



2026

SFRP

State
Freight & Rail
Plan

Truck Parking Analysis



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Introduction

Trucks are versatile. They can operate nearly anywhere there is a road. That makes commercial motor vehicles the most flexible means of transport in the nation's supply chain. Nationwide, trucks move more freight than any other mode. At times, trucks carry items directly from a producer to a consumer. At other times, they participate in a complex series of intermodal transfers across the globe.

The trucking industry is vital to the U.S. economy, with trucks moving more than 72% of the Nation's goods by value, and more than 64% by weight.¹ Missouri state highway system is the seventh largest in the United States (U.S.). On its 33,814 centerline miles, trucks carried more than 624 million tons of freight valued at \$966.80 billion in 2023.² Within these robust statistics lies a topic hidden to many. The drivers who operate the trucks face a crucial task — finding a safe, convenient place to park — for breaks and rest. Truck parking, like truck transportation, represents a derived demand because it arises from the need to move goods rather than being demanded on its own. It is essential for the safety of drivers, cargo and traffic on roadways. With one dedicated

parking space for every 11 trucks nationwide, the demand far exceeds the supply. This issue is critical according to the Federal Highway Administration, industry leaders and truck drivers themselves.

Privately owned facilities provide the vast majority of truck parking. These privately owned truck stop/fuel plazas continue to expand, and entrepreneurs are stepping in to provide fresh solutions at locations where a business case can be made for the service, yet a significant gap between supply and demand remains.

Governmental entities focus on areas where the privately owned facilities cannot make a business case to locate. Investments in truck parking provide public benefits in roadway safety, reduced deterioration of ramps and shoulders, and efficient freight movement. The Missouri Department of Transportation provides truck parking at all safety rest areas and welcome centers. This service extends to several truck parking only sites as well. Innovative thinking led the department to convert more than 20 obsolete rest areas and weigh station sites to truck parking areas to date.

¹ U.S. Bureau of Transportation Statistics, "Moving Goods in the United States," 2024. <https://data.bts.gov/stories/s/Moving-Goods-in-the-United-States/bcyt-rqmu>

² All freight related data for tonnage, value, commodities, modal share, origin-destination is sourced using Transearch data 2023.



Why Truck Parking Is Needed:

More than 1.10 billion tons of freight were shipped within, from, or to Missouri in 2023, with volumes expected to grow to 1.30 billion tons by 2043. Truck movements accounted for 55% of Missouri’s total freight tonnage in 2023 and forecasts predict an increase to 59% from 624 million tons in 2023 to 765 million tons in 2043.

As the demand for goods increases and additional links stabilize the post-pandemic supply chain in the U.S., more trucks travel the nation’s highways. But as the time to stop and rest approaches, a driver’s critical work begins — finding a safe, convenient place to park before they reach the maximum hours they’re allowed to work in one day.

Federal Highway Administration surveys in 2015 and 2019 cite a lack of truck parking as a frequent concern nationwide.³ The 2019 survey found that 98% of drivers reported problems finding safe parking. A notable 75% said they had problems locating a place to park one or more times per week. Truck drivers who participated in a 2024 American Transportation Research Institute (ATRI) study cited a lack of truck parking as their number one concern.⁴

Ideally, a system of safe, convenient, reliable places to park would supply truck drivers with enough parking spaces for every condition that requires them to pull off the road. **Figure 1** shows a list of potential reasons why a truck may need to stop in Missouri.

Figure 1 – Types Of Truck Parking and Associated Challenges



Federal Hours of Service (HOS) regulations include strict provisions on driving limits and rest breaks, enforced by in-cab electronic logging devices.



Local community regulations/ordinances restrict parking locations and durations.

Types of Truck Parking



10-hour Rest
Challenge:

Long-haul drivers must rest 10 consecutive hours after each workday.



30-Minute Break
Challenge:

After 8 hours of driving, a 30-minute break is required by federal rules.



Time Off
Challenge:

Drivers who do not return to a company facility need a place to park while observing the 34-hour rest period that follows a workweek.



2+ Hour Staging
Challenge:

Truck drivers picking up and delivering freight need a place to park while waiting for their appointment window or completing required paperwork.



Emergency
Challenge:

Drivers are impacted by incidents that close or congest roadways to the point it is best to park.

Source: Modified from Texas Department of Transportation⁵

3 Federal Highway Administration, “Jason’s Law Commercial Motor Vehicle Parking Survey and Comparative Assessment” March 16, 2022, https://ops.fhwa.dot.gov/Freight/infrastructure/truck_parking/coalition/2020/mtg/mtg12012020_jasons_law.htm

4 American Transportation Research Institute (ATRI), “Critical Issues in the Trucking Industry – 2024”. 2024, <https://truckingresearch.org/2024/10/critical-issue-in-the-trucking-industry-2024/>

5 TxDOT. El Paso/Far West Texas Truck Parking Action Plan. August 2024, 10. Accessed August 19, 2025. <https://www.txdot.gov/content/dam/docs/division/tpp/actionplan-truck-parking-el-paso-west-texas.pdf>

Three major factors influence a driver's choice of parking location: HOS regulations, staging needs, and supply chain decisions.

Hours of Service Regulations

Federal safety regulations, designed to reduce instances of driver fatigue, require drivers to rest at defined intervals, see **Table 1**. Electronic Logging Devices (ELD) are a required tool that records real-time data such as engine hours, location and miles driven. This information is delivered electronically to a server which creates Duty Status logs for the vehicle. Drivers and dispatchers use duty status information in real-time to support HOS compliance. Law enforcement officers check drivers' HOS compliance using the data collected by ELDs.

When a driver's hours of service for the day expire or their weekly on-duty hours are fulfilled, they must be parked for the 10-hour daily rest period or a 34-hour weekly reset period.⁶ Violating these regulations or not maintaining ELDs can result in fines, a negative safety rating, penalties, and suspension or revoking of commercial driver's license (CDL) for severe and repeated violations. Therefore, drivers begin their day with a rough plan of action, noting any appointments they have at loading docks and considering several parking options for breaks and rest. These plans are constantly in flux as delays and/or time-saving activities occur. As a result, drivers often focus on finding available authorized parking before their full HOS are spent — giving up driving time and productivity — if however they continue to drive, they are forced to park immediately when their hours are complete, no matter the location.

⁶ Long-haul truck drivers must stop for a required 30-minute break, a daily 10-hour rest time and a 34-hour extended rest period upon meeting the limit placed on hours of work on consecutive days.



Table 1 – Summary of Federal Hours of Service Regulations⁷

HOS Provision	Description
11-Hour Driving Limit	May drive a maximum of 11 hours after 10 consecutive hours off duty. May be extended by up to two hours when a truck driver encounters adverse driving conditions.
14-Hour Limit	May not drive beyond the 14th consecutive hour after coming on duty, following 10 consecutive hours off duty. Off-duty time does not extend the 14-hour period. May be extended by up to two hours when a truck driver encounters adverse driving conditions.
30-Minute Driving Break	Drivers must take a 30-minute break when they have driven for a period of 8 cumulative hours without at least a 30-minute interruption. The break may be satisfied by any non-driving period of 30 consecutive minutes (i.e., on-duty not driving, off-duty, sleeper berth or any combination of these taken consecutively).
60/70 Hour Limit	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.
Sleeper Berth Provision	Drivers may split their required 10-hour off-duty period, as long as one off-duty period (whether in or out of the sleeper berth) is at least 2 hours long and the other involves at least 7 consecutive hours spent in the sleeper berth. All sleeper berth pairings MUST add up to at least 10 hours. When used together, neither time period counts against the maximum 14-hour driving window.
Short-Haul Exception	A driver is exempt from the above requirements if the driver operates within a 150 air-mile radius of the normal work reporting location, and the driver does not exceed a maximum duty period of 14 hours. Drivers using the short-haul exception must report and return to the normal work reporting location within 14 consecutive hours and stay within a 150 air-mile radius of the work reporting location.

Source: Federal Motor Carrier Safety Administration. <https://www.fmcsa.dot.gov/regulations/hours-service/summary-hours-service-regulations>

Staging

The facilities where truck shipments begin and end have a limited number of docks. Sites such as distribution centers, stores, and manufacturing plants assign appointments for pickup and delivery. Few shippers and receivers provide areas where drivers can arrive and wait ahead of their appointment time. Even if shippers /receivers do not require appointments, most have limited hours of operation, and few have on-site parking availability. When trucks arrive outside their

scheduled appointment windows, outside hours of operation, or when shippers or receivers experience processing delays, drivers may require parking ranging from a few hours to overnight. This temporary stoppage is commonly referred to as “staging.” The time they spend waiting to be loaded or unloaded counts toward their allowable HOS drive time. HOS regulations and traffic conditions force drivers to carefully schedule cargo pickup or delivery.

⁷ Intrastate movements of agricultural products by a farmer/producer are largely exempt from HOS regulations. HOS exemptions during planting and harvest season (January 1 to December 31 in Missouri), allow for the transportation of agricultural commodities within a 150 air-mile radius from the source of the commodities. The exemption also applies to the transport of farm supplies for agricultural purposes shipped from either a wholesale or retail distribution point to the location the supplies will be used or from a wholesale distribution point to a retailer.

If the driver misses an appointment time, they could be fined or — especially in the case of owner-operators — their relationship with the shipper/receiver may sour, resulting in lost business. Drivers can also incur additional costs due to lost productivity associated with rescheduling cargo pickup or delivery, additional parking costs, and loss of revenue (fees and penalty for late delivery and/or an opportunity cost of missed cargo revenue).

Because drivers want to make the most efficient use of their allowable hours, they seek parking in areas where travel time to the next day's destination is reliable — generally free from congestion. Drivers often approach appointment sites and park in undesignated roadside areas, such as the shoulders of highways or city streets. Others consider traffic conditions and travel times, then stop early at a truck stop or truck parking area to wait. Delays once arrived at the dock are common and can lead to late arrival and detention at a subsequent stop, impacting a driver's ability to achieve planned stops later in the day.

Driver Decisions

As shown in **Table 2** drivers are not the sole decision maker for where to park.⁸ Driver and carrier preferences for fuel and amenities such as restrooms, showers, lighting and quiet can also play a part in truck parking decisions. Privately owned facilities such as truck stops or a carrier terminal are most likely to provide a variety of amenities such as showers and restaurants, plus opportunities for social interaction. Publicly owned rest areas and truck parking areas tend to have few to no amenities and little social interaction, which is attractive to some. Other options for parking during 10-hour rest periods include some shipper and receiver lots, some trucking support businesses such as tanker wash-out facilities, and an emerging number of parking rental establishments.

⁸ Lambert, Bruce. "Thoughts on the challenges associated with public sector planning for truck parking facilities," ResearchGate, 2016, last accessed October 1, 2025, https://www.researchgate.net/publication/371377546_Thoughts_on_the_Challenges_Associated_with_Public_Sector_Planning_for_Truck_Parking_Facilities.



Table 2 – How Firms Can Influence the Truck Parking Decision

Principal Agent	Truck Company/ Driver	Origin/ Receiver	Infrastructure/ Parking Provider	Regulator or Enforcement⁹	Other Public Entities
Key Objective	Manage operational costs and reduce under-utilized miles (empty or non-revenue producing trips)	Manage inventories with logistical solutions	Provide parking for safety reasons (public) or for profit (private)	Improve traffic safety	Community safety
Potential Areas of Control	The truck route, equipment, in-transit parking decisions	Time of pick-up/ delivery	Build and maintain parking, signage, driver notifications concerning parking slots	Safety inspections, citation authority, operational allowances, time	Land use, truck routes, restricting truck operations
What They Do Not Control	The truck destination, last mile parking, zoning issues, truck operational bans	Smaller sites — near site parking (larger sites may provide some parking areas or could provide space)	Demand for parking by location or time	Hours of pick-up/ delivery	Shippers need to receive cargo

Source: Institute for Trade and Transportation Studies. *Thoughts on the Challenges Associated with Public Sector Planning for Truck Parking Facilities PHASE II Project Review*. July 2019. <https://rosap.ntl.bts.gov/view/dot/61430>

Communication among drivers helps ease the burden of locating available parking spaces. Though conversation via CB radio still occurs, drivers are enthusiastic users of cell phones with hands-free technology, in-cab messaging systems, and third-party mobile applications. Among the current favorite apps is Trucker Path, which among other assistive features, includes crowd sourced truck parking

availability information.¹⁰ The Dock411 app encourages freight facilities to upload — for free — information about their facilities, such as hours of operation, backing situations, yard hazards and images of the dock area. Subscribers to Dock411 can view ratings and reviews left by drivers and can write their own.¹¹

⁹ Note that in Missouri, regulation and enforcement activities are conducted by the Missouri State Highway Patrol, MoDOT and the commercial vehicle divisions within the police departments of St. Louis City, St. Louis County and Kansas City.

¹⁰ Trucker Path, accessed January 23, 2026, <https://truckerpath.com/>

¹¹ Dock411, accessed January 23, 2026, <https://dock411.com/>

Safety

The U.S. Federal Highway Administration calls access to safe, secure and accessible truck parking essential. *“With the projected growth in e-commerce and truck traffic, the demand for truck parking will continue to outpace the supply of public and private parking facilities and will only exacerbate the truck parking problems experienced in many regions.”*¹²

When drivers are unable to locate safe and convenient truck parking, they often must settle for whatever is available. This leads to trucks parked on highway shoulders and ramps; in undesignated areas near truck stops, shippers and receivers; and in other locations that seem to be accommodating and somewhat safe.

The issue of unauthorized parking came to the forefront in the trucking industry following the murder of Jason Rivenberg. Jason stopped to sleep 12 miles from his planned delivery location, which at that time was not open to receive deliveries. Other truckers who knew the area told him the abandoned gas station where he parked was safe. On March 5, 2009, Jason was attacked in his sleep. He was killed and robbed of the \$7 in his wallet.

Jason’s wife, Hope, led a family and industry effort to focus attention on truck parking issues and to push legislation that requires the USDOT and state departments of transportation to evaluate and measure the adequacy of truck parking facilities in every state.¹³

¹² Federal Highway Administration, “Truck Parking,” Federal Highway Administration, accessed March 5, 2025, https://ops.fhwa.dot.gov/Freight/infrastructure/truck_parking/index.htm#ftn1

¹³ Federal Highway Administration, “Jason’s Law Truck Parking Survey Results and Comparative Analysis,” last modified March 11, 2020, accessed March 5, 2025, https://ops.fhwa.dot.gov/freight/infrastructure/truck_parking/jasons_law/truckparkingsurvey/ch1.htm



Truck Parking Analysis

A data-driven approach, like the 2022 Truck Parking Profile study for MoDOT¹⁴, was used to update the truck parking supply and demand information for the state from the year 2019 to the year 2024. This section describes the truck parking study limits, inventory, demand and supply gaps/surplus analysis data, methodology, results, and correlation between truck-involved crash locations and freight generator locations near truck parking demand locations, including designated and undesignated areas.

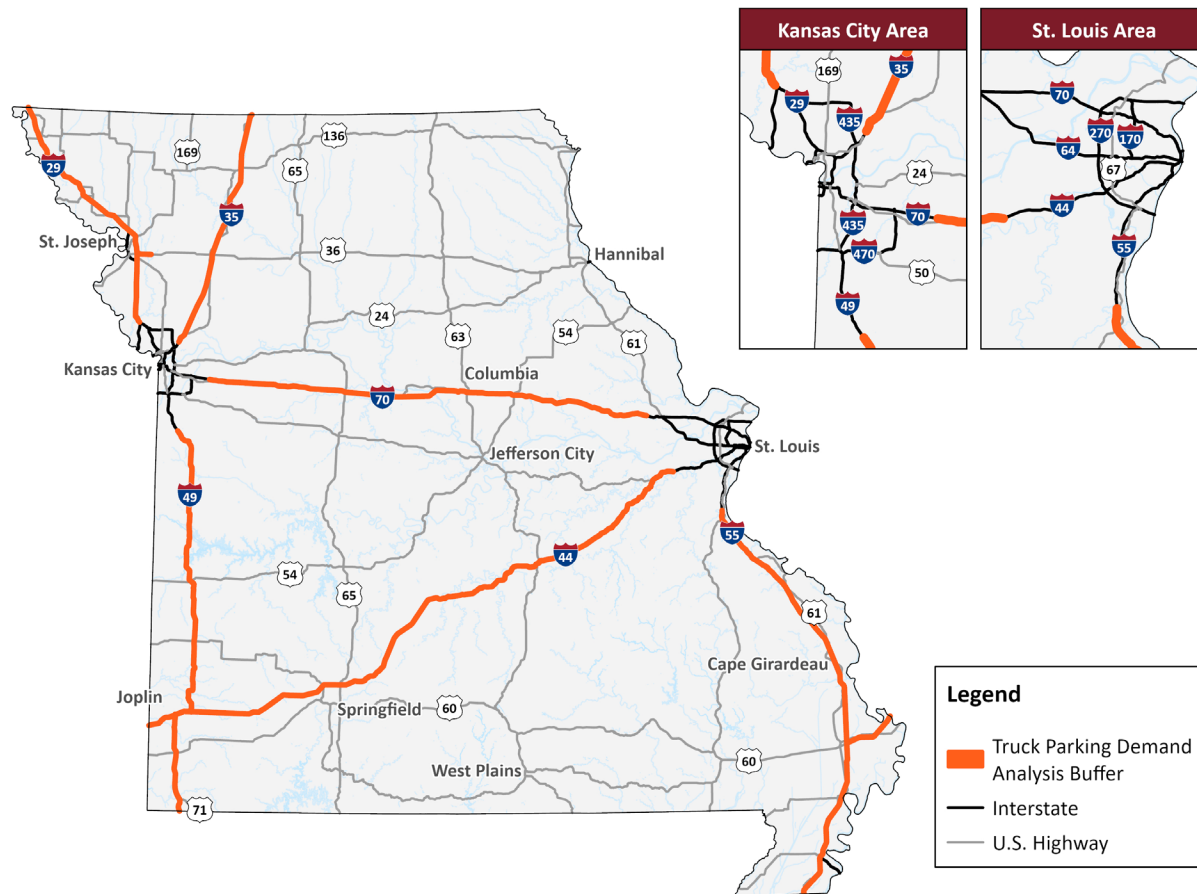
Study Limits

The truck parking analysis study area included areas within a one-half of a mile buffer from mostly rural interstates (see **Figure 2**), and included the following roadway segments:

- Interstate 29 (I-29) – Mile Marker (MM) 18 (Platte City) to MM 129 (Iowa Border)
- I-35 – MM 16 (Liberty) to MM 114 (Iowa Border)
- I-44 – MM 0 (Joplin) to MM 257 (Pacific)
- I-49 – MM 0 (Arkansas Border) to MM 39 (Duquesne) – at which point I-49 and I-44 share lanes – then MM 46 (Fidelity) to MM 167 (Peculiar)
- I-55 – MM 0 (Arkansas Border) to MM 178 (Herculaneum)
- I-57 – MM 0 (Junction with I-55) to MM 22 (Illinois Border)
- I-70 – MM 24 (Grain Valley) to MM 203 (Wentzville)
- US 36 in Buchanan County

¹⁴ Missouri Department of Transportation, Truck Parking Profile, accessed March 3, 2025, <https://www.modot.org/sites/default/files/documents/Truck%20Parking%20Profile%20%20FINAL.pdf>

Figure 2 – Truck Parking Analysis Study Limits



Source: GFT's Inventory Analysis, CDM Smith's Demand Analysis and Hg Mapping, 2025

The reasons for using these study limits are as follows:

- Truck parking in rural areas is driven more by overnight or long-term parking than in urban areas, where it is driven more by staging and short-term parking activity. Long-term parking has a lower turnover rate and thus requires a larger truck parking facility investment than the same number of truck arrivals in an urban area, on average.
-
- One advantage that rural areas have over urban areas is that large parcels for development (3 acres can typically accommodate about 50 truck parking spaces) are more readily available, land and development costs for truck parking facilities are lower and there is less competition with higher tax revenue generating land uses than in urban areas.



- Investment in rural areas increases overall roadway safety by reducing trucks parked in undesignated areas such as on shoulders or ramps, especially in nighttime conditions.

-
- The one-half mile distance to an interstate criterion emphasizes efficiency and connectedness. As mentioned earlier, searching for truck parking creates a loss of productivity for truck drivers, so locating truck parking investments within one-half of a mile of an interstate can help minimize the loss of productivity.

Inventory/Supply

The first step in addressing the question of truck parking supply and demand in Missouri is to take stock of the current inventory. This study identified publicly and privately owned truck parking areas near rural Missouri interstates.

The study team analyzed Missouri's public truck parking supply using a detailed review of truck parking facilities identified in the MoDOT 2022 Truck Parking Profile¹⁵ study. MoDOT-provided public truck parking locations, truck parking applications such as All Stays and aerial imagery review of parking spaces and layouts.

MoDOT provides truck parking spaces at all rest areas and welcome centers. Specially designated truck parking areas round out the 50 available locations.

Using a private commercial truck location dataset from the American Transportation Research Institute (ATRI), the study

analyzed the 2024 supply gaps/surplus for all truck parking facilities except for those at Harrisonville and Caruthersville. It also analyzed 2020-2024 truck-involved crashes data near all truck parking facilities except Harrisonville. The Harrisonville facility opened in 2025, and no ATRI data was available for Caruthersville; therefore, parking gaps/surplus and crash data analysis could not be fully completed.

The study identified **100 privately owned truck parking facilities** through several sources including:

- Digital maps provided by Google Earth, Nearmap and Bing Maps
- Truck stop company websites
- Telephone inquiries
- Truck driver mobile applications such as All Stays¹⁶, Trucker Path¹⁷ and others

¹⁵ MoDOT, Truck Parking Profile.

¹⁶ AllStays Truck Stops, accessed January 23, 2026, <https://www.allstays.com/apps/truckstops.htm>

¹⁷ Trucker Path, accessed January 23, 2026, <https://truckerpath.com/>

Parameters used to identify the state's privately owned parking sites closely match those of the 2022 Missouri State Freight and Rail Plan. These include:

- Only those businesses which sell fuel and feature a minimum of 10 truck parking spaces
- Sites located within 0.50 miles of a rural interstate

The inventory does not include privately owned parking sites in metropolitan areas, those with fewer than 10 truck parking spaces, and those that do not sell fuel. The Truck Parking Trends section of this report includes a discussion of stand-alone truck parking areas.

Restrictions placed on the privately owned truck parking inventory are due to limitations of GPS technology used to identify truck parking demand. It is less likely that a representative sample of trucks will park at sites with fewer than 10 parking spaces during the sample periods. Also, sites that do not sell fuel, such as retail parking lots, restaurants and hotels, can withdraw permission for drivers to park their trucks at any time — or a local government might restrict parking to automobiles.

The 2022 Missouri State Freight and Rail Plan included Interstate 270, which is located within the St. Louis metro area. This study does not include it. The 2022 plan did not include Interstates 49 or 155, or the public truck parking areas on U.S. Route 36 in St. Joseph, Mo. However, this study does include the rural section of I-49, and the public truck parking areas on U.S. Route 36.

Statewide Total Supply

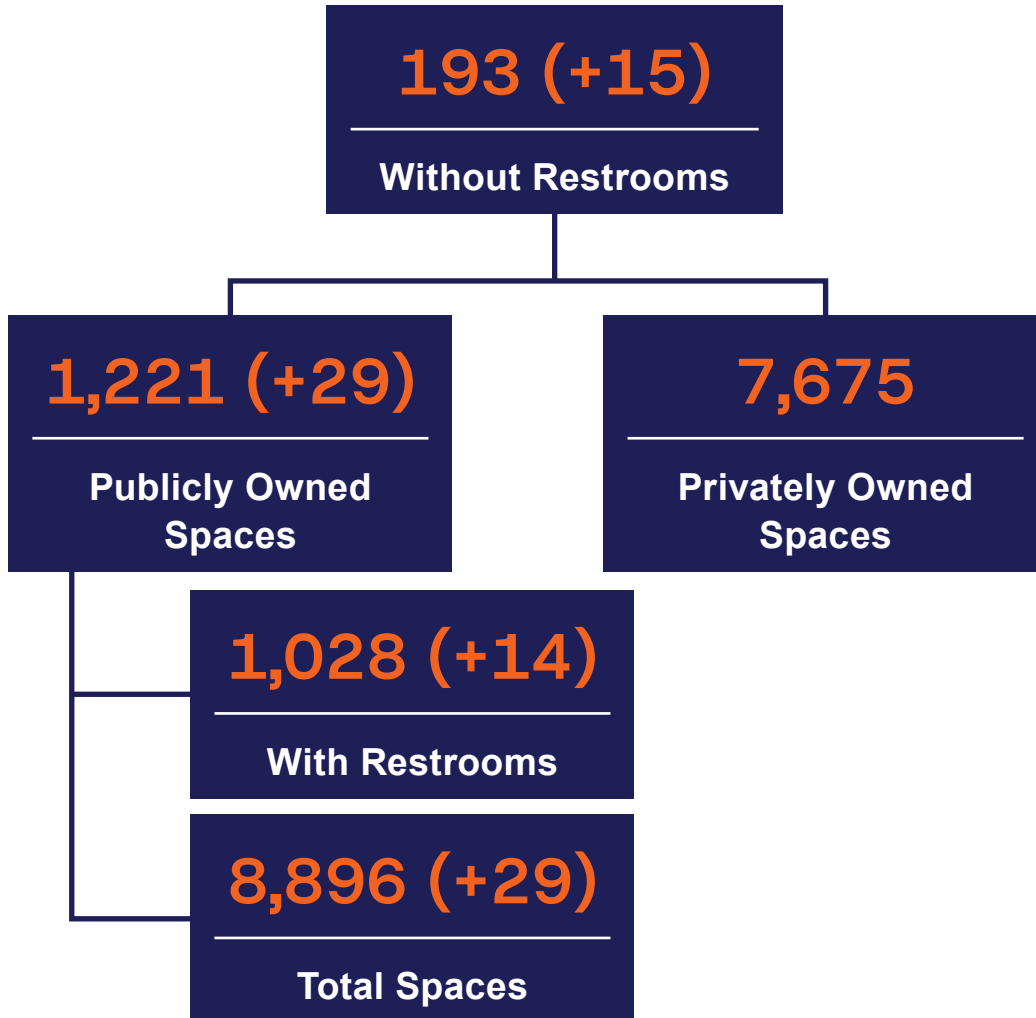
Figure 3 shows an overall summary of Missouri's public and private truck parking supply. In 2024, there were 8,896 spaces in 149 truck parking facilities, of which 14% (1,221 spaces) of the total supply came from 49 publicly owned facilities (excluding Harrisonville Truck Parking and the Fruitland Truck Parking expansion) and 86% (7,675 spaces) came from 100 privately owned facilities. This means, there were 25 spaces per public truck parking facility on average, compared to 77 spaces per private truck parking facility on average.

Among public truck parking facilities, 36 facilities or 84% of the supply spaces are served by restrooms (full restroom or vault toilet).

In 2025, the supply increased to 50 public and 100 private truck parking facilities, or a total of 150 facilities, and by an additional 29 truck parking spaces (including Harrisonville Truck Parking and Fruitland Truck Parking expansion), bringing the supply total to 8,925 spaces. Public truck parking spaces increased to 1,250 spaces.



Figure 3 – Missouri’s Truck Parking Supply, 2024 and Increase by 2025



Source: MoDOT; Truck parking websites and applications; and GFT Inventory Analysis, 2025.

Note: (+X) means increase by X units anticipated by 2025. The Fruitland facility converted from a Rest Area to Truck Parking with an increase in truck parking spaces from 15 to 29. The new Harrisonville Truck Parking facility with 15 truck parking spaces opened in June 2025.

Geographical Distribution of Total Supply

In 2024, truck parking supply was distributed across the state's rural interstate corridors as shown in **Table 3** and **Figure 4**. The table also shows the increase expected by 2025. I-44, I-70 and I-55 are the top-ranking corridors in terms of the number of truck parking spaces. Both I-44 and I-70

have a uniform distribution of truck parking facilities with greater than 75 spaces. On the other corridors, large capacity locations are sporadically distributed. Although I-70 and I-44 have the largest concentrations of parking spaces per mile, demand outstrips supply.

Table 3 – Missouri's Total Truck Parking Supply (All Ownership Types) by Corridor, 2024 (Increase by 2025)

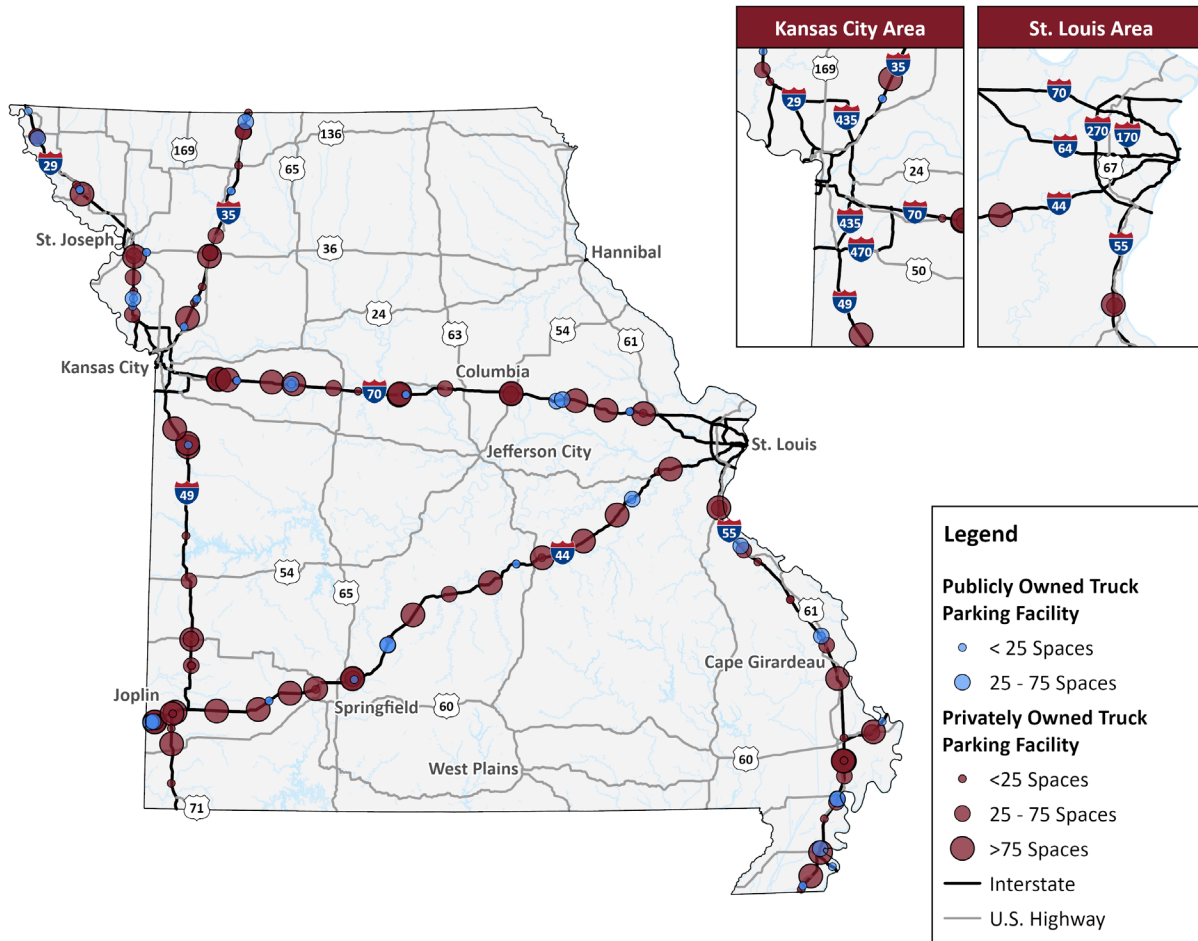
Corridor	Number of Truck Parking Facilities	Number of Truck Parking Spaces (Publicly and Privately Owned)	Interstate Length (Rural Miles)	Truck Parking Spaces Per Rural Mile of Interstate
I-29	17	619	111	5.58
I-35	19	664	98	6.78
I-44	35	2,967	257	11.54
I-49	15 (+1)	877 (+15)	160	5.48 (+0.09)
I-55	27	1,391 (+14)	178	7.81 (+0.08)
I-57	3	140	22	6.36
I-70	30	2,211	179	12.35
I-155	1	11	27	0.41
US 36	2	16	-	-
TOTAL	149 (+1)	8,896 (+29)	1,032	8.62 (+ 0.03)

Source: 2022 Missouri State Freight and Rail Plan; MoDOT; Truck parking websites and applications; and GFT's Inventory Analysis, 2025.

Note: (+X) means increase by X units in 2025. The Fruitland facility converted from a Rest Area to Truck Parking with an increase in truck parking spaces from 15 to 29. A new facility, Harrisonville Truck Parking, opened in June 2025 with 15 truck parking spaces.



Figure 4 – Missouri’s Truck Parking Supply Locations and Spaces, 2024



Source: MoDOT; Truck parking websites and applications; and GFT’s Inventory Analysis, CDM Smith’s Demand Analysis and Hg Mapping, 2025.

Truck Parking Inventory Changes Since 2022

The 2022 Missouri State Freight and Rail Plan identified 134 publicly and privately owned truck parking sites with 7,768 truck parking spaces within one mile of Missouri interstates. The 2022 count included Interstate 270, which lies beyond the scope of this study. It did not include Interstates 49, 155 or the U.S. 36 truck parking areas located near St. Joseph and I-29.

This study included only the facilities within 0.50 miles of rural portions of Missouri interstates, plus the publicly owned truck parking areas on U.S. 36 near St. Joseph. It identified 150 discrete truck parking sites with 8,925 truck parking spaces through year 2025, an increase of 16 sites and 1,157 parking spaces. Most of the increase is due to several new privately owned facilities.

Table 4 below compares the 2022 and 2026 Missouri truck parking inventories.

Table 4 – Comparison of 2022 and 2026 Missouri Truck Parking Inventory

Highway	2022		2025		Change, 2022-2025	
	Number of Truck Parking Sites	Number of Truck Parking Spaces	Number of Truck Parking Sites	Number of Truck Parking Spaces	Change in Inventory: Sites	Change in Inventory: Spaces
I-29	15	529	17	619	2	90
I-35	18	563	19	664	1	101
I-44	35	2,808	35	2,967	-	159
I-49	-	-	16	892	16	892
I-55	32	1,586	27	1,405	-5	-181
I-57	3	140	3	140	0	0
I-70	30	2,122	30	2,211	0	89
I-155	-	-	1	11	1	11
I-270	1	20	-		-	-20
U.S. 36	-	-	2	16	2	16
TOTAL	134	7,768	150	8,925	16	1,157

Source: MoDOT; Truck parking websites and applications; and GFT's Inventory Analysis, 2025.

Differences can be attributed to new privately owned sites, dissimilarities in project scope, the conversion of an Interstate 55 truck parking area to a weigh station, and the closure of three truck stops on I-55 due to the bankruptcy of Mountain Express Oil.¹⁸

¹⁸ Kingston, John. "19 MEX centers, with Pilot branding, temporarily shut by operator bankruptcy," FreightWaves, August 26, 2023. <https://www.freightwaves.com/news/19-pilot-travel-centers-temporarily-shut-by-bankruptcy-of-an-operator>



Missouri's Publicly Owned Truck Parking Areas

As shown in **Table 5**, MoDOT supplied 1,224 truck parking spaces at 49 facilities statewide in 2024, with an increase to 1,250 spaces at 50 facilities in 2025. These sites include truck parking areas, rest areas and welcome centers.

Table 5 – Missouri's Publicly Owned Truck Parking Facilities, 2024 (Increase by 2025)

Type of Facility	Number of Facilities	Number of Truck Parking Spaces
Welcome Centers	7	403
Rest Areas	13 (-1)	280 (-15)
Truck Parking Areas	29 (+2)	538 (+44)
Total	49 (+1)	1,221 (+29)

Source: MoDOT; Truck parking websites and applications; and GFT's Inventory Analysis, 2025.

Note: (+X) means increase by X units anticipated by 2025. The Fruitland facility converted from a Rest Area to Truck Parking with an increase in truck parking spaces from 15 to 29. A new facility, Harrisonville Truck Parking, opened in June 2025 with 15 truck parking spaces.

Truck Parking Areas

Truck parking areas make up 62% (31) of the publicly owned locations. These sites were formerly weigh stations or rest areas that were decommissioned and converted to truck parking use. In total, they contain 591 spaces, which is 48% of the publicly owned truck parking inventory. Two 8-space, former weigh station truck parking areas lie near St. Joseph, on U.S. 36. These sites are located five miles east of the I-29/U.S. 36 interchange.

MoDOT was an early innovator in finding ways to increase the number of publicly owned truck parking spaces. In the early 2000s, many states closed rest areas as a cost-savings measure. Rather than close obsolete rest areas and weigh stations, Missouri instead transformed them into simple truck parking facilities. This effort continues today. Missouri benefits not only from the additional truck parking spaces — the move makes effective use of taxpayer funds. The cost of conversions is recouped over time by reducing such rest area costs as cleaning contracts, site maintenance, water and electricity.¹⁹

¹⁹ Missouri Department of Transportation, "Appendix: Summary of MoDOT Results," MoDOT Website, 2022, https://www.modot.org/sites/default/files/documents/Appendix%20Current_MoDOT%20Results.pdf

Rest Areas and Welcome Centers

Drivers of both cars and commercial trucks are served by 12 rest areas and seven welcome centers. These 19 locations offer 645 truck parking spaces in total. Welcome centers, which function as large rest areas with tourist information services, contain more truck parking spaces than other public site types. The largest are the twin I-44 Conway Welcome Centers in southwest Missouri, which each offer 73 truck parking spaces.

As seen in **Table 6**, I-44 claims the most publicly owned parking spaces per mile of rural interstate, followed by I-55 and I-70. Of note is the single publicly owned truck parking area on Interstate 49, a facility converted from a former weigh station. Missouri I-49 was officially designated in December 2012, far later than other interstates built during the 1950s and 1960s. Missouri's welcome centers, rest areas and weigh stations were mostly built concurrently with the other interstates.

Table 6 – Missouri's Public Truck Parking Supply by Corridor, 2024 (Increase by 2025)

Corridor	Number of Truck Parking Facilities	Number of Truck Parking Spaces (Publicly and Privately Owned)	Interstate Length (Rural Miles)	Truck Parking Spaces Per Rural Mile of Interstate
I-29	7	169	111	1.52
I-35	8	143	98	1.46
I-44	12	375	257	1.46
I-49	0 (+1)	0 (+15)	160	0.00 (+0.09)
I-55	8	241 (+14)	178	1.35 (+0.08)
I-57	1	16	22	0.73
I-70	10	250	179	1.40
I-155	1	11	27	0.41
US 36	2	16	-	-
TOTAL	49 (+1)	1,221 (+29)	1,032	1.18 (+0.03)

Source: MoDOT; Truck parking websites and applications; and GFT's Inventory Analysis, 2025.

Note: (+X) means increase by X units anticipated by 2025. The Fruitland facility converted from a Rest Area to Truck Parking with an increase in truck parking spaces from 15 to 29. A new facility, Harrisonville Truck Parking, opened in June 2025 with 15 truck parking spaces.



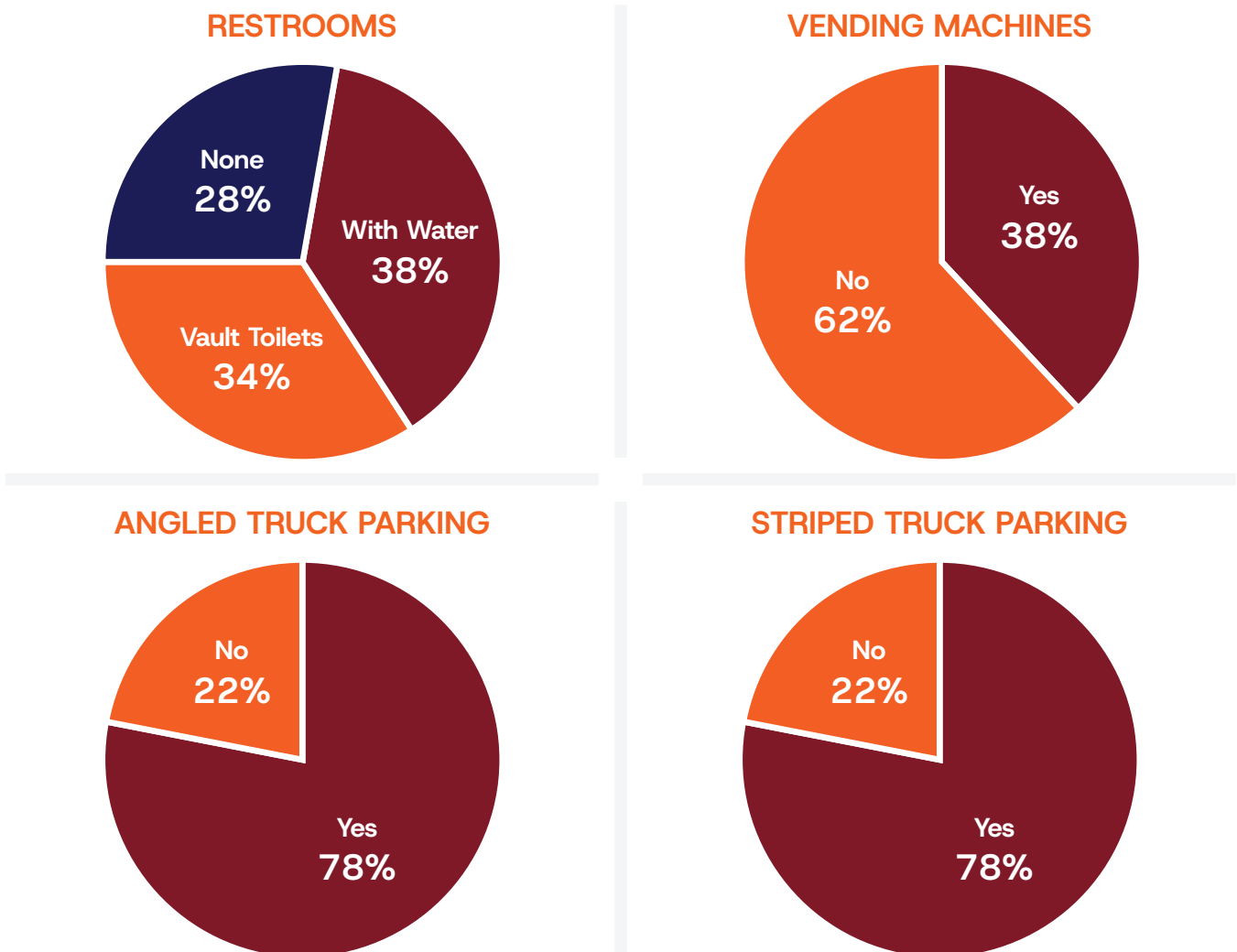
Amenities

Amenities are more plentiful at rest areas and welcome centers. They include such features as play areas, picnic tables, pet areas, vending machines, ample lighting and restrooms. Welcome centers and rest areas offer plumbed restrooms. While restrooms are not available at truck parking areas, more than half feature vault toilets, as seen in

Figure 5. All state facilities feature overhead lighting.

Where MoDOT paints stripes to define truck parking spaces, they are set at an angle to facilitate easier access and exit. The 11 truck parking locations where parking spaces are not striped are unpaved and were formerly weigh stations.

Figure 5 – Publicly Owned Truck Parking Site Amenities



Source: MoDOT and GFT's Inventory Analysis, 2025.

Missouri's Privately Owned Truck Parking Areas

Privately owned facilities such as truck stops and fuel plazas supply most of the truck parking in Missouri. The 7,675 spaces at 100 locations that meet this study's parameters represent 86.10% of truck parking spaces and 66.70% of all Missouri truck parking sites.

The three largest of these — Joplin 44 Petro (475), TA Cuba (412), and Petro Oak Grove (305) — supply nearly as many parking spaces as all of Missouri's publicly owned sites combined. National truck stop companies Love's; Pilot/Flying J/One9; and TA/Petro supply 5,568 parking spaces. That

is 62.50 of Missouri's combined inventory of rural interstate truck parking spaces and 72.50% of Missouri's private truck parking spaces.

The public/private ownership split in Missouri mirrors that of the U.S. A 2020 inventory of parking spaces found privately owned facilities provide 87% of spaces nationwide.²⁰

Where truck parking is located near an interstate junction, this study assigned the site to the interstate with the most direct exit, See **Table 7**. This prevents double-counting facilities.

Table 7 – Missouri's Private Truck Parking Supply by Corridor, 2024

Corridor	Number of Truck Parking Facilities	Number of Truck Parking Spaces (Publicly and Privately Owned)	Interstate Length (Rural Miles)	Truck Parking Spaces Per Rural Mile of Interstate
I-29	10	450	111	4.05
I-35	11	521	98	5.32
I-44	23	2,592	257	10.09
I-49	15	877	160	5.48
I-55	19	1,150	178	6.46
I-57	2	124	22	5.64
I-70	20	1,961	179	10.96
I-155	0	0	27	0.00
US 36	0	0	-	-
TOTAL	100	7,675	1,032	7.44

Source: MoDOT; Truck parking websites and applications; and GFT's Inventory Analysis, 2025.

²⁰ Federal Highway Administration, Office of Freight Management, "Jason's Law Commercial Motor Vehicle Parking Survey and Comparative Assessment," FHWA Website, February 1, 2017, https://ops.fhwa.dot.gov/freight/infrastructure/truck_parking/jasons_law/truckparkingsurvey/ch2.htm



Demand

Data and Methodology

Operational data on the specific reasons trucks make a stop (derived from the electronic logs of trucks) are not available through any public or privately procured data. However, the study team analyzed the location and duration of trucks making stops using a privately procured American Transportation Research Institute (ATRI) truck geographic positioning system (GPS) sample. The sample was generally collected within a 0.50-mile buffer from the centerline of rural interstates. Occasionally the buffer was extended to include the full property limits of private truck parking facilities. Samples were collected during two-week periods within each of the four seasons of 2024 to represent variations in truck parking demand at various times of year. The study team initially collected GPS samples with recorded truck speeds of 10 miles per hour or lower.

“Truck stops” were identified with the help of unique truck identifiers and at least three GPS pings of data for each unique truck ID. For a given unique truck ID, a truck stopping event is indicated by two consecutive GPS pings, and a reduction of truck speed from a non-zero value to zero value.

The location where the truck speed becomes zero is noted as the truck stopping location and an associated timestamp is recorded as the start time for the truck stopping event. The truck stopping event continues for the truck ID with subsequent GPS pings, provided the speed remains at a zero value and the location (rounded latitude and longitude) remains unchanged. The truck stopping event ends when the truck speed increases to a non-zero value or the location changes. The timestamp when the truck ID last reported a zero speed is recorded as the end time for the truck stopping event.

The duration of a truck stopping event (or dwell time) is computed as the difference between the end time and start time of the truck stopping event. Truck stopping events with a duration below the minimum duration (dwell time) of 15 minutes were filtered out as they likely represented very short-term stops for a food or supply purchase, fueling, restroom use, etc. The study team automated truck stop processing for the multi-million ping GPS sample and about 150,000 truck IDs. Manual checks of more than 15 truck IDs were performed to ensure accuracy.

Processing yielded on average, 3.10 stops per truck that met the minimum duration criterion.

Table 8 provides summary statistics of the GPS sample used in the demand analysis.

Table 8 – ATRI Data Collection Periods

Item	February	May	July	October	Total
Start Date	2/4/2024	5/5/2024	7/14/2024	10/15/2024	N/A
End Date	2/17/2024	5/18/2024	7/27/2024	10/28/2024	N/A
Number of Trucks	40,798	37,147	35,890	33,733	147,568
Number of GPS Points	30,428,727	28,947,278	32,525,645	25,969,538	117,871,188
Processed Truck Stops	133,513	113,841	113,257	103,571	464,182

Source: ATRI Data, 2024; CDM Smith's Demand Analysis, 2025

Note: To make GPS data relevant to truck stopping activity, the GPS points were filtered to truck speed of 10 mph or less.

Figure 6 and **Figure 7** show typical boundaries drawn around public and private truck parking facilities and underlying GPS samples of trucks making stops. Two sets of boundaries were drawn around public truck parking facilities, namely, designated areas for truck parking (pink colored area) and undesignated areas (teal colored area) which includes the shoulders of approach and departure ramps, auto parking areas and other property areas within the public right-of-way that are not designated for truck parking. The boundaries drawn around private truck parking facilities follow the private property limits and represent designated truck parking areas only (pink colored area).

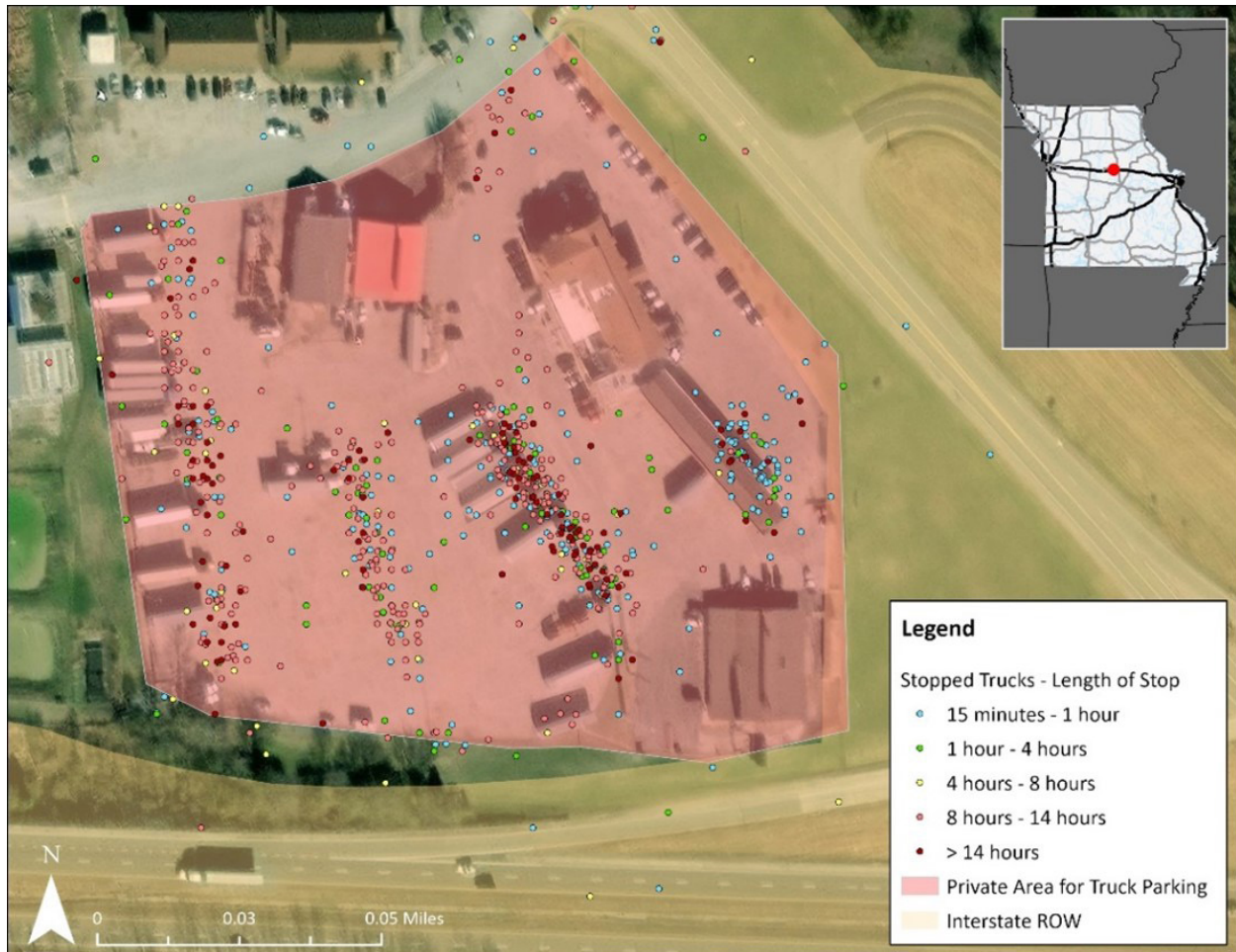


Figure 6 – Typical Public Truck Parking Facilities (Concordia Rest Areas) and Stops



Source: ATRI Data, 2024; GFT Inventory Analysis, CDM Smith Demand Analysis and Hg Mapping, 2025

Figure 7 – Typical Private Truck Parking Facility (Midway Auto Truck Plaza) and Stops



Source: ATRI Data, 2024; GFT Inventory Analysis, CDM Smith Demand Analysis and Hg Mapping, 2025

Converting Raw Data to Reflect True Demand

The study team gathered a sample of truck stopping event data from ATRI during eight weeks listed in **Table 9**. This data is a snapshot in time and geography. To make the sample reflect the actual truck volumes, a ratio — also called an expansion factor. It was calculated by dividing MoDOT Annual Average Daily Traffic (AADT) values by the ATRI sample data at each of 15 weigh stations where truck volume information is collected. The statewide expansion factor was calculated as 8.8, the components of this calculation are shown in **Table 9**.

The expansion factor was used to calculate daily parking demand, parking space turnover rate, global peak hour facility utilization, supply gap/surplus and stopping duration (dwell time) distribution in truck parking facilities.



Table 9 – ATRI GPS Sample to Population Expansion Factor Calculation

MSHP Loc. ID	MSHP Loc. Name	Hwy.	Dir.	ATRI Avg. Daily Truck Flow	2024 Combined Unit Truck AADT	Expansion Factor
A-1	Platte City NB	29	N	418	3,286	7.90
H-4	Watson SB	29	S	357	3,045	8.50
A-2	NA	35	N	389	3,196	8.20
H-2	Eagleville SB	35	S	315	4,054	12.90
C-2	St Clair EB	44	E	522	5,639	10.80
C-2	St Clair WB	44	W	522	3,208	6.10
D-4	Joplin EB	44	E	609	3,836	6.30
A-4	Harrisonville SB	49	S	357	3,366	9.40
C-5	Bloomsdale SB	55	S	232	2,469	10.60
E-2	Steele NB	55	N	486	3,581	7.40
E-3	Caruthersville NB	155	N	165	2,025	12.30
E-1	Charleston SB	57	S	396	4,014	10.10
A-3	Mayview EB	70	E	585	7,110	12.10
A-3	Mayview WB	70	W	585	4,956	8.50
C-4	Foristell EB	70	E	654	5,273	8.10
C-4	Foristell WB	70	W	654	4,870	7.40
H-3	NA	36	E	91	576	6.30
G-1	Willow Springs EB	60	E	111	995	9
G-1	Willow Springs WB	60	W	111	1,384	12.50
TOTAL				7,560	66,883	8.80

Source: ATRI Data, 2024; ATRI's Truck Flows Analysis; MoDOT Interactive AADT Data; CDM Smith Analysis, 2025

For public facilities where designated and undesignated areas are present, the study team estimated the global peak hour undesignated parking demand share of total (designated and undesignated areas combined) demand.

For non-facilities (i.e., outside formal truck parking facilities but within 0.5-mile buffer from rural interstates), the study team analyzed truck parking demand in terms of truck stops per mile by corridor and county.

Facility Daily Parking Demand and Parking Space Turnover Rate

Daily parking demand at a truck parking facility is the total number of stops made by trucks in a day. When this quantity is divided by the number of parking spaces at the facility, it provides the daily turnover rate of the parking spaces. Higher turnover rate means greater demand for spaces, shorter stopping durations (dwell times), and consistent availability of the spaces for new users.

Table 10 and **Table 11** summarize the parking demand and turnover results at the highway corridor level. Based on the tables, public truck parking facilities, on average, have a turnover rate of 5.20 daily stops/space, which is higher than private truck parking facilities, where it is 3.90 daily stops/space. The highest average daily turnover rate of 6.70 daily stops/space is seen on I-70 corridor public facilities.

Across all public truck parking facilities, 17.40% of parking occurs in undesignated areas. This takes the form of parking on the shoulders of approach and departure ramps, in the auto parking area and other property area within the public right-of-way that is not designated for truck parking. The undesignated area parking percentage is the lowest on I-57 at 10.80% and is in the highest range of 18.90%-19.00% on I-70, U.S. 36 and I-35.

Appendix A includes more detailed information on individual public and private truck parking facilities. On an individual facility basis, the median and maximum turnover rates among public truck parking facilities are 5.40 daily stops/space and 11.40 daily stops/space (public facility St. Clair Rest Area on I-44 East). Similarly, the median and maximum turnover rates among private truck parking facilities, are 3.10 daily stops/space and 12.90 daily stops/space (private facility Love's Travel Stop #282 — Joplin on I-44).



Table 10 – Public Truck Parking Daily Demand and Turnover

Highway Corridor	2024 Truck Parking Supply (Spaces)	2024 Truck Parking Demand (in Stops/Day)			% Parking in Undesignated Areas	2024 Average Daily Turnover (Stops/Space)
		Public Designated Areas	Public in Undesignated Areas	All Areas Total		
I-29	169	698	131	829	15.80%	4.90
I-35	143	480	112	592	18.90%	4.10
I-44	375	1,610	342	1,952	17.50%	5.20
I-49	0	N/A	N/A	N/A	N/A	N/A
I-55	241	955	176	1,131	15.60%	4.70
I-57	16	74	9	83	10.80%	5.20
I-70	250	1,366	320	1,686	19.00%	6.70
US 36	16	47	11	58	19.00%	3.60
I-155	11	N/A	N/A	N/A	N/A	N/A
All Corridors Total	1,221	5,230	1,101	6,331	17.40%	5.20

Source: ATRI Data, 2024; GFT Inventory Analysis and CDM Smith Demand Analysis, 2025

Table 11 – Private Truck Parking Daily Demand and Turnover

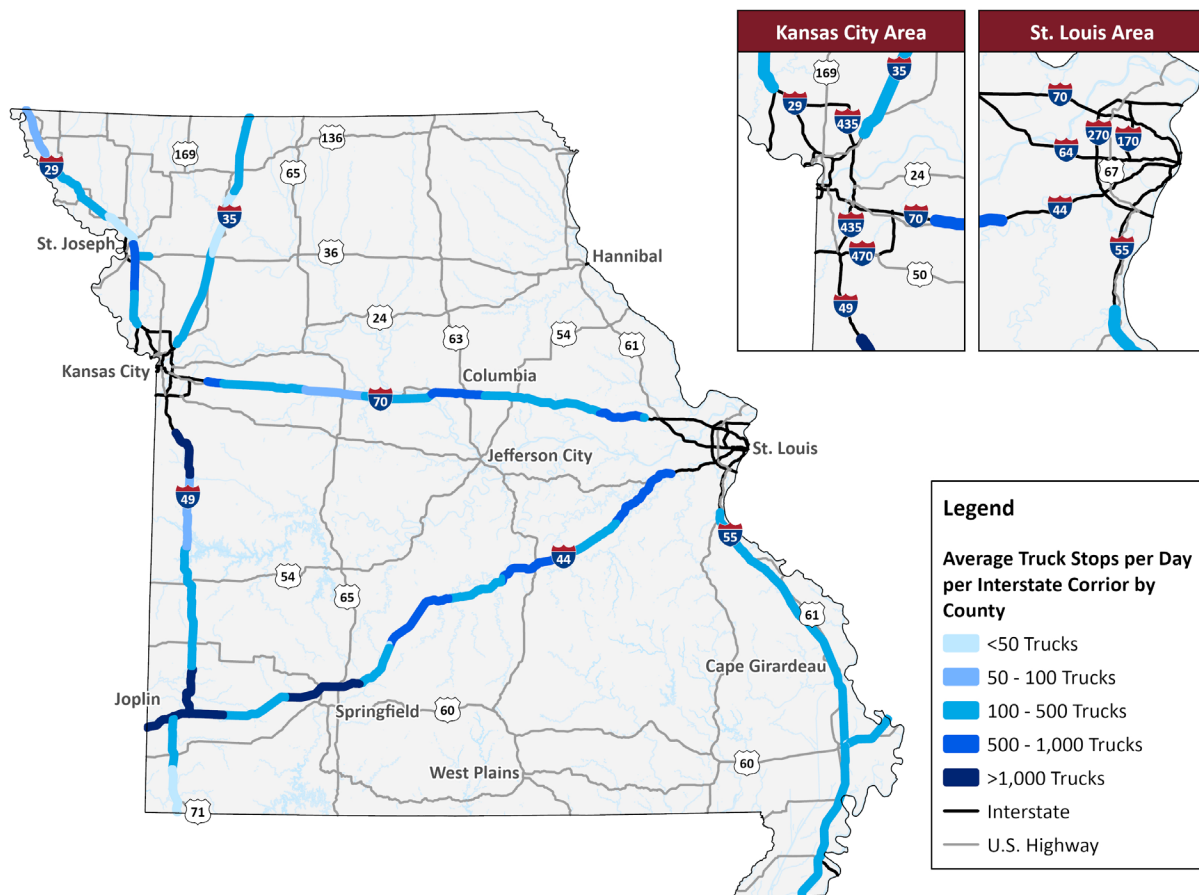
Highway Corridor	2024 Truck Parking Supply (in Spaces)	2024 Truck Parking Demand (in Stops/Day)	2024 Average Daily Turnover (Stops/Space)
I-29	450	1,962	4.40
I-35	521	2,326	4.50
I-44	2,592	9,153	3.50
I-49	877	3,538	4.00
I-55	1,150	4,522	3.90
I-57	124	369	3.00
I-70	1,961	8,379	4.30
All Corridors Total	7,675	30,249	3.90

Source: ATRI Data, 2024; GFT Inventory Analysis and CDM Smith Demand Analysis, 2025

Non-Facility Daily Parking Demand

Daily parking demand for non-facility locations, analyzed mostly in rural Missouri, is computed as the total number of stops made by trucks in a day, aggregated within each county and displayed on the highway corridor as shown in **Figure 8**. **Figure 9** shows the density (hot spots) map of the same data.

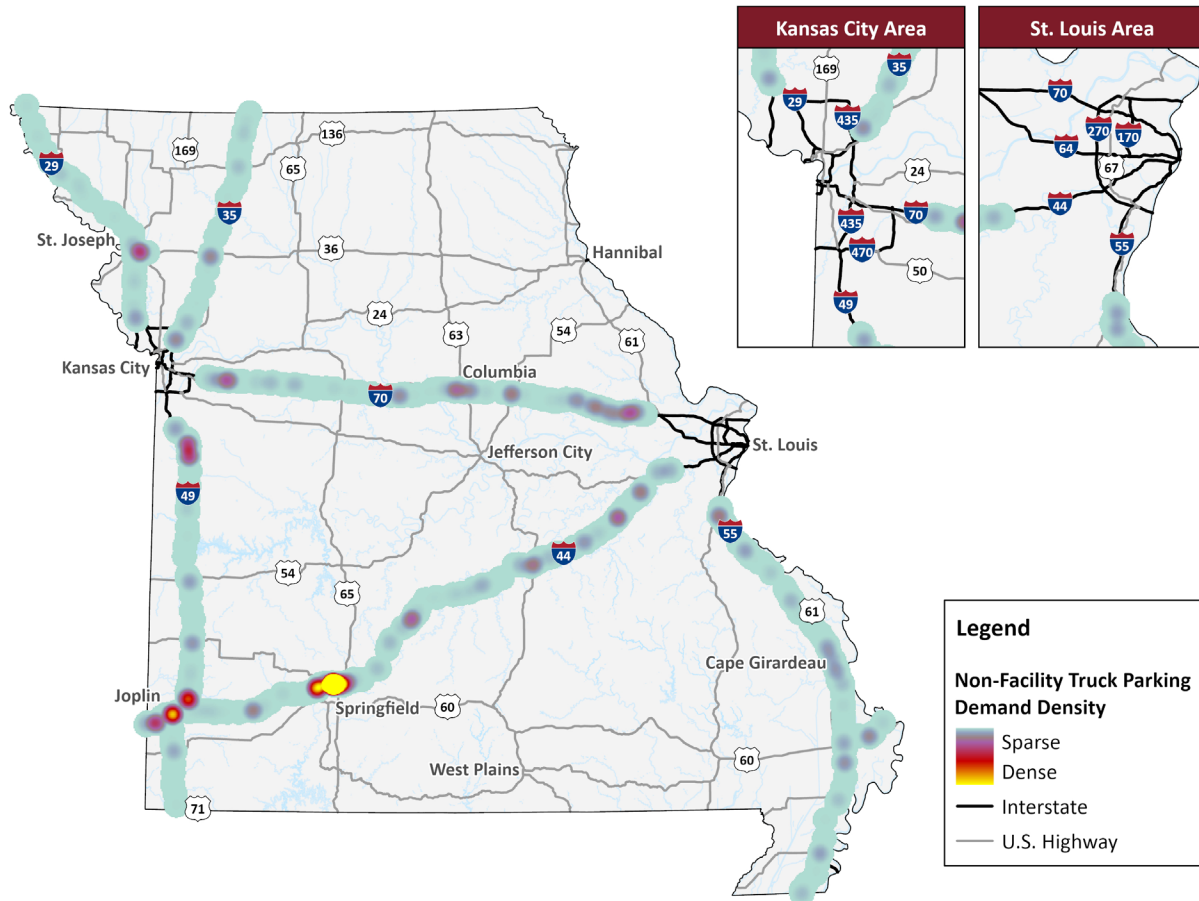
Figure 8 – Non-Facility Daily Average Truck Stops by Interstate and County



Source: ATRI Data, 2024; CDM Smith Demand Analysis and Hg Mapping, 2025



Figure 9 – Non-Facility Truck Parking Demand Hotspots



Source: ATRI Data, 2024; CDM Smith Demand Analysis and Hg Mapping, 2025

Counties with more than 1,000 stops/day in non-facility truck parking locations, but within the 0.5-mile rural interstate buffer include: Cass, Greene (includes the City of Springfield), Jasper and Newton. On the other hand, the counties with 500-1,000 stops/day of non-facility truck parking demand include: Buchanan (includes the City of St. Joseph), Boone (includes the City of Columbia), Franklin, Laclede, Phelps and Warren.

Non-facility demand may fall into one of the following categories: (a) public right-of-way without a truck parking restriction, (b) public right-of-way with a truck parking restriction, (c) informal private parking lots open to the public, (d) private home, and (e) private facilities not open to the public (particular trucks might be permitted to access and park in business premises). Locations under these categories were not fully identified for this study. However, the following figures show examples of each category.

Figure 10 – Example Non-Facility Parking on Public Right-of-Way With a Truck Parking Restriction



LOCATION: Ramps at I-44 and W Pine Street Interchange, Bourbon, Crawford County, Missouri

Source: ATRI Data, 2024; CDM Smith Demand Analysis, 2025



Figure 11 – Example Non-Facility Parking on Public Right-of-Way Without a Truck Parking Restriction



LOCATION: *I-70 and US 63 Connector Roadway, Columbia, Boone County, Missouri*

Source: ATRI Data, 2024; CDM Smith Demand Analysis, 2025

Figure 12 – Example Non-Facility Parking in an Informal Private Parking Lot



LOCATION: *Parking Lot near I-49 and Civil War Rd Interchange, Carthage, Jasper County, Missouri*

Source: ATRI Data, 2024; CDM Smith Demand Analysis, 2025



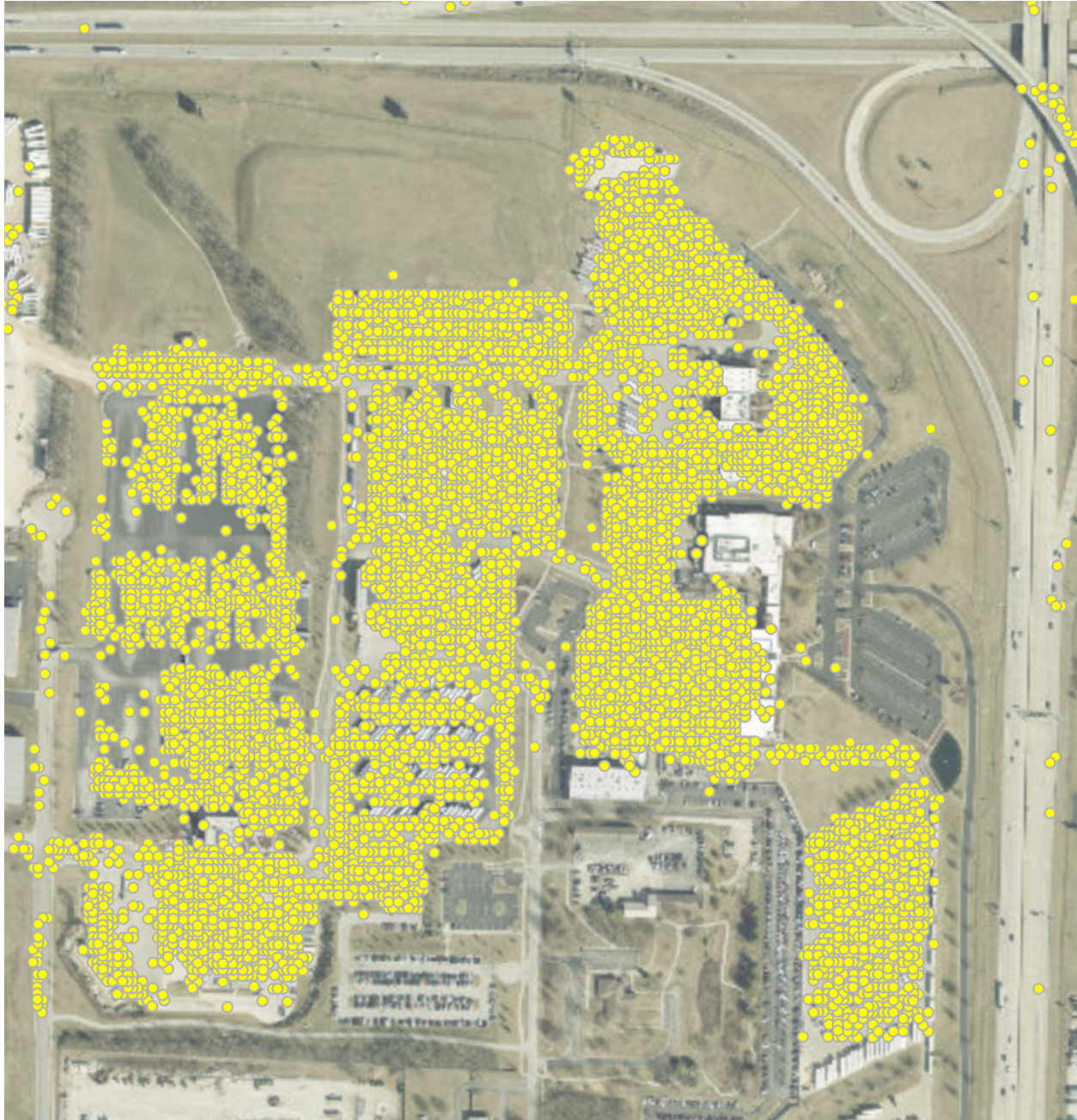
Figure 13 – Example Non-Facility Parking at a Private Home



LOCATION: *Home along County Road 528 near I-55, Sikeston, Scott County, Missouri*

Source: ATRI Data, 2024; CDM Smith Demand Analysis, 2025

Figure 14 – Example Non-Facility Parking on Private Lands for Restricted Users



LOCATION: *Southwest Regional Office Park located at 37.243695, -93.227882, Springfield, Greene County Missouri*

Source: ATRI Data, 2024; CDM Smith Demand Analysis, 2025



Facility Stopping Duration (Dwell Times) Distribution

Stopping duration or dwell time duration at a truck parking facility is the difference between the start time and the end time of a truck stopping event. The study team used the following stopping duration bins:

- > 15 minutes to 1 hour
- > 1 hour to 4 hours
- > 4 hours to 8 hours
- > 8 hours to hours
- > 14 hours

Based on the Hours of Service regulations, three common stopping durations are expected: (a) short-term parking requirement — 30-minute break after 8 consecutive hours of driving, (b) long-term/overnight parking requirement — 10 hours of rest upon reaching 11-hour or 14-hour driving limits, (c) driver off-duty requirement — for 34 hours following 60/70 hours of on-duty during 7/8 consecutive days.

Some private truck parking facilities restrict parking to 24 hours. The study team used the stopping durations distribution to mainly analyze short-term and long-term/overnight parking needs. Off-duty requirements are assumed to be met through either an exchange of drivers for a vehicle, or vehicle parking at a non-facility location (truck terminal, home, etc.).

Table 12 and **Table 13**, show public and private truck parking stopping duration distribution, respectively.

Figure 15 and **Figure 16** summarize the stopping duration distribution at the highway corridor level. At the statewide level, about 52.30% of demand at public truck parking facilities and about 53% of demand at private truck parking facilities is 15 minutes to 1 hour long stops, which are representative of short-term parking during an eight-hour shift. About 28.80% of demand at public truck parking facilities and about 32.40% of demand at private truck parking facilities is stops of 8 hours or longer in duration, which are representative of the long-term or overnight parking at the end of an 11-hour or 14-hour on-duty limit. The remaining 18.90% of demand at public parking facilities and 14.50% of demand at private truck parking facilities is 1 to 8 hours long which may be representative of a driver splitting a long-term break time into shorter periods, or a driver waiting for a shipper pickup or a receiver delivery time window, or for a matching load to avoid an empty return trip.

In conclusion, private truck parking facilities are used for long-term/overnight parking to a greater extent than public truck parking facilities.

Appendix A contains more detailed information on individual public and private truck parking facilities. On an individual facility basis, the median and maximum short-term parking shares among public truck parking facilities are 51.90% and 64.30% (Lathrop Rest Area - Northbound on I-35 North), respectively. Similarly, the median and maximum short-term parking shares among private truck parking facilities are 50.20% and 74.20% daily stops/space (Mr. Fuel Travel Center #717 at Villa Ridge on I-44), respectively.

On an individual facility basis, the median and maximum long-term/overnight parking shares among public truck parking facilities are 29.00% and 41.60% (public facility Coffey Truck Parking on I-35 South), respectively. Similarly, the median and maximum long-term/overnight parking shares among private truck parking facilities, are 35.60% and 80% daily stops/space (BP at Mound City on I-29), respectively.

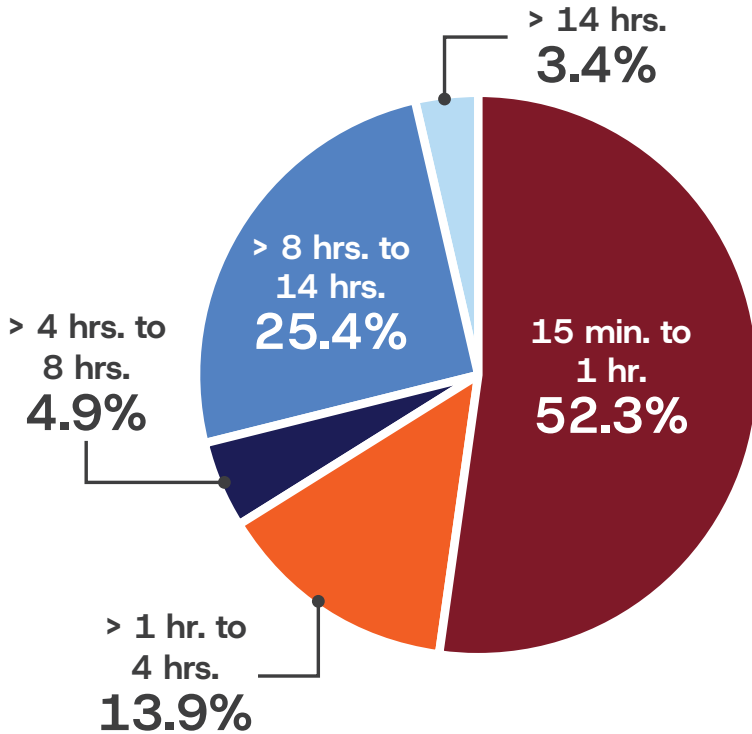
Table 12 – Public Truck Parking Stopping Duration Distribution

Highway Corridor	> 15 min. to 1 hr.	> 1 hr. to 4 hrs.	> 4 hrs. to 8 hrs.	> 8 hrs. to 14 hrs.	> 14 hrs.
I-29	49.90%	15.50%	5.20%	26.30%	3.20%
I-35	47.10%	13.60%	5.80%	29.60%	3.90%
I-44	55.70%	12.90%	4.500%	23.20%	3.60%
I-49	N/A	N/A	N/A	N/A	N/A
I-55	49.20%	14.10%	5.70%	28.00%	3.00%
I-57	52.80%	12.90%	5.60%	26.60%	2.10%
I-70	53.60%	14.40%	4.50%	24.00%	3.50%
US 36	45.00%	14.10%	5.20%	32.10%	3.60%
I-155	N/A	N/A	N/A	N/A	N/A
All Corridors Total	52.30%	13.90%	4.90%	25.4%	3.4%

Source: ATRI Data, 2024; GFT Inventory Analysis and CDM Smith Demand Analysis, 2025



Figure 15 – Statewide Public Truck Parking Stopping Duration Distribution



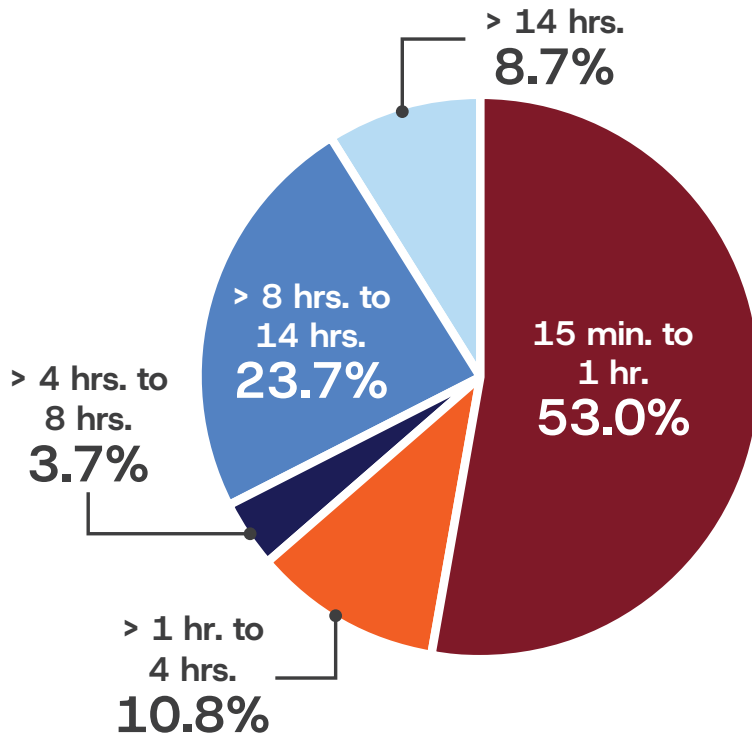
Source: ATRI Data, 2024; GFT Inventory Analysis and CDM Smith Demand Analysis, 2025

Table 13 – Private Truck Parking Stopping Duration Distribution

Highway Corridor	> 15 min. to 1 hr.	> 1 hr. to 4 hrs.	> 4 hrs. to 8 hrs.	> 8 hrs. to 14 hrs.	> 14 hrs.
I-29	52.9%	11.3%	4.1%	21.8%	9.9%
I-35	52.5%	9.0%	3.8%	26.9%	7.9%
I-44	53.7%	11.5%	3.7%	22.5%	8.6%
I-49	47.8%	11.7%	5.3%	23.5%	11.7%
I-55	55.7%	9.5%	3.2%	24.5%	7.1%
I-57	45.6%	9.1%	2.8%	35.6%	6.9%
I-70	53.4%	11.0%	3.3%	23.7%	8.6%
All Corridors Total	53.0%	10.8%	3.7%	23.7%	8.7%

Source: ATRI Data, 2024; GFT Inventory Analysis and CDM Smith Demand Analysis, 2025

Figure 16 – Statewide Private Truck Parking Stopping Duration Distribution



Source: ATRI Data, 2024; GFT Inventory Analysis and CDM Smith Demand Analysis, 2025

Facility Global Peak Hour Utilization

For each truck ID and associated truck stop in the ATRI GPS sample, the facility, arrival hour and departure hour are known. Using this, all hours when trucks occupied a facility were identified. For each facility and each hour of the day, truck parking demand was aggregated and expanded to the full number of trucks. Public and private truck parking

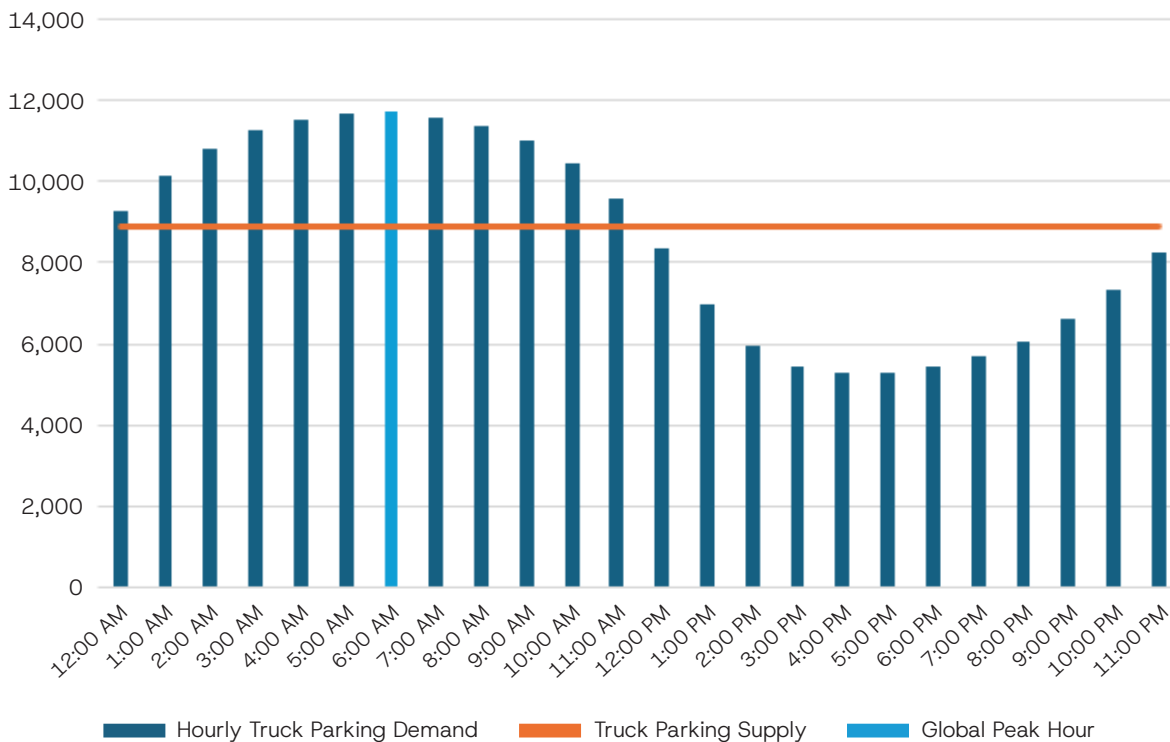
facility demand was then combined. **Figure 17** shows the fluctuations in truck parking demand and comparisons to the truck parking supply. Between midnight and 11 a.m., truck parking demand, on average, exceeds the supply, with peaking in the 6 a.m. – 7 a.m. hour. This hour was used as the “global peak hour” for the remainder of this analysis.



During the global peak hour of 6 a.m. – 7 a.m., utilization was calculated as the ratio between the demand to supply at an individual facility level and expressed as a percentage. Utilization higher than 100% indicates that the facility, on average, is full. This forces trucks approaching the facilities to divert to other facilities and sometimes run the

risk of exceeding hours of service regulations. Utilization between 90 and 100% may also pose operational issues and result in trucks facing variable wait times to park. Utilization between 50% and 90% can be considered as a desired utilization level. Utilization below 50% may indicate underutilization of the truck parking facility.

Figure 17 – Statewide Hourly Truck Parking Demand and Supply



Source: ATRI Data, 2024; GFT Inventory Analysis and CDM Smith Demand Analysis, 2025

Table 14 and **Table 15** summarize the utilization level distribution results at the highway corridor level and during the global peak hour of 6 a.m. to 7 a.m. Public truck parking facilities have no underutilization (i.e., less than or equal to 50% utilization). The facilities on I-70, I-57 and U.S. 36 run 100% full (i.e., above 100% utilization). The statewide average is 87.5% of facilities at or above full capacity, 4.2% running close to full (90-100% utilization) and 8.30% at the desired level of utilization (50-90% utilization). See **Figure 18**.

Among the private facilities, all facilities on I-57 and about 85% of the facilities on I-70 are full (above 100% utilization) or close to full (90-100% utilization). Other highway corridors have a lower share of facilities that are full or close to full. The statewide average is 61% of facilities at or above full capacity (above 100% utilization), 8% close to capacity (90-100% utilization), 24% at a desired level of utilization (50-90% utilization) and 7% potentially underutilized. See **Figure 19**.

In conclusion, public truck parking facilities, on average, have a higher utilization rate than private truck parking facilities. This may be attributed to the greater ease of access and

smaller size (number of spaces per facility) of the public truck parking facilities, on average, compared to the private truck parking facilities.

Appendix A includes more detailed information on individual public and private truck parking facilities. On an individual facility basis, the median and maximum utilization among public truck parking facilities, are 178% and 372% (Wright City Rest Area on I-70 West), respectively. Similarly, the median and maximum utilization among private truck parking facilities, are 114% and 267% (Love's #788 - New Florence on I-70), respectively.

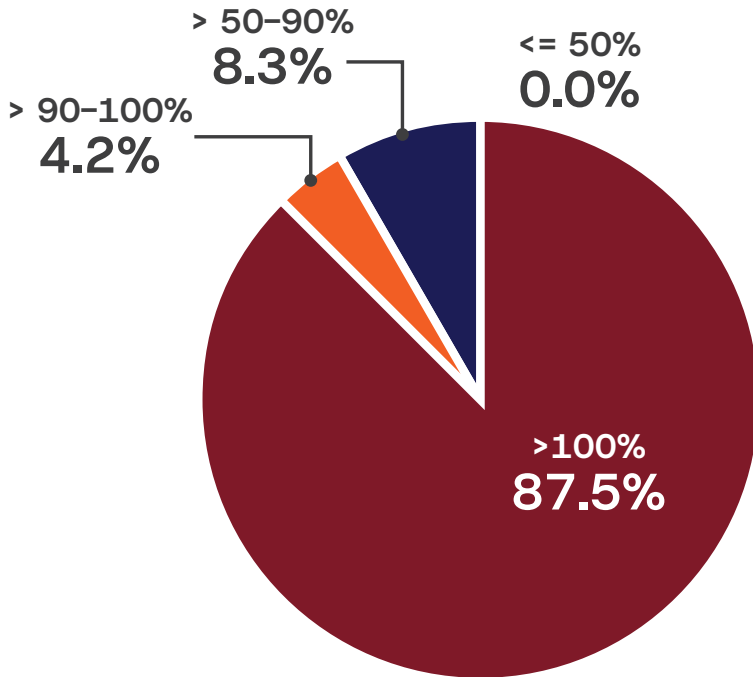
Table 14 – Public Truck Parking Global Peak Hour Facility Utilization Distribution

Highway Corridor	> 100%	> 90-100%	> 50-90%	<= 50%
I-29	85.70%	0.00%	14.30%	0.00%
I-35	87.50%	0.00%	12.50%	0.00%
I-44	75.00%	8.30%	16.70%	0.00%
I-49	N/A	N/A	N/A	N/A
I-55	87.50%	12.50%	0.00%	0.00%
I-57	100.00%	0.00%	0.00%	0.00%
I-70	100.00%	0.00%	0.00%	0.00%
US 36	100.00%	0.00%	0.00%	0.00%
I-155	N/A	N/A	N/A	N/A
All Corridors Total	87.50%	4.20%	8.30%	0.00%

Source: ATRI Data, 2024; GFT Inventory Analysis and CDM Smith Demand Analysis, 2025



Figure 18 – Statewide Public Truck Parking Global Peak Hour Facility Utilization Distribution



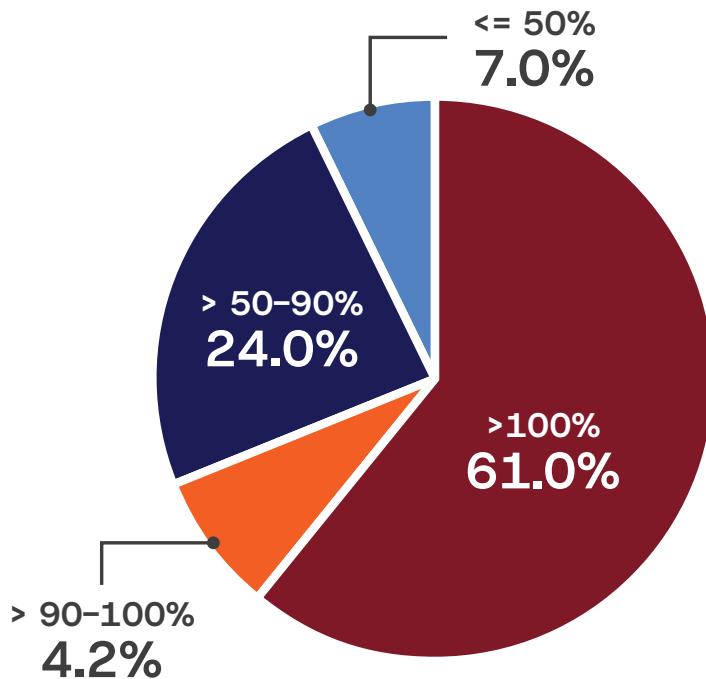
Source: ATRI Data, 2024; GFT Inventory Analysis and CDM Smith Demand Analysis, 2025

Table 15 – Private Truck Parking Global Peak Hour Facility Utilization Distribution

Highway Corridor	> 100%	> 90-100%	> 50-90%	<= 50%
I-29	60.00%	10.00%	10.00%	20.00%
I-35	63.60%	0.00%	27.30%	9.10%
I-44	56.50%	8.70%	30.40%	4.30%
I-49	53.30%	13.30%	26.70%	6.70%
I-55	52.60%	5.30%	36.80%	5.30%
I-57	100.00%	0.00%	0.00%	0.00%
I-70	75.00%	10.00%	10.00%	5.00%
All Corridors Total	61.00%	8.00%	24.00%	7.00%

Source: ATRI Data, 2024; GFT Inventory Analysis and CDM Smith Demand Analysis, 2025

Figure 19 – Statewide Private Truck Parking Global Peak Hour Facility Utilization Distribution



Source: ATRI Data, 2024; GFT Inventory Analysis and CDM Smith Demand Analysis, 2025

Effect of Amenities (Restroom Availability) on Utilization

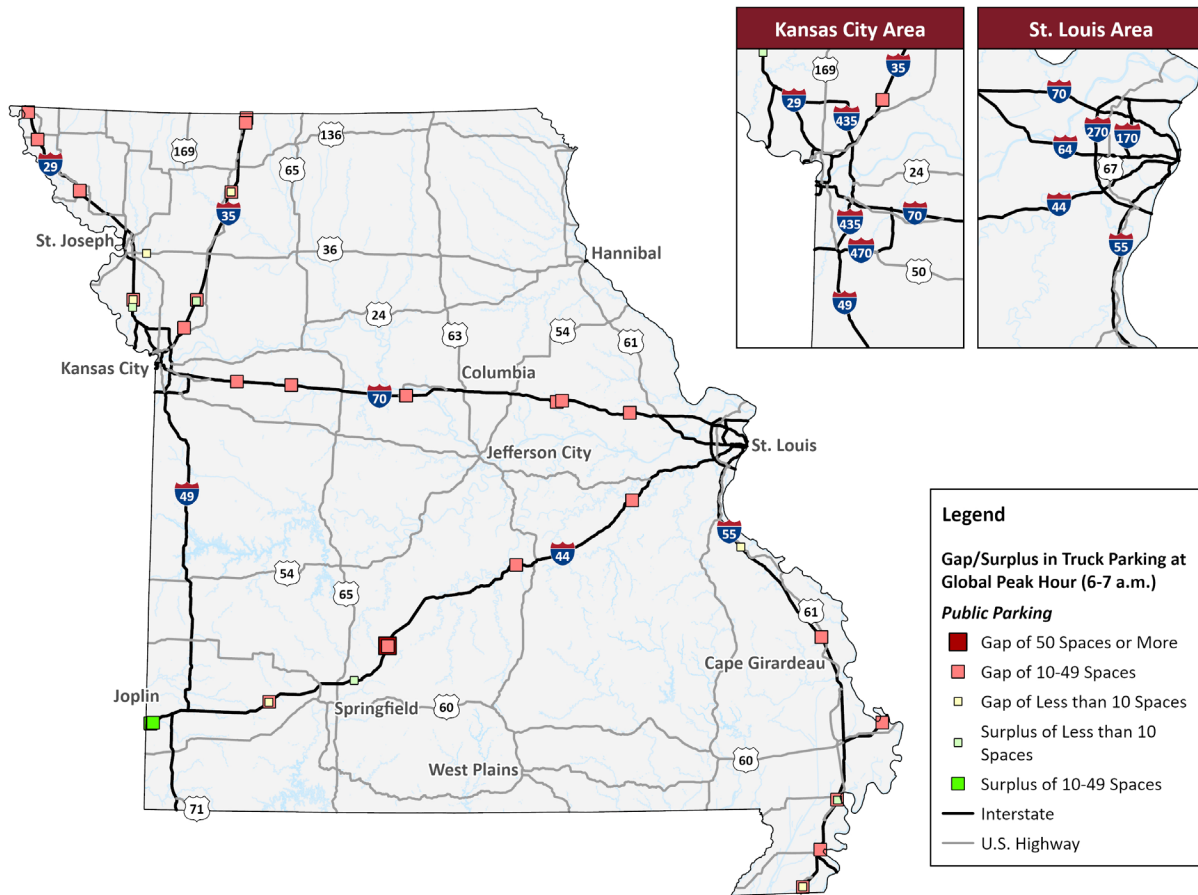
Of the 50 public truck parking facilities in the 2024 inventory, 19 are rest areas or welcome centers that provide a restroom with running water. Vault toilets stand at 17 truck parking areas, and 14 truck parking areas have no restroom facility. The median utilization of public facilities with a restroom is 213%, which is higher than the 173% for those with vault toilets, which is slightly higher than the 168% for those with no restroom. Hence, the presence of a restroom as an amenity likely drives higher utilization among public facilities.



Facility Global Peak Hour Supply Gap/Surplus

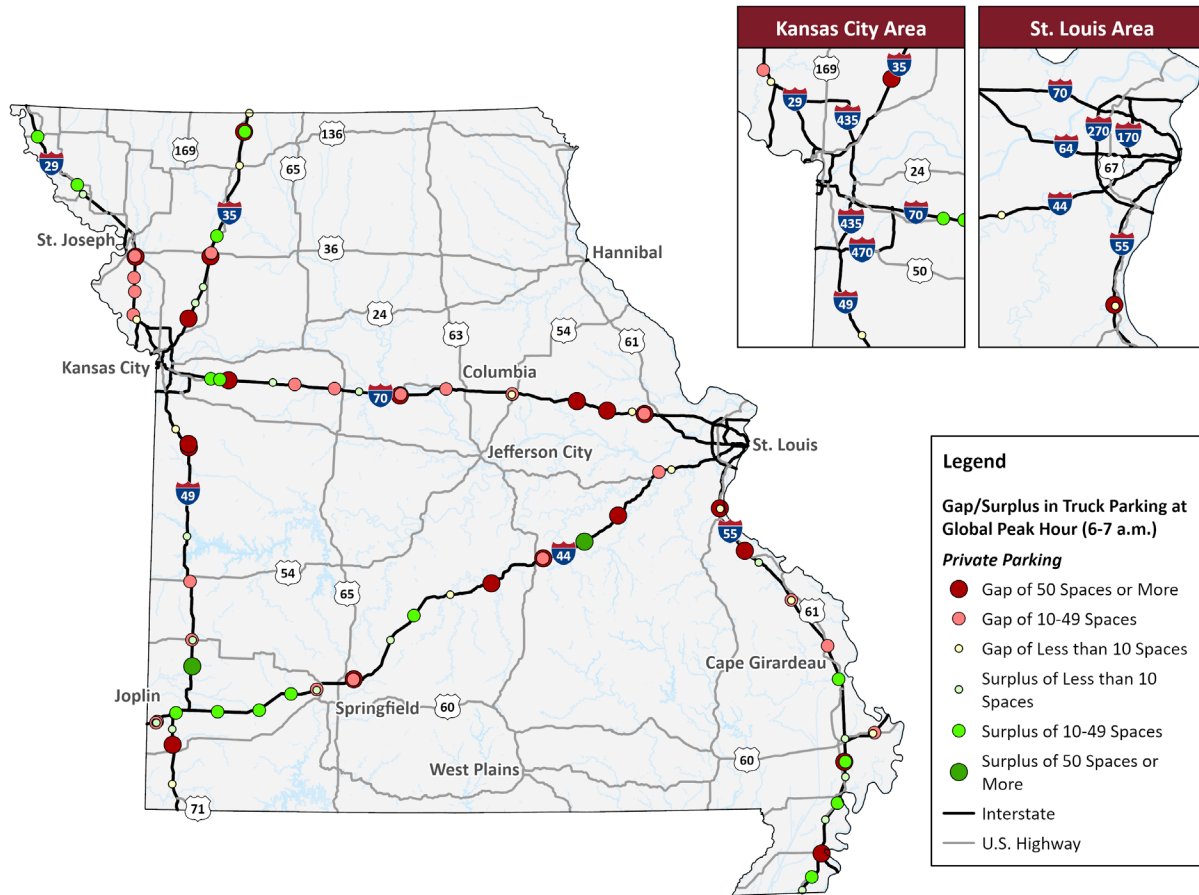
Supply surplus was calculated as the difference between the supply and demand during the global peak hour of 6 a.m. - 7 a.m., when the supply of parking spaces exceeds the demand. The study team evaluated gaps and surpluses at each public and private facility at three levels: (a) less than 10 spaces, (b) 10-49 spaces, and (c) 50 spaces or more. See **Figure 20** and **Figure 21**.

Figure 20 – Public Truck Parking Global Peak Hour Supply Gap/Surplus



Source: ATRI Data, 2024; GFT Inventory Analysis, CDM Smith Demand Analysis and Hg Mapping, 2025

Figure 21 – Private Truck Parking Global Peak Hour Supply Gap/Surplus



Source: ATRI Data, 2024; GFT Inventory Analysis, CDM Smith Demand Analysis and Hg Mapping, 2025

Table 16 and **Table 17** summarize the supply gap/surplus results shown in the maps at the highway corridor level and during the global peak hour of 6 a.m. to 7 a.m. Across all highway corridors, public truck parking facilities are most frequently seeing supply gaps of 10-49 spaces. The public facilities on I-44 show a wide variation in the supply gap/surplus characteristic.

Private truck parking facilities on all highway corridors, except I-57, also show a wide variation in the supply gap/surplus characteristic. At the two private facilities on I-57, there are only supply gaps. At highway corridor and statewide levels, the number of private facilities with supply gaps exceed those with a surplus.



As per the 2024 demand results, the majority of truck parking infrastructure (42 of 48²¹ public facilities, 61 of 100 private facilities) in Missouri experiences a supply shortfall during the global peak hour of 6 a.m. - 7 a.m. Available supply at the remaining 6 public facilities (three on I-44, one on I-29, one on I-35, and one on I-55) and the remaining 39 private facilities (10 on I-44, nine on I-55, seven on I-49, five on I-70, four on I-29 and four on I-35), is not fully utilized during the global peak hour of 6 a.m. - 7 a.m. This may be related to daily variations in parking space availability and driver preferences.

Appendix A provides more detailed information on individual public and private truck parking facilities.

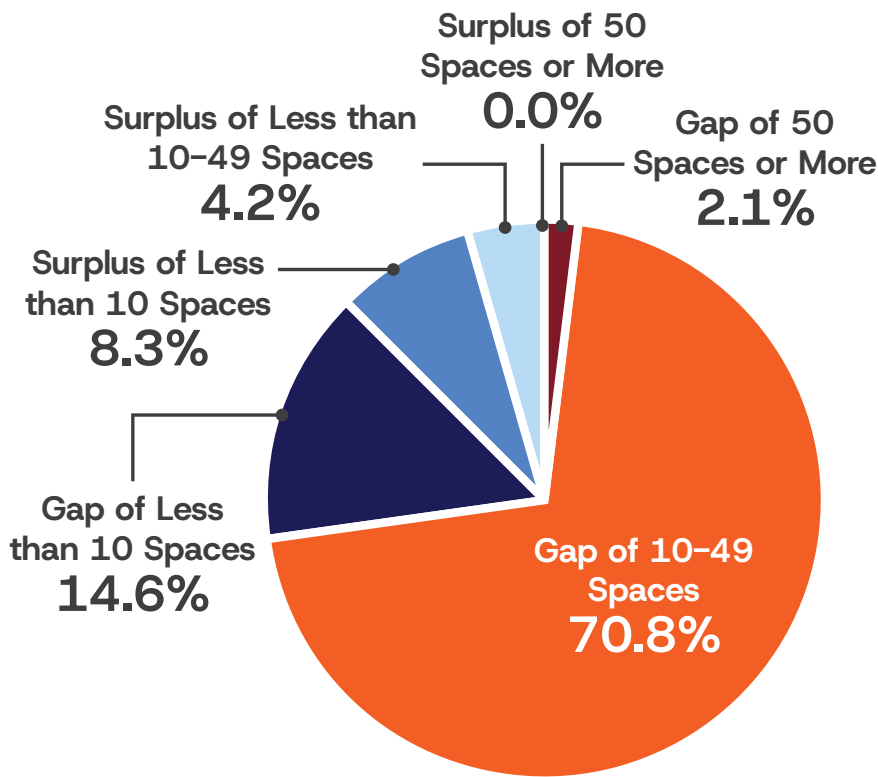
Table 16 – Public Truck Parking Global Peak Hour Supply Gap/Surplus

Highway Corridor	Gap of 50 Spaces or More	Gap of 10-49 Spaces	Gap of Less than 10 Spaces	Surplus of Less than 10 Spaces	Surplus of 10-49 Spaces	Surplus of 50 Spaces or More
I-29	0.00%	71.40%	14.30%	14.30%	0.00%	0.00%
I-35	0.00%	75.00%	12.50%	12.50%	0.00%	0.00%
I-44	8.30%	58.30%	8.30%	8.30%	16.7%	0.00%
I-49	N/A	N/A	N/A	N/A	N/A	N/A
I-55	0.00%	62.50%	25.00%	12.50%	0.00%	0.00%
I-57	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%
I-70	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%
US 36	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%
I-155	N/A	N/A	N/A	N/A	N/A	N/A
All Corridors Total	2.10%	70.80%	14.60%	8.30%	4.20%	0.00%

Source: ATRI Data, 2024; GFT Inventory Analysis and CDM Smith Demand Analysis, 2025

21 No data is available for the public Harrisonville and Caruthersville truck parking areas, reducing the number of public truck parking facilities to 48 for analysis.

Figure 22 – Statewide Public Truck Parking Global Peak Hour Supply Gap/Surplus



Source: ATRI Data, 2024; GFT Inventory Analysis and CDM Smith Demand Analysis, 2025

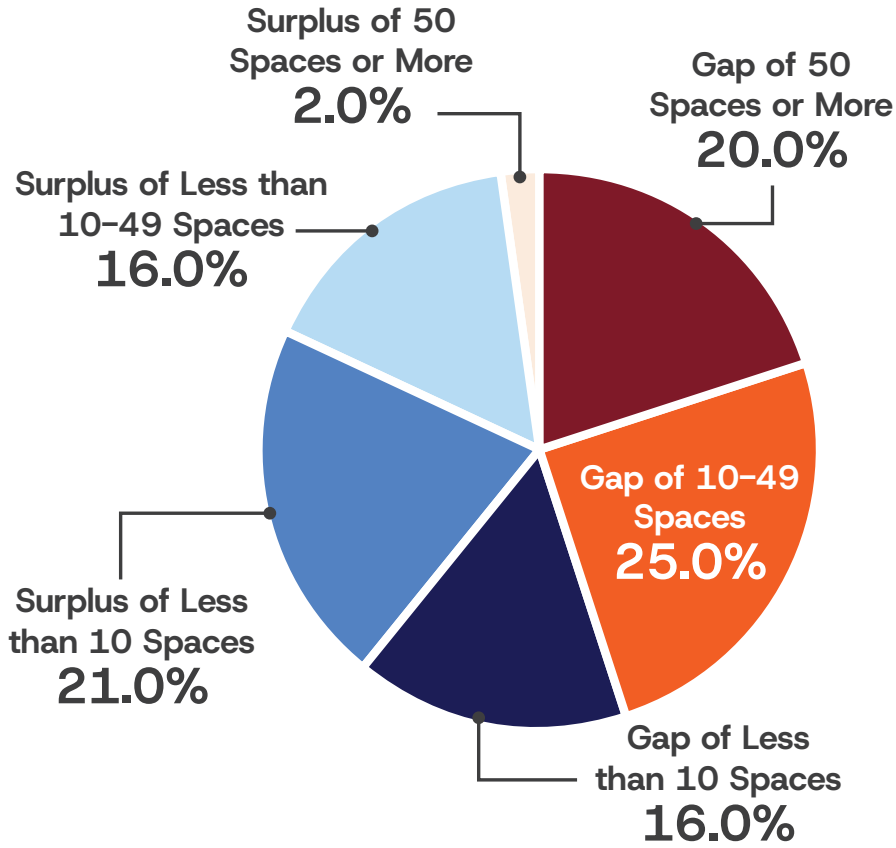
Table 17 – Private Truck Parking Global Peak Hour Supply Gap/Surplus

Highway Corridor	Gap of 50 Spaces or More	Gap of 10-49 Spaces	Gap of Less than 10 Spaces	Surplus of Less than 10 Spaces	Surplus of 10-49 Spaces	Surplus of 50 Spaces or More
I-29	10.00%	40.00%	10.00%	10.00%	30.00%	0.00%
I-35	27.30%	18.20%	18.20%	18.20%	18.20%	0.00%
I-44	17.40%	30.40%	8.70%	17.40%	21.70%	4.30%
I-49	20.00%	13.30%	20.00%	40.00%	0.00%	6.70%
I-55	21.10%	10.50%	21.10%	26.30%	21.10%	0.00%
I-57	0.00%	50.00%	50.00%	0.00%	0.00%	0.00%
I-70	25.00%	35.00%	15.00%	15.00%	10.00%	0.00%
All Corridors Total	20.00%	25.00%	16.00%	21.00%	16.00%	2.00

Source: ATRI Data, 2024; GFT Inventory Analysis and CDM Smith Demand Analysis, 2025



Figure 23 – Statewide Private Truck Parking Global Peak Hour Supply Gap/Surplus



Source: ATRI Data, 2024; GFT Inventory Analysis and CDM Smith Demand Analysis, 2025

Safety

In this section, parking demand for facilities and non-facilities are correlated to safety data, that is, commercial motor vehicle involved crashes.

Facility Parking and Safety

During the 5-year period from Jan. 1, 2020, to Dec. 31, 2024, the study team identified 77,510 Commercial Motor Vehicles (CMV) involved crashes from MoDOT's Crash Statistics Portal. A 500-foot buffer around the facility boundaries was used to summarize the CMV involved crash totals for facilities. The crash records are double-counted when the 500-foot buffer zones for closely located facilities overlap. CMV-involved crashes showed moderate correlations of 0.53 and 0.42 with daily truck parking demand for public and private facilities. At the highway corridor and statewide level, safety near facilities was evaluated using the distribution of facilities under the safety categories of no crashes, less than 10 crashes, 10-25 crashes and more than 25 crashes.

Table 18 and **Table 19** summarize the 2020-2024 CMV involved crashes within 500 feet of public and private truck parking facilities at the highway corridor level. The safety category of 10-25 crashes is greatest for public facilities on the I-44 highway corridor. On all other highway corridors, fewer than 10 crashes is the highest safety category. More than 25 crashes occurred near public facilities only on the I-44 and I-70 highway corridors. At the

statewide level, 2.10% of public facilities have no crashes, 60.40% fewer than 10 crashes, 29.20% 10-25 crashes, and 8.3% more than 25 crashes within 500 feet of the public facility (see **Figure 24**). Four public facilities with more than 25 crashes in vicinity include: both Conway Welcome Center and Rest Areas on I-44 and both Wright City Rest Areas on I-70.

Among the private facilities, on I-29, I-44 and I-70, the safety category of 10-25 crashes is highest. On all other highway corridors, the safety category of less than 10 crashes is highest. Like the public facilities, the more than 25 crashes safety category is seen near the private facilities only on I-44 and I-70 highway corridors. At the statewide level, 11% of public facilities have no crashes, 36% less than 10 crashes, 38% have 10-25 crashes, and 15% have more than 25 crashes within 500 feet of the public facility (see **Figure 25**). Fifteen private facilities with more than 25 crashes in the vicinity include:



ON I-44:

- Joplin 44 Petro and Rapid Roberts Inc., in Joplin; Flying J #1061, Springfield;
- Love's Travel Stop #458, Strafford;
- ONE9 Dealer #1318 and TA #0137, in Strafford;
- Quik Trip #667, Rolla; and
- Flying J Travel Center #673, Sullivan

ON I-70:

- Petro #0460 and TA #0052 in Oak Grove;
- Petro #0318, Westland Travel Center and Rody's FastLane Gasper's in Kingdom City; and
- Mr. Fuel Travel Center #715 and TA #0175, in Foristell.

Private facilities make up a higher share of the no-crash safety category than public facilities. This may be due to the off-interstate location of private facilities. Some of these streets were designed with potential commercial vehicle conflicts in mind. At the same time, private facilities claim a higher share of the more than 25 crashes safety category than public facilities. This may be due to the larger size of private facilities, on average, than public facilities. Larger buffer areas may capture more CMV crashes, and safety conflicts may also increase due to higher parking demand (i.e., movements into and out of the facilities) and lower roadway access control on the off-street network near private facilities.

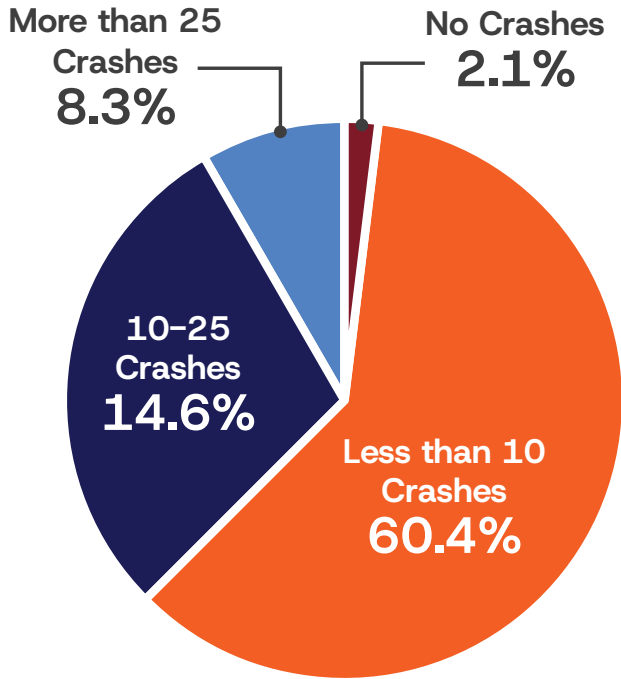
Appendix A includes more detailed information on individual public and private truck parking facilities.

Table 18 – 2020–2024 CMV Involved Crashes within 500–Feet from Public Truck Parking Facility Distribution

Highway Corridor	No Crashes	Fewer than 10 Crashes	10-25 Crashes	More than 25 Crashes
I-29	14.30%	85.70%	0.00%	0.00%
I-35	0.00%	87.50%	12.50%	0.00%
I-44	0.00%	16.70%	66.70%	16.70%
I-49	N/A	N/A	N/A	N/A
I-55	0.00%	62.50%	37.50%	0.00%
I-57	0.00%	100.00%	0.00%	0.00%
I-70	0.00%	60.00%	20.00%	20.00%
US 36	0.00%	100.00%	0.00%	0.00%
I-155	N/A	N/A	N/A	N/A
All Corridors Total	2.10%	60.40%	29.20%	8.30%

Source: ATRI Data, 2024; MoDOT CMV Involved Crash Data, 2020-2024; GFT Inventory Analysis and CDM Smith Demand Analysis, 2025

Figure 24 – Statewide 2020–2024 CMV Involved Crashes within 500–Feet from Public Truck Parking Facility Distribution



Source: ATRI Data, 2024; MoDOT CMV Involved Crash Data, 2020-2024; GFT Inventory Analysis and CDM Smith Demand Analysis, 2025

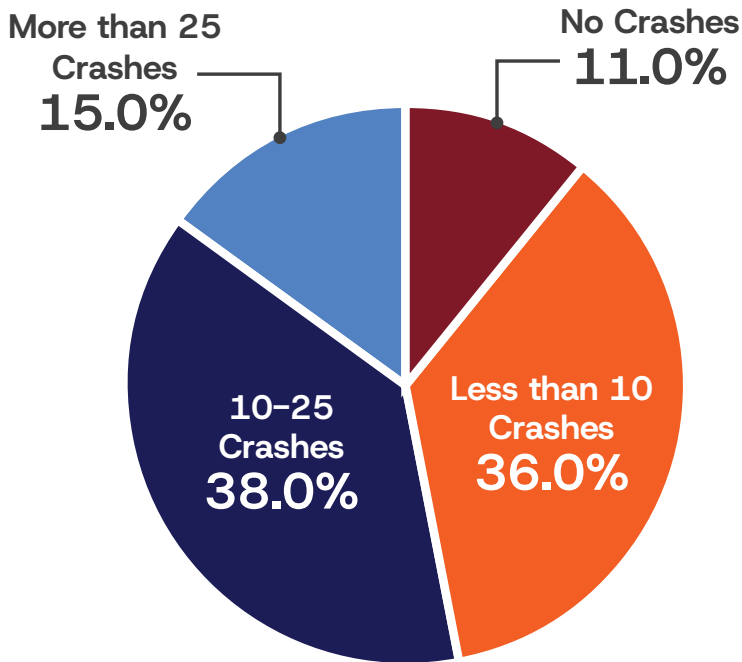
Table 19 – 2020–2024 CMV Involved Crashes within 500–Feet from Private Truck Parking Facility Distribution

Highway Corridor	No Crashes	Less than 10 Crashes	10-25 Crashes	More than 25 Crashes
I-29	20.00%	30.00%	50.00%	0.00%
I-35	9.10%	54.50%	36.40%	0.00%
I-44	4.30%	26.10%	34.80%	34.800%
I-49	33.30%	40.00%	26.70%	0.00%
I-55	10.50%	47.40%	42.10%	0.00%
I-57	0.00%	100.00%	0.00%	0.00%
I-70	0.00%	20.00%	45.00%	35.00%
All Corridors Total	11.00%	36.00%	38.00%	15.00%

Source: ATRI Data, 2024; MoDOT CMV Involved Crash Data, 2020-2024; GFT Inventory Analysis and CDM Smith Demand Analysis, 2025



Figure 25 – Statewide 2020–2024 CMV Involved Crashes within 500–Feet from Private Truck Parking Facility Distribution



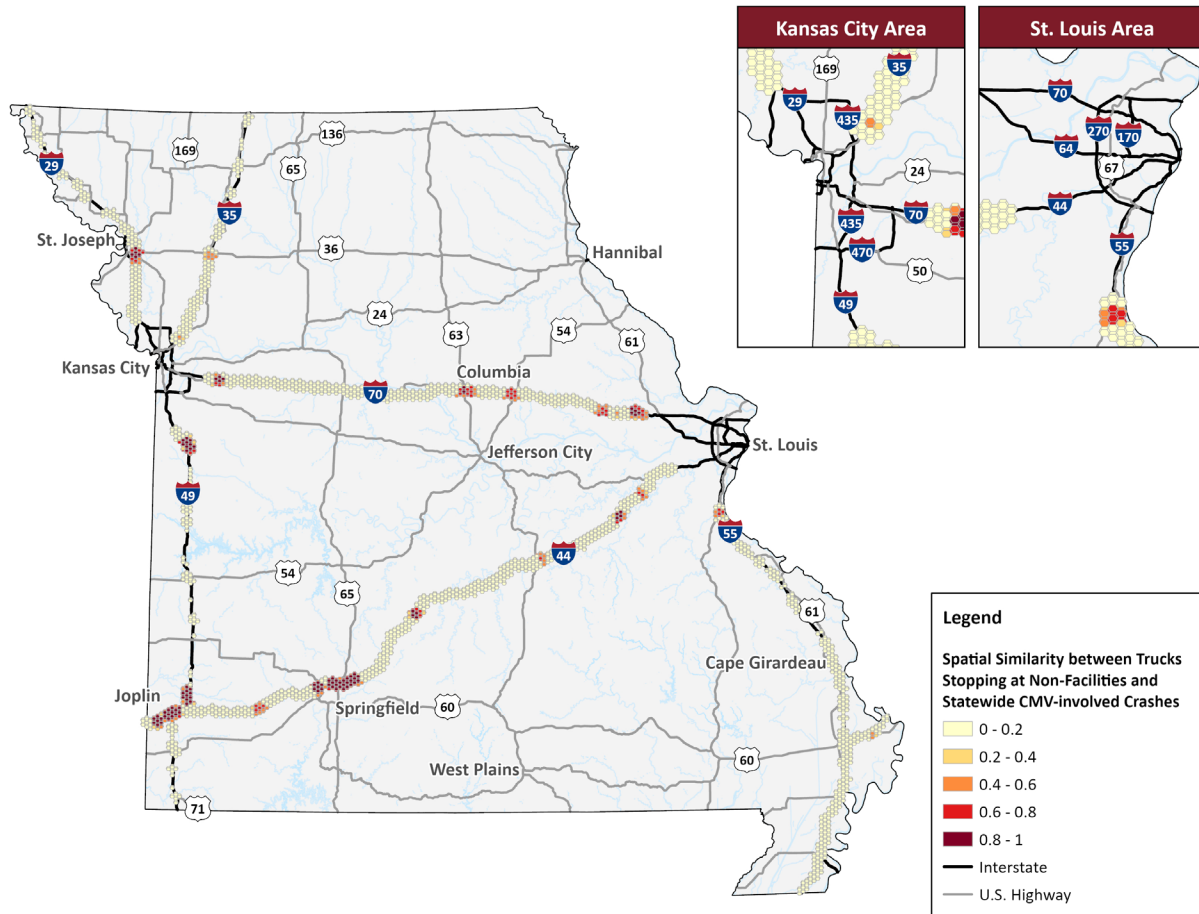
Source: ATRI Data, 2024; MoDOT CMV Involved Crash Data, 2020-2024; GFT Inventory Analysis and CDM Smith Demand Analysis, 2025

Non-Facility Parking and Safety

The study team converted non-facility truck parking demand and crash data into the form of 2.50 square mile hexagons as shown in **Figure 26**.

The safety hotspots match closely with the non-facility truck parking demand hotspots. Similarity scores to crash hotspots are higher for some of the hexagons within the demand hotspots. Additional truck parking supply in the high similarity score locations have the potential to reduce fatigue-and parked truck-related CMV crashes.

Figure 26 – Statewide Similarity of Non-Facility Parking Demand Hot Spots and 2020–2024 CMV Involved Crash Hot Spots



Source: ATRI Data, 2024; MoDOT CMV Involved Crash Data, 2020-2024; GFT Inventory Analysis, CDM Smith Demand Analysis and Hg Mapping, 2025



Top Freight Generators

Of the top 25 freight origin and destination counties in Missouri, six contain or are adjacent to metropolitan areas. This indicates continued attention to truck parking needs in metro areas and adjacent rural counties is warranted.

Table 20 – Origin Point of Freight by Missouri County

Rank	County	Tons
1	Jackson*	45,713,309
2	St. Louis*	41,140,134
3	Ste. Genevieve	19,754,876
4	Jefferson**	10,702,920
5	Lincoln	9,821,727
6	Clay**	9,589,176
7	St. Charles*	6,624,253
8	Jasper	5,965,336
9	Buchanan	5,866,958
10	Greene*	5,829,293
11	Christian	5,283,518
12	Callaway	5,169,359
13	St. Francois	4,643,606
14	Lewis	4,545,232
15	Cape Girardeau	4,184,338
16	Carroll	3,906,311
17	Pike	3,778,593
18	Lawrence	3,734,258
19	Platte**	3,688,845
20	Cole	3,525,211
21	Franklin**	3,301,842
22	Iron	3,206,559
23	Scott	3,191,440
24	Stoddard	3,099,189
25	Barry	3,069,617

Source: Transearch 2023

* Metropolitan area

** County adjacent to metropolitan area

Table 21 – Destination Point of Freight by Missouri County

Rank	County	Tons
1	St. Louis*	26,876,776
2	Jackson*	13,821,857
3	St. Charles*	5,993,954
4	Ste. Genevieve	5,269,980
5	Greene	4,943,925
6	Bates	4,391,941
7	Clay**	3,392,660
8	Boone	3,111,915
9	Platte**	2,297,139
10	Jefferson**	2,249,903
11	Franklin**	2,110,208
12	Callaway	1,758,590
13	Cole	1,592,042
14	Lincoln	1,501,745
15	Jasper	1,463,396
16	Cass**	1,357,133
17	Buchanan	1,275,527
18	Moniteau	1,070,442
19	Cape Girardeau	1,041,418
20	Christian	972,044
21	Camden	881,691
22	Pettis	873,987
23	Marion	780,342
24	New Madrid	780,103
25	Newton	746,352

Source: Transearch 2023

* Metropolitan area

** County adjacent to metropolitan area



Table 22 – Top Ten Commodities in Missouri by NAICS Code

Commodities in Missouri	NAICS Code
Farm Products	182792319
Nonmetallic Minerals	174933698
Food or Kindred Products	137444147
Crude Petrol or Natural Gas	117806663
Coal	100721647
Chemicals or Allied Products	81869146
Secondary Traffic	60082850
Petroleum or Coal Products	56369318
Clay, Concrete, Glass or Stone	37536104
Waste or Scrap Metals	36134994

Source: GFT analysis of Transearch data

Truck Parking Outreach

While data captures truck parking behavior, engaging with drivers broadens the understanding of truck parking issues. MoDOT connected with truck drivers through a web-based survey and spoke with drivers and industry experts in roundtable discussions to gather additional information and to confirm findings.

Truck Driver Survey

This study's authors invited more than 20,000 truck drivers to participate in an online survey during two weeks of March 2025. E-mailed invitations were distributed by MoDOT's Motor Carrier Services division and by several nationwide stakeholder groups. A news story by Land Line Magazine also attracted participants.²² A list of survey questions appears in **Appendix B**.

The effort resulted in a total of 84 completed surveys. Though the number of responses is small, it provided a basis for comparison with other nationwide surveys and was useful in developing questions for the roundtable discussion. Industry professionals attest to a certain level of "survey fatigue" drivers feel regarding truck parking surveys.

The 19 survey questions began with six demographic queries. The next nine questions addressed drivers' experiences with truck parking in Missouri. Drivers then ranked a list of truck public truck parking area amenities in order of importance to them, and

to rank a list of amenities that contribute to their feeling of safety in publicly owned truck parking areas. Finally, two questions inquired about the practice of paying for privately owned truck parking spaces. Drivers had an opportunity to volunteer their participation in the roundtable event and to provide information about any topic not covered by the previous questions.

Demographics

In the group of survey participants, 14% were women, and 86% were men. Compared to national data, this survey slightly overrepresents women, who according to the 2024-2025 Women in Trucking Index, make up 9.50% of all professional drivers, a result that is lower than the previous year's 12.10%.²³

Responses were mixed according to the typical length of haul and represented a variety of vehicle types.

²² Fischer, Tyson, "Truckers have a chance to improve truck parking in Missouri," Land Line Media, March 4, 2025, <https://landline.media/truckers-have-a-chance-to-improve-truck-parking-in-missouri/>

²³ Women In Trucking Association, "Executive Summary, Index Gender Diversity Data 2024-2025", October 21, 2024, 9, Retrieved from <https://www.womenintruck.org/index>



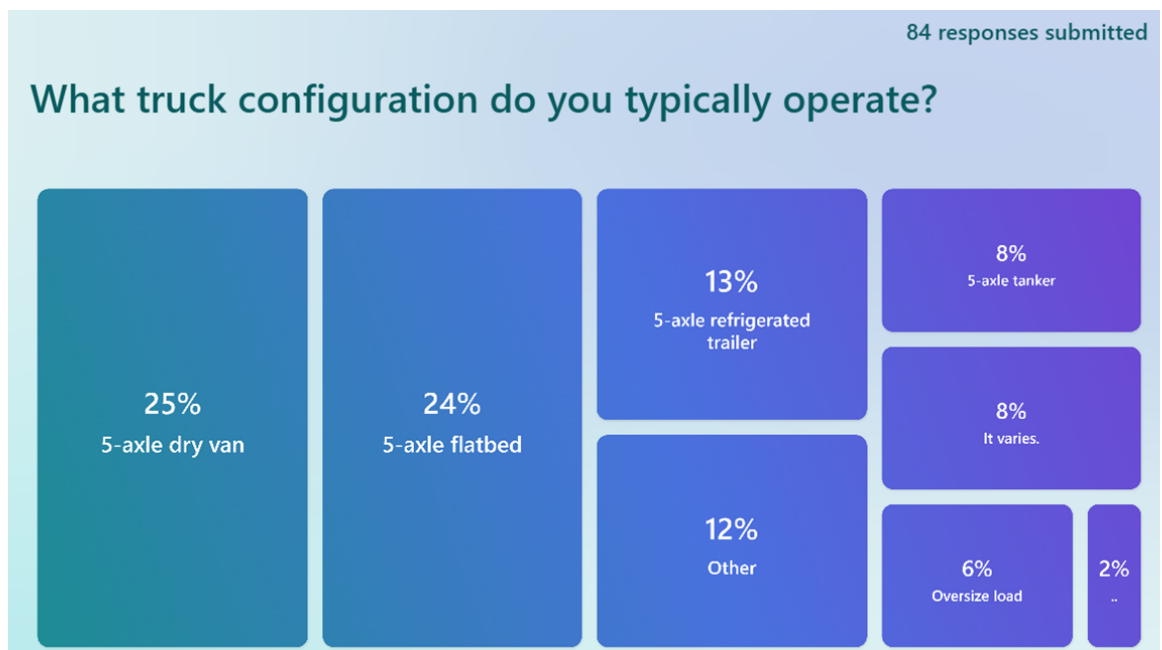
Figure 27 – Survey Question – What is Your Typical Length of Haul?



2% - Fewer than 100 miles

Source: Missouri Truck Driver Survey

Figure 28 – Survey Question – What Truck Configuration Do You Typically Operate?

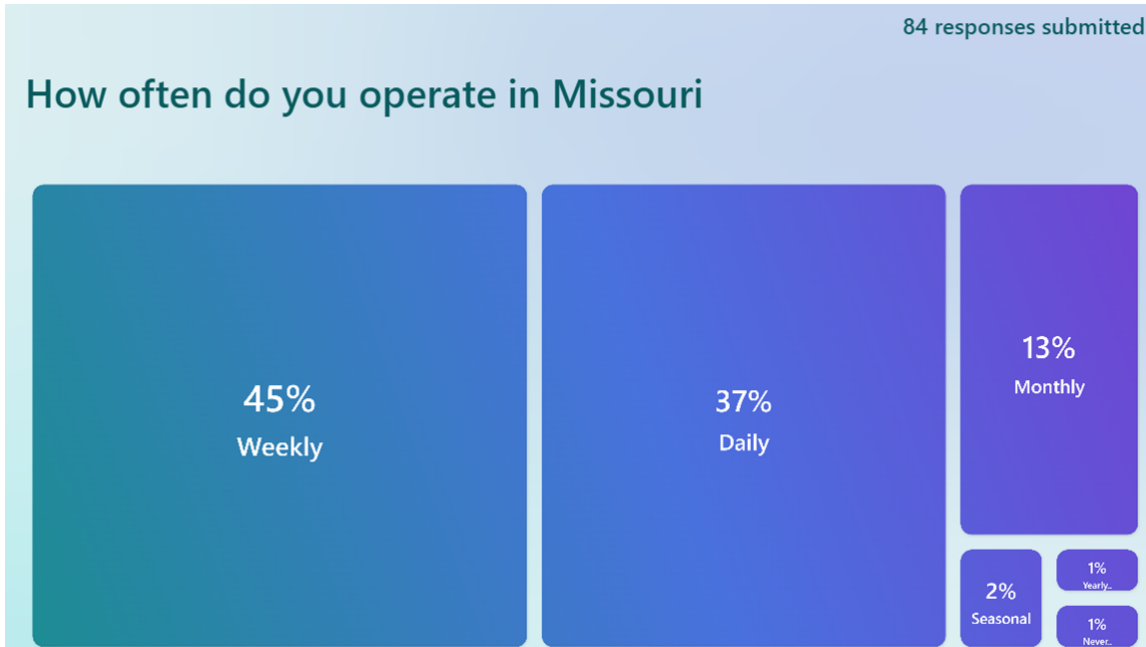


2% - Straight truck

Source: Missouri Truck Driver Survey

The substantial majority, 82%, operate in Missouri at least weekly, and most respondents, 55%, have been a commercial truck driver for more than 20 years. This tracks with a Census American Communities Survey which found that drivers younger than 45 are underrepresented compared to the U.S. labor force.²⁴

Figure 29 – Survey Question – Survey Respondents’ Operational Schedule



1% - Yearly; 1% - Never

Source: Missouri Truck Driver Survey

24 Federal Motor Carrier Safety Administration, “Demographics of the CMV Workforce: Presentation to WOTAB,” FMCSA Website, August 14, 2023, 11, <https://www.fmcsa.dot.gov/sites/fmcsa.dot.gov/files/2023-08/Demographics%20of%20CMV%20Workforce%20WOTAB%208.14.23.pdf>



Figure 30 – Survey Question – Length of Survey Respondents’ Driving Career



1% - 0-2 years

Source: Missouri Truck Driver Survey

Experience with Truck Parking in Missouri

The survey asked drivers whether they thought there was enough truck parking availability on specific routes. The results in **Table 23** below show responses from those who expressed an opinion.

Table 23 – Driver Opinions of Truck Parking Availability on Specific Missouri Interstates

Highway	Enough Parking	Not Enough Parking	Percent of “Not Enough” Responses
Interstate 29	11	53	83%
Interstate 35	7	56	89%
Interstate 44	11	69	86%
Interstate 49	5	56	92%
Interstate 55	8	63	89%
Interstate 57	10	48	83%

Highway	Enough Parking	Not Enough Parking	Percent of “Not Enough” Responses
Interstate 64	9	52	85%
Interstate 70	12	69	85%
Interstate 155	6	41	87%
Interstate 270	4	62	94%
Interstate 435	9	59	87%
Interstate 470	7	54	89%
U.S. 36	4	53	93%
U.S. 60	7	55	89%

Source: Missouri Truck Driver Survey

Finding available an available space to park can be a challenge. Survey respondents’ top answers to “When traveling in any state, how do you typically find truck parking?” include:

- I drive around, looking for an open spot – 29%
- I use a truck parking mobile app – 22%
- I look for roadside signs (metal signs) – 17%
- I look for real-time, digital information signs – 11%

While operating in Missouri, drivers’ top three greatest parking needs by type are:

- Overnight/10-hour break – 33%
- 30-minute rest break – 16%
- Emergency parking due to weather or road closure – 16%

When asked about the difficulty with parking needs by type, drivers reported the most difficulty finding parking for:

- Overnight/10-hour breaks
- Emergency parking due to weather or road closure
- Reset/34-hours of time off



Regarding Missouri’s public truck parking areas, drivers indicated that the areas serve them best for restroom breaks and 30-minute required breaks. Respondents indicated that for overnight/10-hour breaks and emergency parking due to weather or road closures, public truck parking areas do not serve them well.

When asked how much time they spend searching for truck parking in Missouri each day, the majority of respondents chose a 30-60 minute range while 12% reported 60 minutes or more, as seen in **Table 24**. In comparison, the 2013 Jason’s Law survey found 39% of drivers took one hour or longer to find parking.²⁵ ATRI researchers reported that in 2016, drivers spent 56 minutes a day searching for parking.²⁶

Table 24 – Survey Question – In Missouri, How Much Time Do You Typically Spend Searching for Truck Parking Each Day?

Amount of Time Spent Looking for Parking	Number of Responses	Percent
Less than 30 minutes	24	30%
30 to 60 minutes	47	59%
60 to 90 minutes	7	9%
More than 90 minutes	2	3%

Source: Missouri Truck Driver Survey

When drivers compared their experience finding safe truck parking in Missouri versus other states, 65% report the experience is about the same, 20% say it is harder to find parking and 11% say it is easier to find parking in Missouri.

Missouri is not immune to parking issues encountered nationwide.

25 Federal Highway Administration, “Jason’s Law Truck Parking Survey Results and Comparative Analysis,” FHWA website, March 11, 2020, https://ops.fhwa.dot.gov/freight/infrastructure/truck_parking/jasons_law/truckparkingsurvey/ch1.htm

26 American Transportation Research Institute(ATRI), “Managing Critical Truck Parking Case Study – Real World Insights from Truck Parking Diaries,” (Arlington, Virginia, ATRI, December, 2016), 35 <https://truckingresearch.org/2016/12/atri-truck-parking-case-study/>

Table 25 – Survey Question – How Often Do You Experience the Following Issues in Missouri?

Issue	Never	Rarely	Sometimes	Often
There are no designated places to park at my preferred destination	7.50 %	8.80%	45%	38.80%
I cannot park on-site while waiting to be called to the dock, so I park on local roads, in retail parking lots or other empty parking lots nearby	13.90%	11.40%	36.70%	38%
I cannot find parking for an oversized vehicle configuration	33.80%	5.60%	39.60%	31%
I don't know where to find information about truck parking locations	22.10%	22.10%	42.90%	13%
I cannot find real time information about the number of available parking spaces at parking sites.	9.10%	11.70%	40.30%	39%

Source: Missouri Truck Driver Survey

Where is more truck parking needed in Missouri?

Respondents were asked to include highway names and specific locations. Their answers indicate that additional parking is needed throughout the state. Interstates 44, 55 and 70 were often mentioned, as expected, as were the state's largest cities. Notably, drivers listed several U.S. routes such as U.S. 36, and 54 and mid-sized population centers such as Rolla, Hannibal and Branson. **Appendix B** includes a full listing of Missouri Truck Driver Survey responses.

One person chose to provide a different take on the issue. They indicated they weren't sure where more parking is needed, but for them parking is "all about the time of day. The later it is, the harder it is."

Parking is "all about the time of day. The later it is, the harder it is."

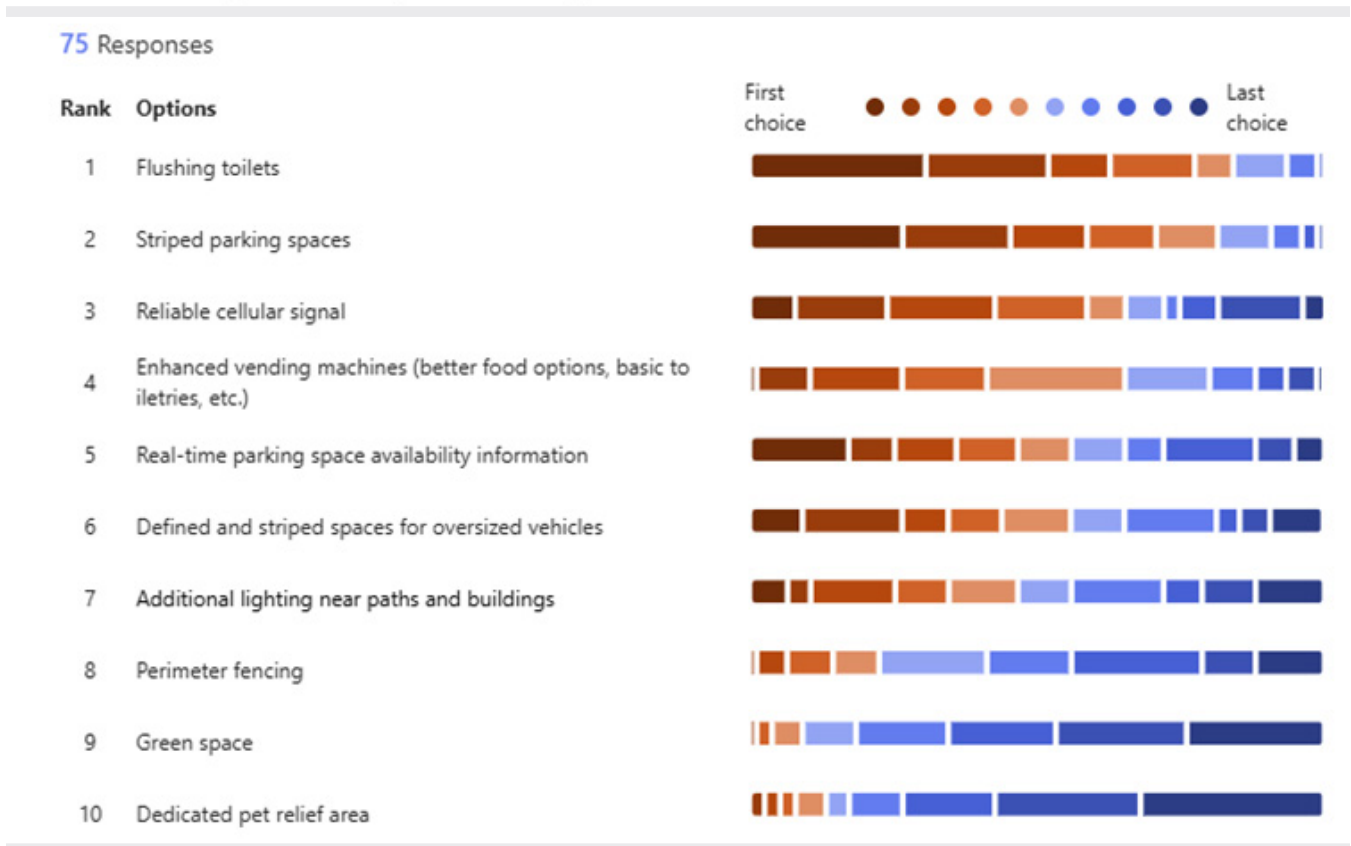
– Missouri Truck Driver Survey participant



Amenities

Survey participants ranked 10 possible truck parking amenities in the order of personal importance. The results shown in reveal a clear preference for flushing toilets and striped parking spaces at public truck parking areas.

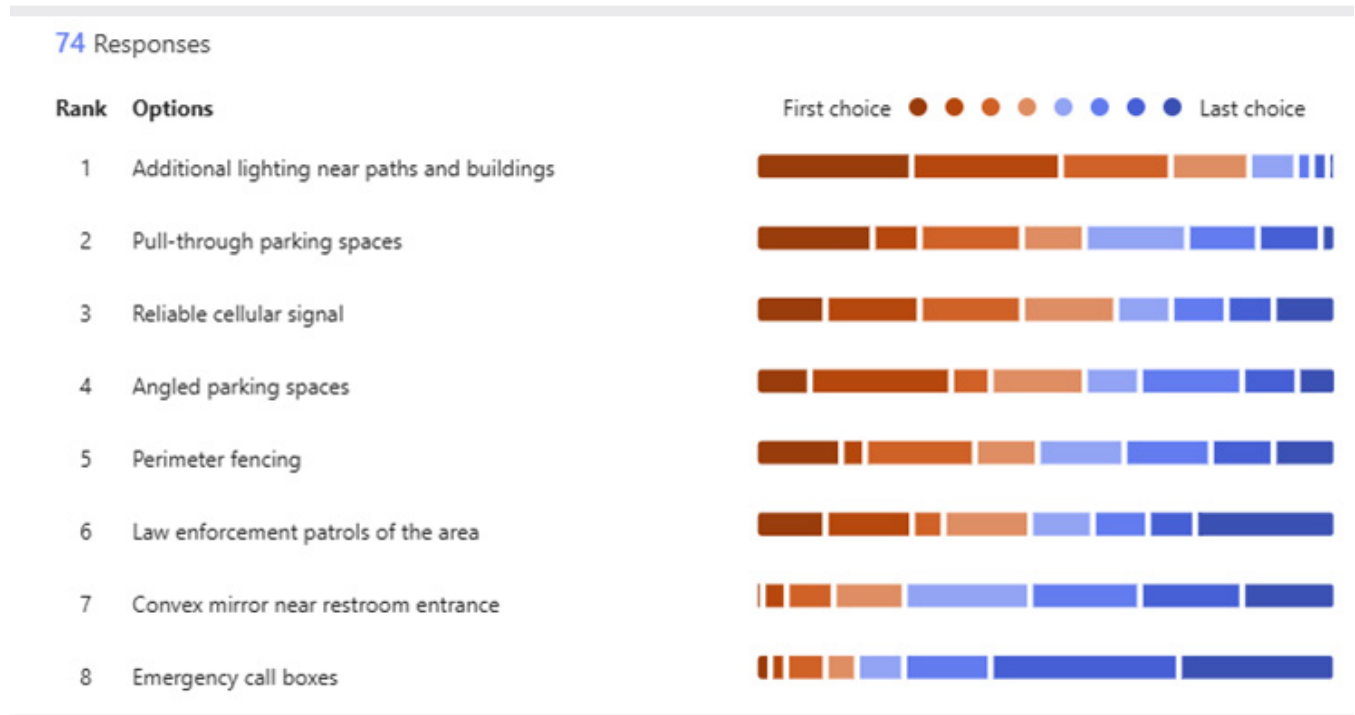
Figure 31 – Survey Question – Importance of Truck Parking Amenities



Source: Missouri Truck Parking Survey

When considering safety features, additional lighting near paths and buildings ranked first, followed by pull-through parking spaces and a reliable cellular signal, as depicted in **Figure 32**. When women’s responses are considered separately, additional lighting ranks first, with reliable cell signal, law enforcement patrols and perimeter fencing following.

Figure 32 – Survey Question – Importance of Public Truck Parking Safety Amenities

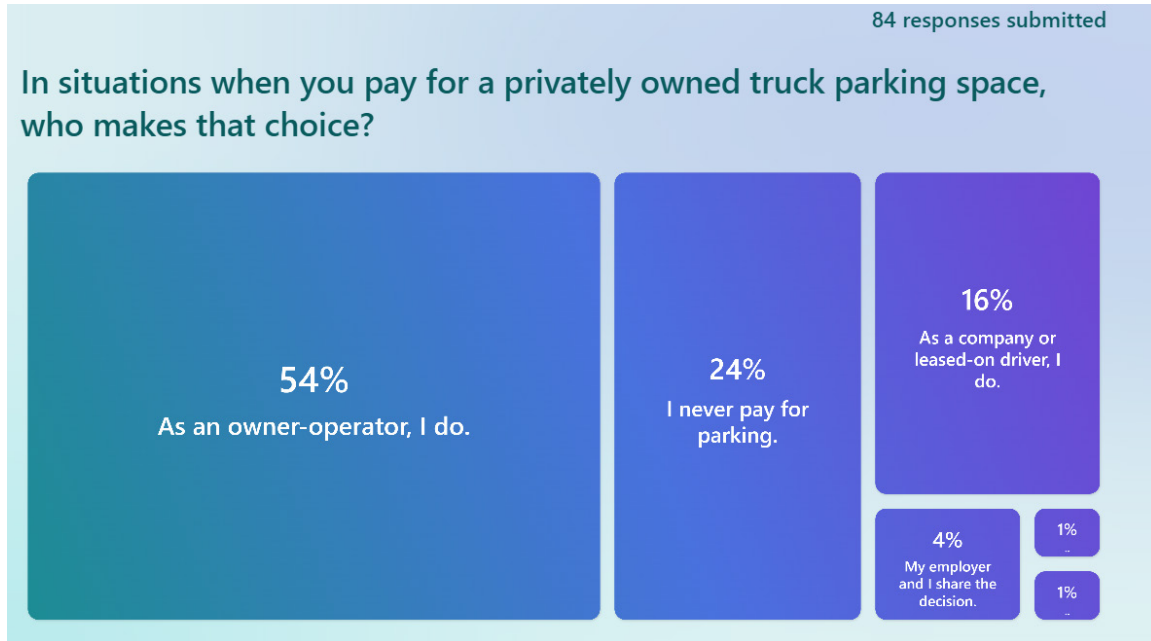


Source: Missouri Truck Parking Survey

While publicly owned truck parking areas are available free of charge, there was interest in learning drivers’ thoughts on paid truck parking. As shown in **Figure 33** and **Figure 34**, owner-operators were most likely to indicate that they both make the decision whether to pay for parking (54%) and pay the fees (58%). A strong 24% of respondents indicate they never pay for parking.



Figure 33 – Survey Question – Who Makes the Choice to Pay for a Privately Owned Truck Parking Space?



Source: Missouri Truck Parking Survey

Figure 34 – Survey Question – When Paying for a Privately Owned Truck Parking Space, Who Pays?



Source: Missouri Truck Parking Survey

In freeform comments, one driver indicated that they won't pay for a parking space if there is any option. They lamented that several free parking options were available in the past, but businesses contracted with the landowners to create revenue in a business model that resembles Airbnb rentals for truck parking. The Innovations to Address the Truck Parking section of this memo discusses the trend of free-enterprise truck parking solutions.



Industry Discussions

A series of discussions with this study's Trucking Advisory Committee, the Missouri Trucking Association Safety Council and an ad hoc truck driver discussion group addressed the survey results and other industry concerns. Topics ranged from the current state of truck parking to amenities appreciated by drivers to hopes for future truck parking accommodation.

Prompted by survey results that suggest Missouri's public truck parking best suits drivers seeking short, less than 10-hour stops, the long-haul drivers discussed why they did or did not favor public truck parking areas. A general freight driver who prefers public areas to truck stops said she appreciates the areas' quiet and easy entrance from and exit to interstate highways. A driver who hauls high value loads in an armored commercial vehicle prefers well-lit truck stops. She feels she and her load are safer where many eyes can detect any trouble. Another driver cited safety as the reason she prefers to park at privately owned truck stops. Her concern is that easy in and out nature of public parking areas can aid criminal behavior.

When asked how I-70 compares to the rest of the state in terms of finding overnight, 34-hour and emergency parking, this study's Trucking Advisory Committee said the closer a driver gets to a major city, the more difficult it is to find parking. Kansas City benefits from large parking areas in Bates City and Oak Grove

but needs more capacity. In comparison, trucks approaching I-70 in St. Louis have "nowhere to go." Parking spaces near the cities fill up quickly. Using technology, such as truck driver apps with crowd-sourced parking information, drivers tend to seek metro parking early, shutting down with time remaining in their hours of service.

In all areas of the state, drivers report a tendency to shut down early because of the uncertainty of finding a safe place to park further down the highway. They describe the use of trucker apps, the advice of other drivers and knowledge gained from experience to decide when to park early or to continue down the highway.

One committee member suggested that drivers would be more accepting of parking areas with fewer amenities located closer to Missouri's largest cities. Given the price of land near interstate exits in these areas, they proposed the placement of truck parking up to a quarter mile from an interstate exit. They said drivers would gladly leave the interstate and drive a bit to park where they can start the next day's drive closer to a city.

Home is the preferred destination for drivers approaching a 34-hour reset period. If they spend the rest period on the road, they'll seek strong self-care facilities where they have access to showers, laundry facilities and personal shopping. Public parking areas offer none of these, so drivers rarely spend their long breaks there.

Drivers and safety officers mentioned some features and amenities they appreciate in a well-designed truck parking area. These include:

- **Lighting for visibility and security.** When discussing amenities, drivers, safety officers and members of the trucking advisory committee emphasized the importance of lighting the entire facility. In addition to the parking area and pathways to increase visibility of and for pedestrians, they suggested addressing dark areas near tree lines.

Drivers mentioned the I-70 Wright City rest areas as candidates for additional perimeter illumination. A long-term driver explained that good lighting helps deter both undesired behaviors and feelings of vulnerability. “If you don’t feel safe, you won’t rest well — and that affects performance.”

- **Weather warning systems and shelters.** Though many drivers activate alert messaging on their mobile phones, they would appreciate warning sirens in parking areas. Suggestions also included signs that direct visitors to storm shelter areas within welcome centers and rest area buildings.

- **Angled, pull-in/pull-through parking.** Drivers appreciate the ease of pulling into and out of an angled space, while both drivers and safety officers cited visibility advantages. Drivers pulling from angled spaces can see oncoming traffic and pedestrians more clearly than those starting from a 90-degree parking arrangement. 90-degree parking involves backing maneuvers, including moments of blind movement. Neither group prefers 90-degree parking, even if it allows designers to increase the number of available parking spaces.

- **Curb-free parking areas.** Drivers and safety officers prefer curb-free conditions in the truck parking section of public parking facilities and weigh stations. They cited Wisconsin and Indiana as having some public truck parking areas which substitute truncated domes in the pavement for curbs. This reduces tire damage and allows state DOTs to push snow directly off the paved area, rather than pushing it into piles atop parking spaces or driving areas.

- **Vault toilets.** Both groups prefer restrooms with flush toilets and sinks. However, when asked to make a tradeoff between a truck parking area with plumbed restrooms or a truck parking area with a vault toilet, plus 10 to 15 additional parking spaces, both groups unanimously chose vault toilets. However, drivers would like the vault toilet buildings to be well-ventilated, with additional air-movement in warm weather and heating for cool weather conditions.



- **Maximized space for truck parking and dedicated areas for large loads.**

Safety officers expressed their desire for more parking space exceeds the desire for aesthetic appeal. They prefer land use

for parking rather than landscaping. Safety officers for companies that haul oversized loads would appreciate some larger parking spaces. This is especially important near state borders, where drivers must make adjustments sometimes to comply with other states' differing rules and laws.

“If you don’t feel safe, you won’t rest well — and that affects performance.”

– Driver discussion group participant

-
- **Weigh Stations as parking areas.** Drivers cited Kentucky’s “rest havens” on Interstates 71 and 75 as a best practice. These weigh stations offer tall truck parking areas and restroom facilities. Welcome signs and demonstrated fair treatment by commercial vehicle officers at the scales have resulted in greater use of truck parking in these facilities. Drivers expressed that those who follow the rules have nothing to fear from parking at scale facilities.

Drivers appreciate having the use of weigh station restrooms in Missouri. They did note that when the scale houses close, the doors are locked and there is no access to restroom facilities.

-
- **Acceleration and deceleration lanes.** Safety officers advocated for long interstate exit and entry lanes from truck parking areas so trucks can enter parking areas at a safer speed and re-enter the interstate at or near the existing speed of traffic. They expressed appreciation for additional climbing lanes where trucks re-enter the highway at an incline, citing safety and convenience for all travelers.

-
- **Urban areas.** In regard to finding overnight, 34-hour and emergency parking, this study’s Trucking Advisory Committee said the closer a driver gets to a major city, the more difficult it is to find parking. Kansas City benefits from large parking areas in Bates City and Oak Grove but needs more capacity overall. In comparison, trucks approaching St. Louis using I-70 have “nowhere to go.” Parking spaces near the cities fill up quickly. Using technology, such as truck driver apps with crowd-sourced parking information, drivers tend to seek metro parking early, shutting down with time remaining in their hours of service.

One committee member suggested that drivers would be more accepting of parking areas with fewer amenities closer to Missouri’s largest cities. Given the price of land near interstate exits in these areas, they proposed the placement of truck parking up to a quarter mile from the intersection. They said drivers would gladly leave the interstate and drive a bit to park where they can start the next day’s drive closer to the cities.

Industry concerns include:

- **The development of industrial complexes and distribution centers which have little or no parking within or nearby.** Drivers would appreciate if city planners and site designers would consider truck parking as integral to industrial zone design — by law or ordinance if necessary.
- **Mixed responses regarding Truck Parking Information Management Systems/Truck Parking Availability Systems.** Trucking advisory committee members say drivers prioritize construction of more truck parking spaces over parking availability systems. Where TPIMS and TPAS systems exist, they prefer that notification signs show availability at a near-immediate location, plus the next site down the interstate. Ideally, the sign should be within two miles of a parking facility. The two-mile distance allows a driver to change lanes if needed, and exit.

Current technology allows drivers to find real-time parking availability through 511 or mobile apps which feature crowd-sourced, current parking space availability information. Dispatchers at some motor carrier companies also monitor websites and apps to assist drivers in locating open parking spaces.

Best practices identified by these groups include the amenities listed above, as well as:

- **The Kentucky Transportation Cabinet’s “Rest Havens” at several I-71 and I-75 weigh stations.** A former long-haul driver and member of the advisory committee lauds the plentiful parking, exceptionally clean restrooms and welcoming behavior of law enforcement officers. Kentucky earned a reputation for addressing drivers’ needs and concerns. Current drivers noted that their colleagues who follow safety regulations have nothing to fear from parking in enforcement areas. Rather, they enjoy parking at Rest Havens.

Florida also encourages truck parking at weigh stations. Drivers feel welcome to rest without interruption by officers. Regarding both states, drivers say that effective communication builds trust.

- **Indiana and Ohio are rebuilding rest areas, increasing the number of truck parking spaces.** Drivers mentioned their appreciation for thoughtful design elements such as fishbone parking layouts where they can pull through a central lane and choose an angled parking space to the right or the left.



Trends affecting Future Truck Parking

MoDOT serves truck drivers and the trucking industry by providing safe, easily accessible truck parking areas along Missouri's interstate highways. As the department works to enhance the safety of the transportation system, it is important to be aware of trends which are likely to impact truck parking needs in the state. These trends include:

- Increasing freight volumes
- Connected and autonomous vehicles
- Truck Parking Management Systems
- Regional distribution and nearshoring of supply chains.
- Cargo theft in trucking
- Innovations to address the truck parking gap

Increasing Freight Volumes

The study team gathered truck growth rates from two sources: an ongoing I-70 Corridor Improvements Study, and Freight Analysis Framework version 5 (FAF v5) truck assignment outputs. The I-70 Corridor Improvement Study identified compound annualized growth rates (CAGRs) for trucks on segments of the I-70 corridor as shown in **Table 26**.

Table 26 – I-70 Truck Volume Growth Rates

Direction	Location	County	Truck Volume CAGR
Eastbound	Boonville	Cooper	0.70%
Westbound			0.60%
Eastbound	Concordia	Lafayette	1.00%
Westbound			1.10%
Eastbound	Mineola	Montgomery	0.51%
Westbound			0.51%
Eastbound	Odessa	Lafayette	0.70%
Westbound			0.70%
Eastbound	Wright City	Warren	2.00%
Westbound			2.00%
I-70 Highway Corridor Average			0.98%

Source: I-70 Corridor Improvements Study, 2025.

The study team used FAF v5 truck network assignments to gather truck trip miles in 2022 and 2050 for long-distance haul combined unit truck movements across I-70 and statewide interstate corridors, including I-29, I-35, I-44, I-49, I-55, I-57 and I-70. **Table 27** shows the estimated CAGRs. While FAF data does not capture all truck movements,

based on this table, the study team noted the combined unit truck volume growth rates on the statewide interstate corridors are closely comparable to those on the I-70 corridor. For this reason, the study team adopted the statewide truck volume growth rate that is the same value as on I-70, i.e., 0.98%.

Table 27 – FAF-Based Long-Haul Combined Unit Truck Trip Miles Growth Rates

Hwy	2022 Baseline Daily Combined Unit Truck Trip Miles	2050 Baseline Daily Combined Unit Truck Trip Miles	CAGR in Average Daily Combined Unit Truck Trip Miles, 2022-2050
I-70	1,050,840	1,769,770	1.88%
Statewide Interstate Corridors (I-29, I-35, I-44, I-49, I-55, I-57 and I-70 Combined)	4,329,799	7,409,004	1.94%

Source: FAF v5, 2025; CDM Smith Analysis.

This study assumed the growth in truck parking demand to be proportionate to the truck volume growth. A 0.98% growth rate in demand was used for all truck parking facilities in the state. Between 2024 and 2050, this amounts to a growth factor of 1.29 or a 29% increase in demand over the 2024 value. The peak hour truck parking demand for public facilities is projected to increase from 2,055 in 2024 to 2,647 in 2050, and for private facilities it is projected to increase from 9,718 in 2024 to 12,521 in 2050.

After applying the growth rate uniformly at all truck parking facilities and assuming no increase in supply, only 2 of the 48 truck parking facilities existing in 2024 remain

at the desired utilization level of less than 90%.²⁷ These include: Joplin Truck Parking at MM 2, and Joplin Truck Parking at MM 3 on I-44 West. Only 12 of the 100 truck parking facilities existing in 2024 remain at the desired utilization level of less than 90%. These include:

- On I-29, BP at Mound City and Trail's End at Rock Port.
- On I-35, Trex Travel Shop at Winston and Eagleville Travel Center.
- On I-44, Shell at Springfield.
- On I-49, Love's Travel Stop #966 at Jasper.

²⁷ Above 90%, an operational capacity of a truck parking facility would be reached, and trucks would face a challenge to find available truck parking spaces in a reasonable time.



- On I-55, Phillips 66 at Steele; Gas & Goodies at Portageville; ONE9 Travel Center #301 at Marston; and Phillips 66 at Ste. Genevieve; and
- On I-70, Amoco in Grain Valley and Fuel N Treat in Nelson.

Supply gaps are projected to increase from 875 spaces in 2024 to 1,450 spaces in 2050 for public facilities and from 2,542 spaces in 2024 to 5,010 spaces in 2050 for private facilities. At the same time, supply surplus would reduce from 30 spaces in 2024 to 13 spaces in 2050 for public facilities and from 499 spaces in 2024 to 164 spaces in 2050 for private facilities.

Appendix A contains the forecast global peak hour demand, utilization and supply gap/surplus information for individual facilities.

Connected and Autonomous Vehicles

In April 2025, Aurora Innovation began driverless deliveries with two trucks moving between Houston and Dallas. It is the first company to operate a heavy-duty, self-driving commercial truck service on public roads.²⁸ In May, human observers were moved from the rear of the cabin to the driver's seat, at the request of Paccar Inc., the trucks' manufacturer. Observers are able to intervene if needed.²⁹ By June 2025, the company began overnight operations, expanded its fleet to three trucks and opened its Phoenix terminal.³⁰

In California, self-driving light-duty passenger vehicles can operate on public roads. In April 2025, the California Department of Motor Vehicles proposed a phased permitting process leading to tests of self-driving, heavy-duty vehicles on state public roads. When the regulatory development process is complete (Perhaps June 2026), manufacturers can apply to operate and report on testing stages in a process designed to accommodate varied technologies and operational environments.³¹

28 Aurora Innovation, Inc., "Press Release: Aurora Begins Commercial Driverless Trucking in Texas, Ushering in a New Era of Freight," May 1, 2025, <https://ir.aurora.tech/news-events/press-releases/detail/119/aurora-begins-commercial-driverless-trucking-in-texas>

29 David Welch, "Aurora Reverses Course, Puts Human Back in Driver's Seat," Transport Topics, May 16, 2025. <https://www.ttnews.com/articles/aurora-driver-back-in-seat>

30 SJ Munoz, "Aurora increasing driverless operations," Land Line Media, August 1, 2025. <https://landline.media/aurora-increasing-driverless-operations/>

31 State of California Department of Motor Vehicles, "Press Release: California DMV Releases Updated Autonomous Vehicle Regulations: Updated regulations include testing and deployment of heavy-duty autonomous vehicles," California DMV website, April 25, 2025, <https://www.dmv.ca.gov/portal/news-and-media/california-dmv-releases-updated-autonomous-vehicle-regulations/>

The trucking industry is paying close attention to these developments and testing in other states. As self-driving trucks begin to operate more fully in the real-world environment, delivery times are expected to accelerate.

The Missouri Legislature has considered multiple connected autonomous vehicle bills in the past decade. To date, none has become law, due to many factors. These might include emphasis on other legislative matters, yet unconvincing evidence-based research, and perhaps a belief that connected and autonomous vehicles present a threat to constituents' safety and livelihoods.

Current State of Connected and Autonomous Vehicles

CAV technologies are rapidly advancing in the private sector and research institutions. The public sector, including state departments of Transportation, are studying coming technologies and preparing for CAV deployment with Transportation Systems Management and Operations and the traveling public in mind. CAVs offer potential benefits for safety, reliability, mobility, and environmental impacts — all of which are central to MoDOT's goals and objectives.

Connected Vehicle technology is wireless communication among vehicles (vehicle-to-vehicle, or V2V), infrastructure (vehicle-to-infrastructure, or V2I), and mobile devices. Vehicles include light vehicles, trucks, and transit vehicles.

Benefits of Connected Vehicle Technology^{32,33}

- **Safety:** Fewer crashes due to more information on vehicle surroundings, driver assistance systems and warnings of hazardous situations (e.g., curve speed warnings, reduced speed warnings, and blind spot warnings).
- **Reliability and Mobility:** Improved reliability from enhanced traveler information for non-recurring events (e.g., Weather Responsive Traffic Information, work zone reduced speed warnings, dynamic freight travel planning). Faster travel times from mobility applications such as speed harmonization, signal priority, and drayage optimization. Less congestion and improved travel times from closer safe following distances.
- **Modernization:** Increased efficiency of existing infrastructure and systems. CAV-enabled transportation infrastructure that is ready for the next generation of technology, helping to “future-proof” investments.
- **Sustainability:** Reduced fuel consumption and pollution from technologies that limit idling and support more eco-friendly travel choices (e.g., eco-traffic signal timing, eco-approach and departure, dynamic eco-routing for freight, and transit signal priority). Many AVs are expected to come on the market as electric vehicles. This can also help diversify transportation energy sources in the U.S.

32 Institute of Transportation Engineers, Quick Bites: Connected Vehicle Deployment Benefits, Dec 1, 2020, <https://www.ite.org/pub/?id=3EA870BE-C5D7-8D1B-01D2-5096F5730BC4>.

33 U.S. DOT, Automated Vehicles Hub, <https://www.transportation.gov/AV/hub>.



Motor carriers are largely in favor of CAV, which could address operational challenges such as congestion and labor costs. However, autonomous vehicle development and operations are not advancing at the rate many experts predicted. Currently, most studies and real-life CAV operations include a safety driver in the cab.

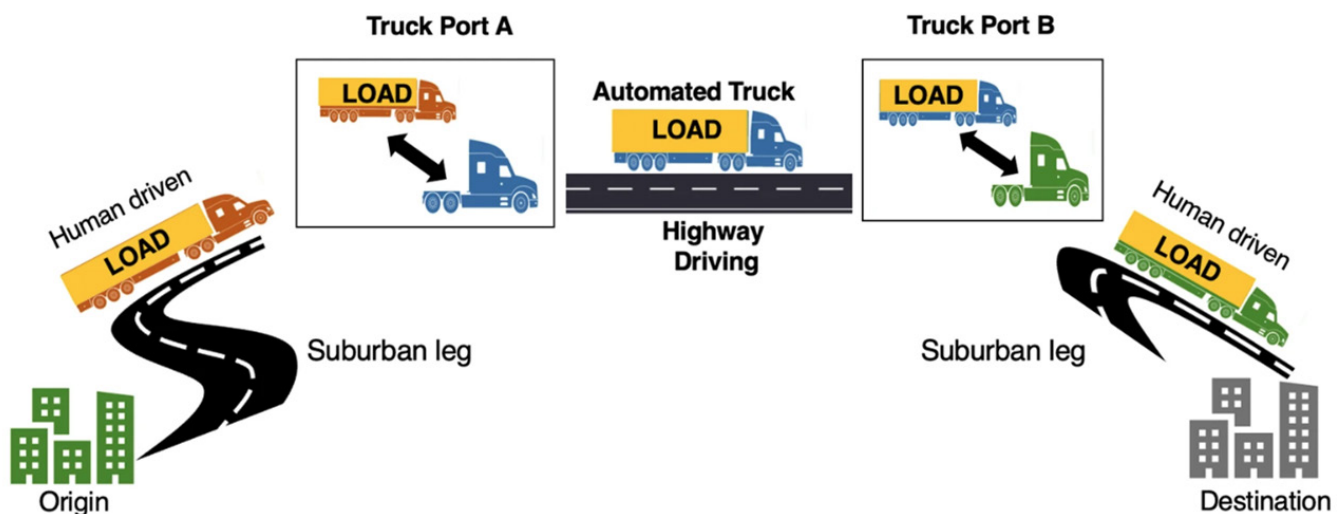
The reaction of drivers is mixed. Some look forward to possible regional work vs. long haul. Long haul is expected to be the focus for CAV, with regional and last-mile loads having a human driver. Younger drivers tend to want local work so they can have more time at home. This might help with recruitment and retention.

Experts think CAV will be a tool to accommodate the forecasted increase in truck transport. The Needs Analysis technical memo for this study contains additional CAV information.

How might this technology affect long-haul trucking and truck parking?

Several companies are exploring a “transfer hub” model wherein humans operate a truck and trailer from an origin point to a truck port. From the truck port, an automated semi tractor — or a platoon with a lead driver and following automated semis — hauls the trailer to a second truck port. Finally, a second human drives the trailer to its destination. See **Figure 35**.

Figure 35 – Transfer-Hub Model



This completes the highway leg of the journey to another truck port where a human driven truck takes the load from the port to the final destination.

Source: *Humanities and Social Sciences Communications (Humanit Soc Sci Commun)*. <https://www.nature.com/articles/s41599-022-01103-w>

The transfer hub model might work best for some freight market segments — those that haul consistently along established routes — where movements are predictable and non-seasonal, and both power units and trailers are readily available.

For segments based on seasonal or fluctuating situations, variations in the supply and/or demand of power units and trailers require more complex planning and perhaps more human intervention. This could be similar to railcar demand in bumper crop years when railroads devote resources to rapid turnover of empty rail cars to nearby elevators to cut non-revenue empty time and maximize income.

If autonomous vehicles grow to dominate highway freight, their ability to operate on a nearly 24-hour basis might reduce demand for traditional truck parking. Terminals belonging to larger trucking companies might accommodate more of a drop yard or “truck port” function as illustrated in **Figure 37**.

Over time, driverless trucks might greatly reduce the demand for truck parking spaces.

It is possible that the ability for freight trucks to move on a nearly 24-hour basis could make existing infrastructure more efficient. Today, most highway freight moves during daylight. Existing lanes could accommodate more trucks if trucks move at all hours. In effect, capacity could increase without the

need to build more infrastructure.

However, depending on the level of CAV adoption, the number of truck drivers using public and private truck parking areas could hold steady in the years ahead as both the volume of truck freight and the share of automated freight shipment grow.

When might automation impact the trucking industry?

Given the increasing success of automated freight delivery in tests and application, some say that automation is poised to revolutionize the trucking industry. However, the timing and extent of change remain largely unknown. To become mainstream, automated freight movement must overcome remaining technological challenges, gain public acceptance, and obtain regulatory and legislative approval.

A 2021 study by the USDOT investigated the workforce impacts of driving automation systems. It found that the timeline for highly automated driving capabilities is “highly uncertain, but widespread adoption is not generally predicted to be imminent.”³⁴

A Michigan study notes that automation testing is taking place in Sun Belt states, where ice and snow are rare. Until the technology to deal with adverse weather conditions is enhanced, the impact of automation might be limited.³⁵

34 U.S. Department of Transportation, *Driving Automation Systems in Long-Haul Trucking and Bus Transit: Preliminary Analysis of Potential Workforce Impacts*, January 2021, (Washington, DC: GPO, 2021), 9. <https://www.transportation.gov/sites/dot.gov/files/2021-01/Driving%20Automation%20Systems%20in%20Long%20Haul%20Trucking%20and%20Bus%20Transit%20Preliminary%20Analysis%20of%20Potential%20Workforce%20Impacts.pdf>

35 Mohan, A., Vaishnav, P., “Impact of automation on long haul trucking operator-hours in the United States,” *Humanit Soc Sci Commun* 9, 82 (2022). <https://doi.org/10.1057/s41599-022-01103-w>



One researcher indicated that although the adoption of automated freight transport systems might begin slowly, a key finding of the study indicated “just how economically attractive this technology would be and the fact that everyone, including truckers, agreed that the interstate part of the job could be automated.”³⁶ Automating interstate highway movements could accommodate an observation made by members of this study’s Trucking Advisory Committee: younger drivers want more home life and seek local work. The long-haul lifestyle is less appealing to them.

As automation gains acceptance, the co-founder and former CEO of Aurora Innovation, Chris Urmson, thinks driverless semis will run alongside human drivers because the expected growing population will demand many more goods. “If you’re driving a truck today,” he said, “my expectation is you’re going to be able to retire driving a truck.”³⁷

Missouri’s economic development professionals echo this assumption. According to Chris Gutierrez with Kansas City Smart Port, automation is transforming manufacturing facilities, with one location described as one-third “dark,” meaning that no humans take part in production in that part of the plant. However, they explained in early 2025 that companies are not yet

ready to commit to fully automated highway transportation.

Among transportation stakeholders, there seems to be a consensus that the public is unwilling to share the road with driverless trucks. In a 2023 survey by Advocates for Highway and Auto Safety, 86% of those surveyed expressed concern about sharing the road with driverless tractor trailers and delivery trucks.³⁸ Until this concern is addressed, it could be difficult to find support for autonomous vehicle legislations. In the interim, more automated features continue to emerge.

Technology and operational readiness are not the only limits affecting the speed of automated truck adoption. Regulatory and legislative matters must also be addressed before widespread operation of driverless freight vehicles is possible. Until the National Highway Transportation Safety Administration updates Federal Motor Vehicle Safety Standards (FMVSS) to accommodate recent technology, a patchwork of state laws and regulations function as boundaries. In 2025, NHTSA announced its intention to do so.³⁹

36 Atherton, Lori, “New U-M study assesses the impact of automation on long-haul trucking,” University of Michigan website, March 15, 2022, <https://news.umich.edu/new-u-m-study-assesses-the-impact-of-automation-on-long-haul-trucking/>

37 Krisher, Tom, “Tractor-trailers with no one aboard? The future is near for self-driving trucks on US roads,” Associated Press, April 29, 2024, <https://apnews.com/article/trucks-selfdriving-highways-automation-driver-083409631158f54d806d75309c4764e2>

38 Advocates for Highway and Auto Safety, “Public Concern About Driverless Cars is Strong. Americans want Government Standards. Results from Online CARAVAN Survey”, February 2023. <https://saferoads.org/wp-content/uploads/2023/03/Advocates-Caravan-AV-Poll-Report-.pdf>

39 U.S. Department of Transportation. “Trump’s Transportation Secretary Sean P. Duffy Unveils New Automated Vehicle Framework as Part of Innovation Agenda.” April 24, 2025. <https://www.transportation.gov/briefing-room/trumps-transportation-secretary-sean-p-duffy-unveils-new-automated-vehicle-framework>

Even in states where manufacturers are currently testing fully automated trucks, legislators offer bills to rescind the very laws that make the tests possible. Ban attempts seem to be motivated by caution. Legislators do not seem ready for their constituents to share the road with driverless heavy vehicles, and they have concerns regarding possible changes in trucking industry employment.

Safety concerns might prove unfounded. “A federal database that started in June 2021 shows at least 13 crashes with other vehicles involving autonomous semis, including three involving Aurora (Innovation). In all cases, the crashes were caused by other vehicles changing lanes or rear-ending the trucks. Sometimes, human safety drivers took over just before the crash.”⁴⁰

While the legal acceptance of automated commercial vehicles plays out, the U.S. government will restrict the use of components and or entire connected vehicles with a gross vehicle weight rating of 10,000 lbs. or less that were designed, developed, manufactured or supplied by entities tied to the People’s Republic of China and Russia beginning in model year 2027 due to cybersecurity concerns. Even vehicles manufactured in the U.S. by companies “owned by, controlled by or subject to the jurisdiction or direction of the PRC or Russia — even if those vehicles were made in the United States.” The concern is that

components from these countries could be used to “enable mass collection of sensitive information, including geolocation data, audio and video recordings and other pattern-of-life analysis.”⁴¹ Though the restriction did not originally apply to vehicles with a GVWR of more than 10,000 lbs., a future rule to address large trucks is being discussed.

Why is most automation testing occurring in Sunbelt states?

Winter precipitation challenges current automation technology. It operates well under dry conditions, but heavy rain, snow and slush detection and processing is not yet ready for four-season states like Missouri. The Sunbelt states, where the initial adoption of fully automated truck technology is taking place, can later advise central and northern states of highway and truck parking operational strategies to accommodate automated vehicles.

40 Tom Krisher, “Tractor-trailers with no one aboard? The future is near for self-driving trucks on US roads,” Live5 News, April 29, 2024, <https://www.live5news.com/2024/04/29/tractor-trailers-with-no-one-aboard-future-is-near-self-driving-trucks-us-roads/>.

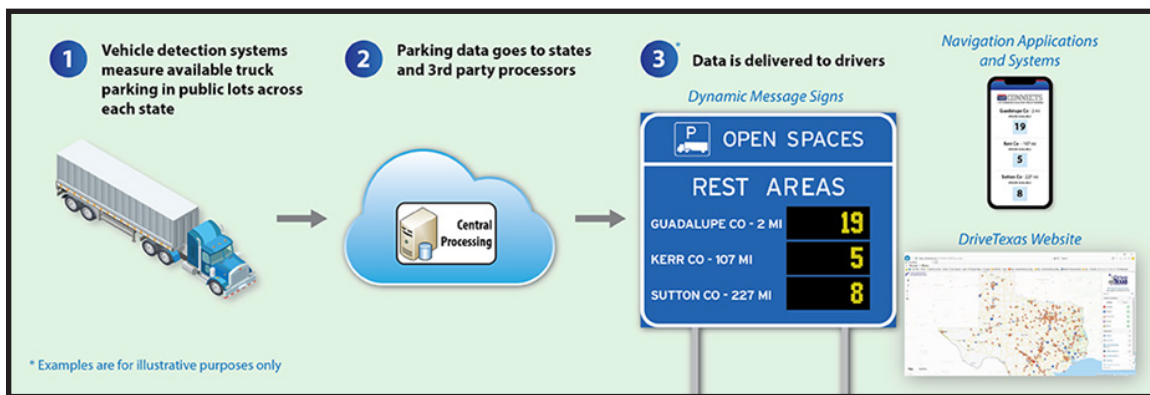
41 U.S. Mission China, “FACT SHEET: Safeguarding America from National Security Risks of Connected Vehicle Technology from China and Russia,” U.S. Embassy & Consulates in China Website, January 15, 2025, <https://china.usembassy-china.org.cn/fact-sheet-safeguarding-america-from-national-security-risks-of-connected-vehicle-technology-from-china-and-russia/#:~:text=Beyond%20risks%20to%20critical%20infrastructure,effect%20for%20Model%20Year%202030.>



Truck Parking Management Systems

Several states have implemented truck parking information systems to disseminate up-to-the minute truck parking information to truckers via in-cab systems, mobile apps, or websites and on the road via dynamic message signs (DMS) as seen in **Figure 36**. The latter application informs the driver of parking availability of one or more parking facilities that are downstream of their direction of travel. Around-the-clock per-space parking status allows drivers and carriers to plan stops and improve trip efficiency.

Figure 36 – TPMIS/TPAS Overview Diagram



Source: [Overview of TPAS | I10 Corridor Coalition](#)

Some early adopters of the TPIMS/TPAS experienced performance issues with in-ground pucks. Iowa DOT joined seven other states in the MAASTO TPIMS efforts that serves as a baseline for multiple other corridor coalitions. When interviewed, Sam Hiscocks, Planning Team Leader, noted that in early 2025, the Iowa DOT decided to decommission its TPIMS program.⁴² The in-pavement sensors used to detect parked trucks in 38 of the 43 TPIMS sites failed at a remarkably high rate. A request for proposals for a new system resulted in proposals that exceeded expected costs. Hiscocks noted that Iowa DOT was contacted by multiple other states experiencing similar failure

and replacement cost issues. On-going maintenance and repair costs of the hardware and rapidly changing technology are the focus of the DOTs' concerns.

Feedback from the Iowa trucking industry indicated a preference for additional truck parking spaces rather than for parking availability technology. Similarly, according to the Eastern Transportation Coalition, I-95 DOTs consider the first step in addressing truck parking deficits is to build capacity. Until more spaces are available, they view parking availability systems to be counterproductive.⁴³

⁴² Sam Hiscocks, Planning Team Leader, Iowa Department of Transportation, interview by authors via Microsoft Teams, July 8, 2025

⁴³ Marygrace Parker, Director of Freight Program, The Eastern Transportation Coalition, interviewed by authors via Microsoft Teams, July 9, 2025

Iowa did not receive complaints about the system failures. Rather, it discovered that drivers had adopted third-party applications, such as Trucker Path, which use crowdsourced information to report on truck parking availability. Drivers find the information valuable and growing in reliability. ETC had similar findings, noting that truck drivers throughout the US share information freely among themselves, helping guide each other to available parking.⁴⁴

Iowa DOT now views its role as gathering periodic truck parking demand and parking gap information through their state freight planning process. That information is used to consider additional public truck parking projects in areas of need. It is made available to help public parking providers locate potential areas of expansion.

In contrast, the I-10 Corridor DOTs and the I-5 Corridor DOTs are expanding their respective TPIMS/TPAS systems. When completed the systems will provide real time parking information from Canada to Mexico and from West Coast to East Coast in US.

States such as Kentucky are evaluating options to provide more reliable detection than experienced in Iowa at an affordable cost. A current Kentucky Transportation Center evaluation of truck parking availability technologies, started in May 2025, aims to identify effective alternatives among available technologies.

At a single welcome center on Interstate 65 in Bullitt County, the research team is gathering information on the performance of three types of technology in five scenarios:

- **Radar/Video Combination** – two units monitoring a total of 8 parking spaces.
- **Camera-based systems paired with analytical software.**
 - **Fixed view cameras** – three cameras monitor all 28 parking spaces.
 - **Pan-tilt-zoom cameras** – one existing and two additional PTZ cameras monitor all 28 parking spaces.
- **LiDAR**
 - **Unit #1** – One MRS-6000 unit that scans 6 parking spaces.
 - **Unit #2** – MultiScan, still in a testing phase.

The goal of the study is to find a highly accurate system with minimal need for ground-truthing, or verification of availability information.

44 Marygrace Parker, Interview.



Regional Distribution and Nearshoring of Supply Chains

The trucking industry is dynamic. Motor carrier companies and independent owner-operators must monitor conditions that have the potential to affect national and international trade and transportation. Trucking advisory committee members stated that today, global trade patterns are rapidly transforming. Disruption in the norms of the past several decades resulted in emerging new freight patterns.

For decades, companies sought a lean, centralized approach to sourcing and distribution of goods. Shipping and sourcing items from a single location or region was seen as an efficient, lower cost strategy. Standardization led to predictability. Reliability drove customer satisfaction. Nations and regions specialized in specific trade goods such as electronics, clothing, industrial metals and more. Globalization was a key business strategy.

Several factors chipped away at this model. At the start of the 21st century, e-commerce sites disrupted the consumer goods shopping experience. They achieved competitive advantage through distribution. The shocking convenience of at-your-door delivery dealt a blow to the centralized distribution to brick-and-mortar store model. Retailers, their suppliers, and package delivery companies began to build multiple strategically located

and highly automated regional distribution and fulfillment centers to manage swift intake and direct delivery to increasingly time-conscious consumers.

In addition to technological change, vast trade disruption resulting from the COVID-19 pandemic, regional conflicts and the rise of tariffs, moved business leaders and national policymakers to reassess the alignment of trade partnerships. Nearer, more familiar partnerships drew their attention.

Nearshoring is a strategy wherein businesses look for closer sources of goods. This might be a nearby or bordering country, ideally in a similar time zone, with cultural familiarity and similar business practices. Canada and Mexico are often near-shore locations for American businesses, as are Central American, Caribbean and South American countries. Many businesses determined that total costs of nearby production and distribution can be competitive compared with costs elsewhere — including the cost of risks. Proximity reduces transportation times, which can reduce total landed costs of goods.

The changing supply chains disrupt the historical truck parking patterns. As regional distribution increases, demand grows for more staging parking near the facilities. North-south long-haul traffic increases as products move through international gateways at Canada, Mexico, and the Gulf ports.

Mexico passed China as the largest U.S. trading partner in 2023.⁴⁵

When it comes to regional distribution and nearshoring, Missouri’s central location is a key logistics advantage. Missouri Partnership, a public-private economic development organization, touts “the ability to “reach more than half of the continental U.S. in less than a day’s drive, with most other states reachable in less than two,”⁴⁶ as a strategic benefit.

U.S. Census Bureau placed the 2020 center of population in Hartville, Mo., in the south-central portion of the state.⁴⁷

Cargo Theft in Trucking

Since people first carried goods to sell elsewhere, goods in transit have been subject to theft. Now, however the U.S. Department of Homeland Security estimates that cargo theft in the nation’s supply chain results in annual losses of \$15-35 billion.⁴⁸ Organized Theft Groups, sophisticated criminal organizations that target freight carried by rail and truck, are responsible for the great majority of the losses.

Cargo is mainly exposed to theft during transit and handoffs — at warehouses, carrier terminals, parking lots and truck stops. Geographical hotspots for cargo theft correlate to locations where freight activities such as imports, exports and intermodal exchange are concentrated. These include:

- Southern California
- the Texas Triangle (Dallas/Ft Worth, Austin, Houston and San Antonio)
- the Memphis Gateway
- Mid-Atlantic ports
- the Chicago area.

45 U.S. Census Bureau, “Top Trading Partners – December 2023,” U.S. Census Bureau website, accessed on June 11, 2025, <https://www.census.gov/foreign-trade/statistics/highlights/top/top2312yr.html>

46 Missouri Partnership, “Missouri is a Booming Epicenter of Commerce,” Missouri Partnership website, accessed on June 11, 2025, <https://missouripartnership.com/why-missouri/perfect-location/>

47 U.S. Census Bureau, “Centers of Population,” U.S. Census Bureau website, November 16, 2021, <https://www.census.gov/geographies/reference-files/time-series/geo/centers-population.html>

48 U.S. Immigration and Customs Enforcement. “Operation Boiling Point.” ICE.gov. Last modified August 25, 2025. <https://www.ice.gov/features/boiling-point>.



Increasingly, OTGs tactics include fictitious trailer pick-ups and interception of loads by through cyber deception and impersonation of legitimate brokers and carriers. Frequently targeted goods are quick to easily sell. These include food and beverage items, household goods and electronics.⁴⁹

The freight industry, federal agencies and law enforcement are on high alert. In the third calendar quarter of 2025, cargo theft activity dropped by 10%. This is thought to be the result of a regrouping by OTGs as they adapt to logistics companies' anti-fraud tools. Examples include simpler, direct theft of unattended trailers.⁵⁰

Law enforcement officers contacted as part of this study state cargo theft — as well as other crime against property — is extremely uncommon of at Missouri welcome centers, rest areas and truck parking areas. As cargo thieves are quick to adapt their methods, this might not remain the case. The USDOT and American Association of State Highway and Transportation Officials are heightening awareness among state departments of Transportation.⁵¹

Innovations to Address the Truck Parking Gap

Enterprising businesses are stepping in to address truck parking availability throughout the U.S. They have found opportunity by addressing truck drivers' safe parking, security and comfort concerns.

Truck Parking Club describes itself as “the Airbnb of truck parking.” They connect drivers with property owners who contracted with the organization to provide parking spaces — for a fee. The rented locations can be at familiar locations such as truck repair shops, trucking companies, more than 20 truck stops, or any large lot, ideally within a few minutes' drive of an interstate or other commercial route. Drivers can contract for an immediate need or claim a parking space days in advance. Property owners can offer any number of spaces at daily, weekly and monthly rates and any level of amenities.⁵²

49 CargoNet. “2025 Third Quarter Supply Chain Risk Trends Analysis: Cargo Theft Holds Steady in Q3, Organized Crime Drives Surge in High-Value Cargo Theft Across U.S. and Canada.” CargoNet, October 28, 2025. <https://www.cargonet.com>.

50 CCJ Staff, “Cargo Theft Activity Dipped in Q3 as Thieves Adapt to Anti-Fraud Tools,” Commercial Carrier Journal, November 4, 2025, <https://www.ccjdigital.com/business/article/15544642/cargo-theft-activity-dipped-in-q3-as-thieves-adapt-to-anti-fraud-tools>.

51 U.S. Department of Transportation. “Multimodal Freight—Cargo Theft.” U.S. Department of Transportation, last updated September 17, 2025. <https://www.transportation.gov/policy/multimodal-freight/cargo-theft>.

52 Truck Parking Club. “Truck Parking Near Me | TruckParkingClub.” Accessed January 27, 2026. <https://truckparkingclub.com/>

A landowner in southwest Missouri saw an opportunity for a post-retirement career by providing truck parking. Bob's Parking, located near Strafford, Mo., 8 miles east of Springfield on I-44, offers 400 parking spaces for \$10 per night. The gated facility also caters to RV, trailer and other heavy equipment storage. Drivers can rent a spot through the business' website or through Truck Parking Club. In either case, they receive a gate code which allows access.⁵³

Larger truck parking reservation providers are taking their operations nationwide. Outpost and ParkPro are two examples of reservation-based parking companies with locations in multiple states. Outpost claims the nation's largest truck parking facility in the northwest Chicago suburb of Elgin, Illinois. The 1,000 space facility is near I-90. Nightly, monthly and annual rental agreements are available. Companies with large freight operations can even contract spaces by the acre to stage equipment and trailers, expanding their business presence in the area. Outpost hybridized its business model, owning some locations outright and contracting with existing landowners elsewhere.

ParkPro aims to bring together owners of large retail and entertainment venue parking lots with CMV drivers looking for safe parking available at hourly rates. The Florida Panthers are one such host, providing parking at the Amerant Bank Arena on most days.⁵⁴ Another Florida property, Lakeland Square Mall, located near I-4 also monetized its surplus parking while supporting supply chain operations.⁵⁵

Drivers have taken notice. While many appreciate the availability of additional parking and the convenience of online rentals, others lament the monetization of formerly fee-free parking areas. One respondent to this study's survey described their thoughts on the matter, "We used to have several free options available to use for parking. [A] private group called "Truck Parking Club" has now contracted a lot of these spaces as paid only, now limiting our options even more. I won't pay for a spot if there's any other option at all, we don't make enough as it is anymore." Another driver agrees that the "Airbnb" approach is frustrating, but she appreciates long-term parkers who use Bob's Parking during their home time. She said the use of the private lot frees spaces at the three nearby truck stops for drivers looking for overnight parking.

53 Bob's Parking. "Springfield, Missouri Truck Parking – Bob's Parking." Accessed January 27, 2026. <https://www.bobsparking.com/>

54 Hume, Jenna, "ParkPro names Alabama Motor Express as flagship carrier." Fleet Owner, Dec. 16, 2024, <https://www.fleetowner.com/for-the-driver/article/55249262/parkpro-teams-up-with-alabama-motor-express-to-address-truck-parking-shortage-with-innovative-solutions>

55 ParkPro, "Press release: ParkPro taps Spinoso Real Estate Group for First of Several Truck Parking Sites." ParkPro website, May 20, 2025. <https://park.pro/press-release-spinoso>



In urban areas, private sector trucking parking may include the following opportunities:⁵⁶

- **Warehouse Conversions:** In urban renewal, defunct warehouses and industrial sites are finding new life as secure truck parking facilities.
- **Retail Partnerships:** Forward-thinking retailers are turning their vast parking lots into overnight havens for truckers. By allowing overnight parking during off-hours, these businesses are maximizing the use of their existing infrastructure while providing a valuable service to the trucking community.
- **Multi-Use Developments:** Some urban planners are exploring the concept of mixed-use facilities that combine truck parking with other commercial or industrial uses, creating efficient hubs that serve multiple needs.

Public-private partnerships (PPPs) can greatly impact addressing infrastructure challenges within the trucking industry, particularly in solving the truck parking crisis. PPPs allow the public and private sectors to contribute their unique strengths to address the truck parking shortage. State DOTs or local governmental entities can provide land, regulatory support, and initial funding for parking projects. Meanwhile, private companies bring innovation, management expertise, and funding to the table.

As CAV and other logistics technologies develop, traditional truck stops might evolve or give way to high-tech parking solutions. New parking-only facilities already employ sophisticated logistics systems to manage the inflow and outflow of trucks with little human intervention. Additionally, the locations of these parking facilities might shift closer to major freight hubs or logistic centers to streamline the distribution processes further.⁵⁷

Solar-powered parking facilities and electric charging stations are emerging, offering drivers access to renewable energy sources and supporting a shift toward electric and hybrid trucks. By integrating these sustainable practices, the trucking industry can enhance its operational efficiency while contributing positively to the environment.⁵⁸

56 Shelley, Evan. "From Warehouses to Parking Lots: The Rising Demand for Truck Parking." [From Warehouses to Parking Lots: The Rising Demand for Truck Parking - Truck Parking Club](#)

57 Evan Shelley, "The Future of Truck Parking Business: Exploring the Impact of Self Driving Trucks," Truck Parking Club, accessed January 23, 2026, <https://truckparkingclub.com/news/future-of-truck-parking-business-with-self-driving-trucks/>

58 Evan Shelley, "Trends Facing the Trucking Industry in 2025," Truck Parking Club, accessed January 23, 2026, <https://truckparkingclub.com/news/trends-facing-trucking-industry-2025/>

Conclusion

The Missouri Department of Transportation provides public truck parking to complement parking provided by private truck stops as part of its comprehensive traffic safety program. MoDOT led the nation in conversion of obsolete properties to truck parking areas. However, there are few opportunities for conversion remaining. Demand for truck parking far exceeds the available supply at both private and public facilities.

Forecasts predict supply gaps to increase from 875 spaces in 2024 to 1,450 spaces in 2050 for public facilities and from 2,542 spaces in 2024 to 5,010 spaces in 2050 for private facilities. At the same time, supply surplus would reduce from 30 spaces in 2024 to 13 spaces in 2050 for public facilities and from 499 spaces in 2024 to 164 spaces in 2050 for private facilities.

The following strategies will help MoDOT address the current gap and prepare for future demand in truck parking.

Improvement and Investment

Improvement and Investment Opportunity	Details
<p>Continue monitoring Truck Parking Information Management Systems (TPIMS) and Truck Parking Availability Systems (TPAS) efforts nationwide to evaluate whether these technologies are appropriate and cost-effective for implementation in Missouri.</p>	<ul style="list-style-type: none"> ■ Missouri continues to have a large deficit of truck parking spaces statewide. States throughout the country are piloting technology-based solutions to use the available safe and reliable truck parking more effectively. Some early TPIMS/TPAS adopter states have identified issues related to reliability and long-term maintenance of their existing technology-based information systems. ■ Missouri trucking industry stakeholders consistently noted a preference for significantly increasing the inventory of truck parking spaces before implementing an electronic system. Until a considerable number of truck parking spaces are added, monitoring efforts in other states can help MoDOT identify best practices and continued advancements in AI before committing to a system. ■ MoDOT may explore public-private partnerships or cooperative data-sharing agreements, consistent with its statutory authority and procurement policies, to enhance system efficiency and reduce implementation costs. Existing third-party platforms such as Trucker Path and Dock411 offer crowd-sourced parking data that could inform or supplement future state-led systems. Insights from these efforts, along with findings in this Truck Parking Analysis Technical Memorandum, should guide any future technology investments.



Improvement and Investment Opportunity	Details
Monitor the work of third-party application companies such as Trucker Path and Dock411 which provide crowd-sourced truck parking information and more.	<ul style="list-style-type: none"> ■ Consider looking at crowd-sourced availability information at various times of the day to learn how demand fluctuates. ■ When employees are on site, they can check the accuracy of crowd-sourced information. ■ Use Dock411 to learn which shippers are highly rated and publicly recognize them along with MPO and RPC representatives.
Discuss this study with MPOs and RPCs planners so they may learn about the particular truck parking issues in and near industrial developments and distribution centers.	<ul style="list-style-type: none"> ■ Addressing truck drivers' staging needs could smooth shipment schedules and operations. ■ Identify stage parking opportunities near industrial developments where P3 could be used.
Think in terms of corridors and regions — as transporters do.	<ul style="list-style-type: none"> ■ ■Encourage communication and work with neighboring cities, counties, districts and states on solutions to address parking needs. ■ During interviews for this study, truck drivers mentioned East St. Louis, Illinois, when asked about parking needs on Missouri I-70. This indicates a tendency to think regionally.
Establishing truck parking for staging near known cross-border destinations could reduce unauthorized shoulder and ramp parking in Missouri.	<ul style="list-style-type: none"> ■ The Illinois DOT Truck Parking map⁵⁹ indicates areas of high demand-to-capacity on I-57 across from Charleston, Mo., and I-72 across from Hannibal, Mo., in the Quincy, IL area. ■ If unauthorized parking is found to be an issue on Missouri I-57 North, this could indicate that truck drivers are staging for appointments at businesses along Illinois I-57 ■ Likewise, if unauthorized parking is found in Missouri along U.S. 36 East, U.S. 54 East, or U.S. 61 North, this could indicate that truck drivers are staging for appointments at businesses along Illinois I-72.
Parking utilization and gap research such as that contained in this study can be helpful to private truck parking providers seeking locations of need.	<ul style="list-style-type: none"> ■ Share truck parking utilization and gap results with municipalities, MPOs, RPCs, counties and, when appropriate, legislators. ■ Develop a relationship with the National Association of Truck Stop Operators to share research data and develop a partnership.

59 Illinois Department of Transportation, "Truck Parking Map", Accessed on August 26, 2025. <https://experience.arcgis.com/experience/02ff4ea2b70f479fb6add581317c310e/page/Page?views=Truck-Parking>

Operations

Operations Opportunity	Details
<p>Monitor the number of truck parking spaces and locations available to drivers in Missouri.</p>	<ul style="list-style-type: none"> ■ The data gathered for the SFRP includes all MoDOT-provided truck parking areas, plus privately owned truck parking areas that: <ul style="list-style-type: none"> ■ <i>Are within .50 miles of a rural interstate</i> ■ <i>Offer at least 10 truck parking spaces</i> ■ <i>Are within a business property that sells fuel</i> ■ Several publicly owned truck parking areas are located on U.S. Routes. If they are not within 0.50 miles of an interstate, they were not included in this study. ■ Private truck parking areas within the Kansas City and St. Louis metro areas are also not within the scope. ■ Consider tracking the sites and number of parking spaces within private truck parking locations that do not sell fuel, such as Bob's Parking near Strafford. ■ Join with economic development and trucking stakeholders to explore truck parking development possibilities with companies such as Outpost and ParkPro. The Kansas City, Springfield/Joplin and St. Louis metro areas are likely to be attractive to these firms.

Project Development

Project Opportunity	Details
<p>Study unauthorized truck parking on ramp and shoulder pavement. The Texas Department of Transportation completed such a study in 2020.⁶⁰</p>	<ul style="list-style-type: none"> ■ Compare the cost of ramp and shoulder repair where unauthorized truck parking is most prevalent. Compare the long-term cost to that of developing a public-private-partnerships to increase nearby truck parking.
<p>Use statewide GPS data to locate areas where trucks stop for 1-7 hours.</p>	<ul style="list-style-type: none"> ■ This can indicate possible staging areas. Study further to find out where they are going and if there is another option so that public truck parking spaces can be open for longer-term use, etc
<p>Consider Public-Private Partnership — to preserve interoperability of things like TPIMS/TPAS.</p>	<ul style="list-style-type: none"> ■ If the private sector has a solution, try to work out a way to pay for it.
<p>Prepare information technology and facility elements such as light standards and electrical and internet wiring for potential future TPIMS/TPAS information sharing.</p>	<ul style="list-style-type: none"> ■ Study existing TPIMS/TPAS activity, especially corridor efforts. Continue to provide robust and agile traveler information systems.

60 Texas Department of Transportation, "Truck Parking Demand in Dedicated and Unauthorized Locations Memo", March 4, 2020. <https://ftp.dot.state.tx.us/pub/txdot/move-texas-freight/studies/truck-parking/technical-memos/3.pdf>



Project Opportunity	Details
<p>Review research on types of truck parking detection, such as the Kentucky Transportation Cabinet’s 2026 evaluation of camera, radar and LiDAR systems.</p>	<ul style="list-style-type: none"> ▪ Staying informed on truck parking detection and communication technology can help MoDOT understand best practices and, in the event it elects to establish TPIMS/TPAS operations, flattens the technological learning curve

Communications

Communications Opportunity	Details
<p>Explore the potential of adding welcome center, rest area and public truck parking sites to the MoDOT Traveler Information Map and/or updating the existing rest area, welcome center and truck parking map.</p>	<ul style="list-style-type: none"> ▪ Truck drivers, especially those from other states, would likely benefit from public truck parking indicators on MoDOT’s most-used web map. ▪ During weather emergencies, all drivers who use the map for road condition information could easily locate places to park and wait for safer travel conditions. ▪ The existing MoDOT Rest Areas and Welcome Centers webpage contains some outdated information (October 2025). ▪ The path from the home page to Travelers to Rest Areas and Welcome Centers does not mention truck parking. ▪ It can be difficult to discern where truck parking is available in both directions because upon opening the map, the icons lay atop each other. One example is the two truck parking areas at Coffey.
<p>Develop a relationship with the National Association of Truck Stop Owners.</p>	<ul style="list-style-type: none"> ▪ Check in with National Association of Truck Stop Operators (NATSO) members in Missouri and bi-state areas to learn more about their goals and concerns, to share plans and develop partnership opportunities. ▪ Designate a person or two, perhaps area engineers, whose assignments include developing relationships with Missouri NATSO members. This will allow MoDOT to learn more about the truck stop industry and their expansion plans. MoDOT can teach them about grant opportunities, public-private partnerships and can be an information resource.



Table 28 – Public Truck Parking Existing (2024) Facilities List

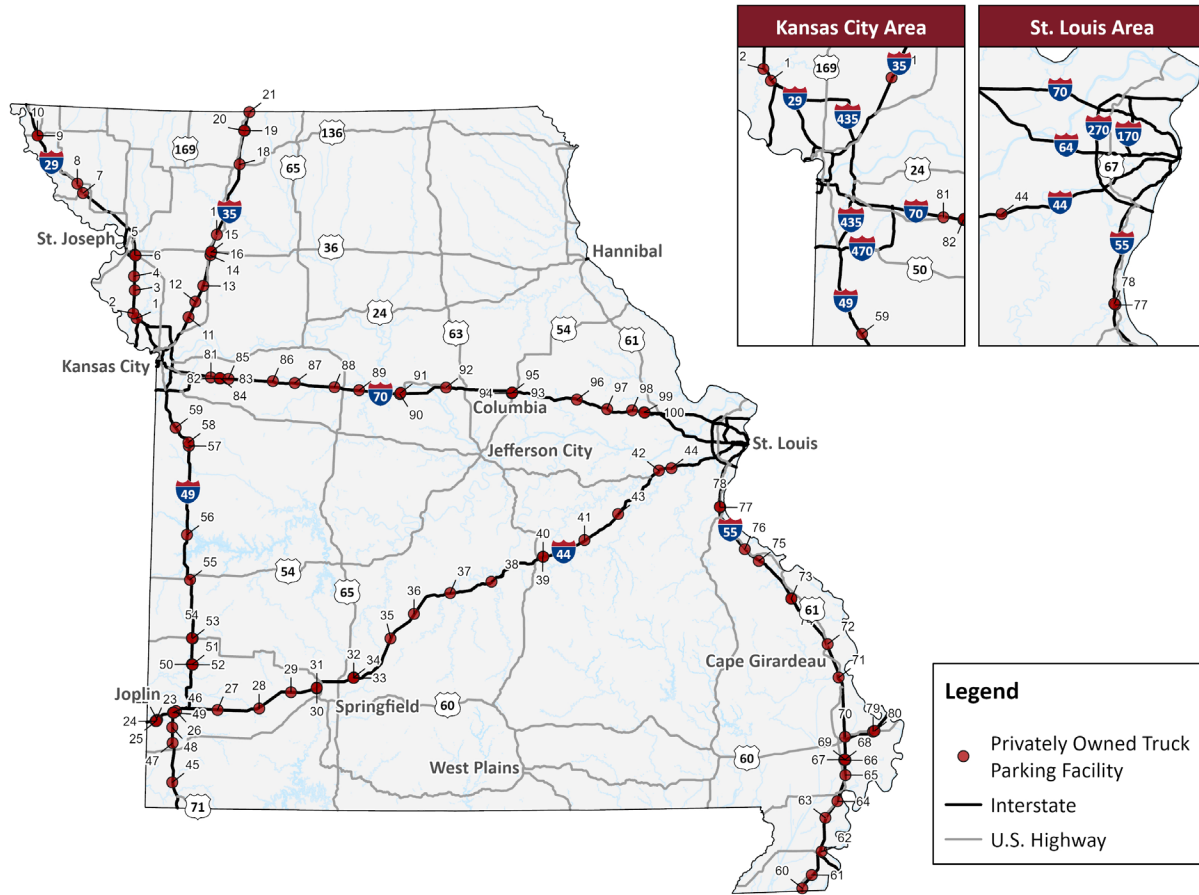
ID	Facility Name	Highway Corridor	ID	Facility Name	Highway Corridor
1	Watson Truck Parking Area - Northbound	I-29	26	St. Clair Rest Area	I-44
2	Platte City Truck Parking - Southbound	I-29	27	St. Clair Rest Area	I-44
3	Dearborn Truck Parking - Southbound	I-29	28	Harrisonville Truck Parking	I-49
4	Dearborn Rest Area - Northbound	I-29	29	Bloomsdale Rest Area	I-55
5	Mound City Truck Parking - Northbound	I-29	30	Fruitland Rest Area*	I-55
6	Mound City Truck Parking - Southbound	I-29	31	Fruitland Truck Parking	I-55
7	Rock Port Welcome Center and Rest Area	I-29	32	Marston Welcome Center and Rest Area	I-55
8	Kearney Truck Parking - Southbound	I-35	33	Marston Truck Parking	I-55
9	Kearney Truck Parking - Northbound	I-35	34	Hayti Welcome Center and Rest Area	I-55
10	Lathrop Rest Area - Northbound	I-35	35	Steele Truck Parking	I-55
11	Lathrop Truck Parking - Southbound	I-35	36	Steele Truck Parking	I-55
12	Coffey Truck Parking - Northbound	I-35	37	Charleston Truck Parking	I-57
13	Coffey Truck Parking - Southbound	I-35	38	Odessa Truck Parking	I-70
14	Eagleville Truck Parking - Northbound	I-35	39	Odessa Truck Parking	I-70
15	Eagleville Welcome Center and Rest Area	I-35	40	Concordia Rest Area	I-70
16	Joplin Truck Parking	I-44	41	Concordia Rest Area	I-70
17	Joplin Welcome Center and Rest Area	I-44	42	Boonville Rest Area	I-70
18	Joplin Truck Parking	I-44	43	Boonville Rest Area	I-70
19	Halltown Truck Parking	I-44	44	Mineola Truck Parking	I-70
20	Halltown Truck Parking	I-44	45	Mineola Truck Parking	I-70
21	Strafford Truck Parking	I-44	46	Wright City Rest Area	I-70
22	Conway Welcome Center and Rest Area	I-44	47	Wright City Rest Area	I-70
23	Conway Welcome Center and Rest Area	I-44	48	St. Joseph Truck Parking - Westbound	US 36
24	Doolittle Truck Parking	I-44	49	St. Joseph Truck Parking - Eastbound	US 36
25	Doolittle Truck Parking	I-44	50	Caruthersville Truck Parking	I-155

Source: GFT's Inventory Analysis and CDM Smith's Demand Analysis, 2025

Note: In Fall 2025, #30 – Fruitland Rest Area converted to a Truck Parking Only facility with an increase in capacity from 15 existing spaces to 29 spaces.



Figure 38 – Missouri’s Private Truck Parking Existing (2024) Facility Indexed Locations Map



Source: GFT’s Inventory Analysis, CDM Smith’s Demand Analysis and Hg Mapping, 2025

Table 29 – Private Truck Parking Existing (2024) Facilities List

ID	Facility Name	Highway Corridor
1	Quik Trip #236	I-29
2	Trex Mart #17	I-29
3	Trex Mart #9	I-29
4	Pilot Travel Center #1323	I-29
5	Bucky’s Travel Plaza - St. Joseph	I-29
6	Love’s Travel Stop #235 - St. Joseph	I-29

ID	Facility Name	Highway Corridor
51	Love’s Travel Stop - Jasper	I-49
52	Phillips 66 - Jasper	I-49
53	Casey’s - Lamar	I-49
54	Lamar’s Travel Plaza - Lamar	I-49
55	Pilot Travel Center - Nevada	I-49
56	Phillips 66 - Rich Hill	I-49

ID	Facility Name	Highway Corridor
7	Truck Garden Inn - Forest City	I-29
8	BP - Mound City	I-29
9	Dominator Fuel & Truck Plaza-Rock Port	I-29
10	Trail's end -Rock Port	I-29
11	Pilot Travel Center #252 - Kearney	I-35
12	Holt Truck Stop - Holt	I-35
13	Casey's - Lathrop	I-35
14	Love's Travel Stop #837 - Cameron	I-35
15	Ambest Travel Center - Cameron	I-35
16	Jonez Travel Mart - Cameron	I-35
17	Trex Travel Shop -Winston	I-35
18	Casey's - Bethany	I-35
19	Eagleville Travel Center - Eagleville	I-35
20	Love's Travel Stop #500 - Eagleville	I-35
21	State Line Conoco - Eagleville	I-35
22	#282 Love's Travel Stop - Joplin	I-44
23	Joplin 44 Petro - Joplin	I-44
24	Pilot 317 - Joplin	I-44
25	Rapid Roberts Inc - Joplin	I-44
26	Big Apple Travel Center - Joplin	I-44
27	Love's #886 - Sarcoxie	I-44
28	TA #0924 -Mt. Vernon	I-44
29	Hood's Truck Center - Bois D'Arc	I-44
30	Shell - Springfield	I-44
31	Flying J #1061 - Springfield	I-44
32	#458 Love's Travel Stop - Strafford	I-44
33	ONE9 Dealer #1318 - Strafford	I-44
34	TA Strafford #0137 - Strafford	I-44
35	Hannah's Phillips 66 - Conway	I-44
36	B &D/Jones Auto and Truck Plaza -Lebanon	I-44
37	Oasis Travel Plaza - Richland	I-44
38	Road Ranger - St Robert	I-44
39	Quik Trip #667 - Rolla	I-44

ID	Facility Name	Highway Corridor
57	Sapp Bros Travel Center - Harrisonville	I-49
58	Love's Travel Stop - Harrisonville	I-49
59	Flying J Travel Center #672 - Peculiar	I-49
60	Phillips 66 - Steele	I-55
61	MYS Deerfield Travel Center - Steele	I-55
62	ONE9 Travel Center #442 - Hayti	I-55
63	Gas & Goodies - Portageville	I-55
64	ONE9 Travel Center #301 - Marston	I-55
65	BJ's Fuel New Madrid	I-55
66	TA #0051- Matthews	I-55
67	Flying J Travel Center #671 - Matthews	I-55
68	Love's Travel Stop - Matthews	I-55
69	Speedway - Matthews	I-55
70	Break Time - Sikeston	I-55
71	Rhodes Convenience Store - Scott City	I-55
72	Rhodes Convenience Store - Jackson	I-55
73	Motomart - Perryville	I-55
74	Rhodes Convenience Store - Perryville	I-55
75	Phillips 66 - Ste. Genevieve	I-55
76	Love's Travel Stop - Bloomsdale	I-55
77	QuikTrip - Herculaneum	I-55
78	Love's - Herculaneum	I-55
79	Casey's - Charleston	I-57
80	Flying J Travel Center - Charleston	I-57
81	Amoco - Grain Valley	I-70
82	Petro Oak Grove #0460	I-70
83	QuikTrip Store #150 - Oak Grove	I-70
84	TA Oak Grove #0052	I-70
85	Love's #809 - Bates City	I-70
86	Pilot Travel Center #443 - Higginsville	I-70
87	TA Concordia #0018	I-70
88	Betty's Truck Stop - Sweet Springs	I-70
89	Fuel N Treat - Nelson	I-70



ID	Facility Name	Highway Corridor	ID	Facility Name	Highway Corridor
40	#341 Love's Travel Stop - Rolla	I-44	90	Love's #347 - Boonville	I-70
41	TA Cuba #0461 - Cuba	I-44	91	Pilot Travel Center #44 - Boonville	I-70
42	Mr. Fuel Travel Center #717 Villa Ridge	I-44	92	Midway Auto Truck Plaza - Columbia	I-70
43	Flying J Travel Center #673 - Sullivan	I-44	93	Petro Kingdom City #0318	I-70
44	Pilot Travel Center #208 - Pacific	I-44	94	Westland Travel Center - Kingdom City	I-70
45	Stangs Travel Center - Anderson	I-49	95	Roady's FastLane Gasper's - Kingdom City	I-70
46	Flying J Travel Center #669 - Joplin	I-49	96	Love's #788 - New Florence	I-70
47	Love's Travel Stop - Neosho	I-49	97	Flying J Travel Center #674 - Warrenton	I-70
48	Casey's - Joplin	I-49	98	Abel's Quick Stop - Wright City	I-70
49	Quik Trip #7061 - Joplin	I-49	99	Mr. Fuel Travel Center #715 - Foristell	I-70
50	Judy's Truck Stop - Jasper	I-49	100	TA Foristell #0175	I-70

Source: GFT's Inventory Analysis and CDM Smith's Demand Analysis, 2025

Existing Truck Parking Supply Characteristics

Table 30 – Public Truck Parking Existing (2024) Supply Characteristics

ID	Facility Name	Hwy.	# of Spaces	Angled Parking Spaces	Striped Parking Spaces	Restroom Type	Lighting	Vending Machines	Pet Area
1	Watson Truck Parking Area - Northbound	I-29	15	No	No	None	Yes	No	No
2	Platte City Truck Parking - Southbound	I-29	15	No	No	None	No	No	No
3	Dearborn Truck Parking - Southbound	I-29	38	Yes	Yes	Vault Toilet	Yes	No	No
4	Dearborn Rest Area - Northbound	I-29	22	Yes	Yes	Restroom	Yes	Yes	Yes
5	Mound City Truck Parking - Northbound	I-29	20	Yes	Yes	Vault Toilet	Yes	No	No

ID	Facility Name	Hwy.	# of Spaces	Angled Parking Spaces	Striped Parking Spaces	Restroom Type	Lighting	Vending Machines	Pet Area
6	Mound City Truck Parking - Southbound	I-29	20	Yes	Yes	Vault Toilet	Yes	No	No
7	Rock Port Welcome Center and Rest Area	I-29	39	Yes	Yes	Restroom	Yes	Yes	Yes
8	Kearney Truck Parking - Southbound	I-35	15	No	No	None	Yes	No	No
9	Kearney Truck Parking - Northbound	I-35	15	No	No	None	Yes	No	No
10	Lathrop Rest Area - Northbound	I-35	9	Yes	Yes	Restroom	Yes	Yes	Yes
11	Lathrop Truck Parking - Southbound	I-35	21	Yes	Yes	Vault Toilet	Yes	No	No
12	Coffey Truck Parking - Northbound	I-35	15	Yes	Yes	Vault Toilet	Yes	No	No
13	Coffey Truck Parking - Southbound	I-35	15	Yes	Yes	Vault Toilet	Yes	No	No
14	Eagleville Truck Parking - Northbound	I-35	15	No	No	None	Yes	No	No
15	Eagleville Welcome Center and Rest Area	I-35	40	Yes	Yes	Restroom	Yes	Yes	Yes
16	Joplin Truck Parking	I-44	29	Yes	Yes	Vault Toilet	Yes	No	No
17	Joplin Welcome Center and Rest Area	I-44	40	Yes	Yes	Restroom	Yes	Yes	Yes
18	Joplin Truck Parking	I-44	29	No	No	None	Yes	No	No
19	Halltown Truck Parking	I-44	22	Yes	Yes	Vault Toilet	Yes	No	No
20	Halltown Truck Parking	I-44	22	Yes	Yes	Vault Toilet	Yes	No	No
21	Strafford Truck Parking	I-44	17	No	No	None	Yes	No	No
22	Conway Welcome Center and Rest Area	I-44	73	Yes	Yes	Restroom	Yes	Yes	Yes



ID	Facility Name	Hwy.	# of Spaces	Angled Parking Spaces	Striped Parking Spaces	Restroom Type	Lighting	Vending Machines	Pet Area
23	Conway Welcome Center and Rest Area	I-44	73	Yes	Yes	Restroom	Yes	Yes	Yes
24	Doolittle Truck Parking	I-44	14	Yes	Yes	Vault Toilet	Yes	No	No
25	Doolittle Truck Parking	I-44	14	Yes	Yes	Vault Toilet	Yes	No	No
26	St. Clair Rest Area	I-44	12	Yes	Yes	Restroom	Yes	Yes	Yes
27	St. Clair Rest Area	I-44	30	Yes	Yes	Restroom	Yes	Yes	Yes
28	Harrisonville Truck Parking	I-49	15	No	No	None	Yes	No	No
29	Bloomsdale Rest Area	I-55	27	Yes	Yes	Restroom	Yes	Yes	Yes
30	Fruitland Rest Area*	I-55	29	Yes	Yes	Restroom	Yes	Yes	Yes
31	Fruitland Truck Parking	I-55	12	Yes	Yes	Vault Toilet	Yes	No	No
32	Marston Welcome Center and Rest Area	I-55	68	Yes	Yes	Restroom	Yes	Yes	Yes
33	Marston Truck Parking	I-55	27	Yes	Yes	Vault Toilet	Yes	No	No
34	Hayti Welcome Center and Rest Area	I-55	70	Yes	Yes	Restroom	Yes	Yes	Yes
35	Steele Truck Parking	I-55	11	Yes	Yes	Vault Toilet	Yes	No	No
36	Steele Truck Parking	I-55	11	Yes	Yes	Vault Toilet	Yes	No	No
37	Charleston Truck Parking	I-57	16	No	No	None	Yes	No	No
38	Odessa Truck Parking	I-70	15	Yes	Yes	None	Yes	No	No
39	Odessa Truck Parking	I-70	15	Yes	Yes	None	Yes	No	No
40	Concordia Rest Area	I-70	17	Yes	Yes	Restroom	Yes	Yes	Yes
41	Concordia Rest Area	I-70	28	Yes	Yes	Restroom	Yes	Yes	Yes
42	Boonville Rest Area	I-70	21	Yes	Yes	Restroom	Yes	Yes	Yes
43	Boonville Rest Area	I-70	21	Yes	Yes	Restroom	Yes	Yes	Yes
44	Mineola Truck Parking	I-70	29	Yes	Yes	Vault Toilet	Yes	No	No

ID	Facility Name	Hwy.	# of Spaces	Angled Parking Spaces	Striped Parking Spaces	Restroom Type	Lighting	Vending Machines	Pet Area
45	Mineola Truck Parking	I-70	64	Yes	Yes	Vault Toilet	Yes	No	No
46	Wright City Rest Area	I-70	20	Yes	Yes	Restroom	Yes	Yes	Yes
47	Wright City Rest Area	I-70	18	Yes	Yes	Restroom	Yes	Yes	Yes
48	St. Joseph Truck Parking - Westbound	US 36	8	No	No	None	No	No	No
49	St. Joseph Truck Parking - Eastbound	US 36	8	No	No	None	No	No	No
50	Caruthersville Truck Parking	I-155	11	No	No	None	Yes	No	No
	TOTAL		1,250						

Source: GFT's Inventory Analysis and CDM Smith's Demand Analysis, 2025

Existing Truck Parking Demand Characteristics

Table 31 – Public Truck Parking Peak Hour Existing (2024) Utilization Characteristics

ID	Facility Name	Hwy.	# of Spaces	Peak Hour (6 a.m. – 7 a.m.) Demand	Peak Hour (6 a.m. – 7 a.m.) Utilization	Gap	Surplus	Label
1	Watson Truck Parking Area - Northbound	I-29	15	34	226.70%	19	0	Public, Gap of 10-49 Spaces
2	Platte City Truck Parking - Southbound	I-29	15	12	80.00%	0	3	Public, Surplus of Less than 10 Spaces
3	Dearborn Truck Parking - Southbound	I-29	38	47	123.70%	9	0	Public, Gap of Less than 10 Spaces
4	Dearborn Rest Area - Northbound	I-29	22	47	213.60%	25	0	Public, Gap of 10-49 Spaces
5	Mound City Truck Parking - Northbound	I-29	20	38	190.00%	18	0	Public, Gap of 10-49 Spaces



ID	Facility Name	Hwy.	# of Spaces	Peak Hour (6 a.m. – 7 a.m.) Demand	Peak Hour (6 a.m. – 7 a.m.) Utilization	Gap	Surplus	Label
6	Mound City Truck Parking - Southbound	I-29	20	33	165.00%	13	0	Public, Gap of 10-49 Spaces
7	Rock Port Welcome Center and Rest Area	I-29	39	71	182.10%	32	0	Public, Gap of 10-49 Spaces
8	Kearney Truck Parking - Southbound	I-35	15	30	200.00%	15	0	Public, Gap of 10-49 Spaces
9	Kearney Truck Parking - Northbound	I-35	15	32	213.30%	17	0	Public, Gap of 10-49 Spaces
10	Lathrop Rest Area - Northbound	I-35	9	20	222.20%	11	0	Public, Gap of 10-49 Spaces
11	Lathrop Truck Parking - Southbound	I-35	21	18	90.00%	0	2	Public, Surplus of Less than 10 Spaces
12	Coffey Truck Parking - Northbound	I-35	15	26	173.30%	11	0	Public, Gap of 10-49 Spaces
13	Coffey Truck Parking - Southbound	I-35	15	30	200.00%	15	0	Public, Gap of 10-49 Spaces
14	Eagleville Truck Parking - Northbound	I-35	15	15	107.10%	1	0	Public, Gap of Less than 10 Spaces
15	Eagleville Welcome Center and Rest Area	I-35	40	53	132.50%	13	0	Public, Gap of 10-49 Spaces
16	Joplin Truck Parking	I-44	29	19	65.50%	0	10	Public, Surplus of 10-49 Spaces
17	Joplin Welcome Center and Rest Area	I-44	40	58	145.00%	18	0	Public, Gap of 10-49 Spaces
18	Joplin Truck Parking	I-44	29	16	55.20%	0	13	Public, Surplus of 10-49 Spaces
19	Halltown Truck Parking	I-44	22	31	140.90%	9	0	Public, Gap of Less than 10 Spaces
20	Halltown Truck Parking	I-44	22	38	172.70%	16	0	Public, Gap of 10-49 Spaces

ID	Facility Name	Hwy.	# of Spaces	Peak Hour (6 a.m. – 7 a.m.) Demand	Peak Hour (6 a.m. – 7 a.m.) Utilization	Gap	Surplus	Label
21	Strafford Truck Parking	I-44	17	17	100.00%	0	0	Public, Surplus of Less than 10 Spaces
22	Conway Welcome Center and Rest Area	I-44	73	101	138.40%	28	0	Public, Gap of 10-49 Spaces
23	Conway Welcome Center and Rest Area	I-44	73	124	169.90%	51	0	Public, Gap of 50 Spaces or More
24	Doolittle Truck Parking	I-44	14	41	292.90%	27	0	Public, Gap of 10-49 Spaces
25	Doolittle Truck Parking	I-44	14	41	292.90%	27	0	Public, Gap of 10-49 Spaces
26	St. Clair Rest Area	I-44	12	34	283.30%	22	0	Public, Gap of 10-49 Spaces
27	St. Clair Rest Area	I-44	30	64	213.30%	34	0	Public, Gap of 10-49 Spaces
28	Harrisonville Truck Parking	I-49	15	N/A	N/A	N/A	N/A	Data Not Available
29	Bloomsdale Rest Area	I-55	27	31	114.80%	4	0	Public, Gap of Less than 10 Spaces
30	Fruitland Rest Area*	I-55	29	45	300.00%	30	0	Public, Gap of 10-49 Spaces
31	Fruitland Truck Parking	I-55	12	35	291.70%	23	0	Public, Gap of 10-49 Spaces
32	Marston Welcome Center and Rest Area	I-55	68	100	147.10%	32	0	Public, Gap of 10-49 Spaces
33	Marston Truck Parking	I-55	27	25	92.60%	0	2	Public, Surplus of Less than 10 Spaces
34	Hayti Welcome Center and Rest Area	I-55	70	119	170.00%	49	0	Public, Gap of 10-49 Spaces
35	Steele Truck Parking	I-55	11	20	181.80%	9	0	Public, Gap of Less than 10 Spaces
36	Steele Truck Parking	I-55	11	27	245.50%	16	0	Public, Gap of 10-49 Spaces
37	Charleston Truck Parking	I-57	16	27	168.80%	11	0	Public, Gap of 10-49 Spaces
38	Odessa Truck Parking	I-70	15	25	166.70%	10	0	Public, Gap of 10-49 Spaces



ID	Facility Name	Hwy.	# of Spaces	Peak Hour (6 a.m. – 7 a.m.) Demand	Peak Hour (6 a.m. – 7 a.m.) Utilization	Gap	Surplus	Label
39	Odessa Truck Parking	I-70	15	28	186.70%	13	0	Public, Gap of 10-49 Spaces
40	Concordia Rest Area	I-70	17	49	257.90%	30	0	Public, Gap of 10-49 Spaces
41	Concordia Rest Area	I-70	28	43	153.60%	15	0	Public, Gap of 10-49 Spaces
42	Boonville Rest Area	I-70	21	57	271.40%	36	0	Public, Gap of 10-49 Spaces
43	Boonville Rest Area	I-70	21	46	219.00%	25	0	Public, Gap of 10-49 Spaces
44	Mineola Truck Parking	I-70	29	53	182.80%	24	0	Public, Gap of 10-49 Spaces
45	Mineola Truck Parking	I-70	64	79	123.40%	15	0	Public, Gap of 10-49 Spaces
46	Wright City Rest Area	I-70	20	64	320.00%	44	0	Public, Gap of 10-49 Spaces
47	Wright City Rest Area	I-70	18	67	372.20%	49	0	Public, Gap of 10-49 Spaces
48	St. Joseph Truck Parking - Westbound	US 36	8	15	187.50%	7	0	Public, Gap of Less than 10 Spaces
49	St. Joseph Truck Parking - Eastbound	US 36	8	10	125.00%	2	0	Public, Gap of Less than 10 Spaces
50	Caruthersville Truck Parking	I-155	11	N/A	N/A	N/A	N/A	Data Not Available
TOTAL			1,250	2,055		875	30	

Source: ATRI Data, 2024; GFT's Inventory Analysis and CDM Smith's Demand Analysis, 2025

Note: In Fall 2025, #30 – Fruitland Rest Area converted to a Truck Parking Only facility, with an increase from the existing 15 truck parking spaces to 29 spaces. The table shows the supply at the end of 2025.

Table 32 – Private Truck Parking Peak Hour Existing (2024) Utilization Characteristics

ID	Facility Name	Hwy.	# of Spaces	Peak Hour (6 a.m. – 7 a.m.) Demand	Peak Hour (6 a.m. – 7 a.m.) Utilization	Gap	Surplus	Label
1	Quik Trip #236	I-29	20	24	118.50%	4	0	Gap of Less than 10 Spaces
2	Trex Mart #17	I-29	35	46	130.90%	11	0	Gap of 10-49 Spaces
3	Trex Mart #9	I-29	16	34	211.30%	18	0	Gap of 10-49 Spaces

ID	Facility Name	Hwy.	# of Spaces	Peak Hour (6 a.m. – 7 a.m.) Demand	Peak Hour (6 a.m. – 7 a.m.) Utilization	Gap	Surplus	Label
4	Pilot Travel Center #1323	I-29	51	92	180.90%	41	0	Gap of 10-49 Spaces
5	Bucky's Travel Plaza - St. Joseph	I-29	50	59	118.50%	9	0	Gap of Less than 10 Spaces
6	Love's Travel Stop #235 - St. Joseph	I-29	110	246	224.10%	136	0	Gap of 50 Spaces or More
7	Truck Garden Inn - Forest City	I-29	75	70	93.10%	0	5	Surplus of Less than 10 Spaces
8	BP - Mound City	I-29	18	0	2.60%	0	18	Surplus of 10-49 Spaces
9	Dominator Fuel & Truck Plaza-Rock Port	I-29	50	39	77.10%	0	11	Surplus of 10-49 Spaces
10	Trail's end -Rock Port	I-29	25	11	43.60%	0	14	Surplus of 10-49 Spaces
11	Pilot Travel Center #252 - Kearney	I-35	90	157	174.70%	67	0	Gap of 50 Spaces or More
12	Holt Truck Stop - Holt	I-35	10	7	72.70%	0	3	Surplus of Less than 10 Spaces
13	Casey's - Lathrop	I-35	24	19	77.70%	0	5	Surplus of Less than 10 Spaces
14	Love's Travel Stop #837 - Cameron	I-35	120	242	201.80%	122	0	Gap of 50 Spaces or More
15	Ambest Travel Center - Cameron	I-35	70	86	122.30%	16	0	Gap of 10-49 Spaces
16	Jonez Travel Mart - Cameron	I-35	60	73	121.90%	13	0	Gap of 10-49 Spaces
17	Trex Travel Shop -Winston	I-35	25	8	31.60%	0	17	Surplus of 10-49 Spaces
18	Casey's - Bethany	I-35	22	30	136.40%	8	0	Gap of Less than 10 Spaces
19	Eagleville Travel Center - Eagleville	I-35	40	28	69.50%	0	12	Surplus of 10-49 Spaces
20	Love's Travel Stop #500 - Eagleville	I-35	50	123	246.10%	73	0	Gap of 50 Spaces or More



ID	Facility Name	Hwy.	# of Spaces	Peak Hour (6 a.m. – 7 a.m.) Demand	Peak Hour (6 a.m. – 7 a.m.) Utilization	Gap	Surplus	Label
21	State Line Conoco - Eagleville	I-35	10	17	167.50%	7	0	Gap of Less than 10 Spaces
22	#282 Love's Travel Stop - Joplin	I-44	25	59	237.00%	34	0	Gap of 10-49 Spaces
23	Joplin 44 Petro - Joplin	I-44	475	504	106.10%	29	0	Gap of 10-49 Spaces
24	Pilot 317 - Joplin	I-44	90	83	92.20%	0	7	Surplus of Less than 10 Spaces
25	Rapid Roberts Inc - Joplin	I-44	40	33	83.70%	0	7	Surplus of Less than 10 Spaces
26	Big Apple Travel Center - Joplin	I-44	120	100	82.90%	0	20	Surplus of 10-49 Spaces
27	Love's #886 - Sarcoxie	I-44	98	81	82.40%	0	17	Surplus of 10-49 Spaces
28	TA #0924 -Mt. Vernon	I-44	250	227	90.80%	0	23	Surplus of 10-49 Spaces
29	Hood's Truck Center - Bois D'Arc	I-44	100	89	88.90%	0	11	Surplus of 10-49 Spaces
30	Shell - Springfield	I-44	10	4	42.70%	0	6	Surplus of Less than 10 Spaces
31	Flying J #1061 - Springfield	I-44	94	119	126.60%	25	0	Gap of 10-49 Spaces
32	#458 Love's Travel Stop - Strafford	I-44	90	163	181.30%	73	0	Gap of 50 Spaces or More
33	ONE9 Dealer #1318 - Strafford	I-44	40	52	130.70%	12	0	Gap of 10-49 Spaces
34	TA Strafford #0137 - Strafford	I-44	138	155	112.30%	17	0	Gap of 10-49 Spaces
35	Hannah's Phillips 66 - Conway	I-44	15	10	67.40%	0	5	Surplus of Less than 10 Spaces
36	B &D/Jones Auto and Truck Plaza -Lebanon	I-44	100	71	71.30%	0	29	Surplus of 10-49 Spaces
37	Oasis Travel Plaza - Richland	I-44	50	50	100.80%	0	0	Gap of Less than 10 Spaces
38	Road Ranger - St Robert	I-44	80	157	196.30%	77	0	Gap of 50 Spaces or More

ID	Facility Name	Hwy.	# of Spaces	Peak Hour (6 a.m. – 7 a.m.) Demand	Peak Hour (6 a.m. – 7 a.m.) Utilization	Gap	Surplus	Label
39	Quik Trip #667 - Rolla	I-44	15	39	258.00%	24	0	Gap of 10-49 Spaces
40	#341 Love's Travel Stop - Rolla	I-44	89	160	180.20%	71	0	Gap of 50 Spaces or More
41	TA Cuba #0461 - Cuba	I-44	412	348	84.50%	0	64	Surplus of 50 Spaces or More
42	Mr. Fuel Travel Center #717 Villa Ridge	I-44	11	20	185.30%	9	0	Gap of Less than 10 Spaces
43	Flying J Travel Center #673 - Sullivan	I-44	160	222	139.00%	62	0	Gap of 50 Spaces or More
44	Pilot Travel Center #208 - Pacific	I-44	90	95	105.90%	5	0	Gap of Less than 10 Spaces
45	Stangs Travel Center - Anderson	I-49	10	10	101.10%	0	0	Gap of Less than 10 Spaces
46	Flying J Travel Center #669 - Joplin	I-49	160	158	99.00%	0	2	Surplus of Less than 10 Spaces
47	Love's Travel Stop - Neosho	I-49	87	145	166.50%	58	0	Gap of 50 Spaces or More
48	Casey's - Joplin	I-49	22	17	76.10%	0	5	Surplus of Less than 10 Spaces
49	Quik Trip #7061 - Joplin	I-49	13	21	164.10%	8	0	Gap of Less than 10 Spaces
50	Judy's Truck Stop - Jasper	I-49	10	9	85.30%	0	1	Surplus of Less than 10 Spaces
51	Love's Travel Stop - Jasper	I-49	61	0	0.30%	0	61	Surplus of 50 Spaces or More
52	Phillips 66 - Jasper	I-49	18	14	76.40%	0	4	Surplus of Less than 10 Spaces
53	Casey's - Lamar	I-49	75	70	92.70%	0	5	Surplus of Less than 10 Spaces
54	Lamar's Travel Plaza - Lamar	I-49	26	44	168.90%	18	0	Gap of 10-49 Spaces
55	Pilot Travel Center - Nevada	I-49	37	65	175.10%	28	0	Gap of 10-49 Spaces
56	Phillips 66 - Rich Hill	I-49	11	8	71.80%	0	3	Surplus of Less than 10 Spaces



ID	Facility Name	Hwy.	# of Spaces	Peak Hour (6 a.m. – 7 a.m.) Demand	Peak Hour (6 a.m. – 7 a.m.) Utilization	Gap	Surplus	Label
57	Sapp Bros Travel Center - Harrisonville	I-49	94	219	233.10%	125	0	Gap of 50 Spaces or More
58	Love's Travel Stop - Harrisonville	I-49	88	230	260.90%	142	0	Gap of 50 Spaces or More
59	Flying J Travel Center #672 - Peculiar	I-49	165	170	103.20%	5	0	Gap of Less than 10 Spaces
60	Phillips 66 - Steele	I-55	10	6	60.00%	0	4	Surplus of Less than 10 Spaces
61	MYS Deerfield Travel Center - Steele	I-55	105	88	83.40%	0	17	Surplus of 10-49 Spaces
62	ONE9 Travel Center #442 - Hayti	I-55	120	198	165.00%	78	0	Gap of 50 Spaces or More
63	Gas & Goodies - Portageville	I-55	10	4	36.30%	0	6	Surplus of Less than 10 Spaces
64	ONE9 Travel Center #301 - Marston	I-55	70	40	57.80%	0	30	Surplus of 10-49 Spaces
65	BJ's Fuel New Madrid	I-55	25	22	88.50%	0	3	Surplus of Less than 10 Spaces
66	TA #0051-Matthews	I-55	114	98	86.20%	0	16	Surplus of 10-49 Spaces
67	Flying J Travel Center #671 - Matthews	I-55	166	171	102.80%	5	0	Gap of Less than 10 Spaces
68	Love's Travel Stop - Matthews	I-55	147	262	178.20%	115	0	Gap of 50 Spaces or More
69	Speedway - Matthews	I-55	15	21	139.00%	6	0	Gap of Less than 10 Spaces
70	Break Time - Sikeston	I-55	15	10	69.50%	0	5	Surplus of Less than 10 Spaces
71	Rhodes Convenience Store - Scott City	I-55	113	95	83.70%	0	18	Surplus of 10-49 Spaces
72	Rhodes Convenience Store - Jackson	I-55	32	60	188.10%	28	0	Gap of 10-49 Spaces
73	Motomart - Perryville	I-55	11	21	191.00%	10	0	Gap of 10-49 Spaces

ID	Facility Name	Hwy.	# of Spaces	Peak Hour (6 a.m. – 7 a.m.) Demand	Peak Hour (6 a.m. – 7 a.m.) Utilization	Gap	Surplus	Label
74	Rhodes Convenience Store - Perryville	I-55	10	11	107.40%	1	0	Gap of Less than 10 Spaces
75	Phillips 66 - Ste. Genevieve	I-55	10	6	64.80%	0	4	Surplus of Less than 10 Spaces
76	Love's Travel Stop - Bloomsdale	I-55	70	151	215.10%	81	0	Gap of 50 Spaces or More
77	QuikTrip - Herculaneum	I-55	27	33	122.90%	6	0	Gap of Less than 10 Spaces
78	Love's - Herculaneum	I-55	80	136	170.20%	56	0	Gap of 50 Spaces or More
79	Casey's - Charleston	I-57	40	41	103.10%	1	0	Gap of Less than 10 Spaces
80	Flying J Travel Center - Charleston	I-57	84	113	134.90%	29	0	Gap of 10-49 Spaces
81	Amoco - Grain Valley	I-70	18	1	6.10%	0	17	Surplus of 10-49 Spaces
82	Petro Oak Grove #0460	I-70	305	303	99.30%	0	2	Surplus of Less than 10 Spaces
83	QuikTrip Store #150 - Oak Grove	I-70	31	40	128.40%	9	0	Gap of Less than 10 Spaces
84	TA Oak Grove #0052	I-70	118	89	75.80%	0	29	Surplus of 10-49 Spaces
85	Love's #809 - Bates City	I-70	107	274	256.20%	167	0	Gap of 50 Spaces or More
86	Pilot Travel Center #443 - Higginsville	I-70	125	119	95.30%	0	6	Surplus of Less than 10 Spaces
87	TA Concordia #0018	I-70	146	157	107.60%	11	0	Gap of 10-49 Spaces
88	Betty's Truck Stop - Sweet Springs	I-70	30	56	185.40%	26	0	Gap of 10-49 Spaces
89	Fuel N Treat - Nelson	I-70	20	13	66.40%	0	7	Surplus of Less than 10 Spaces
90	Love's #347 - Boonville	I-70	102	255	249.80%	153	0	Gap of 50 Spaces or More
91	Pilot Travel Center #44 - Boonville	I-70	150	173	115.60%	23	0	Gap of 10-49 Spaces



ID	Facility Name	Hwy.	# of Spaces	Peak Hour (6 a.m. – 7 a.m.) Demand	Peak Hour (6 a.m. – 7 a.m.) Utilization	Gap	Surplus	Label
92	Midway Auto Truck Plaza - Columbia	I-70	60	78	130.60%	18	0	Gap of 10-49 Spaces
93	Petro Kingdom City #0318	I-70	235	273	116.10%	38	0	Gap of 10-49 Spaces
94	Westland Travel Center - Kingdom City	I-70	50	56	111.50%	6	0	Gap of Less than 10 Spaces
95	Roady's FastLane Gasper's - Kingdom City	I-70	75	85	113.50%	10	0	Gap of 10-49 Spaces
96	Love's #788 - New Florence	I-70	89	238	267.30%	149	0	Gap of 50 Spaces or More
97	Flying J Travel Center #674 – Warrenton	I-70	175	241	137.60%	66	0	Gap of 50 Spaces or More
98	Abel's Quick Stop - Wright City	I-70	10	14	139.00%	4	0	Gap of Less than 10 Spaces
99	Mr. Fuel Travel Center #715 – Foristell	I-70	20	33	162.70%	13	0	Gap of 10-49 Spaces
100	TA Foristell #0175	I-70	95	149	156.30%	54	0	Gap of 50 Spaces or More
	TOTAL		7,675	9,667	126.00%	2,511	519	

Source: ATRI Data, 2024; GFT's Inventory Analysis and CDM Smith's Demand Analysis, 2025

Table 33 – Public Truck Parking Existing (2024) Turnover and Duration Characteristics

ID	Facility Name	Hwy.	# of Spaces	Daily Dem.	Avg. Daily Turnover	> 15 min. to <= 1 hr.	> 1 hr. to <= 4 hrs.	> 4 hrs. to <= 8 hrs.	> 8 hrs. to <= 14 hrs.	> 14 hrs.
1	Watson Truck Parking Area – Northbound	I-29	15	89	5.90	45.10%	19.40%	6.20%	26.10%	3.20%
2	Platte City Truck Parking – Southbound	I-29	15	29	1.90	38.80%	22.50%	3.90%	33.20%	1.70%

ID	Facility Name	Hwy.	# of Spaces	Daily Dem.	Avg. Daily Turnover	> 15 min. to <= 1 hr.	> 1 hr. to <= 4 hrs.	> 4 hrs. to <= 8 hrs.	> 8 hrs. to <= 14 hrs.	> 14 hrs.
3	Dearborn Truck Parking - Southbound	I-29	38	126	3.30	47.30%	12.70%	6.60%	29.10%	4.40%
4	Dearborn Rest Area - Northbound	I-29	22	149	6.80	53.80%	13.70%	3.50%	25.90%	3.10%
5	Mound City Truck Parking - Northbound	I-29	20	120	6.00	51.90%	15.10%	5.40%	24.60%	2.90%
6	Mound City Truck Parking - Southbound	I-29	20	100	5.00	47.70%	17.40%	6.60%	24.40%	3.80%
7	Rock Port Welcome Center and Rest Area	I-29	39	216	5.50	52.20%	15.10%	4.40%	25.80%	2.50%
8	Kearney Truck Parking - Southbound	I-35	15	66	4.40	39.10%	14.60%	5.70%	36.50%	4.10%
9	Kearney Truck Parking - Northbound	I-35	15	82	5.50	44.20%	16.50%	8.10%	28.50%	2.70%
10	Lathrop Rest Area - Northbound	I-35	9	76	8.40	64.30%	9.20%	4.30%	18.70%	3.50%
11	Lathrop Truck Parking - Southbound	I-35	21	47	2.40	52.30%	11.40%	6.30%	25.70%	4.40%
12	Coffey Truck Parking - Northbound	I-35	15	74	4.90	43.00%	15.20%	7.40%	31.60%	2.80%
13	Coffey Truck Parking - Southbound	I-35	15	69	4.60	44.70%	9.30%	4.40%	35.40%	6.30%
14	Eagleville Truck Parking - Northbound	I-35	15	41	2.90	46.50%	14.60%	6.50%	27.00%	5.30%
15	Eagleville Welcome Center and Rest Area	I-35	40	137	3.40	45.10%	15.50%	4.60%	31.00%	3.70%
16	Joplin Truck Parking	I-44	29	71	2.40	60.10%	13.90%	4.50%	18.80%	2.70%
17	Joplin Welcome Center and Rest Area	I-44	40	198	5.00	55.00%	12.90%	4.00%	25.40%	2.70%
18	Joplin Truck Parking	I-44	29	57	2.00	58.10%	15.20%	5.10%	20.40%	1.10%



ID	Facility Name	Hwy.	# of Spaces	Daily Dem.	Avg. Daily Turnover	> 15 min. to <= 1 hr.	> 1 hr. to <= 4 hrs.	> 4 hrs. to <= 8 hrs.	> 8 hrs. to <= 14 hrs.	> 14 hrs.
19	Halltown Truck Parking	I-44	22	125	5.70	60.00%	15.40%	2.80%	18.70%	3.20%
20	Halltown Truck Parking	I-44	22	134	6.10	57.50%	12.80%	4.20%	21.30%	4.20%
21	Strafford Truck Parking	I-44	17	50	2.90	51.70%	14.30%	3.50%	27.90%	2.50%
22	Conway Welcome Center and Rest Area	I-44	73	312	4.30	52.80%	13.00%	5.20%	24.40%	4.60%
23	Conway Welcome Center and Rest Area	I-44	73	367	5.00	53.50%	10.90%	5.40%	25.70%	4.40%
24	Doolittle Truck Parking	I-44	14	158	11.30	58.80%	13.00%	4.70%	20.90%	2.60%
25	Doolittle Truck Parking	I-44	14	135	9.60	54.90%	14.40%	4.90%	22.60%	3.30%
26	St. Clair Rest Area	I-44	12	137	11.40	59.40%	13.80%	3.00%	20.00%	3.80%
27	St. Clair Rest Area	I-44	30	208	6.90	55.70%	11.90%	3.90%	24.70%	3.80%
28	Harrisonville Truck Parking	I-49	15	N/A	N/A	N/A	N/A	N/A	N/A	N/A
29	Bloomsdale Rest Area	I-55	27	81	3.00	46.90%	15.20%	5.90%	28.30%	3.70%
30	Fruitland Rest Area*	I-55	29	131	8.70	49.80%	13.70%	5.10%	27.00%	4.40%
31	Fruitland Truck Parking	I-55	12	92	7.70	46.10%	12.90%	6.50%	30.20%	4.30%
32	Marston Welcome Center and Rest Area	I-55	68	270	4.00	49.50%	11.60%	4.60%	31.20%	3.00%
33	Marston Truck Parking	I-55	27	71	2.60	43.70%	19.20%	5.10%	28.30%	3.80%
34	Hayti Welcome Center and Rest Area	I-55	70	324	4.60	47.00%	15.80%	7.10%	28.10%	2.00%
35	Steele Truck Parking	I-55	11	70	6.40	58.40%	14.00%	5.80%	19.40%	2.30%
36	Steele Truck Parking	I-55	11	92	8.40	57.00%	12.60%	3.80%	23.70%	2.90%
37	Charleston Truck Parking	I-57	16	83	5.20	52.80%	12.90%	5.60%	26.60%	2.10%
38	Odessa Truck Parking	I-70	15	101	6.70	57.10%	15.60%	3.00%	22.30%	2.00%

ID	Facility Name	Hwy.	# of Spaces	Daily Dem.	Avg. Daily Turnover	> 15 min. to <= 1 hr.	> 1 hr. to <= 4 hrs.	> 4 hrs. to <= 8 hrs.	> 8 hrs. to <= 14 hrs.	> 14 hrs.
39	Odessa Truck Parking	I-70	15	82	5.50	50.50%	12.60%	6.20%	28.00%	2.70%
40	Concordia Rest Area	I-70	17	140	7.40	51.30%	12.90%	5.50%	25.00%	5.30%
41	Concordia Rest Area	I-70	28	148	5.30	57.30%	12.70%	4.10%	22.50%	3.40%
42	Boonville Rest Area	I-70	21	206	9.80	57.30%	13.60%	4.70%	21.60%	2.80%
43	Boonville Rest Area	I-70	21	166	7.90	51.70%	15.30%	4.90%	24.00%	4.10%
44	Mineola Truck Parking	I-70	29	180	6.20	53.20%	16.60%	3.80%	23.00%	3.40%
45	Mineola Truck Parking	I-70	64	242	3.80	50.20%	15.80%	5.00%	25.80%	3.10%
46	Wright City Rest Area	I-70	20	222	11.10	55.30%	14.40%	3.40%	23.10%	3.80%
47	Wright City Rest Area	I-70	18	199	11.10	51.90%	13.30%	5.10%	26.10%	3.60%
48	St. Joseph Truck Parking - Westbound	US 36	8	32	4.00	41.00%	13.50%	5.40%	35.10%	5.00%
49	St. Joseph Truck Parking - Eastbound	US 36	8	26	3.30	49.90%	14.80%	5.00%	28.50%	1.80%
50	Caruthersville Truck Parking	I-155	11	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	TOTAL		1,250	6,331		52.30%	13.90%	4.90%	25.40%	3.40%

Source: ATRI Data, 2024; GFT's Inventory Analysis and CDM Smith's Demand Analysis, 2025 0

Note: In Fall 2025, #30 – Fruitland Rest Area converted to a Truck Parking Only facility, with an increase from the existing 15 truck parking spaces to 29 spaces. The table shows the supply at the end of 2025.

Table 34 – Private Truck Parking Existing (2024) Turnover and Duration Characteristics

ID	Facility Name	Hwy.	# of Spaces	Daily Dem.	Avg. Daily Turnover	> 15 min. to <= 1 hr.	> 1 hr. to <= 4 hrs.	> 4 hrs. to <= 8 hrs.	> 8 hrs. to <= 14 hrs.	> 14 hrs.
1	Quik Trip #236	I-29	20	98	4.90	45.80%	14.70%	7.20%	18.60%	13.80%
2	Trex Mart #17	I-29	35	112	3.20	37.80%	12.90%	5.40%	33.00%	10.90%
3	Trex Mart #9	I-29	16	61	3.80	62.60%	8.30%	1.00%	19.20%	8.80%
4	Pilot Travel Center #1323	I-29	51	496	9.70	69.10%	10.20%	2.80%	11.20%	6.70%



ID	Facility Name	Hwy.	# of Spaces	Daily Dem.	Avg. Daily Turnover	> 15 min. to <= 1 hr.	> 1 hr. to <= 4 hrs.	> 4 hrs. to <= 8 hrs.	> 8 hrs. to <= 14 hrs.	> 14 hrs.
5	Bucky's Travel Plaza - St. Joseph	I-29	50	135	2.70	41.20%	10.70%	3.30%	31.80%	13.00%
6	Love's Travel Stop #235 - St. Joseph	I-29	110	795	7.20	50.40%	12.30%	4.90%	20.70%	11.80%
7	Truck Garden Inn - Forest City	I-29	75	131	1.70	35.40%	10.30%	4.00%	43.00%	7.30%
8	BP - Mound City	I-29	18	1	0.10	20.00%	0.00%	0.00%	60.00%	20.00%
9	Dominator Fuel & Truck Plaza-Rock Port	I-29	50	102	2.00	47.70%	10.10%	3.10%	31.60%	7.50%
10	Trail's end -Rock Port	I-29	25	31	1.20	57.00%	3.60%	4.10%	29.00%	6.20%
11	Pilot Travel Center #252 - Kearney	I-35	90	528	5.90	57.20%	8.70%	3.20%	23.90%	7.00%
12	Holt Truck Stop - Holt	I-35	10	13	1.30	26.30%	9.20%	5.30%	50.00%	9.20%
13	Casey's - Lathrop	I-35	24	39	1.60	40.40%	8.60%	4.10%	40.80%	6.10%
14	Love's Travel Stop #837 - Cameron	I-35	120	762	6.40	53.30%	9.00%	4.30%	24.30%	9.20%
15	Ambest Travel Center - Cameron	I-35	70	209	3.00	46.80%	8.30%	3.00%	35.00%	6.90%
16	Jonez Travel Mart - Cameron	I-35	60	181	3.00	39.10%	13.90%	4.60%	34.00%	8.30%
17	Trex Travel Shop -Winston	I-35	25	22	0.90	56.80%	8.60%	1.40%	30.20%	2.90%
18	Casey's - Bethany	I-35	22	90	4.10	58.50%	5.80%	2.60%	27.80%	5.30%
19	Eagleville Travel Center - Eagleville	I-35	40	51	1.30	35.00%	8.20%	4.70%	46.10%	6.00%
20	Love's Travel Stop #500 - Eagleville	I-35	50	405	8.10	58.20%	8.90%	3.70%	20.90%	8.30%
21	State Line Conoco - Eagleville	I-35	10	26	2.60	24.50%	4.30%	3.10%	65.60%	2.50%

ID	Facility Name	Hwy.	# of Spaces	Daily Dem.	Avg. Daily Turnover	> 15 min. to <= 1 hr.	> 1 hr. to <= 4 hrs.	> 4 hrs. to <= 8 hrs.	> 8 hrs. to <= 14 hrs.	> 14 hrs.
22	#282 Love's Travel Stop - Joplin	I-44	25	323	12.90	71.40%	8.40%	2.50%	10.60%	7.10%
23	Joplin 44 Petro - Joplin	I-44	475	1338	2.80	39.40%	16.60%	5.30%	27.40%	11.20%
24	Pilot 317 - Joplin	I-44	90	360	4.00	66.50%	9.00%	1.40%	17.30%	5.80%
25	Rapid Roberts Inc - Joplin	I-44	40	94	2.40	47.30%	12.40%	7.10%	25.30%	8.00%
26	Big Apple Travel Center - Joplin	I-44	120	248	2.10	42.80%	10.30%	5.60%	29.60%	11.70%
27	Love's #886 - Sarcoxie	I-44	98	295	3.00	57.90%	10.70%	3.60%	19.40%	8.30%
28	TA #0924 -Mt. Vernon	I-44	250	770	3.10	57.30%	10.50%	3.70%	21.50%	7.10%
29	Hood's Truck Center - Bois D'Arc	I-44	100	186	1.90	29.90%	16.80%	6.10%	38.40%	8.80%
30	Shell - Springfield	I-44	10	7	0.70	30.20%	7.00%	4.70%	51.20%	7.00%
31	Flying J #1061 - Springfield	I-44	94	518	5.50	59.30%	12.50%	4.60%	14.10%	9.60%
32	#458 Love's Travel Stop - Strafford	I-44	90	681	7.60	58.70%	12.20%	4.40%	15.70%	9.00%
33	ONE9 Dealer #1318 - Strafford	I-44	40	167	4.20	58.80%	8.20%	3.20%	23.90%	5.90%
34	TA Strafford #0137 - Strafford	I-44	138	529	3.80	56.50%	11.10%	3.20%	20.50%	8.70%
35	Hannah's Phillips 66 - Conway	I-44	15	23	1.50	39.90%	8.40%	2.80%	36.40%	12.60%
36	B &D/Jones Auto and Truck Plaza -Lebanon	I-44	100	143	1.40	31.80%	13.70%	5.10%	36.60%	12.80%
37	Oasis Travel Plaza - Richland	I-44	50	126	2.50	45.40%	10.10%	3.60%	33.90%	7.00%
38	Road Ranger - St Robert	I-44	80	410	5.10	51.30%	8.30%	3.20%	30.90%	6.40%
39	Quik Trip #667 - Rolla	I-44	15	173	11.50	69.60%	6.10%	3.40%	14.80%	6.10%



ID	Facility Name	Hwy.	# of Spaces	Daily Dem.	Avg. Daily Turnover	> 15 min. to <= 1 hr.	> 1 hr. to <= 4 hrs.	> 4 hrs. to <= 8 hrs.	> 8 hrs. to <= 14 hrs.	> 14 hrs.
40	#341 Love's Travel Stop - Rolla	I-44	89	771	8.70	64.80%	11.40%	2.70%	13.00%	8.20%
41	TA Cuba #0461 - Cuba	I-44	412	755	1.80	39.30%	11.20%	3.60%	37.20%	8.70%
42	Mr. Fuel Travel Center #717 Villa Ridge	I-44	11	119	10.80	74.20%	6.90%	2.40%	10.00%	6.50%
43	Flying J Travel Center #673 - Sullivan	I-44	160	759	4.70	57.80%	10.80%	2.60%	21.10%	7.60%
44	Pilot Travel Center #208 - Pacific	I-44	90	358	4.00	63.30%	8.00%	2.50%	18.30%	7.90%
45	Stangs Travel Center - Anderson	I-49	10	16	1.60	25.50%	4.10%	8.20%	57.10%	5.10%
46	Flying J Travel Center #669 - Joplin	I-49	160	527	3.30	50.90%	12.50%	4.60%	19.30%	12.70%
47	Love's Travel Stop - Neosho	I-49	87	527	6.10	55.60%	11.80%	3.80%	18.00%	10.70%
48	Casey's - Joplin	I-49	22	29	1.30	30.70%	5.60%	6.70%	53.10%	3.90%
49	Quik Trip #7061 - Joplin	I-49	13	98	7.50	65.40%	8.90%	4.00%	11.60%	10.00%
50	Judy's Truck Stop - Jasper	I-49	10	23	2.30	39.90%	17.50%	5.60%	28.70%	8.40%
51	Love's Travel Stop - Jasper	I-49	61	1	0.00	50.00%	0.00%	0.00%	50.00%	0.00%
52	Phillips 66 - Jasper	I-49	18	31	1.70	39.70%	8.80%	5.70%	36.60%	9.30%
53	Casey's - Lamar	I-49	75	140	1.90	38.10%	6.40%	5.20%	42.40%	7.80%
54	Lamar's Travel Plaza - Lamar	I-49	26	103	4.00	42.00%	9.60%	3.40%	35.40%	9.60%
55	Pilot Travel Center - Nevada	I-49	37	251	6.80	60.10%	10.50%	4.20%	17.50%	7.70%
56	Phillips 66 - Rich Hill	I-49	11	17	1.50	43.40%	6.60%	5.70%	40.60%	3.80%
57	Sapp Bros Travel Center - Harrisonville	I-49	94	538	5.70	30.60%	13.60%	9.30%	31.20%	15.30%

ID	Facility Name	Hwy.	# of Spaces	Daily Dem.	Avg. Daily Turnover	> 15 min. to <= 1 hr.	> 1 hr. to <= 4 hrs.	> 4 hrs. to <= 8 hrs.	> 8 hrs. to <= 14 hrs.	> 14 hrs.
58	Love's Travel Stop - Harrisonville	I-49	88	817	9.30	52.70%	12.60%	5.00%	17.70%	12.10%
59	Flying J Travel Center #672 - Peculiar	I-49	165	420	2.50	42.80%	10.60%	4.90%	29.30%	12.40%
60	Phillips 66 - Steele	I-55	10	15	1.50	50.60%	2.20%	3.40%	37.10%	6.70%
61	MYS Deerfield Travel Center - Steele	I-55	105	179	1.70	40.70%	7.60%	3.80%	42.90%	5.00%
62	ONE9 Travel Center #442 - Hayti	I-55	120	727	6.10	61.10%	9.70%	2.70%	21.30%	5.30%
63	Gas & Goodies - Portageville	I-55	10	11	1.10	46.30%	9.00%	11.90%	31.30%	1.50%
64	ONE9 Travel Center #301 - Marston	I-55	70	151	2.20	67.40%	5.20%	2.60%	21.00%	3.70%
65	BJ's Fuel New Madrid	I-55	25	65	2.60	55.50%	6.10%	2.40%	29.90%	6.10%
66	TA #0051- Matthews	I-55	114	395	3.50	62.00%	10.20%	2.50%	20.20%	5.10%
67	Flying J Travel Center #671 - Matthews	I-55	166	541	3.30	57.40%	9.10%	2.50%	25.80%	5.30%
68	Love's Travel Stop - Matthews	I-55	147	902	6.10	57.50%	10.20%	3.20%	23.50%	5.70%
69	Speedway - Matthews	I-55	15	50	3.30	44.90%	9.00%	4.20%	38.50%	3.50%
70	Break Time - Sikeston	I-55	15	18	1.20	40.90%	13.60%	1.80%	32.70%	10.90%
71	Rhodes Convenience Store - Scott City	I-55	113	210	1.90	38.20%	8.90%	5.70%	33.40%	13.80%
72	Rhodes Convenience Store - Jackson	I-55	32	103	3.20	23.00%	11.30%	5.60%	36.80%	23.30%
73	Motomart - Perryville	I-55	11	58	5.30	44.90%	11.00%	4.90%	28.20%	11.00%
74	Rhodes Convenience Store - Perryville	I-55	10	23	2.30	44.80%	14.50%	2.10%	35.20%	3.40%



ID	Facility Name	Hwy.	# of Spaces	Daily Dem.	Avg. Daily Turnover	> 15 min. to <= 1 hr.	> 1 hr. to <= 4 hrs.	> 4 hrs. to <= 8 hrs.	> 8 hrs. to <= 14 hrs.	> 14 hrs.
75	Phillips 66 - Ste. Genevieve	I-55	10	13	1.30	30.00%	18.80%	8.80%	31.30%	11.30%
76	Love's Travel Stop - Bloomsdale	I-55	70	560	8.00	60.30%	9.70%	2.70%	18.90%	8.40%
77	QuikTrip - Herculaneum	I-55	27	93	3.40	52.00%	8.00%	5.00%	24.60%	10.40%
78	Love's - Herculaneum	I-55	80	408	5.10	53.70%	9.40%	3.60%	22.80%	10.60%
79	Casey's - Charleston	I-57	40	68	1.70	27.80%	8.40%	2.10%	54.90%	6.80%
80	Flying J Travel Center - Charleston	I-57	84	301	3.60	49.60%	9.20%	2.90%	31.20%	7.00%
81	Amoco - Grain Valley	I-70	18	5	0.30	67.90%	10.70%	3.60%	17.90%	0.00%
82	Petro Oak Grove #0460	I-70	305	766	2.50	39.80%	13.80%	4.60%	30.00%	11.90%
83	QuikTrip Store #150 - Oak Grove	I-70	31	129	4.20	49.30%	10.50%	4.10%	25.40%	10.80%
84	TA Oak Grove #0052	I-70	118	344	2.90	57.50%	13.20%	3.40%	19.10%	6.80%
85	Love's #809 - Bates City	I-70	107	934	8.70	58.60%	8.10%	2.60%	21.90%	8.70%
86	Pilot Travel Center #443 - Higginsville	I-70	125	538	4.30	68.10%	7.80%	1.90%	16.40%	5.70%
87	TA Concordia #0018	I-70	146	404	2.80	45.90%	11.60%	3.80%	30.30%	8.30%
88	Betty's Truck Stop - Sweet Springs	I-70	30	214	7.10	54.10%	17.00%	4.50%	18.20%	6.20%
89	Fuel N Treat - Nelson	I-70	20	56	2.80	62.00%	11.10%	2.30%	21.10%	3.40%
90	Love's #347 - Boonville	I-70	102	859	8.40	54.00%	11.50%	3.30%	23.10%	8.10%
91	Pilot Travel Center #44 - Boonville	I-70	150	711	4.70	63.50%	9.10%	2.60%	18.90%	5.90%
92	Midway Auto Truck Plaza - Columbia	I-70	60	164	2.70	33.30%	13.40%	4.60%	36.30%	12.40%
93	Petro Kingdom City #0318	I-70	235	614	2.60	37.70%	12.10%	3.90%	33.20%	13.00%

ID	Facility Name	Hwy.	# of Spaces	Daily Dem.	Avg. Daily Turnover	> 15 min. to <= 1 hr.	> 1 hr. to <= 4 hrs.	> 4 hrs. to <= 8 hrs.	> 8 hrs. to <= 14 hrs.	> 14 hrs.
94	Westland Travel Center - Kingdom City	I-70	50	128	2.60	41.30%	10.30%	3.60%	38.10%	6.70%
95	Roady's FastLane Gasper's - Kingdom City	I-70	75	176	2.30	37.70%	9.80%	3.70%	37.00%	11.70%
96	Love's #788 - New Florence	I-70	89	891	10.00	61.40%	8.90%	2.60%	18.40%	8.70%
97	Flying J Travel Center #674 - Warrenton	I-70	175	752	4.30	54.90%	10.10%	2.70%	24.60%	7.70%
98	Abel's Quick Stop - Wright City	I-70	10	35	3.50	43.10%	12.50%	3.70%	29.60%	11.10%
99	Mr. Fuel Travel Center #715 - Foristell	I-70	20	105	5.30	57.40%	8.30%	3.60%	22.10%	8.50%
100	TA Foristell #0175	I-70	95	554	5.80	54.30%	15.50%	4.20%	18.10%	7.90%
	TOTAL		7,675	30,249	3.90	53.00%	10.80%	3.70%	23.70%	8.70%

Source: ATRI Data, 2024; GFT's Inventory Analysis and CDM Smith's Demand Analysis, 2025

Existing Safety Near Truck Parking Facilities

Table 35 - 2020-2024 CMV Involved Crashes within 500-Feet from Public Truck Parking Facilities

ID	Facility Name	Hwy.	Daily Demand	2020-2024 CMV Inv. Crashes within 500-ft	Crashes/Daily Demand	Safety Category
1	Watson Truck Parking Area - Northbound	I-29	89	5	0.056	Less than 10 Crashes
2	Platte City Truck Parking - Southbound	I-29	29	6	0.207	Less than 10 Crashes
3	Dearborn Truck Parking - Southbound	I-29	126	6	0.048	Less than 10 Crashes
4	Dearborn Rest Area - Northbound	I-29	149	6	0.040	Less than 10 Crashes



ID	Facility Name	Hwy.	Daily Demand	2020-2024 CMV Inv. Crashes within 500-ft	Crashes/Daily Demand	Safety Category
5	Mound City Truck Parking - Northbound	I-29	120	0	0.000	No Crashes
6	Mound City Truck Parking - Southbound	I-29	100	2	0.020	Less than 10 Crashes
7	Rock Port Welcome Center and Rest Area	I-29	216	4	0.019	Less than 10 Crashes
8	Kearney Truck Parking - Southbound	I-35	66	12	0.182	10-25 Crashes
9	Kearney Truck Parking - Northbound	I-35	82	6	0.073	Less than 10 Crashes
10	Lathrop Rest Area - Northbound	I-35	76	8	0.105	Less than 10 Crashes
11	Lathrop Truck Parking - Southbound	I-35	47	9	0.191	Less than 10 Crashes
12	Coffey Truck Parking - Northbound	I-35	74	4	0.054	Less than 10 Crashes
13	Coffey Truck Parking - Southbound	I-35	69	4	0.058	Less than 10 Crashes
14	Eagleville Truck Parking - Northbound	I-35	41	6	0.146	Less than 10 Crashes
15	Eagleville Welcome Center and Rest Area	I-35	137	4	0.029	Less than 10 Crashes
16	Joplin Truck Parking	I-44	71	14	0.197	10-25 Crashes
17	Joplin Welcome Center and Rest Area	I-44	198	14	0.071	10-25 Crashes
18	Joplin Truck Parking	I-44	57	8	0.140	Less than 10 Crashes
19	Halltown Truck Parking	I-44	125	23	0.184	10-25 Crashes
20	Halltown Truck Parking	I-44	134	21	0.157	10-25 Crashes
21	Strafford Truck Parking	I-44	50	5	0.100	Less than 10 Crashes
22	Conway Welcome Center and Rest Area	I-44	312	30	0.096	More than 25 Crashes
23	Conway Welcome Center and Rest Area	I-44	367	27	0.074	More than 25 Crashes
24	Doolittle Truck Parking	I-44	158	14	0.089	10-25 Crashes
25	Doolittle Truck Parking	I-44	135	15	0.111	10-25 Crashes
26	St. Clair Rest Area	I-44	137	12	0.088	10-25 Crashes
27	St. Clair Rest Area	I-44	208	11	0.053	10-25 Crashes
28	Harrisonville Truck Parking	I-49	N/A	N/A	N/A	N/A
29	Bloomsdale Rest Area	I-55	81	10	0.123	10-25 Crashes
30	Fruitland Rest Area*	I-55	131	4	0.031	Less than 10 Crashes
31	Fruitland Truck Parking	I-55	92	4	0.043	Less than 10 Crashes

ID	Facility Name	Hwy.	Daily Demand	2020-2024 CMV Inv. Crashes within 500-ft	Crashes/Daily Demand	Safety Category
32	Marston Welcome Center and Rest Area	I-55	270	12	0.044	10-25 Crashes
33	Marston Truck Parking	I-55	71	11	0.155	10-25 Crashes
34	Hayti Welcome Center and Rest Area	I-55	324	4	0.012	Less than 10 Crashes
35	Steele Truck Parking	I-55	70	6	0.086	Less than 10 Crashes
36	Steele Truck Parking	I-55	92	3	0.033	Less than 10 Crashes
37	Charleston Truck Parking	I-57	83	6	0.072	Less than 10 Crashes
38	Odessa Truck Parking	I-70	101	7	0.069	Less than 10 Crashes
39	Odessa Truck Parking	I-70	82	7	0.085	Less than 10 Crashes
40	Concordia Rest Area	I-70	140	6	0.043	Less than 10 Crashes
41	Concordia Rest Area	I-70	148	5	0.034	Less than 10 Crashes
42	Boonville Rest Area	I-70	206	16	0.078	10-25 Crashes
43	Boonville Rest Area	I-70	166	17	0.102	10-25 Crashes
44	Mineola Truck Parking	I-70	180	9	0.050	Less than 10 Crashes
45	Mineola Truck Parking	I-70	242	6	0.025	Less than 10 Crashes
46	Wright City Rest Area	I-70	222	29	0.131	More than 25 Crashes
47	Wright City Rest Area	I-70	199	30	0.151	More than 25 Crashes
48	St. Joseph Truck Parking - Westbound	US 36	32	2	0.063	Less than 10 Crashes
49	St. Joseph Truck Parking - Eastbound	US 36	26	2	0.077	Less than 10 Crashes
50	Caruthersville Truck Parking	I-155	N/A	N/A	N/A	N/A

Source: ATRI Data, 2024; MoDOT Crash Statistics Portal; GFT's Inventory Analysis and CDM Smith's Demand Analysis, 2025

Note: In Fall 2025, #30 – Fruitland Rest Area converted to a Truck Parking Only facility, with an increase from the existing 15 truck parking spaces to 29 spaces. The table shows the supply at the end of 2025.

Note: CMV-involved crashes are double-counted when the 500-foot buffers near public facilities overlap with each other.



Table 36 – Private Truck Parking Turnover and Duration Characteristics

ID	Facility Name	Hwy.	Daily Demand	2020-2024 CMV Inv. Crashes within 500-ft	Crashes/Daily Demand	Safety Category
1	Quik Trip #236	I-29	98	13	0.133	10-25 Crashes
2	Trex Mart #17	I-29	112	7	0.063	Less than 10 Crashes
3	Trex Mart #9	I-29	61	0	0.000	No Crashes
4	Pilot Travel Center #1323	I-29	496	17	0.034	10-25 Crashes
5	Bucky's Travel Plaza - St. Joseph	I-29	135	25	0.185	10-25 Crashes
6	Love's Travel Stop #235 - St. Joseph	I-29	795	23	0.029	10-25 Crashes
7	Truck Garden Inn - Forest City	I-29	131	2	0.015	Less than 10 Crashes
8	BP - Mound City	I-29	1	0	0.000	No Crashes
9	Dominator Fuel & Truck Plaza-Rock Port	I-29	102	10	0.098	10-25 Crashes
10	Trail's end -Rock Port	I-29	31	8	0.258	Less than 10 Crashes
11	Pilot Travel Center #252 - Kearney	I-35	528	22	0.042	10-25 Crashes
12	Holt Truck Stop - Holt	I-35	13	1	0.077	Less than 10 Crashes
13	Casey's - Lathrop	I-35	39	9	0.231	Less than 10 Crashes
14	Love's Travel Stop #837 - Cameron	I-35	762	7	0.009	Less than 10 Crashes
15	Ambest Travel Center - Cameron	I-35	209	18	0.086	10-25 Crashes
16	Jonez Travel Mart - Cameron	I-35	181	18	0.099	10-25 Crashes
17	Trex Travel Shop -Winston	I-35	22	7	0.318	Less than 10 Crashes
18	Casey's - Bethany	I-35	90	11	0.122	10-25 Crashes
19	Eagleville Travel Center - Eagleville	I-35	51	0	0.000	No Crashes
20	Love's Travel Stop #500 - Eagleville	I-35	405	8	0.020	Less than 10 Crashes
21	State Line Conoco - Eagleville	I-35	26	2	0.077	Less than 10 Crashes
22	#282 Love's Travel Stop - Joplin	I-44	323	25	0.077	10-25 Crashes
23	Joplin 44 Petro - Joplin	I-44	1338	46	0.034	More than 25 Crashes
24	Pilot 317 - Joplin	I-44	360	18	0.050	10-25 Crashes
25	Rapid Roberts Inc - Joplin	I-44	94	34	0.362	More than 25 Crashes
26	Big Apple Travel Center - Joplin	I-44	248	13	0.052	10-25 Crashes
27	Love's #886 - Sarcoxie	I-44	295	3	0.010	Less than 10 Crashes
28	TA #0924 -Mt. Vernon	I-44	770	0	0.000	No Crashes

ID	Facility Name	Hwy.	Daily Demand	2020-2024 CMV Inv. Crashes within 500-ft	Crashes/Daily Demand	Safety Category
29	Hood's Truck Center - Bois D'Arc	I-44	186	6	0.032	Less than 10 Crashes
30	Shell - Springfield	I-44	7	16	2.286	10-25 Crashes
31	Flying J #1061 - Springfield	I-44	518	34	0.066	More than 25 Crashes
32	#458 Love's Travel Stop - Strafford	I-44	681	29	0.043	More than 25 Crashes
33	ONE9 Dealer #1318 - Strafford	I-44	167	28	0.168	More than 25 Crashes
34	TA Strafford #0137 - Strafford	I-44	529	48	0.091	More than 25 Crashes
35	Hannah's Phillips 66 - Conway	I-44	23	6	0.261	Less than 10 Crashes
36	B &D/Jones Auto and Truck Plaza -Lebanon	I-44	143	3	0.021	Less than 10 Crashes
37	Oasis Travel Plaza - Richland	I-44	126	4	0.032	Less than 10 Crashes
38	Road Ranger - St Robert	I-44	410	11	0.027	10-25 Crashes
39	Quik Trip #667 - Rolla	I-44	173	30	0.173	More than 25 Crashes
40	#341 Love's Travel Stop - Rolla	I-44	771	21	0.027	10-25 Crashes
41	TA Cuba #0461 - Cuba	I-44	755	20	0.026	10-25 Crashes
42	Mr. Fuel Travel Center #717 Villa Ridge	I-44	119	22	0.185	10-25 Crashes
43	Flying J Travel Center #673 - Sullivan	I-44	759	29	0.038	More than 25 Crashes
44	Pilot Travel Center #208 - Pacific	I-44	358	9	0.025	Less than 10 Crashes
45	Stangs Travel Center - Anderson	I-49	16	0	0.000	No Crashes
46	Flying J Travel Center #669 - Joplin	I-49	527	15	0.028	10-25 Crashes
47	Love's Travel Stop - Neosho	I-49	527	12	0.023	10-25 Crashes
48	Casey's - Joplin	I-49	29	3	0.103	Less than 10 Crashes
49	Quik Trip #7061 - Joplin	I-49	98	11	0.112	10-25 Crashes
50	Judy's Truck Stop - Jasper	I-49	23	0	0.000	No Crashes
51	Love's Travel Stop - Jasper	I-49	1	0	0.000	No Crashes
52	Phillips 66 - Jasper	I-49	31	0	0.000	No Crashes
53	Casey's - Lamar	I-49	140	0	0.000	No Crashes
54	Lamar's Travel Plaza - Lamar	I-49	103	6	0.058	Less than 10 Crashes
55	Pilot Travel Center - Nevada	I-49	251	3	0.012	Less than 10 Crashes
56	Phillips 66 - Rich Hill	I-49	17	1	0.059	Less than 10 Crashes



ID	Facility Name	Hwy.	Daily Demand	2020-2024 CMV Inv. Crashes within 500-ft	Crashes/Daily Demand	Safety Category
57	Sapp Bros Travel Center - Harrisonville	I-49	538	8	0.015	Less than 10 Crashes
58	Love's Travel Stop - Harrisonville	I-49	817	10	0.012	10-25 Crashes
59	Flying J Travel Center #672 - Peculiar	I-49	420	8	0.019	Less than 10 Crashes
60	Phillips 66 - Steele	I-55	15	0	0.000	No Crashes
61	MYS Deerfield Travel Center - Steele	I-55	179	0	0.000	No Crashes
62	ONE9 Travel Center #442 - Hayti	I-55	727	4	0.006	Less than 10 Crashes
63	Gas & Goodies - Portageville	I-55	11	1	0.091	Less than 10 Crashes
64	ONE9 Travel Center #301 - Marston	I-55	151	5	0.033	Less than 10 Crashes
65	BJ's Fuel New Madrid	I-55	65	2	0.031	Less than 10 Crashes
66	TA #0051- Matthews	I-55	395	9	0.023	Less than 10 Crashes
67	Flying J Travel Center #671 - Matthews	I-55	541	19	0.035	10-25 Crashes
68	Love's Travel Stop - Matthews	I-55	902	20	0.022	10-25 Crashes
69	Speedway - Matthews	I-55	50	11	0.220	10-25 Crashes
70	Break Time - Sikeston	I-55	18	3	0.167	Less than 10 Crashes
71	Rhodes Convenience Store - Scott City	I-55	210	10	0.048	10-25 Crashes
72	Rhodes Convenience Store - Jackson	I-55	103	1	0.010	Less than 10 Crashes
73	Motomart - Perryville	I-55	58	19	0.328	10-25 Crashes
74	Rhodes Convenience Store - Perryville	I-55	23	5	0.217	Less than 10 Crashes
75	Phillips 66 - Ste. Genevieve	I-55	13	6	0.462	Less than 10 Crashes
76	Love's Travel Stop - Bloomsdale	I-55	560	12	0.021	10-25 Crashes
77	QuikTrip - Herculaneum	I-55	93	12	0.129	10-25 Crashes
78	Love's - Herculaneum	I-55	408	15	0.037	10-25 Crashes
79	Casey's - Charleston	I-57	68	3	0.044	Less than 10 Crashes
80	Flying J Travel Center - Charleston	I-57	301	3	0.010	Less than 10 Crashes
81	Amoco - Grain Valley	I-70	5	25	5.000	10-25 Crashes
82	Petro Oak Grove #0460	I-70	766	52	0.068	More than 25 Crashes
83	QuikTrip Store #150 - Oak Grove	I-70	129	22	0.171	10-25 Crashes

ID	Facility Name	Hwy.	Daily Demand	2020-2024 CMV Inv. Crashes within 500-ft	Crashes/Daily Demand	Safety Category
84	TA Oak Grove #0052	I-70	344	31	0.090	More than 25 Crashes
85	Love's #809 - Bates City	I-70	934	10	0.011	10-25 Crashes
86	Pilot Travel Center #443 - Higginsville	I-70	538	12	0.022	10-25 Crashes
87	TA Concordia #0018	I-70	404	6	0.015	Less than 10 Crashes
88	Betty's Truck Stop - Sweet Springs	I-70	214	3	0.014	Less than 10 Crashes
89	Fuel N Treat - Nelson	I-70	56	2	0.036	Less than 10 Crashes
90	Love's #347 - Boonville	I-70	859	10	0.012	10-25 Crashes
91	Pilot Travel Center #44 - Boonville	I-70	711	4	0.006	Less than 10 Crashes
92	Midway Auto Truck Plaza - Columbia	I-70	164	10	0.061	10-25 Crashes
93	Petro Kingdom City #0318	I-70	614	31	0.050	More than 25 Crashes
94	Westland Travel Center - Kingdom City	I-70	128	31	0.242	More than 25 Crashes
95	Roady's FastLane Gasper's - Kingdom City	I-70	176	30	0.170	More than 25 Crashes
96	Love's #788 - New Florence	I-70	891	20	0.022	10-25 Crashes
97	Flying J Travel Center #674 - Warrenton	I-70	752	19	0.025	10-25 Crashes
98	Abel's Quick Stop - Wright City	I-70	35	14	0.400	10-25 Crashes
99	Mr. Fuel Travel Center #715 - Foristell	I-70	105	37	0.352	More than 25 Crashes
100	TA Foristell #0175	I-70	554	57	0.103	More than 25 Crashes

Source: ATRI Data, 2024; MoDOT Crash Statistics Portal; GFT's Inventory Analysis and CDM Smith's Demand Analysis, 2025

Note: CMV-involved crashes are double-counted when the 500-foot buffers near private facilities overlap with each other.



Future Truck Parking Demand Characteristics

Table 37 – Public Truck Parking Peak Hour Future (2050) Utilization Characteristics

ID	Facility Name	Hwy.	# of Spaces	Peak Hour (6 a.m. – 7 a.m.) Demand	Peak Hour (6 a.m. – 7 a.m.) Utilization	Gap	Surplus
1	Watson Truck Parking Area - Northbound	I-29	15	44	293.30%	29	0
2	Platte City Truck Parking - Southbound	I-29	15	15	100.00%	0	0
3	Dearborn Truck Parking - Southbound	I-29	38	61	160.50%	23	0
4	Dearborn Rest Area - Northbound	I-29	22	61	277.30%	39	0
5	Mound City Truck Parking - Northbound	I-29	20	49	245.00%	29	0
6	Mound City Truck Parking - Southbound	I-29	20	43	215.00%	23	0
7	Rock Port Welcome Center and Rest Area	I-29	39	91	233.30%	52	0
8	Kearney Truck Parking - Southbound	I-35	15	39	260.00%	24	0
9	Kearney Truck Parking - Northbound	I-35	15	41	273.30%	26	0
10	Lathrop Rest Area - Northbound	I-35	9	26	288.90%	17	0
11	Lathrop Truck Parking - Southbound	I-35	21	23	115.00%	3	0
12	Coffey Truck Parking - Northbound	I-35	15	34	226.70%	19	0
13	Coffey Truck Parking - Southbound	I-35	15	39	260.00%	24	0
14	Eagleville Truck Parking - Northbound	I-35	15	19	135.70%	5	0
15	Eagleville Welcome Center and Rest Area	I-35	40	68	170.00%	28	0
16	Joplin Truck Parking	I-44	29	24	82.80%	0	5
17	Joplin Welcome Center and Rest Area	I-44	40	75	187.50%	35	0
18	Joplin Truck Parking	I-44	29	21	72.40%	0	8
19	Halltown Truck Parking	I-44	22	40	181.80%	18	0
20	Halltown Truck Parking	I-44	22	49	222.70%	27	0
21	Strafford Truck Parking	I-44	17	22	129.40%	5	0
22	Conway Welcome Center and Rest Area	I-44	73	130	178.10%	57	0

ID	Facility Name	Hwy.	# of Spaces	Peak Hour (6 a.m. – 7 a.m.) Demand	Peak Hour (6 a.m. – 7 a.m.) Utilization	Gap	Surplus
23	Conway Welcome Center and Rest Area	I-44	73	160	219.20%	87	0
24	Doolittle Truck Parking	I-44	14	53	378.60%	39	0
25	Doolittle Truck Parking	I-44	14	53	378.60%	39	0
26	St. Clair Rest Area	I-44	12	44	366.70%	32	0
27	St. Clair Rest Area	I-44	30	82	273.30%	52	0
28	Harrisonville Truck Parking	I-49	15	N/A	N/A	N/A	N/A
29	Bloomsdale Rest Area	I-55	27	40	148.10%	13	0
30	Fruitland Rest Area*	I-55	29	58	386.70%	43	0
31	Fruitland Truck Parking	I-55	12	45	375.00%	33	0
32	Marston Welcome Center and Rest Area	I-55	68	129	189.70%	61	0
33	Marston Truck Parking	I-55	27	32	118.50%	5	0
34	Hayti Welcome Center and Rest Area	I-55	70	153	218.60%	83	0
35	Steele Truck Parking	I-55	11	26	236.40%	15	0
36	Steele Truck Parking	I-55	11	35	318.20%	24	0
37	Charleston Truck Parking	I-57	16	35	218.80%	19	0
38	Odessa Truck Parking	I-70	15	32	213.30%	17	0
39	Odessa Truck Parking	I-70	15	36	240.00%	21	0
40	Concordia Rest Area	I-70	17	63	331.60%	44	0
41	Concordia Rest Area	I-70	28	55	196.40%	27	0
42	Boonville Rest Area	I-70	21	73	347.60%	52	0
43	Boonville Rest Area	I-70	21	59	281.00%	38	0
44	Mineola Truck Parking	I-70	29	68	234.50%	39	0
45	Mineola Truck Parking	I-70	64	102	159.40%	38	0
46	Wright City Rest Area	I-70	20	82	410.00%	62	0
47	Wright City Rest Area	I-70	18	86	477.80%	68	0
48	St. Joseph Truck Parking - Westbound	US 36	8	19	237.50%	11	0
49	St. Joseph Truck Parking - Eastbound	US 36	8	13	162.50%	5	0
50	Caruthersville Truck Parking	I-155	11	N/A	N/A	N/A	N/A
	TOTAL		1,250	2,647	216.80%	1,450	13

Source: I-70 Corridor Improvements Study, 2025; GFT's Inventory Analysis and CDM Smith's Demand and Forecasting Analysis, 2025

Note: In Fall 2025, #30 – Fruitland Rest Area converted to a Truck Parking Only facility, with an increase from the existing 15 truck parking spaces to 29 spaces. The table shows the supply at the end of 2025.



Table 38 – Private Truck Parking Peak Hour Future (2050) Utilization Characteristics

ID	Facility Name	Hwy.	# of Spaces	Peak Hour (6 a.m. – 7 a.m.) Demand	Peak Hour (6 a.m. – 7 a.m.) Utilization	Gap	Surplus
1	Quik Trip #236	I-29	20	31	155.00%	11	0
2	Trex Mart #17	I-29	35	59	168.60%	24	0
3	Trex Mart #9	I-29	16	44	275.00%	28	0
4	Pilot Travel Center #1323	I-29	51	120	235.30%	69	0
5	Bucky's Travel Plaza - St. Joseph	I-29	50	77	154.00%	27	0
6	Love's Travel Stop #235 - St. Joseph	I-29	110	318	289.10%	208	0
7	Truck Garden Inn - Forest City	I-29	75	90	120.00%	15	0
8	BP - Mound City	I-29	18	1	5.60%	0	17
9	Dominator Fuel & Truck Plaza-Rock Port	I-29	50	50	100.00%	0	0
10	Trail's end -Rock Port	I-29	25	14	56.00%	0	11
11	Pilot Travel Center #252 - Kearney	I-35	90	204	226.70%	114	0
12	Holt Truck Stop - Holt	I-35	10	10	100.00%	0	0
13	Casey's - Lathrop	I-35	24	24	100.00%	0	0
14	Love's Travel Stop #837 - Cameron	I-35	120	313	260.80%	193	0
15	Ambest Travel Center - Cameron	I-35	70	111	158.60%	41	0
16	Jonez Travel Mart - Cameron	I-35	60	95	158.30%	35	0
17	Trex Travel Shop -Winston	I-35	25	10	40.00%	0	15
18	Casey's - Bethany	I-35	22	40	181.80%	18	0
19	Eagleville Travel Center - Eagleville	I-35	40	36	90.00%	0	4
20	Love's Travel Stop #500 - Eagleville	I-35	50	160	320.00%	110	0
21	State Line Conoco - Eagleville	I-35	10	22	220.00%	12	0
22	#282 Love's Travel Stop - Joplin	I-44	25	77	308.00%	52	0
23	Joplin 44 Petro - Joplin	I-44	475	649	136.60%	174	0
24	Pilot 317 - Joplin	I-44	90	107	118.90%	17	0
25	Rapid Roberts Inc - Joplin	I-44	40	44	110.00%	4	0
26	Big Apple Travel Center - Joplin	I-44	120	129	107.50%	9	0
27	Love's #886 - Sarcoxie	I-44	98	104	106.10%	6	0
28	TA #0924 -Mt. Vernon	I-44	250	294	117.60%	44	0

ID	Facility Name	Hwy.	# of Spaces	Peak Hour (6 a.m. – 7 a.m.) Demand	Peak Hour (6 a.m. – 7 a.m.) Utilization	Gap	Surplus
29	Hood's Truck Center - Bois D'Arc	I-44	100	115	115.00%	15	0
30	Shell - Springfield	I-44	10	6	60.00%	0	4
31	Flying J #1061 - Springfield	I-44	94	153	162.80%	59	0
32	#458 Love's Travel Stop - Strafford	I-44	90	211	234.40%	121	0
33	ONE9 Dealer #1318 - Strafford	I-44	40	68	170.00%	28	0
34	TA Strafford #0137 - Strafford	I-44	138	200	144.90%	62	0
35	Hannah's Phillips 66 - Conway	I-44	15	14	93.30%	0	1
36	B & D/Jones Auto and Truck Plaza -Lebanon	I-44	100	93	93.00%	0	7
37	Oasis Travel Plaza - Richland	I-44	50	66	132.00%	16	0
38	Road Ranger - St Robert	I-44	80	204	255.00%	124	0
39	Quik Trip #667 - Rolla	I-44	15	50	333.30%	35	0
40	#341 Love's Travel Stop - Rolla	I-44	89	207	232.60%	118	0
41	TA Cuba #0461 - Cuba	I-44	412	450	109.20%	38	0
42	Mr. Fuel Travel Center #717 Villa Ridge	I-44	11	27	245.50%	16	0
43	Flying J Travel Center #673 - Sullivan	I-44	160	287	179.40%	127	0
44	Pilot Travel Center #208 - Pacific	I-44	90	124	137.80%	34	0
45	Stangs Travel Center - Anderson	I-49	10	14	140.00%	4	0
46	Flying J Travel Center #669 - Joplin	I-49	160	205	128.10%	45	0
47	Love's Travel Stop - Neosho	I-49	87	187	214.90%	100	0
48	Casey's - Joplin	I-49	22	22	100.00%	0	0
49	Quik Trip #7061 - Joplin	I-49	13	28	215.40%	15	0
50	Judy's Truck Stop - Jasper	I-49	10	12	120.00%	2	0
51	Love's Travel Stop - Jasper	I-49	61	1	1.60%	0	60
52	Phillips 66 - Jasper	I-49	18	18	100.00%	0	0
53	Casey's - Lamar	I-49	75	90	120.00%	15	0
54	Lamar's Travel Plaza - Lamar	I-49	26	57	219.20%	31	0
55	Pilot Travel Center - Nevada	I-49	37	84	227.00%	47	0
56	Phillips 66 - Rich Hill	I-49	11	10	90.90%	0	1



ID	Facility Name	Hwy.	# of Spaces	Peak Hour (6 a.m. – 7 a.m.) Demand	Peak Hour (6 a.m. – 7 a.m.) Utilization	Gap	Surplus
57	Sapp Bros Travel Center - Harrisonville	I-49	94	283	301.10%	189	0
58	Love's Travel Stop - Harrisonville	I-49	88	296	336.40%	208	0
59	Flying J Travel Center #672 - Peculiar	I-49	165	220	133.30%	55	0
60	Phillips 66 - Steele	I-55	10	9	90.00%	0	1
61	MYS Deerfield Travel Center - Steele	I-55	105	113	107.60%	8	0
62	ONE9 Travel Center #442 - Hayti	I-55	120	255	212.50%	135	0
63	Gas & Goodies - Portageville	I-55	10	5	50.00%	0	5
64	ONE9 Travel Center #301 - Marston	I-55	70	53	75.70%	0	17
65	BJ's Fuel New Madrid	I-55	25	30	120.00%	5	0
66	TA #0051- Matthews	I-55	114	128	112.30%	14	0
67	Flying J Travel Center #671 - Matthews	I-55	166	220	132.50%	54	0
68	Love's Travel Stop - Matthews	I-55	147	338	229.90%	191	0
69	Speedway - Matthews	I-55	15	27	180.00%	12	0
70	Break Time - Sikeston	I-55	15	14	93.30%	0	1
71	Rhodes Convenience Store - Scott City	I-55	113	122	108.00%	9	0
72	Rhodes Convenience Store - Jackson	I-55	32	79	246.90%	47	0
73	Motomart - Perryville	I-55	11	28	254.50%	17	0
74	Rhodes Convenience Store - Perryville	I-55	10	14	140.00%	4	0
75	Phillips 66 - Ste. Genevieve	I-55	10	9	90.00%	0	1
76	Love's Travel Stop - Bloomsdale	I-55	70	195	278.60%	125	0
77	QuikTrip - Herculaneum	I-55	27	44	163.00%	17	0
78	Love's - Herculaneum	I-55	80	177	221.30%	97	0
79	Casey's - Charleston	I-57	40	54	135.00%	14	0
80	Flying J Travel Center - Charleston	I-57	84	147	175.00%	63	0
81	Amoco - Grain Valley	I-70	18	3	16.70%	0	15
82	Petro Oak Grove #0460	I-70	305	390	127.90%	85	0
83	QuikTrip Store #150 - Oak Grove	I-70	31	52	167.70%	21	0
84	TA Oak Grove #0052	I-70	118	116	98.30%	0	2
85	Love's #809 - Bates City	I-70	107	354	330.80%	247	0

ID	Facility Name	Hwy.	# of Spaces	Peak Hour (6 a.m. – 7 a.m.) Demand	Peak Hour (6 a.m. – 7 a.m.) Utilization	Gap	Surplus
86	Pilot Travel Center #443 - Higginsville	I-70	125	155	124.00%	30	0
87	TA Concordia #0018	I-70	146	204	139.70%	58	0
88	Betty's Truck Stop - Sweet Springs	I-70	30	72	240.00%	42	0
89	Fuel N Treat - Nelson	I-70	20	18	90.00%	0	2
90	Love's #347 - Boonville	I-70	102	329	322.50%	227	0
91	Pilot Travel Center #44 - Boonville	I-70	150	224	149.30%	74	0
92	Midway Auto Truck Plaza - Columbia	I-70	60	102	170.00%	42	0
93	Petro Kingdom City #0318	I-70	235	352	149.80%	117	0
94	Westland Travel Center - Kingdom City	I-70	50	72	144.00%	22	0
95	Roady's FastLane Gasper's - Kingdom City	I-70	75	111	148.00%	36	0
96	Love's #788 - New Florence	I-70	89	307	344.90%	218	0
97	Flying J Travel Center #674 - Warrenton	I-70	175	311	177.70%	136	0
98	Abel's Quick Stop - Wright City	I-70	10	18	180.00%	8	0
99	Mr. Fuel Travel Center #715 - Foristell	I-70	20	43	215.00%	23	0
100	TA Foristell #0175	I-70	95	192	202.10%	97	0
	TOTAL		7,675	12,521	163.10%	5,010	164

Source: ATRI Data, 2024; I-70 Corridor Improvements Study, 2025; GFT's Inventory Analysis and CDM Smith's Demand and Forecasting Analysis, 2025



Appendix B: Truck Driver Survey Questions for Missouri Truck Parking Study

Thank you for sharing your truck parking experience. MoDOT will use your responses to make decisions about public truck parking facilities. All responses are confidential. This survey is estimated to take 5-7 minutes.

ABOUT YOU

Your information will be kept strictly confidential. All data is for research purposes only. Individuals' information will not be shared externally.

Demographics

Figure 39 – Survey Question – What is your gender?

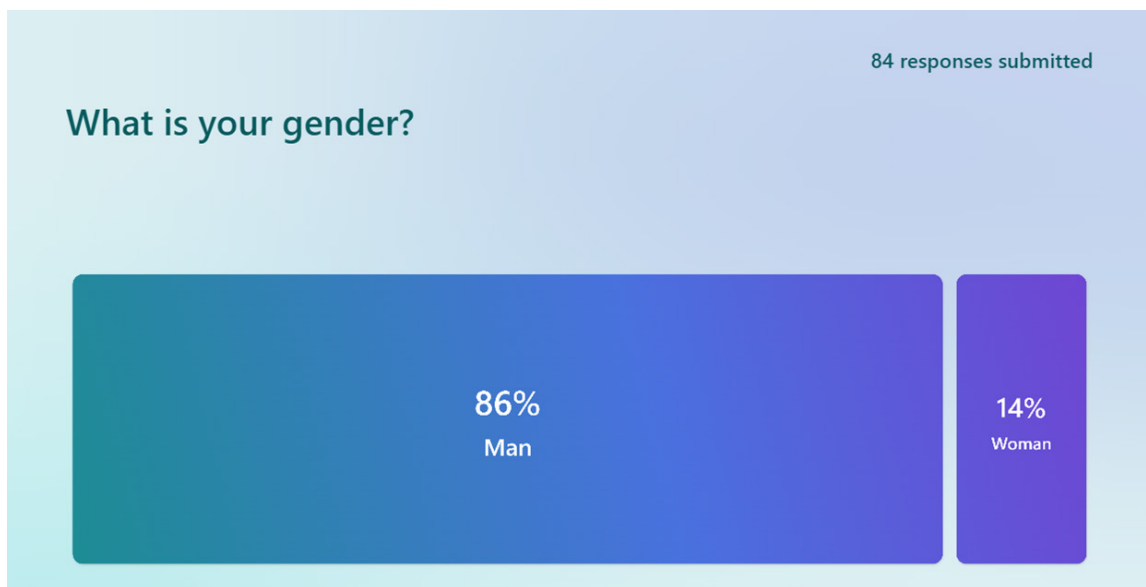


Figure 40 – Survey Question – Describe your employment.

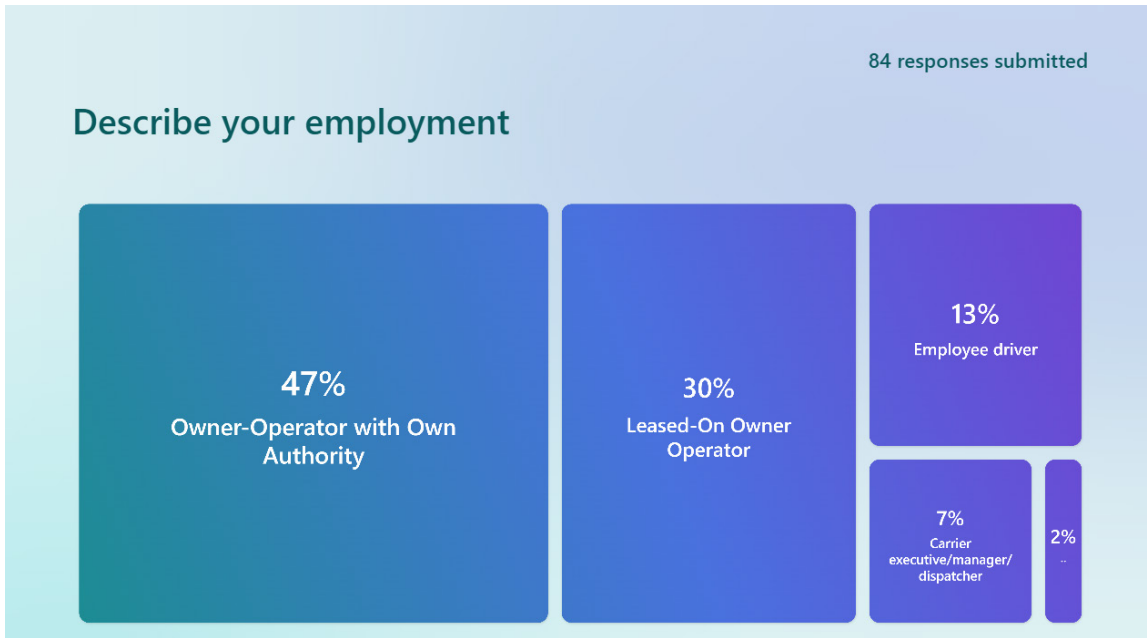


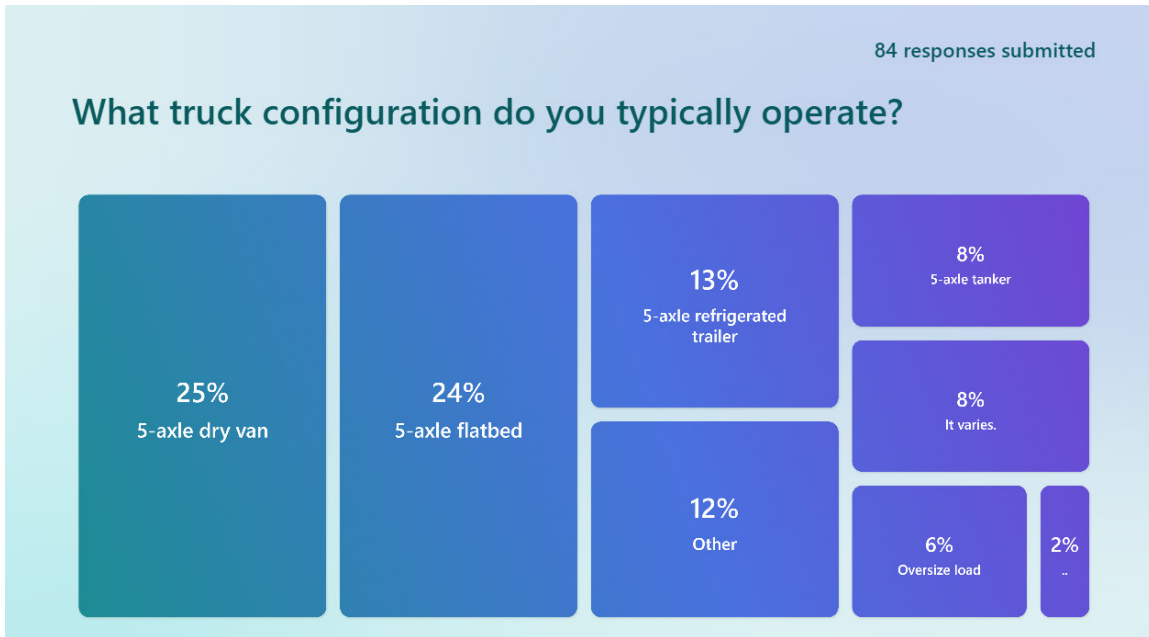
Figure 41 – Survey Question – What is your typical length of haul?



2% Local – Less than 100 miles

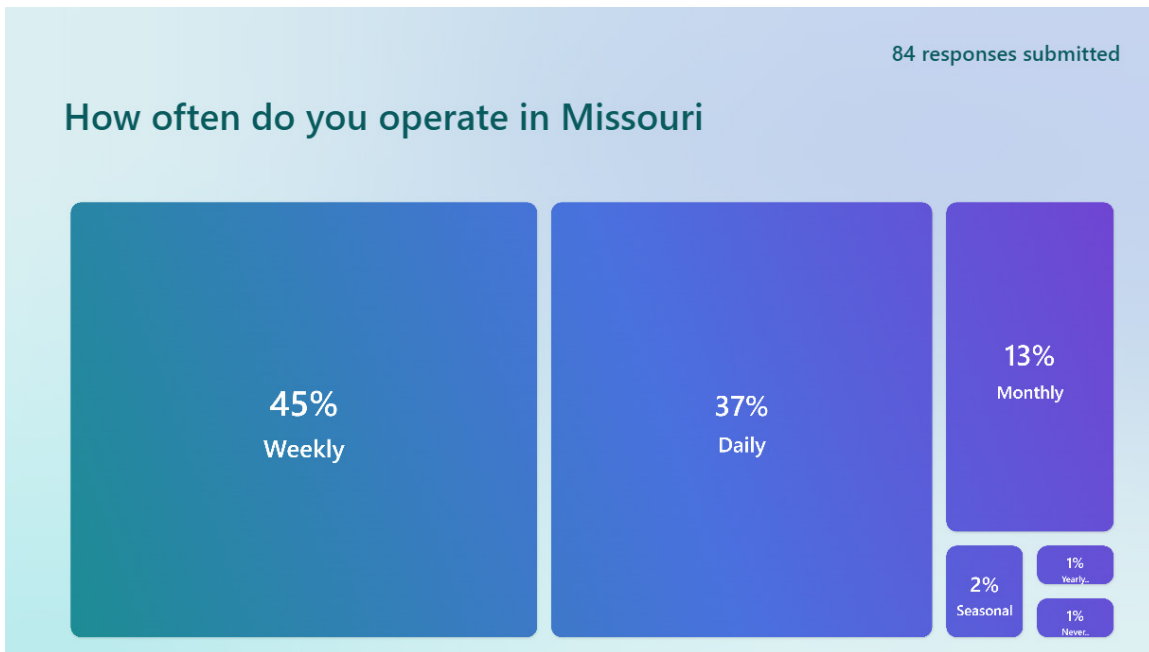


Figure 42 – Survey Question – What truck configuration do you typically operate?



2% Straight truck

Figure 43 – Survey Question – How often do you operate in Missouri?



1% - Yearly

1% - Never

Figure 44 – Survey Question – How long have you been a commercial truck driver?



1% - 0-2 years



Missouri Truck Parking

Figure 45 – Survey Question – Please indicate your opinion of parking availability on the following Missouri interstates and U. S. Routes.

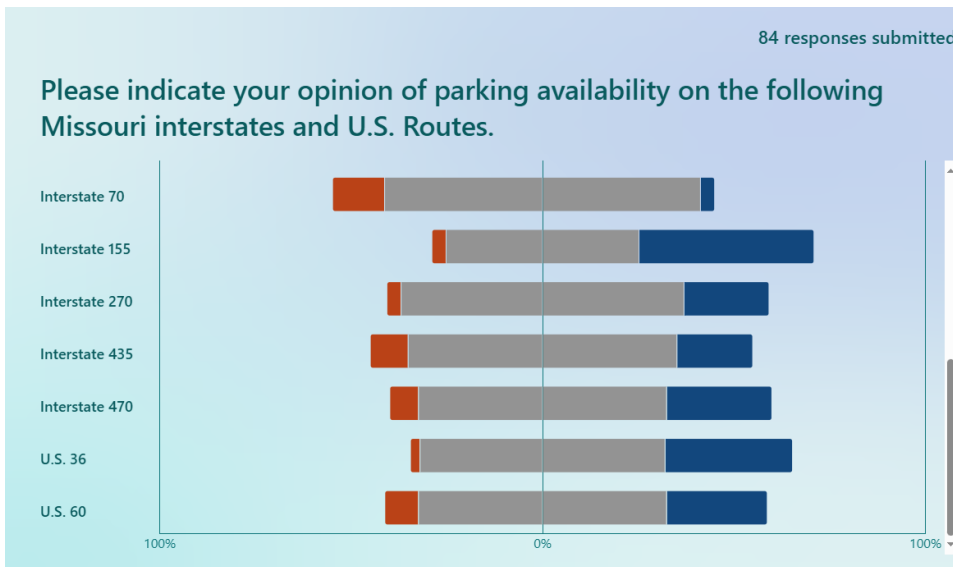
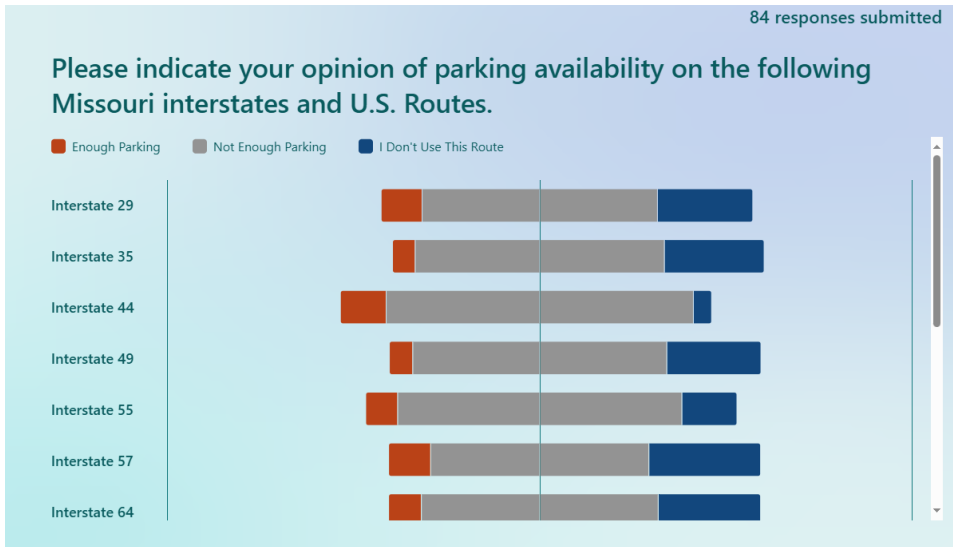
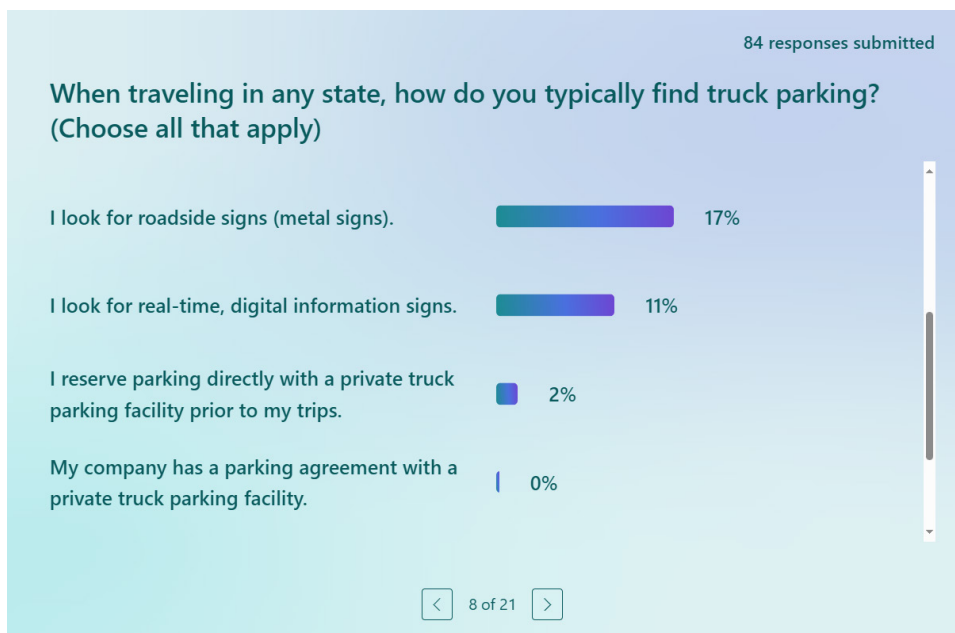
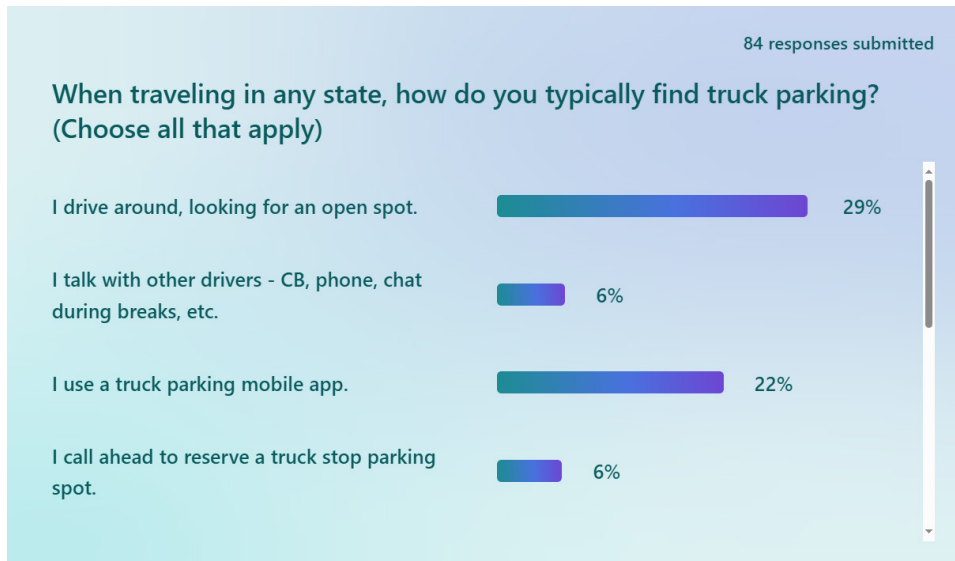


Figure 46 – Survey Question – When traveling in any state, how do you typically find truck parking?



Other – 3%



Figure 47 – Survey Question – While operating in Missouri, what type of truck parking do you normally need?

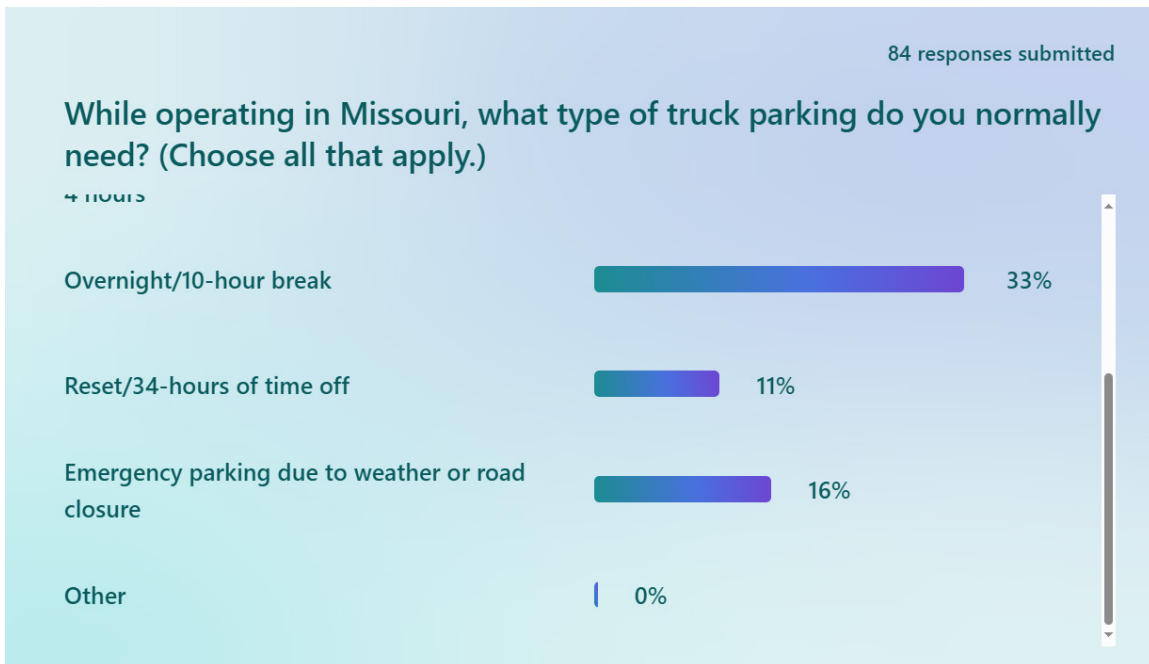
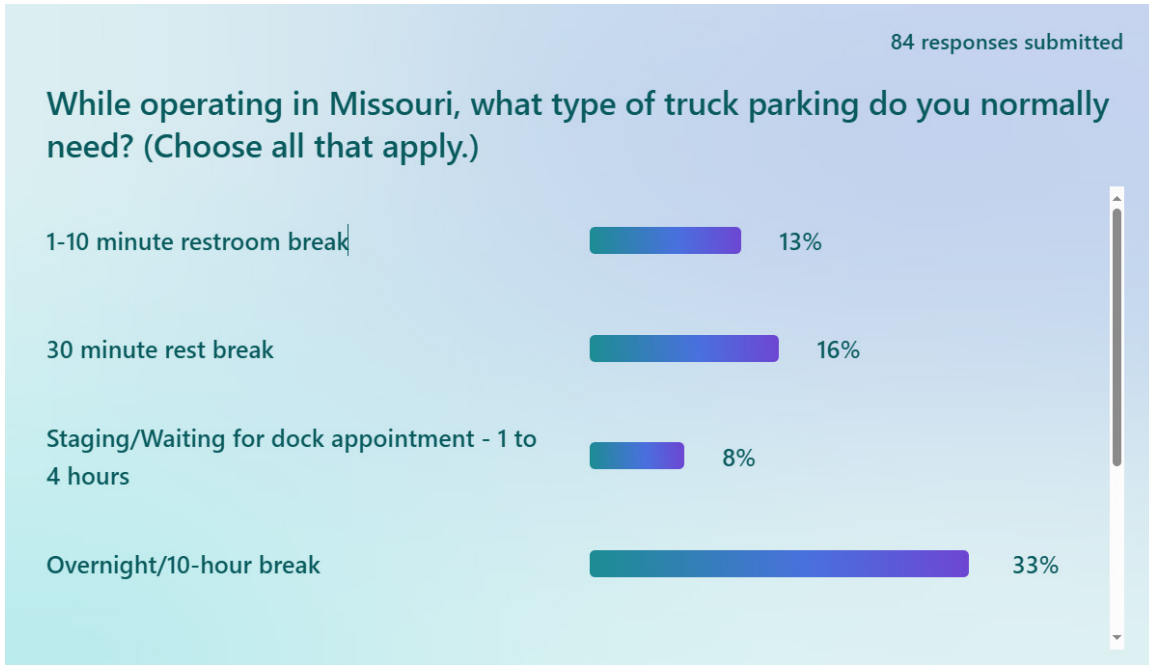


Figure 48 – Survey Question – In Missouri, how difficult is it to find these types of parking?

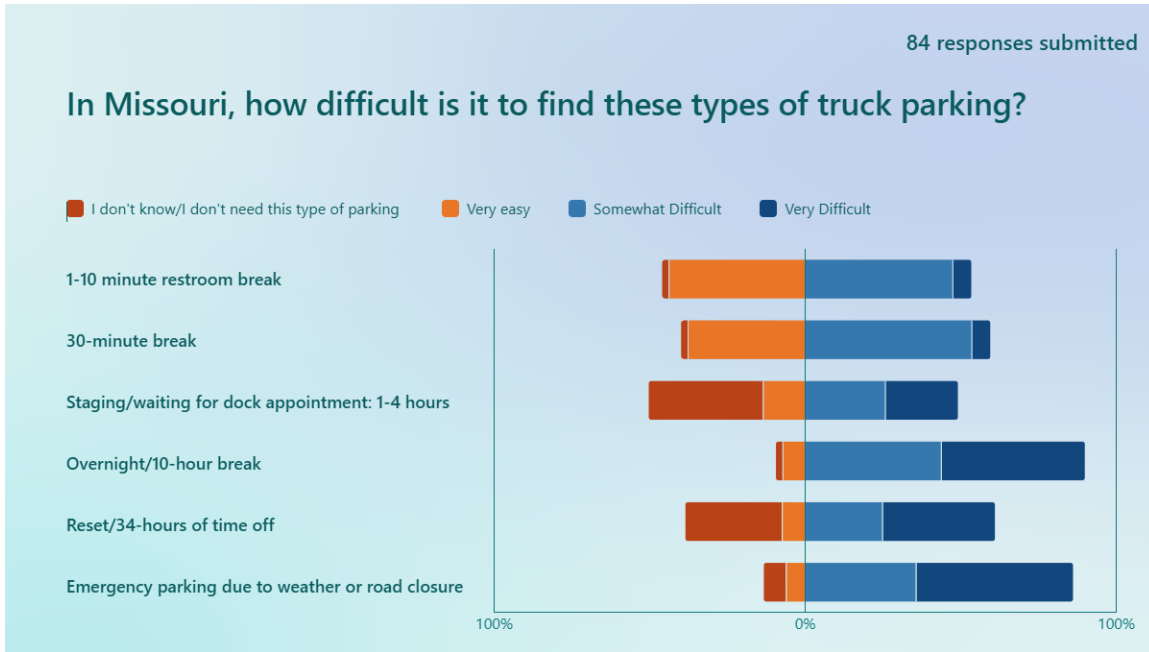


Figure 49 – Survey Question – For the following parking situations, please rate how Missouri’s public parking areas (rest areas and truck parking areas) serve your needs.

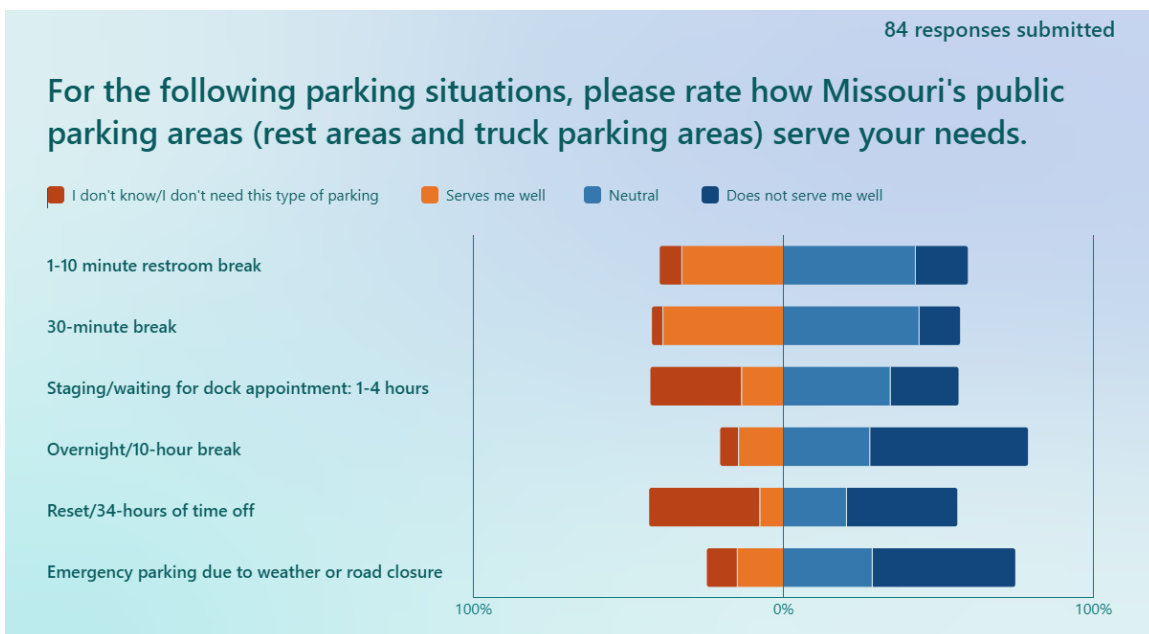
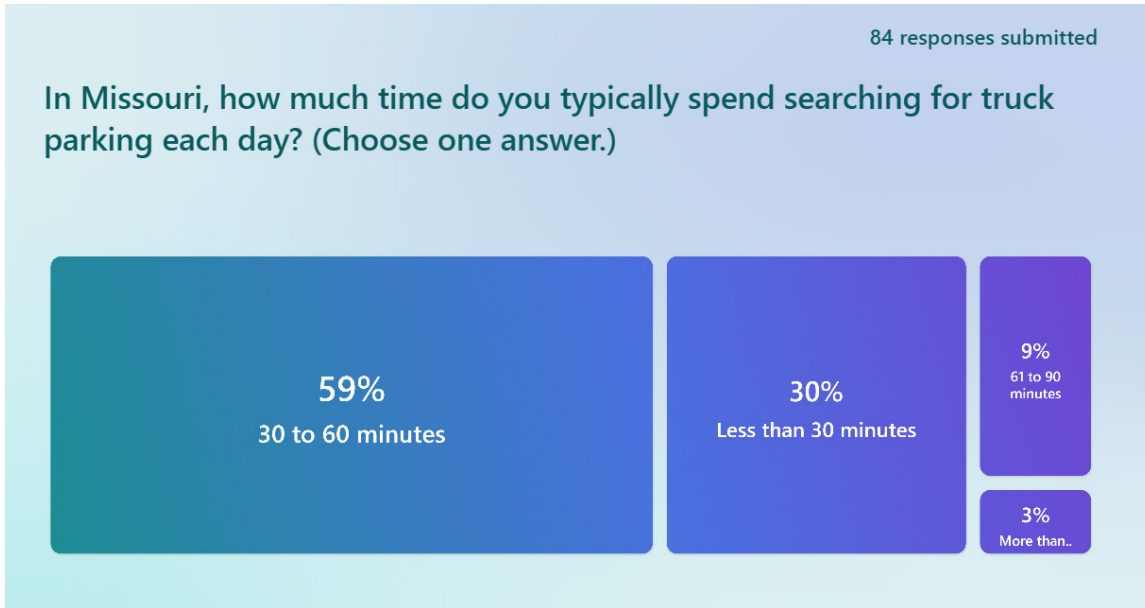
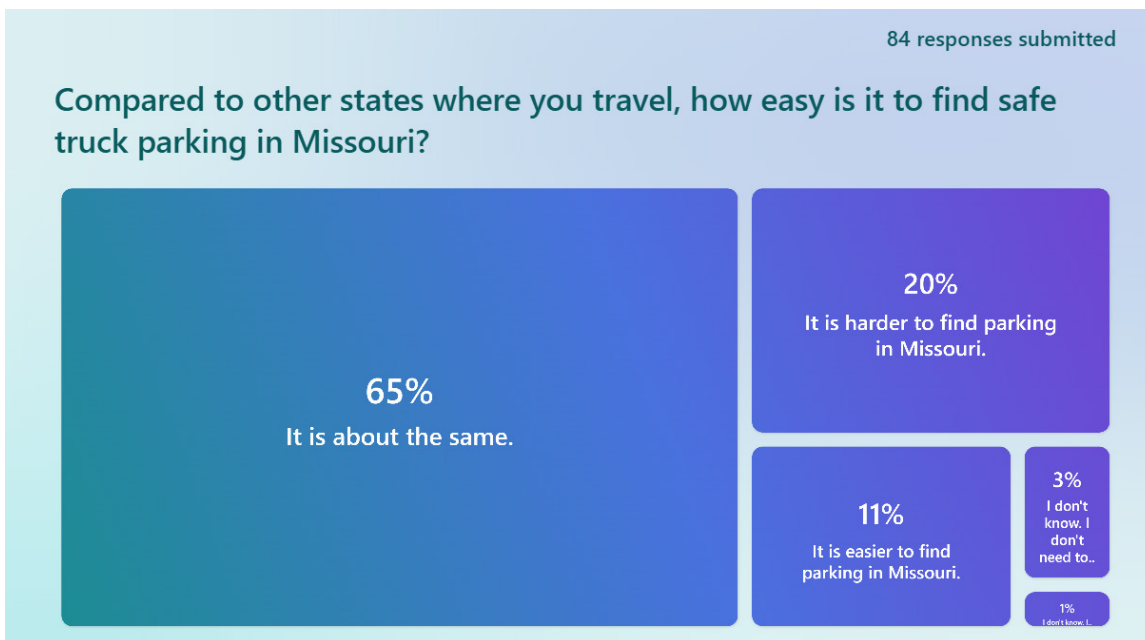


Figure 50 – Survey Question – In Missouri, how much time do you typically spend searching for truck parking each day?



3% - More than 90 minutes.

Figure 51 – Survey Question – Compared to other states where you travel, how easy is it to find truck parking in Missouri?



3% - I don't know. I don't need to park in other states.

1% - I don't know. I don't need to park in Missouri.

Figure 52 – Survey Question – How often do you experience the following issues in Missouri?

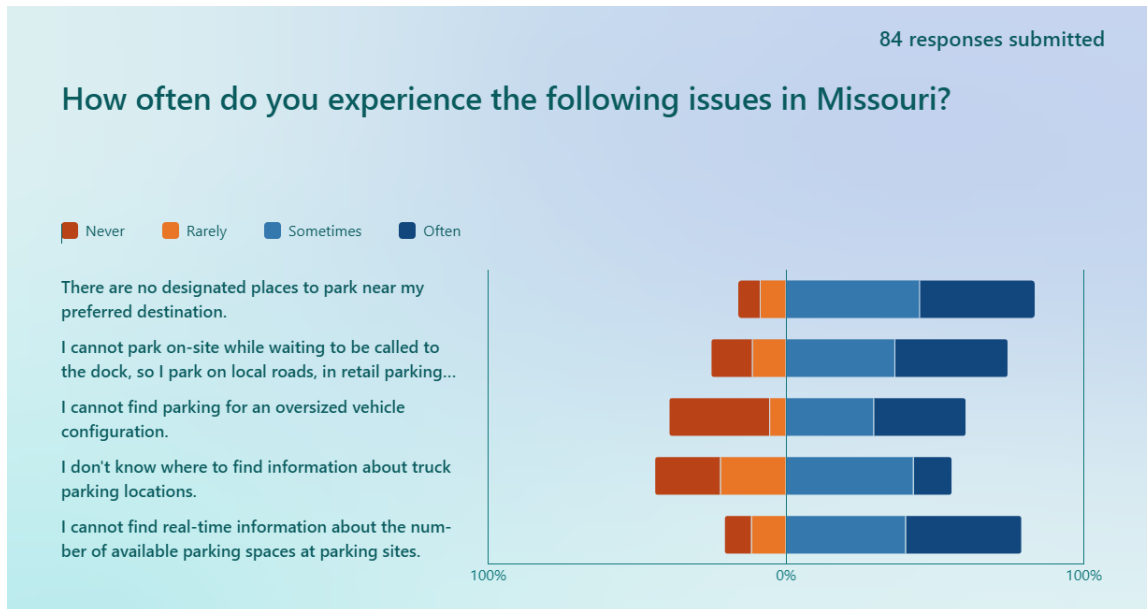


Table 39 – Survey Question – Where is more public truck parking needed in Missouri? Please include highway names and specific location information, such as the nearby city or company site.

Responses (text) Missouri responses	Location	Highway Name	Misc
There are no rest areas on I-49 or US 13 from Springfield to Clinton.	Springfield to Clinton.	I-49 or US 13	Specifically mentioned rest areas
Highway ramps	Highway ramps		
KC, St. Louis, these areas are horrible. Especially Kansas City	Kansas City and St Louis		
US 36	US 36	US 36	
Anywhere in Kansas City or St Louis	Kansas City and St Louis		
In between major towns and safer areas near Rolla, a bigger spot near Springfield that's not in town off route as much, I-55 that aren't private gas stations, and more accommodations for OSOW loads in areas	Springfield	I-55	
Not sure. Big city? It's all about the time of day			
All interstates	MO	All Interstates	
I-70, I-55, I-44, I-35,		I-70, I-55, I-44, I-35	



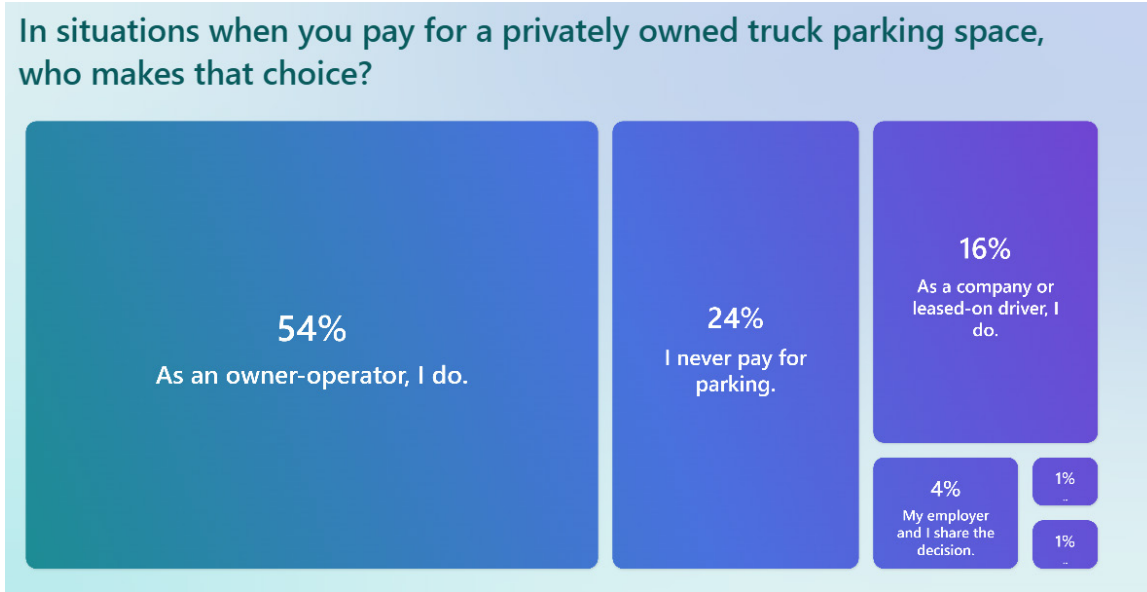
Responses (text) Missouri responses	Location	Highway Name	Misc
435 westbound. Why close the rest area even if the (restroom) is full? Let trucks park! Build additional spaces		435 West	
I-44, I-70, I 55, I-49		I-44, I-70, I-55, I-49	
All along Hwy 60 from Poplar Bluff to closer to Springfield. Hwy 63 from Jefferson City to Thayer. We avoid I-44 because of the high-speed traffic/ traffic issues that aren't enforced/too many to enforce. I'm sure others who use other routes far more often than us will let you know of other places in the state needing extra parking. A lot of the issue is having places that trucks can get into and not having 'locals' taking up parking spaces during the day or at night (they should have their truck parking somewhere else related to their business), and that have bathrooms and facilities. (And yes, all of us know that there are those stubborn percentages who ruin it for everyone with their trash, even with a dumpster nearby. Not sure how to correct that?) Even just well-lit, maintained gravel lots with trash dumpsters would help a lot, I think? Our truck shop lot gets used a lot by locals, and it's just a gravel lot (without dumpsters, you're going home, take your trash with you). The nationwide parking shortage could be helped by shippers/receivers that would treat freight haulers ethically by not using them for rolling storage, keeping them hours and hours at a time, allowing them to use facilities, and having their lots for trucks. The entire country asks us to be out here and can't do without us but won't do the decent things to allow us to be out here safely and with the essentials of comfort. (Not sure you're aware, but truck stops now charge anywhere from \$15 to \$25 for a SHOWER only.) Thanks for asking. And for listening.	Poplar Bluff is closer to Springfield. Hwy 63 from Jefferson City to Thayer	Hwy 60, Hwy 63, I-44	High-speed traffic issues. Need for extra truck parking that "locals" don't take up.
Metro St Louis area, I-270, I-55, I-44, I-64, U. S. 40, I-70	Metro St Louis area	270, 55, 44, 64, 40, 70	
Every interstate	MO	All	
US 36 I-55		US 36 and I-55	
Need more around smaller cities not on Interstates like Jefferson City, Kirksville, and Hannibal.	Jefferson City, Kirksville, and Hannibal		
US 54 Camdenton, US 65 Branson	Camdenton, Branson	US 54 and US 65	
I-44 Waynesville area	Waynesville area	I-44	
I-44 near Springfield, MO. I-435 in kc, mo.	Springfield and KC, MO	I-44 and I-435	
Closer to the cities and major pick-up and drop-off locations, i.e., Walmart, Dollar General, etc.	Cities and by large retailers like Walmart.		

Responses (text) Missouri responses	Location	Highway Name	Misc
Parking is more of a problem in the late-night night early-morning hours for me, but in your defense, if the dummies would learn to park straight, it would make a difference, but that's not going to happen. Thanks for caring.			Parking is more of a problem in the late-night early morning hours for me.
U.S. 67 needs more parking; U.S. 36 needs more parking		US 67 and US 36	More parking is needed.
Any route coming into or going away from St. Louis or Kansas City, as well as Springfield, St. Joseph, Cape Girardeau, Poplar Bluff, Jefferson City, Columbia, and Rolla.	St. Louis, Kansas City, Springfield, St. Joseph, Cape Girardeau, Poplar Bluff, Jefferson City, Columbia, and Rolla.		
We need safe parking and more space on just about every highway everywhere	MO	Every highway	More safe parking is needed.
St. Louis, Kansas City, Hannibal, Sikeston	MO		
I-35 & I-29	St. Louis, Kansas City, Hannibal, Sikeston	I-35 and I-29	
I-35 closes to town, I-435 closes to town, I-635 north of the river		I-35, I435, and I635	
KCMO, St Louis, MO, Columbia, MO, Springfield, MO, Sikeston, MO, Hannibal, MO, Charleston, MO	Kansas City, St Louis, Columbia, Springfield, Sikeston, Hannibal, Charleston		
In the gap on 44 between Springfield and Rolla	Between Springfield and Rolla	I-44	
I-70 and I-55, U.S. 36		I-70, I-55, US 36	
Interstate 44 between St. Louis and St Clair, Mo.	Between St. Louis and St. Clair	I-44	
US 50/ Mo. Rte.5/US 54		US 50, Mo. Rte. 5, and US 54	
St Louis, Mo.	St. Louis		
Highway 61 going north out of St. Louis, Highway 67 going south out of St. Louis, Highway 55, and definitely on Highway 44	St. Louis.	US 61, US 67, I-55, and I-44	
I 44. US 60. I 49		I-44, I-49, and US 60	
Our trucks run heavily on I-44, I-49, I-55, and I-70. More truck parking is needed in all areas.		I-44, I-49, I-55, and I-70	More parking is needed.
I-70 near St Louis, Kansas City, Marshall Junction, I-44 between Rolla and St Louis	St. Louis, Kansas City, Marshall Junction, and between Rolla to St. Louis.	I-70 and I-44	
US 60 anywhere, US 54 anywhere, US 65 anywhere, Mo. Rte. 13 anywhere, I-44 anywhere	Mo.	US 60, US 54, US 65, Mo. Rte. 13, and I-44	
Every interstate and US HIGHWAY	Mo.	All	



Responses (text) Missouri responses	Location	Highway Name	Misc
29, 36, 70 435,		I-29, US 36, I-70, and I-435	
More rest areas with lighted facilities. All the roads in Missouri that are 4 lanes should have parking for trucks.	Mo.	all 4 lane highways	More rest areas with lighted facilities.
Rolla area on I-44, St Louis area on I-44	Rolla area, St Louis area	I-44	
I-49 I-44		I-49 and I-44	
Please stop taking the bathrooms with sinks out. It is disgusting and unsanitary. Like the ones on 29 at Mound City and Plate City. And I-35 at Lathrop and Kearney.	Mound City, Platte City, Lathrop, Kearney	I-29 and I-35	Please stop taking the bathrooms with sinks out.
ever where	Mo.	All	
Closer to major cities, St. Louis, Kansas City Springfield. Cape GIRARDEAU Columbia	St. Louis, Kansas City, Springfield, Columbia, Cape Girardeau		
US 36 I-29 I-35		Hwy 36, I-29, and I-35	
Near and in the major metro areas. KC, STL... Along any road serving those areas. That's the hardest place to find parking by far. The parking you have added (with basic facilities) is great, and it helps some, but it's usually further from the major freight destinations, and I still don't know in real time if there's a spot available or not. I'd much rather have that information, so I don't waste time looking for a parking space that doesn't exist if it's full.	Kansas City, St. Louis		Wants real-time parking updates and availability.
1-44, I-70		I-44 and I-70	
St. Louis region, also across 36	St. Louis	Hwy 36	
Nothing to suggest.			
65 South of Springfield.	Springfield	Hwy 65	
Near large cities	Near large cities		
I-44, Lebanon, Rolla, St James, St Louis I-70, St Louis, Columbia Hwy 65, Branson I-55, St Louis, New Madrid U.S. 63, Jefferson City, Columbia, Macon U.S. 54, Camdenton/Osage Beach, Jefferson City	Lebanon, Rolla, St James, St Louis, Columbia, Branson, New Madrid, Jefferson City, Columbia, Macon, Camdenton/Osage Beach.	I-44, I-70, Hwy 65, I-55, Hwy 63, Hwy 54.	
Mostly in a big city	Large Cities		
Bethany, Cameron, Near and around Kansas City, MO, Near and around St. Joe, Mo. are the places I notice most.	Bethany, Cameron, around Kansas City, MO, around St. Joe, Mo.		
Everywhere where not just MO. It's a nationwide problem.	Mo.	All	

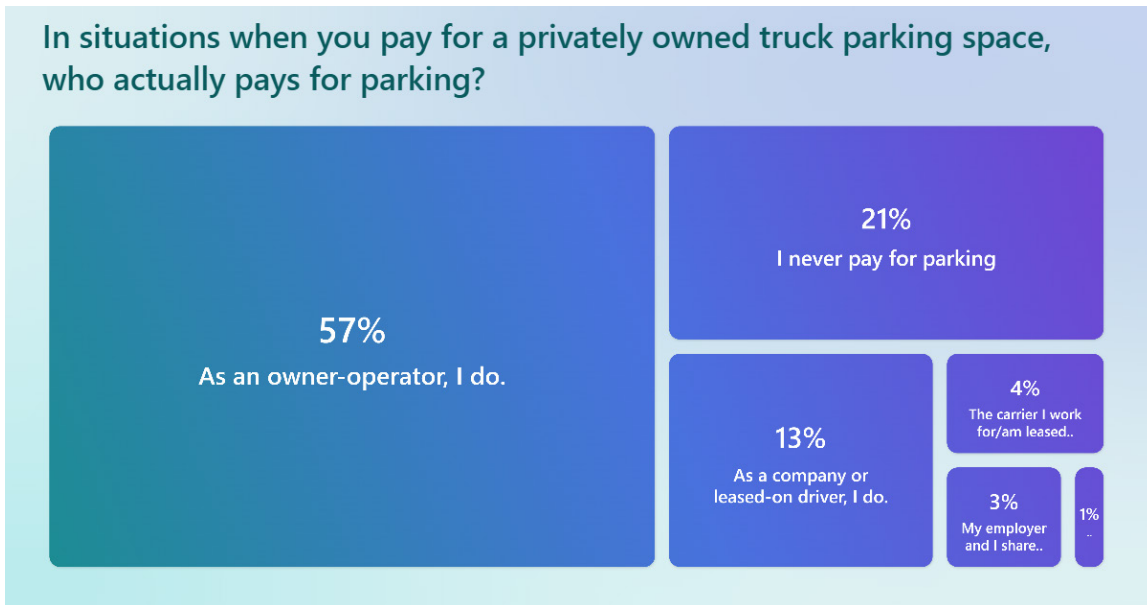
Figure 55 – Survey Question – In situations where you pay for a privately owned truck parking space, who makes that choice?



1% - The carrier I work for/am leased to makes the decision

1% - Other

Figure 56 – Survey Question – In situations when you pay for a privately owned truck parking space, who pays for parking?



3% - My employer and I share the payment

1% - Other

Additional Comments and Involvement

We will hold a driver roundtable later this year. It will be a chance for drivers to provide more detailed information on truck parking issues, including specific areas of need and recommendations. If you are interested in participating, please provide your name and email address below.

Ten respondents volunteered to participate; however, due to the unpredictable nature of truck driving schedules, they were unable to attend.

Table 40 – Survey Question – If you would like to provide information about something we did not ask, please do so here –

Responses

- We used to have several free options available to use for parking. I private group called “Truck Parking Club” have now contracted a lot of these spaces, as paid only, now limiting our options even more. I won’t pay for a spot if there’s any other option at all; we don’t make enough as it is anymore.
- Parking on state property with prior approval for OSOW loads
- As I said, it is all about the time of day. The later it is, the harder it is. You always worry about getting pinned in by drivers. Either because they parked in the way of the exit when you are looking for a spot, or they parked in the way after you take your 10 hours off. It happens in rest areas. It happens at truck stops. Thank you, MoDOT
- We need less time for the required time off. Like the 10hr rule, no one sleeps 10 hours, and doctors recommend 8. The 34 hours is too much time to be stuck somewhere, also. Cutting these times would free up the current parking problems. This all started with e-log systems.
- Interstate 29 needs more parking northbound. Interstate 55 south of St Louis needs more parking, also
- Safety and security are top concerns.
- Hours of service have a major impact on the parking situation in this country. This needs to be addressed.
- Parking need not be complicated; a wide shoulder at the beginning of every on-ramp that holds 2 or 3 trucks would solve many problems.



Responses

- Just to reiterate...having signs that give “live” availability of parking spaces is so helpful. With the mandatory use of ELD's my day revolves around its requirements, and by 4 to 5 pm, everything begins to fill up...rest areas, truck stops, even on/off ramps. So, every little help there is appreciated.

- We sometimes are allowed to park at a participating Walmart, and if you choose the wrong one, you will get towed. If a business is participating, a sign would be helpful

- The parking you have added (with basic facilities) is great, and it helps some, but it's usually further from the major freight destinations, and I still don't know in real time if there's a spot available or not. I'd much rather have that information, so I don't waste time looking for a parking space that doesn't exist if it's full. I'm happy to get that information from the traveler information app so I can look it up when I'm parked.

- Most rest areas are small, with not enough parking and limited space to maneuver when full.

- Why have good rest areas with working toilets been torn down?? We need access to bathrooms!
