



Aerial Surveillance Chronology of Events

February 26, 2016

The following summary presents a chronology of events that taken place regarding the use of aerial surveillance for the Southwest Region Mega Projects.

September 2013 – DSP Air Support Unit develops Mitigation Equipment Proposal for the use of Aerial Surveillance equipment.

May/June 2014 – Discussion regarding the use of aerial surveillance by SWR Mega Project Team. Aerial surveillance added to the Traffic Incident Management and Traffic Mitigation Strategies Matrix.

August/September 2014 – Coordination with WisDOT Innovation Officer and other Central Office staff.

October 2014 – Meeting with SWR Mega Team Management, SER Freeways Team, BTS staff, and Innovation Officer to discuss the use of aerial surveillance. Additional information was requested

Fall/Winter 2014 and 2015 – SWR Mega Team participates in Unmanned Aerial Surveillance (UAS) Committee to evaluate the use of Drones for DOT use.

November 2014 – Aerial surveillance proposal submitted to WisDOT Innovation Officer for consideration by the Innovative Financing Office and the Innovative Review Committee (IRC).

Winter 2014/15 – Coordinate with three vendors (Flir Systems, Inc.; Cloud Cap Technologies; and L-3 Wescam) to discuss equipment specifics and feasibility. Requested and received unofficial quotes from all three vendors.

February, 2015 – Informed I-39/90 Corridor Management Team of exploration efforts regarding the use of aerial surveillance equipment.

February, 2015 – Met with WisDOT Innovation Officer to brief him on vendor quotes, recent research, and potential next steps.

March/April, 2015 – Conduct reference checks and background information on aerial surveillance vendors.

June, 2015 – Met with WisDOT Innovation Officer to discuss latest discussions on aerial surveillance and discuss potential next steps.

July, 2015 – Meet with WisDOT DSP (Captain Huibregtse, Lieutenant Fish, Sergeant Chaffee), WI DNR (Brian Knepper), and WisDOT Innovation Officer (Dave Esse) to discuss potential partnership opportunities between WisDOT, DSP, and DNR. Homeland Security grant discussed which would cover 75% of cost (25% local match). WI DNR volunteered to write grant if desired. The Homeland Security grant is due in April, 2016.

August, 2015 – Met with Wisconsin Emergency Management (WEM) to inform them of the overall WisDOT Southwest Mega Projects (I-39/90 and Verona Road). In addition, WEM staff were briefed on the potential use of aerial surveillance for incident response.

August, 2015 – Meeting to discuss aerial surveillance status with WisDOT SE Freeways staff, BTO, BTS, WisDOT Innovation Officer, and SWR Mega Team leadership. WisDOT SE Freeways, BTO, and BTS were unable to attend the meeting.

November, 2015 – Met with David Vieth and Angela Adams (SWR Management) to brief them on aerial surveillance background and the potential use and exploration of these tools for the I-39/90 Mega Team.

December, 2015 – Reconvened another meeting with the Aerial Surveillance Group (DTSD, DSP, DNR) to discuss Homeland Security Grant opportunity and process for moving forward.



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February, 2016 – Flir was scheduled to provide a demonstration on February 18 in Madison on their equipment and benefits. However, on February 12 a decision was made by WisDOT/DSP management to suspend further exploration on the use of aerial surveillance equipment.

Next Steps

1. Continue exploration efforts regarding the use of aerial surveillance? **Ongoing**
2. Pursue Homeland Security grant funding with WI DNR? **Ongoing with DNR/DSP support**
3. Continue exploring a partnership with DSP? Should DSP lead or sponsor the grant effort?
Additional coordination with DSP management is needed to confirm their support. **DSP to lead with support from DNR and DTSD**
4. WisDOT to confirm pursuit of Homeland Security/Port of Milwaukee grant and 25 percent match (75 percent to be covered by Homeland Security). **Ongoing**
5. Get BOA and DOA involved in discussions
6. David Esse to coordinate with JSOC, Dewayne Johnson, Don Gutkowski, and Paul Hammer
7. Brian Knepper to coordinate with DNR management
8. Tim Huibregtse to coordinate with DSP management
9. Brian Knepper to organize flight demo with Flir in mid-January
10. Andy Mielke to update price quotes from camera vendors and other ancillary equipment