TRAVEL REPORT TR-83-10

Bruce C. Muller, Jr.
Brent Mefford

SUBJECT: Outlet Works Repairs - Stampede Dam - Washoe Project, California-Nevada

TRAVEL PERIOD: May 2 to 3, 1983

PLACES VISITED: Mid-Pacific Regional Office

TR-83-10

DFC-40A (8-70)
Bureau of Reclamation

TR-83-10

BUREAU OF RECLAMATION
Engineering and Research Center
Denver, Colorado

D-1531 (file)

TRAVEL REPORT

Code : D-221, D-1532 Date: May 20, 1983

To : Chief Design Engineer
Chief, Division of Research
From : Bruce C. Muller, Jr. and Brent Mefford

Subject: Outlet Works Repairs - Stampede Dam - Washoe Project, California-Nevada

1. Travel period (dates): May 2-3, 1983.

2. Places or offices visited: Mid-Pacific Regional Office.

3. Purpose of trip (include reference to correspondence prompting travel): To assist in determining additional outlet works repairs required at Stampede Dam.

4. Synopsis of trip: We traveled to Sacramento on the morning of May 2, 1983, via commercial airline. That afternoon we participated in a "fact finding meeting" with the following personnel:

James R. Graham	Acting Regional Director
Neil W. Schild	Assistant Regional Director
Paul V. Olbert	Assistant Regional Director - Administration
Richard L. Chelini	Acting Assistant Regional Director
James L. Andrews	Regional Engineer
Harvey R. Nelson	Project Manager, Carson City, Nevada
Gene A. Harms	Carson City, Nevada
Julian Larrouy	Carson City, Nevada
Jerry Frye	Carson City, Nevada

We gave a brief description of how the original cavitation damage developed and described the concepts involved in designing the air slot for Stampede Dam. We agreed that no design data collection was necessary since the required information was available from drawings of Stampede and Ruedi.

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Travelers: Bruce C. Muller, Jr.; Brent Mefford May 20, 1983

We pointed out that the design of the air slot for Stampede deviated from the Ruedi design because of the tailwater filling the wall air slots at Ruedi. Closed vents were used in the walls at Stampede to eliminate the influence of the tailwater. A major problem in design was that buildup of ice at the vent entrance was not considered. Future repairs will include some type of protection against icing.

It became apparent at the meeting that the availability of funds for travel was not as serious as we were led to believe. The perception that funds were not available prevented regional designers from visiting the site as often as desired. It also became apparent, during the course of the meeting, that many of the designers' concerns for welds, anchors, and alinement were not obvious to project personnel.

We spent the morning of May 3 discussing future repairs with the regional designers who will be preparing the specifications.

5. Conclusions:

The E&R Center will receive a copy of the Regional Director's findings when they have been finalized. The region will request a model study to evaluate various air slot alternatives for future repairs at Stampede Dam.

Bruce C Muller Jr

Brent W Mefford

Copy to: Regional Director, Sacramento, California, Attention: MP-200, MP-400
Project Manager, Carson City, Nevada

Blind to: D-220 D-1500
D-221 D-1531 (file)
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D-1530
D-1532

BMuller:flh

Noted 5-26-83
E. A. Lewandowski
FOR Chief, Division of Research

NOTED: MAY 31 1983
James N Dixon

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Anderson 5-31