January 2023

TMC Monthly Operational Summary

Bureau of Transportation Systems Management & Operations (TSMO)

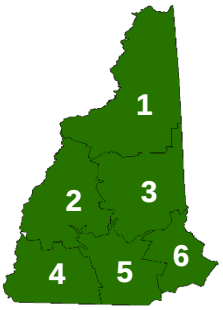
NH Department of Transportation's Mission

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	2022 Total	2023 Total
CCTV cameras are used to pinpoint and monitor traffic events so that information can be disseminated quickly and accurately.	144	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.	38	38

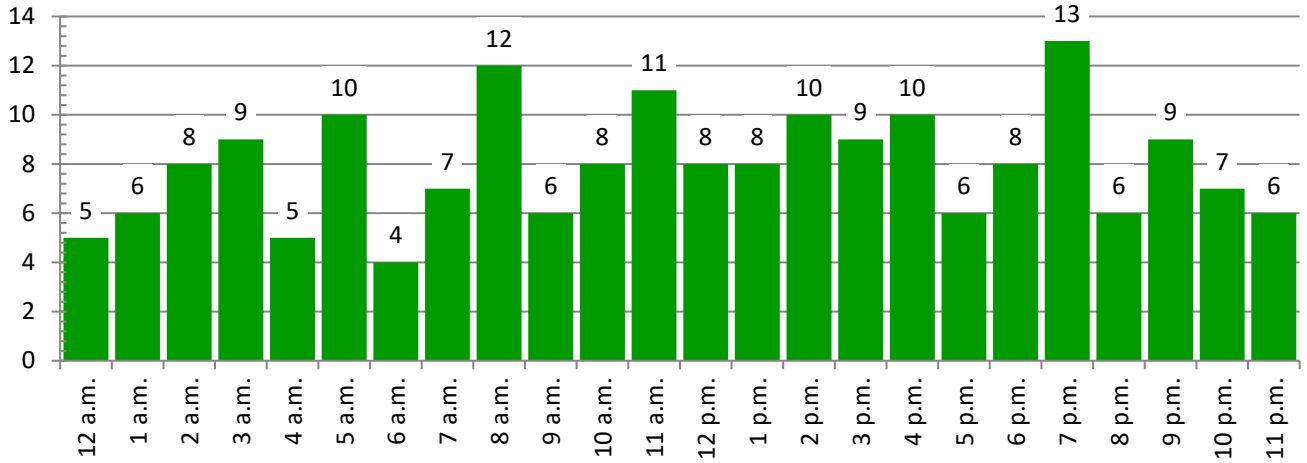
Variable Speed Limit Sign (VSL)		
VSL are speed limits that change based on road, traffic, and weather conditions.	21	21

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

Summary

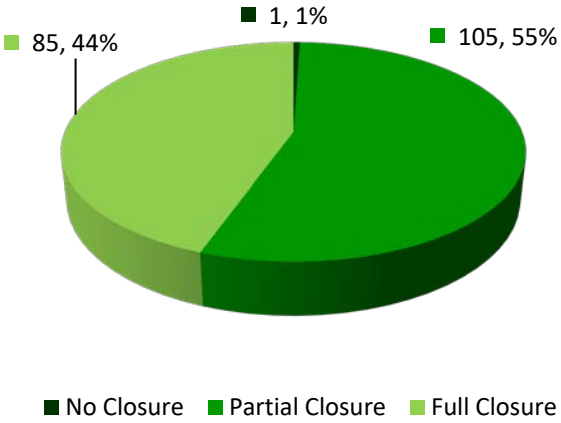
	Current Month	2023 Total
Unplanned Incidents	**Total Unplanned Incidents**	
Operators log information about each unplanned incident including date/time, location, traffic impact, and duration.	191	191
Planned Incidents	**Total Planned Incidents**	
Operators log information about each planned incident including date/time, location, traffic impact, and duration.	94	94
Communication	**Total Calls**	
Operators log all incoming and outgoing control room communications, engaging various incident responders and stakeholders.	4,310	4,310
Work Zones Communication	**Total Construction Calls**	
Construction related activities or communication that is outside of planned incidents.	942	942
DMS Messages	**Total Messages**	
All changes to DMS are logged and reviewed.	18,057	18,057
Public Outreach	**Total NHTMC.com Webpage Users**	
Operators use Twitter and nhtmc.com to inform motorists about traffic events and other road related information.	1,240	1,240
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	1

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

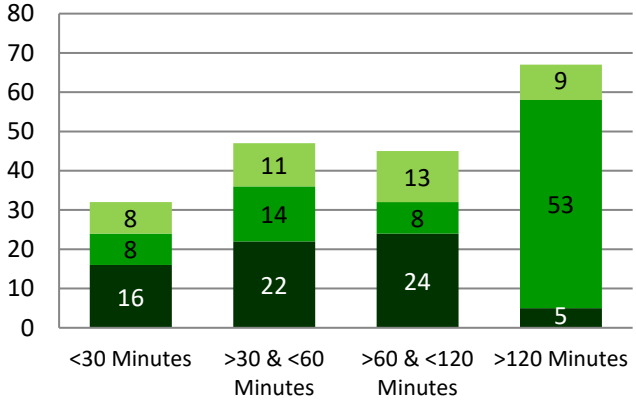


This graph shows the type of incident totals for the month.

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.

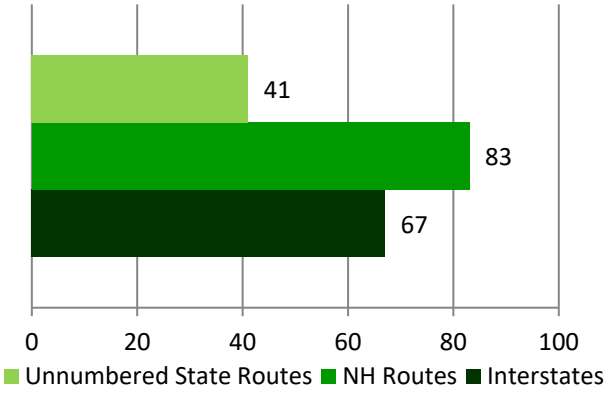
Current Month - Incident Duration

This graph shows the duration history of incidents.

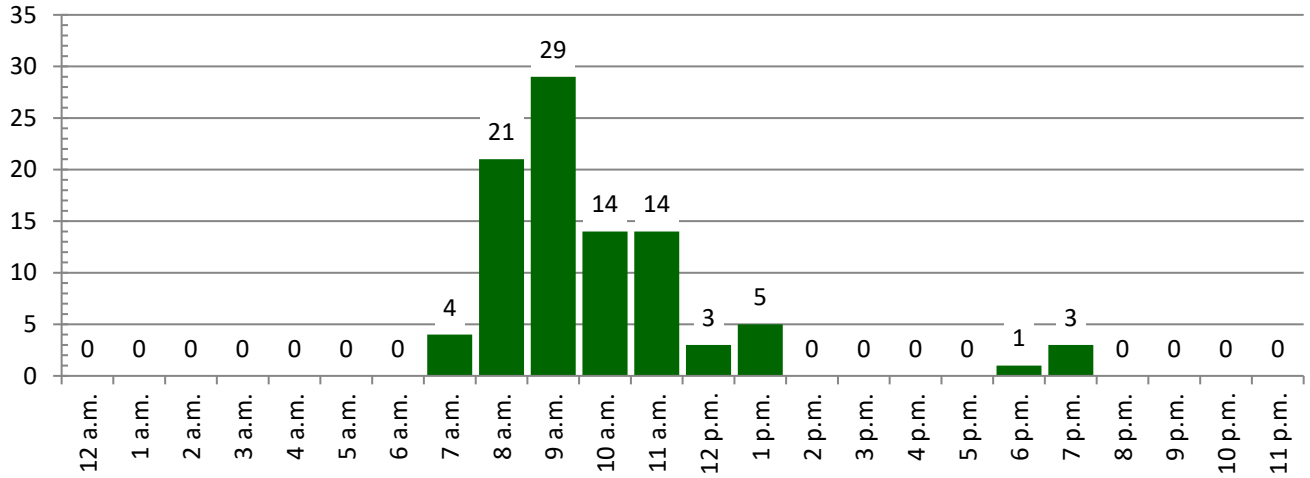


Current Month - Incident by Road

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

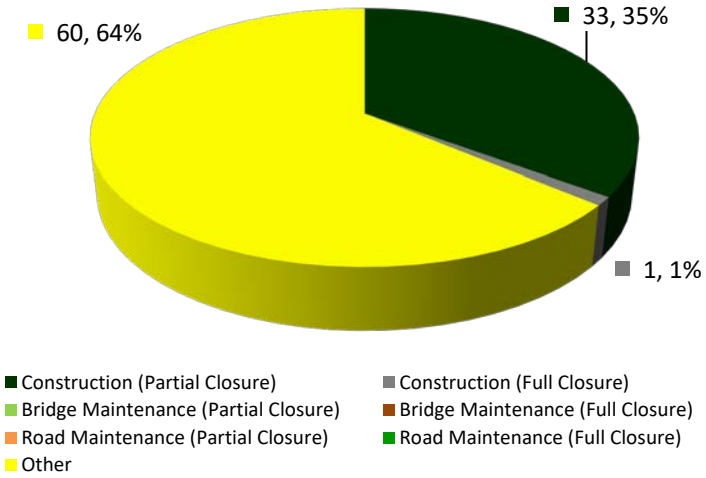


Planned Events



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

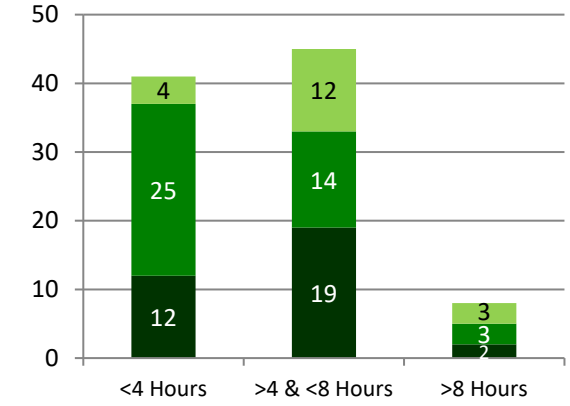


This graph shows the type of incident totals for the month.

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.

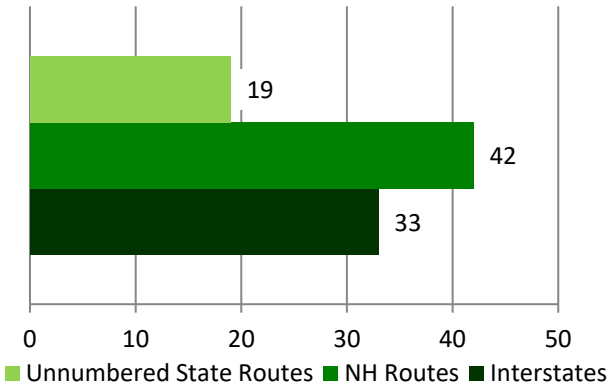
Current Month - Incident Duration

This graph shows the duration history of incidents.



Current Month - Incident by Road

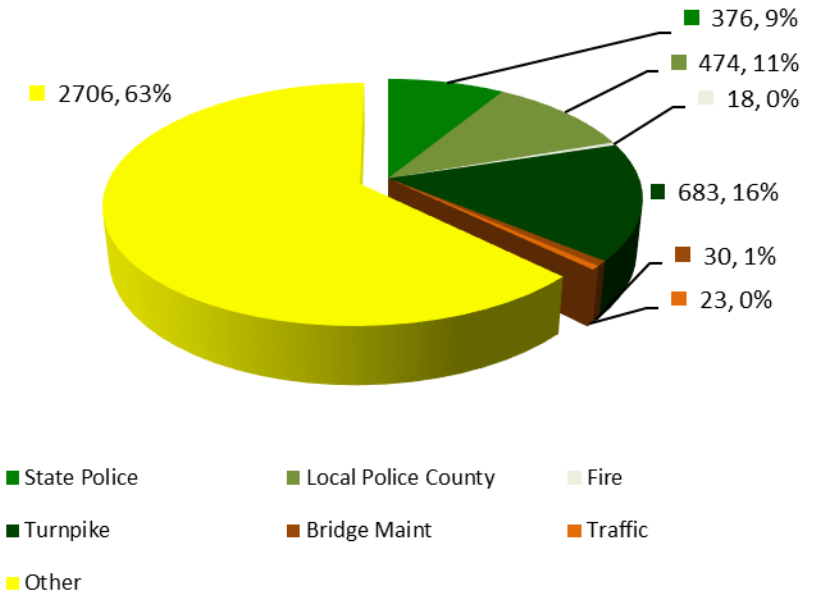
This graph shows which type of roadway the incidents occurred on.



Communication

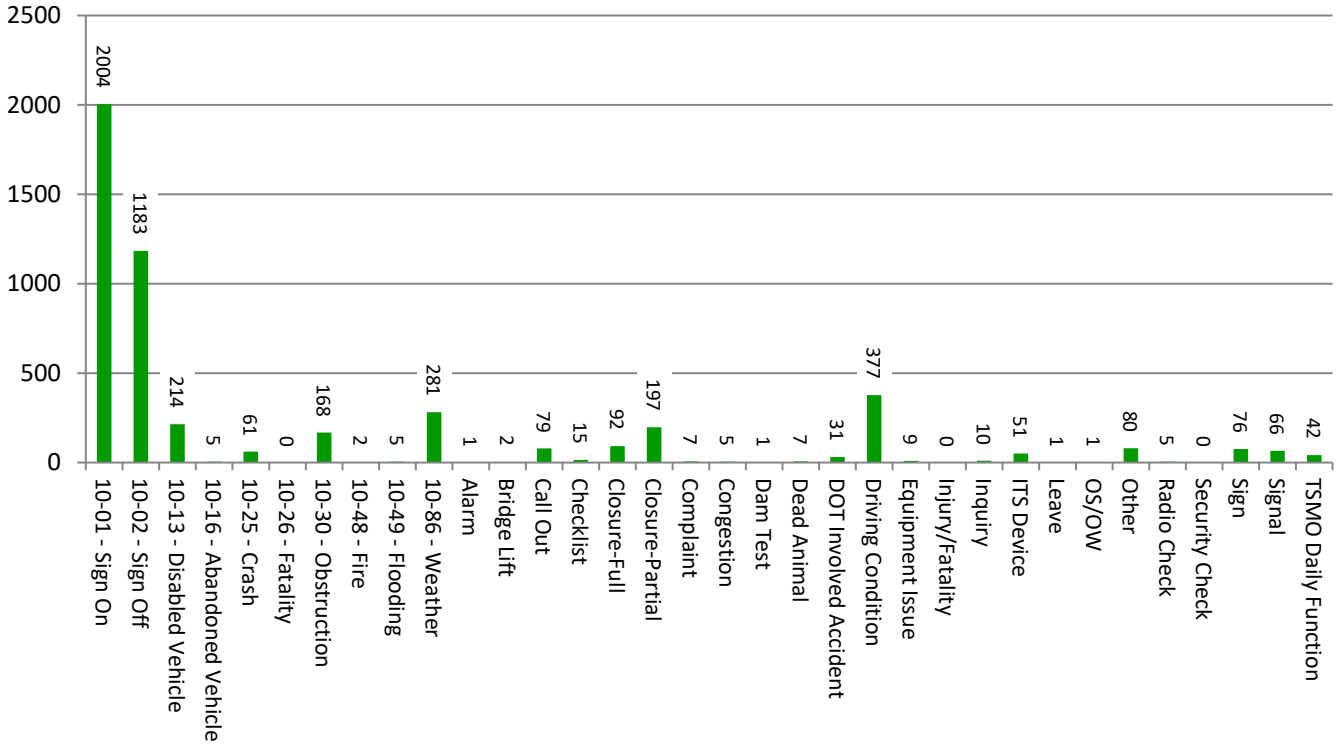
Current Month - Calls by Type

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



Log Entries by Type

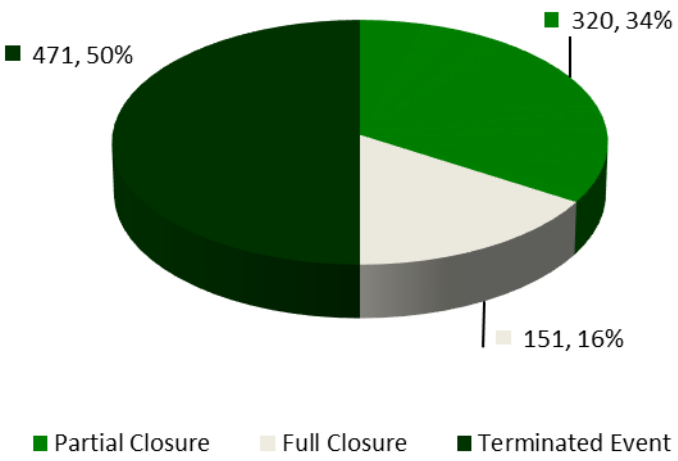
This graph shows the amount of log entries by type that TMC Operators have input into the Compass ATMS for the current month.



Work Zone Communication

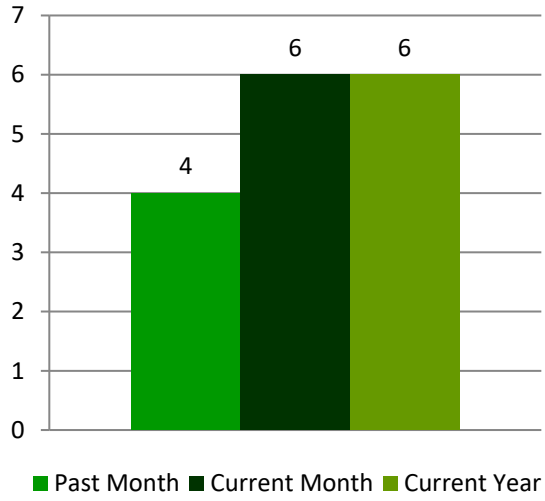
Current Month – Construction Calls

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

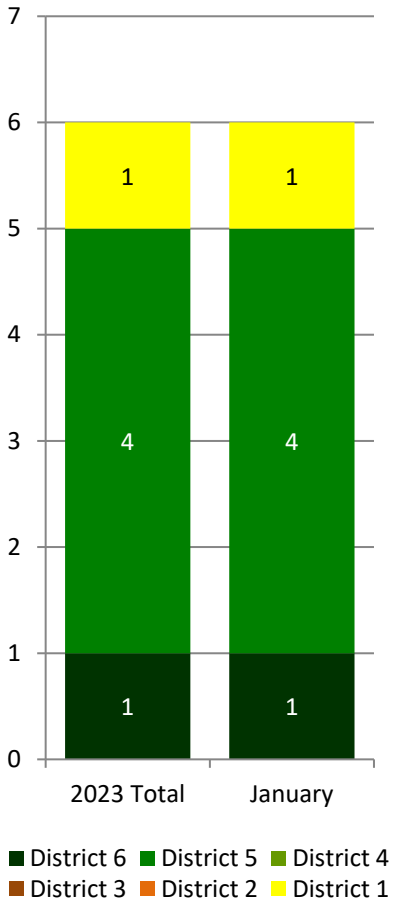


Incidents Occurring in Work Zones

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

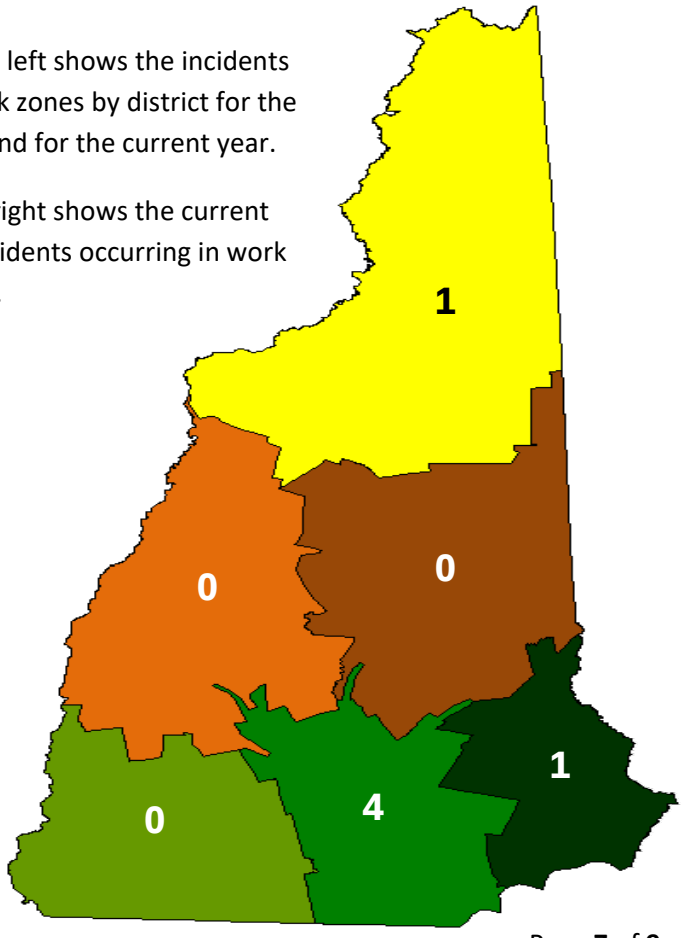


Incidents Occurring in Work Zones by Location



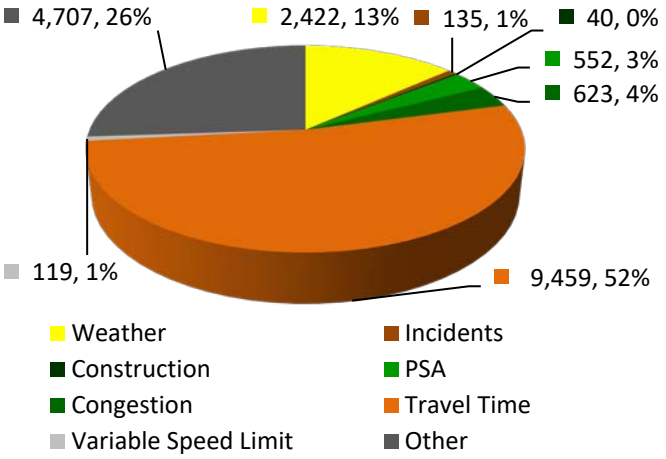
The graph to the left shows the incidents occurring in work zones by district for the current month and for the current year.

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



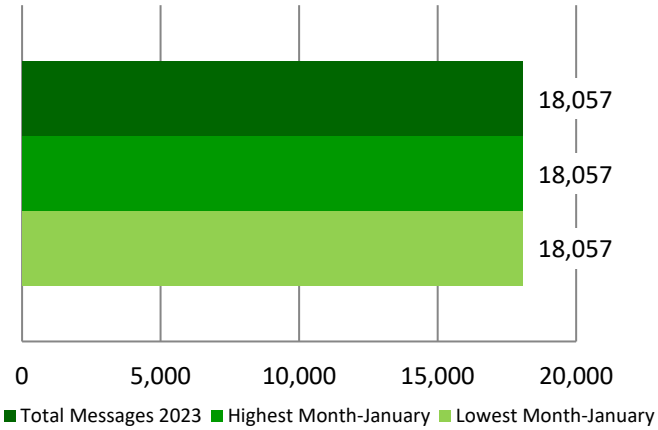
DMS Messages

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 - 2023



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

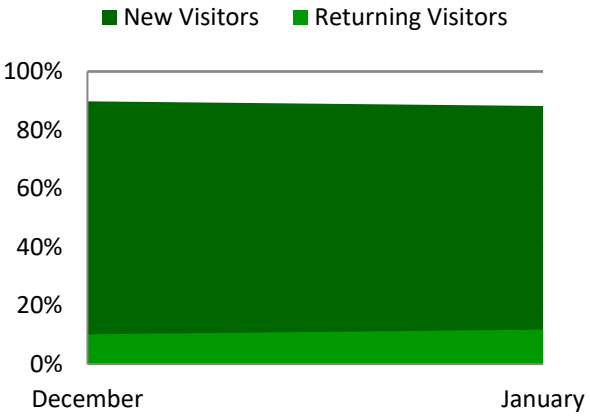
Current Month - Total Messages Posted by Board

101 E 52.8 FSV5	76	**89S 3.4 FSV5**	425	**93S 117.6 FSA1**	33
101 E 53 PSWC - SWZ - M04	9	**89S 31.4 PSP5**	71	**93S 122.2 FSV1**	42
101 W 54.3 PSWC - SWZ - M03	235	**89S 42.6 PSV2**	49	**93S 14.4 VSL D5**	6
101E 102 PSP5	39	**89S 55.0 PSV2**	40	**93S 14.4 VSL D5 Median**	6
101E 114.8 FSV6	258	**89S 57.7 FSS2**	61	**93S 23.4 FSD5**	281
101W 102.6 FSV5	66	**91 N VT 69.1 PSV VT - SWZ - M06**	170	**93S 27.8 FSDT**	864
101W 115 PSP5	35	**91 S VT 70.6 PSV VT - SWZ - M04**	178	**93S 36.5 FSST**	51
101W 128 PSV6	49	**93 N 0.5 FSDT**	179	**93S 39.0 FSV5**	87
16N 35.0 PSV3	56	**93 N 12.4 VSL SE 5**	5	**93S 43.3 PSV5**	29
16S 75.4 FSV3	51	**93 N 2.35 VSL D 5**	6	**93S 48.0 FSV5**	59
293 S 4.7 PSWC - SWZ - M02	52	**93 N 3.8 VSL D5**	6	**93S 57.6 PSP5**	29
293 S 5.2 PSWC - SWZ - M01	46	**93 N 6.6 VSL D5**	6	**93S 68.8 FSV3**	67
293N 8.8 FSPT	37	**93 N 7.5 FSD5**	232	**93S 7.2 FSD5**	153
293S 1.4 FSD5	97	**93 NM 12.4 VSL SE 5**	5	**93S 85.4 FSV3**	64
293S 4.8 FSDT	76	**93 NM 2.35 VSL D 5**	7	**95N 0.4 FSVT**	96
393 W 1.9 PSV5	28	**93 NM 3.8 VSL D5**	6	**95N 13.0 FSVT**	80
4 W 98.9 FSS6	53	**93 NM 6.6 VSL D5**	6	**95N 14.8 FSDT**	73
4E 92.4 FSS6	9	**93 S 10.7 VSL SE 5**	5	**95N 3.0 FSDT**	152
4E 98 FSA6	58	**93 S 17.8 VSL SE 5**	8	**95S 15.4 FSDT**	162
89 N 23.2 PSV2 - SWZ - M01	22	**93 S 2.2 VSL D 5**	6	**95S 3.4 FSPT**	74
89 N 23.7 PSV2 - SWZ - M02	18	**93 S 22.6 PSVT - SWZ - M06**	26	**95S 7.6 FSDT**	153
89 N 26.4 PSV2 - SWZ - M03	22	**93 S 23.3 PSVT - SWZ - M05**	60	**FEE N 1.2 FSVT**	74
89 N 28.4 PSV2 - SWZ - M08	22	**93 S 25.1 PSVT - SWZ - M04**	65	**FEE N 15.2 PSWC - SWZ - M07**	112
89 N 30.2 PSV2 - SWZ - M04	24	**93 S 25.6 PSVT - SWZ - M03**	71	**FEE N 16.2 PSVT**	67
89 N 56.8 PSV2 - SWZ - M01	105	**93 S 26.4 PSVT - SWZ - M02**	55	**FEE N 17.5 PSWC - SWZ - M06**	112
89 N 57.2 PSV2 - SWZ - M02	63	**93 S 27.4 PSVT - SWZ - M01**	57	**FEE N 17.8 FSVT**	40
89 N 59.8 PSV2 - SWZ - M03	66	**93 S 31.9 PSVT - SWZ - M07**	59	**FEE N 18.0 PSWC - SWZ - M05**	114
89 S 28.0 PSV2 - SWZ - M07	19	**93 S 5.2 VSL D5**	6	**FEE N 5.2 PSVT**	88
89 S 31.0 PSV2 - SWZ - M09	18	**93 SM 10.7 VSL SE 5**	5	**FEE S 17.8 PSVT**	71
89 S 31.9 PSV2 - SWZ - M06	25	**93 SM 17.8 VSL SE 5**	7	**FEE S 3.8 FSDT**	32
89 S 32.5 PSV2 - SWZ - M05	25	**93 SM 2.2 VSL D 5**	6	**FEE S 8.6 FSPT**	26
89 S 58.7 PSV2 - SWV - M07	50	**93 SM 5.2 VSL D5**	4	**ST N 1.0 FSAT**	2,407
89 S VT 0.9 PSV VT - SWZ - M05	190	**93N 16.0 VSL D5**	7	**ST N 16.2 PSVT - SWZ - M06**	25
89N 1.8 FSV5	188	**93N 16.0 VSL D5 Median**	6	**ST N 16.7 PSVT - SWZ - M05**	72
89N 18.4 FSS5	68	**93N 23.4 FSD5**	457	**ST N 19.2 PSVT**	74
89N 31.4 PSV2	22	**93N 32.9 FSST**	66	**ST N 4.3 PSVT - SWZ - M01**	580
89N 35.5 FSV2	72	**93N 36.2 FSVT**	68	**ST N 4.4 FSST**	60
89N 43.8 PSV2	40	**93N 43.8 PSP5**	38	**ST N 5.0 PSVT - SWZ - M02**	265
89N 49.0 PSV2	27	**93N 76.4 FSV3**	64	**ST S 11.6 FSAT**	3
89N 54.9 FSS2	46	**93N 82.6 FSV3**	66	**ST S 18.25 PSVT - SWZ - M07**	187
89S 10.8 FSV5	71	**93N 99.6 FSA3**	64	**ST S 19.25 PSVT - SWZ - M08**	24

Public Outreach

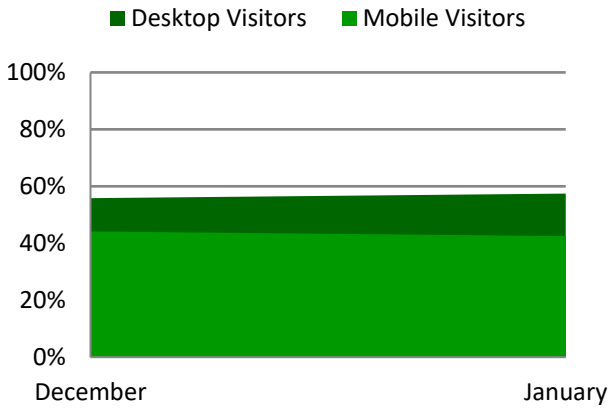
1,240 Users (Current Month) - NHTMC Website (www.nhtmc.com)

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

44,124 Total Twitter Followers