Lidar QA/QC, artifacts, issues to keep in mind

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(with content adapted from Ralph Hagerud (USGS))

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Overview

- 1. Lidar technology
- 2. Data collection workflow
- 3. Data products, formats, metadata
- 4. Lidar and vegetation
- 5. QA/QC, artifacts, issues to keep in mind
- 6. DEM generation from lidar point cloud data

Lidar Data Quality

Typical metric is shot density / shot ("post") spacing:

- Describes density of data and potential grid resolution.
- Shot density highly heterogeneous.
- Not all lidar data are created equal.

Evaluate lidar data quality by:

- Testing against ground control
- Looking at big images
- Quantifying swath to swath reproducibility and completeness



points scalped off corners

Tileboundary artifacts

Poor veg penetration, swath mismatch, bad point classification

R. Hagerud, USGS

points scalped off bluff corners

corduro

SMORTH BOUNDARY Sault



0 60 120 240 Meters



Ante Perez, CGS



Corduroy

The B4 survey was supported by the loan of a 5100 unit from Optech to NCALM.



1233 5100

Carizzo Plain

Both models were used over the first few days of the May campaign. In general corduroy, though still present, is more subdued in the 5100 data, as illustrated in these DEM patches.

Corduroy

Clark Lake is flat - it is a dry lake or 'playa' surface

ointer 33° 19'58.20'N 116' 16'31.05'W elev 567

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Streaming ||||||| 100%

""Google

Corduroy

SURFER 0.5 m DEM from NCALM - standard product

Corduroy – type 1

Scan artifact - at scan edge on dry lake one sees a pattern of up-down consistently; as mirror flips, height reads differently

Corduroy – type 2

The inner scan is consistently lower than the outer scan; this is a different source of 'corduroy,' the second type.

Swath comparisons

Courtesy of Adrian Borsa

Corduroy

There are two types of 'corduroy' in B4 data

type 1 - 'scan angle artifact'

scanner reads higher going one direction than it does in the other

type 2 - 'vertical swath offset' aircraft first pass is vertically mis-aligned with second pass within a given area

The second type, at least, can be mitigated or eliminated by increasing the accuracy of our GPS/IMU trajectories