

# Winnie Corridor Demand Report

I-10 / SH-73 Corridor, Winnie, Texas

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*A demand assessment of the I-10 / SH-73 corridor at Winnie, Texas, for a controlled truck-and-trailer yard. Figures from the iVerify Winnie report and named public sources.*

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## Summary

North Star is evaluating a controlled truck-and-trailer yard near Winnie, Texas, at the junction of Interstate 10 and State Highway 73, about halfway between Houston and the Beaumont–Port Arthur industrial complex. The corridor shows a documented shortage of safe truck parking, a heavy freight road, a large local fleet, limited existing supply at established rates, and substantial industrial activity nearby. The evidence supports a first-phase yard of about five acres.

The steady demand comes from the truck-parking shortage and the local fleet. The nearby plant construction adds demand on top, but it is uneven and is treated as additional rather than the basis for the project.

## The corridor

Winnie sits in Chambers County at the crossing of I-10 and SH-73. I-10 is the main east-west freight route across the Gulf Coast. SH-73 is the connector south to Port Arthur, Sabine Pass, and the coastal refineries and LNG terminals. A yard at this junction is positioned for both through-corridor traffic on I-10 and plant-bound traffic on SH-73.

## Truck parking supply

TxDOT studied truck parking across Southeast Texas in its Southeast Texas Truck Parking Action Plan and ranked roads by need. It listed the SH-73 / FM-1405 segment in Chambers County, which runs past Winnie toward Port Arthur, among the highest-need stretches in the region.

The region's public truck-parking facilities sit outside the cities, in Chambers and Orange counties. The I-10 rest area in Chambers County is being equipped with federally funded sensors that report when parking is full, under the I-10 Corridor Coalition program. Federal hours-of-service rules require drivers to stop and rest, so this demand recurs nightly regardless of freight volume.

TxDOT selected six sites in the region for development — Freeport, Clute, Angleton, Texas City, Sheldon, and Dayton. None is in Chambers County. The need on this segment is documented and has no public project assigned to it.

National data is consistent with the local picture. The federal FHWA "Jason's Law" truck-parking survey and a 2025 industry parking index both document a structural shortage of truck parking nationwide, with far more trucks needing to stop than there are legal spaces.

## **Traffic and the local fleet**

I-10 carries roughly 41,000 to 55,000 vehicles per day past Winnie, per TxDOT 2024 traffic counts, with a substantial truck share on a primary freight corridor. SH-73 and the local roads carry lighter volumes.

The iVerify Winnie report identifies about 1,500 active trucking companies and several thousand trucks and trailers based within 30 miles of the site. Most small operators and owner-operators do not have a secured yard of their own. This is the steady, local demand that fills a yard on monthly terms.

## **Existing yards and rates**

The market has some organized supply. Secured lots in the area rent space for roughly \$150 to \$300 per month. At least one gated, fenced, lit operator runs a lot off I-10 in Beaumont at the lower end of that range, and online marketplaces list truck and trailer spaces in Port Arthur, Beaumont, and Baytown. A logistics operator in Sabine Pass offers laydown-yard space near the plants.

The supply that exists is limited and scattered, and roughly \$150 to \$300 per month is the established rate a new yard would compete against. Customers in this market already pay for this product.

## **Industrial activity**

Southeast Texas is carrying a large volume of energy and petrochemical construction. Port Arthur LNG, a \$25 billion export terminal, is under active construction near Port Arthur. Golden Pass LNG, after a contractor bankruptcy in 2024 that demobilized its workforce, is back under construction with replacement contractors and is moving toward commissioning. Golden Triangle Polymers in Orange is moving from construction into start-up through 2026. The Motiva refinery in Port Arthur, the largest single-site refinery in the country, has deferred a major maintenance turnaround by about a year.

Construction and turnaround work generate demand for equipment, trailer, and contractor space during build-out and during wind-down. That demand is sizable but uneven and event-driven. North Star treats it as additional to the steady local base, not the basis for the project.

## **The storage market**

Industrial outdoor storage in Texas is running near 92% occupancy with annual rent growth of 8 to 10% (Partners Real Estate and Newmark market research), and institutional buyers are consolidating the sector. Leased yards trade actively, including current listings in Beaumont. A built and leased yard therefore has an established resale market.

## **Land and regulation**

Chambers County applies limited land-use regulation outside city limits, governed by county subdivision, drainage, and permitting rules rather than municipal zoning. A yard of this type is generally faster to establish there than in a zoned jurisdiction.

## **Method**

North Star screens a corridor against public data, confirms demand before committing capital, controls land on terms that preserve optionality, and improves it in phases. The first phase is about five acres — fenced, lit, gated, hard-

surfaced, with controlled access — sized to prove the market before expansion. Land is controlled at a size that allows later phases, sale, ground lease, joint venture, or hold.

## Conclusion

The corridor combines a documented parking shortage on a high-need segment with no public project assigned, heavy freight traffic, a large local fleet, limited existing supply at established rates, substantial industrial activity nearby, an active resale market for leased yards, and lightly regulated land. The steady demand supports a controlled first-phase yard; the industrial activity is additional. The corridor supports moving to land control.

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## Sources

- **iVerify Winnie report** — corridor screening; local fleet count (~1,500 carriers and several thousand trucks and trailers within 30 miles); public truck-parking supply.
- **TxDOT Southeast Texas Truck Parking Action Plan** — SH-73/FM-1405 listed among highest-need segments; regional public-parking facilities in Chambers and Orange counties; six selected development sites (none in Chambers County); I-10 Chambers County rest area in the Corridor Coalition sensor program.
- **TxDOT traffic counts (AADT, 2024)** — I-10 at Winnie ~41,000–55,000 vehicles per day.
- **FHWA "Jason's Law" truck-parking survey; 2025 industry truck-parking index** — national structural shortage.
- **Live operator and marketplace listings (Kingpin Parking; Truck Parking Club; Port City Sabine)** — \$150–\$300/month rates; existing supply.
- **Company and news reporting** — Port Arthur LNG (\$25B, under construction); Golden Pass LNG (2024 contractor bankruptcy, now resuming toward commissioning); Golden Triangle Polymers (construction to start-up through 2026); Motiva Port Arthur (turnaround deferred ~1 year).
- **Partners Real Estate and Newmark research; active Beaumont listing** — IOS ~92% occupancy, 8–10% annual rent growth.
- **Chambers County permitting information** — limited land-use regulation outside city limits.