

TMC Monthly Operational Summary



Bureau of Transportation Systems Management & Operations (TSMO)

NH Department of Transportation's Mission

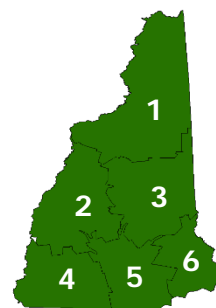
Transportation excellence enhancing the quality of life in New Hampshire.

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 to inform them of traffic events that may be impacting their route ahead.

57

57

16¹

16¹

20²

20²

¹ Additional DMS that TSMO uses during the winter season.

² TSMO is responsible for an additional ~20 DMS for the department.



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



Motor Vehicle Detection System (MVDS)

MVDS are sensors that collect speed and volume data.

39

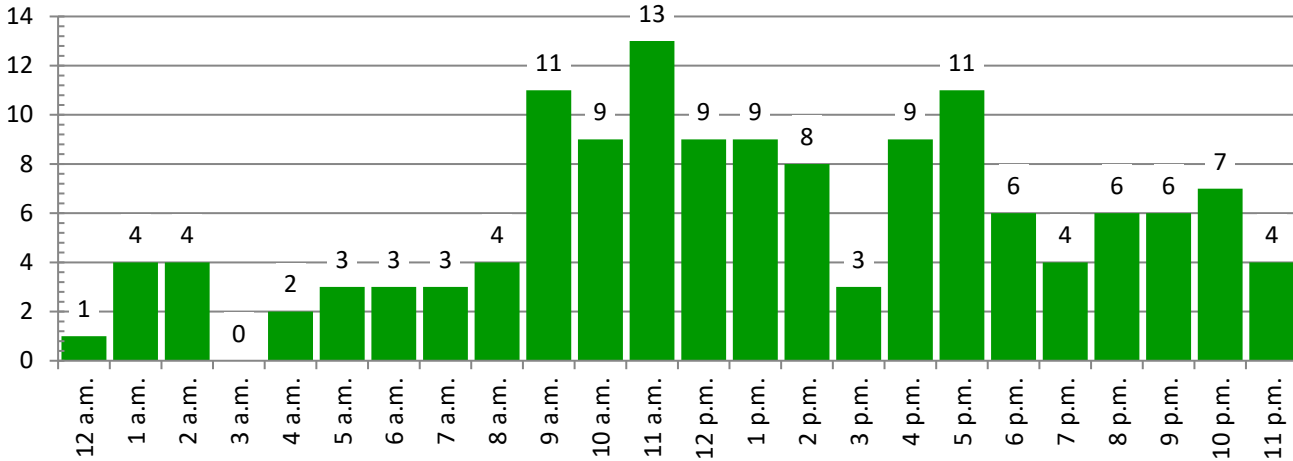
39



Summary

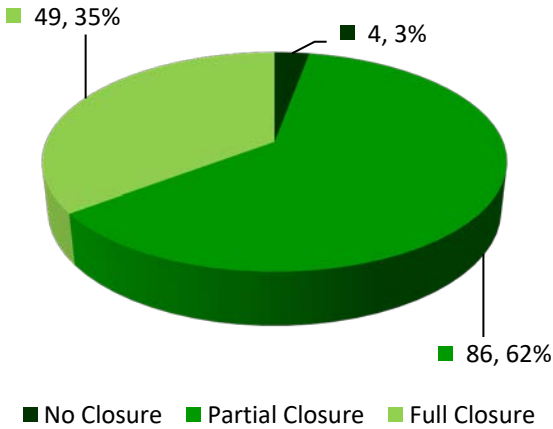
	Current Month	2022 Total
Unplanned Incidents		
	Total Unplanned Incidents	
Operators log information about each unplanned incident including date/time, location, traffic impact, and duration.	139	861
Planned Incidents		
	Total Planned Incidents	
Operators log information about each planned incident including date/time, location, traffic impact, and duration.	669	1,864
Communication		
	Total Calls	
Operators log all incoming and outgoing control room communications, engaging various incident responders and stakeholders.	5,048	25,291
Work Zones Communication		
	Total Construction Calls	
Construction related activities or communication that's outside of planned incidents.	3,060	9,448
DMS Messages		
	Total Messages	
All changes to DMS are logged and reviewed.	20,457	78,762
Public Outreach		
	Total NHTMC.com Webpage Users	
Operators use Twitter and nhtmc.com to inform motorists about traffic events and other road related information.	763	6,633
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.	0	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



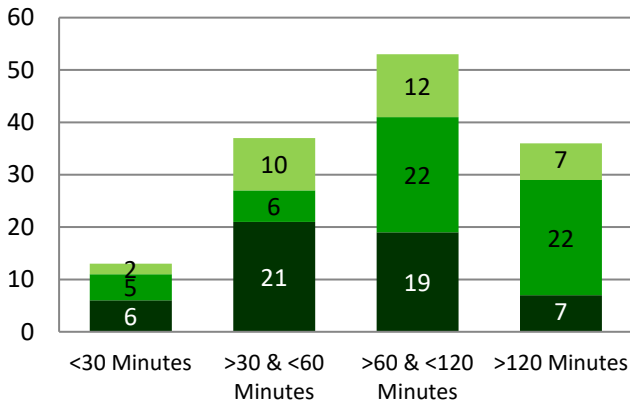
This graph shows the type of incident totals for the month.

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.

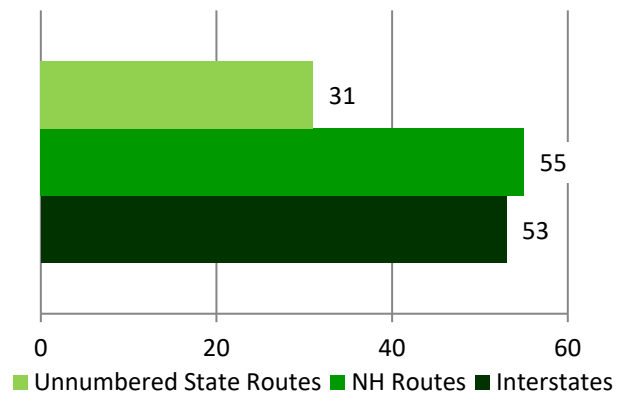
Current Month - Incident Duration

This graph shows the duration history of incidents.

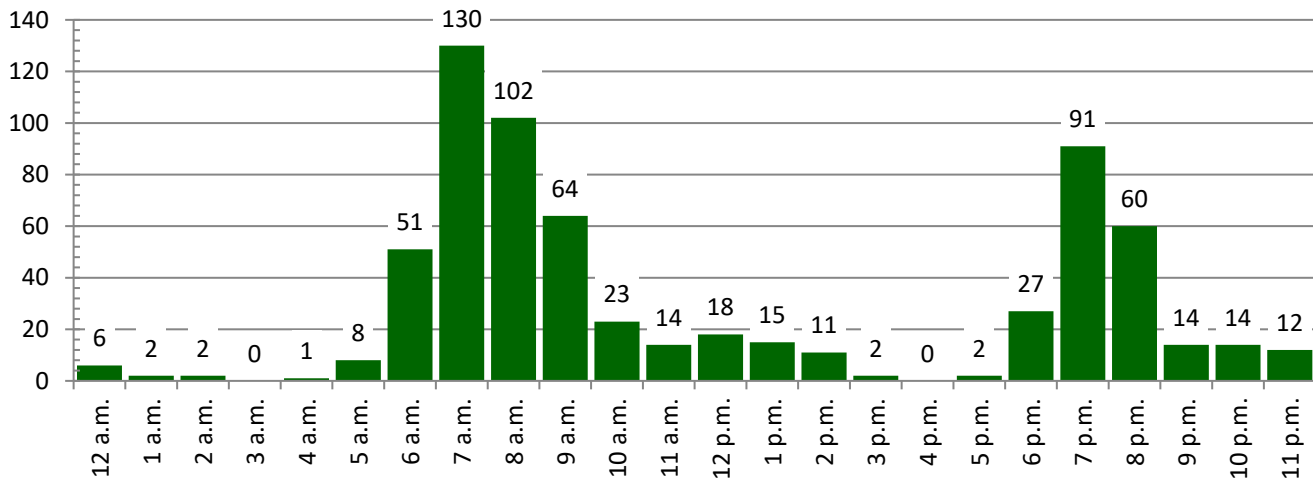


Current Month - Incident by Road

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

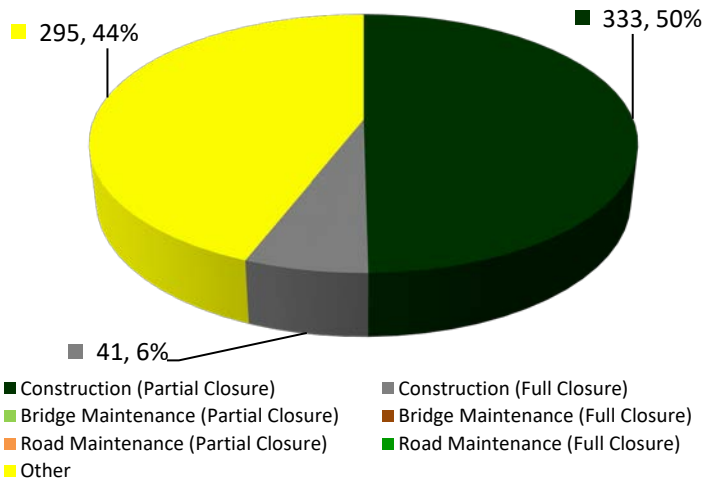


Planned Events



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

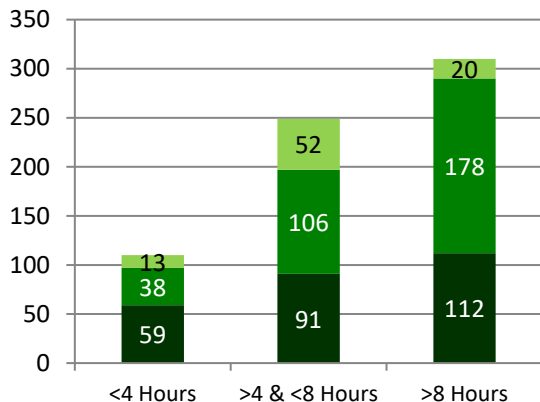


This graph shows the type of incident totals for the month.

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.

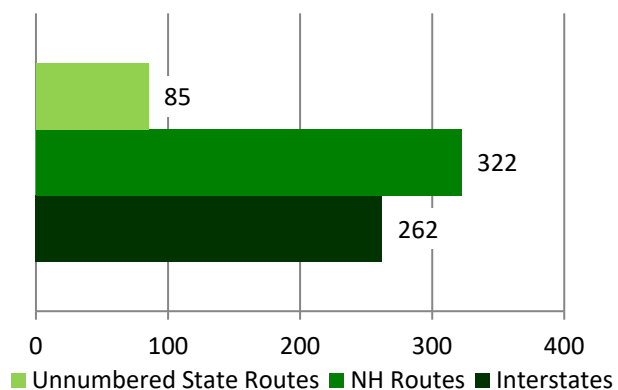
Current Month - Incident Duration

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Current Month - Incident by Road

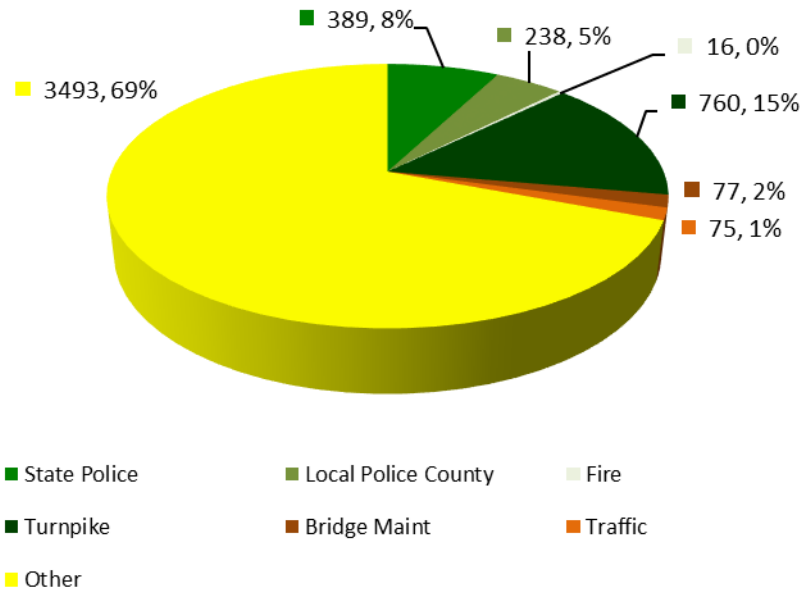
This graph shows which type of roadway the incidents occurred on.



Communication

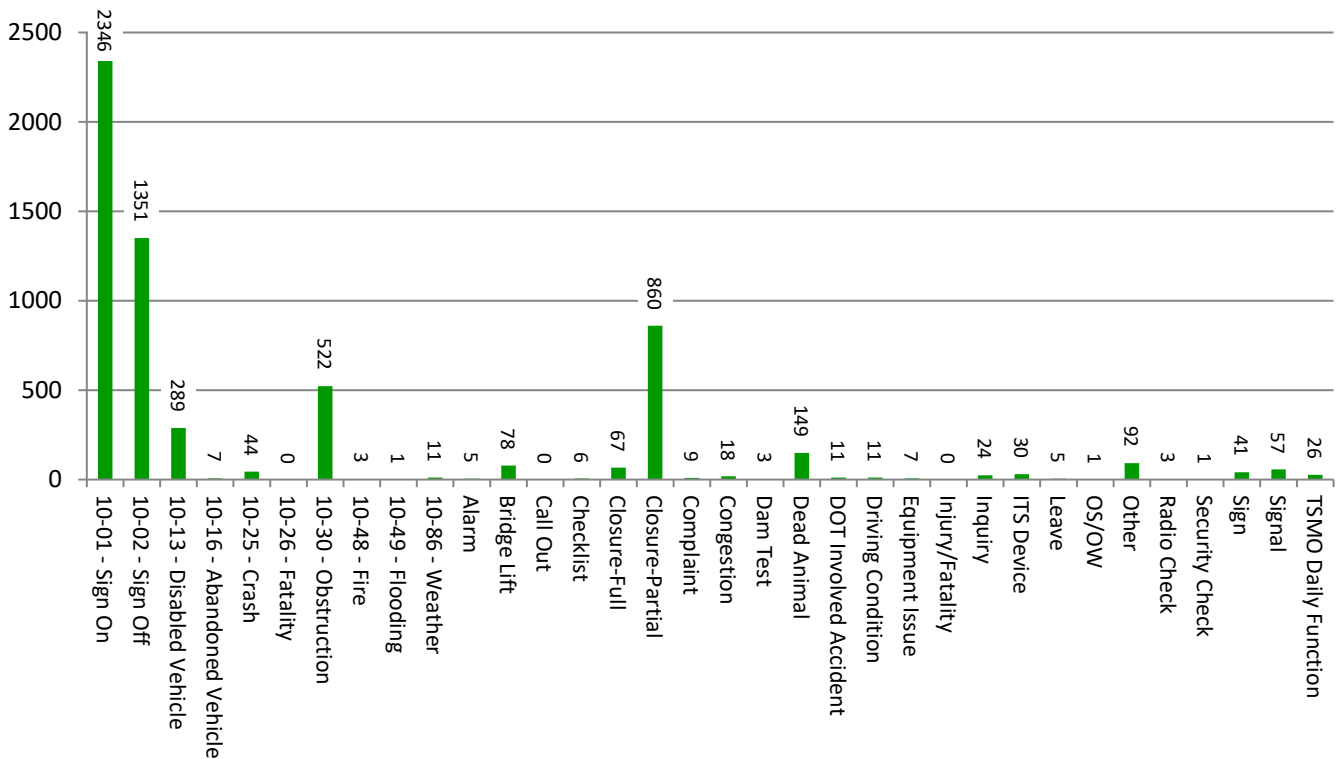
Current Month - Calls by Type

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



Log Entries by Type

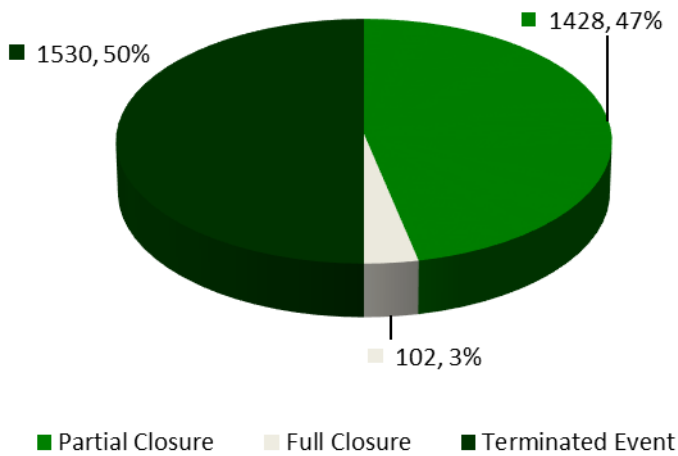
This graph shows the amount of log entries by type that TMC Operators have entered into the Compass ATMS for the current month.



Work Zone Communication

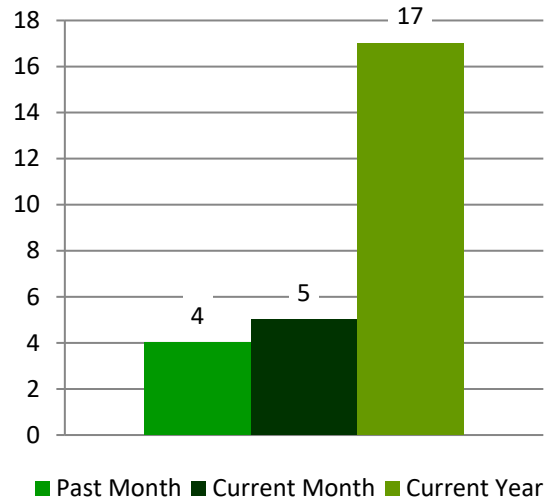
Current Month – Construction Calls

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.

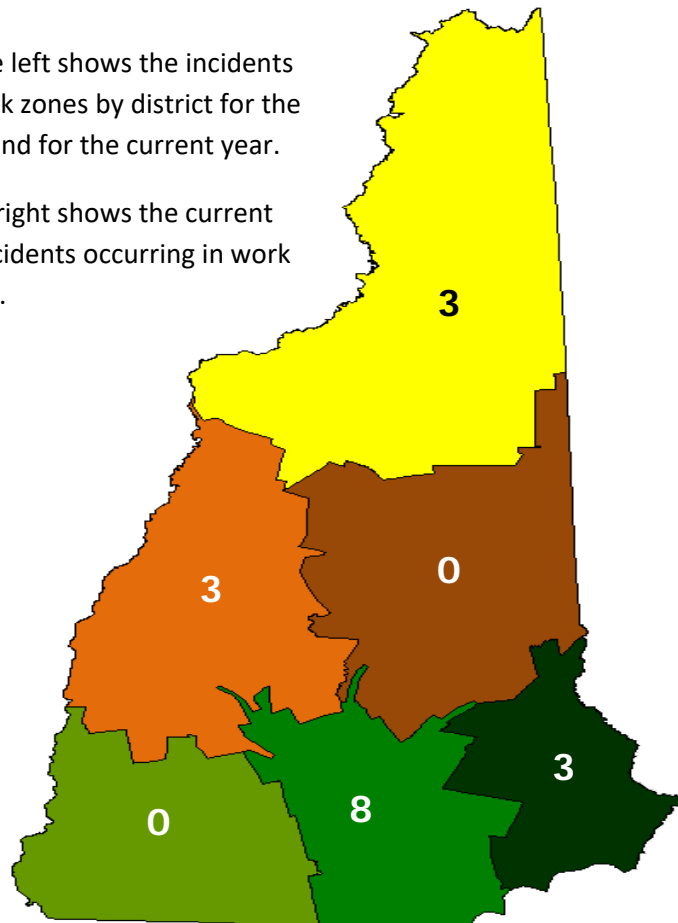


Incidents Occurring in Work Zones by Location



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

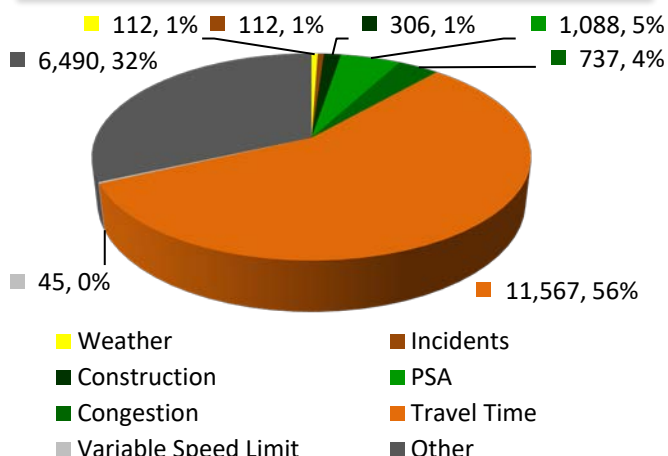
The map to the right shows the current year total for incidents occurring in work zones by district.



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

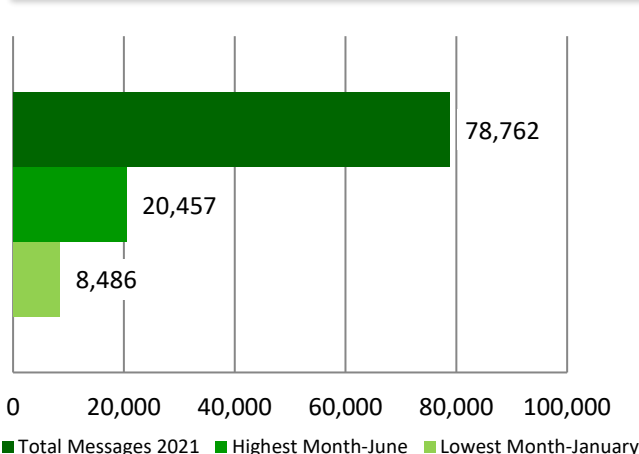
DMS Messages

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.

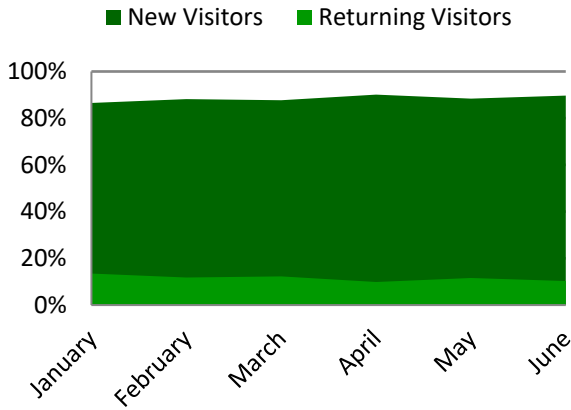
Current Month - Total Messages Posted by Board

101 E 52.8 FSV5	29	93 NM 2.35 VSL D 5	3	93S 85.4 FSV3	40
101 E 53 PSWC - SWZ - M04	35	93 NM 3.8 VSL D5	3	95N 0.4 FSVT	407
101 W 54.3 PSWC - SWZ - M03	427	93 NM 6.6 VSL D5	3	95N 13.0 FSVT	60
101E 114.8 FSV6	319	93 S 17.8 VSL SE 5	1	95N 14.8 FSDT	46
101W 102.6 FSV5	14	93 S 2.2 VSL D 5	3	95N 3.0 FSDT	358
101W 128 PSV6	35	93 S 22.6 PSVT - SWZ - M06	32	95N 4.8 PSVT	16
293 S 4.7 PSWC - SWZ - M02	118	93 S 23.3 PSVT - SWZ - M05	20	95S 15.4 FSDT	448
293 S 5.2 PSWC - SWZ - M01	108	93 S 25.1 PSVT - SWZ - M04	77	95S 3.4 FSPT	30
293N 8.8 FSPT	838	93 S 25.6 PSVT - SWZ - M03	22	95S 7.2 PSVT	9
293S 1.4 FSD5	32	93 S 26.4 PSVT - SWZ - M02	45	95S 7.6 FSDT	289
293S 4.8 FSDT	44	93 S 27.4 PSVT - SWZ - M01	22	FEE N 1.2 FSVT	51
393 W 1.9 PSV5	19	93 S 31.9 PSVT - SWZ - M07	32	FEE N 15.2 PSWC - SWZ - M07	208
4 W 98.9 FSV6	19	93 S 5.2 VSL D5	4	FEE N 17.5 PSWC - SWZ - M06	132
4E 92.4 FSS6	21	93 SM 17.8 VSL SE 5	1	FEE N 17.8 FSVT	13
4E 98 FSA6	31	93 SM 2.2 VSL D 5	3	FEE N 18.0 PSWC - SWZ - M05	198
89 N 23.2 PSV2 - SWZ - M01	390	93 SM 5.2 VSL D5	3	FEE S 3.8 FSDT	53
89 N 23.7 PSV2 - SWZ - M02	237	93N 16.0 VSL D5	3	FEE S 8.6 FSPT	22
89 N 26.4 PSV2 - SWZ - M03	30	93N 16.0 VSL D5 Median	3	ST N 1.0 FSAT	271
89 N 28.4 PSV2 - SWZ - M08	228	93N 23.4 FSD5	837	ST N 16.2 PSVT - SWZ - M06	144
89 N 56.8 PSV2 - SWZ - M01	104	93N 26.9 PSVT	25	ST N 16.7 PSVT - SWZ - M05	145
89 N 57.2 PSV2 - SWZ - M02	85	93N 32.9 FSST	34	ST N 4.3 PSVT - SWZ - M01	420
89 N 59.8 PSV2 - SWZ - M03	138	93N 36.2 FSVT	45	ST N 4.4 FSST	36
89 S 28.0 PSV2 - SWZ - M07	2	93N 43.8 PSP5	11	ST N 5.0 PSVT - SWZ - M02	214
89 S 31.0 PSV2 - SWZ - M09	9	93N 57.6 FSS3	51	ST S 11.6 FSAT	7
89 S 58.7 PSV2 - SWV - M07	2	93N 76.4 FSV3	37	ST S 18.25 PSVT - SWZ - M07	19
89 S VT 0.9 PSV VT - SWZ - M05	104	93N 82.6 FSV3	34	ST S 19.25 PSVT - SWZ - M08	15
89N 1.8 FSV5	175	93N 99.6 FSA3	64	ST S 24.4 FSVT	352
89N 18.4 FSS5	36	93S 117.6 FSA1	30	ST S 3.4 FSDT	3,609
89N 35.5 FSV2	30	93S 122.2 FSV1	14	ST S 6.6 PSVT - SWZ - M03	1,920
89N 54.9 FSS2	18	93S 14.4 VSL D5	3	ST S 6.9 PSVT - SWZ - M04	242
89S 10.8 FSV5	190	93S 14.4 VSL D5 Median	3	ST S 7.8 FSAT	2,861
89S 3.4 FSV5	671	93S 23.4 FSD5	217	WA W 0.5 FSST	16
89S 55.0 PSV2	14	93S 27.8 FSDT	464		
89S 57.7 FSS2	74	93S 32.4 FSVT	29		
91 N VT 69.1 PSV VT - SWZ - M06	154	93S 36.5 FSST	39		
91 S VT 70.6 PSV VT - SWZ - M04	154	93S 39.0 FSV5	62		
93 N 0.5 FSDT	181	93S 43.3 PSV5	23		
93 N 2.35 VSL D 5	3	93S 48.0 FSV5	42		
93 N 3.8 VSL D5	3	93S 54.8 PSP5	4		
93 N 6.6 VSL D5	3	93S 68.8 FSV3	28		
93 N 7.5 FSD5	161	93S 7.2 FSD5	145		

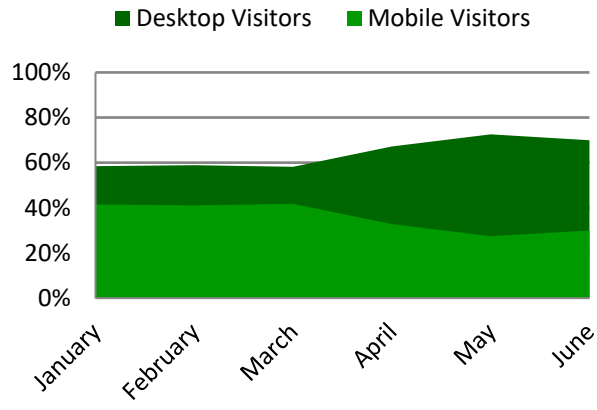
Public Outreach

763 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.



43,542 Total Twitter Followers

