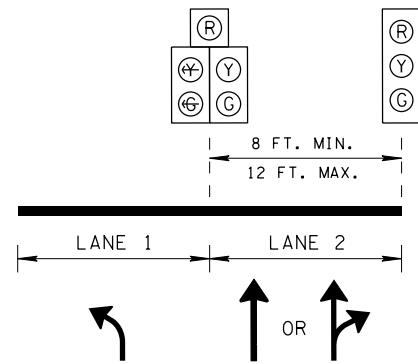
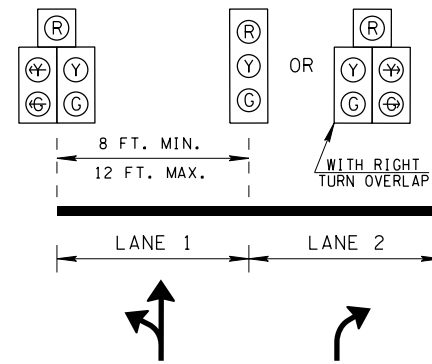


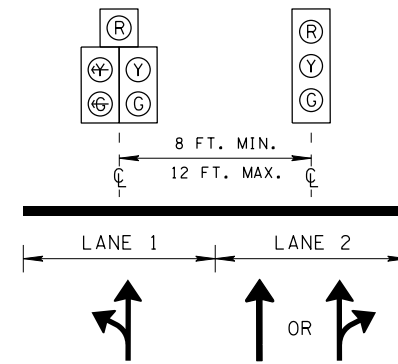
23-AUG-2016 14:40
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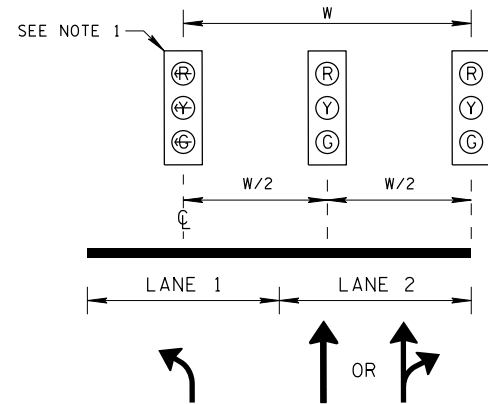
PROTECTED/PERMISSIVE LEFT TURN PHASING



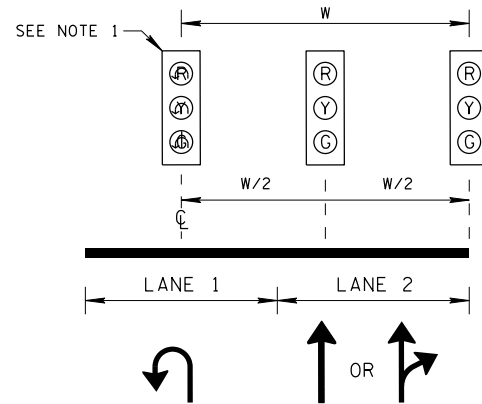
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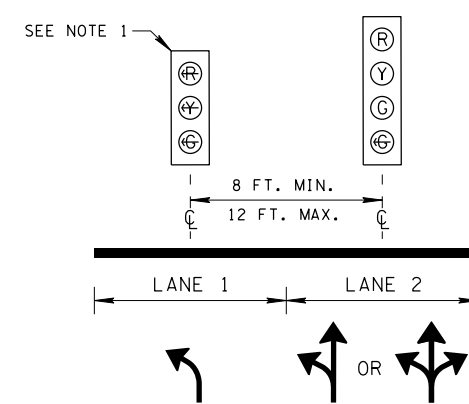
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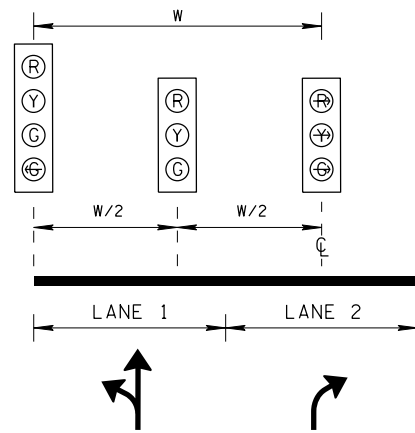
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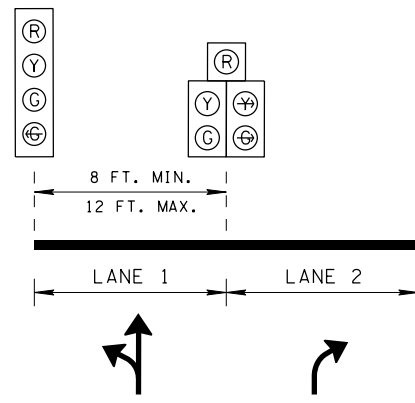
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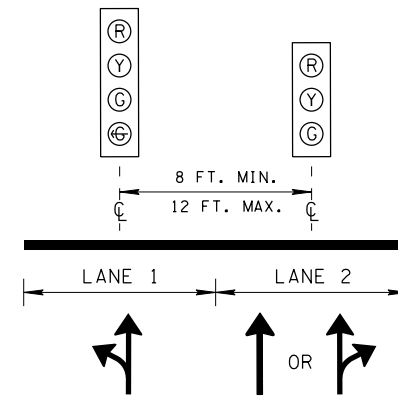
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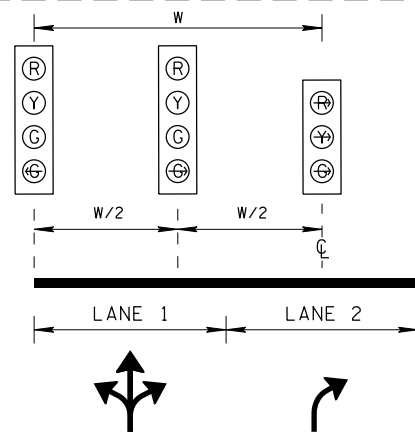
PROTECTED LEFT TURN OR SPLIT PHASING



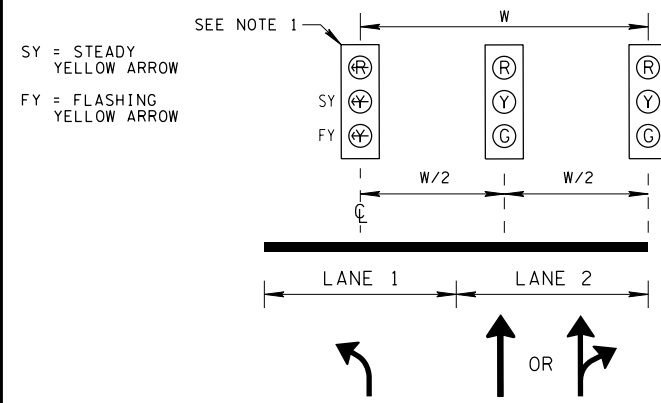
PROTECTED LEFT TURN OR SPLIT PHASING WITH RIGHT TURN OVERLAP



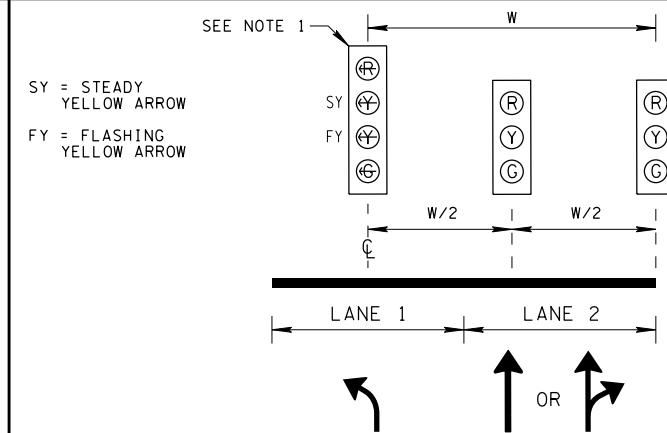
PROTECTED LEFT TURN OR SPLIT PHASING



PROTECTED LEFT TURN OR SPLIT PHASING



FLASHING YELLOW ARROW PERMISSIVE LEFT TURN PHASING



FLASHING YELLOW ARROW PROTECTIVE/PERMISSIVE LEFT TURN PHASING

NOTE 1: WHERE THERE IS AN OPPOSITE LEFT TURN LANE APPROACH IN THE SAME ALIGNMENT AS THE LEFT TURN LANE, THE LEFT TURN SIGNAL HEAD IS OFFSET TWO FEET (MIN.) CLOSER TO THE THROUGH LANE IN ORDER TO INCREASE THE APPROACH'S SIGNAL HEAD VISIBILITY.

NOTE 2: SEE THE CURRENT EDITION OF THE MUTCD FOR ADDITIONAL INFORMATION REGARDING SIGNAL HEAD PLACEMENTS.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL SIGNAL
HEAD PLACEMENT

TWO-LANE APPROACHES

6-27-16 T-SG-7D