

NOAA COASTAL MAPPING PROGRAM PROJECT COMPLETION REPORT

PROJECT MI0905A

Lake Superior, Au Train Point to Sault Ste. Marie, Michigan

Introduction

NOAA Coastal Mapping Program (CMP) Project MI0905A provides a highly accurate database of new digital shoreline data for a portion of Lake Superior on the northern side of Michigan's Upper Peninsula, extending from Au Train Point to Sault Ste. Marie, MI. Project MI0905A is a sub-project of a larger project, MI0905, which includes shoreline mapping from Au Train Point in Lake Superior to Point Lookout in Saginaw Bay, Lake Huron.

Successful completion of this project resulted in 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 NOAA National Geodetic Survey (NGS) formulated the Project Instructions for this project following the guidelines of the "Scope of Work, Shoreline Mapping for the Coastal Mapping Program" (SOW), Version 13B, dated January 2008. The instructions discussed the project's purpose, geographic area of coverage, scope and priority; data acquisition, processing, accuracy, and compilation requirements; product delivery and reporting instructions, and contact and communication information.

This project used digital aerial imagery previously acquired under a contract with the National Geospatial-Intelligence Agency (NGA). The purpose of the NGA project was to produce digital ortho-rectified images maps of the U.S./Canada border regions in the Great Lakes. NOAA recognized the value of using the NGA project data for updating the nautical charts under the Coastal Mapping Program, and arranged with NGA to obtain the original stereo imagery and associated positioning data needed for photogrammetric mapping.

NOAA forwarded all of the NGA provided project imagery, aerotriangulation output data, ground control coordinates, airborne GPS and IMU data, and Photogrammetric Reports to Woolpert, Inc. in order to support photogrammetric processing and feature compilation. NOAA also provided shapefiles depicting the shoreline to be mapped, the boundaries of the main project and sub-project compilation areas, and flight lines and exposure centers of the imagery to be used for compilation.

Field Operations

Since all source data was provided by NGA through NOAA, Woolpert was not required to perform any field operations in connection with this project. The field operations that were performed by NGA's contractor (3001, Inc.) and their sub-contractor (Photo Science, Inc.) are described in detail in their Photogrammetric Reports for AOIs 29 and 32, which cover this project area. Following is a brief summary of the field operations as described in those reports.

AOI 29:

Field operations included the surveying of ground control points (GCPs) and the acquisition of aerial imagery. Coordinates of nine (9) GCPs were established using static and rapid-static GPS techniques. Survey field work was performed on 8/19/2008 – 8/21/2008 by Photo Science, Inc. Aerial imagery was acquired using a Z/I DMC digital camera operated by Photo Science, Inc. in two flights on 8/31/2008 and 10/6/2008. Twenty-Two (22) lines of panchromatic, RGB, and NIR imagery were acquired at an approximate altitude of 9,840 feet above mean terrain, resulting in a nominal pan-sharpened image resolution of 0.30 meters GSD. Airborne GPS and Inertial Measurement Unit (IMU) data were collected during the image acquisition flights, along with NAVCOM VueStar data (a global satellite based GPS augmentation system), in order to determine precise camera position and orientation parameters.

AOI 32:

In this part of the project area coordinates of twelve (12) GCPs were established using static and rapid-static GPS techniques. Survey field work was performed on 8/20/2008 – 8/22/2008 by Photo Science, Inc. Aerial imagery was acquired using a Z/I DMC digital camera operated by Photo Science, Inc. in five flights between 8/12/2008 and 8/20/2008. Forty (40) lines of panchromatic, RGB, and NIR imagery were acquired at an approximate altitude of 9,840 feet above mean terrain, resulting in a nominal pan-sharpened image resolution of 0.30 meters GSD. Airborne GPS/IMU and NAVCOM VueStar data were collected during the image acquisition flights in order to determine precise camera position and orientation parameters.

GPS Data Reduction

Since pre-processed GPS and IMU data was provided by NGA through NOAA, Woolpert was not required to perform any GPS data reduction for this project. All GPS/IMU data processing tasks were completed by Photo Science, Inc. and are described in detail in their Photogrammetric Reports for AOIs 29 and 32, which cover this project area. Following is a brief summary of the GPS/IMU data processing tasks described in those reports.

Final GCP coordinate values were determined utilizing precise point positioning techniques using Applanix TerraPOS (ver. 1.2) software and the NGS Online Positioning User Service (OPUS). Though the NAVCOM VueStar system provided decimeter level GPS navigation information in real time, the airborne GPS (ABGPS) data was post-processed using TerraPOS software to improve on the real time results. The Applanix POSPac (AIR) software (ver. 5.1) was used to process the IMU data, and with POSProc and POSEO modules, the post-processed GPS was combined with the IMU data to compute an optimally accurate navigation solution, and final exterior orientation (EO) parameters (x, y, z, omega, phi, kappa) for each photograph.

Aerotriangulation

Since final exterior orientation values for each photograph were provided by NGA through NOAA, Woolpert was not required to perform any Aerial Triangulation (AT) for this project. All AT tasks were completed by Photo Science, Inc. and are described in detail in their Photogrammetric Reports for AOIs 29 and 32, which cover this project area. Following is a brief summary of the AT tasks described in those reports.

Z/I Mission software (ver. 1.4.0.10) was used to export the frame exposure information collected during the flights, and convert it into ImageStation Photogrammetric Manager (ISPM) format. Intergraph ISPM software (ver. 5.2) was used to create a project from these frame exposure files. Z/I Post Processing System (PPS) software (ver. 5.3) was then utilized to produce 8-bit GeoTIFF images from the raw image data collected during the flights, and corrected EO parameters derived from ABGPS/IMU data were incorporated.

For each DMC virtual image stereo pair, correlated points were generated by an automatic point-matching algorithm using Intergraph ImageStation Automatic Triangulation (ISAT) software (ver. 5.1). Similarly, for each block of images, tie points (photo-identifiable points that occur in the overlap between adjacent flight lines) were automatically generated and GCPs were measured. The ISAT software was then used to develop a least squares bundle adjustment for each block, using the generated tie points, measured GCPs, and post-processed ABGPS/IMU solution as observations. The results of the bundle adjustment were then checked to verify compliance with the accuracy requirement of the project.

The Photogrammetric Reports provided by NGA's contractor included accuracy analyses of their resultant orthophoto images, but did not include full accuracy assessments of the least squares bundle adjustments. Therefore Woolpert used the ISAT output "control" files provided with the rest of the project data to compute the horizontal accuracy according to NOAA specifications. The "control" file provided the standard deviations of the residuals for each aerotriangulated ground point. From the standard deviation values the root-mean-square (RMS) for both X and Y coordinates were computed, and these were used to compute a predicted horizontal circular error at the 95% confidence level of 0.3 meters for both the AOI 29 and the AOI 32 image blocks. Positional data is referenced to UTM Zone 16N, North American Datum of 1983 (NAD83).

Compilation

The data compilation phase of the project was initiated by Woolpert in February 2010. Digital feature extraction was completed in a softcopy stereo environment using DAT/EM Systems International Summit Evolution software (ver. 5.4), and Bentley Systems MicroStation V8. All coding and classification of features occurred within the MicroStation environment as features were collected, and was based on interpretation of the project imagery, and on information extracted from the appropriate NOAA nautical charts and other ancillary 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 MI0905A were determined according to standard Federal Geographic Data Committee (FGDC) practices. Cartographic features were compiled to meet a

horizontal accuracy of 0.6 meters at the 95% confidence level. The predicted accuracy of compiled, well defined points is calculated by doubling the circular error derived from the aerotriangulation statistics.

The following table provides information on aerial photographs used in the project completion:

Date	Time (UTC)	AOI Block	Line Number	Photo Numbers	GSD (nominal)	Lake Level*
08-14-08	13:38 – 13:44	32	69016	39 – 86	0.30 m	183.3 – 183.5 m†
08-14-08	13:57 – 14:00	32	69015	22 – 01	0.30 m	183.3 – 183.5 m†
08-14-08	15:17 – 15:25	32	69017	87 – 23	0.30 m	183.3 – 183.5 m†
08-14-08	15:37 – 15:47	32	69021	12 – 88	0.30 m	183.4 m
08-19-08	15:08 – 15:19	32	69025	92 – 08	0.30 m	183.4 m
08-19-08	15:27 – 15:36	32	69024	09 – 91	0.30 m	183.4 m
08-19-08	15:57 – 16:08	32	69023	91 – 09	0.30 m	183.4 m
08-19-08	16:17 – 16:26	32	69022	10 – 89	0.30 m	183.4 m
08-19-08	18:38 – 18:48	32	69020	91 – 15	0.30 m	183.2 – 183.4 m†
08-19-08	18:58 – 19:07	32	69019	19 – 91	0.30 m	183.2 – 183.4 m†
08-19-08	19:22 – 19:31	32	69018	89 – 21	0.30 m	183.2 – 183.4 m†
08-19-08	19:43 – 19:52	32	69028	05 – 74	0.30 m	183.4 m
08-19-08	20:18 – 20:27	32	69026	75 – 08	0.30 m	183.4 m
08-19-08	20:48 – 20:56	32	69027	06 – 74	0.30 m	183.4 m
08-20-08	15:39 – 15:42	32	69029	34 – 07	0.30 m	183.4 m
08-31-08	14:31 – 14:32	29	67001	13 – 03	0.30 m	183.4 m
08-31-08	14:45 – 15:04	29	67006	09 – 67	0.30 m	183.4 m
08-31-08	15:12 – 15:14	29	67002	16 – 02	0.30 m	183.4 m
08-31-08	15:22 – 15:29	29	67007	16 – 73	0.30 m	183.4 m
08-31-08	15:37 – 15:39	29	67003	18 – 02	0.30 m	183.4 m
08-31-08	15:53 – 15:55	29	67008	64 – 78	0.30 m	183.4 m
08-31-08	16:05 – 16:07	29	67004	20 – 02	0.30 m	183.4 m
08-31-08	16:51 – 16:55	29	67005	39 – 06	0.30 m	183.4 m
08-31-08	18:45 – 18:46	29	67009	67 – 79	0.30 m	183.4 m
08-31-08	18:52 – 18:53	29	67011	70 – 66	0.30 m	183.4 m
08-31-08	19:15 – 19:16	29	67010	66 – 76	0.30 m	183.4 m
10-06-08	15:39 – 15:43	29	67018	32 – 01	0.30 m	183.3 m
10-06-08	15:49 – 15:55	29	67017	01 – 50	0.30 m	183.3 m
10-06-08	16:17 – 16:19	29	67018	33 – 51	0.30 m	183.3 m
10-06-08	16:26 – 16:32	29	67016	45 – 01	0.30 m	183.3 m

* Lake water levels are given in meters above IGLD 1985 and are based on verified observations at the Marquette C.G., Point Iroquois, S.W. Pier, and U.S. Slip stations in Michigan. The Low Water Datum (LWD) for the portion of Lake Superior covered by this project is 183.2 meters above IGLD 1985.

† For lines 69015-69020 the photos over Lake Superior were at the higher water level shown in the table, and the photos over the St. Mary's River were at the lower water level shown in the table, except for those few photos covering the river shore below the Sault Locks where the water level was 176.6 meters.

Quality Control / Final Review

Quality control tasks were conducted during all phases of project completion. The final QC review was completed in May 2010. 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 MicroStation 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:

- 14884, St Marys River/Sault Ste. Marie, 1:40,000 scale, 39th Ed., Jan. /05
- 14962, St Marys River to Au Sable Point, 1:120,000 scale, 20th Ed., Feb. /04
- 14963, Grand Marais to Big Bay Point, 1:120,000 scale, 20th Ed., Mar. /96
- 14969, Munising Harbor and Approaches, 1:30,000 scale, 22nd Ed., Apr. /05

End Products and Deliverables

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

RSD Applications Branch Archive

- Hardcopy of the Photogrammetric Report
- Hardcopy of the Project Completion Report (PCR)
- Page-size graphic plot of GC10834 file contents, attached to PCR

Remote Sensing Division Electronic Data Library

- Project Database
- GC10834 in shapefile format
- Digital copy of the PCR in Adobe PDF format
- Chart Evaluation File in shapefile format

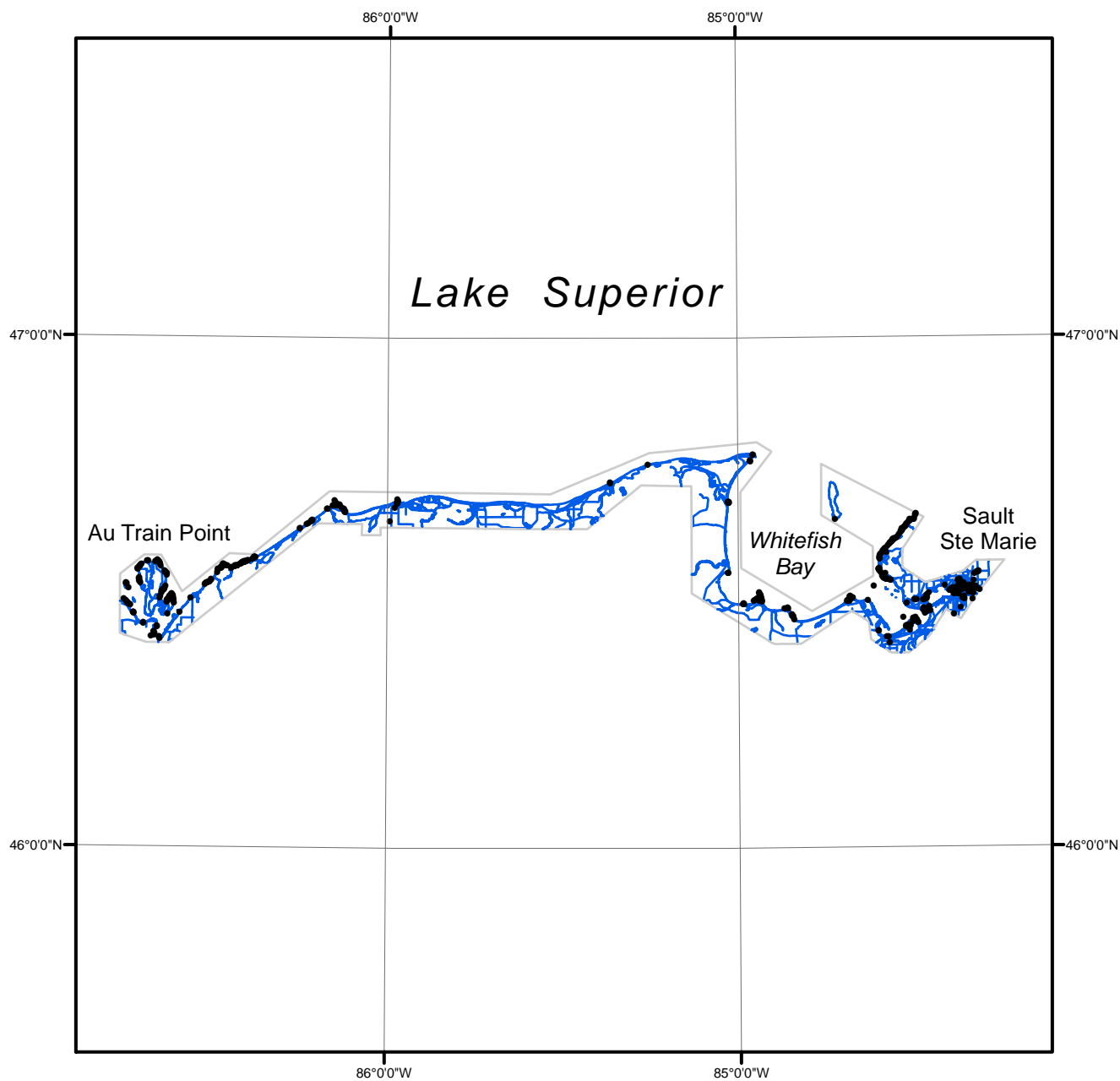
NOAA Shoreline Data Explorer

- GC10834 in shapefile format
- Metadata file for GC10834
- Digital copy of the PCR in Adobe PDF format

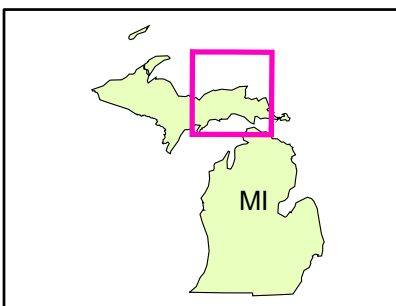
End of Report

LAKE SUPERIOR, AU TRAIN POINT TO SAULT STE MARIE

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Overview



MI0905A

GC10834