

HIGHWAY INCIDENT MONTHLY REPORT

March 2026 | Northern Ontario

Highways 11, 17, 69, 144 & 40+ Northern Corridors

*Data sources: Ontario 511 | Open-Meteo (precipitation) | MTO (AADT)
CRTC (LTE coverage) | OPP & regional media (fatality confirmation)*

117

COLLISIONS

345

TOTAL INCIDENTS

499h

TOTAL CLOSURE HRS

190h

FULL CLOSURE HRS

HWY 11 & 17

HIGHEST
VOLUME CORRIDORS

39%

MIDDAY
INCIDENTS (9AM-3PM)

51%

PRECIP. PRECEDED
(ASSESSED)

2

CONFIRMED
FATALITIES

ABOUT THIS REPORT

This report summarizes highway collision and closure data recorded by Northern Road Watch for the month of March 2026, covering 40+ provincial highway corridors in Northern Ontario. All incident data is sourced directly from the Ontario 511 platform. Statistics are intended to support public awareness.

Report generated: April 20, 2026 Data period: March 1–31, 2026

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*Data source: Ontario 511 / Northern Road Watch monitoring platform (northernroadwatch.ca). All times are Eastern Standard Time.
Incident durations reflect verified closure periods.*

1. EXECUTIVE SUMMARY

Northern Road Watch recorded 117 collisions on Northern Ontario provincial highways during March 2026, spanning 40+ monitored corridors. These collisions generated a combined 499 hours of road closure time, with an average incident duration of 256 minutes. Two confirmed fatalities were recorded in the NRW dataset for March 2026 (Hwy 11, March 7; Hwy 595, March 25). See Section 6B for full details.

When all incident categories are considered — collisions, disabled vehicles, construction, and weather events — March 2026 produced 345 total tracked incidents. Highway 11 and Highway 17 accounted for the majority of collision activity.

A major winter storm on March 15–16 triggered full road closures across northern Ontario, with the longest lasting 41.5 hours on Hwy 129, 40.3 hours on Hwy 101, and 37.2 hours on Hwy 11. Highway 17 also sustained multiple full closures, including a 22.7-hour closure on the Sault Ste. Marie corridor. Nine additional corridors sustained full closures of 13–37 hours. 16 collisions were recorded across the network on March 15–17. See Section 6A for the complete storm breakdown.

KEY HIGHLIGHTS

- 117 collision events recorded across 40+ corridors — March 1 to 31, 2026.
- 499 cumulative hours of closure time: 190h from full closures, 309h from partial closures.
- Hwy 11 (36 collisions) and Hwy 17 (34 collisions) represent 60% of all March collisions.
- 43 full road closures across the highway network.
- Midday (9am–3pm) was the peak collision window at 39% of all incidents.
- 51% of assessed collisions were preceded by precipitation in the prior 4 hours.
- Major storm March 15–16: 30–50cm of snow across Sault Ste. Marie, Elliot Lake, Sudbury and Timmins — Hwy 129 closed 41.5 hrs, Hwy 101 closed 40.3 hrs, Hwy 11 closed 37.2 hrs; 16 collisions recorded.
- 2 confirmed fatalities: Hwy 11 multi-vehicle crash (March 7) and Hwy 595 snowplow driver (March 25).
- 31 repeat-location incidents flagged across the highway network.

2. INCIDENT OVERVIEW — MARCH 2026

117 TOTAL COLLISIONS	345 ALL TRACKED INCIDENTS	499h TOTAL CLOSURE TIME	2 CONFIRMED FATALITIES
43 FULL ROAD CLOSURES	74 PARTIAL CLOSURES	190h FULL CLOSURE TIME	309h PARTIAL CLOSURE TIME
256min OVERALL AVG DURATION	265min FULL CLOSURE AVG	251min HWY 11 AVG DURATION	221min HWY 17 AVG DURATION

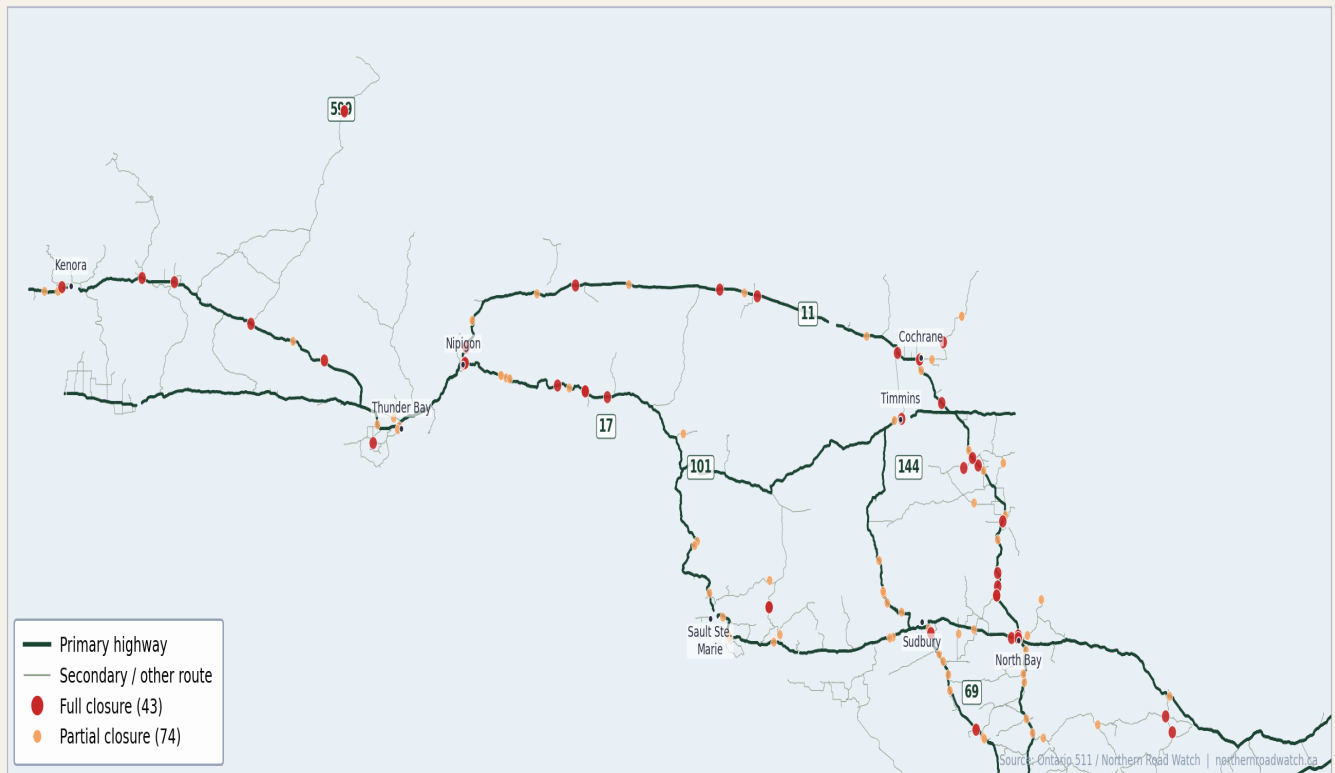
INCIDENT BREAKDOWN BY CATEGORY

Category	Count	% of Total	Notes
Vehicle Collision	117	34%	Primary focus of this report
Disabled / Stalled Vehicle	81	23%	Vehicle stopped on roadway or shoulder
Construction / Road Work	88	26%	Planned — lane reductions
Weather Event / Advisory	44	13%	Blowing snow, ice, poor visibility
Other / Unclassified	15	4%	Road hazard, unclassified obstruction
TOTAL	345	100%	

Note: Totals include all events tracked by Northern Road Watch during March 2026. Construction events reflect scheduled MTO activities.

COLLISION MAP — NORTHERN ONTARIO HIGHWAYS, MARCH 2026

Northern Ontario Highway Collisions — March 2026



Red = full road closure. Orange = partial closure. Primary corridors in dark green.

3. HIGHWAY-BY-HIGHWAY ANALYSIS

The table below summarizes collision activity for all highways with recorded collisions in March 2026, built from March-only raw incident records.

Highway	Total Coll.	Full Close	Partial Close	Full Close Time	Partial Close Time	Total Close Time	Avg (min)	Full Avg (min)
HWY 11	36	17	19	84h 12m	66h 22m	150h 34m	250	297
HWY 17	34	11	23	51h 44m	73h 38m	125h 22m	221	282
HWY 69	7	1	6	0h 49m	5h 55m	6h 44m	57	49
HWY 144	5	0	5	—	5h 29m	5h 29m	65	—
HWY 652	4	1	3	1h 30m	123h 29m	124h 59m	1874	90
HWY 599	2	2	0	6h 00m	—	6h 00m	180	180
HWY 129	2	2	0	5h 25m	—	5h 25m	162	162
HWY 63	2	0	2	—	1h 50m	1h 50m	55	—
HWY 41	2	2	0	2h 13m	—	2h 13m	66	66
HWY 655	2	2	0	20h 27m	—	20h 27m	613	613
HWY 66	2	2	0	8h 02m	—	8h 02m	241	241
HWY 101	1	0	1	—	5h 15m	5h 15m	315	—
HWY 127	1	0	1	—	0h 20m	0h 20m	20	—
HWY 595	1	1	0	6h 40m	—	6h 40m	400	400
HWY 65	1	0	1	—	3h 39m	3h 39m	219	—
HWY 17A	1	1	0	1h 54m	—	1h 54m	114	114
HWY 535	1	0	1	—	1h 10m	1h 10m	70	—
HWY 554	1	0	1	—	2h 10m	2h 10m	130	—
HWY 60	1	0	1	—	0h 39m	0h 39m	39	—
HWY 519	1	0	1	—	6h 44m	6h 44m	404	—
HWY 112	1	0	1	—	0h 34m	0h 34m	34	—
HWY 64	1	0	1	—	3h 30m	3h 30m	210	—
HWY 624	1	0	1	—	0h 39m	0h 39m	39	—
HWY 17B	1	0	1	—	0h 50m	0h 50m	50	—
HWY 61	1	0	1	—	0h 55m	0h 55m	55	—
HWY 102	1	0	1	—	0h 34m	0h 34m	34	—
HWY 556	1	0	1	—	3h 33m	3h 33m	213	—

Note: AADT data and collision rate calculations are explained in Section 8 — Data Notes & Methodology.

CORRIDOR NARRATIVE

Highway 11 recorded the most collisions in March with 36. The North Bay area and the Hearst–Longlac section showed the highest concentration of full closures.

Highway 17 recorded 34 collisions from Pembroke in the east to the Manitoba border, via Sudbury, Sault Ste. Marie, White River, and Thunder Bay. The segment between Nipigon and Ignace recorded the most severe closures, including multiple full two-directional shutdowns.

Highway 69 recorded 7 collisions, consistent with higher traffic volumes and the transition from four-lane to two-lane roadway north of Parry Sound.

Highway 652 (Cochrane District) recorded 4 collisions with the highest total partial closure time on the network — driven by multiple extended incidents.

3A. HIGHWAY 11 & HIGHWAY 17 — DETAILED ANALYSIS

Highway 11 and Highway 17 together accounted for **70 of 117 collisions (60%)** in March 2026 and **276 of 499 cumulative closure hours (55%)** across the network.

Metric	HWY 11
Total Collisions	36
Full Closures	17
Partial Closures	19
Total Closure Time	150h 34m
Avg Duration	251 min
Longest Single Closure	853 min (14.2 hrs)
Repeat Location Incidents	14
With Prior Precipitation	20 / 35 assessed (57%)

Metric	HWY 17
Total Collisions	34
Full Closures	11
Partial Closures	23
Total Closure Time	125h 22m
Avg Duration	221 min
Longest Single Closure	700 min (11.7 hrs)
Repeat Location Incidents	9
With Prior Precipitation	17 / 32 assessed (53%)

TIME OF DAY

Time Window	HWY 11	%	HWY 17	%
Overnight (12–6am)	6	17%	4	12%
Morning (6–9am)	4	11%	3	9%
Midday (9am–3pm)	14	39%	12	35%
Afternoon (3–7pm)	7	19%	6	18%
Evening (7pm–12am)	5	14%	9	26%

HIGHWAY 11 — COLLISIONS BY SEGMENT

The Huntsville–North Bay segment recorded the highest collision count in March (10 collisions). The Hearst–Longlac segment recorded the longest average closure duration (367 min).

Segment	Coll.	Full Close	AADT	Coll. Rate Annual	Coll. Rate March	Avg (min)	Full Avg
Huntsville to North Bay	10	0	9,500	0.02	0.26	148	—
North Bay to New Liskeard	6	4	4,200	0.03	0.34	160	238
Hearst to Longlac / Geraldton	6	3	1,300	0.05	0.56	367	457
Timmins to Cochrane	4	2	2,700	0.05	0.60	122	577
New Liskeard to Kirkland Lake	2	0	3,800	0.02	0.19	222	—
Nipigon to Thunder Bay	1	0	4,300	0.01	0.08	295	205
Kirkland Lake to Timmins	1	1	3,200	0.00	0.06	374	374

Segment	Coll.	Full Close	AADT	Coll. Rate Annual	Coll. Rate March	Avg (min)	Full Avg
Cochrane to Kapuskasing	1	0	3,100	0.01	0.09	110	—
Longlac to Nipigon	1	0	1,500	0.01	0.10	—	—
Atikokan to Fort Frances	1	0	2,000	0.01	0.09	94	—
Nipigon (~8km junction)	5	4	3,600	0.48	5.60	283	352

HIGHWAY 11 — FIVE LONGEST FULL CLOSURES

Date	Location	Duration
Mar 7	Longlac Cemetery Rd to Clavet Twp W Boundary	720 min (12.0 hrs)
Mar 19	Hwy 64(W) Marten River to S Jct Hwy 65, New Liskeard	705 min (11.8 hrs)
Mar 7	Hwy 17-Nipigon, Nipigon to Longlac Cemetery Rd	615 min (10.3 hrs)
Mar 7	Nahma Rd, Cochrane to Alary Rd, La Petite	577 min (9.6 hrs)
Mar 21	MTO Patrol Entrance (E), Nipigon to Railway Dr	570 min (9.5 hrs)

All five are full bidirectional closures across the Nipigon–Cochrane–New Liskeard corridor.

3A (CONTINUED) — HIGHWAY 17 DETAILED ANALYSIS

HIGHWAY 17 — COLLISIONS BY SEGMENT

The Shabaqua–Ignace segment recorded the highest collision count (9) and normalized crash rate (0.06/MVkm). The White River–Marathon segment had the most full closures (4).

Segment	Coll.	Full Close	AADT	Coll. Rate Annual	Coll. Rate March	Avg (min)	Full Avg
Shabaqua to Ignace	9	3	1,800	0.06	0.75	310	374
Marathon to Nipigon	7	0	2,800	0.04	0.50	100	—
Blind River to Sault Ste. Marie	7	1	5,200	0.03	0.30	172	—
White River to Marathon	6	4	2,700	0.05	0.57	130	200
Sault Ste. Marie to Batchawana Bay	3	0	2,500	0.03	0.30	122	—
Sudbury to Espanola	3	1	8,800	0.01	0.16	188	—
Ignace to Dryden	2	2	2,100	0.02	0.28	135	—
Dryden to Kenora	2	1	3,200	0.01	0.15	369	369
Kenora to Manitoba Border	1	0	3,500	0.01	0.17	190	—
Pembroke area (White Water Rd)	1	0	9,500	0.00	0.03	10	—
North Bay to Sudbury	1	0	8,200	0.00	0.02	10	—
Nipigon / Red Rock (~12km)	2	2	3,600	0.13	1.49	412	412

HIGHWAY 17 — FIVE LONGEST FULL CLOSURES

Date	Location	Duration
Mar 25	Sec Hwy 599 (N), Ignace to Hwy 11 (W Jct), Shabaqua	700 min (11.7 hrs)
Mar 7	Hwy 105 / Red Lake Rd (N), Vermilion Bay to Dryden	597 min (9.95 hrs)
Mar 17	Railway St, Nipigon to Simon St, Nipigon (Hwy 11 E Jct)	430 min (7.2 hrs)
Mar 21	Hwy 11 (E Jct), Nipigon to Simon St, Marathon area	394 min (6.6 hrs)
Mar 7	Prairie River Bridge, Terrace Bay	200 min (3.3 hrs)

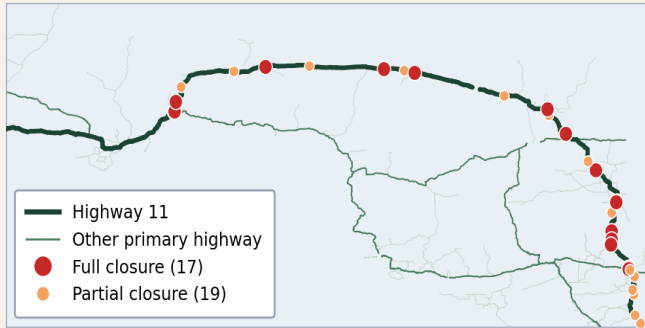
HWY 11 vs HWY 17 — KEY CONTRASTS

	HWY 11	HWY 17
Collision profile	17 full, 19 partial	11 full, 23 partial
Peak incident window	Midday (39%)	Evening (26%) & Midday (35%)
Precipitation-preceded	57% of assessed	53% of assessed
Repeat location incidents	14	9

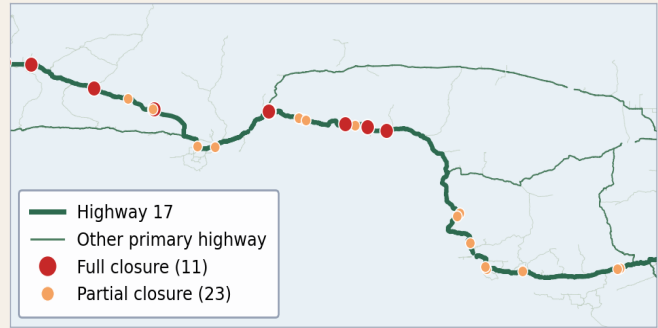
Highest Coll. Rate (Annual)	Nipigon junction 0.48 per MVkm	Nipigon / Red Rock 0.13 per MVkm
Highest Coll. Rate (March)	Nipigon junction 5.60 per MVkm	Nipigon / Red Rock 1.49 per MVkm
Longest avg closure	Hearst to Longlac (367 min avg)	Shabaqua to Ignace (310 min avg)

HIGHWAY 11 & HIGHWAY 17 — COLLISION LOCATIONS, MARCH 2026

Highway 11 — March 2026 Collisions



Highway 17 — March 2026 Collisions



Source: Ontario 511 / Northern Road Watch | northernroadwatch.ca

Red = full road closure. Orange = partial closure.

4. HIGH-RISK LOCATIONS & REPEAT HOTSPOTS

Northern Road Watch flags locations with 3 or more collisions as repeat hotspots. The following locations recorded the highest repeat collision counts in March 2026.

Rank	Highway	Location	Total Incidents	Full Closures	High Risk
1	HWY 17	HWY 11 Both Directions between MTO PATROL ENTRANCE(E), Nipigo...	3	3	Yes
2	HWY 11	HWY 11 Northbound at WESTERN AVE (HWY 579), Cochrane	3	2	Yes
3	HWY 11	HWY 11 Northbound between HWY 522 - Trout Creek and PROUDFOO...	2	0	No
4	HWY 11	HWY 11 Both Directions between HWY 64(W), Marten River and S ...	2	2	No
5	HWY 11	HWY 11 Southbound at NIBS RD(N), Longlac	2	0	No

5. TEMPORAL & ENVIRONMENTAL PATTERNS

5.1 TIME OF DAY DISTRIBUTION

Time Window	Collisions	%
Overnight (12–6am)	13	11%
Morning (6–9am)	12	10%
Midday (9am–3pm)	46	39%
Afternoon (3–7pm)	25	22%
Evening (7pm–12am)	21	18%

Day	Collisions	%
Sunday	20	17%
Monday	5	4%
Tuesday	20	17%
Wednesday	19	16%
Thursday	16	14%
Friday	20	17%
Saturday	17	15%

Midday hours (9 a.m.–3 p.m.) accounted for 39% of all March collisions, coinciding with peak commercial truck traffic, courier and service vehicle activity, and general travel hours.

5.2 LIGHTING CONDITIONS

Condition	Collisions	% of Total
Daylight	74	63%
Darkness	37	32%
Dawn / Dusk	6	5%

63% of March collisions occurred in daylight conditions, consistent with the dominance of midday-hour incidents. Darkness-related collisions accounted for 32% of the total — disproportionately high relative to the share of travel hours occurring after dark.

5.3 PRECIPITATION & ROAD CONDITIONS

56 of 110 assessed collisions (51%) were preceded by measurable precipitation in the four hours prior to the incident. March is a transitional month in Northern Ontario, with freeze-thaw cycles creating variable road surface conditions. Wet or partially snow-covered surfaces were the most common road conditions recorded at the time of incident detection.

Note: 7 of 117 March collisions have no weather data of any kind recorded — the Open-Meteo API returned no result for those incidents at the time of data collection. This was a retrieval failure, not an absence of precipitation; all 7 have LTE coverage. 5 of the 7 occurred on March 17 during the major storm and almost certainly experienced precipitation. These 7 are excluded from the assessed denominator (110).

6. ROAD SEGMENT COLLISION RATE ANALYSIS

The following segments are ranked by total collision count in March 2026. Two collision rates per million vehicle-kilometres are shown: an annualised rate (comparable to published benchmarks) and a March-only rate reflecting the actual 31-day study period. Both require AADT data.

Road Segment	Coll.	Full Close	AADT	Coll. Rate Annualised (/MVkm)	Coll. Rate March (/MVkm)	Avg (min)	Full Avg (min)
Hwy 11: Huntsville → North Bay	10	0	9,500	0.02	0.26	148	—
North Bay Area	9	4	21,000	0.04	0.46	164	417
Hwy 17: Shabaqua → Ignace	9	3	1,800	0.06	0.75	310	375
Hwy 11 — Nipigon (~8km)	5	4	3,600	0.48	5.60	283	352
Hwy 17 — Nipigon / Red Rock (~12km)	2	2	3,600	0.13	1.49	206	412
Hwy 17: Marathon → Nipigon	7	0	2,800	0.04	0.50	100	161
Hwy 17: Blind River → Sault Ste. Marie	7	1	5,200	0.03	0.30	172	—
Hwy 11: Hearst → Longlac / Geraldton	6	3	1,300	0.05	0.56	367	405
Thunder Bay Area	6	0	16,000	0.03	0.30	127	—

SEGMENT RISK OBSERVATIONS

Nipigon / Red Rock Area carries the highest normalized crash rate on the network at 0.34 crashes per million vehicle-kilometres (AADT 3,600/day), with 9 collision events and 6 full closures in March.

Hwy 652 (Cochrane District) recorded 4 collisions (March only) with the highest total partial closure time on the network. Some closure durations could not be independently verified.

Hwy 17: Shabaqua to Ignace recorded 9 collisions and 3 full closures (AADT 1,800, crash rate 0.06/MVkm).

Hwy 11: Hearst to Longlac / Geraldton recorded the longest average collision closure duration at 367 minutes (6 collisions, 3 full closures; 0.05/MVkm annualised, 0.56/MVkm March).

6A. SIGNIFICANT WEATHER EVENT — MARCH 15–16 WINTER STORM

On March 15–16, 2026, a major winter storm struck Northern Ontario, bringing 30 to 50 centimetres of snow to communities from Sault Ste. Marie through Elliot Lake, Sudbury, and Timmins. Environment Canada issued an orange alert winter storm warning across the region. Sault Ste. Marie and Sudbury were identified as the hardest-hit communities, with Sudbury additionally facing 6 to 12 mm of freezing rain with ice buildup continuing into Monday. High winds amplified whiteout conditions, northern hospitals reported operational disruptions, and MTO crews worked extended shifts to restore road access.

Sources: CTV Northern Ontario, March 16, 2026 (Nordstrom & MacDonald). Global News, March 16, 2026 (Sean Previl). [northernroadwatch.ca incident archive](https://northernroadwatch.ca/incident/archive).

LONGEST FULL ROAD CLOSURES — STORM PERIOD

The storm triggered full road closures lasting up to 41.5 hours on remote northern corridors. These are the three longest confirmed closures recorded in the NRW archive during the storm event:

Highway	Segment	Closure Duration	Direction	Started
HWY 129	Wharnccliffe (Sec Hwy 554) to Chapleau (Jct Hwy 101)	41.5 hours	Both Directions	Mar 15, 3:33 PM
HWY 101	Wawa (Jct Hwy 17/101) to Young Lake Rd (Foleyet area)	40.3 hours	Both Directions	Mar 15, 5:03 PM
HWY 11	North Bay (Collins Rd) to La Petite (Alary Rd)	37.2 hours	Both Directions	Mar 15, 7:53 PM

OTHER SIGNIFICANT WEATHER CLOSURES — MARCH 15–17

Numerous additional full closures were triggered across the network during the same storm window, several lasting 13–37 hours:

Highway	Segment	Duration	Notes
HWY 655	Kidd Creek Mine Rd to Hwy 11 (Timmins)	37.2 hrs	Full closure both directions
HWY 17	Trunk Rd, Sault Ste. Marie to Batchawana Bay junction	22.7 hrs	Full closure both directions
HWY 144	Cartier to Gogama	22.2 hrs	Full closure both directions
HWY 69	Sudbury corridor (Pioneer Rd to Prov. Govt Offices Rd)	20.2 hrs	Full closure both directions
HWY 66	Matachewan (Hwy 65) to Kenogami (Hwy 11)	19.2 hrs	Full closure both directions
HWY 17	Batchawana Bay (Sec Hwy 563) to Hwy 17B junction	17.9 hrs	Full closure both directions
HWY 11	Clavet Twp to Longlac Cemetery Rd	17.4 hrs	Full closure both directions
HWY 11	Sec Hwy 625 (Caramat) to Clavet Twp W boundary	15.2 hrs	Full closure both directions
HWY 631	Calstock (Hwy 11) to White River (Hwy 17)	13.0 hrs	Full closure both directions

COLLISION INCIDENTS DURING STORM WINDOW (MARCH 15–17)

In addition to the weather closures above, NRW recorded **16 collision events** on March 15–17 representing approximately 14% of the month's total collisions. Notable incidents included elevated precipitation on Hwy 63 near North Bay (7.4mm prior 4h), Hwy 17 near Sowerby (2.2mm), and Hwy 519 near Dubreuilville (2.4mm).

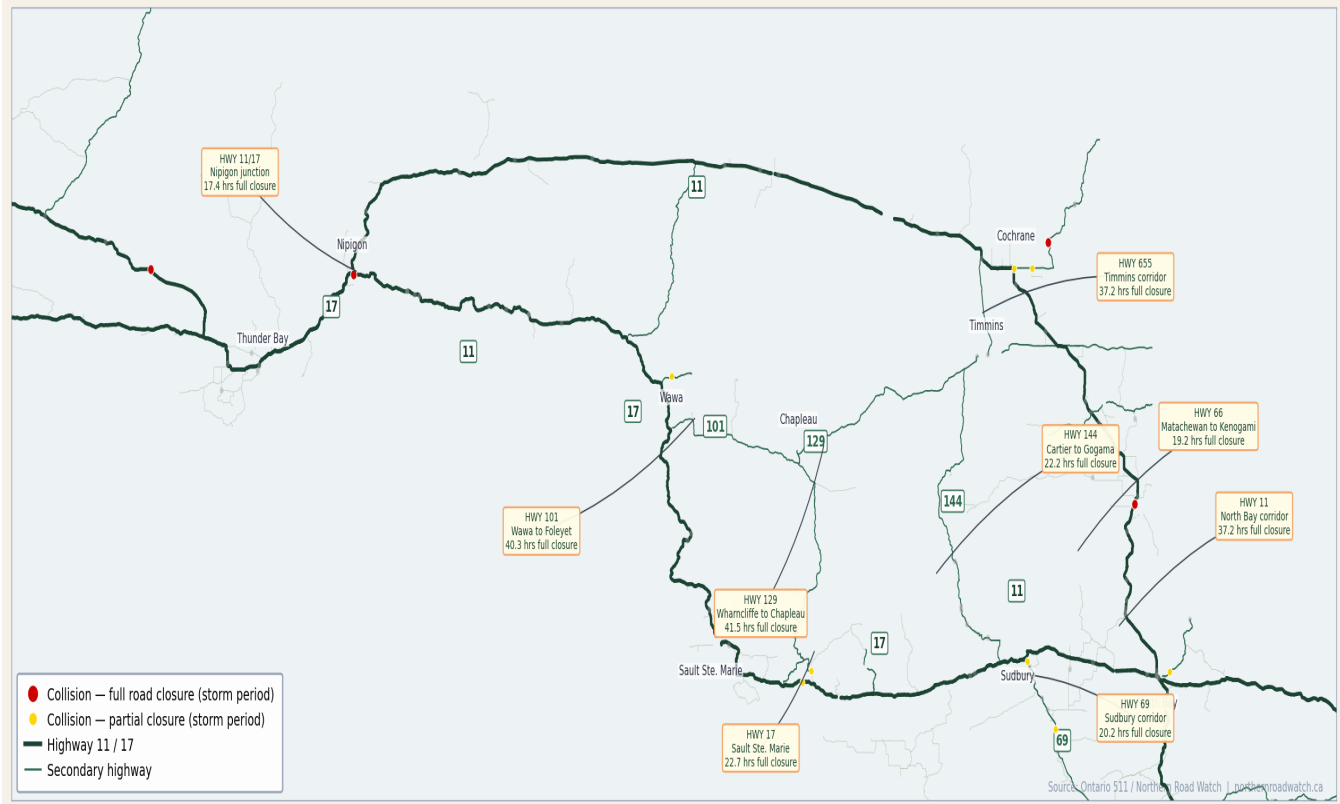
Date	Highway	Location / Area	Status	Duration	Precip (4h)
Mar 15	HWY 11	Western Ave (Hwy 579), Cochrane	Partial	199 min	—
Mar 15	HWY 11	North Waseosa Lk Rd, Huntsville	Partial	25 min	4.2mm ■
Mar 15	HWY 17	Portage St, Sowerby — Algoma	Partial	455 min	2.2mm ■
Mar 15	HWY 17	Upsala W Lights Sign, Upsala	FULL	49 min	—
Mar 15	HWY 63	Feronia, North Bay	Partial	40 min	7.4mm ■
Mar 15	HWY 652	Abitibi Co Rd, Cochrane District	FULL	90 min	—
Mar 15	HWY 652	Sec Hwy 574, Cochrane District	Partial	719 min	—
Mar 16	HWY 519	Km 12 Rd, Dubreuilville	Partial	404 min	2.4mm ■
Mar 17	HWY 11	Nipigon Rd junction, Nipigon	FULL	205 min	—
Mar 17	HWY 11	Seeds Rd, Temagami	FULL	55 min	—
Mar 17	HWY 17	Nipigon Rd junction, Nipigon	FULL	430 min	—
Mar 17	HWY 17	White Water Rd, Pembroke	Partial	10 min	—
Mar 17	HWY 60	Millar Hill Rd, Dwight area	Partial	39 min	—
Mar 17	HWY 69	Estaire Rd, Sudbury	Partial	35 min	—
Mar 17	HWY 69	Pickereel River Rd, French River	Partial	20 min	—
Mar 17	HWY 129	Lafoe Creek Bridge, Wharnccliffe	FULL	205 min	—
Mar 17	HWY 554	Sec Hwy 546, Iron Bridge	Partial	130 min	—

■ Precipitation 2mm+ in prior 4 hours. FULL = Full road closure (shown in red).

The Nipigon junction area (Hwys 11 and 17) experienced simultaneous full closures on March 17 — a 205-minute closure on Hwy 11 and a 430-minute full closure on Hwy 17 — effectively isolating that interchange cluster for much of the day. Hwy 129's Lafoe Creek Bridge at Wharnccliffe saw a separate 205-minute full closure on March 17, adding to its status as a persistent high-risk location.

MARCH 15-16 WINTER STORM — ROAD CLOSURES & COLLISIONS

March 15-16 Winter Storm - Northern Ontario Highway Closures & Collisions



Callout boxes show confirmed full closures with duration (only extended closures greater than 17 hours are shown). Red = full closure collision. Yellow = partial closure collision. Grey = other March collision. Only extended closures greater than 17 hours are shown in callout boxes.

6B. CONFIRMED FATALITIES — MARCH 2026

Two confirmed fatalities were recorded in the Northern Road Watch dataset for March 2026, sourced from OPP and media reports cross-referenced with 511 event records.

Date	Highway	Details	Transport Involved	Deaths
March 7, 2026	HWY 11	Multi-vehicle collision. Initial crash involved two passenger vehicles; followed by transport truck involvement. 5 vehicles directly involved; 3 additional in secondary collision. Prolonged highway closure. Source: timminstoday.com/police-beat/prolonged-closure-of-highway-11-expected-after-4-vehicle-crash-11971878	Yes	1
March 25, 2026	HWY 595	Snowplow driver killed in crash near Thunder Bay. Source: ctvnews.ca/northern-ontario/article/snowplow-driver-killed-in-crash-near-thunder-bay	No	1

CONTEXT & CONSIDERATIONS

The March 7 collision on Highway 11 involved eight vehicles in total across primary and secondary collisions and resulted in a prolonged full closure of the corridor.

The March 25 fatality on Highway 595 near Thunder Bay involved a snowplow operator. Highway 595 is a low-volume route (AADT 280) with a normalized collision rate of 0.36 per MVkm.

Note: NRW fatality data is cross-referenced from 511 event records and publicly available media/OPP reports. This dataset may not reflect all OPP-confirmed fatalities for March 2026. Official fatality statistics should be verified through MTO or OPP annual road safety publications.

7. KEY FINDINGS

F1: Highway 11 and Highway 17 together account for 60% of all Northern Ontario collisions in March 2026, with 70 collisions between them.

F2: The midday window (9am–3pm) is the highest-risk period, accounting for 39% of collisions. Darkness-related collisions accounted for 32% of the total.

F3: 51% of assessed March collisions (56 of 110) were preceded by measurable precipitation in the prior 4 hours.

F4: Nipigon / Red Rock, Hwy 599, Hwy 652, and Hwy 129 (Chapleau corridor) recorded the highest crash rates on the network, reflecting elevated risk relative to traffic volume.

F5: 31 repeat-location collisions were flagged in March, with the Nipigon–Beardmore corridor and Hwy 11 / Cochrane being persistent multi-incident zones.

F6: Hwy 652 (Cochrane District) recorded an unusually long partial closure of over 100 hours in the dataset. No news articles or OPP reports were found to independently confirm the nature or duration of this event. The figure is retained from 511 records but should be interpreted with caution.

F7: Two fatalities were confirmed in the NRW dataset for March 2026: a snowplow driver killed on Hwy 595 near Thunder Bay (March 25), and one death resulting from a multi-vehicle crash on Hwy 11 (March 7). The Hwy 11 event involved 5 primary and 3 secondary vehicles.

8. DATA NOTES & METHODOLOGY

DATA SOURCES

- **Incident Data:** Ontario 511 platform (511.ontario.ca), which aggregates real-time road event reporting from MTO, OPP, municipal road authorities, and contracted patrol services. Northern Road Watch retrieves and archives this data continuously, recording timestamps, duration calculations, and geographic coordinates.
- **Precipitation:** Open-Meteo Historical Weather API (open-meteo.com). Hourly precipitation totals are retrieved for the GPS coordinates of each incident using reanalysis data derived from ERA5 and high-resolution weather models. The 4-hour cumulative precipitation total prior to each incident timestamp is used.
- **Traffic Volumes (AADT):** Ontario Ministry of Transportation (MTO) published Annual Average Daily Traffic counts.
- **LTE Coverage:** CRTC mobile coverage data.
- **Fatality Confirmation:** OPP press releases and regional news media. Fatalities are not sourced from 511 — they are identified by cross-referencing incident records with publicly available OPP reports and news articles from outlets including CTV Northern Ontario and Timmins Today.
- **Storm Context:** CTV Northern Ontario (March 16, 2026 — Nordstrom & MacDonald) and Global News (March 16, 2026 — Previl).

COVERAGE AREA

This report covers all provincial highways in the Northern Road Watch monitoring network, spanning Northern Ontario from the Parry Sound / Huntsville area in the south to the Manitoba and Quebec borders. The network encompasses primary corridors including Hwy 11 (Parry Sound District to Rainy River), Hwy 17 (Pembroke area to Manitoba border), Hwy 69 (Parry Sound to Sudbury), Hwy 144 (Sudbury to Timmins), and Hwy 101, 129, 599, 652, and 40+ secondary provincial routes.

METHODOLOGY NOTES

- **Duration:** Closure duration is calculated from first 511 posting to resolution timestamp. Events without a resolution timestamp are excluded from duration averages.
- **Repeat Locations:** Incidents are flagged as repeat-location if a prior event occurred within approximately 500m of the same GPS coordinate.
- **Collision Rate per MVkm:** Two rates are shown in Section 6. **Annualised:** $R = (C / (V \times 365 \times L)) \times 1,000,000$ — expresses the rate as if March conditions persisted for a full year; enables comparison with published road safety benchmarks. **March Only:** $R = (C / (V \times 31 \times L)) \times 1,000,000$ — expresses the rate over the actual 31-day vehicle-kilometre exposure. Both use $V = \text{AADT}$ and $L = \text{segment length in kilometres}$. Only calculated where MTO AADT data is available.
- **LTE Coverage:** “Not assessed” reflects incident locations not yet mapped in CRTC coverage data.

LIMITATIONS

This report reflects incidents reported through the Ontario 511 system. Not all collisions are reported to 511, particularly minor incidents cleared before patrol arrival. This data should be considered a minimum incident count and not a complete census of road events.

Importantly, 511 closure locations reflect **where the road is closed** — typically the nearest practical closure point — which may not be the exact location of the collision. Coordinates and location descriptions should be interpreted as approximate rather than precise crash locations.

For MTO enforcement statistics, coroner's data, or official fatality counts, provincial records from MTO or OPP should be referenced directly.

Northern Road Watch is an independent highway monitoring platform for Northern Ontario. Live incident data is available at northernroadwatch.ca.

Report period: March 1–31, 2026 | Generated: April 20, 2026 | Data: Ontario 511 / Northern Road Watch archive