



Truck Parking Recommendations and Action Plan - Appendixes

WA 3 Task 2.12 & 2.13

Final 1: April 9, 2020

Appendix B: Potential Areas for New Facilities

Ideally, TxDOT's ability to expand and upgrade existing truck parking locations to both provide more inventory and make the location more appealing to drivers will limit the need for new greenfield development which is likely to be more expensive and face more regulatory hurdles. However, there are some areas where new, dedicated truck parking is needed but there are no existing or recently closed facilities that can be expanded or converted. In this case, a new truck parking facility is required. There are 13 corridors segments where new truck parking should be explored, listed in Exhibit 3. The order in this table does not imply any prioritization within the list of locations.

Exhibit 3: Corridors to Consider New Truck Parking Facilities

Need	Highway Corridor	From	To
New Truck Parking	I-20	US 285 in Pecos, TX	US 87 in Big Spring, TX
New Truck Parking	I-20	I-30	SH 19
New Truck Parking	I-30	I-20	SH 154 in Sulphur Springs, TX
New Truck Parking	SH 199	Agnes, TX	I-30
New Truck Parking	I-35	Sanger, TX	Lewisville, TX
New Truck Parking	US 59/I-69	Kendleton, TX	I-10
New Truck Parking	I-10	Brazos River	I-69
New Truck Parking	I-45	SH 336	I-610
New Truck Parking	I-69	I-610	Cleveland, TX
New Truck Parking	US 90	I-610	Barrett, TX
New Truck Parking	I-10	I-610	SH 146
New Truck Parking	SH 225	I-610	SH 146
New Truck Parking	I-610	I-45	US 90

In addition, new truck parking focused on serving staging parking as trucks wait at shippers/receivers, near ports, and near internal Ports of Entry should be considered in the following eight regions:

- El Paso
- Laredo
- McAllen/Pharr
- Brownsville
- Corpus Christi
- San Antonio
- East side of Houston
- West side of Dallas