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This report documents the research project "Mobile Terrestrial Laser Scanning Workflow Development, Technical Support and Evaluation." The primary goal of this project was to develop best practices of Mobile Terrestrial Laser Scanning (MTLS) data collection. MTLS combines the use of a laser scanner(s), the Global Navigation Satellite Systems (GNSS), an Inertial Measurement Unit (IMU), and a Distance Measuring Instrument (DMI) on a mobile platform to collect accurate and precise geospatial data. A previous study by the Advanced Highway Maintenance and Construction Technology (AHMCT) Research Center in collaboration with the Caltrans Office of Land Surveys (OLS) tested and determined the feasibility of using this technology for some Caltrans applications in highway maintenance and construction. The current effort involved experimental evaluation and field testing of this technology as well as basic research on its improvement and its integration into Caltrans workflow. The objective of the research was to facilitate effective deployment of the MTLS system in Northern California in conjunction with Caltrans OLS. AHMCT researchers were involved in the MTLS system vehicle integration, data collection training, training material development, documentation of best practices and workflow for MTLS data collection, utilization analysis, and MTLS impact study. Key contributions of this research project included:

- Report on MTLS system installation
- Report on MTLS usage results, analysis, and lessons learned.
- Best practices, workflow, and training documentation for MTLS data collection.
- Lessons learned from MTLS deployment and training
- Scanning wet concrete and asphalt pavement testing
- Development of a photolog viewer
- Recommendations and future work.

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Advanced Highway Maintenance and Construction Technology Research Center

Department of Mechanical and Aerospace Engineering
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Mobile Terrestrial Laser Scanning Workflow Development, Technical Support and Evaluation

Kin Yen, Bahram Ravani &
Ty A. Lasky: Principal Investigator

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June 14, 2014

California Department of Transportation

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This report documents the research project "Mobile Terrestrial Laser Scanning Workflow Development, Technical Support and Evaluation." The primary goal of this project was to develop best practices of Mobile Terrestrial Laser Scanning (MTLS) data collection. MTLS combines the use of a laser scanner(s), the Global Navigation Satellite Systems (GNSS), an Inertial Measurement Unit (IMU), and a Distance Measuring Instrument (DMI) on a mobile platform to collect accurate and precise geospatial data. A previous study by the Advanced Highway Maintenance and Construction Technology (AHMCT) Research Center in collaboration with the Caltrans Office of Land Surveys (OLS) tested and determined the feasibility of using this technology for some Caltrans applications in highway maintenance and construction. The current effort involved experimental evaluation and field testing of this technology as well as basic research on its improvement and its integration into Caltrans workflow. The objective of the research was to facilitate effective deployment of the MTLS system in Northern California in conjunction with Caltrans OLS. AHMCT researchers were involved in the MTLS system vehicle integration, data collection training, training material development, documentation of best practices and workflow for MTLS data collection, utilization analysis, and MTLS impact study. Key contributions of this research project included:

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- Development of a photolog viewer
- Recommendations and future work.

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LIST OF ACRONYMS AND ABBREVIATIONS

Acronym	Definition
AC	Asphalt Concrete
AHMCT	Advanced Highway Maintenance and Construction Technology Research Center
AVI	Audio Video Interleave
BATA	Bay Area Transportation Authority
CAD	Computer-Aided Design
Caltrans	California Department of Transportation
CCD	Charge-Coupled Device
CCH83	California Orthometric Heights of 1988
CCS83	California Coordinate System of 1983
CDRH	Center for Devices and Radiological Health
CHP	California Highway Patrol
CORS	Continuously Operating Reference Station
DBF	Database File
DC	Direct Current
DES	Division of Engineering Services
DHIPP	Caltrans Digital Highway Inventory Photography Program
DMI	Distance Measuring Instrument
DOE	Caltrans Division of Equipment
DOP	Dilution-of-Precision
DOT	Department of Transportation
DRISI	Caltrans Division of Research, Innovation and System Information
DTM	Digital Terrain Model
ESC	Caltrans Equipment Service Center
EXIF	Exchangeable Image File Format
fps	frames per second
FTP	File Transfer Protocol
GAMS	GPS Azimuth Measurement Subsystem
GB	Gigabyte
GIS	Geographic Information System
GNSS	Global Navigation Satellite System
GPS	Global Positioning System
IEC	International Electrotechnical Commission
IMU	Inertial Measurement Unit
IP	Internet Protocol
IR	Infrared
IT	Information Technology
JPEG	Joint Photographic Experts Group
LAS	Log ASCII Standard
LCD	Liquid-Crystal Display
LED	Light-Emitting Diode
LiDAR	Light Detection and Ranging
LRS	Linear Reference System
LSIT	Land Surveyor-in-Training
MAIT	CHP Multidisciplinary Accident Investigation Teams
MAP-21	Moving Ahead for Progress in the 21st Century Act
MP	Megapixel
MPH	Miles Per Hour
MTLS	Mobile Terrestrial Laser Scanning
NIR	Near-Infrared

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Acronym	Definition
NOAA	National Oceanic and Atmospheric Administration
ODBC	Open Database Connectivity
OLS	Caltrans Office of Land Surveys
OoP	Caltrans Office of Photogrammetry
OTech	California Office of Technology Services
PB	Petabyte
PCC	Portland Cement Concrete
PERT	Program Evaluation Review Technique
PM	Postmile
POS	Position and Orientation System
QA/QC	Quality Assurance / Quality Control
RINEX	Receiver Independent Exchange Format
ROI	Return on Investment
SOAP	Simple Object Access Protocol
SR	State Route
TAMP	Transportation Asset Management Plan
TB	Terabyte
TLS	Terrestrial Laser Scanning (fixed)
TSSS	Total Station Survey System
UCD	University of California - Davis
UPS	Uninterruptible Power Supply
USB	Universal Serial Bus
UTC	Coordinated Universal Time
UTM	Universal Transverse Mercator
UV	Ultraviolet
VDC	Virtual Design and Construction
XMP	Extensible Metadata Platform

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CHAPTER 1: INTRODUCTION

Problem

Mobile Terrestrial Laser Scanning (MTLS) can produce accurate and precise geospatial data at or near highway speeds. Mobile laser scanners have been effectively used in pavement condition surveys. Their transportation application, however, is broader and has the potential for other California Department of Transportation (Caltrans) applications such as rapid project delivery, structure clearance, preliminary investigation, asset management, project management, as-built documentation, bridge rehabilitation, sight distance upgrades, reconstruction and repair of sound walls, heaving pavement and AC leveling, culverts, railroad crossings, structures damage assessments and replacements, lean operations in maintenance and reconstruction, and enhanced safety [3,4]. MTLS systems have also proven to be a cost effective solution. Based on previous Advanced Highway Maintenance and Construction Technology (AHMCT) research recommendations, Caltrans completed the procurement of an MTLS system at the outset of this research project. The primary motivation and use for MTLS within Caltrans is transportation project delivery, with one related element being pavement elevation surveys. As part of this research, and in conjunction with Caltrans pilot studies, it has been demonstrated that MTLS does meet Caltrans' requirements for pavement elevation surveys. The MTLS system also provides a replacement for the Vangarde system. The purposes of the current project were to research proper integration of MTLS into current Caltrans workflow and to develop best practices in using MTLS for various Caltrans projects.

Caltrans began investigating possible investment in MTLS technology around 2009. It developed an Information Technology (IT) Concept Paper entitle "Mobile Terrestrial Laser Scanning – Mobile Laser Scanning for Lean and Rapid Highway Maintenance and Construction. One essential goal was to replace the aging Vangarde system. Following this concept paper, Caltrans and AHMCT initiated two complementary research projects. The first, "Application of Mobile Laser Scanning for Lean and Rapid Highway Maintenance and Lean Construction," evaluated MTLS software packages, investigated means for accuracy improvements in MTLS, and experimentally evaluated control target spacing needs vs. accuracy requirements. The second project, "Mobile Terrestrial Laser Scanning Workflow Development, Technical Support and Evaluation," is this report's project, and is intended to provide research and development support for Caltrans deployment and use of MTLS in its survey operations. During this research period, Caltrans also produced a Decision Document entitled "Mobile Terrestrial Laser Scanning System," which, in part, led to Caltrans' acquisition of the MTLS system used in these two research projects, and in regular Caltrans operations.

As part of the larger picture, Caltrans has been pursuing related efforts related to asset management, upgrading their photolog collection, storage, and retrieval system, and in pavement management systems which also include significant roadway imagery, as well as ground penetrating radar. For example, Caltrans has developed an IT Concept Paper for photolog system replacement, and has also performed an extensive internal survey related to Caltrans use of photolog imagery. Caltrans is developing a statewide Transportation Asset Management Plan (TAMP). All of these emerging or advancing efforts are increasing the amount of geospatial data and imagery that Caltrans will need to deal with. In the past, each has been handled as a distinct

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system. It would be very useful to have an integrated system that would link this data together for accessing and viewing. At a minimum, it would be useful to have an integrated system for accessing and viewing all geospatial images. Utah DOT's UPlan initiative should serve as an excellent model as Caltrans considers efforts in this area [1].

Figure 1.1. Caltrans Trimble MX8 MTLS vehicle at San Francisco-Oakland Bay Bridge Toll Plaza.

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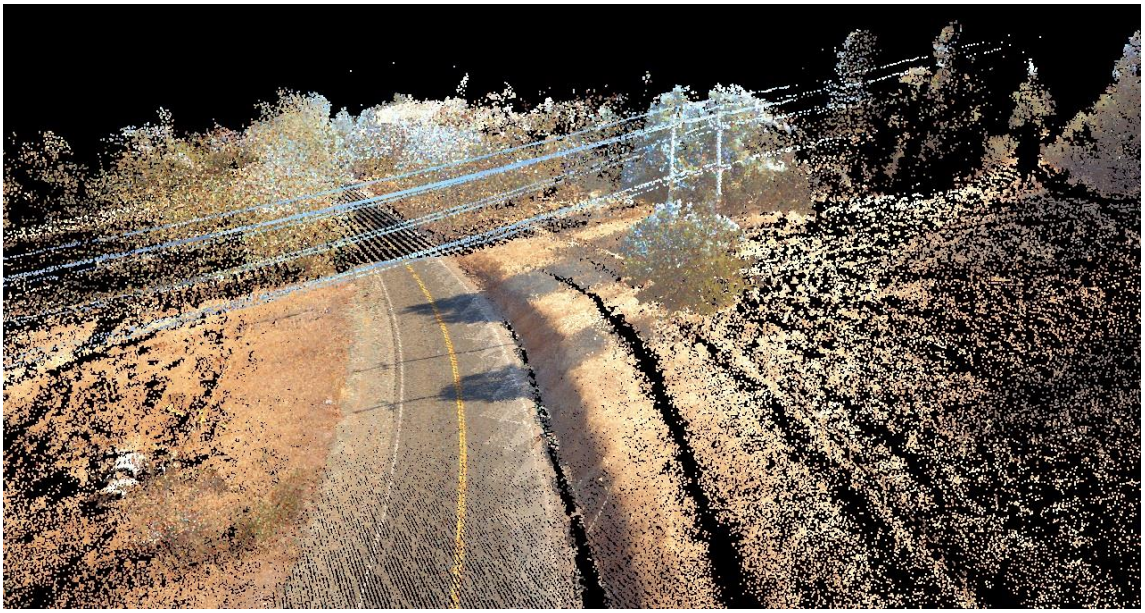

Figure 1.2. Caltrans MTLS system scan data at HWY 20 Yuba County.

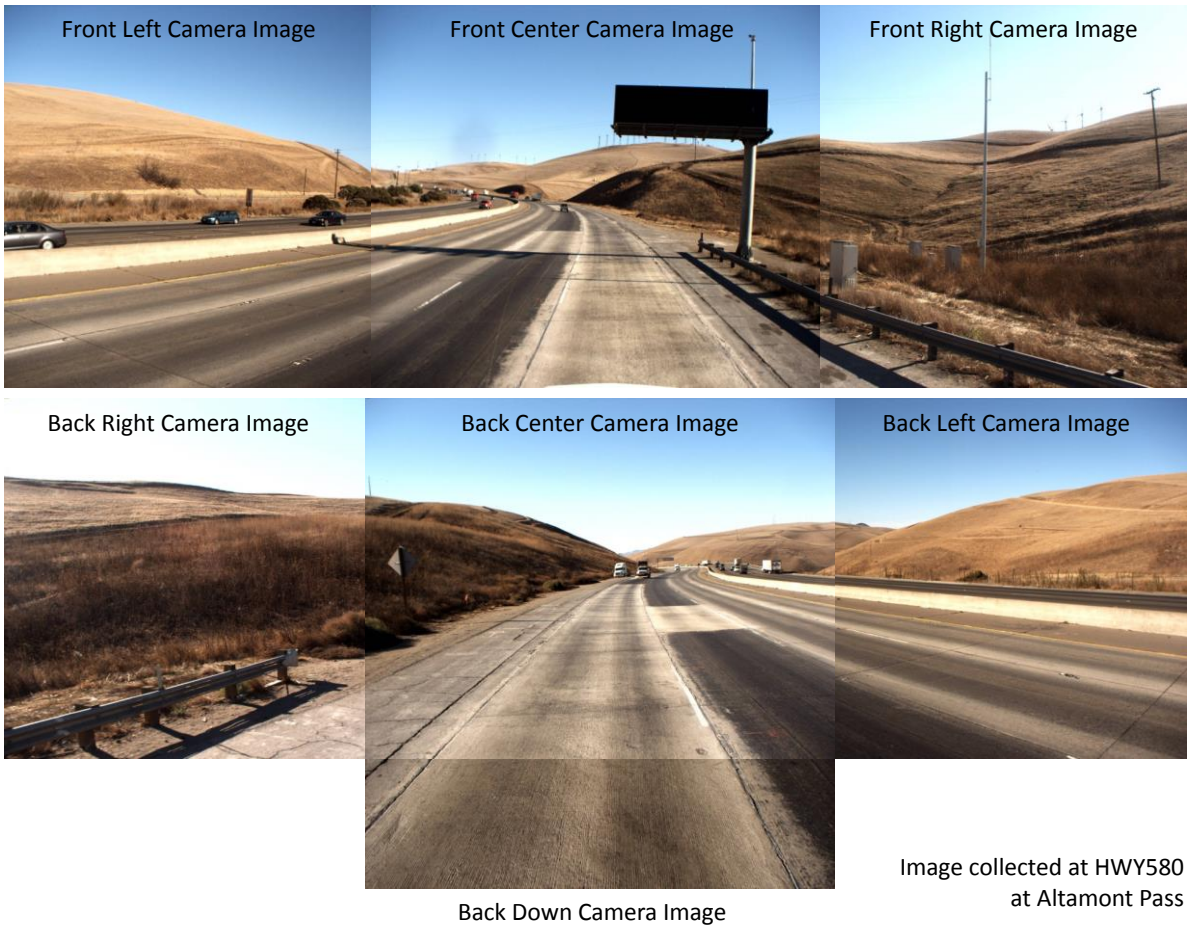

Figure 1.3. Caltrans MTLS system photo collection on HWY 580.

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Background

Funding for an MTLS system became available due to a light winter snow storm season. Caltrans procured a Trimble MX8 MTLS system. The objective of the research is to facilitate effective deployment of the MTLS system in Northern California in conjunction with the Caltrans Office of Land Surveys. AHMCT researchers were involved in the MTLS system vehicle integration, data collection training, training material development, documentation on best practices and workflow on MTLS data collection, utilization analysis, and MTLS impact study.

Research Approach

The current work builds on AHMCT's experience with Terrestrial Laser Scanning (TLS) and MTLS [2,4].

The research work included:

- Support for vehicle integration with the MTLS system and system testing
- Identification of projects for field evaluation of the system and pilot study
- Performing case studies and evaluating experimental results from the field trials
- Develop best practices and workflow documentation
- Develop training material and conduct training sessions
- MTLS impact study.

Overview of Research Results

The results in this project final report include:

- Report on system installation and usage instructions
- Lessons learned from MTLS deployment and training
- Report on best practices and workflow documentation work
- Scanning wet concrete and asphalt pavement testing
- Development of a photolog viewer.

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CHAPTER 2:
VEHICLE INTEGRATION

Background

The procured MTLS system did not include the support vehicle necessary to provide power, operator support, and mobility.

The support vehicle functional requirements are:

- Support sensor pod (two laser scanners, IMU (Inertial Measurement Unit), GPS (Global Positioning System) antennae, and seven cameras) mounted on the roof of the vehicle.
- Provide room and cooling for the equipment rack mounted inside the vehicle.
- Provide sufficient power to the MTLS system during operation.
- Provide space for the operator to control and monitor the MTLS system
- Preserve vehicle basic performance despite the added weight on the roof, aerodynamic drag, and change of vehicle center of gravity due to the sensor pod.

Other MTLS users have used large sport utility vehicles, full size trucks, and minivans to house the MTLS system. Ideally, a new vehicle should be used to house the new MTLS system. However, new vehicle procurement requires long lead time. In order to speed up the deployment, Caltrans North Region Office of Surveys provided a Chevrolet Suburban from their fleet for MTLS integration. Caltrans Division of Equipment (DOE) personnel performed all the necessary vehicle modifications to support the Trimble MX8 integration. Trimble and California Surveying and Drafting Supply (vendor) personnel installed the MX8 MTLS system with assistance from Caltrans Equipment Service Center (ESC) personnel in the Sacramento ESC facility. The entire process, including vehicle modifications and field testing, took approximately one week.

Trimble MX8 MTLS System Description

The Trimble MX8 is a commercial product of Trimble. The MX8 system consists of a sensor pod mounted on the vehicle roof rack, Distance Measuring Indicator (DMI) mounted on the driver side rear wheel, computer rack mounted at the vehicle rear, and monitors and accessories mounted to the workstation as shown in Figures 2.1, 2.2, 2.3 and 2.4. A detailed description of the Trimble MX8 system is available in the Caltrans Trimble MX8 Operation Manual in Appendix A.

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Figure 2.1. Caltrans Trimble MX8 MTLS system sensor pod and DMI

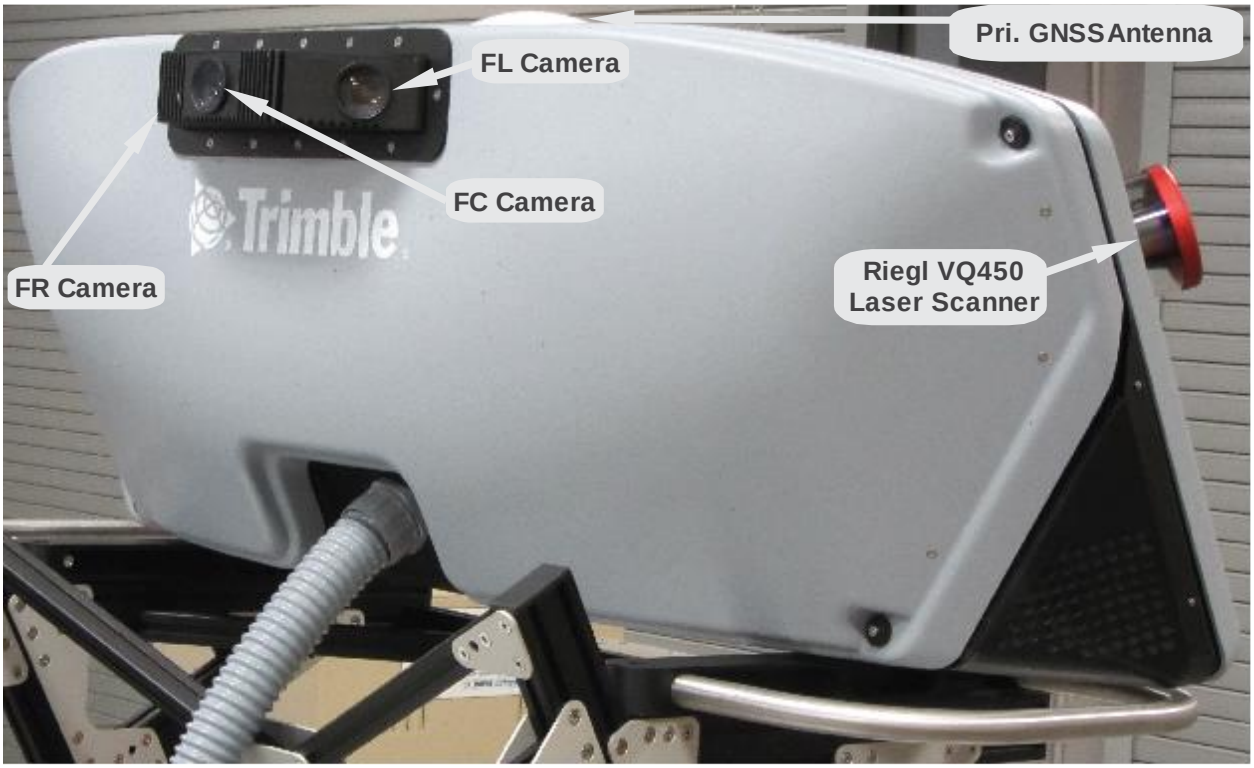

Figure 2.2. Caltrans Trimble MX8 MTLS system sensor pod (front view)

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Figure 2.3. MX8 user interface (dual monitors, keyboard, and trackball) mounted next to the driver

Figure 2.4. MX8 computer rack mounted at the vehicle rear

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Vehicle Integration

The Trimble MX8 MTLS system was installed on a Chevrolet Suburban with modifications in several areas to support the MX8 system:

1. Auxiliary battery and battery isolators with circuit breakers were added to provide scanner electrical power. The battery isolators prevent the MX8 from over-draining the main battery when the engine is not running.

Figure 2.5. Extra battery and battery isolators with circuit breakers added in the engine compartment

2. The factory alternator was replaced with a 250 amp alternator with a smaller pulley wheel to increase current/power output at engine idle.

3. An automatic engine idle adjusting system was added to maintain voltage output at engine idle by increasing the engine idling speed. Typically, the engine idle speed is about 800 to 1,200 engine rpm when the MX8 is running with the vehicle in Park and brake pedal not depressed. Sufficient power is provide to the MX8 system. However, when the brake pedal is applied, the vehicle engine controller overrides the idle adjusting system and lowers the engine idle speed to normal engine idle speed. In this situation, the MX8 system relies on the batteries to supplement power to address reduced power output from the alternator. Typical MX8 current consumption ranges from 60 to 80 amps depending on the MX8 equipment electrical load and supply voltage.

4. Four Thule roof racks were added to mount the MX8 sensor pod rack.

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5. The front passenger seat was replaced with a custom table platform for mounting the pure sine wave inverter, dual liquid-crystal display (LCD) monitors, keyboard and trackball mouse as shown in Figures 2.3 and 2.6. The table platform is integrated to the power seat mount so that the computer table can be moved up and down as well as back and forth.

Figure 2.6. Front passenger seat modification

6. A diamond plate built up floor was installed behind the rear seats to allow for mounting the MX8 computer rack as shown in Figure 2.4.

7. A custom plastic shield was mounted on the driver's side rear door window to allow the sensor pod cable to pass through as shown in Figure 2.1.

System Calibration

System calibration, which includes DMI calibration and laser alignment, is required after the MTLS system installation. DMI calibration, calibrated wheel rotation to the distance travel, should be performed after tire change or rotation. Detailed DMI calibration procedures are provided in the Caltrans Trimble MX8 Operation Manual in Appendix A. Laser alignment calibration data collection is performed after DMI calibration and as part of data collection training. Detailed laser alignment calibration is provided in the Trimble MX8 manual. Laser alignment is required whenever the laser(s) sensor is removed from the sensor pod.

Lessons Learned

Over nineteen months of operation, the system was fairly reliable. There were a few problems encountered.

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1. **Original factory roof rack failure:** The aerodynamic load from the sensor pod yielded large pull-out forces on the roof rack mounts at the front of the vehicle. These large pull-out forces resulted in cracks developing at the roof rack mount points as shown in Figure 2.7. The original manufacturer's roof rack was replaced with a custom roof rack, as shown in Figure 2.8, made by the mechanics at the ESC. The custom roof rack is attached the vehicle roof by sandwiching the thin sheet metal vehicle roof between two thick steel plates, thus reducing the likelihood of tear-out.

Figure 2.7. Cracks developed at the front roof rack mounts

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Figure 2.8. Custom roof rack made by mechanics at ESC

2. **Alternator upgrade**: The original alternator was upgraded to a 250 amp alternator because the factory installed alternator does not provide adequate power to the MX8 system at engine idle.

3. **Lens covers:** Lens covers (43 mm metal screw-in lens caps and 43 mm snap-on lens caps) were added to cover all seven camera lenses to keep the lenses clean from bugs

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when transporting to and from the project site. The lens covers are taken off before data collection. The lens covers reduce the need for cleaning the camera lenses before data collection.

4. **Laser sensors replacement:** After several months of use, liquid droplets were found on the inside of both left and right laser scanner optical windows as shown in Figure 2.9. Bearing seal failure may be the cause of the oil droplet deposits. Both laser scanners were replaced under manufacturer warranty.

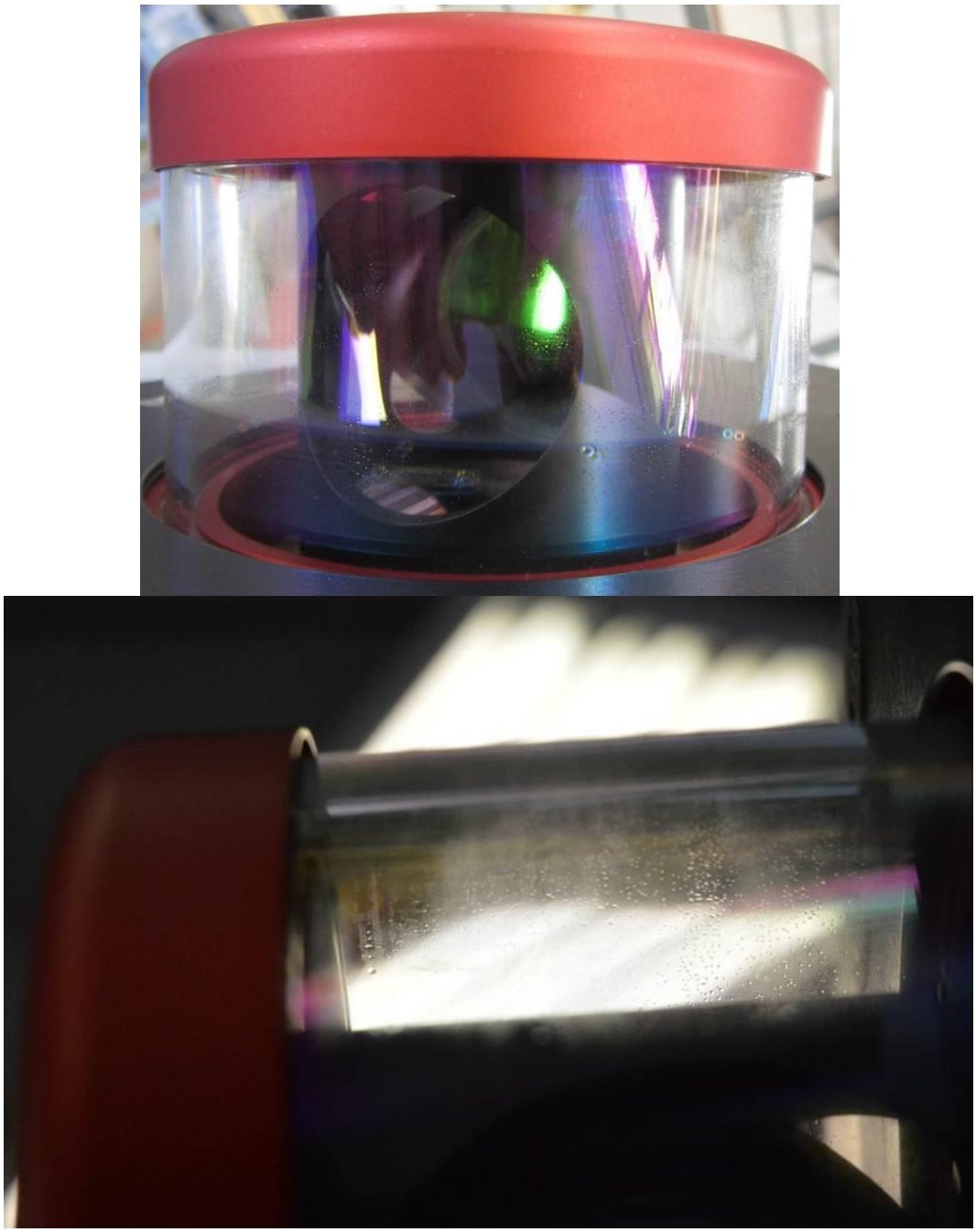

Figure 2.9. Liquid droplet found inside the laser scanner head

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5. **Cooling fan failure:** A cooling fan inside the sensor pod was replaced under warranty.

6. **Display mount replacement:** The original monitor mounts, shown in Figure 2.3, became loose due to the vehicle vibration. They were replaced with an all-metal dual-LCD monitor mount as shown in Figure 2.6.

7. **Software Issue:** Part of the Trimble software Windows Registry related to photo logging was corrupted. The Window Registry was promptly repaired by Trimble technical support.

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CHAPTER 3:
TRAINING

Background

After the installation of the MX8 system, Trimble personnel conducted data collection training and in-office data post-processing training. The data collection training session was recorded on video. One surveyor from each northern California district (1, 2, 3 & 4) participated in the training. Due to the limited seating available in the MTLS vehicle, only two surveyors could be trained at a time for data collection. Since then, the four trained surveyors have trained other surveyors in their district to operate the MTLS system for data collection as well as data post-processing.

Figure 3.1. MTLS field data collection training at HWY20 Yuba County, CA. (Performing 5-minute static GNSS/IMU data collection at the end of the project data collection)

The video recordings of the data collection training have been edited by Caltrans personnel into a series of condensed training videos for future personnel training. In addition, the Caltrans Trimble MX8 Operation Manual (Appendix A herein) was written for data collection training. The Caltrans Trimble MX8 Operation Manual provides a concise procedure and information for system startup, software setup for data collection, and shutdown procedures. A detailed Trimble MX8 user manual is provided by Trimble. A Caltrans MX8 Vehicle Checklist was also created to ensure all necessary steps are followed and assure that MTLS data are collected properly and consistently.

Recommendations

MTLS data collection and post-processing is a highly perishable skill if not used. Computer workstation and software installation and setup should be completed before training. In addition, MTLS projects should be made ready for MTLS data collection and post-processing after the MTLS training. Performing MTLS projects immediately after training provides operators with practical experience to reinforce and engrain their training and learning into long-term memory.

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Based on the lessons learned from the northern California deployment, the MTLS Deployment Plan for central and southern California districts, shown in Figure 3.2, was developed.

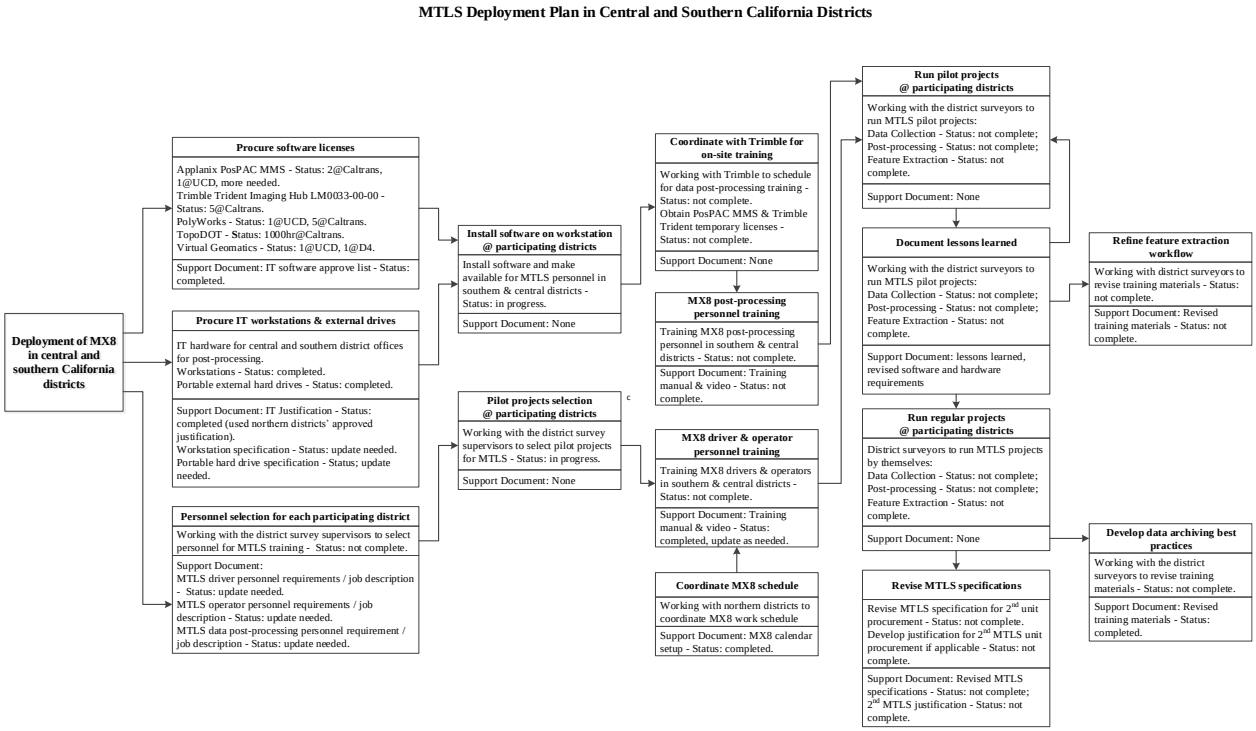

Figure 3.2. Caltrans MTLS deployment plan in central and southern California districts

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CHAPTER 4:
CALTRANS MTLS DEPLOYMENT STATUS AND USAGE

Caltrans MTLS Usage

Caltrans MTLS project data statistics, shown in Table 4.1, Figure 4.2, 4.3, and 4.4, were collected from November 2012 to May 2014 (19 months). The Caltrans MTLS vehicle was actively deployed for eighteen months for data collection during this period. The vehicle/system was offline for one month repairing the vehicle roof rack and replacing the two laser scanners. Ninety MTLS projects were scanned in eight different Caltrans districts. The majority of the MTLS projects were to generate pavement Digital Terrain Model (DTM). MTLS projects included rural and urban multi-lane divided highways, rural undivided highways, bridges, and tunnels. Two MTLS projects' data were used in AHMCT research projects for the Caltrans Division of Maintenance. Northern California districts (1, 2, 3, & 4) are the primary users. They have performed work for other Caltrans districts, including 6, 9, 10, and 11. The Caltrans Office of Photogrammetry (OoP) in Headquarters has been performing feature extraction for some of the data collected by the MTLS system.

Table 4.1 Caltrans MTLS deployment statistics

MTLS Project statistics	
Total number of MTLS projects scanned	90 projects
Total number of Caltrans districts deployed	8 districts
Average number of projects per month	5 projects/month
Average number of centerline miles per project	5 miles/project
Average number of miles vehicle travel for every centerline miles scanned	52 miles/centerline miles scanned
Number of MTLS projects used in research projects for Caltrans Division of Maintenance	2 projects
Number of MAIT projects	3
Number of bridge clearance projects	8
Number of projects for outdoor advertisement	8

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Figure 4.1. MTLS deployment at HWY 580 in District 4 (Urban multi-lane highway)

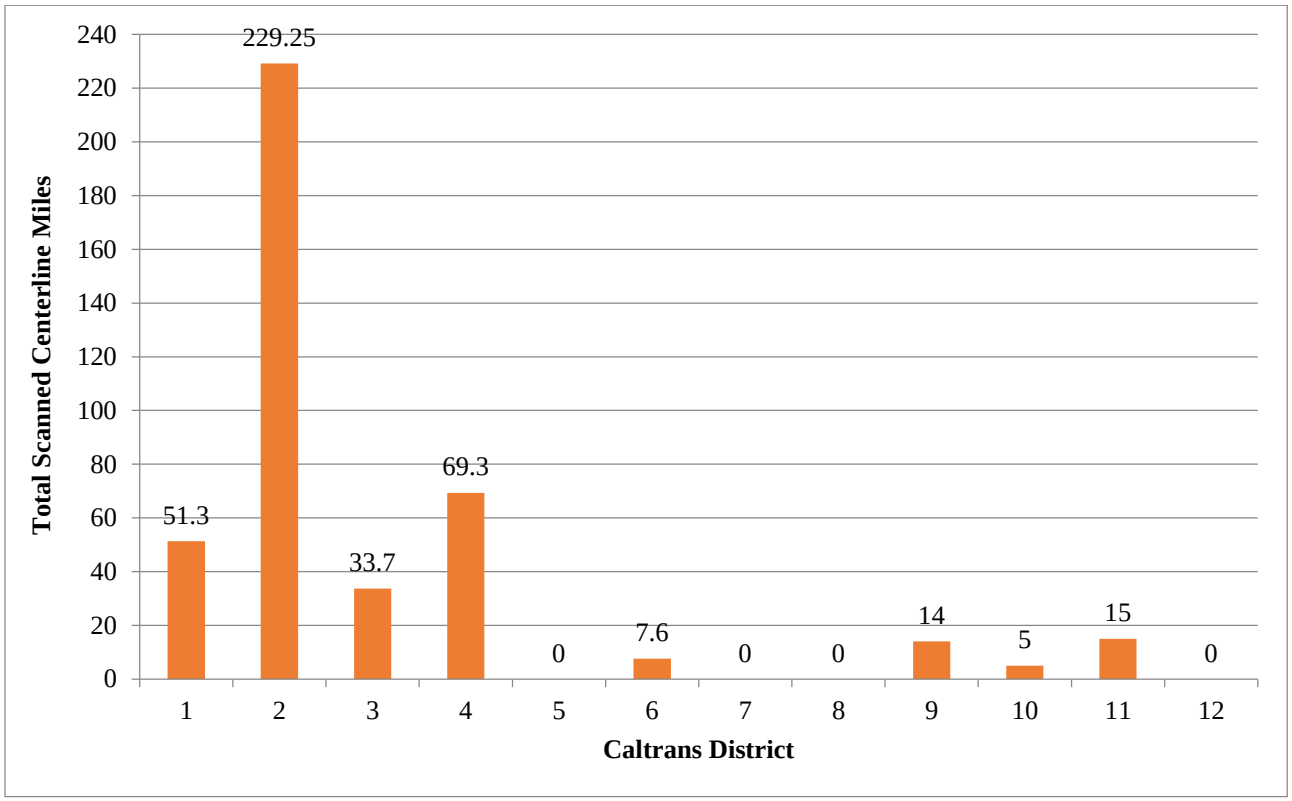

Figure 4.2. Number of highway miles scanned in each Caltrans district

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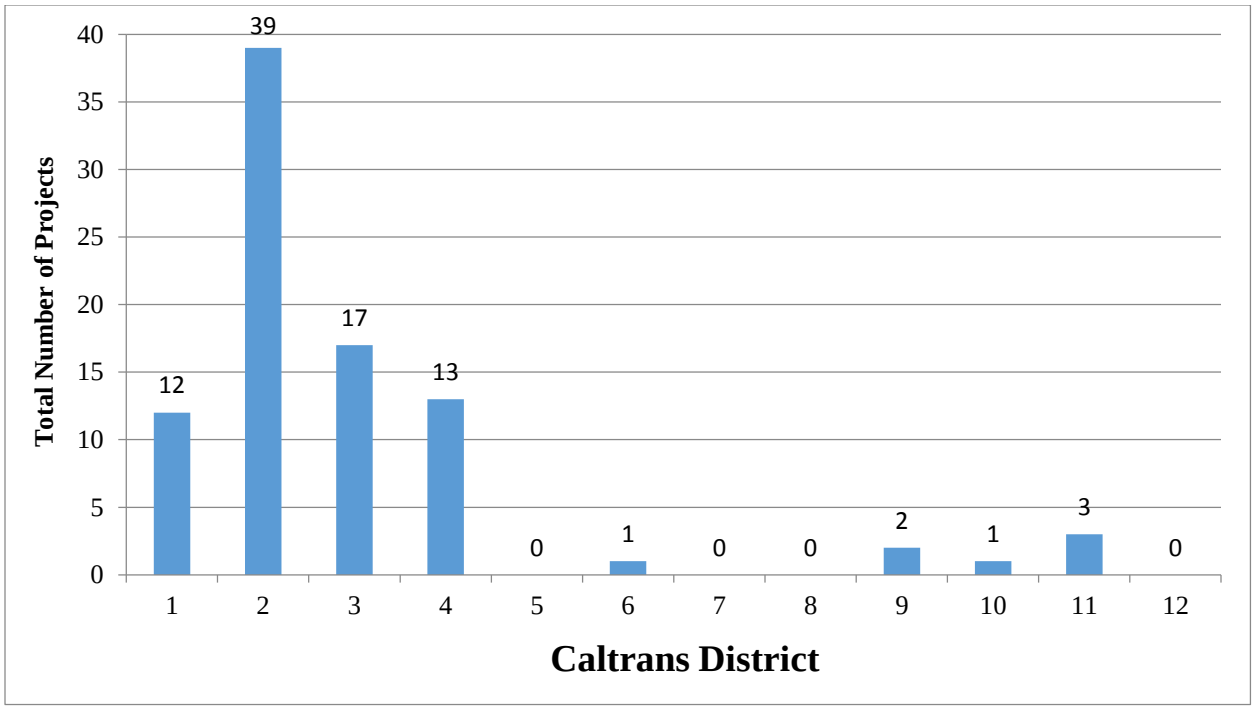

Figure 4.3. Number of projects scanned in each Caltrans district

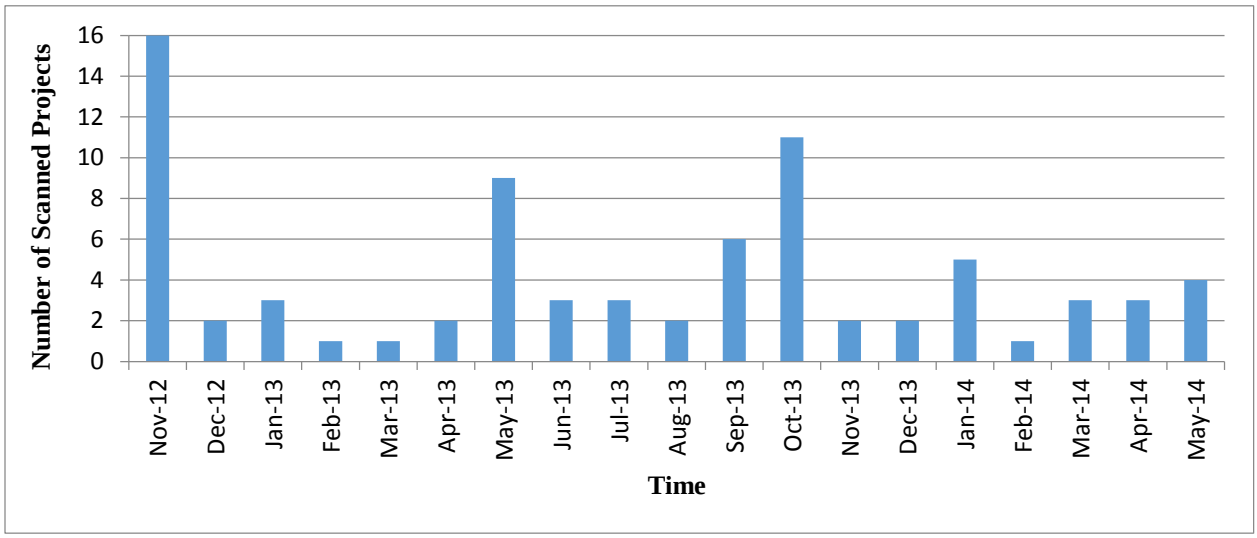

Figure 4.4. Number of projects scanned by month during deployment period

In practice, the district MTLS surveyors will get a few MTLS projects ready (ground target layout and survey) and scan all the projects either on the same day or week. After that, their work will focus on post-processing the data, and feature extraction. When initially ramping up after training, this can take a few months because of a lack of trained personnel for feature extraction. Additional delays can occur if there are insufficient software licenses and suitable computer hardware. Since then, these limitations have been addressed and removed. Figure 4.4 illustrates this behavior. The projects scanned tend to come in waves, where there is a period of inactivity in scanning followed by a large number of projects scanned in a month. Figures 4.2, 4.3, and 4.4

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showed that the MTLS system was well utilized. However, there is room to increase the system utilization for more MTLS projects. The current limit on carrying out MTLS projects is the lack of trained personnel for data collection, data post-processing, and feature extraction. Feature extraction is comparatively the most time-consuming. Increasing the number of trained personnel will be the key to increase MTLS system utilization and the return on investment (ROI). Thus, conducting training for central and southern California district surveyors to perform MTLS projects is a logical next step. MTLS has significantly reduced lead time and cost as well as improving worker safety.

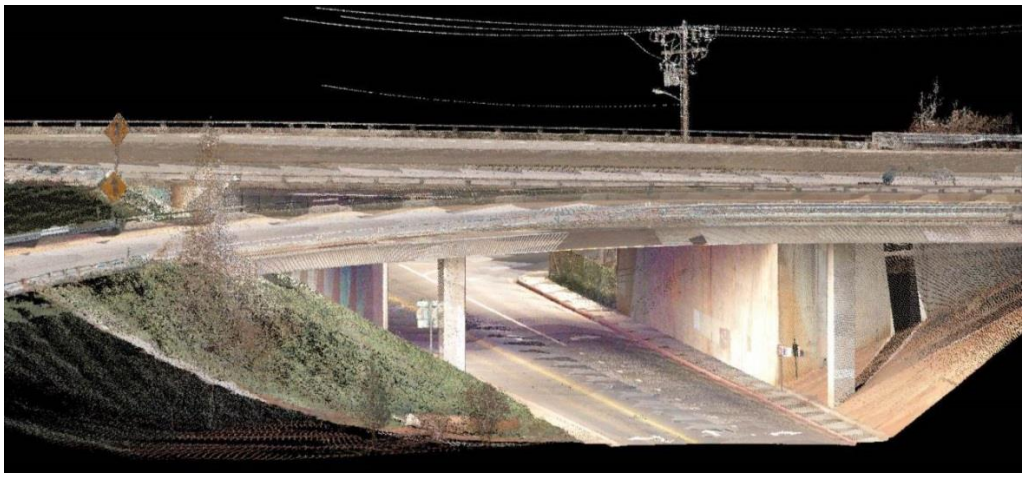

Figure 4.5. Point cloud collected from MTLS system

Figure 4.6. Caltrans MTLS system vehicle scanning on the new San Francisco-Oakland Bay Bridge before the bridge opening

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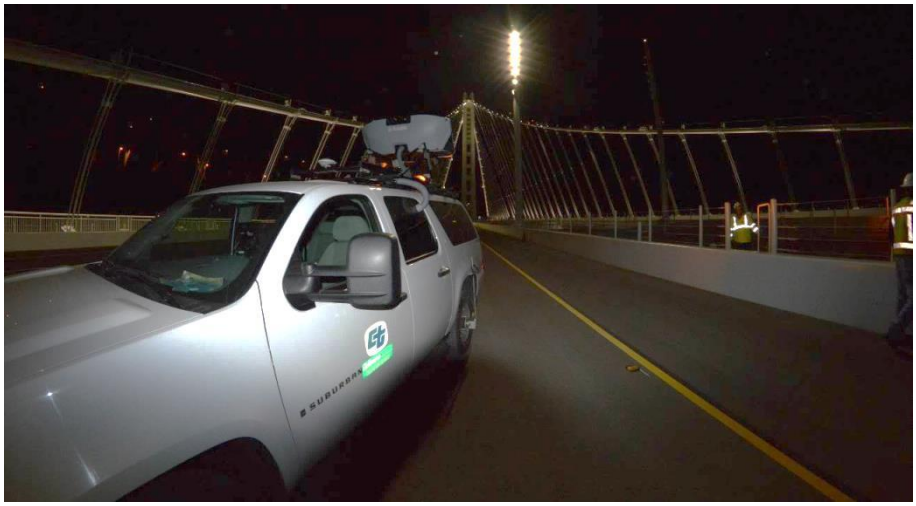

Figure 4.7. Caltrans MTLS system vehicle on the new San Francisco-Oakland Bay Bridge during night time scanning before the bridge opening

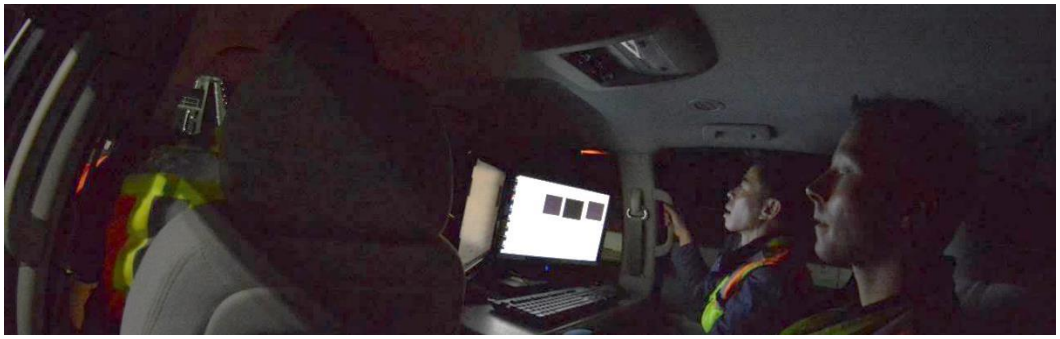

Figure 4.8. Inside Caltrans MTLS system vehicle during a night time scanning on the new San Francisco-Oakland Bay Bridge

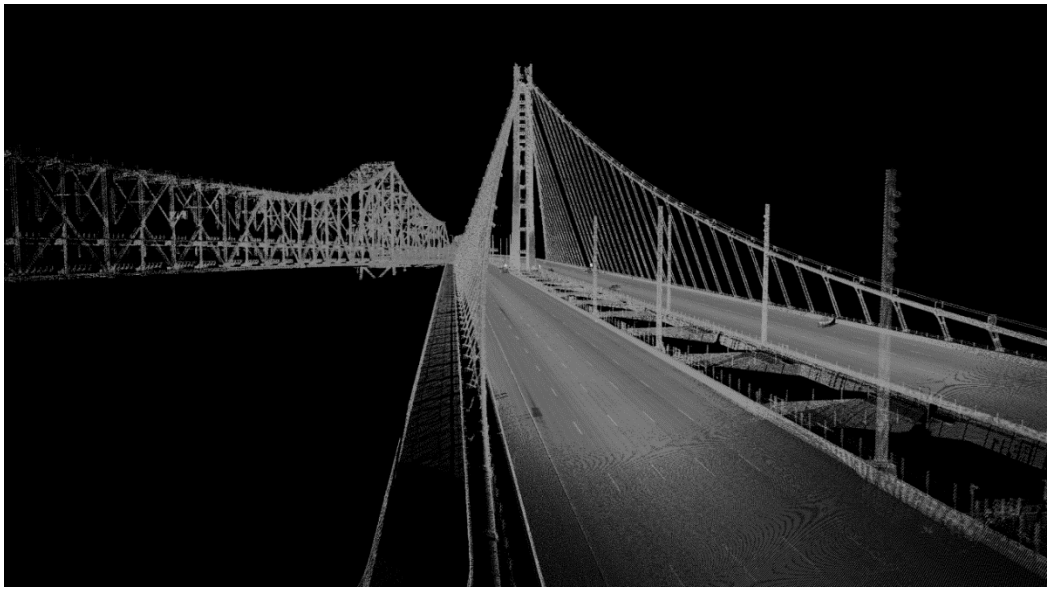

Figure 4.9. Point cloud of the new San Francisco-Oakland Bay Bridge MTLS project

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CHAPTER 5:
BEST PRACTICES AND WORKFLOW

The focus of the current project is establishment and documentation of the MTLS data collection workflow. A detailed MTLS data collection workflow using Caltrans MTLS system is provided in Appendix A, the Caltrans Trimble MX8 Operation Manual. A high-level overview of the MTLS system data flow diagram is presented in Figure 5.1. After the data collection and transfer from the MTLS vehicle computers, the GNSS/IMU data is first post-processed with the local base station(s) and/or Continuously Operating Reference Station (CORS) stations in the vicinity of the project site using Applanix POSPac software. The best estimated vehicle trajectory data, resulting from the GNSS/IMU post-processing, is then used to update the Trimble .GPS files and Log ASCII Standard (LAS) Light Detection and Ranging (LiDAR) files using Trimble Trident software. Then, Trident is used to first "Colorize" the point cloud with the camera images. After the point cloud is registered to the ground control targets using Trident, feature extraction for the final deliverable can begin using either Trident or other point cloud software with LAS data exported from Trident.

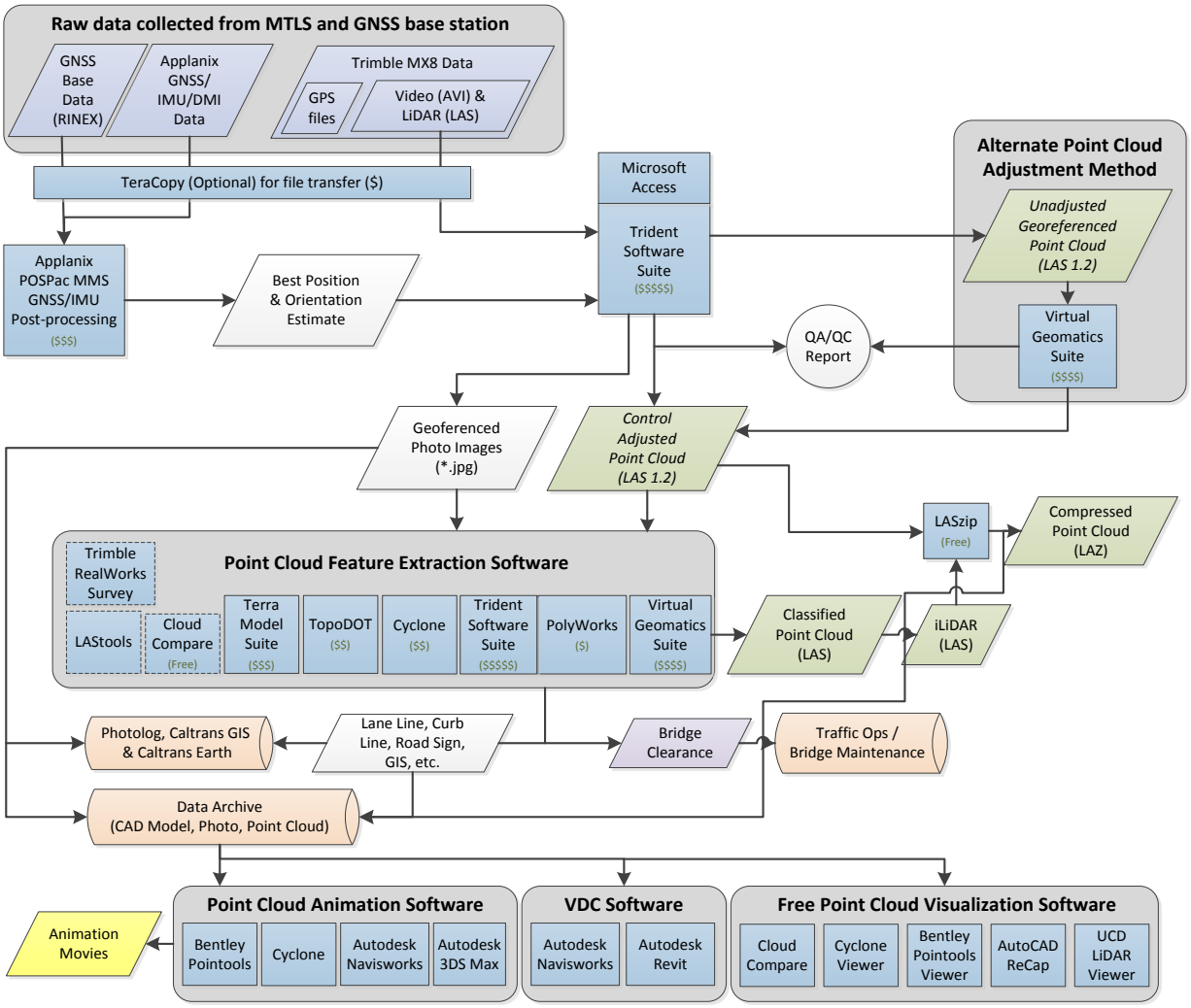

Figure 5.1. MTLS data post processing data flow diagram

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The procurement, testing, and evaluation of feature extraction software were initiated before this project. Because of the complexity and diversity of deliverables and feature extraction, the feature extraction workflow has not been finalized. Currently, a few software packages are being used for feature extraction. Each software package excels in a few specific feature extractions or in creating certain deliverables. Users often have to use a few software packages to complete the entire deliverable data set required by the customers. For example, Cyclone is often used to create point cloud fly-through movies and has an excellent point cloud visualization engine. PolyWorks and Virtual Geomatics are used for lane line and edge line extraction because of their reliable semi-automated tools for lane line and edge detection. A TopoDOT license was recently acquired, and TopoDOT is currently being evaluated. The future goals are refining the feature extraction workflow as well as selecting a reduced set of software needed to obtain deliverables required by customers from the point cloud data.

The detailed workflow for creating point cloud fly-through movies using Cyclone was presented by Mr. Hovig Devejian of Precision Civil Engineering, Inc. of Fresno, CA at the Leica HDS Conference in 2009. His presentation can be found at: http://hardhat.ahmct.ucdavis.edu/mediawiki/images/1/1b/Precision_Civil_Engineering.pdf. High resolution movies should be made first, and lower resolution movies may be created by down sampling the high resolution version.

To improve lane line extraction tool reliability in the current version of PolyWorks, the point cloud intensity values from the Trident export may have to be rescaled using LAStools before importing into PolyWorks. The intensity output values from the laser scanners do not distribute to occupy the full intensity value range as shown in Figure 5.2. As a result, there is very little contrast in intensity values between pavement and the lane stripes as shown in Figure 5.4. Rescaling point cloud intensity values to occupy the full intensity value range improves the contrast as well as the reliability of lane line extraction by PolyWorks. Other point cloud software, such as Cyclone, has built-in functionality to adjust the contrast for better visualization without the need for intensity rescaling pre-processing.

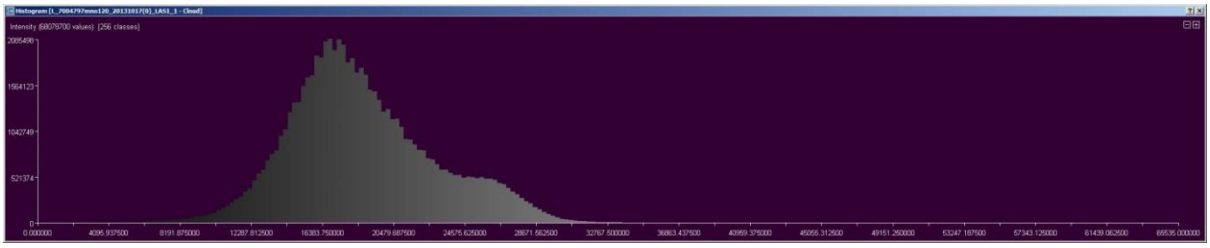

Figure 5.2. Point cloud intensity value distribution before rescaling

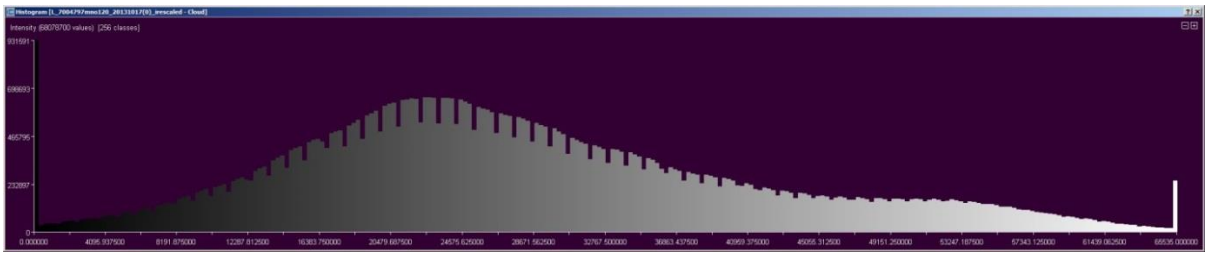

Figure 5.3. Point cloud intensity value distribution after rescaling

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Figure 5.4. Point cloud before intensity value rescaling

Figure 5.5. Point cloud after intensity value rescaling

Rolling Lane Closure Best Practices

A rolling highway closure / traffic break using California Highway Patrol (CHP) and/or shadow vehicle (See Figures 5.6 and 5.7) helps reduce data artifacts in post-processing. It also mitigates shadows (voids in scan data points) created by large trucks and buses, and reduces data post-processing time. The CHP is very effective in providing urban multi-lane rolling closure in a typical divided highway as shown in Figure 5.2. Caltrans maintenance shadow vehicles have also been used to provide rolling closure by some districts, providing positive results.

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Figure 5.6. MTLS scanning supported by a chase vehicle

Figure 5.7. Rolling lane closure using CHP and a shadow vehicle

GNSS Base Station Setup Best Practices

The GNSS base station should be occupying CCS83 (2010.00 or 2011.00, refer to Caltrans Survey Manual) and COH88 datum control point. The GNSS base station should be positioned so that GNSS baseline length is kept under 10 km or 6 miles. In addition, it should also be located near the center of the project for high-accuracy work. The base station GNSS receivers must be set to log GNSS data at 1 Hz and be GLONASS-enabled. The 5-minute static session at the beginning and end of the project must be performed close to the GNSS base station. For

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critical projects in which rescanning the area is difficult, two GNSS base stations are highly recommended.

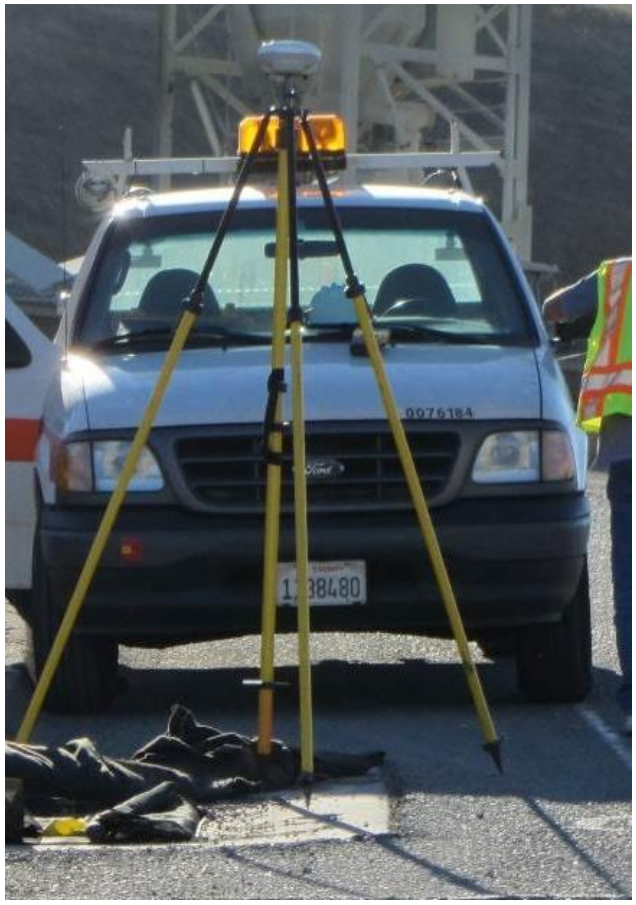

Figure 5.8. Typical GNSS base station setup over local control at the project site

Geo-referencing and Registration Ground Targets

Ground geo-referencing and registration targets are used for registration and quality assurance / quality control (QA/QC). Various target shapes and target materials were used in different projects. Typical target spacing for projects is about 500 ft or ~0.1 miles. Some districts employed Caltrans Maintenance personnel to lay down the targets; some districts relied on surveyors to lay down targets. Using Caltrans Maintenance to lay down targets can reduce the time because Caltrans Maintenance has a large well-trained labor force and equipment for performing work at the roadside. On the other hand, some districts prefer laying down targets and surveying the targets at the same time. It can be more efficient for Surveys to place targets, particularly when using thermoplastic material.

Target Shape

Four different target shapes were used in various projects: chevron, square, rectangle, and cross, as shown in Figures 5.9 and 5.10. The target size must be sufficiently large to collect

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enough laser scan points on the target to accurately determine its location. Each target shape's advantages and disadvantages are listed in detail in Table 5.1.

Figure 5.9. "Cross" target on the left and reflective temporary striping tape square target on the right

Figure 5.10. Example ground control targets located on the road shoulder

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Table 5.1. Registration target shape and size used in MTLS projects

Target Shape	Size	Pro	Con
Square	12”x 12” or 24” x 24”	Auto detection works well	Wide shoulder required
Rectangle	8”x18”	Auto detection works well; works well in narrow hard shoulder	Less points per target
Chevron	two 4”x18” strip	Easy manual target extraction; target point well defined	Manual target extraction required
Cross	18”x18”	Used in aerial targets	Doesn’t work well with either manual or automatic extraction

Chevron targets are well-suited for manual target extraction; the surveyed point on the target is comparatively easily to visually identify and extract manually. However, manual target extraction is very time consuming and labor intensive work. On the other hand, square or rectangular targets work well with built-in auto-extraction techniques in Trident software. Cross targets are difficult to extract automatically or manually. Cross targets are not being used in recent projects. Caltrans surveyors experienced the best outcome from square and rectangular targets in recent projects using the Trident software automatic target extraction routine.

Target material

Targets must have high reflectivity to foster identification and extraction from the point cloud. Three different high-reflectivity marking materials were used for target marking: white striping paint with glass beads, reflective tape, and thermoplastic marking material used in lane stripes. Templates are used for marking the target’s center. Generally, reflective tape targets are used in specific case where the stakeholders prefer that all target marking be removed after MTLS survey. For example, reflective tape targets were used in the new San Francisco-Oakland Bay Bridge MTLS project where the customer (Bay Area Transportation Authority, BATA) did not want any paint marking left behind after the survey.

Table 5.2. High reflectivity target materials for MTLS projects

Target Shape	Size	Pro	Con
Thermoplastic marking for lane stripe	4”x36” 4”x18” with cutting	Semi-permanent, high reflectivity, long life	Difficult to remove, limited size and shape selection, higher cost
Paint with glass beads	Any size	Low material cost, high reflectivity	Template required, higher labor cost
Reflective tape	Various tape width, 4”, 6” or 12”	Easy to remove, adhere to pavement, ~4 to 6 month life, suitable for temporary target on scenic highways or structures	Not suitable on traveled way, short life.

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Four different reflective tapes were tested for reflectivity on the road surface at various ranges. All reflective tape performed well in close range. However, some tape's reflectivity drops more as the distance to the scanner increases. Figure 5.11 shows the reflectivity of various reflective tapes. Red points are laser return from the black asphalt surface, and blue and green points are from the return on the reflective tapes. The darker blue points represent higher reflectivity, and green/yellow point represent lower reflectivity. While both 3M Scotchlite reflective sheeting and Avery Dennison are gray, they have higher reflectivity than the white reflective traction tape with glass beads. In addition, they adhere better to both asphalt and concrete surfaces. The 6" wide 3M Scotchlite reflective sheeting was used in the new Bay Bridge projects. The 4" wide Avery Dennison tape was employed in a research project for target optimization.

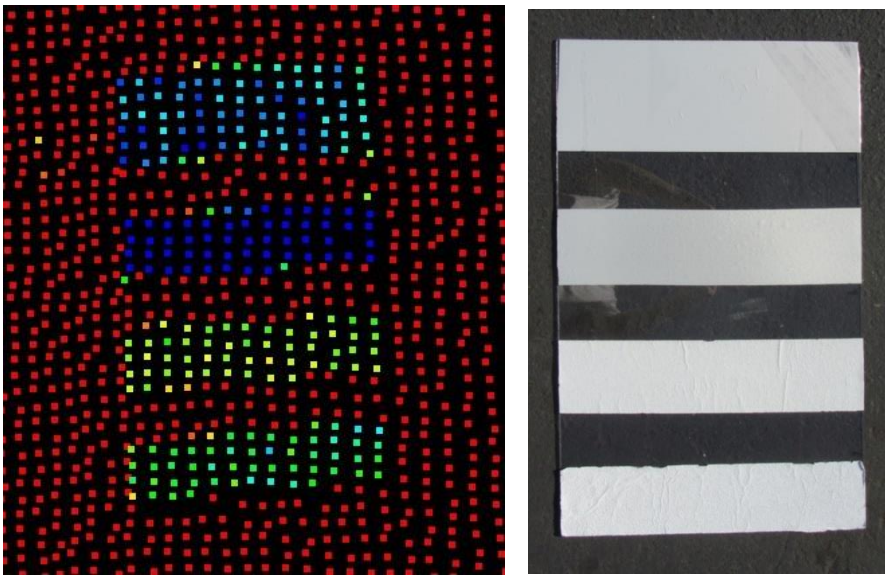

Figure 5.11. Reflectivity measurement of various reflective tape (on the right, blue is more reflective) and photo of various reflective tape (on the left, 6" wide 3M Scotchlite reflective sheeting on top left, 4" wide Avery Dennison reflective tape second from top, 4" wide reflective traction tape from McMaster second from bottom left, reflective traction tape from a MTLS services provider on the bottom left).

Figure 5.12. Dust and dirt accumulate on the square reflective tape target (on the left) and sweeping off dirt off target (on the right) before scanning

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Data Archive Recommendations

The following files or directories should be archived at the end of projects

1. The MTLS data, including the Applanix POSPac directory and all files and folders in the Trimble Trident folders (Access database, .LAS, .GPS, and .AVI files) should be archived.

2. Exported LAS files (version 1.1, 1.2, or 1.4), with folder name or readme.txt to indicate map projects, geoid model used. (LAS 1.4 recently was made available with more information, LAS files may be compressed using LASzip before archiving. A developed Python wrapper with user-friendly graphic user interface may be used. Detail shown in Appendix E.).

3. Exported lens rectified JPG with DAT, TXT, SHP and TopoDOT options checked (JPG image time, location, and orientation information are stored in SHP, DAT, TXT, and TopoDOT survey files). All data field export options under "Fields" should be checked before exporting the JPG files.

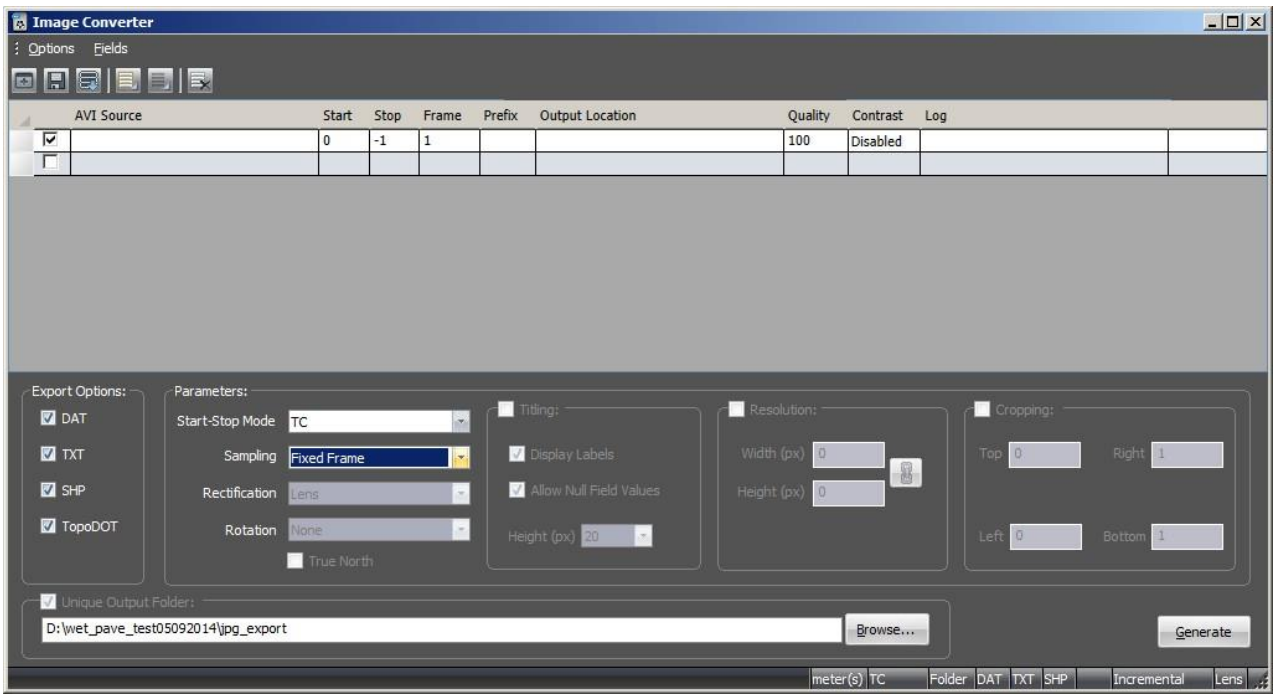

Figure 5.13. Trident Image Converter export options recommendations (DAT, TXT, SHP, TopoDOT options checked)

4. Any project deliverable files.

5. Optional: Cyclone, PolyWorks, TopoDOT, RealWorks (etc.) files from LAS or TXT import.

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CHAPTER 6:
PHOTOLOG VIEWER

Overview

With its imaging capabilities, it is possible to use the MTLS system to provide photolog capabilities for scanned areas. To investigate the technical feasibility and requirements for using MTLS to provide photologs, AHMCT developed utilities and a web-based viewer prototype for photologs. This system is currently available for Caltrans use and evaluation. As of this writing, 19 data sets have been converted from raw MTLS data (imagery, location, etc.) into viewable photologs. This chapter provides the details of the viewer prototype, the input data requirements, and the utilities and workflows used to perform the conversion. Appendix D provides code listings for viewer code and the shell scripts and utilities used in the conversion from MTLS data to photolog.

Photolog Viewer Prototype

Photolog Viewer User Perspective

From the perspective of the end user, the photolog viewer prototype consists of a web page, as shown in Figure 6.1. Here, the top tiled images are the front left, front center, and front right camera views. The bottom tiled images are the back right, back center, and back left camera views. The back down camera view is at the very bottom. Each of the individual scaled and cropped images is a link to the original full-size, uncropped image. For example, clicking on the front center image in the photolog viewer brings up a separate web browser window showing the full-size, uncropped front center camera image shown in Figure 6.2. All images are scaled. All but the two center images are cropped.

The photolog controls and status information are located in the middle, between the front and back camera views. Figure 6.3 provides a close-up of the controls and information panel. The control buttons are intended to be self-explanatory but will be described briefly here. The “start” button begins playing the photolog images in the forward direction at a default speed. The “stop” button pauses the photolog playback. The “rewind” button begins playing the photolog images in the reverse direction at a default speed. The “<prev” button advances the photolog image one step in the reverse direction. The “next>” button advances the photolog image one step in the forward direction. The “slower” button slows down the photolog playback one speed step. The “faster” button speeds up the photolog playback one speed step. There are internal settings for minimum and maximum playback speeds. Once these are reached, the corresponding speed change button will have no further effect.

The status information is located below these control buttons. The information again should be self-explanatory. The “Year” is the year that the MTLS scan was performed. The “County”, “Route”, and “Postmile” is the postmile Linear Reference System (LRS) information corresponding to the current image. The “Latitude”, “Longitude”, and “Altitude” are the GPS location for the current image. The “Heading” is the vehicle compass heading (from GNSS and IMU) for the current image.

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Clicking on "Select photolog" in Figure 6.1 or Figure 6.3 displays a dropdown list of available photologs, as shown in Figure 6.4. Selecting one of the photologs from the list, and then clicking the "Submit" button to the right of the list will then bring up the corresponding photolog in the web browser.

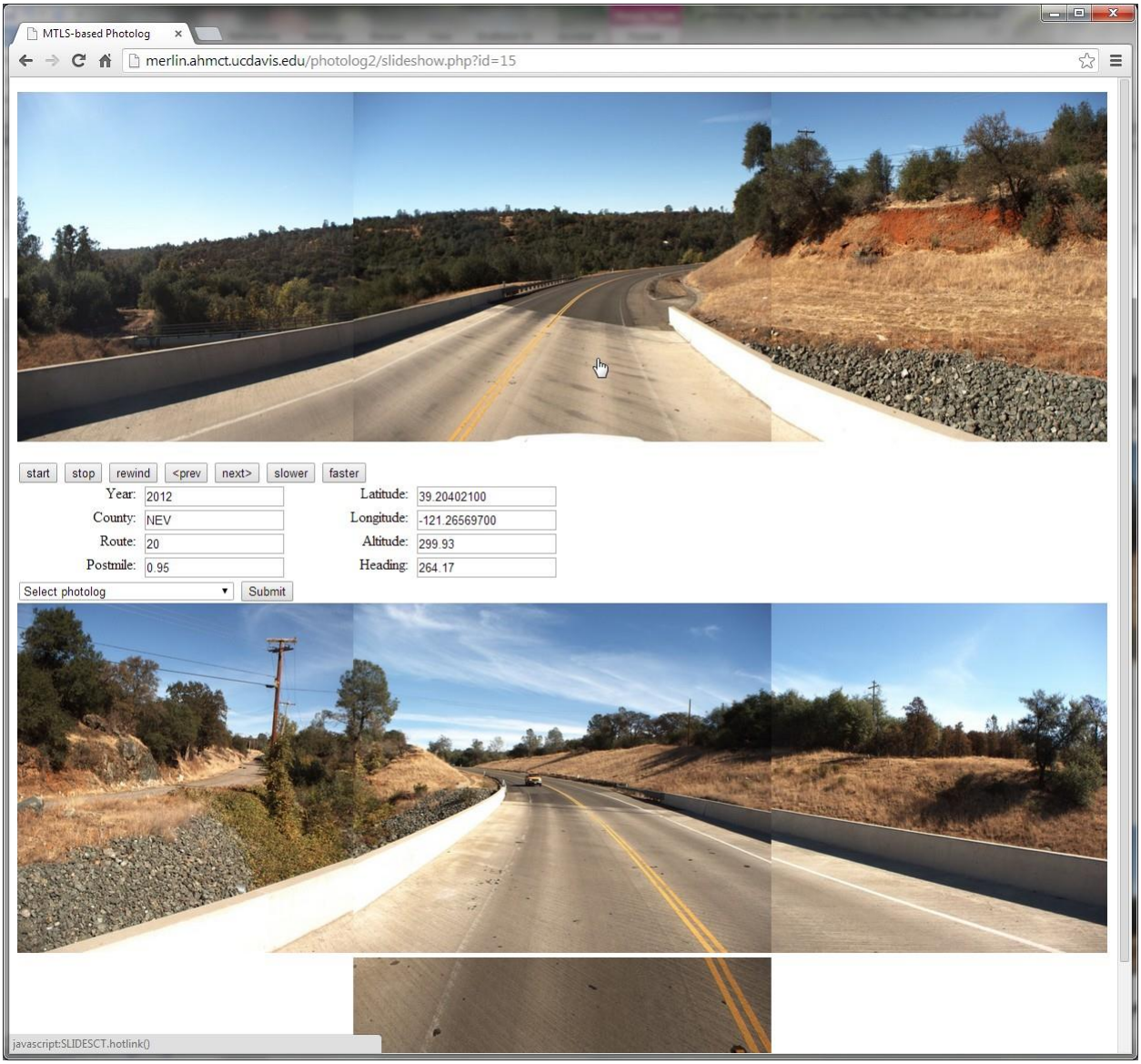

Figure 6.1. Photolog viewer prototype

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Figure 6.2. Full-size uncropped front center camera image corresponding to Figure 6.1

Figure 6.3. Controls and status information panel

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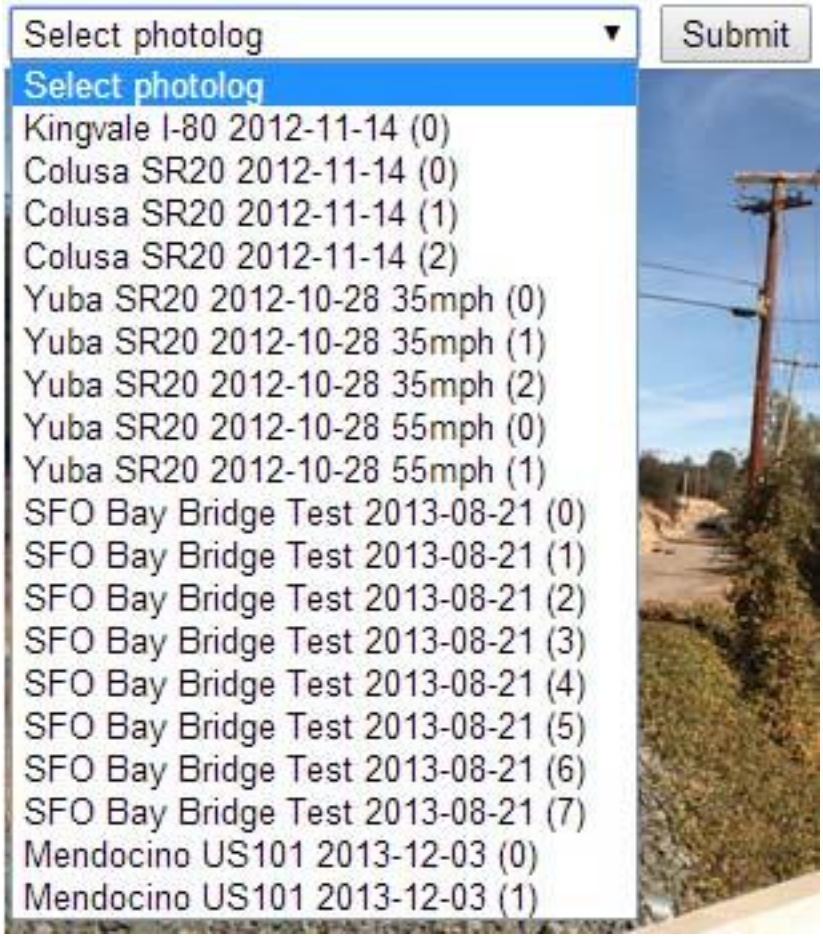

Figure 6.4. Photolog select dropdown list

This represents the extent, features, and use of the photolog viewer from the user perspective.

Photolog Viewer Internal Details

While the photolog viewer is intentionally quite simple from the user perspective, the internal details are much more involved. These details are documented here, both for Caltrans' information and as an internal record for AHMCT researchers. Code is provided in Appendix D.

The server must be running the *apache* web server, configured to support *PHP* and *JavaScript* web scripting languages. The server must also be running the *mysql* database server. The photolog server system has only been tested on a server running *Linux*; however, it should be possible to run the photolog viewer on other operating systems, as the noted prerequisites are available.

The photolog viewer is based on a JavaScript slideshow viewer developed by Patrick Fitzgerald, found at:

http://slideshow.barelyfitz.com/

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The slideshow viewer was extended to allow multiple simultaneous images. The JavaScript code for the slideshow viewer (slideshow.js) is provided in Appendix D.

The actual photolog viewer web page is dynamically generated by PHP code. The listing for the code (slideshow.php) is provided in Appendix D. This PHP code is driven by a MySQL database. Generation of this database is described in a subsequent section. This database, named "piwigo," has two tables relevant to the photolog viewer. The first table, "sessions," is used to select photolog sessions. Its fields are shown in Table 6.1. The second table, "photolog," contains the detailed photolog information for each image. Its fields are shown in Table 6.2.

Table 6.1. Fields for photolog viewer database table "sessions"

Field	Description
Id	ID number of the session
sessionName	Searchable description of the session including the scan vehicle ID, scan location, route number, date, and scan number
sessionDescription	Text description of the session, including scan location, route number, date, and scan number. Appears in photolog selection dropdown list

Table 6.2. Fields for photolog viewer database table "photolog"

Field	Description
Idx	Index number to keep track of the order of the images
sessionID	Link to the corresponding session Id
direction	Two-letter identifier to denote which camera the image corresponds to. E.g., FC, for front center
latitude	Latitude of image location
longitude	Longitude of image location
altitude	Altitude of image location in meters (WGS84 Ellipsoid height)
postmile	Postmile of image location
county	County of image location
route	Route number of image location
image	Image file name
dist	Distance from start of scan (in meters)
gpsTime	GPS time (in seconds)
gpsDate	GPS date
gpsDateTime	GPS date time
gpsDist	GPS distance from scan start in meters
heading	Vehicle heading in degrees
roll	Vehicle roll in degrees
pitch	Vehicle pitch in degrees
hdop	Horizontal Dilution of Precision (DOP)
velocity	Velocity in km/hr

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The "photolog" database table is populated during the conversion process described in detail in a subsequent section.

Input Data Requirements

The photolog information is generated based on MTLS data and database information provided by Caltrans surveyors, in this section referred to as the user. In addition to the actual MTLS images, the following items are required from the user, or must be contained in the DBF file generated from the MTLS data.

1. The **session description**, obtained from the user:
E.g. "Colusa SR20 2012-11-14 (0)"
Here, the format is typically: Location route date (scan-number)

2. Almost all information used to generate the photolog database, and the Exchangeable Image File format (EXIF) information stored in the image files, is contained in the DBF file, exported from the MTLS data. Each set of images (one set for each camera used) should include its own DBF file. Each row (one for each image) in the DBF file should contain the information fields shown in Table 6.3. Here, negative values for longitude indicate a west longitude, negative values for roll indicate roll toward the driver's side, and positive values for pitch indicate pitch toward the rear of the vehicle.

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Table 6.3. DBF fields required for each set of MTLS images

Field	Description	Example
Image	The image file name. The letters denote the camera, e.g. FR is front-right. The first set of numbers comes from the GPS distance (4 m), and the second set of numbers is a counter index	FR_00004_00000.jpg
X	Longitude	-120.43845037
Y	Latitude	39.31690181
Z	Altitude in meters (WGS84 Ellipsoid height)	1860.9
Dist	Distance from start of scan, in meters	8.14
GPSTime	GPS time in seconds	82186.35
GPSDate	GPS date	20121114
GPSDateTime	GPS date time	41227.951230845
GPSDist	GPS distance from scan start in meters	4.000480175
Heading	Vehicle heading in degrees	99.89
Roll	Vehicle roll in degrees	-2.24
Pitch	Vehicle pitch in degrees	2.09
HDOP	Horizontal Dilution Of Precision	0.90
Velocity	Velocity in km/hr	96.86

Postmile, route, and county are determined during the processing, via a web service call to the Caltrans postmile/LRS tool, based on the latitude and longitude.

Utilities and Workflow to Convert MTLS Data to Photolog

The process for conversion of MTLS data into photolog format is partially automated, as described herein. However, the process still remains intensive, with some user interaction required. There is room (and need) for further automation if the photolog viewer moves beyond the prototype stage. The workflow to go from MTLS data to viewer-ready photolog data is shown in Figure 6.5. This workflow is with respect to the researcher's directory structure and host.

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Most work occurs in mtlsEval/photolog
1. Populate SQL database (in mtlsEval/photolog)
(a) Populate Session (once for whole set) ./doSession.sh "*sessionName" "Session Description"*
Here, Session Description (from the user) is typically: Location route date (scan-number) and sessionName for example is 7004797Colusa_sr20_20121114(2)
(b) populate (once each set of images) ./doPopulate.sh *sessionID*, select .dbf files
Note that sessionID is output by populate session.
2. Set postmile in SQL database (once, each sessionID) (in mtlsEval/photolog)
perl setPostmile.pl *sessionID*
3. Generate EXIF data (once each set of images) (**in mtlsEval/exifSet**)
./doExif.sh, select .dbf files
NOTE: expect multiple warnings on this. Be assured, it is working.
4. Delete auto-generated backup ".jpg_original" files
5. Keep original full size photos
6. Scale photos (automatic in Gimp or Photoshop) all to 612 w x 512 h
(recommended approach is bash scripts in the full size folders, e.g. mtlsEval /photologs/scripts/bcProcess.sh, scaling and cropping combined, results end up in directory "processed". Requires *imagemagick* be installed on system)
(Photoshop: File / Scripts / Image Processing)
(Gimp: Filters / Batch process / David's Batch Processor, use Input tab to select files)
7. Crop scaled photos (automatic in Gimp or Photoshop)
(recommended approach is bash scripts in the full size folders, e.g. mtlsEval /photologs/scripts/bcProcess.sh, scaling and cropping combined, results end up in directory "processed". Requires *imagemagick*)
(Photoshop: File / Automate / Batch, select corresponding Action)
(Gimp: Filters / Batch process / David's Batch Processor, use Input tab to select files)
FL crop right side by 120 px (492 px wide)
FC is uncropped
FR crop left side by 120 px (492 px wide)
BL crop left side by 120 px (492 px wide)
BC is uncropped
BR crop right side by 120 px (492 px wide)
BD crop top by 320 px (192 px high)
8. Copy images as root into server directories (need to use tar, and make sure permissions are 755)
/var/www/photolog2/images / *session name* / full / FC
/var/www/photolog2/images / *session name* / small / FC
and similar. Make sure images are readable (especially "full"), and directories are executable.
9. Confirm functionality at:
http://merlin.ahmct.ucdavis.edu/photolog2/slideshow.php?id=*sessionID* or using pull-down menu to select.
Note: database must have at least gpsDate, county, route, postmile, latitude, longitude, altitude, and heading

Figure 6.5. Workflow to convert MTLS data to photolog

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The workflow utilities require Java and Perl, as well as the Linux shell (/bin/sh and /bin/bash); it should be possible to convert the scripts for automation in Windows using batch or PowerShell files. In addition, the *imagemagick* software suite must be installed to use batch processing to crop and resize the photolog images (see www.imagemagick.org). Alternative approaches for cropping and resizing the photolog images are available using Photoshop or Gimp; however, these approaches are less automated.

The Perl utility (setPostmile.pl) requires two Perl modules, *caltransConversions.pm* and *geospatialTools.pm*, which are copyright California Department of Transportation, Division of Research, Innovation and System Information (DRISI). The listing for these modules is omitted from Appendix D. These modules and permission for their use were obtained from Mr. Sean Campbell of Caltrans DRISI.

The setPostmile.pl utility uses a Simple Object Access Protocol (SOAP) web service call to obtain county, route, and postmile information from a Caltrans server. This server is located on the Caltrans network. The actual SOAP calls can be found in *geospatialTools.pm*. Proper function of the setPostmile.pl utility is dependent upon this web service being available and accurate. No problems were encountered during the photolog viewer prototype development and subsequent use.

The code to support the workflow and conversion to photolog is provided in Appendix D. The code files are:

- Shell script to set up session database table (doSession.sh)
- Shell script to populate photolog database table (doPopulate.sh)
- Shell script to set Exchangeable Image File Format (EXIF) data fields in Joint Photographic Experts Group (JPEG) images (doExif.sh)
- Shell scripts to scale and crop images using *convert* utility from imagemagick (bcProcess.sh, bdProcess.sh, blProcess.sh, brProcess.sh, fcProcess.sh, flProcess.sh, frProcess.sh)
- Java utility to set up session database table (populateSession.java)
- Java utility to populate photolog database table (Populate.java)
- Perl utility to determine county, route, and postmile from latitude and longitude (setPostmile.pl), via call to Caltrans postmile / LRS web service
- Java utility to support setting Extensible Metadata Platform (XMP) EXIF (Exchangeable Image File Format) data fields in JPEG images (XMPTag.java)
- Java utility for setting EXIF data fields in JPEG images (ExifWriter.java)

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CHAPTER 7:
MTLS IMPACT STUDY

Beneficial Impacts

Caltrans ownership of an MTLS system has significant positive impact. It also presents challenges for the organization to overcome and fully adopt this transformative technology. MTLS major benefits are:

1. Improved worker safety
2. Reduced survey time and cost
3. Decreased lead time from data requested to data delivery
4. Reduced number of return site visits to collect additional data
5. Reduced travel delay to general public
6. Provides high-resolution 3D virtual reality data for public outreach related to project design and delivery
7. Enables Caltrans to do more geo-spatial data collection such as asset management mandated by the Federal Moving Ahead for Progress in the 21st Century Act (MAP-21)
8. MTLS enables cost-effective means to collect necessary data for data-driven decision making processes as well as asset condition assessment data for accurate and genuine performance measure.

The deployment of MTLS in Caltrans has confirmed previous research findings [3,4] that MTLS reduces survey time and cost by drastically reducing personnel time in the field for data collection. As a result, it also reduces surveyors' exposure to the traffic and other road hazards as well as any traffic delay due to lane closure.

One unanticipated positive outcome of owning an MTLS system is remarkable reduction in the lead time for geo-spatial data collection and delivery to designers and decision makers. Shortened lead time cuts cost. Contracting out for MTLS services usually incurs long lead for the contracting process, and traditional surveys are comparatively slower and require numerous trips to the field. Depending on the project site location, travel to the field can be a significant time and cost overhead. For instance, CHP Multidisciplinary Accident Investigation Teams (MAIT) requested point cloud scan of three major accident investigation sites in District 2. The data were vital to conduct in-depth investigations and analyses of major traffic collisions. The uncontrolled MTLS point cloud data for each site was collected and processed in under 40 man- hours and delivered within a couple of weeks. Furthermore, the MTLS system was able to scan the entire new San Francisco-Oakland Bay Bridge immediately after completion and a few hours before the public grand opening event. The MTLS system provided the high resolution scan of the as-built structure vital to future maintenance and modification.

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MTLS scan data was found to be instrumental in fostering better understanding of a capital project design and its impact to the surrounding area during and after the construction. Generally, the public often has trouble reading and understanding 2D engineering plans, drawings, and PERT charts. Using the point cloud scan of the surrounding area combined with the 3D design model, engineers and designers could construct photo-realistic animation and fly-through movies to help the general public visualize and understand the project and its effect on area traffic. Better communication is often a key to resolve issues that may arise, based on the research from Virtual Design and Construction (VDC).

Institutional Challenges

Based on the experience in deploying the Caltrans MTLS system, the training and knowledge in operating the MTLS system and post-processing MTLS data is a highly perishable skill. There are many little crucial steps that the user must execute for successful project completion. To avoid making mistakes, MTLS surveyors must perform MTLS scanning and post-processing periodically without large time gaps, particularly in the first year of training and usage. MTLS surveyor personnel will have to specialize in MTLS constantly to stay proficient in their craft. The MTLS owner must have dedicated personnel for MTLS operations. Currently, each northern Caltrans district (1, 2, 3, and 4) is responsible to maintain its own dedicated personnel for MTLS operation. Because of the long data post-processing process, an MTLS operator might not perform another MTLS project data collection for couple months; however, for most districts, field data collection takes precedence over office processing, unless there is a tight deadline for project delivery. It can be difficult for someone to stay proficient under the current structure of a distributed model of MTLS deployment, depending on the frequency of MTLS data collection and processing in a particular district. Nevertheless, all four northern California districts have sufficient MTLS projects to maintain MTLS operator and post-processing personnel proficiency. In fact, more MTLS operators and post-processing personnel are being trained.

Currently, scheduling, transferring, and setting project use priority, and vehicle maintenance are easily resolved with only four Caltrans districts. However, Caltrans MTLS vehicle scheduling conflicts may become more problematic when it is deployed to central and southern California Districts under the current deployment model.

MTLS, specialty survey equipment, is ideally suited for a centralized (regional or statewide) approach for deployment for smaller states. Here, centralization may be at the Headquarters level, or, if at least one more MTLS system is procured, at the regional level. If at the regional level, each region would have a specialized crew, and its own MTLS system. In this deployment model, a specialized crew of surveyors would operate the MTLS system and collect data for the districts. The collected data would be post-processed by the MTLS crew, and the feature extraction could be carried out by individual district surveyors or the MTLS crew. The advantages of the centralized approach are:

1. A specialized MTLS crew can stay current and maintain competent skills by constantly performing MTLS projects. It should be easier for a centralized crew to keep current than it is for districts, who will have less frequent use of the MTLS system under any near-term model.

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2. The MTLS vehicle scheduling and maintenance are coordinated by one crew.

3. Caltrans districts are not required to retain and support a specialized MTLS surveyor crew in their own district.

A centralized approach will have to be carefully planned and executed. If not, centralization, at either the Headquarters or regional level, could impact Caltrans' ability to meet project delivery schedules. It could create a bottle-neck in delivery of data for feature extraction or delays in data collection of other projects. Some portions of the MTLS workflow will make sense to centralize, while others will not. The balance between centralized and distributed approaches will evolve depending on future procurement. In addition, some change is required to the existing organizational structure at Caltrans Headquarters or in the regions for formation and addition of the specialized MTLS survey crew. Currently, Caltrans Headquarters does not have any survey field crew. The closest thing to this is a field survey crew in OoP within the Division of Engineering Services (DES). Before hiring personnel for the MTLS crew, the management must request extra funding and approval as well as deciding who will be managing this new crew. To create a new MTLS crew will take time and commitment from the management. The current distributed model of MTLS deployment will continue until a specialized MTLS crew at Headquarters is established. In addition, the central MTLS crew will be required to travel frequently throughout California. Given general travel restrictions on California state employees, particularly during budget deficits and delays, special travel exceptions may have to be obtained by management. Internal finance procedures also must be established for the central MTLS survey crew to charge the cost to the district project. In some cases, it may make sense to broker MTLS services and expertise between districts.

The current MTLS project demand would require multiple MTLS crews and several post-processing personnel. The immediate challenge is to train and ramp up trained personnel to handle the MTLS project demand. The regional approach has worked well and meets the MTLS project demands.

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Figure 7.1. Culvert inlet in MTLS point cloud

To maximize the Caltrans MTLS ROI, Caltrans must extend the use of MTLS to central and southern California, and expand its application beyond pavement survey to areas such as asset management, bridge clearance, legal, Outdoor Advertising, Photolog replacement, and MAIT. The current limiting factor on completing MTLS projects is the availability of trained personnel for MTLS operation, data post-processing, and point cloud feature extraction, as well as feature extraction software licenses, and suitable computer hardware. Recently, additional extraction software licenses, and suitable computer hardware are being purchased and made available to the districts. However, this is a continuing process that may require more workstations and software licenses as the number of MTLS projects increases. Therefore, the focus of MTLS deployment will be on personnel training, particularly on data processing and feature extraction. At the same time, survey management will discuss the advantages of MTLS with potential customers to solicit their support for applying MTLS technology to better solve their problems. Depending on the demand and capacity for MTLS project processing, a second MTLS system may be required in the future.

Data Management Challenges

MTLS collects large point cloud and imagery data sets. These can lead to challenges in storage, transfer, processing, and distribution of data sets. Traditional approaches use a single server for storage, network transfer to users, and processing on a single high-end workstation. The large storage demand will quickly exceed the storage capacity of a single file server or storage array. The growth rate of the data will also outpace current trends in storage technology

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advances. Caltrans will have to store, manage, and distribute data to stakeholders. Currently, geo-spatial data are stored at various locations, with different portals for information access. A central temporal geo-spatial information clearinghouse will greatly simplify and improve data access for users, and consequently, will result in timely and data-driven decision making. For example, Caltrans Division of Maintenance can use the data to plan and schedule maintenance activities and develop budget justifications.

Data Storage requirement for MTLS and other geo-spatial data

Data growth is the rate at which MTLS data is collected and post-processed. The system collects GNSS/IMU data, seven 5 MP images at as little as four meter intervals, and laser scanners' LiDAR output data. The MTLS sensor data rates are listed in Table 7.1. GNSS/IMU data is collected at a fixed time rate throughout the duration of the project data collection. The LiDAR data is collected at a fixed time rate only in the area of interest chosen by the MTLS operator. The photolog images are collected at fixed distance spacing in the area of interest controlled by the MTLS operator. The data rate per mile of highway will depend on the vehicle speed and number of passes. The number of passes required depends on the number of lanes and project requirements. Typically, two passes for each travel direction is adequate when the number of lanes is less than 2 or 3. A higher number of passes may be needed for more lanes, on-ramps and off-ramps, and intersections. If we assume three passes at 30 MPH vehicle speed, the data collected is about 46 GB/mile (Gigabytes/mile). Thus, we used an estimate of 50 GB per highway mile, which in includes post-processed data and post-processed data export (e.g. LAS and JPEG files), for data velocity and volume calculations for data storage requirements estimation. The 50 GB per highway mile storage requirement does not include intersections, on-ramps, and off-ramps.

Table 7.1 Data rate of MTLS sensors

Data Description	Data Rate
GNSS/IMU raw and post-processed data	1 GB/hour
Seven 5 MP Camera images at 4 meter spacing (Raw AVI files and JPG export)	6 GB/mile
LiDAR raw data and LAS export	270 GB/hour
Assuming 3 pass at 30 mph for each mile	~ 50 GB per highway mile

The limiting factor for the amount of data collected per month is personnel availability for collecting and processing the data and MTLS application. Based on the figures shown in Chapter 4, the current MTLS data growth rate is 2.5 TB/month (Terabytes/month) or 30 TB/year. When MTLS is deployed to central and southern California Districts, the data velocity could increase to 6 to 7 TB/month (72 to 84 TB/year). Currently, the primary use for MTLS is pavement surveys for Capital Projects. Moreover, the MTLS data collection and processing capacity will increase as more personnel are trained. The data storage required in 10 years is expected to be over 1 Petabyte (PB), conservatively based on the current deployment plan and historical MTLS deployment data.

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In addition, if MTLS technology use is expanded to asset management data collection, the data growth rate could be increased over ten times. According the Caltrans 2013 State of the Pavement Report, Caltrans manages 15,000 centerline miles and 50,000 lane miles in California. The MTLS data for the entire Caltrans roadway network will be about 1.5 PB without on-ramps, off-ramps, or intersections. Collecting and maintaining a back-up of the entire Caltrans road network for asset management will require an estimated 3 PB of storage for a single cycle. To monitor the condition and update the changed roadway and roadside assets, the data collection must be performed at a fixed period determined by the stakeholders. To keep all the historical data, the storage solution must be able to grow with the data. MAP-21, the Federal Moving Ahead for Progress in the 21st Century Act (P.L. 112-141), was signed into law by President Obama on July 6, 2012. It requires the Department of Transportation (DOT) to establish and implement a plan for asset management. Eventually, Caltrans is obligated to collect its assets' location and condition by the Federal Government. Caltrans is currently evaluating options for roadway and roadside data collection. MTLS is a cost-effective solution for collecting accurate high-resolution data on above-ground DOT assets; another possibility for resource-grade asset collection is photogrammetry-based systems by Fugro, earthmine, Trimble MX2 without laser scanner, and others.

Caltrans also has a variety of other temporal geo-spatial data from different sources, such as static/fixed LiDAR scan data, photolog, pavement survey photolog, aerial photo, DHIPP aerial photos, aerial LiDAR, Geographic Information System (GIS), and culvert inventory. These geo-spatial data are also vital for timely data-driven decision making process. For example, the biennial pavement survey collected two 2 MP (1920x1080) geo-located images with 120° and 90° field of view at 10 meter spacing on every highway lane. This photolog image dataset has 8 million images and its total size is about 16 TB. There is about 1 TB of static scan data in District 4 Surveys. While these data set sizes are small compared to MTLS data, their total size and growth can present storage and management challenges in the future. A central temporal geo-spatial data warehouse must be able to store, manage, and distribute these diverse data sets in addition to the MTLS data.

Increase network bandwidth demand

The large MTLS data sets portend dramatic increases in network bandwidth demand. Data synchronization and transfer between data center and end users of large data files would slow down other network traffic, if the network bandwidth does not expand to accommodate the new demand. When implementing the data storage and distribution solution for temporal geo-spatial data, Caltrans must also develop an appropriate plan to improve the network bandwidth on the Caltrans enterprise backbone as well as client computer network. These network improvements will require time and cooperation from Caltrans Information Technology (IT) and possibly the California Office of Technology Services (OTech).

Effective distribution of data to potential users

The temporal geo-spatial data is crucial for data-driven decision making. Therefore, the data must be accessible by users easily and quickly. Data management and distribution should:

- Handle the variety of temporal geo-spatial data

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- Show availability of temporal geo-spatial data to users
- Provide data in a format that users can handle and use. For example, power users would need to access the high-resolution point-cloud data for more complex data analysis and feature extraction using specialized software. On the other hand, general users such as a maintenance worker may prefer browsing, visualizing, and making basic measurements using a web browser.
- Provide unified user interface for other internal and external geo-spatial data sources to provide users with a central temporal geo-spatial clearing house. Examples of existing rich external geo-spatial data sources are Google Street View, Google Maps, Microsoft Bing Maps, Google Earth, and aerial LiDAR.

Such a temporal geo-spatial management and distribution solution does not exist yet for Caltrans. However, other government and university institutions have developed web portals for distribution of temporal geo-spatial data. For example, the National Land Survey of Finland provides a web portal (https://tiedostopalvelu.maanmittauslaitos.fi/tp/kartta?lang=en) for anyone to browse and download their LiDAR data in various formats. In addition, the Digital Coast NOAA Coastal Services Center delivers their LiDAR data through their website (http://csc.noaa.gov/dataviewer/index.html?action=advsearch&qType=in&qFld=projectid&qVal=1005#). An effective and user friendly geo-spatial data delivery web portal must be integral to the Caltrans temporal geo-spatial data storage, management, and distribution solution.

Potential available solutions

Distributed storage and processing offers a solution well-suited to handling MTLS data needs. Data is processed locally, i.e. where it is stored, thus reducing the need to transfer large data files over the network. It allows storage and processing of data on clusters of commodity hardware. Point cloud and image data processing are well-matched for such distributed storage and processing. The demand of "Big Data" and large internet search engines spurred the development of distributed storage and processing solutions. Apache Hadoop (http://hadoop.apache.org/) is an open-source software framework for storage and large-scale processing of data-sets on clusters of commodity hardware. Data nodes can be added as storage and processing demand increases. The system can grow with the data growth. EMC's Isilon (http://www.emc.com/Isilon) storage solution provides similar capability using propriety software. The data storage can be expanded by adding data nodes. However, unlike Hadoop, Isilon does not support distributed data processing. Hadoop can be readily adopted for storing and processing MTLS data. However, distributed cloud processing software will need to be developed for feature extraction from the point cloud and image data.

A private cloud data storage and processing solution is an option for solving the MTLS data storage problem. On June 27, 2014, the California Office of Technology Services (OTech) announced that CalCloud services, a private cloud managed by a contractor under the oversight of OTech with data storage located at OTech data centers, will be available for California State agencies. Detailed services costs and services availability can be found in http://www.servicecatalog.dts.ca.gov/services/future/calcloud/docs/CalCloudBrochure.pdf and http://www.servicecatalog.dts.ca.gov/services/future/calcloud/rates.html. Detailed exploration

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and discussions with OTech will be needed to determine if CalCloud could handle 3 PB in the near future as well as the needed data connection bandwidth between OTech's data center and Caltrans' network. CalCloud may not support distributed data processing of point cloud and image data.

Using distributed storage and processing technology, several companies provide commercial cloud storage and processing solutions with their data centers in the US and worldwide. Amazon Web Services, Google Cloud Platform, and Microsoft Azure provide both enterprise distributed storage and processing capability as a service. On the other hand, companies, such as Box and Dropbox, provide enterprise cloud storage for large data sets. The internet bandwidth connection to these commercial clouds should be carefully examined. Transferring large data sets can overload the existing bandwidth of the entire enterprise internet connection outside the intranet. The commercial cloud has low startup cost. However, their long-term lifecycle cost must be studied and compared to the private cloud option. The storage solution selection must consider its eventual interaction with web portal services for Caltrans MTLS and geo-spatial data distribution.

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CHAPTER 8:
CONCLUSIONS AND FUTURE RESEARCH

The Caltrans MTLS vehicle has been actively deployed for eighteen months for data collection during this research. Ninety MTLS projects were scanned in eight different Caltrans districts. The majority of the MTLS projects were used for pavement DTM. MTLS projects included rural and urban multi-lane divided highways, rural undivided highways, bridges, and tunnels. Northern California districts (1, 2, 3, & 4) were the primary users. They performed additional work for Caltrans Districts 6, 9, 10, and 11. The Caltrans OoP in Headquarters performed feature extraction for some of the data collected by the MTLS system. The MTLS system will be deployed to central and southern California after users training in the second half of calendar year 2014.

Ownership of an MTLS system by Caltrans provided significant positive benefit and presented challenges for the organization to overcome. MTLS major benefits are:

1. Improved worker safety
2. Decreased lead time from data requested to data delivery
3. Reduced survey time and cost
4. Reduced number of return site visits to collect additional data
5. Reduced travel delay to general public
6. Provides high resolution 3D virtual reality data for public outreach related to project design and delivery
7. Enables Caltrans to do more geo-spatial data collection such as asset management by Federally-mandated MAP-21
8. MTLS enables cost-effective means to collect necessary data for data-driven decision making processes as well as asset condition assessment data for accurate and genuine performance measure.

MTLS collects large point cloud and imagery data sets. Caltrans will have to store, manage, and distribute data to stakeholders. The large data storage demand will exceed the storage capacity of a single file server or storage array. Furthermore, other geo-spatial data sets are stored at various locations with different portals for information access. A central temporal geo-spatial information clearinghouse will greatly simplify and improve data access for users, and consequently will result in timely and data-driven decision making. The large data transfer will put a significant load on the existing network that may negatively impact other Caltrans IT services. The immediate IT challenge will be developing and deploying a system for storing, managing, and distributing MTLS and other temporal geo-spatial data for Caltrans and the public while minimizing the negative impact on the existing Caltrans network. Therefore, any storage and distribution solution must include network bandwidth upgrades at all levels of the network

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infrastructure, particularly to districts and satellite offices where the MTLS data processing personnel are located.

Recommendations and Lesson Learned Summary

1. To maximize the return on investment, the MTLS vehicle should be deployed to central and southern California districts. With the anticipated increased demand, Caltrans should evaluate procuring a second unit. This will be more strongly indicated if asset management becomes a regular use for MTLS. As Caltrans has indicated, the current pilot study has proven that in 18 months, the cost savings is greater than the cost of the MTLS unit.

2. To address the perishable skills issue, Caltrans should consider moving to a centralized MTLS group at the Headquarters level, or groups at the regional level, that performs all MTLS data acquisition and post-processing. Feature extraction may be done by this group, or by the districts. Careful planning will be needed to appropriately balance centralized management vs. the needs of the districts.

3. Caltrans must develop clear guidelines and criteria to manage project priorities and broker the use of the MTLS system and skills.

4. Square and rectangular shape ground control targets are recommended based on previous MTLS project experience.

5. To support effective management, planning, and estimation for future jobs, each MTLS project should be carefully documented. This should include the number of lanes, number of passes, and number of lane miles.

6. For future MTLS deployments, the support platform vehicle should be selected in part for a reduced carbon footprint relative to the current vehicle.

7. Data archival recommendations:

    a. The MTLS data including the Applanix POSPac directory and all Trimble Trident files directory (Access database, .LAS, .GPS, and .AVI files) should be archived

    b. Exported LAS files (version 1.1, 1.2, or 1.4), with folder name or readme.txt to indicate map projects and geoid model used. LAS files may be compressed with LASzip open source LAS compression software.

    c. Exported lens rectified JPG with DAT, TXT, SHP and TopoDOT image location and orientation files

    d. Any project deliverable files

8. Because of the MAP-21 mandate, MTLS may be used for asset management data collection. Workflows and standards should be developed to standardize the data collection and post-processing of MTLS data for asset management applications.

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9. Since MTLS data collection and post-processing is a highly perishable skill if not used, computer workstation and software installation and setup should be completed before training. Thus, users can apply their learning immediately on MTLS data collection and post-processing.

10. MTLS projects should be immediately ready for MTLS data collection and post-processing after the MTLS training. Performing MTLS project immediately after training provides operators with practical experience to reinforce and engrain their training and learning into long-term memory.

11. The MTLS system specification should be updated based on the lessons learned from the current system. In addition, vehicle modifications and upgrades are required for MTLS operations.

    a. Original factory roof rack may have to be modified or strengthened to support the MTLS sensor pod.

    b. Alternator upgrade and additional battery and isolators are required.

    c. Lens covers are highly recommended.

    d. The side-looking camera should point toward the roadside and downward to better capture the roadside features and road signs. User adjustable camera mount is highly recommended.

    e. All display mounts should be strong enough to handle vehicle vibration.

12. A data archiving platform for storing, managing, and distributing MTLS and other temporal geo-spatial data is needed.

Future Research

1. Currently, no one software tool or suite addresses all of Caltrans' needs for feature extraction, and Caltrans will in the near term need to maintain licenses for multiple packages, in order to support productivity. However, as the software ecosystem evolves, Caltrans should refine and standardize MTLS feature extraction workflows and narrow down software used for feature extraction.
2. Evaluate the use of multi-spectral imagery, infrared (IR), near-infrared (NIR), and ultraviolet (UV) for plant identification, feature extraction, and tunnel imaging.
3. Improve the performance, management, and scalability of point cloud and imagery handling through distributed laser point cloud and imagery processing and storage.
    a. Evaluate distributed storage solutions to handle MTLS data needs.
    b. Evaluate ability of distributed laser point cloud or imagery processing to enhance performance and scalability.
4. Revise MTLS system specifications.

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5. Develop and optimize MTLS workflow for asset management.

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APPENDIX A:
CALTRANS TRIMBLE MX8 OPERATION MANUAL

Caltrans Trimble MX8 MTLS System Description

The Trimble MX8 MTLS system was installed on a Chevrolet Suburban, with modifications in several areas to support the MX8 system:

- Extra battery and battery isolators with circuit breakers were added to provide scanner electrical power and scanner system isolation from the engine's electrical system.
- The factory alternator was replaced with a 250 amp alternator.
- An automatic idle adjusting system was added to maintain engine rpm at 900 to 1,000 when the vehicle is in Park and the brake pedal is not depressed to provide sufficient power to the MX8 system.
- An off-the-shelf roof rack was added, with custom modifications by ESC, to mount the MX8 sensor pod rack.
- The front passenger seat was replaced with a custom workstation platform for the inverter, dual LCD monitors, keyboard, and trackball mouse.
- A diamond plate built-up floor was installed behind the rear seats to allow for mounting the MX8 computer rack.
- A custom plastic shield was mounted on the driver's-side rear door window to allow the sensor pod cable to pass through.

The MX8 system consists of a sensor pod mounted on the vehicle roof rack, DMI mounted on the driver-side rear wheel, computer rack mounted in the vehicle rear, and monitors and accessories mounted to the workstation as shown in Figures A.1, A.2, A.3 and A.4. ***MX8 system drivers and operators should carefully note the minimum height clearance of 10 feet 6 inches, and should operate the vehicle accordingly.***

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Figure A.1. Caltrans Trimble MX8 MTLS system sensor pod and DMI

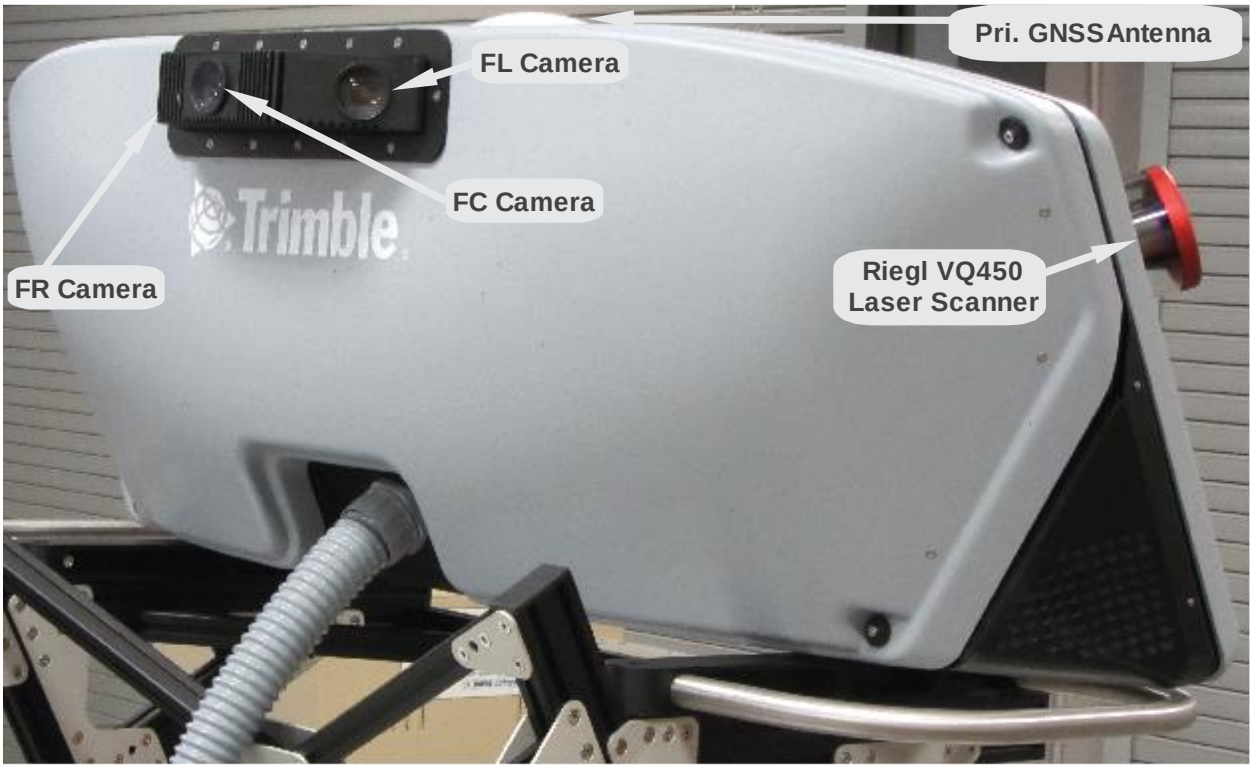

Figure A.2. Caltrans Trimble MX8 MTLS system sensor pod (front view)

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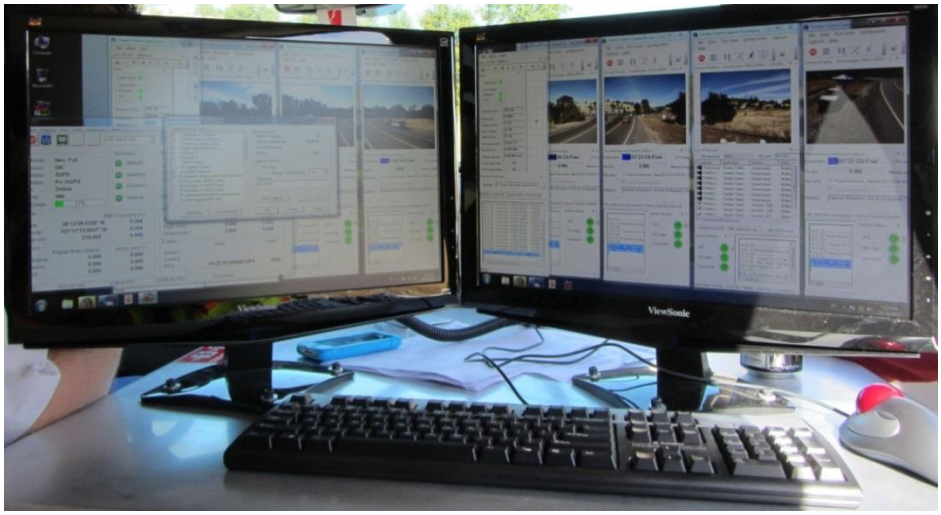

Figure A.3. MX8 user interface (dual monitors, keyboard, and trackball) mounted next to the driver

Figure A.4. MX8 computer rack mounted in the vehicle rear

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MTLS Mission Planning

In addition to typical survey project planning, MTLS requires extra considerations:

- GNSS base station occupying CCS83 (2010.00 or 2011.00, refer to Caltrans Survey Manual) and COH88 datum control point:
    - Location: keep GNSS baseline length < 10 km or 6 miles and near the center of the project for high-accuracy work.
    - 1 Hz logging rate, GLONASS-enabled recommended.
- Location for 5-minute static session: the MX8 should be close to the GNSS base station.
- Locations for ground targets.
- Time of data collection:
    - Assess local traffic patterns, avoid rush hour, and possibly scan at night.
    - CHP traffic break and shadow vehicle (See Figure A.5) help reduce data artifacts.
    - Sun location (low sun angles) may affect photo quality.
    - GNSS satellite availability and DOP.
    - Check weather forecast for rain, snow, and temperature. Operating the cameras below -5ºC will damage the camera CCD image sensor. The stated camera operating temperature range is 0° to 40°C; and storage is -30° to 60°C. The camera can operate down to -5°C due to internal heating from the MX8 pod components. However, if the vehicle / system were stored outside overnight, the startup temperature of the system can be lower than the air temperature. In this case, starting up the camera with air temperature slightly above operating temperature may damage the camera CCD sensor. The operator can check camera internal temperature with Internet Explorer. Camera web addresses are stored in the bookmarks.
- Vehicle speed, photo spacing, scan rate (rotations per second), measurement rate (pulses per second), and first or last return selection:
    - Scan line spacing and points per square meter requirement.
    - Vehicle speeds are generally limited by the need to have dense scan of targets to accurately acquire target positions from scan.
- Refer to Caltrans Survey Manual Chapter 15 for further information.

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Figure A.5. CHP and shadow vehicle rolling traffic break

Table A.1. Scan line spacing vs. vehicle speed and scan rate

Vehicle Speed (MPH)	Scan line spacing @ 100 Hz scan rate (ft)	Scan line spacing @ 150 Hz scan rate (ft)	Scan line spacing @ 200 Hz scan rate (ft)
20	0.293	0.196	0.147
30	0.440	0.293	0.220
40	0.587	0.391	0.293
50	0.733	0.488	0.367
60	0.880	0.587	0.440

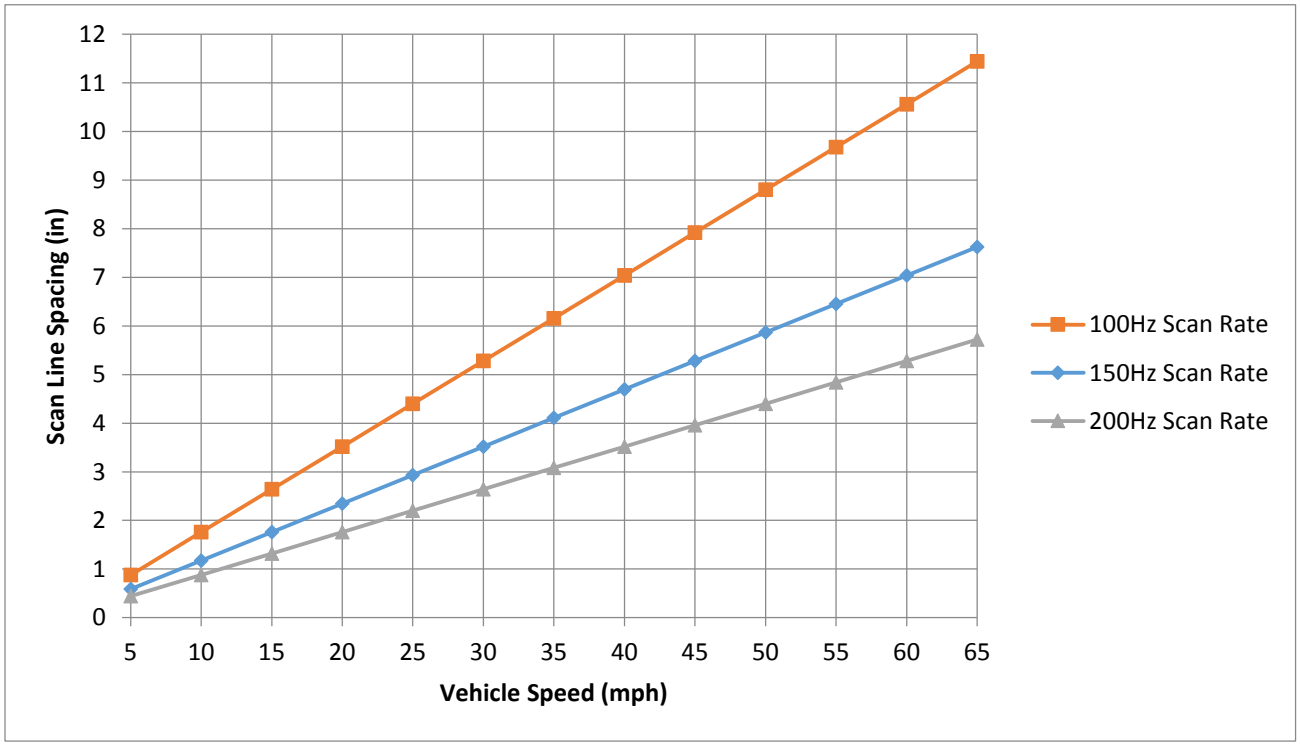

Figure A.6. Scan line spacing vs. vehicle speed and scan rate

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Table A.2. Point spacing on a scan line at 50 meter range vs. scan and measurement rate

Measurement Rate (pts/s)	150,000 (pts/s)	200,000 (pts/s)	300,000 (pts/s)	380,000 (pts/s)	550,000 (pts/s)
100 Hz Scan Rate	0.687 ft	0.515 ft	0.344 ft	0.271 ft	0.187 ft
150 Hz Scan Rate	1.031 ft	0.773 ft	0.515 ft	0.407 ft	0.281 ft
200 Hz Scan Rate	1.374 ft	1.031 ft	0.687 ft	0.543 ft	0.375 ft

Table A.3. Point spacing on a scan line at 75 meter range vs. scan and measurement rate

Measurement Rate (pts/s)	150,000 (pts/s)	200,000 (pts/s)	300,000 (pts/s)	380,000 (pts/s)	550,000 (pts/s)
100 Hz Scan Rate	1.031 ft	0.773 ft	0.515 ft	0.407 ft	0.281 ft
150 Hz Scan Rate	1.546 ft	1.160 ft	0.773 ft	0.610 ft	0.422 ft
200 Hz Scan Rate	2.061 ft	1.546 ft	1.031 ft	0.814 ft	0.562 ft

Table A.4. Riegl VQ-450 laser scanner maximum range vs. measurement rate

Point Measurement Rate (pts/s)	150,000	200,000	300,000	380,000	550,000
Max. Range (m), Reflectivity > 10%	300 m	260 m	180 m	180 m	140 m
Max. Range (m), Reflectivity > 80%	800 m	700 m	450 m	330 m	220 m

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MX8 Startup Procedures

Startup Summary

MX8 vehicle driver and operator should follow the MX8 System Checklist (see Appendix B). The startup steps are:

1. Vehicle pre-op check.
2. Start engine.
3. Remove all camera and laser scanner covers. This step may be performed at any time before Step 16.
4. Turn on inverter (after engine has idled at least 30 seconds).
5. Turn on UPS (after turning on inverter for at least 5 seconds).
6. Turn on the server and then the client computer (after turning on UPS for at least 5 seconds).
7. Turn on Applanix GNSS/IMU system (after the server computer has been on for at least 5 seconds).
8. Check to see if both power supplies in the computer rack are on.
9. Start Applanix POSPac LV program and drive the vehicle with the Applanix System on while logging data for at least 5 minutes.
10. Before commencing scanner passes, drive the vehicle with the Applanix system on for 5 to 10 minutes, park in a safe location with an open sky view of the GNSS satellites and near a GNSS base station that is logging 1 Hz data, and start a 5-minute static GNSS session.
11. Create the new project directory.
12. Copy and rename the project database template to the project directory.
13. Start Trident Image Capture Server program on the Server computer.
14. Start Trident Image Capture Client programs on both the Server and Client computers.
15. Start Trident Laser Capture Client programs on both the Server and Client computers.
16. Start data capture on the Server program and commence scanning.
17. After completion of scanner passes, perform another static GNSS session near the GNSS base station.

Details of each step are discussed in the following.

Step 1: Vehicle Pre-op Check

Driver should follow standard Caltrans vehicle pre-op check procedures and fill out Cartag information. In addition, the operator should check that:

- Aux battery isolator is closed
- Main battery isolator is closed
- Cab battery isolator is closed
- Fuel level is full. (Vehicle filling requires engine shutoff as well as shutting down the entire MX8 system. Restarting the MX8 again for data collection requires a 5-minute static session at the beginning and end of the project data collection.)

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- Tire pressure is correct, particularly the tire with the DMI

Step 2: Start Engine

After starting the engine, it should idle at 900 to 1,000 rpm. Let the engine idle for at least 30 seconds before turning on the inverter.

Step 3: Remove all camera lens and laser scanner covers

Operator should check and make sure all camera and laser scanner covers are removed and their windows are clear and free of bugs and dirt. Bugs and dirt collected during data collection are generally not a big problem. However, if the vehicle has to travel a long distance to the project site, an accumulation of bugs and dirt may degrade the camera image quality, particularly for the front center camera. Thus, the covers should be removed immediately before data collection only. Lens cleaning supplies are stored in the orange toolbox located at the back of the vehicle. This step may be performed at any time before Step 16.

Step 4: Turn on inverter

Power up inverter by switching the Xantrex inverter remote switch located next to the center console. The Xantrex inverter remote control unit also provides information on the power supply voltage, current draw, and power output as shown in Figure A.7. The vehicle driver should constantly monitor the input voltage when the vehicle is idling or going downhill. The input voltage should be kept at 12.5 volts or higher. Because of the high current draw, the vehicle alternator may not provide enough power if the engine speed is below 900 rpm. Shifting the manual gear selection mode and selecting a lower gear allows the driver to increase the engine speed (rpm) and alternator power output.

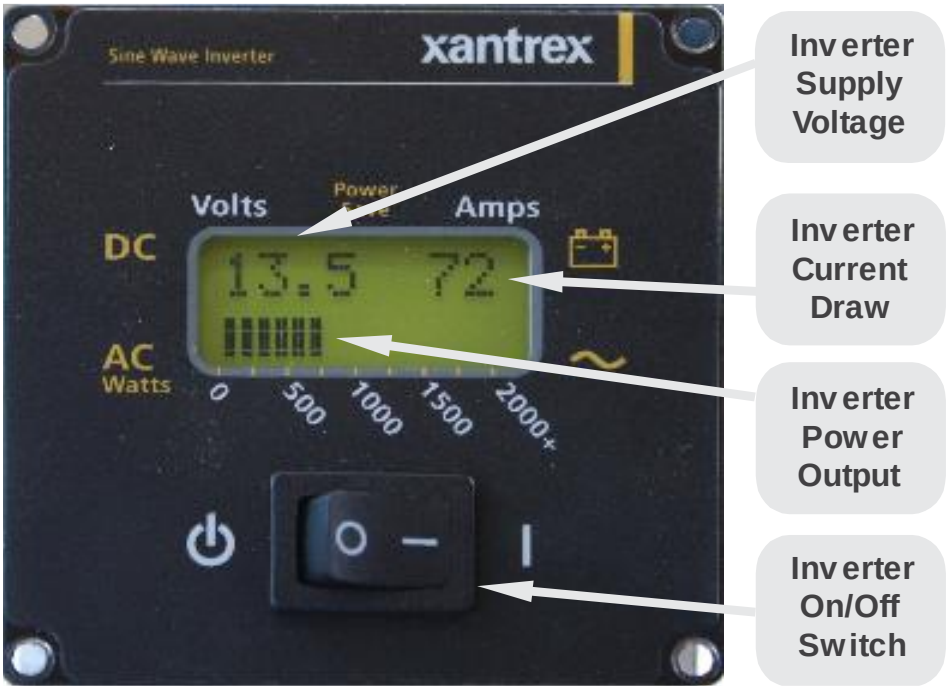

Figure A.7. Xantrex inverter remote

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Step 5: Turn on UPS

Power up the UPS by press and holding the UPS on/off switch for a few seconds until the "~" shaped green LED comes on. When the "~" shaped green LED comes on, the UPS is on.

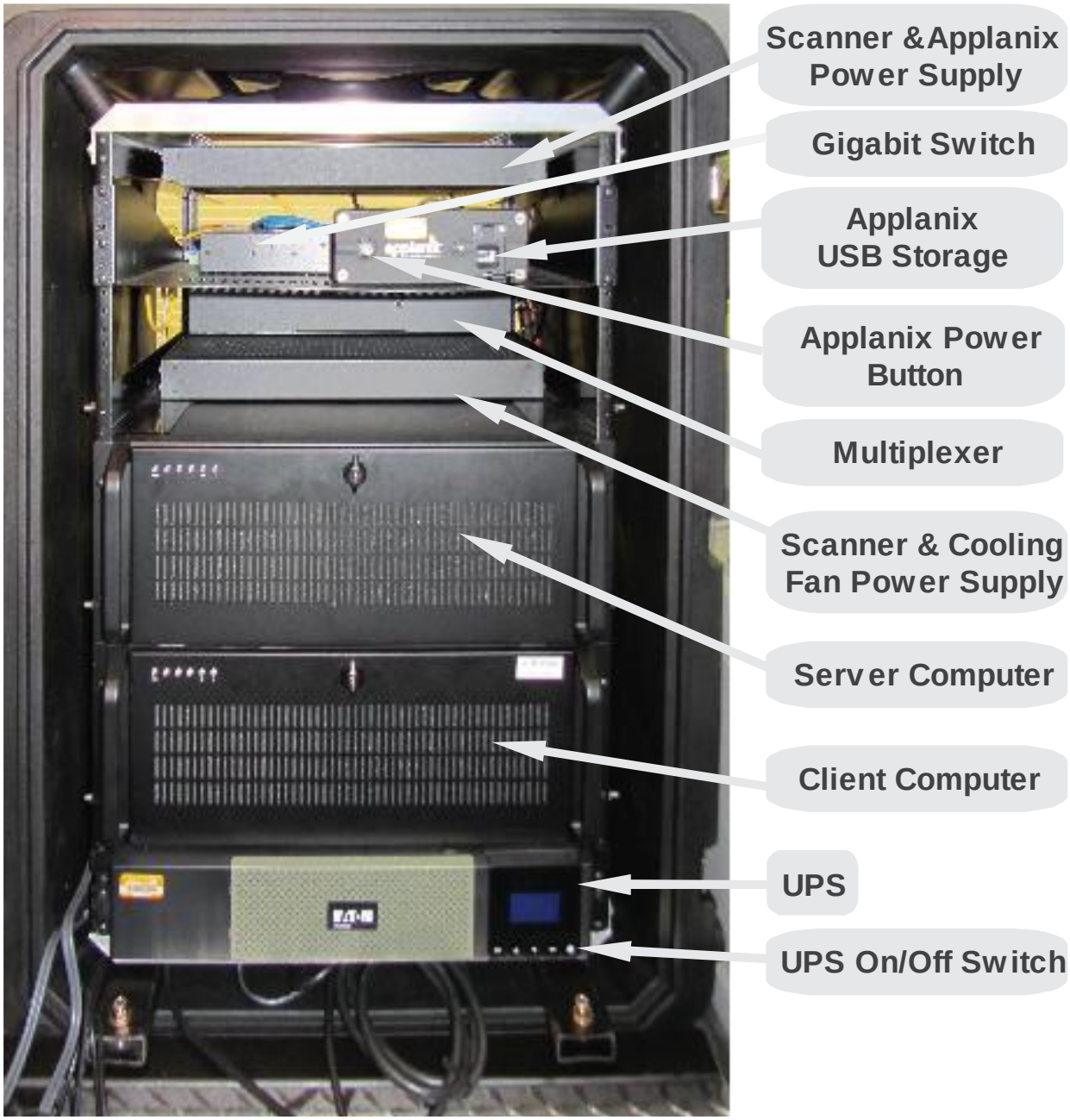

Figure A.8. MX8 computer rack front view

Step 6: Turn on server and client computers

There are two computer systems in the computer rack located in the rear of the vehicle. The top computer is the server and the bottom computer is the client (see Figure A.8). First, turn on the

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server computer by opening the server computer front cover and pressing the black power button as shown in Figure A.9. Second, turn on the client computer similarly. The computer power indicator located on the far left of the computer (see Figure A.9) should light up green.

A single keyboard and mouse are shared for the server and client computers user input. To allow the keyboard and mouse to switch between the server and client computers, the user must hit the "Scroll Lock" key on the keyboard twice after both computers are completely booted up. After that, the user can switch the keyboard and mouse between the server and client computer by moving the mouse pointer to the desired computer to be controlled.

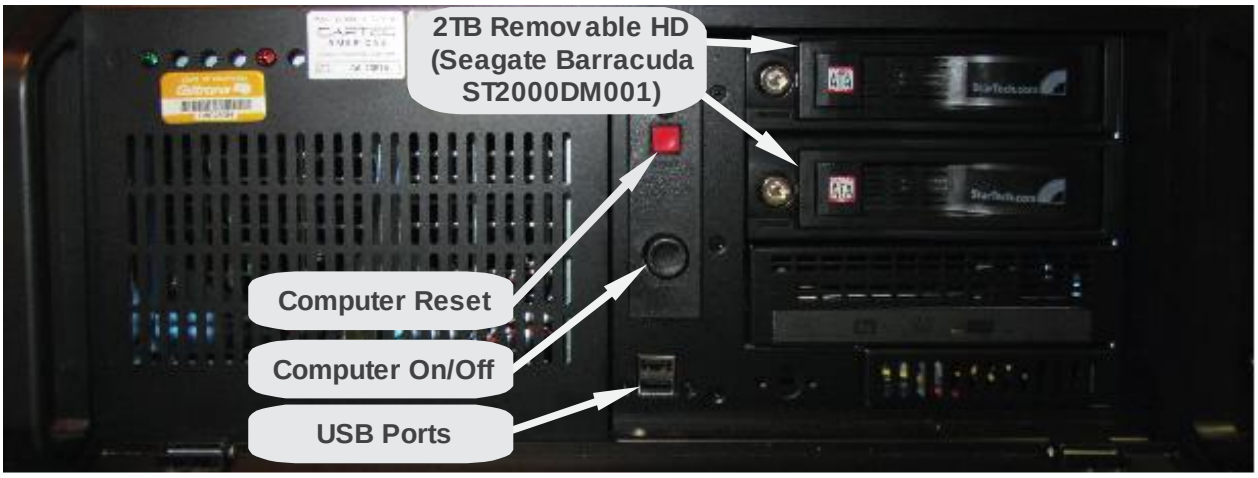

Figure A.9. MX8 server and client computer front view with its cover open

Step 7: Turn on Applanix GNSS/IMU system

The operator should turn on Applanix by holding the Applanix power button (shown in Figure A.8) for a few seconds until the power button is illuminated. In addition, the Applanix will not properly detect the DMI without the server computer being on. After starting the Applanix system, it is preferable to only drive the vehicle forward initially. The vehicle should be driven and turned several times with the Applanix system on for at least 5 minutes in an area with relatively open sky before starting the data logging and 5-minute static session.

Step 8: Check to see if both power supplies in the computer rack are on

The operator should then check that both the power supplies' power indicators (located on the 12 V and 24 V power supply switches (see Figure A.10)) are illuminated red. Both switches should always be kept in the "ON" position. The power supplies power the camera cooling system, laser scanners, and Applanix system. When the computers turn on, power is supplied to all the cameras. The camera CCD array may overheat and be permanently damaged when powered without the cooling system. DO NOT connect or disconnect camera FireWire or CPIO cable to the multiplexer when the computer is on. Doing so risks damaging the camera or the multiplexer.

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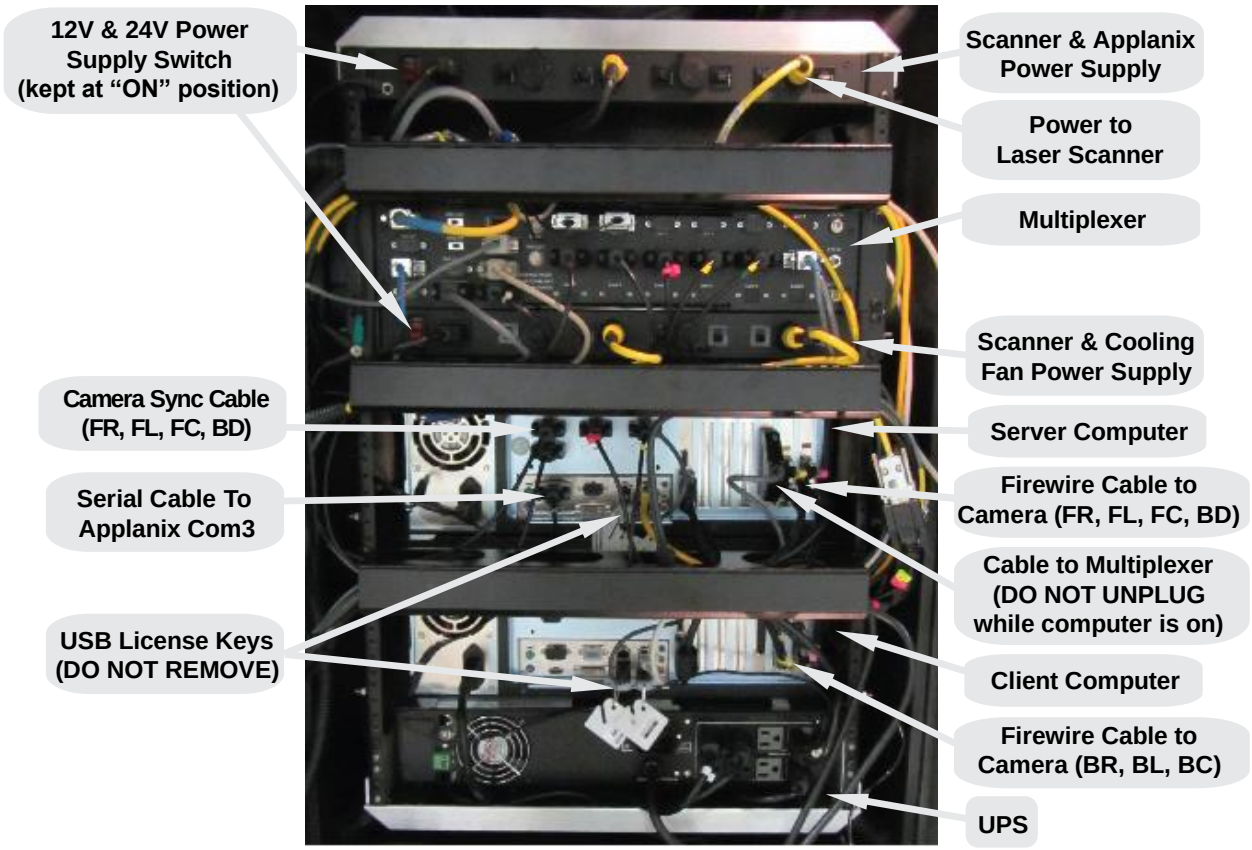

Figure A.10. MX8 computer rack rear view

Step 9 & 10: Start Applanix POSPac LV program and GNSS logging

The Applanix POSPac LV program may be launched on either the server or the client computer. Typically, it runs on the client computer because of more available desktop space. The user should first click on the "Connect" icon to connect to the Applanix 520 system. The default settings, particularly the GNSS antenna to IMU distance and orientation values, should not be changed. The user may log the data on the Applanix onboard USB drive or on the local computer through the network connection. Removable drive data logging is more reliable and robust, and is preferred. In addition, the Applanix system also keeps a backup data copy in its internal storage. The backup data files are available via FTP. When network logging is used, the default data storage location is on the desktop of the computer. This option is not recommended because any network interruption may cause file corruption and the Applanix does not store a data backup copy in its internal storage with this option.

<u>Logging GNSS and IMU data</u>

A. Launch the POSPac LV program by double-clicking on the program icon located on the desktop.
B. Click on the "Connect" icon to connect to the Applanix system, as shown in Figure A.11 (The Applanix IP address should be 192.168.0.100).

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C. Click on "Removable drive data logging" under the "Logging" menu.
   The Removable drive logging option saves the data in the Applanix USB drive as well as internal flash storage. The Applanix system internal flash storage data may be downloaded via FTP to 192.168.0.100, username: guest, password: applanix.
D. Input the log file name.
   The file name should include the date of the data collection.
E. Click on the POSPac logging button shown in Figure A.12.
F. Change "Group 1 Output Rate" to 1 Hz from the default 200 Hz.
G. Click on "Start Logging" icon. (DO NOT START LOGGING until the GNSS solution is available and the vehicle has been driven with the Applanix system on for at least 5 minutes.)
   The logging status should change to "Writing" instead of "Idle".
H. Before commencing scanner passes, park in a safe location near a GNSS project control station that is logging 1 Hz data, and perform a 5-minute static GNSS session with the Applanix system.
I. Leave the Applanix system on and logging throughout the scanning session.
J. Click on the "Stop Logging" icon after the 5-minute static GNSS session at the end of mission completion.

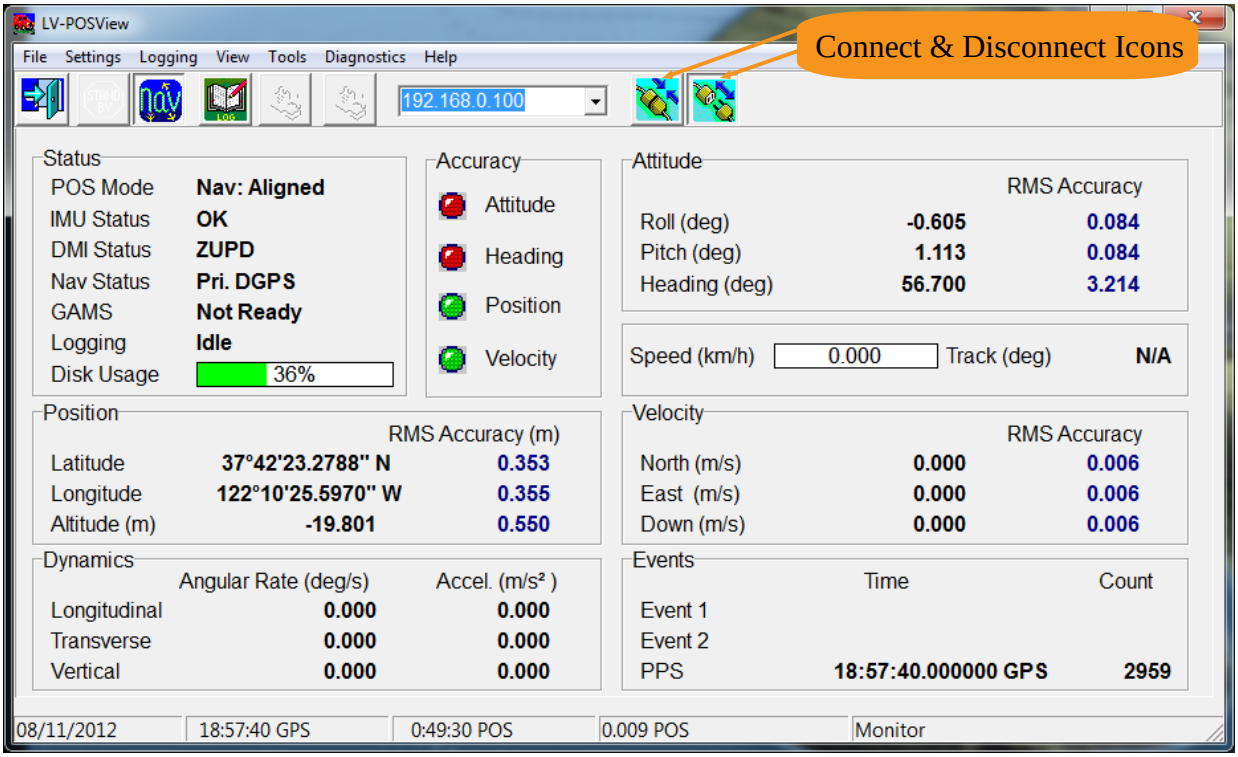

Figure A.11. Applanix POSPac LV software interface

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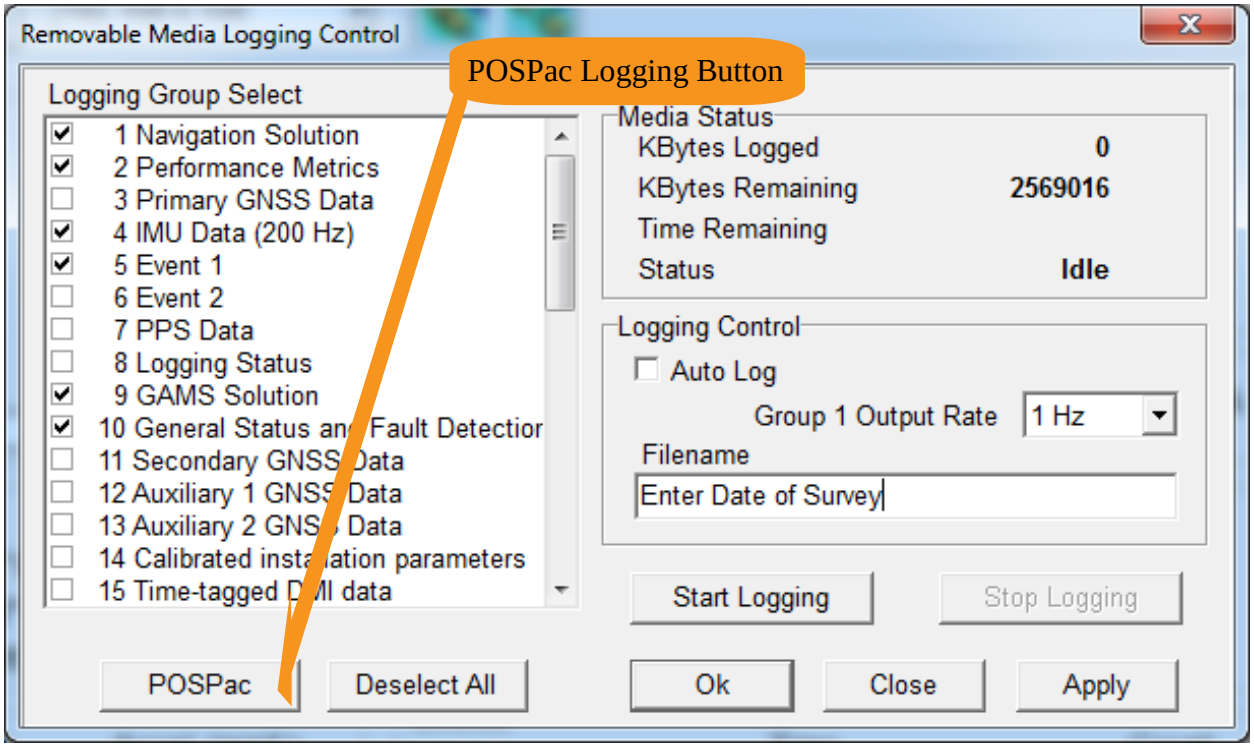

Figure A.12. POSPac Removable Media Logging Control user interface

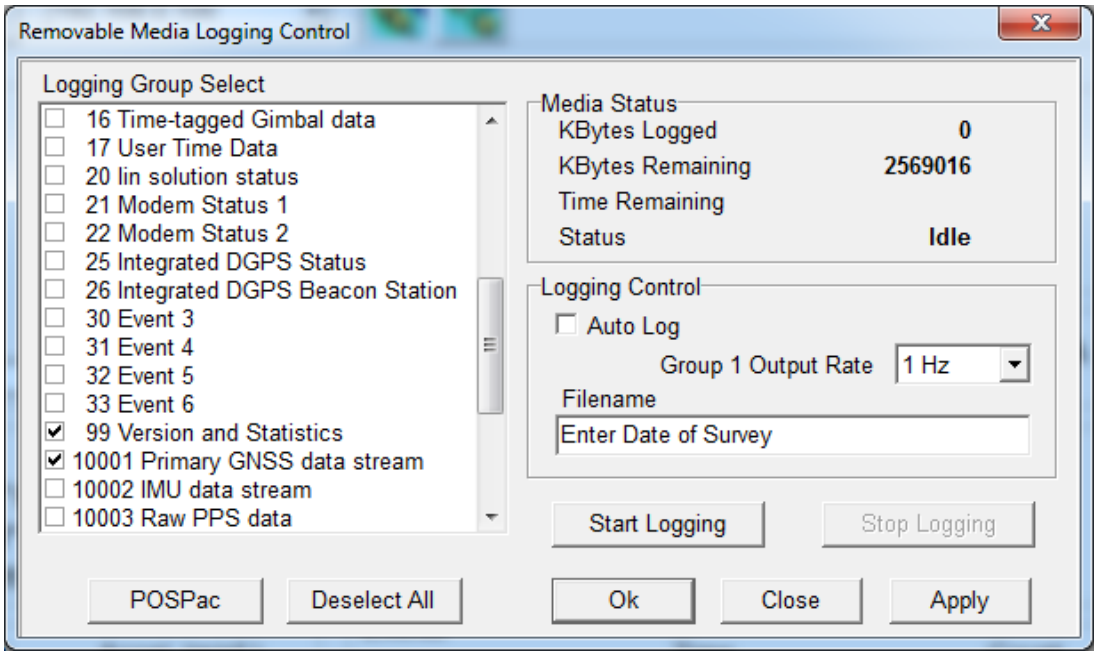

Figure A.13. POSPac Removable Media Logging Control user interface

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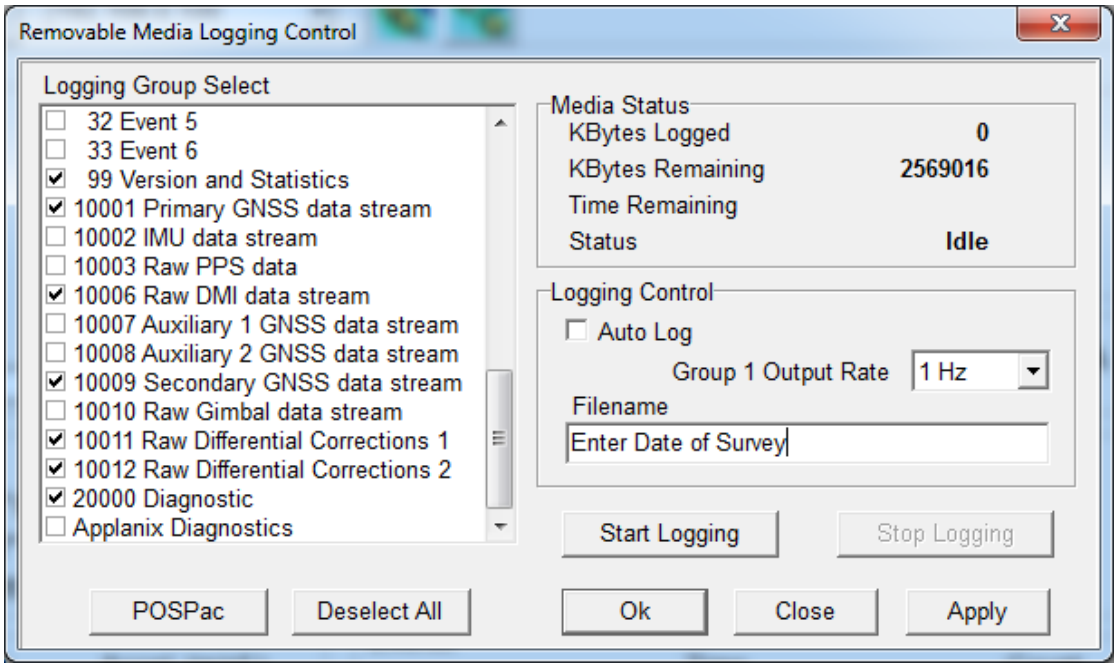

Figure A.14. POSPac Removable Media Logging Control user interface

<u>Applanix System (POS LV520)</u>

For detailed Applanix system information, please refer to the Applanix manual at http://www.applanix.com/media/downloads/support/firmware_updates/PUBS-MAN-003758.pdf
The user should note that the GPS Azimuth Measurement Subsystem (GAMS) requires 6 or more of the same GPS satellites in view by the front and rear GNSS antennae. In the MX8 system, the Applanix Com 1 and 2 are connected to the Riegl scanners, and Com 3 is connected to the server computer. One Applanix serial port is available. If the user has changed any of the settings, the user must click on the "Save Setting" button; otherwise the changes will not be saved into the Applanix System for the next session. DO NOT redo GAMS calibration unless the antenna has been moved.

Step 11: Create the new project directory

Trimble Trident Capture software stores the collected data in various locations. The majority of the data are stored in the project directory set up by the user on D and E drives on both server and client computer. For example, the image data are stored in AVI files with the corresponding ".gps" file that stores the image geolocations and metadata; the laser scanner data is stored in LAS 2.0 files in the project directory. The ".gps" file stores the data collection vehicle path.

A. Create a new project folder inside the server computer "d:\ProjectData" directory following the project naming convention. Project naming methods:
   a) Postmiles (PM) rounded to full mile – no decimals
   b) CoRte_PM Beg-PM End_YearMonthDay controlled or uncontrolled
   c) 2 or 3 digits3 digits_3 digits-3 digits_4 digits2 digits2 digits C or U

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d) For example: ALA080_001-010_20121217U and SJ580_000-005_20130128C ALA – County, 80 – Route, 001 begin PM, 010 end PM, 20121217 – Date, U – Uncontrolled, and C - controlled

B. Create a new folder with name based on the data collection date inside the newly created project directory from Step 11A

C. Create another folder, inside the folder created in Step 11B, with name based on the data collection date. (This step is required because of a software bug/feature). Example of resulting directory structure:
d:\ProjectData\SJ580_000-005_20130128C\20130128\20130128

Step 12: Set up Access database for data collection (for new project only)

The sensor alignment data and project meta information are deposited in the project Microsoft Access database. The project database may be located anywhere in the server computer. However, it is a good practice to store the database in the project folder. A project database template is available on the server desktop (folder). This step is not need if data are being collected for an existing project using an existing project database.

A. Copy project database template on the server computer to the project directory/folder created in Step 11

B. Rename the project database following the project naming convention.

C. Set up Windows 7 connection to the project database on the server computer: Double-click on the ODBC icon on the server desktop. (Alternative, click on "Control Panel" from the "Start" menu, then search for ODBC and double-click on the "Setup data source (ODBC)" as shown in Figure A.15.

Figure A.15. Windows 7 control panel data source (ODBC) user interface

D. Click on the "Add…" icon as shown in Figure A.16.

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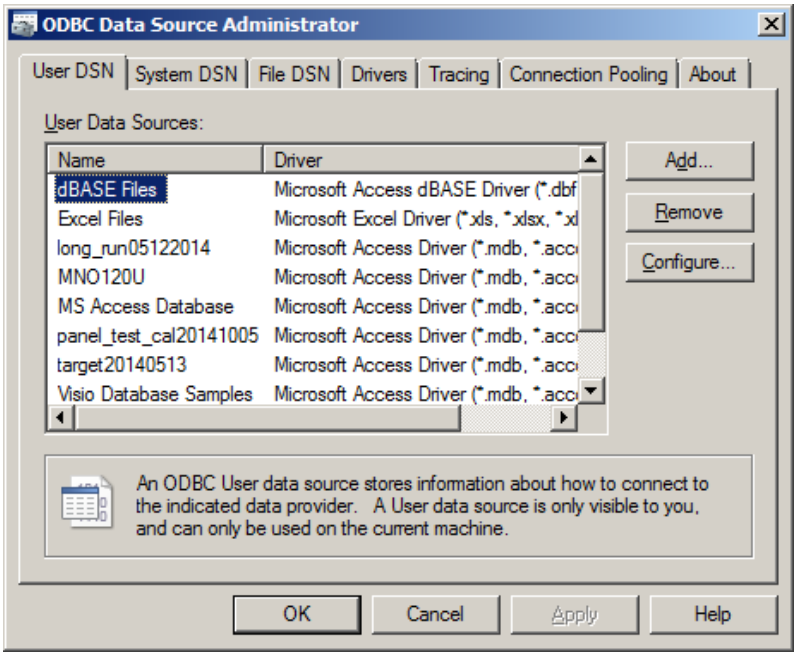

Figure A.16. Data source (ODBC) user interface

E. Select the "Microsoft Access Driver (*.mdb, *.accdb) and click the "Finish" button as shown in Figure A.17.

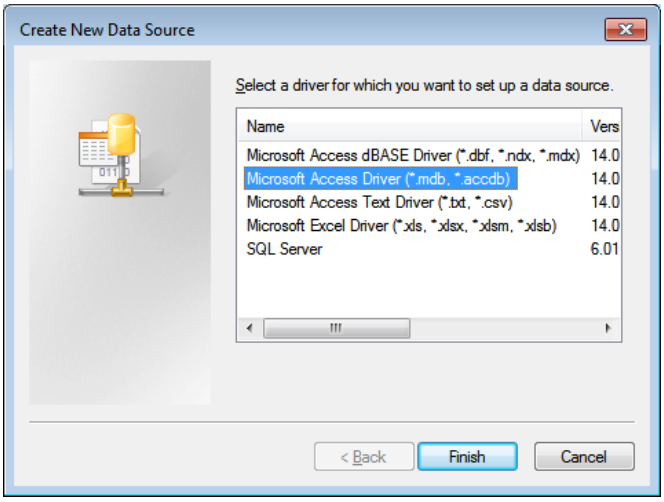

Figure A.17. ODBC user interface (select Microsoft Access Driver)

F. Fill in the "Data Source Name" following the project naming convention,
G. Click on the "select" button as shown in Figure A.18, then select d:\ drive and the project folder created in Step 11. After that, click on the project database file and click "OK" button as shown in Figure A.19. After that, click the "OK" button shown in Figure A18.

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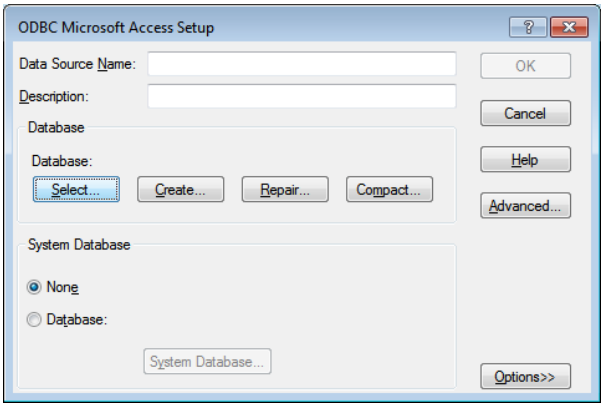

Figure A.18. ODBC interface for creating Access database link and name

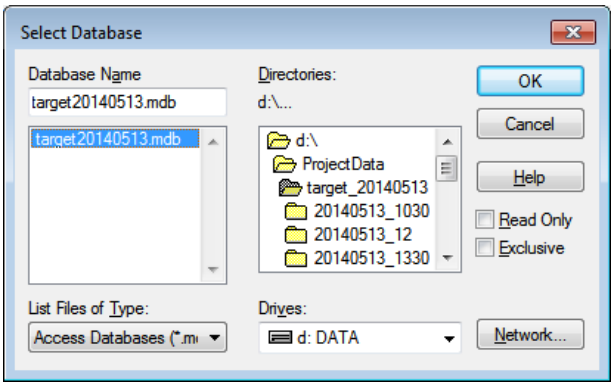

Figure A.19. ODBC interface for selecting the Access project data file after clicking on the "Select" button

Step 13: Start Trident Image Capture Server program

The Trident system requires at least one camera operating in order to collect laser data. The first Trident Image Capture launched on the server computer will be the Trident Image Capture Server program. It controls the data storage location and global camera settings. The default camera for the server program is the Front Right camera. The camera naming convention is: FR (Front Right), FC (Front Center), BD (Back Downward), BC (Back Center), etc.

A. Start the Trident Capture for Imaging program by double-clicking on the Trident Capture for Imaging on the server computer desktop.
B. If the Trident Capture has been used for another (new) project, the project DB must be removed first in the Trident Capture program. The Trident Capture server program will use the last project database by default. Click on the "Run Layer" menu and select "Remove a Project DB..." as shown in Figure A.20. If the data collection is to be continued for the previous project, this step should be skipped.
C. Confirm remove connection on a project database by clicking "Yes" in Figure A.21. (Note that removal of project database connection does not delete the project database file.)
D. Click on "OK" to remove the project database connection as shown in Figure A.22.

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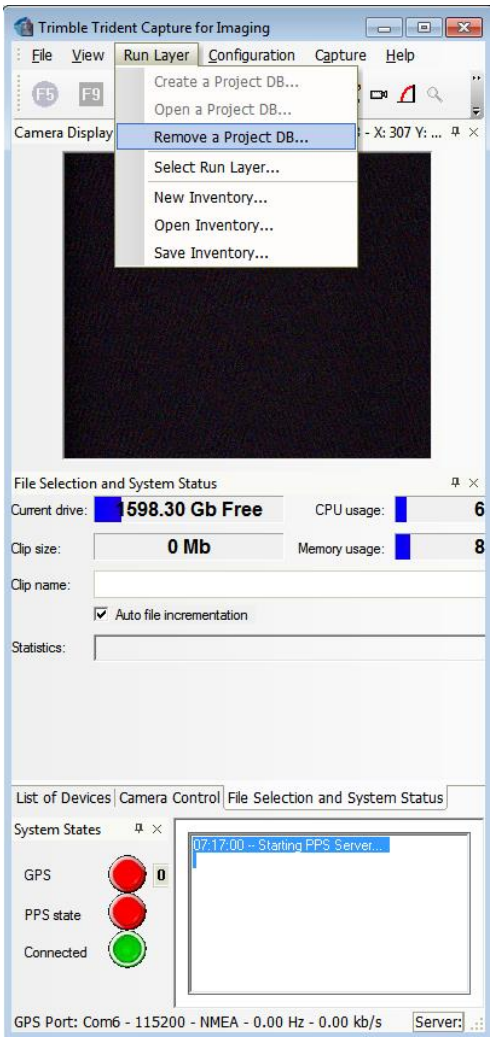

Figure A.20. Trimble Trident Capture for Imaging Server user interface

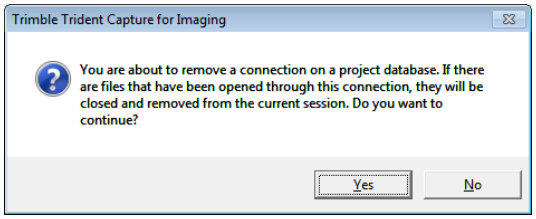

Figure A.21. Trimble Trident Capture for Imaging Server user interface

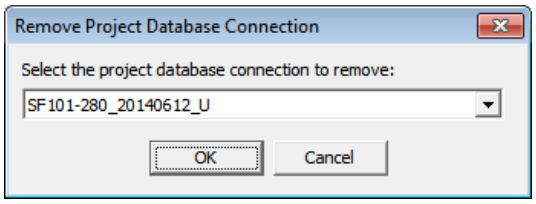

Figure A.22. Trimble Trident Capture for Imaging Server user interface

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E. Setup the connection to the new project database by clicking the "Run Layer" menu and selecting "Open a Project DB…" as shown in Figure A.23.
F. After that, click on the pull-down "▼"menu next to the "Add DSN…" button and select the new project database as named in Step 10, as shown in Figure A.24.
G. Then, click on the "Next" button and then the "Finish" button.

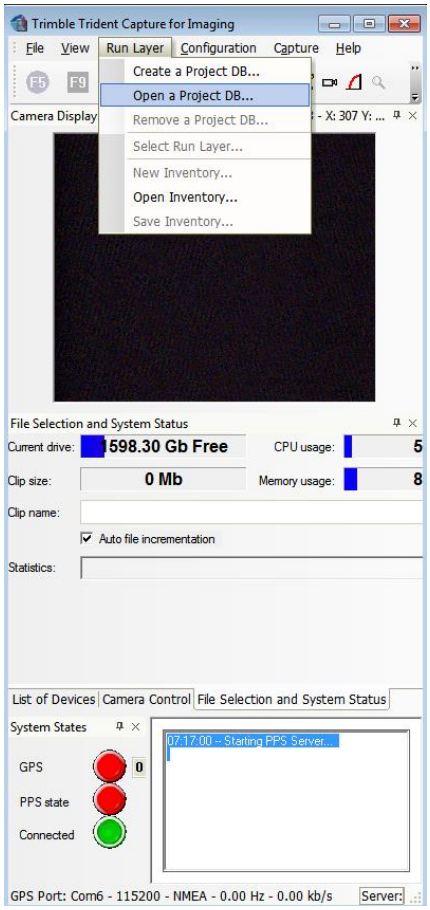

Figure A.23. Trimble Trident Capture for Imaging Server user interface

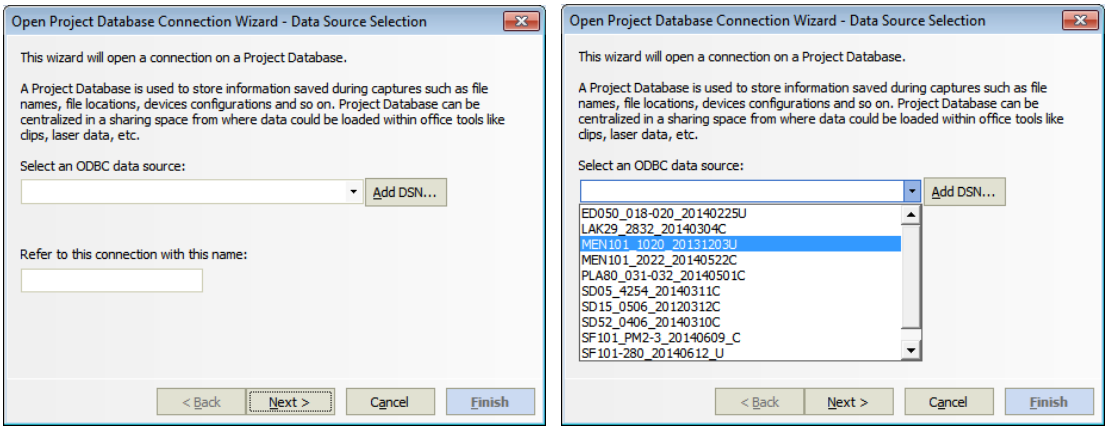

Figure A.24. Trimble Trident Capture for Imaging Server user interface

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H. Select the location of project directory for the data to be stored in the "File Selection and System Status" tab by clicking the "…" button next to the "Clip name:" title as shown in Figure A.25.
"d:\ProjectData\project folder name\project date\project date\"
e.g. "d:\ProjectData\ SJ580_000-005_20130128C\20130128\20130128\"

I. Enter the project date for the clip name

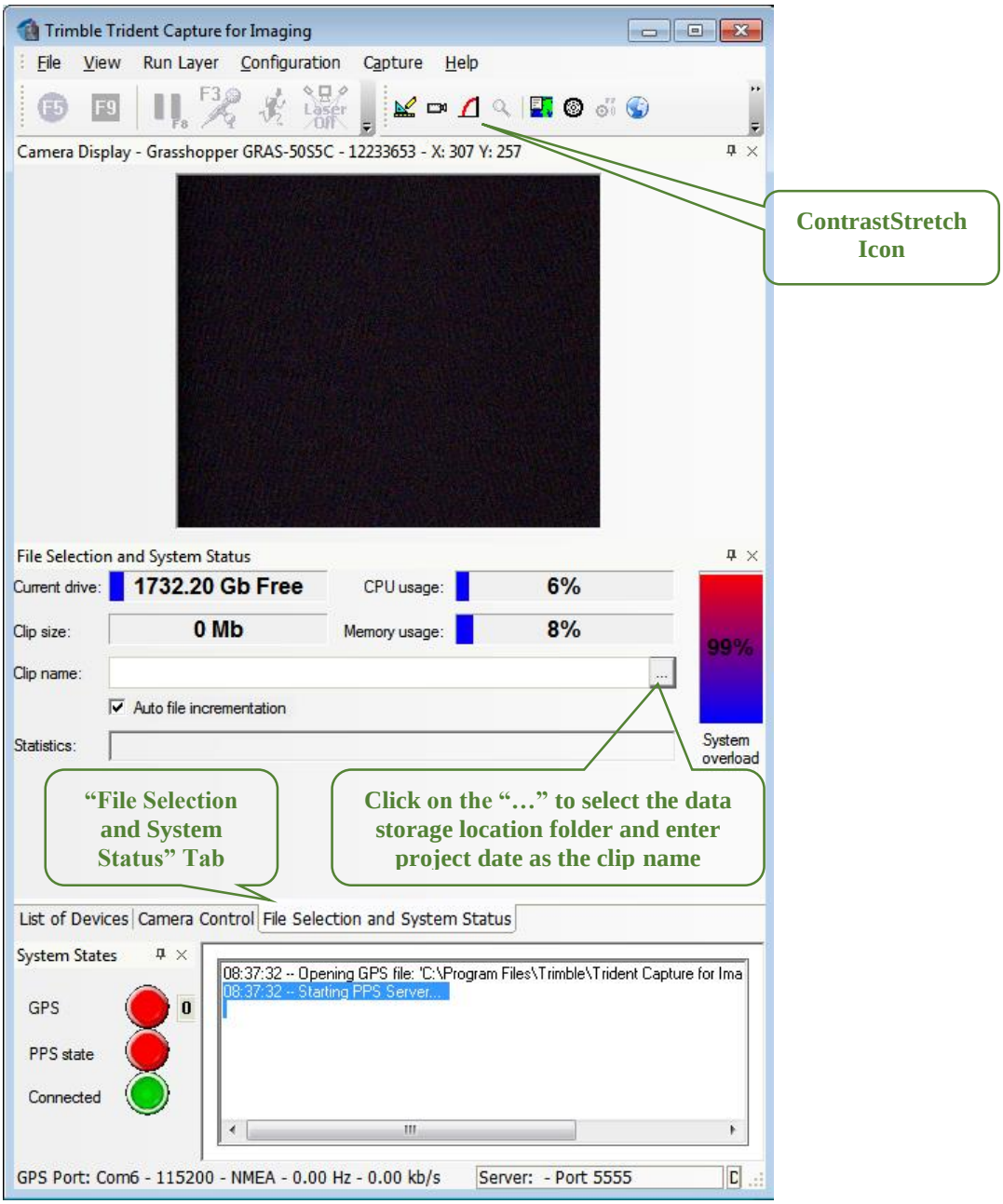

Figure A.25. Trimble Trident Capture for Imaging Server user interface

The operator should refer to the Trident manual and the MX8 training video for details.

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Camera Control and Image Capture Methods

Image capturing may be triggered based on distance (by default) or time. In time-based image capturing mode, images are recorded based on a fixed time interval. This is not recommended unless both DMI and GPS are not available, or in camera testing. In trigger mode (distance-based), images are recorded at a fixed distance set by the program. This is the recommended method for highway surveys. The user may choose to use the DMI or GPS as the source of distance trigger. DMI provides a more accurate distance measure compared to GPS. Typical photo distances are 3 m for city (slow speed) and 4 m for highway (high speed). The camera trigger capture setting is shown in Figure A.30. The maximum camera frame rate in trigger mode is 12 frames per second (fps), and the maximum camera frame rate in free mode is about 15 fps. Thus, the camera may be unable to keep up if the trigger distance is set too small for the driving speed. For reference, 8.0467 m is 1/200th of a mile or 0.005 miles.

Generally, the shutter and gain are set to automatic, and the exposure is adjusted to user preference. However, automatic adjustment does not work well if the vehicle is driving in and out of shadows regularly. In this case, setting the shutter and gain manually would produce better results. In addition, manual setting should be used when capturing images in tunnels. The user should drive one pass with camera setting for lighting condition outside the tunnel and drive another pass with camera setting for lighting condition inside the tunnel. The “Contrast Stretch/Gamma setting should be set to 1 as shown in Figure A.31

The user may choose to record images in AVI or JPEG files. AVI file format is recommended for ease of file transfer as well as to reduce the number of files, as shown in Figure A.29. Occasionally, the Trident program crashes, and the camera may remain set in “recording mode.” The user should verify that the “Trigger Control – Enable/disable trigger” box is unchecked by launching the camera configuration by first clicking the main “Configuration” menu, and then the “Camera’s Manufacturer Configuration” menu, as shown in Figure A.26. If the “Trigger Control – Enable/disable trigger” box in the “Trigger / Strobe Control” tab is checked, the user should uncheck the “Trigger Control – Enable/disable trigger” check box by clicking the box, as shown in Figure A.26. This should be verified if the Trident programs crashes or does not record images. This step must be performed on all Trident Server and Client programs.

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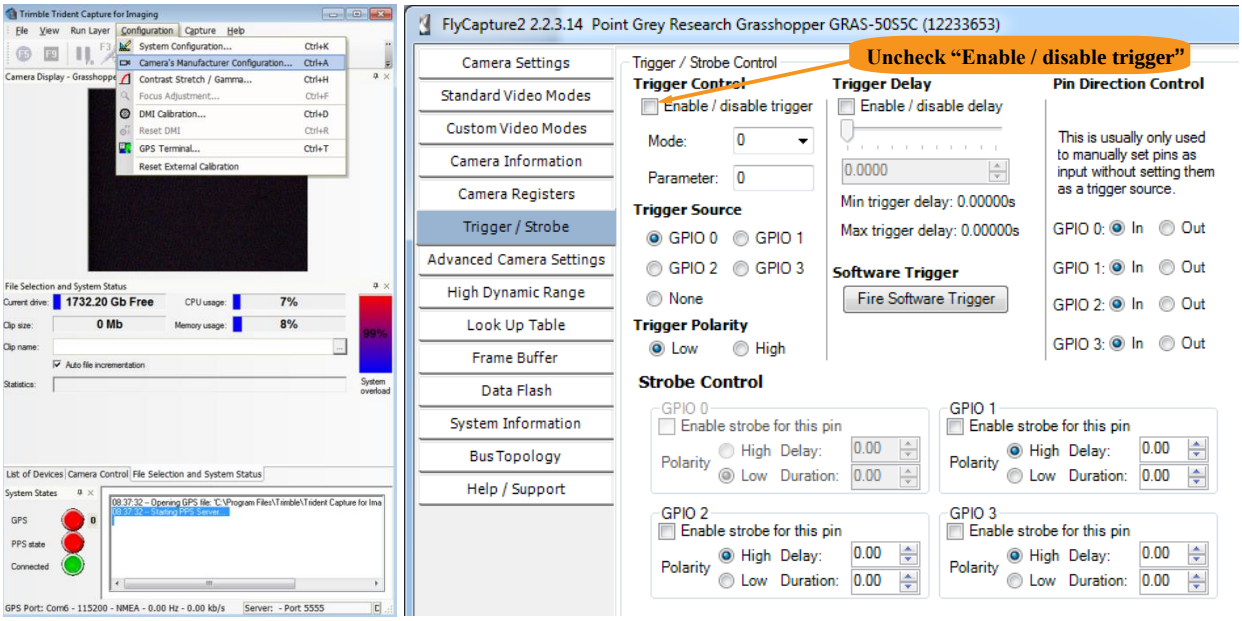

Figure A.26. Trident Camera Control software

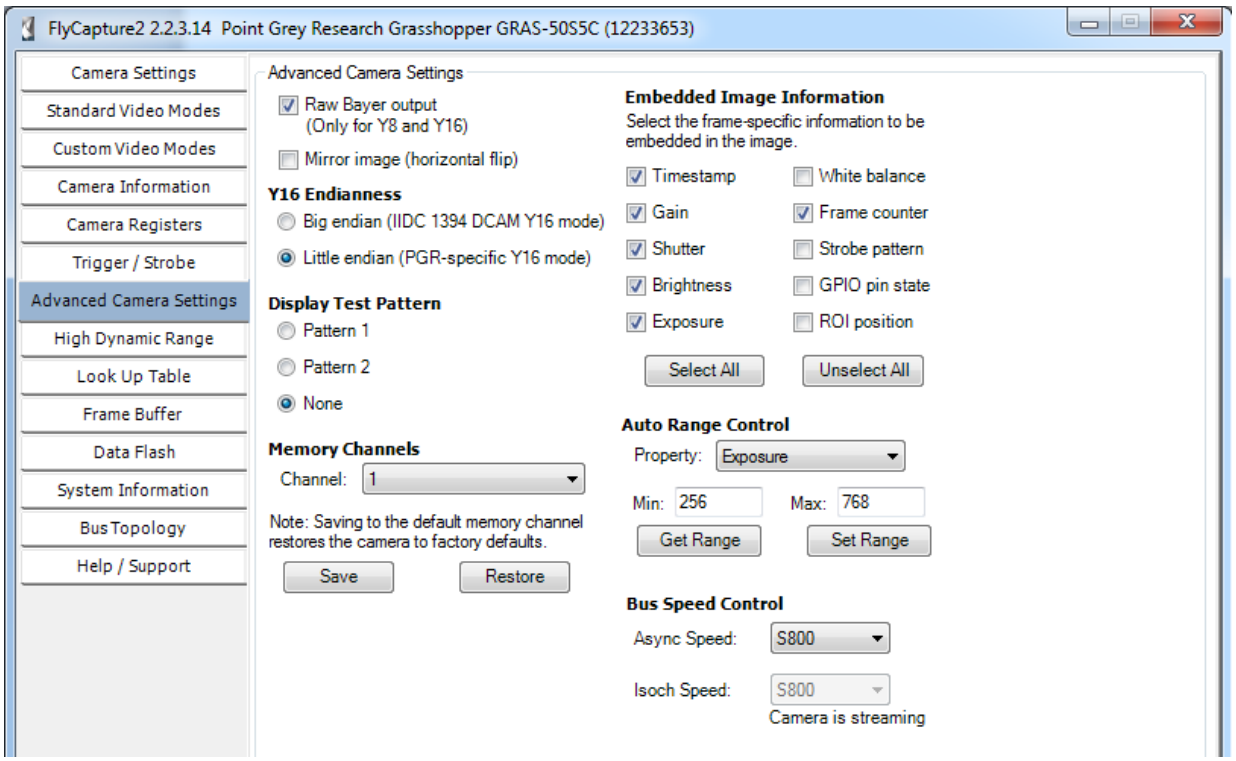

Figure A.27. Point Gray Research Fly Capture Camera Control user interface

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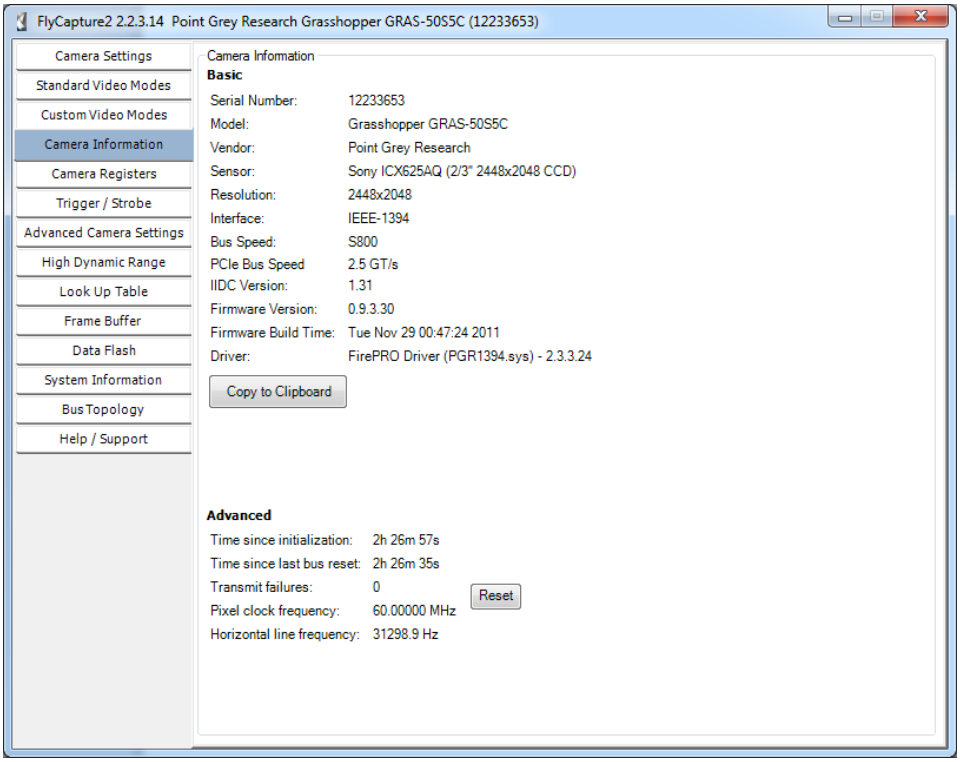

Figure A.28. Point Gray Research Fly Capture Camera Control user interface

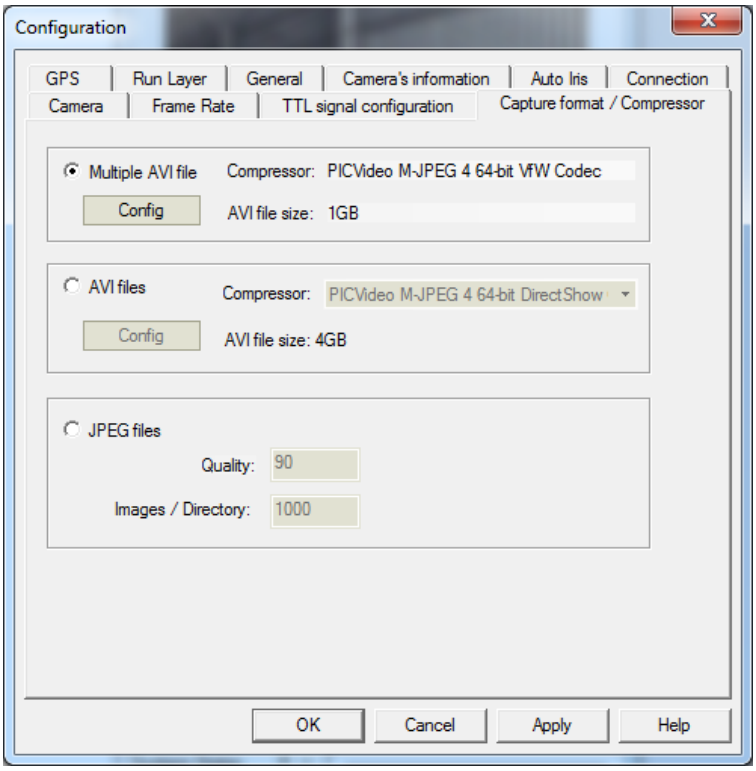

Figure A.29. Trimble Trident Capture for Imaging camera recording control user interface

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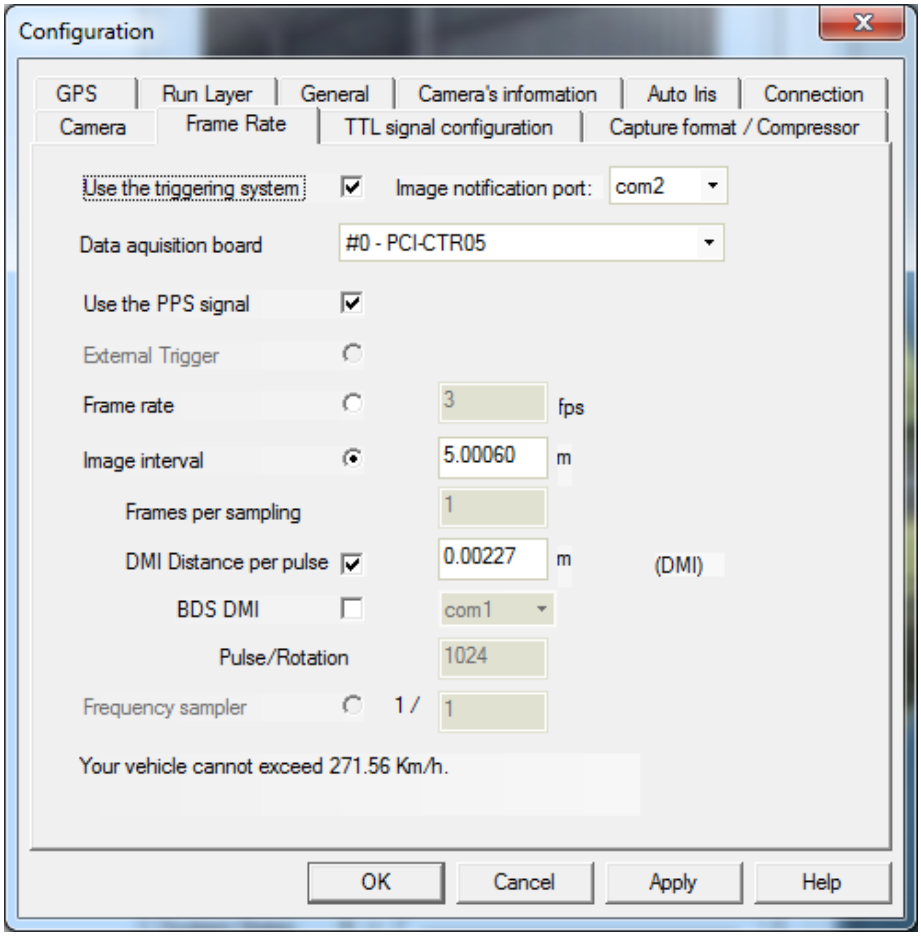

Figure A.30. Trimble Trident Capture for Imaging image capture setting

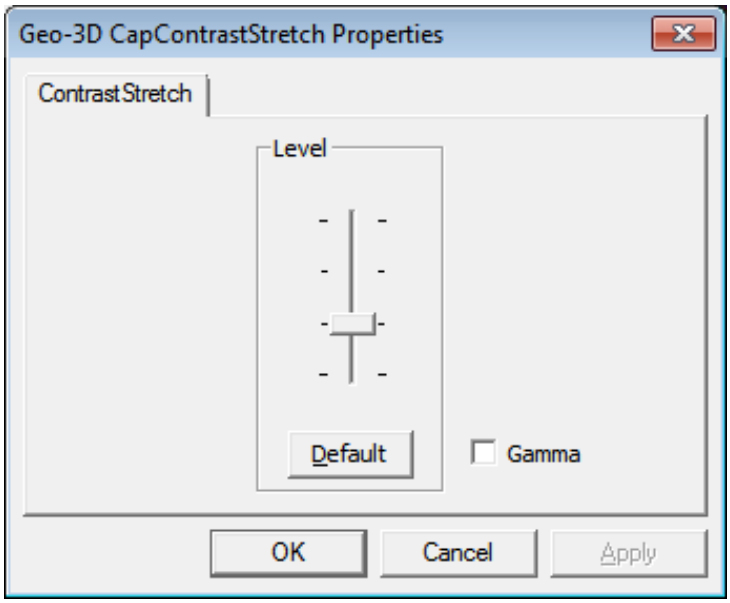

Figure A.31. Set Contrast Stretch to 1

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Step 14: Start Trident Image Capture Client programs

In this step, the user double-clicks on the Trident Image Capture icon three times on the server and three times on the client computers to launch all six of the client image capture programs (one for each remaining camera). The Trident Image Capture Server program, first launched on the server computer, controls the front right camera by default. The user should wait for each client program to completely start before launching the next client. The user may then choose to close a particular camera image capture client program if it is not desired to record that camera image.

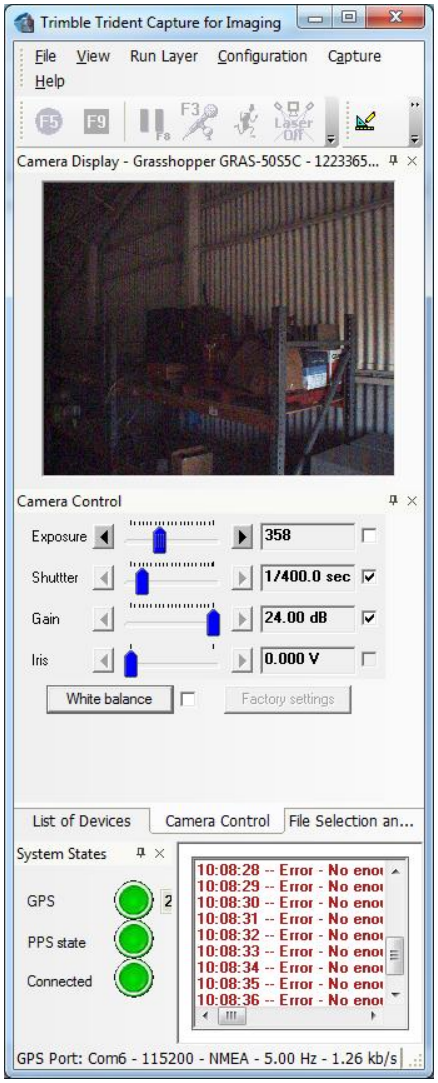

Figure A.32. Trimble Trident Capture for Imaging Client Camera Control user interface

Step 15: Start Trident Capture for Laser Scanning Client programs

A. Double-click on the Trident laser capture program icon on both server and client computers to launch the client laser capture program for each laser.

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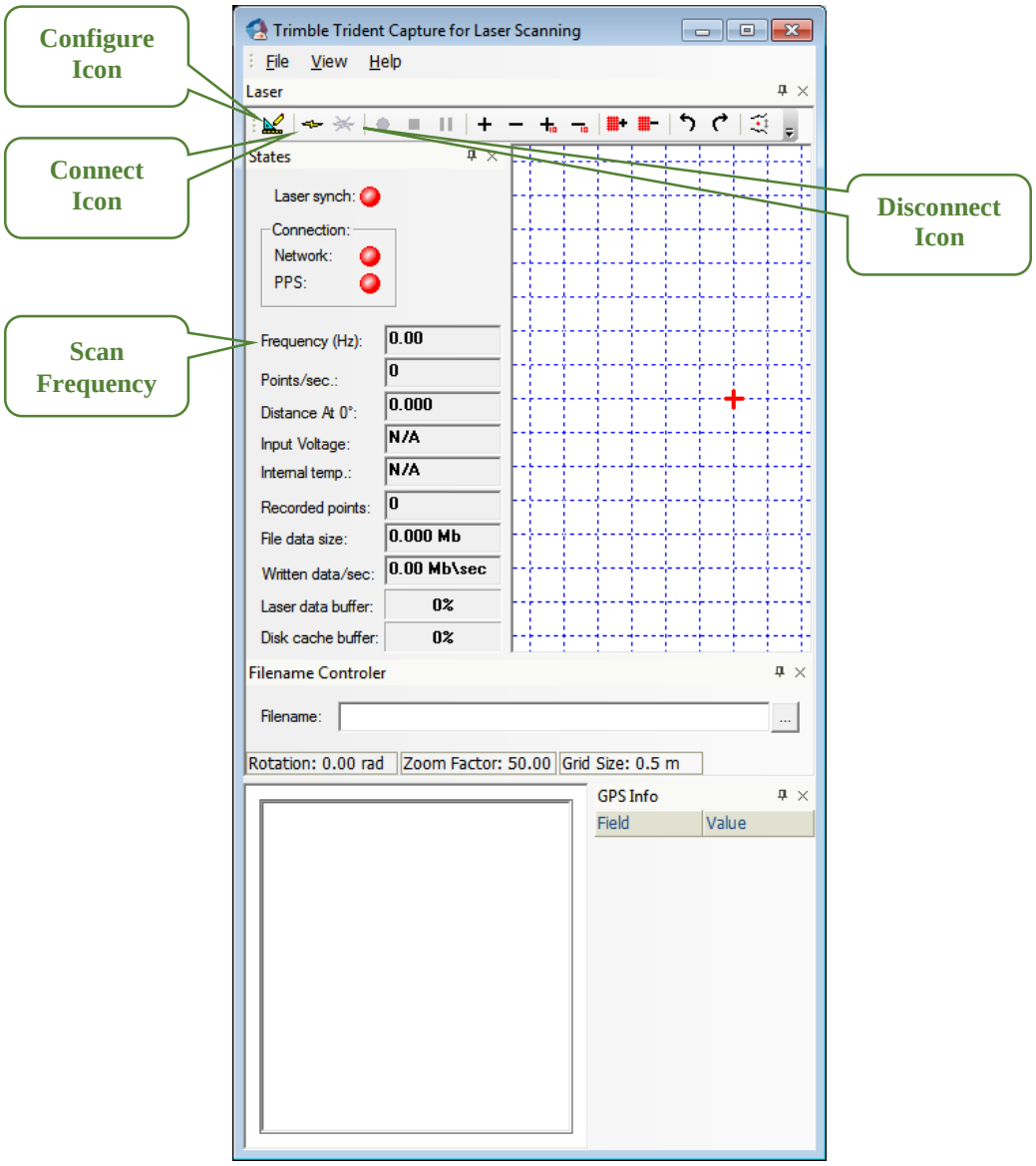

Figure A.33. Trimble Trident Capture for Laser Scanning Client user interface

B. Click on the "Configure" icon to configure to the Riegl Laser Scanner setting in each Trident laser capture client program. By default, the Right (passenger side) Riegl Laser Scanner IP address is 192.168.0.129, and the Left (driver side) Riegl Laser Scanner IP address is 192.168.0.128. The operator should not change the IP address or the Server Name and Port. The operator may change the scan rate, point measurement frequency, and use of first or last laser return in the laser capture program. Last return is recommended. The measurement frequency should remain at 550,000 Hz.

C. Click "OK" to spin up the scanner. The operator must wait for both the scanners to spin up to the scan frequency set by the operator before starting data collection. Operator should wait after the completion of the 5 minutes GNSS/IMU static data collection session before spinning up the scanners.

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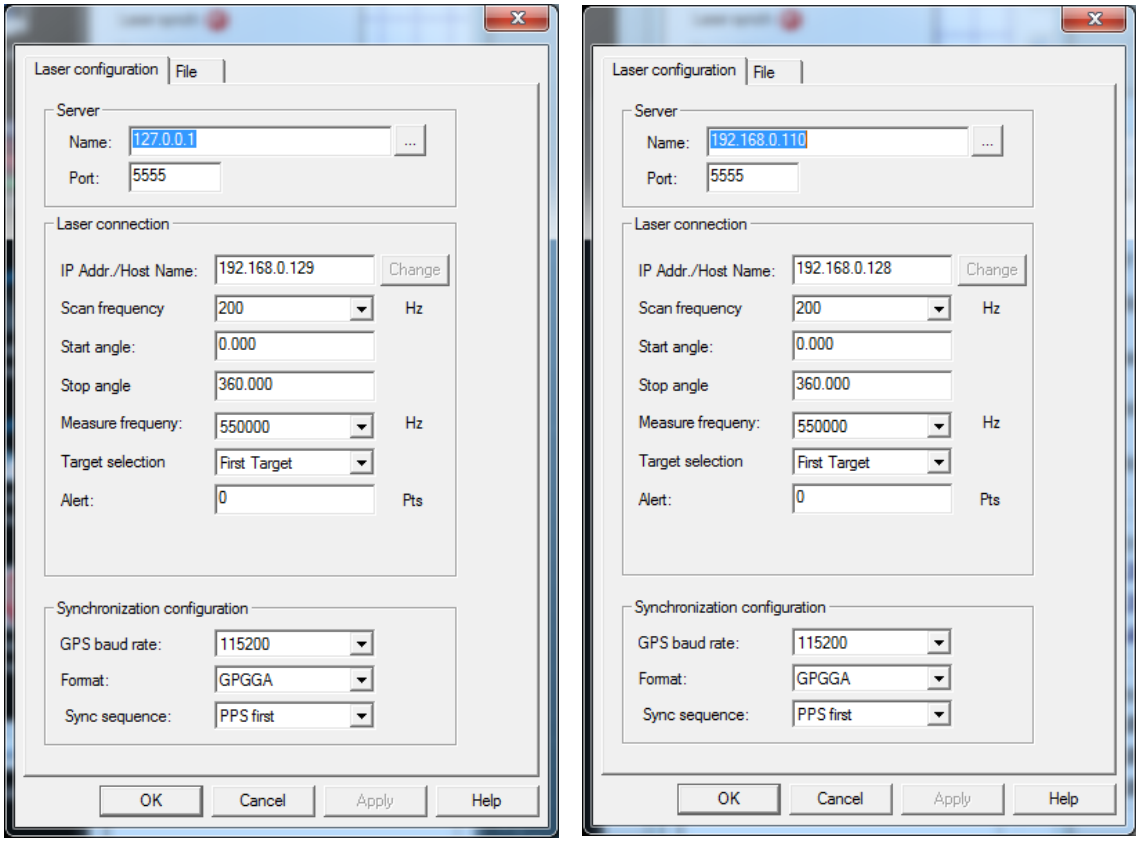

Figure A.34. MX8 Trident Capture for Laser Scanning user interface for setting laser configuration (server and client computer)

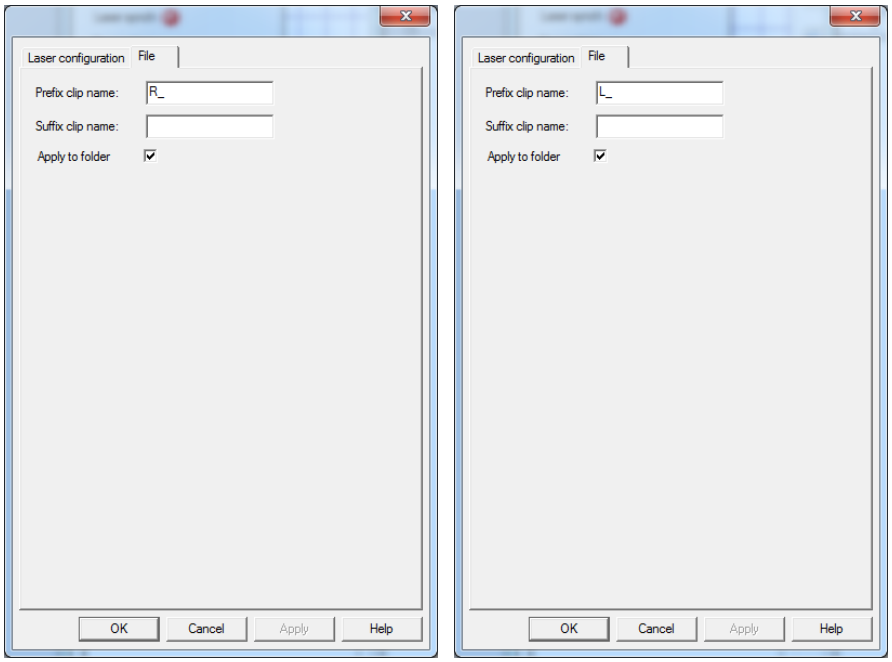

Figure A.35. Trident Capture for Laser Scanning user interface for setting laser filename prefix and suffix (server and client computer)

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Step 16: Start data capture on the server program

- Press F5 or click on the "Start Logging" icon to start logging, as shown in Figure A.25.
- Press F9 or click on the "Stop Logging" icon to stop logging, as shown in Figure A.25.

Do not use F6 to pause logging – pausing results in data gaps within an AVI clip segment.
Note: user should avoid recording long runs (over 15 minutes).

Step 17: Stop GNSS logging

After completion of scanner passes, perform another 5-minute static GNSS session as in Step 10 above. Click on "Stop Logging" button after mission completion, as shown in Figure A.12.

System Shutdown Procedure

1. Close all Trident client application programs (the order of client program closing is not important)
    a. When closing the Trident laser capture program, first click on the "Disconnect" icon first, and be sure to click on the "Yes" button to shut down the laser scanners. After that, the Trident laser capture program can be closed.

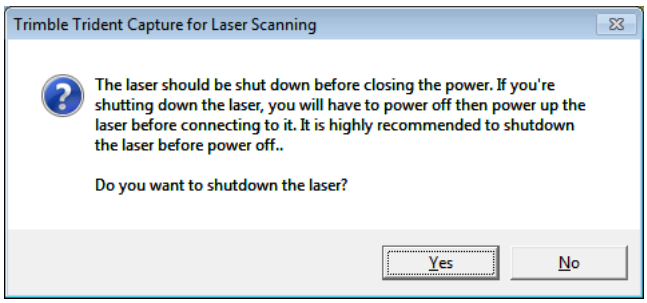

Figure A.36. Trident Capture for Laser Scanning shutdown laser interface

2. Close the Trident server application program. The Trident server application program must be closed last, otherwise all the client programs will crash.
3. Close the Applanix software after stopping data logging.
4. Shut down the Applanix system: hold down power button (~5 seconds) until power light goes off.
5. Perform data transfer (optional / as needed).
6. Shut down client computer (Bottom).
7. Shut down server computer (Top).
8. Shut down UPS.
9. **Shut down Inverter (Important to double-check, otherwise the aux. vehicle battery will be drained).**
10. Shut off engine (optional / as needed).
11. Place lens covers on the camera lenses and install laser scanner caps.

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Data Transfer

The MX8 stores the collected data on both server and client computers. The server computer saves the Front Right, Front Left, and Front Center camera images on its D: drive, and it saves the right laser and Back Down camera on its E: drive. The client computer saves the Back Right, Back Left, and Back Center camera images on its D: drive, and it saves the left laser on its E: drive. The data size depends on the laser point rate, vehicle speed, image collection frequency, and number of cameras used. The data ranges from 10 to 25 GB per mile. The Applanix data is stored on its own USB drive located inside the Applanix enclosure.

An external USB 3.0 drive should be used to minimize data transfer time (be sure to use a USB 3.0 cable). The only USB 3.0 port available is located on the back of the client computer. The front USB ports on both the server and client computers are both USB 2.0 ports; these are much slower. Velcro is available in the toolbox to secure the external drive to the floor of the Suburban for data transfer while in transit.

Copying files onto USB 3.0 drive in the field

1. Copy files from the server and client computers
   A. After plugging in the USB 3.0 external drive to the USB 3.0 port located at the back of the client computer, close all Trident programs and the Applanix POSView program properly.
   B. Copy project folder in the “ProjectData” folder from both D: and E: of both server and client computers. The server drives data are available to the client computer through network sharing by default as Y: and Z: drive. The TeraCopy program is used by default for data copying. The user may queue up all the data copy at once using TeraCopy without waiting for the copying to finish. (Be sure to copy the Applanix data and the Trident project Access database).
2. Copy the Applanix data
   A. First eject the USB drive from the Applanix system and plug the USB drive into the client computer USB 2 port located at the front.
   B. Copy the Applanix data on the USB drive to the client computer hard drive project folder for backup as well as to the external USB 3.0 drive. Depending on the space available on the USB drive (4 GB), older files may need to be deleted. After that, the Applanix USB drive should be inserted back into the Applanix system.

Alternate Method: (Copying files in the office)

1. Eject all four data drives, as shown in Figure A.37, from the server and client computers (two drives in each computer)
2. Insert drive(s) into office computer with a trayless drive rack or USB 3 drive dock shown in Figure A.38
3. Copy the data from the data drives to internal or external storage drive

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Note: Copying data via SATA III (6 Gb/s) is faster than USB 3. Based on small sample testing, copying via SATA III yielded 70 to 150 MB/s data rate, and copying via USB 3 yielded 50 to 90 MB/s data rate. The copying rate will vary by the computer SATA controller and the hard drive. Copying a terabyte of data takes several hours, and a 10 to 20% copying data rate increase can result in significant time savings.

Figure A.37. MX8 data storage hard drive (Seagate Barracuda 2TB ST2000DM001)

Figure A.38. Data transfer using USB3 4 bay drive dock.

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Uninstalling and Installing DMI

Mounting and dismounting DMI is required for changing the left rear tire. Care must be taken to prevent damaging the DMI. Detailed information is available in the Applanix manual.

Uninstalling DMI

1. Make sure the MX8 system is off.
2. Disconnect the DMI cable by turning the DMI connector collar counterclockwise. Secure the cable with a plastic bag over the DMI connector if the vehicle is to be driven without the DMI reinstalled.
3. Dismount DMI from the wheel
    - Use an Allen key (9/16) to loosen the DMI shaft clamping screw (see Figure A.39).
    - Pull the DMI assembly off of the Universal Hub Adapter.

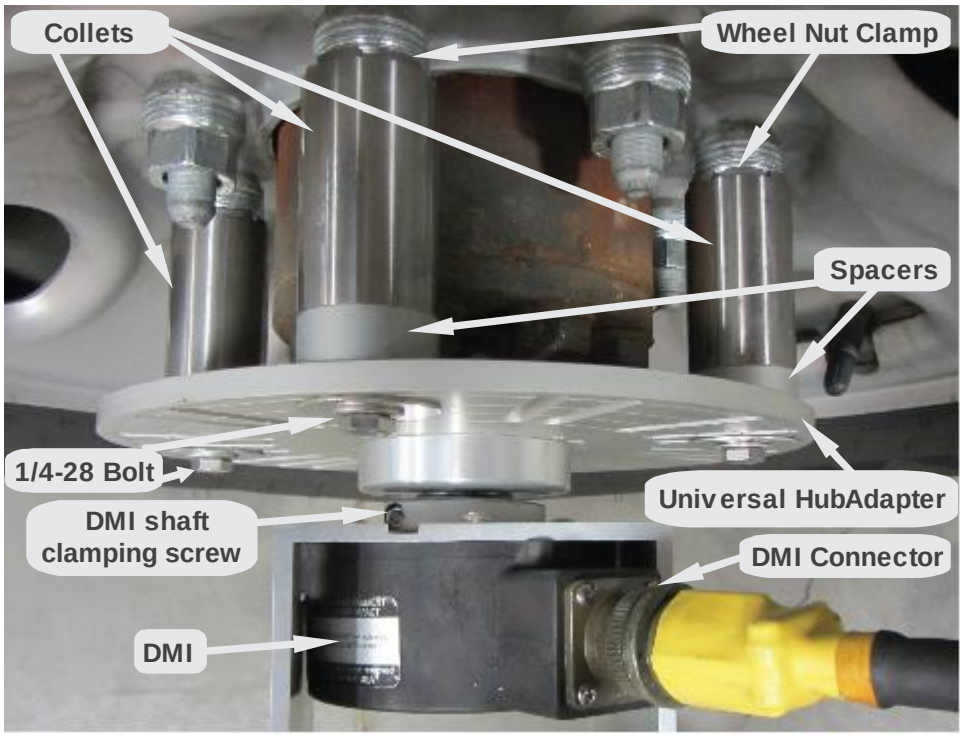

Figure A.39. Applanix DMI mount diagram

4. Unscrew three hex head bolts (1/4-28) mounting the DMI hub adapter to the wheel using a 7/16 hex nut driver or wrench (see Figure A.40). Note the bolt locations on the hub adapter for reinstallation (Bolts are installed in slot with “4” marking in the case of Vehicle 7004797, a 2009 Suburban 2500).

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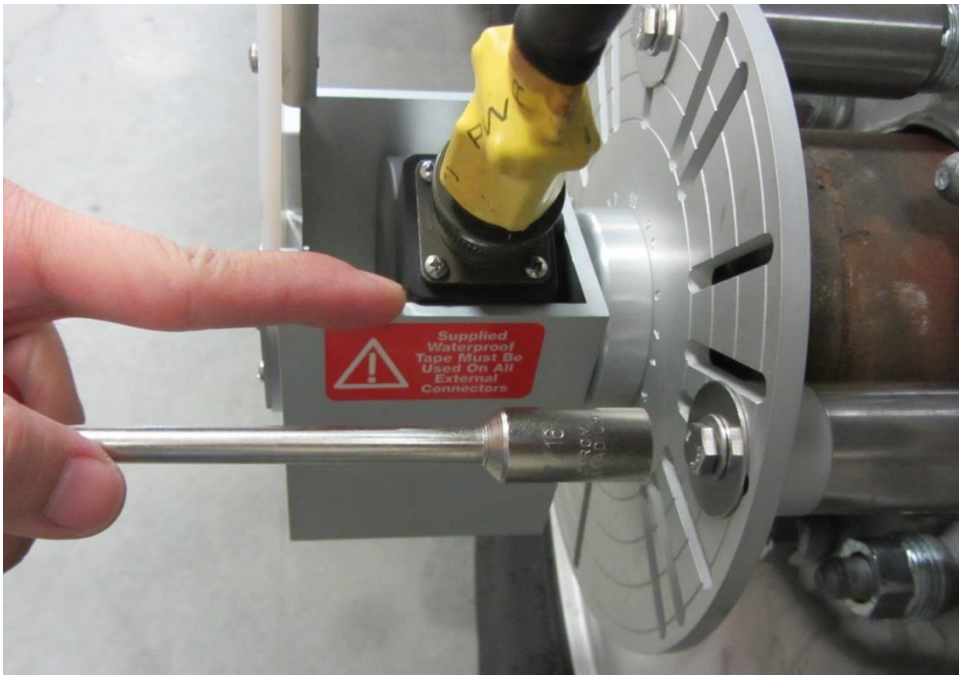

Figure A.40. Removing Applanix DMI adapter plate mounting bolts

5. Be sure to collect all the spacers when taking the bolts out.

Figure A.41. Removing the Applanix DMI adapter plate

6. Pull off the three cylindrical collets. Note the direction of the collets in relation to the wheel nut clamp. The end with the interior tapper should point toward the wheel.
7. Pull the wheel nut clamps off of the lug nuts.

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Installing DMI

1. Press wheel nut clamps on every other lug nut.
2. Insert the cylindrical collets onto the wheel nut clamps. Make sure the tapered side of the collets are pointing toward the wheel.
3. Tap the collars with your hand (do not use hammer) and make sure the collars are seated properly.
4. Place spacers onto the collars.
5. Install the ¼-28 bolts and DMI hub adapter and tighten the bolts by hand. (Care should be taken to make sure the bolts screw in without cross-treading). After that, use the nut driver to tighten each bolt ¼ turn at a time on each bolt.
6. The DMI unit should go on the hub adapter shaft smoothly with little insertion force. Do not force or tap the DMI unit onto the shaft with hammer. Doing so could damage the glass encoder disc inside the DMI unit.
7. Connect the DMI cable connector and make sure the cable is routed properly without rubbing on the tire when the vehicle is driven.
8. Drive the vehicle slowly and make sure the hub adaptor does not wobble. Remount the hub adapter if the wobbling is noticeable.

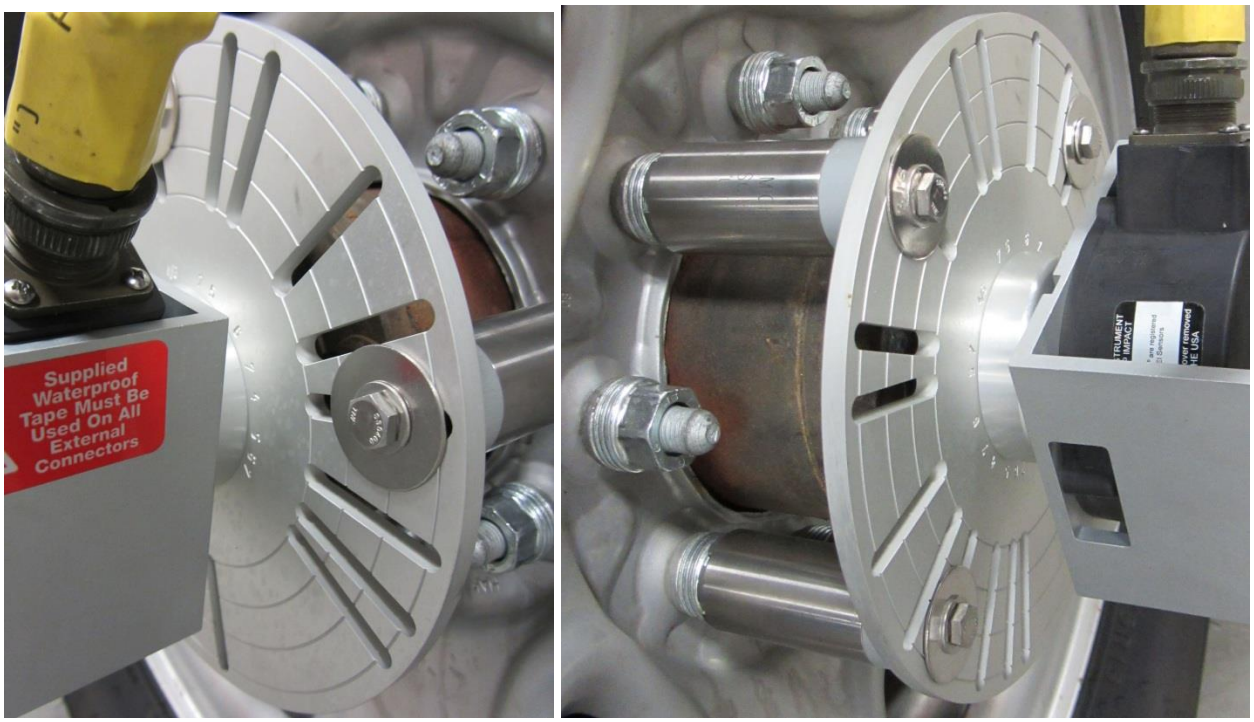

Figure A.42. Applanix DMI mounting adapter plate

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DMI Calibration

The MX8 system requires the DMI calibration value to be entered into the Trident software and the Applanix GNSS/IMU system through the POSPac LV software whenever there is a tire change due to rotation or new tire. As the wheel rotates, the DMI sends pulses to the Applanix and the MX8 multiplexer. Both subsystems require the exact value of the distance traveled per pulse to accurately track vehicle position and take photos at a fixed distance interval. The distance traveled per pulse depends on the wheel encoder resolution and the tire diameter. Since the rolling tire diameter depends on the tire pressure, the tire pressure must be maintained and checked frequently. The DMI has about 2 mm accuracy with the current Suburban tire size. The Trident software provides two methods (Via Linear Distance and Via GPS) to calibrate the DMI. The "via linear distance" method is preferred, and it provides more accurate results.

Via Linear Distance

This method requires an accurately measured length of pavement segment between 200 to 1000 feet long for the vehicle to drive on. The vehicle is driven from the beginning point to the end point repeatedly a few times. The number of pulses for each run is then recorded and compared to the other runs. If the numbers of pulses for each run are within a few pulses of the other runs, the average number of pulses per run is then used to calculate the distance per pulse. Details of the DMI calibration are provided in the MX8 training video. This is the preferred method for DMI calibration.

Via GPS

This method requires the vehicle to be driven at 40 mph or higher on a long section (5 miles or more) of road with unobstructed GPS sky view. It is generally less accurate than the Linear Distance calibration method.

Laser Alignment Calibration

Laser alignment calibration is required only if the laser scanner has been taken off the sensor pod mount. Please refer to the Trimble Trident Manual for detailed calibration/alignment procedures, and consult the Trimble Technical support for detail. The sensors' (cameras and laser scanner) orientation alignment data are stored in the project database template in Microsoft Access database format. It is vital to use the correct project database with the proper calibration data for the MX8 system in use.

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Tool List for Caltrans MX8 System/Vehicle Maintenance

1. Ladder
2. 9/64 Allen key for taking off the DMI
3. 6 mm Allen key (for mounting rack)
4. 7/16” hex head driver
5. Small flat screwdriver (for taking serial connector off and on)
6. Tire pressure gauge
7. 25 ft Power extension cord
8. Windex
9. Lens cleaning tissues
10. Disposable alcohol wipes
11. USB dongles for MX8 software
12. USB drives for Applanix data storage
13. USB dongles for POSPac MMS and Trident GNSS
14. Thermometer sensor (IR and air temperature)
15. Trimble GNSS base station, controller, and tripod
16. USB 3.0 portable external hard drive for data transfer
17. Flashlight

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APPENDIX B:
CALTRANS TRIMBLE MX8 VEHICLE CHECKLIST VERSION 1.09

Exterior – Transporting vehicle from storage to project location

Check Item	Recommended Status	
MINIMUM CLEARANCE	10 FEET 6 INCHES - Use caution for trees, overhanging signs, gas station covers etc.	
Vehicle Mileage	NOTED	
ALL MX8 mounting screws	All screws checked and tightened as needed	
Laser Covers	ON	
Front Camera Covers	ON	
Rack Mounts	SECURE	
Rack Screws	SECURE	
Tire condition	GOOD	
Tire pressure	____ PSI	
DMI Condition	SECURE & NOT WOBBLING	
Vehicle Lighting	WORKING	
Body Condition	NO DAMAGE	

Engine Compartment

Check Item	Recommended Status	
Coolant level	FULL	
Oil level	FULL	
Belts (condition)	GOOD	
Hoses (condition)	GOOD	
Aux Battery Breaker	CLOSED	
Main Battery Breaker	CLOSED	

Interior

Check Item	Recommended Status	
Fuel level	FULL	
Inverter Remote	ACCESSIBLE and SECURE	
Tools and Supplies	STOWED and SECURE	

Notes: _____

Driver: _____ Page 1 of 2 Year____Month___Day___

Operator: _____ CoRtePM: _____Project: _____

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MX8 System Start-up

Check Item	Recommended Status	
Camera Lens Covers	OFF	
Inverter	ON - WAIT for Start sequence. Monitor Aux Battery voltage as current load increases. When vehicle is stopped, place in PARK with foot OFF of brake pedal.	
Power supplies	ON / ON (check both "on" in mirror)	
UPS	ON	
Server Computer	ON	
Client Computer	ON	
Applanix	ON	
Lasers	ON / ON	

MX8 System Shut-down

Check Item	Recommended Status	
Client Camera Capture Programs	CLOSED	
Laser Capture Programs	CLOSED and SHUTDOWN LASERS	
Server Camera Capture Program	CLOSED	
Applanix POSLV Viewer Program	STOP DATA LOGGING and CLOSED	
Applanix	OFF	
Server Computer	SHUT-DOWN	
Client Computer	SHUT-DOWN	
UPS	OFF	
Inverter	OFF	

Storing or Transporting Vehicle – Note any configuration changes.

Check Item	Recommended Status	
Vehicle Mileage	NOTED	
Lasers & Cameras	COVERED	
Power Supplies	REMAIN ON	
DMI	REMOVED FOR LONG DISTANCE TRANSPORT	

Notes: _____

Driver: _____ Page 2 of 2 Year ____Month ___Day ___
Operator: _____ CoRtePM: _____Project: _____

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APPENDIX C:
CALTRANS MTLS SYSTEM SCAN ON WET PAVEMENT TEST RESULTS

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Wet Asphalt Scanning Performance Test Setup

A short section of asphalt was wetted. A total of eight passes (runs) were driven to scan the wet asphalt pavement. Run #0 to #7 collected point clouds on asphalt as the pavement dried. Each run took about 1 min. From Run #0 to #3, each run is separated by about 1 min. There is a 4 min. pause to wait for the pavement to dry between Run #3 to Run #4.

Run # 0 Result (Scan just after wetting the asphalt surface, with water puddle)

Figure C.1. Front Center Camera view of the wet asphalt pavement

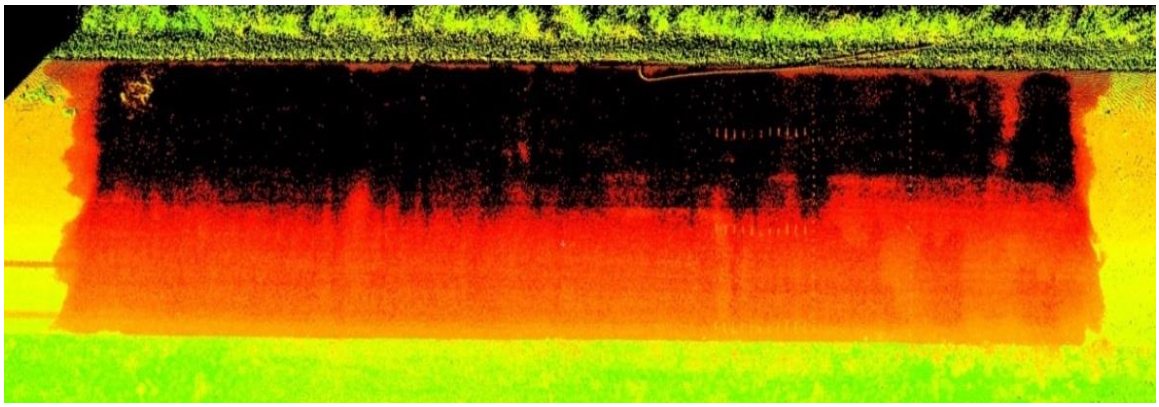

Figure C.2. Left Scanner (black area has no LiDAR return, and the red area (low reflectivity) represents the wet asphalt)

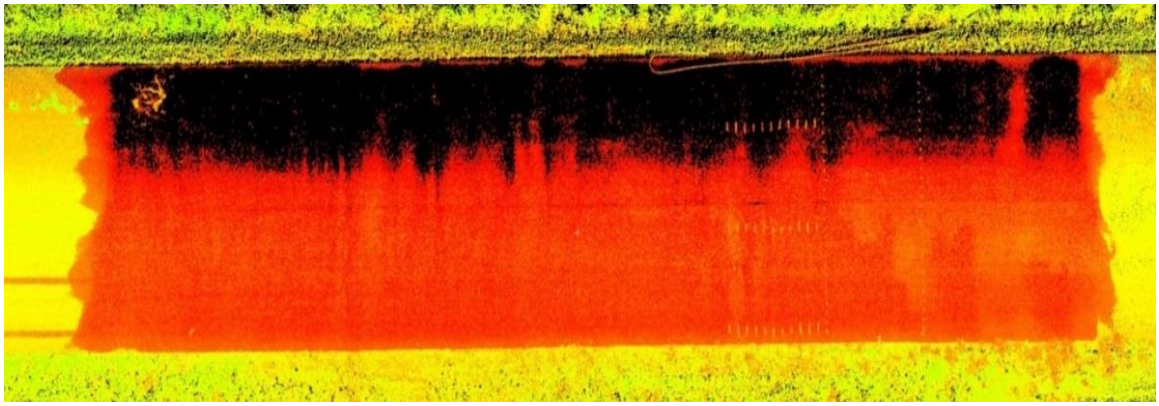

Figure C.3. Right Scanner (black area has no LiDAR return and the red area represents the wet asphalt)

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Run # 1 Result (Scan just after Run #0 in opposite travel direction to Run #0)

Figure C.4. Front Center Camera view

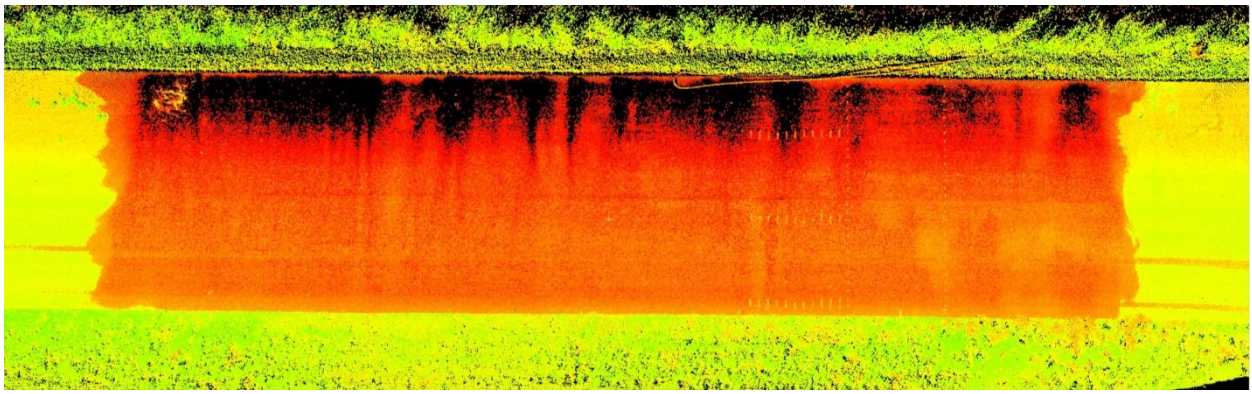

Figure C.5. Left Scanner (black area has no LiDAR return, and the red area represents the wet asphalt)

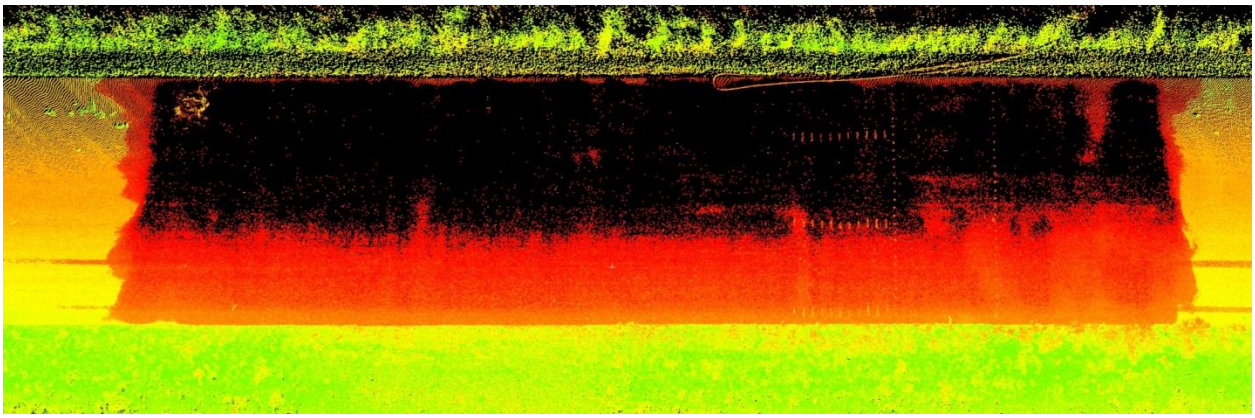

Figure C.6. Right Scanner (black area has no LiDAR return, and the red area represents the wet asphalt)

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Run # 2 Result

Figure C.7. Front Center Camera view

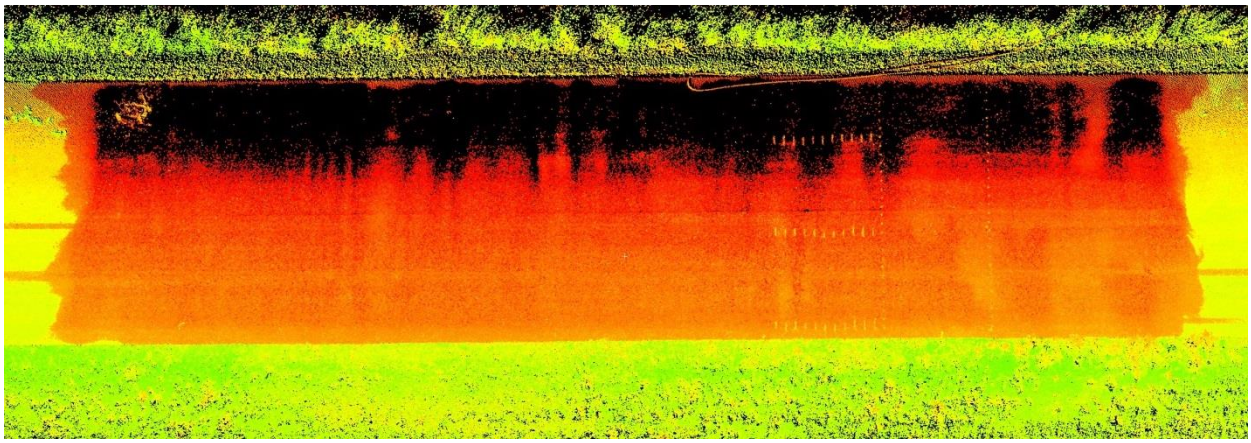

Figure C.8. Left Scanner (black area has no LiDAR return, and the red area represents the wet asphalt)

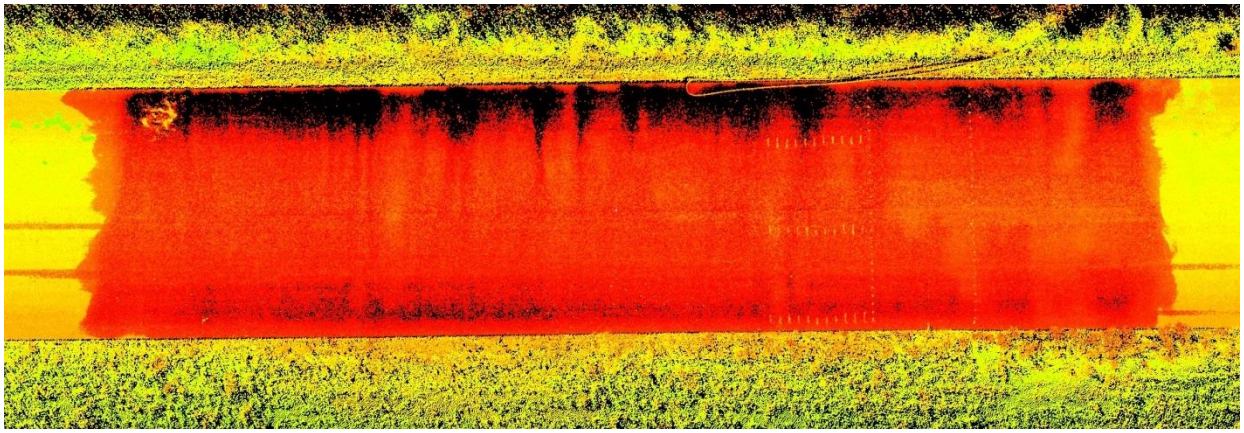

Figure C.9. Right Scanner (black area has no LiDAR return, and the red area represents the wet asphalt)

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Run # 3 Result

Figure C.10. Front Center Camera view

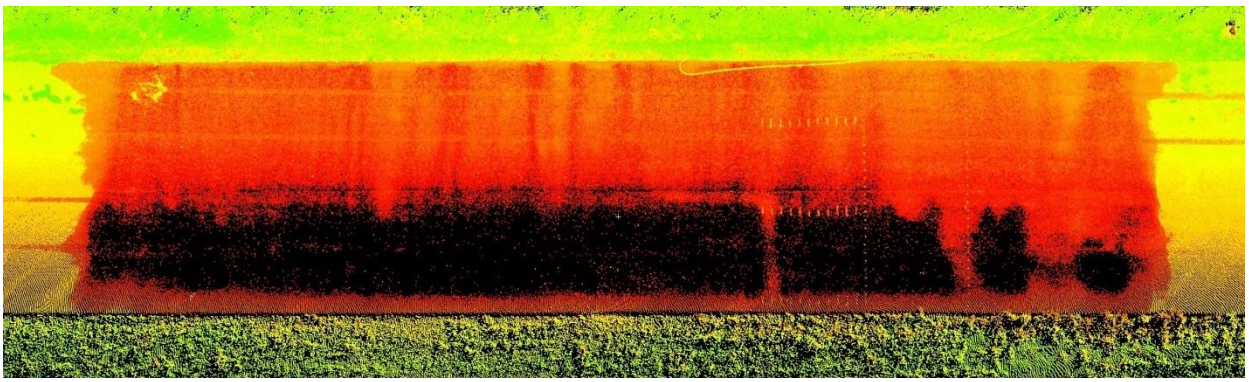

Figure C.11. Left Scanner (black area has no LiDAR return, and the red area represents the wet asphalt)

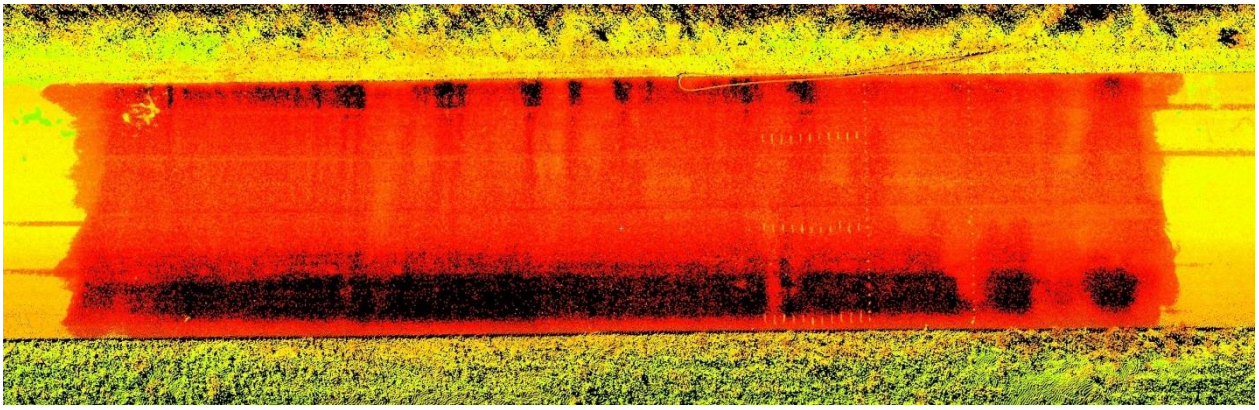

Figure C.12. Right Scanner (black area has no LiDAR return, and the red area represents the wet asphalt)

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Run # 4 Result (After 4 min drying time)

Figure C.13. Front Center Camera view

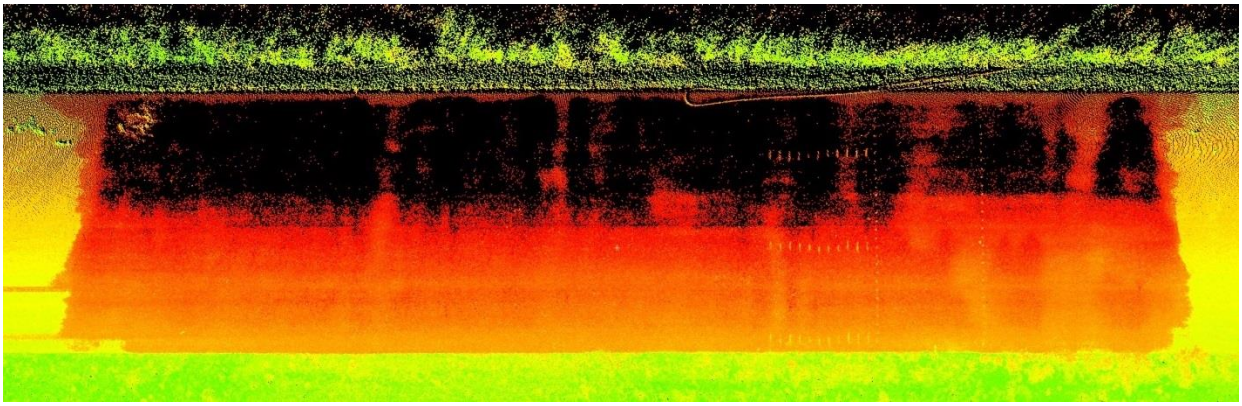

Figure C.14. Left Scanner (black area has no LiDAR return, and the red area represents the wet asphalt)

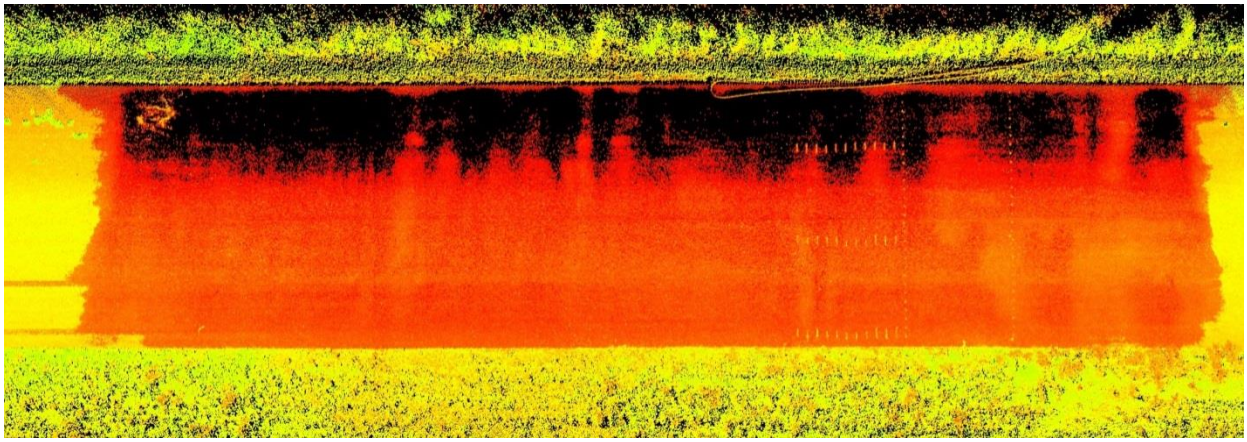

Figure C.15. Right Scanner (black area has no LiDAR return, and the red area represents the wet asphalt)

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Run # 5 Result

Figure C.16. Front Center Camera view

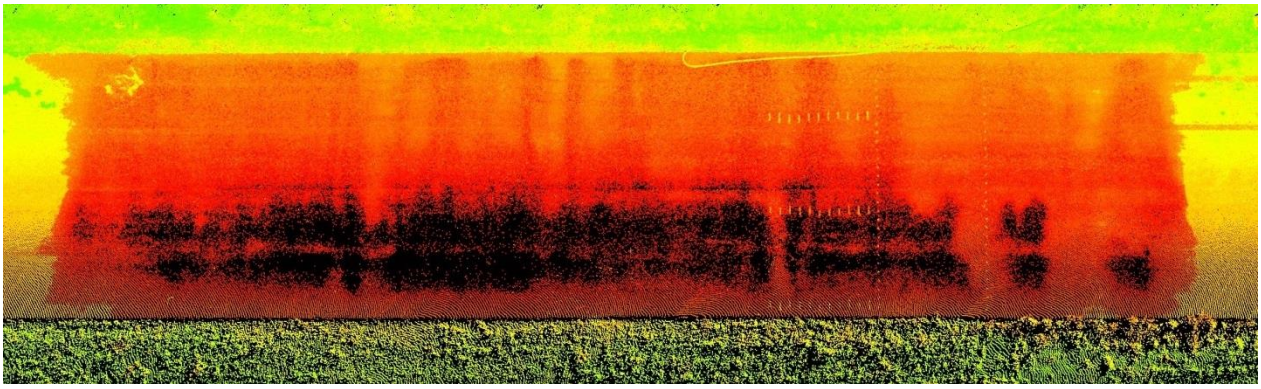

Figure C.17. Left Scanner (black area has no LiDAR return, and the red area represents the wet asphalt)

Figure C.18. Right Scanner (black area has no LiDAR return, and the red area represents the wet asphalt)

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Run # 6 Result

Figure C.19. Front Center Camera view

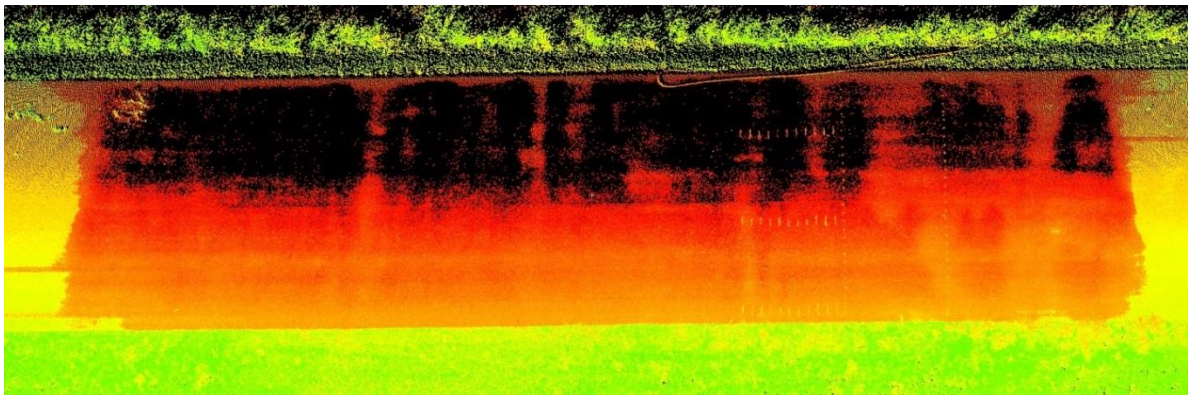

Figure C.20. Left Scanner (black area has no LiDAR return, and the red area represents the wet asphalt)

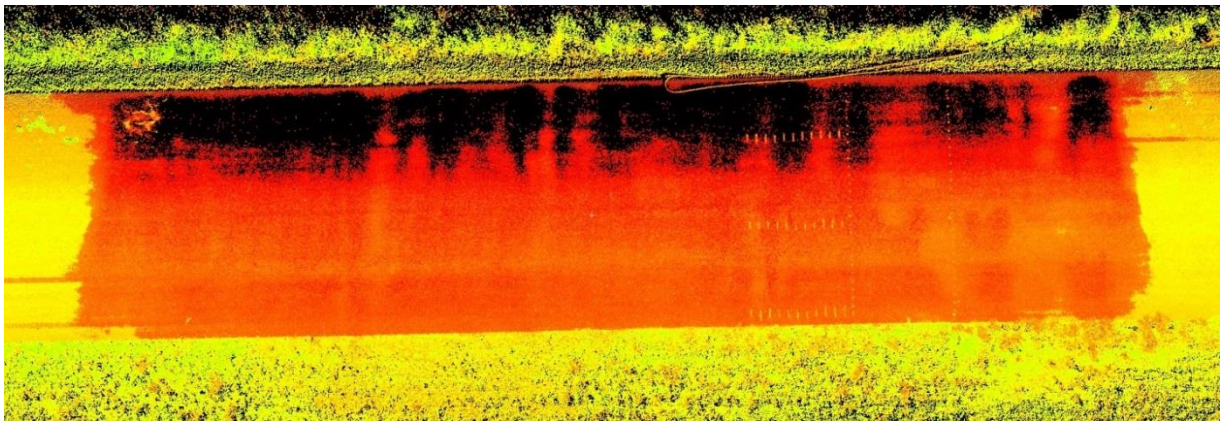

Figure C.21. Right Scanner (black area has no LiDAR return, and the red area represents the wet asphalt)

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Run # 7 Result

Figure C.22. Front Center Camera view

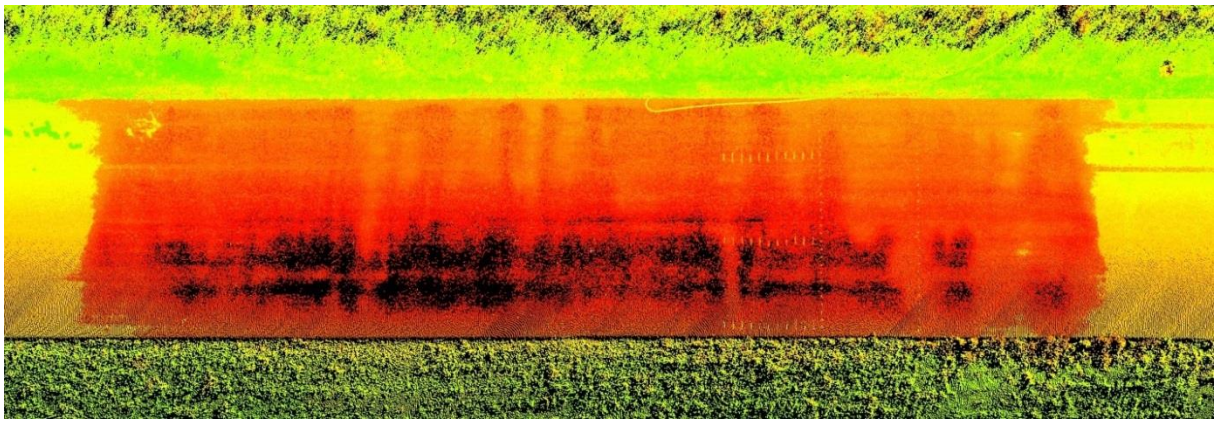

Figure C.23. Left Scanner (black area has no LiDAR return, and the red area represents the wet asphalt)

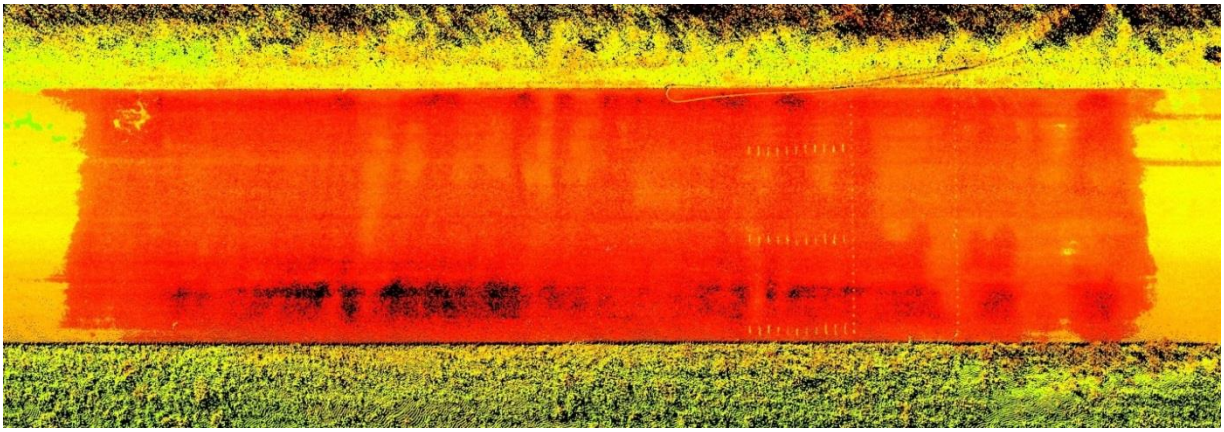

Figure C.24. Right Scanner (black area has no LiDAR return, and the red area represents the wet asphalt)

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Conclusions for Wet Asphalt

Run #0 data shows that the laser scanner can detect laser return reliably from wet asphalt pavement area (a lane width of the vehicle travel) directly under the laser scanner. However, as the incident angle increases, the scanner is unable to detect the laser return. As the pavement dries, the scanner performance improves. The laser scanner can detect the majority of returns from the adjacent lane as shown in Figure C.23 and C.24 of Run #7. Wet asphalt surface degrades the laser scanner performance as expected. However, the laser scanner can reliably scan the vehicle travel lane. The laser scanner can effectively scan the adjacent lane if the pavement is allowed to dry so that there is no visible puddle of water accumulated on the surface.

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Scan on Wet Concrete Surface Setup

Run #11 to #15 collected point clouds on a concrete surface as it dried by sunlight and ambient air. The vehicle path moved further and further away from the wet concrete surface from Run #11 to #14. Run #15 traveled next to the concrete surface.

Run # 11 Results (Just after wetting the concrete surface, with water puddle)

Figure C.25. Front Center Camera view

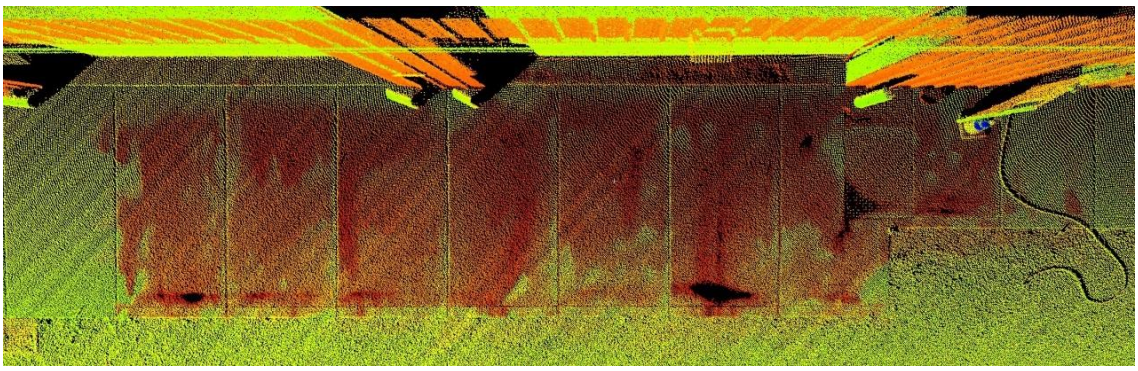

Figure C.26. Left Scanner (black area has no LiDAR return, and the red area represents the wet concrete)

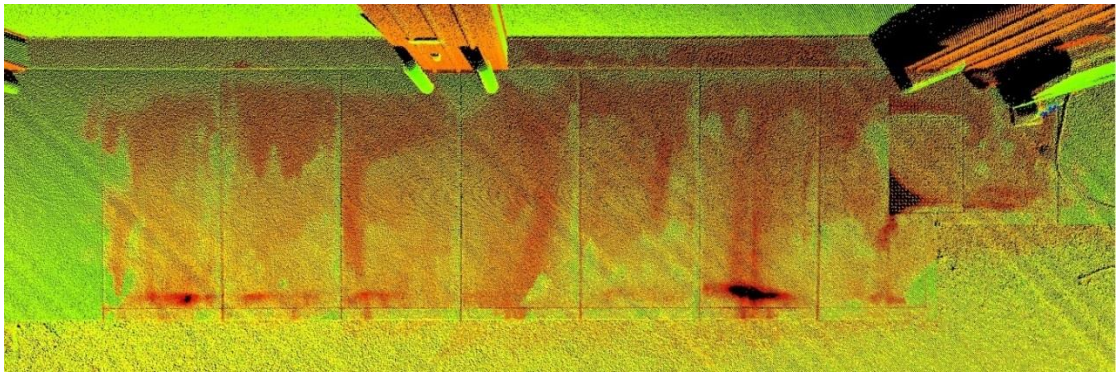

Figure C.27. Right Scanner (black area has no LiDAR return, and the red area represents the wet concrete)

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Run # 12 Result

Figure C.28. Front Center Camera view

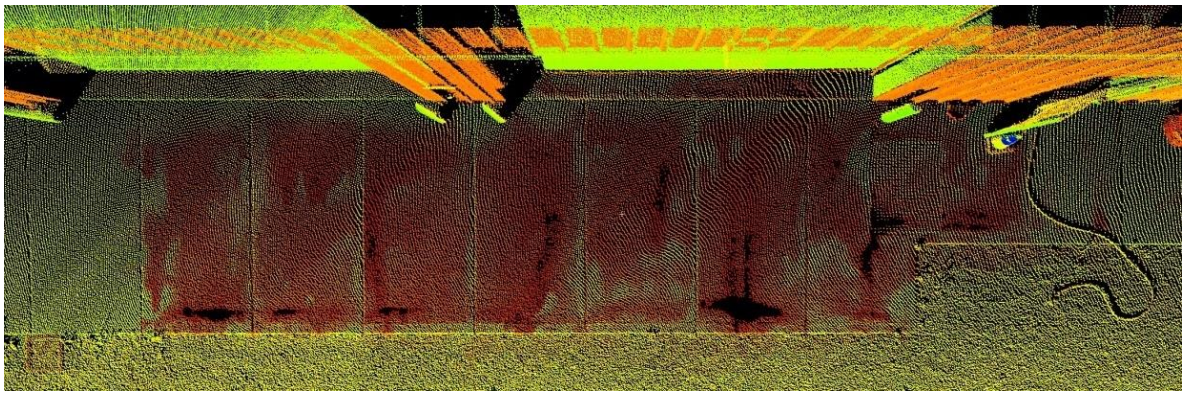

Figure C.29. Left Scanner (black area has no LiDAR return, and the red area represents the wet concrete)

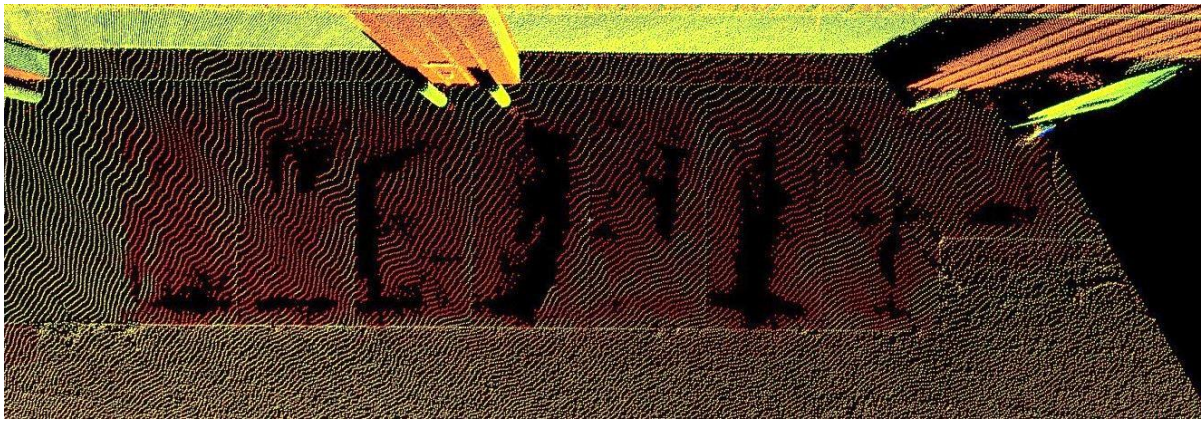

Figure C.30. Right Scanner (black area has no LiDAR return, and the red area represents the wet concrete)

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Run # 13 Result

Figure C.31. Front Right Camera view

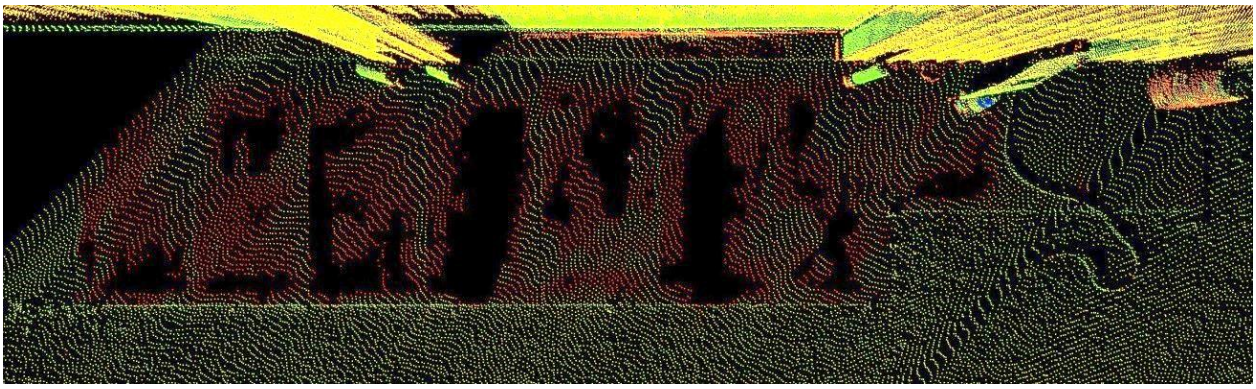

Figure C.32. Left Scanner (black area has no LiDAR return, and the red area represents the wet concrete)

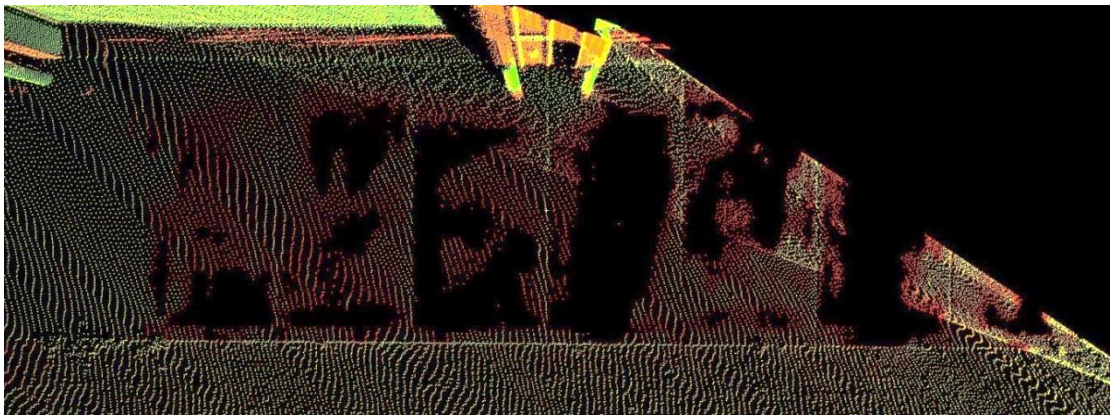

Figure C.33. Right Scanner (black area has no LiDAR return, and the red area represents the wet concrete)

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Run # 14 Result

Figure C.34. Front Left Camera view

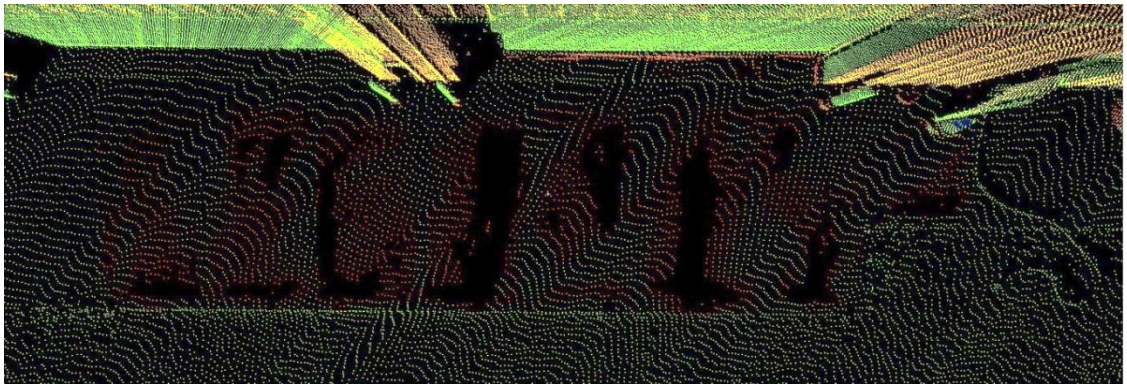

Figure C.35. Left Scanner (black area has no LiDAR return, and the red area represents the wet concrete)

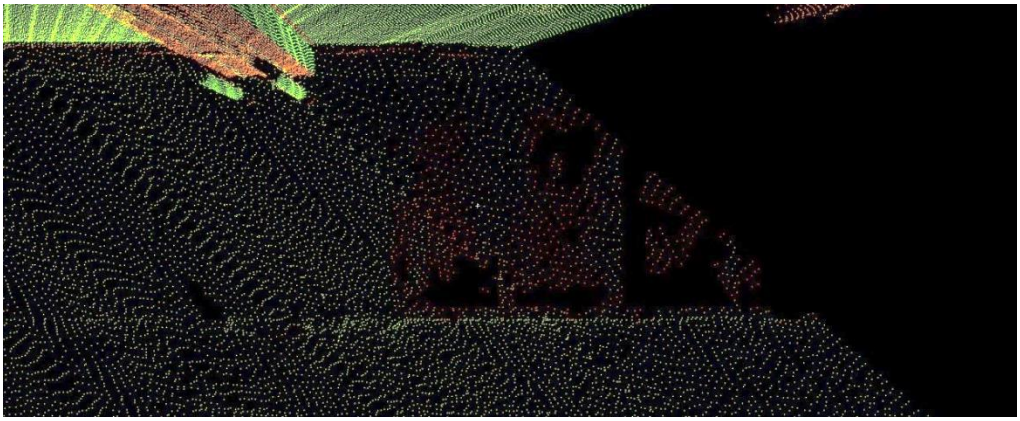

Figure C.36. Right Scanner (black area has no LiDAR return, and the red area represents the wet concrete)

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Run # 15 Results (wet concrete surface is relatively dry, and vehicle is closer to concrete)

Figure C.37. Front Center Camera view

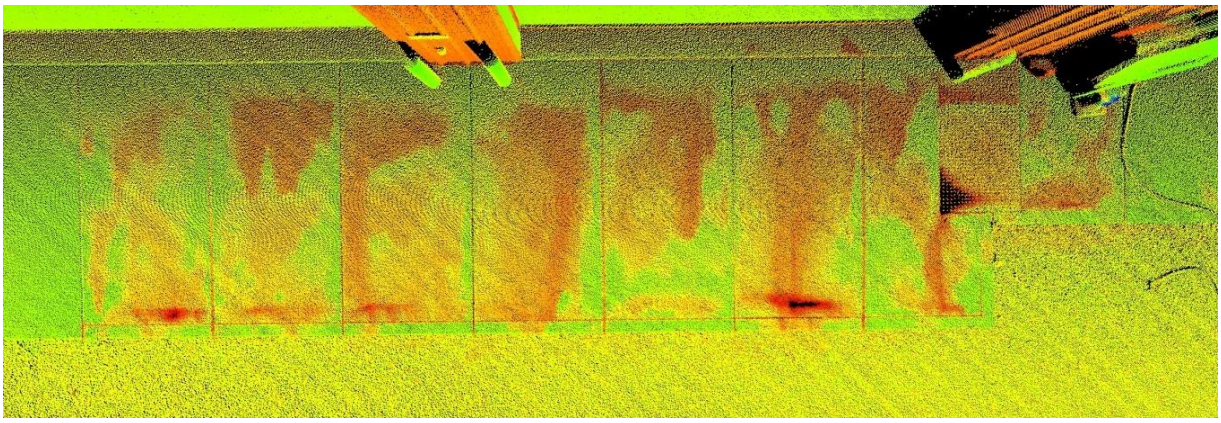

Figure C.38. Left Scanner (black area has no LiDAR return, and the red area represents the wet concrete)

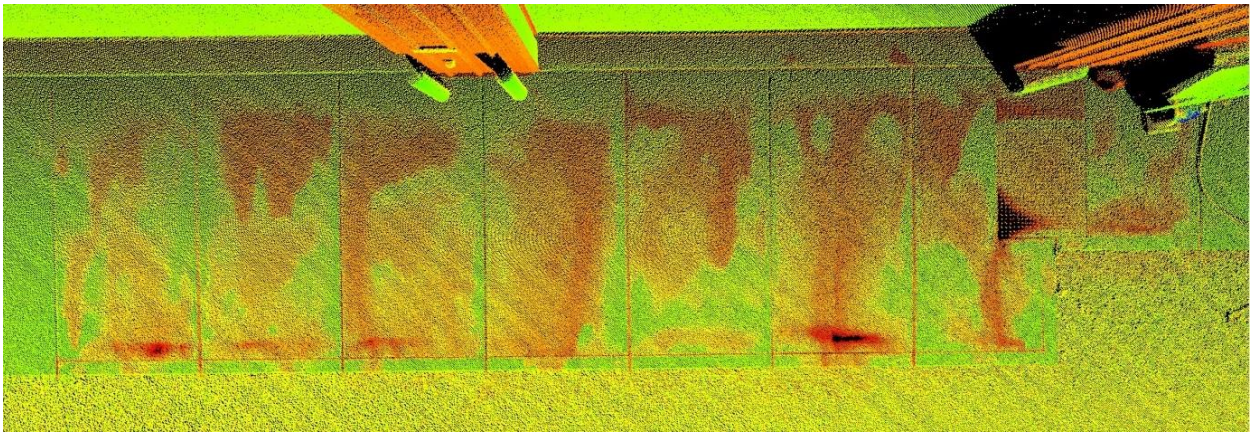

Figure C.39. Right Scanner (black area has no LiDAR return, and the red area represents the wet concrete)

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Conclusions for Wet Concrete

Run #11 and #12 data show that the laser scanner can detect laser return reliably from wet concrete pavement of the adjacent lane with the exception of an area with a puddle of water. Run #13 and #14 results show that as the incident angle increases, the scanner is unable to detect the laser return on the wet concrete surface. Wet concrete surface degrade the laser scanner performance, although not as much as wet asphalt surface, as expected. The laser scanner can effectively scan the vehicle travel lane and the adjacent lane if pavement is allowed to dry so that there is no visible puddle of water accumulated on the surface.

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APPENDIX D:
PHOTOLOG CODE LISTINGS

The various photolog code listings are provided in this appendix. They are divided into two sections:

- the code needed to support photolog viewing,
- and the code for scripts and utilities to convert MTLS data into the photolog format.

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Photolog Viewer Code

Listing D.1: Code slideshow.js to be located in /var/www/slideshow2/js

```
/*==================================================*
 $Id: slideshow.js,v 1.16 2003/10/14 12:39:00 pat Exp $
 Copyright 2000-2003 Patrick Fitzgerald
 http://slideshow.barelyfitz.com/

 This program is free software; you can redistribute it and/or modify
 it under the terms of the GNU General Public License as published by
 the Free Software Foundation; either version 2 of the License, or
 (at your option) any later version.

 This program is distributed in the hope that it will be useful,
 but WITHOUT ANY WARRANTY; without even the implied warranty of
 MERCHANTABILITY or FITNESS FOR A PARTICULAR PURPOSE. See the
 GNU General Public License for more details.

 You should have received a copy of the GNU General Public License
 along with this program; if not, write to the Free Software
 Foundation, Inc., 59 Temple Place, Suite 330, Boston, MA  02111-1307
USA
 *==================================================*/

// There are two objects defined in this file:
// "slide" - contains all the information for a single slide
// "slideshow" - consists of multiple slide objects and runs the
slideshow



//==================================================
// slide object
//==================================================
function slide(src,link,text,target,attr) {
  // This is the constructor function for the slide object.
  // It is called automatically when you create a new slide object.
  // For example:
  // s = new slide();

  // Image URL
  this.src = src;

  // Link URL
  this.link = link;

  // Text to display
  this.text = text;

  // Name of the target window ("_blank")
```


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```
  this.target = target;

  // Custom duration for the slide, in milliseconds.
  // This is an optional parameter.
  // this.timeout = 3000

  // Attributes for the target window:
  // width=n,height=n,resizable=yes or no,scrollbars=yes or no,
  // toolbar=yes or no,location=yes or no,directories=yes or no,
  // status=yes or no,menubar=yes or no,copyhistory=yes or no
  // Example: "width=200,height=300"
  this.attr = attr;

  // Create an image object for the slide
  if (document.images) {
    this.image = new Image();
  }

  // Flag to tell when load() has already been called
  this.loaded = false;

  //---------------------------------------------------
  this.load = function() {
    // This method loads the image for the slide

    if (!document.images) { return; }

    if (!this.loaded) {
      this.image.src = this.src;
      this.loaded = true;
    }
  }

  //---------------------------------------------------
  this.hotlink = function() {
    // This method jumps to the slide's link.
    // If a window was specified for the slide, then it opens a new
window.

    var mywindow;

    // If this slide does not have a link, do nothing
    if (!this.link) return;

    // Open the link in a separate window?
    if (this.target) {

      // If window attributes are specified,
      // use them to open the new window
      if (this.attr) {
        mywindow = window.open(this.link, this.target, this.attr);
```


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```
      } else {
        // If window attributes are not specified, do not use them
        // (this will copy the attributes from the originating window)
        mywindow = window.open(this.link, this.target);
      }

      // Pop the window to the front
      if (mywindow && mywindow.focus) mywindow.focus();

    } else {
      // Open the link in the current window
      location.href = this.link;
    }
  }
}

//=====================================================
// slideshow object
//=====================================================
function slideshow( slideshowname ) {
  // This is the constructor function for the slideshow object.
  // It is called automatically when you create a new object.
  // For example:
  // ss = new slideshow("ss");

  // Name of this object
  // (required if you want your slideshow to auto-play)
  // For example, "SLIDES1"
  this.name = slideshowname;

  // When we reach the last slide, should we loop around to start the
  // slideshow again?
  this.repeat = true;

  // Number of images to pre-fetch.
  // -1 = preload all images.
  //  0 = load each image is it is used.
  //  n = pre-fetch n images ahead of the current image.
  // I recommend preloading all images unless you have large
  // images, or a large amount of images.
  this.prefetch = 5;

  // IMAGE element on your HTML page.
  // For example, document.images.SLIDES1IMG
  this.image;

  // ID of a DIV element on your HTML page that will contain the text.
  // For example, "slides2text"
  // Note: after you set this variable, you should call
  // the update() method to update the slideshow display.
```


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```
  this.textid;

  // TEXTAREA element on your HTML page.
  // For example, document.SLIDES1FORM.SLIDES1TEXT
  // This is a depracated method for displaying the text,
  // but you might want to supply it for older browsers.
  this.textarea;

  // Milliseconds to pause between slides.
  // Individual slides can override this.
  this.timeout = 1000;

  // Hook functions to be called before and after updating the slide
  // this.pre_update_hook = function() { }
  // this.post_update_hook = function() { }

  // These are private variables
  this.slides = new Array();
  this.current = 0;
  this.timeoutid = 0;

  //--------------------------------------------------
  // Public methods
  //--------------------------------------------------
  this.add_slide = function(slide) {
    // Add a slide to the slideshow.
    // For example:
    // SLIDES1.add_slide(new slide("s1.jpg", "link.html"))

    var i = this.slides.length;

    // Prefetch the slide image if necessary
    if (this.prefetch == -1) {
      slide.load();
    }

    this.slides[i] = slide;
  }

  //--------------------------------------------------
  this.play = function(timeout) {
    // This method implements the automatically running slideshow.
    // If you specify the "timeout" argument, then a new default
    // timeout will be set for the slideshow.

    // Make sure we're not already playing
    this.pause();

    // If the timeout argument was specified (optional)
    // then make it the new default
    if (timeout) {
```


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```
      this.timeout = timeout;
    }

    // If the current slide has a custom timeout, use it;
    // otherwise use the default timeout
    if (typeof this.slides[ this.current ].timeout != 'undefined') {
      timeout = this.slides[ this.current ].timeout;
    } else {
      timeout = this.timeout;
    }

    // After the timeout, call this.loop()
    this.timeoutid = setTimeout( this.name + ".loop()", timeout);
  }

  //--------------------------------------------------
  this.rewind = function(timeout) {
    // This method implements the automatically running slideshow in
reverse.
    // If you specify the "timeout" argument, then a new default
    // timeout will be set for the slideshow.

    // Make sure we're not already playing
    this.pause();

    // If the timeout argument was specified (optional)
    // then make it the new default
    if (timeout) {
      this.timeout = timeout;
    }

    // If the current slide has a custom timeout, use it;
    // otherwise use the default timeout
    if (typeof this.slides[ this.current ].timeout != 'undefined') {
      timeout = this.slides[ this.current ].timeout;
    } else {
      timeout = this.timeout;
    }

    // After the timeout, call this.loopback()
    this.timeoutid = setTimeout( this.name + ".loopback()", timeout);
  }

  //--------------------------------------------------
  this.pause = function() {
    // This method stops the slideshow if it is automatically running.

    if (this.timeoutid != 0) {

      clearTimeout(this.timeoutid);
      this.timeoutid = 0;
```


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```
    }
  }

  //--------------------------------------------------
  this.update = function() {
    // This method updates the slideshow image on the page

    // Make sure the slideshow has been initialized correctly
    if (! this.valid_image()) { return; }

    // Call the pre-update hook function if one was specified
    if (typeof this.pre_update_hook == 'function') {
      this.pre_update_hook();
    }

    // Convenience variable for the current slide
    var slide = this.slides[ this.current ];

    // Determine if the browser supports filters
    var dofilter = false;
    if (this.image &&
        typeof this.image.filters != 'undefined' &&
        typeof this.image.filters[0] != 'undefined') {

      dofilter = true;

    }

    // Load the slide image if necessary
    slide.load();

    // Apply the filters for the image transition
    if (dofilter) {

      // If the user has specified a custom filter for this slide,
      // then set it now
      if (slide.filter &&
          this.image.style &&
          this.image.style.filter) {

        this.image.style.filter = slide.filter;

      }
      this.image.filters[0].Apply();
    }

    // Update the image.
    this.image.src = slide.image.src;

    // Play the image transition filters
```


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```
    if (dofilter) {
      this.image.filters[0].Play();
    }

    // Update the text
    this.display_text();

    // Call the post-update hook function if one was specified
    if (typeof this.post_update_hook == 'function') {
      this.post_update_hook();
    }

    // Do we need to pre-fetch images?
    if (this.prefetch > 0) {

      var next, prev, count;

      // Pre-fetch the next slide image(s)
      next = this.current;
      prev = this.current;
      count = 0;
      do {

        // Get the next and previous slide number
        // Loop past the ends of the slideshow if necessary
        if (++next >= this.slides.length) next = 0;
        if (--prev < 0) prev = this.slides.length - 1;

        // Preload the slide image
        this.slides[next].load();
        this.slides[prev].load();

        // Keep going until we have fetched
        // the designated number of slides

      } while (++count < this.prefetch);
    }
  }

  //-----------------------------------------------------
  this.goto_slide = function(n) {
    // This method jumps to the slide number you specify.
    // If you use slide number -1, then it jumps to the last slide.
    // You can use this to make links that go to a specific slide,
    // or to go to the beginning or end of the slideshow.
    // Examples:
    // onClick="myslides.goto_slide(0)"
    // onClick="myslides.goto_slide(-1)"
    // onClick="myslides.goto_slide(5)"

    if (n == -1) {
```


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```
      n = this.slides.length - 1;
    }

    if (n < this.slides.length && n >= 0) {
      this.current = n;
    }

    this.update();
  }


  //-----------------------------------------------------
  this.goto_random_slide = function(include_current) {
    // Picks a random slide (other than the current slide) and
    // displays it.
    // If the include_current parameter is true,
    // then
    // See also: shuffle()

    var i;

    // Make sure there is more than one slide
    if (this.slides.length > 1) {

      // Generate a random slide number,
      // but make sure it is not the current slide
      do {
        i = Math.floor(Math.random()*this.slides.length);
      } while (i == this.current);

      // Display the slide
      this.goto_slide(i);
    }
  }

gCount = 25;
gIncr = 0.0003550692857;
ind = 0;

  this.formUpdate = function() {
      document.form1.year.value = year;
      document.form1.county.value = county[ind];
      document.form1.route.value = route[ind];
      document.form1.postmile.value = postmile[ind].toFixed(2);
      document.form1.latitude.value = lat[ind].toFixed(8);
      document.form1.longitude.value = longitude[ind].toFixed(8);
      document.form1.altitude.value = alt[ind].toFixed(2);
      document.form1.heading.value = head[ind].toFixed(2);
  }

  //-----------------------------------------------------
```


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```
  this.next = function() {
    // This method advances to the next slide.

    // Increment the image number
    if (this.current < this.slides.length - 1) {
      this.current++;
    } else if (this.repeat) {
      this.current = 0;
    }

    this.update();
     gCount+=gIncr;
    ind += 1;
    if (ind >= lat.length) {
      ind = 0;
    }
    this.formUpdate();
  }


  //-----------------------------------------------------
  this.previous = function() {
    // This method goes to the previous slide.

    // Decrement the image number
    if (this.current > 0) {
      this.current--;
    } else if (this.repeat) {
      this.current = this.slides.length - 1;
    }

    this.update();
     gCount-=gIncr;
    ind -= 1;
    if (ind < 0) {
      ind = lat.length-1;
    }
    this.formUpdate();
  }


  //-----------------------------------------------------
  this.shuffle = function() {
    // This method randomly shuffles the order of the slides.

    var i, i2, slides_copy, slides_randomized;

    // Create a copy of the array containing the slides
    // in sequential order
    slides_copy = new Array();
    for (i = 0; i < this.slides.length; i++) {
```


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```
      slides_copy[i] = this.slides[i];
    }

    // Create a new array to contain the slides in random order
    slides_randomized = new Array();

    // To populate the new array of slides in random order,
    // loop through the existing slides, picking a random
    // slide, removing it from the ordered list and adding it to
    // the random list.

    do {

      // Pick a random slide from those that remain
      i = Math.floor(Math.random()*slides_copy.length);

      // Add the slide to the end of the randomized array
      slides_randomized[ slides_randomized.length ] =
        slides_copy[i];

      // Remove the slide from the sequential array,
      // so it cannot be chosen again
      for (i2 = i + 1; i2 < slides_copy.length; i2++) {
        slides_copy[i2 - 1] = slides_copy[i2];
      }
      slides_copy.length--;

      // Keep going until we have removed all the slides

    } while (slides_copy.length);

    // Now set the slides to the randomized array
    this.slides = slides_randomized;
  }


  //-----------------------------------------------------
  this.get_text = function() {
    // This method returns the text of the current slide

    return(this.slides[ this.current ].text);
  }


  //-----------------------------------------------------
  this.get_all_text = function(before_slide, after_slide) {
    // Return the text for all of the slides.
    // For the text of each slide, add "before_slide" in front of the
    // text, and "after_slide" after the text.
    // For example:
    // document.write("<ul>");
```


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```
    // document.write(s.get_all_text("<li>","\n"));
    // document.write("<\/ul>");

    all_text = "";

    // Loop through all the slides in the slideshow
    for (i=0; i < this.slides.length; i++) {

      slide = this.slides[i];

      if (slide.text) {
        all_text += before_slide + slide.text + after_slide;
      }

    }

    return(all_text);
  }


  //--------------------------------------------------
  this.display_text = function(text) {
    // Display the text for the current slide

    // If the "text" arg was not supplied (usually it isn't),
    // get the text from the slideshow
    if (!text) {
      text = this.slides[ this.current ].text;
    }

    // If a textarea has been specified,
    // then change the text displayed in it
    if (this.textarea && typeof this.textarea.value != 'undefined') {
      this.textarea.value = text;
    }

    // If a text id has been specified,
    // then change the contents of the HTML element
    if (this.textid) {

      r = this.getElementById(this.textid);
      if (!r) { return false; }
      if (typeof r.innerHTML == 'undefined') { return false; }

      // Update the text
      r.innerHTML = text;
    }
  }


  //--------------------------------------------------
```


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```
  this.hotlink = function() {
    // This method calls the hotlink() method for the current slide.

    this.slides[ this.current ].hotlink();
  }


  //--------------------------------------------------
  this.save_position = function(cookiename) {
    // Saves the position of the slideshow in a cookie,
    // so when you return to this page, the position in the slideshow
    // won't be lost.

    if (!cookiename) {
      cookiename = this.name + '_slideshow';
    }

    document.cookie = cookiename + '=' + this.current;
  }


  //--------------------------------------------------
  this.restore_position = function(cookiename) {
  // If you previously called slideshow_save_position(),
  // returns the slideshow to the previous state.

    //Get cookie code by Shelley Powers

    if (!cookiename) {
      cookiename = this.name + '_slideshow';
    }

    var search = cookiename + "=";

    if (document.cookie.length > 0) {
      offset = document.cookie.indexOf(search);
      // if cookie exists
      if (offset != -1) {
        offset += search.length;
        // set index of beginning of value
        end = document.cookie.indexOf(";", offset);
        // set index of end of cookie value
        if (end == -1) end = document.cookie.length;
        this.current =
parseInt(unescape(document.cookie.substring(offset, end)));
        }
     }
  }


  //--------------------------------------------------
```


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```
  this.noscript = function() {
    // This method is not for use as part of your slideshow,
    // but you can call it to get a plain HTML version of the
slideshow
    // images and text.
    // You should copy the HTML and put it within a NOSCRIPT element,
to
    // give non-javascript browsers access to your slideshow
information.
    // This also ensures that your slideshow text and images are
indexed
    // by search engines.

    $html = "\n";

    // Loop through all the slides in the slideshow
    for (i=0; i < this.slides.length; i++) {

      slide = this.slides[i];

      $html += '<P>';

      if (slide.link) {
        $html += '<a href="' + slide.link + '">';
      }

      $html += '<img src="' + slide.src + '" ALT="slideshow image">';

      if (slide.link) {
        $html += "<\/a>";
      }

      if (slide.text) {
        $html += "<BR>\n" + slide.text;
      }

      $html += "<\/P>" + "\n\n";
    }

    // Make the HTML browser-safe
    $html = $html.replace(/\&/g, "&amp;" );
    $html = $html.replace(/</g, "&lt;" );
    $html = $html.replace(/>/g, "&gt;" );

    return('<pre>' + $html + '</pre>');
  }


  //==================================================
  // Private methods
  //==================================================
```


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```
  //-----------------------------------------------------
  this.loop = function() {
    // This method is for internal use only.
    // This method gets called automatically by a JavaScript timeout.
    // It advances to the next slide, then sets the next timeout.
    // If the next slide image has not completed loading yet,
    // then do not advance to the next slide yet.

    // Make sure the next slide image has finished loading
    if (this.current < this.slides.length - 1) {
      next_slide = this.slides[this.current + 1];
      if (next_slide.image.complete == null ||
next_slide.image.complete) {
        this.next();
      }
    } else { // we're at the last slide
      this.next();
    }

    // Keep playing the slideshow
    this.play( );
  }
  this.loopback = function() {
    // This method is for internal use only.
    // This method gets called automatically by a JavaScript timeout.
    // It advances to the previous slide, then sets the next timeout.
    // If the previous slide image has not completed loading yet,
    // then do not advance to the previous slide yet.

    // Make sure the next slide image has finished loading
    if (this.current > 0) {
      next_slide = this.slides[this.current - 1];
      if (next_slide.image.complete == null ||
next_slide.image.complete) {
        this.previous();
      }
    } else { // we're at the first slide
      this.previous();
    }

    // Keep playing the slideshow
    this.rewind( );
  }



  //-----------------------------------------------------
  this.valid_image = function() {
    // Returns 1 if a valid image has been set for the slideshow
```


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```
    if (!this.image)
    {
      return false;
    }
    else {
      return true;
    }
  }

  //-----------------------------------------------------
  this.getElementById = function(element_id) {
    // This method returns the element corresponding to the id

    if (document.getElementById) {
      return document.getElementById(element_id);
    }
    else if (document.all) {
      return document.all[element_id];
    }
    else if (document.layers) {
      return document.layers[element_id];
    } else {
      return undefined;
    }
  }


  //=====================================================
  // Deprecated methods
  // I don't recommend the use of the following methods,
  // but they are included for backward compatibility.
  // You can delete them if you don't need them.
  //=====================================================

  //-----------------------------------------------------
  this.set_image = function(imageobject) {
    // This method is deprecated; you should use
    // the following code instead:
    // s.image = document.images.myimagename;
    // s.update();

    if (!document.images)
      return;
    this.image = imageobject;
  }

  //-----------------------------------------------------
  this.set_textarea = function(textareaobject) {
    // This method is deprecated; you should use
    // the following code instead:
    // s.textarea = document.form.textareaname;
```


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```
    // s.update();

    this.textarea = textareaobject;
    this.display_text();
  }

  //-----------------------------------------------------
  this.set_textid = function(textidstr) {
    // This method is deprecated; you should use
    // the following code instead:
    // s.textid = "mytextid";
    // s.update();

    this.textid = textidstr;
    this.display_text();
  }
}
```


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Listing D.2: Code slideshow.php to be located in /var/www/slideshow2

```
<!DOCTYPE html>
<!--
JavaScript Slideshow by Patrick Fitzgerald
http://slideshow.barelyfitz.com/
-->

<html>
<head>
<title>MTLS-based Photolog</title>
<style>
label { position: absolute; text-align:right; width:130px; }
textarea { margin-left: 140px; }
.in { margin-left: 140px; }
label.check, label.radio { position:relative; text-align:left; }
</style>

<SCRIPT type="text/javascript">
// If need to load URL parameters in Javascript, use this:
function getUrlVars() {
    var vars = {};
    var parts =
window.location.href.replace(/[?&]+([^=&]+)=([^&]*)/gi,
function(m,key,value) {
        vars[key] = value;
    });
    return vars;
}

var MAXTIMEOUT = 1500;
var MINTIMEOUT = 100;
var timeout = 1000;

function setSlideTimeout(timeout)
{
  SLIDESLT.timeout = timeout;
  SLIDESCT.timeout = timeout;
  SLIDESRT.timeout = timeout;
  SLIDESBL.timeout = timeout;
  SLIDESBC.timeout = timeout;
  SLIDESBR.timeout = timeout;
  SLIDESBD.timeout = timeout;
}

</SCRIPT>

<!-- // The slideshow source -->
<SCRIPT type="text/javascript" src="js/slideshow.js"></SCRIPT>
```


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```
<?php
$user="root";
// input real password below
$password="password";
$database="piwigo";
mysql_connect("localhost",$user,$password);
@mysql_select_db($database) or die( "Unable to select database");

//Load $sess = from URL parameter;
// NOTE: No error checking for now.
$sess = $_GET["id"];

// A bit of error checking:
// Doesn't handle ID not in database.
if ($sess < 1) {
  die("Session ID must be 1 or higher");
}

$query = "SELECT * FROM sessions WHERE Id = $sess";
$result = mysql_query($query);
$num=mysql_numrows($result);

$i=0;
while ($i < $num) {
  $sessionname=mysql_result($result,$i,"sessionName");
  $dir = "images/$sessionname/small";
  $linkdir = "images/$sessionname/full";
  $i++;
}
$query = "SELECT COUNT(*) FROM photolog WHERE sessionId = $sess AND
direction = 'FC'";
$result = mysql_query($query);
$row = mysql_fetch_row($result);
$count = $row[0];
?>

<SCRIPT type="text/javascript">
SLIDESLT= new slideshow("SLIDESLT");
<?php
$direction="FL";
$query = "SELECT image FROM photolog WHERE sessionId = $sess AND
direction = 'FL'";
$result = mysql_query($query);
for($index=0;$index<$count;$index++){
  $image = mysql_result($result,$index,"image");
  echo "SLIDESLT.add_slide(new
slide('$dir/$direction/$image','$linkdir/$direction/$image'));\n";
}
?>

SLIDESCT= new slideshow("SLIDESCT");
```


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```
<?php
$direction="FC";
$query = "SELECT image FROM photolog WHERE sessionId = $sess AND
direction = 'FC'";
$result = mysql_query($query);
for($index=0;$index<$count;$index++){
  $image = mysql_result($result,$index,"image");
  echo "SLIDESCT.add_slide(new
slide('$dir/$direction/$image','$linkdir/$direction/$image'));\n";
}
?>

SLIDESRT= new slideshow("SLIDESRT");
<?php
$direction="FR";
$query = "SELECT image FROM photolog WHERE sessionId = $sess AND
direction = 'FR'";
$result = mysql_query($query);
for($index=0;$index<$count;$index++){
  $image = mysql_result($result,$index,"image");
  echo "SLIDESRT.add_slide(new
slide('$dir/$direction/$image','$linkdir/$direction/$image'));\n";
}
?>

SLIDESBL= new slideshow("SLIDESBL");
<?php
$direction="BL";
$query = "SELECT image FROM photolog WHERE sessionId = $sess AND
direction = 'BL'";
$result = mysql_query($query);
for($index=0;$index<$count;$index++){
  $image = mysql_result($result,$index,"image");
  echo "SLIDESBL.add_slide(new
slide('$dir/$direction/$image','$linkdir/$direction/$image'));\n";
}
?>

SLIDESBC= new slideshow("SLIDESBC");
<?php
$direction="BC";
$query = "SELECT image FROM photolog WHERE sessionId = $sess AND
direction = 'BC'";
$result = mysql_query($query);
for($index=0;$index<$count;$index++){
  $image = mysql_result($result,$index,"image");
  echo "SLIDESBC.add_slide(new
slide('$dir/$direction/$image','$linkdir/$direction/$image'));\n";
}
?>
```


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```
SLIDESBR= new slideshow("SLIDESBR");
<?php
$direction="BR";
$query = "SELECT image FROM photolog WHERE sessionId = $sess AND
direction = 'BR'";
$result = mysql_query($query);
for($index=0;$index<$count;$index++){
  $image = mysql_result($result,$index,"image");
  echo "SLIDESBR.add_slide(new
slide('$dir/$direction/$image','$linkdir/$direction/$image'));\n";
}
?>

SLIDESBD= new slideshow("SLIDESBD");
<?php
$direction="BD";
$query = "SELECT image FROM photolog WHERE sessionId = $sess AND
direction = 'BD'";
$result = mysql_query($query);
for($index=0;$index<$count;$index++){
  $image = mysql_result($result,$index,"image");
  echo "SLIDESBD.add_slide(new
slide('$dir/$direction/$image','$linkdir/$direction/$image'));\n";
}
?>

var county = new Array();
var route = new Array();
var postmile = new Array();
var lat = new Array();
var longitude = new Array();
var alt = new Array();
var head = new Array();

setSlideTimeout(timeout);

<?php
$query = "SELECT gpsDate FROM photolog WHERE idx = 0 AND
sessionId=$sess
AND direction='FC'";
$result = mysql_query($query);
$gpsDate = mysql_result($result,0,"gpsDate");
echo "year=".substr($gpsDate,0,4).";";

$query = "SELECT county, route, postmile, latitude, longitude,
altitude, heading FROM photolog WHERE sessionId=$sess AND direction =
'FC'";
  $result = mysql_query($query);
for($index=0;$index<$count;$index++){
  $m = mysql_result($result,$index,"county");
  echo "county[$index] = '$m'\n";
```


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```
  $m = mysql_result($result,$index,"route");
  echo "route[$index] = $m\n";
  $m = mysql_result($result,$index,"postmile");
  echo "postmile[$index] = $m\n";
  $m = mysql_result($result,$index,"longitude");
  echo "longitude[$index] = $m\n";
  $m = mysql_result($result,$index,"latitude");
  echo "lat[$index] = $m\n";
  $m = mysql_result($result,$index,"altitude");
  echo "alt[$index] = $m\n";
  $m = mysql_result($result,$index,"heading");
  echo "head[$index] = $m\n";
}
?>
</SCRIPT>
<SCRIPT type="text/javascript">
for (var i=0; i < SLIDESLT.slides.length; i++) {

  s = SLIDESLT.slides[i];
  s.target = "ss_popup";
  s.attr =
"_blank,width=1440,height=1100,resizable=yes,scrollbars=yes";
}

for (var i=0; i < SLIDESCT.slides.length; i++) {

  s = SLIDESCT.slides[i];
  s.target = "ss_popup";
  s.attr =
"_blank,width=1440,height=1100,resizable=yes,scrollbars=yes";
}

for (var i=0; i < SLIDESRT.slides.length; i++) {

  s = SLIDESRT.slides[i];
  s.target = "ss_popup";
  s.attr =
"_blank,width=1440,height=1100,resizable=yes,scrollbars=yes";
}

for (var i=0; i < SLIDESBL.slides.length; i++) {

  s = SLIDESBL.slides[i];
  s.target = "ss_popup";
  s.attr =
"_blank,width=1440,height=1100,resizable=yes,scrollbars=yes";
}

for (var i=0; i < SLIDESBC.slides.length; i++) {

  s = SLIDESBC.slides[i];
```


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```
  s.target = "ss_popup";
  s.attr =
"_blank,width=1440,height=1100,resizable=yes,scrollbars=yes";
}

for (var i=0; i < SLIDESBR.slides.length; i++) {

  s = SLIDESBR.slides[i];
  s.target = "ss_popup";
  s.attr =
"_blank,width=1440,height=1100,resizable=yes,scrollbars=yes";
}

for (var i=0; i < SLIDESBD.slides.length; i++) {

  s = SLIDESBD.slides[i];
  s.target = "ss_popup";
  s.attr =
"_blank,width=1440,height=1100,resizable=yes,scrollbars=yes";
}

</SCRIPT>
<?php
// Find first images
//
$query = "SELECT image FROM photolog WHERE idx = 0 AND sessionId=$sess
AND direction='BC'";
$result = mysql_query($query);
$bcImage = mysql_result($result,0,"image");
$query = "SELECT image FROM photolog WHERE idx = 0 AND sessionId=$sess
AND direction='BD'";
$result = mysql_query($query);
$bdImage = mysql_result($result,0,"image");
$query = "SELECT image FROM photolog WHERE idx = 0 AND sessionId=$sess
AND direction='BL'";
$result = mysql_query($query);
$blImage = mysql_result($result,0,"image");
$query = "SELECT image FROM photolog WHERE idx = 0 AND sessionId=$sess
AND direction='BR'";
$result = mysql_query($query);
$brImage = mysql_result($result,0,"image");
$query = "SELECT image FROM photolog WHERE idx = 0 AND sessionId=$sess
AND direction='FC'";
$result = mysql_query($query);
$fcImage = mysql_result($result,0,"image");
$query = "SELECT image FROM photolog WHERE idx = 0 AND sessionId=$sess
AND direction='FL'";
$result = mysql_query($query);
$flImage = mysql_result($result,0,"image");
$query = "SELECT image FROM photolog WHERE idx = 0 AND sessionId=$sess
AND direction='FR'";
```


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```
$result = mysql_query($query);
$frImage = mysql_result($result,0,"image");

?>

</head>
<body
onLoad="SLIDESLT.update();SLIDESCT.update();SLIDESRT.update();SLIDESBL
.update();SLIDESBC.update();SLIDESBR.update();SLIDESBD.update()">
<P>
<?php
// Image placeholders with first images
//
echo "<A HREF='javascript:SLIDESLT.hotlink()'><IMG name='SLIDESIMGLT'
src='$dir/FL/$flImage' alt='Slideshow image' width=369
height=384></A><A HREF='javascript:SLIDESCT.hotlink()'><IMG
name='SLIDESIMGCT' src='$dir/FC/$fcImage' alt='Slideshow image'
width=459 height=384></A><A HREF='javascript:SLIDESRT.hotlink()'><IMG
name='SLIDESIMGRT' src='$dir/FR/$frImage' alt='Slideshow image'
width=369 height=384></A>";
?>

<P>

<FORM>
<INPUT TYPE="button" VALUE="start"
onClick="SLIDESLT.next();SLIDESLT.play();SLIDESCT.next();SLIDESCT.play
();SLIDESRT.next();SLIDESRT.play();SLIDESBR.next();SLIDESBR.play();SLI
DESBC.next();SLIDESBC.play();SLIDESBL.next();SLIDESBL.play();SLIDESBD.
next();SLIDESBD.play()">
<INPUT TYPE="button" VALUE="stop"
onClick="SLIDESLT.pause();SLIDESCT.pause();SLIDESRT.pause();SLIDESBR.p
ause();SLIDESBC.pause();SLIDESBL.pause();SLIDESBD.pause()">
<INPUT TYPE="button" VALUE="rewind"
onClick="SLIDESLT.previous();SLIDESLT.rewind();SLIDESCT.previous();SLI
DESCT.rewind();SLIDESRT.previous();SLIDESRT.rewind();SLIDESBR.previous
();SLIDESBR.rewind();SLIDESBC.previous();SLIDESBC.rewind();SLIDESBL.pr
evious();SLIDESBL.rewind();SLIDESBD.previous();SLIDESBD.rewind()">
<INPUT TYPE="button" VALUE="&lt;prev"
onClick="SLIDESLT.previous();SLIDESCT.previous();SLIDESRT.previous();S
LIDESBR.previous();SLIDESBC.previous();SLIDESBL.previous();SLIDESBD.pr
evious()">
<INPUT TYPE="button" VALUE="next&gt;"
onClick="SLIDESLT.next();SLIDESCT.next();SLIDESRT.next();SLIDESBR.next
();SLIDESBC.next();SLIDESBL.next();SLIDESBD.next()">
<INPUT TYPE="button" VALUE="slower"
onClick="timeout=timeout+100;if(timeout>MAXTIMEOUT)timeout=MAXTIMEOUT;
console.log('timeout='+timeout);setSlideTimeout(timeout)">
<INPUT TYPE="button" VALUE="faster"
```


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```
onClick="timeout=timeout-
100;if(timeout<MINTIMEOUT)timeout=MINTIMEOUT;console.log('timeout='+ti
meout);setSlideTimeout(timeout)">
</FORM>

<form name="form1">
<label> Year: </label> <input class="in" type="text" name="year" >
<label> Latitude: </label> <input class="in" type="text"
name="latitude"><br>
<label> County: </label> <input class="in" type="text" name="county" >
<label> Longitude: </label> <input class="in" type="text"
name="longitude"><br>
<label> Route: </label> <input class="in" type="text" name="route" >
<label> Altitude: </label> <input class="in" type="text"
name="altitude"><br>
<label> Postmile: </label> <input class="in" type="text"
name="postmile">
<label> Heading: </label> <input class="in" type="text"
name="heading"><br>

<label for"session"></label><select id="session" name="session">
<?php
$query = "SELECT * FROM sessions;";
$result = mysql_query($query);
while ($row = mysql_fetch_array($result)){
  $id = $row["Id"];
  $desc = $row["sessionDescription"];
  echo "<option value=".$id.">".$desc."</option>";
}
?>
</select>
<INPUT TYPE="button" VALUE="Submit"
onClick="var e = document.getElementById('session');
var strUser = e.options[e.selectedIndex].value;
window.open('slideshow.php?id='+strUser,'_self');"
>
</form>

<?php
// Image placeholders with first images
//
echo "<A HREF='javascript:SLIDESBR.hotlink()'><IMG name='SLIDESIMGBR'
src='$dir/BR/$brImage' alt='Slideshow image' width=369
height=384></A><A HREF='javascript:SLIDESBC.hotlink()'><IMG
name='SLIDESIMGBC' src='$dir/BC/$bcImage' alt='Slideshow image'
width=459 height=384></A><A HREF='javascript:SLIDESBL.hotlink()'><IMG
name='SLIDESIMGBL' src='$dir/BL/$blImage' alt='Slideshow image'
width=369 height=384></A><br> <IMG src='images/dot_clear.gif'
width=369 height=1><A HREF='javascript:SLIDESBD.hotlink()'><IMG
name='SLIDESIMGBD' src='$dir/BD/$bdImage' alt='Slideshow image'
width=459 height=192></A>";
```


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```
?>
<P>
<SCRIPT type="text/javascript">
if (document.images) {
  SLIDESLT.image = document.images.SLIDESIMGLT;
  SLIDESLT.textid = "SLIDESTEXT";
  SLIDESLT.update();
  SLIDESCT.image = document.images.SLIDESIMGCT;
  SLIDESCT.textid = "SLIDESTEXT";
  SLIDESCT.update();
  SLIDESRT.image = document.images.SLIDESIMGRT;
  SLIDESRT.textid = "SLIDESTEXT";
  SLIDESRT.update();
  SLIDESBL.image = document.images.SLIDESIMGBL;
  SLIDESBL.textid = "SLIDESTEXT";
  SLIDESBL.update();
  SLIDESBC.image = document.images.SLIDESIMGBC;
  SLIDESBC.textid = "SLIDESTEXT";
  SLIDESBC.update();
  SLIDESBR.image = document.images.SLIDESIMGBR;
  SLIDESBR.textid = "SLIDESTEXT";
  SLIDESBR.update();
  SLIDESBD.image = document.images.SLIDESIMGBD;
  SLIDESBD.textid = "SLIDESTEXT";
  SLIDESBD.update();
}
</SCRIPT>


<?php
mysql_close();
?>
</body>
</html>
```


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Code for Scripts and Utilities for Conversion from MTLS Data to Photolog

Listing D.3: Shell script to set up session database table (doSession.sh)

```
#!/bin/sh
javac -cp .:lib/\* populateSession.java
java -cp .:lib/\* populateSession "$@"
```

Listing D.4: Shell script to populate photolog database table (doPopulate.sh)

```
#!/bin/sh
javac -cp .:lib/\* Populate.java
java -cp .:lib/\* Populate $1
```

Listing D.5: Shell script to set Exchangeable Image File Format (EXIF) data fields in JPEG images (doExif.sh)

```
#!/bin/sh
javac -cp .:lib/\* XMPTag.java
javac -cp .:lib/\* ExifWriter.java
java -cp .:lib/\* ExifWriter
```

Listing D.6: Shell script to scale back-center images (bcProcess.sh) using *convert* utility from imagemagick

```
#!/bin/bash

if [ ! -d ./processed ]; then mkdir ./processed; fi

for f in *.jpg;
do
     echo "Processing $f"
     convert -resize "612x512" $f ./processed/$f
done
```


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Listing D.7: Shell script to scale and crop back-down images (bdProcess.sh) using *convert* utility from imagemagick

```
#!/bin/bash

if [ ! -d ./processed ]; then mkdir ./processed; fi

for f in *.jpg;
do
     echo "Processing $f"
     convert -resize "612x512" -crop "612x192+0+320" $f ./processed/$f
done
```

Listing D.8: Shell script to scale and crop back-left images (blProcess.sh) using *convert* utility from imagemagick

```
#!/bin/bash

if [ ! -d ./processed ]; then mkdir ./processed; fi

for f in *.jpg;
do
     echo "Processing $f"
     convert -resize "612x512" -crop "492x512+120+0" $f ./processed/$f
done
```

Listing D.9: Shell script to scale and crop back-right images (brProcess.sh) using *convert* utility from imagemagick

```
#!/bin/bash

if [ ! -d ./processed ]; then mkdir ./processed;fi

for f in *.jpg;
do
     echo "Processing $f"
     convert -resize "612x512" -crop "492x512+0+0" $f ./processed/$f
done
```


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Listing D.10: Shell script to scale front-center images (fcProcess.sh) using *convert* utility from imagemagick

```
#!/bin/bash

if [ ! -d ./processed ]; then mkdir ./processed; fi

for f in *.jpg;
do
     echo "Processing $f"
     convert -resize "612x512" $f ./processed/$f
done
```

Listing D.11: Shell script to scale and crop front-left images (flProcess.sh) using *convert* utility from imagemagick

```
#!/bin/bash

if [ ! -d ./processed ]; then mkdir ./processed;fi

for f in *.jpg;
do
     echo "Processing $f"
     convert -resize "612x512" -crop "492x512+0+0" $f ./processed/$f
done
```

Listing D.12: Shell script to scale and crop front-right images (frProcess.sh) using *convert* utility from imagemagick

```
#!/bin/bash

if [ ! -d ./processed ]; then mkdir ./processed; fi

for f in *.jpg;
do
     echo "Processing $f"
     convert -resize "612x512" -crop "492x512+120+0" $f ./processed/$f
done
```


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Listing D.13: Java utility to set up session database table (populateSession.java)

```
import java.sql.Statement;
import java.sql.ResultSet;
import java.sql.Connection;
import java.sql.DriverManager;
import java.sql.PreparedStatement;
import java.sql.SQLException;
import java.util.logging.Level;
import java.util.logging.Logger;

public class populateSession {

    public static void main(String[] args) {

        Connection con = null;
        PreparedStatement pst = null;
      Statement st = null;
      ResultSet rs = null;

        String url = "jdbc:mysql://localhost:3306/piwigo";
        String user = "root";
        String password = "pw";

        try {

          for (String s: args) {
               System.out.println(s);
            }
            String sessionName = args[0];
            String sessionDesc = args[1];
            con = DriverManager.getConnection(url, user, password);

            pst = con.prepareStatement("INSERT INTO
sessions(sessionName, sessionDescription) VALUES(?,?)");
            pst.setString(1, sessionName);
            pst.setString(2, sessionDesc);
            pst.executeUpdate();

          String query = "SELECT Id from sessions WHERE sessionName =
'" + sessionName+"';";
          System.out.println(query);
          st = con.createStatement();
          rs = st.executeQuery(query);
          while(rs.next())
          {
            int id = rs.getInt("Id");
            System.out.println("Session ID is: " + id);
          }

        } catch (SQLException ex) {
```


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```
            Logger lgr =
Logger.getLogger(populateSession.class.getName());
            lgr.log(Level.SEVERE, ex.getMessage(), ex);

        } finally {

            try {
           if (rs != null)  {
               rs.close();
           }
           if (st != null)  {
               st.close();
           }
                if (pst != null) {
                    pst.close();
                }
                if (con != null) {
                    con.close();
                }

            } catch (SQLException ex) {
                Logger lgr =
Logger.getLogger(populateSession.class.getName());
                lgr.log(Level.SEVERE, ex.getMessage(), ex);
            }
        }
    }
}
```


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Listing D.14: Java utility to populate photolog database table (Populate.java)

```
import java.sql.Connection;
import java.sql.DriverManager;
import java.sql.PreparedStatement;
import java.sql.SQLException;
import java.util.logging.Level;
import java.util.logging.Logger;

import com.linuxense.javadbf.*;

import java.io.*;
import java.lang.String;
import java.io.IOException;

import java.awt.BorderLayout;
import java.awt.Container;
import java.awt.GridBagLayout;
import java.awt.GridLayout;
import java.awt.GridBagConstraints;
import java.awt.Insets;
import java.awt.event.ActionEvent;
import java.awt.event.ActionListener;
import java.io.File;

import javax.swing.ImageIcon;
import javax.swing.JButton;
import javax.swing.JComponent;
import javax.swing.JDialog;
import javax.swing.JFileChooser;
import javax.swing.JFrame;
import javax.swing.JPanel;
import javax.swing.JScrollPane;
import javax.swing.JTextArea;
import javax.swing.JTextField;
import javax.swing.JLabel;
import javax.swing.BorderFactory;
import javax.swing.JRadioButton;
import javax.swing.ButtonGroup;
import javax.swing.text.*;


public class Populate extends JPanel implements ActionListener {
  static private final String newline = "\n";

  JButton openButton, saveButton;

  JTextArea log;

  JFileChooser fc;
```


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```
  public Populate(String sessionId) {
    super(new BorderLayout());

//System.out.println("In Populate, sessionId = "+sessionId);
    this.sessionId = sessionId;
    //Create the log first, because the action listeners
    //need to refer to it.
    log = new JTextArea(5, 20);
    log.setMargin(new Insets(5, 5, 5, 5));
    log.setEditable(false);
    JScrollPane logScrollPane = new JScrollPane(log);

    //Create a file chooser
    fc = new JFileChooser();

    //Create the open button. We use the image from the JLF
    //Graphics Repository (but we extracted it from the jar).
    openButton = new JButton("Open Database...",
        createImageIcon("images/Open16.gif"));
    openButton.addActionListener(this);

    //Create the save button. We use the image from the JLF
    //Graphics Repository (but we extracted it from the jar).
    saveButton = new JButton("Save a File...",
        createImageIcon("images/Save16.gif"));
    saveButton.addActionListener(this);

    //For layout purposes, put the buttons in a separate panel
    JPanel buttonPanel = new JPanel(); //use FlowLayout
    buttonPanel.add(openButton);
//    buttonPanel.add(saveButton);

    //Add the buttons and the log to this panel.
    add(buttonPanel, BorderLayout.PAGE_START);
    add(logScrollPane, BorderLayout.CENTER);

    JPanel panel = new JPanel();
    panel.setLayout(new BorderLayout(10, 10));

    JPanel textPanel = new JPanel(new GridLayout(0,1));

    JPanel textFieldPanel = new JPanel(new GridLayout(0,1));

    panel.add(textPanel, BorderLayout.CENTER);
    panel.add(textFieldPanel, BorderLayout.WEST);
    panel.setBorder(BorderFactory.createEmptyBorder(10, 10, 10, 10));
    add(panel);

  }

  public void actionPerformed(ActionEvent e) {
```


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```
    //Handle open button action.
    if (e.getSource() == openButton) {
      int returnVal = fc.showOpenDialog(Populate.this);

      if (returnVal == JFileChooser.APPROVE_OPTION) {
        File file = fc.getSelectedFile();
        //This is where a real application would open the file.
        log.append("Opening: " + file.getName() + "." + newline);
                dbfread(file.getParent() + "/" , file.getName());
      } else {
        log.append("Open command cancelled by user." + newline);
      }
      log.setCaretPosition(log.getDocument().getLength());

      //Handle save button action.
    } else if (e.getSource() == saveButton) {
      int returnVal = fc.showSaveDialog(Populate.this);
      if (returnVal == JFileChooser.APPROVE_OPTION) {
        File file = fc.getSelectedFile();
        //This is where a real application would save the file.
        log.append("Saving: " + file.getName() + "." + newline);
      } else {
        log.append("Save command cancelled by user." + newline);
      }
      log.setCaretPosition(log.getDocument().getLength());
    }
  }

  /** Returns an ImageIcon, or null if the path was invalid. */
  protected static ImageIcon createImageIcon(String path) {
    java.net.URL imgURL = Populate.class.getResource(path);
    if (imgURL != null) {
      return new ImageIcon(imgURL);
    } else {
      System.err.println("Couldn't find file: " + path);
      return null;
    }
  }

  /**
   * Create the GUI and show it. For thread safety, this method should
be
   * invoked from the event-dispatching thread.
   */
  private static void createAndShowGUI(String sessionId) {
    //Make sure we have nice window decorations.
    JFrame.setDefaultLookAndFeelDecorated(true);
    JDialog.setDefaultLookAndFeelDecorated(true);

    //Create and set up the window.
```


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```
    JFrame frame = new JFrame("Populate");
    frame.setDefaultCloseOperation(JFrame.EXIT_ON_CLOSE);

    //Create and set up the content pane.
    JComponent newContentPane = new Populate(sessionId);
    newContentPane.setOpaque(true); //content panes must be opaque
    frame.setContentPane(newContentPane);

    //Display the window.
    frame.pack();
    frame.setVisible(true);
  }



  public void dbfread(String dir, String name) {

        Connection con = null;
        PreparedStatement pst = null;

        String url = "jdbc:mysql://localhost:3306/piwigo";
        String user = "root";
        String password = "pw";

    try {

      // create a DBFReader object
      //
      InputStream inputStream  = new FileInputStream(dir + name);
      // take dbf file as program argument
      DBFReader reader = new DBFReader( inputStream);

      // get the field count if you want for some reasons like the
      // following
      //
      int numberOfFields = reader.getFieldCount();

      // use this count to fetch all field information
      // if required
      //
      for( int i=0; i<numberOfFields; i++) {

        DBFField field = reader.getField( i);

        // do something with it if you want
        // refer the JavaDoc API reference for more details
        //
        //System.out.println( field.getName());
      }

      // Now, let us start reading the rows
```


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```
      //
      Object []rowObjects;
          int idx = 0;
        int offset;
        rowObjects = reader.nextRecord();
        if(rowObjects[2] instanceof String){
                offset =  1;
        }
        else{
                offset = 0;
        }
      do {

           String image = (String)rowObjects[1];
           String direction = (String)name.substring(0,2);
                String dlat = String.valueOf(rowObjects[3+offset]);
                String dlong = String.valueOf(rowObjects[2+offset]);
           String dalt = String.valueOf(rowObjects[4+offset]);
           String postmile = "0.00";
           String route = "TBD";
           String county = "TBD";
                String dist = String.valueOf(rowObjects[5+offset]);
           String gpsTime = String.valueOf(rowObjects[7+offset]);
           String gpsDate = String.valueOf(rowObjects[8+offset]);
           String gpsDateTime = String.valueOf(rowObjects[9+offset]);
           String gpsDist = String.valueOf(rowObjects[10+offset]);
           String heading = String.valueOf(rowObjects[12+offset]);
           String roll = String.valueOf(rowObjects[13+offset]);
           String pitch = String.valueOf(rowObjects[14+offset]);
           String hdop = String.valueOf(rowObjects[15+offset]);
           String velocity = String.valueOf(rowObjects[16+offset]);
        try {

            con = DriverManager.getConnection(url, user, password);

            pst = con.prepareStatement("INSERT INTO photolog "
           + "(idx, sessionid, direction,"
           + " latitude, longitude, altitude,"
           + "postmile, county, route, image, dist,"
           + "gpsTime, gpsDate, gpsDateTime,"
           + "gpsDist, heading, roll, pitch, hdop, velocity) VALUES"
           + "(?,?,?,?,?,?,?,?,?,?,?,?,?,?,?,?,?,?,?,?)");

//    System.out.println("SessionID = "+sessionId);

            pst.setString(1, Integer.toString(idx));
            pst.setString(2, sessionId);
            pst.setString(3, direction);
            pst.setString(4, dlat);
            pst.setString(5, dlong);
            pst.setString(6, dalt);
```


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```
            pst.setString(7, postmile);
            pst.setString(8, county);
            pst.setString(9, route);
            pst.setString(10, image);
            pst.setString(11, dist);
            pst.setString(12, gpsTime);
            pst.setString(13, gpsDate);
            pst.setString(14, gpsDateTime);
            pst.setString(15, gpsDist);
            pst.setString(16, heading);
            pst.setString(17, roll);
            pst.setString(18, pitch);
            pst.setString(19, hdop);
            pst.setString(20, velocity);
            pst.executeUpdate();

        } catch (SQLException ex) {
            Logger lgr = Logger.getLogger(Populate.class.getName());
            lgr.log(Level.SEVERE, ex.getMessage(), ex);

        } finally {

            try {
                if (pst != null) {
                    pst.close();
                }
                if (con != null) {
                    con.close();
                }

            } catch (SQLException ex) {
                Logger lgr =
Logger.getLogger(Populate.class.getName());
                lgr.log(Level.SEVERE, ex.getMessage(), ex);
            }
        }
           System.out.println(idx);
                idx++;
      } while( (rowObjects = reader.nextRecord()) != null);

      // By now, we have iterated through all of the rows

      inputStream.close();
    }
    catch( DBFException e) {

      System.out.println( e.getMessage());
    }
    catch( IOException e) {

      System.out.println( e.getMessage());
```


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```
    }

  }
    String sessionId;

    public static void main(String[] args) {

    final String sessionId = args[0];

    System.out.println("SessionID = "+sessionId);
    //Schedule a job for the event-dispatching thread:
    //creating and showing this application's GUI.
    javax.swing.SwingUtilities.invokeLater(new Runnable() {
      public void run() {
        createAndShowGUI(sessionId);
      }
    });

    }
}
```


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Listing D.15: Perl utility to determine county, route, and postmile from latitude and longitude (setPostmile.pl)

```
#!/usr/bin/perl

use strict;
use warnings;

use caltransConversions;
use Data::Dumper;
use geospatialTools;
use LWP::Simple;
use XML::Simple;
use DBI;
use Xbase;

my $sessionID = $ARGV[0];

#initialize conversion hashes
my %countyNameToCountyCodeHash =
caltransConversions::getCountyNameToCountyCodeHash();
my %prefixRouteNameToRouteNameHash =
caltransConversions::getPrefixRouteNameToRouteNameHash();
my %directionNameToDirectionAbbreviationHash =
caltransConversions::getDirectionNameToDirectionAbbreviationHash();

#initialize %crpHash and %longLatHash
my %dcrpHash = geospatialTools::getDCRPHash();
my %longLatHash = geospatialTools::getlongLatHash();

my $dbh = DBI->connect('DBI:mysql:piwigo','root','pw') ||
      die "Could not connect to database: $DBI::errstr";

my $sth = $dbh->prepare("SELECT * FROM photolog WHERE sessionId =
'".$sessionID."';");
$sth->execute() || die "Couldn't execute statement: ".$sth->errstr;

while( my @row = $sth->fetchrow_array()){
      print "id: $row[0]\tlat: $row[4]\tlong: $row[5]\n";
      my $id = $row[0];
      my $lat = $row[4];
      my $long = $row[5];

         $longLatHash{ 'latitude' } = $lat;
         $longLatHash{ 'longitude' } = $long;
         #find $crpHash based on %longLatHash
         my %crpHashLongLatBased = geospatialTools::longLatToCRP4(
%longLatHash );
```


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```
     my $stmt = "UPDATE photolog SET county = ?, route = ?, postmile =
? WHERE id = ?";
     my $rv = $dbh->do($stmt, undef, $crpHashLongLatBased{'county'},
$crpHashLongLatBased{'route'}, $crpHashLongLatBased{'postmile'}, $id);
     $DBI::err && die $DBI::errstr;


}
warn "Problem in retrieving results", $sth->errstr( ), "\n"
        if $sth->err( );

$sth->finish();

$dbh->disconnect();
```


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Listing D.16: Java utility to support setting Extensible Metadata Platform (XMP) Exchangeable Image File Format (EXIF) data fields in JPEG images (XMPTag.java)

```
import static be.pw.jexif.enums.DataType.RAT64U;
import static be.pw.jexif.enums.DataType.INT8U;
import static be.pw.jexif.enums.DataType.STRING;
import be.pw.jexif.enums.DataType;
import be.pw.jexif.enums.tag.Tag;

public enum XMPTag implements Tag {
    APERTURE_VALUE("xmp:ApertureValue", false, false, false, RAT64U),
    CONTRAST("xmp:Contrast", false, false, false, INT8U),
    EXPOSURE_TIME("xmp:ExposureTime", false, false, false, RAT64U),
    COPYRIGHTOWNERNAME("xmp:CopyrightOwnerName", false, false, false,
STRING),
    COUNTRYCODE("xmp:CountryCode", false, false, false, STRING),
    COUNTRYNAME("xmp:CountryName", false, false, false, STRING),
    PROVINCESTATE("xmp:ProvinceState", false, false, false, STRING),
    SUBLOCATION("xmp:Sublocation", false, false, false, STRING),
    CREATORREGION("xmp:CreatorRegion", false, false, false, STRING),
    USERCOMMENT("xmp:UserComment", false, false, false, STRING),
    COUNTRY("xmp:Country", false, false, false, STRING),
    STATE("xmp:State", false, false, false, STRING),
    CITY("xmp:City", false, false, false, STRING);
    //Don't forget TagUtil.register(XMPTag.class);
    private final boolean avoided;
    private final boolean unsafe;
    private final boolean protectedField;
    private final String name;
    private final DataType type;

    /**
     * @param avoided indicate that the tag is avoided
     * @param unsafe indicated that the tag is unsafe
     * @param protectedField indicate that the tag is protected
     * @param name the name of the tag
     * @param type the data type of the tag
     */
    private XMPTag(final String name, final boolean unsafe, final
boolean
avoided, final boolean protectedField, final DataType type) {
        this.avoided = avoided;
        this.unsafe = unsafe;
        this.protectedField = protectedField;
        this.name = name;
        this.type = type;
    }

    /**
     * {@inheritDoc}
     */
```


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```
    @Override
    public final boolean isAvoided() {
        return avoided;
    }

    /**
     * {@inheritDoc}
     */
    @Override
    public final boolean isUnsafe() {
        return unsafe;
    }

    /**
     * {@inheritDoc}
     */
    @Override
    public final boolean isProtectedField() {
        return protectedField;
    }

    /**
     * {@inheritDoc}
     */
    @Override
    public final String getName() {
        return name;
    }

    /**
     * {@inheritDoc}
     */
    @Override
    public final DataType getType() {
        return type;
    }


}
```


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Listing D.17: Java utility for setting Exchangeable Image File Format (EXIF) data fields in JPEG images (ExifWriter.java)

```
/* From http://java.sun.com/docs/books/tutorial/index.html */

/*
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 * modification, are permitted provided that the following conditions
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 *  list of conditions and the following disclaimer.
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 *
```


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```
 * You acknowledge that this software is not designed, licensed or
intended
 * for use in the design, construction, operation or maintenance of
any
 * nuclear facility.
 */

import java.awt.BorderLayout;
import java.awt.Container;
import java.awt.GridBagLayout;
import java.awt.GridLayout;
import java.awt.GridBagConstraints;
import java.awt.Insets;
import java.awt.event.ActionEvent;
import java.awt.event.ActionListener;
import java.io.File;

import javax.swing.ImageIcon;
import javax.swing.JButton;
import javax.swing.JComponent;
import javax.swing.JDialog;
import javax.swing.JFileChooser;
import javax.swing.JFrame;
import javax.swing.JPanel;
import javax.swing.JScrollPane;
import javax.swing.JTextArea;
import javax.swing.JTextField;
import javax.swing.JLabel;
import javax.swing.BorderFactory;
import javax.swing.JRadioButton;
import javax.swing.ButtonGroup;
import javax.swing.text.*;

import java.io.*;
import com.linuxense.javadbf.*;
import java.lang.Math;
import java.io.File;
import java.io.IOException;
import java.util.Calendar;
import java.util.GregorianCalendar;
import java.text.SimpleDateFormat;
import java.text.DateFormat;
import java.util.TimeZone;
import java.util.Date;

import java.sql.*;
import java.sql.SQLException;
import java.util.logging.Level;
import java.util.logging.Logger;

import be.pw.jexif.JExifInfo;
```


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```
import be.pw.jexif.JExifTool;
import be.pw.jexif.exception.ExifError;
import be.pw.jexif.exception.JExifException;
import be.pw.jexif.enums.tag.ExifIFD;
import be.pw.jexif.enums.tag.ExifGPS;
import be.pw.jexif.enums.tag.IFD0;
import static be.pw.jexif.enums.DataType.RAT64U;
import be.pw.jexif.internal.util.TagUtil;

import org.slf4j.LoggerFactory;




/*
 * SwingFileChooserDemo.java is a 1.4 application that uses these
files:
 * images/Open16.gif images/Save16.gif
 */
public class ExifWriter extends JPanel implements ActionListener {
  static private final String newline = "\n";

  JButton openButton, saveButton;

  JTextArea log;

  JFileChooser fc;

  JTextField milepostField;
  JTextField countyField;
  JTextField routeField;

  JRadioButton incButton, decButton;

  protected static final String textFieldString = "Milepost";

  static double milepost;
  static int milepostSign = 1;
  static String county;
  static String route;

  static String incString = "Increment";
  static String decString = "Decrement";


  public ExifWriter() {
    super(new BorderLayout());


    //Create the log first, because the action listeners
    //need to refer to it.
```


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```
    log = new JTextArea(5, 20);
    log.setMargin(new Insets(5, 5, 5, 5));
    log.setEditable(false);
    JScrollPane logScrollPane = new JScrollPane(log);

    //Create a file chooser
    fc = new JFileChooser();

    //Create the open button. We use the image from the JLF
    //Graphics Repository (but we extracted it from the jar).
    openButton = new JButton("Open Database...",
        createImageIcon("images/Open16.gif"));
    openButton.addActionListener(this);

    //Create the save button. We use the image from the JLF
    //Graphics Repository (but we extracted it from the jar).
    saveButton = new JButton("Save a File...",
        createImageIcon("images/Save16.gif"));
    saveButton.addActionListener(this);

    //For layout purposes, put the buttons in a separate panel
    JPanel buttonPanel = new JPanel(); //use FlowLayout
    buttonPanel.add(openButton);
//    buttonPanel.add(saveButton);

    //Add the buttons and the log to this panel.
    add(buttonPanel, BorderLayout.PAGE_START);
    add(logScrollPane, BorderLayout.CENTER);

    JPanel panel = new JPanel();
    panel.setLayout(new BorderLayout(10, 10));

    JPanel textPanel = new JPanel(new GridLayout(0,1));

    JPanel textFieldPanel = new JPanel(new GridLayout(0,1));

    //panel.add(milepostField, BorderLayout.CENTER);
    //panel.add(countyField, BorderLayout.CENTER);
    panel.add(textPanel, BorderLayout.CENTER);
    panel.add(textFieldPanel, BorderLayout.WEST);
    panel.setBorder(BorderFactory.createEmptyBorder(10, 10, 10, 10));
    add(panel);

  }

  public void actionPerformed(ActionEvent e) {

    //Handle open button action.
    if (e.getSource() == openButton) {
      int returnVal = fc.showOpenDialog(ExifWriter.this);
```


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```
      if (returnVal == JFileChooser.APPROVE_OPTION) {
        File file = fc.getSelectedFile();
        //This is where a real application would open the file.
        log.append("Opening: " + file.getName() + "." + newline);
           dbfread(file.getParent() + "/" , file.getName());
      } else {
        log.append("Open command cancelled by user." + newline);
      }
      log.setCaretPosition(log.getDocument().getLength());

      //Handle save button action.
    } else if (e.getSource() == saveButton) {
      int returnVal = fc.showSaveDialog(ExifWriter.this);
      if (returnVal == JFileChooser.APPROVE_OPTION) {
        File file = fc.getSelectedFile();
        //This is where a real application would save the file.
        log.append("Saving: " + file.getName() + "." + newline);
      } else {
        log.append("Save command cancelled by user." + newline);
      }
      log.setCaretPosition(log.getDocument().getLength());
    }
  }

  /** Returns an ImageIcon, or null if the path was invalid. */
  protected static ImageIcon createImageIcon(String path) {
    java.net.URL imgURL = ExifWriter.class.getResource(path);
    if (imgURL != null) {
      return new ImageIcon(imgURL);
    } else {
      System.err.println("Couldn't find file: " + path);
      return null;
    }
  }

  /**
   * Create the GUI and show it. For thread safety, this method should
be
   * invoked from the event-dispatching thread.
   */
  private static void createAndShowGUI() {
    //Make sure we have nice window decorations.
    JFrame.setDefaultLookAndFeelDecorated(true);
    JDialog.setDefaultLookAndFeelDecorated(true);

    //Create and set up the window.
    JFrame frame = new JFrame("ExifWriter");
    frame.setDefaultCloseOperation(JFrame.EXIT_ON_CLOSE);

    //Create and set up the content pane.
    JComponent newContentPane = new ExifWriter();
```


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```
    newContentPane.setOpaque(true); //content panes must be opaque
    frame.setContentPane(newContentPane);

    //Display the window.
    frame.pack();
    frame.setVisible(true);
  }

  public static String[] ConvertLat(Object lat) {
      Double latitude = (Double) lat;
      String ref;
      if(latitude >0){
            ref = "N";
      }
      else {
            ref = "S";
      }
      return new String[] {String.valueOf(Math.abs(latitude)), ref};
  }

  public static String[] ConvertLong(Object longi) {
      Double longitude = (Double) longi;
      String ref;
      if(longitude >0){
            ref = "E";
      }
      else {
            ref = "W";
      }
      return new String[] {String.valueOf(Math.abs(longitude)), ref};
  }


  public static void dbfread(String dir, String name) {
    String url = "jdbc:mysql://localhost:3306/piwigo";
    String user = "root";
    String password = "pw";
    Connection con = null;
    try {

      // create a DBFReader object
      //
      InputStream inputStream  = new FileInputStream(dir + name); //
take dbf file as program argument
      DBFReader reader = new DBFReader( inputStream);

      // get the field count if you want for some reasons like the
      // following
      //
      int numberOfFields = reader.getFieldCount();
```


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```
      // use this count to fetch all field information
      // if required
      //
      for( int i=0; i<numberOfFields; i++) {

        DBFField field = reader.getField( i);

        // do something with it if you want
        // refer the JavaDoc API reference for more details
        //
        //System.out.println( field.getName());
      }

      // Now, lets us start reading the rows
      //
      Object []rowObjects;
        int idx = 0;
      int offset;
      rowObjects = reader.nextRecord();
      if(rowObjects[2] instanceof String){
           offset =  1;
      }
      else{
           offset = 0;
      }
      con = DriverManager.getConnection(url, user, password);
      do {
                String image = (String) rowObjects[1];
           //System.out.println("Image is "+image);
           String dist = String.valueOf(rowObjects[5+offset]);
           //System.out.println("Dist is "+dist);
           String gpsDate = (String) rowObjects[8+offset];
           //System.out.println("GPSDate is "+gpsDate);
           String q1 = "SELECT county, route, postmile FROM photolog
WHERE ";
           String q2 = "dist = '" + dist + "' AND image = '"+image+"'
AND gpsDate = '" + gpsDate +"';";
           String query = q1+q2;
           //System.out.println("Query = "+query);
           Statement st = con.createStatement();
           ResultSet rs = st.executeQuery(query);
           rs.next();
           String county = rs.getString("county");
           String route = rs.getString("route");
           String postmile = rs.getString("postmile");

           String[] slat = ConvertLat(rowObjects[3+offset]);
           //System.out.println("lat: "+slat[0] + " " + slat[1]);
           String[] slong = ConvertLong(rowObjects[2+offset]);
           //System.out.println("long: "+slong[0] + " " + slong[1]);
```


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```
            //System.out.println("Altitude = " +
rowObjects[4+offset]);
            //System.out.println("Image = " +     rowObjects[1]);
            //double delta =
Double.parseDouble((String)rowObjects[5+offset]);
            double delta = ((Double)rowObjects[5+offset]);
            double mp = milepost + milepostSign*delta/1609.344;
            //System.out.println("Milepost: "+mp);
//       if(idx == 5903 || idx==5904){
          try {
                JExifTool tool = new JExifTool();
                  System.out.println("file:" + (String)rowObjects[1]);
                  File file = new File(dir +
((String)rowObjects[1]).trim());
                  //System.out.println("getName:" + file.getName());
                  //System.out.println("getParent:" + file.getParent());
                  //System.out.println("exists:" + file.exists());
                  //System.out.println("isFile:" + file.isFile());
                  //System.out.println("exists2:" + new File(dir +
"FC_29371_05904.jpg").exists());
                  //System.out.println("exists3:" + new
File(file.toString()).exists());
                  //System.out.println("isDirectory:" +
file.isDirectory());
                  //System.out.println("canRead:" + file.canRead());
                  //System.out.println("getAbsolutePath:" +
file.getAbsolutePath());
                JExifInfo gpsInfo = tool.getInfo(file);
                gpsInfo.setGPSInfo(slat[0], slat[1], slong[0],
slong[1],((Double) rowObjects[4+offset]).toString(), "0");
                gpsInfo.setTagValue(ExifIFD.FOCALLENGTH, "8.5");
                gpsInfo.setTagValue(IFD0.MAKE, "Point Grey Research:
Grasshopper GRAS-50S5C");
                gpsInfo.setTagValue(IFD0.COPYRIGHT, "California
Department of Transportation, 2013");
                gpsInfo.setTagValue(ExifGPS.GPSDOP,
((Double)rowObjects[15+offset]).toString());
                gpsInfo.setTagValue(ExifGPS.GPSSPEED,
((Double)rowObjects[16+offset]).toString());
                gpsInfo.setTagValue(ExifGPS.GPSSPEEDREF, "K");
                gpsInfo.setTagValue(ExifGPS.GPSTRACK,
((Double)rowObjects[12+offset]).toString());
                gpsInfo.setTagValue(ExifGPS.GPSTRACKREF, "T");
                DateFormat format = new SimpleDateFormat("HH:mm:ss");
                format.setTimeZone(TimeZone.getTimeZone("UTC"));
                double frac = (Double) rowObjects[9+offset];
                long day = (long) Math.floor(frac);
                frac = frac - day;
                Date time = new Date((long) ( 86400000l * frac));
                //System.out.println("time: "+format.format(time));
                String tstring = format.format(time).replace(":"," ");
```


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```
                //System.out.println("Formatted time: "+ tstring);
                Double secs = 86400 * frac;
                long whole = (long) Math.floor(secs);
                secs = secs - whole;
                //System.out.println("fraction of sec = "+secs);
                String secStr = String.valueOf(secs);
                //System.out.println("String = " +
secStr.substring(2,4));
                //System.out.println("Time = " +
format.format(time)+"."+secStr.substring(2,4));
                gpsInfo.setTagValue(ExifGPS.GPSTIMESTAMP,
tstring+"."+secStr.substring(2,4));
                GregorianCalendar gc = new GregorianCalendar(1900,
Calendar.JANUARY, 1);
                gc.add(Calendar.DATE, (int) day-2); // NOTE: Should be
'-1', but '-2' works right
                String month =  String.valueOf((int)
gc.get(Calendar.MONTH) + 1);
                //System.out.println("day from gpstime:
"+gc.get(Calendar.YEAR)+":"+month+":"+gc.get(Calendar.DATE));
                gpsInfo.setTagValue(ExifGPS.GPSDATESTAMP,
gc.get(Calendar.YEAR)+":"+month+":"+gc.get(Calendar.DATE));
                // XMP Tags
                TagUtil.register(XMPTag.class);
                gpsInfo.setTagValue(XMPTag.COPYRIGHTOWNERNAME,
"California Department of Transportation");
                gpsInfo.setTagValue(XMPTag.COUNTRYCODE,"USA");
                gpsInfo.setTagValue(XMPTag.COUNTRY,"USA");
                gpsInfo.setTagValue(XMPTag.STATE,"CA");
                // NOTE: Using Artist for county:
                gpsInfo.setTagValue(IFD0.ARTIST,"county: " + county);
                // NOTE: Using DocumentName for route:
                gpsInfo.setTagValue(IFD0.DOCUMENTNAME,"route: " +
route);
                // MILEPOST:
                gpsInfo.setTagValue(ExifIFD.USERCOMMENT,"postmile: " +
postmile);
                tool.stop();
          } catch (ExifError ee) {
                 System.out.println("ExifError");
                 System.out.println(ee.getMessage());
          } catch (IOException ioe) {
                 System.out.println("IOException");
                 System.out.println(ioe.getMessage());
          } catch (JExifException jee) {
                 System.out.println("JExifException");
                 jee.printStackTrace();
          }

         //}
            idx++;
```


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```
      } while( (rowObjects = reader.nextRecord()) != null);

      // By now, we have itereated through all of the rows

      inputStream.close();
    }
    catch( DBFException e) {

      System.out.println( e.getMessage());
    }
    catch( IOException e) {

      System.out.println( e.getMessage());
    }
    catch (SQLException ex) {
            Logger lgr = Logger.getLogger(ExifWriter.class.getName());
            lgr.log(Level.SEVERE, ex.getMessage(), ex);

    }

    finally {

      try {
        if (con != null) {
           con.close();
        }

      } catch (SQLException ex) {
          Logger lgr = Logger.getLogger(ExifWriter.class.getName());
          lgr.log(Level.SEVERE, ex.getMessage(), ex);
        }
      }

  }

  public static void main(String[] args) {
    //Schedule a job for the event-dispatching thread:
    //creating and showing this application's GUI.
    javax.swing.SwingUtilities.invokeLater(new Runnable() {
      public void run() {
        createAndShowGUI();
      }
    });
  }
}
```


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APPENDIX E:
LASZIP PYTHON WRAPPER UTILITY

Overview

Compression of LAS files is important in order to manage file size and network bandwidth. There are existing tools for compressing LAS files, e.g. the command line and graphical user interface utility LASzip (http://www.laszip.org/) created by Martin Isenburg. LASzip is able to compress LAS files into .laz files that are only 7 – 20% of the original file size. The compression is completely lossless, i.e. it is completely reversible. However, LASzip has many options, and is somewhat complex to use. AHMCT has developed a wrapper utility in the Python programming language that provides basic LASzip capabilities (zip and unzip files and directories of files). The wrapper utility is called LAS archive tool. The listing for this wrapper utility is provided at the end of this appendix.

LAS Archive Tool

The basic user interface is shown in Figure E.1. The interface provides four buttons. One zips a LAS file, one unzips a compressed LAZ file, one zips an entire directory of LAS files, and one unzips an entire directory of compressed LAZ files. The utility also provides minimal help. *Note that the utility does not handle spaces in file names or directory names.* Please use your operating system's file manager to assure that files and directories do not have spaces in them.

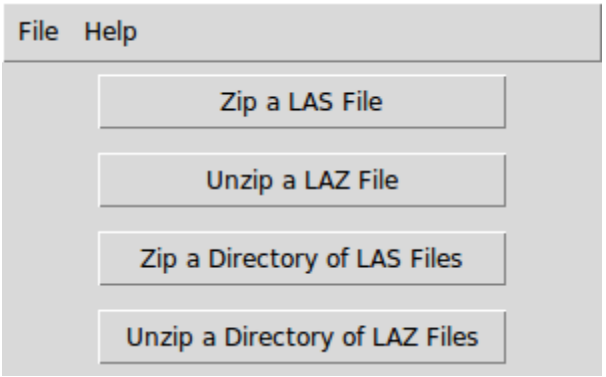

Figure E.1: Main LAS archive tool user interface

The tool is referred to as a wrapper, since its primary function is to assemble LASzip commands and issue them to the LASzip program.

When you click on "Zip a LAS File", you will then see a dialog box allowing you to pick the input file. Once you have done that, you'll then see a dialog box allowing you to pick the destination directory. Once you select the directory, the file will be compressed and saved under the original file name, but with the .laz extension.

When you click on "Unzip a LAZ File", you will then see a dialog box allowing you to pick the input file. Once you have done that, you'll then see a dialog box allowing you to pick the

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destination directory. Once you select the directory, the file will be uncompressed and saved under the original file name, but with the .las extension.

When you click on "Zip a Directory of LAS files", you will then see a dialog box allowing you to pick the source directory. Once you've done that, you'll see a dialog box allowing you to pick the destination directory. Once you select the directory, the files will be compressed and saved under the original names, but with the .laz extension.

When you click on "Unzip a Directory of LAZ Files", you will then see a dialog box allowing you to pick the source directory. Once you've done that, you'll see a dialog box allowing you to pick the destination directory. Once you select the directory, the files will be uncompressed and saved under the original names, but with the .las extension.

These four capabilities represent the complete set of functions provided by LAS archive tool. Note that the underlying program LASzip has much more functionality. However, the capabilities in LAS archive tool were seen as the most important for Office of Land Surveys, and only that set was implemented to keep the tool simple. LASzip includes various types of filtering (by coordinate, by classification or return, by various criteria), transforms (by coordinates, by other criteria such as intensity), and projection. It also allows clipping of the input, moving, zooming, rotating, running of multiple jobs on multiple cores, breaking of files into file segments of a given chunk size, etc. If these more advanced features are needed, direct use of the LASzip command line or GUI tool is recommended.

How to Distribute LAS Archive Tool

This section is copied essentially directly from http://www.py2exe.org/index.cgi/Tutorial

It is included here for archival purposes, as this procedure is essential in the distribution of LAS archive tool. The distribution process relies on py2exe, from http://www.py2exe.org/

py2exe turns Python programs into packages that can be run on other Windows computers without needing to install Python on those computers. Python is needed on the computer where py2exe itself is run because py2exe is a Python program, and it includes parts of Python in the package that is built.

From the py2exe tutorial:

To successfully complete this tutorial you'll need to know the basics of Python (you can get started at python.org's getting started page). You'll also need to know how to run Python programs from the command prompt.

There are a few simple steps needed to use py2exe once you've installed it:

1. Create/test your program
2. Create your setup script (setup.py)
3. Run your setup script

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4. Test your executable
5. Providing the Microsoft Visual C runtime DLL
    a. Python 2.4 or 2.5
    b. Python 2.6, 2.7, 3.0, 3.1
        i. Bundling the C runtime DLL
            1. win32ui special case
        ii. Running the redistributable C runtime installer
6. Build an installer if applicable

The actual steps:

1. Create/test your program

The biggest step is almost always the first one. The good news is that py2exe typically has little or no impact on this step. The vast majority of things you can do with Python will work with py2exe. Many modules just work seamlessly with py2exe, but some third party modules will require a little extra work. Luckily there is help available at WorkingWithVariousPackagesAndModules.

It's important that you make sure everything is working before you use py2exe. If py2exe fixes a broken program, then that's probably a bug in py2exe that needs to be fixed!

The first example we'll use here is our old friend, hello.py

```
print "Hello World!"
```

We need to make sure it's working...

```
C:\Tutorial>python hello.py

Hello World!
```

Looks good!

2. Create your setup script (setup.py)

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py2exe extends Distutils with a new "command". If you've installed third party Python modules, then there's a good chance you've seen at least one distutils command:

C:\Tutorial>python setup.py install

"install" is a Distutils command that installs something (typically a Python module or package). The details Distutils needs to do that installation are contained in setup.py (and sometimes other associated files).

"py2exe" is a new Distutils command that is added when you import py2exe. To use py2exe you need to create a setup.py file to tell Distutils and py2exe what you want to do. Here's a setup.py whose simplicity is appropriate for our sample program...

setup.py:

```
from distutils.core import setup

import py2exe

setup(console=['hello.py'])
```

Notice that this is ordinary Python. Let's go through it line by line...

When working with py2exe the only part of Distutils we'll typically need to reference directly is the setup function, so that's all we'll import.

Once Distutils is loaded, we need to load py2exe so that it can add its command.

Call setup and tell it that we want a single console application and the main entry point is "hello.py".

3. Run your setup script

The next step is to run your setup script. Make sure to give the py2exe command and expect to see lots and lots of output:

C:\Tutorial>python setup.py py2exe

running py2exe

*** searching for required modules ***

*** parsing results ***

creating python loader for extension 'zlib'

creating python loader for extension 'unicodedata'

creating python loader for extension 'bz2'

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*** finding dlls needed ***

*** create binaries ***

*** byte compile python files ***

byte-compiling C:\Tutorial\build\bdist.win32\winexe\temp\bz2.py to bz2.pyc

byte-compiling C:\Tutorial\build\bdist.win32\winexe\temp\unicodedata.py to unicodedata.pyc

byte-compiling C:\Tutorial\build\bdist.win32\winexe\temp\zlib.py to zlib.pyc

skipping byte-compilation of c:\Python24\lib\StringIO.py to StringIO.pyc

[skipping many lines for brevity]

skipping byte-compilation of c:\Python24\lib\warnings.py to warnings.pyc

*** copy extensions ***

*** copy dlls ***

copying c:\Python24\lib\site-packages\py2exe\run.exe -> C:\Tutorial\dist\hello.exe

*** binary dependencies ***

Your executable(s) also depend on these dlls which are not included, you may or may not need to distribute them.

Make sure you have the license if you distribute any of them, and make sure you don't distribute files belonging to the operating system.

ADVAPI32.dll - C:\WINDOWS\system32\ADVAPI32.dll

USER32.dll - C:\WINDOWS\system32\USER32.dll

SHELL32.dll - C:\WINDOWS\system32\SHELL32.dll

KERNEL32.dll - C:\WINDOWS\system32\KERNEL32.dll

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Two directories will be created when you run your setup script, build and dist. The build directory is used as working space while your application is being packaged. It is safe to delete the build directory after your setup script has finished running. The files in the dist directory are the ones needed to run your application.

4. Test your executable

Now that the package has been created, it is ready to test:

C:\Tutorial>cd dist

C:\Tutorial\dist>hello.exe

Hello World

Excellent, it works!!!

NOTE: for LAS archive tool, you will need to be sure to copy the two executable files, laszip and laszip.exe, into the dist directory. You can then provide a zip of the dist directory for Windows users. Most of the distribution process is automated. However, this copy step must be done manually.

5. Providing the Microsoft Visual C runtime DLL

NOTE: This step has not been necessary for LAS archive tool, as of publication of this report.

The Python interpreter was compiled using Microsoft Visual C, so your new program needs the Microsoft Visual C runtime DLL to run. If you have installed appropriate versions of Python or Visual Studio, then you will already have this DLL on your computer. If some of your users might not already have this DLL, then they will not be able to run your program. The methods you may use to solve this depend on the version of Python you are using:

5.1. Python 2.4 or 2.5

If you are using Python 2.4 or 2.5, then the DLL you need is called MSVCR71.dll. This DLL will probably already have been included in your dist directory, in which case you need do nothing more.

However, the copyright on this file is owned by Microsoft, and you need to check whether you have the legal right to redistribute it. If you have a copy of Visual Studio, check the file redist.txt provided within the installation to see whether you have redistribution rights for this DLL. Generally, you have the right to redistribute it if you own a license for Microsoft Visual C++, but not if you use the Express Editions.

If you do not have the rights to redistribute MSVCR71.dll, then your users must install it for themselves, using the Microsoft Visual C++ 2005 Redistributable Package (vcredist_x86.exe).

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Either you can instruct your users to download and run this themselves, or you could create an installer for your application (see Step 6 below) that includes vcredist_x86.exe (which is itself redistributable by anyone), and then run that as part of your application installation.

5.2. Python 2.6, 2.7, 3.0, 3.1

For Python 2.6, the DLL you need is called MSVCR90.dll. Py2exe is not able to automatically include this DLL in your dist directory, so you must provide it yourself.

To complicate things, there is more than one version of this DLL in existence, each with the same filename. You need the same version that the Python interpreter was compiled with, which is version 9.0.21022.8. Through the remainder of these instructions, hover your mouse over the dll file (or the vcredist_x86.exe installer executable) to confirm which version you've got. You'll need the vcredist_x86.exe that contains the Microsoft Visual C++ 2008 Redistributable Package published 29-11-2007, so not the VS2008 SP1 one (tested with Python 2.7.1).

As for older versions of Python, you need to check redist.txt within your Visual Studio installation to see whether you have the legal right to redistribute this DLL. If you do have these rights, then you have the option to bundle the C runtime DLL with you application. If you don't have the rights, then you must have your users run the redistributable C runtime installer on their machines.

5.2.1. Bundling the C runtime DLL

If you do have the rights to redistribute MSVCR90.dll, there should be a copy of it in your Visual Studio install, under VC\redist\x86\Microsoft.VC90.CRT. Since Visual Studio 2008, you can't just copy this DLL file - you also need the manifest file that you'll find there. The redist.txt file states that you must distribute all three dlls and the unmodified manifest file, and it is a violation of the license agreement to distribute only one of the dlls without the others (though py2exe only needs MSVCR90.dll). The pertinent passage from the redist.txt file is as follows:

"For your convenience, we have provided the following folders for use when redistributing VC++ runtime files. Subject to the license terms for the software, you may redistribute the folder (unmodified) in the application local folder as a sub-folder with no change to the folder name. You may also redistribute all the files (*.dll and *.manifest) within a folder, listed below the folder for your convenience, as an entire set."

You must make py2exe copy the three dlls and the manifest file into your project's dist directory, in a subdirectory called 'Microsoft.VC90.CRT'. To achieve this, add a data_files option to your project's setup.py:

```
from glob import glob

data_files = [("Microsoft.VC90.CRT", glob(r'C:\Program Files\Microsoft Visual Studio 9.0\VC\redist\x86\Microsoft.VC90.CRT\*.*'))]

setup(
```


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```
    data_files=data_files,
    etc.
  )
```

With this in place, running py2exe should put the files into your dist directory:

```
dist
|
+-Microsoft.VC90.CRT
| |
| +-Microsoft.VC90.CRT.manifest
| +-msvcm90.dll
| +-msvcp90.dll
| +-msvcr90.dll
|
|-etc.
```

Now, simply copying the whole dist directory to your users' machines should now allow your application to run, even on machines that don't have their own copy of the C++ runtime.

Note that this method of including the C runtime is used by several Visual C++ applications - if you search your Program Files folder for msvcr90.dll, you may find several applications that have this DLL and the associated manifest bundled alongside their executable like this.

Also note that despite all the above, py2exe will complain that it cannot find MSVCP90.dll. You must edit your setup.py to add the path to the dlls to the sys.path, e.g.

sys.path.append("C:\\Program Files\\Microsoft Visual Studio 9.0\\VC\\redist\\x86\\Microsoft.VC90.CRT")

5.2.1.1 win32ui special case

win32ui needs MFC DLLs to run .exe, see Py2exeAndWin32ui for extra information

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5.2.2. Running the redistributable C runtime installer

If you don't have rights to redistribute MSVCR90.dll, then your users may install it on their machines by running the Microsoft Visual C++ 2008 Redistributable Package (vcredist_x86.exe). It is important not to use the SP1 version of this installer, which contains the wrong version of MSVCR90.dll.

Either you can instruct your users to download and run this themselves, or you could create an installer for your application (see step 6 below) that includes vcredist_x86.exe (which is itself redistributable by anyone), and then run that as part of your application installation.

The installer puts a copy of the DLLs in the directory C:\WINDOWS\WinSxS (XP), inside subdirectories with mangled names. The manifest file is in the 'Manifests' subdirectory, again this will have a mangled filename. You can still discern the text 'Microsoft.VC90.CRT' and '9.0.21022.8' within the mangled file and directory names to find the files. It is possible to take a copy of these files and remove the filename mangling to embed them in your application as described in 5.2.1.

6. Build an installer if applicable

py2exe is not an installer builder - it merely assembles the files needed to run your Python program. There are plenty of good installer builders out there, including some that are open source (e.g., NSIS) and some that are free (e.g., Inno Setup).

Listing E.1: LAS archive tool code

```
#!/usr/bin/python
#
# LAS archive tool
#
# Wrapper for LASzip program available from http://www.laszip.org/
# (LASzip originally developed by Martin Isenburg)
# Provides simple user interface for key commands from LASzip
# Supports compression of LAS files (up to version 1.3) and decompression.
#
# Copyright 2014, AHMCT Research Center, University of California, Davis
#
# Developed by Ty A. Lasky
#
# 6/18/2014

import Tkinter, Tkconstants, tkFileDialog
import os
import string

global fullExecPath

class TkFileDialogExample(Tkinter.Frame):

  def __init__(self, root):

    Tkinter.Frame.__init__(self, root)
```


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```
        self.root = root
        self.root.minsize(300,100)

        # define menus
        self.root.title("LAS archive tool")
        menubar = Tkinter.Menu(self.root)
        self.root.config(menu=menubar)

        fileMenu = Tkinter.Menu(menubar)
        fileMenu.add_command(label="Exit", command=self.onExit)
        menubar.add_cascade(label="File", menu=fileMenu)

        helpMenu = Tkinter.Menu(menubar)
        helpMenu.add_command(label="Help", command=self.help)
        helpMenu.add_command(label="About", command=self.about)
        menubar.add_cascade(label="Help", menu=helpMenu)

        # options for all buttons
        button_opt = {'fill': Tkconstants.BOTH, 'padx': 5, 'pady': 5}

        # define buttons
        Tkinter.Button(self, text='Zip a LAS File',
             command=self.zipfile).pack(**button_opt)
        Tkinter.Button(self, text='Unzip a LAZ File',
             command=self.unzipfile).pack(**button_opt)
        Tkinter.Button(self, text='Zip a Directory of LAS Files',
             command=self.zipdirectory).pack(**button_opt)
        Tkinter.Button(self, text='Unzip a Directory of LAZ Files',
             command=self.unzipdirectory).pack(**button_opt)

        # define options for opening or saving a file
        self.file_opt = options = {}
        options['defaultextension'] = '.las'
        options['filetypes'] = [('LAS files', '.las'), ('LAZ files', '.laz')]
        options['initialdir'] = 'C:\\'
        options['initialfile'] = 'myfile.las'
        options['parent'] = root
        options['title'] = 'This is a title'

        # defining options for opening a directory
        self.dir_opt = options = {}
        options['initialdir'] = 'C:\\'
        options['mustexist'] = False
        options['parent'] = root
        options['title'] = 'This is a title'

        self.cwd = os.getcwd() + os.sep

      # routine to get a destination directory
      def getDestination(self):
        self.dir_opt['title']="Select destination directory"
        destdir = tkFileDialog.askdirectory(**self.dir_opt)
        if destdir:
          destdir = string.replace(destdir,"/",os.sep)
        return destdir

      # routine to zip a single LAS file
```


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```
     def zipfile(self):

       """Zips selected file
       """

       self.file_opt = options = {}
       self.file_opt['defaultextension'] = '.las'
       self.file_opt['filetypes'] = [('LAS files', '.las'),('all files',
'.*')]

       # get filename
       self.file_opt['title']="Select input file"
       filename = tkFileDialog.askopenfilename(**self.file_opt)
       filename = string.replace(filename,"/",os.sep)
       if filename:
         destdir = self.getDestination()

       # open file and compress it
       if filename and destdir:
         cmd = fullExecPath + "laszip -odir "+destdir +" " + '"' + filename +
'"'
         print cmd
         os.system(cmd)
         print "Done"

     # routine to unzip a single LAZ file
     def unzipfile(self):

       """Unzips selected file
       """

       self.file_opt = options = {}
       self.file_opt['defaultextension'] = '.laz'
       self.file_opt['filetypes'] = [('LAZ files', '.laz'),('all files',
   '.*')]

       # get filename
       self.file_opt['title']="Select input file"
       filename = tkFileDialog.askopenfilename(**self.file_opt)
       filename = string.replace(filename,"/",os.sep)
       if filename:
         destdir = self.getDestination()

       # open file and decompress it
       if filename and destdir:
         cmd = fullExecPath + "laszip -odir "+destdir +" " + '"' + filename +
'"'
         print cmd
         os.system(cmd)
         print "Done"

     # routine to zip an entire directory of LAS files
     def zipdirectory(self):

       """Zips all files in a selected directory
       """
```


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```
        self.dir_opt['title']="Select source directory"
        dirname = tkFileDialog.askdirectory(**self.dir_opt)
        if dirname:
          self.dir_opt['initialdir'] = dirname
          dirname = string.replace(dirname,"/",os.sep)
          destdir = self.getDestination()
        if dirname and destdir:
          cmd = fullExecPath + "laszip -odir "+ '"'+destdir + '" ' + dirname +
os.sep + "*.las"
          print cmd
          os.system(cmd)
          print "Done"

      # routine to unzip an entire directory of LAZ files
      def unzipdirectory(self):

        """Unzips all files in a selected directory
        """

        self.dir_opt['title']="Select source directory"
        dirname = tkFileDialog.askdirectory(**self.dir_opt)
        if dirname:
          self.dir_opt['initialdir'] = dirname
          dirname = string.replace(dirname,"/",os.sep)
          destdir = self.getDestination()
        if dirname and destdir:
          cmd = fullExecPath + "laszip -odir "+ '"'+destdir + '" ' + dirname +
os.sep + "*.laz"
          print cmd
          os.system(cmd)
          print "Done"

      # just quit
      def onExit(self):
        self.quit()

      # about the application
      def about(self):
        top = Tkinter.Toplevel()
        self.text = Tkinter.Text(top,height=14,width=50,background='white')
        self.text.insert(Tkinter.END,
            """This program was developed by the Advanced Highway
   Maintenance and Construction Technology Research
   Center at the University of California - Davis.\n\n
   The program is a frontend for LASzip by \nMartin Isenburg.\n\n
   Contact: Ty A. Lasky, talasky@ucdavis.edu\n\n
   Copyright 2014, AHMCT - UC Davis""")

        self.text.pack(side=Tkinter.LEFT)

      # minimalist help file
      def help(self):
        top = Tkinter.Toplevel()
        self.text = Tkinter.Text(top,height=20,width=50,background='white')
        self.text.insert(Tkinter.END,
            """The program does not handle spaces in file or \ndirectory
names.\n\n
```


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```
Please rename files and directories as needed.\n\n
-----------------------------------------------\n\n
The program supports up to LAS 1.3 file format.\n
In particular, the program does NOT support the\n
LAS 2.0 format used by the Trimble MX8.""")

    self.text.pack(side=Tkinter.LEFT)

# application entry point
if __name__=='__main__':
  global fullExecPath
  fullExecPath = os.path.dirname(os.path.realpath(__file__)) + os.sep
  root = Tkinter.Tk()
  TkFileDialogExample(root).pack()
  root.mainloop()
```


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APPENDIX F
MTLS SPECIFICATIONS

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Technical Requirements for Mobile Terrestrial Laser Scanning (MTLS) System

I. Description of the Mobile Terrestrial Laser Scanning (MTLS) System

The California Department of Transportation has a need for a vehicle-mounted laser scanning system for land pavement survey and asset management throughout the state of California. Mobile Terrestrial Laser Scanning (MTLS) uses laser scanner technology in combination with Global Navigation Satellite Systems (GNSS) and other sensors to produce accurate and precise geospatial data from a moving vehicle. MTLS platforms may include Sport Utility Vehicles, Pick-up Trucks, Hi-Rail vehicles, and other types of vehicles.

The position and orientation of the scanner(s) are determined using a combination of data from GNSS, an inertial measurement unit (IMU), and possibly other sensors, such as precise odometers. An IMU uses a computer, motion sensors (accelerometers) and rotation sensors (gyroscopes) to continuously calculate and record the position, orientation, and velocity (direction and speed) of a moving object without the need for external references. Within the MTLS the IMU is used to calculate change of XYZ position and orientation (roll, pitch and yaw) of the sensor array between GNSS observations and during periods of reduced or no GNSS reception. By combining the laser range, scan angle, scanner position and orientation of the platform from GNSS and IMU data, highly accurate XYZ coordinates of the point scanned by each laser pulse can be calculated.

II. Mobile Terrestrial Laser Scanning (MTLS) System requirements

A. The system provider shall provide a complete integrated hardware system
B. The system provider shall provide software and procedures for data collection, sensor alignment (bore sighting), raw data post-processing to produce geo-referenced point-clouds and digital photos, and specified software to extract elements from the point cloud.
C. The above post-processing shall include the ability to adjust individual and combined point clouds from different runs to local transformation points for accuracy improvement.
D. System shall be powered by 12-volt DC from the vehicle.
E. The size of the MTLS system sensor platform shall be small enough so that it can be mounted on the roof of a sport utility vehicle, van, or truck.
F. The weight of the MTLS system sensor platform shall be light enough so that it can be mounted on the roof of a sport utility vehicle, van, or truck.
G. All system components mounted on the outside of the vehicle shall be dust and splash-proof (IP64 rated).
H. The system shall have at least two 360° FOV (Field-of-View) LiDAR scanners mounted in a configuration such that shadows caused by line-of-sight obstruction from objects are minimized.

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I. The system shall have at least four digital cameras mounted on the sensor platform that can be adjusted for different fields of view.
J. The MTLS system operating temperature shall be 0° C to $+40^{o}$ C.
K. The MTLS system shall have sufficient local data storage for 200 miles or 4 hours of data collection.

III. LiDAR scanner requirements
A. LiDAR scanner Field-of-View (FOV): 360 degrees.
B. LiDAR scanner must be capable of detecting at least 4 returns from a single laser pulse.
C. LiDAR scanner Scan rate: 200 Hz or more (The scan rate refers to the revolution rate of the LiDAR scanner mirror).
D. LiDAR Scanner range accuracy: less than 10 mm (1 sigma).
E. LiDAR scanner maximum range: more than 75 meters for objects with surface reflectivity of 20% or less.
F. The LiDAR scanner laser classification shall be IEC/CDRH Class 1, eye safe.

IV. Digital camera requirements
A. The digital camera sensor resolution shall be 4 megapixel or more.
B. The digital camera shall have a maximum frame rate of 3 frames/second or more.

V. Position and Orientation System (POS): GNSS/IMU/DMI
The POS, providing accurate continuous vehicle position and orientation for the MTLS system, shall have one or more of each of the following components / subsystems: GNSS receiver(s), Inertial Measurement Unit(s) (IMU), and Distance Measuring Indicator(s) (DMI).

A. GNSS receiver(s) requirements
a. GLONASS capable
b. Capable of recording GPS L1, L2, L2C, L5 frequency raw signal data.
c. 12 channel or more
d. Raw GNSS data update rate: 2 Hz or faster
e. GNSS system shall have a GPS Azimuth Measurement System (GAMS) such as the Applanix POS LV 520

B. Inertial Measurement Unit (IMU) requirements
a. The IMU shall not be subject to International Traffic in Arms Regulations (ITAR).
b. IMU Update rate: 200 Hz or faster
c. The IMU shall have a gyro bias of 0.1 degree/hour or less
d. The IMU Random Walk noise shall be 0.02 degree/sqrt (hour) or less

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C. Distance Measuring Indicator (DMI) requirements
   a. The DMI shall have an angular resolution of 0.1 degrees or less.

VI. Data Acquisition Software and Data Storage requirements
   A. The data acquisition software and hardware shall provide the operator the ability to monitor proper functioning of the system and its components' operations during the scan session. The system health monitoring feature shall include but not be limited to:
      b. Degraded or lost GNSS reception.
      c. Distance traveled during or time duration of degraded or lost GNSS reception.
      d. Vehicle Speed.
      e. Proper functioning of the system and its subsystem including but not limited to the laser scanners, digital cameras, GNSS receivers, IMU, DMI, and data logging system.

VII. POS, LiDAR scanners and digital camera data post-processing software requirements
   A. GNSS/IMU/DMI post-processing software requirements
      a. The software shall be capable of post-processing GNSS/IMU/DMI with GNSS base station(s) raw data to produce the position and orientation of the sensor platform trajectory.
      b. The software shall support processing of the platform trajectory using multiple GNSS base stations.
      c. The software shall provide error estimates for the trajectory solution.
   B. The software shall provide point-cloud files in at least two ASCII formats:
      a. American Society for Photogrammetry and Remote Sensing (ASPRS) Log ASCII Standard (LAS)
      b. XYZI (RGB optional)
   C. The software shall have the ability to provide point clouds in at least each of the following coordinate systems:
      a. Universal Transverse Mercator (UTM)
      b. California Coordinate System of 1983
      c. WGS84
   D. The software shall be capable of producing point-clouds in US Survey feet and metric units.
   E. The software shall be able to display the digital images and the point cloud data side by side, or overlaid, for comparison and processing.

VIII. Installation
   The supplier shall provide support for installation of the MTLS system onto a Caltrans vehicle. The vehicle may be a sport utility vehicle, truck, or van. All hardware necessary

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for the installation will be provided at no additional cost, other than the rate set forth in the terms of this contract.

IX. Training and Consultation

The system provider, at their expense, shall provide a qualified factory authorized service representative (not a salesman) to provide two training classes for operators. This training (not a sales presentation) shall consist of hands-on operation, safety, service and adjustments for the operators. This training shall be for two 8-hour days (or longer as the system provider or State deems necessary), and the date(s) of the training will be arranged by the Training Coordinator. The full cost of this service shall be included in the bid. The first training class shall be accomplished within 45 days of acceptance and receipt of the unit at the shop indicated on the Invitation for Bid unless otherwise mutually agreed to between the supplier and Training Coordinator. The second training class shall be accomplished within one year of acceptance and receipt of the unit.
Equipment Calibration: system providers shall provide procedures, documentation and training for sensor alignment (bore sighting).

XII. Warranty and Warranty Repairs

The system, including but not limited to the GNSS receiver(s), IMU, LiDAR scanners, digital cameras, and data collection computer(s), all modifications made to the unit prior to delivery, etc., and any optional accessories, shall be free from defects in workmanship and materials and be covered (parts and labor) under warranty for one (1) year following the date the Department of Transportation (Caltrans) puts the unit into service. Caltrans will notify the supplier by mail of the in-service date and keep a record of the in-service date. A copy of the manufacturer's standard warranty for the unit, any accessory, optional equipment, and components shall be supplied with each unit at delivery, or upon request. The manufacturer will be held responsible for warranty commencing from the date Caltrans puts the unit into service.
The annual warranty shall cover an annual sensor calibration calibrating the system to the manufacturer’s specifications.

X. Customer Support

Live technical support shall be available by telephone from 6 a.m. PST to 5 p.m. PST Monday- Friday.

XI. Additional Components

The following accessories shall be furnished with the delivery of the system.

A. Four licenses/copies (total) of GNSS/IMU data post-processing software, 3 years software maintenance and support, and standard training for 6 people.
B. Four licenses/copies (total) of the MTLS point-cloud producing software, 3 years software maintenance and support, and standard training for 6 people.
C. Extended 3 years of system software maintenance and license.
D. Extended 3 years of hardware maintenance and warranty: The extended warranty shall cover an annual sensor calibration calibrating the system to the manufacturer’s specifications.

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XII. Inspection

Each unit will have a final inspection at its delivery destination shown on the Purchase Order to verify acceptability. At the State's discretion the vendor may be required to survey a one mile test course in Sacramento, process the data, and provide the completed point cloud to the State to verify system accuracy. The system must produce accuracies of at least 0.10 ft. vertical and 0.10 ft. X and Y (at 95% confidence level) when compared with survey control points. Units not meeting the above accuracy will be rejected. The State will have fifteen (15) working days after delivery of a unit to conduct the final inspection of said unit. Units delivered to the final Purchase Order destination will be accepted only when all Purchase Order requirements have been met, any shipping damages have been corrected, and all required documents are received by the Department of Transportation. These documents include, as applicable, the invoice, operator's manuals, service manuals, and warranty information, certifications, questionnaires, etc. Units which are not accepted by the delivery date on the Purchase Order will be considered delivered late.

If the supplier receives notice that the unit(s) is not acceptable, whether written or oral, the unit(s) shipped to the Purchase Order destination shall be removed within seven (7) calendar days. If the supplier fails to remove said unit(s) from the State's facilities within the specified period, the State may forward said unit(s) to the supplier by common carrier at the supplier's expense and risk.

XIII. Delivery

Inspection, delivery, and final acceptance of all units on the Purchase Order shall be within 120 calendar days after the Purchase Order date.

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APPENDIX G
MTLS PERSONNEL SKILLS DESCRIPTIONS

MTLS Vehicle Driver

The vehicle driver is assigned to a survey field crew, under general supervision by the District Senior Transportation Surveyor. This position requires paraprofessional work characterized by standard assignments performed with considerable independence. Work is reviewed by the supervisor upon completion, based upon the complexity of the assignment. The experience required for this position is reflected by the duties and functions one must possess as listed below.

DUTIES AND FUNCTIONS

1) Must take defensive driver training class annually and practice defensive driving.
2) Must take MTLS driver training class.
3) Perform pre-op check of the MTLS vehicle and MTLS system before data collection.
4) Drive the MTLS vehicle during MTLS data collection; monitor battery and charging system voltage; remove and install lens covers and laser covers on the MTLS system; plan MTLS data collection route and MTLS static session location; and assist MTLS operator.
5) Operate the MTLS vehicle rear air conditioning system to provide proper cooling to the system electronics at the rear of the vehicle.
6) Familiarity with MTLS system operation and its requirements; familiarity in downloading of data from the MTLS system; familiarity in the project site and the project limits.
7) Perform other survey functions as assigned, such as clearing brush while using an axe, brush hook or machete, and cleaning, stocking, and inventorying equipment and supplies.
8) Read and interpret right-of-way maps, construction plans, survey notes, conveyance documents and other relevant technical information.
9) Ability and experience working long periods on roadway near fast moving vehicle traffic, as well as knowledge of placing traffic warning devices and acting as a flagman.

SUPERVISION EXERCISED OVER OTHERS

This position does not supervise other employees, but may be requested to act as a lead worker.

REQUIRED KNOWLEDGE AND ABILITIES

1) Knowledge of basic field surveying skills in order to perform assignments. The *incumbent* should be able to identify survey requirements and be in a position to help the survey crew in obtaining the required data. The incumbent should be able to reduce field data to useable form, which will require some analysis to resolve conflicts and the ability to identify potential problems.

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2) Ability to operate most surveying instruments in order to take clear and accurate notes.
3) The individual may be required to perform any of the following:

- In-depth knowledge of the MTLS vehicle (Suburban 2500) operation including manual gear changes, use of tow-haul mode, air conditioning (front and rear), change of vehicle clearance, tire pressure check, oil check, vehicle inspection and pre-op check.
- Fundamental plane surveying principles, methods, equipment, materials and safety.
- Carry loads up to 50 lbs. unassisted over difficult terrain.
- Handle brush-clearing tools in heavily vegetated areas.
- Climb slopes and hike through various types of terrain and vegetation including poison oak.
- Identify discrepancies and errors on highway construction plans and communicate them to the supervisor / party chief.

PUBLIC AND INTERNAL CONTACTS

The *incumbent* is often in contact with project engineers and resident engineers; therefore documenting the conversations and following through with requests is essential. Interaction between the survey field office and other public agencies may be required. Contact with consultant surveying and engineering firms and the general public may be required. The *incumbent* must work effectively with others and must always communicate in a polite manner, orally and in writing.

PHYSICAL, MENTAL AND EMOTIONAL REQUIREMENTS

The incumbent must have the ability to multi-task, adapt to changes in priorities, and complete tasks or projects with short notice. The incumbent must be able to develop and maintain cooperative working relations with other field crew personnel.

WORK ENVIRONMENT

The *incumbent* may be exposed to adverse conditions that may include, but are not limited to: extreme weather conditions; rough terrain; great heights; poison oak; insect bites and/or bee stings; loud noises; dust; fast moving traffic; and chemicals.

Rotational assignments may also be required between various field crews and Surveys Field Offices.

MINIMUM QUALIFICATIONS

- Six years of progressive experience in land surveying. Possession of a valid LSIT (Land Surveyor-in-Training) may be substituted for two years of experience.
- Possession of a valid California Motor Vehicle Operator’s license.
- No traffic moving violation in the past 3 years.

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MTLS Operator

The MTLS operator is assigned to a survey field crew, under general supervision by the District Senior Transportation Surveyor. This position requires paraprofessional work characterized by standard assignments performed with considerable independence. Work is reviewed by supervisor upon completion, based upon the complexity of the assignment. The experience required for this position is reflected by the duties and functions one must possess as listed below.

DUTIES AND FUNCTIONS

1) Must take MTLS operator training class.
2) Operate the MTLS system software to perform MTLS data collection.
3) Must take defensive driver training class annually and practices defensive driving.
4) Must take MTLS driver training class.
5) Perform pre-op check of the MTLS vehicle and MTLS system before data collection.
6) Drive the MTLS vehicle during MTLS data collection; monitor battery and charging system voltage; remove and install lens covers and laser covers on the MTLS system; and plan MTLS data collection route and MTLS static session location.
7) Maintain in-depth knowledge of the MTLS system operation and its requirements; downloading of data from MTLS system.
8) Have in-depth knowledge of the project site and the project limits, and perform project planning activities such as target layout and setting targets.
9) Coordinate with GNSS base station operators for GNSS base station data logging.
10) Perform other survey functions as assigned such as clearing brush while using an axe, brush hook or machete, and cleaning, stocking, and inventorying equipment and supplies.
11) Read and interpret right-of-way maps, construction plans, survey notes, conveyance documents and other relevant technical information.
12) Ability and experience in working long periods on roadway near fast moving vehicle traffic, as well as knowledge of placing traffic warning devices and acting as a flagman.

SUPERVISION EXERCISED OVER OTHERS

This position does not supervise other employees, but may be requested to act as a lead worker.

REQUIRED KNOWLEDGE AND ABILITIES

1) Knowledge of basic field surveying skills in order to perform assignments. The *incumbent* should be able to identify survey requirements and be in a position to help the survey crew in obtaining the required data. The incumbent should be able to reduce field data to useable form, which will require some analysis to resolve conflicts and the ability to identify potential problems.

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2) Ability to operate most surveying instruments in order to take clear and accurate notes.
3) Individuals are required to have the following abilities:

- Base knowledge of GNSS static survey and post-processing, including basic understanding of RINEX data file, geoid, datum, state plane and UTM coordinate systems.
- Knowledge of fundamental plane surveying principles, methods, equipment, materials and safety.
- Carry loads up to 50 lbs. unassisted over difficult terrain.
- Handle brush-clearing tools in heavily vegetated areas.
- Climb slopes and hike through various types of terrain and vegetation including poison oak.
- Identify discrepancies and errors on highway construction plans and communicate them to the supervisor/party chief.

PUBLIC AND INTERNAL CONTACTS

The *incumbent* is often in contact with project engineers and resident engineers; therefore documenting the conversations and following through with requests is essential. Interaction between the survey field office and other public agencies may be required. Contact with consultant surveying and engineering firms and the general public may be required. The *incumbent* must work effectively with others and must always communicate in a polite manner, orally and in writing.

PHYSICAL, MENTAL AND EMOTIONAL REQUIREMENTS

The incumbent must have the ability to multi-task, adapt to changes in priorities, and complete tasks or projects with short notice. The incumbent must be able to develop and maintain cooperative working relations with other field crew personnel.

WORK ENVIRONMENT

The *incumbent* may be exposed to adverse conditions that may include, but are not limited to: extreme weather conditions; rough terrain; great heights; poison oak; insect bites and/or bee stings; loud noises; dust; fast moving traffic; and chemicals.

Rotational assignments may also be required between various field crews and Surveys Field Offices.

MINIMUM QUALIFICATIONS

- Six years of progressive experience in land surveying. Possession of a valid LSIT may be substituted for two years of experience.
- Possession of a valid California Motor Vehicle Operator’s license.
- No traffic moving violations in the past 3 years

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MTLS Data Post-processing Personnel

Post-processing personnel will work under general supervision by the District Senior Transportation Surveyor. This position requires paraprofessional work characterized by standard assignments performed with considerable independence. Work is reviewed by supervisor upon completion, based upon the complexity of the assignment. The experience required for this position is reflected by the duties and functions one must possess as listed below.

DUTIES AND FUNCTIONS

1) Must take MTLS operator training class.
2) Must take Trimble Trident training class.
3) Maintain basic knowledge of the MTLS system operation and its requirements; downloading of data from MTLS system.
4) Have in-depth knowledge of the project site and project limits, and perform project planning activities such as target layout and setting targets.
5) Post-process GNSS/IMU data from mobile laser scanning system to produce best estimate vehicle trajectories using Applanix POSPac MMS software. This duty also includes performing QA/QC checks on the resulting data to ensure the project accuracy requirements are met. In addition, it includes downloading GNSS base station data from various public and private GNSS base station networks, as well as uncompressing and converting the base station files to RINEX files.
6) Perform target registration and QA/QC check of point cloud data against local controls.
7) Utilize a variety of software packages to extract DTM and other survey features and data from point cloud data. This duty also includes exporting and importing point cloud and extracted survey data from one software package to another. These software packages includes: Trimble Trident 3D Analyst, Virtual Geomatics software suite, Civil 3D, CAiCE, TopoDOT, Cyclone, PolyWorks, and MicroStation.
8) Perform other survey functions as assigned, such as clearing brush while using an axe, brush hook or machete, and cleaning, stocking, and inventorying equipment and supplies.
9) Read and interpret right-of-way maps, construction plans, survey notes, conveyance documents, and other relevant technical information.
10) Ability and experience working long periods on roadway near fast moving vehicle traffic, as well as knowledge of placing traffic warning devices and acting as a flagman.

SUPERVISION EXERCISED OVER OTHERS

This position does not supervise other employees, but may be requested to act as a lead worker.

REQUIRED KNOWLEDGE AND ABILITIES

1) Knowledge of basic field surveying skills in order to perform assignments. The *incumbent* should be able to identify survey requirements and be in a position to help the survey crew

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in obtaining the required data. The incumbent should be able to reduce field data to useable form, which will require some analysis to resolve conflicts and the ability to identify potential problems.

2) Individuals are required to have the following abilities:

- Basic knowledge of GNSS static survey and post-processing, including basic understanding of RINEX data file, geoid, datum, state plane and UTM coordinate systems.
- Basic knowledge of point clouds and various point cloud file formats such as LAS and PTS.
- Employ various methods to produce DTM and survey data from point cloud using various software.
- Knowledge of fundamental plane surveying principles, methods, equipment, materials and safety.
- Carry loads up to 50 lbs. unassisted over difficult terrain.
- Handle brush-clearing tools in heavily vegetated areas.
- Climb slopes and hike through various types of terrain and vegetation, including poison oak.
- Identify discrepancies and errors on highway construction plans and communicate them to the supervisor/party chief.

PUBLIC AND INTERNAL CONTACTS

The *incumbent* is often in contact with project engineers and resident engineers; therefore documenting the conversations and following through with requests is essential. Interaction between the survey field office and other public agencies may be required. Contact with consultant surveying and engineering firms and the general public may be required. The *incumbent* must work effectively with others and must always communicate in a polite manner, orally and in writing.

PHYSICAL, MENTAL AND EMOTIONAL REQUIREMENTS

The incumbent must have the ability to multi-task, adapt to changes in priorities, and complete tasks or projects with short notice. The incumbent must be able to develop and maintain cooperative working relations with other field crew personnel.

WORK ENVIRONMENT

The *incumbent* may be exposed to adverse conditions that may include, but are not limited to: extreme weather conditions; rough terrain; great heights; poison oak; insect bites and/or bee stings; loud noises; dust; fast moving traffic; and chemicals.

Rotational assignments may also be required between various field crews and Surveys Field Offices.

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MINIMUM QUALIFICATIONS

Six years of progressive experience in land surveying. Possession of a valid LSIT may be substituted for two years of experience.

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MTLS Feature Extraction Personnel

Under general supervision by District Senior Transportation Surveyor, providing paraprofessional work that requires a degree of independent performance in the field office in support of Survey field crews. The experience required for this position is reflected by the duties and functions one must possess as listed below.

DUTIES AND FUNCTIONS

1) Maintain basic knowledge of the MTLS system operation and its requirements.
2) Develop in-depth knowledge of the project site and the project limits.
3) Perform QA/QC check of point cloud data against local controls.
4) Utilize a variety of software packages to extract DTM and other survey features and data from point cloud data. This duty also includes exporting and importing point cloud and extracted survey data from one software package to another. These software packages includes: Trimble Trident 3D Analyst, Virtual Geomatics software suite, Civil 3D, CAiCE, TopoDOT, Cyclone, PolyWorks, and MicroStation.
5) Utilize a variety of computers, plotters and software in the preparation of various construction staking notes for field survey crews. Such notes include, but are not limited to, clearing stakes, slope stakes, rough grade stakes, finish grade stakes, drainage stakes, curb stakes, structure stakes and wall stakes. Analyze drainage systems for staking, and produce computer plots of those systems. Creates digital alignments for mainlines, ramps, returns, drainage, bridge abutments and wingwalls.
6) Process construction staking requests from resident engineers to the field survey office as they are received. This includes locating previously prepared notes from files, briefing survey crews prior to fieldwork, distributing completed staking notes to the appropriate construction personnel, and maintaining internal project files in a current status.
7) Develop digital terrain models from Caltrans Total Station Survey System (TSSS) file formats. This process includes: creating a project in CAiCE and then importing the TSSS file, resolving survey chains, creating a digital terrain model, developing cross sections for surface checking and line code checking, creating contours, obscuring the triangles of the triangular irregular network, and zipping final digital files for delivery to the district office for processing.
8) General office duties. This includes, but is not limited to, answering the phone, relaying messages, ordering supplies, routing accounts payable invoices, arranging repairs, and filing.

REQUIRED KNOWLEDGE AND ABILITIES

- Knowledge of fundamental plane surveying principles, methods, equipment, materials and safety.
- Knowledge of mapping and drafting techniques.
- Plane surveying computations, including computer applications and usage, adjustments and state plane coordinate systems.
- Departmental plans, standards, policies and procedures for Design, Right of Way, and Construction, relative to Surveys.

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- Elements in highway construction plans pertaining to construction staking for Surveys.
- Methods to produce graphical terrain representations.
- CAiCE alignments, coordinate geometry, digital terrain modeling, import and export of files.
- MicroStation drafting software.
- Caltrans topographic feature codes.
- Standard deliverables for CAiCE project files for submission to the district office.
- Computer file management.
- Basic principles of trigonometry and geometry.

Ability to:

- Comprehend and analyze highway construction plans.
- Identify discrepancies and errors on highway construction plans, and communicate them to the appropriate designer or resident engineer.
- Calculate slope, elevation, and offset.
- Create digital horizontal and vertical alignments with CAiCE software.
- Edit topographic field data with CAiCE software from a TSSS file, to create a CAiCE digital terrain model.
- Manipulate data with Caltrans computer software; CTDAP and CTDC.
- Create computer plots with MicroStation software.
- Create spreadsheets and word processor documents with computer software.
- Create neat and accurate computations and notes.
- Communicate effectively, verbally and in writing.
- Establish and maintain friendly and business-like relations with those contacted in the course of work.

SUPERVISION EXERCISED OVER OTHERS

This position does not supervise other employees but may act as a lead worker.

CONSEQUENCE OF ERROR/RESONSIBILITY FOR DECISIONS

The *incumbent* is responsible for checking all surveying data that is transmitted to the requestor and construction staking crews to mitigate errors. When errors are not detected, it could cause an incorrect design or construction stakes being set in error, which could cause delays and construction claims.

PUBLIC AND INTERNAL CONTACTS

The *incumbent* is often in contact with project engineers and resident engineers; therefore documenting the conversations and following through with requests is essential. Interaction between the survey field office and other public agencies may be required. Contact with consultant surveying and engineering firms may be required. The *incumbent* must work effectively with others and must communicate effectively, orally and in writing.

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WORK ENVIRONMENT

While at the base of operations, employee will work in a climate-controlled office under artificial light. However, due to periodic problems with the heating and air-conditioning, the building temperature may fluctuate.

PHYSICAL, MENTAL AND EMOTIONAL EQUIREMENTS

The *incumbent* may be required to sit for long periods of time using a keyboard and video display terminal. He or she may also be required to move large or cumbersome plans and maps from one location to another.

MINIMUM QUALIFICATIONS

Six years of progressive experience in land surveying. Possession of a valid LSIT may be substituted for two years of experience.

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