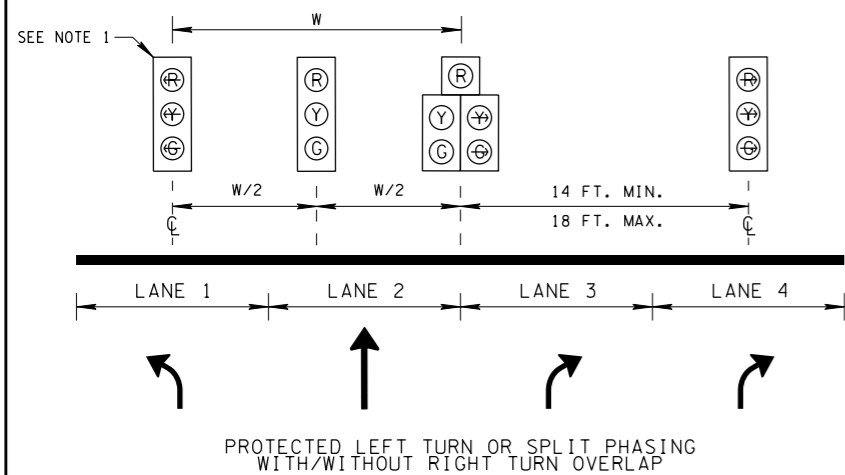
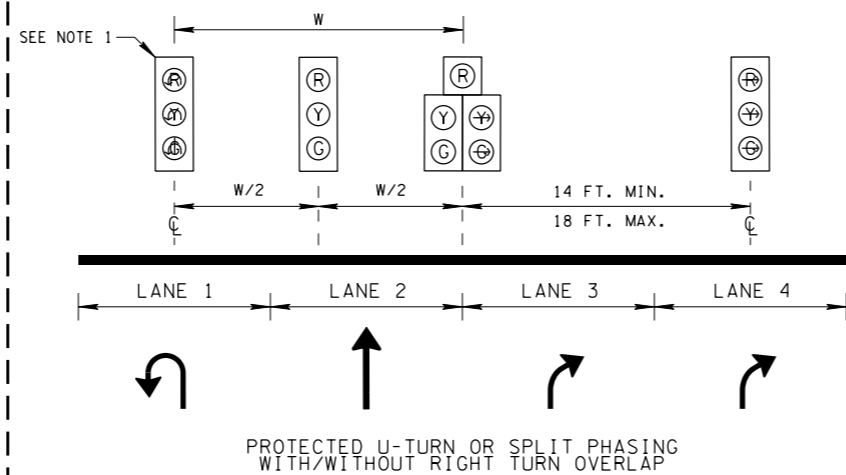


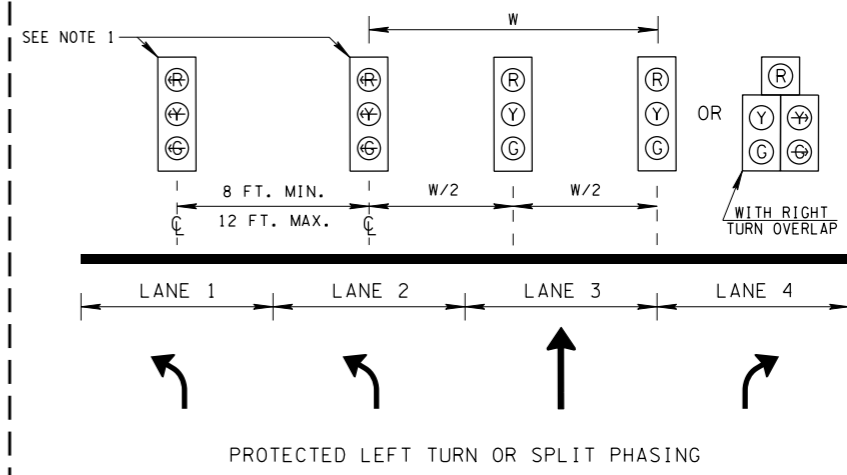
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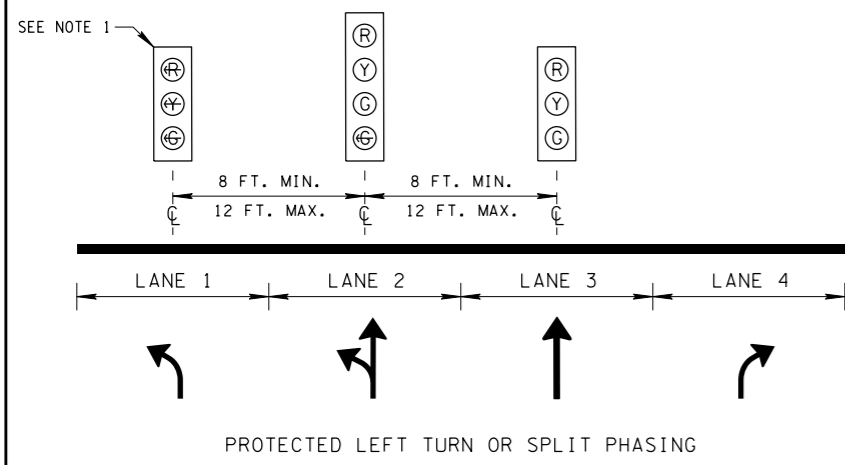
PROTECTED LEFT TURN OR SPLIT PHASING WITH/WITHOUT RIGHT TURN OVERLAP



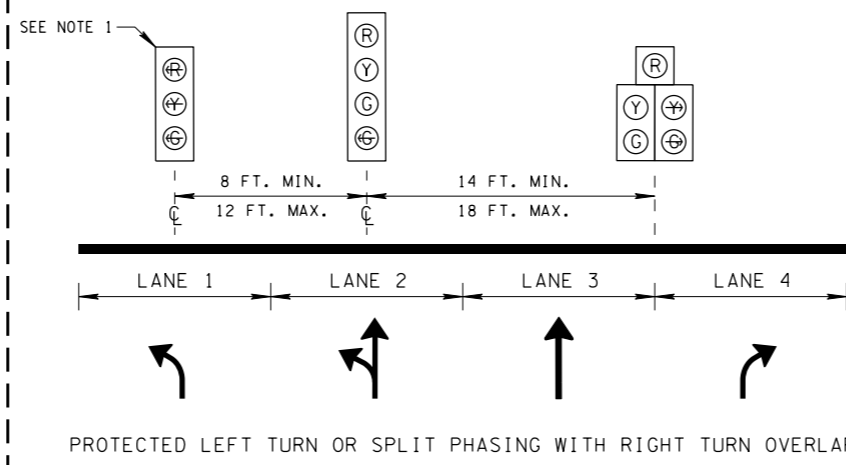
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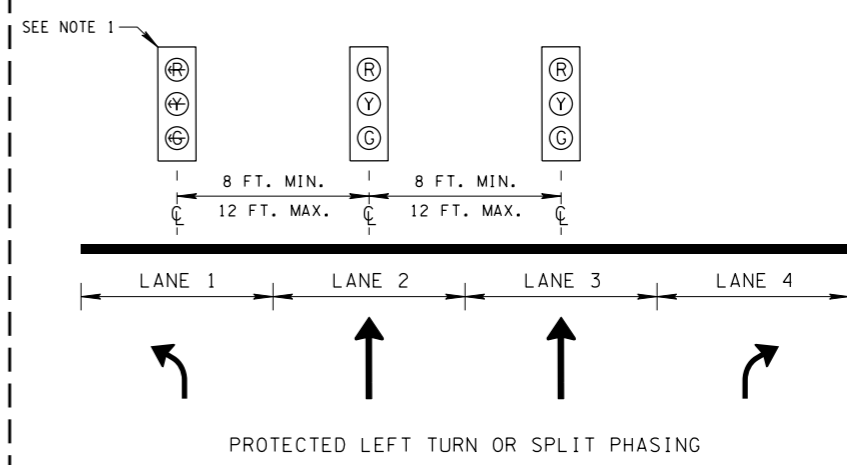
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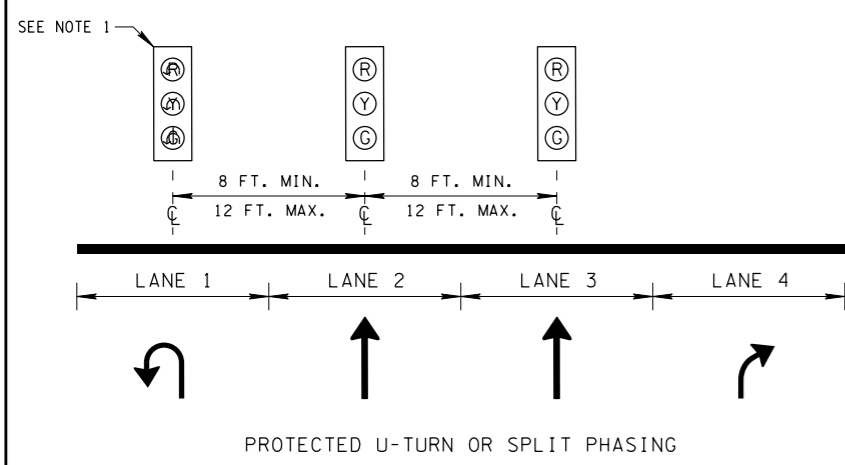
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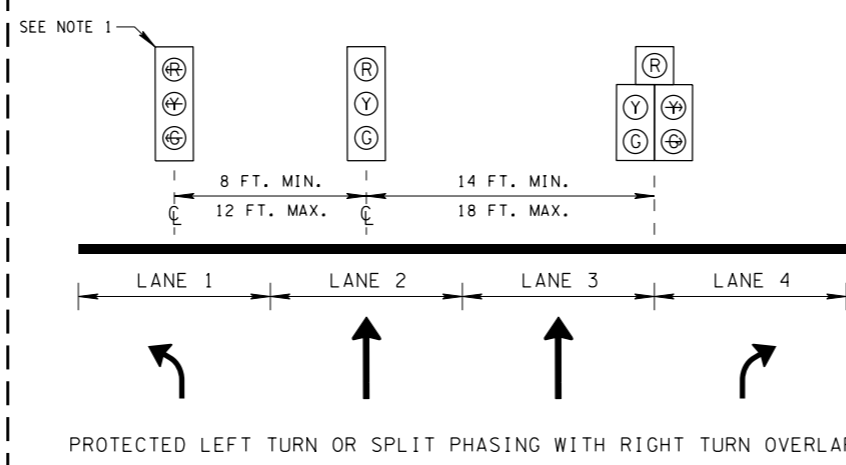
PROTECTED LEFT TURN OR SPLIT PHASING WITH RIGHT TURN OVERLAP



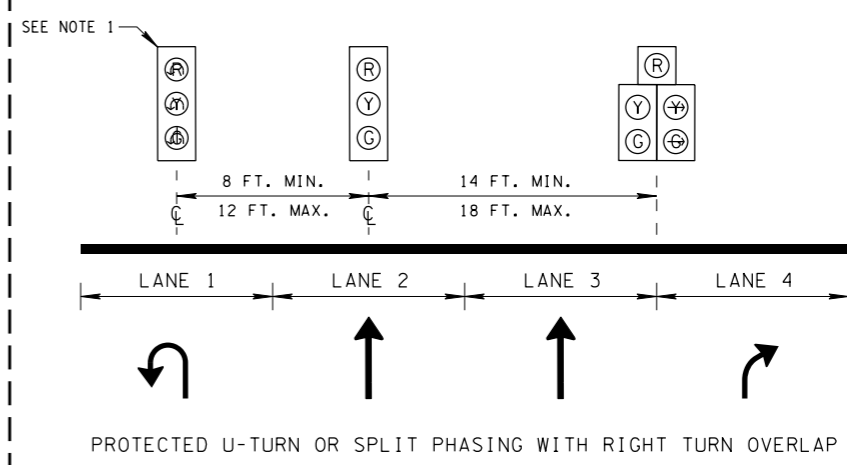
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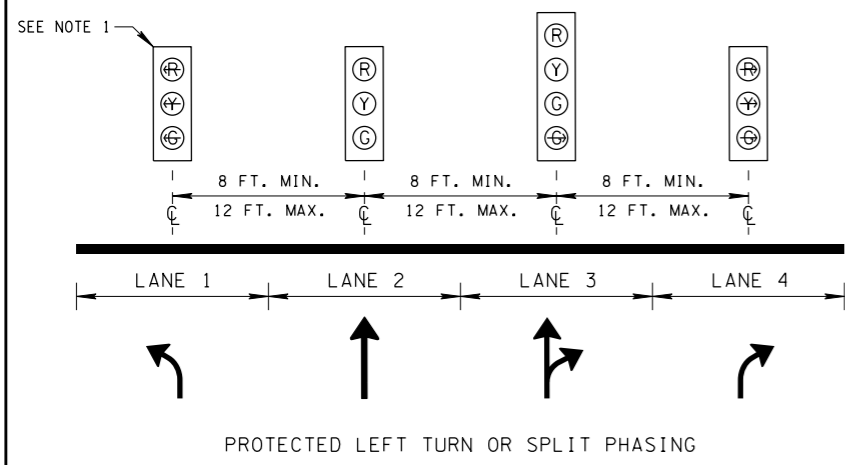
PROTECTED U-TURN OR SPLIT PHASING



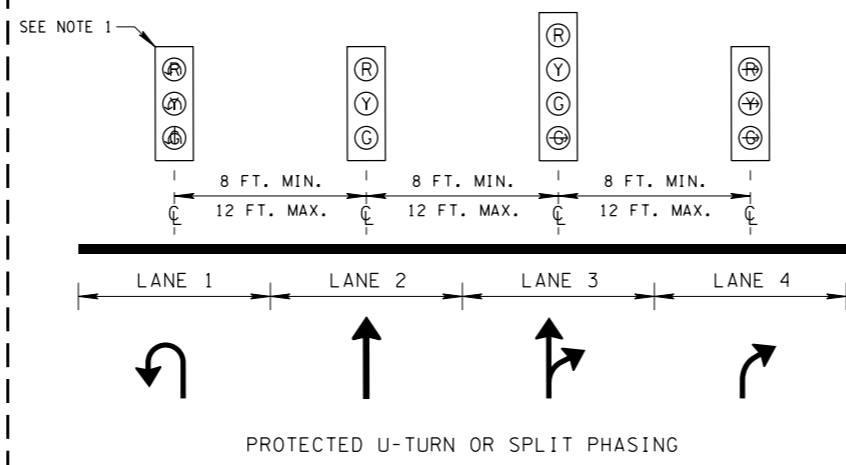
PROTECTED LEFT TURN OR SPLIT PHASING WITH RIGHT TURN OVERLAP



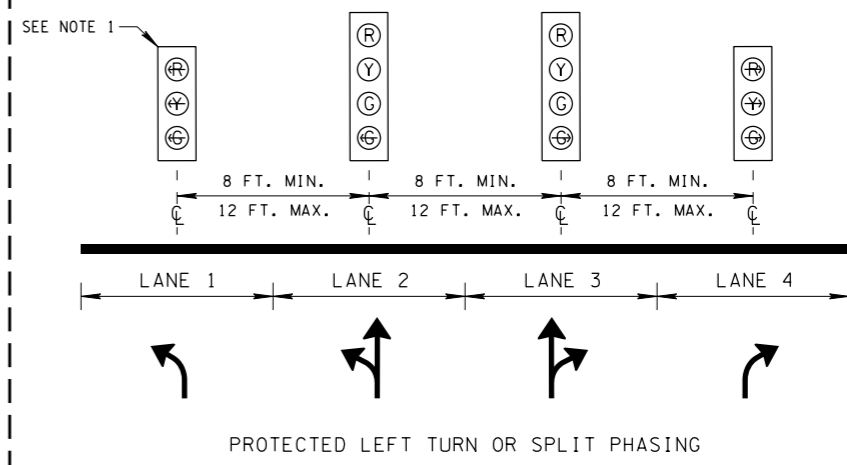
PROTECTED U-TURN OR SPLIT PHASING WITH RIGHT TURN OVERLAP



PROTECTED LEFT TURN OR SPLIT PHASING



PROTECTED U-TURN OR SPLIT PHASING



PROTECTED LEFT TURN OR SPLIT 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

FOUR-LANE APPROACHES