

# RECLAMATION

*Managing Water in the West*

## **Status Report, no. 5, February 21, 2007 to April 18, 2007**

**Savage Rapids Dam Removal and Replacement Pumping  
Facilities  
Grants Pass Project, Oregon  
Pacific Northwest Region**



Pumping plant site on April 18, 2007



**U.S. Department of the Interior  
Bureau of Reclamation  
Pacific Northwest Construction Office  
Yakima WA**

**BUREAU OF RECLAMATION  
Pacific Northwest Construction Office**

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Slayden Construction Group, continued reinforced concrete construction of the pumping plant sump this period. The slab was completed on February 28, 2007 and the contractor began placing walls to elevation 942.5 on March 9, 2007. Construction of the sump walls continued throughout the period.

Work began on the Tokay/Evans pipeline replacement on February 28, 2007 and continued throughout the period. A temporary tie-in was installed in the existing pumping plant discharge line near station 106+35.

Slayden began pulling the carrier pipe through the I-5 crossing on March 19, 2007 but it was found that the existing pipe was egg-shaped along the spring line and that there was a change in grade under the north-bound lanes of the interstate. This prevented the carrier pipe from being installed more than 50 feet. It was determined on site to have the contractor remove the 3 ½" centralizers and substitute 2" centralizers to allow the new pipe to negotiate these interferences. This correction was successful and by the end of the period the pipe was within six feet of its final location after 2 days of pulling. Pipe was also installed under both the Rail Road and Foothill Blvd. crossings.

The weather this period was mild. Approximately fifteen contractor employees and seven subcontractor employee worked on site this period.

## Photos



Placing west end of pumping plant slab.



Covering tops of walls following placement to protect against rainfall.



Photo to the North of the contractor excavating and placing bedding from the railroad back to Foothills road. Pacific Power had attached a boom truck onto the highline pole for stability until the excavation was past.



The contractor has inserted the pipe under the railroad and has successfully turned the miter bend on this end of the pipe to the down position.



Tokay/Evans pipeline temporary tie-in near station 106+35.



Looking South down the Tokay-Evans pipe line from Foothills road.



Looking North under the railroad of the pipe in the trench on the Tokay Evans pipe line with the pipe laid to 109+57.



View to the East of the pumping plant lower level. In the foreground the crew is setting forms on PP-W-11a and 16a. In the background the crew is completing forms on PP-W-1a and 3a



The contractor is pulling the first two pipe sections under the Interstate. Note the white section of pipe is in. This is farther than we progressed on the first attempt with the larger centralizers. The backhoe carries the lower end of the pipe for stabbing and also assist by pushing with the choker.



Photo of the J.D. dozer pulling the 30" pipe under the Interstate. The dozer weighed half of what the pipe being pulled weighed so the rippers had to be buried or else the dozer just slid backwards. Here they are using a two part line, but to complete the job they had to 3 part the winch line.