



INDIANA DEPARTMENT OF TRANSPORTATION

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Indiana Department of Transportation
Facilities Management Division
Rest Area and Truck Parking Plan

REVISED

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Introduction and Objective

The Indiana Department of Transportation currently operates 26 rest area and welcome center properties across the state. The goal of these facilities is to serve the traveling public by providing opportunities for travel breaks on the interstate system. With safety as a primary consideration, this plan establishes layout guidelines as well as recommendations for the future of the Indiana Department of Transportation Rest Area and Welcome Center Portfolio.

INDOT's current 26 properties are an average of 28 years old. As these facilities age it is important to develop a comprehensive plan for future investment. Among other considerations, there were five major criteria considered in the development of this plan:

1. Distance between INDOT owned Rest Areas/Welcome Centers
2. Location of private sector travel break opportunities
3. Number of truck parking spaces available
4. Overall usage and truck parking capacity rates
5. Priority of Welcome Center Facilities

The overall objective of this plan is to use the criteria listed above to determine the need for future capital investments. As seen in the coming pages, it is proposed that INDOT reconfigure many rest area and welcome center properties across the state. This investment will provide the opportunity to increase the total number of INDOT's truck parking spaces by 1,211. This will be achieved through complete property reconstruction and new construction. The plan calls for construction of ten new welcome centers, the addition of two new rest areas on I69 in southern Indiana, seven rest area transitions to truck parking only facilities, and four complete rest area property closures.

Through this plan INDOT will transform the welcome center properties into destinations that will welcome the travelling public to Indiana. These new welcome centers will provide Indiana historical and regional highlights, pet amenities, and an opportunity for light recreation and play.

In addition, the new facilities will reduce annual maintenance and repair costs by replacing the aging infrastructure with new, modern, efficient and in many cases sustainable infrastructure. Full-time property management will ensure these properties remain in excellent condition moving forward.

Separate from this plan are the rest areas and travel plazas located along the Indiana Toll Road. These properties are managed separately by a different organization and adhere to different requirements. Future planning for these properties is outside the scope of this document.

Distance between INDOT Facilities and Location of Private Sector Travel Break Opportunities

Past recommendations from the Federal Highway Administration have indicated that rest area properties should be spaced within an hour's drive of each other. As development has increased since the construction of many of Indiana's rest areas, the frequency of locations requires reconsideration. Like other state DOTs, for this plan, INDOT has adapted a general guideline extending the distance between these properties. As shown in this plan, most of the travel break opportunities are in the form of INDOT Rest Areas and Welcome Centers, however, in some cases there is a clear opportunity for the private sector to serve the traveling public for these breaks. *See Exhibit A-H.*

With the noted exceptions mentioned in the below plan, INDOT has utilized a standard of approximately 100 miles between travel break opportunities.

Number of Truck Parking Spaces Available

This plan provides a significant focus on truck parking availability. Ensuring the trucking industry has ample locations for their mandated rest breaks is a critical safety component of Indiana's Rest Area and Welcome Center network.

This plan considers current truck parking availability at INDOT facilities and attempts to set a standard of how many spaces should be considered when constructing or reconfiguring locations. Looking at other state DOT's standards and INDOT's current facilities this plan calls for the following:

- New rest area locations should seek to provide no less than 75 truck parking spaces.
- New welcome center locations should seek to provide between 47-150 truck parking spaces based on demand and current capacity rates.
- New truck parking only locations should seek to provide no less than 75 truck parking spaces.

In determining these recommended amounts each property was reviewed for current occupancy rates during peak truck parking hours as well as the proximate to other private sector truck parking opportunities. Capacity rates provide an indicator for adequate lot size necessary to meet demand.

Overall Usage and Truck Parking Capacity Rates

When considering the needs of the traveling public, INDOT reviewed the Average Annual Daily Traffic counts for the various locations and compared them with the location considerations mentioned above. These counts were weighed when recommending the reorganization of properties.

Indiana Rest Area and Welcome Center AADT					
Rest Area	RA Ramp AADT 2021	RA Ramp AADT 5 Yr. Average	Rest Area`	RA Ramp AADT 2021	RA Ramp AADT 5 Yr. Average
Greenfield EB (I-70, MM 107)	1536	1374	Wolcott SB (I-65, MM 195)	926	967
Michigan City WC WB (I-94, MM 43)	1505	1211	Plainfield EB (I-70, MM 64)	905	931
Lebanon NB (I-65, MM 148)	1496	1357	Kankakee WC SB (I-65, MM 231)	899	963
Centerville WC (I-70, MM 143)	1472	1247	Batesville WC (I-74, MM 151)	839	916
Henryville SB (I-65, MM 22)	1417	1273	Auburn NB (I-69, MM 325)	780	756
Henryville WC NB (I-65, MM 22)	1402	1157	Kankakee NB (I-65, MM 231)	759	705
Pipe Creek NB (I-69, MM 251)	1324	1147	Clear Creek WC EB (I-70, MM 2)	749	692
Lebanon SB (I-76, MM 148)	1313	1323	Spring Creek WC EB (I-74, MM 1)	658	691
Taylorsville NB (I-65, MM 72)	1298	1150	Nancy Hanks WB (I-64, MM 59)	600	623
Greenfield WB (I-70, MM 107)	1189	1118	Black River WC EB (I-64, MM7)	507	461
Pipe Creek SB (I-69, MM 251)	1186	1202	Lizton EB (I-74, MM 57)	506	481
Taylorsville SB (I-65, MM 74)	1124	1077	Nancy Hanks EB (I-64, MM 59)	490	565
Wolcott NB (I-65, MM 195)	1069	1024	Pigeon Creek WC SB (I-69, MM345)	472	643
Plainfield WB (I-70, MM 64)	950	945	Lizton WB (I-74, MM 57)	461	570

In addition, INDOT is in the process of rolling out a Truck Parking Information Management System (TPIMS). When fully operational, it will allow for the collection of real-time truck parking occupancy rates for several rest areas and welcome centers across the state. The system is still in the beginning phases of the roll-out, however, for this plan, we have utilized visual count data that has been collected for validation of the system. Below are early numbers of truck parking space fill rates for the peak weekday overnight hours between 10 pm and 7:59 am.

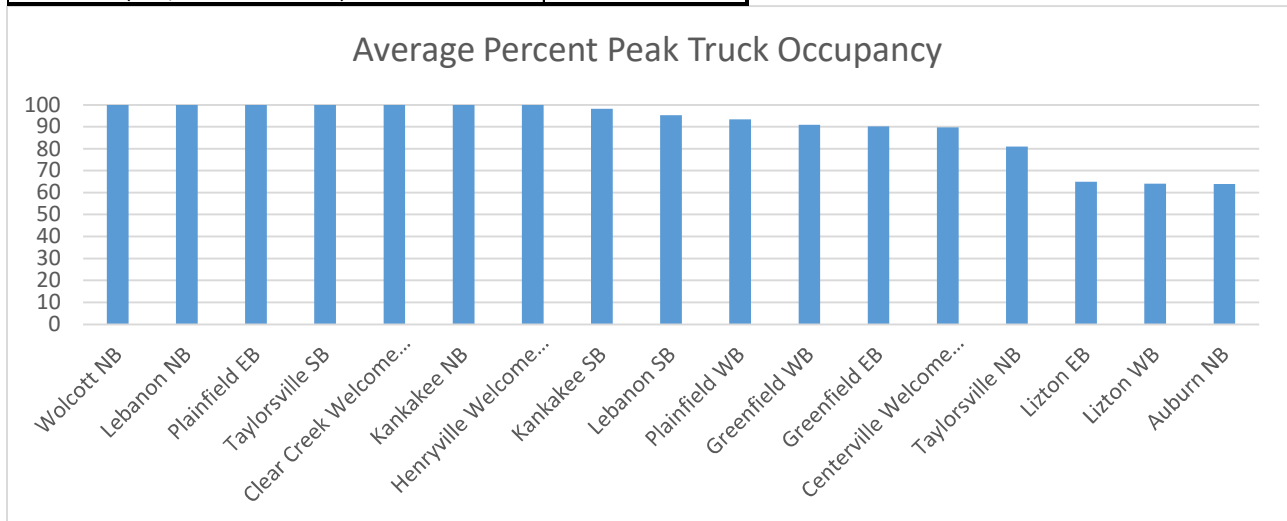
Counts were collected during these peak hours and averaged to determine estimated fill occupancy. Excluding daytime hours when truck lots are less full allows us to obtain a clearer understanding of the average rate at which a rest area is at capacity during high demand.

INDOT plans to continue to conduct visual truck parking count inspections. More locations will be added to the system as it is developed.

Average Peak Truck Occupancy (Between 10pm and 7:59am)	
Rest Area	Average Percent at Capacity During Peak Hours
Wolcott NB (I-65, Mile Marker 195)	100
Lebanon NB (I-65, Mile Marker 148)	100
Plainfield EB (I-70, Mile Marker 64)	100
Taylorsville SB (I-65, Mile Marker 74)	100
Clear Creek Welcome Center (I-70, Mile Marker 2)	100
Kankakee NB (I-65, Mile Marker 231)	100
Henryville Welcome Center (I-65, Mile Marker 22)	100
Kankakee SB (I-65, Mile Marker 231)	98
Lebanon SB (I-65, Mile Marker 148)	95
Plainfield WB (I-70, Mile Marker 64)	93
Greenfield WB (I-70, Mile Marker 107)	91
Greenfield EB (I-70, Mile Marker 107)	90
Centerville Welcome Center (I-70, Mile Marker 143)	90
Taylorsville NB (I-65, Mile Marker 72)	81
Lizton EB (I-74, Mile Marker 57)	65
Lizton WB (I-74, Mile Marker 57)	64
Auburn NB (I-69, Mile Marker 325)	64

It's important to keep in mind these are preliminary numbers based on several visual accounts. When the TPIMS system is fully functional it will provide actual counts with much greater frequency than these visual counts.

Included in the budget estimates for the projects proposed within this document are funds to continue the roll out of the TPIMS. It is the goal to further develop the network of TPIMS locations. If a property does not have the system currently it will once it has been reconstructed. If a property already has the system, it will be reinstalled.



Welcome Center Priority

In recent years, INDOT has strategically chosen to focus on the reconstruction and investment of Welcome Center Properties. These are seen as gateways to Indiana for the traveling public and provide an opportunity to make a positive first impression to visitors. INDOT's new standard of Welcome Center seeks to provide design elements that match the region in which it is located. It is expected that these buildings and properties will be larger and provide a higher standard of design features.

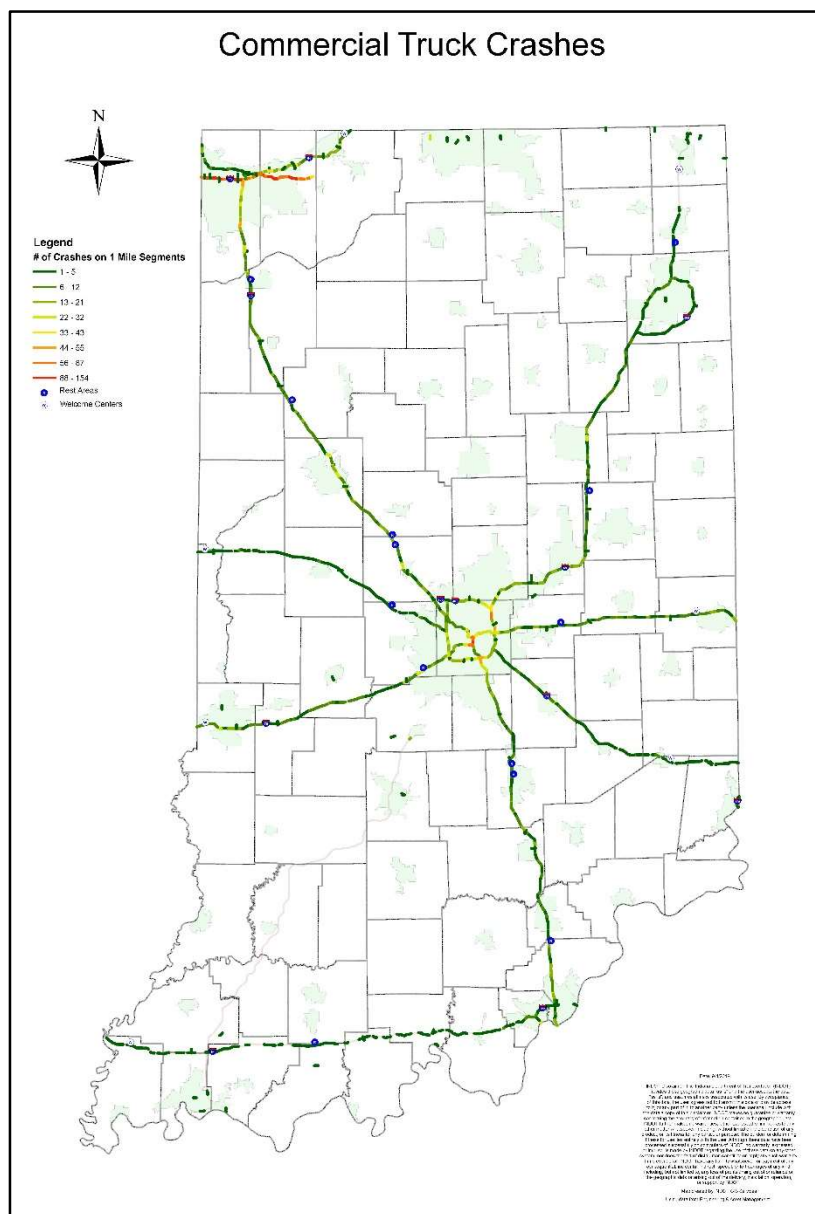
The recommendations provided in this document confirm that a priority on these locations for reinvestment is warranted.

Safety

In addition to the five criteria mentioned above, special focus was given to the safety function of these properties. A large component of this is parking access for the trucking industry. It is the goal of this plan to supplement private sector truck parking opportunities with public sector facilities where demand is needed.

As shown in the map to the right, the volume of commercial truck crashes is greatest in northwest Indiana and around the Indianapolis Metropolitan Area. Data used to populate this heat map was compiled from July 1, 2016, to June 30, 2019, and represents all commercial truck crashes reported for this period.

Proposed in this plan are truck-parking-only facilities, a new type of property for the INDOT Rest Area and Welcome Center Portfolio. It is recommended that nine existing rest area properties be transitioned to these truck-only locations. Most of these transitions will take place



at the rest areas located around the Indianapolis area as well as the Kankakee Northbound Rest Area located on I-65 in Northwest Indiana. Most of the locations selected have shown maximum capacity rates during peak overnight hours. Additionally, this transition provides added space capacity in the areas that have the highest commercial truck crashes.

When considering the safety aspects of rest areas and welcome centers, it's important to review any weaknesses highlighted by the Jason's Law Survey. Previous submissions of this survey have shown INDOT's truck parking facilities are at or near capacity. These weaknesses are being addressed by increasing the quantity of truck parking spaces across the state. By continuing the roll out of the TPIMS at additional properties it is the goal that INDOT will have greater insight into exact locations where truck parking demand is the highest.

Recommendations by Corridor

The details provided in the following sections are separated by a corridor. For easier review, this plan separates I-70, I-65, and I-69 each into two different sections using Indianapolis/I-456 and the respected state lines as breaking points.

I-65, Northern Corridor

INDOT operates 6 rest area properties on the northern I-65 corridor, running approximately 139 miles from Indianapolis to Northwest Indiana. Counts of INDOT owned truck parking spaces for this segment are as follows:

- Northbound – Total of 89 Truck Spaces
 - Kankakee Northbound, mile marker 231 – 56 truck spaces
 - Wolcott Northbound, mile marker 195 – 13 truck spaces
 - Lebanon Northbound, mile marker 148 – 20 truck spaces
- Southbound – Total of 90 Truck Spaces
 - Kankakee Southbound, mile marker 231 – 56 truck spaces
 - Wolcott Southbound, mile marker 195 – 13 truck spaces
 - Lebanon Southbound, mile marker 148 – 21 truck spaces

Recommendations:

Because the Wolcott Rest Areas fall only 36 miles from the Kankakee Rest Areas and 47 miles from the Lebanon Rest Areas, it is recommended that these properties be closed. Additionally, Wolcott is not currently connected to water or sanitary services and will require significant investment to bring conditions of this site up to current operating standards. This would reduce a total of 13 spaces northbound and 13 spaces southbound on this corridor.

To make up for the reduced truck parking spaces, the Kankakee Welcome Center (southbound) was reconstructed and officially opened to the public in October 2023. Additional land was purchased to

expand and reconfigure the site. The site will increase its available truck parking spaces from 56 to approximately 150, resulting in an increase of 94 spaces.

Additionally, due to high demand, the truck parking was increased at the Northbound and Southbound Lebanon Rest Area as well as the Kankakee Northbound Rest Area. Future reconfiguration will expand the truck parking spaces to 75 at all three. To reduce the need for property acquisition, these locations will be transitioned into truck-parking-only facilities. Current truck occupancy rates show these properties at or near capacity during peak hours.

Switching these locations into truck-parking-only facilities can only be possible if there are sufficient private sector travel break opportunities readily available in the nearby area. As seen in *Exhibit A* and *Exhibit B*, there is more than enough availability for the general traveling public to take breaks surrounding the Lebanon Rest Areas and Kankakee Northbound Rest Area.

Total I-65 Northern Corridor Net Truck Parking Count Recommendation: Northbound Net 61 space increase; Southbound Net 135 space increase

I-65, Southern Corridor

INDOT operates 4 rest area properties on the southern I-65 corridor, running approximately 106 miles from the Kentucky/Indiana Stateline to Indianapolis. Counts of INDOT managed truck parking spaces for this segment are as follows:

- Northbound – Total of 95 Truck Spaces
 - Taylorsville Northbound, mile marker 72 – 37 truck spaces
 - Henryville Northbound, mile marker 22 – 62 truck spaces
- Southbound – Total of 102 Truck Spaces
 - Taylorsville Southbound, mile marker 74 – 44 truck spaces
 - Henryville Southbound, mile marker 22 – 62 truck spaces

Recommendations:

It is recommended that Henryville Northbound Rest Area be reconstructed and transitioned into a Welcome Center with 138 truck parking spaces. The midrange of the truck parking standard for welcome centers was selected because of the proximity to private sector truck parking facilities just 6 miles south and 12 miles north. See attached *Exhibit C*.

Additionally, to accommodate truck parking needs and because there are so many available private sector travel break opportunities for the public in the area, it is recommended that the Henryville Southbound Rest Area be converted into a truck-parking-only facility. In addition, Taylorsville Rest Area Northbound and Southbound be converted into truck-parking-only facilities. Non-commercial travelers have the opportunity for rest breaks at a wide variety of private sector facilities at Taylorsville (mile marker 76) and Columbus (mile marker 68) as shown in *Exhibit D*.

It is recommended that truck parking be maintained at 63 spaces at Henryville Southbound and be increased by 31 spaces at Taylorsville Southbound and by 38 spaces at Taylorsville Northbound.

Total I-65 Southern Corridor Net Truck Parking Count Recommendation: Northbound Net 114 space increase; Southbound Net 32 space increase

I-70, Eastern Corridor

INDOT operates 3 rest area properties on the eastern I-70 corridor, running approximately 66 miles from Indianapolis to the Ohio/Indiana Stateline. Counts of INDOT managed truck parking spaces for this segment are as follows:

- Westbound – Total of 255 Truck Spaces
 - Centerville Welcome Center Westbound, mile marker 143 – 156 truck spaces
 - Greenfield Westbound, mile marker 107 – 99 truck spaces
- Eastbound – Total of 194 Truck Spaces
 - Greenfield Eastbound, mile marker 107 – 194 truck spaces

Recommendations:

The current Centerville Welcome Center does not reflect INDOT’s need to create a destination for the traveling public. Complete reconstruction of the Centerville Welcome Center is necessary. This reconstruction will include opportunities for recreation, play, pet amenities, and to provide educational opportunities to highlight regional historical influences. Both Greenfield Rest Areas were constructed in 1999. The Centerville Welcome Center was constructed in 2010. Given the spacing between these properties, private sector development, peak occupancy rates of these locations (approximately 90% average peak occupancy rate) and the reconstruction of the Centerville Welcome Center, these locations are well-positioned to service the need of the traveling public.

Total I-70 Eastern Corridor Net Truck Parking Count Recommendation: Net 6 space decrease

I-70, Western Corridor

INDOT operates 3 rest area properties on the western I-70 corridor, running approximately 73 miles from the Illinois/Indiana Stateline to Indianapolis. Counts of INDOT managed truck parking spaces for this segment are as follows:

- Westbound – Total of 30 Truck Spaces
 - Plainfield Westbound, mile marker 64 –30 truck spaces
- Eastbound – Total of 78 Truck Spaces
 - Plainfield Eastbound, mile marker 64 – 30 truck spaces
 - Clear Creek Welcome Center, mile marker 2 – 48 truck spaces

Recommendations:

Being 28 years old, the Clear Creek Welcome Center is beginning to show its age and is on target for reconstruction in 2023. At that time, it is recommended that truck parking spaces be increased from 48 to 128. The site will require reconfiguration and additional property acquisition to support the increase in truck parking spaces.

Additionally, it is recommended that the Plainfield Eastbound and Westbound Rest Areas be transitioned into truck-parking-only facilities. Due to peak occupancy rates averaging around 100% capacity, increasing the number of truck parking spaces from 30 to the new standard of 75 is needed.

Total I-70 Western Corridor Net Truck Parking Count Recommendation: Westbound Net 72 space increase; Eastbound Net 150 space increase

I-74, Eastern Corridor

INDOT operates one Welcome Center property on the I-74 eastern corridor, running approximately 77 miles from Indianapolis to the Ohio/Indiana Stateline. Counts of INDOT managed truck parking spaces for this segment are as follows:

- Westbound – Total of 40 Truck Spaces
 - Batesville Welcome Center, mile marker 151 – 40 truck spaces

Recommendations:

Continuing with the theme of ensuring INDOT’s Welcome Centers provide an inviting presence to the traveling public, the Batesville Welcome Center is programmed to be reconstructed. The existing building was constructed in 2005 and is already connected to water and sanitary sewer service. The property is large enough for potential reconfiguration to accommodate additional truck parking spaces to meet the INDOT standard truck parking spaces at Welcome Centers. This reconfiguration will increase the truck parking spaces from 40 to 124 spaces.

Total I-74 Eastern Corridor Net Truck Parking Count Recommendation: Eastbound Net 84 space increase

I-74, Western Corridor

INDOT operates two rest areas and one welcome center property on the I-74 western corridor, running approximately 73 miles from the Indiana/Illinois Stateline to Indianapolis. Counts of INDOT managed truck parking spaces for this segment are as follows:

- Westbound – Total of 30 Truck Spaces
 - Lizton Rest Area Westbound, mile marker 57 – 30 truck spaces
- Eastbound – Total of 75 Truck Spaces
 - Lizton Rest Area Eastbound, mile marker 57 – 31 truck spaces
 - Spring Creek Welcome Center, mile marker 1 – 44 truck spaces

Recommendations:

Currently, the Spring Creek Welcome Center is programmed for reconstruction in FY28. At that point, the facility will be 37 years old and will require significant updates to bring it into modern building standards. A part of this renovation will include reconfiguring the site to provide 104 truck parking spaces. Additionally, connecting the property to utilities will be included in the renovation project.

Because of the increased truck parking availability created by the renovation of Spring Creek Welcome Center, it is recommended that Lizton Eastbound be closed. Overall, this would result in a net increase of 25 truck spaces for the eastbound side of this corridor. Additionally, there is an ample number of available private sector travel break opportunities at exit 66, just nine miles east of the Lizton Rest Areas (See *Exhibit G*).

To provide truck parking on this section of interstate it is recommended that Lizton Westbound be converted into a truck-parking-only property. This will ensure INDOT provides adequate truck parking availability on the westbound side of this corridor. An increase of 21 truck parking spaces is recommended.

Total I-74 Western Corridor Net Truck Parking Count Recommendation: Westbound Net 21 space increase; Eastbound Net 29 space increase

I-69 Northern Corridor

INDOT operates three rest areas and one welcome center property on the I-69 northern corridor, running approximately 157 miles from Indianapolis to the Michigan/Indiana Stateline. Counts of INDOT managed truck parking spaces for this segment are as follows:

- Northbound – Total of 161 Truck Spaces
 - Pipe Creek Rest Area Northbound, mile marker 251 – 78 truck spaces
 - Auburn Rest Area Northbound, mile marker 325 – 83 truck spaces
- Southbound – Total of 94 Truck Spaces
 - Pipe Creek Rest Area Southbound, mile marker 251 – 77 truck spaces
 - Pigeon Creek Welcome Center, mile marker 345 – 17 truck spaces

Recommendations:

A new Pigeon Creek Welcome Center was opened in the fall of 2020. The new welcome center features an updated look and a much more inviting appearance to travelers. The facility has quality design features highlighting the region.

In addition, truck parking was addressed, with an effort to achieve the state standard for welcome centers. Truck parking at this location was increased from 17 to 47 spaces. It is also recommended to engineer a sanitary sewer extension to the site in the future.

No other modifications or updates are recommended for this segment currently. Auburn and the Pipe Creek Rest Areas are modern facilities, constructed in 2012 and 2006. They currently meet all INDOT standards.

Total I-69 Northern Corridor Net Truck Parking Count Recommendation: Northbound Net 0 space increase; Southbound Net 30 space increase

I-69 Southern Corridor

INDOT does not currently operate any rest areas or welcome centers on the I-69 corridor from southern Indiana to Indianapolis. As the southern section of I-69 is completed, a welcome center at the southern part of the interstate should be a priority for future programming. Additionally, due to the lack of private sector truck parking opportunities, it is recommended that a traditional rest area near Crane, IN be constructed.

Total I-69 Southern Corridor Net Truck Parking Count Recommendation: Northbound Net 222 space increase; Southbound Net 75 space increase

I-94 Corridor

INDOT operates one welcome center property on the I-94 corridor, running approximately 45 miles along northwest Indiana from the Illinois/Indiana Stateline to the Michigan/Indiana Stateline. Counts of INDOT managed truck parking spaces for this segment are as follows:

- Westbound – Total of 26 Truck Spaces
 - Michigan City Welcome Center Westbound, mile marker 43 – 26 truck parking spaces

Recommendations:

The reconstruction of the Michigan City Welcome Center has been programmed to begin in FY26. As discussed in the preceding sections, welcome center renovations have been determined to be a priority. The current Michigan City Welcome Center was constructed in 1981 and requires updating. A part of this project will be connecting the facility to water service.

The property in which the current welcome center sits is large. INDOT should leverage this space to increase the truck parking spaces on-site from 26 to the new standard of 101.

Total I-94 Corridor Net Truck Parking Count Recommendation: Westbound Net 75 space increase

I-64 Corridor

INDOT operates one welcome center property and two rest areas on the I-64 corridor, running approximately 124 miles along southern Indiana from the Illinois/Indiana Stateline to the Kentucky/Indiana Stateline. Counts of INDOT managed truck parking spaces for this segment are as follows:

- Eastbound – Total of 29 Truck Spaces
 - Black River Welcome Center Eastbound, mile marker 7 – 15 truck spaces
 - Nancy Hanks Rest Area Eastbound, mile marker 59 – 14 truck spaces
- Westbound – Total of 14 Truck Spaces
 - Nancy Hanks Rest Area Westbound, mile marker 59 – 14 truck spaces

Recommendations:

Continuing the theme of revitalizing Indiana Welcome Centers, reconstruction of the Black River Welcome Center began in 2023. The site will require a connection to water and sanitary sewer. Additionally, the property is large enough to accommodate increased truck parking spaces without purchasing additional land. The goal during design will be to reconfigure the property to achieve 75 truck parking spaces.

With the increased truck parking availability at Black River Welcome Center, it is recommended that Nancy Hanks Eastbound be closed once the renovation of the welcome center is complete. Although the Black River Welcome Center and Nancy Hanks Eastbound are approximately 50 miles apart, there are three large private sector travel stops located at milepost 25 on I-64. These private facilities shorten the distance between resting opportunities for the traveling public on this corridor (see attached *Exhibit H*).

Nancy Hanks Westbound should remain in operation as a truck parking only facility. It is well-positioned in the center of the corridor to provide truck parking. The general travel public has an opportunity for a rest break at exit 63, just four miles east of the Nancy Hanks Rest Areas. Converting this property into a truck-parking-only facility will allow for the addition of 57 truck spaces at the site.

Total I-64 Corridor Net Truck Parking Count Recommendation: Eastbound Net 46 space increase; Westbound Net 71 space increase

Planned Design

This plan takes a new approach to the design of INDOT's Rest Area and Welcome Center Portfolio. As mentioned in previous sections of the document, one major objective of this capital investment is to improve the standard quality of INDOT's Welcome Centers. These locations will incorporate regional aspects of their location in the design elements of the building and property. These designs will be unique and provide a positive impression on the traveling public entering the State of Indiana.

Additionally, this plan calls for the transitioning of several traditional rest areas into truck parking only locations. These properties will dedicate as much space as possible to truck parking spots while also reducing operating costs.

The truck parking only locations will include a scaled down restroom facility without the lobby that is found in traditional rest areas and will be designed to be durable with a long-life cycle.

Estimated Cost

The plan outlined above will be implemented through the course of 11 fiscal years. Careful coordination has been done with the INDOT Project Finance Division to ensure estimated costs are programmed in accordance with funding forecasts. It is anticipated federal dollars will be used wherever applicable. It is also noted that state dollars will be used for the complete closure of any rest area.

The total cost of this 10-year plan is estimated at \$600M.

All estimated dollars include land acquisition, design fees, site improvements, parking lot upgrades, utility connection cost, building construction, and installation of additional TPIMS infrastructure.

Summary and Conclusion

This plan calls for an overall net increase of 1,211 truck parking spaces across the state. These strategically positioned increases are intended to optimize tax-payer investment while increasing safety for the traveling public. Below is a summary of the overall recommendation of the plan as well as a breakdown of planned net truck parking spaces:

- Ten new welcome centers
- Two new Rest Areas
- Seven rest area transitions to truck-parking-only facilities
- Five complete property closures
- Five facilities to remain in operation without capital investment

Corridor	Current	Proposed	Net Change
I-64 Truck Parking Spaces	43	160	117
I-65 Truck Parking Spaces	384	726	342
I-69 Truck Parking Spaces	255	582	327
I-70 Truck Parking Spaces	557	773	216
I-74 Truck Parking Spaces	145	279	134
I-94 Truck Parking Spaces	26	101	75
TOTAL:	1,402	2,579	1,211