

Topic	Partners	Demonstration	Description
	SwRI	CV/SPaT w/ DSRC	Southwest Research Institute (SwRI) will be demonstrating an in vehicle display of MAP and SPaT messages using real time data transmitted by the static mock traffic light at the freight depot. Additionally, we will have two vehicles to demonstrate live MAP, SPaT, and active preemption during the in-vehicle driving demonstrations provided throughout the day.
	AI	CV/SPaT w/ Cellular	The movement of freight trucks is the life-blood of the American economy. The demonstration will showcase how Connected Vehicle technology can allow authorized trucks to request priority (green lights) through traffic signals on designated corridors in off-peak periods to improve traffic, reduce accidents and delays, and alert the public of the traffic signal status via mobile devices and in-car displays. Utilizing this technology could provide incentive for designated routes and travel in off-peak traffic times further reducing traffic congestion and improved safety for the public.
	Cisco/Genetec/Intelight	Pri/Pre w/ Cell	A MARTA bus will pick up attendees in front of the Depot and take them on a ride along to demonstrate how Transit Signal Priority works, using existing infrastructure in the field. This will be a 10-15 minute ride and riders will have a guide that will explain when the signal grants priority and if it doesn't, what inputs caused it to delay the priority.

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Connected Vehicles	TAPCO	Wrong-Way Driver/CV Interface	<p>Wrong Way Driver Alert System TAPCO's wrong-way alert system uses thermal imaging technology to detect wrong-way vehicles across up to six lanes of traffic over several hundred feet with accuracy precision. Once a wrong-way vehicle enters the activation zone, it is immediately detected by the thermal sensor and activates LED-enhanced warning alerts – such as RRFBs, BlinkerBeacons™ and BlinkerSigns® – that command the driver's attention. If the driver continues going the wrong way, thermal sensors and a high-speed, high-definition camera provides real time vehicle imagery to authorities to begin interception. BlinkLink® software collects event-related data for further analysis and can also integrate with Central Traffic Management System (CTMS) through existing fiber networks.</p> <p>Connected Vehicle Interface The TAPCO Connected Vehicle Interface (CVI) is an innovative enhancement to Pedestrian Crosswalk Systems that increases safety by integrating the Crosswalk System with connected vehicle-ready infrastructure. The CVI communicates with Smart City Road Side Units to relay Pedestrian Warning Alerts to connected vehicles via Dedicated Short-Range Communication or cellular networks. Drivers receive instant in-vehicle alerts—such as the presence of a pedestrian in an approaching crosswalk—via mobile device, smart dashboard or smart rearview mirror.</p>
TMC Operations	MAXVIEW	Signal ATMS	
	TrafficVision	AID Software	TrafficVision will be demonstrating technology that takes existing ordinary highway cameras and turns them into intelligent sensors. The technology enables a highway camera to provide per lane / per travel direction car counts, speeds and 4 levels of classifications plus it detects stopped vehicles, wrong way drivers, pedestrians and debris in the road, low highway visibility, traffic slow downs and congestion.

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Traffic Operations	Kapsch	Freeway ATMS	GDOT's next generation ATMS will be powered by the Kapsch Traffic Management and Mobility Suite. Based on the latest web technology, DYNAC provides a scalable, interconnected, and robust system to streamline traffic operations. This demonstration will showcase how DYNAC can simplify complex operational strategies using intelligent automation to enhance mobility and driver safety.
	GDOT	Device/Fleet Management	
	CHAMP	Roadside Assistance	The CHAMP program provides a valuable service to over 1,000 miles of interstate, and represents 200,000 service stops per year. See how the CHAMP program leverages technology to provide state-wide fleet tracking, real-time traveler information, and advance warning to drivers approaching the incident.
Public Service	Carbyne	911 Support	A table will be setup so that attendees can see how the technology works in an interactive setup. If they're interested, attendees will be able to provide their phone number and see how on a monitor how the technology identifies their location and (if allowed) their phone camera. Table volunteers will be able to describe how GDOT plans to use this to more quickly locate motorists calling in an incident and how Maintenance can use this technology to identify downed trees, power lines, etc. after an inclement weather event.
	Flir	Pedestrian Safety	Vehicle will be parked in the Depot, facing a pedestrian crosswalk. The vehicle will be able to detect pedestrians in the crosswalk and provide in dash safety alerts.
	MH Corbin	Sensor Data Feeding Driver Information Systems	MH Corbin is going to showcase the Connect:ITS device. We are going to show how we can work with an existing RWIS station on the edge, in real time, and give logic based off of not only the RWIS data but other sensors that may be in the area as well. Such as if the roadway reaches a temperature and occupancy of the roadway meets a set criteria, we can activate a message board automatically, flashing beacons, etc. We are going to keep it simple and pretty exciting. I have some neat stuff to show people.

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	Vaisala	Road Weather Safety	Vaisala will demonstrate how GDOT's existing road weather stations can be supplemented by our mobile sensor technology (MD30) as well as Vaisala's forecasting and pavement condition digital solutions to provide connected & autonomous vehicles with real-time information that can influence the operation of the vehicle in adverse weather conditions. We will be partnering with MH Corbin to show how their products can work with our road weather systems to operate critical weather warning systems and other intelligent transportation systems across GDOT's network.
Data Science	AECOM	Data Driven Decisions	As the ports become more active, railroad activity will increase in Georgia, impacting locations where vehicles and pedestrians intersect with rail . Learn how a GDOT data source will lead to applications that predict train crossing activity, assess driver risk at rail crossings, track statewide railroad economic activity, and more quickly identify maintenance issues.
	Miovision	Data Driven Decisions	Miovision will be showcasing how its artificial Intelligence at the intersection can be used to enhance pedestrian safety. Determining the amount of risk at an intersection for pedestrians is difficult, since pedestrian crashes are relatively rare and often include a significant behavior component. Our demonstration will present how pedestrian compliance with the crosswalk and traffic signal operation is an objective approach that determines the potential for pedestrian crashes, without waiting for the crashes to occur.
	RTOP / MARK1	Data Driven Decisions	
	Etalyc	Data Driven Decisions	Winner of the Talking Traffic Lights event. Details forthcoming.
Miscellaneous	3M	18 Wheeler - 3M	The trailer will be setup outside the venue with options such as showing connected roads in Virtual Reality, customizing and digitally printing signs, and showing how reflectivity is important for work zone and inclement weather safety.
	GDOT	HERO	HERO Vehicle will be available with an Operator to explain the program and how it's impacting drivers by clearing incidents and improving safety for the traveling public.
	AECOM	TMC of the Future video	Video will be playing on loop in the lobby, showing where TMC's are and what they're moving towards and could do in the future.