

NOAA COASTAL MAPPING PROGRAM PROJECT COMPLETION REPORT

PROJECT FL0601C

Sarasota Bay, Florida

Introduction

NOAA Coastal Mapping Program (CMP) Project FL0601C provides a highly accurate database of digital shoreline data from the entrance to Tampa Bay southwards to Siesta Key, covering the entirety of Sarasota Bay. Project FL0601C is a subproject of a larger project, FL0601, which extends from Clearwater to Sarasota Bay, and includes all of Tampa Bay.

Successful completion of this project resulted in a densification of the National Spatial Reference System (NSRS), a set of controlled metric-quality aerial photographs, and digital feature data of the coastal zone which complements the Nautical Charting Program (NCP) as well as geographic information systems (GIS) for a variety of coastal zone management applications.

The project database consists of information measured and extracted from aerial photographs and metadata related to photogrammetric compilation. Base mapping was conducted in a digital environment using stereo softcopy photogrammetry and associated cartographic practices.

Project Design

The Requirements Branch (RB) of the Remote Sensing Division (RSD) formulated the photographic mission instructions for this project following the guidelines of the Photo Mission Standard Operating Procedure Version II. The instructions discussed the project's purpose, geographic area of coverage, scope and priority; photographic requirements; flight line priority; Global Positioning System (GPS) data collection procedures and guidelines for both kinematic and static surveys; data recording and handling instructions; and contact and communication information. RB created a Project Layout Diagram, flight maps and input files for the aircraft's flight management system.

Field Operations

The field operations consisted of the collection of static and kinematic GPS data, Inertial Measurement Unit (IMU) data and the acquisition of aerial photographs. The photo mission operations were conducted between March 15th and November 24th 2006 with the NOAA Cessna Citation II (N52RF) aircraft. Five strips of natural color photographs, and two sets of black and white infrared (IR) photographs, including five strips each taken in coordination with MHW and MLLW tide levels, were acquired through use of a Wild RC-30 camera with the NOS "A" lens cone at a nominal scale of 1:30,000. All exposures attempted at the MHW tide level for this project, and two of five strips attempted at the MLLW level, were unsuccessful and were not used for feature compilation.

A temporary GPS base station was established at the St. Petersburg Airport (KPIE) using static GPS positioning techniques. Airborne kinematic GPS/IMU data was collected to determine precise camera positions and orientations in order to establish a control network necessary for aerotriangulation. Data collection operations were conducted in accordance with the GPS Controlled Photogrammetry Field Operations Manual. No ground control survey operations were required for this project.

GPS Data Reduction

The GPS/IMU data was processed to provide precise positions of camera centers for application as photogrammetric control in the aerotriangulation phase of project completion. The static GPS base station data for each mission day were processed in March and November 2006 using the NGS Online Processing User Service (OPUS) software to compute fixed baseline solutions from three CORS stations. The final NAD83 position reported by OPUS was the average of these three baseline solutions. The airborne kinematic data for each flight were processed using Applanix POSPac (ver. 4.3) software in May 2006 and August 2007, with some additional processing done in November 2007 to correct for systematic vertical errors in the camera station positions.

Aerotriangulation

Routine softcopy aerotriangulation methods were applied to establish the network of precise camera positions and other control for mapping, and to provide model parameters and orientation elements required for digital compilation. This work was completed by RSD personnel in February 2008 utilizing a Digital Photogrammetric Workstation (DPW), which is a configuration of computer hardware, modular software components and other associated peripheral devices. The color photographs and MHW and MLLW infrared photographs were measured and adjusted as three separate blocks using BAE Systems SOCET SET (v. 5.3) photogrammetric software, and then a final bundle adjustment was performed to tie the separate blocks together. The Multi-Sensor Triangulation (MST) module, within SOCET SET, was used for the aerotriangulation portion of the project. Using the root mean square (RMS) of the standard deviations of all adjusted image points, the horizontal circular error at the 95% confidence level was calculated to be 0.6 meters for the combined image block. Photo-identifiable check points, extracted from the NGS geodetic control and airport obstruction chart databases, were then compared to the imagery to further validate the accuracy of the triangulation solution. An Aerotriangulation Report was written and is on file with other project data within the RSD Electronic Data Library.

The project database consists of project parameters and options, camera calibration data, interior orientation parameters, ground control parameters, adjusted exterior orientation parameters, and positional listing of all measured points. Positional data is referenced to the North American Datum of 1983 (NAD 83).

Compilation

The data compilation phase of this project was initiated by RSD in June 2010. Digital mapping was performed using a DPW in conjunction with the SOCET SET Feature Extraction software module. Feature identification and attribution within the Geographic Cell (GC) were based on image analysis of project images and information extracted from NOAA

nautical charts, US Coast Guard Light List and other sources. Feature attribution was assigned in compliance with the Coastal Cartographic Object Attribute Source Table (C-COAST), which provides the definition and attribution scheme for the full range of cartographic features pertinent to the CMP. Selected features were further modified with additional descriptive information to refine general classification.

Spatial data accuracies for Project FL0601C were determined according to standard Federal Geographic Data Committee (FGDC) practices. Cartographic features were compiled to meet a horizontal accuracy of 1.2 meters at the 95% confidence level. This predicted accuracy of compiled, well-defined points is derived by doubling the circular error calculated from the aerotriangulation statistics.

The following table provides information on aerial photographs used for this project:

Date	Time (UTC)	Roll #	Strip #	Photo #s	Scale (nominal)	Tide Level*
3-15-2006	16:40 – 16:46	06ACN03	30-007	0300 – 0306	1:30,000	0.3
3-15-2006	16:54 – 16:58	06ACN03	30-006	0309 – 0314	1:30,000	0.2 – 0.3
3-15-2006	20:31 – 20:36	06ACN04	30-002	0460 – 0474	1:30,000	0.1
3-15-2006	20:41 – 20:47	06ACN04	30-001	0476 – 0491	1:30,000	0.1
3-25-2006	17:09 – 17:12	06AR02	30-006	0227 – 0233	1:30,000	0.1 – 0.2 **
3-25-2006	18:17 – 18:19	06AR03	30-007	0309 – 0315	1:30,000	0.1 – 0.2 **
10-25-2006	13:43 – 13:48	06AR11	30-002	2110 – 2124	1:30,000	0.0
10-25-2006	13:54 – 13:59	06AR11	30-001	2133 – 2148	1:30,000	0.0
10-25-2006	14:14 – 14:16	06AR11	30-006	2157 – 2163	1:30,000	0.0
10-25-2006	14:27 – 14:30	06AR11	30-007	2186 – 2192	1:30,000	0.0
11-15-2006	14:47 – 14:51	06AR13	30-002	2917 – 2931	1:30,000	0.6 – 0.7
11-15-2006	14:58 – 15:03	06AR13	30-001	2940 – 2955	1:30,000	0.6

* Tide levels are given in meters above MLLW and were calculated using the Pydro software tool with a TCARI grid referenced to verified water level observations at the time of photography from various NOS gauges in the vicinity of the project. The elevation of the MHW tidal datum in the project area varies between 0.55 – 0.61 meters above MLLW.

** Tide levels at time of photography were outside of acceptable tolerances for successful tide coordination.

Quality Control / Final Review

Quality control tasks were conducted during all phases of project completion by a senior member of RSD's Applications Branch. The final QC review was completed in March 2013. The review process included analysis of aerotriangulation results and assessment of the identification and attribution of digital feature data within the GC according to image analysis and criteria defined in C-COAST. The quality control process concluded with an inspection

of topological connectivity within the GC using ArcGIS 9.2 software. All project data was evaluated for compliance to CMP requirements.

Comparisons of the largest scale NOAA nautical charts with the project images and compiled project data resulted in creation of the Chart Evaluation File (CEF). The following nautical charts were used in the comparison process:

- 11415, Tampa Bay Entrance, FL, 1:40,000 scale, 11th edition, Jun. 2015
- 11425, Charlotte Harbor to Tampa Bay, FL, 1:40,000 scale, 40th edition, Jan. 2017 including Sarasota Bay Inset, FL, 1:20,000 scale

End Products and Deliverables

The following specifies the location and identification of the products generated during the completion of this project:

Remote Sensing Division Electronic Data Library

- Project database
- Aerotriangulation Report
- GC10765 in shapefile format
- Project Completion Report (PCR)
- Chart Evaluation File in shapefile format

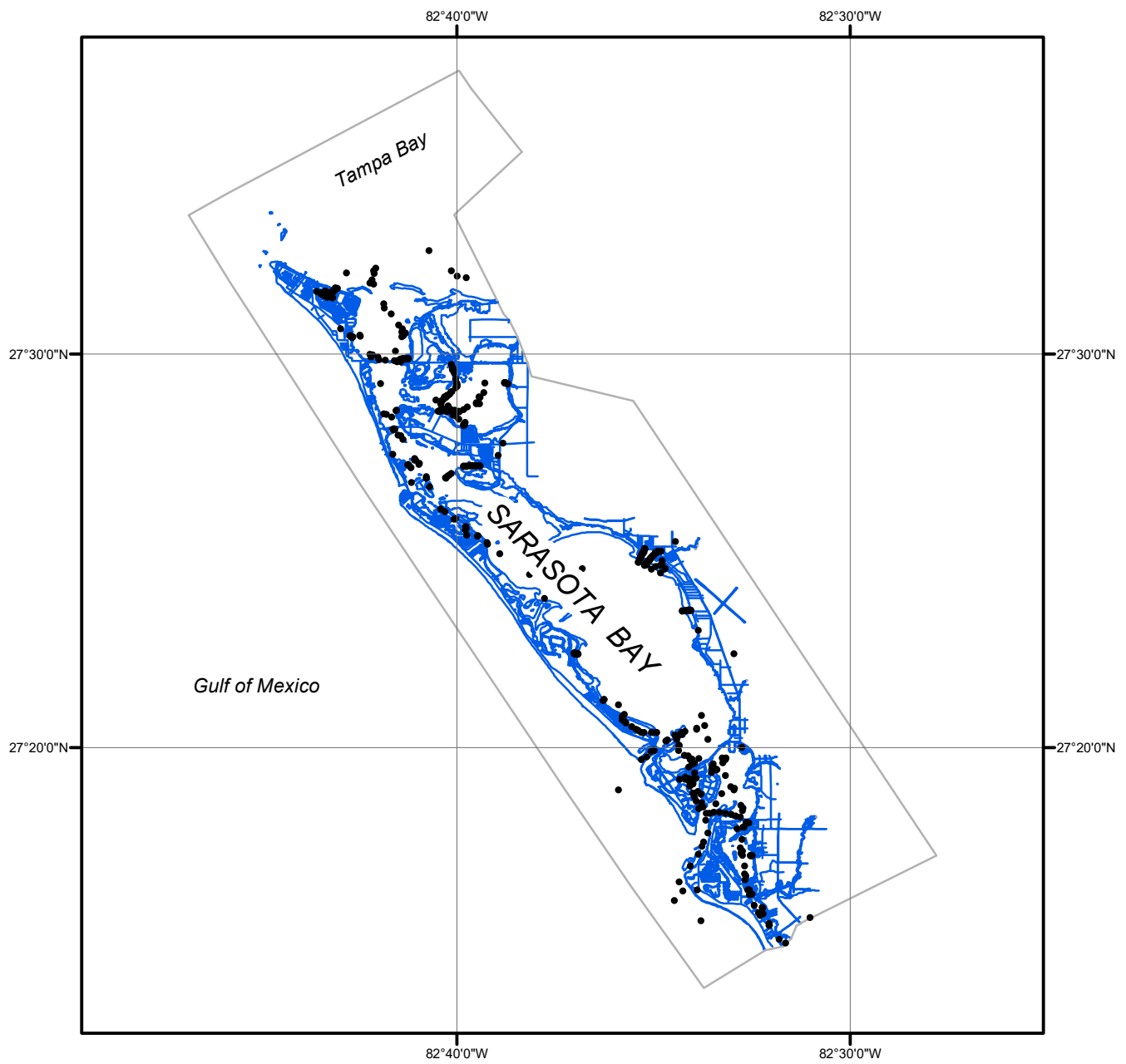
NOAA Shoreline Data Explorer

- GC10765 in shapefile format
- Metadata file for GC10765
- Digital copy of the PCR

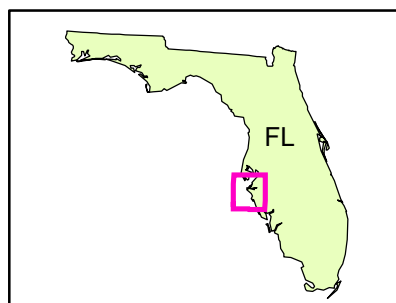
End of Report

SARASOTA BAY

FLORIDA



Overview



FL0601C

GC10765