

City of League City

Slip-Form Paving Waiver Policy

(Streets Carrying > 10,000 Vehicles per Day)

Engineering Department
7-24-2025

Slip-Form Paving Waiver Policy

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Chapter 2 Intent

This Policy is intended to supplement the City's General Design and Construction Standards. The purpose of this policy is to establish clear, objective criteria for the City's waiver of its standard requirement for slip-form paving on high-volume streets, while maintaining pavement quality, construction efficiency, ride comfort, and public safety.

Chapter 3 Scope and Applicability

1. Applies to all public streets projected to carry 10,000 vehicles per day (vpd) or more and segments of 1,500 linear feet or more in length.
2. Applies to new construction, reconstruction, or widening performed by private development or City contracts.
3. Supplements, does not replace, any City construction specifications or City referenced specifications (TxDOT, ACI, etc.).
4. This policy is in addition to all requirements contained in the City of League City General Design and Construction Standards (GDCS) and any other applicable ordinances, manuals, or permits. Meeting the provisions herein alone does not guarantee full compliance; it is the engineer-of-record's and the contractor's responsibility to verify conformance with all governing documents.

Chapter 4 Key Definitions

1. **Slip-Form Paving:** Continuously placed Portland-cement concrete pavement installed with a slip-form paver.
2. **Master Planned Development:** A development governed by an approved Master Plan, MUD, or PUD agreement.
3. **One-Off Development:** A standalone plat, site plan, or building permit not tied to a Master Plan/MUD/PUD.
4. **Continuous Segment:** A single construction phase of contiguous pavement with no transverse cold joints.
5. **Profilograph/Inertial Profiler:** Testing device meeting requirements of TxDOT Item 585 that measures surface profile to compute International Roughness Index (IRI) or Profile Index.

Chapter 5 General Requirement

Except as allowed under Sections 5 or 6, streets carrying 10,000 vpd or more must be slip-form paved.

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Chapter 6 Master Planned Developments (MUD/PUD)

Requirement	Standard
5.1 Paving Plan Submittal	A Paving Phasing Plan must be submitted at the Master Plan stage. <ul style="list-style-type: none">• Shows horizontal limits, traffic data, construction sequencing.• Identifies each Continuous Segment length.
5.2 Minimum Length	Each Continuous Segment to be slip-form paved must be $\geq 1,500$ linear feet (LF) unless multiple contiguous segments totaling at least 1,500 LF can be combined under one mobilization plan.
5.3 Due-Diligence Exception	If, after reasonable design efforts, a combined 1,500-LF segment(s) is infeasible (e.g., topography, utility conflicts, ROW constraints), the developer may request a waiver prior to first construction-drawing approval.
5.4 Waiver Authority	The City Engineer may approve placement without slip-forming when: <ul style="list-style-type: none">• Developer's sealed justification demonstrates constraints; and• Segment meets Section 8 smoothness requirements via profilograph / inertial profiler testing; and• All other City concrete specs are satisfied.
5.5 Documentation	Approved waiver letter and revised Paving Plan must be recorded in project file and referenced on construction drawings.

Chapter 7 One-Off Developments (Non-MUD/PUD) or City Project

Requirement	Standard
6.1 Automatic Waiver	For streets $\geq 10,000$ vpd where <i>total</i> paving constructed under the permit does not exceed 1,499 LF, slip-form paving is not required.
6.2 Above 1,499 LF	Segments $\geq 1,500$ LF must comply with standard slip-form requirements or obtain a waiver under Requirement 6.3.
6.3 Waiver Process	Same criteria and submittal package as Requirement 5.4

Chapter 8 Submittal Package for Waiver Requests

1. Letter of Request sealed by a Texas PE.
2. Constraint Analysis (plans, utility maps, photos – anything to support the waiver request)
3. Paving Phasing Plan that highlights non-slip-formed areas.

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- Smoothness Test Plan that describes equipment calibration, test intervals, and reporting format per Chapter 8.

Chapter 9 Smoothness Test and Acceptance

Item	Requirement
8.1 When Required	Any non-slip-formed pavement segment ≥ 250 LF on a street ≥ 10 k vpd.
8.2 Test Method	Lightweight inertial profiler or California-type profilograph conforming to TxDOT Item 585, Surface Test Type B.
8.3 Acceptance Metric	<ul style="list-style-type: none"> International Roughness Index (IRI) ≤ 95 in./mi. averaged over each 0.10-mi. section, and No individual wheel-path bump or dip > 0.30 in. in 25 ft.
8.4 Short Segments	Segments ≤ 250 LF (tie-ins, intersections, utility leave-outs) may be checked with a 10-ft straightedge; deviations $> \frac{1}{4}$ in. require correction.
8.5 Corrective Action	Sections over the limits must be diamond-ground to compliance; if still non-conforming, remove and replace.
8.7 Documentation	.ERD or .PPF profiler files plus a summary table shall be included in the project close-out package.

Chapter 10 Construction & Inspection Requirements

- All hand-formed segments must meet the same thickness, dowels, joint spacing, compressive strength, and curing as slip-formed pavement.
- Cold joints between slip-formed and hand-formed pavement require epoxy costed dowl bars.
- City Inspectors may order panel removal for surface tolerance deviations $> \frac{1}{4}$ inch in 12 foot or for failure to meet Chapter 8 requirements.

Chapter 11 Review and Approval Procedure

Step	Responsible Party	Target Time
Pre-application meeting (optional)	Developer / City Engineer	—
Formal waiver submittal	Developer or EOR	—
Completeness check	Engineering Staff	2 business days
Technical review & decision	City Engineer	10 business days
Notification letter	Engineering Staff	2 business days after decision
Appeal (if any)	City Manager	10 business days

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Chapter 12 Chapter 12 Recordkeeping & Close-Out

1. As-Built Drawings must identify slip-formed vs. hand-formed limits and include Chapter 8 profiler traces.
2. Final acceptance is withheld until all waiver conditions are satisfied and pavement passes testing.

Chapter 13 Effective Date & Revisions

1. Effective Date is August 13, 2025.
2. The Engineering Department will review this policy at a minimum of every 3 years and revise the policy as needed.

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Appendix A – Quick Reference Chart

Scenario	Slip-Form Required?	Profilograph/IRI Test?
MUD/PUD segment $\geq 1,500$ LF	Yes (unless waiver)	Only if waiver granted
MUD/PUD segment $\leq 1,499$ LF	Waiver possible	Yes, if not slip-formed & ≥ 250 LF
One-off project $\leq 1,499$ LF total	No (auto waiver)	Yes, if paving ≥ 250 LF
One-off project $\geq 1,500$ LF	Yes (unless waiver)	Only if waiver granted