

# Better NB

Case Studies of City Initiatives  
Making New Braunfels a  
Better Community

## Keeping New Braunfels' Streets Moving: Inside the City's Year-Round Street Maintenance Efforts



*City of New Braunfels Public Works employees spread asphalt while working on a Mill & Overlay project on a portion of Creekview Way.*

Maintaining more than 955 lane miles of roadway is an ongoing priority for the City of New Braunfels and one of the most visible services the City provides. Which is why the City's Public Works Department follows a detailed, data-driven approach to monitor pavement conditions, schedule repairs, and ensure streets remain safe and reliable for all users. That system generates an annual list of street maintenance projects that is then approved by New Braunfels City Council for funding during each year's budget process.

Over the past five years, the City has invested approximately \$9 million in street maintenance projects, in addition to nearly \$200 million in voter-approved roadway and drainage improvement projects funded through the 2013, 2019, and 2023 bond programs. Last fiscal year, the City allocated approximately \$1.8 million to go towards more than 50 street maintenance projects, ranging from preventative maintenance to major rehabilitation. Those projects, as they were completed throughout the year, covered more than 200,000 square yards of roadway, or approximately 27 lane miles, which is equal to nearly 3% of all city-maintained streets.

“Maintaining safe and reliable streets is a year-round effort. Every repair we make, big or small, helps extend the life of our roadway network and ensures we’re using taxpayer dollars as efficiently as possible,” said City of New Braunfels Public Works Director Greg Malatek. “You might not see every pavement patch we make, but those small repairs add up. They’re what keep our streets in good shape and prevent far more expensive repairs later. It’s all about being proactive.”

## Understanding New Braunfels’ Street Network

Not all streets serve the same purpose, and the City evaluates each roadway based on its functional classification.

Local Streets	Collector Streets	Arterial Streets	State Roadways
<ul style="list-style-type: none"> <li>• Make up the majority of roadways in New Braunfels</li> <li>• They provide direct access to homes and businesses</li> <li>• Typically allow parking</li> <li>• Designed for speeds between 20mph and 30mph</li> <li>• Examples: Becker Street, Tulip Lane, Michigan Street, Heather Lane</li> </ul>	<ul style="list-style-type: none"> <li>• Balance neighborhood access with mobility</li> <li>• They channel vehicles toward major corridors</li> <li>• Designed for speeds between 30mph and 40mph</li> <li>• Examples: Hanz Drive, Morningside Drive, Castell Avenue, Elizabeth Avenue</li> </ul>	<ul style="list-style-type: none"> <li>• The City’s main routes for longer-distance travel</li> <li>• They are wider, have multiple lanes</li> <li>• Do not allow parking</li> <li>• Typically operate at speeds between 40mph and 50mph</li> <li>• Examples: Walnut Avenue, Common Street, Klein Road, Goodwin Lane</li> </ul>	<ul style="list-style-type: none"> <li>• Built and maintained by TxDOT</li> <li>• Typically these roads are signified by numbers, are wider with multiple lanes</li> <li>• Often offer higher speed limits</li> <li>• Examples: I-35, Loop 337, Seguin Avenue (aka Business Hwy 46), FM 306</li> </ul>

Understanding these classifications helps the City determine maintenance priorities and identify which roadways require more robust interventions.

## Measuring Street Health: Street Pavement Score

Every few years, the condition of each road in New Braunfels is assessed using the Street Pavement Score, which rates each street, gauging the pavement’s overall health, any distress, cracking, or structural issues. The health of a roadway is given a rating of 1 to 100.

**90–100: Excellent** – Newly built or recently overlaid streets.

**70–89: Good to Very Good** – Early signs of wear, such as mild cracking or rare potholes.

**50–69: Average** – More widespread cracking and clear signs a surface treatment is needed.

**30–49: Fair** – Likely to require rehabilitation or partial reconstruction.

**Below 30: Poor to Failed** – Structural failure requiring full reconstruction of the base and pavement.

These scores help the City determine the right pavement treatment at the right time, which maximizes the lifespan of the pavement and minimizes long-term costs. An interactive map that shows the street pavement score for each city street is available on the City website by visiting [www.newbraunfels.gov/streetscoremap](http://www.newbraunfels.gov/streetscoremap).

Based on a street's pavement score, City staff determines what kind of repair is needed. New Braunfels uses a variety of maintenance and rehabilitation techniques tailored to each street's condition, and they fall under three general categories:

- **Preventative Maintenance**
  - Crack sealing
  - Pothole repairs, patching, and NBU utility cut restoration
- **Surface Repairs**
  - Blade Level-up or thin overlay
  - Micro Surfacing
  - Mill & Overlay
- **Full Rehabilitation**
  - Removing the existing asphalt and base
  - Stabilizing the subgrade
  - Adding new base material
  - Installing a new 2–3" hot mix asphalt surface

These three methods allow the City to strategically balance cost, longevity, and the level of disruption to residents when deciding which streets need repairs each year.

<b>Micro Surfacing</b>	¼-inch overlay of the driving surface in lieu of a Mill & Overlay. This is typically used on curbed streets that are not on clay soils.
<b>Mill &amp; Overlay</b>	Removal and replacement of the existing driving surface with 2-inches of new hot mix asphalt pavement.
<b>Blade Level-up</b>	One inch of hot mix laid down on streets that do not have curbs in order to address dips in the roadway and rutting in the wheel paths.
<b>Crack Seal</b>	A process that fills cracks in the pavement with hot liquid asphalt to prevent water infiltration. These are the black squiggly lines seen on the pavement surface.
<b>Hot Mix</b>	Paving material for driving surfaces made by blending aggregates with asphalt at a high temperature. This is the typical driving surface on City streets in New Braunfels.
<b>Base Material</b>	The portion of a roadway between the subgrade and the driving surface. In New Braunfels, this is typically a flexible base made from crushed limestone and caliche.
<b>Subgrade</b>	Existing soil where a pavement structure is built.



*A City of New Braunfels employee finishes patching a portion of Faust Street using hot mix asphalt.*

## Deciding Which Streets to Repair

Selecting streets for annual maintenance involves a detailed, multi-step process that blends technology, field expertise, and community awareness. The process begins with the City's pavement management software, which analyzes the Overall Condition Index and then, based on those pavement health scores, the system generates recommendations on which roads should be the focus that year. Those data-driven insights are then paired with on-the-ground field verification, where Public Works staff visually inspect roadway conditions to confirm the type and severity of pavement distress.

Traffic use also plays an important role. Streets are evaluated not just on their condition but on how they function within the transportation network. The City also coordinates closely with utility providers to ensure maintenance efforts do not conflict with planned utility work, which helps prevent newly repaired streets from being cut into shortly after improvements.



*City work crews lay down hot mix asphalt on Church Hill Drive as part of a Mill & Overlay project.*

Resident input is also an important part of the process. Actual data, anecdotal evidence, and other observations from the community are used to help the City identify additional areas that need attention. That input comes in the form of public meetings and an annual survey in August and September, ahead of City Council's budget discussions.

Once all these factors are considered, City staff then determines the most appropriate maintenance strategy for each street, choosing a plan that offers the best balance of cost-effectiveness and long-term performance. Streets that are already scheduled for improvements through voter-approved bond projects are typically removed from short-term maintenance lists.

*"As New Braunfels continues to grow, the demands on our streets grow with it," Public Works Director Greg Malatek said. "Our street maintenance planning helps us stay ahead of that curve, ensuring our infrastructure can support the community not just today, but years down the road."*

While the City updates its street maintenance plan annually, the actual care of local streets happens throughout the year. City staff monitors road conditions, responds to resident concerns, and adjusts maintenance schedules based on weather, funding, and project complexity.

To learn more about current pavement conditions, to view street pavement score maps, and to explore ongoing and upcoming street maintenance projects, visit [www.newbraunfels.gov/streets](http://www.newbraunfels.gov/streets). To submit a street maintenance concern, visit [www.newbraunfels.gov/streetsrequest](http://www.newbraunfels.gov/streetsrequest).

## Streets Repaired in 2025

Street	Description of Work	Council District	Lane Miles
W Zipp Rd	Blade Level Up	2	1.90
Dittlinger St	Limited Overlay	5	0.37
San Augustine Blvd	Mill & Overlay	1	0.314
White Wing Way	Mill & Overlay	2	0.48
Sparrow	Mill & Overlay	2	0.3
Wise Owl	Mill & Overlay	2	0.07
Lakefront Ave	Mill & Overlay	5	0.49
Blue Spruce Dr 3"	Mill & Overlay	1	0.34
Loma Vista St 3"	Mill & Overlay	1	0.672
Cherokee Blvd 3"	Mill & Overlay	1	1.21
W Dallas St	Mill & Overlay	3	0.51
Summerwood Dr	Mill & Overlay	4	0.9
Wildwood Trl	Mill & Overlay	3	0.20
W Torrey St	Mill & Overlay	5	0.71
Cole Ave	Mill & Overlay	3	0.36
Cross River St	Mill & Overlay	5	0.14
Braddock Ave	Mill & Overlay	5	0.22
Southland Ave	Mill & Overlay	6	0.18
N Castell Ave	Mill & Overlay	5	0.28
Guada-Coma Dr W	Mill & Overlay	5	0.75
Booneville Ave	Mill & Overlay	3	0.36
Escarpement Oak	Mill & Overlay	4	0.85
Fox Glen Rd	Mill & Overlay	4	0.61
Clearwater Dr	Mill & Overlay	4	0.19
Sunnybrook Dr	Mill & Overlay	4	0.78
Avery Pkwy	Mill & Overlay	2	2.56
Katy St	Mill & Overlay	1	0.83

Street	Description of Work	Council District	Lane Miles
Gaines Dr	Rehab	2	0.34
Hideway Cir	Rehab	6	0.22
Luckenbach	Rehab	6	0.32
Northwest Crossing	Rehab	4	0.64
Pecan Haven	Rehab	2	0.20
Roadrunner Ave	Rehab	2	0.60
Simon Ave	Rehab	5	0.28
San Luis	Micro Surfacing	3	0.47
San Miguel	Micro Surfacing	3	0.11
San Rafael	Micro Surfacing	3	0.08
Espada	Micro Surfacing	3	0.56
Old Mission Ln	Micro Surfacing	3	0.40
San Fernando Ln	Micro Surfacing	3	0.65
Oak Forest Dr	Micro Surfacing	3	0.69
Preston Wood	Micro Surfacing	3	0.22
Timber Meadow	Micro Surfacing	3	0.13
Oak Court	Micro Surfacing	3	0.26
Crown Ridge	Micro Surfacing	3	0.61
San Gabriel	Micro Surfacing	3	0.47
San Mateo	Micro Surfacing	3	0.48
Detex Dr	City Mill/Overlay	4	0.47
Longhorn Industrial	City Mill/Overlay	4	0.74
Melody Ln 3"	Mill & Overlay	6	0.63
Placid Meadow	Rehab	6	0.124
Meadow Park	Rehab	6	0.28
Yellow Wood Dr	Rehab	1	0.29
Water Ln	Rehab	1	0.48



A team of City Public Works crews continue restriping their way down Fredericksburg Road near Landa Park.