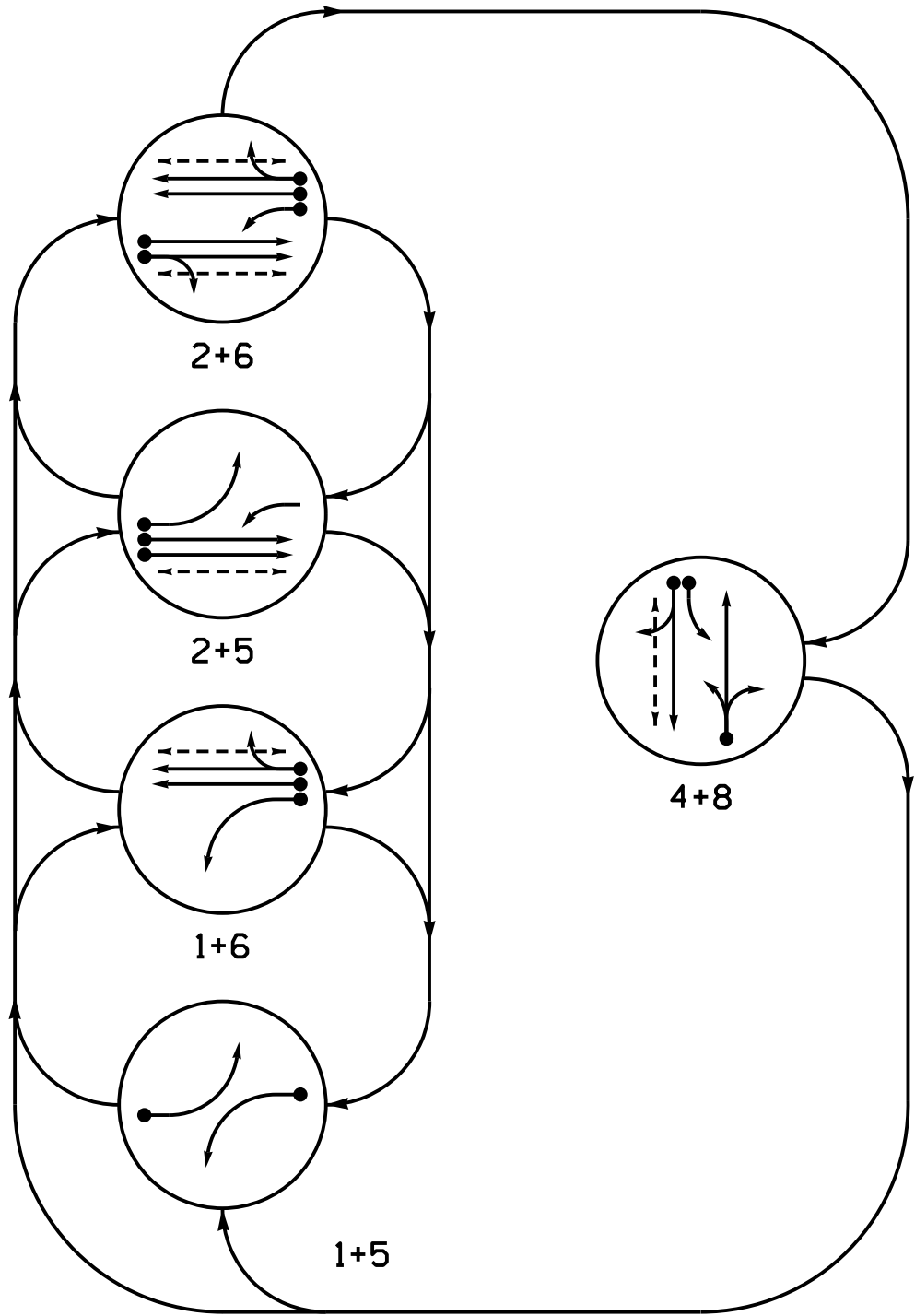


PHASING DIAGRAM



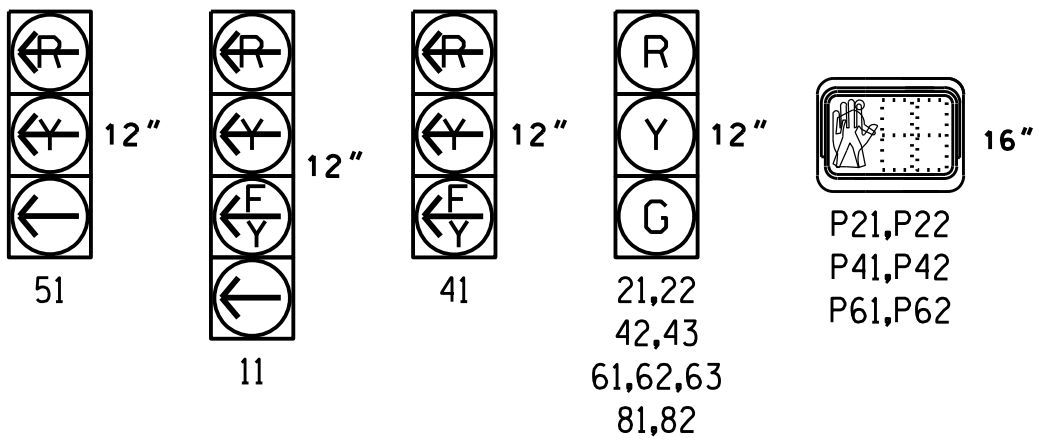
PHASING DIAGRAM DETECTION LEGEND

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

SIGNAL FACE	PHASE					
	1 + 5	1 + 6	2 + 5	2 + 6	4 + 8	FLASH
11	←	←	→	→	→	→
21,22	R	R	G	G	R	R
41	←	←	→	→	→	→
42,43	R	R	R	R	G	R
51	←	←	→	→	→	→
61,62,63	R	G	R	G	R	R
81,82	R	R	R	R	G	R
P21,P22	DW	DW	W	W	DW	DRK
P41,P42	DW	DW	DW	DW	W	DRK
P61,P62	DW	W	DW	W	DW	DRK

SIGNAL FACE I.D.

All Heads L.E.D.



MAXTIME DETECTOR INSTALLATION CHART											
DETECTOR					PROGRAMMING						
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	CALL PHASE	DELAY TIME	EXTEND TIME	EXTEND	ADDED INITIAL	CALL	DELAY DURING GREEN
1A	6X40	0	2-4-2	-	1	15.0	-	X	-	X	-
2A	6X6	70	4	X	2	-	-	X	-	X	-
2B	6X6	70	4	X	2	-	-	X	-	X	-
4A	6X40	0	2-4-2	-	4	3.0	-	X	-	X	-
4B	6X40	0	2-4-2	-	4	10.0	-	X	-	X	-
4C	6X15	0	2	-	4	15.0	-	X	-	X	-
5A	6X40	0	2-4-2	-	5	-	-	X	-	X	-
6A	6X6	70	3	-	6	-	-	X	-	X	-
6B	6X6	70	3	-	6	-	-	X	-	X	-
8A	6X40	0	2-4-2	-	8	10.0	-	X	-	X	-

2 Phase
Fully Actuated
D13-02_Ashville

NOTES

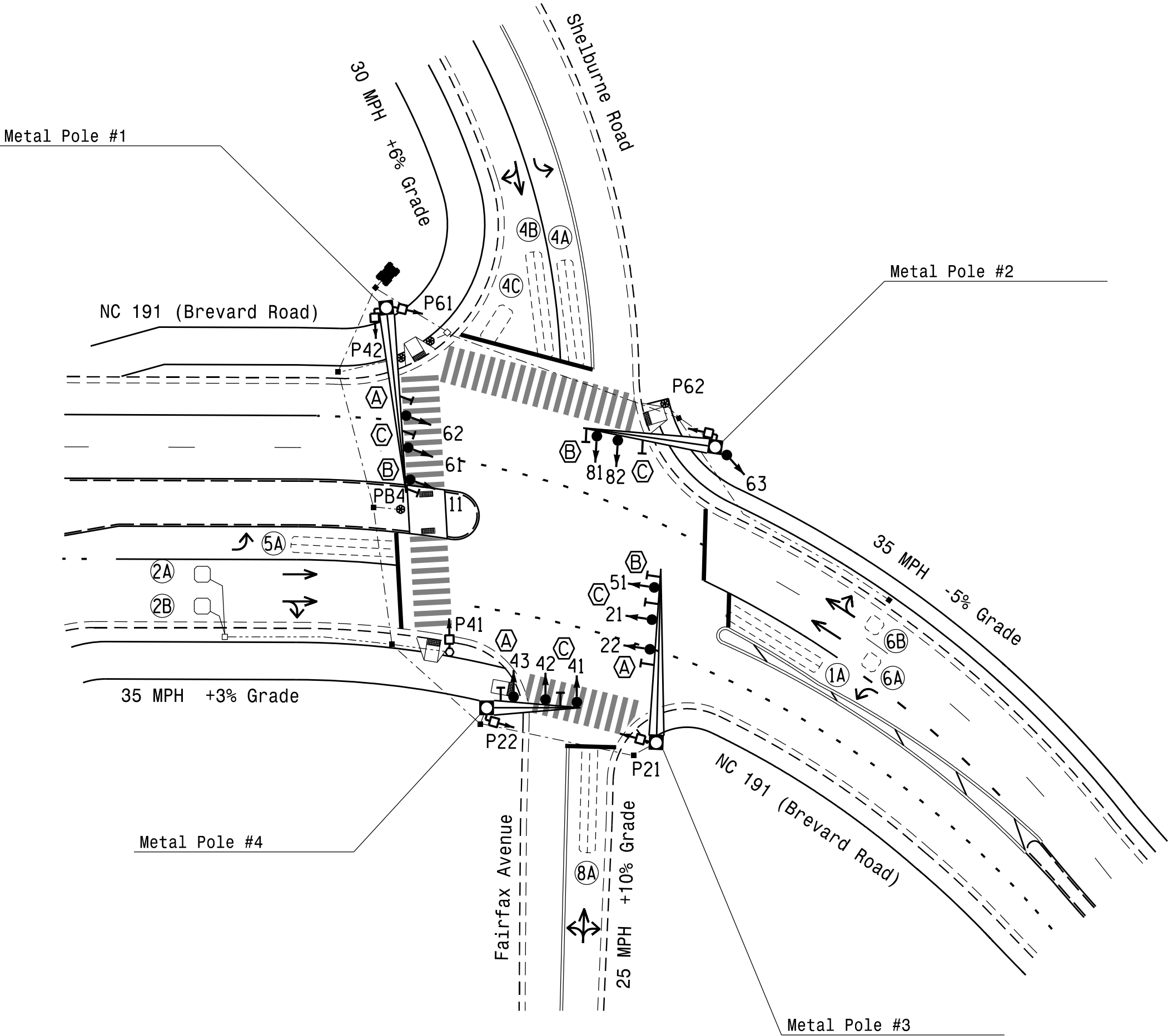
- Refer to "Roadway Standard Drawings NCDOT" dated January 2024 and "Standard Specifications for Roads and Structures" dated January 2024.
- Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
- Phase 1 and/or phase 5 may be lagged.
- Remove louvers from existing heads numbered 21, 22, and 51.
- Set all detector units to presence mode.
- Omit "WALK" and flashing "DON'T WALK" with no pedestrian calls.
- Program pedestrian heads to countdown the flashing "Don't Walk" time only.
- Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.
- See Pavement Marking Plans for stop bar and crosswalk locations.

LEGEND

PROPOSED	EXISTING

MAXTIME TIMING CHART						
FEATURE	PHASE					
	1	2	4	5	6	8
Walk *	-	14	14	-	14	-
Ped Clear	-	11	27	-	21	-
Min Green *	7	10	7	7	10	7
Passage *	2.0	3.0	2.0	2.0	3.0	2.0
Max 1 *	20	45	30	25	45	30
Yellow Change	3.1	4.2	3.2	3.0	4.2	3.2
Red Clear	2.4	2.1	3.4	3.3	2.1	3.4
Added Initial *	-	-	-	-	-	-
Maximum Initial *	-	-	-	-	-	-
Time Before Reduction *	-	-	-	-	-	-
Time To Reduce *	-	-	-	-	-	-
Minimum Gap	-	-	-	-	-	-
Advance Walk	-	7	7	-	7	-
Non Lock Detector	X	-	X	X	-	X
Vehicle Recall	-	MIN RECALL	-	-	MIN RECALL	-
Dual Entry	-	-	X	-	-	X

* 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
Final Design (TMP Phase IV Step 4)

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 750 N. Greenfield Pkwy, Garner, NC 27529 Prepared For the Offices of: TRANSPORTATION MOBILITY AND SAFETY DIVISION STATE OF NORTH CAROLINA SIGNAL DESIGN SECTION	NC 191 (Brevard Road) at Fairfax Avenue / Shelburne Road		 SEAL NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 040715 COURTNEY L. KALENICK 8/7/2026
	Division 13 Buncombe County Asheville		
	PLAN DATE: May 2026	REVIEWED BY: C. Kalenick	
	PREPARED BY: M. Tindal	REVIEWED BY:	
REVISIONS		INIT.	DATE
SIGNATURE		DATE	
SIG. INVENTORY NO.		13-1337	