

VIRGINIA TRUCK PARKING STUDY FINAL REPORT

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Virginia Truck Parking Study Final Report

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CONTENTS

Executive Summary iv

Definitions.....vii

1. Introduction 1

2. Existing Truck Parking Supply 3

3. Truck Parking Data Sources..... 6

4. Data Processing Methodology 10

5. Truck Parking Demand..... 19

6. Need for Additional Truck Parking Supply 26

7. Conclusions 37

Appendix A: Data Selection

Appendix B: Detailed Methodology

Appendix C: Parking Facility Report Cards

Appendix D: Ramp/Shoulder Report Cards

LIST OF TABLES

Table 1. Summary of Truck Parking Facilities by District..... 4

Table 2. Summary of Truck Parking Facilities along I-81 and I-95 5

Table 3. Summary of Average Expansion Factors by Districts 18

Table 4. Summary of Growth Rates by Districts 20

Table 5. Summary of Truck Parking Demand by District..... 23

Table 6. Summary of Truck Parking Demand along Corridors of Statewide Significance 24

Table 7. Summary of Truck Parking Demand per Mile along Corridors of Statewide Significance 25

Table 8. Summary of Additional Truck Parking Spaces Needed by District..... 29

Table 9. Comparison of Supply and Unmet Demand by District 30

Table 10. Top 20 Hot Spots (Ranked by Greatest Need for Additional Truck Parking Supply) 31

Table 11. Summary of Top 20 Hot Spots by District 33

Table 12. Summary of Bottom 20 Hot Spots (Ranked by Least Need for Additional Truck Parking Supply) 34

LIST OF FIGURES

Figure 1. Virginia Corridors of Statewide Significance.....	3
Figure 2. Designated Truck Parking Spots Per Facility	5
Figure 3. Truck GPS Data and Satellite Imagery Inconsistencies	1
Figure 4. Seasonality of Trucking Activities in Virginia	8
Figure 5. Authorized (white dots) and Overflow (blue dots) Parking Activity at Radford Rest Area Northbound, I-81	11
Figure 6. Overflow Truck Parking Events (blue dots) longer than four hours observed over two weeks at the Pilot Travel Plaza on SR 460 near the I-295 Ramps in Disputanta, VA.	11
Figure 7. Unauthorized Truck Parking Observed at the I-95 Off-Ramp at Maury Street to Access the Industrial Area South of the James River in Richmond, VA.....	12
Figure 8. Unauthorized Truck Parking Observed at the I-85 Ramps to Access the nearby Dinwiddie Airport or Distribution Centers.....	13
Figure 9. Histograms of Parking Activities by Duration.....	15
Figure 10. Maximum Number of Observed Truck Parking Events between 30 - 120 min	16
Figure 11. Maximum Number of Observed Truck Parking Events more than Four Hours at Each Segment.....	17
Figure 12. Existing truck parking demand at VDOT public parking junctions.....	21
Figure 13. Existing truck parking demand at private parking junctions	22
Figure 14. Total Additional Truck Parking Spaces Needed at VDOT Public Junctions	27
Figure 17. Total Additional Truck Parking Spaces Needed at Private Junctions.....	28
Figure 16. Top 20 Hot Spot Junctions	32

EXECUTIVE SUMMARY

Safe and efficient freight movement relies on available truck parking. In 2021, the Virginia Department of Transportation (VDOT) conducted this truck parking study to build on the study previously conducted (2015). The goal of this study was to measure current truck parking supply and demand in Virginia.

Project Need

Truck parking shortages are when there are not enough designated and safe spaces for trucks to park for short breaks or overnight rests. Truck parking shortages can cause lost productivity, higher shipping costs, overflow at parking facilities, and parking in unauthorized locations. Overflow and unauthorized parking create safety risks for both the truck driver and the motoring public.

Analysis

This statewide truck parking study used new truck global positioning system (GPS) data from the American Trucking Research Institute (ATRI) to quantify the truck parking need in Virginia. The data include a sample of truck parking events across the state along Corridors of Statewide Significance and National Highway System (NHS). The analysis used data from the eight (8) weeks of peak truck travel in 2019: May 3-31 (4 weeks), June 16-29 (2 weeks), and September 15-28 (2 weeks).

Truck parking inventory (supply or capacity) was measured by:

- Number of parking spaces (public and private facilities)
- Availability of amenities at truck parking locations

Truck parking demand was measured by:

- Number of parking events (authorized and overflow)
- Representative sample size of probe data compared to total truck volumes
- Utilization of public and private facilities

Key Findings

More truck parking is needed across the state, and especially along I-81 and I-95.

- 142 parking facilities provide 8,071 designated truck parking spaces in Virginia.
- 617 truck parking spaces were added along Corridors of Statewide Significance in Virginia between 2015 and 2021.
- 3,244 additional spaces are needed today, and 8,574 additional spaces will be needed by 2045 during peak demand periods.

- 119 truck parking junctions were analyzed (37 VDOT public parking junctions (rest areas) and 82 private parking junctions).
- Only three junctions were not over capacity at some point during the eight-weeks of peak truck parking demands. All junctions are estimated to be over capacity by 2045 if no additional spaces are added to them.
- **Top 20 Hot Spots** are the junctions with the largest unmet truck parking demand, which will require more development to add the spaces needed. The Top 20 Hot Spots represent 64 percent of statewide additional truck parking supply needs. Additional spaces needed ranged from 45 to 259. Staunton, Richmond, and Bristol are home to 13 of the Top 20 Hot Spots. Junctions along I-81 or I-95 are home to 17 of the Top 20 Hot Spots.
- **Bottom 20 Hot Spots** are the junctions with the least unmet truck parking demand, which might be “low-hanging fruit” locations that require less development to meet the demand. Additional spaces needed ranged from 11 to 18. The Bottom 20 Hot Spots represent less than 6 percent of the additional spaces needed across the state.

The analysis estimates the worst conditions—during the eight weeks of peak truck travel. All but three junctions with parking on the Corridors of Statewide Significance or National Highway System (NHS) had overflow or unauthorized parking observed at some point during the data collection period. However, the truck parking problem may not occur year-round at all locations.

Next Steps

VDOT, local communities, and private developers can work together to address current and future truck parking needs. VDOT can support local agency planning to identify creative strategies to meet the demand. VDOT can also take the lead to create clear and concise messaging on the business case for truck parking. This messaging can be shared with the public, local officials, and developers to help them understand the needs and the benefits of truck parking in their communities.

Challenges and Research Needs

This study quantifies the truck parking supply and demand in Virginia by using new GPS data from trucks that was not available during the 2015 study. However, this study was limited by several challenges. These challenges create opportunities for additional research.

Study Challenges	Additional Research Needs
<p>COVID-19 Pandemic Limitations: The COVID-19 pandemic impacted travel demand and freight movement demand across the nation. By analyzing data from 2019, the analysis avoided COVID-19 impacts on truck parking supply and demand.</p>	<p>VDOT may want to monitor truck parking demand changes over the next few years to see if trends have changed since the pandemic.</p>

<p>Data Validation Limitations: The study team initially planned site visits and aerial data collection to validate the parking and overflow conditions observed in the ATRI data. These site visits and aerial data collection were not conducted, because travel patterns and volumes during the pandemic were not representative of the 2019 ATRI data's pre-pandemic patterns.</p>	<p>Further investigation is required to validate the data and to review the ATRI sample size coverage.</p>
<p>2045 Future Trends: Future demand was estimated using VDOT AADT growth per year, which may have changed since the pandemic.</p>	<p>Identify post-pandemic travel patterns and demands. Adjust future demand estimates. Further investigate future land uses near each hot spot to find local opportunities to solve the unmet demand issue for each hot spot specifically.</p>
<p>Origin-Destination Data: The ATRI origin and destination dataset provided truck flows at the county level within the state and at the state level outside the state boundary. However, the county level and state level origin and destination are too broad for facility- and junction-level analysis.</p>	<p>Launching StreetLight origin and destination analysis for individual hot spots or focus areas would help answer two additional questions:</p> <ul style="list-style-type: none"> • Can the unmet demand be allocated to other facilities with enough supply based on the traffic pattern? • Does the high truck demand come from the same corridor or a connecting corridor?

DEFINITIONS

- **Hours of Service** – Federal Motor Carrier Safety Regulation No. 395 sets driver hours of service (HOS) regulations (49 CFR, Part 395). The requirements for maximum driving time for property-carrying vehicles are provided for reference below.

MAXIMUM DRIVING TIME FOR PROPERTY-CARRYING VEHICLES - § 395.3.

49 CFR, Part 395 –Hours of Service of Drivers

(a) [...] no motor carrier shall permit or require any driver used by it to drive a property-carrying commercial motor vehicle, nor shall any such driver drive a property-carrying commercial motor vehicle, regardless of the number of motor carriers using the driver's services, unless the driver complies with the following requirements:

(1) Start of work shift. A driver may not drive without first taking 10 consecutive hours off duty.

(2) 14-hour period. A driver may drive only during a period of 14 consecutive hours after coming on duty following 10 consecutive hours off duty. The driver may not drive after the end of the 14-consecutive-hour period without first taking 10 consecutive hours off duty.

(3) Driving time and rest breaks.

(i) Driving time. A driver may drive a total of 11 hours during the 14-hour period specified in paragraph (a)(2) of this section.

(ii) Rest breaks. Except for drivers who qualify for either of the short-haul exceptions in §395.1(e)(1) or (2), driving is not permitted if more than 8 hours have passed since the end of the driver's last off-duty or sleeper-berth period of at least 30 minutes.

- **Parking Inventory** – number of truck parking spaces at each facility.
- **Capacity** – number of truck parking spaces in a given truck parking facility or geographic area (e.g., VDOT District along a corridor).
- **Parking Demand** – the number of trucks that would park at a facility or given geographic area if there were sufficient supply.
- **Utilization** – the number of trucks parked in a geographic area during a given period.
- **Max Percent Utilization** – the number of trucks parked in a geographic area during a given time period compared to capacity. This number, expressed as a ratio or percentage, indicates whether there is an excess of truck parking spaces or a gap in available truck parking.
- **Truck Parking Facility** – specific site with authorized truck parking, which can be a public VDOT facility or a private truck parking facility.

- **Truck Parking Event** – an ATRI GPS data instance where truck speed is zero and the coordinate of the truck does not change more than ten feet between each time stamp for a duration of time.
- **Truck Parking Event Type** – parking events are categorized based on their duration as: 1) *Sleep/ Overnight* defined as over eight hours but not necessarily during nighttime hours; 2) *Long break* defined as four to eight hour stops; 3) *Medium* (staging) defined as two to four hours; 4) *Short break* defined as one-half to two hours; 5) *Quick* (e.g., refueling) defined as less than 30 minutes.
- **Authorized/Legal Parking Event** – any truck parking event that occurs in a designated (marked) parking space at a truck parking facility.
- **Overflow Parking Event** – any truck parking event that is within a facility but on the unmarked or undesignated areas for truck parking, or on the adjacent access ramps from/to the parking facility. For this study, the area of overflow parking is defined manually based on observed ATRI GPS activity.
- **Unauthorized Parking Event** – any truck parking event that is outside of a designated truck parking facility (e.g., ramps and shoulders).
- **ATRI data** – American Trucking Research Institute (ATRI) global positioning system (GPS) data from trucks. The ATRI dataset provides truck speeds, time stamps, and coordinates covering a half-mile buffer along each roadside. ATRI also provides a separate dataset of origin and destination truck flows at the county level within the state, and at the state level outside the state boundary, for eight weeks in 2019 (prior to the COVID-19 pandemic). ATRI's dataset consists of industry-provided truck position and speed data derived from wireless onboard communication systems on over one million trucks, including both large trucking companies and independent owner-operators.

1. INTRODUCTION

The safe and efficient movement of freight depends on adequate and strategically located truck parking.

Hours of service (HOS) regulations require drivers to rest at defined intervals. In areas without enough truck parking supply, drivers must start searching for truck parking before their allowable drive time expires or while staging for their pick-up and delivery slots. The scarcer truck parking is, the sooner drivers must begin searching for parking, resulting in lost productivity and higher shipping costs.

Truck parking shortages can also lead to overflow of parking at existing parking facilities or parking in unauthorized locations. This overflow and unauthorized parking can result in a safety hazard for both the driver and the motoring public.

2015 VDOT Truck Parking Study

VDOT conducted a previous truck parking study in 2015. That study was guided by stakeholder surveys conducted with Virginia State Troopers, VDOT Residency Staff, VDOT Rest Area Staff, and truckers who travel on Virginia's roads. Truck parking demand was estimated using the truck parking demand equations from the FHWA *Study of Adequacy of Commercial Truck Parking Facilities – Technical Report* (Report #FHWA-RD-01-158, March 2002).

The 2015 VDOT Truck Parking Study made the following recommendations:

- Partner with private industry and local governments to increase capacity and related improvements.
- Provide accurate and real-time information about truck parking supply and availability in Virginia.
- Improve the safety, effectiveness, and supply of truck parking spaces at State-owned facilities.

2022 VDOT Truck Parking Study Update

The goal of this study is to assess the current supply and demand for truck parking in the State of Virginia and to develop solutions to address existing and future parking needs. This study is an update to the 2015 statewide truck parking study, which used survey data to understand truck parking needs. This 2022 update quantifies the truck parking needs using new truck global positioning system (GPS) data from the American Trucking Research Institute (ATRI).

Report Organization

This report explains the data and methods for estimating truck parking supply and demand. Hot spot locations are identified where more truck parking supply is needed. The report is organized as:

- Section 2: Existing Truck Parking Supply
- Section 3: Truck Parking Data Sources
- Section 4: Data Processing Methodology
- Section 5: Truck Parking Demand
- Section 6: Need for Additional Truck Parking Supply
- Section 8: Conclusions

Truck parking inventory (supply or capacity) was measured by:

- Number of parking spaces (public and private facilities)
- Availability of amenities at truck parking locations

Truck parking demand was measured by:

- Number of parking events (authorized and overflow)
- Representative sample size of probe data compared to total truck volumes
- Utilization of public and private facilities

The 2015 VDOT truck parking study was the starting point for the truck parking supply. The study team compared the number of spaces at facilities from the 2015 inventory against current aerial photos and updated the facility capacity numbers as needed. The team added new private truck parking facilities that were built after the 2015 study. Additionally, the team updated the inventory to account for ongoing and planned expansion projects, such as the expansion of White's Travel Center at I-81 exit 205 in Raphine, VA. **Table 1** and **Table 2** show summaries of truck parking facilities identified for this study. **Figure 2** illustrates the number of parking spaces per facility across Virginia.

The estimated statewide truck parking supply on Corridors of Statewide Significance in Virginia increased from 7,454 spaces in 2015 to 8,071 spaces in 2021 (617 additional spaces).

Table 1. Summary of Truck Parking Facilities by District

VDOT DISTRICT	PUBLIC FACILITIES		PRIVATE FACILITIES		TOTAL	
	# of FACILITIES	# of TRUCK SPACES	# of FACILITIES	# of TRUCK SPACES	# of FACILITIES	# of TRUCK SPACES
BRISTOL	4	119	17	1,269	21	1,388
CULPEPER	2	28	3	109	5	137
FREDERICKSBURG	3	82	6	594	9	676
HAMPTON ROADS	1	2	18	1,006	19	1,008
LYNCHBURG	0	0	5	125	5	125
NORTH VIRGINIA	4	142	0	0	4	142
RICHMOND	10	231	19	1,281	29	1,512
SALEM	5	72	17	556	22	628
STAUNTON	8	106	20	2,349	28	2,455
GRAND TOTAL	37	782	105	7,289	142	8,071

Table 2. Summary of Truck Parking Facilities along I-81 and I-95

CORRIDOR	VDOT DISTRICT	PUBLIC FACILITIES		PRIVATE FACILITIES		TOTAL	
		# of FACILITIES	# of TRUCK SPACES	# of FACILITIES	# of TRUCK SPACES	# of FACILITIES	# of TRUCK SPACES
I-81	BRISTOL	2	66	12	1,111	14	1,177
	SALEM	4	58	8	356	12	414
	STAUNTON	6	84	18	2,009	24	2,093
	SUBTOTAL	12	208	38	3,476	50	3,684
I-95	FREDERICKSBURG	3	82	6	594	9	676
	HAMPTON ROADS	0	0	6	625	6	625
	NORTH VIRGINIA	2	121	0	0	2	121
	RICHMOND	1	29	5	678	6	707
	SUBTOTAL	6	232	17	1,897	23	2,129
GRAND TOTAL		37	782	105	7,289	142	8,071

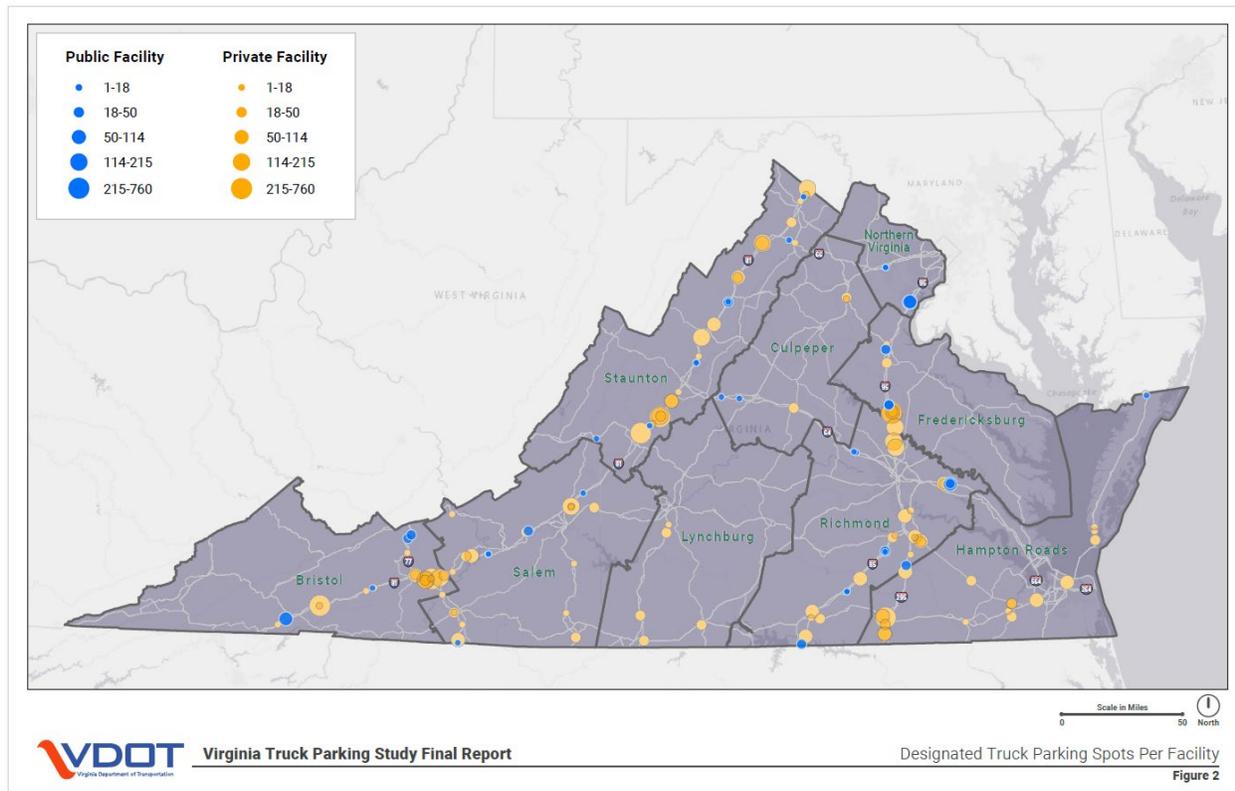


Figure 2. Designated Truck Parking Spots Per Facility

3. TRUCK PARKING DATA SOURCES

Various data sources are reviewed for the study based on the strengths and weaknesses. This section summarizes the dataset parameters and requirements, dataset selection, data limitations and disclaimer, seasonality of truck activity in Virginia, and ATRI data procurement.

Dataset Parameters and Requirements

The data requirements set for this study were:

- Dataset must represent no less than 10 percent of the actual trucking population on the National Highway System in Virginia
- Dataset must provide truck tours with no less than 15-minute time stamps over a 24-hour period
- Dataset must provide truck tours with the ability to identify truck trips to/from freight clusters within Virginia
- Dataset should provide truck trip origins and destinations to better estimate where trucks may need to stop for short and long breaks, as well as refueling

Data Selection

Based on the identified dataset parameters and requirements, the study team further researched three potential datasets:

- **ATRI** (The American Transportation Research Institute) dataset consists of industry-provided truck position and speed data derived from wireless onboard communication systems. The database tracks approximately 800,000 trucks that operate nationwide including both large trucking companies and independent owner-operators.
- **INRIX** provides truck fleet data in their database classified by light-, medium- and heavy-duty trucks.
- **StreetLight** Data provides various customized truck analysis products using INRIX truck fleet data.

The ATRI dataset was selected for analyzing truck parking in Virginia. The ATRI data represent 5-30 percent of the truck population on Virginia's roads, with higher percentages captured on interstate highways and lower percentages reflective of local-serving state highways.

VDOT purchased eight weeks of ATRI data based on a seasonality study described below—May 3-31, 2019 (4 weeks); June 16-29, 2019 (2 weeks); and September 15-28, 2019 (2 weeks). The ATRI dataset provides the following attributes within a half-mile buffer along each roadside for each unique truck ID:

- Parking Event Duration
- Date
- Time of Day
- Longitude/Latitude GPS Coordinates

ATRI also provided a separate dataset of origin and destination truck flows at the county level within the state and at the state level outside the state boundary.

Data Limitations and Disclaimer

ATRI provides GPS-based spatial and temporal information for a large *sample* of trucks with onboard, wireless communication. Even though ATRI collects more than 100 million GPS data points per day across the nation, it has some limitations:

- The sample may overrepresent semi-trailer trucks and long-haul trips and underrepresent smaller trucks and short-haul trips.
- The sample coverage is not uniform across the regions. The coverage in dense urbanized areas is proportionally higher than low-density rural areas.
- There are some discrepancies between satellite imagery and the coordinates of trucks. Some trucks may seem to be parked on undesignated/ unmarked areas or outside of the right of way, where such activity may not be practically possible (**Figure 3**).
- ATRI data does not provide information on commodity type, truckload/less-than-truckload (TL/LTL), number of axles, or travel purpose of the trip.



Figure 3. Truck GPS Data and Satellite Imagery Inconsistencies

COVID-19 Pandemic Limitations: COVID-19 impacted travel demand and freight movement demand across the nation. By analyzing data from 2019, the study team avoided COVID-19 impacts on truck parking supply and demand. VDOT may want to monitor truck parking demand changes over the next few years to see if trends have changed since the pandemic.

Data Validation Limitations: Further investigation is required to validate the data and to review the sample size coverage. This study was conducted during the COVID-19 pandemic. Site visits were not conducted, because travel patterns and conditions during the pandemic were not representative of the 2019 ATRI data.

2045 Future Trends: Future demand was estimated using VDOT AADT growth per year, which may have changed since the pandemic. Future demand estimates may need to be updated once post-pandemic travel patterns and demands can be identified.

Origin-Destination Data: The ATRI origin and destination dataset provides truck flows at the county level within the state and at the state level outside the state boundary. However, the county level and state level origin and destination are too broad for facility- and junction-level analysis. Launching StreetLight origin and destination analysis for individual hot spots or focus areas would help answer two additional questions: Can the unmet demand be allocated to other facilities with enough supply based on the traffic pattern? Does the high truck demand come from the same corridor or a connecting corridor?

Seasonality of Truck Activity in Virginia

The goal of this study is to estimate the demand for truck parking during peak periods of trucking activity when demand is highest. The VDOT year-round truck count database was used to identify the busiest weeks of the year in 2019. Due to the impacts of the COVID-19 pandemic, traffic data in 2020 was not used for this study.

Using 261 VDOT permanent traffic count stations, the study team identified the **eight busiest weeks for truck traffic in Virginia in 2019:** May 3-31, 2019 (4 weeks); June 16-29, 2019 (2 weeks); and September 15-28, 2019 (2 weeks).

Figure 4 shows the number of stations that have a busy week during each week of the year. The green, orange, and yellow bars show the busiest weeks during 2019, which occurred during May, June, and September.

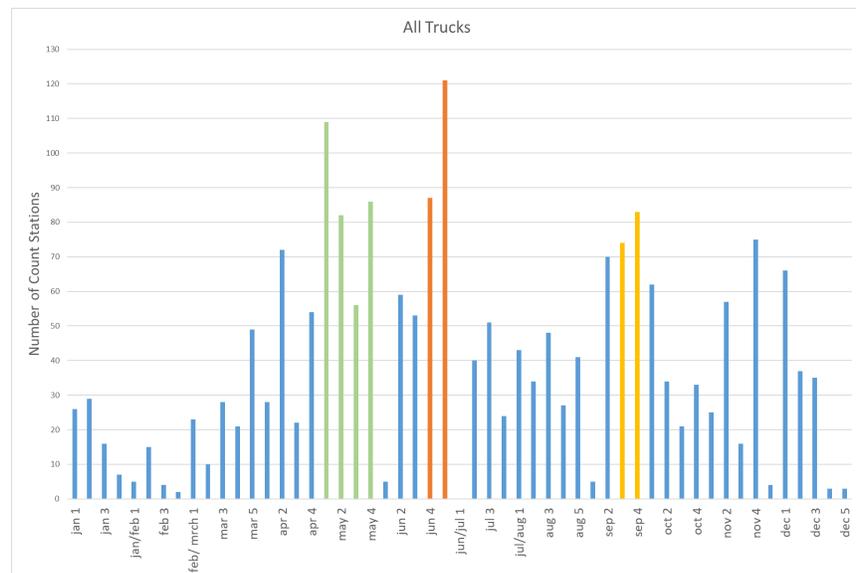


Figure 4. Seasonality of Trucking Activities in Virginia

A similar test was performed using VDOT StreetLight data to measure which weeks have the highest sample size of truck GPS data. The VDOT StreetLight truck GPS data portal represents 3-10 percent of the statewide average daily truck traffic (ADTT) counts. The weeks with the highest sample size of trucks and peak activity in 2019 based on StreetLight data also occurred during the months of May, June, and September.

ATRI Data Procurement

The ATRI dataset purchased for this analysis covers eight weeks of truck GPS data for Corridors of Statewide Significance and National Highway System (NHS) facilities in Virginia (with a five-mile buffer outside of the state for interstate facilities). The ATRI data was purchased for the eight peak weeks to provide for the largest sample size and highest periods for truck parking demand:

- May 3-31 (4 weeks)
- June 16-29 (2 weeks)
- September 15-28 (2 weeks)

4. DATA PROCESSING METHODOLOGY

This section explains the data processing methodology. The ATRI data were processed to determine types of parking event, duration of stops, time of day patterns. Additionally, the ATRI sample data were extrapolated to estimate the total truck parking demand. **Appendix B** provides a detailed summary of the methodology, data collection process, and expansion factor calculations.

Data Cleaning, Filtering, and Scrubbing

Prior to the analysis, the study team took the following steps to clean-up and improve the quality of the data:

- **Removed trucks that disappeared and re-appeared** – each truck in the ATRI data set has a GPS ping showing a time stamp and coordinate every 1-5 minutes. If a truck parked at location x at time t , but at the next ping was recorded at t' (where t' is 1 to 3 minutes later than t), the truck parked at a location that is more than ten miles away from the first location, then it was removed from the dataset.
- **Removed trucks whose pings were not continuous** – each truck in the data set has a GPS ping showing a time stamp and coordinate every 1-5 minutes. If pings for a parked truck are more than 15 minutes apart it is not usable data for truck parking analysis and was removed from the dataset.
- **Removed trucks parked for longer than 24 hours** – if a truck parked at a location for more than 24 continuous hours, it is possible that is an invalid data point, or the parking is due to other reasons such as unexpected maintenance. These unusual events were removed to avoid overestimating demand for truck parking.
- **Removed trucks parked for less than 10 minutes** – to avoid truck stop events due to traffic congestion and red lights at intersections, all stops less than 10 minutes are removed from the dataset.

Parking Event Types

Parking events were categorized into three event types:

- **Authorized/Legal Parking Event** – any truck parking event that occurs in a designated (marked) parking space at a truck parking facility.
- **Overflow Parking Event** – any truck parking event that is within a facility but on the unmarked or undesignated areas for truck parking, or on the adjacent access ramps from/to the parking facility. For this study, the area of overflow parking is defined manually based on observed ATRI GPS activity.
- **Unauthorized Parking Event** – any truck parking event that is outside of a designated truck parking facility (e.g., ramps and shoulders).

OVERFLOW PARKING EVENTS

Where truck parking supply is lower than demand, truck drivers may be forced to park in spaces adjacent to the facility along the entrance ramps, freeway shoulders, areas designated for passenger vehicles, hotel parking areas, gas stations, or vacant and abandoned lots to comply with Hours-of-Service regulations. This creates personal safety concerns for truck drivers and crash safety concerns for all road users.

Figure 5 shows an example of overflow parking observed at the VDOT Radford Rest Area on I-81 northbound. The small dots show the locations of all the ATRI GPS samples for the two-week period of June 16-29, 2019.



Figure 5. Authorized (white dots) and Overflow (blue dots) Parking Activity at Radford Rest Area Northbound, I-81

Figure 6 shows observed truck parking events where trucks parked more than four hours outside of designated parking spaces at the Pilot Travel Center on SR 460 near the I-295 ramps in Disputanta, VA. It is possible that the truck drivers received permission from the facility manager. Because this is a mixed-use facility for passenger cars and trucks, parking trucks at undesignated spaces creates safety concerns for other users.



Figure 6. Overflow Truck Parking Events (blue dots) longer than four hours observed over two weeks at the Pilot Travel Plaza on SR 460 near the I-295 Ramps in Disputanta, VA.

UNAUTHORIZED PARKING EVENTS (RAMP/SHOULDER PARKING)

Trucks parked on the ramps/shoulders of highways are a key factor driving the increased public awareness of the need for additional authorized truck parking. Trucks stopped in these locations pose a safety hazard to themselves and to the traveling public. Additionally, they can cause increased damage to public infrastructure as the ramps and shoulders are not typically designed to bear the weight of a fully loaded trailer for long periods of time.

Figure 7 and **Figure 8** show examples of unauthorized ramp/shoulder parking events.

To achieve an accurate estimate of truck parking demand, this study considers trucks parked on ramps and shoulders adjacent to a truck parking facility to be *overflow* of that facility.

Another set of observed unauthorized truck parking events occurs at empty commercial or industrial properties. These locations often have large surface parking areas (initially designed for cars) conveniently located near points where trucks are loading/unloading, and that are ideally suited for staging and short-term parking as compared to the side of a road. However, these vacant properties are typically under private control; were not designed to accommodate truck parking; and lack the safety features, driver health and wellness features (like restrooms), and maintenance needed to support truck parking operations.

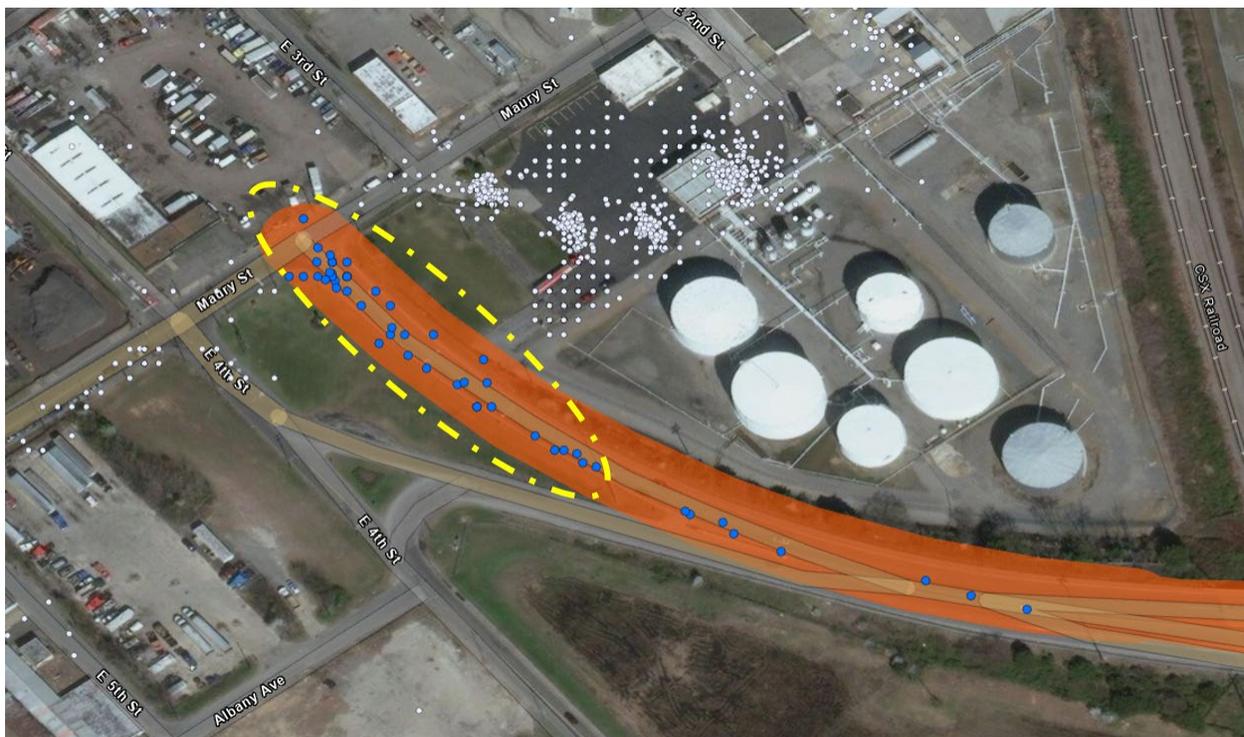


Figure 7. Unauthorized Truck Parking Observed at the I-95 Off-Ramp at Maury Street to Access the Industrial Area South of the James River in Richmond, VA



Figure 8. Unauthorized Truck Parking Observed at the I-85 Ramps to Access the nearby Dinwiddie Airport or Distribution Centers

Virginia Waysides and Rest Area Policy

There used to be a two-hour limit for truck parking at Virginia rest areas and welcome centers. That limitation was removed in July 2009. However, Virginia Administrative Code 24VAC30-50-10 (Waysides and rest areas) still sets the following regulations related to parking and sleeping at waysides and rest areas:

- A. Waysides identified by name and without lights shall be open from 8 a.m. to one hour after sunset. Areas having security lighting will be open at all times.
- B. When an area is posted for limited parking, the operator of each vehicle may be required to sign a register setting forth the time of arrival.
- C. When posted, parking shall be limited to the period specified.
- D. No overnight parking will be permitted.
- E. Camping is not permitted at any time.

For this study, trucks parked in designated truck parking spaces at rest areas are categorized as "authorized", because the duration and time of day requirements in 24VAC30-50-10 are not consistently enforced across the state.

Parking Event Duration

In addition to location, parking events were also categorized based on their duration as:

- **Sleep/ Overnight** defined as over eight hours (481-1,440 minutes). These stops are typical of the required rest period between shifts. They are most common between the hours of 4:00 p.m. – 2:00 a.m., but they do not necessarily happen overnight. This category covers the required HOS break at the beginning of each shift.
- **Long break** defined as four to eight hour stops (214-480 minutes). These stops are typically related to the required HOS break during each shift, regular maintenance, or other operational or logistic needs of the driver.
- **Medium** defined as two to four hours (121-240 minutes). These stops are typically for staging, waiting for specific time window for delivery or picking up shipments, minor maintenance, or driver's breaks during the shift. These are least frequent in the ATRI database and mostly occur near major destination points.
- **Short break** defined as one-half to two hours (30-120 minutes). These stops are typical of mid-shift rest breaks, which are required to be at least 30 minutes.
- **Quick** defined as less than 30 minutes (10-30 minutes). These stops are the most frequent ones along ramps and shoulders, and might be for variety of reasons such as checking the load, driver's needs, fueling, short waits before a scheduled loading, etc. This category of stops is included in figures and datasets for this study, but they are not included in truck parking demand analysis.

These parking event durations were based on statistical summaries of parking activities during the eight weeks (57 days) of ATRI sample data. **Figure 9** shows the histograms of distribution of trucks based on their parking duration.

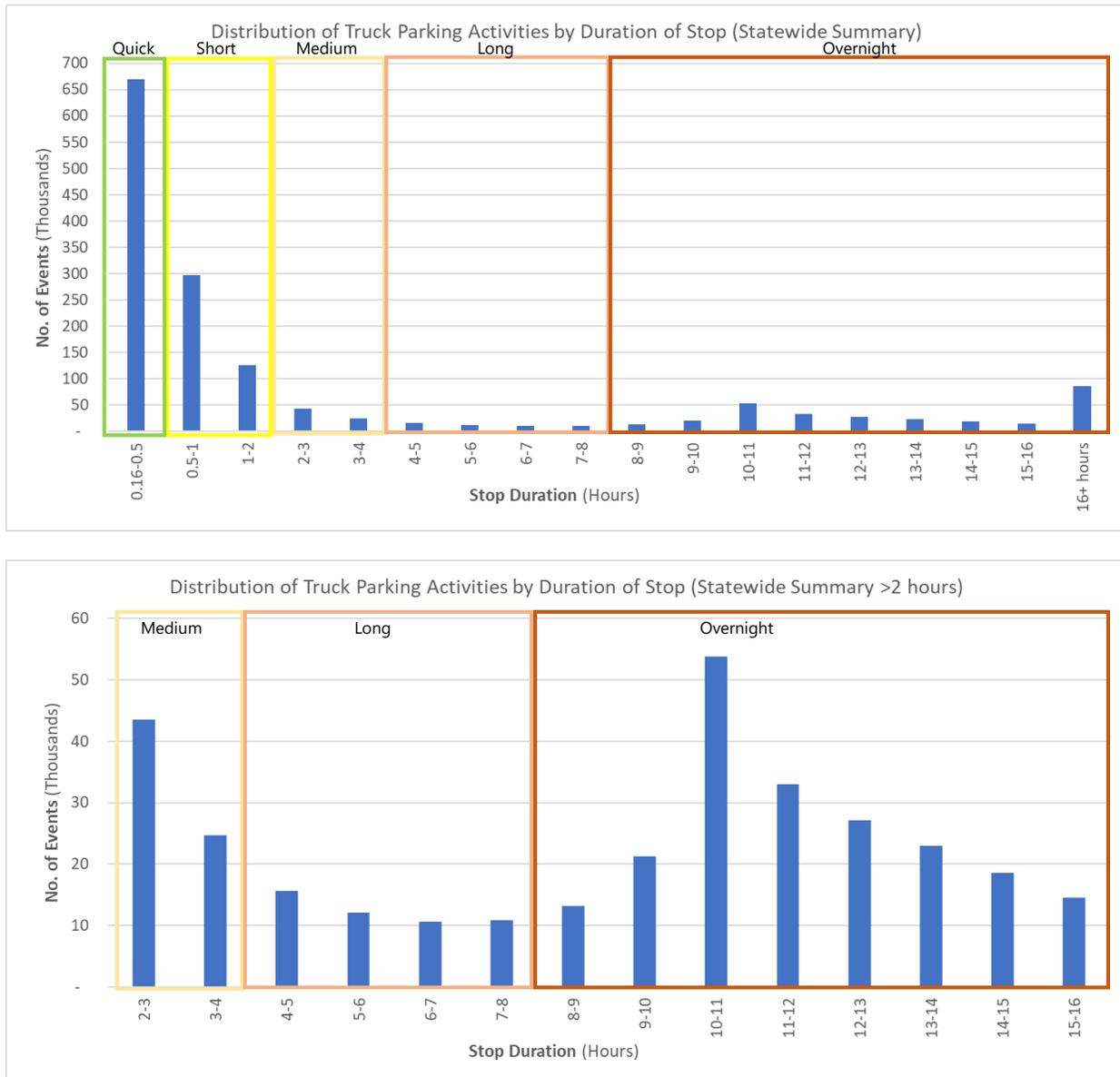


Figure 9. Histograms of Parking Activities by Duration

Parking Event Time of Day Patterns

Truck parking activity patterns are significantly dependent on duration of truck parking events. Based on the truck parking distributions, the study used the following time periods for the data analysis:

- **Early morning:** 12:00 a.m. – 8:00 a.m.
- **Midday:** 8:00 a.m. – 4:00 p.m.
- **Evening:** 4:00 p.m. – 12:00 a.m.

Figure 10 shows the distribution of observed truck parking events between 0.5 to 2 hours throughout the day. The peak of this type of short truck parking activity is between 8:00 a.m.-4:00 p.m. during weekdays. The magnitude of short parking activities during weekends are about 50 percent of what is observed during weekdays. Also, the weekends' activities have a flatter distribution across the day, with a slight increase between 8:00 a.m. – 4:00 p.m.

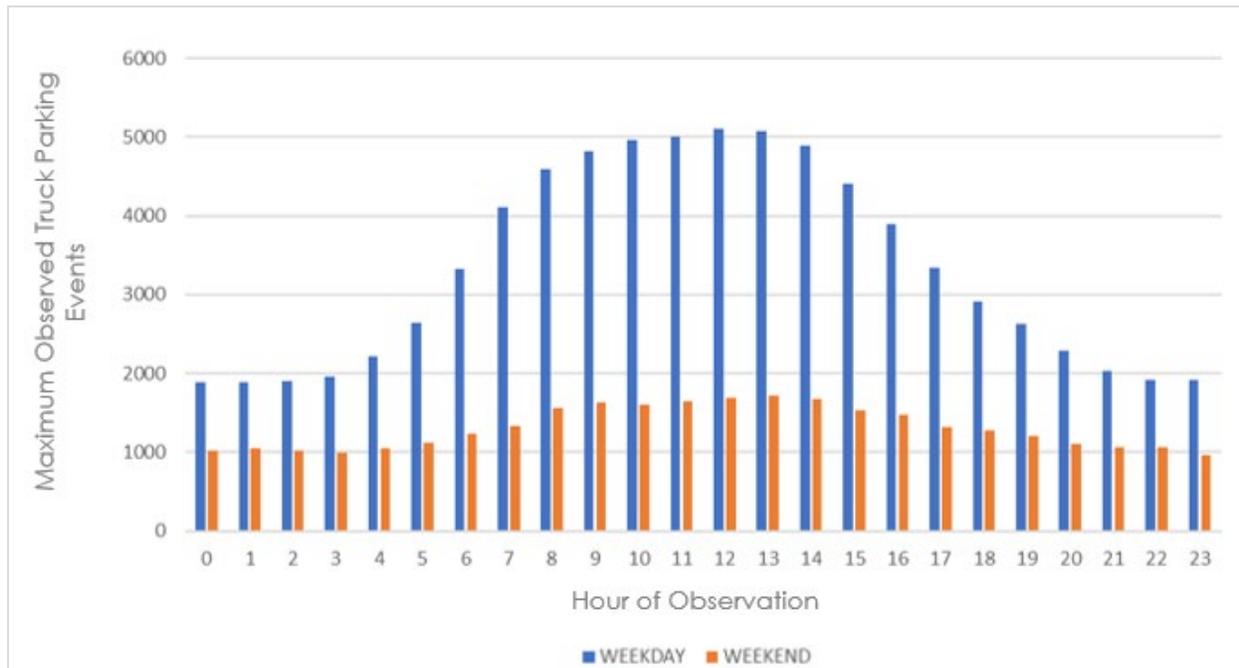


Figure 10. Maximum Number of Observed Truck Parking Events between 30 - 120 min

Figure 11 shows the distribution of truck parking events longer than four hours throughout the day. This type of long truck parking starts to increase around 4:00 p.m. during weekdays, stays at a peak between 10:00 p.m. – 2:00 a.m., then slows down. Weekends are flatter but still show a similar pattern. The long truck parking events during weekends are about 80 percent of the average weekdays during the peak hours of late evening and early morning. The magnitude of long truck parking activity between 8:00 a.m. – 4:00 p.m. is consistent across all weekdays and weekends.

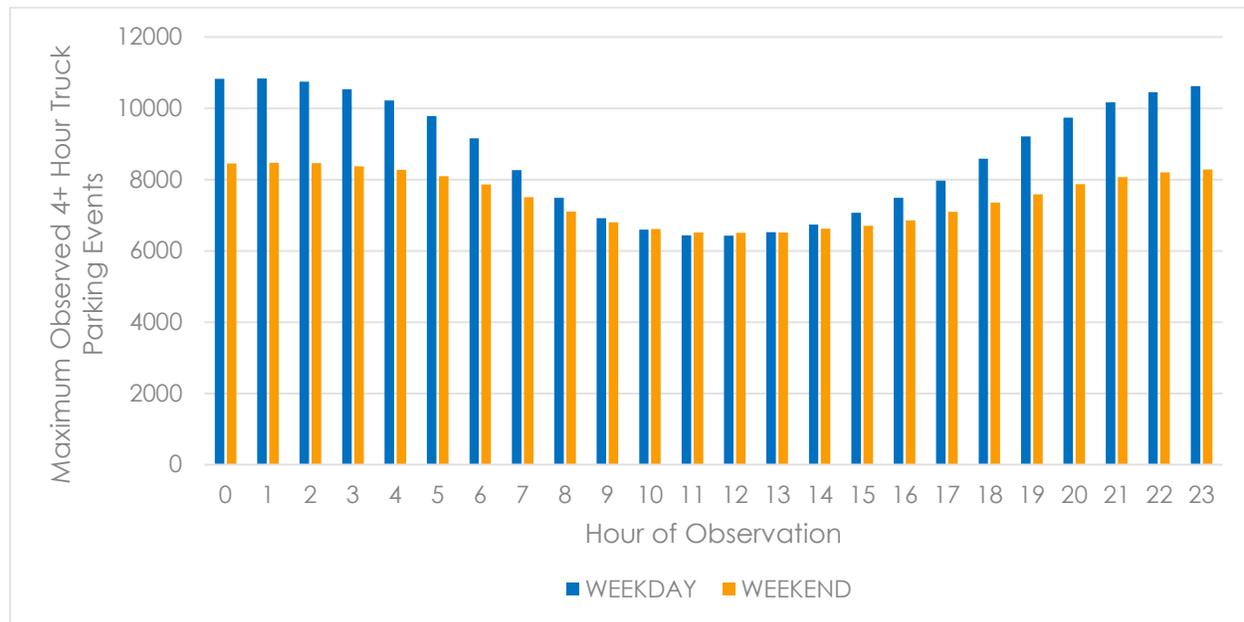


Figure 11. Maximum Number of Observed Truck Parking Events more than Four Hours at Each Segment

Expanding the Sample Data

The ATRI dataset represents a sample of all trucks on the roads; therefore, the truck parking activities captured in the database is only a portion of all truck parking activities in Virginia. To estimate total truck parking demand, ATRI data needs to be expanded to better represent all truck parking activities.

The truck parking demand varies by region and corridor and does not directly correlate with the ATRI truck trips. To estimate the truck parking demand and validate this estimation, several steps were required.

- **Step 1** – Identify a set of count stations that have complete and verified data during the same period as ATRI GPS data.
- **Step 2** – Summarize the count data for selected count stations: average daily /weekday/ weekend truck volumes for the period of 57 days consistent with ATRI GPS data.
- **Step 3** – Compare ATRI GPS data summaries with truck count summaries from selected count stations: the ratio is called “expansion factor.”
- **Step 4** – Per ATRI experts, the sample data are usually no more than 55% of truck ADT; therefore, locations with expansion factors greater than 55 percent or less than 5 percent are removed from the dataset.
- **Step 5** – Prepare final set of count stations that are reasonable for developing expansion factors for ATRI GPS data.

Table 3 summarizes the expansion factors for ATRI GPS data. In general, the expansion factors range from 5.5 to 12.4.

Table 3. Summary of Average Expansion Factors by Districts

District	Average Daily Weighted Ratio (R_i)	Average Expansion Factor ($1/R_i$)
Bristol	9%	10.6
Culpeper	13%	7.8
Fredericksburg	14%	7.1
Hampton Roads	16%	6.2
Lynchburg	18%	5.5
Northern Virginia	11%	9
Richmond	8%	12.4
Salem	14%	7.2
Staunton	11%	9.4
Statewide Average	13%	7.8

See **Appendix B** for a detailed explanation of the methodology, data collection process, and expansion factor calculations.

Summaries by Parking Facility

Appendix C provides a “report card” for each public and private parking facility inventoried. The report cards provide facility specific details, including:

- **Parking inventory** – Total number of designated truck parking spaces
- **Range of additional parking spaces required** to accommodate overflow parking activity
- **Facility-Needs Prioritization** – Ranking of additional spaces needed at facility compared to other facilities across state, and compared to other VDOT facilities, if public facility.
- **Parking amenities** – Indicates presence of restrooms, shower, fuel, Wifi, lighting, or overnight parking
- **Average percent overflow activity** relative to available number of spots daily or during each time period (early morning, midday, and evening)

5. TRUCK PARKING DEMAND

The second step in understanding truck parking needs is to quantify the truck parking demand. By applying the expansion factor onto the ATRI GPS data, the study team obtained a range of minimum and maximum truck parking demand (or activities). The demand analysis is conducted based on the parking needs during peak hour of the peak season to estimate the maximum truck parking demand.

Junction Data Analysis

The study team analyzed parking demand by junction, rather than by facility. At some junctions, there are multiple truck parking facilities or unauthorized parking events, such as ramp or shoulder parking near the junction. This section explains the junction data analysis for existing and future demand.

STUDY JUNCTIONS

After cleaning parking events at both VDOT public facilities and private truck parking facilities, the next step in understanding truck parking needs is to measure the truck parking demand and supply along study corridors. Along each study corridor, interchanges or public rest areas are identified as junctions. Where multiple parking facilities are located at the same interchange, those facilities are assigned the same parking junction identifier. This study identified 119 parking junctions (37 VDOT public parking junctions and 82 private truck parking junctions).

JUNCTION DATA ANALYSIS

The study team took the following steps to complete the inventory of parking events at each study junction:

- **Supply** – summation of all the designated (marked) parking space at each truck parking facilities of the junction.
- **Demand** – summation of authorized/legal parking event and overflow parking event at each truck parking facilities of the junction.
- **Unmet Demand (Need for Additional Supply)** – summation of need for additional supply at each truck parking facilities of the junction.
- **Extra Demand from Unauthorized Parking Events** – number of unauthorized parking events that are outside of the designated truck parking facilities at each junction (e.g., ramps and shoulders).
- **Total Unmet Demand (Additional Spots Needed)** – needs for additional truck parking supply (i.e. summation of unmet demand and extra demand from unauthorized parking events).

FUTURE DEMAND ESTIMATION

To estimate the future parking demand (year 2045) at each junction, the study team assigned the VDOT AADT linear growth rate for each corridor to the existing junction demand. For

junctions at two corridors, the higher growth rate was applied. If corridor segments did not have a traffic station to monitor growth, minimum growth rates were used (one percent per year for rural and two percent per year for urban). **Table 4** summarizes the growth rates by districts. In general, the growth rates range from 1.0 to 12.0 percent in rural areas and 2.0 to 5.2 percent in urban areas.

Table 4. Summary of Growth Rates by Districts

VDOT DISTRICT	URBAN AREA		RURAL AREA	
	MINIMUM GROWTH RATE	MAXIMUM GROWTH RATE	MINIMUM GROWTH RATE	MAXIMUM GROWTH RATE
BRISTOL	2.0%	3.7%	1.0%	12.0%*
CULPEPER	2.0%	4.3%	1.0%	2.5%
FREDERICKSBURG	2.0%	2.6%	1.0%	2.5%
HAMPTON ROADS	2.0%	4.9%	1.0%	3.4%
LYNCHBURG	2.0%	4.2%	1.0%	2.4%
NORTH VIRGINIA	2.0%	3.2%	1.0%	3.1%
RICHMOND	2.0%	3.5%	1.0%	3.7%
SALEM	2.0%	5.2%	1.0%	3.2%
STAUNTON	2.0%	5.2%	1.0%	4.9%
GRAND TOTAL	2.0%	5.2%	1.0%	12.0%*

*12.0% rural area growth rate in Bristol district occurs only along US-460 from Railroad Ave to SCL Grundy.

Public Junctions (VDOT Rest Areas)

This section presents findings from the existing demand analysis (2019 observed ATRI data) and projected future demand (year 2045) for public parking junctions (VDOT rest areas).

EXISTING DEMAND

The truck parking demand varies within a range of 2 to 85 vehicles at VDOT public parking junctions. Among 37 VDOT public parking junctions, only one public parking junction (New Church at US-13S Mile Marker (MM) 141) shows sufficient supply compared to demand. **Figure 12** shows the truck parking demand at VDOT public parking junctions.

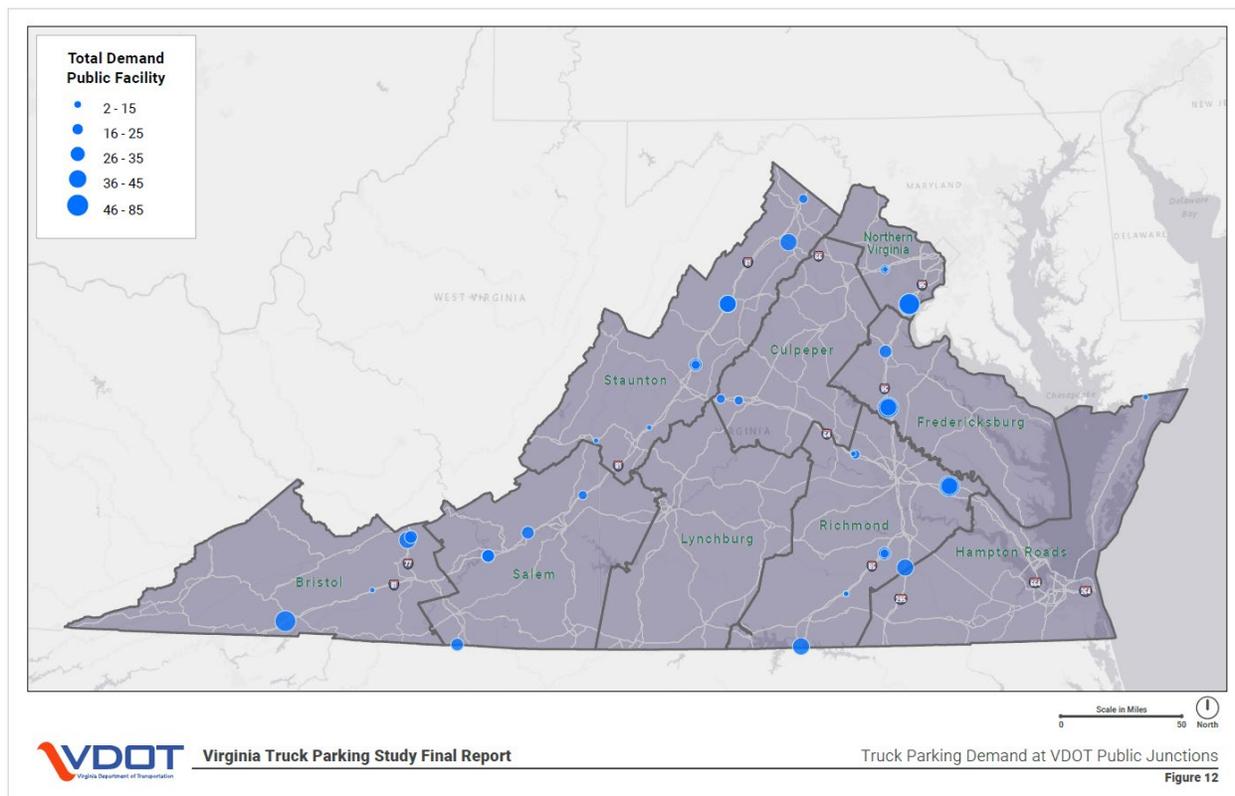


Figure 12. Existing truck parking demand at VDOT public parking junctions

FUTURE DEMAND

To better understand the truck parking needs in the future, the existing demand is grown to year 2045. The future truck parking demand varies from 3 to 142 vehicles at VDOT public parking junctions. If no additional parking spots added to the existing VDOT public parking junctions (or facilities), all public parking junctions will be over-capacity in 2045.

Private Junctions

This section presents findings from the existing and future demand for private parking junctions.

EXISTING DEMAND

The truck parking demand varies within a range of 5 to 776 vehicles at private parking junctions. Among 82 private parking junctions, only two private parking junctions show sufficient supply compared to demand: the adjacent exists of I-64/I-81 at MM 213 – Greenville, and I-64/I-81 at MM 205 – Raphine / Steeles Tavern. The study team updated the inventory to account for ongoing and planned expansion projects at the White's Travel Center at I-81 exit 205 in Raphine, VA. **Figure 13** shows the truck parking demand at private parking junctions.

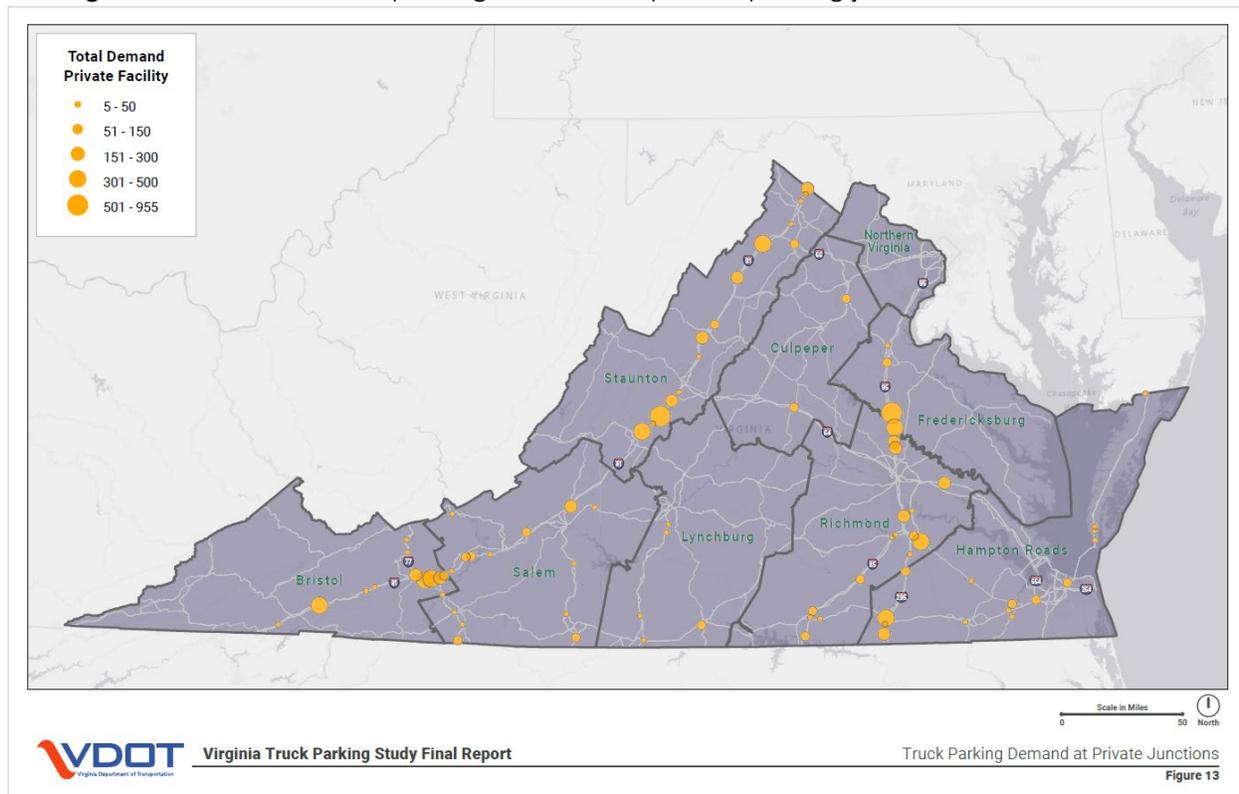


Figure 13. Existing truck parking demand at private parking junctions

FUTURE DEMAND

The future truck parking demand varies from 6 to 1,203 vehicles at private parking junctions. If no additional parking spots added to the existing private parking junctions (or facilities), all the private parking junctions will be over-capacity in 2045.

Demand by District

Table 5 summarizes the truck parking demand by district. The highest demand for both VDOT public junctions and private junctions occurs in Richmond and Staunton. In 2045, the truck parking demand for the whole Virginia State is projected to be 16,649, which grows from 11,319 existing demand.

Table 5. Summary of Truck Parking Demand by District

VDOT DISTRICT	PUBLIC JUNCTIONS		PRIVATE JUNCTIONS		TOTAL	
	EXISTING DEMAND	FUTURE DEMAND	EXISTING DEMAND	FUTURE DEMAND	EXISTING DEMAND	FUTURE DEMAND
BRISTOL	145	213	1,769	2,598	1,914	2,811
CULPEPER	40	52	149	211	189	263
FREDERICKSBURG	127	175	889	1,392	1,016	1,567
HAMPTON ROADS	2	3	1,343	2,062	1,345	2,065
LYNCHBURG	0	0	187	267	187	267
NORTH VIRGINIA	198	331	0	0	198	331
RICHMOND	287	393	2,098	3,128	2,385	3,521
SALEM	150	204	827	1,276	977	1,480
STAUNTON	215	296	2,893	4,048	3,108	4,344
GRAND TOTAL	1,164	1,667	10,155	14,982	11,319	16,649

Demand by Corridor

The team also analyzed truck parking demand along each study corridor (shown in **Table 6**). The existing demand varies between 2 to 361 parking events at public parking junctions and 51 to 4,885 parking events at private parking junctions. The future demand varies between 3 to 513 at public junctions and 85 to 6,981 at private junctions.

Table 6. Summary of Truck Parking Demand along Corridors of Statewide Significance

CORRIDOR	PUBLIC JUNCTIONS		PRIVATE JUNCTIONS		TOTAL	
	EXISTING DEMAND	FUTURE DEMAND	EXISTING DEMAND	FUTURE DEMAND	EXISTING DEMAND	FUTURE DEMAND
I-295	N/A	N/A	151	252	151	252
I-64	191	261	230	315	421	576
I-66	73	114	51	85	124	199
I-664	N/A	N/A	114	191	114	191
I-77	98	127	432	659	530	786
I-81	361	513	4,885	6,981	5,246	7,494
I-85	109	149	400	551	509	700
I-95	330	500	2,693	4,059	3,023	4,559
US-13	2	3	244	372	246	375
US-15	N/A	N/A	85	128	85	128
US-220	N/A	N/A	87	146	87	146
US-29	N/A	N/A	115	174	115	174
US-460	N/A	N/A	413	675	413	675
US-58	N/A	N/A	255	394	255	394
GRAND TOTAL	1,164	1,667	10,155	14,982	11,319	16,649

I-81 and I-95 have the greatest truck parking demand of the Corridors of Statewide Significance in Virginia. This makes sense, because they are the two corridors with the most truck traffic through the state. Comparing the truck parking needs to the corridor length, I-95 has the greatest ratio of truck parking demand per mile (shown in **Table 7**).

Table 7. Summary of Truck Parking Demand per Mile along Corridors of Statewide Significance

CORRIDOR	LENGTH (Mile)	DEMAND		DEMAND PER MILE	
		EXISTING DEMAND	FUTURE DEMAND	EXISTING DEMAND	FUTURE DEMAND
I-295	50	151	252	3	5
I-64	268	421	576	2	2
I-66	60	124	199	2	3
I-664	20	114	191	6	10
I-77	60	530	786	9	13
I-81	323	5,246	7,494	16	23
I-85	68	509	700	7	10
I-95	177	3,023	4,559	17	26
US-13	120	246	375	2	3
US-15	230	85	128	0	1
US-220	167	87	146	1	1
US-29	203	115	174	1	1
US-460	394	413	675	1	2
US-58	550	255	394	0	1
GRAND TOTAL	2690	11,319	16,649	4	6

6. NEED FOR ADDITIONAL TRUCK PARKING SUPPLY

By comparing the truck parking inventory with truck parking demand with at each junction, the study team obtained the need for additional truck parking supply. Among 119 truck parking junctions, only one VDOT public junction and two private junctions are underutilized. In other words, three parking junctions show sufficient truck parking supply in existing conditions to meet peak demand. By 2045, without any additional truck parking supply, truck parking demand is projected to exceed the capacity at all junctions—public and private.

Public Junctions (VDOT Rest Areas)

The unmet demand is estimated as the number of additional truck parking spaces needed at a junction to capture overflow parking events and unauthorized ramp/shoulder parking events during the peak truck parking periods in Virginia.

The additional truck parking supply needed to meet the peak demand varies within a range of 1 to 27 parking spots at VDOT public parking junctions. No overflow parking was observed at the US-13S Mile Marker 141 New Church VDOT Public rest area. This indicates no additional spots are currently needed at this location. Overflow events were observed at all other VDOT public rest areas during the peak period analyzed. **Figure 14** shows the total additional truck spots needed at VDOT public parking junctions.

Assuming no expansion at the VDOT public parking junctions (or facilities), in 2045 the need for additional truck parking spots at each public truck parking junction will range from 1 to 80.

There are currently no public truck parking facilities in VDOT's Lynchburg District. As a result, no unmet demand was observed at public junctions, and current or future needs for public junctions in the Lynchburg District were not estimated. However, there is unmet parking demand at the private junctions, so VDOT may want to consider opportunities to add public parking facilities in the Lynchburg District.

Private Junctions

The additional truck parking supply needed at private parking junctions varies within a range of 1 to 259 spaces. No overflow or unauthorized parking was observed at I-81/I-64 Mile Marker 205 (Raphine / Steels Tavern) and I-81/I-64 Mile Marker 213 (Greenville) private parking junctions. This indicates that no additional spots are currently needed at these two junctions.

Overflow parking was observed in the 2019 data at I-81 Mile Marker 205 (Raphine, VA), but the supply at this location was updated to reflect the 2020 and 2021 expansions of White's Travel Plaza thanks to information provided by the facility owner. These expansions are expected to serve the 2019 truck parking demand. Local studies and data collection are needed to learn how truck parking patterns or volumes have changed since the pandemic began.

Figure 15 shows the total additional truck spots needed at private parking junctions.

Assuming no expansion plan at the private parking junctions (or facilities), in 2045 the private truck parking junctions would need 4 to 634 additional spots.

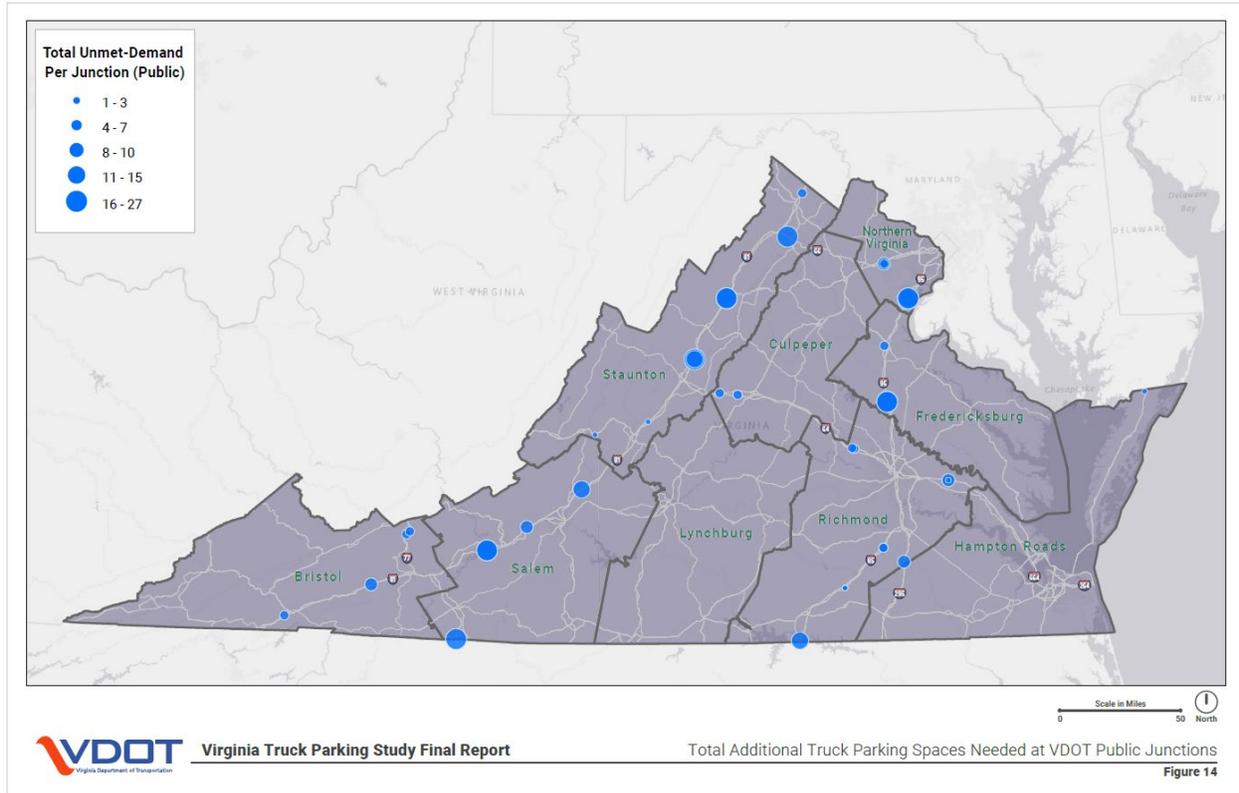


Figure 14. Total Additional Truck Parking Spaces Needed at VDOT Public Junctions

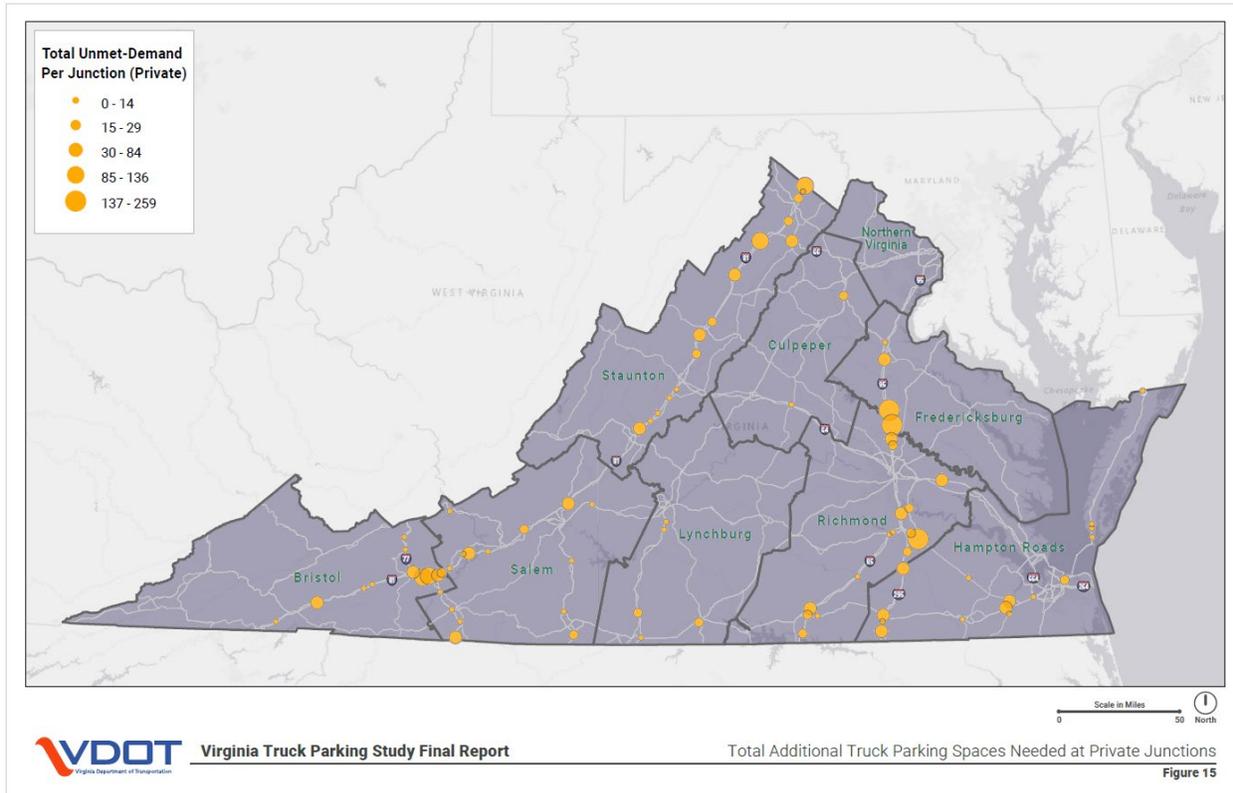


Figure 15. Total Additional Truck Parking Spaces Needed at Private Junctions

District-Level Needs

Table 8 summarizes the truck parking needs by district. Private parking junctions usually need more additional truck parking spaces than public parking junctions. To meet the statewide truck parking demand, 3,244 total spaces need to be added in current years. If no expansion plan is made in the future, the shortage of truck parking spaces in Virginia will be more severe.

Table 8. Summary of Additional Truck Parking Spaces Needed by District

VDOT DISTRICT	SPACES NEEDED AT PUBLIC JUNCTIONS		SPACES NEEDED AT PRIVATE JUNCTIONS		TOTAL SPACES NEEDED	
	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE
BRISTOL	26	94	500	1,329	526	1,423
CULPEPER	12	24	40	102	52	126
FREDERICKSBURG	45	93	295	798	340	891
HAMPTON ROADS	0	1	337	1,056	337	1,057
LYNCHBURG	0	0	62	142	62	142
NORTH VIRGINIA	56	189	0	0	56	189
RICHMOND	56	162	813	1,843	869	2,005
SALEM	78	132	271	720	349	852
STAUNTON	109	190	544	1,699	653	1,889
GRAND TOTAL	382	885	2,862	7,689	3,244	8,574

How does the supply compare to the unmet demand in each district? The VDOT districts with the most supply are Staunton, Richmond, Bristol, and Hampton Roads—each with over 1,000 truck parking spaces at their public and private junctions combined. The districts with the greatest additional spaces needed are Richmond, Staunton, and Bristol—each needing over 300 additional spaces districtwide to meet current truck parking demands. **Table 9** shows the comparison of supply and unmet demand by VDOT District.

Table 9. Comparison of Supply and Unmet Demand by District

VDOT DISTRICT	TOTAL		TOTAL SPACES NEEDED	
	# of FACILITIES	# of TRUCK SPACES	EXISTING	FUTURE
BRISTOL	21	1,388	526	1,423
CULPEPER	5	137	52	126
FREDERICKSBURG	9	676	340	891
HAMPTON ROADS	19	1,008	337	1,057
LYNCHBURG	5	125	62	142
NORTH VIRGINIA	4	142	56	189
RICHMOND	29	1,512	869	2,005
SALEM	22	628	349	852
STAUNTON	28	2,455	653	1,889
GRAND TOTAL	142	8,071	3,244	8,574

Top 20 Hot Spots

Hot spots are identified as overutilized private or public junctions where at least 10 additional parking spaces are needed to understand the most urgent needs statewide.

Table 10 provides the statewide top 20 hot spots ranked by need for additional truck parking supply. The statewide Top 20 Hot Spots are all private junctions that each need 45 to 259 additional spaces. **Figure 16** shows the Top 20 Hot Spot junction locations.

Table 10. Top 20 Hot Spots (Ranked by Greatest Need for Additional Truck Parking Supply)

Rank	JUNCTION ID	OWNER	SUPPLY	DEMAND	ADDITIONAL SPACES NEEDED	% OF ADDITIONAL SPACES NEEDED
1	US-460E 328.065	Private	93	352	259	278%
2	I-95N 104.632	Private	569	776	207	36%
3	I-95N 98.17	Private	215	406	191	89%
4	I-81S 78	Private	352	488	136	39%
5	I-81N 80.361	Private	272	401	129	47%
6	I-81N 292.098	Private	240	363	123	51%
7	I-81N 324.547	Private	144	247	103	72%
8	I-95N 126.224	Private	20	104	84	420%
9	I-95N 11.144	Private	365	441	76	21%
10	I-77S 41.44*	Private	136	202	66	49%
11	I-81N 150.544	Private	153	218	65	42%
12	I-95N 4.274	Private	150	211	61	41%
13	I-81N 243.908	Private	200	261	61	31%
14	I-81N 274.267	Private	130	189	59	45%
15	I-64W 211.428	Private	115	166	51	44%
16	US-58E 470.488	Private	50	98	48	96%
17	I-95N 58.314	Private	110	158	48	44%
18	I-81N 29.459	Private	275	321	46	17%
19	I-81S 195.838	Private	330	376	46	14%
20	I-81S 101.74	Private	85	130	45	53%
GRAND TOTAL			4,004	5,908	1,904	48%

*Junction I-77S 41.44 is located at the junction of I-81 and I-77 in Wytheville, VA, and should be included when considering the truck parking needs along I-81.

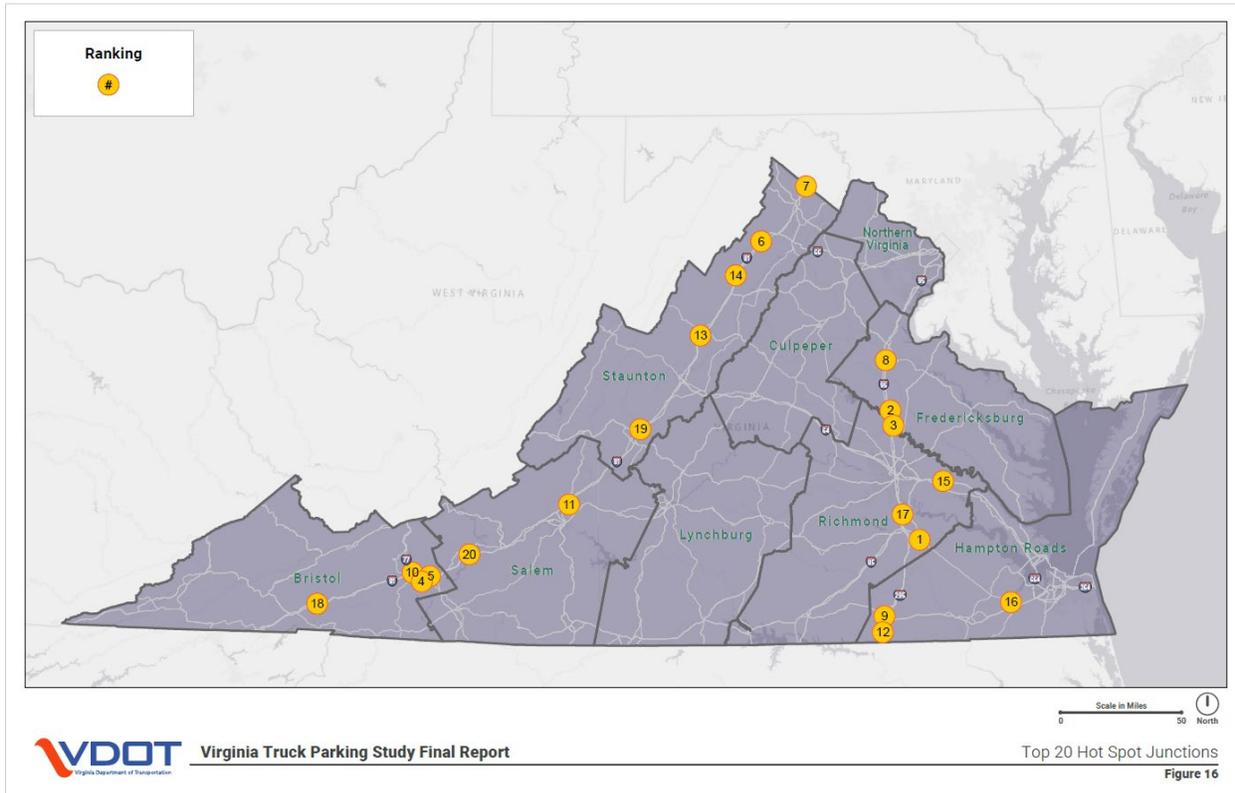


Figure 16. Top 20 Hot Spot Junctions

Table 11 summarizes the **Top 20 Hot Spots** by each VDOT district. The Top 20 Hot Spots represent 64 percent of statewide additional truck parking supply needs. Staunton, Richmond, and Bristol are home to 13 of the Top 20 Hot Spots. Three districts do not have a Top 20 Hot Spot: Culpepper, Lynchburg, and North Virginia, but these districts still have a need for additional truck parking supply. I-81 or I-95 are home to 17 of the Top 20 Hot Spots.

Table 11. Summary of Top 20 Hot Spots by District

VDOT DISTRICT	# OF TOP 20 HOT SPOTS	TOTAL # OF JUNCTIONS	2019 SPACES NEEDED IN TOP 20	% OF SPACES NEEDED IN DISTRICT WITHIN TOP 20	2045 SPACES NEEDED ACROSS DISTRICT
BRISTOL	4	16	377	80%	1,285
CULPEPER	0	4	0	0%	102
FREDERICKSBURG	2	6	291	88%	858
HAMPTON ROADS	3	16	185	61%	954
LYNCHBURG	0	5	0	0%	118
NORTH VIRGINIA	0	4	0	0%	153
RICHMOND	4	26	549	67%	1,850
SALEM	2	19	110	38%	706
STAUNTON	5	23	393	62%	1,492
GRAND TOTAL	20	119	1,904	64%	7,518

Bottom 20 Hot Spots

The **Bottom 20 Hot Spots** (shown in **Table 12**) are junctions that need the fewest additional spaces out of the “hot spot” junctions, which were identified as any junction needed at least 10 additional spaces. The additional spaces needed at the Bottom 20 Hot Spots ranged from 11 to 18 spaces. The Bottom 20 Hot Spots could be “low-hanging-fruit” locations where a small increase in supply could address the current truck parking demand. However, the Bottom 20 Hot Spots represent less than six percent of the statewide unmet truck parking demand.

Table 12. Summary of Bottom 20 Hot Spots (Ranked by Least Need for Additional Truck Parking Supply)

Rank	JUNCTION ID	OWNER	SUPPLY	DEMAND	ADDITIONAL SPACES NEEDED	DISTRICT
49	I-77N 0.134	Public	14	32	18	Salem
50	I-81S 109.202	Public	14	32	18	Salem
51	I-95N 107.904	Public	40	58	18	Fredericksburg
52	I-81N 232.904	Public	14	31	17	Staunton
53	I-81N 307.851	Private	25	42	17	Staunton
54	I-95N 41.091	Private	12	27	15	Richmond
55	US-29N 18.485	Private	30	45	15	Lynchburg
56	I-81S 158.714	Public	7	21	14	Salem
57	I-64W 136.944	Private	50	64	14	Culpeper
58	I-664N 19.152	Private	100	114	14	Hampton Roads
59	I-81N 218.44	Private	18	31	13	Staunton
60	US-58E 381.645	Private	20	33	13	Richmond
61	I-85N 39.749	Private	75	88	13	Richmond
62	I-81S 10.402	Private	10	22	12	Bristol
63	I-81S 51.294	Private	16	28	12	Bristol
64	I-85N 62.066	Private	20	32	12	Richmond
65	US-29S 7.535	Private	20	32	12	Lynchburg
66	I-81S 99.345	Private	45	57	12	Salem
67	I-81S 233.239	Public	10	21	11	Staunton
68	I-85N 0.636	Public	27	38	11	Richmond
GRAND TOTAL			567	848	281	

Key Findings from Hot Spots Analysis

How many additional truck parking spaces are needed? Between 2015 and 2021, 617 truck parking spaces were added along Corridors of Statewide Significance in Virginia. This study estimates the 2019 unmet demand requires an additional 3,244 spaces today and potentially up to 8,574 spaces by 2045 during peak demand periods.

The peak demand at each junction was estimated to range from 2 to 85 trucks at VDOT public parking junctions and from 5 to 776 at private parking junctions.

Where is there enough truck parking supply? Out of 119 parking junctions, only three were not overutilized at some point during the eight-week peak truck parking demand period:

- I-64/I-81 at MM 213 – Greenville (private facility)
- I-64/I-81 at MM 205 – Raphine / Steeles Tavern (private facility)
- US-13S MM 141 – New Church (public facility)

The truck parking supply at I-64/I-81 at MM 205 – Raphine / Steeles Tavern includes the 2020 and 2021 expansions of White's Travel Center.

Where are the “problem” locations? The junction that needs the most additional spaces is US-460 at MM 328 in Disputanta, VA. This is the junction of US-460 with VA-156 and I-95 southeast of Petersburg. There are 93 designated truck parking spaces provided by the Shell and Love's Travel Shop at this junction, but up to 259 additional spaces may be needed to meet the maximum demand observed during the peak period. Nearby, the junction of I-295 at US-460 also experiences overflow parking, as shown earlier in **Figure 6**.

Initially, the study team planned to identify corridor segments where multiple adjacent junctions are over capacity. However, 116 of the 119 junctions were observed to be overcapacity at some point within the eight peak weeks of data. All junctions are projected to be over capacity by 2045 if no additional parking supply is added. To identify areas of greatest need and opportunity, the study team identified the Top 20 and Bottom 20 Hot Spot junctions.

The **Top 20 Hot Spot locations** are the junctions with the largest parking needs. Additional spaces needed at the Top 20 Hot Spots ranged from 45 to 259. **The Top 20 Hot Spots represent 64 percent of statewide additional truck parking supply needs.** Staunton, Richmond, and Bristol are home to 13 of the top 20 hot spots. Culpepper, Lynchburg, and North Virginia do not have a top 20 hot spot, but these districts still have a need for additional truck parking supply. Eleven of the Top 20 junctions are along I-81, and six are along I-95.

Seven junctions require more than 100 additional truck parking spaces: US-460 (MM 328), I-95 (MM 98 and 104), and I-81 (MM 78, 80, 292, and 325).

When planning to address the local truck parking needs, it is important to consider surrounding area truck parking needs. Considering the Top 20 Hot Spots alone, there are several areas of concern where adjacent junctions are all in the Top 20:

- **I-81** at MM 72 (Junction with I-77; identified in study as I-77 MM 41), MM 77 (E. Lee Hwy / Chapman Rd) and MM 80 (Fort Chiswell / Max Meadows) require 66, 136, and 129 additional spaces, respectively.

- **I-95** at MM 98 (Doswell) and MM 104 (Carmel Church / Bowling Green) require 191 and 207 additional spaces, respectively.

What is the “low-hanging fruit”? The **Bottom 20 Hot Spot locations** are the junctions that still require at least 10 additional spaces but have the least unmet truck parking demand of the “hot spots”. The number of additional spaces needed ranged from 11 to 18 at these junctions. The Bottom 20 Hot Spot junctions might be “low-hanging fruit” locations that require less development to meet the peak demand. However, the Bottom 20 Hot Spot locations represent less than six percent of the total unmet peak demand across Virginia. Local studies will need to look at surrounding land use and ownership to identify opportunities for facility expansion or new developments.

7. CONCLUSIONS

This section summarizes the key findings, the need for outreach and education, and the need for additional research.

Key Findings

To support the safe and efficient movement of freight, and to support truck driver safety and wellness, additional truck parking spaces need to be added across Virginia, and especially along I-81 and I-95.

- 142 parking facilities provide 8,071 designated truck parking spaces in Virginia.
- 617 truck parking spaces were added along Corridors of Statewide Significance in Virginia between 2015 and 2021.
- 3,244 additional spaces are needed today, and 8,574 additional spaces will be needed by 2045 during peak demand periods.
- 119 truck parking junctions were analyzed (37 VDOT public parking junctions (rest areas) and 82 private parking junctions).
- Only three junctions were not over capacity at some point during the eight-weeks of peak truck parking demands. All junctions are estimated to be over capacity by 2045 if no additional spaces are added to them.
- **Top 20 Hot Spots** are the junctions with the largest unmet truck parking demand, which will require more development to add the spaces needed. The top 20 hot spots represent 64% of statewide additional truck parking supply needs. Additional spaces needed ranged from 45 to 259. Staunton, Richmond, and Bristol are home to 13 of the top 20 hot spots. I-81 or I-95 are home to 17 of the Top 20 Hot Spots.
- **Bottom 20 Hot Spots** are the junctions with the least unmet truck parking demand, which might be “low-hanging fruit” locations that require less development to meet the demand. Additional spaces needed ranged from 11 to 18. The Bottom 20 Hot Spots represent less than six percent of the additional spaces needed across the state.

The analysis estimates the worst conditions—during the eight weeks of peak truck travel. All but three junctions with parking on the Corridors of Statewide Significance had overflow or unauthorized parking observed at some point during the data collection period. However, the truck parking problem may not occur year-round at all locations.

Need for Outreach and Education

VDOT, local communities, and private developers can work together to address current and future truck parking needs. Local studies will need to look at surrounding land use and ownership to identify opportunities for facility expansion or new developments. Transportation planners may struggle to help local communities or developers understand the needs for more truck parking if the problem is not always visible.

VDOT can support local agency planning to identify creative strategies to meet the demand. VDOT can also take the lead to create clear and concise messaging on the business case for truck parking. This messaging can be shared with the public, local officials, and developers to help them understand the needs and the benefits of truck parking in their communities.

Need for Additional Research

This study sought to quantify the truck parking supply and demand in Virginia by using new GPS data from trucks that was not available during the 2015 study. However, this study was limited by several challenges and data limitations. These challenges create opportunities for additional research as summarized below.

Study Challenges	Additional Research Needs
<p>COVID-19 Pandemic Limitations: The COVID-19 pandemic impacted travel demand and freight movement demand across the nation. By analyzing data from 2019, the analysis avoided COVID-19 impacts on truck parking supply and demand.</p>	<p>VDOT may want to monitor truck parking demand changes over the next few years to see if trends have changed since the pandemic.</p>
<p>Data Validation Limitations: Site visits and aerial data collection were planned to validate the parking and overflow conditions observed in the ATRI data. These site visits and aerial data collection were not conducted, because travel patterns and volumes during the pandemic were not representative of the 2019 ATRI data's pre-pandemic patterns.</p>	<p>Further investigation is required to validate the data and to review the sample size coverage.</p>
<p>2045 Future Trends: Future demand was estimated using VDOT AADT growth per year, which may have changed since the pandemic.</p>	<p>Identify post-pandemic travel patterns and demands. Adjust future demand estimates. Further investigate future land uses near each hot spot to find local opportunities to solve the unmet demand issue for each hot spot specifically.</p>

Origin-Destination Data: The ATRI origin and destination dataset provided truck flows at the county level within the state and at the state level outside the state boundary. However, the county level and state level origin and destination are too broad for facility- and junction-level analysis.

Launching StreetLight origin and destination analysis for individual hot spots or focus areas would help answer two additional questions:

- Can the unmet demand be allocated to other facilities with enough supply based on the traffic pattern?
- Does the high truck demand come from the same corridor or a connecting corridor?

APPENDIX A: DATA SELECTION

Based on the identified dataset parameters and requirements, the study team researched three potential datasets:

- **ATRI** (The American Transportation Research Institute) maintains the largest database, tracking approximately 800,000 trucks that operate nationwide
- **INRIX** provides truck fleet data in their database classified by light-, medium- and heavy-duty trucks.
- **StreetLight** Data provides various customized truck analysis products using INRIX truck fleet data

Based on an initial review of the datasets, the study team identified the following information about the three datasets:

- **Representation of Truck Population**
 - ATRI data represents 10-25% of the trucks on the NHS and major truck connectors in Virginia.
 - INRIX and Streetlight (which uses INRIX data) represents 10-12% of the trucks on the NHS and major freight connectors in Virginia.
- **Truck Tour Origin and Destination Data**
 - ATRI data provides truck trips with origin/destination both within the State, to/from the State, and through the State. This information is critical for understanding both where and when they may prefer to park.
 - Streetlight has developed a mechanism to identify "truck trips". Each trip starts when the GPS device does not move at least 5 meters within 5 minutes. The start and end of the trip is not necessarily the true origin and destination of the journey. Trucks often stop to refuel or to take mandatory breaks.
 - INRIX raw truck GPS data can be manipulated to identify truck tours, however the device IDs reset periodically for confidentiality purposes. Therefore, it may underestimate long haul trips.

ATRI data was selected due to the representativeness of the dataset and the unique truck identifier elements. The study team used Streetlight data to corroborate the ATRI dataset.

The truck identifier in the ATRI data makes it possible to trace a truck's trip-making patterns (origins and destinations during a complete truck tour) over a long period of time. Truck origins and destinations are not required for a truck parking study, but this information enhances the ability to understand where trucks may prefer to be parking. The ATRI dataset is a robust combination of fleet-provided data from both GPS systems and Electronic Logging Devices (ELD). Conversely, the truck IDs in the INRIX and Streetlight datasets consist primarily of GPS probe data from cellular phones. The truck IDs associated with the probe data are automatically reset every 24-48 hours making it impossible to track the full truck tour.

The ATRI dataset also captures a greater percentage of long-haul truck trips than the INRIX or Streetlight datasets, which capture a mix of long-haul and short-haul truck trips. The highest demand for truck parking (the focus of this study) is driven by long-haul truck drivers.

APPENDIX B: DETAILED METHODOLOGY

Memorandum

Date: June 2021
To: Erik Johnson
From: Kittelson and Fehr & Peers Team
Subject: VDOT Statewide Truck Parking Analysis Methodology

DC18-0046.04

This Task 5 memo provides a summary of the Virginia Department of Transportation (VDOT) statewide truck parking study selection of data sources, existing truck parking supply, GIS inventory, and data processing methodology.

Background

The safe and efficient movement of freight depends on adequate and strategically located truck parking. Hours of service (HOS) regulations require drivers to rest at defined intervals, forcing them to search for truck parking before their allowable drive time expires or while staging for their pick-up and delivery slots. The scarcer truck parking is, the sooner drivers must begin searching for parking, resulting in lost productivity and higher shipping costs. Truck parking shortages can also lead to overflow of parking at existing parking facilities or parking in unauthorized locations and result in a safety hazard for both the driver and the motoring public.

The goal of this study is to conduct a statewide truck parking evaluation that will assess the current supply and demand for truck parking in the State of Virginia, identify truck parking needs, and develop solutions to address existing and future parking gaps and needs. This study is an update to the 2014 statewide truck parking study, which used survey data to understand truck parking needs. This 2021 update quantifies the needs using new truck global positioning system (GPS) data from the American Trucking Research Institute (ATRI).



Data Selection

In Task 3 of the study, Fehr & Peers reviewed the strengths and weaknesses of various datasets that provide information about truck activity and developed minimum selection criteria as follows:

- Dataset must represent no less than 10 percent of the actual trucking population on the National Highway System in Virginia
- Dataset must provide truck tours with no less than 15-minute time stamps over a 24-hour period
- Dataset must provide truck tours with the ability to identify truck trips to/from freight clusters within Virginia
- Dataset should provide truck trip origins and destinations to better estimate where trucks may need to stop for short and long breaks, as well as refueling

Pursuant to the data selection criteria, the ATRI dataset was selected for analyzing truck parking in Virginia. The ATRI data represents 5-30 percent of the truck population, with the higher percentages captured on interstate highways and the lower percentages reflective of local-serving state highways.

The ATRI dataset provides truck speeds, time stamps, and coordinates covering a half-mile buffer along each roadside. ATRI also provides a separate dataset of origin and destination truck flows at the county level within the state, and at the state level outside the state boundary, for eight weeks in 2019 (prior to the COVID-19 pandemic). ATRI's dataset consists of industry-provided truck position and speed data derived from wireless onboard communication systems on over one million trucks, including both large trucking companies and independent owner-operators.

Data Limitations and Disclaimer

ATRI provides GPS-based spatial and temporal information for a large *sample* of trucks with onboard, wireless communication. Even though ATRI collects more than 100 million GPS data points per day across the nation, it has some limitations:

- The sample may overrepresent semi-trailer trucks and long-haul trips and underrepresent smaller trucks and short-haul trips. The sample coverage is not uniform across the regions. The coverage in dense urbanized areas is proportionally higher than low density rural areas.
- There are some discrepancies between satellite imagery and the coordinates of trucks.
- ATRI data does not provide information on commodity type, truckload/less than truckload (TL/LTL), number of axles, or travel purpose of the trip.
- Some trucks may seem to be parked on undesignated/ unmarked areas or outside of the right of way, where such activity may not be practically possible (**Figure 1**).



Figure 1: Truck GPS Data and Satellite Imagery Inconsistencies



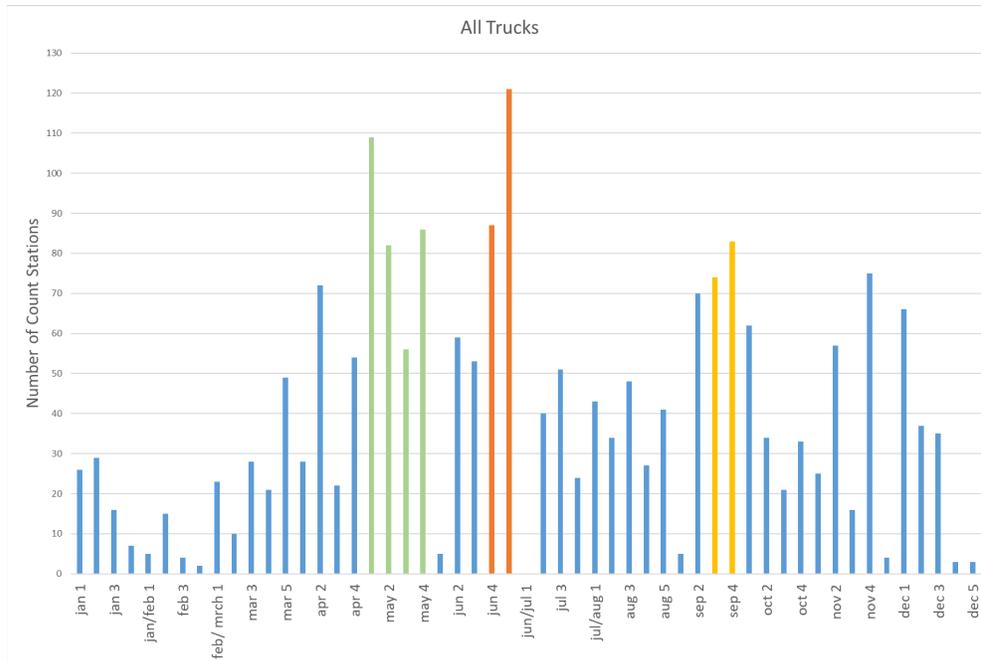
The results presented in this study are based on a set of overarching assumptions and statistical analysis of the available data at a regional level. The goal is to provide a comprehensive overview based on observed data to understand truck parking activities and the relationship between truck parking supply and demand across the state. Therefore, the parking demand analysis is conducted at an aggregate level. Further investigation is required to validate the data and review the sample size coverage, and to present disaggregated results for a specific facility or segment of roadway.

Seasonality of Trucking Activity in Virginia

The goal of this study is to estimate the demand for truck parking during peak periods of trucking activity when demand is highest. The VDOT year-round truck count database was used to identify the busiest weeks of the year in 2019. Due to the impacts of the COVID-19 pandemic, traffic data in 2020 was not used for this study. Overall, 261 stations were identified with valid count data, covering more than 75 percent of days in 2019. The busiest eight weeks for each of these stations were identified. **Figure 2** shows the number of stations that have a busy week during each week of the year. Most count stations across the state experienced the highest truck traffic volumes during the last week of June. The green, orange, and yellow bars show the busiest weeks during 2019, which occurred during May, June, and September.



Figure 2: Seasonality of Trucking Activities in Virginia



A similar test was performed using VDOT StreetLight data to measure which weeks have the highest sample size of truck GPS data. The VDOT StreetLight truck GPS data portal represents 3-10 percent of the statewide average daily truck traffic (ADTT) counts. The weeks with the highest sample size of trucks and peak activity in 2019 based on StreetLight data also occurred during the months of May, June, and September.

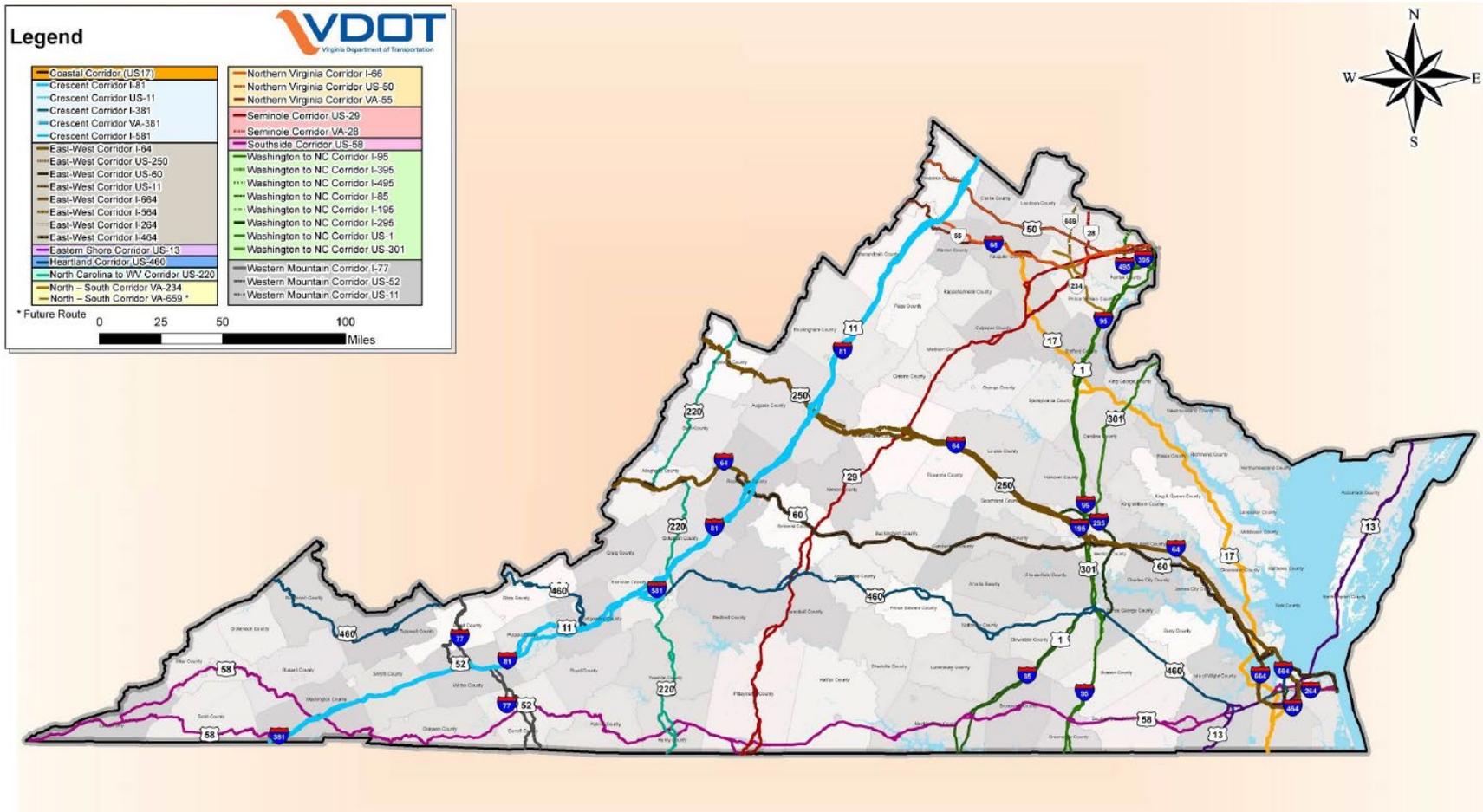
The ATRI dataset purchased for this analysis covers eight weeks of truck GPS data for Corridors of Statewide Significance and National Highway System (NHS) facilities in Virginia (with a five-mile buffer outside of the state for interstate facilities). The ATRI data was purchased for the top eight peak weeks to provide for the largest sample size and highest periods for truck parking demand. Using the count station and StreetLight data information, the following ATRI data were purchased for this study:

- May 3-31 (4 weeks)
- June 16-29 (2 weeks)
- September 15-28 (2 weeks)

The ATRI data was purchased for the NHS network and VDOT Corridors of Statewide Significance, though there is a good amount of overlap between these two networks. **Figure 3** shows the Corridors of Statewide Significance.



Figure 3: VDOT Corridors of Statewide Significance





Definitions

This section provides the definitions and assumptions used for this study.

- **Hours of Service** – Federal Motor Carrier Safety Regulation No. 395 sets driver hours of service (HOS) regulations (49 CFR, Part 395). The requirements for maximum driving time for property-carrying vehicles are provided for reference below.

MAXIMUM DRIVING TIME FOR PROPERTY-CARRYING VEHICLES - § 395.3.

49 CFR, Part 395 –Hours of Service of Drivers

(a) [...] no motor carrier shall permit or require any driver used by it to drive a property-carrying commercial motor vehicle, nor shall any such driver drive a property-carrying commercial motor vehicle, regardless of the number of motor carriers using the driver's services, unless the driver complies with the following requirements:

(1) Start of work shift. A driver may not drive without first taking 10 consecutive hours off duty.

(2) 14-hour period. A driver may drive only during a period of 14 consecutive hours after coming on duty following 10 consecutive hours off duty. The driver may not drive after the end of the 14-consecutive-hour period without first taking 10 consecutive hours off duty.

(3) Driving time and rest breaks.

(i) Driving time. A driver may drive a total of 11 hours during the 14-hour period specified in paragraph (a)(2) of this section.

(ii) Rest breaks. Except for drivers who qualify for either of the short-haul exceptions in §395.1(e)(1) or (2), driving is not permitted if more than 8 hours have passed since the end of the driver's last off-duty or sleeper-berth period of at least 30 minutes.

- **Truck Parking Event** – an ATRI GPS data instance where truck speed is zero and the coordinate of the truck does not change more than ten feet between each time stamp for a duration of time.
- **Truck Parking Event type** – parking events are categorized based on their duration as: 1) Sleep/ Overnight defined as over eight hours but not necessarily during nighttime hours; 2) Long break defined as four to eight hour stops; 3) Medium (staging) defined as two to four hours; 4) Short break defined as one-half to two hours; 5) Quick (e.g., refueling) defined as less than 30 minutes.
- **Truck Parking Facility** – specific site with authorized truck parking, which can be a public VDOT facility or a private truck parking facility.

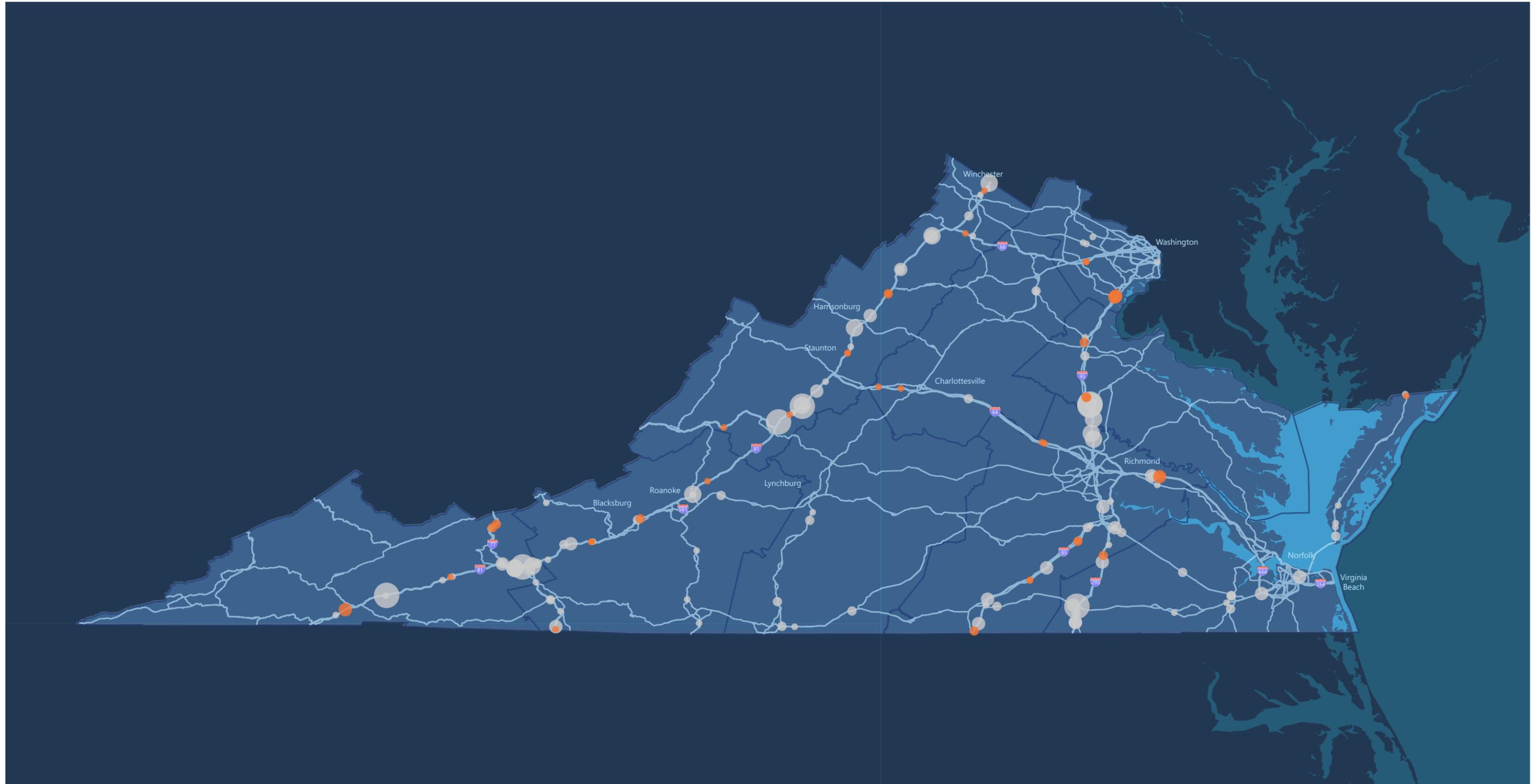


- **Authorized/Legal Parking Event** – any truck parking event that occurs in a designated (marked) parking space at a truck parking facility.
- **Overflow Parking Event** – any truck parking event that is within a facility but on the unmarked or undesignated areas for truck parking, or on the adjacent access ramps from/to the parking facility. For this study, the area of overflow parking is defined manually based on observed ATRI GPS activity.
- **Unauthorized/ Illegal Parking Event** -any truck parking event that is outside of a designated truck parking facility, e.g., ramps and shoulders.
- **Parking Inventory** – number of truck parking spaces at each facility.
- **Capacity** – number of truck parking spaces in a given geographic area (VDOT District along a corridor).
- **Parking Demand** – the number of trucks that would park at a facility or given geographic area if there were sufficient supply.
- **Utilization** – the number of trucks parked in a geographic area during a given time period.
- **Max Percent Utilization** – the number of trucks parked in a geographic area during a given time period compared to capacity. This number, expressed as a ratio or percentage, indicates whether there is an excess of truck parking spaces or a gap in available truck parking.

Truck Parking Supply

Identifying authorized truck parking capacity (an inventory of the number of spaces at both VDOT public and private truck parking facilities) is a critical first step toward understanding the scope of truck parking deficiencies. The capacity in each VDOT district will be compared to the demand for truck parking and utilization of the documented inventory to determine if a truck parking gap exists.

It is important to be able to aggregate facilities by smaller geographies for better suitability in reporting, prioritization, and regional gap analyses. Based on consultation with VDOT staff, the nine VDOT districts (shown in **Figure 4**) are used as the basis for aggregation.



Parking Spots Per Facility

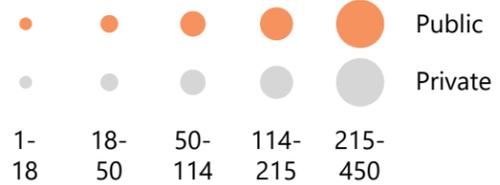


Figure 4

Truck Parking Facilities (Public and Private) in Virginia





Tables 1 and 2 below show summaries of truck parking facilities identified for this study. **Table 1** provides a summary of the number of public or private facilities that allow truck parking either for daytime use only or overnight parking. **Table 2** lists the total number of designated truck parking spaces at those facilities. A detailed description of these facilities is provided in **Appendix A**. This inventory is based on active facilities as of January 2021. The VDOT districts with the greatest number of truck parking facilities and spaces are Bristol, Hampton Roads, Richmond, and Staunton.

Table 1: Summary of Truck Parking Facilities by District

VDOT District	Public Parking Facilities			Private Parking Facilities			Total Number of Truck Parking Facilities		
	Allows Overnight Parking?			Allows Overnight Parking?			Allows Overnight Parking	Daytime Use Only	Grand Total Facilities
	Yes	No / Unknown	Total Public Facilities	Yes	No / Unknown	Total Private Facilities			
Bristol	4	0	4	12	9	21	16	9	25
Culpeper	2	0	2	3	0	3	5	0	5
Fredericksburg	3	0	3	5	1	6	8	1	9
Hampton Roads	1	0	1	17	4	21	18	4	22
Lynchburg	0	0	0	6	1	7	6	1	7
North Virginia	4	0	4	0	4	4	4	4	8
Richmond	10	0	10	14	4	18	24	4	28
Salem	5	0	5	6	8	14	11	8	19
Staunton	8	0	8	14	4	18	22	4	26
Grand Total	37	0	37	77	35	112	114	35	149



Table 2: Summary of Designated Truck Parking Spaces by District

VDOT District	Public Parking Designated Truck Parking Spaces			Private Parking Designated Truck Parking Spaces			Total Number of Designated Truck Parking Spaces		
	Allows Overnight Parking?			Allows Overnight Parking?			Allows Overnight Parking	Daytime Use Only	Grand Total Spaces
	Yes	No / Unknown	Total Public Spaces	Yes	No / Unknown	Total Private Spaces			
Bristol	119	0	119	1,029	86	1,115	1,148	86	1,234
Culpeper	28	0	28	109	0	109	137	0	137
Fredericksburg	82	0	82	574	20	594	656	20	676
Hampton Roads	2	0	2	1,075	26	1,101	1,077	26	1,103
Lynchburg	0	0	0	183	0	183	183	0	183
North Virginia	142	0	142	0	10	10	142	10	152
Richmond	231	0	231	1,011	45	1,056	1,242	45	1,287
Salem	72	0	72	409	50	459	481	50	531
Staunton	106	0	106	2,131	29	2,160	2,237	29	2,266
Grand Total	782	0	782	6,521	266	6,787	7,303	266	7,569

Park and Ride lots may offer opportunities to provide additional truck parking supply. We inventoried the VDOT Park and Ride lots throughout the state and noted which lots provide lighting, which supports driver safety during nighttime parking events. We also inventoried the Park and Ride lots that currently allow overnight parking as well as lighting. **Table 3** summarizes the Park and Ride lots throughout Virginia. Later in the study, as we identify areas in the state where additional truck parking supply is needed, we will assess whether Park and Ride lots may be used to serve truck parking demand.



Table 3: Virginia Park and Ride Lots

VDOT District	Total Park and Ride Lots	Total Lighted Lots	Total Lots that Allow Overnight Parking	Total Lots that Are Lighted and Allow Overnight Parking
Bristol	31	10	0	0
Culpeper	30	13	1	0
Fredericksburg	34	24	9	5
Hampton Roads	30	26	0	0
Lynchburg	9	0	0	0
Northern Virginia	108	86	19	15
Richmond	11	9	8	6
Salem	15	2	0	0
Staunton	25	12	0	0

*Lots that are lighted and allow overnight parking may offer near-term opportunities for truck parking. These opportunities will be further assessed in future study task.

Overflow Truck Parking Locations

Where the supply of authorized truck parking is lower than the demand, truck drivers often use spaces adjacent to the facility along the entrance ramps, freeway shoulders, areas designated for passenger vehicles, hotel parking areas, gas stations, or vacant and abandoned lots to comply with HOS regulations. This creates an unsafe environment for truck drivers as well as others.

shows an example of this case for a VDOT facility near Radford along I-81 northbound. The small dots are the ATRI GPS samples for the June 2019 time-period. **Figure 6** shows frequent long and overnight overflow truck parking events (where trucks parked more than four hours) at a gas station near Pilot Travel Center SR 460 near the I-295 ramps. It is possible that the truck drivers received permission from the facility manager, but this is a mixed-use facility for passenger cars and trucks. Parking trucks at undesigned spaces creates safety concerns for other users.



Figure 5: Authorized (white dots) and Overflow (blue dots) Parking Activity at Radford Rest Area Northbound, I-81



Figure 6: Frequent Overflow (blue dots) Truck Parking Events at a Gas Station (Longer than Four Hours) near the Pilot Travel Center with 80 Truck Parking Spaces at SR 460 near the I-295 Ramps





Unauthorized/ Illegal Ramp/Shoulder Parking

Trucks parked on the ramps/shoulders of highways are a key factor driving the increased public awareness of the need for additional authorized truck parking. Trucks stopped in these locations pose a safety hazard to themselves and to the traveling public. Additionally, they can cause increased damage to public infrastructure as the ramps and shoulders are not typically designed to bear the weight of a fully loaded trailer for long periods of time. For purpose of this study, to achieve an accurate estimate of truck parking demand, trucks parked on ramps and shoulders adjacent to a truck parking facility are considered overflow of that facility. **Figure 7** and **Figure 8** show examples of unauthorized ramp/shoulder parking events.

Figure 7: Trucks Frequently Park at the I-95 Off-Ramp at Maury Street to Access the Industrial Area South of the James River in Richmond, VA





Figure 8: Trucks Frequently Park at the I-85 Ramps to Access the nearby Dinwiddie Airport or Distribution Centers



Vacant Commercial or Industrial Property, or Infill Lands

Another set of observed unauthorized truck parking events occurs at empty commercial or industrial properties. These locations often have large surface parking areas (initially designed for cars) conveniently located near points where trucks are loading/unloading, and that are ideally suited for staging and short-term parking as compared to the side of a road. However, these vacant properties are typically under private control; were not designed to accommodate truck parking; and lack the safety features, driver health, and wellness features (like restrooms), and maintenance needs to support truck parking operations.

ATRI GPS Data Analysis Methodology

The methodology for processing the ATRI data and creating expansion factors to estimate the full extent of truck parking demand is described in this section. ATRI truck parking data provides the following attributes for each unique truck ID:



- Stop Duration
- Date
- Time of Day
- Longitude/Latitude GPS Coordinates

Data Analysis, Filtering, and Scrubbing

The data was collected for a one-mile buffer around state and federal highway corridors in Virginia. The data was processed, filtered, and cleaned to reduce the influence of outliers, as described in the following sections.

Filtering/Clean Up

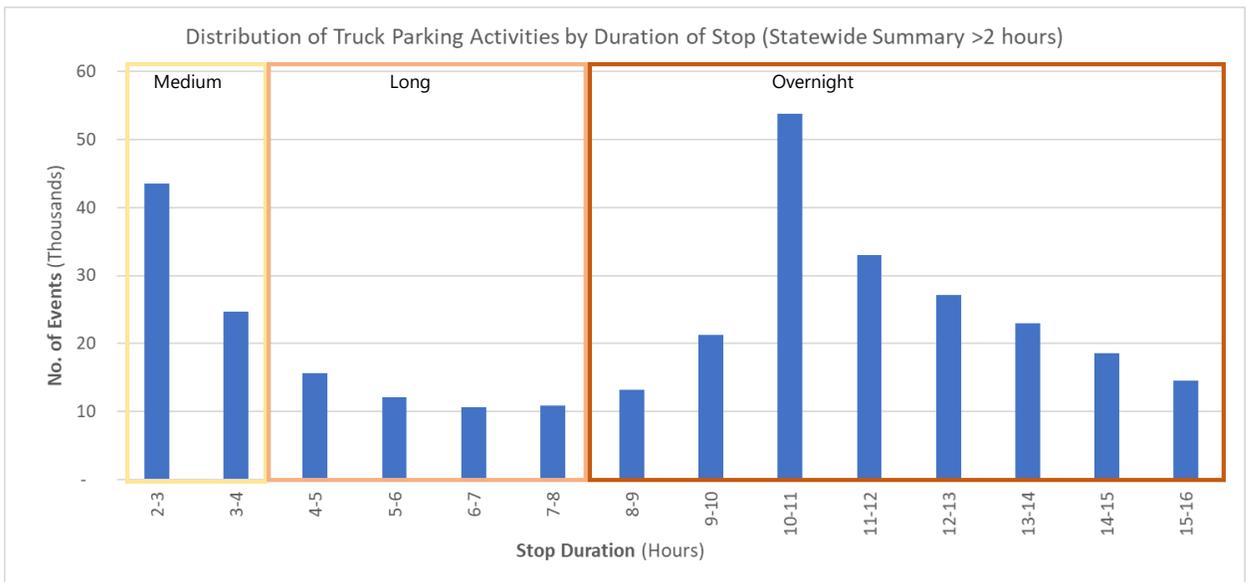
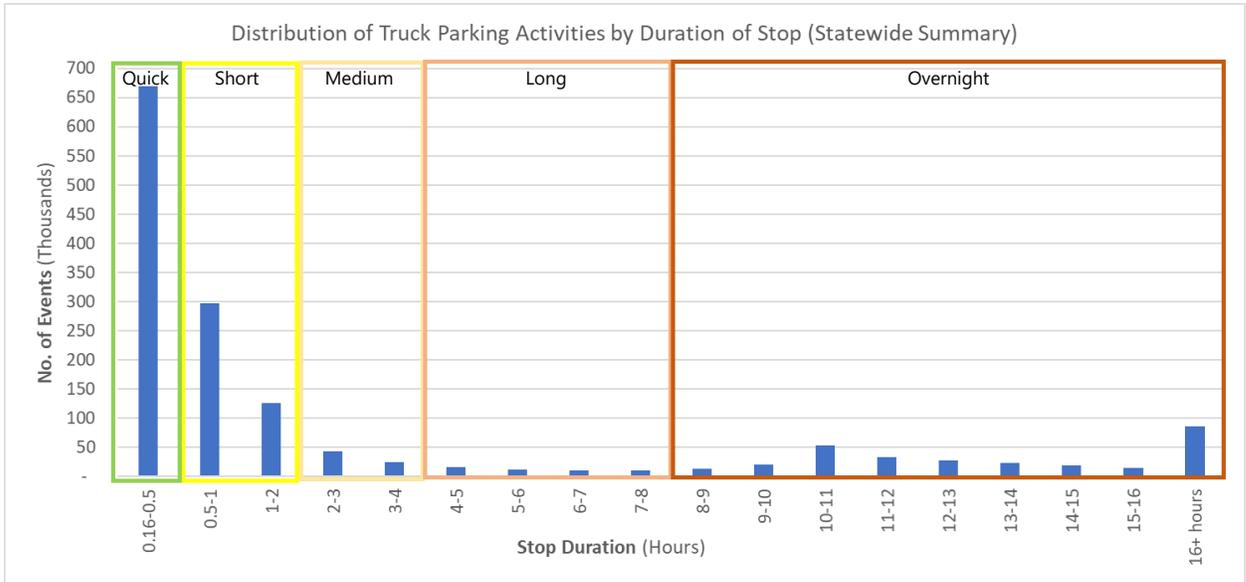
Prior to the analysis, the following steps were taken to clean-up and improve the quality of the data:

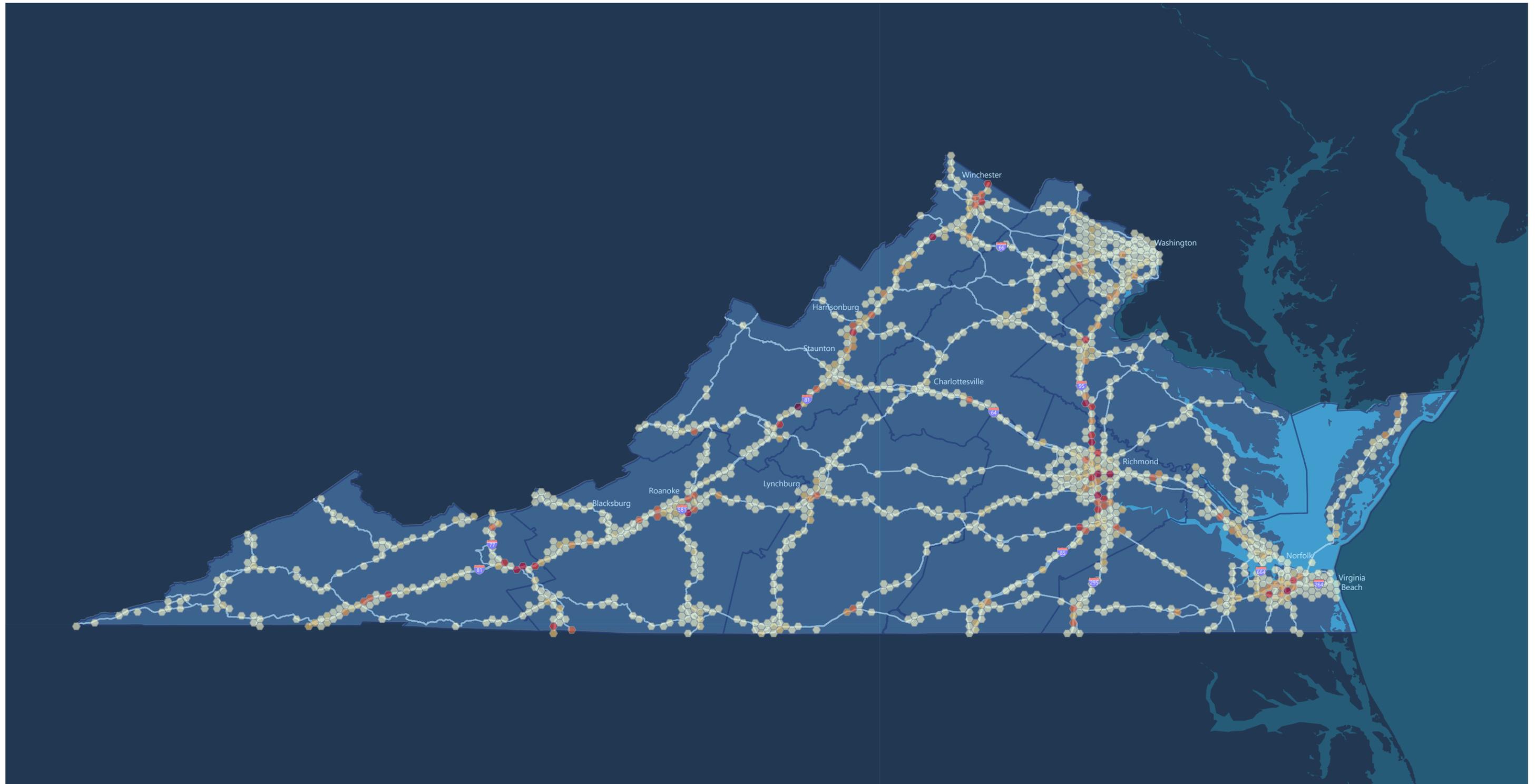
- Removed trucks that disappeared and re-appeared – each truck in the ATRI data set has a GPS ping showing a time stamp and coordinate every 1-5 minutes. If a truck parked at location x at time t , but at the next ping was recorded at t' (where t' is 1 to 3 min later than t), the truck parked at a location that is more than ten miles away from the first location, then it was removed from the data set.
- Removed trucks whose pings were not continuous – each truck in the data set has a GPS ping showing a time stamp and coordinate every 1-5 min. If pings for a parked truck are more than 15 minutes apart it is not usable data for truck parking analysis and was removed from the data set.
- Removed trucks parked for longer than 24 hours – if a truck parked at a location for more than 24 continuous hours, it is possible that is an invalid data point, or the parking is due to other reasons such as unexpected maintenance. These unusual events were removed to avoid overestimating demand for truck parking.
- Removed trucks parked for less than 10 min - to avoid truck stop events due to traffic congestion and red lights at intersections, all stops less than 10 minutes are removed from the data set.

The truck parking activities are categorized by parking event duration to help with visualizing and analyzing the truck parking typologies. The breakdown of stops' durations are derived based on statistical summaries of parking activities during the 57 days of ATRI sample data. **Figure 9** shows the histogram of distribution of trucks based on their parking duration.



Figure 9: Histogram of Parking Activities by Duration





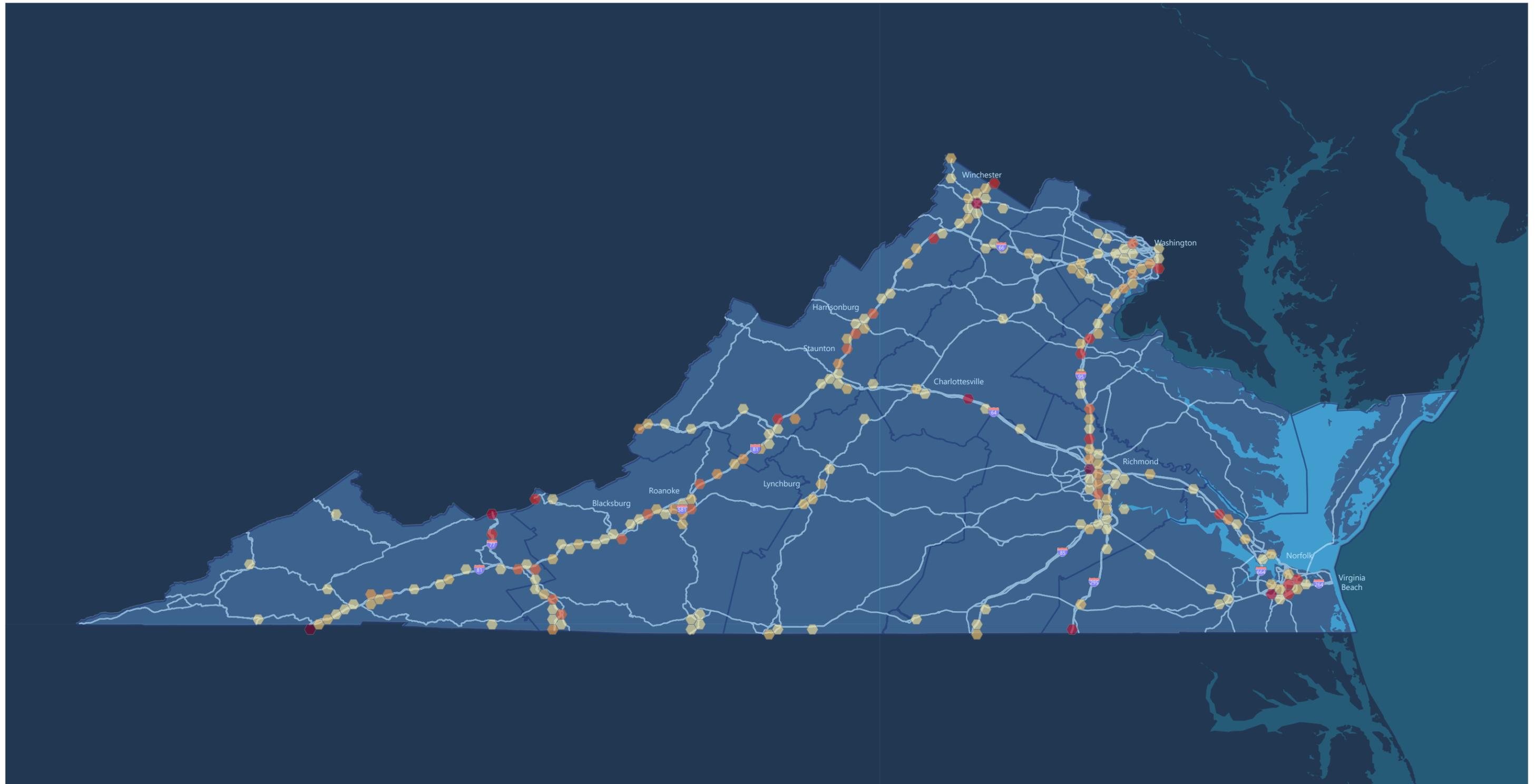
Long and Overnight Parking Count Hotspots (5 square mile HEX grid)

 1 - 157	 1,975 - 3,361
 158 - 514	 3,362 - 5,745
 515 - 1,110	 5,746 - 8,776
 1,111 - 1,974	 8,777 - 16,034

Figure 10

57 days of ATRI Data for Trucks parked more than 4 hours Across the State Highway Network





Unauthorized Truck Parking Count (10 square mile HEX)

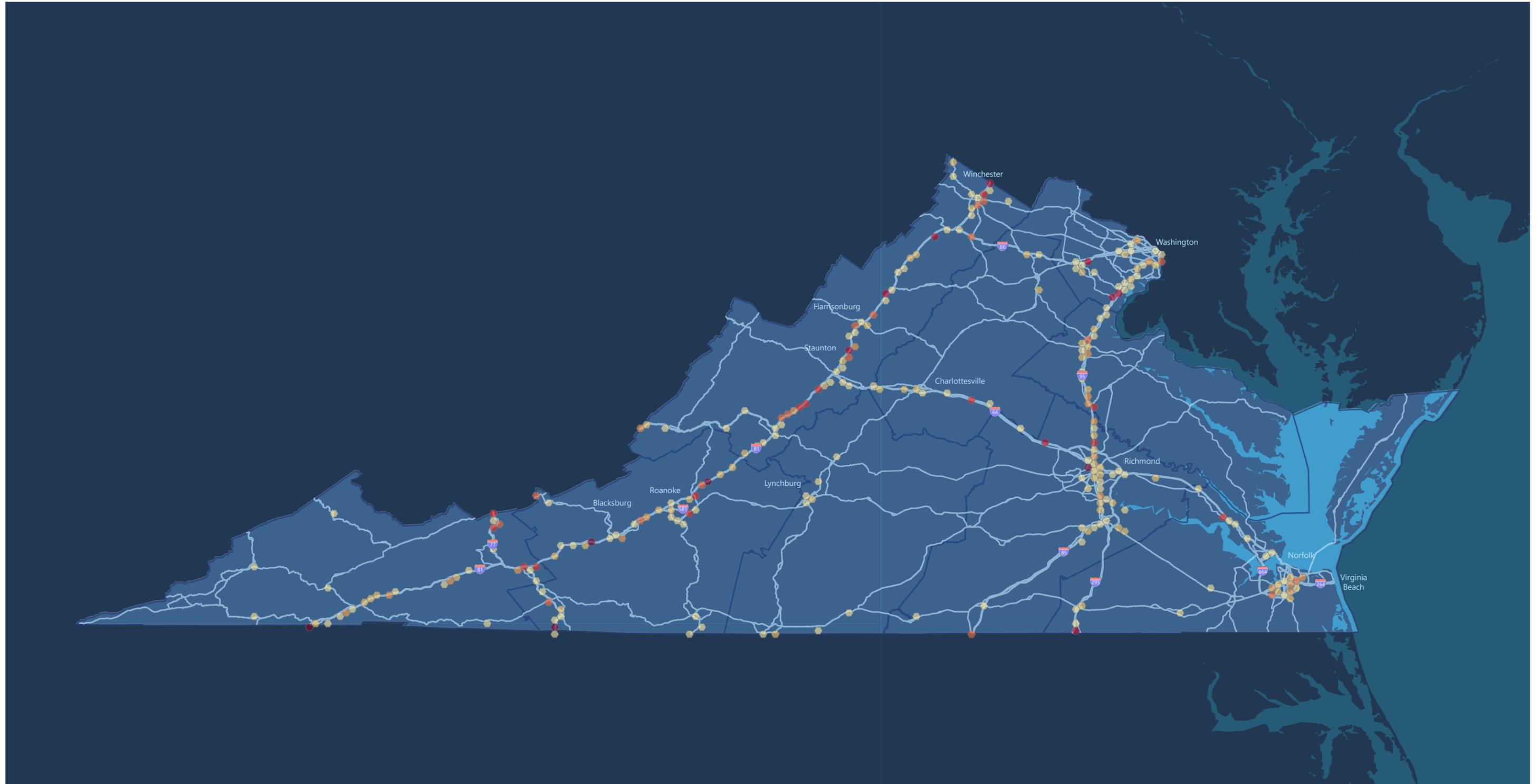
- | | |
|---|--|
|  4 - 7 |  27 - 39 |
|  8 - 13 |  40 - 61 |
|  14 - 19 |  62 - 127 |
|  20 - 26 | |

Figure 10-1

57 days of ATRI Data for Unauthorized Long/Overnight Truck Parking Activity Along Ramps and Shoulders*

*Activity unrelated to truck parking facility overflow





Frequency per 57-day Sample (5 square mile HEX)

- | | |
|---|---|
|  4 - 7 |  24 - 30 |
|  8 - 12 |  31 - 39 |
|  13 - 17 |  40 - 50 |
|  18 - 23 | |

Figure 10-2

Long/Overnight Truck Parking Frequency Along Ramps and Shoulders

*Contains activity related to truck parking facility overflow at access ramps





The following truck parking categories identified for this study are based on observed patterns as shown in **Figure 9** and our experience working with the trucking industry to better explain the parking activity across the state:

- 8-24 hours (481–1,440 minutes) – these stops are typical of the required rest period between shifts. They are most common between the hours of 4 p.m.-2 a.m., but they do not necessarily happen overnight. This category covers the required HOS break at the beginning of each shift. For ease of explanation in this study, these stops are labeled as “Sleep/ overnight Stops.”
- 4-8 hours (241-480 minutes) – these stops are typically related to the required HOS break during each shift, regular maintenance, or other operational/ logistic needs of the driver. For ease of explanation in this study, these stops are labeled as “Long-term Stops.”
- 2-4 hours (121-240 minutes) – these stops are typically for staging, waiting for specific time window for delivery or picking up shipments, minor maintenance, or drivers’ break during the shift. These are least frequent in the ATRI data base and mostly occur near major destination points. For ease of explanation in this study, these stops are labeled as “Medium Stops.”
- 0.5-2 hours (30-120 minutes) – these stops are typical of mid-shift rest breaks, which are required to be at least 30 minutes. For ease of explanation in this study, these stops are labeled as “Short Stops.”
- 10-30 minutes – these stops are the most frequent ones along ramps and shoulders, and might be for variety of reasons such as checking the load, driver’s needs, fueling, short waits before a scheduled loading, etc. This category of stops is included in figures and datasets for this study, but they are not included in truck parking demand analysis. For ease of explanation in this study, these stops are labeled as “Quick Stops.”

Time of Day Patterns

Figure 10 and **Figure 11** below show the Time-of-Day distribution and the Day-of-Week distribution, respectively. As expected, and driven by the HOS requirements, the truck parking activity patterns are significantly dependent on duration of truck parking events. **Figure 10** shows the distribution of truck parking events between 0.5-2 hours throughout the day. The peak of this type of short truck parking activity is between 8:00 a.m.-4:00 p.m. during weekdays. The magnitude of short parking activities during weekends are about 50 percent of what is observed during weekdays. Also, the weekends’ activities have a flatter distribution across the day, with a slight increase between 8:00 a.m.-4:00 p.m.



Figure 11: Maximum Number of Truck Parking Events between 30 - 120 min

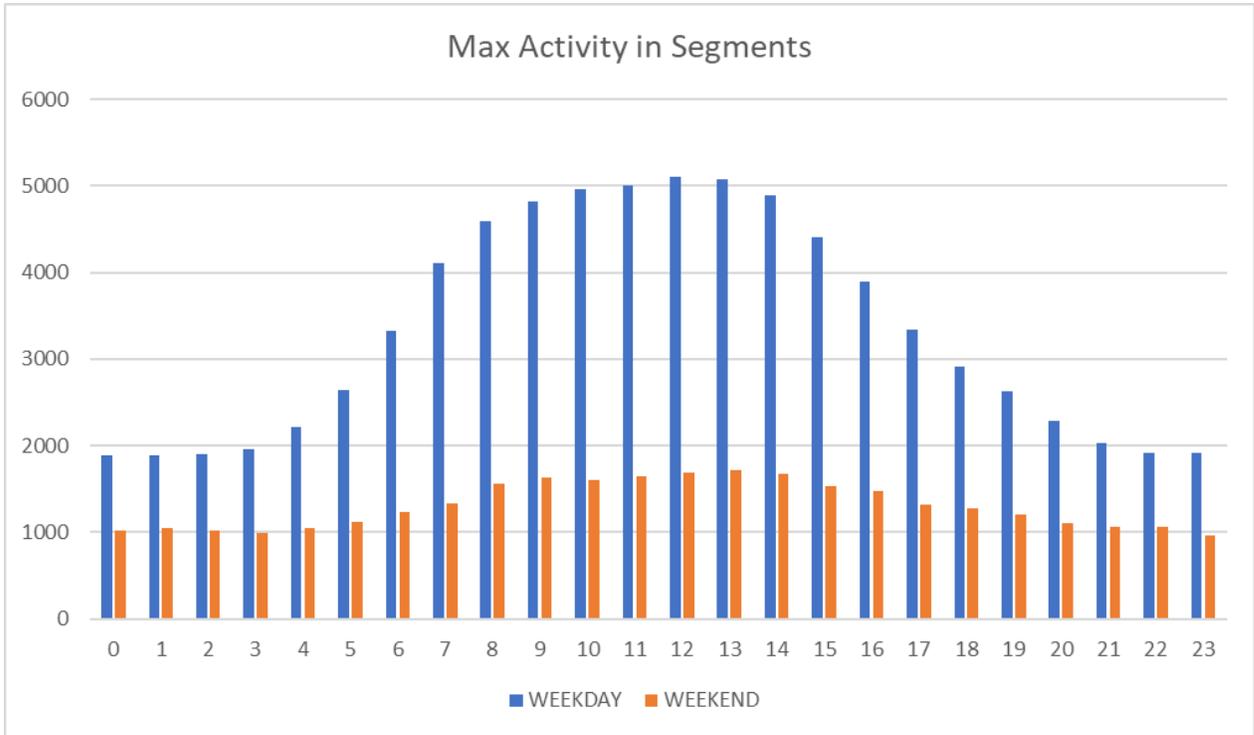
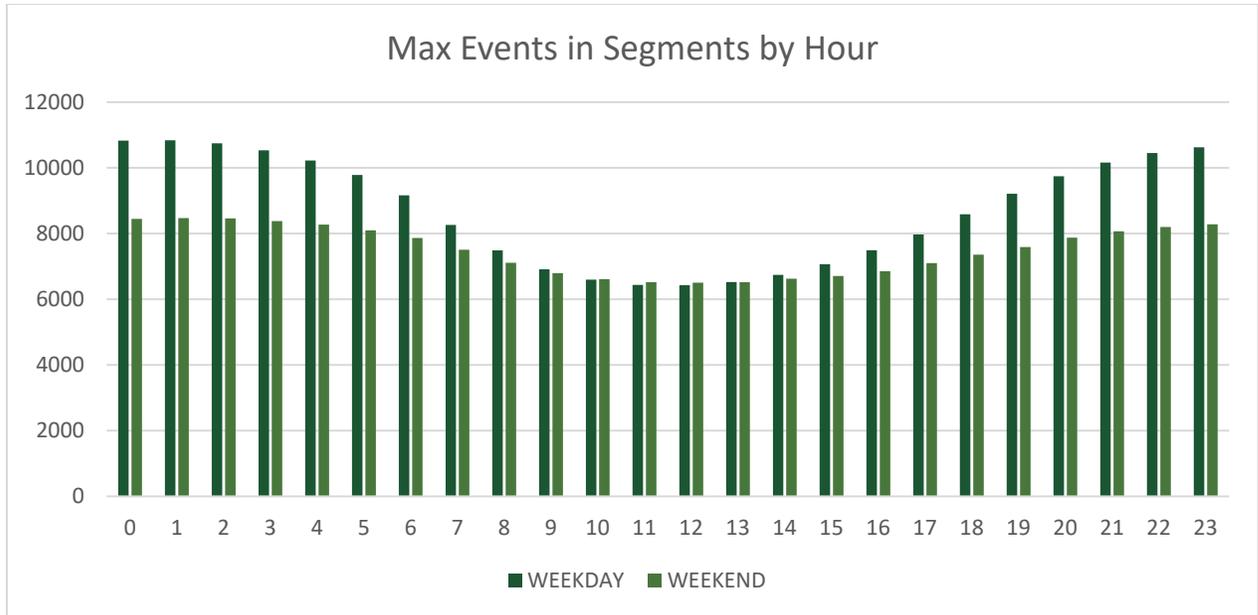


Figure 11 shows the distribution of truck parking events longer than four hours throughout the day. This type of long truck parking starts to increase around 4:00 p.m. during weekdays, stays at a peak between 10:00 p.m. and 2:00 a.m. then slows down. Weekends are flatter but still show a similar pattern. The long truck parking events during weekends are about 80 percent of the average weekdays during the peak hours of late evening and early morning. The magnitude of long truck parking activity between 8:00 a.m.-4:00 p.m. is consistent across all weekdays and weekends.



Figure 12: Maximum Number of Truck Parking Events more than Four Hours at Each Segment



Based on the truck parking distributions, the study used the following time periods for the data analysis:

- Early AM: 12 a.m.-8 a.m.
- Midday: 8 a.m.-4 p.m.
- Evening: 4 p.m.-12 a.m.

Categorizing Parking Events Parking Facilities

This section explains the methodology used to describe parking events (Authorized, Overflow, Unauthorized) at each of the parking facilities (public and private).

Public (VDOT) Facility Parking (37 Facilities)

For Public (VDOT) Facility Parking, the access is limited to only the public parking facility. All parking activity is associated with the public parking facility because there are no gas stations, other facilities, or access roads. Under high demand, the number of designated truck parking spaces at public facilities might not be enough, and trucks might park on the on-/off-ramps leading to the rest area (overflow parking). Parking on these rest area ramps can be a safety concern related to potential crashes and driver safety.

Each public parking facility was reviewed. Whenever parking events were observed outside of the designated parking facility, the overflow condition was noted, and an additional campus polygon



was created. These overflow polygons are manually drawn to cover the observed ATRI data truck parking events in the vicinity of each facility. To measure the parking utilization at each public facility, the parking demand within the entire facility campus is compared to the total designated truck parking space supply. The campus includes the ramps to access the facility, which drivers might park on during high demand periods. Parking demand is determined by comparing parking activities on marked/ designated areas to the overflow ratio of ATRI data (for all 57 days) weighted based on parking event duration.

Figure 13 shows the polygon geometry for the VDOT rest area campus at Goochland East on eastbound I-64 at mile marker 169. This method of manually capturing the total campus observations eliminates issues related to errors among different data sources: aerial imagery, roadway network GIS layer, and ATRI truck GPS data. Intersecting the ATRI data with facility polygons will set up the data to run summary statistics per facility based on any attributes found in the data (e.g., weekday, time period, duration, or occupancy). Summary tables can then be joined back to the facility features via a unique facility name if mapping/symbolizing is necessary.

Figure 13: VDOT Public Parking Facility Campus Polygon Example for Eastbound I-64 Goochland East (Mile Marker 169), Showing Long/Overnight Truck Stop Duration





Figure 14: I-64/Charlottesville West Rest Stop Showing Long/Overnight Truck Stop Duration



Private (Truck Stop) Parking Facilities (113 facilities)

Like public facilities, private truck parking facilities have designated truck parking spaces. However, most private facilities have other on-site uses such as a restaurant, fuel station, or car wash. In addition to designated truck parking spaces, trucks may park in undesignated areas within the facility campus, such as at a fuel pump after the pumps close for the night, or in light vehicle parking areas. Private facility operators may allow trucks to park on their property outside of a striped space. For the purpose of this study and to estimate demand for truck parking more accurately, any truck parking event in a private parking campus that is longer than four hours occurring outside of designated areas are considered overflow parking. We can understand the overall capacity issues by studying the utilization (comparing demand to supply) for the entire private facility campus.



Figure 15: Frequent Long and Overnight Overflow Truck Parking Events at a Gas Station near the Pilot Travel Center with 80 Truck Parking Spaces at SR 460 near the I-295 ramps, Showing Long/Overnight Truck Stop Duration

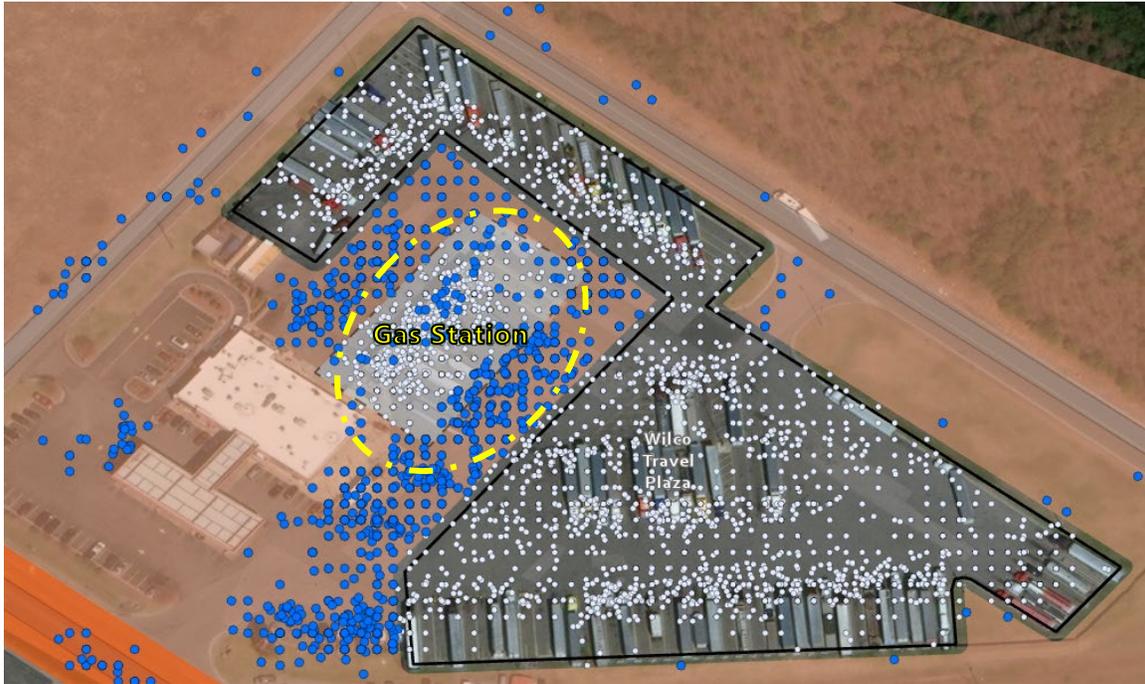




Figure 16: I-81/Maple Street. Petro Glade Spring Truck Stop; Overflow Truck Parking at Adjacent Ramps to the Facility (Yellow Highlight) Marathon Gas/Subway, showing. Long/Overnight Truck Stop Duration





Figure 17: Flying J Truck Parking Facility at I-95 & SR 207 interchange. Overflow Truck Parking at Adjacent Ramps to the Facility (Yellow Highlight) Showing Long/Overnight Truck Stop Duration



Ramp/Shoulder Parking Events

All parking events that occur on ramps or shoulders of Corridors of Statewide Significance are unauthorized (note, for the purpose of this study, to estimate demand for overflow facilities, truck parking events that occurred adjacent to a parking facility or on the ingress/egress ramps of a truck parking facility are considered overflow of that facility). These parking events include trucks stopping on the side of the road, or even within travel lanes on low-volume roads. The National Highway System (NHS) network¹ was used to calculate a ramp and shoulder buffer. The methodology assumes 12-foot lane widths. An additional 12-foot buffer was applied to each side of the road or ramp to capture vehicles parked on shoulders of roadways or ramps. An additional buffer way applied to account for the error between data sources (i.e. aerial images, roadway GIS layer, and ATRI truck GPS data); for ramps and interstates a 20-foot additional buffer was applied to each side of the road segment, and for other roadways a 5-foot additional buffer was applied to each side of the roadway. **Figure 18** illustrates these buffer areas and the unauthorized ramp

¹ Version20210402 updated 4/5/2021



or shoulder data points they capture. The width of the full ramp and shoulder buffer, measured end to end, is calculated as follows:

- *Segment type* = [Roadway width] + [Shoulder buffer] + [Additional buffer]
- Ramp buffer = (Lane Count * 12 ft) + (2 * 12ft) + (2 * 20 ft)
- Interstate shoulder buffer = (Lane Count * 12 ft) + (2 * 12ft) + (2 * 20 ft)
- Non-interstate roadway shoulder buffer = (Lane Count * 12 ft) + (2 * 12ft) + (2 * 5 ft)

Figure 18: I-81/Glenbrook Ave Showing Orange Buffer Polygons Around the Mainline and Ramps, Showing Long/Overnight Truck Stop Duration (blue dots)

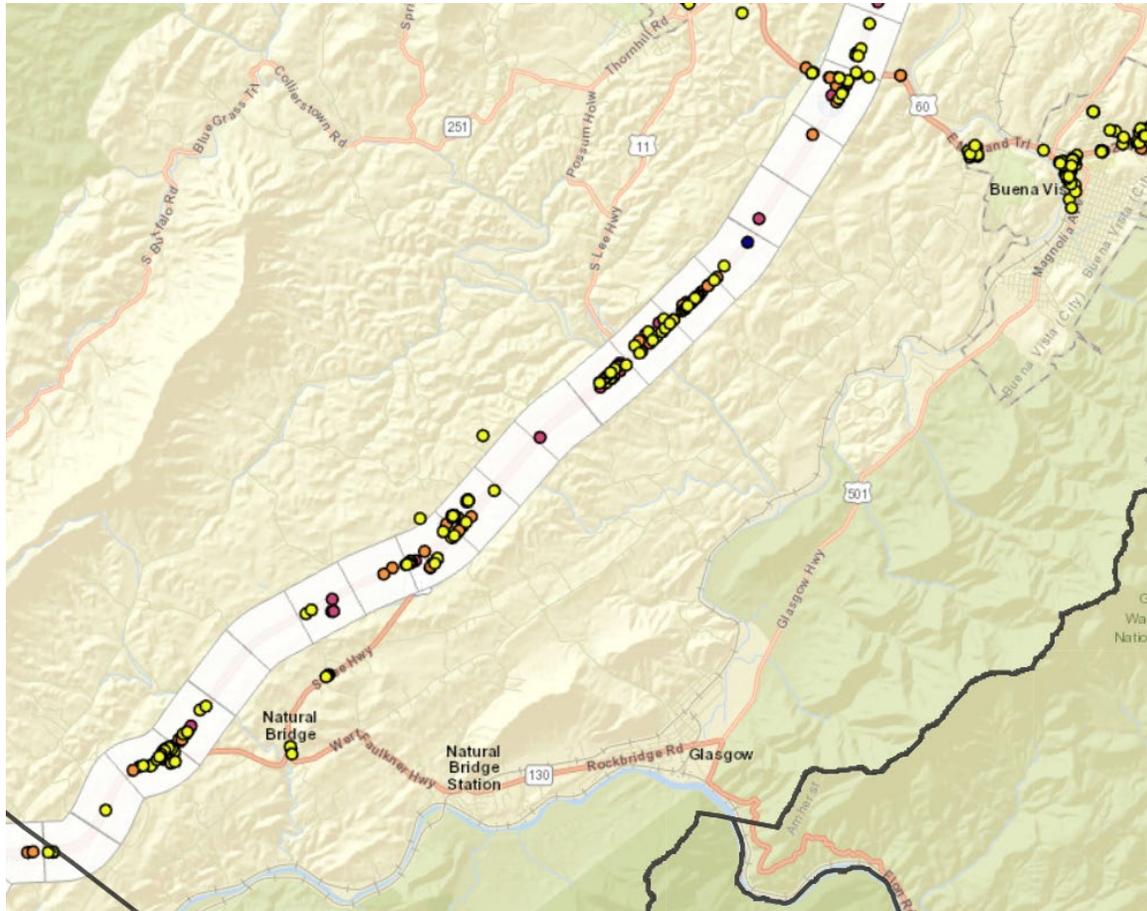


All Other Parking Events

To make the data more manageable, the remaining GPS points were joined to the one-mile buffer polygons, which were then joined to the network. This joining provides the sum of parking events by categories, in each one-square-mile polygon and one-mile link. **Figure 19** shows an example of these one-mile buffers along I-81.



Figure 19: One-mile Polygons along I-81



Expansion Factors

ATRI's GPS data cover a sample of all trucks on the roads; therefore, the number of parked trucks captured in the database and recorded at any given location is only a portion of the total number of parked trucks. To estimate total demand for truck parking along Corridors of Statewide Significance, ATRI data needs to be "expanded" to better represent all trucks in the study area. The ratio of ATRI truck volumes to VDOT truck volumes from VDOT traffic counters at locations around the state is used to "expand" the ATRI count and thereby approximate the actual number of parked trucks. The expanded ATRI data can be compared to the actual inventory at authorized truck parking locations, and at the district and corridor level, to determine where there are gaps in the truck parking supply. The expanded ATRI data can also be used to estimate maximum utilization and locations where supply of truck parking is severely lower than demand during the peak period. At this stage of the analysis this information is best used as an initial comparison between corridors in each district. This section explains how the ATRI sample data were expanded to estimate the total truck parking demand and utilization. The ATRI data reflect 5-10 percent of



the truck ADT on rural facilities and 15-30 percent of truck ADT on facilities in or near more urban areas in Virginia. The truck parking demand varies by region and corridor and does not directly correlate with the ATRI truck trips. To estimate the truck parking utilization/demand and validate this estimation, several steps were required.

- Step 1 – Identify a set of count stations that have complete and verified data during the same period as ATRI GPS data. Ideally these count stations are distributed geographically throughout all districts and facilities.
- Step 2 – Summarize the count data for selected count stations: average daily /weekday/ weekend truck volumes for the period of 57 days consistent with ATRI GPS data.
- Step 3 – Compare ATRI GPS data summaries with truck count summaries from selected count stations: the ratio is called “expansion factor.”
- Step 4 – According to ATRI experts, their sample data are usually no more than 55% of truck ADT; therefore, locations with expansion factors greater than 55 percent or less than 5 percent are removed from the dataset.
- Step 5 – Prepare final set of count stations that are reasonable for developing expansion factors for ATRI GPS data.

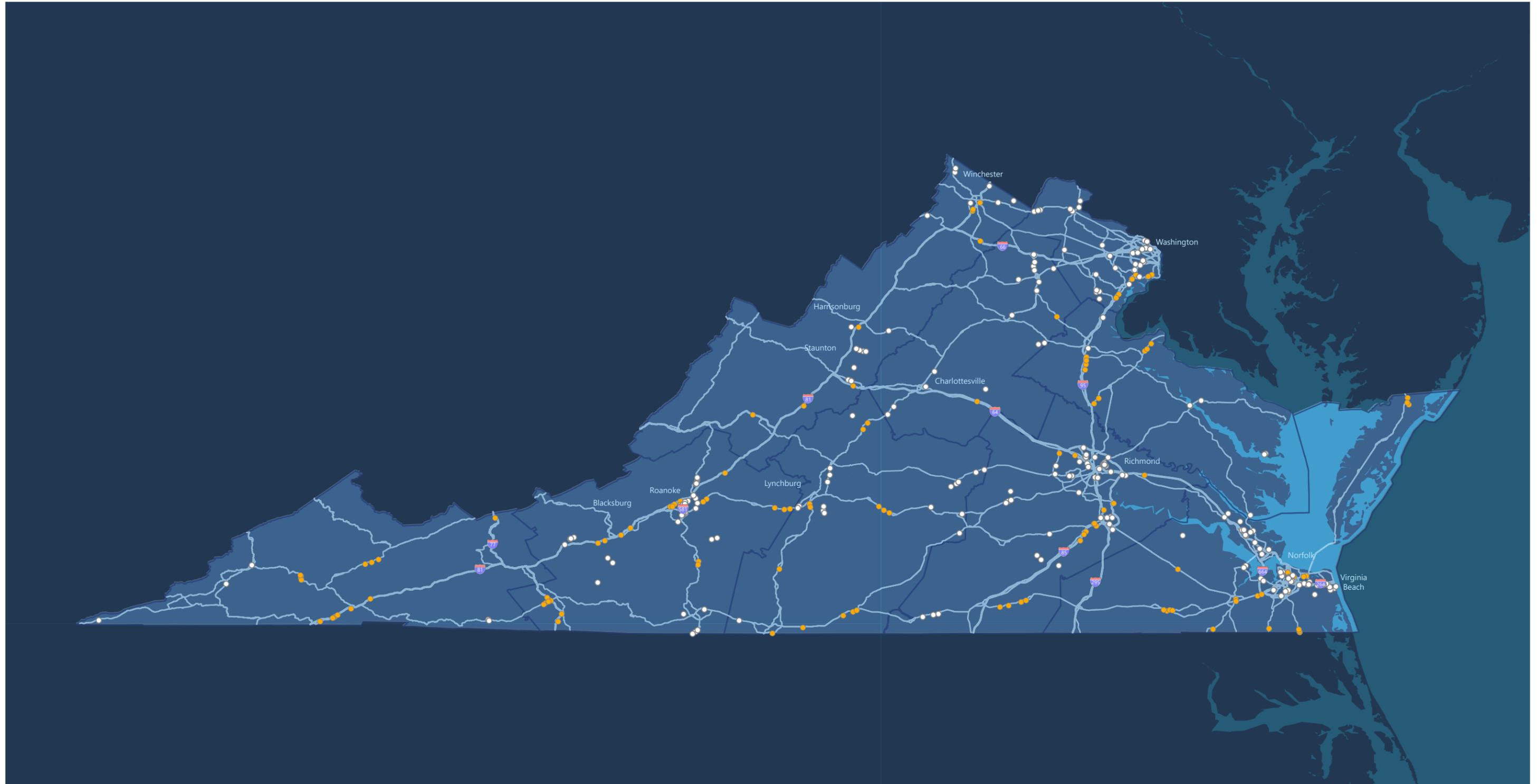
From over 300 truck ADT count stations across the state, 114 count stations with weekend and weekday data were selected in step 1, to calibrate the dataset and estimate an expansion factor for ATRI truck parking events data. Fifty of these locations were one direction, and 64 of them were bi-directional. These locations are shown in **Figure 20**.

Expansion factors are developed separately for weekdays and weekends to capture any temporal patterns. **Figure 21** shows these expansion factors. For some corridors, the expansion factors for weekends and weekdays are very close (+/- 10 percent differential), while for other districts they are significantly divergent. It is interesting that overall, the ATRI sample GPS data shows smaller coverage during weekdays than weekends. **Figure 22** shows the ratio between weekday and weekend expansion factors for the same count station from the calibration data set. For count stations with higher truck counts in urban areas the expansion factors for weekdays and weekends are very close. For count stations with lower average weekday truck counts the expansion factors vary between weekdays and weekends. There are a total of 41 weekdays and 16 weekends in the VDOT ATRI sample dataset. To best use all available data, a single weighted expansion factor is developed based on the ratio of counts during weekdays and weekends and applied to all 57 days. These expansion factors are used to estimate parking maximum utilization summaries in district report cards are prepared for each Corridors of Statewide Significance (**Table 4**).



Table 4: Summary of Average Expansion Factors by Districts

District	Average ATRI Sample coverage ratio		ATRI Sample Counts		Average Daily Weighted Ratio (Ri)	Average Expansion Factor (1/Ri)
	Weekday	Weekend	Weekday (41 days)	Weekend (16 days)		
Bristol	7%	17%	33726	8674	9%	10.6
Culpeper	12%	15%	30813	5538	13%	7.8
Fredericksburg	14%	14%	42243	7874	14%	7.1
Hampton Roads	16%	16%	119551	17500	16%	6.2
Lynchburg	18%	21%	99253	11843	18%	5.5
Northern Virginia	11%	12%	47328	9898	11%	9.0
Richmond	8%	11%	74077	13102	8%	12.4
Salem	13%	17%	301274	69821	14%	7.2
Staunton	10%	14%	98928	23314	11%	9.4
Grand Total	12%	16%	847193	167564	13%	7.8



VDOT Count Locations

- Count Locations
- Extrapolated Count Locations

Figure 20



VDOT ADT Count Locations



Figure 21: Expansion Factors by Corridors by Districts

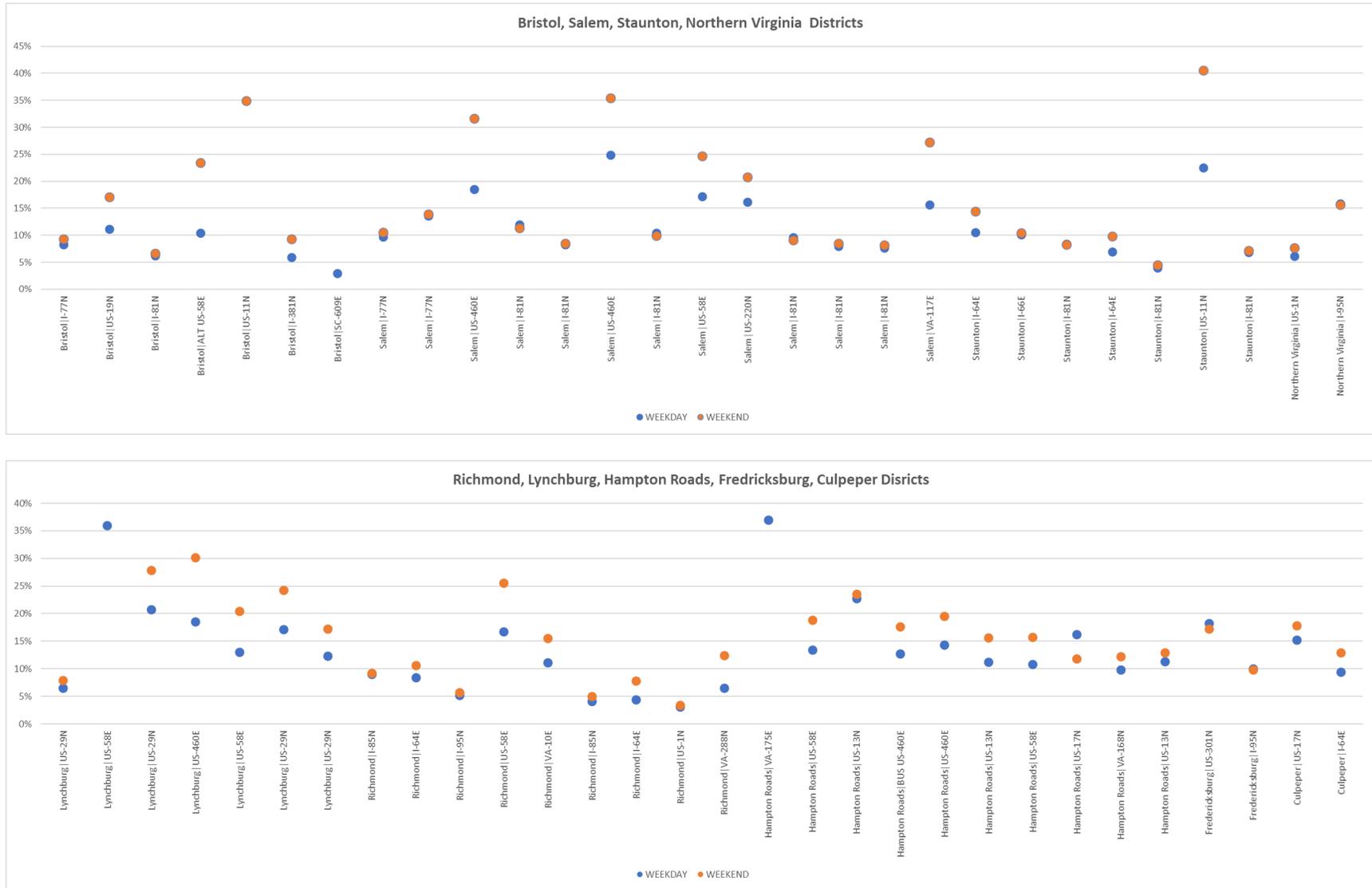




Figure 22: Expansion Factors by Corridors by Districts

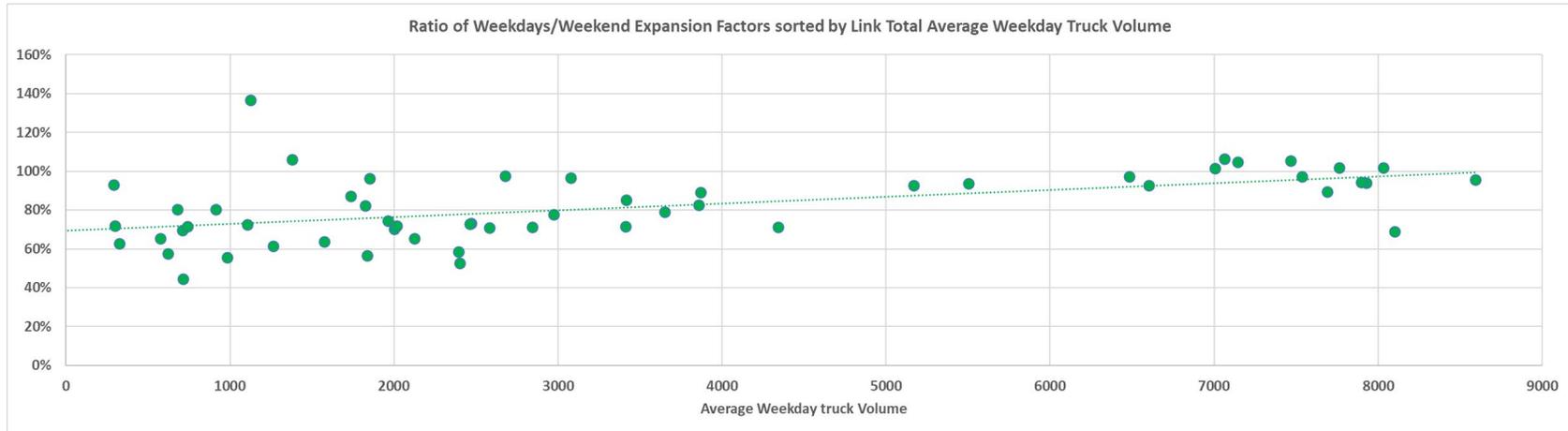




Table 5: Comparison of Truck ADT Counts and ATRI GPS Sample

ID	District	Direction Type	Day Type	Count Days	Link ID	Route Name	Segment Length	Average Daily Truck count	Average Daily - ATRI	PCT	Exclude
1	Bristol	One	Weekday	41	10148	I-77N	4,498	3,870	319	8%	
2	Bristol	One	Weekend	16	10148	I-77N	4,498	1,983	184	9%	
3	Bristol	Both	Weekday	41	10157	US-19N	16,224	576	64	11%	
4	Bristol	Both	Weekend	16	10157	US-19N	16,224	128	22	17%	
5	Bristol	One	Weekday	41	10181	I-81N	3,558	5,503	345	6%	
6	Bristol	One	Weekend	16	10181	I-81N	3,558	4,093	274	7%	
7	Bristol	Both	Weekday	41	10281	ALT US-58E	5,131	712	74	10%	
8	Bristol	Both	Weekend	16	10281	ALT US-58E	5,131	178	42	23%	
9	Bristol	Both	Weekday	41	10383	US-11N	5,858	130	67	52%	
10	Bristol	Both	Weekend	16	10383	US-11N	5,858	30	10	35%	
11	Bristol	One	Weekday	41	10406	I-381N	2,790	324	19	6%	
12	Bristol	One	Weekend	16	10406	I-381N	2,790	116	11	9%	
13	Culpeper	Both	Weekday	41	70268	US-17N	7,439	3,415	519	15%	
14	Culpeper	Both	Weekend	16	70268	US-17N	7,439	1,150	205	18%	
15	Culpeper	One	Weekday	41	70309	I-64E	12,831	2,461	233	9%	
16	Culpeper	One	Weekend	16	70309	I-64E	12,831	1,087	141	13%	
17	Fredericksburg	One	Weekday	40	60164	I-95N	15,511	7,958	798	10%	
18	Fredericksburg	One	Weekend	14	60164	I-95N	15,511	4,584	451	10%	
19	Fredericksburg	Both	Weekday	41	60180	VA-207N	11,505	1,132	829	73%	yes
20	Fredericksburg	Both	Weekend	15	60180	VA-207N	11,505	437	483	111%	yes
21	Fredericksburg	Both	Weekend	16	160009	US-301N	12,109	565	97	17%	
22	Fredericksburg	Both	Weekday	41	160009	US-301N	12,109	1,379	252	18%	
23	Hampton Roads	Both	Weekend	16	50048	VA-175E	3,354	77	40	52%	



ID	District	Direction Type	Day Type	Count Days	Link ID	Route Name	Segment Length	Average Daily Truck count	Average Daily - ATRI	PCT	Exclude
24	Hampton Roads	Both	Weekday	41	50048	VA-175E	3,354	246	91	37%	
25	Hampton Roads	Both	Weekday	41	50078	US-58E	4,964	4,343	582	13%	
26	Hampton Roads	Both	Weekend	16	50078	US-58E	4,964	1,167	220	19%	
27	Hampton Roads	Both	Weekend	16	50206	US-13N	8,376	746	176	24%	
28	Hampton Roads	Both	Weekday	41	50206	US-13N	8,376	1,850	421	23%	
29	Hampton Roads	Both	Weekday	41	50300	BUS US-460E (4 Suffolk)	3,011	299	38	13%	
30	Hampton Roads	Both	Weekend	16	50300	BUS US-460E (4 Suffolk)	3,011	117	21	18%	
31	Hampton Roads	Both	Weekday	41	50356	US-460E	7,485	2,471	354	14%	
32	Hampton Roads	Both	Weekend	16	50356	US-460E	7,485	721	141	20%	
33	Hampton Roads	Both	Weekday	41	150094	US-13N	10,843	741	83	11%	
34	Hampton Roads	Both	Weekend	16	150094	US-13N	10,843	217	34	16%	
35	Hampton Roads	Both	Weekday	10	150095	US-58E	6,027	33,220	3,601	11%	
36	Hampton Roads	Both	Weekend	4	150095	US-58E	6,027	8,929	1,406	16%	
37	Hampton Roads	Both	Weekend	12	150096	US-17N	7,122	363	43	12%	
38	Hampton Roads	Both	Weekday	33	150096	US-17N	7,122	1,397	227	16%	
39	Hampton Roads	Both	Weekend	14	150111	VA-168N	3,579	312	38	12%	
40	Hampton Roads	Both	Weekday	36	150111	VA-168N	3,579	1,039	102	10%	
41	Hampton Roads	Both	Weekend	16	677768	US-13N	3,901	653	85	13%	
42	Hampton Roads	Both	Weekday	41	677768	US-13N	3,901	1,737	197	11%	
43	Lynchburg	Both	Weekend	16	30147	US-29N	3,638	555	44	8%	
44	Lynchburg	Both	Weekday	41	30147	US-29N	3,638	1,825	119	7%	
45	Lynchburg	Both	Weekend	8	30194	US-58E	16,526	710	389	55%	yes



ID	District	Direction Type	Day Type	Count Days	Link ID	Route Name	Segment Length	Average Daily Truck count	Average Daily - ATRI	PCT	Exclude
46	Lynchburg	Both	Weekday	21	30194	US-58E	16,526	3,201	1,152	36%	
47	Lynchburg	Both	Weekday	41	30200	US-29N	13,225	1,964	407	21%	
48	Lynchburg	Both	Weekend	16	30200	US-29N	13,225	650	181	28%	
49	Lynchburg	Both	Weekday	41	30214	US-460E	10,638	1,262	235	19%	
50	Lynchburg	Both	Weekend	16	30214	US-460E	10,638	349	105	30%	
51	Lynchburg	Both	Weekend	12	30232	US-58E	6,609	443	91	20%	
52	Lynchburg	Both	Weekday	31	30232	US-58E	6,609	2,082	271	13%	
53	Lynchburg	Both	Weekday	41	30265	US-29N	3,702	2,583	444	17%	
54	Lynchburg	Both	Weekend	16	30265	US-29N	3,702	735	178	24%	
55	Lynchburg	Both	Weekend	12	623104	US-29N	5,056	1,267	218	17%	
56	Lynchburg	Both	Weekday	31	623104	US-29N	5,056	4,514	558	12%	
57	Northern Virginia	Both	Weekday	41	90170	US-1N	5,830	680	42	6%	
58	Northern Virginia	Both	Weekend	16	90170	US-1N	5,830	183	14	8%	
59	Northern Virginia	One	Weekend	16	90305	I-95N	7,285	3,870	605	16%	
60	Northern Virginia	One	Weekday	41	90305	I-95N	7,285	7,004	1,112	16%	
61	Richmond	One	Weekday	39	40038	I-85N	16,915	2,814	253	9%	
62	Richmond	One	Weekend	15	40038	I-85N	16,915	1,446	133	9%	
63	Richmond	One	Weekday	41	40110	I-64E	11,792	3,650	309	8%	
64	Richmond	One	Weekend	16	40110	I-64E	11,792	1,219	130	11%	
65	Richmond	One	Weekend	16	40296	I-95N	3,230	2,519	143	6%	
66	Richmond	One	Weekday	41	40296	I-95N	3,230	5,168	271	5%	
67	Richmond	Both	Weekend	16	40329	US-58E	20,308	470	120	26%	
68	Richmond	Both	Weekday	41	40329	US-58E	20,308	2,122	354	17%	
69	Richmond	Both	Weekday	31	40349	VA-10E	1,740	2,669	298	11%	



ID	District	Direction Type	Day Type	Count Days	Link ID	Route Name	Segment Length	Average Daily Truck count	Average Daily - ATRI	PCT	Exclude
70	Richmond	Both	Weekend	12	40349	VA-10E	1,740	801	125	16%	
71	Richmond	One	Weekday	41	40413	I-85N	1,836	3,857	159	4%	yes
72	Richmond	One	Weekend	16	40413	I-85N	1,836	1,763	88	5%	
73	Richmond	One	Weekend	16	40777	I-64E	2,745	628	49	8%	
74	Richmond	One	Weekday	41	40777	I-64E	2,745	1,835	81	4%	yes
75	Richmond	Both	Weekday	30	140123	US-1N	952	397	12	3%	yes
76	Richmond	Both	Weekend	12	140123	US-1N	952	67	2	3%	yes
77	Richmond	Both	Weekend	14	781400	VA-288N	4,820	632	79	12%	
78	Richmond	Both	Weekday	38	781400	VA-288N	4,820	2,589	170	7%	
79	Salem	One	Weekday	41	20141	I-77N	8,380	6,601	645	10%	
80	Salem	One	Weekend	16	20141	I-77N	8,380	3,371	356	11%	
81	Salem	One	Weekday	41	20145	I-77N	15,338	6,482	881	14%	
82	Salem	One	Weekend	16	20145	I-77N	15,338	3,362	469	14%	
83	Salem	Both	Weekday	41	20153	US-460E	6,735	2,394	444	19%	
84	Salem	Both	Weekend	16	20153	US-460E	6,735	656	208	32%	
85	Salem	One	Weekend	12	20180	I-81N	18,508	6,908	787	11%	
86	Salem	One	Weekday	29	20180	I-81N	18,508	10,558	1,269	12%	
87	Salem	One	Weekday	41	20181	I-81N	5,580	7,535	621	8%	
88	Salem	One	Weekend	16	20181	I-81N	5,580	5,179	440	8%	
89	Salem	Both	Weekend	16	20220	US-460E	15,914	580	206	35%	
90	Salem	Both	Weekday	41	20220	US-460E	15,914	2,002	499	25%	
91	Salem	One	Weekday	41	20234	I-81N	11,645	7,145	742	10%	
92	Salem	One	Weekend	16	20234	I-81N	11,645	5,047	500	10%	
93	Salem	Both	Weekend	16	20250	US-58E	6,671	173	43	25%	



ID	District	Direction Type	Day Type	Count Days	Link ID	Route Name	Segment Length	Average Daily Truck count	Average Daily - ATRI	PCT	Exclude
94	Salem	Both	Weekday	41	20250	US-58E	6,671	710	122	17%	
95	Salem	Both	Weekend	14	20287	US-220N	5,629	1,100	229	21%	
96	Salem	Both	Weekday	36	20287	US-220N	5,629	3,384	548	16%	
97	Salem	One	Weekday	41	20350	I-81N	10,412	7,061	682	10%	
98	Salem	One	Weekend	16	20350	I-81N	10,412	4,987	453	9%	
99	Salem	One	Weekend	16	20396	I-81N	4,109	5,254	444	8%	
100	Salem	One	Weekday	38	20396	I-81N	4,109	8,555	681	8%	
101	Salem	Both	Weekday	41	20417	VA-419N	2,354	593	522	88%	yes
102	Salem	Both	Weekend	16	20417	VA-419N	2,354	131	343	262%	yes
103	Salem	One	Weekend	16	20475	I-81N	3,263	5,225	425	8%	
104	Salem	One	Weekday	41	20475	I-81N	3,263	7,895	607	8%	
105	Salem	Both	Weekday	26	120060	VA-117E	2,178	979	153	16%	
106	Salem	Both	Weekend	10	120060	VA-117E	2,178	180	49	27%	
107	Staunton	One	Weekend	16	80122	I-64E	15,027	609	88	14%	
108	Staunton	One	Weekday	38	80122	I-64E	15,027	1,193	125	10%	
109	Staunton	One	Weekday	41	80190	I-66E	13,339	3,077	310	10%	
110	Staunton	One	Weekend	16	80190	I-66E	13,339	1,442	150	10%	
111	Staunton	One	Weekday	41	80234	I-81N	6,588	8,032	675	8%	
112	Staunton	One	Weekend	16	80234	I-81N	6,588	5,191	428	8%	
113	Staunton	One	Weekday	41	80244	I-64E	3,931	2,844	198	7%	
114	Staunton	One	Weekend	16	80244	I-64E	3,931	1,191	116	10%	
115	Staunton	One	Weekday	31	80254	I-81N	1,230	10,172	405	4%	yes
116	Staunton	One	Weekend	12	80254	I-81N	1,230	6,911	308	4%	yes
117	Staunton	Both	Weekend	16	80354	US-11N	2,974	245	99	41%	



ID	District	Direction Type	Day Type	Count Days	Link ID	Route Name	Segment Length	Average Daily Truck count	Average Daily - ATRI	PCT	Exclude
118	Staunton	Both	Weekday	40	80354	US-11N	2,974	1,008	227	23%	
119	Staunton	One	Weekday	31	80373	I-81N	3,719	11,362	774	7%	
120	Staunton	One	Weekend	12	80373	I-81N	3,719	6,432	458	7%	



Appendix A: Description of parking facilities

ID	Location Name	District	Corridor	Mile marker	Owner	No. Spots	Overnight	Light	Bathroom	Showers	Wifi	Fuel Pimp
1	Abingdon Truck-Only Safety Rest Area North at I-81 NB Milepost 13	Richmond	81 NB	13	Public	48	Y	Y	Y	N	N	N
2	Alberta Safety Rest Area North at I-85 NB Milepost 32	Richmond	85 NB	32	Public	13	Y	Y	Y	N	N	N
3	Alberta Safety Rest Area South at I-85 SB Milepost 32	Richmond	85 SB	32	Public	13	Y	Y	Y	N	N	N
4	Bracey Safety Rest Area/Welcome Center at I-85 NB Milepost 1	Richmond	85 NB	1	Public	27	Y	Y	Y	N	N	N
5	Carson Safety Rest Area North at I-95 NB Milepost 37	Culpeper	95 NB	37	Public	29	Y	Y	Y	N	N	N
6	Charlottesville Safety Rest Area East at I-64 EB Milepost 105	Culpeper	64 EB	105	Public	13	Y	Y	Y	N	N	N
7	Charlottesville Safety Rest Area West at I-64 WB Milepost 113	Northern Virginia	64 WB	113	Public	15	Y	Y	Y	N	N	N
8	Dale City Truck-Only Safety Rest Area North at I-95 NB Milepost 154	Northern Virginia	95 NB	154	Public	59	Y	Y	Y	N	N	N
9	Dale City Truck-Only Safety Rest Area South at I-95 SB Milepost 154	Richmond	95 SB	154	Public	62	Y	Y	Y	N	N	N
10	Dinwiddie Safety Rest Area North at I-85 NB Milepost 55	Richmond	85 NB	55	Public	12	Y	Y	Y	N	N	N
11	Dinwiddie Safety Rest Area South at I-85 SB Milepost 55	Richmond	85 SB	55	Public	20	Y	Y	Y	N	N	N
12	New Kent Safety Rest Area East at I-64 EB Milepost 213	Staunton	64 EB	213	Public	70	Y	Y	Y	N	N	N
13	Farifield Safety Rest Area South at I-81 SB Milepost 199	Fredericksburg	81 SB	199	Public	10	Y	Y	Y	N	N	N
14	Fredericksburg Safety Rest Area/Welcome Center at I-95 SB Milepost 131	Staunton	95 SB	131	Public	21	Y	Y	Y	N	N	N
15	Front Royal Truck Rest Area at I-66 EB Milepost 3	Richmond	66 EB	3	Public	10	Y	Y	N	N	N	N
16	Goochland Safety Rest Area East at I-64 EB Milepost 169	Richmond	64 EB	169	Public	9	Y	Y	Y	N	N	N
17	Goochland Safety Rest Area West at I-64 WB Milepost 168	Salem	64 WB	168	Public	9	Y	Y	Y	N	N	N
18	Ironto Safety Rest Area North at I-81 NB Milepost 129	Fredericksburg	81 NB	129	Public	23	Y	Y	Y	N	N	N
19	Ladysmith Safety Rest Area/Welcome Center at I-95 NB Milepost 108	Fredericksburg	95 NB	107	Public	40	Y	Y	Y	N	N	N
20	Ladysmith Safety Rest Area South at I-95 SB Milepost 107	Salem	95 SB	107	Public	21	Y	Y	Y	N	N	N
21	Lamsburg Safety Rest Area/Welcome Center at I-77 NB Milepost 1	Staunton	77 NB	1	Public	14	Y	Y	Y	N	N	N
22	Longdale Furnace Truck Rest Area at 64 EB Milepost 34	Northern Virginia	64 EB	34	Public	12	Y	Y	Y	N	N	N
23	Manassas Safety Rest Area East at I-66 EB Milepost 48	Northern Virginia	66 EB	48	Public	9	Y	Y	Y	N	N	N
24	Manassas Safety Rest Area West at I-66 WB Milepost 48	Staunton	66 WB	48	Public	9	Y	Y	Y	N	N	N
25	Mount Sydney Safety Rest Area North at I-81 NB Milepost 232	Staunton	81 NB	232	Public	14	Y	Y	Y	N	N	N
26	Mount Sydney Safety Rest Area South at I-81 SB Milepost 232	Richmond	81 SB	232	Public	10	Y	Y	Y	N	N	N
28	New Kent Safety Rest Area West at I-64 WB Milepost 213	Staunton	64 WB	213	Public	29	Y	Y	Y	N	N	N
29	New Market Safety Rest Area North at I-81 NB Milepost 262	Staunton	81 NB	262	Public	19	Y	Y	Y	N	N	N
30	New Market Safety Rest Area South at I-81 SB Milepost 262	Salem	81 SB	262	Public	16	Y	Y	Y	N	N	N
31	Radford Safety Rest Area North at I-81 NB Milepost 108	Salem	81 NB	108	Public	14	Y	Y	Y	N	N	N
32	Radford Safety Rest Area South at I-81 SB Milepost 108	Bristol	81 SB	108	Public	14	Y	Y	Y	N	N	N
33	Rocky Gap Safety Rest Area North at I-77 NB Milepost 59	Bristol	77 NB	59	Public	26	Y	Y	Y	N	N	N
34	Rocky Gap Safety Rest Area/Welcome Center at I-77 SB Milepost 61	Bristol	77 SB	61	Public	24	Y	Y	Y	N	N	N
35	Smyth Safety Rest Area South at I-81 SB Milepost 53	Salem	81 SB	53	Public	6	Y	Y	Y	N	N	N
36	Troutville Safety Rest Area South at I-81 SB Milepost 158	Staunton	81 SB	158	Public	7	Y	Y	Y	N	N	N
37	Winchester Safety Rest Area/Welcome Center at I-81 SB Milepost 320	Staunton	81 SB	320	Public	15	Y	Y	Y	N	N	N

ID	Location Name	District	Corridor	Milemarker	Owner	No. Spots	Overnight	Light	Bathroom	Showers	Wifi	Fuel Pimp
101	58 Truck Stop at US-58 Milepost 305	Lynchburg	US-58	305	Private	8	N	Y	Y			N
102	7-11 #34516 Front Royal at I-66 Milepost 7	Staunton	I-66	7	Private	10	Y	Y	Y	N	N	Y
103	95 Fuel Stop at I-95 Milepost 126	Fredericksburg	I-95	126	Private	20	U	Y	Y	U	U	Y
104	All American at I-95 Milepost 98	Richmond	I-95	98	Private	215	Y	Y	Y	U	U	Y
106	Big Charlie's Truck Plaza at US-13 Milepost 51	Hampton Roads	US-13	51	Private	100	Y	Y	Y	6	N	Y
107	Bir Truck Shop at I-81 Milepost 90	Salem	I-81	90	Private	8	U	Y	Y	U	U	N
108	BP Denos Food Mart #10 at I-81 Milepost 236	Staunton	I-81	236	Private	6	U	Y	Y	N	N	N
109	Cigarette Outlet & Truck Stop at I-81 Milepost 322	Staunton	I-81	322	Private	10	U	Y	Y	U	U	Y
110	Circle K / Exxon at I-77 Milepost 15	Salem	I-77	15	Private	10	Y	Y	Y	N	N	Y
111	Citgo at US-58 Milepost 470	Hampton Roads	US-58	470	Private	30	Y	Y	Y	2	N	Y
112	Cockerham Fuel Center at I-77 Milepost 15	Salem	I-77	15	Private	20	N	Y	Y	N	N	Y
113	Crossing Point Citgo at I-64 Milepost 137	Culpeper	I-64	137	Private	50	Y	Y	Y	3	Y	Y
114	Davis Travel Center at I-85 Milepost 40	Richmond	I-85	40	Private	75	Y	Y	Y	5	Y	Y
115	Davis Travel Center, Stony Creek at I-95 Milepost 34	Hampton Roads	I-95	34	Private	80	Y	Y	Y	6	Y	Y
116	Dublin Handy Mart at I-81 Milepost 99	Salem	I-81	99	Private	45	Y	Y	Y	2	N	Y
117	Dudley's Truck Stop & Restaurant at US-220 Milepost 43	Salem	US-220	43	Private	5	U	Y	Y	U	U	N
118	East Coast at I-95 Milepost 134	Fredericksburg	I-95	134	Private	5	Y	Y	Y	U	Y	Y
119	East Coast/Mapco Express at US-50 Milepost 59	Richmond	US-50	59	Private	20	Y	Y	Y	N	Y	Y
120	East Coast/MAPCO Store #4058 at I-295 Milepost 3	Richmond	I-295	3	Private	10	Y	Y	Y	No	No	Y
121	Exxon B at US-58 Milepost 467	Hampton Roads	US-58	467	Private	8	Y	Y	Y	N	N	Y
122	Exxon A at US-13 Milepost 80	Hampton Roads	US-13	80	Private	5	N	Y	Y	N	N	Y
123	Exxon C at US-460 Milepost 171	Salem	US-460	171	Private	20	Y	Y	Y	N	N	Y
124	E-Z Stop #107 Exxon at US-220 Milepost 5	Salem	US-220	5	Private	40	N	Y	Y			Y
125	Flying J A at I-81 Milepost 325	Staunton	I-81	325	Private	144	Y	Y	Y	15	Y	Y
126	Flying J B at I-81 Milepost 80	Bristol	I-81	80	Private	270	Y	Y	Y	14	N	Y
127	Flying J C at I-81 Milepost 78	Bristol	I-81	78	Private	177	Y	Y	Y	15	N	Y
128	Flying J Carmel Church SB at I-95 Milepost 105	Fredericksburg	I-95	105	Private	239	Y	Y	Y	15	N	Y
129	Flying J, Ruther Glen NB at I-95 Milepost 105	Fredericksburg	I-95	105	Private	250	Y	Y	Y	22	Y	Y
130	Foster Convenience at US-29 Milepost 64	Lynchburg	US-29	64	Private	5	Y	Y	Y	N	N	Y
131	Franks Trucking Center at I-664 Milepost 19	Hampton Roads	I-664	19	Private	100	Y	Y	Y	Y	N	Y
132	Goldys Truck Plaza at US-29 Milepost 249	Lynchburg	US-29	249	Private	20	Y	Y	Y	Y	N	Y
133	Handy Mart / Johnson's Exxon at I-81 Milepost 319	Staunton	I-81	319	Private	8	N	Y	Y	N	N	N
134	Harrisonburg Truck Stop at I-81 Milepost 244	Staunton	I-81	244	Private	200	Y	Y	Y	7	Y	Y
135	High Point Truck Stop at I-81 Milepost 308	Staunton	I-81	308	Private	25	Y	Y	Y	N	N	N
136	I-81 Travel Plaza at I-81 Milepost 86	Bristol	I-81	86	Private	41	Y	Y	Y	N	N	N
137	Kangaroo Express E at I-77 Milepost 9	Salem	I-77	9	Private	9	N	Y	Y	N	N	Y
138	Kangaroo Express A at I-77 Milepost 41	Bristol	I-77	41	Private	22	Y	Y	Y	N	N	Y
139	Kangaroo Express B at I-81 Milepost 218	Staunton	I-81	218	Private	18	N	Y	Y	N	N	Y
140	Kangaroo Express F at I-77 Milepost 25	Bristol	I-77	25	Private	8	N	Y	Y	N	N	Y
141	Kangaroo Express G at I-77 Milepost 59	Bristol	I-77	59	Private	6	Y	Y	Y	N	N	Y

ID	Location Name	District	Corridor	Milemarker	Owner	No. Spots	Overnight	Light	Bathroom	Showers	Wifi	Fuel Pimp
142	Kangaroo Express D at I-81S Milepost 51	Bristol	I-81S	51	Private	16	N	Y	Y	N	N	Y
143	Kangaroo Express C at I-81 Milepost 151	Salem	I-81	151	Private	6	Y	Y	Y	Y	N	Y
144	Kangaroo Express 3478 at US-29 Milepost 18	Lynchburg	US-29	18	Private	30	Y	Y	Y	N	N	Y
145	Kangaroo Express - Wytheville at I-81 Milepost 78	Bristol	I-81	78	Private	25	N	Y	Y	Y	N	Y
146	Kangeroo Express at I-77 Milepost 53	Bristol	I-77	53	Private	8	N	Y	Y	N	N	N
147	Kangeroo Express - Max Meadows at I-81 Milepost 80	Bristol	I-81	80	Private	2	N	Y	Y	Y	N	N
148	Lancer Travel Plaza at I-81 Milepost 102	Salem	I-81	102	Private	85	Y	Y	Y	N	N	Y
149	Lankford Truck Plaza at US-13 Milepost 78	Hampton Roads	US-13	78	Private	15	Y	Y	Y	Y	N	Y
150	Lee Hi Travel Plaza at US-11 Milepost 208	Staunton	US-11	208	Private	330	Y	Y	Y	9	N	Y
151	Love's Lambsburg at I-77 Milepost 1	Salem	I-77	1	Private	90	Y	Y	Y	Y	N	Y
152	Love's Max Meadows at I-81 Milepost 84	Bristol	I-81	84	Private	140	Y	Y	Y	4	Y	Y
153	Love's Providence Forge at I-64 Milepost 211	Richmond	I-64	211	Private	85	Y	Y	Y	Y	Y	Y
154	Love's Ruther Glen at I-95 Milepost 105	Fredericksburg	I-95	105	Private	60	Y	Y	Y	1	N	Y
155	Love's Skippers at I-95 Milepost 4	Hampton Roads	I-95	4	Private	70	Y	Y	Y	Y	N	Y
156	Love's Toms Brook at I-81 Milepost 292	Staunton	I-81	292	Private	100	Y	Y	Y	5	Y	Y
157	Love's Travel at I-85 Milepost 15	Richmond	I-85	15	Private	90	Y	Y	Y	Y	Y	Y
158	Main Street Truck Stop LLC at US-50 Milepost 60	Northern Virginia	US-50	60	Private	10	N	Y	Y	N	N	N
160	Mapco Express #4062 (East Coast) at US-15 Milepost 178	Culpeper	US-15	178	Private	9	Y	Y	Y	U	U	Y
161	Mapco Express #4065 at I-295 Milepost 15	Richmond	I-295	15	Private	5	N	Y	Y	N	Y	Y
162	Marathon Gas / Subway at I-81 Milepost 29	Bristol	I-81	29	Private	5	N	Y	Y	N	N	Y
163	Miller Mart #55 at US-58 Milepost 470	Hampton Roads	US-58	470	Private	20	Y	Y	Y	N	Y	Y
164	Mr. Fuel at I-95 Milepost 105	Fredericksburg	I-95	105	Private	20	Y	Y	Y	4	N	Y
165	MS 58 Plaza at I-95 Milepost 11	Hampton Roads	I-95	11	Private	65	Y	Y	Y	3	N	N
167	New Dixie Mart No.15 (BP) at US-58 Milepost 447	Hampton Roads	US-58	447	Private	4	U	Y	Y	N	N	Y
168	NEW Truck Stop I-95 Exit 4 at I-95 Milepost 4	Hampton Roads	I-95	4	Private	80	Y	Y	Y	Y		Y
169	On The Run Exxon at I-81 Milepost 129	Salem	I-81	129	Private	50	Y	Y	Y	N	N	Y
171	Petro Glade Spring at I-81 Milepost 29	Bristol	I-81	29	Private	270	Y	Y	Y	8	Y	Y
172	Petro Raphine (White's Travel Plaza) at I-81 Milepost 206	Staunton	I-81	206	Private	450	Y	Y	Y	9	Y	Y
173	Pilot Travel Center B at I-81 Milepost 325	Staunton	I-81	325	Private	90	Y	Y	Y	7	Y	Y
174	Pilot Travel Center A at US-58 Milepost 301	Lynchburg	US-58	301	Private	20	Y	Y	Y	Y	Y	Y
175	Pilot Travel Center C at I-81 Milepost 151	Salem	I-81	151	Private	18	Y	Y	Y	3	Y	Y
176	Pilot Travel Center #384 at I-95 Milepost 58	Richmond	I-95	58	Private	110	Y	Y	Y	1	Y	Y
177	Pilot Travel Center, Emporia at I-95 Milepost 11	Hampton Roads	I-95	11	Private	300	Y	Y	Y	10	N	Y
178	Pilot Travel Center, Providence Forge at I-64 Milepost 211	Richmond	I-64	211	Private	30	Y	Y	Y	5	Y	Y
179	Pilot Travel Center, Staunton at I-81 Milepost 214	Staunton	I-81	214	Private	100	Y	Y	Y	11	N	Y
180	Quarles Truck Stop at US-15 Milepost 178	Culpeper	US-15	178	Private	50	Y	Y	Y	2	N	Y
181	Quick Stop at I-81 Milepost 10	Bristol	I-81	10	Private	10	Y	Y	Y	N	N	N
182	Radford Travel Center at I-81 Milepost 110	Salem	I-81	110	Private	15	N	Y	Y	N	N	N
183	Rest Area NB Caperville at US-13 Milepost 75	Hampton Roads	US-13	75	Private	42	Y	Y	Y	N	N	N
185	Richmond Travel Center at I-95 Milepost 89	Richmond	I-95	89	Private	158	Y	Y	Y	2	N	Y

ID	Location Name	District	Corridor	Milemarker	Owner	No. Spots	Overnight	Light	Bathroom	Showers	Wifi	Fuel Pimp
186	Royal Farms at US-13 Milepost 143	Hampton Roads	US-13	143	Private	17	N	Y	Y	N	N	Y
187	Sheetz Travel Center at I-81 Milepost 274	Staunton	I-81	274	Private	50	Y	Y	Y	5	Y	Y
188	Shell B at US-460 Milepost 328	Richmond	US-460	328	Private	20	N	Y	Y	N	N	Y
189	Shell A at I-85 Milepost 13	Richmond	I-85	13	Private	15	Y	Y	Y	N	N	Y
190	Shenandoah Truck Center (Liberty) at I-81 Milepost 274	Staunton	I-81	274	Private	80	Y	Y	Y	5	Yes	Y
191	Simmons Travel Center A at I-95 Milepost 8	Hampton Roads	I-95	8	Private	30	Y	Y	Y	Y	N	Y
192	Simmons Travel Center B at I-85 Milepost 4	Richmond	I-85	4	Private	75	Y	Y	Y	7	Y	Y
193	Slip-In Food Marts Inc at US-58 Milepost 382	Richmond	US-58	382	Private	20	U	Y	Y	N	N	N
194	Smiley's Fuel City, LLC at I-81 Milepost 206	Staunton	I-81	206	Private	20	Y	Y	Y	N	N	Y
195	Subway Restaurants (C-Store / Gas Station) at I-81 Milepost 201	Staunton	I-81	201	Private	5	N	Y	Y	N	N	Y
196	TA Roanoke #21 at I-81 Milepost 151	Salem	I-81	151	Private	129	Y	Y	Y	Y	Y	N
197	TA Wytheville at I-77 Milepost 41	Bristol	I-77	41	Private	114	Y	Y	Y	12	Y	Y
198	Thrift Mart at US-1 Milepost 66	Richmond	US-1	66	Private	5	Y	Y	Y	N	N	Y
199	Tow Star Liberty at US-460 Milepost 88	Salem	US-460	88	Private	2	N	Y	Y	N	N	Y
200	Travel Centers Ashland at I-95 Milepost 92	Richmond	I-95	92	Private	183	Y	Y	Y	11	Y	Y
203	US Gas, Exxon at I-95 Milepost 41	Richmond	I-95	41	Private	12	Y	Y	Y	N	N	Y
204	Village Truck Stop at I-81 Milepost 55	Bristol	I-81	55	Private	5	N	Y	Y	N	N	Y
205	Wilco #797 at US-13 Milepost 14	Hampton Roads	US-13	14	Private	20	Y	Y	Y	N	N	Y
206	Wilco Hess #662 at US-220 Milepost 19	Salem	US-220	19	Private	4	N	Y	Y	N	N	Y
207	Wilco Travel Plaza C at I-295 Milepost 3	Richmond	I-295	3	Private	80	Y	Y	Y	Y	Y	Y
208	Wilco Travel Plaza B at I-81 Milepost 292	Staunton	I-81	292	Private	140	Y	Y	Y	8	N	Y
209	Wilco Travel Plaza D at US-58 Milepost 327	Lynchburg	US-58	327	Private	50	Y	Y	Y	Y	N	Y
210	Wilco Travel Plaza A at I-81 Milepost 78	Bristol	I-81	78	Private	150	Y	Y	Y	13	N	Y
211	Wilco Travel Plaza 735 at I-81 Milepost 206	Staunton	I-81	206	Private	175	Y	Y	Y	8	N	Y
212	Woco Express Travel Plaza at US-460 Milepost 355	Hampton Roads	US-460	355	Private	20	Y	Y	Y	2	Y	Y

APPENDIX C: PARKING FACILITY REPORT CARDS

VDOT Truck Parking Analysis:

Truck Parking Facility Report Cards

Prepared for:

VDOT

Prepared by:

FEHR  PEERS

DC18-0046.04

July 2021

These pages provide a summary of truck parking activity statistics at each of the VDOT (public) and private truck parking facilities in the State of Virginia. There are summary report cards for 36 VDOT truck parking facilities and 112 private truck parking facilities (Figure 1). The sample ATRI data for the 57 days in 2019 (May 3-31, June 16-29, and September 15-28) were used to prepare these summaries.

Based on the truck parking distributions, the study used the following time periods for the data analysis:

- Early Morning: 12 a.m. - 8 a.m.
- Mid Day: 8 a.m. - 4 p.m.
- Evening: 4 p.m. - 12 a.m.

Parking activities are summarized by the following categories based on duration of the parking event:

- Quick Stop: 10 - 30 minutes;
- Medium Stop: 2-4 hours;
- Sleep Stop: >8 hours
- Short Stop: 0.5 - 2 hours;
- Long Stop: 4 - 8 hours;

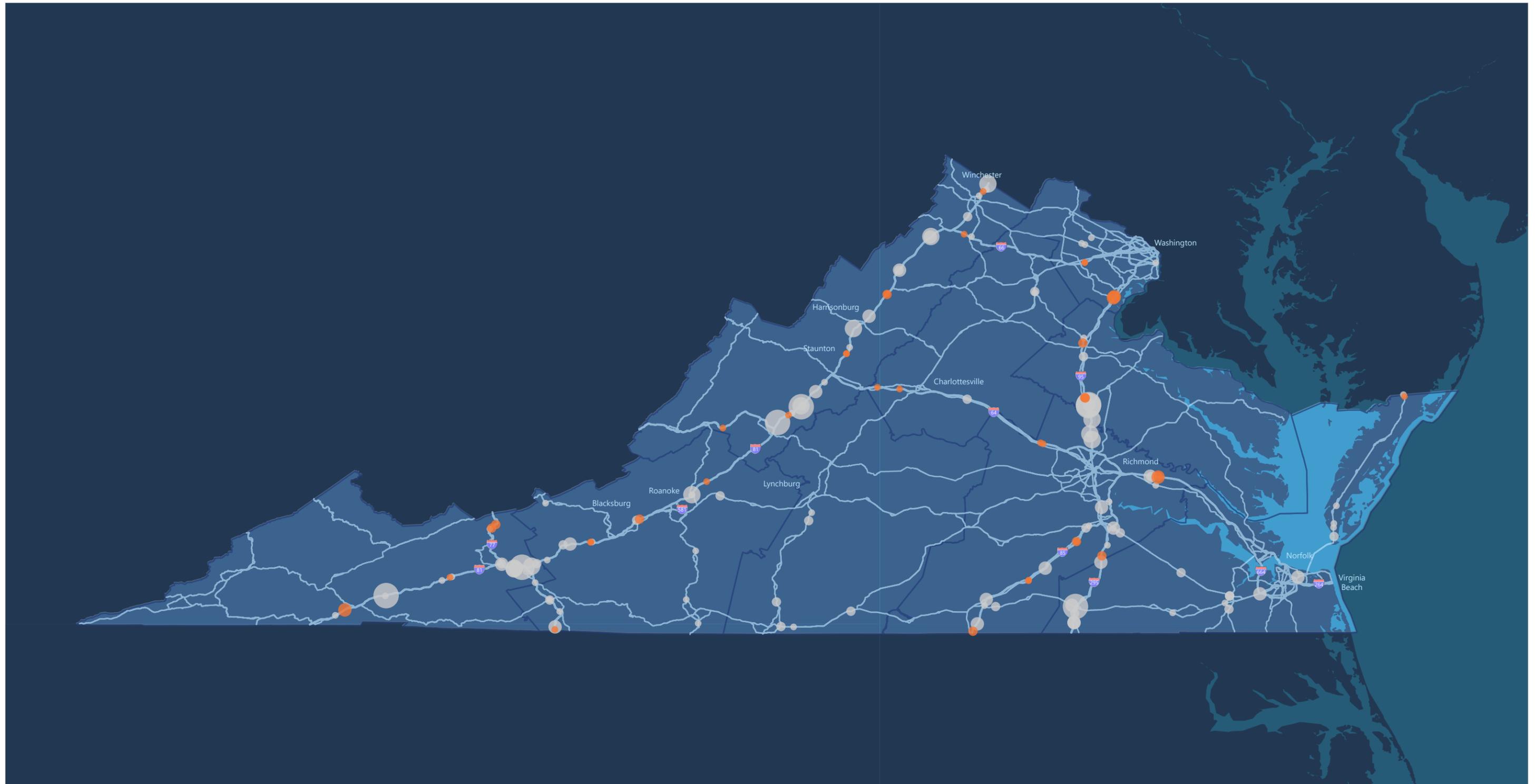
The first table on each page shows the inventory of parking spots, range of additional parking spots required to accommodate overflow parking activity, overall parking spot addition priority among all State facilities, priority among VDOT facilities, and a summary of available amenities at the facility.

The second table shows the average percent overflow activity relative to available number of spots daily or during each time period. For example, assume a truck parking facility has 10 designated spots. At this facility, the overflow in Early Morning is 120% and in Midday is 50%. This means, 12 and 5 more parking spots are needed during the Early Morning and Mid Day periods, respectively, to accommodate all trucks in designated parking spots.

The bar charts show the distribution of truck parking activities for the 57 days of the sample ATRI data across each time period. The parking activities on designated (marked) areas at each facility are separated from overflow activities. The overflow activity may happen at the passenger parking area, restaurant area, fuel station, or the adjacent ramp (Figures 2 & 3).

Disclaimer

- ATRI sample data reflect 5-10 percent of the truck ADT on rural facilities and 15-30 percent of truck ADT on facilities in or near urban areas in Virginia. The statistical analysis to expand the sample and estimate total truck parking activities was conducted based on available data and state of the practice methodology. The analysis was reviewed and verified at the district and state levels. Further investigation is required if detailed statistics at specific local location is required.
- The analysis was conducted based on eight weeks of ATRI data. Overall, these weeks had the highest ADT across the state in 2019. It is possible that some corridors have peak ADT during other months.



Parking Spots Per Facility

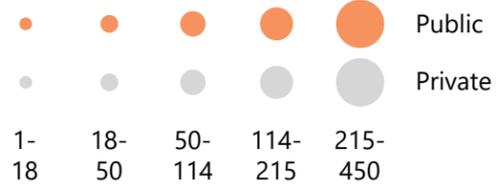


Figure 1

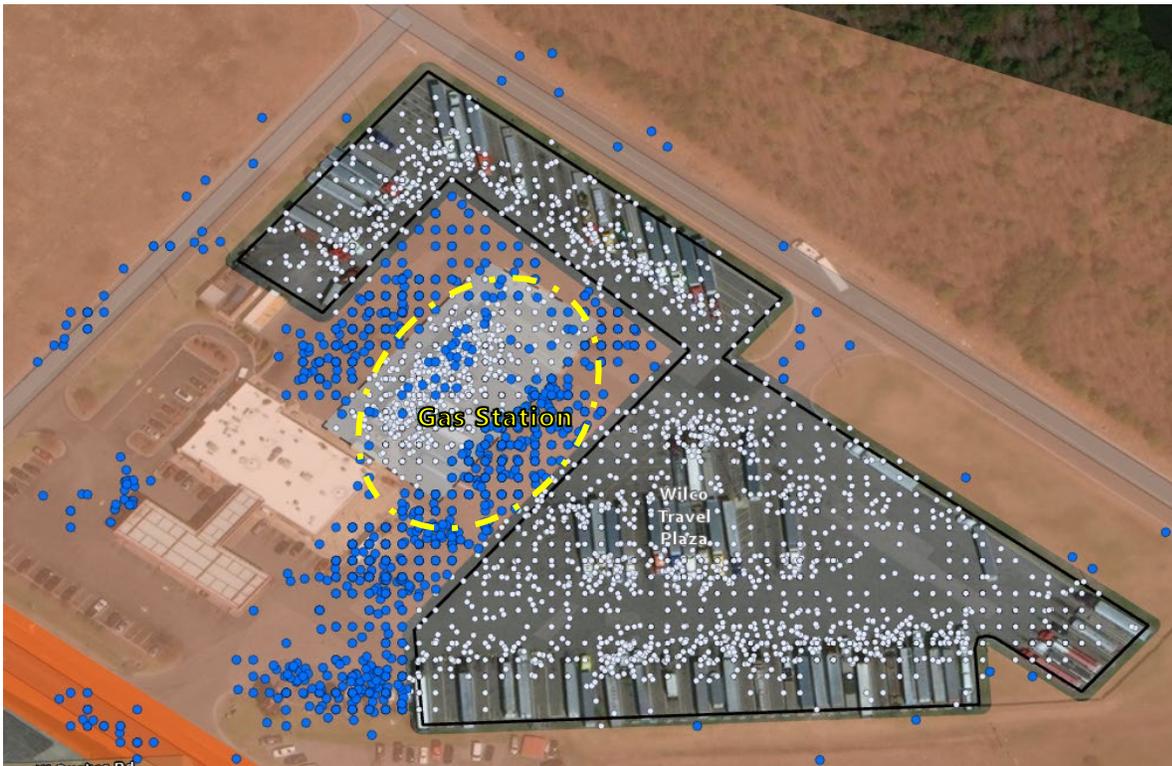
Truck Parking Facilities (Public and Private) in Virginia



Figure 2: Authorized (white dots) and Overflow (blue dots) Parking Activity at Radford Rest Area Northbound, I-81



Figure 3: Overflow (blue dots) Truck Parking Events at a Gas Station (Longer than Four Hours) near the Pilot Travel Center with 80 Truck Parking Spaces at SR 460 near the I-295 Ramps



Public (VDOT) Truck Parking Facilities

ID	District	Name	Location
V1	Bristol	Abingdon (Trucks)	I-81 NB Milepost 13
V2	Richmond	Alberta North	I-85 NB Milepost 32
V3	Richmond	Alberta South	I-85 SB Milepost 32
V4	Richmond	Bracey	I-85 NB Milepost 1
V5	Richmond	Carson	I-95 NB Milepost 37
V6	Culpeper	Charlottesville East	I-64 EB Milepost 105
V7	Culpeper	Charlottesville West	I-64 WB Milepost 113
V8	North Virginia	Dale City (Trucks) North	I-95 NB Milepost 154
V9	North Virginia	Dale City (Trucks) South	I-95 SB Milepost 154
V10	Richmond	Dinwiddie North	I-85 NB Milepost 55
V11	Richmond	Dinwiddie South	I-85 SB Milepost 55
V12	Richmond	East Coast Gateway	I-64 EB Milepost 213
V13	Staunton	Fairfield	I-81 SB Milepost 199
V14	Fredericksburg	Fredericksburg	I-95 SB Milepost 131
V15	Staunton	Front Royal	I-66 EB Milepost 3
V16	Richmond	Goochland East	I-64 EB Milepost 169
V17	Richmond	Goochland West	I-64 WB Milepost 168
V18	Salem	Ironto	I-81 NB Milepost 129
V19	Fredericksburg	Ladysmith North	I-95 NB Milepost 108
V20	Fredericksburg	Ladysmith South	I-95 SB Milepost 107
V21	Salem	Lambsburg	I-77 NB Milepost 1
V22	Staunton	Longdale Furnace East	64 EB Milepost 34
V23	North Virginia	Manassas East	I-66 EB Milepost 48
V24	North Virginia	Manassas West	I-66 WB Milepost 48
V25	Staunton	Mt. Sidney North	I-81 NB Milepost 232
V26	Staunton	Mt. Sidney South	I-81 SB Milepost 232
V27	Hampton Roads	New Church	US-13 SB Milepost 1
V28	Richmond	New Kent	I-64 WB Milepost 213
V29	Staunton	New Market North	I-81 NB Milepost 262
V30	Staunton	New Market South	I-81 SB Milepost 262
V31	Salem	Radford North	I-81 NB Milepost 108
V32	Salem	Radford South	I-81 SB Milepost 108
V33	Bristol	Rocky Gap North	I-77 NB Milepost 59
V34	Bristol	Rocky Gap South	I-77 SB Milepost 61
V35	Bristol	Smyth	I-81 SB Milepost 53
V36	Salem	Troutville	I-81 SB Milepost 158
V37	Staunton	Winchester	I-81 SB Milepost 320

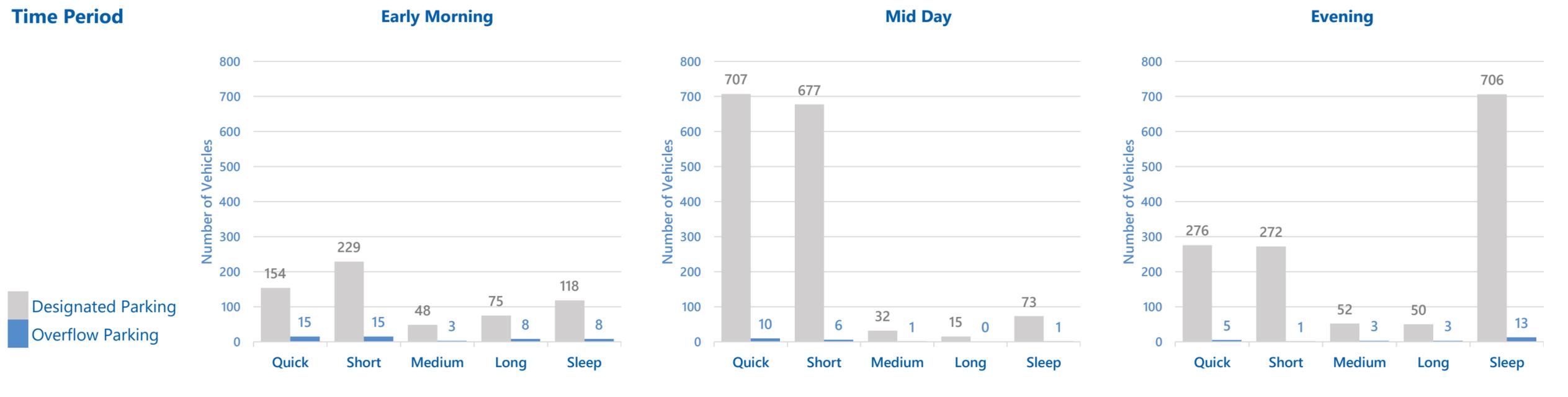
Parking Facility Summary

District:	Bristol
Total Spots Available:	48
Range of Additional Spots Needed:	1 - 4
Overall Priority:	Low
Public Facility Priority:	Low
Facility Amenities:	
Restroom	<input checked="" type="checkbox"/>
Shower	<input type="checkbox"/>
Wifi	<input type="checkbox"/>
Fuel	<input type="checkbox"/>
Lighted	<input checked="" type="checkbox"/>
Overnight Parking	<input checked="" type="checkbox"/>



Time Period	Early Morning	Mid Day	Evening	Daily
Percent Overflow Parking Activity	7%	1%	2%	3%

57-Day Observed Sample of Designated and Overflow Parking Activity



Notes: Time Periods: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM
 Parking Activity Category: Quick Stop: 10 min - 30 min; Short Stop: 30 min - 2 hours; Medium Stop: 2-4 hours; Long Stop: 4 - 8 hours; Sleep Stop: >8 hours
 This facility is adjacent to Virginia Highlands Airport, north of I-81. It does not have an easy access for SB traffic.

Parking Facility Summary

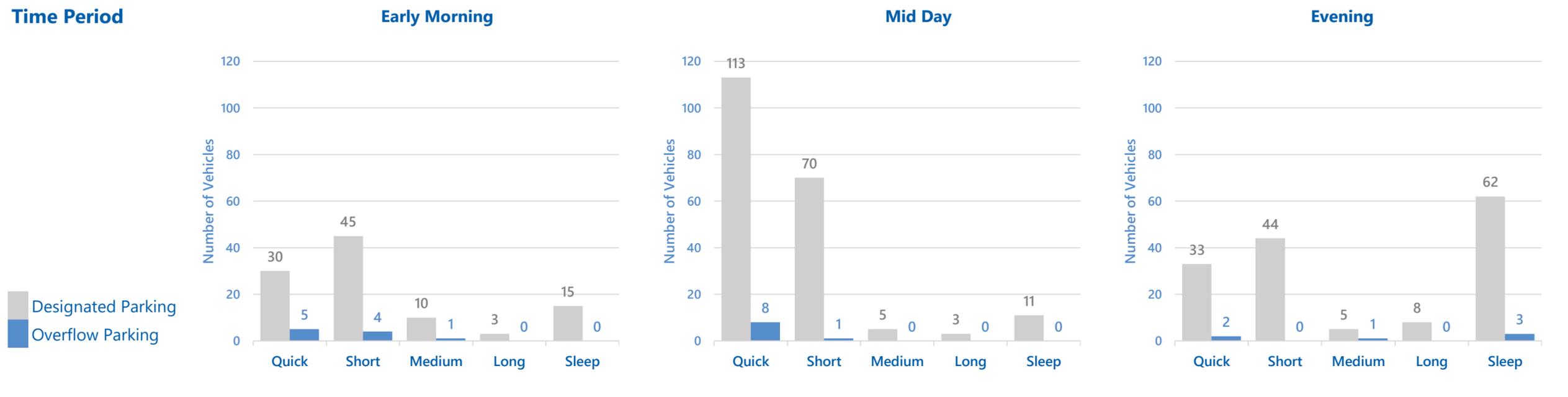
District:	Richmond		
Total Spots Available:	13		
Range of Additional Spots Needed:	1 - 1		
Overall Priority:	Very Low		
Public Facility Priority:	Very Low		
Facility Amenities:			
Restroom	<input checked="" type="checkbox"/>	Fuel	<input type="checkbox"/>
Shower	<input type="checkbox"/>	Lighted	<input checked="" type="checkbox"/>
Wifi	<input type="checkbox"/>	Overnight Parking	<input checked="" type="checkbox"/>



Legend
■ Designated Parking Spot
■ Fuel Pumps

Time Period	Early Morning	Mid Day	Evening	Daily
Percent Overflow Parking Activity	3%	1%	5%	4%

57-Day Observed Sample of Designated and Overflow Parking Activity



Notes: Time Periods: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM
 Parking Activity Category: Quick Stop: 10 min - 30 min; Short Stop: 30 min - 2 hours; Medium Stop: 2-4 hours; Long Stop: 4 - 8 hours; Sleep Stop: >8 hours
 There are very few developments near this facility. There is "Alberta South" truck parking for SB traffic.

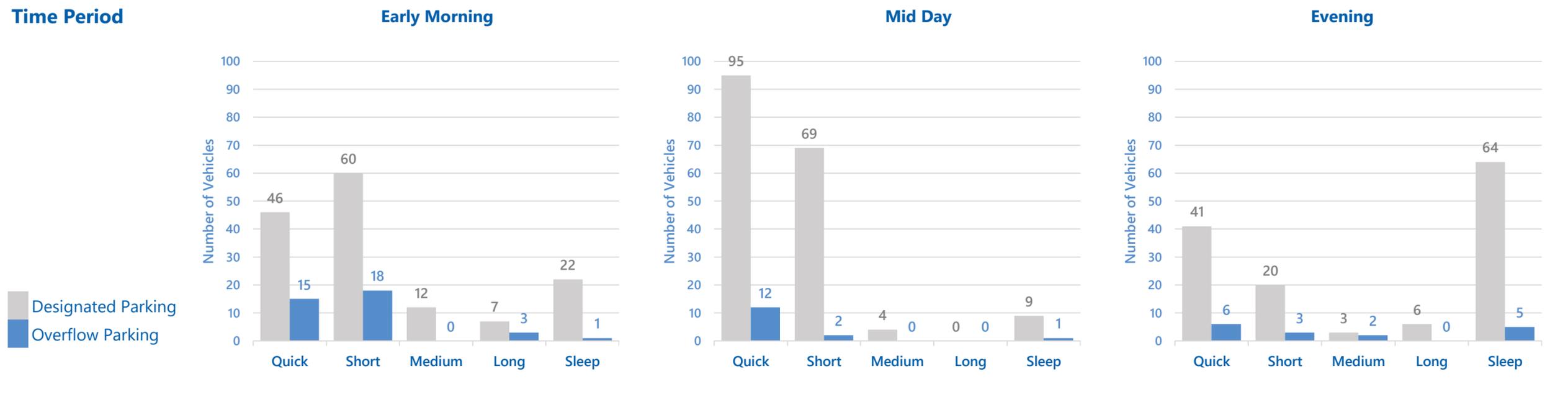
Parking Facility Summary

District:	Richmond	
Total Spots Available:	13	
Range of Additional Spots Needed:	2 - 2	
Overall Priority:	Very Low	
Public Facility Priority:	Very Low	
Facility Amenities:		
Restroom	<input checked="" type="checkbox"/>	Fuel <input type="checkbox"/>
Shower	<input type="checkbox"/>	Lighted <input checked="" type="checkbox"/>
Wifi	<input type="checkbox"/>	Overnight Parking <input checked="" type="checkbox"/>



Time Period	Early Morning	Mid Day	Evening	Daily
Percent Overflow Parking Activity	12%	8%	8%	9%

57-Day Observed Sample of Designated and Overflow Parking Activity



Notes: Time Periods: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM
 Parking Activity Category: Quick Stop: 10 min - 30 min; Short Stop: 30 min - 2 hours; Medium Stop: 2-4 hours; Long Stop: 4 - 8 hours; Sleep Stop: >8 hours
 There are very few developments near this facility. There "Alberta North" truck parking for NB traffic.

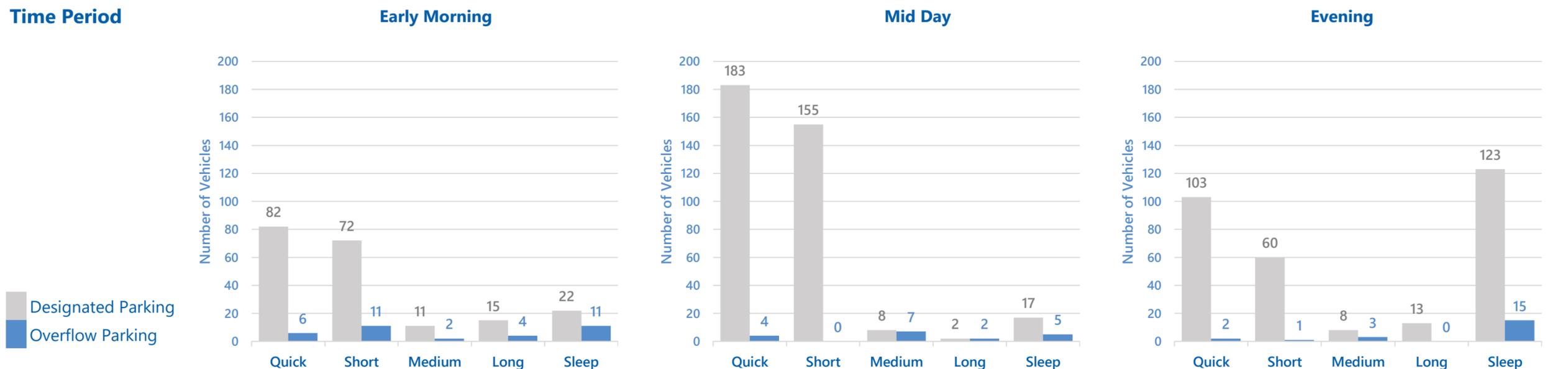
Parking Facility Summary

District:	Richmond		
Total Spots Available:	27		
Range of Additional Spots Needed:	4 - 11		
Overall Priority:	Low		
Public Facility Priority:	Medium		
Facility Amenities:	Restroom <input checked="" type="checkbox"/>	Fuel <input type="checkbox"/>	
	Shower <input type="checkbox"/>	Lighted <input checked="" type="checkbox"/>	
	Wifi <input type="checkbox"/>	Overnight Parking <input checked="" type="checkbox"/>	



Time Period	Early Morning	Mid Day	Evening	Daily
Percent Overflow Parking Activity	37%	21%	12%	18%

57-Day Observed Sample of Designated and Overflow Parking Activity



Notes: Time Periods: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM
 Parking Activity Category: Quick Stop: 10 min - 30 min; Short Stop: 30 min - 2 hours; Medium Stop: 2-4 hours; Long Stop: 4 - 8 hours; Sleep Stop: >8 hours
 This facility is close to North Virginia border. There are no other developments near this facility. There is a large private truck parking 4 miles north of this facility.

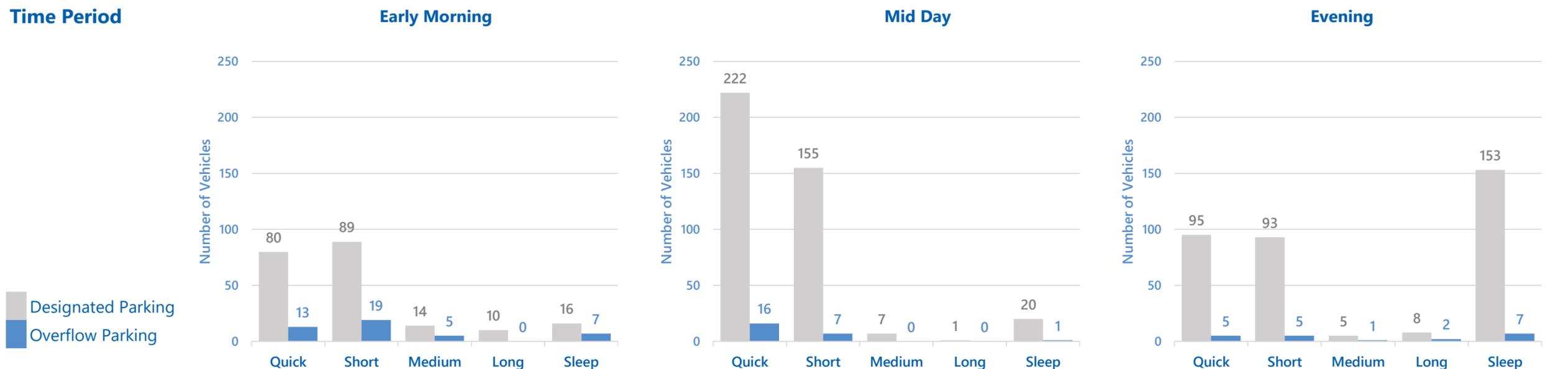
Parking Facility Summary

District:	Richmond		
Total Spots Available:	29		
Range of Additional Spots Needed:	2 - 10		
Overall Priority:	Very Low		
Public Facility Priority:	Very Low		
Facility Amenities:			
Restroom	<input checked="" type="checkbox"/>	Fuel	<input type="checkbox"/>
Shower	<input type="checkbox"/>	Lighted	<input checked="" type="checkbox"/>
Wifi	<input type="checkbox"/>	Overnight Parking	<input checked="" type="checkbox"/>



Time Period	Early Morning	Mid Day	Evening	Daily
Percent Overflow Parking Activity	31%	5%	5%	9%

57-Day Observed Sample of Designated and Overflow Parking Activity



Notes: Time Periods: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM
 Parking Activity Category: Quick Stop: 10 min - 30 min; Short Stop: 30 min - 2 hours; Medium Stop: 2-4 hours; Long Stop: 4 - 8 hours; Sleep Stop: >8 hours
 There are very few developments near this facility. There no easy access for SB traffic.

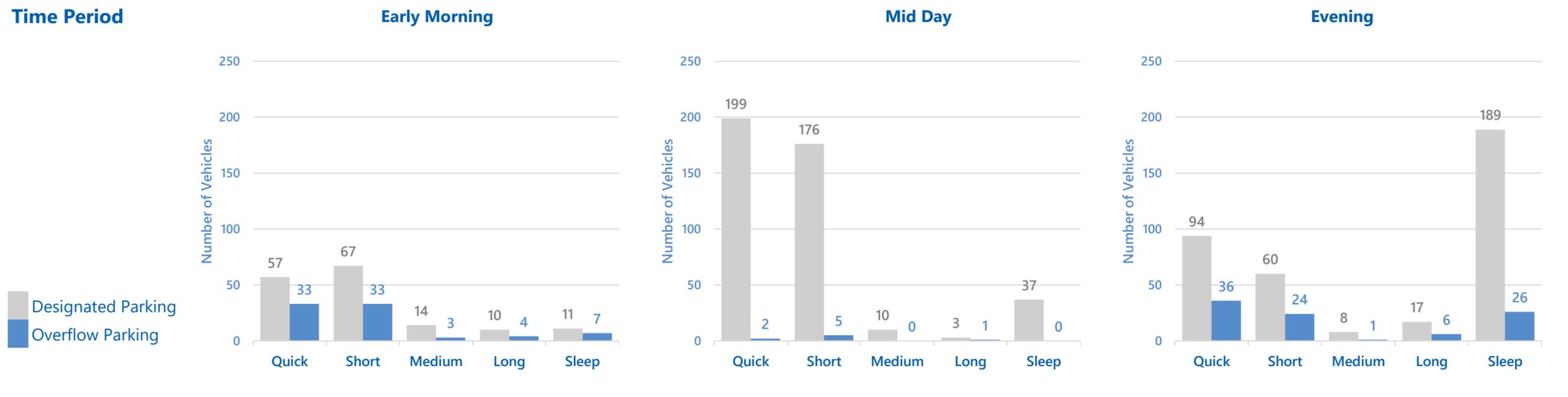
Parking Facility Summary

District:	Culpeper
Total Spots Available:	13
Range of Additional Spots Needed:	1 - 7
Overall Priority:	Low
Public Facility Priority:	Low
Facility Amenities:	
Restroom <input checked="" type="checkbox"/>	Fuel <input type="checkbox"/>
Shower <input type="checkbox"/>	Lighted <input checked="" type="checkbox"/>
Wifi <input type="checkbox"/>	Overnight Parking <input checked="" type="checkbox"/>



Time Period	Early Morning	Mid Day	Evening	Daily
Percent Overflow Parking Activity	52%	1%	15%	16%

57-Day Observed Sample of Designated and Overflow Parking Activity



Notes: Time Periods: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM
 Parking Activity Category: Quick Stop: 10 min - 30 min; Short Stop: 30 min - 2 hours; Medium Stop: 2-4 hours; Long Stop: 4 - 8 hours; Sleep Stop: >8 hours
 There are very few developments near this facility. There no easy access for WB traffic.

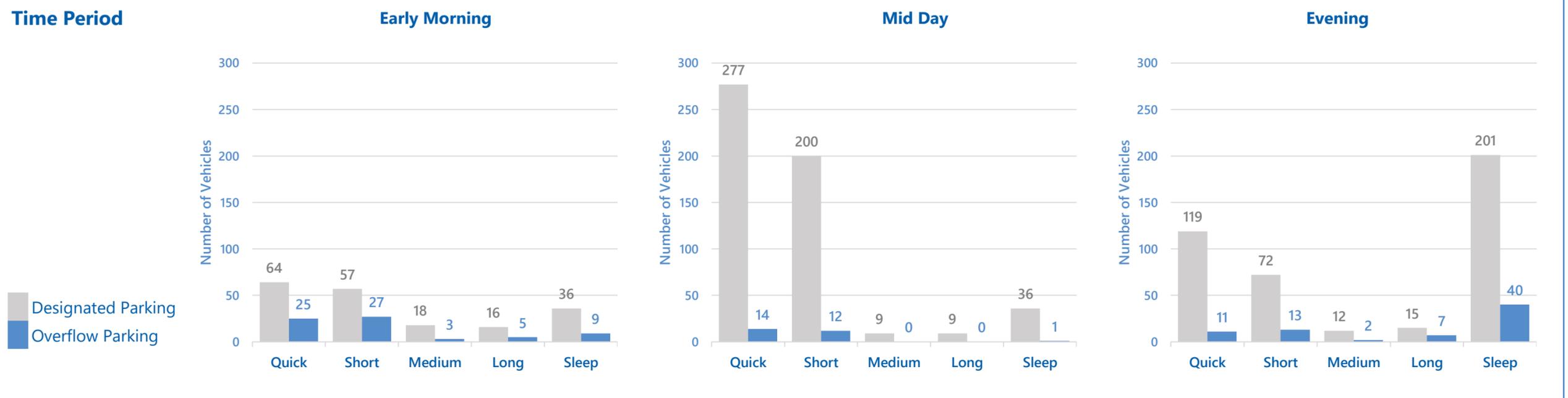
Parking Facility Summary

District:	Culpeper		
Total Spots Available:	15		
Range of Additional Spots Needed:	1 - 5		
Overall Priority:	Medium		
Public Facility Priority:	Medium		
Facility Amenities:			
Restroom	<input checked="" type="checkbox"/>	Fuel	<input type="checkbox"/>
Shower	<input type="checkbox"/>	Lighted	<input checked="" type="checkbox"/>
Wifi	<input type="checkbox"/>	Overnight Parking	<input checked="" type="checkbox"/>



Time Period	Early Morning	Mid Day	Evening	Daily
Percent Overflow Parking Activity	27%	3%	20%	18%

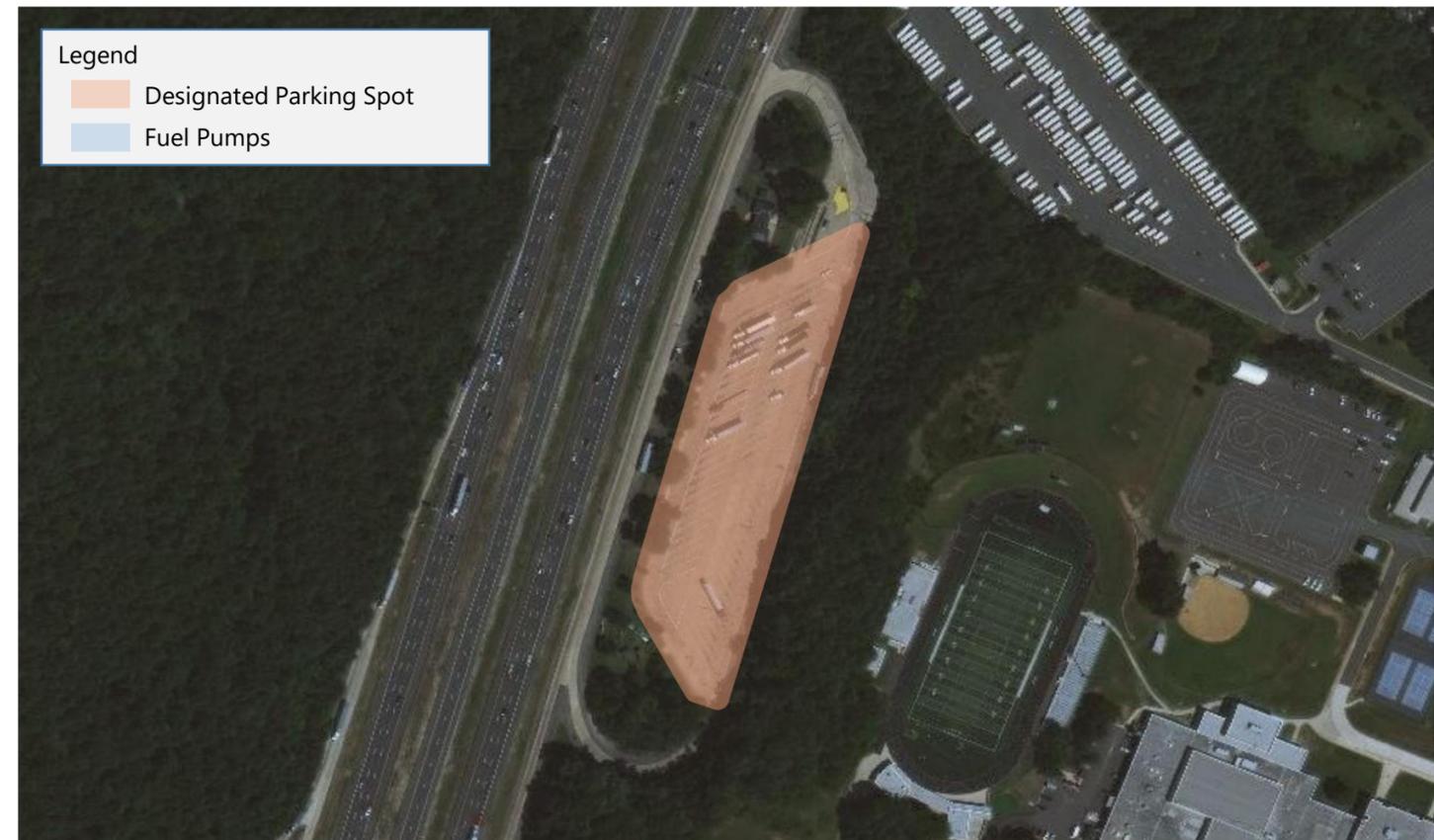
57-Day Observed Sample of Designated and Overflow Parking Activity



Notes: Time Periods: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM
 Parking Activity Category: Quick Stop: 10 min - 30 min; Short Stop: 30 min - 2 hours; Medium Stop: 2-4 hours; Long Stop: 4 - 8 hours; Sleep Stop: >8 hours
 There are very few developments near this facility. There no easy access for EB traffic.

Parking Facility Summary

District:	North Virginia		
Total Spots Available:	59		
Range of Additional Spots Needed:	3 - 20		
Overall Priority:	High		
Public Facility Priority:	High		
Facility Amenities:			
Restroom	<input checked="" type="checkbox"/>	Fuel	<input type="checkbox"/>
Shower	<input type="checkbox"/>	Lighted	<input checked="" type="checkbox"/>
Wifi	<input type="checkbox"/>	Overnight Parking	<input checked="" type="checkbox"/>



Time Period	Early Morning	Mid Day	Evening	Daily
Percent Overflow Parking Activity	33%	4%	22%	18%

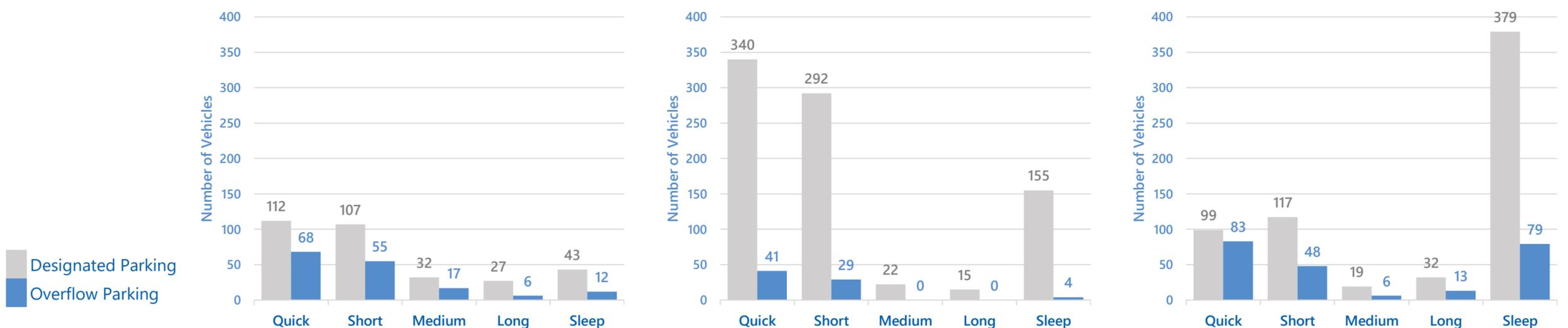
57-Day Observed Sample of Designated and Overflow Parking Activity

Time Period

Early Morning

Mid Day

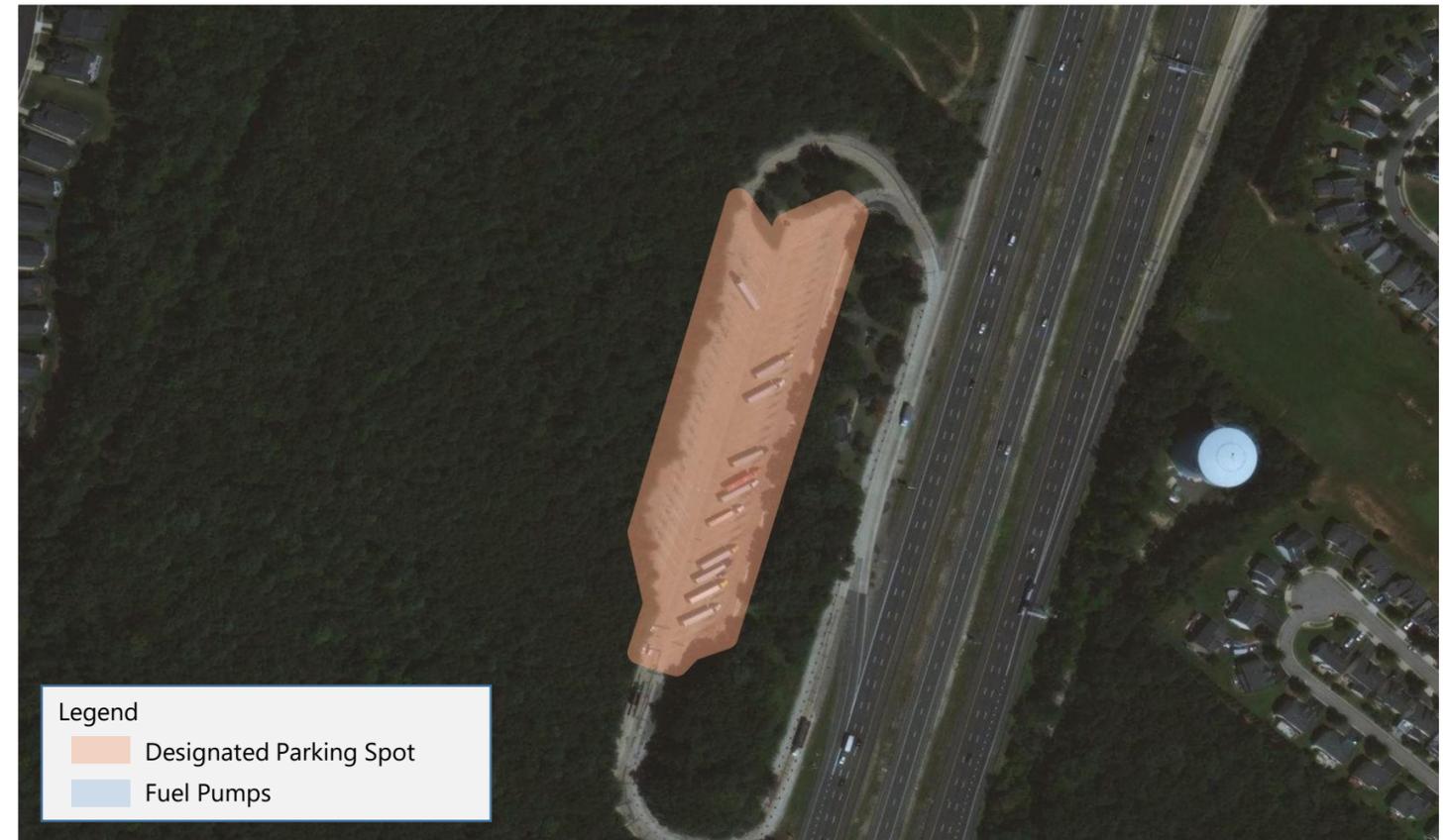
Evening



Notes: Time Periods: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM
 Parking Activity Category: Quick Stop: 10 min - 30 min; Short Stop: 30 min - 2 hours; Medium Stop: 2-4 hours; Long Stop: 4 - 8 hours; Sleep Stop: >8 hours
 This facility is adjacent to Potomac Senior High School and a large residential community. There is "Dale City South" truckparking for SB traffic.

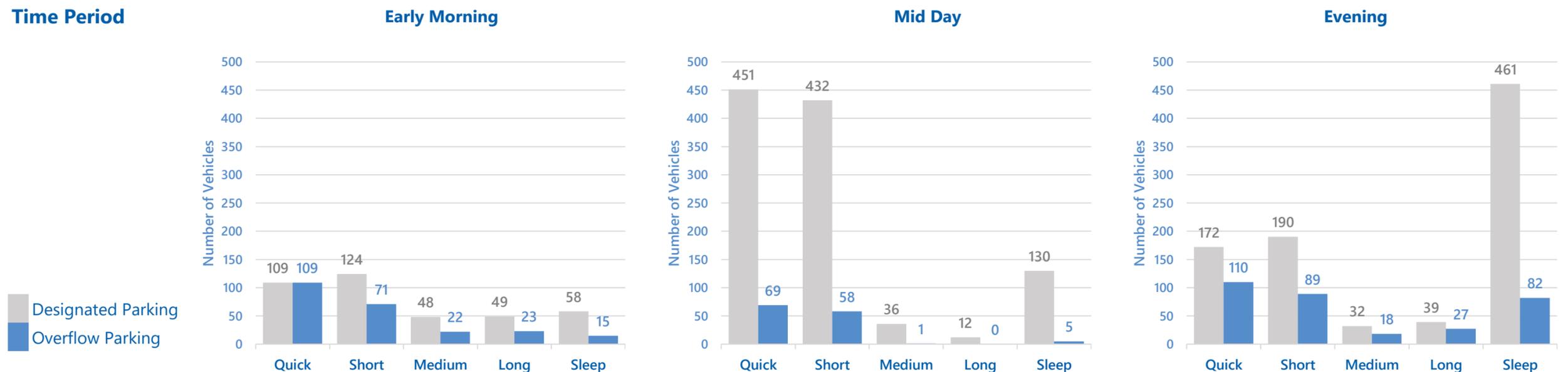
Parking Facility Summary

District:	North Virginia		
Total Spots Available:	62		
Range of Additional Spots Needed:	4 - 23		
Overall Priority:	High		
Public Facility Priority:	Very High		
Facility Amenities:			
Restroom	<input checked="" type="checkbox"/>	Fuel	<input type="checkbox"/>
Shower	<input type="checkbox"/>	Lighted	<input checked="" type="checkbox"/>
Wifi	<input type="checkbox"/>	Overnight Parking	<input checked="" type="checkbox"/>



Time Period	Early Morning	Mid Day	Evening	Daily
Percent Overflow Parking Activity	37%	6%	21%	19%

57-Day Observed Sample of Designated and Overflow Parking Activity



Notes: Time Periods: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM
 Parking Activity Category: Quick Stop: 10 min - 30 min; Short Stop: 30 min - 2 hours; Medium Stop: 2-4 hours; Long Stop: 4 - 8 hours; Sleep Stop: >8 hours
 This facility is near to Potomac Senior High School and a large residential community. There is "Dale City North" truck parking for NB traffic.

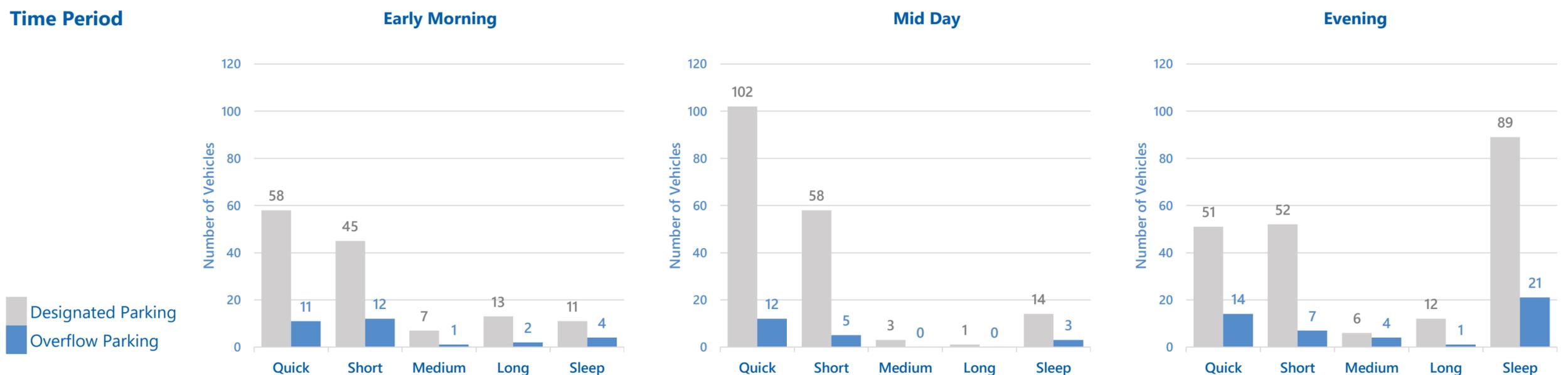
Parking Facility Summary

District:	Richmond		
Total Spots Available:	12		
Range of Additional Spots Needed:	3 - 4		
Overall Priority:	Low		
Public Facility Priority:	Low		
Facility Amenities:			
Restroom	<input checked="" type="checkbox"/>	Fuel	<input type="checkbox"/>
Shower	<input type="checkbox"/>	Lighted	<input checked="" type="checkbox"/>
Wifi	<input type="checkbox"/>	Overnight Parking	<input checked="" type="checkbox"/>



Time Period	Early Morning	Mid Day	Evening	Daily
Percent Overflow Parking Activity	28%	17%	23%	23%

57-Day Observed Sample of Designated and Overflow Parking Activity



Notes: Time Periods: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM
 Parking Activity Category: Quick Stop: 10 min - 30 min; Short Stop: 30 min - 2 hours; Medium Stop: 2-4 hours; Long Stop: 4 - 8 hours; Sleep Stop: >8 hours
 There are some developments nearby. There is "Dinwiddie South" truck parking for SB traffic.

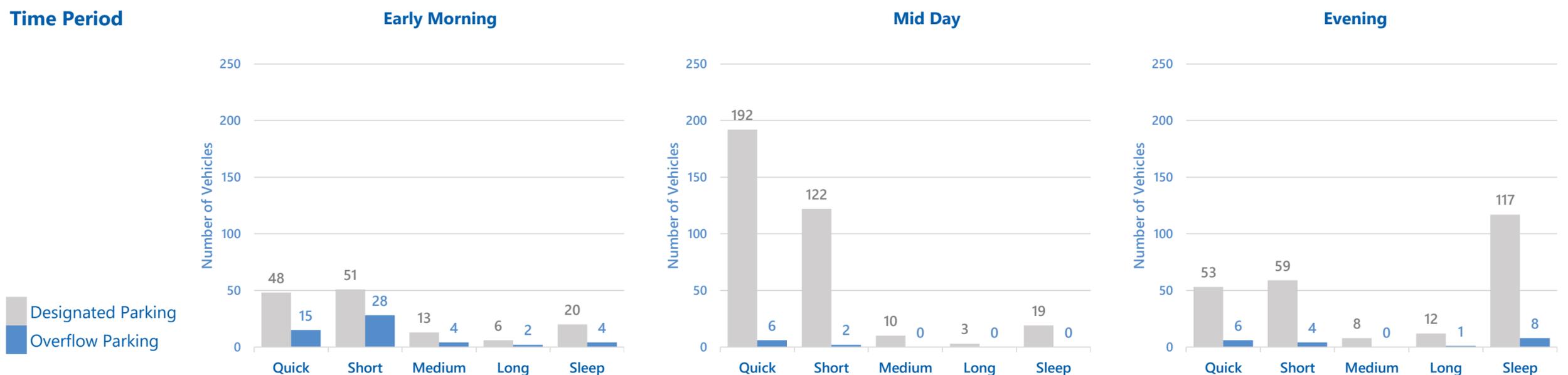
Parking Facility Summary

District:	Richmond		
Total Spots Available:	20		
Range of Additional Spots Needed:	1 - 6		
Overall Priority:	Very Low		
Public Facility Priority:	Very Low		
Facility Amenities:			
Restroom	<input checked="" type="checkbox"/>	Fuel	<input type="checkbox"/>
Shower	<input type="checkbox"/>	Lighted	<input checked="" type="checkbox"/>
Wifi	<input type="checkbox"/>	Overnight Parking	<input checked="" type="checkbox"/>



Time Period	Early Morning	Mid Day	Evening	Daily
Percent Overflow Parking Activity	27%	1%	7%	9%

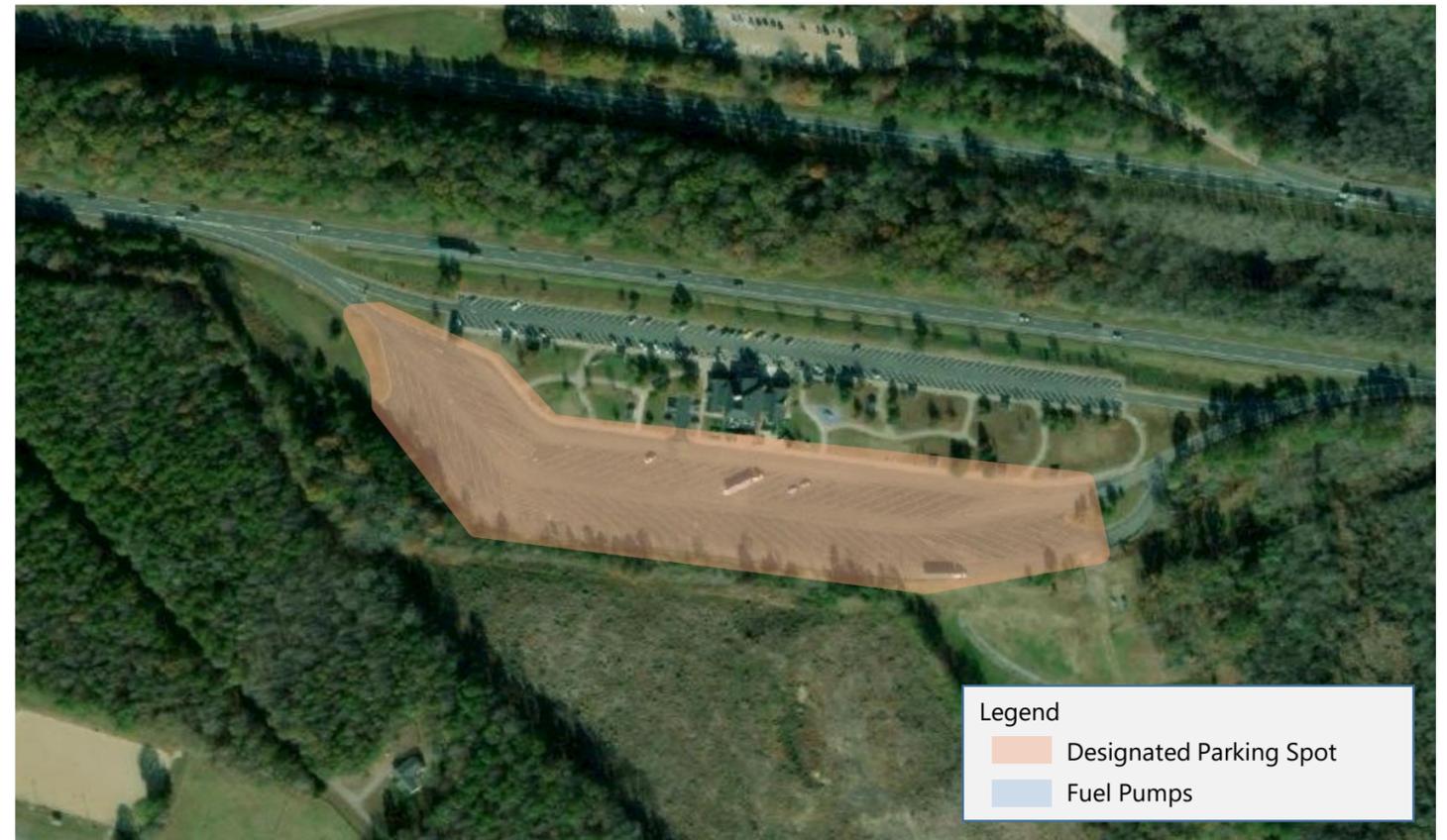
57-Day Observed Sample of Designated and Overflow Parking Activity



Notes: Time Periods: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM
 Parking Activity Category: Quick Stop: 10 min - 30 min; Short Stop: 30 min - 2 hours; Medium Stop: 2-4 hours; Long Stop: 4 - 8 hours; Sleep Stop: >8 hours
 There are some developments nearby. There is "Dinwiddie North" truck parking for NB traffic.

Parking Facility Summary

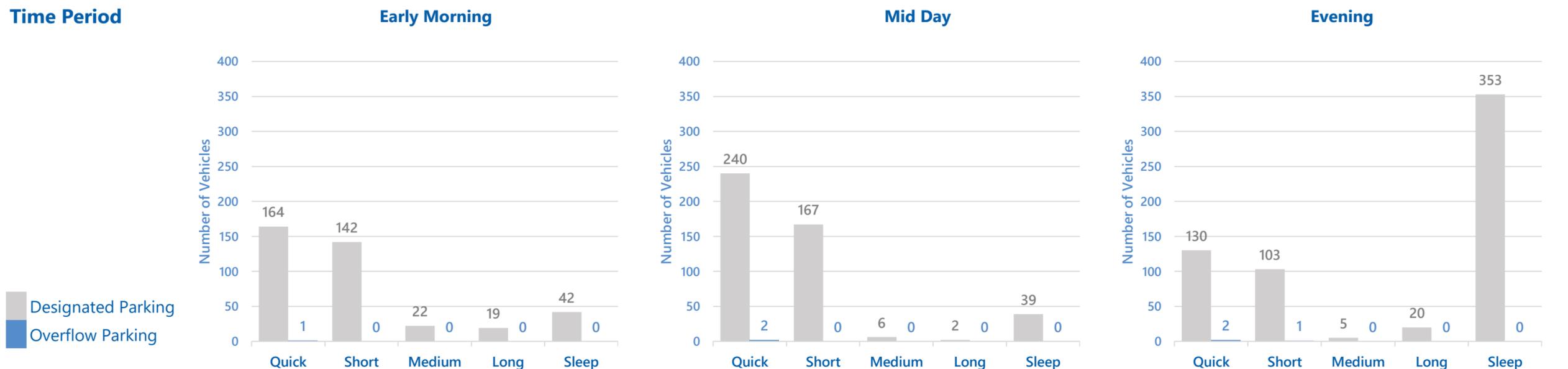
District:	Richmond		
Total Spots Available:	70		
Range of Additional Spots Needed:	1 - 1		
Overall Priority:	Very Low		
Public Facility Priority:	Very Low		
Facility Amenities:			
Restroom	<input checked="" type="checkbox"/>	Fuel	<input type="checkbox"/>
Shower	<input type="checkbox"/>	Lighted	<input checked="" type="checkbox"/>
Wifi	<input type="checkbox"/>	Overnight Parking	<input checked="" type="checkbox"/>



Legend
 Designated Parking Spot
 Fuel Pumps

Time Period	Early Morning	Mid Day	Evening	Daily
Percent Overflow Parking Activity	0%	0%	0%	0%

57-Day Observed Sample of Designated and Overflow Parking Activity



Notes: Time Periods: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM
 Parking Activity Category: Quick Stop: 10 min - 30 min; Short Stop: 30 min - 2 hours; Medium Stop: 2-4 hours; Long Stop: 4 - 8 hours; Sleep Stop: >8 hours
 This facility has very limited space for overflow parking. There is another large private truck parking in less than a mile from this location. There is "New Kent" truck public parking for EB traffic.

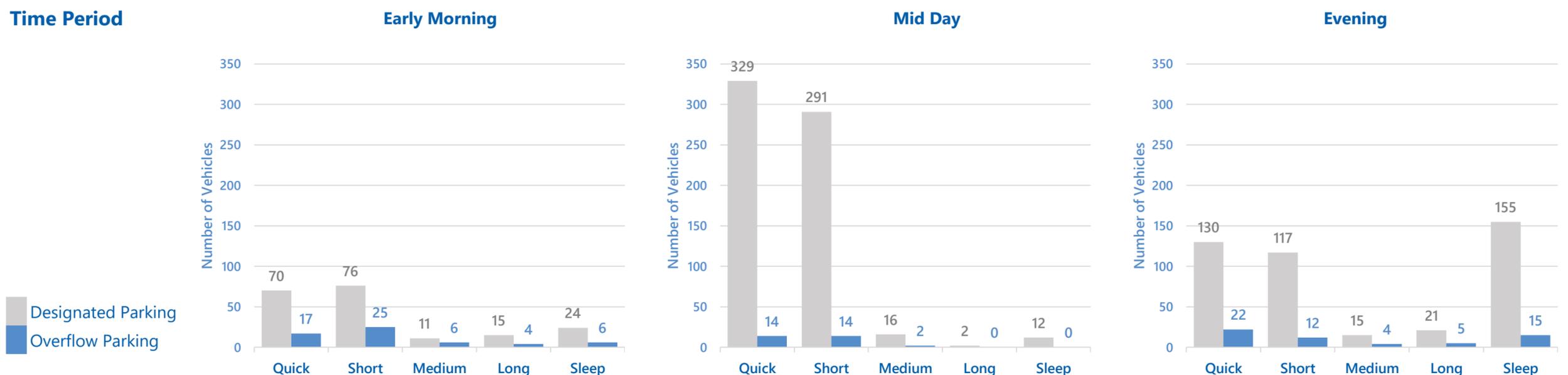
Parking Facility Summary

District:	Staunton		
Total Spots Available:	10		
Range of Additional Spots Needed:	1 - 3		
Overall Priority:	#		
Public Facility Priority:	#		
Facility Amenities:			
Restroom	<input checked="" type="checkbox"/>	Fuel	<input type="checkbox"/>
Shower	<input type="checkbox"/>	Lighted	<input checked="" type="checkbox"/>
Wifi	<input type="checkbox"/>	Overnight Parking	<input checked="" type="checkbox"/>



Time Period	Early Morning	Mid Day	Evening	Daily
Percent Overflow Parking Activity	28%	4%	11%	12%

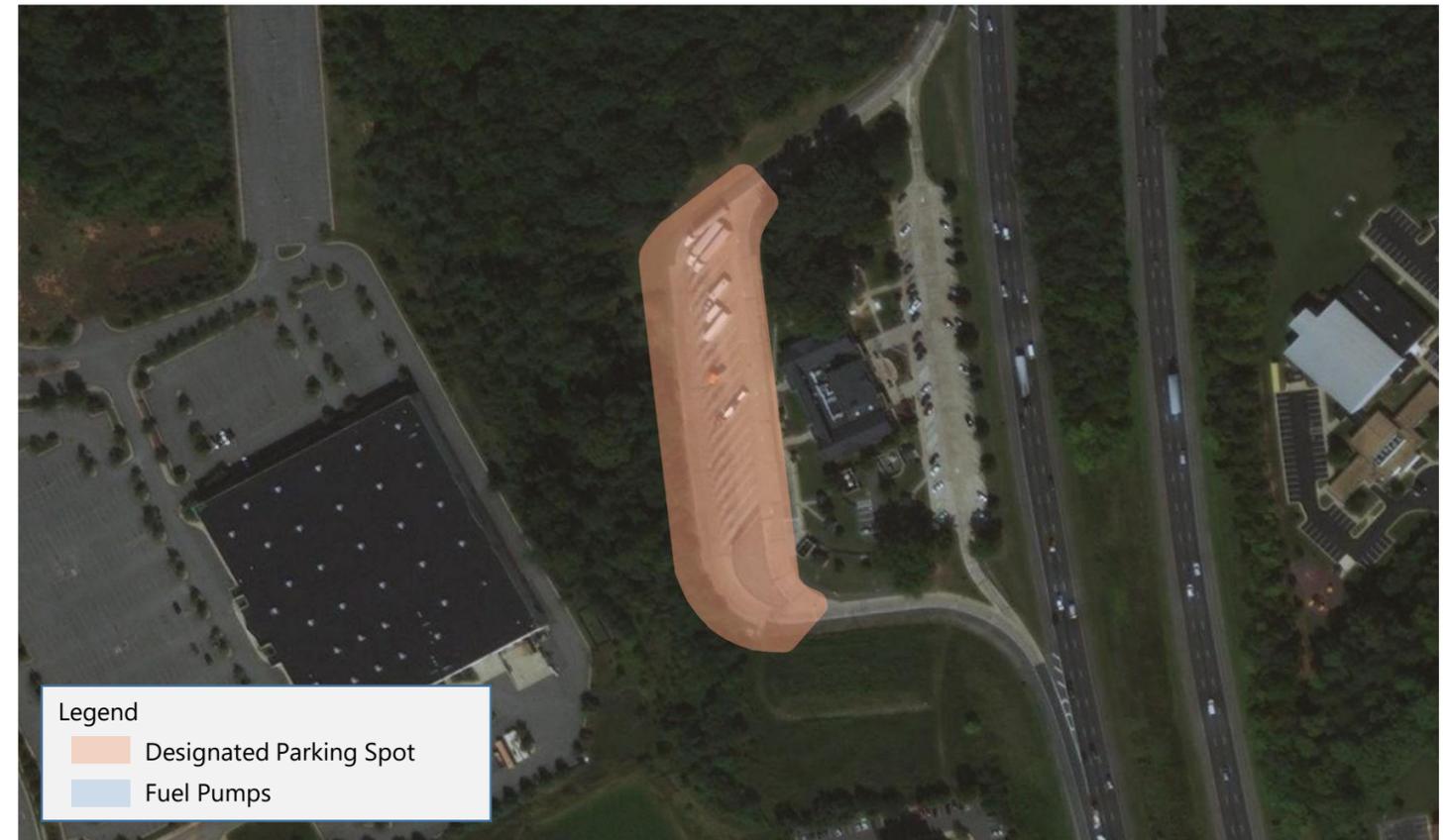
57-Day Observed Sample of Designated and Overflow Parking Activity



Notes: Time Periods: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM
 Parking Activity Category: Quick Stop: 10 min - 30 min; Short Stop: 30 min - 2 hours; Medium Stop: 2-4 hours; Long Stop: 4 - 8 hours; Sleep Stop: >8 hours
 This facility is near small rural community. There is no easy access for NB traffic. There is another small private parking 1.5 mile north of this facility.

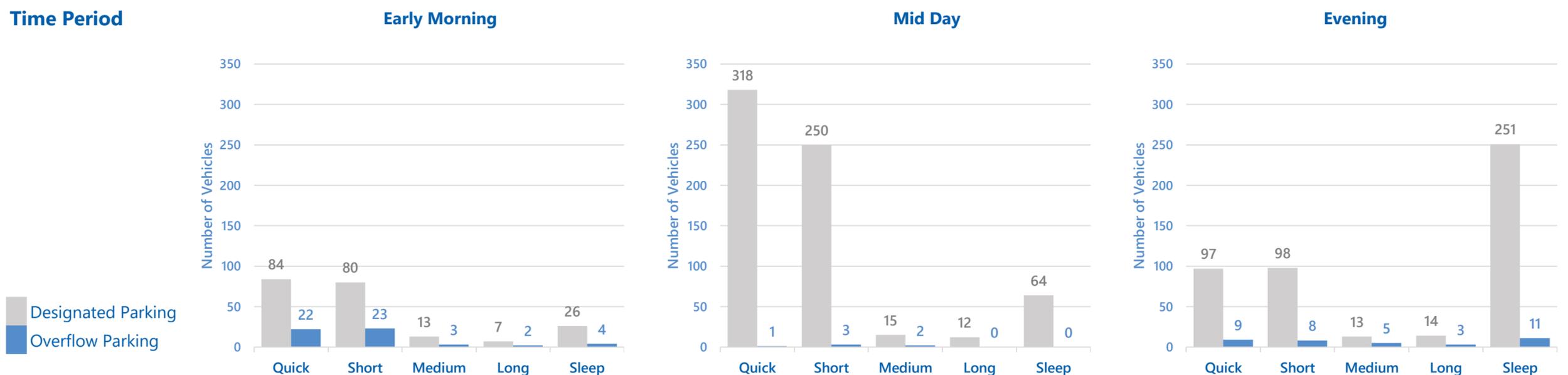
Parking Facility Summary

District:	Fredericksburg		
Total Spots Available:	21		
Range of Additional Spots Needed:	1 - 5		
Overall Priority:	Low		
Public Facility Priority:	Very Low		
Facility Amenities:			
Restroom	<input checked="" type="checkbox"/>	Fuel	<input type="checkbox"/>
Shower	<input type="checkbox"/>	Lighted	<input checked="" type="checkbox"/>
Wifi	<input type="checkbox"/>	Overnight Parking	<input checked="" type="checkbox"/>



Time Period	Early Morning	Mid Day	Evening	Daily
Percent Overflow Parking Activity	19%	1%	5%	5%

57-Day Observed Sample of Designated and Overflow Parking Activity



Notes: Time Periods: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM
 Parking Activity Category: Quick Stop: 10 min - 30 min; Short Stop: 30 min - 2 hours; Medium Stop: 2-4 hours; Long Stop: 4 - 8 hours; Sleep Stop: >8 hours
 This facility is in large mixed use area. There is full access ramps about 2 miles north of this facility to provide easy access for NB traffic.

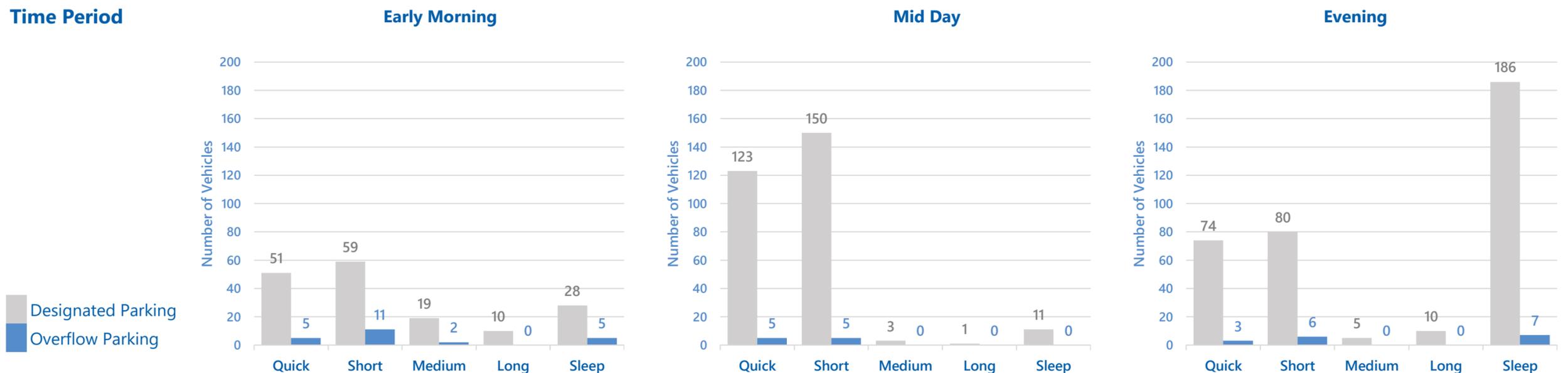
Parking Facility Summary

District:	Staunton
Total Spots Available:	10
Range of Additional Spots Needed:	1 - 2
Overall Priority:	Very Low
Public Facility Priority:	Very Low
Facility Amenities:	
Restroom <input type="checkbox"/>	Fuel <input type="checkbox"/>
Shower <input type="checkbox"/>	Lighted <input checked="" type="checkbox"/>
Wifi <input type="checkbox"/>	Overnight Parking <input checked="" type="checkbox"/>



Time Period	Early Morning	Mid Day	Evening	Daily
Percent Overflow Parking Activity	15%	2%	4%	5%

57-Day Observed Sample of Designated and Overflow Parking Activity



Notes: Time Periods: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM
 Parking Activity Category: Quick Stop: 10 min - 30 min; Short Stop: 30 min - 2 hours; Medium Stop: 2-4 hours; Long Stop: 4 - 8 hours; Sleep Stop: >8 hours
 This facility is not near any developments. It does not have easy access for SB traffic.

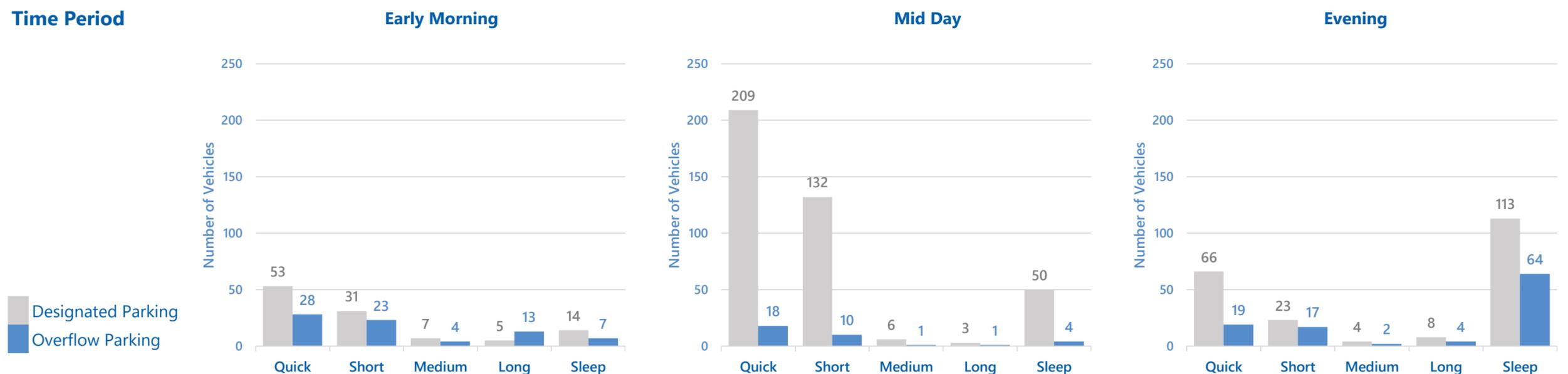
Parking Facility Summary

District:	Richmond		
Total Spots Available:	9		
Range of Additional Spots Needed:	1 - 7		
Overall Priority:	Medium		
Public Facility Priority:	Medium		
Facility Amenities:			
Restroom	<input checked="" type="checkbox"/>	Fuel	<input type="checkbox"/>
Shower	<input type="checkbox"/>	Lighted	<input checked="" type="checkbox"/>
Wifi	<input type="checkbox"/>	Overnight Parking	<input checked="" type="checkbox"/>



Time Period	Early Morning	Mid Day	Evening	Daily
Percent Overflow Parking Activity	74%	9%	56%	43%

57-Day Observed Sample of Designated and Overflow Parking Activity



Notes: Time Periods: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM
 Parking Activity Category: Quick Stop: 10 min - 30 min; Short Stop: 30 min - 2 hours; Medium Stop: 2-4 hours; Long Stop: 4 - 8 hours; Sleep Stop: >8 hours
 This facility has long ramps that accommodate significant overflow of trucks during night. There is "Goochland West" truck parking for WB traffic 0.8 mile west of this facility.

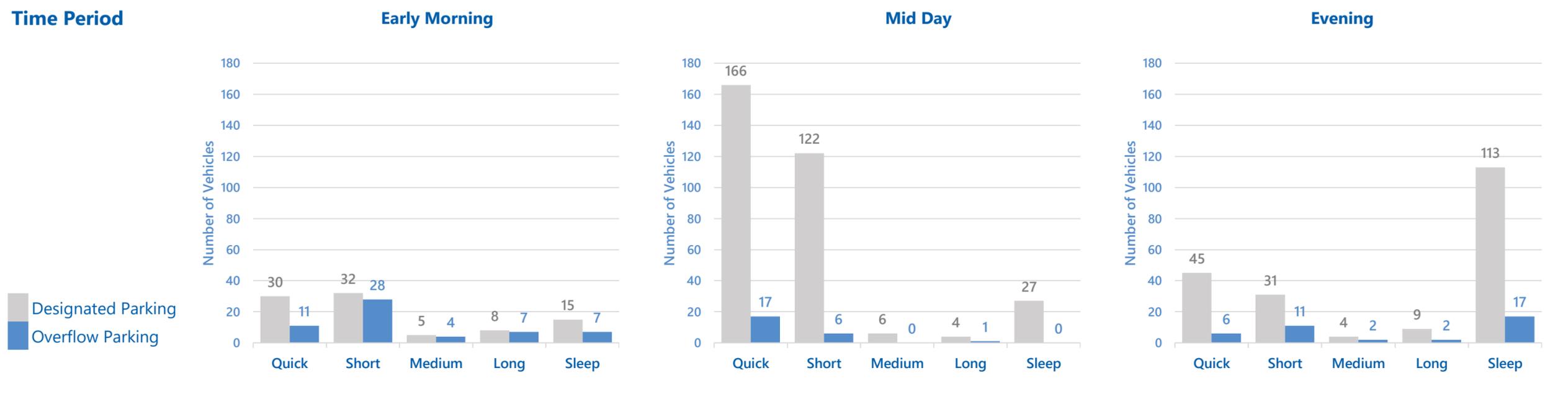
Parking Facility Summary

District:	Richmond		
Total Spots Available:	9		
Range of Additional Spots Needed:	1 - 6		
Overall Priority:	Low		
Public Facility Priority:	Low		
Facility Amenities:	Restroom <input checked="" type="checkbox"/>	Fuel <input type="checkbox"/>	
	Shower <input type="checkbox"/>	Lighted <input checked="" type="checkbox"/>	
	Wifi <input type="checkbox"/>	Overnight Parking <input checked="" type="checkbox"/>	



Time Period	Early Morning	Mid Day	Evening	Daily
Percent Overflow Parking Activity	58%	3%	16%	18%

57-Day Observed Sample of Designated and Overflow Parking Activity



Notes: Time Periods: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM
 Parking Activity Category: Quick Stop: 10 min - 30 min; Short Stop: 30 min - 2 hours; Medium Stop: 2-4 hours; Long Stop: 4 - 8 hours; Sleep Stop: >8 hours
 There are some developments nearby. There is "Goochland East" truck parking for EB traffic.

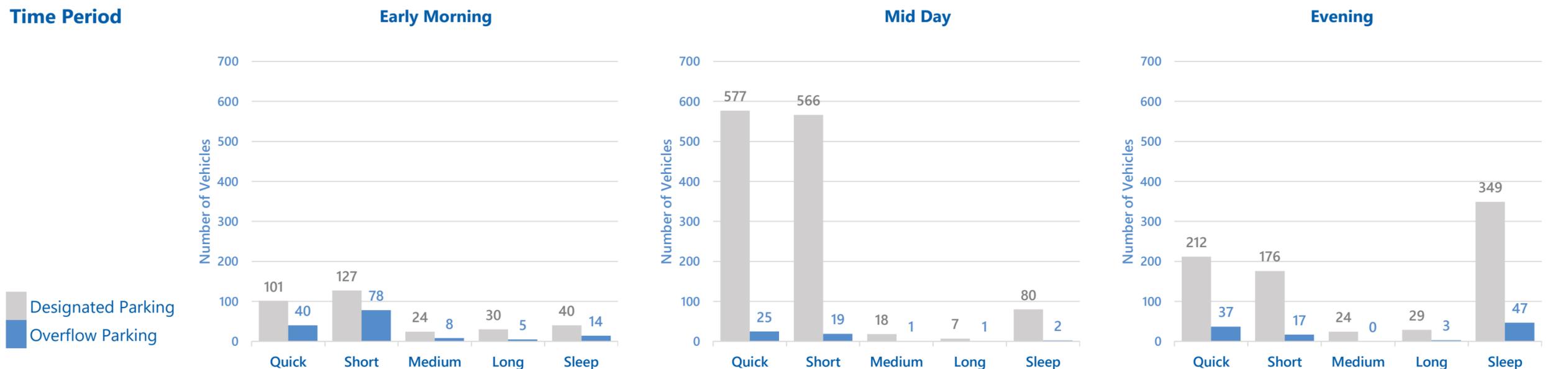
Parking Facility Summary

District:	Salem		
Total Spots Available:	23		
Range of Additional Spots Needed:	1 - 9		
Overall Priority:	Medium		
Public Facility Priority:	Medium		
Facility Amenities:			
Restroom	<input checked="" type="checkbox"/>	Fuel	<input type="checkbox"/>
Shower	<input type="checkbox"/>	Lighted	<input checked="" type="checkbox"/>
Wifi	<input type="checkbox"/>	Overnight Parking	<input checked="" type="checkbox"/>



Time Period	Early Morning	Mid Day	Evening	Daily
Percent Overflow Parking Activity	35%	3%	13%	13%

57-Day Observed Sample of Designated and Overflow Parking Activity



Notes: Time Periods: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM
 Parking Activity Category: Quick Stop: 10 min - 30 min; Short Stop: 30 min - 2 hours; Medium Stop: 2-4 hours; Long Stop: 4 - 8 hours; Sleep Stop: >8 hours
 There is a large private truck parking a miles south of this facility. There are some mixed use developments and manufacturing nearby.

Parking Facility Summary

District:	Fredericksburg		
Total Spots Available:	40		
Range of Additional Spots Needed:	2 - 18		
Overall Priority:	Medium		
Public Facility Priority:	High		
Facility Amenities:			
Restroom	<input checked="" type="checkbox"/>	Fuel	<input type="checkbox"/>
Shower	<input type="checkbox"/>	Lighted	<input checked="" type="checkbox"/>
Wifi	<input type="checkbox"/>	Overnight Parking	<input checked="" type="checkbox"/>



Time Period	Early Morning	Mid Day	Evening	Daily
Percent Overflow Parking Activity	43%	5%	19%	19%

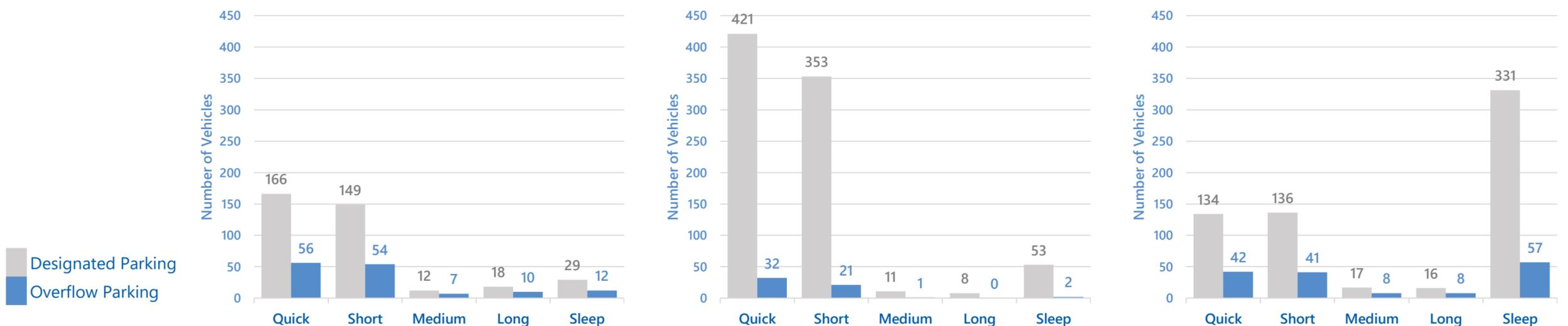
57-Day Observed Sample of Designated and Overflow Parking Activity

Time Period

Early Morning

Mid Day

Evening



Notes: Time Periods: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM
 Parking Activity Category: Quick Stop: 10 min - 30 min; Short Stop: 30 min - 2 hours; Medium Stop: 2-4 hours; Long Stop: 4 - 8 hours; Sleep Stop: >8 hours
 There are two large private truck parking 3.5 miles south of this facility. There is also "Ladysmith South" truck parking for SB traffic.

Parking Facility Summary

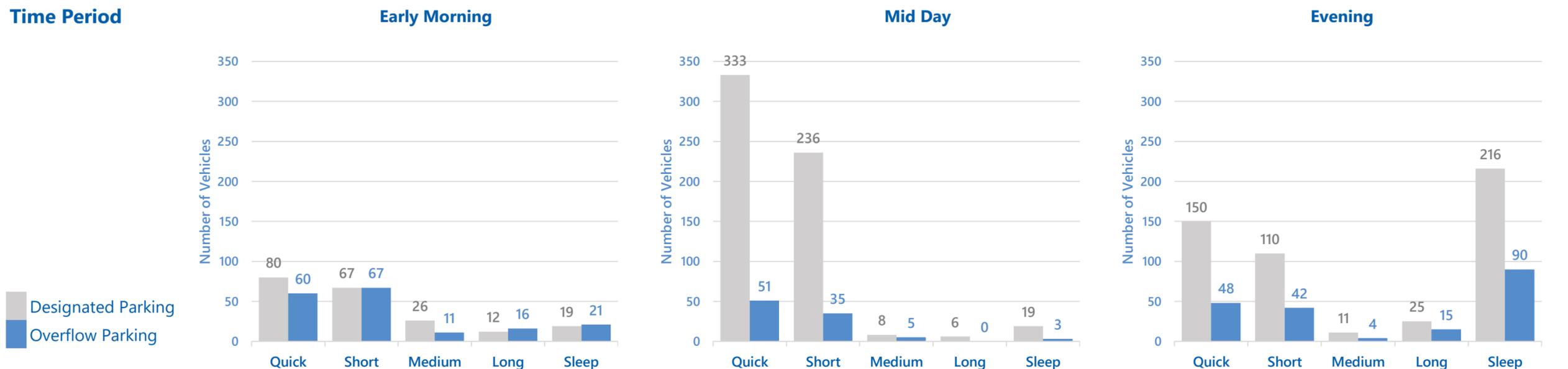
District:	Fredericksburg		
Total Spots Available:	21		
Range of Additional Spots Needed:	4 - 22		
Overall Priority:	High		
Public Facility Priority:	High		
Facility Amenities:	Restroom <input checked="" type="checkbox"/>	Fuel <input type="checkbox"/>	
	Shower <input type="checkbox"/>	Lighted <input checked="" type="checkbox"/>	
	Wifi <input type="checkbox"/>	Overnight Parking <input checked="" type="checkbox"/>	



Legend
 Designated Parking Spot
 Fuel Pumps

Time Period	Early Morning	Mid Day	Evening	Daily
Percent Overflow Parking Activity	100%	16%	42%	45%

57-Day Observed Sample of Designated and Overflow Parking Activity



Notes: Time Periods: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM
 Parking Activity Category: Quick Stop: 10 min - 30 min; Short Stop: 30 min - 2 hours; Medium Stop: 2-4 hours; Long Stop: 4 - 8 hours; Sleep Stop: >8 hours
 There is a large private truck parking 1.5 mile south of this facility. There is also "Ladysmith North" truck parking for NB traffic.

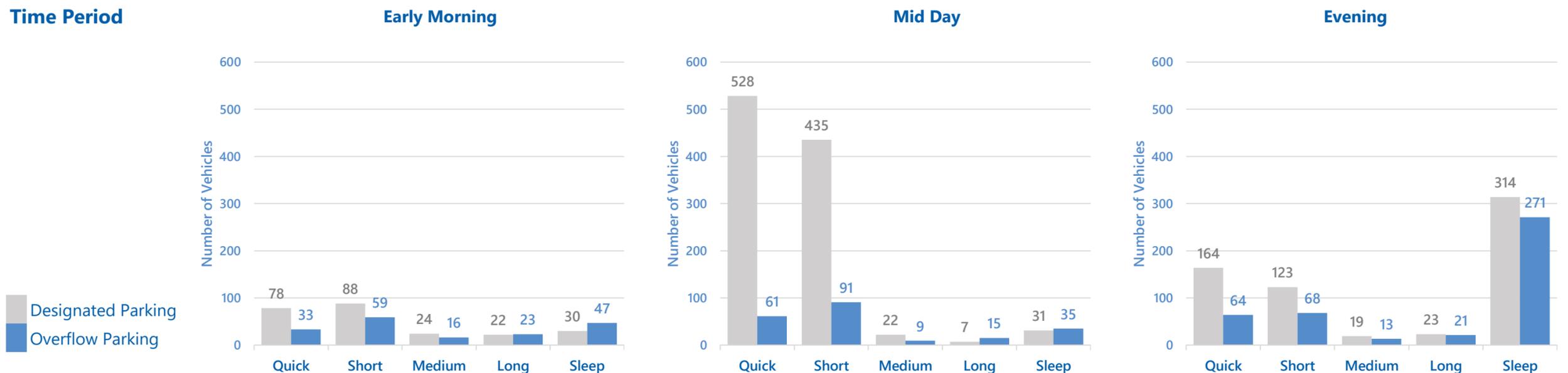
Parking Facility Summary

District:	Salem		
Total Spots Available:	14		
Range of Additional Spots Needed:	9 - 18		
Overall Priority:	Very High		
Public Facility Priority:	Very High		
Facility Amenities:			
Restroom	<input checked="" type="checkbox"/>	Fuel	<input type="checkbox"/>
Shower	<input type="checkbox"/>	Lighted	<input checked="" type="checkbox"/>
Wifi	<input type="checkbox"/>	Overnight Parking	<input checked="" type="checkbox"/>



Time Period	Early Morning	Mid Day	Evening	Daily
Percent Overflow Parking Activity	125%	63%	85%	86%

57-Day Observed Sample of Designated and Overflow Parking Activity



Notes: Time Periods: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM
 Parking Activity Category: Quick Stop: 10 min - 30 min; Short Stop: 30 min - 2 hours; Medium Stop: 2-4 hours; Long Stop: 4 - 8 hours; Sleep Stop: >8 hours
 This facility is close to North Carolina border. There is a large private truck parking 1.5 mile south of this facility.

Parking Facility Summary

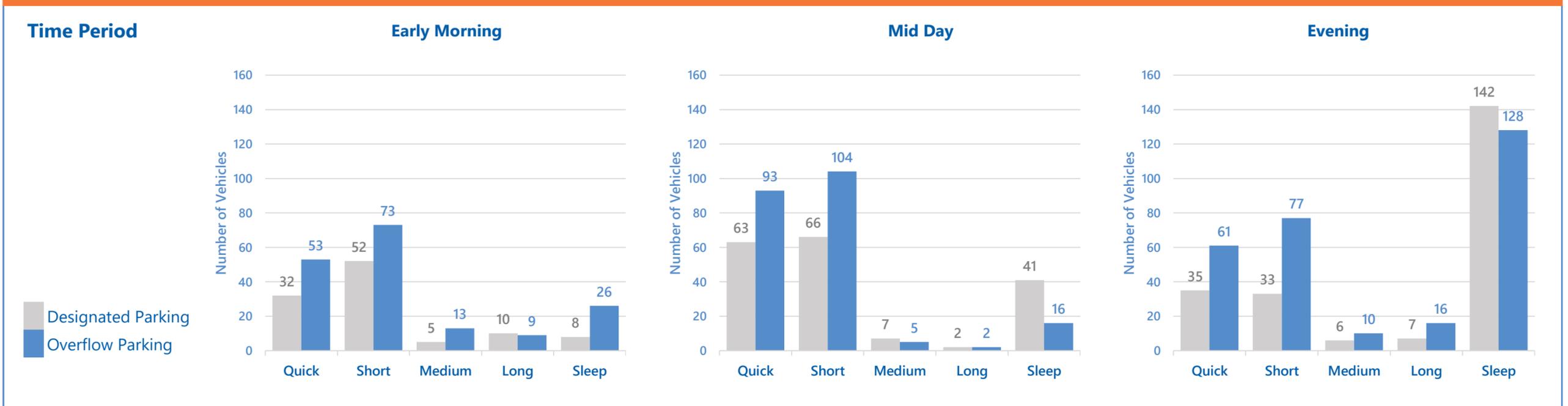
District:	Staunton		
Total Spots Available:	12		
Range of Additional Spots Needed:	7 - 27		
Overall Priority:	High		
Public Facility Priority:	Very High		
Facility Amenities:	Restroom <input checked="" type="checkbox"/>	Fuel <input type="checkbox"/>	
	Shower <input type="checkbox"/>	Lighted <input checked="" type="checkbox"/>	
	Wifi <input type="checkbox"/>	Overnight Parking <input checked="" type="checkbox"/>	



Legend
 Designated Parking Spot
 Fuel Pumps

Time Period	Early Morning	Mid Day	Evening	Daily
Percent Overflow Parking Activity	221%	55%	96%	97%

57-Day Observed Sample of Designated and Overflow Parking Activity



Notes: Time Periods: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM
 Parking Activity Category: Quick Stop: 10 min - 30 min; Short Stop: 30 min - 2 hours; Medium Stop: 2-4 hours; Long Stop: 4 - 8 hours; Sleep Stop: >8 hours
 There is a large commercial and industrial development area about 3 miles east of this facility along VA-340. There is a small private truck parking in that area as well.

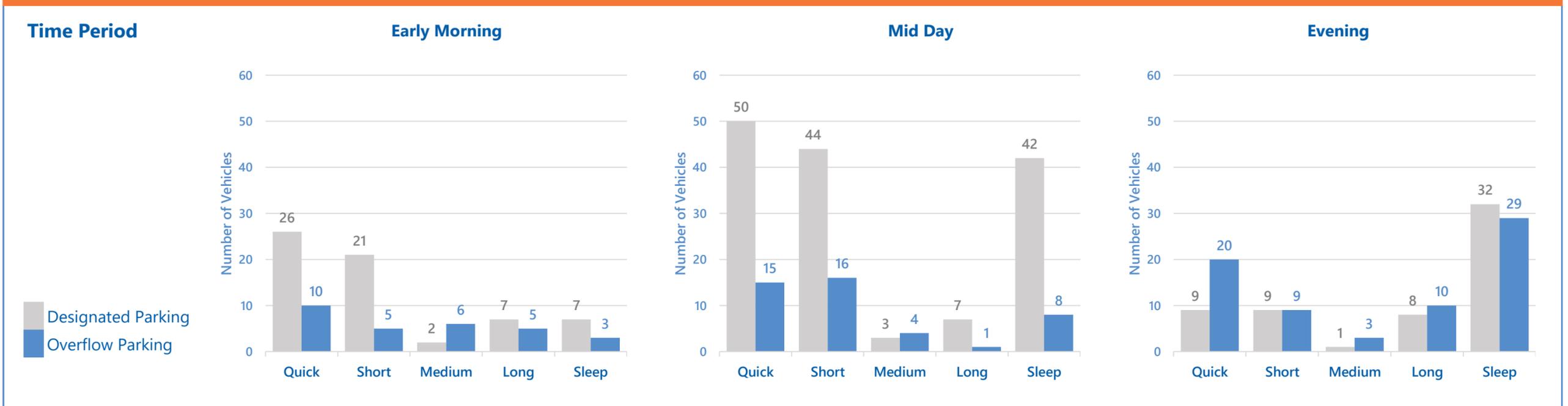
Parking Facility Summary

District:	North Virginia		
Total Spots Available:	9		
Range of Additional Spots Needed:	2 - 9		
Overall Priority:	Medium		
Public Facility Priority:	Medium		
Facility Amenities:			
Restroom	<input checked="" type="checkbox"/>	Fuel	<input type="checkbox"/>
Shower	<input type="checkbox"/>	Lighted	<input checked="" type="checkbox"/>
Wifi	<input type="checkbox"/>	Overnight Parking	<input checked="" type="checkbox"/>



Time Period	Early Morning	Mid Day	Evening	Daily
Percent Overflow Parking Activity	55%	21%	96%	53%

57-Day Observed Sample of Designated and Overflow Parking Activity



Notes: Time Periods: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM
 Parking Activity Category: Quick Stop: 10 min - 30 min; Short Stop: 30 min - 2 hours; Medium Stop: 2-4 hours; Long Stop: 4 - 8 hours; Sleep Stop: >8 hours
 This facility is adjacent to a large residential and mixed use neighbourhood. There is also "Manassas West" truck parking for WB traffic.

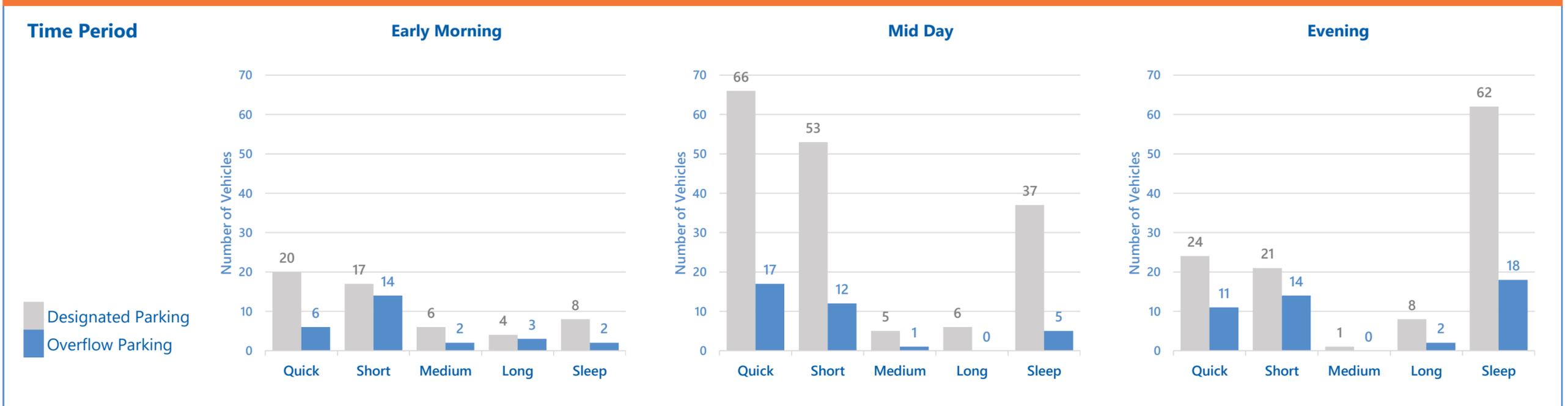
Parking Facility Summary

District:	North Virginia		
Total Spots Available:	9		
Range of Additional Spots Needed:	2 - 4		
Overall Priority:	Low		
Public Facility Priority:	Low		
Facility Amenities:			
Restroom	<input checked="" type="checkbox"/>	Fuel	<input type="checkbox"/>
Shower	<input type="checkbox"/>	Lighted	<input checked="" type="checkbox"/>
Wifi	<input type="checkbox"/>	Overnight Parking	<input checked="" type="checkbox"/>



Time Period	Early Morning	Mid Day	Evening	Daily
Percent Overflow Parking Activity	38%	14%	30%	25%

57-Day Observed Sample of Designated and Overflow Parking Activity



Notes: Time Periods: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM
 Parking Activity Category: Quick Stop: 10 min - 30 min; Short Stop: 30 min - 2 hours; Medium Stop: 2-4 hours; Long Stop: 4 - 8 hours; Sleep Stop: >8 hours
 This facility is adjacent to a large residential and mixed use neighbourhood. There is also "Manassas East" truck parking for EB traffic.

Parking Facility Summary

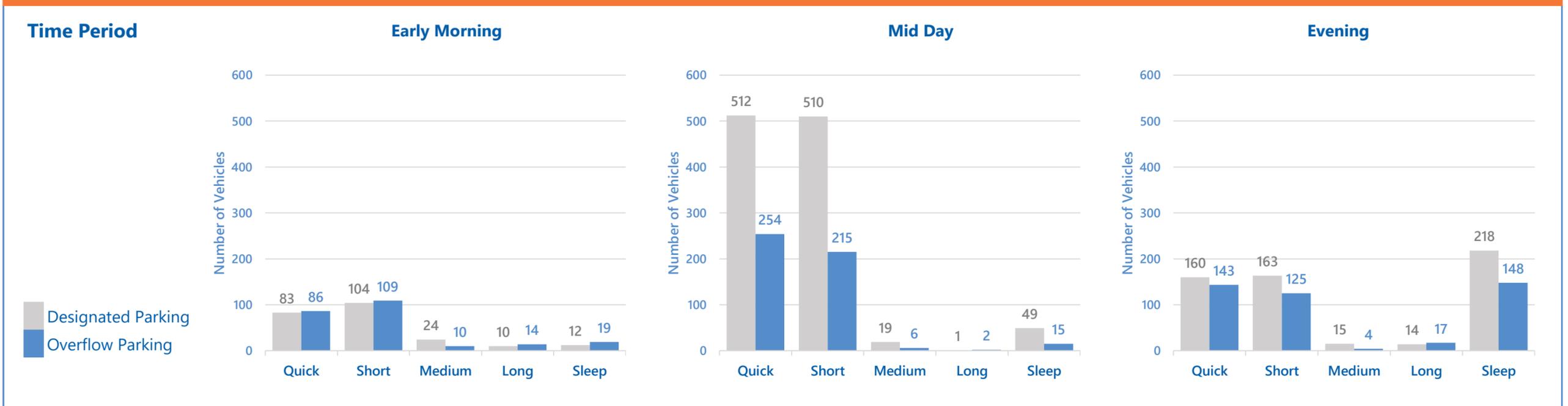
District:	Staunton		
Total Spots Available:	14		
Range of Additional Spots Needed:	6 - 17		
Overall Priority:	High		
Public Facility Priority:	Very High		
Facility Amenities:			
Restroom	<input checked="" type="checkbox"/>	Fuel	<input type="checkbox"/>
Shower	<input type="checkbox"/>	Lighted	<input checked="" type="checkbox"/>
Wifi	<input type="checkbox"/>	Overnight Parking	<input checked="" type="checkbox"/>



Legend
 Designated Parking Spot
 Fuel Pumps

Time Period	Early Morning	Mid Day	Evening	Daily
Percent Overflow Parking Activity	121%	38%	69%	65%

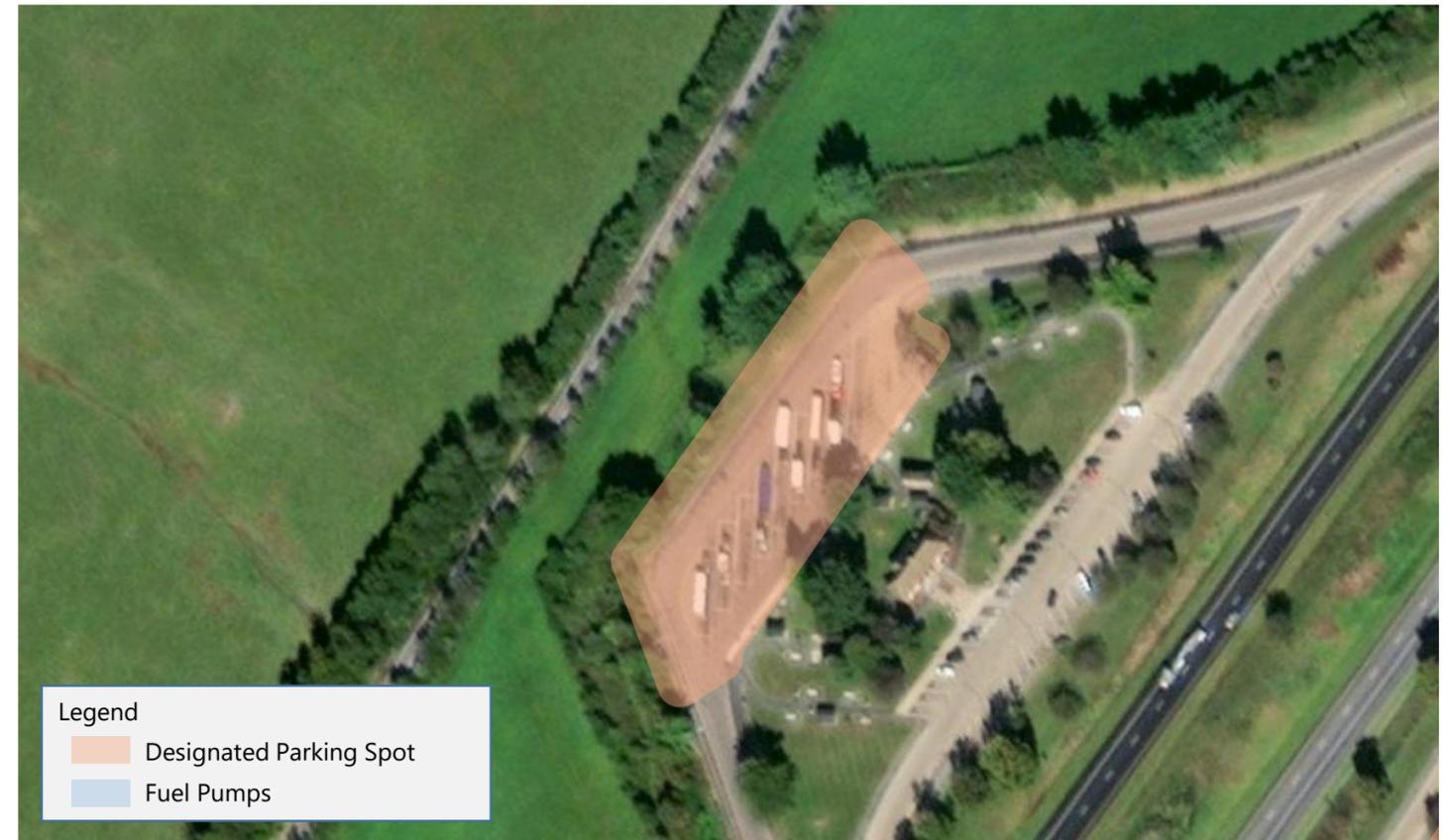
57-Day Observed Sample of Designated and Overflow Parking Activity



Notes: Time Periods: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM
 Parking Activity Category: Quick Stop: 10 min - 30 min; Short Stop: 30 min - 2 hours; Medium Stop: 2-4 hours; Long Stop: 4 - 8 hours; Sleep Stop: >8 hours
 This facility is a mile from some rural residential and mixed use neighbourhood. There is also "Mt. Sidney South" truck parking for SB traffic.

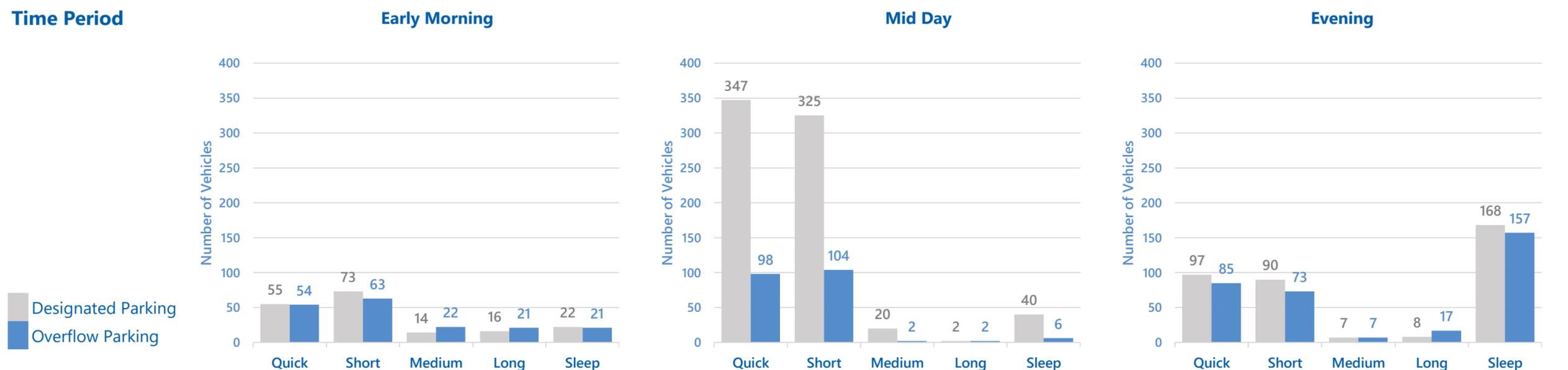
Parking Facility Summary

District:	Staunton		
Total Spots Available:	10		
Range of Additional Spots Needed:	3 - 11		
Overall Priority:	High		
Public Facility Priority:	Very High		
Facility Amenities:			
Restroom	<input checked="" type="checkbox"/>	Fuel	<input type="checkbox"/>
Shower	<input type="checkbox"/>	Lighted	<input checked="" type="checkbox"/>
Wifi	<input type="checkbox"/>	Overnight Parking	<input checked="" type="checkbox"/>



Time Period	Early Morning	Mid Day	Evening	Daily
Percent Overflow Parking Activity	105%	22%	95%	78%

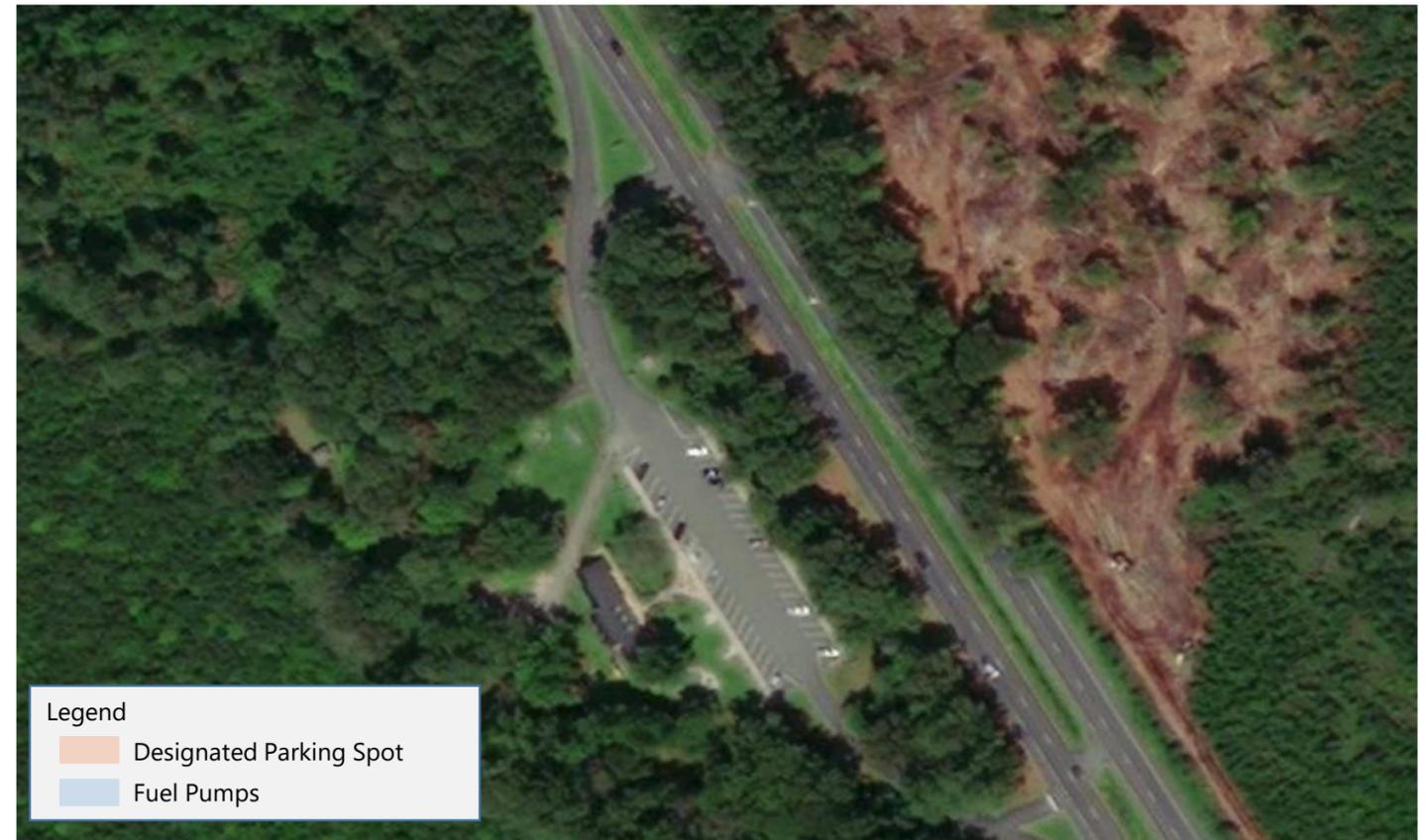
57-Day Observed Sample of Designated and Overflow Parking Activity



Notes: Time Periods: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM
 Parking Activity Category: Quick Stop: 10 min - 30 min; Short Stop: 30 min - 2 hours; Medium Stop: 2-4 hours; Long Stop: 4 - 8 hours; Sleep Stop: >8 hours
 This facility is a mile from some rural residential and mixed use neighbourhood. There is also "Mt. Sidney North" parking for NB traffic.

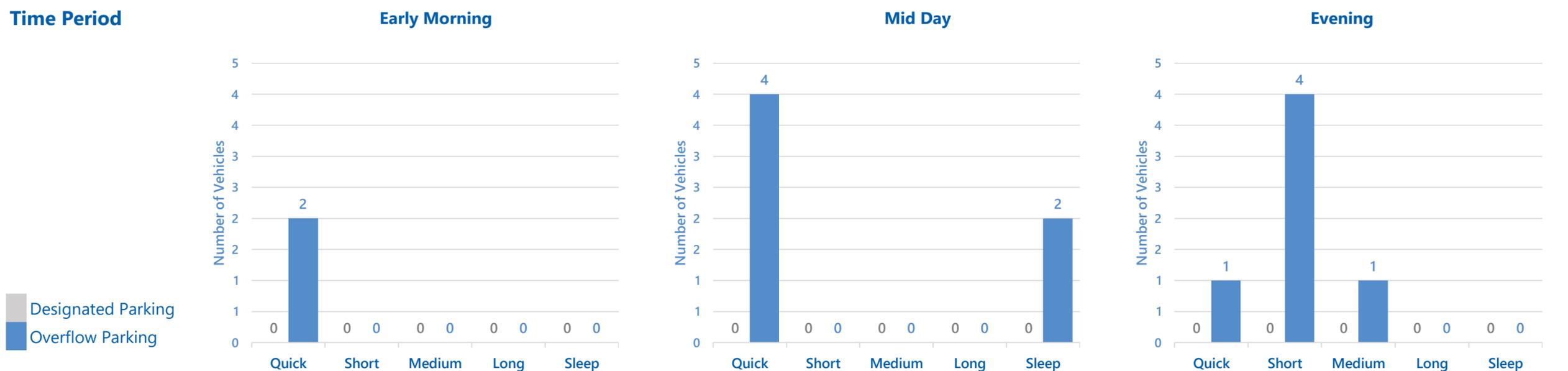
Parking Facility Summary

District:	Hampton Roads		
Total Spots Available:	0		
Range of Additional Spots Needed:	#		
Overall Priority:	Very Low		
Public Facility Priority:	Very Low		
Facility Amenities:			
Restroom	<input checked="" type="checkbox"/>	Fuel	<input type="checkbox"/>
Shower	<input type="checkbox"/>	Lighted	<input checked="" type="checkbox"/>
Wifi	<input type="checkbox"/>	Overnight Parking	<input type="checkbox"/>



Time Period	Early Morning	Mid Day	Evening	Daily
Percent Overflow Parking Activity	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!

57-Day Observed Sample of Designated and Overflow Parking Activity



Notes: Time Periods: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM
 Parking Activity Category: Quick Stop: 10 min - 30 min; Short Stop: 30 min - 2 hours; Medium Stop: 2-4 hours; Long Stop: 4 - 8 hours; Sleep Stop: >8 hours
 This facility does not allow truck parking.

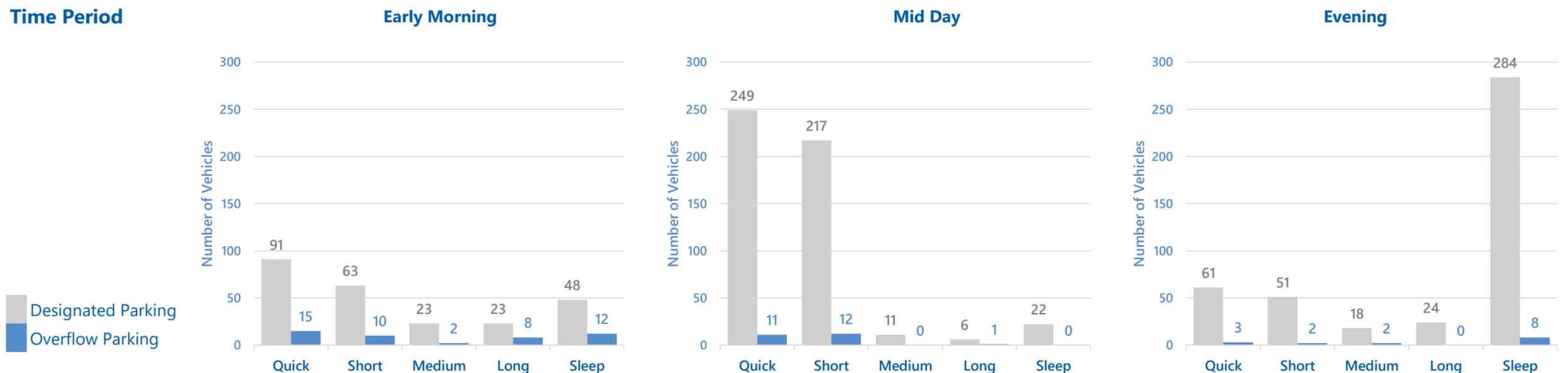
Parking Facility Summary

District:	Richmond	
Total Spots Available:	29	
Range of Additional Spots Needed:	1 - 8	
Overall Priority:	Low	
Public Facility Priority:	Low	
Facility Amenities:		
Restroom	<input checked="" type="checkbox"/>	Fuel <input type="checkbox"/>
Shower	<input type="checkbox"/>	Lighted <input checked="" type="checkbox"/>
Wifi	<input type="checkbox"/>	Overnight Parking <input checked="" type="checkbox"/>



Time Period	Early Morning	Mid Day	Evening	Daily
Percent Overflow Parking Activity	24%	3%	3%	6%

57-Day Observed Sample of Designated and Overflow Parking Activity



Notes: Time Periods: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM
 Parking Activity Category: Quick Stop: 10 min - 30 min; Short Stop: 30 min - 2 hours; Medium Stop: 2-4 hours; Long Stop: 4 - 8 hours; Sleep Stop: >8 hours
 This facility is not near other major developments. There is another large private truck parking in less than a mile from this location. There is "East Coast Gateway" truck parking for WB traffic.

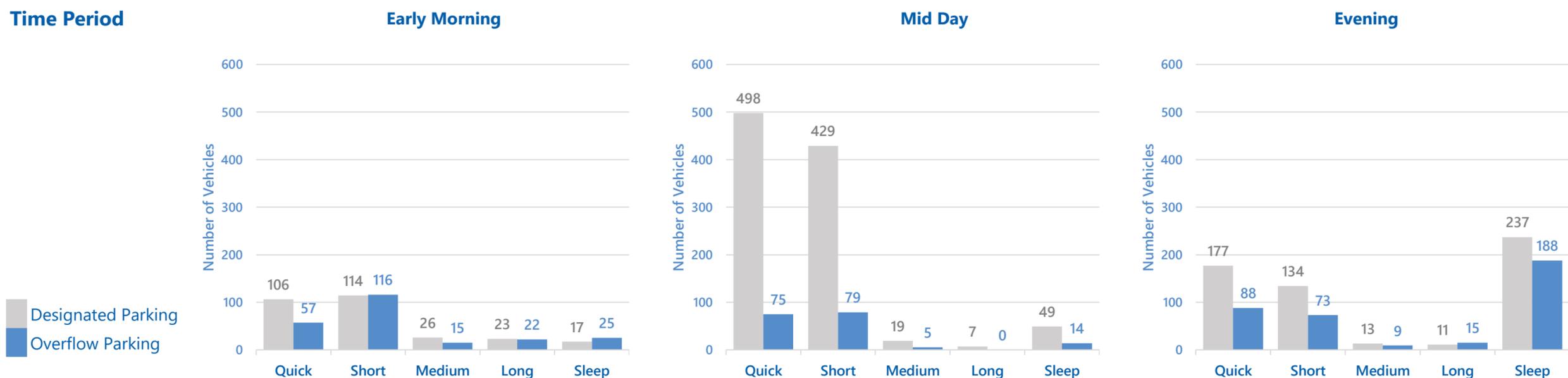
Parking Facility Summary

District:	Staunton		
Total Spots Available:	19		
Range of Additional Spots Needed:	5 - 21		
Overall Priority:	Very High		
Public Facility Priority:	Very High		
Facility Amenities:	Restroom <input checked="" type="checkbox"/>	Fuel <input type="checkbox"/>	
	Shower <input type="checkbox"/>	Lighted <input checked="" type="checkbox"/>	
	Wifi <input type="checkbox"/>	Overnight Parking <input checked="" type="checkbox"/>	



Time Period	Early Morning	Mid Day	Evening	Daily
Percent Overflow Parking Activity	110%	23%	79%	69%

57-Day Observed Sample of Designated and Overflow Parking Activity



Notes: Time Periods: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM
 Parking Activity Category: Quick Stop: 10 min - 30 min; Short Stop: 30 min - 2 hours; Medium Stop: 2-4 hours; Long Stop: 4 - 8 hours; Sleep Stop: >8 hours
 There is "New Market South" truck parking for SB traffic.

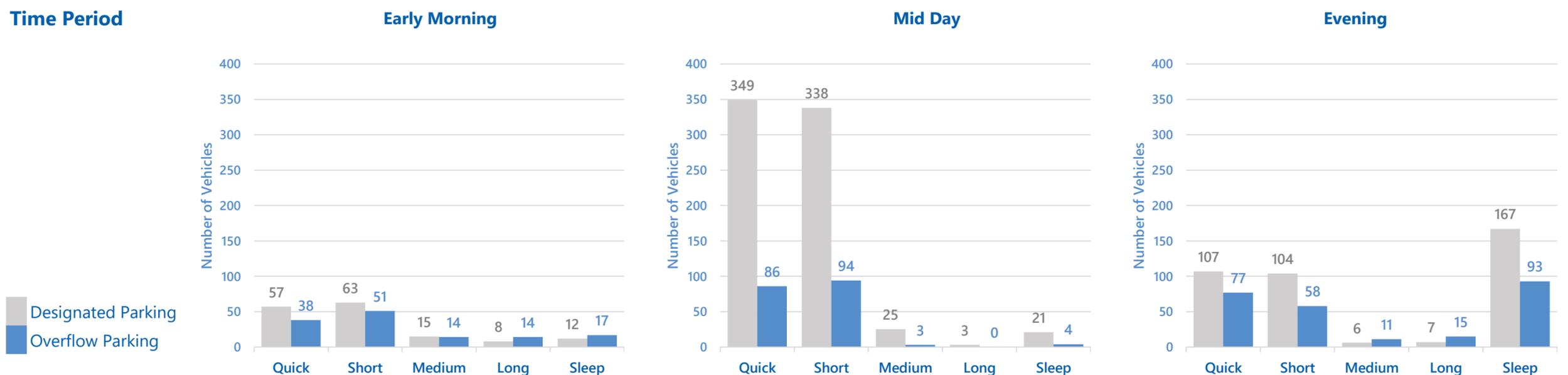
Parking Facility Summary

District:	Staunton	
Total Spots Available:	16	
Range of Additional Spots Needed:	4 - 21	
Overall Priority:	High	
Public Facility Priority:	High	
Facility Amenities:		
Restroom	<input checked="" type="checkbox"/>	Fuel <input type="checkbox"/>
Shower	<input type="checkbox"/>	Lighted <input checked="" type="checkbox"/>
Wifi	<input type="checkbox"/>	Overnight Parking <input checked="" type="checkbox"/>



Time Period	Early Morning	Mid Day	Evening	Daily
Percent Overflow Parking Activity	125%	22%	59%	57%

57-Day Observed Sample of Designated and Overflow Parking Activity



Notes: Time Periods: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM
 Parking Activity Category: Quick Stop: 10 min - 30 min; Short Stop: 30 min - 2 hours; Medium Stop: 2-4 hours; Long Stop: 4 - 8 hours; Sleep Stop: >8 hours
 There is "New Market North" truck parking for NB traffic.

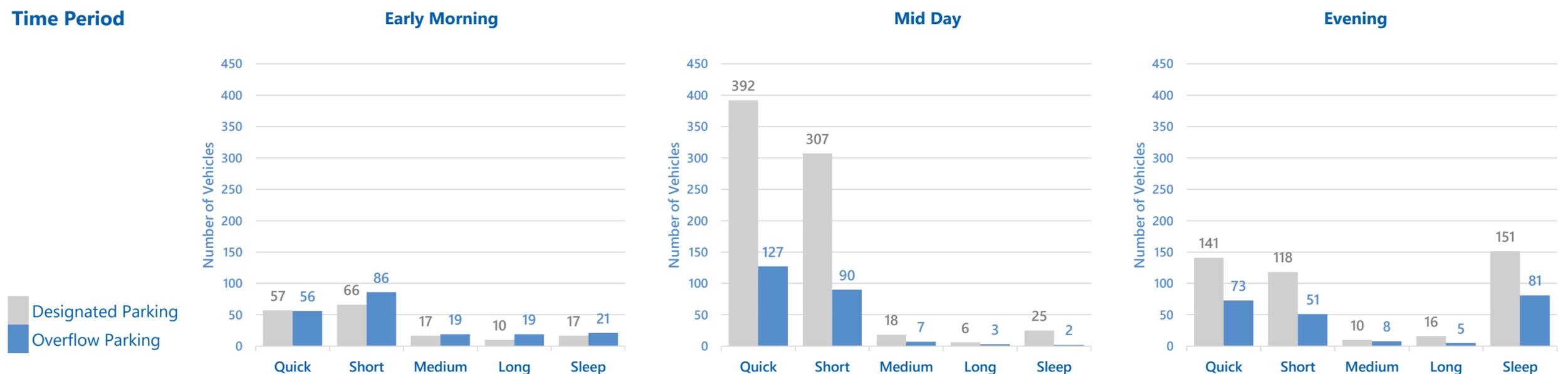
Parking Facility Summary

District:	Salem			
Total Spots Available:	14			
Range of Additional Spots Needed:	4 - 19			
Overall Priority:	High			
Public Facility Priority:	High			
Facility Amenities:	Restroom	<input checked="" type="checkbox"/>	Fuel	<input type="checkbox"/>
	Shower	<input type="checkbox"/>	Lighted	<input checked="" type="checkbox"/>
	Wifi	<input type="checkbox"/>	Overnight Parking	<input checked="" type="checkbox"/>



Time Period	Early Morning	Mid Day	Evening	Daily
Percent Overflow Parking Activity	131%	22%	53%	55%

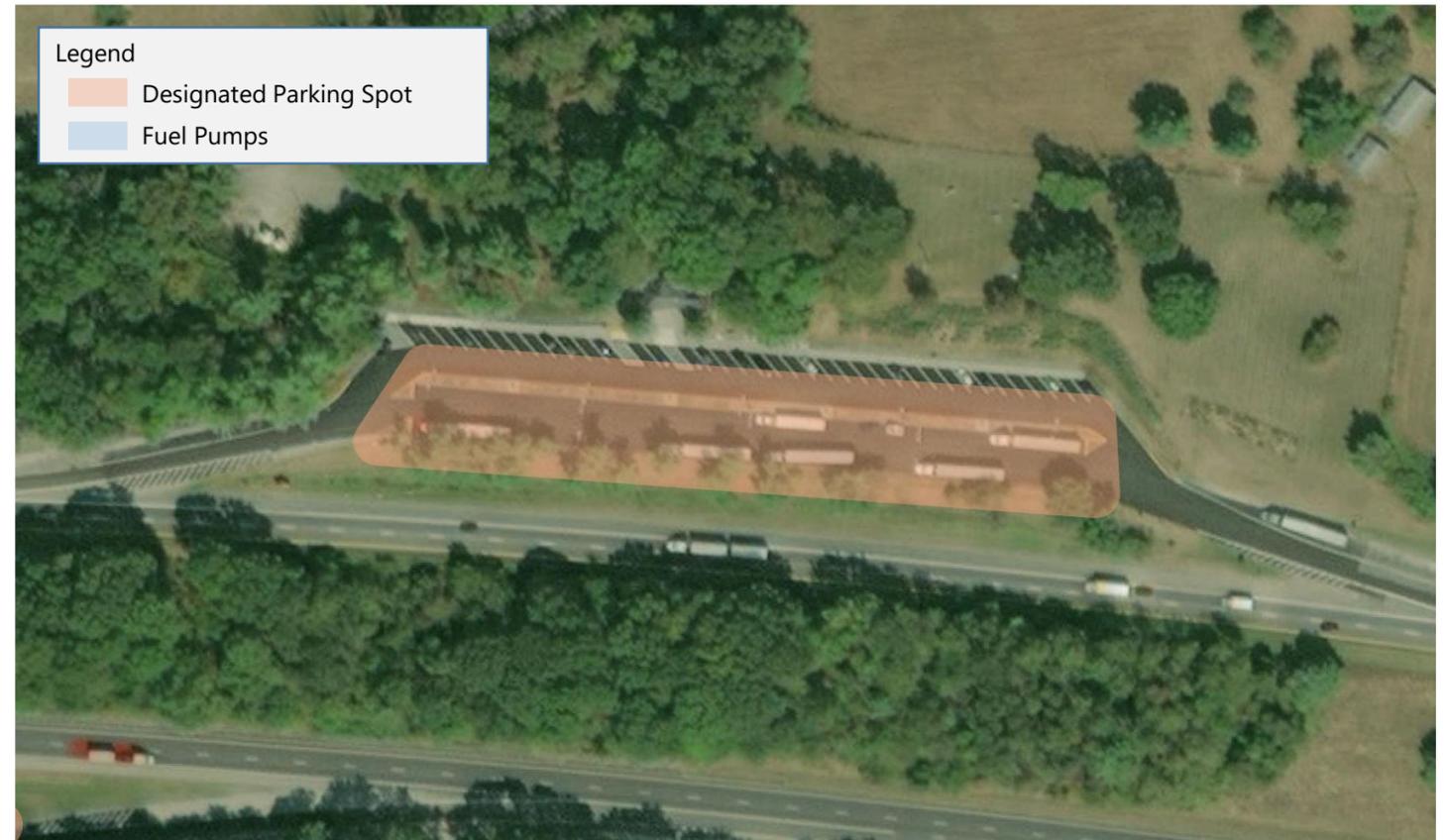
57-Day Observed Sample of Designated and Overflow Parking Activity



Notes: Time Periods: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM
 Parking Activity Category: Quick Stop: 10 min - 30 min; Short Stop: 30 min - 2 hours; Medium Stop: 2-4 hours; Long Stop: 4 - 8 hours; Sleep Stop: >8 hours
 There is "Redford South" truck parking for SB traffic.

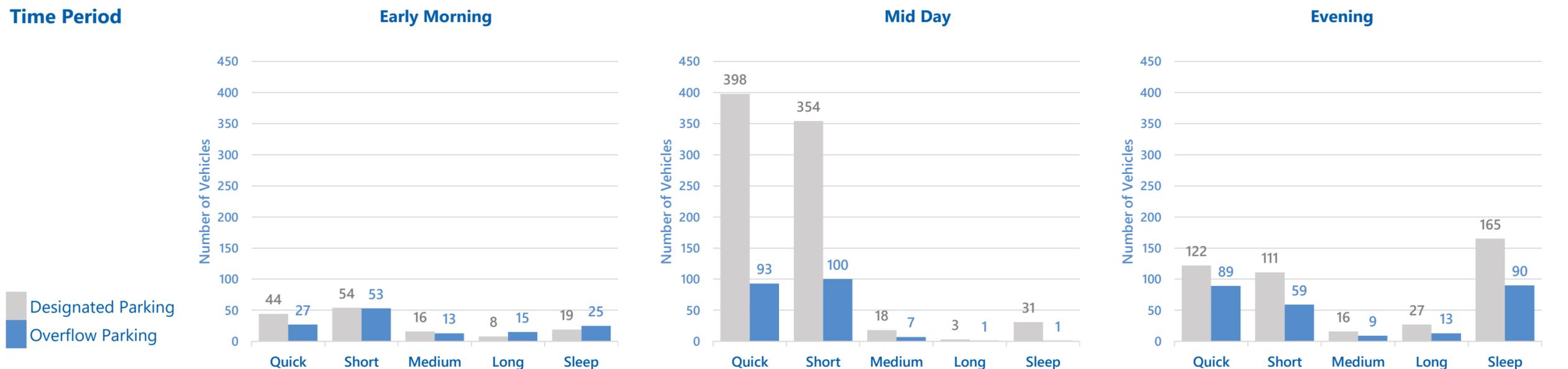
Parking Facility Summary

District:	Salem		
Total Spots Available:	14		
Range of Additional Spots Needed:	3 - 18		
Overall Priority:	High		
Public Facility Priority:	Very High		
Facility Amenities:			
Restroom	<input checked="" type="checkbox"/>	Fuel	<input type="checkbox"/>
Shower	<input type="checkbox"/>	Lighted	<input checked="" type="checkbox"/>
Wifi	<input type="checkbox"/>	Overnight Parking	<input checked="" type="checkbox"/>



Time Period	Early Morning	Mid Day	Evening	Daily
Percent Overflow Parking Activity	126%	17%	54%	53%

57-Day Observed Sample of Designated and Overflow Parking Activity



Notes: Time Periods: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM
 Parking Activity Category: Quick Stop: 10 min - 30 min; Short Stop: 30 min - 2 hours; Medium Stop: 2-4 hours; Long Stop: 4 - 8 hours; Sleep Stop: >8 hours
 There is "Redford North" truck parking for NB traffic.

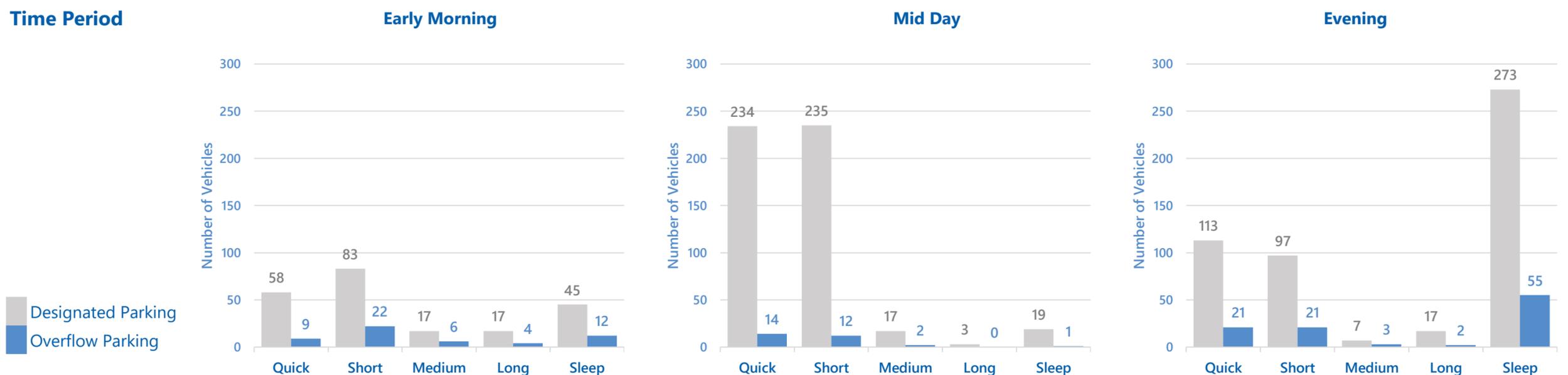
Parking Facility Summary

District:	Bristol		
Total Spots Available:	26		
Range of Additional Spots Needed:	2 - 7		
Overall Priority:	Medium		
Public Facility Priority:	Medium		
Facility Amenities:			
Restroom	<input checked="" type="checkbox"/>	Fuel	<input type="checkbox"/>
Shower	<input type="checkbox"/>	Lighted	<input checked="" type="checkbox"/>
Wifi	<input type="checkbox"/>	Overnight Parking	<input checked="" type="checkbox"/>



Time Period	Early Morning	Mid Day	Evening	Daily
Percent Overflow Parking Activity	27%	6%	20%	19%

57-Day Observed Sample of Designated and Overflow Parking Activity



Notes: Time Periods: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM
 Parking Activity Category: Quick Stop: 10 min - 30 min; Short Stop: 30 min - 2 hours; Medium Stop: 2-4 hours; Long Stop: 4 - 8 hours; Sleep Stop: >8 hours
 This facility is near West Virginia border. There is "Rocky Gap South" truck parking for SB traffic two miles north of this facility.

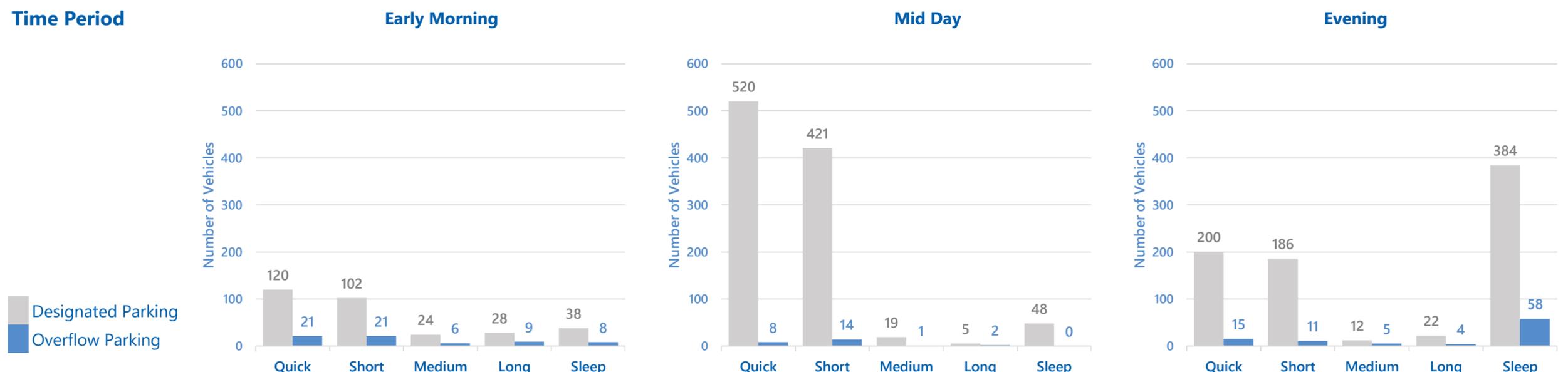
Parking Facility Summary

District:	Bristol			
Total Spots Available:	24			
Range of Additional Spots Needed:	1 - 6			
Overall Priority:	Medium			
Public Facility Priority:	Medium			
Facility Amenities:	Restroom	<input checked="" type="checkbox"/>	Fuel	<input type="checkbox"/>
	Shower	<input type="checkbox"/>	Lighted	<input checked="" type="checkbox"/>
	Wifi	<input type="checkbox"/>	Overnight Parking	<input checked="" type="checkbox"/>



Time Period	Early Morning	Mid Day	Evening	Daily
Percent Overflow Parking Activity	23%	2%	15%	14%

57-Day Observed Sample of Designated and Overflow Parking Activity



Notes: Time Periods: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM
 Parking Activity Category: Quick Stop: 10 min - 30 min; Short Stop: 30 min - 2 hours; Medium Stop: 2-4 hours; Long Stop: 4 - 8 hours; Sleep Stop: >8 hours
 This facility is near West Virginia border. There is "Rocky Gap North" truck parking for NB traffic two miles south of this facility.

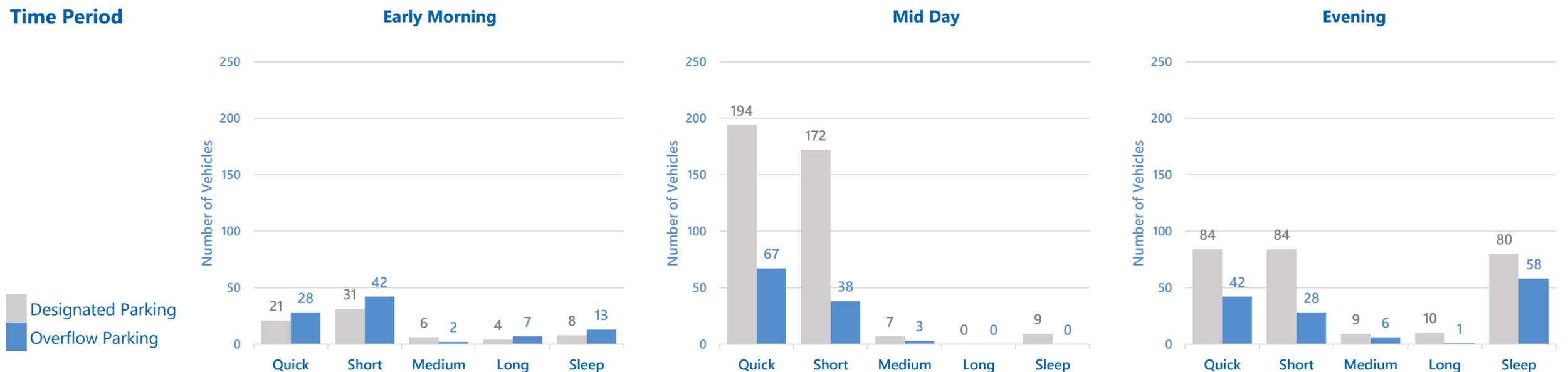
Parking Facility Summary

District:	Bristol
Total Spots Available:	6
Range of Additional Spots Needed:	2 - 9
Overall Priority:	Medium
Public Facility Priority:	Medium
Facility Amenities:	
Restroom	<input checked="" type="checkbox"/>
Shower	<input type="checkbox"/>
Wifi	<input type="checkbox"/>
Fuel	<input type="checkbox"/>
Lighted	<input checked="" type="checkbox"/>
Overnight Parking	<input checked="" type="checkbox"/>



Time Period	Early Morning	Mid Day	Evening	Daily
Percent Overflow Parking Activity	147%	18%	67%	65%

57-Day Observed Sample of Designated and Overflow Parking Activity



Notes: Time Periods: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM
 Parking Activity Category: Quick Stop: 10 min - 30 min; Short Stop: 30 min - 2 hours; Medium Stop: 2-4 hours; Long Stop: 4 - 8 hours; Sleep Stop: >8 hours
 There is no easy access NB traffic.

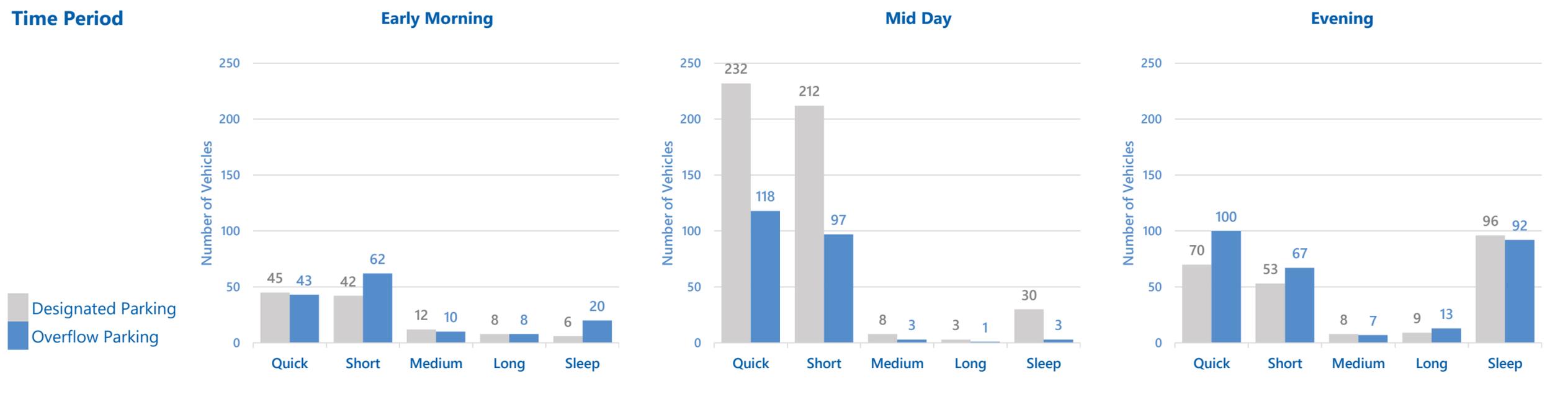
Parking Facility Summary

District:	Salem		
Total Spots Available:	7		
Range of Additional Spots Needed:	2 - 14		
Overall Priority:	High		
Public Facility Priority:	High		
Facility Amenities:			
Restroom	<input checked="" type="checkbox"/>	Fuel	<input type="checkbox"/>
Shower	<input type="checkbox"/>	Lighted	<input checked="" type="checkbox"/>
Wifi	<input type="checkbox"/>	Overnight Parking	<input checked="" type="checkbox"/>



Time Period	Early Morning	Mid Day	Evening	Daily
Percent Overflow Parking Activity	196%	25%	99%	86%

57-Day Observed Sample of Designated and Overflow Parking Activity



Notes: Time Periods: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM
 Parking Activity Category: Quick Stop: 10 min - 30 min; Short Stop: 30 min - 2 hours; Medium Stop: 2-4 hours; Long Stop: 4 - 8 hours; Sleep Stop: >8 hours
 There is no easy access NB traffic. There very few developments near this facility.

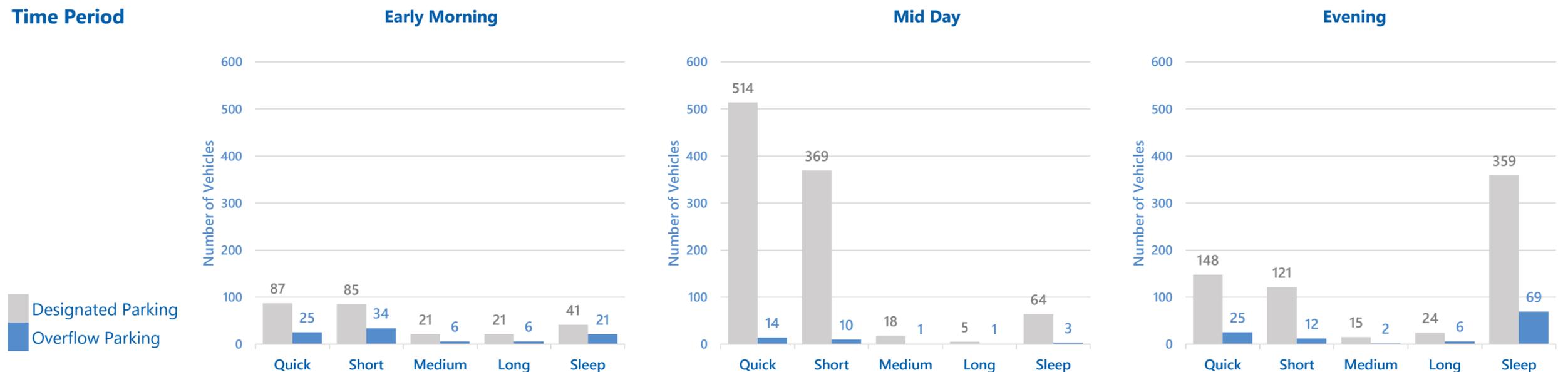
Parking Facility Summary

District:	Staunton		
Total Spots Available:	15		
Range of Additional Spots Needed:	1 - 7		
Overall Priority:	Medium		
Public Facility Priority:	High		
Facility Amenities:			
Restroom	<input checked="" type="checkbox"/>	Fuel	<input type="checkbox"/>
Shower	<input type="checkbox"/>	Lighted	<input checked="" type="checkbox"/>
Wifi	<input type="checkbox"/>	Overnight Parking	<input checked="" type="checkbox"/>



Time Period	Early Morning	Mid Day	Evening	Daily
Percent Overflow Parking Activity	45%	4%	19%	19%

57-Day Observed Sample of Designated and Overflow Parking Activity



Notes: Time Periods: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM
 Parking Activity Category: Quick Stop: 10 min - 30 min; Short Stop: 30 min - 2 hours; Medium Stop: 2-4 hours; Long Stop: 4 - 8 hours; Sleep Stop: >8 hours
 There is no easy access NB traffic. There is a small private truck parking for NB traffic a mile north of this facility.

VDOT Truck Parking Analysis

ID2	Location Name	District
P101	58 Truck Stop at US-58 Milepost 305	Lynchburg
P102	7-11 #34516 Front Royal at I-66 Milepost 7	Staunton
P103	95 Fuel Stop at I-95 Milepost 126	Fredericksburg
P104	All American at I-95 Milepost 98	Richmond
P106	Big Charlie's Truck Plaza at US-13 Milepost 51	Hampton Roads
P107	Bir Truck Shop at I-81 Milepost 90	Salem
P108	BP Denos Food Mart #10 at I-81 Milepost 236	Staunton
P109	Cigarette Outlet & Truck Stop at I-81 Milepost 322	Staunton
P110	Circle K / Exxon at I-77 Milepost 15	Salem
P111	Citgo at US-58 Milepost 470	Hampton Roads
P112	Cockerham Fuel Center at I-77 Milepost 15	Salem
P113	Crossing Point Citgo at I-64 Milepost 137	Culpeper
P114	Davis Travel Center at I-85 Milepost 40	Richmond
P115	Davis Travel Center, Stony Creek at I-95 Milepost 34	Hampton Roads
P116	Dublin Handy Mart at I-81 Milepost 99	Salem
P117	Dudley's Truck Stop & Restaurant at US-220 Milepost 43	Salem
P118	East Coast at I-95 Milepost 134	Fredericksburg
P119	East Coast/Mapco Express at US-50 Milepost 59	Richmond
P120	East Coast/MAPCO Store #4058 at I-295 Milepost 3	Richmond
P121	Exxon B at US-58 Milepost 467	Hampton Roads
P122	Exxon A at US-13 Milepost 80	Hampton Roads
P123	Exxon C at US-460 Milepost 171	Salem
P124	E-Z Stop #107 Exxon at US-220 Milepost 5	Salem
P125	Flying J A at I-81 Milepost 325	Staunton
P126	Flying J B at I-81 Milepost 80	Bristol
P127	Flying J C at I-81 Milepost 78	Bristol
P128	Flying J Carmel Church SB at I-95 Milepost 105	Fredericksburg
P129	Flying J, Ruther Glen NB at I-95 Milepost 105	Fredericksburg
P130	Foster Convenience at US-29 Milepost 64	Lynchburg
P131	Franks Trucking Center at I-664 Milepost 19	Hampton Roads
P132	Goldys Truck Plaza at US-29 Milepost 249	Lynchburg
P133	Handy Mart / Johnson's Exxon at I-81 Milepost 319	Staunton
P134	Harrisonburg Truck Stop at I-81 Milepost 244	Staunton
P135	High Point Truck Stop at I-81 Milepost 308	Staunton
P136	I-81 Travel Plaza at I-81 Milepost 86	Bristol
P137	Kangaroo Express E at I-77 Milepost 9	Salem
P138	Kangaroo Express A at I-77 Milepost 41	Bristol
P139	Kangaroo Express B at I-81 Milepost 218	Staunton

VDOT Truck Parking Analysis

ID2	Location Name	District
P140	Kangaroo Express F at I-77 Milepost 25	Bristol
P141	Kangaroo Express G at I-77 Milepost 59	Bristol
P142	Kangaroo Express D at I-81S Milepost 51	Bristol
P143	Kangaroo Express C at I-81 Milepost 151	Salem
P144	Kangaroo Express 3478 at US-29 Milepost 18	Lynchburg
P145	Kangaroo Express - Wytheville at I-81 Milepost 78	Bristol
P146	Kangeroo Express at I-77 Milepost 53	Bristol
P147	Kangeroo Express - Max Meadows at I-81 Milepost 80	Bristol
P148	Lancer Travel Plaza at I-81 Milepost 102	Salem
P149	Lankford Truck Plaza at US-13 Milepost 78	Hampton Roads
P150	Lee Hi Travel Plaza at US-11 Milepost 208	Staunton
P151	Love's Lamsburg at I-77 Milepost 1	Salem
P152	Love's Max Meadows at I-81 Milepost 84	Bristol
P153	Love's Providence Forge at I-64 Milepost 211	Richmond
P154	Love's Ruther Glen at I-95 Milepost 105	Fredericksburg
P155	Love's Skippers at I-95 Milepost 4	Hampton Roads
P156	Love's Toms Brook at I-81 Milepost 292	Staunton
P157	Love's Travel at I-85 Milepost 15	Richmond
P158	Main Street Truck Stop LLC at US-50 Milepost 60	Northern Virginia
P160	Mapco Express #4062 (East Coast) at US-15 Milepost 178	Culpeper
P161	Mapco Express #4065 at I-295 Milepost 15	Richmond
P162	Marathon Gas / Subway at I-81 Milepost 29	Bristol
P163	Miller Mart #55 at US-58 Milepost 470	Hampton Roads
P164	Mr. Fuel at I-95 Milepost 105	Fredericksburg
P165	MS 58 Plaza at I-95 Milepost 11	Hampton Roads
P167	New Dixie Mart No.15 (BP) at US-58 Milepost 447	Hampton Roads
P168	NEW Truck Stop I-95 Exit 4 at I-95 Milepost 4	Hampton Roads
P169	On The Run Exxon at I-81 Milepost 129	Salem
P171	Petro Glade Spring at I-81 Milepost 29	Bristol
P172	Petro Raphine (White's Travel Plaza) at I-81 Milepost 206	Staunton
P173	Pilot Travel Center B at I-81 Milepost 325	Staunton
P174	Pilot Travel Center A at US-58 Milepost 301	Lynchburg
P175	Pilot Travel Center C at I-81 Milepost 151	Salem
P176	Pilot Travel Center #384 at I-95 Milepost 58	Richmond
P177	Pilot Travel Center, Emporia at I-95 Milepost 11	Hampton Roads
P178	Pilot Travel Center, Providence Forge at I-64 Milepost 211	Richmond
P179	Pilot Travel Center, Staunton at I-81 Milepost 214	Staunton
P180	Quarles Truck Stop at US-15 Milepost 178	Culpeper

VDOT Truck Parking Analysis

ID2	Location Name	District
P181	Quick Stop at I-81 Milepost 10	Bristol
P182	Radford Travel Center at I-81 Milepost 110	Salem
P183	Rest Area NB Caperville at US-13 Milepost 75	Hampton Roads
P185	Richmond Travel Center at I-95 Milepost 89	Richmond
P186	Royal Farms at US-13 Milepost 143	Hampton Roads
P187	Sheetz Travel Center at I-81 Milepost 274	Staunton
P188	Shell B at US-460 Milepost 328	Richmond
P189	Shell A at I-85 Milepost 13	Richmond
P190	Shenandoah Truck Center (Liberty) at I-81 Milepost 274	Staunton
P191	Simmons Travel Center A at I-95 Milepost 8	Hampton Roads
P192	Simmons Travel Center B at I-85 Milepost 4	Richmond
P193	Slip-In Food Marts Inc at US-58 Milepost 382	Richmond
P194	Smiley's Fuel City, LLC at I-81 Milepost 206	Staunton
P195	Subway Restaurants (C-Store / Gas Station) at I-81 Milepost 201	Staunton
P196	TA Roanoake #21 at I-81 Milepost 151	Salem
P197	TA Wytheville at I-77 Milepost 41	Bristol
P198	Thrift Mart at US-1 Milepost 66	Richmond
P199	Tow Star Liberty at US-460 Milepost 88	Salem
P200	Travel Centers Ashland at I-95 Milepost 92	Richmond
P203	US Gas, Exxon at I-95 Milepost 41	Richmond
P204	Village Truck Stop at I-81 Milepost 55	Bristol
P205	Wilco #797 at US-13 Milepost 14	Hampton Roads
P206	Wilco Hess #662 at US-220 Milepost 19	Salem
P207	Wilco Travel Plaza C at I-295 Milepost 3	Richmond
P208	Wilco Travel Plaza B at I-81 Milepost 292	Staunton
P209	Wilco Travel Plaza D at US-58 Milepost 327	Lynchburg
P210	Wilco Travel Plaza A at I-81 Milepost 78	Bristol
P211	Wilco Travel Plaza 735 at I-81 Milepost 206	Staunton
P212	Woco Express Travel Plaza at US-460 Milepost 355	Hampton Roads

58 Truck Stop

Private Parking Facility US-58 Milepost 305

Private Truck Parking Facility Report Card



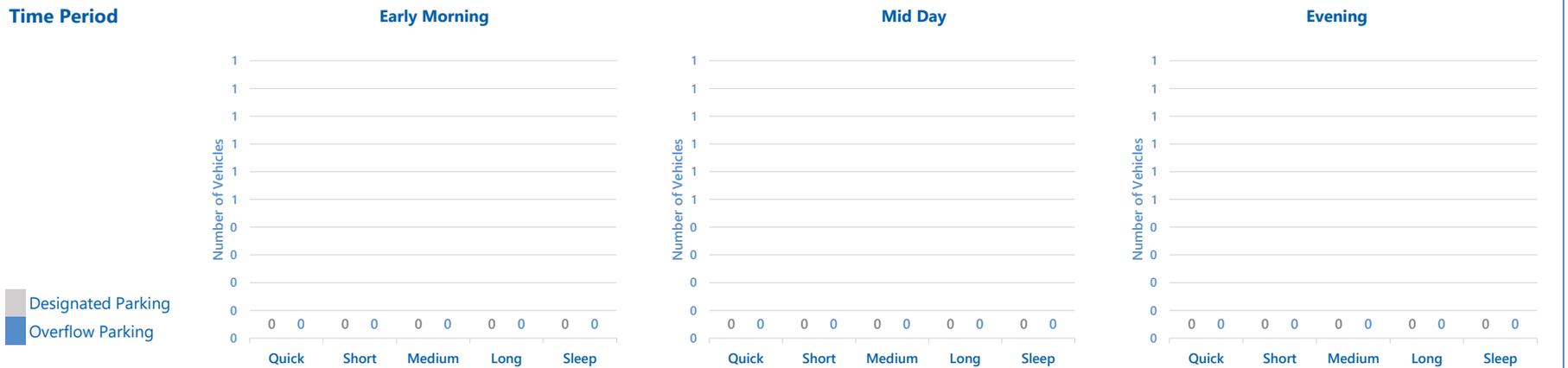
Parking Facility Summary

District:	Lynchburg		
Total Spots Available:	8		
Range of Additional Spots Needed:	0 - 0		
Overall Priority:	Very Low		
Private Facility Priority:	Very Low		
Facility Amenities:			
Restroom	<input checked="" type="checkbox"/>	Fuel	<input type="checkbox"/>
Shower	<input type="checkbox"/>	Lighted	<input checked="" type="checkbox"/>
Wifi	<input type="checkbox"/>	Overnight Parking	<input type="checkbox"/>



Time Period	Early Morning	Mid Day	Evening	Daily
Percent Overflow Parking Activity	-	-	-	-

57-Day Observed Sample of Designated and Overflow Parking Activity



Notes: Time Periods: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM
 Parking Activity Category: Quick Stop: 10 min - 30 min; Short Stop: 30 min - 2 hours; Medium Stop: 2-4 hours; Long Stop: 4 - 8 hours; Sleep Stop: >8 hours
 This facility was not active at the time of data collection.

7-11 #34516 Front Royal

Private Parking Facility I-66 Milepost 7

Private Truck Parking Facility Report Card



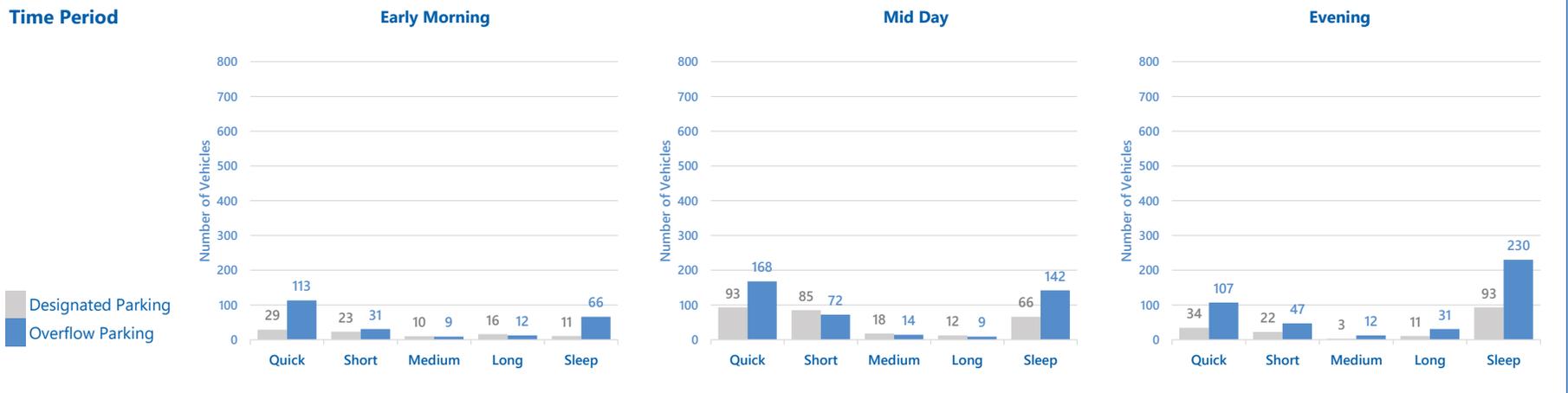
Parking Facility Summary

District:	Staunton		
Total Spots Available:	10		
Range of Additional Spots Needed:	20 - 36		
Overall Priority:	Very High		
Private Facility Priority:	Very High		
Facility Amenities:			
Restroom	<input checked="" type="checkbox"/>	Fuel	<input checked="" type="checkbox"/>
Shower	<input type="checkbox"/>	Lighted	<input checked="" type="checkbox"/>
Wifi	<input type="checkbox"/>	Overnight Parking	<input checked="" type="checkbox"/>



Time Period	Early Morning	Mid Day	Evening	Daily
Percent Overflow Parking Activity	355%	191%	250%	237%

57-Day Observed Sample of Designated and Overflow Parking Activity



Notes: Time Periods: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM
 Parking Activity Category: Quick Stop: 10 min - 30 min; Short Stop: 30 min - 2 hours; Medium Stop: 2-4 hours; Long Stop: 4 - 8 hours; Sleep Stop: >8 hours

95 Fuel Stop

Private Parking Facility I-95 Milepost 126

Private Truck Parking Facility Report Card



Parking Facility Summary

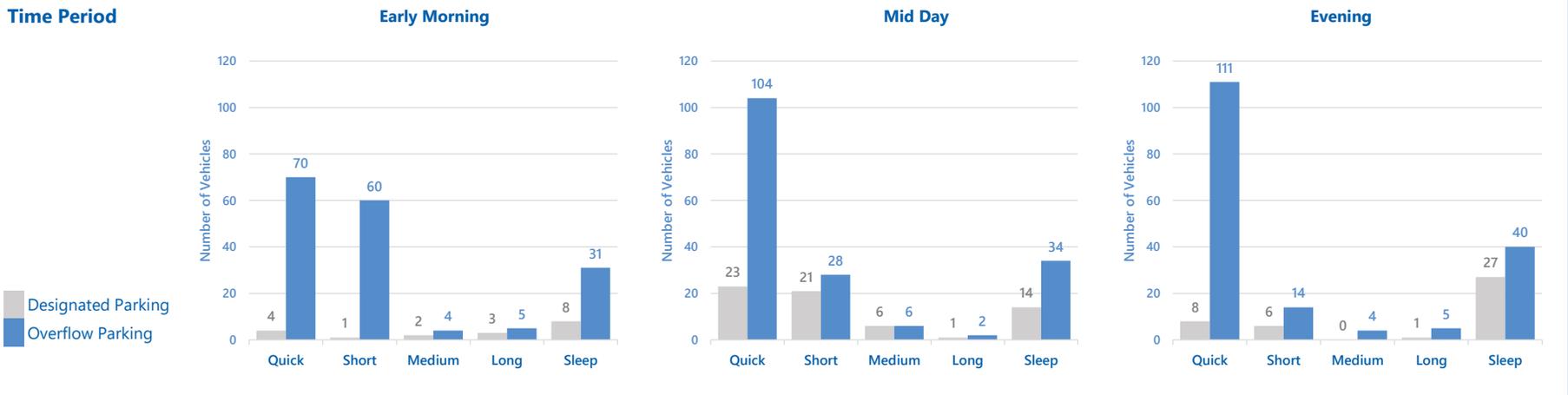
District:	Fredericksburg		
Total Spots Available:	20		
Range of Additional Spots Needed:	34 - 81		
Overall Priority:	High		
Private Facility Priority:	Medium		
Facility Amenities:			
Restroom	<input checked="" type="checkbox"/>	Fuel	<input checked="" type="checkbox"/>
Shower	<input type="checkbox"/>	Lighted	<input checked="" type="checkbox"/>
Wifi	<input type="checkbox"/>	Overnight Parking	<input type="checkbox"/>



Legend
■ Designated Parking Spot
■ Fuel Pumps

Time Period	Early Morning	Mid Day	Evening	Daily
Percent Overflow Parking Activity	404%	230%	166%	228%

57-Day Observed Sample of Designated and Overflow Parking Activity



Notes: Time Periods: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM
 Parking Activity Category: Quick Stop: 10 min - 30 min; Short Stop: 30 min - 2 hours; Medium Stop: 2-4 hours; Long Stop: 4 - 8 hours; Sleep Stop: >8 hours

Parking Facility Summary

District:	Richmond	
Total Spots Available:	215	
Range of Additional Spots Needed:	132 - 188	
Overall Priority:	Very High	
Private Facility Priority:	Very High	
Facility Amenities:	Restroom <input checked="" type="checkbox"/> Fuel <input checked="" type="checkbox"/> Shower <input type="checkbox"/> Lighted <input checked="" type="checkbox"/> Wifi <input type="checkbox"/> Overnight Parking <input checked="" type="checkbox"/>	



Time Period	Early Morning	Mid Day	Evening	Daily
Percent Overflow Parking Activity	87%	69%	61%	66%

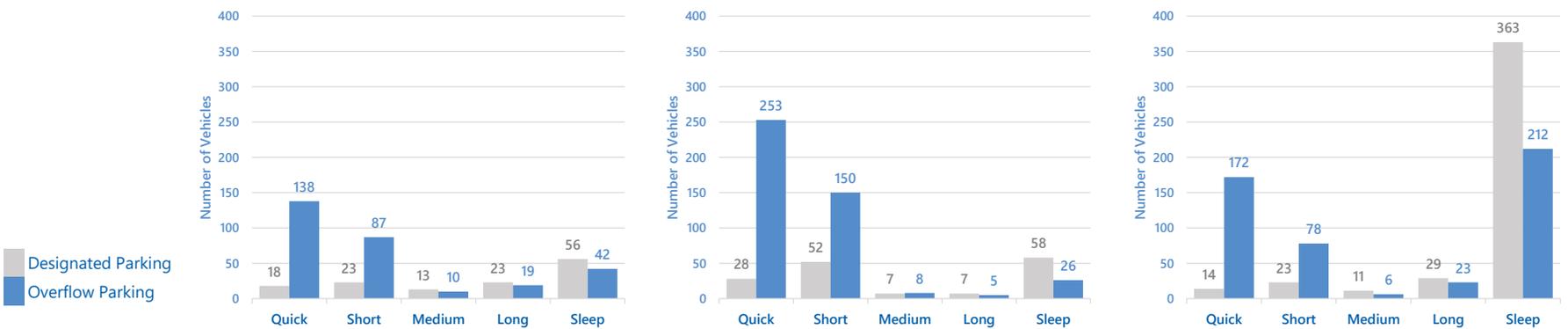
57-Day Observed Sample of Designated and Overflow Parking Activity

Time Period

Early Morning

Mid Day

Evening



Notes: Time Periods: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM
 Parking Activity Category: Quick Stop: 10 min - 30 min; Short Stop: 30 min - 2 hours; Medium Stop: 2-4 hours; Long Stop: 4 - 8 hours; Sleep Stop: >8 hours

Big Charlie's Truck Plaza

Private Parking Facility US-13 Milepost 51

Private Truck Parking Facility Report Card



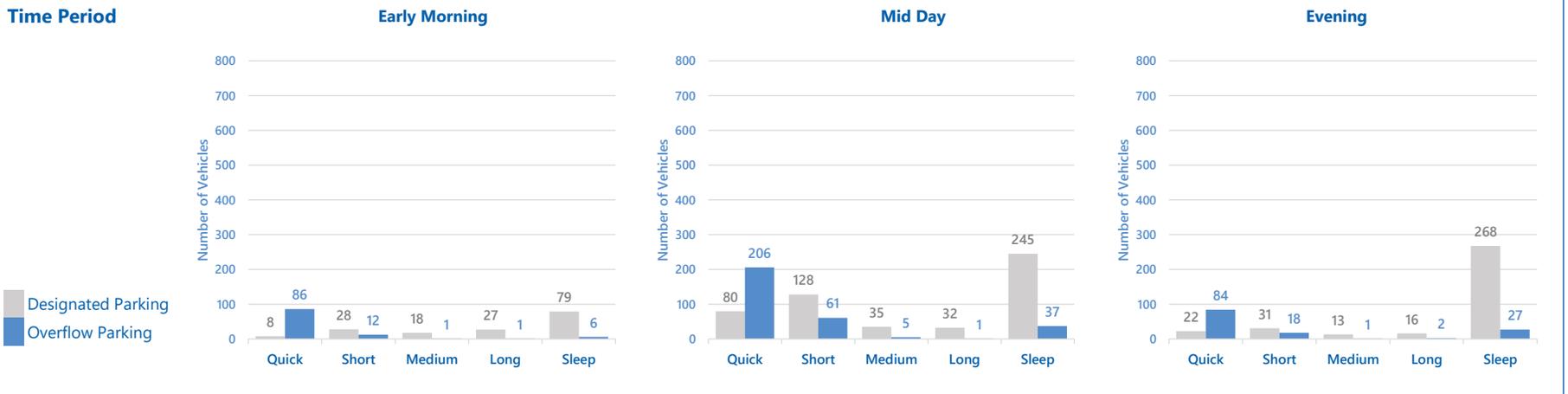
Parking Facility Summary

District:	Hampton Roads													
Total Spots Available:	100													
Range of Additional Spots Needed:	10 - 18													
Overall Priority:	Medium													
Private Facility Priority:	Medium													
Facility Amenities:	<table border="0"> <tr> <td>Restroom</td> <td><input checked="" type="checkbox"/></td> <td>Fuel</td> <td><input checked="" type="checkbox"/></td> </tr> <tr> <td>Shower</td> <td><input checked="" type="checkbox"/></td> <td>Lighted</td> <td><input checked="" type="checkbox"/></td> </tr> <tr> <td>Wifi</td> <td><input type="checkbox"/></td> <td>Overnight Parking</td> <td><input checked="" type="checkbox"/></td> </tr> </table>		Restroom	<input checked="" type="checkbox"/>	Fuel	<input checked="" type="checkbox"/>	Shower	<input checked="" type="checkbox"/>	Lighted	<input checked="" type="checkbox"/>	Wifi	<input type="checkbox"/>	Overnight Parking	<input checked="" type="checkbox"/>
Restroom	<input checked="" type="checkbox"/>	Fuel	<input checked="" type="checkbox"/>											
Shower	<input checked="" type="checkbox"/>	Lighted	<input checked="" type="checkbox"/>											
Wifi	<input type="checkbox"/>	Overnight Parking	<input checked="" type="checkbox"/>											



Time Period	Early Morning	Mid Day	Evening	Daily
Percent Overflow Parking Activity	10%	17%	11%	14%

57-Day Observed Sample of Designated and Overflow Parking Activity



Notes: Time Periods: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM
 Parking Activity Category: Quick Stop: 10 min - 30 min; Short Stop: 30 min - 2 hours; Medium Stop: 2-4 hours; Long Stop: 4 - 8 hours; Sleep Stop: >8 hours

Bir Truck Shop

Private Parking Facility I-81 Milepost 90

Private Truck Parking Facility Report Card



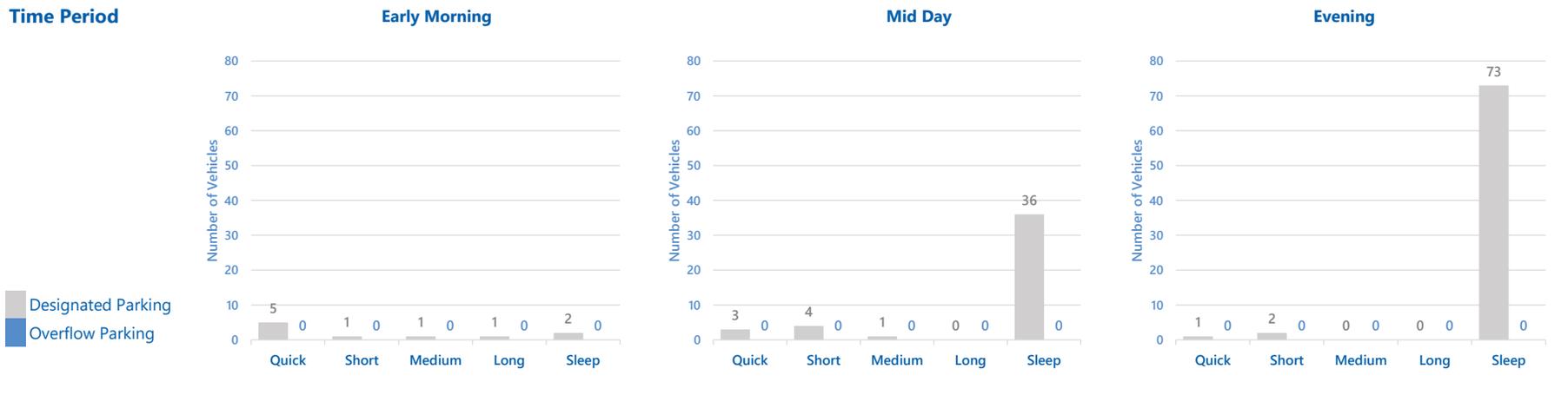
Parking Facility Summary

District:	Salem		
Total Spots Available:	8		
Range of Additional Spots Needed:	0 - 0		
Overall Priority:	Very Low		
Private Facility Priority:	Very Low		
Facility Amenities:			
Restroom	<input checked="" type="checkbox"/>	Fuel	<input type="checkbox"/>
Shower	<input type="checkbox"/>	Lighted	<input checked="" type="checkbox"/>
Wifi	<input type="checkbox"/>	Overnight Parking	<input type="checkbox"/>



Time Period	Early Morning	Mid Day	Evening	Daily
Percent Overflow Parking Activity	-	-	-	-

57-Day Observed Sample of Designated and Overflow Parking Activity



Notes: Time Periods: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM
 Parking Activity Category: Quick Stop: 10 min - 30 min; Short Stop: 30 min - 2 hours; Medium Stop: 2-4 hours; Long Stop: 4 - 8 hours; Sleep Stop: >8 hours
 This facility does not have any space for overflow parking.

BP Denos Food Mart #10

Private Parking Facility I-81 Milepost 236

Private Truck Parking Facility Report Card



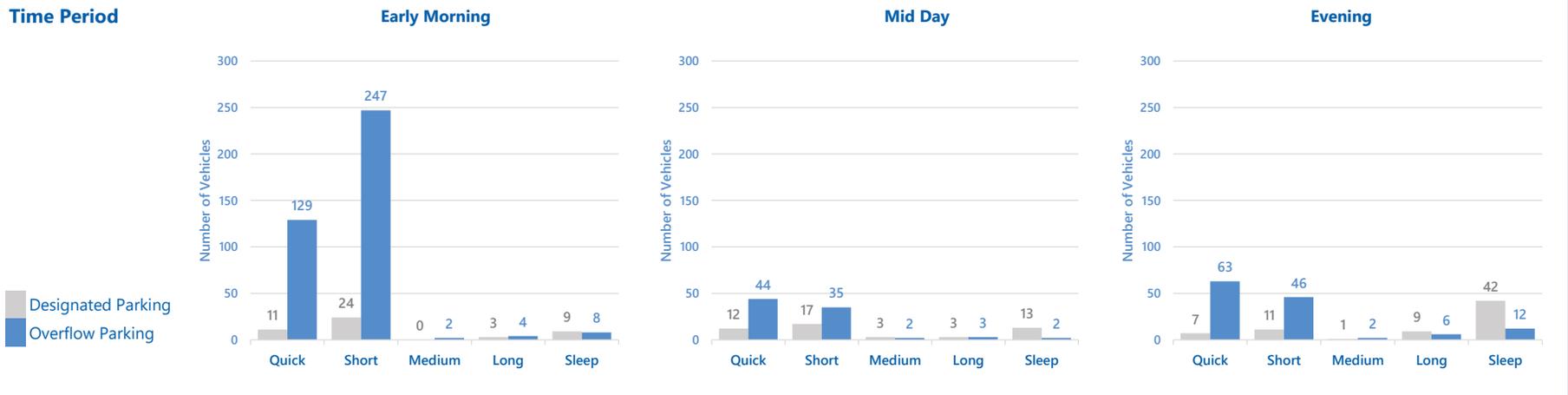
Parking Facility Summary

District:	Staunton													
Total Spots Available:	6													
Range of Additional Spots Needed:	3 - 15													
Overall Priority:	Low													
Private Facility Priority:	Low													
Facility Amenities:	<table border="0"> <tr> <td>Restroom</td> <td><input checked="" type="checkbox"/></td> <td>Fuel</td> <td><input type="checkbox"/></td> </tr> <tr> <td>Shower</td> <td><input type="checkbox"/></td> <td>Lighted</td> <td><input checked="" type="checkbox"/></td> </tr> <tr> <td>Wifi</td> <td><input type="checkbox"/></td> <td>Overnight Parking</td> <td><input type="checkbox"/></td> </tr> </table>		Restroom	<input checked="" type="checkbox"/>	Fuel	<input type="checkbox"/>	Shower	<input type="checkbox"/>	Lighted	<input checked="" type="checkbox"/>	Wifi	<input type="checkbox"/>	Overnight Parking	<input type="checkbox"/>
Restroom	<input checked="" type="checkbox"/>	Fuel	<input type="checkbox"/>											
Shower	<input type="checkbox"/>	Lighted	<input checked="" type="checkbox"/>											
Wifi	<input type="checkbox"/>	Overnight Parking	<input type="checkbox"/>											



Time Period	Early Morning	Mid Day	Evening	Daily
Percent Overflow Parking Activity	247%	43%	42%	75%

57-Day Observed Sample of Designated and Overflow Parking Activity



Notes: Time Periods: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM
 Parking Activity Category: Quick Stop: 10 min - 30 min; Short Stop: 30 min - 2 hours; Medium Stop: 2-4 hours; Long Stop: 4 - 8 hours; Sleep Stop: >8 hours
 This facility has unusually high number of short parking events during early morning period and requires further investigation.

Cigarette Outlet & Truck Stop

Private Parking Facility I-81 Milepost 322

Private Truck Parking Facility Report Card



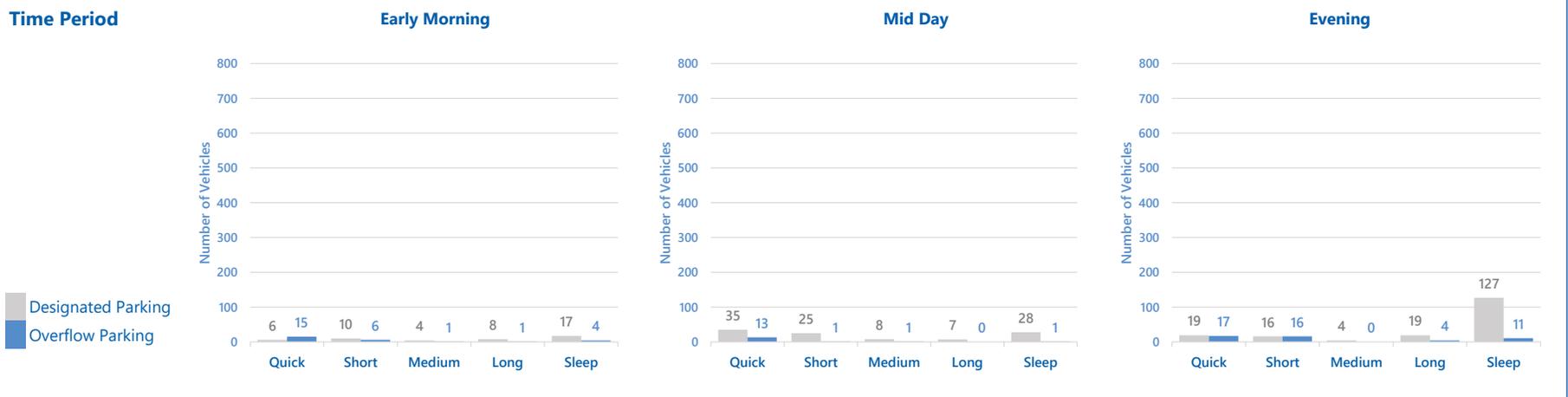
Parking Facility Summary

District:	Staunton	
Total Spots Available:	10	
Range of Additional Spots Needed:	1 - 3	
Overall Priority:	Very Low	
Private Facility Priority:	Low	
Facility Amenities:		
Restroom	<input checked="" type="checkbox"/>	Fuel <input checked="" type="checkbox"/>
Shower	<input type="checkbox"/>	Lighted <input checked="" type="checkbox"/>
Wifi	<input type="checkbox"/>	Overnight Parking <input type="checkbox"/>



Time Period	Early Morning	Mid Day	Evening	Daily
Percent Overflow Parking Activity	25%	4%	10%	11%

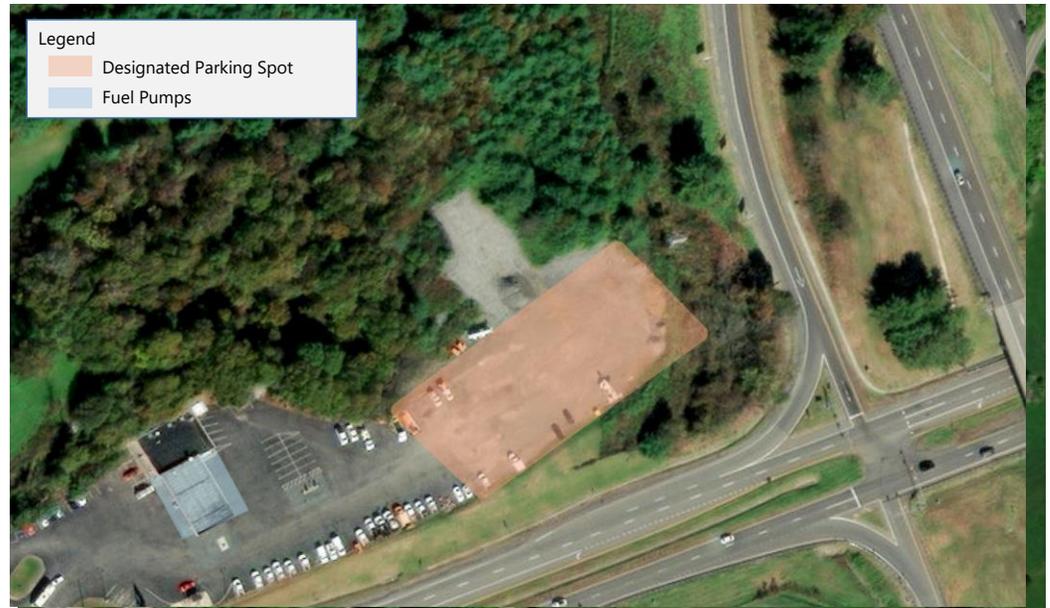
57-Day Observed Sample of Designated and Overflow Parking Activity



Notes: Time Periods: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM
 Parking Activity Category: Quick Stop: 10 min - 30 min; Short Stop: 30 min - 2 hours; Medium Stop: 2-4 hours; Long Stop: 4 - 8 hours; Sleep Stop: >8 hours

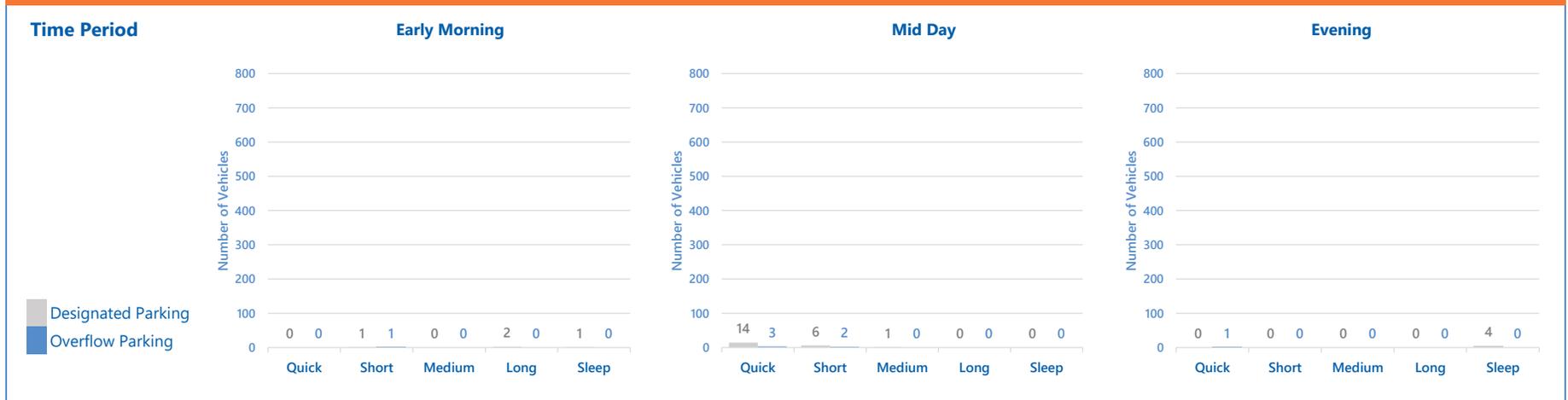
Parking Facility Summary

District:	Salem		
Total Spots Available:	10		
Range of Additional Spots Needed:	1 - 3		
Overall Priority:	Very Low		
Private Facility Priority:	Very Low		
Facility Amenities:	Restroom <input checked="" type="checkbox"/>	Fuel <input checked="" type="checkbox"/>	
	Shower <input type="checkbox"/>	Lighted <input checked="" type="checkbox"/>	
	Wifi <input type="checkbox"/>	Overnight Parking <input checked="" type="checkbox"/>	



Time Period	Early Morning	Mid Day	Evening	Daily
Percent Overflow Parking Activity	4%	22%	1%	4%

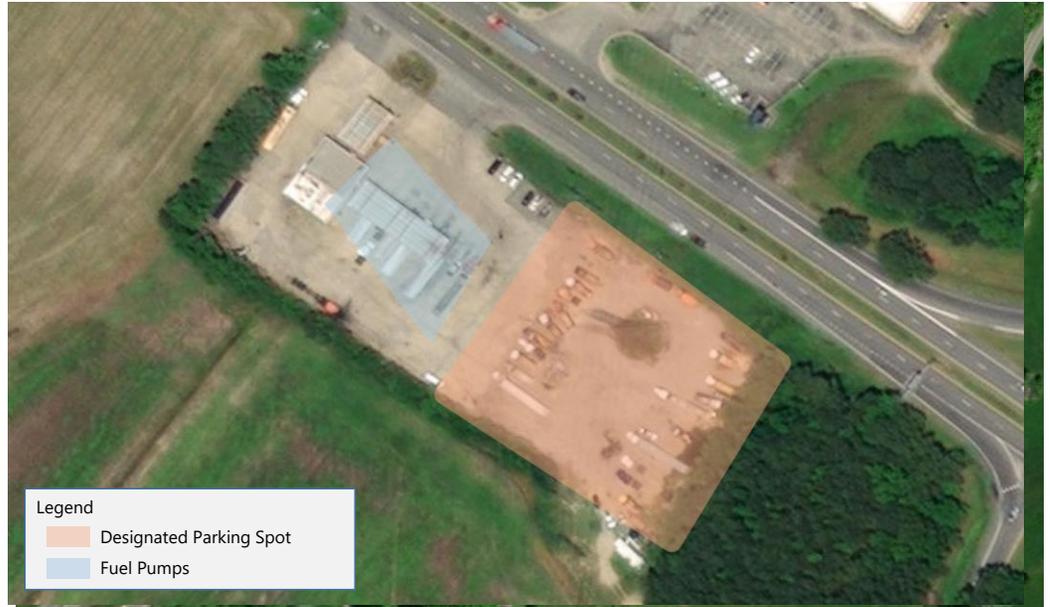
57-Day Observed Sample of Designated and Overflow Parking Activity



Notes: Time Periods: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM
 Parking Activity Category: Quick Stop: 10 min - 30 min; Short Stop: 30 min - 2 hours; Medium Stop: 2-4 hours; Long Stop: 4 - 8 hours; Sleep Stop: >8 hours

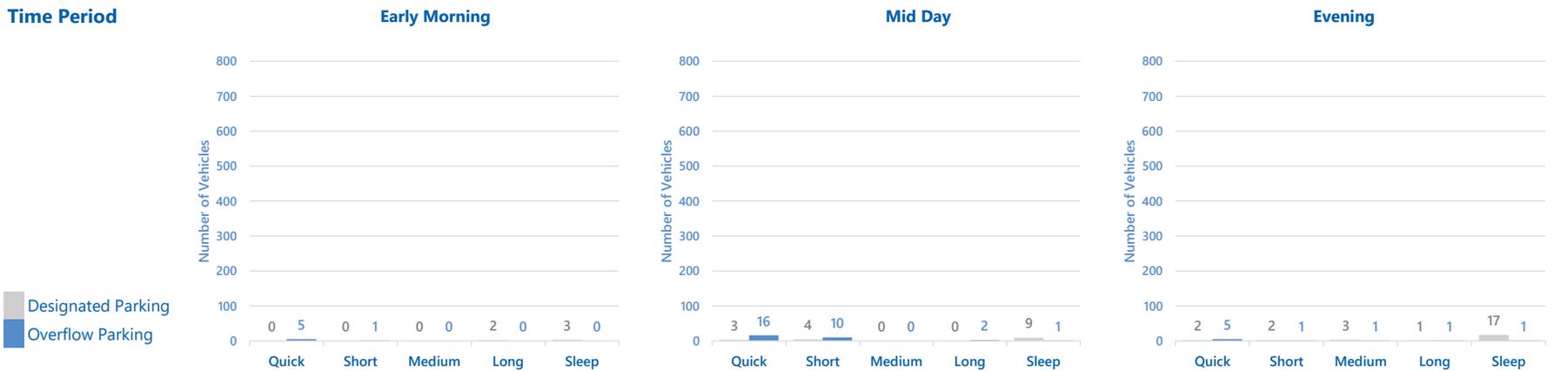
Parking Facility Summary

District:	Hampton Roads	
Total Spots Available:	30	
Range of Additional Spots Needed:	2 - 10	
Overall Priority:	Very Low	
Private Facility Priority:	Very Low	
Facility Amenities:		
Restroom	<input checked="" type="checkbox"/>	Fuel <input checked="" type="checkbox"/>
Shower	<input checked="" type="checkbox"/>	Lighted <input checked="" type="checkbox"/>
Wifi	<input type="checkbox"/>	Overnight Parking <input checked="" type="checkbox"/>



Time Period	Early Morning	Mid Day	Evening	Daily
Percent Overflow Parking Activity	5%	31%	10%	15%

57-Day Observed Sample of Designated and Overflow Parking Activity



Notes: Time Periods: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM
 Parking Activity Category: Quick Stop: 10 min - 30 min; Short Stop: 30 min - 2 hours; Medium Stop: 2-4 hours; Long Stop: 4 - 8 hours; Sleep Stop: >8 hours
 There is another small truck parking (P163) south of Pruden Blvd.

Cockerham Fuel Center

Private Parking Facility I-77 Milepost 15

Private Truck Parking Facility Report Card



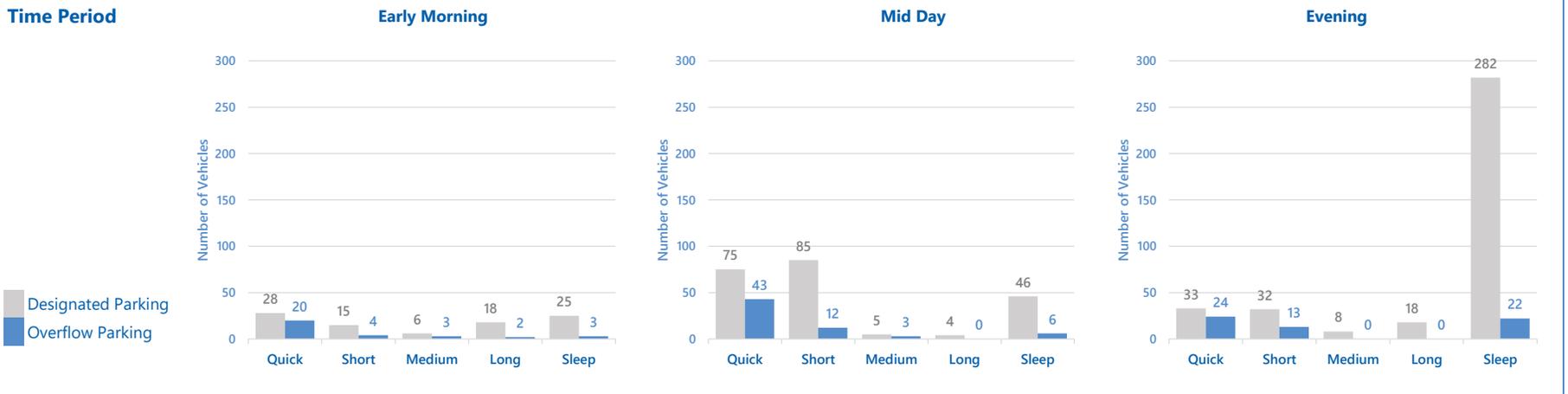
Parking Facility Summary

District:	Salem		
Total Spots Available:	20		
Range of Additional Spots Needed:	2 - 4		
Overall Priority:	Low		
Private Facility Priority:	Low		
Facility Amenities:			
Restroom	<input checked="" type="checkbox"/>	Fuel	<input checked="" type="checkbox"/>
Shower	<input type="checkbox"/>	Lighted	<input checked="" type="checkbox"/>
Wifi	<input type="checkbox"/>	Overnight Parking	<input type="checkbox"/>



Time Period	Early Morning	Mid Day	Evening	Daily
Percent Overflow Parking Activity	15%	15%	8%	10%

57-Day Observed Sample of Designated and Overflow Parking Activity



Notes: Time Periods: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM
 Parking Activity Category: Quick Stop: 10 min - 30 min; Short Stop: 30 min - 2 hours; Medium Stop: 2-4 hours; Long Stop: 4 - 8 hours; Sleep Stop: >8 hours

Crossing Point Citgo

Private Parking Facility I-64 Milepost 137

Private Truck Parking Facility Report Card



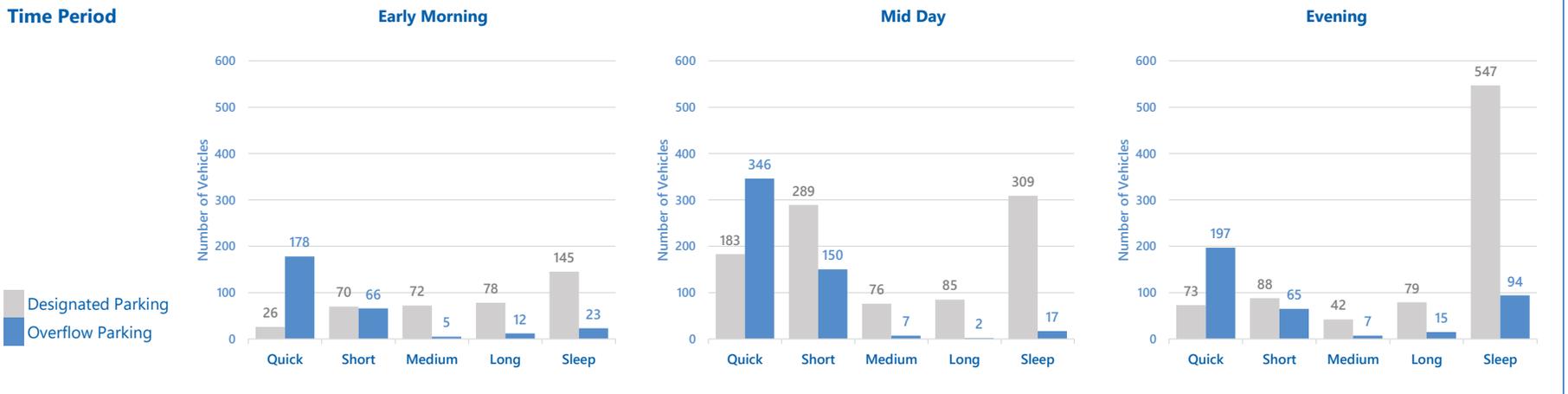
Parking Facility Summary

District:	Culpeper			
Total Spots Available:	50			
Range of Additional Spots Needed:	5 - 10			
Overall Priority:	High			
Private Facility Priority:	High			
Facility Amenities:	Restroom	<input checked="" type="checkbox"/>	Fuel	<input checked="" type="checkbox"/>
	Shower	<input checked="" type="checkbox"/>	Lighted	<input checked="" type="checkbox"/>
	Wifi	<input checked="" type="checkbox"/>	Overnight Parking	<input checked="" type="checkbox"/>



Time Period	Early Morning	Mid Day	Evening	Daily
Percent Overflow Parking Activity	19%	10%	19%	16%

57-Day Observed Sample of Designated and Overflow Parking Activity



Notes: Time Periods: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM
 Parking Activity Category: Quick Stop: 10 min - 30 min; Short Stop: 30 min - 2 hours; Medium Stop: 2-4 hours; Long Stop: 4 - 8 hours; Sleep Stop: >8 hours

Davis Travel Center

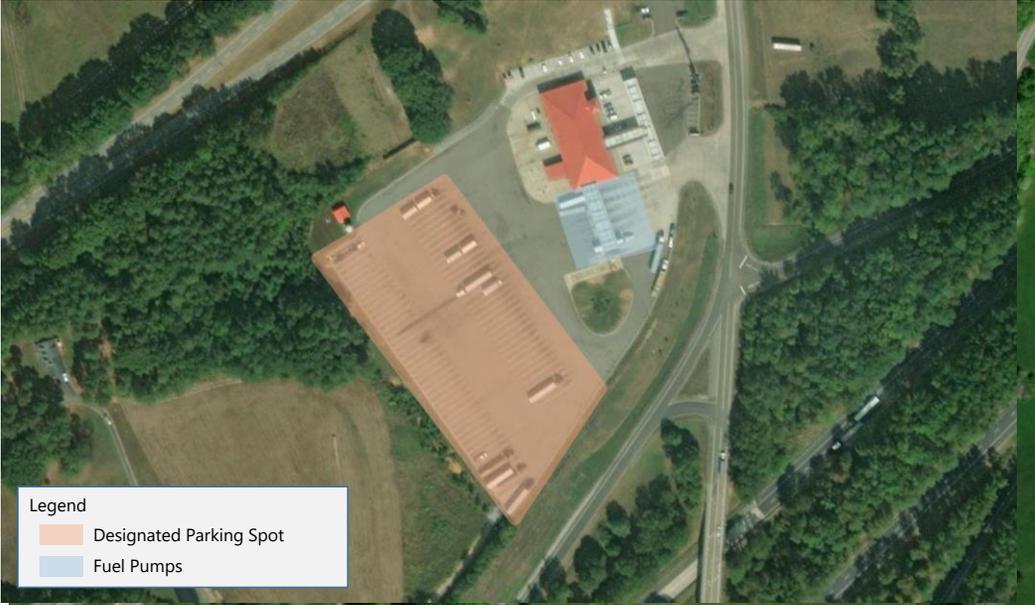
Private Parking Facility I-85 Milepost 40

Private Truck Parking Facility Report Card



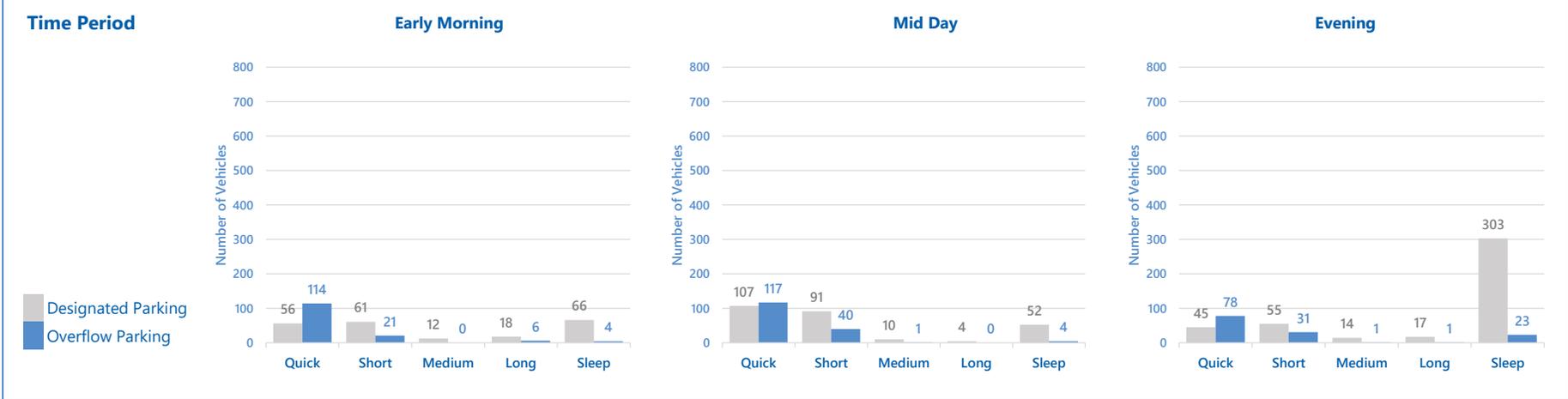
Parking Facility Summary

District:	Richmond		
Total Spots Available:	75		
Range of Additional Spots Needed:	7 - 12		
Overall Priority:	Low		
Private Facility Priority:	Low		
Facility Amenities:			
Restroom	<input checked="" type="checkbox"/>	Fuel	<input checked="" type="checkbox"/>
Shower	<input checked="" type="checkbox"/>	Lighted	<input checked="" type="checkbox"/>
Wifi	<input checked="" type="checkbox"/>	Overnight Parking	<input checked="" type="checkbox"/>



Time Period	Early Morning	Mid Day	Evening	Daily
Percent Overflow Parking Activity	13%	15%	9%	10%

57-Day Observed Sample of Designated and Overflow Parking Activity



Notes: Time Periods: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM
 Parking Activity Category: Quick Stop: 10 min - 30 min; Short Stop: 30 min - 2 hours; Medium Stop: 2-4 hours; Long Stop: 4 - 8 hours; Sleep Stop: >8 hours

Davis Travel Center, Stony Creek

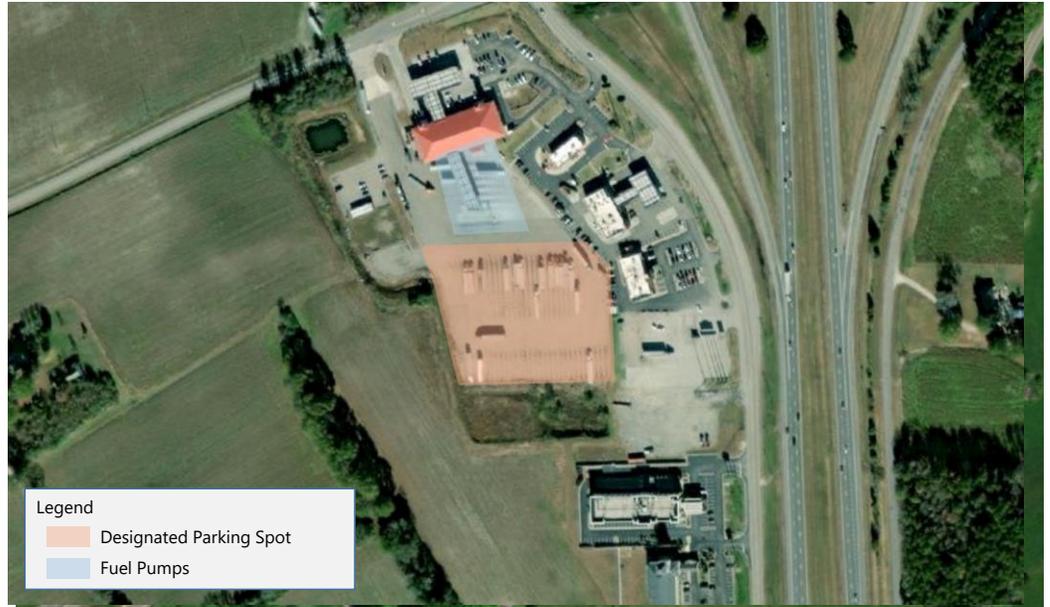
Private Parking Facility I-95 Milepost 34

Private Truck Parking Facility Report Card



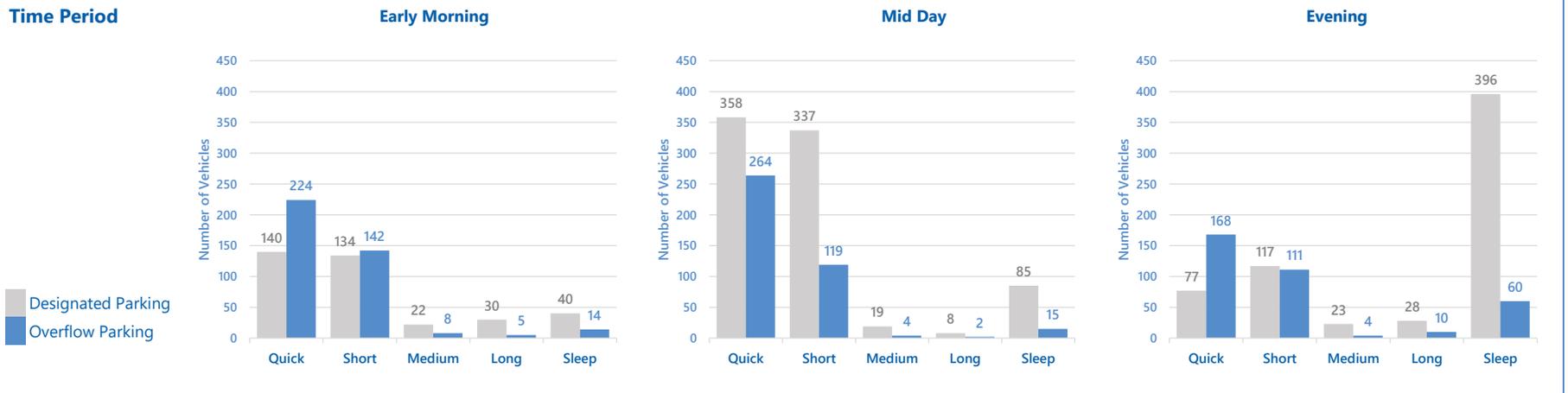
Parking Facility Summary

District:	Hampton Roads		
Total Spots Available:	80		
Range of Additional Spots Needed:	15 - 38		
Overall Priority:	Medium		
Private Facility Priority:	Medium		
Facility Amenities:			
Restroom	<input checked="" type="checkbox"/>	Fuel	<input checked="" type="checkbox"/>
Shower	<input checked="" type="checkbox"/>	Lighted	<input checked="" type="checkbox"/>
Wifi	<input checked="" type="checkbox"/>	Overnight Parking	<input checked="" type="checkbox"/>



Time Period	Early Morning	Mid Day	Evening	Daily
Percent Overflow Parking Activity	47%	25%	18%	23%

57-Day Observed Sample of Designated and Overflow Parking Activity



Notes: Time Periods: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM
 Parking Activity Category: Quick Stop: 10 min - 30 min; Short Stop: 30 min - 2 hours; Medium Stop: 2-4 hours; Long Stop: 4 - 8 hours; Sleep Stop: >8 hours

Dublin Handy Mart

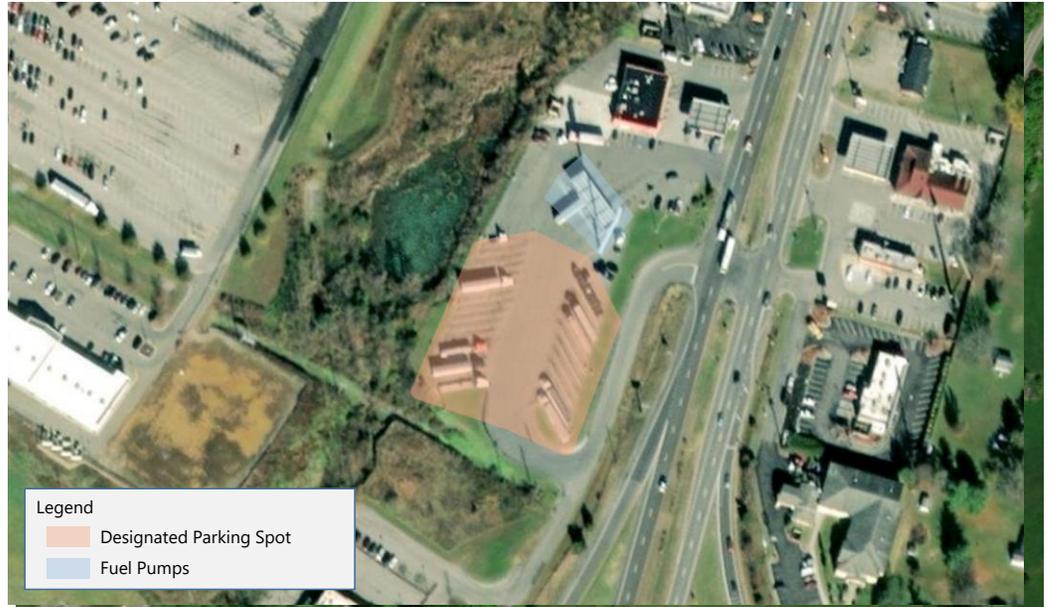
Private Parking Facility I-81 Milepost 99

Private Truck Parking Facility Report Card



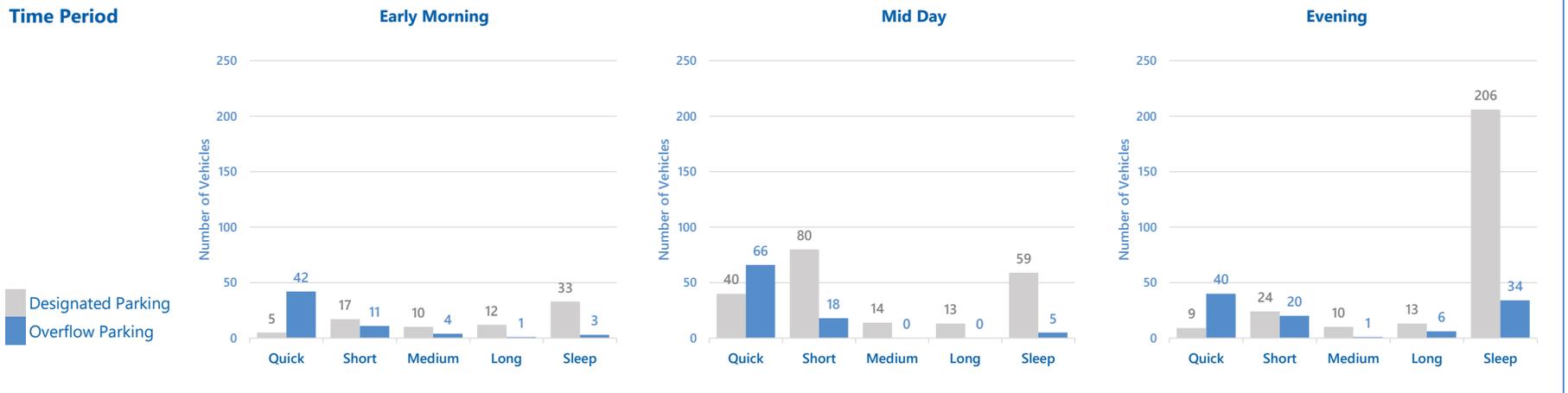
Parking Facility Summary

District:	Salem		
Total Spots Available:	45		
Range of Additional Spots Needed:	5 - 9		
Overall Priority:	Low		
Private Facility Priority:	Low		
Facility Amenities:			
Restroom	<input checked="" type="checkbox"/>	Fuel	<input checked="" type="checkbox"/>
Shower	<input checked="" type="checkbox"/>	Lighted	<input checked="" type="checkbox"/>
Wifi	<input type="checkbox"/>	Overnight Parking	<input checked="" type="checkbox"/>



Time Period	Early Morning	Mid Day	Evening	Daily
Percent Overflow Parking Activity	14%	11%	18%	16%

57-Day Observed Sample of Designated and Overflow Parking Activity



Notes: Time Periods: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM
 Parking Activity Category: Quick Stop: 10 min - 30 min; Short Stop: 30 min - 2 hours; Medium Stop: 2-4 hours; Long Stop: 4 - 8 hours; Sleep Stop: >8 hours

Dudley's Truck Stop & Restaurant

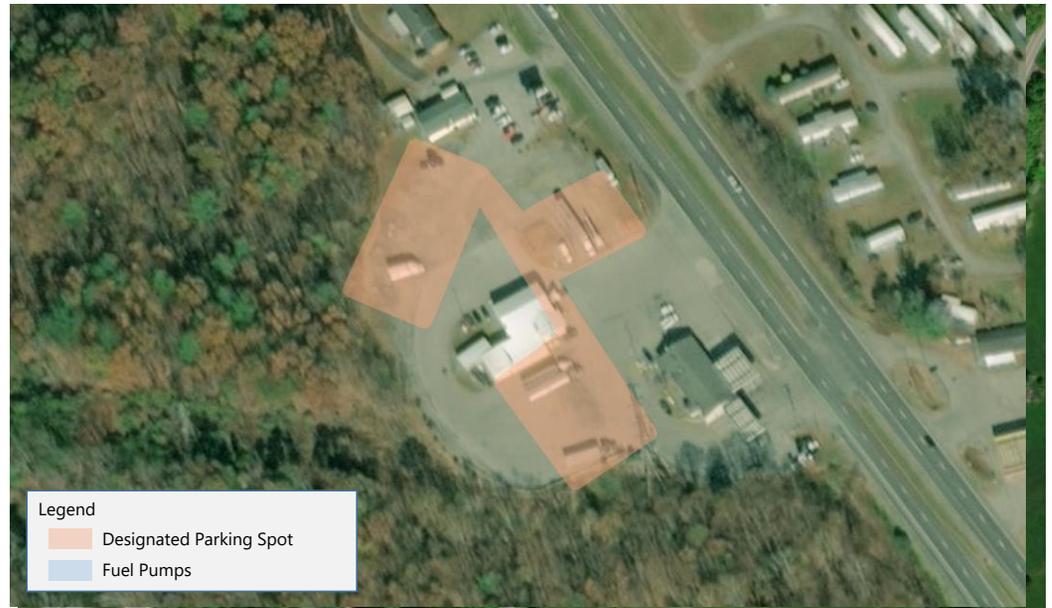
Private Parking Facility US-220 Milepost 43

Private Truck Parking Facility Report Card



Parking Facility Summary

District:	Salem		
Total Spots Available:	5		
Range of Additional Spots Needed:	1 - 3		
Overall Priority:	Low		
Private Facility Priority:	Low		
Facility Amenities:			
Restroom	<input checked="" type="checkbox"/>	Fuel	<input type="checkbox"/>
Shower	<input type="checkbox"/>	Lighted	<input checked="" type="checkbox"/>
Wifi	<input type="checkbox"/>	Overnight Parking	<input type="checkbox"/>

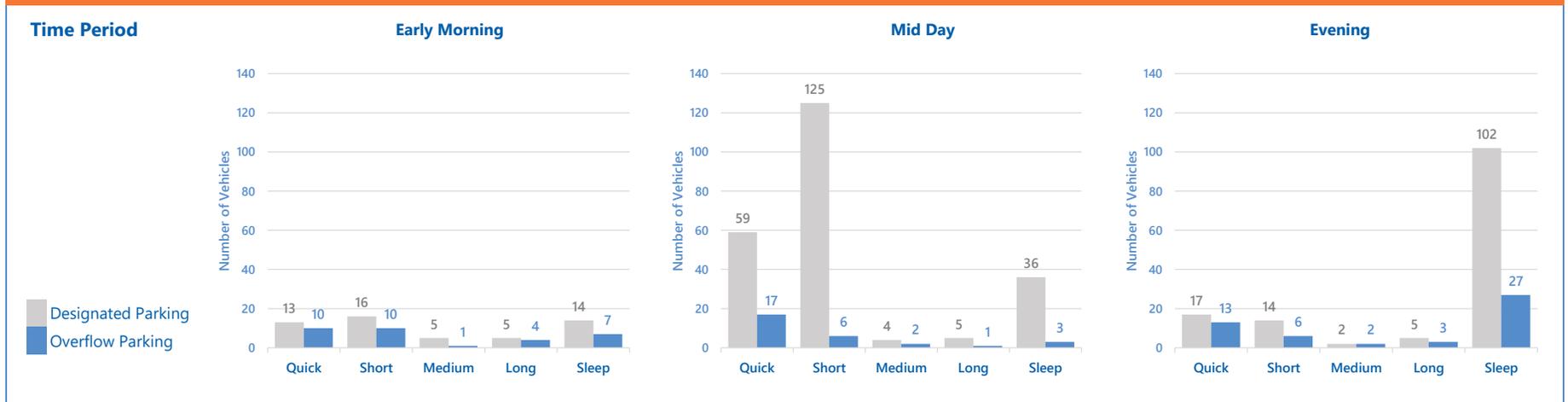


Legend

- Designated Parking Spot
- Fuel Pumps

Time Period	Early Morning	Mid Day	Evening	Daily
Percent Overflow Parking Activity	53%	9%	28%	25%

57-Day Observed Sample of Designated and Overflow Parking Activity



Notes: Time Periods: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM
 Parking Activity Category: Quick Stop: 10 min - 30 min; Short Stop: 30 min - 2 hours; Medium Stop: 2-4 hours; Long Stop: 4 - 8 hours; Sleep Stop: >8 hours

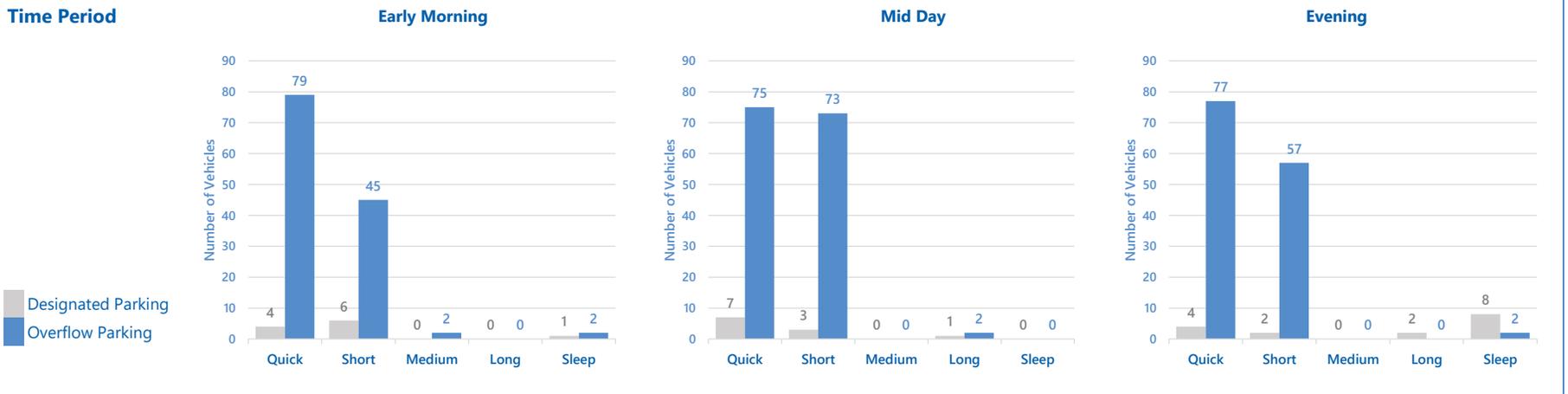
Parking Facility Summary

District:	Fredericksburg			
Total Spots Available:	5			
Range of Additional Spots Needed:	-			
Overall Priority:	Very Low			
Private Facility Priority:	Very Low			
Facility Amenities:	Restroom <input checked="" type="checkbox"/>	Fuel <input checked="" type="checkbox"/>	Shower <input type="checkbox"/>	Lighted <input checked="" type="checkbox"/>
	Wifi <input checked="" type="checkbox"/>	Overnight Parking <input checked="" type="checkbox"/>		



Time Period	Early Morning	Mid Day	Evening	Daily
Percent Overflow Parking Activity	-	-	-	-

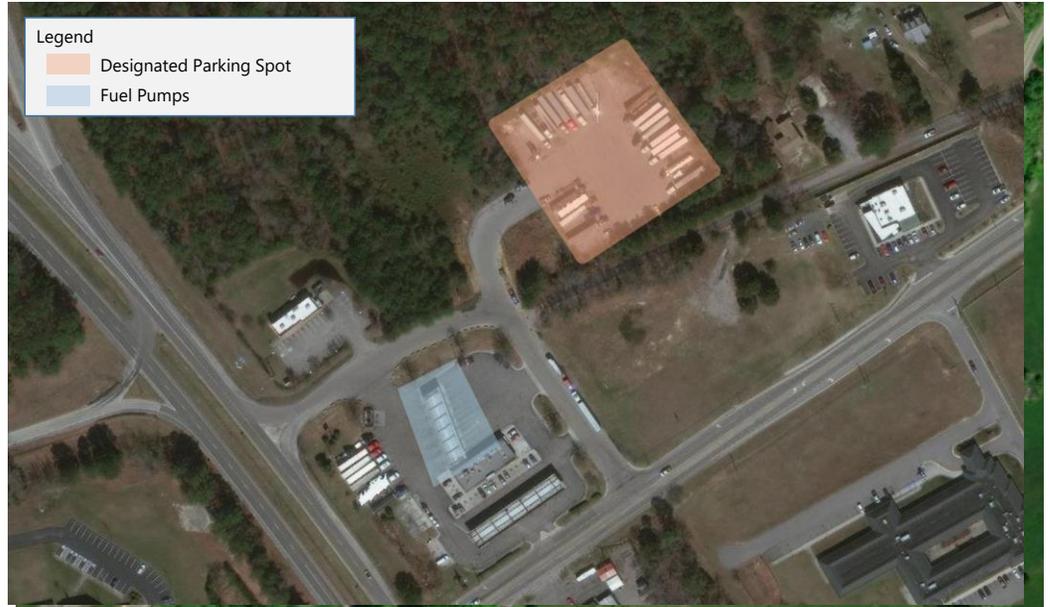
57-Day Observed Sample of Designated and Overflow Parking Activity



Notes: Time Periods: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM
 Parking Activity Category: Quick Stop: 10 min - 30 min; Short Stop: 30 min - 2 hours; Medium Stop: 2-4 hours; Long Stop: 4 - 8 hours; Sleep Stop: >8 hours
 This facility is adjacent to a very large commercial and mixed use development. The parking area is not marked. Further investigation is required to estimate parking overflow at this location.

Parking Facility Summary

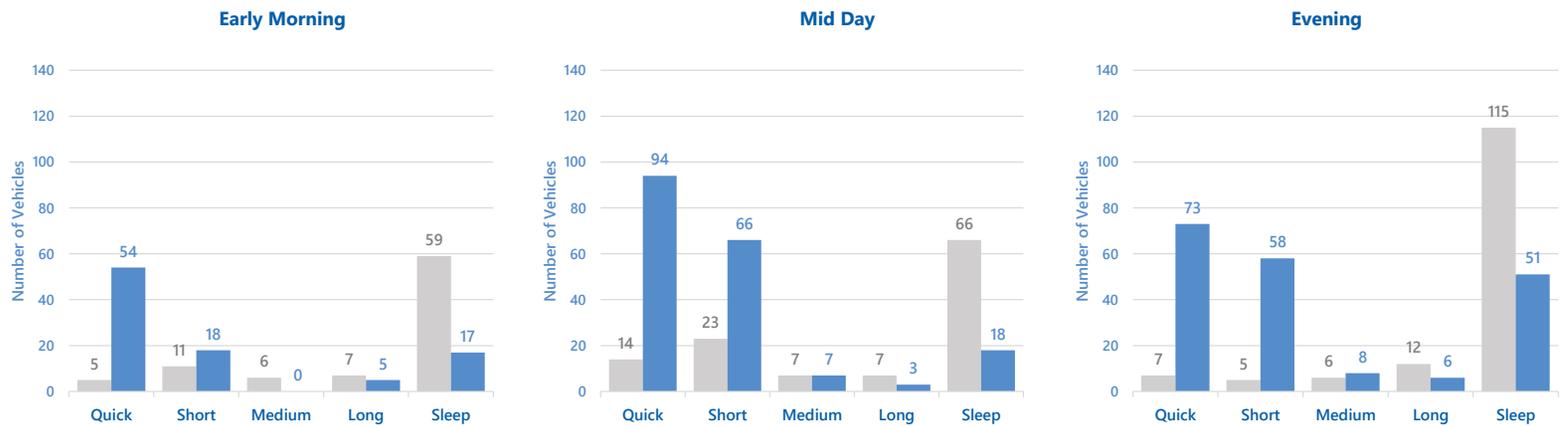
District:	Richmond	
Total Spots Available:	20	
Range of Additional Spots Needed:	7 - 10	
Overall Priority:	Medium	
Private Facility Priority:	Medium	
Facility Amenities:	Restroom <input checked="" type="checkbox"/> Fuel <input checked="" type="checkbox"/> Shower <input type="checkbox"/> Lighted <input checked="" type="checkbox"/> Wifi <input checked="" type="checkbox"/> Overnight Parking <input checked="" type="checkbox"/>	



Time Period	Early Morning	Mid Day	Evening	Daily
Percent Overflow Parking Activity	34%	38%	50%	43%

57-Day Observed Sample of Designated and Overflow Parking Activity

Time Period



Notes: Time Periods: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM
 Parking Activity Category: Quick Stop: 10 min - 30 min; Short Stop: 30 min - 2 hours; Medium Stop: 2-4 hours; Long Stop: 4 - 8 hours; Sleep Stop: >8 hours

East Coast/MAPCO Store #4058

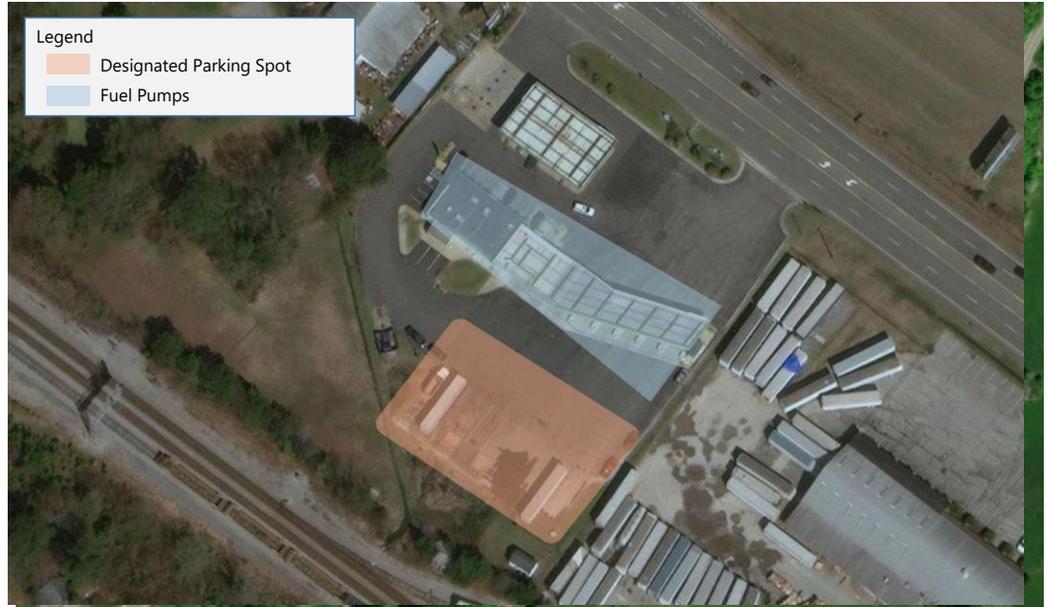
Private Parking Facility I-295 Milepost 3

Private Truck Parking Facility Report Card



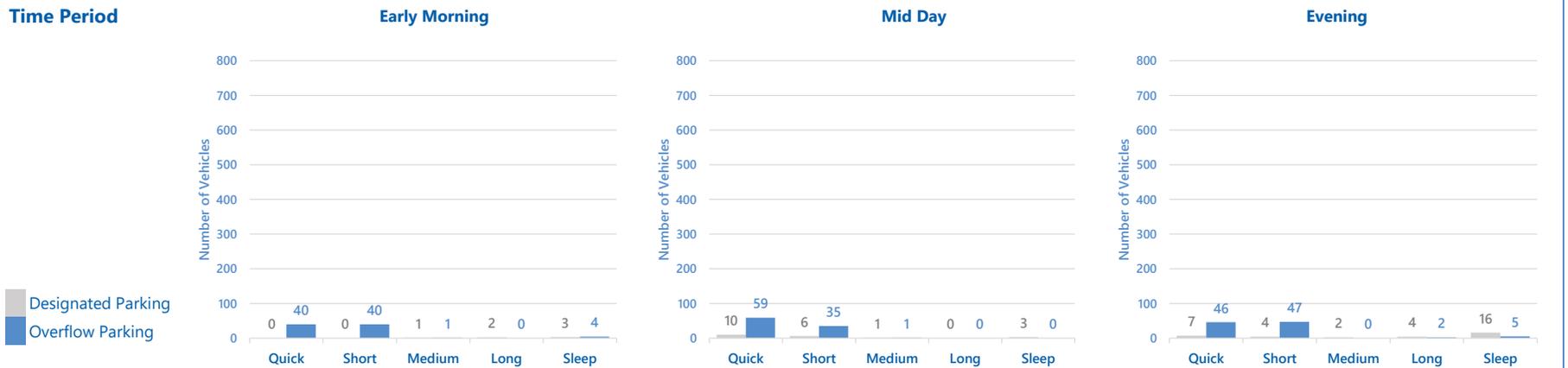
Parking Facility Summary

District:	Richmond		
Total Spots Available:	10		
Range of Additional Spots Needed:	-		
Overall Priority:	Very Low		
Private Facility Priority:	Very Low		
Facility Amenities:			
Restroom	<input checked="" type="checkbox"/>	Fuel	<input checked="" type="checkbox"/>
Shower	<input type="checkbox"/>	Lighted	<input checked="" type="checkbox"/>
Wifi	<input type="checkbox"/>	Overnight Parking	<input checked="" type="checkbox"/>



Time Period	Early Morning	Mid Day	Evening	Daily
Percent Overflow Parking Activity	-	-	-	-

57-Day Observed Sample of Designated and Overflow Parking Activity



Notes: Time Periods: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM
 Parking Activity Category: Quick Stop: 10 min - 30 min; Short Stop: 30 min - 2 hours; Medium Stop: 2-4 hours; Long Stop: 4 - 8 hours; Sleep Stop: >8 hours
 A large Wilco Truck Parking (Page P207) is across from this Facility. Further investigation is required to mark the designated area accurately, and estimate parking overflow at this location.

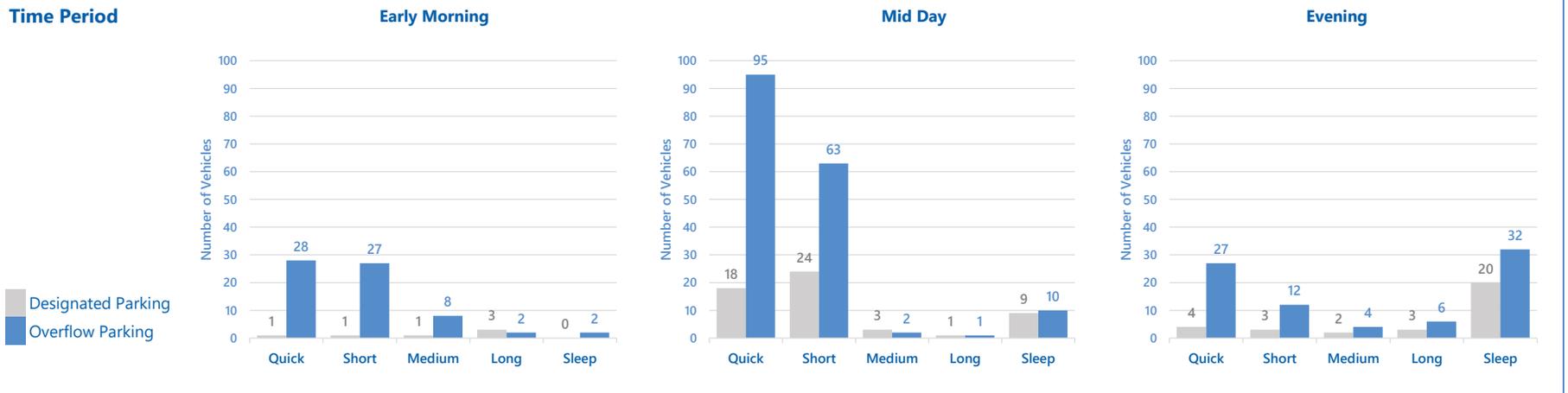
Parking Facility Summary

District:	Hampton Roads			
Total Spots Available:	8			
Range of Additional Spots Needed:	12 - 37			
Overall Priority:	Medium			
Private Facility Priority:	Medium			
Facility Amenities:	Restroom <input checked="" type="checkbox"/>	Fuel <input checked="" type="checkbox"/>		
	Shower <input type="checkbox"/>	Lighted <input checked="" type="checkbox"/>		
	Wifi <input type="checkbox"/>	Overnight Parking <input checked="" type="checkbox"/>		



Time Period	Early Morning	Mid Day	Evening	Daily
Percent Overflow Parking Activity	456%	144%	167%	172%

57-Day Observed Sample of Designated and Overflow Parking Activity



Notes: Time Periods: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM
 Parking Activity Category: Quick Stop: 10 min - 30 min; Short Stop: 30 min - 2 hours; Medium Stop: 2-4 hours; Long Stop: 4 - 8 hours; Sleep Stop: >8 hours
 The area behind the gas station and Hardee's restaurant are frequently used as long term parking. The overflow percentage is estimated based on number of spots shown in the above table.

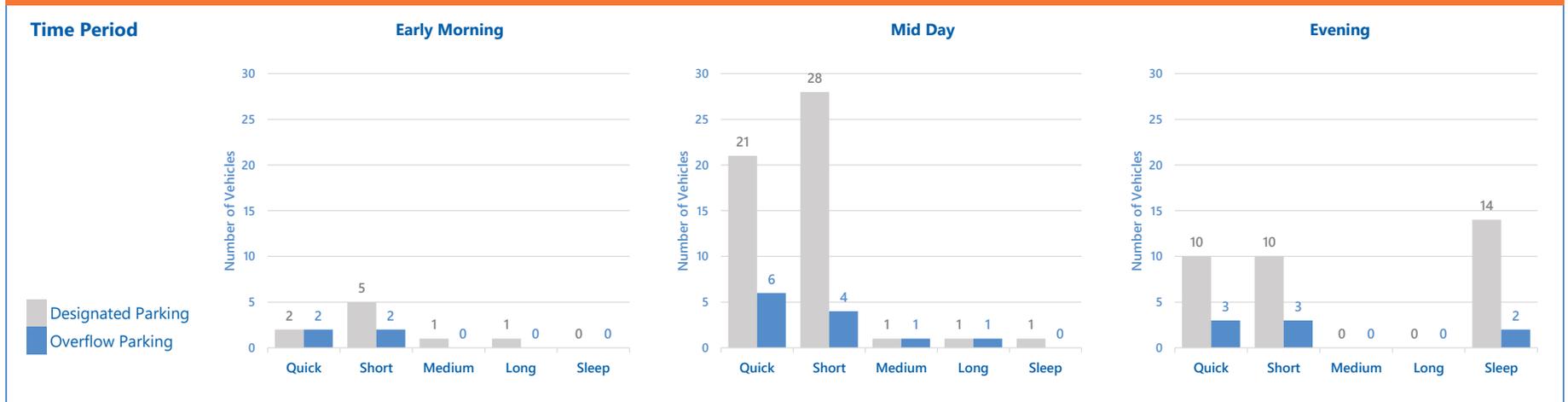
Parking Facility Summary

District:	Hampton Roads		
Total Spots Available:	5		
Range of Additional Spots Needed:	1 - 2		
Overall Priority:	Very Low		
Private Facility Priority:	Very Low		
Facility Amenities:			
Restroom	<input checked="" type="checkbox"/>	Fuel	<input checked="" type="checkbox"/>
Shower	<input type="checkbox"/>	Lighted	<input checked="" type="checkbox"/>
Wifi	<input type="checkbox"/>	Overnight Parking	<input type="checkbox"/>



Time Period	Early Morning	Mid Day	Evening	Daily
Percent Overflow Parking Activity	18%	25%	15%	17%

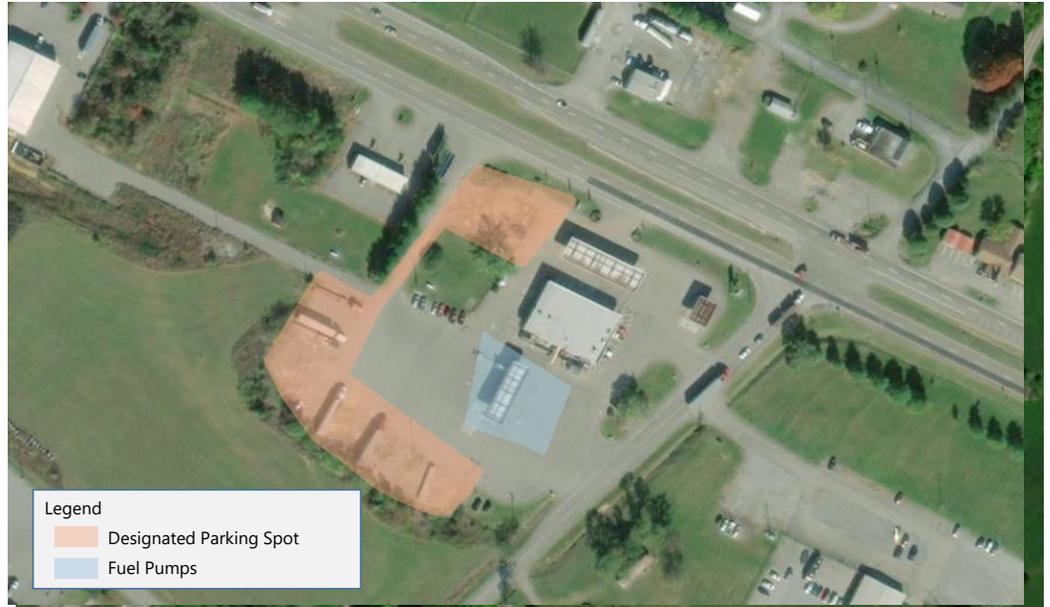
57-Day Observed Sample of Designated and Overflow Parking Activity



Notes: Time Periods: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM
 Parking Activity Category: Quick Stop: 10 min - 30 min; Short Stop: 30 min - 2 hours; Medium Stop: 2-4 hours; Long Stop: 4 - 8 hours; Sleep Stop: >8 hours

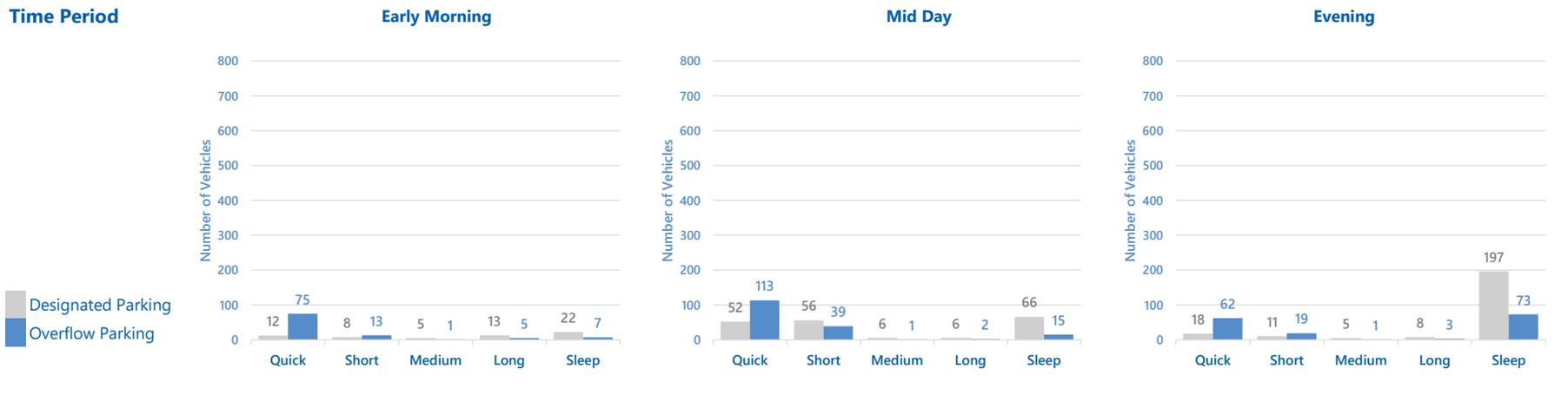
Parking Facility Summary

District:	Salem		
Total Spots Available:	20		
Range of Additional Spots Needed:	6 - 9		
Overall Priority:	Medium		
Private Facility Priority:	Medium		
Facility Amenities:			
Restroom	<input checked="" type="checkbox"/>	Fuel	<input checked="" type="checkbox"/>
Shower	<input type="checkbox"/>	Lighted	<input checked="" type="checkbox"/>
Wifi	<input type="checkbox"/>	Overnight Parking	<input checked="" type="checkbox"/>



Time Period	Early Morning	Mid Day	Evening	Daily
Percent Overflow Parking Activity	41%	29%	38%	36%

57-Day Observed Sample of Designated and Overflow Parking Activity



Notes: Time Periods: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM
 Parking Activity Category: Quick Stop: 10 min - 30 min; Short Stop: 30 min - 2 hours; Medium Stop: 2-4 hours; Long Stop: 4 - 8 hours; Sleep Stop: >8 hours

E-Z Stop #107 Exxon

Private Parking Facility US-220 Milepost 5

Private Truck Parking Facility Report Card



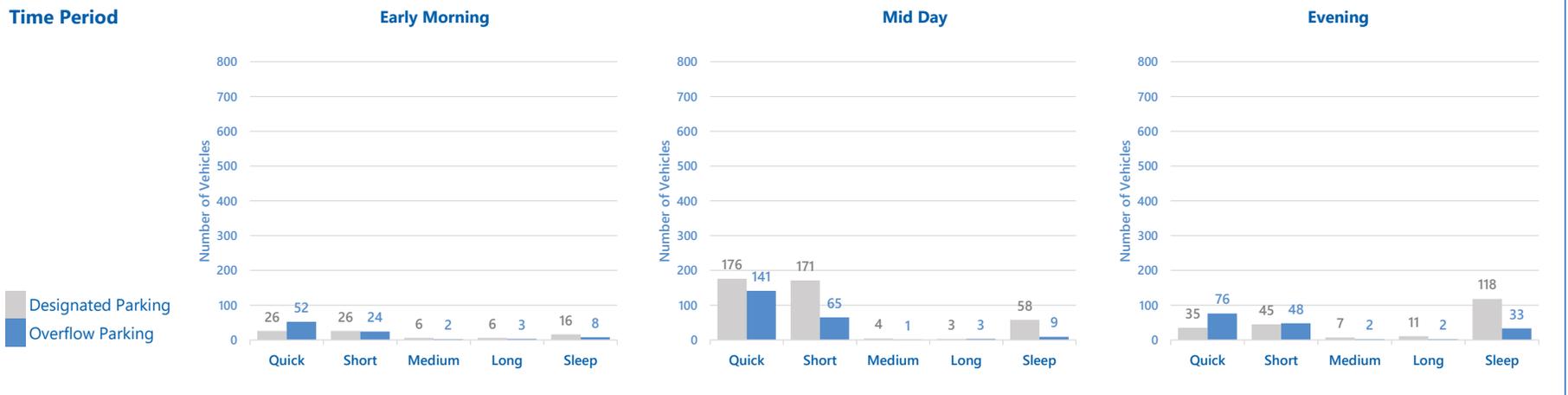
Parking Facility Summary

District:	Salem		
Total Spots Available:	40		
Range of Additional Spots Needed:	10 - 23		
Overall Priority:	Medium		
Private Facility Priority:	Medium		
Facility Amenities:			
Restroom	<input checked="" type="checkbox"/>	Fuel	<input checked="" type="checkbox"/>
Shower	<input type="checkbox"/>	Lighted	<input checked="" type="checkbox"/>
Wifi	<input type="checkbox"/>	Overnight Parking	<input type="checkbox"/>



Time Period	Early Morning	Mid Day	Evening	Daily
Percent Overflow Parking Activity	57%	24%	31%	31%

57-Day Observed Sample of Designated and Overflow Parking Activity



Notes: Time Periods: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM
 Parking Activity Category: Quick Stop: 10 min - 30 min; Short Stop: 30 min - 2 hours; Medium Stop: 2-4 hours; Long Stop: 4 - 8 hours; Sleep Stop: >8 hours

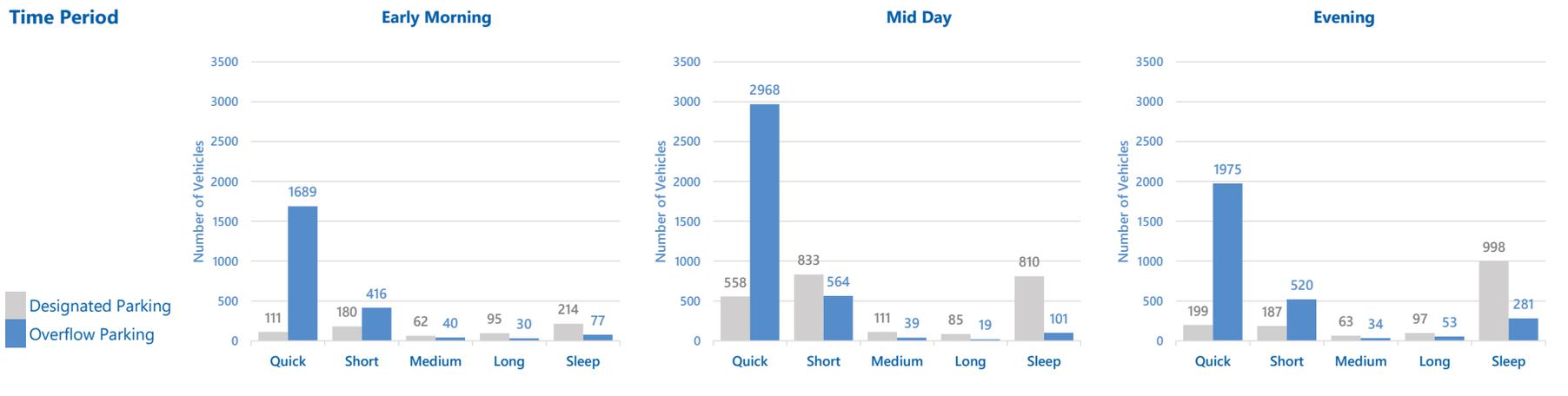
Parking Facility Summary

District:	Staunton		
Total Spots Available:	144		
Range of Additional Spots Needed:	35 - 85		
Overall Priority:	Very High		
Private Facility Priority:	Very High		
Facility Amenities:			
Restroom	<input checked="" type="checkbox"/>	Fuel	<input checked="" type="checkbox"/>
Shower	<input checked="" type="checkbox"/>	Lighted	<input checked="" type="checkbox"/>
Wifi	<input checked="" type="checkbox"/>	Overnight Parking	<input checked="" type="checkbox"/>



Time Period	Early Morning	Mid Day	Evening	Daily
Percent Overflow Parking Activity	59%	24%	37%	34%

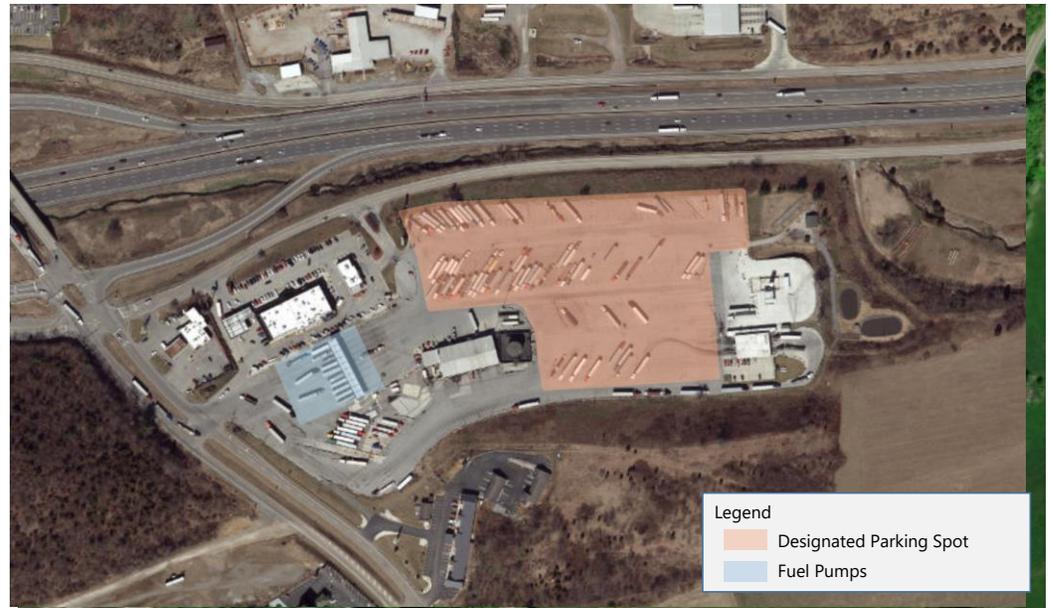
57-Day Observed Sample of Designated and Overflow Parking Activity



Notes: Time Periods: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM
 Parking Activity Category: Quick Stop: 10 min - 30 min; Short Stop: 30 min - 2 hours; Medium Stop: 2-4 hours; Long Stop: 4 - 8 hours; Sleep Stop: >8 hours

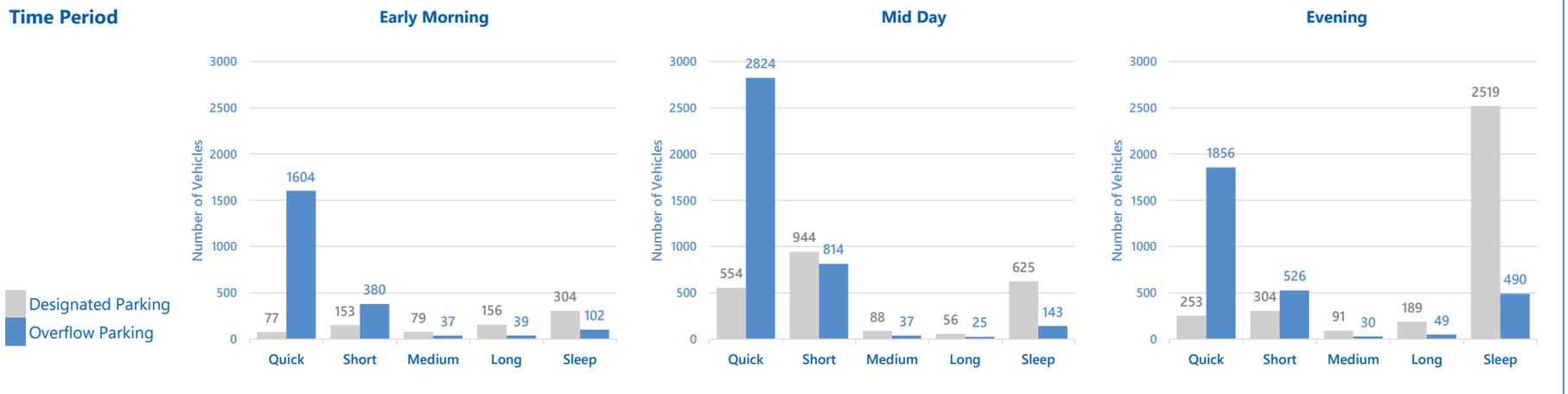
Parking Facility Summary

District:	Bristol		
Total Spots Available:	270		
Range of Additional Spots Needed:	61 - 129		
Overall Priority:	Very High		
Private Facility Priority:	Very High		
Facility Amenities:			
Restroom	<input checked="" type="checkbox"/>	Fuel	<input checked="" type="checkbox"/>
Shower	<input checked="" type="checkbox"/>	Lighted	<input checked="" type="checkbox"/>
Wifi	<input type="checkbox"/>	Overnight Parking	<input checked="" type="checkbox"/>



Time Period	Early Morning	Mid Day	Evening	Daily
Percent Overflow Parking Activity	48%	38%	23%	28%

57-Day Observed Sample of Designated and Overflow Parking Activity



Notes: Time Periods: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM
 Parking Activity Category: Quick Stop: 10 min - 30 min; Short Stop: 30 min - 2 hours; Medium Stop: 2-4 hours; Long Stop: 4 - 8 hours; Sleep Stop: >8 hours

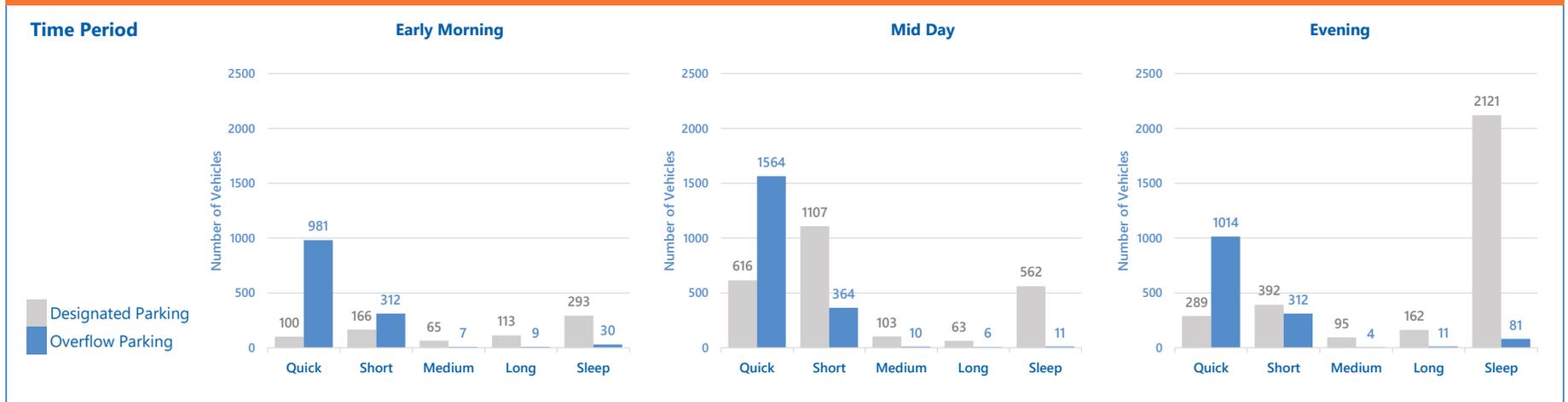
Parking Facility Summary

District:	Bristol		
Total Spots Available:	177		
Range of Additional Spots Needed:	11 - 39		
Overall Priority:	High		
Private Facility Priority:	High		
Facility Amenities:			
Restroom	<input checked="" type="checkbox"/>	Fuel	<input checked="" type="checkbox"/>
Shower	<input checked="" type="checkbox"/>	Lighted	<input checked="" type="checkbox"/>
Wifi	<input type="checkbox"/>	Overnight Parking	<input checked="" type="checkbox"/>



Time Period	Early Morning	Mid Day	Evening	Daily
Percent Overflow Parking Activity	22%	11%	6%	9%

57-Day Observed Sample of Designated and Overflow Parking Activity



Notes: Time Periods: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM
 Parking Activity Category: Quick Stop: 10 min - 30 min; Short Stop: 30 min - 2 hours; Medium Stop: 2-4 hours; Long Stop: 4 - 8 hours; Sleep Stop: >8 hours

Flying J Carmel Church SB

Private Parking Facility I-95 Milepost 105

Private Truck Parking Facility Report Card



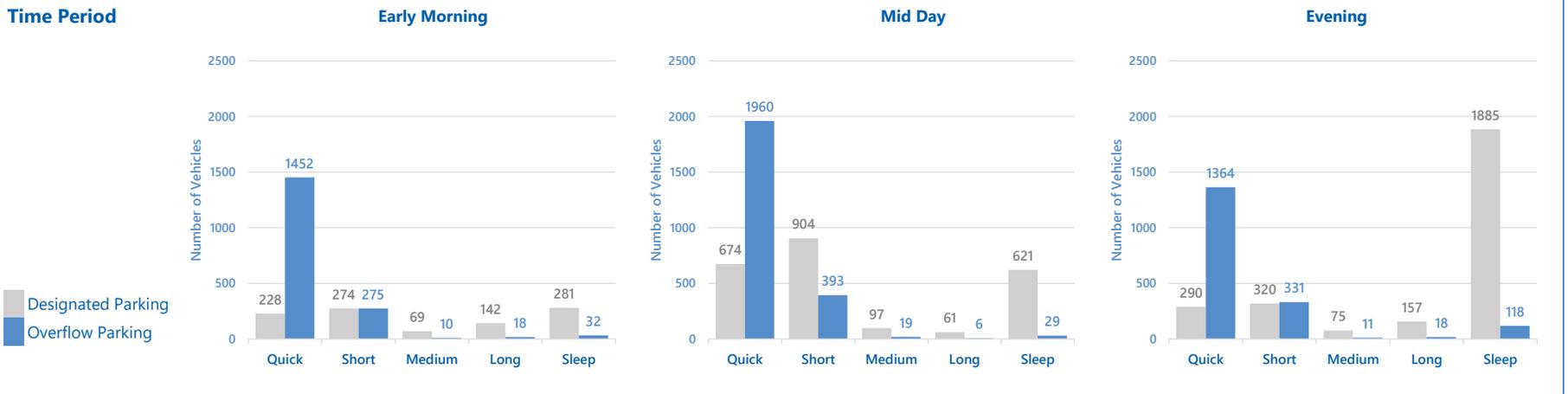
Parking Facility Summary

District:	Fredericksburg		
Total Spots Available:	239		
Range of Additional Spots Needed:	22 - 60		
Overall Priority:	Very High		
Private Facility Priority:	High		
Facility Amenities:			
Restroom	<input checked="" type="checkbox"/>	Fuel	<input checked="" type="checkbox"/>
Shower	<input checked="" type="checkbox"/>	Lighted	<input checked="" type="checkbox"/>
Wifi	<input type="checkbox"/>	Overnight Parking	<input checked="" type="checkbox"/>



Time Period	Early Morning	Mid Day	Evening	Daily
Percent Overflow Parking Activity	25%	15%	9%	12%

57-Day Observed Sample of Designated and Overflow Parking Activity



Notes: Time Periods: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM
 Parking Activity Category: Quick Stop: 10 min - 30 min; Short Stop: 30 min - 2 hours; Medium Stop: 2-4 hours; Long Stop: 4 - 8 hours; Sleep Stop: >8 hours

Flying J, Ruther Glen NB

Private Parking Facility I-95 Milepost 105

Private Truck Parking Facility Report Card



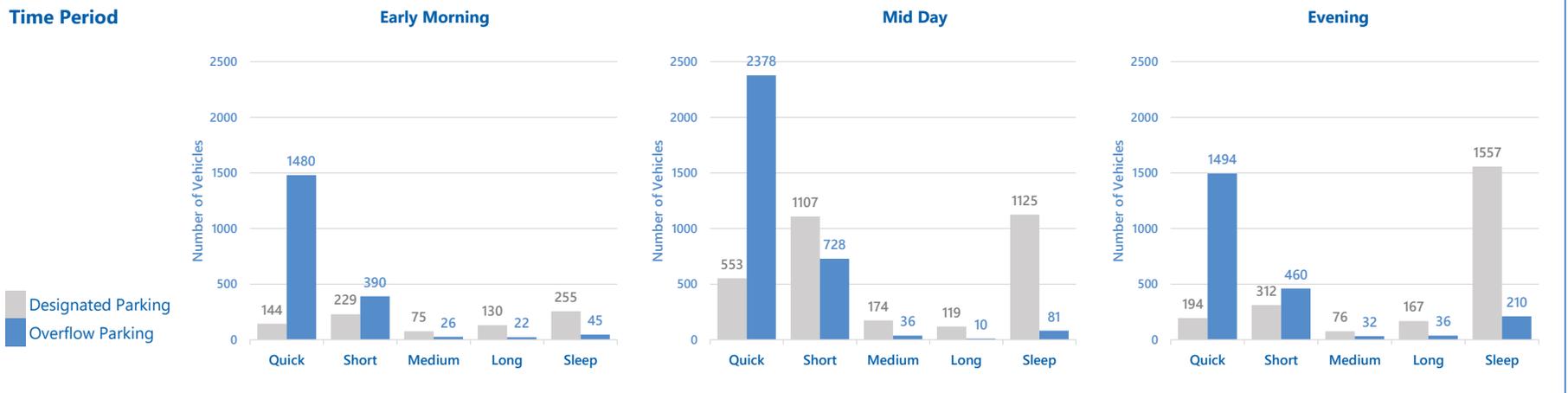
Parking Facility Summary

District:	Fredericksburg		
Total Spots Available:	250		
Range of Additional Spots Needed:	39 - 89		
Overall Priority:	Very High		
Private Facility Priority:	Very High		
Facility Amenities:			
Restroom	<input checked="" type="checkbox"/>	Fuel	<input checked="" type="checkbox"/>
Shower	<input checked="" type="checkbox"/>	Lighted	<input checked="" type="checkbox"/>
Wifi	<input checked="" type="checkbox"/>	Overnight Parking	<input checked="" type="checkbox"/>



Time Period	Early Morning	Mid Day	Evening	Daily
Percent Overflow Parking Activity	35%	15%	18%	19%

57-Day Observed Sample of Designated and Overflow Parking Activity



Notes: Time Periods: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM
 Parking Activity Category: Quick Stop: 10 min - 30 min; Short Stop: 30 min - 2 hours; Medium Stop: 2-4 hours; Long Stop: 4 - 8 hours; Sleep Stop: >8 hours

Foster Convenience

Private Parking Facility US-29 Milepost 64

Private Truck Parking Facility Report Card



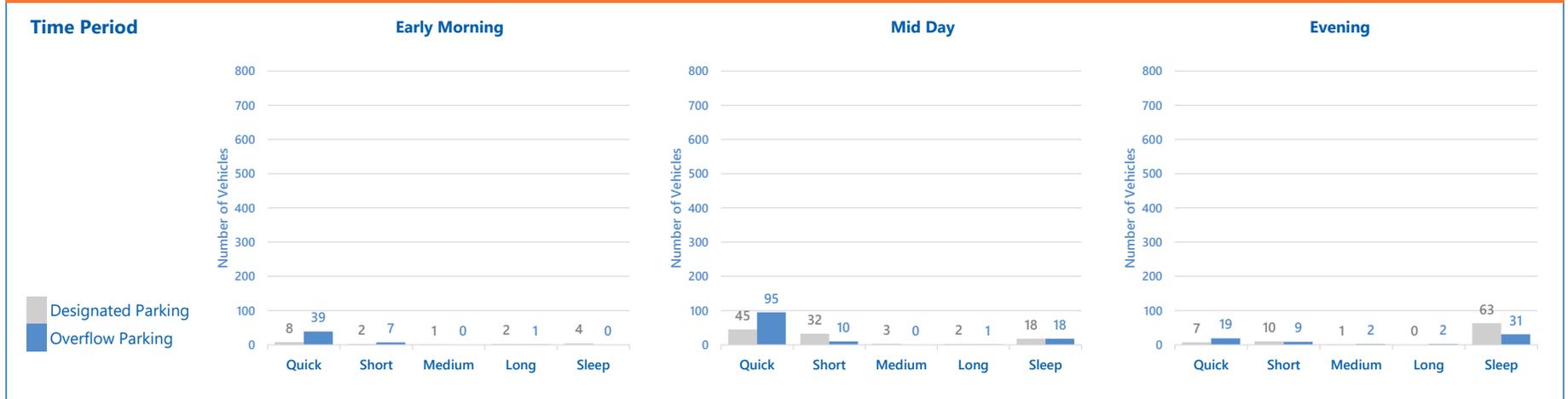
Parking Facility Summary

District:	Lynchburg		
Total Spots Available:	5		
Range of Additional Spots Needed:	2 - 5		
Overall Priority:	Low		
Private Facility Priority:	Low		
Facility Amenities:			
Restroom	<input checked="" type="checkbox"/>	Fuel	<input checked="" type="checkbox"/>
Shower	<input type="checkbox"/>	Lighted	<input checked="" type="checkbox"/>
Wifi	<input type="checkbox"/>	Overnight Parking	<input checked="" type="checkbox"/>



Time Period	Early Morning	Mid Day	Evening	Daily
Percent Overflow Parking Activity	34%	94%	52%	61%

57-Day Observed Sample of Designated and Overflow Parking Activity



Notes: Time Periods: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM
 Parking Activity Category: Quick Stop: 10 min - 30 min; Short Stop: 30 min - 2 hours; Medium Stop: 2-4 hours; Long Stop: 4 - 8 hours; Sleep Stop: >8 hours

Franks Trucking Center

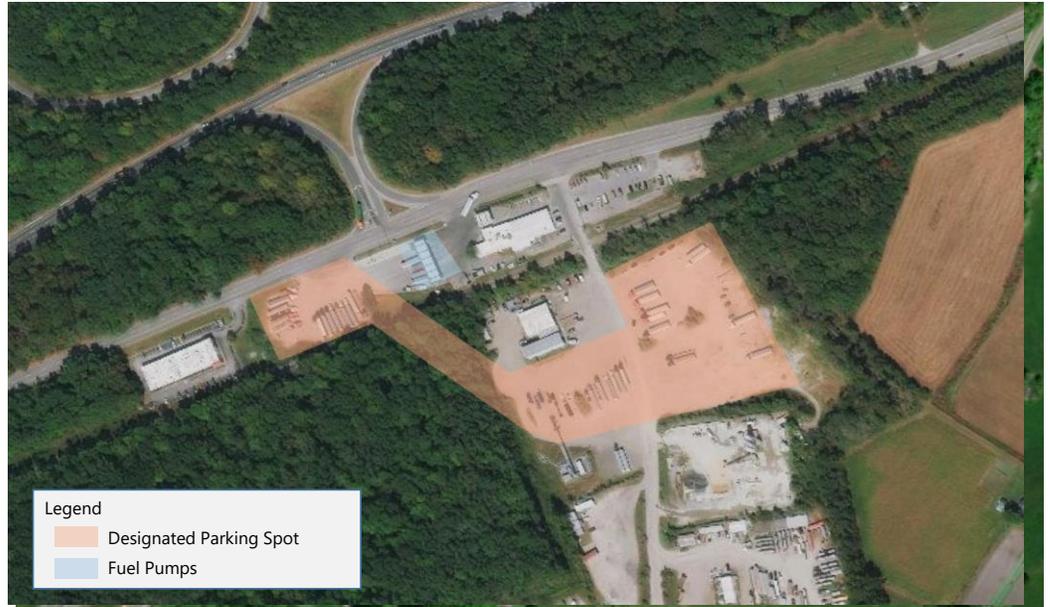
Private Parking Facility I-664 Milepost 19

Private Truck Parking Facility Report Card



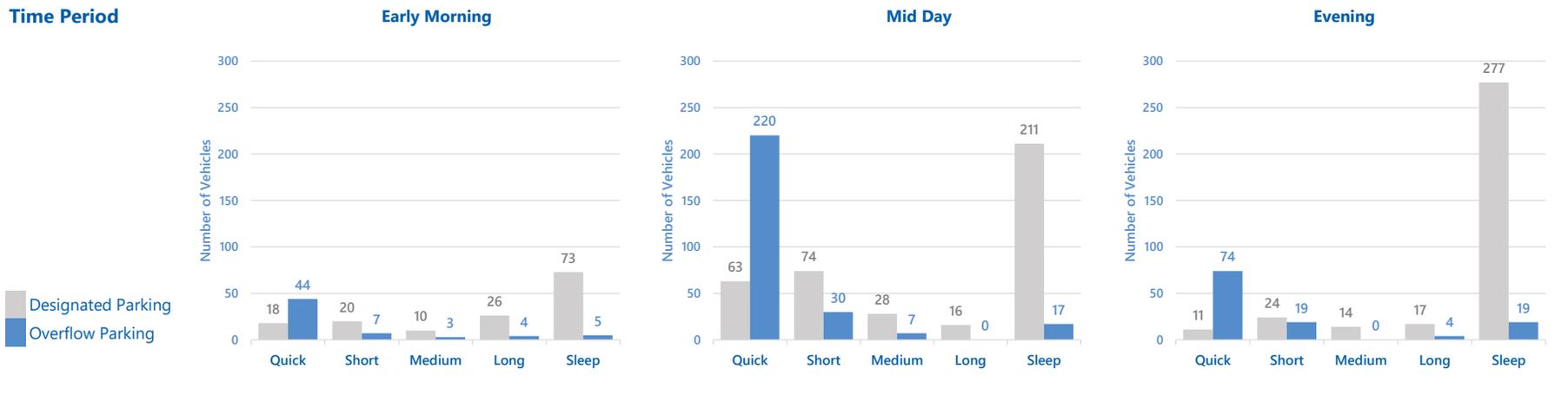
Parking Facility Summary

District:	Hampton Roads		
Total Spots Available:	100		
Range of Additional Spots Needed:	9 - 12		
Overall Priority:	Low		
Private Facility Priority:	Low		
Facility Amenities:			
Restroom	<input checked="" type="checkbox"/>	Fuel	<input checked="" type="checkbox"/>
Shower	<input checked="" type="checkbox"/>	Lighted	<input checked="" type="checkbox"/>
Wifi	<input type="checkbox"/>	Overnight Parking	<input checked="" type="checkbox"/>



Time Period	Early Morning	Mid Day	Evening	Daily
Percent Overflow Parking Activity	10%	11%	8%	10%

57-Day Observed Sample of Designated and Overflow Parking Activity



Notes: Time Periods: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM
 Parking Activity Category: Quick Stop: 10 min - 30 min; Short Stop: 30 min - 2 hours; Medium Stop: 2-4 hours; Long Stop: 4 - 8 hours; Sleep Stop: >8 hours

Goldys Truck Plaza

Private Parking Facility US-29 Milepost 249

Private Truck Parking Facility Report Card



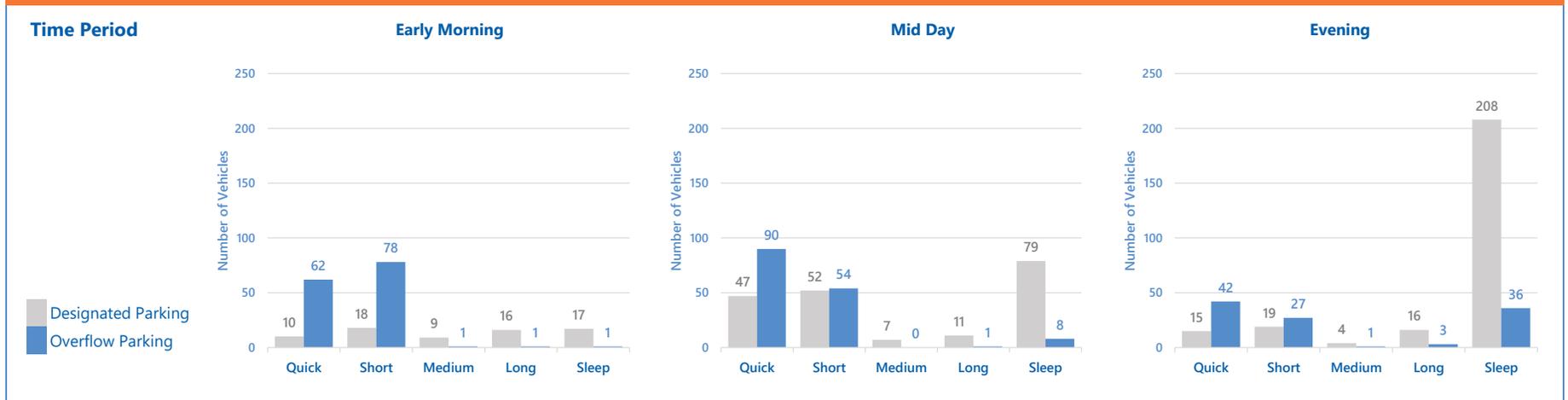
Parking Facility Summary

District:	Lynchburg		
Total Spots Available:	20		
Range of Additional Spots Needed:	4 - 7		
Overall Priority:	Low		
Private Facility Priority:	Low		
Facility Amenities:			
Restroom	<input checked="" type="checkbox"/>	Fuel	<input checked="" type="checkbox"/>
Shower	<input checked="" type="checkbox"/>	Lighted	<input checked="" type="checkbox"/>
Wifi	<input type="checkbox"/>	Overnight Parking	<input checked="" type="checkbox"/>



Time Period	Early Morning	Mid Day	Evening	Daily
Percent Overflow Parking Activity	31%	16%	19%	19%

57-Day Observed Sample of Designated and Overflow Parking Activity



Notes: Time Periods: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM
 Parking Activity Category: Quick Stop: 10 min - 30 min; Short Stop: 30 min - 2 hours; Medium Stop: 2-4 hours; Long Stop: 4 - 8 hours; Sleep Stop: >8 hours

Parking Facility Summary

District:	Staunton		
Total Spots Available:	8		
Range of Additional Spots Needed:	11 - 18		
Overall Priority:	Very Low		
Private Facility Priority:	Very Low		
Facility Amenities:			
Restroom	<input checked="" type="checkbox"/>	Fuel	<input type="checkbox"/>
Shower	<input type="checkbox"/>	Lighted	<input checked="" type="checkbox"/>
Wifi	<input type="checkbox"/>	Overnight Parking	<input type="checkbox"/>

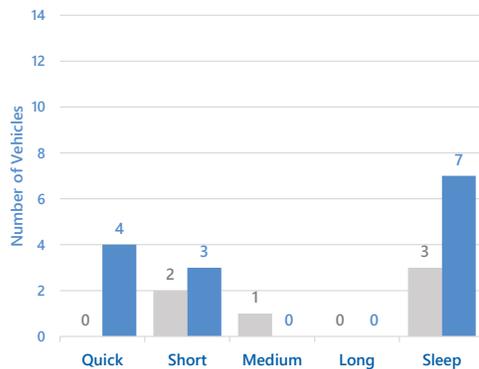


Time Period	Early Morning	Mid Day	Evening	Daily
Percent Overflow Parking Activity	219%	128%	146%	158%

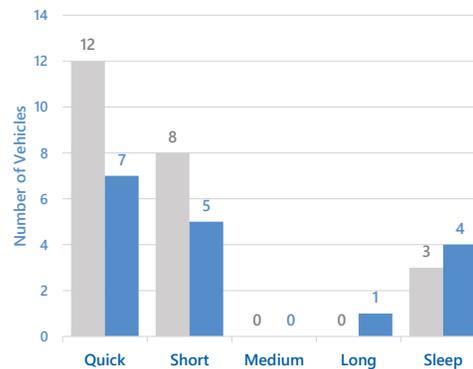
57-Day Observed Sample of Designated and Overflow Parking Activity

Time Period

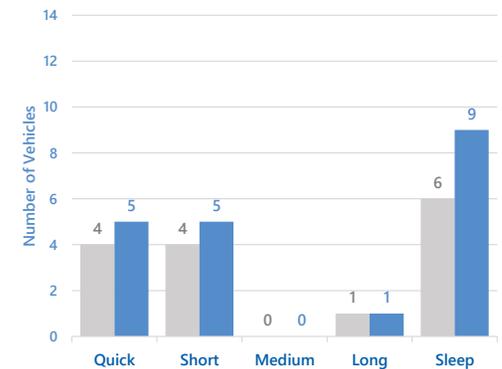
Early Morning



Mid Day



Evening



Harrisonburg Truck Stop

Private Parking Facility I-81 Milepost 244

Private Truck Parking Facility Report Card



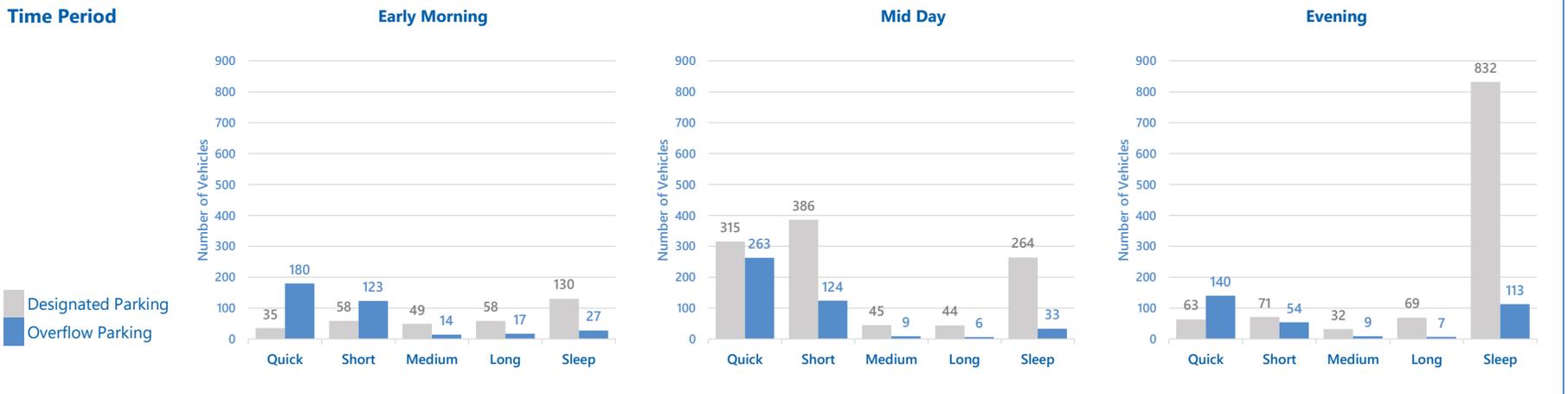
Parking Facility Summary

District:	Staunton		
Total Spots Available:	200		
Range of Additional Spots Needed:	29 - 59		
Overall Priority:	High		
Private Facility Priority:	High		
Facility Amenities:			
Restroom	<input checked="" type="checkbox"/>	Fuel	<input checked="" type="checkbox"/>
Shower	<input checked="" type="checkbox"/>	Lighted	<input checked="" type="checkbox"/>
Wifi	<input checked="" type="checkbox"/>	Overnight Parking	<input checked="" type="checkbox"/>



Time Period	Early Morning	Mid Day	Evening	Daily
Percent Overflow Parking Activity	29%	16%	14%	17%

57-Day Observed Sample of Designated and Overflow Parking Activity



Notes: Time Periods: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM
 Parking Activity Category: Quick Stop: 10 min - 30 min; Short Stop: 30 min - 2 hours; Medium Stop: 2-4 hours; Long Stop: 4 - 8 hours; Sleep Stop: >8 hours

High Point Truck Stop

Private Parking Facility I-81 Milepost 308

Private Truck Parking Facility Report Card



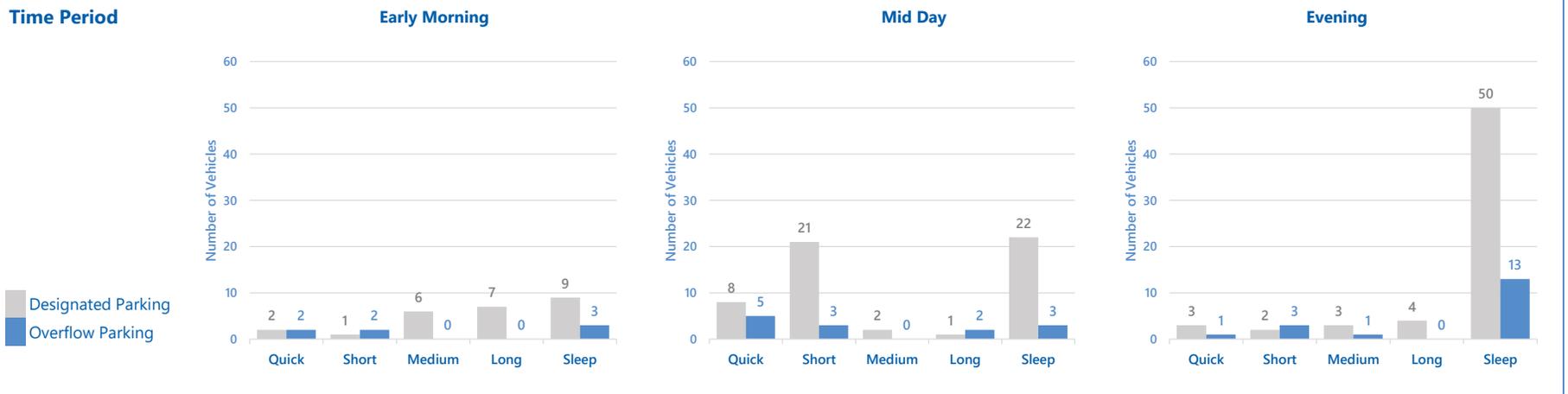
Parking Facility Summary

District:	Staunton		
Total Spots Available:	25		
Range of Additional Spots Needed:	5 - 7		
Overall Priority:	Very Low		
Private Facility Priority:	Very Low		
Facility Amenities:			
Restroom	<input checked="" type="checkbox"/>	Fuel	<input type="checkbox"/>
Shower	<input type="checkbox"/>	Lighted	<input checked="" type="checkbox"/>
Wifi	<input type="checkbox"/>	Overnight Parking	<input checked="" type="checkbox"/>



Time Period	Early Morning	Mid Day	Evening	Daily
Percent Overflow Parking Activity	24%	17%	26%	23%

57-Day Observed Sample of Designated and Overflow Parking Activity



Notes: Time Periods: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM
 Parking Activity Category: Quick Stop: 10 min - 30 min; Short Stop: 30 min - 2 hours; Medium Stop: 2-4 hours; Long Stop: 4 - 8 hours; Sleep Stop: >8 hours

I-81 Travel Plaza

Private Parking Facility I-81 Milepost 86

Private Truck Parking Facility Report Card



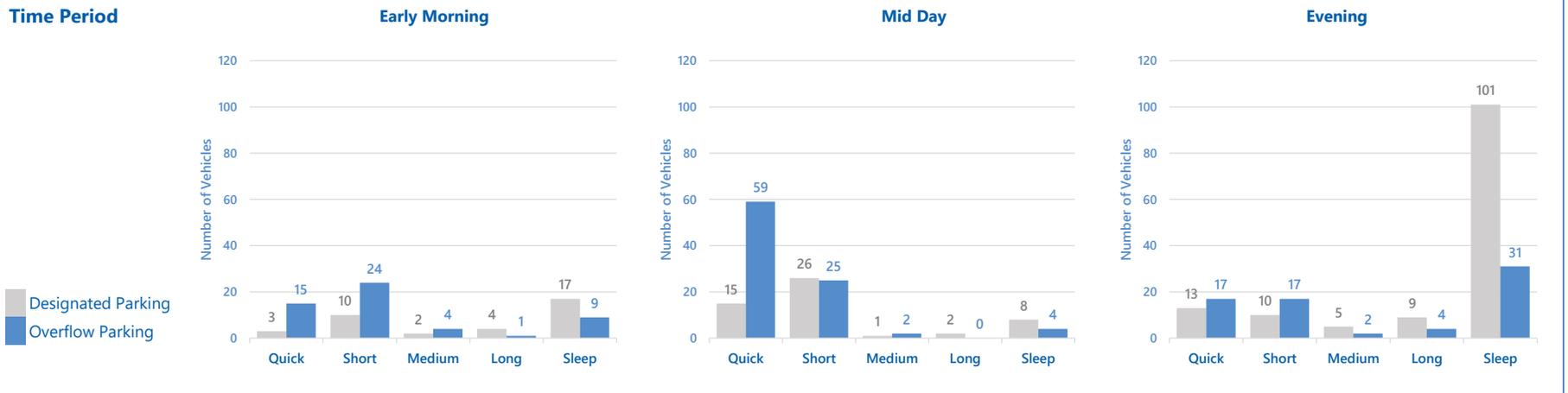
Parking Facility Summary

District:	Bristol		
Total Spots Available:	41		
Range of Additional Spots Needed:	14 - 28		
Overall Priority:	Low		
Private Facility Priority:	Low		
Facility Amenities:			
Restroom	<input checked="" type="checkbox"/>	Fuel	<input type="checkbox"/>
Shower	<input type="checkbox"/>	Lighted	<input checked="" type="checkbox"/>
Wifi	<input type="checkbox"/>	Overnight Parking	<input checked="" type="checkbox"/>



Time Period	Early Morning	Mid Day	Evening	Daily
Percent Overflow Parking Activity	62%	67%	32%	39%

57-Day Observed Sample of Designated and Overflow Parking Activity



Notes: Time Periods: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM
 Parking Activity Category: Quick Stop: 10 min - 30 min; Short Stop: 30 min - 2 hours; Medium Stop: 2-4 hours; Long Stop: 4 - 8 hours; Sleep Stop: >8 hours

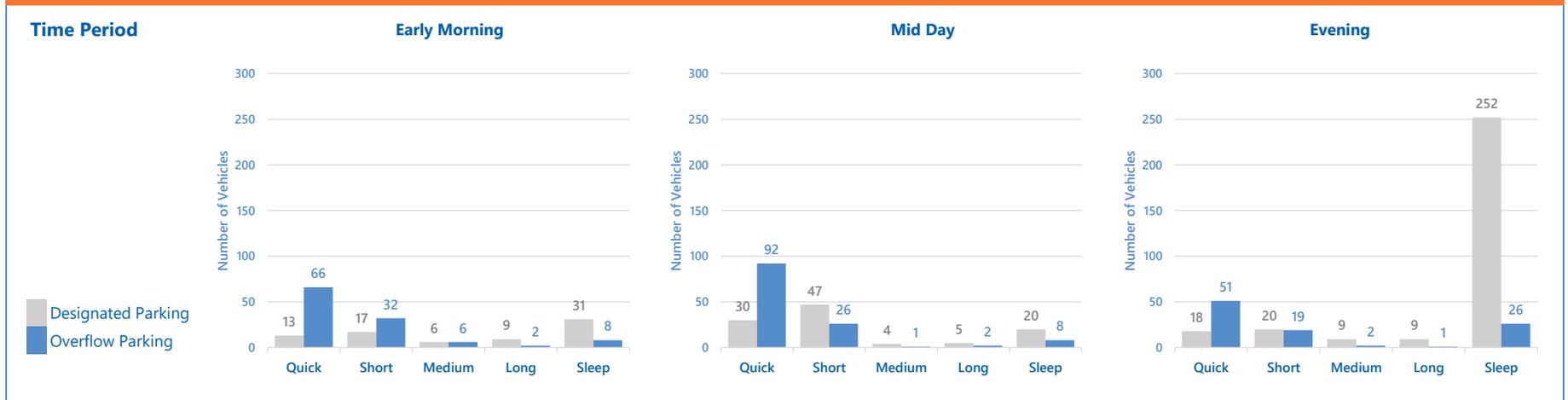
Parking Facility Summary

District:	Salem		
Total Spots Available:	9		
Range of Additional Spots Needed:	2 - 5		
Overall Priority:	Low		
Private Facility Priority:	Low		
Facility Amenities:			
Restroom	<input checked="" type="checkbox"/>	Fuel	<input checked="" type="checkbox"/>
Shower	<input type="checkbox"/>	Lighted	<input checked="" type="checkbox"/>
Wifi	<input type="checkbox"/>	Overnight Parking	<input type="checkbox"/>



Time Period	Early Morning	Mid Day	Evening	Daily
Percent Overflow Parking Activity	37%	48%	11%	17%

57-Day Observed Sample of Designated and Overflow Parking Activity



Notes: Time Periods: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM
 Parking Activity Category: Quick Stop: 10 min - 30 min; Short Stop: 30 min - 2 hours; Medium Stop: 2-4 hours; Long Stop: 4 - 8 hours; Sleep Stop: >8 hours
 The practical capacity of this facility is more than designated marked spots. There adjacent paved area is frequently used as long term parking. The overflow percentage is estimated based on number of spots.

Parking Facility Summary

District:	Bristol		
Total Spots Available:	22		
Range of Additional Spots Needed:	4 - 7		
Overall Priority:	Low		
Private Facility Priority:	Low		
Facility Amenities:			
Restroom	<input checked="" type="checkbox"/>	Fuel	<input checked="" type="checkbox"/>
Shower	<input type="checkbox"/>	Lighted	<input checked="" type="checkbox"/>
Wifi	<input type="checkbox"/>	Overnight Parking	<input checked="" type="checkbox"/>

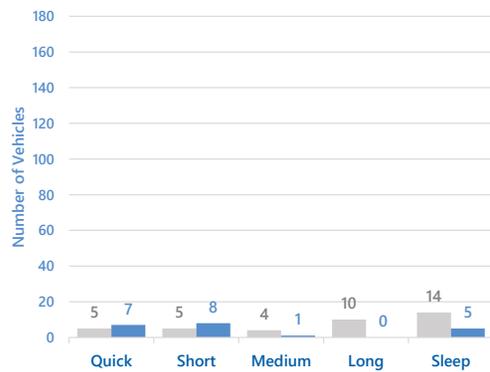


Time Period	Early Morning	Mid Day	Evening	Daily
Percent Overflow Parking Activity	31%	14%	27%	26%

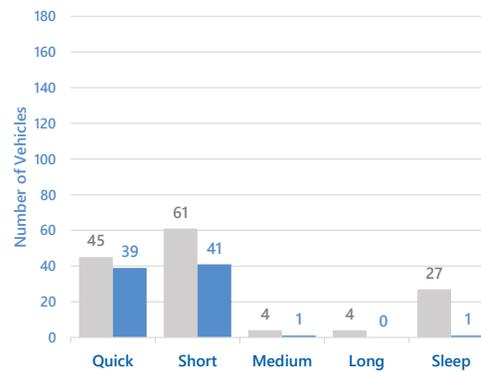
57-Day Observed Sample of Designated and Overflow Parking Activity

Time Period

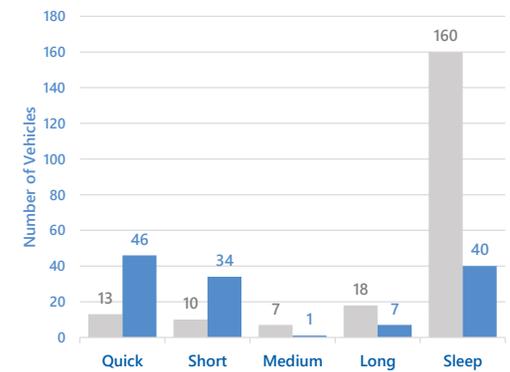
Early Morning



Mid Day



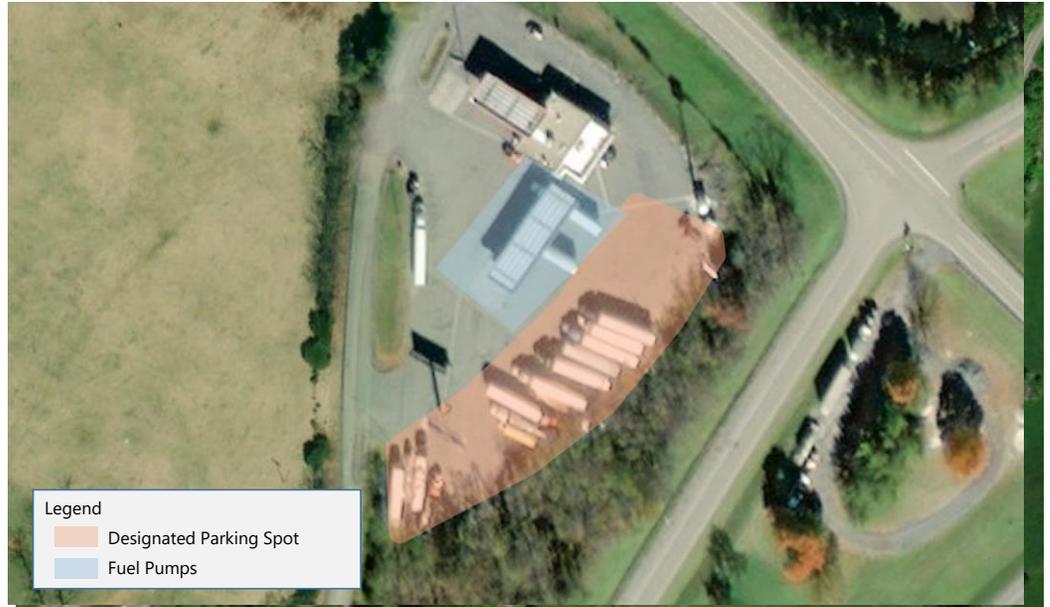
Evening



Notes: Time Periods: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM
 Parking Activity Category: Quick Stop: 10 min - 30 min; Short Stop: 30 min - 2 hours; Medium Stop: 2-4 hours; Long Stop: 4 - 8 hours; Sleep Stop: >8 hours

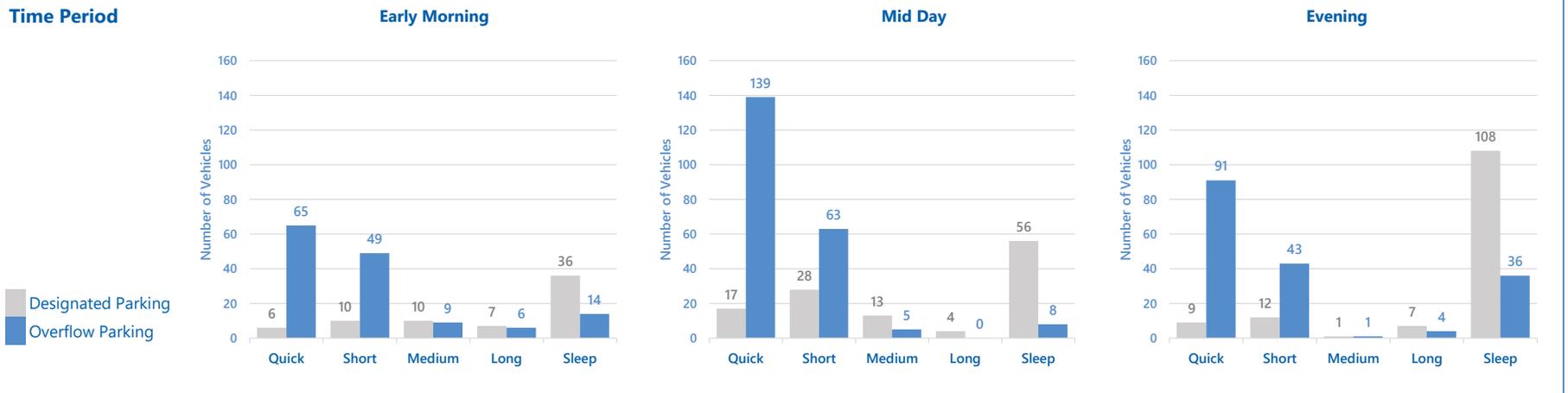
Parking Facility Summary

District:	Staunton		
Total Spots Available:	18		
Range of Additional Spots Needed:	5 - 10		
Overall Priority:	Medium		
Private Facility Priority:	Medium		
Facility Amenities:			
Restroom	<input checked="" type="checkbox"/>	Fuel	<input checked="" type="checkbox"/>
Shower	<input type="checkbox"/>	Lighted	<input checked="" type="checkbox"/>
Wifi	<input type="checkbox"/>	Overnight Parking	<input type="checkbox"/>



Time Period	Early Morning	Mid Day	Evening	Daily
Percent Overflow Parking Activity	55%	26%	38%	38%

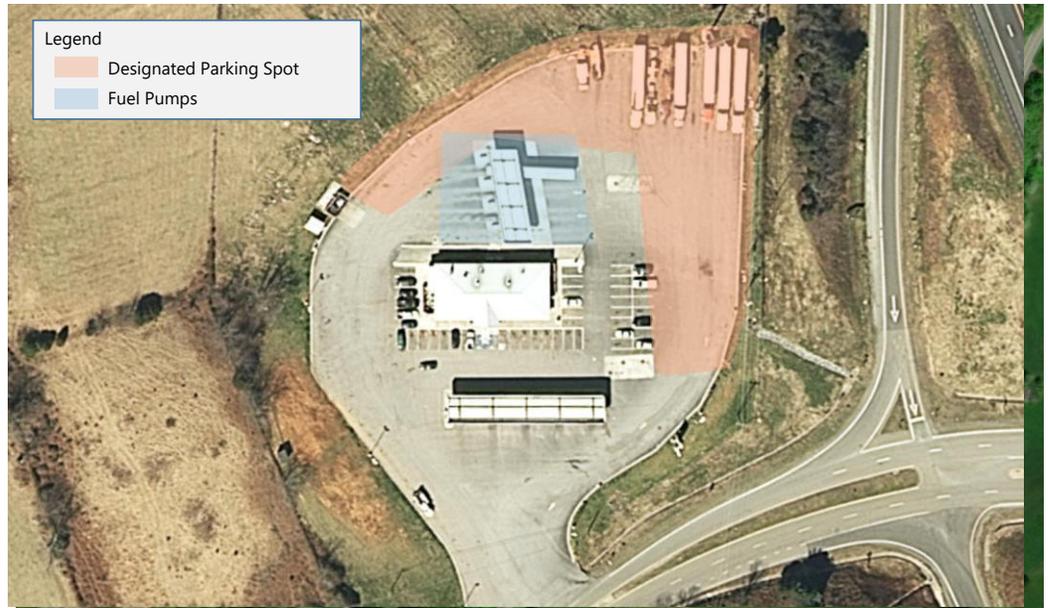
57-Day Observed Sample of Designated and Overflow Parking Activity



Notes: Time Periods: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM
 Parking Activity Category: Quick Stop: 10 min - 30 min; Short Stop: 30 min - 2 hours; Medium Stop: 2-4 hours; Long Stop: 4 - 8 hours; Sleep Stop: >8 hours

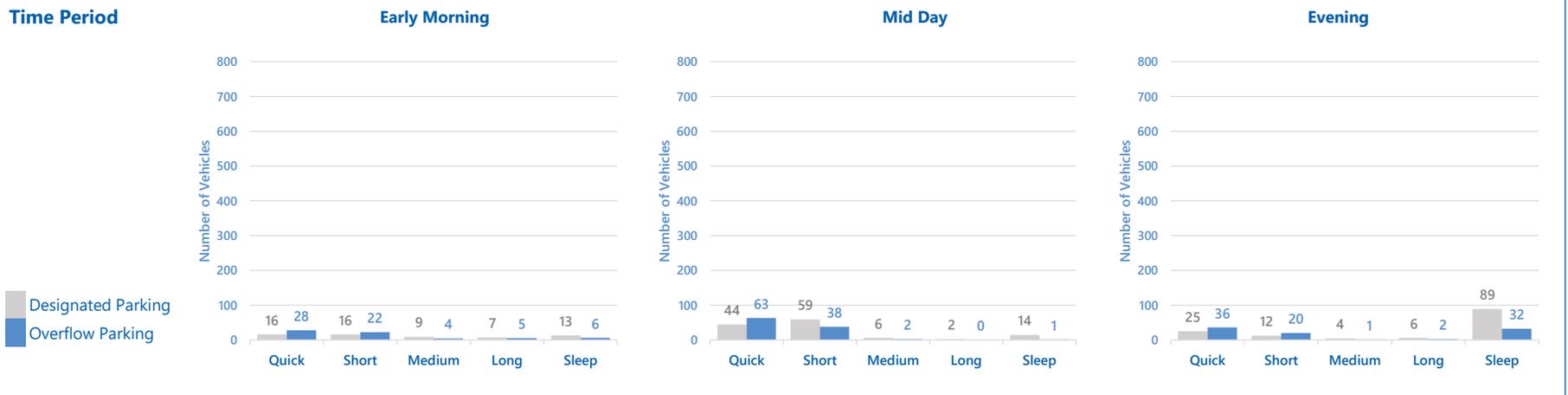
Parking Facility Summary

District:	Bristol		
Total Spots Available:	8		
Range of Additional Spots Needed:	3 - 5		
Overall Priority:	Low		
Private Facility Priority:	Low		
Facility Amenities:			
Restroom	<input checked="" type="checkbox"/>	Fuel	<input checked="" type="checkbox"/>
Shower	<input type="checkbox"/>	Lighted	<input checked="" type="checkbox"/>
Wifi	<input type="checkbox"/>	Overnight Parking	<input type="checkbox"/>



Time Period	Early Morning	Mid Day	Evening	Daily
Percent Overflow Parking Activity	58%	26%	38%	39%

57-Day Observed Sample of Designated and Overflow Parking Activity



Notes: Time Periods: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM
 Parking Activity Category: Quick Stop: 10 min - 30 min; Short Stop: 30 min - 2 hours; Medium Stop: 2-4 hours; Long Stop: 4 - 8 hours; Sleep Stop: >8 hours

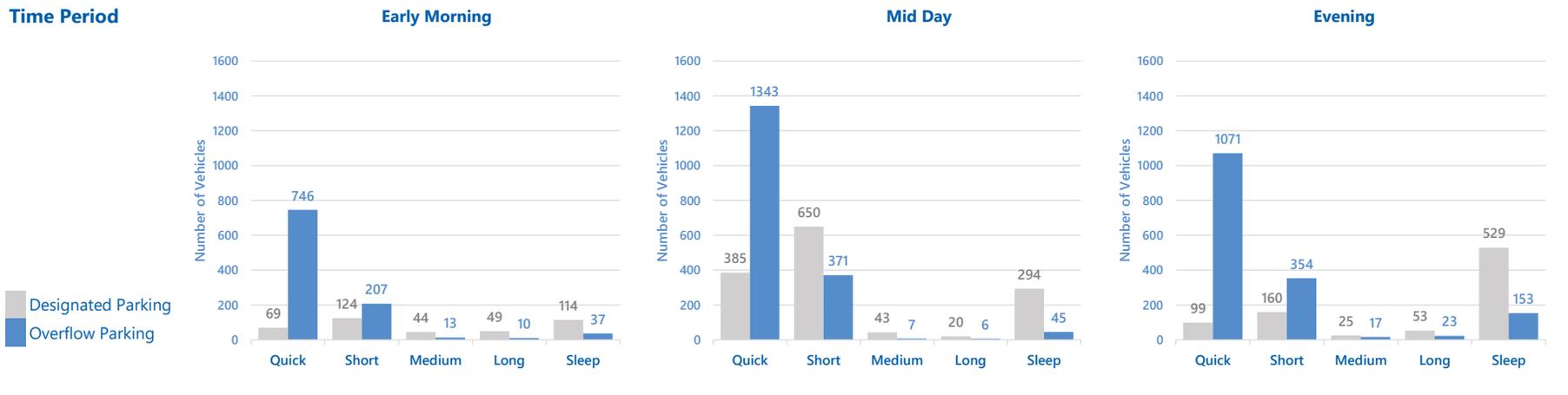
Parking Facility Summary

District:	Bristol													
Total Spots Available:	6													
Range of Additional Spots Needed:	2 - 3													
Overall Priority:	Very High													
Private Facility Priority:	Very High													
Facility Amenities:	<table border="0"> <tr> <td>Restroom</td> <td><input checked="" type="checkbox"/></td> <td>Fuel</td> <td><input checked="" type="checkbox"/></td> </tr> <tr> <td>Shower</td> <td><input type="checkbox"/></td> <td>Lighted</td> <td><input checked="" type="checkbox"/></td> </tr> <tr> <td>Wifi</td> <td><input type="checkbox"/></td> <td>Overnight Parking</td> <td><input checked="" type="checkbox"/></td> </tr> </table>		Restroom	<input checked="" type="checkbox"/>	Fuel	<input checked="" type="checkbox"/>	Shower	<input type="checkbox"/>	Lighted	<input checked="" type="checkbox"/>	Wifi	<input type="checkbox"/>	Overnight Parking	<input checked="" type="checkbox"/>
Restroom	<input checked="" type="checkbox"/>	Fuel	<input checked="" type="checkbox"/>											
Shower	<input type="checkbox"/>	Lighted	<input checked="" type="checkbox"/>											
Wifi	<input type="checkbox"/>	Overnight Parking	<input checked="" type="checkbox"/>											



Time Period	Early Morning	Mid Day	Evening	Daily
Percent Overflow Parking Activity	49%	29%	38%	36%

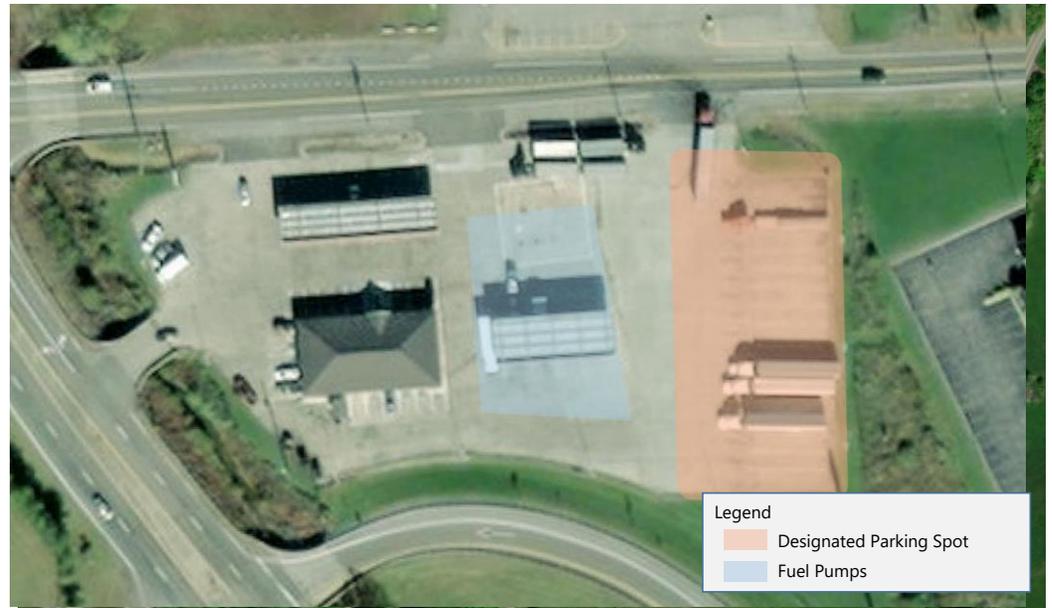
57-Day Observed Sample of Designated and Overflow Parking Activity



Notes: Time Periods: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM
 Parking Activity Category: Quick Stop: 10 min - 30 min; Short Stop: 30 min - 2 hours; Medium Stop: 2-4 hours; Long Stop: 4 - 8 hours; Sleep Stop: >8 hours
 The practical capacity of this facility is more than designated marked spots. There adjacent paved area is frequently used as long term parking. The overflow percentage is estimated based on number of spots.

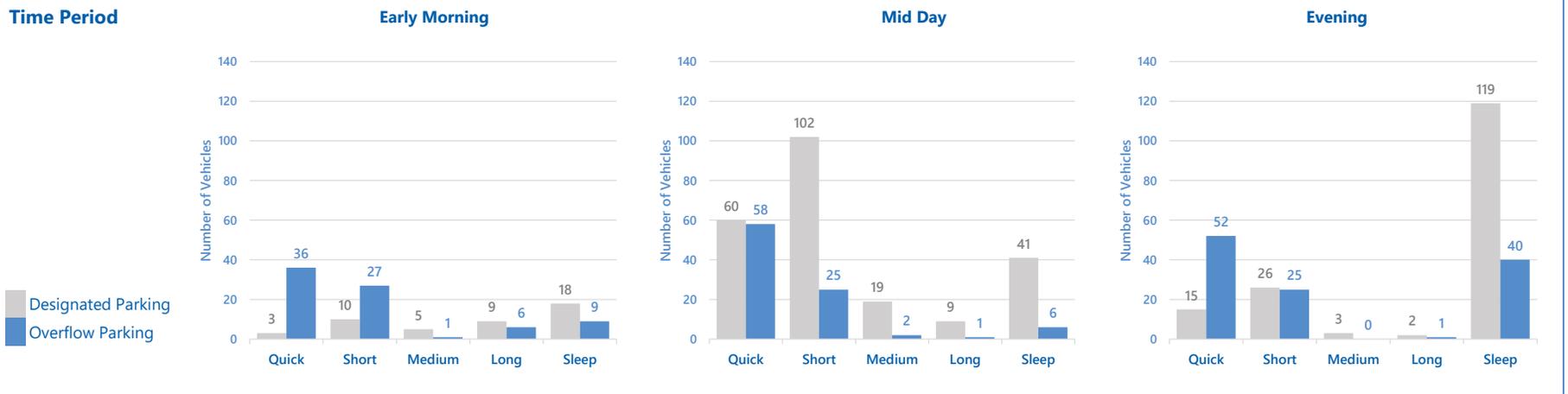
Parking Facility Summary

District:	Bristol		
Total Spots Available:	16		
Range of Additional Spots Needed:	3 - 10		
Overall Priority:	Medium		
Private Facility Priority:	Medium		
Facility Amenities:			
Restroom	<input checked="" type="checkbox"/>	Fuel	<input checked="" type="checkbox"/>
Shower	<input type="checkbox"/>	Lighted	<input checked="" type="checkbox"/>
Wifi	<input type="checkbox"/>	Overnight Parking	<input type="checkbox"/>



Time Period	Early Morning	Mid Day	Evening	Daily
Percent Overflow Parking Activity	61%	17%	35%	33%

57-Day Observed Sample of Designated and Overflow Parking Activity



Notes: Time Periods: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM
 Parking Activity Category: Quick Stop: 10 min - 30 min; Short Stop: 30 min - 2 hours; Medium Stop: 2-4 hours; Long Stop: 4 - 8 hours; Sleep Stop: >8 hours

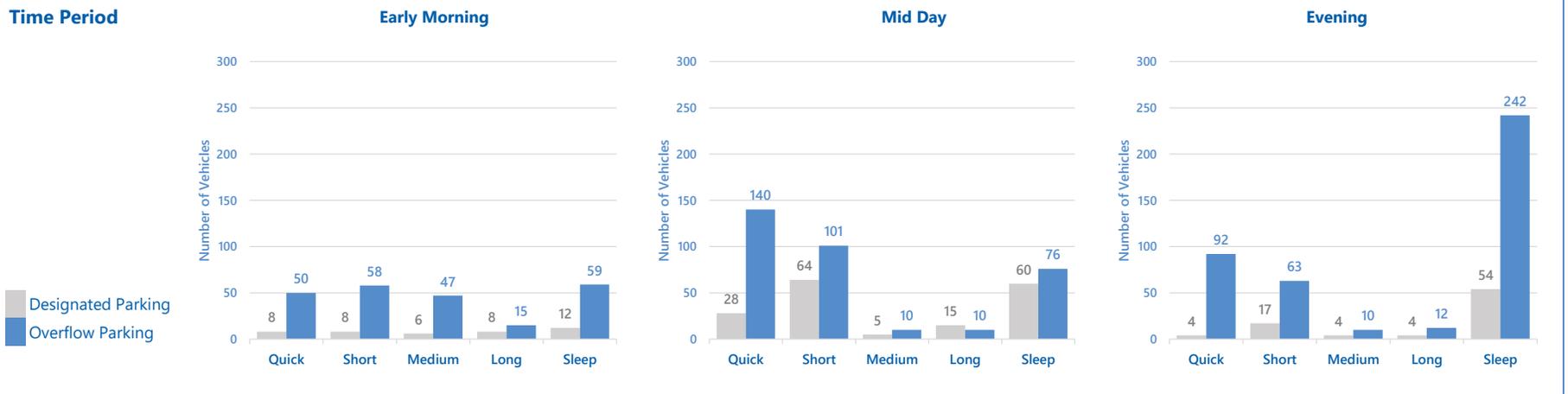
Parking Facility Summary

District:	Salem		
Total Spots Available:	6		
Range of Additional Spots Needed:	8 - 28		
Overall Priority:	Very High		
Private Facility Priority:	Very High		
Facility Amenities:			
Restroom	<input checked="" type="checkbox"/>	Fuel	<input checked="" type="checkbox"/>
Shower	<input checked="" type="checkbox"/>	Lighted	<input checked="" type="checkbox"/>
Wifi	<input type="checkbox"/>	Overnight Parking	<input checked="" type="checkbox"/>



Time Period	Early Morning	Mid Day	Evening	Daily
Percent Overflow Parking Activity	463%	128%	443%	291%

57-Day Observed Sample of Designated and Overflow Parking Activity



Kangaroo Express 3478

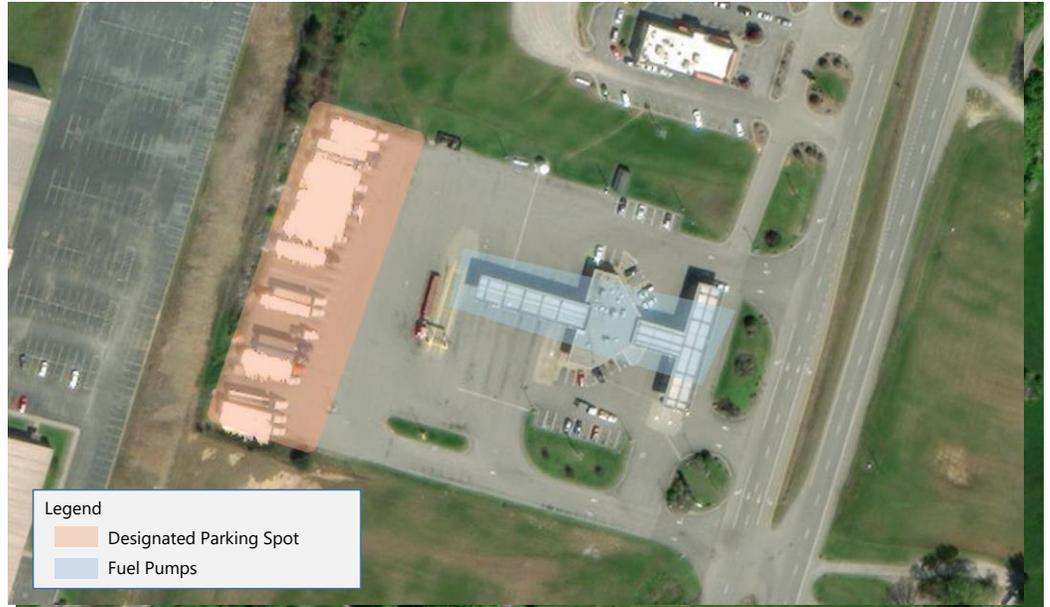
Private Parking Facility US-29 Milepost 18

Private Truck Parking Facility Report Card



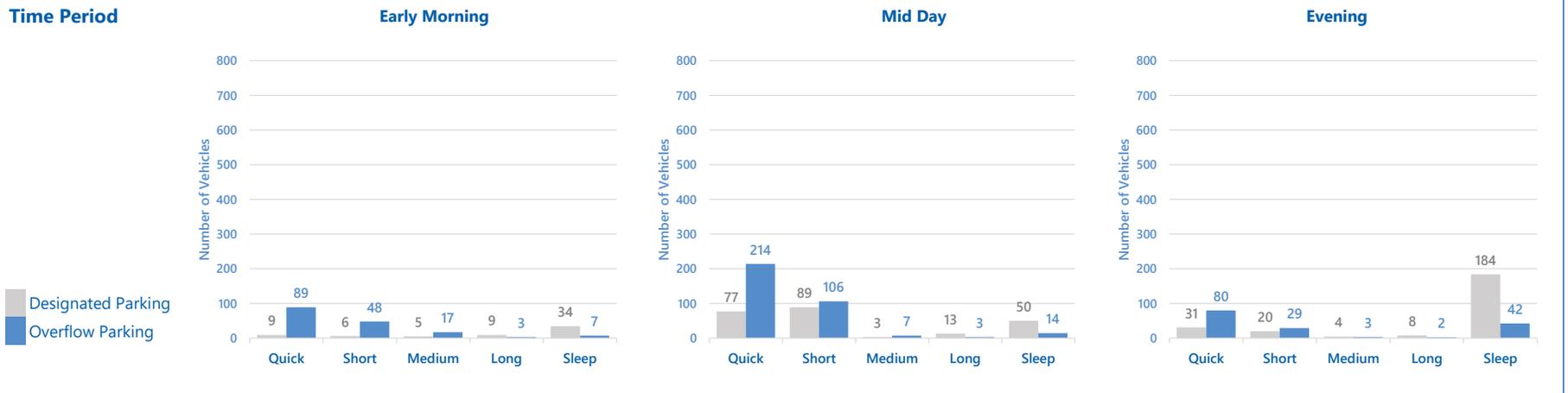
Parking Facility Summary

District:	Lynchburg		
Total Spots Available:	30		
Range of Additional Spots Needed:	8 - 14		
Overall Priority:	Medium		
Private Facility Priority:	Medium		
Facility Amenities:			
Restroom	<input checked="" type="checkbox"/>	Fuel	<input checked="" type="checkbox"/>
Shower	<input type="checkbox"/>	Lighted	<input checked="" type="checkbox"/>
Wifi	<input type="checkbox"/>	Overnight Parking	<input checked="" type="checkbox"/>



Time Period	Early Morning	Mid Day	Evening	Daily
Percent Overflow Parking Activity	43%	45%	25%	32%

57-Day Observed Sample of Designated and Overflow Parking Activity



Notes: Time Periods: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM
 Parking Activity Category: Quick Stop: 10 min - 30 min; Short Stop: 30 min - 2 hours; Medium Stop: 2-4 hours; Long Stop: 4 - 8 hours; Sleep Stop: >8 hours

Kangaroo Express - Wytheville

Private Parking Facility I-81 Milepost 78

Private Truck Parking Facility Report Card



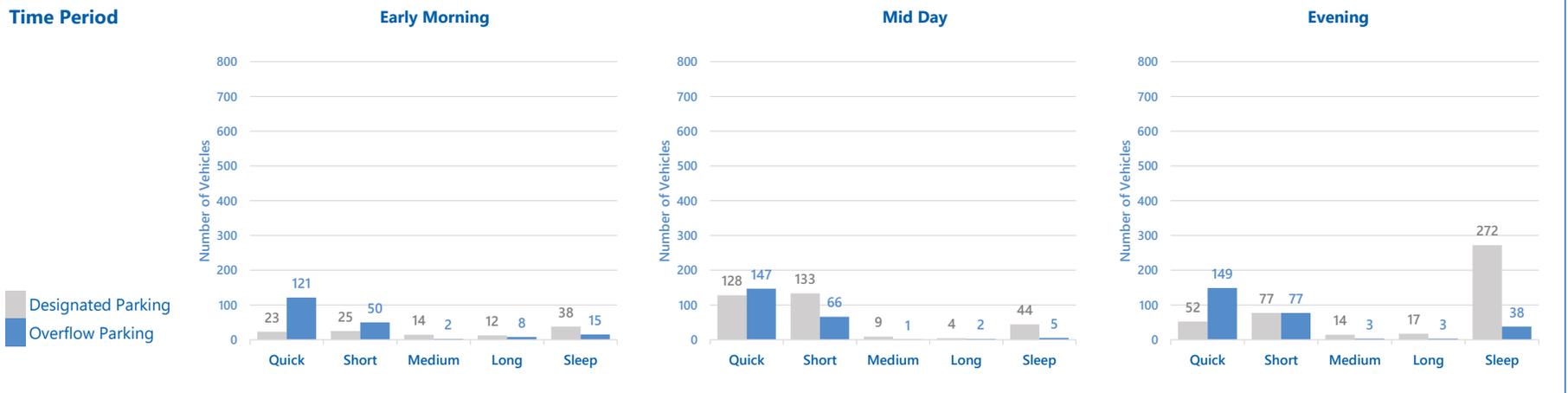
Parking Facility Summary

District:	Bristol		
Total Spots Available:	25		
Range of Additional Spots Needed:	5 - 13		
Overall Priority:	Medium		
Private Facility Priority:	Medium		
Facility Amenities:			
Restroom	<input checked="" type="checkbox"/>	Fuel	<input checked="" type="checkbox"/>
Shower	<input checked="" type="checkbox"/>	Lighted	<input checked="" type="checkbox"/>
Wifi	<input type="checkbox"/>	Overnight Parking	<input type="checkbox"/>



Time Period	Early Morning	Mid Day	Evening	Daily
Percent Overflow Parking Activity	52%	23%	17%	22%

57-Day Observed Sample of Designated and Overflow Parking Activity



Notes: Time Periods: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM
 Parking Activity Category: Quick Stop: 10 min - 30 min; Short Stop: 30 min - 2 hours; Medium Stop: 2-4 hours; Long Stop: 4 - 8 hours; Sleep Stop: >8 hours

Kangaroo Express

Private Parking Facility I-77 Milepost 53

Private Truck Parking Facility Report Card



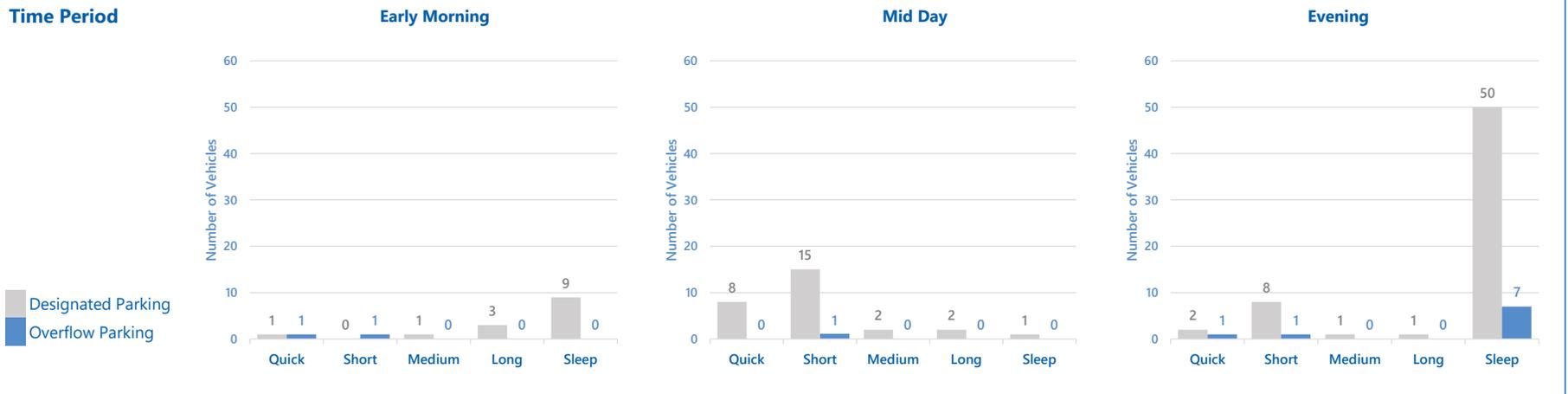
Parking Facility Summary

District:	Bristol		
Total Spots Available:	8		
Range of Additional Spots Needed:	1 - 2		
Overall Priority:	Very Low		
Private Facility Priority:	Very Low		
Facility Amenities:			
Restroom	<input checked="" type="checkbox"/>	Fuel	<input type="checkbox"/>
Shower	<input type="checkbox"/>	Lighted	<input checked="" type="checkbox"/>
Wifi	<input type="checkbox"/>	Overnight Parking	<input type="checkbox"/>



Time Period	Early Morning	Mid Day	Evening	Daily
Percent Overflow Parking Activity	1%	2%	14%	11%

57-Day Observed Sample of Designated and Overflow Parking Activity



Notes: Time Periods: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM
 Parking Activity Category: Quick Stop: 10 min - 30 min; Short Stop: 30 min - 2 hours; Medium Stop: 2-4 hours; Long Stop: 4 - 8 hours; Sleep Stop: >8 hours

Kangaroo Express - Max Meadows

Private Parking Facility I-81 Milepost 80

Private Truck Parking Facility Report Card



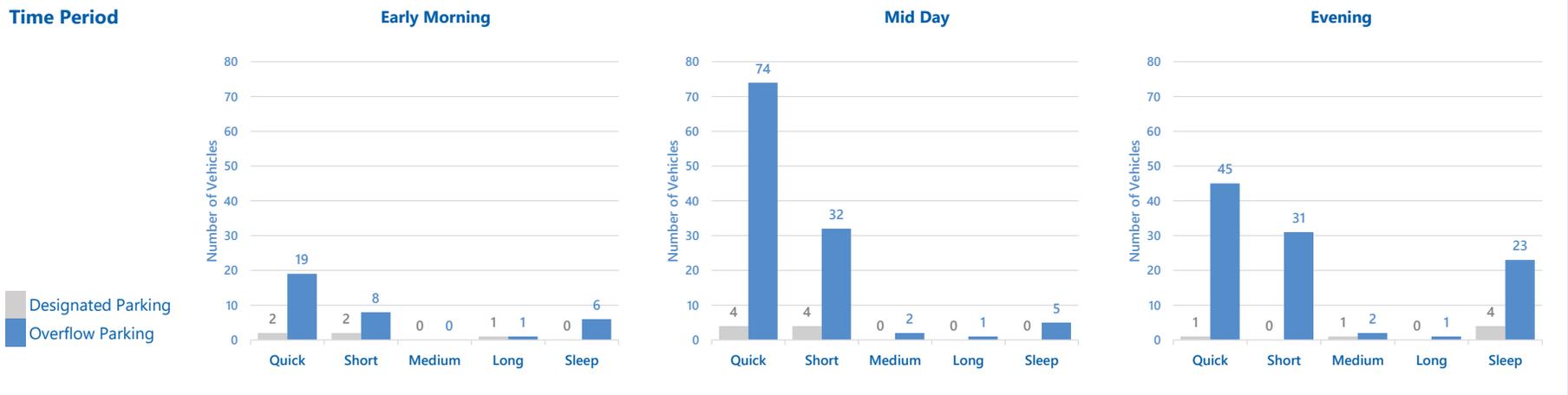
Parking Facility Summary

District:	Bristol			
Total Spots Available:	2			
Range of Additional Spots Needed:	-			
Overall Priority:	Low			
Private Facility Priority:	Low			
Facility Amenities:	Restroom	<input checked="" type="checkbox"/>	Fuel	<input type="checkbox"/>
	Shower	<input checked="" type="checkbox"/>	Lighted	<input checked="" type="checkbox"/>
	Wifi	<input type="checkbox"/>	Overnight Parking	<input type="checkbox"/>



Time Period	Early Morning	Mid Day	Evening	Daily
Percent Overflow Parking Activity	-	-	-	-

57-Day Observed Sample of Designated and Overflow Parking Activity



Notes: Time Periods: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM
 Parking Activity Category: Quick Stop: 10 min - 30 min; Short Stop: 30 min - 2 hours; Medium Stop: 2-4 hours; Long Stop: 4 - 8 hours; Sleep Stop: >8 hours
 This facility was under maintenance at the time of data collection. The area in front of the McDonalds restaurant east of Max Meadow Rd was used as long term truck parking.

Lancer Travel Plaza

Private Parking Facility I-81 Milepost 102

Private Truck Parking Facility Report Card



Parking Facility Summary

District:	Salem	
Total Spots Available:	85	
Range of Additional Spots Needed:	18 - 34	
Overall Priority:	High	
Private Facility Priority:	High	
Facility Amenities:	Restroom <input checked="" type="checkbox"/> Fuel <input checked="" type="checkbox"/> Shower <input type="checkbox"/> Lighted <input checked="" type="checkbox"/> Wifi <input type="checkbox"/> Overnight Parking <input checked="" type="checkbox"/>	

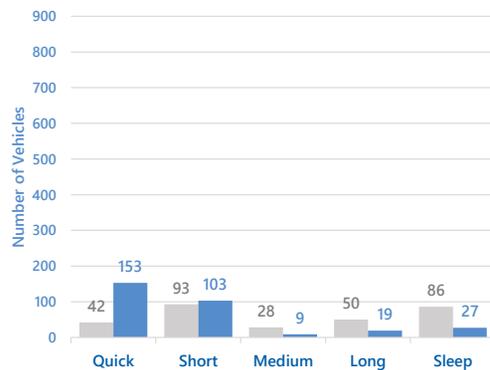


Time Period	Early Morning	Mid Day	Evening	Daily
Percent Overflow Parking Activity	40%	22%	20%	23%

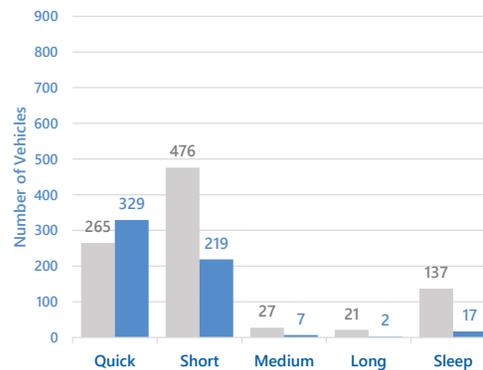
57-Day Observed Sample of Designated and Overflow Parking Activity

Time Period

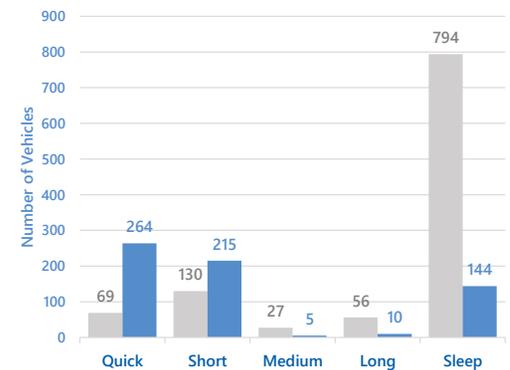
Early Morning



Mid Day



Evening



Notes: Time Periods: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM
 Parking Activity Category: Quick Stop: 10 min - 30 min; Short Stop: 30 min - 2 hours; Medium Stop: 2-4 hours; Long Stop: 4 - 8 hours; Sleep Stop: >8 hours

Lankford Truck Plaza

Private Parking Facility US-13 Milepost 78

Private Truck Parking Facility Report Card



Parking Facility Summary

District:	Hampton Roads													
Total Spots Available:	15													
Range of Additional Spots Needed:	4 - 6													
Overall Priority:	Very Low													
Private Facility Priority:	Very Low													
Facility Amenities:	<table border="0"> <tr> <td>Restroom</td> <td><input checked="" type="checkbox"/></td> <td>Fuel</td> <td><input checked="" type="checkbox"/></td> </tr> <tr> <td>Shower</td> <td><input checked="" type="checkbox"/></td> <td>Lighted</td> <td><input checked="" type="checkbox"/></td> </tr> <tr> <td>Wifi</td> <td><input type="checkbox"/></td> <td>Overnight Parking</td> <td><input checked="" type="checkbox"/></td> </tr> </table>		Restroom	<input checked="" type="checkbox"/>	Fuel	<input checked="" type="checkbox"/>	Shower	<input checked="" type="checkbox"/>	Lighted	<input checked="" type="checkbox"/>	Wifi	<input type="checkbox"/>	Overnight Parking	<input checked="" type="checkbox"/>
Restroom	<input checked="" type="checkbox"/>	Fuel	<input checked="" type="checkbox"/>											
Shower	<input checked="" type="checkbox"/>	Lighted	<input checked="" type="checkbox"/>											
Wifi	<input type="checkbox"/>	Overnight Parking	<input checked="" type="checkbox"/>											

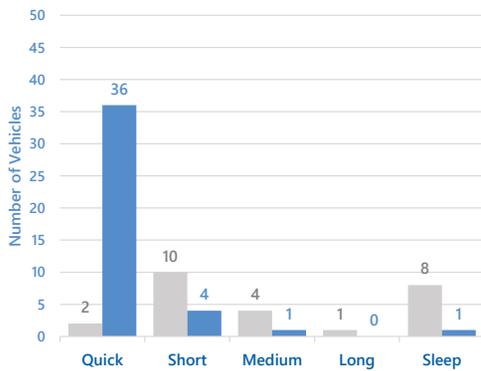


Time Period	Early Morning	Mid Day	Evening	Daily
Percent Overflow Parking Activity	23%	36%	21%	24%

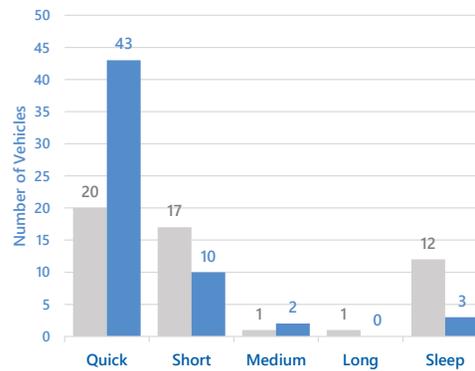
57-Day Observed Sample of Designated and Overflow Parking Activity

Time Period

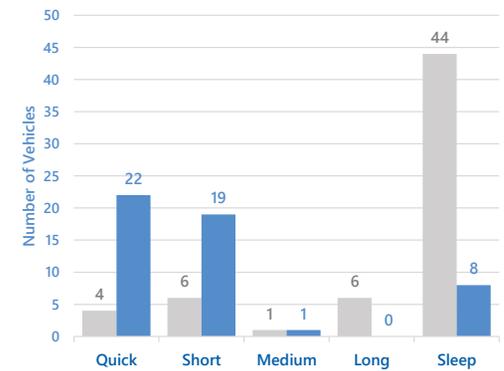
Early Morning



Mid Day



Evening



Notes: Time Periods: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM
 Parking Activity Category: Quick Stop: 10 min - 30 min; Short Stop: 30 min - 2 hours; Medium Stop: 2-4 hours; Long Stop: 4 - 8 hours; Sleep Stop: >8 hours

Lee Hi Travel Plaza

Private Parking Facility US-11 Milepost 208

Private Truck Parking Facility Report Card



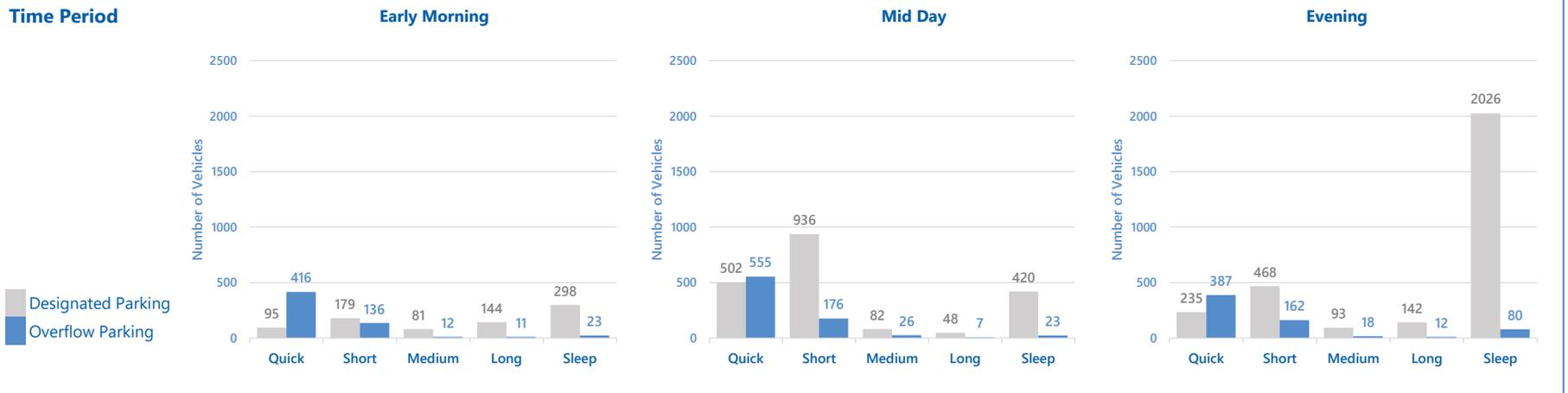
Parking Facility Summary

District:	Staunton		
Total Spots Available:	330		
Range of Additional Spots Needed:	17 - 42		
Overall Priority:	High		
Private Facility Priority:	High		
Facility Amenities:			
Restroom	<input checked="" type="checkbox"/>	Fuel	<input checked="" type="checkbox"/>
Shower	<input checked="" type="checkbox"/>	Lighted	<input checked="" type="checkbox"/>
Wifi	<input type="checkbox"/>	Overnight Parking	<input checked="" type="checkbox"/>



Time Period	Early Morning	Mid Day	Evening	Daily
Percent Overflow Parking Activity	13%	11%	5%	7%

57-Day Observed Sample of Designated and Overflow Parking Activity



Notes: Time Periods: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM
 Parking Activity Category: Quick Stop: 10 min - 30 min; Short Stop: 30 min - 2 hours; Medium Stop: 2-4 hours; Long Stop: 4 - 8 hours; Sleep Stop: >8 hours

Love's Lambsburg

Private Parking Facility I-77 Milepost 1

Private Truck Parking Facility Report Card



Parking Facility Summary

District:	Salem													
Total Spots Available:	90													
Range of Additional Spots Needed:	17 - 39													
Overall Priority:	Very High													
Private Facility Priority:	Very High													
Facility Amenities:	<table border="0"> <tr> <td>Restroom</td> <td><input checked="" type="checkbox"/></td> <td>Fuel</td> <td><input checked="" type="checkbox"/></td> </tr> <tr> <td>Shower</td> <td><input checked="" type="checkbox"/></td> <td>Lighted</td> <td><input checked="" type="checkbox"/></td> </tr> <tr> <td>Wifi</td> <td><input type="checkbox"/></td> <td>Overnight Parking</td> <td><input checked="" type="checkbox"/></td> </tr> </table>		Restroom	<input checked="" type="checkbox"/>	Fuel	<input checked="" type="checkbox"/>	Shower	<input checked="" type="checkbox"/>	Lighted	<input checked="" type="checkbox"/>	Wifi	<input type="checkbox"/>	Overnight Parking	<input checked="" type="checkbox"/>
Restroom	<input checked="" type="checkbox"/>	Fuel	<input checked="" type="checkbox"/>											
Shower	<input checked="" type="checkbox"/>	Lighted	<input checked="" type="checkbox"/>											
Wifi	<input type="checkbox"/>	Overnight Parking	<input checked="" type="checkbox"/>											

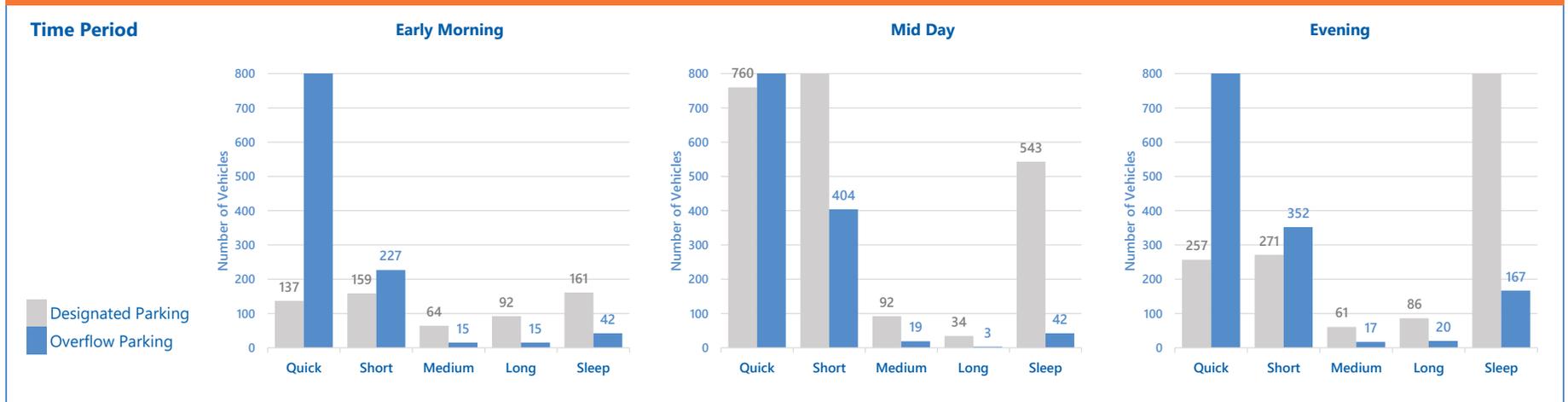


Legend

- Designated Parking Spot
- Fuel Pumps

Time Period	Early Morning	Mid Day	Evening	Daily
Percent Overflow Parking Activity	43%	19%	21%	23%

57-Day Observed Sample of Designated and Overflow Parking Activity



Notes: Time Periods: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM
 Parking Activity Category: Quick Stop: 10 min - 30 min; Short Stop: 30 min - 2 hours; Medium Stop: 2-4 hours; Long Stop: 4 - 8 hours; Sleep Stop: >8 hours

Love's Max Meadows

Private Parking Facility I-81 Milepost 84

Private Truck Parking Facility Report Card



Parking Facility Summary

District:	Bristol		
Total Spots Available:	140		
Range of Additional Spots Needed:	20 - 42		
Overall Priority:	Very High		
Private Facility Priority:	Very High		
Facility Amenities:			
Restroom	<input checked="" type="checkbox"/>	Fuel	<input checked="" type="checkbox"/>
Shower	<input checked="" type="checkbox"/>	Lighted	<input checked="" type="checkbox"/>
Wifi	<input checked="" type="checkbox"/>	Overnight Parking	<input checked="" type="checkbox"/>

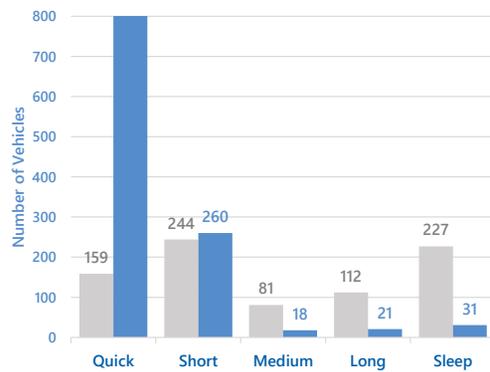


Time Period	Early Morning	Mid Day	Evening	Daily
Percent Overflow Parking Activity	30%	18%	14%	17%

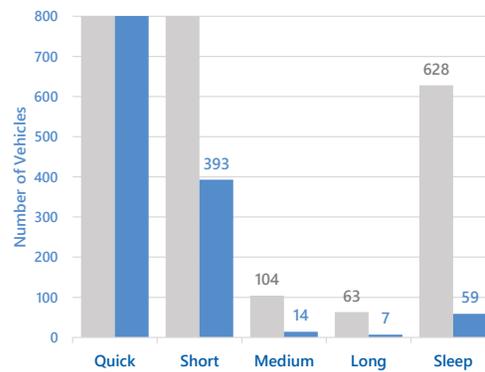
57-Day Observed Sample of Designated and Overflow Parking Activity

Time Period

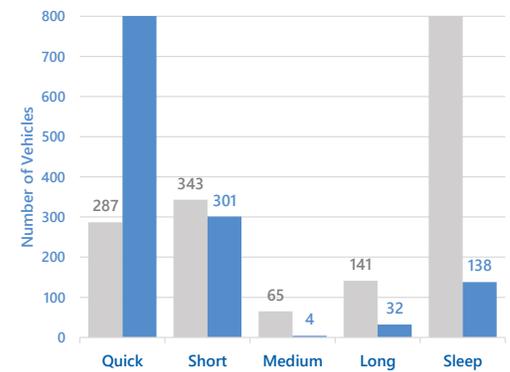
Early Morning



Mid Day



Evening



Notes: Time Periods: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM
 Parking Activity Category: Quick Stop: 10 min - 30 min; Short Stop: 30 min - 2 hours; Medium Stop: 2-4 hours; Long Stop: 4 - 8 hours; Sleep Stop: >8 hours

Love's Providence Forge

Private Parking Facility I-64 Milepost 211

Private Truck Parking Facility Report Card



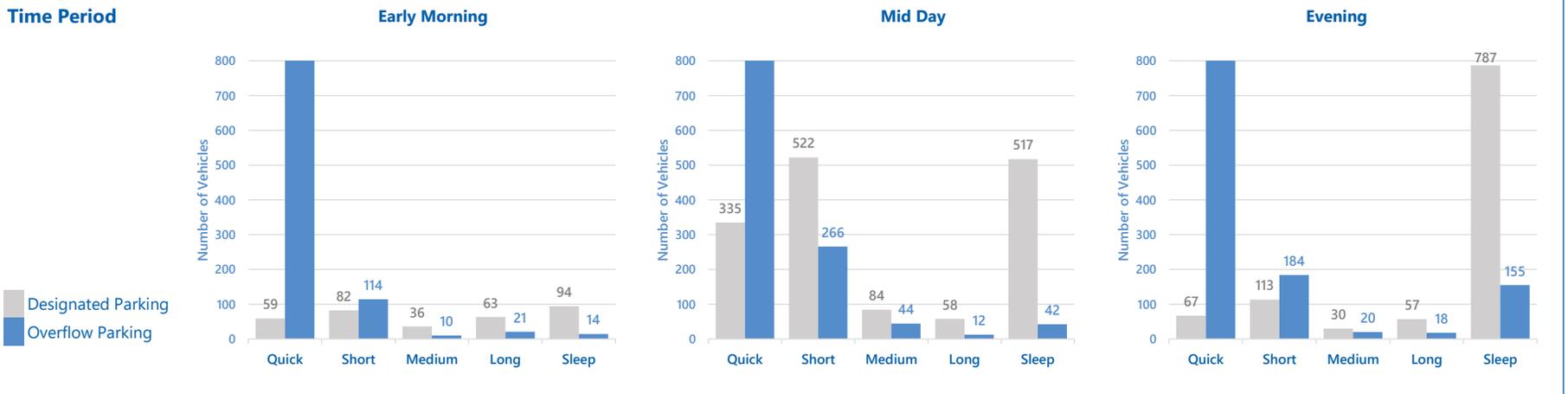
Parking Facility Summary

District:	Richmond	
Total Spots Available:	85	
Range of Additional Spots Needed:	16 - 33	
Overall Priority:	Very High	
Private Facility Priority:	Very High	
Facility Amenities:	Restroom <input checked="" type="checkbox"/> Fuel <input checked="" type="checkbox"/> Shower <input checked="" type="checkbox"/> Lighted <input checked="" type="checkbox"/> Wifi <input checked="" type="checkbox"/> Overnight Parking <input checked="" type="checkbox"/>	



Time Period	Early Morning	Mid Day	Evening	Daily
Percent Overflow Parking Activity	39%	18%	24%	23%

57-Day Observed Sample of Designated and Overflow Parking Activity



Notes: Time Periods: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM
 Parking Activity Category: Quick Stop: 10 min - 30 min; Short Stop: 30 min - 2 hours; Medium Stop: 2-4 hours; Long Stop: 4 - 8 hours; Sleep Stop: >8 hours

Love's Ruther Glen

Private Parking Facility I-95 Milepost 105

Private Truck Parking Facility Report Card



Parking Facility Summary

District:	Fredericksburg		
Total Spots Available:	60		
Range of Additional Spots Needed:	23 - 47		
Overall Priority:	Very High		
Private Facility Priority:	High		
Facility Amenities:			
Restroom	<input checked="" type="checkbox"/>	Fuel	<input checked="" type="checkbox"/>
Shower	<input checked="" type="checkbox"/>	Lighted	<input checked="" type="checkbox"/>
Wifi	<input type="checkbox"/>	Overnight Parking	<input checked="" type="checkbox"/>

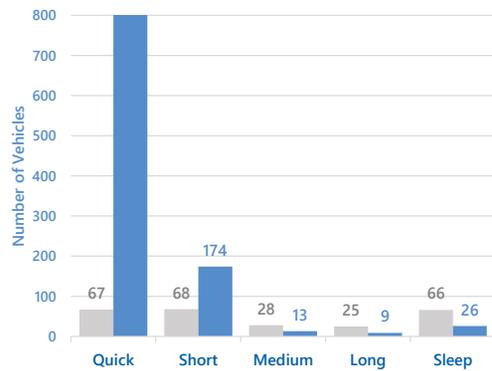


Time Period	Early Morning	Mid Day	Evening	Daily
Percent Overflow Parking Activity	78%	38%	44%	45%

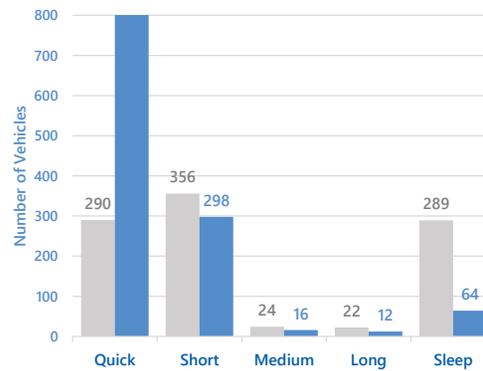
57-Day Observed Sample of Designated and Overflow Parking Activity

Time Period

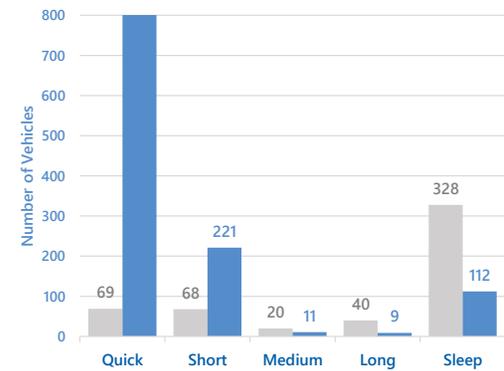
Early Morning



Mid Day



Evening



Notes: Time Periods: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM
 Parking Activity Category: Quick Stop: 10 min - 30 min; Short Stop: 30 min - 2 hours; Medium Stop: 2-4 hours; Long Stop: 4 - 8 hours; Sleep Stop: >8 hours

Love's Skippers

Private Parking Facility I-95 Milepost 4

Private Truck Parking Facility Report Card



Parking Facility Summary

District:	Hampton Roads		
Total Spots Available:	70		
Range of Additional Spots Needed:	10 - 35		
Overall Priority:	High		
Private Facility Priority:	High		
Facility Amenities:			
Restroom	<input checked="" type="checkbox"/>	Fuel	<input checked="" type="checkbox"/>
Shower	<input checked="" type="checkbox"/>	Lighted	<input checked="" type="checkbox"/>
Wifi	<input type="checkbox"/>	Overnight Parking	<input checked="" type="checkbox"/>



Time Period	Early Morning	Mid Day	Evening	Daily
Percent Overflow Parking Activity	49%	34%	14%	24%

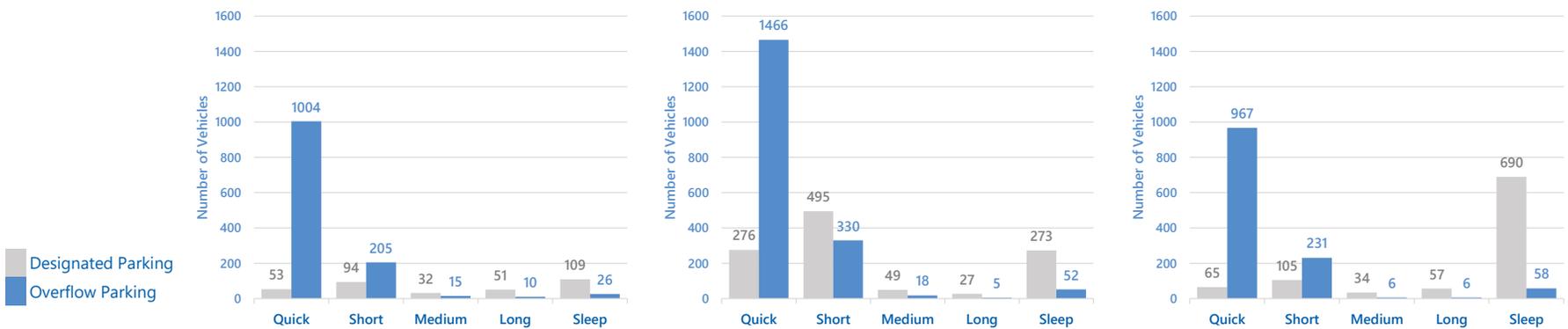
57-Day Observed Sample of Designated and Overflow Parking Activity

Time Period

Early Morning

Mid Day

Evening



Notes: Time Periods: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM
 Parking Activity Category: Quick Stop: 10 min - 30 min; Short Stop: 30 min - 2 hours; Medium Stop: 2-4 hours; Long Stop: 4 - 8 hours; Sleep Stop: >8 hours

Love's Toms Brook

Private Parking Facility I-81 Milepost 292

Private Truck Parking Facility Report Card



Parking Facility Summary

District:	Staunton		
Total Spots Available:	100		
Range of Additional Spots Needed:	21 - 45		
Overall Priority:	Very High		
Private Facility Priority:	Very High		
Facility Amenities:			
Restroom	<input checked="" type="checkbox"/>	Fuel	<input checked="" type="checkbox"/>
Shower	<input checked="" type="checkbox"/>	Lighted	<input checked="" type="checkbox"/>
Wifi	<input checked="" type="checkbox"/>	Overnight Parking	<input checked="" type="checkbox"/>

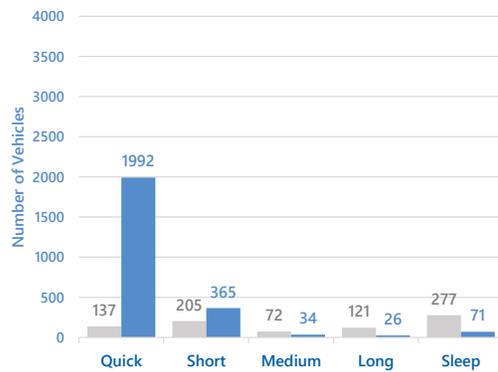


Time Period	Early Morning	Mid Day	Evening	Daily
Percent Overflow Parking Activity	45%	21%	20%	23%

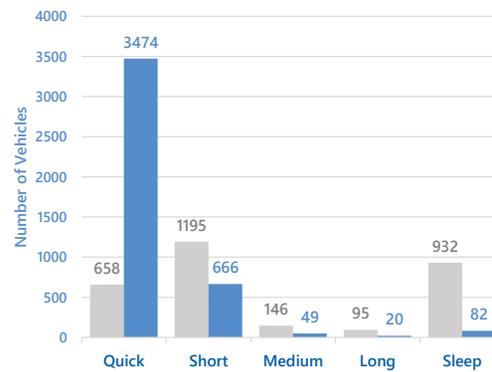
57-Day Observed Sample of Designated and Overflow Parking Activity

Time Period

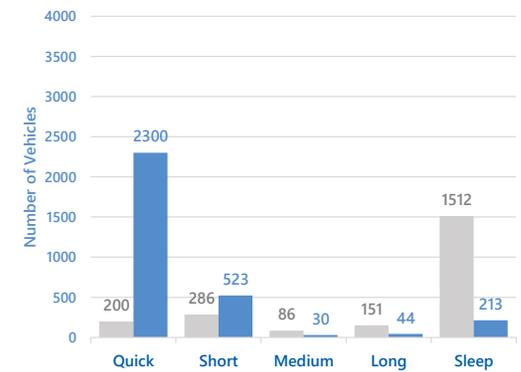
Early Morning



Mid Day



Evening



Notes: Time Periods: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM
 Parking Activity Category: Quick Stop: 10 min - 30 min; Short Stop: 30 min - 2 hours; Medium Stop: 2-4 hours; Long Stop: 4 - 8 hours; Sleep Stop: >8 hours

Love's Travel

Private Parking Facility I-85 Milepost 15

Private Truck Parking Facility Report Card



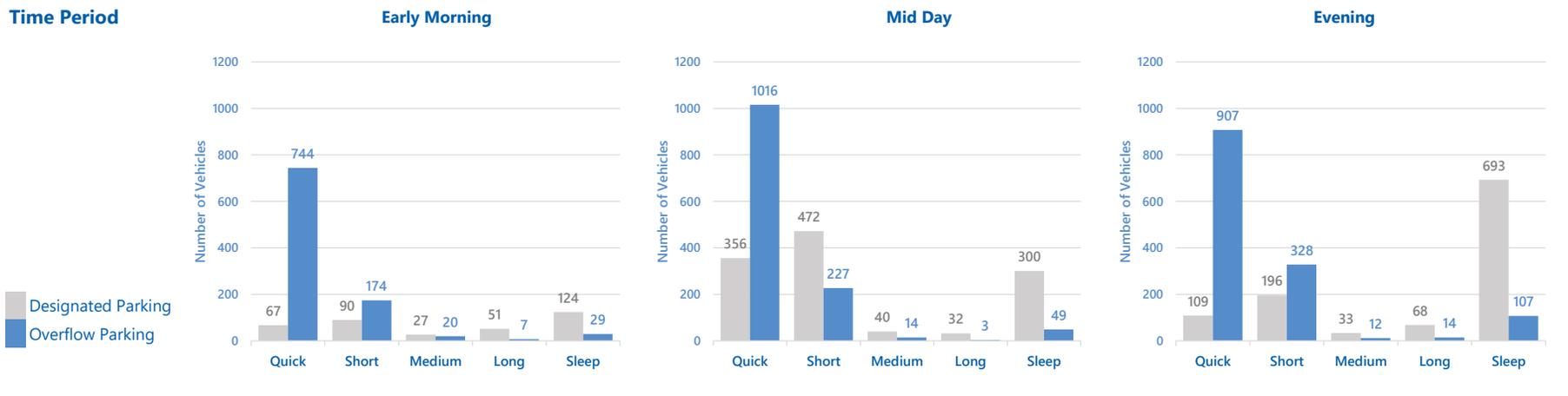
Parking Facility Summary

District:	Richmond		
Total Spots Available:	90		
Range of Additional Spots Needed:	20 - 38		
Overall Priority:	High		
Private Facility Priority:	High		
Facility Amenities:			
Restroom	<input checked="" type="checkbox"/>	Fuel	<input checked="" type="checkbox"/>
Shower	<input checked="" type="checkbox"/>	Lighted	<input checked="" type="checkbox"/>
Wifi	<input checked="" type="checkbox"/>	Overnight Parking	<input checked="" type="checkbox"/>



Time Period	Early Morning	Mid Day	Evening	Daily
Percent Overflow Parking Activity	41%	26%	21%	25%

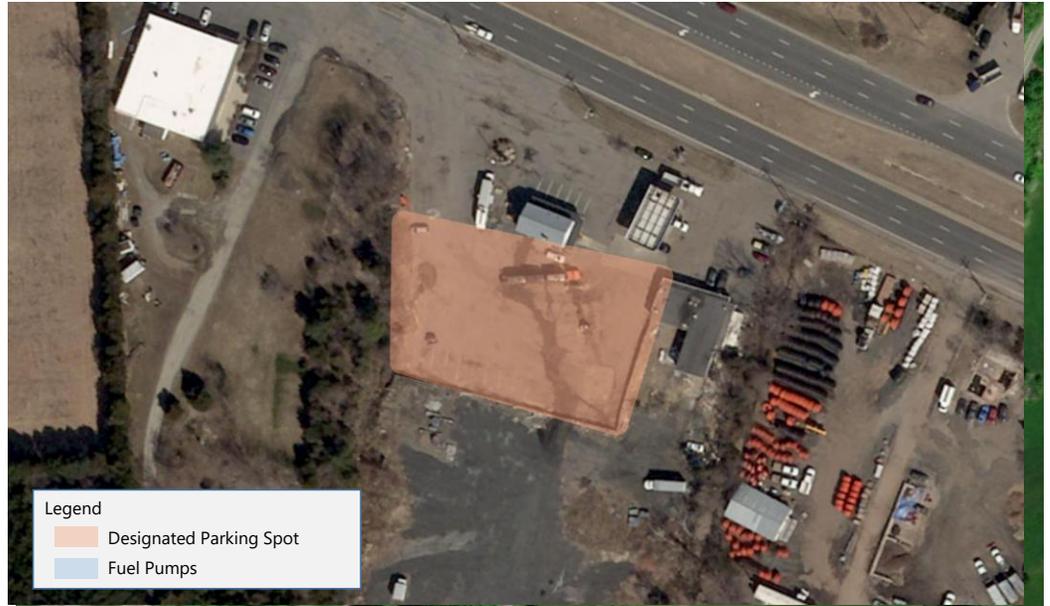
57-Day Observed Sample of Designated and Overflow Parking Activity



Notes: Time Periods: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM
 Parking Activity Category: Quick Stop: 10 min - 30 min; Short Stop: 30 min - 2 hours; Medium Stop: 2-4 hours; Long Stop: 4 - 8 hours; Sleep Stop: >8 hours

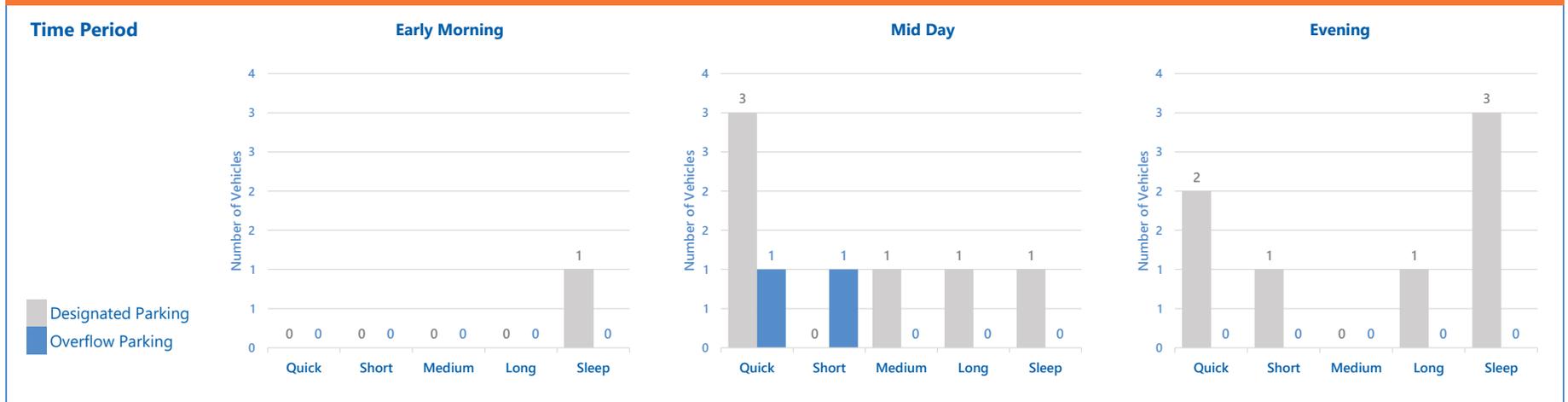
Parking Facility Summary

District:	North Virginia		
Total Spots Available:	10		
Range of Additional Spots Needed:	-		
Overall Priority:	Very Low		
Private Facility Priority:	Very Low		
Facility Amenities:			
Restroom	<input checked="" type="checkbox"/>	Fuel	<input type="checkbox"/>
Shower	<input type="checkbox"/>	Lighted	<input checked="" type="checkbox"/>
Wifi	<input type="checkbox"/>	Overnight Parking	<input type="checkbox"/>



Time Period	Early Morning	Mid Day	Evening	Daily
Percent Overflow Parking Activity	-	-	-	-

57-Day Observed Sample of Designated and Overflow Parking Activity



Notes: Time Periods: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM
 Parking Activity Category: Quick Stop: 10 min - 30 min; Short Stop: 30 min - 2 hours; Medium Stop: 2-4 hours; Long Stop: 4 - 8 hours; Sleep Stop: >8 hours
 This facility is located near a large residential area. The parking spots are not marked. Further investigation is required to estimate parking demand at this area.

Mapco Express #4062 (East Coast)

Private Parking Facility US-15 Milepost 178

Private Truck Parking Facility Report Card



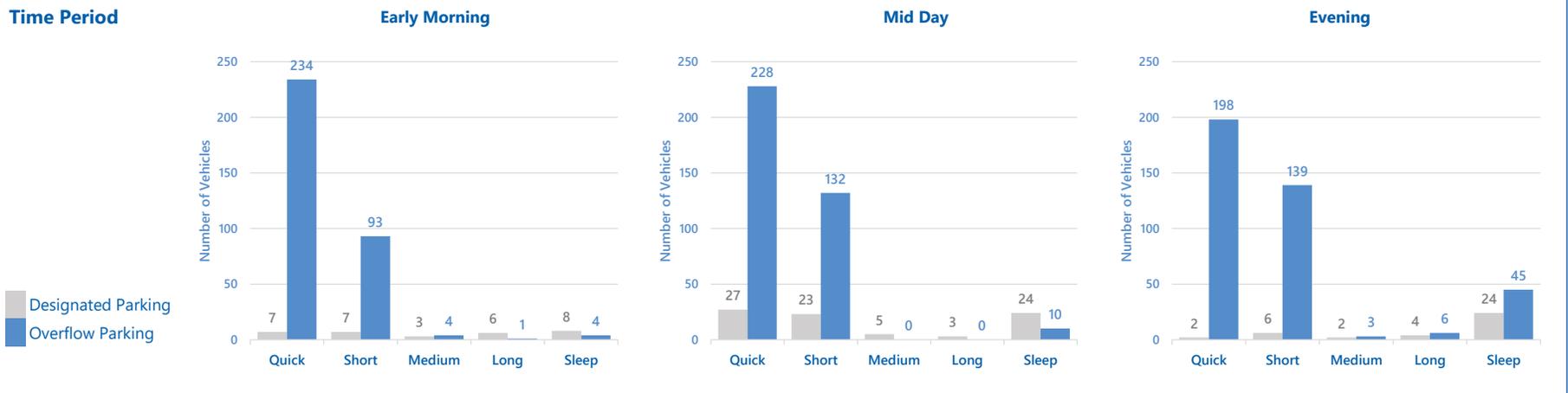
Parking Facility Summary

District:	Culpeper		
Total Spots Available:	9		
Range of Additional Spots Needed:	8 - 22		
Overall Priority:	Medium		
Private Facility Priority:	Medium		
Facility Amenities:			
Restroom	<input checked="" type="checkbox"/>	Fuel	<input checked="" type="checkbox"/>
Shower	<input type="checkbox"/>	Lighted	<input checked="" type="checkbox"/>
Wifi	<input type="checkbox"/>	Overnight Parking	<input checked="" type="checkbox"/>



Time Period	Early Morning	Mid Day	Evening	Daily
Percent Overflow Parking Activity	146%	86%	235%	156%

57-Day Observed Sample of Designated and Overflow Parking Activity



Notes: Time Periods: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM
 Parking Activity Category: Quick Stop: 10 min - 30 min; Short Stop: 30 min - 2 hours; Medium Stop: 2-4 hours; Long Stop: 4 - 8 hours; Sleep Stop: >8 hours
 There is a large truck parking (P180) located less than a mile north of this facility. Sheetz Convenience store south of Marsh Rd. is frequently used for short term truck parking when this truck parking is at ca

Mapco Express #4065

Private Parking Facility I-295 Milepost 15

Private Truck Parking Facility Report Card



Parking Facility Summary

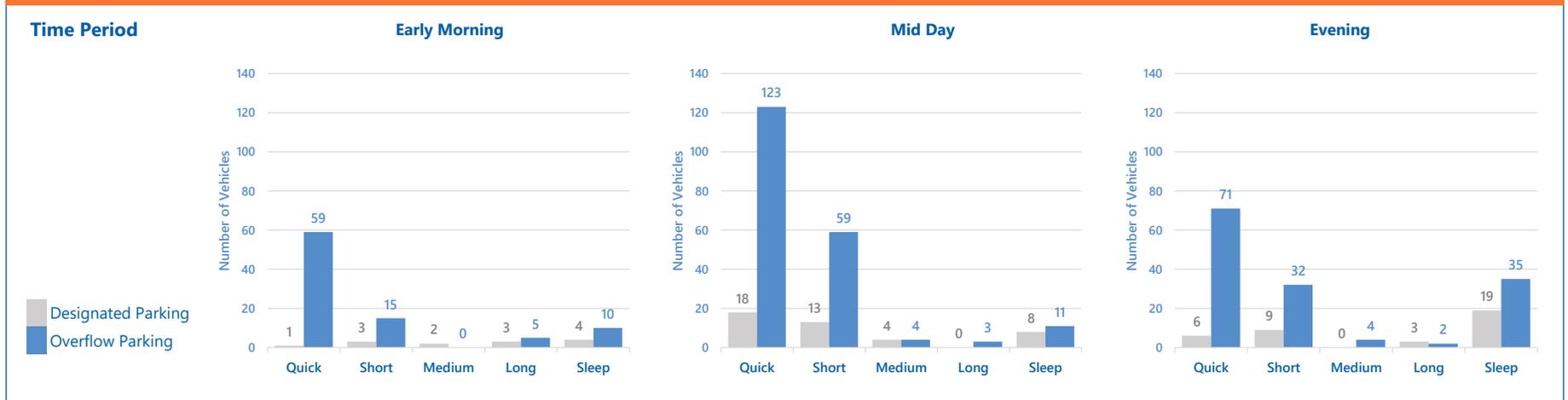
District:	Richmond		
Total Spots Available:	9		
Range of Additional Spots Needed:	18 - 23		
Overall Priority:	Medium		
Private Facility Priority:	Medium		
Facility Amenities:			
Restroom	<input checked="" type="checkbox"/>	Fuel	<input checked="" type="checkbox"/>
Shower	<input type="checkbox"/>	Lighted	<input checked="" type="checkbox"/>
Wifi	<input checked="" type="checkbox"/>	Overnight Parking	<input type="checkbox"/>



Legend
 Orange box: Designated Parking Spot
 Blue box: Fuel Pumps

Time Period	Early Morning	Mid Day	Evening	Daily
Percent Overflow Parking Activity	247%	197%	193%	203%

57-Day Observed Sample of Designated and Overflow Parking Activity



Notes: Time Periods: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM
 Parking Activity Category: Quick Stop: 10 min - 30 min; Short Stop: 30 min - 2 hours; Medium Stop: 2-4 hours; Long Stop: 4 - 8 hours; Sleep Stop: >8 hours
 Kingston Ave behind this facility is frequently used for long term truck parking.

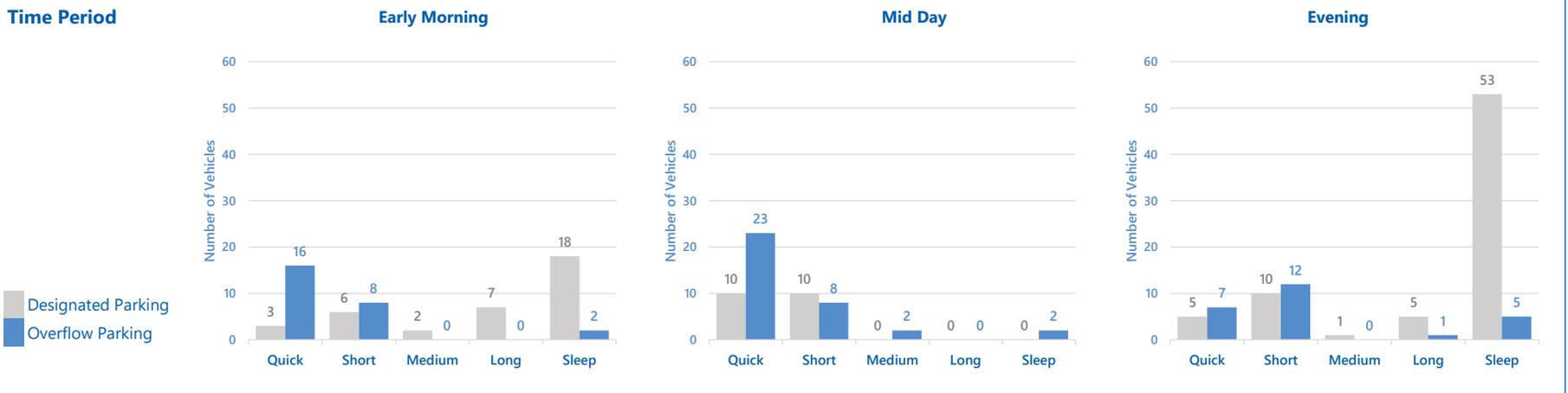
Parking Facility Summary

District:	Bristol			
Total Spots Available:	5			
Range of Additional Spots Needed:	-			
Overall Priority:	Very Low			
Private Facility Priority:	Very Low			
Facility Amenities:	Restroom <input checked="" type="checkbox"/>	Fuel <input checked="" type="checkbox"/>	Shower <input type="checkbox"/>	Lighted <input checked="" type="checkbox"/>
	Wifi <input type="checkbox"/>	Overnight Parking <input type="checkbox"/>		



Time Period	Early Morning	Mid Day	Evening	Daily
Percent Overflow Parking Activity	-	-	-	-

57-Day Observed Sample of Designated and Overflow Parking Activity



Notes: Time Periods: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM
 Parking Activity Category: Quick Stop: 10 min - 30 min; Short Stop: 30 min - 2 hours; Medium Stop: 2-4 hours; Long Stop: 4 - 8 hours; Sleep Stop: >8 hours
 There is a large truck parking (P171) east of Maple Street. The parking spots are not marked. Further investigation is required to estimate parking demand at this location.

Miller Mart #55

Private Parking Facility US-58 Milepost 470

Private Truck Parking Facility Report Card



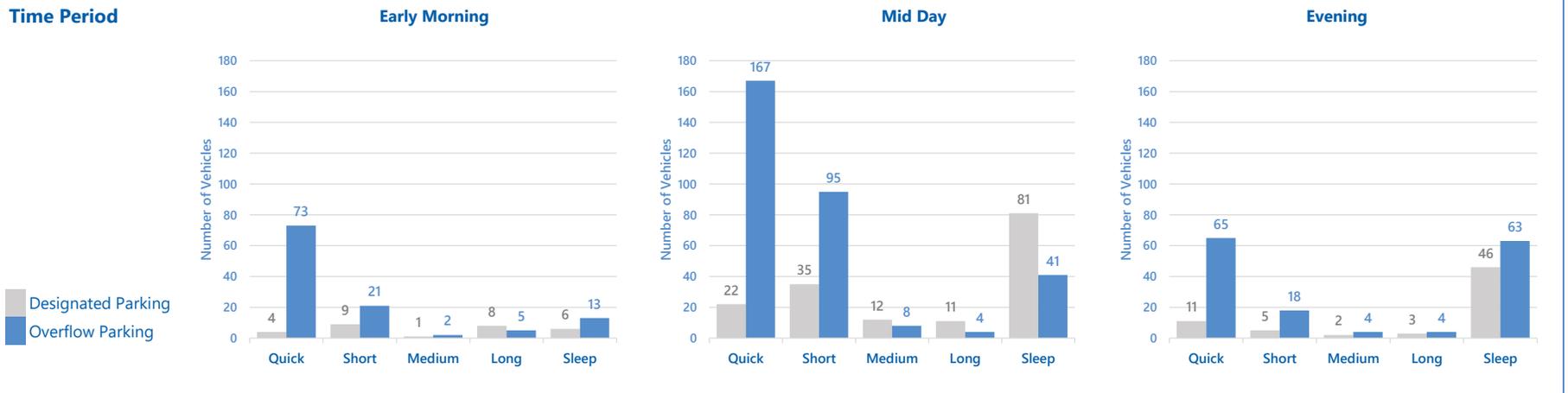
Parking Facility Summary

District:	Hampton Roads	
Total Spots Available:	20	
Range of Additional Spots Needed:	13 - 37	
Overall Priority:	High	
Private Facility Priority:	Medium	
Facility Amenities:	Restroom <input checked="" type="checkbox"/> Fuel <input checked="" type="checkbox"/> Shower <input type="checkbox"/> Lighted <input checked="" type="checkbox"/> Wifi <input checked="" type="checkbox"/> Overnight Parking <input checked="" type="checkbox"/>	



Time Period	Early Morning	Mid Day	Evening	Daily
Percent Overflow Parking Activity	183%	60%	141%	95%

57-Day Observed Sample of Designated and Overflow Parking Activity



Notes: Time Periods: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM
 Parking Activity Category: Quick Stop: 10 min - 30 min; Short Stop: 30 min - 2 hours; Medium Stop: 2-4 hours; Long Stop: 4 - 8 hours; Sleep Stop: >8 hours
 The vacant land in front of the Travelodge Hotel is frequently used for long term truck parking. There is another small truck parking (P111) north of Pruden Blvd.

Mr. Fuel

Private Parking Facility I-95 Milepost 105

Private Truck Parking Facility Report Card



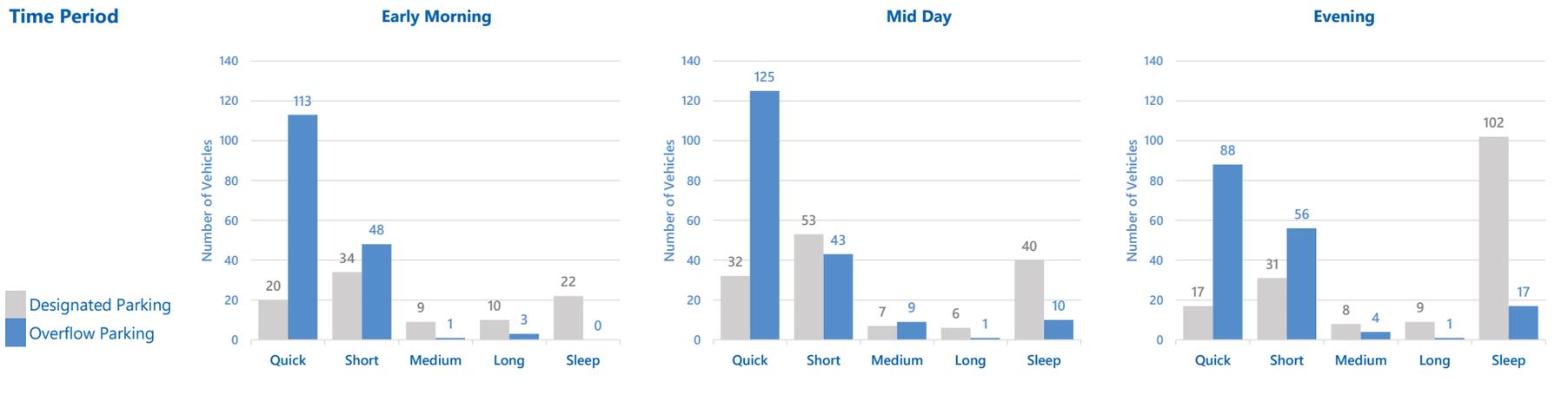
Parking Facility Summary

District:	Fredericksburg		
Total Spots Available:	20		
Range of Additional Spots Needed:	5 - 8		
Overall Priority:	Low		
Private Facility Priority:	Low		
Facility Amenities:	Restroom <input checked="" type="checkbox"/>	Fuel <input checked="" type="checkbox"/>	
	Shower <input checked="" type="checkbox"/>	Lighted <input checked="" type="checkbox"/>	
	Wifi <input type="checkbox"/>	Overnight Parking <input checked="" type="checkbox"/>	



Time Period	Early Morning	Mid Day	Evening	Daily
Percent Overflow Parking Activity	24%	38%	22%	26%

57-Day Observed Sample of Designated and Overflow Parking Activity



Notes: Time Periods: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM
 Parking Activity Category: Quick Stop: 10 min - 30 min; Short Stop: 30 min - 2 hours; Medium Stop: 2-4 hours; Long Stop: 4 - 8 hours; Sleep Stop: >8 hours

MS 58 Plaza

Private Parking Facility I-95 Milepost 11

Private Truck Parking Facility Report Card



Parking Facility Summary

District:	Hampton Roads		
Total Spots Available:	65		
Range of Additional Spots Needed:	1 - 23		
Overall Priority:	Very Low		
Private Facility Priority:	Very Low		
Facility Amenities:	Restroom <input checked="" type="checkbox"/>	Fuel <input type="checkbox"/>	
	Shower <input checked="" type="checkbox"/>	Lighted <input checked="" type="checkbox"/>	
	Wifi <input type="checkbox"/>	Overnight Parking <input checked="" type="checkbox"/>	

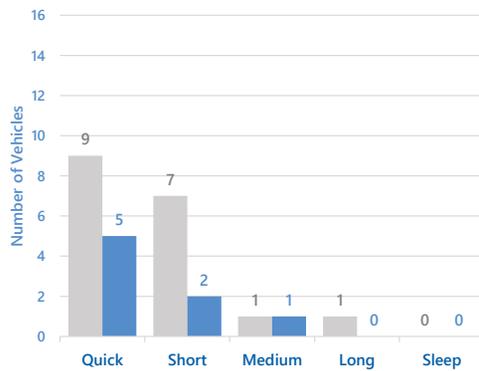


Time Period	Early Morning	Mid Day	Evening	Daily
Percent Overflow Parking Activity	35%	30%	1%	8%

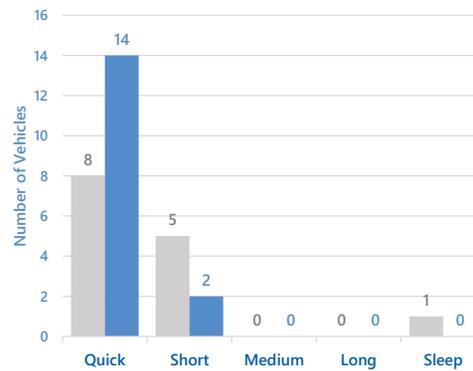
57-Day Observed Sample of Designated and Overflow Parking Activity

Time Period

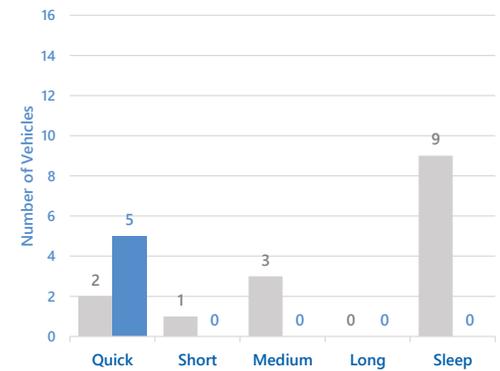
Early Morning



Mid Day



Evening



Notes: Time Periods: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM
 Parking Activity Category: Quick Stop: 10 min - 30 min; Short Stop: 30 min - 2 hours; Medium Stop: 2-4 hours; Long Stop: 4 - 8 hours; Sleep Stop: >8 hours

New Dixie Mart No.15 (BP)

Private Parking Facility US-58 Milepost 447

Private Truck Parking Facility Report Card



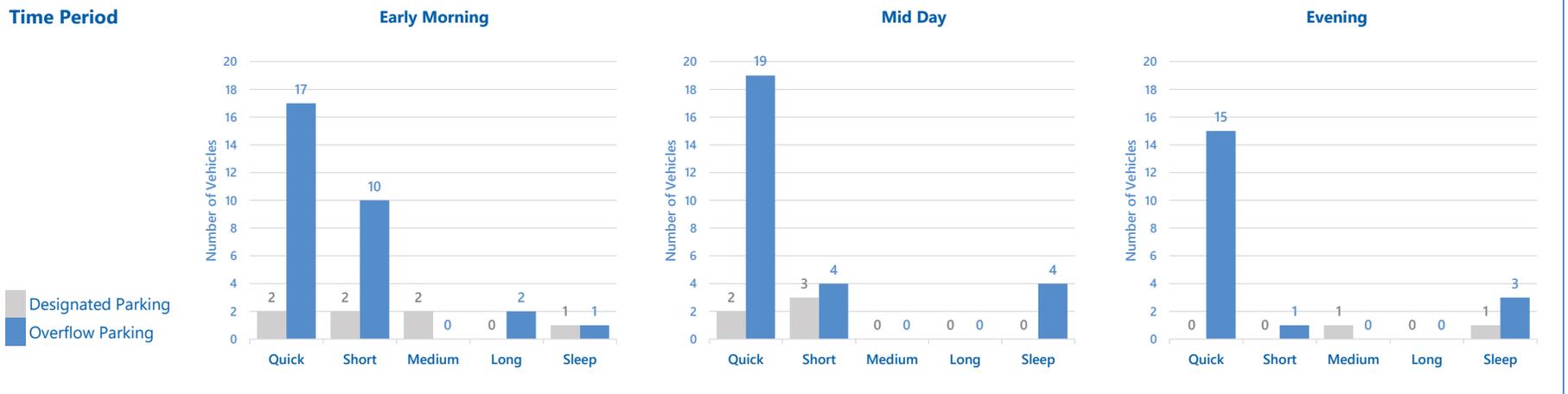
Parking Facility Summary

District:	Hampton Roads			
Total Spots Available:	4			
Range of Additional Spots Needed:	-			
Overall Priority:	Very Low			
Private Facility Priority:	Very Low			
Facility Amenities:	Restroom <input checked="" type="checkbox"/>	Fuel <input checked="" type="checkbox"/>	Shower <input type="checkbox"/>	Lighted <input checked="" type="checkbox"/>
	Wifi <input type="checkbox"/>	Overnight Parking <input type="checkbox"/>		



Time Period	Early Morning	Mid Day	Evening	Daily
Percent Overflow Parking Activity	-	-	-	-

57-Day Observed Sample of Designated and Overflow Parking Activity



Notes: Time Periods: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM
 Parking Activity Category: Quick Stop: 10 min - 30 min; Short Stop: 30 min - 2 hours; Medium Stop: 2-4 hours; Long Stop: 4 - 8 hours; Sleep Stop: >8 hours
 the area behind the Huddle house or Kangaroo Express are frequently used as long term truck parking. Further investigation is required to estimate parking demand at this location.

NEW Truck Stop I-95 Exit 4

Private Parking Facility I-95 Milepost 4

Private Truck Parking Facility Report Card



Parking Facility Summary

District:	Hampton Roads		
Total Spots Available:	80		
Range of Additional Spots Needed:	12 - 26		
Overall Priority:	Medium		
Private Facility Priority:	Medium		
Facility Amenities:			
Restroom	<input checked="" type="checkbox"/>	Fuel	<input checked="" type="checkbox"/>
Shower	<input checked="" type="checkbox"/>	Lighted	<input checked="" type="checkbox"/>
Wifi	<input type="checkbox"/>	Overnight Parking	<input checked="" type="checkbox"/>

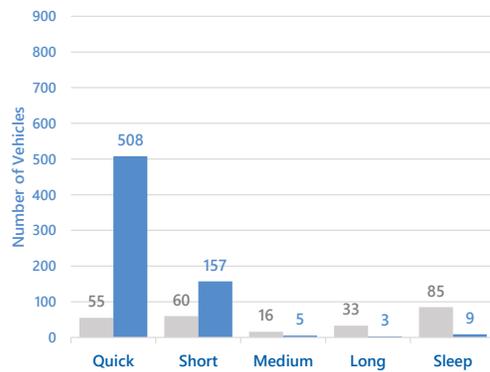


Time Period	Early Morning	Mid Day	Evening	Daily
Percent Overflow Parking Activity	32%	22%	14%	18%

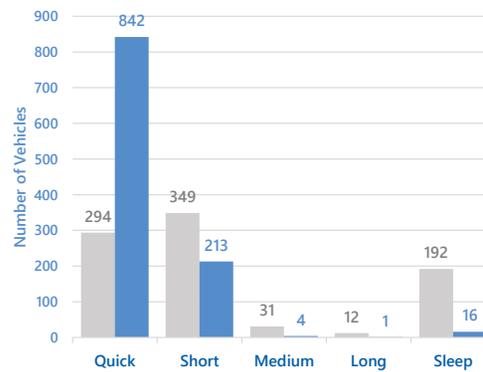
57-Day Observed Sample of Designated and Overflow Parking Activity

Time Period

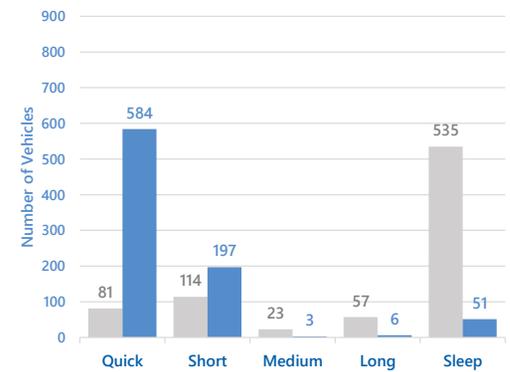
Early Morning



Mid Day



Evening



Notes: Time Periods: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM
 Parking Activity Category: Quick Stop: 10 min - 30 min; Short Stop: 30 min - 2 hours; Medium Stop: 2-4 hours; Long Stop: 4 - 8 hours; Sleep Stop: >8 hours

On The Run Exxon

Private Parking Facility I-81 Milepost 129

Private Truck Parking Facility Report Card



Parking Facility Summary

District:	Salem		
Total Spots Available:	50		
Range of Additional Spots Needed:	6 - 25		
Overall Priority:	High		
Private Facility Priority:	High		
Facility Amenities:			
Restroom	<input checked="" type="checkbox"/>	Fuel	<input checked="" type="checkbox"/>
Shower	<input type="checkbox"/>	Lighted	<input checked="" type="checkbox"/>
Wifi	<input type="checkbox"/>	Overnight Parking	<input checked="" type="checkbox"/>

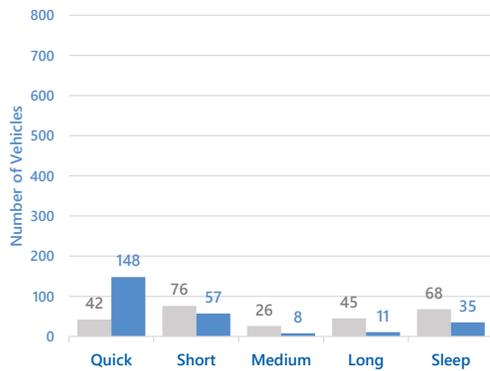


Time Period	Early Morning	Mid Day	Evening	Daily
Percent Overflow Parking Activity	50%	11%	19%	19%

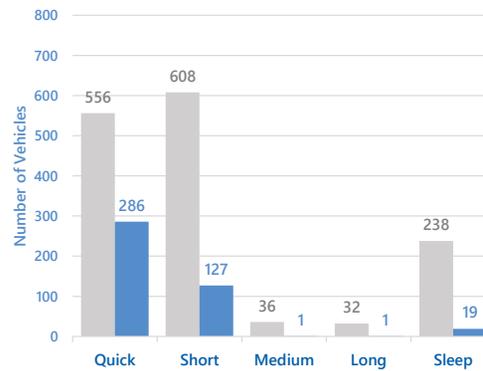
57-Day Observed Sample of Designated and Overflow Parking Activity

Time Period

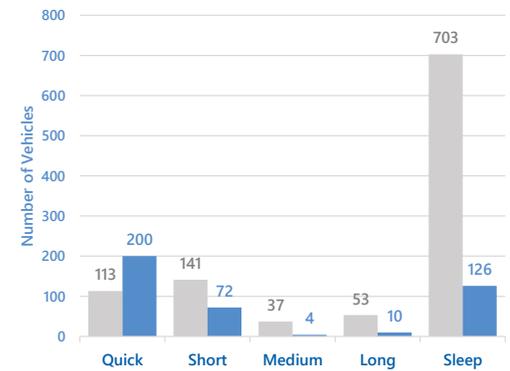
Early Morning



Mid Day



Evening



Notes: Time Periods: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM
 Parking Activity Category: Quick Stop: 10 min - 30 min; Short Stop: 30 min - 2 hours; Medium Stop: 2-4 hours; Long Stop: 4 - 8 hours; Sleep Stop: >8 hours

Petro Glade Spring

Private Parking Facility I-81 Milepost 29

Private Truck Parking Facility Report Card



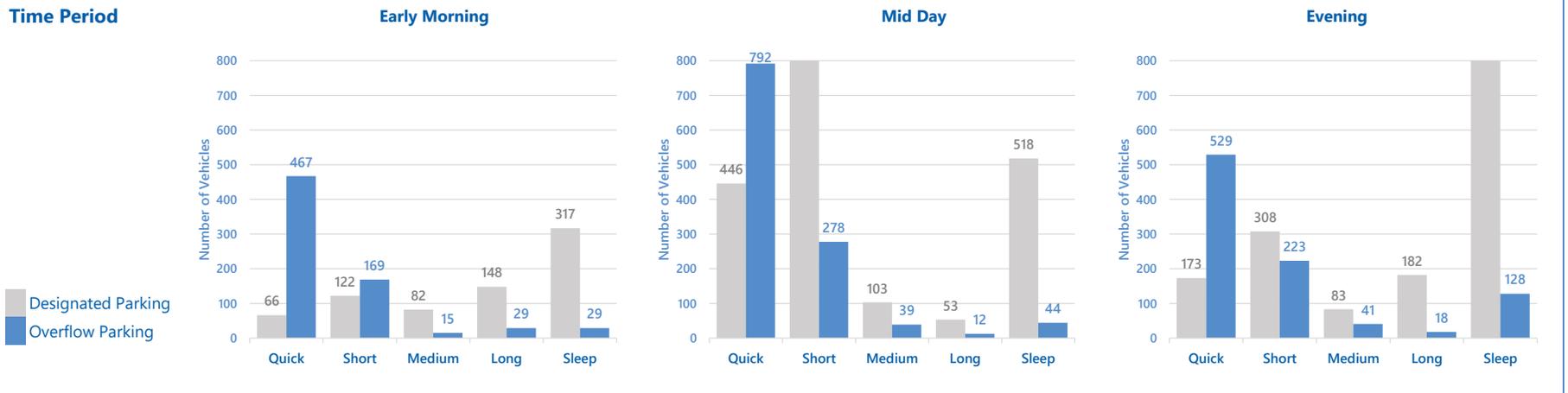
Parking Facility Summary

District:	Bristol		
Total Spots Available:	270		
Range of Additional Spots Needed:	19 - 45		
Overall Priority:	Very High		
Private Facility Priority:	Very High		
Facility Amenities:			
Restroom	<input checked="" type="checkbox"/>	Fuel	<input checked="" type="checkbox"/>
Shower	<input checked="" type="checkbox"/>	Lighted	<input checked="" type="checkbox"/>
Wifi	<input checked="" type="checkbox"/>	Overnight Parking	<input checked="" type="checkbox"/>



Time Period	Early Morning	Mid Day	Evening	Daily
Percent Overflow Parking Activity	16%	15%	7%	9%

57-Day Observed Sample of Designated and Overflow Parking Activity



Notes: Time Periods: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM
 Parking Activity Category: Quick Stop: 10 min - 30 min; Short Stop: 30 min - 2 hours; Medium Stop: 2-4 hours; Long Stop: 4 - 8 hours; Sleep Stop: >8 hours

Petro Raphine (White's Travel Plaza)

Private Parking Facility I-81 Milepost 206

Private Truck Parking Facility Report Card



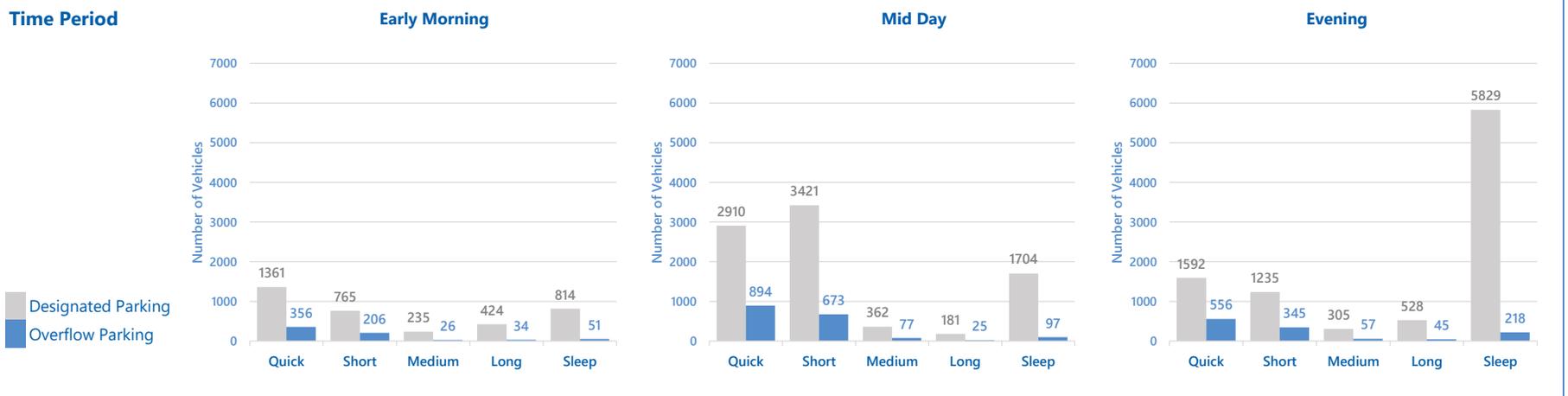
Parking Facility Summary

District:	Staunton		
Total Spots Available:	450		
Range of Additional Spots Needed:	21 - 40		
Overall Priority:	Very High		
Private Facility Priority:	Very High		
Facility Amenities:	Restroom <input checked="" type="checkbox"/>	Fuel <input checked="" type="checkbox"/>	
	Shower <input checked="" type="checkbox"/>	Lighted <input checked="" type="checkbox"/>	
	Wifi <input checked="" type="checkbox"/>	Overnight Parking <input checked="" type="checkbox"/>	



Time Period	Early Morning	Mid Day	Evening	Daily
Percent Overflow Parking Activity	8%	9%	5%	6%

57-Day Observed Sample of Designated and Overflow Parking Activity



Notes: Time Periods: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM
 Parking Activity Category: Quick Stop: 10 min - 30 min; Short Stop: 30 min - 2 hours; Medium Stop: 2-4 hours; Long Stop: 4 - 8 hours; Sleep Stop: >8 hours

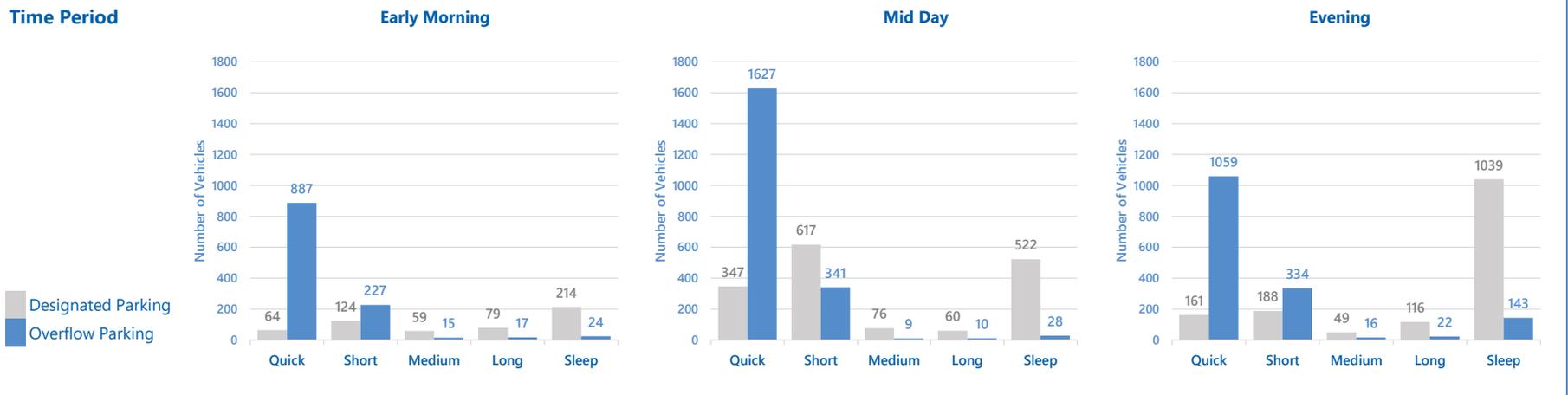
Parking Facility Summary

District:	Staunton													
Total Spots Available:	90													
Range of Additional Spots Needed:	15 - 24													
Overall Priority:	Very High													
Private Facility Priority:	High													
Facility Amenities:	<table border="0"> <tr> <td>Restroom</td><td><input checked="" type="checkbox"/></td> <td>Fuel</td><td><input checked="" type="checkbox"/></td> </tr> <tr> <td>Shower</td><td><input checked="" type="checkbox"/></td> <td>Lighted</td><td><input checked="" type="checkbox"/></td> </tr> <tr> <td>Wifi</td><td><input checked="" type="checkbox"/></td> <td>Overnight Parking</td><td><input checked="" type="checkbox"/></td> </tr> </table>		Restroom	<input checked="" type="checkbox"/>	Fuel	<input checked="" type="checkbox"/>	Shower	<input checked="" type="checkbox"/>	Lighted	<input checked="" type="checkbox"/>	Wifi	<input checked="" type="checkbox"/>	Overnight Parking	<input checked="" type="checkbox"/>
Restroom	<input checked="" type="checkbox"/>	Fuel	<input checked="" type="checkbox"/>											
Shower	<input checked="" type="checkbox"/>	Lighted	<input checked="" type="checkbox"/>											
Wifi	<input checked="" type="checkbox"/>	Overnight Parking	<input checked="" type="checkbox"/>											



Time Period	Early Morning	Mid Day	Evening	Daily
Percent Overflow Parking Activity	26%	16%	18%	18%

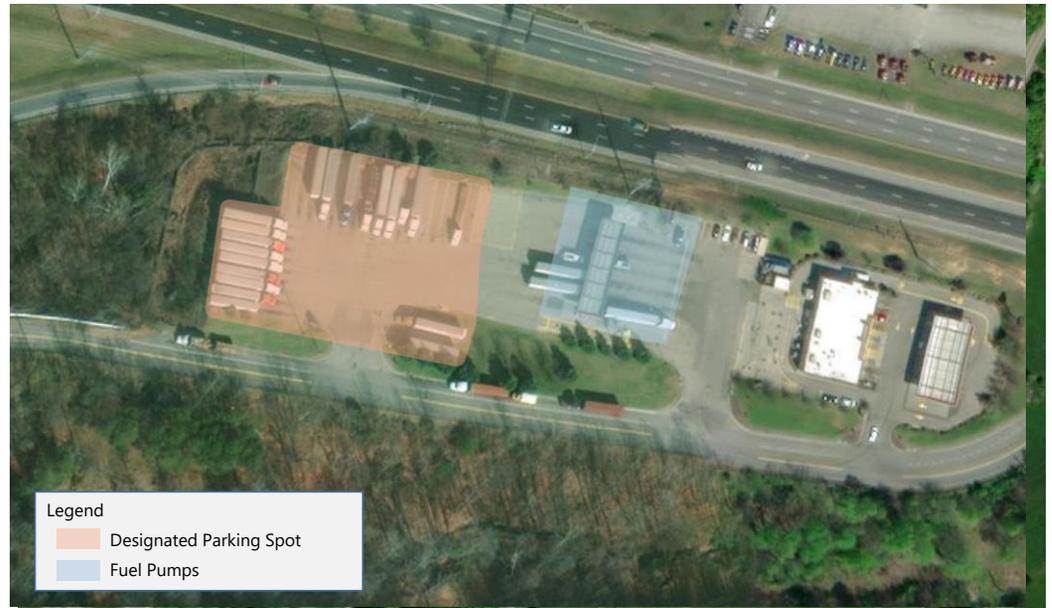
57-Day Observed Sample of Designated and Overflow Parking Activity



Notes: Time Periods: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM
 Parking Activity Category: Quick Stop: 10 min - 30 min; Short Stop: 30 min - 2 hours; Medium Stop: 2-4 hours; Long Stop: 4 - 8 hours; Sleep Stop: >8 hours

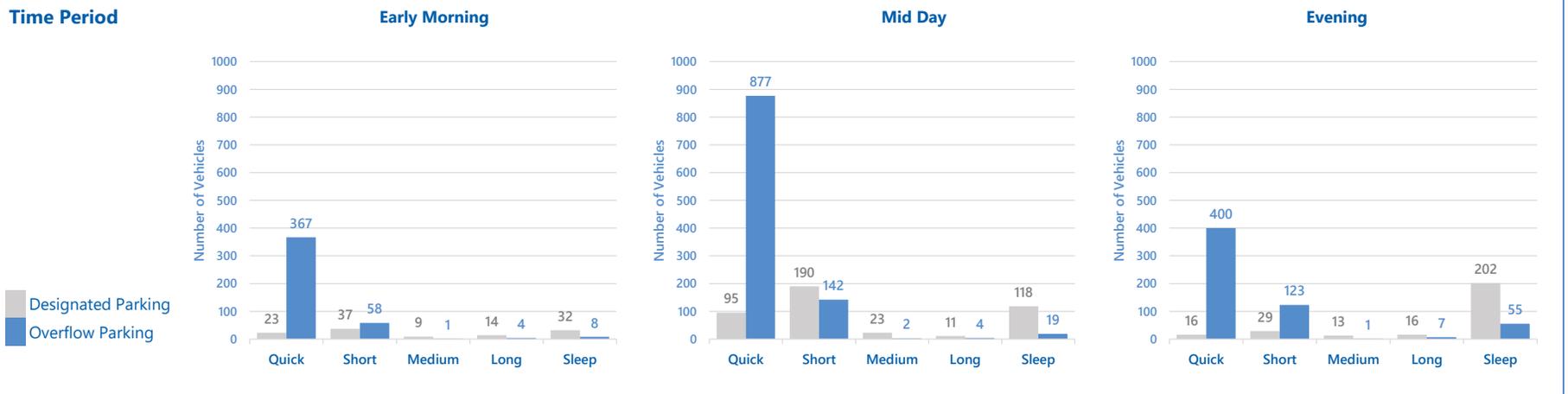
Parking Facility Summary

District:	Lynchburg
Total Spots Available:	20
Range of Additional Spots Needed:	8 - 11
Overall Priority:	Medium
Private Facility Priority:	Medium
Facility Amenities:	
Restroom <input checked="" type="checkbox"/>	Fuel <input checked="" type="checkbox"/>
Shower <input checked="" type="checkbox"/>	Lighted <input checked="" type="checkbox"/>
Wifi <input checked="" type="checkbox"/>	Overnight Parking <input checked="" type="checkbox"/>



Time Period	Early Morning	Mid Day	Evening	Daily
Percent Overflow Parking Activity	53%	36%	36%	38%

57-Day Observed Sample of Designated and Overflow Parking Activity



Notes: Time Periods: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM
 Parking Activity Category: Quick Stop: 10 min - 30 min; Short Stop: 30 min - 2 hours; Medium Stop: 2-4 hours; Long Stop: 4 - 8 hours; Sleep Stop: >8 hours

Parking Facility Summary

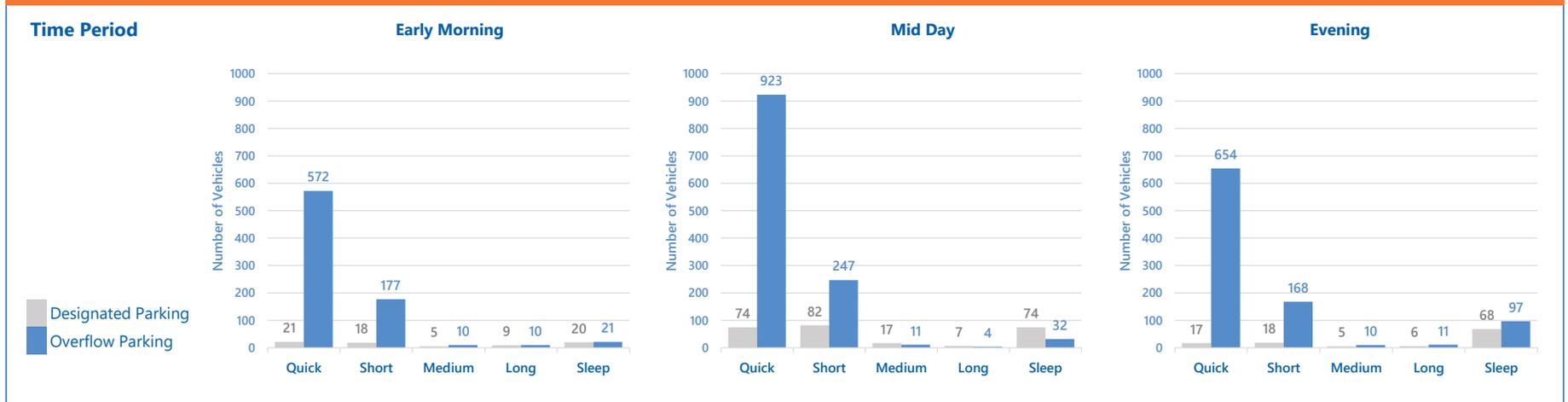
District:	Salem		
Total Spots Available:	18		
Range of Additional Spots Needed:	16 - 36		
Overall Priority:	High		
Private Facility Priority:	High		
Facility Amenities:			
Restroom	<input checked="" type="checkbox"/>	Fuel	<input checked="" type="checkbox"/>
Shower	<input checked="" type="checkbox"/>	Lighted	<input checked="" type="checkbox"/>
Wifi	<input checked="" type="checkbox"/>	Overnight Parking	<input checked="" type="checkbox"/>



Legend
■ Designated Parking Spot
■ Fuel Pumps

Time Period	Early Morning	Mid Day	Evening	Daily
Percent Overflow Parking Activity	199%	85%	178%	138%

57-Day Observed Sample of Designated and Overflow Parking Activity



Notes: Time Periods: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM
 Parking Activity Category: Quick Stop: 10 min - 30 min; Short Stop: 30 min - 2 hours; Medium Stop: 2-4 hours; Long Stop: 4 - 8 hours; Sleep Stop: >8 hours

Pilot Travel Center #384

Private Parking Facility I-95 Milepost 58

Private Truck Parking Facility Report Card



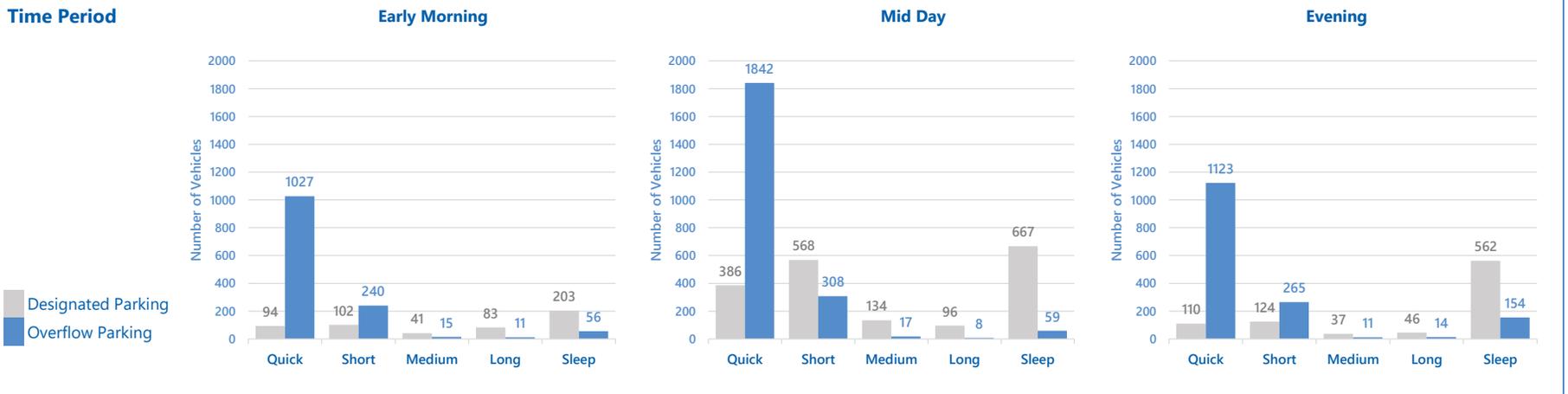
Parking Facility Summary

District:	Richmond			
Total Spots Available:	110			
Range of Additional Spots Needed:	19 - 45			
Overall Priority:	Very High			
Private Facility Priority:	Very High			
Facility Amenities:	Restroom <input checked="" type="checkbox"/>	Fuel <input checked="" type="checkbox"/>	Shower <input checked="" type="checkbox"/>	Lighted <input checked="" type="checkbox"/>
	Wifi <input checked="" type="checkbox"/>	Overnight Parking <input checked="" type="checkbox"/>		



Time Period	Early Morning	Mid Day	Evening	Daily
Percent Overflow Parking Activity	41%	17%	34%	27%

57-Day Observed Sample of Designated and Overflow Parking Activity



Notes: Time Periods: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM
 Parking Activity Category: Quick Stop: 10 min - 30 min; Short Stop: 30 min - 2 hours; Medium Stop: 2-4 hours; Long Stop: 4 - 8 hours; Sleep Stop: >8 hours

Pilot Travel Center, Emporia

Private Parking Facility I-95 Milepost 11

Private Truck Parking Facility Report Card



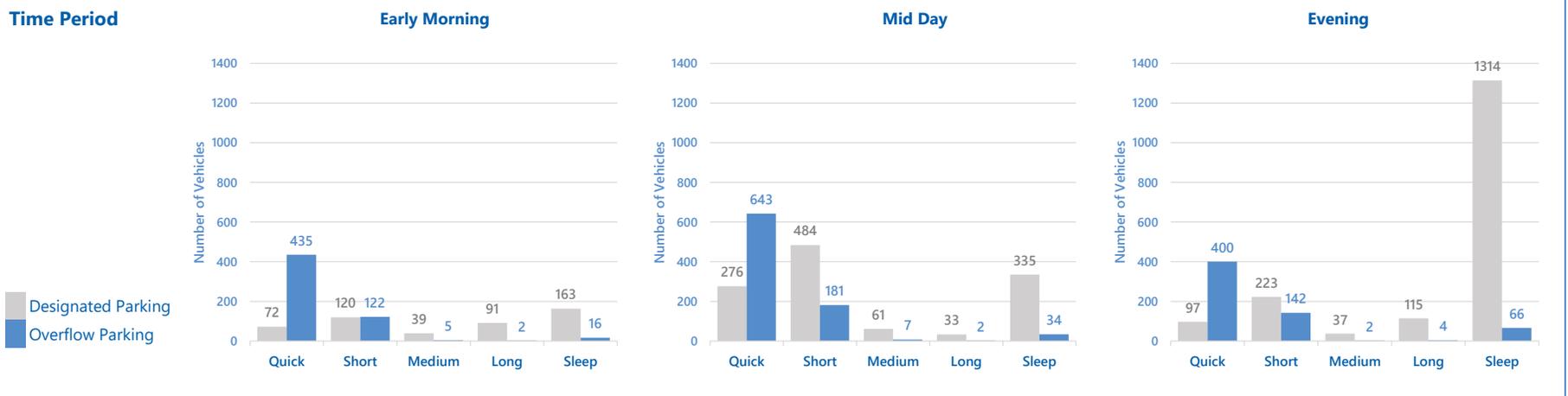
Parking Facility Summary

District:	Hampton Roads		
Total Spots Available:	300		
Range of Additional Spots Needed:	19 - 51		
Overall Priority:	High		
Private Facility Priority:	Medium		
Facility Amenities:			
Restroom	<input checked="" type="checkbox"/>	Fuel	<input checked="" type="checkbox"/>
Shower	<input checked="" type="checkbox"/>	Lighted	<input checked="" type="checkbox"/>
Wifi	<input type="checkbox"/>	Overnight Parking	<input checked="" type="checkbox"/>



Time Period	Early Morning	Mid Day	Evening	Daily
Percent Overflow Parking Activity	17%	16%	6%	9%

57-Day Observed Sample of Designated and Overflow Parking Activity



Notes: Time Periods: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM
 Parking Activity Category: Quick Stop: 10 min - 30 min; Short Stop: 30 min - 2 hours; Medium Stop: 2-4 hours; Long Stop: 4 - 8 hours; Sleep Stop: >8 hours

Pilot Travel Center, Providence Forge

Private Parking Facility I-64 Milepost 211

Private Truck Parking Facility Report Card



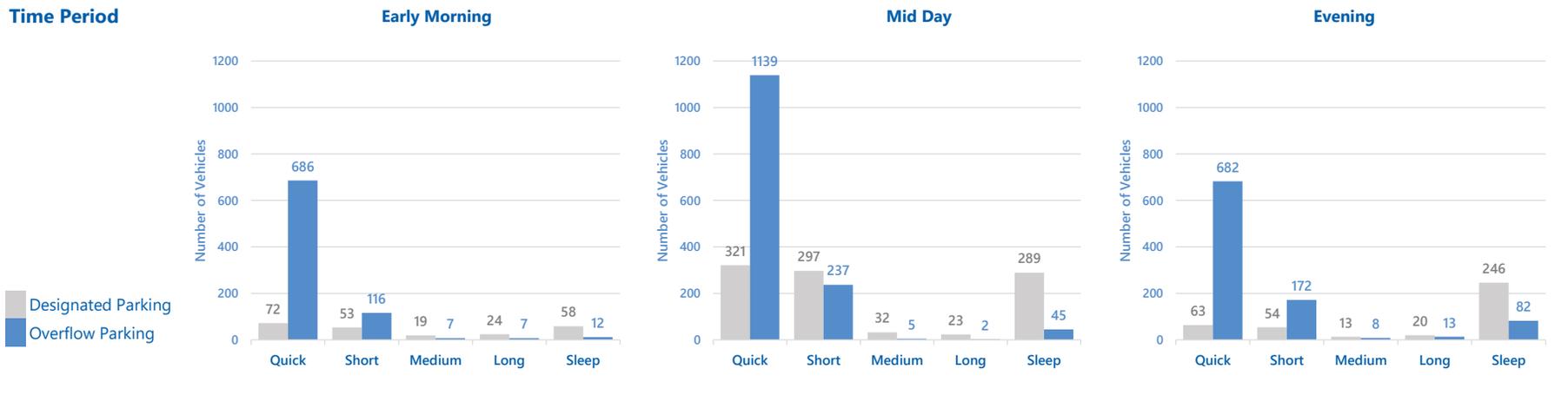
Parking Facility Summary

District:	Richmond		
Total Spots Available:	30		
Range of Additional Spots Needed:	9 - 16		
Overall Priority:	High		
Private Facility Priority:	High		
Facility Amenities:			
Restroom	<input checked="" type="checkbox"/>	Fuel	<input checked="" type="checkbox"/>
Shower	<input checked="" type="checkbox"/>	Lighted	<input checked="" type="checkbox"/>
Wifi	<input checked="" type="checkbox"/>	Overnight Parking	<input checked="" type="checkbox"/>



Time Period	Early Morning	Mid Day	Evening	Daily
Percent Overflow Parking Activity	52%	27%	45%	37%

57-Day Observed Sample of Designated and Overflow Parking Activity



Notes: Time Periods: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM
 Parking Activity Category: Quick Stop: 10 min - 30 min; Short Stop: 30 min - 2 hours; Medium Stop: 2-4 hours; Long Stop: 4 - 8 hours; Sleep Stop: >8 hours

Pilot Travel Center, Staunton

Private Parking Facility I-81 Milepost 214

Private Truck Parking Facility Report Card



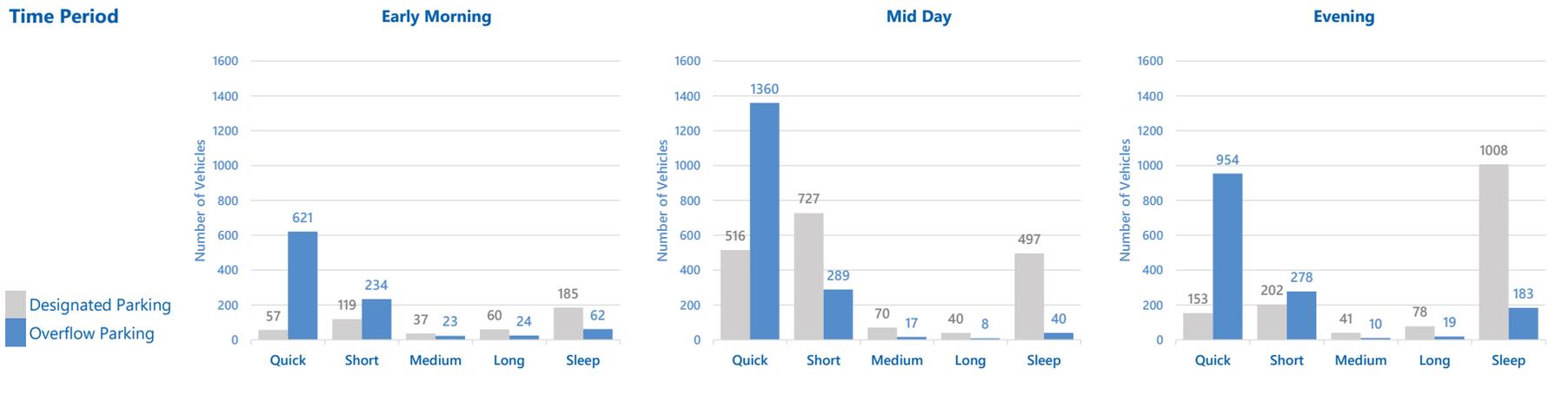
Parking Facility Summary

District:	Staunton		
Total Spots Available:	100		
Range of Additional Spots Needed:	17 - 48		
Overall Priority:	Very High		
Private Facility Priority:	Very High		
Facility Amenities:			
Restroom	<input checked="" type="checkbox"/>	Fuel	<input checked="" type="checkbox"/>
Shower	<input checked="" type="checkbox"/>	Lighted	<input checked="" type="checkbox"/>
Wifi	<input type="checkbox"/>	Overnight Parking	<input checked="" type="checkbox"/>



Time Period	Early Morning	Mid Day	Evening	Daily
Percent Overflow Parking Activity	47%	17%	22%	23%

57-Day Observed Sample of Designated and Overflow Parking Activity



Notes: Time Periods: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM
 Parking Activity Category: Quick Stop: 10 min - 30 min; Short Stop: 30 min - 2 hours; Medium Stop: 2-4 hours; Long Stop: 4 - 8 hours; Sleep Stop: >8 hours

Quarles Truck Stop

Private Parking Facility US-15 Milepost 178

Private Truck Parking Facility Report Card



Parking Facility Summary

District:	Culpeper		
Total Spots Available:	50		
Range of Additional Spots Needed:	1 - 2		
Overall Priority:	Very Low		
Private Facility Priority:	Very Low		
Facility Amenities:	Restroom <input checked="" type="checkbox"/>	Fuel <input checked="" type="checkbox"/>	
	Shower <input checked="" type="checkbox"/>	Lighted <input checked="" type="checkbox"/>	
	Wifi <input type="checkbox"/>	Overnight Parking <input checked="" type="checkbox"/>	

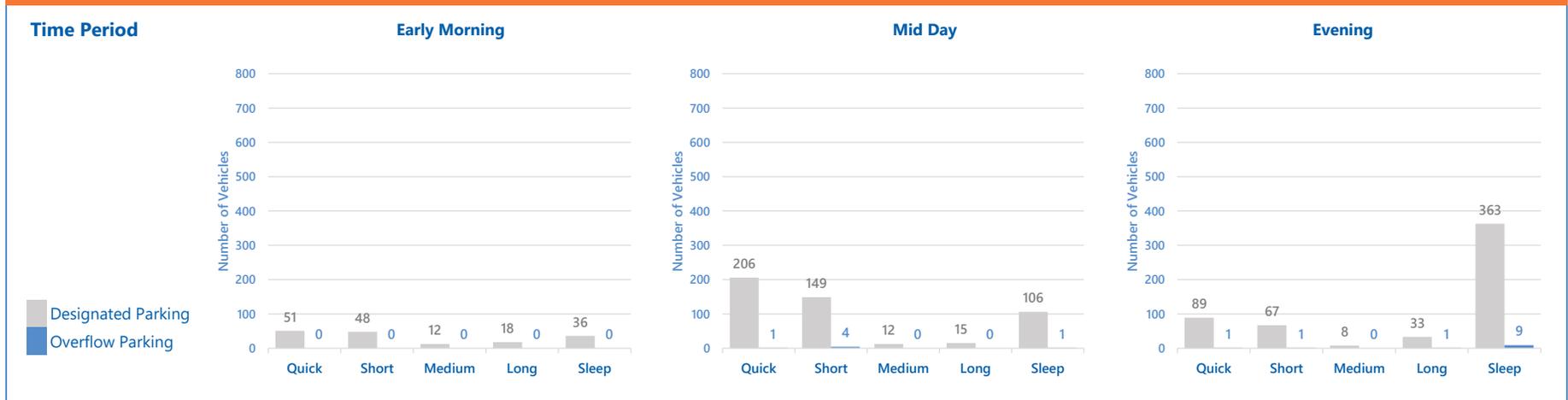


Legend

- Designated Parking Spot
- Fuel Pumps

Time Period	Early Morning	Mid Day	Evening	Daily
Percent Overflow Parking Activity	-	1%	2%	2%

57-Day Observed Sample of Designated and Overflow Parking Activity



Notes: Time Periods: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM
 Parking Activity Category: Quick Stop: 10 min - 30 min; Short Stop: 30 min - 2 hours; Medium Stop: 2-4 hours; Long Stop: 4 - 8 hours; Sleep Stop: >8 hours
 This facility does not have extra space to accommodate overflow parking activity

Quick Stop

Private Parking Facility I-81 Milepost 10

Private Truck Parking Facility Report Card



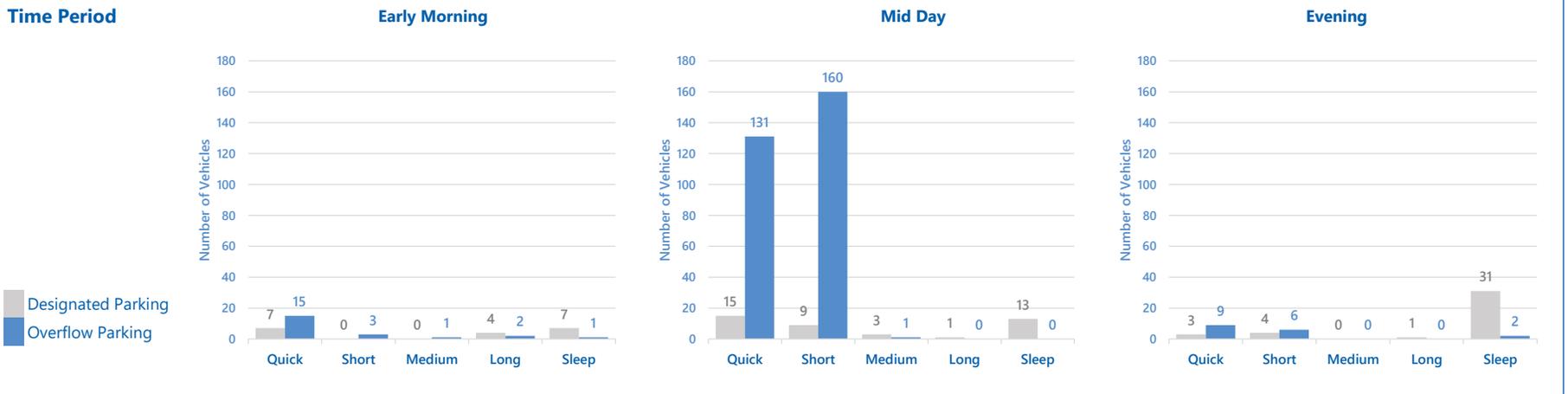
Parking Facility Summary

District:	Bristol		
Total Spots Available:	10		
Range of Additional Spots Needed:	1 - 10		
Overall Priority:	Very Low		
Private Facility Priority:	Very Low		
Facility Amenities:			
Restroom	<input checked="" type="checkbox"/>	Fuel	<input type="checkbox"/>
Shower	<input type="checkbox"/>	Lighted	<input checked="" type="checkbox"/>
Wifi	<input type="checkbox"/>	Overnight Parking	<input checked="" type="checkbox"/>



Time Period	Early Morning	Mid Day	Evening	Daily
Percent Overflow Parking Activity	29%	95%	8%	35%

57-Day Observed Sample of Designated and Overflow Parking Activity



Notes: Time Periods: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM
 Parking Activity Category: Quick Stop: 10 min - 30 min; Short Stop: 30 min - 2 hours; Medium Stop: 2-4 hours; Long Stop: 4 - 8 hours; Sleep Stop: >8 hours

Radford Travel Center

Private Parking Facility I-81 Milepost 110

Private Truck Parking Facility Report Card



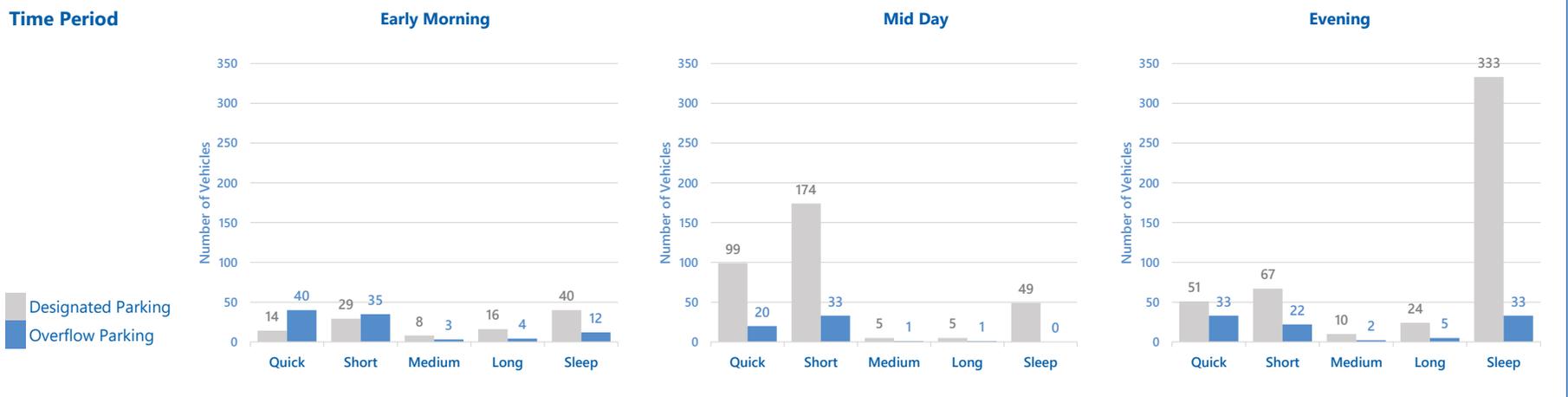
Parking Facility Summary

District:	Salem		
Total Spots Available:	15		
Range of Additional Spots Needed:	1 - 6		
Overall Priority:	Medium		
Private Facility Priority:	Medium		
Facility Amenities:			
Restroom	<input checked="" type="checkbox"/>	Fuel	<input type="checkbox"/>
Shower	<input type="checkbox"/>	Lighted	<input checked="" type="checkbox"/>
Wifi	<input type="checkbox"/>	Overnight Parking	<input type="checkbox"/>



Time Period	Early Morning	Mid Day	Evening	Daily
Percent Overflow Parking Activity	35%	5%	11%	13%

57-Day Observed Sample of Designated and Overflow Parking Activity



Notes: Time Periods: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM
 Parking Activity Category: Quick Stop: 10 min - 30 min; Short Stop: 30 min - 2 hours; Medium Stop: 2-4 hours; Long Stop: 4 - 8 hours; Sleep Stop: >8 hours
 The number of parking spots are not clear. Further investigation is required to estimate parking demand at this area. Redford Safety Rest Area is about one mile west this facility

Rest Area NB Caperville

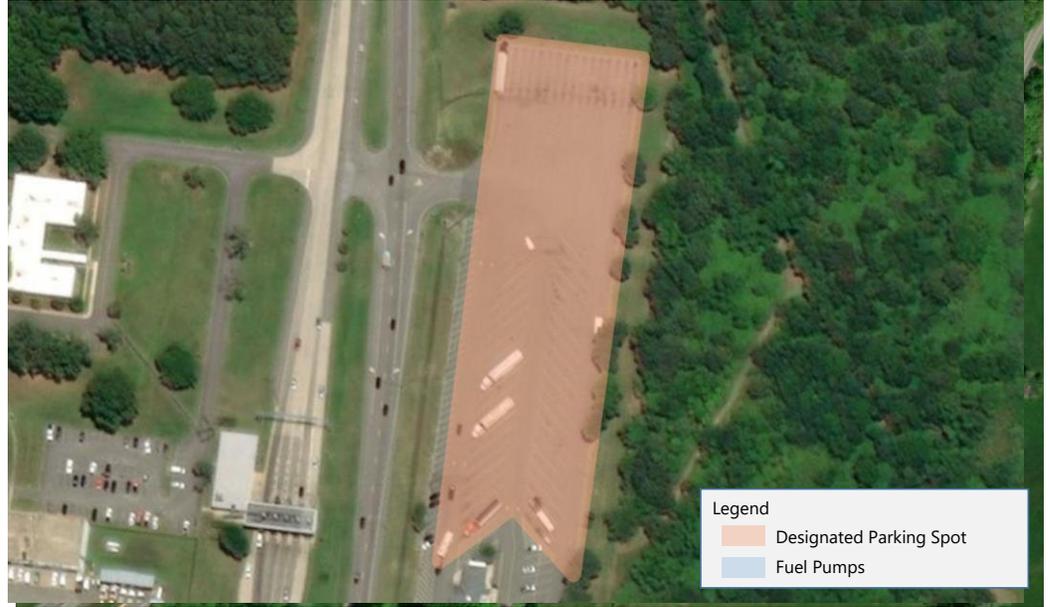
Private Parking Facility US-13 Milepost 75

Private Truck Parking Facility Report Card



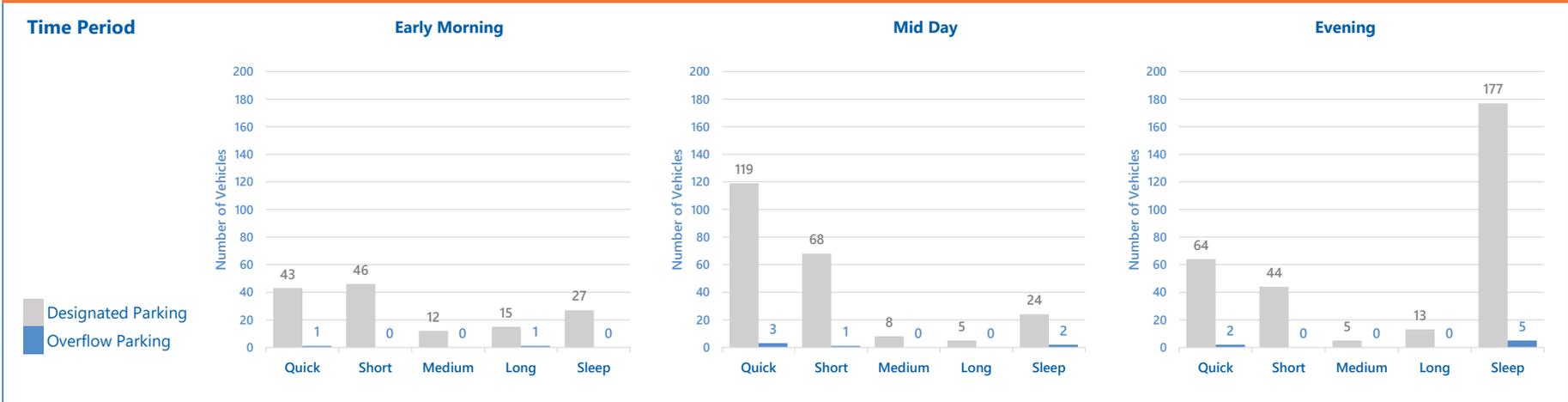
Parking Facility Summary

District:	Hampton Roads													
Total Spots Available:	42													
Range of Additional Spots Needed:	1 - 3													
Overall Priority:	Very Low													
Private Facility Priority:	Very Low													
Facility Amenities:	<table border="0"> <tr> <td>Restroom</td> <td><input checked="" type="checkbox"/></td> <td>Fuel</td> <td><input type="checkbox"/></td> </tr> <tr> <td>Shower</td> <td><input type="checkbox"/></td> <td>Lighted</td> <td><input checked="" type="checkbox"/></td> </tr> <tr> <td>Wifi</td> <td><input type="checkbox"/></td> <td>Overnight Parking</td> <td><input checked="" type="checkbox"/></td> </tr> </table>		Restroom	<input checked="" type="checkbox"/>	Fuel	<input type="checkbox"/>	Shower	<input type="checkbox"/>	Lighted	<input checked="" type="checkbox"/>	Wifi	<input type="checkbox"/>	Overnight Parking	<input checked="" type="checkbox"/>
Restroom	<input checked="" type="checkbox"/>	Fuel	<input type="checkbox"/>											
Shower	<input type="checkbox"/>	Lighted	<input checked="" type="checkbox"/>											
Wifi	<input type="checkbox"/>	Overnight Parking	<input checked="" type="checkbox"/>											



Time Period	Early Morning	Mid Day	Evening	Daily
Percent Overflow Parking Activity	1%	6%	3%	3%

57-Day Observed Sample of Designated and Overflow Parking Activity



Notes: Time Periods: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM
 Parking Activity Category: Quick Stop: 10 min - 30 min; Short Stop: 30 min - 2 hours; Medium Stop: 2-4 hours; Long Stop: 4 - 8 hours; Sleep Stop: >8 hours

Richmond Travel Center

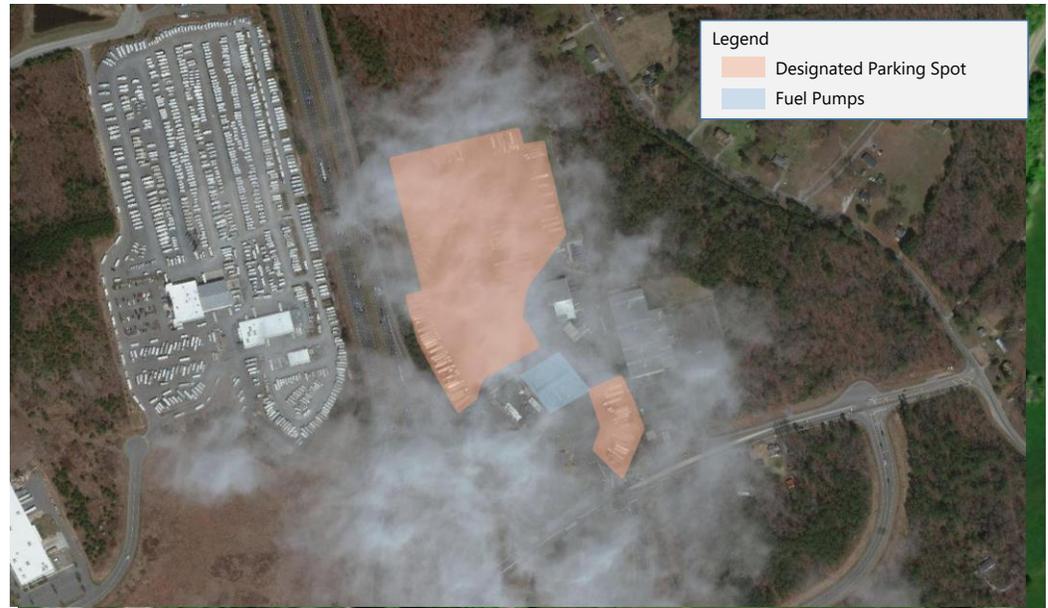
Private Parking Facility I-95 Milepost 89

Private Truck Parking Facility Report Card



Parking Facility Summary

District:	Richmond	
Total Spots Available:	158	
Range of Additional Spots Needed:	11 - 23	
Overall Priority:	High	
Private Facility Priority:	High	
Facility Amenities:	Restroom <input checked="" type="checkbox"/> Fuel <input checked="" type="checkbox"/> Shower <input checked="" type="checkbox"/> Lighted <input checked="" type="checkbox"/> Wifi <input type="checkbox"/> Overnight Parking <input checked="" type="checkbox"/>	

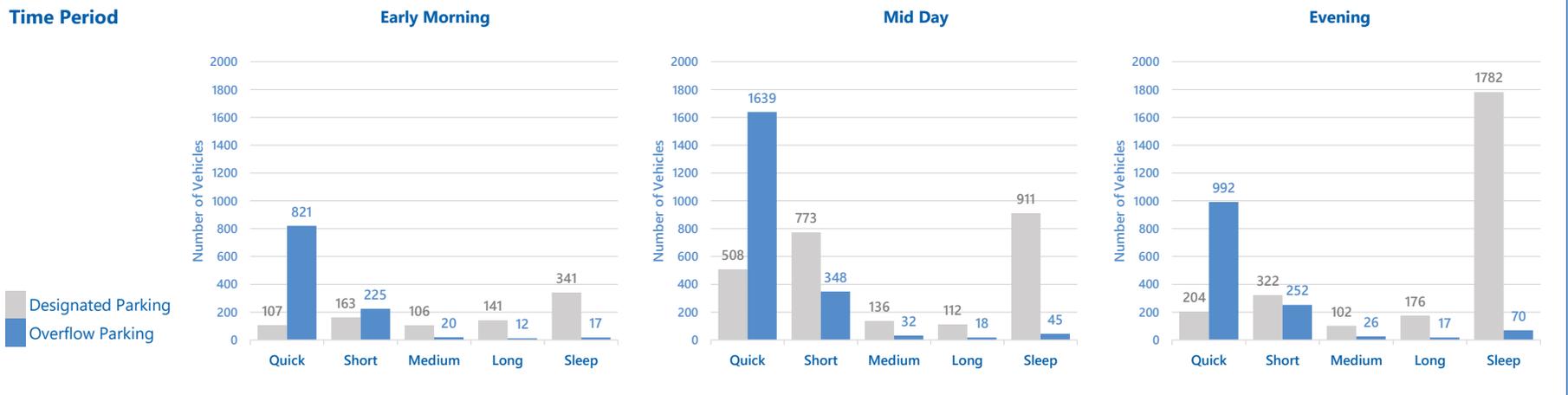


Legend

- Designated Parking Spot
- Fuel Pumps

Time Period	Early Morning	Mid Day	Evening	Daily
Percent Overflow Parking Activity	14%	12%	6%	9%

57-Day Observed Sample of Designated and Overflow Parking Activity



Notes: Time Periods: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM
 Parking Activity Category: Quick Stop: 10 min - 30 min; Short Stop: 30 min - 2 hours; Medium Stop: 2-4 hours; Long Stop: 4 - 8 hours; Sleep Stop: >8 hours

Royal Farms

Private Parking Facility US-13 Milepost 143

Private Truck Parking Facility Report Card



Parking Facility Summary

District:	Hampton Roads		
Total Spots Available:	17		
Range of Additional Spots Needed:	2 - 6		
Overall Priority:	Medium		
Private Facility Priority:	Medium		
Facility Amenities:			
Restroom	<input checked="" type="checkbox"/>	Fuel	<input checked="" type="checkbox"/>
Shower	<input type="checkbox"/>	Lighted	<input checked="" type="checkbox"/>
Wifi	<input type="checkbox"/>	Overnight Parking	<input type="checkbox"/>

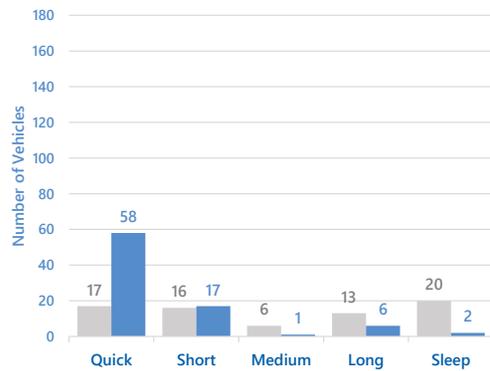


Time Period	Early Morning	Mid Day	Evening	Daily
Percent Overflow Parking Activity	26%	6%	30%	22%

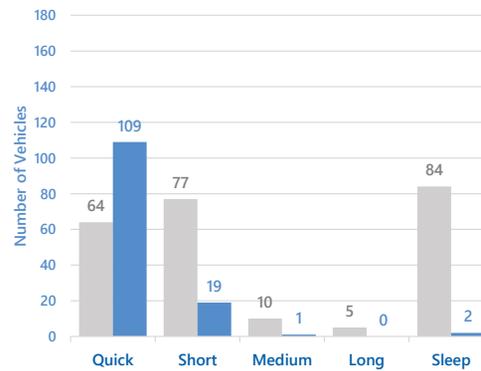
57-Day Observed Sample of Designated and Overflow Parking Activity

Time Period

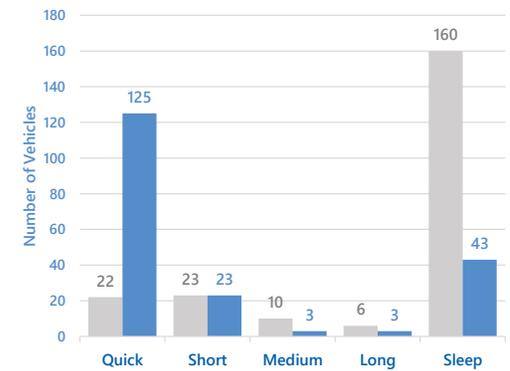
Early Morning



Mid Day



Evening



Notes: Time Periods: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM
 Parking Activity Category: Quick Stop: 10 min - 30 min; Short Stop: 30 min - 2 hours; Medium Stop: 2-4 hours; Long Stop: 4 - 8 hours; Sleep Stop: >8 hours

Sheetz Travel Center

Private Parking Facility I-81 Milepost 274

Private Truck Parking Facility Report Card



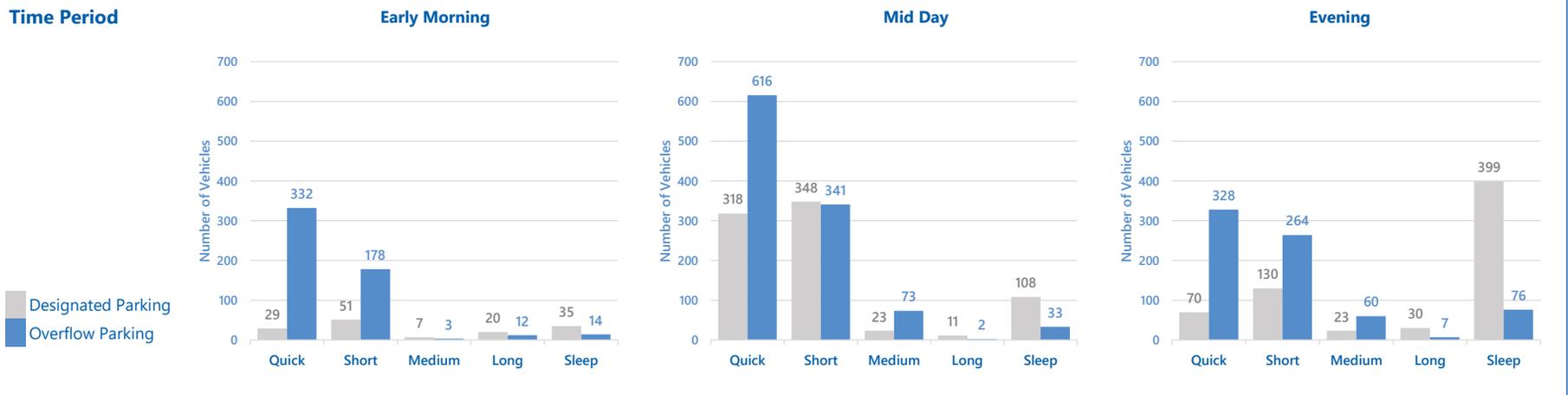
Parking Facility Summary

District:	Staunton		
Total Spots Available:	50		
Range of Additional Spots Needed:	14 - 41		
Overall Priority:	Very High		
Private Facility Priority:	High		
Facility Amenities:			
Restroom	<input checked="" type="checkbox"/>	Fuel	<input checked="" type="checkbox"/>
Shower	<input checked="" type="checkbox"/>	Lighted	<input checked="" type="checkbox"/>
Wifi	<input checked="" type="checkbox"/>	Overnight Parking	<input checked="" type="checkbox"/>



Time Period	Early Morning	Mid Day	Evening	Daily
Percent Overflow Parking Activity	81%	58%	27%	39%

57-Day Observed Sample of Designated and Overflow Parking Activity



Notes: Time Periods: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM
 Parking Activity Category: Quick Stop: 10 min - 30 min; Short Stop: 30 min - 2 hours; Medium Stop: 2-4 hours; Long Stop: 4 - 8 hours; Sleep Stop: >8 hours

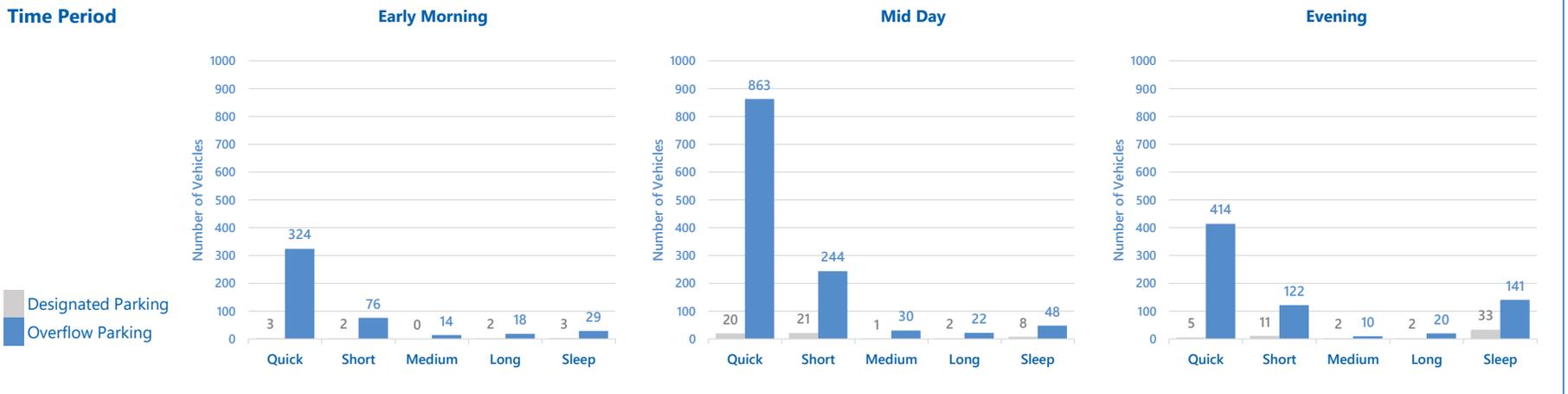
Parking Facility Summary

District:	Richmond		
Total Spots Available:	20		
Range of Additional Spots Needed:	97 - 259		
Overall Priority:	Very High		
Private Facility Priority:	Very High		
Facility Amenities:			
Restroom	<input checked="" type="checkbox"/>	Fuel	<input checked="" type="checkbox"/>
Shower	<input type="checkbox"/>	Lighted	<input checked="" type="checkbox"/>
Wifi	<input type="checkbox"/>	Overnight Parking	<input type="checkbox"/>



Time Period	Early Morning	Mid Day	Evening	Daily
Percent Overflow Parking Activity	1291%	915%	482%	642%

57-Day Observed Sample of Designated and Overflow Parking Activity



Notes: Time Periods: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM
 Parking Activity Category: Quick Stop: 10 min - 30 min; Short Stop: 30 min - 2 hours; Medium Stop: 2-4 hours; Long Stop: 4 - 8 hours; Sleep Stop: >8 hours

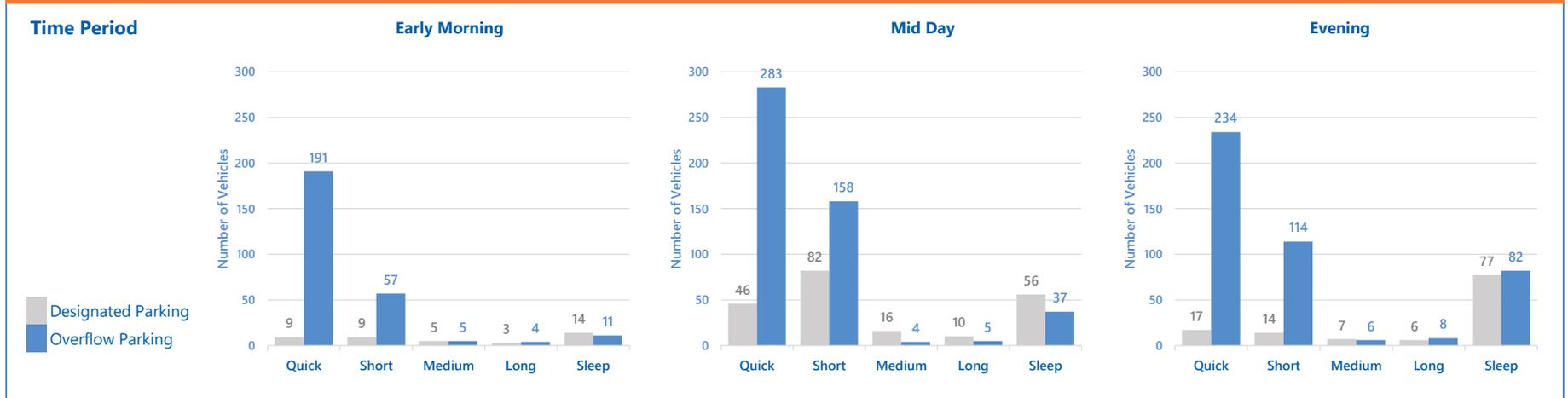
Parking Facility Summary

District:	Richmond													
Total Spots Available:	15													
Range of Additional Spots Needed:	13 - 20													
Overall Priority:	High													
Private Facility Priority:	High													
Facility Amenities:	<table border="0"> <tr> <td>Restroom</td> <td><input checked="" type="checkbox"/></td> <td>Fuel</td> <td><input checked="" type="checkbox"/></td> </tr> <tr> <td>Shower</td> <td><input type="checkbox"/></td> <td>Lighted</td> <td><input checked="" type="checkbox"/></td> </tr> <tr> <td>Wifi</td> <td><input type="checkbox"/></td> <td>Overnight Parking</td> <td><input checked="" type="checkbox"/></td> </tr> </table>		Restroom	<input checked="" type="checkbox"/>	Fuel	<input checked="" type="checkbox"/>	Shower	<input type="checkbox"/>	Lighted	<input checked="" type="checkbox"/>	Wifi	<input type="checkbox"/>	Overnight Parking	<input checked="" type="checkbox"/>
Restroom	<input checked="" type="checkbox"/>	Fuel	<input checked="" type="checkbox"/>											
Shower	<input type="checkbox"/>	Lighted	<input checked="" type="checkbox"/>											
Wifi	<input type="checkbox"/>	Overnight Parking	<input checked="" type="checkbox"/>											



Time Period	Early Morning	Mid Day	Evening	Daily
Percent Overflow Parking Activity	129%	82%	121%	106%

57-Day Observed Sample of Designated and Overflow Parking Activity



Notes: Time Periods: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM
 Parking Activity Category: Quick Stop: 10 min - 30 min; Short Stop: 30 min - 2 hours; Medium Stop: 2-4 hours; Long Stop: 4 - 8 hours; Sleep Stop: >8 hours

Shenandoah Truck Center (Liberty)

Private Parking Facility I-81 Milepost 274

Private Truck Parking Facility Report Card



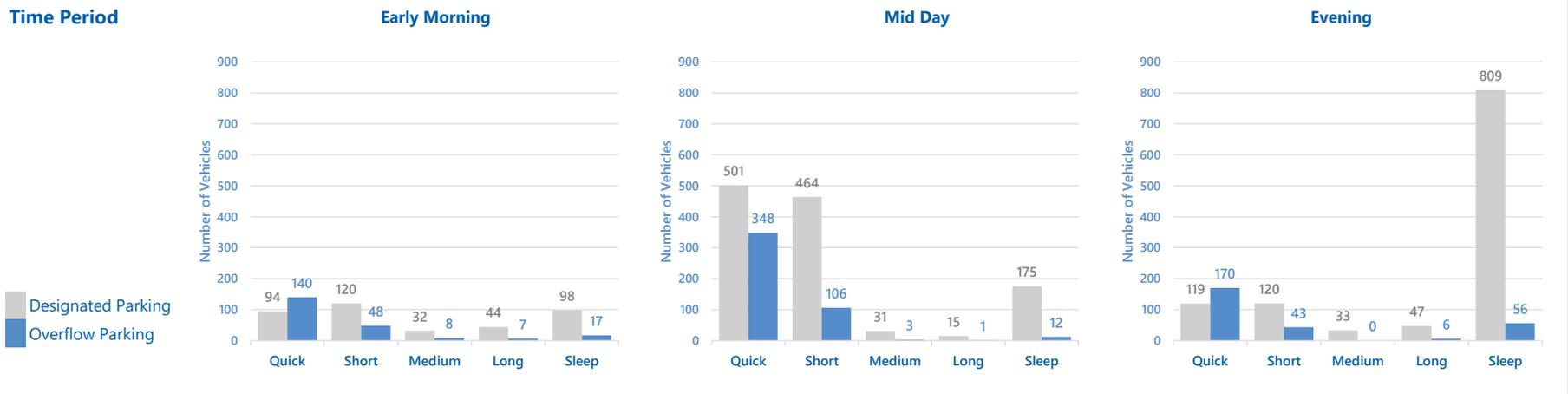
Parking Facility Summary

District:	Staunton		
Total Spots Available:	80		
Range of Additional Spots Needed:	7 - 17		
Overall Priority:	Medium		
Private Facility Priority:	Medium		
Facility Amenities:			
Restroom	<input checked="" type="checkbox"/>	Fuel	<input checked="" type="checkbox"/>
Shower	<input checked="" type="checkbox"/>	Lighted	<input checked="" type="checkbox"/>
Wifi	<input checked="" type="checkbox"/>	Overnight Parking	<input checked="" type="checkbox"/>



Time Period	Early Morning	Mid Day	Evening	Daily
Percent Overflow Parking Activity	21%	12%	8%	10%

57-Day Observed Sample of Designated and Overflow Parking Activity



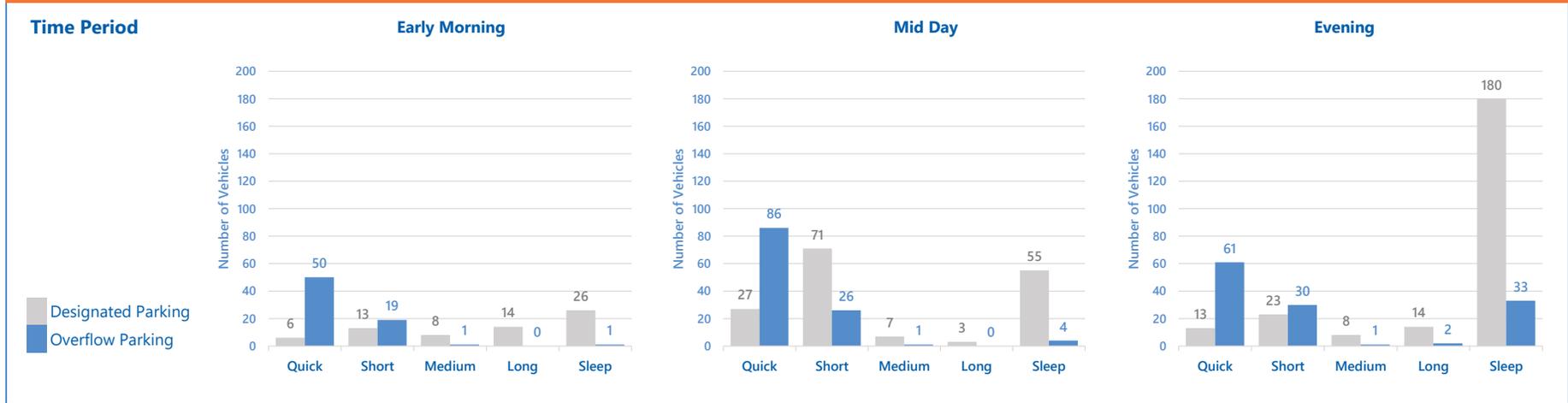
Notes: Time Periods: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM
 Parking Activity Category: Quick Stop: 10 min - 30 min; Short Stop: 30 min - 2 hours; Medium Stop: 2-4 hours; Long Stop: 4 - 8 hours; Sleep Stop: >8 hours

Parking Facility Summary	
District:	Hampton Roads
Total Spots Available:	30
Range of Additional Spots Needed:	4 - 6
Overall Priority:	Low
Private Facility Priority:	Low
Facility Amenities:	
Restroom <input checked="" type="checkbox"/>	Fuel <input checked="" type="checkbox"/>
Shower <input checked="" type="checkbox"/>	Lighted <input checked="" type="checkbox"/>
Wifi <input type="checkbox"/>	Overnight Parking <input checked="" type="checkbox"/>



Time Period	Early Morning	Mid Day	Evening	Daily
Percent Overflow Parking Activity	11%	13%	20%	17%

57-Day Observed Sample of Designated and Overflow Parking Activity



Notes: Time Periods: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM
Parking Activity Category: Quick Stop: 10 min - 30 min; Short Stop: 30 min - 2 hours; Medium Stop: 2-4 hours; Long Stop: 4 - 8 hours; Sleep Stop: >8 hours

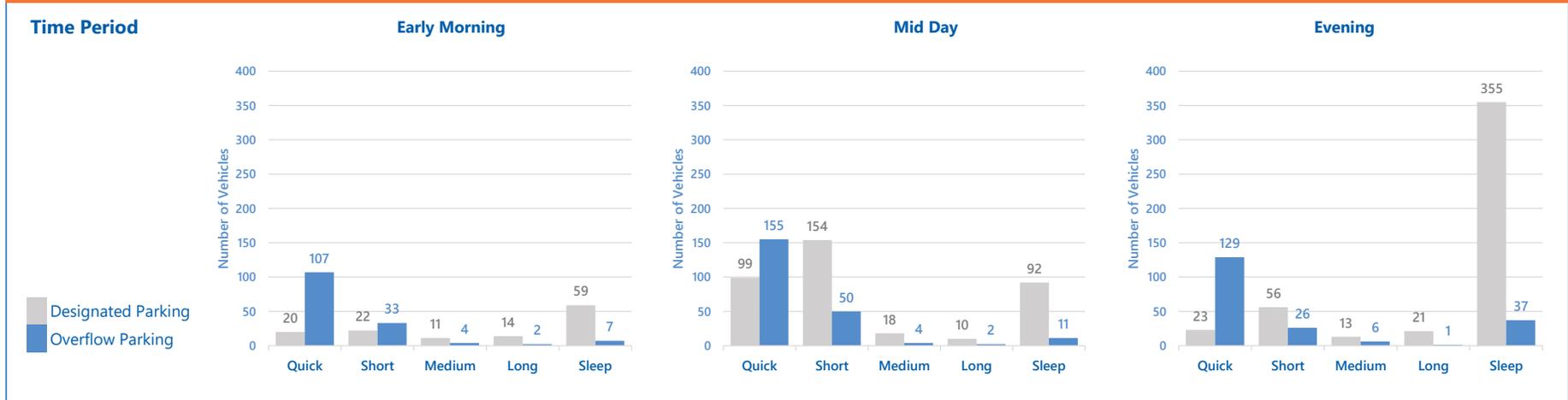
Parking Facility Summary

District:	Richmond		
Total Spots Available:	75		
Range of Additional Spots Needed:	9 - 15		
Overall Priority:	Medium		
Private Facility Priority:	Medium		
Facility Amenities:			
Restroom	<input checked="" type="checkbox"/>	Fuel	<input checked="" type="checkbox"/>
Shower	<input checked="" type="checkbox"/>	Lighted	<input checked="" type="checkbox"/>
Wifi	<input checked="" type="checkbox"/>	Overnight Parking	<input checked="" type="checkbox"/>



Time Period	Early Morning	Mid Day	Evening	Daily
Percent Overflow Parking Activity	19%	17%	12%	14%

57-Day Observed Sample of Designated and Overflow Parking Activity



Notes: Time Periods: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM
Parking Activity Category: Quick Stop: 10 min - 30 min; Short Stop: 30 min - 2 hours; Medium Stop: 2-4 hours; Long Stop: 4 - 8 hours; Sleep Stop: >8 hours

Slip-In Food Marts Inc

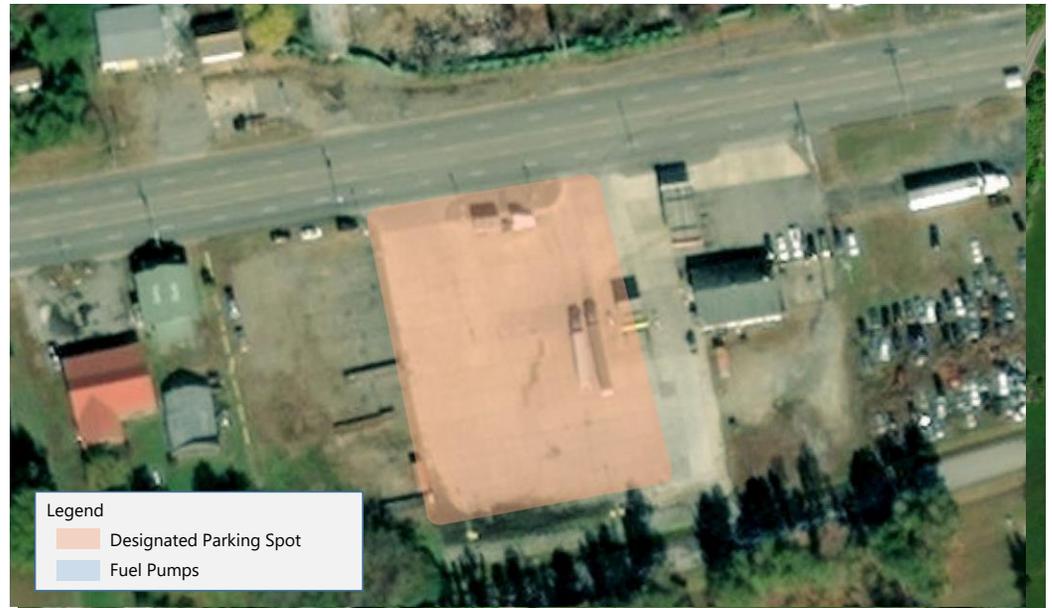
Private Parking Facility US-58 Milepost 382

Private Truck Parking Facility Report Card



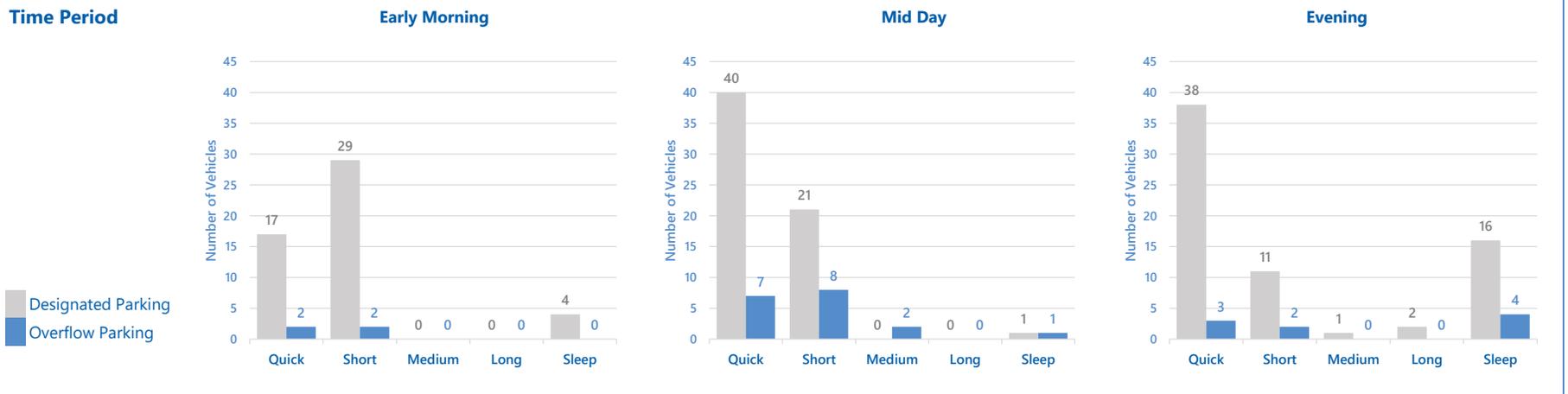
Parking Facility Summary

District:	Richmond													
Total Spots Available:	20													
Range of Additional Spots Needed:	1 - 13													
Overall Priority:	Very Low													
Private Facility Priority:	Very Low													
Facility Amenities:	<table border="0"> <tr> <td>Restroom</td> <td><input checked="" type="checkbox"/></td> <td>Fuel</td> <td><input type="checkbox"/></td> </tr> <tr> <td>Shower</td> <td><input type="checkbox"/></td> <td>Lighted</td> <td><input checked="" type="checkbox"/></td> </tr> <tr> <td>Wifi</td> <td><input type="checkbox"/></td> <td>Overnight Parking</td> <td><input type="checkbox"/></td> </tr> </table>		Restroom	<input checked="" type="checkbox"/>	Fuel	<input type="checkbox"/>	Shower	<input type="checkbox"/>	Lighted	<input checked="" type="checkbox"/>	Wifi	<input type="checkbox"/>	Overnight Parking	<input type="checkbox"/>
Restroom	<input checked="" type="checkbox"/>	Fuel	<input type="checkbox"/>											
Shower	<input type="checkbox"/>	Lighted	<input checked="" type="checkbox"/>											
Wifi	<input type="checkbox"/>	Overnight Parking	<input type="checkbox"/>											



Time Period	Early Morning	Mid Day	Evening	Daily
Percent Overflow Parking Activity	3%	63%	23%	23%

57-Day Observed Sample of Designated and Overflow Parking Activity



Notes: Time Periods: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM
 Parking Activity Category: Quick Stop: 10 min - 30 min; Short Stop: 30 min - 2 hours; Medium Stop: 2-4 hours; Long Stop: 4 - 8 hours; Sleep Stop: >8 hours

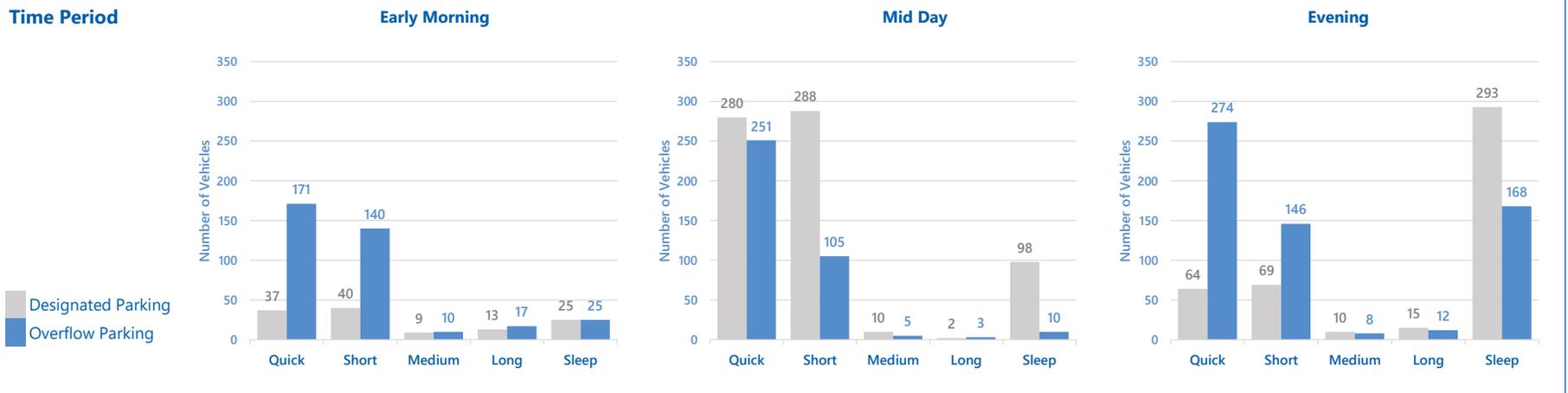
Parking Facility Summary

District:	Staunton		
Total Spots Available:	20		
Range of Additional Spots Needed:	4 - 27		
Overall Priority:	High		
Private Facility Priority:	High		
Facility Amenities:			
Restroom	<input checked="" type="checkbox"/>	Fuel	<input checked="" type="checkbox"/>
Shower	<input type="checkbox"/>	Lighted	<input checked="" type="checkbox"/>
Wifi	<input type="checkbox"/>	Overnight Parking	<input checked="" type="checkbox"/>



Time Period	Early Morning	Mid Day	Evening	Daily
Percent Overflow Parking Activity	133%	20%	62%	56%

57-Day Observed Sample of Designated and Overflow Parking Activity



Notes: Time Periods: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM
 Parking Activity Category: Quick Stop: 10 min - 30 min; Short Stop: 30 min - 2 hours; Medium Stop: 2-4 hours; Long Stop: 4 - 8 hours; Sleep Stop: >8 hours

Subway Restaurants (C-Store / Gas S

Private Parking Facility ion) at I-81 Milepost 201

Private Truck Parking Facility Report Card



Parking Facility Summary

District:	Staunton		
Total Spots Available:	5		
Range of Additional Spots Needed:	2 - 5		
Overall Priority:	Very Low		
Private Facility Priority:	Very Low		
Facility Amenities:			
Restroom	<input checked="" type="checkbox"/>	Fuel	<input checked="" type="checkbox"/>
Shower	<input checked="" type="checkbox"/>	Lighted	<input checked="" type="checkbox"/>
Wifi	<input type="checkbox"/>	Overnight Parking	<input type="checkbox"/>

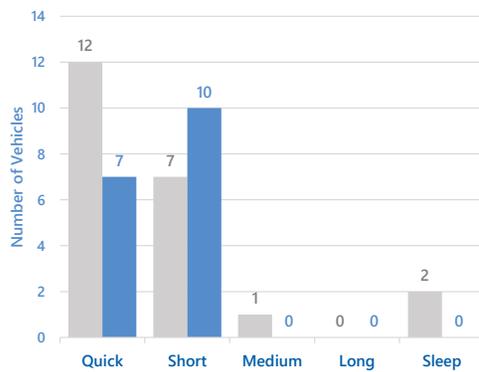


Time Period	Early Morning	Mid Day	Evening	Daily
Percent Overflow Parking Activity	29%	29%	82%	59%

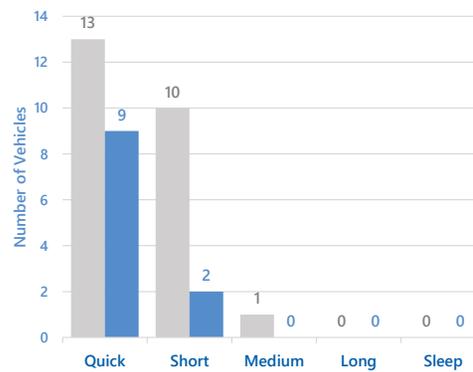
57-Day Observed Sample of Designated and Overflow Parking Activity

Time Period

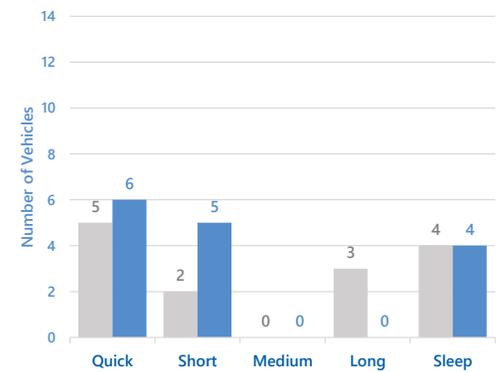
Early Morning



Mid Day



Evening



Notes: Time Periods: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM
 Parking Activity Category: Quick Stop: 10 min - 30 min; Short Stop: 30 min - 2 hours; Medium Stop: 2-4 hours; Long Stop: 4 - 8 hours; Sleep Stop: >8 hours

TA Roanoke #21

Private Parking Facility I-81 Milepost 151

Private Truck Parking Facility Report Card



Parking Facility Summary

District:	Salem		
Total Spots Available:	129		
Range of Additional Spots Needed:	0 - 0		
Overall Priority:	Very Low		
Private Facility Priority:	Very Low		
Facility Amenities:			
Restroom	<input checked="" type="checkbox"/>	Fuel	<input type="checkbox"/>
Shower	<input checked="" type="checkbox"/>	Lighted	<input checked="" type="checkbox"/>
Wifi	<input checked="" type="checkbox"/>	Overnight Parking	<input checked="" type="checkbox"/>

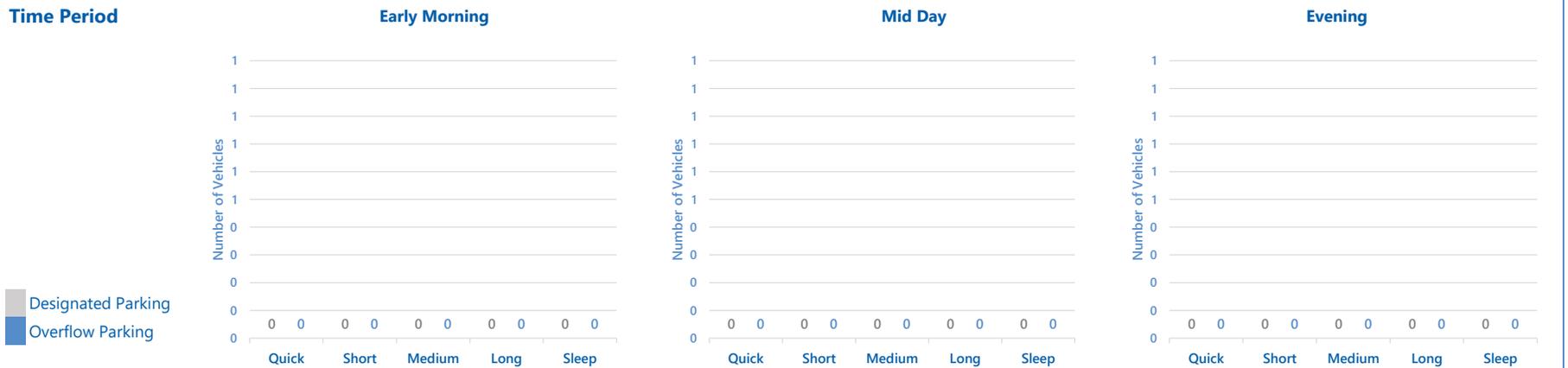


Legend

- Designated Parking Spot
- Fuel Pumps

Time Period	Early Morning	Mid Day	Evening	Daily
Percent Overflow Parking Activity	-	-	-	-

57-Day Observed Sample of Designated and Overflow Parking Activity



Notes: Time Periods: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM
 Parking Activity Category: Quick Stop: 10 min - 30 min; Short Stop: 30 min - 2 hours; Medium Stop: 2-4 hours; Long Stop: 4 - 8 hours; Sleep Stop: >8 hours
 This Facility was not active at the time of data collection, possibly under construction. Two other Truck parking facilities are near by (#P175 and P143).

TA Wytheville

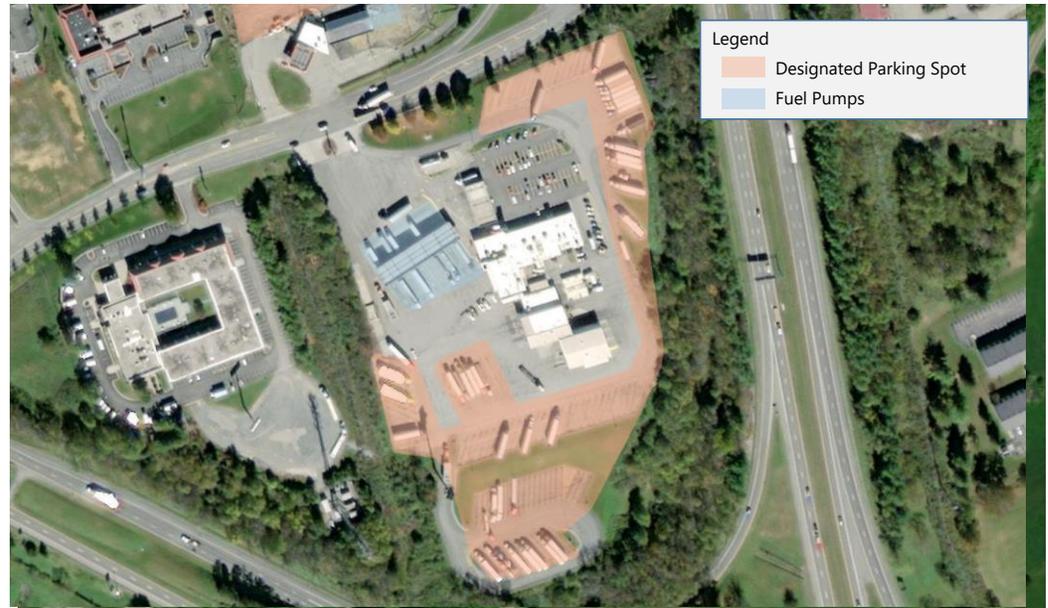
Private Parking Facility I-77 Milepost 41

Private Truck Parking Facility Report Card



Parking Facility Summary

District:	Bristol		
Total Spots Available:	114		
Range of Additional Spots Needed:	38 - 58		
Overall Priority:	Very High		
Private Facility Priority:	Very High		
Facility Amenities:			
Restroom	<input checked="" type="checkbox"/>	Fuel	<input checked="" type="checkbox"/>
Shower	<input checked="" type="checkbox"/>	Lighted	<input checked="" type="checkbox"/>
Wifi	<input checked="" type="checkbox"/>	Overnight Parking	<input checked="" type="checkbox"/>

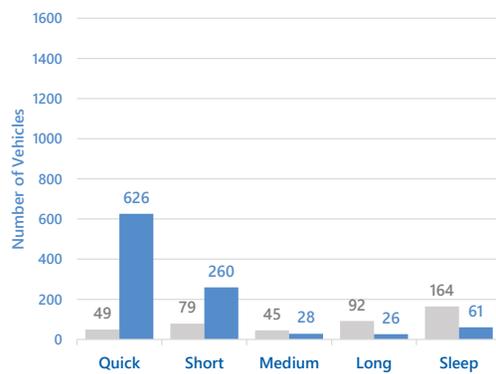


Time Period	Early Morning	Mid Day	Evening	Daily
Percent Overflow Parking Activity	51%	34%	33%	35%

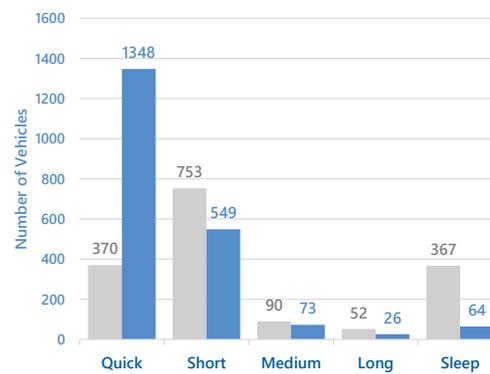
57-Day Observed Sample of Designated and Overflow Parking Activity

Time Period

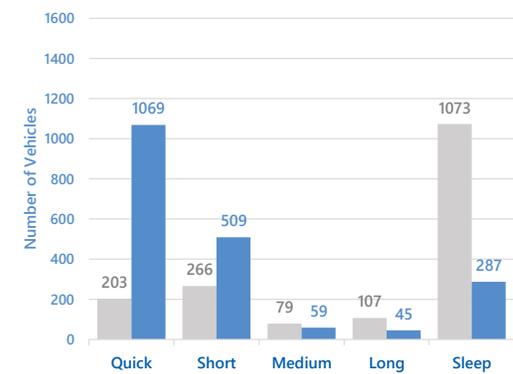
Early Morning



Mid Day



Evening



Notes: Time Periods: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM
 Parking Activity Category: Quick Stop: 10 min - 30 min; Short Stop: 30 min - 2 hours; Medium Stop: 2-4 hours; Long Stop: 4 - 8 hours; Sleep Stop: >8 hours

Thrift Mart

Private Parking Facility US-1 Milepost 66

Private Truck Parking Facility Report Card



Parking Facility Summary

District:	Richmond		
Total Spots Available:	5		
Range of Additional Spots Needed:	1 - 8		
Overall Priority:	Very Low		
Private Facility Priority:	Very Low		
Facility Amenities:			
Restroom	<input checked="" type="checkbox"/>	Fuel	<input checked="" type="checkbox"/>
Shower	<input type="checkbox"/>	Lighted	<input checked="" type="checkbox"/>
Wifi	<input type="checkbox"/>	Overnight Parking	<input checked="" type="checkbox"/>

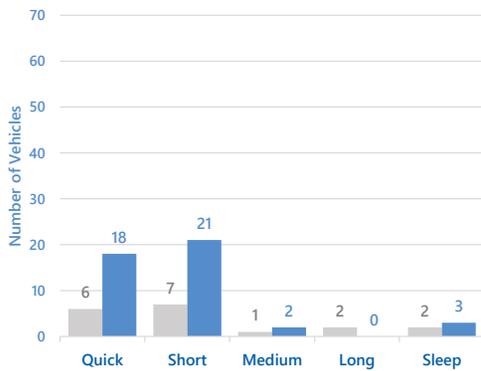


Time Period	Early Morning	Mid Day	Evening	Daily
Percent Overflow Parking Activity	145%	52%	18%	30%

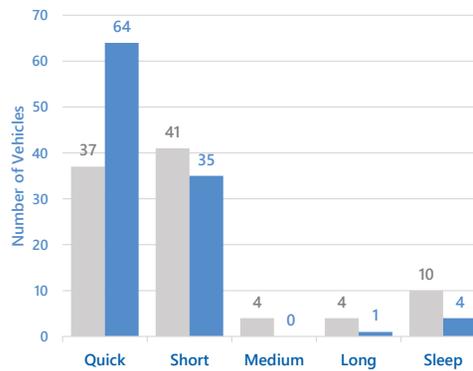
57-Day Observed Sample of Designated and Overflow Parking Activity

Time Period

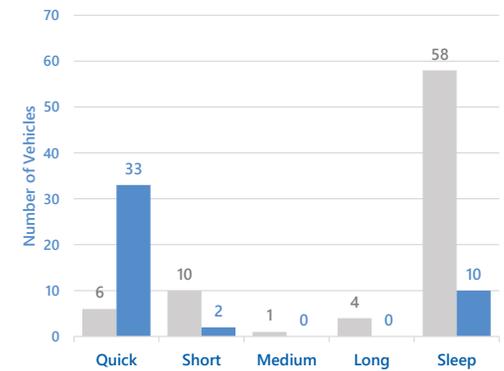
Early Morning



Mid Day



Evening



Notes: Time Periods: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM
 Parking Activity Category: Quick Stop: 10 min - 30 min; Short Stop: 30 min - 2 hours; Medium Stop: 2-4 hours; Long Stop: 4 - 8 hours; Sleep Stop: >8 hours

Tow Star Liberty

Private Parking Facility US-460 Milepost 88

Private Truck Parking Facility Report Card



Parking Facility Summary

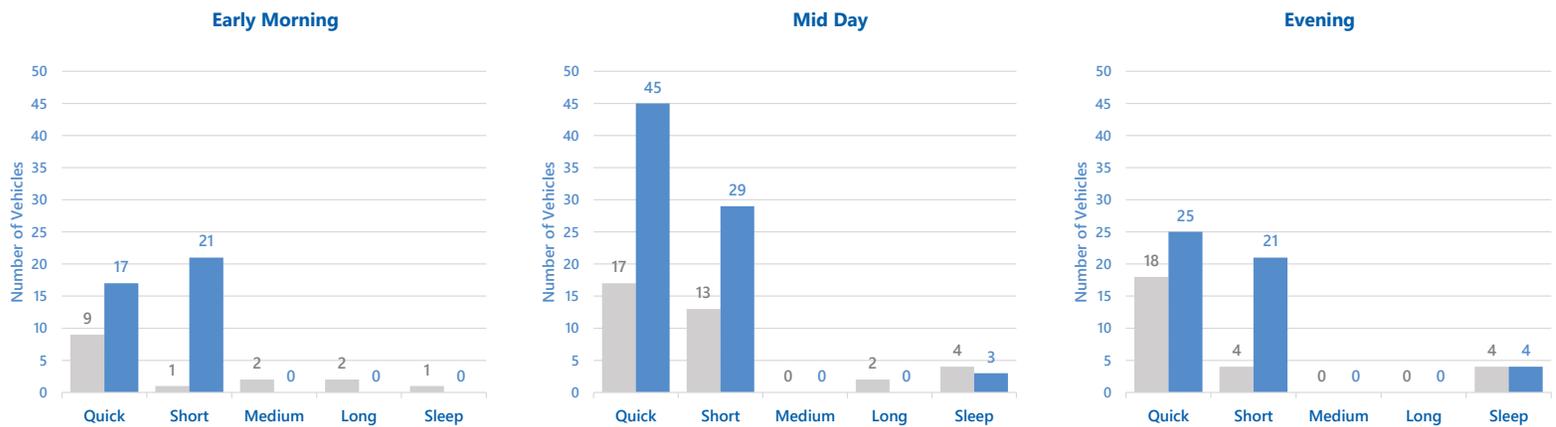
District:	Salem		
Total Spots Available:	2		
Range of Additional Spots Needed:	2 - 3		
Overall Priority:	Very Low		
Private Facility Priority:	Very Low		
Facility Amenities:	Restroom <input checked="" type="checkbox"/>	Fuel <input checked="" type="checkbox"/>	
	Shower <input type="checkbox"/>	Lighted <input checked="" type="checkbox"/>	
	Wifi <input type="checkbox"/>	Overnight Parking <input type="checkbox"/>	



Time Period	Early Morning	Mid Day	Evening	Daily
Percent Overflow Parking Activity	73%	99%	128%	104%

57-Day Observed Sample of Designated and Overflow Parking Activity

Time Period



Notes: Time Periods: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM
 Parking Activity Category: Quick Stop: 10 min - 30 min; Short Stop: 30 min - 2 hours; Medium Stop: 2-4 hours; Long Stop: 4 - 8 hours; Sleep Stop: >8 hours

Travel Centers Ashland

Private Parking Facility I-95 Milepost 92

Private Truck Parking Facility Report Card



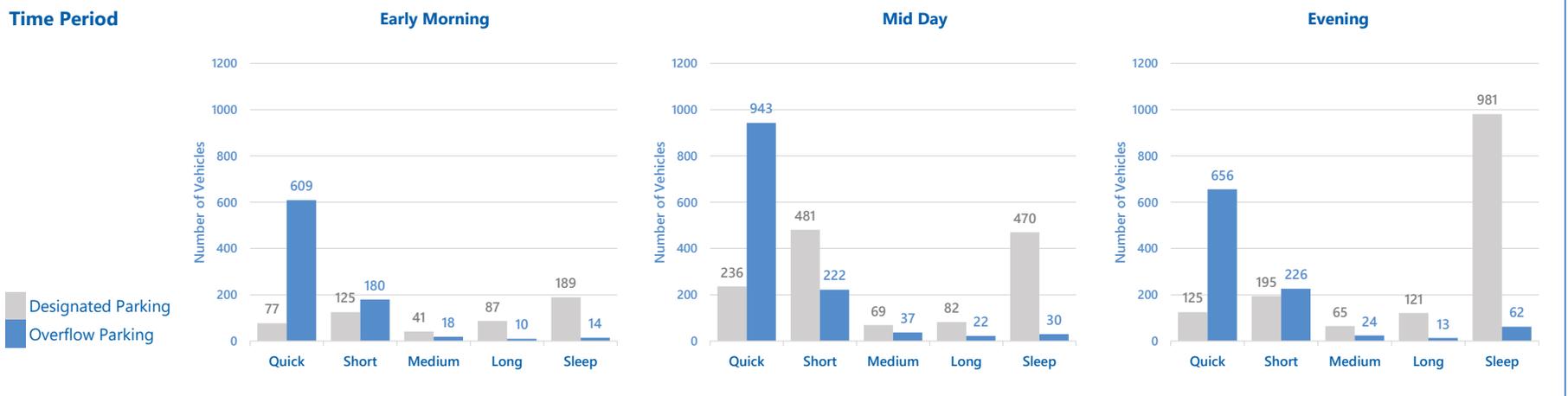
Parking Facility Summary

District:	Richmond			
Total Spots Available:	183			
Range of Additional Spots Needed:	18 - 37			
Overall Priority:	High			
Private Facility Priority:	High			
Facility Amenities:	Restroom	<input checked="" type="checkbox"/>	Fuel	<input checked="" type="checkbox"/>
	Shower	<input checked="" type="checkbox"/>	Lighted	<input checked="" type="checkbox"/>
	Wifi	<input checked="" type="checkbox"/>	Overnight Parking	<input checked="" type="checkbox"/>



Time Period	Early Morning	Mid Day	Evening	Daily
Percent Overflow Parking Activity	20%	15%	10%	13%

57-Day Observed Sample of Designated and Overflow Parking Activity



Notes: Time Periods: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM
 Parking Activity Category: Quick Stop: 10 min - 30 min; Short Stop: 30 min - 2 hours; Medium Stop: 2-4 hours; Long Stop: 4 - 8 hours; Sleep Stop: >8 hours

Parking Facility Summary

District:	Richmond	
Total Spots Available:	12	
Range of Additional Spots Needed:	4 - 14	
Overall Priority:	Very Low	
Private Facility Priority:	Very Low	
Facility Amenities:	Restroom <input checked="" type="checkbox"/> Fuel <input checked="" type="checkbox"/> Shower <input type="checkbox"/> Lighted <input checked="" type="checkbox"/> Wifi <input type="checkbox"/> Overnight Parking <input checked="" type="checkbox"/>	



Time Period	Early Morning	Mid Day	Evening	Daily
Percent Overflow Parking Activity	109%	32%	64%	69%

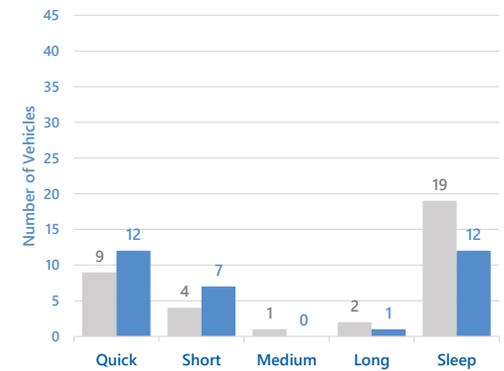
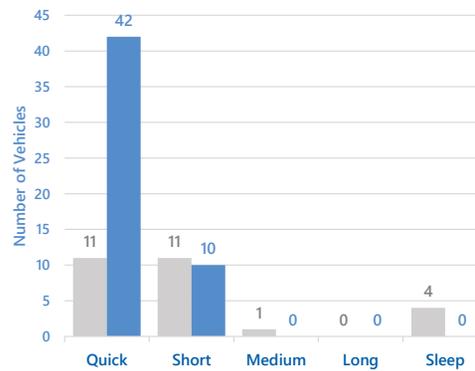
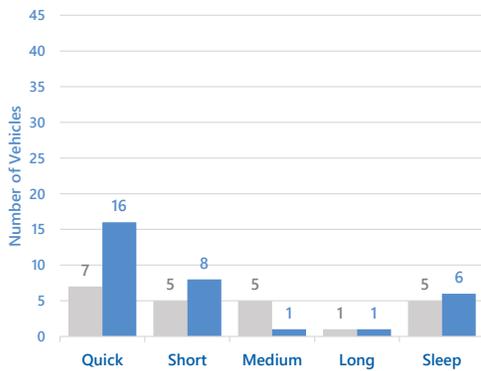
57-Day Observed Sample of Designated and Overflow Parking Activity

Time Period

Early Morning

Mid Day

Evening



Notes: Time Periods: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM
 Parking Activity Category: Quick Stop: 10 min - 30 min; Short Stop: 30 min - 2 hours; Medium Stop: 2-4 hours; Long Stop: 4 - 8 hours; Sleep Stop: >8 hours

Village Truck Stop

Private Parking Facility I-81 Milepost 55

Private Truck Parking Facility Report Card



Parking Facility Summary

District:	Bristol		
Total Spots Available:	5		
Range of Additional Spots Needed:	2 - 7		
Overall Priority:	Low		
Private Facility Priority:	Low		
Facility Amenities:			
Restroom	<input checked="" type="checkbox"/>	Fuel	<input checked="" type="checkbox"/>
Shower	<input type="checkbox"/>	Lighted	<input checked="" type="checkbox"/>
Wifi	<input type="checkbox"/>	Overnight Parking	<input type="checkbox"/>

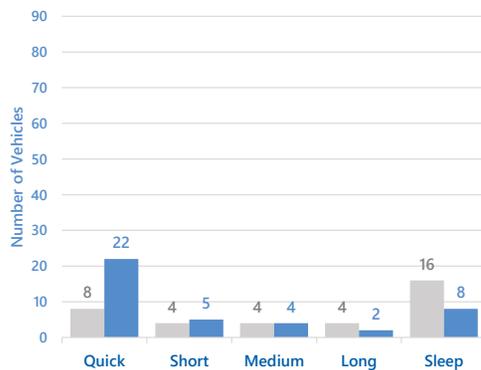


Time Period	Early Morning	Mid Day	Evening	Daily
Percent Overflow Parking Activity	55%	136%	32%	45%

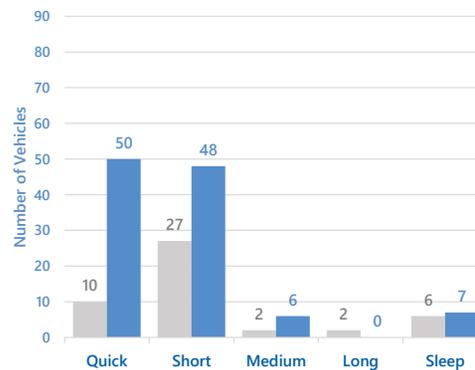
57-Day Observed Sample of Designated and Overflow Parking Activity

Time Period

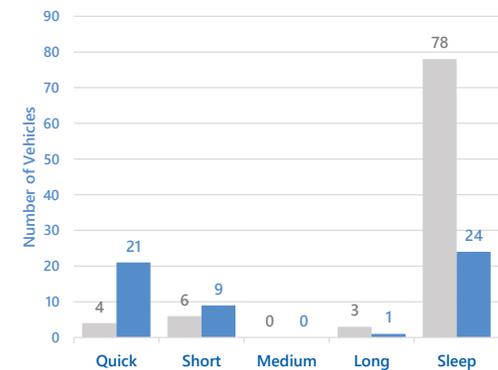
Early Morning



Mid Day



Evening



Notes: Time Periods: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM
 Parking Activity Category: Quick Stop: 10 min - 30 min; Short Stop: 30 min - 2 hours; Medium Stop: 2-4 hours; Long Stop: 4 - 8 hours; Sleep Stop: >8 hours

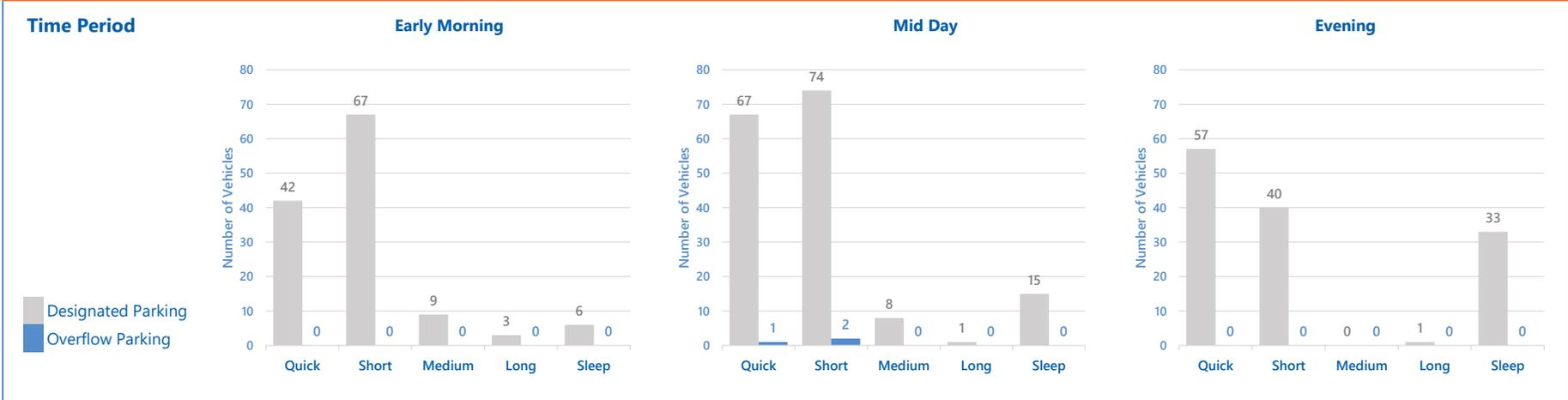
Parking Facility Summary

District:	Hampton Roads		
Total Spots Available:	20		
Range of Additional Spots Needed:	1 - 1		
Overall Priority:	Very Low		
Private Facility Priority:	Very Low		
Facility Amenities:			
Restroom	<input checked="" type="checkbox"/>	Fuel	<input checked="" type="checkbox"/>
Shower	<input type="checkbox"/>	Lighted	<input checked="" type="checkbox"/>
Wifi	<input type="checkbox"/>	Overnight Parking	<input checked="" type="checkbox"/>



Time Period	Early Morning	Mid Day	Evening	Daily
Percent Overflow Parking Activity	-	1%	-	0%

57-Day Observed Sample of Designated and Overflow Parking Activity



Notes: Time Periods: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM
 Parking Activity Category: Quick Stop: 10 min - 30 min; Short Stop: 30 min - 2 hours; Medium Stop: 2-4 hours; Long Stop: 4 - 8 hours; Sleep Stop: >8 hours

Wilco Hess #662

Private Parking Facility US-220 Milepost 19

Private Truck Parking Facility Report Card



Parking Facility Summary

District:	Salem		
Total Spots Available:	4		
Range of Additional Spots Needed:	3 - 8		
Overall Priority:	Low		
Private Facility Priority:	Low		
Facility Amenities:	Restroom <input checked="" type="checkbox"/>	Fuel <input checked="" type="checkbox"/>	
	Shower <input type="checkbox"/>	Lighted <input checked="" type="checkbox"/>	
	Wifi <input type="checkbox"/>	Overnight Parking <input type="checkbox"/>	

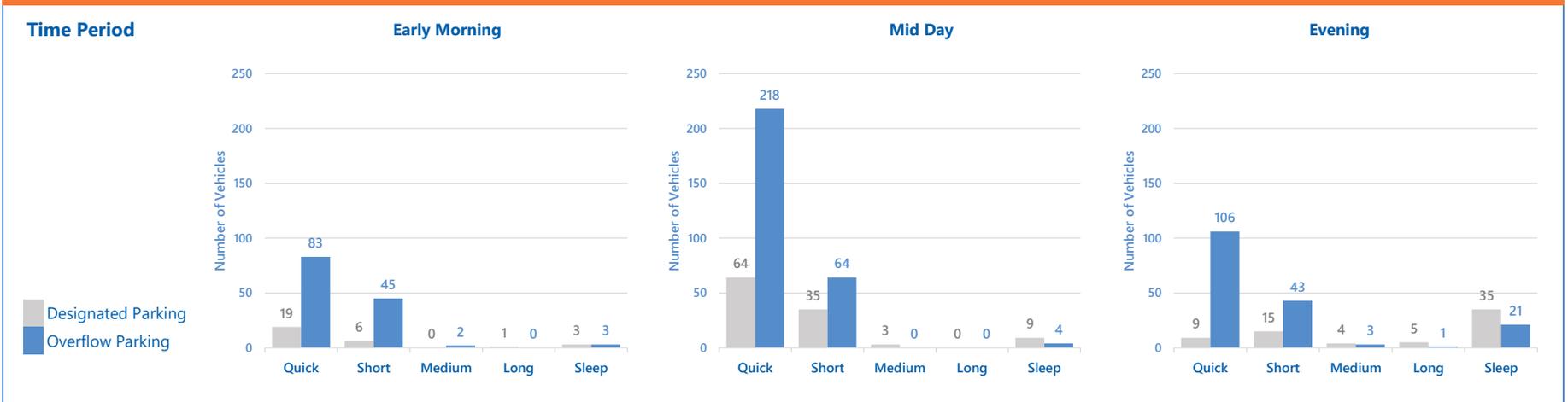


Legend

- Designated Parking Spot
- Fuel Pumps

Time Period	Early Morning	Mid Day	Evening	Daily
Percent Overflow Parking Activity	198%	100%	70%	87%

57-Day Observed Sample of Designated and Overflow Parking Activity



Notes: Time Periods: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM
 Parking Activity Category: Quick Stop: 10 min - 30 min; Short Stop: 30 min - 2 hours; Medium Stop: 2-4 hours; Long Stop: 4 - 8 hours; Sleep Stop: >8 hours

Parking Facility Summary

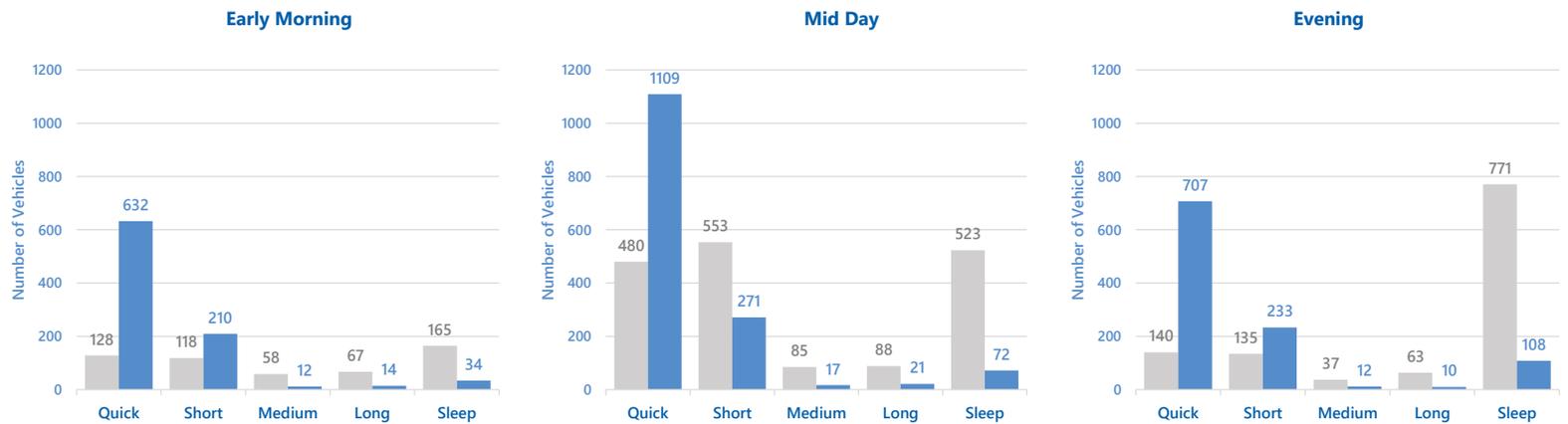
District:	Richmond													
Total Spots Available:	80													
Range of Additional Spots Needed:	15 - 27													
Overall Priority:	Very High													
Private Facility Priority:	High													
Facility Amenities:	<table border="0"> <tr> <td>Restroom</td><td><input checked="" type="checkbox"/></td> <td>Fuel</td><td><input checked="" type="checkbox"/></td> </tr> <tr> <td>Shower</td><td><input checked="" type="checkbox"/></td> <td>Lighted</td><td><input checked="" type="checkbox"/></td> </tr> <tr> <td>Wifi</td><td><input checked="" type="checkbox"/></td> <td>Overnight Parking</td><td><input checked="" type="checkbox"/></td> </tr> </table>		Restroom	<input checked="" type="checkbox"/>	Fuel	<input checked="" type="checkbox"/>	Shower	<input checked="" type="checkbox"/>	Lighted	<input checked="" type="checkbox"/>	Wifi	<input checked="" type="checkbox"/>	Overnight Parking	<input checked="" type="checkbox"/>
Restroom	<input checked="" type="checkbox"/>	Fuel	<input checked="" type="checkbox"/>											
Shower	<input checked="" type="checkbox"/>	Lighted	<input checked="" type="checkbox"/>											
Wifi	<input checked="" type="checkbox"/>	Overnight Parking	<input checked="" type="checkbox"/>											



Time Period	Early Morning	Mid Day	Evening	Daily
Percent Overflow Parking Activity	33%	21%	18%	21%

57-Day Observed Sample of Designated and Overflow Parking Activity

Time Period



Notes: Time Periods: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM
 Parking Activity Category: Quick Stop: 10 min - 30 min; Short Stop: 30 min - 2 hours; Medium Stop: 2-4 hours; Long Stop: 4 - 8 hours; Sleep Stop: >8 hours

Parking Facility Summary

District:	Staunton		
Total Spots Available:	140		
Range of Additional Spots Needed:	29 - 74		
Overall Priority:	Very High		
Private Facility Priority:	Very High		
Facility Amenities:			
Restroom	<input checked="" type="checkbox"/>	Fuel	<input checked="" type="checkbox"/>
Shower	<input checked="" type="checkbox"/>	Lighted	<input checked="" type="checkbox"/>
Wifi	<input type="checkbox"/>	Overnight Parking	<input checked="" type="checkbox"/>



Time Period	Early Morning	Mid Day	Evening	Daily
Percent Overflow Parking Activity	52%	20%	21%	25%

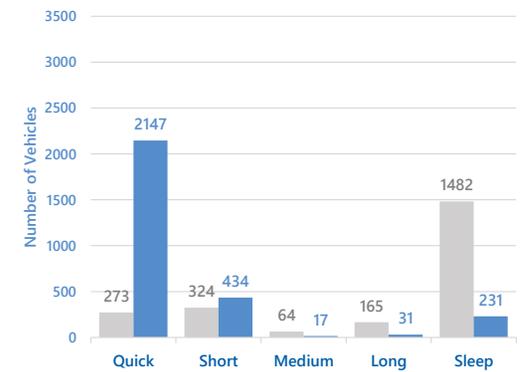
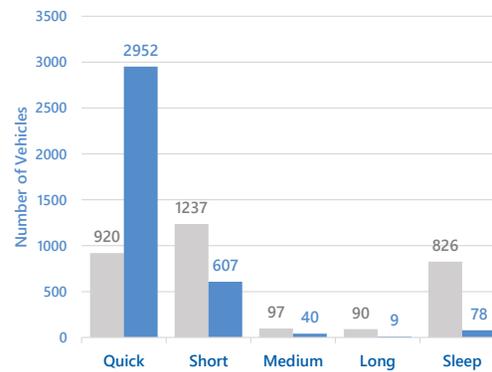
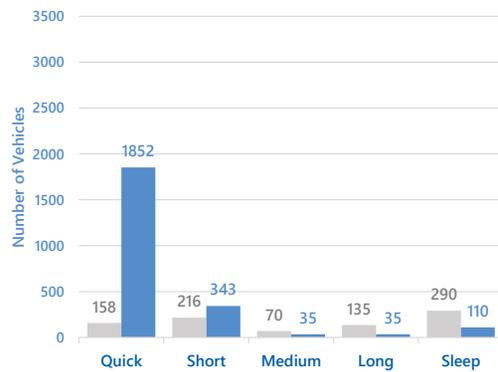
57-Day Observed Sample of Designated and Overflow Parking Activity

Time Period

Early Morning

Mid Day

Evening



Notes: Time Periods: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM
 Parking Activity Category: Quick Stop: 10 min - 30 min; Short Stop: 30 min - 2 hours; Medium Stop: 2-4 hours; Long Stop: 4 - 8 hours; Sleep Stop: >8 hours

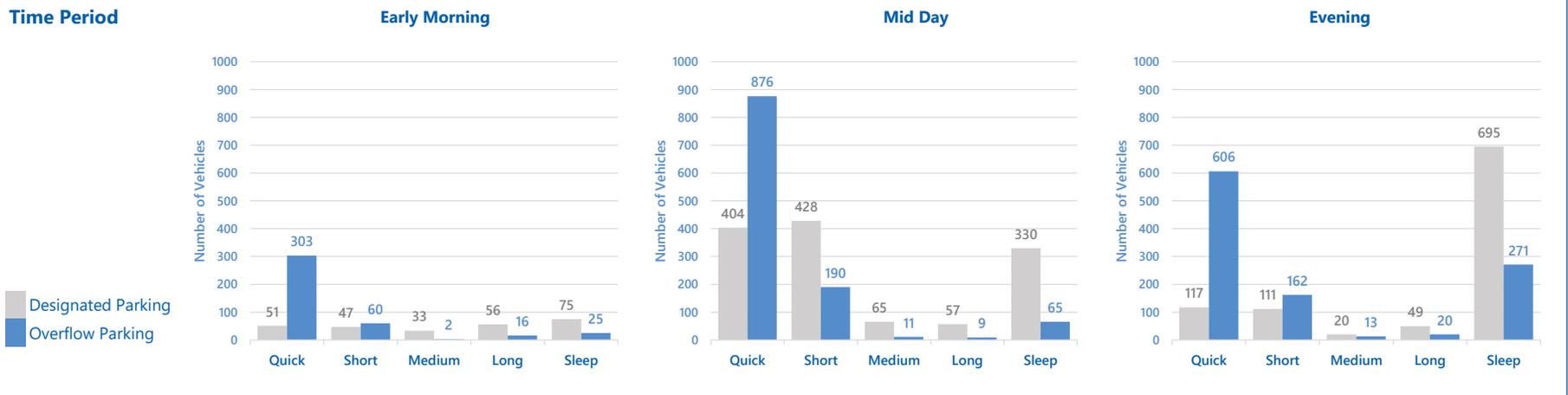
Parking Facility Summary

District:	Lynchburg													
Total Spots Available:	50													
Range of Additional Spots Needed:	13 - 22													
Overall Priority:	Very High													
Private Facility Priority:	Very High													
Facility Amenities:	<table border="0"> <tr> <td>Restroom</td><td><input checked="" type="checkbox"/></td> <td>Fuel</td><td><input checked="" type="checkbox"/></td> </tr> <tr> <td>Shower</td><td><input checked="" type="checkbox"/></td> <td>Lighted</td><td><input checked="" type="checkbox"/></td> </tr> <tr> <td>Wifi</td><td><input type="checkbox"/></td> <td>Overnight Parking</td><td><input checked="" type="checkbox"/></td> </tr> </table>		Restroom	<input checked="" type="checkbox"/>	Fuel	<input checked="" type="checkbox"/>	Shower	<input checked="" type="checkbox"/>	Lighted	<input checked="" type="checkbox"/>	Wifi	<input type="checkbox"/>	Overnight Parking	<input checked="" type="checkbox"/>
Restroom	<input checked="" type="checkbox"/>	Fuel	<input checked="" type="checkbox"/>											
Shower	<input checked="" type="checkbox"/>	Lighted	<input checked="" type="checkbox"/>											
Wifi	<input type="checkbox"/>	Overnight Parking	<input checked="" type="checkbox"/>											



Time Period	Early Morning	Mid Day	Evening	Daily
Percent Overflow Parking Activity	40%	26%	42%	37%

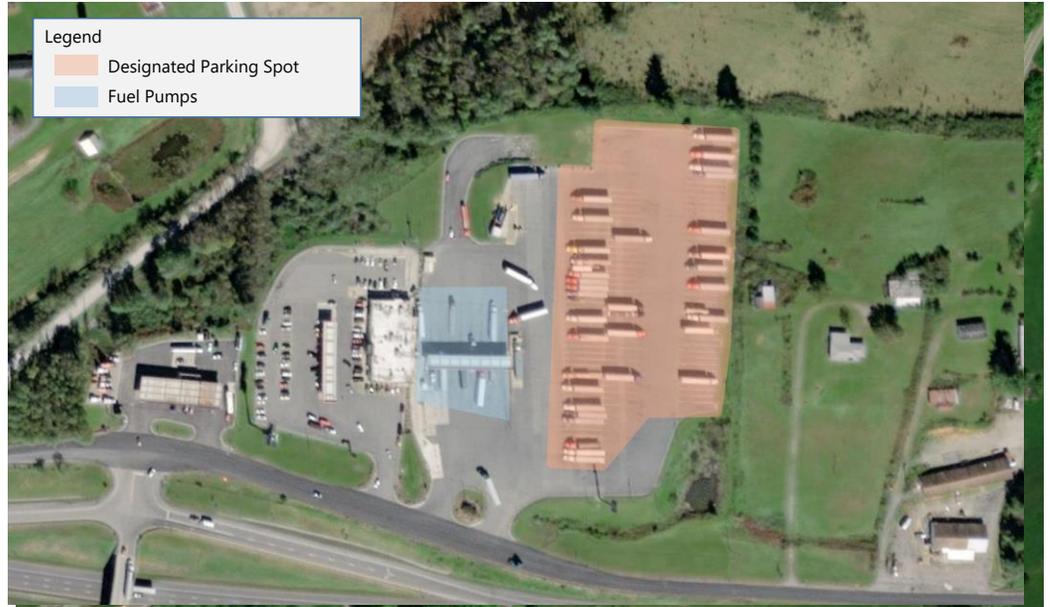
57-Day Observed Sample of Designated and Overflow Parking Activity



Notes: Time Periods: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM
 Parking Activity Category: Quick Stop: 10 min - 30 min; Short Stop: 30 min - 2 hours; Medium Stop: 2-4 hours; Long Stop: 4 - 8 hours; Sleep Stop: >8 hours

Parking Facility Summary

District:	Bristol		
Total Spots Available:	150		
Range of Additional Spots Needed:	24 - 75		
Overall Priority:	Very High		
Private Facility Priority:	Very High		
Facility Amenities:	Restroom <input checked="" type="checkbox"/>	Fuel <input checked="" type="checkbox"/>	
	Shower <input checked="" type="checkbox"/>	Lighted <input checked="" type="checkbox"/>	
	Wifi <input type="checkbox"/>	Overnight Parking <input checked="" type="checkbox"/>	

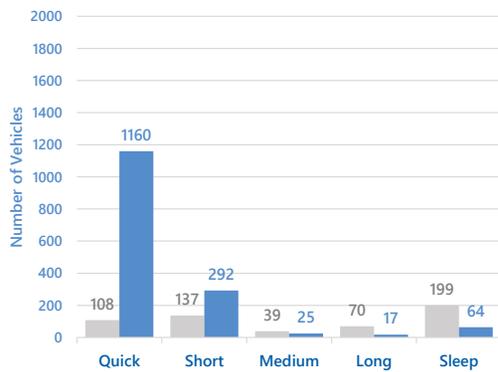


Time Period	Early Morning	Mid Day	Evening	Daily
Percent Overflow Parking Activity	50%	24%	16%	21%

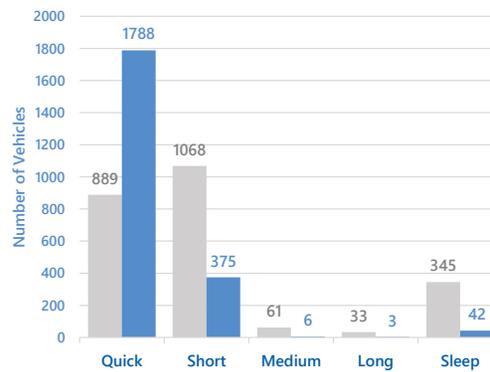
57-Day Observed Sample of Designated and Overflow Parking Activity

Time Period

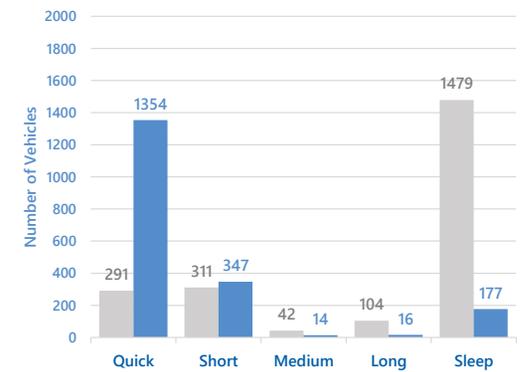
Early Morning



Mid Day



Evening



Notes: Time Periods: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM
 Parking Activity Category: Quick Stop: 10 min - 30 min; Short Stop: 30 min - 2 hours; Medium Stop: 2-4 hours; Long Stop: 4 - 8 hours; Sleep Stop: >8 hours

Wilco Travel Plaza 735

Private Parking Facility I-81 Milepost 206

Private Truck Parking Facility Report Card



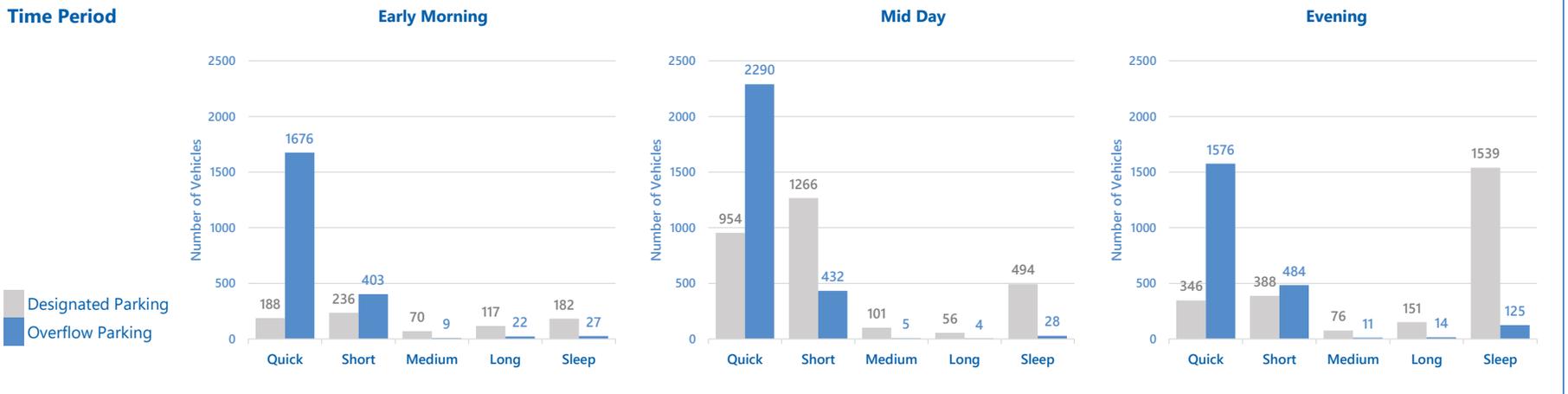
Parking Facility Summary

District:	Staunton													
Total Spots Available:	175													
Range of Additional Spots Needed:	22 - 70													
Overall Priority:	High													
Private Facility Priority:	High													
Facility Amenities:	<table border="0"> <tr> <td>Restroom</td> <td><input checked="" type="checkbox"/></td> <td>Fuel</td> <td><input checked="" type="checkbox"/></td> </tr> <tr> <td>Shower</td> <td><input checked="" type="checkbox"/></td> <td>Lighted</td> <td><input checked="" type="checkbox"/></td> </tr> <tr> <td>Wifi</td> <td><input type="checkbox"/></td> <td>Overnight Parking</td> <td><input checked="" type="checkbox"/></td> </tr> </table>		Restroom	<input checked="" type="checkbox"/>	Fuel	<input checked="" type="checkbox"/>	Shower	<input checked="" type="checkbox"/>	Lighted	<input checked="" type="checkbox"/>	Wifi	<input type="checkbox"/>	Overnight Parking	<input checked="" type="checkbox"/>
Restroom	<input checked="" type="checkbox"/>	Fuel	<input checked="" type="checkbox"/>											
Shower	<input checked="" type="checkbox"/>	Lighted	<input checked="" type="checkbox"/>											
Wifi	<input type="checkbox"/>	Overnight Parking	<input checked="" type="checkbox"/>											



Time Period	Early Morning	Mid Day	Evening	Daily
Percent Overflow Parking Activity	40%	18%	12%	16%

57-Day Observed Sample of Designated and Overflow Parking Activity



Notes: Time Periods: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM
 Parking Activity Category: Quick Stop: 10 min - 30 min; Short Stop: 30 min - 2 hours; Medium Stop: 2-4 hours; Long Stop: 4 - 8 hours; Sleep Stop: >8 hours

Woco Express Travel Plaza

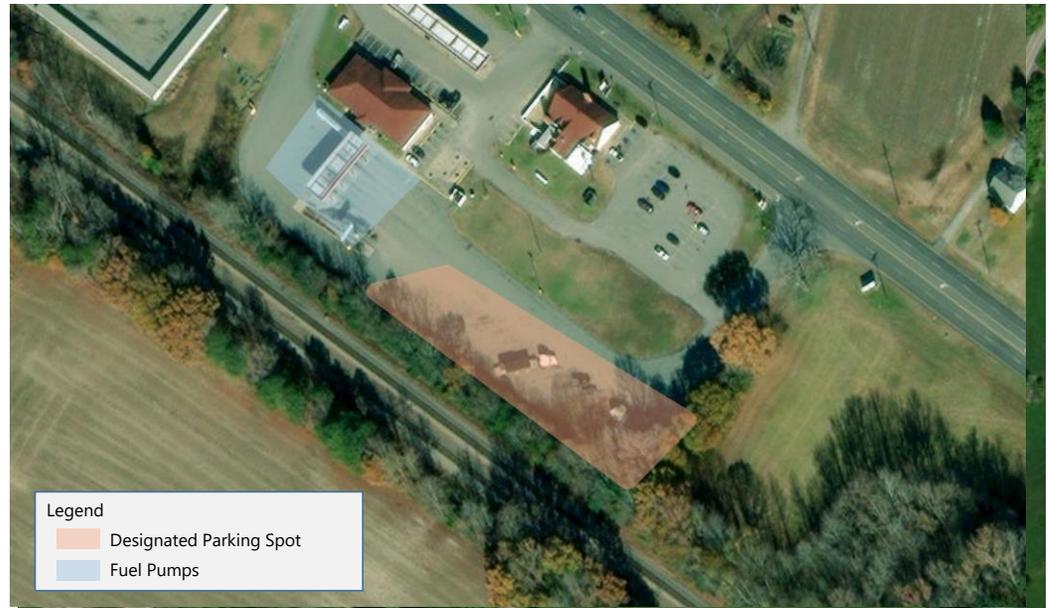
Private Parking Facility US-460 Milepost 355

Private Truck Parking Facility Report Card



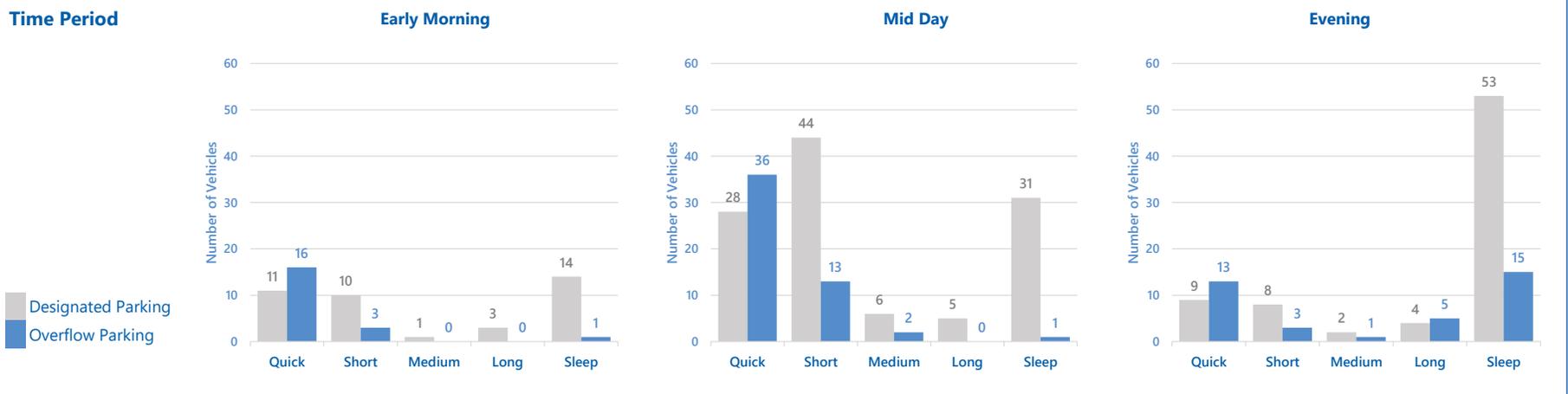
Parking Facility Summary

District:	Hampton Roads		
Total Spots Available:	20		
Range of Additional Spots Needed:	2 - 7		
Overall Priority:	Low		
Private Facility Priority:	Low		
Facility Amenities:			
Restroom	<input checked="" type="checkbox"/>	Fuel	<input checked="" type="checkbox"/>
Shower	<input checked="" type="checkbox"/>	Lighted	<input checked="" type="checkbox"/>
Wifi	<input checked="" type="checkbox"/>	Overnight Parking	<input checked="" type="checkbox"/>



Time Period	Early Morning	Mid Day	Evening	Daily
Percent Overflow Parking Activity	10%	8%	32%	20%

57-Day Observed Sample of Designated and Overflow Parking Activity



Notes: Time Periods: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM
 Parking Activity Category: Quick Stop: 10 min - 30 min; Short Stop: 30 min - 2 hours; Medium Stop: 2-4 hours; Long Stop: 4 - 8 hours; Sleep Stop: >8 hours

APPENDIX D: RAMP/SHOULDER REPORT CARDS



VDOT Truck Parking Analysis:

Corridor Ramp and Shoulder Activities

Prepared for:
VDOT

Prepared by:

FEHR  PEERS

DC18-0046.04

July 2021

These pages provide a summary of truck parking activity statistics along the ramps and shoulders of the Corridors of Statewide Significance in Virginia. There is a summary report card for each of the corridors shown in Figure 1, falling within each of the nine VDOT districts (Figure 2).

Figure 1: VDOT Corridors of Statewide Significance

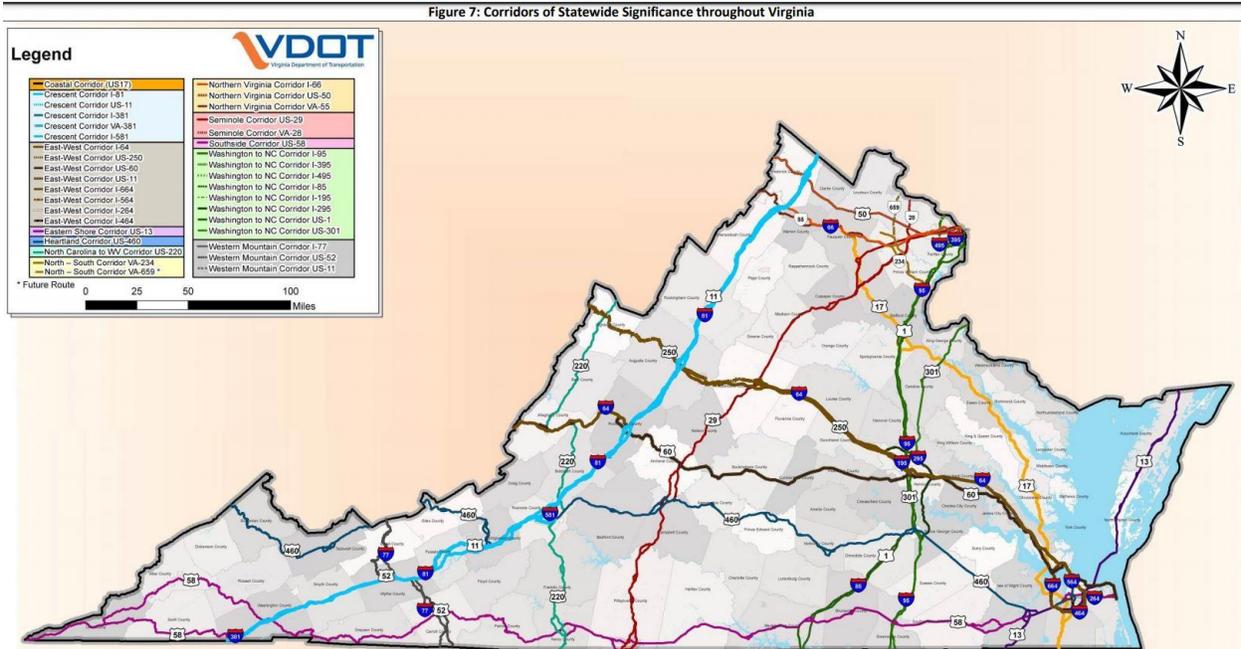
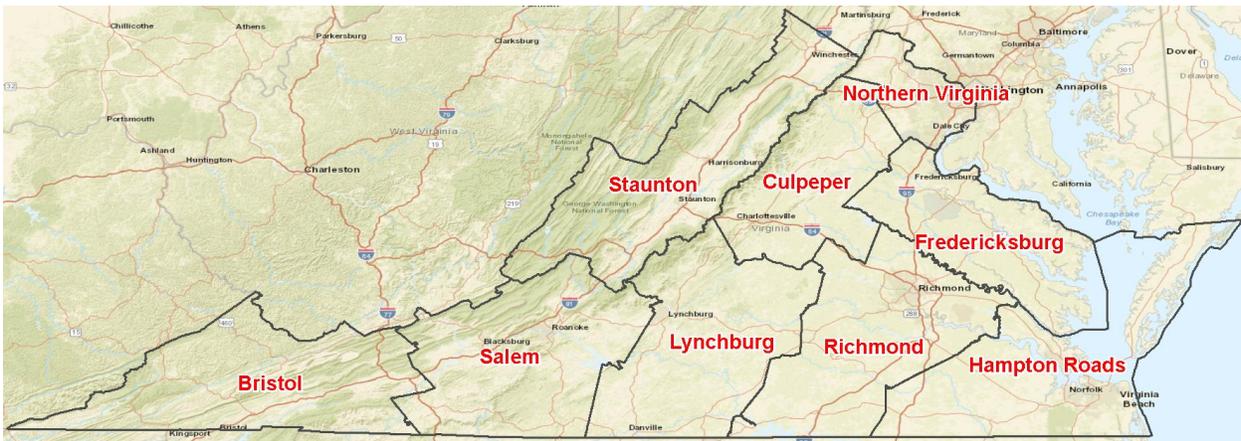


Figure 2: VDOT Districts



The sample ATRI data for the 57 days in 2019 (May 3-31, June 16-29, and September 15-28) were used to prepare these summaries.

Based on the truck parking distributions, the study used the following time periods for the data analysis:

- Early AM: 12 a.m.-8 a.m.
- Midday: 8 a.m.-4 p.m.
- Evening: 4 p.m.-12 a.m.

The first table on each page shows the number of centerline miles for the corridor and the inventory of public and private truck parking facilities along that corridor within the district.

The second table shows the average daily truck parking events along ramps and shoulders. The light blue rows show the long-term truck parking (parking events longer than two hours). The gray rows show the short-term truck parking (0.5 to 2 hours parking event). The average daily activity during the May, June, and September is shown on the top rows and the overall average activity during these three months is shown in the bottom rows.

Some of the truck parking activities along ramps occurred adjacent to truck parking facilities. These activities are directly associated with a lack of capacity at the adjacent truck parking facility and considered as overflow of that facility (Figure 3).

Other truck parking activities may occur at shoulders or at other ramps or interchanges (Figure 4). These activities might be associated with an overall lack of truck parking along the corridor or specific logistics of operation. For example, a truck driver may need to wait for a delivery time window before picking up their next load.

The last panel in the second table provides separate estimates for the number of overflow truck parking events on ramps and shoulders along the corridor within the district, including and excluding parking facility ramps. For example, along the I-81 in Bristol district, on average 71 long term (over two hours) parking events happens every day. From these 71 events, 52 of them are on shoulders or interchanges that are not in close vicinity of a parking facility.

The bar charts show the variation of truck parking activities during each daily time period for each month. To compare activities along multiple corridors or different parts of a corridor in each district, the truck parking activities were normalized by dividing the number of truck parking activities by the centerline mileage of that corridor within the district. For example, I-81 in the Bristol District is 87 miles. There are 0.21 long term and 0.38 short term truck parking events per mile happens on an average day during Early morning peak period.

Disclaimer

- ATRI sample data reflect 5-10 percent of the truck ADT on rural facilities and 15-30 percent of truck ADT on facilities in or near urban areas in Virginia. The statistical analysis to expand the sample and estimate total truck parking activities was conducted based on available data and state of the practice methodology. The analysis was reviewed and verified at the district and state levels. Further investigation is required if detailed statistics at specific local location is required.
- The analysis was conducted based on eight weeks of ATRI data. Overall, these weeks had the highest ADT across the state in 2019. It is possible that some corridors have peak ADT during other months.

Figure 3: Truck Parking Activity at Goochland East (I-64 Mile Marker 169) Parking Facility Ramps



Figure 4: Truck Parking activity at I-81/Berryville Pike Interchange



List of Corridors of Statewide Significance.

Corridor	Page Number
I-195	1
I-264	2
I-295	3
I-381	4
I-395	5
I-464	6
I-495	7
I-564	8
I-581	9
I-64	10, 11
I-66	12
I-664	13
I-77	14
I-81	15
US-1	16
US-11	17
US-13	18
US-220	19
US-250	20
US-29	21
US-301	22
US-460	23, 24
US-50	25
US-52	26
US-58	27,28
US-60	29,30
US-17	31
US-234	32
US-28	33
US-55	34

I-195

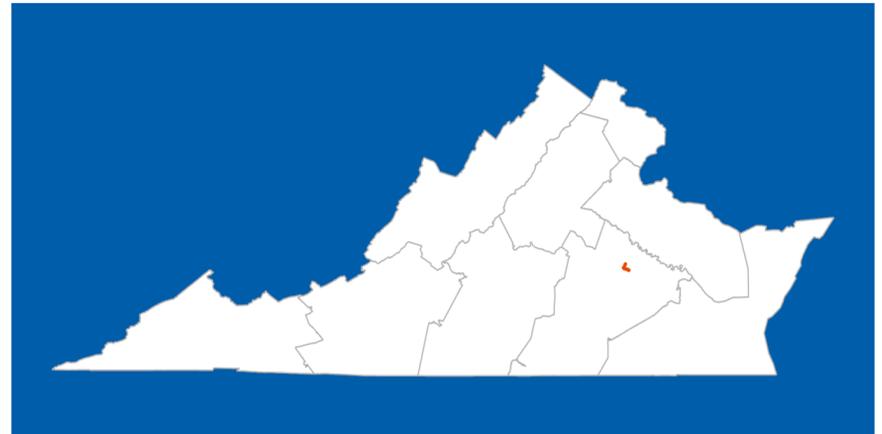
Unauthorized Corridor Ramp and Shoulder Truck Parking Activity

District: Richmond



Parking Supply

District	Richmond
Mileage	2
Number of Truck Parking Facilities	0
Long-term Parking Spots	0
Total Spots	0



Average Daily Parking Activity

District		Richmond						
Month		May	June	Sept				
Long-term		1	2	0				
Short-term		4	2	4				
Overall Daily Average		Richmond						
Long-term	All Ramps & Shoulders	1						
	Excluding Parking Facility Ramps	1						
Short-term	All Ramps & Shoulders	3						
	Excluding Parking Facility Ramps	3						

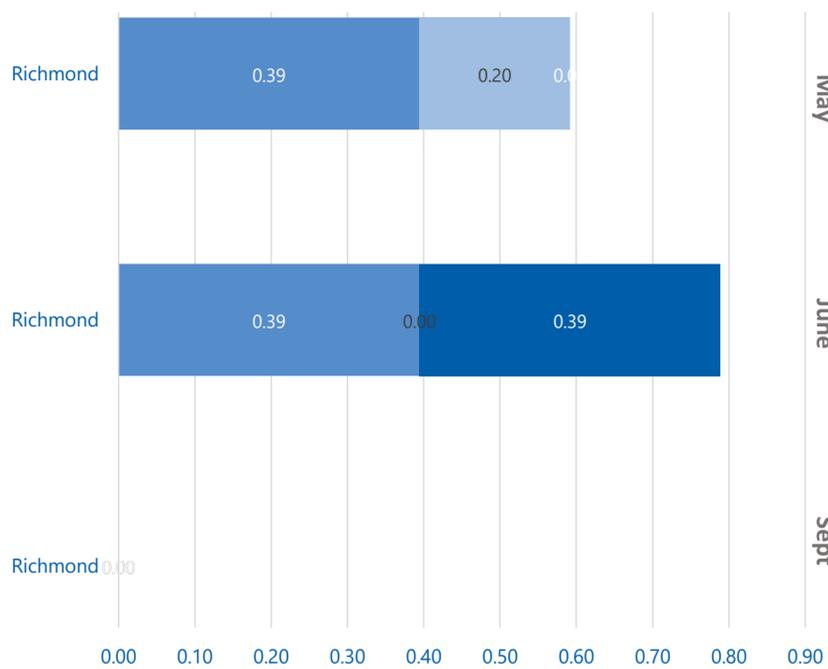
Average Daily Parking Activity per Mile

Statewide Long-term: 0.55

Statewide Short-term: 1.39

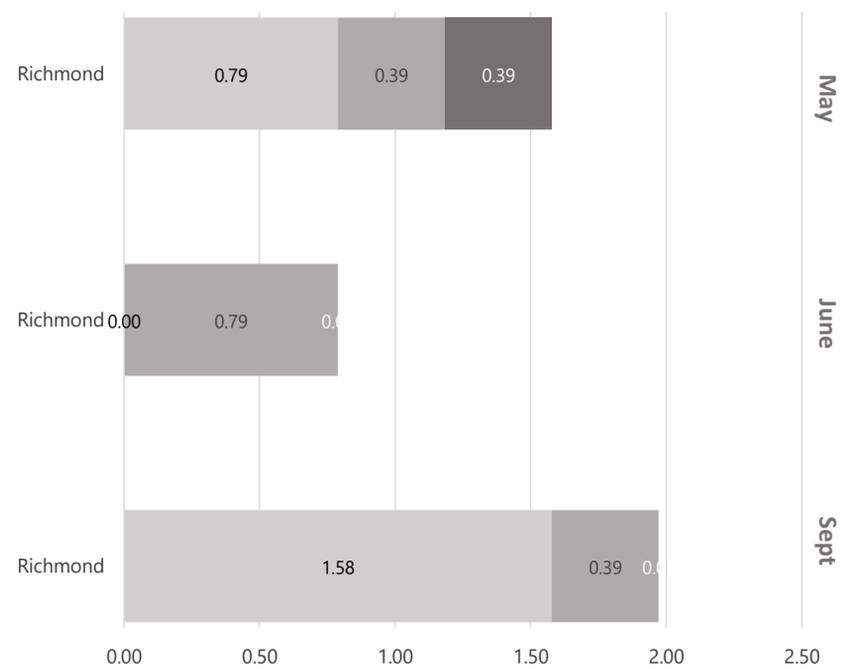
Long-term Parking Activity per Mile

■ Early Morning ■ Mid Day ■ Evening



Short-term hour Parking Activity per Mile

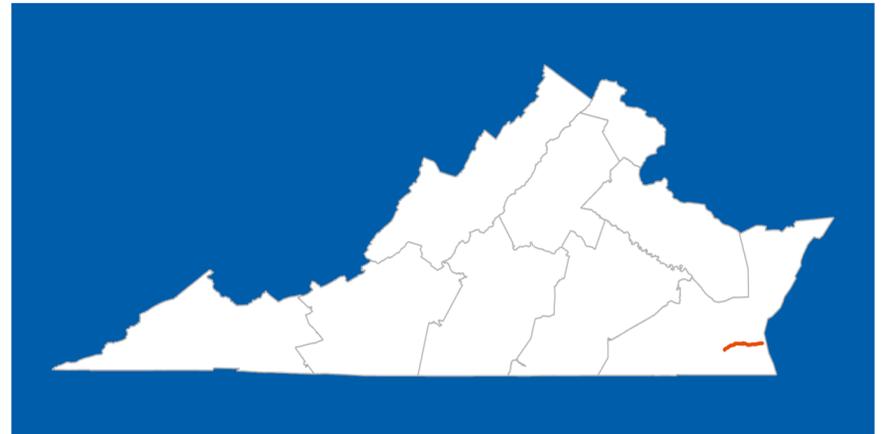
■ Early Morning ■ Mid Day ■ Evening



Note: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM;
Short-term: 0.5 to 2 hours; Long-term: more than 2 hours

Parking Supply

District	Hampton Roads
Mileage	24
Number of Truck Parking Facilities	0
Long-term Parking Spots	0
Total Spots	0



Average Daily Parking Activity

District		Hampton Roads						
Month		May	June	Sept				
Long-term		2	2	1				
Short-term		3	2	4				
Overall Daily Average		Hampton Roads						
Long-term	All Ramps & Shoulders	1						
	Excluding Parking Facility Ramps	1						
Short-term	All Ramps & Shoulders	3						
	Excluding Parking Facility Ramps	3						

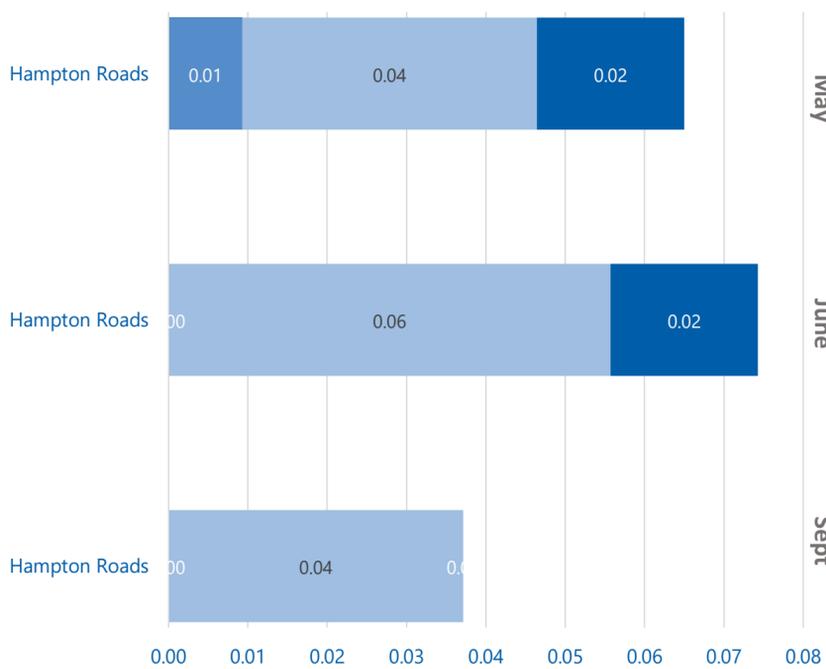
Average Daily Parking Activity per Mile

Statewide Long-term: 0.55

Statewide Short-term: 1.39

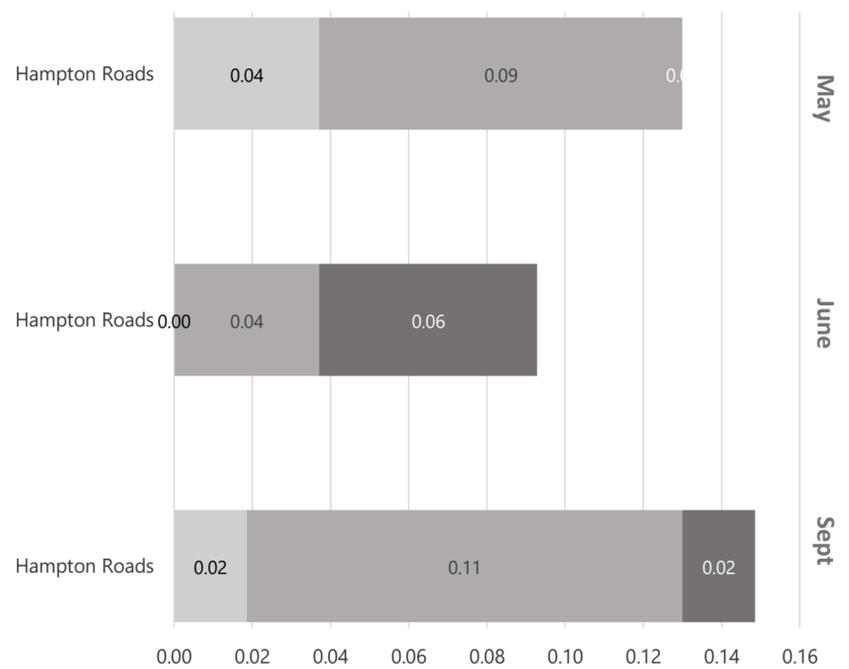
Long-term Parking Activity per Mile

■ Early Morning ■ Mid Day ■ Evening



Short-term hour Parking Activity per Mile

■ Early Morning ■ Mid Day ■ Evening



Note: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM;
Short-term: 0.5 to 2 hours; Long-term: more than 2 hours

Parking Supply

District	Richmond
Mileage	50
Number of Truck Parking Facilities	3
Long-term Parking Spots	90
Total Spots	95



Average Daily Parking Activity

District		Richmond								
Month		May	June	Sept						
Long-term		14	18	8						
Short-term		23	27	33						
Overall Daily Average		Richmond								
Long-term	All Ramps & Shoulders	13								
	Excluding Parking Facility Ramps	13								
Short-term	All Ramps & Shoulders	28								
	Excluding Parking Facility Ramps	28								

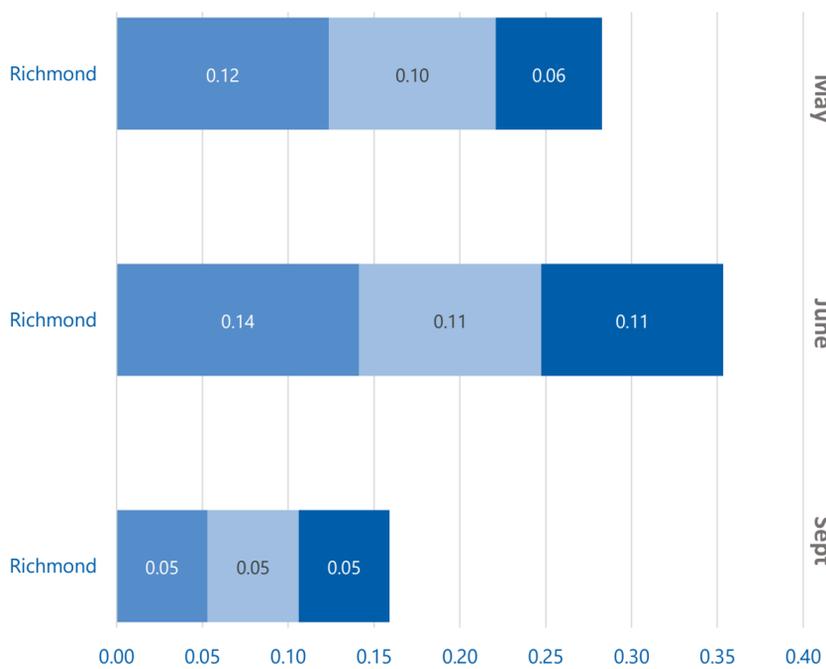
Average Daily Parking Activity per Mile

Statewide Long-term: 0.55

Statewide Short-term: 1.39

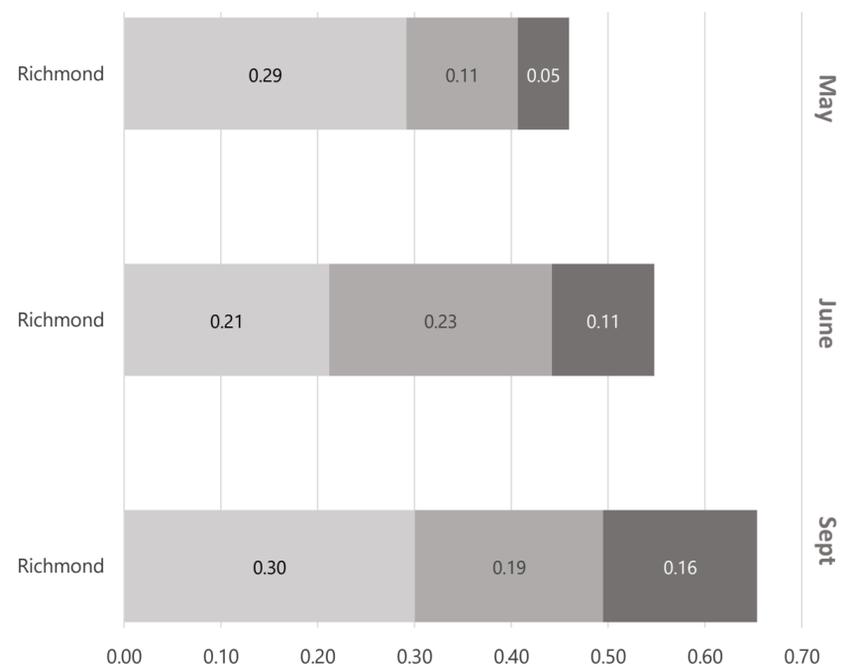
Long-term Parking Activity per Mile

■ Early Morning ■ Mid Day ■ Evening



Short-term hour Parking Activity per Mile

■ Early Morning ■ Mid Day ■ Evening



Note: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM;
Short-term: 0.5 to 2 hours; Long-term: more than 2 hours

Parking Supply

District	Bristol
Mileage	2
Number of Truck Parking Facilities	0
Long-term Parking Spots	0
Total Spots	0



Average Daily Parking Activity

District		Bristol						
Month		May	June	Sept				
Long-term		1	1	0				
Short-term		1	0	1				
Overall Daily Average		Bristol						
Long-term	All Ramps & Shoulders	1						
	Excluding Parking Facility Ramps	1						
Short-term	All Ramps & Shoulders	1						
	Excluding Parking Facility Ramps	1						

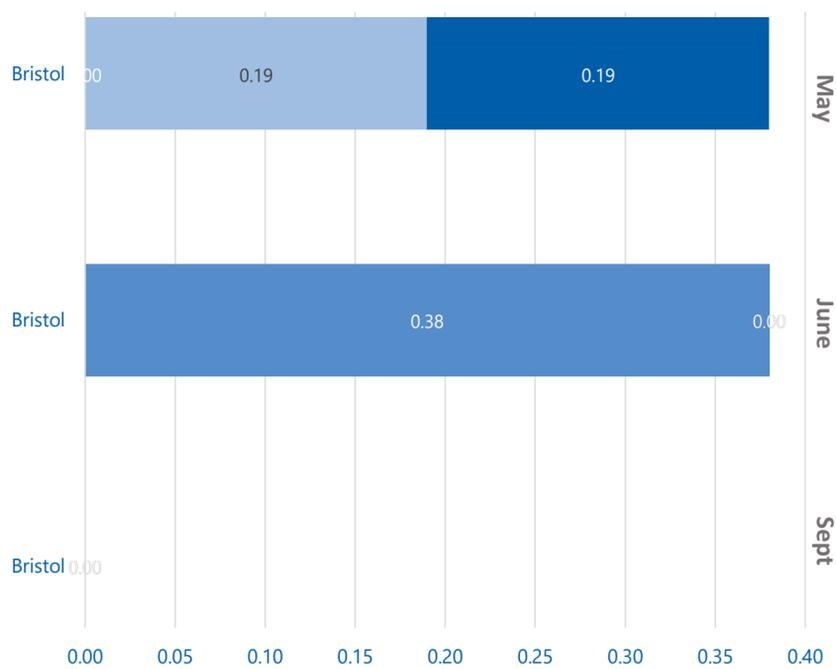
Average Daily Parking Activity per Mile

Statewide Long-term: 0.55

Statewide Short-term: 1.39

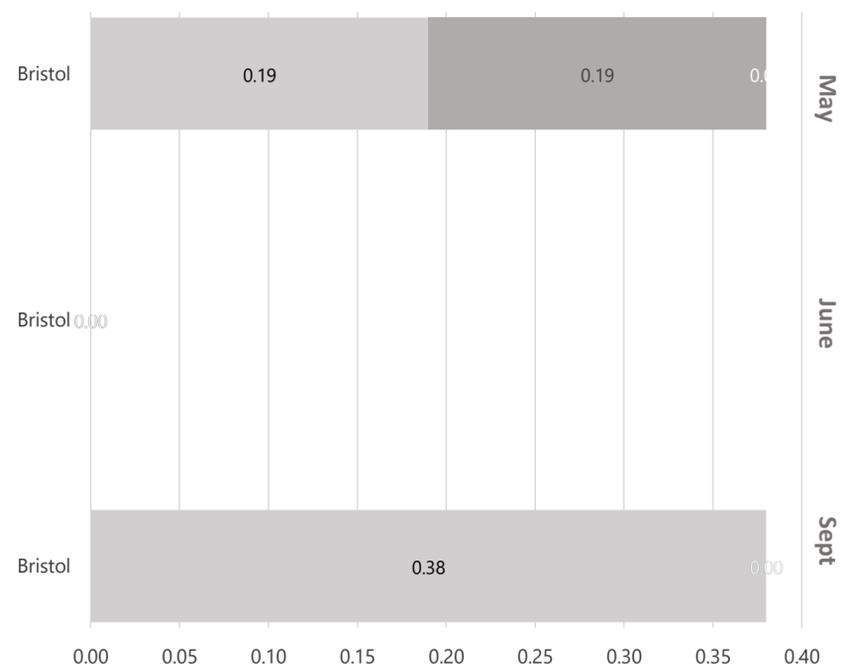
Long-term Parking Activity per Mile

■ Early Morning ■ Mid Day ■ Evening



Short-term hour Parking Activity per Mile

■ Early Morning ■ Mid Day ■ Evening



Note: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM;
Short-term: 0.5 to 2 hours; Long-term: more than 2 hours

Parking Supply

District	Northern Virginia
Mileage	4
Number of Truck Parking Facilities	0
Long-term Parking Spots	0
Total Spots	0



Average Daily Parking Activity

District		Northern Virginia						
Month		May	June	Sept				
Long-term		1	4	1				
Short-term		3	3	0				
Overall Daily Average		Northern Virginia						
Long-term	All Ramps & Shoulders	2						
	Excluding Parking Facility Ramps	2						
Short-term	All Ramps & Shoulders	2						
	Excluding Parking Facility Ramps	2						

Average Daily Parking Activity per Mile

Statewide Long-term: 0.55

Statewide Short-term: 1.39

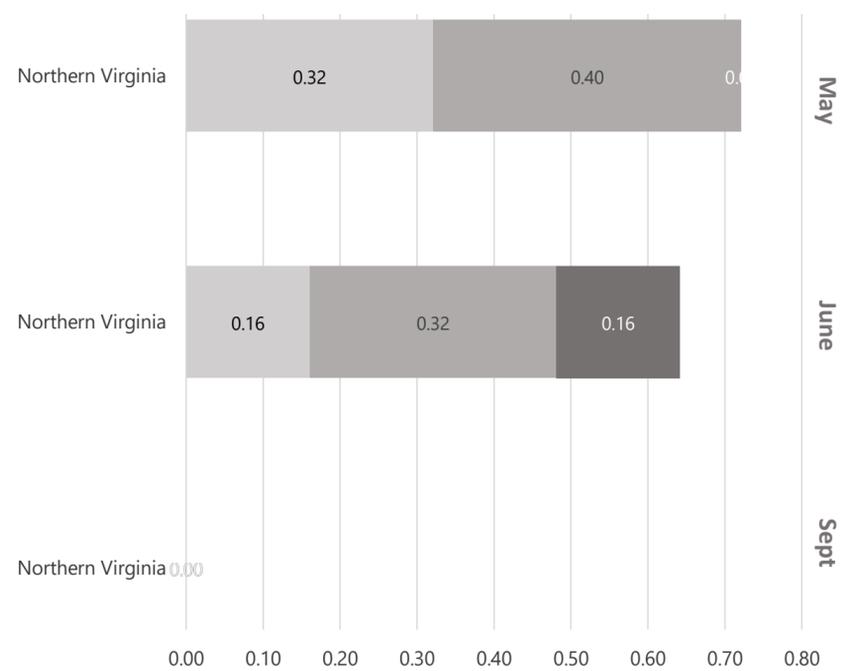
Long-term Parking Activity per Mile

■ Early Morning ■ Mid Day ■ Evening



Short-term hour Parking Activity per Mile

■ Early Morning ■ Mid Day ■ Evening



Note: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM;
Short-term: 0.5 to 2 hours; Long-term: more than 2 hours

Parking Supply

District	Hampton Roads
Mileage	5
Number of Truck Parking Facilities	0
Long-term Parking Spots	0
Total Spots	0



Average Daily Parking Activity

District		Hampton Roads						
Month		May	June	Sept				
Long-term		0	1	0				
Short-term		3	1	2				
Overall Daily Average		Hampton Roads						
Long-term	All Ramps & Shoulders	1						
	Excluding Parking Facility Ramps	1						
Short-term	All Ramps & Shoulders	2						
	Excluding Parking Facility Ramps	2						

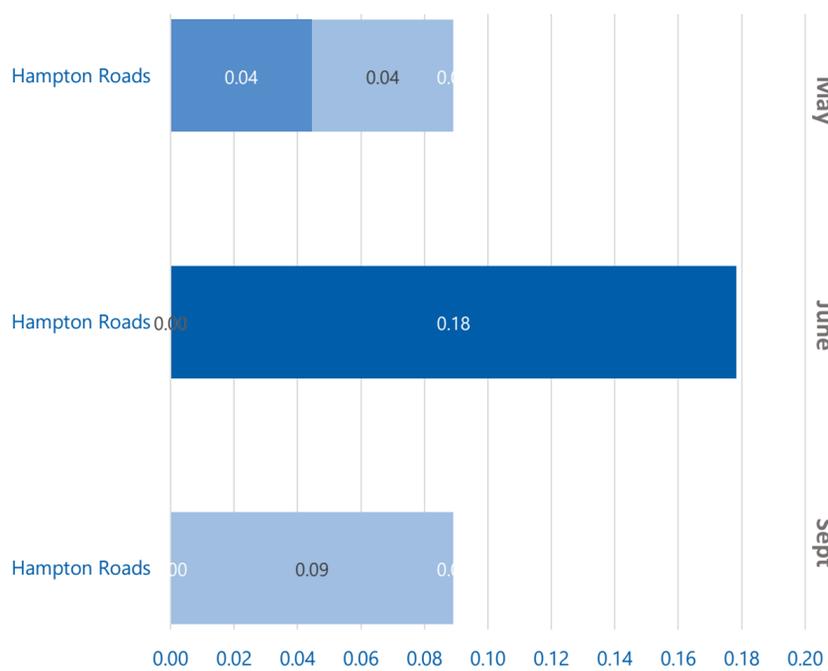
Average Daily Parking Activity per Mile

Statewide Long-term: 0.55

Statewide Short-term: 1.39

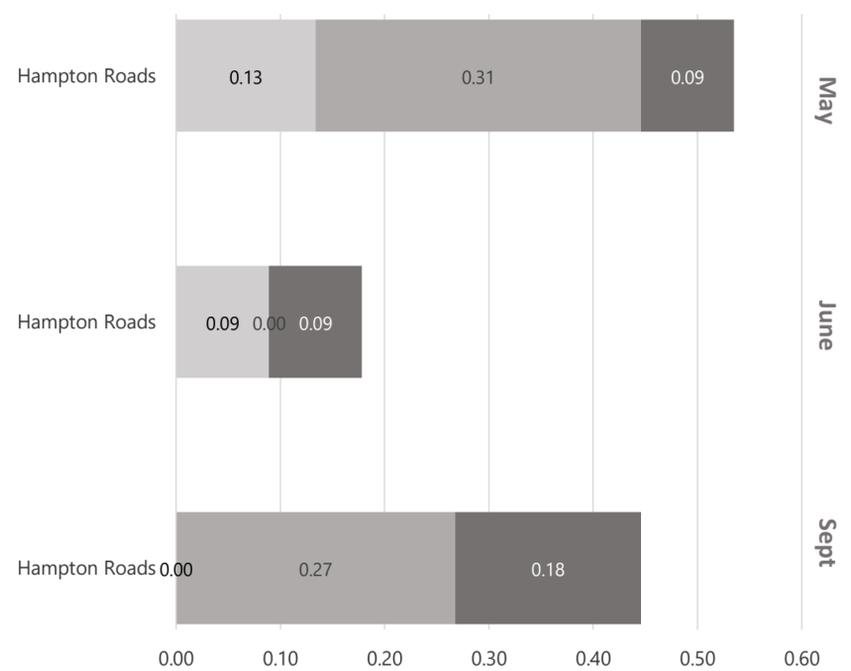
Long-term Parking Activity per Mile

■ Early Morning ■ Mid Day ■ Evening



Short-term hour Parking Activity per Mile

■ Early Morning ■ Mid Day ■ Evening



Note: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM;
Short-term: 0.5 to 2 hours; Long-term: more than 2 hours

Parking Supply

District	Northern Virginia
Mileage	22
Number of Truck Parking Facilities	0
Long-term Parking Spots	0
Total Spots	0



Average Daily Parking Activity

District		Northern Virginia						
Month		May	June	Sept				
Long-term		11	15	8				
Short-term		13	15	12				
Overall Daily Average		Northern Virginia						
Long-term	All Ramps & Shoulders	12						
	Excluding Parking Facility Ramps	12						
Short-term	All Ramps & Shoulders	13						
	Excluding Parking Facility Ramps	13						

Average Daily Parking Activity per Mile

Statewide Long-term: 0.55

Statewide Short-term: 1.39

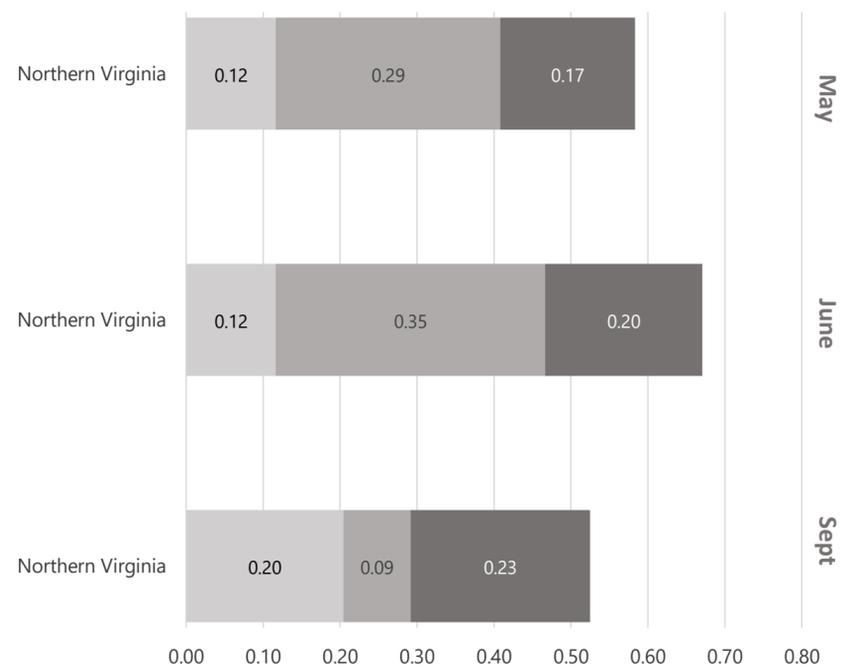
Long-term Parking Activity per Mile

■ Early Morning ■ Mid Day ■ Evening



Short-term hour Parking Activity per Mile

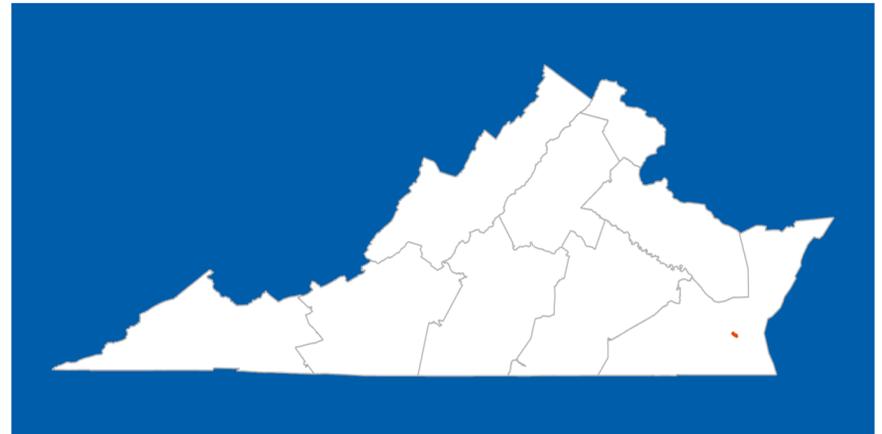
■ Early Morning ■ Mid Day ■ Evening



Note: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM;
Short-term: 0.5 to 2 hours; Long-term: more than 2 hours

Parking Supply

District	Hampton Roads
Mileage	3
Number of Truck Parking Facilities	0
Long-term Parking Spots	0
Total Spots	0



Average Daily Parking Activity

District		Hampton Roads						
Month		May	June	Sept				
Long-term		0	0	0				
Short-term		0	0	0				
Overall Daily Average		Hampton Roads						
Long-term	All Ramps & Shoulders	0						
	Excluding Parking Facility Ramps	0						
Short-term	All Ramps & Shoulders	0						
	Excluding Parking Facility Ramps	0						

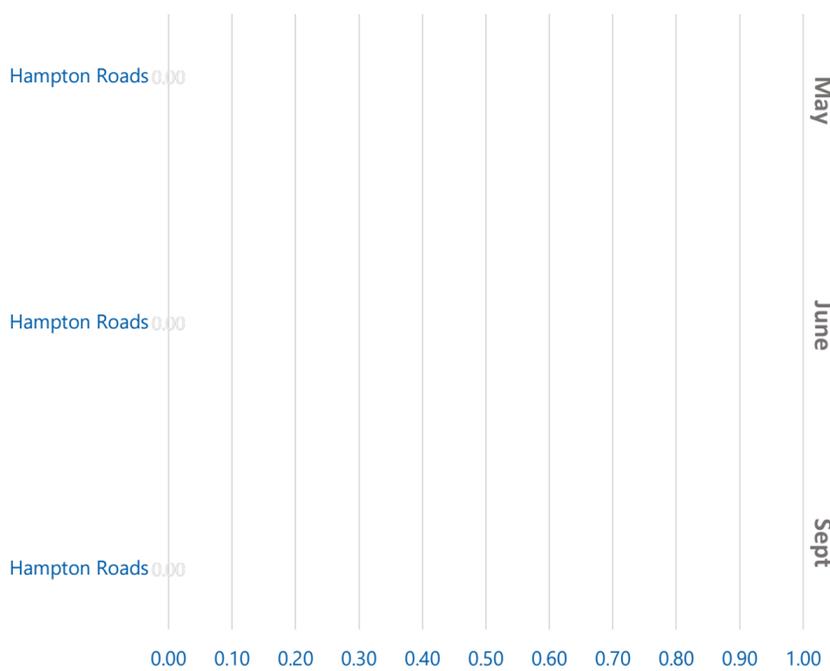
Average Daily Parking Activity per Mile

Statewide Long-term: 0.55

Statewide Short-term: 1.39

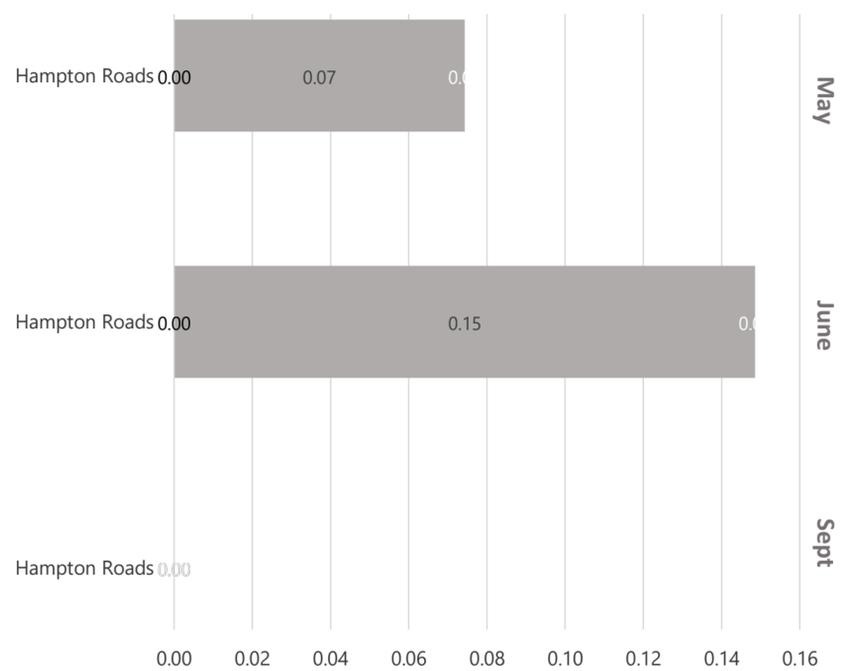
Long-term Parking Activity per Mile

■ Early Morning ■ Mid Day ■ Evening



Short-term hour Parking Activity per Mile

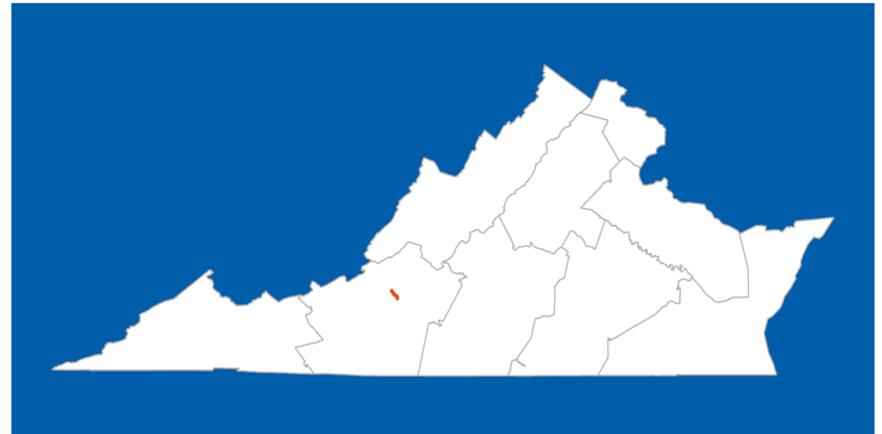
■ Early Morning ■ Mid Day ■ Evening



Note: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM;
Short-term: 0.5 to 2 hours; Long-term: more than 2 hours

Parking Supply

District	Salem
Mileage	6
Number of Truck Parking Facilities	0
Long-term Parking Spots	0
Total Spots	0



Average Daily Parking Activity

District		Salem								
Month		May	June	Sept						
Long-term		1	2	1						
Short-term		2	2	2						
Overall Daily Average		Salem								
Long-term	All Ramps & Shoulders	1								
	Excluding Parking Facility Ramps	1								
Short-term	All Ramps & Shoulders	2								
	Excluding Parking Facility Ramps	2								

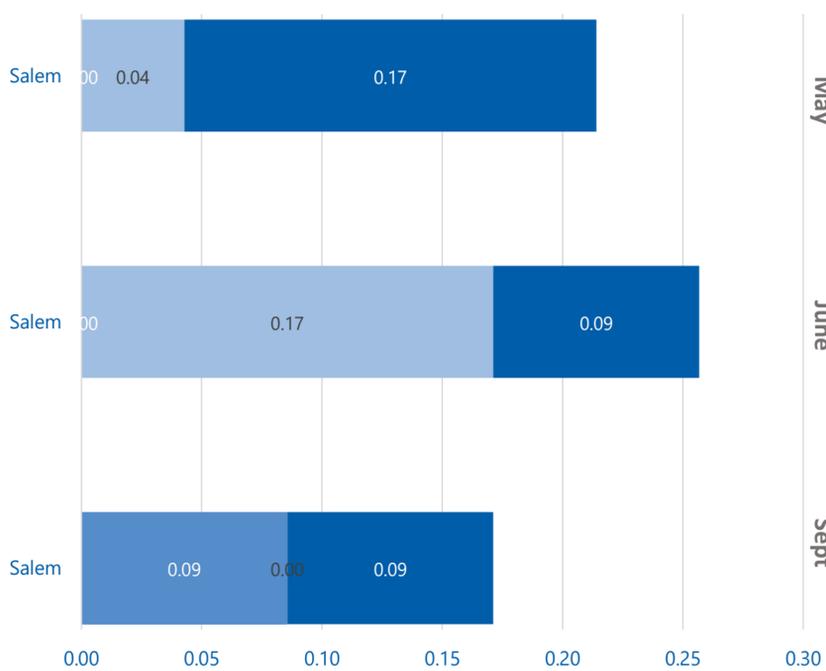
Average Daily Parking Activity per Mile

Statewide Long-term: 0.55

Statewide Short-term: 1.39

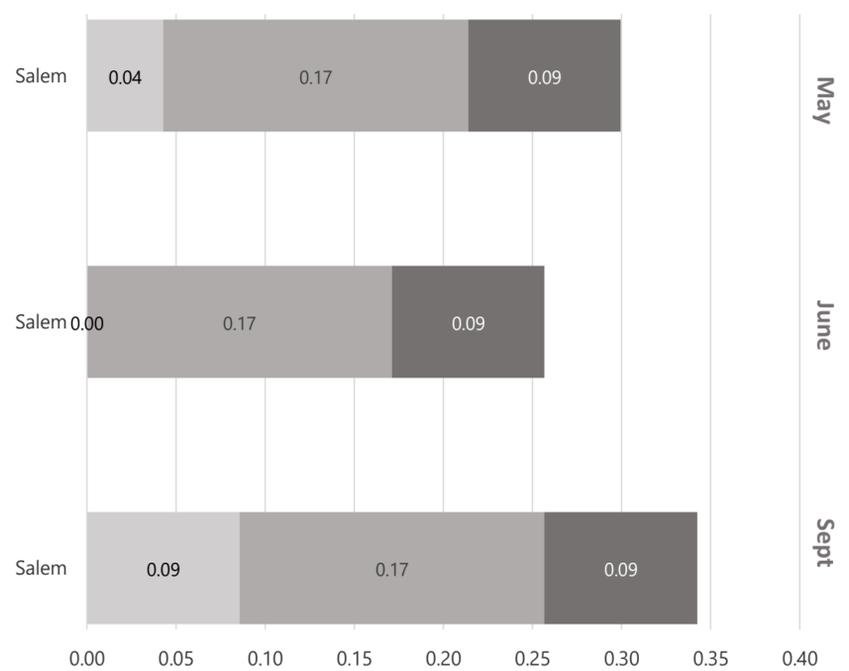
Long-term Parking Activity per Mile

■ Early Morning ■ Mid Day ■ Evening



Short-term hour Parking Activity per Mile

■ Early Morning ■ Mid Day ■ Evening



Note: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM;
Short-term: 0.5 to 2 hours; Long-term: more than 2 hours

Parking Supply

District	Staunton	Lynchburg	Culpeper
Mileage	70	1	50
Number of Truck Parking Facilities	2	0	2
Long-term Parking Spots	99	0	63
Total Spots	99	0	63



Average Daily Parking Activity

District		Staunton			Lynchburg			Culpeper		
Month		May	June	Sept	May	June	Sept	May	June	Sept
Long-term		21	17	14	0	0	0	14	22	7
Short-term		25	20	23	0	0	0	22	68	15
Overall Daily Average		Staunton			Lynchburg			Culpeper		
Long-term	All Ramps & Shoulders	17			0			14		
	Excluding Parking Facility Ramps	16			0			11		
Short-term	All Ramps & Shoulders	22			0			35		
	Excluding Parking Facility Ramps	19			0			30		

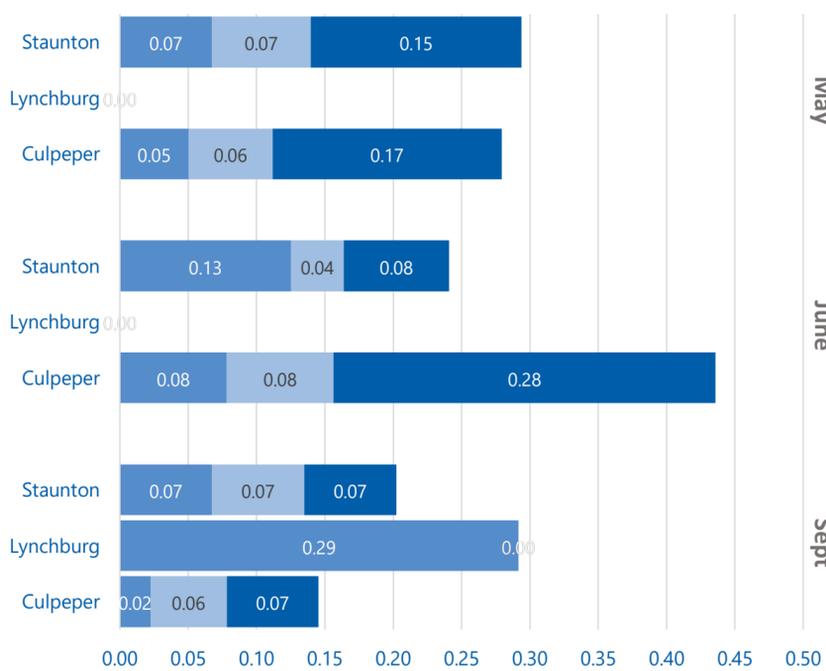
Average Daily Parking Activity per Mile

Statewide Long-term: 0.55

Statewide Short-term: 1.39

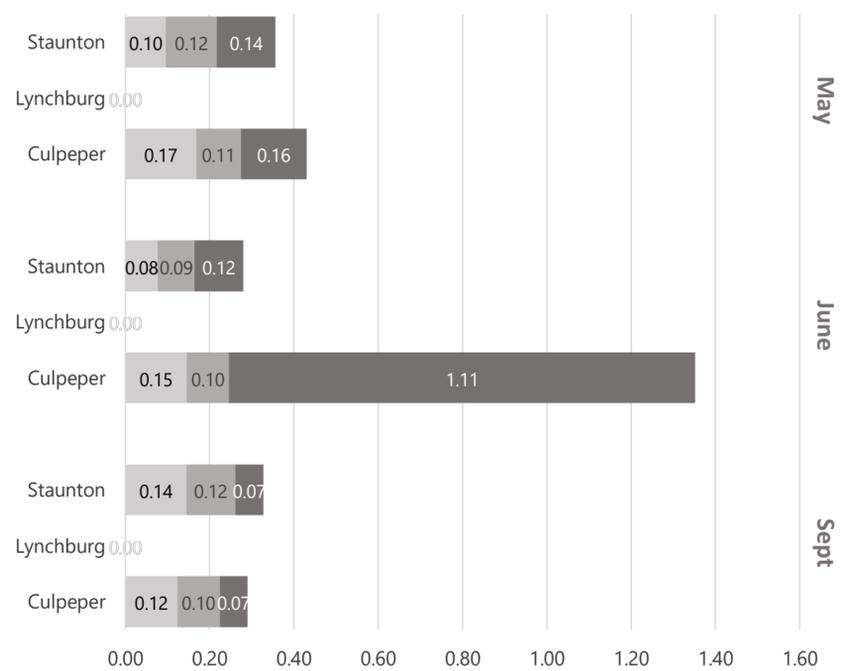
Long-term Parking Activity per Mile

■ Early Morning ■ Mid Day ■ Evening



Short-term hour Parking Activity per Mile

■ Early Morning ■ Mid Day ■ Evening



Note: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM;
Short-term: 0.5 to 2 hours; Long-term: more than 2 hours

Parking Supply

District	Richmond	Hampton Roads
Mileage	72	75
Number of Truck Parking Facilities	3	0
Long-term Parking Spots	124	0
Total Spots	124	0



Average Daily Parking Activity

District		Richmond			Hampton Roads		
Month		May	June	Sept	May	June	Sept
Long-term		33	33	32	7	9	10
Short-term		35	24	29	16	15	8
Overall Daily Average		Richmond			Hampton Roads		
Long-term	All Ramps & Shoulders	32			9		
	Excluding Parking Facility Ramps	13			9		
Short-term	All Ramps & Shoulders	29			13		
	Excluding Parking Facility Ramps	14			13		

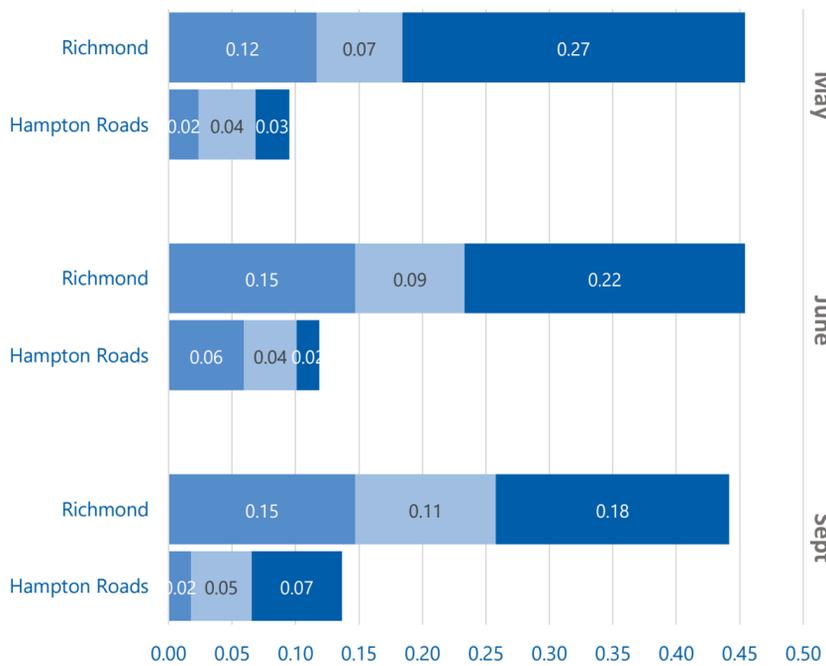
Average Daily Parking Activity per Mile

Statewide Long-term: 0.55

Statewide Short-term: 1.39

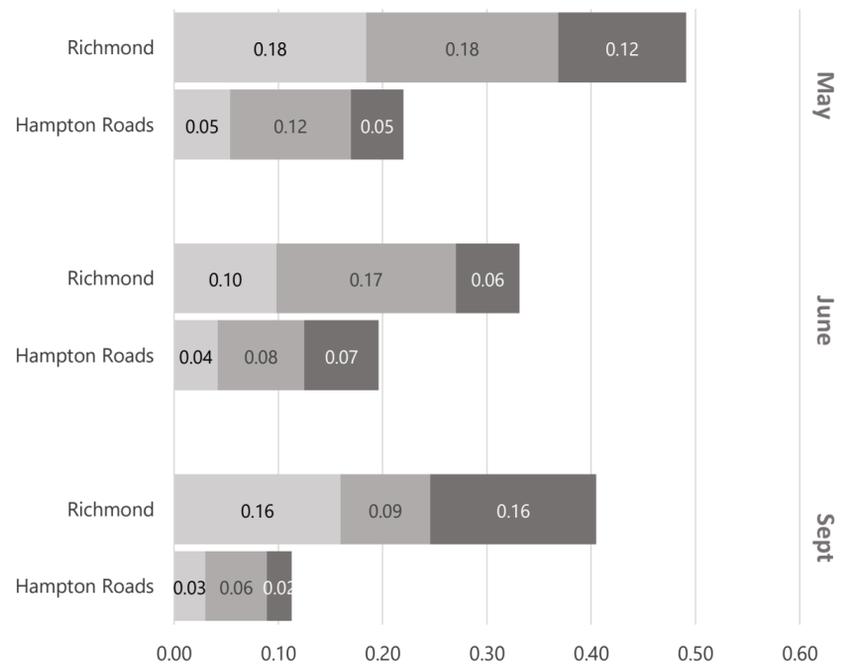
Long-term Parking Activity per Mile

■ Early Morning ■ Mid Day ■ Evening



Short-term hour Parking Activity per Mile

■ Early Morning ■ Mid Day ■ Evening



Note: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM;
Short-term: 0.5 to 2 hours; Long-term: more than 2 hours

Parking Supply

District	Northern Virginia	Culpeper
Mileage	38	22
Number of Truck Parking Facilities	1	0
Long-term Parking Spots	9	0
Total Spots	9	0



Average Daily Parking Activity

District		Northern Virginia			Culpeper		
Month		May	June	Sept	May	June	Sept
Long-term		17	17	17	4	4	5
Short-term		18	19	17	12	13	16
Overall Daily Average		Northern Virginia			Culpeper		
Long-term	All Ramps & Shoulders	17			5		
	Excluding Parking Facility Ramps	5			5		
Short-term	All Ramps & Shoulders	18			13		
	Excluding Parking Facility Ramps	11			13		

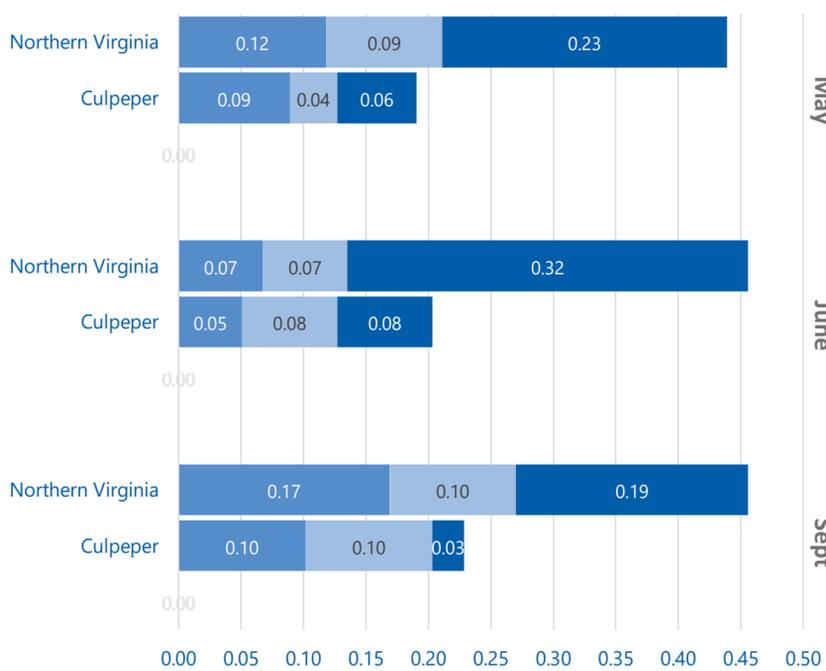
Average Daily Parking Activity per Mile

Statewide Long-term: 0.55

Statewide Short-term: 1.39

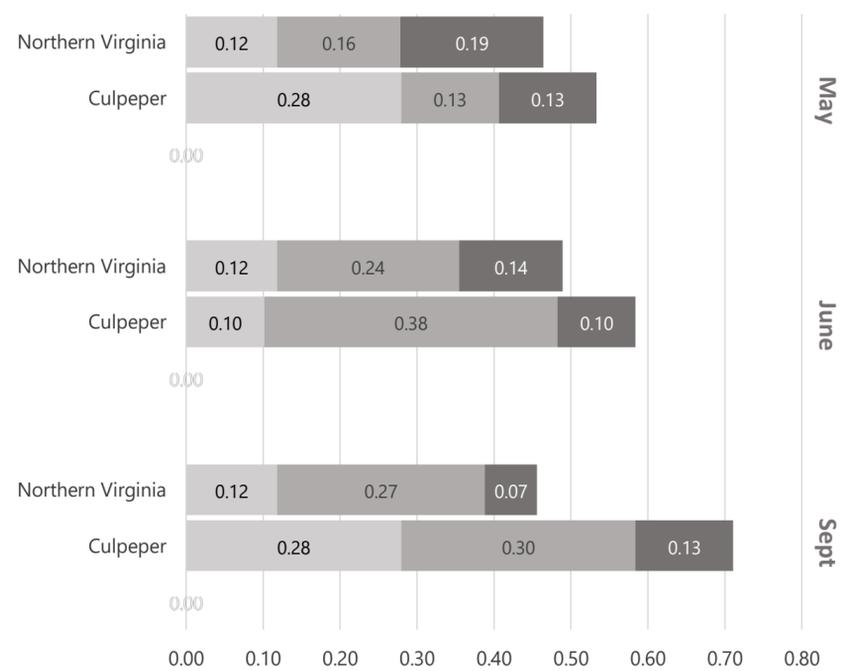
Long-term Parking Activity per Mile

■ Early Morning ■ Mid Day ■ Evening



Short-term hour Parking Activity per Mile

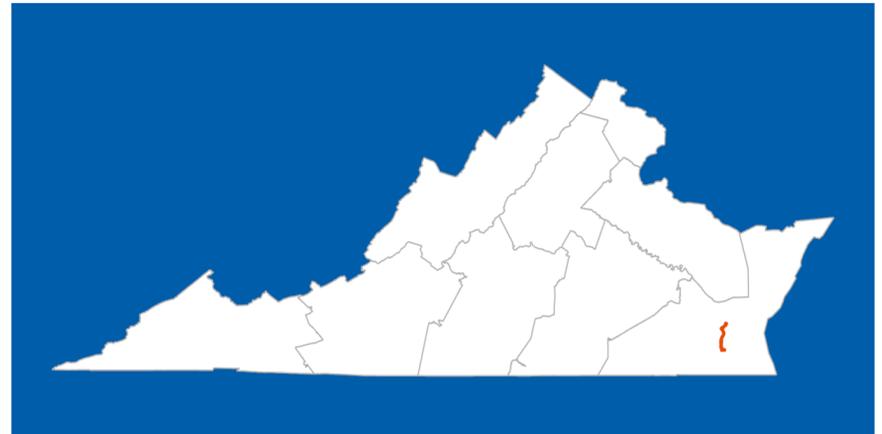
■ Early Morning ■ Mid Day ■ Evening



Note: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM;
Short-term: 0.5 to 2 hours; Long-term: more than 2 hours

Parking Supply

District	Hampton Roads
Mileage	20
Number of Truck Parking Facilities	1
Long-term Parking Spots	100
Total Spots	100



Average Daily Parking Activity

District		Hampton Roads						
Month		May	June	Sept				
Long-term		2	1	3				
Short-term		5	5	3				
Overall Daily Average		Hampton Roads						
Long-term	All Ramps & Shoulders	2						
	Excluding Parking Facility Ramps	2						
Short-term	All Ramps & Shoulders	5						
	Excluding Parking Facility Ramps	5						

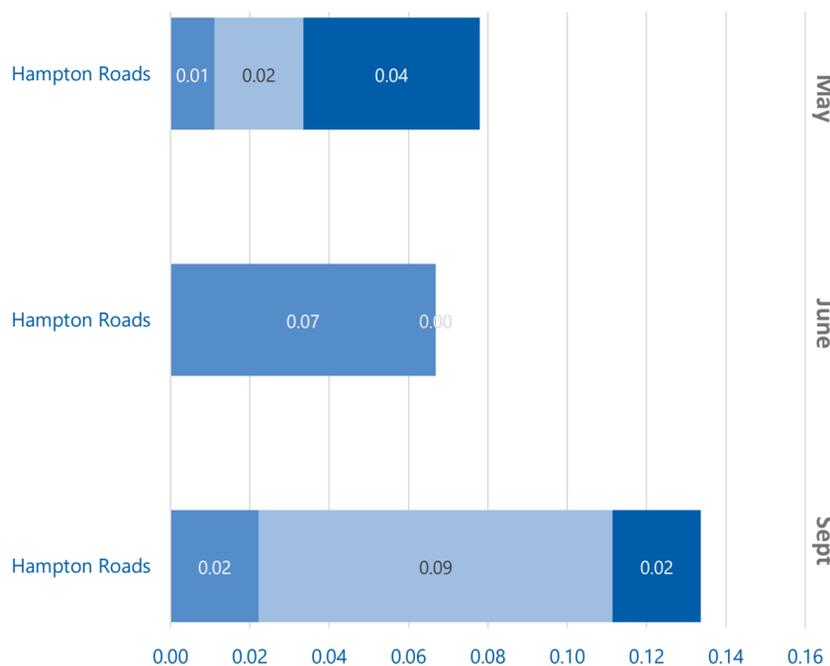
Average Daily Parking Activity per Mile

Statewide Long-term: 0.55

Statewide Short-term: 1.39

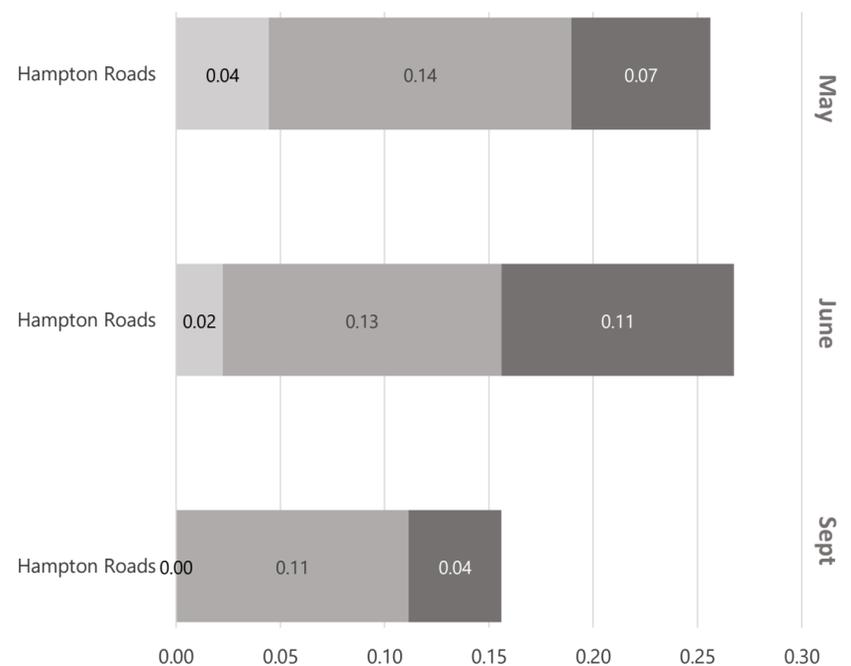
Long-term Parking Activity per Mile

■ Early Morning ■ Mid Day ■ Evening



Short-term hour Parking Activity per Mile

■ Early Morning ■ Mid Day ■ Evening



Note: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM;
Short-term: 0.5 to 2 hours; Long-term: more than 2 hours

Parking Supply

District	Bristol	Salem
Mileage	36	24
Number of Truck Parking Facilities	7	4
Long-term Parking Spots	192	100
Total Spots	208	129



Average Daily Parking Activity

District		Bristol			Salem		
Month		May	June	Sept	May	June	Sept
Long-term		30	29	26	26	30	25
Short-term		43	126	33	31	19	21
Overall Daily Average		Bristol			Salem		
Long-term	All Ramps & Shoulders	28			27		
	Excluding Parking Facility Ramps	19			14		
Short-term	All Ramps & Shoulders	68			24		
	Excluding Parking Facility Ramps	49			15		

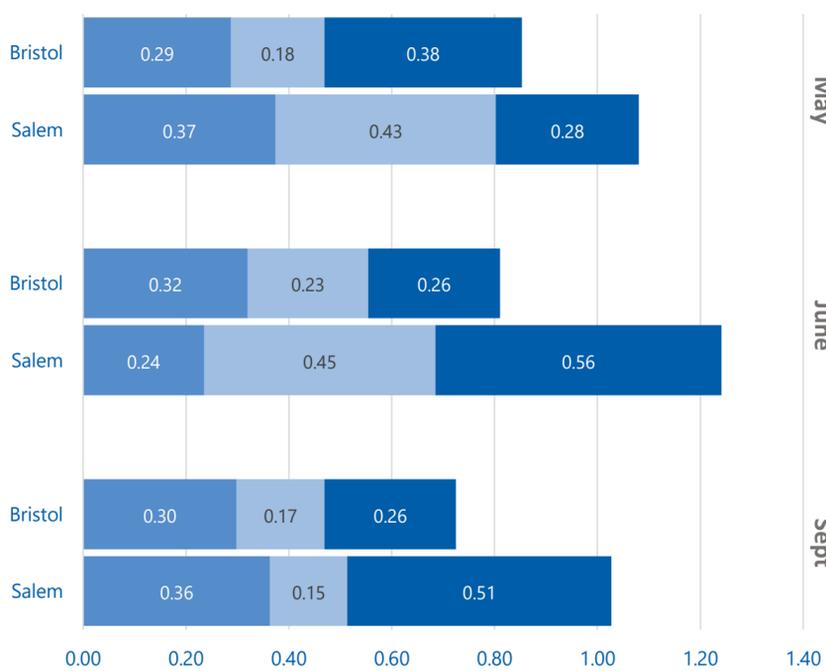
Average Daily Parking Activity per Mile

Statewide Long-term: 0.55

Statewide Short-term: 1.39

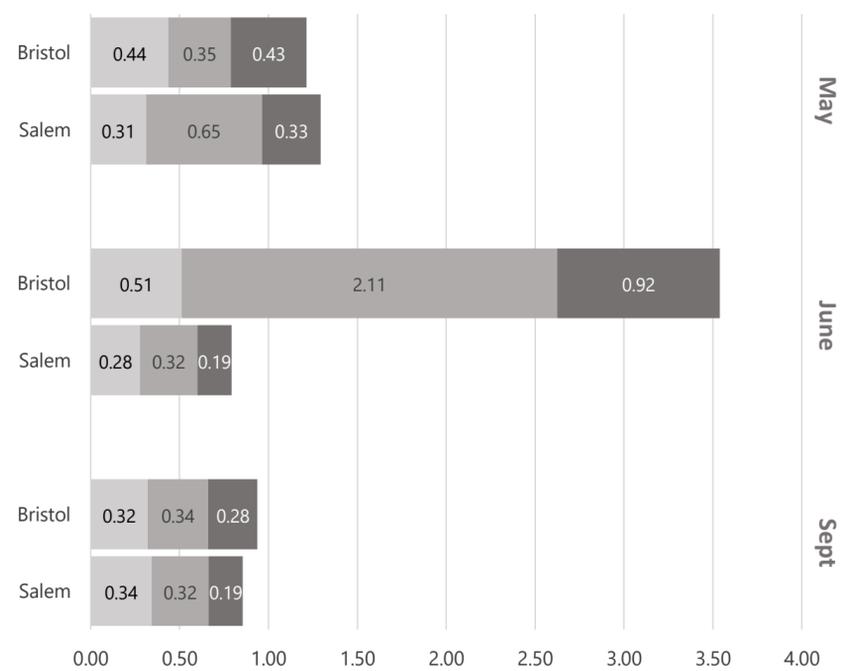
Long-term Parking Activity per Mile

■ Early Morning ■ Mid Day ■ Evening



Short-term hour Parking Activity per Mile

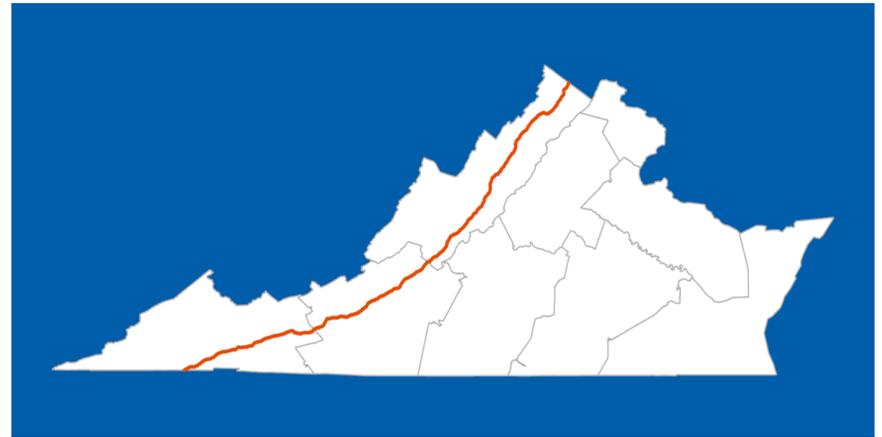
■ Early Morning ■ Mid Day ■ Evening



Note: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM;
Short-term: 0.5 to 2 hours; Long-term: more than 2 hours

Parking Supply

District	Bristol	Salem	Staunton
Mileage	87	86	150
Number of Truck Parking Facilities	13	11	21
Long-term Parking Spots	1,072	369	1,629
Total Spots	1,125	392	1,676



Average Daily Parking Activity

District		Bristol			Salem			Staunton		
Month		May	June	Sept	May	June	Sept	May	June	Sept
Long-term		76	74	62	63	72	60	140	140	122
Short-term		86	104	53	128	125	84	202	184	191
Overall Daily Average		Bristol			Salem			Staunton		
Long-term	All Ramps & Shoulders	71			65			134		
	Excluding Parking Facility Ramps	52			23			73		
Short-term	All Ramps & Shoulders	81			112			193		
	Excluding Parking Facility Ramps	55			57			130		

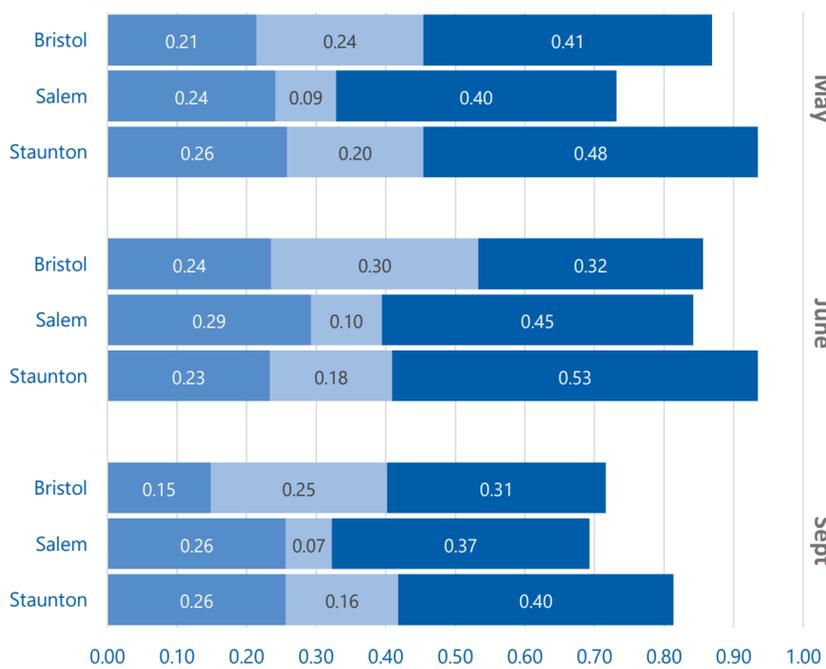
Average Daily Parking Activity per Mile

Statewide Long-term: 0.55

Statewide Short-term: 1.39

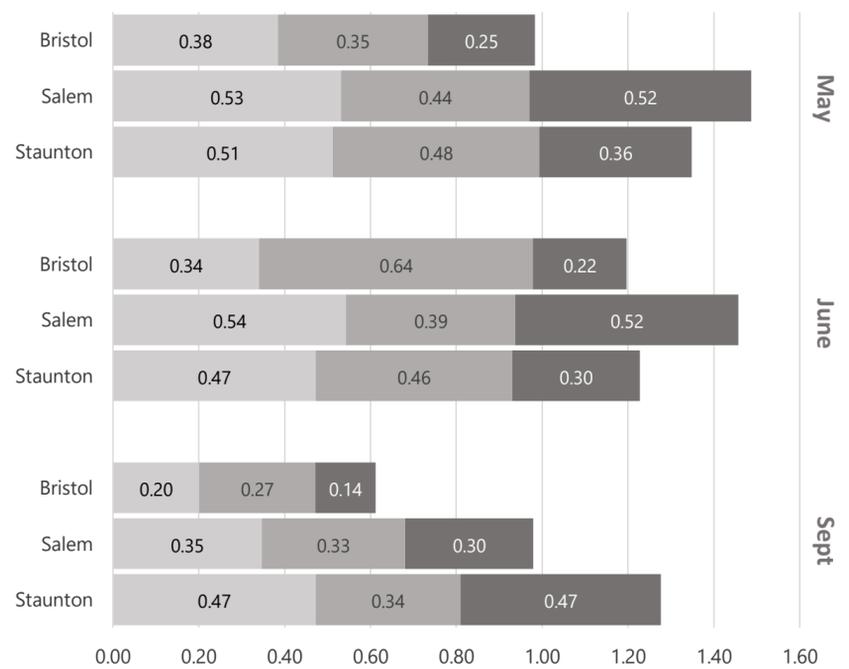
Long-term Parking Activity per Mile

■ Early Morning ■ Mid Day ■ Evening



Short-term hour Parking Activity per Mile

■ Early Morning ■ Mid Day ■ Evening



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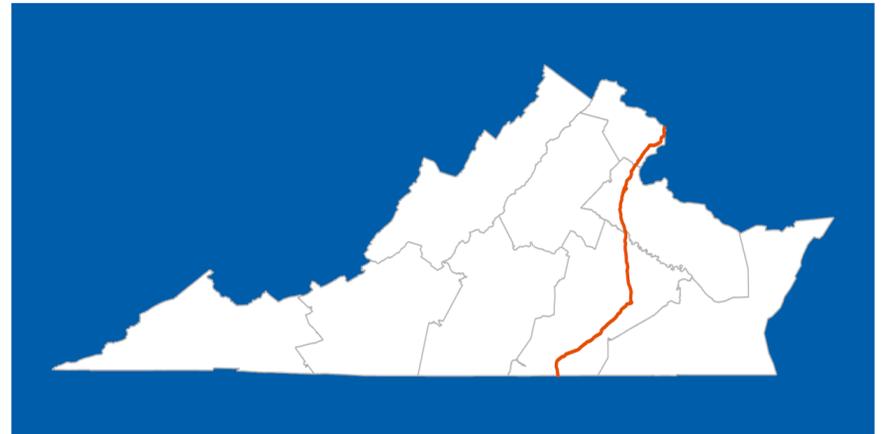
Unauthorized Corridor Ramp and Shoulder Truck Parking Activity

Districts: Northern Virginia, Fredericksburg



Parking Supply

District	Northern Virginia	Fredericksburg
Mileage	32	47
Number of Truck Parking Facilities	0	0
Long-term Parking Spots	0	0
Total Spots	0	0



Average Daily Parking Activity

District		Northern Virginia			Fredericksburg		
Month		May	June	Sept	May	June	Sept
Long-term		3	3	3	4	4	6
Short-term		15	16	21	12	17	8
Overall Daily Average		Northern Virginia			Fredericksburg		
Long-term	All Ramps & Shoulders	3			4		
	Excluding Parking Facility Ramps	3			4		
Short-term	All Ramps & Shoulders	17			12		
	Excluding Parking Facility Ramps	17			12		

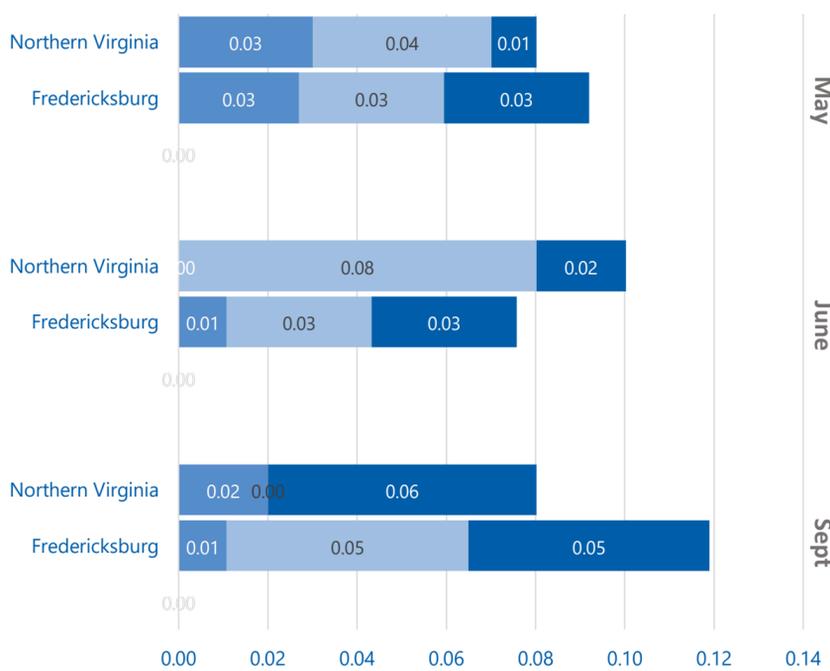
Average Daily Parking Activity per Mile

Statewide Long-term: 0.55

Statewide Short-term: 1.39

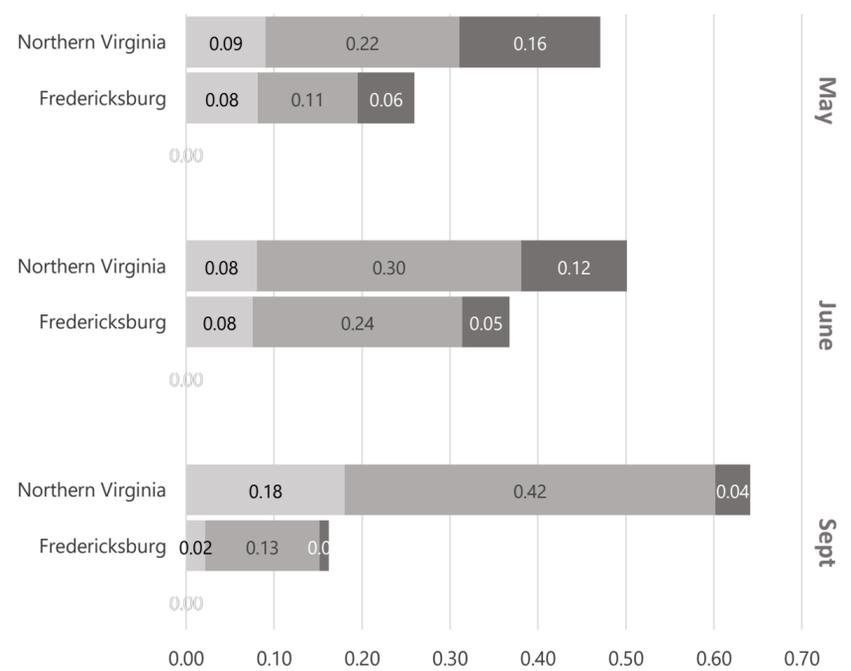
Long-term Parking Activity per Mile

■ Early Morning ■ Mid Day ■ Evening



Short-term hour Parking Activity per Mile

■ Early Morning ■ Mid Day ■ Evening



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Short-term: 0.5 to 2 hours; Long-term: more than 2 hours

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Unauthorized Corridor Ramp and Shoulder Truck Parking Activity

Districts: Bristol, Salem, Staunton



Parking Supply

District	Bristol	Salem	Staunton
Mileage	70	65	153
Number of Truck Parking Facilities	0	0	1
Long-term Parking Spots	0	0	330
Total Spots	0	0	330



Average Daily Parking Activity

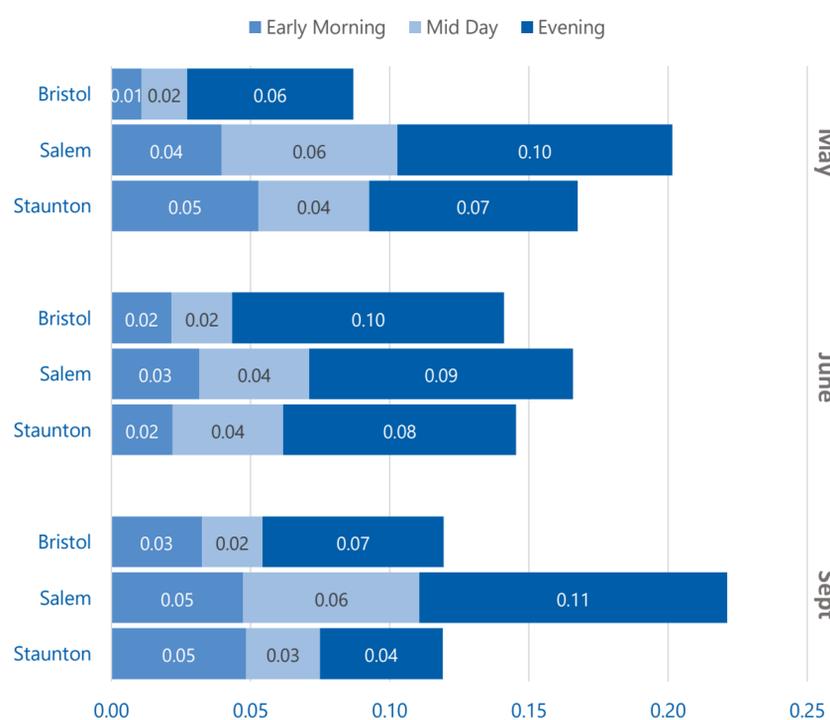
District		Bristol			Salem			Staunton		
Month		May	June	Sept	May	June	Sept	May	June	Sept
Long-term		6	10	8	13	11	14	26	22	18
Short-term		12	11	10	20	25	13	49	45	27
Overall Daily Average		Bristol			Salem			Staunton		
Long-term	All Ramps & Shoulders	8			13			22		
	Excluding Parking Facility Ramps	7			10			21		
Short-term	All Ramps & Shoulders	11			19			40		
	Excluding Parking Facility Ramps	11			16			36		

Average Daily Parking Activity per Mile

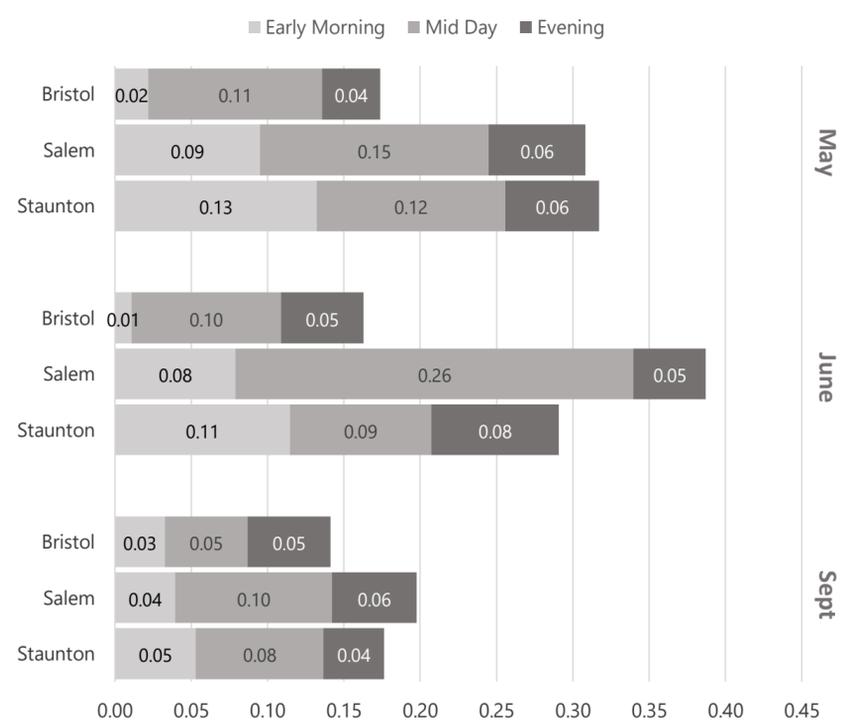
Statewide Long-term: 0.55

Statewide Short-term: 1.39

Long-term Parking Activity per Mile



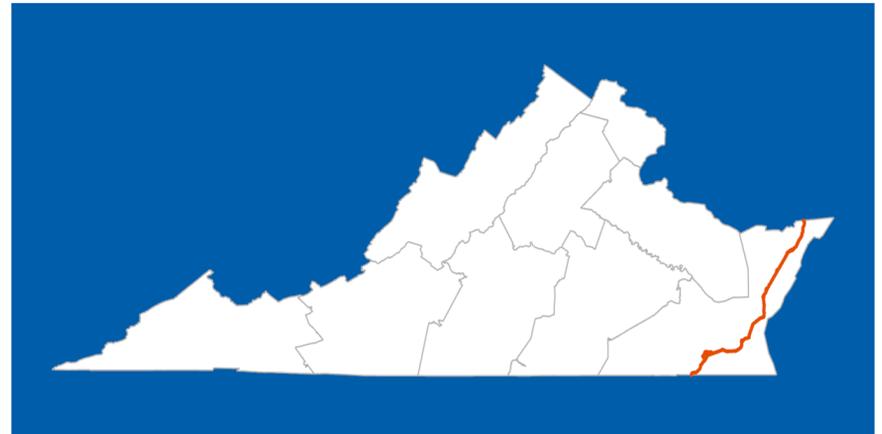
Short-term hour Parking Activity per Mile



Note: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM;
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Parking Supply

District	Hampton Roads
Mileage	120
Number of Truck Parking Facilities	6
Long-term Parking Spots	177
Total Spots	199



Average Daily Parking Activity

District		Hampton Roads						
Month		May	June	Sept				
Long-term		15	11	11				
Short-term		25	19	16				
Overall Daily Average		Hampton Roads						
Long-term	All Ramps & Shoulders	12						
	Excluding Parking Facility Ramps	11						
Short-term	All Ramps & Shoulders	20						
	Excluding Parking Facility Ramps	20						

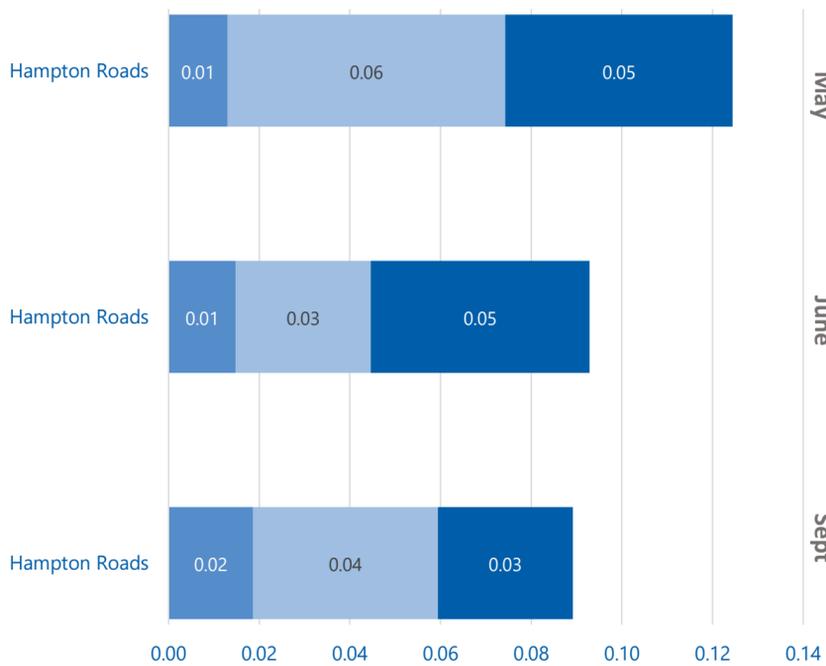
Average Daily Parking Activity per Mile

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Statewide Short-term: 1.39

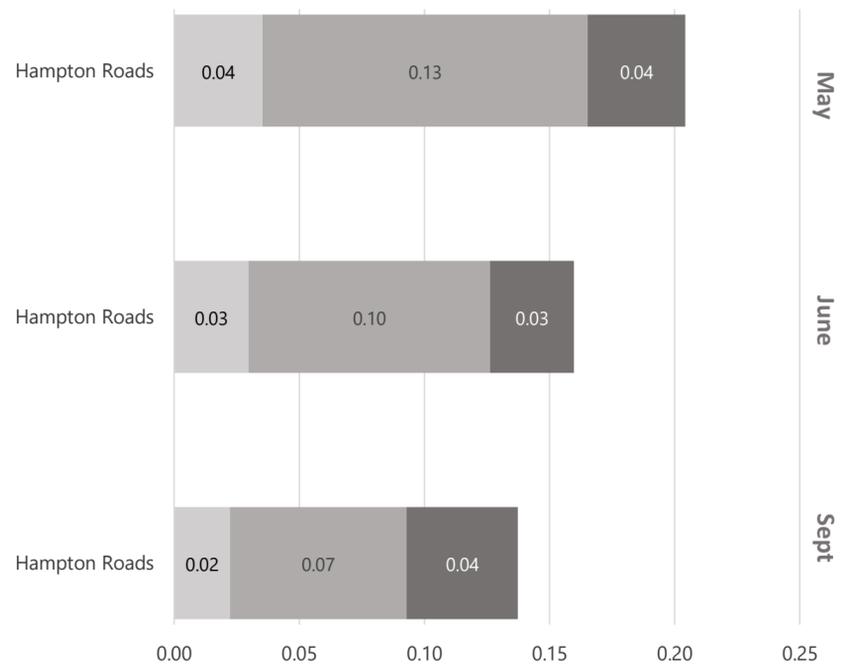
Long-term Parking Activity per Mile

■ Early Morning ■ Mid Day ■ Evening



Short-term hour Parking Activity per Mile

■ Early Morning ■ Mid Day ■ Evening



Note: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM;
Short-term: 0.5 to 2 hours; Long-term: more than 2 hours

Parking Supply

District	Salem	Staunton
Mileage	102	65
Number of Truck Parking Facilities	3	0
Long-term Parking Spots	0	0
Total Spots	49	0



Average Daily Parking Activity

District		Salem			Staunton		
Month		May	June	Sept	May	June	Sept
Long-term		13	13	9	1	0	1
Short-term		22	22	23	0	1	1
Overall Daily Average		Salem			Staunton		
Long-term	All Ramps & Shoulders	12			0		
	Excluding Parking Facility Ramps	9			0		
Short-term	All Ramps & Shoulders	22			0		
	Excluding Parking Facility Ramps	18			0		

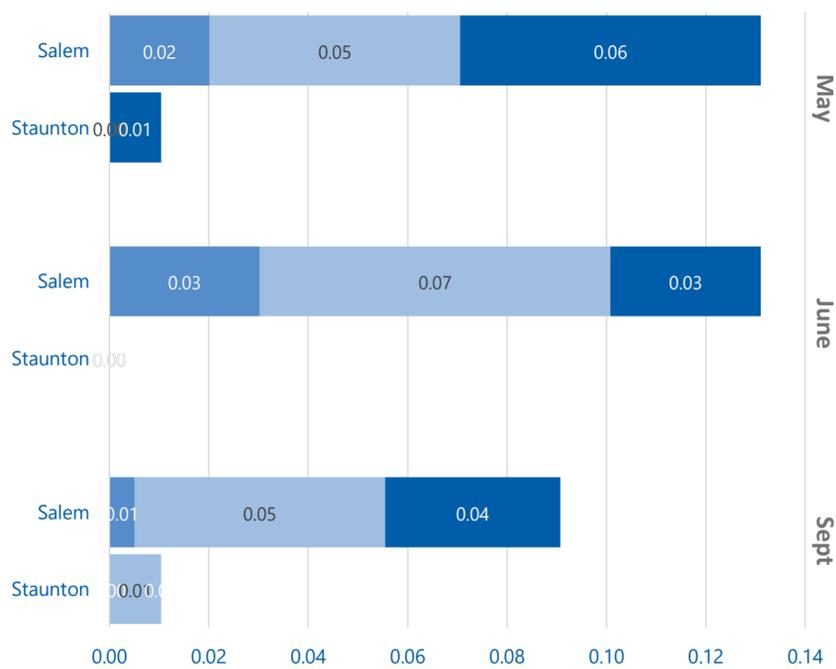
Average Daily Parking Activity per Mile

Statewide Long-term: 0.55

Statewide Short-term: 1.39

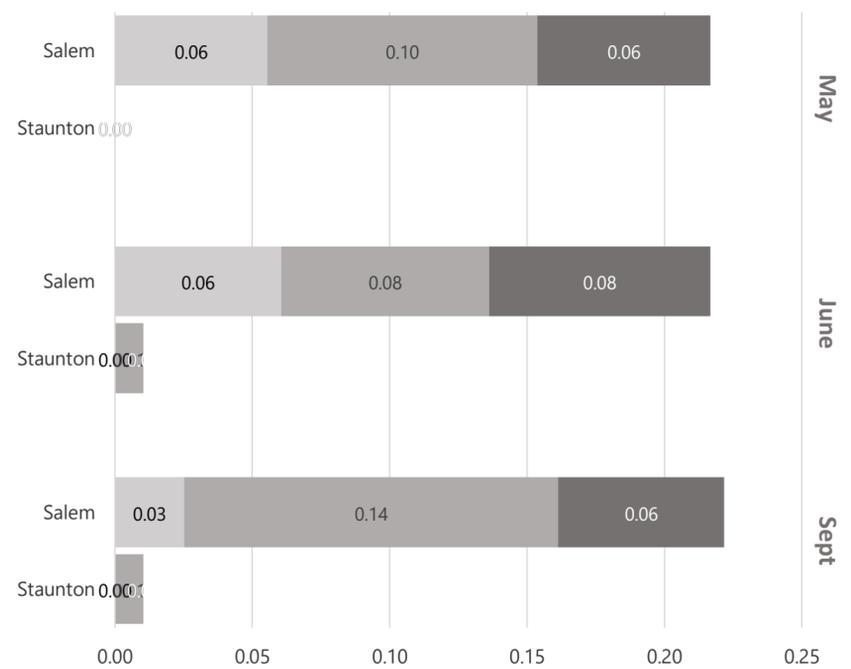
Long-term Parking Activity per Mile

■ Early Morning ■ Mid Day ■ Evening



Short-term hour Parking Activity per Mile

■ Early Morning ■ Mid Day ■ Evening



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Short-term: 0.5 to 2 hours; Long-term: more than 2 hours

Parking Supply

District	Staunton	Culpeper	Richmond
Mileage	73	50	43
Number of Truck Parking Facilities	0	0	0
Long-term Parking Spots	0	0	0
Total Spots	0	0	0



Average Daily Parking Activity

District		Staunton			Culpeper			Richmond		
Month		May	June	Sept	May	June	Sept	May	June	Sept
Long-term		1	1	2	2	1	3	2	3	4
Short-term		6	3	4	9	6	9	19	15	14
Overall Daily Average		Staunton			Culpeper			Richmond		
Long-term	All Ramps & Shoulders	1			2			3		
	Excluding Parking Facility Ramps	1			2			3		
Short-term	All Ramps & Shoulders	4			8			16		
	Excluding Parking Facility Ramps	4			8			16		

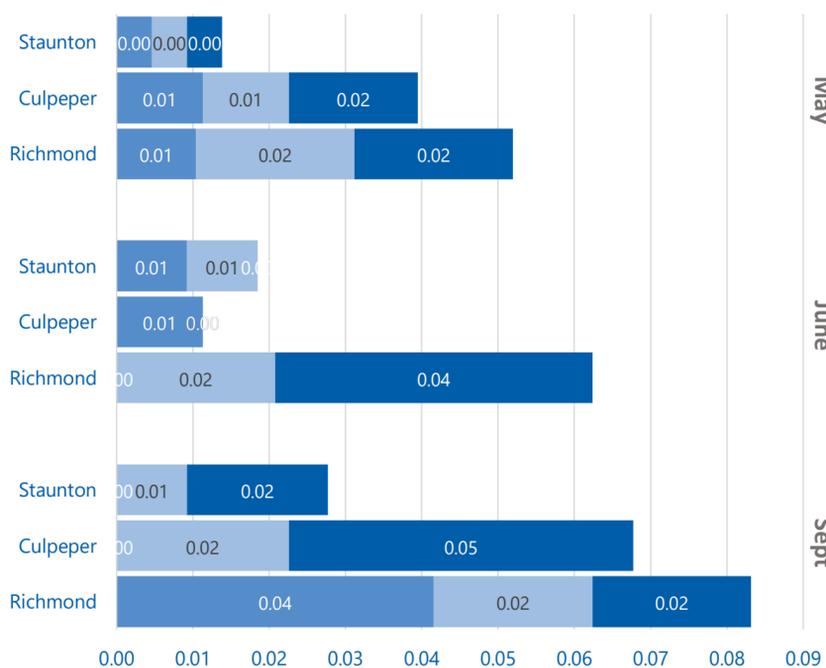
Average Daily Parking Activity per Mile

Statewide Long-term: 0.55

Statewide Short-term: 1.39

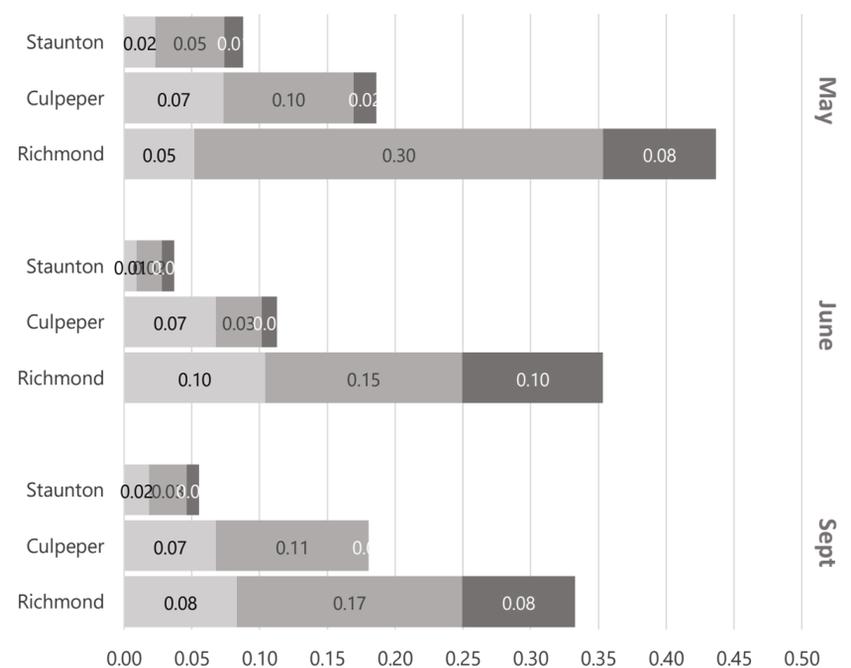
Long-term Parking Activity per Mile

■ Early Morning ■ Mid Day ■ Evening



Short-term hour Parking Activity per Mile

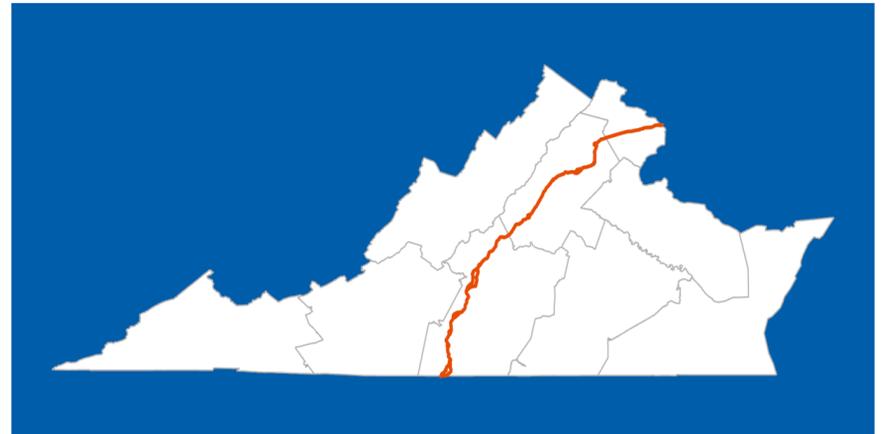
■ Early Morning ■ Mid Day ■ Evening



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Short-term: 0.5 to 2 hours; Long-term: more than 2 hours

Parking Supply

District	Northern Virginia	Culpeper	Lynchburg
Mileage	31	62	110
Number of Truck Parking Facilities	0	0	3
Long-term Parking Spots	0	0	55
Total Spots	0	0	55



Average Daily Parking Activity

District		Northern Virginia			Culpeper			Lynchburg		
Month		May	June	Sept	May	June	Sept	May	June	Sept
Long-term		4	3	5	5	6	2	7	4	4
Short-term		19	19	22	18	17	18	18	16	14
Overall Daily Average		Northern Virginia			Culpeper			Lynchburg		
Long-term	All Ramps & Shoulders	4			4			5		
	Excluding Parking Facility Ramps	4			4			5		
Short-term	All Ramps & Shoulders	20			18			16		
	Excluding Parking Facility Ramps	20			18			16		

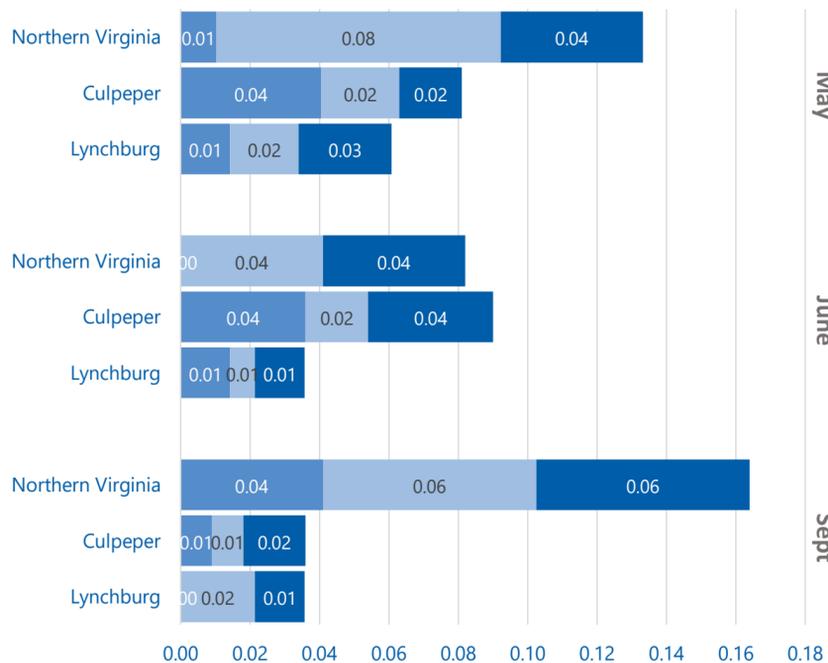
Average Daily Parking Activity per Mile

Statewide Long-term: 0.55

Statewide Short-term: 1.39

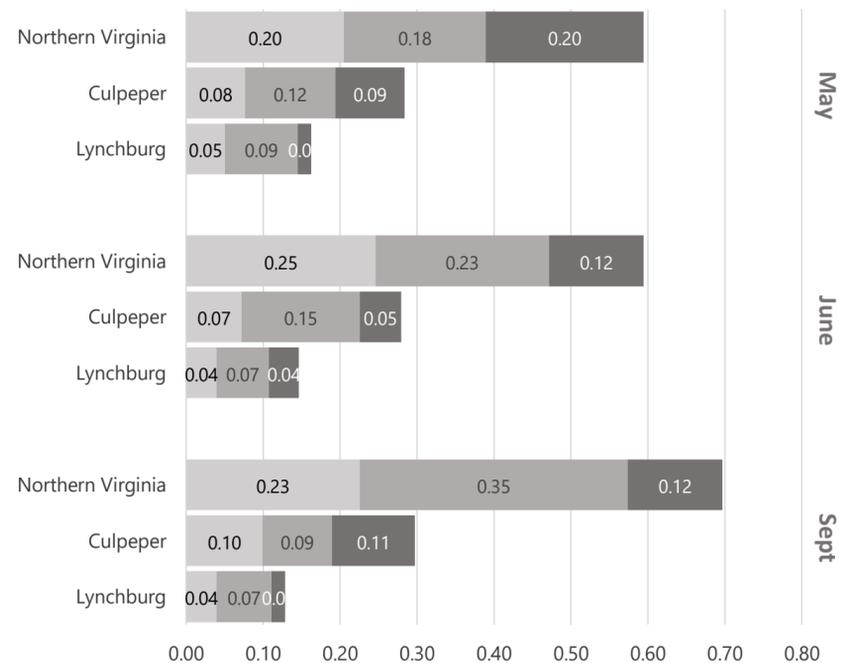
Long-term Parking Activity per Mile

■ Early Morning ■ Mid Day ■ Evening



Short-term hour Parking Activity per Mile

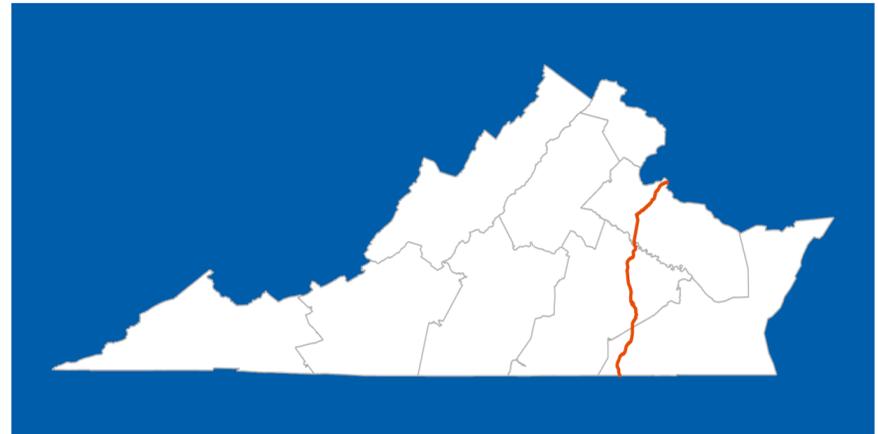
■ Early Morning ■ Mid Day ■ Evening



Note: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM;
Short-term: 0.5 to 2 hours; Long-term: more than 2 hours

Parking Supply

District	Fredericksburg	Richmond	Hampton Roads
Mileage	48	60	35
Number of Truck Parking Facilities	0	0	0
Long-term Parking Spots	0	0	0
Total Spots	0	0	0



Average Daily Parking Activity

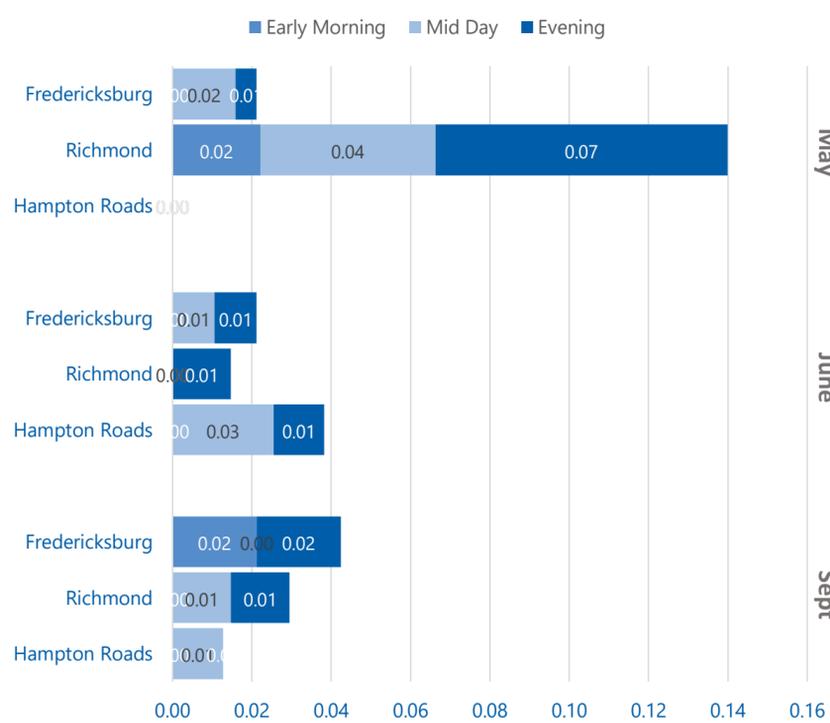
District		Fredericksburg			Richmond			Hampton Roads		
Month		May	June	Sept	May	June	Sept	May	June	Sept
Long-term		1	1	2	8	1	2	0	1	0
Short-term		7	6	7	9	8	9	3	1	2
Overall Daily Average		Fredericksburg			Richmond			Hampton Roads		
Long-term	All Ramps & Shoulders	1			4			1		
	Excluding Parking Facility Ramps	1			4			0		
Short-term	All Ramps & Shoulders	7			9			2		
	Excluding Parking Facility Ramps	7			9			1		

Average Daily Parking Activity per Mile

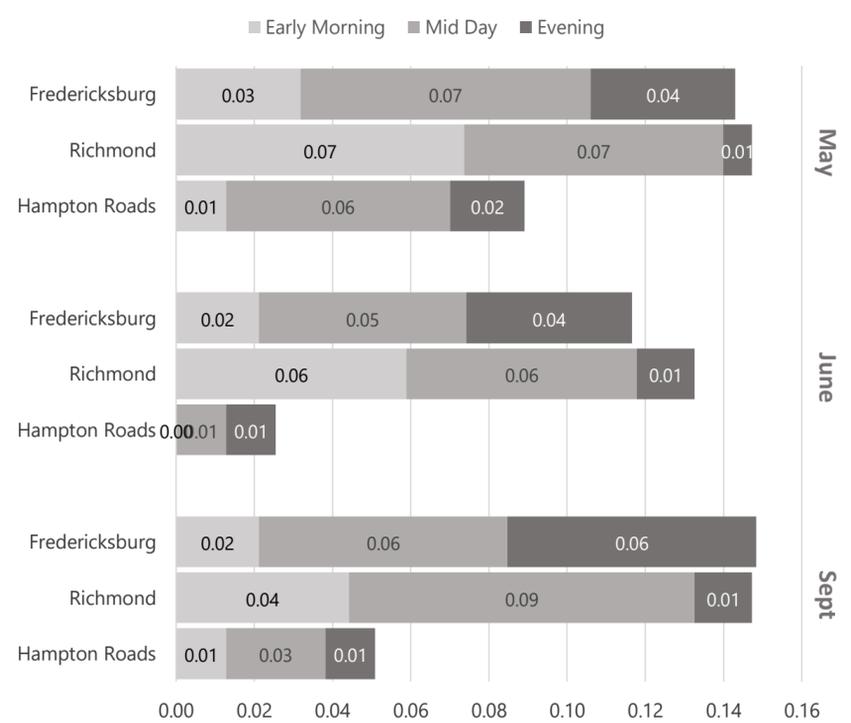
Statewide Long-term: 0.55

Statewide Short-term: 1.39

Long-term Parking Activity per Mile



Short-term hour Parking Activity per Mile



Note: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM;
Short-term: 0.5 to 2 hours; Long-term: more than 2 hours

US 460

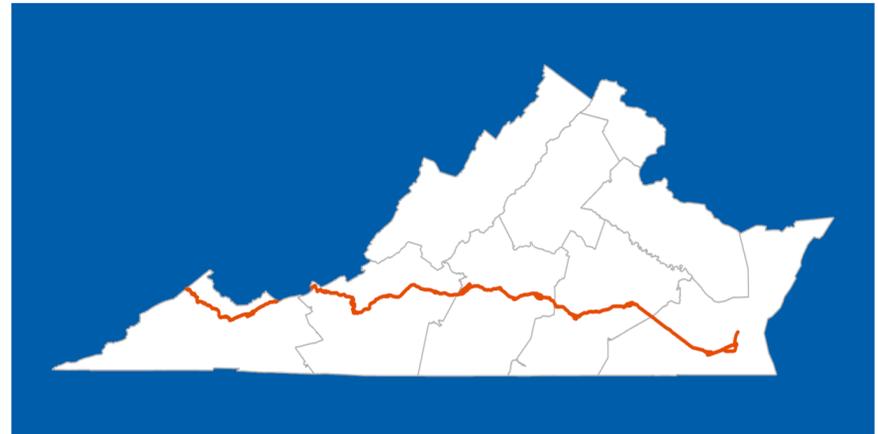
Unauthorized Corridor Ramp and Shoulder Truck Parking Activity

Districts: Bristol, Salem, Lynchburg



Parking Supply

District	Bristol	Salem	Lynchburg
Mileage	80	116	70
Number of Truck Parking Facilities	0	2	0
Long-term Parking Spots	0	20	0
Total Spots	0	22	0



Average Daily Parking Activity

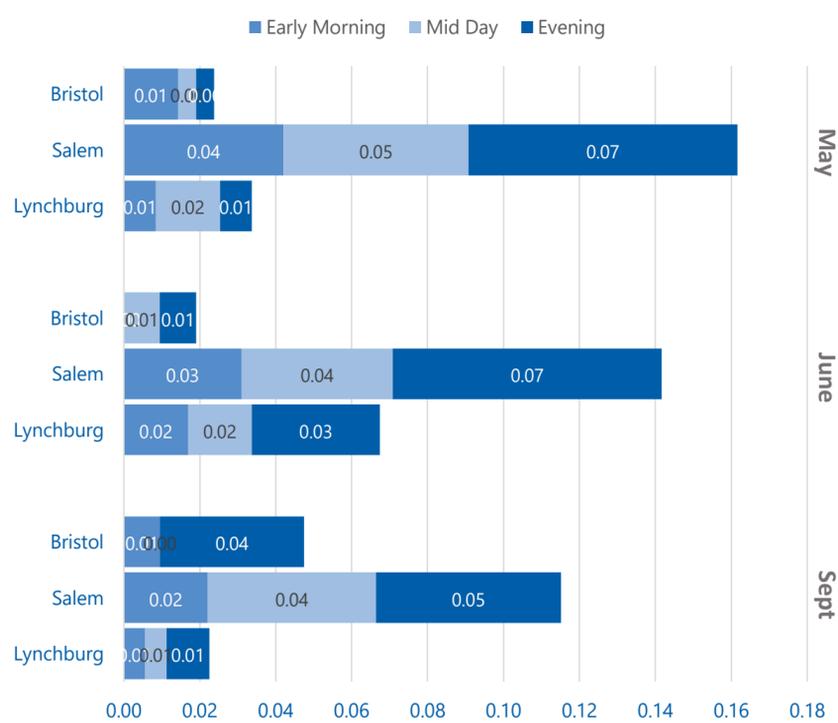
District		Bristol			Salem			Lynchburg		
Month		May	June	Sept	May	June	Sept	May	June	Sept
Long-term		2	2	4	19	16	13	2	5	2
Short-term		10	5	9	32	24	28	7	9	5
Overall Daily Average		Bristol			Salem			Lynchburg		
Long-term	All Ramps & Shoulders	2			16			3		
	Excluding Parking Facility Ramps	2			16			3		
Short-term	All Ramps & Shoulders	8			28			7		
	Excluding Parking Facility Ramps	8			28			7		

Average Daily Parking Activity per Mile

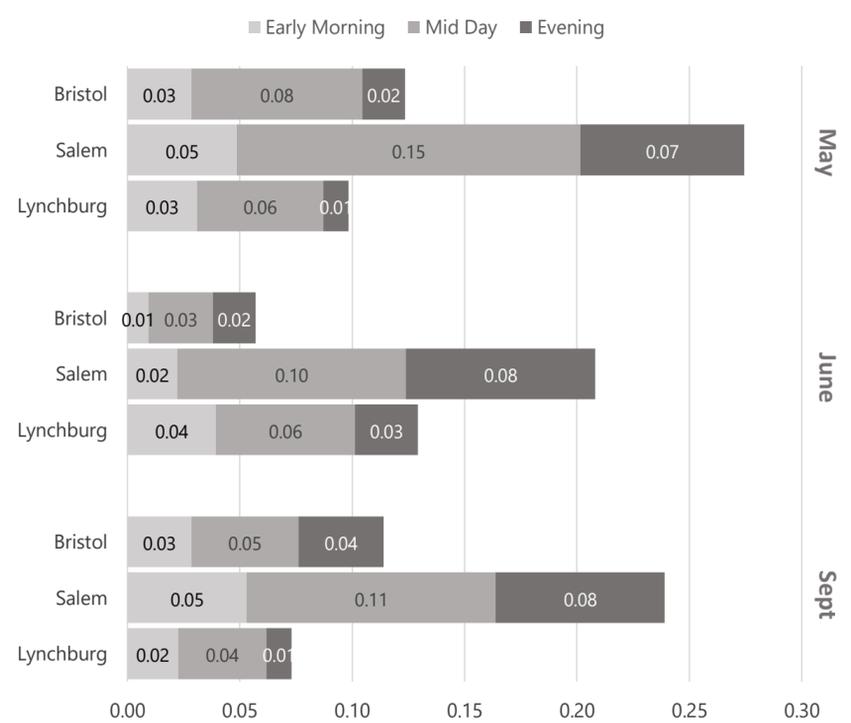
Statewide Long-term: 0.55

Statewide Short-term: 1.39

Long-term Parking Activity per Mile



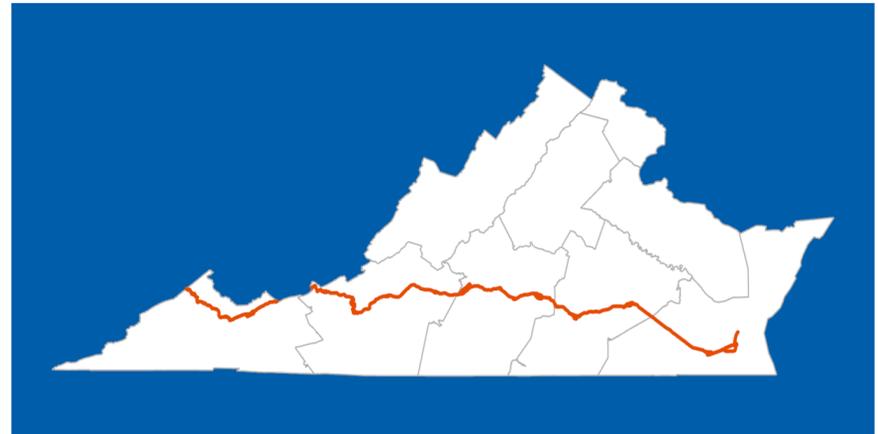
Short-term hour Parking Activity per Mile



Note: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM;
Short-term: 0.5 to 2 hours; Long-term: more than 2 hours

Parking Supply

District	Richmond	Hampton Roads
Mileage	66	62
Number of Truck Parking Facilities	1	1
Long-term Parking Spots	0	20
Total Spots	20	20



Average Daily Parking Activity

District		Richmond			Hampton Roads		
Month		May	June	Sept	May	June	Sept
Long-term		11	14	10	4	2	3
Short-term		25	26	14	9	10	9
Overall Daily Average		Richmond			Hampton Roads		
Long-term	All Ramps & Shoulders	12			3		
	Excluding Parking Facility Ramps	6			3		
Short-term	All Ramps & Shoulders	22			9		
	Excluding Parking Facility Ramps	14			9		

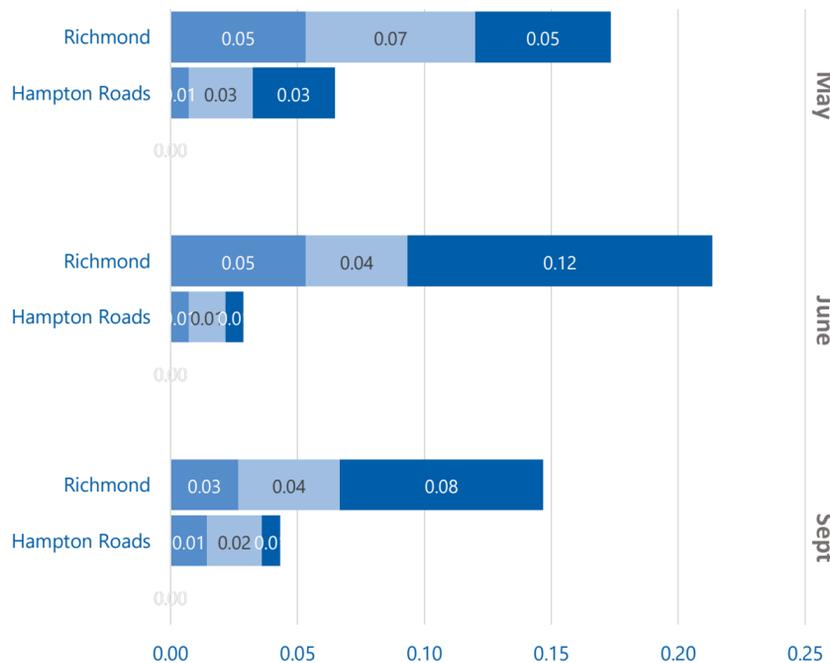
Average Daily Parking Activity per Mile

Statewide Long-term: 0.55

Statewide Short-term: 1.39

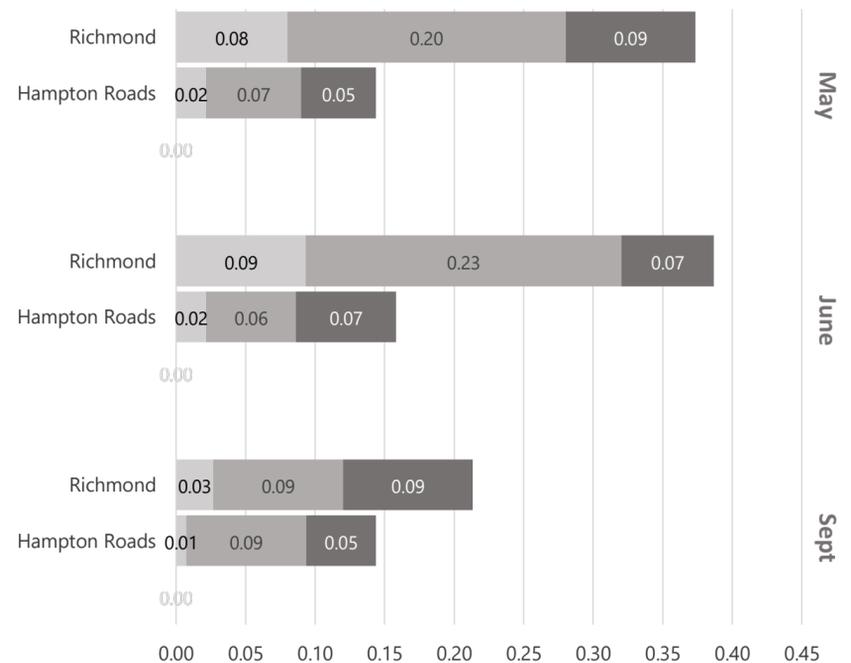
Long-term Parking Activity per Mile

■ Early Morning ■ Mid Day ■ Evening



Short-term hour Parking Activity per Mile

■ Early Morning ■ Mid Day ■ Evening



Note: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM;
Short-term: 0.5 to 2 hours; Long-term: more than 2 hours

Parking Supply

District	Staunton	Northern Virginia
Mileage	33	42
Number of Truck Parking Facilities	0	1
Long-term Parking Spots	0	0
Total Spots	0	10



Average Daily Parking Activity

District		Staunton			Northern Virginia		
Month		May	June	Sept	May	June	Sept
Long-term		2	2	1	3	3	3
Short-term		2	4	5	11	13	10
Overall Daily Average		Staunton			Northern Virginia		
Long-term	All Ramps & Shoulders	2			3		
	Excluding Parking Facility Ramps	2			3		
Short-term	All Ramps & Shoulders	4			11		
	Excluding Parking Facility Ramps	4			11		

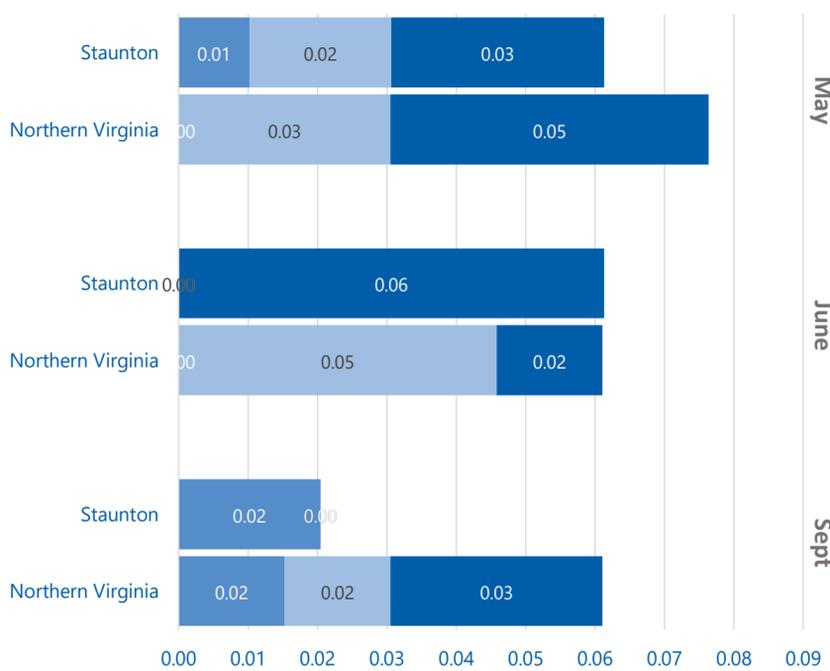
Average Daily Parking Activity per Mile

Statewide Long-term: 0.55

Statewide Short-term: 1.39

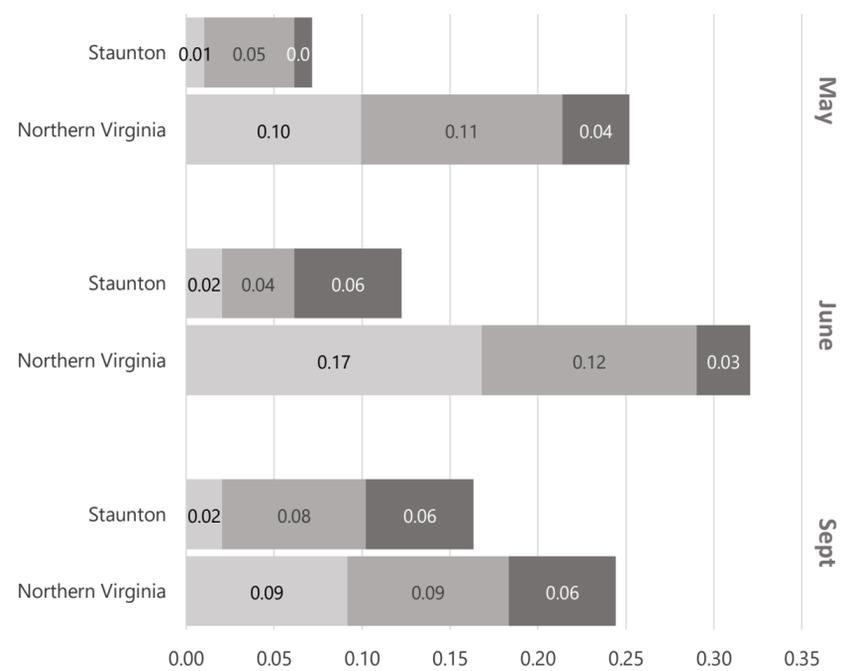
Long-term Parking Activity per Mile

■ Early Morning ■ Mid Day ■ Evening



Short-term hour Parking Activity per Mile

■ Early Morning ■ Mid Day ■ Evening



Note: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM;
Short-term: 0.5 to 2 hours; Long-term: more than 2 hours

US 52

Unauthorized Corridor Ramp and Shoulder Truck Parking Activity

Districts: Bristol, Salem



Parking Supply

District	Bristol	Salem
Mileage	45	27
Number of Truck Parking Facilities	0	0
Long-term Parking Spots	0	0
Total Spots	0	0



Average Daily Parking Activity

District		Bristol			Salem		
		May	June	Sept	May	June	Sept
Long-term		4	2	2	1	0	0
Short-term		8	5	5	0	0	0
Overall Daily Average		Bristol			Salem		
Long-term	All Ramps & Shoulders	3			0		
	Excluding Parking Facility Ramps	1			0		
Short-term	All Ramps & Shoulders	6			0		
	Excluding Parking Facility Ramps	3			0		

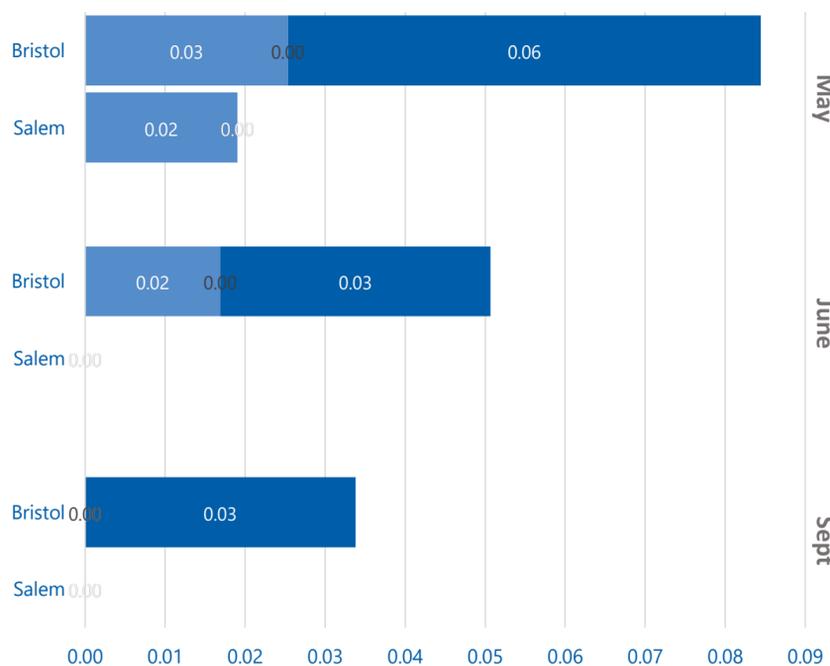
Average Daily Parking Activity per Mile

Statewide Long-term: 0.55

Statewide Short-term: 1.39

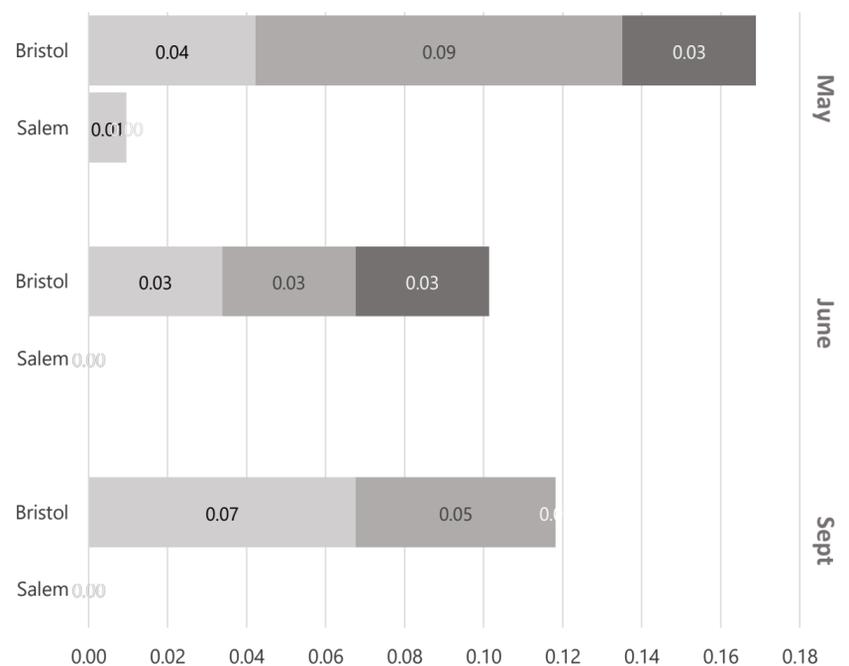
Long-term Parking Activity per Mile

■ Early Morning ■ Mid Day ■ Evening



Short-term hour Parking Activity per Mile

■ Early Morning ■ Mid Day ■ Evening



Note: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM;
Short-term: 0.5 to 2 hours; Long-term: more than 2 hours

US 58

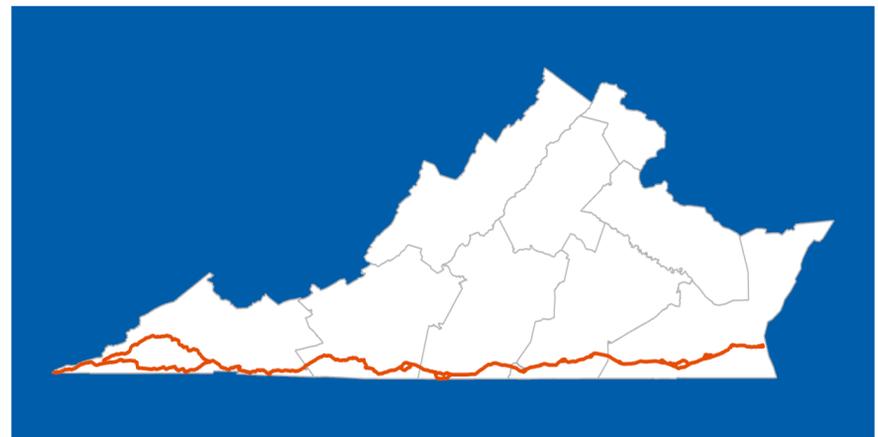
Unauthorized Corridor Ramp and Shoulder Truck Parking Activity

Districts: Bristol, Salem



Parking Supply

District	Bristol	Salem
Mileage	230	88
Number of Truck Parking Facilities	0	0
Long-term Parking Spots	0	0
Total Spots	0	0



Average Daily Parking Activity

District		Bristol			Salem		
Month		May	June	Sept	May	June	Sept
Long-term		8	4	5	3	3	3
Short-term		15	15	11	4	7	3
Overall Daily Average		Bristol			Salem		
Long-term	All Ramps & Shoulders	6			3		
	Excluding Parking Facility Ramps	6			3		
Short-term	All Ramps & Shoulders	14			5		
	Excluding Parking Facility Ramps	14			5		

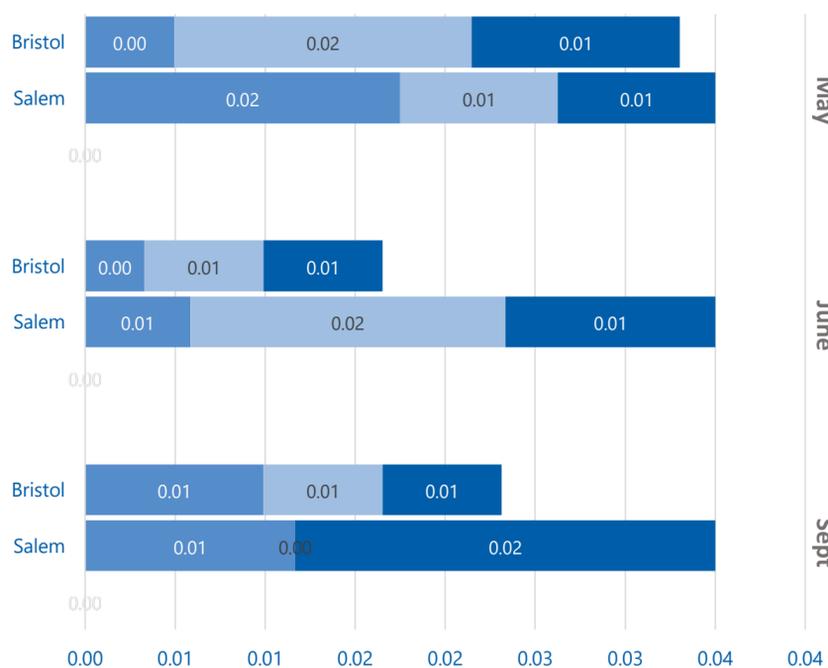
Average Daily Parking Activity per Mile

Statewide Long-term: 0.55

Statewide Short-term: 1.39

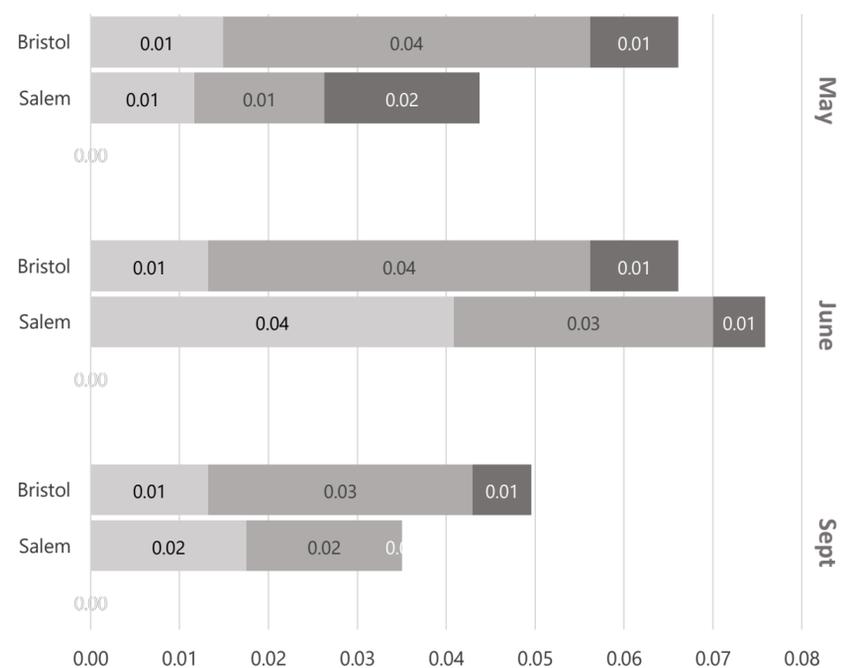
Long-term Parking Activity per Mile

■ Early Morning ■ Mid Day ■ Evening



Short-term hour Parking Activity per Mile

■ Early Morning ■ Mid Day ■ Evening



Note: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM;
Short-term: 0.5 to 2 hours; Long-term: more than 2 hours

US 58

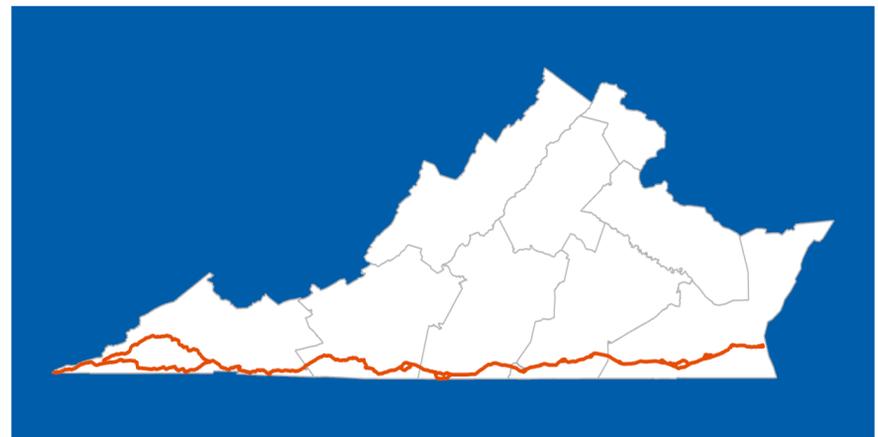
Unauthorized Corridor Ramp and Shoulder Truck Parking Activity

Districts: Richmond, Hampton Roads, Lynchburg



Parking Supply

District	Richmond	Hampton Roads	Lynchburg
Mileage	67	102	63
Number of Truck Parking Facilities	1	4	3
Long-term Parking Spots	0	58	70
Total Spots	20	62	78



Average Daily Parking Activity

District		Richmond			Hampton Roads			Lynchburg		
Month		May	June	Sept	May	June	Sept	May	June	Sept
Long-term		2	4	4	6	10	7	2	2	2
Short-term		6	6	4	29	31	16	5	4	1
Overall Daily Average		Richmond			Hampton Roads			Lynchburg		
Long-term	All Ramps & Shoulders	3			8			2		
	Excluding Parking Facility Ramps	3			7			1		
Short-term	All Ramps & Shoulders	6			26			3		
	Excluding Parking Facility Ramps	6			25			2		

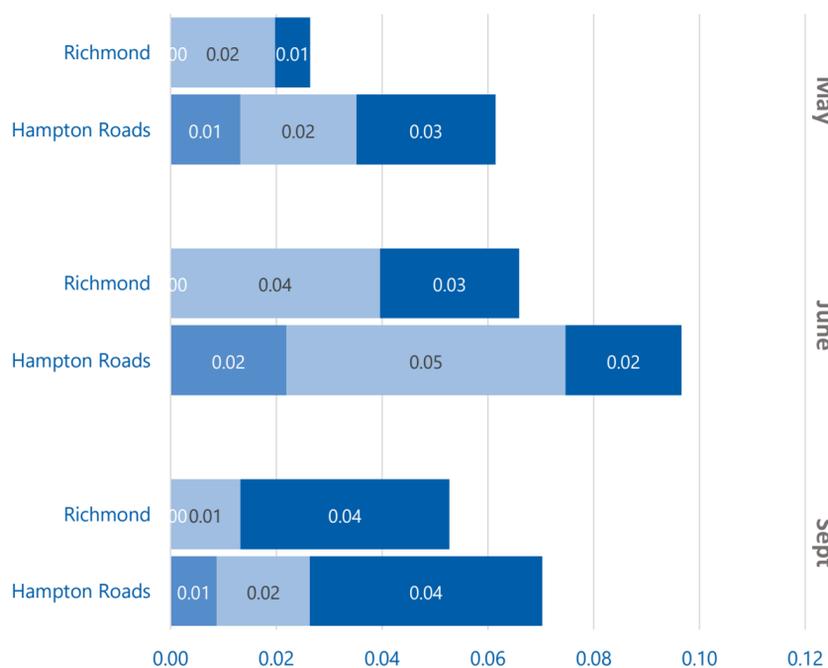
Average Daily Parking Activity per Mile

Statewide Long-term: 0.55

Statewide Short-term: 1.39

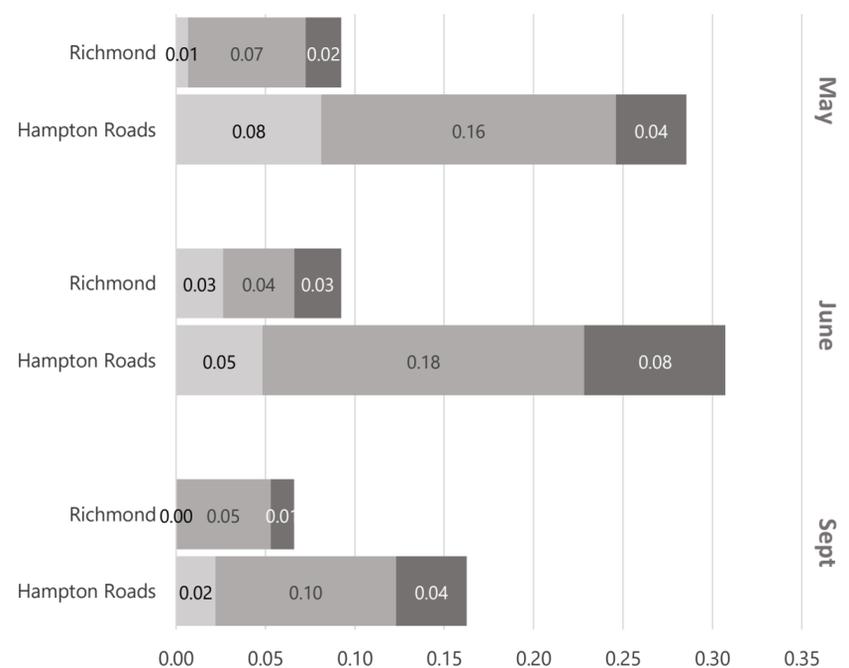
Long-term Parking Activity per Mile

■ Early Morning ■ Mid Day ■ Evening



Short-term hour Parking Activity per Mile

■ Early Morning ■ Mid Day ■ Evening



Note: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM;
Short-term: 0.5 to 2 hours; Long-term: more than 2 hours

Parking Supply

District	Staunton
Mileage	24
Number of Truck Parking Facilities	0
Long-term Parking Spots	0
Total Spots	0



Average Daily Parking Activity

District		Staunton							
Month		May	June	Sept					
Long-term		4	10	5					
Short-term		7	7	3					
Overall Daily Average		Staunton							
Long-term	All Ramps & Shoulders	6							
	Excluding Parking Facility Ramps	6							
Short-term	All Ramps & Shoulders	6							
	Excluding Parking Facility Ramps	6							

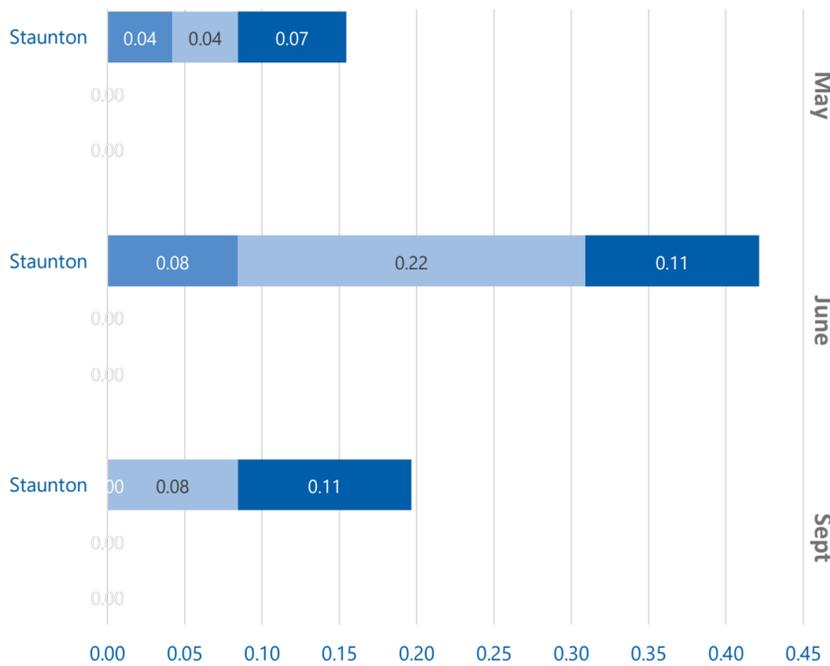
Average Daily Parking Activity per Mile

Statewide Long-term: 0.55

Statewide Short-term: 1.39

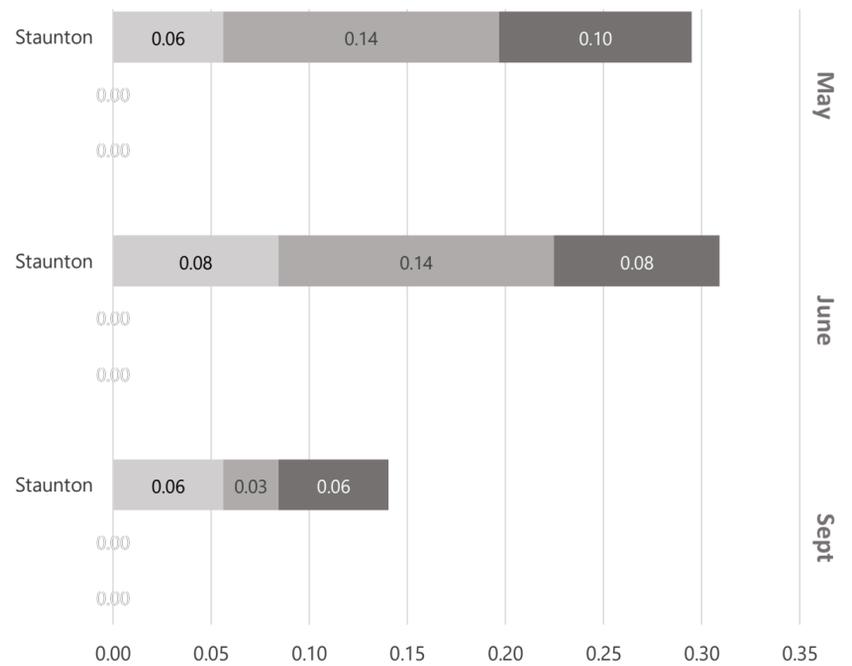
Long-term Parking Activity per Mile

■ Early Morning ■ Mid Day ■ Evening



Short-term hour Parking Activity per Mile

■ Early Morning ■ Mid Day ■ Evening



Note: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM;
Short-term: 0.5 to 2 hours; Long-term: more than 2 hours

Parking Supply

District	Hampton Roads	Lynchburg	Richmond
Mileage	73	81	72
Number of Truck Parking Facilities	0	0	0
Long-term Parking Spots	0	0	0
Total Spots	0	0	0



Average Daily Parking Activity

District		Hampton Roads			Lynchburg			Richmond		
Month		May	June	Sept	May	June	Sept	May	June	Sept
Long-term		10	7	6	1	0	1	10	8	4
Short-term		19	17	12	0	0	1	34	35	27
Overall Daily Average		Hampton Roads			Lynchburg			Richmond		
Long-term	All Ramps & Shoulders	8			1			7		
	Excluding Parking Facility Ramps	8			1			7		
Short-term	All Ramps & Shoulders	16			0			32		
	Excluding Parking Facility Ramps	16			0			32		

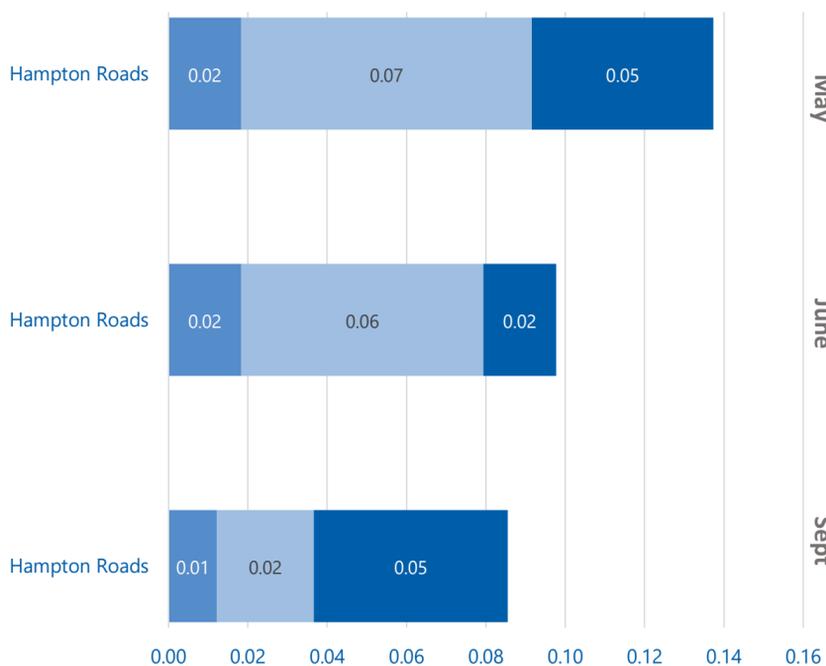
Average Daily Parking Activity per Mile

Statewide Long-term: 0.55

Statewide Short-term: 1.39

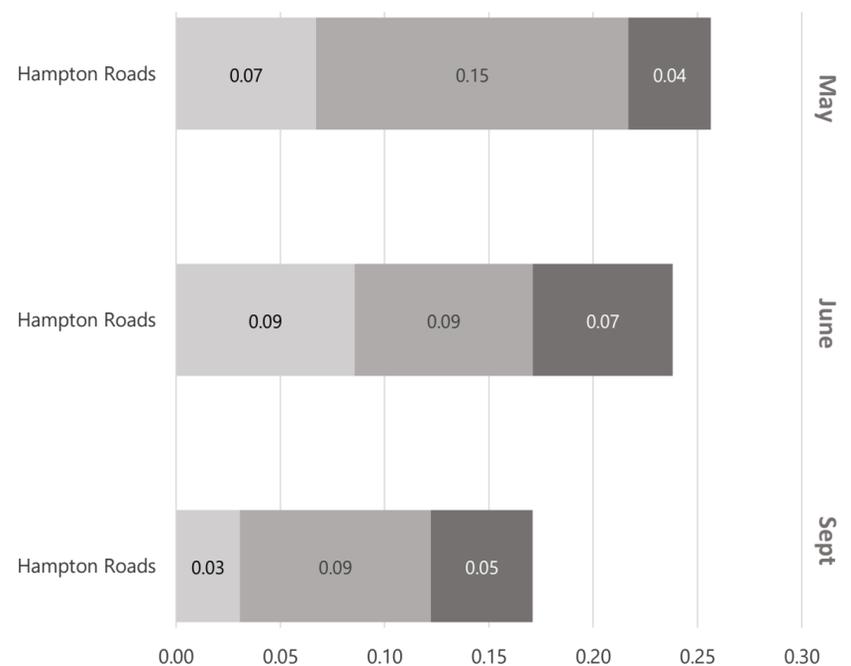
Long-term Parking Activity per Mile

■ Early Morning ■ Mid Day ■ Evening



Short-term hour Parking Activity per Mile

■ Early Morning ■ Mid Day ■ Evening



Note: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM;
Short-term: 0.5 to 2 hours; Long-term: more than 2 hours

US-17

Unauthorized Corridor Ramp and Shoulder Truck Parking Activity

Districts: Culpeper, Fredericksburg, Hampton Roads



Parking Supply

District	Culpeper	Fredericksburg	Hampton Roads
Mileage	42	117	62
Number of Truck Parking Facilities	0	0	0
Long-term Parking Spots	0	0	0
Total Spots	0	0	0



Average Daily Parking Activity

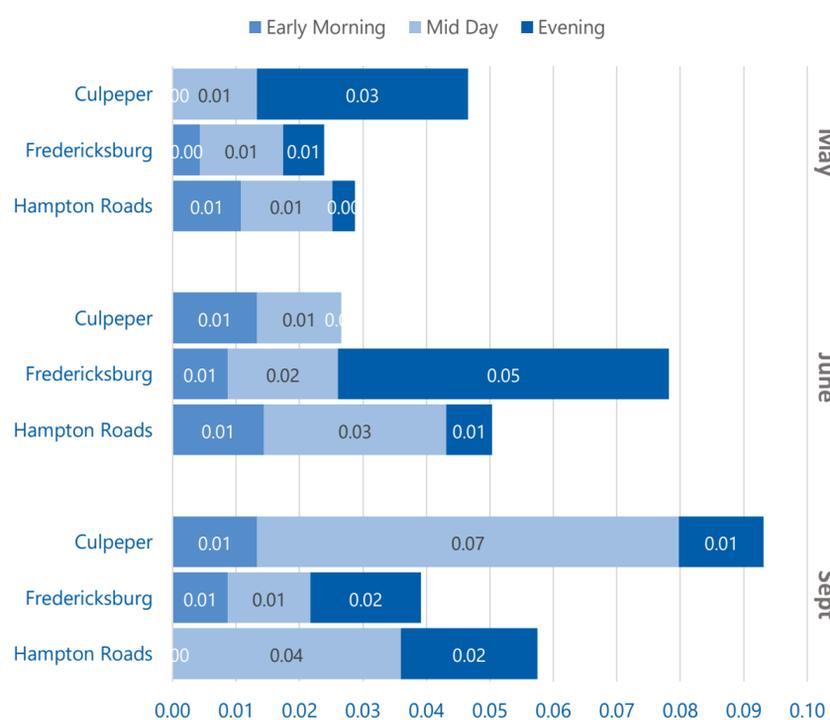
District		Culpeper			Fredericksburg			Hampton Roads		
Month		May	June	Sept	May	June	Sept	May	June	Sept
Long-term		2	1	4	3	9	5	2	3	4
Short-term		11	12	8	18	15	13	9	9	6
Overall Daily Average		Culpeper			Fredericksburg			Hampton Roads		
Long-term	All Ramps & Shoulders	2			6			3		
	Excluding Parking Facility Ramps	2			5			3		
Short-term	All Ramps & Shoulders	10			15			8		
	Excluding Parking Facility Ramps	10			14			8		

Average Daily Parking Activity per Mile

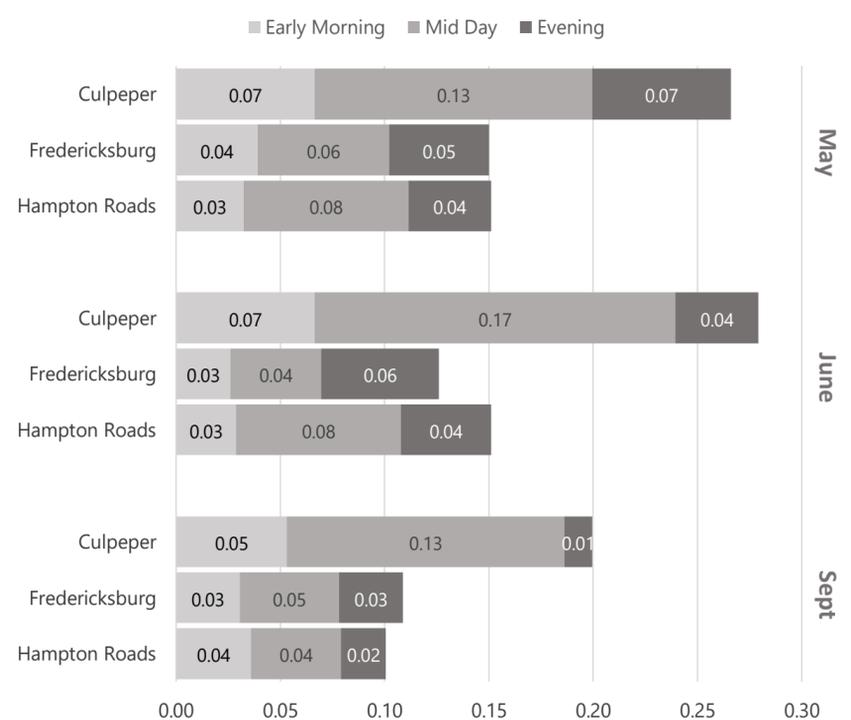
Statewide Long-term: 0.55

Statewide Short-term: 1.39

Long-term Parking Activity per Mile



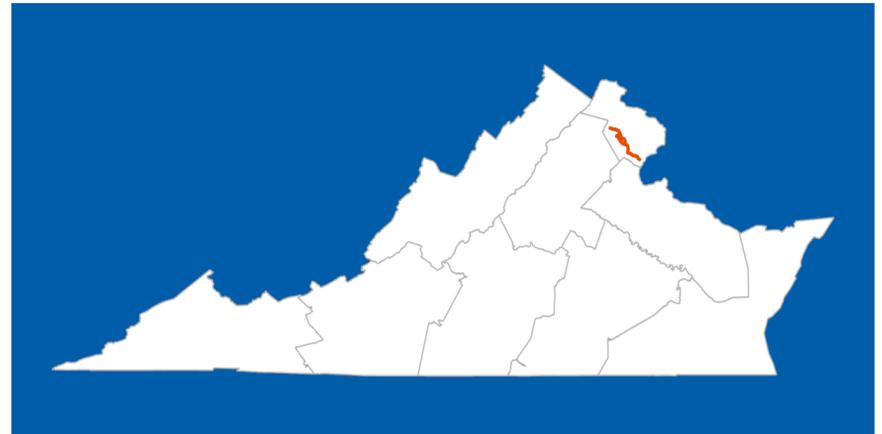
Short-term hour Parking Activity per Mile



Note: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM;
Short-term: 0.5 to 2 hours; Long-term: more than 2 hours

Parking Supply

District	Northern Virginia
Mileage	22
Number of Truck Parking Facilities	0
Long-term Parking Spots	0
Total Spots	0



Average Daily Parking Activity

District		Northern Virginia						
Month		May	June	Sept				
Long-term		6	12	8				
Short-term		16	10	11				
Overall Daily Average		Northern Virginia						
Long-term	All Ramps & Shoulders	9						
	Excluding Parking Facility Ramps	9						
Short-term	All Ramps & Shoulders	12						
	Excluding Parking Facility Ramps	12						

Average Daily Parking Activity per Mile

Statewide Long-term: 0.55

Statewide Short-term: 1.39

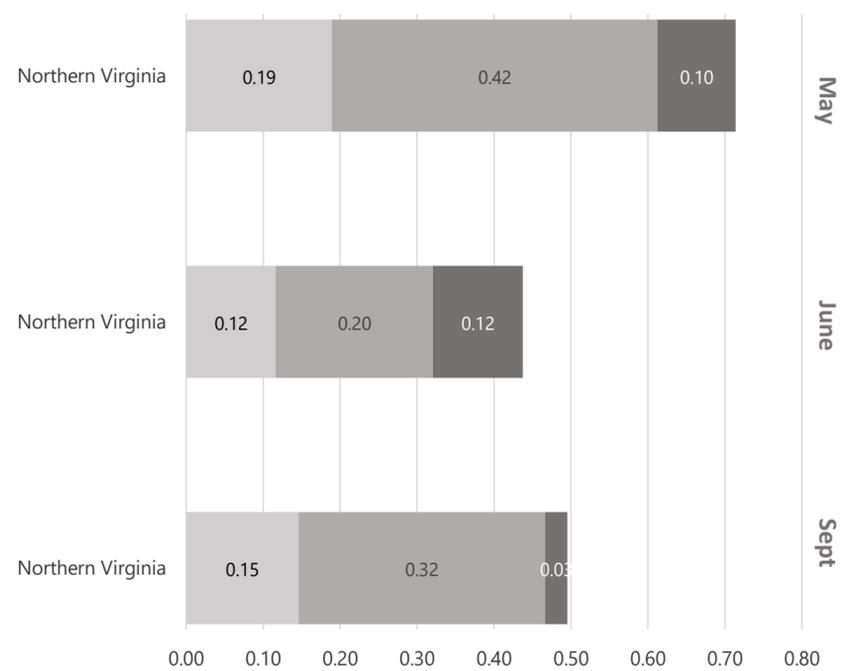
Long-term Parking Activity per Mile

■ Early Morning ■ Mid Day ■ Evening



Short-term hour Parking Activity per Mile

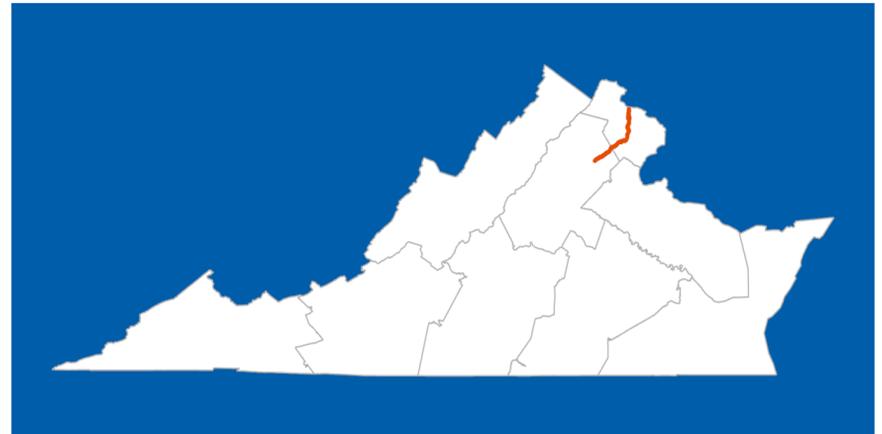
■ Early Morning ■ Mid Day ■ Evening



Note: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM;
Short-term: 0.5 to 2 hours; Long-term: more than 2 hours

Parking Supply

District	Culpeper	Northern Virginia
Mileage	14	31
Number of Truck Parking Facilities	0	0
Long-term Parking Spots	0	0
Total Spots	0	0



Average Daily Parking Activity

District		Culpeper			Northern Virginia		
Month		May	June	Sept	May	June	Sept
Long-term		0	1	1	3	3	2
Short-term		0	0	0	8	4	6
Overall Daily Average		Culpeper			Northern Virginia		
Long-term	All Ramps & Shoulders	0			3		
	Excluding Parking Facility Ramps	0			3		
Short-term	All Ramps & Shoulders	0			6		
	Excluding Parking Facility Ramps	0			6		

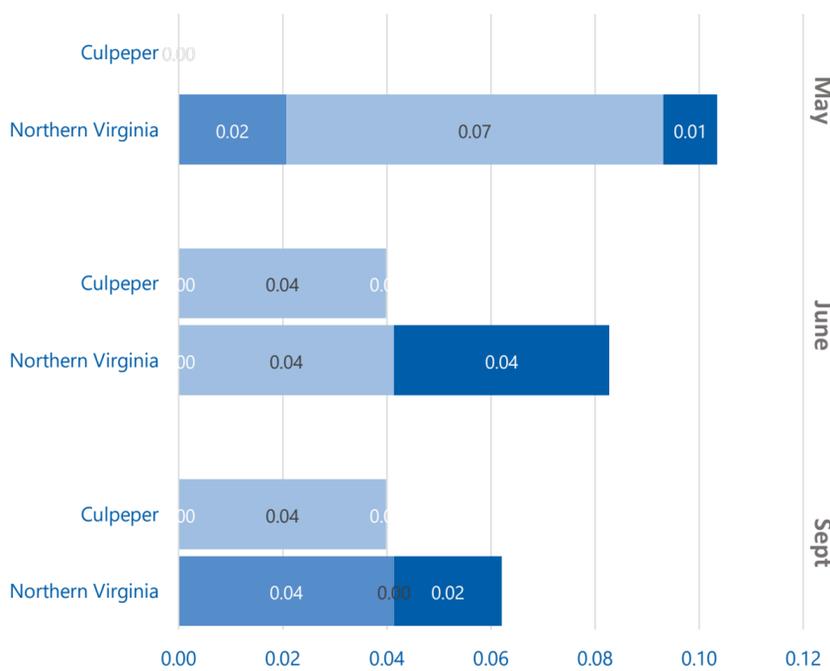
Average Daily Parking Activity per Mile

Statewide Long-term: 0.55

Statewide Short-term: 1.39

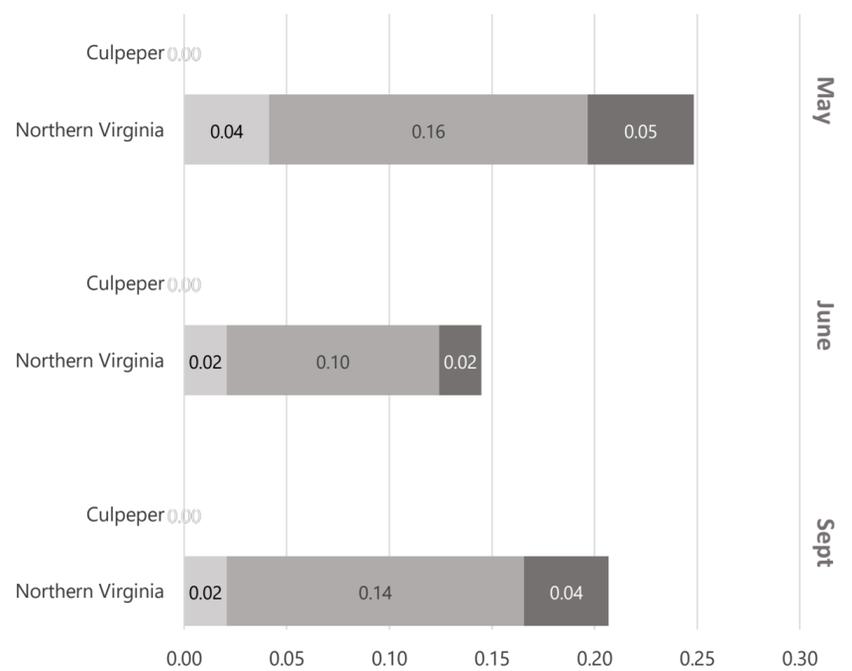
Long-term Parking Activity per Mile

■ Early Morning ■ Mid Day ■ Evening



Short-term hour Parking Activity per Mile

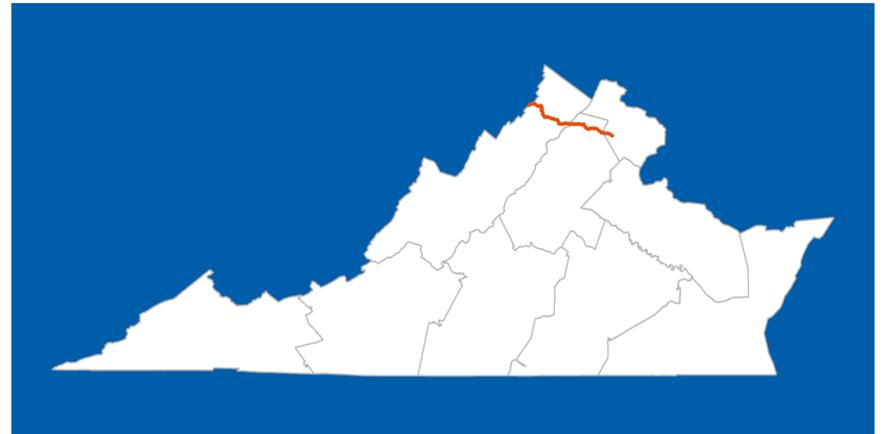
■ Early Morning ■ Mid Day ■ Evening



Note: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM;
Short-term: 0.5 to 2 hours; Long-term: more than 2 hours

Parking Supply

District	Staunton	Northern Virginia
Mileage	21	6
Number of Truck Parking Facilities	0	0
Long-term Parking Spots	0	0
Total Spots	0	0



Average Daily Parking Activity

District		Staunton			Northern Virginia					
Month		May	June	Sept	May	June	Sept			
Long-term		1	1	0	0	0	0			
Short-term		4	5	3	0	0	0			
Overall Daily Average		Staunton			Northern Virginia					
Long-term	All Ramps & Shoulders	0			0					
	Excluding Parking Facility Ramps	0			0					
Short-term	All Ramps & Shoulders	4			0					
	Excluding Parking Facility Ramps	4			0					

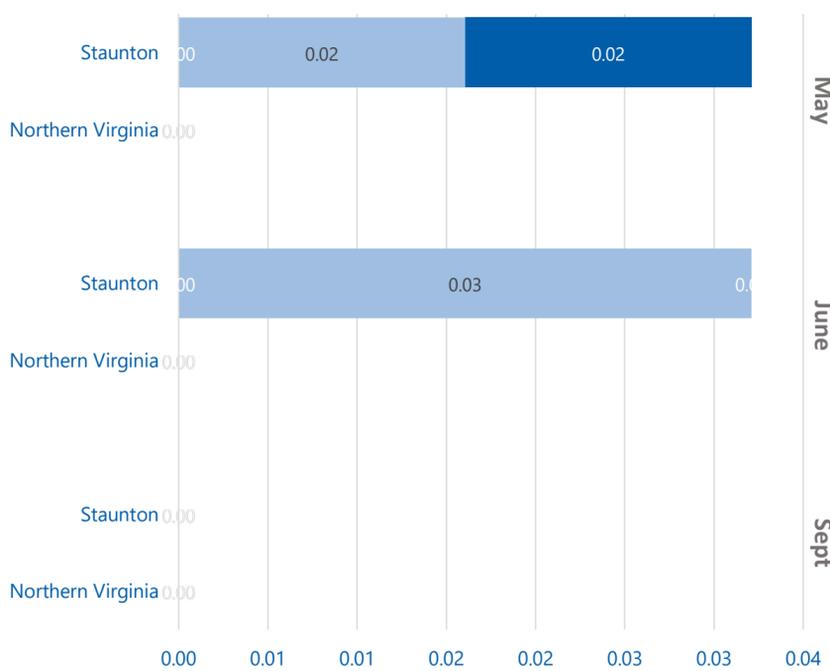
Average Daily Parking Activity per Mile

Statewide Long-term: 0.55

Statewide Short-term: 1.39

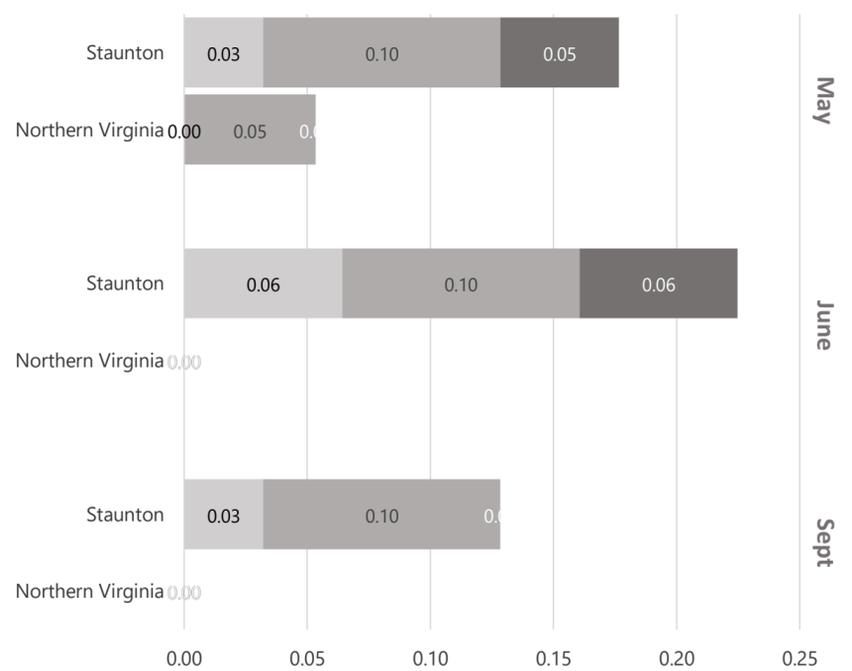
Long-term Parking Activity per Mile

■ Early Morning ■ Mid Day ■ Evening



Short-term hour Parking Activity per Mile

■ Early Morning ■ Mid Day ■ Evening



Note: Early Morning: 12 AM - 8 AM; Mid Day: 8 AM - 4 PM; Evening: 4 PM - 12 AM;
Short-term: 0.5 to 2 hours; Long-term: more than 2 hours