

Roadway Repurposing:

**Benefiting from Annual Asphalt
Maintenance**



City of Tyler Annual Programs & Budgets

Asphalt Enhancement

- **Types of Projects**
 - Seal Coats
 - Overlays
 - Reconstruction
- **Annual Budget**
 - ~ \$5.0 Million

Pavement Marking Maintenance

- **Types of Projects**
 - Lane Lines
 - Stop bars
 - Symbols
- **Annual Budget**
 - \$40,000

Old Omen Road – McDonald Intersection



Before: No Left-turn Lane



After: With Left-turn Lane

Old Omen Road – 8,600 vpd



Before: 4-Lane Undivided



After: 3-Lane with Shoulders

Old Omen Road – Crash Data Comparison

Old Omen Road Corridor: McDonald Road to E 5th Street

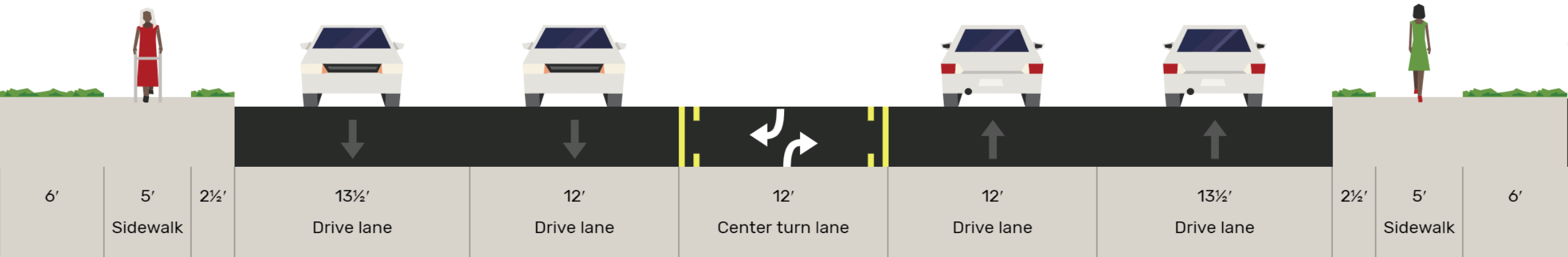
Year Range	A	B	C	N	Total
2017-2019	1	5	7	24	37
2021-2024	1	6	4	21	32
Delta	0	+1	-3	-3	-5

Old Omen Road and McDonald Road Intersection

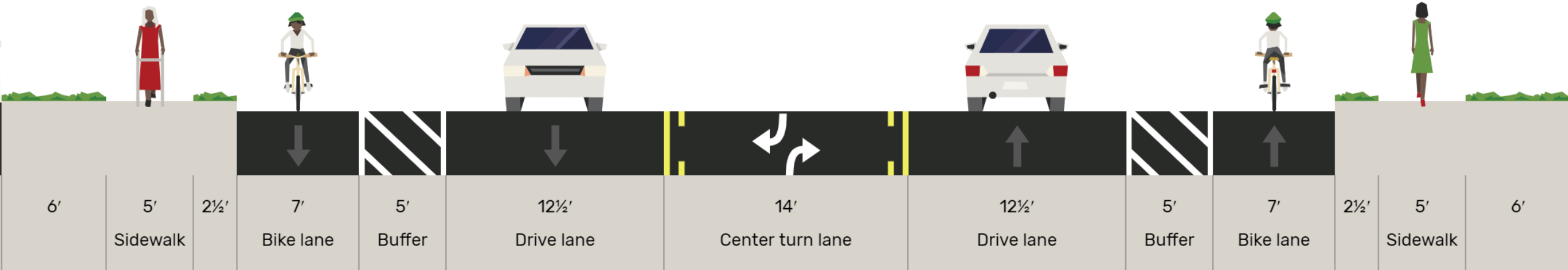
Year Range	A	B	C	N	Total
2017-2019	1	3	5	18	27
2021-2024	1	3	3	14	21
Delta	0	0	-2	-4	-6

A – Suspected Serious Injury, B – Suspected Minor Injury, C – Possible Injury, N – Not Injured

Martin Luther King Jr Boulevard – 8,300 vpd



Existing: 4-Lane Divided (two-way left-turn lane)



Proposed: 3-Lane with Buffered Bike Lanes

Martin Luther King Jr Boulevard: Cross Sections



Before: 4-Lane Undivided w/ TWLTL



After: 3-Lane w/ Buffered Bike Lanes

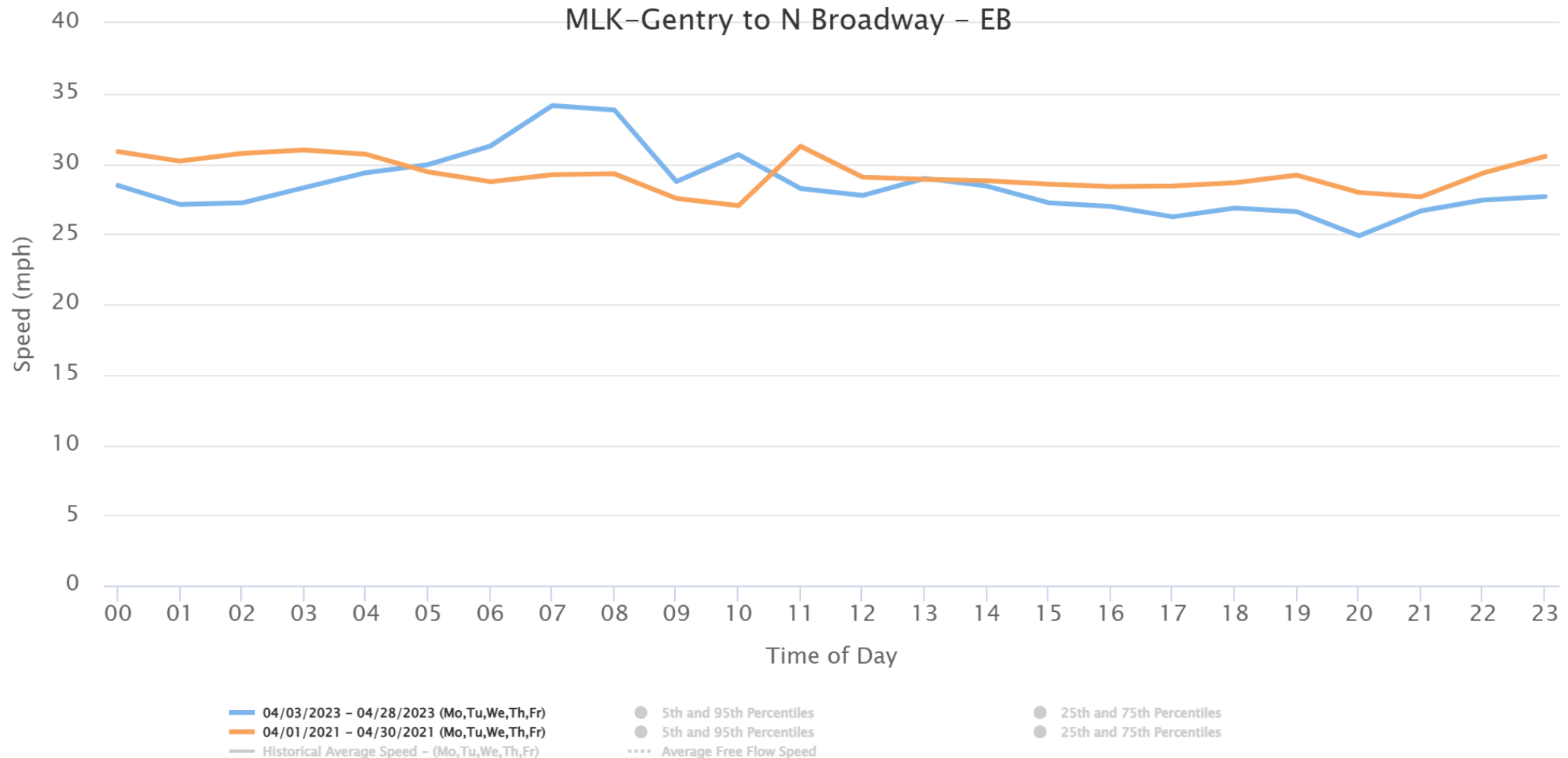
Martin Luther King Jr. Blvd – Crash Data Comparison

Martin Luther King Jr. Boulevard: W Gentry Parkway to N Broadway Boulevard

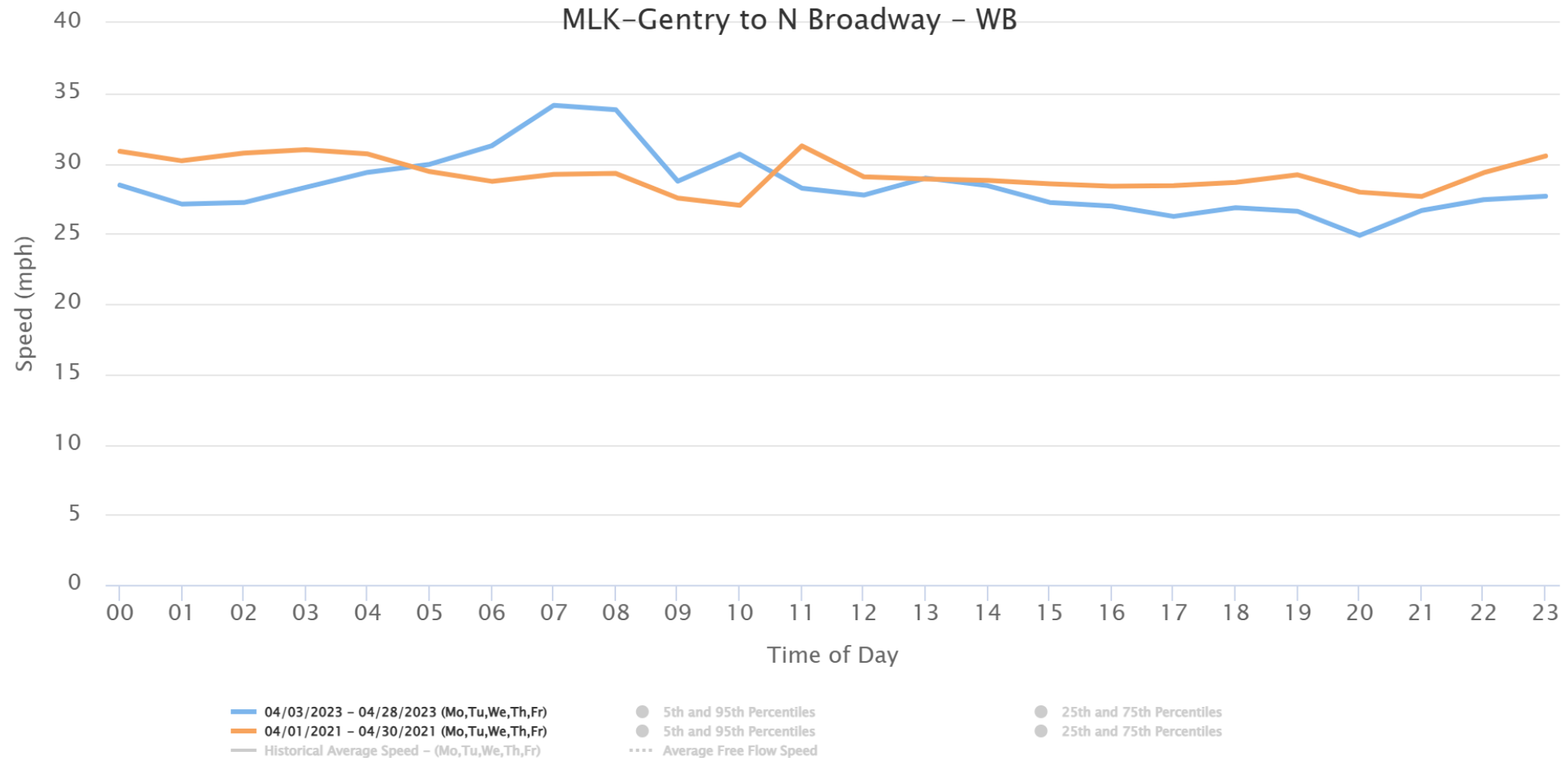
Year Range	A	B	C	N	99	Total
2020-2021	2	2	7	25	3	39
2023-2024	1	0	2	8	2	13
Delta	-1	-2	-5	-17	-1	-26

A – Suspected Serious Injury, B – Suspected Minor Injury, C – Possible Injury, N – Not Injured, 99 - Unknown

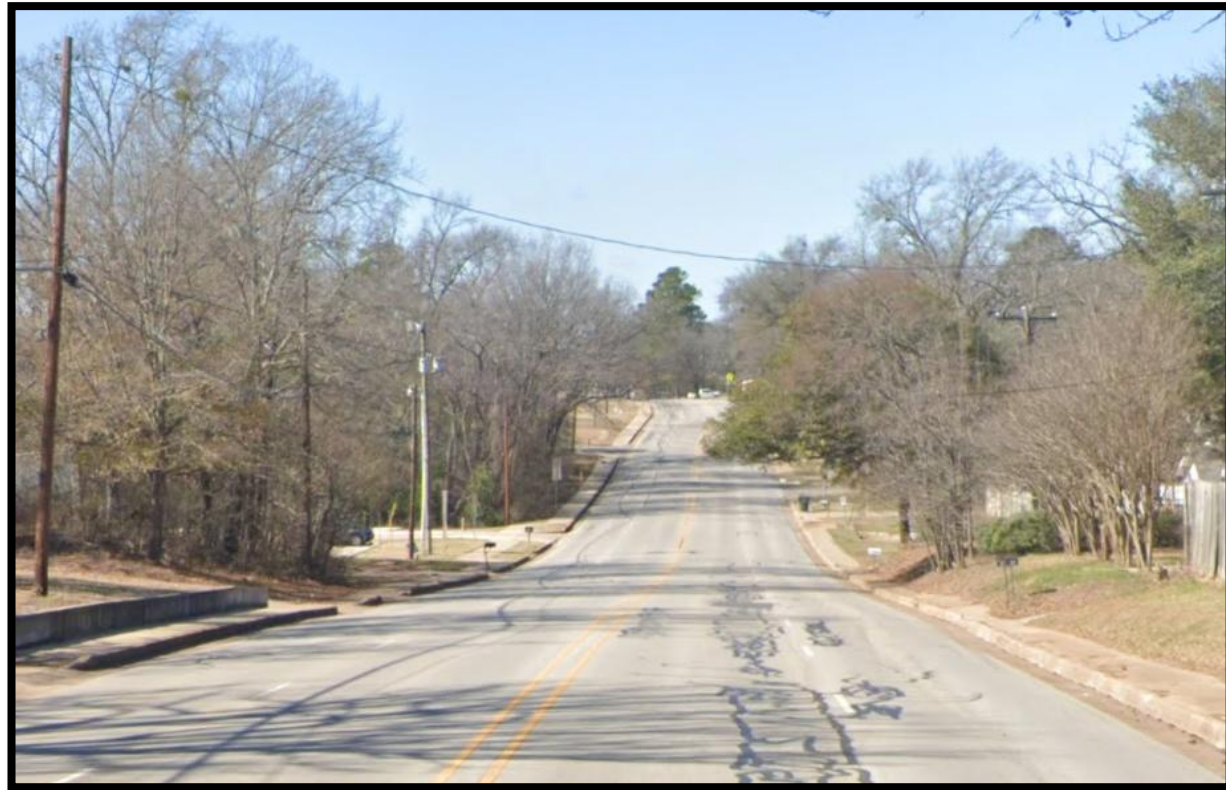
Martin Luther King Jr. Blvd – Speed Data



Martin Luther King Jr. Blvd – Speed Data



Garden Valley Road – 4,300 vpd

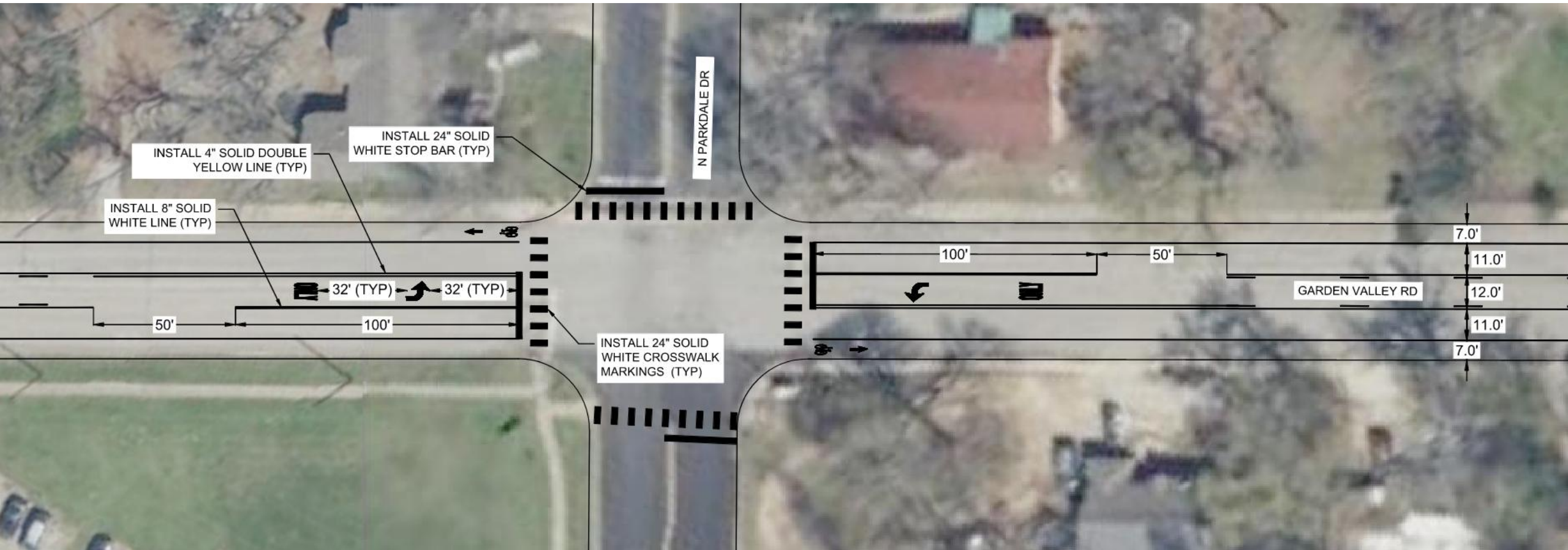


Before: 4-Lane Undivided

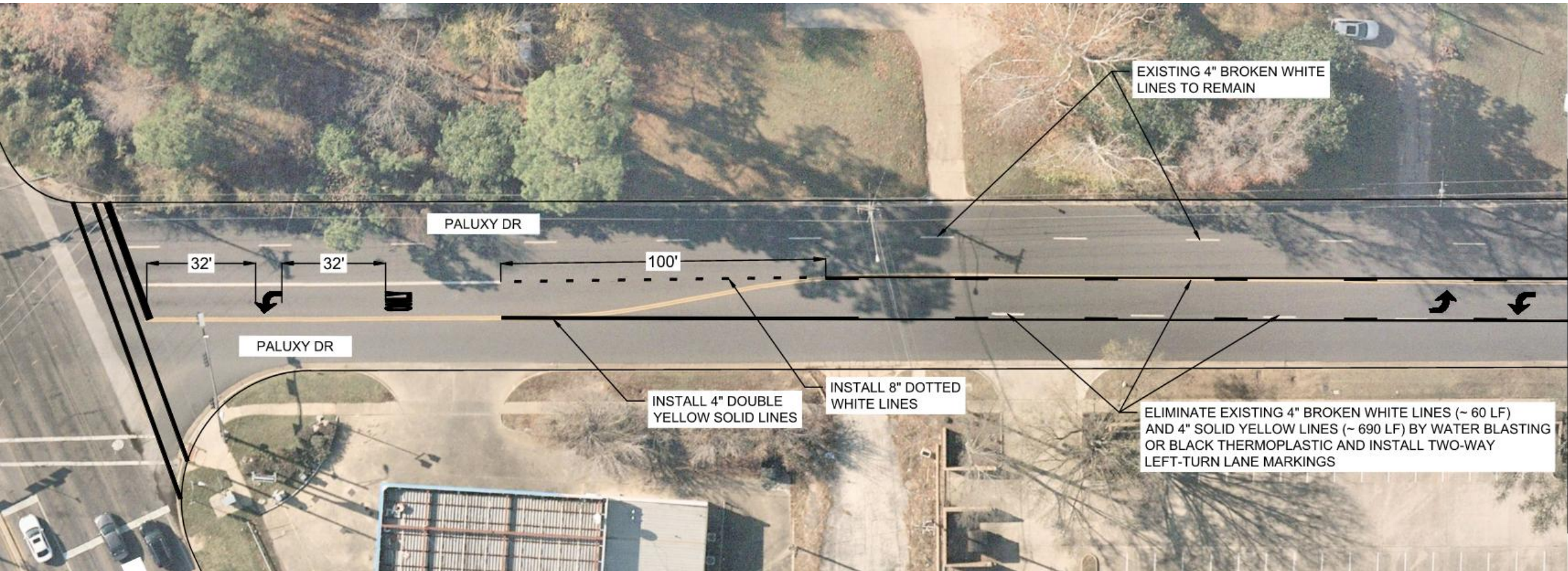


After: 3-Lane with Bike Lanes

Garden Valley Road – Cross Section



Paluxy Drive – 8,900 vpd



Paluxy Drive: Cross Section



Proposed: 3-Lane with Buffered Bike Lanes

W Houston Street – 4,000 vpd



Existing: 4-Lane Undivided



Proposed: 3-Lane with Buffered Bike Lanes

Takeaway

- Take advantage of opportunities when they present themselves
- Pavement markings can seem simple, but make a big difference
 - Communicate proper lane configurations
 - Provide dedicated space for turn movements and different modes
- Take advantage of previously approved plans
- Know which projects need more approval and buy-in



Contact Information

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