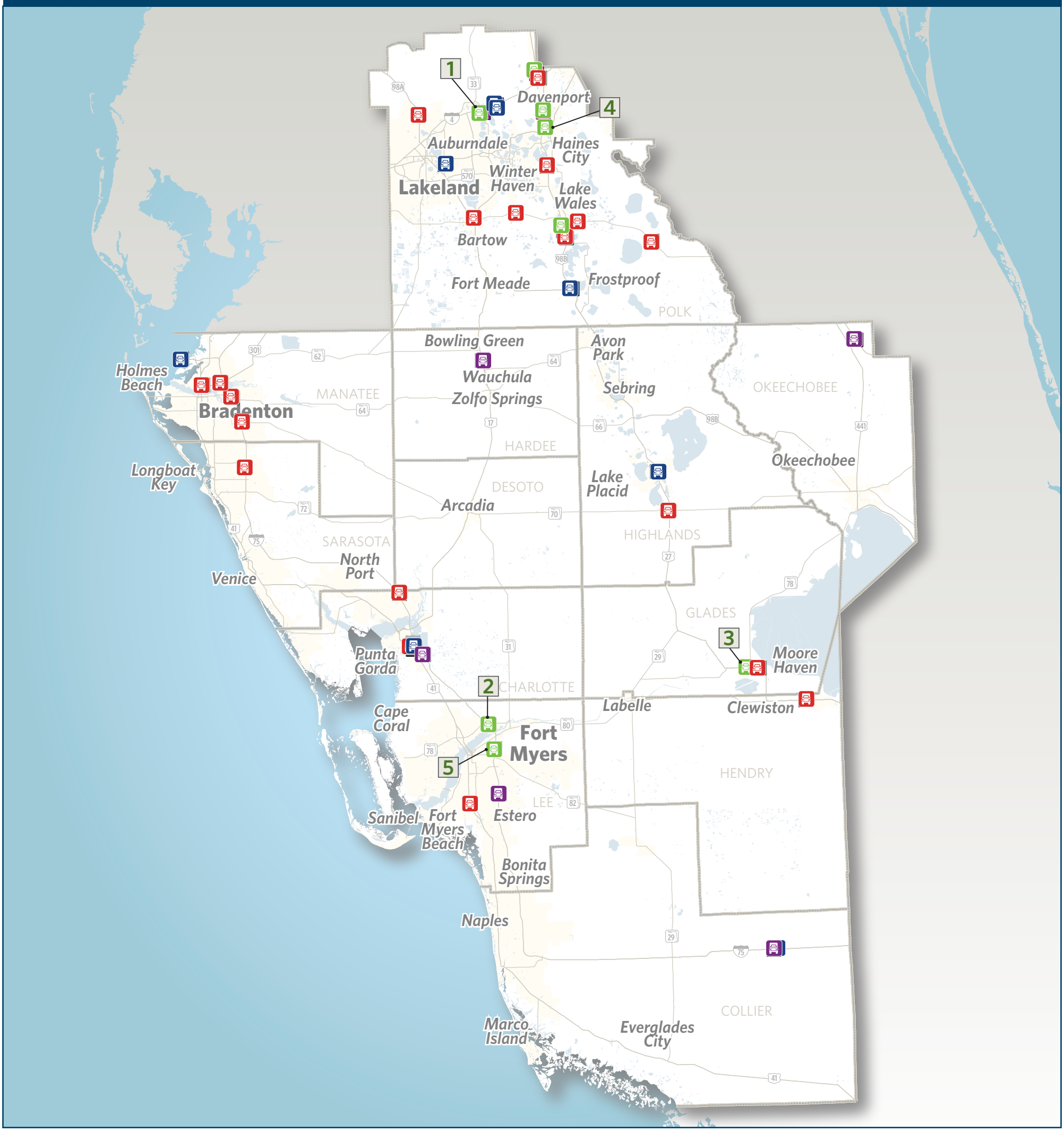
29 WEIGH STATIONS

5 WELCOME CENTERS

Legend

- County Boundary
- State Roadways
- District Boundary
- Private Truck Parking
- Public Truck Parking

District 1 - Truck Parking Analysis



Parking Spaces

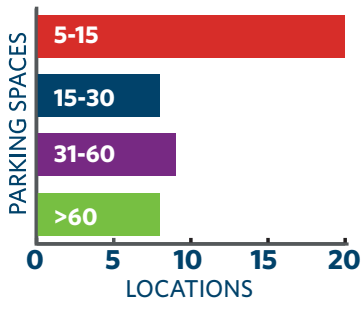
DISTRICTWIDE

NUMBER OF PARKING SPACES

1,104
PRIVATE

282
PUBLIC

NUMBER OF PARKING SPACES & LOCATIONS



SIGNIFICANT PRIVATE LOCATIONS

1	Love's Travel Stop #228
2	Love's Travel Stop #495
3	Love's Travel Stop #683
4	Pilot Travel Center #471
5	Pilot Travel Center #352

STATEWIDE

NUMBER OF PARKING SPACES

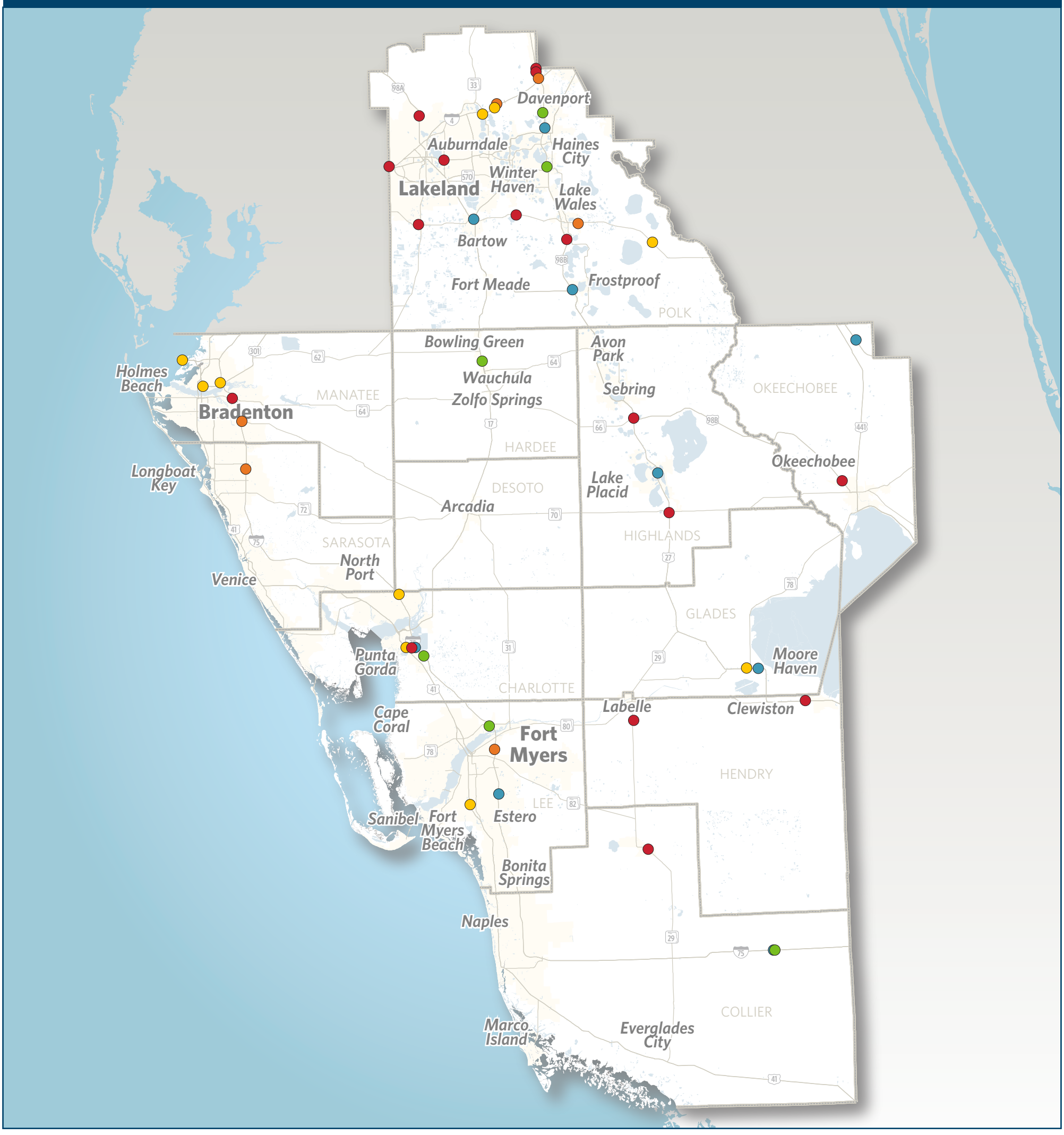
9,515
PRIVATE

3,028
PUBLIC

Legend

- County Boundary
- State Roadways
- District Boundary
- 5 - 15 Parking Spaces
- 15 - 30 Parking Spaces
- 31 - 60 Parking Spaces
- > 60 Parking Spaces

District 1 - Truck Parking Analysis



Parking Utilization: 12:00AM-5:00AM

<25% Utilized

PRIVATE	PUBLIC
5	3

26-50% Utilized

PRIVATE	PUBLIC
6	3

51-75% Utilized

PRIVATE	PUBLIC
8	2

76-100% Utilized

PRIVATE	PUBLIC
7	1

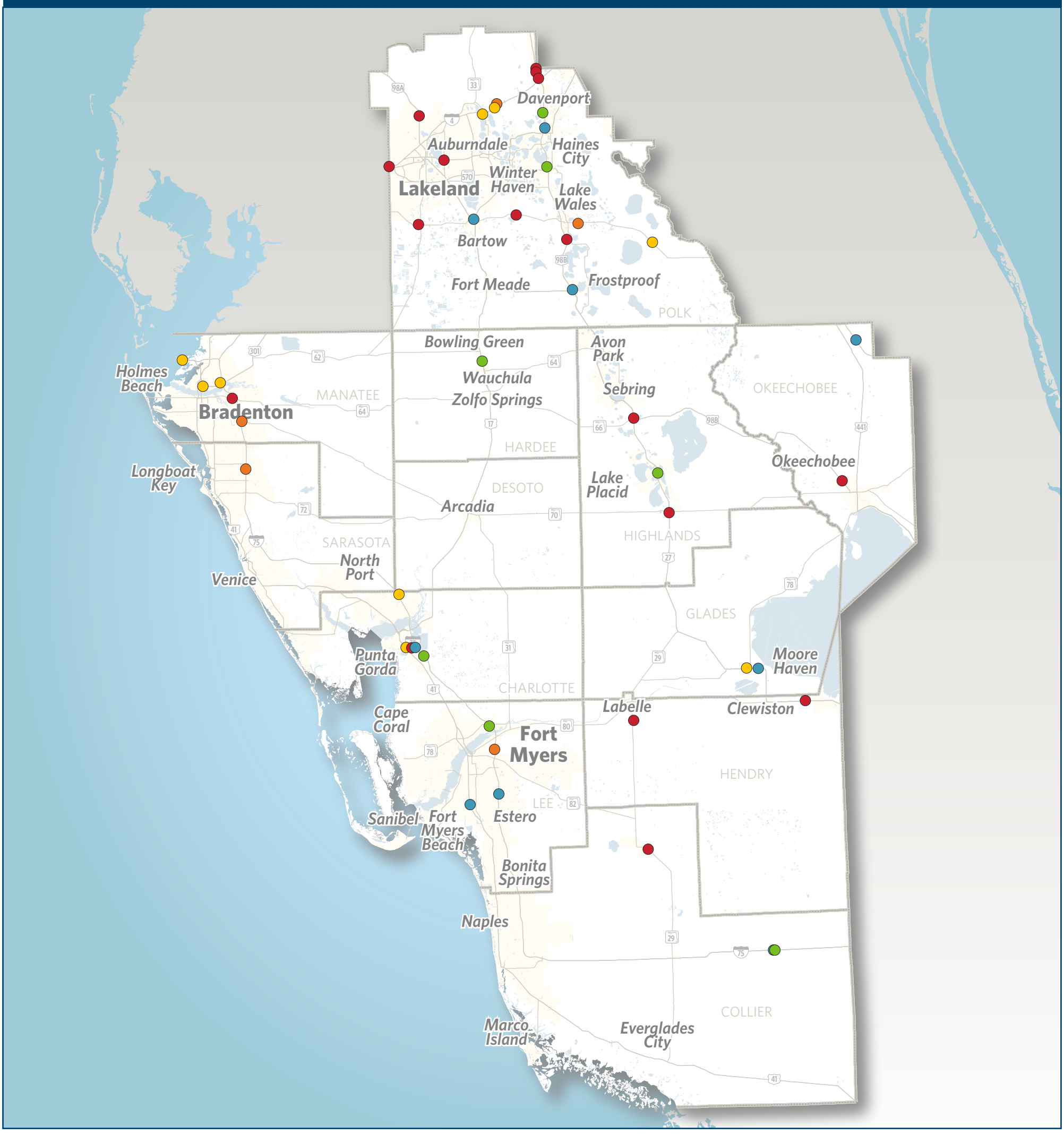
>100% Utilized

PRIVATE	PUBLIC
19	0

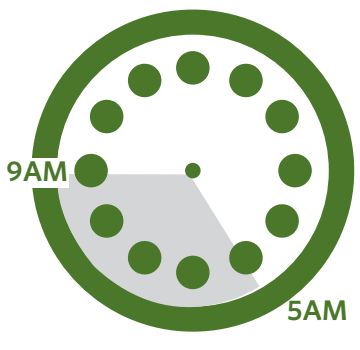
Legend

- County Boundary
- State Roadways
- District Boundary
- <25% Utilized
- 26-50% Utilized
- 51-75% Utilized
- 76-100% Utilized
- >100% Utilized

District 1 - Truck Parking Analysis



Parking Utilization: 5:00AM-9:00AM



<25% Utilized

PRIVATE	PUBLIC
6	3

26-50% Utilized

PRIVATE	PUBLIC
6	3

51-75% Utilized

PRIVATE	PUBLIC
8	2

76-100% Utilized

PRIVATE	PUBLIC
5	1

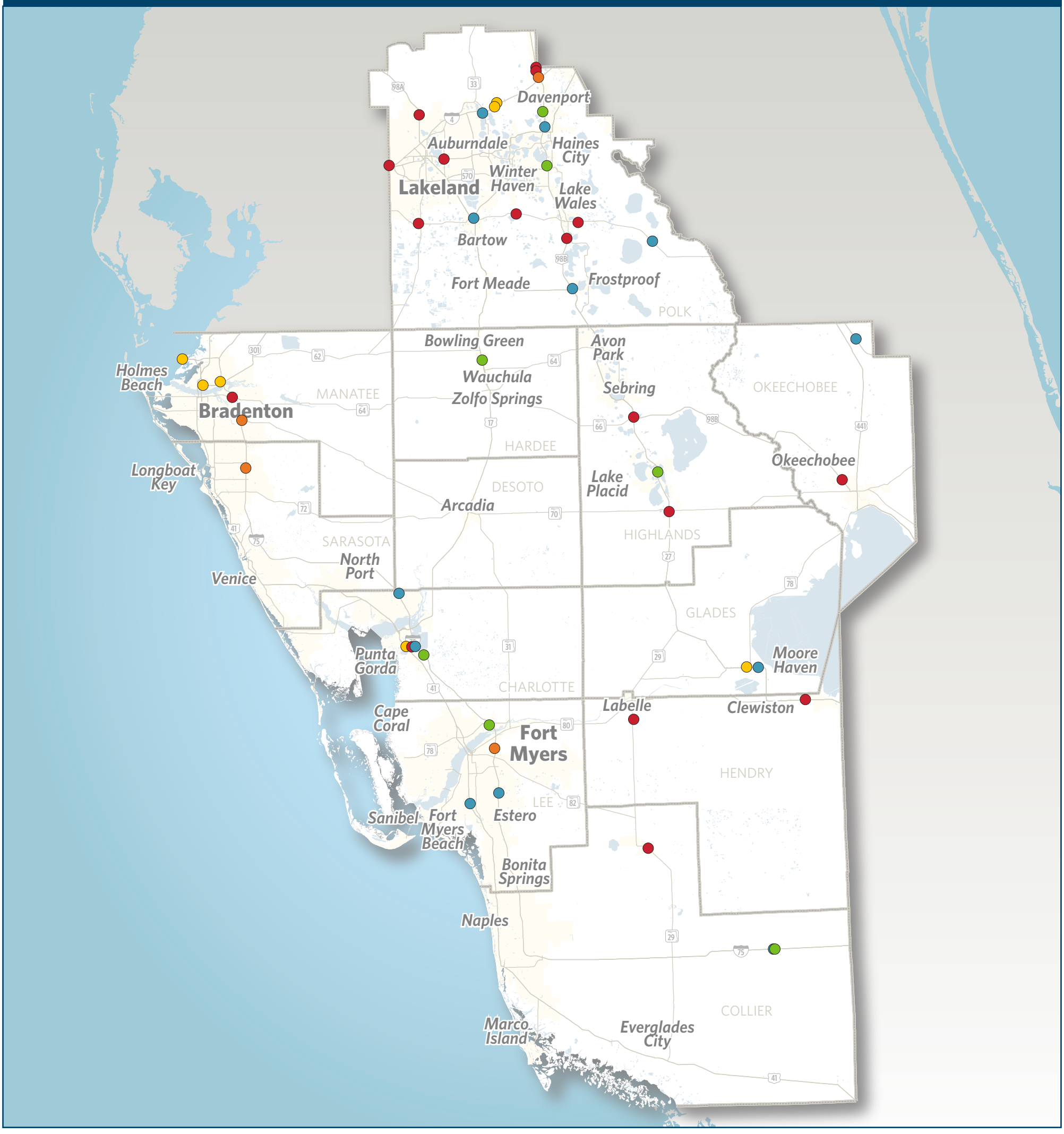
>100% Utilized

PRIVATE	PUBLIC
20	0

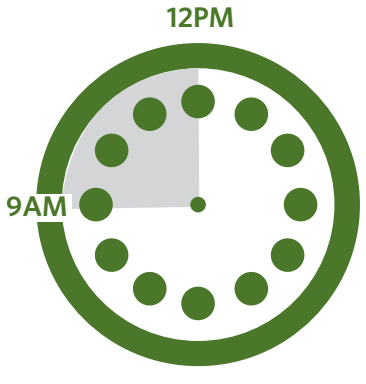
Legend

- County Boundary
- State Roadways
- District Boundary
- <25% Utilized
- 26-50% Utilized
- 51-75% Utilized
- 76-100% Utilized
- >100% Utilized

District 1 - Truck Parking Analysis



Parking Utilization: 9:00AM-12:00PM



<25% Utilized

PRIVATE	PUBLIC
6	3

26-50% Utilized

PRIVATE	PUBLIC
9	3

51-75% Utilized

PRIVATE	PUBLIC
5	3

76-100% Utilized

PRIVATE	PUBLIC
5	0

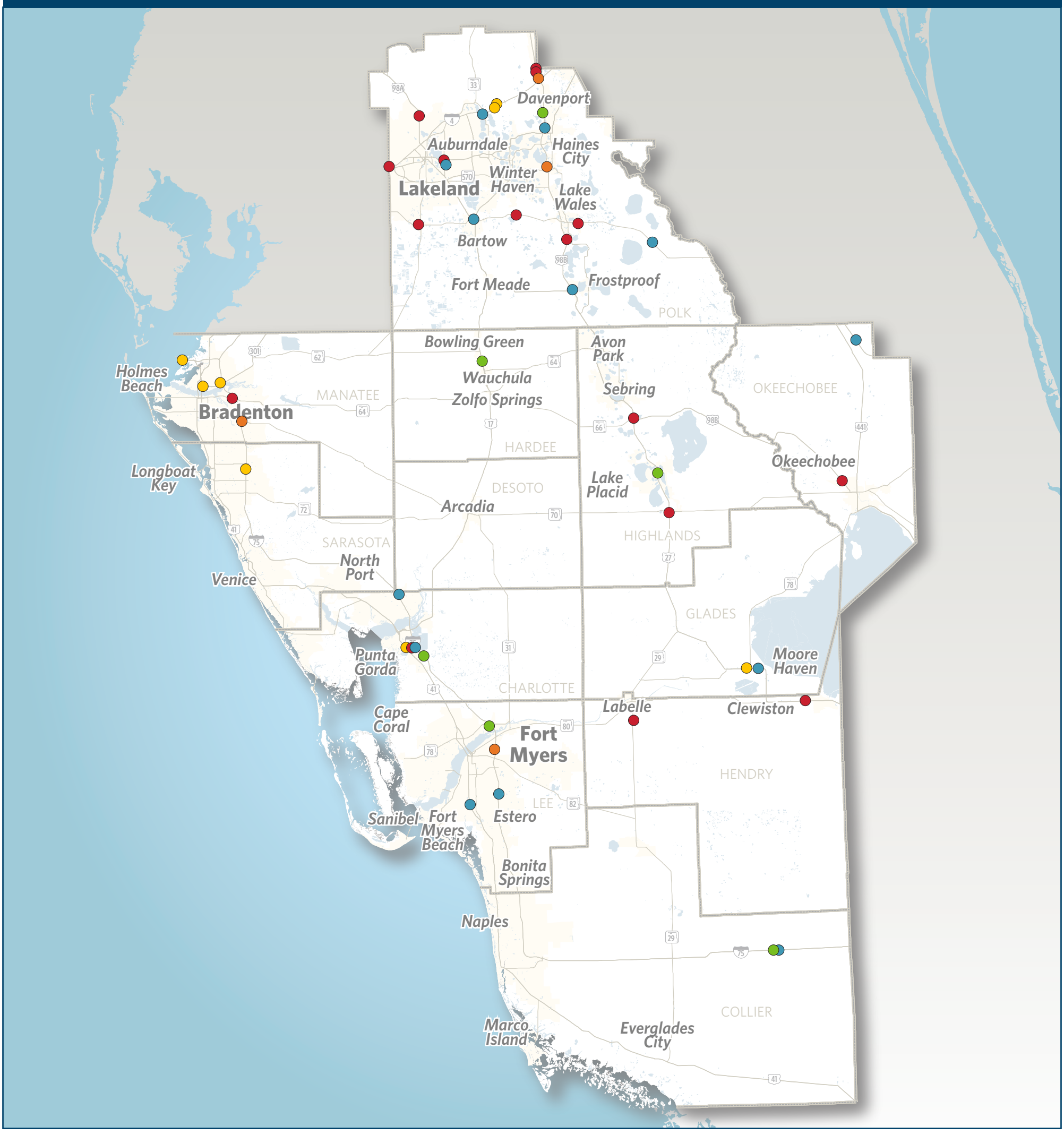
>100% Utilized

PRIVATE	PUBLIC
20	0

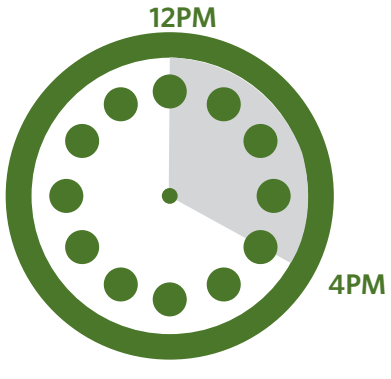
Legend

- County Boundary
- State Roadways
- District Boundary
- <25% Utilized
- 26-50% Utilized
- 51-75% Utilized
- 76-100% Utilized
- >100% Utilized

District 1 - Truck Parking Analysis



Parking Utilization: 12:00PM-4:00PM



<25% Utilized

PRIVATE	PUBLIC
5	3

26-50% Utilized

PRIVATE	PUBLIC
10	3

51-75% Utilized

PRIVATE	PUBLIC
6	3

76-100% Utilized

PRIVATE	PUBLIC
5	0

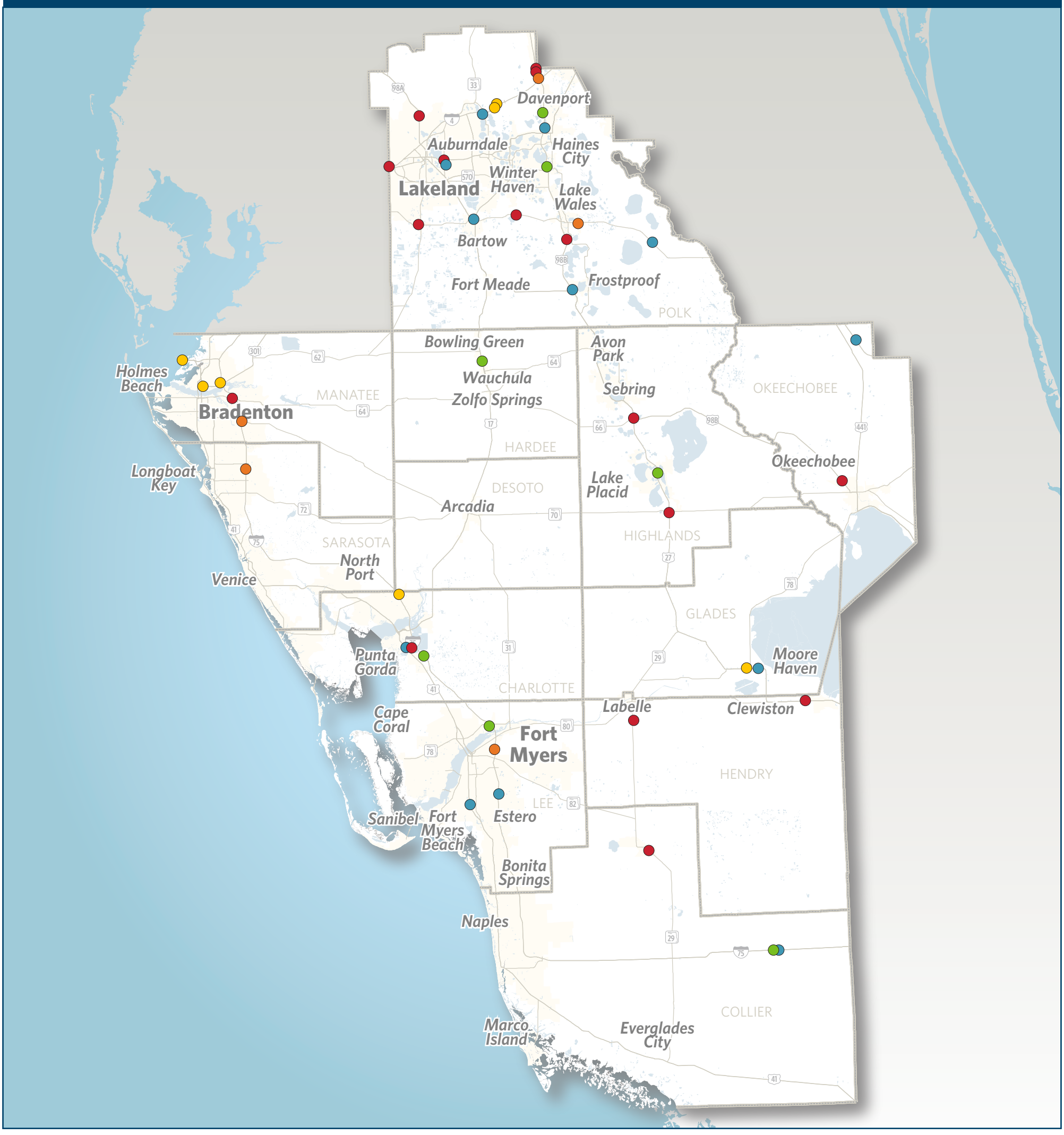
>100% Utilized

PRIVATE	PUBLIC
19	0

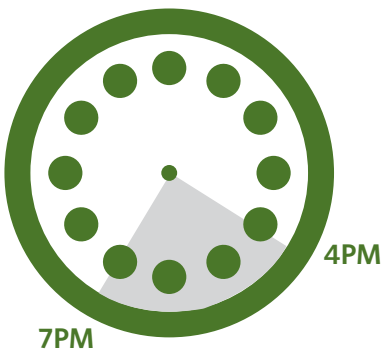
Legend

- County Boundary
- State Roadways
- District Boundary
- <25% Utilized
- 26-50% Utilized
- 51-75% Utilized
- 76-100% Utilized
- >100% Utilized

District 1 - Truck Parking Analysis



Parking Utilization: 4:00PM-7:00PM



<25% Utilized

PRIVATE	PUBLIC
6	3

26-50% Utilized

PRIVATE	PUBLIC
9	3

51-75% Utilized

PRIVATE	PUBLIC
6	3

76-100% Utilized

PRIVATE	PUBLIC
6	0

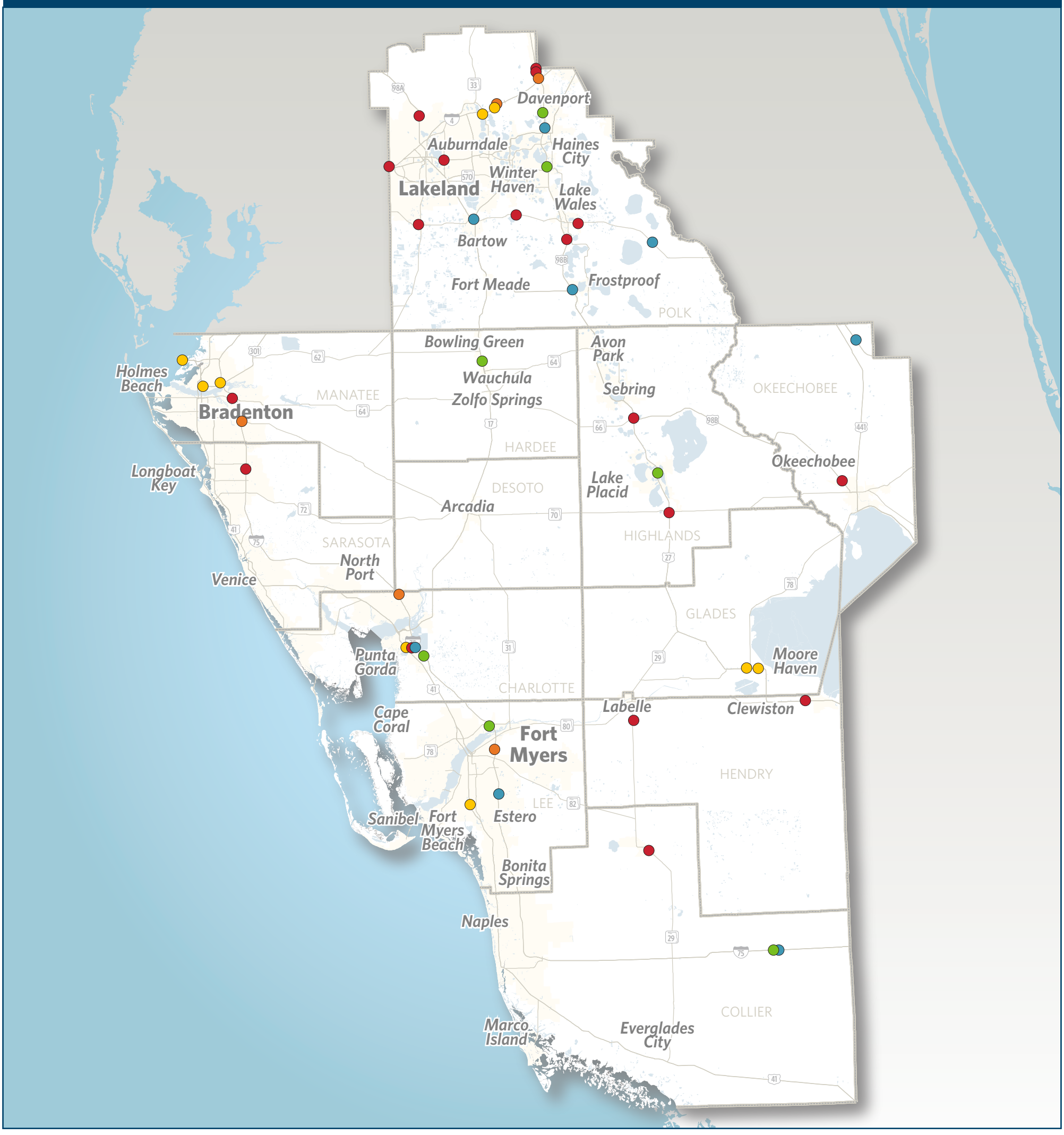
>100% Utilized

PRIVATE	PUBLIC
19	0

Legend

- County Boundary
- State Roadways
- District Boundary
- <25% Utilized
- 26-50% Utilized
- 51-75% Utilized
- 76-100% Utilized
- >100% Utilized

District 1 - Truck Parking Analysis



Parking Utilization: 7:00PM-12:00AM

<25% Utilized

PRIVATE	PUBLIC
6	3

26-50% Utilized

PRIVATE	PUBLIC
4	3

51-75% Utilized

PRIVATE	PUBLIC
9	2

76-100% Utilized

PRIVATE	PUBLIC
5	1

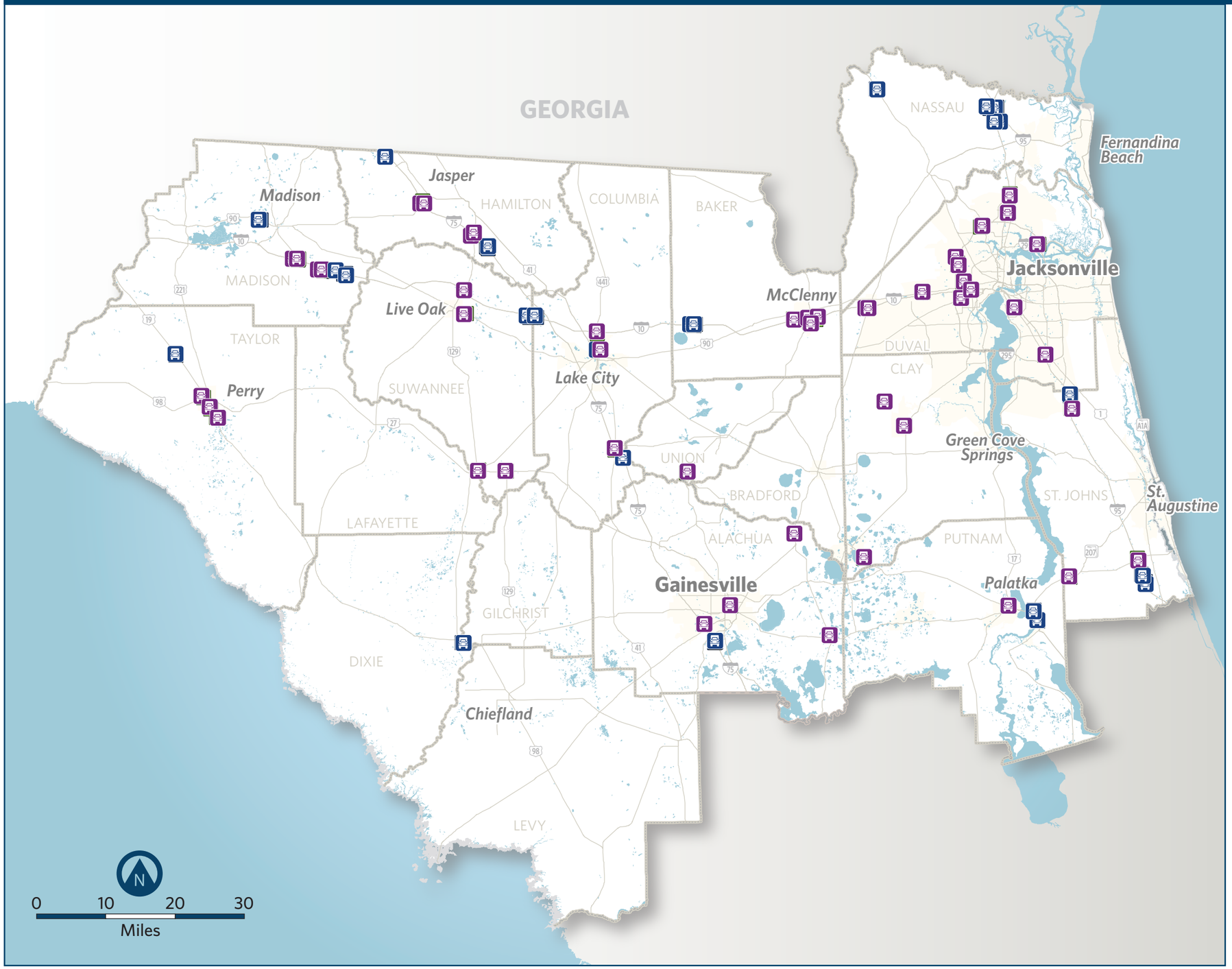
>100% Utilized

PRIVATE	PUBLIC
21	0

Legend

- County Boundary
- State Roadways
- District Boundary
- <25% Utilized
- 26-50% Utilized
- 51-75% Utilized
- 76-100% Utilized
- >100% Utilized

District 2 - Truck Parking Analysis



Parking Locations

DISTRICT WIDE

52 PRIVATE **31** PUBLIC

STATEWIDE

207 PRIVATE **98** PUBLIC

17 REST AREAS	**64** REST AREAS
12 WEIGH STATIONS	**29** WEIGH STATIONS
2 WELCOME CENTERS	**5** WELCOME CENTERS

Legend

- County Boundary
- State Roadways
- District Boundary
- Public Truck Parking
- Private Truck Parking

District 2 - Truck Parking Analysis

Parking Spaces

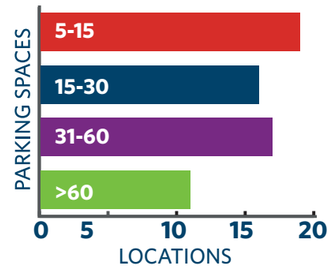
DISTRICTWIDE

1,665 PRIVATE **665** PUBLIC

STATEWIDE

9,515 PRIVATE **3,028** PUBLIC

NUMBER OF PARKING SPACES & LOCATIONS



SIGNIFICANT PRIVATE SPACES

1	TA Petro
2	TZ/Petro Stopping Center
3	Flying J Travel Center
4	Love's Travel Stop
5	Jimmy's Auto/ Truck Plaza

Legend

- County Boundary
- State Roadways
- District Boundary
- 5 - 15 Parking Spaces
- 15 - 30 Parking Spaces
- 31 - 60 Parking Spaces
- > 60 Parking Spaces

District 2 - Truck Parking Analysis

Parking Utilization:
12:00AM-5:00AM

<25% Utilized

PRIVATE	PUBLIC
5	4

26-50% Utilized

PRIVATE	PUBLIC
5	8

51-75% Utilized

PRIVATE	PUBLIC
14	7

76-100% Utilized

PRIVATE	PUBLIC
8	1

>100% Utilized

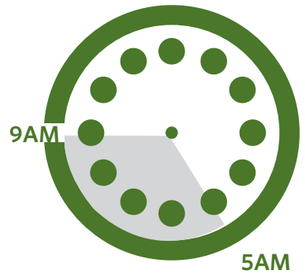
PRIVATE	PUBLIC
17	4

Legend

- County Boundary
- State Roadways
- District Boundary
- <25% Utilized
- 26-50% Utilized
- 51-75% Utilized
- 76-100% Utilized
- >100% Utilized

District 2 - Truck Parking Analysis

Parking Utilization:
5:00AM-9:00AM



<25% Utilized

5	4
PRIVATE	PUBLIC

26-50% Utilized

5	8
PRIVATE	PUBLIC

51-75% Utilized

14	7
PRIVATE	PUBLIC

76-100% Utilized

6	1
PRIVATE	PUBLIC

>100% Utilized

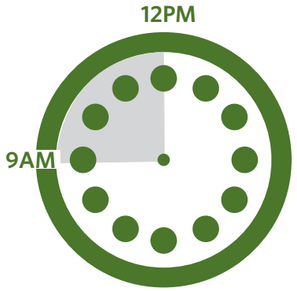
18	4
PRIVATE	PUBLIC

Legend

- County Boundary
- State Roadways
- District Boundary
- <25% Utilized
- 26-50% Utilized
- 51-75% Utilized
- 76-100% Utilized
- >100% Utilized

District 2 - Truck Parking Analysis

Parking Utilization:
9:00AM-12:00PM



<25% Utilized

5	8
PRIVATE	PUBLIC

26-50% Utilized

8	11
PRIVATE	PUBLIC

51-75% Utilized

18	1
PRIVATE	PUBLIC

76-100% Utilized

1	2
PRIVATE	PUBLIC

>100% Utilized

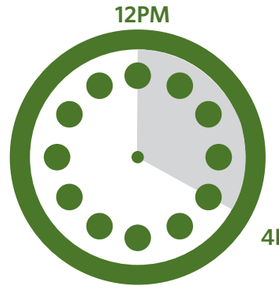
17	2
PRIVATE	PUBLIC

Legend

- County Boundary
- State Roadways
- District Boundary
- <25% Utilized
- 26-50% Utilized
- 51-75% Utilized
- 76-100% Utilized
- >100% Utilized

District 2 - Truck Parking Analysis

Parking Utilization:
12:00PM-4:00PM



<25% Utilized

PRIVATE	PUBLIC
5	9

26-50% Utilized

PRIVATE	PUBLIC
9	10

51-75% Utilized

PRIVATE	PUBLIC
16	2

76-100% Utilized

PRIVATE	PUBLIC
2	1

>100% Utilized

PRIVATE	PUBLIC
16	2

Legend

- County Boundary
- State Roadways
- District Boundary
- <25% Utilized
- 26-50% Utilized
- 51-75% Utilized
- 76-100% Utilized
- >100% Utilized

District 2 - Truck Parking Analysis

Parking Utilization:
4:00PM-7:00PM

<25% Utilized

5	7
PRIVATE	PUBLIC

26-50% Utilized

9	11
PRIVATE	PUBLIC

51-75% Utilized

14	1
PRIVATE	PUBLIC

76-100% Utilized

4	3
PRIVATE	PUBLIC

>100% Utilized

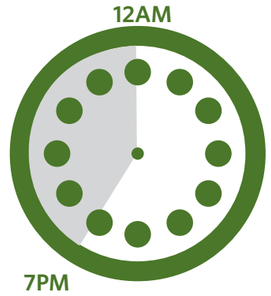
18	2
PRIVATE	PUBLIC

Legend

- County Boundary
- State Roadways
- District Boundary
- <25% Utilized
- 26-50% Utilized
- 51-75% Utilized
- 76-100% Utilized
- >100% Utilized

District 2 - Truck Parking Analysis

Parking Utilization:
7:00PM-12:00AM



<25% Utilized

PRIVATE	PUBLIC
5	4

26-50% Utilized

PRIVATE	PUBLIC
8	11

51-75% Utilized

PRIVATE	PUBLIC
13	3

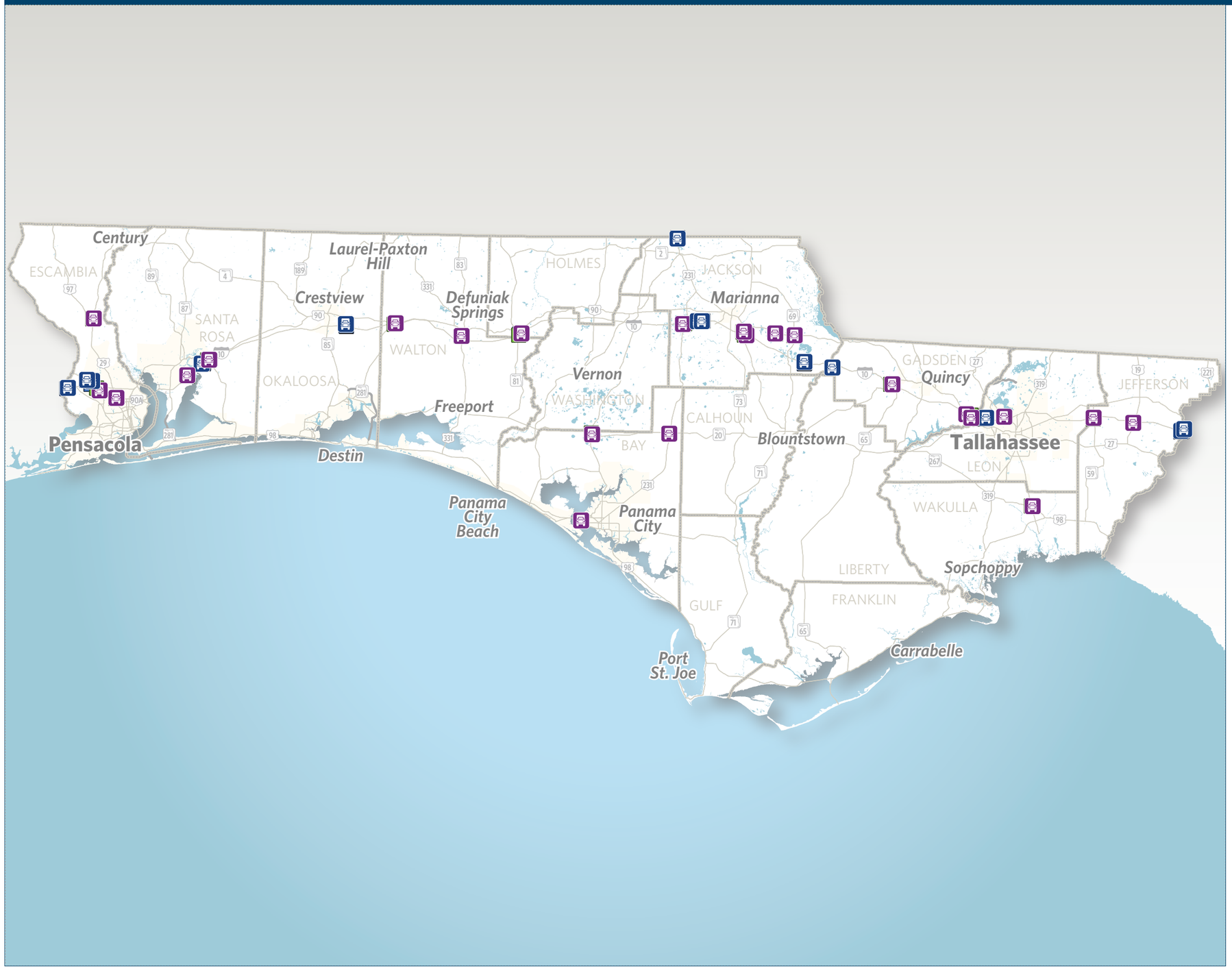
76-100% Utilized

PRIVATE	PUBLIC
6	2

>100% Utilized

PRIVATE	PUBLIC
18	4

FDOT **District 3** - Truck Parking Analysis



Parking Locations

DISTRICT WIDE

24	PRIVATE	**19**	PUBLIC

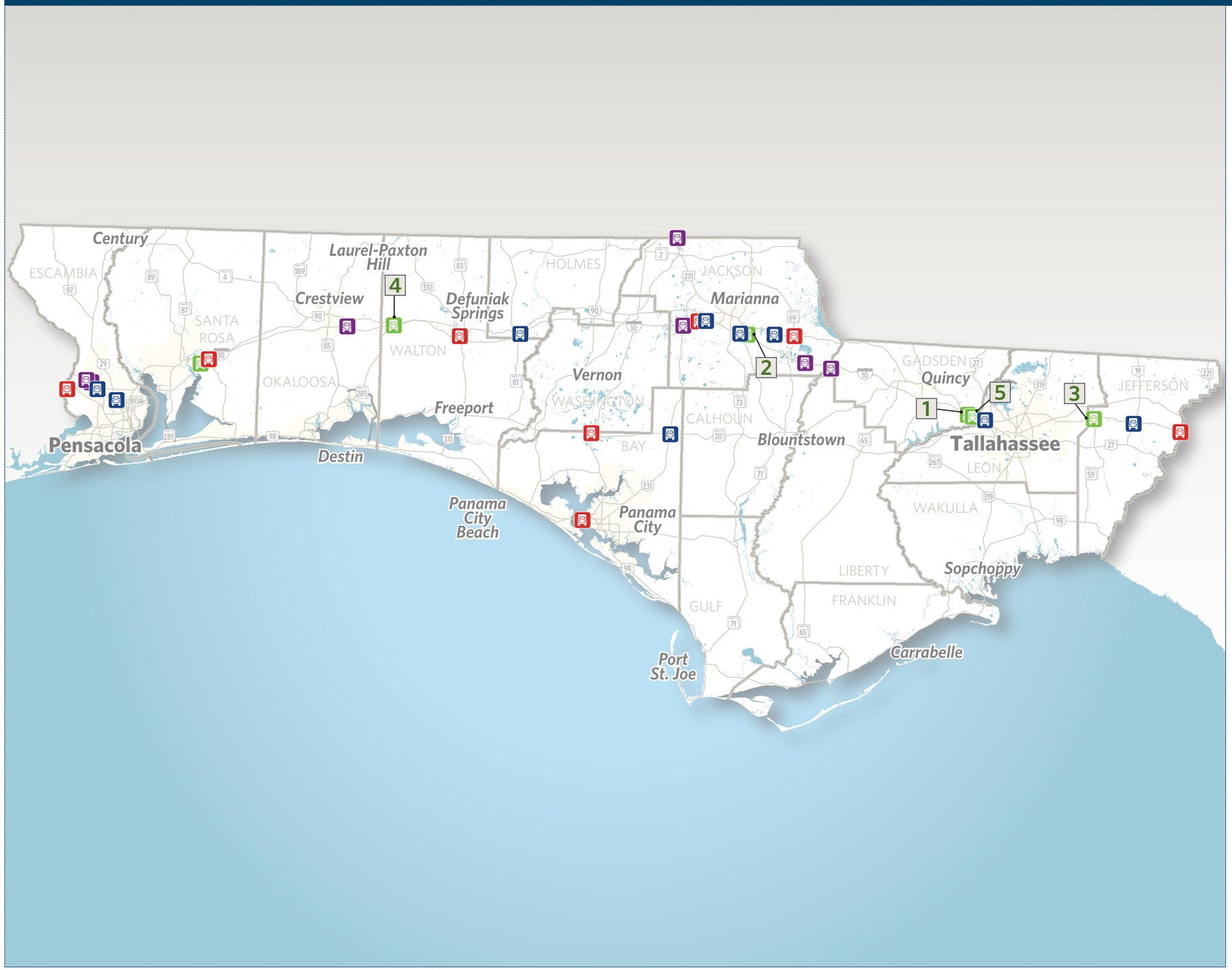
STATEWIDE

207	PRIVATE	**98**	PUBLIC
12	REST AREAS	**64**	REST AREAS
5	WEIGH STATIONS	**29**	WEIGH STATIONS
2	WELCOME CENTERS	**5**	WELCOME CENTERS

Legend

- County Boundary
- State Roadways
- District Boundary
- Public Truck Parking
- Private Truck Parking

District 3 - Truck Parking Analysis



Parking Spaces

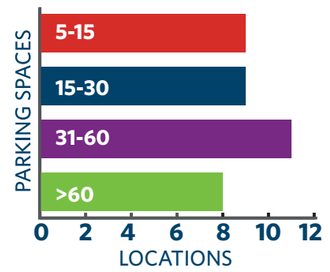
DISTRICTWIDE

864 PRIVATE **635** PUBLIC

STATEWIDE

9,515 PRIVATE **3,028** PUBLIC

NUMBER OF PARKING SPACES & LOCATIONS



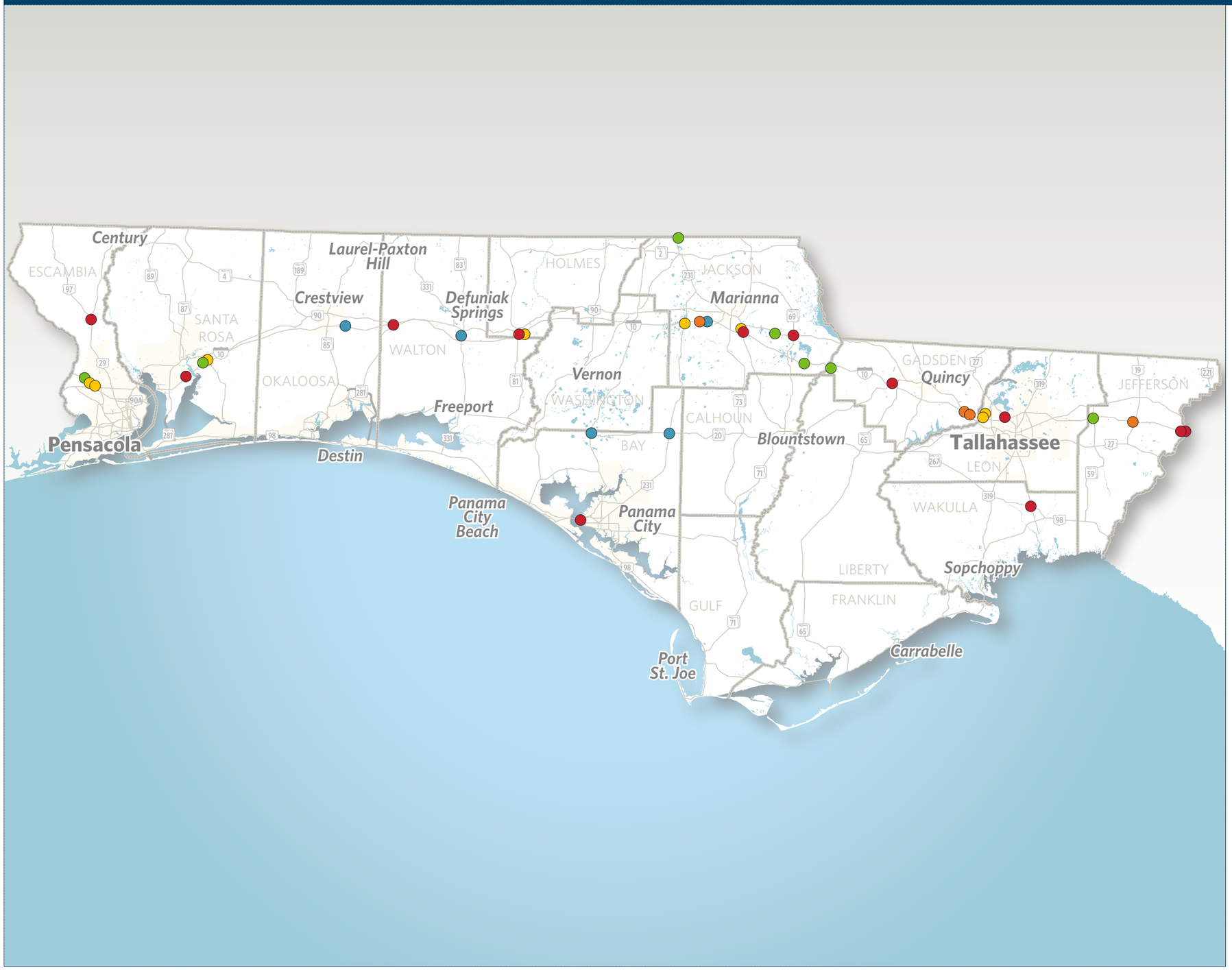
SIGNIFICANT PRIVATE LOCATIONS

1	Flying J Travel Plaza #623
2	TA Travel Center #178
3	Shell #6100489
4	Loves Travel Shop
5	Pilot Travel Center #374

Legend

- County Boundary
- State Roadways
- District Boundary
- 5 - 15 Parking Spaces
- 15 - 30 Parking Spaces
- 31 - 60 Parking Spaces
- > 60 Parking Spaces

FDOT **District 3** - Truck Parking Analysis



Parking Utilization:

12:00AM-5:00AM

<25% Utilized

2	7
PRIVATE	PUBLIC

26-50% Utilized

3	4
PRIVATE	PUBLIC

51-75% Utilized

3	3
PRIVATE	PUBLIC

76-100% Utilized

5	2
PRIVATE	PUBLIC

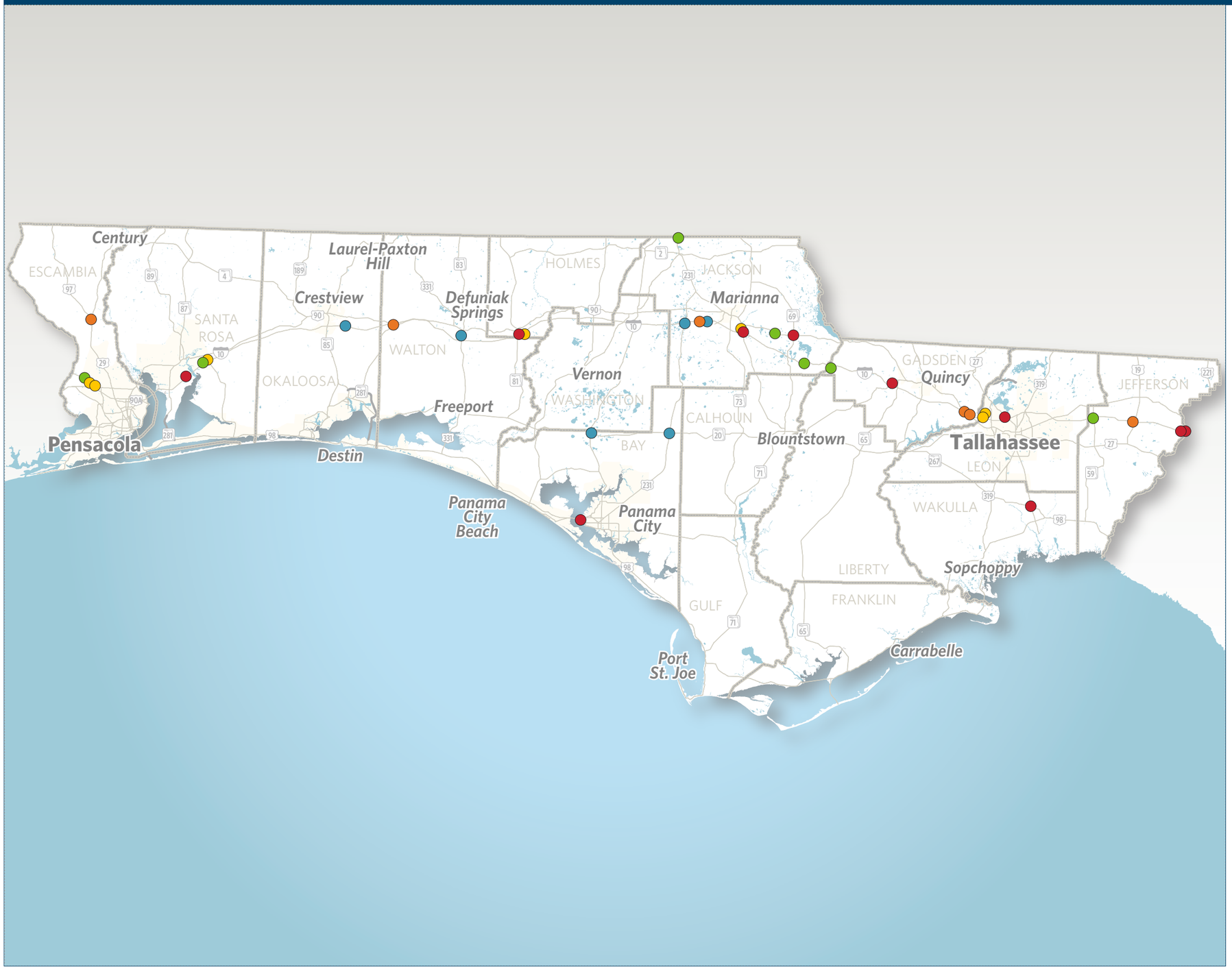
>100% Utilized

10	2
PRIVATE	PUBLIC

Legend

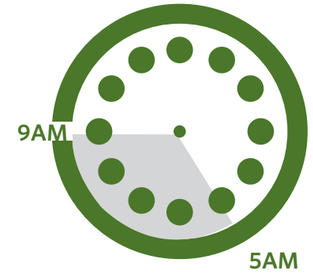
- County Boundary
- State Roadways
- District Boundary
- <25% Utilized
- 26-50% Utilized
- 51-75% Utilized
- 76-100% Utilized
- >100% Utilized

District 3 - Truck Parking Analysis



Parking Utilization:

5:00AM-9:00AM



<25% Utilized

2	7
PRIVATE	PUBLIC

26-50% Utilized

4	4
PRIVATE	PUBLIC

51-75% Utilized

2	4
PRIVATE	PUBLIC

76-100% Utilized

7	1
PRIVATE	PUBLIC

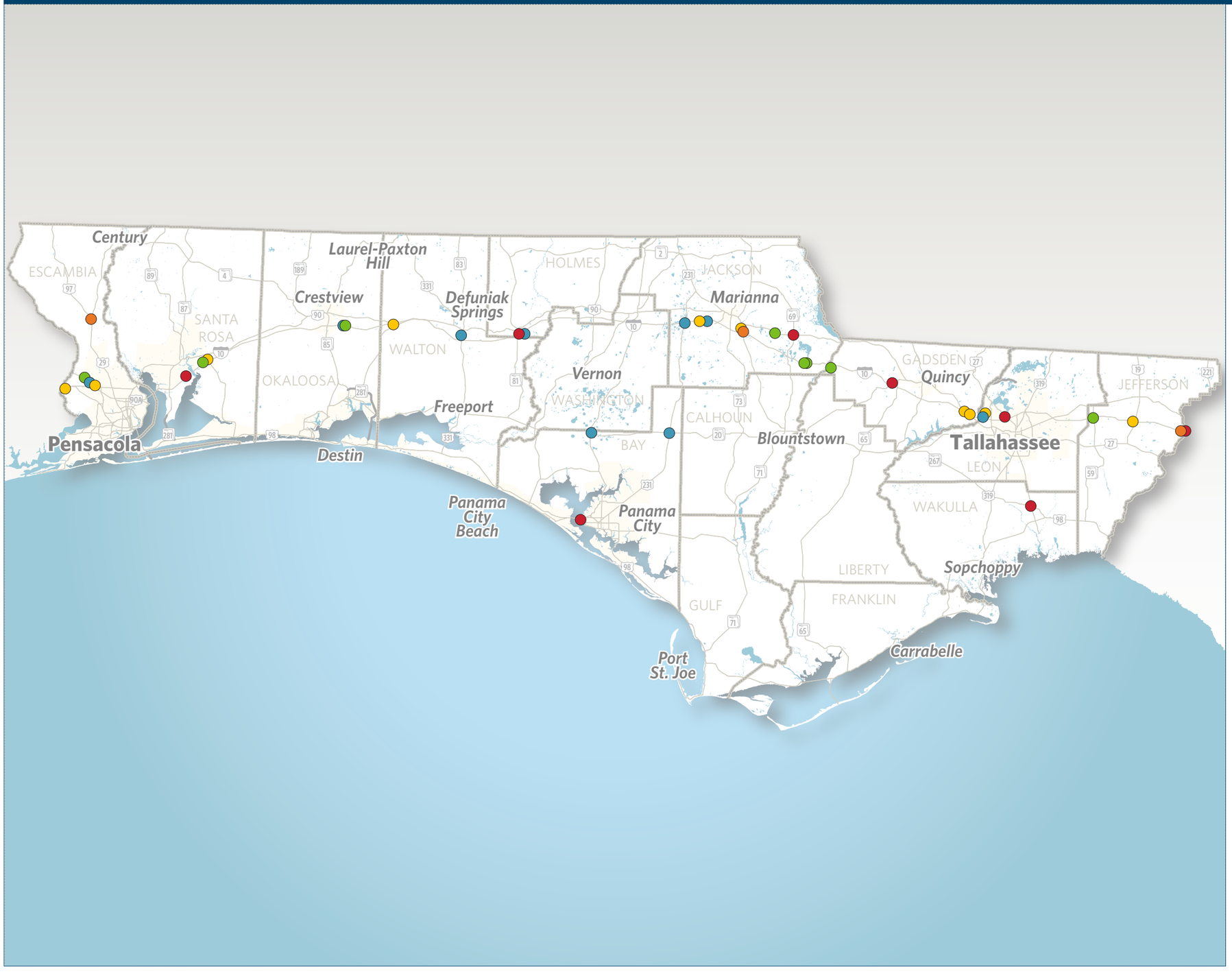
>100% Utilized

8	2
PRIVATE	PUBLIC

Legend

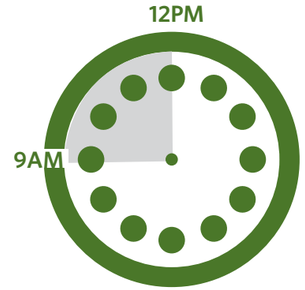
- County Boundary
- State Roadways
- District Boundary
- <25% Utilized
- 26-50% Utilized
- 51-75% Utilized
- 76-100% Utilized
- >100% Utilized

FDOT **District 3** - Truck Parking Analysis



Parking Utilization:

9:00AM-12:00PM



<25% Utilized

2	8
PRIVATE	PUBLIC

26-50% Utilized

4	5
PRIVATE	PUBLIC

51-75% Utilized

7	3
PRIVATE	PUBLIC

76-100% Utilized

3	1
PRIVATE	PUBLIC

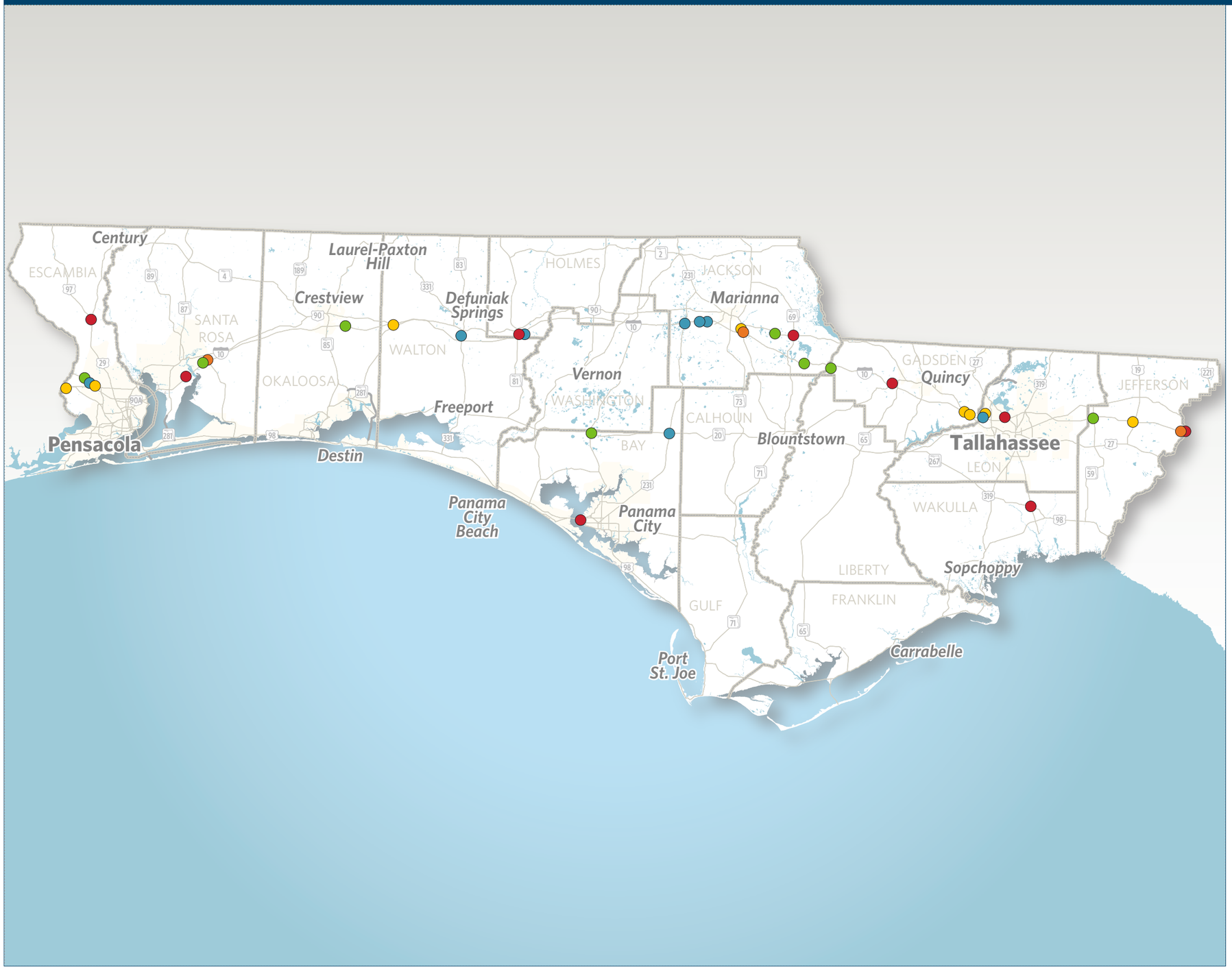
>100% Utilized

7	1
PRIVATE	PUBLIC

Legend

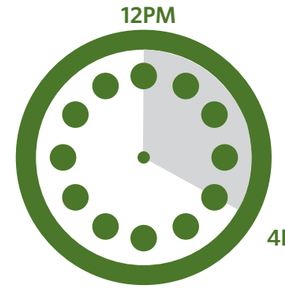
- County Boundary
- State Roadways
- District Boundary
- <25% Utilized
- 26-50% Utilized
- 51-75% Utilized
- 76-100% Utilized
- >100% Utilized

District 3 - Truck Parking Analysis



Parking Utilization:

12:00PM-4:00PM



<25% Utilized

2 PRIVATE

9 PUBLIC

26-50% Utilized

4 PRIVATE

5 PUBLIC

51-75% Utilized

7 PRIVATE

2 PUBLIC

76-100% Utilized

2 PRIVATE

1 PUBLIC

>100% Utilized

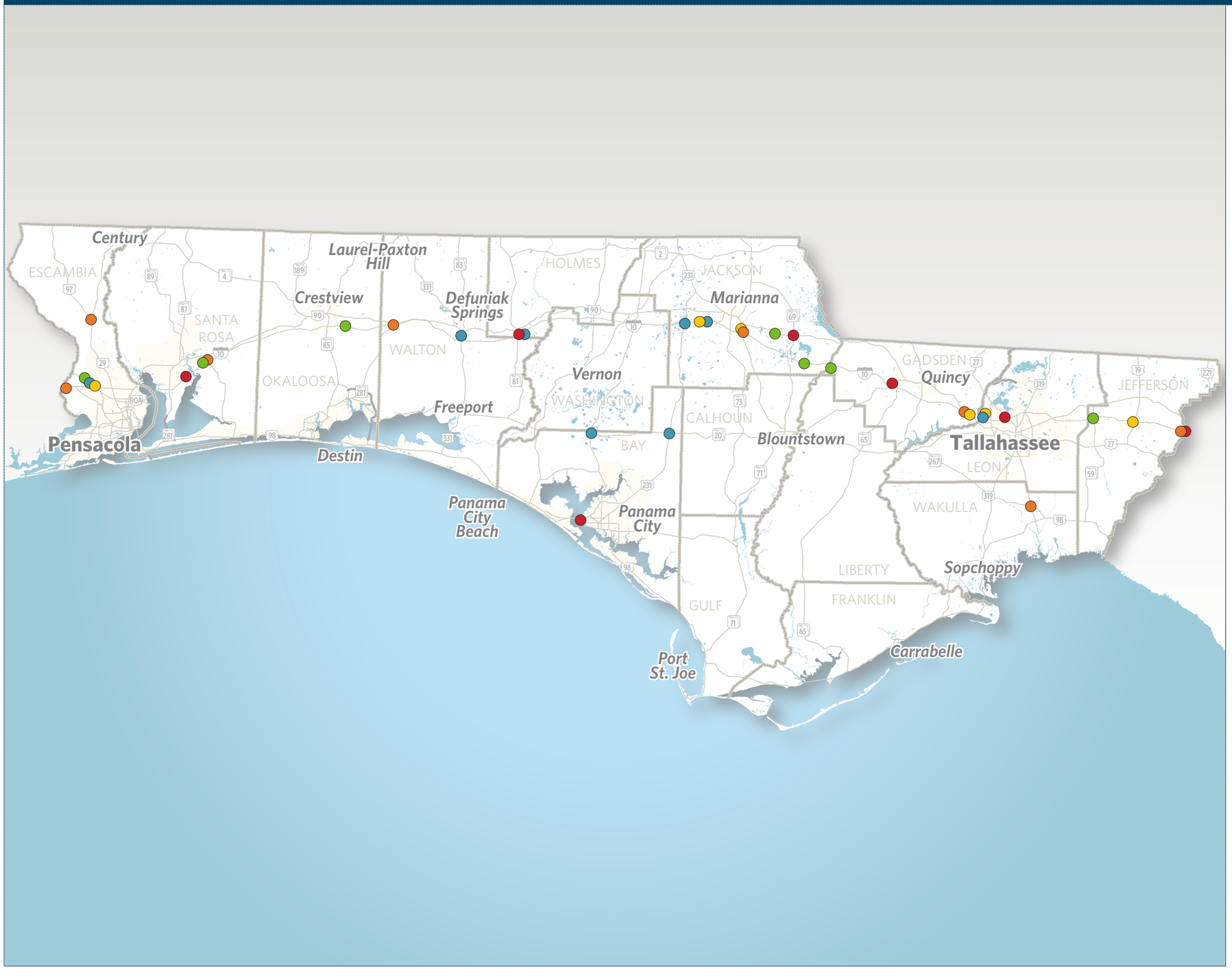
8 PRIVATE

1 PUBLIC

Legend

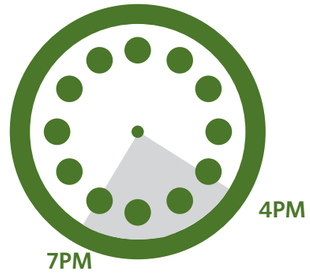
- County Boundary
- State Roadways
- District Boundary
- <25% Utilized
- 26-50% Utilized
- 51-75% Utilized
- 76-100% Utilized
- >100% Utilized

District 3 - Truck Parking Analysis



Parking Utilization:

4:00PM-7:00PM



<25% Utilized

2	9
PRIVATE	PUBLIC

26-50% Utilized

4	4
PRIVATE	PUBLIC

51-75% Utilized

4	2
PRIVATE	PUBLIC

76-100% Utilized

7	2
PRIVATE	PUBLIC

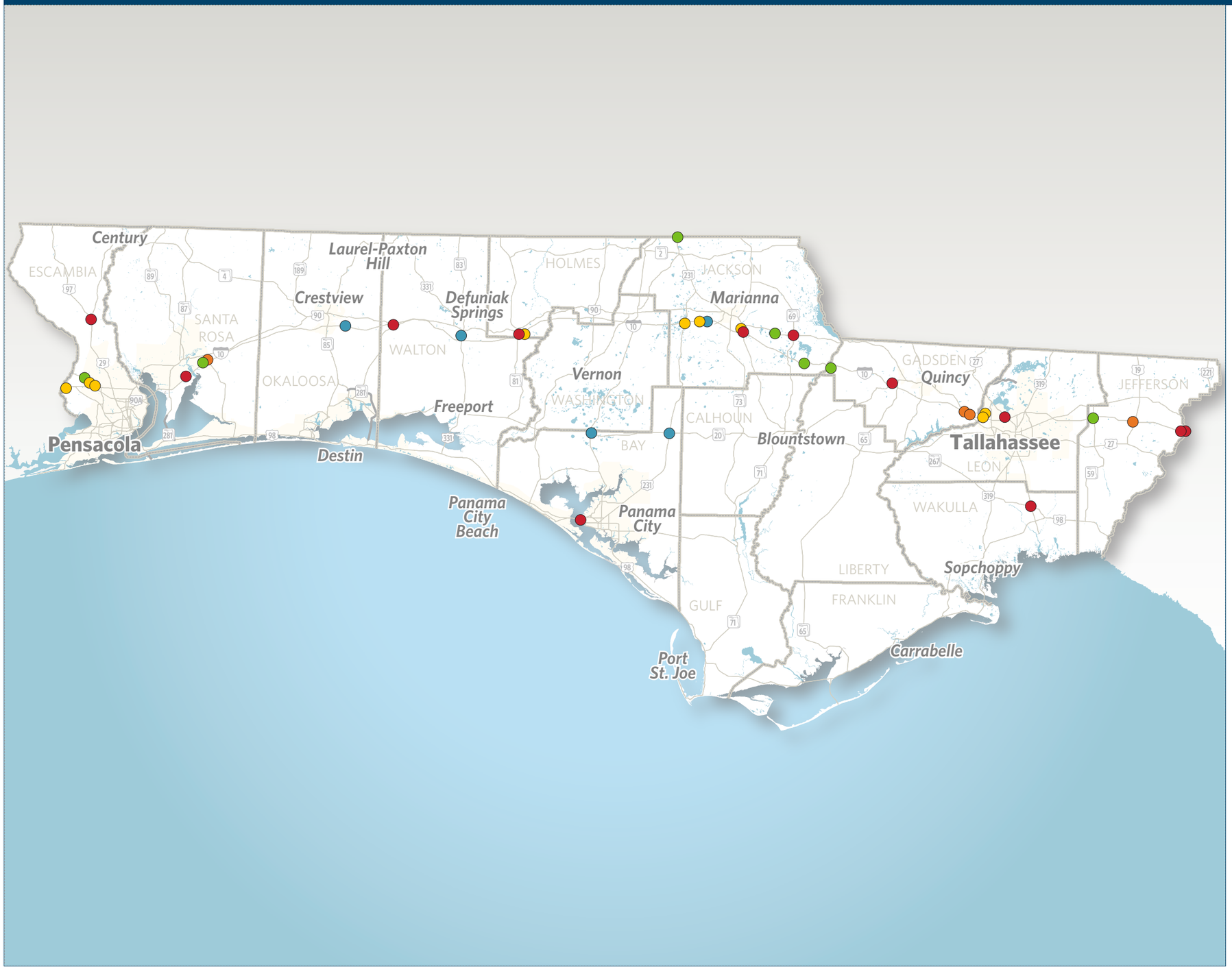
>100% Utilized

6	1
PRIVATE	PUBLIC

Legend

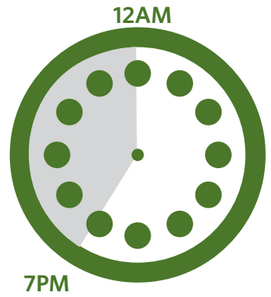
- County Boundary
- State Roadways
- District Boundary
- <25% Utilized
- 26-50% Utilized
- 51-75% Utilized
- 76-100% Utilized
- >100% Utilized

District 3 - Truck Parking Analysis



Parking Utilization:

7:00PM-12:00AM



<25% Utilized

2	8
PRIVATE	PUBLIC

26-50% Utilized

3	3
PRIVATE	PUBLIC

51-75% Utilized

3	6
PRIVATE	PUBLIC

76-100% Utilized

5	0
PRIVATE	PUBLIC

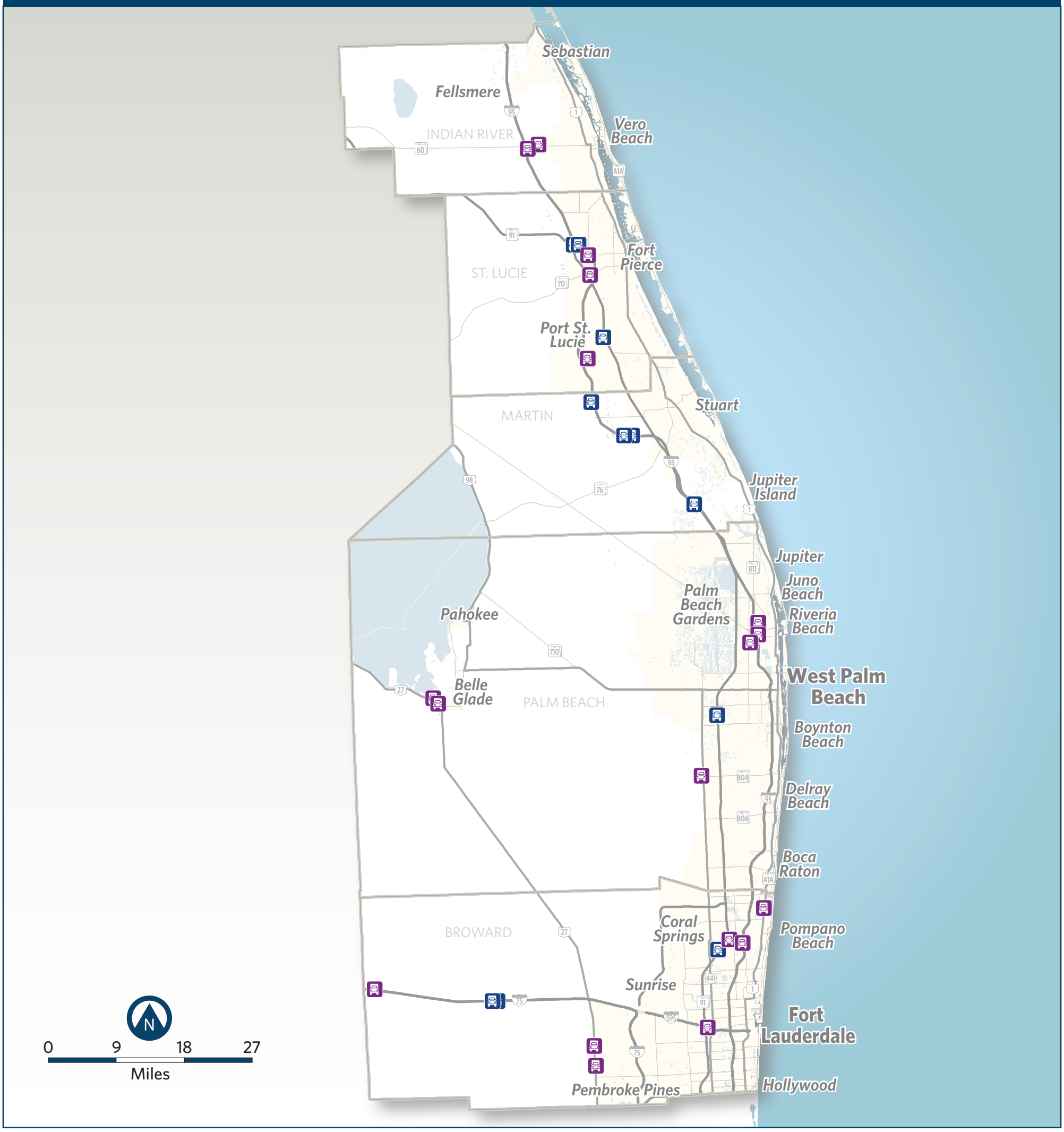
>100% Utilized

10	2
PRIVATE	PUBLIC

Legend

- County Boundary
- State Roadways
- District Boundary
- <25% Utilized
- 26-50% Utilized
- 51-75% Utilized
- 76-100% Utilized
- >100% Utilized

District 4 - Truck Parking Analysis



Parking Locations

DISTRICTWIDE

22 PRIVATE	9 REST AREAS
11 PUBLIC	2 WEIGH STATIONS
	0 WELCOME CENTERS

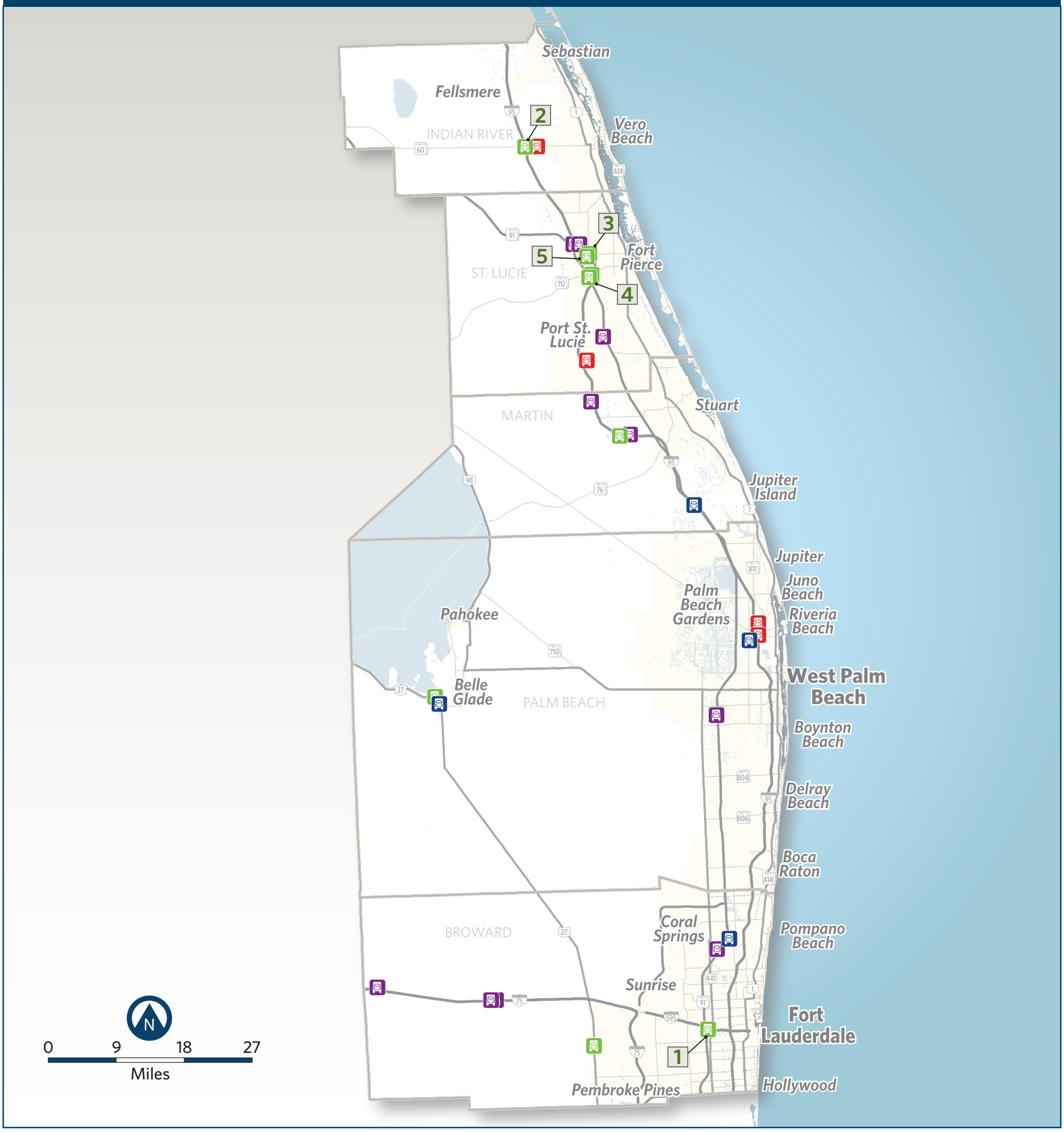
STATEWIDE

207 PRIVATE	64 REST AREAS
98 PUBLIC	29 WEIGH STATIONS
	5 WELCOME CENTERS

Legend

- County Boundary
- State Roadways
- District Boundary
- Private Truck Parking
- Public Truck Parking

District 4 - Truck Parking Analysis



Parking Spaces

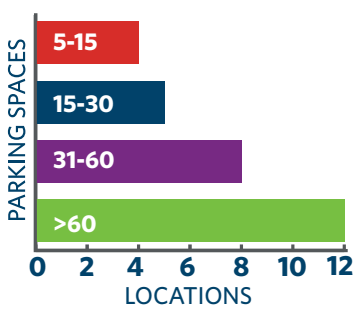
DISTRICTWIDE

NUMBER OF PARKING SPACES

1,473
PRIVATE

536
PUBLIC

NUMBER OF PARKING SPACES & LOCATIONS



SIGNIFICANT PRIVATE LOCATIONS

1	Florida 595 Truck Stop #228
2	TA Travel Center #197
3	Flying J Travel Plaza #622
4	Marathon Truck Stop #149369
5	Loves Travel Stop #467

STATEWIDE

NUMBER OF PARKING SPACES

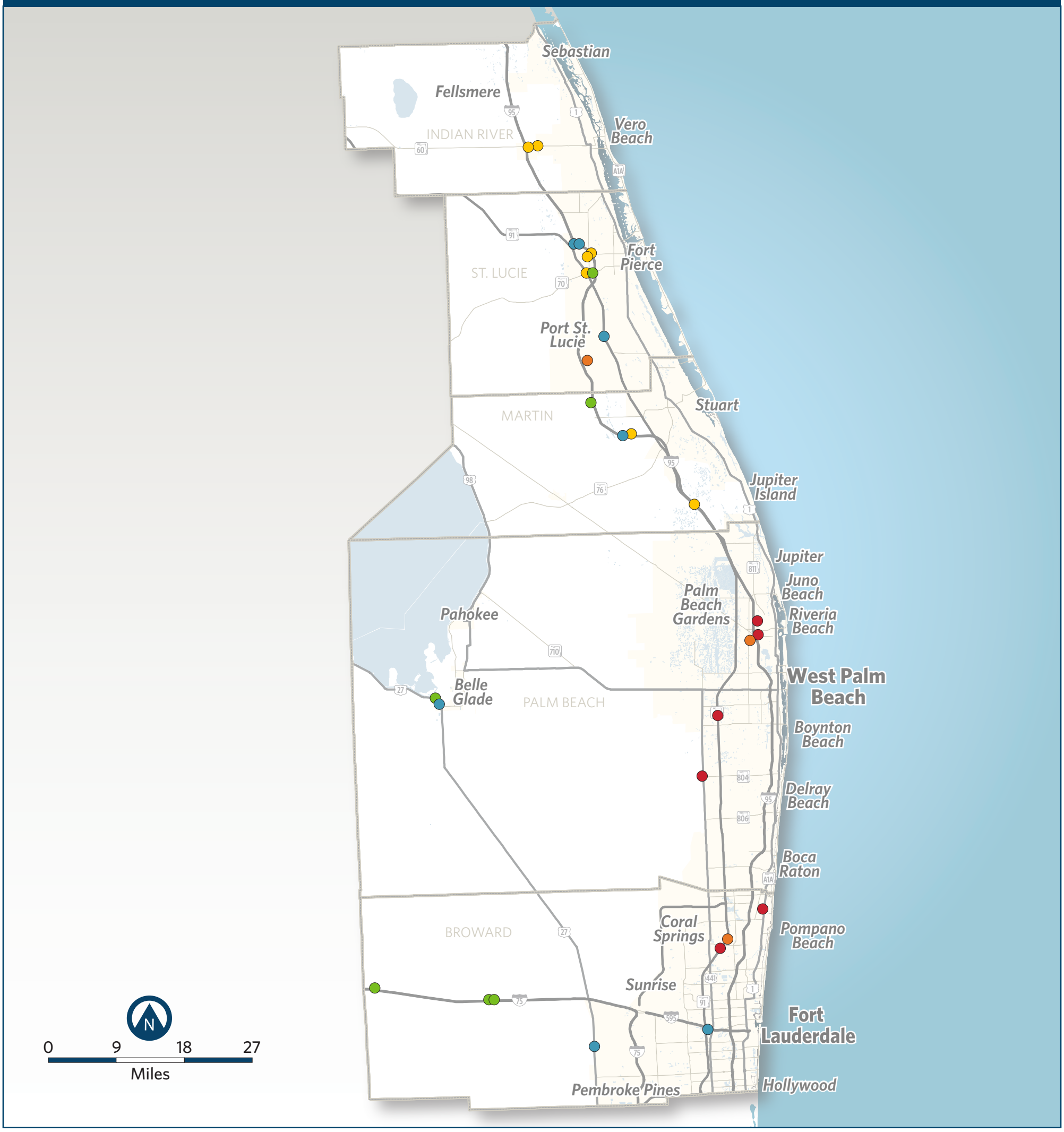
9,515
PRIVATE

3,028
PUBLIC

Legend

- County Boundary
- State Roadways
- District Boundary
- 5 - 15 Parking Spaces
- 15 - 30 Parking Spaces
- 31 - 60 Parking Spaces
- > 60 Parking Spaces

District 4 - Truck Parking Analysis



Parking Utilization: 12:00AM-5:00AM

<25% Utilized

PRIVATE	PUBLIC
3	3

26-50% Utilized

PRIVATE	PUBLIC
4	4

51-75% Utilized

PRIVATE	PUBLIC
5	2

76-100% Utilized

PRIVATE	PUBLIC
4	0

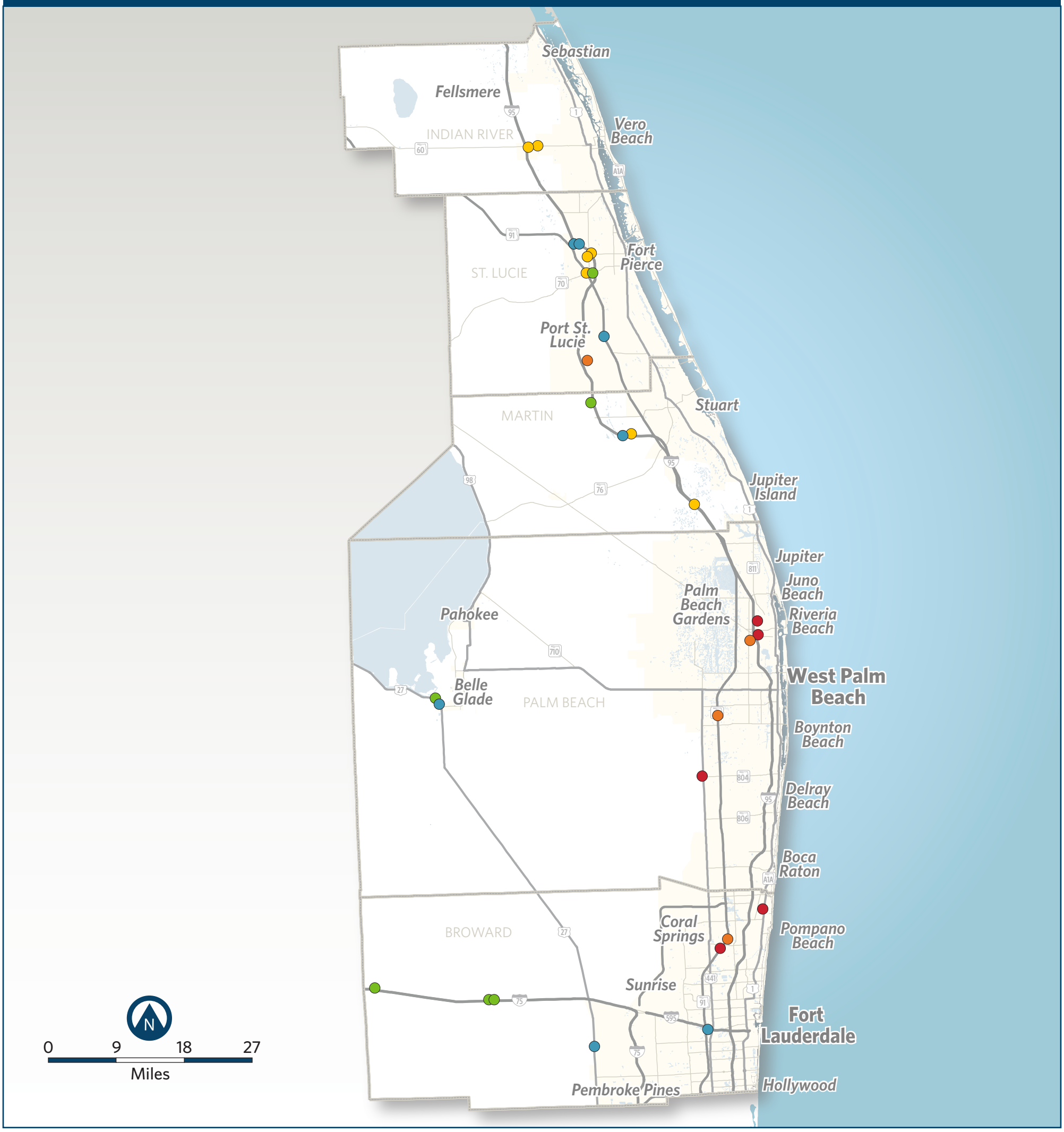
>100% Utilized

PRIVATE	PUBLIC
4	2

Legend

- County Boundary
- State Roadways
- District Boundary
- <25% Utilized
- 26-50% Utilized
- 51-75% Utilized
- 76-100% Utilized
- >100% Utilized

District 4 - Truck Parking Analysis



Parking Utilization: 5:00AM-9:00AM

<25% Utilized
3 PRIVATE
4 PUBLIC

26-50% Utilized
4 PRIVATE
3 PUBLIC

51-75% Utilized
5 PRIVATE
2 PUBLIC

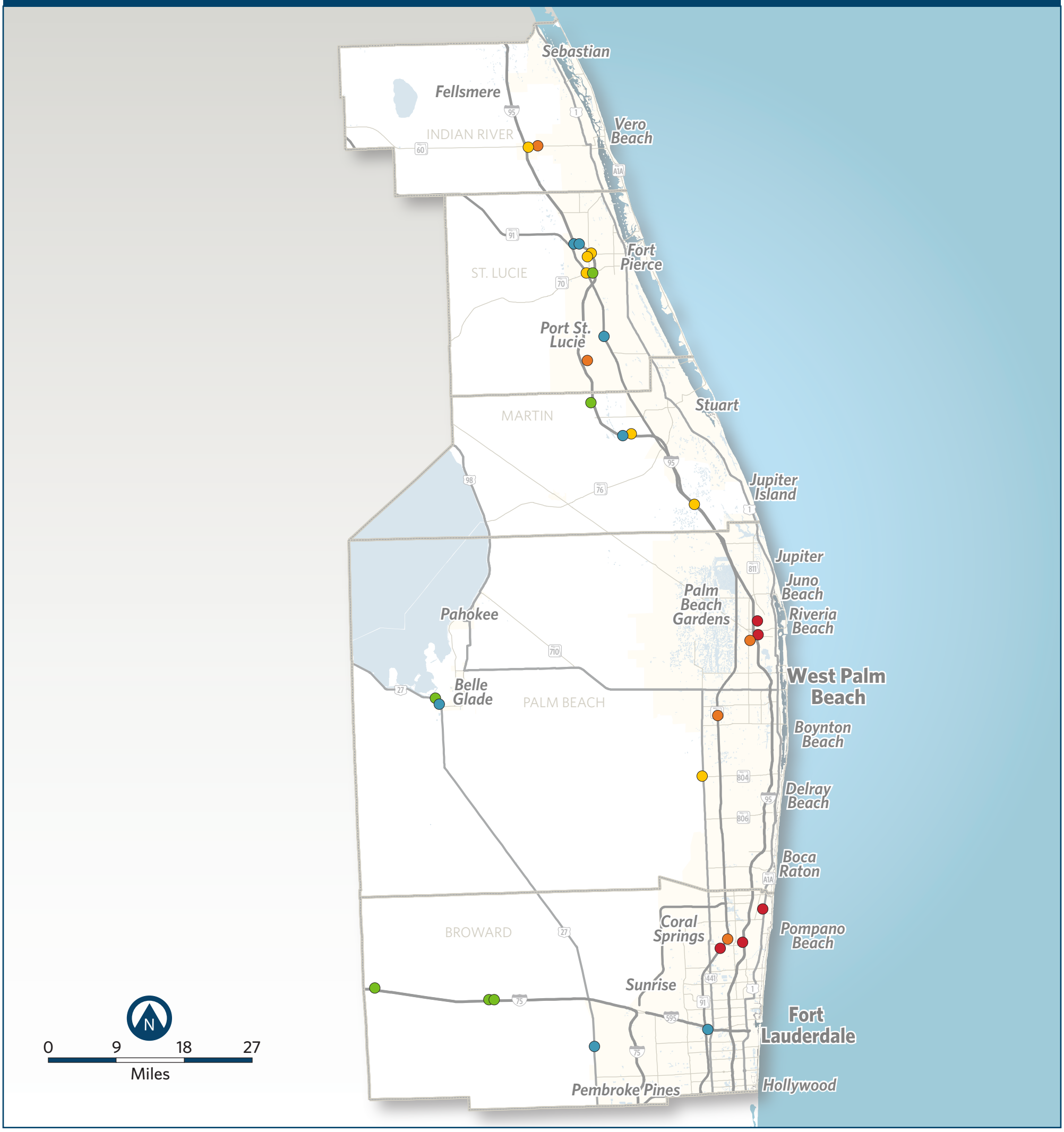
76-100% Utilized
5 PRIVATE
1 PUBLIC

>100% Utilized
4 PRIVATE
1 PUBLIC

Legend

- County Boundary
- State Roadways
- District Boundary
- <25% Utilized
- 26-50% Utilized
- 51-75% Utilized
- 76-100% Utilized
- >100% Utilized

District 4 - Truck Parking Analysis



Parking Utilization: 5:00AM-9:00AM

<25% Utilized
3 PRIVATE
4 PUBLIC

26-50% Utilized
4 PRIVATE
3 PUBLIC

51-75% Utilized
5 PRIVATE
2 PUBLIC

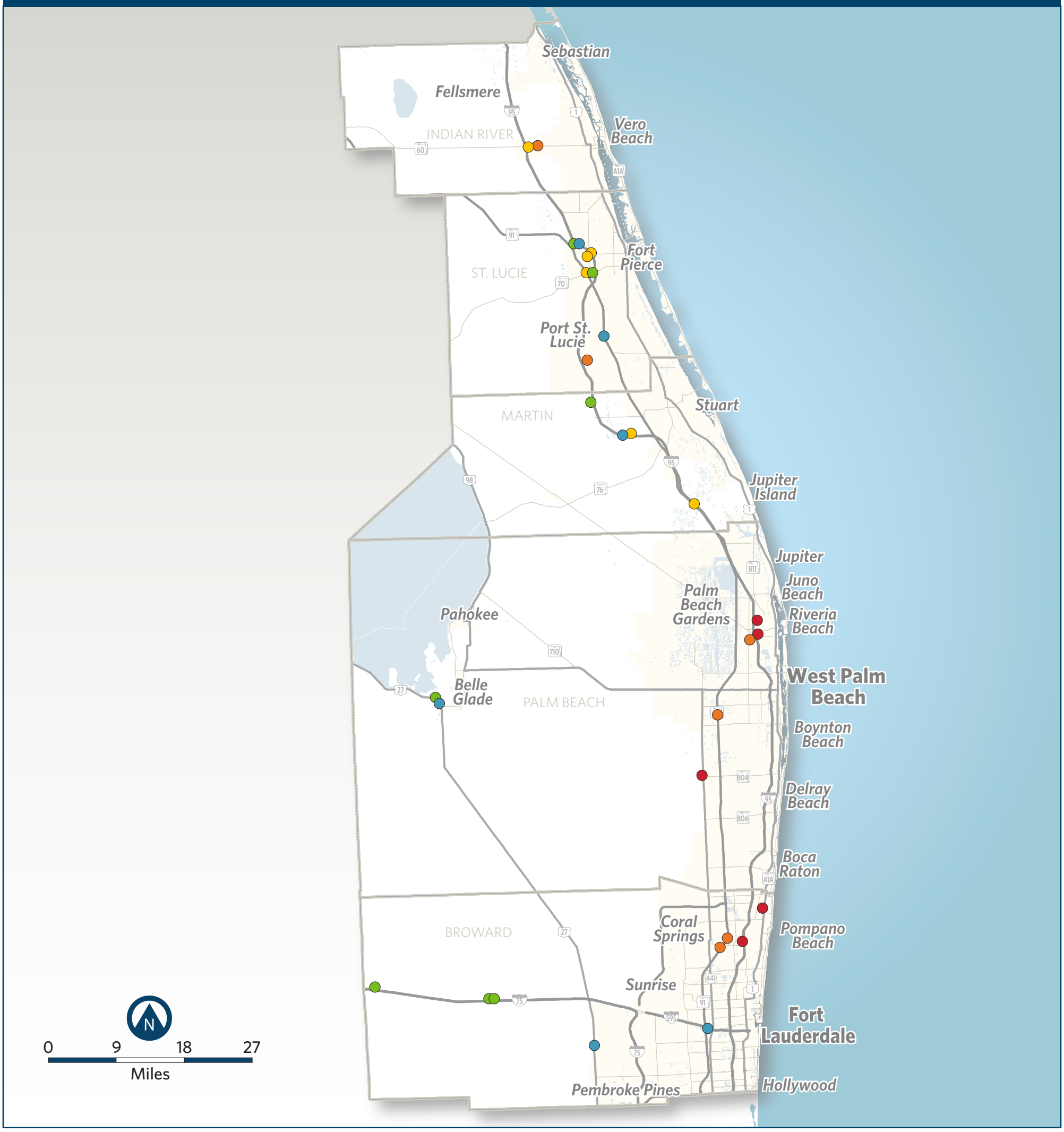
76-100% Utilized
5 PRIVATE
1 PUBLIC

>100% Utilized
4 PRIVATE
1 PUBLIC

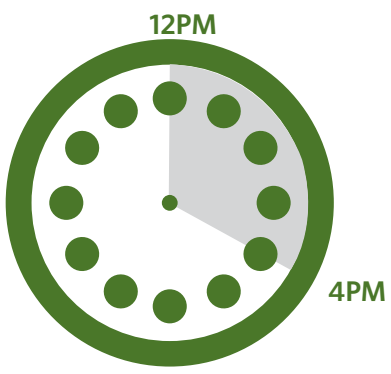
Legend

- County Boundary
- State Roadways
- District Boundary
- <25% Utilized
- 26-50% Utilized
- 51-75% Utilized
- 76-100% Utilized
- >100% Utilized

District 4 - Truck Parking Analysis



Parking Utilization: 12:00PM-4:00PM



<25% Utilized

PRIVATE	PUBLIC
3	4

26-50% Utilized

PRIVATE	PUBLIC
4	3

51-75% Utilized

PRIVATE	PUBLIC
4	2

76-100% Utilized

PRIVATE	PUBLIC
5	2

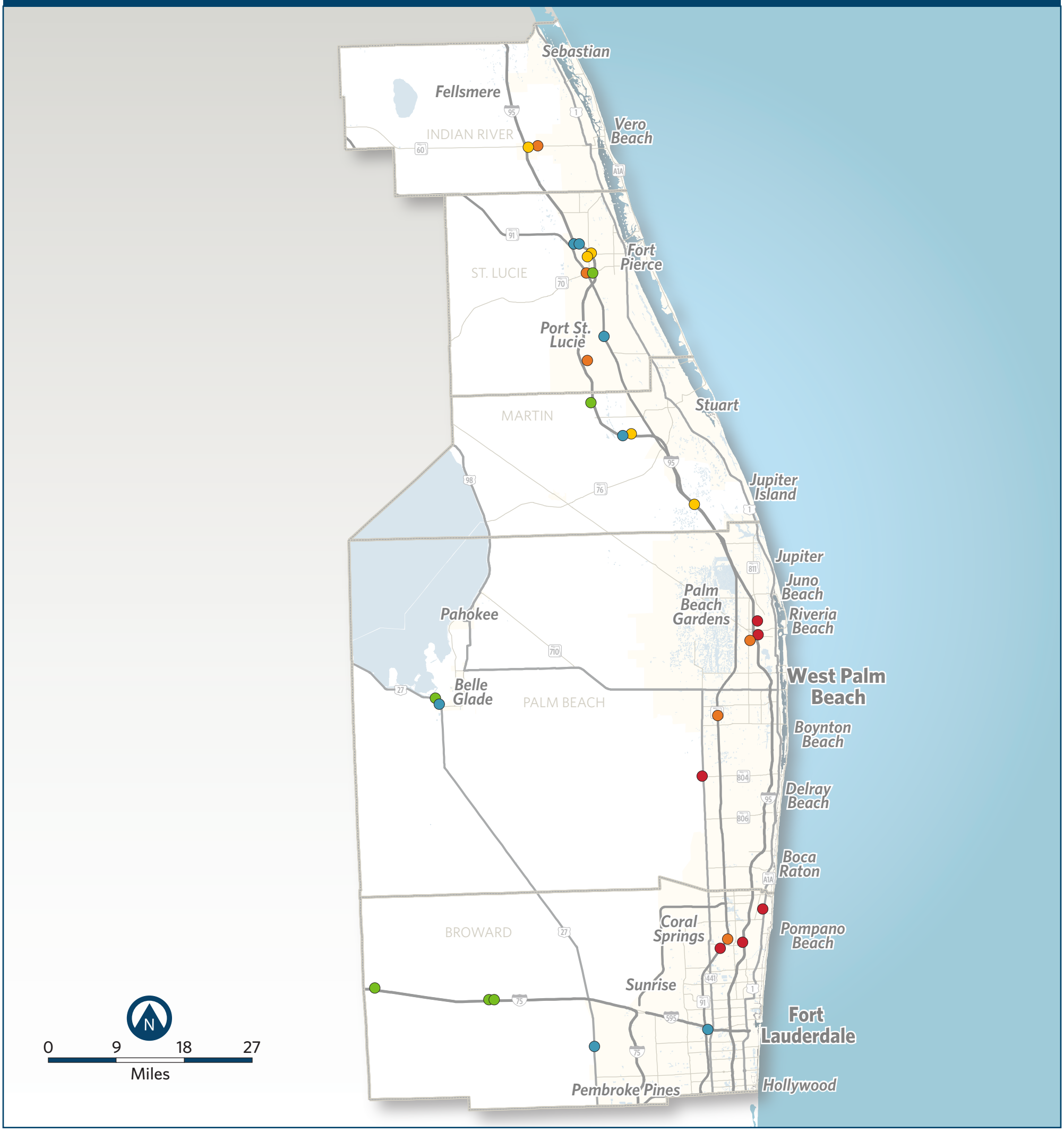
>100% Utilized

PRIVATE	PUBLIC
5	0

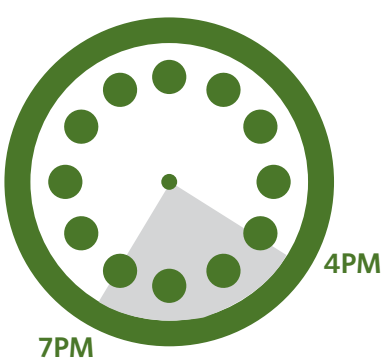
Legend

- County Boundary
- State Roadways
- District Boundary
- <25% Utilized
- 26-50% Utilized
- 51-75% Utilized
- 76-100% Utilized
- >100% Utilized

District 4 - Truck Parking Analysis



Parking Utilization: 4:00PM-7:00PM



<25% Utilized

PRIVATE	PUBLIC
2	3

26-50% Utilized

PRIVATE	PUBLIC
5	4

51-75% Utilized

PRIVATE	PUBLIC
4	2

76-100% Utilized

PRIVATE	PUBLIC
5	1

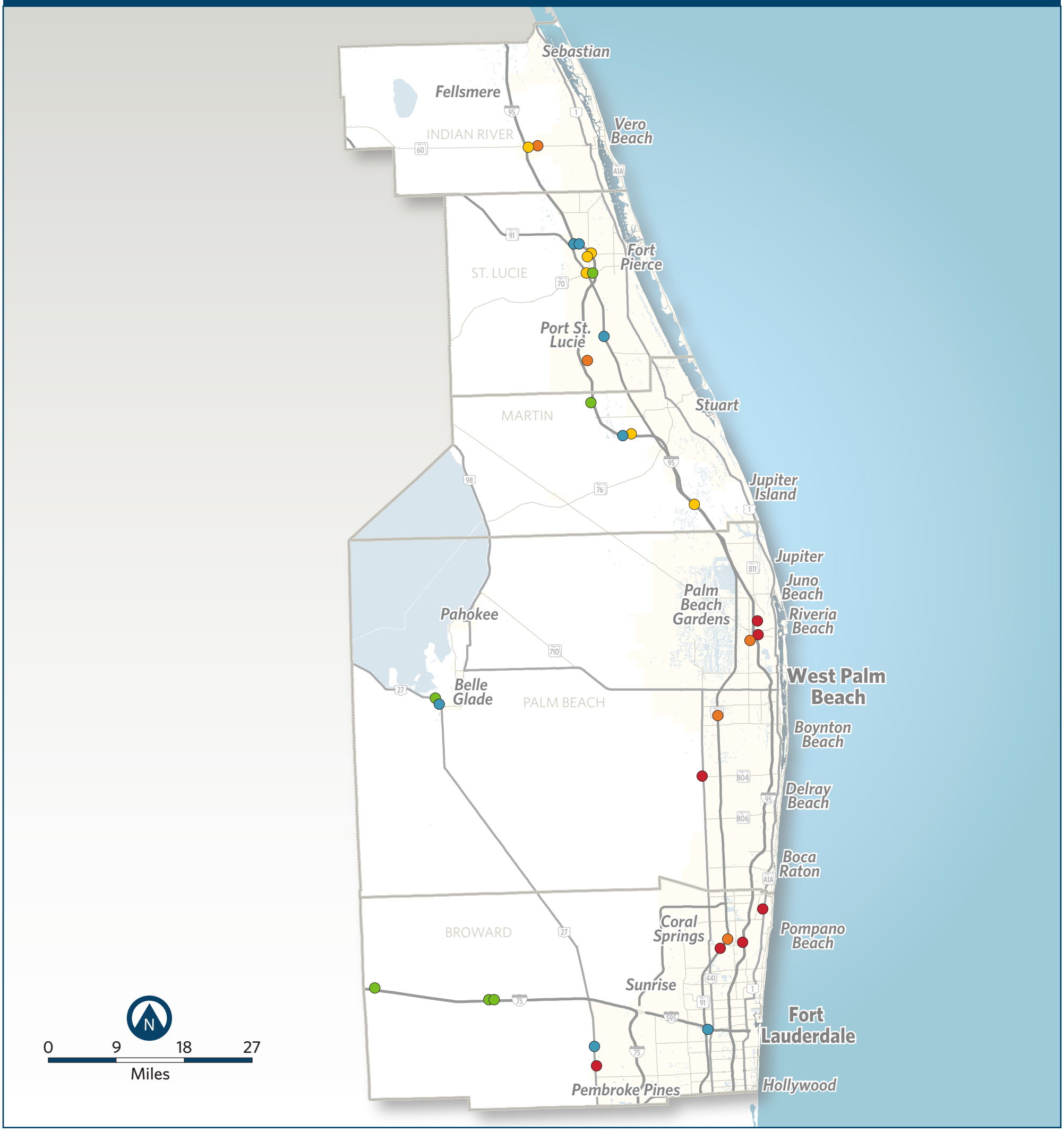
>100% Utilized

PRIVATE	PUBLIC
5	1

Legend

- County Boundary
- State Roadways
- District Boundary
- <25% Utilized
- 26-50% Utilized
- 51-75% Utilized
- 76-100% Utilized
- >100% Utilized

District 4 - Truck Parking Analysis



Parking Utilization: 7:00PM-12:00AM

<25% Utilized

PRIVATE	PUBLIC
3	3

26-50% Utilized

PRIVATE	PUBLIC
4	4

51-75% Utilized

PRIVATE	PUBLIC
4	2

76-100% Utilized

PRIVATE	PUBLIC
5	1

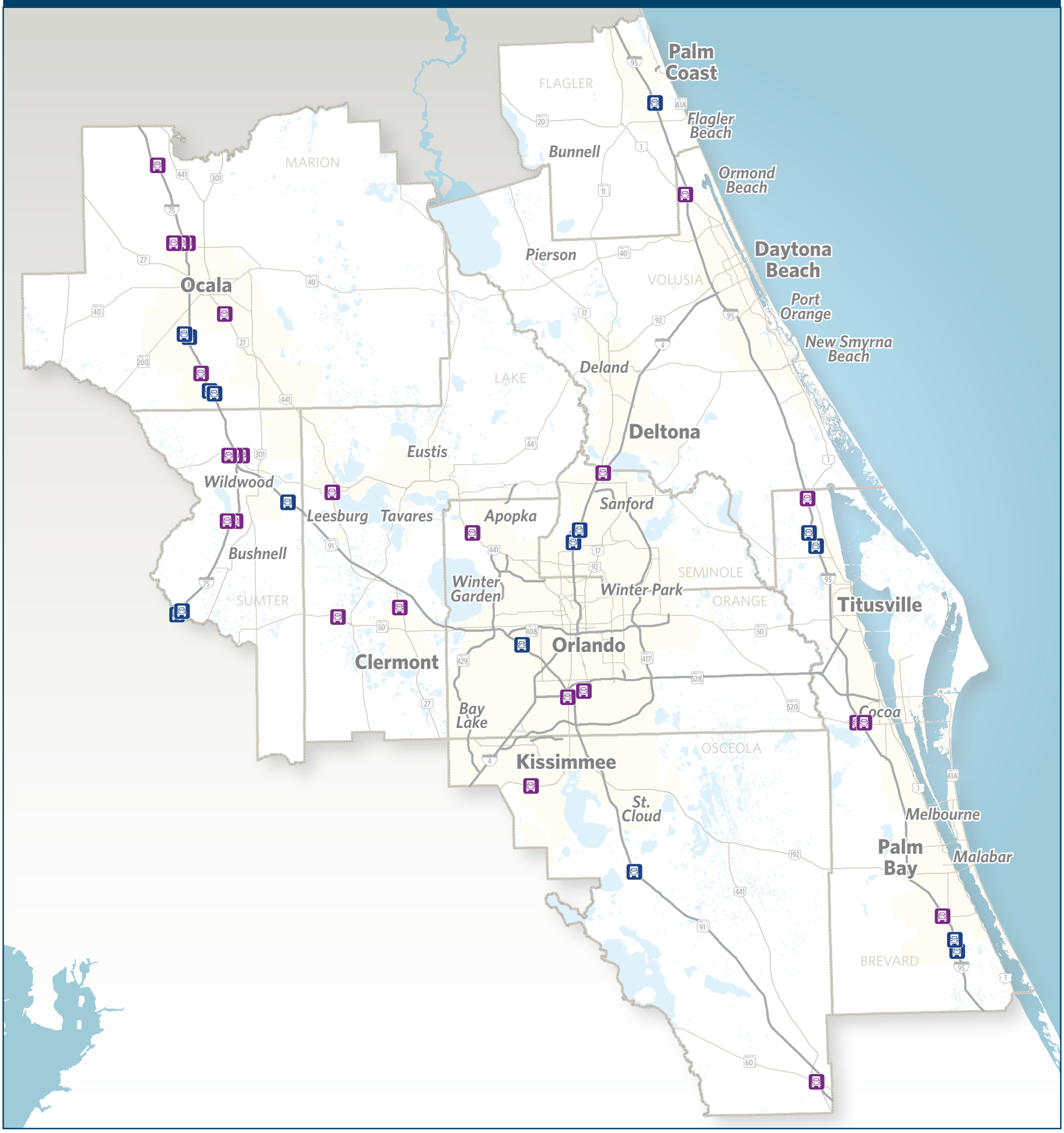
>100% Utilized

PRIVATE	PUBLIC
6	1

Legend

- County Boundary
- State Roadways
- District Boundary
- <25% Utilized
- 26-50% Utilized
- 51-75% Utilized
- 76-100% Utilized
- >100% Utilized

District 5 - Truck Parking Analysis



Parking Locations

DISTRICTWIDE

Number of Parking Locations

26 PRIVATE

17 PUBLIC

13 REST AREAS

4 WEIGH STATIONS

0 WELCOME CENTERS

STATEWIDE

Number of Parking Locations

207 PRIVATE

98 PUBLIC

64 REST AREAS

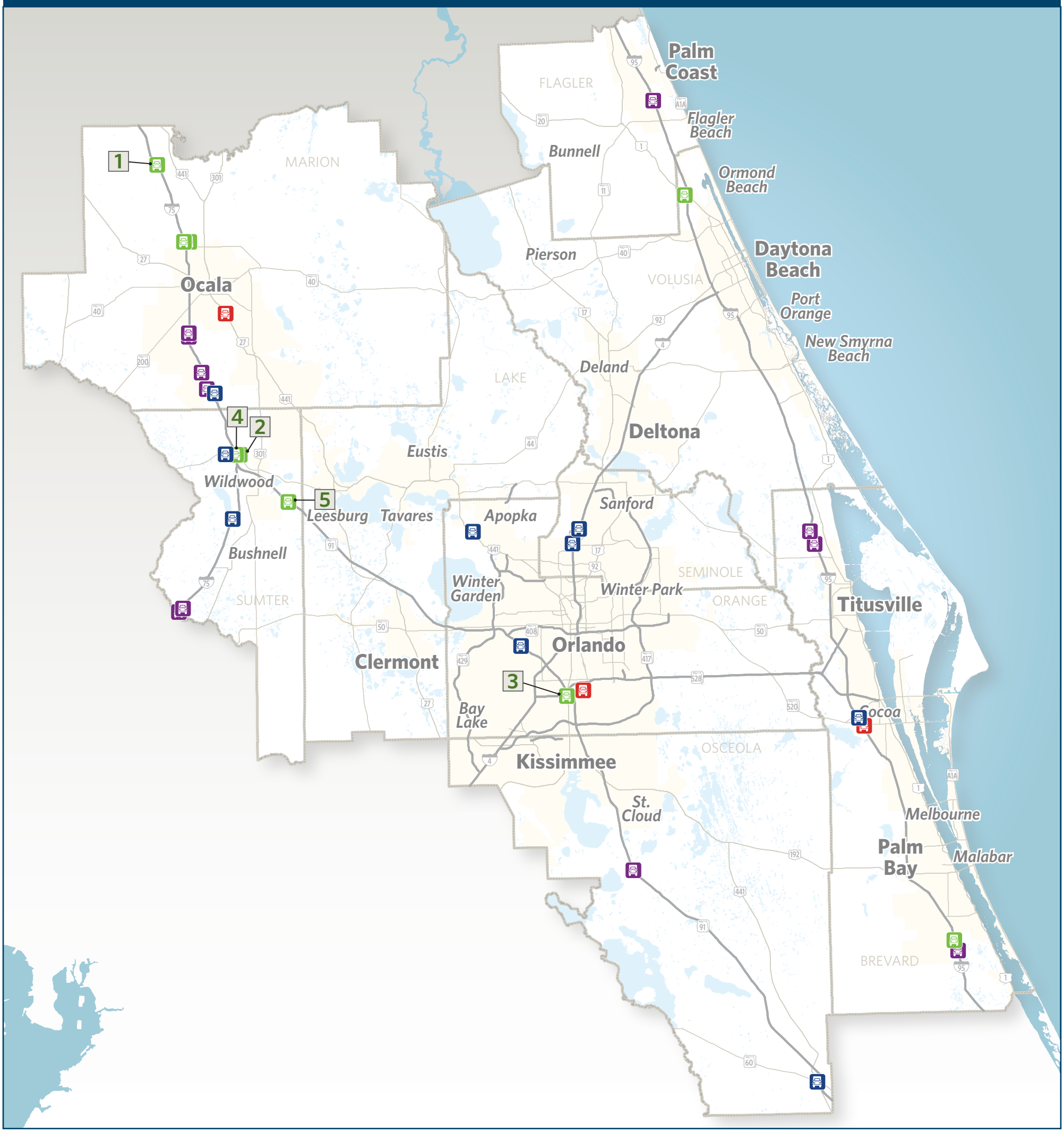
29 WEIGH STATIONS

5 WELCOME CENTERS

Legend

- County Boundary
- State Roadways
- District Boundary
- Private Truck Parking
- Public Truck Parking

FDOT District 5 - Truck Parking Analysis



Parking Spaces

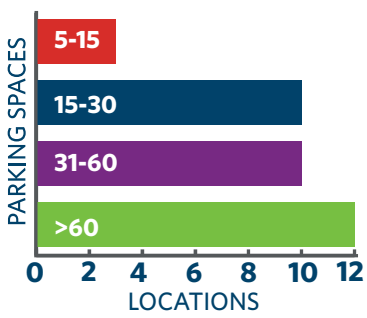
DISTRICTWIDE

NUMBER OF PARKING SPACES

1,288
PRIVATE

652
PUBLIC

NUMBER OF PARKING SPACES & LOCATIONS



SIGNIFICANT PRIVATE LOCATIONS

1	TA-Petro Shopping Center #323
2	TA Wildwood Truck Stop #053
3	Acme Truck Stop #1
4	Pilot Travel Center #95
5	Love Travel Center #316

STATEWIDE

NUMBER OF PARKING LOCATIONS

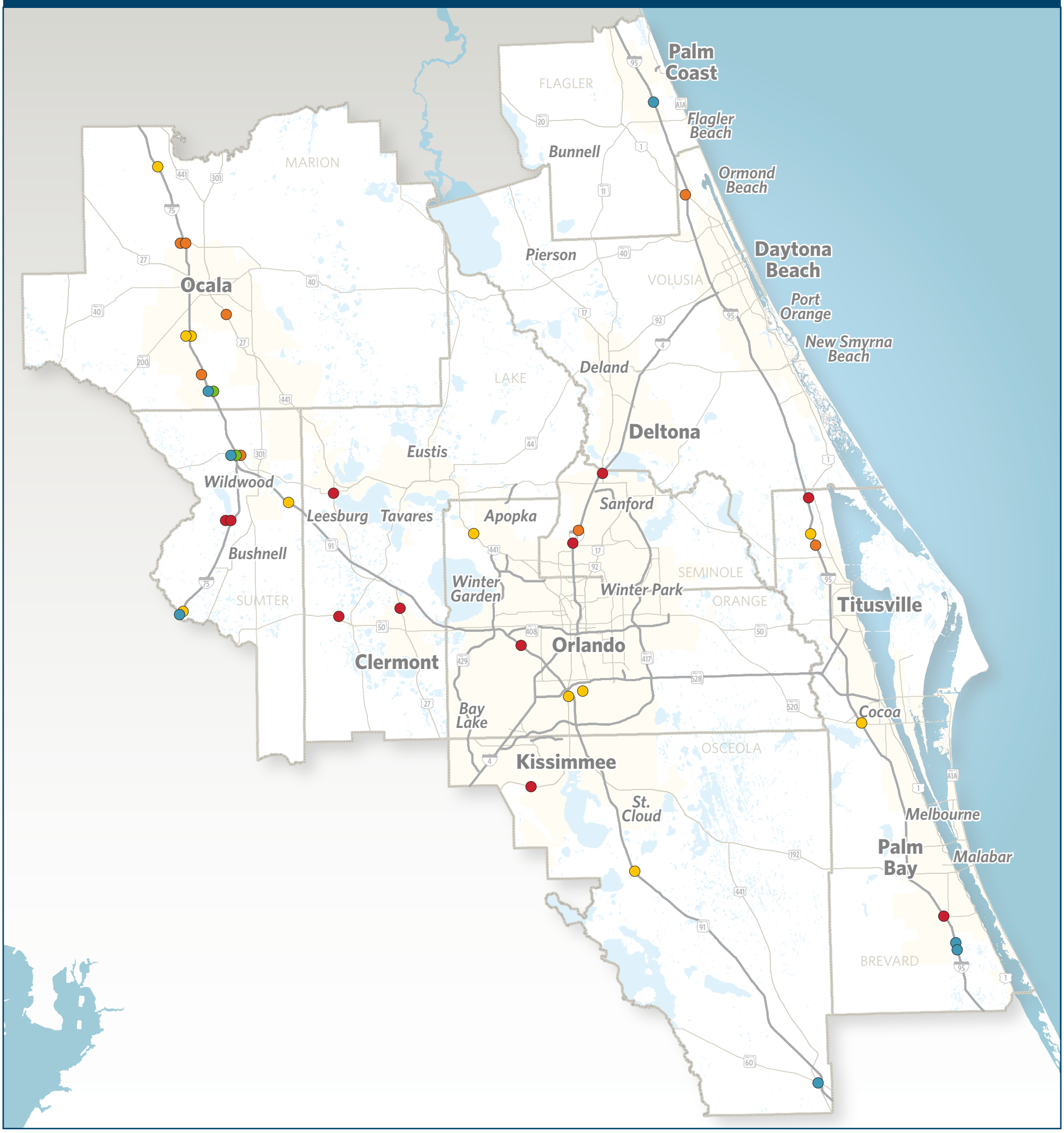
9,515
PRIVATE

3,028
PUBLIC

Legend

- County Boundary
- State Roadways
- District Boundary
- 5 - 15 Parking Spaces
- 15 - 30 Parking Spaces
- 31 - 60 Parking Spaces
- > 60 Parking Spaces

District 5 - Truck Parking Analysis



Parking Utilization: 12:00AM-5:00AM

<25% Utilized

PRIVATE	PUBLIC
1	1

26-50% Utilized

PRIVATE	PUBLIC
3	5

51-75% Utilized

PRIVATE	PUBLIC
6	7

76-100% Utilized

PRIVATE	PUBLIC
7	2

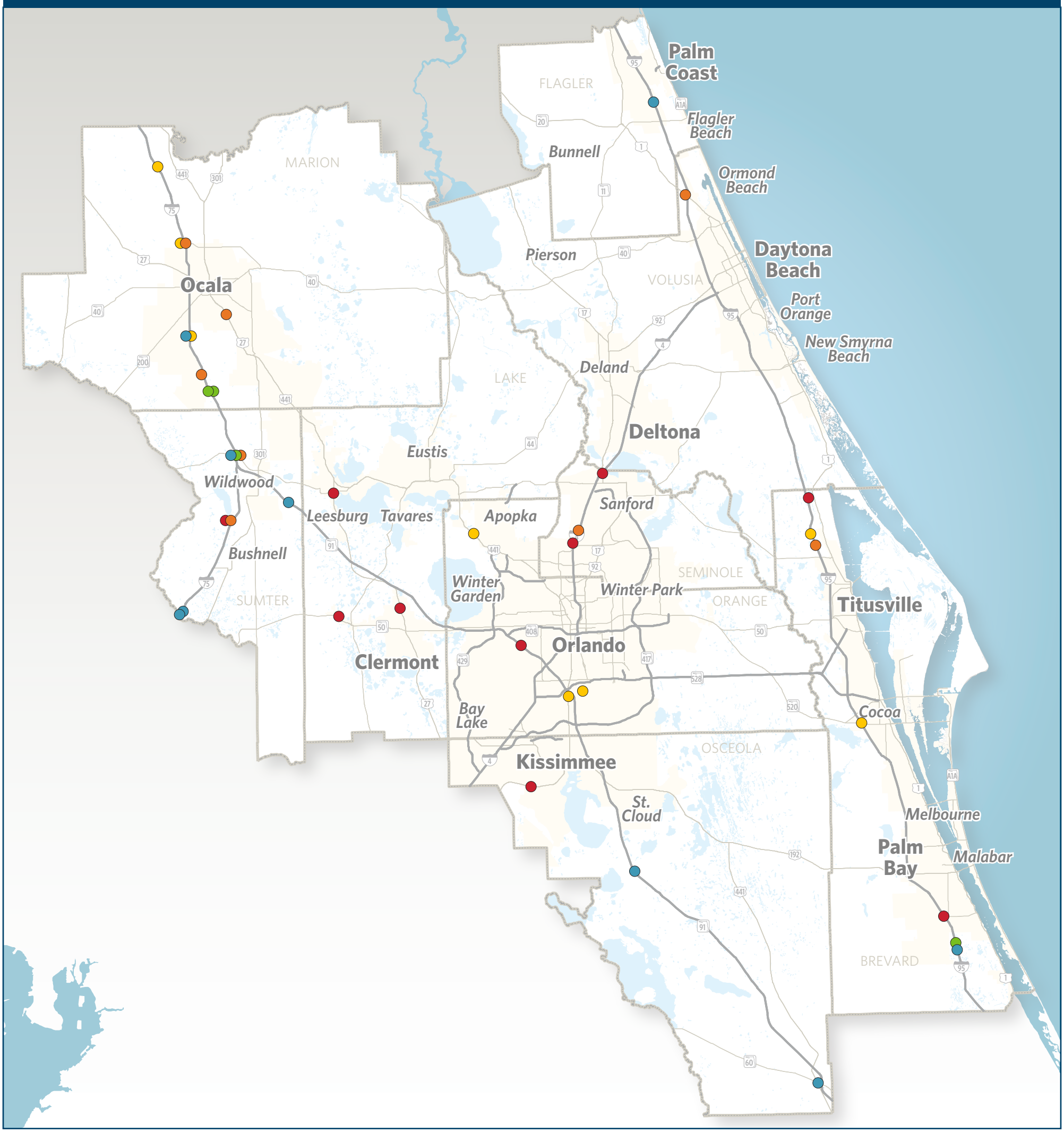
>100% Utilized

PRIVATE	PUBLIC
9	2

Legend

- County Boundary
- State Roadways
- District Boundary
- <25% Utilized
- 26-50% Utilized
- 51-75% Utilized
- 76-100% Utilized
- >100% Utilized

FDOT **District 5** - Truck Parking Analysis



Parking Utilization: 5:00AM-9:00AM

<25% Utilized

1	1
PRIVATE	PUBLIC

26-50% Utilized

3	9
PRIVATE	PUBLIC

51-75% Utilized

8	3
PRIVATE	PUBLIC

76-100% Utilized

6	2
PRIVATE	PUBLIC

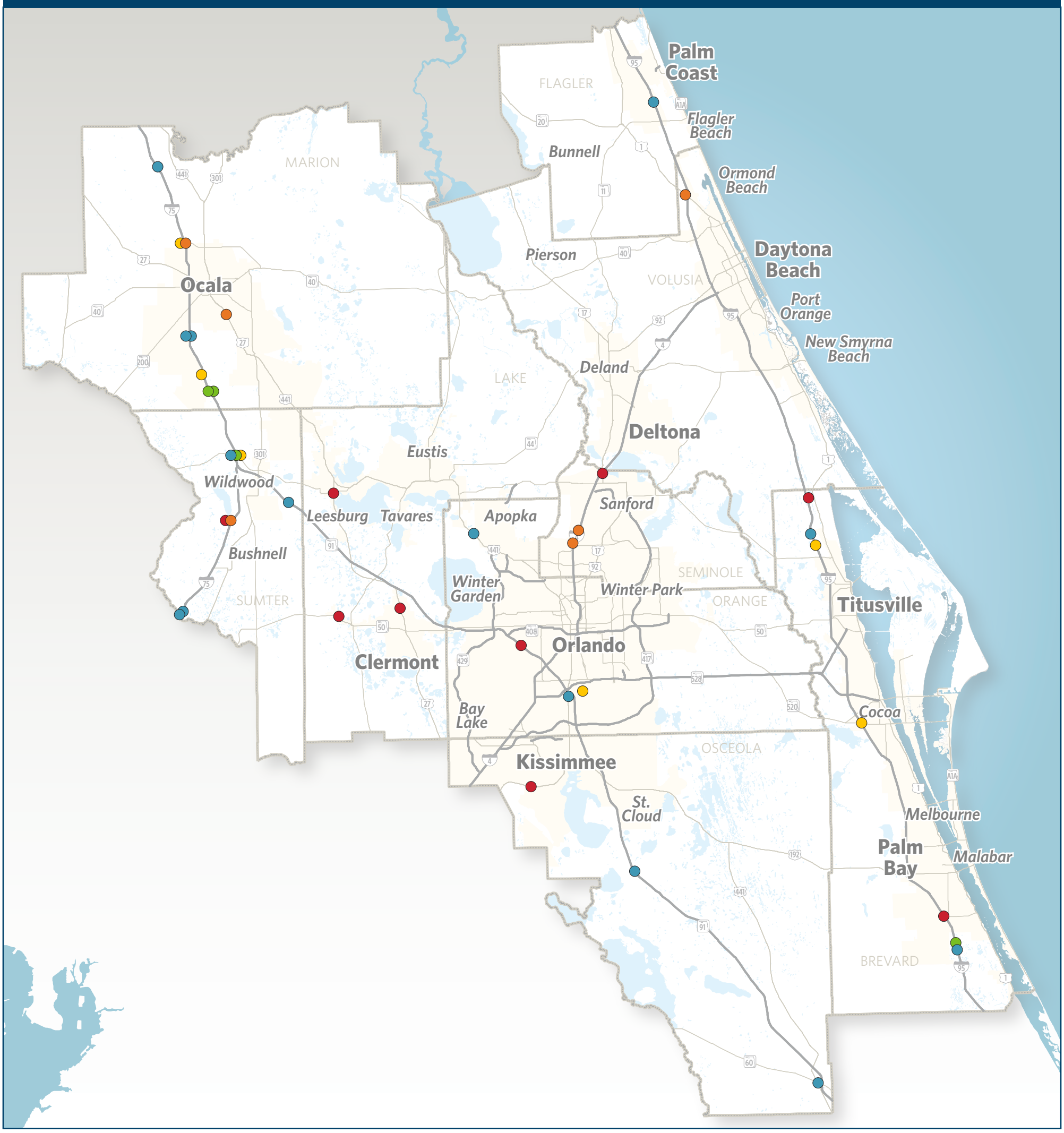
>100% Utilized

8	2
PRIVATE	PUBLIC

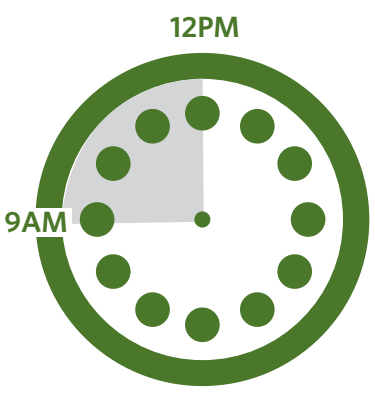
Legend

- County Boundary
- State Roadways
- District Boundary
- <25% Utilized
- 26-50% Utilized
- 51-75% Utilized
- 76-100% Utilized
- >100% Utilized

FDOT District 5 - Truck Parking Analysis



Parking Utilization: 9:00AM-12:00PM



<25% Utilized
1 PRIVATE
3 PUBLIC

26-50% Utilized
5 PRIVATE
10 PUBLIC

51-75% Utilized
7 PRIVATE
1 PUBLIC

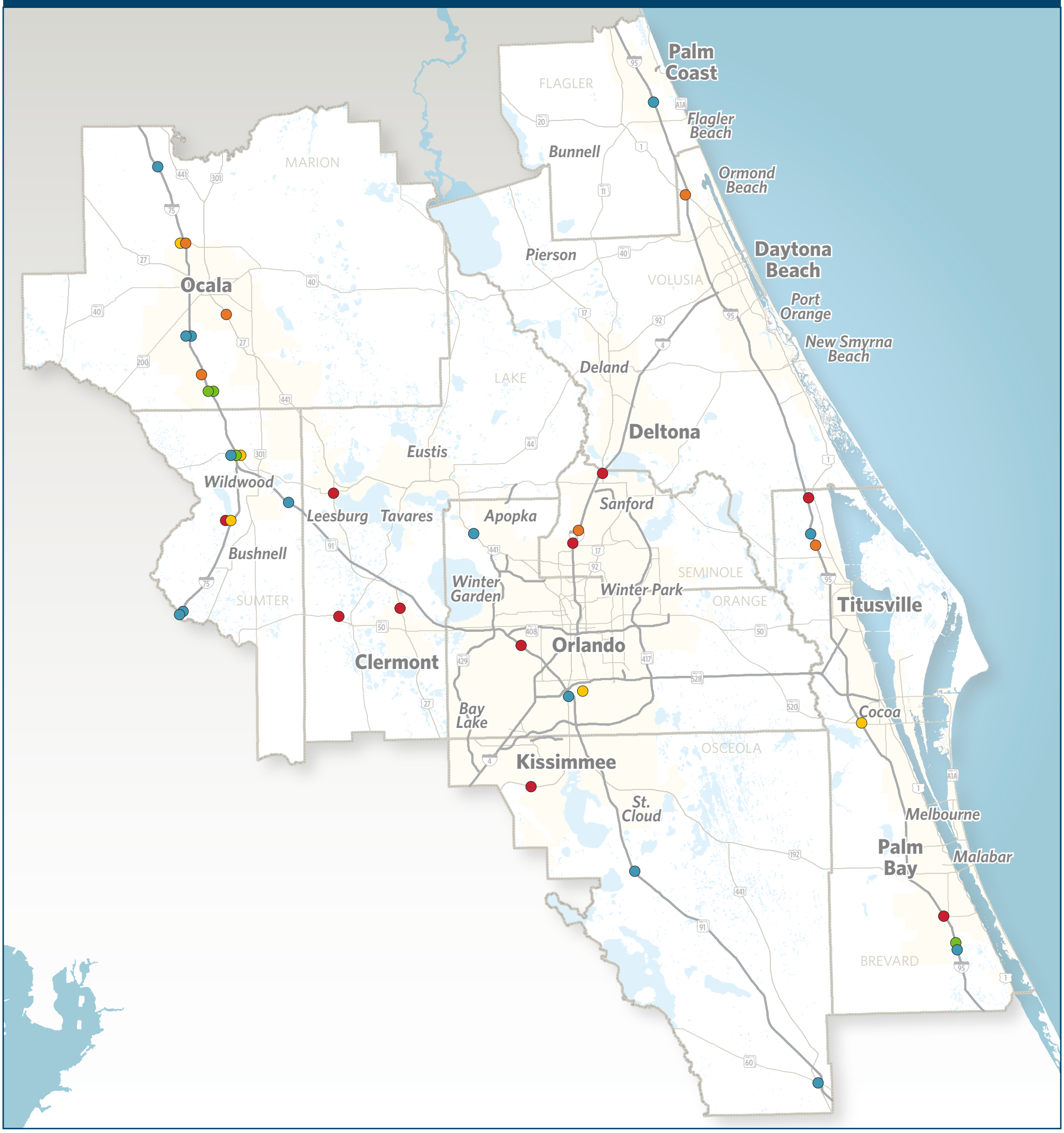
76-100% Utilized
5 PRIVATE
1 PUBLIC

>100% Utilized
8 PRIVATE
2 PUBLIC

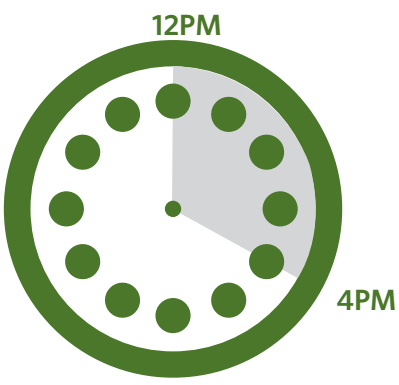
Legend

- County Boundary
- State Roadways
- District Boundary
- <25% Utilized
- 26-50% Utilized
- 51-75% Utilized
- 76-100% Utilized
- >100% Utilized

FDOT **District 5** - Truck Parking Analysis



Parking Utilization: 12:00PM-4:00PM



<25% Utilized

PRIVATE	PUBLIC
1	3

26-50% Utilized

PRIVATE	PUBLIC
6	10

51-75% Utilized

PRIVATE	PUBLIC
6	0

76-100% Utilized

PRIVATE	PUBLIC
5	2

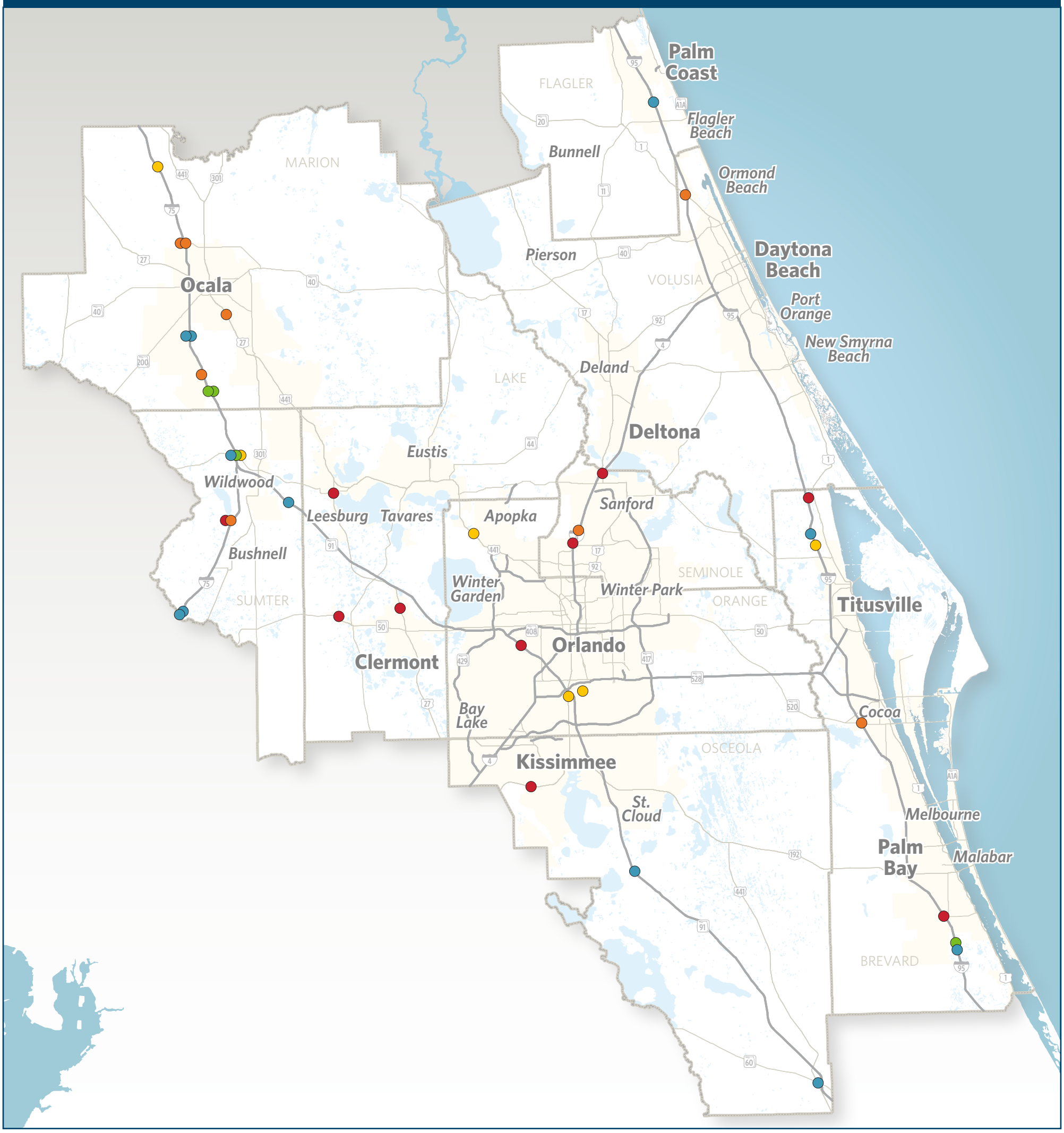
>100% Utilized

PRIVATE	PUBLIC
8	2

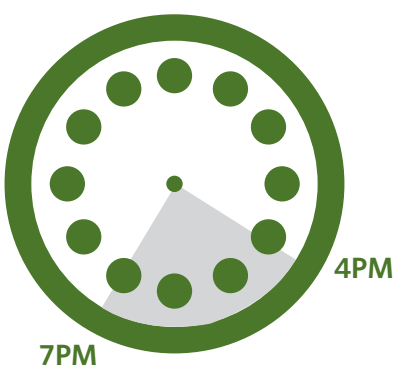
Legend

- County Boundary
- State Roadways
- District Boundary
- <25% Utilized
- 26-50% Utilized
- 51-75% Utilized
- 76-100% Utilized
- >100% Utilized

FDOT **District 5** - Truck Parking Analysis



Parking Utilization: 4:00PM-7:00PM



<25% Utilized

PRIVATE	PUBLIC
1	3

26-50% Utilized

PRIVATE	PUBLIC
3	10

51-75% Utilized

PRIVATE	PUBLIC
6	0

76-100% Utilized

PRIVATE	PUBLIC
8	2

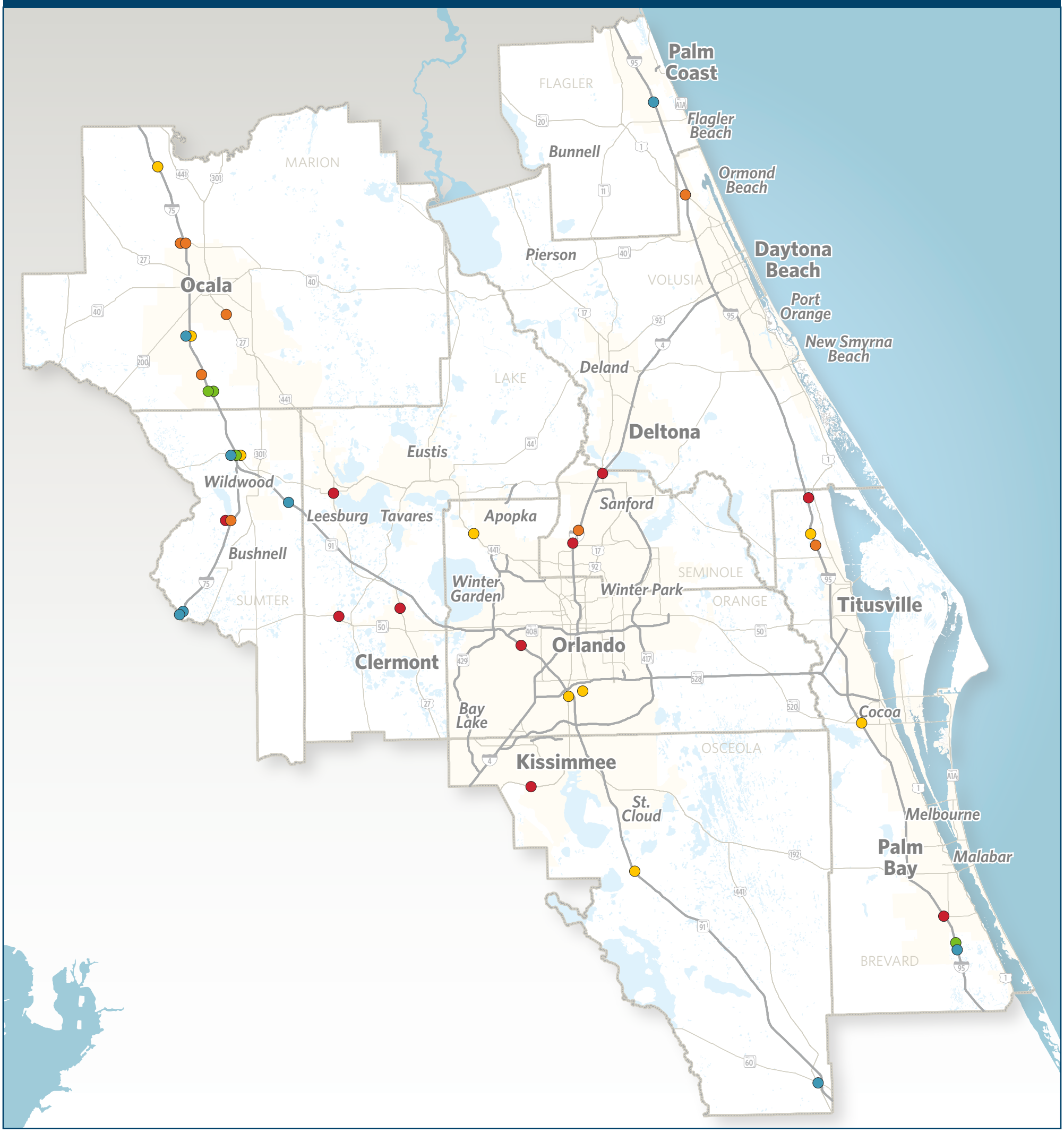
>100% Utilized

PRIVATE	PUBLIC
8	2

Legend

- County Boundary
- State Roadways
- District Boundary
- <25% Utilized
- 26-50% Utilized
- 51-75% Utilized
- 76-100% Utilized
- >100% Utilized

FDOT **District 5** - Truck Parking Analysis



Parking Utilization: 7:00PM-12:00AM

<25% Utilized
1 PRIVATE
3 PUBLIC

26-50% Utilized
3 PRIVATE
7 PUBLIC

51-75% Utilized
6 PRIVATE
3 PUBLIC

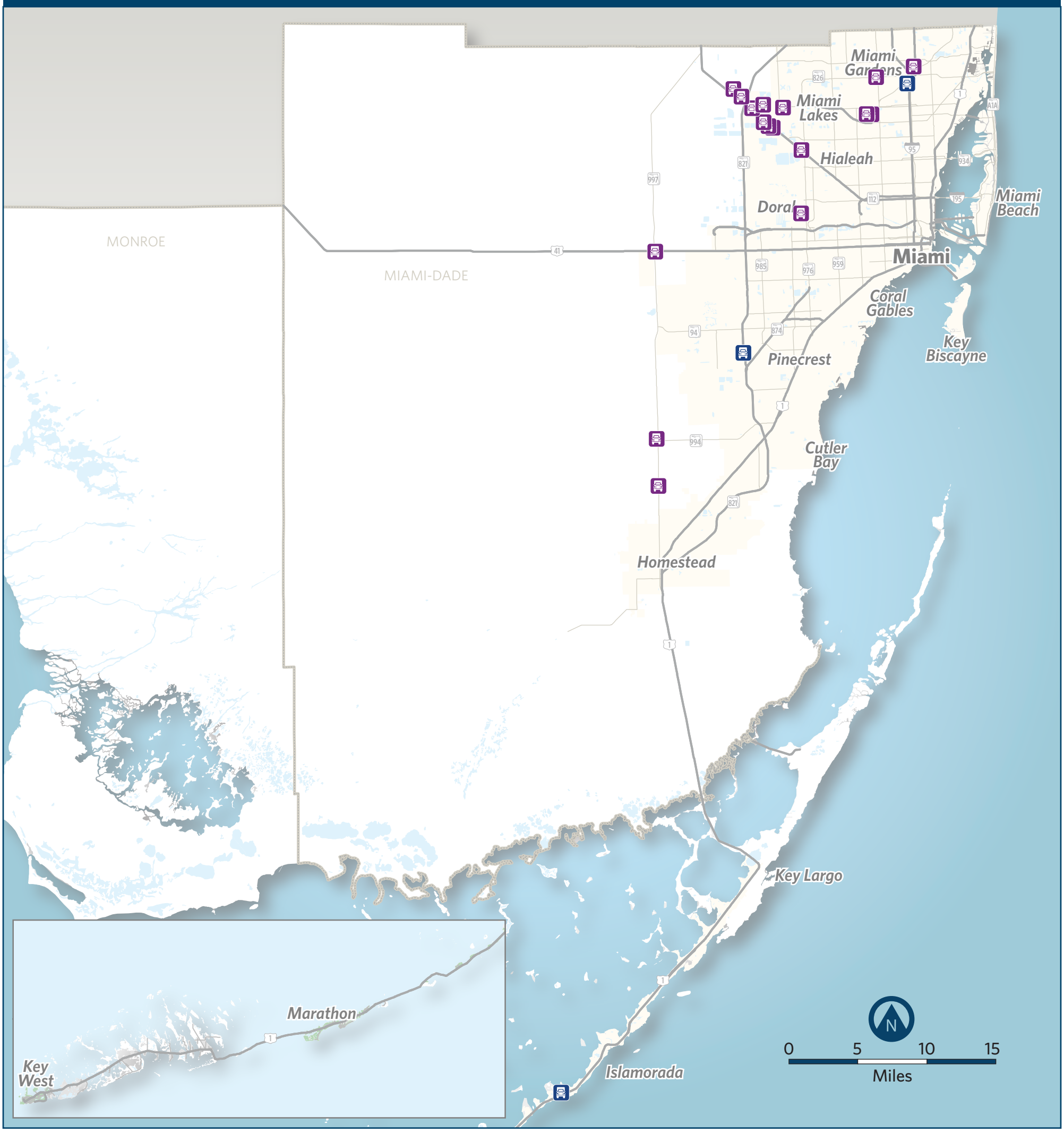
76-100% Utilized
8 PRIVATE
2 PUBLIC

>100% Utilized
8 PRIVATE
2 PUBLIC

Legend

- County Boundary
- State Roadways
- District Boundary
- <25% Utilized
- 26-50% Utilized
- 51-75% Utilized
- 76-100% Utilized
- >100% Utilized

District 6 - Truck Parking Analysis



Parking Locations

DISTRICTWIDE

17 PRIVATE

3 PUBLIC

1 REST AREAS

1 WEIGH STATIONS

1 WELCOME CENTERS

STATEWIDE

207 PRIVATE

98 PUBLIC

64 REST AREAS

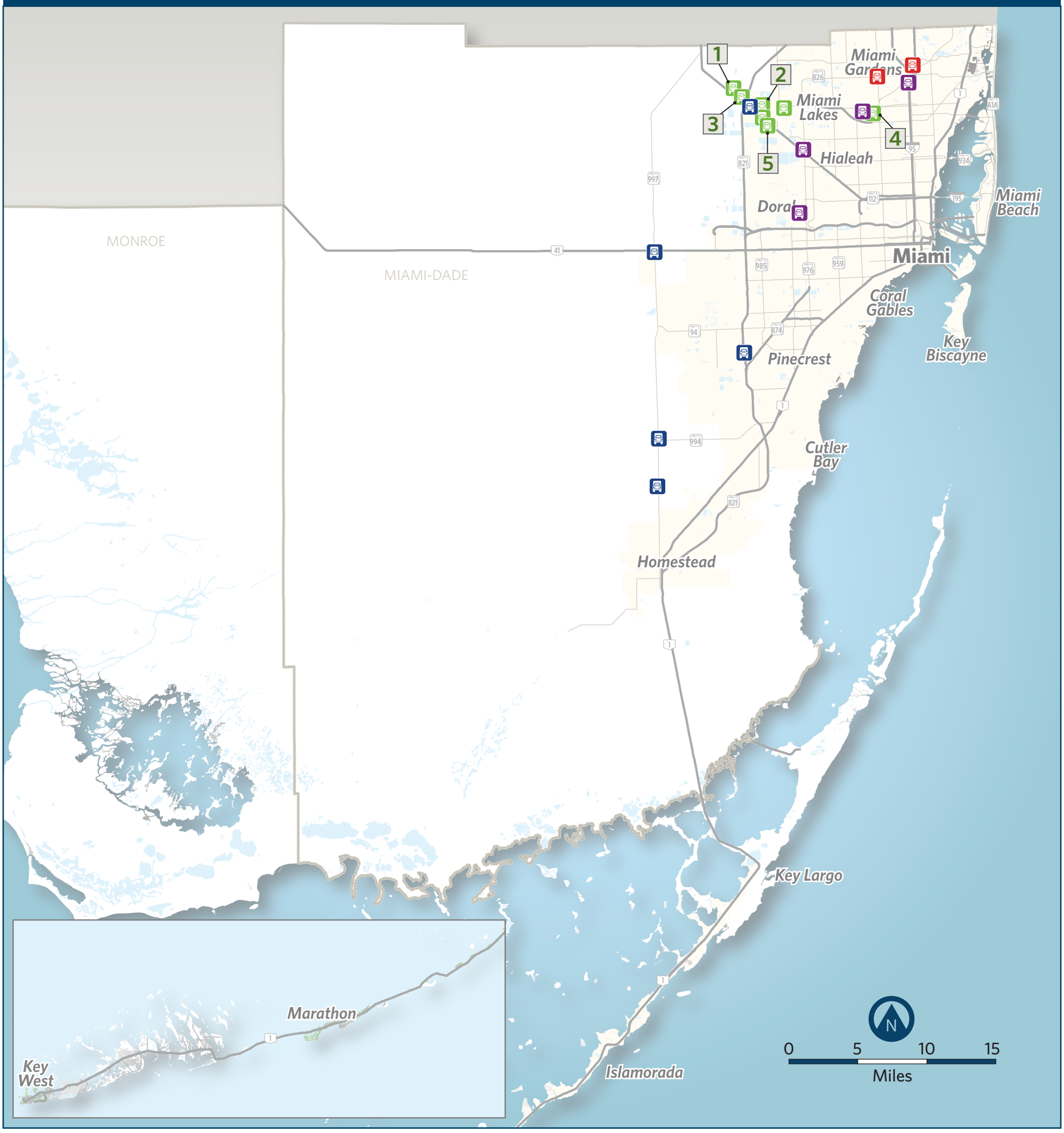
29 WEIGH STATIONS

5 WELCOME CENTERS

Legend

- County Boundary
- State Roadways
- District Boundary
- Private Truck Parking
- Public Truck Parking

District 6 - Truck Parking Analysis



Parking Spaces

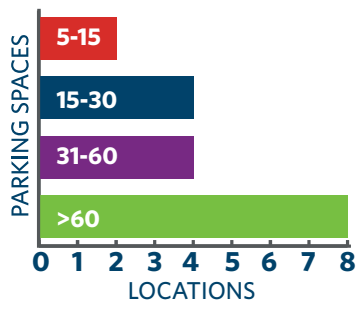
DISTRICTWIDE

NUMBER OF PARKING SPACES

2,690
PRIVATE

68
PUBLIC

NUMBER OF PARKING SPACES & LOCATIONS



SIGNIFICANT PRIVATE LOCATIONS

1	F and M Truck Parking Yard
2	World Property Services Inc.
3	TR Logistic
4	Metro Dade Parking and Storage
5	The Elite Carrier Services of Miami

STATEWIDE

NUMBER OF PARKING SPACES

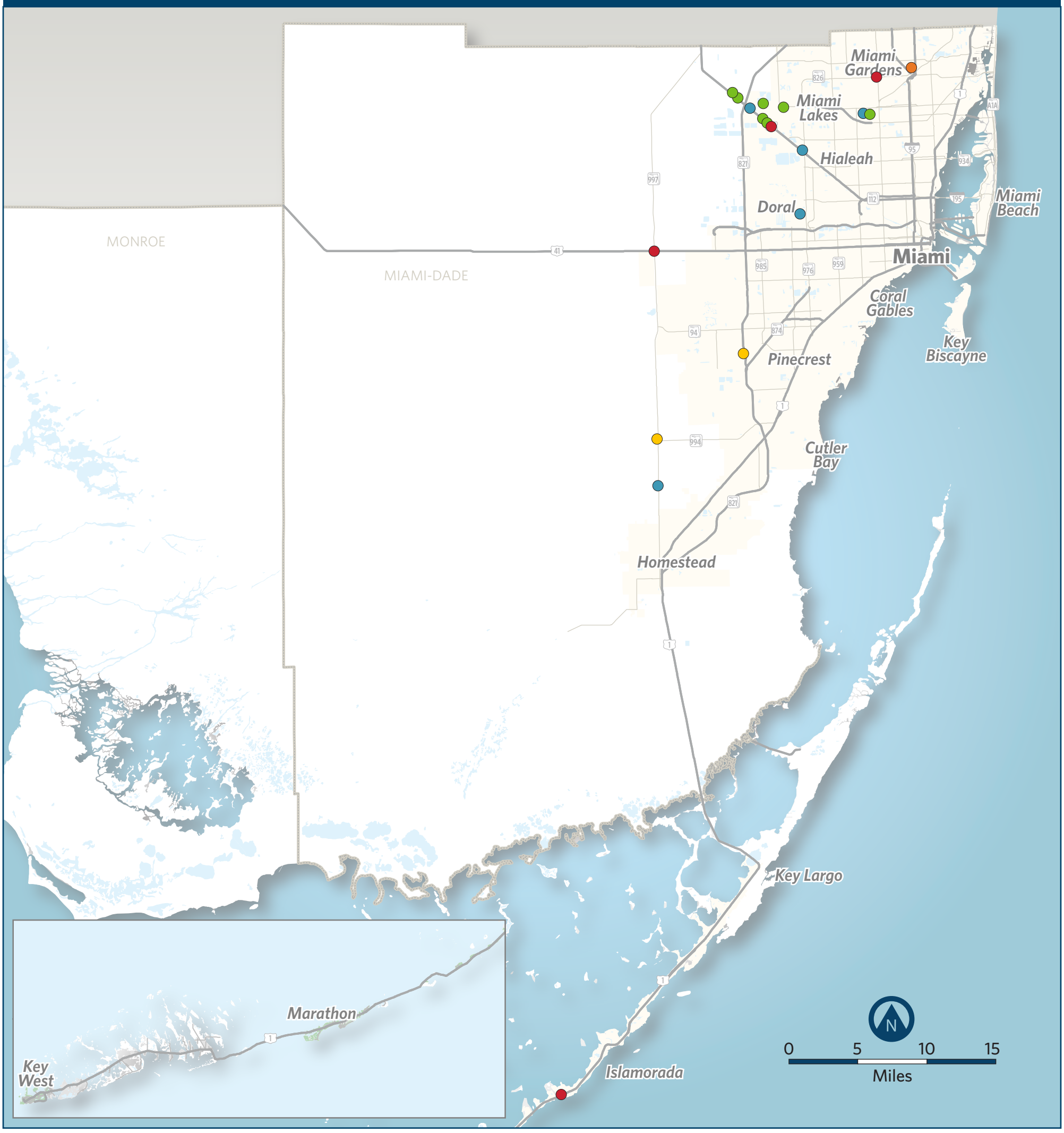
9,515
PRIVATE

3,028
PUBLIC

Legend

- County Boundary
- State Roadways
- District Boundary
- 5 - 15 Parking Spaces
- 15 - 30 Parking Spaces
- 31 - 60 Parking Spaces
- > 60 Parking Spaces

District 6 - Truck Parking Analysis



Parking Utilization: 12:00AM-5:00AM

<25% Utilized

PRIVATE	PUBLIC
7	0

26-50% Utilized

PRIVATE	PUBLIC
5	0

51-75% Utilized

PRIVATE	PUBLIC
1	1

76-100% Utilized

PRIVATE	PUBLIC
1	0

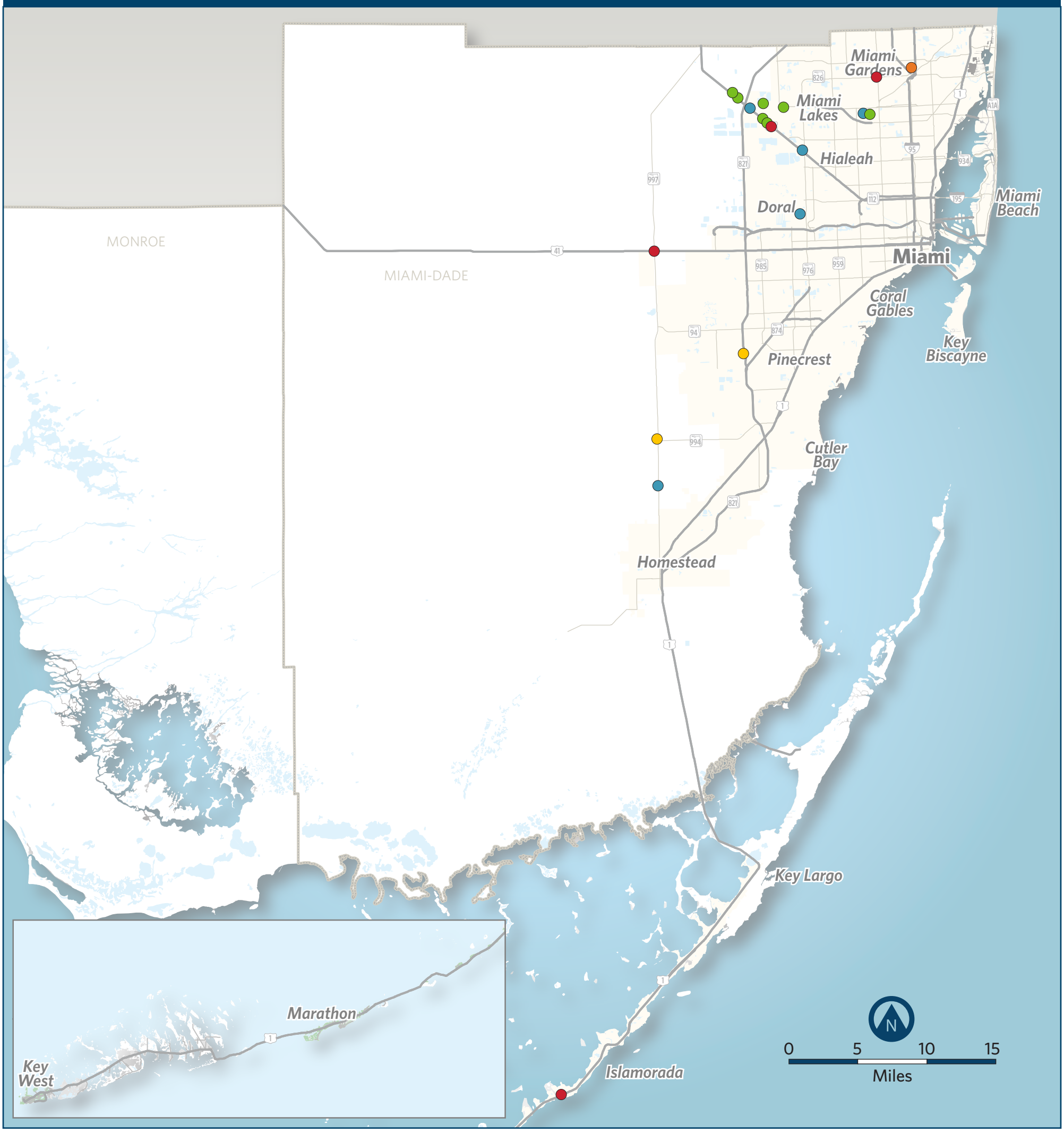
>100% Utilized

PRIVATE	PUBLIC
3	1

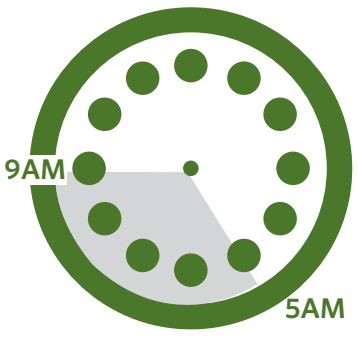
Legend

- County Boundary
- State Roadways
- District Boundary
- <25% Utilized
- 26-50% Utilized
- 51-75% Utilized
- 76-100% Utilized
- >100% Utilized

District 6 - Truck Parking Analysis



Parking Utilization: 5:00AM-9:00AM



<25% Utilized

PRIVATE	PUBLIC
7	0

26-50% Utilized

PRIVATE	PUBLIC
5	0

51-75% Utilized

PRIVATE	PUBLIC
1	1

76-100% Utilized

PRIVATE	PUBLIC
1	0

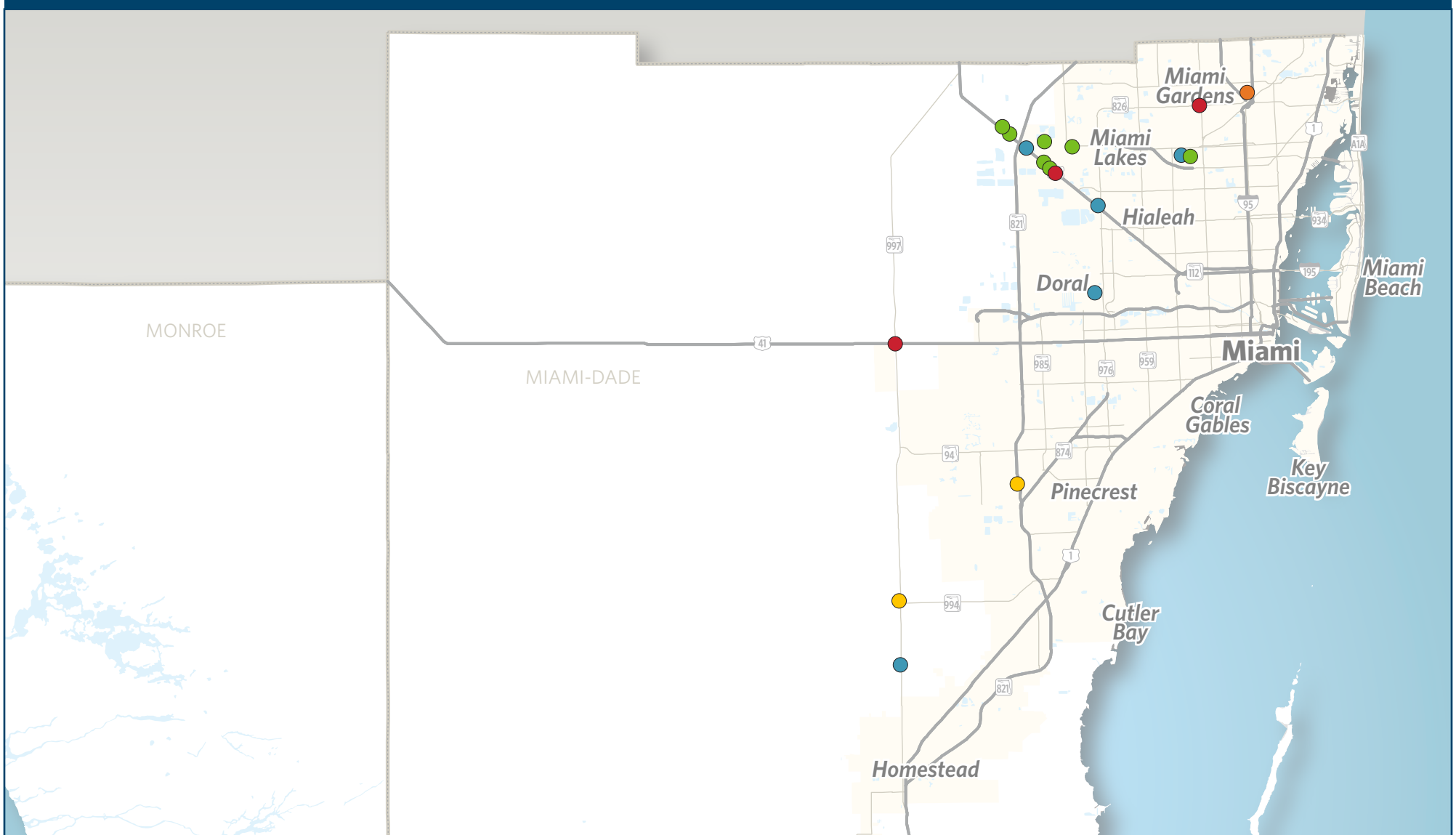
>100% Utilized

PRIVATE	PUBLIC
3	1

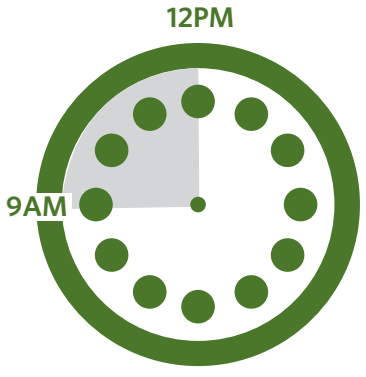
Legend

- County Boundary
- State Roadways
- District Boundary
- <25% Utilized
- 26-50% Utilized
- 51-75% Utilized
- 76-100% Utilized
- >100% Utilized

District 6 - Truck Parking Analysis



Parking Utilization: 9:00AM-12:00PM



<25% Utilized

PRIVATE	PUBLIC
7	0

26-50% Utilized

PRIVATE	PUBLIC
5	0

51-75% Utilized

PRIVATE	PUBLIC
1	1

76-100% Utilized

PRIVATE	PUBLIC
1	0

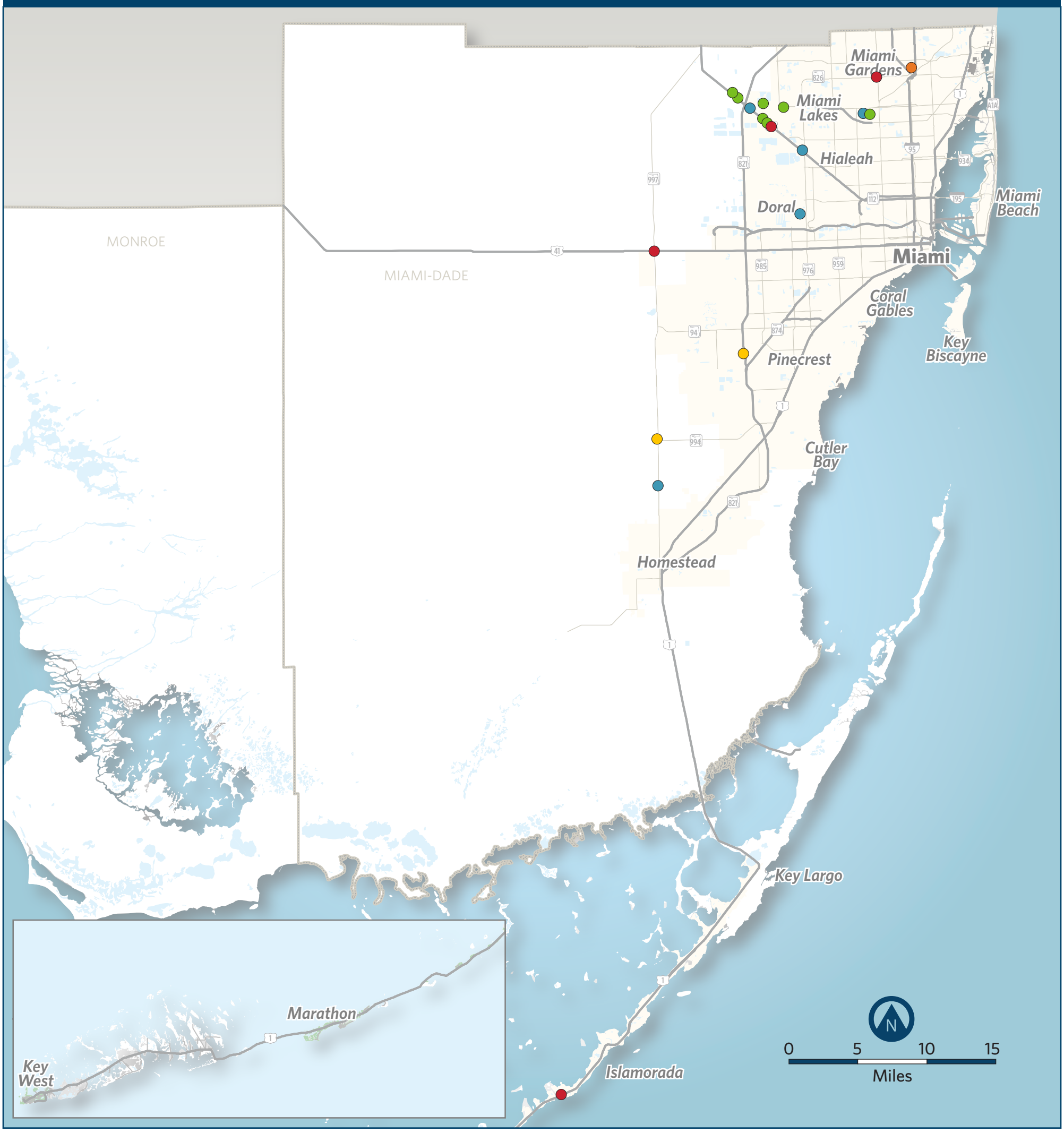
>100% Utilized

PRIVATE	PUBLIC
3	1

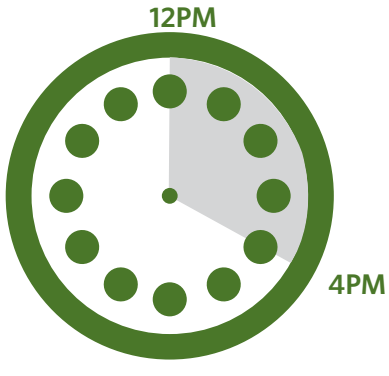
Legend

- County Boundary
- State Roadways
- District Boundary
- <25% Utilized
- 26-50% Utilized
- 51-75% Utilized
- 76-100% Utilized
- >100% Utilized

District 6 - Truck Parking Analysis



Parking Utilization: 12:00PM-4:00PM



<25% Utilized

PRIVATE	PUBLIC
7	0

26-50% Utilized

PRIVATE	PUBLIC
5	0

51-75% Utilized

PRIVATE	PUBLIC
1	1

76-100% Utilized

PRIVATE	PUBLIC
1	0

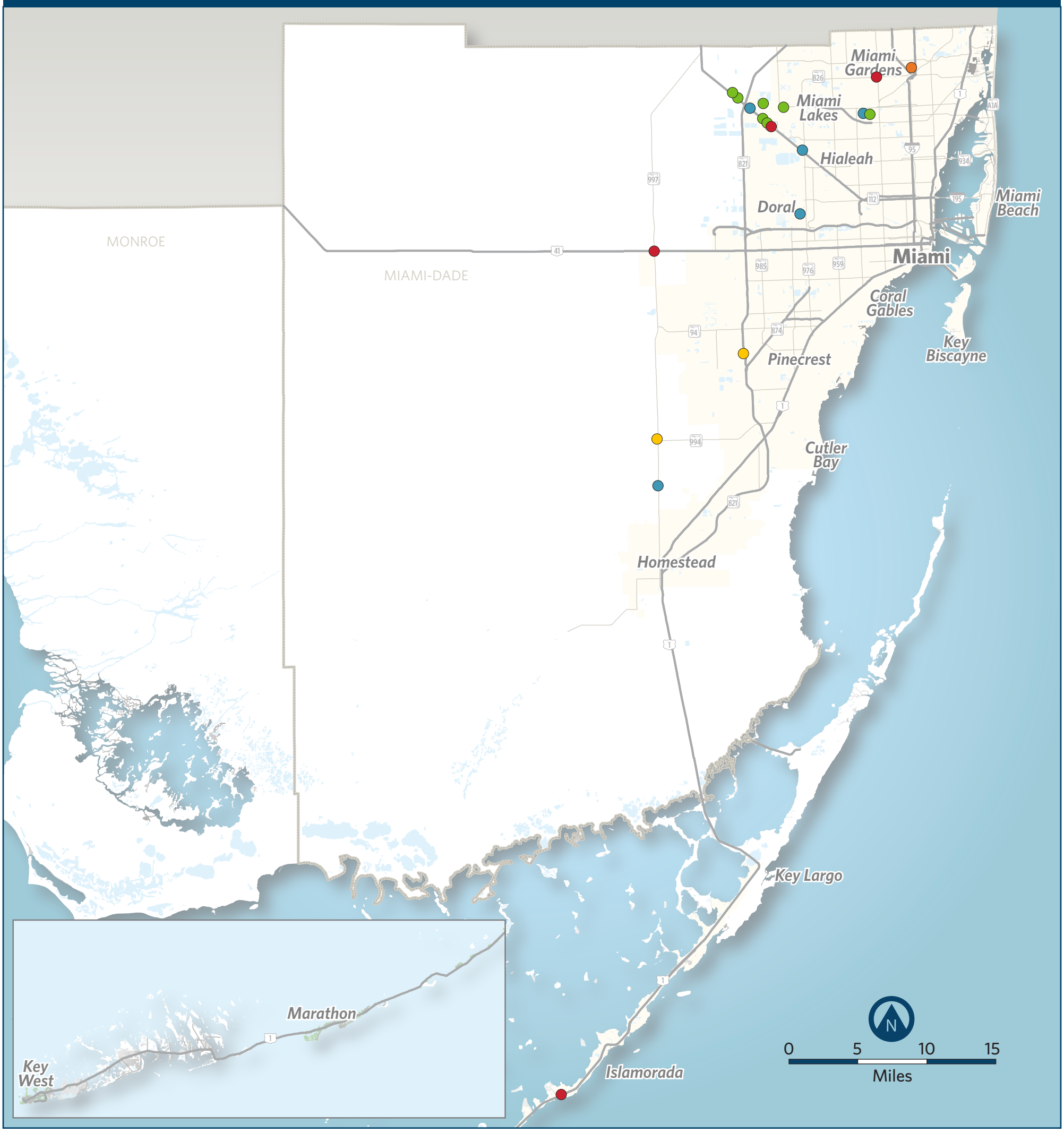
>100% Utilized

PRIVATE	PUBLIC
3	1

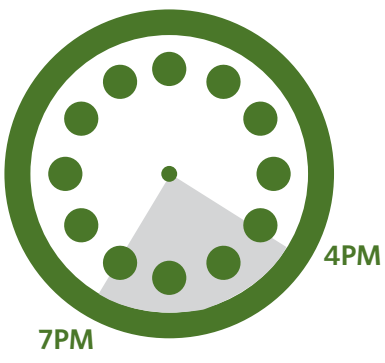
Legend

- County Boundary
- State Roadways
- District Boundary
- <25% Utilized
- 26-50% Utilized
- 51-75% Utilized
- 76-100% Utilized
- >100% Utilized

District 6 - Truck Parking Analysis



Parking Utilization: 4:00PM-7:00PM



<25% Utilized

PRIVATE	PUBLIC
7	0

26-50% Utilized

PRIVATE	PUBLIC
5	0

51-75% Utilized

PRIVATE	PUBLIC
1	1

76-100% Utilized

PRIVATE	PUBLIC
1	0

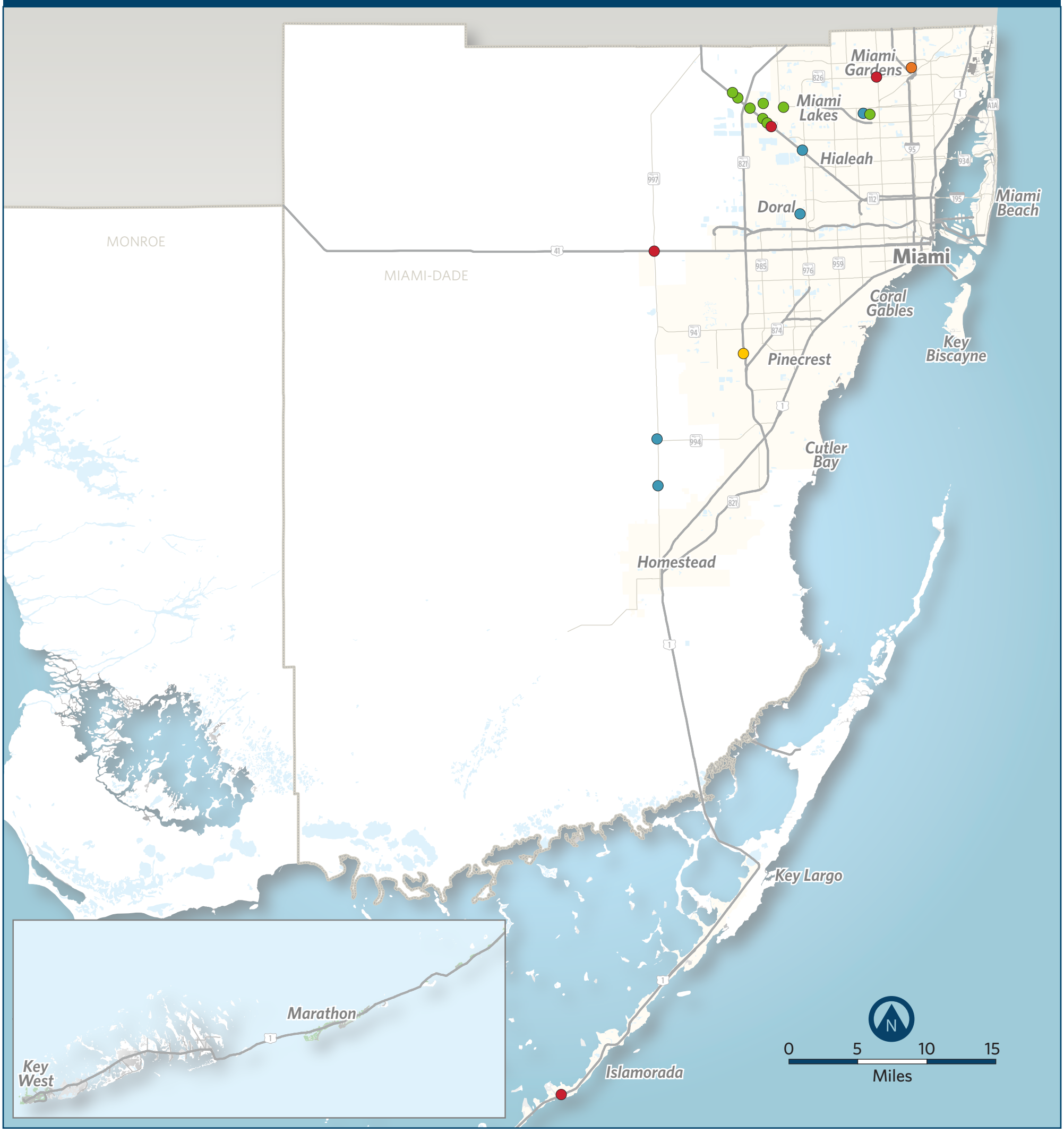
>100% Utilized

PRIVATE	PUBLIC
3	1

Legend

- County Boundary
- State Roadways
- District Boundary
- <25% Utilized
- 26-50% Utilized
- 51-75% Utilized
- 76-100% Utilized
- >100% Utilized

District 6 - Truck Parking Analysis



Parking Utilization: 7:00PM-12:00AM

<25% Utilized

PRIVATE	PUBLIC
8	0

26-50% Utilized

PRIVATE	PUBLIC
5	0

51-75% Utilized

PRIVATE	PUBLIC
0	1

76-100% Utilized

PRIVATE	PUBLIC
1	0

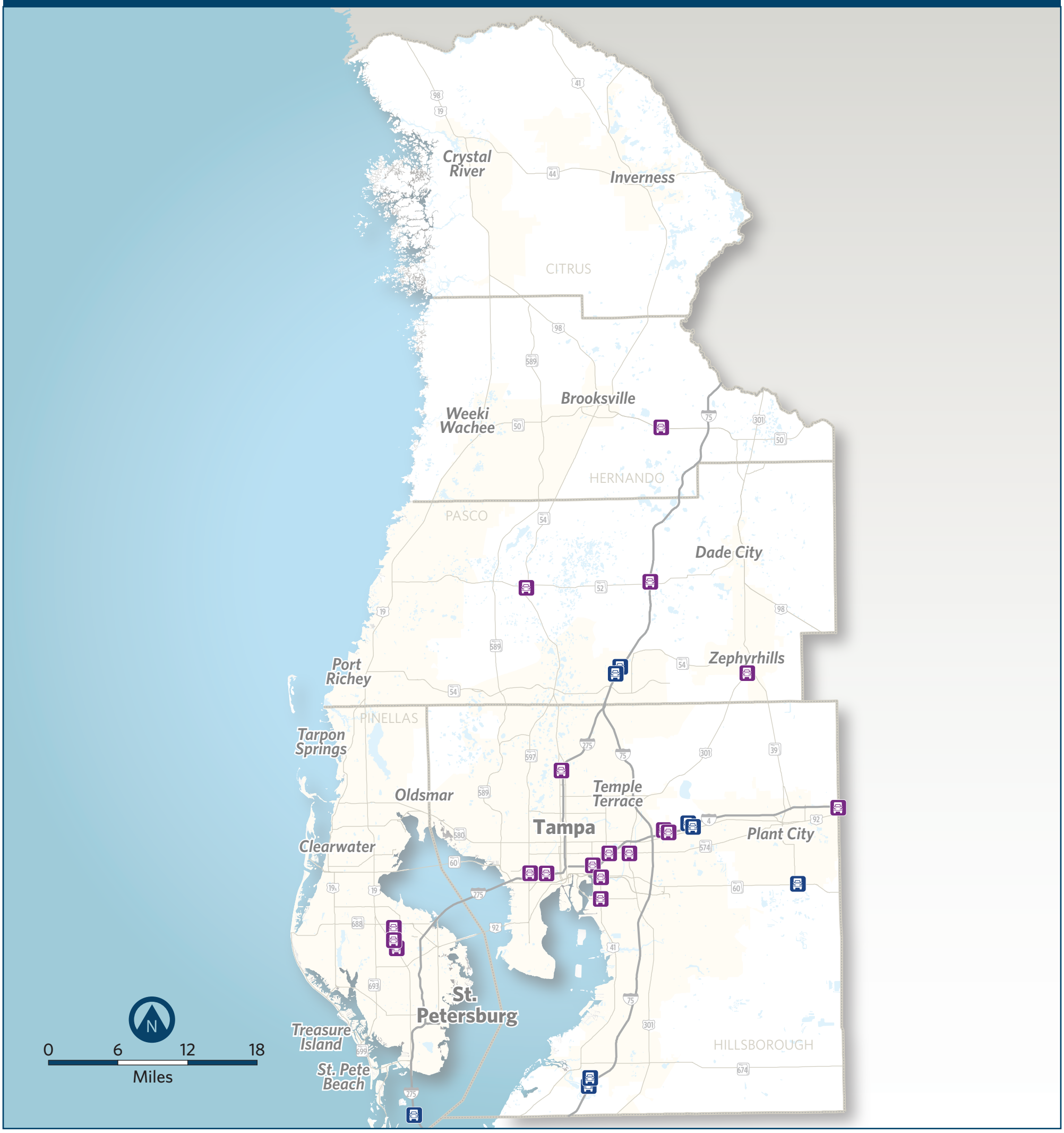
>100% Utilized

PRIVATE	PUBLIC
3	1

Legend

- County Boundary
- State Roadways
- District Boundary
- <25% Utilized
- 26-50% Utilized
- 51-75% Utilized
- 76-100% Utilized
- >100% Utilized

District 7 - Truck Parking Analysis



Parking Locations

DISTRICTWIDE

19 PRIVATE

8 PUBLIC

5 REST AREAS

3 WEIGH STATIONS

0 WELCOME CENTERS

STATEWIDE

207 PRIVATE

98 PUBLIC

64 REST AREAS

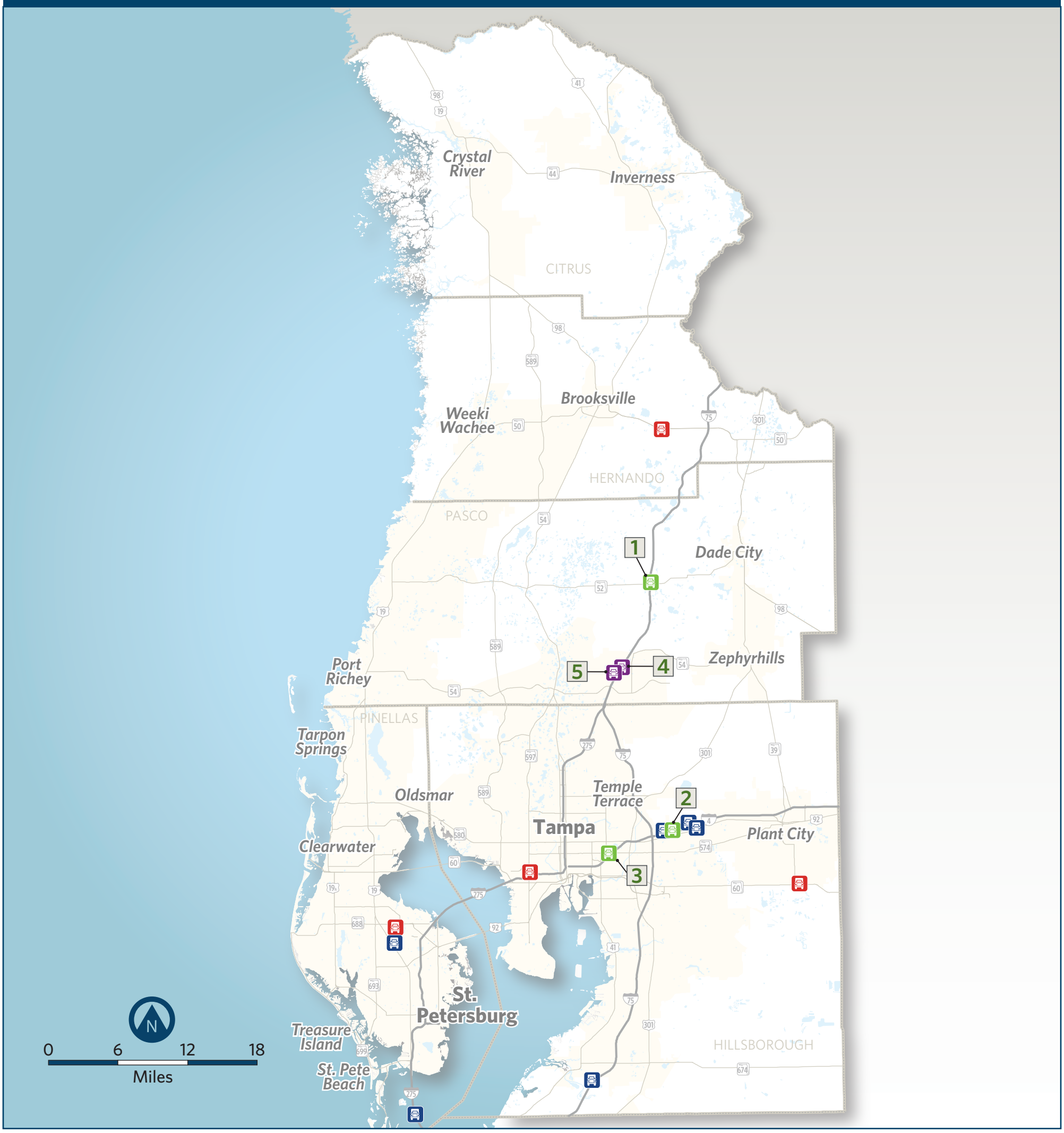
29 WEIGH STATIONS

5 WELCOME CENTERS

Legend

- County Boundary
- State Roadways
- District Boundary
- Private Truck Parking
- Public Truck Parking

District 7 - Truck Parking Analysis



Parking Spaces

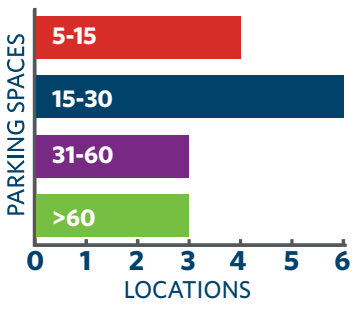
DISTRICTWIDE

NUMBER OF PARKING SPACES

431
PRIVATE

200
PUBLIC

NUMBER OF PARKING SPACES & LOCATIONS



SIGNIFICANT PRIVATE LOCATIONS

1	Flying J Travel Plaza #624
2	TA Travel Center #158
3	Tampa Bay Truck Center
4	Pasco Co NB Rest Area #70241
5	Pasco Co NB Rest Area #70242

STATEWIDE

NUMBER OF PARKING SPACES

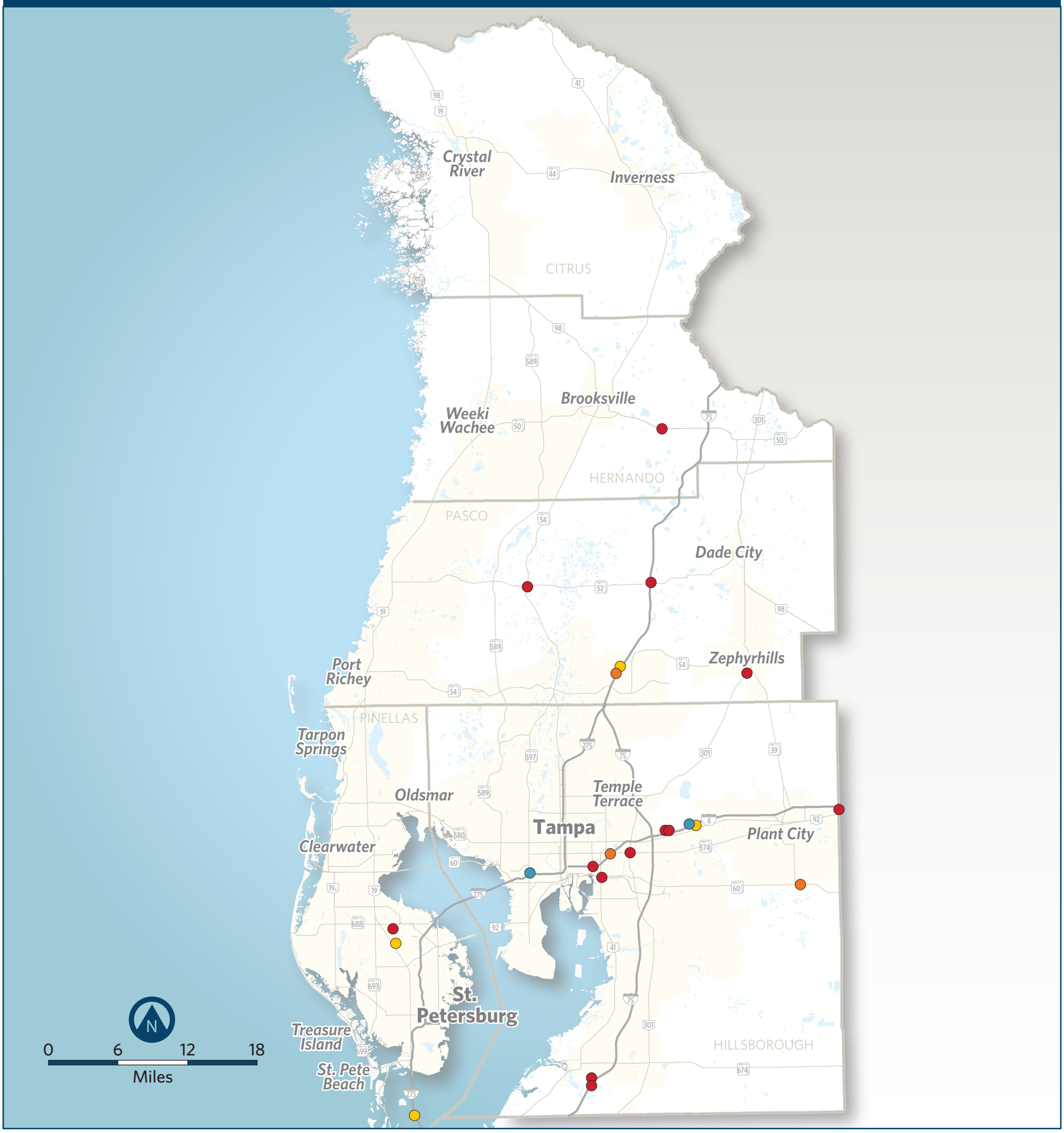
9,515
PRIVATE

3,028
PUBLIC

Legend

- County Boundary
- State Roadways
- District Boundary
- 5 - 15 Parking Spaces
- 15 - 30 Parking Spaces
- 31 - 60 Parking Spaces
- > 60 Parking Spaces

District 7 - Truck Parking Analysis



Parking Utilization: 12:00AM-5:00AM

<25% Utilized

PRIVATE	PUBLIC
0	0

26-50% Utilized

PRIVATE	PUBLIC
1	1

51-75% Utilized

PRIVATE	PUBLIC
2	3

76-100% Utilized

PRIVATE	PUBLIC
1	2

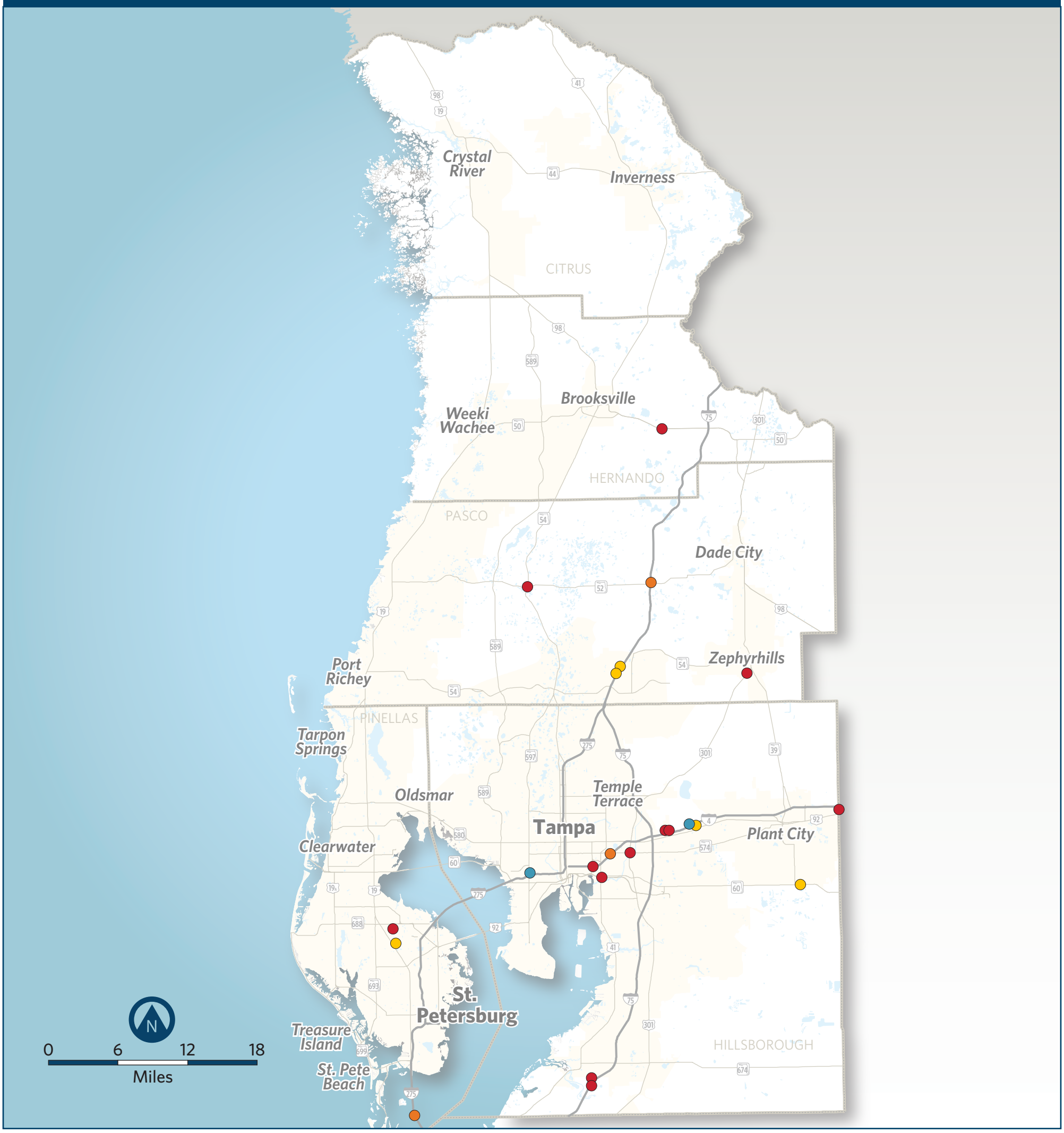
>100% Utilized

PRIVATE	PUBLIC
11	2

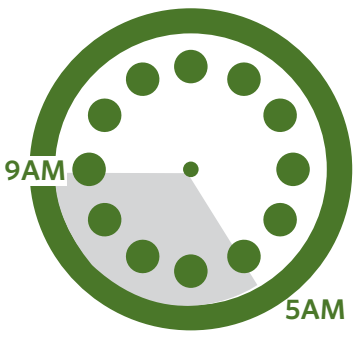
Legend

- County Boundary
- State Roadways
- District Boundary
- <25% Utilized
- 26-50% Utilized
- 51-75% Utilized
- 76-100% Utilized
- >100% Utilized

District 7 - Truck Parking Analysis



Parking Utilization: 5:00AM-9:00AM



<25% Utilized

PRIVATE	PUBLIC
0	0

26-50% Utilized

PRIVATE	PUBLIC
1	1

51-75% Utilized

PRIVATE	PUBLIC
2	4

76-100% Utilized

PRIVATE	PUBLIC
2	1

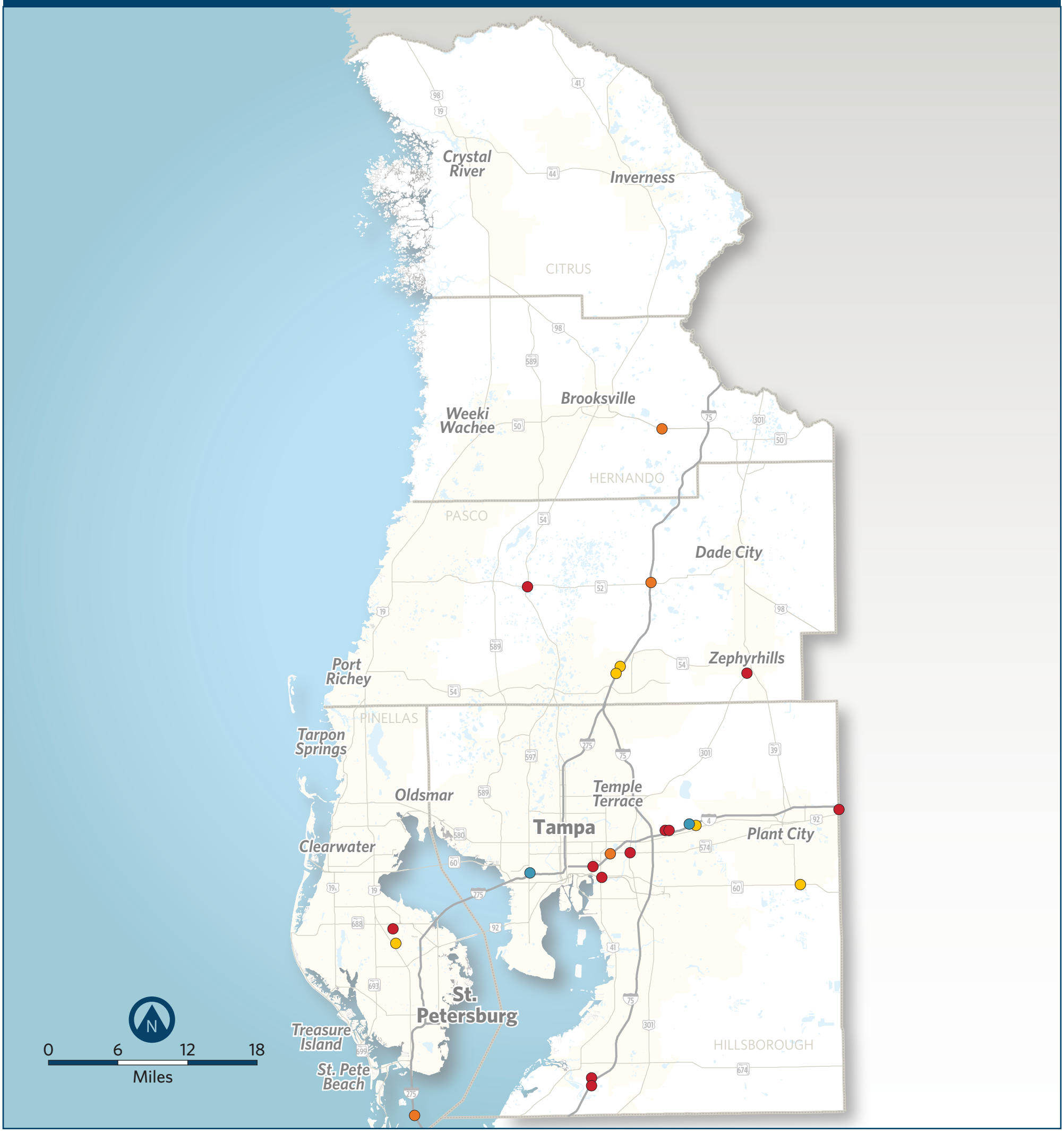
>100% Utilized

PRIVATE	PUBLIC
10	2

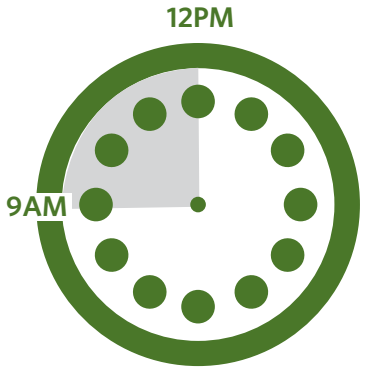
Legend

- County Boundary
- State Roadways
- District Boundary
- <25% Utilized
- 26-50% Utilized
- 51-75% Utilized
- 76-100% Utilized
- >100% Utilized

District 7 - Truck Parking Analysis



Parking Utilization: 9:00AM-12:00PM



<25% Utilized

PRIVATE	PUBLIC
0	0

26-50% Utilized

PRIVATE	PUBLIC
1	1

51-75% Utilized

PRIVATE	PUBLIC
2	3

76-100% Utilized

PRIVATE	PUBLIC
3	2

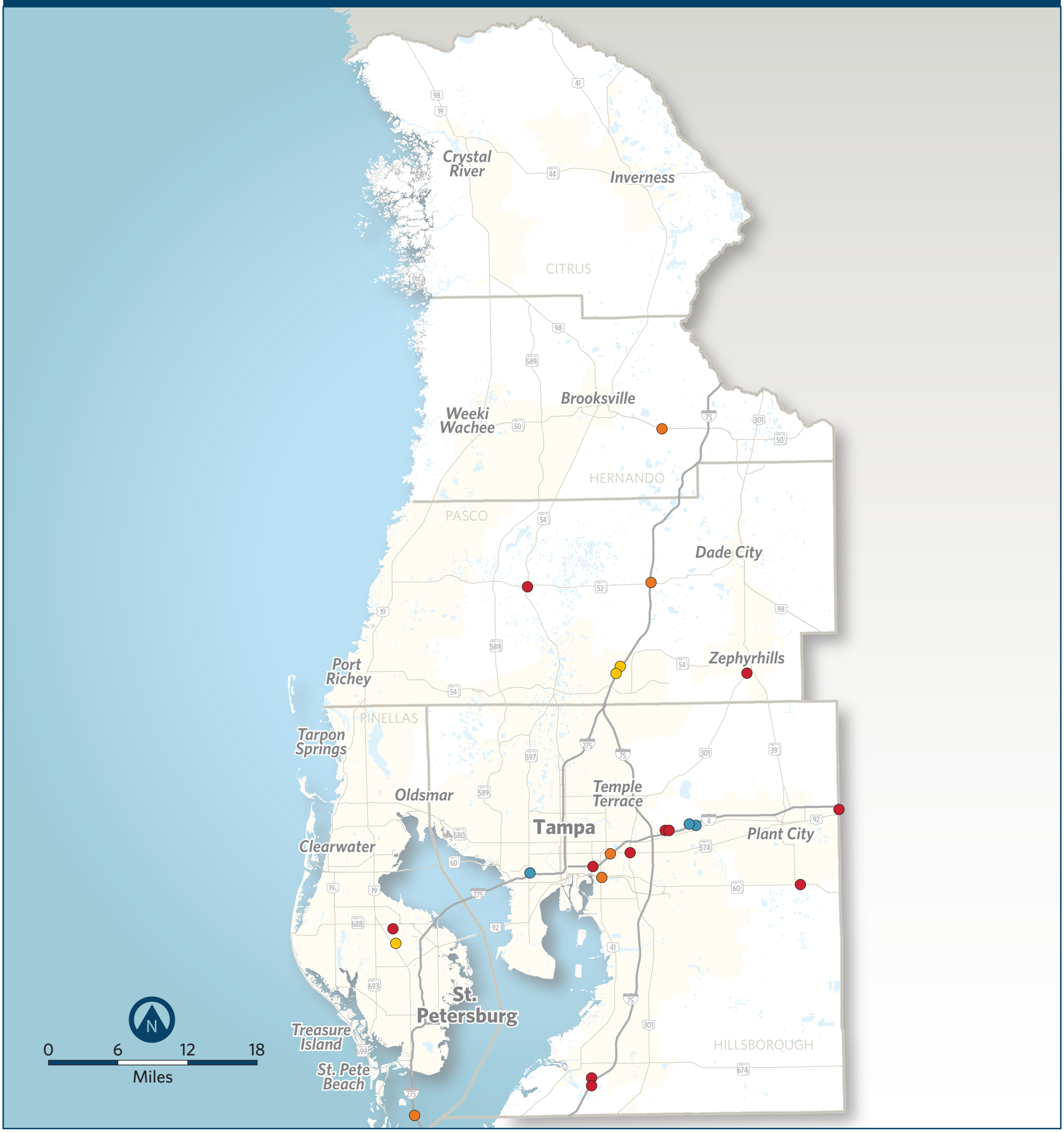
>100% Utilized

PRIVATE	PUBLIC
9	2

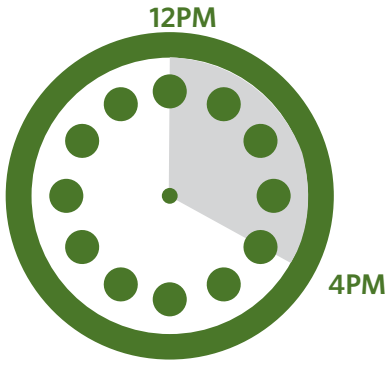
Legend

- County Boundary
- State Roadways
- District Boundary
- <25% Utilized
- 26-50% Utilized
- 51-75% Utilized
- 76-100% Utilized
- >100% Utilized

District 7 - Truck Parking Analysis



Parking Utilization: 12:00PM-4:00PM



<25% Utilized

PRIVATE	PUBLIC
0	0

26-50% Utilized

PRIVATE	PUBLIC
1	2

51-75% Utilized

PRIVATE	PUBLIC
2	2

76-100% Utilized

PRIVATE	PUBLIC
4	1

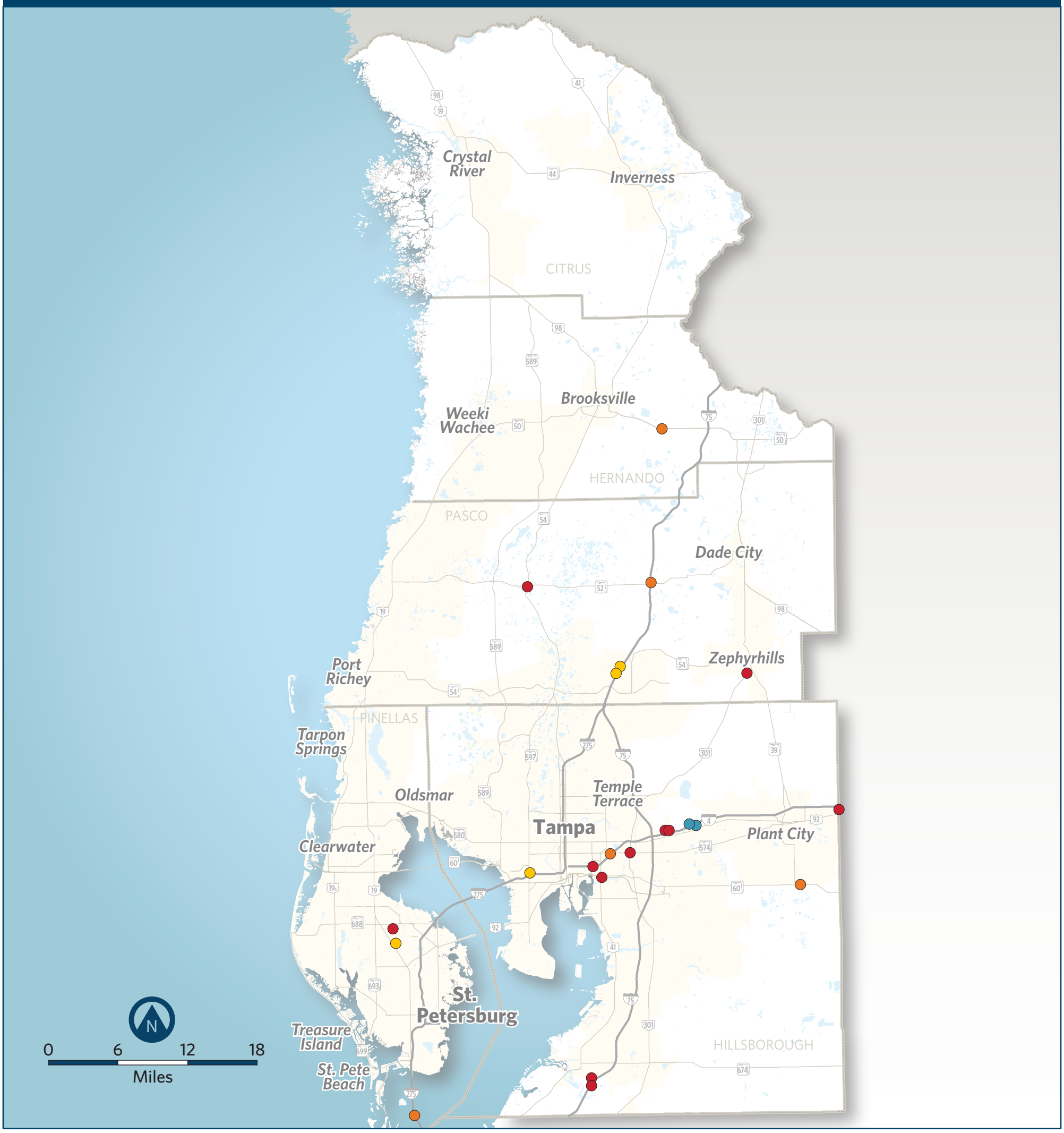
>100% Utilized

PRIVATE	PUBLIC
8	3

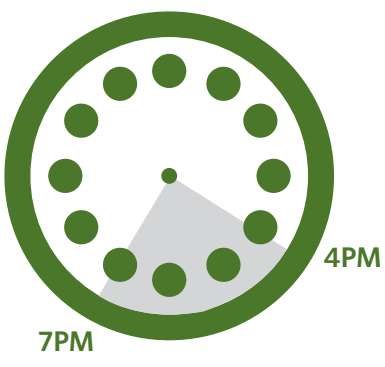
Legend

- County Boundary
- State Roadways
- District Boundary
- <25% Utilized
- 26-50% Utilized
- 51-75% Utilized
- 76-100% Utilized
- >100% Utilized

District 7 - Truck Parking Analysis



Parking Utilization: 4:00PM-7:00PM



<25% Utilized

PRIVATE	PUBLIC
0	0

26-50% Utilized

PRIVATE	PUBLIC
0	2

51-75% Utilized

PRIVATE	PUBLIC
2	2

76-100% Utilized

PRIVATE	PUBLIC
3	2

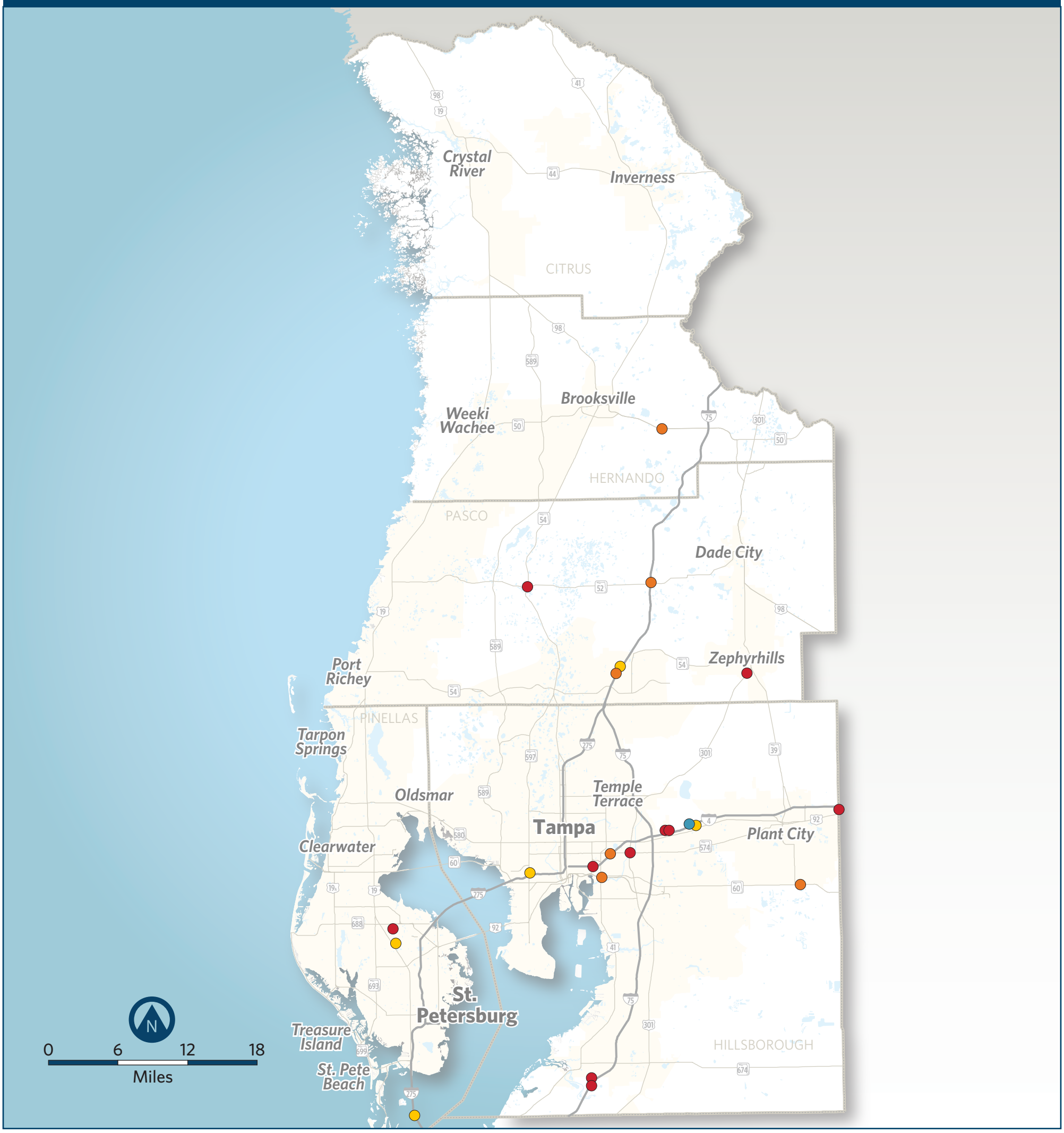
>100% Utilized

PRIVATE	PUBLIC
10	2

Legend

- County Boundary
- State Roadways
- District Boundary
- <25% Utilized
- 26-50% Utilized
- 51-75% Utilized
- 76-100% Utilized
- >100% Utilized

District 7 - Truck Parking Analysis



Parking Utilization: 7:00PM-12:00AM

<25% Utilized

PRIVATE	PUBLIC
0	0

26-50% Utilized

PRIVATE	PUBLIC
0	1

51-75% Utilized

PRIVATE	PUBLIC
3	3

76-100% Utilized

PRIVATE	PUBLIC
4	2

>100% Utilized

PRIVATE	PUBLIC
8	2

Legend

- County Boundary
- State Roadways
- District Boundary
- <25% Utilized
- 26-50% Utilized
- 51-75% Utilized
- 76-100% Utilized
- >100% Utilized

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