

# TMC Monthly Operational Summary

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Bureau of Transportation Systems Management & Operations (TSMO)

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## ***NH Department of Transportation's Mission***

*Transportation excellence enhancing the quality of life in New Hampshire.*

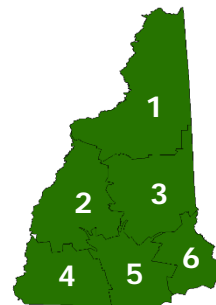
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## ***Transportation Management Center's Mission***

*The Transportation Management Center's mission is to detect, verify, and respond to incidents that affect the state transportation network. It serves to improve traffic operations, provide the public with current, accurate and useful travel and commuter information that promotes safe and efficient travel, as well as facilitates the maintenance of New Hampshire's transportation system.*

## New Hampshire Transportation Management Center Coverage Areas by District

The State of New Hampshire is divided into six Districts and the New Hampshire Turnpike System comprising of approximately 9,266 lane miles.



## Permanent ITS Equipment List

### Closed-Circuit Television (CCTV) Cameras

	2021 Total	2022 Total
CCTV cameras are used to pinpoint and monitor traffic events so that information can be disseminated quickly and accurately.	143	143

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### Dynamic Message Signs (DMS)

	2021 Total	2022 Total
DMS aid in sending messages to motorists to inform them of traffic events that may be impacting their route ahead.	57	57
<sup>1</sup> Additional DMS that TSMO uses during the winter season.	16 <sup>1</sup>	16 <sup>1</sup>
<sup>2</sup> TSMO is responsible for an additional ~20 DMS for the department.	20 <sup>2</sup>	20 <sup>2</sup>

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<sup>1</sup> Additional DMS that TSMO uses during the winter season.

<sup>2</sup> TSMO is responsible for an additional ~20 DMS for the department.



### Road Weather Information System (RWIS)

	2021 Total	2022 Total
A RWIS collects and displays data from a network of pavement and atmospheric sensors to provide site-specific weather and pavement surface condition information.	37	37

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### Variable Speed Limit Sign (VSL)

	2021 Total	2022 Total
VSL are speed limits that change based on road, traffic, and weather conditions.	23	23

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### Motor Vehicle Detection System (MVDS)

	2021 Total	2022 Total
MVDS are sensors that collect speed and volume data.	39	39

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# Summary

	Current Month	2022 Total
<b>Unplanned Incidents</b>	<b>Total Unplanned Incidents</b>	
Operators log information about each unplanned incident including date/time, location, traffic impact, and duration.	181	310

	Current Month	2022 Total
<b>Planned Incidents</b>	<b>Total Planned Incidents</b>	
Operators log information about each planned incident including date/time, location, traffic impact, and duration.	85	159

	Current Month	2022 Total
<b>Communication</b>	<b>Total Calls</b>	
Operators log all incoming and outgoing control room communications, engaging various incident responders and stakeholders.	3,863	8,100

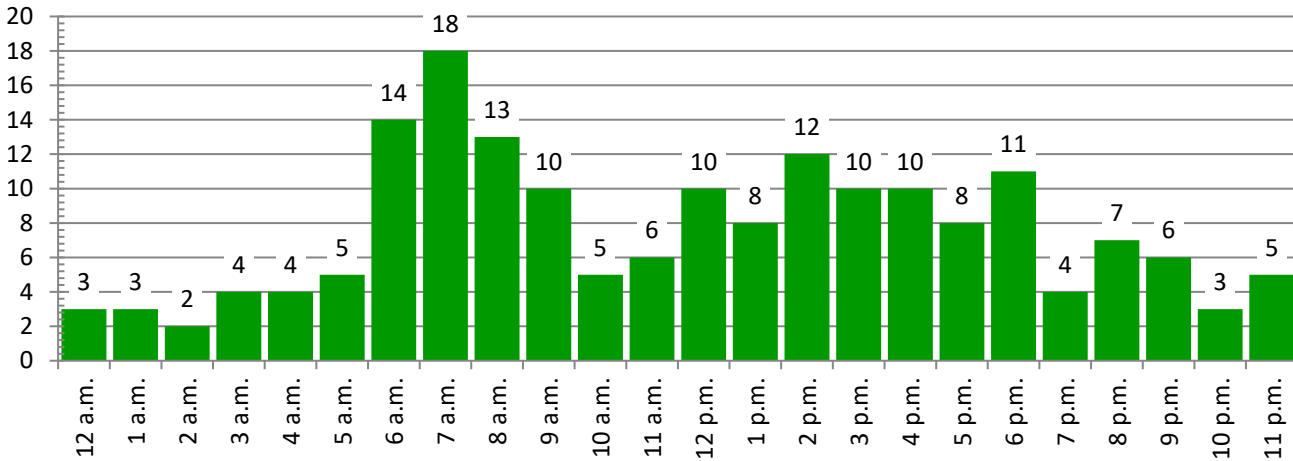
	Current Month	2022 Total
<b>Work Zones Communication</b>	<b>Total Construction Calls</b>	
Construction related activities or communication that's outside of planned incidents.	826	1,446

	Current Month	2022 Total
<b>DMS Messages</b>	<b>Total Messages</b>	
All changes to DMS are logged and reviewed.	10,932	19,418

	Current Month	2022 Total
<b>Public Outreach</b>	<b>Total NHTMC.com Webpage Users</b>	
Operators use Twitter and nhtmc.com to inform motorists about traffic events and other road related information.	1,361	2,922

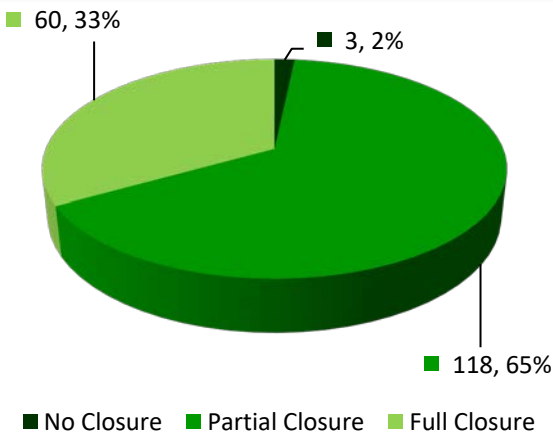
	Current Month	2022 Total
<b>Storm Desk Activations</b>	<b>Total Storm Desk Activations</b>	
The TSMO Storm Desk is activated during storm events. The Storm Desk is utilized as a single point of contact to stakeholders.	2	6

# Unplanned Incidents



Increased staffing within the TMC is necessary during normal business hours to better facilitate daily operations while also managing unplanned incidents. Incidents are tracked by the time at which the operators are notified of the start of the event.

## Current Month - Incidents by Type



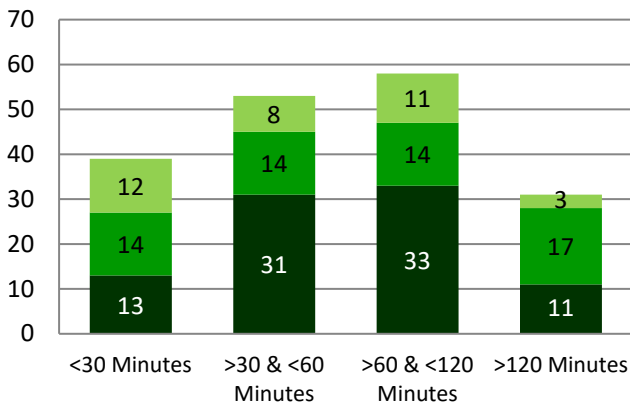
This graph shows the type of incident totals for the month.

### Types of Incidents:

- No Closure:** No lane closures occurred during the incident.
- Partial Closure:** Only a part of the roadway was closed.
- Full Closure:** All lanes were closed during the incident.

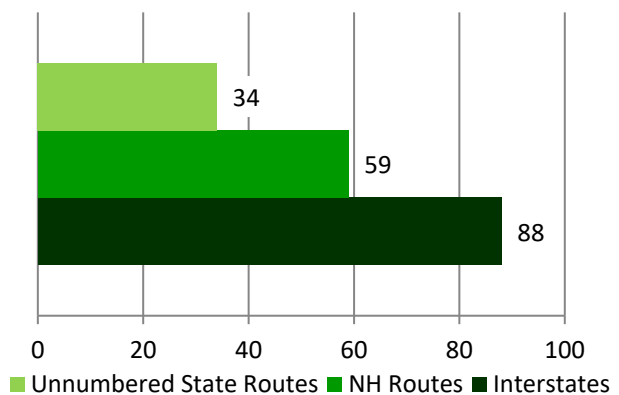
## Current Month - Incident Duration

This graph shows the duration history of incidents.

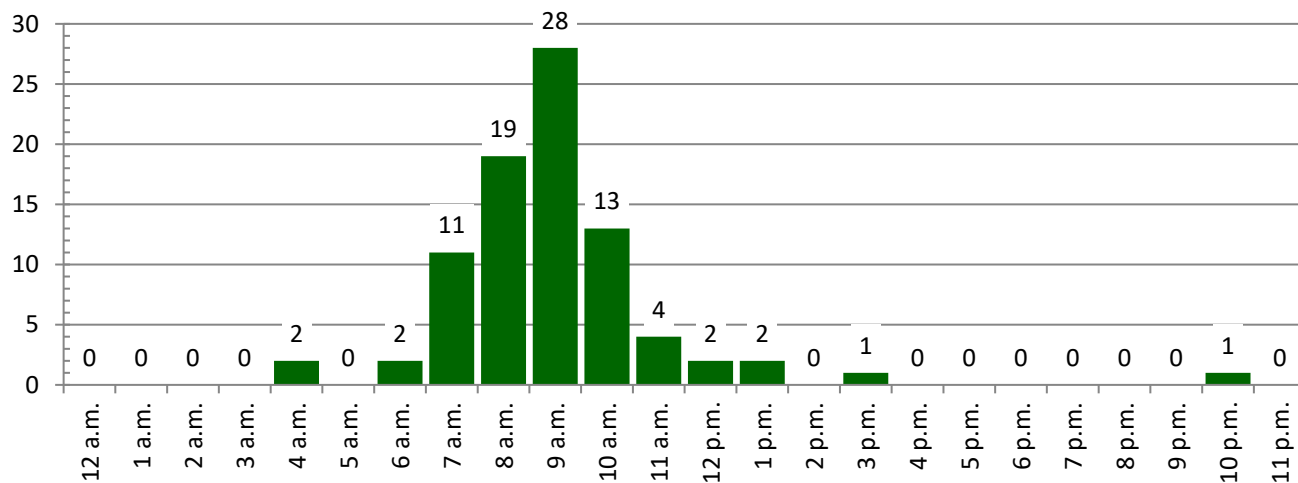


## Current Month - Incident by Road

This graph shows which type of roadway the incidents occurred on.

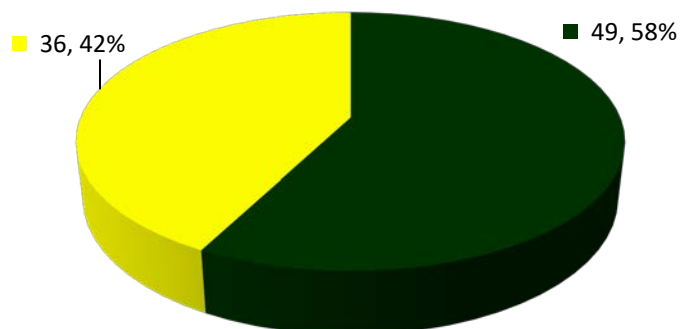


# Planned Events



Additional staffing within the TMC is necessary during peak hours to meet the demands of daily planned operations. Planned Events are tracked by the time at which the operators are notified of the start of the event.

## Current Month - Incidents by Type



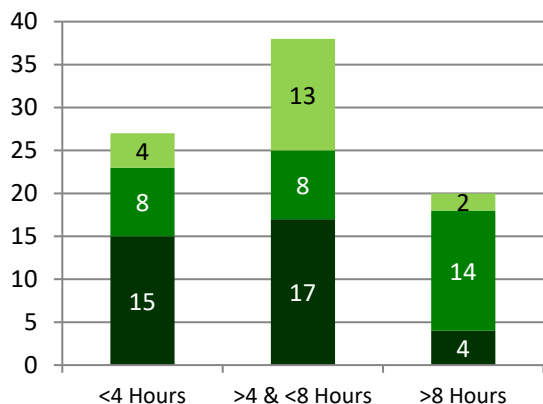
This graph shows the type of incident totals for the month.

Planned Events that impact the roadway, shoulder, or a ramp include events such as construction, bridge maintenance, or road maintenance. Each type could result in a partial closure or full closure.

- Construction (Partial Closure)
- Construction (Full Closure)
- Bridge Maintenance (Partial Closure)
- Bridge Maintenance (Full Closure)
- Road Maintenance (Partial Closure)
- Road Maintenance (Full Closure)
- Other

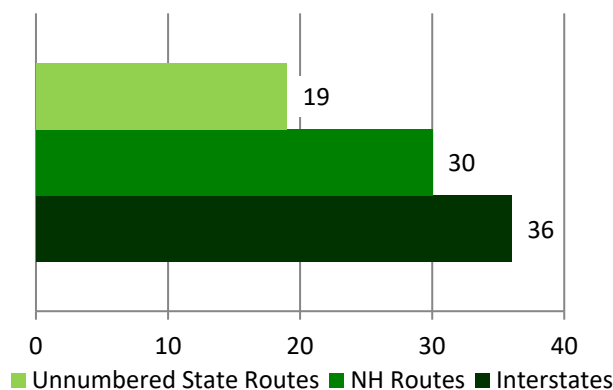
## Current Month - Incident Duration

This graph shows the duration history of incidents.



## Current Month - Incident by Road

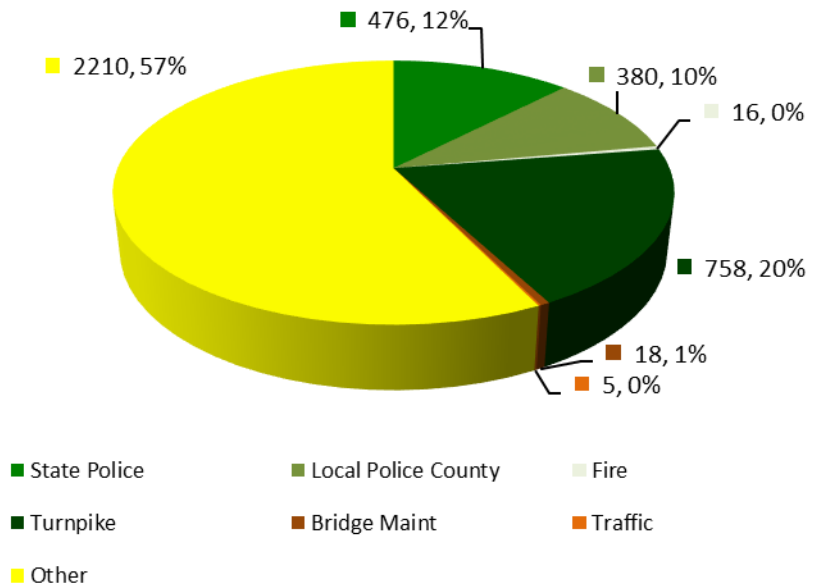
This graph shows which type of roadway the incidents occurred on.



# Communication

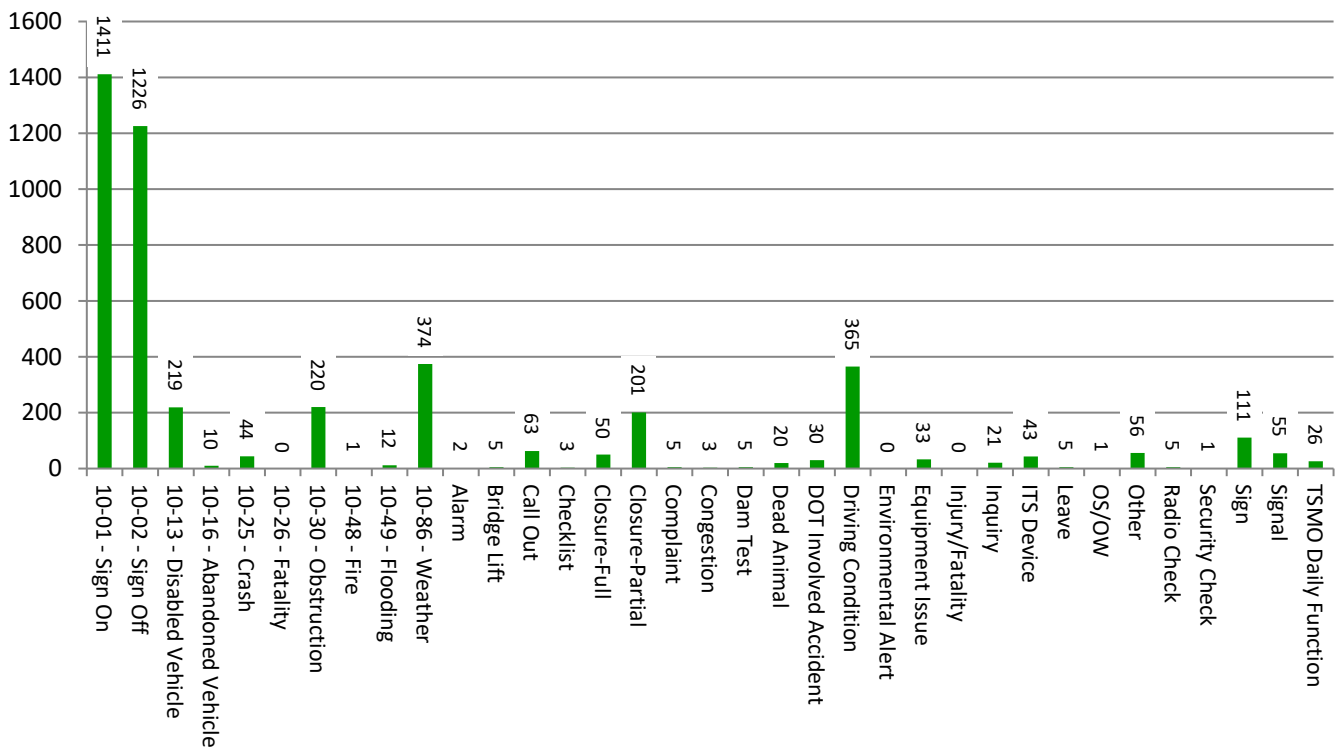
## Current Month - Calls by Type

Dispatchers receive different types of calls throughout the day. They log the type of call and review this information monthly.



## Log Entries by Type

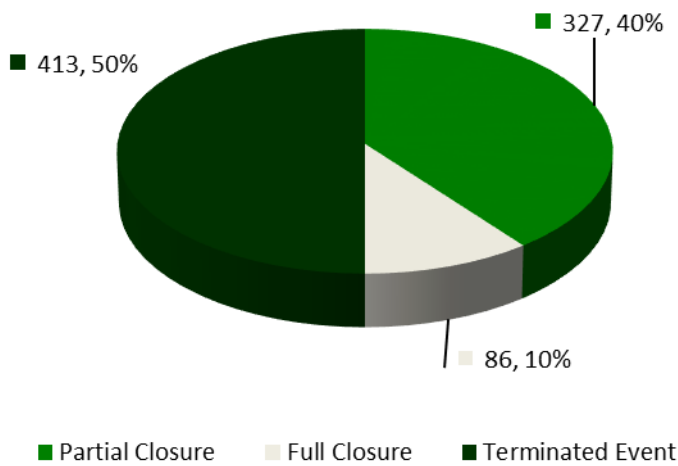
This graph shows the amount of log entries by type that TMC Operators have entered into the Compass ATMS for the current month.



# Work Zone Communication

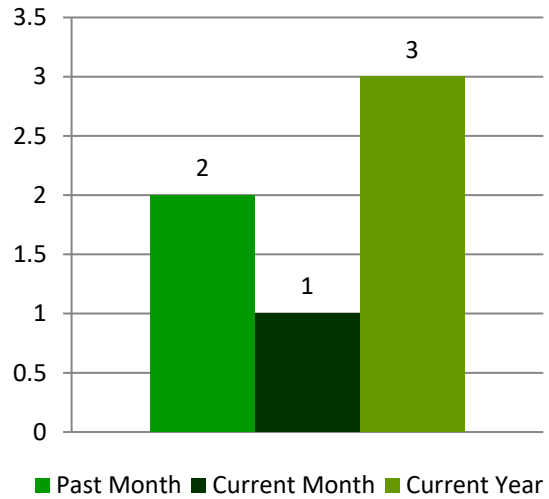
## Current Month – Construction Calls

This graph shows the different types of construction related calls that dispatchers received.

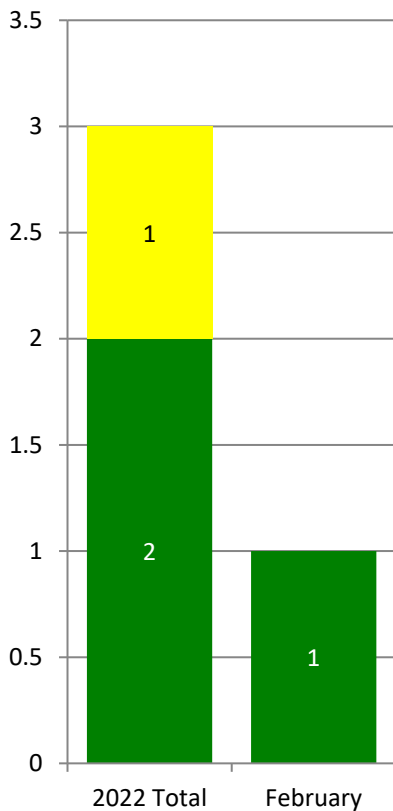


## Incidents Occurring in Work Zones

This graph shows the total number of incidents reported on Work Zone Crash Reports from the Bureau of Construction.

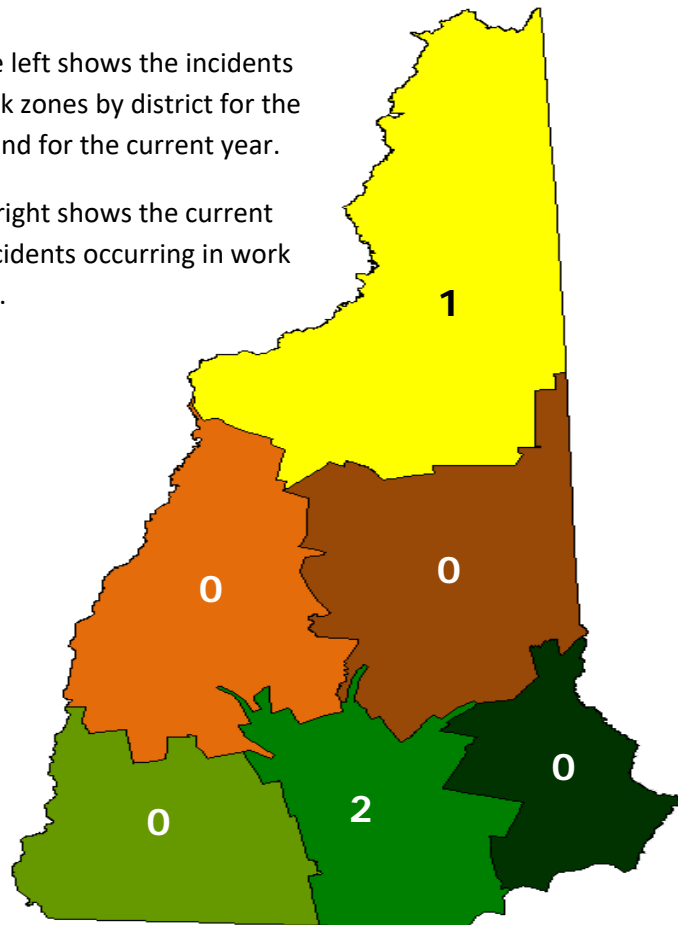


## Incidents Occurring in Work Zones by Location



The graph to the left shows the incidents occurring in work zones by district for the current month and for the current year.

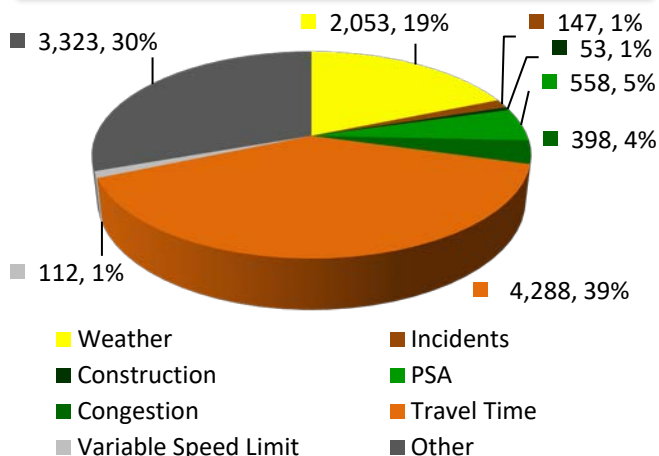
The map to the right shows the current year total for incidents occurring in work zones by district.



■ District 6 
 ■ District 5 
 ■ District 4 
 ■ District 3 
 ■ District 2 
 ■ District 1

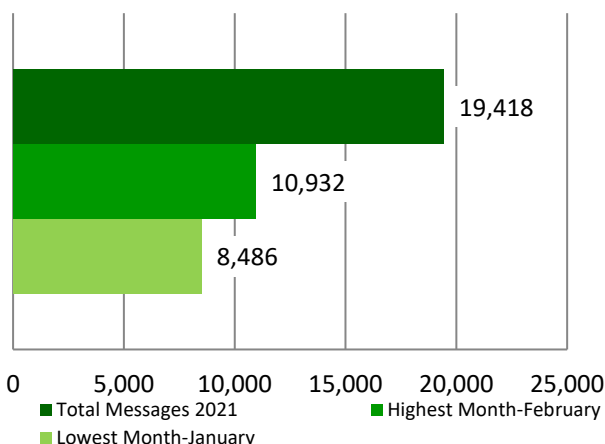
# DMS Messages

## Current Month - Messages by Type



This graph shows the type of message that were relayed to the public by being displayed on the DMS.

## Total Messages - 2022



This graph shows the total messages that were posted to DMS for the year so far.

## Current Month - Total Messages Posted by Board

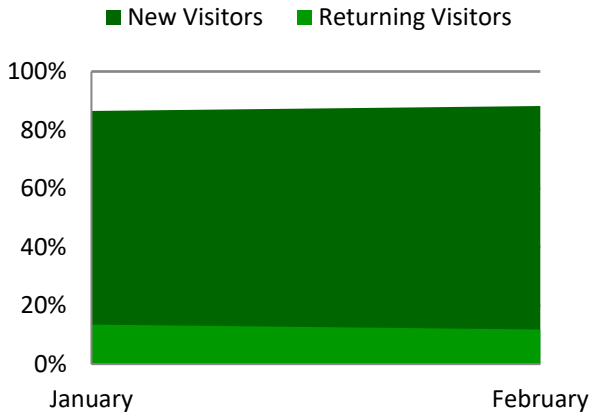
101 E 52.8 FSV5	67	93 NM 2.35 VSL D 5	9	95N 3.0 FSDT	237
101E 102 PSP5	28	93 NM 3.8 VSL D5	9	95S 15.4 FSDT	143
101E 114.8 FSV6	153	93 NM 6.6 VSL D5	11	95S 3.4 FSPT	67
101W 102.6 FSV5	58	93 S 2.2 VSL D 5	10	95S 7.6 FSDT	145
101W 115 PSP5	32	93 S 22.6 PSVT - SWZ - M06	82	FEE N 1.2 FSVT	67
101W 128 PSV6	48	93 S 23.3 PSVT - SWZ - M05	65	FEE N 16.2 PSVT	64
16N 35.0 PSV3	25	93 S 25.1 PSVT - SWZ - M04	57	FEE N 18.8 FSVT	47
16S 75.4 FSV3	25	93 S 25.6 PSVT - SWZ - M03	53	FEE N 5.2 PSVT	68
293N 8.8 FSPT	385	93 S 26.4 PSVT - SWZ - M02	109	FEE S 17.8 PSVT	62
293S 1.4 FSD5	104	93 S 27.4 PSVT - SWZ - M01	42	FEE S 3.8 FSDT	56
293S 4.8 FSDT	60	93 S 31.9 PSVT - SWZ - M07	179	ST N 1.0 FSAT	244
393 W 1.9 PSV5	24	93 S 5.2 VSL D5	9	ST N 19.2 PSVT	65
4 W 98.9 FSS6	19	93 S EX 9 On-Ramp - SWZ - M09	27	ST N 4.4 FSST	70
4E 92.4 FSS6	22	93 SM 2.2 VSL D 5	10	ST S 24.4 FSVT	167
4E 98 FSA6	42	93 SM 5.2 VSL D5	9	ST S 3.4 FSDT	959
89 N 56.8 PSV2 - SWZ - M01	72	93N 16.0 VSL D5	8	ST S 34.4 PSVT	57
89 N 57.2 PSV2 - SWZ - M02	52	93N 16.0 VSL D5 Median	8	ST S 7.8 FSAT	1,066
89 N 59.8 PSV2 - SWZ - M03	68	93N 23.4 FSD5	449	WA W 0.5 FSST	27
89 S 58.7 PSV2 - SWV - M07	47	93N 32.9 FSST	51		
89 S VT 0.9 PSV VT - SWZ - M05	96	93N 36.2 FSVT	65		
89N 1.8 FSV5	104	93N 43.8 PSP5	26		
89N 18.4 FSS5	54	93N 57.6 FSS3	50		
89N 28.8 PSV2	16	93N 76.4 FSV3	47		
89N 35.5 FSV2	51	93N 82.6 FSV3	49		
89N 43.8 PSV2	39	93N 99.6 FSA3	60		
89N 49.0 PSV2	14	93S 117.6 FSA1	30		
89N 54.9 FSS2	31	93S 122.2 FSV1	37		
89S 10.8 FSV5	51	93S 23.4 FSD5	193		
89S 3.4 FSV5	468	93S 27.8 FSDT	239		
89S 31.4 PSP5	17	93S 32.4 FSVT	58		
89S 42.6 PSV2	17	93S 36.5 FSST	34		
89S 55.0 PSV2	40	93S 39.0 FSV5	105		
89S 57.7 FSS2	30	93S 43.3 PSV5	30		
91 N VT 69.1 PSV VT - SWZ - M06	250	93S 48.0 FSV5	64		
91 S VT 70.6 PSV VT - SWZ - M04	240	93S 57.6 PSP5	25		
93 N 0.5 FSDT	165	93S 68.8 FSV3	53		
93 N 2.35 VSL D 5	9	93S 7.2 FSD5	173		
93 N 3.8 VSL D5	9	93S 85.4 FSV3	48		
93 N 6.6 VSL D5	11	95N 0.4 FSVT	241		
93 N 7.5 FSD5	167	95N 13.0 FSVT	72		
93 N EX 9 On-Ramp - SWZ - M08	19	95N 14.8 FSDT	85		



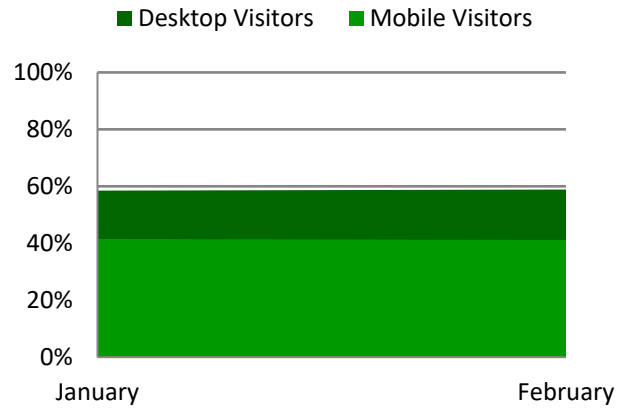
# Public Outreach

## 1,361 Users (Current Month) - NHTMC Website (www.nhtmc.com)

### New/Returning Visitors



### Desktop/Mobile Visitors



This graph shows the ratio of new/ returning users that visited the NHTMC website. A new visitor is a user accessing the website for the first time. A returning visitor is a user who has accessed the website earlier.

This graph shows the ratio of desktop/mobile visitors that accessed the NHTMC website.



42,879 Total Twitter Followers

