

**TABLE 10**

**FISCAL YEARS 2007/2008 - 2011/2012  
TRAFFIC OPERATIONS PRIORITIES-  
STATE HIGHWAY SYSTEM (SHS) ONLY  
(within the Gainesville Metropolitan Area)**

(Note: Projects in italic text are partially funded, as identified in the Transportation Improvement Program.)

<b>NUMBER</b>	<b>PROJECT</b>	<b>LOCATION</b>	<b>DESCRIPTION</b>
<i>1 Partially Funded</i>	<i>Traffic Management System</i>	<i>AT: Systemwide</i>	<i>Install modernized traffic control system<sup>1</sup></i>
2	Archer Road [SR 24]  SW 13 <sup>th</sup> Street [US 441]	AT: SW 16 <sup>th</sup> Avenue [SR 226] AT: SW 13 <sup>th</sup> Street [US 441]  AT: SW 16 <sup>th</sup> Avenue [SR 226]	Conduct intersection studies for SR 24 relocation to SR 226 to determine the project impacts (capacity, turning lanes, right-of-way, etc)
3	Newberry Road [SR 24]	FM: Ft Clarke Boulevard TO: NW 8 <sup>th</sup> Avenue	Corridor/area study to look at options to address traffic flow, including additional overpass over I-75 to alleviate traffic flow on Newberry Road
4	Archer Road [SR 24]	AT: SW 13 <sup>th</sup> Street [US 441]	Conduct an intersection study without the sliplane and realign with City's Depot Avenue Project
<i>5 Partially Funded</i>	<i>E University Avenue [SR 26]</i>	<i>FM: E 3<sup>rd</sup> Street TO: Waldo Road [SR 24]</i>	<i>Pedestrian refuge islands</i>
6	Fred Bear Drive	AT: Williston Road [SR 121]	Realign intersection further west for future traffic signal
7	NW 13 <sup>th</sup> Street [US 441]	AT: NW 6 <sup>th</sup> Street [SR 20]	Intersection realignment/construction/signalization
98	Waldo Road [SR 24]	AT: E University Avenue [SR 26]	Conduct study to improve pedestrian/bike crossings and redesign for mast arms
9	NW 13 <sup>th</sup> Street [US 441]	FM: 2100 block TO: 2200 block	Access management and pedestrian refuge islands
10	SW 34 <sup>th</sup> Street [SR 121]	AT: Radio Road AT: SW 20 <sup>th</sup> Avenue	Traffic signal reconstruction to mast arms
11	Archer Road [SR 24]	AT: Newell Drive AT: SW 18 <sup>th</sup> Street/VA	Traffic signal reconstruction to mast arms

<sup>1</sup> The MTPO prefers that funding for Priority #1 come from Transportation Regional Incentive Program (TRIP) resources before using Traffic Operations funding.