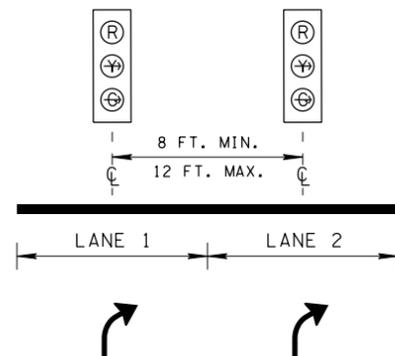
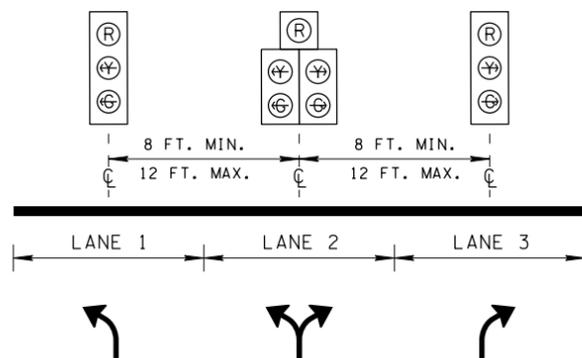


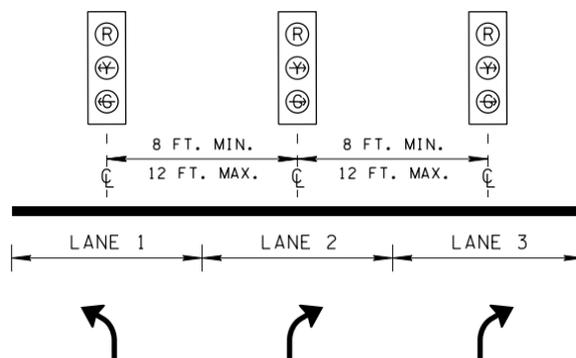
23-AUG-2016 11:40 \\AG035DCWF00008.net.us\SSHARED\Traffic Operations Division\Traffic\DESIGN\Standard Drawings\Signals\IN PROGRESS\Standard Drawing Edits\TSG7A-S.dgn



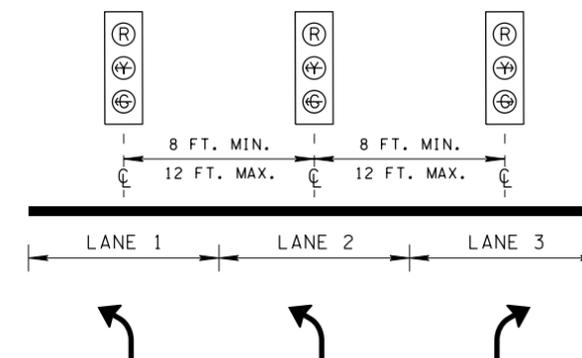
PROTECTED OR SPLIT PHASING  
(NO VEHICULAR OR PEDESTRIAN MOVEMENT CONFLICTS)



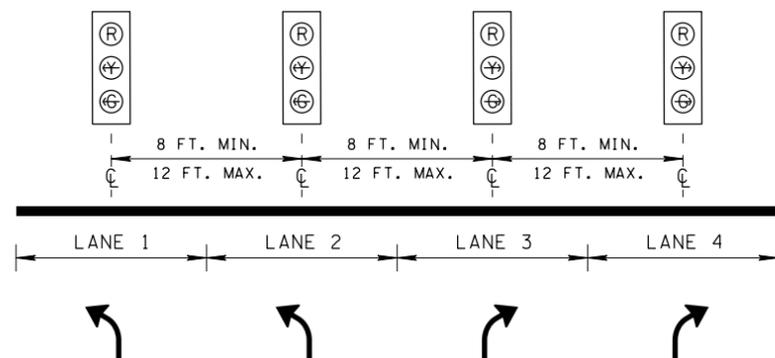
PROTECTED OR SPLIT PHASING  
(NO VEHICULAR OR PEDESTRIAN MOVEMENT CONFLICTS)



PROTECTED OR SPLIT PHASING WITH/WITHOUT RIGHT TURN OVERLAP  
(NO VEHICULAR OR PEDESTRIAN MOVEMENT CONFLICTS)



PROTECTED OR SPLIT PHASING WITH/WITHOUT RIGHT TURN OVERLAP  
(NO VEHICULAR OR PEDESTRIAN MOVEMENT CONFLICTS)



PROTECTED OR SPLIT PHASING WITH/WITHOUT RIGHT TURN OVERLAP  
(NO VEHICULAR OR PEDESTRIAN MOVEMENT CONFLICTS)

NOTE 1: LAYOUTS SHOWN ARE APPROACHES WITH NO THROUGH MOVEMENTS SUCH AS A T-INTERSECTION OR WHERE THE OPPOSITE APPROACH IS A ONE-WAY ROADWAY IN THE OPPOSITE DIRECTION.

NOTE 2: WHERE THERE IS AN OPPOSITE APPROACH (ONE-WAY ROADWAY IN THE OPPOSITE DIRECTION), THESE LAYOUTS SHOWN INCLUDE LEAD-LAG OR SPLIT PHASING FOR PROTECTED PHASING ONLY. USE ENGINEERING JUDGEMENT FOR PERMISSIVE PHASING.

NOTE 3: WHERE THERE IS AN OPPOSITE TRAVEL LANE APPROACH IN THE SAME ALIGNMENT AS THE APPROACH LANE, THE SIGNAL HEAD IS OFFSET TWO FEET (MIN.) CLOSER TO THE RIGHT TURN LANE IN ORDER TO INCREASE THE APPROACH'S SIGNAL HEAD VISIBILITY.

NOTE 4: SEE THE CURRENT EDITION OF THE MUTCD FOR ADDITIONAL INFORMATION REGARDING SIGNAL HEAD PLACEMENTS.

STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION

TYPICAL SIGNAL  
HEAD PLACEMENT

APPROACHES WITH NO  
THROUGH MOVEMENTS