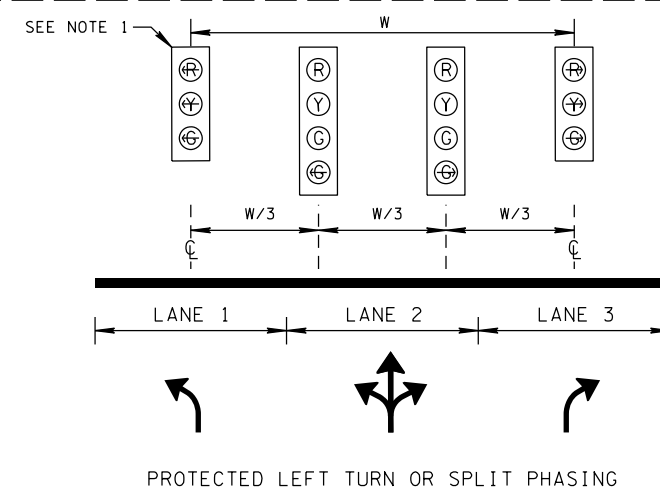
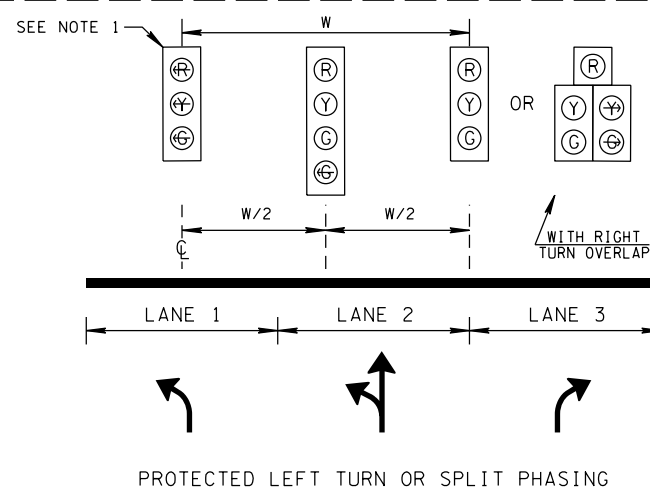
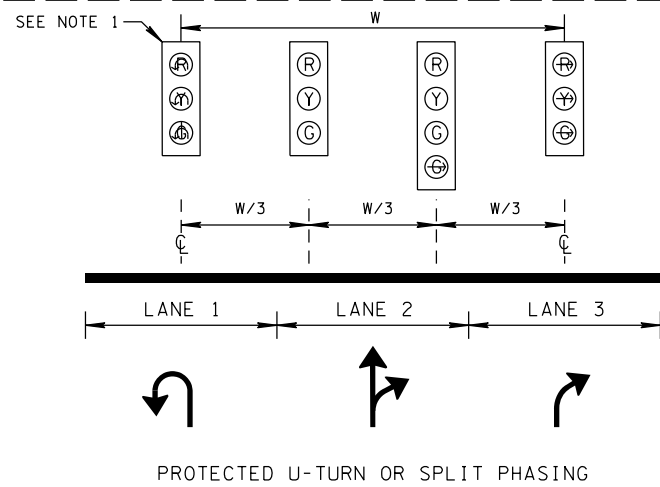
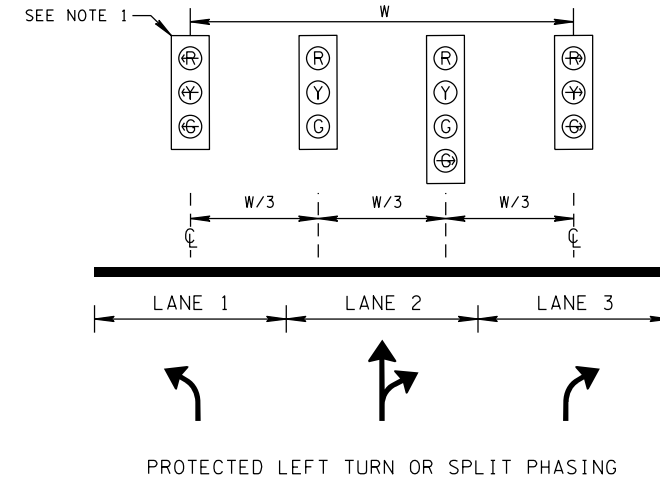
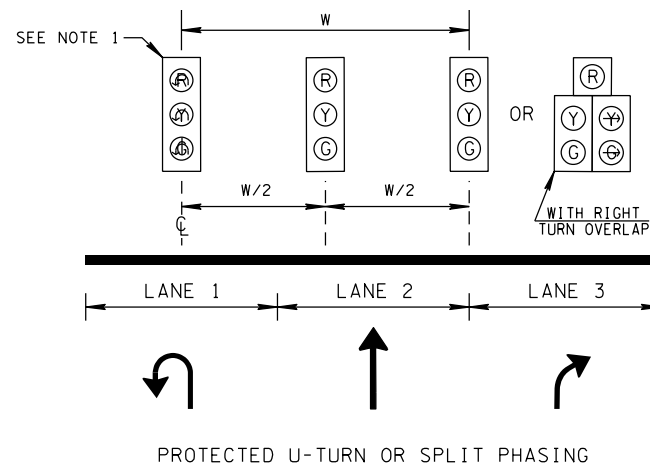
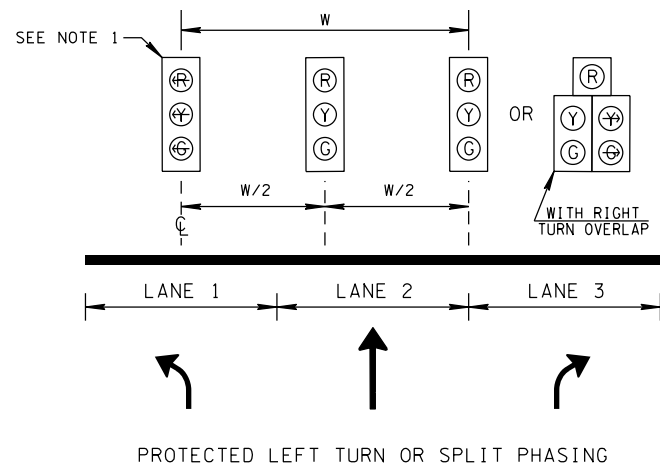
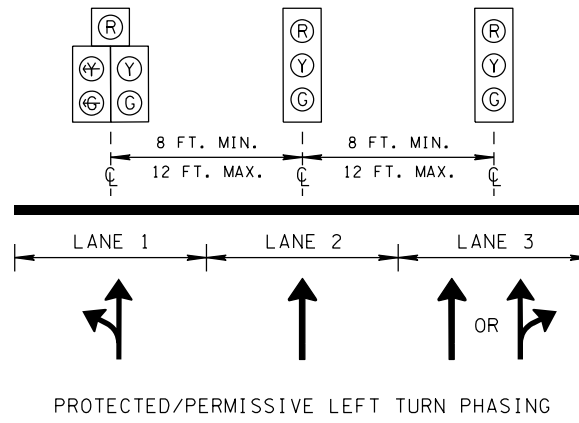
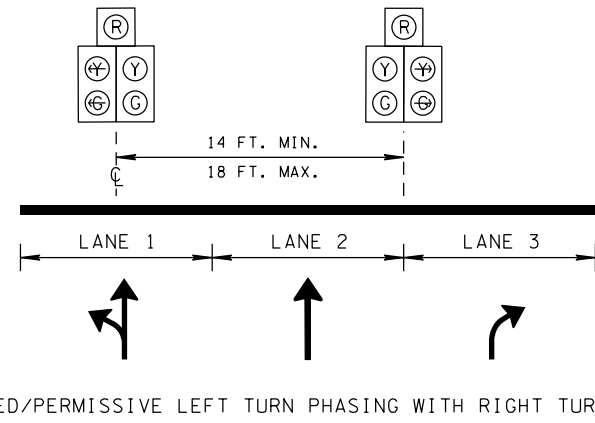
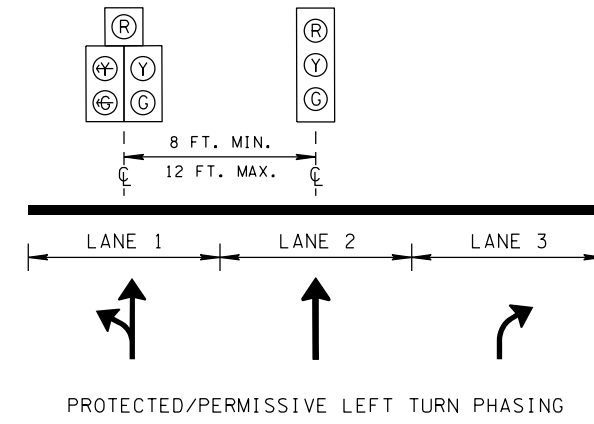
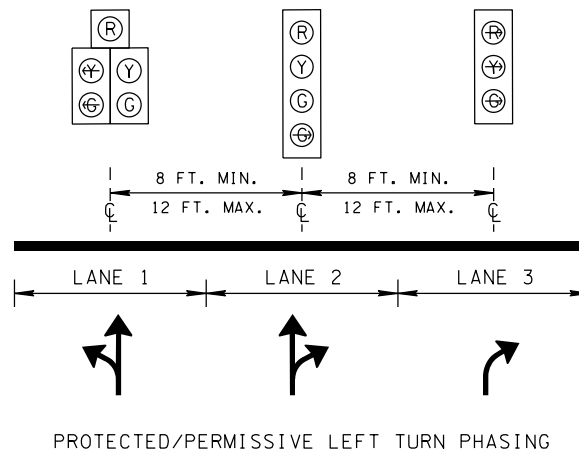
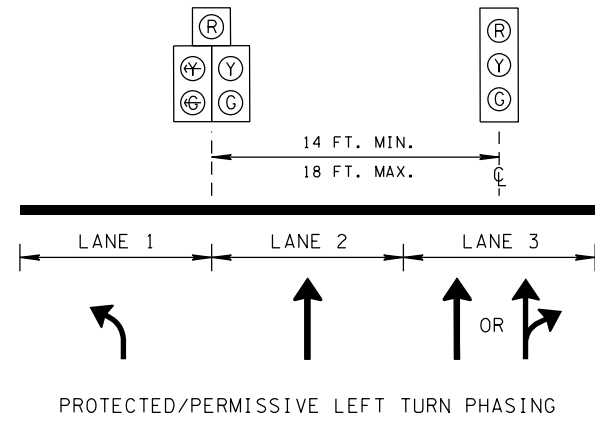


REV. 7-13-17: ADDED FOURTH SIGNAL HEAD TO "PROTECTED LEFT TURN OR SPLIT PHASING" AND "PROTECTED U-TURN OR SPLIT PHASING" DETAILS.



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
THREE-LANE APPROACHES

6-27-16 T-SG-7F