

Great Lakes Operational Meteorology Workshop

August 25, 2015

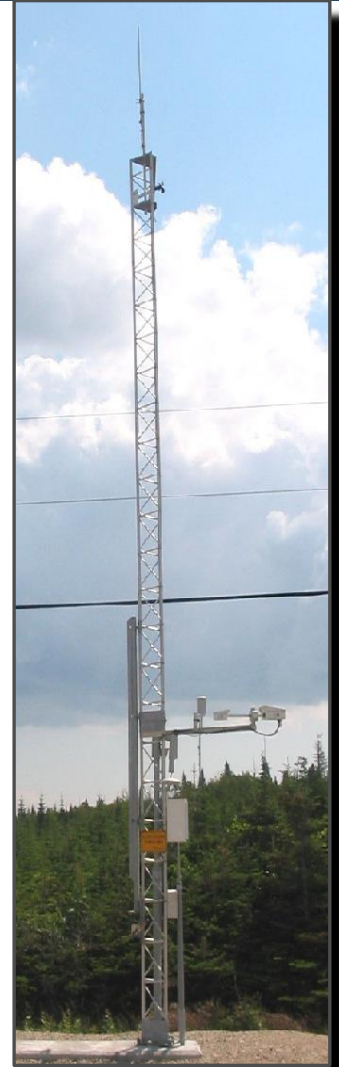
Grand Rapids, Michigan

Design Considerations for Road Weather Information Systems to Detect, Measure, and Support Forecasts for Lake Effect/Enhanced Snows


Bob Hart

Road Weather Information System (RWIS)

- Network of Environmental Sensor Stations (ESS)
- Purpose is to record and report:
 - Pavement temperature
 - Pavement condition
 - Weather conditions
 - Camera imagery of pavement & roadway environment
 - Traffic speeds & volume (optional)



Road Weather Information System (RWIS) *ITERIS*[®]



- Supports
 - DOT maintenance
 - Travelers
 - Weather service providers
 - To aid forecast products
 - To supplement analysis fields
 - Traffic management
 - Research organizations

RWIS Infrastructure

- Owner – typically state DOT
- ESS Network Implementation – typically done by DOT district or region
- Data Acquisition and Delivery
 - Managed by owner agency
 - Data collected from ESS remote processing unit using cellular or radio communications
 - Data transported to central processing center
 - Users typically access RWIS & weather data via web sites
 - Maintenance personnel & travelers

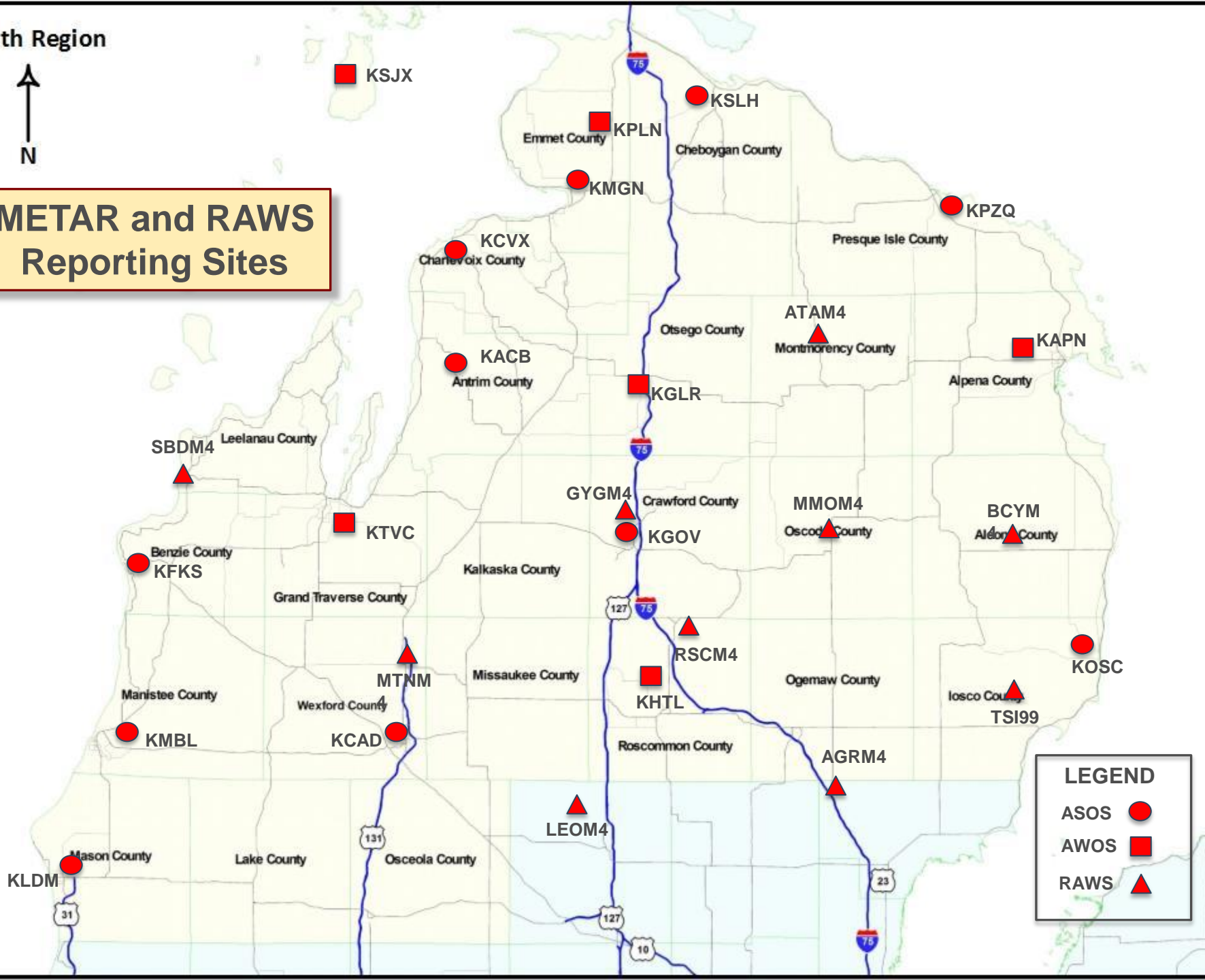
RWIS Network Design

- RWIS has been a transportation support system
- Design considerations for ESS sites
 - Evenly distributed network
 - To fairly support maintenance facilities
 - To provide representative data
 - Site selection to serve major traffic corridors
 - Critical local maintenance issues
 - Accident prone zones
 - Monitor remote areas away from maintenance facilities
 - Areas affected by local weather conditions
 - Fill gaps in existing weather networks

North Region



METAR and RAWS Reporting Sites



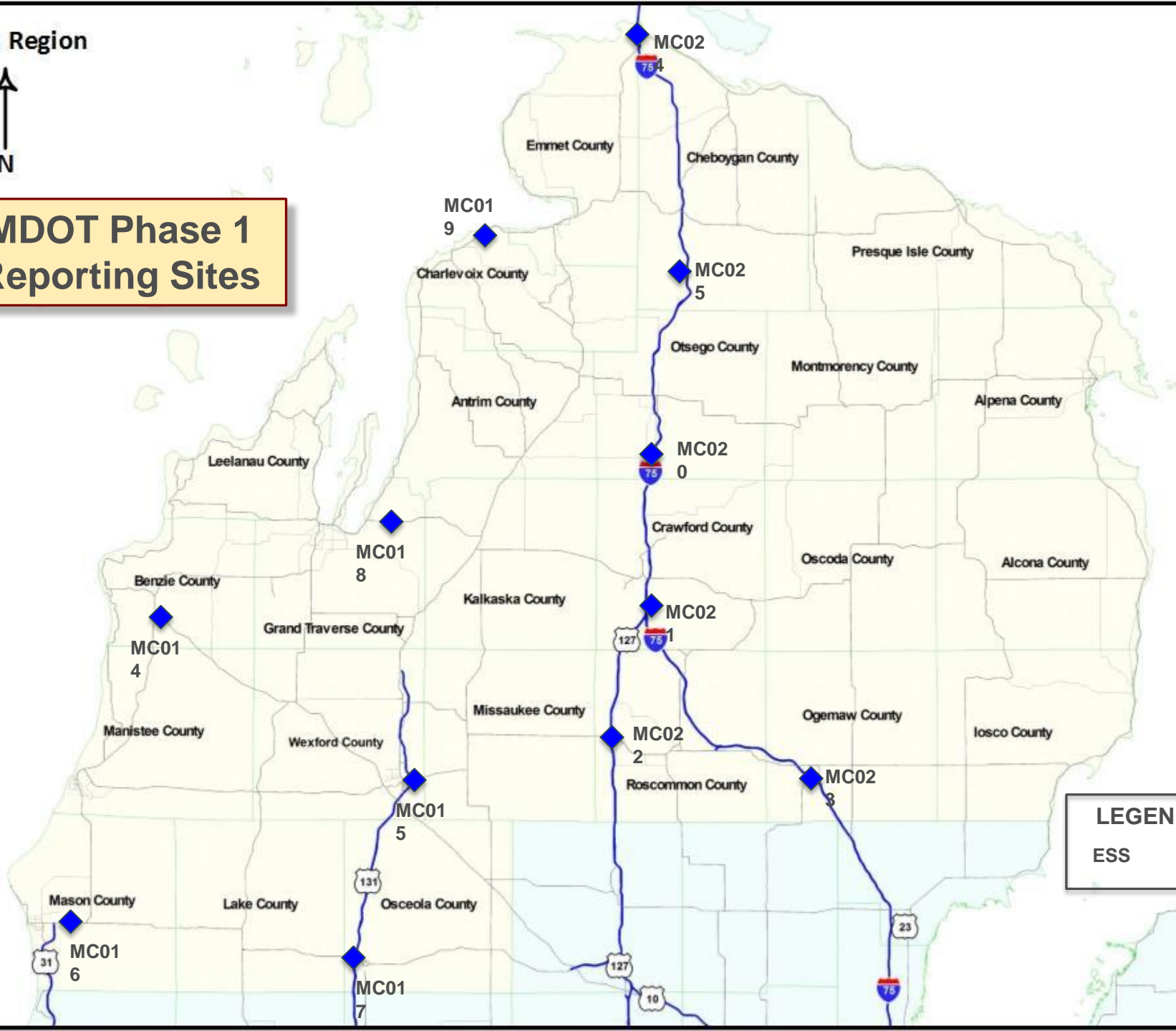
LEGEND

- ASOS ●
- AWOS ■
- RAWS ▲

North Region



**MDOT Phase 1
Reporting Sites**

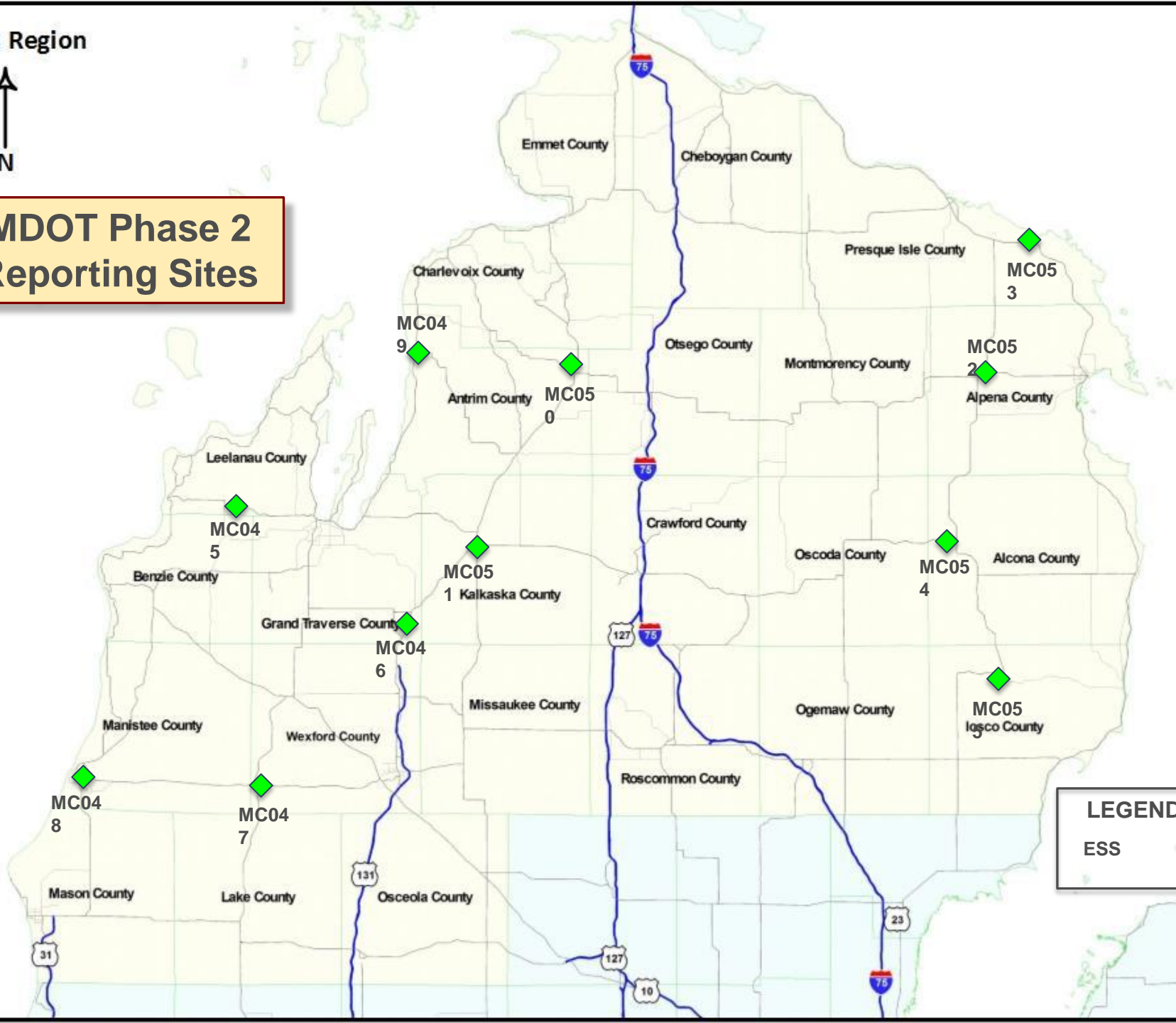


LEGEND
ESS 

North Region



**MDOT Phase 2
Reporting Sites**

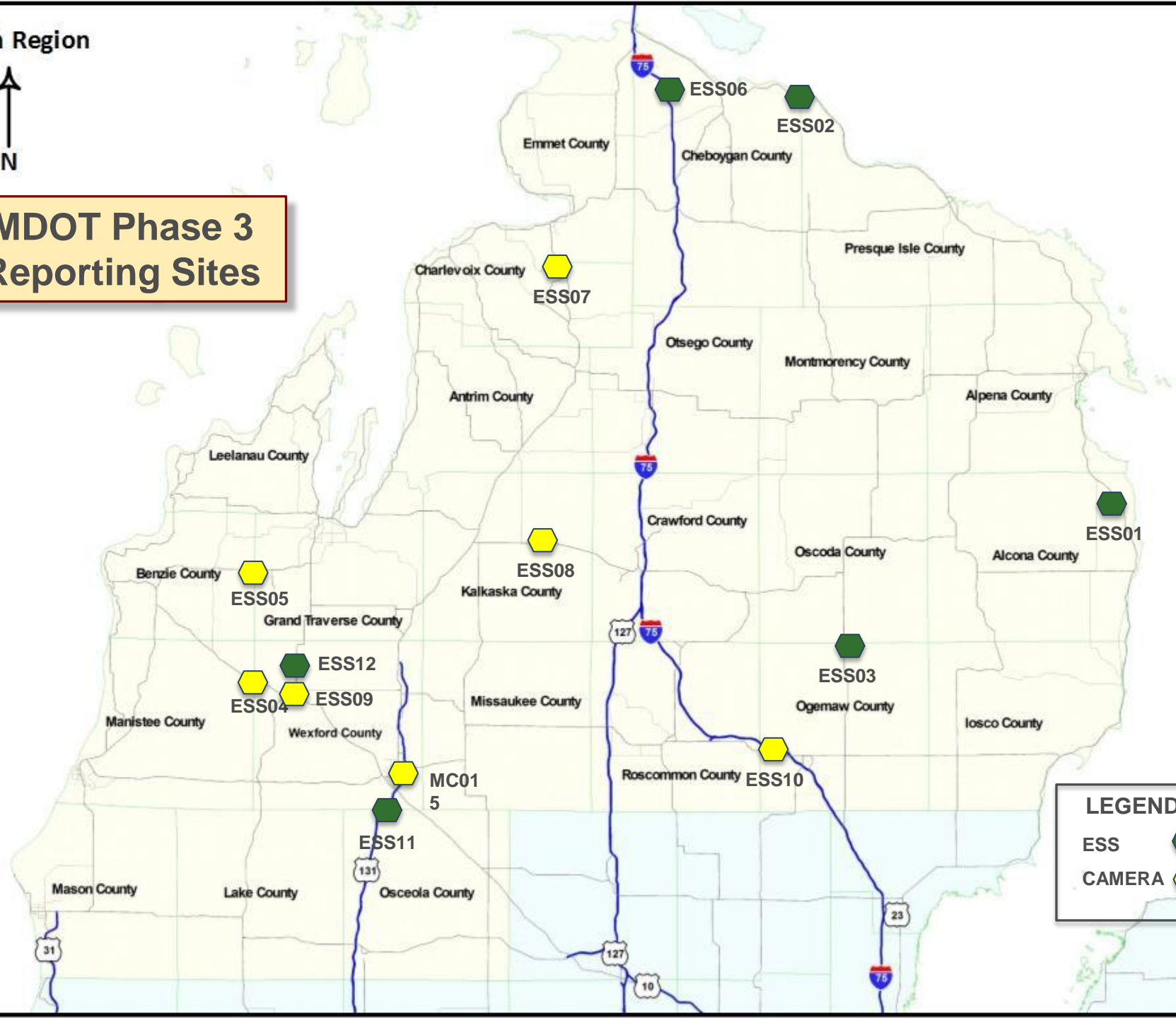


LEGEND
ESS


North Region




**MDOT Phase 3
Reporting Sites**



LEGEND

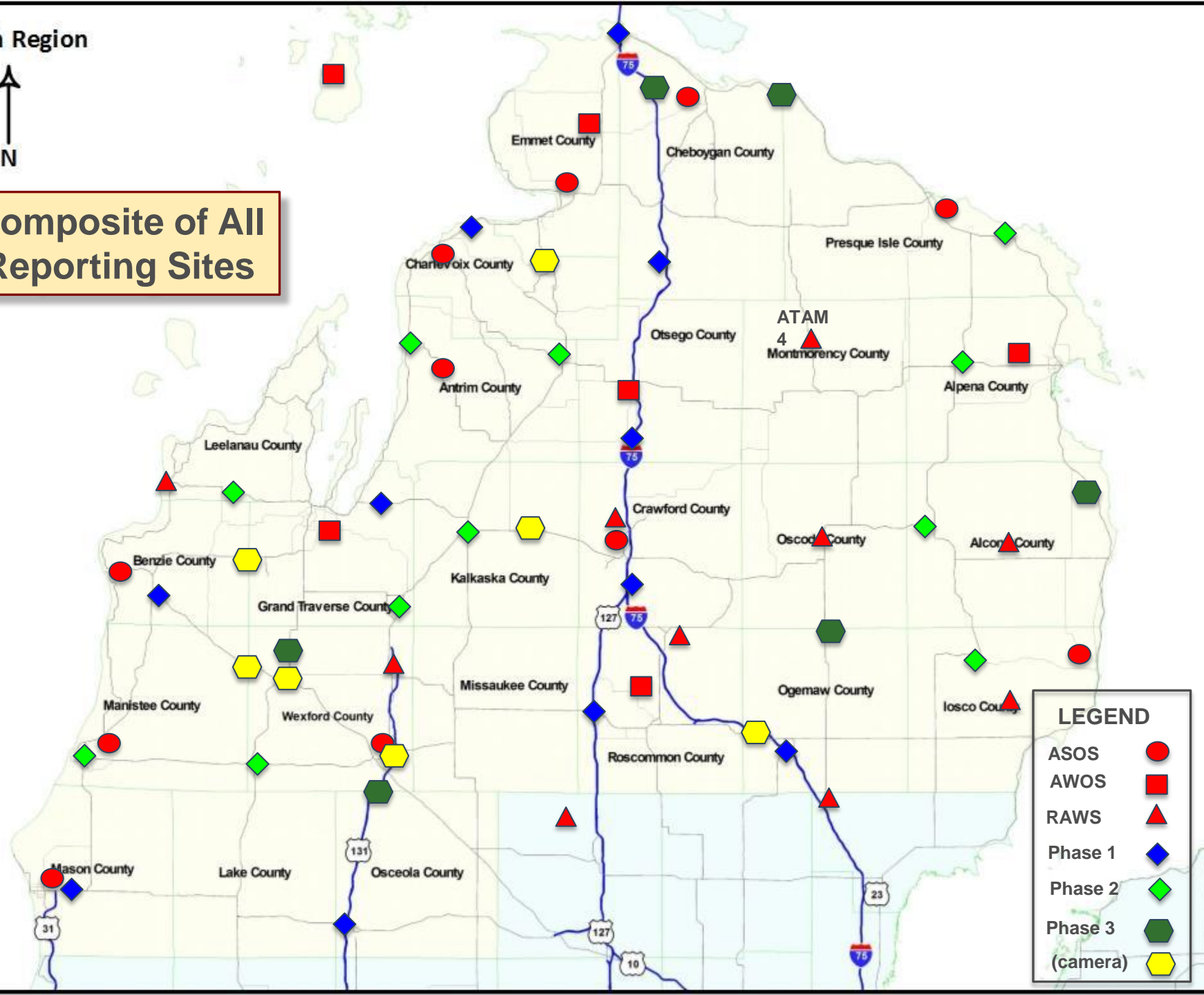
ESS 

CAMERA 

North Region



Composite of All Reporting Sites

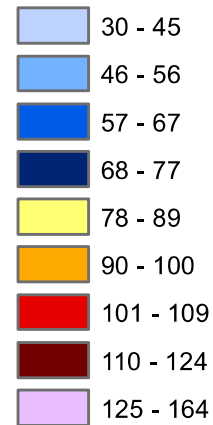


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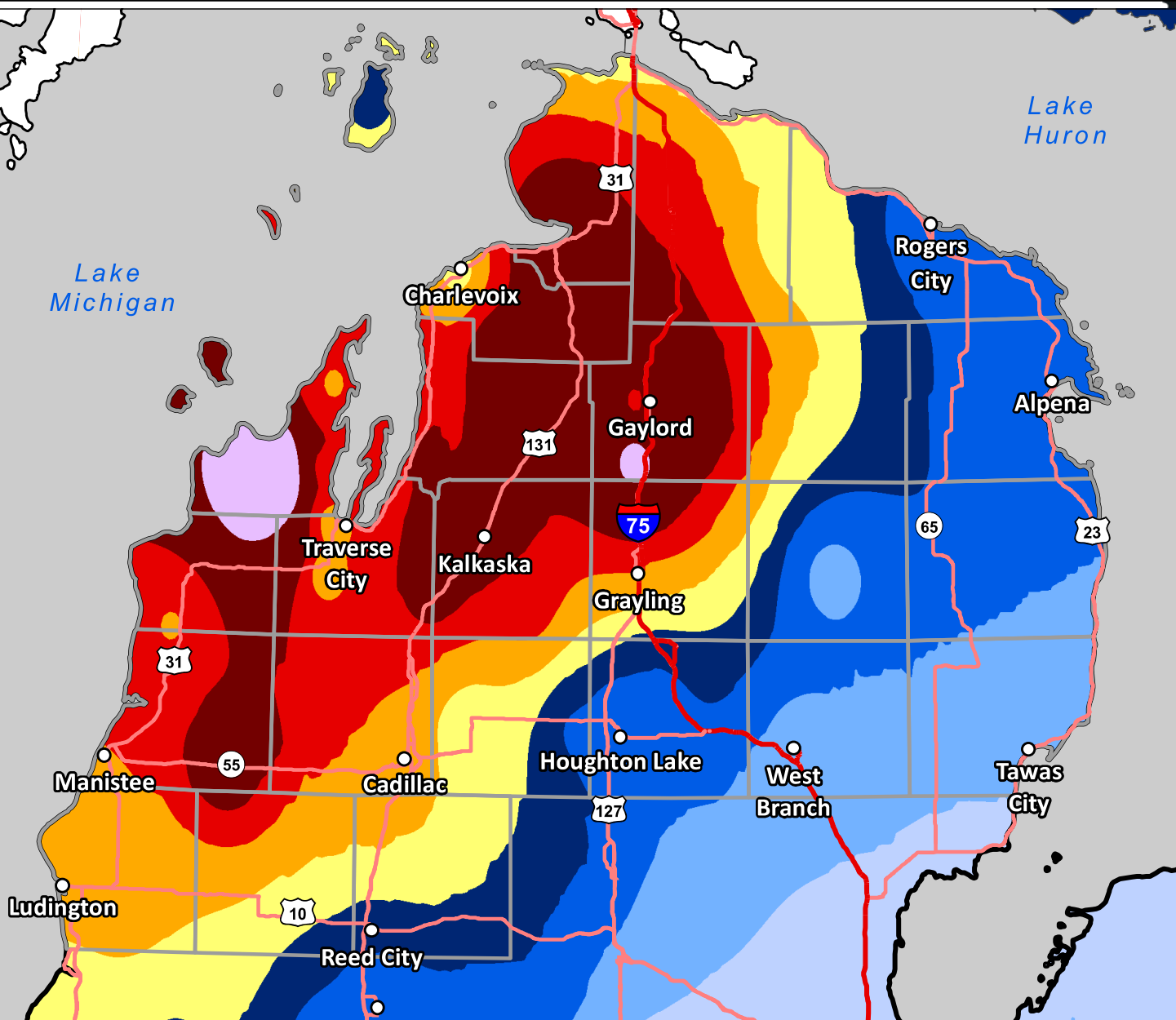
ASOS	●
AWOS	■
RAWS	▲
Phase 1	◆
Phase 2	◇
Phase 3	⬢
(camera)	⬡

**2009-2014
North Region
Average Annual
Snowfall**

In Inches



Created by the
National Weather Service
Grand Rapids, Michigan



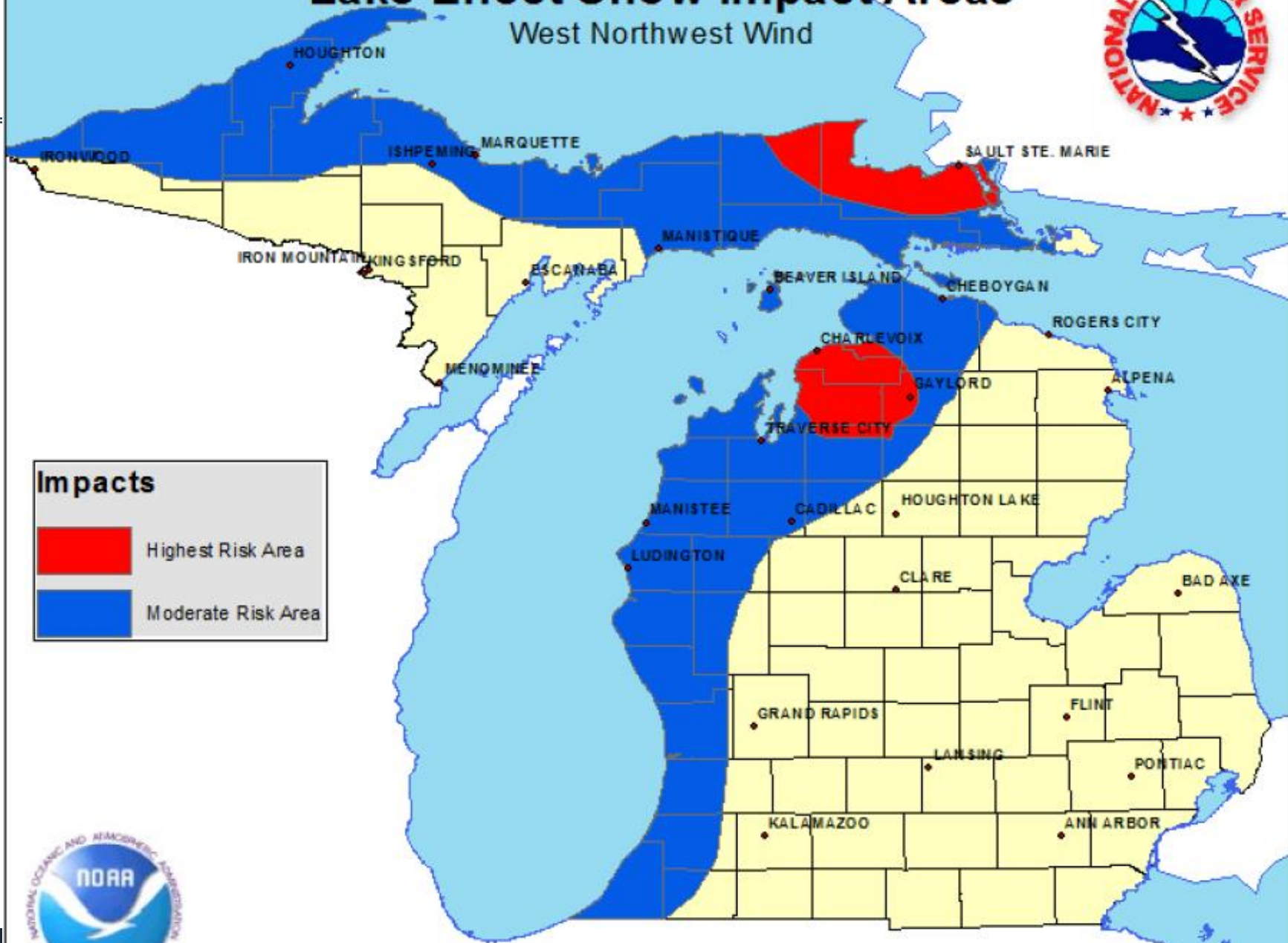
Source: John Kowaleski and Evan Webb, Grand Rapids NWS

Miles


NWS COOP, WBAN

Lake Effect Snow Impact Areas

West Northwest Wind



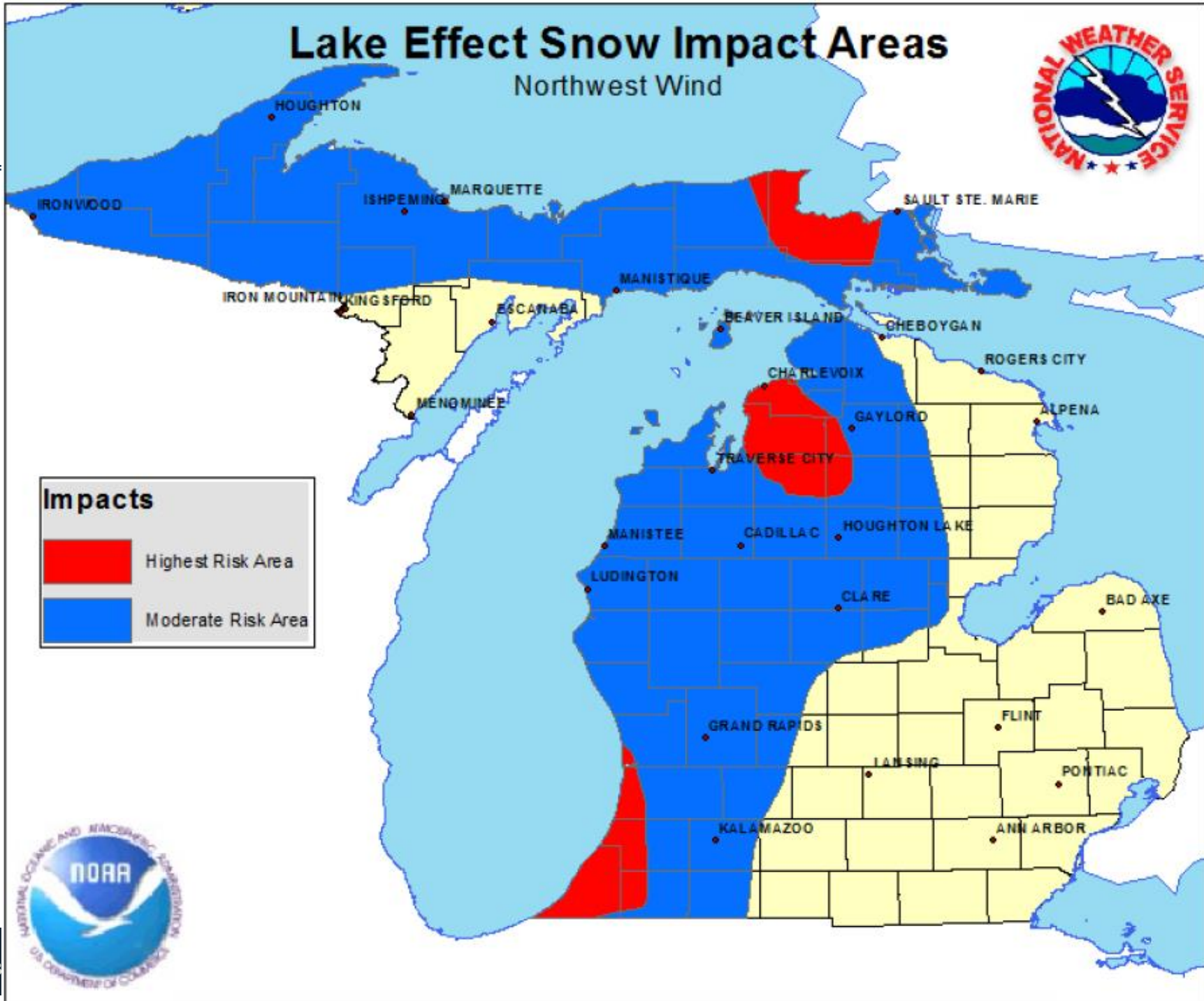
Impacts

-  Highest Risk Area
-  Moderate Risk Area





Lake Effect Snow Impact Areas

Northwest Wind



Impacts

-  Highest Risk Area
-  Moderate Risk Area



North Region



**MDOT Phase 3
Reporting Sites**



WHY SELECT THESE ESS SITES?

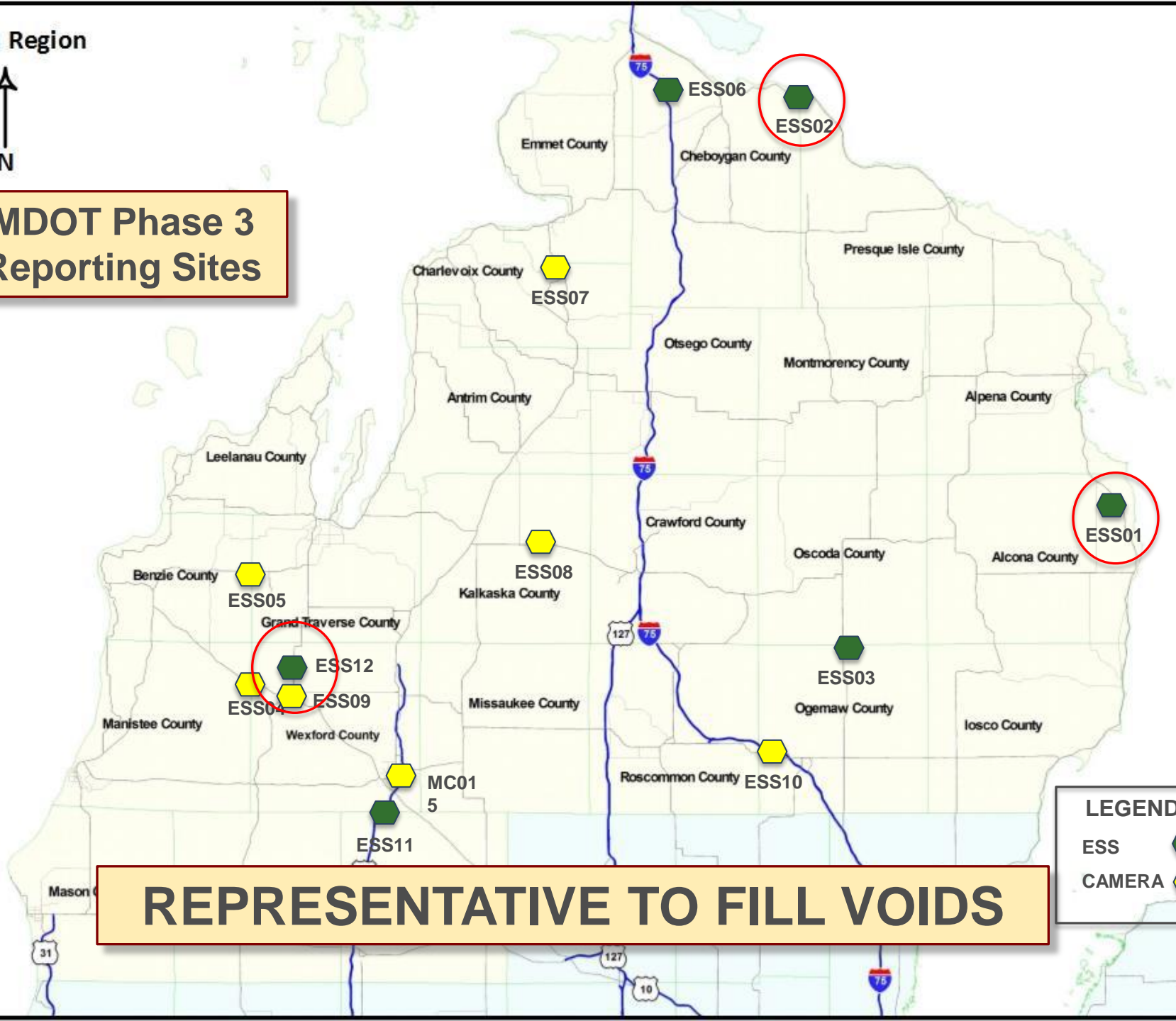
LEGEND

ESS	
CAMERA	


North Region




**MDOT Phase 3
Reporting Sites**



LEGEND

ESS 

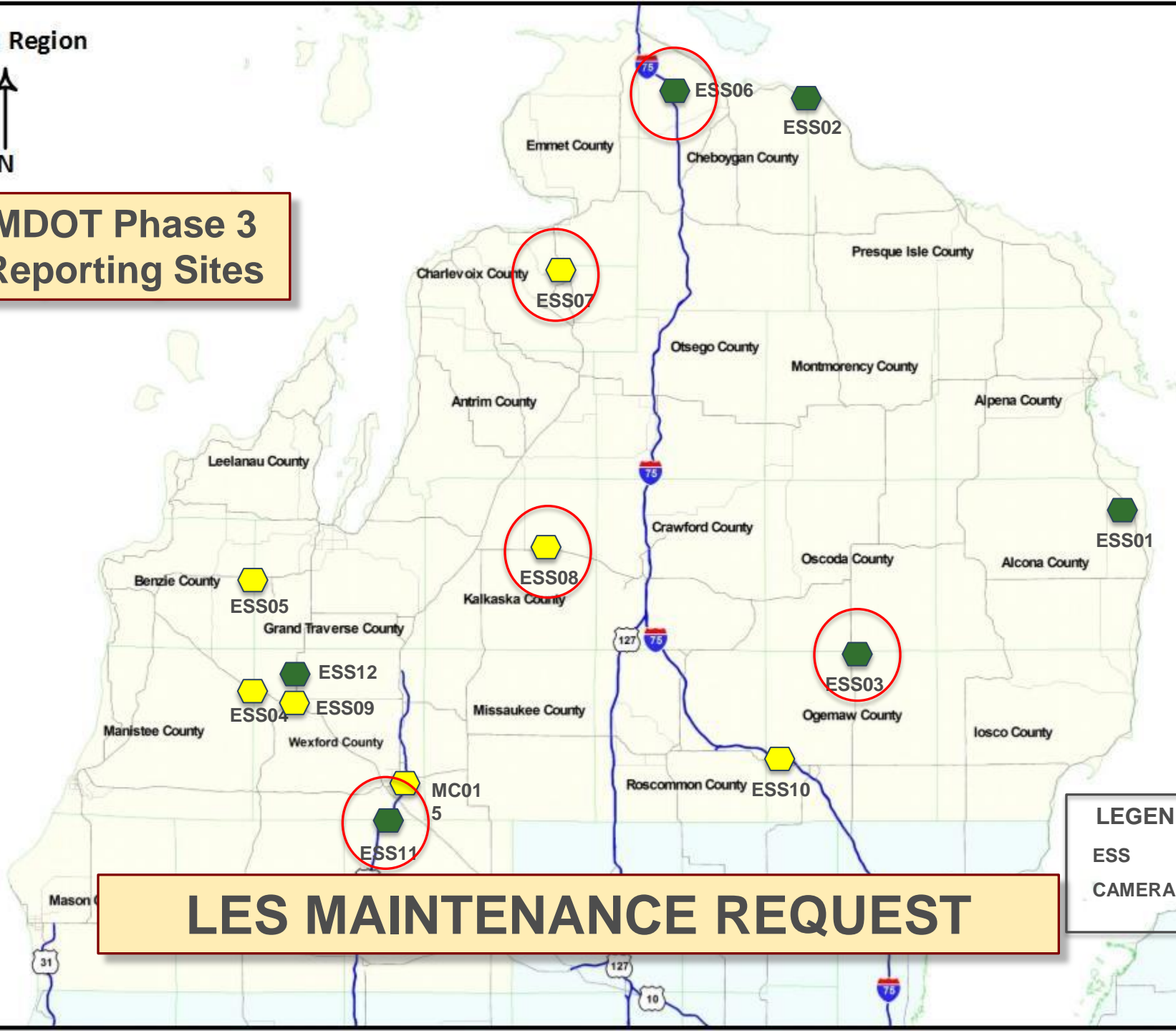
CAMERA 

REPRESENTATIVE TO FILL VOIDS

North Region



**MDOT Phase 3
Reporting Sites**



LEGEND

ESS	
CAMERA	

LES MAINTENANCE REQUEST

LAKE EFFECT SNOW SITES

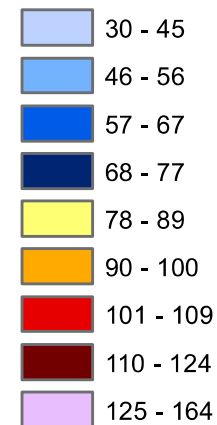
- ESS06 – I-75 & Levering Road
 - Break point in rise from Lake Michigan (577') to 800' plateau extending south for 40 miles
- ESS07 – US-131 8 miles south of Petoskey
 - 1 mile long hill climbing from 780' to 915'
- ESS08 - M-72 10 east of Kalkaska
 - West edge of N/S moraine 170 feet above the Boardman River drainage plain
- ESS11 – US-131 @ Wexford SCL
 - On upslope from 1200' to 1400' into Cadillac highlands
 - Westerly flow funneled up the Pine River basin

LAKE EFFECT SNOW SITES

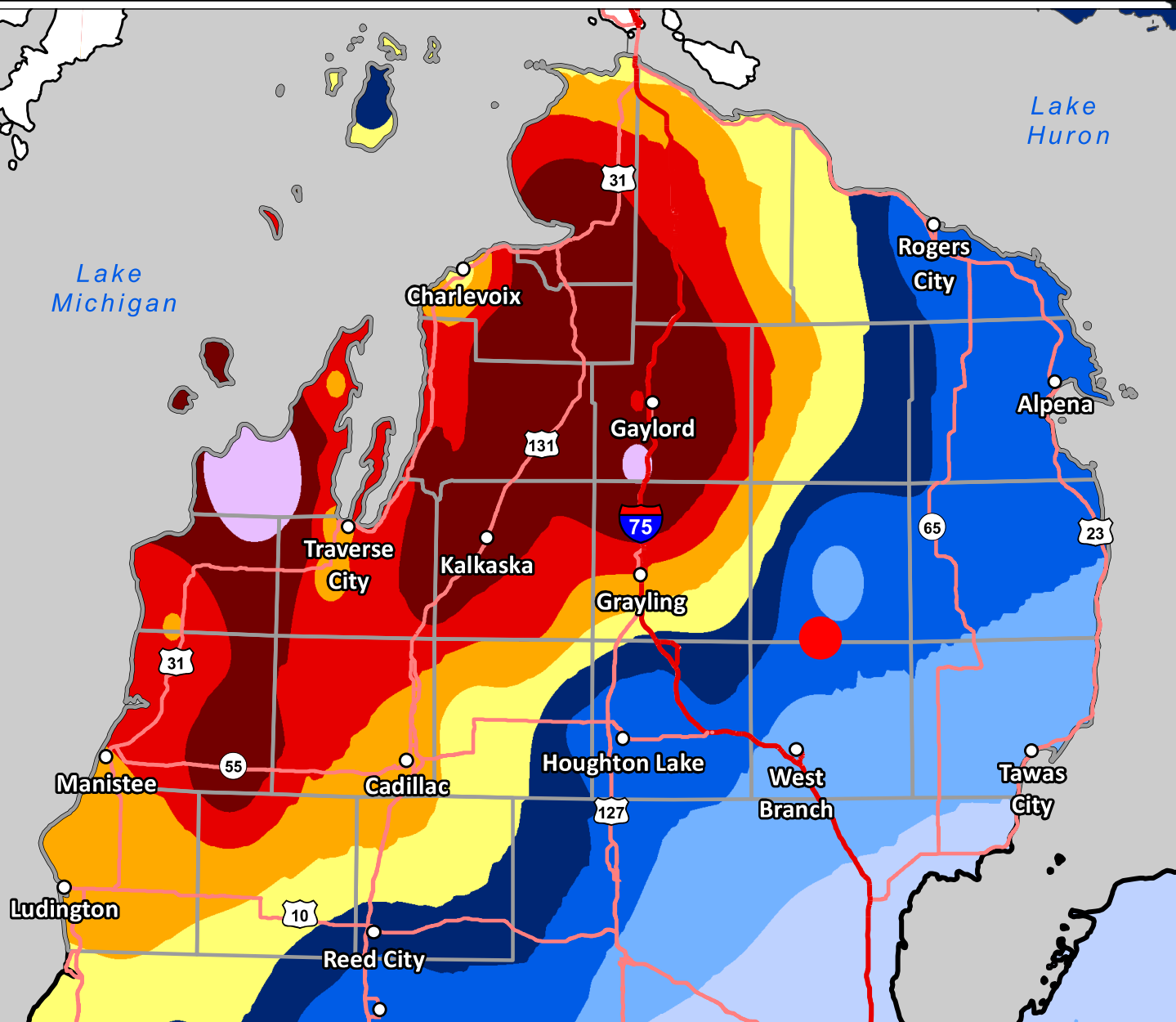
- ESS03 – M-33 @ Loon Lake
 - Morainal dome that is 200+ feet higher than surrounding plateau
 - Affected by northwest LES flow

**2009-2014
North Region
Average Annual
Snowfall**

In Inches



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Source: John Kowaleski and Evan Webb, Grand Rapids NWS

Pleasant
Miles

NWS COOP, WBAN

LAKE EFFECT SNOW SITES

- Key Criteria for Determining LES Sites
 - Experience of MDOT winter maintenance personnel
 - Routine travelers
 - Highway patrol

PRIMARY LES MONITORING TOOLS



- Cameras
 - Multiple views
 - Road surface
 - Views along highway
 - This is MDOT preferred resource
- Present weather sensor
 - Precipitation type
 - Precipitation rate
 - Visibility
 - Most effective sensor is the WIVIS sensor (equivalent to the LEDWI)
- Other support
 - Temp/RH and winds

QUESTIONS?

Thank you,
Bob Hart
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