



Predictions of Slope Failure in the Low and High Uplift Region in the Mendocino Triple Junction Region (MTJ), Northern California (SEED Project)

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1. LiDAR System Description and Specifications

This survey was performed with an Optech Gemini Airborne Laser Terrain Mapper (ALTM) serial number 06SEN195 mounted in a twin-engine Piper Chieftain (Tail Number N31PR). The instrument nominal specifications are listed in table 1.

Operating Altitude	150-4000 m, Nominal
Horizontal Accuracy	1/5,500 x altitude (m AGL); 1 sigma
Elevation Accuracy	5 - 35 cm; 1 sigma
Range Capture	Up to 4 range measurements, including 1 st , 2 nd , 3 rd , last returns
Intensity Capture	12-bit dynamic range for all recorded returns, including last returns
Scan FOV	0 - 50 degrees; Programmable in increments of ±1degree
Scan Frequency	0 – 70 Hz
Scanner Product	Up to Scan angle x Scan frequency = 1000
Roll Compensation	±5 degrees at full FOV – more under reduced FOV
Pulse Rate Frequency	33 - 167 kHz
Position Orientation System	Applanix POS/AV 510 OEM includes embedded BD960 72-channel 10Hz (GPS+GLONASS) receiver
Laser Wavelength/Class	1064 nanometers / Class IV (FDA 21 CFR)
Beam Divergence nominal (full angle)	Dual Divergence 0.25 mrad (1/e) or 0.80 mrad (1/e)

Table 1 – Optech GEMINI specifications (http://www.optech.ca/pdf/Gemini_SpecSheet_100908_Web.pdf).

See <http://www.optech.ca> for more information from the manufacturer.

2. Areas of Interest.

The survey area consisted of two separate polygons shown with red outlines below in Figure 1. The North polygon is located approximately 35 km West of Garberville, California and encloses approximately 10.2 km². The South polygon is located approximately 42 km South of Garberville, California with an enclosed area of 14.3 km². The total area for the 2 polygons is approximately 24.5 km².

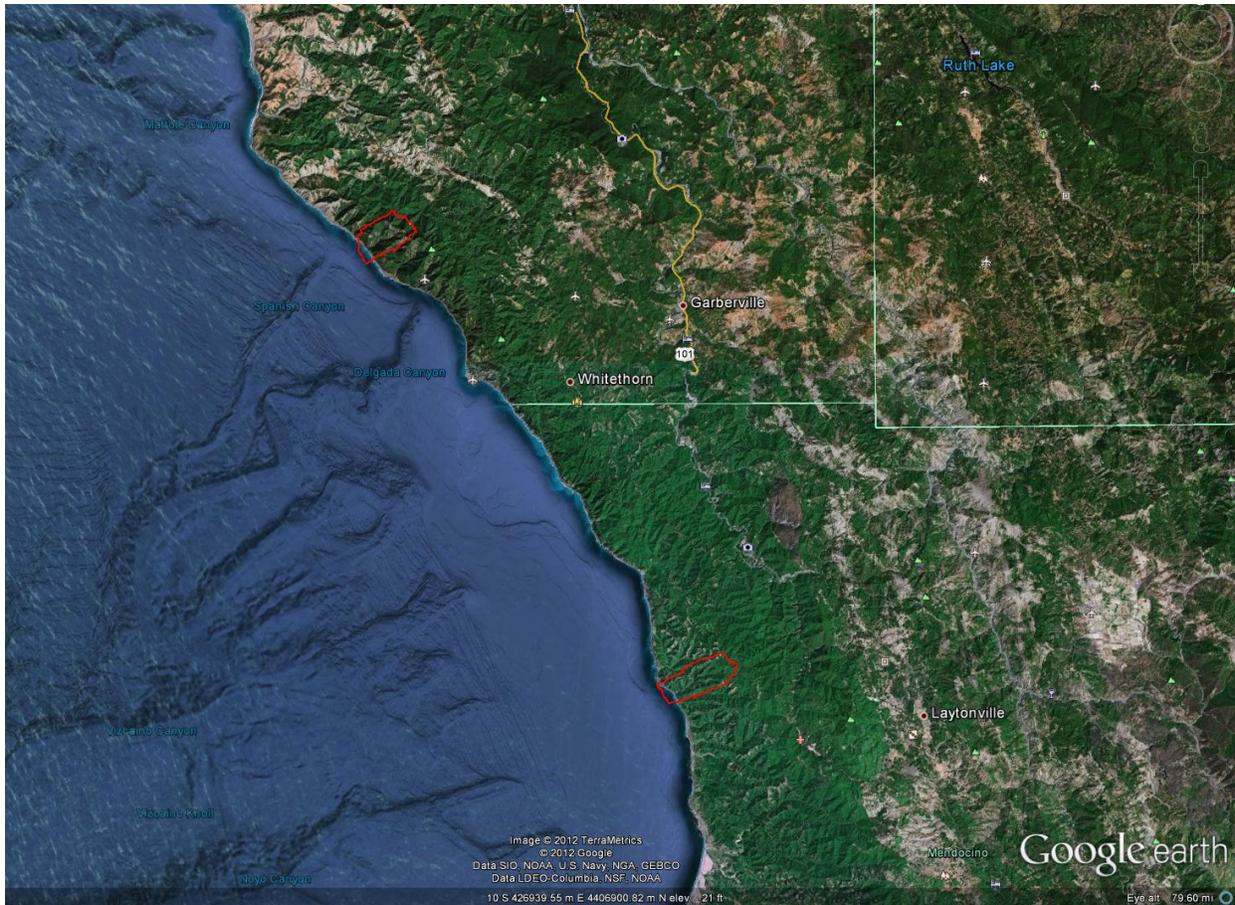


Figure 1 – Shape and location of survey polygon (Google Earth).

3. Data Collection

a) **Survey Dates:** The survey took place on July 05, 2012 (DOY 187).

b) **Airborne Survey Parameters:** The survey parameters are provided in Table 2 below

Nominal Flight Parameters		Equipment Settings		Survey Totals	
Flight Altitude	600 m	Laser PRF	100 kHz	Total Flight Time	3.86 hrs
Flight Speed	60 m/s	Beam Divergence	0.25 mrad	Total Laser Time	0.75 hrs
Swath Width	367 m	Scan Frequency	45 Hz	Total Swath Area	29.87 km ²
Swath Overlap	50 %	Scan Angle	± 19°	Total AOI Area	24.47 km ²
Point Density	8 p/m ²	Scan Cutoff	1.0°		

Table 2 – Nominal survey parameters and totals, some actual parameters will vary with the terrain.

c) **Ground GPS:** Five GPS reference station locations were used during the survey: All five are part of UNAVCO’s PBO network (see <http://pbo.unavco.org/> for more information from UNAVCO. All reference GPS observations were logged at 1 Hz. Table 3 gives the coordinates of the stations and Figure 2 shows the project area and the reference GPS station locations.

GPS station	P157	P160	P161	P313	P315
Agency	UNAVCO	UNAVCO	UNAVCO	UNAVCO	UNAVCO
Latitude	40.24754	40.55125	40.63736	39.55428	39.86358
Longitude	124.30806	124.13326	124.21307	123.56453	123.71688
Height	696.249	94.659	32.876	652.244	258.380

Table 3 – GPS Coordinates of ground reference stations.

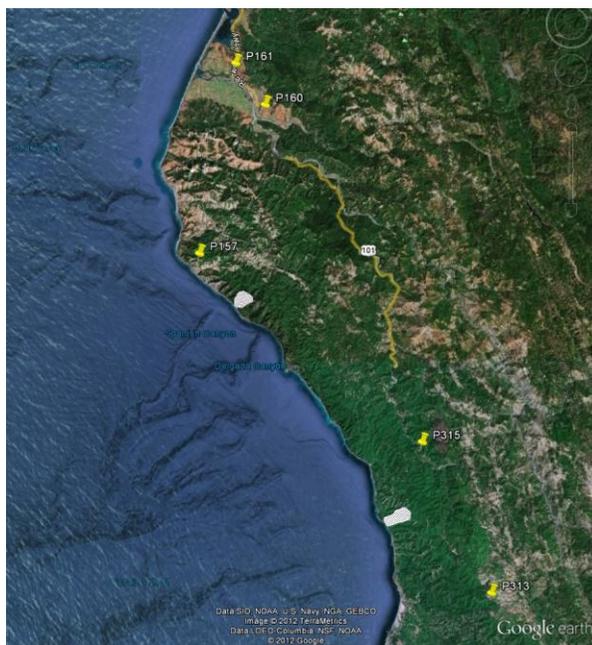


Figure 2 Project area and GPS reference locations.

4. GPS/IMU Data Processing

Reference coordinates for all stations are derived from observation sessions taken over the project duration and submitted to the NGS on-line processor OPUS which processes static differential baselines tied to the international CORS network. For further information on OPUS see <http://www.ngs.noaa.gov/OPUS/> and for more information on the CORS network see <http://www.ngs.noaa.gov/CORS/>

Airplane trajectories for this survey were processed using KARS (Kinematic and Rapid Static) software written by Dr. Gerald Mader of the NGS Research Laboratory. KARS kinematic GPS processing uses the dual-frequency phase history files of the reference and airborne receivers to determine a high-accuracy fixed integer ionosphere-free differential solution at 1 Hz. All final aircraft trajectories for this project are blended solutions from the 5 stations.

After GPS processing, the trajectory solution and the raw inertial measurement unit (IMU) data collected during the flights are combined in APPLANIX software POSPac MMS (Mobile Mapping Suite Version 5.2). POSPac MMS implements a Kalman Filter algorithm to produce a final, smoothed, and complete navigation solution including both aircraft position and orientation at 200 Hz. This final navigation solution is known as an SBET (Smoothed Best Estimated Trajectory).

5. LiDAR Data Processing Overview

The following diagram (Figure 2) shows a general overview of the NCALM LiDAR data processing workflow

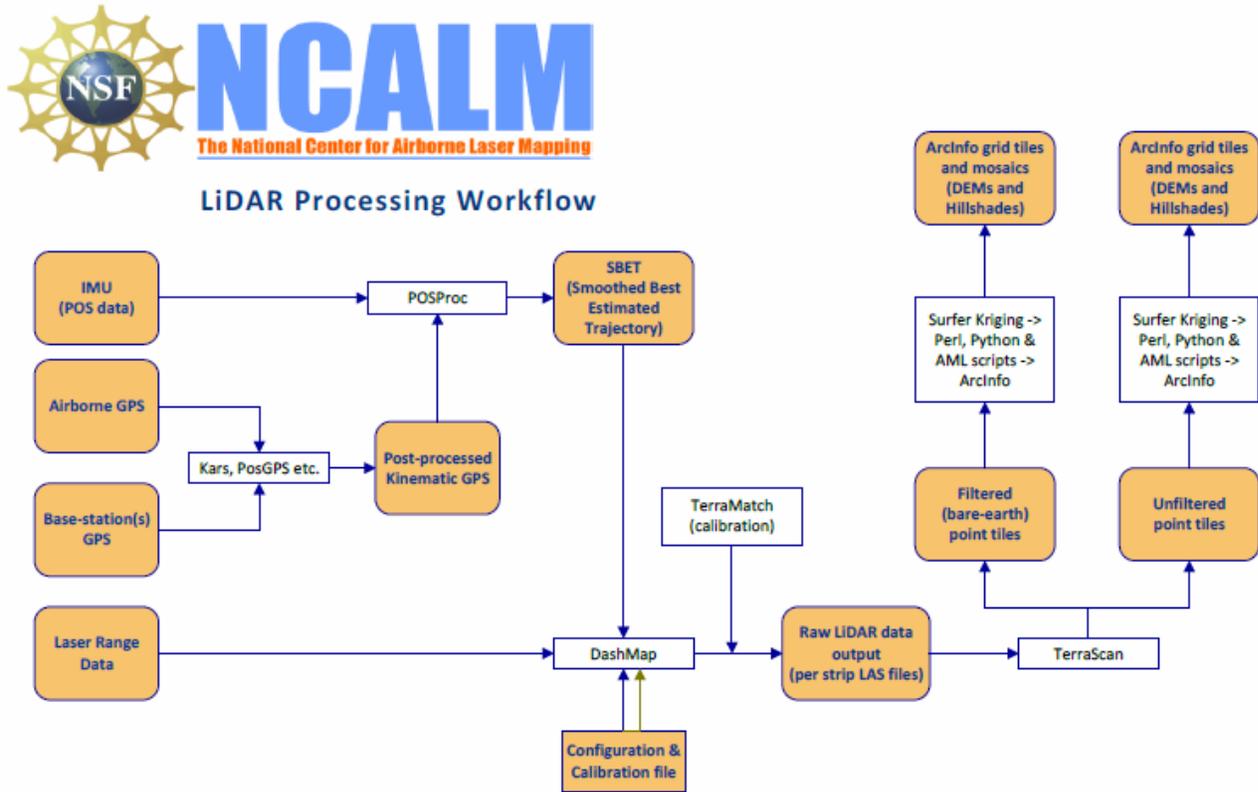


Figure 2 NCALM LiDAR Processing Workflow

NCALM makes every effort to produce the highest quality LiDAR data possible but every LiDAR point cloud and derived DEM will have visible artifacts if it is examined at a sufficiently fine level. Examples of such artifacts include visible swath edges, corduroy (visible scan lines), and data gaps.

A detailed discussion on the causes of data artifacts and how to recognize them can be found here:

http://ncalm.berkeley.edu/reports/GEM_Rep_2005_01_002.pdf.

A discussion of the procedures NCALM uses to ensure data quality can be found here:

http://ncalm.berkeley.edu/reports/NCALM_WhitePaper_v1.2.pdf

NCALM cannot devote the required time to remove all artifacts from data sets, but if researchers find areas with artifacts that impact their applications they should contact NCALM and we will assist them in removing the artifacts to the extent possible – but this may well involve the PIs devoting additional time and resources to this process.

Classification done by automated means using TerraSolid Software

<http://www.terrasolid.fi/en/products/4>

6. Data Deliverables

- a) **Horizontal Datum:** NAD83 (2011)
- b) **Vertical Datum:** GEOID 09
- c) **Projection:** UTM Zone 10N
- d) **File Formats:**
 - 1. Point Cloud in LAS format, classified as ground or non-ground, in 1 km square tiles.
 - 2. ESRI format 1-m DEM from ground classified points.
 - 3. ESRI format 1-m Hillshade raster from ground classified points
 - 4. ESRI format 1-m DEM from all points (canopy included).
 - 5. ESRI format 1-m Hillshade raster from all points (canopy included).
- e) **File naming convention:** 1 Km tiles follow a naming convention using the lower left coordinate (minimum X, Y) as the seed for the file name as follows: XXXXXX_YYYYYYY. For example if the tile bounds coordinate values from easting equals 396000 through 397000, and northing equals 4444000 through 4445000 then the tile filename incorporates 396000_4444000. These tile footprints are available as an AutoCAD DXF or ESRI shapefile. The ESRI DEMs are single mosaic files created by combining together the 1KM tiles. Their name consists of prefix 'ume' and the lowest Easting coordinate rounded to the nearest 1000, for e.g. 'ume396000'. The hillshade files have a prefix 'sh' after the name, for e.g. 'ume396000sh'.