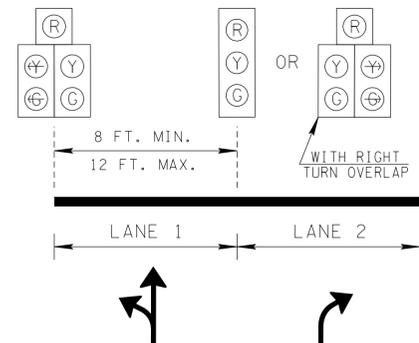
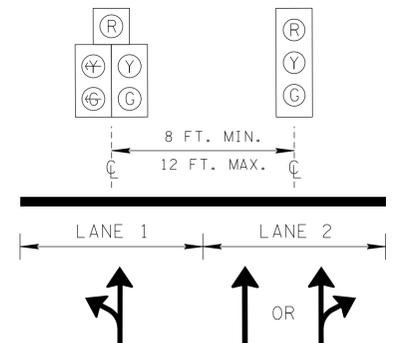


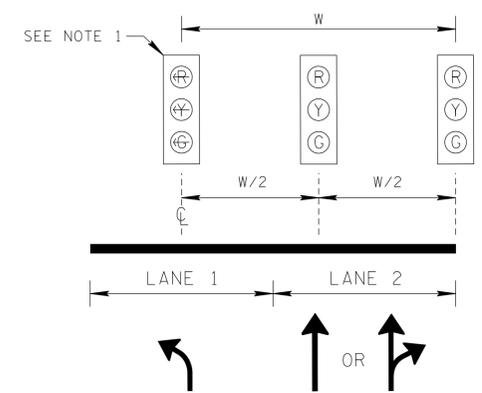
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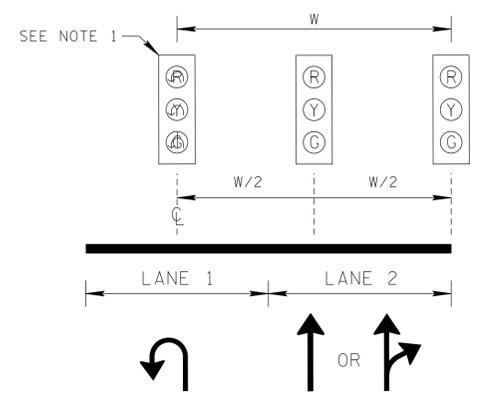
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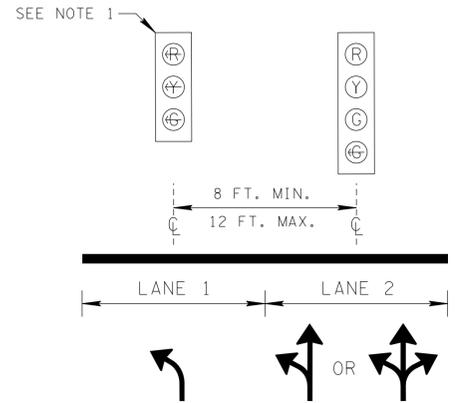
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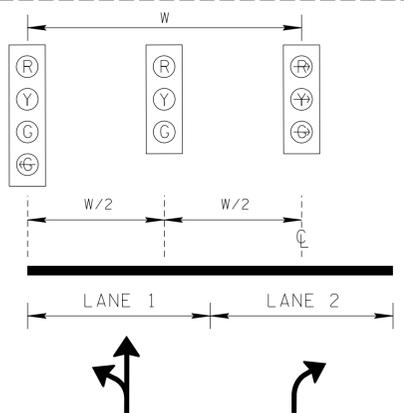
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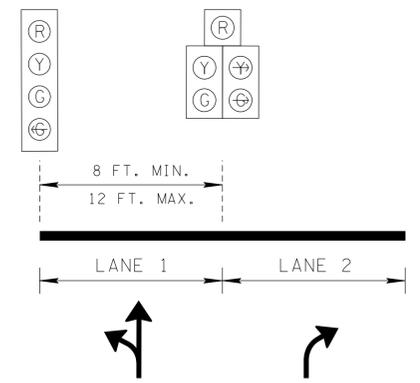
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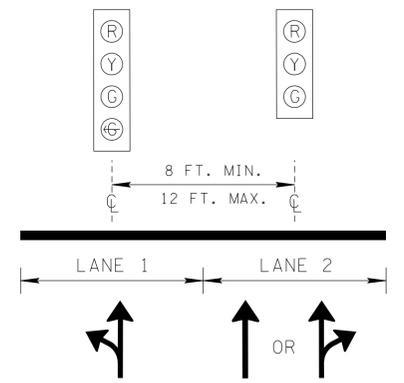
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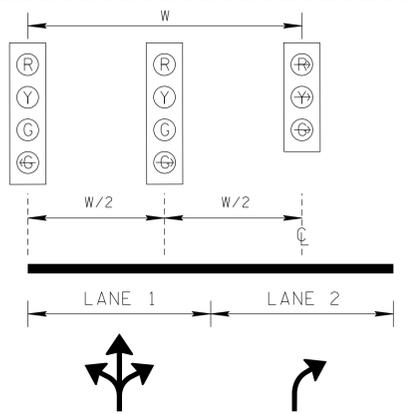
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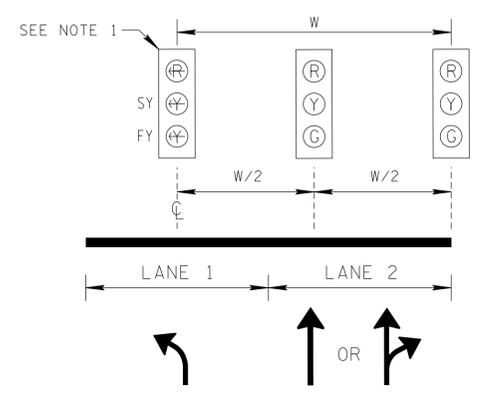
PROTECTED LEFT TURN OR SPLIT PHASING WITH RIGHT TURN OVERLAP



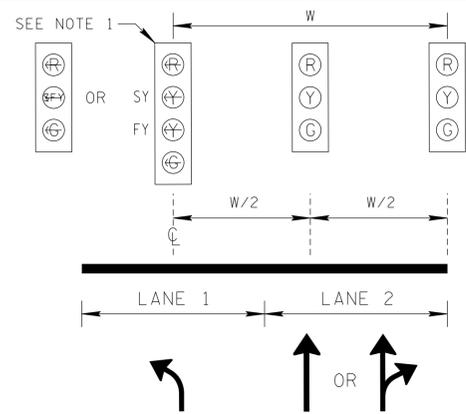
PROTECTED LEFT TURN OR SPLIT PHASING



PROTECTED LEFT TURN OR SPLIT PHASING



FLASHING YELLOW ARROW PERMISSIVE LEFT TURN PHASING



FLASHING YELLOW ARROW PROTECTIVE/PERMISSIVE LEFT TURN PHASING

REV. 10-21-19: RENAMED NOTE 2 TO NOTE 3. ADDED NOTE 2 AND "SEE NOTE 2" LABELS.  
 REV. 12-18-25: DELETED NOTE 2 AND NOTE 2 LABELS. ADDED BLOCK NUMBERS TO SHEET.  
 REV. 1-21-26: ADDED 130A3F SIGNAL HEAD IN BLOCK 12.

LEGEND	
SY	= STEADY YELLOW ARROW
FY	= FLASHING YELLOW ARROW
SFY	= STEADY AND FLASHING YELLOW ARROW

MINOR REVISION -- FHWA APPROVAL NOT REQUIRED.

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: DELETED

NOTE 3: 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

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