



**Data Collection and Processing Report for 2015 SEED Project:  
 “The Stockton Bar: A Geoantiquity in Peril” – LiDAR Preservation of the  
 Stockton Bar: Assessment of Lake Bonneville Highstand Hydrodynamics**

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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 PA-31-350 Navajo Chieftain (Tail Number N154WW). 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 <sup>st</sup> , 2 <sup>nd</sup> , 3 <sup>rd</sup> , last returns
Intensity Capture	12-bit dynamic range for all recorded returns, including last returns
Scan FOV	0 - 50 degrees; Programmable in increments of ±1 degree
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) 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](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 requested survey area consisted of a polygon located 50 km southwest of Salt Lake City, UT. The polygon encloses approximately 55.4 square km. Figure 1 (below) is an image from Google Earth showing the location of the survey.

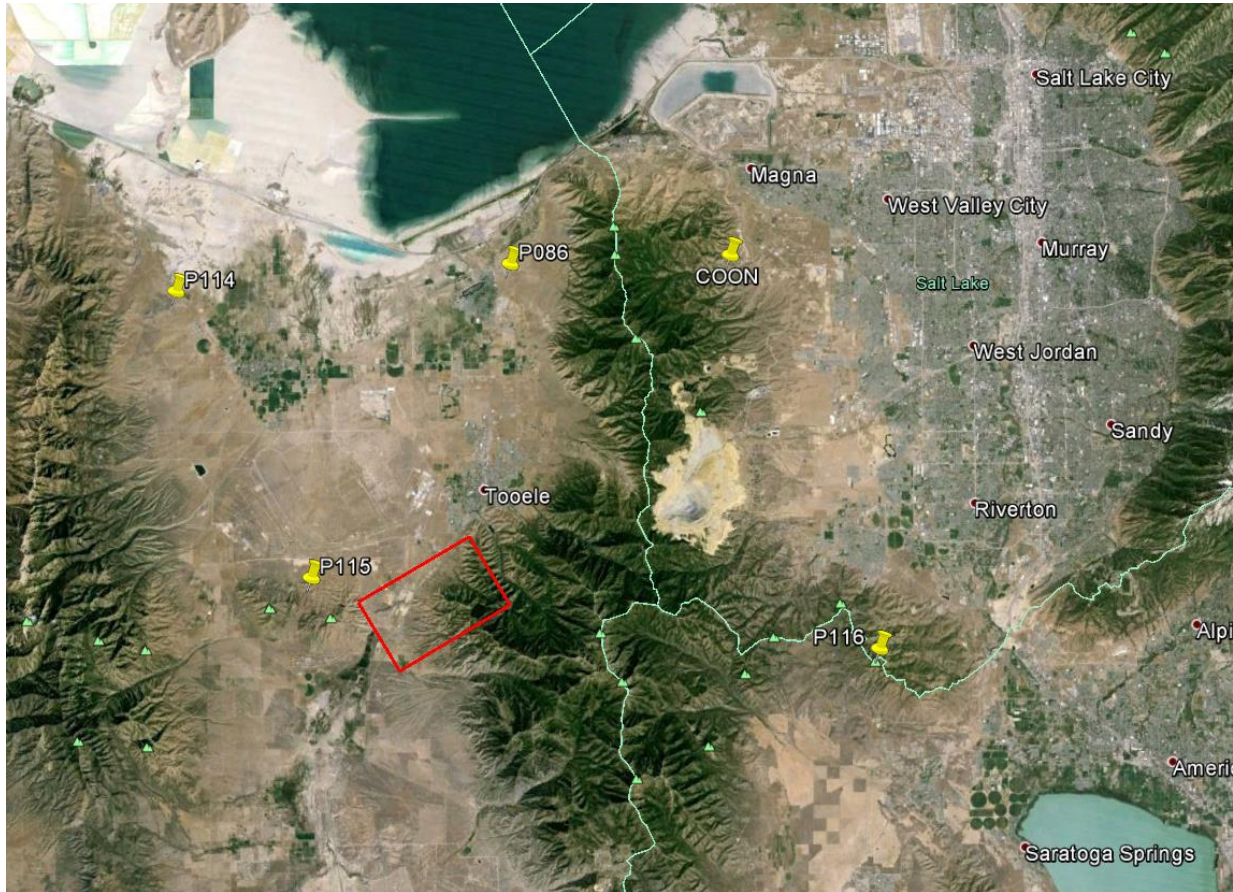


Figure 1 – Location of survey polygon (in red). Yellow push pins represent the locations of GPS reference stations. (Google Earth).

### 3. Data Collection

a) **Survey Dates:** The survey took place on Monday July 06, 2015 (DOY 187).

b) **Airborne Survey Parameters:** 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	3.45 hrs.
Flight Speed	+/- 60 m/s	Beam Divergence	0.80 mrad	Total Laser Time	1.07 hrs.
Swath Width	366.9 m	Scan Frequency	40 Hz	Total Swath Area	55.4 km <sup>2</sup>
Swath Overlap	Min 50 %	Scan Angle	± 18°	Total AOI Area	39.0 km <sup>2</sup>
Point Density	6.36 p/m <sup>2</sup>	Scan Cutoff	1.0°	Pass spacing	183.4 m

Table 2 – Nominal flight parameters, equipment settings and survey totals; actual parameters vary with the terrain.

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

GPS station	COON	P086	P114	P115	P116
Agency	UNAVCO	UNAVCO	UNAVCO	UNAVCO	UNAVCO
Latitude	40.6525	40.6488	40.634	40.474	40.434
W Longitude	112.1209	112.2821	112.528	112.428	112.014
Height	1610.800	1342.221	1353.073	1642.706	2035.475

Table 3 – Coordinates of GPS reference stations in NAD83 (2011) Epoch 2010.0000.

### 4. GPS/IMU Data Processing

Reference coordinates (NAD83 (2011) Epoch 2010.0000) 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 at least three of the five available stations.

After GPS processing, the 1 Hz trajectory solution and the 200 Hz 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

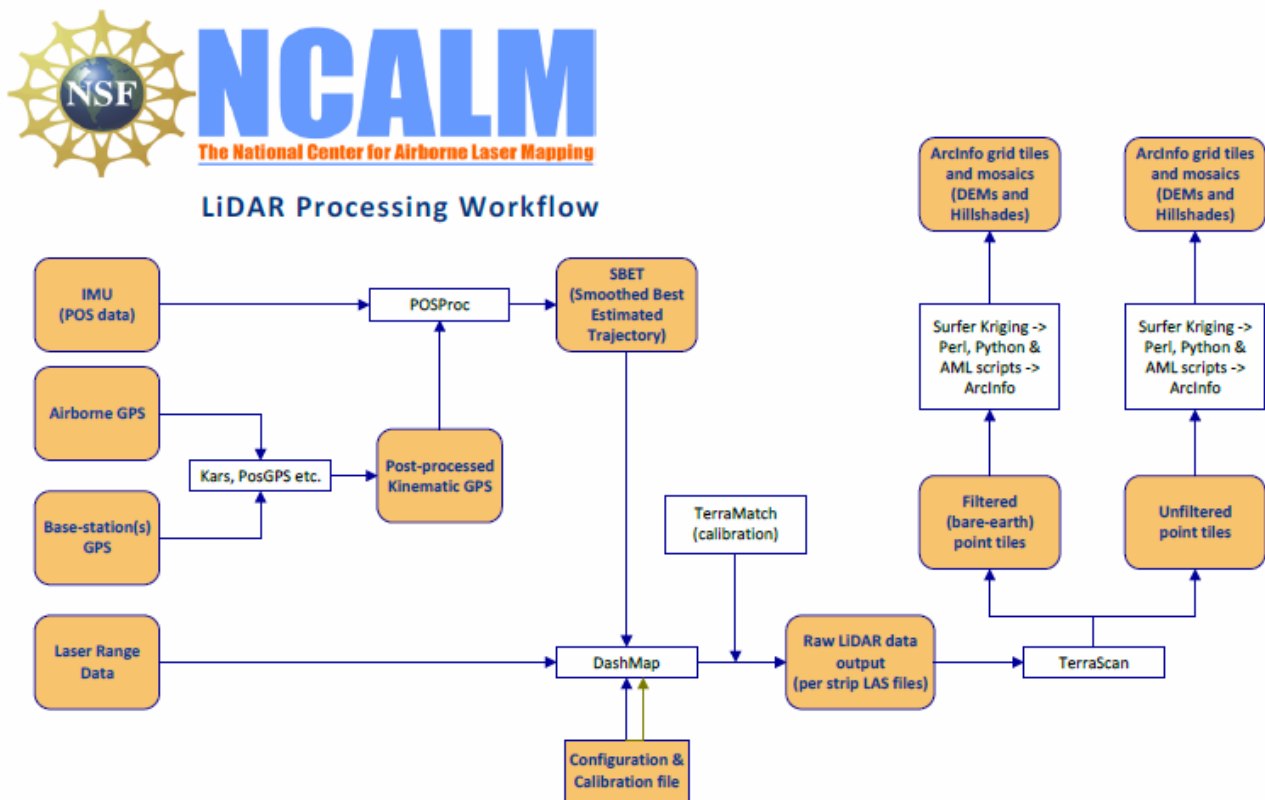


Figure 2 - NCALM LiDAR Processing Workflow

Classification done by automated means using TerraSolid software (TerraScan Version 14.017).  
<http://www.terrasolid.com/products/terrascanpage.php>

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](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](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.

## **6. Accuracy assessment**

### **a) Relative accuracy**

System calibration of the 3 sensor bore sight angles (roll, pitch, and yaw) and scanner mirror scale factor is done by automated means using TerraSolid Software (TerraMatch). Project lines and off-project lines flown with opposite headings combined with perpendicular cross lines are used as input to TerraMatch (Version 13.006). These calibration values are checked on a flight-flight basis.

After calibration values are optimized, project flight lines are output and then classified into ground and non-ground classes. Surfaces are developed for each flight strip from the ground class points, and then these individual flight strip surfaces are differenced and a value for the magnitude of the height mismatch over the entire project area is calculated.

For the surveyed area the average magnitude for vertical mismatch of ground surfaces (unsigned vertical differences between flight strips) in overlap zones is 0.064 m.

### **b) Absolute accuracy**

No ground check points were collected for this project so a small (<0.15 m) vertical bias in the elevations of the final point cloud and DEM may exist with respect to NAVD88. Note that any LiDAR-derived DEM accuracy will usually degrade on steep terrain and under canopy.

## 7. Data Deliverables

- a) **Horizontal Datum:** NAD83 (2011)
- b) **Vertical Datum:** NAVD88 (GEOID 12a)
- c) **Projection:** UTM Zone 12N
- d) **Units: meters.**
- e) **File Formats:**
  - 1. Point Cloud in LAS format (Version 1.2), classified as ground or non-ground, in 1 km<sup>2</sup> rectangles.
  - 2. ESRI format 0.5-m DEM from ground classified points.
  - 3. ESRI format 0.5-m Hillshade raster from ground classified points
  - 4. ESRI format 0.5-m DEM from all points (canopy included).
  - 5. ESRI format 0.5-m Hillshade raster from all points (canopy included).
- f) **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 381000 through 382000, and northing equals 4477000 through 4478000 then the tile filename incorporates 381000\_4477000. The ESRI DEMs are mosaic files created by combining together the 1 km tiles.