

# MARYLAND

## Truck Parking and Driver Safety Plan



Project Description

**2026 BUILD Grant Application**



**STATE HIGHWAY  
ADMINISTRATION**

## 1. Project Description

### 1.1 Statement of Work

#### Project Need and Safety Challenges

The Maryland Department of Transportation (MDOT) seeks \$2,418,000 in BUILD grant funding to address critical shortages in commercial truck parking and to enhance driver and family amenities along Maryland’s highest-volume freight corridors. The **Maryland Truck Parking and Driver Safety Plan Project** (the Project) consists of three high-priority truck parking improvements: the I-95 College Park Truck Weigh Station/Park and Ride, the I-95 NB Laurel Welcome Center, and the I-70 Mount Airy Truck Parking Rest Area. The [2020 Maryland Statewide Truck Parking Study](#) found that these sites represent some of the most constrained areas for truck parking in Central and Western Maryland, where daily truck volumes are among the highest statewide. Improving capacity and safety at these facilities is essential to supporting the efficient movement of goods, enhancing roadway safety, and maintaining Maryland’s economic competitiveness. Nationally, the lack of truck parking has become a critical industry issue, with only 1 truck parking space available for every 11 truck drivers, [according to the American Transportation Research Institute](#). This pressure is acutely felt in Maryland’s busiest freight corridors.

When truck drivers cannot find safe, legal parking, they often resort to undesignated areas such as highway shoulders and ramps, which creates safety risks, damages infrastructure, and undermines freight reliability. Maryland law (that is, Title 21, Section 1003) prohibits parking on ramps and on highways with two or more lanes in the same direction. Legal truck parking refers to facilities designed for safe and secure truck parking; unauthorized parking occurs in locations not intended for that purpose.

Trucks and freight play an essential role in Maryland’s multimodal transportation system and are emphasized throughout the State’s long-range transportation planning efforts, including the [Maryland Transportation Plan Playbook](#). Truck reliability is also a key performance measure reported annually in the [Attainment Report](#). Maryland relies heavily on the trucking industry to support freight movement and economic growth. According to the [2022 Maryland Freight Plan](#), trucks carry nearly 78% of the weight and 76% of the value of goods transported across the state. Despite the importance of trucking to Maryland, shortages of safe, legal parking force truck drivers to stop in non-standard locations to comply with federal hours-of-service (HOS) regulations. These conditions have resulted in significant safety risks for both drivers and the traveling public, as well as infrastructure degradation, an increased likelihood of fatigue-related crashes, and operational bottlenecks. The [2022 Maryland Freight Plan](#), [2020 Maryland Statewide Truck Parking Study](#), and [2017 Maryland Strategic Goods Movement Plan](#) identify truck parking as a top freight mobility and safety need in the state. The [2020 Maryland Statewide Truck Parking Study](#) revealed that Maryland has among the lowest truck parking supply per 100,000 truck vehicle-miles traveled compared with neighboring states, with corridors such as I-95 and I-70 experiencing substantial overflow and crash histories tied to inadequate parking availability. According

**Figure 1. Unauthorized Parking at I-95 NB Laurel Welcome Center**



to the [2022 Maryland Freight Plan](#), more than half of Maryland’s fatal crashes involving heavy trucks occur on major interstate or U.S. routes; I-95 and I-70 are among those with the highest proportions.

### **Proposed Improvements and Expected Benefits**

The three proposed projects directly respond to these statewide needs and implement recommendations identified through MDOT’s planning and freight stakeholder engagement processes. At the I-95 College Park Truck Weigh Station/Park and Ride, capacity would expand to 52–66 truck spaces, with added truck bays, widened entrances to improve truck turning movements, and stormwater management through grassed medians and micro-bioretenion. At the I-95 NB Laurel Welcome Center, capacity would increase from 22 to 64–68 spaces, and public facilities, like restrooms and rest areas, would be beautified and modernized to provide a positive experience for both truck drivers and families alike. These improvements will reduce queueing, collisions, and unauthorized parking. This location experiences nearly 3,100 instances of undesignated truck parking along ramps each year, with almost 86% occurring on the NB side, according to the [2020 Maryland Statewide Truck Parking Study](#). MDOT’s 2025 Maryland Freight Network Truck Parking Survey identified this site as the second-highest location where demand exceeds supply. Although 22 spaces are available, as many as 59 trucks were observed at peak periods, nearly 3 times the available capacity. At the I-70 Mount Airy Truck Parking Rest Area, where there are currently only 7 existing spaces, capacity would expand to accommodate up to 34 trucks. In addition, new amenities like a restroom will be considered, as well as reconstructed ramps and extended acceleration lanes to improve safety and operations.

Collectively, these improvements will enhance freight reliability, reduce crash risks from unauthorized truck parking, and provide Maryland’s commercial drivers with safe, secure facilities to meet federal rest requirements, as well as members of the general public. Investing in these three high-priority locations will help close Maryland’s truck parking gap and support a safer, more efficient freight network for years to come.

## **1.2 Scope of Work and Technical Approach**

The Project delivers site-specific engineering solutions to expand capacity, improve circulation and amenities, and enhance safety and resilience at three high-demand locations. Designs apply modern standards for truck turning movements, incorporate stormwater best practices, and address site geometry and environmental constraints.

### **I-95 College Park Truck Weigh Station/Park and Ride (Prince George’s County)**

- Design status: This Project would advance the location’s design to final design.
- Proposed improvements: Expand to 52–66 spaces from the current 17 spaces; widen the entrance from the interchange ramp to accommodate truck turning; add truck bays; construct a retaining wall along the western edge to support proposed site grading; and integrate stormwater features to treat runoff, reduce the impacts of the additional impervious area, and beautify the facility.

### **I-95 NB Laurel Welcome Center (Howard County)**

- Design status: This Project would advance the effort to 30 percent design, including both the required site work and building.
- Proposed improvements: Expand capacity from 22 to 64–68 spaces; redesign truck circulation patterns and internal lot geometry; reconfigure and modernize public facilities; and prioritize improved ingress/egress and separation of rest area and freight movements to address the concentration of undesignated parking.



### I-70 Mount Airy Truck Parking Rest Area (Frederick County)

- Design status: Expansion design concepts are complete; this Project is ready for detailed engineering. This Project would advance the effort to final design.
- Proposed improvements: Expand from 7 to 34 spaces with two engineered parking bays featuring 45-degree, angled stalls and parallel spaces along ramps and perimeter areas; add grass islands, retaining walls, and a bioretention facility; reconstruct entrance/exit ramps and extend acceleration lane to improve sight distances and enhance merging safety; and modernize public facilities.

### 1.3 Project History and Background

MDOT has a longstanding commitment to improving freight mobility and ensuring the safety of commercial drivers and roadway users across the state. Over the past decade, MDOT has not only identified truck parking shortages as a critical constraint on freight safety, infrastructure condition, and economic competitiveness, but has also advanced, real, on-the-ground solutions. A key example is the [I-70 South Mountain Welcome Center Truck Parking Project](#), which is now in the construction phase and will add much-needed capacity along one of Maryland’s highest-demand freight corridors. As freight volumes grow and HOS compliance is enforced through electronic logging devices, truck drivers face increasing difficulty securing safe, legal rest locations. This capacity shortage signals a need for targeted statewide investment—an effort that MDOT has already begun translating into delivered improvements.

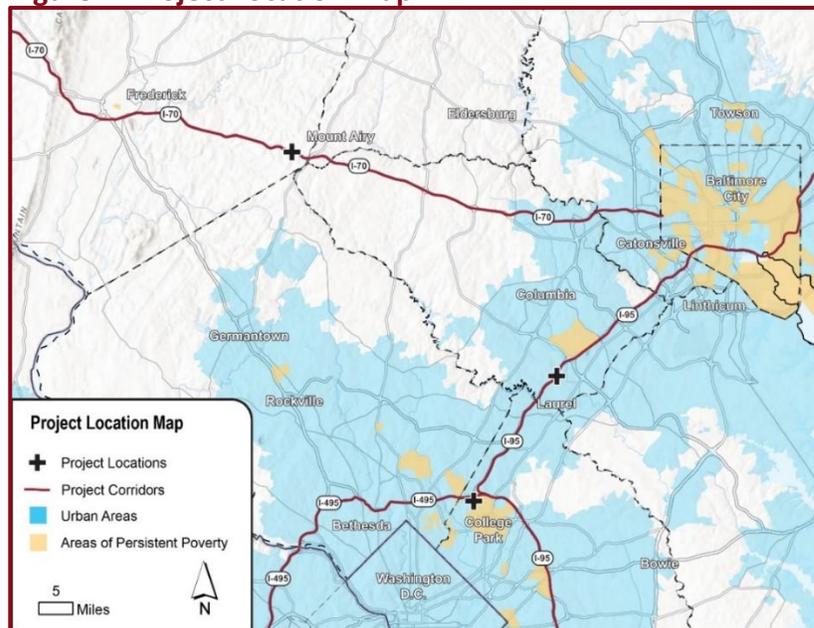
In response, MDOT has undertaken multiple evaluations of freight conditions, truck parking behavior, and safety trends. The evaluations consistently show the most acute shortages and highest truck activity in Central and Western Maryland, particularly along I-95 near College Park and Laurel and along I-70 near Mount Airy in Frederick County. These corridors have documented high instances of overflow parking, crash histories, and operational bottlenecks, thereby prompting MDOT to designate the three sites as high-priority locations for expanded capacity. The Project builds upon years of statewide freight planning, safety assessments, and data-driven analysis to best position MDOT to address these long-recognized system gaps and deliver critical safety and mobility benefits for Maryland’s freight network.

### 1.4 Project Location

The three improvement sites are strategically located along Maryland’s most heavily traveled freight corridors in Central and Western Maryland. These locations are shown in Figure 2:

1. I-95 College Park Truck Weigh Station/Park and Ride in Prince George’s County
2. I-95 NB Laurel Welcome Center in Howard County
3. I-70 Mount Airy Truck Parking Rest Area in Frederick County

**Figure 2. Project Location Map**



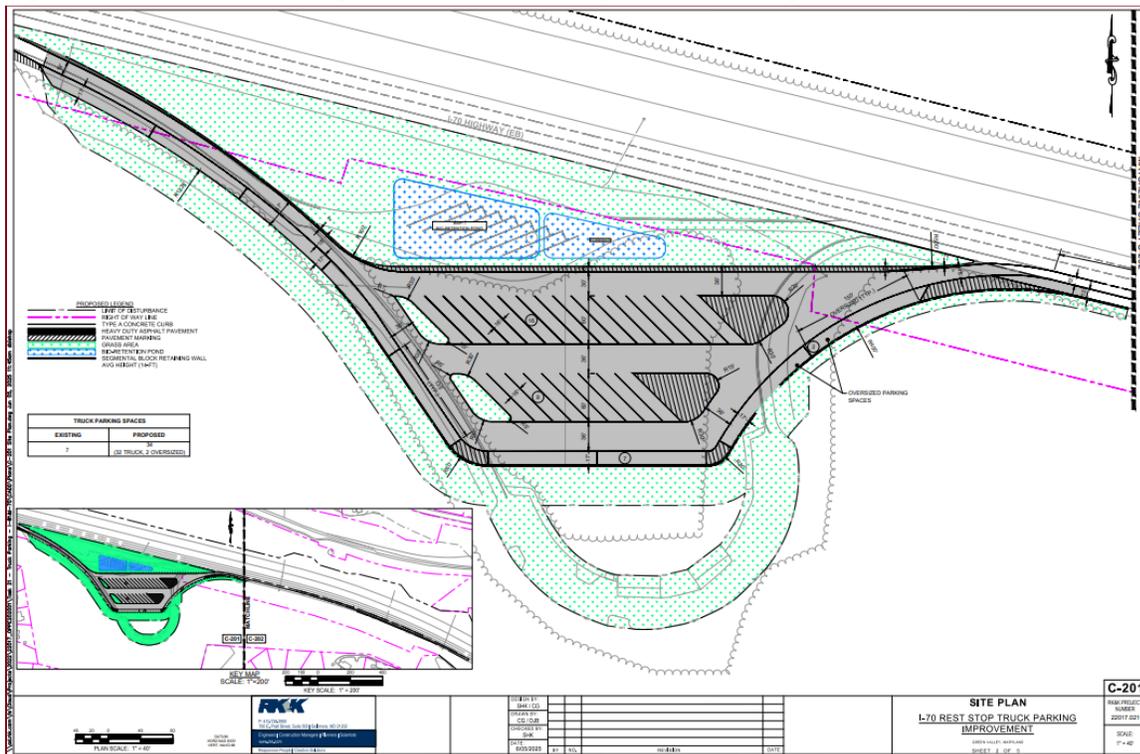
### 1.5 Before and After Renderings

The following concept drawings show the current condition and plans for the I-70 Mount Airy Truck Parking Rest Area in Frederick County.

**Figure 3. Existing Conditions at I-70 Mount Airy Truck Parking Rest Area, Frederick County**



**Figure 4. Concept Drawings of I-70 Mount Airy Truck Parking Rest Area, Frederick County**



## 1.6 Transportation Challenges

Maryland faces significant and persistent challenges related to truck parking availability, vehicle and driver safety, and freight mobility across its most heavily traveled corridors. Statewide analyses conducted by MDOT identify a chronic shortage of safe, legal truck parking as a critical freight infrastructure gap. With [78% of goods by weight and 76% by value relying on truck movement through Maryland](#), demand for parking far exceeds the capacity at public and private facilities. This imbalance forces drivers to park along interchange ramps, roadway shoulders, and other undesignated areas, creating safety concerns for drivers and the traveling public and straining infrastructure. These challenges have been amplified by federal HOS regulations and implementation of electronic logging devices, which require drivers to stop when time expires, regardless of nearby parking availability.

These challenges are especially severe along the I-95 and I-70 corridors in Central and Western Maryland, where daily truck movement is among the highest in the state and the disparity between supply and demand for truck parking is most pronounced. At the three priority sites, frequent queuing of trucks, unauthorized parking, and collision histories are well-documented indicators of an overburdened system. If the issue is not systemically addressed, the demand for truck parking is projected to continue outpacing supply, placing further pressure on aging infrastructure and exacerbating safety risks for all roadway users.

### The Solution: How the Project Addresses Transportation Challenges

The Project directly responds to Maryland's most critical truck parking needs by adding substantial capacity at three high-need locations. Expanded capacity will reduce unauthorized parking along shoulders and ramps, lower crash risk, and improve operations by reducing queuing and bottlenecks on interstate ramps. The proposed expansions will provide commercial drivers with safe, legal options that allow them to comply with federal rest requirements without compromising roadway safety. These improvements align with longstanding recommendations from statewide planning efforts and directly address the freight industry's concerns about inconsistent parking availability along key corridors.

The Project also strengthens Maryland's economic competitiveness by supporting efficient movement of goods, protecting infrastructure from damage caused by unauthorized and overfilled parking, and improving the overall performance of the statewide freight system. By strategically targeting corridors and sites with the greatest immediate need, MDOT is addressing longstanding transportation challenges with improvements that will yield immediate and long-term safety and mobility benefits.

## 1.7 Statewide Transportation Infrastructure Investments

The Project aligns with MDOT's statewide goals for freight mobility, safety, and system reliability outlined in the [2017 Maryland Strategic Goods Movement Plan](#), [2020 Maryland Statewide Truck Parking Study](#), [2022 Maryland Freight Plan](#), [Maryland Transportation Plan Playbook](#), and annual [Attainment Report](#). By expanding parking at three priority sites, the Project improves compliance with federal safety regulations and complements MDOT's broader investments in intermodal facilities, corridor upgrades, and supply-chain resilience.

Across the state, MDOT continues to upgrade intermodal facilities, improve critical corridors, and coordinate with public and private-sector stakeholders to strengthen Maryland's supply-chain resilience. The Project requested for funding under this grant represent a strategic extension of MDOT's statewide freight priorities by promoting safer travel for all users, improving roadway operations, and ensuring that Maryland's multimodal transportation system can efficiently support current and future economic growth.