
PUBLIC WORKS ENGINEERING DIVISION

Inspection Summary

Permit #: PRPWFC20173801, Public Works Infrastructure Permit - Commercial

Residences at Echelon

Address: 3500 SW HOLLYWOOD DR, LEES SUMMIT, MO 64082

This work has been inspected and the inspection results noted below. Please call for re-inspection once all corrective actions have been completed. Do not cover any work until approved.

Inspection Item:

Inspection:	Inspector:	Outcome:	Date:
DEI-Sanitary Sewer - Invert	Matt Munger	Partial	Thursday, February 15, 2018

Informational

- 1 I came by this morning and talked with Daniel. They finished pouring the inverts for sanitary MH a-3 and a-4. I was not able to get back out in the afternoon, but jeremy and John went out for me in the afternoon. Steve Robbins 02/09/2018 3:44 PM

Informational

- 2 Matt Munger 02/14/2018 9:57 AM I opened up MH A-3 and A-4 and observed the inverts that had been poured. The inverts were smooth and flowed in the proper direction.

Informational

- 3 Matt Munger 02/15/2018 3:06 PM
Opened up manholes B-1, B-2, B-3 and C-1. All inverts were smooth and formed correctly.

I did see something in B-2 that I will have another inspector look at, at a later time. The invert at the upstream pipe looks as if there is a little bit of water sitting. Will return to do a follow up inspection to see if there is an issue.

DEI-Storm - Sewer Construction Inspection	Matt Munger	Partial	Thursday, February 15, 2018
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Informational

- 1 Matt Munger 01/30/2018 10:40 AM While on site I observed Kat workers using a laser to align the storm pipe. They had started installing pipe from CI 1-2 that had been installed on 12/21/17. I observed an adequate amount of gravel below the pipe and on top of the storm pipe. I observed Daniel from Kat using pipe dope on the spigot ends of each section

of pipe that was installed. They hadn't installed storm box 2-1. Kat had started on installing storm pipe between CI 1-2 to CI 1-3.

Informational

- 2 Matt Munger 01/30/2018 1:48 PM I observed the Kat workers using a laser to align the pipe from CI 2-1 to CI 4-1. There was adequate amount of gravel below the pipe and storm boxes. They covered the pipe to the top of the trench with gravel then capped over the gravel with dirt. Daniel said they were going to backfill with gravel then cap with dirt until they cut in the road for the curb inlets that crossed over the roadway.

Note: I had pointed out to Daniel earlier in the morning the storm pipe that they had installed on 12/21/17 that ran from CI 1-2 to where the end section 1-1 was going to be put in: it didn't appear there was on top of the pipe. He stated that when they installed the flared end section he will make sure there is gravel installed.

Informational

- 3 Matt Munger 01/31/2018 10:09 AM The concrete collars and invert for the following curb inlets had been poured prior to my arrival: CI 1-2 Invert and all collars, CI 1-3 outside collar on the west side of the inlet, CI 2-1 north and east outside collars were poured, CI 4-1 outside collar on the west side of the inlet. The collars were smooth and there was enough concrete used to support the pipe. The concrete ticket I gathered from Daniel showed it being a 4000 psi mix. The invert on CI 1-2 was smooth in all directions.

Informational

- 4 Matt Munger 02/02/2018 11:13 AM When I arrived on site, storm pipe from CI 2-1, 2-2 and 2-3 was installed prior to my arrival. They are going to pour the collars later once they get the public line in. The areas that had not been backfilled I observed an adequate amount of gravel above and below the pipe. I observed Daniel using a laser to get the correct elevation shots for CI 2-4. They were digging from 2-3 to 2-4 to be able to install CI 2-4 and storm pipe and the trench for CI 3-1 to CI 2-2.

Informational

- 5 Matt Munger 02/02/2018 1:35 PM CI 2-4 had been installed prior to my arrival. They had poured the collars and inverts for the following storm boxes before I arrived: CI 2-1, CI 4-1, CI 2-2, CI 3-1, CI 2-3 and CI 2-4. CI 4-2 the collar was poured but not the invert. The inverts that I saw appeared to be smooth and properly formed. The areas around the storm boxes that were not backfilled where the pipe and box meets I could tell there was an adequate amount of gravel above and below the pipe.

On 2/1/18 I had asked Justin to save the concrete tickets or make a copy for our records and make note of where the concrete was used on the tickets. I have only received one concrete ticket so far.

Informational

- 6 Matt Munger 02/14/2018 9:42 AM KAT workers had installed Private CI 7-4, 7-5, and 7-6 prior to my arrival. I did observe an adequate amount of gravel on top of the pipe and what I could see below the pipe. They were running a string line to CI 7-7. I did see them using pipe dope and they were pushing the ends of the pipe to seat the spigot end into the bell end.

Informational

7 Matt Munger 02/14/2018 3:39 PM

When I arrived CI 7-6, 7-7, and 12-1 had been installed. Collars were being poured while I was on site. KC Test Lab was on site testing the lifts. I did observe the KAT crew backfill in lifts. The areas around the collars that had not been backfilled had plenty of gravel above the pipe. I spoke with Daniel about getting all concrete tickets and flowable fill tickets. TJ was on site and gave me copies of the concrete tickets.

Informational

8 Matt Munger 02/15/2018 10:28 AM

I observed KAT backfilling in lifts between CI 7-5 and CI 7-6. KAT had installed storm pipe from CI 7-7 to CI 7-8. I observed an adequate amount of gravel above the pipe. They hadn't poured the collars for the boxes on CI 7-8.

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Informational

9 Matt Munger 02/15/2018 3:04 PM
Kat crew was pouring collars for CI 7-7 and had everything in place for CI 7-8. KC Test Lab was on site doing compactions tests in between backfill lifts.

Comments:
