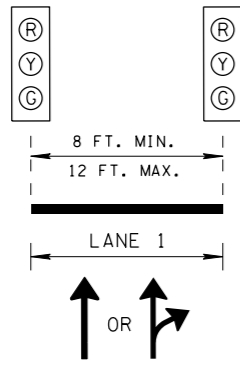
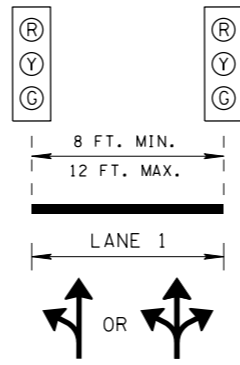


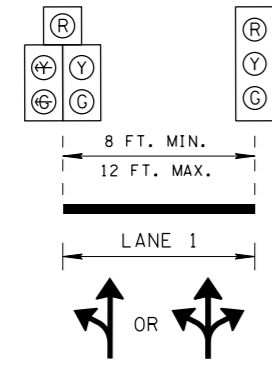
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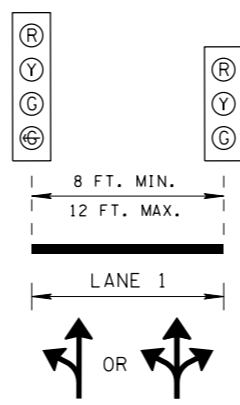
PERMISSIVE THROUGH PHASING



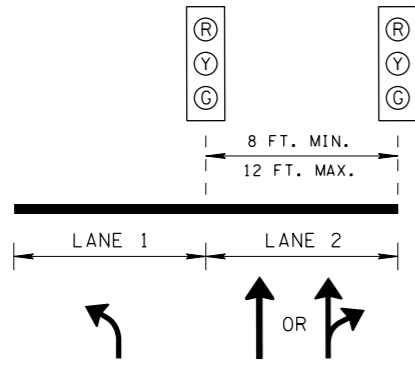
PERMISSIVE LEFT TURN PHASING



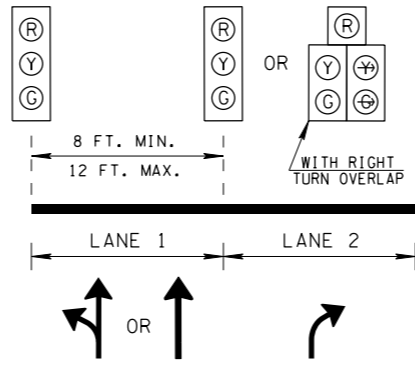
PROTECTED/PERMISSIVE LEFT TURN PHASING



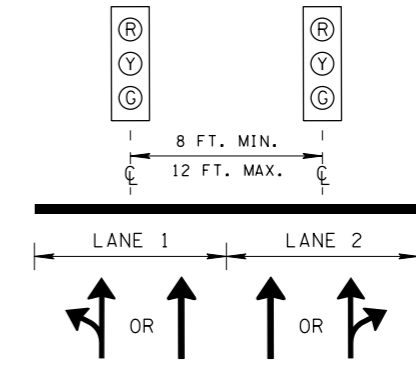
PROTECTED LEFT TURN OR SPLIT PHASING



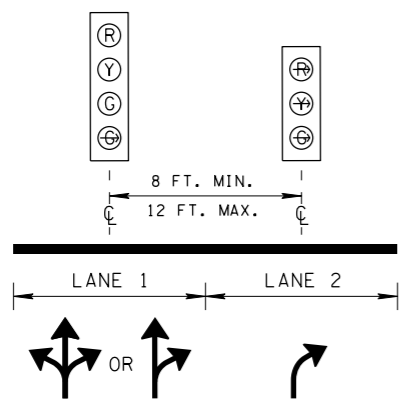
PERMISSIVE LEFT TURN PHASING



PERMISSIVE THROUGH PHASING OR PERMISSIVE LEFT TURN PHASING



PERMISSIVE THROUGH PHASING OR PERMISSIVE LEFT TURN PHASING



PERMISSIVE THROUGH PHASING OR 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**

ONE-LANE AND TWO-LANE APPROACHES