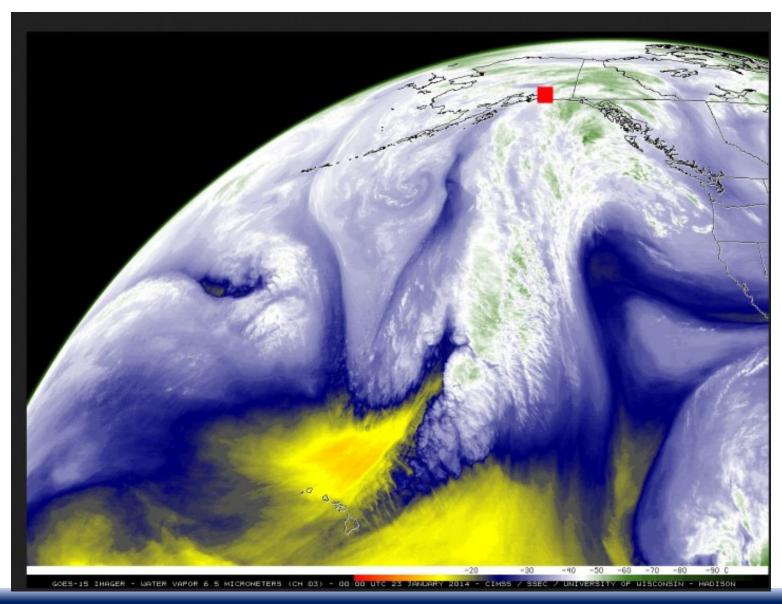


Road Weather Information System (RWIS) & Maintenance Decision Support System (MDSS)

Changing Weather Patterns



"Godzilla" El Nino?

NOAA HOME WEATHER OCEANS FISHERIES CHARTING SATELLITES CLIMATE RESEARCH COASTS CAREERS



NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION

NITED STATES DEPARTMENT OF COMMERCE



About NOAA

El Niño Home

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Weather.gov Forecast City, ST >>> GO

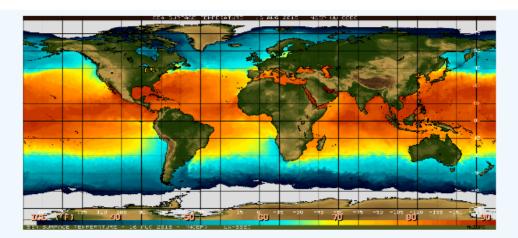
- » What's Happening Today?
- » Forecasts
- » Observations
- » Research
- » Impacts
- » Links, FAQs, Graphics...
- » Education
- » El Niño Home
- » La Niña Home

Media Contacts

- » Chris Vaccaro NOAA Weather Service 301-427-9000
- » Monica Allen NOAA Research 301-734-1123

NOAA's El Niño Portal

For more information on the ongoing El Niño event, check the <u>ENSO Diagnostic Discussion</u>, which is updated on the second Thursday of each month. Be sure to follow our <u>ENSO blog</u> and connect with us on <u>social media</u>.



Sea surface temperature in the equatorial Pacific Ocean (above). El Niño is characterized by unusually warm temperatures and La Niña by unusually cool temperatures in the equatorial Pacific. Anomalies (below) represent deviations from normal temperature values, with unusually warm temperatures shown in red and unusually cold anomalies shown in blue.

- » El Niño is a disruption of the ocean-atmosphere system in the Tropical Pacific having important consequences for weather and climate around the globe.
- » NOAA has primary responsibilities for providing <u>forecasts</u> to the Nation, and a leadership <u>role</u> in sponsoring El Niño <u>observations</u> and <u>research</u>.
- » El Niño <u>status</u> & <u>discussion</u>
- » What is El Niño?
- » What is La Niña?
- » YouTube video: Understanding El Niño
- » YouTube video:
 <u>Developing an El Niño</u>
 <u>Observing System</u>
- » New Look at 1918/1919 Niño Suggests Link to Flu Pandemic
- » El Niño FAQs & definitions



Our Mission

Keep Alaska moving through service and infrastructure

- Provide for the <u>safe and efficient</u> movement of people and goods
- Provide access to state services
- Provide access to resources

To accomplish our mission, we build, maintain, and operate <u>Transportation Infrastructure</u> (Assets)



Recurring Ice Storms







Standard Method: Weather Guessing



ABOUT

Local forecast by

Enter location Location Help

"City, \$t" or ZIP code

Government Shutdown Notice

Due to the Federal Government shutdown, NOAA.gov and most associated web sites are unavailable. However, because the information this site provides is necessary to protect life and property, it will be updated and maintained during the Federal Government shutdown. Read More...

Current Conditions



Mostly Cloudy

3°C

Humidity 79% Wind Speed NE 10 mph **Barometer** 29.79 in (1009.6 mb) Dewpoint 31°F (-1°C)

Visibility 10.00 mi Wind Chill 30°F (-1°C) Last Update on 5 Oct 10:53 am AKDT En Español

🚹 Share | 🜠 🔰 🖂 🚔 🗹

SEARCH







Current conditions at

NEWS

Fairbanks International Airport (PAFA) Lat: 64.82 Lon: -147.87 Elev: 436ft.

More Local Wx | 3 Day History | Mobile Weather

Fairbanks AK

7 Day Forecast

Fairbanks, AK NWS Weather Forecast Office

WEDNESDAY

THIS **AFTERNOON**



Mostly Sunny High: 46 °F

TONIGHT



Partly Cloudy Low: 27 °F





Mostly Cloudy High: 42 °F



SUNDAY

NIGHT

Chance Rain/Snow Low: 27 °F



MONDAY

Mostly Cloudy High: 45 °F



MONDAY

NIGHT

Mostly Cloudy Low: 31 °F



TUESDAY

Mostly Cloudy High: 54 °F



TUESDAY

NIGHT

Chance Rain Low: 28 °F



Chance Rain/Snow High: 43 °F

RWIS Technology



Info available

DOT&PF > Iways > RWIS >State Map > Area Map

[Login]

RWIS Site Summary

Airport Way @ MP . 11

For definitions, click on the name field.

Date / Time					
08/12/2015 1:33 PM					
Atmospheric Data					
Air Temperature	55 °F				
Dew Point	47 °F				
Relative Humidity	75 %				
Wind Speed	1 mph				
Wind Direction	E				
Wind Speed Maximum	6 mph				
Wind Direction of Maximum Speed	E				

Pavement Surface and Subsurface Data						
Pavement Sensor Location	Date/Time		Subsurface Temperature (°F)			
EB Lane @ RPU - Infrared	08/12/2015 1:33 PM	59	-			



Road Weather

- » RWIS Home
- » RWIS Camera TDP
- » myRWIS
- » About RWIS
- » About TDP
- » RWIS Glossarv
- » RWIS Website FAQs 🄑
- » Alaska Weather Links
- » Contact RWIS Manager
- » RWIS Site Data
 - » Site Summary
 - » Extremes Summary
- » Atmospherics Summary
- » Pavement Summary
- » RWIS Site MetaData
- » 511 Traveler Information @



Please note: You must have Acrobat Reader to open any documents on this page. If you do not have Acrobat Reader, click to download the FREE software.

Pavement Friction



State of Alaska

myAlaska

My Government

Resident

Business in Alaska



Alaska Department of Transportation & Public Facilities

Road Weather Information System

DOT&PF > Iways > RWIS > State Map > Area Map

RWIS Site Summary

Airport Way @ MP . 11

For definitions, click on the name field.

Date / Time					
08/12/2015 1:33 PM					
Atmospheric Data					
Air Temperature	55 °F				
Dew Point	47 °F				
Relative Humidity	75 %				
Wind Speed	1 mph				
Wind Direction	E				
Wind Speed Maximum	6 mph				
Wind Direction of Maximum Speed	E				

Pavement Surface and Subsurface Data									
Pavement Sensor Location	Date/Time	Surface Temperature (°F)	Subsurface Temperature (°F)	Pavement Surface Grip	Pavement Surface State	Pavement Contaminant Depth (mm)			
EB Lane @ RPU - Infrared	08/12/2015 1:33 PM	59	-	0.76 - GOOD	Wet	-			

RWIS Hardware

Non-Invasive Pavement Sensors

- There are two separate sensors...
- DSC111 (The 'C' stands for condition)
- Measures Road State 4 eye safe lasers at differing frequencies are transmitted by top lens & received by bottom lens



- DST111 (The 'T' stands for temperature)
- Measures Road Surface Temperature based on long-wave infrared radiation.



How to Use

Maintenance Manager Use of Friction Measurement Readings

Grip (Co-efficient of Friction) Reading Rule of Thumb:

<u>Level of Grip</u> <u>Description</u>*

0.6 and above Grip good

0.4 to 0.59 Grip poor

0.39 and below Pavement slippery – Very poor grip

*These descriptions are intended only as indicators, as the real friction values depend on many variables, such as vehicle type and speed, tire type, road surface structure, etc.



Why Improve On This? (Why MDSS?)

- Customer demand for higher level of service and reliable, current information
- Budget/staff constraints in the face of high cost of labor, equipment and materials used for maintenance
- Difficulty in forecasting certain types of weather and complex pavement response to conditions and maintenance efforts
- Environmental concerns with anti-icing and de-icing



Alaska Enhanced MDSS

- Decision support tool → recommends course of action based on conditions/forecast
- Integrates fixed RWIS sites and mobile operations
- Algorithms customized for Alaska





Partners in MDSS









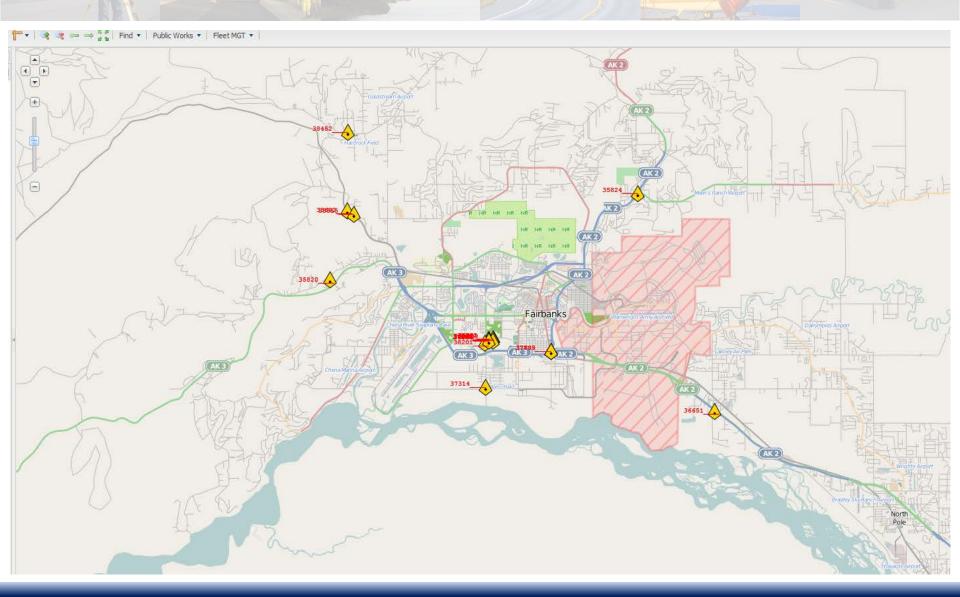
WSHEMA 2015

MDSS Hardware



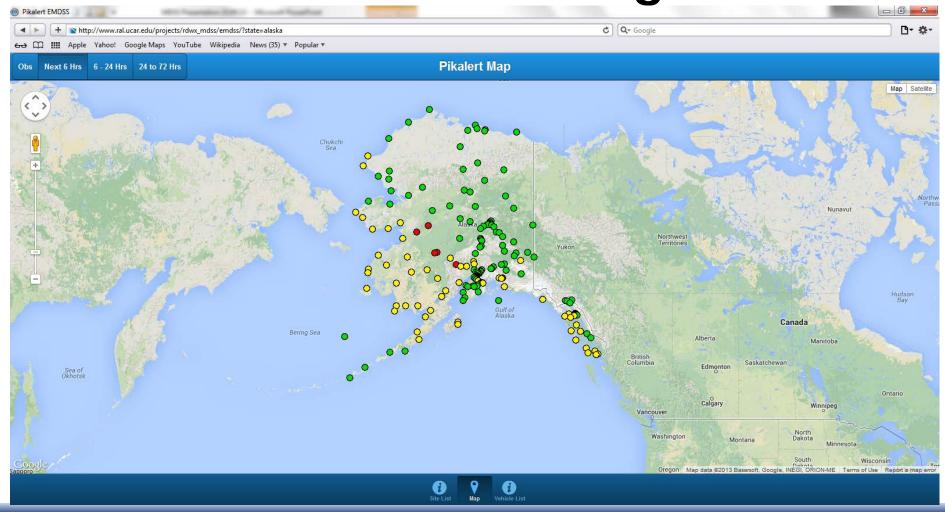
WSHEMA 2015 17

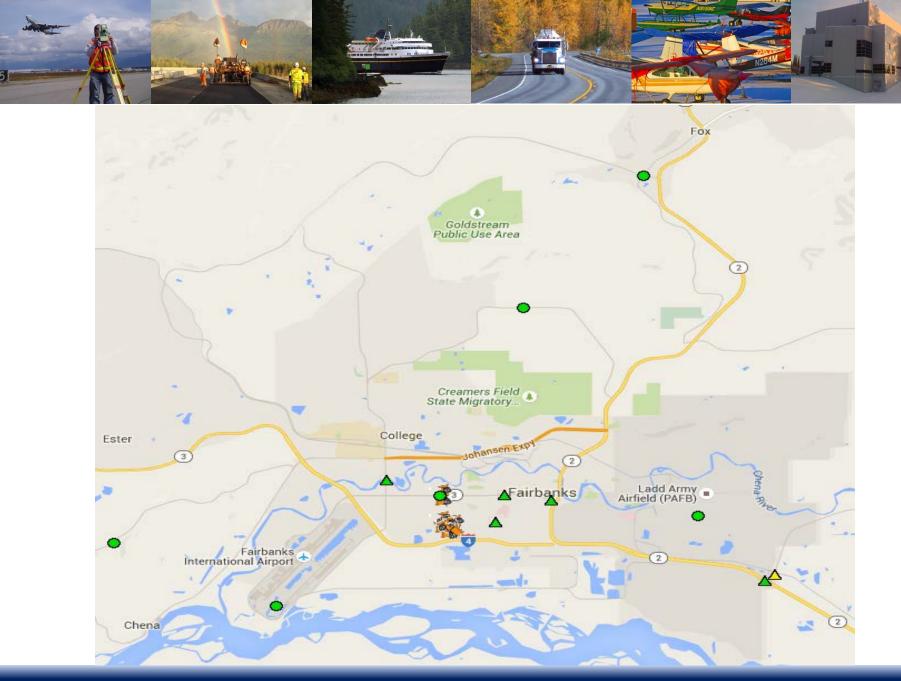
Mobile Observations





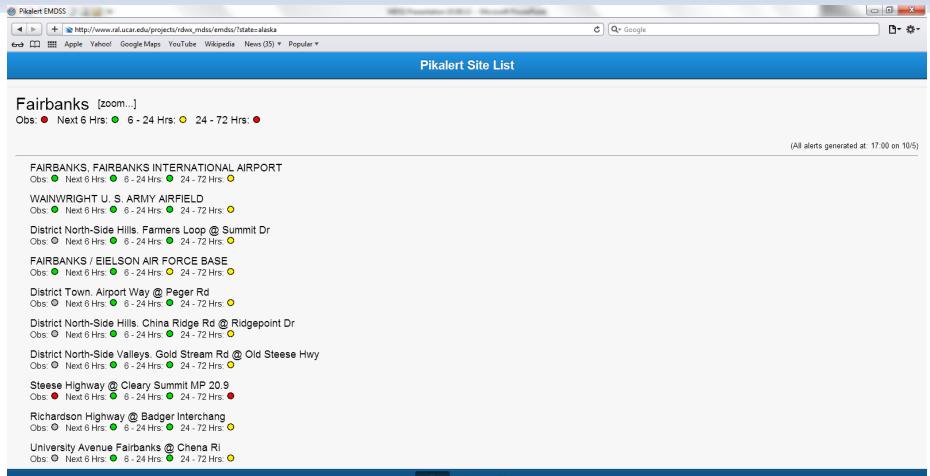
MDSS Home Page





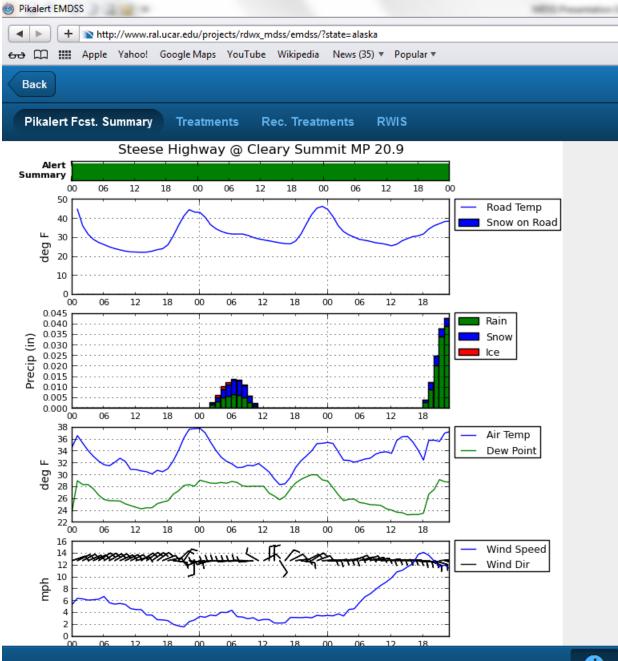


Weather Reporting Site Pick List



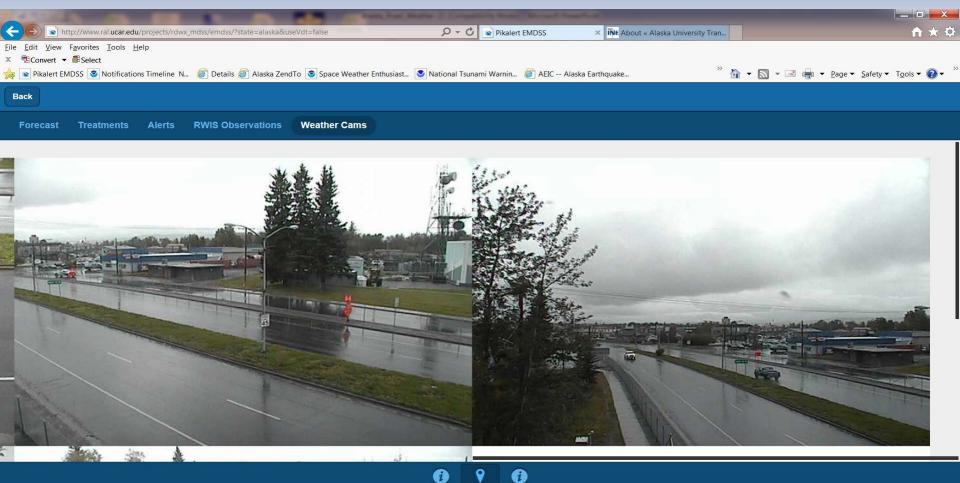








MDSS RWIS Weather Cameras



130%



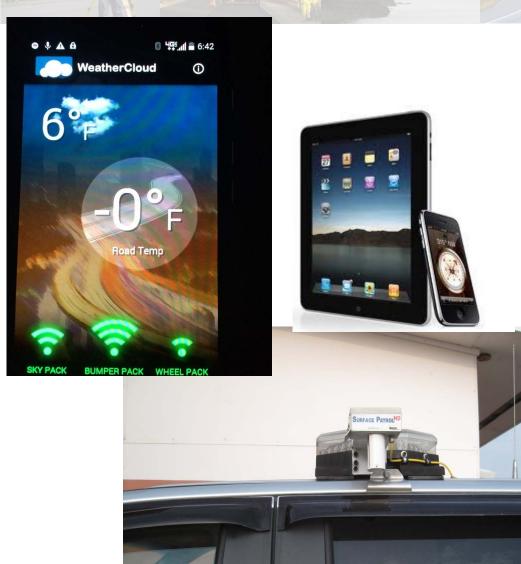
EMDSS Benefits

- Proactive approach
- Efficient allocation of resources

 Mobile operations yield real-time data and offer flexibility



Future Build Out



- Connected vehicle display on MDSS Site
 - 1 hour historical
- Treatment recommendations for all weather sites Statewide
- Expand mobile observations
- Tablet and iPhone access (w/App)



National Weather Service Resources

Web:

- http://pafg.arh.noaa.gov
- www.weather.gov
- www.arh.noaa.gov

Get Mobile Alerts:

http://inws.wrh.noaa.gov

Social Media:



Twitter:

@NWSFairbanks

http://twitter.com/NWSFairbanks



Facebook:

www.facebook.com/

NationalWeatherService.Alaska.gov

Radio: 162.55 MHz



Questions?

