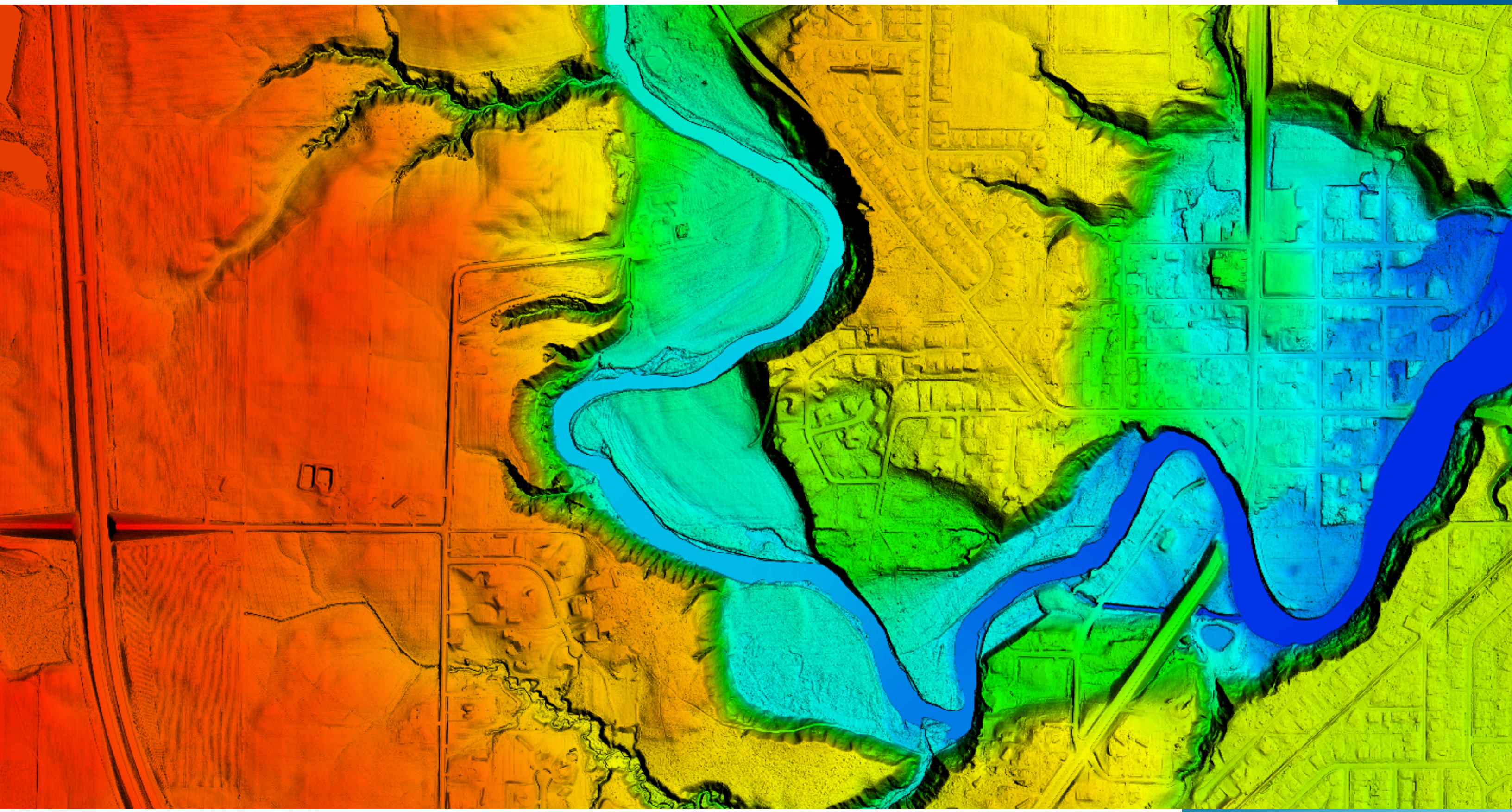
Submitted: December 4, 2023



WI 2 County 1 B23 LIDAR PROCESSING REPORT

2023

Project ID: 300121
Work Unit: 300411

Prepared for:

USGS
science for a changing world

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Contents

List of Figures

List of Tables

List of Appendices

1. Summary / Scope

1.1. Summary

This report contains a summary of the WI 2 County B23 - Manitowoc, Work Unit 300411 lidar acquisition task order, issued by USGS under their Contract 140G0221D0012 on May 3, 2023. The task order yielded a work unit area covering 641 square miles over Wisconsin at Quality Level 1. The intent of this document is only to provide specific validation information for the data acquisition/collection, processing, and production of deliverables completed as specified in the task order.

1.2. Scope

Aerial topographic lidar was acquired using state of the art technology along with the necessary surveyed ground control points (GCPs) and airborne GPS and inertial navigation systems. The aerial data collection was designed with the following specifications listed in Table 1 below.

Table 1. Originally Planned Lidar Specifications

Average Point Density	Flight Altitude (AGL)	Field of View	Minimum Side Overlap	RMSEz
8 pts / m2	1950 m	58.5°	20%	≤ 10 cm

1.3. Coverage

The work unit boundary covers 641 square miles over Wisconsin. Work unit extents are shown in Figure 1.

1.4. Duration

Lidar data was acquired from April 18, 2023 to May 21, 2023 in 3 total lifts. See "Section: 2.4. Time Period" for more details.

1.5. Issues

Tile 16TDP443865 is empty due to being entirely over water.

WI 2 County 1 B23 Work Unit 300411 Projected Coordinate System: UTM 16 Horizontal Datum: NAD83 (2011) Vertical Datum: NAVD88 (GEOID 18) Units: Meters	
Lidar Point Cloud	Classified Point Cloud in .LAZ 1.4 format
Rasters	• 0.5-meter Hydro-flattened Bare Earth Digital Elevation Model (DEM) in GeoTIFF format • 0.5-meter Intensity images in GeoTIFF format • 1-meter Maximum Surface Height Raster • 1-meter Swath Seperation Images
Vectors	Shapefiles (*.shp) • Project Boundary • Lidar Tile Index • Flightlines Swath Geodatabase (*.gdb) • Continuous Hydro-flattened Breaklines
Reports	Reports in PDF format • Focus on Delivery • Processing Report
Metadata	XML Files (*.xml) • Breaklines • Classified Point Cloud • DEM • Intensity Imagery

WI 2 County B23 - Manitowoc
Work Unit 300411 Boundary

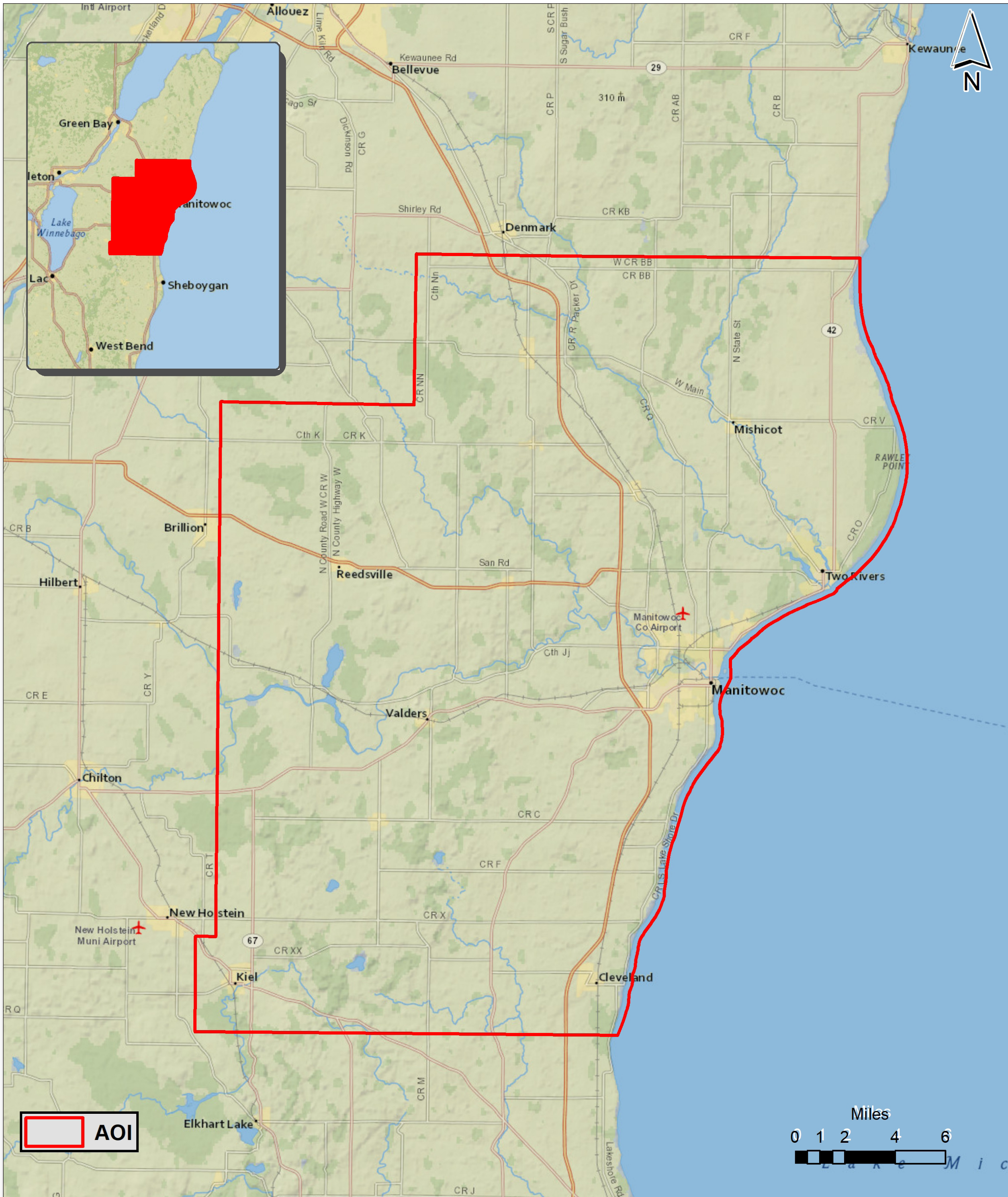


Figure 1. Work Unit Boundary

2. Planning / Equipment

2.1. Flight Planning

Flight planning was based on the unique project requirements and characteristics of the project site. The basis of planning included: required accuracies, type of development, amount / type of vegetation within project area, required data posting, and potential altitude restrictions for flights in project vicinity.

Detailed project flight planning calculations were performed for the project using RiPARAMETER planning software.

2.2. Lidar Sensor

NV5 Geospatial utilized Riegl VQ1560iiS lidar sensors (Figure 2), serial number(s) 3061 and 4046, for data acquisition.

The Riegl 1560iiS system is a dual channel waveform processing airborne scanning system. It has a laser pulse repetition rate of up to 4 MHz resulting in up to 2.66 million measurements per second. The system utilizes a Multi-Pulse in the Air option (MPIA) and an integrated IMU/GNSS unit.

A brief summary of the aerial acquisition parameters for the project are shown in the lidar System Specifications in Table 2.

Table 2. Lidar System Specifications

		Riegl VQ1560iiS (SN3061)	Riegl VQ1560iiS (SN4046)
Terrain and Aircraft Scanner	Flying Height	1950 m	1950 m
	Recommended Ground Speed	135 kts	135 kts
Scanner	Field of View	58.5°	58.5°
	Scan Rate Setting Used	170 lps	170 lps
Laser	Laser Pulse Rate Used	2200 kHz	2200 kHz
	Multi Pulse in Air Mode	yes	yes
Coverage	Full Swath Width	2185 m	2185 m
	Line Distance	0.5 m	0.5 m
Point Spacing and Density	Average Nominal Point Spacing	0.35 m	0.35 m
	Average Point Density	8 pts / m^2	8 pts / m^2

Figure 2. Riegl VQ1560iiS Lidar Sensor

2.3. Aircraft

All flights for the project were accomplished through the use of customized aircraft. Plane type and tail numbers are listed below.

Lidar Collection Planes

- Cessna Caravan (single-turboprop), Tail Number(s): N604MD, N840JA

These aircraft provided an ideal, stable aerial base for lidar acquisition. These aerial platforms have relatively fast cruise speeds, which are beneficial for project mobilization / demobilization while maintaining relatively slow stall speeds, proving ideal for collection of high-density, consistent data posting using a state-of-the-art lidar system. NV5 Geospatial's operating aircraft can be seen in Figure 3 below.

Figure 3. NV5 Geospatial's Aircraft

2.4. Time Period

Project specific flights were conducted between April 18, 2023 to May 21, 2023. Three aircraft lifts were completed. Accomplished lifts are listed below.

Lift	Start UTC	End UTC
04172023A (SN3061,N604MD)	4/18/2023 6:07:49 PM	4/18/2023 10:15:11 PM
04282023A (SN4046,N840JA)	4/28/2023 4:42:22 PM	4/28/2023 6:54:18 PM
05212023A (SN4046,N840JA)	5/21/2023 2:50:39 PM	5/21/2023 3:30:12 PM

3. Processing Summary

3.1. Flight Logs

Flight logs were completed by Lidar sensor technicians for each mission during acquisition. These logs depict a variety of information, including:

- Job / Project #
- Flight Date / Lift Number
- FOV (Field of View)
- Scan Rate (HZ)
- Pulse Rate Frequency (Hz)
- Ground Speed
- Altitude
- Base Station
- PDOP avoidance times
- Flight Line #
- Flight Line Start and Stop Times
- Flight Line Altitude (AMSL)
- Heading
- Speed
- Returns
- Crab

Notes: (Visibility, winds, ride, weather, temperature, dew point, pressure, etc). Project specific flight logs for each sortie are available in Appendix A.

3.2. Lidar Processing

Applanix + POSPac software was used for post-processing of airborne GPS and inertial data (IMU), which is critical to the positioning and orientation of the lidar sensor during all flights. Applanix POSPac combines aircraft raw trajectory data with stationary GPS base station data yielding a "Smoothed Best Estimate Trajectory" (SBET) necessary for additional post processing software to develop the resulting geo-referenced point cloud from the lidar missions.

During the sensor trajectory processing (combining GPS & IMU datasets) certain statistical graphs and tables are generated within the Applanix POSPac processing environment which are commonly used as indicators of processing stability and accuracy. This data for analysis include: max horizontal / vertical GPS variance, separation plot, altitude plot, PDOP plot, base station baseline length, processing mode, number of satellite vehicles, and mission trajectory.

Point clouds in flightline swath format were created using the RiPROCESS software. The generated point cloud is the mathematical three dimensional composite of all returns from all laser pulses as determined from the aerial mission. Each flightline swath point cloud was calibrated using Strip Align software that corrects systematic geometric errors and improves the relative and absolute accuracy of the flightline swath point cloud. The calibrated point cloud swaths were imported into GeoCue distributive processing software and the imported data was then tiled so further processing could take place in TerraScan software. Using TerraScan, the vertical accuracy of the surveyed ground control was tested and any vertical bias was removed from the data. TerraScan and TerraModeler software packages were then used for automated data classification and manual cleanup. The data were manually reviewed and any remaining artifacts removed using functionality provided by TerraScan and TerraModeler.

DEMs and Intensity Images are then generated using proprietary software. In the bare earth surface model, above-ground features are excluded from the data set. Global Mapper is used as a final check of the bare earth dataset.

Finally, proprietary software is used to perform statistical analysis of the LAS files.

Software	Version
Applanix + POSPac	8.9
RiPROCESS	1.9.3.6
Microstation Connect	10.16.02.34
GeoCue	2020.1.22.3
Global Mapper	19.1;20.1
TerraModeler	23.013
TerraScan	23.025
TerraMatch	23.013
StripAlign	2.21

3.3. LAS Classification Scheme

The classification classes are determined by Lidar Base Specifications 2023, Revision A and are an industry standard for the classification of lidar point clouds. All data starts the process as Class 1 (Unclassified), and then through automated classification routines, the classifications are determined using TerraScan macro processing.

The classes used in the dataset are as follows and have the following descriptions:

Table 3. LAS Classifications

	Classification Name	Description
1	Processed, but Unclassified	Laser returns that are not included in the bare earth class, or any other project classification
2	Bare earth	Laser returns that are determined to be bare earth using automated and manual cleaning algorithms
7	Low Noise	Laser returns that are often associated with scattering from reflective surfaces, or artificial points below the bare earth surface
9	Water	Laser returns that are found inside of hydro features
17	Bridge Deck	Laser returns falling on bridge decks
18	High Noise	Laser returns that are often associated with birds or artificial points above the bare earth surface
20	Ignored Ground	Bare earth points that fall within the given threshold of a collected hydro feature.

3.4. Classified LAS Processing

The bare earth surface is then manually reviewed to ensure correct classification on the Class 2 (Ground) points. After the bare- earth surface is finalized; it is then used to generate all hydro-breaklines through heads-up digitization.

All ground (ASPRS Class 2) lidar data inside of the Lake Pond and Double Line Drain hydro flattening breaklines were then classified to water (ASPRS Class 9) using proprietary tools. A buffer of 1.5 feet/0.5 meter was also used around each hydro flattened feature to classify these ground (ASPRS Class 2) points to Ignored ground (ASPRS Class 20). All Lake Pond Island and Double Line Drain Island features were checked to ensure that the ground (ASPRS Class 2) points were reclassified to the correct classification after the automated classification was completed.

Any noise that was identified either through manual review or automated routines was classified to the appropriate class (ASPRS Class 7 and/or ASPRS Class 18) followed by flagging with the withheld bit.

All data was manually reviewed and any remaining artifacts removed using functionality provided by TerraScan and TerraModeler. Global Mapper is used as a final check of the bare earth dataset. GeoCue was then used to create the deliverable industry-standard LAS files for all point cloud data. NV5 Geospatial's proprietary software was used to perform final statistical analysis of the classes in the LAS files, on a per tile level to verify final classification metrics and full LAS header information.

3.5. Hydro-Flattened Breakline Processing

Using heads-up digitization, all Lake-Ponds, Double Line Drains, and Islands are manually collected that are within the project size specification. This includes Lake-Ponds greater than 2 acres in size, Double Line Drains with greater than a 100 foot nominal width, and Islands greater than 1 acre in size within a collected hydro feature. Lidar intensity imagery and bare-earth surface models are used to ensure appropriate and complete collection of these features.

Elevation values are assigned to all collected hydro features via NV5 Geospatial's proprietary software. This software sets Lake-Ponds to an appropriate, single elevation to allow for the generation of hydro-flattened digital elevation models (DEM). Double Line Drain elevations are assigned based on lidar elevations and surrounding terrain feature to ensure all breaklines match the lidar within acceptable tolerances. Some deviation is expected between breakline and lidar elevations due to monotonicity, connectivity, and flattening rules that are enforced on the breaklines. Once complete, horizontal placement, and vertical variances are reviewed, all breaklines are evaluated for topological consistency and data integrity using a combination of proprietary tools and manual review of hydro-flattened DEMs.

Breaklines are combined into one seamless shapefile, clipped to the project boundary, and imported into an Esri file geodatabase for delivery.

3.6. Hydro-Flattened Raster DEM Processing

Hydro-Flattened DEMs (topographic) represent a lidar-derived product illustrating the grounded terrain and associated breaklines (as described above) in raster form. NV5 Geospatial's proprietary software was used to take all input sources (bare earth lidar points, bridge and hydro breaklines, etc.) and create a Triangulated Irregular Network (TIN) on a tile-by-tile basis. Data extending past the tile edge is incorporated in this process so that proper triangulation can occur. From the TIN, linear interpolation is used to calculate the cell values for the raster product. The raster product is then clipped back to the tile edge so that no overlapping cells remain across the project area. A 32-bit floating point GeoTIFF DEM was generated for each tile with a pixel size of 0.5-meter. NV5 Geospatial's proprietary software was used to write appropriate horizontal and vertical projection information as well as applicable header values into the file during product generation. Each DEM is reviewed in Global Mapper to check for any surface anomalies and to ensure a seamless dataset. NV5 Geospatial ensures there are no void or no-data values (-999999) in each derived DEM. This is achieved by using propriety software checking all cell values that fall within the project boundary. NV5 Geospatial uses a proprietary tool called FOCUS on Delivery to check all formatting requirements of the DEMs against what is required before final delivery.

3.7. Intensity Image Processing

Intensity images represent reflectivity values collected by the lidar sensor during acquisition. Proprietary software generates intensity images using first returns and excluding those flagged with a withheld bit. Intensity images are linearly scaled to a value range specific to the project area to standardize the images and reduce differences between individual tiles. Appropriate horizontal projection information as well as applicable header values are written during product generation.

3.8. Swath Separation Raster Processing

Swath Separation Images are rasters that represent the interswath alignment between flight lines and provide a qualitative evaluation of the positional quality of the point cloud. NV5 Geospatial proprietary software generated 0.5-meter raster images in GeoTIFF format using last returns, excluding points flagged with the withheld bit, and using a point-in-cell algorithm. Images are generated with a 75% intensity opacity and (4) absolute 8-cm intervals, see below for interval coloring. Intensity images are linearly scaled to a value range specific to the project area to standardize the images and reduce differences between individual tiles. Appropriate horizontal projection information as well as applicable header values are written to the file during product generation. NV5 Geospatial uses a proprietary tool called FOCUS on Delivery to check all formatting requirements of the images against what is required before final delivery.

Green	0-8cm
Yellow	8-16cm
Orange	16-24cm
Red	>24cm

3.9. Maximum Surface Height Raster Processing

Maximum Surface Height rasters (topographic) represent a lidar-derived product illustrating natural and built-up features. NV5 Geospatial's proprietary software was used to take all classified lidar points, excluding those flagged with a withheld bit, and create a raster on a tile-by-tile basis. Data extending past the tile edge is incorporated in this process so that proper gridding can occur. The raster is created by laying a 1-meter DEM cell size over the area and assigning the values to cells by using the maximum lidar point that intersects that grid cell. The raster product is then clipped back to the tile edge so that no overlapping cells remain across the project area. A 32-bit floating point GeoTIFF was then generated for each tile with a pixel size of 1-meter. There is no interpolation type being used in creating the raster product. NV5 Geospatial's proprietary software was used to write appropriate horizontal and vertical projection information as well as applicable header values into the file during product generation. Each maximum surface height raster is reviewed in Global Mapper to check for any anomalies and to ensure a seamless dataset. NV5 Geospatial uses a proprietary tool called FOCUS on Delivery to check all formatting requirements of the DEMs against what is required before final delivery.

3.10. Point Density

The acquisition parameters were designed to acquire an average first-return density of 8 points/m2. First return density describes the density of pulses emitted from the laser that return at least one echo to the system. Multiple returns greater than 1 from a single pulse were not considered in first return density analysis. Some types of surfaces (e.g., breaks in terrain, water, and steep slopes) may have returned fewer pulses than originally emitted by the laser. First returns typically reflect off the highest feature on the landscape within the footprint of the pulse. In forested or urban areas, the highest feature could be a tree, building or power line, while in areas of unobstructed ground, the first return will be the only echo and represents the bare earth surface.

The density of ground-classified lidar returns was also analyzed for this project. Terrain character, land cover, and ground surface reflectivity all influenced the density of ground surface returns. In vegetated areas, fewer pulses may penetrate the canopy, resulting in lower ground density.

The average first-return density of lidar data for the project was 12.98 points/m2 while the average ground classified density was 11.37 points/m2. The statistical and spatial distributions of first return densities and classified ground return densities per 100 m x 100 m cell are portrayed in Figures 4 and 5.

WI 2 County B23 - Manitowoc
Work Unit 300411 First Return Point Density

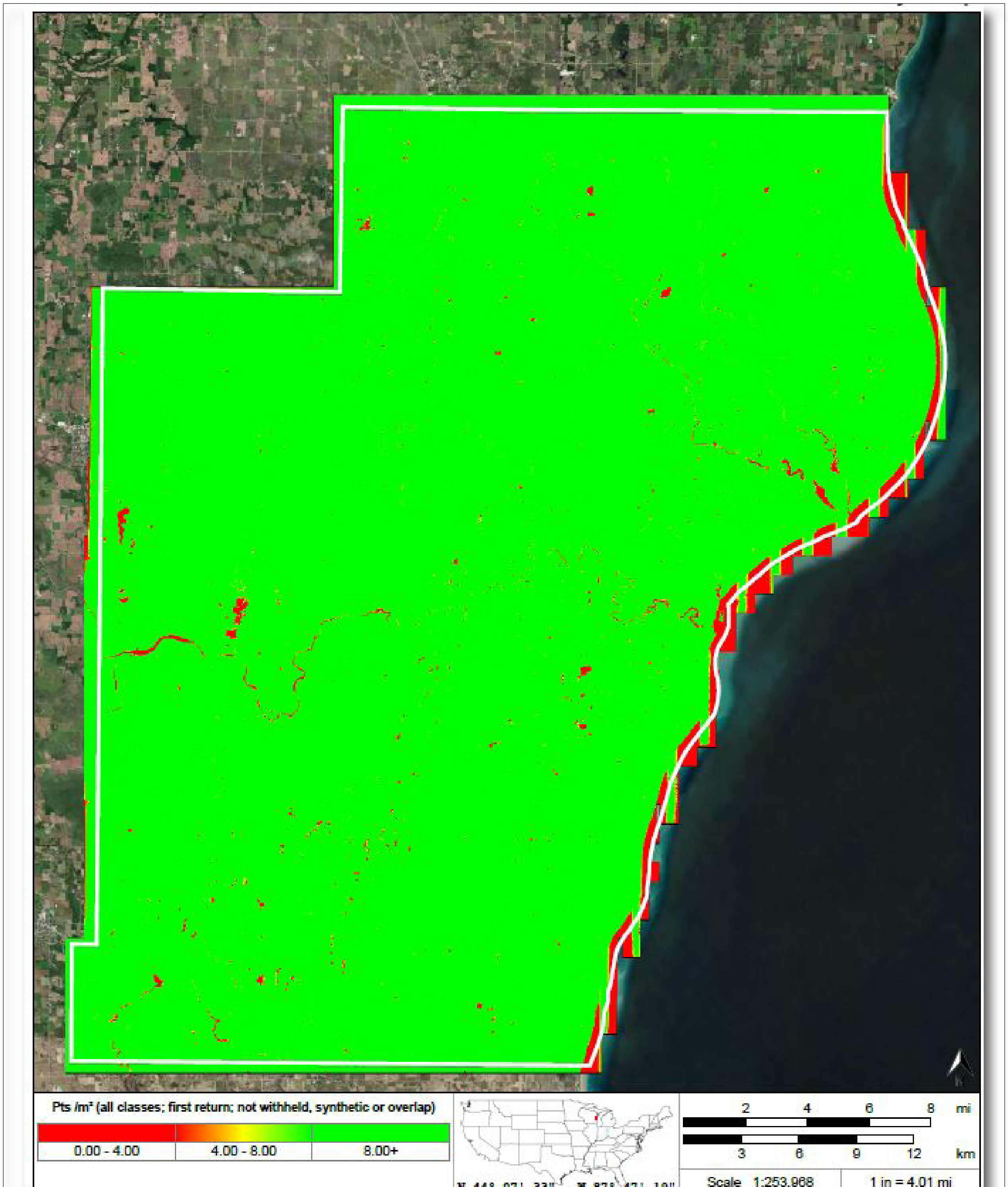


Figure 4. First Return Point Density

WI 2 County B23 - Manitowoc
Work Unit 300411 Ground Point Density

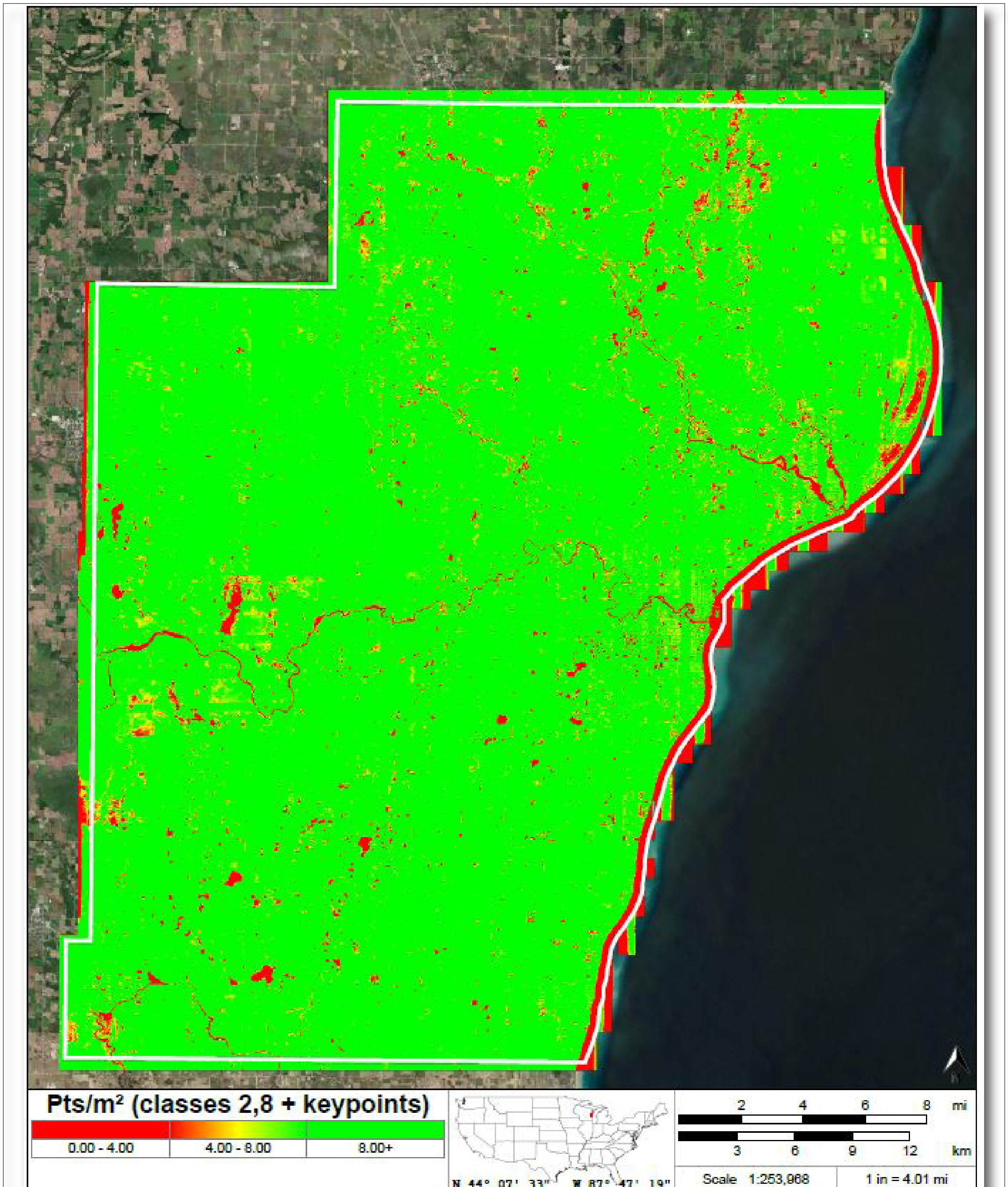


Figure 5. Ground First Return Point Density

WI 2 County B23 - Manitowoc
Work Unit 300411 Tile Layout

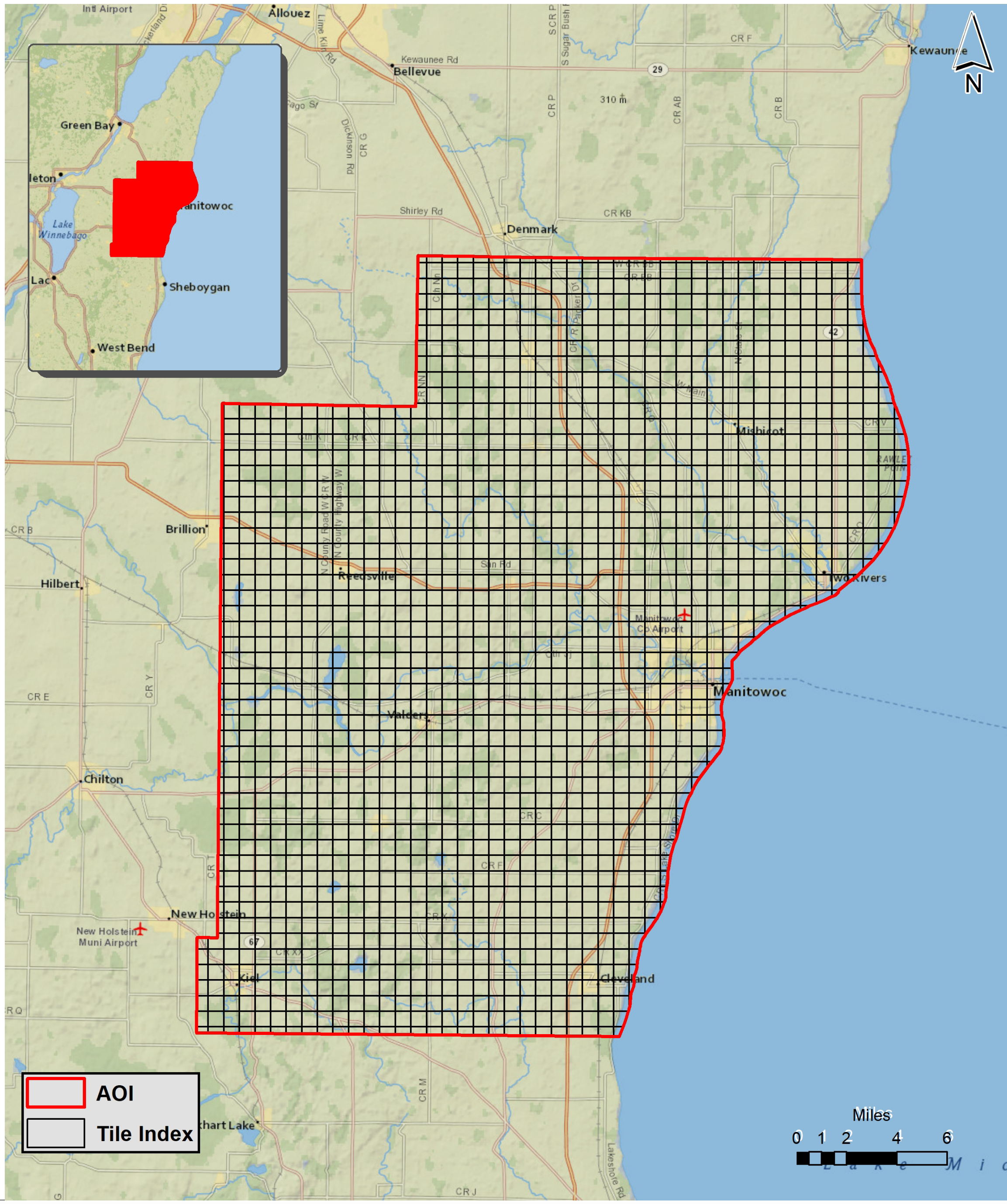


Figure 6. Lidar Tile Layout

4. Project Coverage Verification

A proprietary tool (FOCUS on Flight) produces grid-based polygons of each flightline, depicting exactly where lidar points exist. These swath polygons are reviewed against the project boundary to verify adequate project coverage. Please refer to Figure 7.

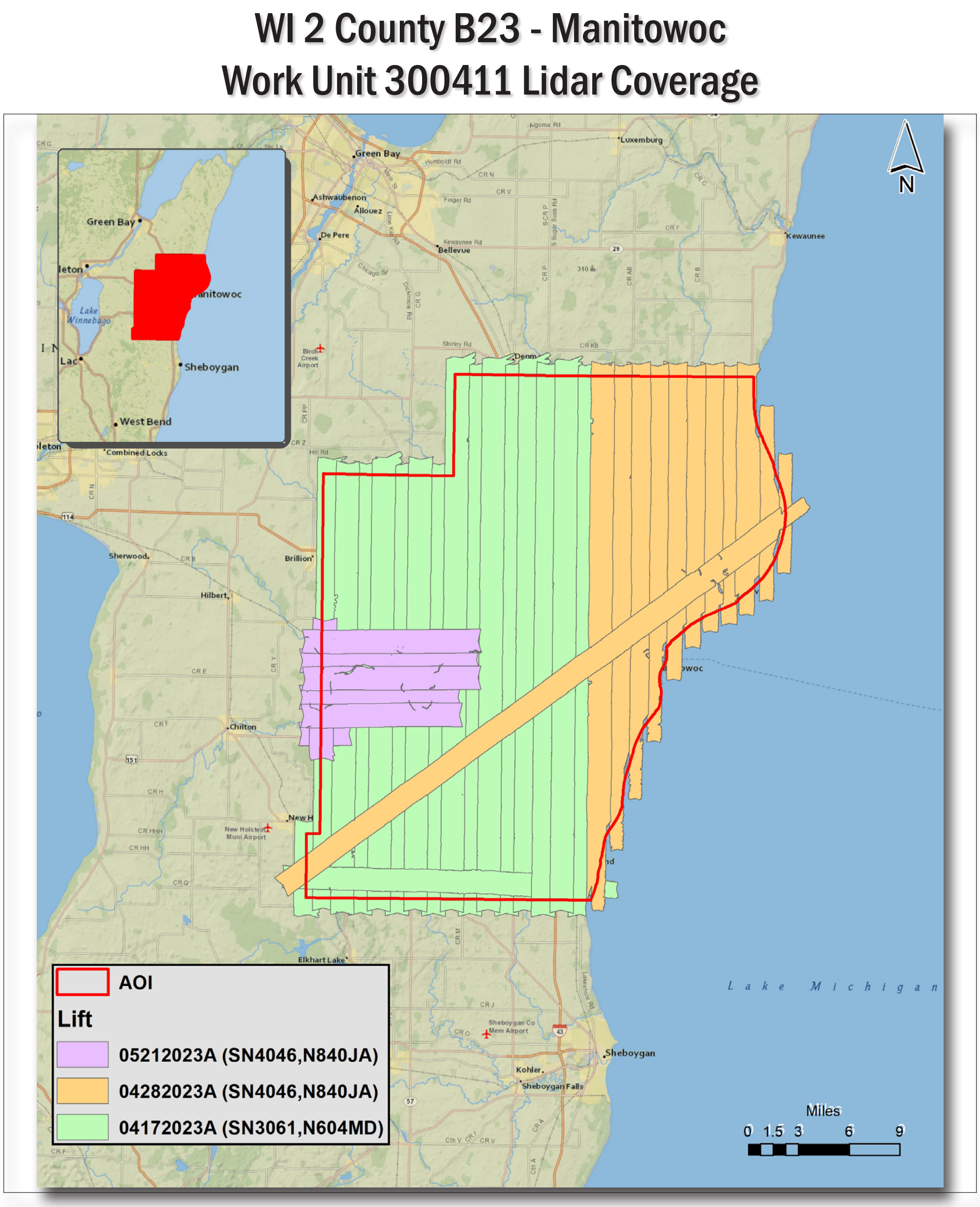


Figure 7. Lidar Coverage

5. Geometric Accuracy

5.1. Horizontal Accuracy

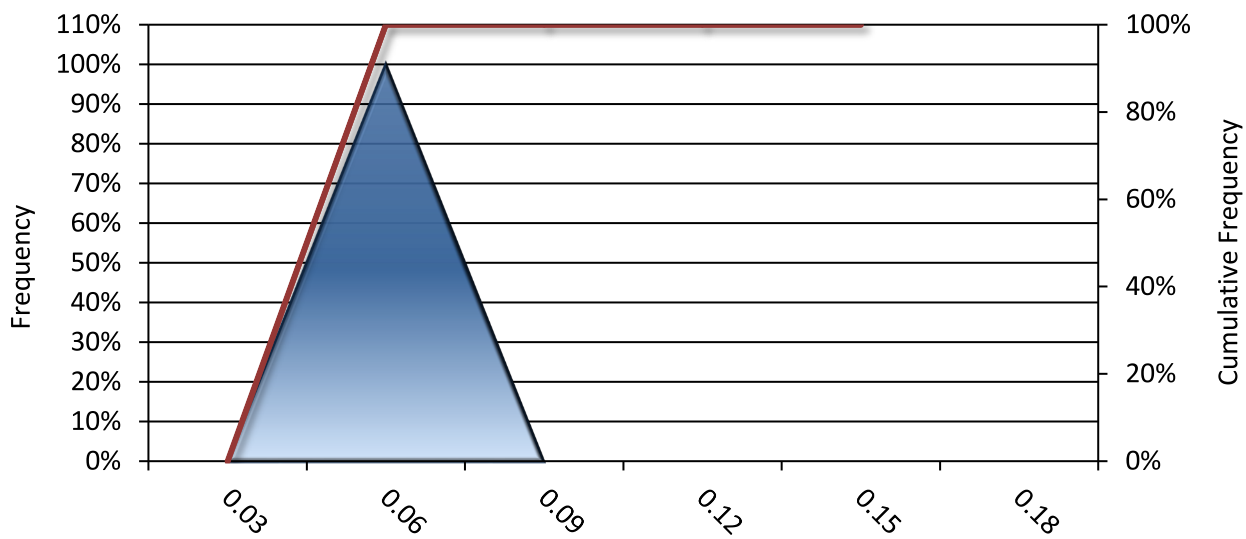
Lidar horizontal accuracy is a function of Global Navigation Satellite System (GNSS) derived positional error, flying altitude, and INS derived attitude error. The obtained $RMSE_r$ value is multiplied by a conversion factor of 1.7308 to yield the horizontal component of the National Standards for Spatial Data Accuracy (NSSDA) reporting standard where a theoretical point will fall within the obtained radius 95% of the time. Based on a flying altitude of 1,950 meters, an IMU error of 0.002 decimal degrees, and a GNSS positional error of 0.019 meters, this project was compiled to meet 0.21 meter horizontal accuracy at the 95% confidence level. A summary is shown below.

Horizontal Accuracy	
$RMSE_r$	0.40 ft
	0.12 m
ACC_r	0.70 ft
	0.21 m

5.2. Relative Vertical Accuracy (Interswath Accuracy)

Relative vertical accuracy refers to the internal consistency of the data set as a whole: the ability to place an object in the same location given multiple flight lines, GPS conditions, and aircraft attitudes. When the lidar system is well calibrated, the swath-to-swath vertical divergence is low (<0.10 meters). The relative vertical accuracy was computed by comparing the ground surface model of each individual flight line with its neighbors in overlapping regions. The average (mean) line to line relative vertical accuracy for the WI 2 County B23 - Manitowoc project was 0.043 feet (0.013 meters). A summary is shown below.

Relative Vertical Accuracy	
Sample	35 flight line surfaces
Average	0.043 ft
	0.013 m
Median	0.044 ft
	0.013 m
RMSE	0.044 ft
	0.014 m
Standard Deviation (1σ)	0.003 ft
	0.001 m
1.96σ	0.006 ft
	0.002 m



0, 0 Relative Vertical Accuracy (ft)
Total Compared Points (n = 7,792,102,791)

5.3. Intraswath Precision (Smooth Surface Precision)

Intraswath Precision (smooth surface precision) is the measure of reliability of the lidar point cloud elevations along a planar surface. This measurement is performed on hard surfaces against a single flightline. NV5 digitized several large parking lots as polygons across the project area. These polygons were then used to calculate precision on a single FL basis using the below formula:

Precision = Range – (Slope x Cellsize x 1.414)

Range – Is the difference between the highest and lowest lidar points in each cell
Slope – is the maximum slope of the cell to its 8 neighbors
Cellsize – is set to the ANPS, rounded up to the next integer, and then doubled

NV5 calculated the RMSDz to be 2.1 cm, minimum slope-corrected range to be 0.25 cm, and the maximum slope-corrected range to be 4.6 cm.

Project Report Appendices

The following section contains the appendices as listed in the WI 2 County 1 B23 Lidar Project Report.

Appendix A

Flight Logs

Project	947123-R041417.00	WI_2County_B23
Flightplan	41417_WI3DEP_1560S_8ppsm_v2	

Mission Name	S2223061_20230418_F1	**Mission Notes**
Mission Date		
Aircraft		
Pilot		
Co-Pilot		
Operator		
Co-Operator		
Vendor		
Base Airport		
Departure (Local Time)		
Arrival (Local Time)		

Line	Heading	Start Time (UTC)	Stop Time (UTC)	Speed (kt)	Notes
00001	S	18:07:49	18:09:55	135.4	38kts wind from N.
00002	N	18:12:22	18:23:09	128.9	Refly 10.5-16 statute miles FSE due to high water/flooded drain
00003	S	18:25:44	18:36:08	133.1	Flooded area reflown 05212023A_4046 Refly 12-16 statute miles FSE due to high water/flooded drain
00004	N	18:38:44	18:45:25	123.2	kicked off line with no message, midline n-s
00004	S	18:52:19	19:02:30	136.3	Flooded area reflown 05212023A_4046 Refly 13-16 statute miles FSE due to high water/flooded drain
00005	N	19:05:24	19:16:32	124.8	Flooded area reflown 05212023A_4046 Refly 13-15 statute miles FSE due to high water/flooded drain
00006	S	19:19:10	19:29:30	134.0	Flooded area reflown 05212023A_4046 Refly 12-15 statute miles FSE due to high water/flooded drain
00007	N	19:32:38	19:43:47	124.3	Flooded area reflown 05212023A_4046 Refly 11-15 statute miles FSE due to high water/flooded drain
00008	S	19:46:41	19:56:57	135.0	Flooded area reflown 05212023A_4046 Refly 11.5-16 statute miles FSE due to high water/flooded drain
00009	N	20:00:01	20:13:45	123.9	Flooded area reflown 05212023A_4046 Refly 14-16 statute miles FSE due to high water/flooded drain
00010	S	20:16:09	20:28:27	138.1	
00011	N	20:31:26	20:45:02	125.0	
00012	S	20:47:33	21:00:21	132.8	
00013	N	21:03:34	21:17:00	126.7	
00014	S	21:19:27	21:32:01	135.2	
00015	N	21:35:04	21:48:14	128.6	
00016	S	21:50:49	22:03:16	136.0	XLINE 230418
00016	SW	22:07:18	22:15:11	130.6	

Project	947123-R041417.00	WI_2County_B23
Flightplan	41417_WI3DEP_1560S_8ppsm_v2	

Mission Name	S2224046_20230428_F1	**Mission Notes**
Mission Date		
Aircraft		
Pilot		
Co-Pilot		
Operator		
Co-Operator		
Vendor		
Base Airport		
Departure (Local Time)		
Arrival (Local Time)		

Line	Heading	Start Time (UTC)	Stop Time (UTC)	Speed (kt)	Notes
00001	N	16:02:52	16:06:45	122.3	BORESIGHT
00001	S	16:11:38	16:15:37	119.9	BORESIGHT
00002	SW	16:22:03	16:25:12	116.1	BORESIGHT
00002	E	16:31:27	16:34:42	112.6	BORESIGHT
00017	N	16:42:21	16:54:37	137.5	
00018	S	16:58:13	17:09:33	132.0	
00019	N	17:13:35	17:23:21	137.3	
00020	S	17:26:24	17:34:57	135.6	
00021	N	17:38:44	17:45:51	136.9	
00022	S	17:48:15	17:54:41	134.7	
00023	N	17:57:56	18:03:56	137.0	
00024	S	18:07:28	18:13:22	134.8	
00025	N	18:16:33	18:22:15	135.7	
00026	S	18:25:48	18:30:17	134.1	
00027	N	18:33:53	18:36:33	137.4	
00028	SW	18:40:07	18:54:18	141.2	

Project	947123-R041417.00	WI_2County_B23
Flightplan	41417_WI3DEP_1560S_8ppsm_RF	

Mission Name	S2224046_20230521_F1	**Mission Notes**
Mission Date		
Aircraft		
Pilot		
Co-Pilot		
Operator		
Co-Operator		
Vendor		
Base Airport		
Departure (Local Time)		
Arrival (Local Time)		

Line	Heading	Start Time (UTC)	Stop Time (UTC)	Speed (kt)	Notes
09001	E	14:50:38	14:54:36	135.4	
09002	SW	14:57:23	15:01:20	136.4	
09003	E	15:03:26	15:07:28	134.0	
09004	SW	15:09:57	15:13:32	134.8	
09005	E	15:15:43	15:19:15	137.1	
09006	SW	15:23:50	15:24:56	134.6	