

NORTHERN ROAD WATCH

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HIGHWAY INCIDENT MONTHLY REPORT

September 2026 | Northern Ontario

Highways 11, 17, 69 & 40+ Northern Corridors

Data sources: Ontario 511 | OPP & regional media | MTO (AADT)

55

SEPT COLLISIONS

Hwy 17: 19 · Hwy 11: 15 · Hwy 69: 5

4

CONFIRMED FATALITIES

4 separate events

199.8h

TOTAL CLOSURE TIME

96.5h full · 103.4h partial

29

FULL ROAD CLOSURES

26 partial closures

226

TOTAL TRACKED INCIDENTS

Collisions, disabled, construction, other

230 min

SEPT AVG CLOSURE

Mean duration, all collisions

ABOUT THIS REPORT

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

Report generated: October 2, 2026 | Data period: September 1 – 30, 2026

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Data source: Ontario 511 / Northern Road Watch monitoring platform (northernroadwatch.ca).

1. EXECUTIVE SUMMARY

Northern Road Watch recorded 55 vehicle collisions on Northern Ontario provincial highways in September 2026, spanning more than 40 monitored corridors. These collisions generated a combined 199.8h of road closure time, 96.5h from full closures and 103.4h from partial closures, with an average incident duration of 230 minutes.

Four confirmed fatalities were recorded across four separate collision events, sourced from OPP press releases and regional media and cross-referenced with Ontario 511 event records. Three fatal events occurred on Highway 17 and one on Highway 11, each resulting in a single death.

When all incident categories are considered, collisions, disabled vehicles, construction, and other advisory events, September produced 226 total tracked incidents. Highway 17 led the network with 19 collisions, followed by Highway 11 with 15 and Highway 69 with 5. Together the three primary corridors accounted for over 70% of the month's collisions.

KEY MONTHLY HIGHLIGHTS

- 55 collisions across the network; 29 full closures and 26 partial closures.
- 4 confirmed fatalities across 4 events: Hwy 17 (3 events) and Hwy 11 (1 event).
- Precipitation preceded only 7% of September collisions.
- Hwy 11: Thunder Bay → Atikokan recorded the highest normalized corridor rate this month (0.34/MVkm) with 4 collisions; Hwy 69: Parry Sound → Sudbury carried the highest volume among rated segments (5 collisions, 0.15/MVkm).
- Daylight collisions made up 75% of the month's total, with darkness accounting for only 20%.

2. INCIDENT OVERVIEW

Northern Road Watch tracked 226 total events across the monitored network in September 2026. Of these, 55 were collisions; the remainder were construction activity, disabled vehicles, and other advisory events, which are excluded from the collision statistics below.

Category	Count
Collisions	55
Construction	127
Other	36
Disabled Vehicle	8

HIGHWAY-BY-HIGHWAY BREAKDOWN

All September 2026 collisions by highway, ranked by volume. Full and partial closure counts, average duration, and total closed time are shown for each.

Highway	Total	Full	Partial	Avg (min)	Closed (min)	Fatal	Deaths
Hwy 17	19	10	9	190	3602	3	3
Hwy 11	15	5	10	275	3848	1	1
Hwy 69	5	2	3	266	1062	0	0
Hwy 64	2	2	0	115	115	0	0
Hwy 101	2	2	0	200	400	0	0
Hwy 105	2	1	1	330	660	0	0
Hwy 17A	1	0	1	765	765	0	0
Hwy 65	1	1	0	280	280	0	0
Hwy 112	1	1	0	275	275	0	0
Hwy 144	1	1	0	100	100	0	0
Hwy 518	1	1	0	40	40	0	0
Hwy 527	1	1	0	64	64	0	0
Hwy 537	1	1	0	25	25	0	0
Hwy 560	1	1	0	394	394	0	0
Hwy 642	1	0	1	300	300	0	0
Hwy 655	1	0	1	55	55	0	0

3. NETWORK OVERVIEW MAP

All 55 September 2026 collisions plotted across the Northern Road Watch monitoring network using verified GPS coordinates. Red dots indicate full bidirectional closures; orange dots indicate partial closures.



Map 1 — All 55 September 2026 collisions. Red = full closure. Orange = partial closure. Source: NRW API / Ontario 511.

4. HIGHWAY 11 / 17 / 69 DETAILED ANALYSIS

Detailed segment and closure analysis is focused on Highways 11, 17, and 69, the network's three primary corridors and the focus of ongoing public debate over Trans-Canada Highway conditions in Northern Ontario. Together they carried 39 of September's 55 collisions.

HWY 11

Metric	Value
Total collisions	15
Full closures	5
Partial closures	10
Average duration	274.9 min
Longest closure (full)	660 min
Total closed time	64.1 h
Repeat-location flagged	9 of 15
Daylight / Darkness / Dawn-Dusk	11 / 3 / 1
Precipitation-precoded	1 of 15
Fatal events / Deaths	1 / 1

LONGEST FULL CLOSURES

Date	Location	Duration (min)
Sep 20	Englehart (Sec Hwy 560/573)	660
Sep 1	Iroquois Falls - Matheson (fatal)	615
Sep 2	Van Drunen Rd, Emo	530

HWY 17

Metric	Value
Total collisions	19
Full closures	10
Partial closures	9
Average duration	189.6 min
Longest closure (full)	694 min
Total closed time	60 h
Repeat-location flagged	12 of 19
Daylight / Darkness / Dawn-Dusk	12 / 5 / 2
Precipitation-precoded	2 of 19
Fatal events / Deaths	3 / 3

LONGEST FULL CLOSURES

Date	Location	Duration (min)
Sep 26	Calabogie Rd, Arnprior (fatal)	694
Sep 3	Coniston / Wahnapiatae (fatal)	344
Sep 23	Between Whitefish and Lively, Greater Sudbury (fatal)	416

HWY 69

Metric	Value
Total collisions	5
Full closures	2
Partial closures	3
Average duration	265.5 min
Longest closure (full)	443 min
Total closed time	17.7 h
Repeat-location flagged	3 of 5
Daylight / Darkness / Dawn-Dusk	5 / 0 / 0
Precipitation-preceded	0 of 5
Fatal events / Deaths	0 / 0

LONGEST FULL CLOSURES

Date	Location	Duration (min)
Sep 29	Animal Crossing Overpass, Burwash	443
Sep 2	Station Lane, Britt	355

5. HIGHWAY 11, 17 & 69 CORRIDOR MAP

The three primary corridors (dark green) against the full monitored network. 39 of September's 55 collisions occurred on these three highways.



Map 2 — Highways 11, 17 & 69, September 2026 collisions. Red = full closure. Orange = partial closure. Source: NRW API / Ontario 511.

6. REPEAT HOTSPOTS & TEMPORAL PATTERNS

30 of September's 55 collisions (55%) were flagged as repeat-location incidents, meaning a prior event had occurred within approximately 500 m of the same GPS coordinate during the 2026 monitoring period. The table below lists the locations with the highest prior-incident counts.

Date	Highway	Location	Prior Count
Sep 29	Hwy 69	Animal Crossing Overpass, Burwash	6
Sep 8	Hwy 17	Neys Prov Park Ent, Marathon	6
Sep 23	Hwy 11	Sec Hwy 588 - Oliver Rd, Kakabeka Falls	6
Sep 14	Hwy 101	Ivanhoe Lk Rd, Foleyet	5
Sep 18	Hwy 11	Proudfoot Rd, Powassan/Trout Creek	5
Sep 20	Hwy 11	Goldie Rd, Shabaqua	5
Sep 23	Hwy 17	Hwy 144 Jct, Whitefish	5

6.1 TIME OF DAY & DAY OF WEEK

Day of Week	Collisions	Time Slot	Collisions
Wednesday	14	Midday (9am-3pm)	23
Tuesday	9	Afternoon (3-7pm)	14
Friday	8	Morning (6-9am)	6
Sunday	7	Evening (7pm-12am)	6
Monday	6	Overnight (12-6am)	6
Thursday	6		
Saturday	5		

Wednesdays recorded the most collisions of any day (14, 25% of the month), with midday hours (9am–3pm) the single busiest window (23 collisions, 42%).

6.2 LIGHTING CONDITIONS

Lighting	Collisions
Daylight	41
Darkness	11
Dawn/Dusk	3

Daylight collisions accounted for 75% of September events, with darkness at 20%. Precipitation preceded only 7% of collisions (4 of 55), the lowest share of recent months, consistent with the generally dry, stable conditions of early autumn.

7. SEGMENT COLLISION RATE ANALYSIS

Collision rates below are normalised for traffic volume and segment length, expressed as collisions per million vehicle-kilometres (col/MVkm): $R = \text{collisions} \div (\text{AADT} \times \text{days} \times \text{length km}) \times 1,000,000$, using 30 days for the September column and 228 days (Feb 14 – Sep 30) for the year-to-date column. Only Hwy 11/17/69 corridor segments with 2 or more September collisions are shown.

Highway	Corridor	AADT	Length (km)	Sept Collisions	Sept Rate	YTD Collisions	YTD Rate	Fatal	Deaths
Hwy 11	Thunder Bay → Atikokan	1800	215	4	0.34	8	0.09	0	0
Hwy 11	Hearst → Longlac / Geraldton	1300	265	3	0.29	19	0.24	0	0
Hwy 17	Nipigon → Thunder Bay	4600	90	3	0.24	15	0.16	0	0
Hwy 17	Sudbury → Espanola	8800	70	4	0.22	12	0.09	1	1
Hwy 69	Parry Sound → Sudbury	7800	140	5	0.15	25	0.10	0	0
Hwy 17	Espanola → Blind River	5500	110	2	0.11	5	0.04	0	0
Hwy 11	Huntsville → North Bay	9500	130	2	0.05	20	0.07	0	0
Hwy 17	North Bay → Sudbury	8200	195	2	0.04	16	0.04	1	1

Hwy 11: Thunder Bay → Atikokan recorded the highest normalised rate this month (0.34/MVkm) on 4 collisions, reflecting its low AADT (1,800/day). Hwy 69: Parry Sound → Sudbury carried the highest volume among rated segments (5 collisions) at a more moderate rate (0.15/MVkm) given its much higher traffic volume (7,800/day). Year-to-date rates are annualised over the full Feb 14 – Sep 30 monitoring window.

8. CONFIRMED FATALITIES — SEPTEMBER 2026

4 confirmed fatalities across 4 collision events, September 1–30, 2026. Sourced from OPP press releases and regional news media, cross-referenced with Ontario 511 event records.

Date	Highway	Deaths	Details
Sep 1	Hwy 11	1	Highway 11 and Country Lane Road, Iroquois Falls - Matheson area. Transport truck confirmed involved. Closure approx. 10.25 hrs (511: 615 min full closure).
Sep 3	Hwy 17	1	Wahnapiatae, Greater Sudbury. Passenger vehicle vs. motorcycle. Closure approx. 5.75 hrs (511: 344 min full closure).
Sep 23	Hwy 17	1	Between Whitefish and Lively, Greater Sudbury. Single-vehicle collision with a moose. Closure approx. 6.9 hrs (511: 416 min partial closure).
Sep 26	Hwy 17	1	Near Calabogie Rd, Arnprior. Transport truck confirmed involved. Closure approx. 11.6 hrs (511: 694 min full closure).

Note: Fatal-crash classification is confirmed by cross-referencing 511 records with OPP press releases and regional media; where the 511 category conflicts with confirmed reporting, the confirmed classification is authoritative. This dataset may not reflect all OPP-confirmed fatalities for September 2026. Official fatality statistics should be verified through MTO or OPP annual road safety publications.

FATALITY CONTEXT

Highway 17 concentration: Three of the four fatal events occurred on Highway 17, spanning from the Sudbury area (Wahnapiatae, Sep 3; between Whitefish and Lively, Sep 23) to Arnprior (Sep 26).

Single-vehicle and wildlife risk: The Sep 23 fatality was a single-vehicle collision with a moose, consistent with the elevated wildlife-collision risk along the Sudbury–Espanola stretch of Hwy 17.

Transport truck involvement: Transport trucks were confirmed involved in two of the four fatal events (Sep 1, Hwy 11; Sep 26, Hwy 17).

9. FATALITY MAP

The map below plots all four confirmed fatal collision events for September 2026, labelled by date and highway.



Map 3 — September 2026 confirmed fatal events (4 deaths, 4 events). Source: OPP / regional media / NRW API.

10. KEY FINDINGS

F1: Highway 17 was the dominant collision corridor in September, recording 19 collisions versus 15 on Highway 11 and 5 on Highway 69, and carrying 3 of the month's 4 confirmed fatalities.

F2: All four confirmed fatalities were single-death events; none involved multiple fatalities. Hwy 17 accounted for 3 of 4, spanning Sudbury (x2) and Arnprior.

F3: Precipitation preceded only 7% of September collisions, the lowest recent share, pointing to largely dry, stable early-autumn conditions as a contributing factor in the month's moderate collision volume.

F4: The Hwy 11: Thunder Bay → Atikokan segment recorded the highest normalised collision rate on the network this month (0.34/MVkm); Hwy 69: Parry Sound → Sudbury carried the most volume among rated segments (5 collisions, 0.15/MVkm).

F5: 55% of September collisions (30 of 55) were flagged as repeat-location incidents, with the Hwy 69 Burwash overpass, the Hwy 17 Neys Provincial Park entrance, and the Hwy 11 Kakabeka Falls area each showing 6 prior nearby incidents.

F6: Wednesdays were the single busiest collision day (14 of 55, 25%), and midday hours (9am–3pm) the busiest time window (23 of 55, 42%), consistent with peak daytime travel and commercial traffic.

11. DATA NOTES & METHODOLOGY

DATA SOURCES

- **Incident Data:** the Northern Road Watch backend API, which ingests and archives the Ontario 511 platform (511.ontario.ca) in real time and performs corridor matching, deduplication/linking, and rate computation server-side. This report is built directly from that API export rather than from a manual re-export of raw 511 data.
- **Traffic Volumes (AADT):** Ontario Ministry of Transportation (MTO) 2021 Annual Average Daily Traffic counts, as compiled in the Northern Road Watch curated section reference list and returned by the API alongside each corridor.
- **Fatality Confirmation:** OPP press releases and regional news media, cross-referenced with 511 event records. Where the 511 category conflicts with confirmed reporting, the confirmed classification is authoritative; duplicate 511 records of one fatal event are counted once.

METHODOLOGY NOTES

- **Duration:** Closure duration runs from first Ontario 511 posting to resolution. Records before Sep 26, 2026 are measured from Northern Road Watch's first detection of the 511 posting (usually within 5 minutes of it) rather than the posting time itself.
- **Repeat Locations:** Incidents are flagged as repeat-location if a prior event occurred within approximately 500m of the same GPS coordinate within the 2026 monitoring period (beginning Feb 15, 2026).
- **Collision Rate per MVkm:** $R = \text{collisions} \div (\text{AADT} \times \text{days} \times \text{segment length km}) \times 1,000,000$, using 30 days for the September column and 228 days for the year-to-date column. Detailed segment analysis is scoped to Highways 11, 17, and 69, the corridors with the clearest monthly signal; the full 69-section network breakdown is reserved for periods where it is warranted. Both the September and year-to-date rates are computed by the API, which removes the need for the manual YTD re-matching noted as a limitation in the prior draft of this report.
- **Corridor Matching:** Each collision is assigned by its GPS coordinates to a corridor section on its own highway — a corridor containing it, or, where corridors overlap (e.g. in cities), the one whose midpoint is closest. Events outside every corridor go to the nearest corridor on the same highway within 30 km. There are no separate urban-zone buckets; events within city limits are assigned to the adjacent open-highway corridor. This supersedes the landmark/place-name matching used in earlier drafts of this report.

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, not a complete census of road events.

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.

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