

**GENERAL ASSEMBLY OF NORTH CAROLINA  
SESSION 2003**

**SENATE BILL 1078  
RATIFIED BILL**

AN ACT TO AMEND THE VEHICLE CONTROL SIGN AND SIGNAL LAW.

The General Assembly of North Carolina enacts:

**SECTION 1.** G.S. 20-158(a)(3) reads as rewritten:

"(3) At intersections and other appropriate places, by erecting or installing steady-beam ~~stoplights-traffic signals~~ and other traffic control devices, signs, or signals. All steady-beam ~~stoplights-traffic signals~~ emitting alternate red and green lights shall be arranged so that the red light in vertical-arranged signal faces shall appear at the top of the signaling unit and the green light shall appear at the bottom of the signaling unit above, and in horizontal-arranged signal faces shall appear to the left of all yellow and green lights."

**SECTION 2.** G.S. 20-158(b)(2) reads as rewritten:

"(2) Vehicles facing a red light controlling traffic ~~passing straight through~~ approaching an intersection from a steady or strobe beam stoplight with a steady-beam traffic signal shall not enter the intersection while the ~~steady or strobe beam stoplight-traffic signal~~ is emitting a the red light controlling traffic passing straight through an intersection; light; provided that, except where prohibited by an appropriate sign, vehicular traffic facing a red light controlling traffic ~~passing straight through~~ approaching an intersection, after coming to a complete stop at the intersection, may enter the intersection to make a right turn but such vehicle shall yield the right-of-way to pedestrians and to other traffic using the intersection. When the ~~stoplight-traffic signal~~ is emitting a steady yellow circular light on a traffic signal controlling traffic passing straight through approaching an intersection or a steady yellow arrow light on a traffic signal controlling traffic turning at an intersection, vehicles facing the yellow light are warned that the related green light is being terminated or a red light will be immediately forthcoming. When the ~~stoplight-traffic signal~~ is emitting a steady green light, vehicles may proceed with due care through the intersection subject to the rights of pedestrians and other vehicles as may otherwise be provided by law."

**SECTION 3.** G.S. 160A-300.2(e), as enacted by Section 3 of S.L. 2001-286, reads as rewritten:

"(e) The duration of the yellow light change interval at intersections where traffic control photographic systems are in use shall be no less than the yellow light change interval duration ~~specified in the Design Manual developed by the Signals and Geometries Section of the North Carolina Department of Transportation on the traffic signal plan of record signed and sealed by a licensed North Carolina Professional Engineer in accordance with Chapter 89C of the General Statutes, and shall be in full conformance with the requirements of the Manual on Uniform Traffic Control Devices.~~"

**SECTION 4.** G.S. 160A-300.3(e), as enacted by Section 3 of S.L. 2001-286, reads as rewritten:

"(e) The duration of the yellow light change interval at intersections where traffic control photographic systems are in use shall be no less than the yellow light change interval duration specified ~~in the Design Manual developed by the Signals and Geometries Section of the North Carolina Department of Transportation~~ on the traffic signal plan of record signed and sealed by a licensed North Carolina Professional Engineer in accordance with Chapter 89C of the General Statutes, and shall be in full conformance with the requirements of the Manual on Uniform Traffic Control Devices."

**SECTION 5.** This act becomes effective July 1, 2004.

In the General Assembly read three times and ratified this the 12<sup>th</sup> day of July, 2004.

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Beverly E. Perdue  
President of the Senate

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Richard T. Morgan  
Speaker of the House of Representatives

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Michael F. Easley  
Governor

Approved \_\_\_\_\_ .m. this \_\_\_\_\_ day of \_\_\_\_\_, 2004