Questions and Answers from the Nov. 7, 2018 CTP Webinar: LIDAR QA/QC and Extracting Building Footprints

Is the Bing building footprint data available via a Web Feature Service (WFS)? I see that it is only downloadable as a statewide ZIP files.

I am not aware of any other sources for these data. We translated the TN maps to shape file. The results are a bit of a mixed bag in terms of quality. I think they could be useful for questions such as "Is there a building present or not?" but not for quantitative analysis. The biggest issue we have found is that the files are not encoded with acquisition date so it is not possible to match them with coincident imagery to do QC. But a caveat here – I have only casually explored these data….

For large projects, manual QA/QC would take a lot of time. Are there processes to automate some of this?

Yes, for sure. Our own software (LP360) contains quite a few automated and semi-automated tools. If this is a process you are considering implementing, please contact me so we can discuss your specific workflow needs. Lewis Graham: lgraham@geocue.com

I didn't understand what network accuracy is referring to.

Many folks (erroneously) call this "Absolute Accuracy." Network accuracy is the accuracy one is achieving relative to a geodetic network reference. For example, you might set a GNSS base station and observe for some period of time (say > 2 hours). You could then submit this observation file to the National Geodetic Survey's Online User Positioning Service (OPUS). Upon completion of processing, OPUS will send you (via email), a report of your base station's location relative to the NGS Continuously Operating Reference System (CORS) Network. Thus your project accuracy would be relative to the NGS CORS "Network." This is just one example of Network accuracy – there are many others.

Do moving targets, such as wind turbines cause issues with collecting lidar data?

No, not if you have proper post-processing tools. If more than one flight line "sees" the same turbine, you will have points from the same blade appearing in multiple locations. Fortunately, points are encoded with both GNSS time stamps and flight line number so these multiple points are easy to separate.