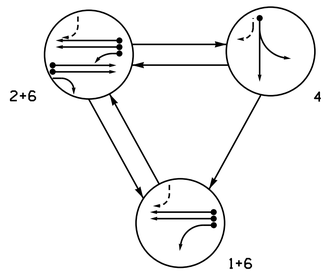
PROJECT REFERENCE NO.	SHEET NO.
I-2513AC	Sig. 4.0

DEFAULT PHASING DIAGRAM

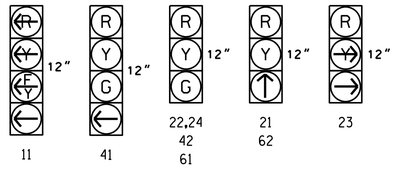


DEFAULT PHASING TABLE OF OPERATION

SIGNAL FACE	PHASE 1+6	PHASE 2+6	PHASE 4	FLASH
11	←	F	~~R~~	~~R~~
21	R	↑	R	R
22,24	R	G	R	R
23	R	←	R	R
41	R	R	G	R
42	R	R	G	R
61	G	G	R	R
62	↑	↑	R	R

SIGNAL FACE I.D.

All Heads L.E.D.



MAXTIME DETECTOR INSTALLATION CHART

ZONE	DETECTOR SIZE (FT)	DETECTOR DISTANCE FROM STOPBAR (FT)	DETECTOR TURNS	DETECTOR NEW LOOP	PROGRAMMING CALL PHASE	DELAY TIME	EXTEND TIME	EXTEND	ADDED INITIAL	CALL	DELAY DURING GREEN	NEW CARD
1A ✱	6X40	0	✱	✱	1	15.0**	-	X	-	X	-	✱
					6#	-	-	X	-	X	-	✱
2A ✱	6X6	70	✱	✱	2	-	-	X	-	X	-	✱
2B ✱	6X6	70	✱	✱	2	-	-	X	-	X	-	✱
4A ✱	6X40	0	✱	✱	4	-	-	X	-	X	-	✱
6A ✱	6X6	70	✱	✱	6	-	-	X	-	X	-	✱
6B ✱	6X6	70	✱	✱	6	-	-	X	-	X	-	✱

✱ Video Detection Zone

** Disable Delay During Alternate Phasing Operation

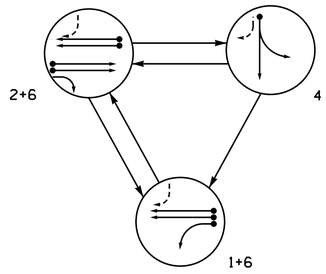
Disable Phase Call for Zone(s) During Alternate Phasing Operation

3 Phase
Fully Actuated
D13-02_Asheville

NOTES

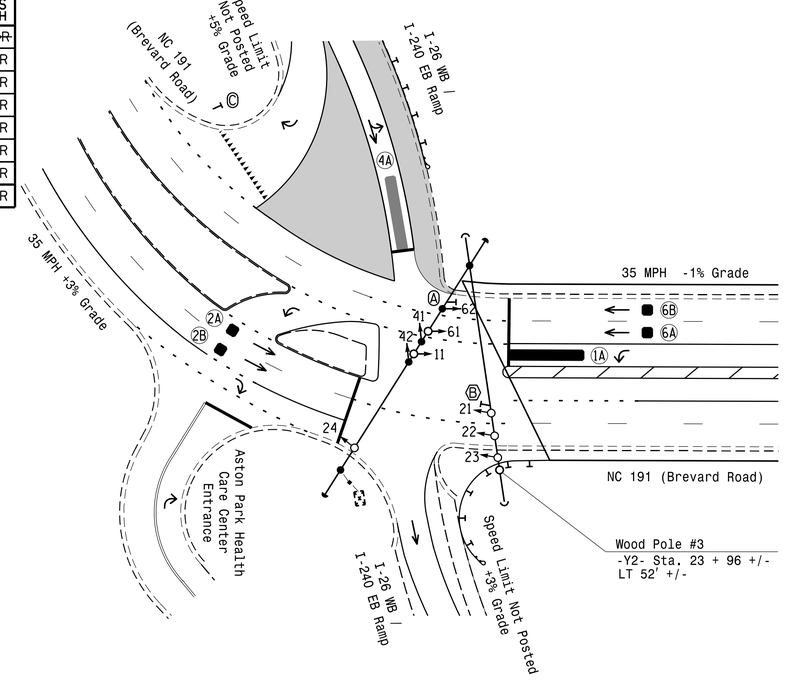
1. Refer to "Roadway Standard Drawings NCDOT" dated January 2024 and "Standard Specifications for Roads and Structures" dated January 2024.
2. Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
3. Reposition existing signal head numbered 62.
4. Set all detector units to presence mode.
5. This intersection uses video detection. Install detectors according to the manufacturer's instructions to achieve the desired detection.
6. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.
7. See Transportation Management Plans for stop bar locations.

ALTERNATE PHASING DIAGRAM



ALTERNATE PHASING TABLE OF OPERATION

SIGNAL FACE	PHASE 1+6	PHASE 2+6	PHASE 4	FLASH
11	←	~~R~~	~~R~~	~~R~~
21	R	↑	R	R
22,24	R	G	R	R
23	R	←	R	R
41	R	R	G	R
42	R	R	G	R
61	G	G	R	R
62	↑	↑	R	R



PHASING DIAGRAM DETECTION LEGEND

- DETECTED MOVEMENT
- UNDETECTED MOVEMENT (OVERLAP)
- UNSIGNALIZED MOVEMENT
- PEDESTRIAN MOVEMENT

LEGEND

PROPOSED		EXISTING
○→	Traffic Signal Head	●→
◐→	Modified Signal Head	N/A
⊣	Sign	⊣
□→	Pedestrian Signal Head	■→
○—	Signal Pole with Guy	●—
○↓	Signal Pole with Sidewalk Guy	●↓
▭	Metal Pole with Mastarm	▭
▭	Inductive Loop Detector	▭
⊠	Controller & Cabinet	⊠
□	Junction Box	■
·-·-·	2-in Underground Conduit	·-·-·
N/A	Right of Way	- - -
→	Directional Arrow	→
N/A	Guardrail	⊥⊥
▬	Non-Intrusive Detection Zone	▬
▭	Construction Zone	▭
●—	Construction Zone Drums	●—
Ⓐ	No Right Turn Sign (R3-1)	Ⓐ
Ⓑ	No Left Turn Sign (R3-2)	Ⓑ
Ⓒ	"YIELD" Sign (R1-2)	Ⓒ

MAXTIME TIMING CHART

FEATURE	PHASE 1	PHASE 2	PHASE 4	PHASE 6
Walk *	–	–	–	–
Ped Clear *	–	–	–	–
Min Green *	7	10	7	10
Passage *	2.0	3.0	2.0	3.0
Max 1 *	25	45	30	45
Yellow Change	3.0	3.9	3.6	3.9
Red Clear	2.9	2.0	2.7	2.0
Added Initial *	–	–	–	–
Maximum Initial *	–	–	–	–
Time Before Reduction *	–	–	–	–
Time To Reduce *	–	–	–	–
Minimum Gap	–	–	–	–
Advance Walk	–	–	–	–
Non Lock Detector	X	–	X	–
Vehicle Recall	–	MIN RECALL	–	MIN RECALL
Dual Entry	–	–	–	–

* These values may be field adjusted. Do not adjust Min Green and Passage times for phases 2 and 6 lower than what is shown. Min Green for all other phases should not be lower than 4 seconds.

New Installation
Temporary Design 3 (TMP Phase II Step 1)

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

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Prepared for the Offices of:
Transportation Mobility and Safety Division
Signal Design Section
750 N.Greenfield Pkwy.Garner,NC 27529

NC 191 (Brevard Road)
at
I-26 WB / I-240 EB Ramps

Division 13 | Buncombe County | Asheville

PLAN DATE:	May 2026	REVIEWED BY:	C. Kalencik
PREPARED BY:	M. Tindal	REVIEWED BY:	

SCALE 0 40 1"=40'

REVISIONS	INIT.	DATE

SEAL
NORTH CAROLINA PROFESSIONAL SEAL 040715 ENGINEER COURTNEY L. KALENCIK

DocuSigned by: Courtney L. Kalencik 8/7/2026
SIGNATURE | DATE

SIG. INVENTORY NO. 13-111673

7/1/2026
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michael.cavenaugh