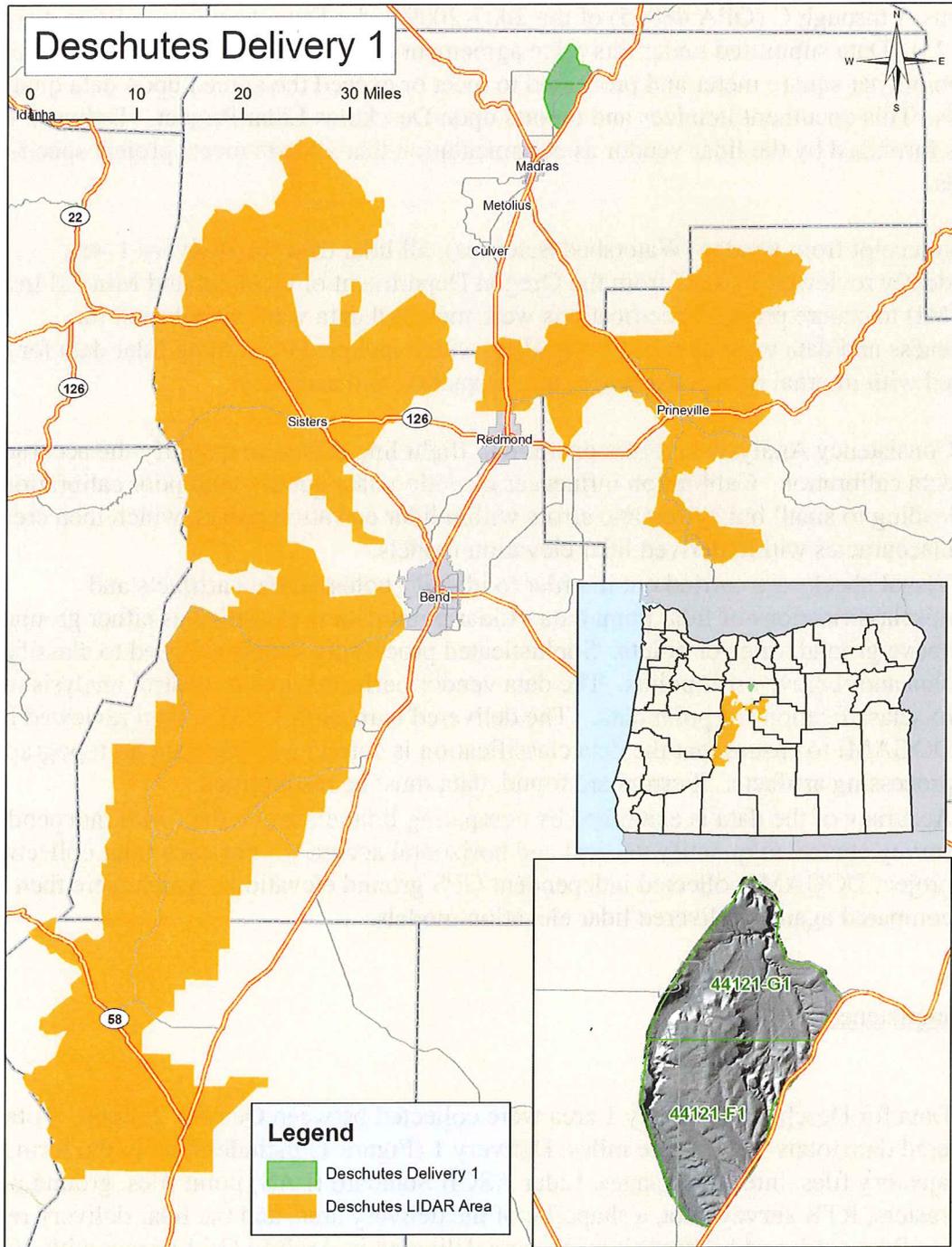




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*Deschutes LIDAR Project, 2009 – Delivery 1 QC Analysis*  
**LIDAR QC Report – April 7th, 2010**



Map featuring Deschutes Delivery 1 data extent.

The Oregon Department of Geology & Mineral Industries has contracted with Watershed Sciences to collect high resolution lidar topographic data for multiple areas within the State of Oregon. Areas for lidar data collection have been designed as part of a collaborative effort of State, Federal, and Local agencies in order to meet a wide range of project goals. The vendor has agreed to certain conditions of data quality and standards for all lidar data deliverables listed in sections A through C (OPA #8865) of the 2007-2009 Lidar Data Acquisition Price Agreement (pgs 14-23). Data submitted under this price agreement is to be collected at a resolution of at least 8 points per square meter and processed to meet or exceed the agreed upon data quality standards. This document itemizes and reports upon Deschutes Lidar Project – Delivery 1 products furnished by the lidar vendor as documentation that all data meets project specific standards.

Upon receipt from vendor (Watershed Sciences), all lidar data for Delivery 1 was independently reviewed by staff from the Oregon Department of Geology and Mineral Industries (DOGAMI) to ensure project specifications were met. All data were inventoried for completeness and data were checked for quality, which included examining lidar data for errors associated with internal data consistency, model quality, and accuracy.

- Consistency Analysis involves examining flight line offsets to quantify the accuracy of data calibration. Calibration influences elevation data quality with poor calibration leading to small but systematic errors within lidar elevation points, which then create inaccuracies within derived lidar elevation models.
- Visual checks are carried out in order to identify potential data artifacts and misclassifications of lidar point data. Lidar point data is classified as either ground, above ground, or error points. Sophisticated processing scripts are used to classify point data and remove error points. The data vendor performs quality control analysis to fix misclassifications of point data. The delivered bare earth DEM is then reviewed by DOGAMI to ensure that the data classification is correct and there are no topographic processing artifacts. If errors are found, data must be resubmitted.
- Accuracy of the data is examined by comparing lidar elevation data with independent survey control to quantify vertical and horizontal accuracy. For each lidar collection project DOGAMI collected independent GPS ground elevations, which were then compared against delivered lidar elevation models.

### Data Completeness

Data for Deschutes Delivery 1 area were collected between October 2, 2009. Total area of delivered data totals 9.94 square miles. Delivery 1 (Figure 1) includes data in the format of grids, trajectory files, intensity images, Lidar ASCII Standard (LAS) point files, ground point density rasters, RTK survey data, a shapefile of the delivery area, and the lidar delivery report (Table 1). Bare earth and highest hit grids were delivered in ArcInfo Grid format with 3ft cell size. Lidar point data is delivered in LAS binary format for ground classified returns as well as

the entire lidar point cloud. Georeferenced intensity images are supplied in TIF format. Supplementary data includes ground density rasters displaying locations where ground returns are low. Real time kinematic ground survey data (used for absolute vertical adjustment) is supplied in shapefile format. This delivery contains data for the following USGS 7.5 minute quads (listed by Ohio Code #) within the boundary of the Deschutes Survey collection area (Figure 1):

**Delivery 1: 44121g1, 44121f1**

<b>FINAL Delivery</b>	<b>Resolution</b>	<b>Format</b>	<b>Tiling</b>	
<i>Bare Earth DEMs</i>	3ft	grid	quad	x
<i>Highest Hit DEMs</i>	3ft	grid	quad	x
<i>Trajectory files</i>	1 sec	ascii (TXYZRPH)	flight	x
<i>Intensity Images</i>	1.5ft	tif	100th quad	x
<i>LAS</i>	8pts/m <sup>2</sup>	las	100th quad	x
<i>Ground Returns</i>	N/A	las	100th quad	x
<i>Ground Density Raster</i>	3ft	grid	quad	x
<i>RTK point data</i>		shape		x
<i>Delivery Area shapefile</i>		shape	quad	x
<i>Report</i>		pdf		x
<b>Miscellaneous</b>				
<i>Processing bins</i>		dxr or dgn	project	x

**Table 1.** Deliverable Checklist

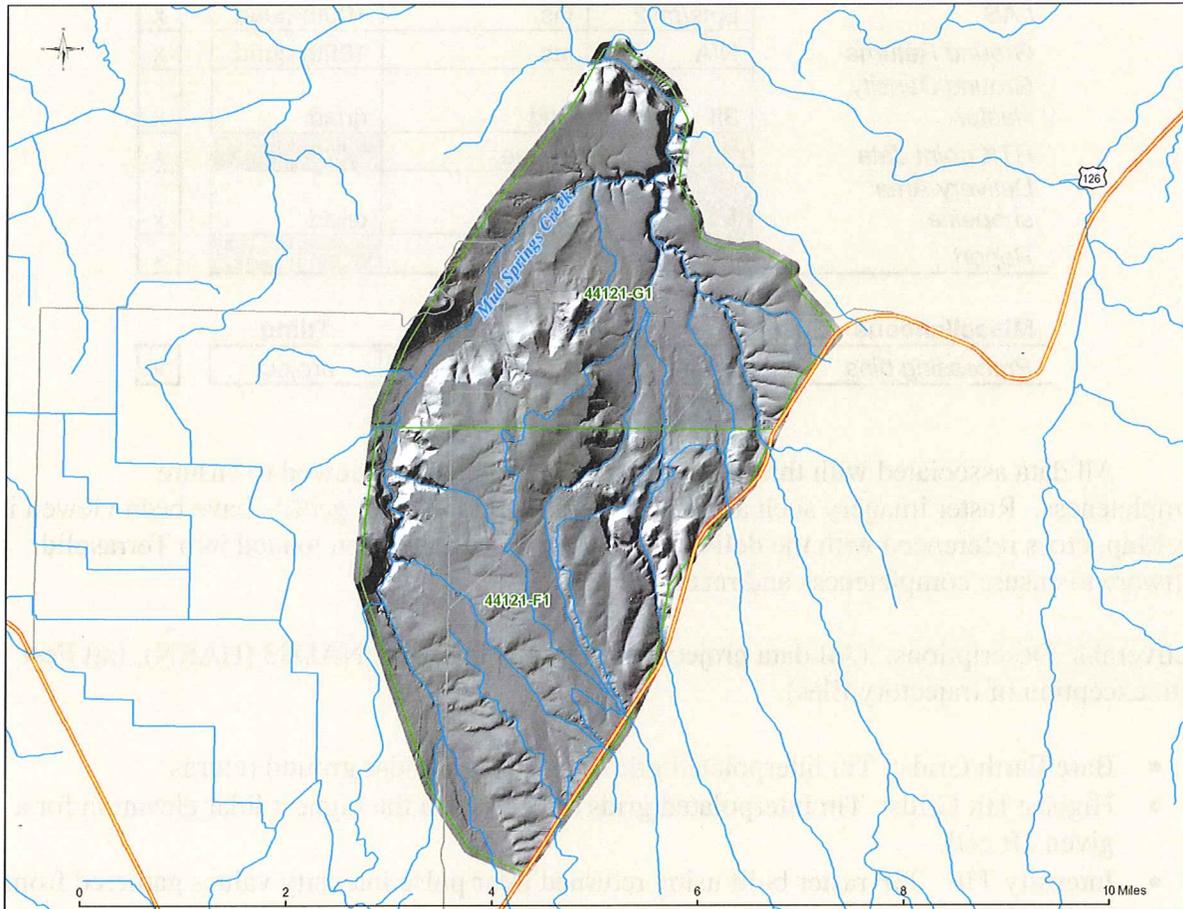
All data associated with this delivery has been loaded and viewed to ensure completeness. Raster imagery such as elevation grids and intensity geotifs have been viewed in ArcMap, cross referenced with the delivery area. Las files have been loaded into Terrasolid software to ensure completeness and readability.

Deliverable Descriptions: (All data projected in Oregon Lambert, NAD83 (HARN), Intl Feet with exception of trajectory files).

- Bare Earth Grids: Tin interpolated grids created from lidar ground returns.
- Highest Hit Grids: Tin interpolated grids created from the highest lidar elevation for a given 3ft cell.
- Intensity TIF: TIF raster built using returned lidar pulse intensity values gathered from highest hit returns.
- Trajectory File: File contains point location measurement of the aircraft used to collect lidar data. Data is collected using an Inertial Measurement Unit (IMU), and collects measurements of: Easting(meters), Northing (meters), Ellipsoid Height (meters) of aircraft, aircraft roll (degrees), aircraft pitch (degrees), aircraft heading (degrees).

Measurements are collected at one second intervals. Data is projected in UTM zone 10, NAD83 (HARN).

- LAS: Binary file of all lidar points collected in survey (Class, flight line #, GPS Time, Echo, Easting, Northing, Elevation, Intensity, Scan Angle, Echo Number, and Scanner).
- Ground LAS: Binary file of lidar points classified as ground (Class, flight line #, GPS Time, Echo, Easting, Northing, Elevation, Intensity, Scan Angle, Echo Number, and Scanner).
- RTK Point Data: Ground GPS Survey data used to correct raw lidar point cloud for vertical offsets.
- Delivery Area Shapefile: Geometry file depicting the geospatial area associated with deliverables.
- Report: Report provides detailed description of data collection methods and processing. The vendor also reports accuracies associated with calibration, consistency, absolute error, and point classifications.



**Figure 1.** Delivery 1 location area. Data is referenced to USGS 7.5 minute quadrangles within the extents of the Deschutes Survey collection area.

Consistency Analysis:

DOGAMI has specified that lidar consistency must average less than 0.15m (0.49 feet) in vertical offsets between flight lines. DOGAMI measures consistency offsets throughout delivered datasets to ensure that project specifications are met.

Consistency refers to lidar elevation differences between overlapping flight lines. Consistency errors are created by poor lidar system calibration settings associated with sensor platform mounting. Errors in consistency manifest as vertical offsets between individual flight lines. Consistency offsets were measured using the “Find Match” tool within the TerraMatch© software toolset. This tool uses aircraft trajectory information linked to the lidar point cloud to quantify flight line-to-flight line offsets.

To quantify the magnitude of this error 125 delivered data tiles were examined for vertical offset between flight lines. Data tiles with less than 1000 points were not used in analysis. Selection of tiles aimed to evenly sample the delivered spatial extent of data. Each tile measured 750 x 750 meters in size. The average number of points used for flight line comparison was 1,508,691 per tile (Table 2a). Error measurements were calculated by differencing the nearest point from an adjacent flight line within 1 meters in the horizontal plane and 0.2 meters in the vertical plane. Each flight line was compared to adjacent flight lines, and the average magnitude of vertical error was calculated. A total of 35 flight lines were sampled and compared for consistency.

**Summary Statistics**

# of Tiles	125
# of Flight Line Sections	35
Avg # of Points	1,508,691
Avg. Magnitude Z error (m)	0.009

**Table 2a.** Summary Results of Consistency Analysis

	<i><b>meters</b></i>	<i><b>feet</b></i>
Mean	0.010	0.033
Standard Error	0.000	0.000
Standard Deviation	0.001	0.002
Sample Variance	0.000	0.000
Range	0.003	0.009
Minimum	0.009	0.029
Maximum	0.012	0.038

**Table 2b.** Descriptive Statistics for Magnitude Z Error.

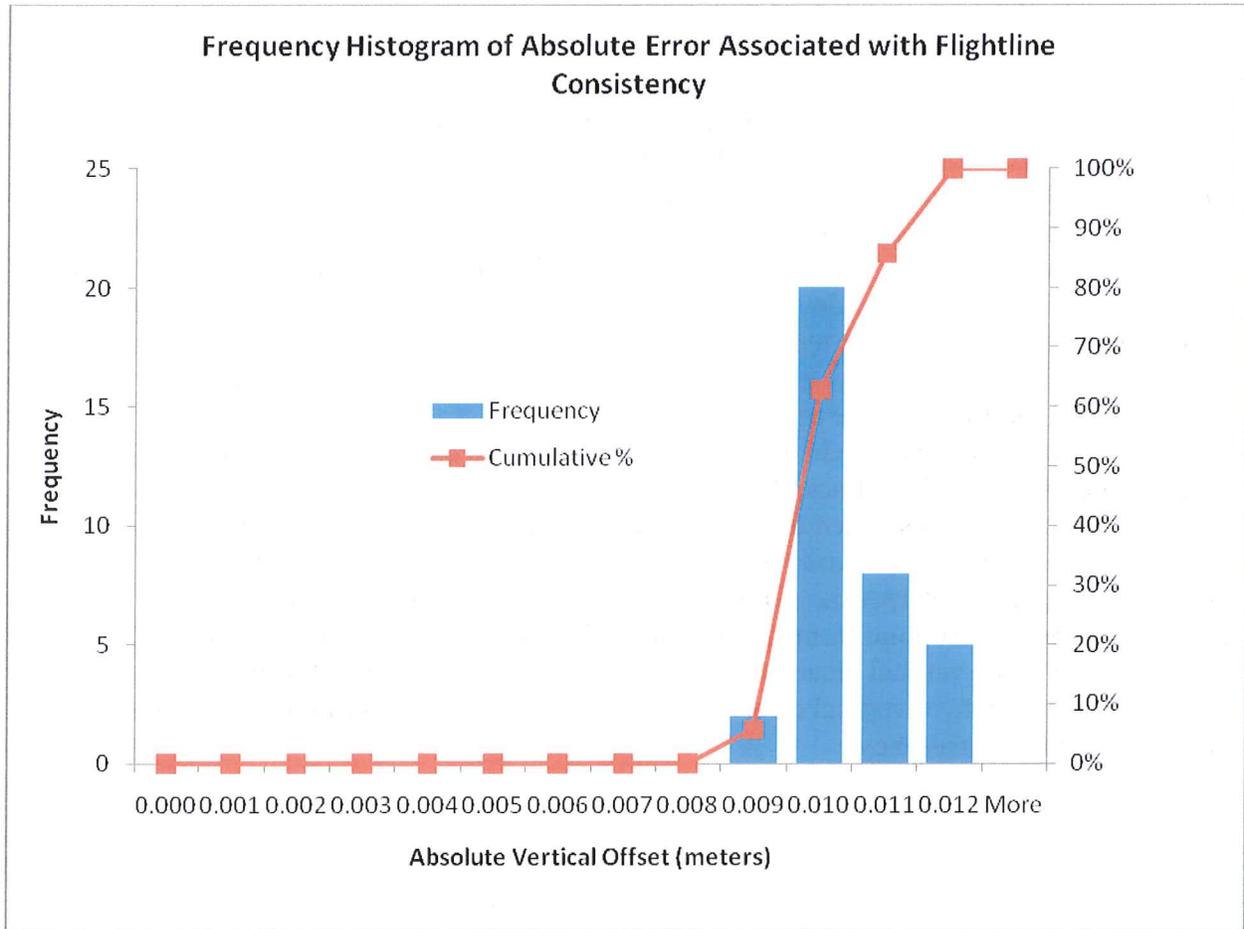


Figure 2.

Results of the consistency analysis found the average flight line offset to be 0.010 meters with a maximum error of 0.012m (Table 2b). Distribution of error showed over 85% of all error was less than 0.011m and 99% was less than 0.012m (Figure 2). These results show that all data are within tolerances of data consistency according to contract agreement.

Visual Analysis

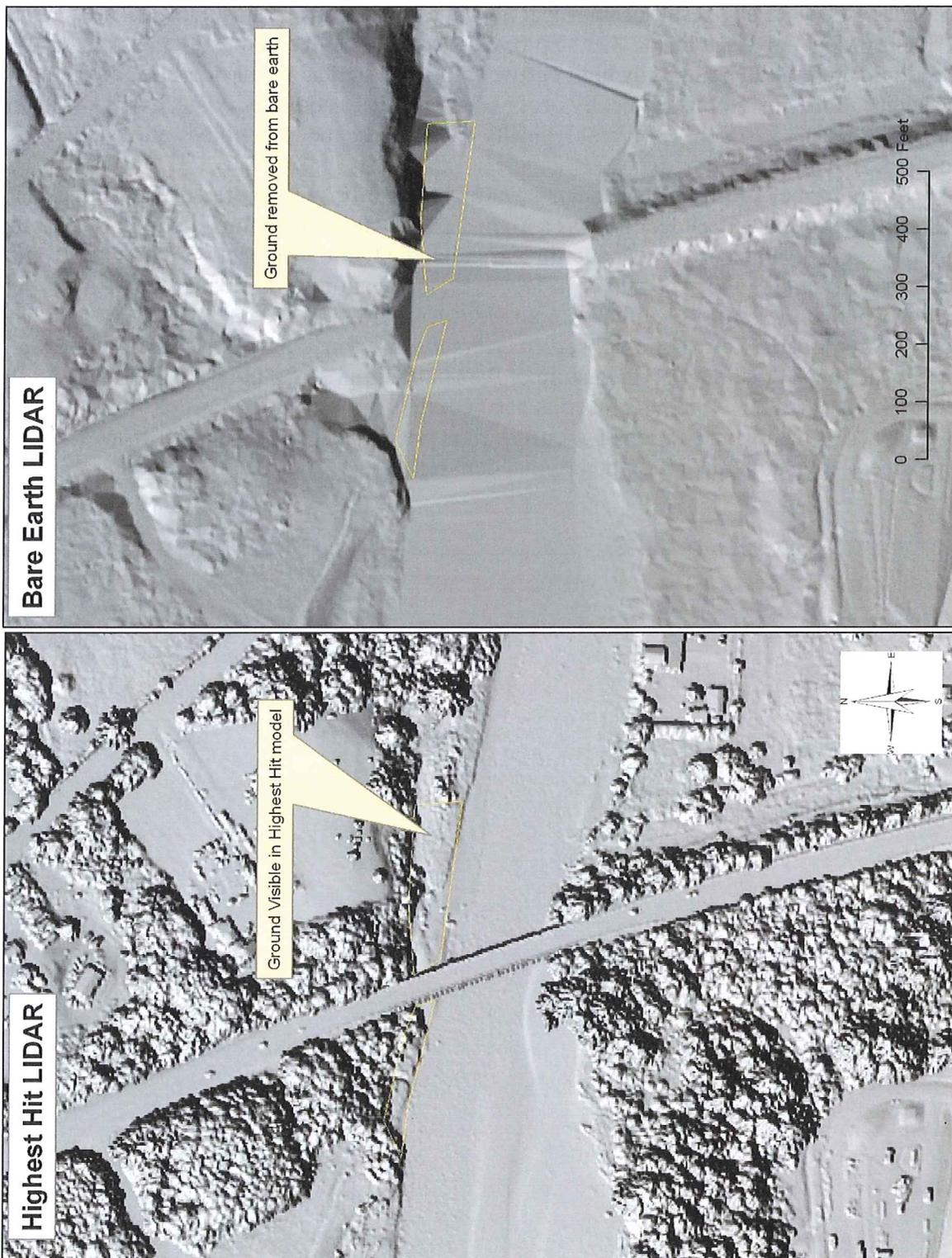
Lidar 3ft grids were loaded into ArcGIS software for visual analysis. Data were examined through slope and hillshade models of bare earth returns. Hillshades of the highest hit models were used to identify areas of missing ground (Figure 3). Both bare earth and highest hit models were examined for calibration offsets, tiling artifacts (Figure 4), seam line offsets, pits (Figure 5), and birds.

Calibration offsets typically are visualized as a corduroy-like patterning within a hillshaded lidar model. These offsets present themselves along steep slopes and typically stand out more in highest hit models than bare earth. Tiling artifacts are a result of missing or misclassified data along the edge of lidar processing tiles. These artifacts present themselves as linear features typically 1-2 grid cells in width, and are present in both the highest hit and bare

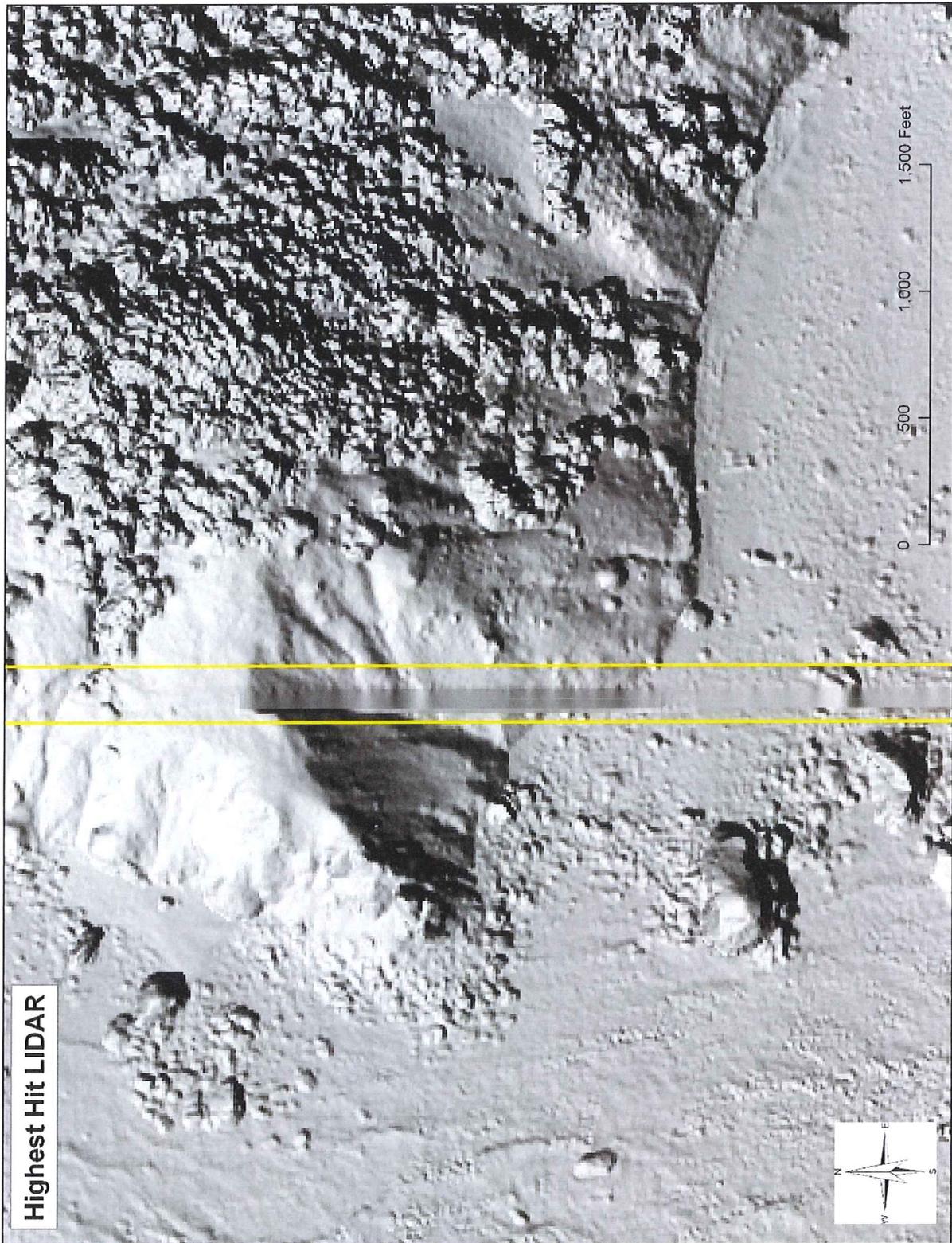
earth models (e.g. Figure 3). Seam line offsets occur where two distinct days of lidar data overlap. Errors occur as a result of improper absolute vertical error adjustments. These errors are typically visualized as a linear stair step running along the edge of connecting flight lines. Pits and birds refer to uncommonly high or low points that are the result of atmospheric and sensor noise. Pits (low points) typically occur where the laser comes in contact with water on the ground (Figure 5). Birds (high points) typically occur where the laser comes into contact with atmospherics<sup>1</sup>.

Errors located during visual analysis were digitized for spatial reference and stored in ESRI shapefile format. Each feature was assigned an ID value and commented to describe the nature of the observed error. The shapefile was delivered to the vendor for locating and fixing errors. Upon receiving the observed error locations, the vendor performed an analysis to conclude whether the error was valid. For all valid errors found, the vendor has reprocessed the data to accommodate fixes. For all observed errors that are found to be false, the vendor has produced an image documenting the nature of the feature in grid and point data format. A readme file was created explaining all edits performed. Corrected data was delivered to DOGAMI. This data were examined to ensure edits were made, and visually inspected for completeness, then combined into the original delivery.

<sup>1</sup> Atmospherics include clouds, rain, fog, or virga.



**Figure 3.** Example of missing ground in lidar bare earth data. Ground is clearly visible in highest hit model, but has been removed from the bare earth model. This type of classification error is common near water body features.



**Figure 4.** Example of tile artifact found in highest hit lidar data. Artifact is a seam line error created due to misclassification of ground at edge of lidar processing tiles.



**Figure 5.** Example of “Pit” caused by low point in ground model. Pits are caused when standing water absorbs the lidar pulse. Pits are evident in ground model as the lowest point elevation is assigned to the grid cell value. Inversely the pit is not observable in the highest hit model as the highest point elevation is assigned to the grid value

Absolute Accuracy Analysis:

Absolute accuracy refers to the mean vertical offset of lidar data relative to measured ground-control points (GCP) obtained throughout the lidar sampling area. DOGAMI used a Trimble™ 5700/5800 Total Station GPS surveying system (Figure 5) to measure GCP's. This system consisted of a GPS base station (5700 unit), Zephyr Geodetic antenna, Trimmark 3 radio, and 5800 "rover". The 5700 base station was mounted on a fixed height (typically 2.0 m) tripod and located over a known geodetic survey monument followed by a site calibration on several adjacent benchmarks to precisely establish a local coordinate system. This step is critical in order to eliminate various survey errors. For example, Trimble reports that the 5700/5800 GPS system have horizontal errors of approximately  $\pm 1\text{-cm} + 1\text{ppm}$  (parts per million \* the baseline length) and  $\pm 2\text{-cm}$  in the vertical (TrimbleNavigationSystem, 2005). These errors may be compounded by other factors such as poor satellite geometry, multipath, and poor atmospheric conditions, combining to increase the total error to several centimeters. Thus, the site calibration process is critical in order to minimize these uncertainties.



**Figure 5.** The Trimble 5700 base station antenna located over a known reference point at Cape Lookout State Park. Corrected GPS position and elevation information is then transmitted by a Trimmark III base radio to the 5800 GPS rover unit.

The approach adopted for DOGAMI lidar surveys was comprised of two components:

- 1) Verify the horizontal and vertical coordinates established by Watershed Sciences for a select number of survey monuments used to calibrate the lidar survey. These surveys typically involved a minimum of two hours of GPS occupation over a known point. The collected data were then submitted to the National Geodetic Survey (NGS) Online Positioning User Service (OPUS) for

- post-processing against several Continuously Operating Reference Stations (CORS) operated by the NGS.
- 2) Collect GCP's along relatively flat surfaces (roads, paths, parking lots etc.). This step involved the collection of both continuous measurements (from a vehicle as well as from a backpack) as well as static measurements (typically 5 epics).

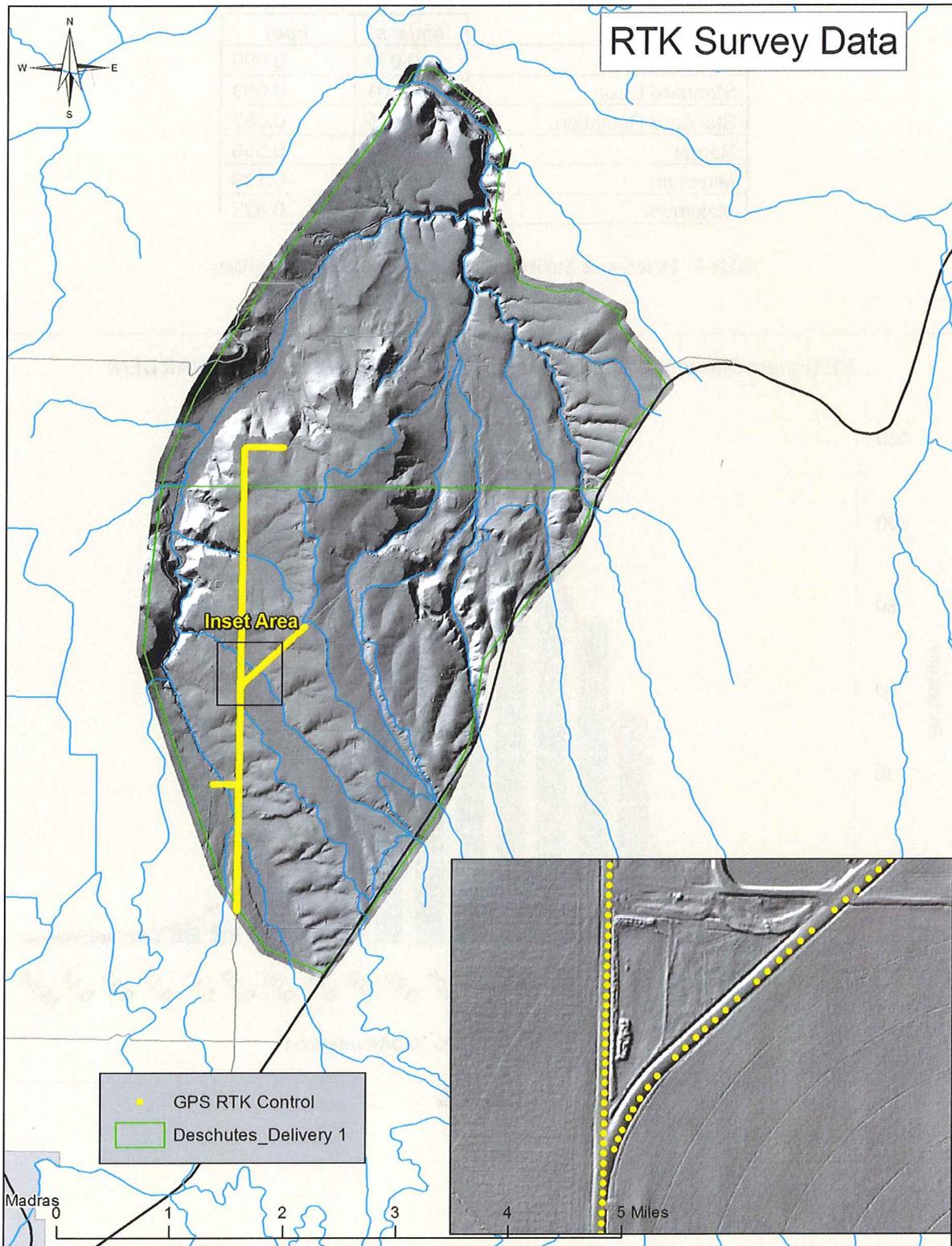
Having collected the GCP data, the GPS data was post-processed using Trimble's Geomatic Office software. Data post-processing typically involved calibrations against at least three CORS stations as well as from local site calibrations performed in the field using those benchmarks that had been independently verified. Data is post processed to refine measurements so that horizontal and vertical errors are less than 0.02 meters (0.065 feet). Horizontal accuracy of data is tested by reoccupying a sample subset of survey monuments used for processing of lidar data. Each occupation's x and y coordinates are compared with the vendor coordinates for offsets.

Vertical accuracy analysis consisted of differencing control data and the delivered lidar Digital Elevation Models (DEM) to expose offsets. These offsets were used to produce a mean vertical error and vertical RMSE value for the entire delivered data set. Project specifications list the maximum acceptable mean vertical offset to be 0.20 meters (0.65 feet).

A total of 713 measured GCP's were obtained in the Delivery 1 region and compared with the lidar elevation grids. The data delivered to DOGAMI was found to have a mean vertical offset of 0.030 meters (0.099 feet) and an RMSE value of 0.040 meters (0.131 ft). Offset values ranged from -0.039 to 0.130 meters (Table 3 and Figure 7).

Horizontal accuracies were not specified in agreement since true horizontal accuracy is regarded as a product of the lidar ground foot print. Lidar is referenced to co-acquired GPS base station data that has accuracies far greater than the value of the lidar foot print. The ground footprint is equal to  $1/3333^{\text{rd}}$  of above ground flying height. Survey altitude for this acquisition was targeted at 900 meters yielding a ground foot print of 0.27 meters. This value exceeds the typical accuracy value of ground control used to reference the lidar data (<0.01m). Project specifications require the lidar foot print to fall within 0.15 and 0.40 meters.

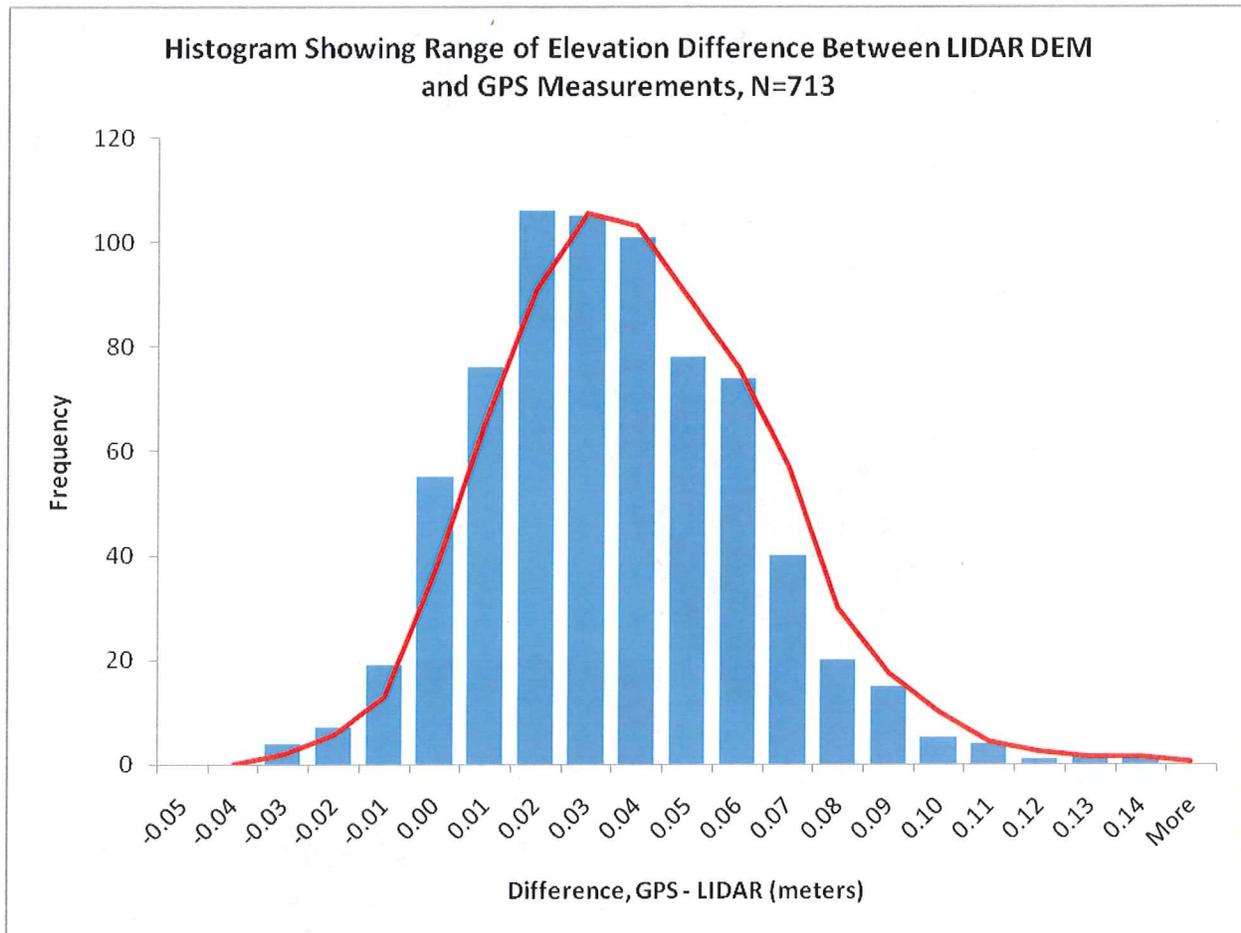
DOGAMI was able to test the horizontal accuracy of survey monuments used to reference the lidar data while conducting vertical control measurements. For internal purposes only, the XY coordinates of survey monuments surveyed by DOGAMI were compared to the survey monuments provided by the vender and in almost every case, the reported results were consistent with those obtained by DOGAMI staff.



**Figure 6.** Locations of RTK control surveyed by DOGAMI. Data was used to test absolute accuracy for the Deschutes lidar survey within the Delivery 1 extent.

	<i>Meters</i>	<i>Feet</i>
Mean	0.030	0.099
Standard Error	0.001	0.003
Standard Deviation	0.026	0.087
Range	0.169	0.556
Minimum	-0.039	-0.129
Maximum	0.130	0.427

**Table 3.** Descriptive Statistics for absolute value vertical offsets.



**Figure 7.**

Acceptance

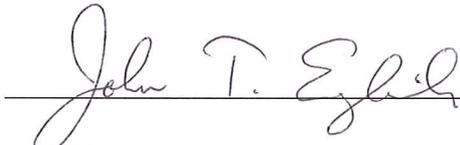
The data described in this report meets and exceeds project specifications laid out in the contracted data standards agreement. All components of data to be delivered have been received as of April 7th, 2010. Consistency analysis has concluded that all data contains flight line to flight line vertical offset less than the threshold of 0.15 meters as specified in agreement. The vendor has adequately responded to all fixable errors identified as part of the visual analysis. Perceived grid errors identified by DOGAMI that were found to be false have been documented by the vendor and explained to the satisfaction of DOGAMI reviewers. Absolute accuracy analysis of the data has concluded that absolute vertical error of lidar data is less than the specified tolerance of 0.20 meters as specified in the data standards agreement.

Approval Signatures



Date: 4/9/10

Ian Madin  
Chief Scientist – Department of Geology & Mineral Industries



Date: 4/9/10

John English  
Lidar Database Coordinator – Department of Geology & Mineral Industries

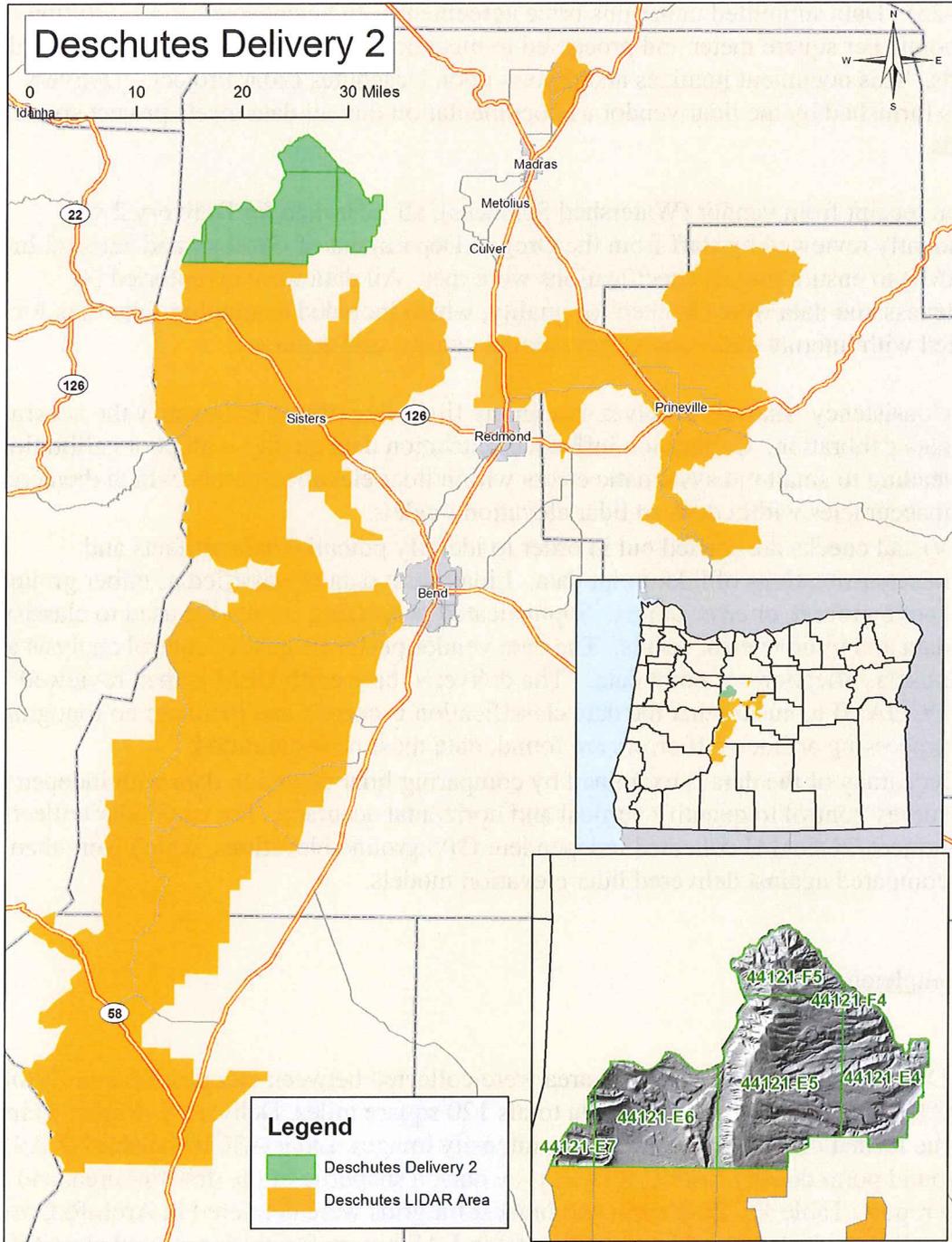




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*Deschutes LIDAR Project, 2009 – Delivery 2 QC Analysis*  
**LIDAR QC Report – May 3rd, 2010**



Map featuring Deschutes Delivery 2 data extent.

The Oregon Department of Geology & Mineral Industries has contracted with Watershed Sciences to collect high resolution lidar topographic data for multiple areas within the State of Oregon. Areas for lidar data collection have been designed as part of a collaborative effort of State, Federal, and Local agencies in order to meet a wide range of project goals. The vendor has agreed to certain conditions of data quality and standards for all lidar data deliverables listed in sections A through C (OPA #8865) of the 2007-2009 Lidar Data Acquisition Price Agreement (pgs 14-23). Data submitted under this price agreement is to be collected at a resolution of at least 8 points per square meter and processed to meet or exceed the agreed upon data quality standards. This document itemizes and reports upon Deschutes Lidar Project – Delivery 2 products furnished by the lidar vendor as documentation that all data meets project specific standards.

Upon receipt from vendor (Watershed Sciences), all lidar data for Delivery 2 was independently reviewed by staff from the Oregon Department of Geology and Mineral Industries (DOGAMI) to ensure project specifications were met. All data were inventoried for completeness and data were checked for quality, which included examining lidar data for errors associated with internal data consistency, model quality, and accuracy.

- Consistency Analysis involves examining flight line offsets to quantify the accuracy of data calibration. Calibration influences elevation data quality with poor calibration leading to small but systematic errors within lidar elevation points, which then create inaccuracies within derived lidar elevation models.
- Visual checks are carried out in order to identify potential data artifacts and misclassifications of lidar point data. Lidar point data is classified as either ground, above ground, or error points. Sophisticated processing scripts are used to classify point data and remove error points. The data vendor performs quality control analysis to fix misclassifications of point data. The delivered bare earth DEM is then reviewed by DOGAMI to ensure that the data classification is correct and there are no topographic processing artifacts. If errors are found, data must be resubmitted.
- Accuracy of the data is examined by comparing lidar elevation data with independent survey control to quantify vertical and horizontal accuracy. For each lidar collection project DOGAMI collected independent GPS ground elevations, which were then compared against delivered lidar elevation models.

### Data Completeness

Data for Deschutes Delivery 2 area were collected between October 5th and October 12th, 2009 . Total area of delivered data totals 120 square miles. Delivery 2 (Figure 1) includes data in the format of grids, trajectory files, intensity images, Lidar ASCII Standard (LAS) point files, ground point density rasters, RTK survey data, a shapefile of the delivery area, and the lidar delivery report (Table 1). Bare earth and highest hit grids were delivered in ArcInfo Grid format with 3ft cell size. Lidar point data is delivered in LAS binary format for ground classified returns as well as the entire lidar point cloud. Georeferenced intensity images are supplied in

TIF format. Supplementary data includes ground density rasters displaying locations where ground returns are low. Real time kinematic ground survey data (used for absolute vertical adjustment) is supplied in shapefile format. This delivery contains data for the following USGS 7.5 minute quads (listed by Ohio Code #) within the boundary of the Deschutes Survey collection area (Figure 1):

**Delivery 2:** 44121e4, 44121e5, 44121e6, 44121e7, 44121f4, 44121f5

<b>FINAL Delivery</b>	<b>Resolution</b>	<b>Format</b>	<b>Tiling</b>	
<i>Bare Earth DEMs</i>	3ft	grid	quad	x
<i>Highest Hit DEMs</i>	3ft	grid	quad	x
<i>Trajectory files</i>	1 sec	ascii (TXYZRPH)	flight	x
<i>Intensity Images</i>	1.5ft	tif	100th quad	x
<i>LAS</i>	8pts/m <sup>2</sup>	las	100th quad	x
<i>Ground Returns</i>	N/A	las	100th quad	x
<i>Ground Density Raster</i>	3ft	grid	quad	x
<i>RTK point data</i>		shape		x
<i>Delivery Area shapefile</i>		shape	quad	x
<i>Report</i>		pdf		x
<b>Miscellaneous</b>				
<i>Processing bins</i>		dxr or dgn	project	x

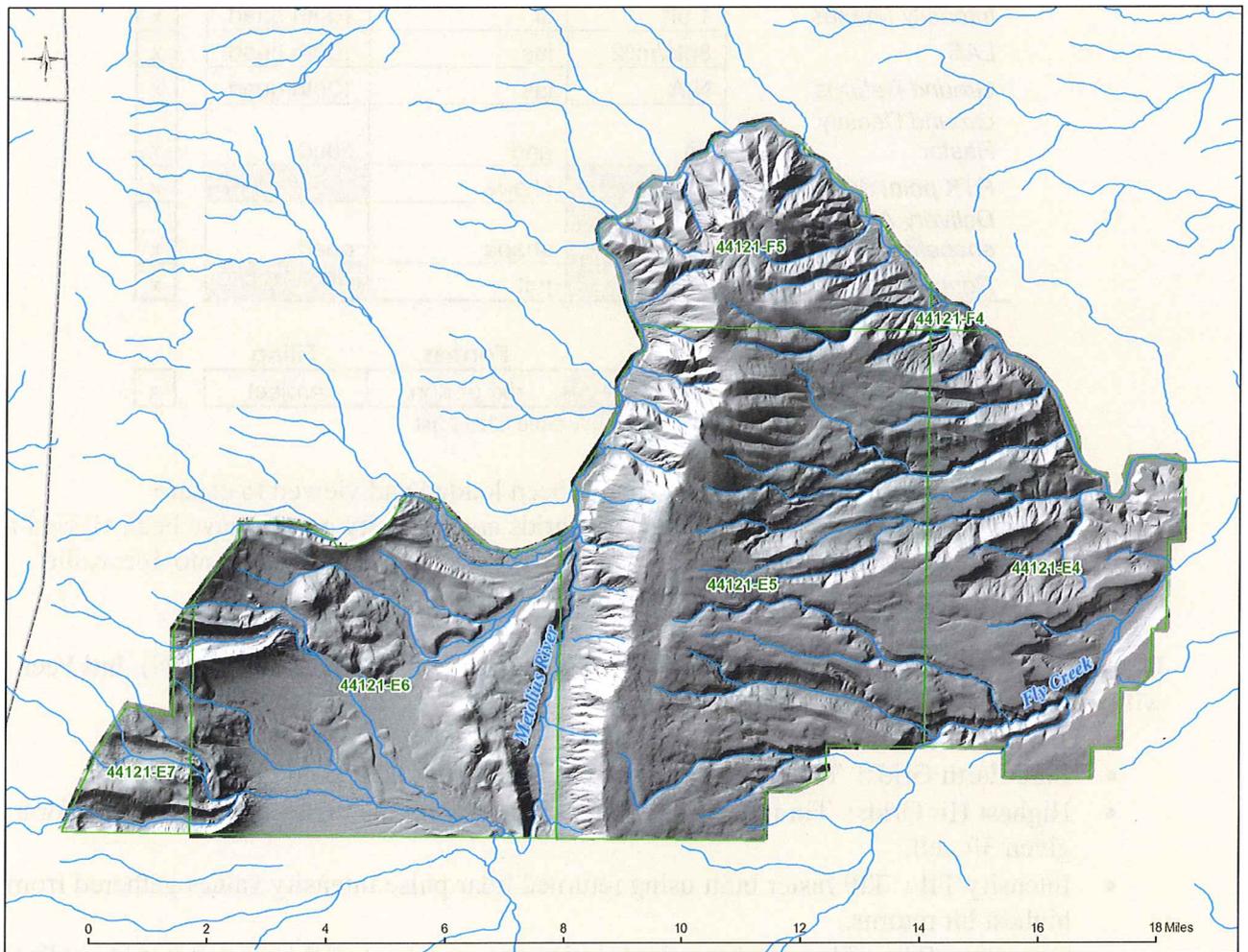
**Table 1.** Deliverable Checklist

All data associated with this delivery has been loaded and viewed to ensure completeness. Raster imagery such as elevation grids and intensity geotifs have been viewed in ArcMap, cross referenced with the delivery area. Las files have been loaded into Terrasolid software to ensure completeness and readability.

Deliverable Descriptions: (All data projected in Oregon Lambert, NAD83 (HARN), Intl Feet with exception of trajectory files).

- Bare Earth Grids: Tin interpolated grids created from lidar ground returns.
- Highest Hit Grids: Tin interpolated grids created from the highest lidar elevation for a given 3ft cell.
- Intensity TIF: TIF raster built using returned lidar pulse intensity values gathered from highest hit returns.
- Trajectory File: File contains point location measurement of the aircraft used to collect lidar data. Data is collected using an Inertial Measurement Unit (IMU), and collects measurements of: Easting(meters), Northing (meters), Ellipsoid Height (meters) of aircraft, aircraft roll (degrees), aircraft pitch (degrees), aircraft heading (degrees). Measurements are collected at one second intervals. Data is projected in UTM zone 10, NAD83 (HARN).

- LAS: Binary file of all lidar points collected in survey (Class, flight line #, GPS Time, Echo, Easting, Northing, Elevation, Intensity, Scan Angle, Echo Number, and Scanner).
- Ground LAS: Binary file of lidar points classified as ground (Class, flight line #, GPS Time, Echo, Easting, Northing, Elevation, Intensity, Scan Angle, Echo Number, and Scanner).
- RTK Point Data: Ground GPS Survey data used to correct raw lidar point cloud for vertical offsets.
- Delivery Area Shapefile: Geometry file depicting the geospatial area associated with deliverables.
- Report: Report provides detailed description of data collection methods and processing. The vendor also reports accuracies associated with calibration, consistency, absolute error, and point classifications.



**Figure 1.** Delivery 2 location area. Data is referenced to USGS 7.5 minute quadrangles within the extents of the Deschutes Survey collection area.

Consistency Analysis:

DOGAMI has specified that lidar consistency must average less than 0.15m (0.49 feet) in vertical offsets between flight lines. DOGAMI measures consistency offsets throughout delivered datasets to ensure that project specifications are met.

Consistency refers to lidar elevation differences between overlapping flight lines. Consistency errors are created by poor lidar system calibration settings associated with sensor platform mounting. Errors in consistency manifest as vertical offsets between individual flight lines. Consistency offsets were measured using the “Find Match” tool within the TerraMatch© software toolset. This tool uses aircraft trajectory information linked to the lidar point cloud to quantify flight line-to-flight line offsets.

To quantify the magnitude of this error 594 delivered data tiles were examined for vertical offset between flight lines. Data tiles with less than 1000 points were not used in analysis. Selection of tiles aimed to evenly sample the delivered spatial extent of data. Each tile measured 750 x 750 meters in size. The average number of points used for flight line comparison was 12,807,399 per tile (Table 2a). Error measurements were calculated by differencing the nearest point from an adjacent flight line within 1 meters in the horizontal plane and 0.2 meters in the vertical plane. Each flight line was compared to adjacent flight lines, and the average magnitude of vertical error was calculated. A total of 151 flight lines were sampled and compared for consistency.

**Summary Statistics**

# of Tiles	594
# of Flight Line Sections	151
Avg # of Points	12,807,399
Avg. Magnitude Z error (m)	0.050

**Table 2a.** Summary Results of Consistency Analysis

	<i>meters</i>	<i>feet</i>
Mean	0.050	0.165
Standard Error	0.001	0.004
Standard Deviation	0.013	0.044
Sample Variance	0.000	0.001
Range	0.059	0.192
Minimum	0.035	0.114
Maximum	0.093	0.306

**Table 2b.** Descriptive Statistics for Magnitude Z Error.

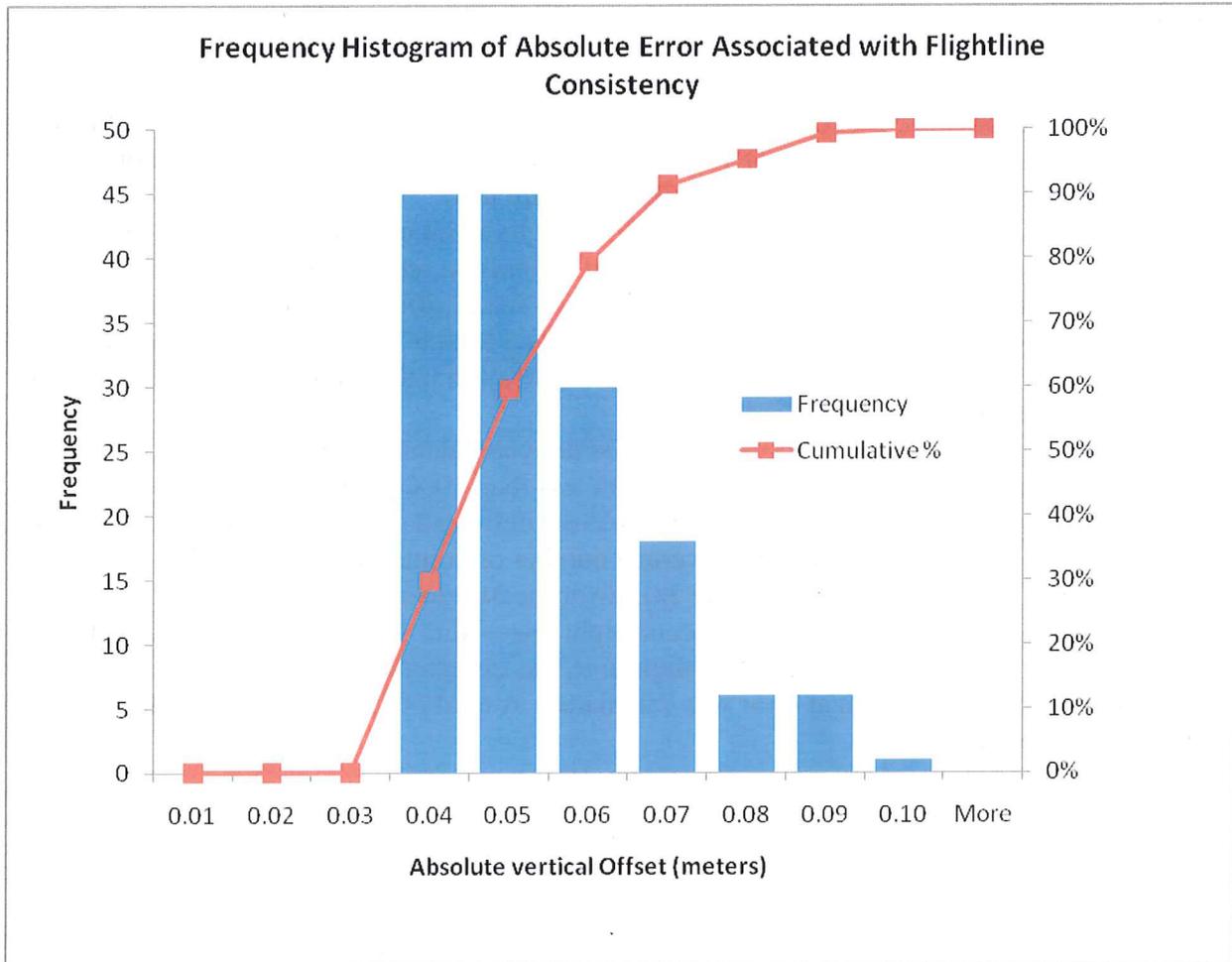


Figure 2.

Results of the consistency analysis found the average flight line offset to be 0.050 meters with a maximum error of 0.093m (Table 2b). Distribution of error showed over 95% of all error was less than 0.08m and 99% was less than 0.09m (Figure 2). These results show that all data are within tolerances of data consistency according to contract agreement.

### Visual Analysis

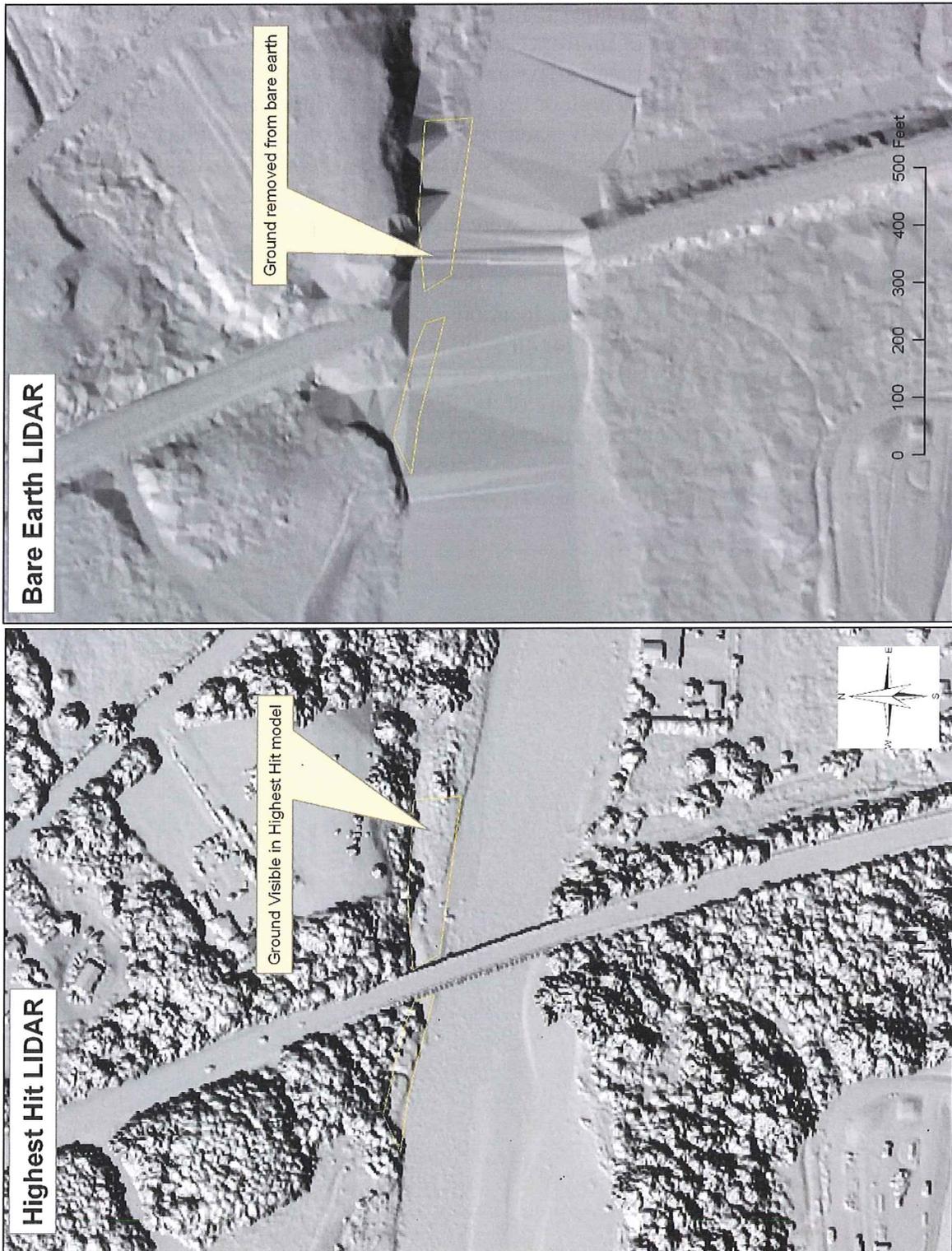
Lidar 3ft grids were loaded into ArcGIS software for visual analysis. Data were examined through slope and hillshade models of bare earth returns. Hillshades of the highest hit models were used to identify areas of missing ground (Figure 3). Both bare earth and highest hit models were examined for calibration offsets, tiling artifacts (Figure 4), seam line offsets, pits (Figure 5), and birds.

Calibration offsets typically are visualized as a corduroy-like patterning within a hillshaded lidar model. These offsets present themselves along steep slopes and typically stand out more in highest hit models than bare earth. Tiling artifacts are a result of missing or misclassified data along the edge of lidar processing tiles. These artifacts present themselves as

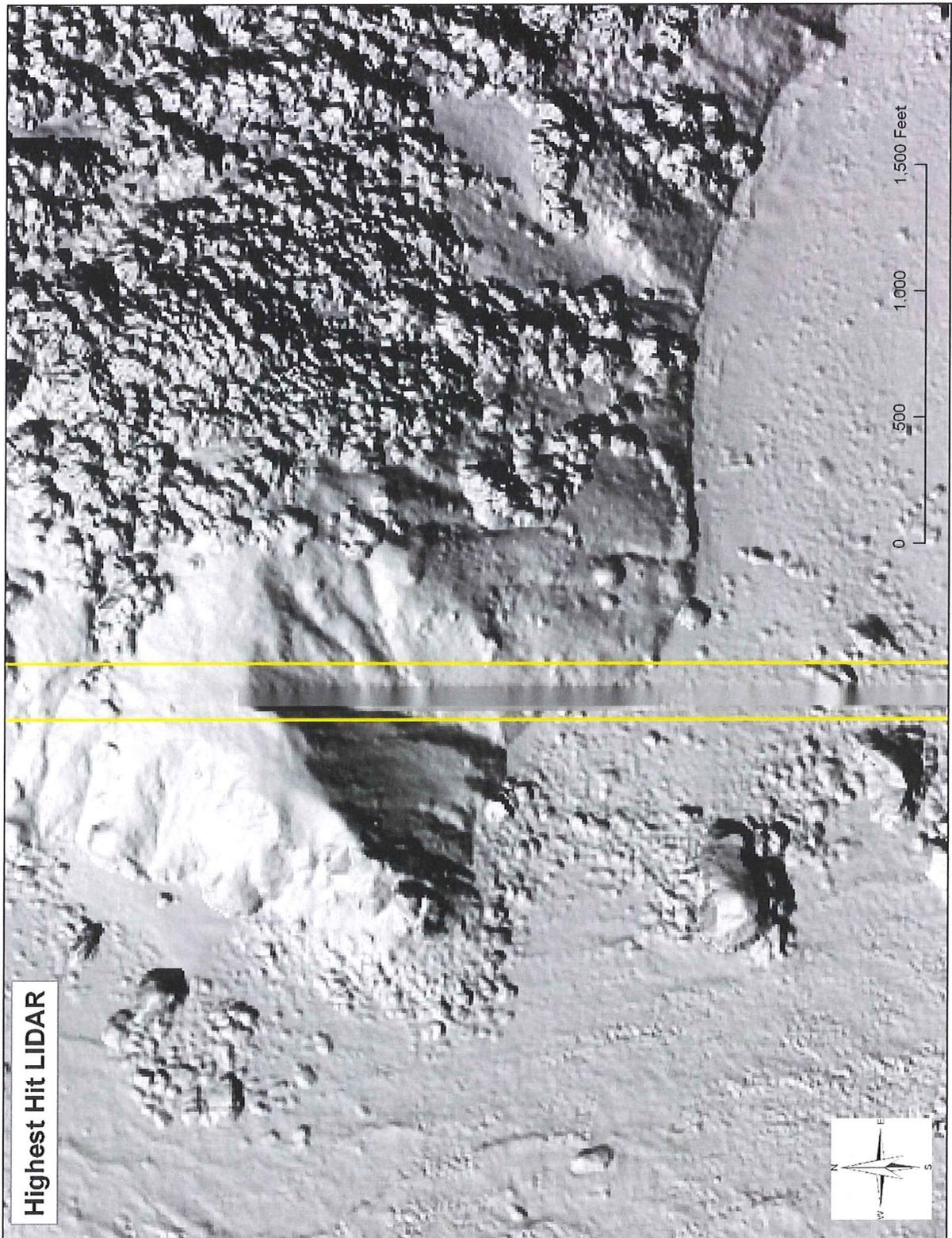
linear features typically 1-2 grid cells in width, and are present in both the highest hit and bare earth models (e.g. Figure 3). Seam line offsets occur where two distinct days of lidar data overlap. Errors occur as a result of improper absolute vertical error adjustments. These errors are typically visualized as a linear stair step running along the edge of connecting flight lines. Pits and birds refer to uncommonly high or low points that are the result of atmospheric and sensor noise. Pits (low points) typically occur where the laser comes in contact with water on the ground (Figure 5). Birds (high points) typically occur where the laser comes into contact with atmospherics<sup>1</sup>.

Errors located during visual analysis were digitized for spatial reference and stored in ESRI shapefile format. Each feature was assigned an ID value and commented to describe the nature of the observed error. The shapefile was delivered to the vendor for locating and fixing errors. Upon receiving the observed error locations, the vendor performed an analysis to conclude whether the error was valid. For all valid errors found, the vendor has reprocessed the data to accommodate fixes. For all observed errors that are found to be false, the vendor has produced an image documenting the nature of the feature in grid and point data format. A readme file was created explaining all edits performed. Corrected data was delivered to DOGAMI. This data were examined to ensure edits were made, and visually inspected for completeness, then combined into the original delivery.

<sup>1</sup> Atmospherics include clouds, rain, fog, or virga.



**Figure 3.** Example of missing ground in lidar bare earth data. Ground is clearly visible in highest hit model, but has been removed from the bare earth model. This type of classification error is common near water body features.



**Figure 4.** Example of tile artifact found in highest hit lidar data. Artifact is a seam line error created due to misclassification of ground at edge of lidar processing tiles.



**Figure 5.** Example of “Pit” caused by low point in ground model. Pits are caused when standing water absorbs the lidar pulse. Pits are evident in ground model as the lowest point elevation is assigned to the grid cell value. Inversely the pit is not observable in the highest hit model as the highest point elevation is assigned to the grid value

Absolute Accuracy Analysis:

Absolute accuracy refers to the mean vertical offset of lidar data relative to measured ground-control points (GCP) obtained throughout the lidar sampling area. DOGAMI used a Trimble™ 5700/5800 Total Station GPS surveying system (Figure 5) to measure GCP's. This system consisted of a GPS base station (5700 unit), Zephyr Geodetic antenna, Trimmark 3 radio, and 5800 "rover". The 5700 base station was mounted on a fixed height (typically 2.0 m) tripod and located over a known geodetic survey monument followed by a site calibration on several adjacent benchmarks to precisely establish a local coordinate system. This step is critical in order to eliminate various survey errors. For example, Trimble reports that the 5700/5800 GPS system have horizontal errors of approximately  $\pm 1\text{-cm} + 1\text{ppm}$  (parts per million \* the baseline length) and  $\pm 2\text{-cm}$  in the vertical (TrimbleNavigationSystem, 2005). These errors may be compounded by other factors such as poor satellite geometry, multipath, and poor atmospheric conditions, combining to increase the total error to several centimeters. Thus, the site calibration process is critical in order to minimize these uncertainties.



**Figure 5.** The Trimble 5700 base station antenna located over a known reference point at Cape Lookout State Park. Corrected GPS position and elevation information is then transmitted by a Trimmark III base radio to the 5800 GPS rover unit.

The approach adopted for DOGAMI lidar surveys was comprised of two components:

- 1) Verify the horizontal and vertical coordinates established by Watershed Sciences for a select number of survey monuments used to calibrate the lidar survey. These surveys typically involved a minimum of two hours of GPS occupation over a known point. The collected data were then submitted to the National Geodetic Survey (NGS) Online Positioning User Service (OPUS) for

- post-processing against several Continuously Operating Reference Stations (CORS) operated by the NGS.
- 2) Collect GCP's along relatively flat surfaces (roads, paths, parking lots etc.). This step involved the collection of both continuous measurements (from a vehicle as well as from a backpack) as well as static measurements (typically 5 epics).

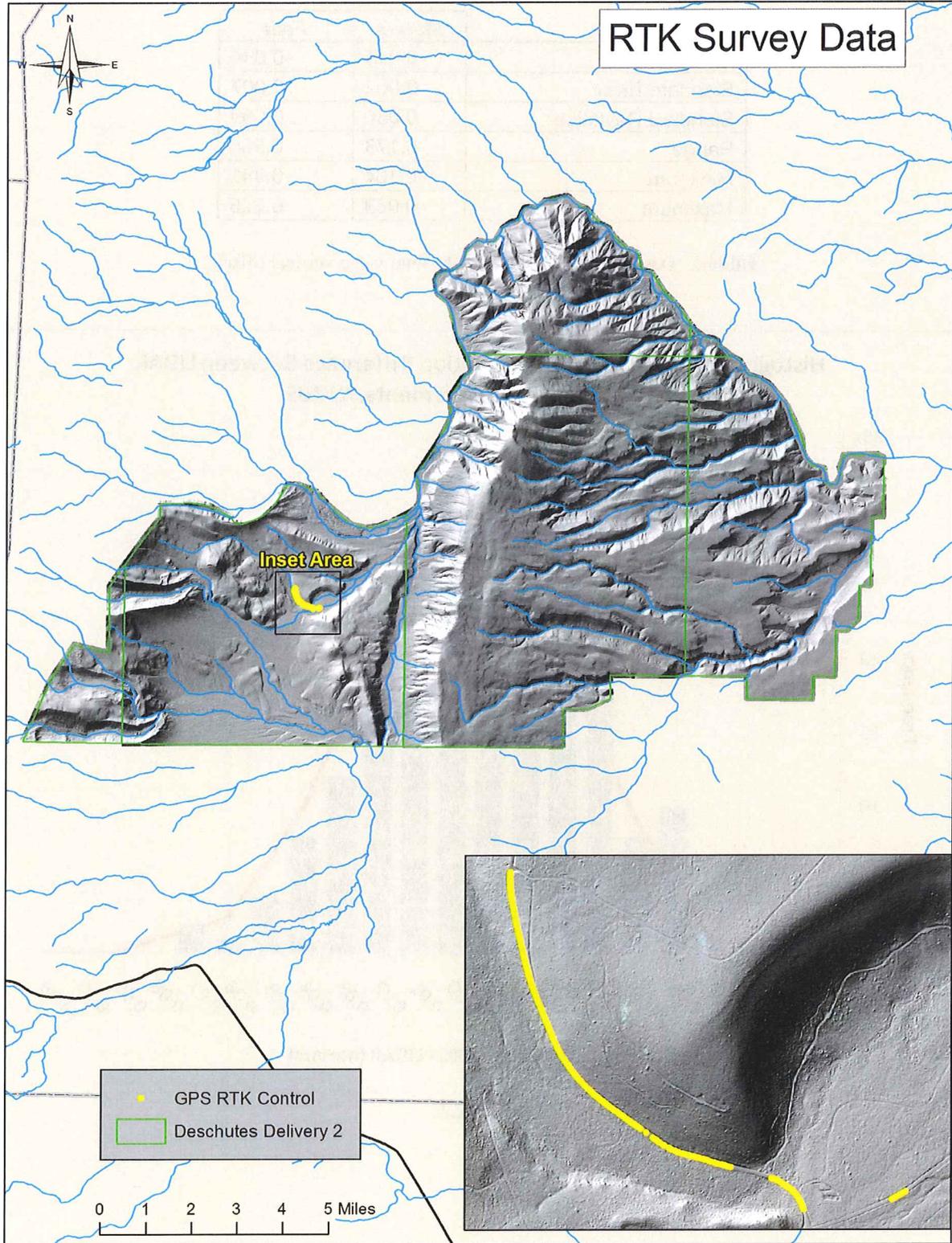
Having collected the GCP data, the GPS data was post-processed using Trimble's Geomatic Office software. Data post-processing typically involved calibrations against at least three CORS stations as well as from local site calibrations performed in the field using those benchmarks that had been independently verified. Data is post processed to refine measurements so that horizontal and vertical errors are less than 0.02 meters (0.065 feet). Horizontal accuracy of data is tested by reoccupying a sample subset of survey monuments used for processing of lidar data. Each occupation's x and y coordinates are compared with the vendor coordinates for offsets.

Vertical accuracy analysis consisted of differencing control data and the delivered lidar Digital Elevation Models (DEM) to expose offsets. These offsets were used to produce a mean vertical error and vertical RMSE value for the entire delivered data set. Project specifications list the maximum acceptable mean vertical offset to be 0.20 meters (0.65 feet).

A total of 205 measured GCP's were obtained in the Delivery 2 region and compared with the lidar elevation grids. The data delivered to DOGAMI was found to have a mean vertical offset of -0.013 meters (-0.044 feet) and an RMSE value of 0.033 meters (0.108 ft). Offset values ranged from -0.104 to 0.069meters (Table 3 and Figure 7).

Horizontal accuracies were not specified in agreement since true horizontal accuracy is regarded as a product of the lidar ground foot print. Lidar is referenced to co-acquired GPS base station data that has accuracies far greater than the value of the lidar foot print. The ground footprint is equal to  $1/3333^{\text{rd}}$  of above ground flying height. Survey altitude for this acquisition was targeted at 900 meters yielding a ground foot print of 0.27 meters. This value exceeds the typical accuracy value of ground control used to reference the lidar data (<0.01m). Project specifications require the lidar foot print to fall within 0.15 and 0.40 meters.

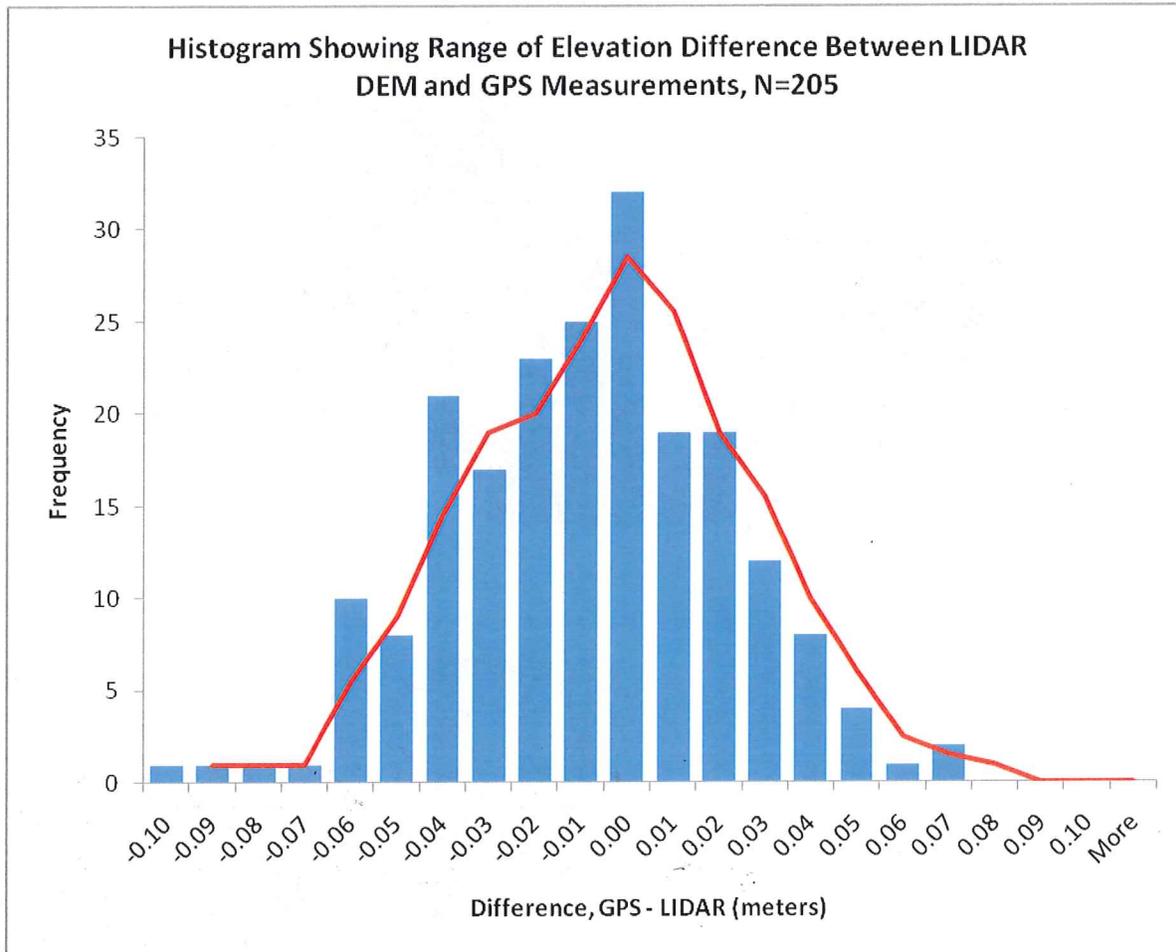
DOGAMI was able to test the horizontal accuracy of survey monuments used to reference the lidar data while conducting vertical control measurements. For internal purposes only, the XY coordinates of survey monuments surveyed by DOGAMI were compared to the survey monuments provided by the vender and in almost every case, the reported results were consistent with those obtained by DOGAMI staff.



**Figure 6.** Locations of RTK control surveyed by DOGAMI. Data was used to test absolute accuracy for the Deschutes lidar survey within the Delivery 2 extent.

	<i>Meters</i>	<i>Feet</i>
Mean	-0.013	-0.044
Standard Error	0.002	0.007
Standard Deviation	0.030	0.099
Range	0.173	0.566
Minimum	-0.104	-0.341
Maximum	0.069	0.226

**Table 3.** Descriptive Statistics for absolute value vertical offsets.

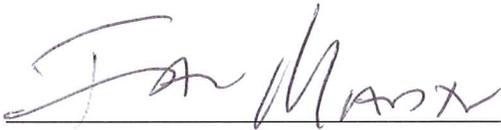


**Figure 7.**

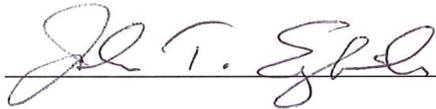
Acceptance

The data described in this report meets and exceeds project specifications laid out in the contracted data standards agreement. All components of data to be delivered have been received as of May 3rd, 2010. Consistency analysis has concluded that all data contains flight line to flight line vertical offset less than the threshold of 0.15 meters as specified in agreement. The vendor has adequately responded to all fixable errors identified as part of the visual analysis. Perceived grid errors identified by DOGAMI that were found to be false have been documented by the vendor and explained to the satisfaction of DOGAMI reviewers. Absolute accuracy analysis of the data has concluded that absolute vertical error of lidar data is less than the specified tolerance of 0.20 meters as specified in the data standards agreement.

Approval Signatures

 \_\_\_\_\_ Date: 5/3/2010

Ian Madin  
Chief Scientist – Department of Geology & Mineral Industries

 \_\_\_\_\_ Date: 5/3/2010

John English  
Lidar Database Coordinator – Department of Geology & Mineral Industries

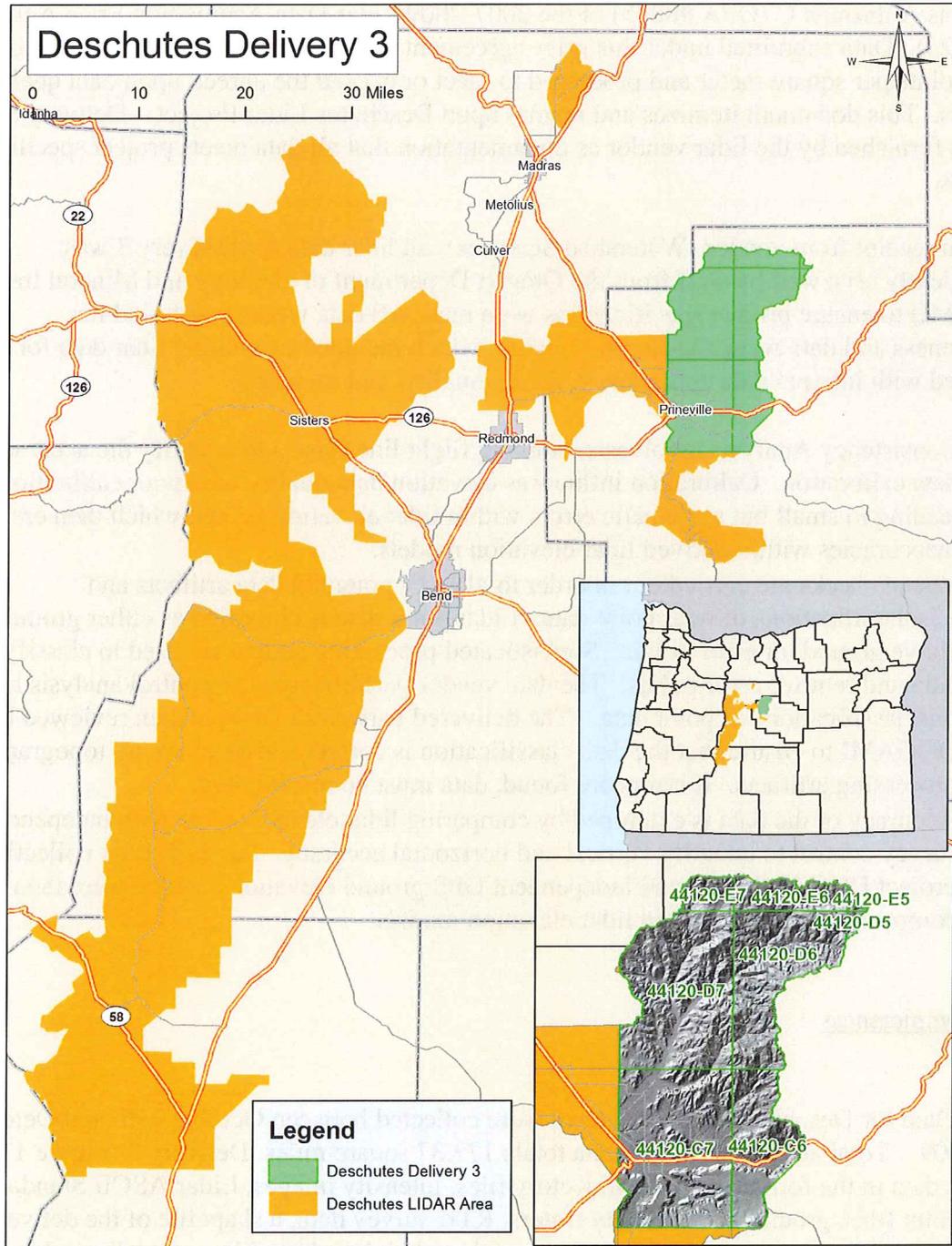




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*Deschutes LIDAR Project, 2009 – Delivery 3 QC Analysis*  
**LIDAR QC Report – April 22nd, 2010**



Map featuring Deschutes Delivery 3 data extent.

The Oregon Department of Geology & Mineral Industries has contracted with Watershed Sciences to collect high resolution lidar topographic data for multiple areas within the State of Oregon. Areas for lidar data collection have been designed as part of a collaborative effort of State, Federal, and Local agencies in order to meet a wide range of project goals. The vendor has agreed to certain conditions of data quality and standards for all lidar data deliverables listed in sections A through C (OPA #8865) of the 2007-2009 Lidar Data Acquisition Price Agreement (pgs 14-23). Data submitted under this price agreement is to be collected at a resolution of at least 8 points per square meter and processed to meet or exceed the agreed upon data quality standards. This document itemizes and reports upon Deschutes Lidar Project – Delivery 3 products furnished by the lidar vendor as documentation that all data meets project specific standards.

Upon receipt from vendor (Watershed Sciences), all lidar data for Delivery 3 was independently reviewed by staff from the Oregon Department of Geology and Mineral Industries (DOGAMI) to ensure project specifications were met. All data were inventoried for completeness and data were checked for quality, which included examining lidar data for errors associated with internal data consistency, model quality, and accuracy.

- Consistency Analysis involves examining flight line offsets to quantify the accuracy of data calibration. Calibration influences elevation data quality with poor calibration leading to small but systematic errors within lidar elevation points, which then create inaccuracies within derived lidar elevation models.
- Visual checks are carried out in order to identify potential data artifacts and misclassifications of lidar point data. Lidar point data is classified as either ground, above ground, or error points. Sophisticated processing scripts are used to classify point data and remove error points. The data vendor performs quality control analysis to fix misclassifications of point data. The delivered bare earth DEM is then reviewed by DOGAMI to ensure that the data classification is correct and there are no topographic processing artifacts. If errors are found, data must be resubmitted.
- Accuracy of the data is examined by comparing lidar elevation data with independent survey control to quantify vertical and horizontal accuracy. For each lidar collection project DOGAMI collected independent GPS ground elevations, which were then compared against delivered lidar elevation models.

### Data Completeness

Data for Deschutes Delivery 3 area were collected between October 11th and October 17th, 2009 . Total area of delivered data totals 173.37 square miles. Delivery 3 (Figure 1) includes data in the format of grids, trajectory files, intensity images, Lidar ASCII Standard (LAS) point files, ground point density rasters, RTK survey data, a shapefile of the delivery area, and the lidar delivery report (Table 1). Bare earth and highest hit grids were delivered in ArcInfo Grid format with 3ft cell size. Lidar point data is delivered in LAS binary format for ground

classified returns as well as the entire lidar point cloud. Georeferenced intensity images are supplied in TIF format. Supplementary data includes ground density rasters displaying locations where ground returns are low. Real time kinematic ground survey data (used for absolute vertical adjustment) is supplied in shapefile format. This delivery contains data for the following USGS 7.5 minute quads (listed by Ohio Code #) within the boundary of the Deschutes Survey collection area (Figure 1):

**Delivery 3:** 44120c6, 44120c7, 44120d5, 44120d6, 44120d7, 44120e5, 44120e6, 44120e7

<b>FINAL Delivery</b>	<b>Resolution</b>	<b>Format</b>	<b>Tiling</b>	
<i>Bare Earth DEMs</i>	3ft	grid	quad	x
<i>Highest Hit DEMs</i>	3ft	grid	quad	x
<i>Trajectory files</i>	1 sec	ascii (TXYZRPH)	flight	x
<i>Intensity Images</i>	1.5ft	tif	100th quad	x
<i>LAS</i>	8pts/m <sup>2</sup>	las	100th quad	x
<i>Ground Returns</i>	N/A	las	100th quad	x
<i>Ground Density Raster</i>	3ft	grid	quad	x
<i>RTK point data</i>		shape		x
<i>Delivery Area shapefile</i>		shape	quad	x
<i>Report</i>		pdf		x
<b>Miscellaneous</b>				
<i>Processing bins</i>		dxr or dgn	project	x

**Table 1.** Deliverable Checklist

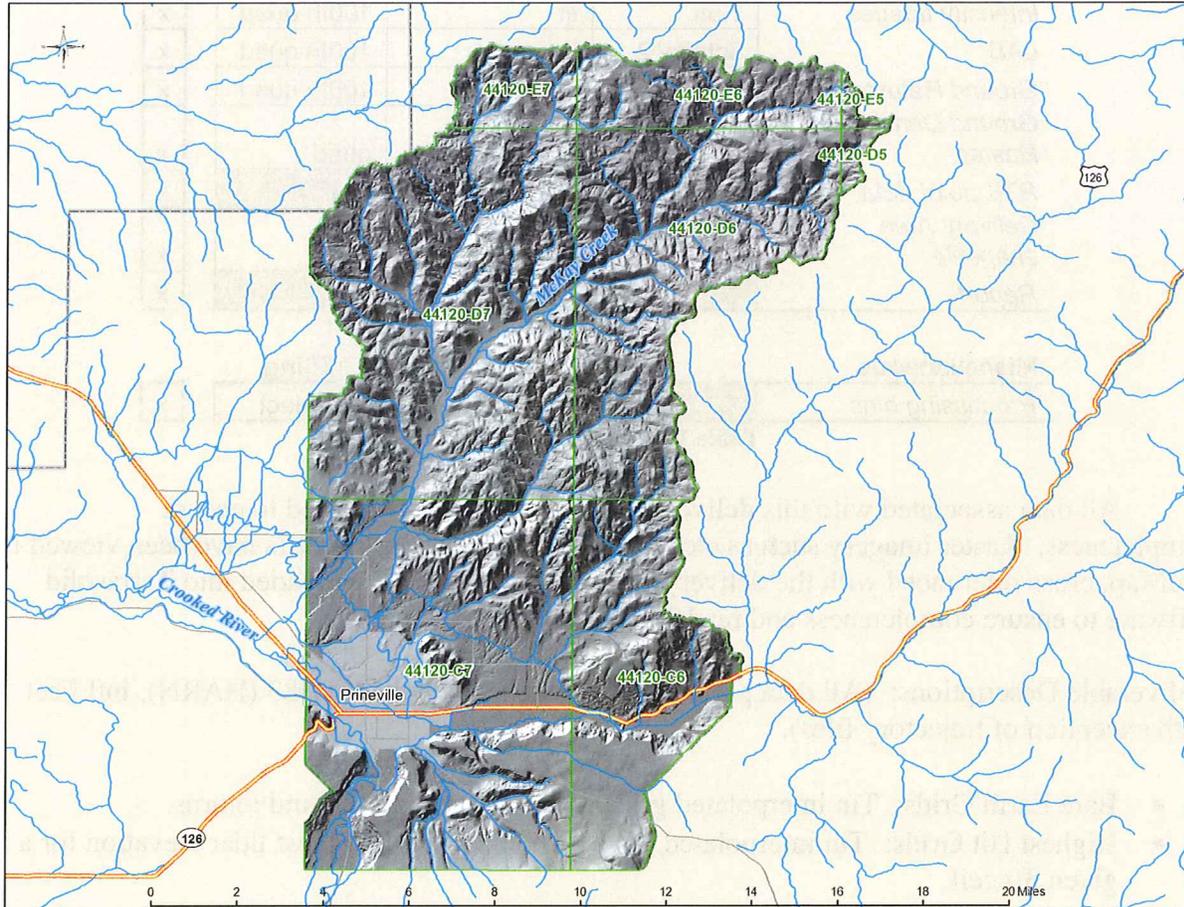
All data associated with this delivery has been loaded and viewed to ensure completeness. Raster imagery such as elevation grids and intensity geotifs have been viewed in ArcMap, cross referenced with the delivery area. Las files have been loaded into Terrasolid software to ensure completeness and readability.

Deliverable Descriptions: (All data projected in Oregon Lambert, NAD83 (HARN), Intl Feet with exception of trajectory files).

- Bare Earth Grids: Tin interpolated grids created from lidar ground returns.
- Highest Hit Grids: Tin interpolated grids created from the highest lidar elevation for a given 3ft cell.
- Intensity TIF: TIF raster built using returned lidar pulse intensity values gathered from highest hit returns.
- Trajectory File: File contains point location measurement of the aircraft used to collect lidar data. Data is collected using an Inertial Measurement Unit (IMU), and collects measurements of: Easting(meters), Northing (meters), Ellipsoid Height (meters) of aircraft, aircraft roll (degrees), aircraft pitch (degrees), aircraft heading (degrees).

Measurements are collected at one second intervals. Data is projected in UTM zone 10, NAD83 (HARN).

- LAS: Binary file of all lidar points collected in survey (Class, flight line #, GPS Time, Echo, Easting, Northing, Elevation, Intensity, Scan Angle, Echo Number, and Scanner).
- Ground LAS: Binary file of lidar points classified as ground (Class, flight line #, GPS Time, Echo, Easting, Northing, Elevation, Intensity, Scan Angle, Echo Number, and Scanner).
- RTK Point Data: Ground GPS Survey data used to correct raw lidar point cloud for vertical offsets.
- Delivery Area Shapefile: Geometry file depicting the geospatial area associated with deliverables.
- Report: Report provides detailed description of data collection methods and processing. The vendor also reports accuracies associated with calibration, consistency, absolute error, and point classifications.



**Figure 1.** Delivery 3 location area. Data is referenced to USGS 7.5 minute quadrangles within the extents of the Deschutes Survey collection area.

Consistency Analysis:

DOGAMI has specified that lidar consistency must average less than 0.15m (0.49 feet) in vertical offsets between flight lines. DOGAMI measures consistency offsets throughout delivered datasets to ensure that project specifications are met.

Consistency refers to lidar elevation differences between overlapping flight lines. Consistency errors are created by poor lidar system calibration settings associated with sensor platform mounting. Errors in consistency manifest as vertical offsets between individual flight lines. Consistency offsets were measured using the “Find Match” tool within the TerraMatch© software toolset. This tool uses aircraft trajectory information linked to the lidar point cloud to quantify flight line-to-flight line offsets.

To quantify the magnitude of this error 946 delivered data tiles were examined for vertical offset between flight lines. Data tiles with less than 1000 points were not used in analysis. Selection of tiles aimed to evenly sample the delivered spatial extent of data. Each tile measured 750 x 750 meters in size. The average number of points used for flight line comparison was 19,210,821 per tile (Table 2a). Error measurements were calculated by differencing the nearest point from an adjacent flight line within 1 meters in the horizontal plane and 0.2 meters in the vertical plane. Each flight line was compared to adjacent flight lines, and the average magnitude of vertical error was calculated. A total of 248 flight lines were sampled and compared for consistency.

**Summary Statistics**

# of Tiles	946
# of Flight Line Sections	248
Avg # of Points	19,210,821
Avg. Magnitude Z error (m)	0.036

**Table 2a.** Summary Results of Consistency Analysis

	<i>meters</i>	<i>feet</i>
Mean	0.036	0.119
Standard Error	0.000	0.001
Standard Deviation	0.006	0.021
Sample Variance	0.000	0.000
Range	0.036	0.117
Minimum	0.025	0.081
Maximum	0.060	0.198

**Table 2b.** Descriptive Statistics for Magnitude Z Error.

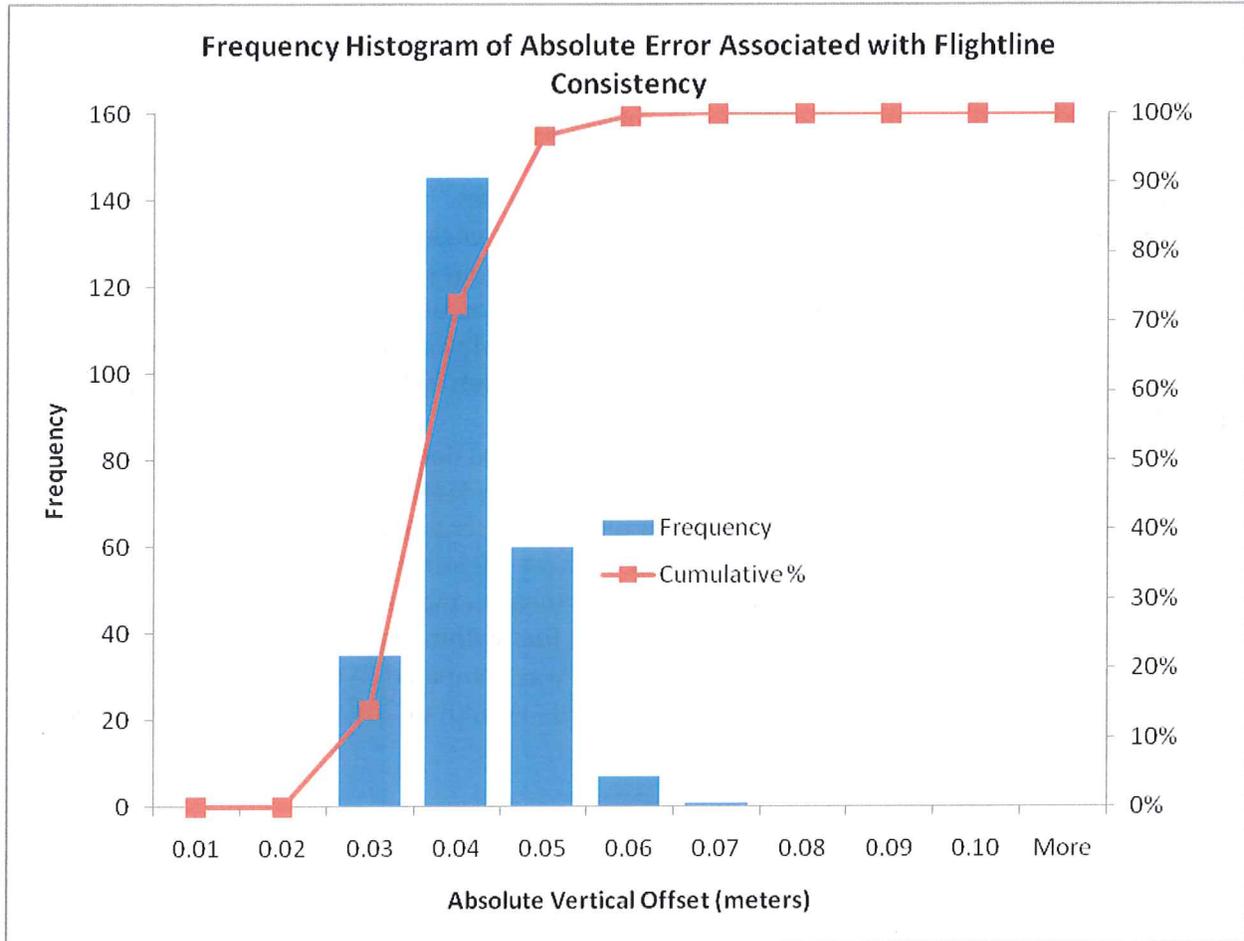


Figure 2.

Results of the consistency analysis found the average flight line offset to be 0.036 meters with a maximum error of 0.060m (Table 2b). Distribution of error showed over 96% of all error was less than 0.05m and 99% was less than 0.06m (Figure 2). These results show that all data are within tolerances of data consistency according to contract agreement.

### Visual Analysis

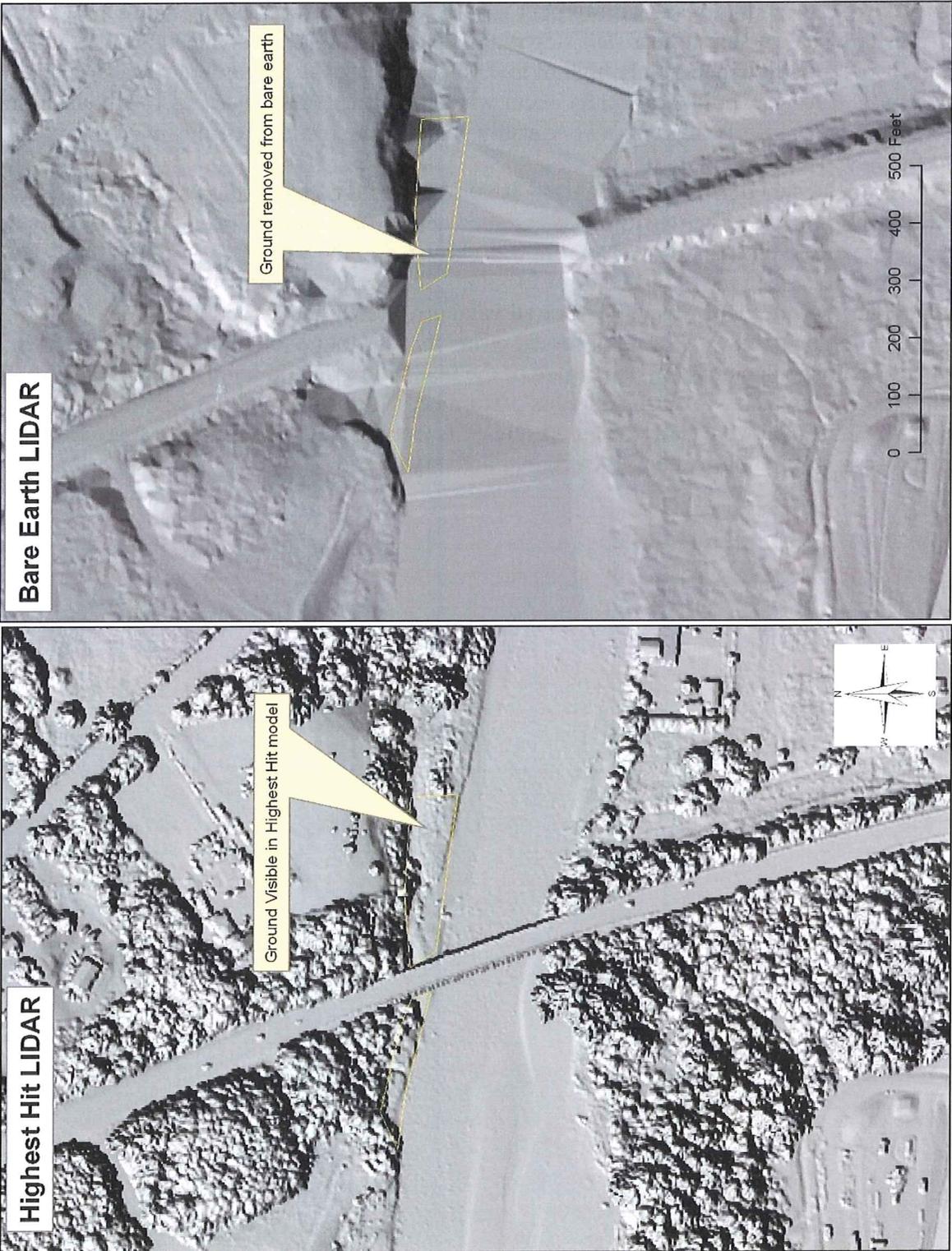
Lidar 3ft grids were loaded into ArcGIS software for visual analysis. Data were examined through slope and hillshade models of bare earth returns. Hillshades of the highest hit models were used to identify areas of missing ground (Figure 3). Both bare earth and highest hit models were examined for calibration offsets, tiling artifacts (Figure 4), seam line offsets, pits (Figure 5), and birds.

Calibration offsets typically are visualized as a corduroy-like patterning within a hillshaded lidar model. These offsets present themselves along steep slopes and typically stand out more in highest hit models than bare earth. Tiling artifacts are a result of missing or misclassified data along the edge of lidar processing tiles. These artifacts present themselves as linear features typically 1-2 grid cells in width, and are present in both the highest hit and bare

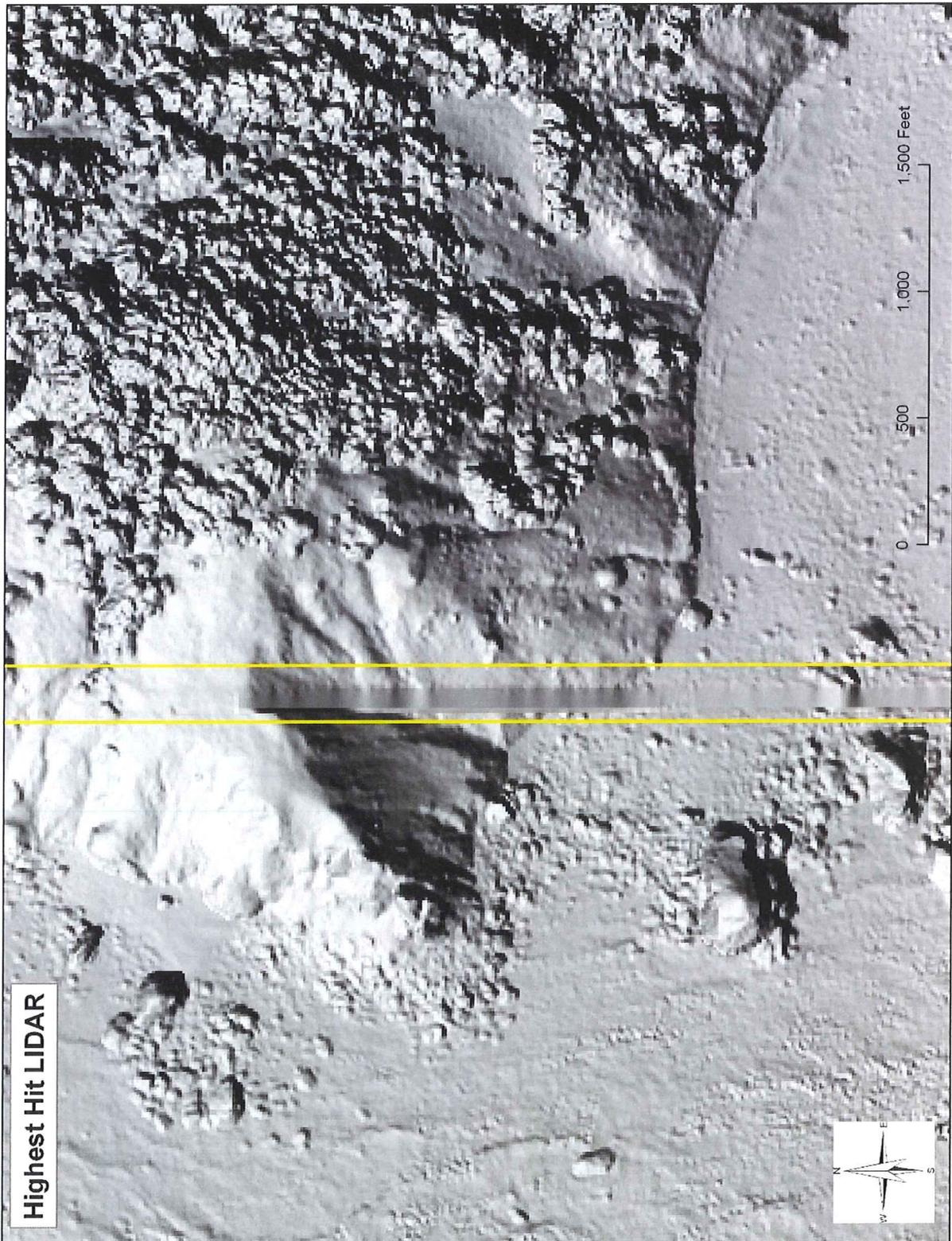
earth models (e.g. Figure 3). Seam line offsets occur where two distinct days of lidar data overlap. Errors occur as a result of improper absolute vertical error adjustments. These errors are typically visualized as a linear stair step running along the edge of connecting flight lines. Pits and birds refer to uncommonly high or low points that are the result of atmospheric and sensor noise. Pits (low points) typically occur where the laser comes in contact with water on the ground (Figure 5). Birds (high points) typically occur where the laser comes into contact with atmospherics<sup>1</sup>.

Errors located during visual analysis were digitized for spatial reference and stored in ESRI shapefile format. Each feature was assigned an ID value and commented to describe the nature of the observed error. The shapefile was delivered to the vendor for locating and fixing errors. Upon receiving the observed error locations, the vendor performed an analysis to conclude whether the error was valid. For all valid errors found, the vendor has reprocessed the data to accommodate fixes. For all observed errors that are found to be false, the vendor has produced an image documenting the nature of the feature in grid and point data format. A readme file was created explaining all edits performed. Corrected data was delivered to DOGAMI. This data were examined to ensure edits were made, and visually inspected for completeness, then combined into the original delivery.

<sup>1</sup> Atmospherics include clouds, rain, fog, or virga.



**Figure 3.** Example of missing ground in lidar bare earth data. Ground is clearly visible in highest hit model, but has been removed from the bare earth model. This type of classification error is common near water body features.



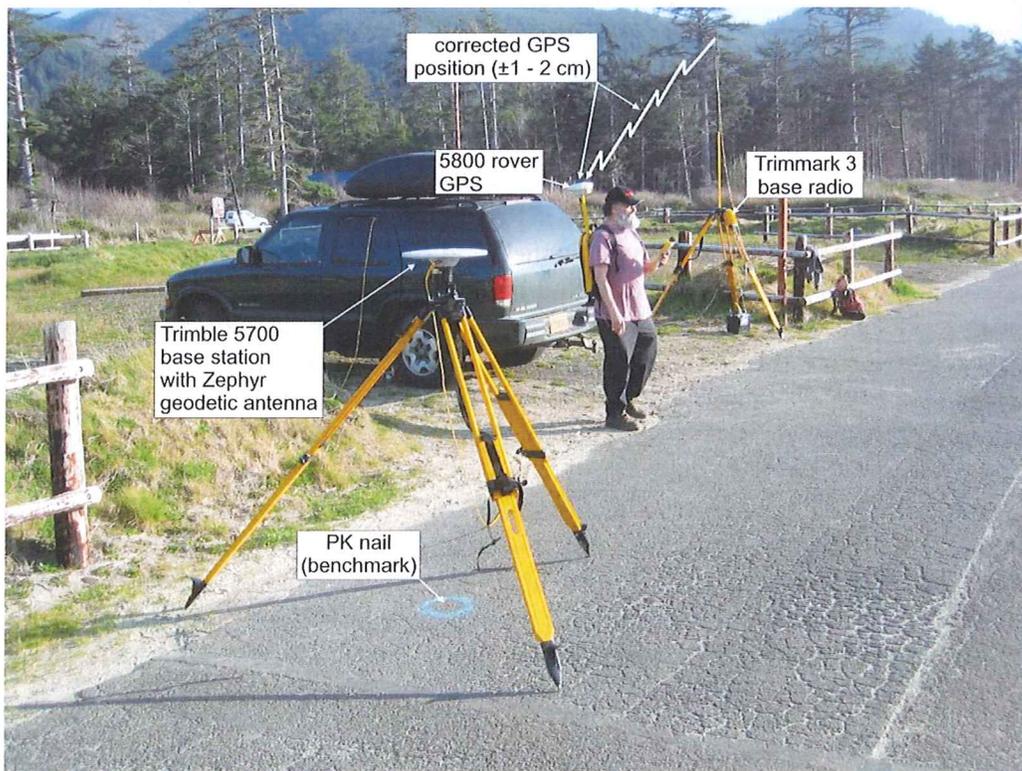
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Absolute Accuracy Analysis:

Absolute accuracy refers to the mean vertical offset of lidar data relative to measured ground-control points (GCP) obtained throughout the lidar sampling area. DOGAMI used a Trimble™ 5700/5800 Total Station GPS surveying system (Figure 5) to measure GCP's. This system consisted of a GPS base station (5700 unit), Zephyr Geodetic antenna, Trimmark 3 radio, and 5800 "rover". The 5700 base station was mounted on a fixed height (typically 2.0 m) tripod and located over a known geodetic survey monument followed by a site calibration on several adjacent benchmarks to precisely establish a local coordinate system. This step is critical in order to eliminate various survey errors. For example, Trimble reports that the 5700/5800 GPS system have horizontal errors of approximately  $\pm 1\text{-cm} + 1\text{ppm}$  (parts per million \* the baseline length) and  $\pm 2\text{-cm}$  in the vertical (TrimbleNavigationSystem, 2005). These errors may be compounded by other factors such as poor satellite geometry, multipath, and poor atmospheric conditions, combining to increase the total error to several centimeters. Thus, the site calibration process is critical in order to minimize these uncertainties.



**Figure 5.** The Trimble 5700 base station antenna located over a known reference point at Cape Lookout State Park. Corrected GPS position and elevation information is then transmitted by a Trimmark III base radio to the 5800 GPS rover unit.

The approach adopted for DOGAMI lidar surveys was comprised of two components:

- 1) Verify the horizontal and vertical coordinates established by Watershed Sciences for a select number of survey monuments used to calibrate the lidar survey. These surveys typically involved a minimum of two hours of GPS occupation over a known point. The collected data were then submitted to the National Geodetic Survey (NGS) Online Positioning User Service (OPUS) for

- post-processing against several Continuously Operating Reference Stations (CORS) operated by the NGS.
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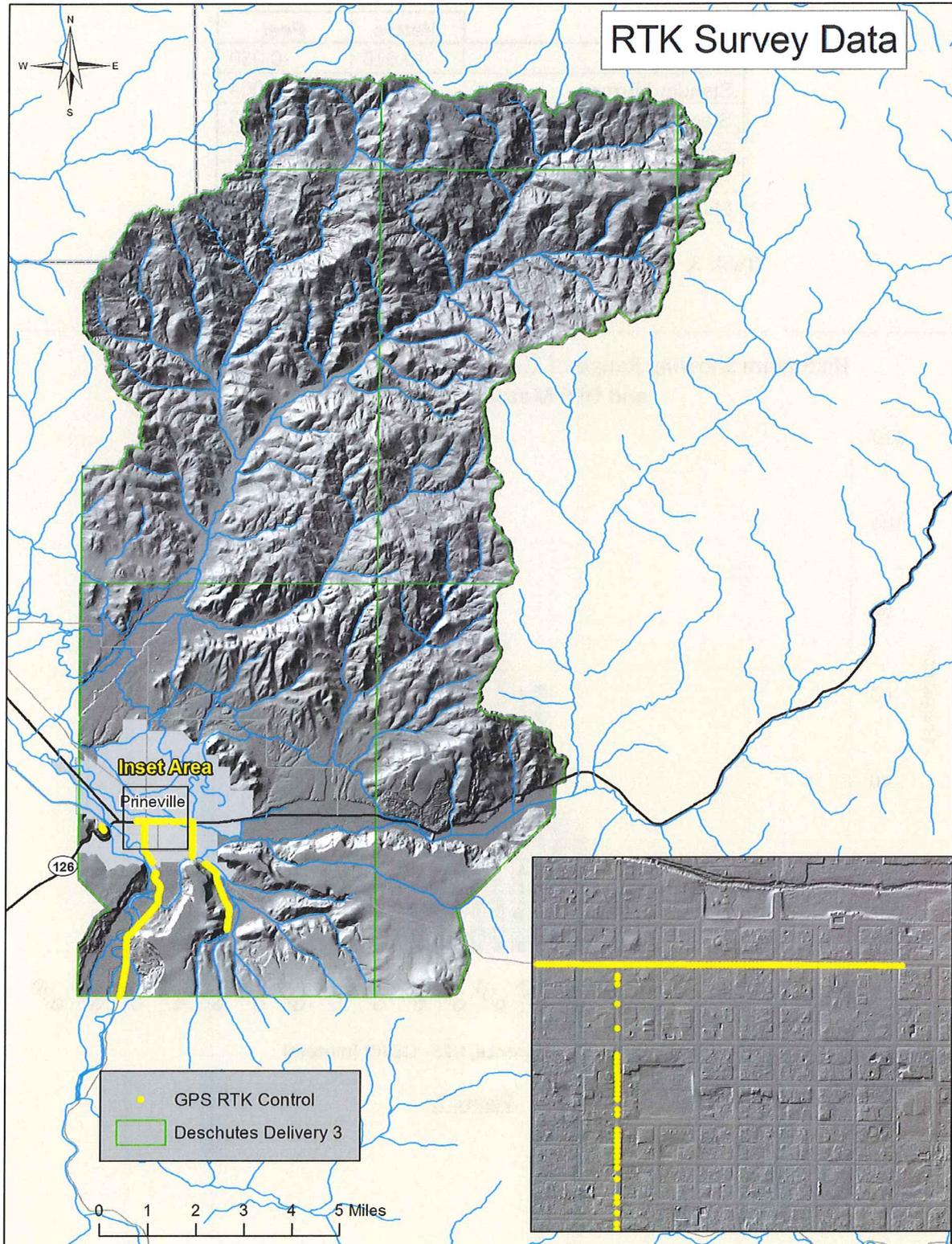
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Vertical accuracy analysis consisted of differencing control data and the delivered lidar Digital Elevation Models (DEM) to expose offsets. These offsets were used to produce a mean vertical error and vertical RMSE value for the entire delivered data set. Project specifications list the maximum acceptable mean vertical offset to be 0.20 meters (0.65 feet).

A total of 793 measured GCP's were obtained in the Delivery 3 region and compared with the lidar elevation grids. The data delivered to DOGAMI was found to have a mean vertical offset of -0.018 meters (-0.059 feet) and an RMSE value of 0.042 meters (0.138 ft). Offset values ranged from -0.151 to 0.158 meters (Table 3 and Figure 7).

Horizontal accuracies were not specified in agreement since true horizontal accuracy is regarded as a product of the lidar ground foot print. Lidar is referenced to co-acquired GPS base station data that has accuracies far greater than the value of the lidar foot print. The ground footprint is equal to  $1/3333^{\text{rd}}$  of above ground flying height. Survey altitude for this acquisition was targeted at 900 meters yielding a ground foot print of 0.27 meters. This value exceeds the typical accuracy value of ground control used to reference the lidar data ( $<0.01\text{m}$ ). Project specifications require the lidar foot print to fall within 0.15 and 0.40 meters.

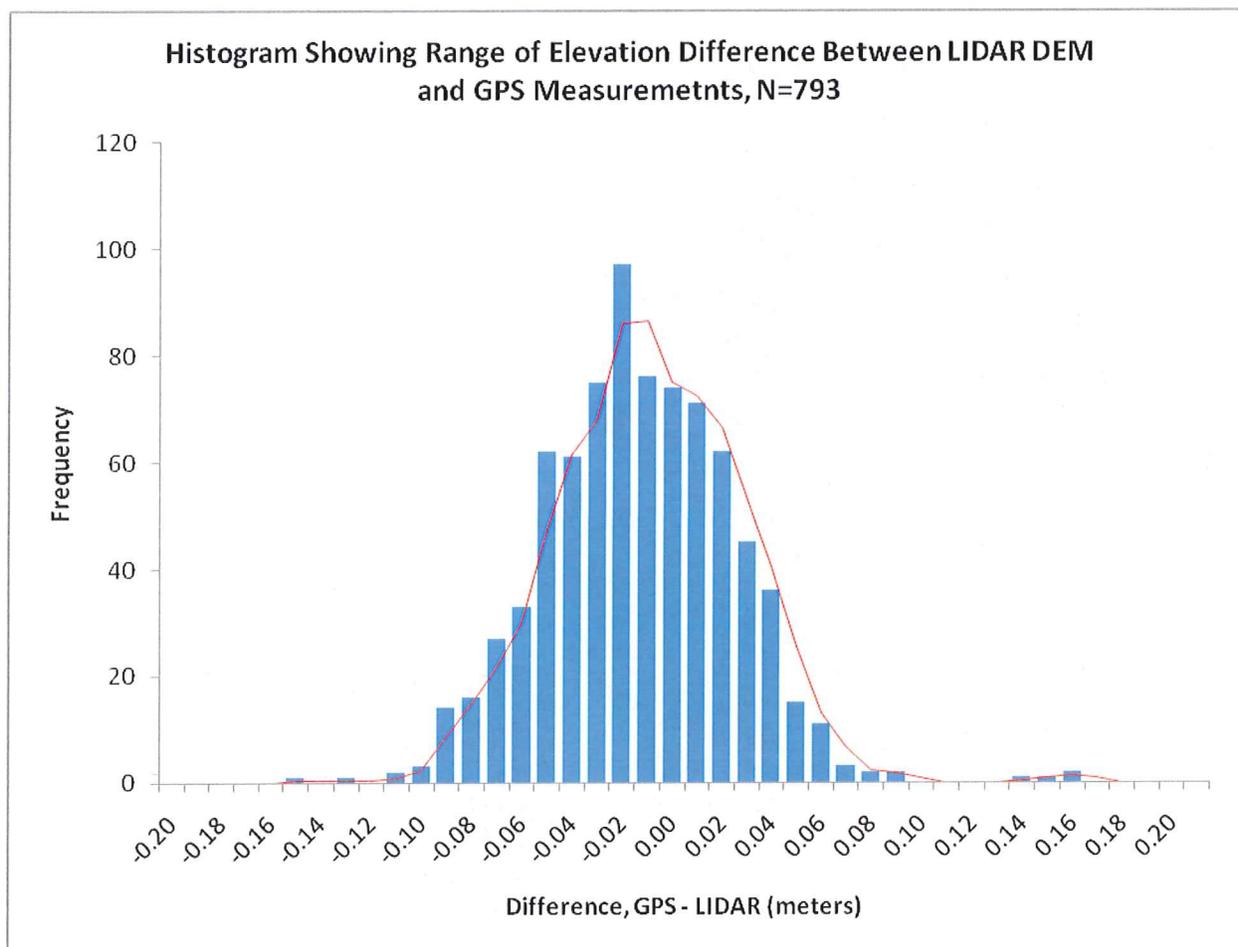
DOGAMI was able to test the horizontal accuracy of survey monuments used to reference the lidar data while conducting vertical control measurements. For internal purposes only, the XY coordinates of survey monuments surveyed by DOGAMI were compared to the survey monuments provided by the vender and in almost every case, the reported results were consistent with those obtained by DOGAMI staff.



**Figure 6.** Locations of RTK control surveyed by DOGAMI. Data was used to test absolute accuracy for the Deschutes lidar survey within the Delivery 3 extent.

	<i>Meters</i>	<i>Feet</i>
Mean	-0.018	-0.059
Standard Error	0.001	0.004
Standard Deviation	0.038	0.125
Range	0.309	1.014
Minimum	-0.151	-0.495
Maximum	0.158	0.519

**Table 3.** Descriptive Statistics for absolute value vertical offsets.



**Figure 7.**

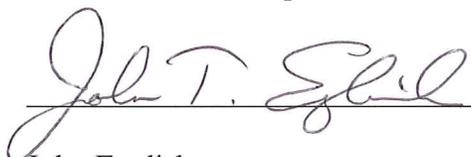
Acceptance

The data described in this report meets and exceeds project specifications laid out in the contracted data standards agreement. All components of data to be delivered have been received as of April 22nd, 2010. Consistency analysis has concluded that all data contains flight line to flight line vertical offset less than the threshold of 0.15 meters as specified in agreement. The vendor has adequately responded to all fixable errors identified as part of the visual analysis. Perceived grid errors identified by DOGAMI that were found to be false have been documented by the vendor and explained to the satisfaction of DOGAMI reviewers. Absolute accuracy analysis of the data has concluded that absolute vertical error of lidar data is less than the specified tolerance of 0.20 meters as specified in the data standards agreement.

Approval Signatures

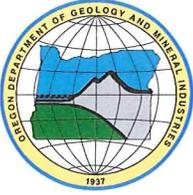
 \_\_\_\_\_ Date: 4/23/2010

Ian Madin  
Chief Scientist – Department of Geology & Mineral Industries

 \_\_\_\_\_ Date: 4/23/2010

John English  
Lidar Database Coordinator – Department of Geology & Mineral Industries

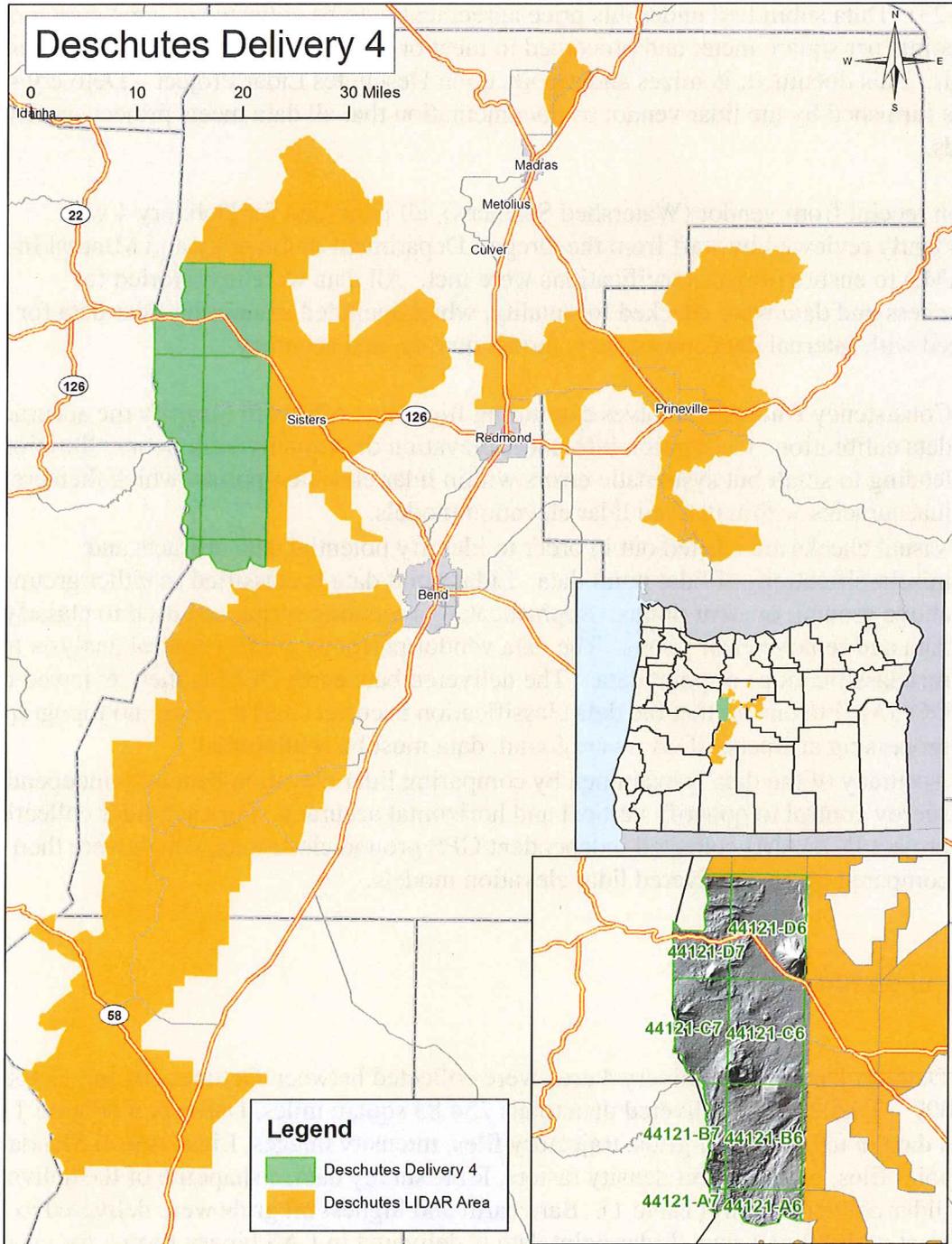




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*Deschutes LIDAR Project, 2009 – Delivery 4 QC Analysis*  
**LIDAR QC Report – May 3rd, 2010**



Map featuring Deschutes Delivery 4 data extent.

The Oregon Department of Geology & Mineral Industries has contracted with Watershed Sciences to collect high resolution lidar topographic data for multiple areas within the State of Oregon. Areas for lidar data collection have been designed as part of a collaborative effort of State, Federal, and Local agencies in order to meet a wide range of project goals. The vendor has agreed to certain conditions of data quality and standards for all lidar data deliverables listed in sections A through C (OPA #8865) of the 2007-2009 Lidar Data Acquisition Price Agreement (pgs 14-23). Data submitted under this price agreement is to be collected at a resolution of at least 8 points per square meter and processed to meet or exceed the agreed upon data quality standards. This document itemizes and reports upon Deschutes Lidar Project – Delivery 4 products furnished by the lidar vendor as documentation that all data meets project specific standards.

Upon receipt from vendor (Watershed Sciences), all lidar data for Delivery 4 was independently reviewed by staff from the Oregon Department of Geology and Mineral Industries (DOGAMI) to ensure project specifications were met. All data were inventoried for completeness and data were checked for quality, which included examining lidar data for errors associated with internal data consistency, model quality, and accuracy.

- Consistency Analysis involves examining flight line offsets to quantify the accuracy of data calibration. Calibration influences elevation data quality with poor calibration leading to small but systematic errors within lidar elevation points, which then create inaccuracies within derived lidar elevation models.
- Visual checks are carried out in order to identify potential data artifacts and misclassifications of lidar point data. Lidar point data is classified as either ground, above ground, or error points. Sophisticated processing scripts are used to classify point data and remove error points. The data vendor performs quality control analysis to fix misclassifications of point data. The delivered bare earth DEM is then reviewed by DOGAMI to ensure that the data classification is correct and there are no topographic processing artifacts. If errors are found, data must be resubmitted.
- Accuracy of the data is examined by comparing lidar elevation data with independent survey control to quantify vertical and horizontal accuracy. For each lidar collection project DOGAMI collected independent GPS ground elevations, which were then compared against delivered lidar elevation models.

### Data Completeness

Data for Deschutes Delivery 4 area were collected between October 8th and October 11th, 2009 . Total area of delivered data totals 254.83 square miles. Delivery 4 (Figure 1) includes data in the format of grids, trajectory files, intensity images, Lidar ASCII Standard (LAS) point files, ground point density rasters, RTK survey data, a shapefile of the delivery area, and the lidar delivery report (Table 1). Bare earth and highest hit grids were delivered in ArcInfo Grid format with 3ft cell size. Lidar point data is delivered in LAS binary format for ground classified returns as well as the entire lidar point cloud. Georeferenced intensity images are

supplied in TIF format. Supplementary data includes ground density rasters displaying locations where ground returns are low. Real time kinematic ground survey data (used for absolute vertical adjustment) is supplied in shapefile format. This delivery contains data for the following USGS 7.5 minute quads (listed by Ohio Code #) within the boundary of the Deschutes Survey collection area (Figure 1):

**Delivery 4:** 44121a6, 44121a7, 44121b6, 44121b7, 44121c6, 44121c7, 44121d6, 44121d7

<b>FINAL Delivery</b>	<b>Resolution</b>	<b>Format</b>	<b>Tiling</b>	
<i>Bare Earth DEMs</i>	3ft	grid	quad	x
<i>Highest Hit DEMs</i>	3ft	grid	quad	x
<i>Trajectory files</i>	1 sec	ascii (TXYZRPH)	flight	x
<i>Intensity Images</i>	1.5ft	tif	100th quad	x
<i>LAS</i>	8pts/m <sup>2</sup>	las	100th quad	x
<i>Ground Returns</i>	N/A	las	100th quad	x
<i>Ground Density Raster</i>	3ft	grid	quad	x
<i>RTK point data</i>		shape		x
<i>Delivery Area shapefile</i>		shape	quad	x
<i>Report</i>		pdf		x
<b>Miscellaneous</b>				
<i>Processing bins</i>		dxr or dgn	project	x

**Table 1.** Deliverable Checklist

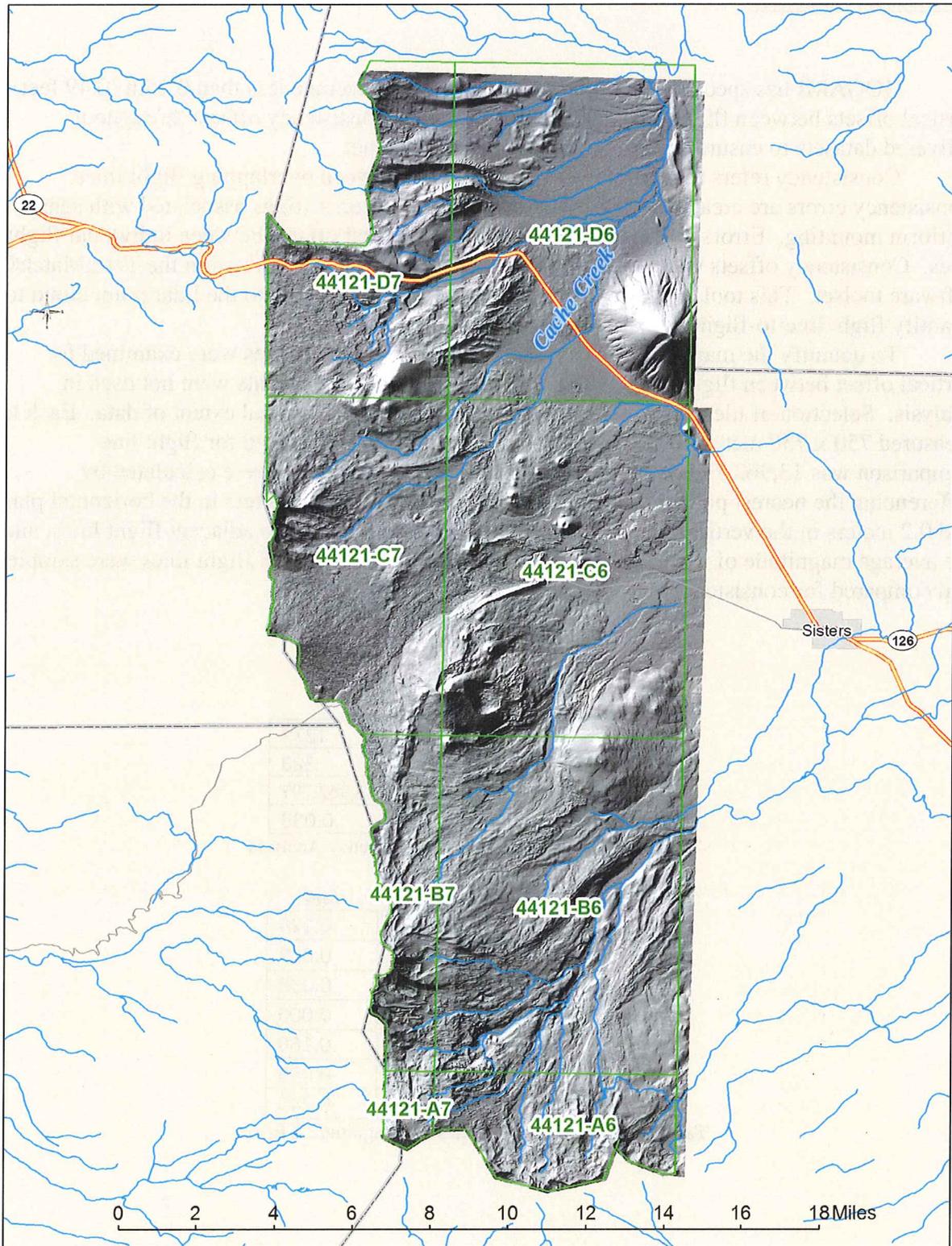
All data associated with this delivery has been loaded and viewed to ensure completeness. Raster imagery such as elevation grids and intensity geotifs have been viewed in ArcMap, cross referenced with the delivery area. Las files have been loaded into Terrasolid software to ensure completeness and readability.

Deliverable Descriptions: (All data projected in Oregon Lambert, NAD83 (HARN), Intl Feet with exception of trajectory files).

- Bare Earth Grids: Tin interpolated grids created from lidar ground returns.
- Highest Hit Grids: Tin interpolated grids created from the highest lidar elevation for a given 3ft cell.
- Intensity TIF: TIF raster built using returned lidar pulse intensity values gathered from highest hit returns.
- Trajectory File: File contains point location measurement of the aircraft used to collect lidar data. Data is collected using an Inertial Measurement Unit (IMU), and collects measurements of: Easting(meters), Northing (meters), Ellipsoid Height (meters) of aircraft, aircraft roll (degrees), aircraft pitch (degrees), aircraft heading (degrees).

Measurements are collected at one second intervals. Data is projected in UTM zone 10, NAD83 (HARN).

- LAS: Binary file of all lidar points collected in survey (Class, flight line #, GPS Time, Echo, Easting, Northing, Elevation, Intensity, Scan Angle, Echo Number, and Scanner).
- Ground LAS: Binary file of lidar points classified as ground (Class, flight line #, GPS Time, Echo, Easting, Northing, Elevation, Intensity, Scan Angle, Echo Number, and Scanner).
- RTK Point Data: Ground GPS Survey data used to correct raw lidar point cloud for vertical offsets.
- Delivery Area Shapefile: Geometry file depicting the geospatial area associated with deliverables.
- Report: Report provides detailed description of data collection methods and processing. The vendor also reports accuracies associated with calibration, consistency, absolute error, and point classifications.



**Figure 1.** Delivery 4 location area. Data is referenced to USGS 7.5 minute quadrangles within the extents of the Deschutes Survey collection area.

Consistency Analysis:

DOGAMI has specified that lidar consistency must average less than 0.15m (0.49 feet) in vertical offsets between flight lines. DOGAMI measures consistency offsets throughout delivered datasets to ensure that project specifications are met.

Consistency refers to lidar elevation differences between overlapping flight lines. Consistency errors are created by poor lidar system calibration settings associated with sensor platform mounting. Errors in consistency manifest as vertical offsets between individual flight lines. Consistency offsets were measured using the “Find Match” tool within the TerraMatch© software toolset. This tool uses aircraft trajectory information linked to the lidar point cloud to quantify flight line-to-flight line offsets.

To quantify the magnitude of this error 1272 delivered data tiles were examined for vertical offset between flight lines. Data tiles with less than 1000 points were not used in analysis. Selection of tiles aimed to evenly sample the delivered spatial extent of data. Each tile measured 750 x 750 meters in size. The average number of points used for flight line comparison was 13,962,797 per tile (Table 2a). Error measurements were calculated by differencing the nearest point from an adjacent flight line within 1 meters in the horizontal plane and 0.2 meters in the vertical plane. Each flight line was compared to adjacent flight lines, and the average magnitude of vertical error was calculated. A total of 323 flight lines were sampled and compared for consistency.

**Summary Statistics**

# of Tiles	1272
# of Flight Line Sections	323
Avg # of Points	13,962,797
Avg. Magnitude Z error (m)	0.039

**Table 2a.** Summary Results of Consistency Analysis

	<i><b>meters</b></i>	<i><b>feet</b></i>
Mean	0.039	0.129
Standard Error	0.001	0.002
Standard Deviation	0.011	0.038
Sample Variance	0.000	0.000
Range	0.049	0.160
Minimum	0.027	0.089
Maximum	0.076	0.249

**Table 2b.** Descriptive Statistics for Magnitude Z Error.

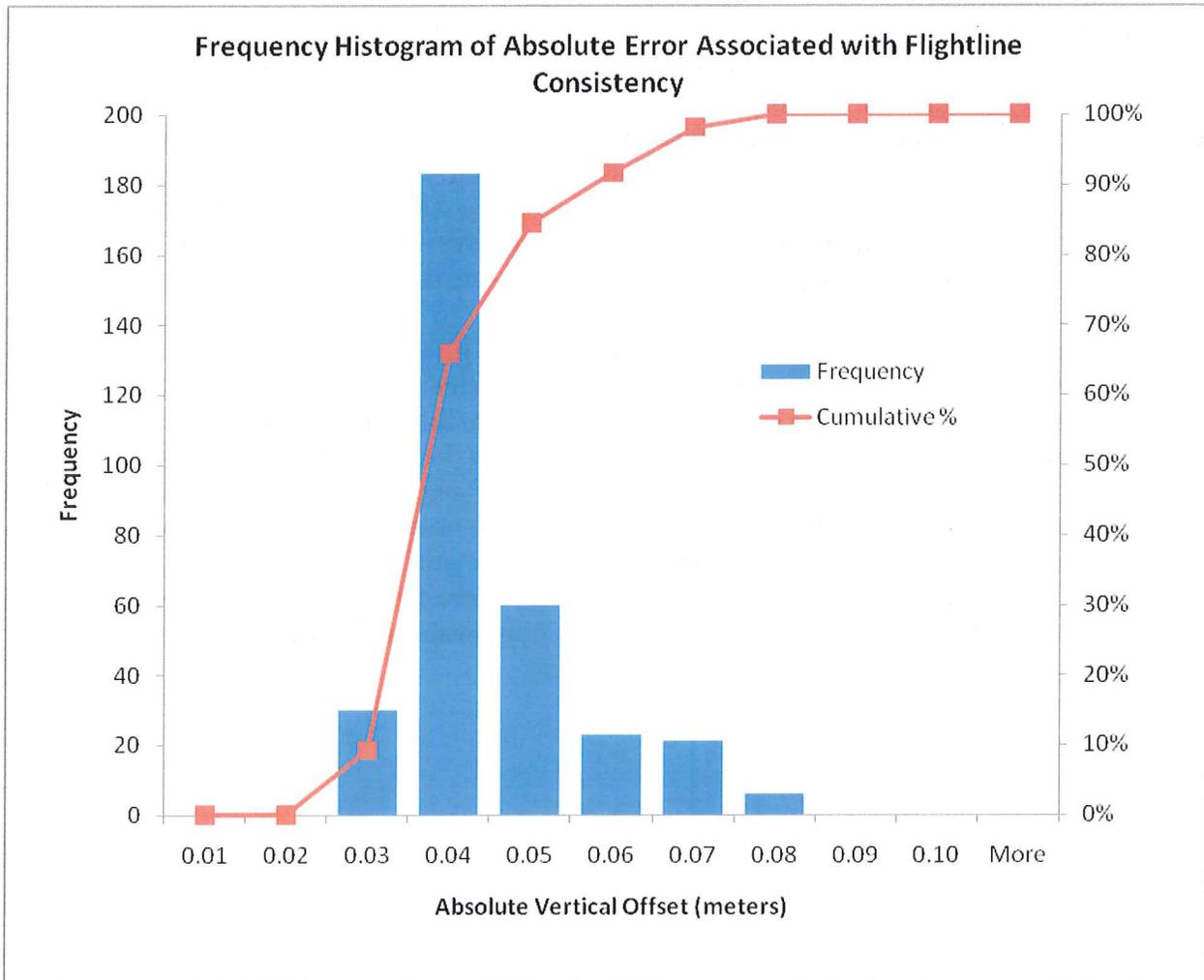


Figure 2.

Results of the consistency analysis found the average flight line offset to be 0.039 meters with a maximum error of 0.076m (Table 2b). Distribution of error showed over 98% of all error was less than 0.07m and 99% was less than 0.08m (Figure 2). These results show that all data are within tolerances of data consistency according to contract agreement.

### Visual Analysis

Lidar 3ft grids were loaded into ArcGIS software for visual analysis. Data were examined through slope and hillshade models of bare earth returns. Hillshades of the highest hit models were used to identify areas of missing ground (Figure 3). Both bare earth and highest hit models were examined for calibration offsets, tiling artifacts (Figure 4), seam line offsets, pits (Figure 5), and birds.

Calibration offsets typically are visualized as a corduroy-like patterning within a hillshaded lidar model. These offsets present themselves along steep slopes and typically stand out more in highest hit models than bare earth. Tiling artifacts are a result of missing or

misclassified data along the edge of lidar processing tiles. These artifacts present themselves as linear features typically 1-2 grid cells in width, and are present in both the highest hit and bare earth models (e.g. Figure 3). Seam line offsets occur where two distinct days of lidar data overlap. Errors occur as a result of improper absolute vertical error adjustments. These errors are typically visualized as a linear stair step running along the edge of connecting flight lines. Pits and birds refer to uncommonly high or low points that are the result of atmospheric and sensor noise. Pits (low points) typically occur where the laser comes in contact with water on the ground (Figure 5). Birds (high points) typically occur where the laser comes into contact with atmospherics<sup>1</sup>.

Errors located during visual analysis were digitized for spatial reference and stored in ESRI shapefile format. Each feature was assigned an ID value and commented to describe the nature of the observed error. The shapefile was delivered to the vendor for locating and fixing errors. Upon receiving the observed error locations, the vendor performed an analysis to conclude whether the error was valid. For all valid errors found, the vendor has reprocessed the data to accommodate fixes. For all observed errors that are found to be false, the vendor has produced an image documenting the nature of the feature in grid and point data format. A readme file was created explaining all edits performed. Corrected data was delivered to DOGAMI. This data were examined to ensure edits were made, and visually inspected for completeness, then combined into the original delivery.

<sup>1</sup> Atmospherics include clouds, rain, fog, or virga.

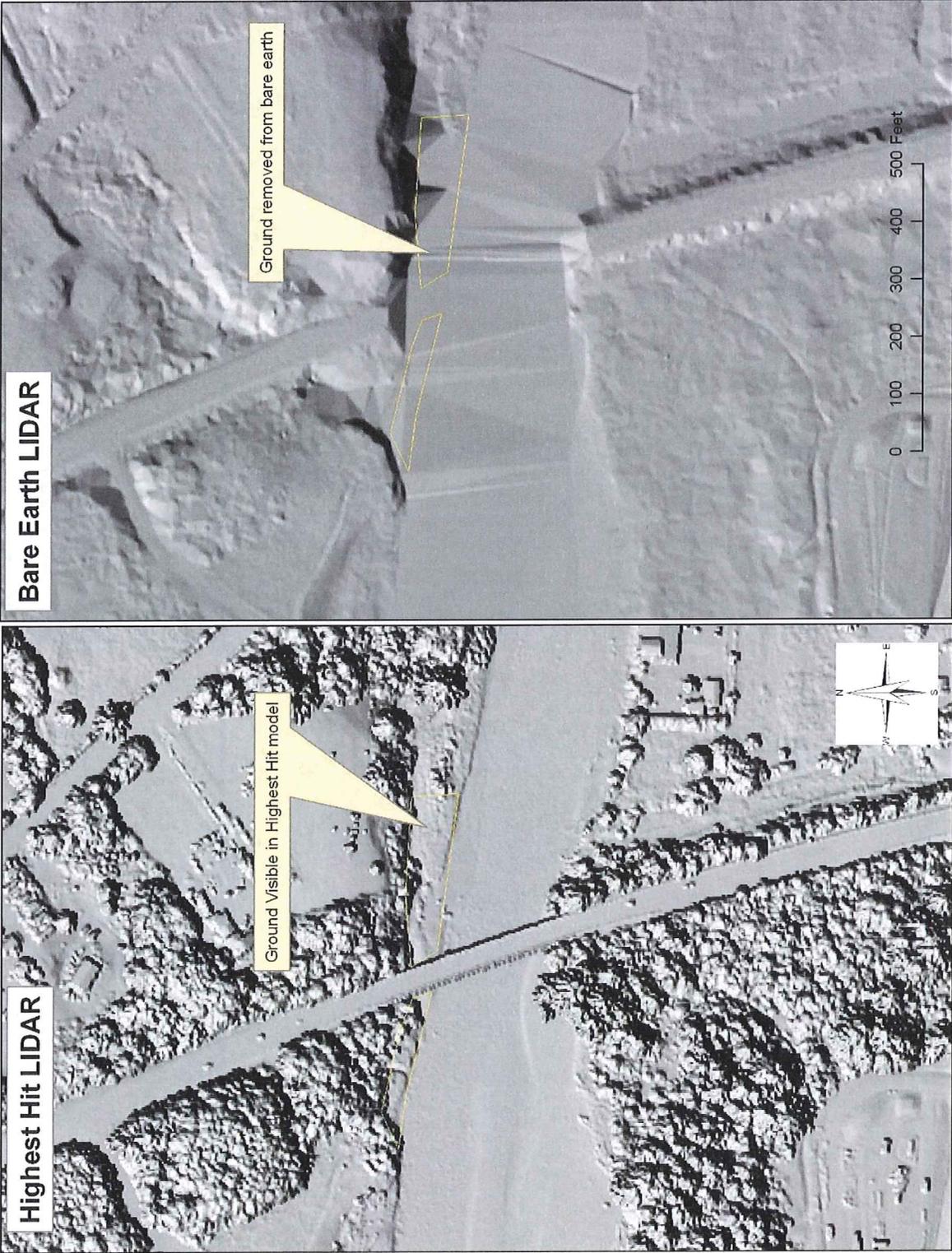
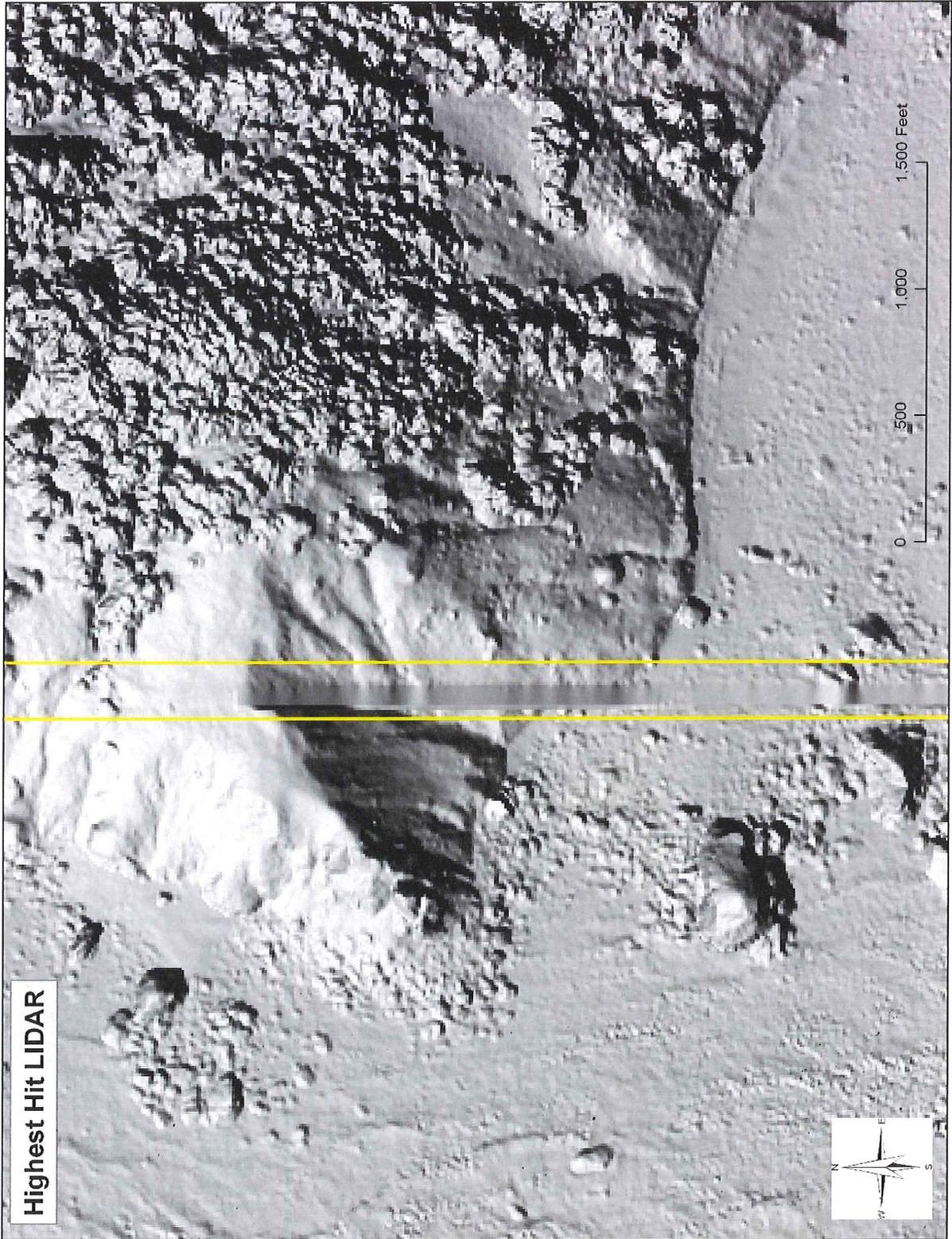


Figure 3. Example of missing ground in lidar bare earth data. Ground is clearly visible in highest hit model, but has been removed from the bare earth model. This type of classification error is common near water body features.



**Figure 4.** Example of tile artifact found in highest hit lidar data. Artifact is a seam line error created due to misclassification of ground at edge of lidar processing tiles.



**Figure 5.** Example of “Pit” caused by low point in ground model. Pits are caused when standing water absorbs the lidar pulse. Pits are evident in ground model as the lowest point elevation is assigned to the grid cell value. Inversely the pit is not observable in the highest hit model as the highest point elevation is assigned to the grid value

Absolute Accuracy Analysis:

Absolute accuracy refers to the mean vertical offset of lidar data relative to measured ground-control points (GCP) obtained throughout the lidar sampling area. DOGAMI used a Trimble™ 5700/5800 Total Station GPS surveying system (Figure 5) to measure GCP's. This system consisted of a GPS base station (5700 unit), Zephyr Geodetic antenna, Trimmark 3 radio, and 5800 "rover". The 5700 base station was mounted on a fixed height (typically 2.0 m) tripod and located over a known geodetic survey monument followed by a site calibration on several adjacent benchmarks to precisely establish a local coordinate system. This step is critical in order to eliminate various survey errors. For example, Trimble reports that the 5700/5800 GPS system have horizontal errors of approximately  $\pm 1\text{-cm} + 1\text{ppm}$  (parts per million \* the baseline length) and  $\pm 2\text{-cm}$  in the vertical (TrimbleNavigationSystem, 2005). These errors may be compounded by other factors such as poor satellite geometry, multipath, and poor atmospheric conditions, combining to increase the total error to several centimeters. Thus, the site calibration process is critical in order to minimize these uncertainties.



**Figure 5.** The Trimble 5700 base station antenna located over a known reference point at Cape Lookout State Park. Corrected GPS position and elevation information is then transmitted by a Trimmark III base radio to the 5800 GPS rover unit.

The approach adopted for DOGAMI lidar surveys was comprised of two components:

- 1) Verify the horizontal and vertical coordinates established by Watershed Sciences for a select number of survey monuments used to calibrate the lidar survey. These surveys typically involved a minimum of two hours of GPS occupation over a known point. The collected data were then submitted to the National Geodetic Survey (NGS) Online Positioning User Service (OPUS) for

- post-processing against several Continuously Operating Reference Stations (CORS) operated by the NGS.
- 2) Collect GCP's along relatively flat surfaces (roads, paths, parking lots etc.). This step involved the collection of both continuous measurements (from a vehicle as well as from a backpack) as well as static measurements (typically 5 epics).

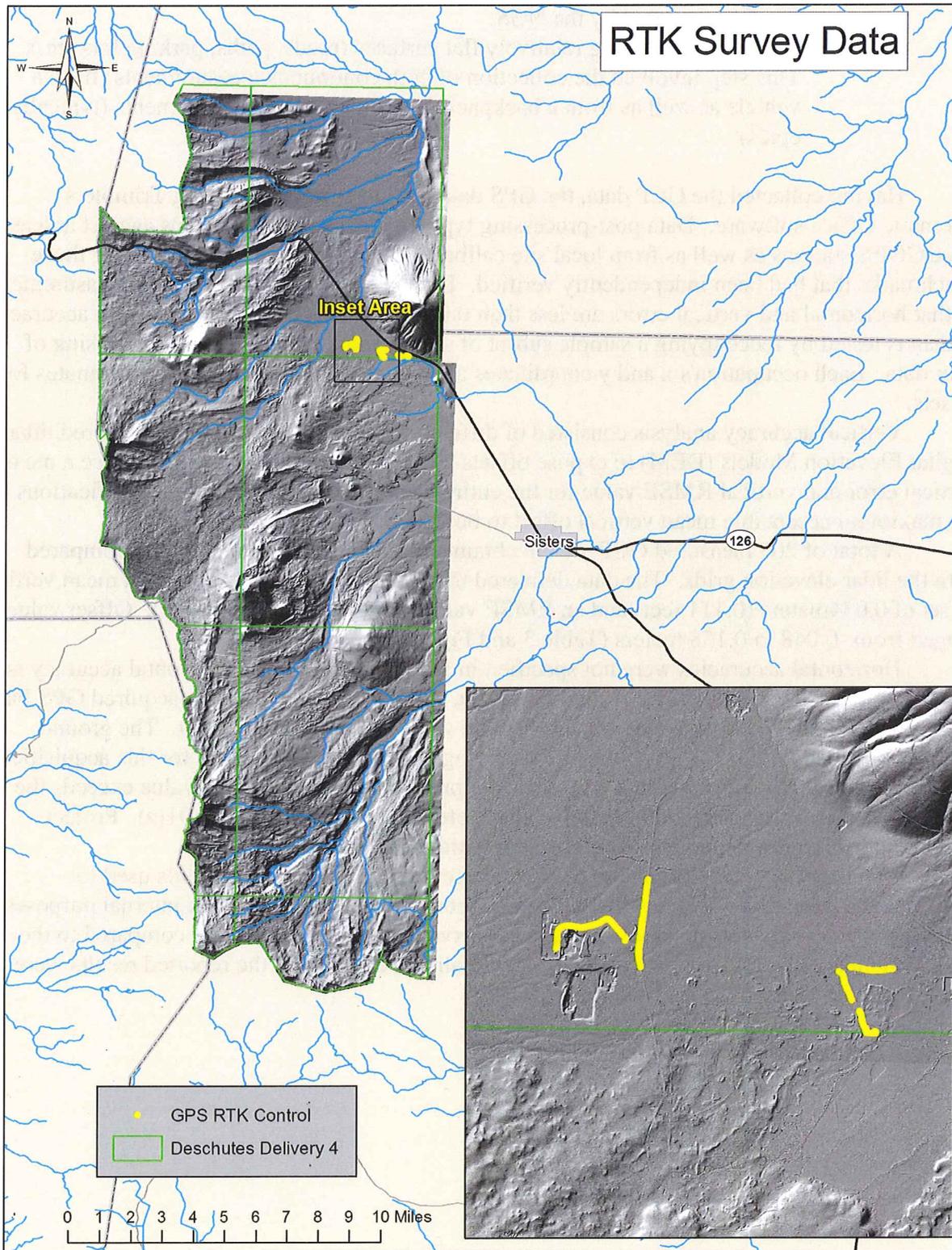
Having collected the GCP data, the GPS data was post-processed using Trimble's Geomatic Office software. Data post-processing typically involved calibrations against at least three CORS stations as well as from local site calibrations performed in the field using those benchmarks that had been independently verified. Data is post processed to refine measurements so that horizontal and vertical errors are less than 0.02 meters (0.065 feet). Horizontal accuracy of data is tested by reoccupying a sample subset of survey monuments used for processing of lidar data. Each occupation's x and y coordinates are compared with the vendor coordinates for offsets.

Vertical accuracy analysis consisted of differencing control data and the delivered lidar Digital Elevation Models (DEM) to expose offsets. These offsets were used to produce a mean vertical error and vertical RMSE value for the entire delivered data set. Project specifications list the maximum acceptable mean vertical offset to be 0.20 meters (0.65 feet).

A total of 205 measured GCP's were obtained in the Delivery 4 region and compared with the lidar elevation grids. The data delivered to DOGAMI was found to have a mean vertical offset of 0.034meters (0.111 feet) and an RMSE value of 0.048 meters (0.157 ft). Offset values ranged from -0.048 to 0.158 meters (Table 3 and Figure 7).

Horizontal accuracies were not specified in agreement since true horizontal accuracy is regarded as a product of the lidar ground foot print. Lidar is referenced to co-acquired GPS base station data that has accuracies far greater than the value of the lidar foot print. The ground footprint is equal to  $1/3333^{\text{rd}}$  of above ground flying height. Survey altitude for this acquisition was targeted at 900 meters yielding a ground foot print of 0.27 meters. This value exceeds the typical accuracy value of ground control used to reference the lidar data (<0.01m). Project specifications require the lidar foot print to fall within 0.15 and 0.40 meters.

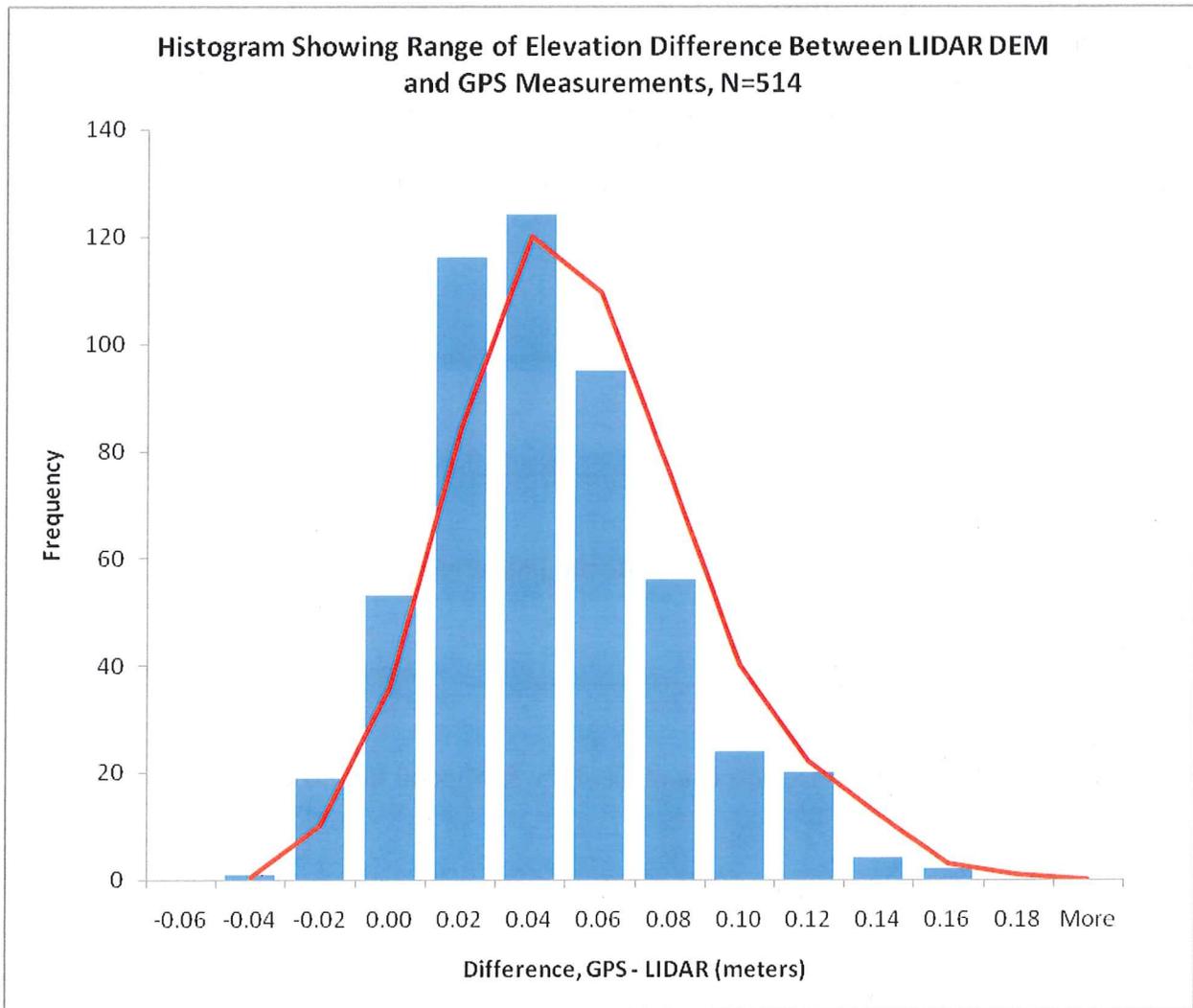
DOGAMI was able to test the horizontal accuracy of survey monuments used to reference the lidar data while conducting vertical control measurements. For internal purposes only, the XY coordinates of survey monuments surveyed by DOGAMI were compared to the survey monuments provided by the vender and in almost every case, the reported results were consistent with those obtained by DOGAMI staff.



**Figure 6.** Locations of RTK control surveyed by DOGAMI. Data was used to test absolute accuracy for the Deschutes lidar survey within the Delivery 4 extent.

	<i>Meters</i>	<i>Feet</i>
Mean	0.034	0.111
Standard Error	0.001	0.005
Standard Deviation	0.034	0.111
Range	0.206	0.676
Minimum	-0.048	-0.158
Maximum	0.158	0.518

**Table 3.** Descriptive Statistics for absolute value vertical offsets.



**Figure 7.**

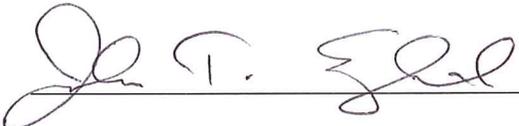
Acceptance

The data described in this report meets and exceeds project specifications laid out in the contracted data standards agreement. All components of data to be delivered have been received as of May 3rd, 2010. Consistency analysis has concluded that all data contains flight line to flight line vertical offset less than the threshold of 0.15 meters as specified in agreement. The vendor has adequately responded to all fixable errors identified as part of the visual analysis. Perceived grid errors identified by DOGAMI that were found to be false have been documented by the vendor and explained to the satisfaction of DOGAMI reviewers. Absolute accuracy analysis of the data has concluded that absolute vertical error of lidar data is less than the specified tolerance of 0.20 meters as specified in the data standards agreement.

Approval Signatures

 \_\_\_\_\_ Date: 5/3/2010

Ian Madin  
Chief Scientist – Department of Geology & Mineral Industries

 \_\_\_\_\_ Date: 5/3/2010

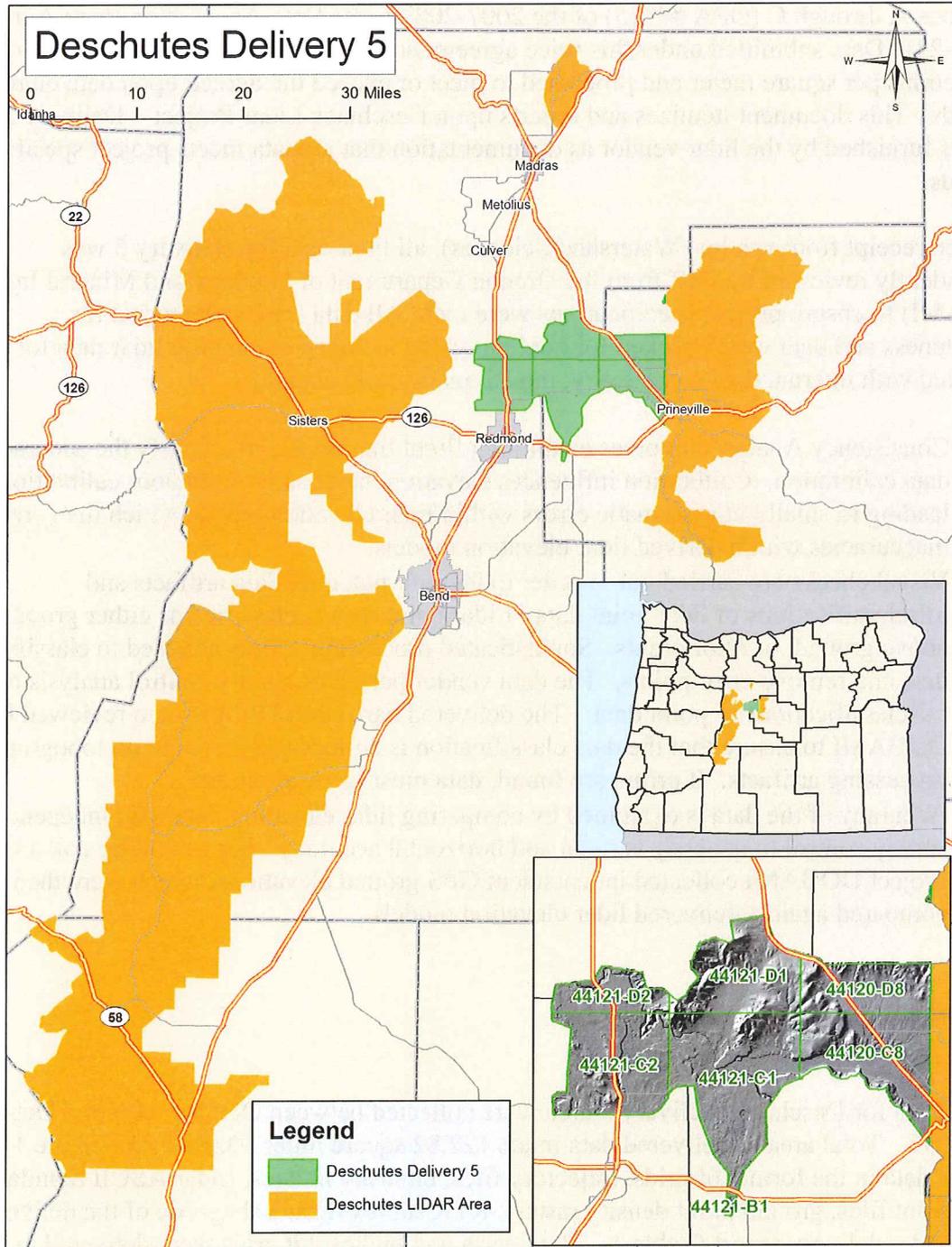
John English  
Lidar Database Coordinator – Department of Geology & Mineral Industries



Department of Geology & Mineral Industries  
800 NE Oregon St, Suite 965  
Portland, OR 97232



*Deschutes LIDAR Project, 2009 – Delivery 5 QC Analysis*  
**LIDAR QC Report – April 23rd, 2010**



Map featuring Deschutes Delivery 5 data extent.

The Oregon Department of Geology & Mineral Industries has contracted with Watershed Sciences to collect high resolution lidar topographic data for multiple areas within the State of Oregon. Areas for lidar data collection have been designed as part of a collaborative effort of State, Federal, and Local agencies in order to meet a wide range of project goals. The vendor has agreed to certain conditions of data quality and standards for all lidar data deliverables listed in sections A through C (OPA #8865) of the 2007-2009 Lidar Data Acquisition Price Agreement (pgs 14-23). Data submitted under this price agreement is to be collected at a resolution of at least 8 points per square meter and processed to meet or exceed the agreed upon data quality standards. This document itemizes and reports upon Deschutes Lidar Project – Delivery 5 products furnished by the lidar vendor as documentation that all data meets project specific standards.

Upon receipt from vendor (Watershed Sciences), all lidar data for Delivery 5 was independently reviewed by staff from the Oregon Department of Geology and Mineral Industries (DOGAMI) to ensure project specifications were met. All data were inventoried for completeness and data were checked for quality, which included examining lidar data for errors associated with internal data consistency, model quality, and accuracy.

- Consistency Analysis involves examining flight line offsets to quantify the accuracy of data calibration. Calibration influences elevation data quality with poor calibration leading to small but systematic errors within lidar elevation points, which then create inaccuracies within derived lidar elevation models.
- Visual checks are carried out in order to identify potential data artifacts and misclassifications of lidar point data. Lidar point data is classified as either ground, above ground, or error points. Sophisticated processing scripts are used to classify point data and remove error points. The data vendor performs quality control analysis to fix misclassifications of point data. The delivered bare earth DEM is then reviewed by DOGAMI to ensure that the data classification is correct and there are no topographic processing artifacts. If errors are found, data must be resubmitted.
- Accuracy of the data is examined by comparing lidar elevation data with independent survey control to quantify vertical and horizontal accuracy. For each lidar collection project DOGAMI collected independent GPS ground elevations, which were then compared against delivered lidar elevation models.

### Data Completeness

Data for Deschutes Delivery 5 area were collected between October 11th and October 17th, 2009 . Total area of delivered data totals 122.82 square miles. Delivery 5 (Figure 1) includes data in the format of grids, trajectory files, intensity images, Lidar ASCII Standard (LAS) point files, ground point density rasters, RTK survey data, a shapefile of the delivery area, and the lidar delivery report (Table 1). Bare earth and highest hit grids were delivered in ArcInfo Grid format with 3ft cell size. Lidar point data is delivered in LAS binary format for ground

classified returns as well as the entire lidar point cloud. Georeferenced intensity images are supplied in TIF format. Supplementary data includes ground density rasters displaying locations where ground returns are low. Real time kinematic ground survey data (used for absolute vertical adjustment) is supplied in shapefile format. This delivery contains data for the following USGS 7.5 minute quads (listed by Ohio Code #) within the boundary of the Deschutes Survey collection area (Figure 1):

**Delivery 5:** 44120c8, 44120d8, 44120b1, 44120c1, 44120c2, 44120d1, 44120d2

<b>FINAL Delivery</b>	<b>Resolution</b>	<b>Format</b>	<b>Tiling</b>	
<i>Bare Earth DEMs</i>	3ft	grid	quad	x
<i>Highest Hit DEMs</i>	3ft	grid	quad	x
<i>Trajectory files</i>	1 sec	ascii (TXYZRPH)	flight	x
<i>Intensity Images</i>	1.5ft	tif	100th quad	x
<i>LAS</i>	8pts/m <sup>2</sup>	las	100th quad	x
<i>Ground Returns</i>	N/A	las	100th quad	x
<i>Ground Density Raster</i>	3ft	grid	quad	x
<i>RTK point data</i>		shape		x
<i>Delivery Area shapefile</i>		shape	quad	x
<i>Report</i>		pdf		x
<b>Miscellaneous</b>				
<i>Processing bins</i>		dxr or dgn	project	x

**Table 1.** Deliverable Checklist

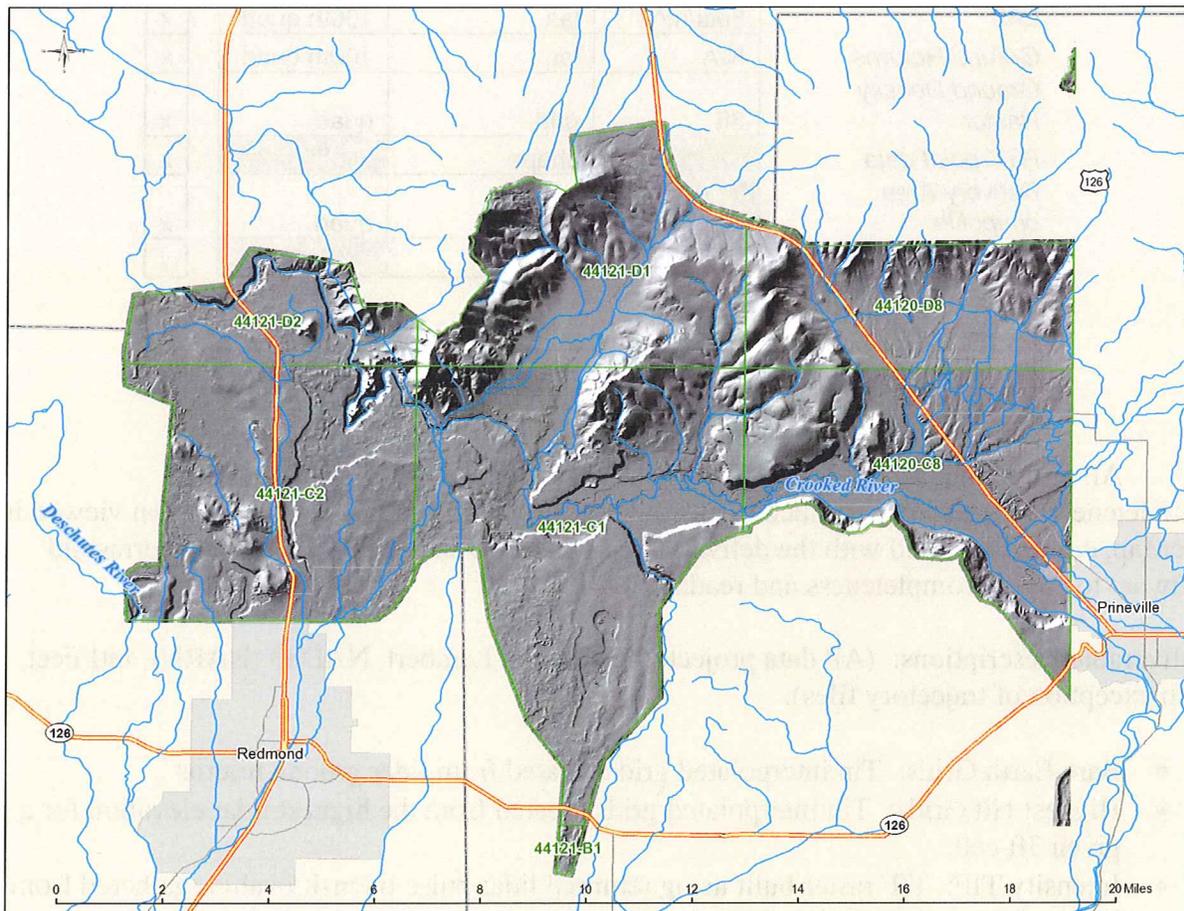
All data associated with this delivery has been loaded and viewed to ensure completeness. Raster imagery such as elevation grids and intensity geotifs have been viewed in ArcMap, cross referenced with the delivery area. Las files have been loaded into Terrasolid software to ensure completeness and readability.

Deliverable Descriptions: (All data projected in Oregon Lambert, NAD83 (HARN), Intl Feet with exception of trajectory files).

- Bare Earth Grids: Tin interpolated grids created from lidar ground returns.
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- Intensity TIF: TIF raster built using returned lidar pulse intensity values gathered from highest hit returns.
- Trajectory File: File contains point location measurement of the aircraft used to collect lidar data. Data is collected using an Inertial Measurement Unit (IMU), and collects measurements of: Easting(meters), Northing (meters), Ellipsoid Height (meters) of aircraft, aircraft roll (degrees), aircraft pitch (degrees), aircraft heading (degrees).

Measurements are collected at one second intervals. Data is projected in UTM zone 10, NAD83 (HARN).

- LAS: Binary file of all lidar points collected in survey (Class, flight line #, GPS Time, Echo, Easting, Northing, Elevation, Intensity, Scan Angle, Echo Number, and Scanner).
- Ground LAS: Binary file of lidar points classified as ground (Class, flight line #, GPS Time, Echo, Easting, Northing, Elevation, Intensity, Scan Angle, Echo Number, and Scanner).
- RTK Point Data: Ground GPS Survey data used to correct raw lidar point cloud for vertical offsets.
- Delivery Area Shapefile: Geometry file depicting the geospatial area associated with deliverables.
- Report: Report provides detailed description of data collection methods and processing. The vendor also reports accuracies associated with calibration, consistency, absolute error, and point classifications.



**Figure 1.** Delivery 5 location area. Data is referenced to USGS 7.5 minute quadrangles within the extents of the Deschutes Survey collection area.

Consistency Analysis:

DOGAMI has specified that lidar consistency must average less than 0.15m (0.49 feet) in vertical offsets between flight lines. DOGAMI measures consistency offsets throughout delivered datasets to ensure that project specifications are met.

Consistency refers to lidar elevation differences between overlapping flight lines. Consistency errors are created by poor lidar system calibration settings associated with sensor platform mounting. Errors in consistency manifest as vertical offsets between individual flight lines. Consistency offsets were measured using the “Find Match” tool within the TerraMatch© software toolset. This tool uses aircraft trajectory information linked to the lidar point cloud to quantify flight line-to-flight line offsets.

To quantify the magnitude of this error 686 delivered data tiles were examined for vertical offset between flight lines. Data tiles with less than 1000 points were not used in analysis. Selection of tiles aimed to evenly sample the delivered spatial extent of data. Each tile measured 750 x 750 meters in size. The average number of points used for flight line comparison was 15,033,614 per tile (Table 2a). Error measurements were calculated by differencing the nearest point from an adjacent flight line within 1 meters in the horizontal plane and 0.2 meters in the vertical plane. Each flight line was compared to adjacent flight lines, and the average magnitude of vertical error was calculated. A total of 180 flight lines were sampled and compared for consistency.

**Summary Statistics**

# of Tiles	686
# of Flight Line Sections	180
Avg # of Points	15,033,614
Avg. Magnitude Z error (m)	0.041

**Table 2a.** Summary Results of Consistency Analysis

	<i>meters</i>	<i>feet</i>
Mean	0.041	0.134
Standard Error	0.000	0.001
Standard Deviation	0.006	0.018
Sample Variance	0.000	0.000
Range	0.045	0.147
Minimum	0.026	0.084
Maximum	0.071	0.232

**Table 2b.** Descriptive Statistics for Magnitude Z Error.

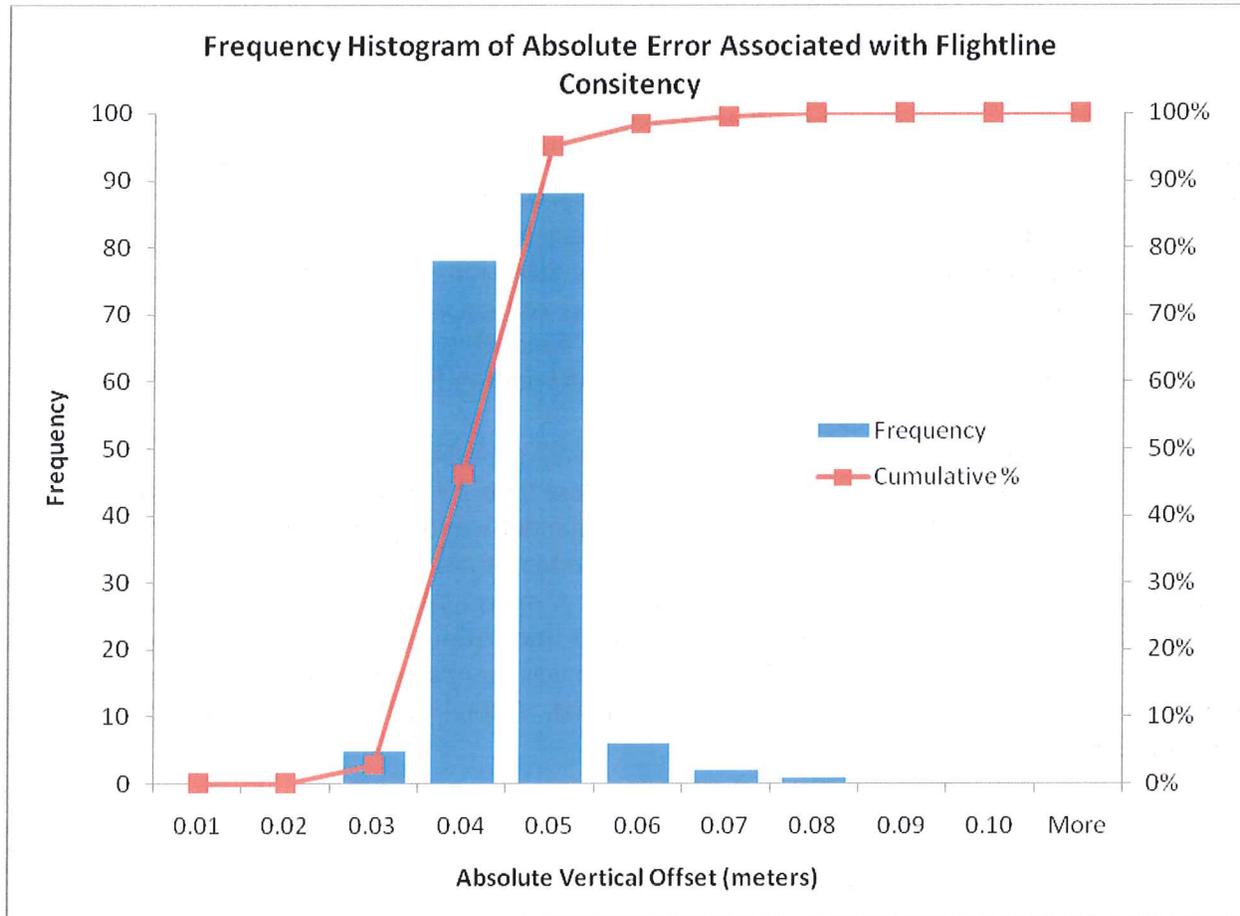


Figure 2.

Results of the consistency analysis found the average flight line offset to be 0.041 meters with a maximum error of 0.05m (Table 2b). Distribution of error showed over 95% of all error was less than 0.05m and 99% was less than 0.07m (Figure 2). These results show that all data are within tolerances of data consistency according to contract agreement.

### Visual Analysis

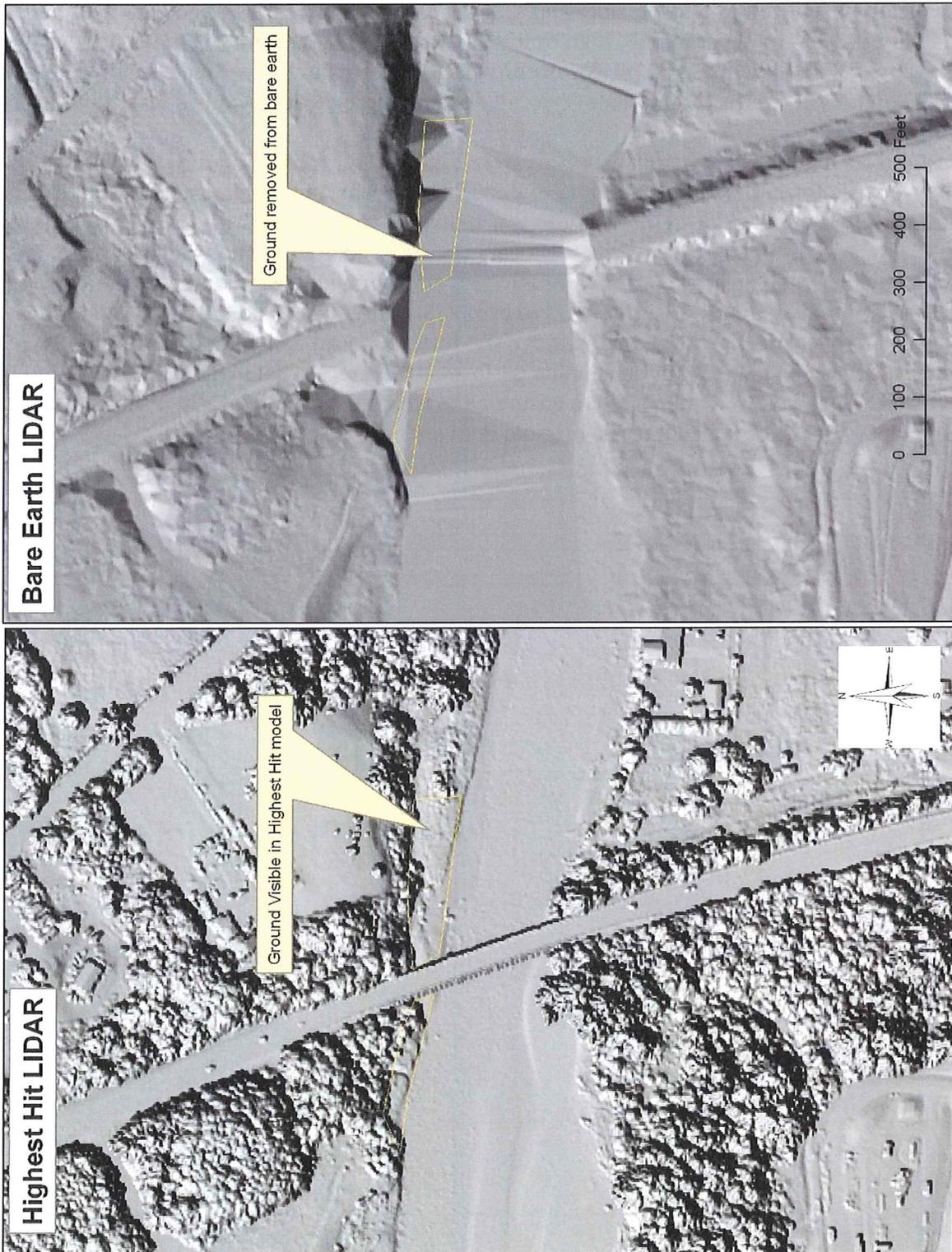
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Calibration offsets typically are visualized as a corduroy-like patterning within a hillshaded lidar model. These offsets present themselves along steep slopes and typically stand out more in highest hit models than bare earth. Tiling artifacts are a result of missing or misclassified data along the edge of lidar processing tiles. These artifacts present themselves as linear features typically 1-2 grid cells in width, and are present in both the highest hit and bare earth models (e.g. Figure 3). Seam line offsets occur where two distinct days of lidar data

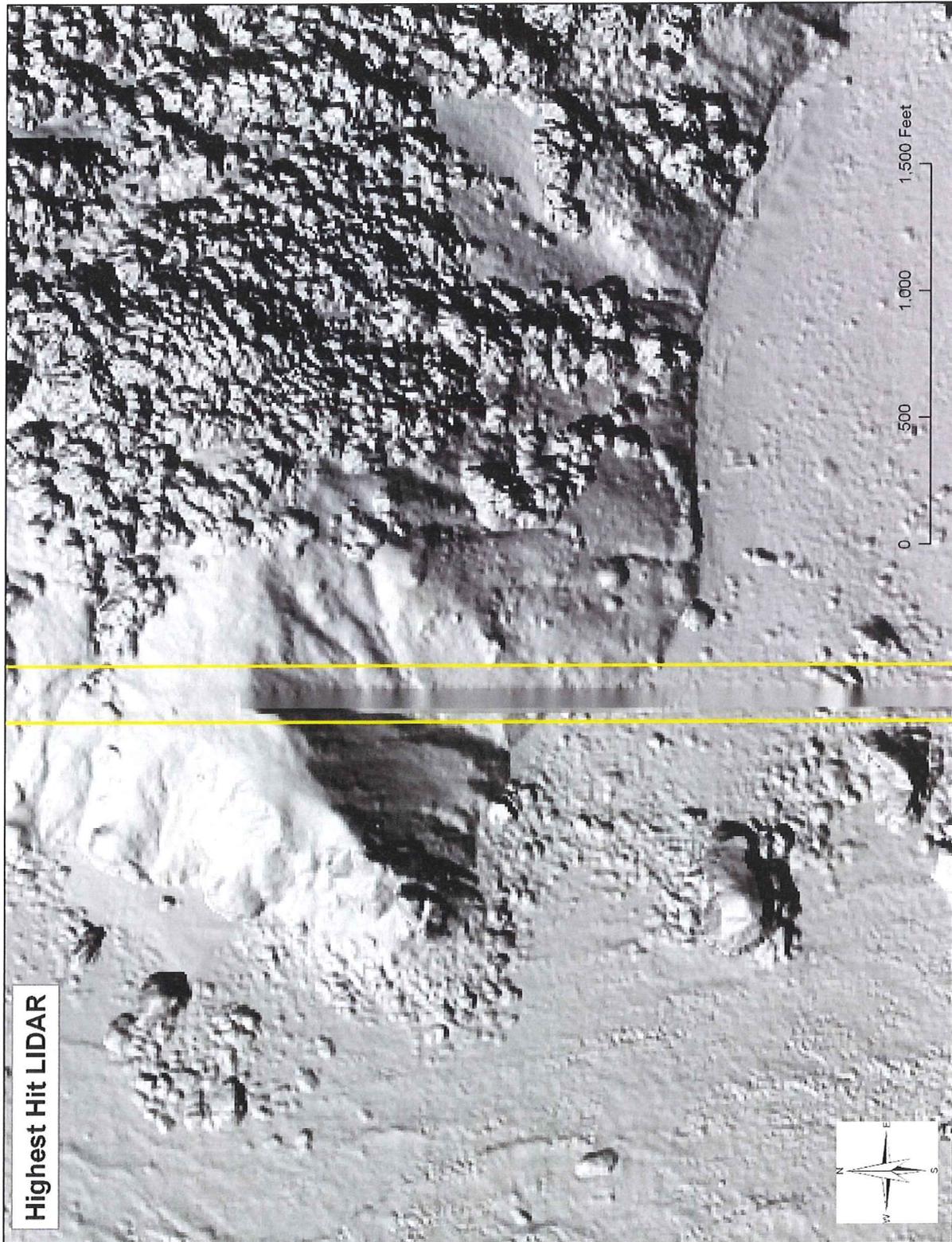
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Errors located during visual analysis were digitized for spatial reference and stored in ESRI shapefile format. Each feature was assigned an ID value and commented to describe the nature of the observed error. The shapefile was delivered to the vendor for locating and fixing errors. Upon receiving the observed error locations, the vendor performed an analysis to conclude whether the error was valid. For all valid errors found, the vendor has reprocessed the data to accommodate fixes. For all observed errors that are found to be false, the vendor has produced an image documenting the nature of the feature in grid and point data format. A readme file was created explaining all edits performed. Corrected data was delivered to DOGAMI. This data were examined to ensure edits were made, and visually inspected for completeness, then combined into the original delivery.

<sup>1</sup> Atmospherics include clouds, rain, fog, or virga.



**Figure 3.** Example of missing ground in lidar bare earth data. Ground is clearly visible in highest hit model, but has been removed from the bare earth model. This type of classification error is common near water body features.



**Figure 4.** Example of tile artifact found in highest hit lidar data. Artifact is a seam line error created due to misclassification of ground at edge of lidar processing tiles.



**Figure 5.** Example of “Pit” caused by low point in ground model. Pits are caused when standing water absorbs the lidar pulse. Pits are evident in ground model as the lowest point elevation is assigned to the grid cell value. Inversely the pit is not observable in the highest hit model as the highest point elevation is assigned to the grid value

### Absolute Accuracy Analysis:

Absolute accuracy refers to the mean vertical offset of lidar data relative to measured ground-control points (GCP) obtained throughout the lidar sampling area. DOGAMI used a Trimble™ 5700/5800 Total Station GPS surveying system (Figure 5) to measure GCP's. This system consisted of a GPS base station (5700 unit), Zephyr Geodetic antenna, Trimmark 3 radio, and 5800 "rover". The 5700 base station was mounted on a fixed height (typically 2.0 m) tripod and located over a known geodetic survey monument followed by a site calibration on several adjacent benchmarks to precisely establish a local coordinate system. This step is critical in order to eliminate various survey errors. For example, Trimble reports that the 5700/5800 GPS system have horizontal errors of approximately  $\pm 1\text{-cm} + 1\text{ppm}$  (parts per million \* the baseline length) and  $\pm 2\text{-cm}$  in the vertical (TrimbleNavigationSystem, 2005). These errors may be compounded by other factors such as poor satellite geometry, multipath, and poor atmospheric conditions, combining to increase the total error to several centimeters. Thus, the site calibration process is critical in order to minimize these uncertainties.



**Figure 5.** The Trimble 5700 base station antenna located over a known reference point at Cape Lookout State Park. Corrected GPS position and elevation information is then transmitted by a Trimmark III base radio to the 5800 GPS rover unit.

The approach adopted for DOGAMI lidar surveys was comprised of two components:

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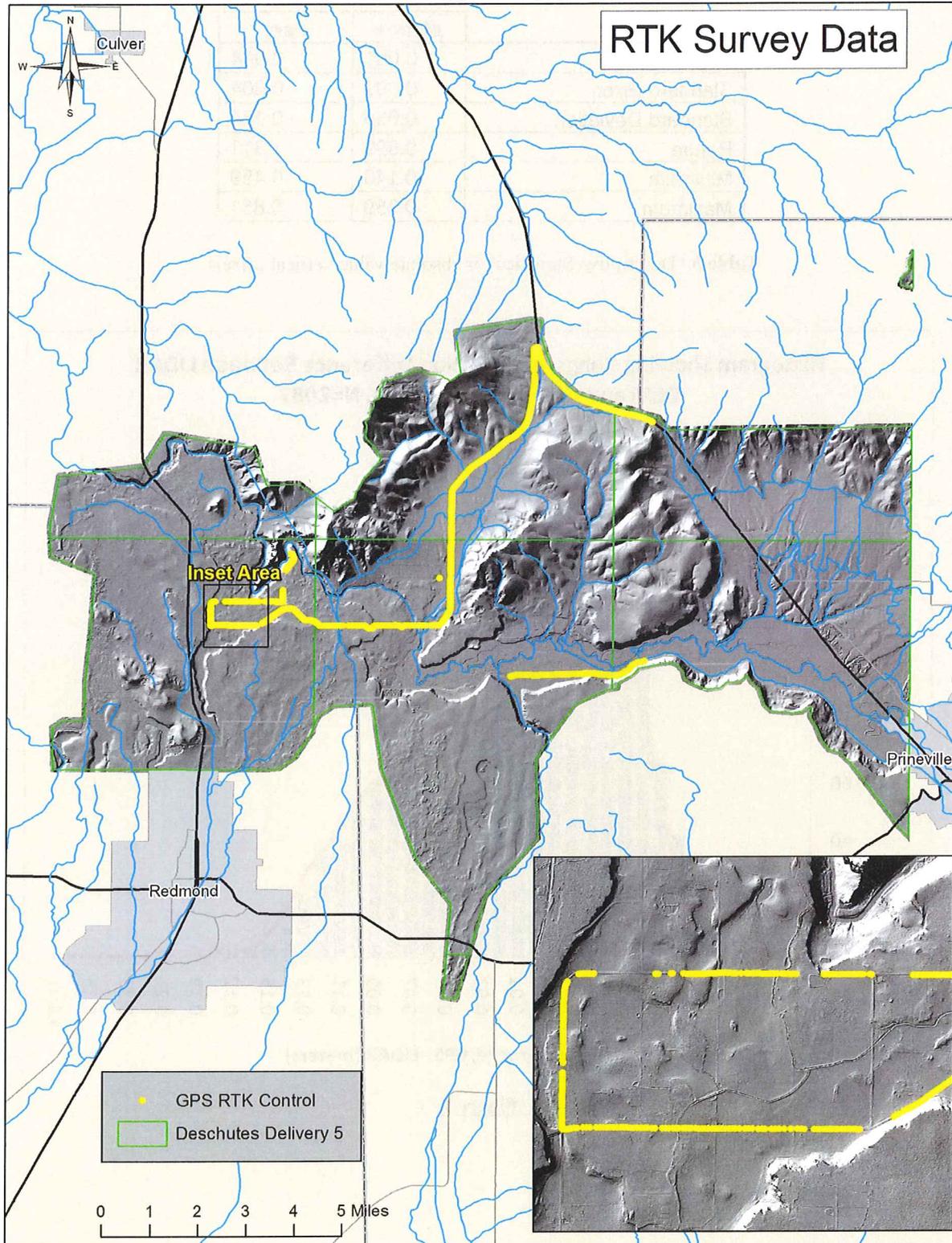
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Vertical accuracy analysis consisted of differencing control data and the delivered lidar Digital Elevation Models (DEM) to expose offsets. These offsets were used to produce a mean vertical error and vertical RMSE value for the entire delivered data set. Project specifications list the maximum acceptable mean vertical offset to be 0.20 meters (0.65 feet).

A total of 2087 measured GCP's were obtained in the Delivery 5 region and compared with the lidar elevation grids. The data delivered to DOGAMI was found to have a mean vertical offset of 0.001 meters (0.004 feet) and an RMSE value of 0.056 meters (0.184 ft). Offset values ranged from -0.140 to 0.259 meters (Table 3 and Figure 7).

Horizontal accuracies were not specified in agreement since true horizontal accuracy is regarded as a product of the lidar ground foot print. Lidar is referenced to co-acquired GPS base station data that has accuracies far greater than the value of the lidar foot print. The ground footprint is equal to  $1/3333^{\text{rd}}$  of above ground flying height. Survey altitude for this acquisition was targeted at 900 meters yielding a ground foot print of 0.27 meters. This value exceeds the typical accuracy value of ground control used to reference the lidar data (<0.01m). Project specifications require the lidar foot print to fall within 0.15 and 0.40 meters.

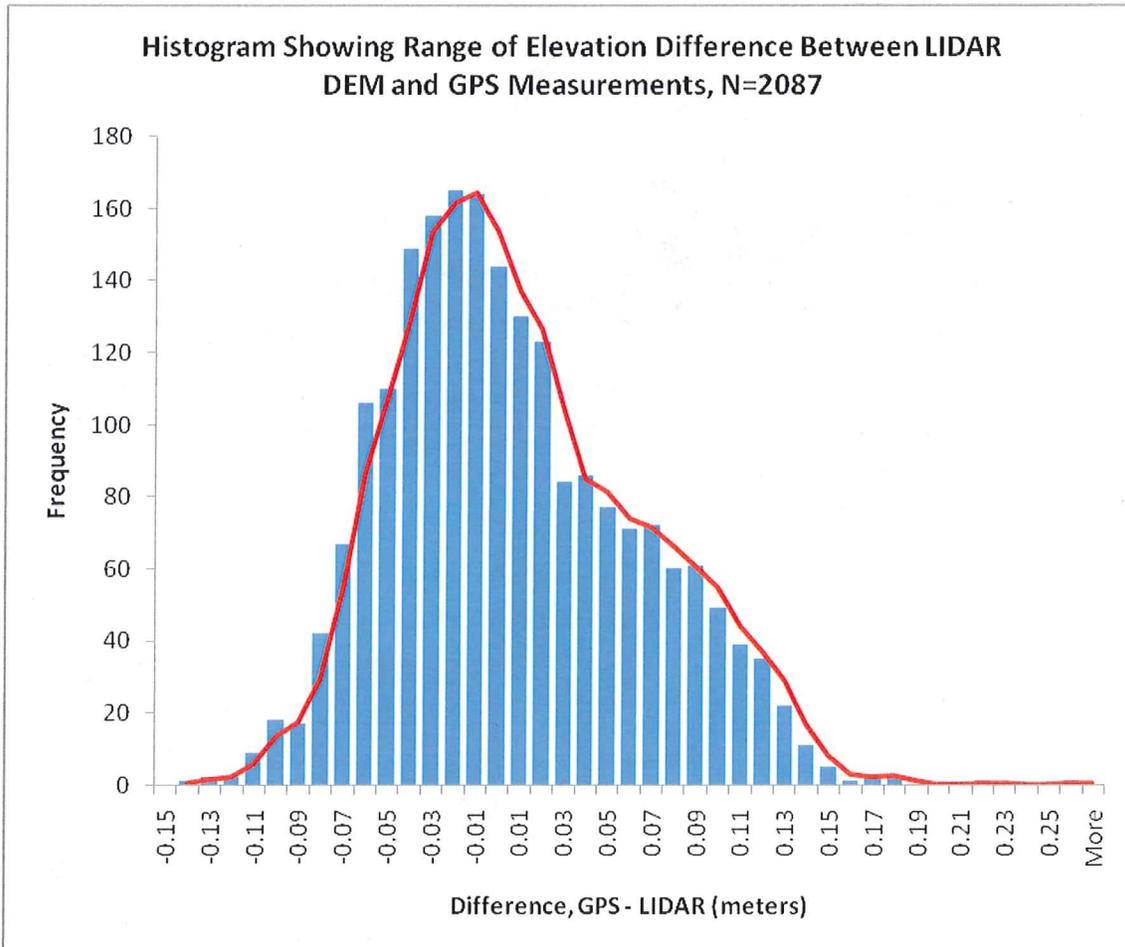
DOGAMI was able to test the horizontal accuracy of survey monuments used to reference the lidar data while conducting vertical control measurements. For internal purposes only, the XY coordinates of survey monuments surveyed by DOGAMI were compared to the survey monuments provided by the vender and in almost every case, the reported results were consistent with those obtained by DOGAMI staff.



**Figure 6.** Locations of RTK control surveyed by DOGAMI. Data was used to test absolute accuracy for the Deschutes lidar survey within the Delivery 5 extent.

	<i>Meters</i>	<i>Feet</i>
Mean	0.001	0.004
Standard Error	0.001	0.004
Standard Deviation	0.056	0.184
Range	0.399	1.311
Minimum	-0.140	-0.459
Maximum	0.259	0.851

**Table 3.** Descriptive Statistics for absolute value vertical offsets.



**Figure 7.**

Acceptance

The data described in this report meets and exceeds project specifications laid out in the contracted data standards agreement. All components of data to be delivered have been received as of April 23rd, 2010. Consistency analysis has concluded that all data contains flight line to flight line vertical offset less than the threshold of 0.15 meters as specified in agreement. The vendor has adequately responded to all fixable errors identified as part of the visual analysis. Perceived grid errors identified by DOGAMI that were found to be false have been documented by the vendor and explained to the satisfaction of DOGAMI reviewers. Absolute accuracy analysis of the data has concluded that absolute vertical error of lidar data is less than the specified tolerance of 0.20 meters as specified in the data standards agreement.

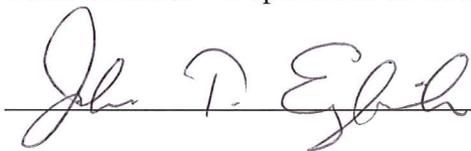
Approval Signatures



Date: 4/23/2010

Ian Madin

Chief Scientist – Department of Geology & Mineral Industries



Date: 4/23/2010

John English

Lidar Database Coordinator – Department of Geology & Mineral Industries

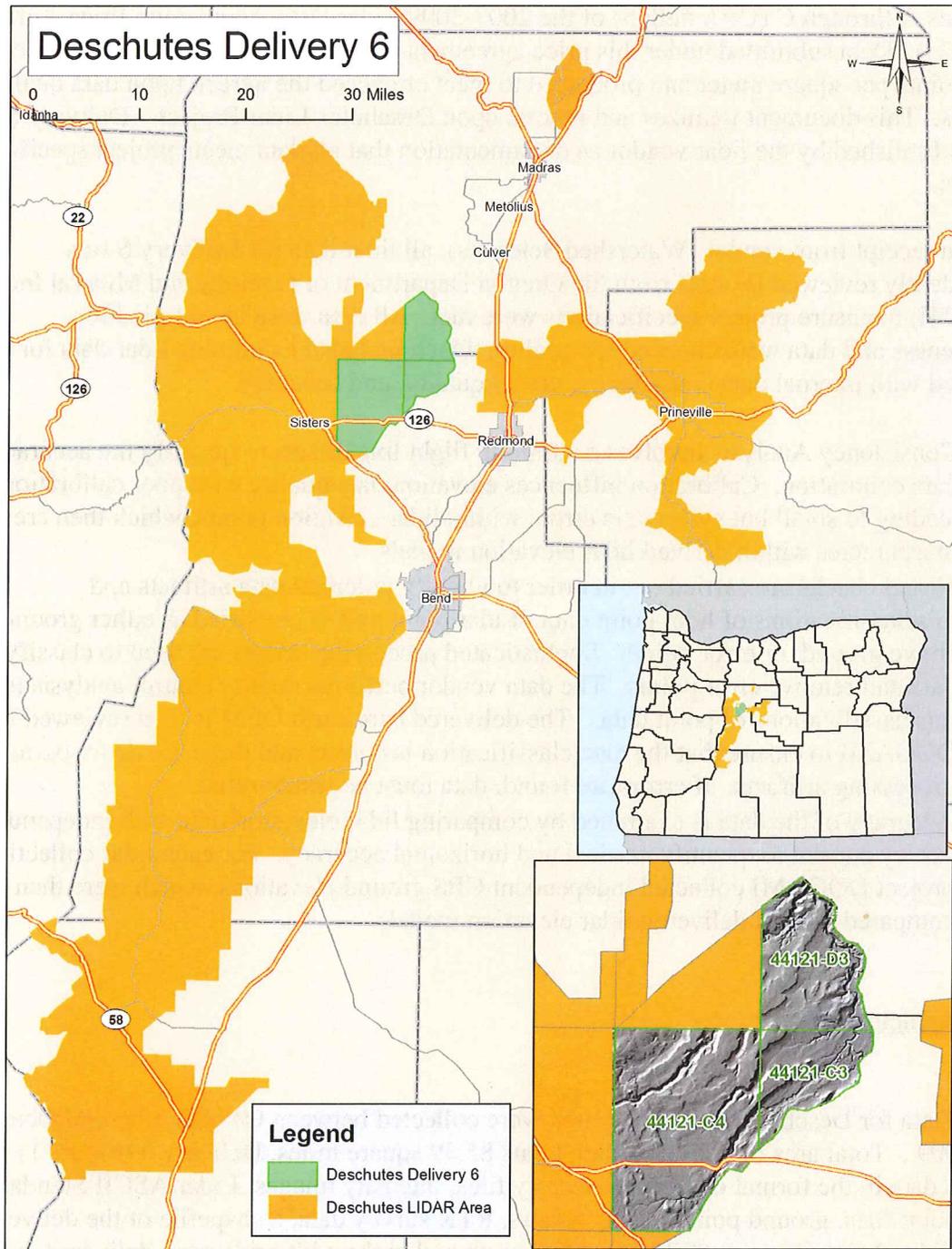




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*Deschutes LIDAR Project, 2009 – Delivery 6 QC Analysis*  
**LIDAR QC Report – May 5th, 2010**



Map featuring Deschutes Delivery 6 data extent.

The Oregon Department of Geology & Mineral Industries has contracted with Watershed Sciences to collect high resolution lidar topographic data for multiple areas within the State of Oregon. Areas for lidar data collection have been designed as part of a collaborative effort of State, Federal, and Local agencies in order to meet a wide range of project goals. The vendor has agreed to certain conditions of data quality and standards for all lidar data deliverables listed in sections A through C (OPA #8865) of the 2007-2009 Lidar Data Acquisition Price Agreement (pgs 14-23). Data submitted under this price agreement is to be collected at a resolution of at least 8 points per square meter and processed to meet or exceed the agreed upon data quality standards. This document itemizes and reports upon Deschutes Lidar Project – Delivery 6 products furnished by the lidar vendor as documentation that all data meets project specific standards.

Upon receipt from vendor (Watershed Sciences), all lidar data for Delivery 6 was independently reviewed by staff from the Oregon Department of Geology and Mineral Industries (DOGAMI) to ensure project specifications were met. All data were inventoried for completeness and data were checked for quality, which included examining lidar data for errors associated with internal data consistency, model quality, and accuracy.

- Consistency Analysis involves examining flight line offsets to quantify the accuracy of data calibration. Calibration influences elevation data quality with poor calibration leading to small but systematic errors within lidar elevation points, which then create inaccuracies within derived lidar elevation models.
- Visual checks are carried out in order to identify potential data artifacts and misclassifications of lidar point data. Lidar point data is classified as either ground, above ground, or error points. Sophisticated processing scripts are used to classify point data and remove error points. The data vendor performs quality control analysis to fix misclassifications of point data. The delivered bare earth DEM is then reviewed by DOGAMI to ensure that the data classification is correct and there are no topographic processing artifacts. If errors are found, data must be resubmitted.
- Accuracy of the data is examined by comparing lidar elevation data with independent survey control to quantify vertical and horizontal accuracy. For each lidar collection project DOGAMI collected independent GPS ground elevations, which were then compared against delivered lidar elevation models.

### Data Completeness

Data for Deschutes Delivery 6 area were collected between October 17th and October 23rd, 2009 . Total area of delivered data totals 85.39 square miles. Delivery 6 (Figure 1) includes data in the format of grids, trajectory files, intensity images, Lidar ASCII Standard (LAS) point files, ground point density rasters, RTK survey data, a shapefile of the delivery area, and the lidar delivery report (Table 1). Bare earth and highest hit grids were delivered in ArcInfo Grid format with 3ft cell size. Lidar point data is delivered in LAS binary format for ground

classified returns as well as the entire lidar point cloud. Georeferenced intensity images are supplied in TIF format. Supplementary data includes ground density rasters displaying locations where ground returns are low. Real time kinematic ground survey data (used for absolute vertical adjustment) is supplied in shapefile format. This delivery contains data for the following USGS 7.5 minute quads (listed by Ohio Code #) within the boundary of the Deschutes Survey collection area (Figure 1):

**Delivery 6:** 44121c3, 44121c4, 44121d3

<b>FINAL Delivery</b>	<b>Resolution</b>	<b>Format</b>	<b>Tiling</b>	
<i>Bare Earth DEMs</i>	3ft	grid	quad	x
<i>Highest Hit DEMs</i>	3ft	grid	quad	x
<i>Trajectory files</i>	1 sec	ascii (TXYZRPH)	flight	x
<i>Intensity Images</i>	1.5ft	tif	100th quad	x
<i>LAS</i>	8pts/m <sup>2</sup>	las	100th quad	x
<i>Ground Returns</i>	N/A	las	100th quad	x
<i>Ground Density Raster</i>	3ft	grid	quad	x
<i>RTK point data</i>		shape		x
<i>Delivery Area shapefile</i>		shape	quad	x
<i>Report</i>		pdf		x
<b>Miscellaneous</b>				
<i>Processing bins</i>		dxf or dgn	project	x

**Table 1.** Deliverable Checklist

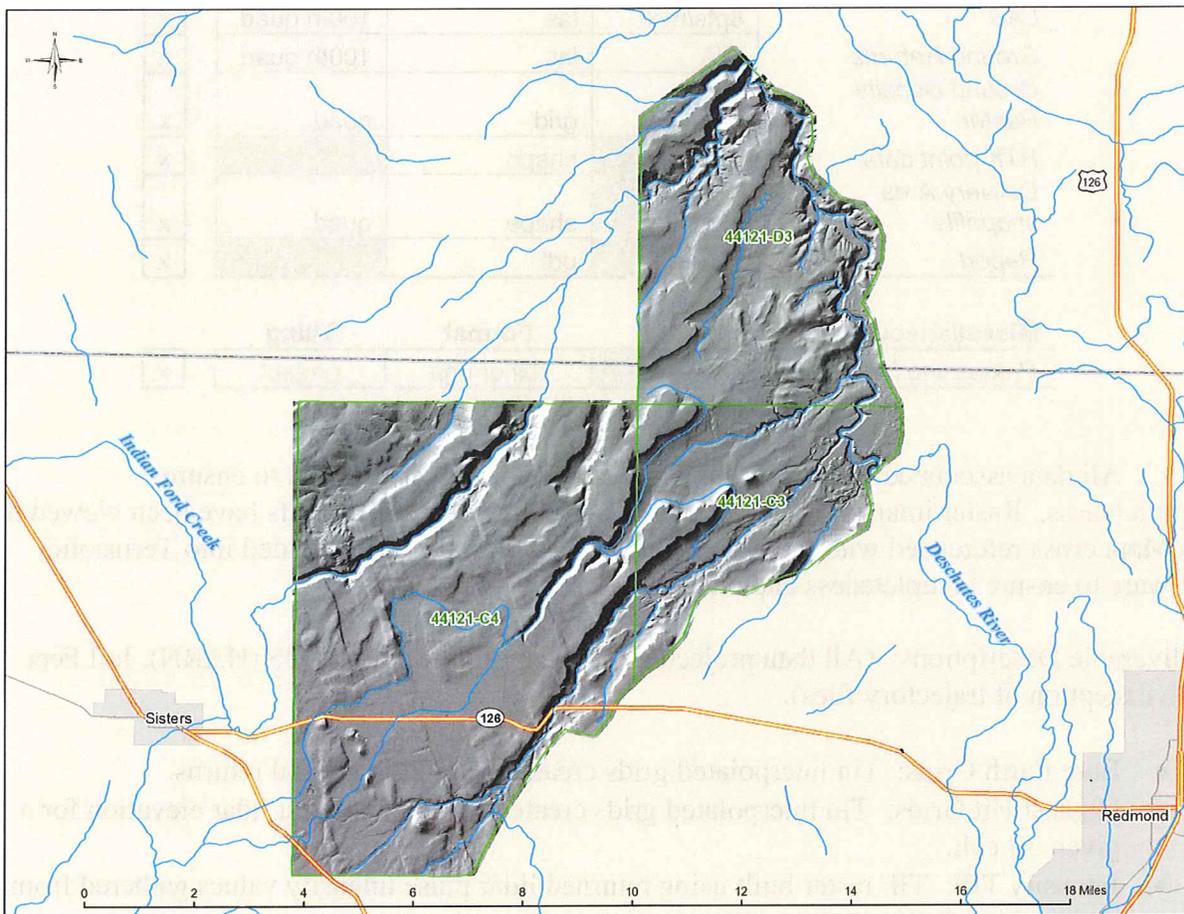
All data associated with this delivery has been loaded and viewed to ensure completeness. Raster imagery such as elevation grids and intensity geotifs have been viewed in ArcMap, cross referenced with the delivery area. Las files have been loaded into Terrasolid software to ensure completeness and readability.

Deliverable Descriptions: (All data projected in Oregon Lambert, NAD83 (HARN), Intl Feet with exception of trajectory files).

- Bare Earth Grids: Tin interpolated grids created from lidar ground returns.
- Highest Hit Grids: Tin interpolated grids created from the highest lidar elevation for a given 3ft cell.
- Intensity TIF: TIF raster built using returned lidar pulse intensity values gathered from highest hit returns.
- Trajectory File: File contains point location measurement of the aircraft used to collect lidar data. Data is collected using an Inertial Measurement Unit (IMU), and collects measurements of: Easting(meters), Northing (meters), Ellipsoid Height (meters) of aircraft, aircraft roll (degrees), aircraft pitch (degrees), aircraft heading (degrees).

Measurements are collected at one second intervals. Data is projected in UTM zone 10, NAD83 (HARN).

- LAS: Binary file of all lidar points collected in survey (Class, flight line #, GPS Time, Echo, Easting, Northing, Elevation, Intensity, Scan Angle, Echo Number, and Scanner).
- Ground LAS: Binary file of lidar points classified as ground (Class, flight line #, GPS Time, Echo, Easting, Northing, Elevation, Intensity, Scan Angle, Echo Number, and Scanner).
- RTK Point Data: Ground GPS Survey data used to correct raw lidar point cloud for vertical offsets.
- Delivery Area Shapefile: Geometry file depicting the geospatial area associated with deliverables.
- Report: Report provides detailed description of data collection methods and processing. The vendor also reports accuracies associated with calibration, consistency, absolute error, and point classifications.



**Figure 1.** Delivery 6 location area. Data is referenced to USGS 7.5 minute quadrangles within the extents of the Deschutes Survey collection area.

Consistency Analysis:

DOGAMI has specified that lidar consistency must average less than 0.15m (0.49 feet) in vertical offsets between flight lines. DOGAMI measures consistency offsets throughout delivered datasets to ensure that project specifications are met.

Consistency refers to lidar elevation differences between overlapping flight lines. Consistency errors are created by poor lidar system calibration settings associated with sensor platform mounting. Errors in consistency manifest as vertical offsets between individual flight lines. Consistency offsets were measured using the “Find Match” tool within the TerraMatch© software toolset. This tool uses aircraft trajectory information linked to the lidar point cloud to quantify flight line-to-flight line offsets.

To quantify the magnitude of this error 425 delivered data tiles were examined for vertical offset between flight lines. Data tiles with less than 1000 points were not used in analysis. Selection of tiles aimed to evenly sample the delivered spatial extent of data. Each tile measured 750 x 750 meters in size. The average number of points used for flight line comparison was 15,033,614 per tile (Table 2a). Error measurements were calculated by differencing the nearest point from an adjacent flight line within 1 meters in the horizontal plane and 0.2 meters in the vertical plane. Each flight line was compared to adjacent flight lines, and the average magnitude of vertical error was calculated. A total of 108 flight lines were sampled and compared for consistency.

**Summary Statistics**

# of Tiles	425
# of Flight Line Sections	108
Avg # of Points	5,281,741
Avg. Magnitude Z error (m)	0.039

**Table 2a.** Summary Results of Consistency Analysis

	<i>meters</i>	<i>feet</i>
Mean	0.039	0.127
Standard Error	0.001	0.002
Standard Deviation	0.006	0.019
Sample Variance	0.000	0.000
Range	0.038	0.124
Minimum	0.030	0.097
Maximum	0.068	0.222

**Table 2b.** Descriptive Statistics for Magnitude Z Error.

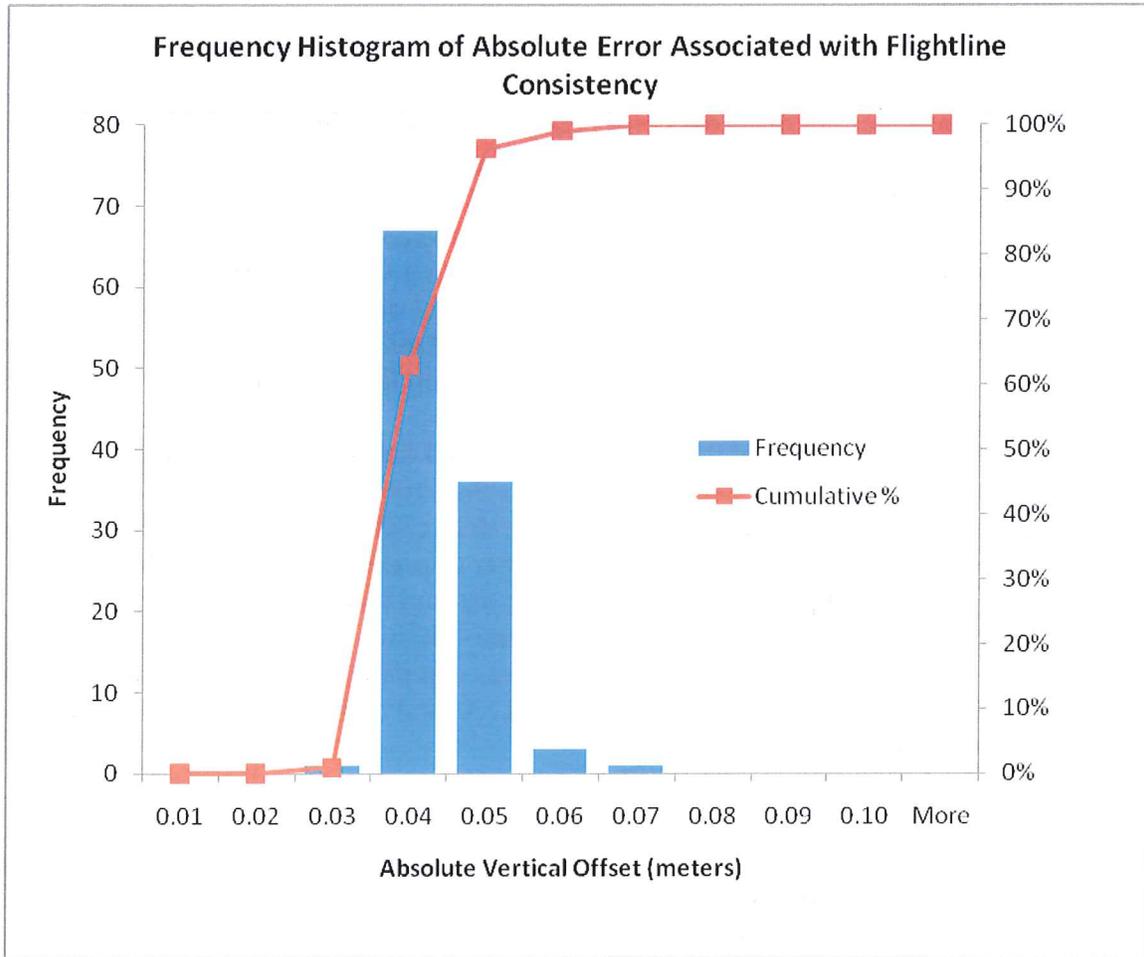


Figure 2.

Results of the consistency analysis found the average flight line offset to be 0.039 meters with a maximum error of 0.068m (Table 2b). Distribution of error showed over 96% of all error was less than 0.05m and 99% was less than 0.06m (Figure 2). These results show that all data are within tolerances of data consistency according to contract agreement.

Visual Analysis

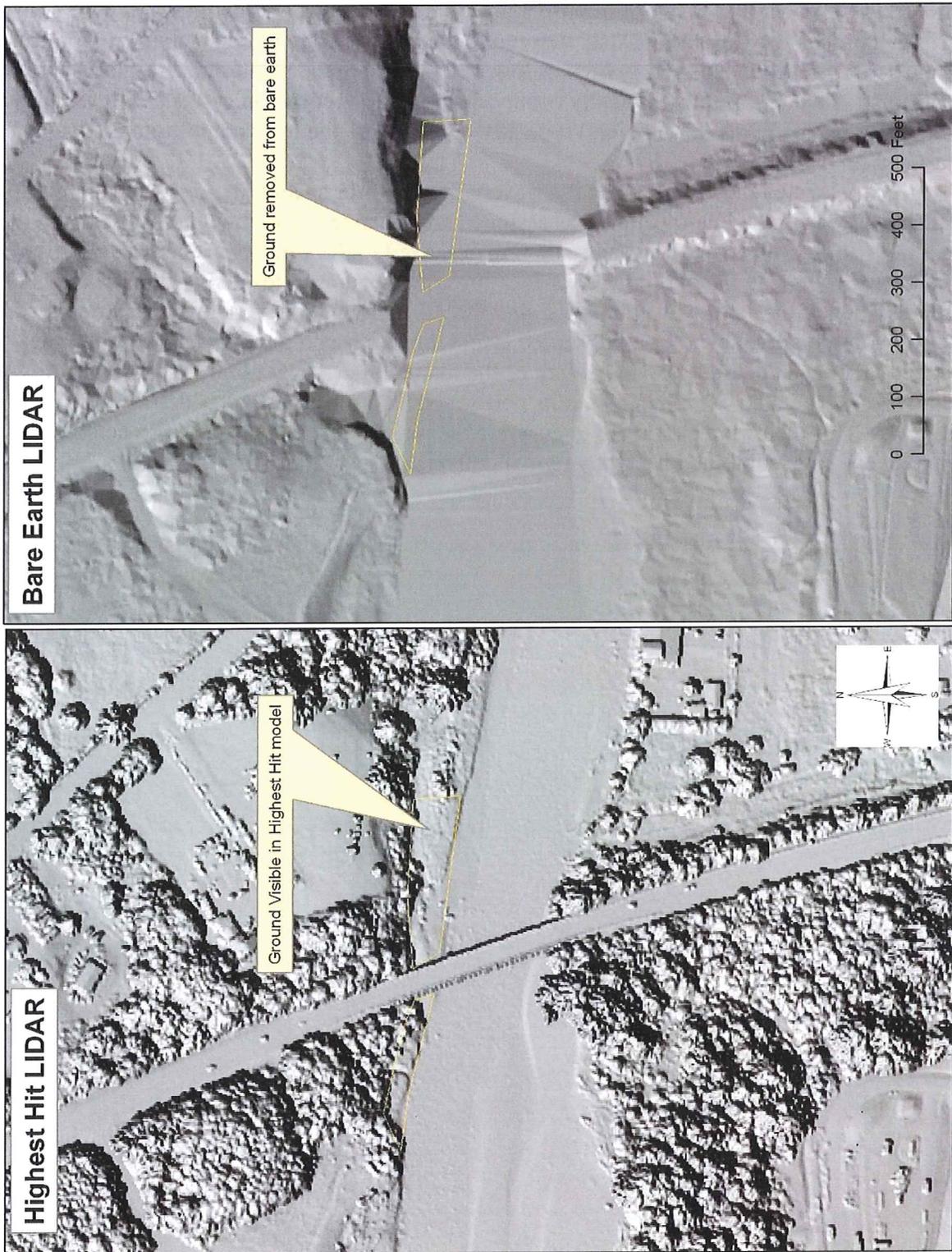
Lidar 3ft grids were loaded into ArcGIS software for visual analysis. Data were examined through slope and hillshade models of bare earth returns. Hillshades of the highest hit models were used to identify areas of missing ground (Figure 3). Both bare earth and highest hit models were examined for calibration offsets, tiling artifacts (Figure 4), seam line offsets, pits (Figure 5), and birds.

Calibration offsets typically are visualized as a corduroy-like patterning within a hillshaded lidar model. These offsets present themselves along steep slopes and typically stand out more in highest hit models than bare earth. Tiling artifacts are a result of missing or misclassified data along the edge of lidar processing tiles. These artifacts present themselves as linear features typically 1-2 grid cells in width, and are present in both the highest hit and bare

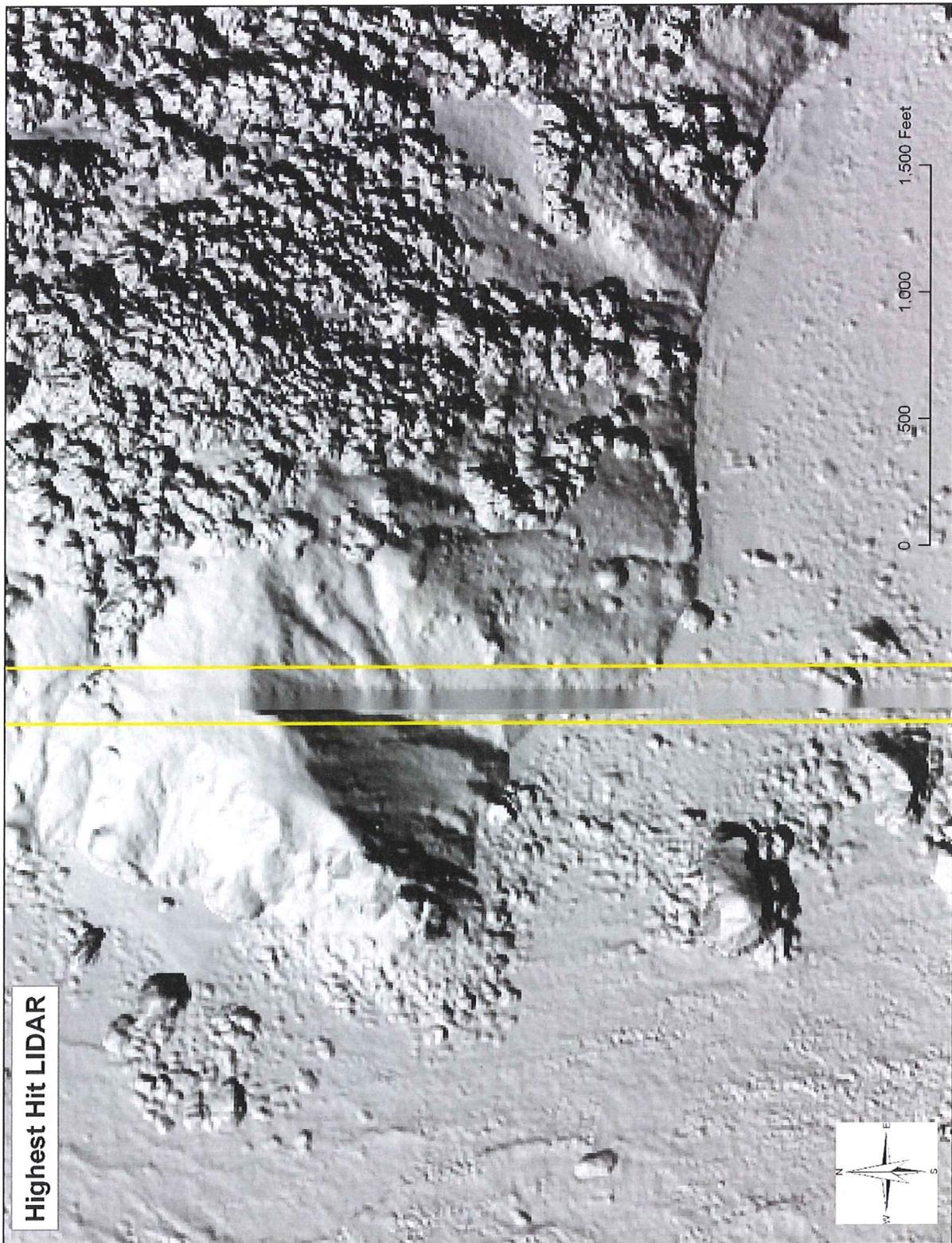
earth models (e.g. Figure 3). Seam line offsets occur where two distinct days of lidar data overlap. Errors occur as a result of improper absolute vertical error adjustments. These errors are typically visualized as a linear stair step running along the edge of connecting flight lines. Pits and birds refer to uncommonly high or low points that are the result of atmospheric and sensor noise. Pits (low points) typically occur where the laser comes in contact with water on the ground (Figure 5). Birds (high points) typically occur where the laser comes into contact with atmospherics<sup>1</sup>.

Errors located during visual analysis were digitized for spatial reference and stored in ESRI shapefile format. Each feature was assigned an ID value and commented to describe the nature of the observed error. The shapefile was delivered to the vendor for locating and fixing errors. Upon receiving the observed error locations, the vendor performed an analysis to conclude whether the error was valid. For all valid errors found, the vendor has reprocessed the data to accommodate fixes. For all observed errors that are found to be false, the vendor has produced an image documenting the nature of the feature in grid and point data format. A readme file was created explaining all edits performed. Corrected data was delivered to DOGAMI. This data were examined to ensure edits were made, and visually inspected for completeness, then combined into the original delivery.

<sup>1</sup> Atmospherics include clouds, rain, fog, or virga.



**Figure 3.** Example of missing ground in lidar bare earth data. Ground is clearly visible in highest hit model, but has been removed from the bare earth model. This type of classification error is common near water body features.



**Figure 4.** Example of tile artifact found in highest hit lidar data. Artifact is a seam line error created due to misclassification of ground at edge of lidar processing tiles.



**Figure 5.** Example of “Pit” caused by low point in ground model. Pits are caused when standing water absorbs the lidar pulse. Pits are evident in ground model as the lowest point elevation is assigned to the grid cell value. Inversely the pit is not observable in the highest hit model as the highest point elevation is assigned to the grid value

Absolute Accuracy Analysis:

Absolute accuracy refers to the mean vertical offset of lidar data relative to measured ground-control points (GCP) obtained throughout the lidar sampling area. DOGAMI used a Trimble™ 5700/5800 Total Station GPS surveying system (Figure 5) to measure GCP's. This system consisted of a GPS base station (5700 unit), Zephyr Geodetic antenna, Trimmark 3 radio, and 5800 "rover". The 5700 base station was mounted on a fixed height (typically 2.0 m) tripod and located over a known geodetic survey monument followed by a site calibration on several adjacent benchmarks to precisely establish a local coordinate system. This step is critical in order to eliminate various survey errors. For example, Trimble reports that the 5700/5800 GPS system have horizontal errors of approximately  $\pm 1\text{-cm} + 1\text{ppm}$  (parts per million \* the baseline length) and  $\pm 2\text{-cm}$  in the vertical (TrimbleNavigationSystem, 2005). These errors may be compounded by other factors such as poor satellite geometry, multipath, and poor atmospheric conditions, combining to increase the total error to several centimeters. Thus, the site calibration process is critical in order to minimize these uncertainties.



**Figure 5.** The Trimble 5700 base station antenna located over a known reference point at Cape Lookout State Park. Corrected GPS position and elevation information is then transmitted by a Trimmark III base radio to the 5800 GPS rover unit.

The approach adopted for DOGAMI lidar surveys was comprised of two components:

- 1) Verify the horizontal and vertical coordinates established by Watershed Sciences for a select number of survey monuments used to calibrate the lidar survey. These surveys typically involved a minimum of two hours of GPS occupation over a known point. The collected data were then submitted to the National Geodetic Survey (NGS) Online Positioning User Service (OPUS) for

- post-processing against several Continuously Operating Reference Stations (CORS) operated by the NGS.
- 2) Collect GCP's along relatively flat surfaces (roads, paths, parking lots etc.). This step involved the collection of both continuous measurements (from a vehicle as well as from a backpack) as well as static measurements (typically 5 epics).

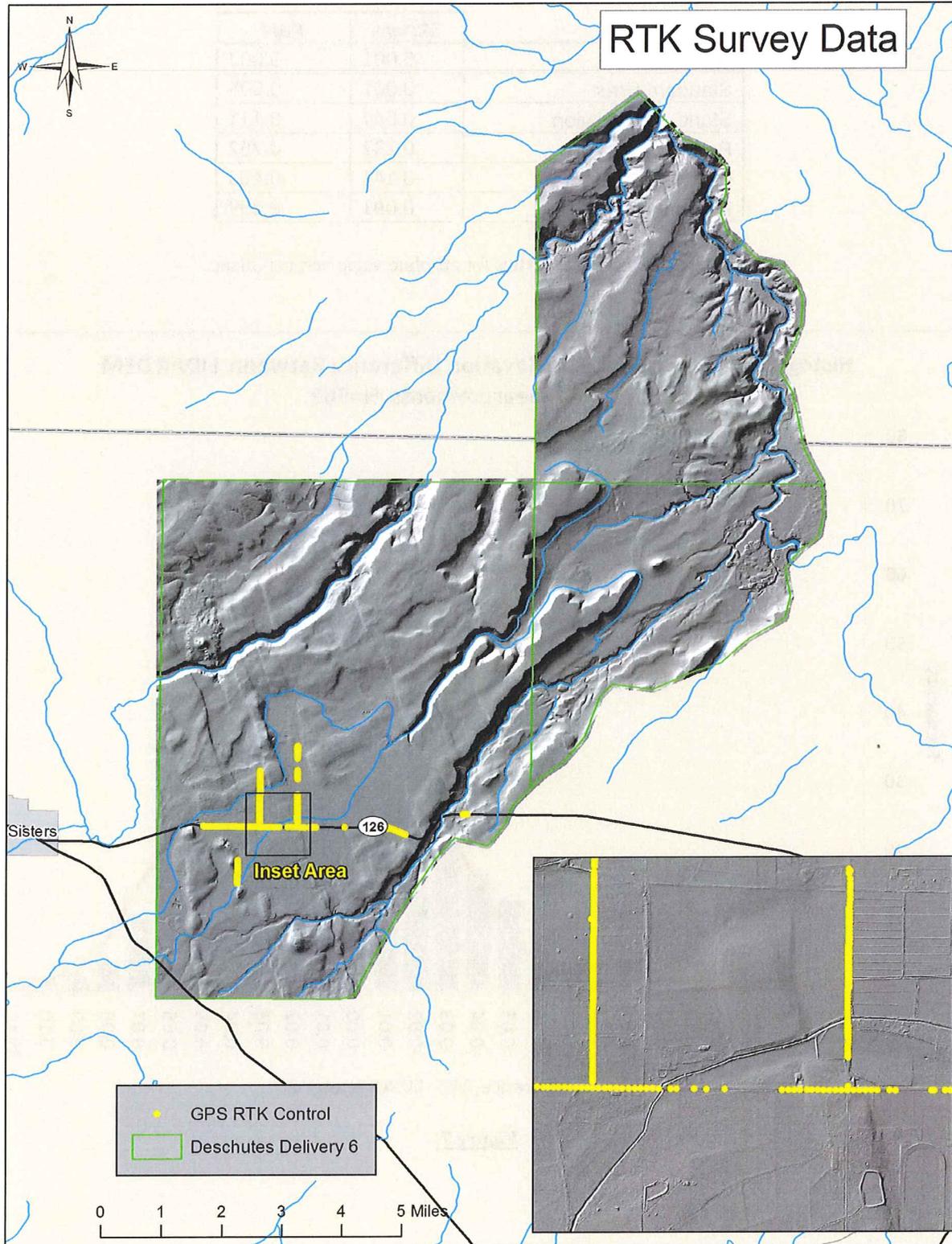
Having collected the GCP data, the GPS data was post-processed using Trimble's Geomatic Office software. Data post-processing typically involved calibrations against at least three CORS stations as well as from local site calibrations performed in the field using those benchmarks that had been independently verified. Data is post processed to refine measurements so that horizontal and vertical errors are less than 0.02 meters (0.065 feet). Horizontal accuracy of data is tested by reoccupying a sample subset of survey monuments used for processing of lidar data. Each occupation's x and y coordinates are compared with the vendor coordinates for offsets.

Vertical accuracy analysis consisted of differencing control data and the delivered lidar Digital Elevation Models (DEM) to expose offsets. These offsets were used to produce a mean vertical error and vertical RMSE value for the entire delivered data set. Project specifications list the maximum acceptable mean vertical offset to be 0.20 meters (0.65 feet).

A total of 569 measured GCP's were obtained in the Delivery 6 region and compared with the lidar elevation grids. The data delivered to DOGAMI was found to have a mean vertical offset of 0.001 meters (0.002 feet) and an RMSE value of 0.034 meters (0.111 ft). Offset values ranged from -0.141 to 0.091 meters (Table 3 and Figure 7).

Horizontal accuracies were not specified in agreement since true horizontal accuracy is regarded as a product of the lidar ground foot print. Lidar is referenced to co-acquired GPS base station data that has accuracies far greater than the value of the lidar foot print. The ground footprint is equal to  $1/3333^{\text{rd}}$  of above ground flying height. Survey altitude for this acquisition was targeted at 900 meters yielding a ground foot print of 0.27 meters. This value exceeds the typical accuracy value of ground control used to reference the lidar data (<0.01m). Project specifications require the lidar foot print to fall within 0.15 and 0.40 meters.

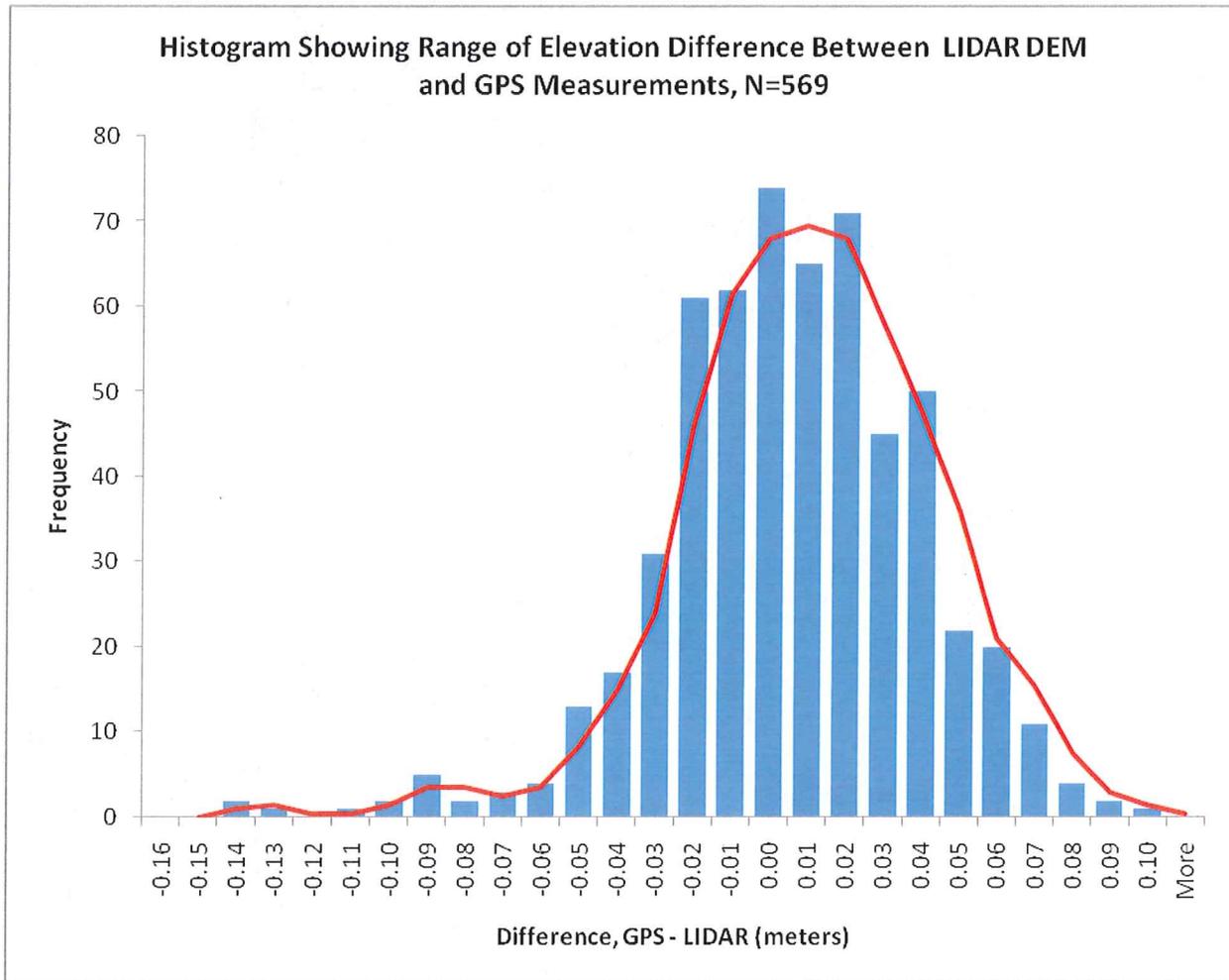
DOGAMI was able to test the horizontal accuracy of survey monuments used to reference the lidar data while conducting vertical control measurements. For internal purposes only, the XY coordinates of survey monuments surveyed by DOGAMI were compared to the survey monuments provided by the vender and in almost every case, the reported results were consistent with those obtained by DOGAMI staff.



**Figure 6.** Locations of RTK control surveyed by DOGAMI. Data was used to test absolute accuracy for the Deschutes lidar survey within the Delivery 6 extent.

	<i>Meters</i>	<i>Feet</i>
Mean	0.001	0.002
Standard Error	0.001	0.005
Standard Deviation	0.034	0.111
Range	0.232	0.762
Minimum	-0.141	-0.463
Maximum	0.091	0.299

**Table 3.** Descriptive Statistics for absolute value vertical offsets.

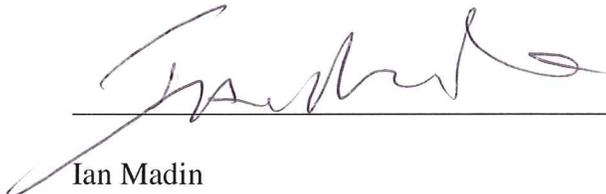


**Figure 7.**

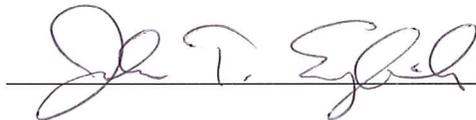
Acceptance

The data described in this report meets and exceeds project specifications laid out in the contracted data standards agreement. All components of data to be delivered have been received as of May 5th, 2010. Consistency analysis has concluded that all data contains flight line to flight line vertical offset less than the threshold of 0.15 meters as specified in agreement. The vendor has adequately responded to all fixable errors identified as part of the visual analysis. Perceived grid errors identified by DOGAMI that were found to be false have been documented by the vendor and explained to the satisfaction of DOGAMI reviewers. Absolute accuracy analysis of the data has concluded that absolute vertical error of lidar data is less than the specified tolerance of 0.20 meters as specified in the data standards agreement.

Approval Signatures

  
\_\_\_\_\_ Date: 5/14/2010

Ian Madin  
Chief Scientist – Department of Geology & Mineral Industries

  
\_\_\_\_\_ Date: 5/14/2010

John English  
Lidar Database Coordinator – Department of Geology & Mineral Industries

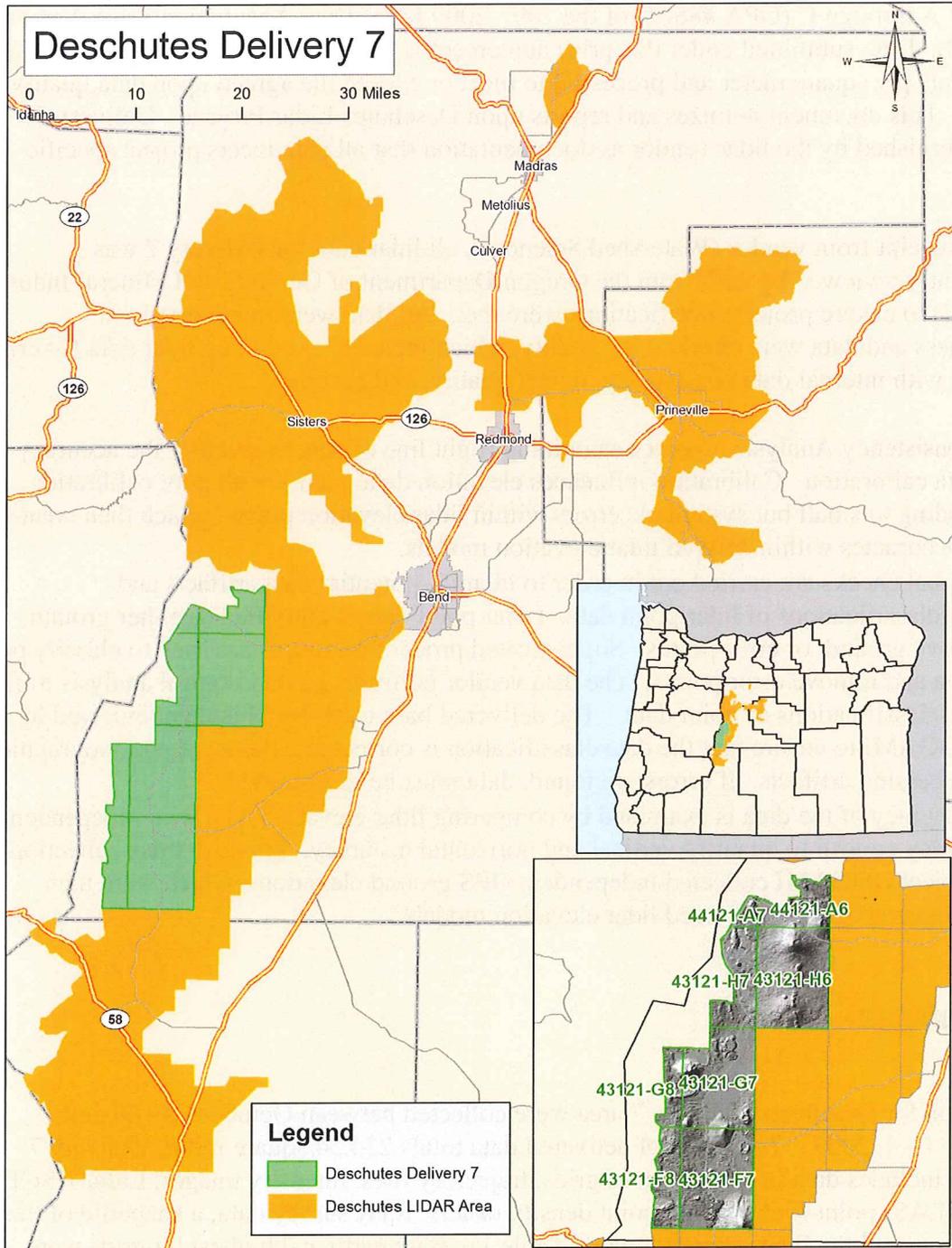




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*Deschutes LIDAR Project, 2009 – Delivery 7 QC Analysis*  
**LIDAR QC Report – September 1st, 2010**



Map featuring Deschutes Delivery 7 data extent.

The Oregon Department of Geology & Mineral Industries has contracted with Watershed Sciences to collect high resolution lidar topographic data for multiple areas within the State of Oregon. Areas for lidar data collection have been designed as part of a collaborative effort of State, Federal, and Local agencies in order to meet a wide range of project goals. The vendor has agreed to certain conditions of data quality and standards for all lidar data deliverables listed in sections A through C (OPA #8865) of the 2007-2009 Lidar Data Acquisition Price Agreement (pgs 14-23). Data submitted under this price agreement is to be collected at a resolution of at least 8 points per square meter and processed to meet or exceed the agreed upon data quality standards. This document itemizes and reports upon Deschutes Lidar Project – Delivery 7 products furnished by the lidar vendor as documentation that all data meets project specific standards.

Upon receipt from vendor (Watershed Sciences), all lidar data for Delivery 7 was independently reviewed by staff from the Oregon Department of Geology and Mineral Industries (DOGAMI) to ensure project specifications were met. All data were inventoried for completeness and data were checked for quality, which included examining lidar data for errors associated with internal data consistency, model quality, and accuracy.

- Consistency Analysis involves examining flight line offsets to quantify the accuracy of data calibration. Calibration influences elevation data quality with poor calibration leading to small but systematic errors within lidar elevation points, which then create inaccuracies within derived lidar elevation models.
- Visual checks are carried out in order to identify potential data artifacts and misclassifications of lidar point data. Lidar point data is classified as either ground, above ground, or error points. Sophisticated processing scripts are used to classify point data and remove error points. The data vendor performs quality control analysis to fix misclassifications of point data. The delivered bare earth DEM is then reviewed by DOGAMI to ensure that the data classification is correct and there are no topographic processing artifacts. If errors are found, data must be resubmitted.
- Accuracy of the data is examined by comparing lidar elevation data with independent survey control to quantify vertical and horizontal accuracy. For each lidar collection project DOGAMI collected independent GPS ground elevations, which were then compared against delivered lidar elevation models.

### Data Completeness

Data for Deschutes Delivery 7 area were collected between October 18 - 20 and November 1 - 4, 2009 . Total area of delivered data totals 234.54 square miles. Delivery 7 (Figure 1) includes data in the format of grids, trajectory files, intensity images, Lidar ASCII Standard (LAS) point files, ground point density rasters, RTK survey data, a shapefile of the delivery area, and the lidar delivery report (Table 1). Bare earth and highest hit grids were delivered in ArcInfo Grid format with 3ft cell size. Lidar point data is delivered in LAS binary

classified returns as well as the entire lidar point cloud. Georeferenced intensity images are supplied in TIF format. Supplementary data includes ground density rasters displaying locations where ground returns are low. Real time kinematic ground survey data (used for absolute vertical adjustment) is supplied in shapefile format. This delivery contains data for the following USGS 7.5 minute quads (listed by Ohio Code #) within the boundary of the Deschutes Survey collection area (Figure 1):

**Delivery 7:** 43121f7, 43121f8, 43121g7, 43121g8, 43121h6, 43121h7, 43121a6, 43121a7

<b>FINAL Delivery</b>	<b>Resolution</b>	<b>Format</b>	<b>Tiling</b>	
<i>Bare Earth DEMs</i>	3ft	grid	quad	x
<i>Highest Hit DEMs</i>	3ft	grid	quad	x
<i>Trajectory files</i>	1 sec	ascii (TXYZRPH)	flight	x
<i>Intensity Images</i>	1.5ft	tif	100th quad	x
<i>LAS</i>	8pts/m <sup>2</sup>	las	100th quad	x
<i>Ground Returns</i>	N/A	las	100th quad	x
<i>Ground Density Raster</i>	3ft	grid	quad	x
<i>RTK point data</i>		shape		x
<i>Delivery Area shapefile</i>		shape	quad	x
<i>Report</i>		pdf		x
<b>Miscellaneous</b>				
<i>Processing bins</i>		dxr or dgn	project	x

**Table 1.** Deliverable Checklist

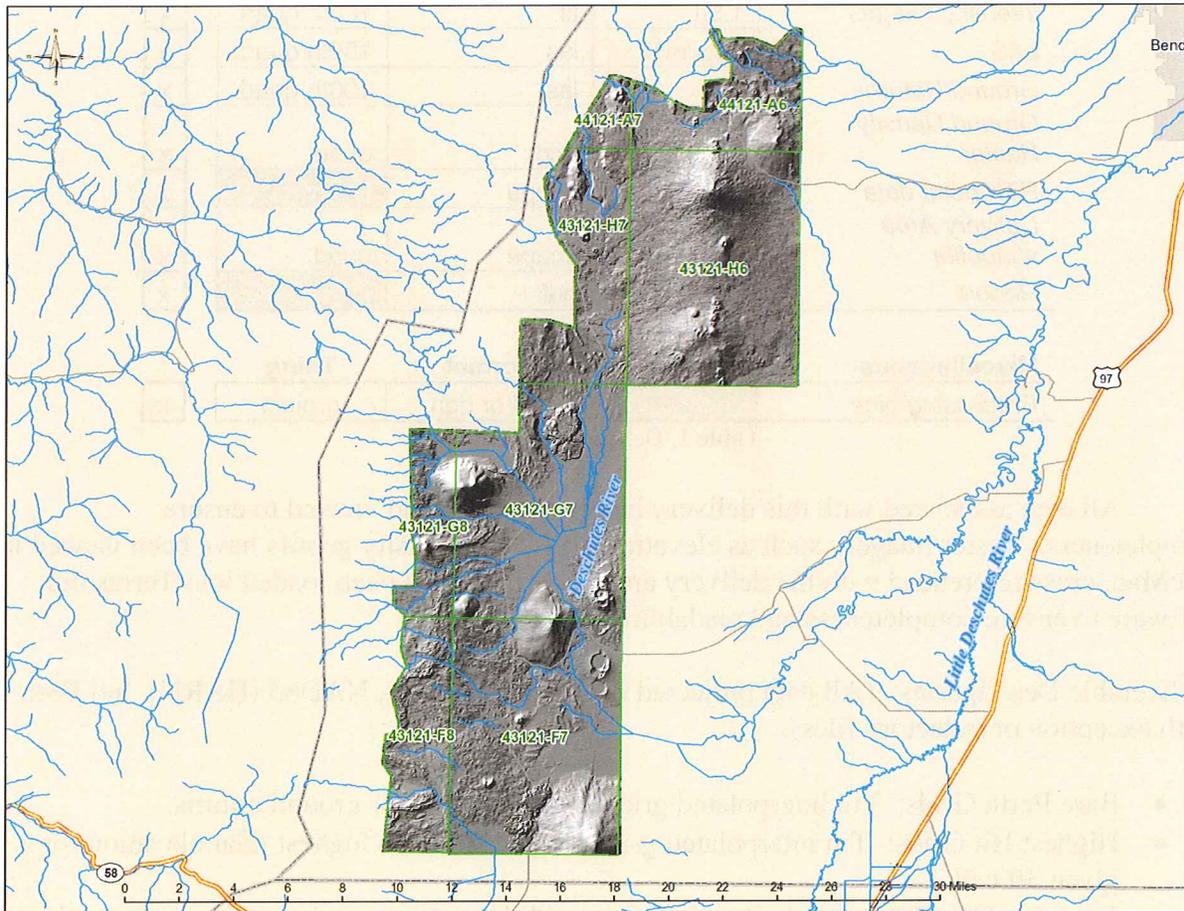
All data associated with this delivery has been loaded and viewed to ensure completeness. Raster imagery such as elevation grids and intensity geotifs have been viewed in ArcMap, cross referenced with the delivery area. Las files have been loaded into Terrasolid software to ensure completeness and readability.

Deliverable Descriptions: (All data projected in Oregon Lambert, NAD83 (HARN), Intl Feet with exception of trajectory files).

- Bare Earth Grids: Tin interpolated grids created from lidar ground returns.
- Highest Hit Grids: Tin interpolated grids created from the highest lidar elevation for a given 3ft cell.
- Intensity TIF: TIF raster built using returned lidar pulse intensity values gathered from highest hit returns.
- Trajectory File: File contains point location measurement of the aircraft used to collect lidar data. Data is collected using an Inertial Measurement Unit (IMU), and collects measurements of: Easting(meters), Northing (meters), Ellipsoid Height (meters) of aircraft, aircraft roll (degrees), aircraft pitch (degrees), aircraft heading (degrees).

Measurements are collected at one second intervals. Data is projected in UTM zone 10, NAD83 (HARN).

- LAS: Binary file of all lidar points collected in survey (Class, flight line #, GPS Time, Echo, Easting, Northing, Elevation, Intensity, Scan Angle, Echo Number, and Scanner).
- Ground LAS: Binary file of lidar points classified as ground (Class, flight line #, GPS Time, Echo, Easting, Northing, Elevation, Intensity, Scan Angle, Echo Number, and Scanner).
- RTK Point Data: Ground GPS Survey data used to correct raw lidar point cloud for vertical offsets.
- Delivery Area Shapefile: Geometry file depicting the geospatial area associated with deliverables.
- Report: Report provides detailed description of data collection methods and processing. The vendor also reports accuracies associated with calibration, consistency, absolute error, and point classifications.



**Figure 1.** Delivery 7 location area. Data is referenced to USGS 7.5 minute quadrangles within the extents of the Deschutes Survey collection area.

Consistency Analysis:

DOGAMI has specified that lidar consistency must average less than 0.15m (0.49 feet) in vertical offsets between flight lines. DOGAMI measures consistency offsets throughout delivered datasets to ensure that project specifications are met.

Consistency refers to lidar elevation differences between overlapping flight lines. Consistency errors are created by poor lidar system calibration settings associated with sensor platform mounting. Errors in consistency manifest as vertical offsets between individual flight lines. Consistency offsets were measured using the “Find Match” tool within the TerraMatch© software toolset. This tool uses aircraft trajectory information linked to the lidar point cloud to quantify flight line-to-flight line offsets.

To quantify the magnitude of this error 1,182 delivered data tiles were examined for vertical offset between flight lines. Data tiles with less than 1000 points were not used in analysis. Selection of tiles aimed to evenly sample the delivered spatial extent of data. Each tile measured 750 x 750 meters in size. The average number of points used for flight line comparison was 2,401,114 per tile (Table 2a). Error measurements were calculated by differencing the nearest point from an adjacent flight line within 1 meters in the horizontal plane and 0.2 meters in the vertical plane. Each flight line was compared to adjacent flight lines, and the average magnitude of vertical error was calculated. A total of 396 flight lines were sampled and compared for consistency.

**Summary Statistics**

# of Tiles	1,182
# of Flight Line Sections	396
Avg # of Points	2,401,114
Avg. Magnitude Z error (m)	0.040

**Table 2a.** Summary Results of Consistency Analysis

	<i>meters</i>	<i>feet</i>
Mean	0.040	0.130
Standard Error	0.000	0.001
Standard Deviation	0.008	0.027
Sample Variance	0.000	0.000
Range	0.059	0.194
Minimum	0.026	0.085
Maximum	0.085	0.279

**Table 2b.** Descriptive Statistics for Magnitude Z Error.

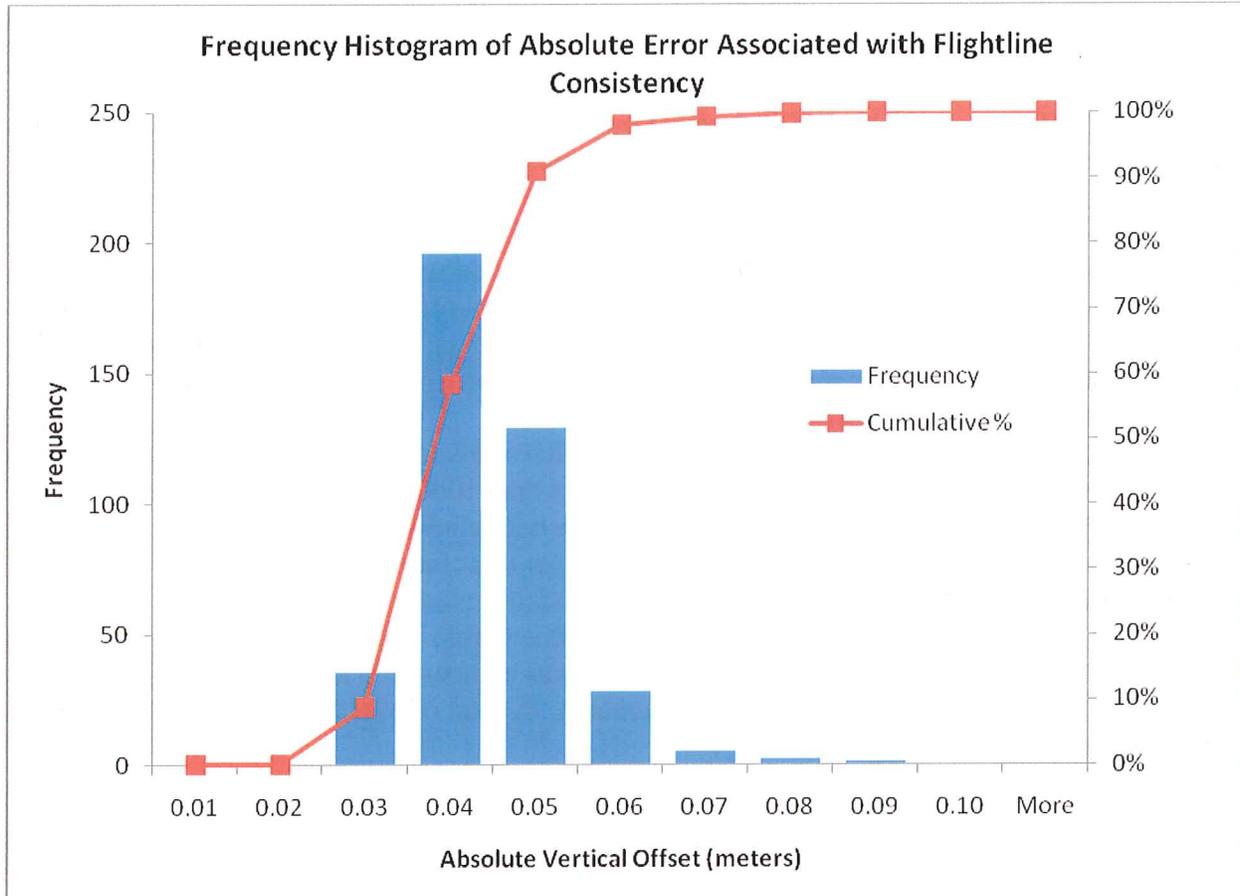


Figure 2.

Results of the consistency analysis found the average flight line offset to be 0.040 meters with a maximum error of 0.085m (Table 2b). Distribution of error showed over 97% of all error was less than 0.06m and 99% was less than 0.07m (Figure 2). These results show that all data are within tolerances of data consistency according to contract agreement.

### Visual Analysis

Lidar 3ft grids were loaded into ArcGIS software for visual analysis. Data were examined through slope and hillshade models of bare earth returns. Hillshades of the highest hit models were used to identify areas of missing ground (Figure 3). Both bare earth and highest hit models were examined for calibration offsets, tiling artifacts (Figure 4), seam line offsets, pits (Figure 5), and birds.

Calibration offsets typically are visualized as a corduroy-like patterning within a hillshaded lidar model. These offsets present themselves along steep slopes and typically stand out more in highest hit models than bare earth. Tiling artifacts are a result of missing or misclassified data along the edge of lidar processing tiles. These artifacts present themselves as linear features typically 1-2 grid cells in width, and are present in both the highest hit and bare earth models (e.g. Figure 3). Seam line offsets occur where two distinct days of lidar data

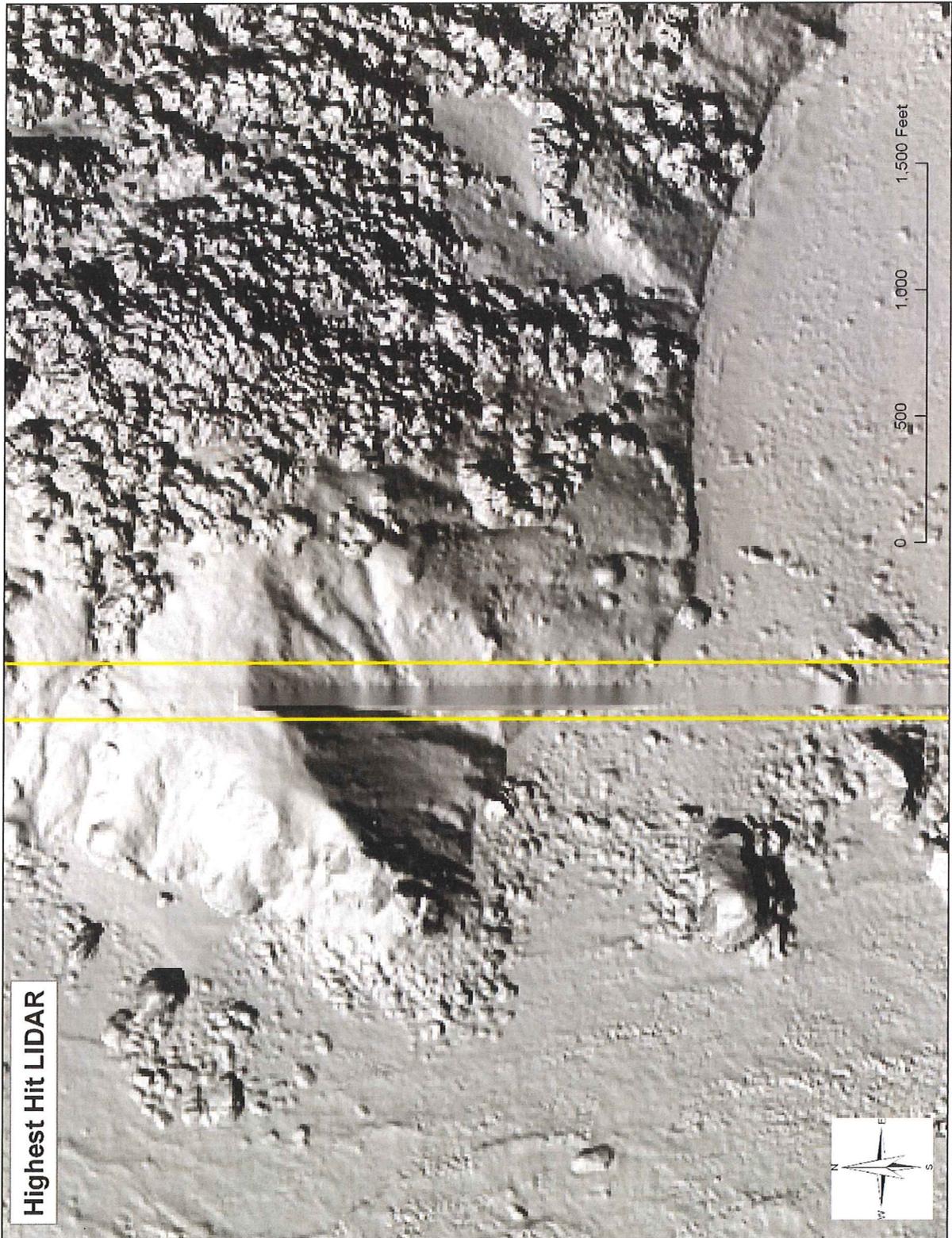
overlap. Errors occur as a result of improper absolute vertical error adjustments. These errors are typically visualized as a linear stair step running along the edge of connecting flight lines. Pits and birds refer to uncommonly high or low points that are the result of atmospheric and sensor noise. Pits (low points) typically occur where the laser comes in contact with water on the ground (Figure 5). Birds (high points) typically occur where the laser comes into contact with atmospherics<sup>1</sup>.

Errors located during visual analysis were digitized for spatial reference and stored in ESRI shapefile format. Each feature was assigned an ID value and commented to describe the nature of the observed error. The shapefile was delivered to the vendor for locating and fixing errors. Upon receiving the observed error locations, the vendor performed an analysis to conclude whether the error was valid. For all valid errors found, the vendor has reprocessed the data to accommodate fixes. For all observed errors that are found to be false, the vendor has produced an image documenting the nature of the feature in grid and point data format. A readme file was created explaining all edits performed. Corrected data was delivered to DOGAMI. This data were examined to ensure edits were made, and visually inspected for completeness, then combined into the original delivery.

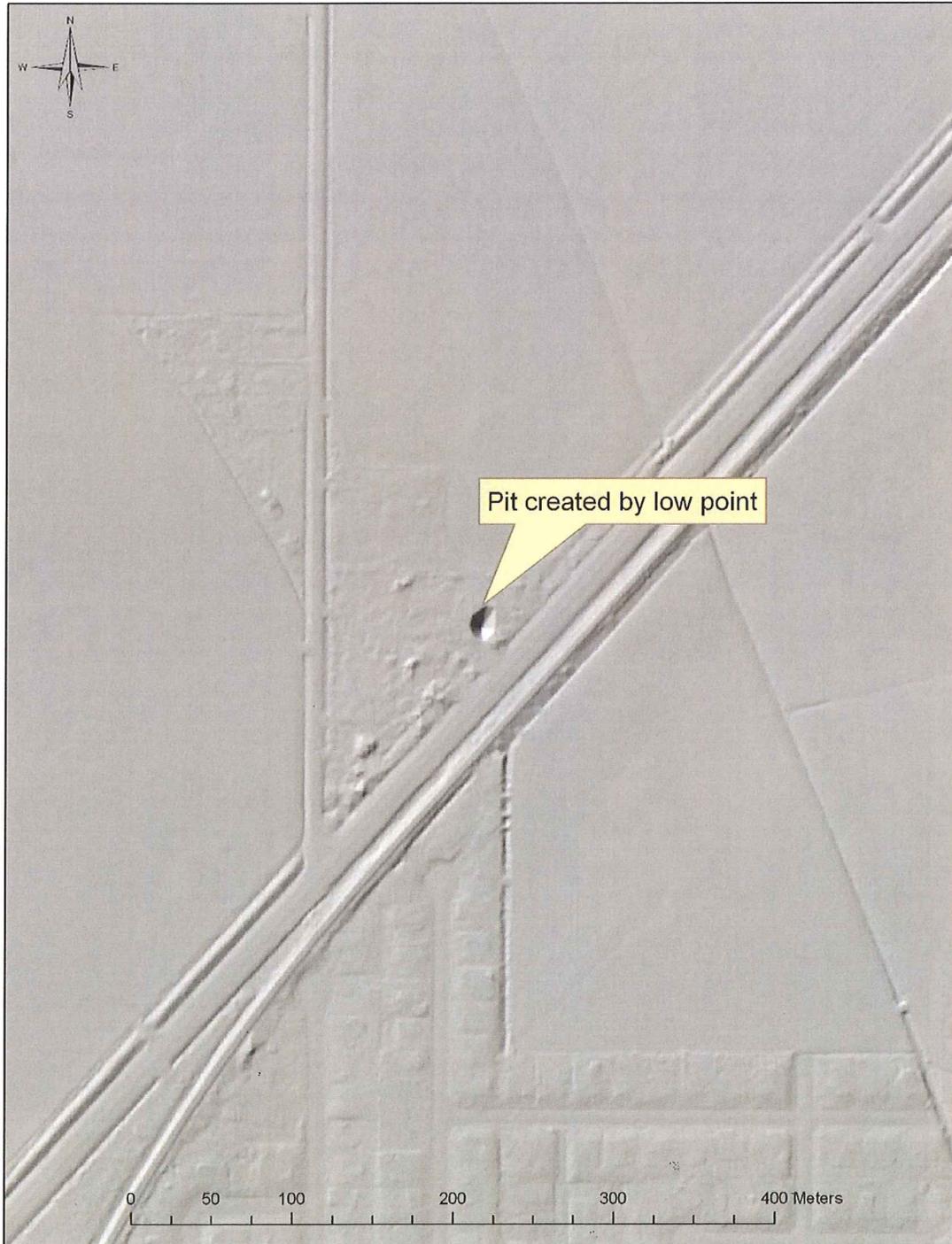
<sup>1</sup> Atmospherics include clouds, rain, fog, or virga.



**Figure 3.** Example of missing ground in lidar bare earth data. Ground is clearly visible in highest hit model, but has been removed from the bare earth model. This type of classification error is common near water body features.



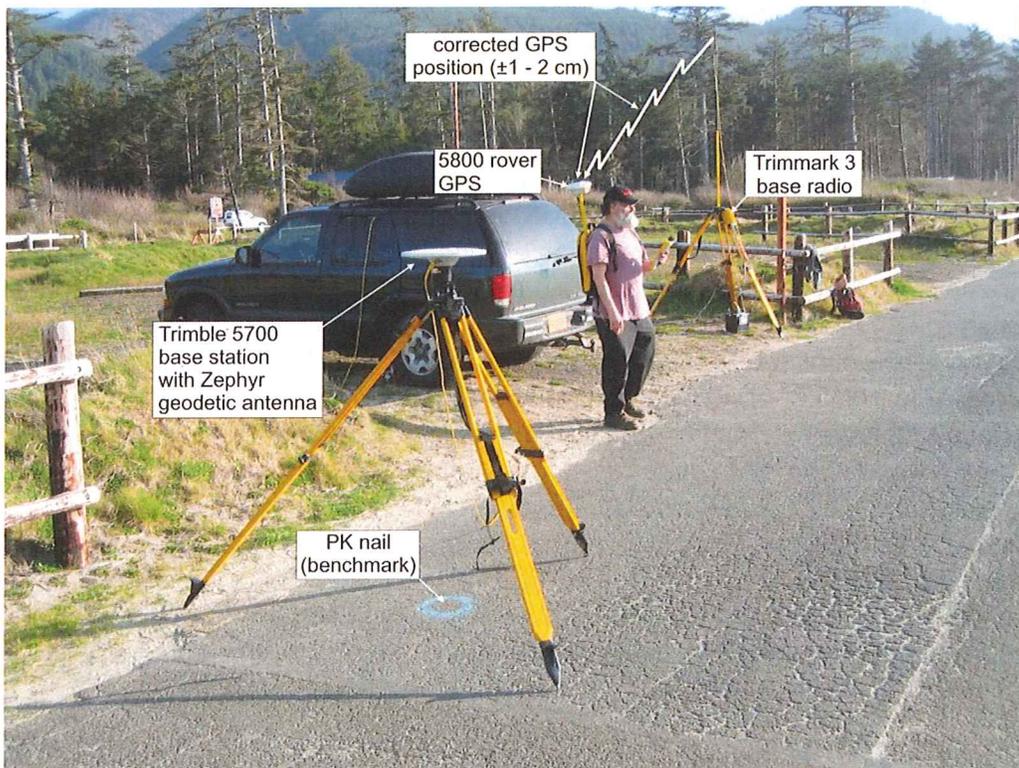
**Figure 4.** Example of tile artifact found in highest hit lidar data. Artifact is a seam line error created due to misclassification of ground at edge of lidar processing tiles.



**Figure 5.** Example of “Pit” caused by low point in ground model. Pits are caused when standing water absorbs the lidar pulse. Pits are evident in ground model as the lowest point elevation is assigned to the grid cell value. Inversely the pit is not observable in the highest hit model as the highest point elevation is assigned to the grid value

Absolute Accuracy Analysis:

Absolute accuracy refers to the mean vertical offset of lidar data relative to measured ground-control points (GCP) obtained throughout the lidar sampling area. DOGAMI used a Trimble™ 5700/5800 Total Station GPS surveying system (Figure 5) to measure GCP's. This system consisted of a GPS base station (5700 unit), Zephyr Geodetic antenna, Trimmark 3 radio, and 5800 "rover". The 5700 base station was mounted on a fixed height (typically 2.0 m) tripod and located over a known geodetic survey monument followed by a site calibration on several adjacent benchmarks to precisely establish a local coordinate system. This step is critical in order to eliminate various survey errors. For example, Trimble reports that the 5700/5800 GPS system have horizontal errors of approximately  $\pm 1\text{-cm} + 1\text{ppm}$  (parts per million \* the baseline length) and  $\pm 2\text{-cm}$  in the vertical (TrimbleNavigationSystem, 2005). These errors may be compounded by other factors such as poor satellite geometry, multipath, and poor atmospheric conditions, combining to increase the total error to several centimeters. Thus, the site calibration process is critical in order to minimize these uncertainties.



**Figure 5.** The Trimble 5700 base station antenna located over a known reference point at Cape Lookout State Park. Corrected GPS position and elevation information is then transmitted by a Trimmark III base radio to the 5800 GPS rover unit.

The approach adopted for DOGAMI lidar surveys was comprised of two components:

- 1) Verify the horizontal and vertical coordinates established by Watershed Sciences for a select number of survey monuments used to calibrate the lidar survey. These surveys typically involved a minimum of two hours of GPS occupation over a known point. The collected data were then submitted to the National Geodetic Survey (NGS) Online Positioning User Service (OPUS) for

- post-processing against several Continuously Operating Reference Stations (CORS) operated by the NGS.
- 2) Collect GCP's along relatively flat surfaces (roads, paths, parking lots etc.). This step involved the collection of both continuous measurements (from a vehicle as well as from a backpack) as well as static measurements (typically 5 epics).

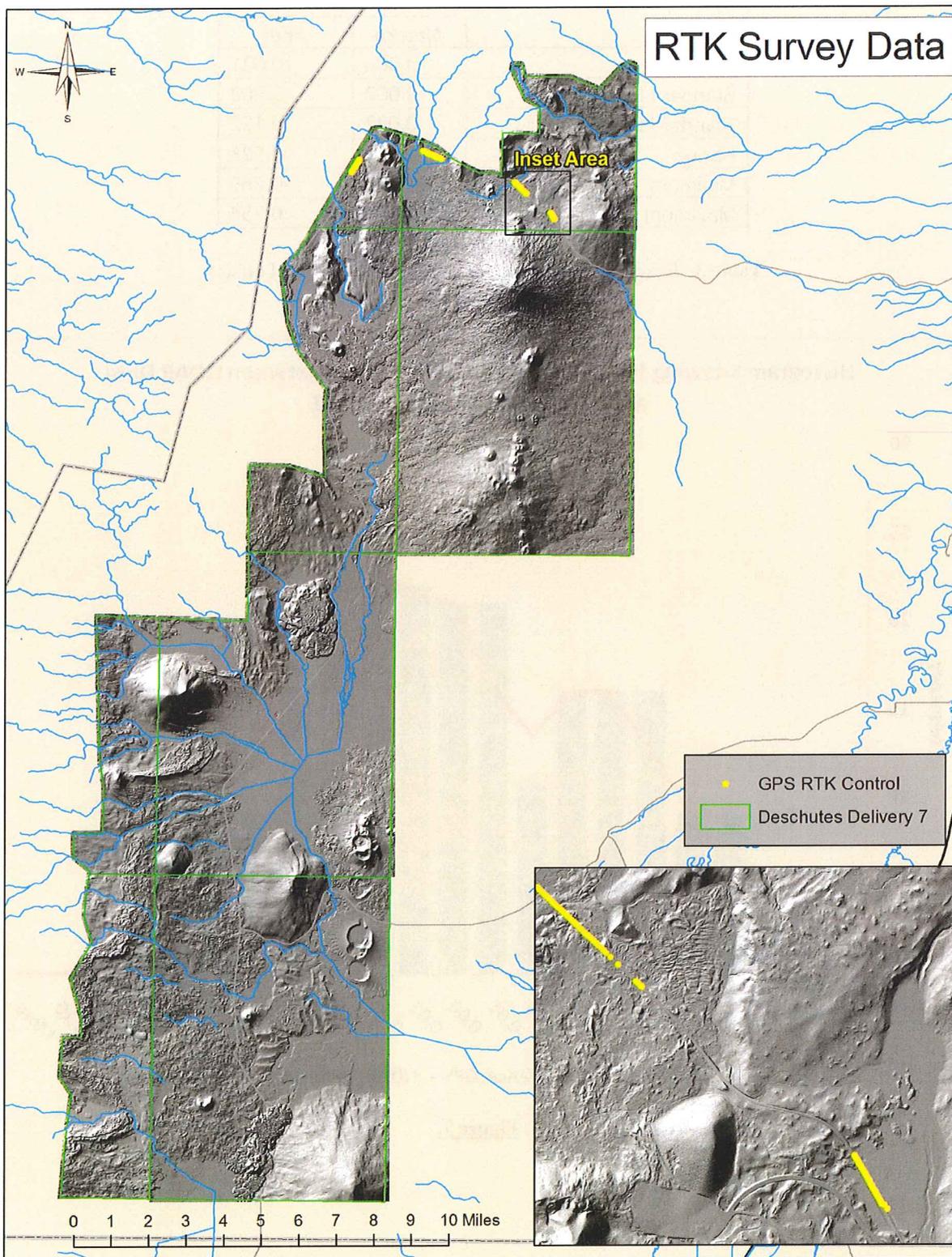
Having collected the GCP data, the GPS data was post-processed using Trimble's Geomatic Office software. Data post-processing typically involved calibrations against at least three CORS stations as well as from local site calibrations performed in the field using those benchmarks that had been independently verified. Data is post processed to refine measurements so that horizontal and vertical errors are less than 0.02 meters (0.065 feet). Horizontal accuracy of data is tested by reoccupying a sample subset of survey monuments used for processing of lidar data. Each occupation's x and y coordinates are compared with the vendor coordinates for offsets.

Vertical accuracy analysis consisted of differencing control data and the delivered lidar Digital Elevation Models (DEM) to expose offsets. These offsets were used to produce a mean vertical error and vertical RMSE value for the entire delivered data set. Project specifications list the maximum acceptable mean vertical offset to be 0.20 meters (0.65 feet).

A total of 232 measured GCP's were obtained in the Delivery 7 region and compared with the lidar elevation grids. The data delivered to DOGAMI was found to have a mean vertical offset of -0.006 meters (-0.021 feet) and an RMSE value of 0.038 meters (0.123 ft). Offset values ranged from -0.082 to 0.077 meters (Table 3 and Figure 7).

Horizontal accuracies were not specified in agreement since true horizontal accuracy is regarded as a product of the lidar ground foot print. Lidar is referenced to co-acquired GPS base station data that has accuracies far greater than the value of the lidar foot print. The ground footprint is equal to  $1/3333^{\text{rd}}$  of above ground flying height. Survey altitude for this acquisition was targeted at 900 meters yielding a ground foot print of 0.27 meters. This value exceeds the typical accuracy value of ground control used to reference the lidar data (<0.01m). Project specifications require the lidar foot print to fall within 0.15 and 0.40 meters.

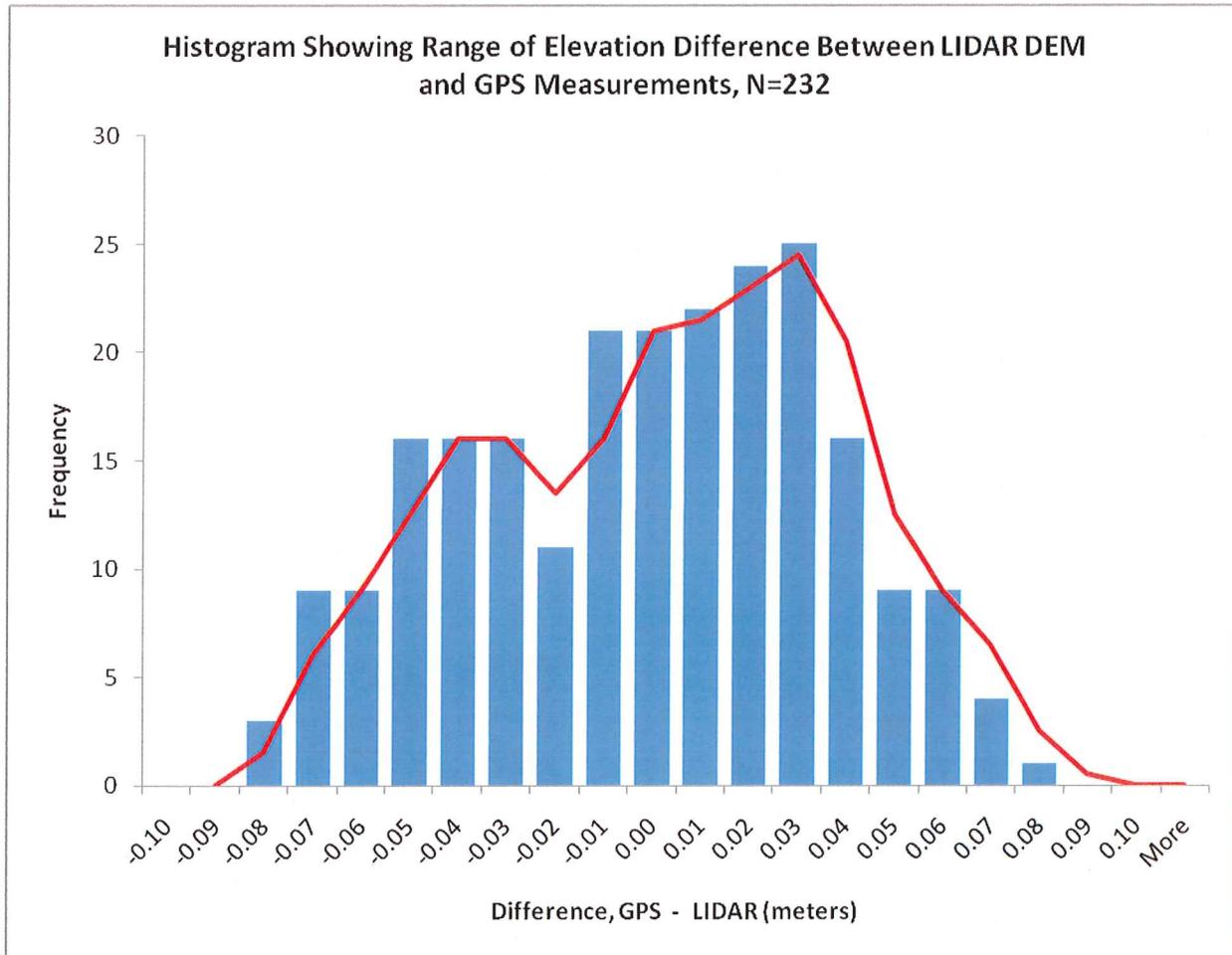
DOGAMI was able to test the horizontal accuracy of survey monuments used to reference the lidar data while conducting vertical control measurements. For internal purposes only, the XY coordinates of survey monuments surveyed by DOGAMI were compared to the survey monuments provided by the vender and in almost every case, the reported results were consistent with those obtained by DOGAMI staff.



**Figure 6.** Locations of RTK control surveyed by DOGAMI. Data was used to test absolute accuracy for the Deschutes lidar survey within the Delivery 7 extent.

	<i>Meters</i>	<i>Feet</i>
Mean	-0.006	-0.021
Standard Error	0.002	0.008
Standard Deviation	0.037	0.122
Range	0.159	0.523
Minimum	-0.082	-0.269
Maximum	0.077	0.254

**Table 3.** Descriptive Statistics for absolute value vertical offsets.

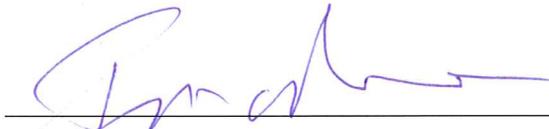


**Figure 7.**

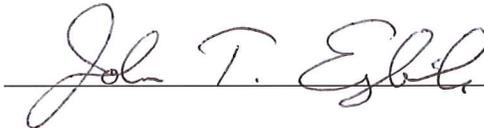
Acceptance

The data described in this report meets and exceeds project specifications laid out in the contracted data standards agreement. All components of data to be delivered have been received as of September 1st, 2010. Consistency analysis has concluded that all data contains flight line to flight line vertical offset less than the threshold of 0.15 meters as specified in agreement. The vendor has adequately responded to all fixable errors identified as part of the visual analysis. Perceived grid errors identified by DOGAMI that were found to be false have been documented by the vendor and explained to the satisfaction of DOGAMI reviewers. Absolute accuracy analysis of the data has concluded that absolute vertical error of lidar data is less than the specified tolerance of 0.20 meters as specified in the data standards agreement.

Approval Signatures

 \_\_\_\_\_ Date: 9/1/2010

Ian Madin  
Chief Scientist – Department of Geology & Mineral Industries

 \_\_\_\_\_ Date: 9/1/10

John English  
Lidar Database Coordinator – Department of Geology & Mineral Industries

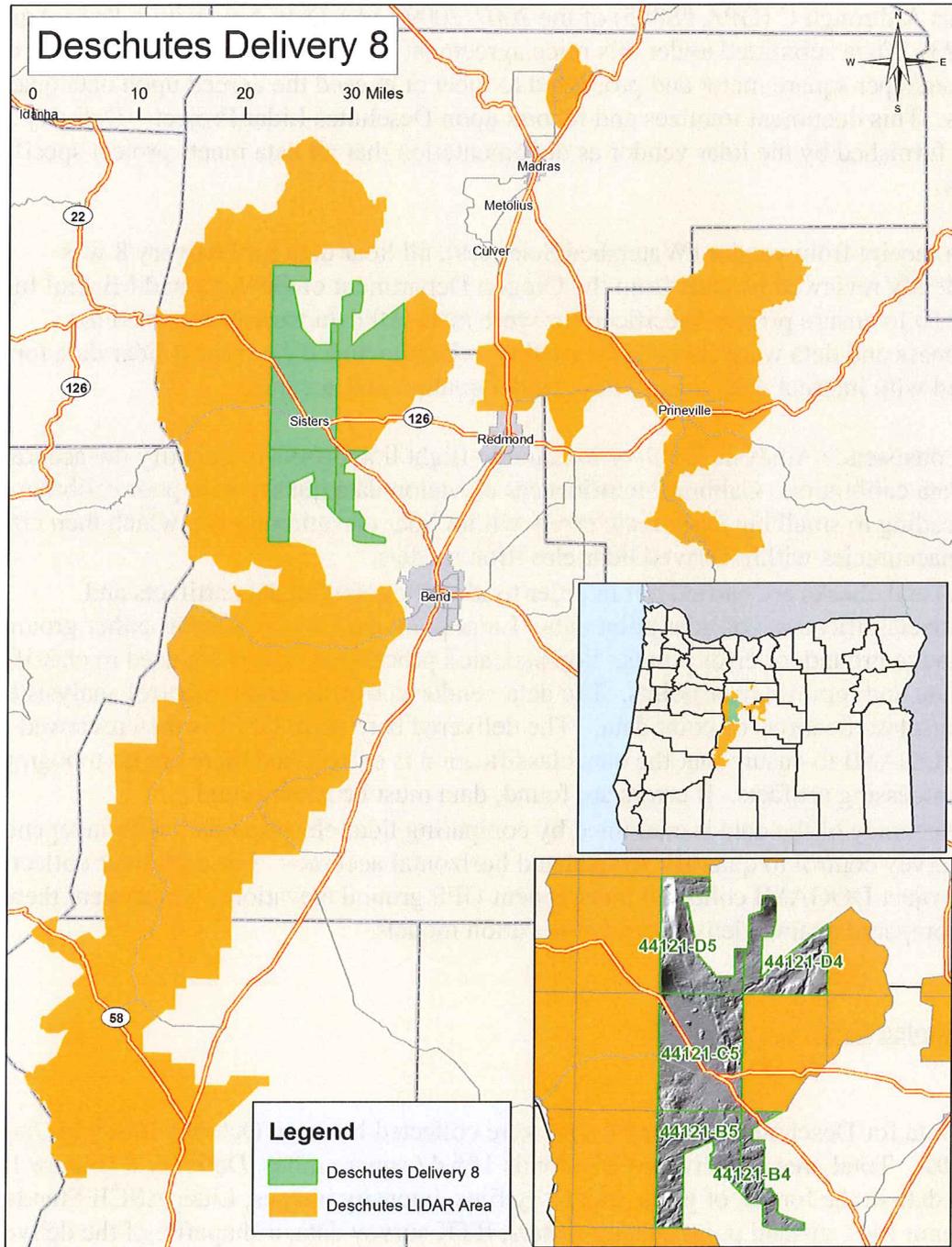




Department of Geology & Mineral Industries  
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*Deschutes LIDAR Project, 2009 – Delivery 8 QC Analysis*  
**LIDAR QC Report – May 7th, 2010**



Map featuring Deschutes Delivery 8 data extent.

The Oregon Department of Geology & Mineral Industries has contracted with Watershed Sciences to collect high resolution lidar topographic data for multiple areas within the State of Oregon. Areas for lidar data collection have been designed as part of a collaborative effort of State, Federal, and Local agencies in order to meet a wide range of project goals. The vendor has agreed to certain conditions of data quality and standards for all lidar data deliverables listed in sections A through C (OPA #8865) of the 2007-2009 Lidar Data Acquisition Price Agreement (pgs 14-23). Data submitted under this price agreement is to be collected at a resolution of at least 8 points per square meter and processed to meet or exceed the agreed upon data quality standards. This document itemizes and reports upon Deschutes Lidar Project – Delivery 8 products furnished by the lidar vendor as documentation that all data meets project specific standards.

Upon receipt from vendor (Watershed Sciences), all lidar data for Delivery 8 was independently reviewed by staff from the Oregon Department of Geology and Mineral Industries (DOGAMI) to ensure project specifications were met. All data were inventoried for completeness and data were checked for quality, which included examining lidar data for errors associated with internal data consistency, model quality, and accuracy.

- Consistency Analysis involves examining flight line offsets to quantify the accuracy of data calibration. Calibration influences elevation data quality with poor calibration leading to small but systematic errors within lidar elevation points, which then create inaccuracies within derived lidar elevation models.
- Visual checks are carried out in order to identify potential data artifacts and misclassifications of lidar point data. Lidar point data is classified as either ground, above ground, or error points. Sophisticated processing scripts are used to classify point data and remove error points. The data vendor performs quality control analysis to fix misclassifications of point data. The delivered bare earth DEM is then reviewed by DOGAMI to ensure that the data classification is correct and there are no topographic processing artifacts. If errors are found, data must be resubmitted.
- Accuracy of the data is examined by comparing lidar elevation data with independent survey control to quantify vertical and horizontal accuracy. For each lidar collection project DOGAMI collected independent GPS ground elevations, which were then compared against delivered lidar elevation models.

### Data Completeness

Data for Deschutes Delivery 8 area were collected between October 16th and October 17th, 2009 . Total area of delivered data totals 156.47 square miles. Delivery 8 (Figure 1) includes data in the format of grids, trajectory files, intensity images, Lidar ASCII Standard (LAS) point files, ground point density rasters, RTK survey data, a shapefile of the delivery area, and the lidar delivery report (Table 1). Bare earth and highest hit grids were delivered in ArcInfo Grid format with 3ft cell size. Lidar point data is delivered in LAS binary format for ground

classified returns as well as the entire lidar point cloud. Georeferenced intensity images are supplied in TIF format. Supplementary data includes ground density rasters displaying locations where ground returns are low. Real time kinematic ground survey data (used for absolute vertical adjustment) is supplied in shapefile format. This delivery contains data for the following USGS 7.5 minute quads (listed by Ohio Code #) within the boundary of the Deschutes Survey collection area (Figure 1):

**Delivery 8:** 44121b4, 44121b5, 44121c5, 44121d4, 44121d5

<b>FINAL Delivery</b>	<b>Resolution</b>	<b>Format</b>	<b>Tiling</b>	
<i>Bare Earth DEMs</i>	3ft	grid	quad	x
<i>Highest Hit DEMs</i>	3ft	grid	quad	x
<i>Trajectory files</i>	1 sec	ascii (TXYZRPH)	flight	x
<i>Intensity Images</i>	1.5ft	tif	100th quad	x
<i>LAS</i>	8pts/m <sup>2</sup>	las	100th quad	x
<i>Ground Returns</i>	N/A	las	100th quad	x
<i>Ground Density Raster</i>	3ft	grid	quad	x
<i>RTK point data</i>		shape		x
<i>Delivery Area shapefile</i>		shape	quad	x
<i>Report</i>		pdf		x
<b>Miscellaneous</b>				
<i>Processing bins</i>		dxr or dgn	project	x

**Table 1.** Deliverable Checklist

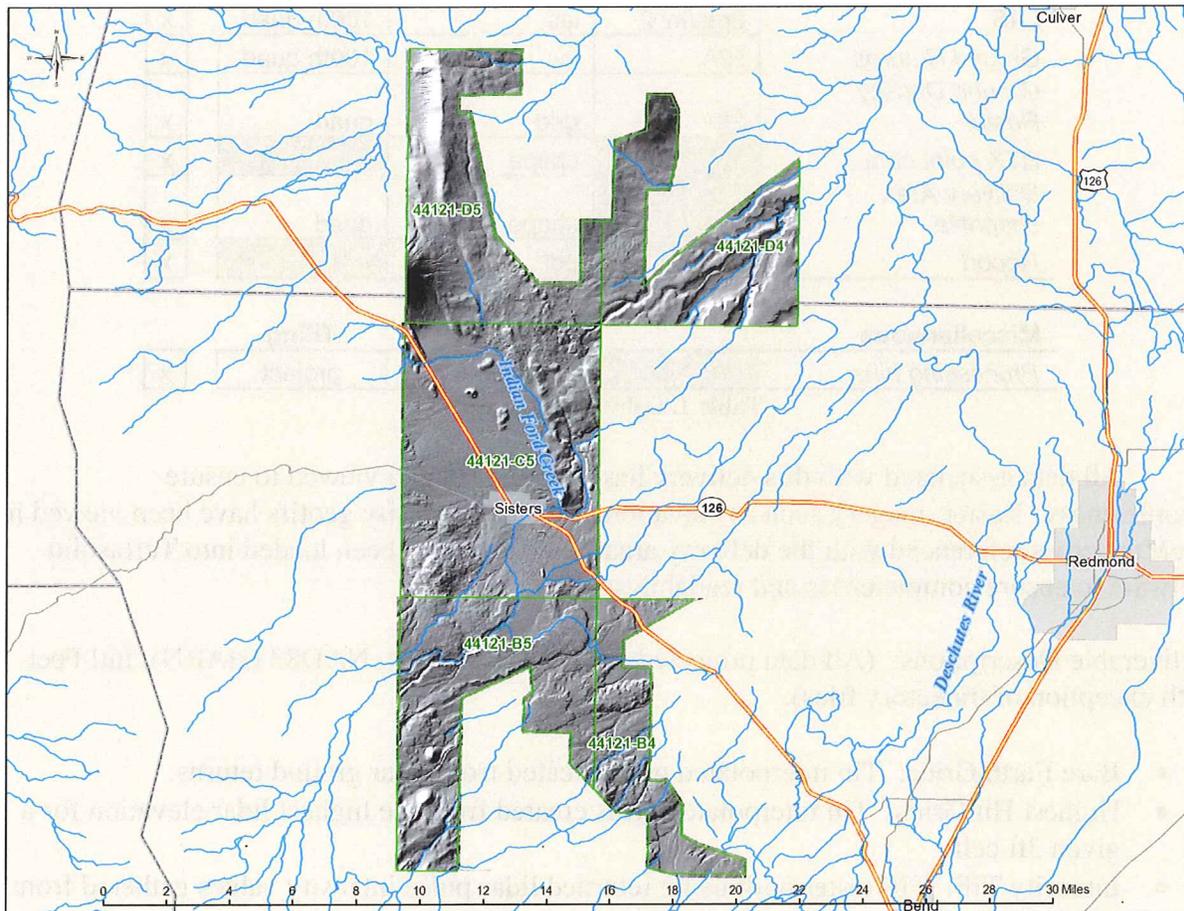
All data associated with this delivery has been loaded and viewed to ensure completeness. Raster imagery such as elevation grids and intensity geotifs have been viewed in ArcMap, cross referenced with the delivery area. Las files have been loaded into Terrasolid software to ensure completeness and readability.

Deliverable Descriptions: (All data projected in Oregon Lambert, NAD83 (HARN), Intl Feet with exception of trajectory files).

- Bare Earth Grids: Tin interpolated grids created from lidar ground returns.
- Highest Hit Grids: Tin interpolated grids created from the highest lidar elevation for a given 3ft cell.
- Intensity TIF: TIF raster built using returned lidar pulse intensity values gathered from highest hit returns.
- Trajectory File: File contains point location measurement of the aircraft used to collect lidar data. Data is collected using an Inertial Measurement Unit (IMU), and collects measurements of: Easting(meters), Northing (meters), Ellipsoid Height (meters) of aircraft, aircraft roll (degrees), aircraft pitch (degrees), aircraft heading (degrees).

Measurements are collected at one second intervals. Data is projected in UTM zone 10, NAD83 (HARN).

- LAS: Binary file of all lidar points collected in survey (Class, flight line #, GPS Time, Echo, Easting, Northing, Elevation, Intensity, Scan Angle, Echo Number, and Scanner).
- Ground LAS: Binary file of lidar points classified as ground (Class, flight line #, GPS Time, Echo, Easting, Northing, Elevation, Intensity, Scan Angle, Echo Number, and Scanner).
- RTK Point Data: Ground GPS Survey data used to correct raw lidar point cloud for vertical offsets.
- Delivery Area Shapefile: Geometry file depicting the geospatial area associated with deliverables.
- Report: Report provides detailed description of data collection methods and processing. The vendor also reports accuracies associated with calibration, consistency, absolute error, and point classifications.



**Figure 1.** Delivery 8 location area. Data is referenced to USGS 7.5 minute quadrangles within the extents of the Deschutes Survey collection area.

Consistency Analysis:

DOGAMI has specified that lidar consistency must average less than 0.15m (0.49 feet) in vertical offsets between flight lines. DOGAMI measures consistency offsets throughout delivered datasets to ensure that project specifications are met.

Consistency refers to lidar elevation differences between overlapping flight lines. Consistency errors are created by poor lidar system calibration settings associated with sensor platform mounting. Errors in consistency manifest as vertical offsets between individual flight lines. Consistency offsets were measured using the “Find Match” tool within the TerraMatch© software toolset. This tool uses aircraft trajectory information linked to the lidar point cloud to quantify flight line-to-flight line offsets.

To quantify the magnitude of this error 782 delivered data tiles were examined for vertical offset between flight lines. Data tiles with less than 1000 points were not used in analysis. Selection of tiles aimed to evenly sample the delivered spatial extent of data. Each tile measured 750 x 750 meters in size. The average number of points used for flight line comparison was 7,713,259 per tile (Table 2a). Error measurements were calculated by differencing the nearest point from an adjacent flight line within 1 meters in the horizontal plane and 0.2 meters in the vertical plane. Each flight line was compared to adjacent flight lines, and the average magnitude of vertical error was calculated. A total of 201 flight lines were sampled and compared for consistency.

**Summary Statistics**

# of Tiles	782
# of Flight Line Sections	201
Avg # of Points	7,713,259
Avg. Magnitude Z error (m)	0.046

**Table 2a.** Summary Results of Consistency Analysis

	<i>meters</i>	<i>feet</i>
Mean	0.046	0.152
Standard Error	0.001	0.002
Standard Deviation	0.010	0.034
Sample Variance	0.000	0.000
Range	0.064	0.210
Minimum	0.032	0.106
Maximum	0.096	0.316

**Table 2b.** Descriptive Statistics for Magnitude Z Error.

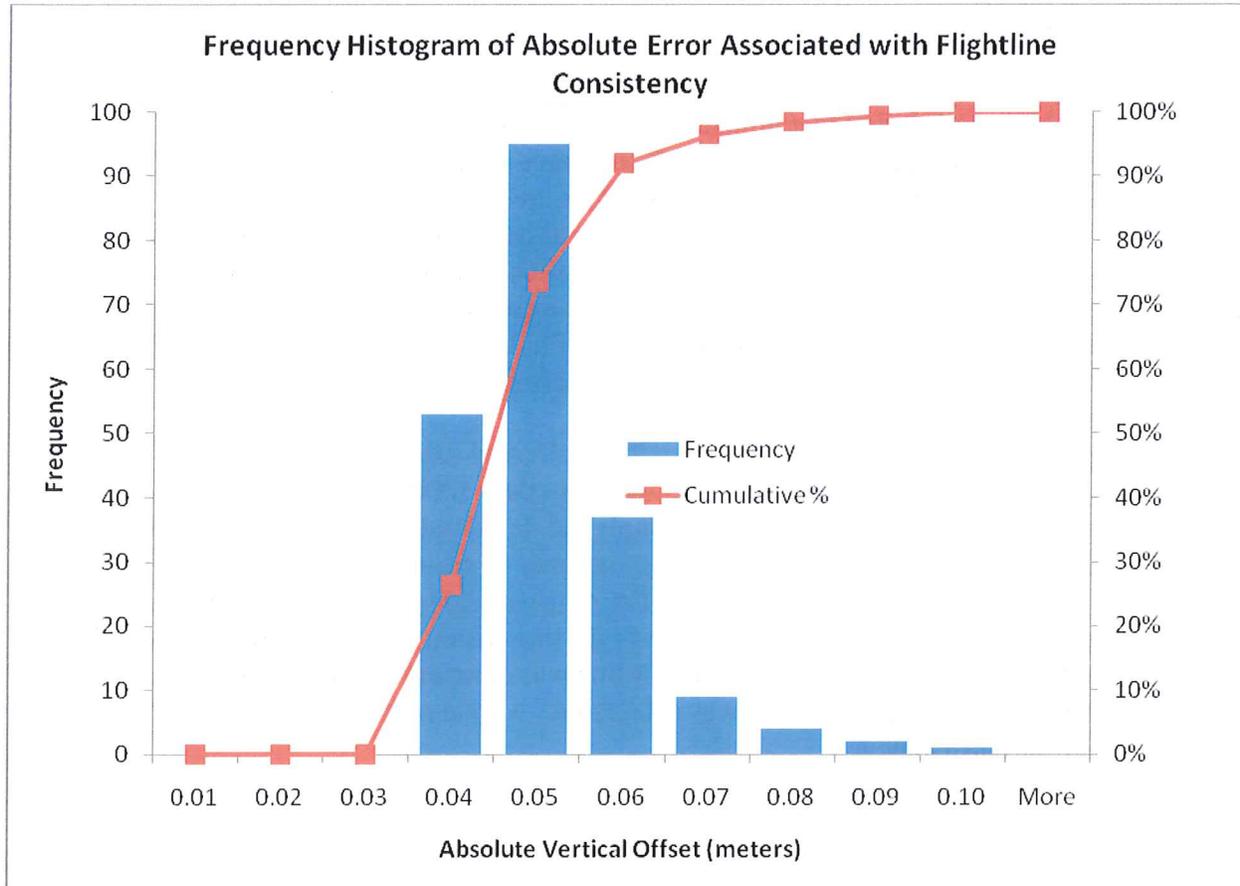


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Results of the consistency analysis found the average flight line offset to be 0.046 meters with a maximum error of 0.096m (Table 2b). Distribution of error showed over 96% of all error was less than 0.07m and 99% was less than 0.09m (Figure 2). These results show that all data are within tolerances of data consistency according to contract agreement.

### Visual Analysis

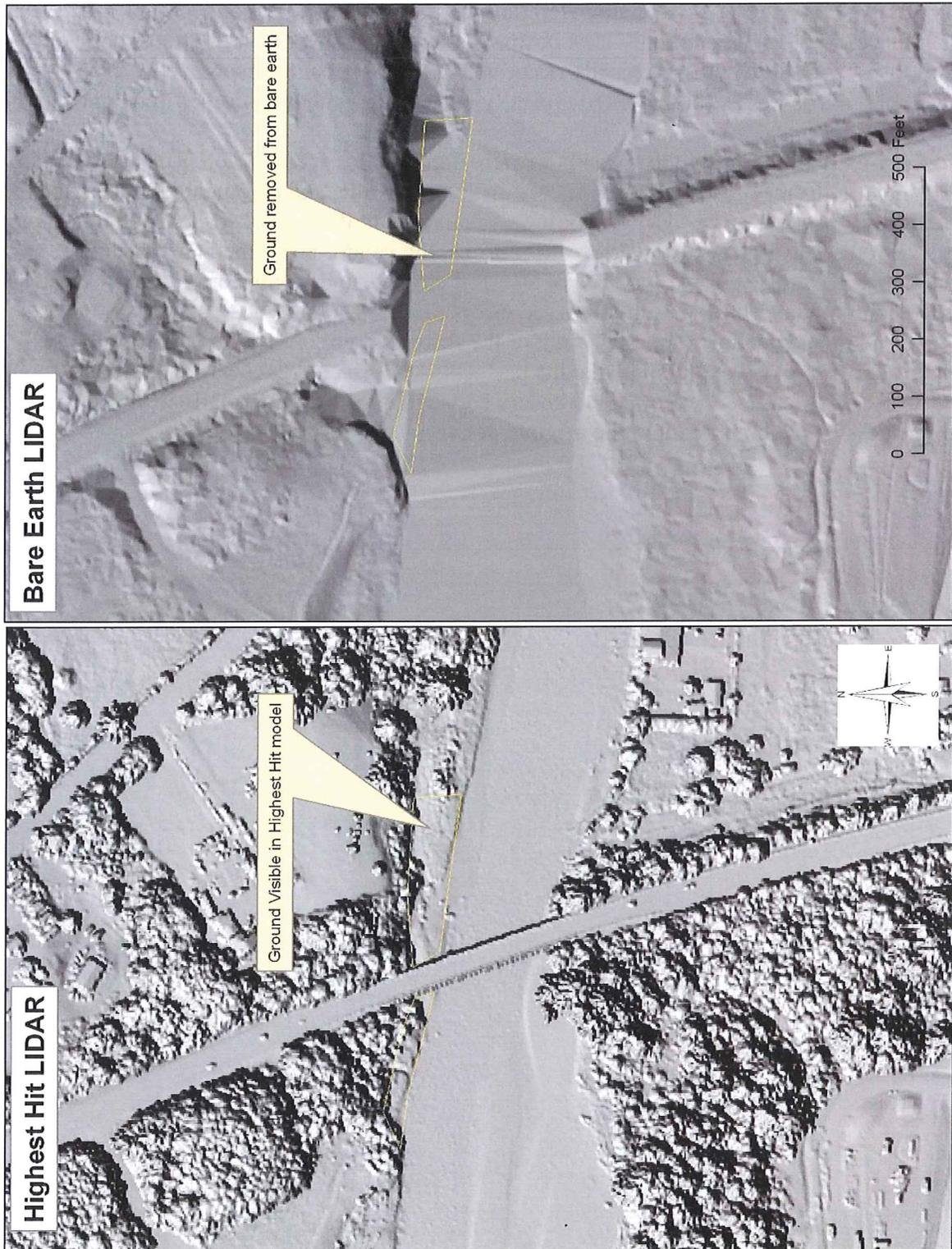
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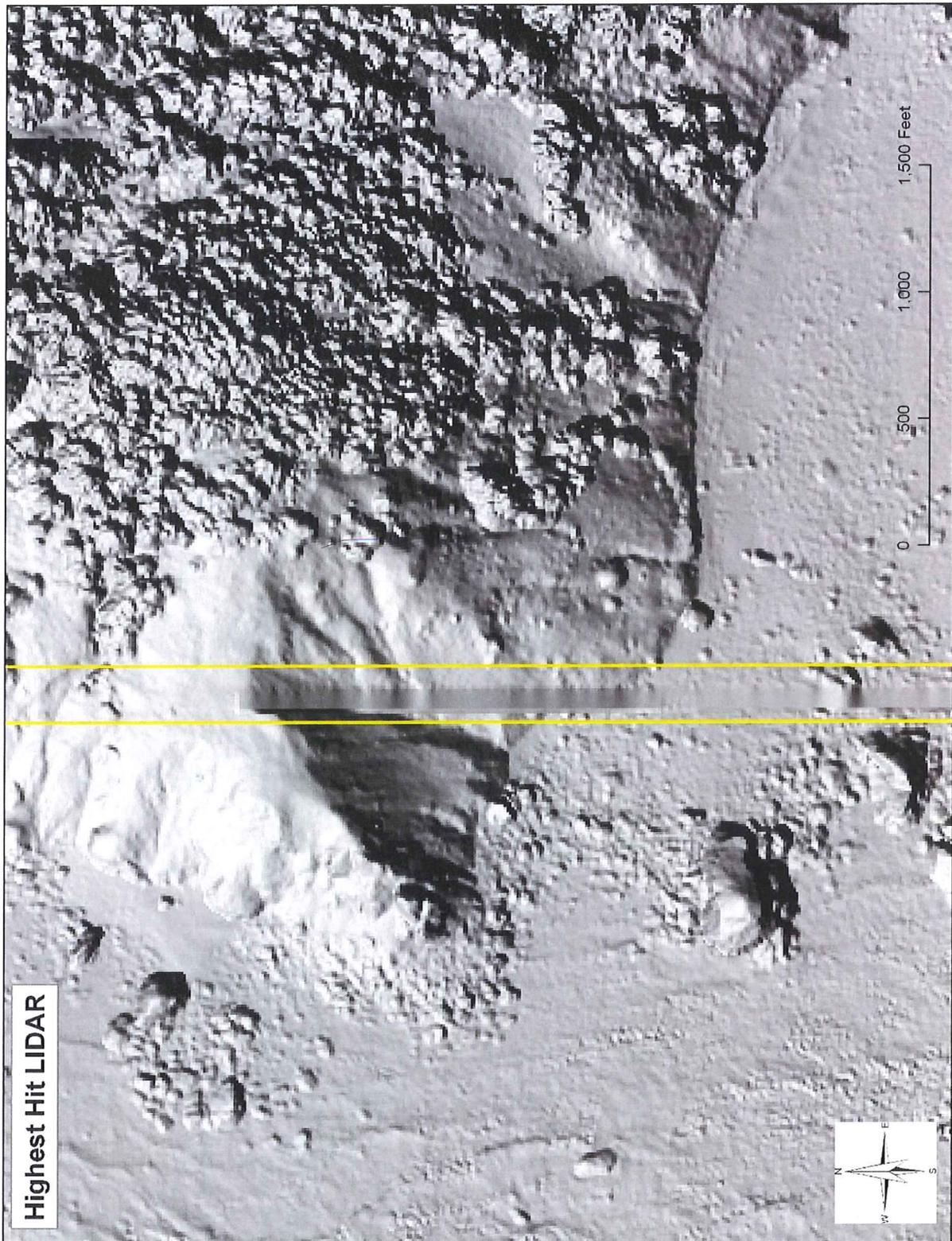
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**Figure 3.** Example of missing ground in lidar bare earth data. Ground is clearly visible in highest hit model, but has been removed from the bare earth model. This type of classification error is common near water body features.



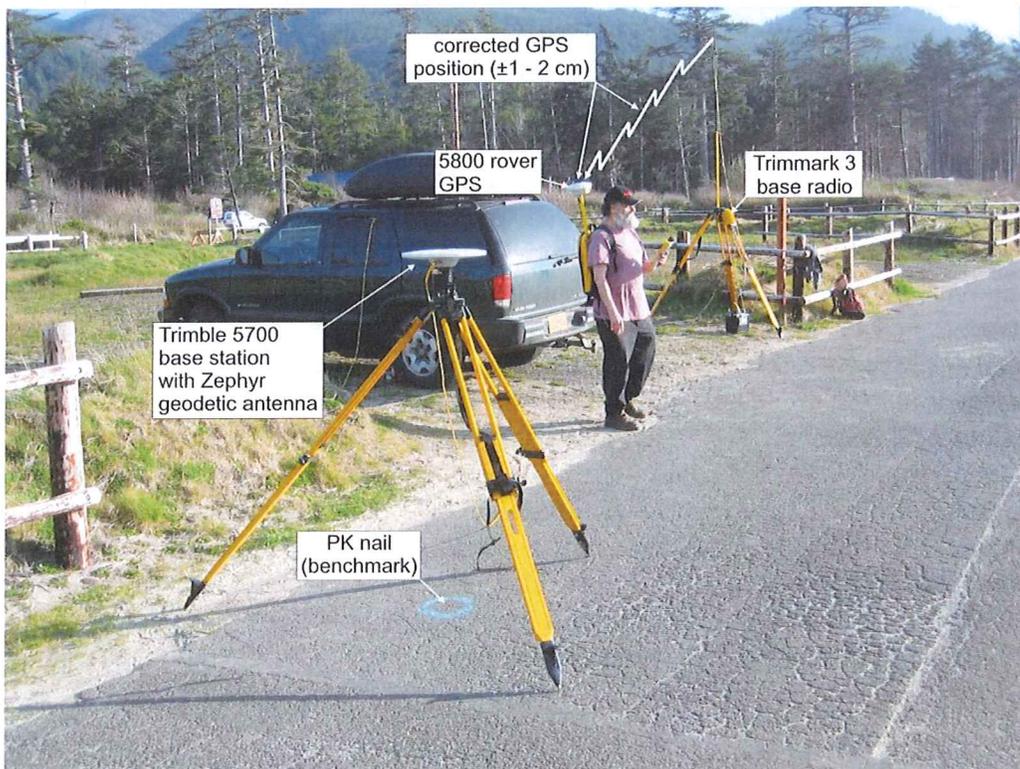
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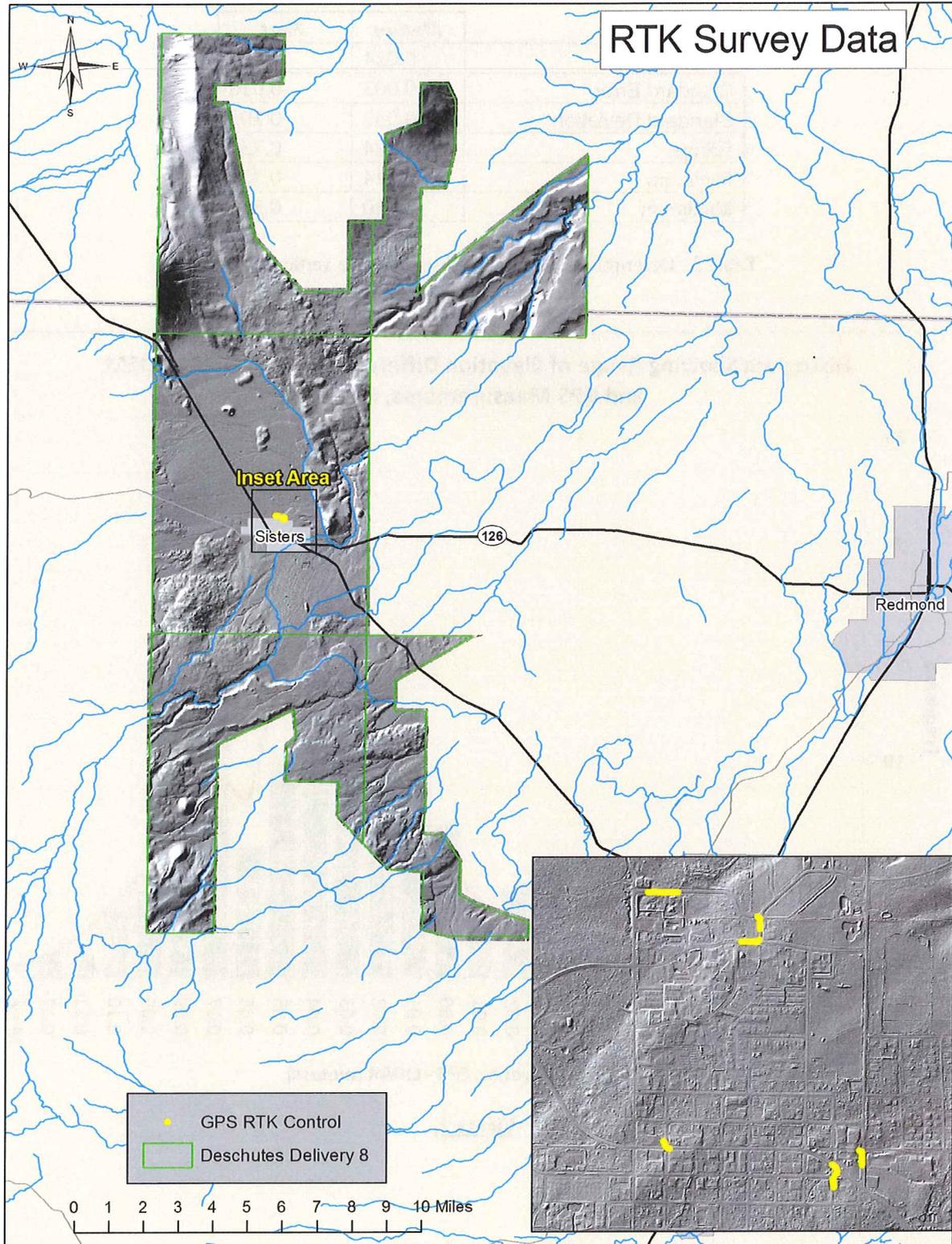
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Vertical accuracy analysis consisted of differencing control data and the delivered lidar Digital Elevation Models (DEM) to expose offsets. These offsets were used to produce a mean vertical error and vertical RMSE value for the entire delivered data set. Project specifications list the maximum acceptable mean vertical offset to be 0.20 meters (0.65 feet).

A total of 117 measured GCP's were obtained in the Delivery 8 region and compared with the lidar elevation grids. The data delivered to DOGAMI was found to have a mean vertical offset of 0.034 meters (0.111 feet) and an RMSE value of 0.047 meters (0.155 ft). Offset values ranged from -0.114 to 0.110 meters (Table 3 and Figure 7).

Horizontal accuracies were not specified in agreement since true horizontal accuracy is regarded as a product of the lidar ground foot print. Lidar is referenced to co-acquired GPS base station data that has accuracies far greater than the value of the lidar foot print. The ground footprint is equal to  $1/3333^{\text{rd}}$  of above ground flying height. Survey altitude for this acquisition was targeted at 900 meters yielding a ground foot print of 0.27 meters. This value exceeds the typical accuracy value of ground control used to reference the lidar data ( $<0.01\text{m}$ ). Project specifications require the lidar foot print to fall within 0.15 and 0.40 meters.

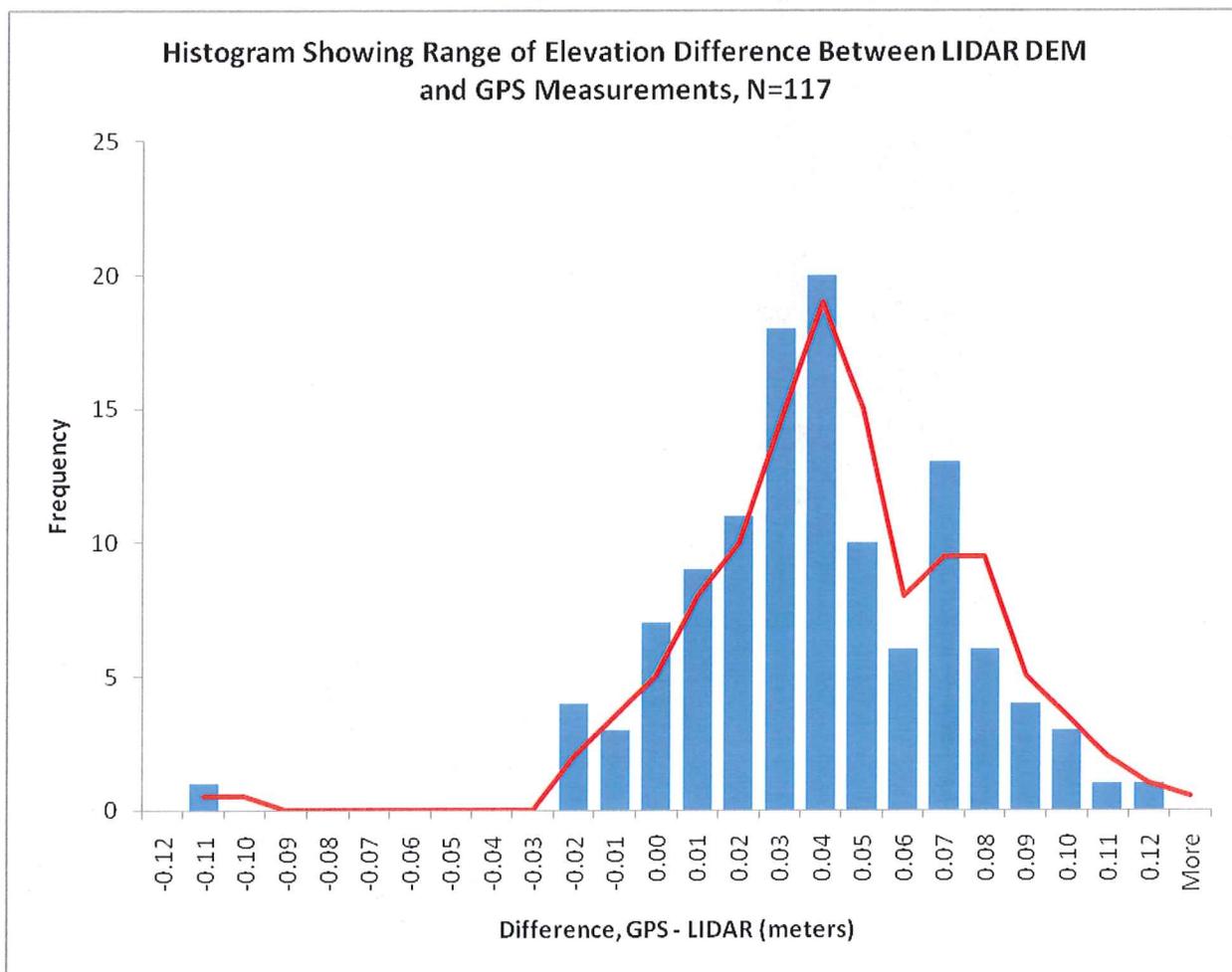
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**Figure 6.** Locations of RTK control surveyed by DOGAMI. Data was used to test absolute accuracy for the Deschutes lidar survey within the Delivery 8 extent.

	<i>Meters</i>	<i>Feet</i>
Mean	0.034	0.111
Standard Error	0.003	0.010
Standard Deviation	0.033	0.108
Range	0.224	0.736
Minimum	-0.114	-0.374
Maximum	0.110	0.362

**Table 3.** Descriptive Statistics for absolute value vertical offsets.



**Figure 7.**

Acceptance

The data described in this report meets and exceeds project specifications laid out in the contracted data standards agreement. All components of data to be delivered have been received as of May 7th, 2010. Consistency analysis has concluded that all data contains flight line to flight line vertical offset less than the threshold of 0.15 meters as specified in agreement. The vendor has adequately responded to all fixable errors identified as part of the visual analysis. Perceived grid errors identified by DOGAMI that were found to be false have been documented by the vendor and explained to the satisfaction of DOGAMI reviewers. Absolute accuracy analysis of the data has concluded that absolute vertical error of lidar data is less than the specified tolerance of 0.20 meters as specified in the data standards agreement.

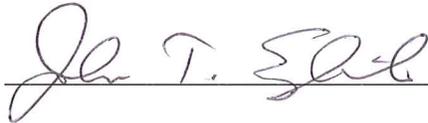
Approval Signatures



A handwritten signature in black ink, appearing to read 'Ian Madin', written over a horizontal line.

Date: 5/14/2010

Ian Madin  
Chief Scientist – Department of Geology & Mineral Industries



A handwritten signature in black ink, appearing to read 'John T. English', written over a horizontal line.

Date: 5/14/2010

John English  
Lidar Database Coordinator – Department of Geology & Mineral Industries

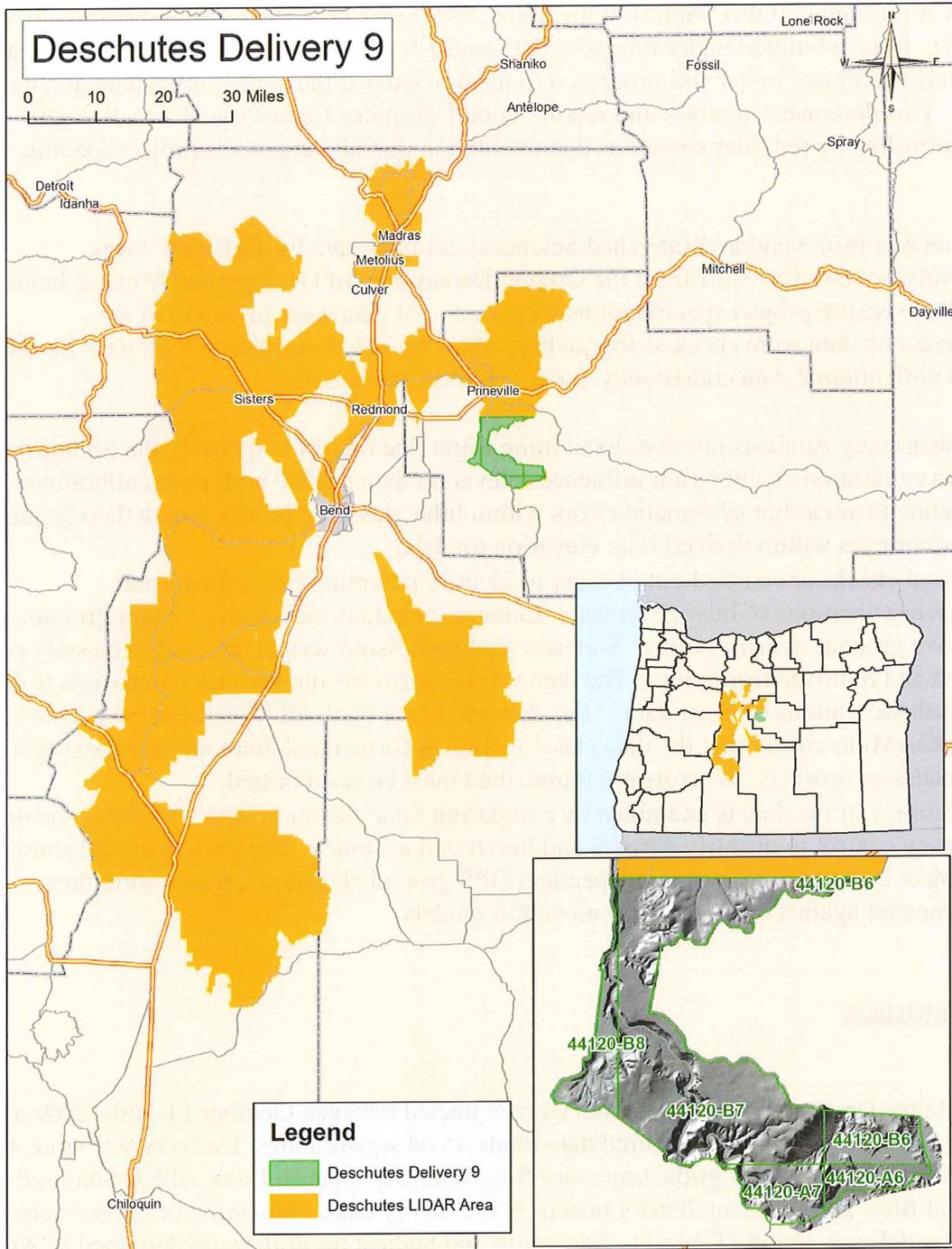




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*Deschutes LIDAR Project, 2009 – Delivery 9 QC Analysis*  
**LIDAR QC Report – September 21st, 2010**



Map featuring Deschutes Delivery 9 data extent.

The Oregon Department of Geology & Mineral Industries has contracted with Watershed Sciences to collect high resolution lidar topographic data for multiple areas within the State of Oregon. Areas for lidar data collection have been designed as part of a collaborative effort of State, Federal, and Local agencies in order to meet a wide range of project goals. The vendor has agreed to certain conditions of data quality and standards for all lidar data deliverables listed in sections A through C (OPA #8865) of the 2007-2009 Lidar Data Acquisition Price Agreement (pgs 14-23). Data submitted under this price agreement is to be collected at a resolution of at least 8 points per square meter and processed to meet or exceed the agreed upon data quality standards. This document itemizes and reports upon Deschutes Lidar Project – Delivery 9 products furnished by the lidar vendor as documentation that all data meets project specific standards.

Upon receipt from vendor (Watershed Sciences), all lidar data for Delivery 9 was independently reviewed by staff from the Oregon Department of Geology and Mineral Industries (DOGAMI) to ensure project specifications were met. All data were inventoried for completeness and data were checked for quality, which included examining lidar data for errors associated with internal data consistency, model quality, and accuracy.

- Consistency Analysis involves examining flight line offsets to quantify the accuracy of data calibration. Calibration influences elevation data quality with poor calibration leading to small but systematic errors within lidar elevation points, which then create inaccuracies within derived lidar elevation models.
- Visual checks are carried out in order to identify potential data artifacts and misclassifications of lidar point data. Lidar point data is classified as either ground, above ground, or error points. Sophisticated processing scripts are used to classify point data and remove error points. The data vendor performs quality control analysis to fix misclassifications of point data. The delivered bare earth DEM is then reviewed by DOGAMI to ensure that the data classification is correct and there are no topographic processing artifacts. If errors are found, data must be resubmitted.
- Accuracy of the data is examined by comparing lidar elevation data with independent survey control to quantify vertical and horizontal accuracy. For each lidar collection project DOGAMI collected independent GPS ground elevations, which were then compared against delivered lidar elevation models.

### Data Completeness

Data for Deschutes Delivery 9 area were collected between October 11-16th, 2009 and June 14th, 2010. Total area of delivered data totals 45.64 square miles. Delivery 9 (Figure 1) includes data in the format of grids, trajectory files, intensity images, Lidar ASCII Standard (LAS) point files, ground point density rasters, RTK survey data, a shapefile of the delivery area, and the lidar delivery report (Table 1). Bare earth and highest hit grids were delivered in ArcInfo Grid format with 3ft cell size. Lidar point data is delivered in LAS binary format for ground

classified returns as well as the entire lidar point cloud. Georeferenced intensity images are supplied in TIF format. Supplementary data includes ground density rasters displaying locations where ground returns are low. Real time kinematic ground survey data (used for absolute vertical adjustment) is supplied in shapefile format. This delivery contains data for the following USGS 7.5 minute quads (listed by Ohio Code #) within the boundary of the Deschutes Survey collection area (Figure 1):

**Delivery 9:** 44120a6, 44120a7, 44120b6, 44120b7, 44120b8

<b>FINAL Delivery</b>	<b>Resolution</b>	<b>Format</b>	<b>Tiling</b>	
<i>Bare Earth DEMs</i>	3ft	grid	quad	x
<i>Highest Hit DEMs</i>	3ft	grid	quad	x
<i>Trajectory files</i>	1 sec	ascii (TXYZRPH)	flight	x
<i>Intensity Images</i>	1.5ft	tif	100th quad	x
<i>LAS</i>	8pts/m <sup>2</sup>	las	100th quad	x
<i>Ground Returns</i>	N/A	las	100th quad	x
<i>Ground Density Raster</i>	3ft	grid	quad	x
<i>RTK point data</i>		shape		x
<i>Delivery Area shapefile</i>		shape	quad	x
<i>Report</i>		pdf		x
<b>Miscellaneous</b>				
<i>Processing bins</i>		dxr or dgn	project	x

**Table 1.** Deliverable Checklist

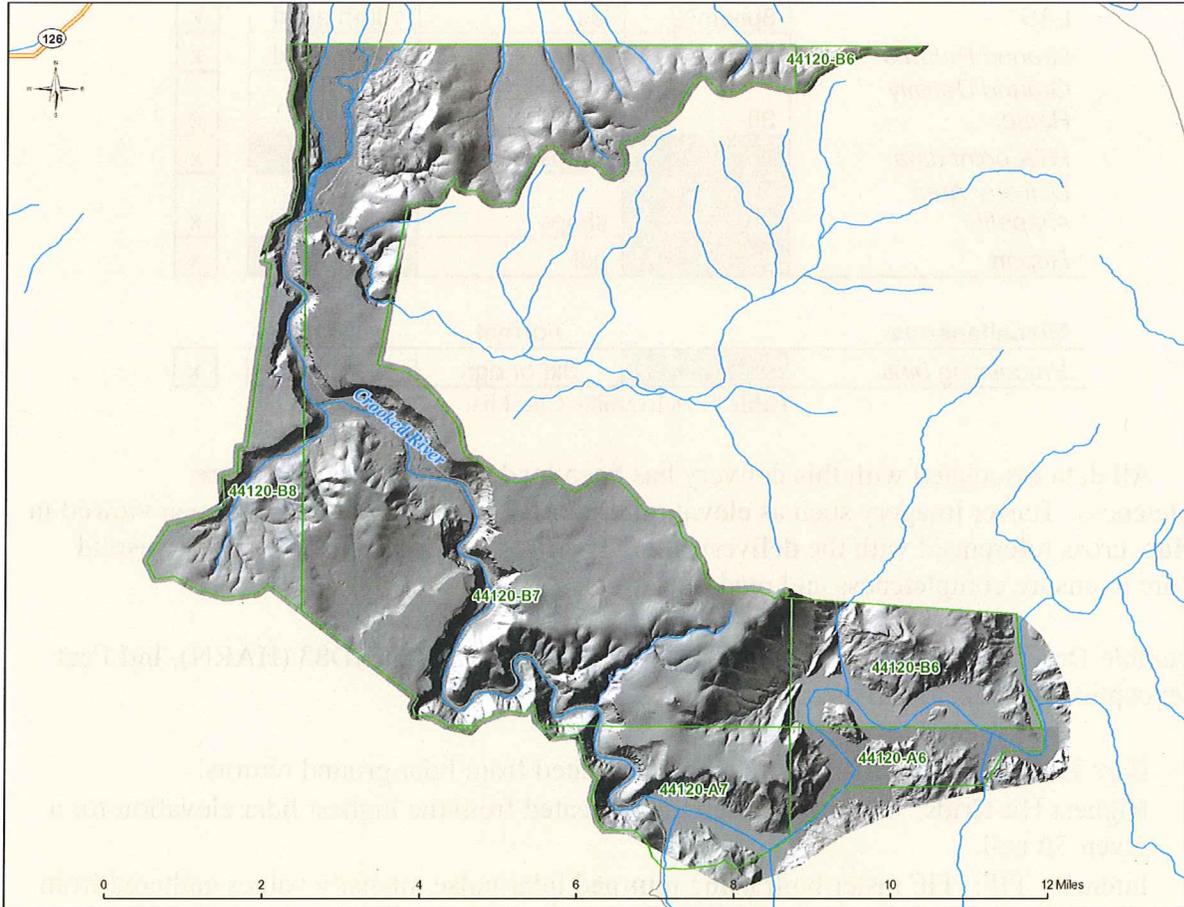
All data associated with this delivery has been loaded and viewed to ensure completeness. Raster imagery such as elevation grids and intensity geotifs have been viewed in ArcMap, cross referenced with the delivery area. Las files have been loaded into Terrasolid software to ensure completeness and readability.

Deliverable Descriptions: (All data projected in Oregon Lambert, NAD83 (HARN), Intl Feet with exception of trajectory files).

- Bare Earth Grids: Tin interpolated grids created from lidar ground returns.
- Highest Hit Grids: Tin interpolated grids created from the highest lidar elevation for a given 3ft cell.
- Intensity TIF: TIF raster built using returned lidar pulse intensity values gathered from highest hit returns.
- Trajectory File: File contains point location measurement of the aircraft used to collect lidar data. Data is collected using an Inertial Measurement Unit (IMU), and collects measurements of: Easting(meters), Northing (meters), Ellipsoid Height (meters) of aircraft, aircraft roll (degrees), aircraft pitch (degrees), aircraft heading (degrees).

Measurements are collected at one second intervals. Data is projected in UTM zone 10, NAD83 (HARN).

- LAS: Binary file of all lidar points collected in survey (Class, flight line #, GPS Time, Echo, Easting, Northing, Elevation, Intensity, Scan Angle, Echo Number, and Scanner).
- Ground LAS: Binary file of lidar points classified as ground (Class, flight line #, GPS Time, Echo, Easting, Northing, Elevation, Intensity, Scan Angle, Echo Number, and Scanner).
- RTK Point Data: Ground GPS Survey data used to correct raw lidar point cloud for vertical offsets.
- Delivery Area Shapefile: Geometry file depicting the geospatial area associated with deliverables.
- Report: Report provides detailed description of data collection methods and processing. The vendor also reports accuracies associated with calibration, consistency, absolute error, and point classifications.



**Figure 1.** Delivery 9 location area. Data is referenced to USGS 7.5 minute quadrangles within the extents of the Deschutes Survey collection area.

Consistency Analysis:

DOGAMI has specified that lidar consistency must average less than 0.15m (0.49 feet) in vertical offsets between flight lines. DOGAMI measures consistency offsets throughout delivered datasets to ensure that project specifications are met.

Consistency refers to lidar elevation differences between overlapping flight lines. Consistency errors are created by poor lidar system calibration settings associated with sensor platform mounting. Errors in consistency manifest as vertical offsets between individual flight lines. Consistency offsets were measured using the “Find Match” tool within the TerraMatch© software toolset. This tool uses aircraft trajectory information linked to the lidar point cloud to quantify flight line-to-flight line offsets.

To quantify the magnitude of this error 333 delivered data tiles were examined for vertical offset between flight lines. Data tiles with less than 1000 points were not used in analysis. Selection of tiles aimed to evenly sample the delivered spatial extent of data. Each tile measured 750 x 750 meters in size. The average number of points used for flight line comparison was 1,698,477 per tile (Table 2a). Error measurements were calculated by differencing the nearest point from an adjacent flight line within 1 meters in the horizontal plane and 0.2 meters in the vertical plane. Each flight line was compared to adjacent flight lines, and the average magnitude of vertical error was calculated. A total of 158 flight lines were sampled and compared for consistency.

**Summary Statistics**

# of Tiles	333
# of Flight Line Sections	158
Avg # of Points	1,698,477
Avg. Magnitude Z error (m)	0.032

**Table 2a.** Summary Results of Consistency Analysis

	<i>meters</i>	<i>feet</i>
Mean	0.046	0.152
Standard Error	0.001	0.002
Standard Deviation	0.010	0.034
Sample Variance	0.000	0.000
Range	0.064	0.210
Minimum	0.032	0.106
Maximum	0.096	0.316

**Table 2b.** Descriptive Statistics for Magnitude Z Error.

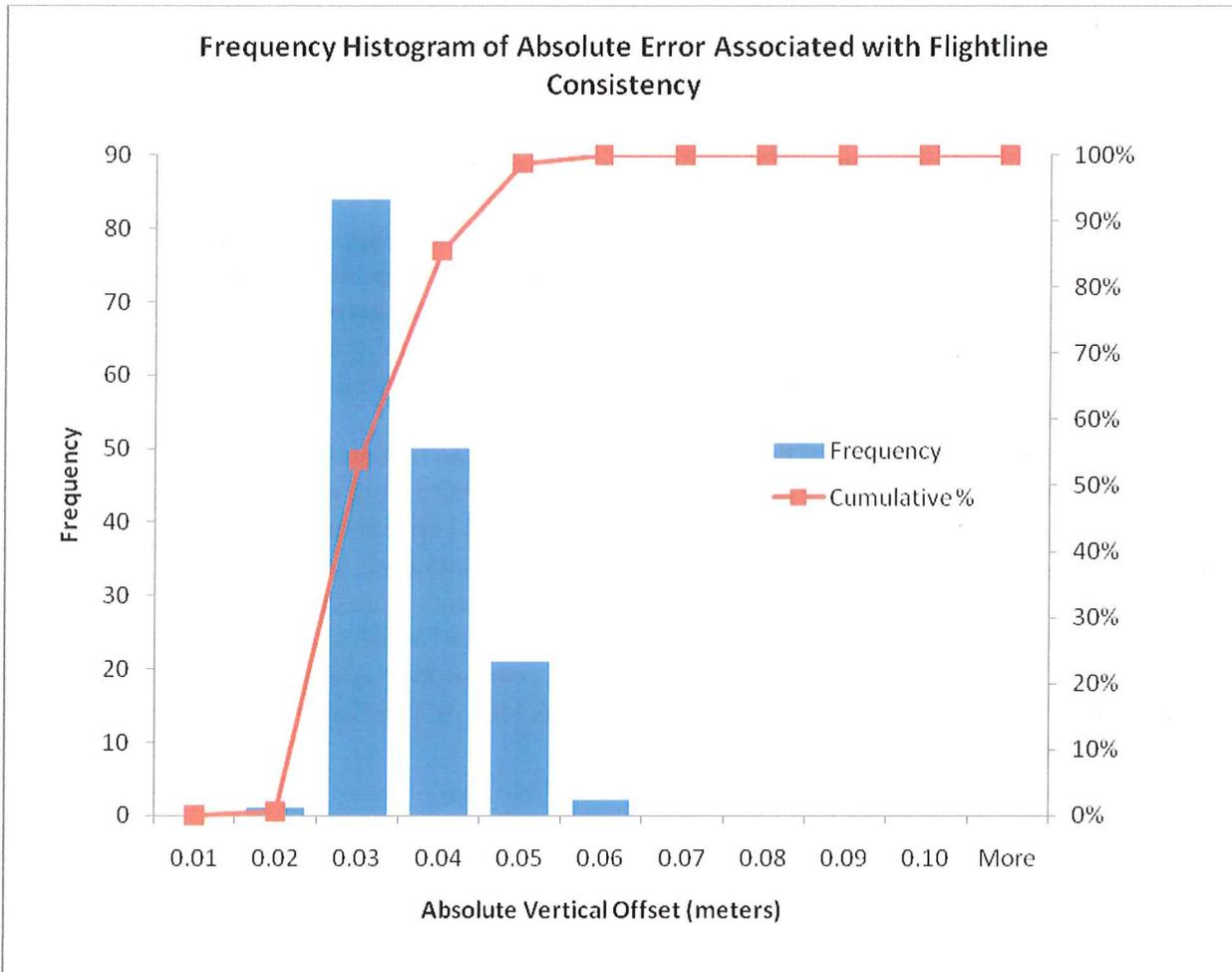


Figure 2.

Results of the consistency analysis found the average flight line offset to be 0.032 meters with a maximum error of 0.058m (Table 2b). Distribution of error showed over 98% of all error was less than 0.05m and 99% was less than 0.06m (Figure 2). These results show that all data are within tolerances of data consistency according to contract agreement.

### Visual Analysis

Lidar 3ft grids were loaded into ArcGIS software for visual analysis. Data were examined through slope and hillshade models of bare earth returns. Hillshades of the highest hit models were used to identify areas of missing ground (Figure 3). Both bare earth and highest hit models were examined for calibration offsets, tiling artifacts (Figure 4), seam line offsets, pits (Figure 5), and birds.

Calibration offsets typically are visualized as a corduroy-like patterning within a hillshaded lidar model. These offsets present themselves along steep slopes and typically stand out more in highest hit models than bare earth. Tiling artifacts are a result of missing or misclassified data along the edge of lidar processing tiles. These artifacts present themselves as

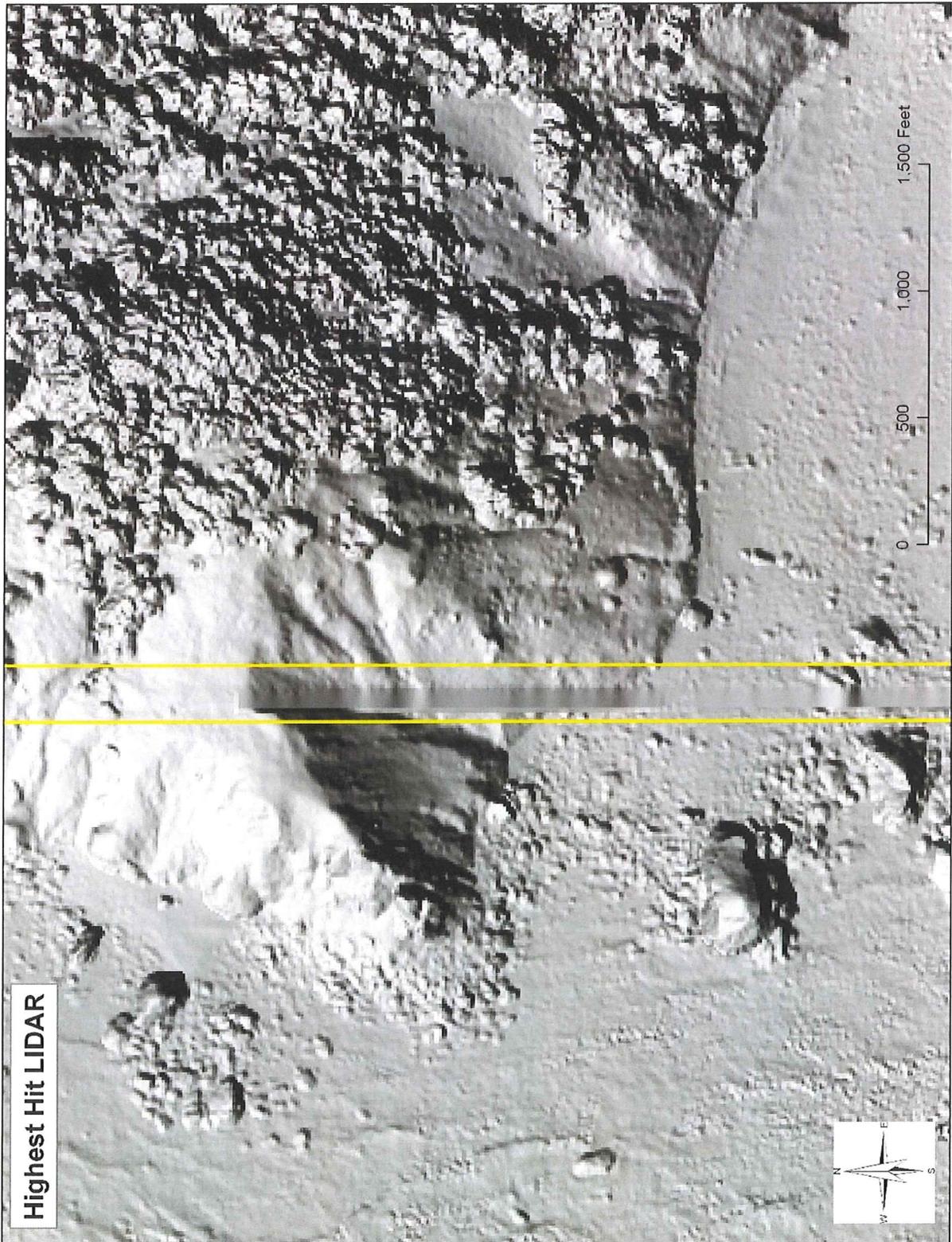
linear features typically 1-2 grid cells in width, and are present in both the highest hit and bare earth models (e.g. Figure 3). Seam line offsets occur where two distinct days of lidar data overlap. Errors occur as a result of improper absolute vertical error adjustments. These errors are typically visualized as a linear stair step running along the edge of connecting flight lines. Pits and birds refer to uncommonly high or low points that are the result of atmospheric and sensor noise. Pits (low points) typically occur where the laser comes in contact with water on the ground (Figure 5). Birds (high points) typically occur where the laser comes into contact with atmospherics<sup>1</sup>.

Errors located during visual analysis were digitized for spatial reference and stored in ESRI shapefile format. Each feature was assigned an ID value and commented to describe the nature of the observed error. The shapefile was delivered to the vendor for locating and fixing errors. Upon receiving the observed error locations, the vendor performed an analysis to conclude whether the error was valid. For all valid errors found, the vendor has reprocessed the data to accommodate fixes. For all observed errors that are found to be false, the vendor has produced an image documenting the nature of the feature in grid and point data format. A readme file was created explaining all edits performed. Corrected data was delivered to DOGAMI. This data were examined to ensure edits were made, and visually inspected for completeness, then combined into the original delivery.

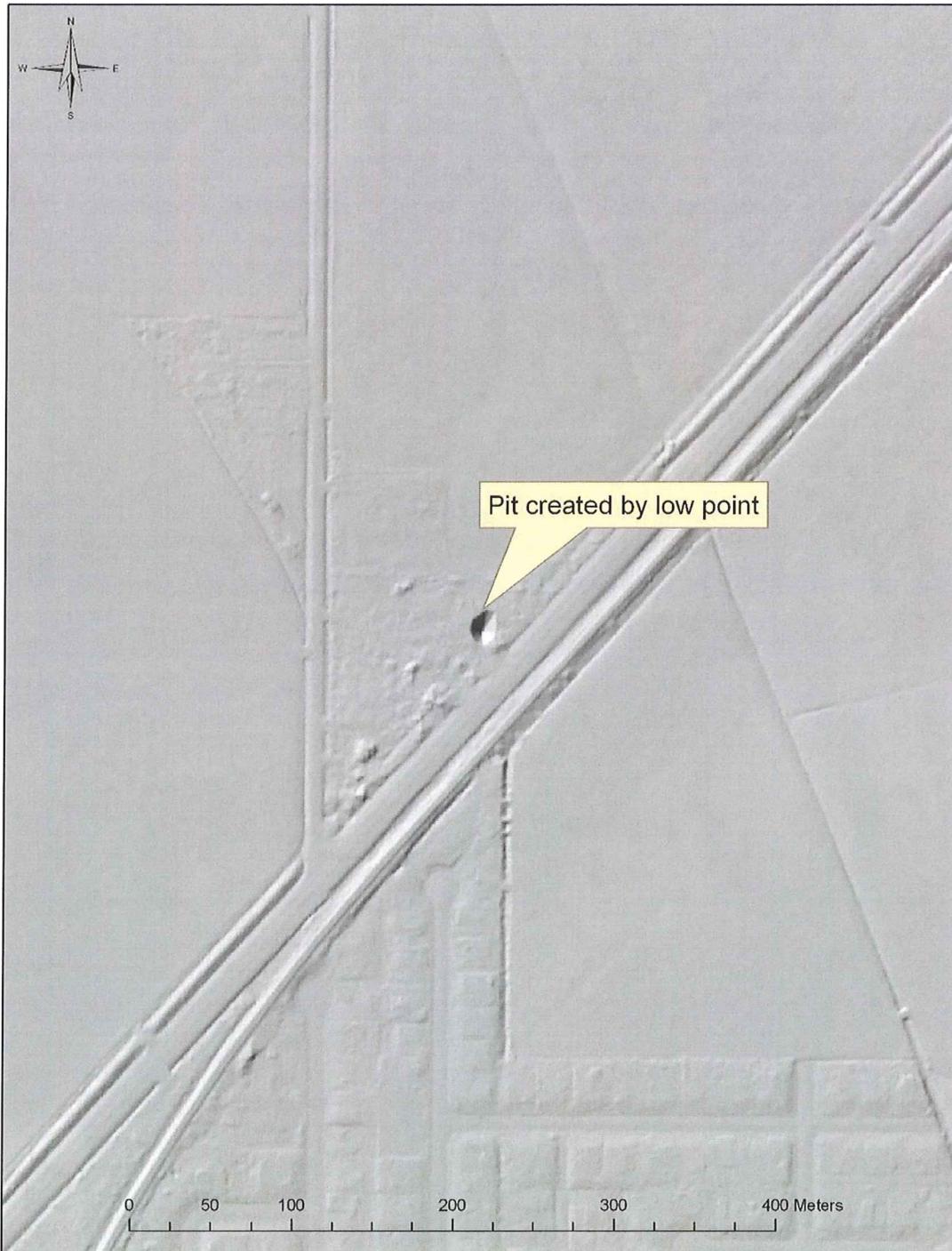
<sup>1</sup> Atmospherics include clouds, rain, fog, or virga.



**Figure 3.** Example of missing ground in lidar bare earth data. Ground is clearly visible in highest hit model, but has been removed from the bare earth model. This type of classification error is common near water body features.



**Figure 4.** Example of tile artifact found in highest hit lidar data. Artifact is a seam line error created due to misclassification of ground at edge of lidar processing tiles.



**Figure 5.** Example of “Pit” caused by low point in ground model. Pits are caused when standing water absorbs the lidar pulse. Pits are evident in ground model as the lowest point elevation is assigned to the grid cell value. Inversely the pit is not observable in the highest hit model as the highest point elevation is assigned to the grid value

Absolute Accuracy Analysis:

Absolute accuracy refers to the mean vertical offset of lidar data relative to measured ground-control points (GCP) obtained throughout the lidar sampling area. DOGAMI used a Trimble™ 5700/5800 Total Station GPS surveying system (Figure 5) to measure GCP's. This system consisted of a GPS base station (5700 unit), Zephyr Geodetic antenna, Trimmark 3 radio, and 5800 "rover". The 5700 base station was mounted on a fixed height (typically 2.0 m) tripod and located over a known geodetic survey monument followed by a site calibration on several adjacent benchmarks to precisely establish a local coordinate system. This step is critical in order to eliminate various survey errors. For example, Trimble reports that the 5700/5800 GPS system have horizontal errors of approximately  $\pm 1\text{-cm} + 1\text{ppm}$  (parts per million \* the baseline length) and  $\pm 2\text{-cm}$  in the vertical (TrimbleNavigationSystem, 2005). These errors may be compounded by other factors such as poor satellite geometry, multipath, and poor atmospheric conditions, combining to increase the total error to several centimeters. Thus, the site calibration process is critical in order to minimize these uncertainties.



**Figure 5.** The Trimble 5700 base station antenna located over a known reference point at Cape Lookout State Park. Corrected GPS position and elevation information is then transmitted by a Trimmark III base radio to the 5800 GPS rover unit.

The approach adopted for DOGAMI lidar surveys was comprised of two components:

- 1) Verify the horizontal and vertical coordinates established by Watershed Sciences for a select number of survey monuments used to calibrate the lidar survey. These surveys typically involved a minimum of two hours of GPS occupation over a known point. The collected data were then submitted to the National Geodetic Survey (NGS) Online Positioning User Service (OPUS) for

- post-processing against several Continuously Operating Reference Stations (CORS) operated by the NGS.
- 2) Collect GCP's along relatively flat surfaces (roads, paths, parking lots etc.). This step involved the collection of both continuous measurements (from a vehicle as well as from a backpack) as well as static measurements (typically 5 epics).

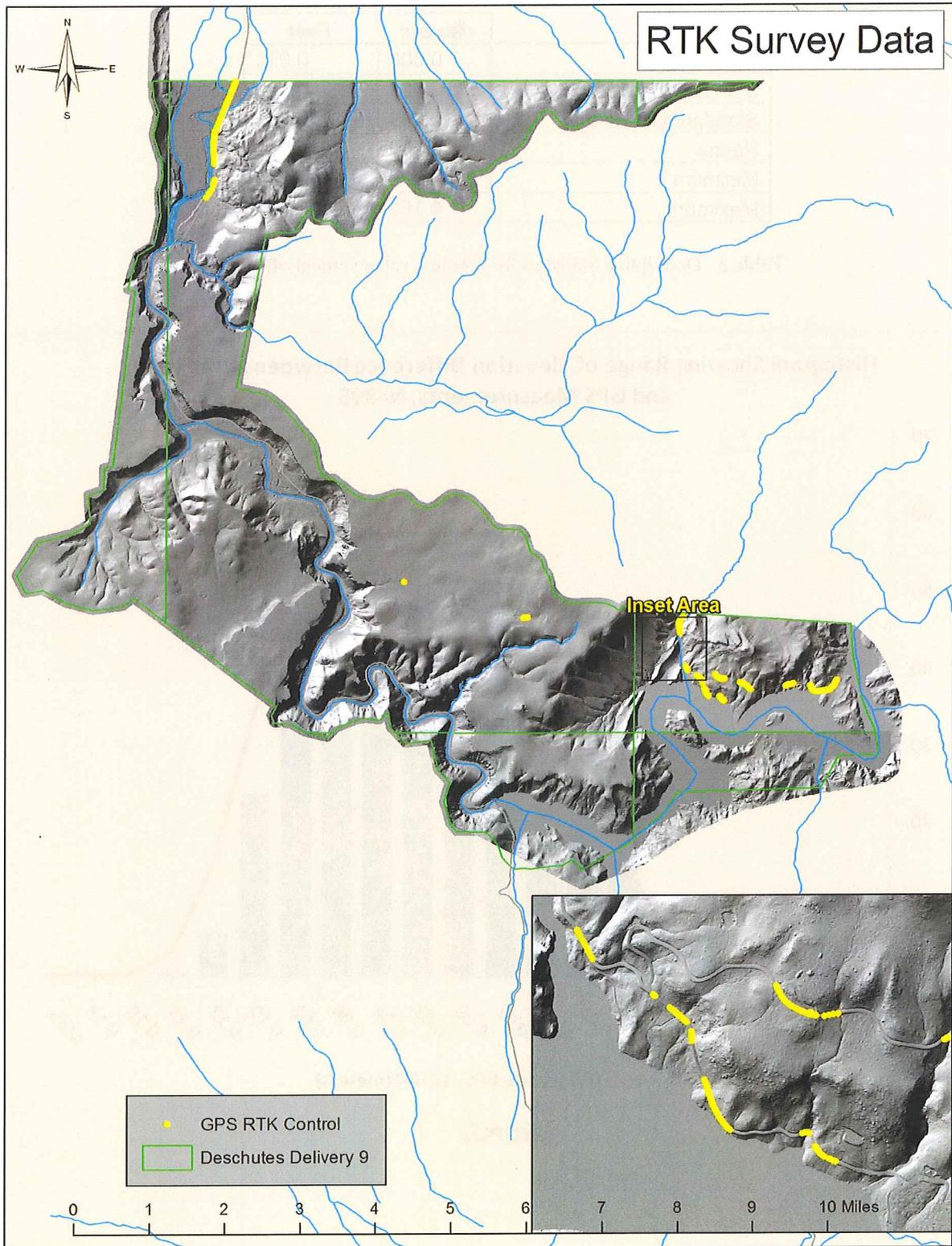
Having collected the GCP data, the GPS data was post-processed using Trimble's Geomatic Office software. Data post-processing typically involved calibrations against at least three CORS stations as well as from local site calibrations performed in the field using those benchmarks that had been independently verified. Data is post processed to refine measurements so that horizontal and vertical errors are less than 0.02 meters (0.065 feet). Horizontal accuracy of data is tested by reoccupying a sample subset of survey monuments used for processing of lidar data. Each occupation's x and y coordinates are compared with the vendor coordinates for offsets.

Vertical accuracy analysis consisted of differencing control data and the delivered lidar Digital Elevation Models (DEM) to expose offsets. These offsets were used to produce a mean vertical error and vertical RMSE value for the entire delivered data set. Project specifications list the maximum acceptable mean vertical offset to be 0.20 meters (0.65 feet).

A total of 395 measured GCP's were obtained in the Delivery 9 region and compared with the lidar elevation grids. The data delivered to DOGAMI was found to have a mean vertical offset of 0.006 meters (0.018 feet) and an RMSE value of 0.059 meters (0.193 ft). Offset values ranged from -0.189 to 0.166 meters (Table 3 and Figure 7).

Horizontal accuracies were not specified in agreement since true horizontal accuracy is regarded as a product of the lidar ground foot print. Lidar is referenced to co-acquired GPS base station data that has accuracies far greater than the value of the lidar foot print. The ground footprint is equal to  $1/3333^{\text{rd}}$  of above ground flying height. Survey altitude for this acquisition was targeted at 900 meters yielding a ground foot print of 0.27 meters. This value exceeds the typical accuracy value of ground control used to reference the lidar data ( $<0.01\text{m}$ ). Project specifications require the lidar foot print to fall within 0.15 and 0.40 meters.

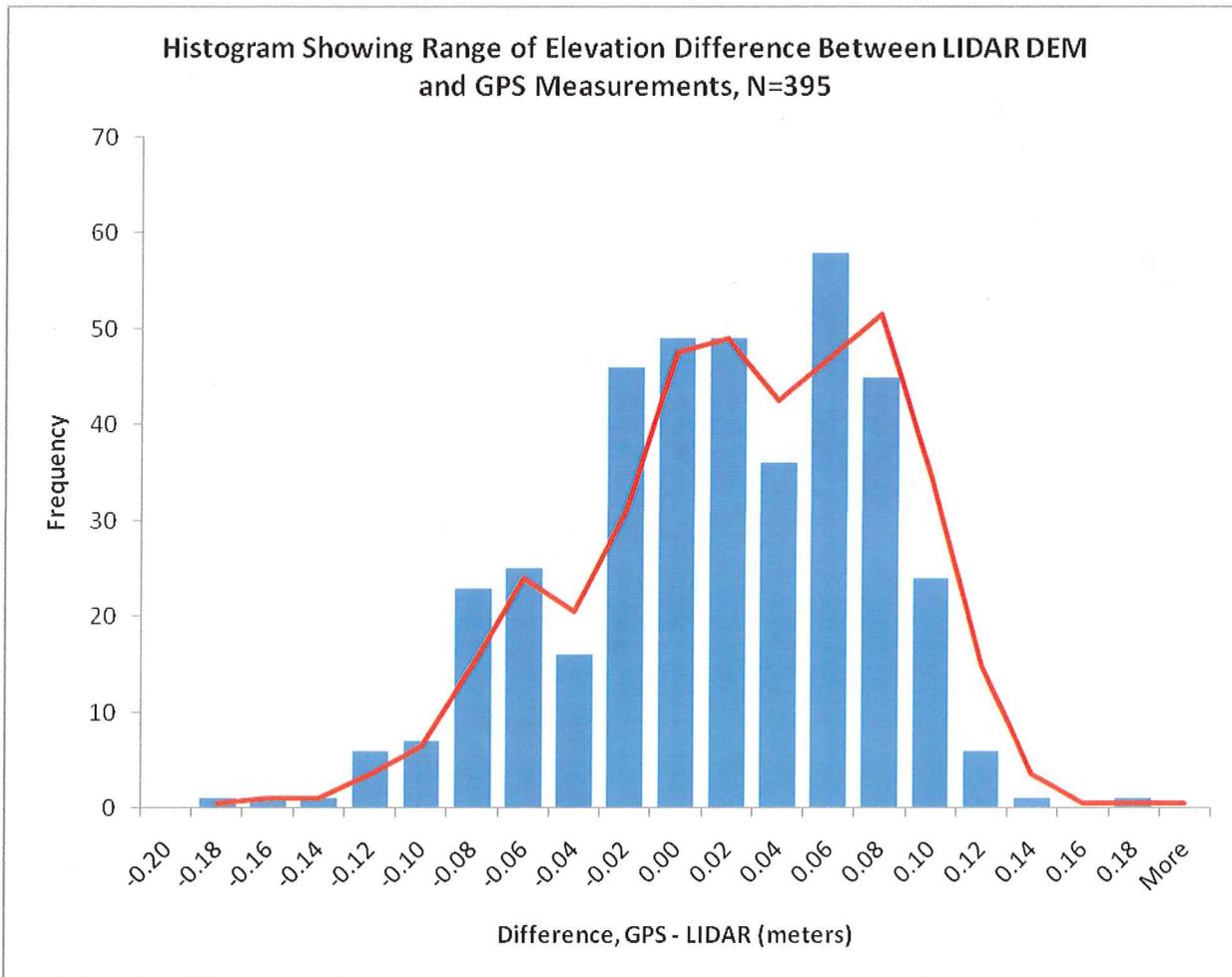
DOGAMI was able to test the horizontal accuracy of survey monuments used to reference the lidar data while conducting vertical control measurements. For internal purposes only, the XY coordinates of survey monuments surveyed by DOGAMI were compared to the survey monuments provided by the vender and in almost every case, the reported results were consistent with those obtained by DOGAMI staff.



**Figure 6.** Locations of RTK control surveyed by DOGAMI. Data was used to test absolute accuracy for the Deschutes lidar survey within the Delivery 9 extent.

	<i>Meters</i>	<i>Feet</i>
Mean	0.006	0.018
Standard Error	0.003	0.010
Standard Deviation	0.059	0.192
Range	0.355	1.163
Minimum	-0.189	-0.620
Maximum	0.166	0.543

**Table 3.** Descriptive Statistics for absolute value vertical offsets.

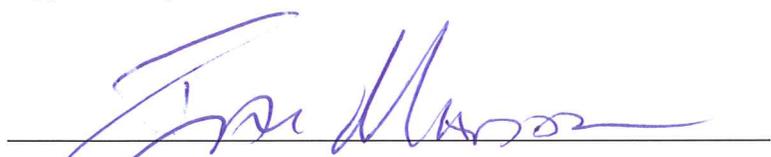


**Figure 7.**

Acceptance

The data described in this report meets and exceeds project specifications laid out in the contracted data standards agreement. All components of data to be delivered have been received as of September 21st, 2010. Consistency analysis has concluded that all data contains flight line to flight line vertical offset less than the threshold of 0.15 meters as specified in agreement. The vendor has adequately responded to all fixable errors identified as part of the visual analysis. Perceived grid errors identified by DOGAMI that were found to be false have been documented by the vendor and explained to the satisfaction of DOGAMI reviewers. Absolute accuracy analysis of the data has concluded that absolute vertical error of lidar data is less than the specified tolerance of 0.20 meters as specified in the data standards agreement.

Approval Signatures

 \_\_\_\_\_ Date: 9/20/2010

Ian Madin  
Chief Scientist – Department of Geology & Mineral Industries

 \_\_\_\_\_ Date: 9/20/2010

John English  
Lidar Database Coordinator – Department of Geology & Mineral Industries

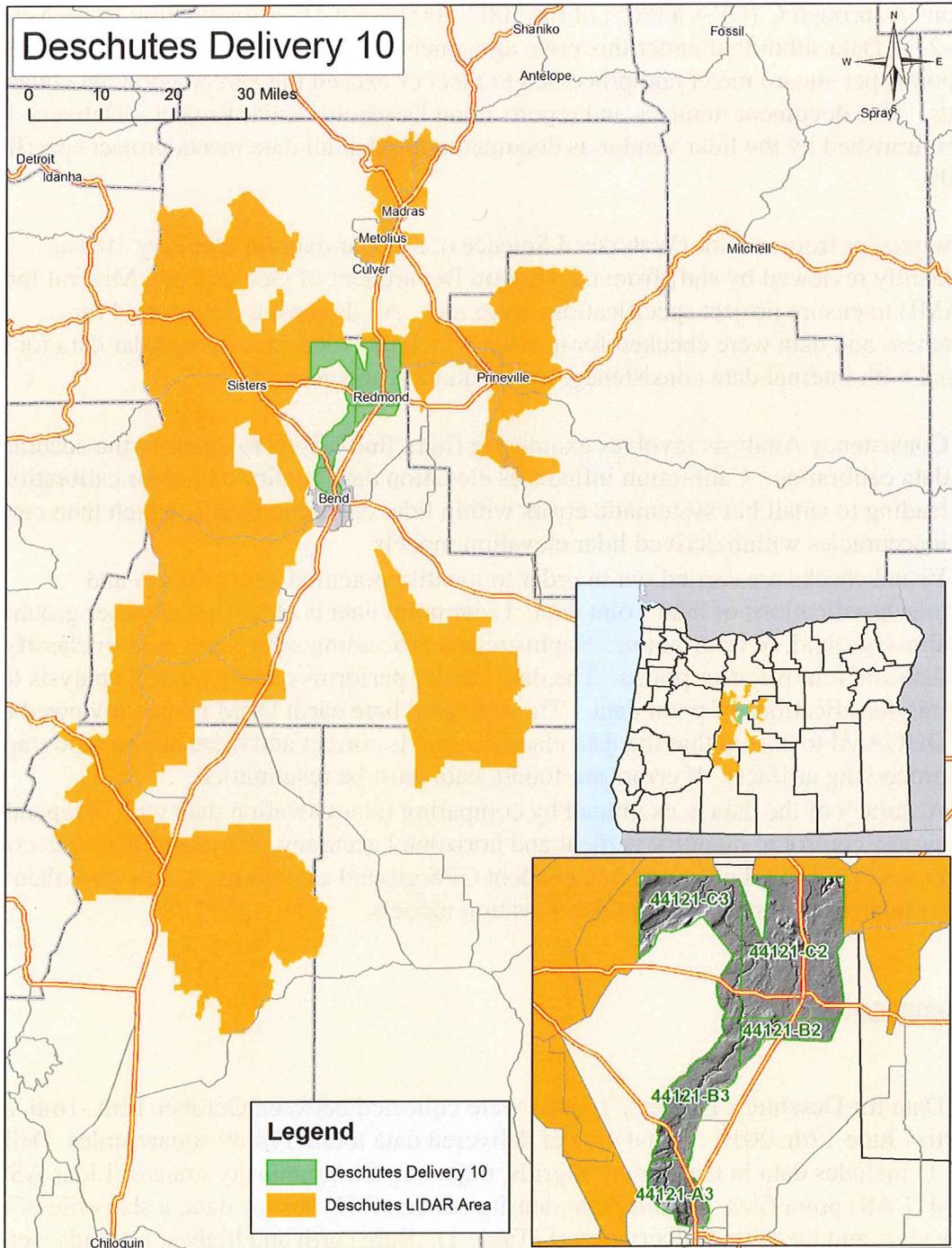




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*Deschutes LIDAR Project, 2009 – Delivery 10 QC Analysis*  
**LIDAR QC Report – September 23rd, 2010**



Map featuring Deschutes Delivery 10 data extent.

The Oregon Department of Geology & Mineral Industries has contracted with Watershed Sciences to collect high resolution lidar topographic data for multiple areas within the State of Oregon. Areas for lidar data collection have been designed as part of a collaborative effort of State, Federal, and Local agencies in order to meet a wide range of project goals. The vendor has agreed to certain conditions of data quality and standards for all lidar data deliverables listed in sections A through C (OPA #8865) of the 2007-2009 Lidar Data Acquisition Price Agreement (pgs 14-23). Data submitted under this price agreement is to be collected at a resolution of at least 8 points per square meter and processed to meet or exceed the agreed upon data quality standards. This document itemizes and reports upon Deschutes Lidar Project – Delivery 10 products furnished by the lidar vendor as documentation that all data meets project specific standards.

Upon receipt from vendor (Watershed Sciences), all lidar data for Delivery 10 was independently reviewed by staff from the Oregon Department of Geology and Mineral Industries (DOGAMI) to ensure project specifications were met. All data were inventoried for completeness and data were checked for quality, which included examining lidar data for errors associated with internal data consistency, model quality, and accuracy.

- Consistency Analysis involves examining flight line offsets to quantify the accuracy of data calibration. Calibration influences elevation data quality with poor calibration leading to small but systematic errors within lidar elevation points, which then create inaccuracies within derived lidar elevation models.
- Visual checks are carried out in order to identify potential data artifacts and misclassifications of lidar point data. Lidar point data is classified as either ground, above ground, or error points. Sophisticated processing scripts are used to classify point data and remove error points. The data vendor performs quality control analysis to fix misclassifications of point data. The delivered bare earth DEM is then reviewed by DOGAMI to ensure that the data classification is correct and there are no topographic processing artifacts. If errors are found, data must be resubmitted.
- Accuracy of the data is examined by comparing lidar elevation data with independent survey control to quantify vertical and horizontal accuracy. For each lidar collection project DOGAMI collected independent GPS ground elevations, which were then compared against delivered lidar elevation models.

### Data Completeness

Data for Deschutes Delivery 10 area were collected between October 12th -16th and May 29th - June 17th, 2010 . Total area of delivered data totals 114.69 square miles. Delivery 10 (Figure 1) includes data in the format of grids, trajectory files, intensity images, Lidar ASCII Standard (LAS) point files, ground point density rasters, RTK survey data, a shapefile of the delivery area, and the lidar delivery report (Table 1). Bare earth and highest hit grids were delivered in ArcInfo Grid format with 3ft cell size. Lidar point data is delivered in LAS binary

format for ground classified returns as well as the entire lidar point cloud. Georeferenced intensity images are supplied in TIF format. Supplementary data includes ground density rasters displaying locations where ground returns are low. Real time kinematic ground survey data (used for absolute vertical adjustment) is supplied in shapefile format. This delivery contains data for the following USGS 7.5 minute quads (listed by Ohio Code #) within the boundary of the Deschutes Survey collection area (Figure 1):

**Delivery 10:** 44121a3, 44121b2, 44121b3, 44121c2, 44121c3

<b>FINAL Delivery</b>	<b>Resolution</b>	<b>Format</b>	<b>Tiling</b>	
<i>Bare Earth DEMs</i>	3ft	grid	quad	x
<i>Highest Hit DEMs</i>	3ft	grid	quad	x
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<i>Ground Returns</i>	N/A	las	100th quad	x
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<i>RTK point data</i>		shape		x
<i>Delivery Area shapefile</i>		shape	quad	x
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**Table 1.** Deliverable Checklist

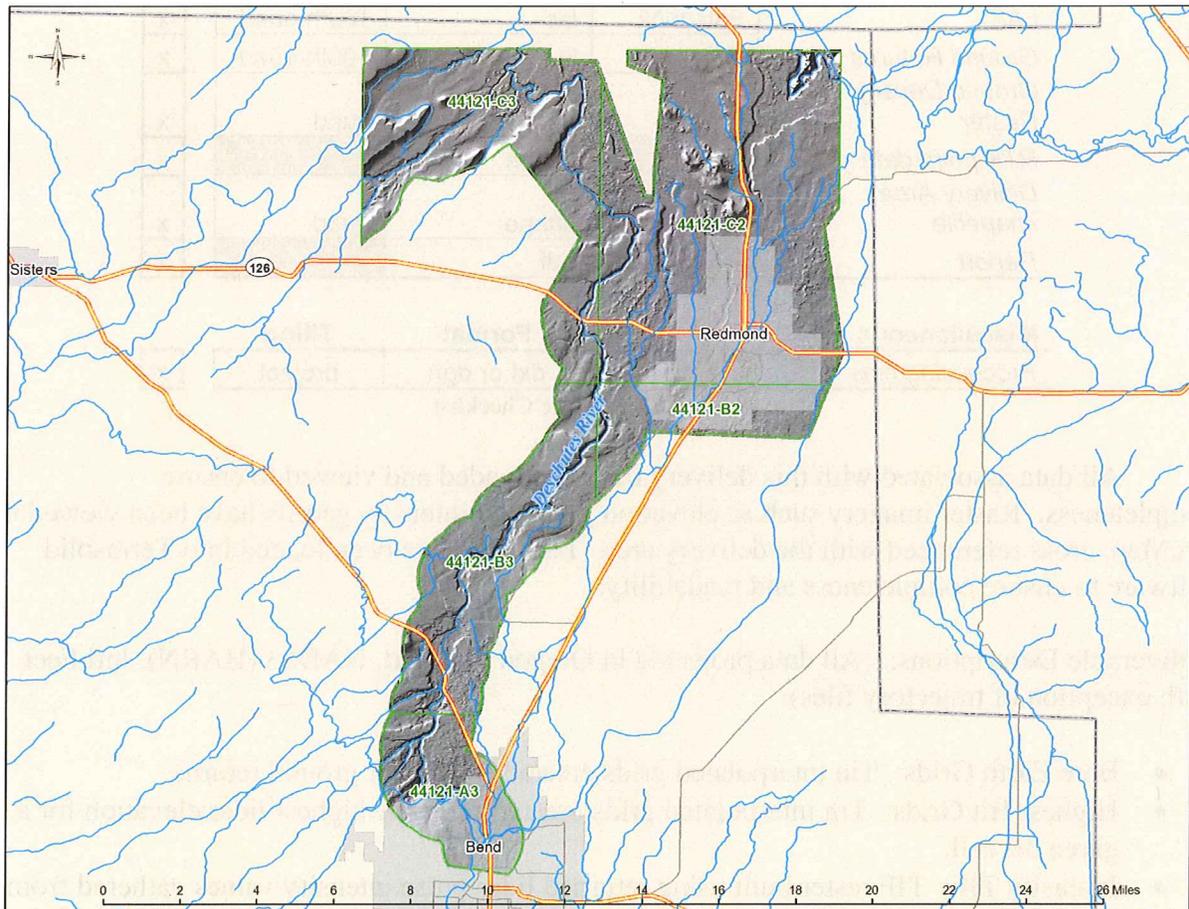
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Deliverable Descriptions: (All data projected in Oregon Lambert, NAD83 (HARN), Intl Feet with exception of trajectory files).

- Bare Earth Grids: Tin interpolated grids created from lidar ground returns.
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- Ground LAS: Binary file of lidar points classified as ground (Class, flight line #, GPS Time, Echo, Easting, Northing, Elevation, Intensity, Scan Angle, Echo Number, and Scanner).
- RTK Point Data: Ground GPS Survey data used to correct raw lidar point cloud for vertical offsets.
- Delivery Area Shapefile: Geometry file depicting the geospatial area associated with deliverables.
- Report: Report provides detailed description of data collection methods and processing. The vendor also reports accuracies associated with calibration, consistency, absolute error, and point classifications.



**Figure 1.** Delivery 10 location area. Data is referenced to USGS 7.5 minute quadrangles within the extents of the Deschutes Survey collection area.

Consistency Analysis:

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Consistency refers to lidar elevation differences between overlapping flight lines. Consistency errors are created by poor lidar system calibration settings associated with sensor platform mounting. Errors in consistency manifest as vertical offsets between individual flight lines. Consistency offsets were measured using the “Find Match” tool within the TerraMatch© software toolset. This tool uses aircraft trajectory information linked to the lidar point cloud to quantify flight line-to-flight line offsets.

To quantify the magnitude of this error 396 delivered data tiles were examined for vertical offset between flight lines. Data tiles with less than 1000 points were not used in analysis. Selection of tiles aimed to evenly sample the delivered spatial extent of data. Each tile measured 750 x 750 meters in size. The average number of points used for flight line comparison was 7,511,334 per tile (Table 2a). Error measurements were calculated by differencing the nearest point from an adjacent flight line within 1 meters in the horizontal plane and 0.2 meters in the vertical plane. Each flight line was compared to adjacent flight lines, and the average magnitude of vertical error was calculated. A total of 224 flight lines were sampled and compared for consistency.

**Summary Statistics**

# of Tiles	396
# of Flight Line Sections	224
Avg # of Points	7,511,334
Avg. Magnitude Z error (m)	0.034

**Table 2a.** Summary Results of Consistency Analysis

	<i>meters</i>	<i>feet</i>
Mean	0.034	0.113
Standard Error	0.001	0.002
Standard Deviation	0.009	0.031
Sample Variance	0.000	0.000
Range	0.066	0.215
Minimum	0.022	0.073
Maximum	0.088	0.289

**Table 2b.** Descriptive Statistics for Magnitude Z Error.

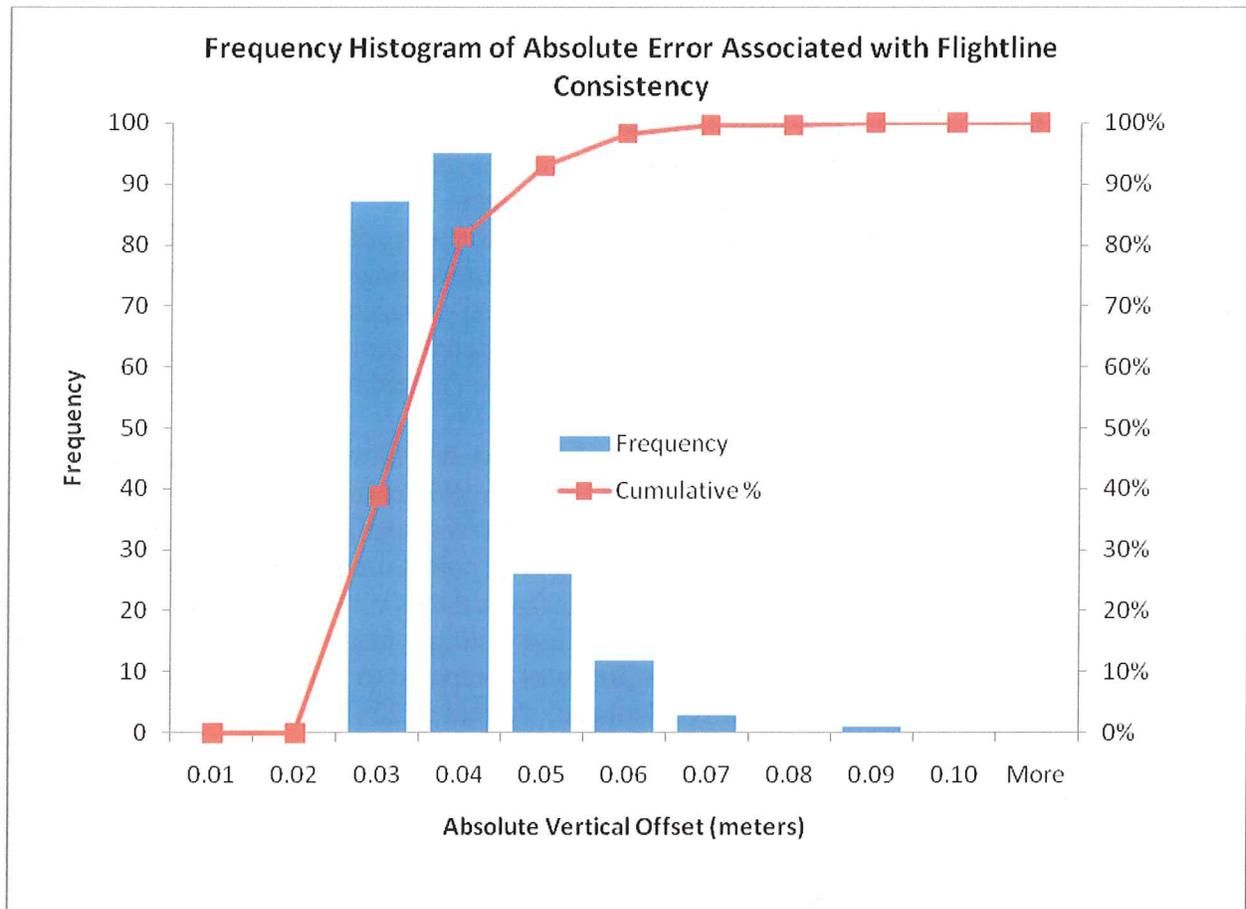


Figure 2.

Results of the consistency analysis found the average flight line offset to be 0.034 meters with a maximum error of 0.096m (Table 2b). Distribution of error showed over 92% of all error was less than 0.05m and 98% was less than 0.06m (Figure 2). These results show that all data are within tolerances of data consistency according to contract agreement.

### Visual Analysis

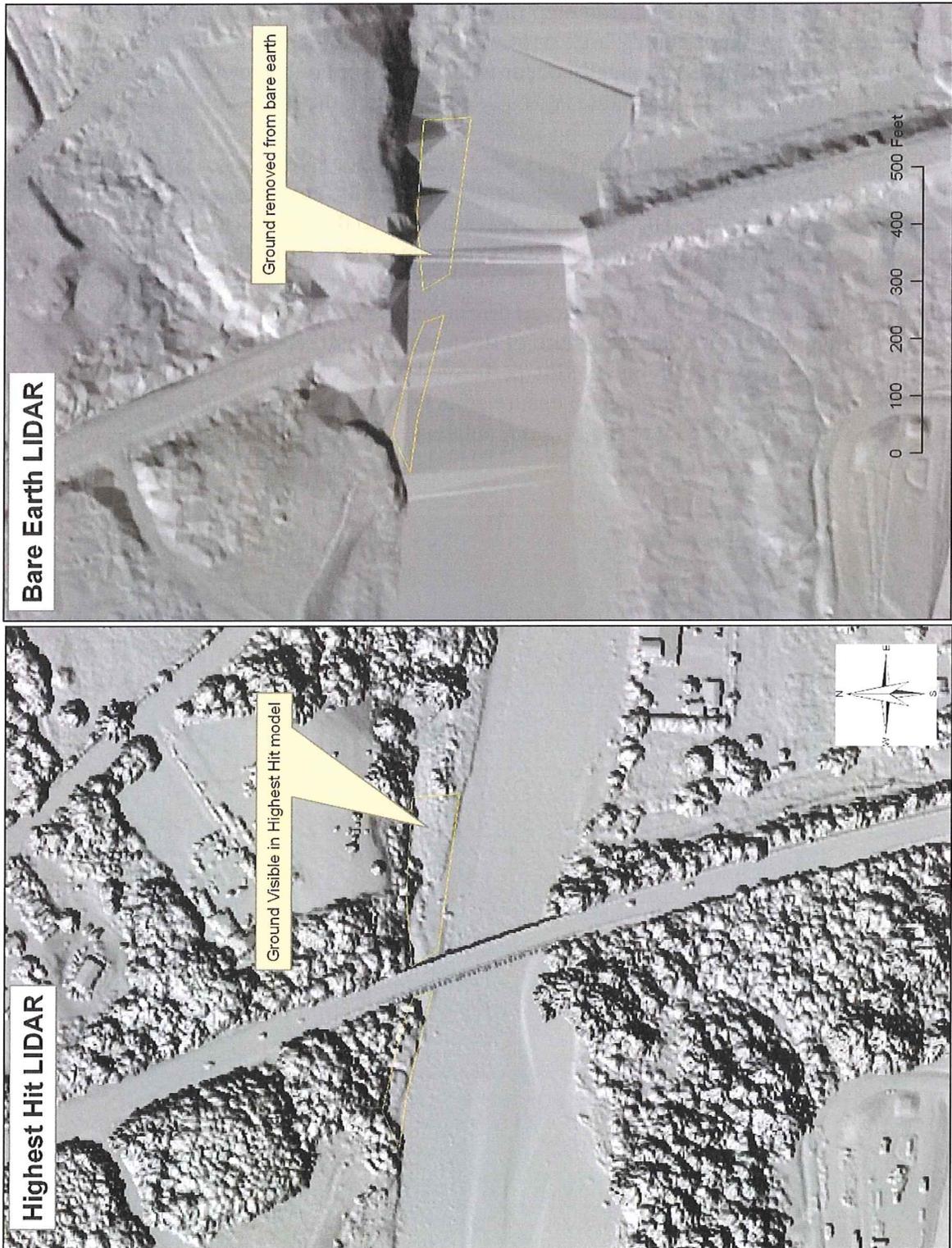
Lidar 3ft grids were loaded into ArcGIS software for visual analysis. Data were examined through slope and hillshade models of bare earth returns. Hillshades of the highest hit models were used to identify areas of missing ground (Figure 3). Both bare earth and highest hit models were examined for calibration offsets, tiling artifacts (Figure 4), seam line offsets, pits (Figure 5), and birds.

Calibration offsets typically are visualized as a corduroy-like patterning within a hillshaded lidar model. These offsets present themselves along steep slopes and typically stand out more in highest hit models than bare earth. Tiling artifacts are a result of missing or misclassified data along the edge of lidar processing tiles. These artifacts present themselves as linear features typically 1-2 grid cells in width, and are present in both the highest hit and bare earth models (e.g. Figure 3). Seam line offsets occur where two distinct days of lidar data

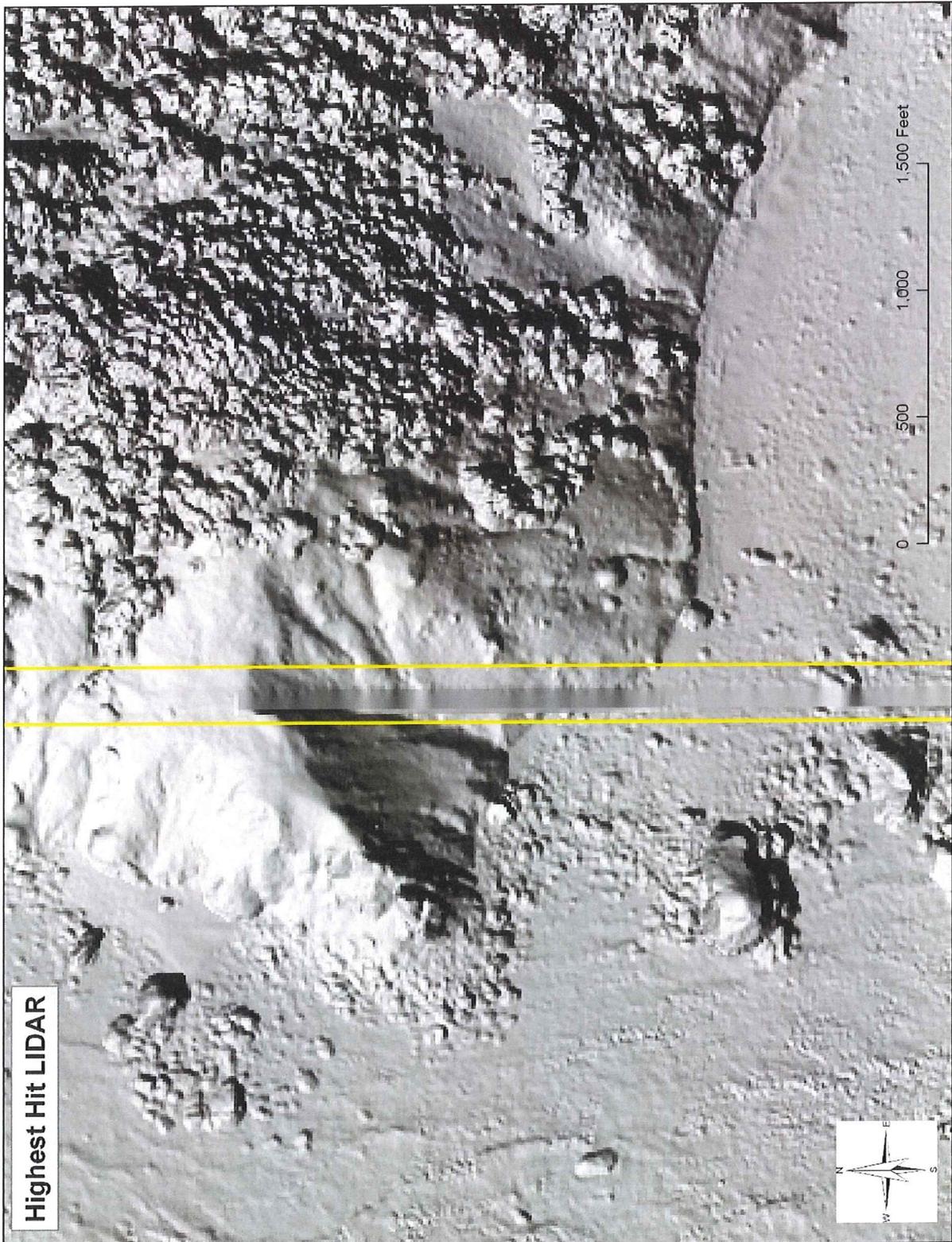
overlap. Errors occur as a result of improper absolute vertical error adjustments. These errors are typically visualized as a linear stair step running along the edge of connecting flight lines. Pits and birds refer to uncommonly high or low points that are the result of atmospheric and sensor noise. Pits (low points) typically occur where the laser comes in contact with water on the ground (Figure 5). Birds (high points) typically occur where the laser comes into contact with atmospherics<sup>1</sup>.

Errors located during visual analysis were digitized for spatial reference and stored in ESRI shapefile format. Each feature was assigned an ID value and commented to describe the nature of the observed error. The shapefile was delivered to the vendor for locating and fixing errors. Upon receiving the observed error locations, the vendor performed an analysis to conclude whether the error was valid. For all valid errors found, the vendor has reprocessed the data to accommodate fixes. For all observed errors that are found to be false, the vendor has produced an image documenting the nature of the feature in grid and point data format. A readme file was created explaining all edits performed. Corrected data was delivered to DOGAMI. This data were examined to ensure edits were made, and visually inspected for completeness, then combined into the original delivery.

<sup>1</sup> Atmospherics include clouds, rain, fog, or virga.



**Figure 3.** Example of missing ground in lidar bare earth data. Ground is clearly visible in highest hit model, but has been removed from the bare earth model. This type of classification error is common near water body features.



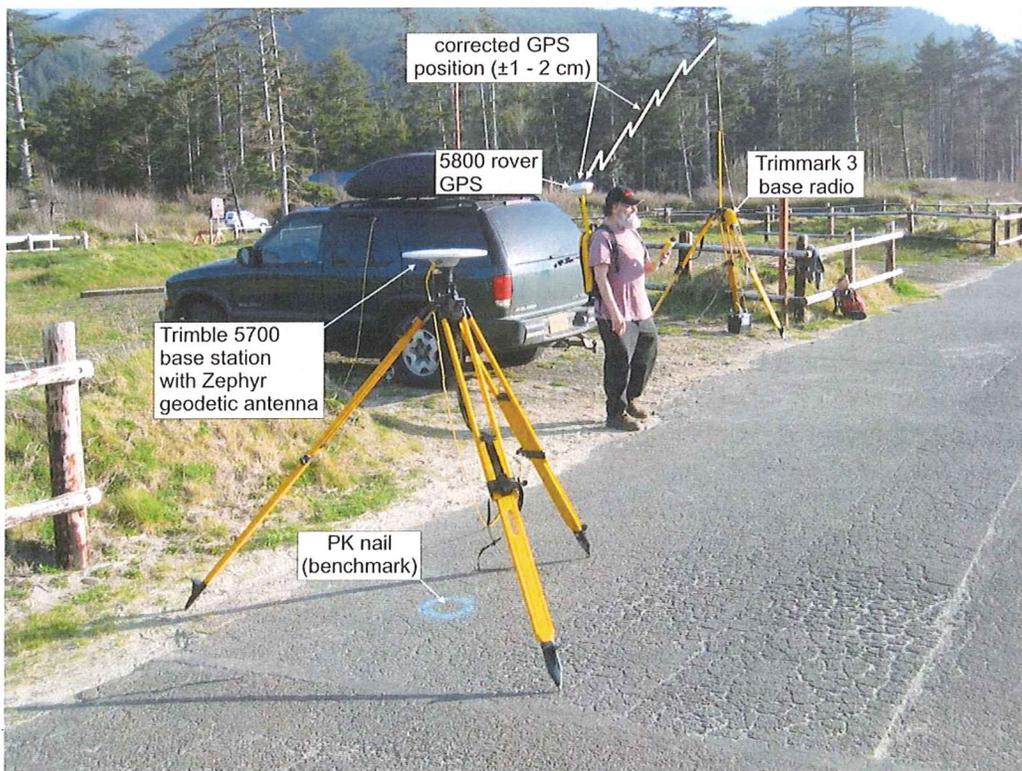
**Figure 4.** Example of tile artifact found in highest hit lidar data. Artifact is a seam line error created due to misclassification of ground at edge of lidar processing tiles.



**Figure 5.** Example of “Pit” caused by low point in ground model. Pits are caused when standing water absorbs the lidar pulse. Pits are evident in ground model as the lowest point elevation is assigned to the grid cell value. Inversely the pit is not observable in the highest hit model as the highest point elevation is assigned to the grid value

Absolute Accuracy Analysis:

Absolute accuracy refers to the mean vertical offset of lidar data relative to measured ground-control points (GCP) obtained throughout the lidar sampling area. DOGAMI used a Trimble™ 5700/5800 Total Station GPS surveying system (Figure 5) to measure GCP's. This system consisted of a GPS base station (5700 unit), Zephyr Geodetic antenna, Trimmark 3 radio, and 5800 "rover". The 5700 base station was mounted on a fixed height (typically 2.0 m) tripod and located over a known geodetic survey monument followed by a site calibration on several adjacent benchmarks to precisely establish a local coordinate system. This step is critical in order to eliminate various survey errors. For example, Trimble reports that the 5700/5800 GPS system have horizontal errors of approximately  $\pm 1\text{-cm} + 1\text{ppm}$  (parts per million \* the baseline length) and  $\pm 2\text{-cm}$  in the vertical (TrimbleNavigationSystem, 2005). These errors may be compounded by other factors such as poor satellite geometry, multipath, and poor atmospheric conditions, combining to increase the total error to several centimeters. Thus, the site calibration process is critical in order to minimize these uncertainties.



**Figure 5.** The Trimble 5700 base station antenna located over a known reference point at Cape Lookout State Park. Corrected GPS position and elevation information is then transmitted by a Trimmark III base radio to the 5800 GPS rover unit.

The approach adopted for DOGAMI lidar surveys was comprised of two components:

- 1) Verify the horizontal and vertical coordinates established by Watershed Sciences for a select number of survey monuments used to calibrate the lidar survey. These surveys typically involved a minimum of two hours of GPS occupation over a known point. The collected data were then submitted to the National Geodetic Survey (NGS) Online Positioning User Service (OPUS) for

- post-processing against several Continuously Operating Reference Stations (CORS) operated by the NGS.
- 2) Collect GCP's along relatively flat surfaces (roads, paths, parking lots etc.). This step involved the collection of both continuous measurements (from a vehicle as well as from a backpack) as well as static measurements (typically 5 epics).

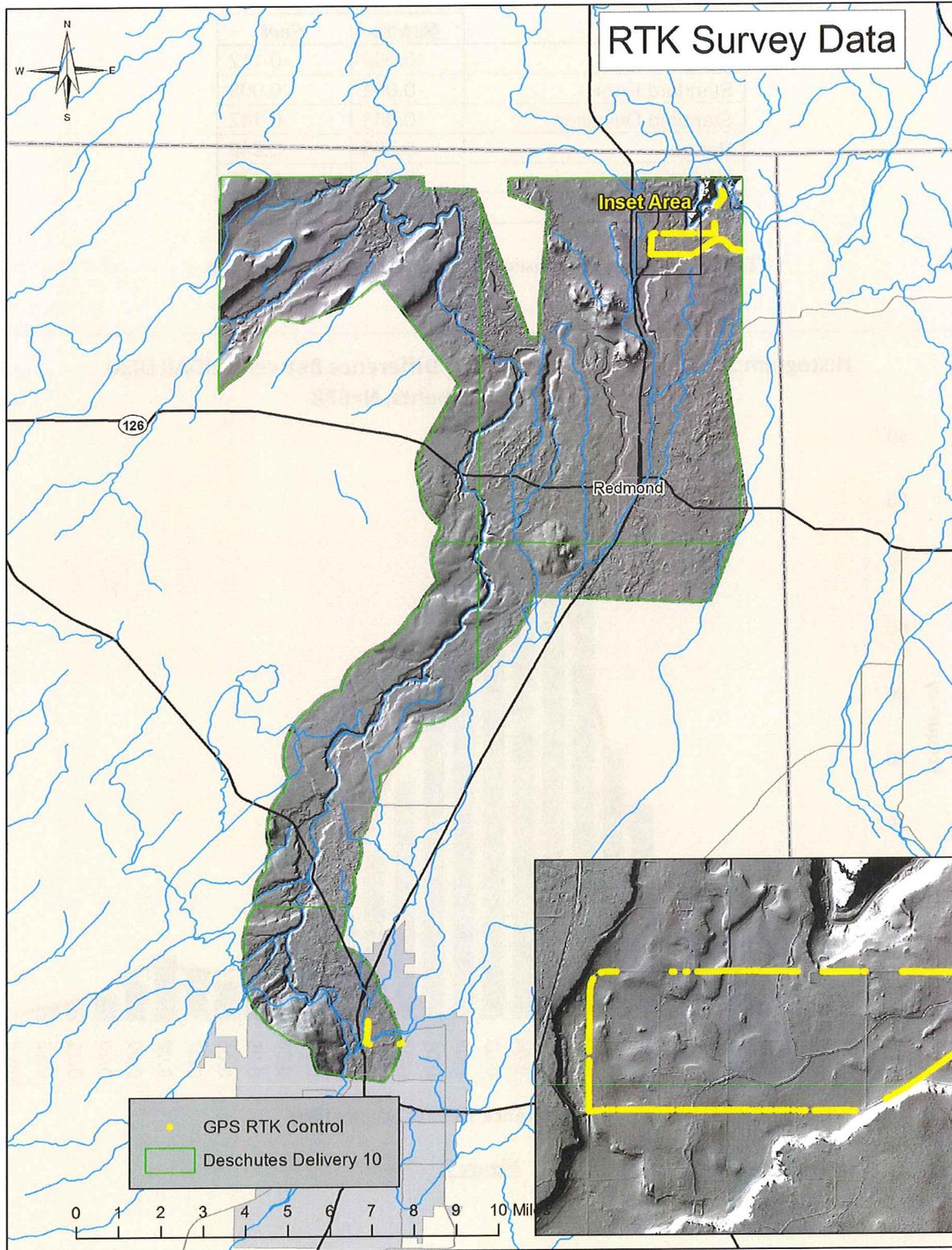
Having collected the GCP data, the GPS data was post-processed using Trimble's Geomatic Office software. Data post-processing typically involved calibrations against at least three CORS stations as well as from local site calibrations performed in the field using those benchmarks that had been independently verified. Data is post processed to refine measurements so that horizontal and vertical errors are less than 0.02 meters (0.065 feet). Horizontal accuracy of data is tested by reoccupying a sample subset of survey monuments used for processing of lidar data. Each occupation's x and y coordinates are compared with the vendor coordinates for offsets.

Vertical accuracy analysis consisted of differencing control data and the delivered lidar Digital Elevation Models (DEM) to expose offsets. These offsets were used to produce a mean vertical error and vertical RMSE value for the entire delivered data set. Project specifications list the maximum acceptable mean vertical offset to be 0.20 meters (0.65 feet).

A total of 678 measured GCP's were obtained in the Delivery 10 region and compared with the lidar elevation grids. The data delivered to DOGAMI was found to have a mean vertical offset of -0.034 meters (-0.112 feet) and an RMSE value of 0.055 meters (0.181 ft). Offset values ranged from -0.140 to 0.118 meters (Table 3 and Figure 7).

Horizontal accuracies were not specified in agreement since true horizontal accuracy is regarded as a product of the lidar ground foot print. Lidar is referenced to co-acquired GPS base station data that has accuracies far greater than the value of the lidar foot print. The ground footprint is equal to  $1/3333^{\text{rd}}$  of above ground flying height. Survey altitude for this acquisition was targeted at 900 meters yielding a ground foot print of 0.27 meters. This value exceeds the typical accuracy value of ground control used to reference the lidar data (<0.01m). Project specifications require the lidar foot print to fall within 0.15 and 0.40 meters.

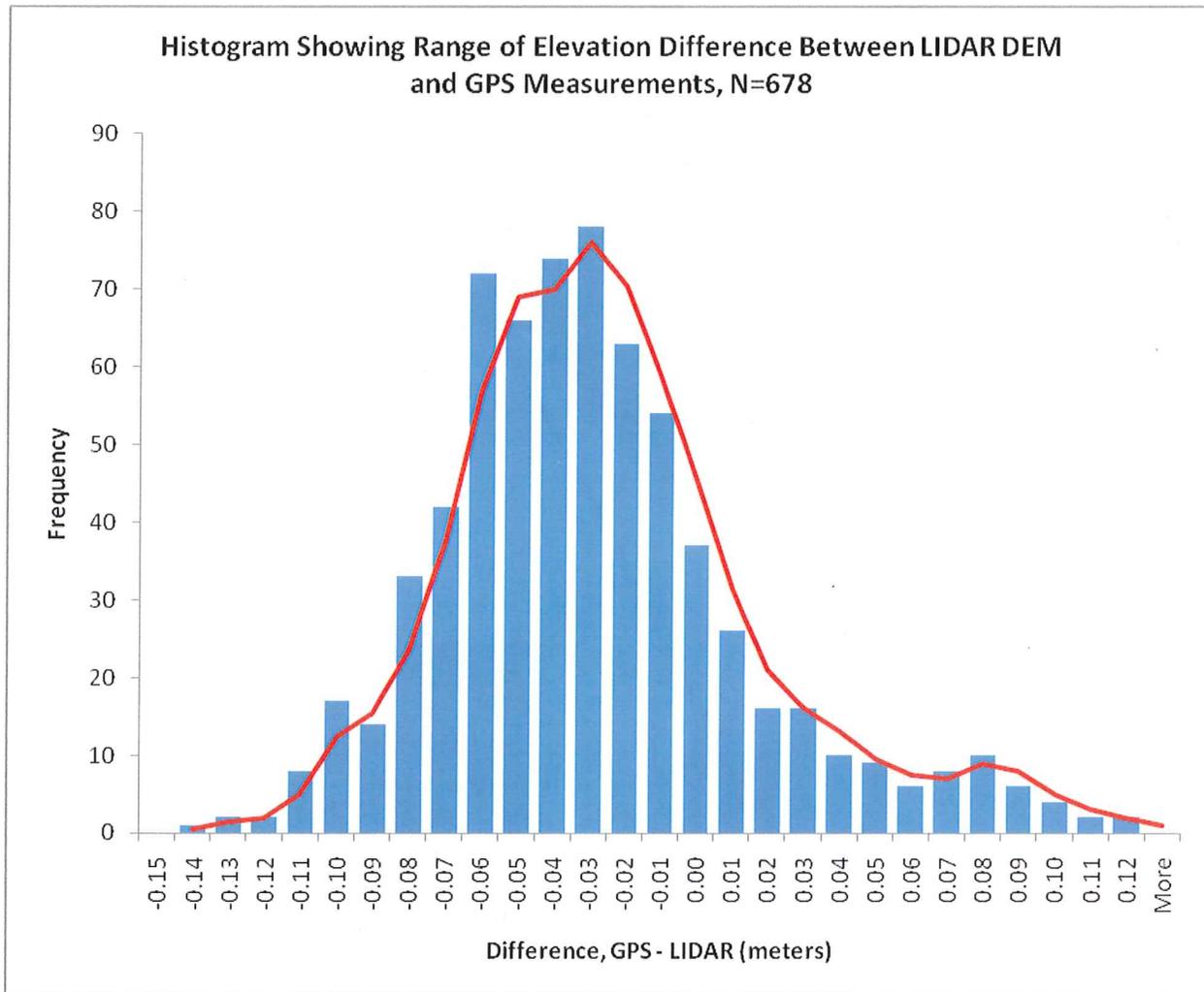
DOGAMI was able to test the horizontal accuracy of survey monuments used to reference the lidar data while conducting vertical control measurements. For internal purposes only, the XY coordinates of survey monuments surveyed by DOGAMI were compared to the survey monuments provided by the vender and in almost every case, the reported results were consistent with those obtained by DOGAMI staff.



**Figure 6.** Locations of RTK control surveyed by DOGAMI. Data was used to test absolute accuracy for the Deschutes lidar survey within the Delivery 10 extent.

	<i>Meters</i>	<i>Feet</i>
Mean	-0.034	-0.112
Standard Error	0.002	0.005
Standard Deviation	0.043	0.142
Range	0.258	0.848
Minimum	-0.140	-0.459
Maximum	0.118	0.388

**Table 3.** Descriptive Statistics for absolute value vertical offsets.



**Figure 7.**

Acceptance

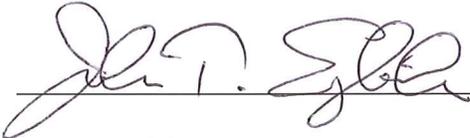
The data described in this report meets and exceeds project specifications laid out in the contracted data standards agreement. All components of data to be delivered have been received as of September 23rd, 2010. Consistency analysis has concluded that all data contains flight line to flight line vertical offset less than the threshold of 0.15 meters as specified in agreement. The vendor has adequately responded to all fixable errors identified as part of the visual analysis. Perceived grid errors identified by DOGAMI that were found to be false have been documented by the vendor and explained to the satisfaction of DOGAMI reviewers. Absolute accuracy analysis of the data has concluded that absolute vertical error of lidar data is less than the specified tolerance of 0.20 meters as specified in the data standards agreement.

Approval Signatures



Date: 9/26/2010

Ian Madin  
Chief Scientist – Department of Geology & Mineral Industries



Date: 9/26/2010

John English  
Lidar Database Coordinator – Department of Geology & Mineral Industries

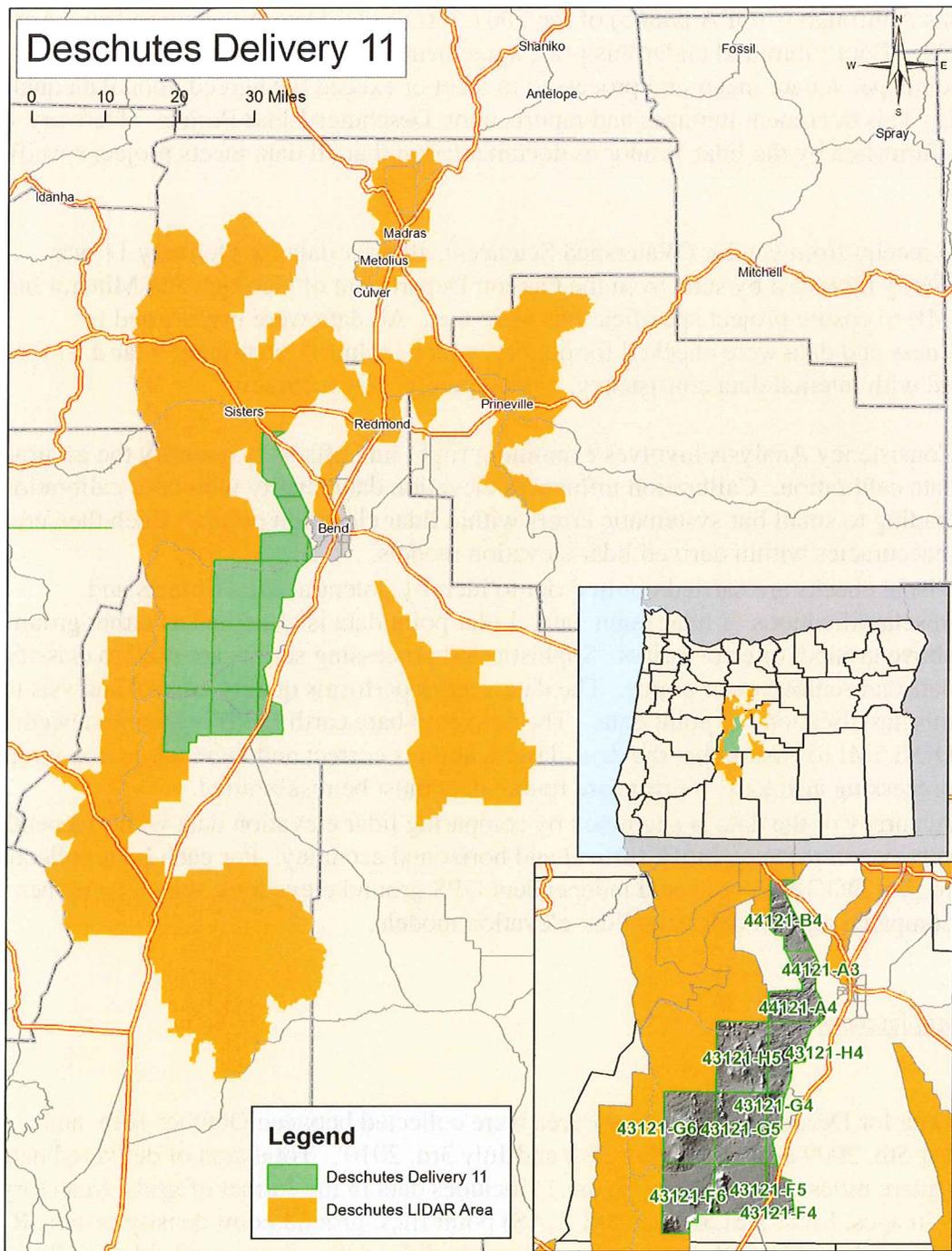




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*Deschutes LIDAR Project, 2010 – Delivery 11 QC Analysis*  
**LIDAR QC Report – September 30th, 2010**



Map featuring Deschutes Delivery 11 data extent.

The Oregon Department of Geology & Mineral Industries has contracted with Watershed Sciences to collect high resolution lidar topographic data for multiple areas within the State of Oregon. Areas for lidar data collection have been designed as part of a collaborative effort of State, Federal, and Local agencies in order to meet a wide range of project goals. The vendor has agreed to certain conditions of data quality and standards for all lidar data deliverables listed in sections A through C (OPA #8865) of the 2007-2009 Lidar Data Acquisition Price Agreement (pgs 14-23). Data submitted under this price agreement is to be collected at a resolution of at least 8 points per square meter and processed to meet or exceed the agreed upon data quality standards. This document itemizes and reports upon Deschutes Lidar Project – Delivery 11 products furnished by the lidar vendor as documentation that all data meets project specific standards.

Upon receipt from vendor (Watershed Sciences), all lidar data for Delivery 11 was independently reviewed by staff from the Oregon Department of Geology and Mineral Industries (DOGAMI) to ensure project specifications were met. All data were inventoried for completeness and data were checked for quality, which included examining lidar data for errors associated with internal data consistency, model quality, and accuracy.

- Consistency Analysis involves examining flight line offsets to quantify the accuracy of data calibration. Calibration influences elevation data quality with poor calibration leading to small but systematic errors within lidar elevation points, which then create inaccuracies within derived lidar elevation models.
- Visual checks are carried out in order to identify potential data artifacts and misclassifications of lidar point data. Lidar point data is classified as either ground, above ground, or error points. Sophisticated processing scripts are used to classify point data and remove error points. The data vendor performs quality control analysis to fix misclassifications of point data. The delivered bare earth DEM is then reviewed by DOGAMI to ensure that the data classification is correct and there are no topographic processing artifacts. If errors are found, data must be resubmitted.
- Accuracy of the data is examined by comparing lidar elevation data with independent survey control to quantify vertical and horizontal accuracy. For each lidar collection project DOGAMI collected independent GPS ground elevations, which were then compared against delivered lidar elevation models.

### Data Completeness

Data for Deschutes Delivery 11 area were collected between October 16th and November 5th, 2009 as well as May 28th and July 3rd, 2010 . Total area of delivered data totals 374.31 square miles. Delivery 11 (Figure 1) includes data in the format of grids, trajectory files, intensity images, Lidar ASCII Standard (LAS) point files, ground point density rasters, RTK survey data, a shapefile of the delivery area, and the lidar delivery report (Table 1). Bare earth and highest hit grids were delivered in ArcInfo Grid format with 3ft cell size. Lidar point data is

delivered in LAS binary format for ground classified returns as well as the entire lidar point cloud. Georeferenced intensity images are supplied in TIF format. Supplementary data includes ground density rasters displaying locations where ground returns are low. Real time kinematic ground survey data (used for absolute vertical adjustment) is supplied in shapefile format. This delivery contains data for the following USGS 7.5 minute quads (listed by Ohio Code #) within the boundary of the Deschutes Survey collection area (Figure 1):

**Delivery 11:** 43121f4, 43121f5, 43121f6, 43121g4, 43121g5, 43121g6, 43121h4, 43121h5, 44121a3, 44121a4, 44121b4

<b>FINAL Delivery</b>	<b>Resolution</b>	<b>Format</b>	<b>Tiling</b>	
<i>Bare Earth DEMs</i>	3ft	grid	quad	x
<i>Highest Hit DEMs</i>	3ft	grid	quad	x
<i>Trajectory files</i>	1 sec	ascii (TXYZRPH)	flight	x
<i>Intensity Images</i>	1.5ft	tif	100th quad	x
<i>LAS</i>	8pts/m <sup>2</sup>	las	100th quad	x
<i>Ground Returns</i>	N/A	las	100th quad	x
<i>Ground Density Raster</i>	3ft	grid	quad	x
<i>RTK point data</i>		shape		x
<i>Delivery Area shapefile</i>		shape	quad	x
<i>Report</i>		pdf		x
<b>Miscellaneous</b>				
<i>Processing bins</i>		dxr or dgn	project	x

**Table 1.** Deliverable Checklist

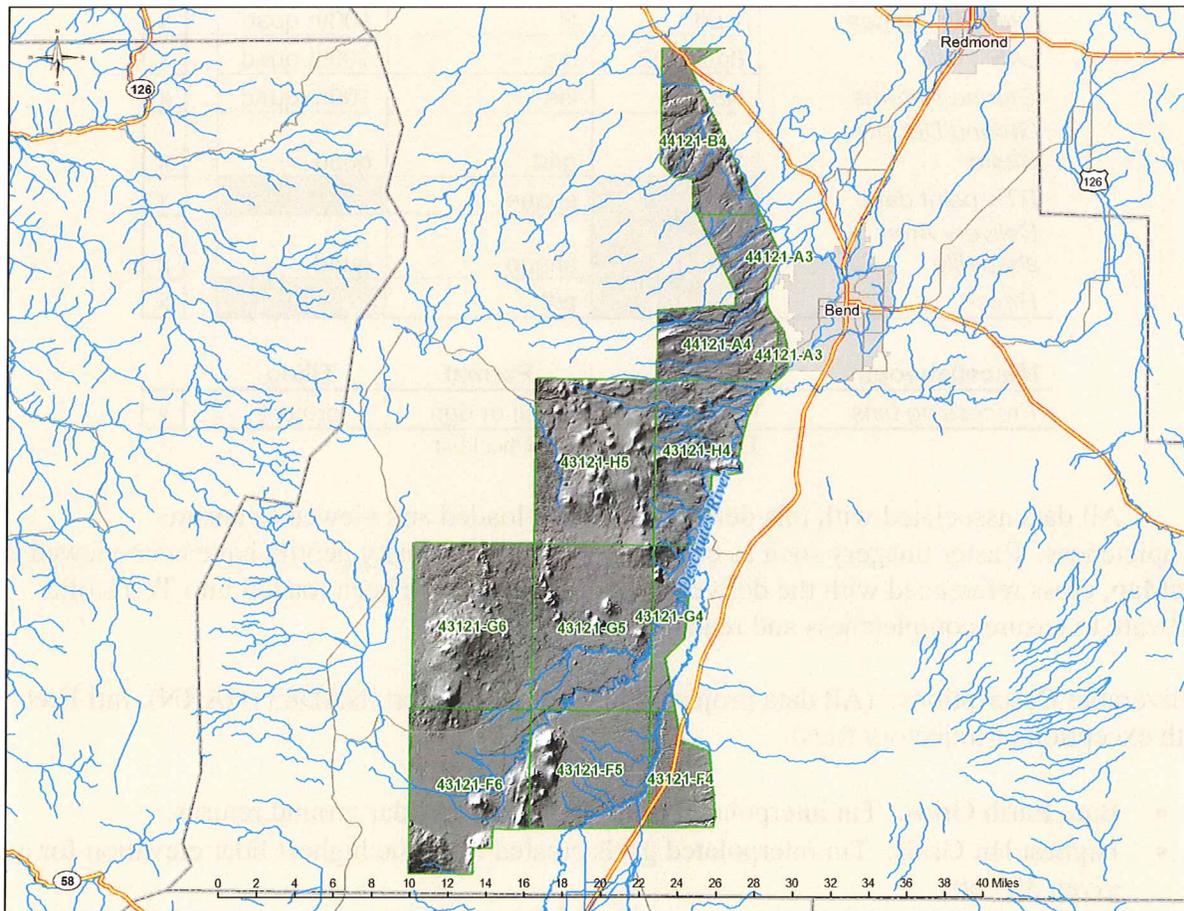
All data associated with this delivery has been loaded and viewed to ensure completeness. Raster imagery such as elevation grids and intensity geotifs have been viewed in ArcMap, cross referenced with the delivery area. Las files have been loaded into Terrasolid software to ensure completeness and readability.

Deliverable Descriptions: (All data projected in Oregon Lambert, NAD83 (HARN), Intl Feet with exception of trajectory files).

- Bare Earth Grids: Tin interpolated grids created from lidar ground returns.
- Highest Hit Grids: Tin interpolated grids created from the highest lidar elevation for a given 3ft cell.
- Intensity TIF: TIF raster built using returned lidar pulse intensity values gathered from highest hit returns.
- Trajectory File: File contains point location measurement of the aircraft used to collect lidar data. Data is collected using an Inertial Measurement Unit (IMU), and collects measurements of: Easting(meters), Northing (meters), Ellipsoid Height (meters) of aircraft, aircraft roll (degrees), aircraft pitch (degrees), aircraft heading (degrees).

Measurements are collected at one second intervals. Data is projected in UTM zone 10, NAD83 (HARN).

- LAS: Binary file of all lidar points collected in survey (Class, flight line #, GPS Time, Echo, Easting, Northing, Elevation, Intensity, Scan Angle, Echo Number, and Scanner).
- Ground LAS: Binary file of lidar points classified as ground (Class, flight line #, GPS Time, Echo, Easting, Northing, Elevation, Intensity, Scan Angle, Echo Number, and Scanner).
- RTK Point Data: Ground GPS Survey data used to correct raw lidar point cloud for vertical offsets.
- Delivery Area Shapefile: Geometry file depicting the geospatial area associated with deliverables.
- Report: Report provides detailed description of data collection methods and processing. The vendor also reports accuracies associated with calibration, consistency, absolute error, and point classifications.



**Figure 1.** Delivery 11 location area. Data is referenced to USGS 7.5 minute quadrangles within the extents of the Deschutes Survey collection area.

Consistency Analysis:

DOGAMI has specified that lidar consistency must average less than 0.15m (0.49 feet) in vertical offsets between flight lines. DOGAMI measures consistency offsets throughout delivered datasets to ensure that project specifications are met.

Consistency refers to lidar elevation differences between overlapping flight lines. Consistency errors are created by poor lidar system calibration settings associated with sensor platform mounting. Errors in consistency manifest as vertical offsets between individual flight lines. Consistency offsets were measured using the “Find Match” tool within the TerraMatch© software toolset. This tool uses aircraft trajectory information linked to the lidar point cloud to quantify flight line-to-flight line offsets.

To quantify the magnitude of this error 1,941 delivered data tiles were examined for vertical offset between flight lines. Data tiles with less than 1000 points were not used in analysis. Selection of tiles aimed to evenly sample the delivered spatial extent of data. Each tile measured 750 x 750 meters in size. The average number of points used for flight line comparison was 2,095,770 per tile (Table 2a). Error measurements were calculated by differencing the nearest point from an adjacent flight line within 1 meters in the horizontal plane and 0.2 meters in the vertical plane. Each flight line was compared to adjacent flight lines, and the average magnitude of vertical error was calculated. A total of 607 flight lines were sampled and compared for consistency.

**Summary Statistics**

# of Tiles	1941
# of Flight Line Sections	607
Avg # of Points	2,095,770
Avg. Magnitude Z error (m)	0.035

**Table 2a.** Summary Results of Consistency Analysis

	<i>meters</i>	<i>feet</i>
Mean	0.035	0.116
Standard Error	0.000	0.001
Standard Deviation	0.011	0.034
Sample Variance	0.000	0.000
Range	0.082	0.268
Minimum	0.020	0.066
Maximum	0.102	0.335

**Table 2b.** Descriptive Statistics for Magnitude Z Error.

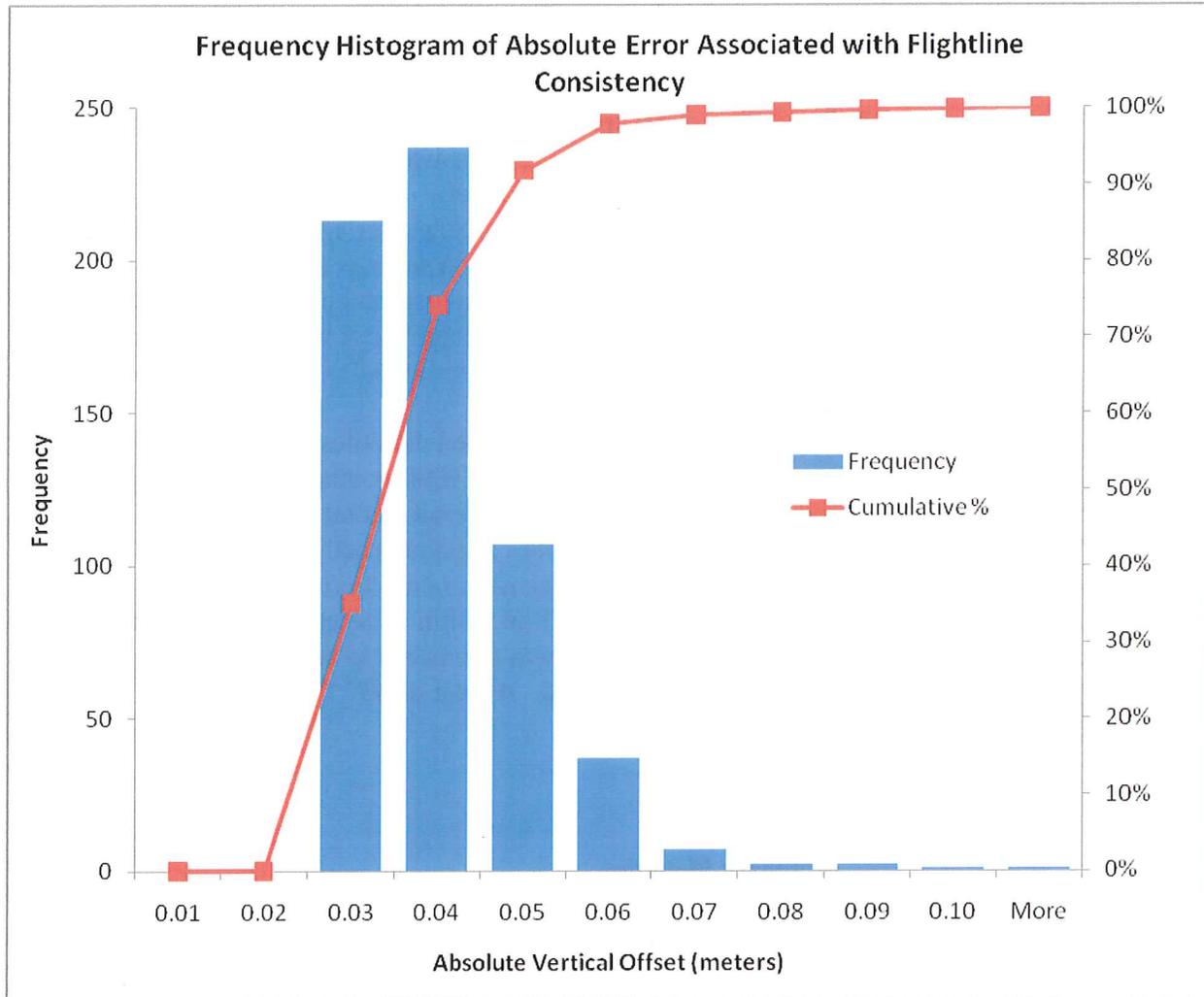


Figure 2.

Results of the consistency analysis found the average flight line offset to be 0.035 meters with a maximum error of 0.102m (Table 2b). Distribution of error showed over 97% of all error was less than 0.06m and 99% was less than 0.07m (Figure 2). These results show that all data are within tolerances of data consistency according to contract agreement.

Visual Analysis

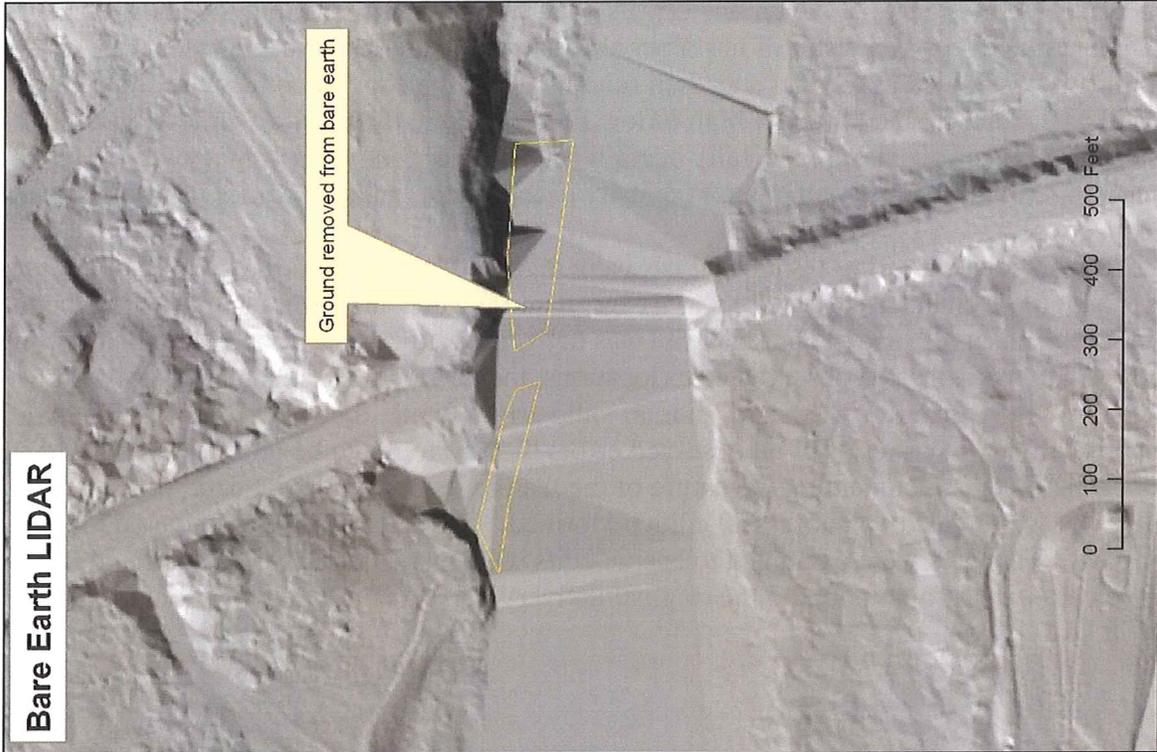
Lidar 3ft grids were loaded into ArcGIS software for visual analysis. Data were examined through slope and hillshade models of bare earth returns. Hillshades of the highest hit models were used to identify areas of missing ground (Figure 3). Both bare earth and highest hit models were examined for calibration offsets, tiling artifacts (Figure 4), seam line offsets, pits (Figure 5), and birds.

Calibration offsets typically are visualized as a corduroy-like patterning within a hillshaded lidar model. These offsets present themselves along steep slopes and typically stand out more in highest hit models than bare earth. Tiling artifacts are a result of missing or

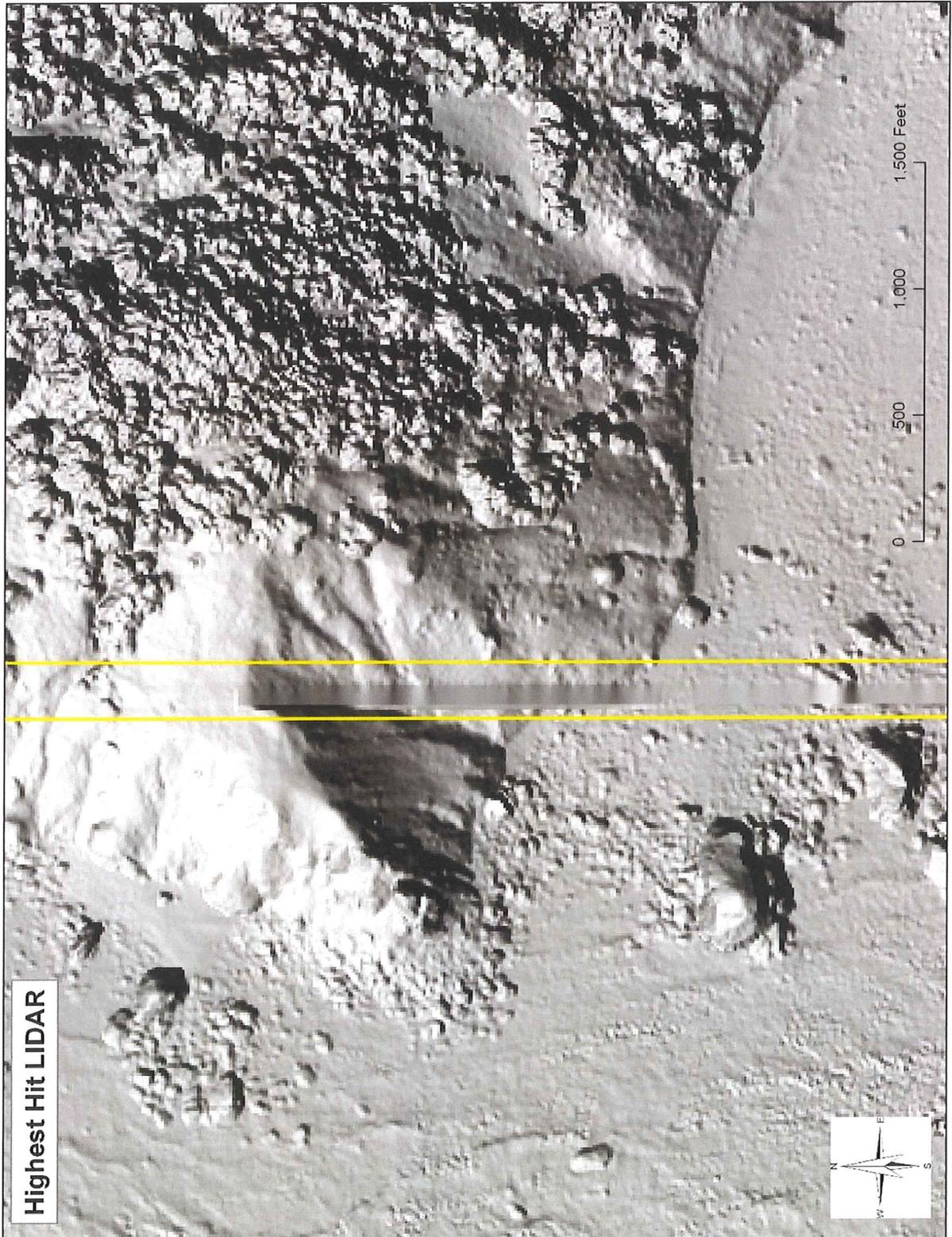
misclassified data along the edge of lidar processing tiles. These artifacts present themselves as linear features typically 1-2 grid cells in width, and are present in both the highest hit and bare earth models (e.g. Figure 3). Seam line offsets occur where two distinct days of lidar data overlap. Errors occur as a result of improper absolute vertical error adjustments. These errors are typically visualized as a linear stair step running along the edge of connecting flight lines. Pits and birds refer to uncommonly high or low points that are the result of atmospheric and sensor noise. Pits (low points) typically occur where the laser comes in contact with water on the ground (Figure 5). Birds (high points) typically occur where the laser comes into contact with atmospherics<sup>1</sup>.

Errors located during visual analysis were digitized for spatial reference and stored in ESRI shapefile format. Each feature was assigned an ID value and commented to describe the nature of the observed error. The shapefile was delivered to the vendor for locating and fixing errors. Upon receiving the observed error locations, the vendor performed an analysis to conclude whether the error was valid. For all valid errors found, the vendor has reprocessed the data to accommodate fixes. For all observed errors that are found to be false, the vendor has produced an image documenting the nature of the feature in grid and point data format. A readme file was created explaining all edits performed. Corrected data was delivered to DOGAMI. This data were examined to ensure edits were made, and visually inspected for completeness, then combined into the original delivery.

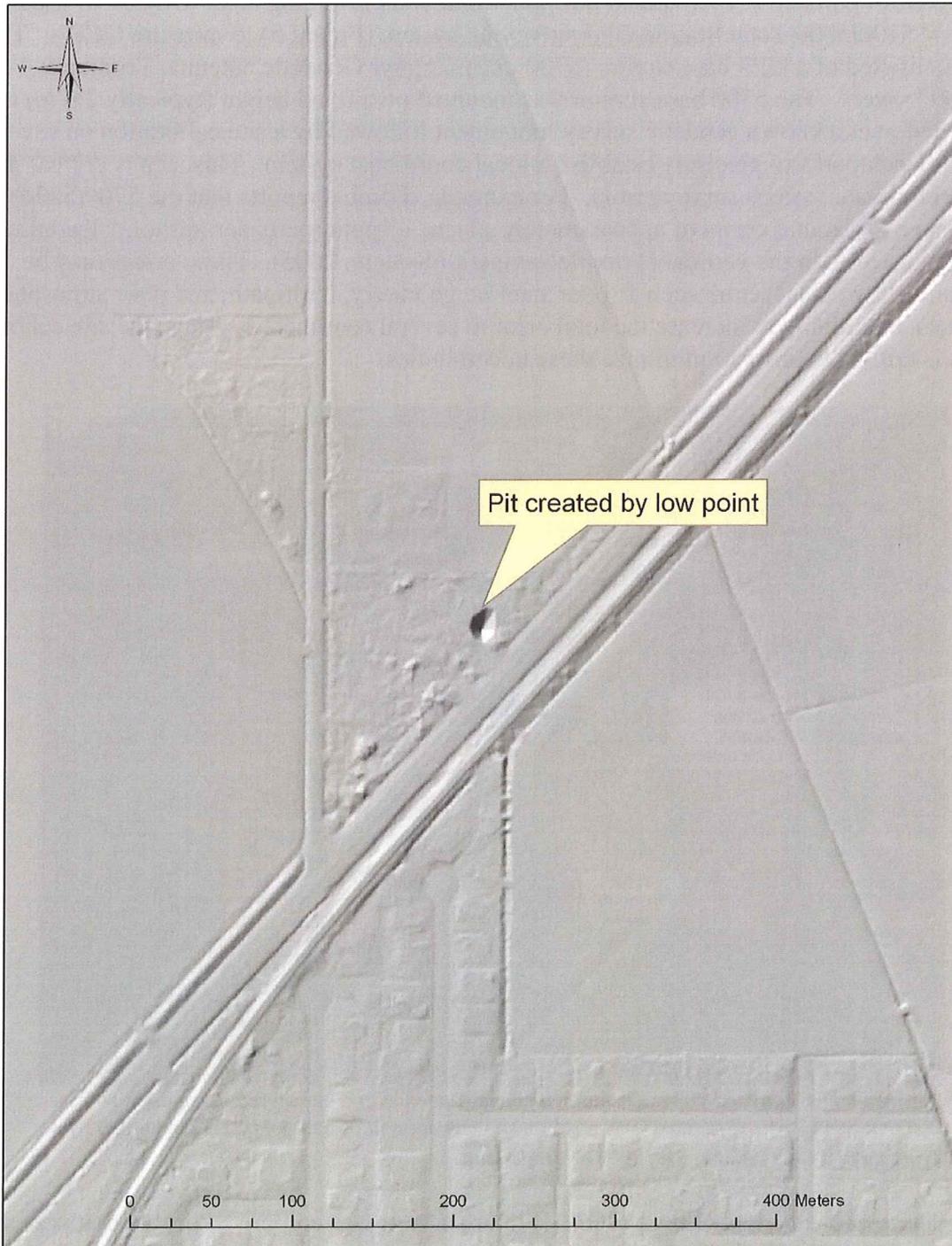
<sup>1</sup> Atmospherics include clouds, rain, fog, or virga.



**Figure 3.** Example of missing ground in lidar bare earth data. Ground is clearly visible in highest hit model, but has been removed from the bare earth model. This type of classification error is common near water body features.



**Figure 4.** Example of tile artifact found in highest hit lidar data. Artifact is a seam line error created due to misclassification of ground at edge of lidar processing tiles.



**Figure 5.** Example of “Pit” caused by low point in ground model. Pits are caused when standing water absorbs the lidar pulse. Pits are evident in ground model as the lowest point elevation is assigned to the grid cell value. Inversely the pit is not observable in the highest hit model as the highest point elevation is assigned to the grid value

Absolute Accuracy Analysis:

Absolute accuracy refers to the mean vertical offset of lidar data relative to measured ground-control points (GCP) obtained throughout the lidar sampling area. DOGAMI used a Trimble™ 5700/5800 Total Station GPS surveying system (Figure 5) to measure GCP's. This system consisted of a GPS base station (5700 unit), Zephyr Geodetic antenna, Trimmark 3 radio, and 5800 "rover". The 5700 base station was mounted on a fixed height (typically 2.0 m) tripod and located over a known geodetic survey monument followed by a site calibration on several adjacent benchmarks to precisely establish a local coordinate system. This step is critical in order to eliminate various survey errors. For example, Trimble reports that the 5700/5800 GPS system have horizontal errors of approximately  $\pm 1\text{-cm} + 1\text{ppm}$  (parts per million \* the baseline length) and  $\pm 2\text{-cm}$  in the vertical (TrimbleNavigationSystem, 2005). These errors may be compounded by other factors such as poor satellite geometry, multipath, and poor atmospheric conditions, combining to increase the total error to several centimeters. Thus, the site calibration process is critical in order to minimize these uncertainties.



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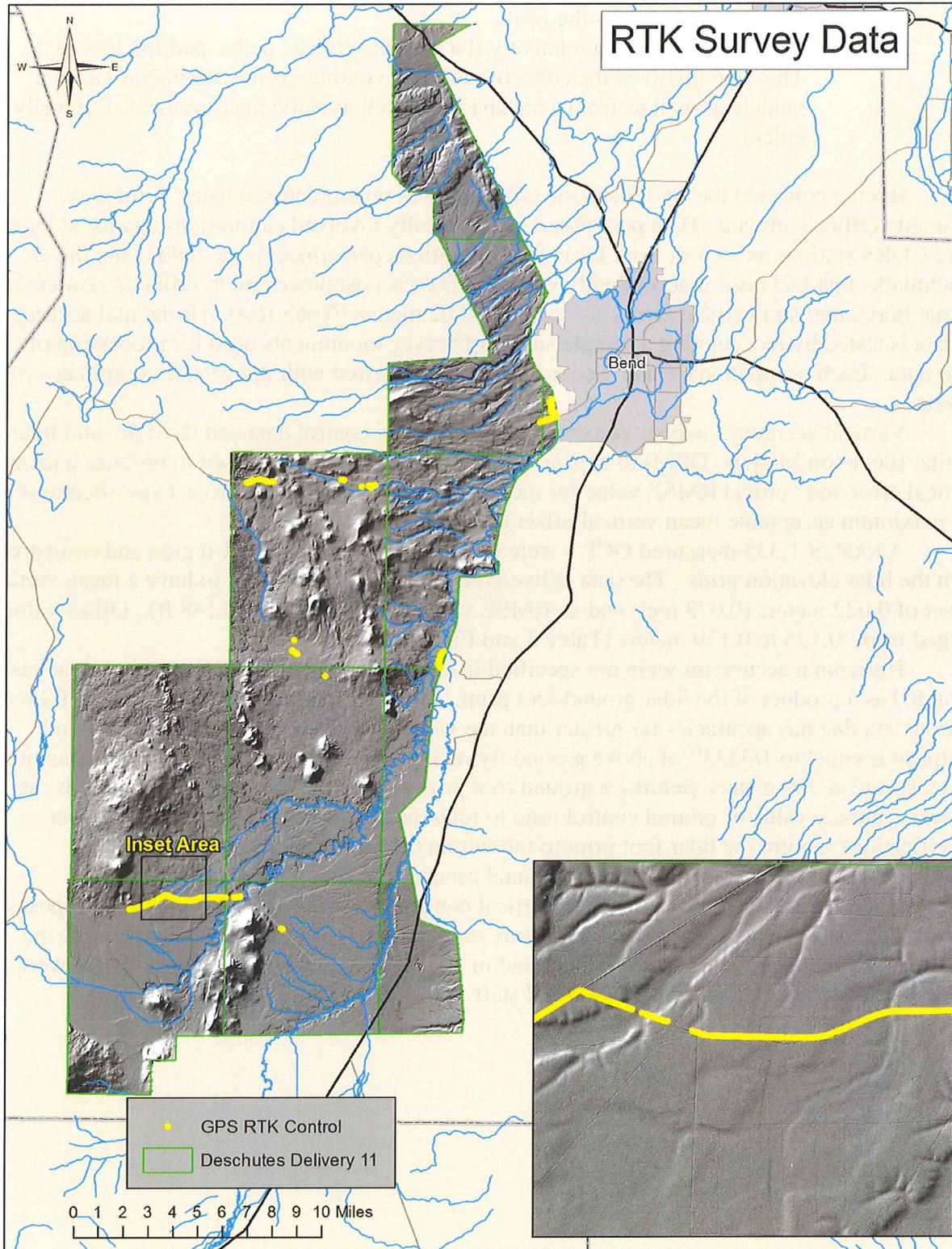
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Vertical accuracy analysis consisted of differencing control data and the delivered lidar Digital Elevation Models (DEM) to expose offsets. These offsets were used to produce a mean vertical error and vertical RMSE value for the entire delivered data set. Project specifications list the maximum acceptable mean vertical offset to be 0.20 meters (0.65 feet).

A total of 1,335 measured GCP's were obtained in the Delivery 11 region and compared with the lidar elevation grids. The data delivered to DOGAMI was found to have a mean vertical offset of 0.022 meters (0.073 feet) and an RMSE value of 0.057 meters (0.188 ft). Offset values ranged from -0.135 to 0.179 meters (Table 3 and Figure 7).

Horizontal accuracies were not specified in agreement since true horizontal accuracy is regarded as a product of the lidar ground foot print. Lidar is referenced to co-acquired GPS base station data that has accuracies far greater than the value of the lidar foot print. The ground footprint is equal to  $1/3333^{\text{rd}}$  of above ground flying height. Survey altitude for this acquisition was targeted at 900 meters yielding a ground foot print of 0.27 meters. This value exceeds the typical accuracy value of ground control used to reference the lidar data (<0.01m). Project specifications require the lidar foot print to fall within 0.15 and 0.40 meters.

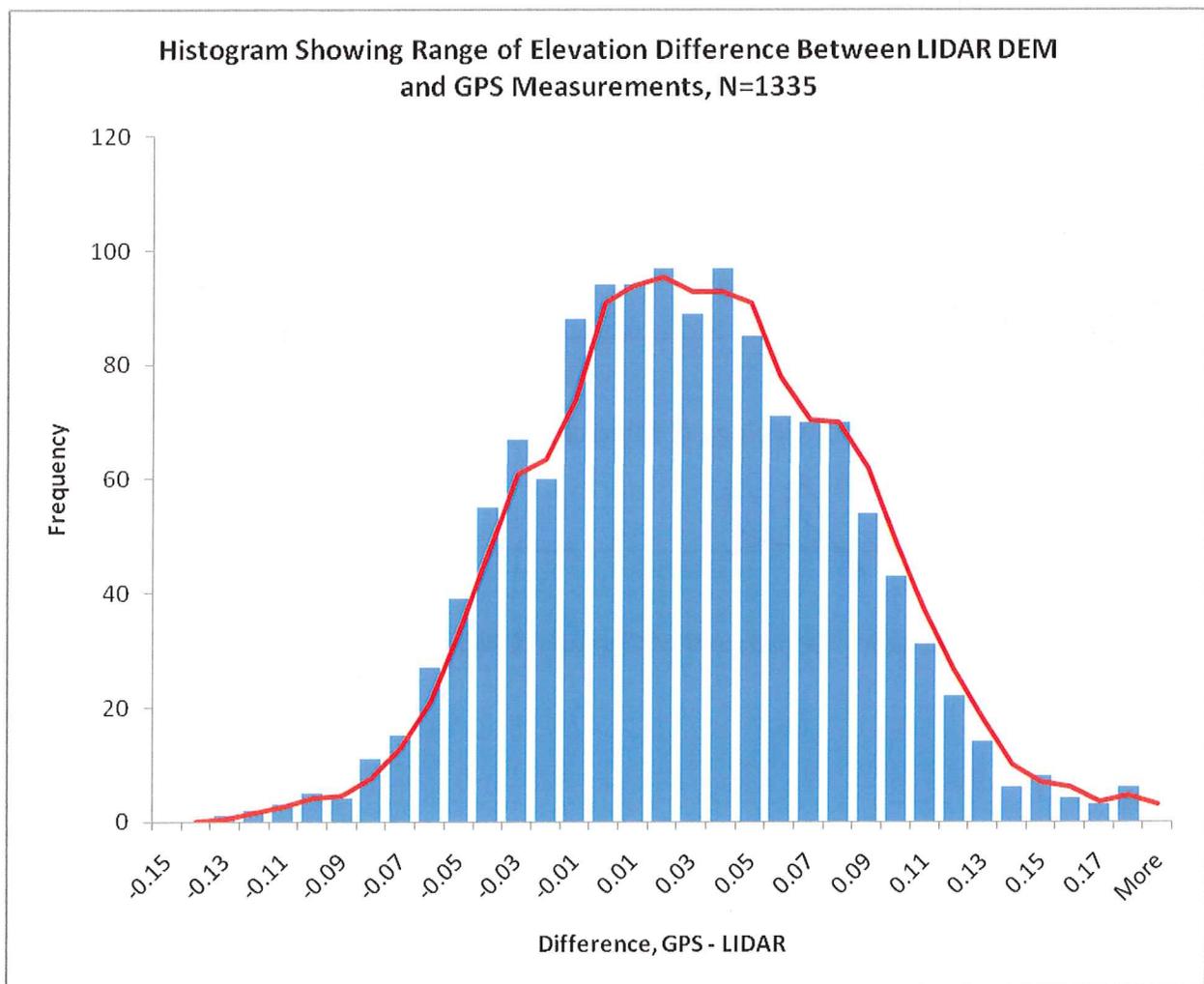
DOGAMI was able to test the horizontal accuracy of survey monuments used to reference the lidar data while conducting vertical control measurements. For internal purposes only, the XY coordinates of survey monuments surveyed by DOGAMI were compared to the survey monuments provided by the vender and in almost every case, the reported results were consistent with those obtained by DOGAMI staff.



**Figure 6.** Locations of RTK control surveyed by DOGAMI. Data was used to test absolute accuracy for the Deschutes lidar survey within the Delivery 11 extent.

	<i>Meters</i>	<i>Feet</i>
Mean	0.022	0.073
Standard Error	0.001	0.005
Standard Deviation	0.053	0.173
Range	0.315	1.034
Minimum	-0.136	-0.446
Maximum	0.179	0.588
RMSE	0.057	0.188

**Table 3.** Descriptive Statistics for absolute value vertical offsets.

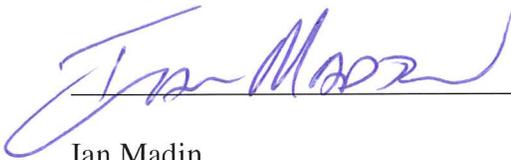


**Figure 7.**

Acceptance

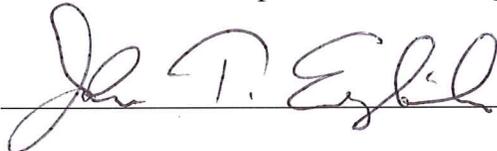
The data described in this report meets and exceeds project specifications laid out in the contracted data standards agreement. All components of data to be delivered have been received as of September 30th, 2010. Consistency analysis has concluded that all data contains flight line to flight line vertical offset less than the threshold of 0.15 meters as specified in agreement. The vendor has adequately responded to all fixable errors identified as part of the visual analysis. Perceived grid errors identified by DOGAMI that were found to be false have been documented by the vendor and explained to the satisfaction of DOGAMI reviewers. Absolute accuracy analysis of the data has concluded that absolute vertical error of lidar data is less than the specified tolerance of 0.20 meters as specified in the data standards agreement.

Approval Signatures



Date: 10/1/10

Ian Madin  
Chief Scientist – Department of Geology & Mineral Industries



Date: 10/1/10

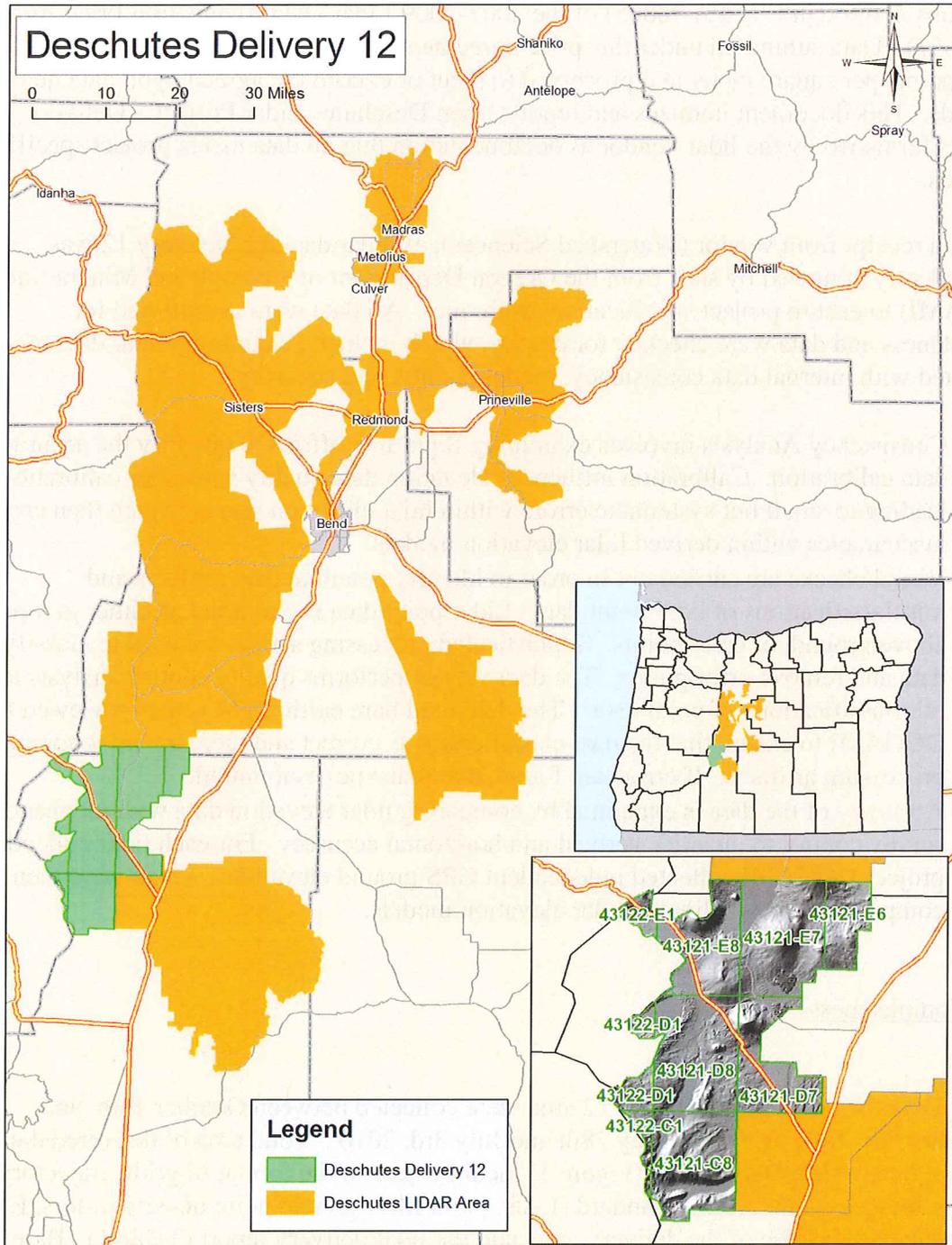
John English  
Lidar Database Coordinator – Department of Geology & Mineral Industries



Department of Geology & Mineral Industries  
800 NE Oregon St, Suite 965  
Portland, OR 97232



*Deschutes LIDAR Project, 2010 – Delivery 12 QC Analysis*  
**LIDAR QC Report – November 5th, 2010**



Map featuring Deschutes Delivery 12 data extent.

The Oregon Department of Geology & Mineral Industries has contracted with Watershed Sciences to collect high resolution lidar topographic data for multiple areas within the State of Oregon. Areas for lidar data collection have been designed as part of a collaborative effort of State, Federal, and Local agencies in order to meet a wide range of project goals. The vendor has agreed to certain conditions of data quality and standards for all lidar data deliverables listed in sections A through C (OPA #8865) of the 2007-2009 Lidar Data Acquisition Price Agreement (pgs 14-23). Data submitted under this price agreement is to be collected at a resolution of at least 8 points per square meter and processed to meet or exceed the agreed upon data quality standards. This document itemizes and reports upon Deschutes Lidar Project – Delivery 12 products furnished by the lidar vendor as documentation that all data meets project specific standards.

Upon receipt from vendor (Watershed Sciences), all lidar data for Delivery 12 was independently reviewed by staff from the Oregon Department of Geology and Mineral Industries (DOGAMI) to ensure project specifications were met. All data were inventoried for completeness and data were checked for quality, which included examining lidar data for errors associated with internal data consistency, model quality, and accuracy.

- Consistency Analysis involves examining flight line offsets to quantify the accuracy of data calibration. Calibration influences elevation data quality with poor calibration leading to small but systematic errors within lidar elevation points, which then create inaccuracies within derived lidar elevation models.
- Visual checks are carried out in order to identify potential data artifacts and misclassifications of lidar point data. Lidar point data is classified as either ground, above ground, or error points. Sophisticated processing scripts are used to classify point data and remove error points. The data vendor performs quality control analysis to fix misclassifications of point data. The delivered bare earth DEM is then reviewed by DOGAMI to ensure that the data classification is correct and there are no topographic processing artifacts. If errors are found, data must be resubmitted.
- Accuracy of the data is examined by comparing lidar elevation data with independent survey control to quantify vertical and horizontal accuracy. For each lidar collection project DOGAMI collected independent GPS ground elevations, which were then compared against delivered lidar elevation models.

### Data Completeness

Data for Deschutes Delivery 12 area were collected between October 16th and November 5th, 2009 as well as May 28th and July 3rd, 2010 . Total area of delivered data totals 265.23 square miles. Delivery 12 (Figure 1) includes data in the format of grids, trajectory files, intensity images, Lidar ASCII Standard (LAS) point files, ground point density rasters, RTK survey data, a shapefile of the delivery area, and the lidar delivery report (Table 1). Bare earth and highest hit grids were delivered in ArcInfo Grid format with 3ft cell size. Lidar point data is

delivered in LAS binary format for ground classified returns as well as the entire lidar point cloud. Georeferenced intensity images are supplied in TIF format. Supplementary data includes ground density rasters displaying locations where ground returns are low. Real time kinematic ground survey data (used for absolute vertical adjustment) is supplied in shapefile format. This delivery contains data for the following USGS 7.5 minute quads (listed by Ohio Code #) within the boundary of the Deschutes Survey collection area (Figure 1):

**Delivery 12:** 43121c8, 43121d7, 43121d8, 43121e6, 43121e7, 43121e8, 43122c1, 43122d1, 43122e1

<b>FINAL Delivery</b>	<b>Resolution</b>	<b>Format</b>	<b>Tiling</b>	
<i>Bare Earth DEMs</i>	3ft	grid	quad	x
<i>Highest Hit DEMs</i>	3ft	grid	quad	x
<i>Trajectory files</i>	1 sec	ascii (TXYZRPH)	flight	x
<i>Intensity Images</i>	1.5ft	tif	100th quad	x
<i>LAS</i>	8pts/m <sup>2</sup>	las	100th quad	x
<i>Ground Returns</i>	N/A	las	100th quad	x
<i>Ground Density Raster</i>	3ft	grid	quad	x
<i>RTK point data</i>		shape		x
<i>Delivery Area shapefile</i>		shape	quad	x
<i>Report</i>		pdf		x
<b>Miscellaneous</b>				
<i>Processing bins</i>		dxr or dgn	project	x

**Table 1.** Deliverable Checklist

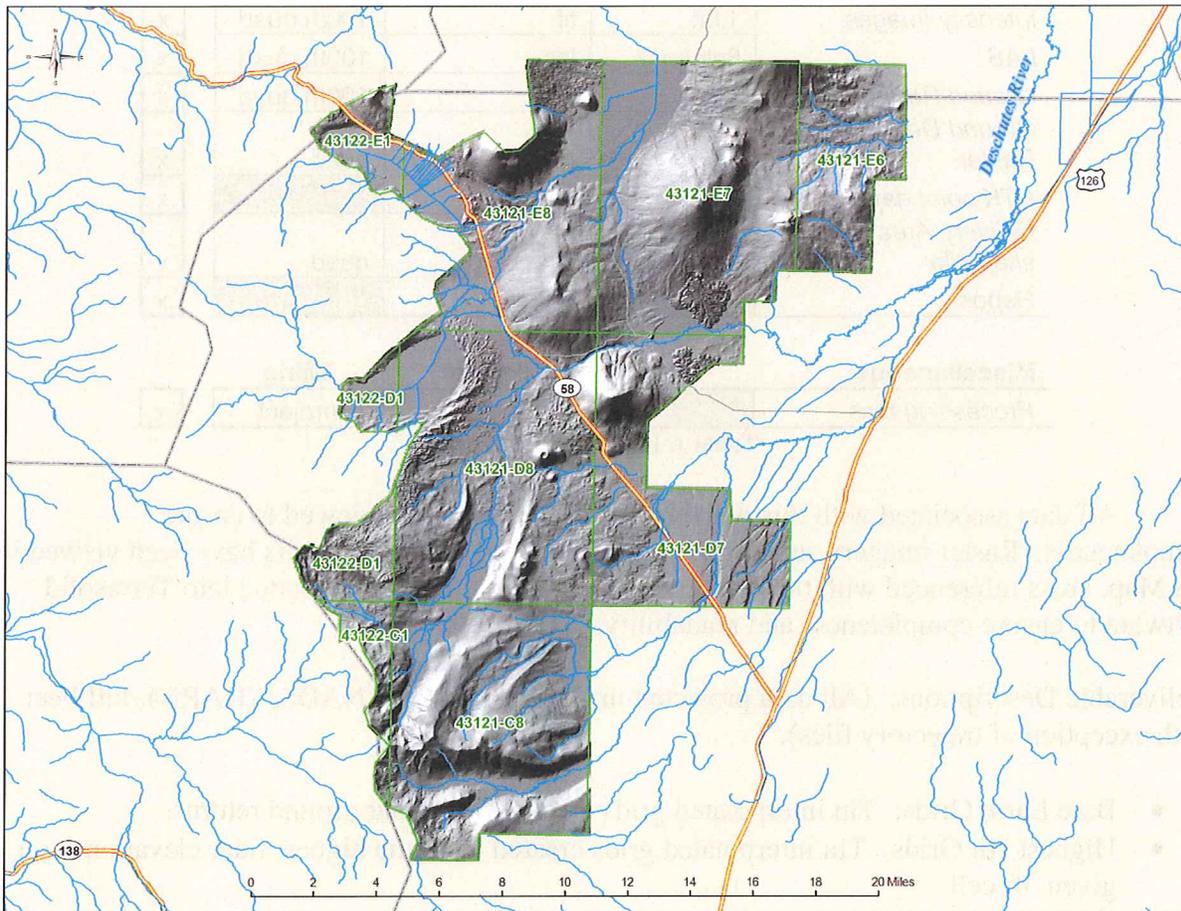
All data associated with this delivery has been loaded and viewed to ensure completeness. Raster imagery such as elevation grids and intensity geotifs have been viewed in ArcMap, cross referenced with the delivery area. Las files have been loaded into Terrasolid software to ensure completeness and readability.

Deliverable Descriptions: (All data projected in Oregon Lambert, NAD83 (HARN), Intl Feet with exception of trajectory files).

- Bare Earth Grids: Tin interpolated grids created from lidar ground returns.
- Highest Hit Grids: Tin interpolated grids created from the highest lidar elevation for a given 3ft cell.
- Intensity TIF: TIF raster built using returned lidar pulse intensity values gathered from highest hit returns.
- Trajectory File: File contains point location measurement of the aircraft used to collect lidar data. Data is collected using an Inertial Measurement Unit (IMU), and collects measurements of: Easting(meters), Northing (meters), Ellipsoid Height (meters) of aircraft, aircraft roll (degrees), aircraft pitch (degrees), aircraft heading (degrees).

Measurements are collected at one second intervals. Data is projected in UTM zone 10, NAD83 (HARN).

- LAS: Binary file of all lidar points collected in survey (Class, flight line #, GPS Time, Echo, Easting, Northing, Elevation, Intensity, Scan Angle, Echo Number, and Scanner).
- Ground LAS: Binary file of lidar points classified as ground (Class, flight line #, GPS Time, Echo, Easting, Northing, Elevation, Intensity, Scan Angle, Echo Number, and Scanner).
- RTK Point Data: Ground GPS Survey data used to correct raw lidar point cloud for vertical offsets.
- Delivery Area Shapefile: Geometry file depicting the geospatial area associated with deliverables.
- Report: Report provides detailed description of data collection methods and processing. The vendor also reports accuracies associated with calibration, consistency, absolute error, and point classifications.



**Figure 1.** Delivery 12 location area. Data is referenced to USGS 7.5 minute quadrangles within the extents of the Deschutes Survey collection area.

Consistency Analysis:

DOGAMI has specified that lidar consistency must average less than 0.15m (0.49 feet) in vertical offsets between flight lines. DOGAMI measures consistency offsets throughout delivered datasets to ensure that project specifications are met.

Consistency refers to lidar elevation differences between overlapping flight lines. Consistency errors are created by poor lidar system calibration settings associated with sensor platform mounting. Errors in consistency manifest as vertical offsets between individual flight lines. Consistency offsets were measured using the “Find Match” tool within the TerraMatch© software toolset. This tool uses aircraft trajectory information linked to the lidar point cloud to quantify flight line-to-flight line offsets.

To quantify the magnitude of this error 1,783 delivered data tiles were examined for vertical offset between flight lines. Data tiles with less than 1000 points were not used in analysis. Selection of tiles aimed to evenly sample the delivered spatial extent of data. Each tile measured 750 x 750 meters in size. The average number of points used for flight line comparison was 6,292,843 per tile (Table 2a). Error measurements were calculated by differencing the nearest point from an adjacent flight line within 1 meters in the horizontal plane and 0.2 meters in the vertical plane. Each flight line was compared to adjacent flight lines, and the average magnitude of vertical error was calculated. A total of 484 flight lines were sampled and compared for consistency.

**Summary Statistics**

# of Tiles	1783
# of Flight Line Sections	484
Avg # of Points	6,292,843
Avg. Magnitude Z error (m)	0.037

**Table 2a.** Summary Results of Consistency Analysis

	<i>meters</i>	<i>feet</i>
Mean	0.037	0.122
Standard Error	0.000	0.001
Standard Deviation	0.007	0.021
Sample Variance	0.000	0.000
Range	0.052	0.172
Minimum	0.024	0.077
Maximum	0.076	0.249

**Table 2b.** Descriptive Statistics for Magnitude Z Error.

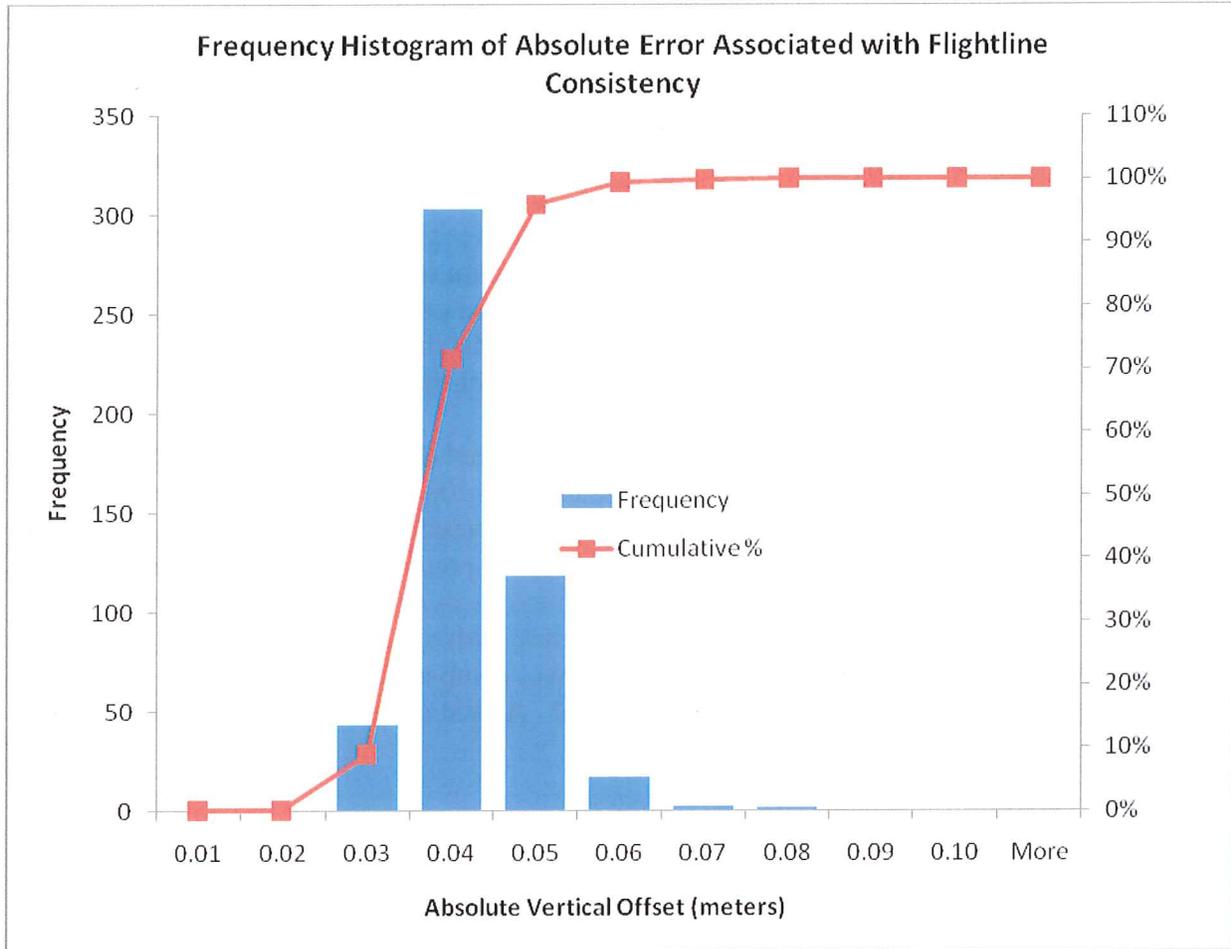


Figure 2.

Results of the consistency analysis found the average flight line offset to be 0.037 meters with a maximum error of 0.076m (Table 2b). Distribution of error showed over 95% of all error was less than 0.05m and 99% was less than 0.06m (Figure 2). These results show that all data are within tolerances of data consistency according to contract agreement.

Visual Analysis

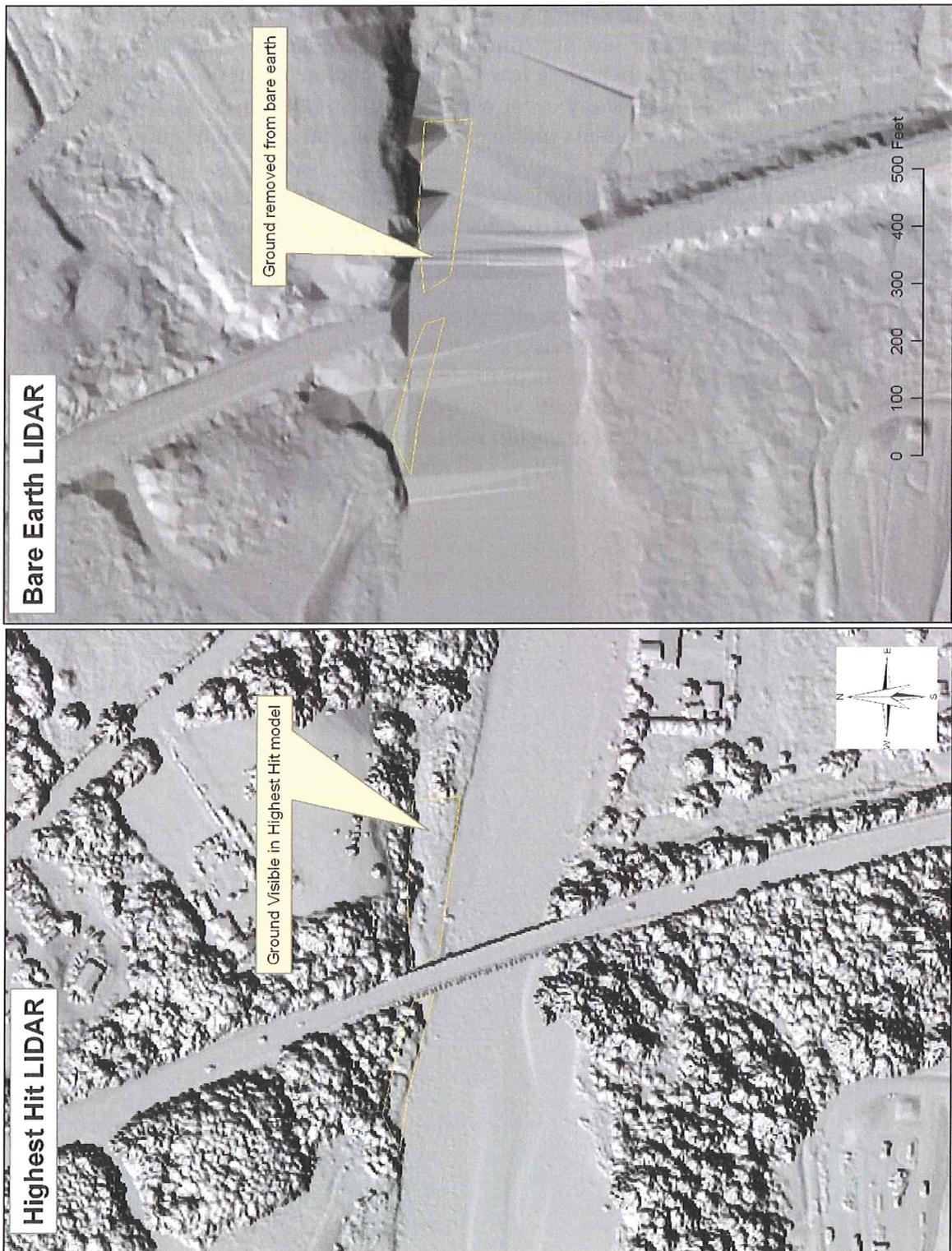
Lidar 3ft grids were loaded into ArcGIS software for visual analysis. Data were examined through slope and hillshade models of bare earth returns. Hillshades of the highest hit models were used to identify areas of missing ground (Figure 3). Both bare earth and highest hit models were examined for calibration offsets, tiling artifacts (Figure 4), seam line offsets, pits (Figure 5), and birds.

Calibration offsets typically are visualized as a corduroy-like patterning within a hillshaded lidar model. These offsets present themselves along steep slopes and typically stand out more in highest hit models than bare earth. Tiling artifacts are a result of missing or misclassified data along the edge of lidar processing tiles. These artifacts present themselves as linear features typically 1-2 grid cells in width, and are present in both the highest hit and bare

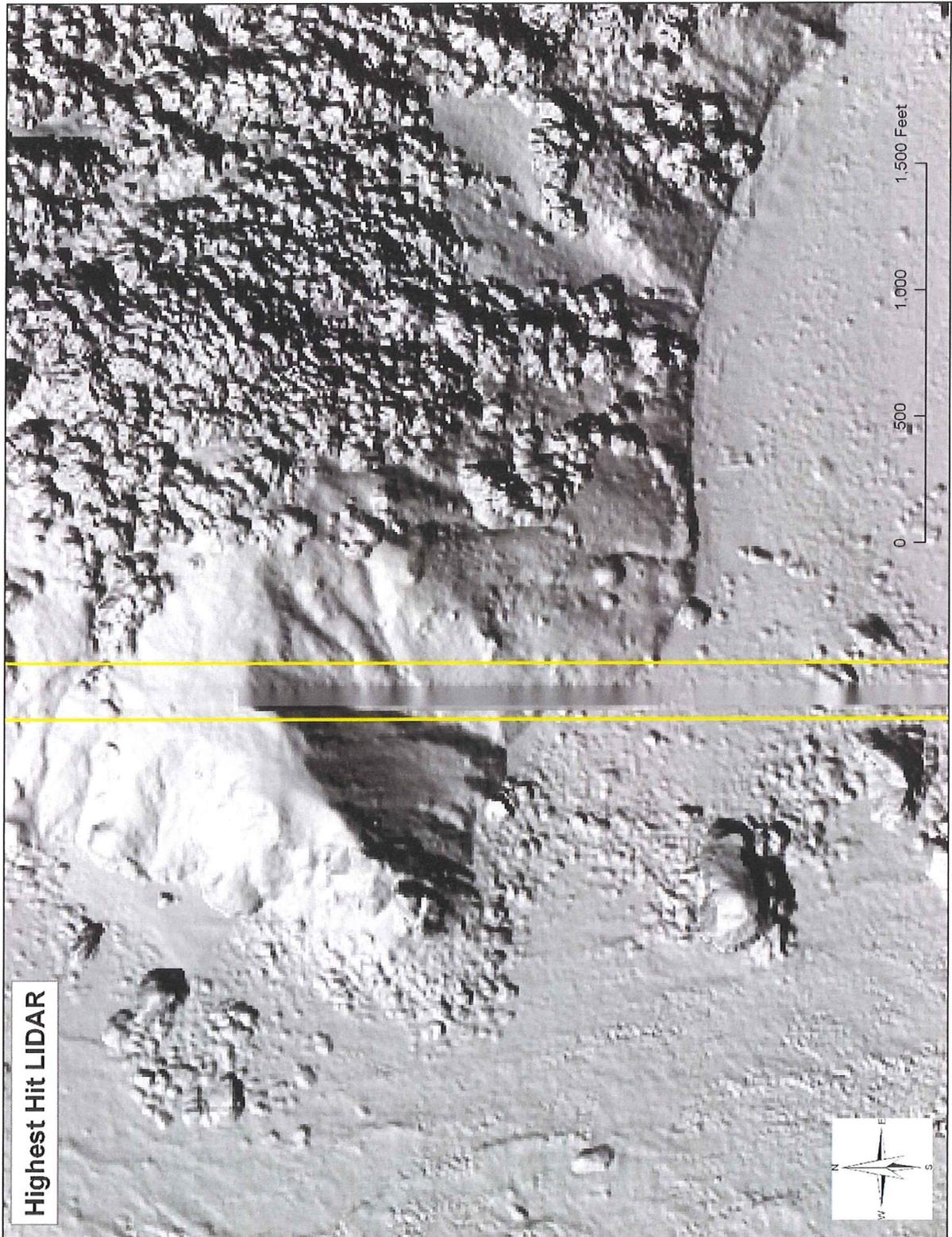
earth models (e.g. Figure 3). Seam line offsets occur where two distinct days of lidar data overlap. Errors occur as a result of improper absolute vertical error adjustments. These errors are typically visualized as a linear stair step running along the edge of connecting flight lines. Pits and birds refer to uncommonly high or low points that are the result of atmospheric and sensor noise. Pits (low points) typically occur where the laser comes in contact with water on the ground (Figure 5). Birds (high points) typically occur where the laser comes into contact with atmospherics<sup>1</sup>.

Errors located during visual analysis were digitized for spatial reference and stored in ESRI shapefile format. Each feature was assigned an ID value and commented to describe the nature of the observed error. The shapefile was delivered to the vendor for locating and fixing errors. Upon receiving the observed error locations, the vendor performed an analysis to conclude whether the error was valid. For all valid errors found, the vendor has reprocessed the data to accommodate fixes. For all observed errors that are found to be false, the vendor has produced an image documenting the nature of the feature in grid and point data format. A readme file was created explaining all edits performed. Corrected data was delivered to DOGAMI. This data were examined to ensure edits were made, and visually inspected for completeness, then combined into the original delivery.

<sup>1</sup> Atmospherics include clouds, rain, fog, or virga.



**Figure 3.** Example of missing ground in lidar bare earth data. Ground is clearly visible in highest hit model, but has been removed from the bare earth model. This type of classification error is common near water body features.



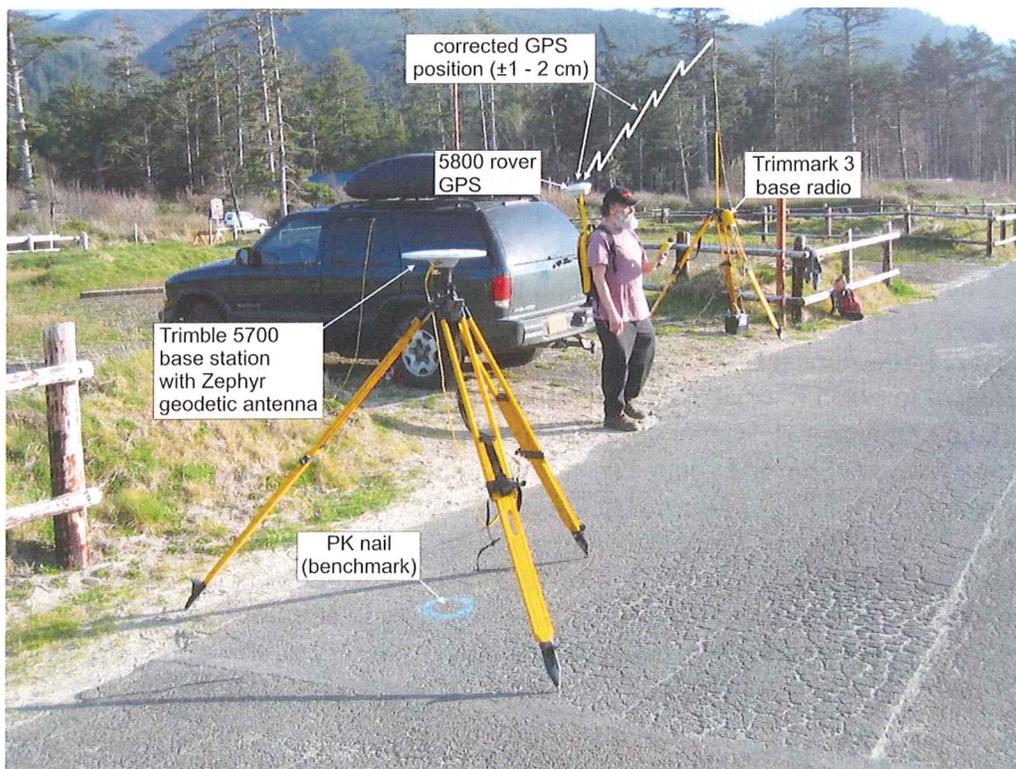
**Figure 4.** Example of tile artifact found in highest hit lidar data. Artifact is a seam line error created due to misclassification of ground at edge of lidar processing tiles.



**Figure 5.** Example of “Pit” caused by low point in ground model. Pits are caused when standing water absorbs the lidar pulse. Pits are evident in ground model as the lowest point elevation is assigned to the grid cell value. Inversely the pit is not observable in the highest hit model as the highest point elevation is assigned to the grid value

Absolute Accuracy Analysis:

Absolute accuracy refers to the mean vertical offset of lidar data relative to measured ground-control points (GCP) obtained throughout the lidar sampling area. DOGAMI used a Trimble™ 5700/5800 Total Station GPS surveying system (Figure 5) to measure GCP's. This system consisted of a GPS base station (5700 unit), Zephyr Geodetic antenna, Trimmark 3 radio, and 5800 "rover". The 5700 base station was mounted on a fixed height (typically 2.0 m) tripod and located over a known geodetic survey monument followed by a site calibration on several adjacent benchmarks to precisely establish a local coordinate system. This step is critical in order to eliminate various survey errors. For example, Trimble reports that the 5700/5800 GPS system have horizontal errors of approximately  $\pm 1\text{-cm} + 1\text{ppm}$  (parts per million \* the baseline length) and  $\pm 2\text{-cm}$  in the vertical (TrimbleNavigationSystem, 2005). These errors may be compounded by other factors such as poor satellite geometry, multipath, and poor atmospheric conditions, combining to increase the total error to several centimeters. Thus, the site calibration process is critical in order to minimize these uncertainties.



**Figure 5.** The Trimble 5700 base station antenna located over a known reference point at Cape Lookout State Park. Corrected GPS position and elevation information is then transmitted by a Trimmark III base radio to the 5800 GPS rover unit.

The approach adopted for DOGAMI lidar surveys was comprised of two components:

- 1) Verify the horizontal and vertical coordinates established by Watershed Sciences for a select number of survey monuments used to calibrate the lidar survey. These surveys typically involved a minimum of two hours of GPS occupation over a known point. The collected data were then submitted to the National Geodetic Survey (NGS) Online Positioning User Service (OPUS) for

- post-processing against several Continuously Operating Reference Stations (CORS) operated by the NGS.
- 2) Collect GCP's along relatively flat surfaces (roads, paths, parking lots etc.). This step involved the collection of both continuous measurements (from a vehicle as well as from a backpack) as well as static measurements (typically 5 epics).

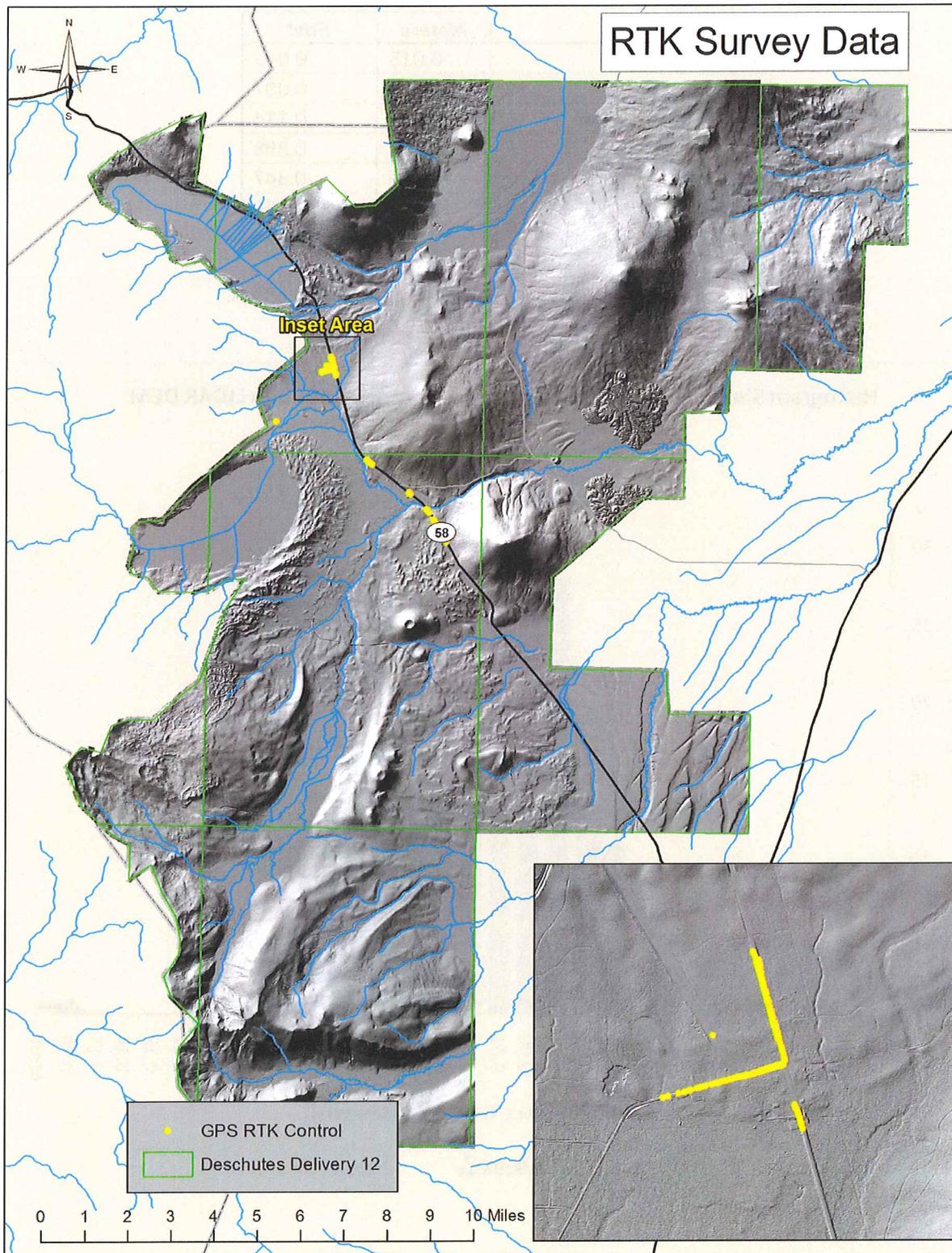
Having collected the GCP data, the GPS data was post-processed using Trimble's Geomatic Office software. Data post-processing typically involved calibrations against at least three CORS stations as well as from local site calibrations performed in the field using those benchmarks that had been independently verified. Data is post processed to refine measurements so that horizontal and vertical errors are less than 0.02 meters (0.065 feet). Horizontal accuracy of data is tested by reoccupying a sample subset of survey monuments used for processing of lidar data. Each occupation's x and y coordinates are compared with the vendor coordinates for offsets.

Vertical accuracy analysis consisted of differencing control data and the delivered lidar Digital Elevation Models (DEM) to expose offsets. These offsets were used to produce a mean vertical error and vertical RMSE value for the entire delivered data set. Project specifications list the maximum acceptable mean vertical offset to be 0.20 meters (0.65 feet).

A total of 261 measured GCP's were obtained in the Delivery 12 region and compared with the lidar elevation grids. The data delivered to DOGAMI was found to have a mean vertical offset of 0.015 meters (0.049 feet) and an RMSE value of 0.038 meters (0.124 ft). Offset values ranged from -0.106 to 0.159 meters (Table 3 and Figure 7).

Horizontal accuracies were not specified in agreement since true horizontal accuracy is regarded as a product of the lidar ground foot print. Lidar is referenced to co-acquired GPS base station data that has accuracies far greater than the value of the lidar foot print. The ground footprint is equal to  $1/3333^{\text{rd}}$  of above ground flying height. Survey altitude for this acquisition was targeted at 900 meters yielding a ground foot print of 0.27 meters. This value exceeds the typical accuracy value of ground control used to reference the lidar data ( $<0.01\text{m}$ ). Project specifications require the lidar foot print to fall within 0.15 and 0.40 meters.

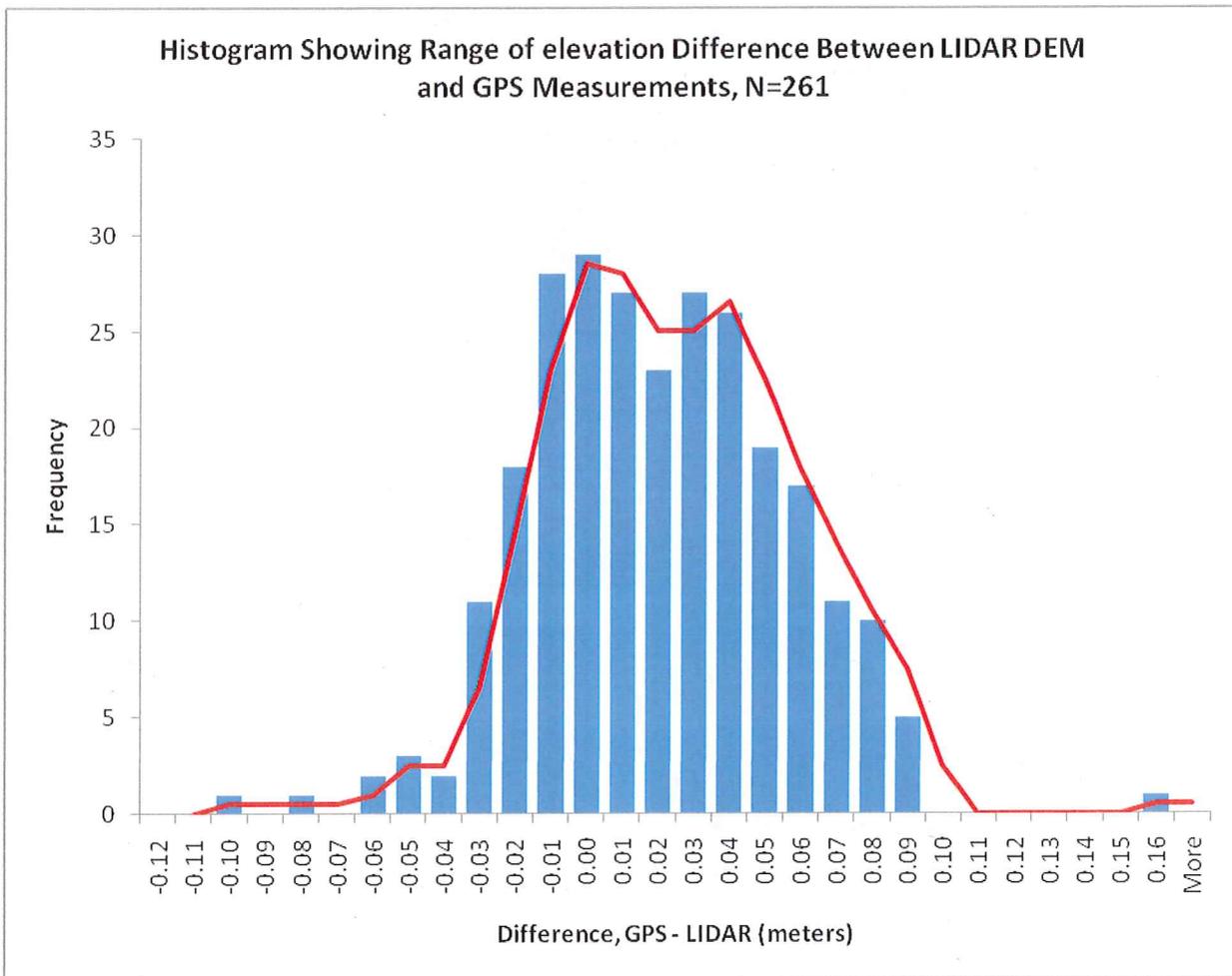
DOGAMI was able to test the horizontal accuracy of survey monuments used to reference the lidar data while conducting vertical control measurements. For internal purposes only, the XY coordinates of survey monuments surveyed by DOGAMI were compared to the survey monuments provided by the vender and in almost every case, the reported results were consistent with those obtained by DOGAMI staff.



**Figure 6.** Locations of RTK control surveyed by DOGAMI. Data was used to test absolute accuracy for the Deschutes lidar survey within the Delivery 12 extent.

	<i>Meters</i>	<i>Feet</i>
Mean	0.015	0.049
Standard Error	0.002	0.007
Standard Deviation	0.035	0.114
Range	0.264	0.868
Minimum	-0.106	-0.347
Maximum	0.159	0.520
RMSE	0.038	0.124

**Table 3.** Descriptive Statistics for absolute value vertical offsets.



**Figure 7.**

Acceptance

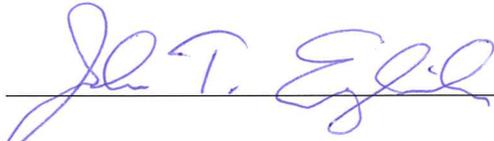
The data described in this report meets and exceeds project specifications laid out in the contracted data standards agreement. All components of data to be delivered have been received as of November 5th, 2010. Consistency analysis has concluded that all data contains flight line to flight line vertical offset less than the threshold of 0.15 meters as specified in agreement. The vendor has adequately responded to all fixable errors identified as part of the visual analysis. Perceived grid errors identified by DOGAMI that were found to be false have been documented by the vendor and explained to the satisfaction of DOGAMI reviewers. Absolute accuracy analysis of the data has concluded that absolute vertical error of lidar data is less than the specified tolerance of 0.20 meters as specified in the data standards agreement.

Approval Signatures



Date: 11/5/2010

Ian Madin  
Chief Scientist – Department of Geology & Mineral Industries



Date: 11/5/2010

John English  
Lidar Database Coordinator – Department of Geology & Mineral Industries

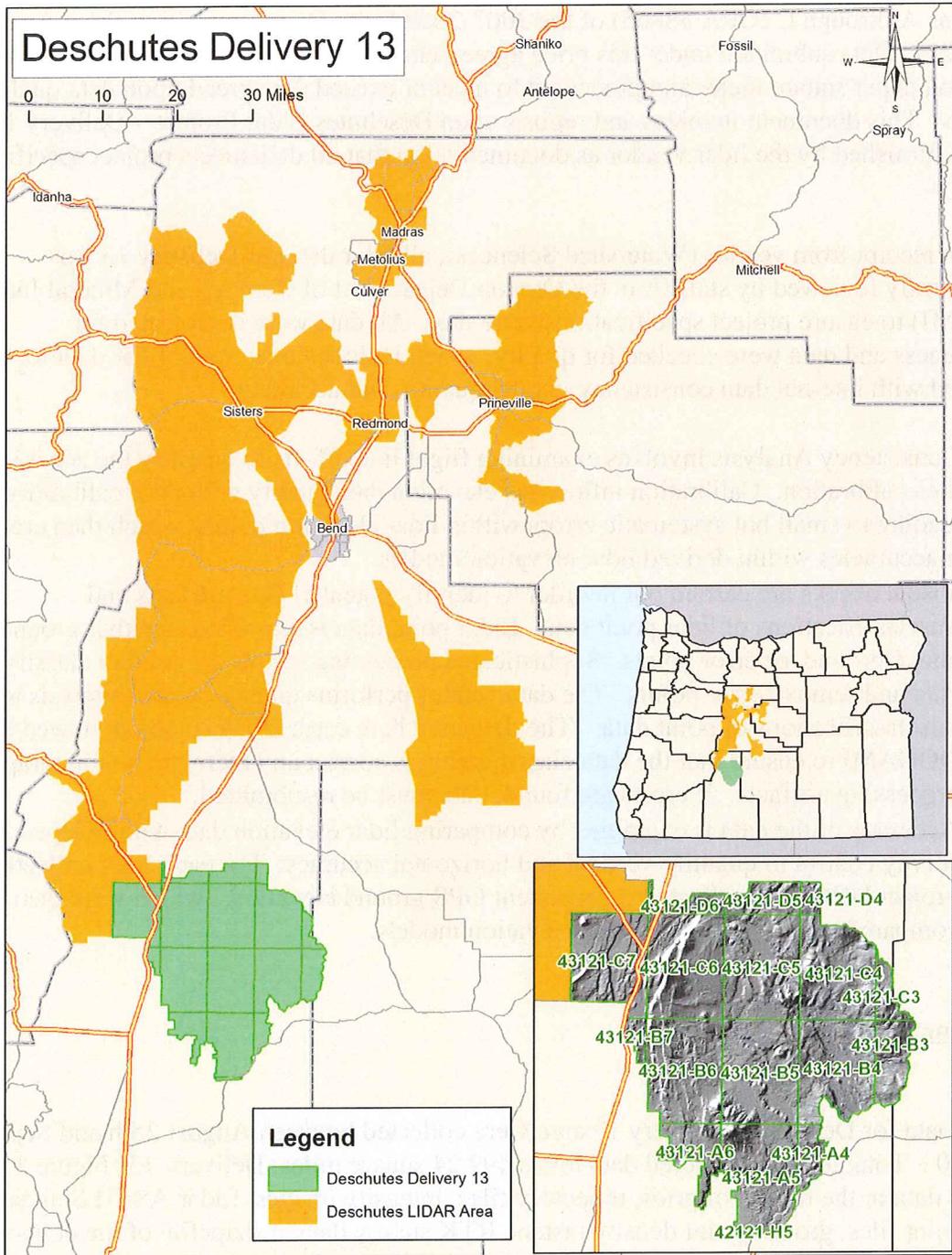




Department of Geology & Mineral Industries  
800 NE Oregon St, Suite 965  
Portland, OR 97232



*Deschutes LIDAR Project, 2010 – Delivery 13 QC Analysis*  
**LIDAR QC Report – January 24th, 2010**



Map featuring Deschutes Delivery 13 data extent.

The Oregon Department of Geology & Mineral Industries has contracted with Watershed Sciences to collect high resolution lidar topographic data for multiple areas within the State of Oregon. Areas for lidar data collection have been designed as part of a collaborative effort of State, Federal, and Local agencies in order to meet a wide range of project goals. The vendor has agreed to certain conditions of data quality and standards for all lidar data deliverables listed in sections A through C (OPA #8865) of the 2007-2009 Lidar Data Acquisition Price Agreement (pgs 14-23). Data submitted under this price agreement is to be collected at a resolution of at least 8 points per square meter and processed to meet or exceed the agreed upon data quality standards. This document itemizes and reports upon Deschutes Lidar Project – Delivery 13 products furnished by the lidar vendor as documentation that all data meets project specific standards.

Upon receipt from vendor (Watershed Sciences), all lidar data for Delivery 13 was independently reviewed by staff from the Oregon Department of Geology and Mineral Industries (DOGAMI) to ensure project specifications were met. All data were inventoried for completeness and data were checked for quality, which included examining lidar data for errors associated with internal data consistency, model quality, and accuracy.

- Consistency Analysis involves examining flight line offsets to quantify the accuracy of data calibration. Calibration influences elevation data quality with poor calibration leading to small but systematic errors within lidar elevation points, which then create inaccuracies within derived lidar elevation models.
- Visual checks are carried out in order to identify potential data artifacts and misclassifications of lidar point data. Lidar point data is classified as either ground, above ground, or error points. Sophisticated processing scripts are used to classify point data and remove error points. The data vendor performs quality control analysis to fix misclassifications of point data. The delivered bare earth DEM is then reviewed by DOGAMI to ensure that the data classification is correct and there are no topographic processing artifacts. If errors are found, data must be resubmitted.
- Accuracy of the data is examined by comparing lidar elevation data with independent survey control to quantify vertical and horizontal accuracy. For each lidar collection project DOGAMI collected independent GPS ground elevations, which were then compared against delivered lidar elevation models.

### Data Completeness

Data for Deschutes Delivery 13 area were collected between August 25th and September 6th, 2010 . Total area of delivered data totals 499.24 square miles. Delivery 13 (Figure 1) includes data in the format of grids, trajectory files, intensity images, Lidar ASCII Standard (LAS) point files, ground point density rasters, RTK survey data, a shapefile of the delivery area, and the lidar delivery report (Table 1). Bare earth and highest hit grids were delivered in ArcInfo Grid format with 3ft cell size. Lidar point data is delivered in LAS binary format for ground

classified returns as well as the entire lidar point cloud. Georeferenced intensity images are supplied in TIF format. Supplementary data includes ground density rasters displaying locations where ground returns are low. Real time kinematic ground survey data (used for absolute vertical adjustment) is supplied in shapefile format. This delivery contains data for the following USGS 7.5 minute quads (listed by Ohio Code #) within the boundary of the Deschutes Survey collection area (Figure 1):

**Delivery 13:** 42121h5, 43121a4, 43121a5, 43121a6, 43121b3, 43121b4, 43121b5, 43121b6, 43121b7, 43121c3, 43121c4, 43121c5, 43121c6, 43121c7, 43121d4, 43121d5, 43121d6

<b>FINAL Delivery</b>	<b>Resolution</b>	<b>Format</b>	<b>Tiling</b>	
<i>Bare Earth DEMs</i>	3ft	grid	quad	x
<i>Highest Hit DEMs</i>	3ft	grid	quad	x
<i>Trajectory files</i>	1 sec	ascii (TXYZRPH)	flight	x
<i>Intensity Images</i>	1.5ft	tif	100th quad	x
<i>LAS</i>	8pts/m <sup>2</sup>	las	100th quad	x
<i>Ground Returns</i>	N/A	las	100th quad	x
<i>Ground Density Raster</i>	3ft	grid	quad	x
<i>RTK point data</i>		shape		x
<i>Delivery Area shapefile</i>		shape	quad	x
<i>Report</i>		pdf		x
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**Table 1.** Deliverable Checklist

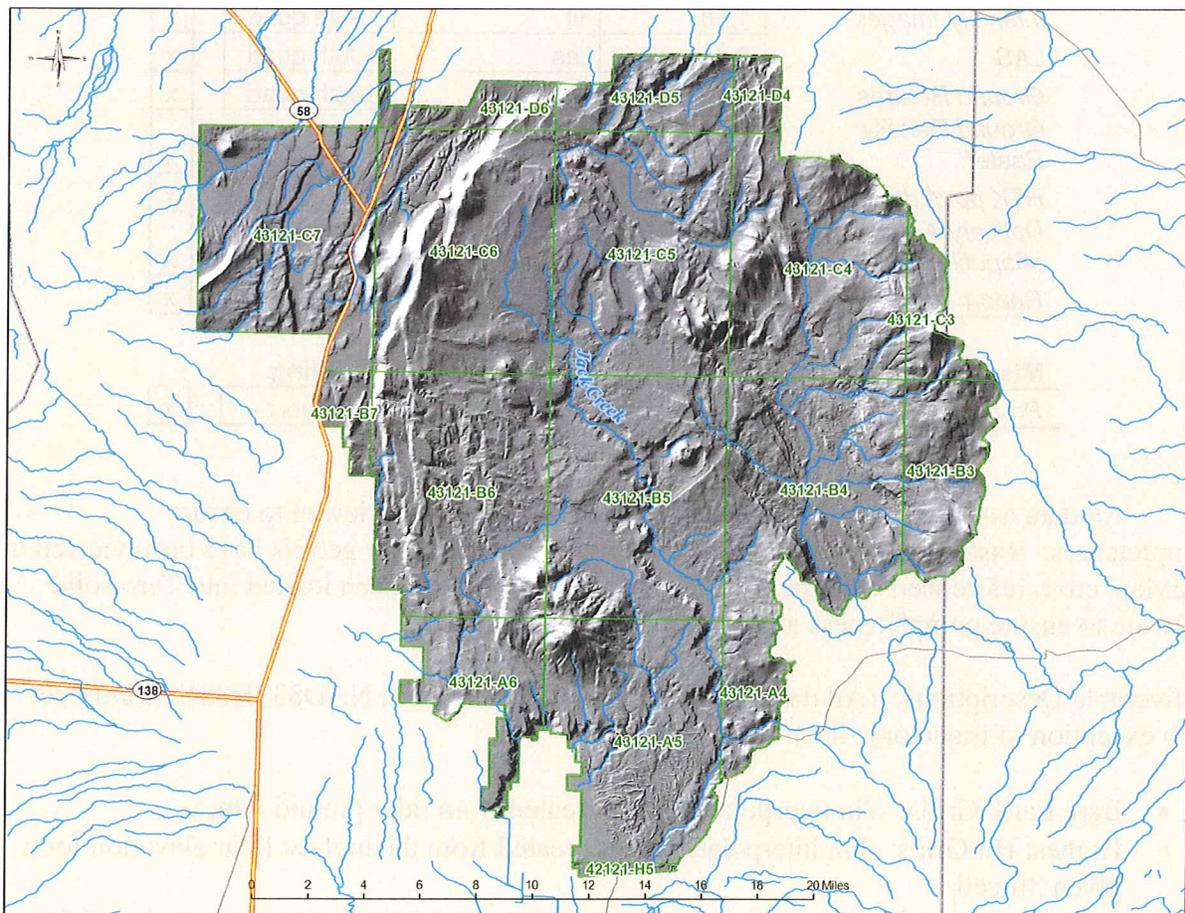
All data associated with this delivery has been loaded and viewed to ensure completeness. Raster imagery such as elevation grids and intensity geotifs have been viewed in ArcMap, cross referenced with the delivery area. Las files have been loaded into Terrasolid software to ensure completeness and readability.

Deliverable Descriptions: (All data projected in Oregon Lambert, NAD83 (HARN), Intl Feet with exception of trajectory files).

- Bare Earth Grids: Tin interpolated grids created from lidar ground returns.
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- LAS: Binary file of all lidar points collected in survey (Class, flight line #, GPS Time, Echo, Easting, Northing, Elevation, Intensity, Scan Angle, Echo Number, and Scanner).
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- RTK Point Data: Ground GPS Survey data used to correct raw lidar point cloud for vertical offsets.
- Delivery Area Shapefile: Geometry file depicting the geospatial area associated with deliverables.
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**Figure 1.** Delivery 13 location area. Data is referenced to USGS 7.5 minute quadrangles within the extents of the Deschutes Survey collection area.

Consistency Analysis:

DOGAMI has specified that lidar consistency must average less than 0.15m (0.49 feet) in vertical offsets between flight lines. DOGAMI measures consistency offsets throughout delivered datasets to ensure that project specifications are met.

Consistency refers to lidar elevation differences between overlapping flight lines. Consistency errors are created by poor lidar system calibration settings associated with sensor platform mounting. Errors in consistency manifest as vertical offsets between individual flight lines. Consistency offsets were measured using the “Find Match” tool within the TerraMatch© software toolset. This tool uses aircraft trajectory information linked to the lidar point cloud to quantify flight line-to-flight line offsets.

To quantify the magnitude of this error 2,249 delivered data tiles were examined for vertical offset between flight lines. Data tiles with less than 1000 points were not used in analysis. Selection of tiles aimed to evenly sample the delivered spatial extent of data. Each tile measured 750 x 750 meters in size. The average number of points used for flight line comparison was 7,481,933 per tile (Table 2a). Error measurements were calculated by differencing the nearest point from an adjacent flight line within 1 meters in the horizontal plane and 0.2 meters in the vertical plane. Each flight line was compared to adjacent flight lines, and the average magnitude of vertical error was calculated. A total of 416 flight lines were sampled and compared for consistency.

**Summary Statistics**

# of Tiles	2249
# of Flight Line Sections	416
Avg # of Points	7,481,933
Avg. Magnitude Z error (m)	0.035

**Table 2a.** Summary Results of Consistency Analysis

	<i>meters</i>	<i>feet</i>
Mean	0.035	0.116
Standard Error	0.000	0.001
Standard Deviation	0.009	0.029
Sample Variance	0.000	0.000
Range	0.075	0.247
Minimum	0.023	0.075
Maximum	0.098	0.322

**Table 2b.** Descriptive Statistics for Magnitude Z Error.

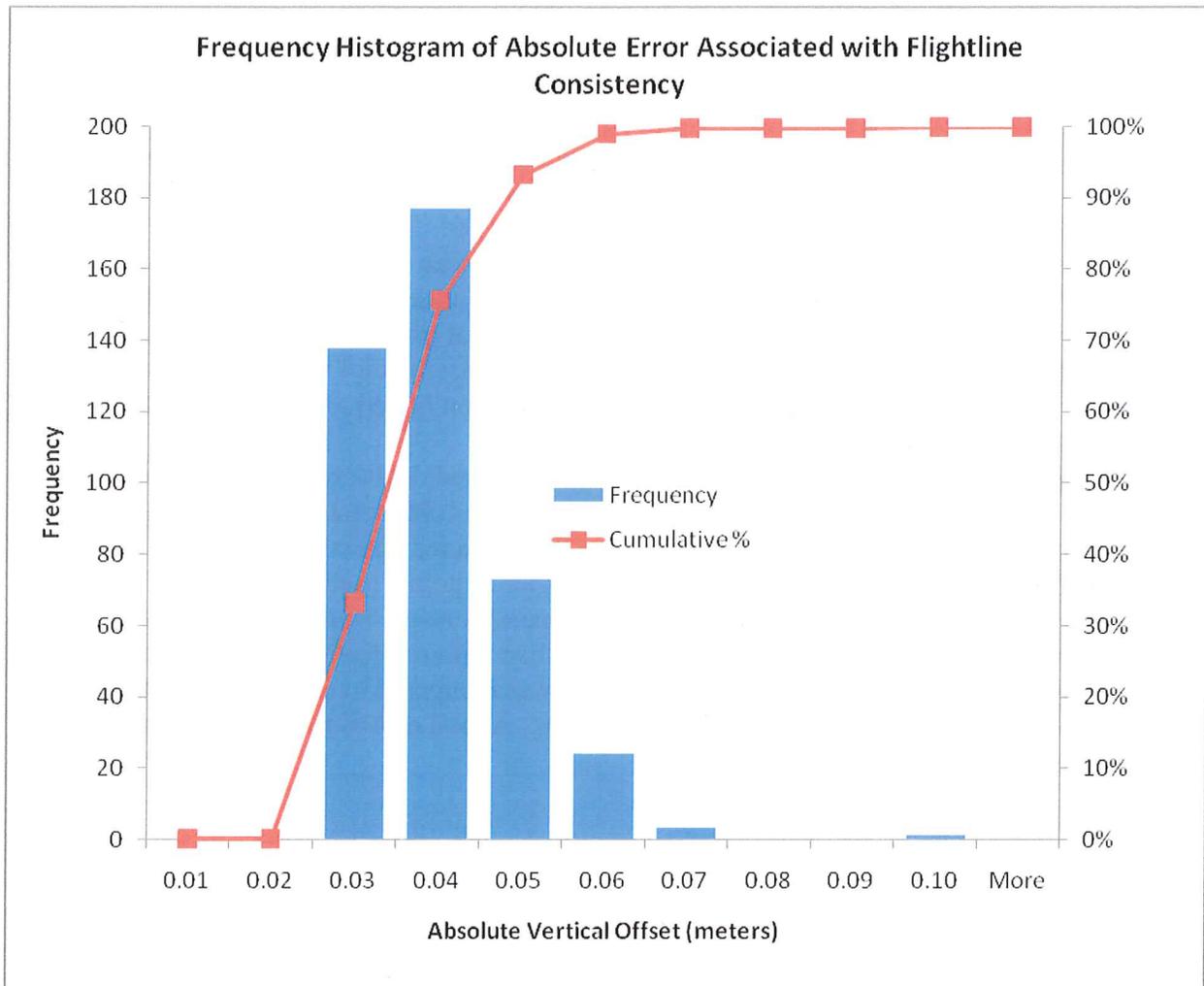


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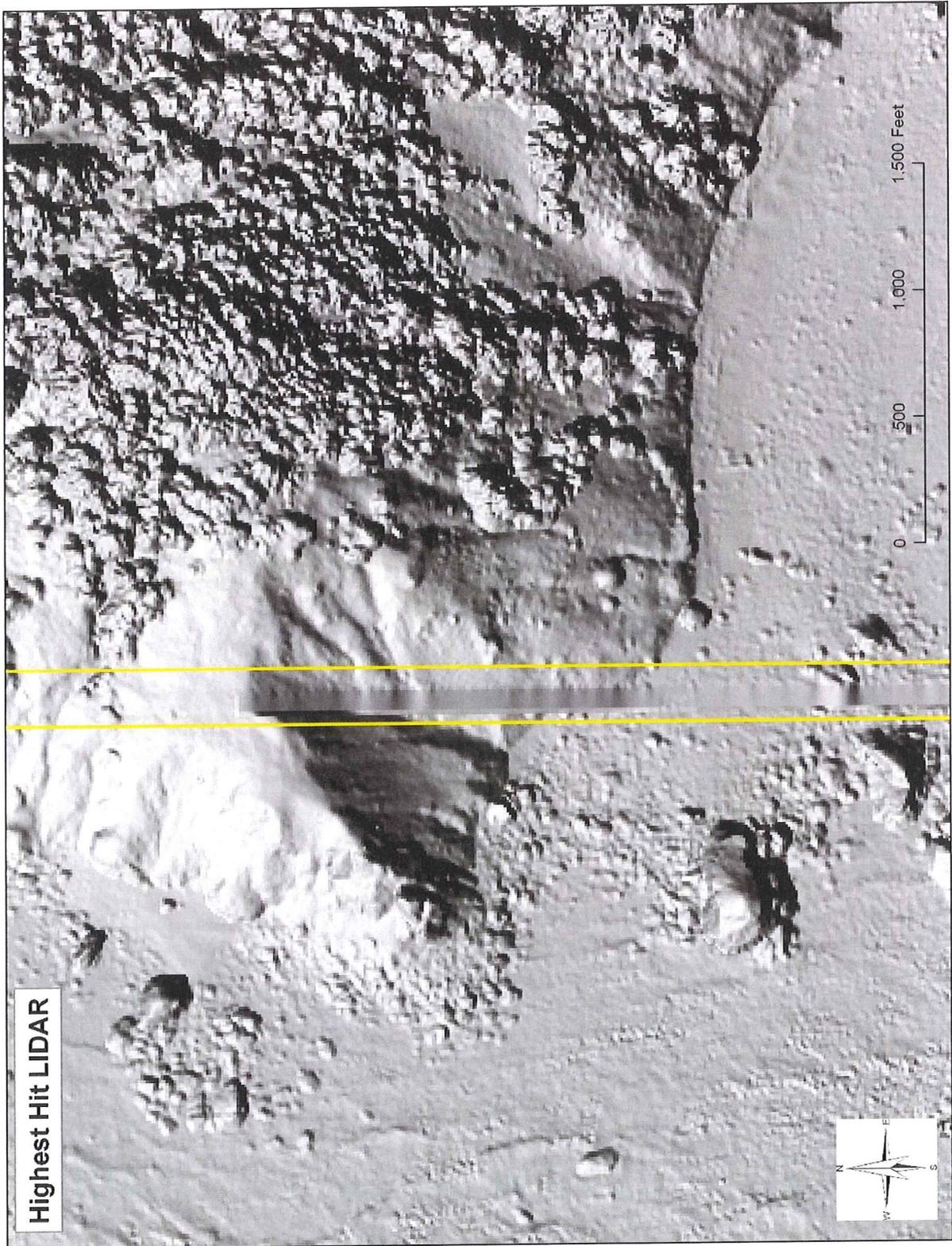
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**Figure 3.** Example of missing ground in lidar bare earth data. Ground is clearly visible in highest hit model, but has been removed from the bare earth model. This type of classification error is common near water body features.



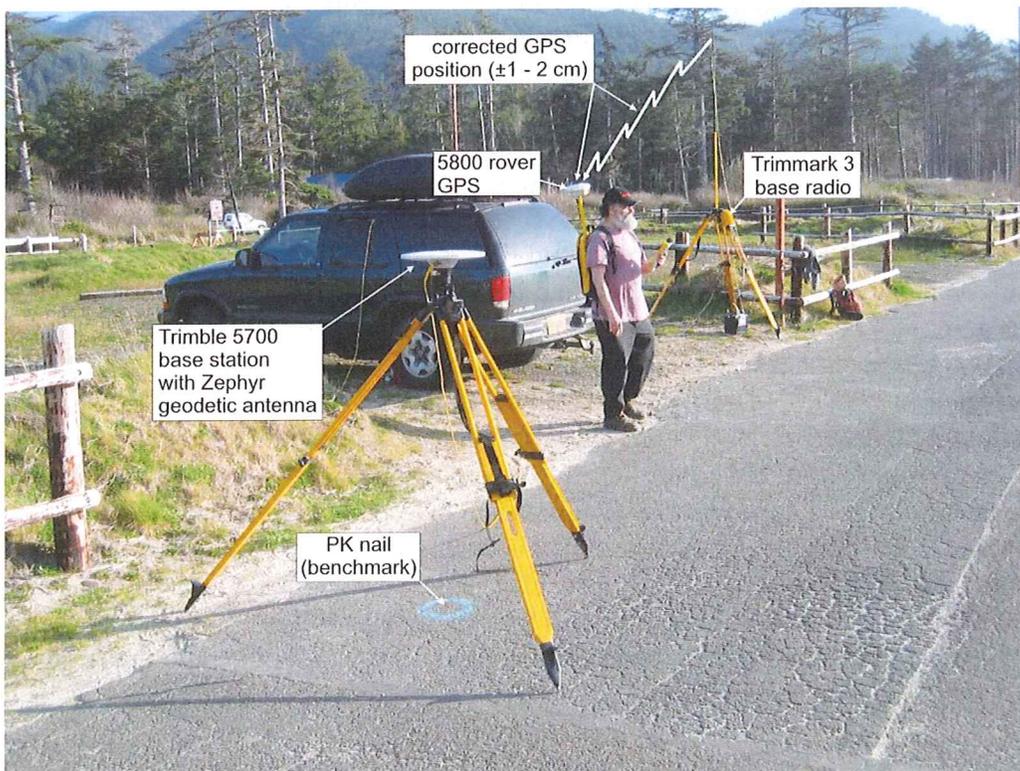
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**Figure 5.** The Trimble 5700 base station antenna located over a known reference point at Cape Lookout State Park. Corrected GPS position and elevation information is then transmitted by a Trimmark III base radio to the 5800 GPS rover unit.

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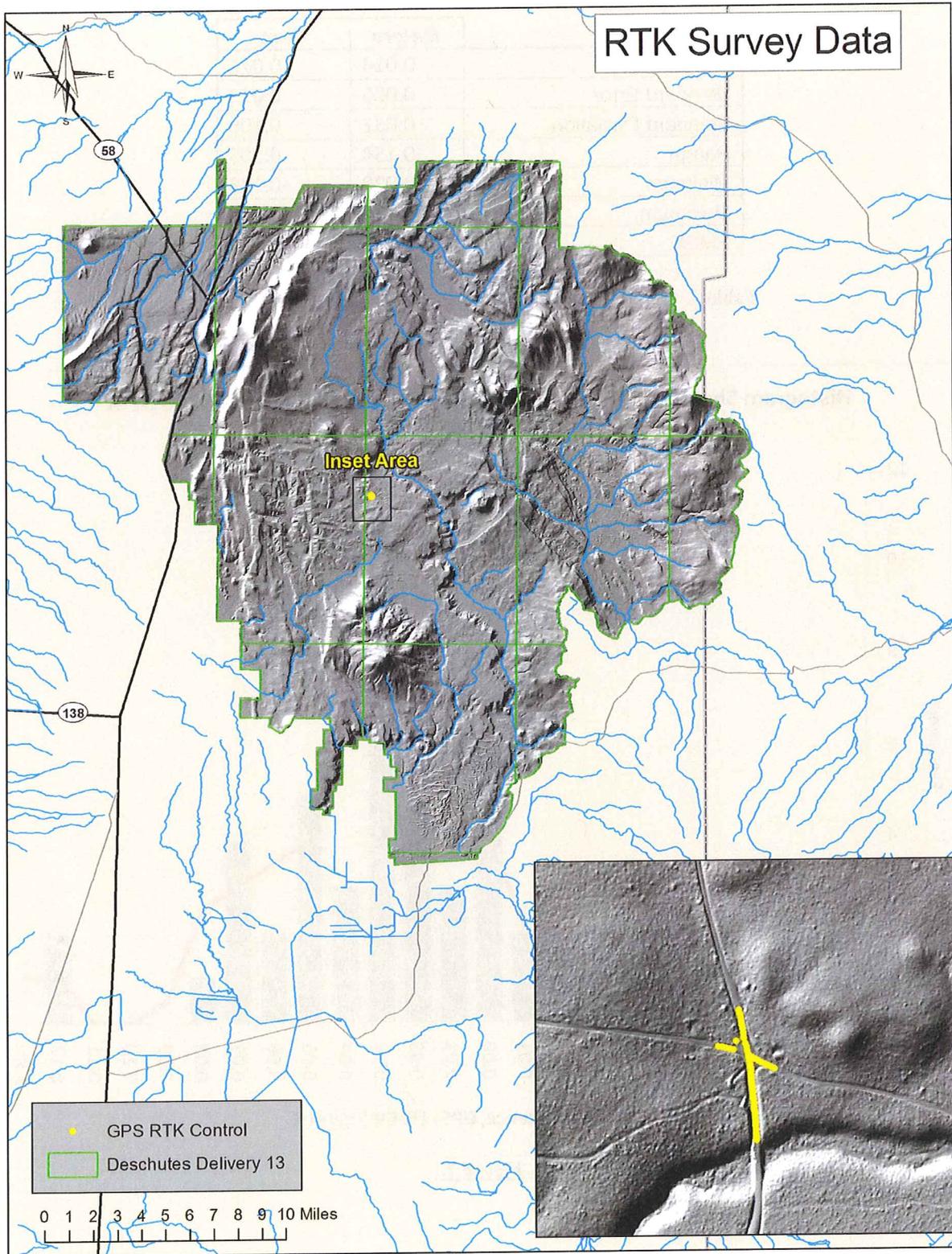
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Vertical accuracy analysis consisted of differencing control data and the delivered lidar Digital Elevation Models (DEM) to expose offsets. These offsets were used to produce a mean vertical error and vertical RMSE value for the entire delivered data set. Project specifications list the maximum acceptable mean vertical offset to be 0.20 meters (0.65 feet).

A total of 50 measured GCP's were obtained in the Delivery 13 region and compared with the lidar elevation grids. The data delivered to DOGAMI was found to have a mean vertical offset of 0.024 meters (0.078 feet) and an RMSE value of 0.040 meters (0.131 ft). Offset values ranged from -0.039 to 0.115 meters (Table 3 and Figure 7).

Horizontal accuracies were not specified in agreement since true horizontal accuracy is regarded as a product of the lidar ground foot print. Lidar is referenced to co-acquired GPS base station data that has accuracies far greater than the value of the lidar foot print. The ground footprint is equal to  $1/3333^{\text{rd}}$  of above ground flying height. Survey altitude for this acquisition was targeted at 900 meters yielding a ground foot print of 0.27 meters. This value exceeds the typical accuracy value of ground control used to reference the lidar data (<0.01m). Project specifications require the lidar foot print to fall within 0.15 and 0.40 meters.

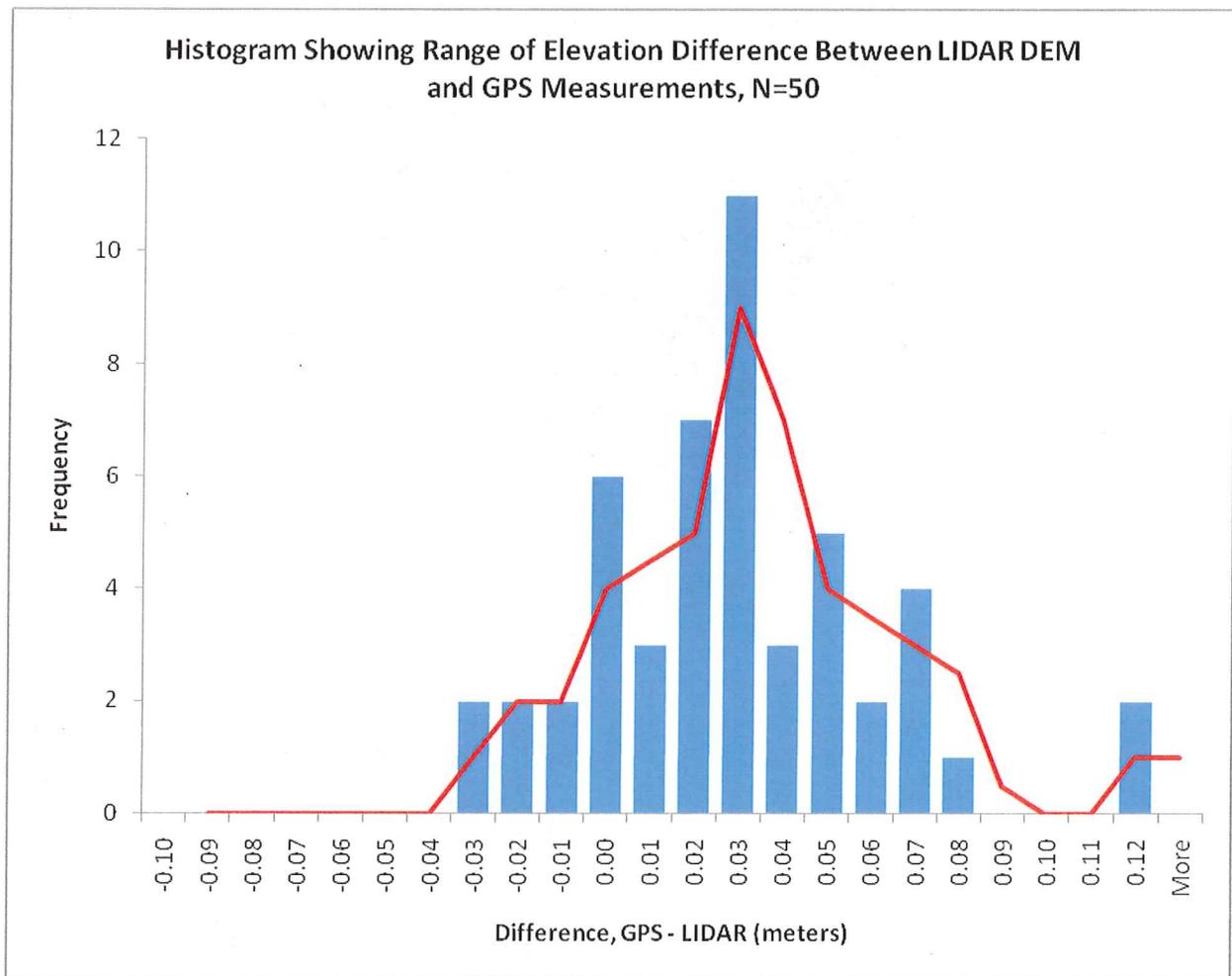
DOGAMI was able to test the horizontal accuracy of survey monuments used to reference the lidar data while conducting vertical control measurements. For internal purposes only, the XY coordinates of survey monuments surveyed by DOGAMI were compared to the survey monuments provided by the vender and in almost every case, the reported results were consistent with those obtained by DOGAMI staff.



**Figure 6.** Locations of RTK control surveyed by DOGAMI. Data was used to test absolute accuracy for the Deschutes lidar survey within the Delivery 13 extent.

	<i>Meters</i>	<i>Feet</i>
Mean	0.024	0.078
Standard Error	0.005	0.015
Standard Deviation	0.032	0.106
Range	0.154	0.505
Minimum	-0.039	-0.128
Maximum	0.115	0.377
RMSE	0.040	0.131

**Table 3.** Descriptive Statistics for absolute value vertical offsets.

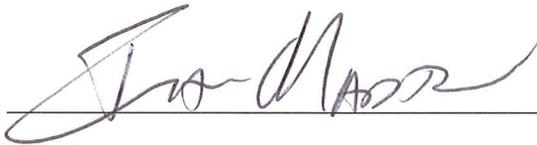


**Figure 7.**

Acceptance

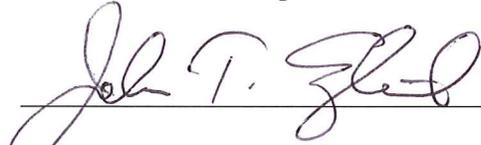
The data described in this report meets and exceeds project specifications laid out in the contracted data standards agreement. All components of data to be delivered have been received as of January 24th, 2011. Consistency analysis has concluded that all data contains flight line to flight line vertical offset less than the threshold of 0.15 meters as specified in agreement. The vendor has adequately responded to all fixable errors identified as part of the visual analysis. Perceived grid errors identified by DOGAMI that were found to be false have been documented by the vendor and explained to the satisfaction of DOGAMI reviewers. Absolute accuracy analysis of the data has concluded that absolute vertical error of lidar data is less than the specified tolerance of 0.20 meters as specified in the data standards agreement.

Approval Signatures



Date: 1/24/2011

Ian Madin  
Chief Scientist – Department of Geology & Mineral Industries



Date: 1/24/2011

John English  
Lidar Database Coordinator – Department of Geology & Mineral Industries

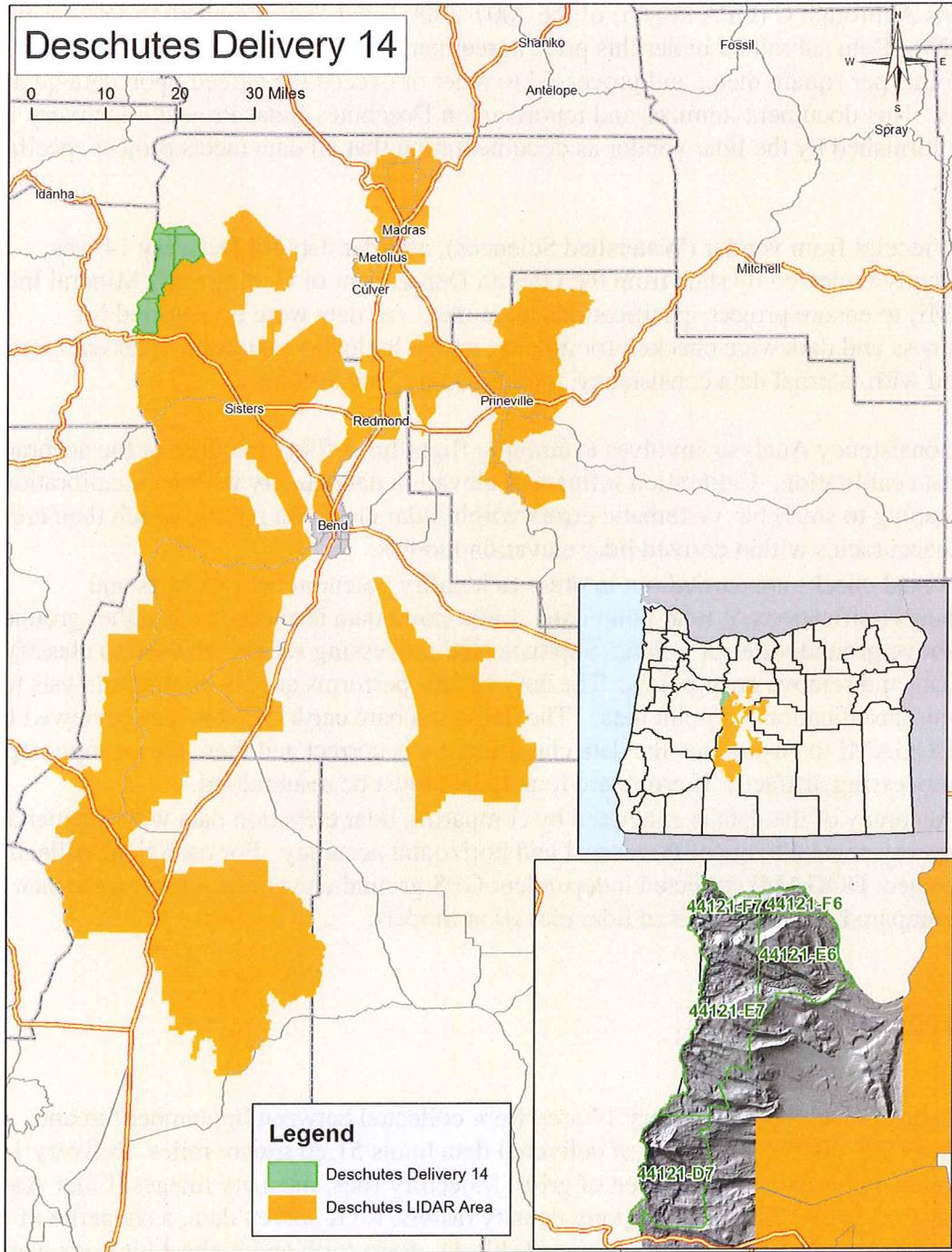




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*Deschutes LIDAR Project, 2010 – Delivery 14 QC Analysis*  
**LIDAR QC Report – February 10th, 2011**



Map featuring Deschutes Delivery 14 data extent.

The Oregon Department of Geology & Mineral Industries has contracted with Watershed Sciences to collect high resolution lidar topographic data for multiple areas within the State of Oregon. Areas for lidar data collection have been designed as part of a collaborative effort of State, Federal, and Local agencies in order to meet a wide range of project goals. The vendor has agreed to certain conditions of data quality and standards for all lidar data deliverables listed in sections A through C (OPA #8865) of the 2007-2009 Lidar Data Acquisition Price Agreement (pgs 14-23). Data submitted under this price agreement is to be collected at a resolution of at least 8 points per square meter and processed to meet or exceed the agreed upon data quality standards. This document itemizes and reports upon Deschutes Lidar Project – Delivery 14 products furnished by the lidar vendor as documentation that all data meets project specific standards.

Upon receipt from vendor (Watershed Sciences), all lidar data for Delivery 14 was independently reviewed by staff from the Oregon Department of Geology and Mineral Industries (DOGAMI) to ensure project specifications were met. All data were inventoried for completeness and data were checked for quality, which included examining lidar data for errors associated with internal data consistency, model quality, and accuracy.

- Consistency Analysis involves examining flight line offsets to quantify the accuracy of data calibration. Calibration influences elevation data quality with poor calibration leading to small but systematic errors within lidar elevation points, which then create inaccuracies within derived lidar elevation models.
- Visual checks are carried out in order to identify potential data artifacts and misclassifications of lidar point data. Lidar point data is classified as either ground, above ground, or error points. Sophisticated processing scripts are used to classify point data and remove error points. The data vendor performs quality control analysis to fix misclassifications of point data. The delivered bare earth DEM is then reviewed by DOGAMI to ensure that the data classification is correct and there are no topographic processing artifacts. If errors are found, data must be resubmitted.
- Accuracy of the data is examined by comparing lidar elevation data with independent survey control to quantify vertical and horizontal accuracy. For each lidar collection project DOGAMI collected independent GPS ground elevations, which were then compared against delivered lidar elevation models.

### Data Completeness

Data for Deschutes Delivery 14 area were collected between September 5th and September 11th, 2010 . Total area of delivered data totals 51.26 square miles. Delivery 14 (Figure 1) includes data in the format of grids, trajectory files, intensity images, Lidar ASCII Standard (LAS) point files, ground point density rasters, RTK survey data, a shapefile of the delivery area, and the lidar delivery report (Table 1). Bare earth and highest hit grids were delivered in ArcInfo Grid format with 3ft cell size. Lidar point data is delivered in LAS binary

format for ground classified returns as well as the entire lidar point cloud. Georeferenced intensity images are supplied in TIF format. Supplementary data includes ground density rasters displaying locations where ground returns are low. Real time kinematic ground survey data (used for absolute vertical adjustment) is supplied in shapefile format. This delivery contains data for the following USGS 7.5 minute quads (listed by Ohio Code #) within the boundary of the Deschutes Survey collection area (Figure 1):

**Delivery 14:** 44121d7, 44121e6, 44121e7, 44121f6, 44121f7

<b>FINAL Delivery</b>	<b>Resolution</b>	<b>Format</b>	<b>Tiling</b>	
<i>Bare Earth DEMs</i>	3ft	grid	quad	x
<i>Highest Hit DEMs</i>	3ft	grid	quad	x
<i>Trajectory files</i>	1 sec	ascii (TXYZRPH)	flight	x
<i>Intensity Images</i>	1.5ft	tif	100th quad	x
<i>LAS</i>	8pts/m <sup>2</sup>	las	100th quad	x
<i>Ground Returns</i>	N/A	las	100th quad	x
<i>Ground Density Raster</i>	3ft	grid	quad	x
<i>RTK point data</i>		shape		x
<i>Delivery Area shapefile</i>		shape	quad	x
<i>Report</i>		pdf		x
<b>Miscellaneous</b>				
<i>Processing bins</i>		dxr or dgn	project	x

**Table 1.** Deliverable Checklist

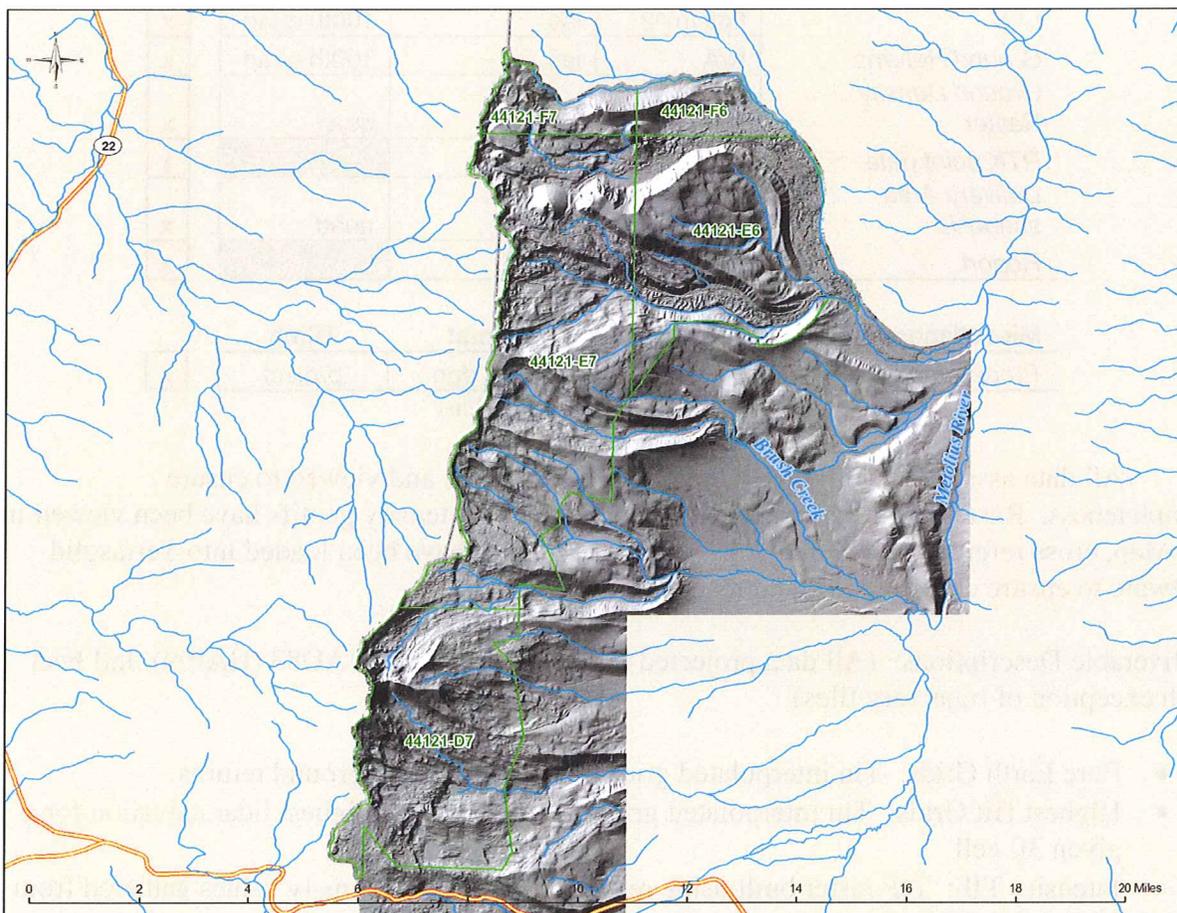
All data associated with this delivery has been loaded and viewed to ensure completeness. Raster imagery such as elevation grids and intensity geotifs have been viewed in ArcMap, cross referenced with the delivery area. Las files have been loaded into Terrasolid software to ensure completeness and readability.

Deliverable Descriptions: (All data projected in Oregon Lambert, NAD83 (HARN), Intl Feet with exception of trajectory files).

- Bare Earth Grids: Tin interpolated grids created from lidar ground returns.
- Highest Hit Grids: Tin interpolated grids created from the highest lidar elevation for a given 3ft cell.
- Intensity TIF: TIF raster built using returned lidar pulse intensity values gathered from highest hit returns.
- Trajectory File: File contains point location measurement of the aircraft used to collect lidar data. Data is collected using an Inertial Measurement Unit (IMU), and collects measurements of: Easting(meters), Northing (meters), Ellipsoid Height (meters) of aircraft, aircraft roll (degrees), aircraft pitch (degrees), aircraft heading (degrees).

Measurements are collected at one second intervals. Data is projected in UTM zone 10, NAD83 (HARN).

- LAS: Binary file of all lidar points collected in survey (Class, flight line #, GPS Time, Echo, Easting, Northing, Elevation, Intensity, Scan Angle, Echo Number, and Scanner).
- Ground LAS: Binary file of lidar points classified as ground (Class, flight line #, GPS Time, Echo, Easting, Northing, Elevation, Intensity, Scan Angle, Echo Number, and Scanner).
- RTK Point Data: Ground GPS Survey data used to correct raw lidar point cloud for vertical offsets.
- Delivery Area Shapefile: Geometry file depicting the geospatial area associated with deliverables.
- Report: Report provides detailed description of data collection methods and processing. The vendor also reports accuracies associated with calibration, consistency, absolute error, and point classifications.



**Figure 1.** Delivery 14 location area. Data is referenced to USGS 7.5 minute quadrangles within the extents of the Deschutes Survey collection area.

Consistency Analysis:

DOGAMI has specified that lidar consistency must average less than 0.15m (0.49 feet) in vertical offsets between flight lines. DOGAMI measures consistency offsets throughout delivered datasets to ensure that project specifications are met.

Consistency refers to lidar elevation differences between overlapping flight lines. Consistency errors are created by poor lidar system calibration settings associated with sensor platform mounting. Errors in consistency manifest as vertical offsets between individual flight lines. Consistency offsets were measured using the “Find Match” tool within the TerraMatch© software toolset. This tool uses aircraft trajectory information linked to the lidar point cloud to quantify flight line-to-flight line offsets.

To quantify the magnitude of this error 308 delivered data tiles were examined for vertical offset between flight lines. Data tiles with less than 1000 points were not used in analysis. Selection of tiles aimed to evenly sample the delivered spatial extent of data. Each tile measured 750 x 750 meters in size. The average number of points used for flight line comparison was 867,073 per tile (Table 2a). Error measurements were calculated by differencing the nearest point from an adjacent flight line within 1 meters in the horizontal plane and 0.2 meters in the vertical plane. Each flight line was compared to adjacent flight lines, and the average magnitude of vertical error was calculated. A total of 378 flight lines were sampled and compared for consistency.

**Summary Statistics**

# of Tiles	308
# of Flight Line Sections	378
Avg # of Points	867,073
Avg. Magnitude Z error (m)	0.035

**Table 2a.** Summary Results of Consistency Analysis

	<i>meters</i>	<i>feet</i>
Mean	0.050	0.163
Standard Error	0.001	0.002
Standard Deviation	0.010	0.034
Sample Variance	0.000	0.000
Range	0.065	0.214
Minimum	0.024	0.077
Maximum	0.089	0.291

**Table 2b.** Descriptive Statistics for Magnitude Z Error.

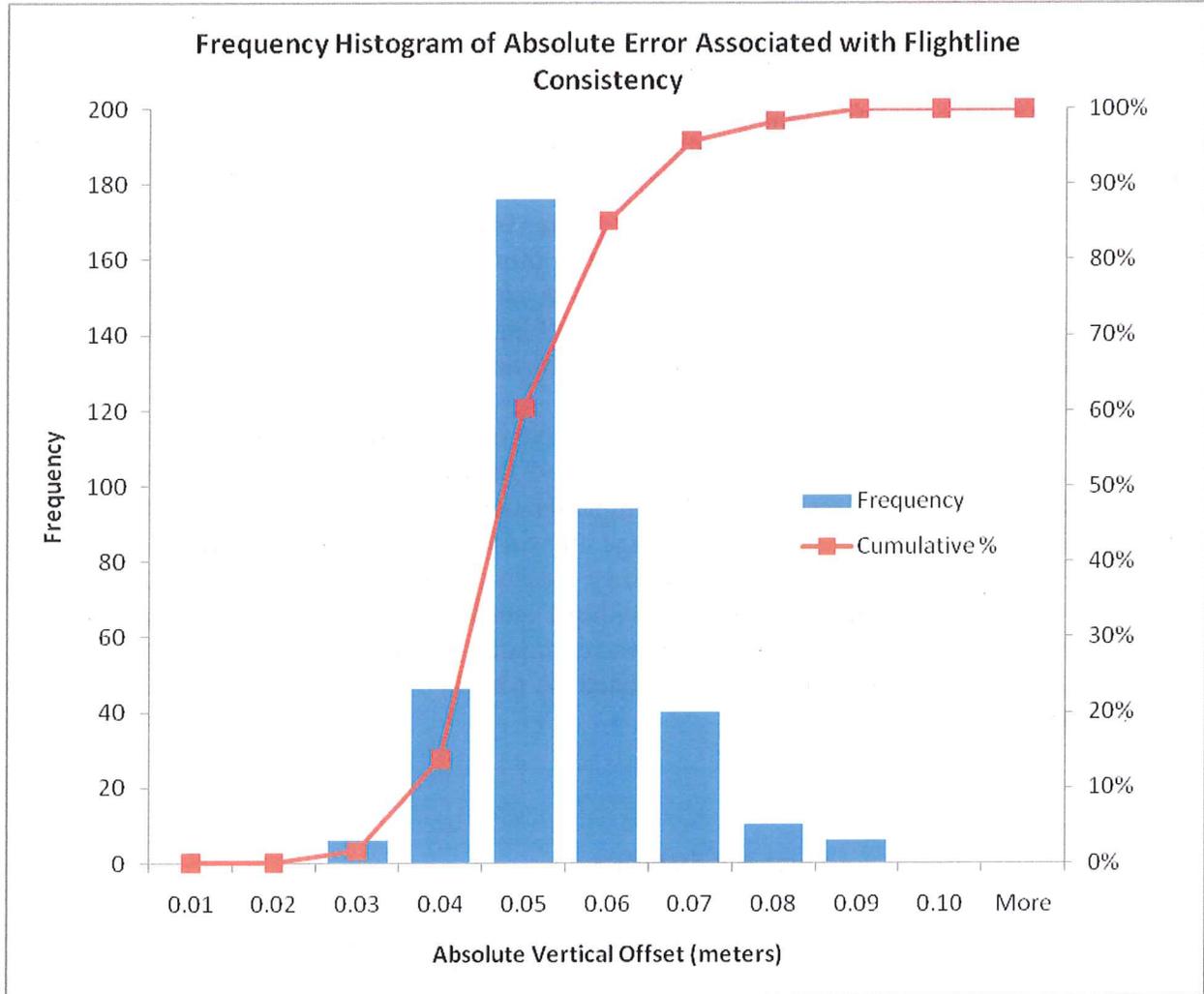


Figure 2.

Results of the consistency analysis found the average flight line offset to be 0.050 meters with a maximum error of 0.089m (Table 2b). Distribution of error showed over 95% of all error was less than 0.07m and 98% was less than 0.08m (Figure 2). These results show that all data are within tolerances of data consistency according to contract agreement.

Visual Analysis

Lidar 3ft grids were loaded into ArcGIS software for visual analysis. Data were examined through slope and hillshade models of bare earth returns. Hillshades of the highest hit models were used to identify areas of missing ground (Figure 3). Both bare earth and highest hit models were examined for calibration offsets, tiling artifacts (Figure 4), seam line offsets, pits (Figure 5), and birds.

Calibration offsets typically are visualized as a corduroy-like patterning within a hillshaded lidar model. These offsets present themselves along steep slopes and typically stand out more in highest hit models than bare earth. Tiling artifacts are a result of missing or

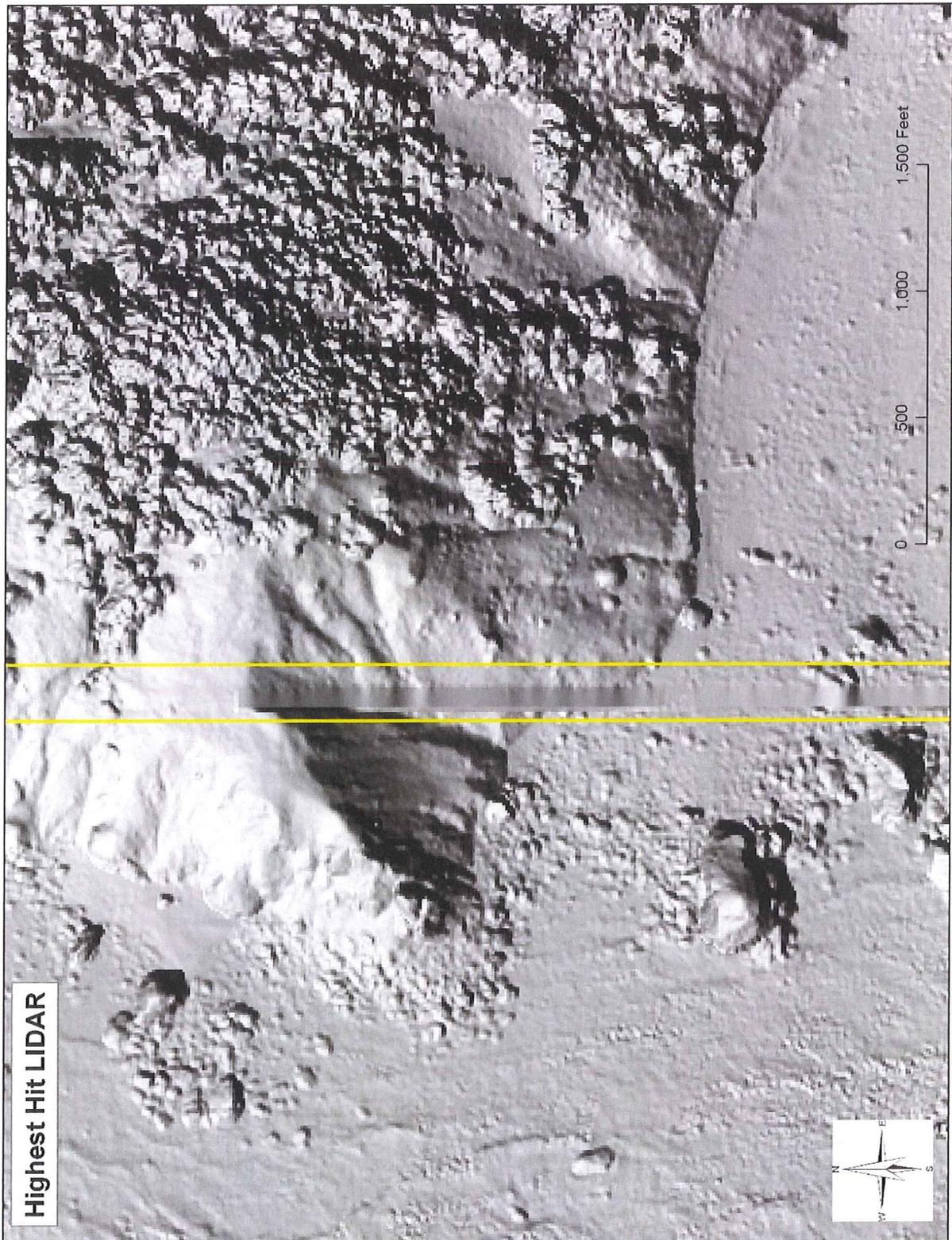
misclassified data along the edge of lidar processing tiles. These artifacts present themselves as linear features typically 1-2 grid cells in width, and are present in both the highest hit and bare earth models (e.g. Figure 3). Seam line offsets occur where two distinct days of lidar data overlap. Errors occur as a result of improper absolute vertical error adjustments. These errors are typically visualized as a linear stair step running along the edge of connecting flight lines. Pits and birds refer to uncommonly high or low points that are the result of atmospheric and sensor noise. Pits (low points) typically occur where the laser comes in contact with water on the ground (Figure 5). Birds (high points) typically occur where the laser comes into contact with atmospherics<sup>1</sup>.

Errors located during visual analysis were digitized for spatial reference and stored in ESRI shapefile format. Each feature was assigned an ID value and commented to describe the nature of the observed error. The shapefile was delivered to the vendor for locating and fixing errors. Upon receiving the observed error locations, the vendor performed an analysis to conclude whether the error was valid. For all valid errors found, the vendor has reprocessed the data to accommodate fixes. For all observed errors that are found to be false, the vendor has produced an image documenting the nature of the feature in grid and point data format. A readme file was created explaining all edits performed. Corrected data was delivered to DOGAMI. This data were examined to ensure edits were made, and visually inspected for completeness, then combined into the original delivery.

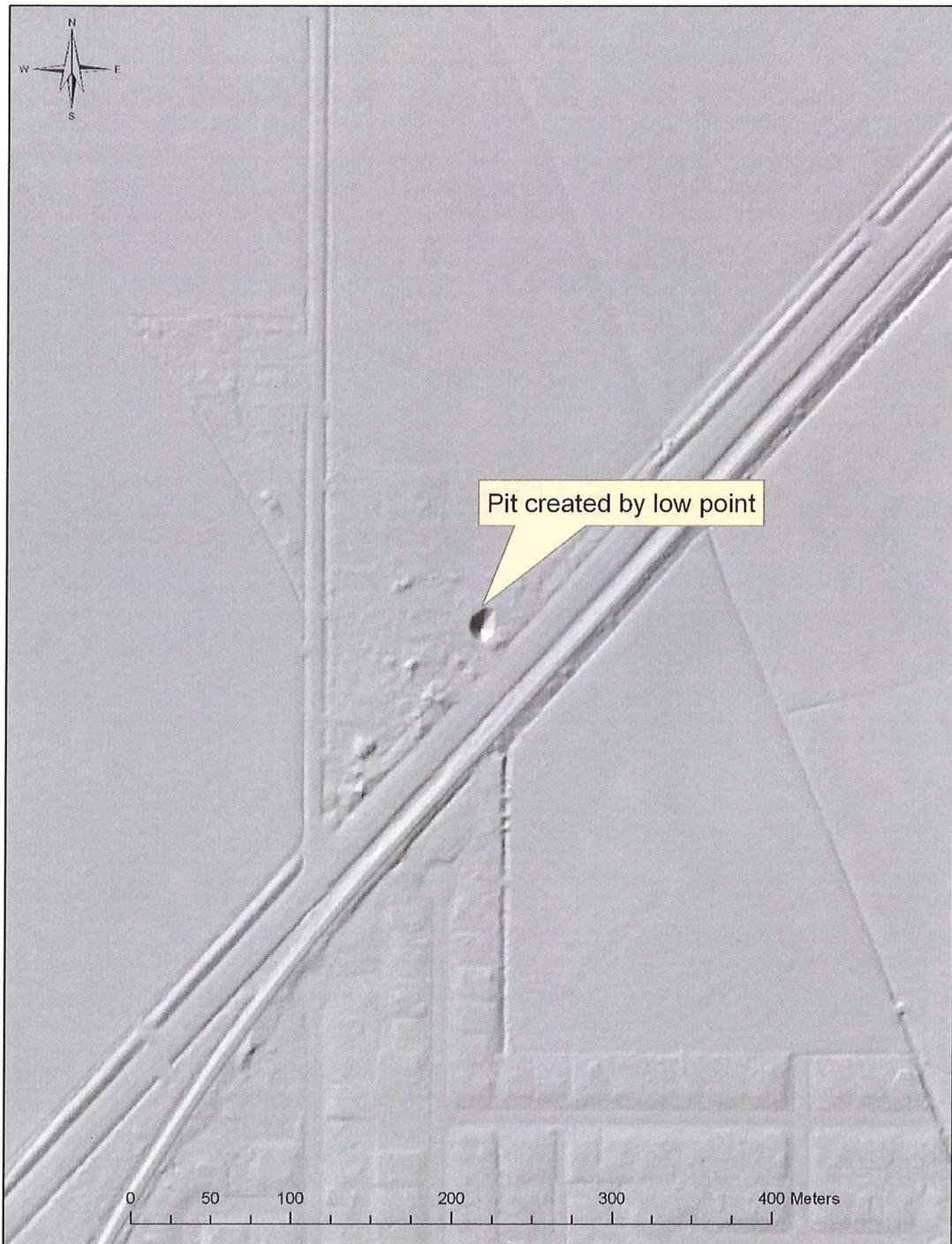
<sup>1</sup> Atmospherics include clouds, rain, fog, or virga.



**Figure 3.** Example of missing ground in lidar bare earth data. Ground is clearly visible in highest hit model, but has been removed from the bare earth model. This type of classification error is common near water body features.



**Figure 4.** Example of tile artifact found in highest hit lidar data. Artifact is a seam line error created due to misclassification of ground at edge of lidar processing tiles.



**Figure 5.** Example of “Pit” caused by low point in ground model. Pits are caused when standing water absorbs the lidar pulse. Pits are evident in ground model as the lowest point elevation is assigned to the grid cell value. Inversely the pit is not observable in the highest hit model as the highest point elevation is assigned to the grid value

### Absolute Accuracy and Data Match Analyses:

Delivery 14 was added to the Deschutes survey late in the overall project time line. Collection of GCP points was not possible due to snowpack and road conditions. For this reason, Delivery 14 was treated as a special case where by absolute accuracy was determined using the lidar contractor's GPS RTK ground control points (GCP) as well as a comparative analysis to adjacent data already finalized and approved. GPS RTK data collected by the lidar contractor (Watershed Sciences) was collected and processed under supervision of a licensed Oregon surveyor. For an additional check data overlap between Delivery 14 and previous Deschutes deliveries Delivery 2 and Delivery 4 were compared for elevation consistency. USGS quadrangles 44121 e6, 44121e7, and 44121d7 contain approximately 63 square miles of overlap between Delivery 14 and Deliveries 2 and 4. Bare Earth rasters were differenced to quantify and located areas of discrepancy. It is expected that the comparison statistics reveal RMS values less than 0.1 meters and RMS 95% values less than 0.15 meters.

To calculate raster differences, overlapping rasters were differenced by subtracting the previous delivery bare earth rasters (i.e. Delviery 2 or 4) from Delivery 14 rasters. The difference raster values were then squared. Raster statistics yielded mean squared values for each of the three compared rasters. The square root of the mean for each raster was then calculated to produce an RMS value.

The analysis will also look to identify systematic differences where the previous data lines up with Delivery 14. This would manifest itself as a seam or step between data stemming from a systematic mismatch between data.

### Absolute Accuracy

Vertical accuracy analysis consisted of differencing control data and the delivered lidar Digital Elevation Models (DEM) to expose offsets. These offsets were used to produce a mean vertical error and vertical RMSE value for the entire delivered data set. Project specifications list the maximum acceptable mean vertical offset to be 0.20 meters (0.65 feet).

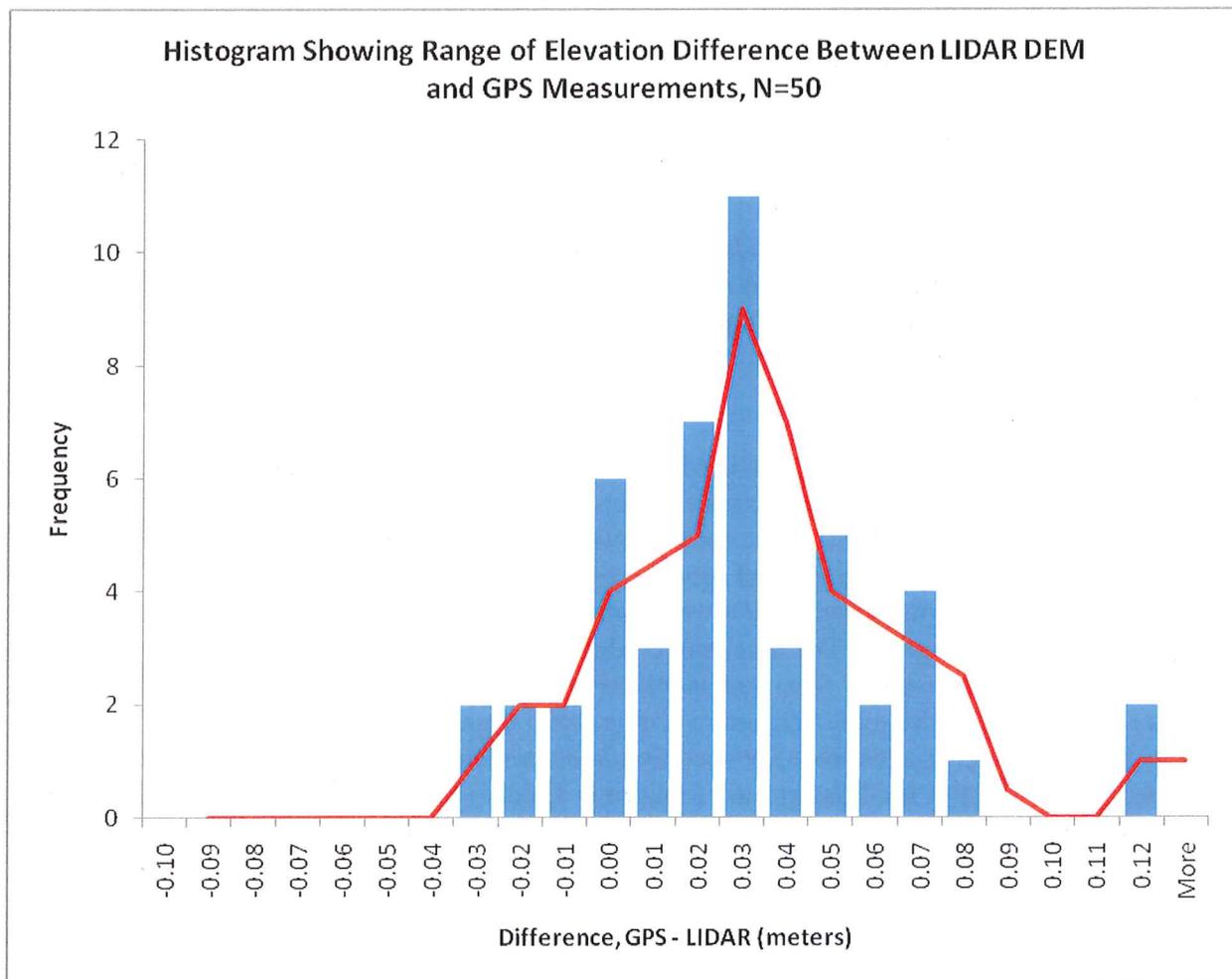
A total of 1601 measured GCP's were obtained in the Delivery 14 region and compared with the lidar elevation grids. The data delivered to DOGAMI was found to have a mean vertical offset of -0.011 meters (-0.037 feet) and an RMSE value of 0.036 meters (0.117 ft). Offset values ranged from -0.186 to 0.095 meters (Table 3 and Figure 7).

Horizontal accuracies were not specified in agreement since true horizontal accuracy is regarded as a product of the lidar ground foot print. Lidar is referenced to co-acquired GPS base station data that has accuracies far greater than the value of the lidar foot print. The ground footprint is equal to  $1/3333^{\text{rd}}$  of above ground flying height. Survey altitude for this acquisition was targeted at 900 meters yielding a ground foot print of 0.27 meters. This value exceeds the typical accuracy value of ground control used to reference the lidar data (<0.01m). Project specifications require the lidar foot print to fall within 0.15 and 0.40 meters.

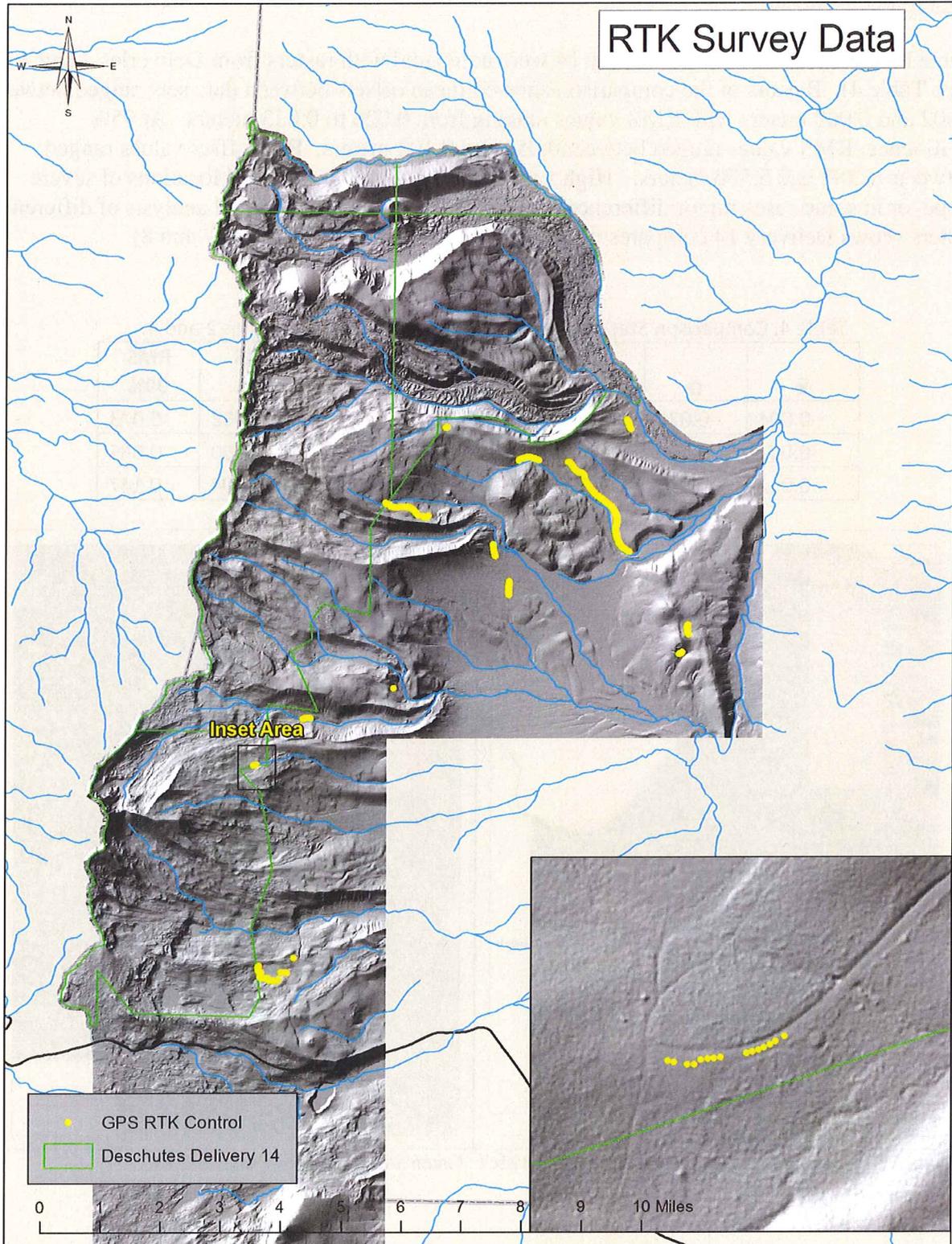
DOGAMI was able to test the horizontal accuracy of survey monuments used to reference the lidar data while conducting vertical control measurements. For internal purposes only, the XY coordinates of survey monuments surveyed by DOGAMI were compared to the survey monuments provided by the vender and in almost every case, the reported results were consistent with those obtained by DOGAMI staff.

	<i>Meters</i>	<i>Feet</i>
Mean	-0.011	-0.037
Standard Error	0.001	0.003
Standard Deviation	0.034	0.111
Range	0.281	0.922
Minimum	-0.186	-0.610
Maximum	0.095	0.312
RMSE	0.036	0.117

**Table 3.** Descriptive Statistics for absolute value vertical offsets.



**Figure 7.**



**Figure 6.** Locations of RTK control surveyed by DOGAMI. Data was used to test absolute accuracy for the Deschutes lidar survey within the Delivery 14 extent.

Data Match Analysis

Three bare earth rasters from Delivery 14 were compared with rasters from Deliveries 2 and 4 (See Table 4). Results of the comparison showed mean offsets between data sets ranged between 0.002 and 0.009 meters with RMS values ranging from 0.026 to 0.053 meters. At 95% confidence, RMS values ranged between 0.052 and 0.104 meters. Raw offset values ranged between -4.383 and 5.566 meters. High values were found to be isolated locations of severe slope, or in some cases minor differences in ground classifications. Visual analysis of difference rasters shows Delivery 14 compares well with Deliveries 2 and 4 (Figures 7 and 8).

Table 4. Comparison Statistics between Delivery 14 and Deliveries 2 and 4.

$\bar{x}$	$\sigma$	min	max	RMS	RMS 95%	RMS 99%
-0.004	0.026	-4.383	4.181	0.026	0.052	0.073
-0.002	0.030	-4.197	5.566	0.030	0.060	0.085
-0.012	0.051	-2.106	3.087	0.053	0.104	0.147

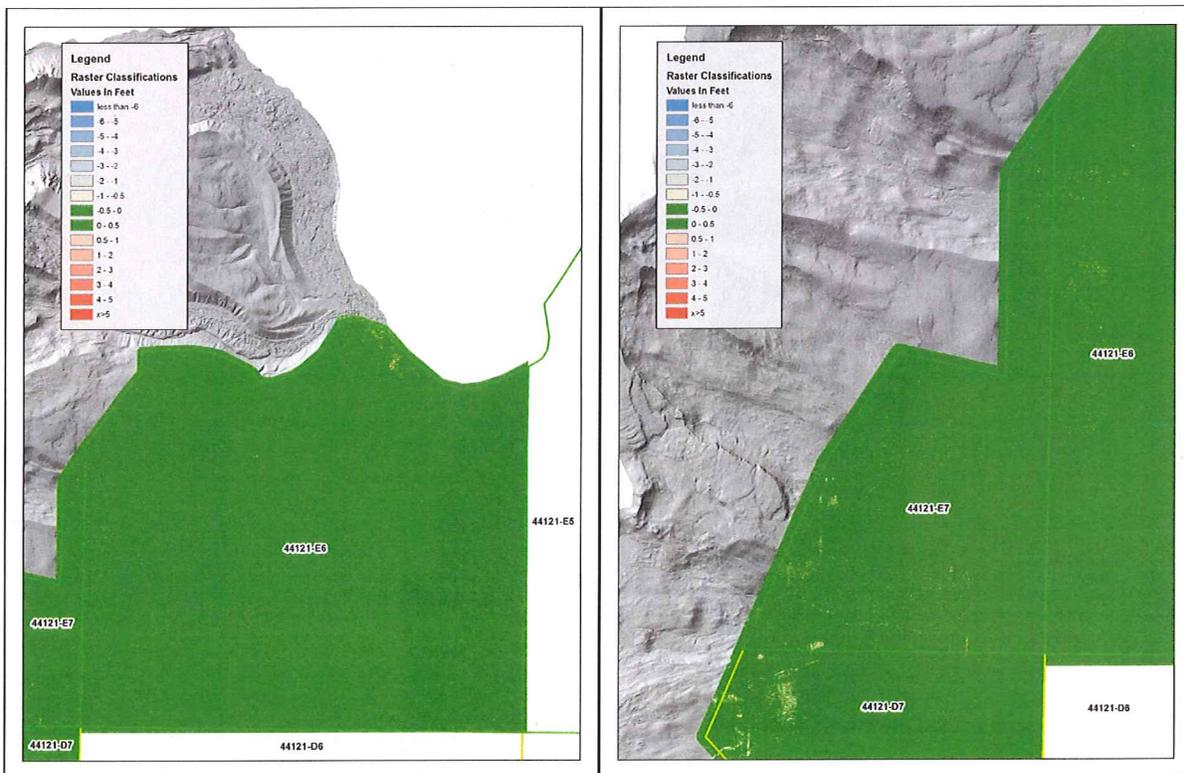
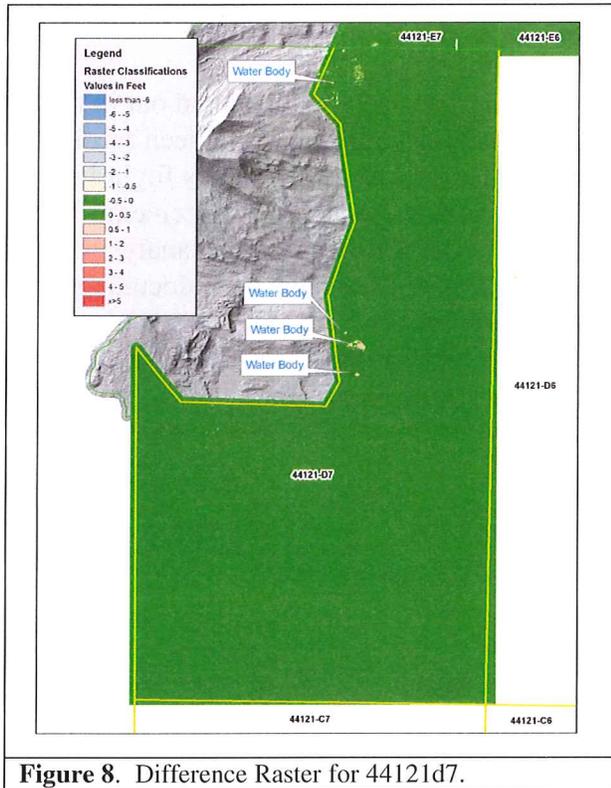


Figure 7. Difference Rasters for 44121e6 and 44121e7. Green area represents offsets ± 0.5ft.



**Figure 8.** Difference Raster for 44121d7.

Acceptance

The data described in this report meets and exceeds project specifications laid out in the contracted data standards agreement. All components of data to be delivered have been received as of February 10th, 2011. Consistency analysis has concluded that all data contains flight line to flight line vertical offset less than the threshold of 0.15 meters as specified in agreement. The vendor has adequately responded to all fixable errors identified as part of the visual analysis. Perceived grid errors identified by DOGAMI that were found to be false have been documented by the vendor and explained to the satisfaction of DOGAMI reviewers. Absolute accuracy analysis of the data has concluded that absolute vertical error of lidar data is less than the specified tolerance of 0.20 meters as specified in the data standards agreement.

Approval Signatures



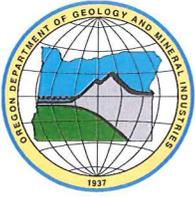
Date: 2/11/2011

Ian Madin  
Chief Scientist – Department of Geology & Mineral Industries



Date: 2/15/2011

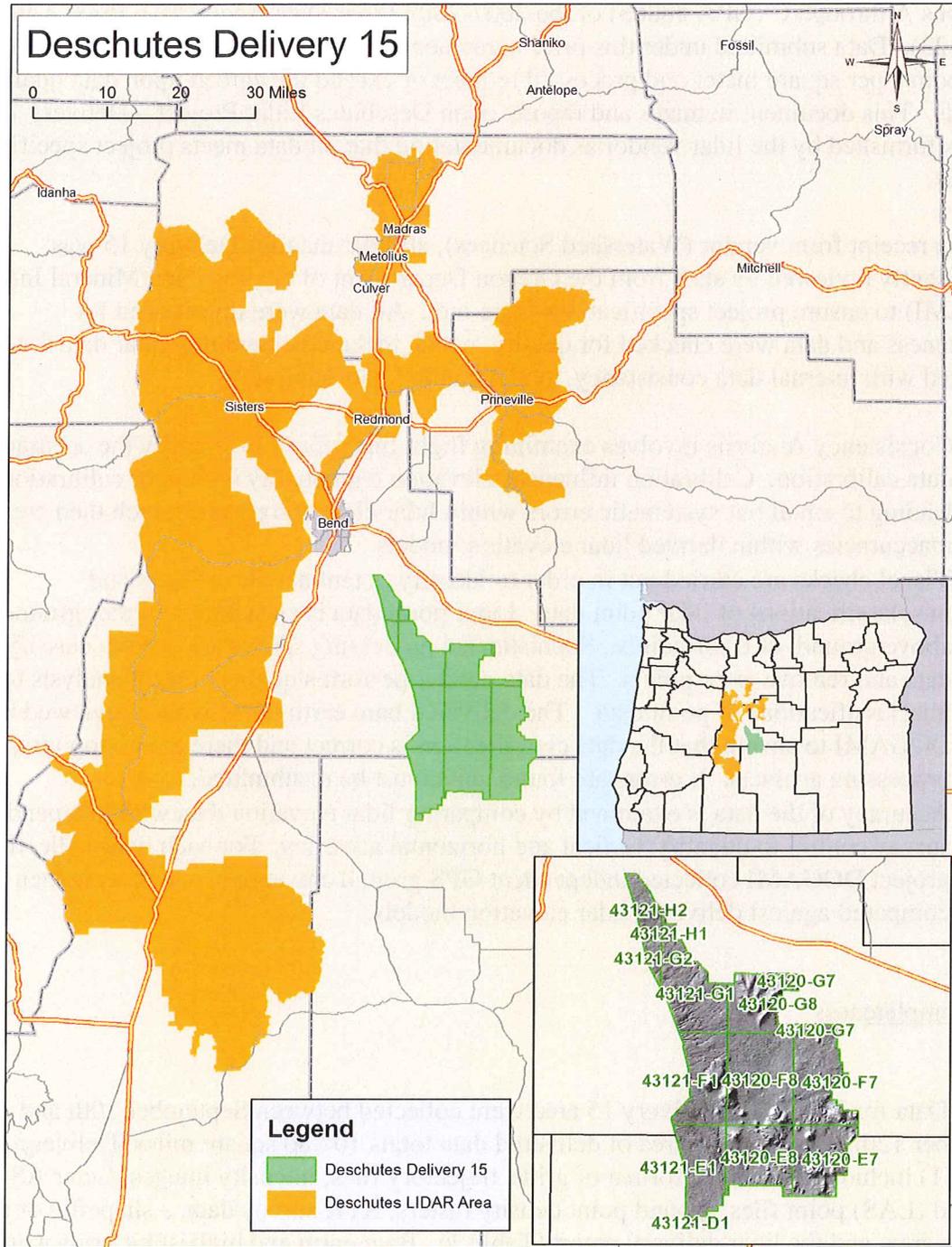
John English  
Lidar Database Coordinator – Department of Geology & Mineral Industries



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*Deschutes LIDAR Project, 2010 – Delivery 15 QC Analysis*  
**LIDAR QC Report – February 10th, 2011**



Map featuring Deschutes Delivery 15 data extent.

The Oregon Department of Geology & Mineral Industries has contracted with Watershed Sciences to collect high resolution lidar topographic data for multiple areas within the State of Oregon. Areas for lidar data collection have been designed as part of a collaborative effort of State, Federal, and Local agencies in order to meet a wide range of project goals. The vendor has agreed to certain conditions of data quality and standards for all lidar data deliverables listed in sections A through C (OPA #8865) of the 2007-2009 Lidar Data Acquisition Price Agreement (pgs 14-23). Data submitted under this price agreement is to be collected at a resolution of at least 8 points per square meter and processed to meet or exceed the agreed upon data quality standards. This document itemizes and reports upon Deschutes Lidar Project – Delivery 15 products furnished by the lidar vendor as documentation that all data meets project specific standards.

Upon receipt from vendor (Watershed Sciences), all lidar data for Delivery 15 was independently reviewed by staff from the Oregon Department of Geology and Mineral Industries (DOGAMI) to ensure project specifications were met. All data were inventoried for completeness and data were checked for quality, which included examining lidar data for errors associated with internal data consistency, model quality, and accuracy.

- Consistency Analysis involves examining flight line offsets to quantify the accuracy of data calibration. Calibration influences elevation data quality with poor calibration leading to small but systematic errors within lidar elevation points, which then create inaccuracies within derived lidar elevation models.
- Visual checks are carried out in order to identify potential data artifacts and misclassifications of lidar point data. Lidar point data is classified as either ground, above ground, or error points. Sophisticated processing scripts are used to classify point data and remove error points. The data vendor performs quality control analysis to fix misclassifications of point data. The delivered bare earth DEM is then reviewed by DOGAMI to ensure that the data classification is correct and there are no topographic processing artifacts. If errors are found, data must be resubmitted.
- Accuracy of the data is examined by comparing lidar elevation data with independent survey control to quantify vertical and horizontal accuracy. For each lidar collection project DOGAMI collected independent GPS ground elevations, which were then compared against delivered lidar elevation models.

### Data Completeness

Data for Deschutes Delivery 15 area were collected between September 10th and September 12th, 2010 . Total area of delivered data totals 107.80 square miles. Delivery 15 (Figure 1) includes data in the format of grids, trajectory files, intensity images, Lidar ASCII Standard (LAS) point files, ground point density rasters, RTK survey data, a shapefile of the delivery area, and the lidar delivery report (Table 1). Bare earth and highest hit grids were delivered in ArcInfo Grid format with 3ft cell size. Lidar point data is delivered in LAS binary

format for ground classified returns as well as the entire lidar point cloud. Georeferenced intensity images are supplied in TIF format. Supplementary data includes ground density rasters displaying locations where ground returns are low. Real time kinematic ground survey data (used for absolute vertical adjustment) is supplied in shapefile format. This delivery contains data for the following USGS 7.5 minute quads (listed by Ohio Code #) within the boundary of the Deschutes Survey collection area (Figure 1):

**Delivery 15:** 4312e7, 43120e8, 43120f7, 43120f8, 43120g7, 43120g8, 43121d1, 43121e1, 43121f1, 43121g1, 43121g2, 43121h1, 43121h2

<b>FINAL Delivery</b>	<b>Resolution</b>	<b>Format</b>	<b>Tiling</b>	
<i>Bare Earth DEMs</i>	3ft	grid	quad	x
<i>Highest Hit DEMs</i>	3ft	grid	quad	x
<i>Trajectory files</i>	1 sec	ascii (TXYZRPH)	flight	x
<i>Intensity Images</i>	1.5ft	tif	100th quad	x
<i>LAS</i>	8pts/m <sup>2</sup>	las	100th quad	x
<i>Ground Returns</i>	N/A	las	100th quad	x
<i>Ground Density Raster</i>	3ft	grid	quad	x
<i>RTK point data</i>		shape		x
<i>Delivery Area shapefile</i>		shape	quad	x
<i>Report</i>		pdf		x
<b>Miscellaneous</b>				
<i>Processing bins</i>		dxr or dgn	project	x

**Table 1.** Deliverable Checklist

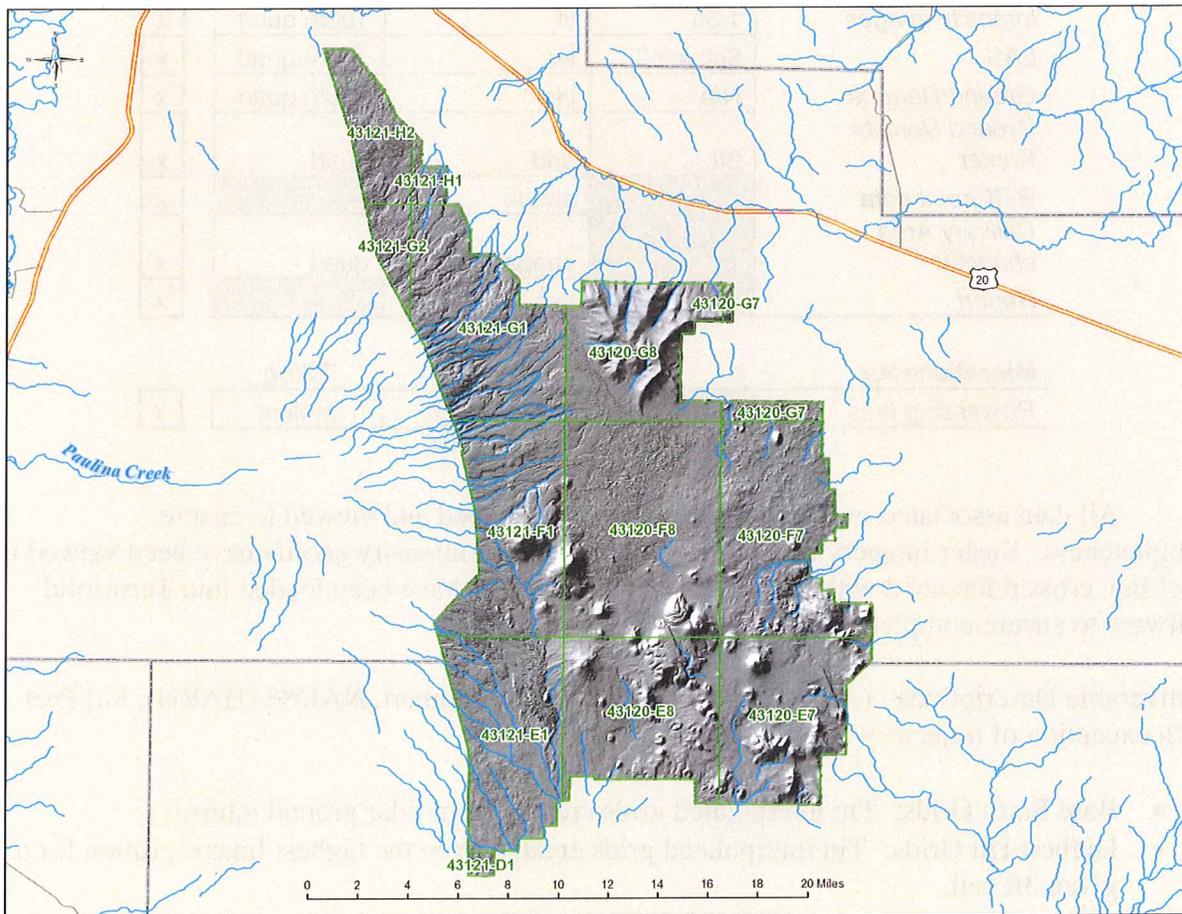
All data associated with this delivery has been loaded and viewed to ensure completeness. Raster imagery such as elevation grids and intensity geotifs have been viewed in ArcMap, cross referenced with the delivery area. Las files have been loaded into Terrasolid software to ensure completeness and readability.

Deliverable Descriptions: (All data projected in Oregon Lambert, NAD83 (HARN), Intl Feet with exception of trajectory files).

- Bare Earth Grids: Tin interpolated grids created from lidar ground returns.
- Highest Hit Grids: Tin interpolated grids created from the highest lidar elevation for a given 3ft cell.
- Intensity TIF: TIF raster built using returned lidar pulse intensity values gathered from highest hit returns.
- Trajectory File: File contains point location measurement of the aircraft used to collect lidar data. Data is collected using an Inertial Measurement Unit (IMU), and collects measurements of: Easting(meters), Northing (meters), Ellipsoid Height (meters) of aircraft, aircraft roll (degrees), aircraft pitch (degrees), aircraft heading (degrees).

Measurements are collected at one second intervals. Data is projected in UTM zone 10, NAD83 (HARN).

- LAS: Binary file of all lidar points collected in survey (Class, flight line #, GPS Time, Echo, Easting, Northing, Elevation, Intensity, Scan Angle, Echo Number, and Scanner).
- Ground LAS: Binary file of lidar points classified as ground (Class, flight line #, GPS Time, Echo, Easting, Northing, Elevation, Intensity, Scan Angle, Echo Number, and Scanner).
- RTK Point Data: Ground GPS Survey data used to correct raw lidar point cloud for vertical offsets.
- Delivery Area Shapefile: Geometry file depicting the geospatial area associated with deliverables.
- Report: Report provides detailed description of data collection methods and processing. The vendor also reports accuracies associated with calibration, consistency, absolute error, and point classifications.



**Figure 1.** Delivery 15 location area. Data is referenced to USGS 7.5 minute quadrangles within the extents of the Deschutes Survey collection area.

Consistency Analysis:

DOGAMI has specified that lidar consistency must average less than 0.15m (0.49 feet) in vertical offsets between flight lines. DOGAMI measures consistency offsets throughout delivered datasets to ensure that project specifications are met.

Consistency refers to lidar elevation differences between overlapping flight lines. Consistency errors are created by poor lidar system calibration settings associated with sensor platform mounting. Errors in consistency manifest as vertical offsets between individual flight lines. Consistency offsets were measured using the “Find Match” tool within the TerraMatch© software toolset. This tool uses aircraft trajectory information linked to the lidar point cloud to quantify flight line-to-flight line offsets.

To quantify the magnitude of this error 1,654 delivered data tiles were examined for vertical offset between flight lines. Data tiles with less than 1000 points were not used in analysis. Selection of tiles aimed to evenly sample the delivered spatial extent of data. Each tile measured 750 x 750 meters in size. The average number of points used for flight line comparison was 12,418,220 per tile (Table 2a). Error measurements were calculated by differencing the nearest point from an adjacent flight line within 1 meters in the horizontal plane and 0.2 meters in the vertical plane. Each flight line was compared to adjacent flight lines, and the average magnitude of vertical error was calculated. A total of 404 flight lines were sampled and compared for consistency.

**Summary Statistics**

# of Tiles	1654
# of Flight Line Sections	404
Avg # of Points	12,418,220
Avg. Magnitude Z error (m)	0.046

**Table 2a.** Summary Results of Consistency Analysis

	<i>meters</i>	<i>feet</i>
Mean	0.033	0.109
Standard Error	0.000	0.001
Standard Deviation	0.007	0.021
Sample Variance	0.000	0.000
Range	0.044	0.146
Minimum	0.022	0.073
Maximum	0.067	0.219

**Table 2b.** Descriptive Statistics for Magnitude Z Error.

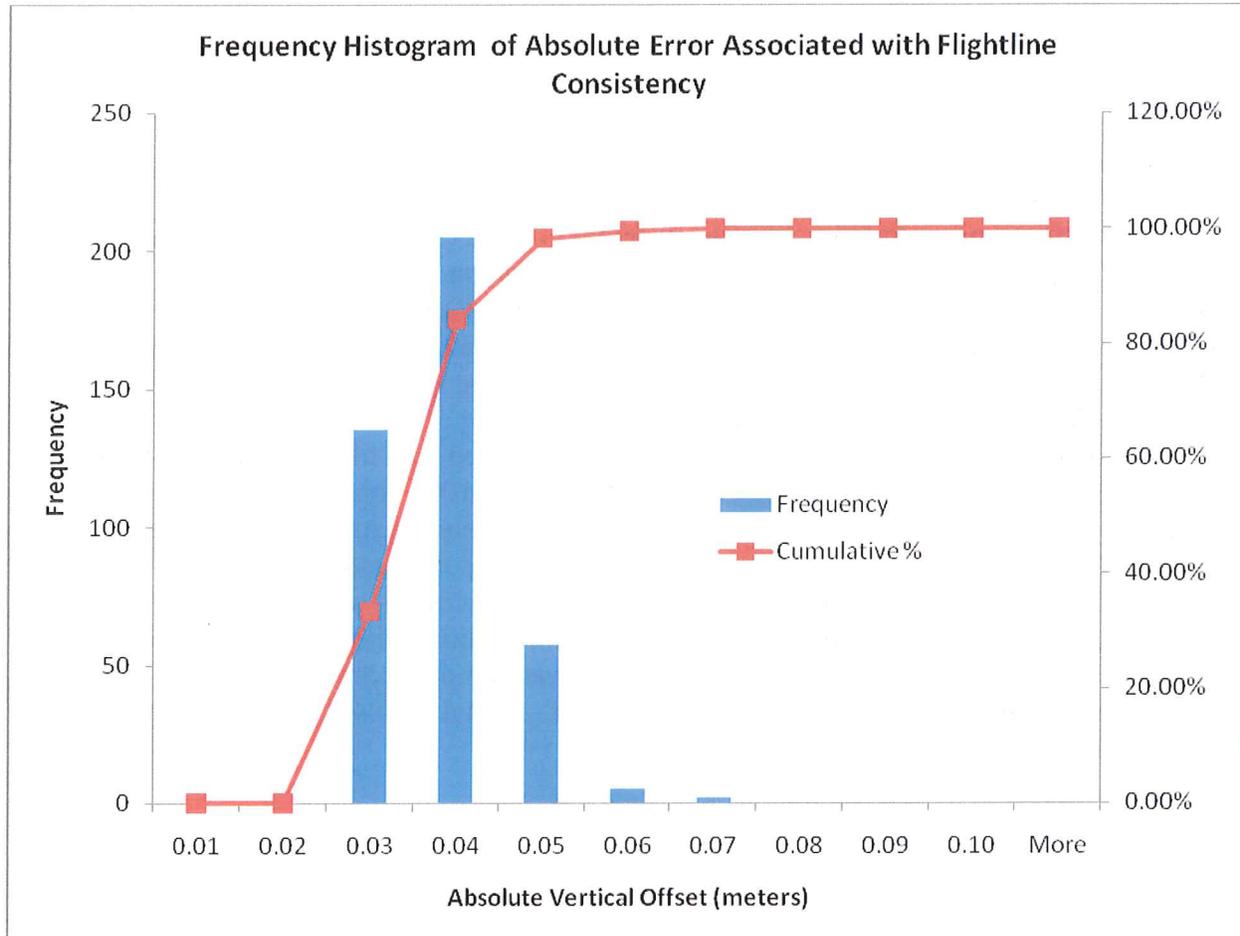


Figure 2.

Results of the consistency analysis found the average flight line offset to be 0.033 meters with a maximum error of 0.067m (Table 2b). Distribution of error showed over 98% of all error was less than 0.05m and 99% was less than 0.06m (Figure 2). These results show that all data are within tolerances of data consistency according to contract agreement.

Visual Analysis

Lidar 3ft grids were loaded into ArcGIS software for visual analysis. Data were examined through slope and hillshade models of bare earth returns. Hillshades of the highest hit models were used to identify areas of missing ground (Figure 3). Both bare earth and highest hit models were examined for calibration offsets, tiling artifacts (Figure 4), seam line offsets, pits (Figure 5), and birds.

Calibration offsets typically are visualized as a corduroy-like patterning within a hillshaded lidar model. These offsets present themselves along steep slopes and typically stand out more in highest hit models than bare earth. Tiling artifacts are a result of missing or misclassified data along the edge of lidar processing tiles. These artifacts present themselves as linear features typically 1-2 grid cells in width, and are present in both the highest hit and bare

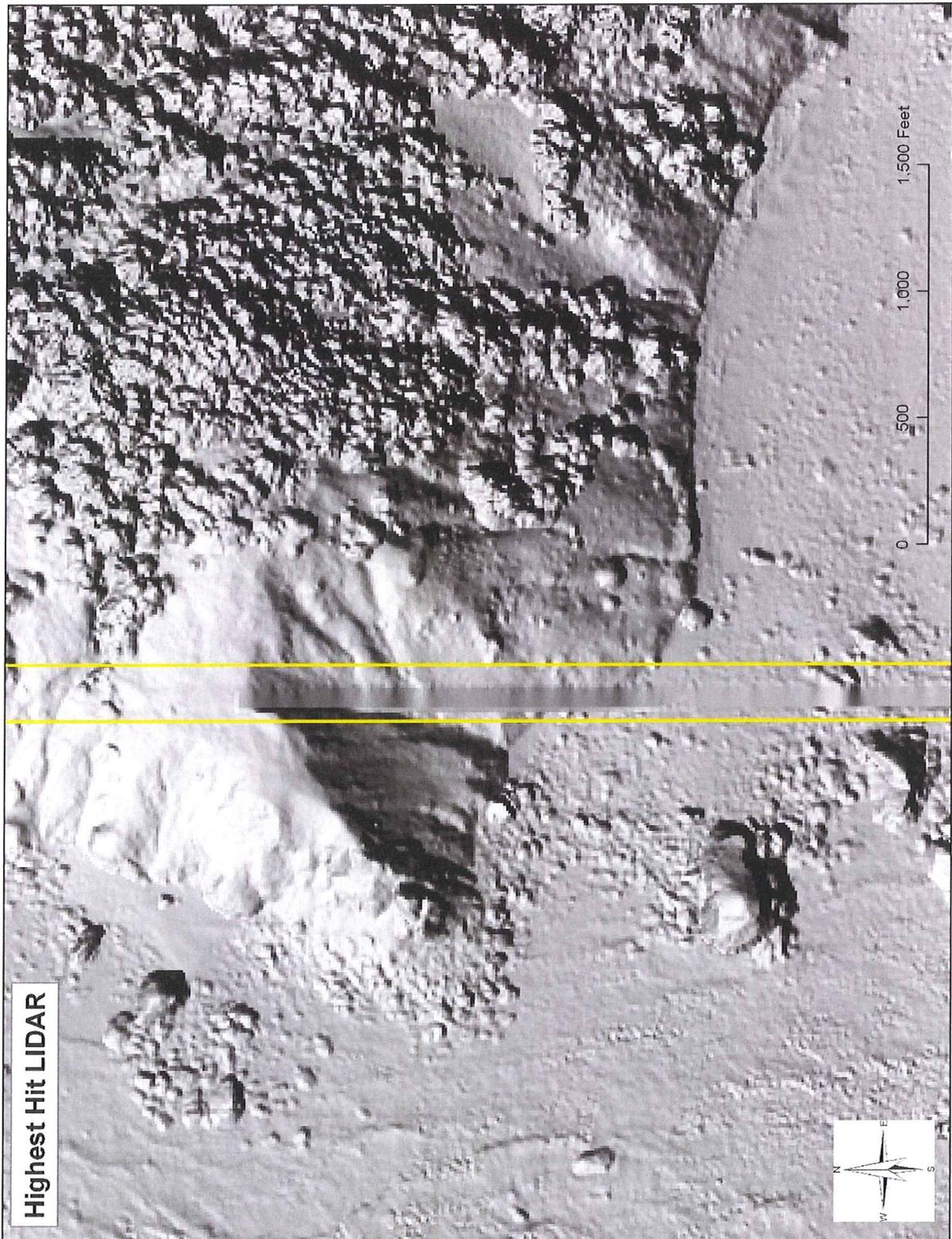
earth models (e.g. Figure 3). Seam line offsets occur where two distinct days of lidar data overlap. Errors occur as a result of improper absolute vertical error adjustments. These errors are typically visualized as a linear stair step running along the edge of connecting flight lines. Pits and birds refer to uncommonly high or low points that are the result of atmospheric and sensor noise. Pits (low points) typically occur where the laser comes in contact with water on the ground (Figure 5). Birds (high points) typically occur where the laser comes into contact with atmospherics<sup>1</sup>.

Errors located during visual analysis were digitized for spatial reference and stored in ESRI shapefile format. Each feature was assigned an ID value and commented to describe the nature of the observed error. The shapefile was delivered to the vendor for locating and fixing errors. Upon receiving the observed error locations, the vendor performed an analysis to conclude whether the error was valid. For all valid errors found, the vendor has reprocessed the data to accommodate fixes. For all observed errors that are found to be false, the vendor has produced an image documenting the nature of the feature in grid and point data format. A readme file was created explaining all edits performed. Corrected data was delivered to DOGAMI. This data were examined to ensure edits were made, and visually inspected for completeness, then combined into the original delivery.

<sup>1</sup> Atmospherics include clouds, rain, fog, or virga.



**Figure 3.** Example of missing ground in lidar bare earth data. Ground is clearly visible in highest hit model, but has been removed from the bare earth model. This type of classification error is common near water body features.



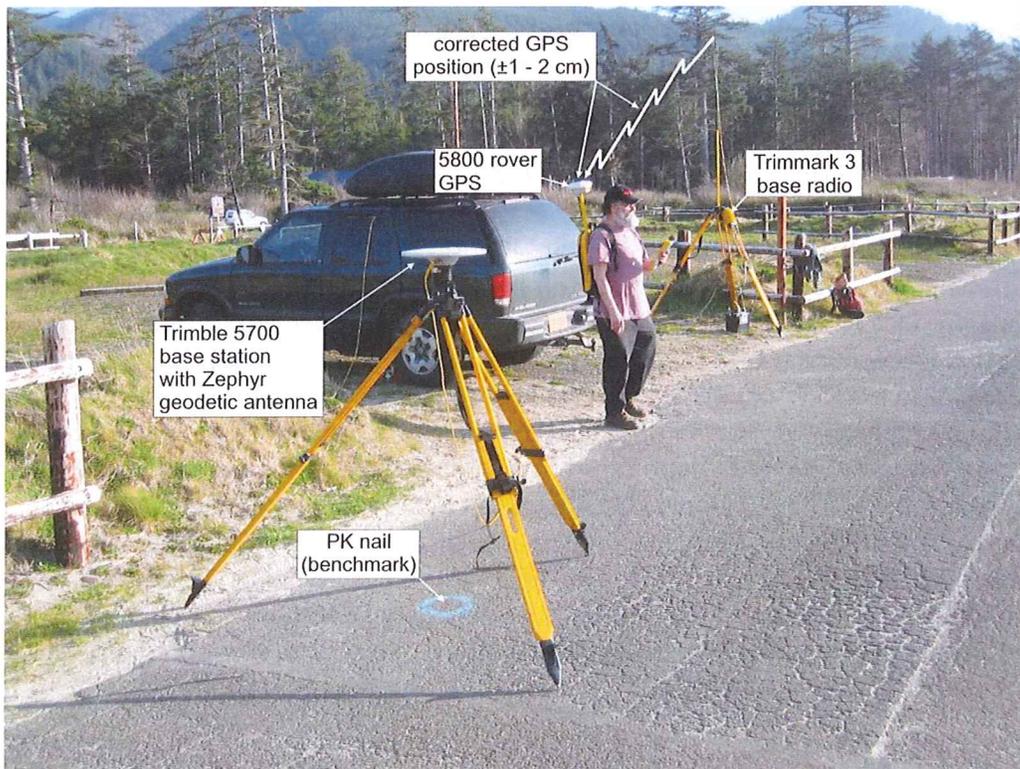
**Figure 4.** Example of tile artifact found in highest hit lidar data. Artifact is a seam line error created due to misclassification of ground at edge of lidar processing tiles.



**Figure 5.** Example of “Pit” caused by low point in ground model. Pits are caused when standing water absorbs the lidar pulse. Pits are evident in ground model as the lowest point elevation is assigned to the grid cell value. Inversely the pit is not observable in the highest hit model as the highest point elevation is assigned to the grid value

Absolute Accuracy Analysis:

Absolute accuracy refers to the mean vertical offset of lidar data relative to measured ground-control points (GCP) obtained throughout the lidar sampling area. DOGAMI used a Trimble™ 5700/5800 Total Station GPS surveying system (Figure 5) to measure GCP's. This system consisted of a GPS base station (5700 unit), Zephyr Geodetic antenna, Trimmark 3 radio, and 5800 "rover". The 5700 base station was mounted on a fixed height (typically 2.0 m) tripod and located over a known geodetic survey monument followed by a site calibration on several adjacent benchmarks to precisely establish a local coordinate system. This step is critical in order to eliminate various survey errors. For example, Trimble reports that the 5700/5800 GPS system have horizontal errors of approximately  $\pm 1\text{-cm} + 1\text{ppm}$  (parts per million \* the baseline length) and  $\pm 2\text{-cm}$  in the vertical (TrimbleNavigationSystem, 2005). These errors may be compounded by other factors such as poor satellite geometry, multipath, and poor atmospheric conditions, combining to increase the total error to several centimeters. Thus, the site calibration process is critical in order to minimize these uncertainties.



**Figure 5.** The Trimble 5700 base station antenna located over a known reference point at Cape Lookout State Park. Corrected GPS position and elevation information is then transmitted by a Trimmark III base radio to the 5800 GPS rover unit.

The approach adopted for DOGAMI lidar surveys was comprised of two components:

- 1) Verify the horizontal and vertical coordinates established by Watershed Sciences for a select number of survey monuments used to calibrate the lidar survey. These surveys typically involved a minimum of two hours of GPS occupation over a known point. The collected data were then submitted to the National Geodetic Survey (NGS) Online Positioning User Service (OPUS) for

- post-processing against several Continuously Operating Reference Stations (CORS) operated by the NGS.
- 2) Collect GCP's along relatively flat surfaces (roads, paths, parking lots etc.). This step involved the collection of both continuous measurements (from a vehicle as well as from a backpack) as well as static measurements (typically 5 epics).

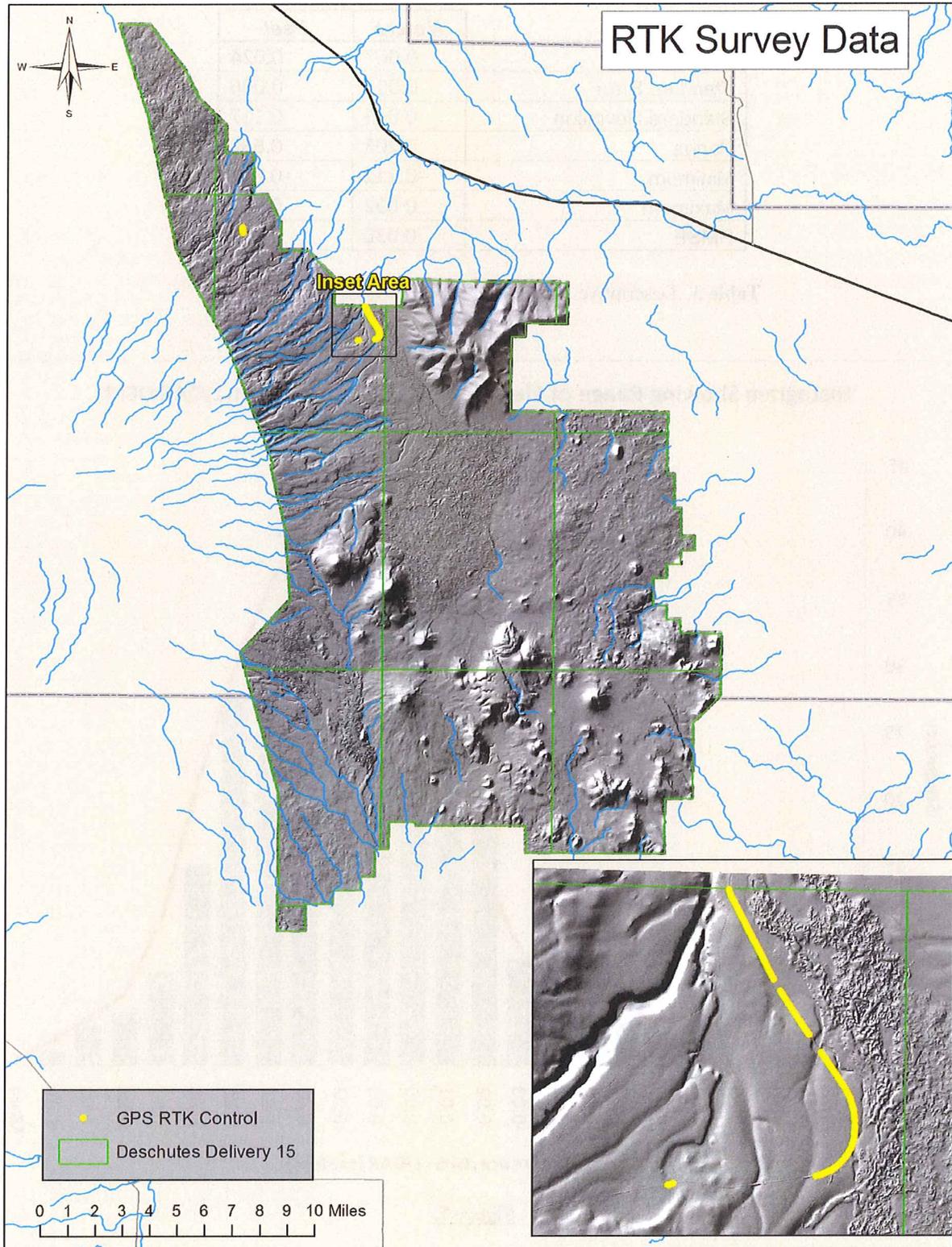
Having collected the GCP data, the GPS data was post-processed using Trimble's Geomatic Office software. Data post-processing typically involved calibrations against at least three CORS stations as well as from local site calibrations performed in the field using those benchmarks that had been independently verified. Data is post processed to refine measurements so that horizontal and vertical errors are less than 0.02 meters (0.065 feet). Horizontal accuracy of data is tested by reoccupying a sample subset of survey monuments used for processing of lidar data. Each occupation's x and y coordinates are compared with the vendor coordinates for offsets.

Vertical accuracy analysis consisted of differencing control data and the delivered lidar Digital Elevation Models (DEM) to expose offsets. These offsets were used to produce a mean vertical error and vertical RMSE value for the entire delivered data set. Project specifications list the maximum acceptable mean vertical offset to be 0.20 meters (0.65 feet).

A total of 341 measured GCP's were obtained in the Delivery 15 region and compared with the lidar elevation grids. The data delivered to DOGAMI was found to have a mean vertical offset of 0.007 meters (0.024 feet) and an RMSE value of 0.036 meters (0.119 ft). Offset values ranged from -0.112 to 0.092 meters (Table 3 and Figure 7).

Horizontal accuracies were not specified in agreement since true horizontal accuracy is regarded as a product of the lidar ground foot print. Lidar is referenced to co-acquired GPS base station data that has accuracies far greater than the value of the lidar foot print. The ground footprint is equal to  $1/3333^{\text{rd}}$  of above ground flying height. Survey altitude for this acquisition was targeted at 900 meters yielding a ground foot print of 0.27 meters. This value exceeds the typical accuracy value of ground control used to reference the lidar data ( $<0.01\text{m}$ ). Project specifications require the lidar foot print to fall within 0.15 and 0.40 meters.

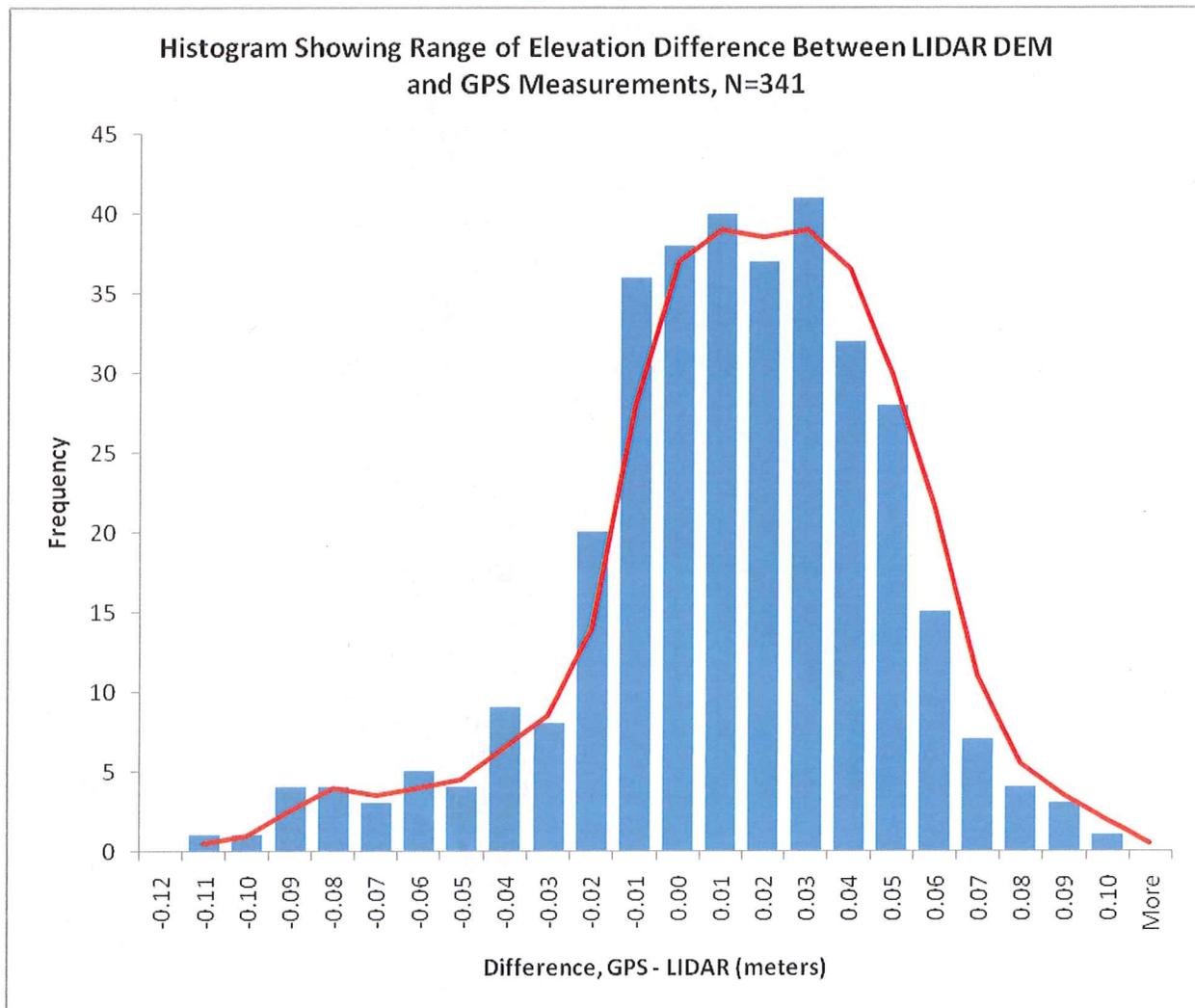
DOGAMI was able to test the horizontal accuracy of survey monuments used to reference the lidar data while conducting vertical control measurements. For internal purposes only, the XY coordinates of survey monuments surveyed by DOGAMI were compared to the survey monuments provided by the vender and in almost every case, the reported results were consistent with those obtained by DOGAMI staff.



**Figure 6.** Locations of RTK control surveyed by DOGAMI. Data was used to test absolute accuracy for the Deschutes lidar survey within the Delivery 15 extent.

	<i>Meters</i>	<i>Feet</i>
Mean	0.007	0.024
Standard Error	0.002	0.006
Standard Deviation	0.036	0.117
Range	0.203	0.668
Minimum	-0.112	-0.367
Maximum	0.092	0.301
RMSE	0.036	0.119

**Table 3.** Descriptive Statistics for absolute value vertical offsets.



**Figure 7.**

Acceptance

The data described in this report meets and exceeds project specifications laid out in the contracted data standards agreement. All components of data to be delivered have been received as of February 10th, 2011. Consistency analysis has concluded that all data contains flight line to flight line vertical offset less than the threshold of 0.15 meters as specified in agreement. The vendor has adequately responded to all fixable errors identified as part of the visual analysis. Perceived grid errors identified by DOGAMI that were found to be false have been documented by the vendor and explained to the satisfaction of DOGAMI reviewers. Absolute accuracy analysis of the data has concluded that absolute vertical error of lidar data is less than the specified tolerance of 0.20 meters as specified in the data standards agreement.

Approval Signatures

  
\_\_\_\_\_ Date: 2/11/2011

Ian Madin  
Chief Scientist – Department of Geology & Mineral Industries

  
\_\_\_\_\_ Date: 2/15/2011

John English  
Lidar Database Coordinator – Department of Geology & Mineral Industries

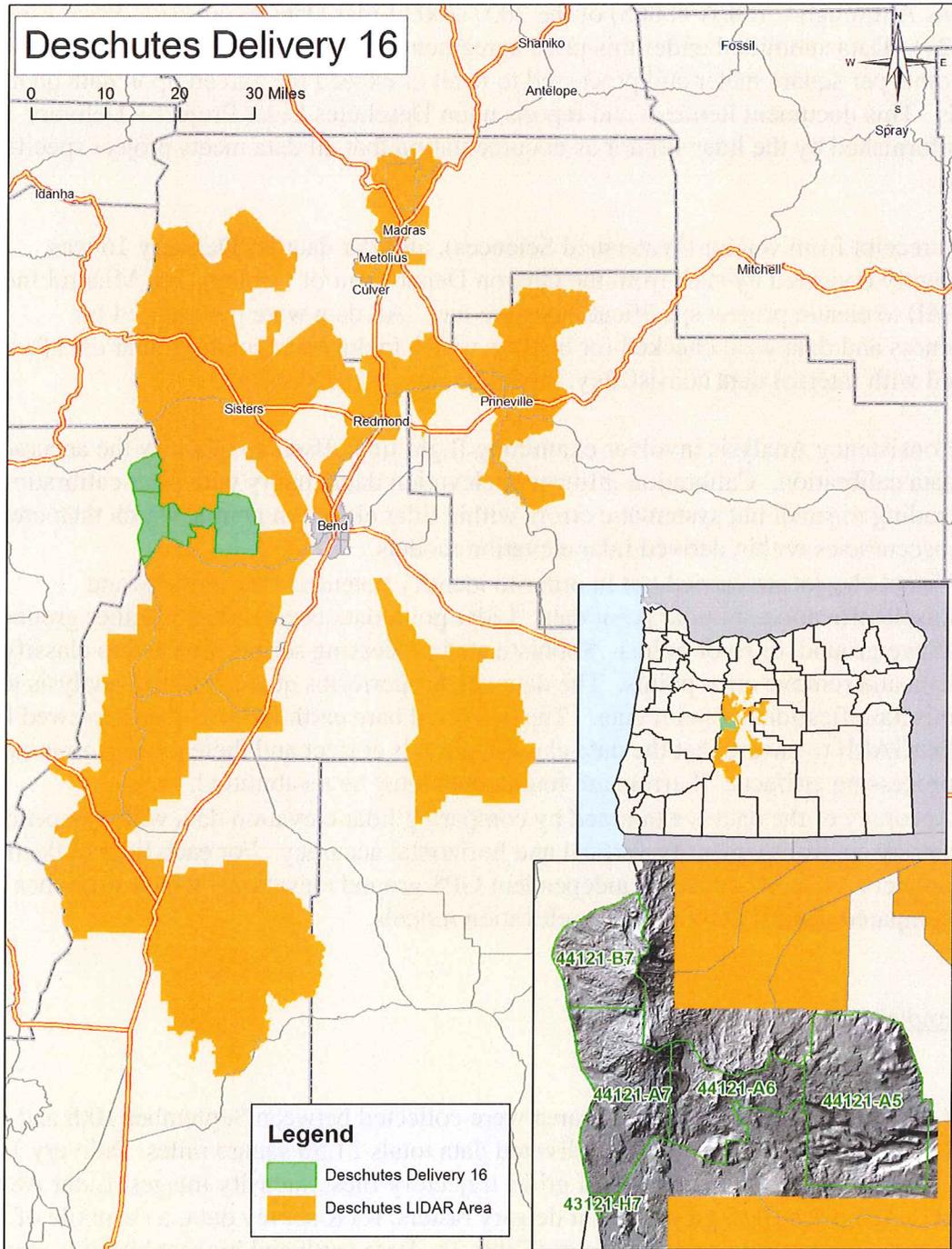




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Deschutes LIDAR Project, 2010 – Delivery 16 QC Analysis  
**LIDAR QC Report – February 10th, 2011**



Map featuring Deschutes Delivery 16 data extent.

The Oregon Department of Geology & Mineral Industries has contracted with Watershed Sciences to collect high resolution lidar topographic data for multiple areas within the State of Oregon. Areas for lidar data collection have been designed as part of a collaborative effort of State, Federal, and Local agencies in order to meet a wide range of project goals. The vendor has agreed to certain conditions of data quality and standards for all lidar data deliverables listed in sections A through C (OPA #8865) of the 2007-2009 Lidar Data Acquisition Price Agreement (pgs 14-23). Data submitted under this price agreement is to be collected at a resolution of at least 8 points per square meter and processed to meet or exceed the agreed upon data quality standards. This document itemizes and reports upon Deschutes Lidar Project – Delivery 16 products furnished by the lidar vendor as documentation that all data meets project specific standards.

Upon receipt from vendor (Watershed Sciences), all lidar data for Delivery 16 was independently reviewed by staff from the Oregon Department of Geology and Mineral Industries (DOGAMI) to ensure project specifications were met. All data were inventoried for completeness and data were checked for quality, which included examining lidar data for errors associated with internal data consistency, model quality, and accuracy.

- Consistency Analysis involves examining flight line offsets to quantify the accuracy of data calibration. Calibration influences elevation data quality with poor calibration leading to small but systematic errors within lidar elevation points, which then create inaccuracies within derived lidar elevation models.
- Visual checks are carried out in order to identify potential data artifacts and misclassifications of lidar point data. Lidar point data is classified as either ground, above ground, or error points. Sophisticated processing scripts are used to classify point data and remove error points. The data vendor performs quality control analysis to fix misclassifications of point data. The delivered bare earth DEM is then reviewed by DOGAMI to ensure that the data classification is correct and there are no topographic processing artifacts. If errors are found, data must be resubmitted.
- Accuracy of the data is examined by comparing lidar elevation data with independent survey control to quantify vertical and horizontal accuracy. For each lidar collection project DOGAMI collected independent GPS ground elevations, which were then compared against delivered lidar elevation models.

### Data Completeness

Data for Deschutes Delivery 16 area were collected between September 10th and September 12th, 2010 . Total area of delivered data totals 21.56 square miles. Delivery 16 (Figure 1) includes data in the format of grids, trajectory files, intensity images, Lidar ASCII Standard (LAS) point files, ground point density rasters, RTK survey data, a shapefile of the delivery area, and the lidar delivery report (Table 1). Bare earth and highest hit grids were delivered in ArcInfo Grid format with 3ft cell size. Lidar point data is delivered in LAS binary

format for ground classified returns as well as the entire lidar point cloud. Georeferenced intensity images are supplied in TIF format. Supplementary data includes ground density rasters displaying locations where ground returns are low. Real time kinematic ground survey data (used for absolute vertical adjustment) is supplied in shapefile format. This delivery contains data for the following USGS 7.5 minute quads (listed by Ohio Code #) within the boundary of the Deschutes Survey collection area (Figure 1):

**Delivery 16:** 43121h7, 44121a5, 44121a6, 44121a7, 44121b7

<b>FINAL Delivery</b>	<b>Resolution</b>	<b>Format</b>	<b>Tiling</b>	
<i>Bare Earth DEMs</i>	3ft	grid	quad	x
<i>Highest Hit DEMs</i>	3ft	grid	quad	x
<i>Trajectory files</i>	1 sec	ascii (TXYZRPH)	flight	x
<i>Intensity Images</i>	1.5ft	tif	100th quad	x
<i>LAS</i>	8pts/m <sup>2</sup>	las	100th quad	x
<i>Ground Returns</i>	N/A	las	100th quad	x
<i>Ground Density Raster</i>	3ft	grid	quad	x
<i>RTK point data</i>		shape		x
<i>Delivery Area shapefile</i>		shape	quad	x
<i>Report</i>		pdf		x
<b>Miscellaneous</b>				
<i>Processing bins</i>		dxf or dgn	project	x

**Table 1.** Deliverable Checklist

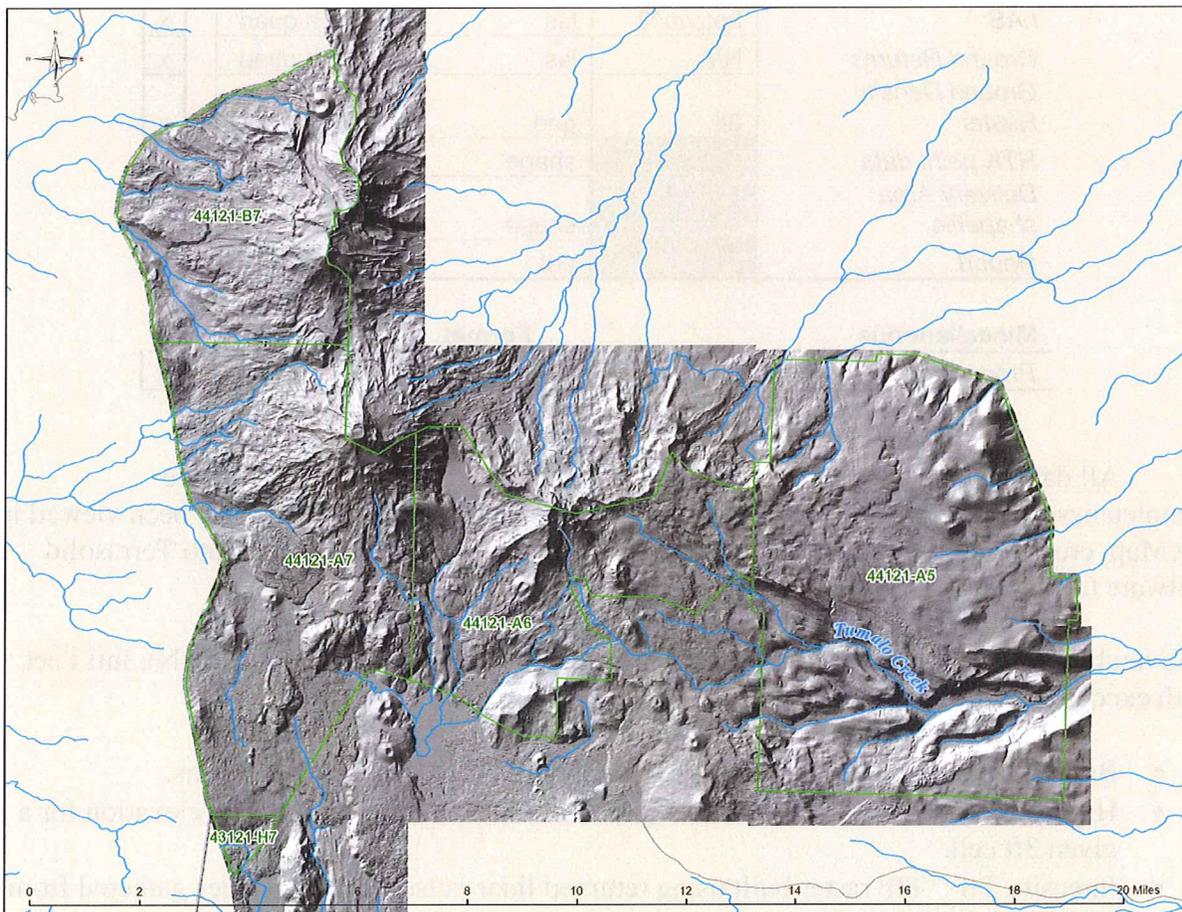
All data associated with this delivery has been loaded and viewed to ensure completeness. Raster imagery such as elevation grids and intensity geotifs have been viewed in ArcMap, cross referenced with the delivery area. Las files have been loaded into Terrasolid software to ensure completeness and readability.

Deliverable Descriptions: (All data projected in Oregon Lambert, NAD83 (HARN), Intl Feet with exception of trajectory files).

- Bare Earth Grids: Tin interpolated grids created from lidar ground returns.
- Highest Hit Grids: Tin interpolated grids created from the highest lidar elevation for a given 3ft cell.
- Intensity TIF: TIF raster built using returned lidar pulse intensity values gathered from highest hit returns.
- Trajectory File: File contains point location measurement of the aircraft used to collect lidar data. Data is collected using an Inertial Measurement Unit (IMU), and collects measurements of: Easting(meters), Northing (meters), Ellipsoid Height (meters) of aircraft, aircraft roll (degrees), aircraft pitch (degrees), aircraft heading (degrees).

Measurements are collected at one second intervals. Data is projected in UTM zone 10, NAD83 (HARN).

- LAS: Binary file of all lidar points collected in survey (Class, flight line #, GPS Time, Echo, Easting, Northing, Elevation, Intensity, Scan Angle, Echo Number, and Scanner).
- Ground LAS: Binary file of lidar points classified as ground (Class, flight line #, GPS Time, Echo, Easting, Northing, Elevation, Intensity, Scan Angle, Echo Number, and Scanner).
- RTK Point Data: Ground GPS Survey data used to correct raw lidar point cloud for vertical offsets.
- Delivery Area Shapefile: Geometry file depicting the geospatial area associated with deliverables.
- Report: Report provides detailed description of data collection methods and processing. The vendor also reports accuracies associated with calibration, consistency, absolute error, and point classifications.



**Figure 1.** Delivery 16 location area. Data is referenced to USGS 7.5 minute quadrangles within the extents of the Deschutes Survey collection area.

Consistency Analysis:

DOGAMI has specified that lidar consistency must average less than 0.15m (0.49 feet) in vertical offsets between flight lines. DOGAMI measures consistency offsets throughout delivered datasets to ensure that project specifications are met.

Consistency refers to lidar elevation differences between overlapping flight lines. Consistency errors are created by poor lidar system calibration settings associated with sensor platform mounting. Errors in consistency manifest as vertical offsets between individual flight lines. Consistency offsets were measured using the “Find Match” tool within the TerraMatch© software toolset. This tool uses aircraft trajectory information linked to the lidar point cloud to quantify flight line-to-flight line offsets.

To quantify the magnitude of this error 584 delivered data tiles were examined for vertical offset between flight lines. Data tiles with less than 1000 points were not used in analysis. Selection of tiles aimed to evenly sample the delivered spatial extent of data. Each tile measured 750 x 750 meters in size. The average number of points used for flight line comparison was 3,636,821 per tile (Table 2a). Error measurements were calculated by differencing the nearest point from an adjacent flight line within 1 meters in the horizontal plane and 0.2 meters in the vertical plane. Each flight line was compared to adjacent flight lines, and the average magnitude of vertical error was calculated. A total of 656 flight lines were sampled and compared for consistency.

**Summary Statistics**

# of Tiles	592
# of Flight Line Sections	656
Avg # of Points	3,636,821
Avg. Magnitude Z error (m)	0.046

**Table 2a.** Summary Results of Consistency Analysis

	<i>meters</i>	<i>feet</i>
Mean	0.046	0.152
Standard Error	0.000	0.002
Standard Deviation	0.013	0.041
Sample Variance	0.000	0.001
Range	0.080	0.263
Minimum	0.023	0.075
Maximum	0.103	0.338

**Table 2b.** Descriptive Statistics for Magnitude Z Error.

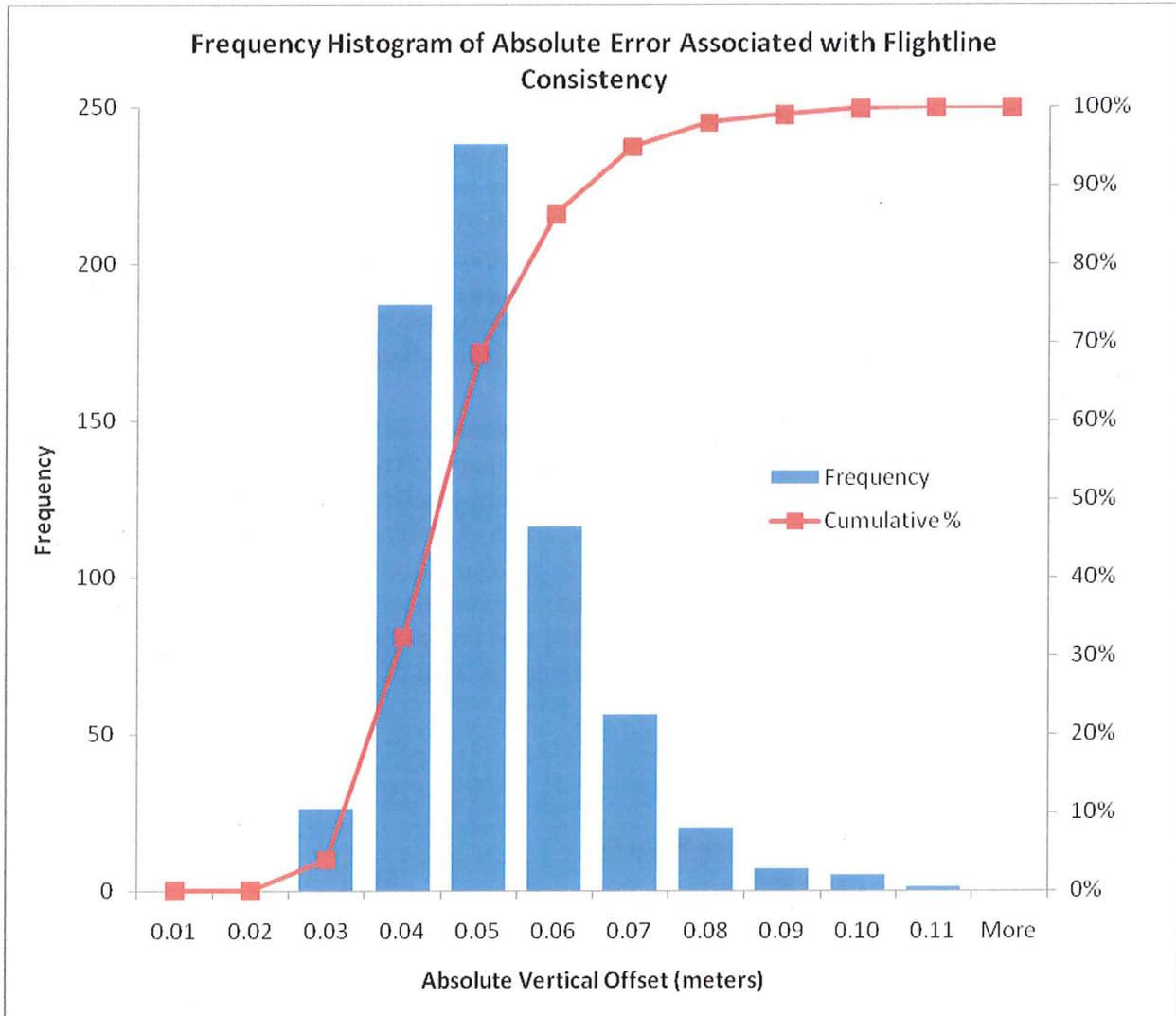


Figure 2.

Results of the consistency analysis found the average flight line offset to be 0.046 meters with a maximum error of 0.103m (Table 2b). Distribution of error showed over 94% of all error was less than 0.07m and 99% was less than 0.09m (Figure 2). These results show that all data are within tolerances of data consistency according to contract agreement.

### Visual Analysis

Lidar 3ft grids were loaded into ArcGIS software for visual analysis. Data were examined through slope and hillshade models of bare earth returns. Hillshades of the highest hit models were used to identify areas of missing ground (Figure 3). Both bare earth and highest hit models were examined for calibration offsets, tiling artifacts (Figure 4), seam line offsets, pits (Figure 5), and birds.

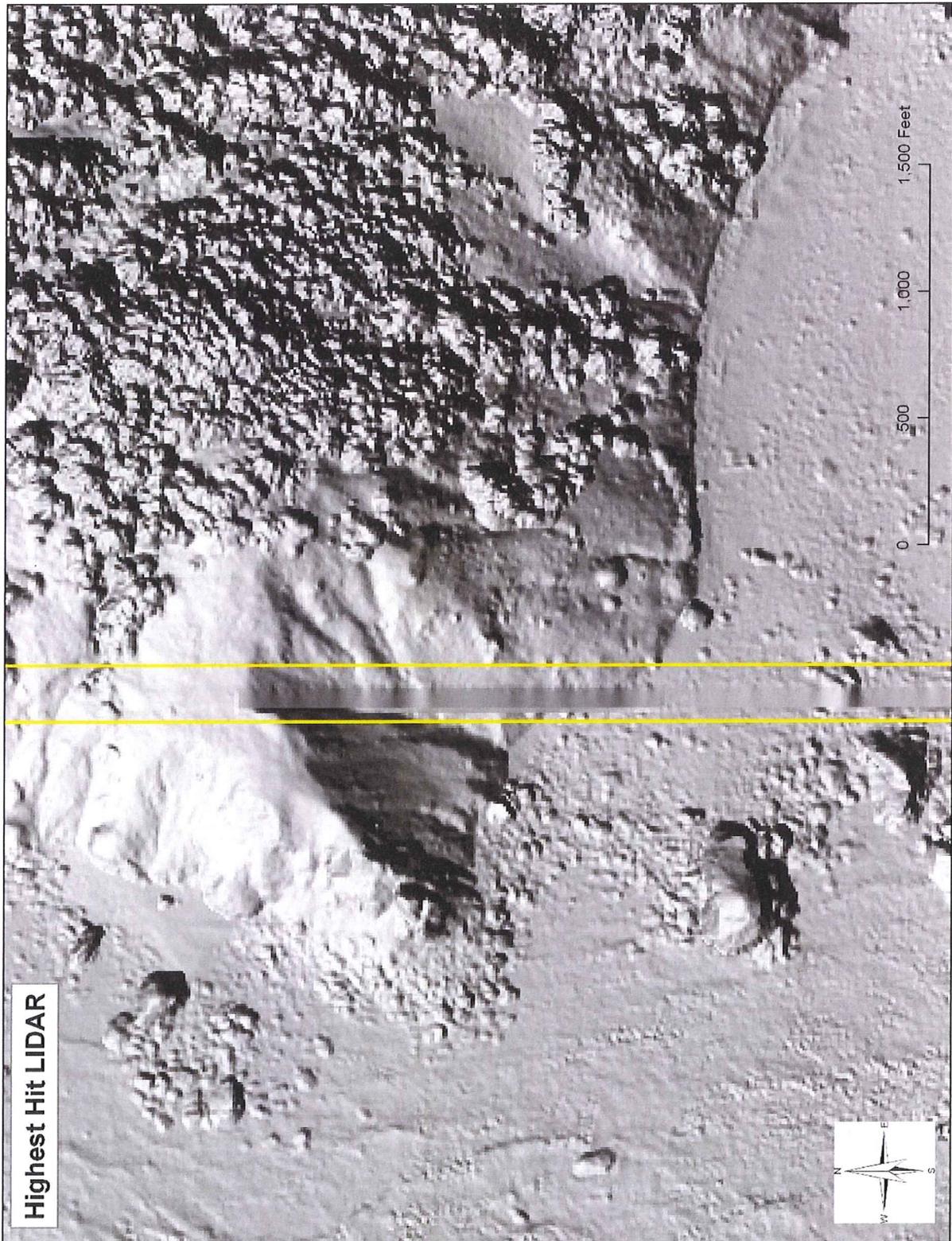
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**Figure 3.** Example of missing ground in lidar bare earth data. Ground is clearly visible in highest hit model, but has been removed from the bare earth model. This type of classification error is common near water body features.



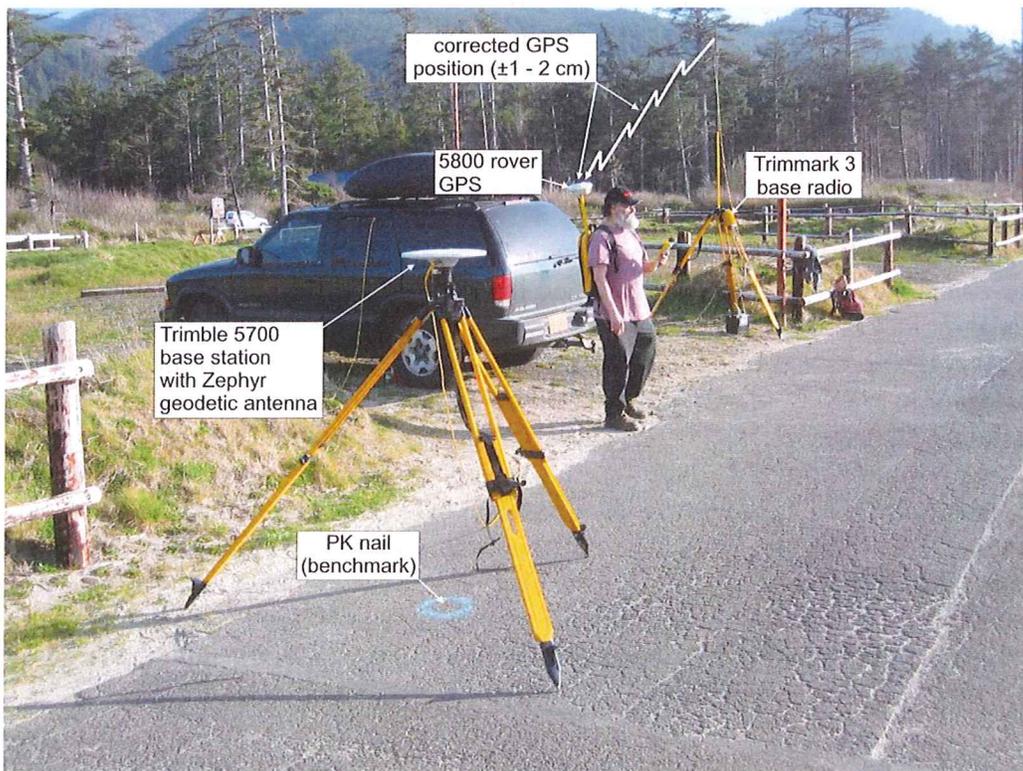
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**Figure 5.** Example of “Pit” caused by low point in ground model. Pits are caused when standing water absorbs the lidar pulse. Pits are evident in ground model as the lowest point elevation is assigned to the grid cell value. Inversely the pit is not observable in the highest hit model as the highest point elevation is assigned to the grid value

Absolute Accuracy Analysis:

Absolute accuracy refers to the mean vertical offset of lidar data relative to measured ground-control points (GCP) obtained throughout the lidar sampling area. DOGAMI used a Trimble™ 5700/5800 Total Station GPS surveying system (Figure 5) to measure GCP's. This system consisted of a GPS base station (5700 unit), Zephyr Geodetic antenna, Trimmark 3 radio, and 5800 "rover". The 5700 base station was mounted on a fixed height (typically 2.0 m) tripod and located over a known geodetic survey monument followed by a site calibration on several adjacent benchmarks to precisely establish a local coordinate system. This step is critical in order to eliminate various survey errors. For example, Trimble reports that the 5700/5800 GPS system have horizontal errors of approximately  $\pm 1\text{-cm} + 1\text{ppm}$  (parts per million \* the baseline length) and  $\pm 2\text{-cm}$  in the vertical (TrimbleNavigationSystem, 2005). These errors may be compounded by other factors such as poor satellite geometry, multipath, and poor atmospheric conditions, combining to increase the total error to several centimeters. Thus, the site calibration process is critical in order to minimize these uncertainties.



**Figure 5.** The Trimble 5700 base station antenna located over a known reference point at Cape Lookout State Park. Corrected GPS position and elevation information is then transmitted by a Trimmark III base radio to the 5800 GPS rover unit.

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- 1) Verify the horizontal and vertical coordinates established by Watershed Sciences for a select number of survey monuments used to calibrate the lidar survey. These surveys typically involved a minimum of two hours of GPS occupation over a known point. The collected data were then submitted to the National Geodetic Survey (NGS) Online Positioning User Service (OPUS) for

- post-processing against several Continuously Operating Reference Stations (CORS) operated by the NGS.
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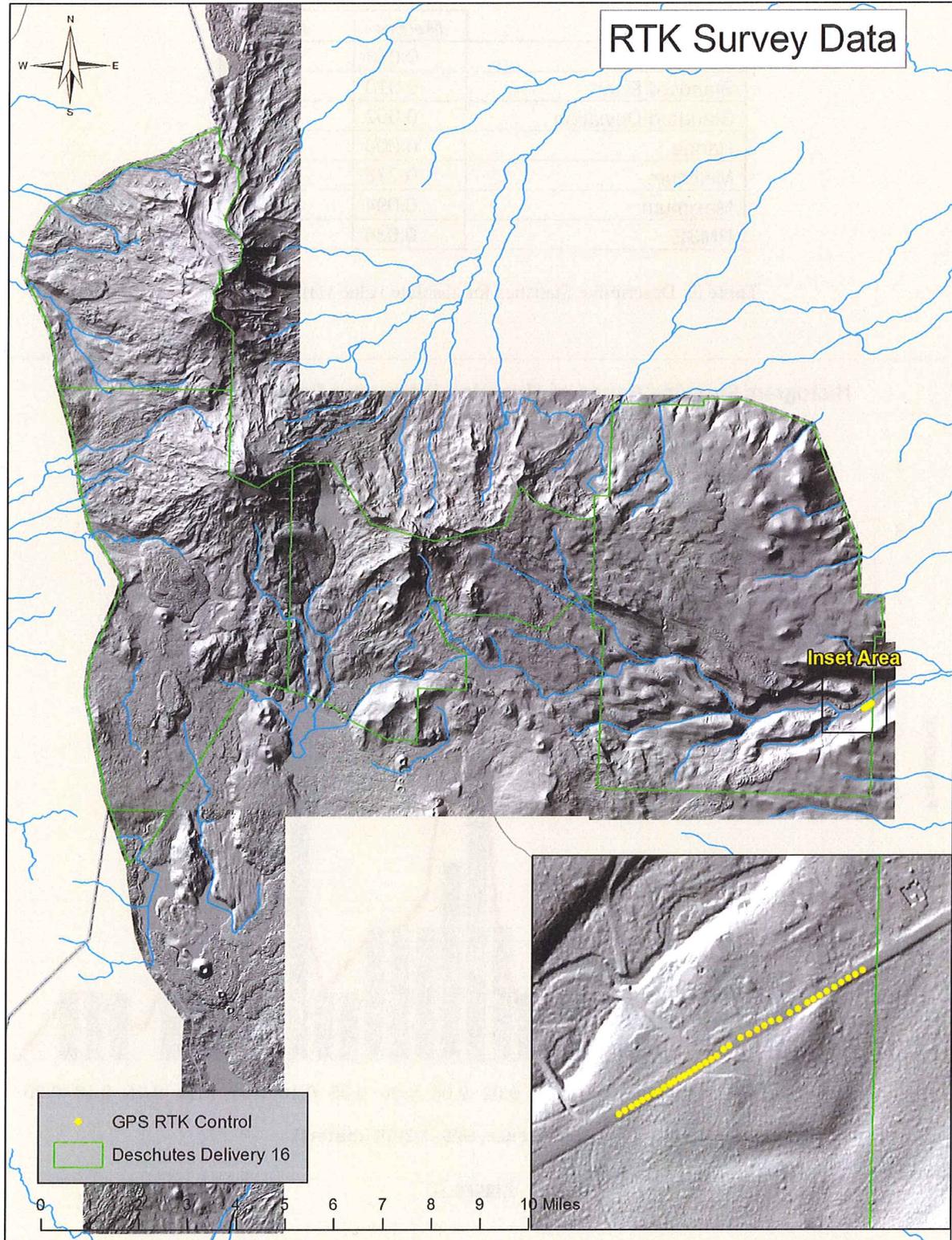
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Vertical accuracy analysis consisted of differencing control data and the delivered lidar Digital Elevation Models (DEM) to expose offsets. These offsets were used to produce a mean vertical error and vertical RMSE value for the entire delivered data set. Project specifications list the maximum acceptable mean vertical offset to be 0.20 meters (0.65 feet).

A total of 38 measured GCP's were obtained in the Delivery 16 region and compared with the lidar elevation grids. The data delivered to DOGAMI was found to have a mean vertical offset of 0.058 meters (0.0192 feet) and an RMSE value of 0.084 meters (0.604 ft). Offset values ranged from -0.094 to 0.184 meters (Table 3 and Figure 7).

Horizontal accuracies were not specified in agreement since true horizontal accuracy is regarded as a product of the lidar ground foot print. Lidar is referenced to co-acquired GPS base station data that has accuracies far greater than the value of the lidar foot print. The ground footprint is equal to  $1/3333^{\text{rd}}$  of above ground flying height. Survey altitude for this acquisition was targeted at 900 meters yielding a ground foot print of 0.27 meters. This value exceeds the typical accuracy value of ground control used to reference the lidar data (<0.01m). Project specifications require the lidar foot print to fall within 0.15 and 0.40 meters.

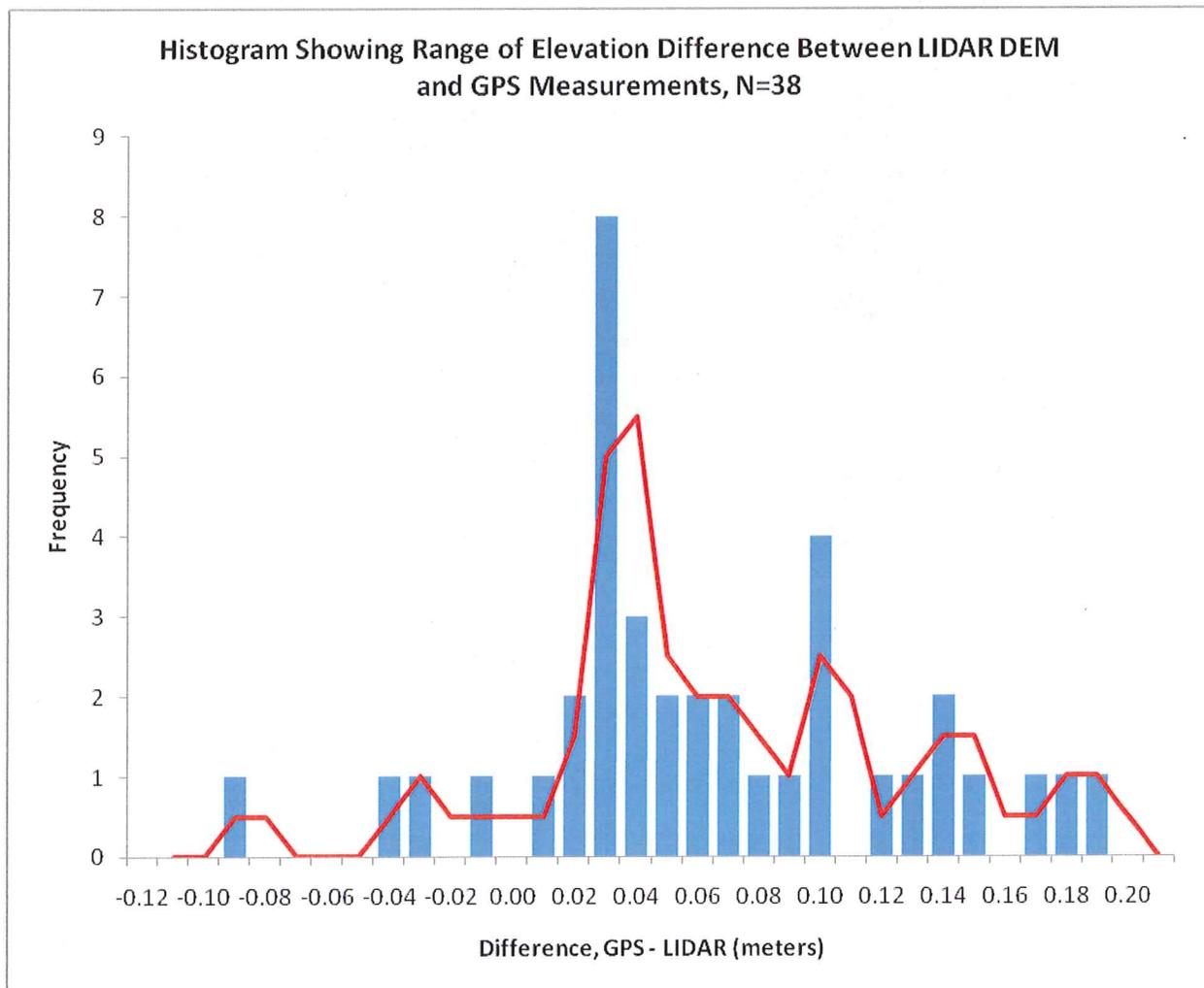
DOGAMI was able to test the horizontal accuracy of survey monuments used to reference the lidar data while conducting vertical control measurements. For internal purposes only, the XY coordinates of survey monuments surveyed by DOGAMI were compared to the survey monuments provided by the vender and in almost every case, the reported results were consistent with those obtained by DOGAMI staff.



**Figure 6.** Locations of RTK control surveyed by DOGAMI. Data was used to test absolute accuracy for the Deschutes lidar survey within the Delivery 16 extent.

	<i>Meters</i>	<i>Feet</i>
Mean	0.058	0.192
Standard Error	0.010	0.033
Standard Deviation	0.062	0.202
Range	0.004	0.012
Minimum	0.278	0.911
Maximum	-0.094	-0.307
RMSE	0.084	0.277

**Table 3.** Descriptive Statistics for absolute value vertical offsets.



**Figure 7.**

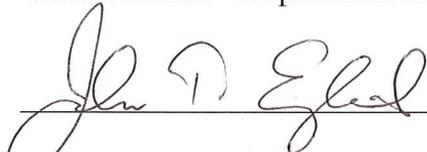
Acceptance

The data described in this report meets and exceeds project specifications laid out in the contracted data standards agreement. All components of data to be delivered have been received as of February 11th, 2011. Consistency analysis has concluded that all data contains flight line to flight line vertical offset less than the threshold of 0.15 meters as specified in agreement. The vendor has adequately responded to all fixable errors identified as part of the visual analysis. Perceived grid errors identified by DOGAMI that were found to be false have been documented by the vendor and explained to the satisfaction of DOGAMI reviewers. Absolute accuracy analysis of the data has concluded that absolute vertical error of lidar data is less than the specified tolerance of 0.20 meters as specified in the data standards agreement.

Approval Signatures

  
\_\_\_\_\_ Date: 2/11/2011

Ian Madin  
Chief Scientist – Department of Geology & Mineral Industries

  
\_\_\_\_\_ Date: 2/15/2011

John English  
Lidar Database Coordinator – Department of Geology & Mineral Industries

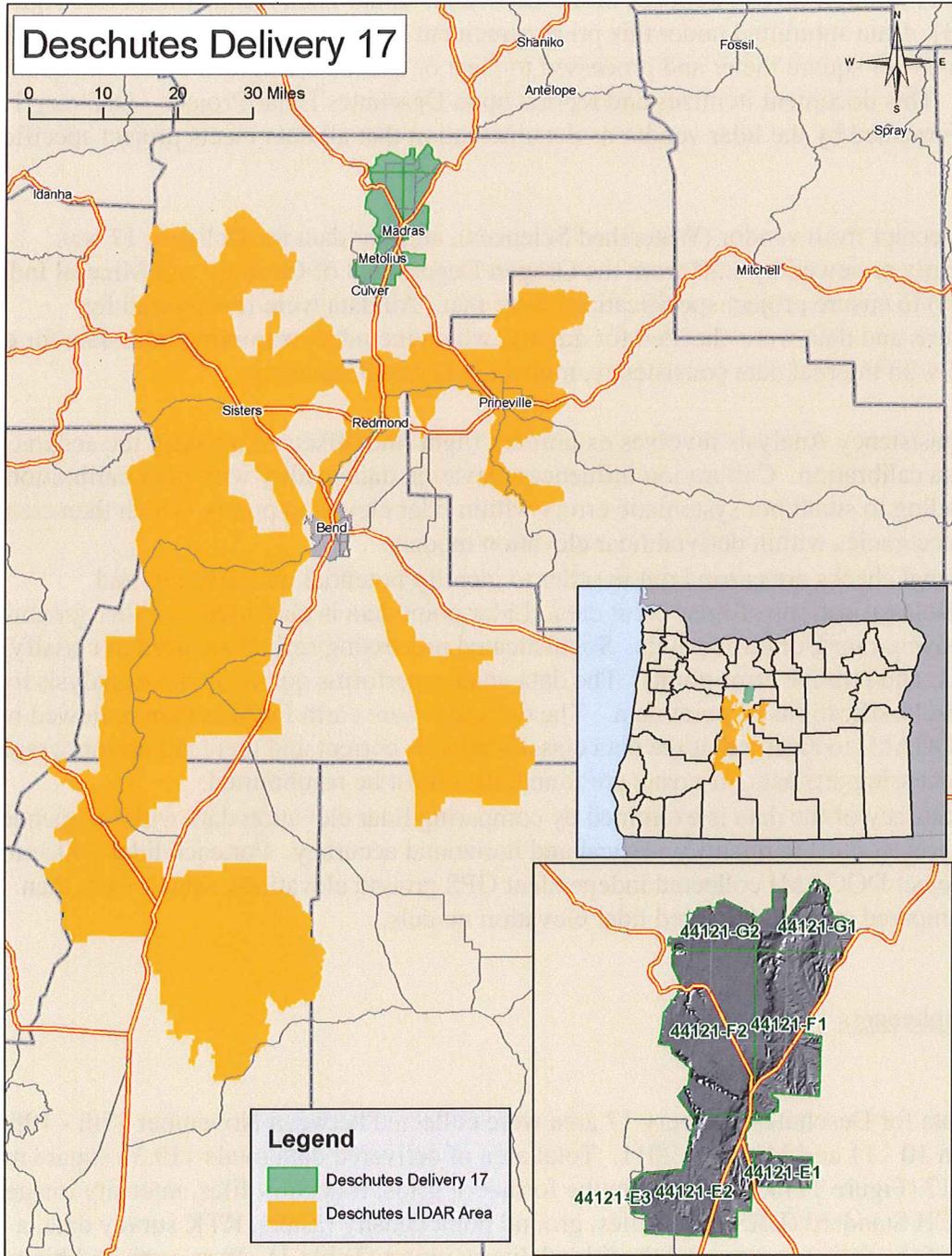




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*Deschutes LIDAR Project, 2010 – Delivery 17 QC Analysis*  
**LIDAR QC Report – May 31st, 2011**



Map featuring Deschutes Delivery 17 data extent.

The Oregon Department of Geology & Mineral Industries has contracted with Watershed Sciences to collect high resolution lidar topographic data for multiple areas within the State of Oregon. Areas for lidar data collection have been designed as part of a collaborative effort of State, Federal, and Local agencies in order to meet a wide range of project goals. The vendor has agreed to certain conditions of data quality and standards for all lidar data deliverables listed in sections A through C (OPA #8865) of the 2007-2009 Lidar Data Acquisition Price Agreement (pgs 14-23). Data submitted under this price agreement is to be collected at a resolution of at least 8 points per square meter and processed to meet or exceed the agreed upon data quality standards. This document itemizes and reports upon Deschutes Lidar Project – Delivery 17 products furnished by the lidar vendor as documentation that all data meets project specific standards.

Upon receipt from vendor (Watershed Sciences), all lidar data for Delivery 17 was independently reviewed by staff from the Oregon Department of Geology and Mineral Industries (DOGAMI) to ensure project specifications were met. All data were inventoried for completeness and data were checked for quality, which included examining lidar data for errors associated with internal data consistency, model quality, and accuracy.

- Consistency Analysis involves examining flight line offsets to quantify the accuracy of data calibration. Calibration influences elevation data quality with poor calibration leading to small but systematic errors within lidar elevation points, which then create inaccuracies within derived lidar elevation models.
- Visual checks are carried out in order to identify potential data artifacts and misclassifications of lidar point data. Lidar point data is classified as either ground, above ground, or error points. Sophisticated processing scripts are used to classify point data and remove error points. The data vendor performs quality control analysis to fix misclassifications of point data. The delivered bare earth DEM is then reviewed by DOGAMI to ensure that the data classification is correct and there are no topographic processing artifacts. If errors are found, data must be resubmitted.
- Accuracy of the data is examined by comparing lidar elevation data with independent survey control to quantify vertical and horizontal accuracy. For each lidar collection project DOGAMI collected independent GPS ground elevations, which were then compared against delivered lidar elevation models.

### Data Completeness

Data for Deschutes Delivery 17 area were collected between November 17th - 19th, 2010 and March 10 - 11 and May 5th, 2011. Total area of delivered data totals 119.36 square miles. Delivery 17 (Figure 1) includes data in the format of grids, trajectory files, intensity images, Lidar ASCII Standard (LAS) point files, ground point density rasters, RTK survey data, a shapefile of the delivery area, and the lidar delivery report (Table 1). Bare earth and highest hit grids were delivered in ArcInfo Grid format with 3ft cell size. Lidar point data is delivered in

LAS binary format for ground classified returns as well as the entire lidar point cloud. Georeferenced intensity images are supplied in TIF format. Supplementary data includes ground density rasters displaying locations where ground returns are low. Real time kinematic ground survey data (used for absolute vertical adjustment) is supplied in shapefile format. This delivery contains data for the following USGS 7.5 minute quads (listed by Ohio Code #) within the boundary of the Deschutes Survey collection area (Figure 1):

**Delivery 17:** 44121e1, 44121e2, 44121e3, 44121f1, 44121f2, 44121g1, 44121g2

<b>FINAL Delivery</b>	<b>Resolution</b>	<b>Format</b>	<b>Tiling</b>	
<i>Bare Earth DEMs</i>	3ft	grid	quad	x
<i>Highest Hit DEMs</i>	3ft	grid	quad	x
<i>Trajectory files</i>	1 sec	ascii (TXYZRPH)	flight	x
<i>Intensity Images</i>	1.5ft	tif	100th quad	x
<i>LAS</i>	8pts/m <sup>2</sup>	las	100th quad	x
<i>Ground Returns</i>	N/A	las	100th quad	x
<i>Ground Density Raster</i>	3ft	grid	quad	x
<i>RTK point data</i>		shape		x
<i>Delivery Area shapefile</i>		shape	quad	x
<i>Report</i>		pdf		x
<b>Miscellaneous</b>				
<i>Processing bins</i>		dxr or dgn	project	x

**Table 1.** Deliverable Checklist

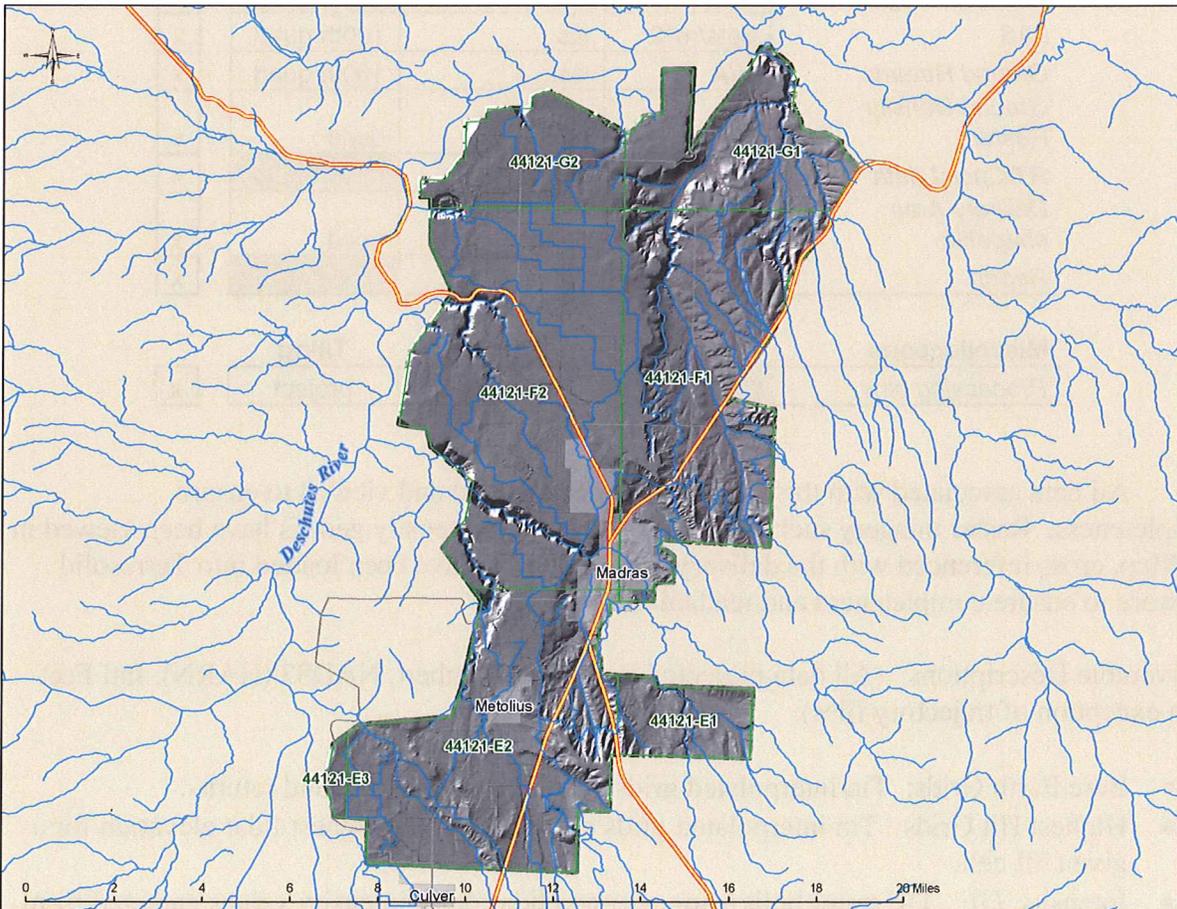
All data associated with this delivery has been loaded and viewed to ensure completeness. Raster imagery such as elevation grids and intensity geotifs have been viewed in ArcMap, cross referenced with the delivery area. Las files have been loaded into Terrasolid software to ensure completeness and readability.

Deliverable Descriptions: (All data projected in Oregon Lambert, NAD83 (HARN), Intl Feet with exception of trajectory files).

- Bare Earth Grids: Tin interpolated grids created from lidar ground returns.
- Highest Hit Grids: Tin interpolated grids created from the highest lidar elevation for a given 3ft cell.
- Intensity TIF: TIF raster built using returned lidar pulse intensity values gathered from highest hit returns.
- Trajectory File: File contains point location measurement of the aircraft used to collect lidar data. Data is collected using an Inertial Measurement Unit (IMU), and collects measurements of: Easting(meters), Northing (meters), Ellipsoid Height (meters) of aircraft, aircraft roll (degrees), aircraft pitch (degrees), aircraft heading (degrees).

Measurements are collected at one second intervals. Data is projected in UTM zone 10, NAD83 (HARN).

- LAS: Binary file of all lidar points collected in survey (Class, flight line #, GPS Time, Echo, Easting, Northing, Elevation, Intensity, Scan Angle, Echo Number, and Scanner).
- Ground LAS: Binary file of lidar points classified as ground (Class, flight line #, GPS Time, Echo, Easting, Northing, Elevation, Intensity, Scan Angle, Echo Number, and Scanner).
- RTK Point Data: Ground GPS Survey data used to correct raw lidar point cloud for vertical offsets.
- Delivery Area Shapefile: Geometry file depicting the geospatial area associated with deliverables.
- Report: Report provides detailed description of data collection methods and processing. The vendor also reports accuracies associated with calibration, consistency, absolute error, and point classifications.



**Figure 1.** Delivery 17 location area. Data is referenced to USGS 7.5 minute quadrangles within the extents of the Deschutes Survey collection area.

Consistency Analysis:

DOGAMI has specified that lidar consistency must average less than 0.15m (0.49 feet) in vertical offsets between flight lines. DOGAMI measures consistency offsets throughout delivered datasets to ensure that project specifications are met.

Consistency refers to lidar elevation differences between overlapping flight lines. Consistency errors are created by poor lidar system calibration settings associated with sensor platform mounting. Errors in consistency manifest as vertical offsets between individual flight lines. Consistency offsets were measured using the “Find Match” tool within the TerraMatch© software toolset. This tool uses aircraft trajectory information linked to the lidar point cloud to quantify flight line-to-flight line offsets.

To quantify the magnitude of this error 656 delivered data tiles were examined for vertical offset between flight lines. Data tiles with less than 1000 points were not used in analysis. Selection of tiles aimed to evenly sample the delivered spatial extent of data. Each tile measured 750 x 750 meters in size. The average number of points used for flight line comparison was 17,131,431 per tile (Table 2a). Error measurements were calculated by differencing the nearest point from an adjacent flight line within 1 meters in the horizontal plane and 0.2 meters in the vertical plane. Each flight line was compared to adjacent flight lines, and the average magnitude of vertical error was calculated. A total of 185 flight lines were sampled and compared for consistency.

**Summary Statistics**

# of Tiles	656
# of Flight Line Sections	185
Avg # of Points	17,131,431
Avg. Magnitude Z error (m)	0.046

**Table 2a.** Summary Results of Consistency Analysis

	<i>meters</i>	<i>feet</i>
Mean	0.022	0.071
Standard Error	0.000	0.002
Standard Deviation	0.006	0.021
Sample Variance	0.000	0.000
Range	0.032	0.106
Minimum	0.013	0.041
Maximum	0.045	0.148

**Table 2b.** Descriptive Statistics for Magnitude Z Error.

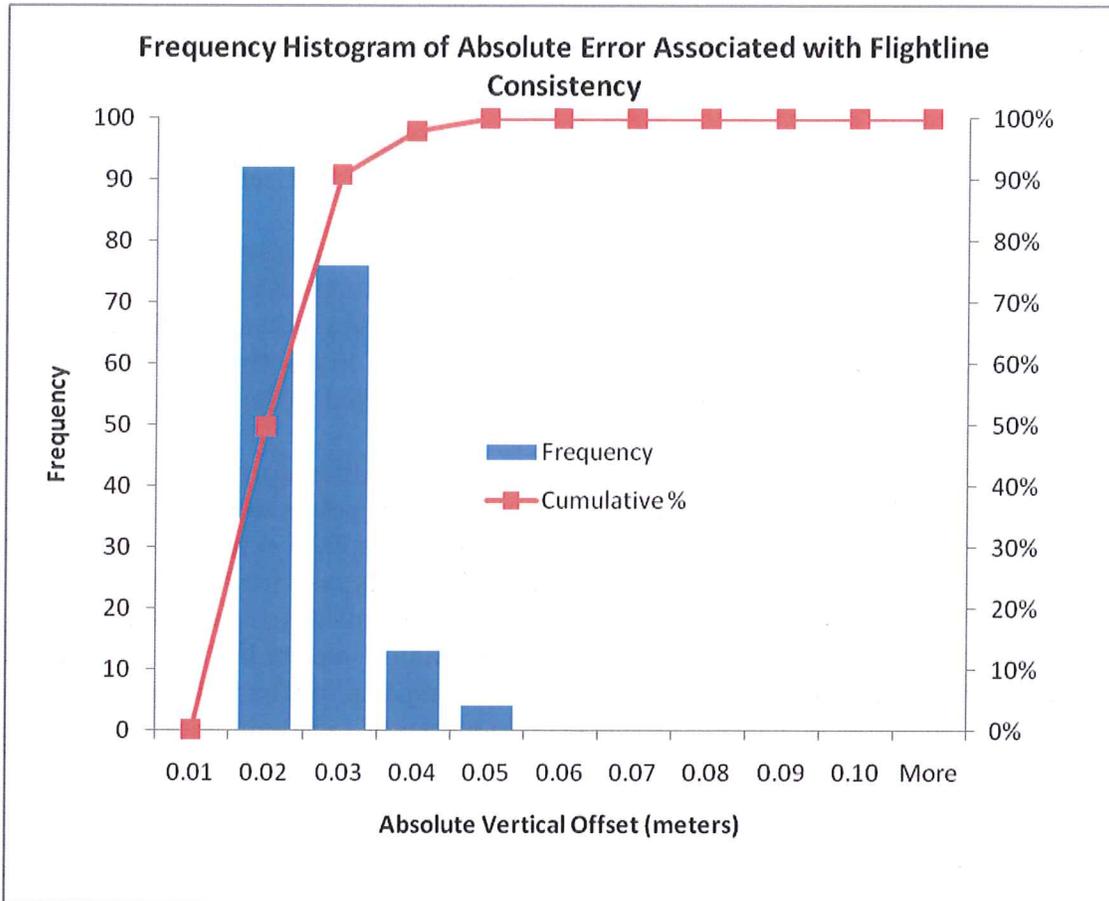


Figure 2.

Results of the consistency analysis found the average flight line offset to be 0.022 meters with a maximum error of 0.045m (Table 2b). Distribution of error showed over 97% of all error was less than 0.04m and 99% was less than 0.05m (Figure 2). These results show that all data are within tolerances of data consistency according to contract agreement.

Visual Analysis

Lidar 3ft grids were loaded into ArcGIS software for visual analysis. Data were examined through slope and hillshade models of bare earth returns. Hillshades of the highest hit models were used to identify areas of missing ground (Figure 3). Both bare earth and highest hit models were examined for calibration offsets, tiling artifacts (Figure 4), seam line offsets, pits (Figure 5), and birds.

Calibration offsets typically are visualized as a corduroy-like patterning within a hillshaded lidar model. These offsets present themselves along steep slopes and typically stand out more in highest hit models than bare earth. Tiling artifacts are a result of missing or misclassified data along the edge of lidar processing tiles. These artifacts present themselves as linear features typically 1-2 grid cells in width, and are present in both the highest hit and bare earth models (e.g. Figure 3). Seam line offsets occur where two distinct days of lidar data

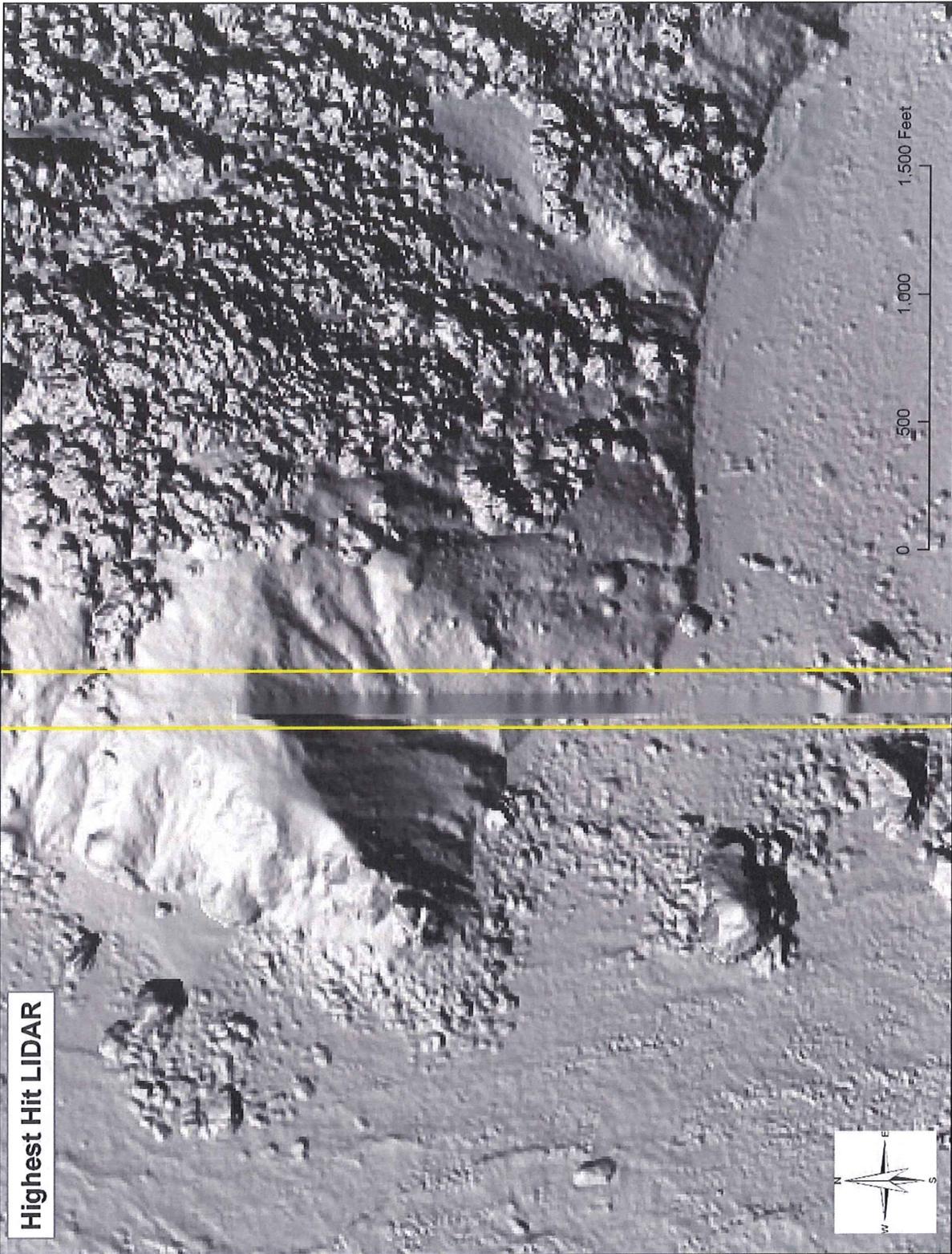
overlap. Errors occur as a result of improper absolute vertical error adjustments. These errors are typically visualized as a linear stair step running along the edge of connecting flight lines. Pits and birds refer to uncommonly high or low points that are the result of atmospheric and sensor noise. Pits (low points) typically occur where the laser comes in contact with water on the ground (Figure 5). Birds (high points) typically occur where the laser comes into contact with atmospherics<sup>1</sup>.

Errors located during visual analysis were digitized for spatial reference and stored in ESRI shapefile format. Each feature was assigned an ID value and commented to describe the nature of the observed error. The shapefile was delivered to the vendor for locating and fixing errors. Upon receiving the observed error locations, the vendor performed an analysis to conclude whether the error was valid. For all valid errors found, the vendor has reprocessed the data to accommodate fixes. For all observed errors that are found to be false, the vendor has produced an image documenting the nature of the feature in grid and point data format. A readme file was created explaining all edits performed. Corrected data was delivered to DOGAMI. This data were examined to ensure edits were made, and visually inspected for completeness, then combined into the original delivery.

<sup>1</sup> Atmospherics include clouds, rain, fog, or virga.



**Figure 3.** Example of missing ground in lidar bare earth data. Ground is clearly visible in highest hit model, but has been removed from the bare earth model. This type of classification error is common near water body features.



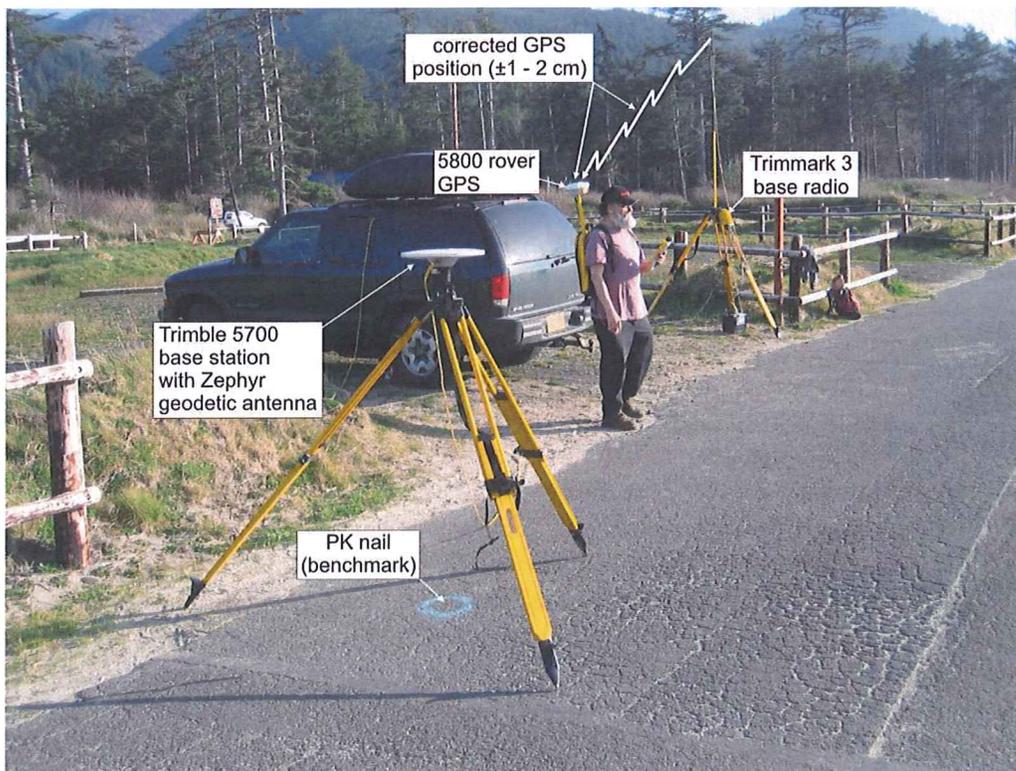
**Figure 4.** Example of tile artifact found in highest hit lidar data. Artifact is a seam line error created due to misclassification of ground at edge of lidar processing tiles.



**Figure 5.** Example of “Pit” caused by low point in ground model. Pits are caused when standing water absorbs the lidar pulse. Pits are evident in ground model as the lowest point elevation is assigned to the grid cell value. Inversely the pit is not observable in the highest hit model as the highest point elevation is assigned to the grid value

Absolute Accuracy Analysis:

Absolute accuracy refers to the mean vertical offset of lidar data relative to measured ground-control points (GCP) obtained throughout the lidar sampling area. DOGAMI used a Trimble™ 5700/5800 Total Station GPS surveying system (Figure 5) to measure GCP's. This system consisted of a GPS base station (5700 unit), Zephyr Geodetic antenna, Trimmark 3 radio, and 5800 "rover". The 5700 base station was mounted on a fixed height (typically 2.0 m) tripod and located over a known geodetic survey monument followed by a site calibration on several adjacent benchmarks to precisely establish a local coordinate system. This step is critical in order to eliminate various survey errors. For example, Trimble reports that the 5700/5800 GPS system have horizontal errors of approximately  $\pm 1\text{-cm} + 1\text{ppm}$  (parts per million \* the baseline length) and  $\pm 2\text{-cm}$  in the vertical (TrimbleNavigationSystem, 2005). These errors may be compounded by other factors such as poor satellite geometry, multipath, and poor atmospheric conditions, combining to increase the total error to several centimeters. Thus, the site calibration process is critical in order to minimize these uncertainties.



**Figure 5.** The Trimble 5700 base station antenna located over a known reference point at Cape Lookout State Park. Corrected GPS position and elevation information is then transmitted by a Trimmark III base radio to the 5800 GPS rover unit.

The approach adopted for DOGAMI lidar surveys was comprised of two components:

- 1) Verify the horizontal and vertical coordinates established by Watershed Sciences for a select number of survey monuments used to calibrate the lidar survey. These surveys typically involved a minimum of two hours of GPS occupation over a known point. The collected data were then submitted to the National Geodetic Survey (NGS) Online Positioning User Service (OPUS) for

- post-processing against several Continuously Operating Reference Stations (CORS) operated by the NGS.
- 2) Collect GCP's along relatively flat surfaces (roads, paths, parking lots etc.). This step involved the collection of both continuous measurements (from a vehicle as well as from a backpack) as well as static measurements (typically 5 epics).

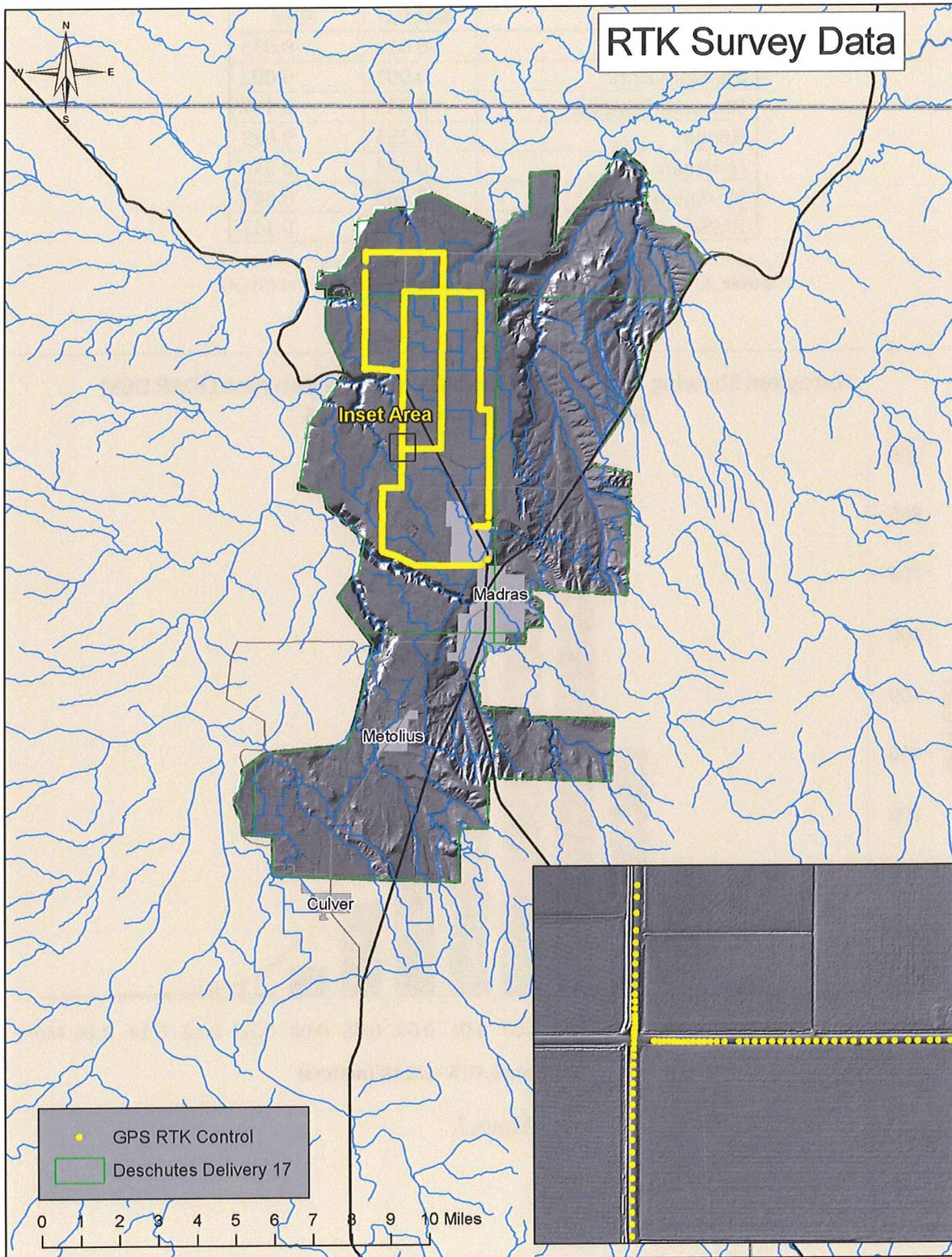
Having collected the GCP data, the GPS data was post-processed using Trimble's Geomatic Office software. Data post-processing typically involved calibrations against at least three CORS stations as well as from local site calibrations performed in the field using those benchmarks that had been independently verified. Data is post processed to refine measurements so that horizontal and vertical errors are less than 0.02 meters (0.065 feet). Horizontal accuracy of data is tested by reoccupying a sample subset of survey monuments used for processing of lidar data. Each occupation's x and y coordinates are compared with the vendor coordinates for offsets.

Vertical accuracy analysis consisted of differencing control data and the delivered lidar Digital Elevation Models (DEM) to expose offsets. These offsets were used to produce a mean vertical error and vertical RMSE value for the entire delivered data set. Project specifications list the maximum acceptable mean vertical offset to be 0.20 meters (0.65 feet).

A total of 3415 measured GCP's were obtained in the Delivery 17 region and compared with the lidar elevation grids. The data delivered to DOGAMI was found to have a mean vertical offset of -0.010 meters (0.001 feet) and an RMSE value of 0.034 meters (0.112 ft). Offset values ranged from -0.104 to 0.149 meters (Table 3 and Figure 7).

Horizontal accuracies were not specified in agreement since true horizontal accuracy is regarded as a product of the lidar ground foot print. Lidar is referenced to co-acquired GPS base station data that has accuracies far greater than the value of the lidar foot print. The ground footprint is equal to  $1/3333^{\text{rd}}$  of above ground flying height. Survey altitude for this acquisition was targeted at 900 meters yielding a ground foot print of 0.27 meters. This value exceeds the typical accuracy value of ground control used to reference the lidar data ( $<0.01\text{m}$ ). Project specifications require the lidar foot print to fall within 0.15 and 0.40 meters.

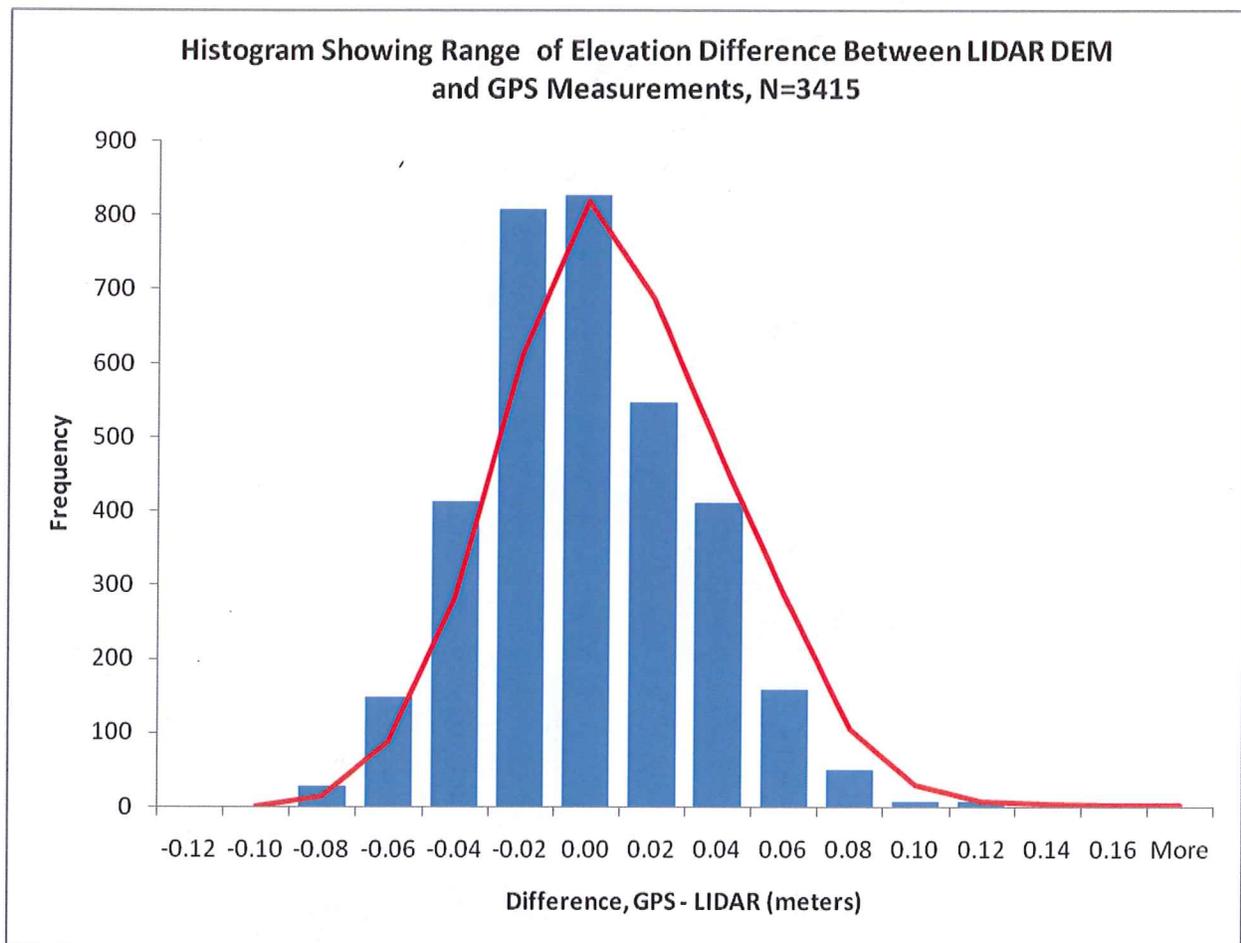
DOGAMI was able to test the horizontal accuracy of survey monuments used to reference the lidar data while conducting vertical control measurements. For internal purposes only, the XY coordinates of survey monuments surveyed by DOGAMI were compared to the survey monuments provided by the vendor and in almost every case, the reported results were consistent with those obtained by DOGAMI staff.



**Figure 6.** Locations of RTK control surveyed by DOGAMI. Data was used to test absolute accuracy for the Deschutes lidar survey within the Delivery 17 extent.

	<i>Meters</i>	<i>Feet</i>
Mean	-0.010	-0.033
Standard Error	0.001	0.002
Standard Deviation	0.033	0.107
Range	0.253	0.829
Minimum	-0.104	-0.340
Maximum	0.149	0.489
RMSE	0.034	0.112

**Table 3.** Descriptive Statistics for absolute value vertical offsets.

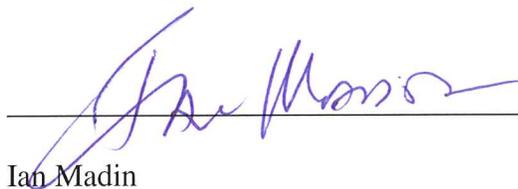


**Figure 7.**

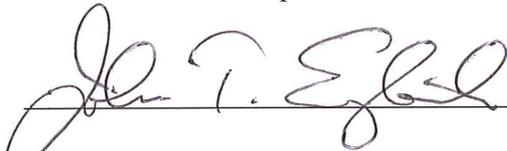
Acceptance

The data described in this report meets and exceeds project specifications laid out in the contracted data standards agreement. All components of data to be delivered have been received as of May 31st, 2011. Consistency analysis has concluded that all data contains flight line to flight line vertical offset less than the threshold of 0.15 meters as specified in agreement. The vendor has adequately responded to all fixable errors identified as part of the visual analysis. Perceived grid errors identified by DOGAMI that were found to be false have been documented by the vendor and explained to the satisfaction of DOGAMI reviewers. Absolute accuracy analysis of the data has concluded that absolute vertical error of lidar data is less than the specified tolerance of 0.20 meters as specified in the data standards agreement.

Approval Signatures

 \_\_\_\_\_ Date: 6/1/2011

Ian Madin  
Chief Scientist – Department of Geology & Mineral Industries

 \_\_\_\_\_ Date: 6/1/2011

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