APPENDIX A

Gauge Information

Below is a brief description of the gauge installations that were used in this study. Following the descriptions are pictures of the gauged locations.

1. Route 9P Bridge pier – an existing gauge on the upstream end of one of the concrete bridge piers. This gauge provided the extra benefit of being able to access the gauge reading remotely via a telecommunication signal.

2. Stafford's Bridge pier – a staff gauge was installed on the downstream side of a concrete bridge pier with the gauge facing north.

3. Railroad pile – a staff gauge was affixed to a timber piling that supported a former railroad bridge. The gauge was installed to be readable from the north side of the creek. Access to this gauge was cumbersome since there were no public roads that provided access to the gauge site – access was down the abandoned railroad property.

4. Bryant's Bridge - a staff gauge was affixed to the downstream side of the bridge suspended from the bridge itself. This gauge is readable from the south east side of the bridge.

5. Winnie's Reef - an existing gauge on the upstream side of the concrete pier at the southern end of the stop log structure. This gauge is visible from the adjoining lawn area to the south.

6. Backyard Bench Mark – a bench mark was established in the backyard of a private residence that has frontage on the south shore of Fish Creek approximately 1,700 feet downstream from Winnie's Reef. This installation did not include a staff gauge because there was no structure available to install the gauge on. Measurements at this location required the use of a survey level and consequently there were only a small set of readings which were taken at this location.

Route 9P Bridge

Stafford's Bridge

Railroad

Bryant's Bridge

Winnie's Reef.

Winnie's Reef – Stop Log Structure.

Winnie's Reef – Sluice Gate Structure.