TMC Monthly Operational Summary



Bureau of Transportation Systems Management & Operations (TSMO)

NH Department of Transportation's Mission

Transportation excellence enhancing the quality of life in New Hampshire.

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	144	
Dynamic Message Signs (DMS)			
DMS aid in sending messages to motorists	57	57	
to inform them of traffic events that may	16 ¹	16 ¹	NH DEPT OF TRANSPORTATION SIGN TEST TODAY
be impacting their route ahead. ¹ Additional DMS that TSMO uses during the winter season. ² TSMO is responsible for an additional ~20 DMS for the department.	20 ²	20 ²	
Road Weather Information System (RWIS)			
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	38	
Variable Speed Limit Sign (VSL)			
VSL are speed limits that change based on road, traffic, and weather conditions.	23	21	SPEED

Motor Vehicle Detection System (MVDS)

MVDS are sensors that collect speed and 39 39 volume data.

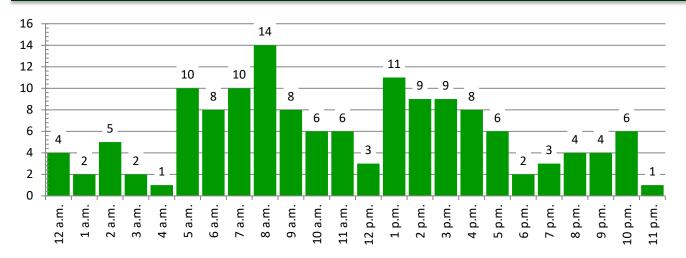




Summary

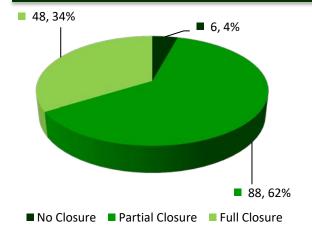
	Current Month	2022 Total		
Unplanned Incidents	Total Unplann	ed Incidents		
Operators log information about each unplanned incident including date/time, location, traffic impact, and duration.	142	584		
Planned Incidents	Total Planned Incidents			
Operators log information about each planned incident including date/time, location, traffic impact, and duration.	353	653		
Communication	Total Calls			
Operators log all incoming and outgoing control room communications, engaging various incident responders and stakeholders.	3,877	15,823		
Work Zones Communication	Total Constru	uction Calls		
Construction related activities or communication that's outside of planned incidents.	1,634	3,992		
DMS Messages	Total Messages			
All changes to DMS are logged and reviewed.	11,783	41,405		
Public Outreach	Total NHTMC.com Webpage Users			
Operators use Twitter and nhtmc.com to inform motorists about traffic events and other road related information.	933	5,035		
Storm Desk Activations	Total Storm Desk Activations			
The TSMO Storm Desk is activated during storm events. The Storm Desk is utilized as a single point of contact to stakeholders.	1	7		

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



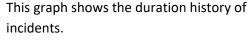
This graph shows the type of incident totals for the month.

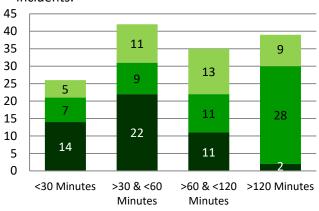
Types of Incidents:

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.

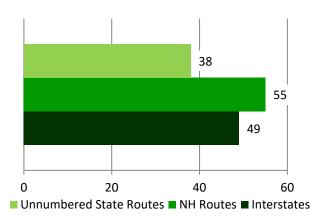
Current Month - Incident Duration

Current Month - Incident by Road

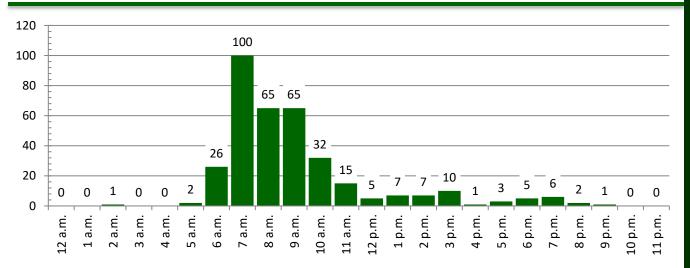




This graph shows which type of roadway the incidents occurred on.

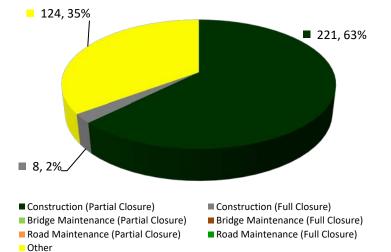


Planned Events



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



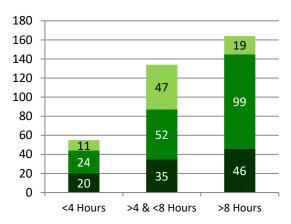
This graph shows the type of incident totals for the month.

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.

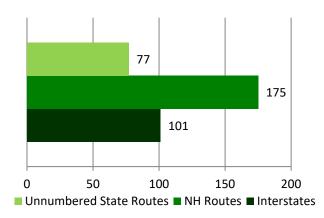
Current Month - Incident Duration

Current Month - Incident by Road

This graph shows the duration history of incidents.



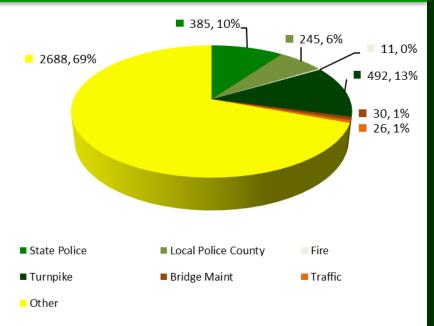
This graph shows which type of roadway the incidents occurred on.



Communication

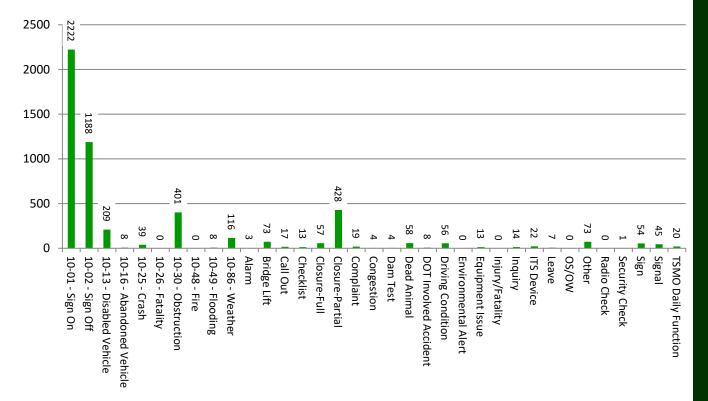
Current Month - Calls by Type

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



Log Entries by Type

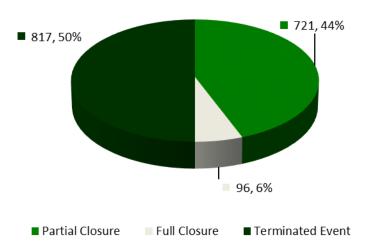
This graph shows the amount of log entries by type that TMC Operators have entered into the Compass ATMS for the current month.



Work Zone Communication

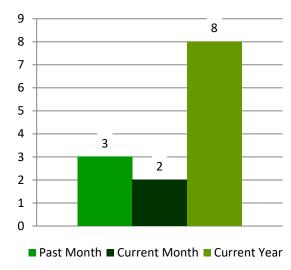
Current Month – Construction Calls

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

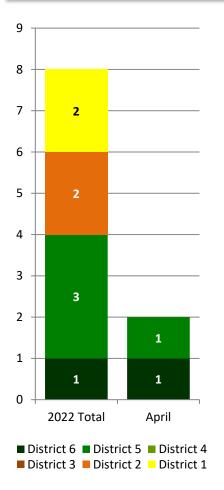


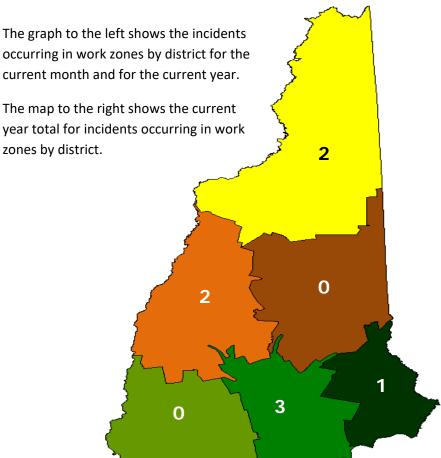
Incidents Occurring in Work Zones

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





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DMS Messages

■ Variable Speed Limit

Current Month - Messages by Type 175, 1% 104, 1% 145, 1% 558, 5% 2,663, 23% 249, 2% 312, 3% 7,577, 64% Weather Incidents Construction PSA Congestion Travel Time

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

Total Messages - 2022 41,405 11,783 8,486 0 10,000 20,000 30,000 40,000 50,000 Total Messages 2021 Highest Month-April Lowest Month-January

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

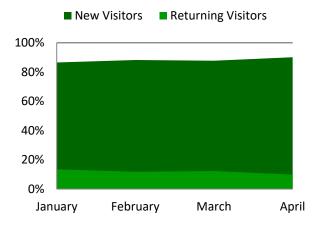
Current Month - Total Messages Posted by Board

■ Other

DIL EQ 2.8 FSVS 24 93 NM 2.35 VSL D 5 12 93 S. 7.2 FSDS 138						
DITE LILA, REVGE 99	101 E 52.8 FSV5	24	93 NM 2.35 VSL D 5	12	93S 7.2 FSD5	138
101W 102.6 FSVS	101E 102 PSP5	1	93 NM 3.8 VSL D5	14	93S 85.4 FSV3	28
101W 115 PSP5	101E 114.8 FSV6	208	93 NM 6.6 VSL D5	12	95N 0.4 FSVT	135
101W 128 PSV6 29 93 S 2.2 VSL D 5 12 95N 3.0 FSDT 129	101W 102.6 FSV5	9	93 S 10.7 VSL SE 5	17	95N 13.0 FSVT	40
293 S 4.7 PSWC - SWZ - M02 13 93 S 22.6 PSVT - SWZ - M05 16 95S 15.4 FSDT 17 293 S 5.2 PSWC - SWZ - M01 15 93 S 23.3 PSVT - SWZ - M05 42 95S 3.6 FSDT 13 293 S 8.8 FSDT 326 93 S 25.5 PSVT - SWZ - M03 4 FEE N 1.2 FSVT 22 293S 4.8 FSDT 22 93 S 26.4 PSVT - SWZ - M03 4 FEE N 1.2 FSVT 22 293S 4.8 FSDT 22 93 S 2.6 PSVT - SWZ - M01 24 FEE N 1.2 FSVT 9 4 W 98.9 FSS6 5 93 S 31.9 PSVT - SWZ - M01 24 FEE S 17.8 PSVT 9 4 W 98.9 FSS6 5 93 S 31.9 PSVT - SWZ - M07 59 FEE S 17.8 PSVT 9 4 E 92.4 FSS6 9 93 S S 2.2 VSL D5 12 FEE S 3.8 FSDT 21 4 E 93.6 FSS6 9 93 S M 1.9 FSVT - SWZ - M07 59 FEE S 17.8 PSVT 9 4 E 92.4 FSS6 9 93 S M 1.9 SVT - SWZ - M07 59 FEE S 3.6 FSPT 14 8 9 N 5.2 PSVZ - SWZ - M03 16 93 S M 1.8 SVS LSE 5 7 ST N 1.0 FSPST - SWZ - M03	101W 115 PSP5	1	93 S 17.8 VSL SE 5	46	95N 14.8 FSDT	19
293 S. 5.2 PSWC - SWZ - M01	101W 128 PSV6	29	93 S 2.2 VSL D 5	12	95N 3.0 FSDT	129
293N 8.8 FSPT 326 93 S 25.1 PSVT - SWZ - M03 4 FEE N 1.2 FSVT 22 293S 1.4 FSD5 34 93 S 25.6 PSVT - SWZ - M03 4 FEE N 1.2 FSVT 3 293S 1.4 FSD5 22 93 S 26.4 PSVT - SWZ - M01 24 FEE N 16.2 PSVT 9 393 W 1.9 PSV5 7 93 S 27.4 PSVT - SWZ - M01 24 FEE N 5.2 PSVT 9 4 W 98.9 FSS6 5 93 S 51.2 VSL D5 12 FEE S 3.8 FSDT 21 4 E 92.4 FSS6 9 93 S 5.2 VSL D5 12 FEE S 3.8 FSDT 21 4 E 98 FSA6 16 93 SM 10.7 VSL SE 5 5 FEE S 8.6 FSPT 14 89 N 57.2 PSV2 - SWZ - M01 28 93 SM 12.8 VSL D5 12 ST N 16.2 PSVT - SWZ - M06 297 89 N 57.2 PSV2 - SWZ - M03 16 93 SW 5.2 VSL D5 12 ST N 16.7 PSVT - SWZ - M05 301 89 S SXT PSV2 - SWZ - M03 16 93 SW 5.2 VSL D5 12 ST N 16.7 PSVT - SWZ - M05 301 89 S SXT PSV2 - SWZ - M03 16 93 SW 10.0 VSL D5 Median 13 ST N 19.2 PSVT - SWZ - M01	293 S 4.7 PSWC - SWZ - M02	13	93 S 22.6 PSVT - SWZ - M06	16	95S 15.4 FSDT	158
2935 1.4 FSD5 34 93 S 25.6 PSVT - SWZ - M03 4 FEE N 1.2 FSVT 22 2935 4.8 FSDT 22 93 S 26.4 PSVT - SWZ - M01 24 FEE N 16.2 PSVT 3 393 W 1.9 PSVS 7 93 S 27.4 PSVT - SWZ - M07 59 FEE S 17.8 PSVT 9 4 W 98.9 FSS6 5 93 S 31.9 PSVT - SWZ - M07 59 FEE S 18.8 FSDT 21 4E 98 FSA6 16 93 SM 10.7 VSL SE 5 5 FEE S 3.8 FSDT 21 89 N 52.6 SPSV2 - SWZ - M01 28 93 SM 17.8 VSL SE 5 7 ST N 1.0 FSAT 27 89 N 57.2 PSVZ - SWZ - M02 15 93 SM 2.2 VSL D5 12 ST N 16.2 PSVT - SWZ - M06 297 89 N 59.8 PSVZ - SWZ - M03 16 93 SM 52.2 VSL D5 12 ST N 16.2 PSVT - SWZ - M06 297 89 N 59.8 PSVZ - SWZ - M03 16 93 SM 52.2 VSL D5 12 ST N 16.2 PSVT - SWZ - M06 297 89 N 59.8 PSVZ - SWZ - M03 16 93 SM 52.2 VSL D5 12 ST N 16.2 PSVT - SWZ - M06 301 89 S 3.4 PSVZ - SWZ - M07 4 93N 16.0 VSL D5 Median 1	293 S 5.2 PSWC - SWZ - M01	15	93 S 23.3 PSVT - SWZ - M05	42	95S 3.4 FSPT	17
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393 W 1.9 PSV5	293S 1.4 FSD5	34	93 S 25.6 PSVT - SWZ - M03	4	FEE N 1.2 FSVT	22
4 W 98.9 FSS6	293S 4.8 FSDT	22	93 S 26.4 PSVT - SWZ - M02	24	FEE N 16.2 PSVT	3
4E 92.4 FSS6 9 93 S 5.2 VSL D5 12 FEE S 3.8 FSDT 21 4E 98 FSA6 16 93 SM 10.7 VSL SE 5 5 FEE S 8.6 FSPT 14 89 N 56.8 PSV2 - SWZ - M01 28 93 SM 17.8 VSL SE 5 7 ST N 1.0 FSAT 271 89 N 57.2 PSV2 - SWZ - M02 15 93 SM 2.2 VSL D5 12 ST N 16.7 PSVT - SWZ - M06 297 89 N 58.7 PSV2 - SWY - M03 16 93 SM 5.2 VSL D5 12 ST N 16.7 PSVT - SWZ - M05 301 89 S 58.7 PSV2 - SWY - M07 4 93N 16.0 VSL D5 Median 13 ST N 19.2 PSVT 5WZ - M05 31 89 S VT - SWZ - M05 14 93N 16.0 VSL D5 Median 13 ST N 4.3 PSVT - SWZ - M01 310 89N 18.8 FSV5 16 93N 23.4 FSD5 373 ST N 4.4 FSST 20 89N 18.4 FSS5 28 93N 32.9 FSST 22 ST N 5.0 PSVT - SWZ - M02 154 89N 34.8 PSV2 18 93N 36.2 FSVT 34 ST S 19.25 PSVT - SWZ - M02 154 89N 49.0 PSV2 1 93N 76.4 FSV3 37 ST 5.4 FSVT </td <td>393 W 1.9 PSV5</td> <td>7</td> <td>93 S 27.4 PSVT - SWZ - M01</td> <td>24</td> <td>FEE N 5.2 PSVT</td> <td>9</td>	393 W 1.9 PSV5	7	93 S 27.4 PSVT - SWZ - M01	24	FEE N 5.2 PSVT	9
## 89 R SA6	4 W 98.9 FSS6	5	93 S 31.9 PSVT - SWZ - M07	59	FEE S 17.8 PSVT	9
89 N 56.8 PSV2 - SWZ - M01 28 93 SM 17.8 VSL SE 5 7 ST N 1.0 FSAT 271 89 N 57.2 PSV2 - SWZ - M02 15 93 SM 2.2 VSL D 5 12 ST N 16.2 PSVT - SWZ - M06 297 89 N 59.8 PSV2 - SWZ - M03 16 93 SM 5.2 VSL D5 12 ST N 16.7 PSVT - SWZ - M05 301 89 S SR 7 PSV2 - SWY - M07 4 93N 16.0 VSL D5 13 ST N 19.2 PSVT 12 89 S VT 0.9 PSV VT - SWZ - M05 14 93N 16.0 VSL D5 Median 13 ST N 4.3 PSVT - SWZ - M01 310 89N 18.4 FSS5 28 93N 23.9 FSST 22 ST N 5.0 PSVT - SWZ - M02 154 89N 43.5 FSV2 18 93N 36.2 FSVT 34 ST 5 18.25 PSVT - SWZ - M02 154 89N 43.8 PSV2 2 93N 43.8 PSP5 15 ST 5 19.25 PSVT - SWZ - M07 56 89N 43.8 PSV2 1 93N 76.6 FSS3 26 ST 5 24.4 FSVT 22 89N 49.0 PSV2 1 93N 82.6 FSV3 37 ST 5 3.4 FSDT 2,650 89S 10.8 FSV5 16 93N 82.6 FSV3 20 ST 5 34.4 PSVT 12 89S 3.4 FSV5 30 93N 99.6 FSA3 22	4E 92.4 FSS6	9	93 S 5.2 VSL D5	12	FEE S 3.8 FSDT	21
89 N 57.2 PSV2 - SWZ - M02 15 93 SM 2.2 VSL D 5 12 ST N 16.2 PSVT - SWZ - M06 297 89 N 59.8 PSV2 - SWZ - M03 16 93 SM 5.2 VSL D 5 12 ST N 16.7 PSVT - SWZ - M05 301 89 S 58.7 PSV2 - SWV - M07 4 93N 16.0 VSL D 5 13 ST N 19.2 PSVT 12 89 S VT 0.9 PSV VT - SWZ - M05 14 93N 16.0 VSL D 5 Median 13 ST N 4.3 PSVT - SWZ - M01 310 89N 1.8 FSV5 16 93N 23.4 FSD5 373 ST N 4.4 FSST 20 89N 18.4 FSS5 28 93N 32.9 FSST 22 ST N 5.0 PSVT - SWZ - M02 154 89N 35.5 FSV2 18 93N 36.2 FSVT 34 ST S 18.25 PSVT - SWZ - M02 154 89N 35.5 FSV2 2 93N 43.8 PSP5 15 ST S 19.25 PSVT - SWZ - M08 59 89N 49.0 PSV2 1 93N 57.6 FSS3 26 ST S 24.4 FSVT 223 89N 54.9 FSSZ 9 9 93N 76.4 FSV3 37 ST S 3.4 FSDT 2,650 89S 3.4 FSV5 16 93N 82.6 FSV3 20 ST S 34.4 PSVT 12 223 89N 54.9 FSSZ 9 9 93N 76.4 FSV3 20 ST S 34.4 PSVT 12 89S 3.4 FSV5 300 93N 99.6 FSA3 22 ST S 6.6 PSVT - SWZ - M03 711 89S 31.4 PSP5 2 93S 117.6 FSA1 11 ST S 6.9 PSVT - SWZ - M04 65 89S 42.6 PSV2 1 93S 14.4 VSL D 5 Median 17 91 N VT 69.1 PSV VT - SWZ - M06 11 93S 23.4 FSDT 551 93S 30.4 FSDT 551 93S 30.5 FSST 10 93N 0.5 FSDT 141 93S 24.4 FSDT 551 93S 30.6 FSV5 32 93S 31.4 VSL D 5 198 91 S VT 70.6 PSV VT - SWZ - M06 11 93S 23.4 FSDT 551 93S 30.5 FSST 10 93N 0.5 FSDT 141 93S 32.4 FSDT 551 93S 30.6 FSV5 32 93S 31.4 VSL D 5 198 91 S VT 70.6 PSV VT - SWZ - M06 11 93S 24.4 FSDT 551 93S 30.5 FSST 10 93N 0.5 FSDT 141 93S 32.4 FSDT 551 93S 30.6 FSST 10 93N 0.5 FSDT 141 93S 32.4 FSDT 551 93S 30.6 FSST 10 93N 0.5 FSDT 141 93S 32.4 FSDT 551 93S 30.6 FSST 10 93N 0.5 FSDT 141 93S 32.4 FSDT 551 93S 30.6 FSST 10 93N 0.5 FSDT 141 93S 32.4 FSDT 551 93S 30.6 FSST 10 93N 0.5 FSDT 141 93S 32.4 FSDT 551 93S 30.6 FSST 10 93N 0.5 FSDT 141 93S 32.4 FSDT 551 93S 30.6 FSST 10 93N 0.5 FSDT 141 93S 32.4 FSDT 15 93S 30.6 FSST 10 93N 0.5 FSDT 141 93S 32.4 FSDT 15 93S 30.6 FSST 10 93N 0.5 FSDT 141 93S 32.4 FSDT 141 93S 32.4 FSDT 141 93S 32.4 FSDT 141 93S 32.4 FSDT 15 93S 30.6 FSST 10 93N 0.5 FSDT 141 93S 32.4 FSDT 141 93S 32	4E 98 FSA6	16	93 SM 10.7 VSL SE 5		FEE S 8.6 FSPT	14
89 N 59.8 PSV2 - SWZ - M03	89 N 56.8 PSV2 - SWZ - M01	28	93 SM 17.8 VSL SE 5	7	ST N 1.0 FSAT	271
89 S 58.7 PSV2 - SWV - MO7	89 N 57.2 PSV2 - SWZ - M02	15	93 SM 2.2 VSL D 5	12	ST N 16.2 PSVT - SWZ - M06	297
89 S VT 0.9 PSV VT - SWZ - M05 14 93N 16.0 VSL D5 Median 13 ST N 4.3 PSVT - SWZ - M01 310 89N 1.8 FSV5 16 93N 23.4 FSD5 373 ST N 4.4 FSST 20 89N 18.4 FSS5 28 93N 32.9 FSST 22 ST N 5.0 PSVT - SWZ - M02 154 89N 35.5 FSV2 18 93N 36.2 FSVT 34 ST S 18.25 PSVT - SWZ - M07 56 89N 43.8 PSV2 2 93N 43.8 PSP5 15 ST S 19.25 PSVT - SWZ - M08 59 89N 49.0 PSV2 1 93N 57.6 FSS3 26 ST S 24.4 FSVT 223 89N 54.9 FSS2 9 93N 76.4 FSV3 37 ST S 3.4 FSDT 2,650 89S 10.8 FSV5 16 93N 82.6 FSV3 20 ST S 34.4 PSVT 12 89S 3.4 FSV5 300 93N 99.6 FSA3 22 ST S 6.9 PSVT - SWZ - M03 711 89S 31.4 PSP5 2 93S 117.6 FSA1 11 ST S 6.9 PSVT - SWZ - M04 65 89S 42.6 PSV2 1 93S 12.2 FSV1 8 ST S 7.8 FSAT 2,308 89S 55.0 PSV2 6 93S 14.4 VSL D5 15 WA W 0.5 FSST 6 <	89 N 59.8 PSV2 - SWZ - M03	16	93 SM 5.2 VSL D5	12	ST N 16.7 PSVT - SWZ - M05	301
89N 1.8 FSV5 16 93N 23.4 FSD5 373 ST N 4.4 FSST 20 89N 18.4 FSS5 28 93N 32.9 FSST 22 ST N 5.0 PSVT - SWZ - M02 154 89N 35.5 FSV2 18 93N 36.2 FSVT 34 ST S 18.25 PSVT - SWZ - M07 56 89N 43.8 PSV2 2 93N 43.8 PSP5 15 ST S 19.25 PSVT - SWZ - M08 59 89N 49.0 PSV2 1 93N 57.6 FSS3 26 ST S 24.4 FSVT 22 89N 54.9 FSS2 9 93N 76.4 FSV3 37 ST S 3.4 FSDT 2,650 89S 10.8 FSV5 16 93N 82.6 FSV3 20 ST S 34.4 PSVT 12 89S 3.4 FSV5 300 93N 99.6 FSA3 22 ST S 6.6 PSVT - SWZ - M03 711 89S 31.4 PSP5 2 93S 117.6 FSA1 11 ST S 6.9 PSVT - SWZ - M04 65 89S 42.6 PSV2 1 93S 122.2 FSV1 8 ST S 7.8 FSAT 2,308 89S 57.7 FSS2 27 93S 14.4 VSL D5 15 WA W 0.5 FSST 6 91 N VT 69.1 PSV VT - SWZ - M06 11 93S 23.4 FSD5 198 91S VT 70.6 PSV VT - SWZ - M04 11 93S 23.	89 S 58.7 PSV2 - SWV - M07	4	93N 16.0 VSL D5	13	ST N 19.2 PSVT	12
89N 18.4 FSS5 28 93N 32.9 FSST 22 ST N 5.0 PSVT - SWZ - M02 154 89N 35.5 FSV2 18 93N 36.2 FSVT 34 ST S 18.25 PSVT - SWZ - M07 56 89N 43.8 PSV2 2 93N 43.8 PSP5 15 ST S 19.25 PSVT - SWZ - M08 59 89N 49.0 PSV2 1 93N 57.6 FSS3 26 ST S 24.4 FSVT 223 89N 54.9 FSS2 9 93N 76.4 FSV3 37 ST S 34.4 FSDT 2,650 89S 10.8 FSV5 16 93N 82.6 FSV3 20 ST S 34.4 PSVT 12 89S 3.4 FSV5 300 93N 99.6 FSA3 22 ST S 6.6 PSVT - SWZ - M03 711 89S 31.4 PSP5 2 93S 117.6 FSA1 11 ST S 6.9 PSVT - SWZ - M04 65 89S 42.6 PSV2 1 93S 12.2 FSV1 8 ST S 7.8 FSAT 2,308 89S 55.0 PSV2 6 93S 14.4 VSL D5 15 WA W 0.5 FSST 6 89S 57.7 FSS2 27 93S 14.4 VSL D5 Median 17 91 N VT 69.1 PSV VT - SWZ - M06 11 93S 23.4 FSD5 198 91 S VT 70.6 PSV VT - SWZ - M04 11 93S 23.4 FSDT	89 S VT 0.9 PSV VT - SWZ - M05	14	93N 16.0 VSL D5 Median	13	ST N 4.3 PSVT - SWZ - M01	310
89N 35.5 FSV2 18 93N 36.2 FSVT 34 ST S 18.25 PSVT - SWZ - M07 56 89N 43.8 PSV2 2 93N 43.8 PSP5 15 ST S 19.25 PSVT - SWZ - M08 59 89N 49.0 PSV2 1 93N 57.6 FSS3 26 ST S 24.4 FSVT 223 89N 54.9 FSS2 9 93N 76.4 FSV3 37 ST S 3.4 FSDT 2,650 89S 10.8 FSV5 16 93N 82.6 FSV3 20 ST S 34.4 PSVT 12 89S 31.4 PSP5 300 93N 99.6 FSA3 22 ST S 6.6 PSVT - SWZ - M03 711 89S 31.4 PSP5 2 93S 117.6 FSA1 11 ST S 6.9 PSVT - SWZ - M04 65 89S 42.6 PSV2 1 93S 122.2 FSV1 8 ST S 7.8 FSAT 2,308 89S 57.7 FSS2 27 93S 14.4 VSL D5 15 WA W 0.5 FSST 6 89S 57.7 FSS2 27 93S 14.4 VSL D5 Median 17 91 N VT 69.1 PSV VT - SWZ - M06 11 93S 22.8 FSDT 551 93 N 12.4 VSL SE 5 49 93S 36.5 FSST 10 93 N 2.35 VSL D 5 12 93S 43.3 PSV5 7 93 N 2.35 VSL D 5	89N 1.8 FSV5	16	93N 23.4 FSD5	373	ST N 4.4 FSST	20
89N 43.8 PSV2 2 93N 43.8 PSP5 15 ST S 19.25 PSVT - SWZ - M08 59 89N 49.0 PSV2 1 93N 57.6 FSS3 26 ST S 24.4 FSVT 223 89N 54.9 FSS2 9 93N 76.4 FSV3 37 ST S 3.4 FSDT 2,650 89S 10.8 FSV5 16 93N 82.6 FSV3 20 ST S 34.4 PSVT 12 89S 3.4 FSV5 300 93N 99.6 FSA3 22 ST S 6.6 PSVT - SWZ - M03 711 89S 31.4 PSP5 2 93S 117.6 FSA1 11 ST S 6.9 PSVT - SWZ - M04 65 89S 42.6 PSV2 1 93S 12.2 FSV1 8 ST S 7.8 FSAT 2,308 89S 55.0 PSV2 6 93S 14.4 VSL D5 15 WA W 0.5 FSST 6 89S 57.7 FSS2 27 93S 14.4 VSL D5 Median 17 91 N VT 69.1 PSV VT - SWZ - M06 11 93S 27.8 FSDT 551 93 N 0.5 FSDT 198 91 S VT 70.6 PSV VT - SWZ - M04 11 93S 24.4 FSVT 20 93 N 12.4 VSL SE 5 49 93S 36.5 FSST 10 93 N 2.35 VSL D 5 12 93S 30.5 FSV5 32 93 N	89N 18.4 FSS5	28	93N 32.9 FSST	22	ST N 5.0 PSVT - SWZ - M02	154
89N 49.0 PSV2 1 93N 57.6 FSS3 26 ST S 24.4 FSVT 223 89N 54.9 FSS2 9 93N 76.4 FSV3 37 ST S 3.4 FSDT 2,650 89S 10.8 FSV5 16 93N 82.6 FSV3 20 ST S 34.4 PSVT 12 89S 3.4 FSV5 300 93N 99.6 FSA3 22 ST S 6.6 PSVT - SWZ - M03 711 89S 31.4 PSP5 2 93S 117.6 FSA1 11 ST S 6.9 PSVT - SWZ - M04 65 89S 42.6 PSV2 1 93S 122.2 FSV1 8 ST S 7.8 FSAT 2,308 89S 55.0 PSV2 6 93S 14.4 VSL D5 15 WA W 0.5 FSST 6 89S 57.7 FSS2 27 93S 14.4 VSL D5 Median 17 91 N VT 69.1 PSV VT - SWZ - M06 11 93S 22.4 FSD5 198 91 S VT 70.6 PSV VT - SWZ - M06 11 93S 32.4 FSDT 551 93 N 12.4 VSL SE 5 49 93S 36.5 FSST 10 93 N 12.4 VSL SE 5 49 93S 36.5 FSST 10 93 N 2.35 VSL D5 15 93S 43.3 PSV5 7 93 N 3.8 VSL D5 12 93S 43.0 FSV5 7 93 N 6.6 VSL	89N 35.5 FSV2		93N 36.2 FSVT			
89N 54.9 FSS2 9 93N 76.4 FSV3 37 ST S 3.4 FSDT 2,650 89S 10.8 FSV5 16 93N 82.6 FSV3 20 ST S 34.4 PSVT 12 89S 3.4 FSV5 300 93N 99.6 FSA3 22 ST S 6.6 PSVT - SWZ - M03 711 89S 31.4 PSP5 2 93S 117.6 FSA1 11 ST S 6.9 PSVT - SWZ - M04 65 89S 42.6 PSV2 1 93S 122.2 FSV1 8 ST S 7.8 FSAT 2,308 89S 55.0 PSV2 6 93S 14.4 VSL D5 15 WA W 0.5 FSST 6 89S 57.7 FSS2 27 93S 14.4 VSL D5 Median 17 91 N VT 69.1 PSV VT - SWZ - M06 11 93S 23.4 FSD5 198 91 S VT 70.6 PSV VT - SWZ - M04 11 93S 27.8 FSDT 551 93 N 0.5 FSDT 141 93S 32.4 FSVT 20 93 N 12.4 VSL SE 5 49 93S 36.5 FSST 10 93 N 2.35 VSL D 5 12 93S 93.9 FSV5 32 93 N 3.8 VSL D5 15 93S 43.3 PSV5 7 93 N 6.6 VSL D5 12 93S 48.0 FSV5 48 93 N 7.5 FSD5 125 93S 57.6 PSP5	89N 43.8 PSV2	2	93N 43.8 PSP5	15	ST S 19.25 PSVT - SWZ - M08	59
89S 10.8 FSV5 16 93N 82.6 FSV3 20 ST S 34.4 PSVT 12 89S 3.4 FSV5 300 93N 99.6 FSA3 22 ST S 6.6 PSVT - SWZ - M03 711 89S 31.4 PSP5 2 93S 117.6 FSA1 11 ST S 6.9 PSVT - SWZ - M04 65 89S 42.6 PSV2 1 93S 12.2 FSV1 8 ST S 7.8 FSAT 2,308 89S 55.0 PSV2 6 93S 14.4 VSL D5 15 WA W 0.5 FSST 6 89S 57.7 FSS2 27 93S 14.4 VSL D5 Median 17 91 N VT 69.1 PSV VT - SWZ - M06 11 93S 23.4 FSD5 198 91 S VT 70.6 PSV VT - SWZ - M04 11 93S 27.8 FSDT 551 93 N 0.5 FSDT 141 93S 32.4 FSVT 20 93 N 12.4 VSL SE 5 49 93S 36.5 FSST 10 93 N 2.35 VSL D 5 12 93S 39.0 FSV5 32 93 N 3.8 VSL D 5 15 93S 43.3 PSV5 7 93 N 6.6 VSL D 5 12 93S 48.0 FSV5 48 93 N 7.5 FSD5 125 93S 57.6 PSP5 3	89N 49.0 PSV2	1	93N 57.6 FSS3	26	ST S 24.4 FSVT	223
89S 3.4 FSV5 300 93N 99.6 FSA3 22 ST S 6.6 PSVT - SWZ - M03 711 89S 31.4 PSP5 2 93S 117.6 FSA1 11 ST S 6.9 PSVT - SWZ - M04 65 89S 42.6 PSV2 1 93S 122.2 FSV1 8 ST S 7.8 FSAT 2,308 89S 55.0 PSV2 6 93S 14.4 VSL D5 15 WA W 0.5 FSST 6 89S 57.7 FSS2 27 93S 14.4 VSL D5 Median 17 91 N VT 69.1 PSV VT - SWZ - M06 11 93S 23.4 FSD5 198 91 S VT 70.6 PSV VT - SWZ - M04 11 93S 27.8 FSDT 551 93 N 0.5 FSDT 141 93S 32.4 FSVT 20 93 N 12.4 VSL SE 5 49 93S 36.5 FSST 10 93 N 2.35 VSL D 5 12 93S 39.0 FSV5 32 93 N 3.8 VSL D5 15 93S 43.3 PSV5 7 93 N 6.6 VSL D5 12 93S 48.0 FSV5 48 93 N 7.5 FSD5 125 93S 57.6 PSP5 3	89N 54.9 FSS2	9	93N 76.4 FSV3	37	ST S 3.4 FSDT	2,650
89S 31.4 PSP5 2 93S 117.6 FSA1 11 ST S 6.9 PSVT - SWZ - M04 65 89S 42.6 PSV2 1 93S 122.2 FSV1 8 ST S 7.8 FSAT 2,308 89S 55.0 PSV2 6 93S 14.4 VSL D5 15 WA W 0.5 FSST 6 89S 57.7 FSS2 27 93S 14.4 VSL D5 Median 17 91 N VT 69.1 PSV VT - SWZ - M06 11 93S 23.4 FSD5 198 91 S VT 70.6 PSV VT - SWZ - M04 11 93S 27.8 FSDT 551 93 N 0.5 FSDT 141 93S 32.4 FSVT 20 93 N 12.4 VSL SE 5 49 93S 36.5 FSST 10 93 N 2.35 VSL D 5 12 93S 39.0 FSV5 32 93 N 3.8 VSL D5 15 93S 43.3 PSV5 7 93 N 6.6 VSL D5 12 93S 48.0 FSV5 48 93 N 7.5 FSD5 125 93S 57.6 PSP5 3	89S 10.8 FSV5	16	93N 82.6 FSV3	20	ST S 34.4 PSVT	12
89S 42.6 PSV2 1 93S 122.2 FSV1 8 ST S 7.8 FSAT 2,308 89S 55.0 PSV2 6 93S 14.4 VSL D5 15 WA W 0.5 FSST 6 89S 57.7 FSS2 27 93S 14.4 VSL D5 Median 17 91 N VT 69.1 PSV VT - SWZ - M06 11 93S 23.4 FSD5 198 91 S VT 70.6 PSV VT - SWZ - M04 11 93S 27.8 FSDT 551 93 N 0.5 FSDT 141 93S 32.4 FSVT 20 93 N 12.4 VSL SE 5 49 93S 36.5 FSST 10 93 N 2.35 VSL D 5 12 93S 39.0 FSV5 32 93 N 3.8 VSL D 5 15 93S 43.3 PSV5 7 93 N 6.6 VSL D 5 12 93S 48.0 FSV 5 48 93 N 7.5 FSD 5 125 93S 57.6 PSP 5 3	89S 3.4 FSV5	300	93N 99.6 FSA3	22	ST S 6.6 PSVT - SWZ - M03	711
89S 55.0 PSV2 6 93S 14.4 VSL D5 15 WA W 0.5 FSST 6 89S 57.7 FSS2 27 93S 14.4 VSL D5 Median 17 91 N VT 69.1 PSV VT - SWZ - M06 11 93S 23.4 FSD5 198 91 S VT 70.6 PSV VT - SWZ - M04 11 93S 27.8 FSDT 551 93 N 0.5 FSDT 141 93S 32.4 FSVT 20 93 N 12.4 VSL SE 5 49 93S 36.5 FSST 10 93 N 2.35 VSL D 5 12 93S 39.0 FSV5 32 93 N 3.8 VSL D 5 15 93S 43.3 PSV5 7 93 N 6.6 VSL D 5 12 93S 48.0 FSV 5 48 93 N 7.5 FSD5 125 93S 57.6 PSP5 3	89S 31.4 PSP5	2	93S 117.6 FSA1	11	ST S 6.9 PSVT - SWZ - M04	65
89S 57.7 FSS2 27 93S 14.4 VSL D5 Median 17 91 N VT 69.1 PSV VT - SWZ - M06 11 93S 23.4 FSD5 198 91 S VT 70.6 PSV VT - SWZ - M04 11 93S 27.8 FSDT 551 93 N 0.5 FSDT 141 93S 32.4 FSVT 20 93 N 12.4 VSL SE 5 49 93S 36.5 FSST 10 93 N 2.35 VSL D 5 12 93S 39.0 FSV5 32 93 N 3.8 VSL D5 15 93S 43.3 PSV5 7 93 N 6.6 VSL D5 12 93S 48.0 FSV5 48 93 N 7.5 FSD5 125 93S 57.6 PSP5 3	89S 42.6 PSV2	1	93S 122.2 FSV1	8	ST S 7.8 FSAT	2,308
91 N VT 69.1 PSV VT - SWZ - M06 11 93S 23.4 FSD5 198 91 S VT 70.6 PSV VT - SWZ - M04 11 93S 27.8 FSDT 551 93 N 0.5 FSDT 141 93S 32.4 FSVT 20 93 N 12.4 VSL SE 5 49 93S 36.5 FSST 10 93 N 2.35 VSL D 5 12 93S 39.0 FSV5 32 93 N 3.8 VSL D 5 15 93S 43.3 PSV5 7 93 N 6.6 VSL D 5 12 93S 48.0 FSV5 48 93 N 7.5 FSD 5 125 93S 57.6 PSP 5 3	89S 55.0 PSV2	6	93S 14.4 VSL D5	15	WA W 0.5 FSST	6
91 S VT 70.6 PSV VT - SWZ - M04 11 93S 27.8 FSDT 551 93 N 0.5 FSDT 141 93S 32.4 FSVT 20 93 N 12.4 VSL SE 5 49 93S 36.5 FSST 10 93 N 2.35 VSL D 5 12 93S 39.0 FSV5 32 93 N 3.8 VSL D 5 15 93S 43.3 PSV5 7 93 N 6.6 VSL D 5 12 93S 48.0 FSV5 48 93 N 7.5 FSD 5 125 93S 57.6 PSP 5 3	89S 57.7 FSS2	27	93S 14.4 VSL D5 Median	17		
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93 N 12.4 VSL SE 5 49 93S 36.5 FSST 10 93 N 2.35 VSL D 5 12 93S 39.0 FSV5 32 93 N 3.8 VSL D5 15 93S 43.3 PSV5 7 93 N 6.6 VSL D5 12 93S 48.0 FSV5 48 93 N 7.5 FSD5 125 93S 57.6 PSP5 3	91 S VT 70.6 PSV VT - SWZ - M04	11	93S 27.8 FSDT	551		
93 N 2.35 VSL D 5 12 93S 39.0 FSV5 32 93 N 3.8 VSL D5 15 93S 43.3 PSV5 7 93 N 6.6 VSL D5 12 93S 48.0 FSV5 48 93 N 7.5 FSD5 125 93S 57.6 PSP5 3	93 N 0.5 FSDT	141	93S 32.4 FSVT	20		
93 N 3.8 VSL D5 15 93S 43.3 PSV5 7 93 N 6.6 VSL D5 12 93S 48.0 FSV5 48 93 N 7.5 FSD5 125 93S 57.6 PSP5 3	93 N 12.4 VSL SE 5	49	93S 36.5 FSST	10		
93 N 6.6 VSL D5 12 93S 48.0 FSV5 48 93 N 7.5 FSD5 125 93S 57.6 PSP5 3	93 N 2.35 VSL D 5	12	93S 39.0 FSV5	32		
93 N 7.5 FSD5 125 93S 57.6 PSP5 3	93 N 3.8 VSL D5	15	93S 43.3 PSV5	7		
	93 N 6.6 VSL D5	12	93S 48.0 FSV5	48		
93 NM 12.4 VSL SE 5 93S 68.8 FSV3 21	93 N 7.5 FSD5	125	93S 57.6 PSP5	3		
	93 NM 12.4 VSL SE 5	5	93S 68.8 FSV3	21		

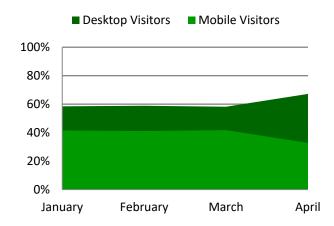
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This graph shows the ratio of desktop/mobile visitors that accessed the NHTMC website.

















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