



STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

PAT MCCRORY  
GOVERNOR

ANTHONY J. TATA  
SECRETARY

September 18, 2014

To: All L&S Staff

From: Charles W. Brown, PE, PLS   
State Location & Surveys Engineer

Subject: Proc 2014-3  
Terrestrial Mobile LiDAR (Scanning) Guidelines

Attached are the finalized version of this Unit's guidelines for the use of terrestrial mobile LiDAR for pavements and other hard surfaces. Please make these available to all personnel. These guidelines are effective immediately.

If you have questions regarding the process of data collection or processing, checking, or terrestrial LiDAR usage in general, please contact Brian Flippin, PE, PLS.

Thank you for your work and cooperation in this endeavor. If you have questions, please do not hesitate to contact me.

CWB

Attach: Terrestrial Mobile LiDAR Survey and Mapping Guidelines

**MAILING ADDRESS:**  
NC DEPARTMENT OF TRANSPORTATION  
LOCATION & SURVEYS UNIT  
1588 MAIL SERVICE CENTER  
RALEIGH NC 27699-1588

TELEPHONE: 919-707-6800  
FAX: 919-250-4223

WEBSITE: [WWW.DOH.DOT.STATE.NC.US](http://WWW.DOH.DOT.STATE.NC.US)

**LOCATION:**  
CENTURY CENTER COMPLEX  
BUILDING B - ENTRANCE B4  
1020 BIRCH RIDGE DRIVE  
RALEIGH NC 27610  
Proc 2014-3.doc

## 1.0 Introduction

The intent of this document is to provide guidelines for the use of Terrestrial Mobile LiDAR (TML) on North Carolina Department of Transportation Projects. The basis for this document was adapted from the *CALTRANS Surveys Manual 2011*.

[http://www.dot.ca.gov/hq/row/landsurveys/SurveysManual/Manual\\_TOC.html](http://www.dot.ca.gov/hq/row/landsurveys/SurveysManual/Manual_TOC.html)

*Please note that some procedures may differ from those for Terrestrial Static LiDAR (TSL).*

## 2.0 Abbreviations / Definitions

- **Albedo**- The fraction of light energy reflected by a surface, usually expressed as a percentage; also called reflection coefficient.
- **Artifacts**- Erroneous data points that do not correctly depict the scanned area. Objects moving through the scanners' field of view, temporary obstructions, highly reflective surfaces, and erroneous measurements at edges of objects (also known as "Edge Effects") can cause artifacts. Erroneous depiction of features can be due to inadequate or uneven scan point density.
- **CADD**- Computer Aided Design and Drafting.
- **Control Point** – a hard surveyed point (usually nail) identifiable in LiDAR scan, which is used to "control" or adjust the processed data. These points are set at pre-determined spacing per Tables 1-2
- **Data Voids**- Gaps in scan data caused by temporary obstructions, lack of reflectivity on the object(s) being scanned or inadequate scanner occupation positions. Overlapping scans and awareness of factors causing data shadows can help mitigate data voids. Some data voids are caused by temporary obstructions such as pedestrians and vehicles.
- **Decimation**- Reduction in density of the point cloud.
- **DMI**- Distance Measuring Instrument.
- **FGDC**- Federal Geographic Data Committee.
- **GNSS**- Global Navigation Satellite System
- **Inertial Measurement Unit (IMU)**- A device that senses and quantifies motion by measuring the forces of acceleration and changes in attitude in the pitch, roll, and yaw axes using accelerometers and gyroscopes.
- **Image**- A pattern formed by electromagnetic radiation that approximately duplicates the pattern formed by a real object or a physical field detectable by the radiation. This definition is more general than the usual definition because many instruments used for detection operate at other than light frequencies but in ways similar or analogous to those used for forming optical images. The kind of radiation forming an image is usually specified by adding a word that identifies the part of the spectrum involved, e.g., radio image, infrared image, optical image, and X-ray image. However, the terms "radar image" and "X-ray image" are used to refer to optical images of the images formed by

radar or X-ray. *Source: National Geodetic Survey: Geodetic Glossary. Library of Congress Catalogue Card Number 86-61105. 1986. [http://www.ngs.noaa.gov/CORS-Proxy/Glossary/xml/NGS\\_Glossary.xml](http://www.ngs.noaa.gov/CORS-Proxy/Glossary/xml/NGS_Glossary.xml)*

- **Intensity-** A value indication the amount of laser light energy reflected back to the scanner.
- **LAS-** A binary file standard supported by American Society of Photogrammetry & Remote Sensing (ASPRS) for storing point location and attribute information primarily used for LiDAR data.
- **LiDAR-** Light detection and Ranging is an active optical remote sensing technology which measures the return properties of scattered light to determine range, direction and other information of a distant line-of-site object.
- **Local Transformation Point** – see **Control Point**
- **NCDOT** – North Carolina Department of Transportation
- **Noise-** Erroneous measurement data resulting from random errors.
- **NSSDA-** National Standard for Spatial Data Accuracy
- **Orthophotograph-** A photographic copy, prepared from a perspective photograph, in which the displacements of images due to tilt and relief have been removed. (*Source: American Congress on Surveying and Mapping and the American Society of Civil Engineers. Definitions of Surveying and Associated Terms. Library of Congress Catalogue Card Number 72-76807. Washington 1972, 1978*).
- **Orthophotomosaic-** An assembly of orthophotographs forming a uniform-scale mosaic. . (*Source: American Congress on Surveying and Mapping and the American Society of Civil Engineers. Definitions of Surveying and Associated Terms. Library of Congress Catalogue Card Number 72-76807. Washington 1972, 1978*).
- **Orthorectification-** A special case of image resampling whereby the effects of image perspective and relief displacement are removed so that the resulting orthoimage has uniformly scaled pixels, resembling a planimetric map. (*Source: American Society for Photogrammetry and Remote Sensing Manual of Photogrammetry Fifth Edition, 2004, page 963*).
- **PDOP-** Positional Dilution of Precision
- **Photogrammetry-** The science or art of obtaining reliable measurements by photography. (*Source: American Congress on Surveying and Mapping and the American Society of Civil Engineers. Definitions of Surveying and Associated Terms. Library of Congress Catalogue Card Number 72-76807. Washington 1972, 1978*).
- **Phase based measurement-** Distance measurements based on the difference in a lights' sinusoidal modulated power and its reflected return from a surface.
- **Point Cloud-** A relatively precise group of three dimensional point data collected by a laser scanner from a single observation session. A point cloud may be merged with other point clouds to form a larger composite point cloud.

- **Point Density-** The average distance between XYZ coordinates in a point cloud, typically at a specified distance from the scanner.
- **QA-** Quality Assurance.
- **QC-** Quality Control
- **Registration-** The process of joining point clouds together or transforming them onto a common coordinate system. Registration can be by use of a) known coordinates and orientations b) target transformation or c) surface matching algorithms.
- **Remote Sensing-** The process of detecting and/or monitoring the chemical or physical properties of an object without physically contacting the object. (*Source: American Congress on Surveying and Mapping and the American Society of Civil Engineers. Definitions of Surveying and Associated Terms. Library of Congress Catalogue Card Number 72-76807. Washington 1972, 1978*).
- **Resolution-** The ability to detect small objects or object features in the point cloud. See: Investigating Laser Scanner Accuracy, W. Boehler, M. Bordas Vicent, A. Marbs, i3mainz, Institute for Spatial Information and Surveying Technology April 2004.
- **Scan-** The acquiring of point cloud data by a LiDAR system.
- **Scan Speed-** The rate at which individual points are measured and recorded.
- **Time-of-flight measurement-** Distance measurements based on the time between emitting a pulse of light and the detecting the reflection of the pulse.
- **Validation Point** – a surveyed point used to verify or validate the accuracy of the processed data (point cloud, DTM surface, etc.). If this point is then used as a control point to adjust the data, additional validation points should be established in the local area to verify the readjustment. These points are set at pre-determined spacing per Tables 1-2
- **Wave-form processing-** Also called “echo digitization.” Scanner system that uses the pulsed time-of-flight technology and internal real-time processing capabilities of multiple returns to identify multiple targets.

### 3.0 Terrestrial Mobile LiDAR

Terrestrial Mobile LiDAR (TML) uses laser scanner(s) in combination with Global Navigation Satellite System (GNSS) receivers, Inertial Measurement Unit (IMU), and Distance Measuring Instrument (DMI) to produce accurate and precise geospatial data from a moving terrestrial platform.

LiDAR sensors use an active (projected) light signal to measure the x, y and z position and reflective properties of a point on an object. In practice this results in a point cloud with image qualities similar to other remote sensing technologies. This allows the value of a point cloud to be extended when it is mined for topographic features and information beyond what was required of the intended survey. However, the origin and accuracy of the point cloud data must be

supported by a survey report for it to be used with confidence and to ensure the survey information with any byproducts are not misused.

The accuracy of the point cloud data diminishes as the distance from the LiDAR sensor increases. The effective range of the LiDAR sensor, for purposes of this document, is determined by the sensor manufacturer specifications of precision as they relate to the accuracy requirements of the project or specific areas of the project. Care should be taken to ensure that the final point cloud(s) does not include any points with the comprised accuracy due to measurements outside the effective range of the scanner, for the particular applications of the specified project. Points collected outside the effective range of the scanner shall be filtered out during data collection OR by distinguishing them from valid project data by classifying them as *erroneous* after processing.

Point Density is primarily determined by the measurement rate (combination of mirror speed and pulse rate) of the sensor along with the speed of the sensor platform during measurement. The point density should be sufficient to identify and extract physical detail to the accuracy specified for the project.

The focus in the document is on three major application categories of TML. The examples given here are not intended to be exhaustive.

### **3.1 Type A- High Accuracy Surveys**

- Design Engineering topographic
- As-built
- Structures and bridge clearance
- Accident site surveys
- Deformation surveys

### **3.2 Type B- Medium Accuracy Surveys**

- Design Engineering topographic Corridor Study/Planning
- Detailed Asset inventory and management surveys
- Environmental
- Earthwork
- Urban mapping and modeling Coastal zone erosion analysis

### **3.3 Type C- Lower Accuracy Mapping**

- Preliminary Planning
- Transportation Statistics

- General Asset inventory surveys

## 4.0 TML Project Selection

The following are some of the key factors to consider when determining if TML is appropriate for a particular survey project:

- Safety
- Project deliverables desired
- Budget
- Project time constraints
- GNSS data collection environment
- Terrain and length/size of project
- Traffic volumes and available observation times

## 5.0 TML Equipment

All of the equipment in the TML system used to collect, process, and adjust data must be of sufficient precision to meet the accuracy requirements of the project and applicable accuracy standards described in this document. This determination can be made from the stated specifications of the equipment by the manufacturers, analysis of the systems performance on projects with similar requirements, and the expert opinion of the Professional Land Surveyor in responsible charge of the project survey data and supporting Survey Report.

### 5.1 Minimum TML system sensor components

- LiDAR sensor
  - a) Follow OSHA Regulation 1926.54 and manufacturers' recommendations when using any laser equipment. Never stare into the laser beam or view laser beams through magnifying optics, such as telescopes or binoculars. Additionally, the eye safety of the traveling public and other people should be considered at all times and the equipment operated in a way to ensure the eye safety of all.
- GNSS receivers
  - a) Minimum of one onboard (roving) Global Navigation Satellite System (GNSS) dual frequency receivers capable of real-time kinematic (RTK) data, and kinematic data that can be post processed.
  - b) One or more Static GNSS dual frequency receiver(s) at Base Station(s) capable of simultaneous collection and storage of real-time kinematic (RTK) data, and kinematic data that can be post processed.

- An Inertial Measurement Unit (IMU).
- A Distance Measuring Instrument (DMI).
- At minimum 2 digital cameras

The collection rate (epoch) of the all TML system sensors must be sufficient to meet project accuracy and point density requirements.

## **6.0 TML Project Specifications and Procedures**

### **6.1 TML Mission**

To maximize the quality and production of measurements, mission planning should be conducted before the collection of TML project data commences.

During a TML data collection mission, simultaneous GNSS signals from a minimum constellation of 5 satellites should be maintained between at least one GNSS Base Station receiver, and the GNSS roving receivers(s). The GNSS constellation PDOP should be 5 or less at the base and roving units during data acquisition. The occasional momentary loss of GNSS signals, also known as cycle slips, may occur. In these cases the position of the LiDAR sensor is dependent on the IMU, and degrades quickly over time from the last corrected GNSS position. To avoid poor and erroneous measurements the period of lost GNSS corrections should never exceed the IMU's ability to accurately position the sensor over this time interval.

Erroneous measurements can be caused by other factors besides a degraded sensor position. The inadvertent scanning of moving targets such as traffic and pedestrians will adversely affect measurements, as well as texture, shape, and color of the surface being scanned.

Projects with difficult TML survey conditions should be reconnoitered first to identify as many of these variables as possible and develop a plan to mitigate their effect on the data. Usually this will require additional control to ensure the TML measurements in these areas meet the project accuracy requirements.

### **6.2 Project Base Station Control Establishment**

The project base station control that will be used to post-process the TML GNSS data shall be placed at intervals to ensure that no processed baseline exceeds the survey type requirements listed in *Table 1-2*. Short baselines contribute to the best possible positional accuracy outcome. During TML collection two or more GNSS base station occupations are highly recommended to guard against the possibility of wasted effort and useless data

from base station failure due to equipment, accident or human error in station setup, and also allow redundant post-processing. Base station(s) should be located along the corridor to meet the baseline length limitations listed in *Table 1-2* for project area to be mapped. The limitation does not apply to data collected outside of the project as often happens during vehicle staging at the beginning and ending of each pass. The project base station control shall conform to Location & Surveys Guidelines on the usage of GPS/GNSS.

### **6.3 Equipment Maintenance and Bore Sight Calibration**

All of the sensor equipment in the TML system shall have records documenting maintenance to the manufacturer's recommendation, including all repairs and adjustments to the sensors.

Sensor alignment (bore sighting) procedures sufficient to meet project accuracy requirements shall be performed and documented for each project..

### **6.4 Redundancy**

TML data collection shall be conducted in such a manner as to ensure redundancy of the data. This means that more than one scan pass is necessary. The data shall be collected so that there is overlap between scan passes. The minimum amount of overlap along the sides of the scan passes should be sufficient to allow for filling of data voids between passes, QA/QC comparisons between passes and a homogenized point cloud. More overlap is often necessary to cover critical areas where high accuracy surfaces are needed. The redundant passes can be made in the same direction or in opposite directions.

### **6.5 Monitoring Data Collection**

Monitoring various component operations during the scan session is an important step in the QA/QC process. The following is a list of minimum items that should be monitored and documented during TML data collection.

- Loss of GNSS reception
- Uncorrected IMU drift both in distance and time
- Proper functioning of the laser scanner
- Vehicle Speed

The system operator should be aware and note when the system encountered the most difficulty and be prepared to take appropriate action in adverse circumstances.

## 6.6 Project Control - Local Transformation and Validation Points

All TML projects must be related to established project control, i.e. localized grid or NC State Plane Coordinate System, per NCDOT project contact.

In order to increase the accuracy of the collected TML geospatial data, a local transformation of the point clouds shall be conducted for TML Types A and B. There are many different types of local transformations that may be employed, however, the most common is at least squares adjustment of the horizontal and vertical residuals between established Local Transformation (adjustment) Points and the corresponding values from the point clouds to produce the transformation parameters of translation, rotation, and scale for the horizontal values and an inclined plane for the vertical values. These parameters are then applied to the point cloud to produce more accurate final geospatial data within the localized area of control.

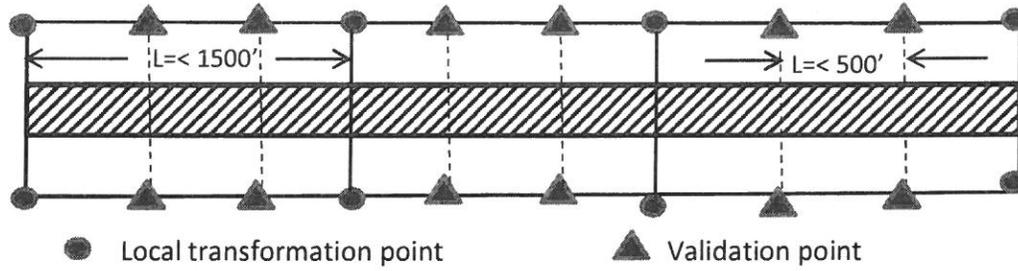
Targets occupying known horizontal and vertical control incorporated in TML surveys shall serve as known local transformation points for point cloud adjustment and validation points for QA/QC. Targets must be of sufficient size and reflectivity to ensure redundancy of scan points sufficient for target identification and correct measurement within the point cloud.

The Local Transformation Points shall be located at the beginning, end, and evenly spaced throughout the project to ensure that the project TML collection area is bracketed. Local transformation points should also be located in areas where scan runs intersect or overlap and at the outboard side of any overhead obstruction. They should be located immediately following a bridge or overhead sign and at a distance away from the structure to ensure the structure does not interfere with the location of the point using VRS or RTK. The maximum distance with respect to route centerline stationing spacing between these points shall be based on the type of survey see *Table 1-2*.

Validation Points are used to check the geospatial data adjustment to the Local Transformation Points. Validation Points shall be located at the beginning, end, and evenly spaced throughout the project. The maximum distance with respect to route centerline stationing spacing between these points shall be based on the type of survey see *Table 1-2*.

**Figure 1** Typical TML Type "A" Local Transformation and Validation Point Layout  
(adapted from CALTRANS Survey Manual 2011)

**$L < 1500'$  between Local Transformation Points     $L < 500'$  between Validation Points**



**Table 1-2 - TML Applications Requirements**

Operations/Specifications	TML Applications		
	TML Type A	TML Type B	TML Type C
Bore sight calibration of TML system per manufacturer's specifications before and after project data collection Adds cost and is not practical	Required		
Dual frequency GNSS	Required: See note 6		
Inertial Measurement Unit	Required: See note 6		
Distance Measuring Instrument	Required: See note 6		
GNSS positioning should be constrained to local project control	Yes not for C		
Minimum horizontal (H) and vertical (V) accuracies for GNSS control base stations	Must meet or surpass TML accuracy requirements of the project		
Minimum accuracy of Local transformation Points and Validation Points	H ≤ 0.07' V ≤ 0.05'	H ≤ 0.12' V ≤ 0.10'	H and V See Note 5
Maximum post-processed baseline length	(5 miles)	10 miles	20 miles
GNSS base stations located to minimize baseline lengths.	Required A B Recommended C		
Minimum number of common healthy satellites in view for GNSS base stations and mobile scanner	See Notes 1 thru 5		
Sustained Maximum PDOP during TML data acquisition	5		
Overlapping coverage between adjacent runs	Required		
Minimum orbit ephemeris for kinetic post-processing	Broadcast		
Observations - Sufficient point density to model objects	Each pass		
Vehicle speed - limit to maintain required point density	Each pass		
Minimum number of local transformation points required	8	8	As Scoped
Local transformation point maximum spacing throughout project on either side of scanned roadway	750' interval	1500' interval	See Note 5
Validation point maximum spacing throughout project on either side of scanned roadway for QA purposes as safety conditions permit (see Note 3)	750' interval	1500' interval	N/A
Minimum NSSDA Horizontal and Vertical Check Points	20 (See Note 7)As needed for Type C		

**Table 1-2 Notes:**

1. Areas in the project that have poor satellite visibility should be identified and a plan to minimize the effect on the data developed.
2. If necessary project area shall be reconnoitered to determine the best time to collect the data to minimize GNSS outages and excessive artifacts in the data collection from surrounding traffic or other factors.
3. If safety conditions permit, additional validation points should be added in challenging GNSS environments such as near structures, and overhead obstructions where GPS visibility is poor.
4. GNSS coverage of less than 5 satellites in view must not exceed the uncorrected position time or distance traveled capabilities of the TML system IMU.
5. Sufficient for data collected by TML system to meet or surpass accuracy requirement of the project.
6. Manufacturer's specifications for precision must be sufficient for TML system to meet or surpass accuracy requirements of the project.
7. Validation points may serve as NSSDA check points to meet the requirements of this section. However, if critical areas of the point cloud are to be used outside of the locations of the Validation points, the additional check points will be needed in those areas to meet this requirement.

**6.7 National Standard for Spatial Data Accuracy (NSSDA)**

The accuracy analysis of TML point cloud data shall conform to the NSSDA requirements for geospatial data classification as published by the FGDC in document FGDC-STD-007.3-1998 titled *Geospatial Positioning Accuracy Standards Part 3: National Standard for Spatial Data Accuracy*, <http://www.fgdc.gov/standards/projects/FGDC-standards-projects/accuracy/part3/chapter3>). A minimum of 20 independent horizontal and vertical check points shall be measured and distributed to reflect the geographic area of interest and expected distribution of error in the data sets. The resulting comparisons shall meet or surpass the positional accuracy requirements for the survey at the 95% confidence level based on the NSSDA and shall be included in the Survey Report.

## **6.8 Quality Management Plan (QMP)**

Engineering design survey data points collected using TML are checked by various means including comparing scan points to validation points, reviewing the digital terrain mode, reviewing independent cross section data to scan surfaces, and redundant measurements. Redundant measurements with TML can only be accomplished by multiple scan runs or passes that offer overlapping coverage.

The TML data provider shall provide a Quality management Plan (QMP) that includes descriptions of the proposed quality control and quality assurance plan. The QMP shall address the requirements set forth in this document as well as other project specific QA/QC measures.

## **7.0 TML Deliverables and Documentation**

As stated earlier the origin and accuracy of the point cloud data must be supported by a survey report for it to be used with confidence, and to ensure the survey information and any byproducts are not misused.

Documentation of project TML survey(s) is an essential part of surveying work. The documentation of a scanning project must show a clear data lineage from the published primary control to the final deliverables. All project deliverables and documentation shall be included or clearly identified by reference in the survey report.

### **7.1 All TML Type Deliverables**

The first product deliverable is an original post-processed geo-referenced point cloud in a digital LAS specific binary format file and applies to all TML Type surveys.

Supporting documentation required but not limited to:

- Statistical system reports
- PDOP values during the survey
- Separation of forward and reverse solution (difference between forward and reverse post-process roll, pitch, yaw and XYZ positions solution).
- Areas of the project that the data collected exceeded the maximum elapsed time or distance traveled of uncorrected IMU drift due to GNSS signal loss or obstruction(graphically or in text format).
- Comparison of elevation data form overlapping (side lap) runs in graphical cross section format or other text format that reports the data at specified intervals for each project scope.

- Comparison of points at the area of overlap (end lap) if more than one GNSS base is used.
- NSSDA report comparison
- Microstation .DGN or GXXGLE .KMZ format file showing control points, base station locations, QA/QC points, project limits and scan drivelines.
- TML Flight lines

## **7.2 TML Type A and B Deliverables**

The LAS file deliverable for TML files A and B is the result transformed/adjusted point cloud.

The next form of the TML point cloud data is the transformed/adjusted point cloud image also saved in an LAS specific binary format.

Supporting documentation required but not limited to:

- Statistical comparison of point cloud data and finished products to validation points.
- Statistical comparison of adjusted point cloud data and redundant validation points.

The most developed TML point cloud data is the transformed/adjusted and classified by specific point attribute(s) cloud image saved in an LAS specific binary format. A Classified point cloud has the added value of having the individual points with in it identified by class. The classes should be specified in the contract scope and be standardized such as “Ground”, “Pavement”, “Low Vegetation”, “Building”, “Erroneous Points”, etc. or they can be project specific. It is also important to identify the amount of classification necessary in the scope documents as this can be costly and time consuming.

Point cloud data can be imported into various software packages. Further data manipulation and/or fusing other types of data and analytical tools with the imported point cloud create a variety of value-added products.

The following digital products related to TML surveys that are applicable to the project shall be included:

- Binary LAS files of point cloud data from original scans
- Binary LAS files of adjusted point cloud data
- Binary LAS files of adjusted and Classified point cloud data
- Digital video or photo mosaic files
- FGDC compliant metadata files

#### Additional digital CADD products

- DTM Files, showing:
  - 2.5' grid of points
  - Breaklines on edges of pavement and travel ways, as illustrated in Appendix II
- Topographic Design Files, if requested
- Other files as requested on a project specific basis

The project digital products shall be submitted to the Department on the portable external USB or fire wire computer drive accompanied by an itemized transmittal letter. All digital products submitted, along with any digital and hardcopy media shall become the property of the NCDOT. The digital media drive shall be labeled on the outside with the following information:

- Project Title
- Survey Report Title
- Date of Survey
- LS Number
- Consultant Name
- Name of Consultant Surveyor in Charge

### **7.3 TML Survey Report**

The documentation of a mobile scanning project must show clear data lineage from the published primary control to the final deliverables. The data path of the entire process must be defined, documented, assessable, and allow for identifying adjustment or modification. 3D data without documented lineage susceptible to imbedded mistakes, difficult to validate, and offers little or no reliability.

#### **General Survey Report Content:**

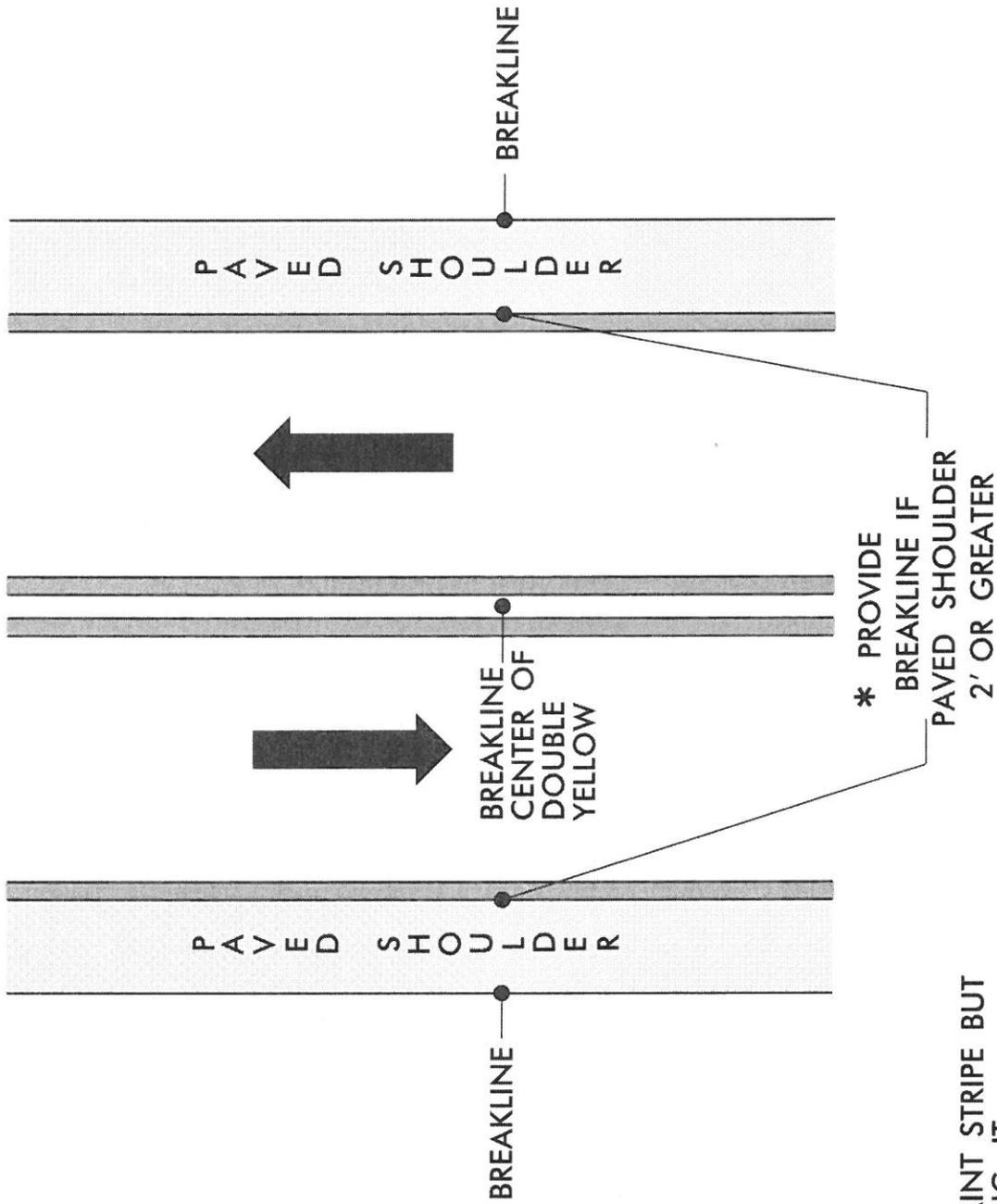
- Project name & identification: County, Route, Section, etc.
- Survey date, limits, and purpose
- Datum, epoch, and units
- Control found, held, and set for the survey
- Personnel, equipment, and surveying methods used
- Problems encountered
- Declare what TML Type A, B, or C accuracy was achieved
- Project base stations occupied
- Identification of control target points (transformation and validation)

- Results of constrained adjustment of TML data to local transformation control points
- QA/QC reports as described in subsection 6.8
- NSSDA analysis of Validation Points from subsection 6.7

All TML Surveying and Mapping products submitted shall be supported by a ***Survey Report*** containing at a minimum all information necessary to support the precision and accuracy of TML measurements and products, and meets 21 NCAC 56.1602-1607 "Surveying Procedures". To this end the Survey Report shall include but is not limited to the documentation and references to digital reports, products and media, identified in this document.

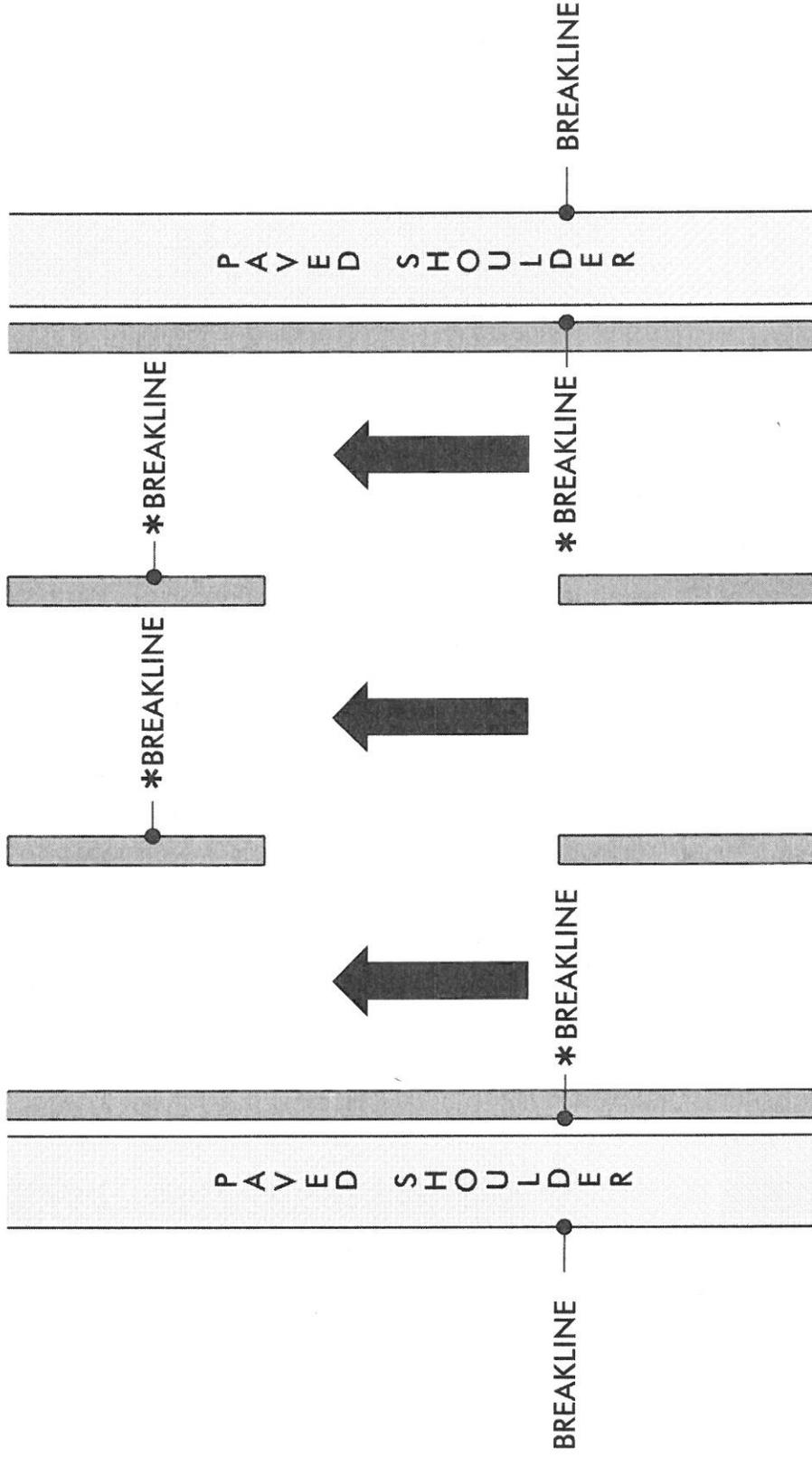
## Appendix II

# TWO LANE-TWO WAY



\* CLOSE TO PAINT STRIPE BUT NOT TOUCHING IT

# MULTILANE DIVIDED



\* CLOSE TO PAINT STRIPE BUT NOT TOUCHING IT