Regional Truck Parking and Service Issues

August 2014
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This White Paper is one in a series developed as part of the Tampa Bay Regional Goods Movement Study. The purpose of this series of White Papers is to provide background and information for the freight community in the Tampa Bay Region.
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INTRODUCTION

Over the road truck drivers lead challenging lives. They spend countless hours traveling the nation’s highways, often spending weeks at a time on the road. In recent years the issue of driver fatigue has attracted considerable national attention. This issue has been identified in numerous research studies, public hearings, and media accounts. A recent example of the issue of driver fatigue was the deadly New Jersey Turnpike crash in which a Walmart truck crashed into the rear of a limousine carrying actor Tracy Morgan and several others. It was reported that the driver of the truck had not slept in 24 plus hours leading up to the crash.  

To deal with the issue of driver fatigue, the Federal Motor Carrier Safety Administration has issued rules that regulate the number of hours truck drivers are permitted to drive and prescribes requirements for extended rest periods. To achieve these necessary rest periods drivers need to be able to park for extended periods, preferably in locations that provide ancillary services and offer security from theft and other crimes.

FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION HOURS OF SERVICE RULES

To promote highway safety and assure adequate rest for truck drivers, the Federal Motor Carrier Safety Administration has promulgated hours of service rules for motor carrier drivers. The rules prescribe limits on the number of hours drivers can operate and include rules on required rest breaks. Due to the need for periodic rest and the requirements of the hours of service rules, truck parking facilities are an important element of the freight transportation system.

The U.S. Department of Transportation’s Federal Motor Carrier Safety Administration (FMCSA) implemented new rules that went into effect on July 1, 2013. Major provisions of the rules include:  

- May drive a maximum of 11 hours after 10 consecutive hours off-duty.  
- May not drive beyond the 14th consecutive hour after coming on-duty. (Off-duty time does not extend the 14-hour period).  
- May drive only if 8 hours or less have passed since the end of the driver’s last off-duty or sleeper berth period of at least 30 minutes.  
- May not drive after 60/70 hours on duty in 7/8 consecutive days.  
- A driver may restart a 7/8 consecutive day period after taking 34 or more consecutive hours off duty, which must include two periods from 1 a.m. to 5 a.m. of home terminal time.  

Since the rules were implemented there has been widespread controversy, including opposition led by several industry groups, including the Owner-Operator Independent Drivers Association and the American Trucking Association, which has argued that the 34-hour restart provision and the requirement for a 30 minute break after eight hours of driving will have a negative impact on productivity and that the safety benefits have not been demonstrated. The previous rule allowed a driver to work up to his or her 60 or 70 hour limit, take a 34-hour restart, and then go again, allowing drivers to accumulate up to 82

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working hours in a 7-day period. The new rule limits the maximum hours to 70 hours per week, by limiting when and how often a driver can take a restart.\(^3\)

In response to the vocal opposition raised, the Senate Appropriations Committee adopted an amendment to the 2015 transportation appropriations bill that would temporarily suspend the two-night rest requirement and the once a week limitation on the restart and require FMCSA to undertake a rigorous statistically valid analysis of the two elements of the current rule. The Appropriations Committee action has yet to be endorsed by the remainder of the Senate or the House of Representatives. Regardless of the outcome of the amendment, strong hours-of-service rules will continue and the need for adequate truck parking will remain high.

**FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT) TRUCK PARKING FACILITIES IN THE TAMPA BAY REGION**

Florida DOT operates public rest areas (RA) and weigh-in-motion stations (WIM) that include truck parking areas as summarized in Table 1. In addition to the Tampa Bay Region, the table includes facilities in Marion, Sumter, and Charlotte Counties. Although these are outside the region they can be expected to affect parking demand in the region. This report appendix includes a detailed profile of each of these public rest areas and weigh stations.

Table 1 – Florida Department of Transportation Public Rest Areas and Weigh Stations

<table>
<thead>
<tr>
<th>Direction</th>
<th>County/ District</th>
<th>Facility Type</th>
<th>Location</th>
<th>Number of Spaces</th>
</tr>
</thead>
<tbody>
<tr>
<td>Northbound</td>
<td>Marion/5</td>
<td>RA</td>
<td>I-75 4 mi. N of SR 484 (Exit 341)</td>
<td>47</td>
</tr>
<tr>
<td>Southbound</td>
<td>Marion/5</td>
<td>RA</td>
<td>I-75 3 mi. S of SR 200 (Exit 350)</td>
<td>45</td>
</tr>
<tr>
<td>Northbound</td>
<td>Marion/5</td>
<td>WIM</td>
<td>I-75 10 mi. N of SR 44 (Exit 329)</td>
<td>28</td>
</tr>
<tr>
<td>Southbound</td>
<td>Marion/5</td>
<td>WIM</td>
<td>I-75 2 mi. S of CR 484 (Exit 341)</td>
<td>28</td>
</tr>
<tr>
<td>Northbound</td>
<td>Sumter/5</td>
<td>RA</td>
<td>I-75 6 mi. N of SR50/US98 (Exit 301)</td>
<td>44</td>
</tr>
<tr>
<td>Southbound</td>
<td>Sumter/5</td>
<td>RA</td>
<td>I-75 1 mi. S of CR 476B (Exit 309)</td>
<td>34</td>
</tr>
<tr>
<td>Eastbound</td>
<td>Polk/1</td>
<td>RA</td>
<td>I-4 2.0 mi. E of SR559 (Exit 44)</td>
<td>24</td>
</tr>
<tr>
<td>Westbound</td>
<td>Polk/1</td>
<td>RA</td>
<td>I-4 1.4 mi. W of CR 557 (Exit 48)</td>
<td>24</td>
</tr>
<tr>
<td>Northbound</td>
<td>Pasco/7</td>
<td>RA</td>
<td>I-75 1 mi. S of SR 54 (Exit 279)</td>
<td>58</td>
</tr>
<tr>
<td>Southbound</td>
<td>Pasco/7</td>
<td>RA</td>
<td>I-75 1 mi. S of SR 54 (Exit 279)</td>
<td>53</td>
</tr>
<tr>
<td>Northbound</td>
<td>Hillsborough/7</td>
<td>RA</td>
<td>I-75 2 mi. S of SR 674 (Exit 240)</td>
<td>18</td>
</tr>
<tr>
<td>Southbound</td>
<td>Hillsborough/7</td>
<td>RA</td>
<td>I-75 2 mi. S of SR 674 (Exit 240)</td>
<td>43</td>
</tr>
<tr>
<td>North/South</td>
<td>Charlotte/1</td>
<td>RA</td>
<td>I-75 Exit 161 near Punta Gorda</td>
<td>26</td>
</tr>
<tr>
<td>Northbound</td>
<td>Charlotte/1</td>
<td>WIM</td>
<td>I-75 3 mi. S of Exit 161</td>
<td>33</td>
</tr>
<tr>
<td>Southbound</td>
<td>Charlotte/1</td>
<td>WIM</td>
<td>I-75 3 mi. S of Exit 161</td>
<td>33</td>
</tr>
<tr>
<td>North/South</td>
<td>Pinellas/7</td>
<td>RA</td>
<td>I-275 North end of Skyway Bridge</td>
<td>20</td>
</tr>
<tr>
<td>North/South</td>
<td>Manatee/1</td>
<td>RA</td>
<td>I-275 South end of Skyway Bridge</td>
<td>16</td>
</tr>
</tbody>
</table>

**TOTAL** | 574 |

Source: http://www.dot.state.fl.us/statemaintenanceoffice/Rest_Area_Listing.shtm

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Figure 1: The recently completed improved Pasco County rest area
Source: http://www.dot.state.fl.us/statemaintenanceoffice/restarea_pics/P70241.jpg

Florida DOT Efforts to Study Truck Parking and Implement Real-Time Monitoring of Rest Areas and Weigh Stations

Florida DOT undertook a two-part research project with Florida International University. Phase I included early morning and night-time field observations of truck parking characteristics and utilization at all public rest areas on I-75, I-275, I-95, and I-10 in Florida. Phase 2 was an assessment of technological applications that could improve the utilization of rest areas by trucks. Their field observations included the following rest areas of interest in the Tampa Bay Region and others that might affect usage in the region:

- **I-75 in Marion County at Milepost 345/346**
  - Northbound utilization of 47 spaces at 45-60%
  - Southbound utilization of 45 spaces at 49-102%

- **I-75 in Sumter County at Milepost 307/308**
  - Northbound utilization of 44 spaces at 90-100%
  - Southbound utilization of 34 spaces at 88-109%

- **I-75 Hillsborough County at Milepost 238**
  - Northbound utilization of 18 spaces at 161-239%
  - Southbound utilization of 43 spaces at 63-70%

- **I-275 Pinellas County at Milepost 13 (North end of the Skyway Bridge)**
  - Serves both NB and SB; utilization of 20 spaces at 15-30%

- **I-275 Manatee County at Milepost 7 (South end of the Skyway Bridge)**
  - Serves both NB and SB; utilization of 16 spaces at 25-44%

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4 Florida Department of Transportation, *Commercial Motor Vehicle Parking Trends at Rest Areas and Weight Stations*, prepared by Florida International University, December 2012.
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I-75 Charlotte County at Milepost 161
Serves both NB and SB; utilization of 26 spaces 19-62%

It should be noted that during the period of field observations, the Pasco County rest area was under reconstruction and therefore closed. This definitely impacted the utilization of other rest areas, especially in Sumter County and in Hillsborough County.

Phase 2 of the project was an assessment of technologies that could improve truck utilization of truck parking at Florida’s rest areas. Wireless vehicle detection sensors were installed at the I-10 rest areas in Leon County. The sensors were used to collect continuous data about occupancy of the truck parking spaces. These data were then analyzed to portray time of day, day of the week, and other variations in the use of the truck parking areas. The researchers then developed predictive models of occupancy of truck parking facilities that could be fused with current conditions to properly advise drivers of space availability. A recent FDOT annual report indicated the system could be used to provide information on the number of spaces available at the next rest area, and also at the next several facilities on the route.\(^5\)

Florida DOT has current plans to install video detection sensors as part of another pilot project to monitor use of rest area parking on I-95 in the Jacksonville area. In addition, Florida DOT is moving toward the deployment of systems to monitor utilization of truck parking spaces, initially at weigh stations and ultimately at all public rest areas. As envisioned, the system would use a small static display on the mainline of the roadway with a mini-variable message sign that would indicate the number of available spaces. There are also plans for subsequent implementation of a 511 system that could include a predictive model of available spaces that informs truck drivers of anticipated availability of spaces at various locations along the route. Even more ambitious, there are hopes that eventually he system could be expanded to include information about private truck stops.\(^6\) When these deployments are implemented they will provide a highly valuable data source of truck parking utilization, which can be used to identify deficiencies and needed parking facility expansion. Current Florida DOT rules limit truck parking to a three-hour duration; however, this rule is not currently enforced and there are efforts to eliminate the rule.

PRIVATE TRUCK STOP PARKING IN THE TAMPA BAY REGION

There are also a number of privately operated truck stops with rest areas in the Tampa Bay Region, including the following major ones shown in Table 2. Again, facilities as far north as Ocala and as far south as Punta Gorda have been included, as they may affect the use of parking facilities in the Tampa Bay Region.

Table 2 – Privately Operated Truck Stops in the Tampa Bay Region

<table>
<thead>
<tr>
<th>Name</th>
<th>Location</th>
<th>City</th>
<th>Truck Parking</th>
</tr>
</thead>
<tbody>
<tr>
<td>Love’s Travel Stops #228</td>
<td>I-4 Exit 44 (1800 Hwy 599)</td>
<td>Auburndale</td>
<td>110</td>
</tr>
<tr>
<td>Circle K Truxtop #1686</td>
<td>I-75 Exit 220 (6410 Hwy 64 E)</td>
<td>Bradenton</td>
<td>25</td>
</tr>
<tr>
<td>Flying J Travel Plaza #624</td>
<td>I-75 Exit 285 (29933 Hwy 52)</td>
<td>Dade City</td>
<td>180</td>
</tr>
<tr>
<td>Sunshine Express #296</td>
<td>I-4 Exit 55 (44009 Hwy 27)</td>
<td>Davenport</td>
<td>3</td>
</tr>
<tr>
<td>Pilot Travel Centers #089</td>
<td>I-75 Exit 224 (1526 51st Ave E)</td>
<td>Ellenton</td>
<td>20</td>
</tr>
<tr>
<td>Pilot Travel Centers #471</td>
<td>Hwy 27 &amp; Commerce Ave (35647 Hwy 27 N)</td>
<td>Haines City</td>
<td>80</td>
</tr>
<tr>
<td>Spirit Travel Center</td>
<td>I-75 Exit 321 (293 E Hwy 470)</td>
<td>Lake Panasoffkee</td>
<td>25</td>
</tr>
</tbody>
</table>

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<table>
<thead>
<tr>
<th>Name</th>
<th>Location</th>
<th>City</th>
<th>Truck Parking</th>
</tr>
</thead>
<tbody>
<tr>
<td>Citgo Truck Stop</td>
<td>Hwy 60 E (14907 Hwy 60 E)</td>
<td>Lake Wales</td>
<td>75</td>
</tr>
<tr>
<td>Lake Wales Citgo</td>
<td>Hwy 27 (16311 Hwy 27 S)</td>
<td>Lake Wales</td>
<td>25</td>
</tr>
<tr>
<td>Fleetwing FM #1</td>
<td>Hwy 92 &amp; Combee Rd (742 S Combee Rd)</td>
<td>Lakeland</td>
<td>5</td>
</tr>
<tr>
<td>Speedway Sunoco #3414</td>
<td>Hwy 92 &amp; Combee Rd (2707 Hwy 92 E)</td>
<td>Lakeland</td>
<td>5</td>
</tr>
<tr>
<td>Love’s Travel Stops #363</td>
<td>I-75 Exit 358 (7791 NW 47th Ave)</td>
<td>Ocala</td>
<td>100</td>
</tr>
<tr>
<td>Pilot Travel Centers #092</td>
<td>I-75 Exit 358 (4255 NW Hwy 326)</td>
<td>Ocala</td>
<td>130</td>
</tr>
<tr>
<td>Pilot Travel Centers #293</td>
<td>I-75 Exit 341 (2020 SW 135th St)</td>
<td>Ocala</td>
<td>60</td>
</tr>
<tr>
<td>Pilot Travel Centers #424</td>
<td>I-75 Exit 358 (4032 W Hwy 326)</td>
<td>Ocala</td>
<td>125</td>
</tr>
<tr>
<td>Speedlane Express Mart</td>
<td>I-4 Exit 25 (501 N County Line Rd)</td>
<td>Plant City</td>
<td>2</td>
</tr>
<tr>
<td>BP Fuel Center</td>
<td>I-4 Exit 44 (1821 Hwy 559)</td>
<td>Polk City</td>
<td>20</td>
</tr>
<tr>
<td>Pilot Travel Centers #094</td>
<td>I-75 Exit 161 (26505 N Jones Loop Rd)</td>
<td>Punta Gorda</td>
<td>70</td>
</tr>
<tr>
<td>Petro Ocala</td>
<td>I-75 Exit 368 (7401 Hwy 318)</td>
<td>Reddick</td>
<td>270</td>
</tr>
<tr>
<td>Circle K #5937</td>
<td>I-75 Exit 301 (35075 Cortez Blvd)</td>
<td>Ridge Manor</td>
<td>10</td>
</tr>
<tr>
<td>Four Star Fuel</td>
<td>I-75 Exit 285 (29602 Hwy 52)</td>
<td>San Antonio</td>
<td>50</td>
</tr>
<tr>
<td>T &amp; T Shell</td>
<td>6001 Palmer Blvd</td>
<td>Sarasota</td>
<td>5</td>
</tr>
<tr>
<td>TA Tampa</td>
<td>I-4 Exit 10 (11706 Tampa Gateway Blvd)</td>
<td>Seffner</td>
<td>81</td>
</tr>
<tr>
<td>Citgo Joe’s Deli</td>
<td>Hwy 301 &amp; Buffalo Dr (3939 Hwy 301)</td>
<td>Tampa</td>
<td>5</td>
</tr>
<tr>
<td>Flying J Travel Plaza #625</td>
<td>I-4 Exit 10 (11555 E Sligh Ave)</td>
<td>Tampa</td>
<td>30</td>
</tr>
<tr>
<td>301 Truck Stop (Citgo)</td>
<td>I-4 Exit 6B EB 6 WB (6503 Hwy 301 N)</td>
<td>Tampa</td>
<td>52</td>
</tr>
<tr>
<td>Pilot Travel Centers #095</td>
<td>I-75 Exit 329 (493 E Hwy 44)</td>
<td>Wildwood</td>
<td>10</td>
</tr>
<tr>
<td>TA Wildwood</td>
<td>I-75 Exit 329 &amp; Hwy 44</td>
<td>Wildwood</td>
<td>170</td>
</tr>
<tr>
<td>Wilco Hess #4510</td>
<td>I-75 Exit 329 (766 Hwy 44 E)</td>
<td>Wildwood</td>
<td>50</td>
</tr>
</tbody>
</table>

**TOTAL** 1,741

Source: [http://truckstopguide.com](http://truckstopguide.com)

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Figure 2: Flying J on I-75 in Dade City  
Source: Google Earth
Some truck stops require minimum purchases for the use of parking spaces, while others offer truck parking with no purchase requirement. Some stops also offer reserved parking for a fee. The co-existence of public rest areas and private truck stops, both of which provide parking for trucks, presents some interesting policy issues. To what extent do public and private parking compete or complement each other? Should Florida DOT provide additional public truck parking, in competition with the private sector? How can the public sector and the private sector work together to provide truck parking facilities? A very creative effort saw Florida DOT applying for federal funds to assist in the creation of a truck stop and rest area on I-595; regrettably at the conclusion of all the negotiations, the private partner chose not to execute the agreement.

More detailed information regarding each of the public and private truck stops can be found in the Appendix.

**RELEVANT STUDIES AND RELATED RESEARCH ON TRUCK PARKING NEEDS**

Over the last fifteen years there have been a number of national and state studies of truck parking needs. This section summarizes several of the most relevant.

**National Transportation Safety Board (NTSB) Highway Special Investigation Report on Truck Parking Areas**

In 2000 the National Transportation Safety Board released a report based on four public hearings held to obtain information about truck safety. One of the major issues coming out of those hearings was the lack of safe available commercial vehicle parking needed by long distance truck drivers.7 As part of the hearings, both the American Trucking Association and the Owner-Operator Independent Drivers Association (OOIDA) cited a clear need for more rest stops. The report cited several earlier studies that estimated 30 to 40 percent of all heavy truck crashes were influenced by driver fatigue. Compounding the issue, some states (including Florida) limit the length of time on parking at public rest areas, which are insufficient for the sleep requirements of hours-of-service regulations. In response to NTSB survey of states, Florida indicated there is a three hour limit, to “prevent people from camping”. An FHWA study recommended the elimination of all state limits on parking duration.

The report noted that the majority of long distance truckers make use of the truck’s sleeper berth rather than motels, which may not be convenient for the irregular times associated with trucker sleep times. In addition, many motels do not have convenient parking that can easily accommodate large trucks and trailers. These factors, together with the need to minimize costs, have resulted in the widespread need for adequate truck rest areas. The report synthesized data from an FHWA survey of 500 truck drivers, a New York survey of 303 drivers, and an OOIDA survey that included 854 responses. All three surveys reported 90 percent of drivers indicated that they have trouble finding parking spaces in public rest areas. The majority of respondents in all three surveys indicated a preference for private rest areas, presumably due to the availability of fueling, restaurants, and shower facilities. However, many drivers indicated that there is inadequate capacity of private rest areas. A high percentage of drivers indicate they have parked on shoulders and off ramps when parking was not available, a practice that has been associated with a number of high profile major crashes.

Federal Highway Administration Study of Adequacy of Commercial Truck Parking Facilities

In 2002 the Federal Highway Administration published their study, which was prescribed by the Transportation Equity Act for the 21st Century to determine the location and quantity of parking facilities and to develop a plan for addressing shortages. Among the issues that were to be addressed was the extent that public rest areas and commercial truck stops are interchangeable. The study included a nationwide survey of 2,000 truck drivers, who provided valuable insights. Among the findings:

- For long term rest, drivers have a strong preference for commercial truck stops. This is likely related to the provision of restaurants, shower facilities, fueling facilities, banking, and other driver services at commercial truck stops.
- For short term rest (less than two hours), drivers prefer public rest areas, primarily due to their ease of access.
- On a national basis, approximately 10 percent of parking spaces are in public facilities, while 90 percent are in commercial truck stops.
- Approximately one-fifth of parking supply used by drivers for hours of service rest requirements occur at loading docks, terminal, restaurants, motels, etc.

Recommendations that came out of the study address a wide range of actions, including:

- Expand public rest areas
- Expand private rest areas
- Provide low interest loans or grants for expansion of commercial truck stop parking
- Construct public parking lots adjacent to commercial truck stops
- Promote use of truck parking by providing roadside information signage
- Develop ITS deployments that provide drivers with real time information about truck parking availability
- Publish and distribute a trucker’s map
- Reduce or eliminate parking time restrictions at public rest areas

National Cooperative Highway Research Program Synthesis 317: Dealing with Truck Parking Demands

In 2003 NCHRP Synthesis 317: Dealing with Truck Parking Demands was published. The findings of the synthesis are based on a survey distributed to all state DOT maintenance engineers, of which 24 agencies responded. The report concludes that many states are experiencing severe shortages of roadside commercial vehicle parking. Strategies being implemented by a number of states include expanding and improving public rest areas, better informing drivers about available spaces, and making better use of the private sector and private truck spaces.

The report notes that many public rest areas were not designed to serve the needs of truckers for long term rest. However, many of them are used as such, resulting in overcrowding at some locations. Federal regulations place restrictions on the types of activities that can be included in public rest areas on the Interstate System, limiting them to rest rooms, vending, and information services.

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The report notes that, “Although drivers are required to obtain extended rest, there is no…organization that is responsible for providing extended rest locations”. The report notes that drivers rely on two options: commercial truck stops, which provide many ancillary services, such as restaurants, showers, tire replacement, repair, etc. and public rest areas, which provide minimal services.

Among the suggested actions included in the report were adding capacity to both public and private rest areas, using ITS to inform drivers about the availability of spaces, and the pursuit of public-private opportunities to develop rest areas.

American Trucking Association Survey of Critical Issues

The American Transportation Research Institute (ATRI), the research arm of the American Trucking Association performs an annual survey of their membership to identify current critical issues in the trucking industry\(^\text{10}\). Over the last few years, concern about truck parking has become much more of an issue with the trucking industry. Their 2013 report suggested that revised hours of service rules, together with the national economic rebound, have increased the need for truck parking facilities. Truck drivers, in particular cited this as a major issue, noting that a lack of truck parking can sometimes force a driver to drive beyond legal hours of service and parking at an undesignated or unsafe location. They strongly support construction of new truck parking facilities and also encourage continued research into real-time truck parking information systems.

FHWA Commercial Motor Vehicle Parking Shortage Study\(^\text{11}\)

This recent FHWA report was done in response to the Continuing Appropriations Act of 2012, which directed FHWA to study the shortage of commercial motor vehicle parking. The study summarized previous efforts, some of which are included in this White Paper. It noted that while construction of truck parking is an eligible expense under the Federal-aid Highway Program, these projects must compete with other high priority projects. The study reported that in August of 2011 federal funds of $1 million were awarded to Florida to build additional truck parking adjacent to a privately owned and operated truck stop. The award was planned to pay for the addition of 90 truck parking spaces at the newly opened Florida 595 Truck Stop. The owners of the truck stop had agreed to grant a temporary use of the land to the state for the parking and agree to operate and maintain the additional spaces in a public-private partnership\(^\text{12}\). At the conclusion of the negotiations, the private operator opted out of the agreement and built the additional spaces without state participation\(^\text{13}\). Nonetheless, much can be learned from this experience. A prospective template for public-private participation in truck parking has been created.

THEFT AND OTHER CRIME ISSUES RELATED TO TRUCK PARKING

In addition to concerns about location and capacity of truck parking facilities, truck drivers need to be concerned about cargo theft and other crimes while they are parked. Crime is a significant issue in the movement of Florida’s freight. A small sample of recent Florida cargo theft reports include\(^\text{14}\):

- July 22, 2014 theft of a Freightliner truck and Utility trailer from the Pompano Beach Farmers Market

\(^{10}\) American Transportation Research Institute, *Critical Issues in the Trucking Industry -- 2013*  
\(^{11}\) Federal Highway Administration, *Commercial Motor Vehicle Parking Shortage*, May 2012  
\(^{13}\) Correspondence with Jeff Weidner, Florida DOT District 4 Strategic Development Manager, July 22, 2014.  
\(^{14}\) TRACER Active Stolen Tractors, Trailers, Cargo Alerts, accessed on July 28, 2014 at [www.tracersystem.us/](http://www.tracersystem.us/)
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- July 22, 2014 theft of a refrigerated Thermoking trailer in Odessa, Florida
- July 2, 2014 theft of a Kenworth truck and Trailmobile trailer in Boynton Beach
- July 1, 2014 theft of a Peterbilt truck from the US Customs lot in Miami
- June 6, 2014 theft of a Mack truck from a closed truck stop on SR 60 in Polk County
- March 17, 2014 theft of a Peterbilt truck from a truck stop in Fort Pierce
- January 17, 2014 theft of a Peterbilt truck and an Arnes trailer from the Days Inn in Davenport at US 27 and I-4
- An earlier theft of a Freightliner truck and a Utility trailer from the Pompano Beach Farmers Market, on August 12, 2013
- April 5, 2013 theft of a Freightliner truck from the parking lot of a Sanford Walmart
- March 18, 2013 theft of a Freightliner Truck in Davie, Florida
- March 5, 2013 theft of a Peterbilt truck and a Great Dane trailer from Frostproof, Florida
- March 5, 2013 theft of an International Truck from Ocoee, Florida.

Other reports of cargo theft include:

- The arrest of a pharmaceutical drug trafficking ring that included significant cargo thefts.\(^{15}\)
- The arrest of a cargo theft ring that operated on a statewide basis.\(^{16}\) This specific ring committed dozens of cargo thefts in Florida, stealing millions of dollars in electronics, food, tires, clothing and pharmaceuticals. During their investigation, law enforcement recovered six stolen semi-tractors and nine stolen semitrailers. It was reported that stolen trailers were unloaded in Highlands and Hillsborough Counties and then dumped in Miami.
- A recent news item from the NBC affiliate in Ft. Myers cited a semi stolen from a Ft. Myers area truck stop. The driving team indicated they had stopped at the truck stop and had gone into the showers only to return and find their truck and cargo stolen. The abandoned truck was later found in Hialeah. A truck driver interviewed for the story noted that only a few days earlier another truck was stolen from the same truck stop.\(^{17}\)
- A recent report that organized cargo thieves are attempting to use GPS-jamming devices on stolen cargo vehicles to counter tracking efforts.\(^{18}\)

\(^{15}\) Florida Department of Law Enforcement, Press Release of June 17, 2013, *FDLE arrests three pharmaceutical drug trafficking suspects.*

\(^{16}\) Florida Department of Law Enforcement, Press Release of July 30, 2013; *Three arrested on charges of participating in a cargo theft ring.*


Regional Truck Parking and Service Issues

It is difficult to precisely estimate the magnitude of cargo theft and other crimes related to freight movement, as reporting methods and categories are evolving over time. The private logistics security provider, FreightWatch International maintains a database of truck cargo thefts, integrating a number of sources. For the three month period March through May 2014 they reported 183 truck cargo thefts in the United States, with an average loss value of $242,010. Routinely, they report Florida as having the highest number of thefts, accounting for 45 of the 183 reported thefts for the same period. The pharmaceuticals sector had the highest average loss value, at $5.6 million, followed by clothing/shoes at an average loss value of $540,218 and electronics at $425,420.

Probably the most reliable source is information reported by the Florida Commercial Vehicle & Cargo Theft Task Force, which was created in 2001. As reported by the Task Force, prior to their formation and their joint efforts, Florida had between $90 and $100 million a year in commodities lost through theft. The enforcement efforts of the Task Force have greatly reduced that amount. Discussions with members of the Task Force indicated that in 2013 there were 183 reported cargo thefts (only coincidentally the same as the number of national thefts reported by FreightWatch for the three months March through May), with a value of $19.1 million, including $7.8 million of vehicle and equipment and $11.3 million of cargo value. Those discussions indicated some imprecision in estimating the value of cargoes. Among the issues cited as related to cargo theft were inadequate lighting at truck stops, the general practice for longer stay trucks to park farther back, in poorly lit areas, and easy access on and off major highways. While this is a good feature for truckers, it can also facilitate easy escape by thieves. It was also observed that the FDOT rest areas do not see as great a problem with theft and other crimes, due to the better lighting, presence of night time security, and other fewer driver distractions. Facilities are normally limited to rest rooms and vending facilities. Florida DOT rules indicate there is a three hour time limit on the use of rest area parking, however there are indications the rule is largely unenforced.

In addition to theft, the internet is replete with stories of truck stop prostitution, illegal gambling operations, and other crime. Of course with a population of drivers that are always on the road, tracking crime can be particularly difficult. There has been widespread attention by law enforcement and by the media to the problems of human trafficking for purposes of sexual exploitation. The community of truck drivers has initiated programs to assist law enforcement, by looking out for signs of trafficking on the roads and at truck stops. Notably the organization Truckers Against Trafficking has produced a training DVD to help those in the trucking and travel plaza businesses to assist law enforcement to curb sex trafficking. Their website states their purpose more forcefully than any paraphrase could do:

Truckers Against Trafficking recognizes that members of the trucking industry and individual truckers are invaluable in the fight against this heinous crime. As the eyes and ears of our nation's highways, you are in a unique position to make a difference and close loopholes to traffickers who seek to exploit our transportation system for their personal gain. This site has been created to inform truckers, truck stop operators, and other travelers of the basic issues involved in human trafficking and a summary of ways you can help. We invite you to travel through this website and learn how you can join this worthy cause and save lives.

21 Personal discussion with Detective Dice of the Marion County Sheriff’s Office, a member of the Task Force.
22 http://www.truckersagainsttrafficking.org/
EUROPEAN UNION TRUCK PARKING INITIATIVE

The European Union is implementing a pilot program that deals very dramatically with issues of cargo theft\textsuperscript{23}. Their program, Secure European Truck Parking Operational Services (SETPOS) has three primary objectives\textsuperscript{24}:

1. Achieve a consensus on common standards for secure truck parking
2. Construct a number of secured truck parking areas to demonstrate this standard
3. Establish an information, guidance and reservation platform for truck parking

As is the case in the United States, cargo theft is a major problem in the European Union countries. Examples of the number of annual truck thefts in the early 2000s amounted to nearly 270 in Belgium, over 75 in the Czech Republic, 2000 in Germany, 350 in the Netherlands, 70 in Slovenia, 250 in Sweden, and over 2,000 in the United Kingdom. The report includes the dictum that “a load at rest is a load at risk”, and cites the need for secure truck parking facilities, which can greatly reduce the risks of theft. The SETPOS has created standards for secure parking and also for high security parking that might be desired for particular shipments. The standards address several categories of security measures:

- Perimeter security, including such things as a security fence, lightning, and surveillance cameras
- Security of entrance and exits, including positive controls, lighting, and surveillance systems
- Security within the parking areas, including surveillance systems and lighting
- Adequate monitoring of surveillance systems
- High specification surveillance systems
- Strong procedural standards, including registration of entering and departing vehicles, record keeping, alarm response procedures, a system of pre-reservation of spaces, and backup power systems.

Figure 3: A secure European truck parking facility
Source: European Commission, Secured European Truck Parking Best Practice Handbook, April 2009

\textsuperscript{23} European Commission, SETPOS: Secure European Truck Parking and Operation Services, brochure
\textsuperscript{24} European Commission, Secured European Truck Parking Best Practice Handbook, April 2009, authored by Faber Maunsell/AECOM
Regional Truck Parking and Service Issues

The SETPOS best practice handbook includes a detailed section on the business case for developing a secure truck parking facility, aimed directly at private developers. It includes discussions of competitive advantages, considering the inclusion of other services (e.g. restaurants, laundry, showers, etc.), costs of providing additional security, staffing, and reasonable fee structures. The section on the business case includes detailed cost and benefit computation tables for virtually all elements of developing a secure truck parking facility. As of their 2009 report, there were at least five commercial truck stops in northern Europe that had implemented SETPOS standards and received certification. The SETPOS project also included an information and communications system, "Truckinform", which consists of a single platform that provides an inventory of approximately 2,500 truck parking areas, information on availability of spaces, and a reservation system.

Building on the early success of SETPOS, the European Union has created a project titled Creating a Label for (Secured) Truck Parking Areas along the Trans-European Road Network and Defining a Certification Process, Including Online Information Facility (LABEL) aimed at establishing and encouraging a certification system, with broad acceptability, for truck parking areas in Europe.

LABEL is about creating a network of secured truck parking areas along the Trans-European Road Network; defining, setting up, implementing and evaluating a certification process including an online information facility; and communicating with interest groups and disseminating the results. LABEL's stated objective is to have at least 70 truck park area sites certified in at least 10 Member States.

OPPORTUNITIES TO ADDRESS TRUCK PARKING NEEDS

For the first time, MAP-21 makes truck parking an eligible federal expense. Eligible projects include construction of safety rest areas with truck parking; construction of truck parking areas adjacent to commercial truck stops and travel plazas; opening existing facilities to truck parking, including inspection and weigh stations and park and ride facilities; and promoting availability of public and private truck parking facilities. Projects included in a state freight plan can be eligible for a 95 percent federal share if located on the Interstate Highway System, and up to 90 percent federal share for other projects. Specific possibilities for future consideration for freight planning in the Tampa Bay region include:

- Expedite the implementation of real-time monitoring of truck parking spaces at rest areas and weigh stations, including variable message displays and other methods to convey information to drivers.

- Once real-time monitoring of truck parking spaces has been implemented it can be used to create a historical database of truck occupancy rates.

- Based on the database created above, it will be practical to identify those rest areas and weigh stations with insufficient capacity to safely accommodate the demand for truck parking spaces.

- Add truck parking capacity as warranted by data analysis along Interstate corridors and other primary freight corridors.

- Continued support of security personnel at state rest areas and weigh stations.

- Pursue methods of public private partnership to enhance private truck parking facilities. This might include facilitating land purchase and development adjacent to existing truck parking areas, similar to I-595 project, which nearly came to fruition; improved lighting, and other improved security measures.

- Develop and implement a Florida DOT/Bureau of Motor Carrier Compliance/Florida Highway Patrol truck stop security certification program based on the European Union SETPOS program.
Regional Truck Parking and Service Issues

With strong promotion and marketing, and possible public private partnerships, a certification program could be an effective marketing differentiator for private truck stops.
APPENDIX A: INFORMATION SHEETS FOR FLORIDA DEPARTMENT OF TRANSPORTATION PUBLIC REST AREAS AND WEIGHT STATIONS
<table>
<thead>
<tr>
<th>Location</th>
<th>Facilities</th>
</tr>
</thead>
<tbody>
<tr>
<td>I-75 Mile Marker 161</td>
<td><strong>Truck Parking:</strong> 26</td>
</tr>
<tr>
<td>After Exit 158 (NB), 164 (SB)</td>
<td><strong>Parking Demand:</strong> Medium</td>
</tr>
<tr>
<td>Near Punta Gorda</td>
<td><strong>Amenities:</strong></td>
</tr>
<tr>
<td></td>
<td>Handicapped Facilities, Restrooms, Picnic Tables, Picnic Shelters, Drinking Water, Pet Exercise Areas, Outside Night Lights, Night Time Security, Telephones, Vending Machines</td>
</tr>
</tbody>
</table>

**Charlotte County Rest Area #10270**
CHARLOTTE COUNTY TRUCK COMFORT STATION #10601 (NB), #10602 (SB)

Location
I-75 Mile Marker 158
After Exit 143 (NB), 161 (SB)

Facilities

Truck Parking: 33 NB, 33 SB

Amenities:
Weigh in Motion, Family Restrooms
### Regional Truck Parking and Service Issues

#### Hillsborough County Rest Area #70251 (NB)

<table>
<thead>
<tr>
<th><strong>Location</strong></th>
<th><strong>Facilities</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>I-75 Mile Marker 238</td>
<td><strong>Truck Parking:</strong> 18</td>
</tr>
<tr>
<td>After Exit 229 (NB)</td>
<td><strong>Parking Demand:</strong> High</td>
</tr>
<tr>
<td>2 mi. south of SR 674</td>
<td><strong>Amenities:</strong></td>
</tr>
<tr>
<td></td>
<td>Handicapped Facilities, Restrooms, Picnic Tables, Picnic Shelters, Drinking Water, Pet Exercise Areas, Outside Night Lights, Night Time Security, Telephones, Vending Machines</td>
</tr>
</tbody>
</table>
### HILLSBOROUGH COUNTY REST AREA #70252 (SB)

<table>
<thead>
<tr>
<th>Location</th>
<th>Facilities</th>
</tr>
</thead>
<tbody>
<tr>
<td>I-75 Mile Marker 238</td>
<td><strong>Truck Parking:</strong> 43</td>
</tr>
<tr>
<td>After Exit 240 (SB)</td>
<td><strong>Parking Demand:</strong> Medium</td>
</tr>
<tr>
<td>2 mi. south of SR 674</td>
<td><strong>Amenities:</strong> Handicapped Facilities, Restrooms, Picnic Tables, Picnic Shelters, Drinking Water, Pet Exercise Areas, Outside Night Lights, Night Time Security, Telephones, Vending Machines</td>
</tr>
</tbody>
</table>
**MANATEE COUNTY REST AREA #10370**

<table>
<thead>
<tr>
<th>Location</th>
</tr>
</thead>
</table>
| I-275 Mile Marker 7  
After Exit 5 (NB), 16 (SB)  
South end of Skyway Bridge |

<table>
<thead>
<tr>
<th>Facilities</th>
</tr>
</thead>
</table>
| **Truck Parking:** 16  
**Parking Demand:** Low |
| **Amenities:**  
Handicapped Facilities, Restrooms, Picnic Tables, Picnic Shelters, Drinking Water, Pet Exercise Areas, Outside Night Lights, Night Time Security, Telephones, Vending Machines |
### MARION COUNTY REST AREA #50181 (NB)

<table>
<thead>
<tr>
<th>Location</th>
<th>Facilities</th>
</tr>
</thead>
</table>
| I-75 Mile Marker 345 (NB) After Exit 341 (NB) 4 mi. north of SR 484 3 mi. south of SR 200 | **Truck Parking:** 47  
**Parking Demand:** Low  
**Amenities:** Handicapped Facilities, Restrooms, Picnic Tables, Picnic Shelters, Drinking Water, Pet Exercise Areas, Outside Night Lights, Night Time Security, Telephones, Vending Machines |
MARION COUNTY REST AREA #50182 (SB)

Location
- I-75 Mile Marker 346 (SB)
- After Exit 350 (SB)
- 4 mi. north of SR 484
- 3 mi. south of SR 200

Facilities
- **Truck Parking:** 45
- **Parking Demand:** Medium
- **Amenities:**
  - Handicapped Facilities
  - Restrooms
  - Picnic Tables
  - Picnic Shelters
  - Drinking Water
  - Pet Exercise Areas
  - Outside Night Lights
  - Night Time Security
  - Telephones
  - Vending Machines
MARION COUNTY TRUCK COMFORT STATION #50661 (NB), #50662 (SB)

<table>
<thead>
<tr>
<th>Location</th>
<th>Facilities</th>
</tr>
</thead>
<tbody>
<tr>
<td>I-75 Mile Marker 338</td>
<td><strong>Truck Parking:</strong> 28 NB, 28 SB</td>
</tr>
<tr>
<td>After Exit 329 (NB), 341 (SB)</td>
<td><strong>Amenities:</strong> Weigh in Motion</td>
</tr>
<tr>
<td>10 mi. north of SR 44</td>
<td></td>
</tr>
<tr>
<td>2 mi. south of CR 484</td>
<td></td>
</tr>
</tbody>
</table>
MARION COUNTY REST AREA #50182 (SB)

**Location**

- I-75 Mile Marker 346 (SB)
- After Exit 350 (SB)
- 4 mi. north of SR 484
- 3 mi. south of SR 200

**Facilities**

- **Truck Parking:** 45
- **Parking Demand:** Medium
- **Amenities:**
PASCO COUNTY REST AREA #70241 (NB)

**Location**
- I-75 Mile Marker 278
- After Exit 274 (NB)
- 1 mi. south of SR 54

**Facilities**
- **Truck Parking:** 58

**Amenities:**
- Handicapped Facilities, Restrooms, Picnic Tables, Picnic Shelters, Drinking Water, Pet Exercise Areas, Outside Night Lights, Night Time Security, Call Box, Alternate Fuel Parking, Vending Machines
Regional Truck Parking and Service Issues

PASCO COUNTY REST AREA #70242 (SB)

<table>
<thead>
<tr>
<th>Location</th>
<th>Facilities</th>
</tr>
</thead>
</table>
| I-75 Mile Marker 278 (SB) After Exit 279 (SB) 1 mi. south of SR 54 | **Truck Parking:** 53  
**Amenities:** Handicapped Facilities, Restrooms, Picnic Tables, Picnic Shelters, Drinking Water, Pet Exercise Areas, Outside Night Lights, Night Time Security, Call Box, Alternate Fuel Parking, Vending Machines |
<table>
<thead>
<tr>
<th><strong>Location</strong></th>
<th><strong>Facilities</strong></th>
</tr>
</thead>
</table>
| I-275 Mile Marker 13 After Exit 5 (NB), 16 (SB) North end of Skyway Bridge | **Truck Parking:** 20  
**Parking Demand:** Low  

**Amenities:**  
Handicapped Facilities, Restrooms, Picnic Tables, Picnic Shelters, Drinking Water, Pet Exercise Areas, Outside Night Lights, Night Time Security, Telephones, Vending Machines |
**Location**  
- I-4 Mile Marker 46  
- After Exit 44 (EB)  
- 2 mi. east of SR 559  
- 1.4 mi. west of CR 557

**Facilities**  
- **Truck Parking:** 24  
- **Amenities:** Handicapped Facilities, Restrooms, Picnic Tables, Picnic Shelters, Drinking Water, Pet Exercise Areas, Outside Night Lights, Night Time Security, Telephones, Vending Machines
POLK COUNTY REST AREA #10202 (WB)

**Location**
- I-4 Mile Marker 46
- After Exit 48 (WB)
- 2 mi. east of SR 559
- 1.4 mi. west of CR 557

**Facilities**
- **Truck Parking:** 28
- **Amenities:** Handicapped Facilities, Restrooms, Picnic Tables, Picnic Shelters, Drinking Water, Pet Exercise Areas, Outside Night Lights, Night Time Security, Telephones, Vending Machines
SUMTER COUNTY REST AREA #50191 (NB)

Location
- I-75 Mile Marker 307 (NB)
- After Exit 301 (NB)
- 6 mi. north of SR 50/US 98
- 1 mi. south of CR 476B

Facilities
- Truck Parking: 44
- Parking Demand: High
- Amenities:
SUMTER COUNTY REST AREA #50192 (SB)

Location
I-75 Mile Marker 308 (SB)
After Exit 309 (SB)
6 mi. north of SR 50/US 98
1 mi. south of CR 476B

Facilities

**Truck Parking:** 34

**Parking Demand:** High

**Amenities:**
APPENDIX B: INFORMATION SHEETS FOR PRIVATELY OPERATED TRUCK STOPS IN THE TAMPA BAY REGION
### Location
- I-4 Exit 44
- 1800 Hwy 599
- Auburndale

### Facilities
- **Diesel Pumps:** 8
- **Truck Parking:** 110

### Amenities:
- Certified Scale, Convenience Store, Driver Rest Area/Lounge, Laundry, Lighted Parking, Open 24 hours, Overnight Parking, Private Showers, RV Dump Stations, Travel Store, Trucker's Store, Weigh Scales, Mail Services, TripPak EXPRESS, Internet Kiosks, Loadboard, Pay Phones, Pegasus Transflo Express, Wireless Internet
Location
I-75 Exit 220
6410 Hwy 64 E
Bradenton

Facilities
Diesel Pumps: 3
Truck Parking: 25

Amenities:
Convenience Store, Lighted Parking, Open 24 hours, Fax Machine, Pay Phones, Public Copier
DADE CITY  FLYING J TRAVEL PLAZA #624

<table>
<thead>
<tr>
<th>Location</th>
<th>Facilities</th>
</tr>
</thead>
<tbody>
<tr>
<td>I-75 Exit 285</td>
<td><strong>Diesel Pumps:</strong> 12</td>
</tr>
<tr>
<td>29933 Hwy 52</td>
<td><strong>Truck Parking:</strong> 180</td>
</tr>
<tr>
<td>Dade City</td>
<td></td>
</tr>
</tbody>
</table>

**Amenities:**
- Barber Shop, Certified Scale, Convenience Store, Lighted Parking, Open 24 hours, Overnight Parking, Private Showers, RV Dump Stations, Weigh Scales, Full-Service Restaurant, Loadboard, Pay Phones, Pegasus Transflo Express
Davenport

SUNSHINE EXPRESS #296

Location

I-4 Exit 55
44099 Hwy 27
Davenport

Facilities

Diesel Pumps: 2
Truck Parking: 3

Amenities:
Convenience Store, Open 24 hours, Private Showers, Fax Machine, Pay Phones, Public Copier
Location
I-75 Exit 224
1526 51st Ave. E.
Ellenton

Facilities
Diesel Pumps: 3
Truck Parking: 20

Amenities:
Affiliated Motel, Convenience Store, Driver Rest Area/Lounge, Open 24 hrs, Private Showers, Travel Store, Trucker's Store, Fax Machine, Pay Phones, Pegasus Transflo Express, Public Copier, Wireless Internet
**Regional Truck Parking and Service Issues**

**HAINES CITY**

**PILOT TRAVEL CENTERS #471**

**Location**

Highway 27 & Commerce Ave.
35647 Hwy 27 N
Haines City

**Facilities**

**Diesel Pumps:** 7  
**Truck Parking:** 80

**Amenities:**

Convenience Store, Laundry, Overnight Parking, Full-Service Restaurant, UPS, Pegasus Transflo Express, TripPak SCANNING, Check Cashing, Western Union
LAKE PANASOFFKEE

SPIRIT TRAVEL CENTER

Location
I-75 Exit 321
293 E Hwy 470
Lake Panasoffkee

Facilities

Diesel Pumps: 5
Truck Parking: 25

Amenities:
Certified Scale, Convenience Store, Driver Rest Area/Lounge, Lighted Parking, Open 24 hours, Overnight Parking, Private Showers, Travel Store, Trucker’s Store, Weigh Scales, Full-Service Restaurant, FedEx, Mechanic on Duty, Fax Machine, Pay Phones, Public Copier
Regional Truck Parking and Service Issues

LAKE WALES

CITGO TRUCK STOP

Location
14907 Hwy 60 E
Lake Wales

Facilities
Diesel Pumps: 6
Truck Parking: 75

Amenities:
Certified Scale, Convenience Store, Driver Rest Area/Lounge, Laundry, Open 24 hours, Overnight Parking, Trucker's Store, Weigh Scales, TripPak EXPRESS, Truck Wash, TV/Movie Room, Fax Machine, Pay Phones, Public Copier
## LAKE WALES

**Location**
16311 Hwy 27 S  
Lake Wales

**Facilities**
- **Diesel Pumps:** 4  
- **Truck Parking:** 25

**Amenities:**
Certified Scale, Convenience Store, Weigh Scales, Pay Phones
### LAKELAND

**Location**

Hwy 92 & Combee Rd.
742 S Combee Rd
Lakeland

**Facilities**

**Diesel Pumps:** 2
**Truck Parking:** 5

**Amenities:**
Convenience Store, Open 24 hours, Pay Phones
**LAKELAND**  
**SPEEDWAY SONOCO #3414**

<table>
<thead>
<tr>
<th>Location</th>
<th>Facilities</th>
</tr>
</thead>
</table>
| Hwy 92 & Combee Rd  
2707 Hwy 92 E  
Lakeland     | Diesel Pumps: 2            |
|                | Truck Parking: 5            |
|                | Amenities:                 |
|                | Convenience Store, Pay Phones |

Tampa Bay Regional Goods Movement Study
Regional Truck Parking and Service Issues

OCALA  LOVE’S TRAVEL STOPS #363

Location
I-75 Exit 358
7791 NW 47th Ave
Ocala

Facilities
Diesel Pumps: 24
Truck Parking: 100

Amenities:
Convenience Store, Lighted Parking, Open 24 hours, Overnight Parking, Private Showers, Fax Machine, Pay Phones, Pegasus Transflo Express
OCALA

PILOT TRAVEL CENTERS #092

Location
I-75 Exit 358
4255 NW Hwy 326
Ocala

Facilities
Diesel Pumps: 7
Truck Parking: 130

Amenities:
Certified Scale, Convenience Store, Driver Rest Rea/Lounge, Open 24 hrs, Overnight Parking, Private Showers, Travel Store, Trucker's Store, Weigh Scales, FedEx, TripPak EXPRESS, UPS, Fax Machine, Loadboard, Pegasus Transflo Express, Phone Room, Wireless Internet, Check Cashing, Money Transfer Services
OCALA

PILOT TRAVEL CENTERS #293

Location

I-75 Exit 341
2020 SW 135th St
Ocala

Facilities

Diesel Pumps: 7
Truck Parking: 60

Amenities:
Certified Scale, Convenience Store, Open 24 hrs, Overnight Parking, Private Showers, Travel Store, Trucker’s Store, Weigh Scales, FedEx, TripPak EXPRESS, Fax Machine, Loadboard, Pegasus Transflo Express, Phone Room, Public Copier, Wireless Internet, Check Cashing, Money Transfer Services
OCALA
PILOT TRAVEL CENTERS #424

**Location**

I-75 Exit 358  
4032 W Hwy 326  
Ocala

**Facilities**

Diesel Pumps: 9  
Truck Parking: 125

**Amenities:**

Certified Scale, Convenience Store, Laundry, Open 24 hours, Overnight Parking, Private Showers, Travel Store, Trucker's Store, Weigh Scales, FedEx, TripPak Express, Money Transfer Services, Fax Machine, Loadboard, Pegasus Transflo Express, Phone Room, Public Copier, Wireless Internet
PLANT CITY  SPEEDLANE EXPRESS MART

Location

I-4 Exit 25  
501 N County Line Rd  
Plant City

Facilities

Diesel Pumps: 2  
Truck Parking: 2

Amenities:

Convenience Store, Driver Rest Area/Lounge, Open 24 hours, Fax Machine, Pay Phones, Public Copier
**Regional Truck Parking and Service Issues**

**POLK CITY**

**BP FUEL CENTER**

**Location**

I-4 Exit 44  
1821 Hwy 559  
Polk City

**Facilities**

Diesel Pumps: 6  
Truck Parking: 20

**Amenities:**

Convenience Store, Full-Service Restaurant
Regional Truck Parking and Service Issues

PUNTA GORDA  PILOT TRAVEL CENTERS #094

Location
I-75 Exit 161
26505 N Jones Loop Rd
Punta Gorda

Facilities
Diesel Pumps: 7
Truck Parking: 70

Amenities:
Certified Scale, Convenience Store, Driver Rest Area/Lounge, Open 24 hours, Overnight parking, Private Showers, Travel Store, Trucker’s Store, Weigh Scales, Game Room, TV/ Movie Room, FedEx, TripPak EXPRESS, UPS, Fax Machine, Loadboard, Pegasus Transfloro Express, Phone Room, Public Copier, Wireless Internet, Check Cashing, Money Transfer Services
Reddick
PETRO OCALA

Location
I-75 Exit 368
7401 Hwy 318
Reddick

Facilities
Diesel Pumps: 12
Truck Parking: 270

Amenities:
Barber Shop, Certified Scale, Chapel Services, Convenience Store, Driver Rest Area/Lounge, Laundry, Lighted Parking, Open 24 hours, Overnight Parking, Private Showers, Travel Store, Trucker’s Store, Weigh Scales, Game Room, TV/Movie Room, Full-Service Restaurant, FedEx, TripPak Express, UPS, 24 hour road service, Express Lube Services, Tire Repair, Tire Sales, Fax Machine, Internet Kiosks, Loadboard, Pay Phones, Public Copier, TripPak SCANNING, Wireless Internet, Check Cashing
RIDGE MANOR  CIRCLE K #5937

**Location**

I-75 Exit 301  
35075 Cortez Blvd  
Ridge Manor

**Facilities**

- **Diesel Pumps:** 3  
- **Truck Parking:** 10

**Amenities:**

Convenience Store, Pay Phones
SAN ANTONIO

Location
I-75 Exit 285
29602 Hwy 52
San Antonio

Facilities
Diesel Pumps: 4
Truck Parking: 50

Amenities:
Convenience Store, Driver Rest Area/Lounge, Laundry, Lighted Parking, Overnight Parking, Private Showers, Full-Service Restaurant, Express Lube Services, Pay Phones
Regional Truck Parking and Service Issues

SARASOTA

Location
6001 Palmer Blvd
Sarasota

Facilities
DieSEL Pumps: 4
Truck Parking: 5

Amenities:
Pay Phones
SEFFNER TRAVEL CENTERS OF AMERICA TAMPA

Location
I-4 Exit 10
11706 Tampa Gateway Blvd
Seffner

Facilities
Diesel Pumps: 6
Truck Parking: 81

Amenities:
CB Shop, Certified Scale, Convenience Store, Driver Rest Area, Lounge, Laundry, Open 24 hours, Overnight Parking, Private Showers, RV Dump Stations, Travel Store, Weigh Scales, TripPak EXPRESS, Pay Phones, TripPak SCANNING, Wireless Internet
**Location**

Hwy 301 & Buffalo Dr  
3939 Hwy 301  
Tampa

**Facilities**

Diesel Pumps: 2  
Truck Parking: 5

**Amenities:**  
Convenience Store, Pay Phones
**Tampa**

**FLYING J TRAVEL PLAZA #625**

**Location**

I-4 Exit 10  
11555 E Sligh Ave  
Tampa

**Facilities**

**Diesel Pumps:** 6  
**Truck Parking:** 30

**Amenities:**  
Convenience Store, Lighted Parking, Open 24 hours, Overnight Parking, Private Showers, RV Dump Stations, FedEx, TripPak EXPRESS, Loadboard, Pay Phones, Pegasus Transflo Express, TripPak SCANNING
Region: Tampa Bay

**TAMPA SINGH 301 TRUCK STOP (CITGO)**

**Location**
I-4 Exit 6B (EB), Exit 6 (WB)
6503 Hwy 301 N
Tampa

**Facilities**
- Diesel Pumps: 6
- Truck Parking: 52

**Amenities:**
- Convenience Store
- Driver Rest Area/Lounge
- Laundry
- Lighted Parking
- Open 24 hours
- Overnight Parking
- Private Showers
- Weigh Scales
- Full-Service Restaurant
- Express Lube Services
- Mechanic on Duty
- Truck Wash
WILDWOOD

PILOT TRAVEL CENTERS #095

Location

I-75 Exit 329
493 E Hwy 44
Wildwood

Facilities

Diesel Pumps: 7
Truck Parking: 10

Amenities:
Certified Scale, Convenience Store, Open 24 hours, Overnight Parking, Private Showers, Weigh Scales, Game Room, TripPak EXPRESS, Loadboard, Pegasus Transflo Express, Phone Room, Wireless Internet, Check Cashing, Western Union
## Wildwood Travel Centers of America Wildwood

### Location
- I-75 Exit 329 & Hwy 44
- 556 Hwy 44
- Wildwood

### Facilities
- **Diesel Pumps:** 10
- **Truck Parking:** 170

### Amenities:
- Certified Scale
- Chapel Services
- Convenience Store
- Driver Rest Area/Lounge
- Laundry
- Open 24 hours
- Overnight Parking
- Private Showers
- Travel Store
- Trucker's Store
- Weigh Scales
- Full-Service Restaurant
- FedEx
- TripPak EXPRESS
- UPS
- DOT Inspections
- Express Lube Services
- Mechanic on Duty
- Reefer Repair
- Tire Repair
- Tire Sales
- Truck Wash
- Fax Machine
- IdleAire
- Internet Kiosks
- Loadboard
- Pay Phones
- Public Copier
- TripPak SCANNING
- Wireless Internet
- Money Transfer Services
WILDWOOD

WILCO HESS #4510

**Location**

I-75 Exit 329  
766 E Hwy 44  
Wildwood

**Facilities**

**Diesel Pumps:** 10  
**Truck Parking:** 50

**Amenities:**  
Convenience Store, Lighted Parking, Open 24 hours, Overnight Parking, Pay Phones