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**College Station, TX Lidar**
**312020312**

# Lidar Report

July, 2020

## EXECUTIVE SUMMARY

The City of College Station, TX contracted with The Sanborn Map Company, Inc. (Sanborn) to provide remote sensing services for College Station, TX in the form of Lidar. Utilizing a multi-return system, Light Detection and Ranging (Lidar) detects 3-dimensional positions and attributes to form a point cloud. The high accuracy airborne system is integrated with both Global Navigation Satellite System (GNSS) and an Inertial Measure Unit (IMU) for accurate position and orientation. Acquisition of the project area's ~155mi$^2$ was completed on February 27$^{th}$, 2020.

The Leica TerrainMapper was used to collect data for the aerial survey campaign. The sensor is attached to the aircraft's underside and emits rapid laser pulses that are used to calculate ranges between the aircraft and subsequent terrain below. The Airborne Lidar System (ALS) is boresighted by completing multiple passes over a known ground surface before the project acquisition. During data processing, the calibration parameters are updated and used during post-processing of the lidar point cloud.

Differential GNSS unit in aircraft sampled positions at 2Hz or higher frequency. Lidar data was only acquired when GNSS PDOP is ≤4 and at least 6 satellites are in view. Collection conditions were for leaf-off vegetation. The atmosphere was free of clouds and fog between the aircraft and ground. The ground was free of snow and extensive flooding or any other type of inundation. See **Appendix A** for daily weather conditions.

The contents of this report summarize the methods used to establish the base station coordinates, perform the lidar data acquisition and processing as well as the results of these methods.

# CONTENTS

# 1.0 INTRODUCTION

This document contains the technical write-up of the lidar campaign, including system calibration techniques, and the collection and processing of the lidar data.

## 1.1 Contact Information

Questions regarding the technical aspects of this report should be addressed to:


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## 1.2 Purpose of Lidar Acquisition

The objective of this project is to collect accurate measurements of the bare-earth surface as well as above ground features to be provided as geometric inputs for surface and/or change modeling as is relates survey assessments.

## 1.3 Project Location

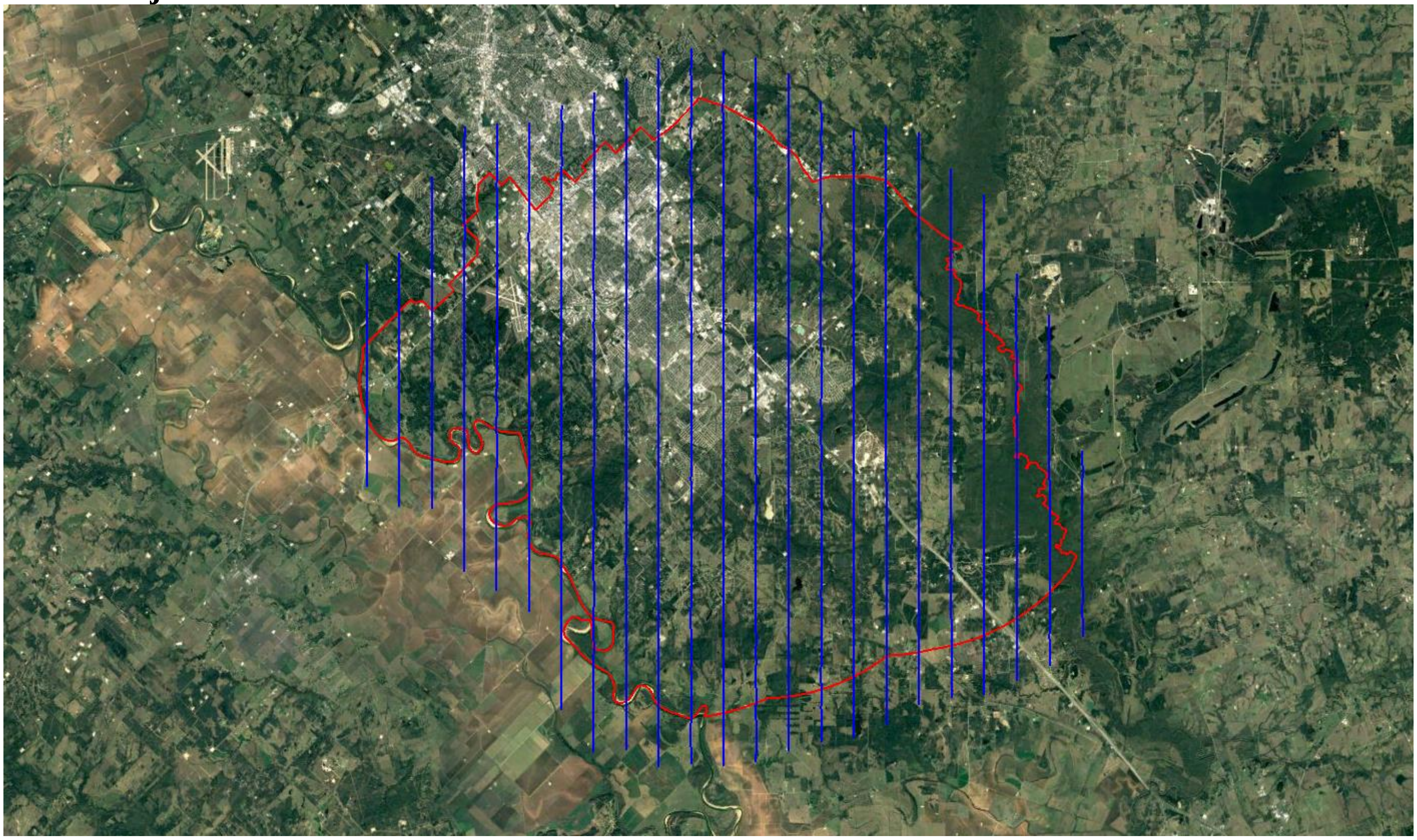


Figure 1: AOI and Trajectories As-Flown

# 2.0 ACQUISITION

## 2.1 Introduction

This section outlines the lidar system, flight reporting and data acquisition methodology used during the collection of the College Station, TX lidar campaign. Although Sanborn conducts all lidar missions with the same rigorous and strict procedures and processes, all lidar collections are unique.

## 2.2 Acquisition Parameters

Sanborn specifically defined the collection parameters to accomplish the desired project specifications. **Table 1** shows the planned acquisition parameters utilized for this aerial survey with the sensor(s) installed.

| Planned Acquisition Parameters | |
|---|---|
| **Sensor** | Leica TerrainMapper |
| **Aircraft** | N735BT CESSNA TU206G |
| **Flying Height (AGL)** | 2197 |
| **Air Speed (kts)** | 160 |
| **Field of View (degrees)** | 40 |
| **Overlap (%)** | 20 |
| **Pulse Rate (kHz)** | 1,710 |
| **Scan Rate (Hz)** | 150 |
| **Laser Footprint (m)** | 0.52 |
| **Mode (PIA)** | Gateless |
| **Point Spacing (m)** | 0.35 |
| **Point Density (pls/m²)** | 8.27 |
| **Swath Width (m)** | 1599 |

Table 1: Lidar Acquisition Parameters

### 2.3 Field Work Procedures

Sanborn's standard procedure before every mission is to perform pre-flight checks to ensure correct operation of all systems. All cables were checked and the sensor head glass was cleaned. A three-minute static session was conducted on the ground with the engines running prior to take-off in order to establish fine-alignment of the IMU and to resolve GNSS ambiguities.

The project acquisition consisted of three (3) mission(s). During the data collection, the operator recorded information on log sheets which includes weather conditions, lidar operation parameters, flight line statistics and PDOP.

Preliminary data processing was performed in the field immediately following the missions for quality control of GNSS data and to ensure sufficient coverage of the project AOI. Any problematic data could then be re-flown immediately as required. Final data processing was completed in the Colorado Springs, CO office. **Table 2** below shows the flight acquisition metrics for the entire collection. **Table 3** contains the base station names and locations in operation during acquisition. Base station coordinates are provided in NAD83 (2011), Geographic Coordinate System, Ellipsoid, Meters.

| Date | Sensor | Serial # | Tail # | MissionID | PDOP | Start (UTC) | End (UTC) |
|---|---|---|---|---|---|---|---|
| 2/25/2020 | Leica TerrainMapper | TM91520 | N735BT | 20200225A | 1.1 | 16:24:12 | 18:39:24 |
| 2/25/2020 | Leica TerrainMapper | TM91521 | N735BT | 20200225B | 1.1 | 20:15:03 | 22:06:51 |
| 2/27/2020 | Leica TerrainMapper | TM91522 | N735BT | 20200227A | 1.0 | 15:25:36 | 19:29:26 |

Table 2: Collection Date Time by Mission

| Designation | Type | PID | Latitude (N) | Longitude (W) | Elevation |
|---|---|---|---|---|---|
| **0312** | Temp | n/a | 30 35 37.16686 | 96 21 37.39111 | 69.769 |

Table 3: GNSS Reference Station Coordinates

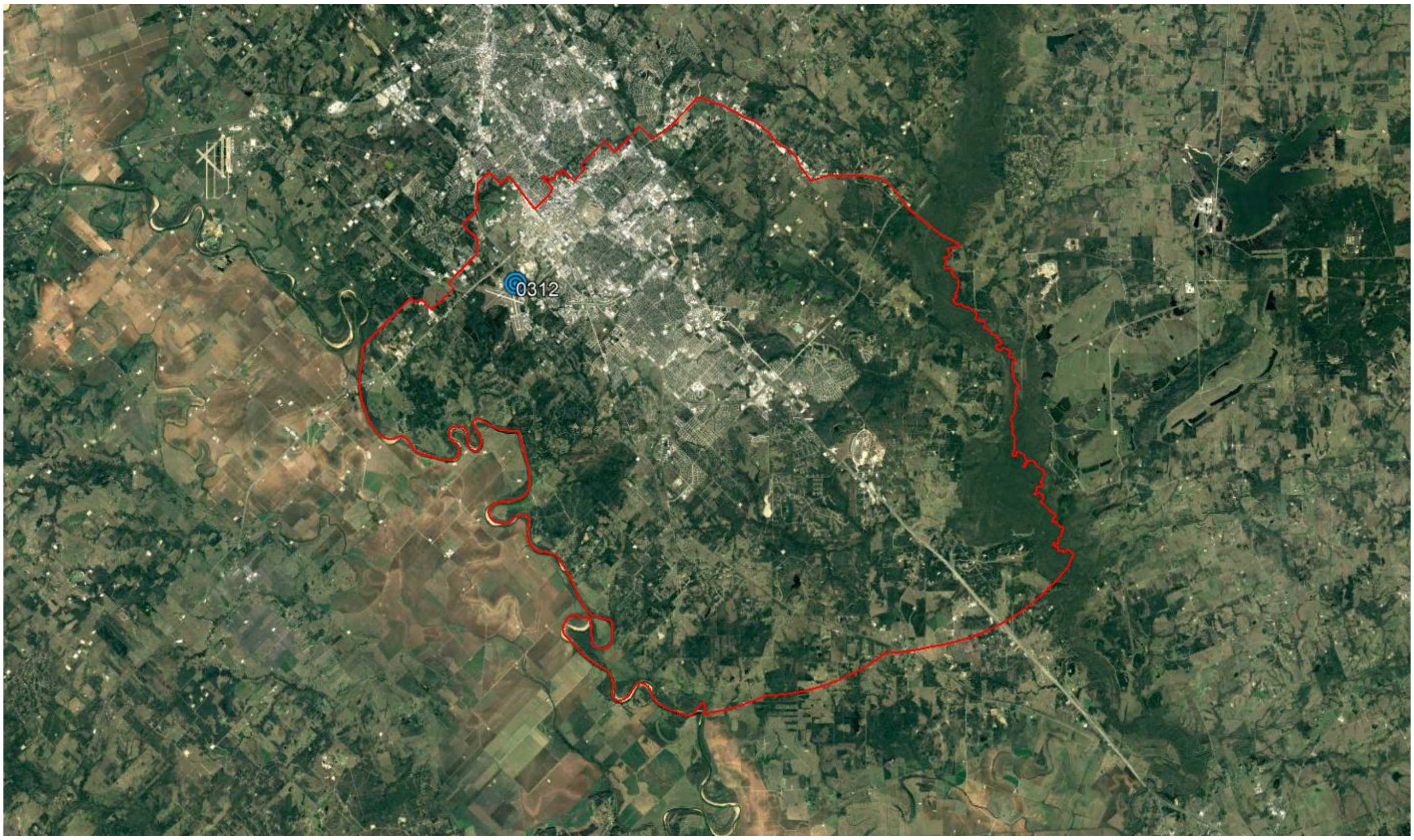



Figure 2: GNSS Reference Stations

# 3.0 PROCESSING

## 3.1 Introduction

The GNSS/IMU data was post-processed using Waypoint Inertial Explorer software to create Smoothed Best Estimate Trajectory (SBET) file(s). The SBET was then combined with the laser range measurements in Leica HxMap software to produce the 3-dimensional coordinates resulting in an accurate set of Raw Point Cloud (RPC) mass points. These raw swath (*.las) files are output in WGS84, UTM, Ellipsoid, Meters and transformed to the project Coordinate Reference System (CRS) upon ingest into GeoCue before project wide lidar matching.

The Leica HxMap pre-processing software created raw swath files with all return values. This multi-return information was processed and classified to obtain the required feature for delivery. All lidar data is processed using the ASPRS binary LAS format version 1.4. **Table 4** illustrates the achieved point cloud statistics.

| Category | Value |
|---:|---|
| Aggregate Total Points | 7,576,378,014 |
| Aggregate Nominal Pulse Spacing (m) | 0.28 |
| Aggregate Nominal Pulse Density (pls/m²) | 12.6 |
| Aggregate Nominal Pulse Spacing (ft) | 0.92 |
| Aggregate Nominal Pulse Density (pls/ft²) | 1.2 |

Table 4: Point Cloud Statistics

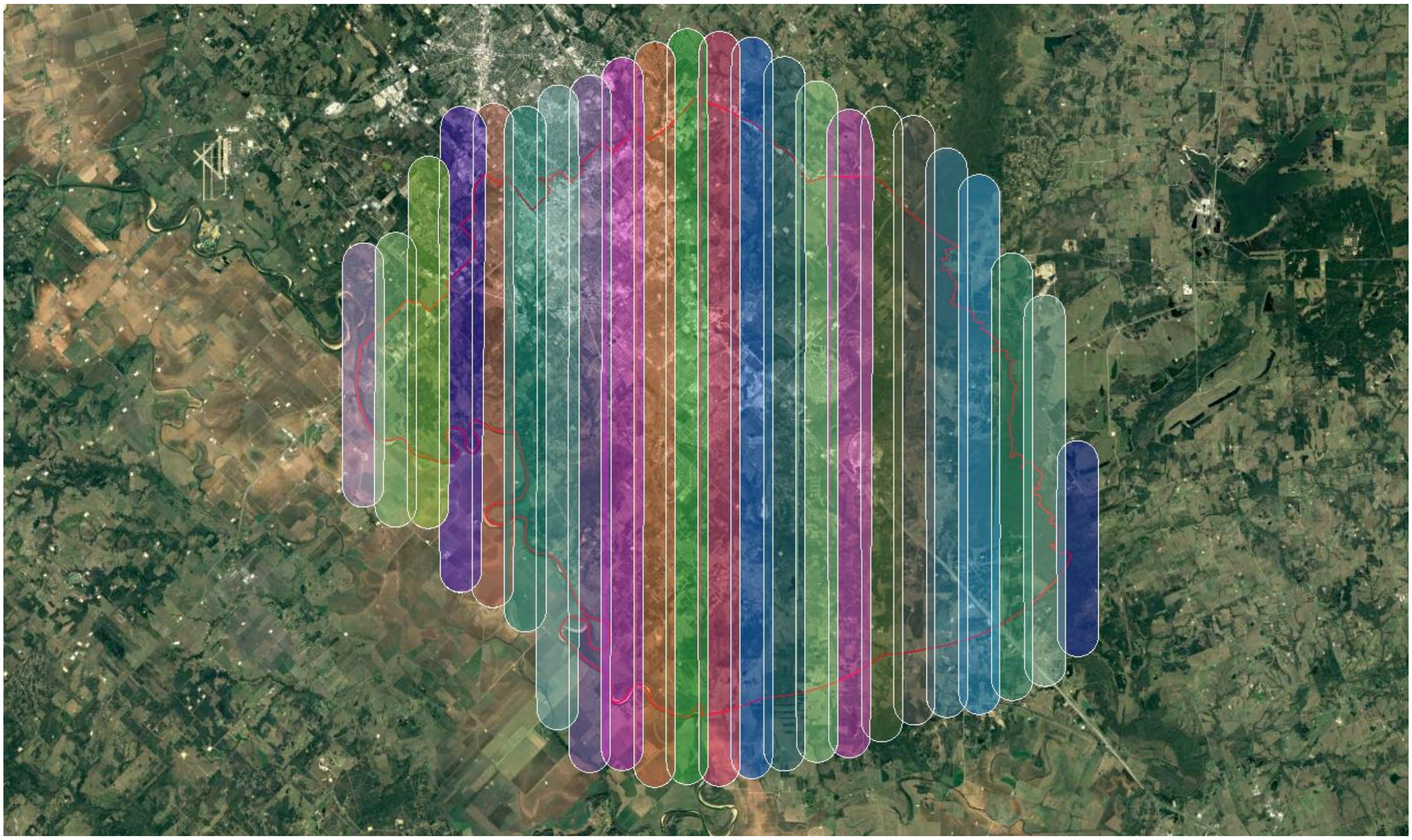


Figure 3: Raw Point Cloud Coverage

## 3.2 Coordinate Reference System

| | |
|---|---|
| **Horizontal Datum:** | North American Datum of 1983 (2011) |
| **Projection:** | Universal Transverse Mercator Zone 14 North |
| **Vertical Datum:** | North American Vertical Datum of 1988 |
| **Geoid Model:** | Geoid12B |
| **Units:** | Meters |

| | |
|---|---|
| **Horizontal Datum:** | North American Datum of 1983 (2011) |
| **Projection:** | State Plane Texas Central (FIPS 4203) |
| **Vertical Datum:** | North American Vertical Datum of 1988 |
| **Geoid Model:** | Geoid12B |
| **Units:** | U.S. Survey Feet |

## 3.3 Lidar Matching

Sanborn uses Leica HxMap software and the latest boresight values to combine the processed SBET with the laser scan files to produce the lidar point cloud. The data is processed by mission and/or block and is output in ASPRS LASv1.4 Point Data Record Format (PDRF) 6 with 16bit linearly scaled intensities to the nearest 0.001 3D position. Each mission is produced in WGS84, UTM, Ellipsoid, Meters and transformed to the project CRS upon import into GeoCue.

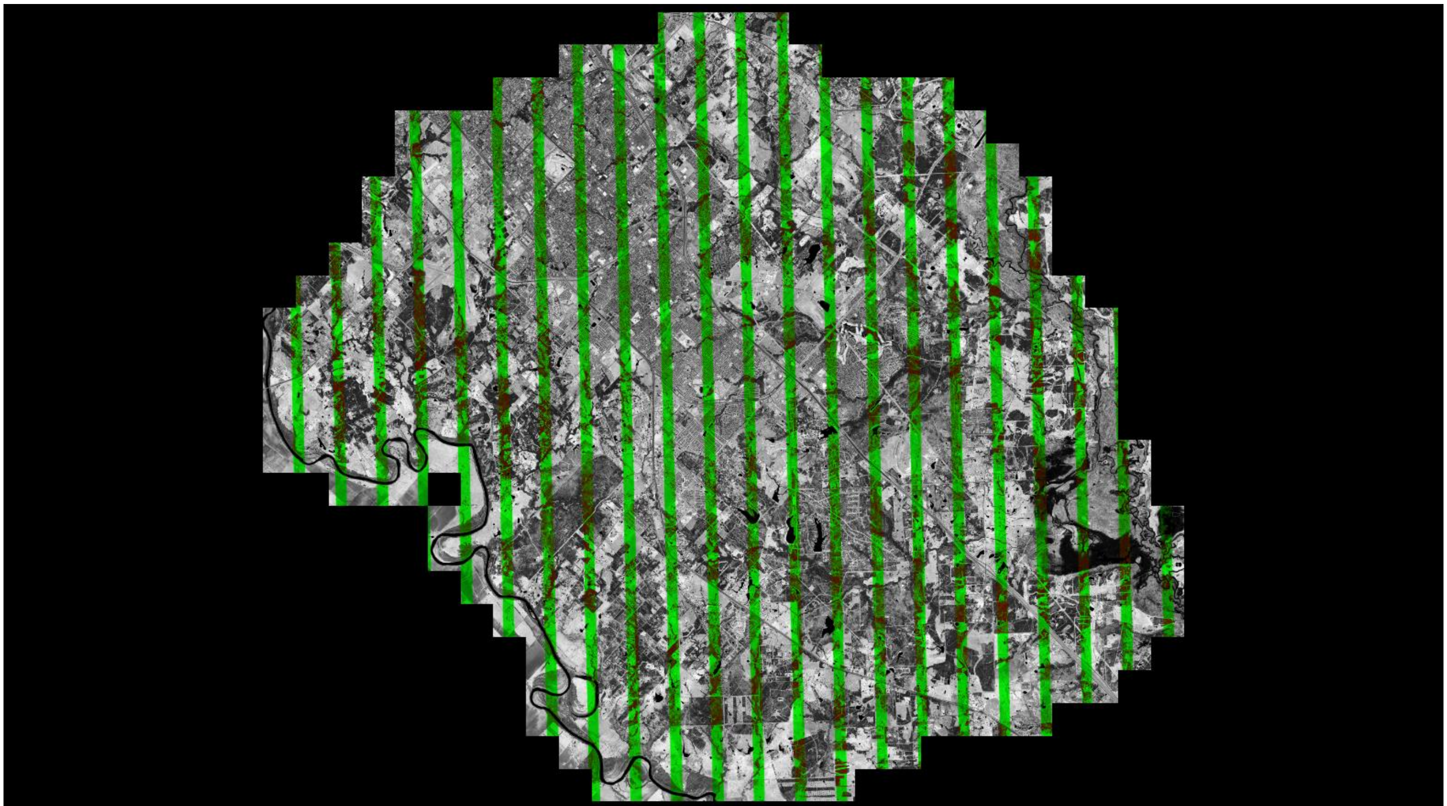
Each mission in imported into GeoCue where each individual flight line is assigned a unique flight line number. The SBET is cut per mission into TerraScan Trajectory files based on flight line number and timestamp to be utilized during the lidar natching process. The project area(s) are broken into logical blocks based on AOIs or predetermined delivery blocks and the individual flight lines are populated into lidar matching tile grids. These lidar matching tile grids are prepared for scanner, line, mission, block and eventual project wide lidar matching routines by first running point cloud filters to identify ground and building features to be used during any TerraMatch processes.

After successful point cloud filters have been run on the lidar matching dataset TerraMatch is used to extract Tie Line Observations. TerraMatch Tie Lines are 3D vectors extracted from the lidar point cloud intended to reduce the overwhelming data size to a more manageable amount. Each Tie Line is extracted using a series of parameters designed to identify features such a flat or sloping ground or roofline apexes that geospatially correlates to the same observation of an overlapping flight line. These observed 3D vectors are then utilized across multiple solution iterations to reduce the average offset from line to line, mission to mission, and block to block. TerraMatch Solutions are calculated to adjust Roll, Heading, Pitch, Mirror Scale, X, Y and Z in combination to reduce the Root Mean Square Deviation (RMSDr and RMSDz). These solutions are calculated, applied, and reviewed throughout the lidar matching process.

Sanborn takes advantage of both visual and statistical validation methodologies to review and ensure overlap consistency of the lidar data meets and/or exceeds project specifications. Differential Elevation (dZ) rasters are color ramp (Dark Green, Green, Yellow, Orange, Red) based visual representations produced to identify vertical offsets between flight lines. The dZ rasters are reviewed in their entirety for flight lines and areas that exceed the required RMSDz. Furthermore, an additional set of TerraMatch Tie Lines are produced after solutions are applied and a Tie Line Report is produced to assess the X. Y. and Z offset averages and magnitudes for the whole project including each line individually. This visual and statistical review guarantees the relative accuracy of the lidar dataset. **Table 5** outlines the relative accuracy requirements of the project. **Tables 6 – 9** are the relative accuracies achieved.

| Category | Value (m) | Value (ft) |
|---|---|---|
| Smooth Surface Repeatability | ≤0.060 | ≤0.197 |
| Swath overlap difference, RMSDz | ≤0.080 | ≤0.262 |

Table 5: Relative Accuracy Requirements



| | | | | |
|---|---|---|---|---|
| No Data | < 0.08m | 0.08m to 0.16m | 0.16m to 0.24m | > 0.24m |
| No Data | < 0.262ft | 0.262ft to 0.524ft | 0.524ft to 0.786ft | > 0.786ft |

Figure 4: Height Separation Rasters

| Line | X | Y | Z | Line | X | Y | Z | Line | X | Y | Z |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **1** | 0.008 | 0.007 | 0.005 | **9** | 0.008 | 0.008 | 0.006 | **17** | 0.012 | 0.011 | 0.005 |
| **2** | 0.029 | 0.012 | 0.006 | **10** | 0.017 | 0.014 | 0.006 | **18** | 0.012 | 0.011 | 0.006 |
| **3** | 0.032 | 0.011 | 0.006 | **11** | 0.012 | 0.012 | 0.005 | **19** | 0.014 | 0.012 | 0.005 |
| **4** | 0.033 | 0.020 | 0.006 | **12** | 0.010 | 0.011 | 0.005 | **20** | 0.015 | 0.012 | 0.006 |
| **5** | 0.015 | 0.014 | 0.006 | **13** | 0.015 | 0.015 | 0.006 | **21** | 0.018 | 0.017 | 0.006 |
| **6** | 0.023 | 0.017 | 0.006 | **14** | 0.015 | 0.014 | 0.006 | **22** | 0.012 | 0.012 | 0.006 |
| **7** | 0.018 | 0.018 | 0.005 | **15** | 0.016 | 0.015 | 0.005 | **23** | 0.015 | 0.013 | 0.006 |
| **8** | 0.018 | 0.018 | 0.006 | **16** | 0.015 | 0.014 | 0.005 | | | | |

Table 6: Average Magnitudes by Line (Meters)

| Category | X | Y | Z |
|---|---|---|---|
| **Average Magnitude** | 0.014 | 0.013 | 0.006 |
| **RMS Values** | 0.020 | 0.018 | 0.007 |
| **Maximum Values** | 0.168 | 0.132 | 0.080 |
| **Observation Weight** | 23744.0 | 23744.0 | 136943.0 |

Table 7: Internal Observation Statistics (Meters)

| Category | Mismatch |
|---|---|
| **Average 3D Mismatch** | 0.00852 |
| **Average XY Mismatch** | 0.02028 |
| **Average Z Mismatch** | 0.00559 |

Table 8: Overall Relative Accuracy (Meters

| Category | Observations |
|---|---|
| **Section Lines** | 47,561 |
| **Roof Lines** | 11,872 |

Table 9: Vector Observations

## 3.4 Lidar Classification

Lidar filtering was accomplished using GeoCue with TerraSolid processing and modeling software. The filtering process reclassifies all the data into classes within the point cloud classification scheme. Once the data is classified, the entire dataset is reviewed and manually edited for anomalies that are outside the required guidelines of the product specification or contract requirements. This can include, but is not limited to, classifying bridges, structures, filling culverts, and manually analyzing the bare-earth surface by classifying features that belong in non-extraneous classification codes. **Table 10** outlines the point classes leveraged in the lidar dataset.

| Code | Description | Definition |
|---|---|---|
| **1** | Unclassified | Processed, but unclassified |
| **2** | Ground | Bare-earth surface |
| **7** | Low Noise | Erroneous returns below bare-earth surface |
| **9** | Water | Hydrologically identified water surface points |
| **17** | Bridge Decks | Structure carrying a means of transit of higher |
| **18** | High Noise | Erroneous atmospheric returns above bare-earth |
| **20** | Ignored Ground | Bare-earth points near breaklines |
| **21** | Snow | Unavoidable snow or snow pack |
| **22** | Temporal Exclusion | Nonfavored data in intertidal zones |
| **Flag** | Keypoint | Subset of bare-earth points representing ground |
| **Flag** | Overlap | Overage points lying within overlapping areas of two or more swaths |
| **Flag** | Withheld | Outliers, blunders, noise points, geometrically unreliable points near the extreme edge of the |

Table 10: Lidar Classification Scheme

## 3.5 Accuracy Assessment

The lidar dataset was evaluated using a total of twenty-five (25) check points (20 NVA + 5 VVA). The end result provided a vertical accuracy that fell within project specifications. Please see the **Attachment A** for the full Vertical Accuracy Report and the project *Metadata* for an in-depth accuracy assessment. **Table 11** outlines the absolute accuracy requirements of the project. **Table 12** and **13** shows high level statistics and mean errors for the area processed by Sanborn.

| Category | Value (m) | Value (ft) |
|---|---|---|
| RMSEz | ≤0.100 | ≤0.328 |
| @ 95-Percent Confidence Level | ≤0.196 | ≤0.643 |
| @ $95^{th}$ Percentile | ≤0.300 | ≤0.984 |

Table 11: Absolute Accuracy Requirements

| Broad Land Cover Type | # of Points | RMSEz | 95% Confidence Level | 95th Percentile |
|---|---|---|---|---|
| **NVA of Point Cloud** | 20 | 0.039 | 0.076 | |
| **NVA of Bare Earth** | 20 | 0.039 | 0.076 | |
| **NVA of DEM** | 20 | 0.038 | 0.074 | |
| **VVA of Bare Earth** | 5 | 0.063 | | 0.085 |
| **VVA of DEM** | 5 | 0.065 | | 0.089 |

Table 12: Vertical Accuracy Assessment of Check Points (Meters)

| Broad Land Cover Type | # of Points | RMSEz | 95% Confidence Level | 95th Percentile |
|---|---|---|---|---|
| **NVA of Point Cloud** | 20 | 0.127 | 0.249 | |
| **NVA of Bare Earth** | 20 | 0.126 | 0.248 | |
| **NVA of DEM** | 20 | 0.127 | 0.249 | |
| **VVA of Bare Earth** | 5 | 0.206 | | 0.275 |
| **VVA of DEM** | 5 | 0.223 | | 0.299 |

Table 13: Vertical Accuracy Assessment of Check Points (Feet)

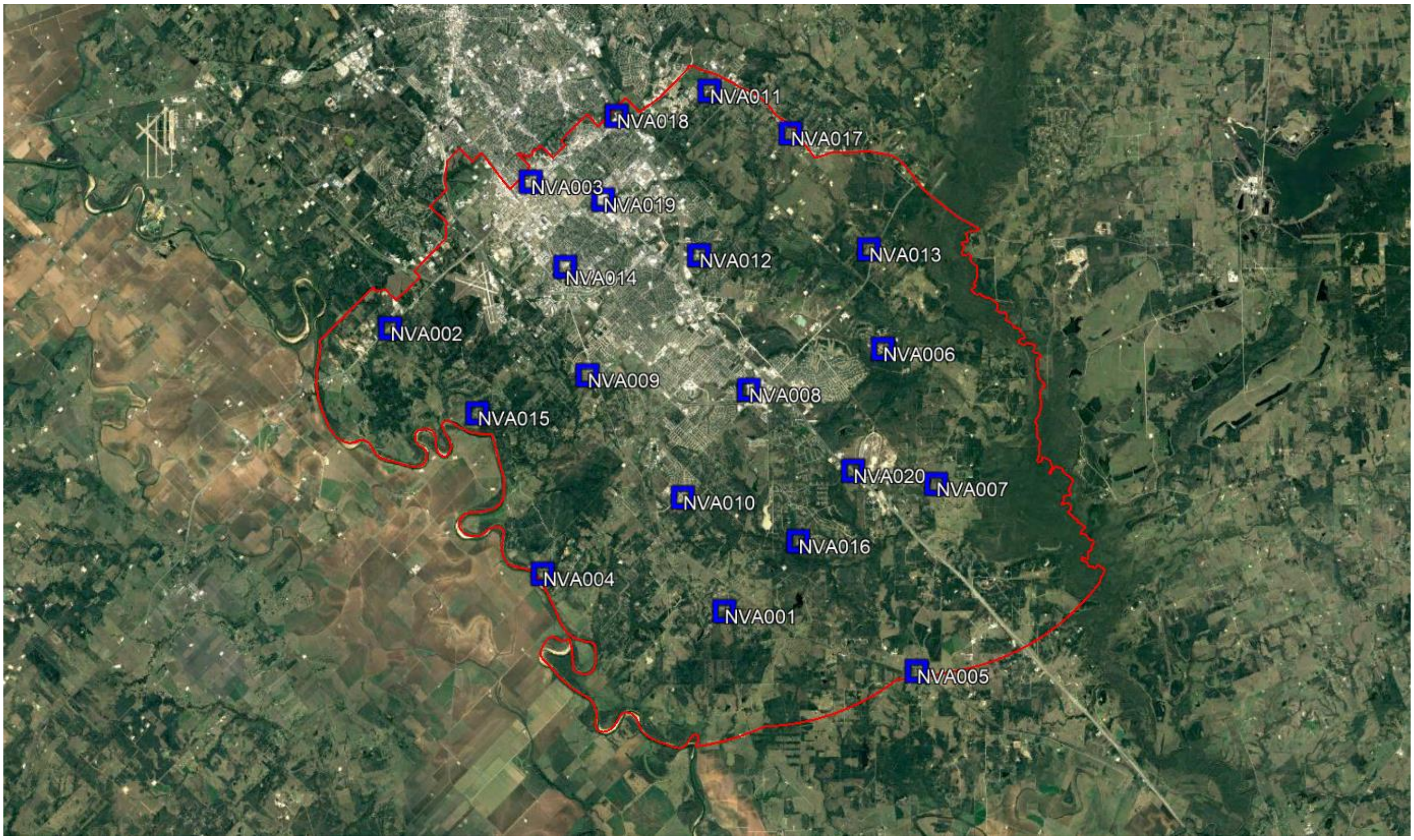



Figure 5: Non-vegetated Check Point Distribution

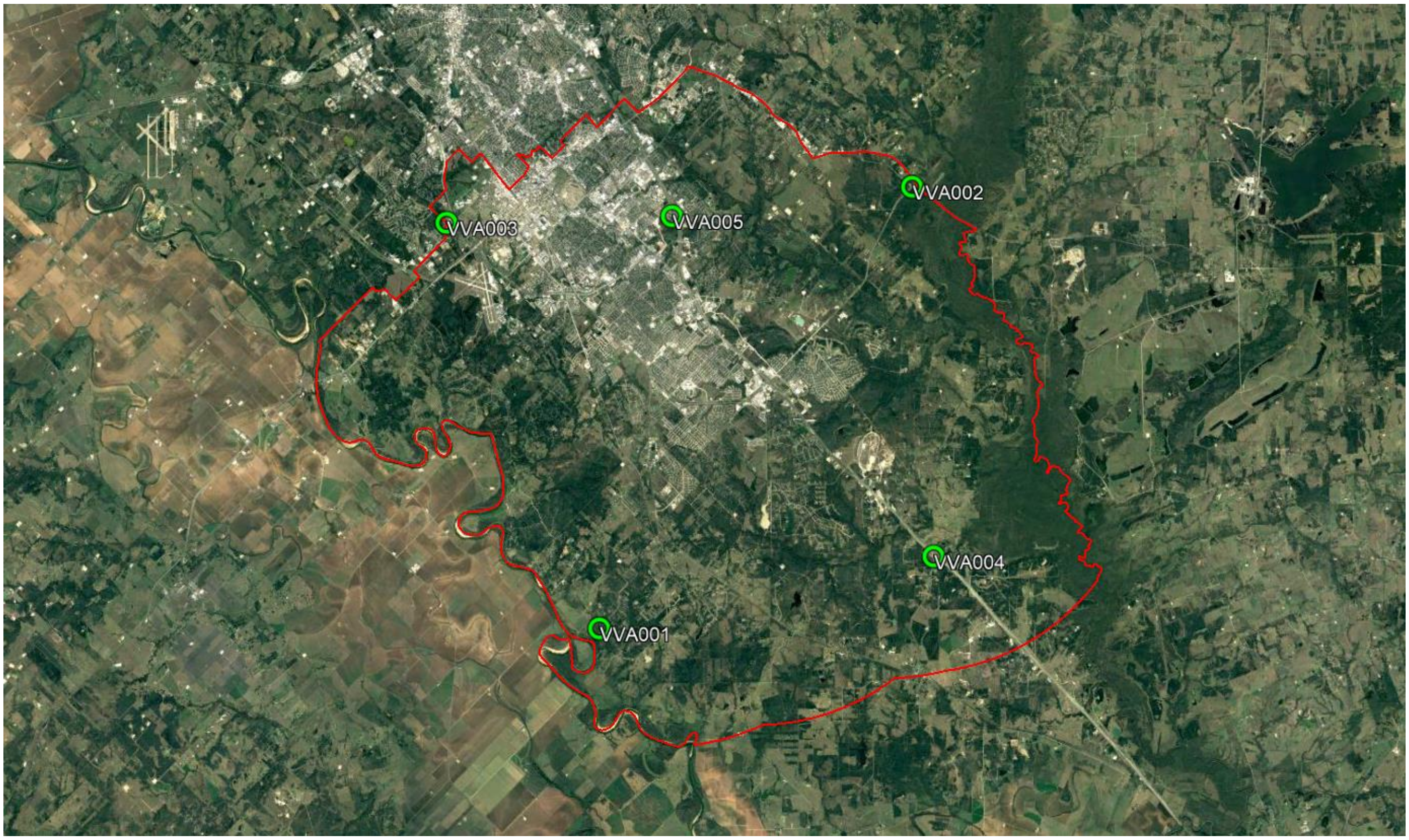


Figure 6:  Vegetated Check Point Distribution

# 4.0 PRODUCT GENERATION

Once the lidar surface was finalized and manually checked for quality, the required deliverables were then generated and/or organized. The following products were generated using the final coordinate system as defined in the contract:

**Classified Point Cloud**
The Classified Point Cloud, containing all returns, is delivered in LASv1.4 (*.las) format and meets project specifications. The Classified Point Cloud contains file names referencing the tile index.

**Bare-Earth Digital Elevation Model**
32-bit GeoTIFF (*.tif) elevation rasters were created from the bare-earth points in the processed lidar dataset and hydro-flattened breaklines. Each pixel contains an elevation.

**First-Return Intensity Rasters**
8-bit GeoTIFF (*.tiff) intensity rasters were created from the first-return points in the processed lidar dataset. All overlap classes were ignored during this process.

**Other Deliverables**
Breaklines
Metadata
Vertical Accuracy Report

A final quality assurance process was undertaken to validate all deliverables for the project. Prior to release of data for delivery, Sanborn's Quality Control/Quality Assurance department reviews the data and then releases it for delivery.