

TMC Monthly Operational Summary



Bureau of Transportation Systems Management & Operations (TSMO)

NH Department of Transportation's Mission

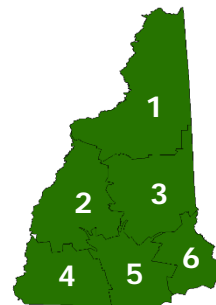
Transportation excellence enhancing the quality of life in New Hampshire.

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

	2023 Total	2024 Total
CCTV cameras are used to pinpoint and monitor traffic events so that information can be disseminated quickly and accurately.	146	146

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Dynamic Message Signs (DMS)

	2023 Total	2024 Total
DMS aid in sending messages to motorists to inform them of traffic events that may be impacting their route ahead.	57	57
¹ Additional DMS that TSMO uses during the winter season.	16 ¹	16 ¹
² TSMO is responsible for an additional ~20 DMS for the department.	20 ²	20 ²

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Road Weather Information System (RWIS)

	2023 Total	2024 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.	38	38

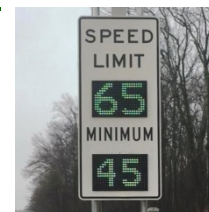
A RWIS collects and displays data from a network of pavement and atmospheric sensors to provide site-specific weather and pavement surface condition information.



Variable Speed Limit Sign (VSL)

	2023 Total	2024 Total
VSL are speed limits that change based on road, traffic, and weather conditions.	21	21

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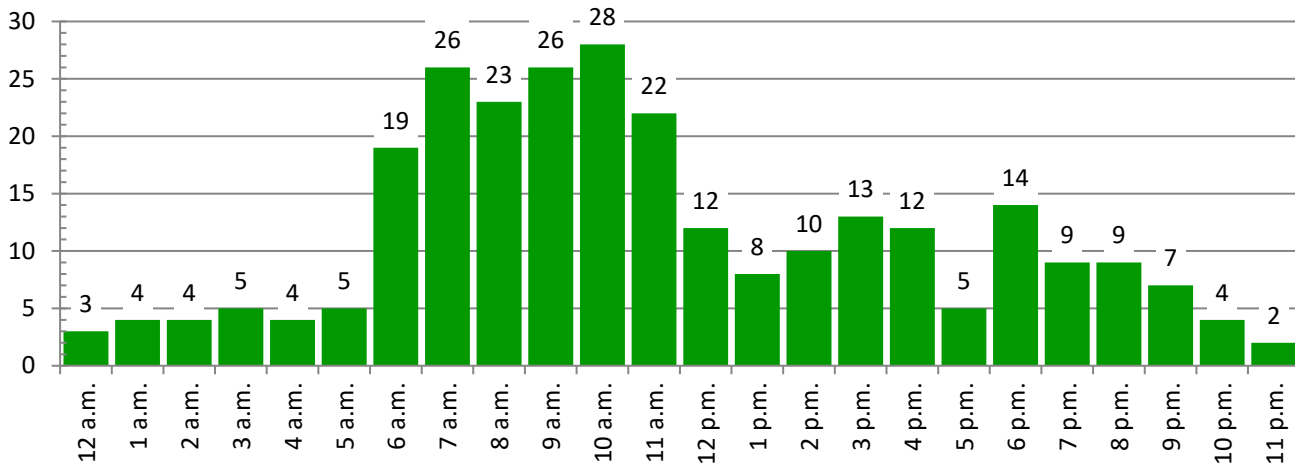
Motor Vehicle Detection System (MVDS)

	2023 Total	2024 Total
MVDS are sensors that collect speed and volume data.	39	39

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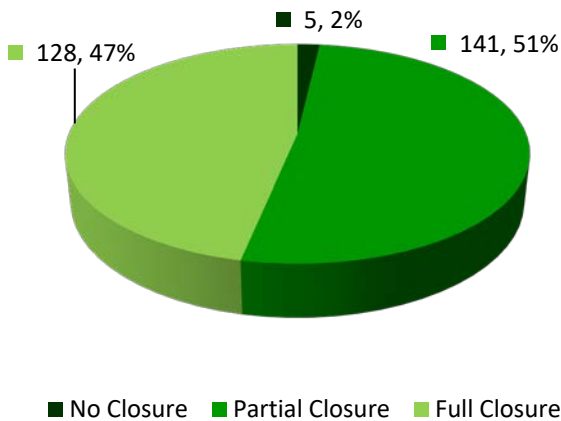


Unplanned Incidents



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:

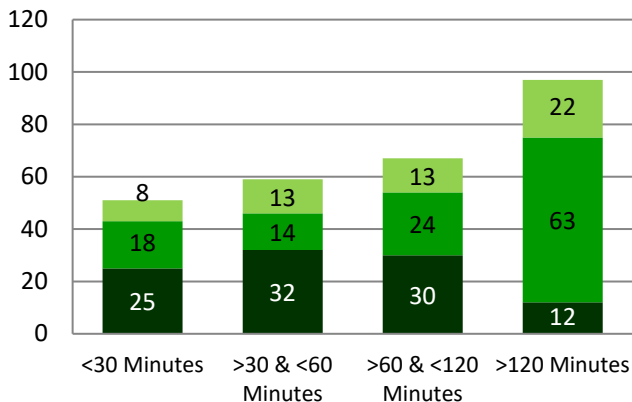
No Closure: No lane closures occurred during the incident.

Partial Closure: Only a part of the roadway was closed.

Full Closure: All lanes were closed during the incident.

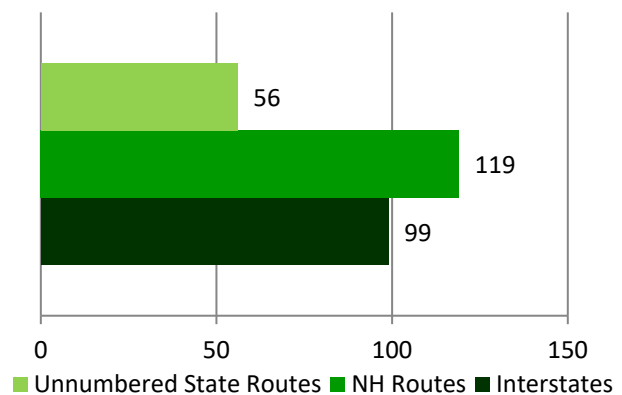
Current Month - Incident Duration

This graph shows the duration history of incidents.

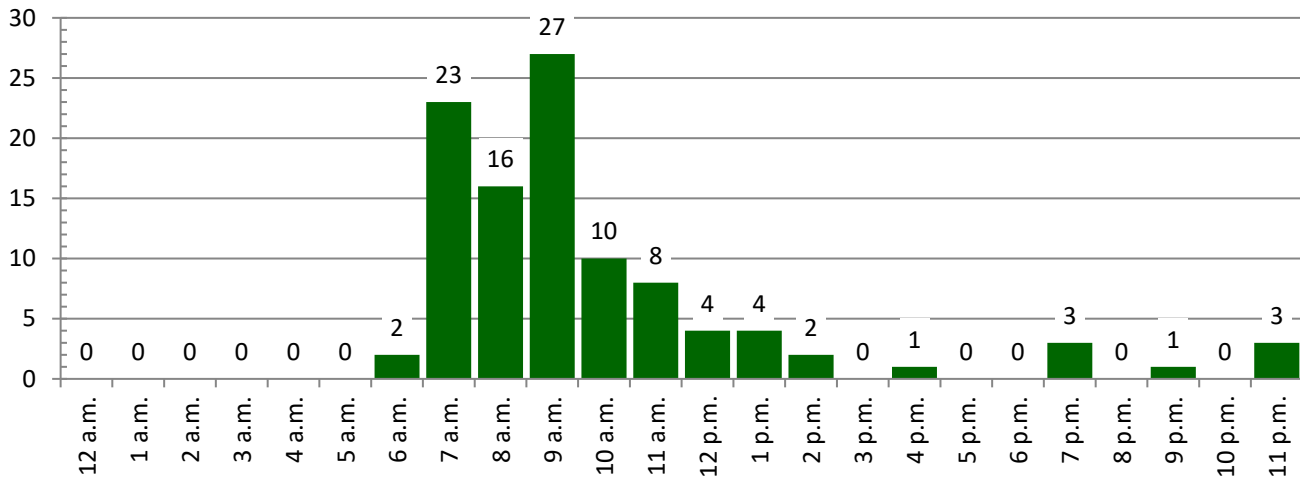


Current Month - Incident by Road

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

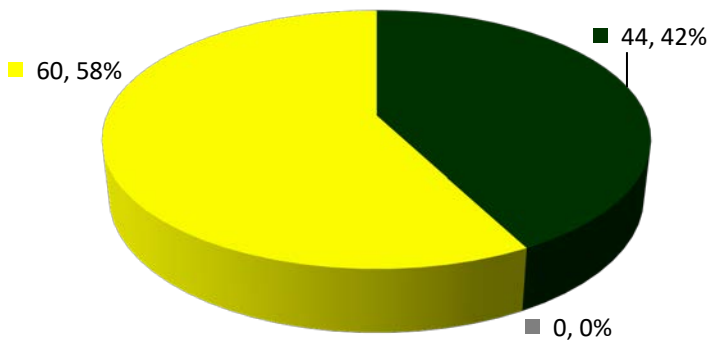


Planned Events



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



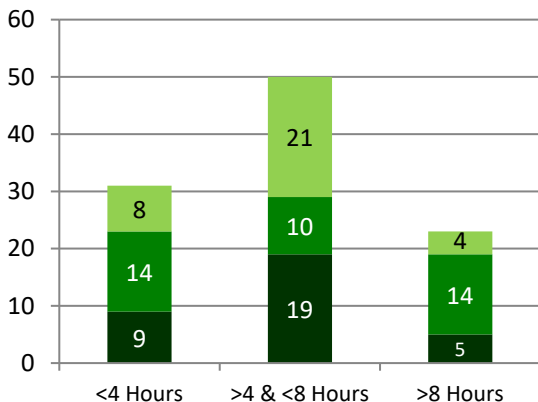
This graph shows the type of incident totals for the month.

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

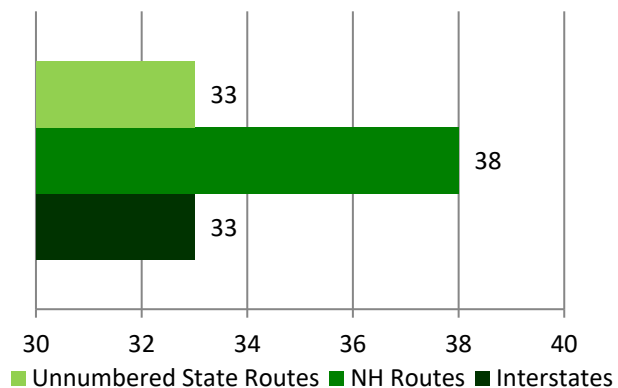
Current Month - Incident Duration

This graph shows the duration history of incidents.



Current Month - Incident by Road

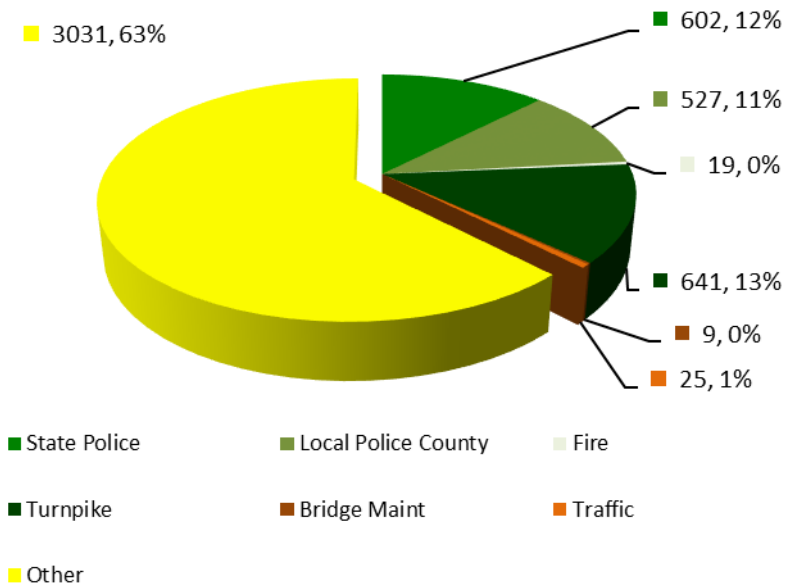
This graph shows which type of roadway the incidents occurred on.



Communication

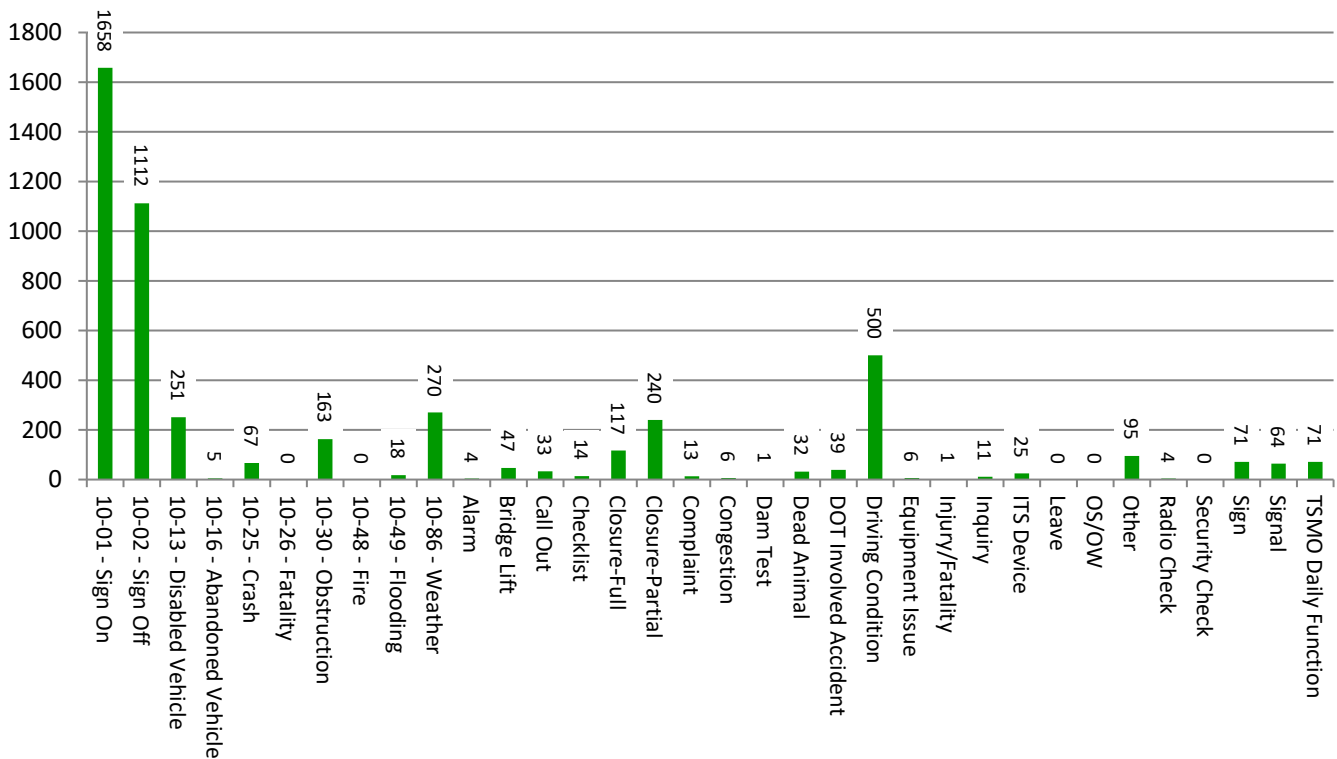
Current Month - Calls by Type

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



Log Entries by Type

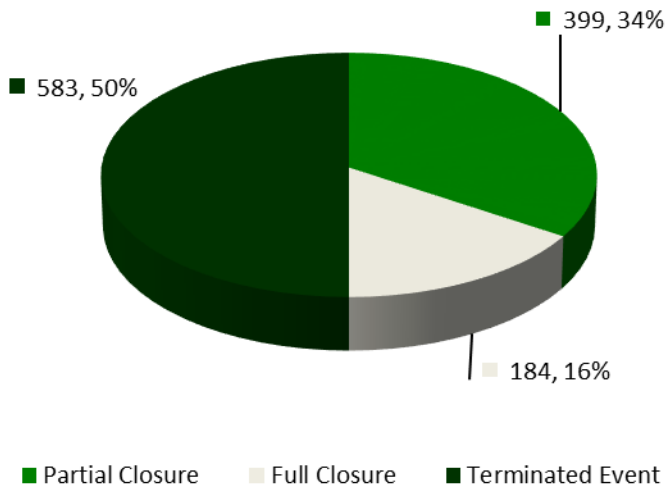
This graph shows the amount of log entries by type that TMC Operators have input into the Compass ATMS for the current month.



Work Zone Communication

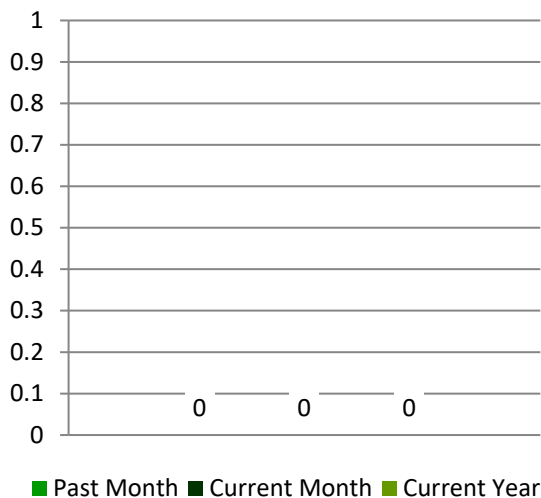
Current Month – Construction Calls

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

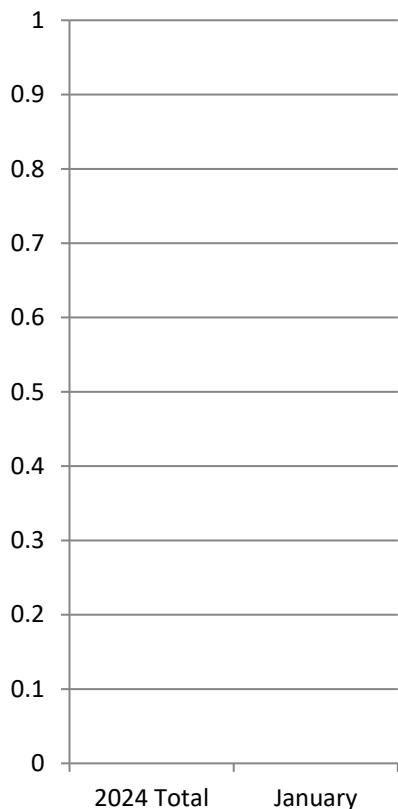


Incidents Occurring in Work Zones

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

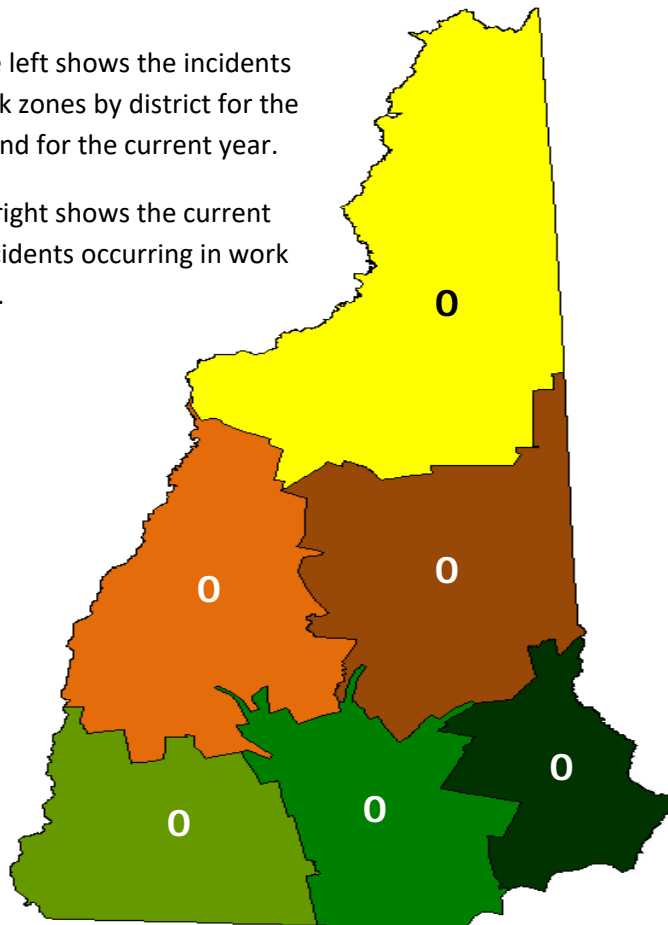


Incidents Occurring in Work Zones by Location



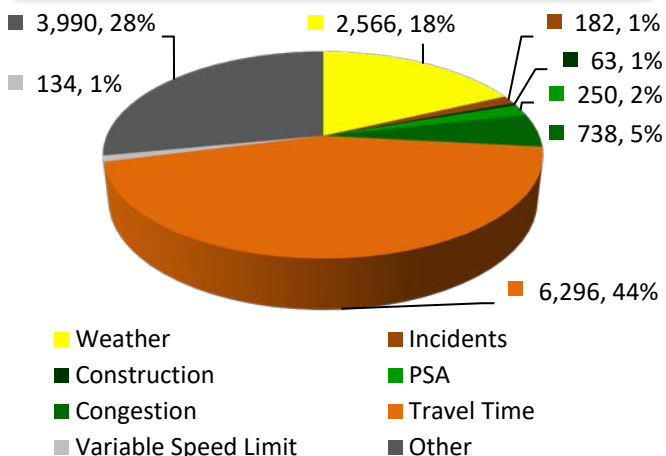
The graph to the left shows the incidents occurring in work zones by district for the current month and for the current year.

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

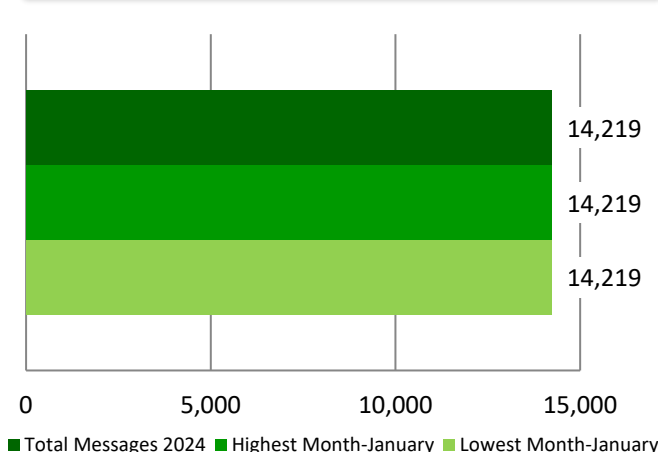


DMS Messages

Current Month - Messages by Type



Total Messages - 2024



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

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

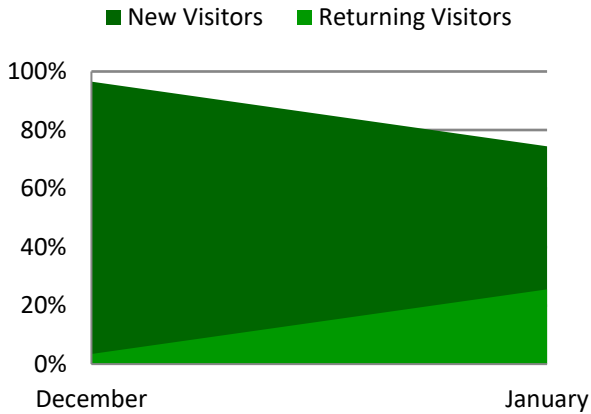
Current Month - Total Messages Posted by Board

101 E 52.8 FSV5	86	89S 3.4 FSV5	1,539	93S 36.5 FSST	52
101 E 53.4 PSVT - SWZ - M07	10	89S 31.4 PSP5	68	93S 39.0 FSV5	96
101 W 54.3 PSVT - SWZ - M06	10	89S 42.6 PSV2	96	93S 43.3 PSV5	26
101E 102 PSP5	34	89S 55.0 PSV2	74	93S 48.0 FSV5	62
101E 114.8 FSV6	197	89S 57.7 FSS2	64	93S 57.6 PSP5	35
101W 102.6 FSV5	55	91 N VT 69.1 PSV VT - SWZ - M06	291	93S 68.8 FSV3	67
101W 115 PSP5	34	91 S VT 70.6 PSV VT - SWZ - M04	288	93S 7.2 FSD5	164
101W 128 PSV6	44	93 N 0.5 FSDT	203	93S 85.4 FSV3	61
16N 35.0 PSV3	56	93 N 12.4 VSL SE 5	1	95MN 12.8 PSVT	56
16S 75.4 FSV3	51	93 N 2.35 VSL D 5	9	95N 0.4 FSVT	61
293 S 5.1 PSVT - SWZ - M05	11	93 N 3.8 VSL D5	11	95N 14.8 FSDT	72
293N 8.8 FSPT	6	93 N 6.6 VSL D5	5	95N 3.0 FSDT	134
293S 1.4 FSD5	95	93 N 7.5 FSD5	215	95S 15.4 FSDT	80
293S 4.8 FSDT	102	93 NM 12.4 VSL SE 5	1	95S 3.4 FSPT	58
393 W 1.9 PSV5	25	93 NM 2.35 VSL D 5	9	95S 7.6 FSDT	145
4 W 98.9 FSS6	52	93 NM 3.8 VSL D5	10	FEE N 1.2 FSVT	86
4E 92.4 FSS6	32	93 NM 6.6 VSL D5	6	FEE N 14.0 PSVT - SWZ - M-02	32
4E 98 FSA6	77	93 S 10.7 VSL SE 5	1	FEE N 5.2 PSVT	59
89 N 23.2 PSV2 - SWZ - M01	181	93 S 17.8 VSL SE 5	3	FEE N 9.0 PSVT - SWZ - M-03	25
89 N 23.7 PSV2 - SWZ - M02	180	93 S 2.2 VSL D 5	10	FEE S 17.5 FSVT - SWZ - M-01	32
89 N 26.4 PSV2 - SWZ - M03	148	93 S 5.2 VSL D5	11	FEE S 3.8 FSDT	33
89 N 28.4 PSV2 - SWZ - M08	123	93 SM 10.7 VSL SE 5	1	RW W 0.7 PSVT - SWZ - M-04	28
89 N 30.2 PSV2 - SWZ - M04	53	93 SM 17.8 VSL SE 5	2	ST N 1.0 FSAT	47
89 N 56.8 PSV2 - SWZ - M01	138	93 SM 2.2 VSL D 5	9	ST N 16.2 PSVT - SWZ - M06	152
89 N 57.2 PSV2 - SWZ - M02	79	93 SM 5.2 VSL D5	11	ST N 16.7 PSVT - SWZ - M05	43
89 N 57.3 FSS 2	36	93N 16.0 VSL D5	9	ST N 19.2 PSVT	51
89 N 59.8 PSV2 - SWZ - M03	84	93N 16.0 VSL D5 Median	9	ST N 4.3 PSVT - SWZ - M01	496
89 S 28.0 PSV2 - SWZ - M07	44	93N 23.4 FSD5	470	ST N 4.4 FSST	55
89 S 31.0 PSV2 - SWZ - M09	72	93N 32.9 FSST	65	ST N 5.0 PSVT - SWZ - M02	47
89 S 31.9 PSV2 - SWZ - M06	159	93N 36.2 FSVT	93	ST N 7.0 SKVT	44
89 S 32.5 PSV2 - SWZ - M05	162	93N 43.8 PSP5	40	ST S 18.25 PSVT - SWZ - M07	114
89 S 58.7 PSV2 - SWV - M07	65	93N 76.4 FSV3	52	ST S 19.25 PSVT - SWZ - M08	18
89 S VT 0.9 PSV VT - SWZ - M05	286	93N 82.6 FSV3	53	ST S 24.4 FSVT	205
89N 1.8 FSV5	194	93N 99.6 FSA3	70	ST S 3.4 FSDT	1,856
89N 18.4 FSS5	70	93S 117.6 FSA1	33	ST S 34.4 PSVT	50
89N 31.4 PSV2	27	93S 122.2 FSV1	45	ST S 6.6 PSVT - SWZ - M03	39
89N 35.5 FSV2	73	93S 14.4 VSL D5	8	ST S 6.9 PSVT - SWZ - M04	49
89N 43.8 PSV2	68	93S 14.4 VSL D5 Median	8	ST S 7.8 FSAT	859
89N 49.0 PSV2	73	93S 23.4 FSD5	304	WA W 0.5 FSST	35
89N 54.9 FSS2	51	93S 27.8 FSDT	719		
89S 10.8 FSV5	272	93S 32.5 FSVT	64		

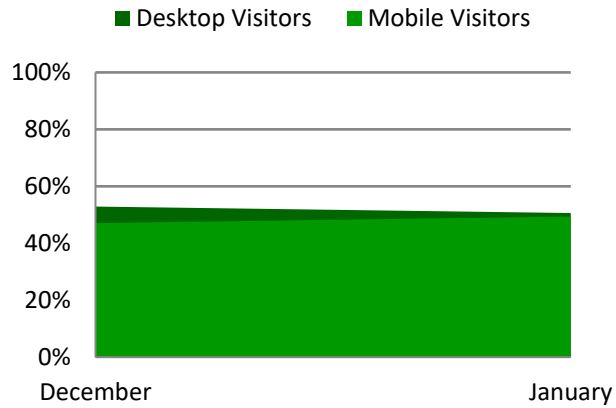
Public Outreach

1,409 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.



22,023 Total NewEngland511 Accounts

www.NewEngland511.org Notifications

