

The Plantation Key Weigh Station Relocation Feasibility Study is a planning level feasibility study that assessed possible relocation and technological modification alternatives of the Plantation Key Weigh Station (PKWS). **The study recommends an upgrade to the existing Plantation Key Weigh Station with mainline Piezo Weigh-In-Motion (WIM) technology for both northbound and southbound truck traffic.** WIM technology will electronically monitor trucks in motion and help reduce the number of trucks entering and exiting the weigh station.

This technology uses a series of embedded sensors to calculate truck weight per axle as the truck drives over the sensor pad. Overweight trucks can then be identified and further inspected at the weigh station. The Office of Motor Carrier Compliance is currently installing a mainline Piezo Weigh-In-Motion system to begin monitoring southbound trucks traveling on the U.S. 1 corridor. A periodic review of emerging technologies in this industry is warranted to continue exploring options that will improve the safety, efficiency, and operation of the Plantation Key Weigh Station.

FDOT Concludes Feasibility Study

Study Description

The Florida Department of Transportation (FDOT) conducted a planning level feasibility study to assess relocation and technological modification alternatives of the Plantation Key Weigh Station (PKWS). The study was commissioned as a result of citizen concerns with traffic in the vicinity of the weigh station. This newsletter summarizes the results of this planning level feasibility study to assess the relocation of and/or technology upgrade to the weigh station.

Study Recommendation

At this time, the study recommends upgrading the existing Plantation Key Weigh Station with mainline Piezo Weigh-In-Motion (WIM) technology for both northbound and southbound truck traffic. This technology will electronically monitor trucks in motion and help reduce the number of trucks entering and exiting the weigh station.

The study recommendation is based on several factors ranging from socio-economic, environmental, engineering and cost. The immediate availability of WIM technology will improve the operating function of the existing facility, while at the same time, mitigate traffic concerns associated with truck traffic entering and exiting the Plantation Key Weigh Station.

Public Involvement

The Project Team conducted two Public Workshops in order to receive comments from the general public as well as to inform the public of the study's progress. The first Public Workshop was held on August 19, 2004 at the Islamorada Public Library. The second Public Information Workshop was held on November 9, 2004 at the Key Largo Branch Library. In addition to these workshops, on September 30, 2004, the Project Team met with the Island of Key Largo Federation of Homeowners Association to discuss the project.



In addition to the above meetings, a project web site was established to provide additional opportunities to inform the public of the study's progress and to provide contact information for public comments and questions. You may view the project web site at PlantationKeyWeighStation.com. Public comments were fully considered during the course of this study.

Plantation Key Weigh Station

The weigh station has been located at its current site since approximately 1958 and is operated by the Florida Department of Transportation (FDOT), Office of Motor Carrier Compliance (OMCC). The primary function of the weigh station is to protect the state's highway and bridge system from accelerated damage caused by oversized and overweight vehicles. In addition to the Plantation Key Weigh Station, enforcement officers patrol the U.S.1 corridor in Monroe County using mobile enforcement scales. Generally any truck over 10,000 pounds is required to enter the weigh station.



The Plantation Key Weigh Station is described as a fixed static scale weigh facility. The weigh station has one static scale that serves both northbound and southbound trucks and operates on a 24 hour a day/ 7 days a week schedule.

In addition to the static scale, a PrePass System is in place that allows pre-qualified trucks to by-pass the facility if they meet specific weight criteria. In order to maintain the integrity of this system, trucks are randomly selected for weight checks.

Current Improvements

A southbound mainline weigh-in-motion (WIM) system is currently being installed on the U.S. 1 corridor so that all southbound truck traffic can be monitored in motion. This will help to reduce the amount of southbound truck traffic entering and exiting the weigh station. This installation corresponds to the study's recommendation.

Plantation Key Weigh Station Relocation Feasibility Study

Florida Department of Transportation
1000 N.W. 111 Avenue, Room 6112
Miami, Florida 33172

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For More Information Contact:

Ms. Suzie Ladouceur, FDOT Project Manager
Florida Department of Transportation District VI
Office of Planning
1000 NW 111 Avenue, Room 6112-B
Miami, Florida 33172
Phone: (305) 470-5886
E-Mail: marie.ladouceur@dot.state.fl.us

Ms. Aileen Boucle, Consultant Project Manager
The Corradino Group
4055 NW 97 Avenue
Miami, Florida 33178
Phone: (305) 594-0735
E-Mail: aboucle@corradino.com

Web site: Plantationkeyweighstation.com