

May 23, 2008

**Project Report**  
**Olympic Peninsula**  
**Clallam County, Olympic DNR, and Wash DOT**

Contract #2286, 2287, 2288



Report Presented to:

Puget Sound Regional Council  
1011 Western Ave., Suite 500  
Seattle, WA 98104  
Point of Contact: Diana Martinez  
Phone: 206.587.5062 MWT  
Fax: 206.587.4825

# 1. Project Overview

## Field Crew:

The Terrapoint field crew consisted of Todd Mitchell, field project manager and Shiva Shenoy, LIDAR operator. The aircraft crew consisted of Andre Bourque, pilot and Bob Passon, flight engineer.

## Post Processing Crew:

Todd Mitchell completed the processing of GPS data. Craig Glennie carried out data validation and calibration. Vegetation removal and final product generation were completed the Houston processing team: Peggy Cobb, Andy Pace, and Joe Sackett.

## Size of Project:

The project site covered approximately 24.5 mi<sup>2</sup> for 2286 (Clallam County), 64.09 mi<sup>2</sup> 2287 (Olympic DNR), and 26 mi<sup>2</sup> for 2288 (Wash DOT) as identified in the following image:



## Location:

The project area is located in Olympic Peninsula, Washington.

## Project Type:

The purpose of this project is to provide a high quality DEM of the site for multiple participating agencies.

## Approximate Duration of Project:

The field data collection took place on February 18, 2005, February 22 – 23, 2005. The control network and check point surveys were performed on February 23, 2005.

Calibration, vegetation removal and product generation took place from February 26, 2005 thru March 5, 2005.

**Number of Flights:**

Three flights were required to cover the project area.

**Coordinate System(s) Used:**

All horizontal coordinate data was collected and referenced to NAD83 (1998) and NAVD88 and delivered in US State Plane Zone Washington North (5601). GEOID03 for CONUS was applied to the vertical component of all deliverables.

**Survey Measurement Units Used/Delivered:**

All surveys were conducted and products delivered in US survey feet.

**Processing Software Used:**

The following software was used to reduce the GPS kinematic data, compute the 3-D laser points, classify and edit laser points, produce shaded relief images and transform the ellipsoidal heights to Orthometric:

- ArcView
- Flykin
- Microstation
- TerraScan
- TerraModeler
- TerraModel
- Terrapoint Proprietary LiDAR processing software

**Capsule Review of Ground Control Survey(s) and Adjustment(s)**

Terrapoint's field crew acquired and adjusted the ground control survey information. Terrapoint collected all of their LiDAR data referenced to NGS monuments. Kinematic GPS check points were acquired as discrete x, y, z points were collected as part of the ground truthing activities. A summary of all control coordinates is given in Table 1.

Name	Latitude	Longitude	Ellipsoidal Elevations (meters)
AF8870	48 22 12.58960	-124 35 55.63239	-14.4716
CLALLAM1	48 15 25.37478	-124 16 57.43835	-6.5631
TS0058	48 11 52.34314	-124 07 08.35888	-15.8517

## 2. Health and Safety

Following Terrapoint's safety procedures, the field crew conducted a safety meeting upon arrival at the project site.

## 3. Equipment Used

### **Aircraft Type:**

Two Navajo twin-engine aircraft (C-FVZM & C-GQVP) were used for this project. The aircrafts were based out of Astoria and Kelso Municipal Airport. The two Navajo were typically flying at an altitude of 3500 feet AGL (above ground level) for the duration of the survey.

### **Sensors Used:**

Two systems were used in parallel to accomplish data collection:

Both Terrapoint's 40 kHz ALTMS (Airborne Laser Terrain Mapping System), flying at an optimum height of 3500 ft AGL at 140 knots (C-FVZM & C-GQVP). The systems consist of a 36 degree full angle laser, a Trimble 4700 GPS receiver and a Honeywell H764 IMU unit. The nominal flight line spacing was 1070 feet, providing overlap of 50% between flight lines.

### **GPS Type(s):**

Two Sokkia GSR2600 dual frequency GPS receivers were used to support the airborne operations on the project.

## 4. Accuracy

The following list itemizes the accuracy attainable over the project area, as a function of terrain type and vegetation cover. Note that the accuracy quoted is the accuracy of the attainable DEM, once it is processed and edited to this stage. All data accuracies quoted relate to post processed GPS/IMU/LiDAR solutions.

Accuracy is as follows, quoted at the 95% confidence level (2 sigma),

1. Absolute Vertical Accuracy:
  - +/- 15-20 centimeters on Hard Surfaces (roads and buildings)
  - +/- 15-25 centimeters on Soft/Vegetated Surfaces (flat to rolling terrain)
  - +/- 25-40 centimeters on Soft/Vegetated Surfaces (hilly terrain)
2. Absolute Horizontal Accuracy:
  - +/- 20 – 60 centimeters on all but extremely hilly terrain.

3. Contour Accuracy:  
2 ft Contour National Map Accuracy Standard (NMAS)

To verify that the accuracy criteria were being achieved, kinematic checkpoints were compared with a triangulated surface generated from the bald earth LiDAR points.

A comparison of LIDAR data with 296 kinematic checkpoints collected inside the project site along roadways yielded the results given in Table 2 (values in meters).

<b>Table 2: Kinematic Point Comparison</b>	
Average dz	-0.016
Minimum dz	-0.141
Maximum dz	0.089
Average magnitude	0.054
Root mean square	0.062
Std deviation	0.060

## 5. Quality Control

Quality control of the data was ongoing throughout the process. Following data acquisition, preliminary GPS processing was conducted in the field to ensure completeness and integrity.

The GPS and inertial data were processed in tandem to achieve the best positional result. Once the position and attitude of the aircraft were known at each epoch (1-second intervals), then these data were integrated with the laser ranges to provide a position for each data point on the ground. The data were then processed using the proprietary laser processing software suite to produce coordinates.

Each flight involved setting up two base stations to collect data. Utilizing two base stations ensures GPS data collection in the event that the main base station fails. For all flights the GPS data were of high quality. This minimized the absolute error for the aircraft position.

The primary quality control tool for the laser ranges is the percentage of returns that are received back at the laser after it has emitted a signal. The acceptable range for returns, typically between 90% and 95% was met for this project. Lower percentages are normal over water and other poor reflectivity surfaces.

Terrapoint also utilizes a proprietary software package that performs a fully automated analysis of the quality of the LIDAR data using overlapping flight lines. Our flight lines overlap 30 to 50% on either side and thus 60 to 100% of points can be checked for overlap consistency. The overlap analysis attempts to minimize the differences in overlap areas by fine-tuning the calibration parameters of the LIDAR system.

## 6. Point Generation

The points are generated as Terrascan binary Format using Terrapoint's proprietary Laser Postprocessor Software. This software combines the Raw Laser file and GPS/IMU information to generate a point cloud for each individual flight.

All the point cloud files encompassing the project area were then divided into quarter quad tiles. The referencing system of these tiles is based upon the project boundary minimum and maximums. This process is carried out in Terrascan.

The bald earth is subsequently extracted from the raw LiDAR points using Terrascan in a Microstation environment. The automated vegetation removal process takes place by building an iterative surface model. This surface model is generated using three main parameters: Building size, Iteration angle and Iteration distance.

The initial model is based upon low points selected by a roaming window and are assumed to be ground points. The size of this roaming window is determined by the building size parameter. These low points are triangulated and the remaining points are evaluated and subsequently added to the model if they meet the Iteration angle and distance constraints (fig. 1). This process is repeated until no additional points are added within an iteration.

There is also a maximum terrain angle constraint that determines the maximum terrain angle allowed within the model.



Figure 1: Terrascan iteration methodology.

(Image Source: Terrascan User's Guide, [www.terrasolid.fi](http://www.terrasolid.fi))

## 7. Quality Control

Once the data setup has taken place the manual quality control of the surface occurs. This process consists of visually examining the LiDAR points within Terrascan and correcting errors that occurred during the automated process. These corrections include verifying that all non ground elements, such as vegetation and buildings are removed from the ground model and that all small terrain undulations such as road beds, dykes, rock cuts and hill tops are present within the model.

This process is done with the help of hillshades, contours, profiles and cross-sections. To correct misclassifications, a full suite of Terrascan and custom in-house data tools are used.

## 8. Deliverables

Below is a list of the deliverables for this project:

All LiDAR Data Products were delivered on DVD-ROM.

Full Feature or All Return Point Data (DEM)

Data delivered in format:

- ArcInfo Grid File Format. Six foot grid spacing. File delivered by USGS quarter quad in gzipped Arcinfo Exchange Format (e00)

Bare Earth Point Data (DTM)

Data delivered in two formats:

- ArcInfo Grid File Format. Six foot grid spacing. File delivered by USGS quarter quad in gzipped Arcinfo Exchange Format (e00)
- ASCII xyz file format. Space delimited (.txt gzipped by USGS quarter quad)

All Return Text File (All Return)

All collected data delivered in ASCII text file format (space delimited) with the following columns

- Class

- Echo Type
- Index
- Intensity
- Line
- Time
- Easting (US feet)
- Northing (US feet)
- Elevation (Orthometric US feet)

Data is delivered by 1/25<sup>th</sup> of a USGS quarter quad in gzipped .txt files

#### Aircraft Trajectory File

Time stamped GPS trajectory with location and quality metrics for all missions flown. Trajectories are delivered as Arcinfo Shape Files