

# **NOAA COASTAL MAPPING PROGRAM PROJECT COMPLETION REPORT**

## ***PROJECT MD0402D***

### ***Chester River, Maryland***

#### **Introduction**

NOAA Coastal Mapping Program (CMP) Project MD0402D provides a highly accurate database of new digital shoreline data for the Chester River, Maryland, including a portion of Eastern Neck on the Chesapeake Bay from Tolchester Beach to the Chester River. Project MD0402D is a subproject of a larger project, MD0402, which includes the eastern shore of the Chesapeake Bay from Cambridge to Carpenter Point, Maryland, including the Choptank River.

Successful completion of the 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 photography and metadata related to photogrammetric compilation. Base mapping was conducted in a digital environment using stereo softcopy photogrammetry and associated cartographic practices

#### **Project Design**

Tuck Mapping Solutions, Inc. (TMSI) utilized the photographic mission data for this project as provided by the NOAA staff. Revisions to the photographic mission due to Aberdeen Proving Grounds restricted airspace were developed using the guidelines of the Coastal Mapping Program Specifications for Shoreline Mapping and the Project Instructions prepared by the Remote Sensing Division (RSD) of the National Geodetic Survey, NOAA on June 09, 2004. The guidelines discussed the project's purpose, geographic area of coverage, scope and priority; photographic and ground control requirements; flight line priority, tide and sun angle coordination; Global Positioning Systems (GPS) data collection procedures and guidelines for both kinematic and static surveys; data recording and handling instructions; and contact and communication information.

Project limits were provided by NOAA on both hardcopy nautical charts and as digital shapefiles. These sources were used to depict the approximate locations of the shoreline to be mapped. TMSI created a Project Layout Diagram, flight maps and input files for the aircraft's flight management system based on flight lines provided by NOAA. Due to security procedures at Aberdeen Proving Grounds several of the flight lines had to be modified and additional flight lines added to provide coverage of the project area.

## **Field Operations**

TMSI acquired imagery for the MD0402 suite of subprojects on May 10 and November 12, 2005; April 18 & 29, May 25, September 25, and October 31, 2007; March 25, April 16, May 24, and August 21, 2008; March 24 and May 21, 2009; August 7, October 8, and November 7, 2010. Aerial photographic coverage of the project site consisted of natural color and black & white infrared photographs at a nominal scale of 1:30,000. A waiver to utilize a 700nm filter during the acquisition of the B&W IR photography was approved previously by NOAA without requiring a new camera calibration report by the USGS. Tide-coordinated, black and white infrared imagery was collected at both the mean high water (MHW) and mean lower low water (MLLW) levels. Natural color imagery was acquired during a period when MHW was not being exceeded over most of the project and a variance was granted to allow use of the imagery where MHW was exceeded. All photography was acquired using a Leica RC-30 camera (NOAA camera designation number 20) at an altitude of 15,000 feet for a nominal scale of 1:30,000.

TMSI performed the necessary GPS surveys to locate aerial control and checkpoints. Multiple two hour sessions observed by TMSI were submitted for OPUS solutions and a mean of the values was used to determine the control and checkpoint coordinates. For more information refer to the Photographic Flight Reports and Ground Control Reports.

## **GPS Data Reduction**

GPS data was collected and processed to provide precise positions of the camera centers for application as photogrammetric control in the aerotriangulation phase of the project. Data was downloaded from the NSG CORS web site for Horn Point (HNPT) which collected data at a rate of one second and five second intervals at various times over the duration of the flights. The five second data was re-sampled to one second intervals for reliable and accurate ABGPS processing. Also utilized were the CORS stations SOL1 (Solomons Island 1), collecting at rate of five seconds, and LOYR (LOYOLA R) collecting at a rate of one second. All five second data was re-sampled to a one second interval for reliable and accurate ABGPS processing. SOL1 has been decommissioned since August of 2007. MDSI (Solomons Island) is a five second station that replaced SOL1 and has been operational since September of 2007. MDSI was not utilized to process the ABGPS trajectories from the date specified above.

ABD 105 (Monument 105) was also used to acquire data for ABGPS processing at a one second collection rate. It is located at Aberdeen Proving Grounds in Aberdeen, MD and is a first order horizontal monument and a first order class one vertical monument. The horizontal and vertical positions were provided by the APG staff and checked with two OPUS solutions.

After the flight missions, the project data was downloaded and processed using NovAtel's Waypoint GrafNav (7.80.2315, 7.80.2517, 8.10.2313 and 8.30.0623) software. Forward and reverse trajectories were compared during the processing phase to ensure accuracy. Camera event file data was then applied to the final trajectory to obtain coordinates for the photo centers. A GPS Data Processing Report was written and is on file with other project data within the RSD Electronic Data Library.

## **Aerotriangulation**

Routine softcopy aerotriangulation methods were applied to extend the network of precise camera positions and other control for mapping, and to provide model parameters and orientation elements required for digital compilation. TMSI personnel initiated the softcopy aerotriangulation work in October 2009, utilizing a digital photogrammetric workstation (DPW), which is a configuration of computer processor and monitor, and BAE Systems SOCET SET ver. 5.4 software equipment and peripheral devices. The softcopy aerotriangulation work was completed in November 2009 (Color) and April 2011 (IR).

Aerotriangulation of this project was performed as two blocks. One block consisted of color photography and the second block consisted of B&W IR photography (both the MHW and the MLLW IR).

The color imagery was measured and then ground control applied to produce an acceptable solution. The MLLW imagery was measured, and then all tie points were passed to the MHW imagery. The ground control along with multiple photo identifiable points from the color imagery was used to produce the values for the IR imagery. Upon successful completion of the block adjustment, BAE Systems' SOCET SET Multi-Sensor Triangulation (MST) module provided the RMS of the standard deviations for all aerotriangulated ground points, which were used to compute a predicted horizontal circular error of 0.5 meters for the color photographs. The B&W IR photographs have a predicted horizontal circular error of 0.6 meters. An Aerotriangulation Report is on file with other project data within the RSD Electronic Data Library.

The project database consists of camera calibration data, interior orientation parameters for each frame, airborne GPS antenna position and offset data, adjusted exterior orientation parameters for each frame, positional listing of all measured points, the control file and refined image coordinates as listed in the Project Database section of the Aerotriangulation Report. Positional data is based on the North American Datum of 1983 (NAD 83), and is referenced to UTM Zone 18.

## **Compilation**

The data compilation phase of the project was accomplished by TMSI in September 2011. Digital mapping was performed using Digital Photogrammetric Workstations (DPWs) in conjunction with BAE SOCET SET ver. 5.4. Feature identification and the assignment of cartographic codes were based on image analysis of natural color photography and B&W IR photography and information extracted from appropriate NOAA Nautical Charts and the U.S. Coast Guard Light List. Cartographic feature attribution was assigned in compliance with the Coastal Cartographic Object Attribute Source Table (C-COAST) as required.

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 derived from aerotriangulation statistics.

The following table provides information on the imagery used to complete this project:

<b>Date</b>	<b>Time (UTC)</b>	<b>Roll #</b>	<b>Line</b>	<b>Frames</b>	<b>Scale</b>	<b>Tide Level *</b>
5/10/2005	13:04 – 13:05	0520CN01	30-005	0015 – 0016	1:30,000	1.0**
5/10/2005	13:05 – 13:06	0520CN01	30-005	0017 – 0019	1:30,000	1.2**
5/10/2005	13:07 – 13:10	0520CN01	30-005	0020 – 0027	1:30,000	1.4**
5/10/2005	13:28	0520CN01	30-004	0059	1:30,000	1.0**
5/10/2005	13:29 – 13:30	0520CN01	30-004	0060 – 0063	1:30,000	1.4**
5/10/2005	13:30	0520CN01	30-004	0064	1:30,000	1.3**
5/10/2005	13:30 – 13:31	0520CN01	30-004	0065 – 0066	1:30,000	1.2**
5/10/2005	13:31 – 13:32	0520CN01	30-004	0067 – 0068	1:30,000	1.1**
5/10/2005	13:32 – 13:33	0520CN01	30-004	0069 – 0071	1:30,000	1.0**
5/10/2005	13:51 – 13:52	0520CN01	30-003	0101 – 0103	1:30,000	0.9**
5/10/2005	13:52 – 13:53	0520CN01	30-003	0104 – 0105	1:30,000	1.0**
5/10/2005	13:53 – 13:54	0520CN01	30-003	0106 – 0109	1:30,000	1.1**
5/10/2005	13:55	0520CN01	30-003	0110	1:30,000	0.9**
5/10/2005	13:59 – 14:00	0520CN01	30-002	0111 – 0112	1:30,000	1.1**
5/10/2005	14:01	0520CN01	30-002	0113	1:30,000	1.0**
5/10/2005	14:01 – 14:02	0520CN01	30-002	0114 – 0117	1:30,000	0.8**
5/10/2005	14:03	0520CN01	30-002	0118	1:30,000	0.9**
5/10/2005	17:24	0520CN02	30-009	0232	1:30,000	1.2**
5/10/2005	17:24 – 17:25	0520CN02	30-009	0233 – 0235	1:30,000	1.3**
5/10/2005	17:42 – 17:44	0520CN02	30-007	0264 – 0267	1:30,000	1.1**
5/10/2005	17:44 – 17:45	0520CN02	30-007	0268 – 0270	1:30,000	0.9**
5/10/2005	17:51 – 17:52	0520CN02	30-010	0271 – 0273	1:30,000	1.4**
9/25/2007	18:03 – 18:05	0720CN01	30-001	0039 – 0044	1:30,000	0.3
9/25/2007	18:06	0720CN01	30-001	0045	1:30,000	0.2
5/25/2007	17:56	0720R01	30-004	0132	1:30,000	0.4**
6/21/2007	14:52 – 14:54	0720R01	30-002	0146 – 0150	1:30,000	0.3
6/21/2007	14:55 – 14:56	0720R01	30-002	0151 – 0153	1:30,000	0.4**
6/21/2007	15:01	0720R01	30-003	0154	1:30,000	0.3**
6/21/2007	15:01 – 15:04	0720R01	30-003	0155 – 0163	1:30,000	0.4**
3/25/2008	15:54 – 15:55	0820R01	30-007	0001 – 0003	1:30,000	0.6
3/25/2008	15:56 – 15:57	0820R01	30-007	0004 – 0006	1:30,000	0.7
3/25/2008	16:04 – 16:05	0820R01	30-009	0009 – 0013	1:30,000	0.7

3/25/2008	16:11 – 16:12	0820R01	30-010	0014 – 0016	1:30,000	0.7
4/16/2008	19:11	0820R02	30-005	0279	1:30,000	0.6
4/16/2008	19:21 – 19:22	0820R02	30-004	0291 – 0293	1:30,000	0.6
4/16/2008	19:23 – 19:24	0820R02	30-004	0294 – 0297	1:30,000	0.5
5/24/2008	15:04 – 15:06	0820R02	30-005	0363 – 0368	1:30,000	0.7
5/24/2008	15:11 – 15:12	0820R02	30-004	0369 – 0372	1:30,000	0.7
8/07/2010	14:04 – 14:06	1020R01	30-005	0029 – 0033	1:30,000	0.3**
8/07/2010	14:06 – 14:07	1020R01	30-005	0034 – 0035	1:30,000	0.4**
11/12/2005	15:47 – 15:48	0520R05	30-002	0543 – 0544	1:30,000	0.2**
11/12/2005	15:48 – 15:50	0520R05	30-002	0545 – 0548	1:30,000	0.1**
11/12/2005	15:55 – 15:56	0520R05	30-003	0549 – 0552	1:30,000	0.1**
11/12/2005	15:56 – 15:58	0520R05	30-003	0553 – 0556	1:30,000	0.2**
3/25/2008	20:15 – 20:16	0820R01	30-004	0118 – 0119	1:30,000	0.1**
8/21/2008	20:14 – 20:18	0820R02	30-005	0453 – 0460	1:30,000	0.2**
8/21/2008	20:22 – 20:23	0820R03	30-004	0461 – 0464	1:30,000	0.2**
8/21/2008	20:24 – 20:26	0820R03	30-004	0465 – 0469	1:30,000	0.1**
8/21/2008	20:50	0820R03	30-009	0485	1:30,000	0.2**
8/21/2008	20:50 – 20:52	0820R03	30-009	0486 – 0489	1:30,000	0.3**
8/21/2008	20:56 – 20:57	0820R03	30-007	0490 – 0492	1:30,000	0.2**
8/21/2008	20:57 – 20:58	0820R03	30-007	0493 – 0495	1:30,000	0.1**
8/21/2008	21:09 – 21:10	0820R03	30-010	0496 – 0498	1:30,000	0.3**
3/24/2009	18:43 – 18:44	0920R01	30-002	0041 – 0042	1:30,000	0.0
10/08/2010	15:03 – 15:04	1020R01	30-004	0093 – 0094	1:30,000	0.1
10/08/2010	15:18 – 15:19	1020R01	30-005	0120 – 0121	1:30,000	0.0
10/08/2010	15:20 – 15:21	1020R01	30-005	0122 – 0124	1:30,000	0.1**
11/07/2010	15:44	1020R01	30-003	0181	1:30,000	-0.1**
11/07/2010	16:06	1020R02	30-002	0214	1:30,000	-0.2**
11/07/2010	16:43 – 16:44	1020R02	30-001	0235 – 0237	1:30,000	-0.2**
11/07/2010	16:45 – 16:48	1020R02	30-001	0238 – 0243	1:30,000	-0.1**

\* Tide levels are given in meters above MLLW and were calculated using the Pydro software tool with discrete tidal zones referenced to verified water level observations at NOS gauges. The height of the MHW tidal datum in the project area varies between 0.41 – 0.83 meters above MLLW. Some of the images (indicated by \*\*) were collected when the tide level was not within the standard tolerance for MHW or MLLW tide coordination, but a variance for use of the imagery was granted.

## **Quality Control / Final Review**

A TMSI team initiated the quality control tasks in September 2011 and final QC was completed by a senior member of the RSD Applications Branch (AB) April 2013. The Geographic Cell (GC) was evaluated for completeness and accuracy. The review process included analysis of aerotriangulation results and assessment of the identification and attribution of cartographic features 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 GIS software. All project data was evaluated for compliance to CMP requirements.

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

- 12272, Chester River, 1:40,000 scale (and 1:10,000 inset), 32<sup>nd</sup> Ed., May 2013
- 12273, Sandy Point to Susquehanna River, 1:80,000 scale, 59<sup>th</sup> Ed., May 2014

## **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
- Tabulation of Aerial Photography
- Ground Control Survey Reports
- Airborne GPS Processing Report
- Aerotriangulation Reports
- Project Completion Report (PCR)
- GC10854 in shapefile format
- CEF in shapefile format

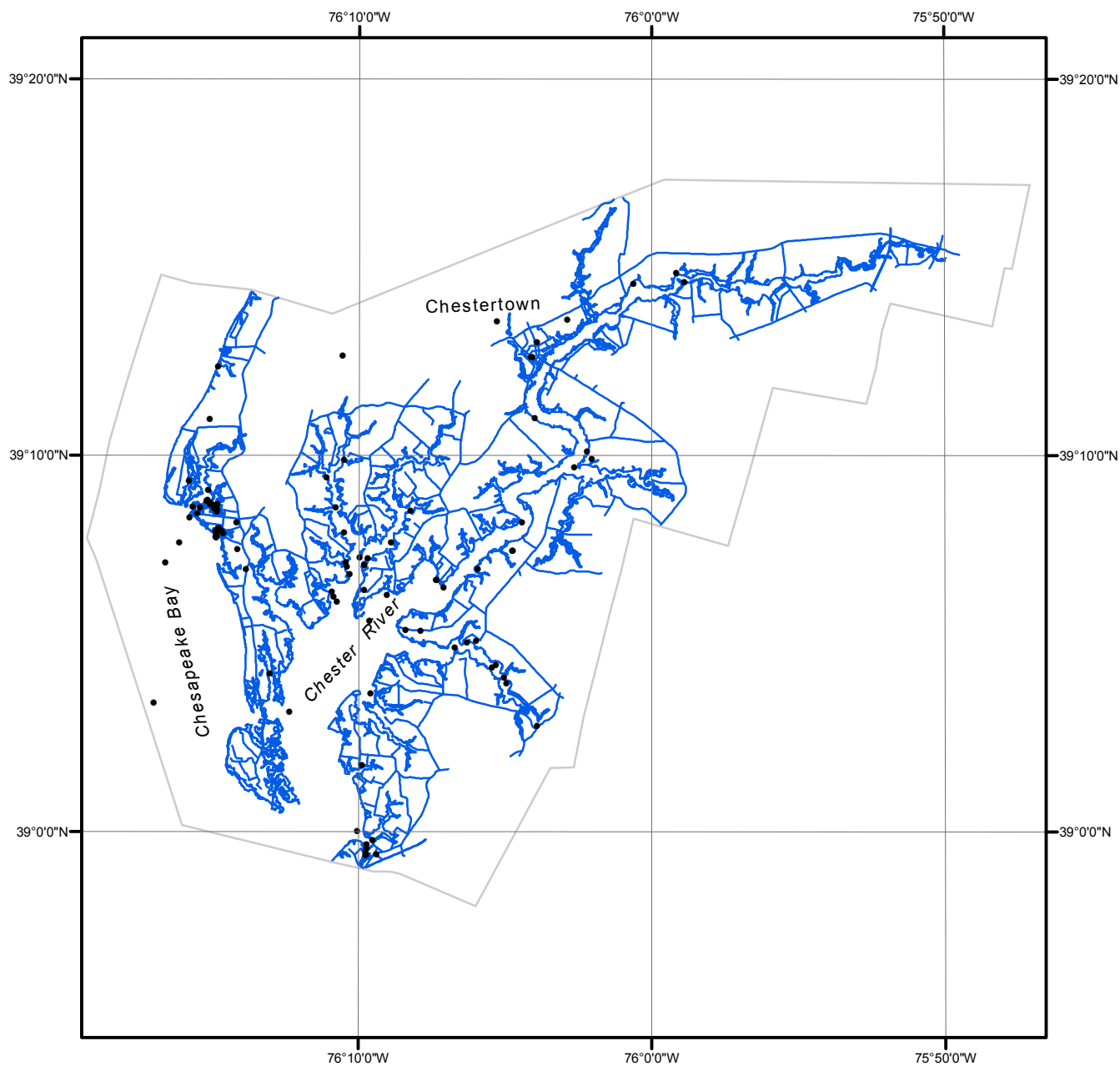
### **NOAA Shoreline Data Explorer**

- GC10854 in shapefile format
- Metadata file for GC10854
- PCR in Adobe PDF format

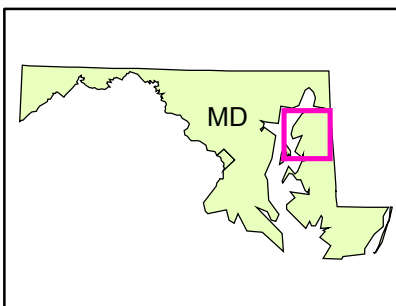
## **End of Report**

# CHESTER RIVER

## MARYLAND



Overview



MD0402D

GC10854