

# TMC Monthly Operational Summary

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Bureau of Transportation Systems Management & Operations (TSMO)

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## ***NH Department of Transportation's Mission***

*Transportation excellence enhancing the quality of life in New Hampshire.*

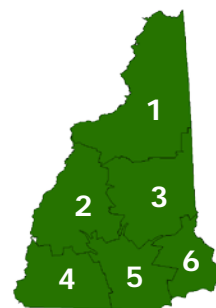
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## ***Transportation Management Center's Mission***

*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

|  | 2020 Total | 2021 Total |
|--|------------|------------|
| CCTV cameras are used to pinpoint and monitor traffic events so that information can be disseminated quickly and accurately. | 119        | 143        |

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### Dynamic Message Signs (DMS)

|  | 2020 Total      | 2021 Total      |
|--|-----------------|-----------------|
| DMS aid in sending messages to motorists to inform them of traffic events that may be impacting their route ahead. | 56              | 57              |
| <sup>1</sup> Additional DMS that TSMO uses during the winter season.   | 16 <sup>1</sup> | 16 <sup>1</sup> |
| <sup>2</sup> TSMO is responsible for an additional ~20 DMS for the department.                                     | 20 <sup>2</sup> | 20 <sup>2</sup> |

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### Road Weather Information System (RWIS)

|   | 2020 Total | 2021 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. | 25         | 37         |

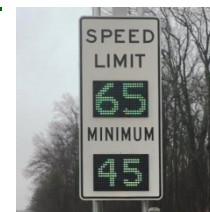
A RWIS collects and displays data from a network of pavement and atmospheric sensors to provide site-specific weather and pavement surface condition information.



### Variable Speed Limit Sign (VSL)

|  | 2020 Total | 2021 Total |
|--|------------|------------|
| VSL are speed limits that change based on road, traffic, and weather conditions. | 18         | 23         |

VSL are speed limits that change based on road, traffic, and weather conditions.



### Motor Vehicle Detection System (MVDS)

|  | 2020 Total | 2021 Total |
|--|------------|------------|
| MVDS are sensors that collect speed and volume data. | 19         | 39         |

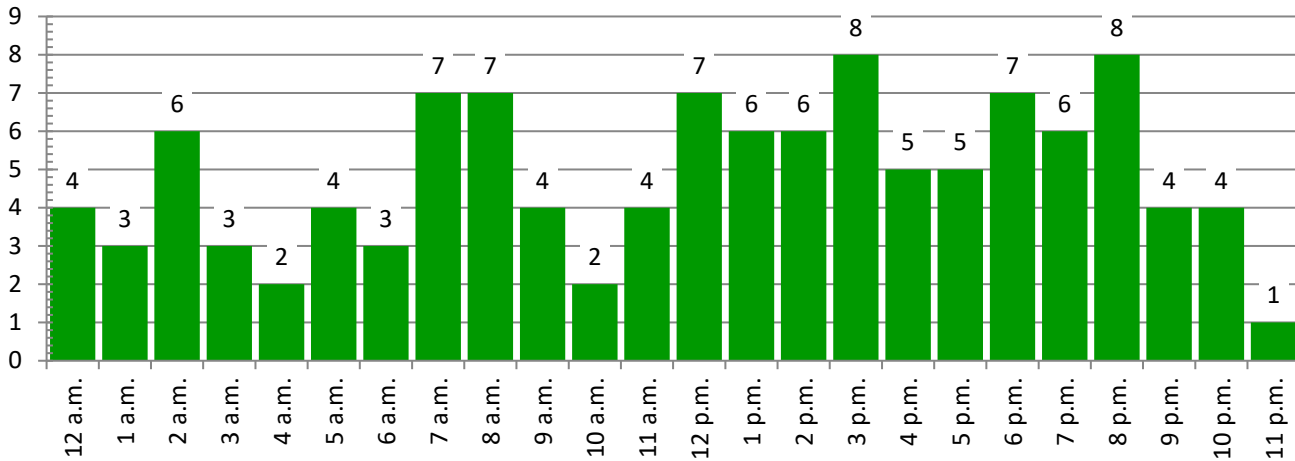
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# Summary

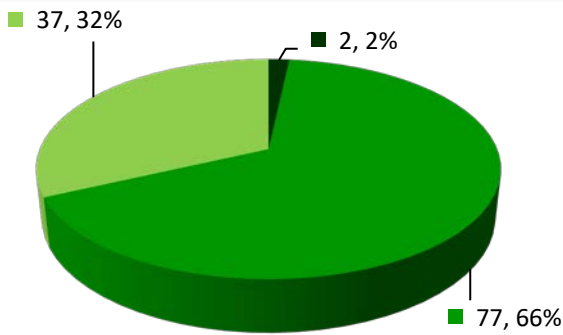
|  | Current Month                        | 2021 Total |
|--|--------------------------------------|------------|
| <b>Unplanned Incidents</b>   |                                      |            |
|  | <b>Total Unplanned Incidents</b>     |            |
| Operators log information about each unplanned incident including date/time, location, traffic impact, and duration.           | 116                                  | 1,298      |
| <b>Planned Incidents</b>   |                                      |            |
|  | <b>Total Planned Incidents</b>       |            |
| Operators log information about each planned incident including date/time, location, traffic impact, and duration.             | 307                                  | 3,341      |
| <b>Communication</b>   |                                      |            |
|  | <b>Total Calls</b>                   |            |
| Operators log all incoming and outgoing control room communications, engaging various incident responders and stakeholders.    | 3,726                                | 40,975     |
| <b>Work Zones Communication</b>  |                                      |            |
|  | <b>Total Construction Calls</b>      |            |
| Construction related activities or communication that's outside of planned incidents.  | 1,344                                | 16,234     |
| <b>DMS Messages</b>  |                                      |            |
|  | <b>Total Messages</b>                |            |
| All changes to DMS are logged and reviewed.  | 18,473                               | 164,884    |
| <b>Public Outreach</b>   |                                      |            |
|  | <b>Total NHTMC.com Webpage Users</b> |            |
| Operators use Twitter and nhtmc.com to inform motorists about traffic events and other road related information.               | 1,487                                | 14,170     |
| <b>Storm Desk Activations</b>  |                                      |            |
|  | <b>Total Storm Desk Activations</b>  |            |
| 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.

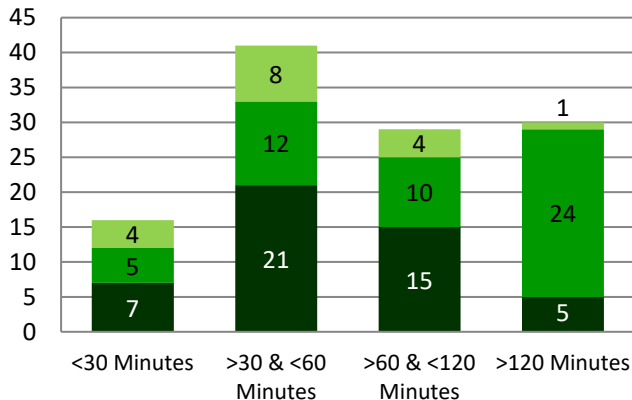
### Types of Incidents:

- 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.

■ No Closure ■ Partial Closure ■ Full Closure

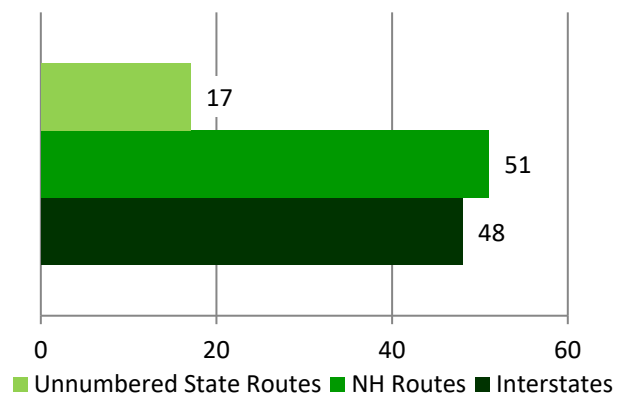
## Current Month - Incident Duration

This graph shows the duration history of incidents.

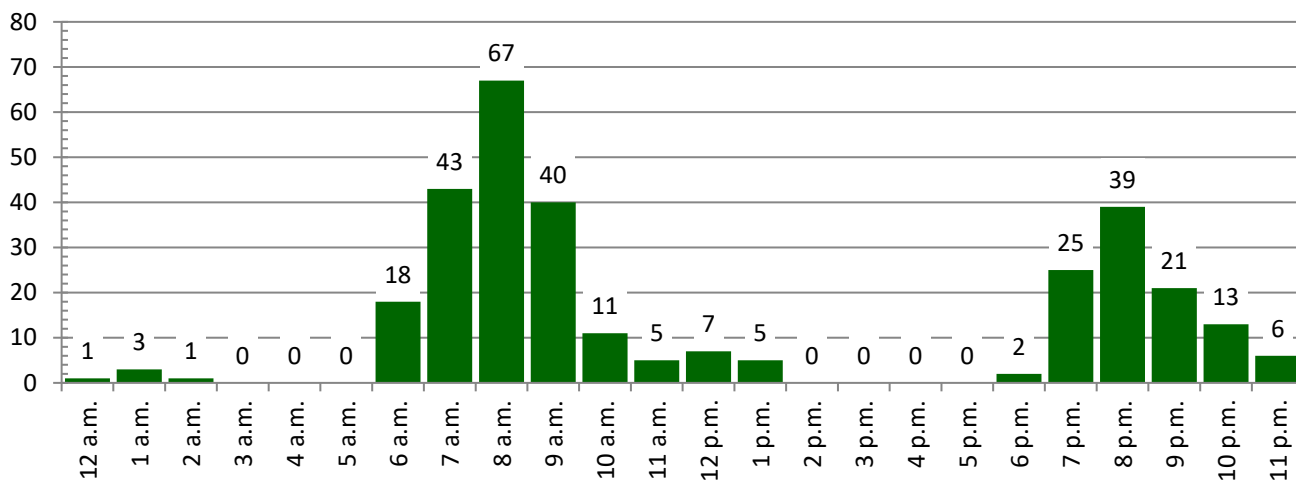


## Current Month - Incident by Road

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

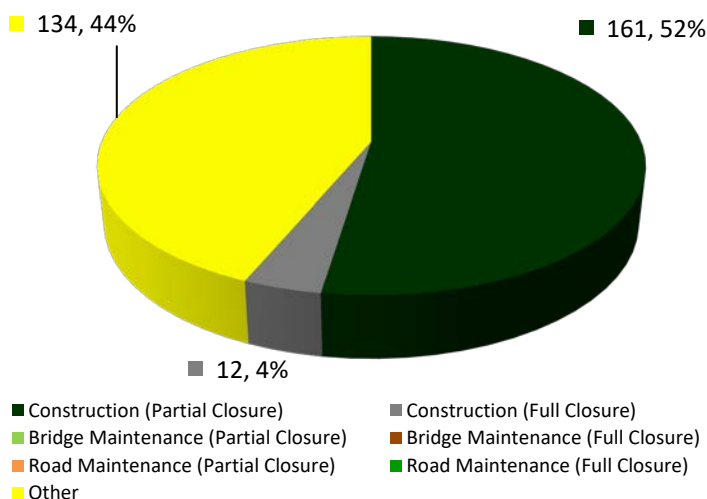


# Planned Events



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

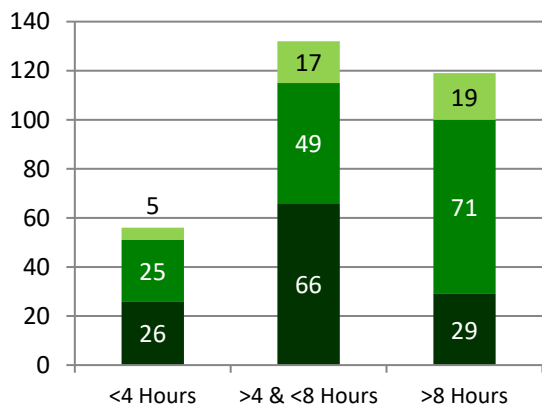


This graph shows the type of incident totals for the month.

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.

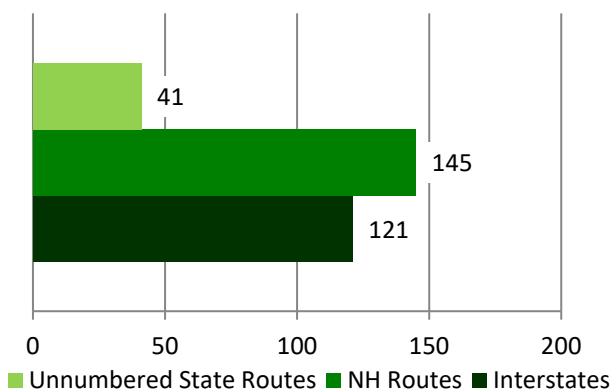
## Current Month - Incident Duration

This graph shows the duration history of incidents.



## Current Month - Incident by Road

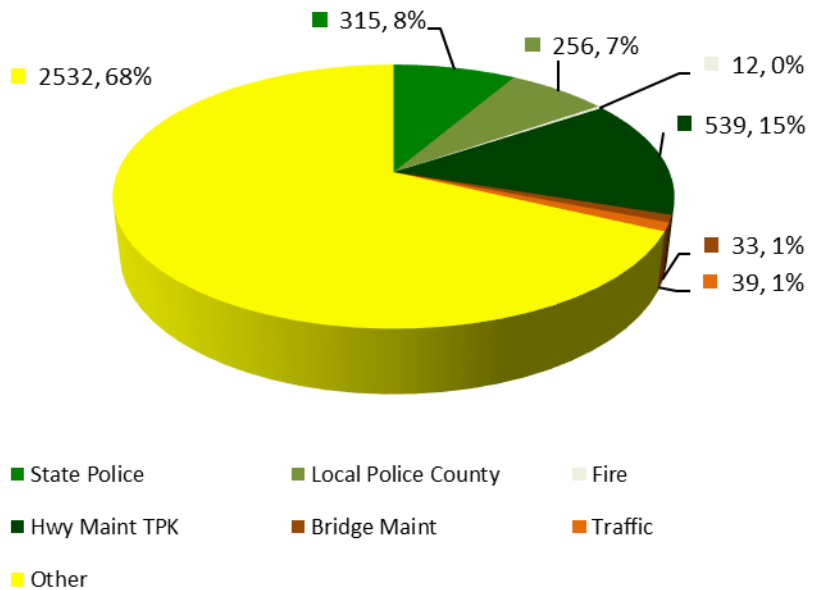
This graph shows which type of roadway the incidents occurred on.



# Communication

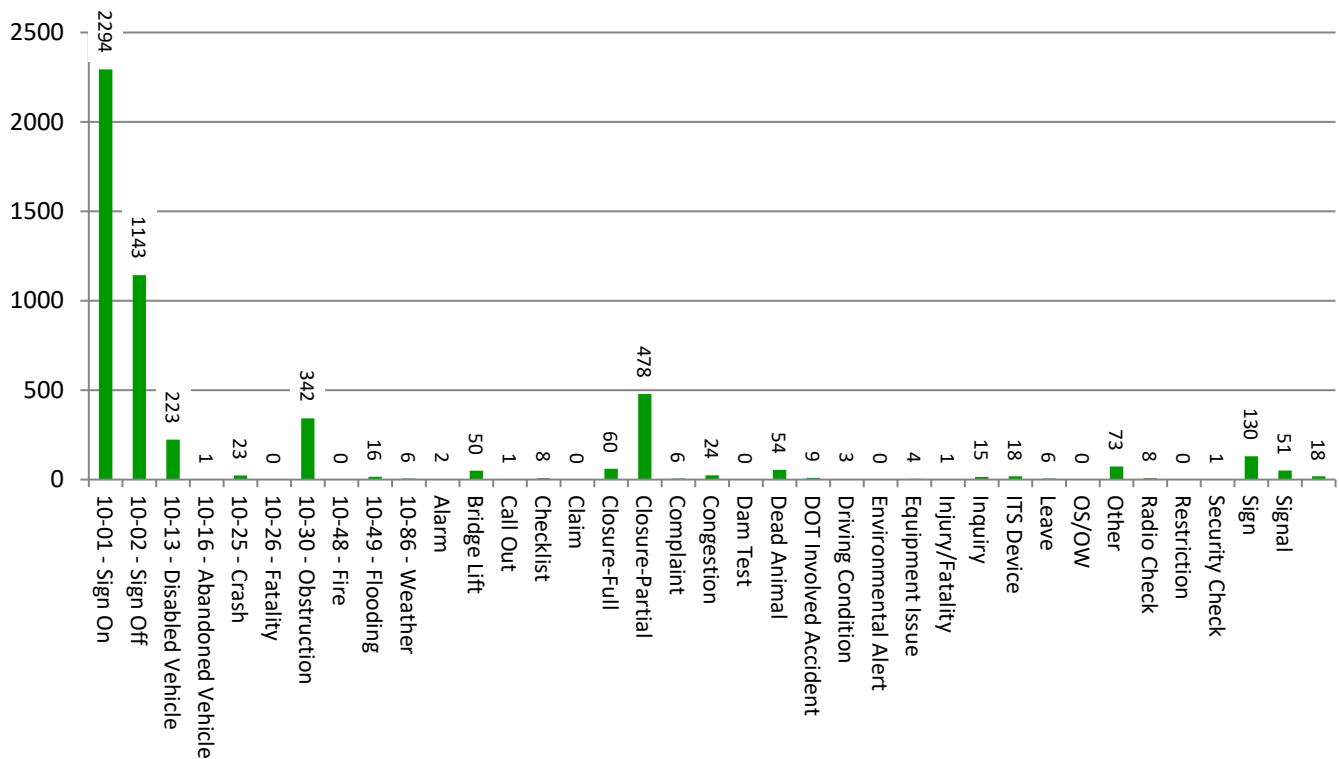
## Current Month - Calls by Type

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



## Log Entries by Type

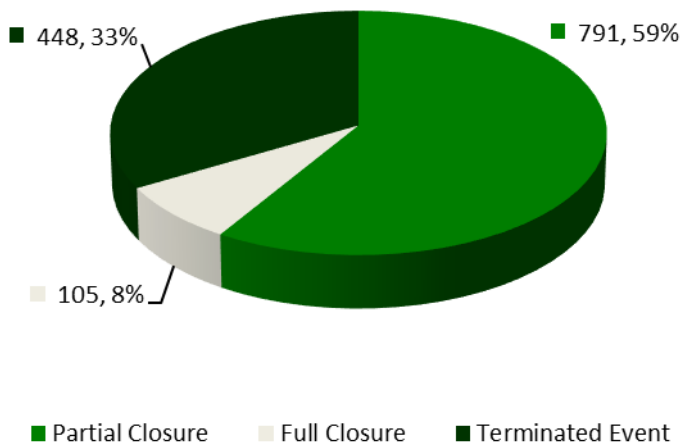
This graph shows the amount of log entries by type that TMC Operators have entered into the Compass ATMS for the current month.



# Work Zone Communication

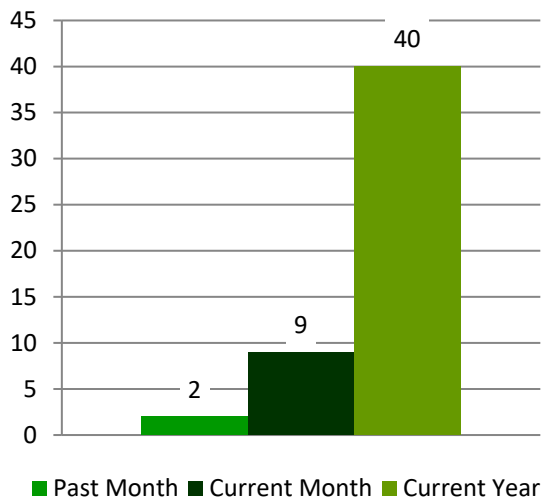
## Current Month – Construction Calls

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

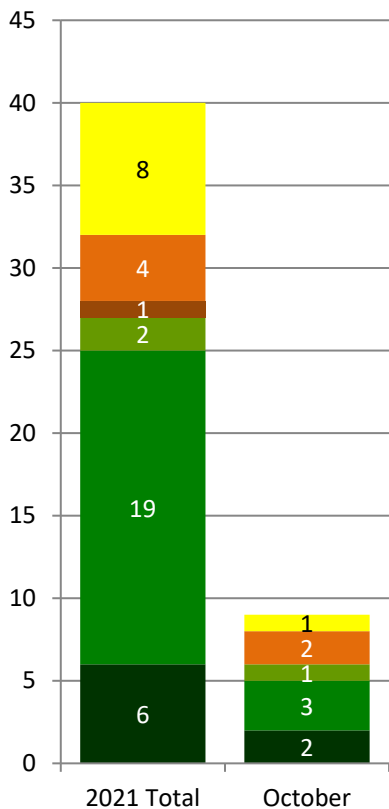


## Incidents Occurring in Work Zones

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

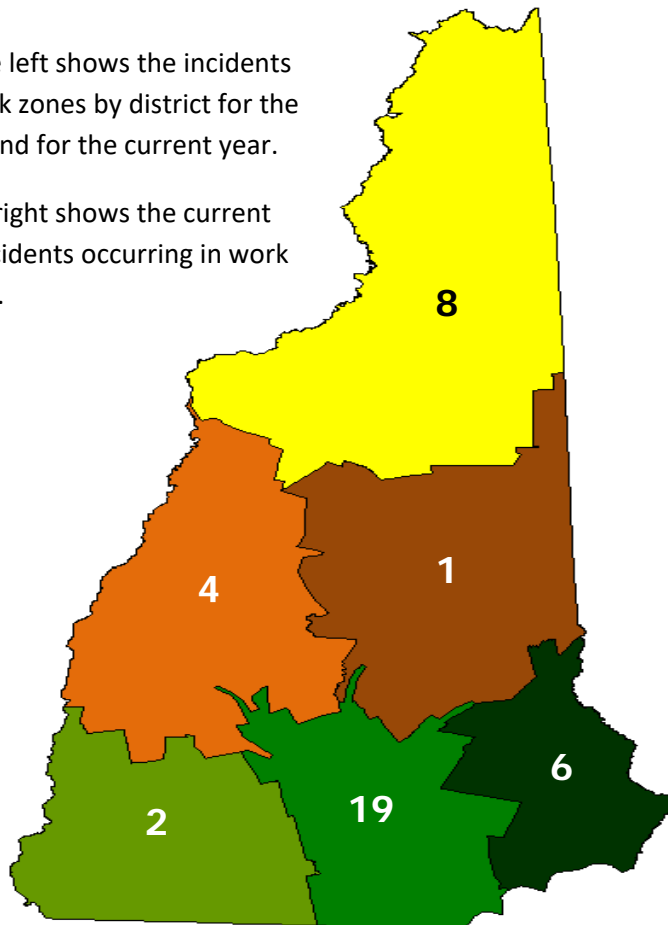


## Incidents Occurring in Work Zones by Location



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

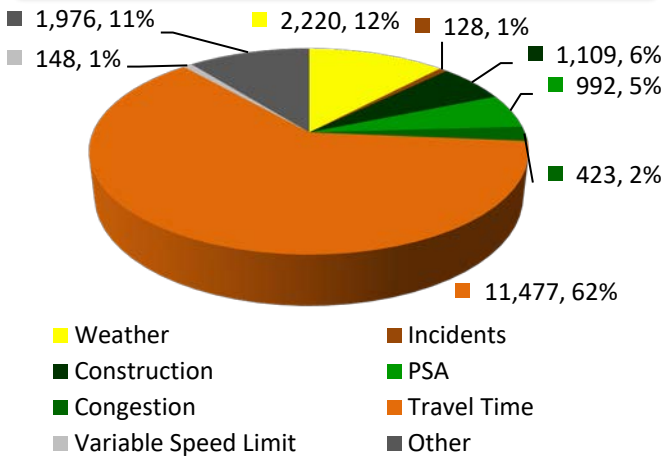
The map to the right shows the current year total for incidents occurring in work zones by district.



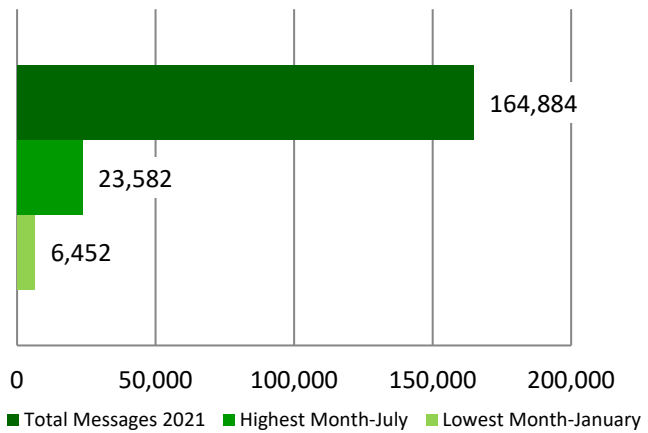
■ District 6 
 ■ District 5 
 ■ District 4 
 ■ District 3 
 ■ District 2 
 ■ District 1

# DMS Messages

## Current Month - Messages by Type



## Total Messages - 2021



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

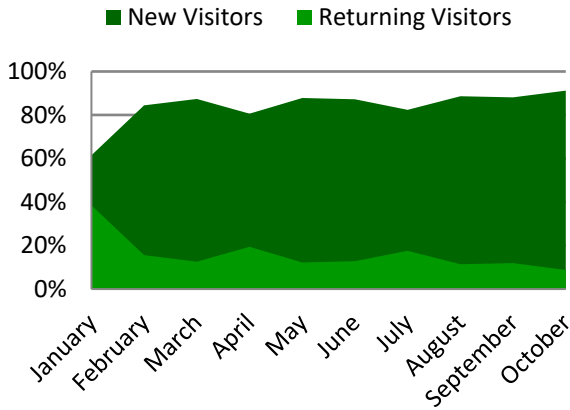
|                               |      |                               |     |                                 |      |
|-------------------------------|------|-------------------------------|-----|---------------------------------|------|
| 101 E 52.8 FSV5               | 24   | 93 S 25.6 PSVT - SWZ - M03    | 171 | FEE N 16.2 PSVT                 | 24   |
| 101 to 95 Side Toll           | 15   | 93 S 26.4 PSVT - SWZ - M02    | 84  | FEE N 18.8 FSVT                 | 11   |
| 101E 114.8 FSV6               | 317  | 93 S 27.4 PSVT - SWZ - M01    | 22  | FEE S 17.8 PSVT                 | 27   |
| 101E 130 FSA6                 | 1    | 93 S 31.9 PSVT - SWZ - M07    | 81  | FEE S 3.8 FSDT                  | 27   |
| 101W 102.6 FSV5               | 36   | 93 S 5.2 VSL D5               | 13  | FEE S 8.6 FSPT                  | 21   |
| 101W 128 PSV6                 | 31   | 93 S EX 9 On-Ramp - SWZ - M09 | 71  | I-91 N VT 69.1 PSVT - SWZ - M06 | 1128 |
| 293N 8.8 FSPT                 | 678  | 93 SM 2.2 VSL D 5             | 12  | ST N 1.0 FSAT                   | 188  |
| 293S 1.4 FSD5                 | 43   | 93 SM 5.2 VSL D5              | 13  | ST N 17.5 PSVT                  | 10   |
| 293S 4.8 FSDT                 | 30   | 93N 16.0 VSL D5               | 12  | ST N 4.4 FSST                   | 40   |
| 393 W 1.9 PSV5                | 12   | 93N 16.0 VSL D5 Median        | 12  | ST N 5.4 PSVT                   | 7    |
| 4 W 98.9 FSS6                 | 12   | 93N 23.4 FSD5                 | 636 | ST S 17.7 PSVT                  | 7    |
| 4E 92.4 FSS6                  | 15   | 93N 26.8 PSVT                 | 84  | ST S 24.4 FSVT                  | 197  |
| 4E 98 FSA6                    | 25   | 93N 32.9 FSST                 | 24  | ST S 3.4 FSDT                   | 3681 |
| 89 N 56.8 PSVT - SWZ - M01    | 33   | 93N 36.2 FSVT                 | 27  | ST S 5.6 PSVT                   | 2    |
| 89 N 57.2 PSVT - SWZ - M02    | 131  | 93N 57.6 FSS3                 | 32  | ST S 7.8 FSAT                   | 2987 |
| 89 N 59.8 PSVT - SWZ - M03    | 152  | 93N 76.4 FSV3                 | 24  | WA W 0.5 FSST                   | 12   |
| 89 S VT 0.9 PSVT - SWZ - M05  | 1134 | 93N 82.6 FSV3                 | 23  |                                 |      |
| 89N 1.8 FSV5                  | 148  | 93N 99.6 FSA3                 | 65  |                                 |      |
| 89N 18.4 FSS5                 | 45   | 93S 117.6 FSA1                | 16  |                                 |      |
| 89N 18.4 FSV5                 | 1    | 93S 122.2 FSV1                | 3   |                                 |      |
| 89N 35.5 FSV2                 | 22   | 93S 23.4 FSD5                 | 262 |                                 |      |
| 89N 43.8 PSV2                 | 3    | 93S 27.8 FSDT                 | 519 |                                 |      |
| 89N 54.9 FSS2                 | 11   | 93S 30.3 PSVT                 | 96  |                                 |      |
| 89S 10.8 FSV5                 | 284  | 93S 32.4 FSVT                 | 36  |                                 |      |
| 89S 3.4 FSV5                  | 837  | 93S 36.5 FSST                 | 18  |                                 |      |
| 89S 55.0 PSV2                 | 10   | 93S 39.0 FSV5                 | 46  |                                 |      |
| 89S 57.7 FSS2                 | 21   | 93S 43.3 PSV5                 | 15  |                                 |      |
| 91 VT S 70.6 PSVT - SWZ - M04 | 1072 | 93S 48.0 FSV5                 | 39  |                                 |      |
| 93 N 0.5 FSDT                 | 151  | 93S 68.8 FSV3                 | 29  |                                 |      |
| 93 N 2.35 VSL D 5             | 12   | 93S 7.2 FSD5                  | 149 |                                 |      |
| 93 N 3.8 VSL D5               | 12   | 93S 85.4 FSV3                 | 23  |                                 |      |
| 93 N 6.6 VSL D5               | 13   | 95N 0.4 FSVT                  | 293 |                                 |      |
| 93 N 7.5 FSD5                 | 148  | 95N 13.0 FSVT                 | 46  |                                 |      |
| 93 N EX 9 On-Ramp - SWZ - M08 | 68   | 95N 14.8 FSDT                 | 70  |                                 |      |
| 93 NM 2.35 VSL D 5            | 12   | 95N 3.0 FSDT                  | 230 |                                 |      |
| 93 NM 3.8 VSL D5              | 12   | 95N 4.8 PSVT                  | 87  |                                 |      |
| 93 NM 6.6 VSL D5              | 12   | 95S 15.4 FSDT                 | 583 |                                 |      |
| 93 S 2.2 VSL D 5              | 13   | 95S 3.4 FSPT                  | 25  |                                 |      |
| 93 S 22.6 PSVT - SWZ - M06    | 99   | 95S 7.2 PSVT                  | 75  |                                 |      |
| 93 S 23.3 PSVT - SWZ - M05    | 38   | 95S 7.6 FSDT                  | 237 |                                 |      |
| 93 S 25.1 PSVT - SWZ - M04    | 32   | FEE N 1.2 FSVT                | 36  |                                 |      |



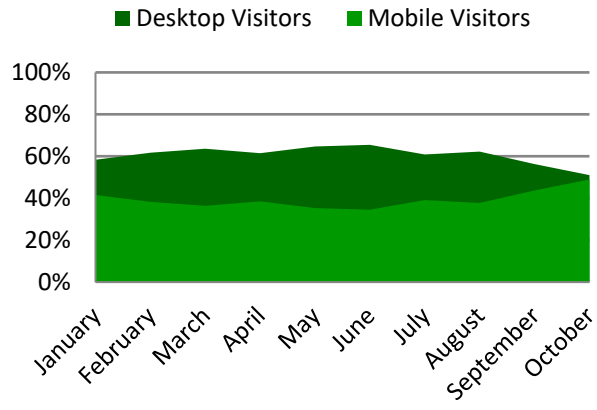
# Public Outreach

## 1,487 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.



40,822 Total Twitter Followers

