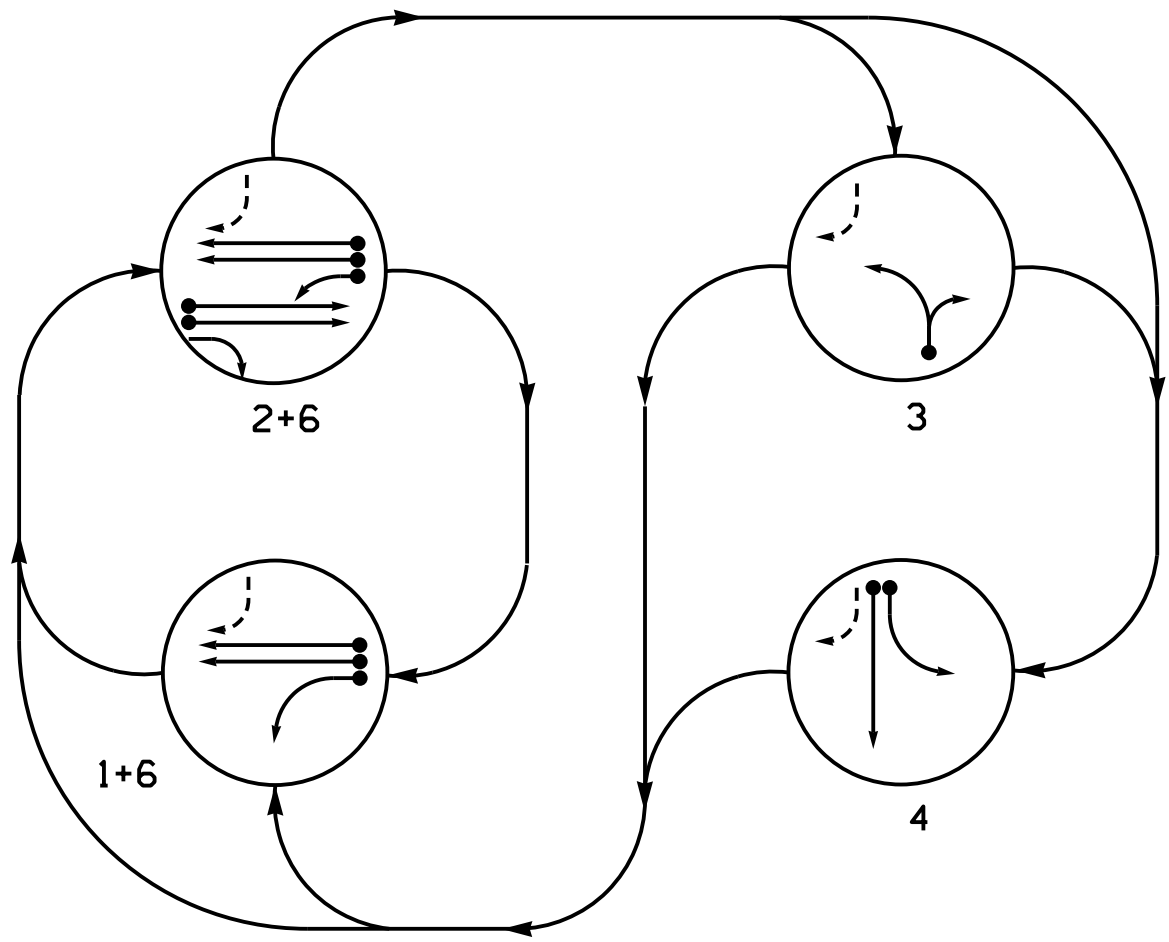


DEFAULT PHASING DIAGRAM

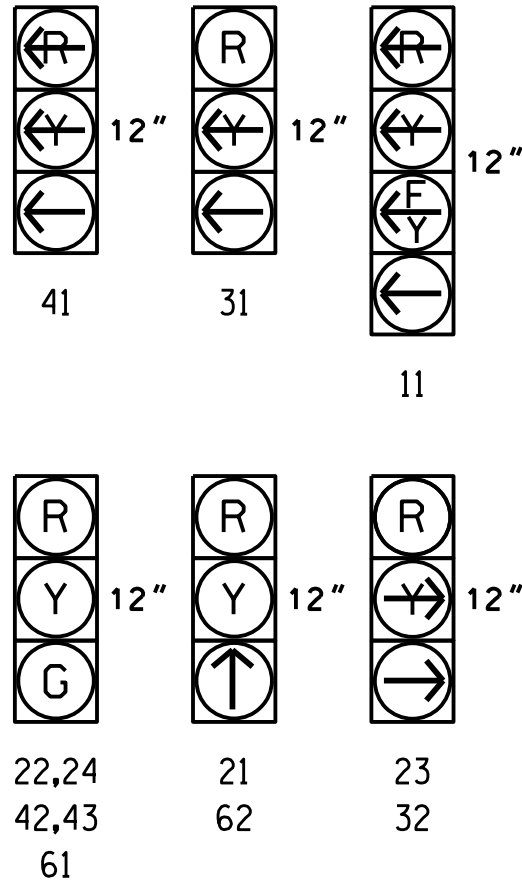


DEFAULT PHASING TABLE OF OPERATION					
SIGNAL FACE	PHASE				
	1 + 6	2 + 6	3	4	FLASH
11	—	—	—	—	—
21	R	—	R	R	R
22,24	R	G	R	R	R
23	R	—	R	R	R
31	R	R	—	R	R
32	R	R	—	R	R
41	—	—	—	—	—
42,43	R	R	R	G	R
61	G	G	R	R	R
62	↑	↑	R	R	R

ALTERNATE PHASING TABLE OF OPERATION					
SIGNAL FACE	PHASE				
	1 + 6	2 + 6	3	4	FLASH
11	—	—	—	—	—
21	R	↑	R	R	R
22,24	R	G	R	R	R
23	R	—	R	R	R
31	R	R	—	R	R
32	R	R	—	R	R
41	—	—	—	—	—
42,43	R	R	R	G	R
61	G	G	R	R	R
62	↑	↑	R	R	R

SIGNAL FACE I.D.

All Heads L.E.D.



MAXTIME DETECTOR INSTALLATION CHART											
DETECTOR						PROGRAMMING					
ZONE	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	CALL PHASE	DELAY TIME	EXTEND TIME	EXTEND INITIAL	ADDED INITIAL	CALL DELAY DURING GREEN	NEW CARD
1A ★	6X40		★	★	1 6#	15.0**	-	X	-	X	★
2A ★	6X6	70	★	★	2	-	-	X	-	X	★
2B ★	6X6	70	★	★	2	-	-	X	-	X	★
3A ★	6X40	0	★	★	3	-	-	X	-	X	★
4A ★	6X40	0	★	★	4	-	-	X	-	X	★
4B ★	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

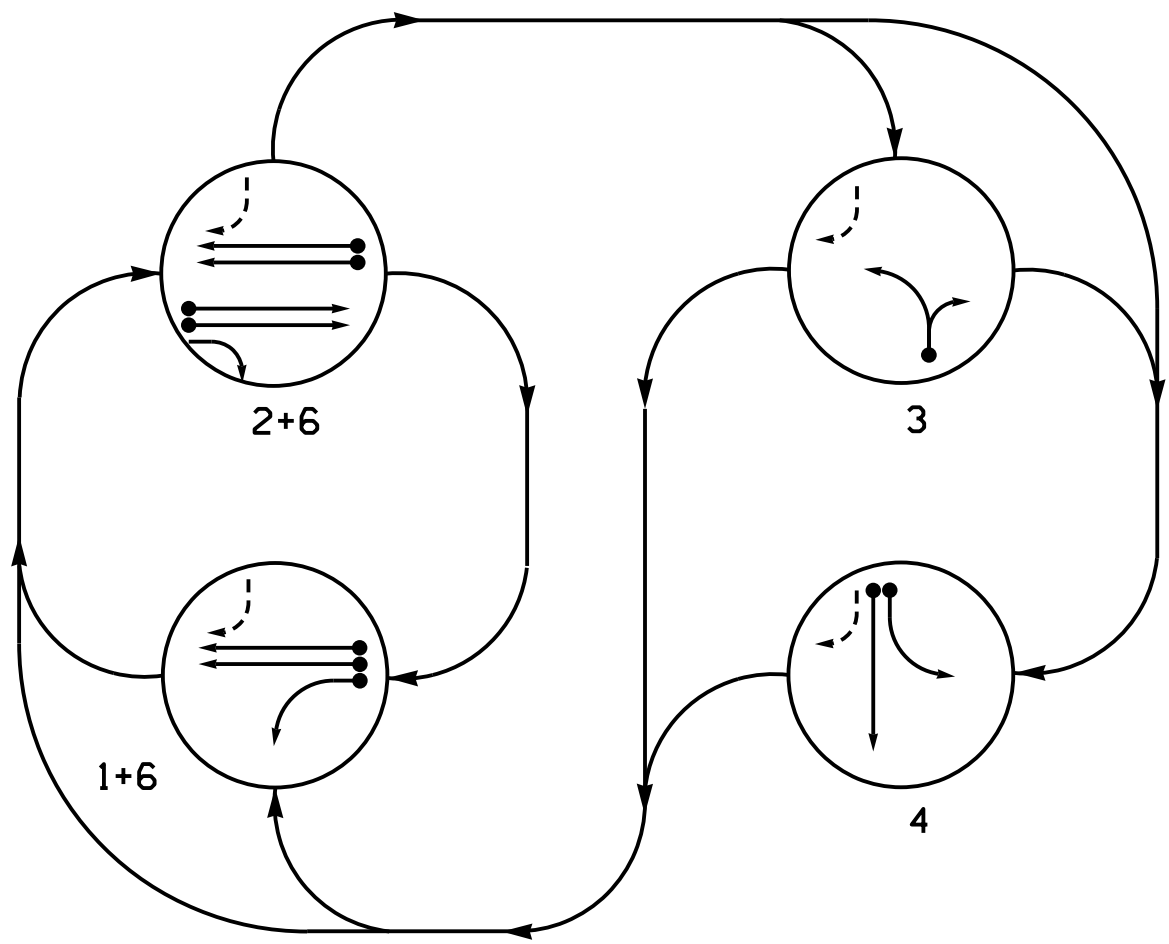
Disable Phase Call for Zone(s) During Alternate Phasing Operation

3 Phase
Fully Actuated
D13-02_Ashville

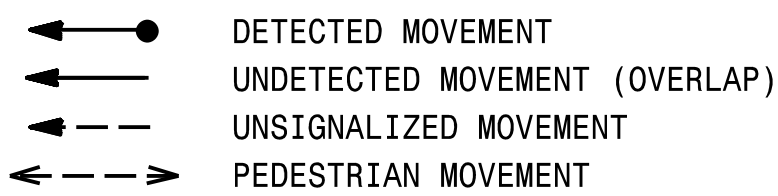
NOTES

- 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.
- Reposition existing signal heads numbered 42.
- Set all detector units to presence mode.
- This intersection uses video detection. Install detectors according to the manufacturer's instructions to achieve the desired detection.
- Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.
- See Transportation Management Plans for stop bar locations.

ALTERNATE PHASING DIAGRAM



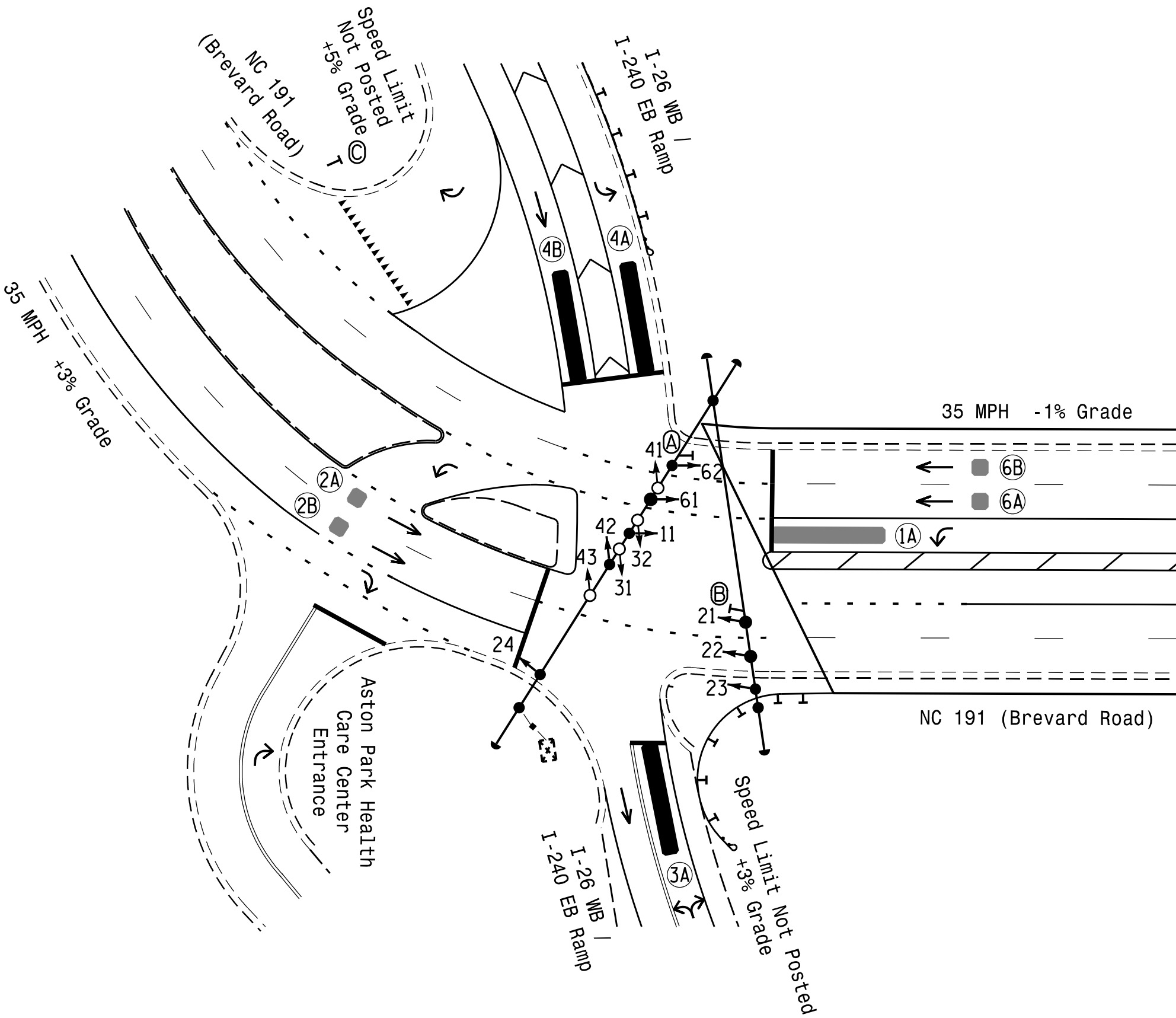
PHASING DIAGRAM DETECTION LEGEND



MAXTIME TIMING CHART

FEATURE	PHASE				
	1	2	3	4	6
Walk *	-	-	-	-	-
Ped Clear *	-	-	-	-	-
Min Green *	7	10	7	7	10
Passage *	2.0	3.0	2.0	2.0	3.0
Max I *	25	45	30	30	45
Yellow Change	3.0	3.9	3.7	3.6	3.9
Red Clear	2.9	2.0	2.5	2.7	2.0
Added Initial *	-	-	-	-	-
Maximum Initial *	-	-	-	-	-
Time Before Reduction *	-	-	-	-	-
Time To Reduce *	-	-	-	-	-
Minimum Gap	-	-	-	-	-
Advance Walk	-	-	-	-	-
Non Lock Detector	X	-	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.

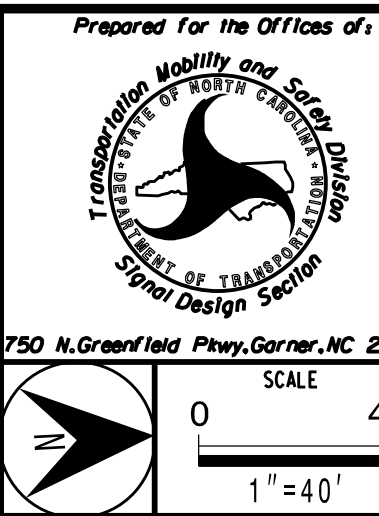


LEGEND

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	
	Right of Way	
	Directional Arrow	
	Guardrail	
	Non-Intrusive Detection Zone	
	No Right Turn Sign (R3-1)	
	No Left Turn Sign (R3-2)	
	"YIELD" Sign (R1-2)	

New Installation
Temporary Design 4 (TMP Phase II Step 4)

AECOM
NC Firm License No.: F-0342
5438 Wade Park Boulevard
Suite 200 Raleigh, NC 27607
Phone: 919-461-1100



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:	
REVISIONS	INIT.	DATE

DOCUMENT NOT CONSIDERED
FINAL UNLESS ALL
SIGNATURES COMPLETED

SEAL	
	
DocuSigned by: <i>Courtney L. Kalencik</i> 8/7/2026	
SIGNATURE	DATE
SIG. INVENTORY NO.	I3-1116T4