ODOT
Typical Vehicular Signal Head Placements

3 UNIT SIGNAL HEAD	
3 UNIT PROTECTED LEFT TURN SIGNAL HEAD	
5 UNIT PROTECTED/PERMISSIVE LEFT TURN SIGNAL HEAD OR 4 UNIT FYA	
5 UNIT SIGNAL HEAD FOR RIGHT TURN OVERLAPS	

*3 OR 4-SECT. VSH FOR FYA SHALL FOLLOW PLACEMENTS OF PT LT'S. SEE OMUTCD FOR FURTHER INFORMATION.

NOTES

- A MINIMUM OF TWO THROUGH SIGNAL FACES IS ALWAYS REQUIRED FOR THE PRIMARY MOVEMENT.
- THE REQUIRED SIGNAL FACES FOR THROUGH TRAFFIC ON AN APPROACH SHALL BE LOCATED NOT LESS THAN 8 FEET APART MEASURED HORIZONTALLY PERPENDICULAR TO THE APPROACH BETWEEN CENTERS OF THE SIGNAL FACES.
- SIGNAL HEAD PLACEMENT CAN DEVIATE FROM TYPICAL PLACEMENTS WHEN ACCOMMODATING DUE TO GEOMETRY OF THE INTERSECTION (I.E., SKEWED, HORIZONTAL AND VERTICAL GRADES, OBSTRUCTIONS) AS WELL AS LATERAL AND VERTICAL ANGLES OF SIGHT TOWARD A SIGNAL FACE DETERMINED BY TYPICAL DRIVER-EYE POSITION (I.E., ALIGNING SIGNAL HEADS WITH RECEIVING LANE DUE TO SKEW ACROSS INTERSECTION). SOURCE: OMUTCD 4D.12.03
- IF A PROTECTED-PERMITTED LEFT-TURN MODE IS USED WITH SHARED SIGNAL FACE…[IT] SHALL BE LOCATED OVER THE PROJECTION OF THE CHANNELIZING LANE LINE BETWEEN THE LEFT-TURN AND THROUGH LANES.
- AN ADDITIONAL SIGNAL HEAD SHALL BE INSTALLED WHEN AN ISLAND IS INSTALLED SEPARATING A THROUGH LANE FROM A PROTECTED/PERMISSIVE LEFT TURN LANE
- ANY PRIMARY SIGNAL FACE FOR AN EXCLUSIVE TURN LANE SHOULD BE LOCATED OVER THE CENTER OF EACH EXCLUSIVE TURN LANE. IT SHALL NOT BE POSITIONED ANY FURTHER TO THE RIGHT OF THE EXTENSION OF THE RIGHT-HAND EDGE OF THE EXCLUSIVE TURN LANE OR ANY FURTHER TO THE LEFT THAN THE EXTENSION OF THE LEFT-HAND EDGE OF THE EXCLUSIVE TURN LANE.
- FOR APPROACHES OF 45 MPH OR GREATER, WITH TWO OR MORE THROUGH LANES, PROVIDE ONE SIGNAL FACE PER THROUGH LANE. (SEE TABLE 4D-1 OF OMUTCD)
- FOR APPROACHES OF 45 MPH OR GREATER, WITH TWO OR MORE TOTAL APPROACH LANES, ADD A SUPPLEMENTAL SIGNAL HEAD. NEAR SIDED, SUPPORT POLE MOUNTED, SUPPLEMENTAL HEADS SHOULD BE CONSIDERED WHEN TRUCK VOLUMES ARE GREATER THAN 10%, OR IF SIGHT DISTANCE IS LIMITED. SEE TEM 420-4.12
- WHEN NEAR SIDED SUPPLEMENTAL HEADS ARE INSTALLED, THE PEDESTALS/SUPPORTS SHOULD BE 6.5 TO 18 FEET FROM THE EDGE LINE TO MAXIMIZE SIGHT LINES.

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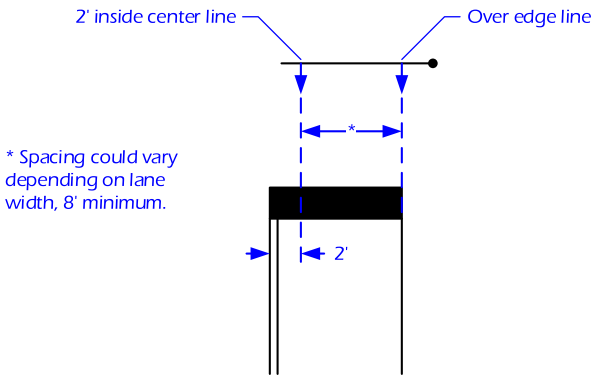
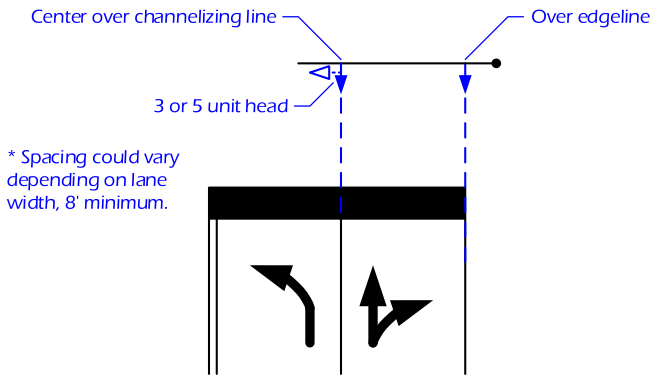
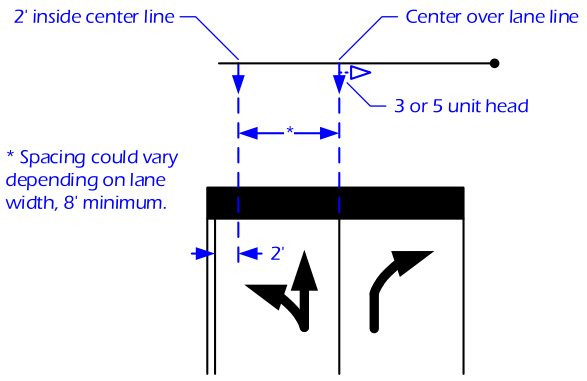


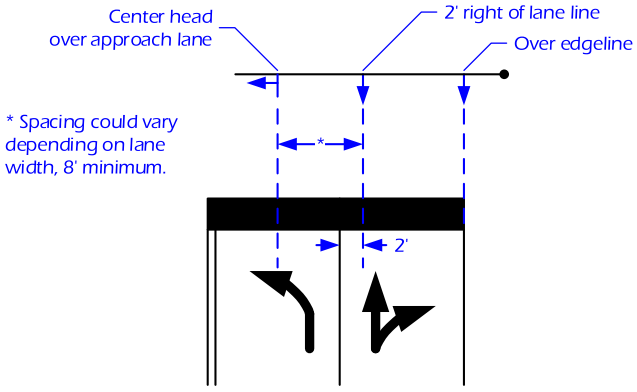
Single Lane Approach



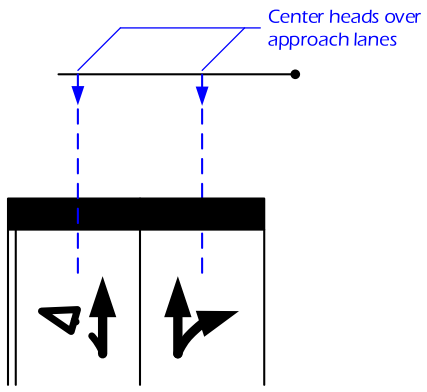
Protected/permissive left, thru/right or Unprotected left, thru/right



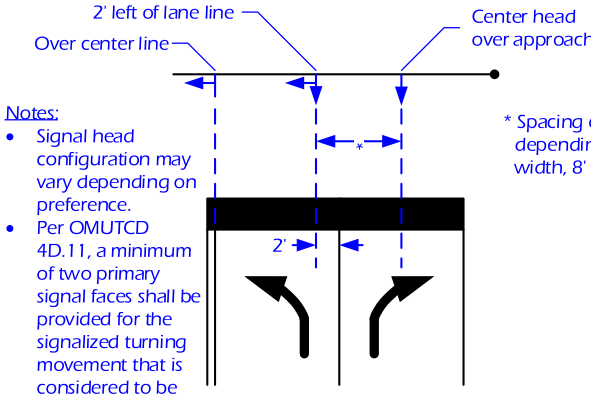
Thru/left, protected/permissive right (overlap) or Thru/left, permissive right



Protected only left, thru/right



Two Lane Approach



Notes:

- Signal head configuration may vary depending on preference.
- Per OMUTCD 4D.11, a minimum of two primary signal faces shall be provided for the signalized turning movement that is considered to be the major movement from the approach.

2 Lane "T" Intersection/Ramp

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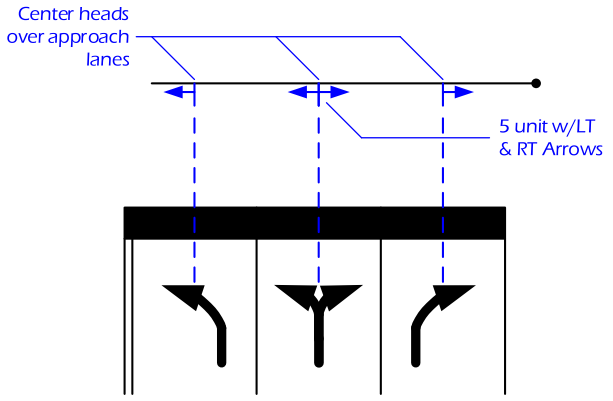
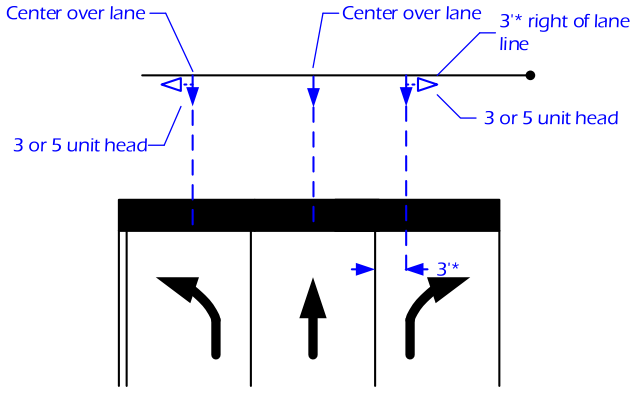
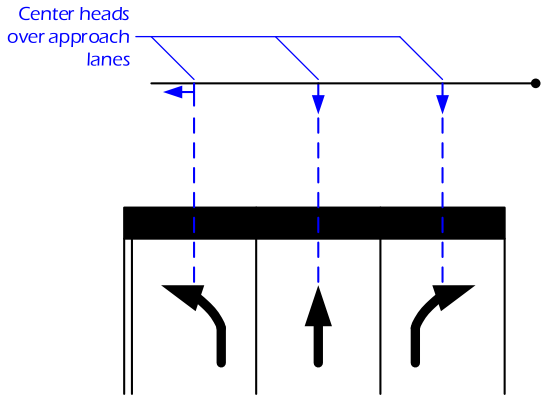


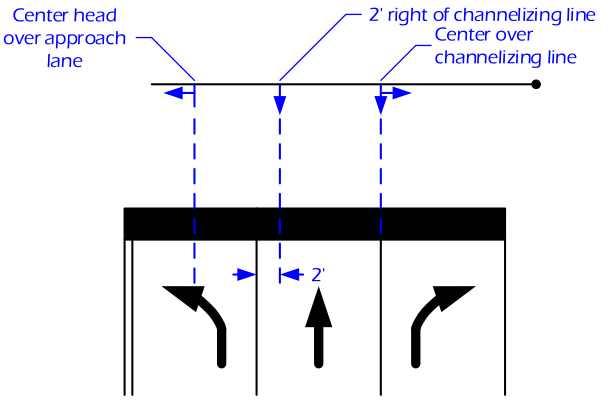
3 Lane "T" Intersection



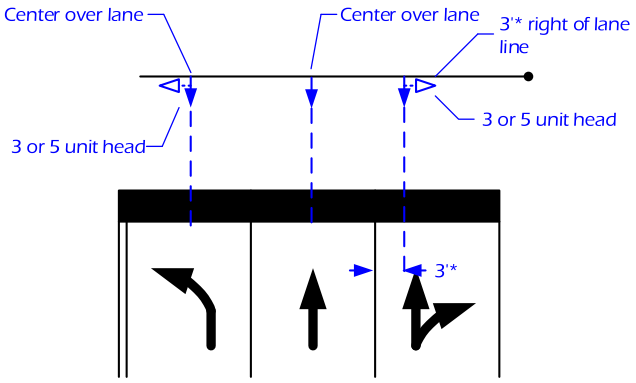
Protected/permissive left, thru, right turn lane, or
Unprotected left, thru, right turn lane



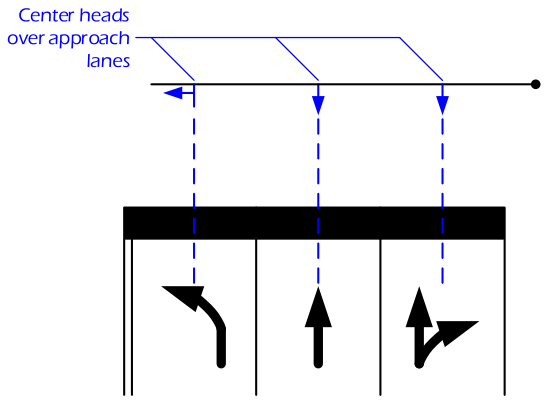
Protected only left, thru, right turn lane



Protected only left, thru, right turn lane (w/ overlap)



Protected/permissive left, thru, thru/right, or
Unprotected left, thru, thru/right



Protected only left, thru, thru/right

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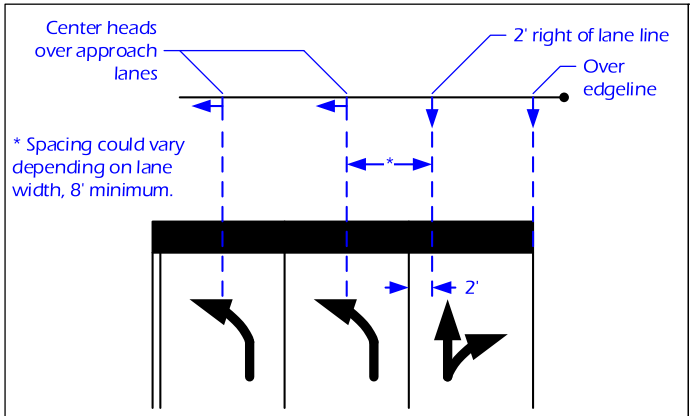
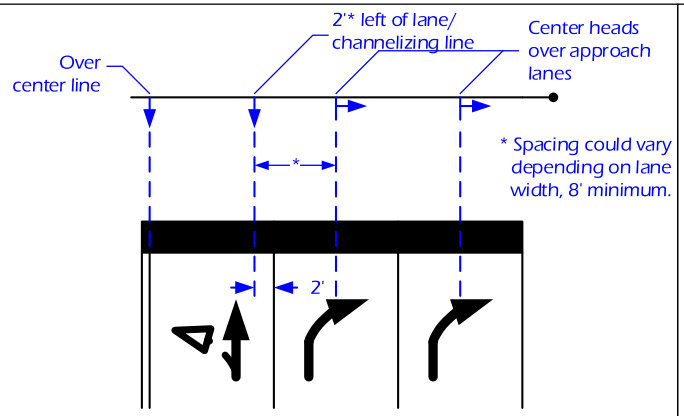
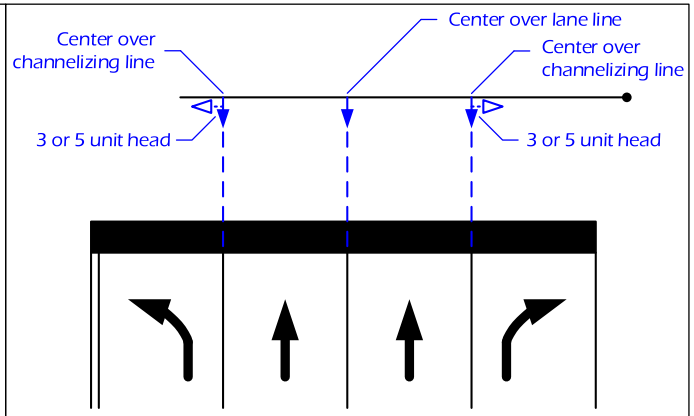


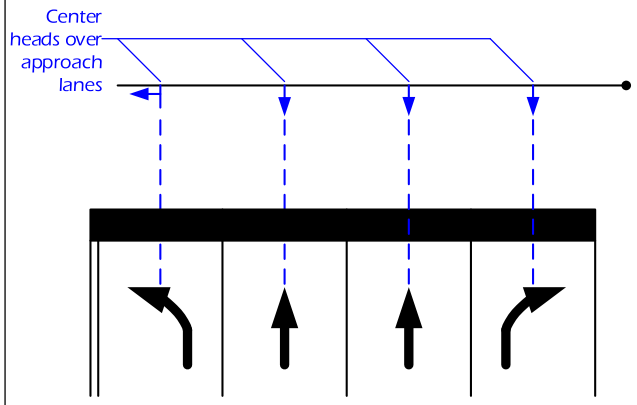
Dual left, thru/right



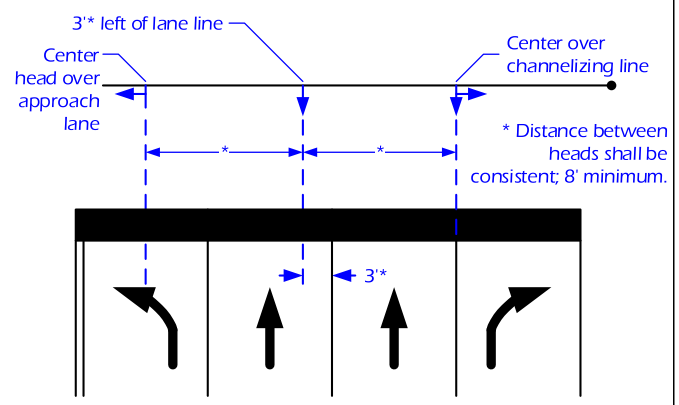
Thru/Left, Double Right



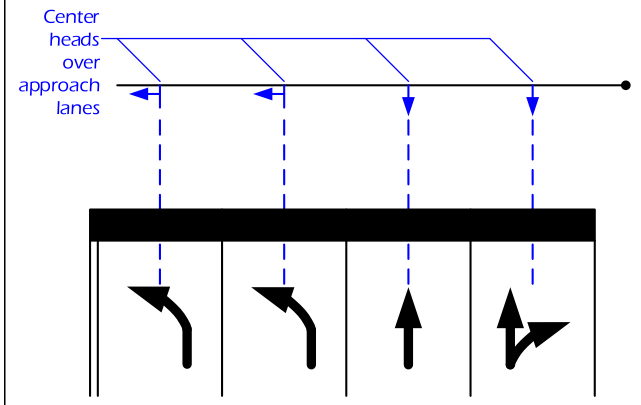
Protected/permissive left, 2 thru, right turn lane, or
Unprotected left, 2 thru, right turn lane



Protected only left, 2 thru, right turn lane



Protected only left, 2 thru, right turn lane (w/ overlap)



Dual left, thru, thru/right

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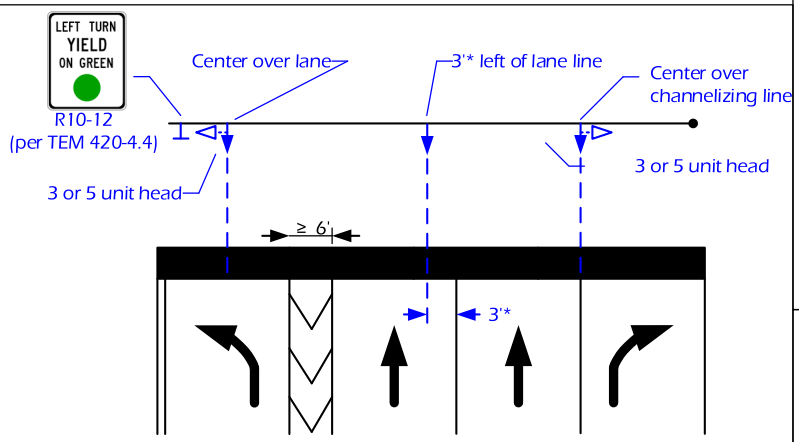
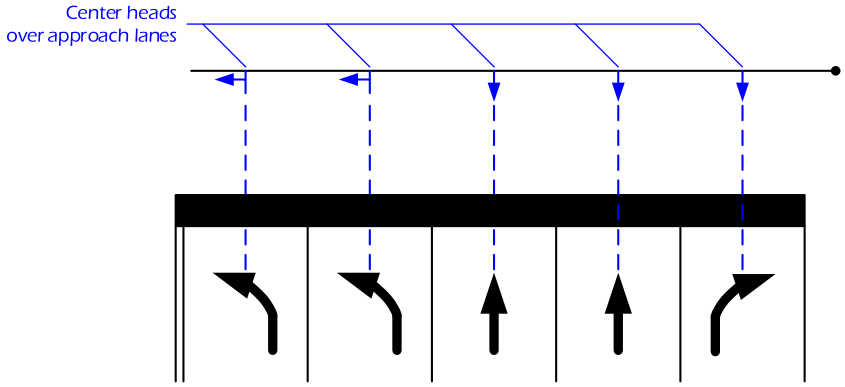
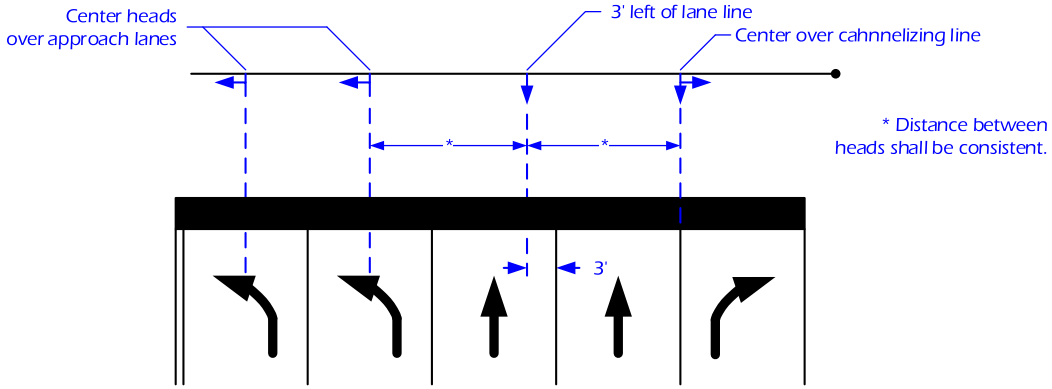


Protected/permissive left with island/channelized separation greater than or equal to 6 ft., and 2 or less thru lanes, right turn lane



Dual left, 2 thru, right turn lane



Dual left, 2 thru, right turn lane (w/ overlap)

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