

TMC Monthly Operational Summary



Bureau of Transportation Systems Management & Operations (TSMO)

NH Department of Transportation's Mission

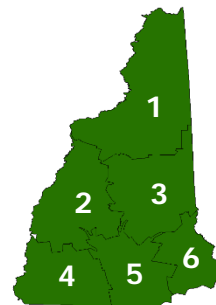
Transportation excellence enhancing the quality of life in New Hampshire.

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

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Dynamic Message Signs (DMS)

	2021 Total	2022 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)

	2021 Total	2022 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.	37	38

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Variable Speed Limit Sign (VSL)

	2021 Total	2022 Total
VSL are speed limits that change based on road, traffic, and weather conditions.	23	21

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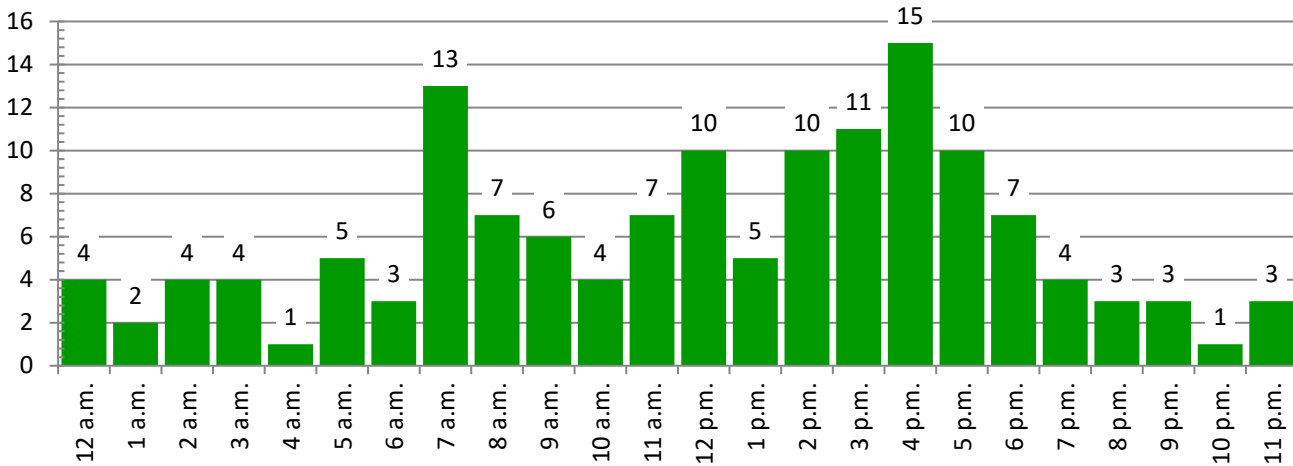
Motor Vehicle Detection System (MVDS)

	2021 Total	2022 Total
MVDS are sensors that collect speed and volume data.	39	39

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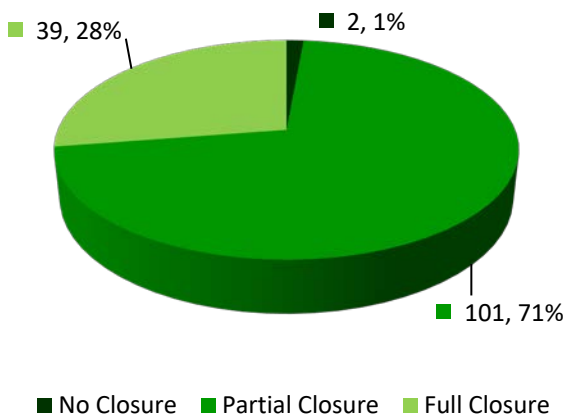


Unplanned Incidents



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



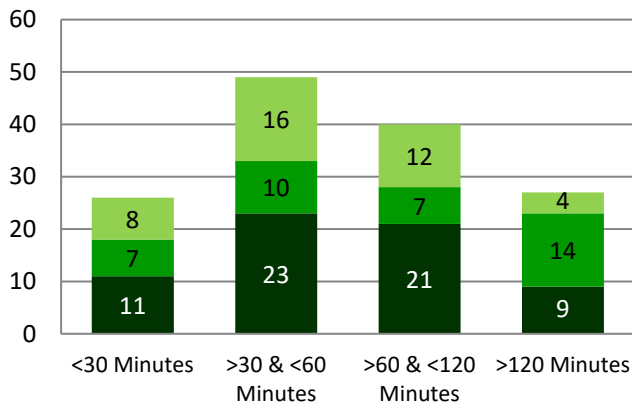
This graph shows the type of incident totals for the month.

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.

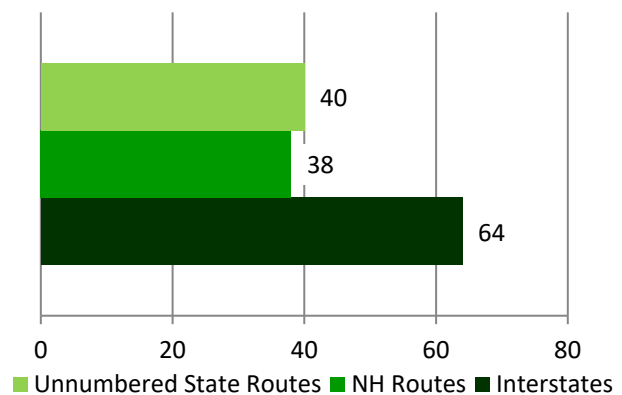
Current Month - Incident Duration

This graph shows the duration history of incidents.

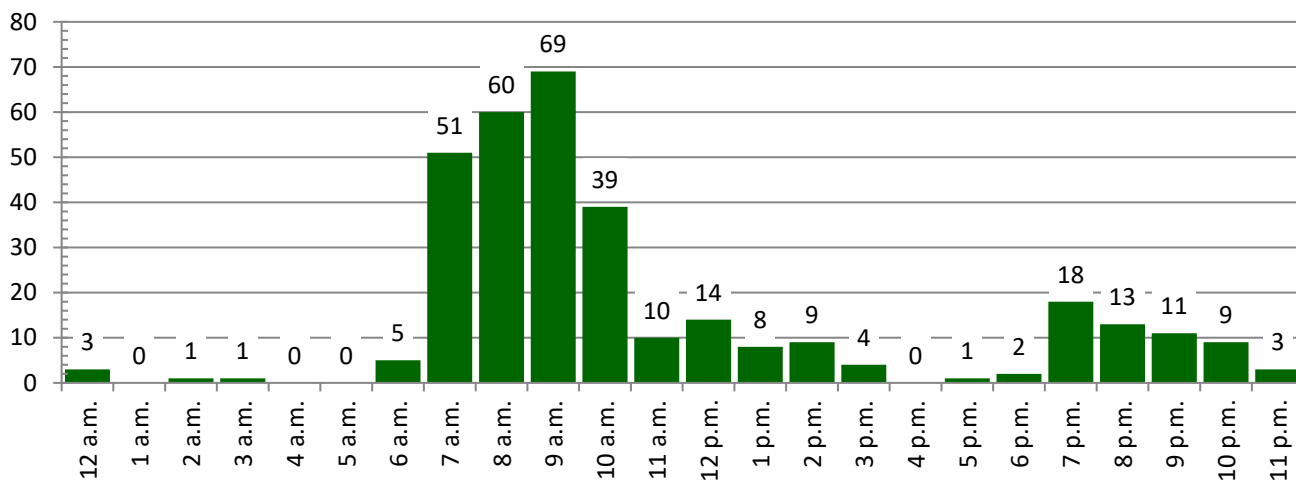


Current Month - Incident by Road

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

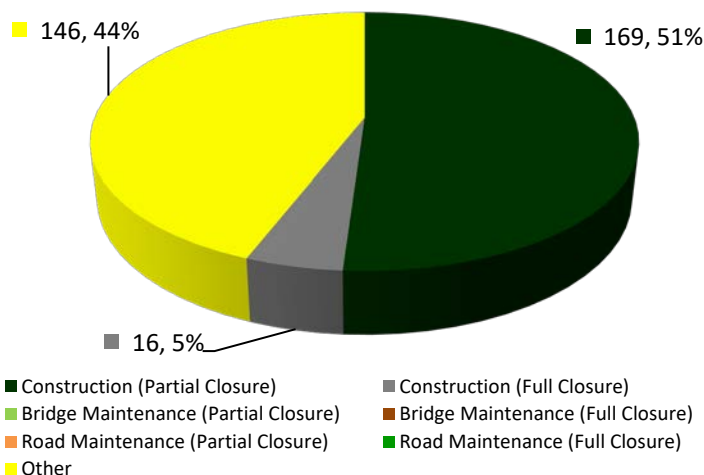


Planned Events



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

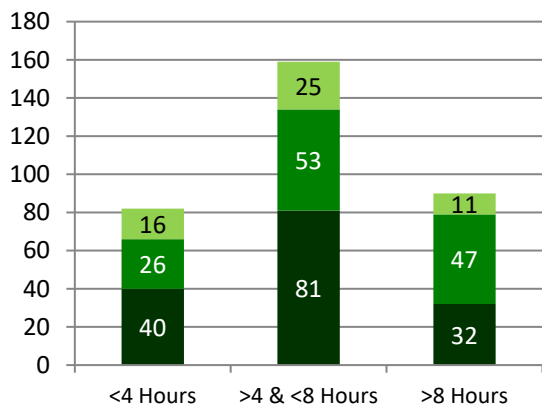


This graph shows the type of incident totals for the month.

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.

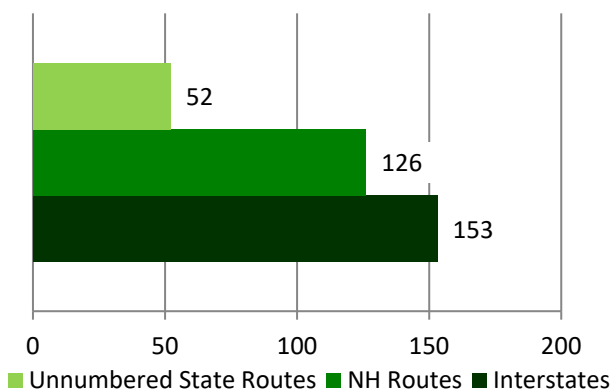
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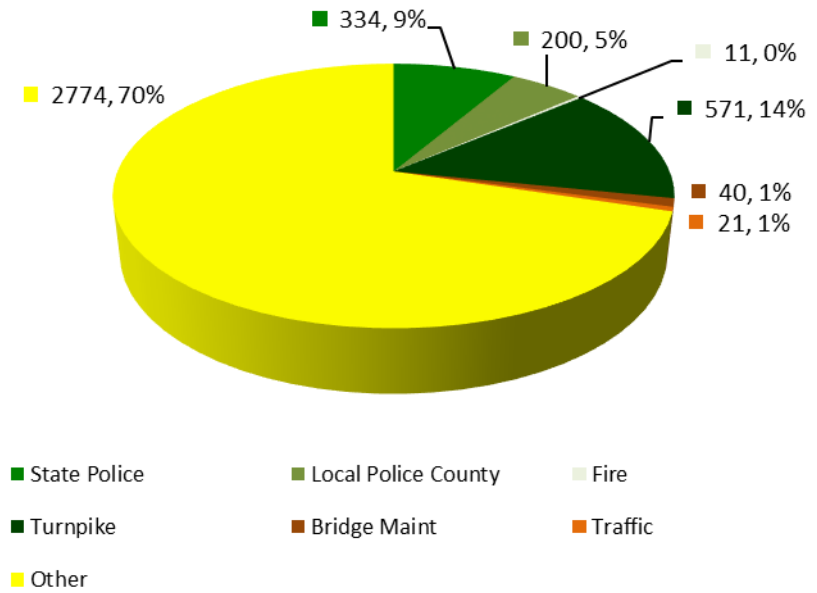
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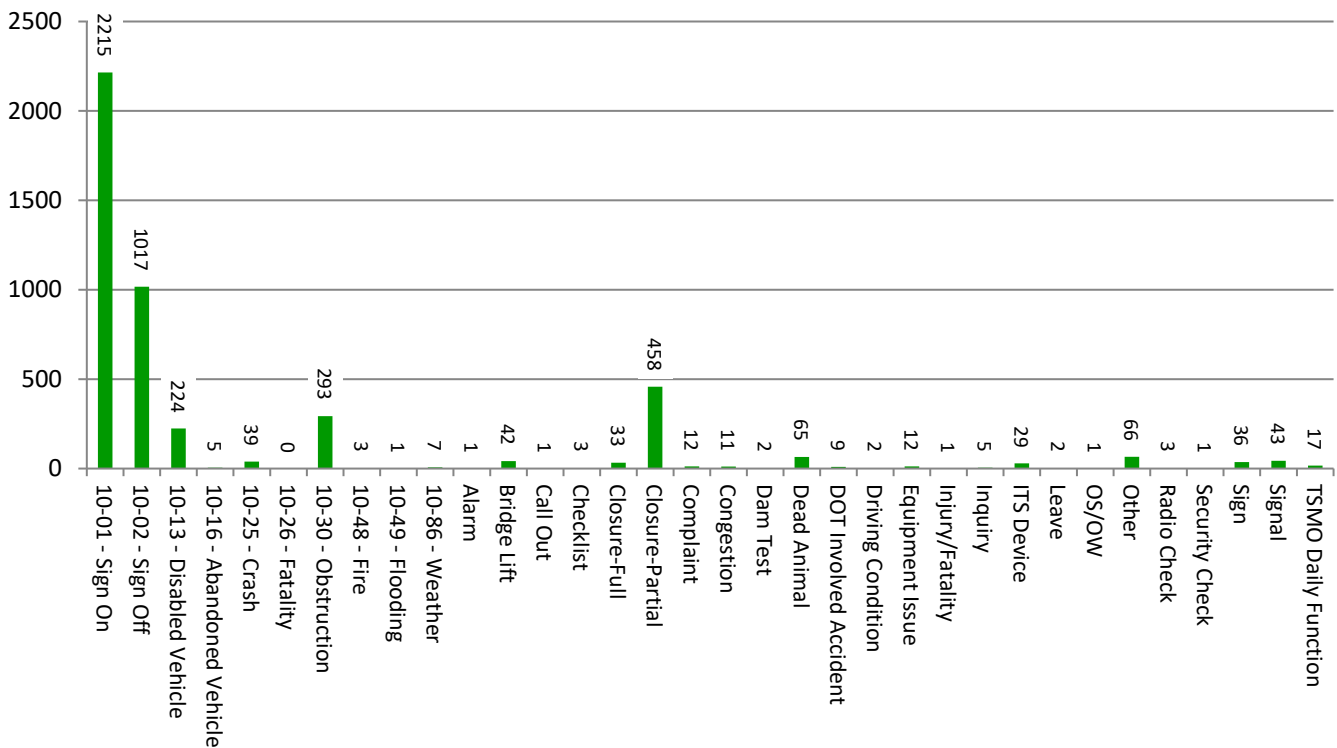
Current Month - Calls by Type

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



Log Entries by Type

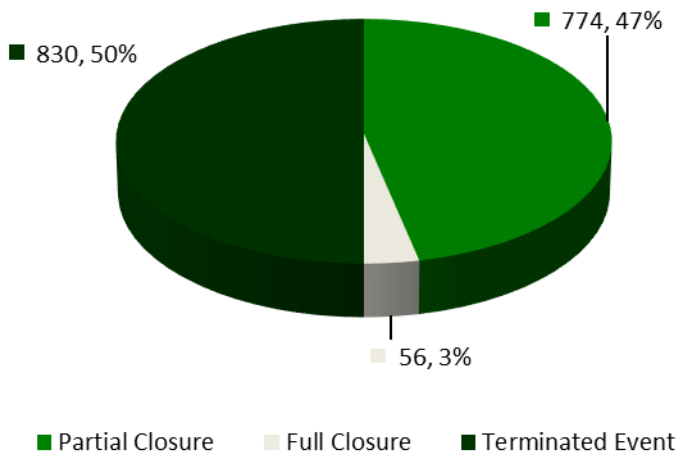
This graph shows the amount of log entries by type that TMC Operators have entered into the Compass ATMS for the current month.



Work Zone Communication

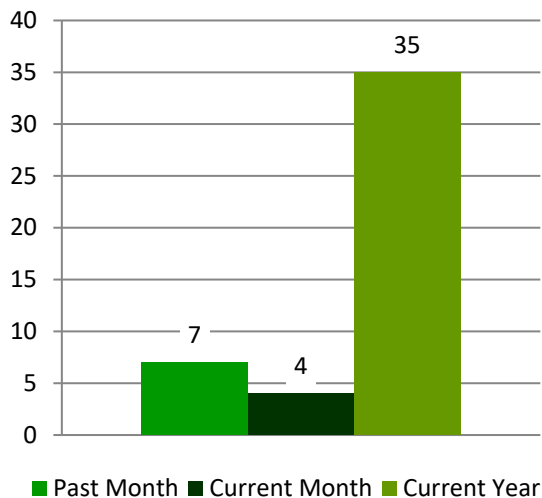
Current Month – Construction Calls

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

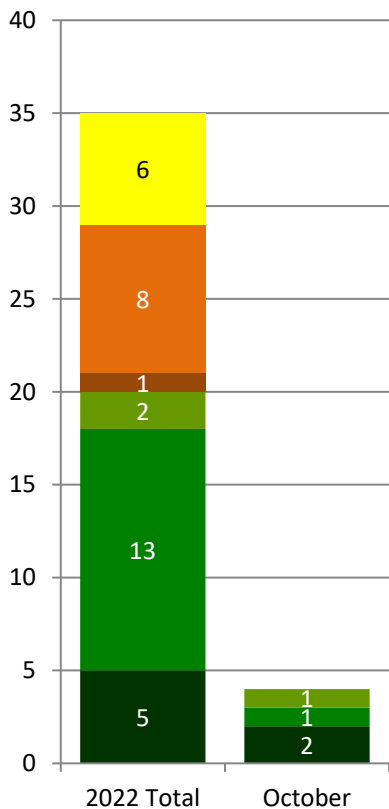


Incidents Occurring in Work Zones

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

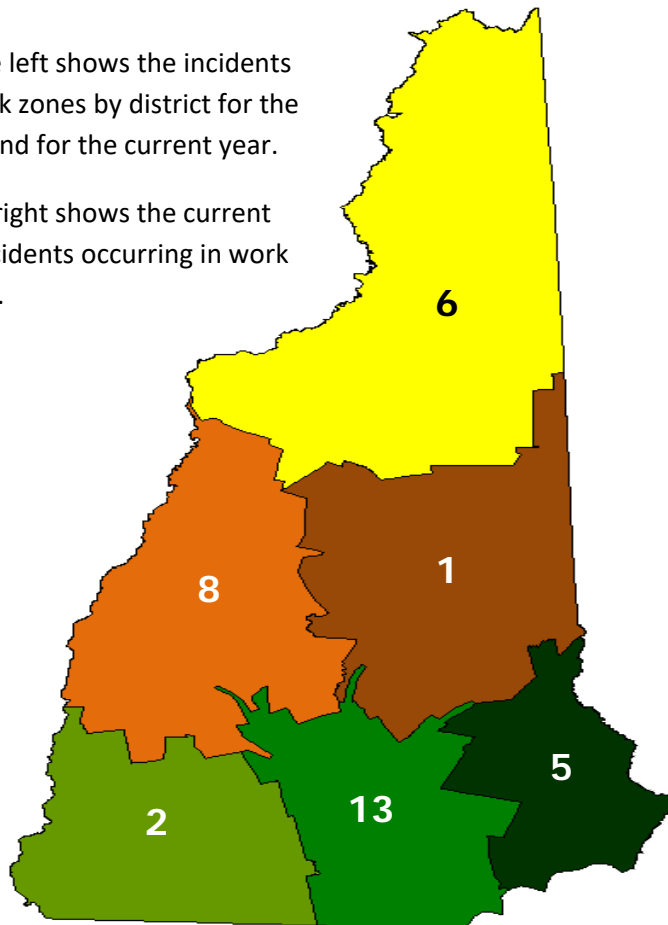


Incidents Occurring in Work Zones by Location



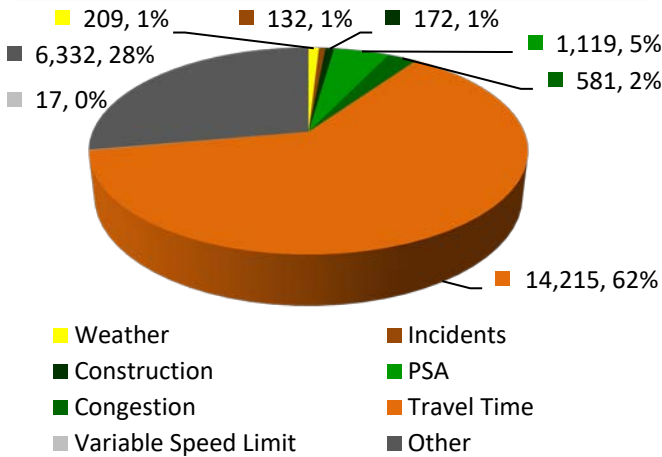
The graph to the left shows the incidents occurring in work zones by district for the current month and for the current year.

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

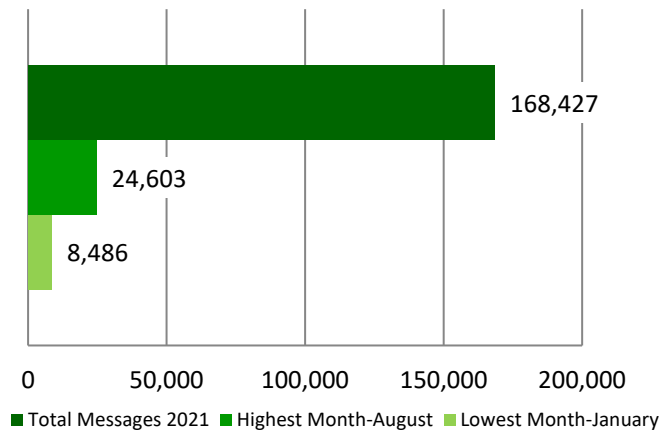


DMS Messages

Current Month - Messages by Type



Total Messages - 2022



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.

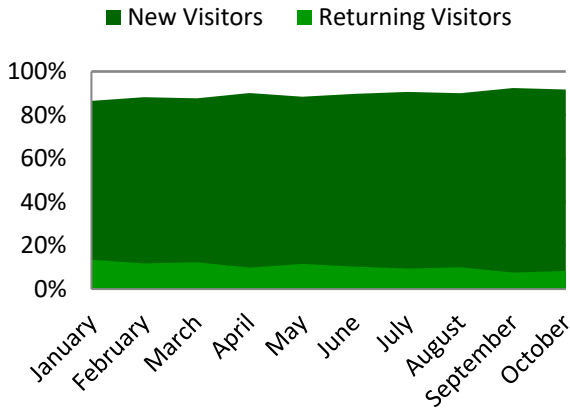
Current Month - Total Messages Posted by Board

101 E 52.8 FSV5	48	93 S 2.2 VSL D 5	2	FEE N 18.0 PSWC - SWZ - M05	126
101 E 53 PSWC - SWZ - M04	65	93 S 22.6 PSVT - SWZ - M06	247	FEE S 3.8 FSDT	48
101 W 54.3 PSWC - SWZ - M03	434	93 S 23.3 PSVT - SWZ - M05	4	FEE S 8.6 FSPT	8
101E 114.8 FSV6	179	93 S 25.1 PSVT - SWZ - M04	36	ST N 1.0 FSAT	96
101W 102.6 FSV5	13	93 S 25.6 PSVT - SWZ - M03	17	ST N 16.2 PSVT - SWZ - M06	43
101W 128 PSV6	43	93 S 26.4 PSVT - SWZ - M02	4	ST N 16.7 PSVT - SWZ - M05	41
293 S 4.7 PSWC - SWZ - M02	44	93 S 27.4 PSVT - SWZ - M01	28	ST N 4.3 PSVT - SWZ - M01	528
293 S 5.2 PSWC - SWZ - M01	39	93 S 31.9 PSVT - SWZ - M07	65	ST N 4.4 FSST	25
293N 8.8 FSPT	839	93N 23.4 FSD5	918	ST N 5.0 PSVT - SWZ - M02	93
293S 1.4 FSD5	50	93N 26.9 PSVT	9	ST S 18.25 PSVT - SWZ - M07	7
293S 4.8 FSDT	43	93N 32.9 FSST	33	ST S 19.25 PSVT - SWZ - M08	7
393 W 1.9 PSV5	24	93N 36.2 FSVT	60	ST S 24.4 FSVT	1,319
4 W 98.9 FSS6	16	93N 76.4 FSV3	51	ST S 3.4 FSDT	4,052
4E 92.4 FSS6	18	93N 82.6 FSV3	51	ST S 6.6 PSVT - SWZ - M03	547
4E 98 FSA6	40	93N 99.6 FSA3	60	ST S 6.9 PSVT - SWZ - M04	73
89 N 23.2 PSV2 - SWZ - M01	1,001	93S 117.6 FSA1	48	ST S 7.8 FSAT	2,631
89 N 23.7 PSV2 - SWZ - M02	1,005	93S 122.2 FSV1	7	WA W 0.5 FSST	21
89 N 26.4 PSV2 - SWZ - M03	137	93S 23.4 FSD5	866		
89 N 28.4 PSV2 - SWZ - M08	799	93S 27.8 FSDT	1,132		
89 N 56.8 PSV2 - SWZ - M01	13	93S 32.4 FSVT	14		
89 N 57.2 PSV2 - SWZ - M02	10	93S 36.5 FSST	34		
89 N 59.8 PSV2 - SWZ - M03	11	93S 39.0 FSV5	60		
89 S 28.0 PSV2 - SWZ - M07	3	93S 43.3 PSV5	30		
89 S 31.0 PSV2 - SWZ - M09	33	93S 48.0 FSV5	57		
89 S 31.9 PSV2 - SWZ - M06	23	93S 68.8 FSV3	48		
89 S 32.5 PSV2 - SWZ - M05	24	93S 7.2 FSD5	146		
89 S 58.7 PSV2 - SWV - M07	2	93S 85.4 FSV3	49		
89 S VT 0.9 PSV VT - SWZ - M05	1	95N 0.4 FSVT	300		
89N 1.8 FSV5	104	95N 13.0 FSVT	55		
89N 18.4 FSS5	39	95N 14.5 PSVT	1		
89N 35.5 FSV2	44	95N 14.8 FSDT	44		
89N 54.9 FSS2	7	95N 3.0 FSDT	243		
89S 10.8 FSV5	270	95N 4.8 PSVT	16		
89S 3.4 FSV5	1,508	95S 15.4 FSDT	359		
89S 55.0 PSV2	6	95S 3.4 FSPT	60		
89S 57.7 FSS2	81	95S 7.2 PSVT	18		
91 N VT 69.1 PSV VT - SWZ - M06	1	95S 7.6 FSDT	211		
93 N 0.5 FSDT	162	FEE N 1.2 FSVT	55		
93 N 2.35 VSL D 5	12	FEE N 15.2 PSWC - SWZ - M07	175		
93 N 7.5 FSD5	170	FEE N 17.5 PSWC - SWZ - M06	122		
93 NM 2.35 VSL D 5	3	FEE N 17.8 FSVT	13		

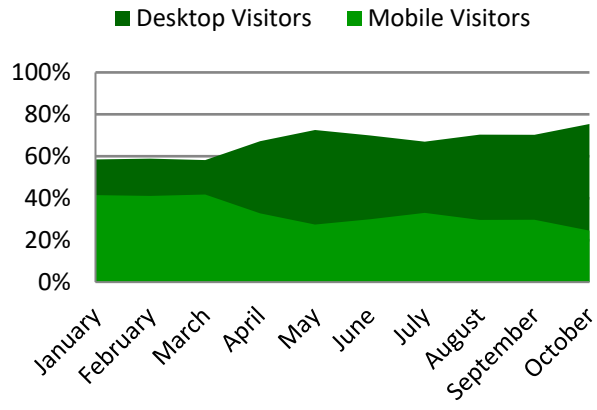
Public Outreach

854 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.



43,764 Total Twitter Followers

