



## CA-MUTCD Multi-Way Stop Warrant Checklist

**Intersection:** Old 99 W & Yolo County Line Road, Colusa County, CA

### Section 1: Intersection Details

- Location: Old 99 W & Yolo County Line Road, Colusa County, CA
- Intersection Type: 2-way Stop on County Line, Uncontrolled on Old 99

### Section 2: Warrant Criteria

Criterion	Description
1. Interim Signal Condition	Is this intersection awaiting a traffic signal installation due to a met signal warrant? ( <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No) (If yes, a multi-way stop may serve as a temporary control.)
2. Crash History (Warrant A)	≥ 5 reportable crashes in past 12 months, or ≥ 6 in past 36 months (correctable types only). <input type="checkbox"/> Meets threshold? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Data: <u>ATTACHED</u>
3. Traffic Volume (Warrant D)	Major street: ≥ 300 units/hr, Minor street: ≥ 200 units/hr. If 85th percentile speed ≥ 40 mph → thresholds ~210 & 140. <input type="checkbox"/> Meets threshold? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Data: <u>ATTACHED</u>
4. Sight Distance (Warrant B)	Is sight distance inadequate for minor-street approach drivers even after stopping? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
5. Additional Engineering Factors (Warrant E)	Site-specific factors: high pedestrian/bike traffic, similar road classifications, frequent conflicts, nearby school/transit. <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Notes: _____
6. Overall Engineering Judgment	Based on all data, does a multi-way stop improve safety and operations? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

Note: All thresholds and warrants per CA-MUTCD Section 2B.07. Engineering judgment is required before installation. Use local crash data, traffic counts, and field observations to complete this form.

## Section 3: Narrative

### **Intersection Context and Land Use Impacts**

The intersection in question is a skewed intersection located approximately 300 feet east of the I-5 northbound on/off ramps and 150 feet west of the railroad operated by California Northern Railroad. In addition to complex geometry created by the proximity of the freeway ramps and railroad, recent changes in adjacent land use has substantially altered the operational characteristics of the intersection. The introduction of propane fueling operations has increased the daily number of turning movements and introduced hazardous material transport vehicles into an environment where delays, conflicts, or uncontrolled interactions could pose heightened public safety risks. The combination of large trucks, passenger vehicles, and agricultural equipment within a constrained roadway setting further elevates the need for enhanced traffic control beyond what simple two-way stop operation can safely accommodate.

### **Crash History, Near-Misses, and Public Concerns**

While the accident frequency threshold has not yet been met, the rapid onset of multiple collisions within months of the new business operation is a strong indicator of deteriorating safety conditions. Near-miss reports and consistent community complaints further demonstrate that drivers are experiencing confusion, hesitation, and unexpected conflicts on a regular basis. It is well established in traffic engineering practice that waiting for additional collisions before implementing a control measure is neither prudent nor responsible, especially in locations with evolving land use and traffic patterns. The proactive installation of a four-way stop will mitigate further escalation of crash trends, reduce liability exposure for the County, and align with best practices of risk management and preventative safety planning.

### **Geometric Constraints and Turning Movement Challenges**

Although the current accident history does not meet the crash frequency threshold outlined in MUTCD Section 2B.06, Warrant A (i.e., five or more correctable crashes within a 12-month period), there have been two reported accidents within a five-month span since the start of operations. The skewed approach angle and presence of fixed roadside obstructions severely compromise sight distance, particularly for heavy vehicles that require longer acceleration and turning paths. Inadequate sight distance increases the likelihood of angle crashes and contributes to driver hesitation, both of which degrade operational safety. Larger commercial vehicles—such as propane delivery trucks—face even greater challenges, as their wide turning radii often require encroachment into opposing lanes or extended occupation of the intersection. The absence of consistent and predictable gaps in traffic further exacerbates these risks. By introducing all-way stop control, turning vehicles will have protected opportunities to complete their movements safely, ensuring equitable use of the intersection for both heavy commercial and standard passenger vehicles.

### **Engineering Judgment and MUTCD Justification**

The MUTCD Section 2B.07, explicitly provides flexibility for agencies to exercise engineering judgment when conditions exist that, while not strictly meeting numerical thresholds, clearly present operational hazards or safety deficiencies. The cumulative effect of skewed geometry, restricted sight lines, changing traffic patterns due to nearby industrial and hazardous material operations, and an emerging pattern of crashes strongly justify intervention. A four-way stop will simplify driver decision-making, establish clear right-of-way assignments, and create a predictable and enforceable traffic environment. This measure represents the least costly and most immediately effective safety improvement available, while still being reversible if long-term monitoring suggests a change in control is warranted. Given the unique circumstances at this intersection, the four-way stop is a reasonable and responsible solution that addresses both current and anticipated safety risks and is supported the Colusa County Sherriff's Department.

## Colt Esenwein

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**From:** Colt Esenwein  
**Sent:** Monday, July 14, 2025 10:55 AM  
**To:** Scott Lanphier; Todd Riddiough  
**Cc:** Horacio Lopez; Larry Harris  
**Subject:** FW: Stop signs in the County

FYI

**From:** Jose Ruiz <jruiz@countyofcolusaca.gov>  
**Sent:** Monday, July 14, 2025 10:52 AM  
**To:** Colt Esenwein <cesenwein@countyofcolusaca.gov>  
**Cc:** Michael Bradwell <mbradwell@countyofcolusaca.gov>  
**Subject:** RE: Stop signs in the County

Colt,

Based on our conversation and having prior knowledge of multiple vehicle accidents occurring at the intersection of Hwy 99 and County Line Rd, along with my knowledge as a regular motorist in this area, I concur with the need for intersection control. Furthermore, I believe it is essential due to the new business establishment that is being developed near the intersection.

Jose Ruiz, Lieutenant  
Colusa County Sheriff's Office  
Field Services Division  
929 Bridge St.  
Colusa, CA 95932  
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Cell: 530-619-9548  
[jruiz@countyofcolusaca.gov](mailto:jruiz@countyofcolusaca.gov)



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**From:** Michael Bradwell <mbradwell@countyofcolusaca.gov>  
**Sent:** Monday, July 14, 2025 8:57 AM  
**To:** Colt Esenwein <cesenwein@countyofcolusaca.gov>

Cc: Jose Ruiz <[jruiz@countyofcolusaca.gov](mailto:jruiz@countyofcolusaca.gov)>

Subject: Re: Stop signs in the County

I have CC'D Lt. Ruiz in this email. He will be your contact.

Sent from my iPhone

On Jul 14, 2025, at 8:21 AM, Colt Esenwein <[cesenwein@countyofcolusaca.gov](mailto:cesenwein@countyofcolusaca.gov)> wrote:

Mike,  
Good morning, sir.

Whom should I be discussing traffic issues with in your Department? (History and current issues)

Thanks,



**D. Colt Esenwein, PE**

Public Works and Airport Operations Director

County of Colusa

1215 Market Street, Colusa, CA 95932

O: 530.458.0487 | M: 530.789.1778

[Road Maintenance Request](#)

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Location History for Old Hwy 99W/YOLO County Line Rd

08/05/2025

Date	Event #	Deputy	Description
02/05/2024	Incident 2402050007		PUBLIC - COMPLETED
08/16/2024	Incident 2408160017		11-95 - COMPLETED
08/17/2024	Incident 2408170072		11-95 - COMPLETED
10/08/2024	Incident 2410080026		FLAG - COMPLETED
10/12/2024	Incident 2410120019		11-95 - WARNING (CITE/VERBAL)
10/27/2024	Incident 2410270028		11-95 - COMPLETED
11/08/2024	Incident 2411080055		VEHCK - COMPLETED
11/28/2024	Incident 2411280047		TRAFFIC - TRANSFERRED TO CHP
12/03/2024	Incident 2412030027	Avila, Francisco	SUSCIRC - COMPLETED
12/05/2024	Incident 2412050032	Avila, Francisco	WELFCK - GONE ON ARRIVAL
12/13/2024	Incident 2412130008		11-95 - COMPLETED
02/06/2025	Incident 2502060049		ACCNON - TRANSFERRED TO CHP
03/08/2025	Incident 2503080055		11-95 - COMPLETED
05/29/2025	Incident 2505290061		11-95 - WARNING (CITE/VERBAL)
07/19/2025	Incident 2507190030		ACCINJ - COMPLETED
07/30/2025	Incident 2507300002		VEHCK - COMPLETED

2

ADT: 2338  
PEAK HRS: 9:15 AM - 204  
2:00 PM - 206

BATTERY DIED, ONLY  
COLLECTED 2HRS OF DATA

ADT: 2068  
PEAK HRS: 7:30 AM - 179  
1:45 PM - 219

ADT: 1420  
PEAK HRS: 7:45 AM - 91  
2:45 PM - 132