

Public Outreach for the 2022-2023 Street Maintenance Plan

July 18, 2022

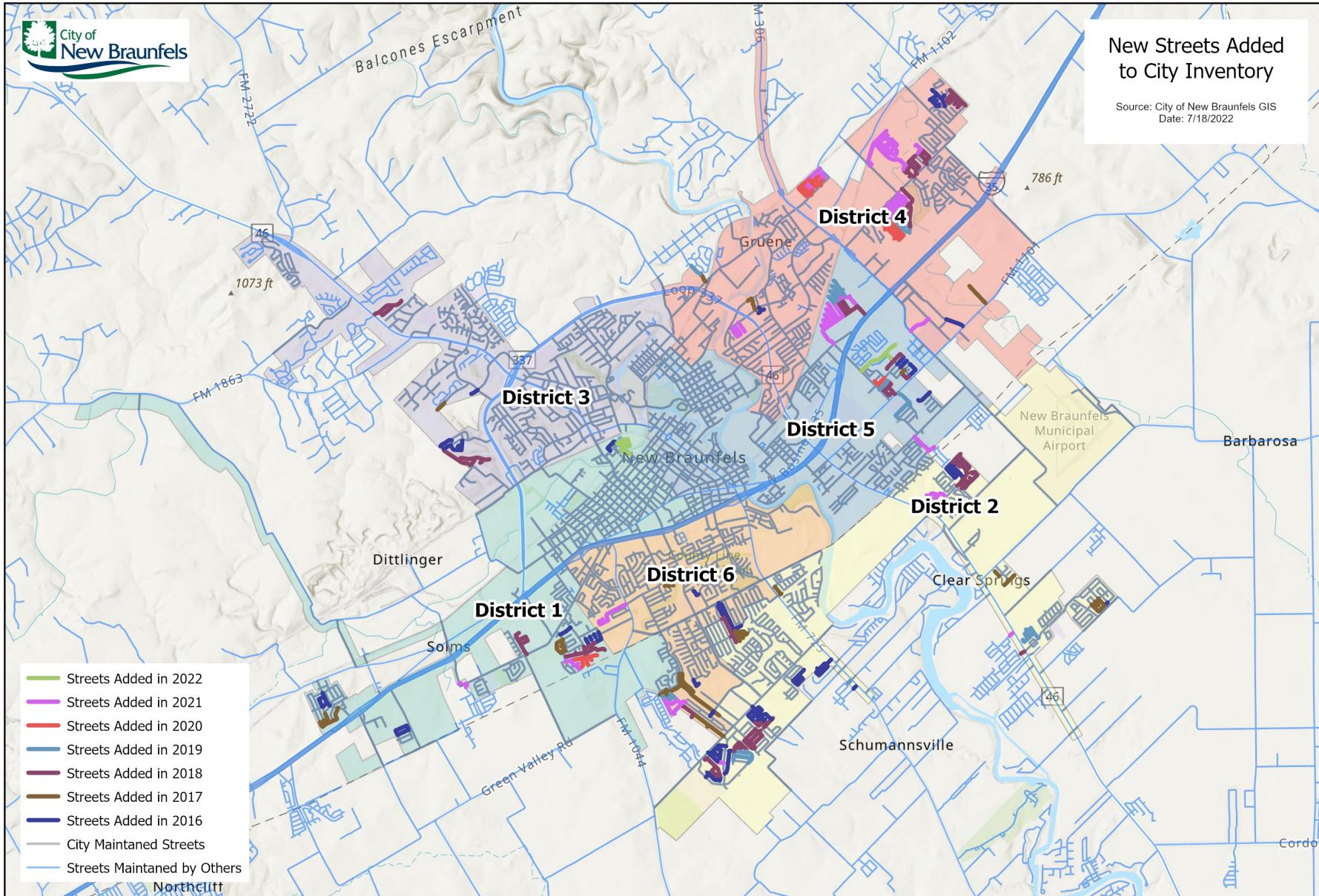


City of
New Braunfels

New Braunfels Street System

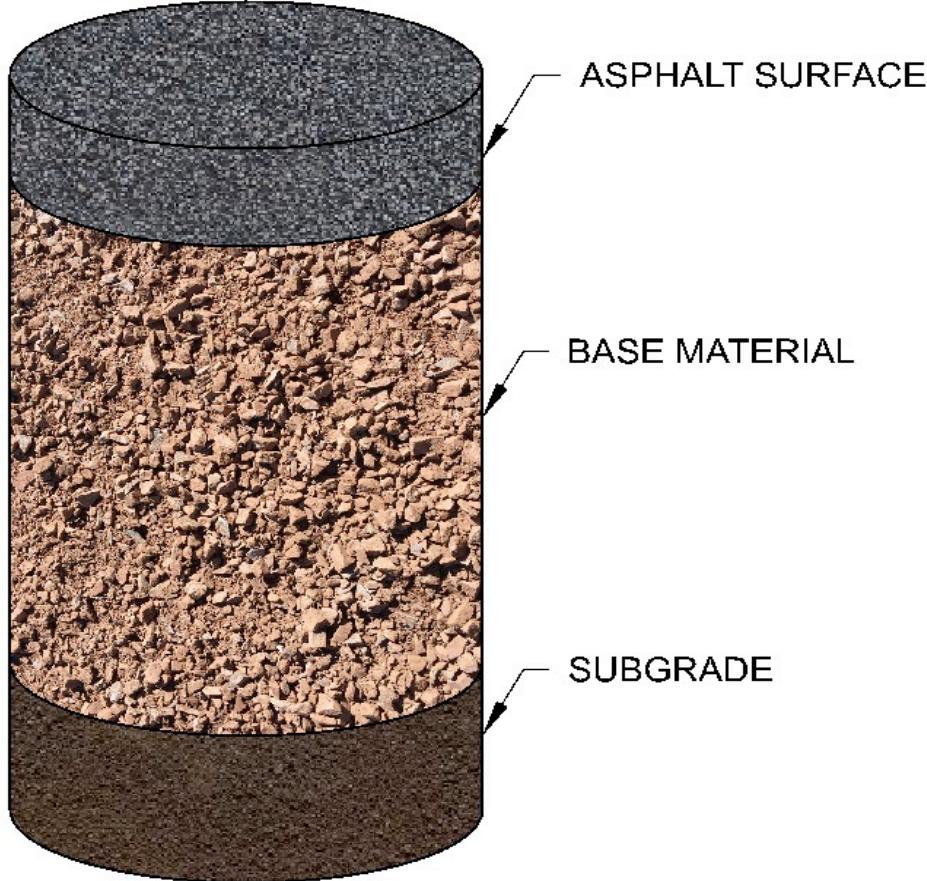
The City maintains 358 centerline miles containing 913 lane miles.

- 20 lane miles added in 2016
- 12 lane miles added in 2017
- 28 lane miles added in 2018
- 20 lane miles added in 2019
- 20 lane miles added in 2020
- 24 lane miles added for 2021

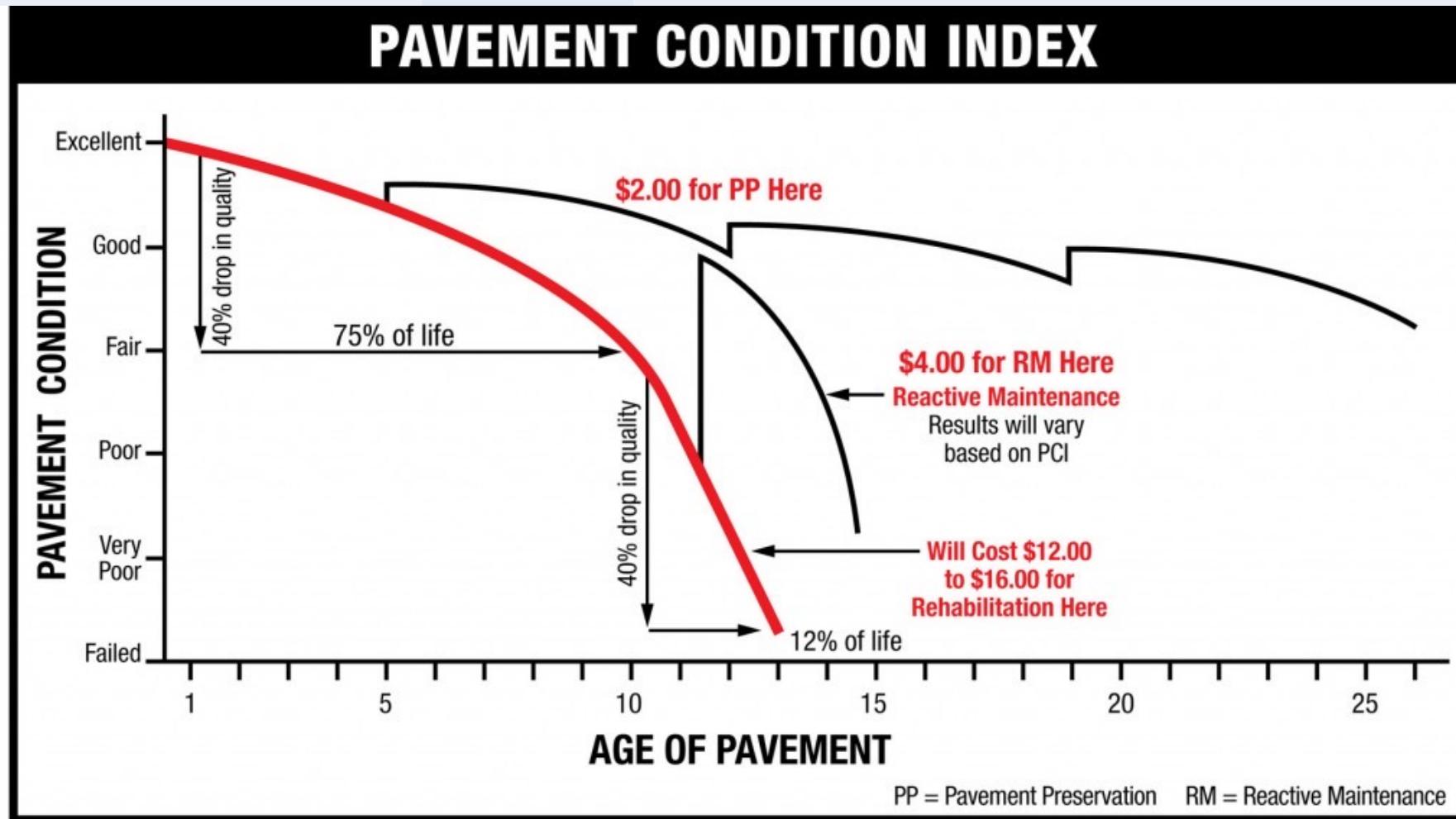


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Pavement Section



Pavement Condition Index



Maintenance Strategies

Preventative Maintenance

- Crack Seal
- Potholes & NBU Street Repairs - Application of hot mix asphalt (HMA) to smooth roadway and remove rutting.
- Level-Up and Thin Overlay – 1” HMA
- Micro Surfacing – 1/4” HMA

Mill and Overlay

- Mill and overlay - spot base repair, mill existing asphalt to level surface and asphalt overlay. Typically 2” is milled out and repaved.

Rehabilitation

- Mill or pulverize asphalt surface, stabilize subgrade, add base, and add a 2” of hot mix asphalt overlay at existing grade.



Expansive Soils

Source: City of New Braunfels GIS
Date: 7/8/2021

District 1
District 3
District 6

District 4

District 5

District 2

- City Maintained Streets
- Streets Maintained by Others
- Expansive Soils

Functional Classifications

Local

- Most common type of street in a city, and provides direct access to adjacent land. Carries no thru movement and parking is allowed.
- Design speed: 20 – 30 mph.



Functional Classifications

Collector

- Are the second most common type of road with a balance between access and mobility with parking allowed.
- Design speed: 30 – 40 mph.

Example: Hanz Drive



Functional Classifications

Arterial

- Provide the fastest path of travel for long distances. Are typically much wider with more lanes and no parking.
- Design speed: 45 – 50 mph.



Example: Walnut Avenue

Street Plan Determination

1) Pavement Management Software System

- Inventory the pavement Overall Condition Index (OCI) from 1-100 (1 = worst)
- Recommendations from Cartegraph

2) Field Verification

- City staff visually inspects streets

3) Traffic Utilization

- Types of Streets (ex. Collector)



Street Plan Determination

4) Coordination with Utilities

- Timing our repairs with planned utility street cuts and improvements

5) Appropriate Maintenance and Repair Strategies

6) Citizen Input

- During the year
- Public Outreach

7) City Council Approval



Overall Condition Index: 100

- Considered excellent
- Include newly constructed or recently overlaid roads that require no maintenance



Overall Condition Index: 79



- Considered good to very good and in structurally sound condition
- Initial signs of aging, such as longitudinal and transverse cracking, slight raveling and an occasional pothole requiring patching

Overall Condition Index: 59

- Considered in average condition
- Roads show signs of needing resurfacing
- Over 50% of the surface has block cracking
- Streets in this condition could require rehabilitation



Overall Condition Index: 39

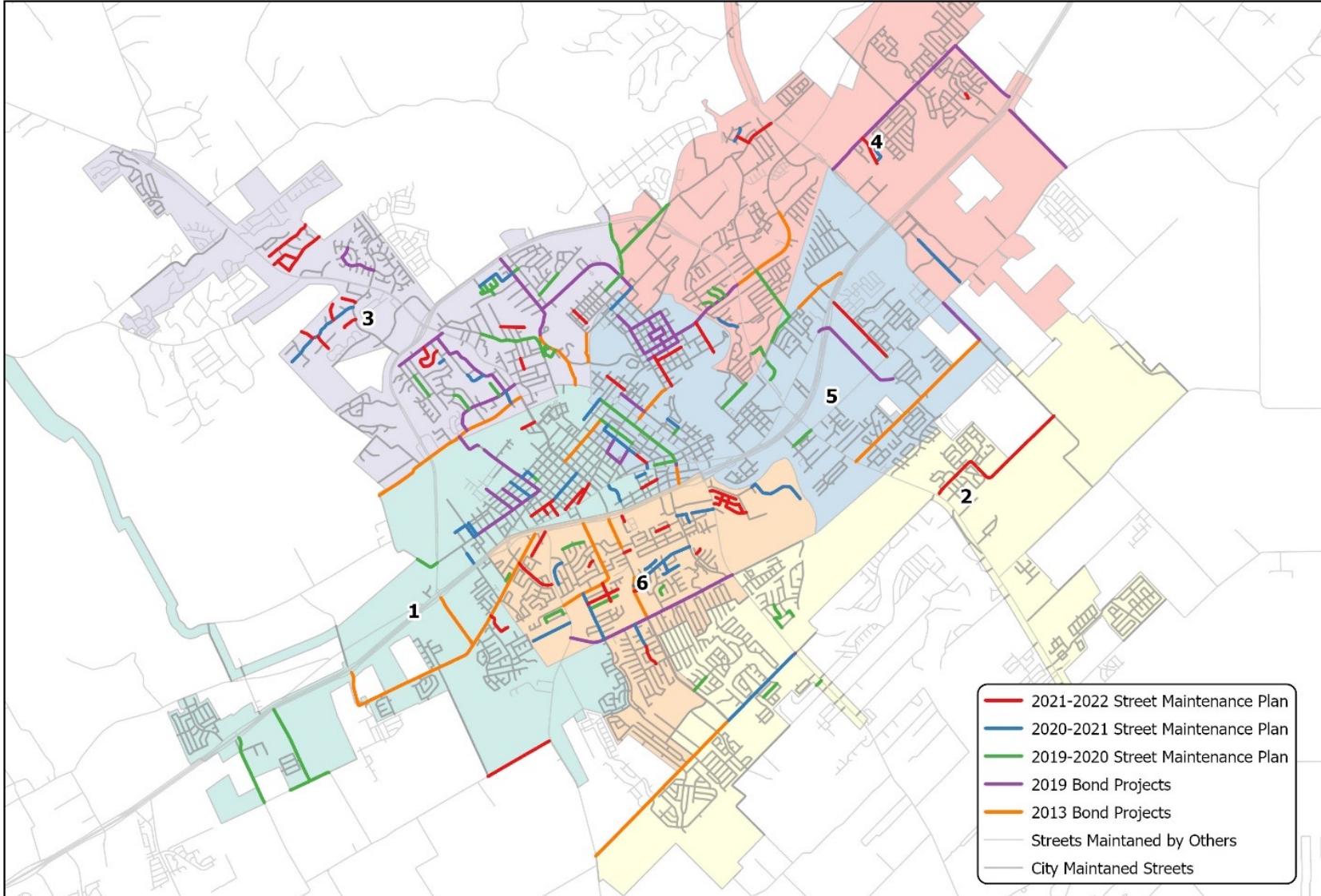


- Considered fair
- Could require rehabilitation or reconstruction

Overall Condition Index: 19

- Condition is considered poor to failed
- Requires reconstruction of base and surface





Document Path:
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2021-2022 Street Maintenance Plan

Source: City of New Braunfels GIS
Date: 6/10/2022



Next Steps

- Receive Public input (July 18th meeting and online survey)
- Evaluate to develop the 2022-2023 proposed street maintenance plan
- Present to City Council for approval in Fall 2022



Links

Tonight's Meeting - Online Survey:

<http://nbtexas.org/streets>

Submitting a Pavement Concern:

<http://www.nbtexas.org/284/Streets-Drainage>

Viewing OCI Map and Road Closure Map:

<https://www.nbtexas.org/1847/Pavement-Management-Program>