

TIGER WASH
FCD GAGE ID# 5163

STATION DESCRIPTION

LOCATION – Located near mile marker ten on Eagle Eye Road north of Salome Highway. Latitude N 33° 44' 29.8", W 113° 16' 45.7". Located in the SW1/4 SW1/4 S26 T5N R10W in the Weldon Hill 7.5 minute quadrangle.

DRAINAGE AREA – 85.2 mi²

ESTABLISHED – FCDMC gage established on September 15, 1999.

GAGE – The gage is a pressure transducer type located on the left bank of the channel just downstream of the standpipe and downstream from the USGS CSG. The PT is at 4.73 feet gage height, levels of January 5, 2011.

There are no staff gages at this location.

The USGS maintains a number of crest gages at this location. Most, if not all are part of a continuous slope area computation system. Other than for the crest gage at the station, no other elevations are maintained.

The crest-stage gage on the left bank near the FCDMC station tube (USGS CSG #3) has a pin elevation of 7.75 feet gage height, levels of January 5, 2011.

ZERO GAGE HEIGHT – Zero gage height is defined as elevation 1,866.145 feet NAVD 1988, based on the survey of April 17, 2001 of the RM-TIGER (RM3) monument and a previous USGS survey establishing RM3 at elevation 5.27 feet gage height. USGS gage height is the same as FCDMC gage height.

HISTORY – The USGS has maintained a gage at this location from September 1965 through September 1979. Station was reactivated in March 1991 for annual peaks. FCD installed a continuous monitoring station on September 15, 1999. Pressure transducer was relocated nearer to CSG#3 on February 27, 2002. Pressure transducer was secured and reset at its present location on August 5, 2010.

REFERENCE MARKS: -

Several additional references should be established to maintain survey control at this site.

RM-3 is a USGS brass cap, located in a large boulder on the left bank, 2.5 feet shoreward from which CSG-3 is anchored. Elevation 5.27 feet gage height (USGS levels of Oct. 9, 1997.) **RM-TIGER is USGS RM-3.** Elevation 1,871.415 feet NAVD 1988, Northing 1000171.329 feet, Easting 285995.033 feet, levels of April 17, 2001.

There are four established cross sections for channel adjustment monitoring that can be used for indirect measurements also. All levels are of April 17, 2001.

XS1 is located approximately 350 feet upstream from the gage cross section. The left bank marker is a paint spot on the rock at the end of the cross section. XS1LB is at elevation 12.452 feet gage height. XS1RB is the top of a wooden stake and is at elevation 12.829 feet gage height.

XS2 is located in the crest gage cross section, just downstream from the PT. The left bank marker is a paint spot on the rock at the end of the cross section. XS2LB is at elevation 11.677 feet gage height. XS2RB is the top of a rebar. It has elevation 9.470 feet gage height.

XS3 is located approximately 200 feet downstream from XS2. XS3LB is rebar at elevation 8.333 feet gage height. XS3RB is rebar at elevation 8.554 feet gage height.

XS4 is located approximately 250 feet downstream from XS3. XS4LB is a wood stake at elevation 8.693 feet gage height. XS4RB is a rebar at elevation 4.773 feet gage height.

CHANNEL AND CONTROL – The control is a flat sandy main channel at low to medium stages, and at higher stages the overflow channel with heavy vegetal growth right of main channel becomes effective.

RATING – Current rating is USGS rating #3 following the Hurricane Nora flood in September 1997. The rating was updated with a shift as of November 1, 2000. This was necessary due to significant siltation during events of late-October 2000. The shift amount is 1.00 feet.

DISCHARGE MEASUREMENTS – Current meter measurements can be made by wading for low flows. Higher flows should be determined by indirect methods. A suitable slope area reach exists beginning just upstream of the gage and continuing several hundred feet downstream of the gage.

FLOODS – Peak flow of record was 7,778 cfs recorded on September 26, 1997 by the USGS.

POINT OF ZERO FLOW – 4.5 feet gage height, FCD levels of March 8, 2005.

ACCURACY – Fair to good

JUSTIFICATION – Monitor flows for MCDOT to determine road closure or barricading of Eagle Eye Road.

UPDATED: January 6, 2011
DE Gardner