September 2022

TMC Monthly Operational Summary

Bureau of Transportation Systems Management & Operations (TSMO)

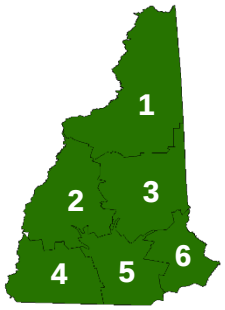
NH Department of Transportation's Mission

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. [1] Additional DMS that TSMO uses during the winter season. [2] TSMO is responsible for an additional ~20 DMS for the department.	57 16[1] 20[2]	57 16[1] 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

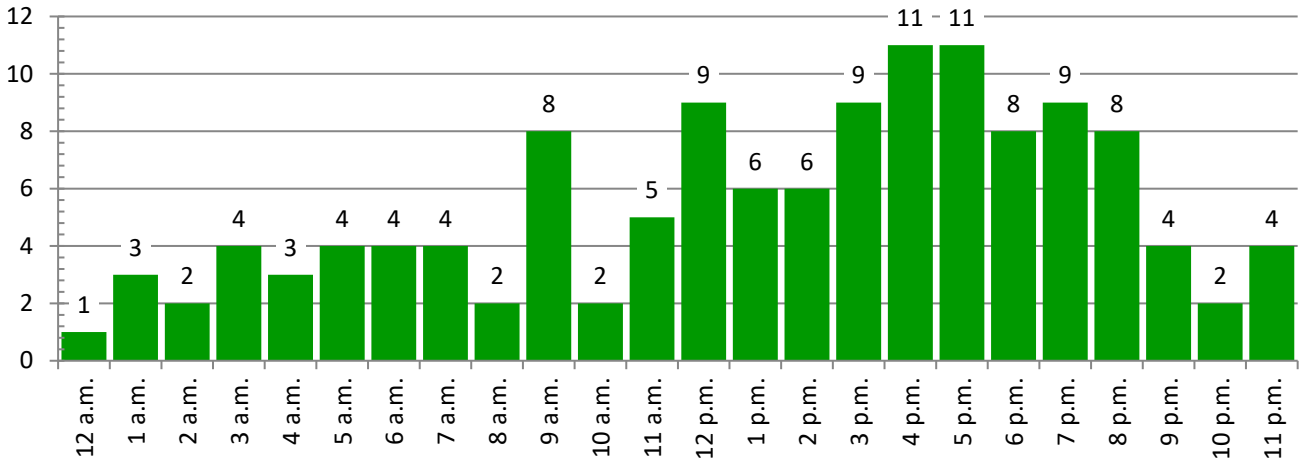
Variable Speed Limit Sign (VSL)		
VSL are speed limits that change based on road, traffic, and weather conditions.	23	21

Motor Vehicle Detection System (MVDS)		
MVDS are sensors that collect speed and volume data.	39	39

Summary

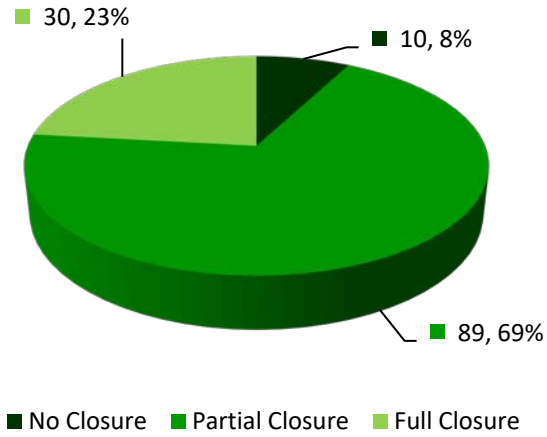
	Current Month	2022 Total
Unplanned Incidents	**Total Unplanned Incidents**	
Operators log information about each unplanned incident including date/time, location, traffic impact, and duration.	129	1,267
Planned Incidents	**Total Planned Incidents**	
Operators log information about each planned incident including date/time, location, traffic impact, and duration.	438	3,492
Communication	**Total Calls**	
Operators log all incoming and outgoing control room communications, engaging various incident responders and stakeholders.	4,100	39,371
Work Zones Communication	**Total Construction Calls**	
Construction related activities or communication that is outside of planned incidents.	1,862	17,248
DMS Messages	**Total Messages**	
All changes to DMS are logged and reviewed.	19,624	145,650
Public Outreach	**Total NHTMC.com Webpage Users**	
Operators use Twitter and nhtmc.com to inform motorists about traffic events and other road related information.	766	9,025
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

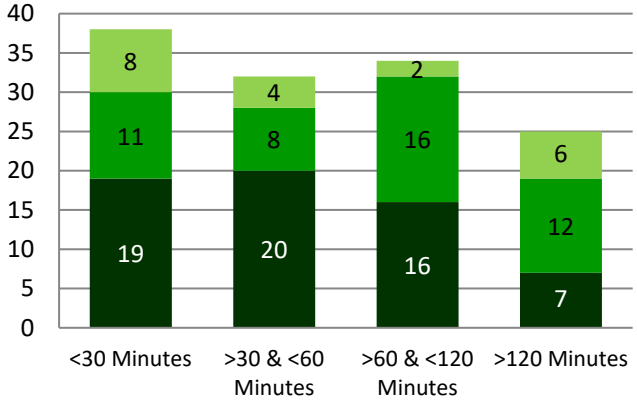


This graph shows the type of incident totals for the month.

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.

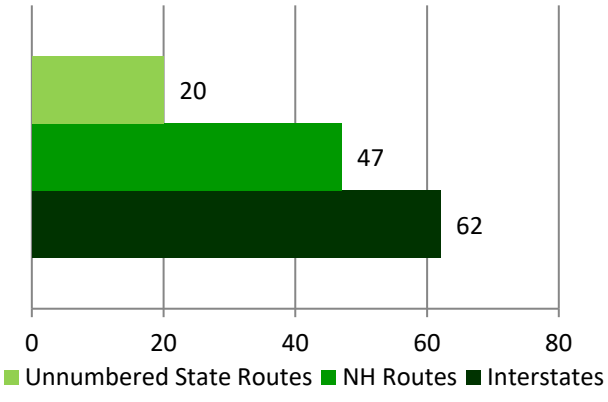
Current Month - Incident Duration

This graph shows the duration history of incidents.

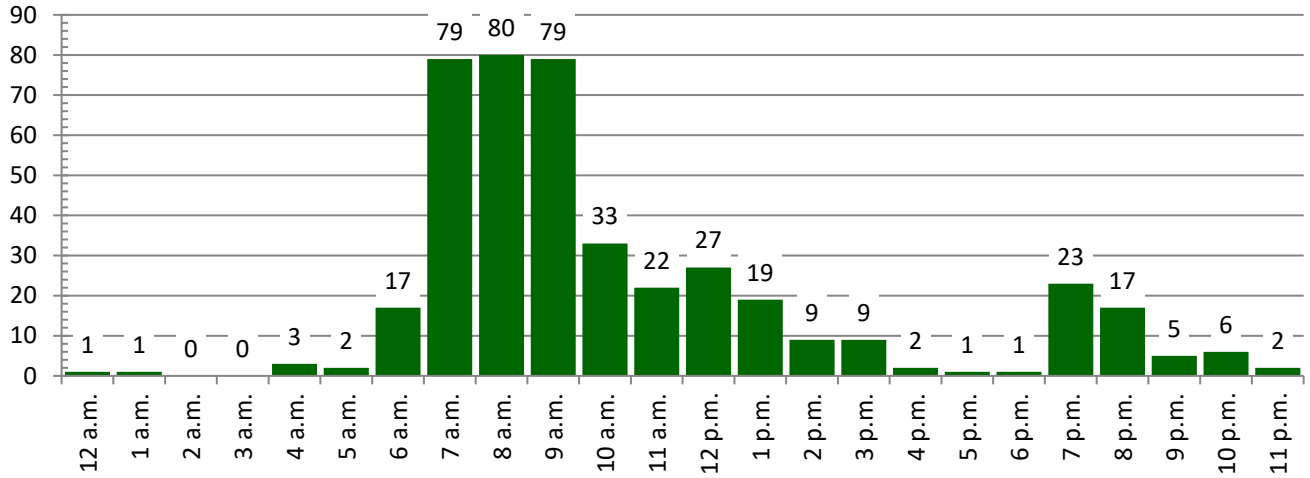


Current Month - Incident by Road

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

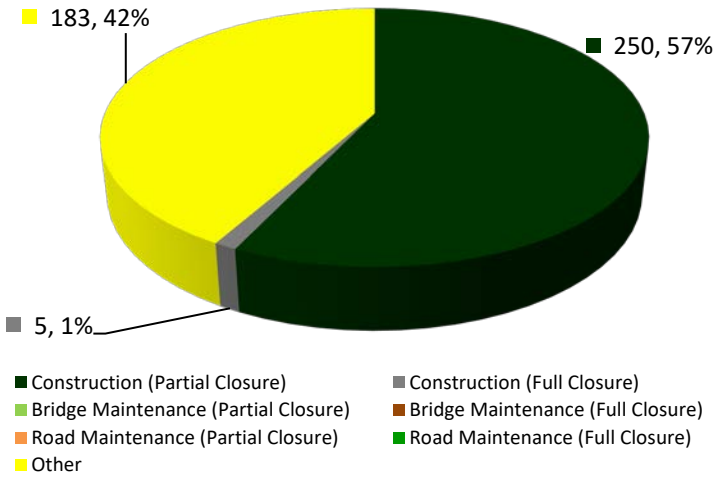


Planned Events



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

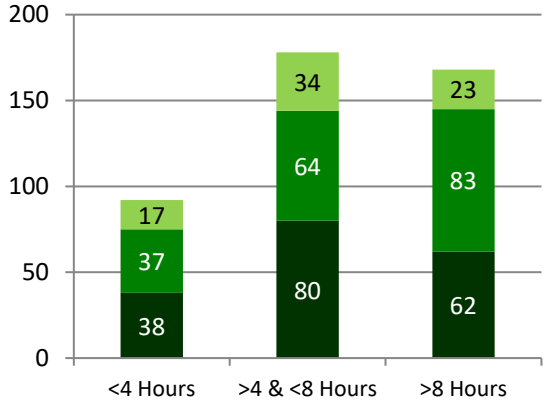


This graph shows the type of incident totals for the month.

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

This graph shows the duration history of incidents.



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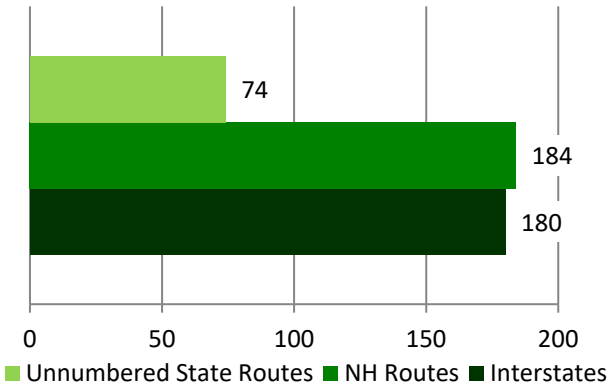
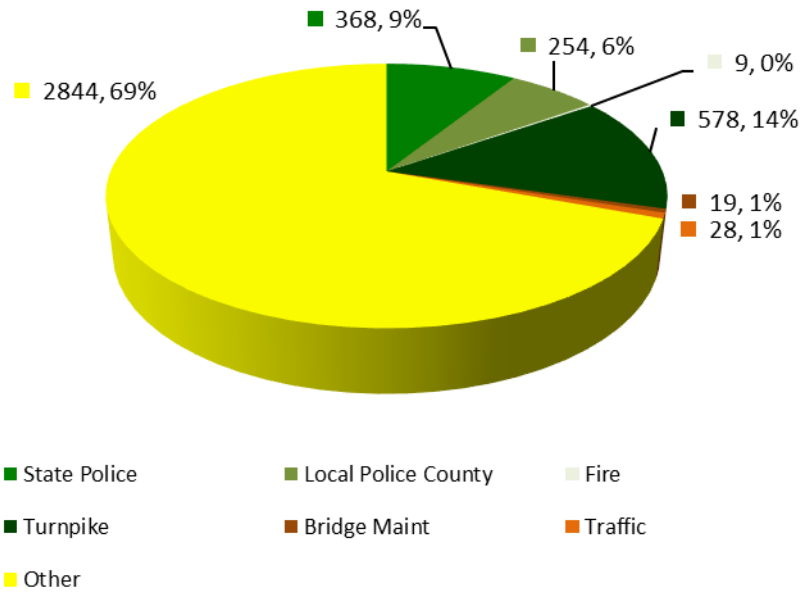


Communication

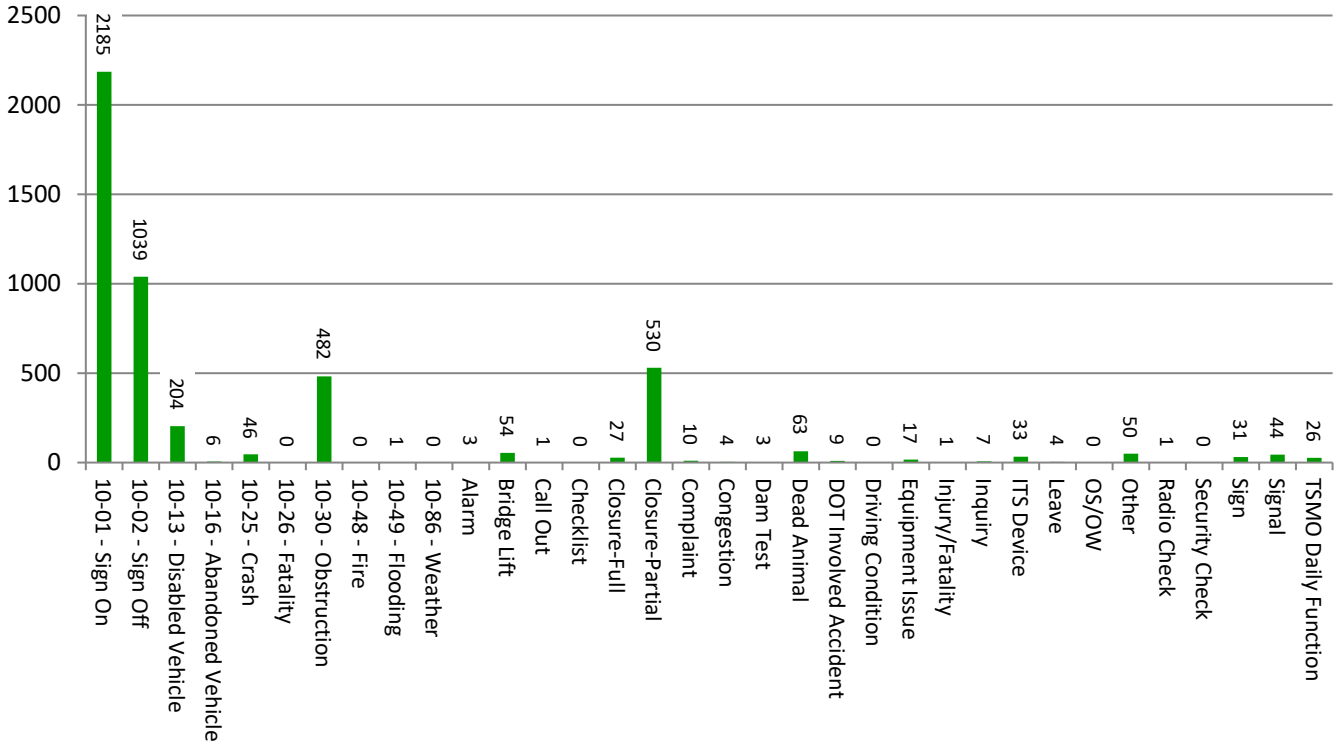
Current Month - Calls by Type

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



Log Entries by Type

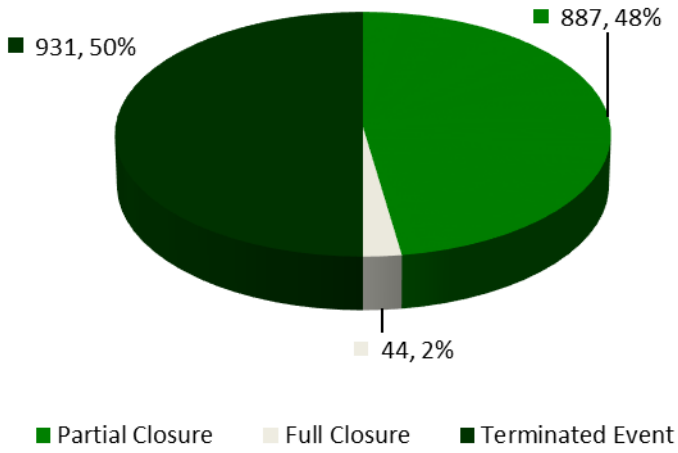
This graph shows the amount of log entries by type that TMC Operators have entered into the Compass ATMS for the current month.



Work Zone Communication

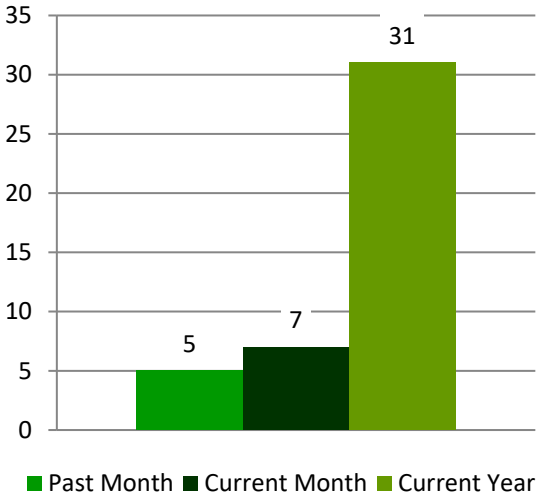
Current Month – Construction Calls

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

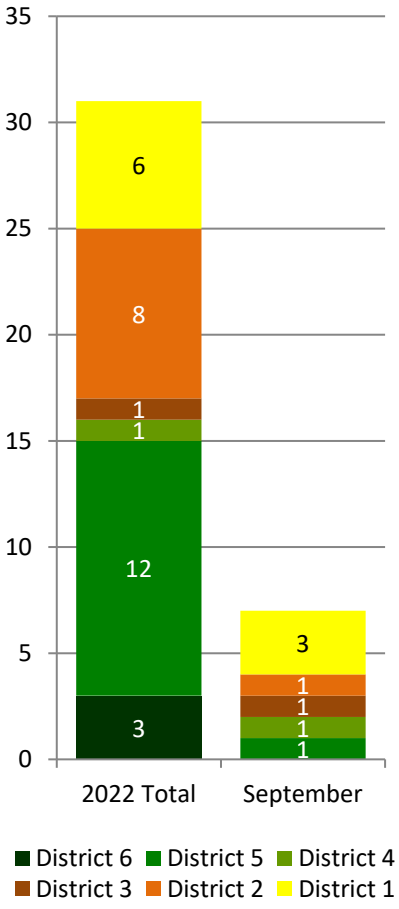


Incidents Occurring in Work Zones

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

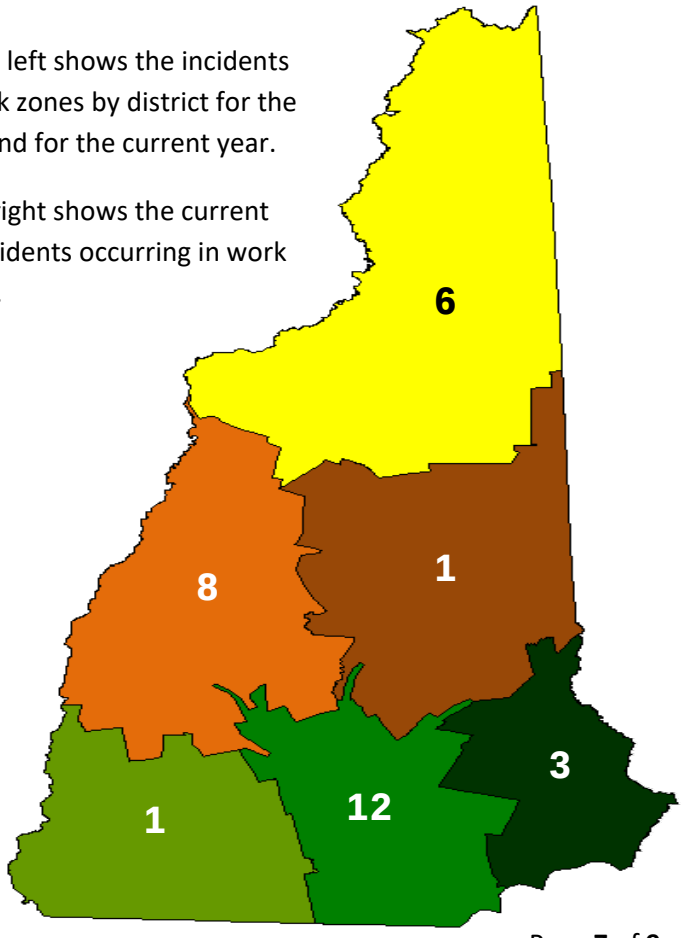


Incidents Occurring in Work Zones by Location



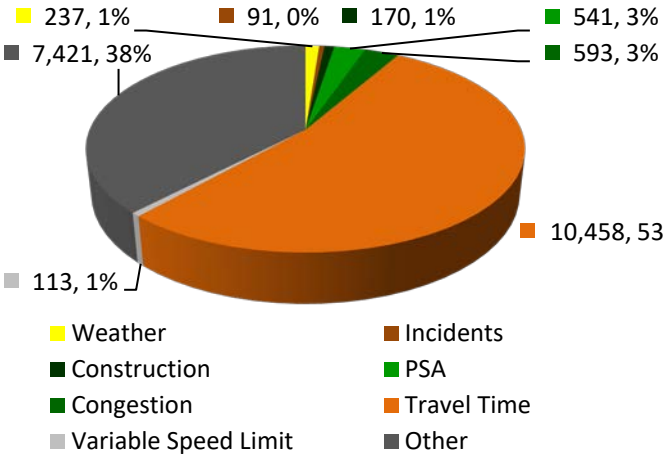
The graph to the left shows the incidents occurring in work zones by district for the current month and for the current year.

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



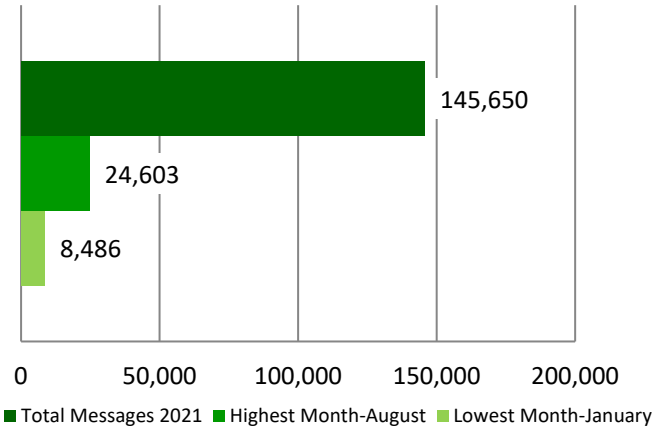
DMS Messages

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.

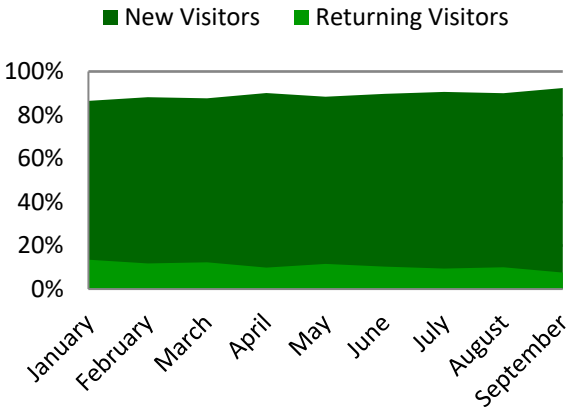
Current Month - Total Messages Posted by Board

101 E 52.8 FSV5	12	93 N 3.8 VSL D5	8	93S 48.0 FSV5	26
101 E 53 PSWC - SWZ - M04	23	93 N 6.6 VSL D5	5	93S 68.8 FSV3	22
101 W 54.3 PSWC - SWZ - M03	164	93 N 7.5 FSD5	143	93S 7.2 FSD5	145
101E 114.8 FSV6	163	93 NM 12.4 VSL SE 5	1	93S 85.4 FSV3	21
101W 102.6 FSV5	3	93 NM 2.35 VSL D 5	8	95N 0.4 FSVT	153
101W 128 PSV6	14	93 NM 3.8 VSL D5	8	95N 13.0 FSVT	20
293 S 4.7 PSWC - SWZ - M02	23	93 NM 6.6 VSL D5	8	95N 14.5 PSVT	4
293 S 5.2 PSWC - SWZ - M01	22	93 S 10.7 VSL SE 5	1	95N 14.8 FSDT	13
293N 8.8 FSPT	722	93 S 17.8 VSL SE 5	1	95N 3.0 FSDT	333
293S 1.4 FSD5	23	93 S 2.2 VSL D 5	8	95N 4.8 PSVT	20
293S 4.8 FSDT	22	93 S 22.6 PSVT - SWZ - M06	251	95S 15.4 FSDT	327
393 W 1.9 PSV5	7	93 S 23.3 PSVT - SWZ - M05	14	95S 3.4 FSPT	23
4 W 98.9 FSS6	6	93 S 25.1 PSVT - SWZ - M04	49	95S 7.2 PSVT	14
4E 92.4 FSS6	6	93 S 25.6 PSVT - SWZ - M03	29	95S 7.6 FSDT	225
4E 98 FSA6	12	93 S 26.4 PSVT - SWZ - M02	13	FEE N 1.2 FSVT	31
89 N 23.2 PSV2 - SWZ - M01	761	93 S 27.4 PSVT - SWZ - M01	22	FEE N 15.2 PSWC - SWZ - M07	198
89 N 23.7 PSV2 - SWZ - M02	757	93 S 31.9 PSVT - SWZ - M07	85	FEE N 17.5 PSWC - SWZ - M06	173
89 N 26.4 PSV2 - SWZ - M03	72	93 S 5.2 VSL D5	8	FEE N 17.8 FSVT	9
89 N 28.4 PSV2 - SWZ - M08	581	93 SM 10.7 VSL SE 5	1	FEE N 18.0 PSWC - SWZ - M05	175
89 N 56.8 PSV2 - SWZ - M01	241	93 SM 17.8 VSL SE 5	1	FEE S 3.8 FSDT	20
89 N 57.2 PSV2 - SWZ - M02	17	93 SM 2.2 VSL D 5	8	FEE S 8.6 FSPT	8
89 N 59.8 PSV2 - SWZ - M03	18	93 SM 5.2 VSL D5	8	ST N 1.0 FSAT	235
89 S 28.0 PSV2 - SWZ - M07	137	93N 16.0 VSL D5	8	ST N 16.2 PSVT - SWZ - M06	208
89 S 31.0 PSV2 - SWZ - M09	152	93N 16.0 VSL D5 Median	8	ST N 16.7 PSVT - SWZ - M05	162
89 S 31.9 PSV2 - SWZ - M06	193	93N 23.4 FSD5	855	ST N 4.3 PSVT - SWZ - M01	514
89 S 32.5 PSV2 - SWZ - M05	193	93N 26.9 PSVT	21	ST N 4.4 FSST	17
89 S 58.7 PSV2 - SWV - M07	7	93N 32.9 FSST	34	ST N 5.0 PSVT - SWZ - M02	255
89 S VT 0.9 PSV VT - SWZ - M05	17	93N 36.2 FSVT	35	ST S 18.25 PSVT - SWZ - M07	65
89N 1.8 FSV5	145	93N 76.4 FSV3	18	ST S 19.25 PSVT - SWZ - M08	55
89N 18.4 FSS5	12	93N 82.6 FSV3	20	ST S 24.4 FSVT	205
89N 35.5 FSV2	16	93N 99.6 FSA3	49	ST S 3.4 FSDT	3,040
89N 54.9 FSS2	12	93S 117.6 FSA1	21	ST S 6.6 PSVT - SWZ - M03	1,566
89S 10.8 FSV5	423	93S 122.2 FSV1	11	ST S 6.9 PSVT - SWZ - M04	163
89S 3.4 FSV5	791	93S 14.4 VSL D5	8	ST S 7.8 FSAT	2,357
89S 55.0 PSV2	3	93S 14.4 VSL D5 Median	8	WA W 0.5 FSST	9
89S 57.7 FSS2	78	93S 23.4 FSD5	207		
91 N VT 69.1 PSV VT - SWZ - M06	14	93S 27.8 FSDT	723		
91 S VT 70.6 PSV VT - SWZ - M04	15	93S 32.4 FSVT	10		
93 N 0.5 FSDT	147	93S 36.5 FSST	18		
93 N 12.4 VSL SE 5	1	93S 39.0 FSV5	38		
93 N 2.35 VSL D 5	6	93S 43.3 PSV5	10		

Public Outreach

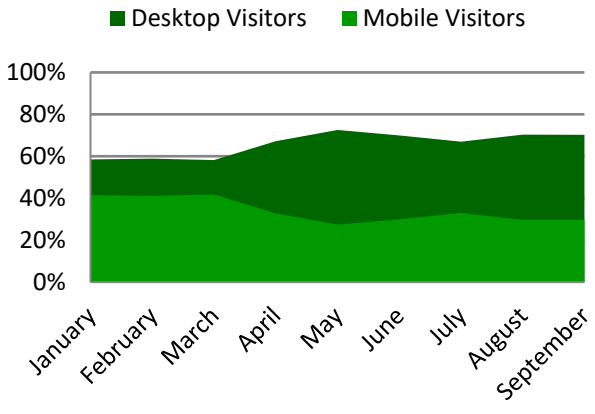
766 Users (Current Month) - NHTMC Website (www.nhtmc.com)

New/Returning 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.

Desktop/Mobile Visitors



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

Spaulding | I-293 | I-95 | I-89 | Everett | I-93 | NH 101 | NH/US Routes

44,093 Total Twitter Followers