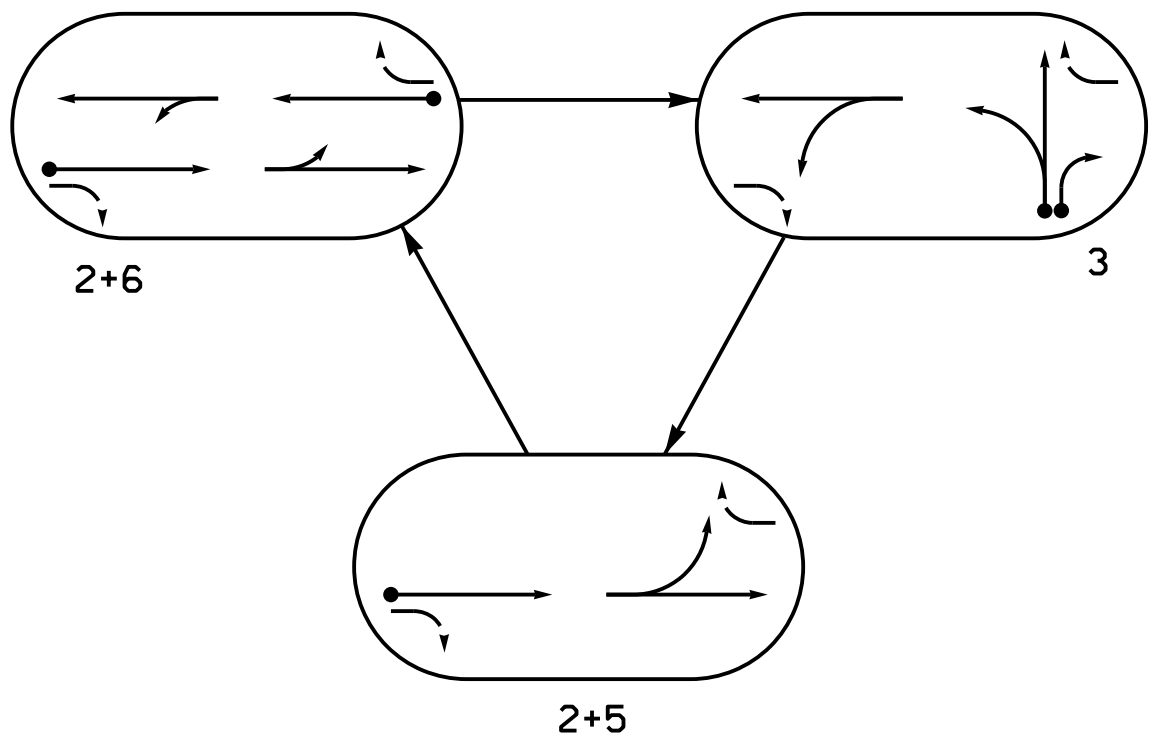


PHASING DIAGRAM



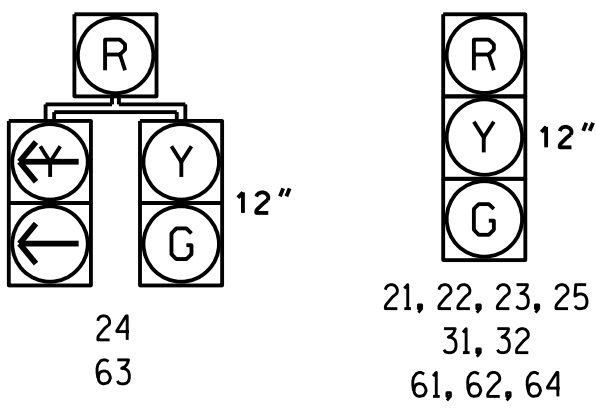
PHASING DIAGRAM DETECTION LEGEND

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

SIGNAL FACE	PHASE			
	2+5	2+6	3	FLIGHT
21,22,23	G	G	R	R
24	G	G	R	R
25	G	G	R	R
31,32	R	R	G	R
61,62	R	G	R	R
63	R	G	R	R
64	R	G	G	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	ADDED INITIAL	CALL	NEW CARD
2A★	6X6	70	★	★	2	-	-	X	-	X	★
3A★	6X40	0	★	★	3	-	-	X	-	X	★
3B★	6X40	0	★	★	3	15.0	-	X	-	X	★
6A★	6X6	70	★	★	6	-	-	X	-	X	★

★ Video Detection Zone

2 Phase
Fully Actuated
D13-02 Asheville

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.
- 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.

LEGEND

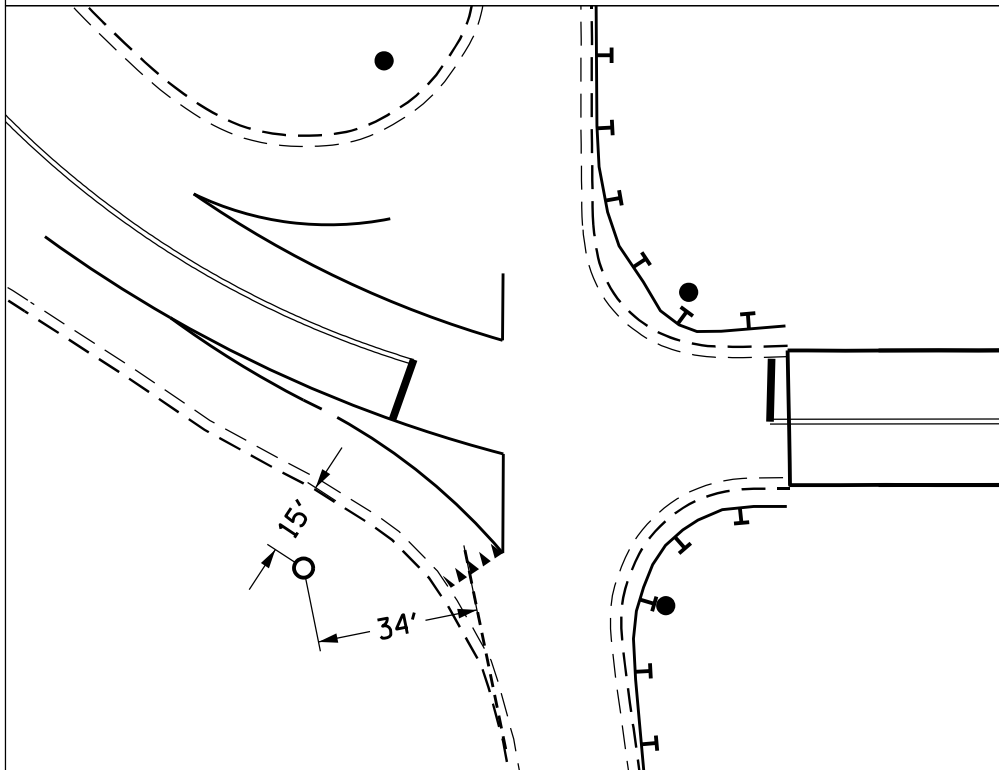
- | PROPOSED | EXISTING |
|--|----------|
| Traffic Signal Head | N/A |
| Modified Signal Head Sign | N/A |
| Pedestrian Signal Head With Push Button & Sign | N/A |
| Signal Pole with Guy | N/A |
| Signal Pole with Sidewalk Guy | N/A |
| Inductive Loop Detector | N/A |
| Controller & Cabinet | N/A |
| Junction Box | N/A |
| 2-in Underground Conduit | N/A |
| Right of Way | N/A |
| Directional Arrow | N/A |
| Non-Intrusive Detection Zone | N/A |
| Construction Zone | N/A |
| Construction Zone Drums | N/A |
| "YIELD" Sign (R1-2) | N/A |
| No Right Turn Sign (R3-1) | N/A |
| No U-Turn/No Left Turn Sign (R3-18) | N/A |
| Right Arrow "Only" Sign (R3-5R) | N/A |

MAXTIME TIMING CHART

FEATURE	PHASE			
	2	3	5	6
Walk *	-	-	-	-
Ped Clear *	-	-	-	-
Min Green *	12	7	7	12
Passage *	3.0	5.0	0.0	3.0
Max I *	60	50	7	60
Yellow Change	4.1	3.6	3.0	4.1
Red Clear	1.4	1.2	1.8	1.4
Added Initial *	-	-	-	-
Maximum Initial *	-	-	-	-
Time Before Reduction *	-	-	-	-
Time To Reduce *	-	-	-	-
Minimum Gap	-	-	-	-
Advance Walk	-	-	-	-
Non Lock Detector	-	X	-	-
Vehicle Recall	SOFT RECALL	-	MAX RECALL	SOFT 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.

PROPOSED TEMPORARY WOOD POLE LOCATION



Signal Upgrade
Temporary Design 2 (TMP Phase I Step 3)

AECOM
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Prepared For the Offices of: 750 N. Greenfield Pkwy, Garner, NC 27529	NC 191 (Brevard Road) at I-26 / I-240 Ramps Division 13 Buncombe County Asheville PLAN DATE: May 2026 REVIEWED BY: C. Kalencik PREPARED BY: M. Tindal REVIEWED BY:	DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED SEAL NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 040715 COURTNEY L. KALENCIK DocuSigned by: Courtney L. Kalencik 8/7/2026 SIGNATURE DATE SIG. INVENTORY NO. I3-007312
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