



Ministry of
Transportation

Highway
Standards
Branch

Traffic
Office

Provincial Highways

Traffic Volumes

1988-2019, 2021

King's Highways / Secondary Highways / Tertiary Roads

Ministry Contact:

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Abstract:

This annual publication contains averaged traffic volume information and collision rate information for each of the sections of highway under MTO jurisdiction.

Key Words:

Annual Average Daily Traffic volume (AADT), Summer Average Daily Traffic volume (SADT), Summer Average Weekday Traffic volume (SAWDT), Winter Average Daily Traffic volume (WADT), Collision Rate (CR)

PREFACE

Traffic volume information is used by many people to assist them in assessing the viability of business proposals, land use options, marketing, advertising, and a host of other activities. This publication, **Provincial Highways Traffic Volumes 1988-2019, 2021**, provides traffic volumes on an annual and seasonal average basis for selected links in the provincial highway network. The traffic pattern type and accident rates on the selected links are also indicated.

The Ministry will not be publishing 2020 traffic volumes. The COVID-19 pandemic significantly altered traffic patterns and behaviours, and as a result 2020 is considered an outlier year.

Although 2020 traffic volumes will not be published, the Ministry did collect traffic data throughout the entirety of 2020. This data remains available for use and, provides valuable insights into traffic trends and patterns during an outlier year.

This information is available upon request, please contact MTO INFO at 1-800-268-4686 for the appropriate regional phone number or Email: mtinfo@ontario.ca.

The Highway 407 ETR is maintained by 407 ETR Concession Company Ltd. and is not included in this publication. For information contact the 407 ETR Traffic Department at (905) 265-4070.

Some highway routes which have not yet been assigned an official highway number, are included under the title Selected 7000 Series Highways.

The statistics contained herein have been prepared based on data (both electronic and otherwise) obtained from sources considered to be reliable. The Ministry makes no representation or warranty, expressed or implied with respect to its accuracy or completeness.

This publication also supersedes any previously published publications.

TABLE OF CONTENTS

PAGE NO.

Introduction	II
Definitions	III
2021 – 2000 Summary of Collision	V
2021 – 2000 Summary of Travel Experience	VII
Highway Distance (km) by Highway Classification	IX

TRAFFIC VOLUME INFORMATION

The King's Highways	- Queen Elizabeth Way (QEW)	1
	- Highway 2 to Highway 148	46
	- The 400 series (Highways 400 to Highway 427)	853
The Secondary Highways	- Highway 502 to Highway 673	1135
The Tertiary Roads	- Highway 802 to Highway 811	1352
Selected 7000 Series Highways	- Highway 7025 to Highway 7910	1357

INTRODUCTION

This publication contains information pertaining to traffic volumes on roads under Provincial jurisdiction as of December 31, 2021. The publication is divided into two parts.

OVERALL SYSTEM SUMMARIES

The information in this section is included for policy analysis and program planning purposes. It includes summaries about the overall Provincial Highways system. The system indicators are developed from travel experience, accident data and highway geometrics.

TRAFFIC VOLUME INFORMATION

A detailed listing outlining the 33 year history (1988-2019, 2021) of traffic volumes on Provincial Highways (King's, Secondary, Tertiary Roads and the 7000 series highways) is provided.

The highway network is divided into approximately 1865 sections for reporting purposes. Seasonal traffic volume variations are estimated for each section reported. Although local conditions cause variations in the volume within the sections, the volumes shown are considered to adequately represent the section.

On highways that overlap another highway, for instance Highway 35 and Highway 115, the volume information is referenced to the lower number highway. When an overlap occurs between a freeway and non-freeway, reference is made to the freeway number. The freeways are Highway 400 to Highway 427 and the QEW.

The following are definitions to reading the listings:

Location Description: A statement identifying the start or ending point of a section. Some frequently used abbreviations include:

BDY	boundary
BR	bridge
C	concession
C/L	connecting link
CTY	county
DIST	district
KM	kilometres
AVE	avenue
REG	regional
HWY	highway
IC	interchange
JCT	junction
L	lot
LN	line
LTS	limits
NA	non assumed*
OH	overhead
OP	overpass
PKWY	parkway
R	river
RD	road
ST	street
TWP	township
UP	underpass

*Non Assumed – indicates that the roadway is not under provincial jurisdiction therefore contact the corresponding regional municipality for traffic volume information.

Distance (KM)

The length of the section in kilometres reported to one decimal place.

Pattern Type

One of 14 pattern types that represent the seasonal variation of the traffic flow on the section indicated. A graphical presentation of these pattern types has been included on the following page.

The 14 pattern types represent the traffic flow variation on the whole network. They include:

Variation Types

LOW	UC	urban commuter
	SC	suburban commuter
	C	commuter
INTER	IC	intermediate commuter
	CR	commuter recreation
	IR	intermediate recreation
	CTR	commuter tourist recreation
	IT	intermediate tourist
HIGH	LT	low tourist
	T	tourist
	HT	high tourist
	LR	low recreation
	R	recreation
	HR	high recreation
	UNKN	unknown
	UNCL	unclassified
	NEW	new volume section

The first three are generally referred to as Low Variation Curves (or commuter travel); the next five as Intermediate Variation Curves

(a blend of all types of traffic); and the last six as High Variation Curves. For the last group, the first three represent tourist travel and the second three, recreational travel; this sub-grouping is distinguished by the relationship of weekend to weekday traffic.

There are two additional codes in the pattern type column. "UNC" indicates that the AADT was calculated using adjustment factors from an unclassified (i.e. new) permanent counting station. "NEW" indicates that this is a new volume section and there is insufficient data to assign a pattern type.

AADT

Annual Average Daily Traffic; defined as the average twenty four hour, two way traffic for the period January 1st to December 31st.

SADT

Summer Average Daily Traffic; defined as the average twenty four hour, two way traffic for the period July 1st to August 31st including weekends.

SAWDT

Summer Average Weekday Traffic; defined as the average twenty four hour, two way traffic for the period July 1st to August 31st, excluding weekends.

WADT

Winter Average Daily Traffic; defined as the average twenty four hour, two way traffic for the period January 1st to March 31st, plus December 1st to December 31st, including weekends.

NOTES:

- (a) The user of this publication should realize that the reported data are 'estimated values'. Since traffic volumes are not static, direct field measurements are accurate only for the time of the count. Also, the size of the Provincial Highway network makes it impractical to measure each section annually. Thus, approximately one third of the reported sections are counted each year. The following three methods of measuring traffic volumes are employed:

1. Permanent Data Counting Stations: At designated locations across the Province counts are taken for each hour of the year.
2. Inventory Counting Stations: Each unique volume section has a set location where traffic volumes are sampled on a cyclical basis by season and year.
3. Request Counting Stations: Traffic volumes are measured at random locations as needed to address operational or planning concerns.

Using the available traffic volume information and historical trends, estimates are made for each highway section.

- (b) The abbreviation "N/A" (Not Available) refers to a new volume section or where no data is available. Data for these sections should be available in future publication once collected.
- (c) There may be some missing or incorrect traffic sections, and distances, due to highway realignment, highway transfers, renumbering, or sections which have been recently built.

CR

Collision Rate is defined as the number of reportable collisions occurring annually on a particular highway section for every million vehicle kilometres (MVKM) travelled on that section during the same period. "Reportable Collisions" are those causing any death, injury or property damage exceeding a certain established amount.

The collision rate is calculated as follows:

CR = the number of collisions for a given year divided by the MVKM, noting the following:

$$\text{The MVKM is calculated as follows:} \\ = \frac{\text{AADT} \times \# \text{ of Days in year} \times \text{Section Length (DIST-km)}}{1,000,000}$$

Notes:

- (a) Multiple vehicle collisions (i.e., chain reactions are generally considered as one collision unless the reporting police officer decides otherwise).
- (b) Collisions on freeway ramps are totally excluded from sectional and total system accident rate calculations. After 1996, highway ramps have also been excluded.
- (c) If no collisions have occurred on a given section, the collision rate is shown as zero.

TRAFFIC VOLUME INFORMATION

The King's Highways	- Queen Elizabeth Way (Q.E.W.)
	- Highway 2 to Highway 148
	- The 400 series
	(Highway 400 to Highway 427)
The Secondary Highways	- Highway 502 to Highway 673
The Tertiary Roads	- Highway 802 to Highway 811
Selected 7000 Series Highways	- Highway 7025 to Highway 7910

NOTE:

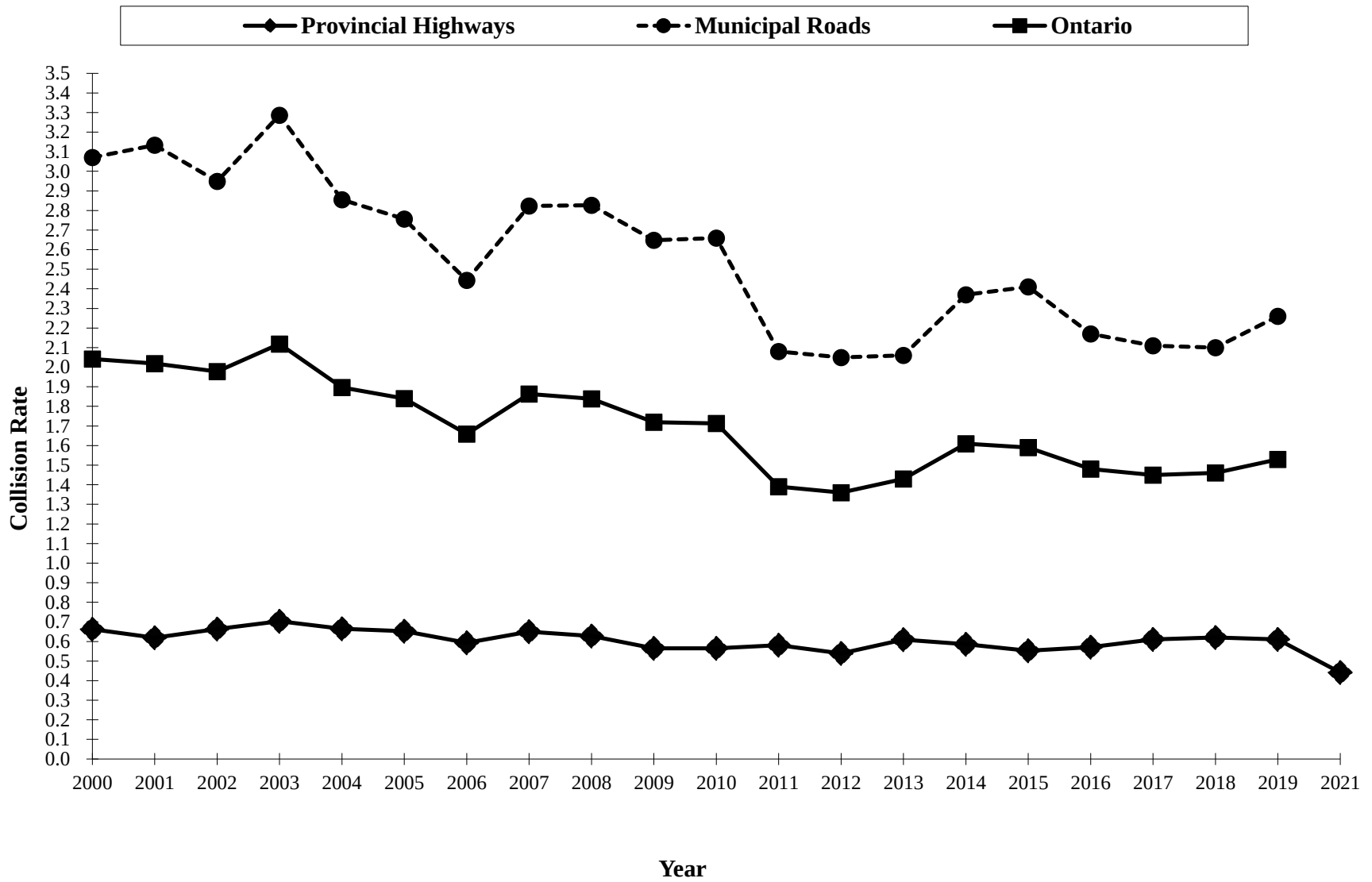
Highway 407 ETR is maintained by 407 ETR Concession Company Ltd. For information contact the 407 ETR Traffic Department at (905) 265-4070.

Summary of Collision Data

Year	Freeways		Kings Highways		Secondary Highways		Provincial Highways		Municipal Roads *		Ontario **	
	Collision	Rate	Collision	Rate	Collision	Rate	Collision	Rate	Collision	Rate	Collision	Rate
2000	20,531	0.6	11,879	0.7	953	1.1	33,370	0.7	207,260	3.1	240,630	2.0
2001	18,947	0.6	11,924	0.7	947	1.1	31,827	0.6	202,177	3.1	234,004	2.0
2002	20,347	0.6	13,441	0.8	1,074	1.2	34,874	0.7	209,768	2.9	244,642	2.0
2003	22,467	0.6	13,405	0.8	1,107	1.3	36,984	0.7	209,479	3.3	246,463	2.1
2004	21,360	0.6	13,104	0.8	1,016	1.2	35,484	0.7	196,064	2.9	231,548	1.9
2005	21,625	0.6	12,937	0.8	973	1.1	35,538	0.7	194,720	2.8	230,258	1.8
2006	19,385	0.5	12,382	0.7	1,015	1.2	32,786	0.6	183,461	2.4	216,247	1.7
2007	22,149	0.6	12,783	0.7	1,022	1.2	35,958	0.7	197,529	2.8	233,487	1.9
2008	21,936	0.6	12,344	0.7	918	1.2	35,204	0.6	193,992	2.8	229,196	1.8
2009	19,755	0.5	11,093	0.7	824	1.0	31,678	0.6	184,637	2.6	216,315	1.7
2010	18,870	0.5	10,394	0.6	828	1.0	30,095	0.6	185,438	2.7	215,533	1.7
2011	20,900	0.5	11,370	0.7	873	1.1	33,147	0.6	143,892	2.1	177,039	1.4
2012	18,982	0.5	11,076	0.6	945	1.3	31,007	0.5	141,861	2.1	172,868	1.4
2013	22,348	0.6	12,015	0.7	896	1.1	35,264	0.6	153,735	2.1	188,999	1.4
2014	23,143	0.6	11,250	0.6	765	1.0	35,160	0.6	182,397	2.4	217,557	1.6
2015	22,711	0.5	10,300	0.6	773	1.0	33,784	0.6	187,627	2.4	221,411	1.6
2016	23,258	0.6	10,900	0.6	815	1.0	34,975	0.6	173,429	2.2	208,404	1.5
2017	24,442	0.6	11,083	0.6	757	1.0	36,288	0.6	172,797	2.1	209,085	1.5
2018	25,826	0.6	11,341	0.6	821	0.9	37,997	0.6	176,855	2.1	214,852	1.5
2019	26,688	0.6	11,747	0.6	755	0.9	39,194	0.6	182,545	2.3	221,739	1.5
2020	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2021	19,442	0.4	8,665	0.5	682	0.8	28,796	0.4	N/A	N/A	N/A	N/A

- Note 1)** Prior to 1997 all reported Freeway ramp collisions have been excluded from the 'Freeways' column.
- 2)** Prior to 2011, King's Highways includes Tertiary roads.
- 3)** Rate is the number of collisions per million vehicle kilometres of travel (MVKM).
- 4)** * Municipal Roads is derived from the difference of Provincial Highways and Ontario. It represents all the non-provincial roads/highways in the Province. SOURCE: Ontario Road Safety Annual Report.
- 5)** ** Ontario collision figures are obtained from MTO Safety Research Office. SOURCE: Ontario Road Safety Annual Report.
- 6)** Highway 407 is included in the "Municipal Roads" category only. For all other information regarding Highway 407, contact the 407 ETR Traffic Department at (905) 265-4070.

Histroical Collision Rate Trends



Summary of Travel Experience

Year	Freeways		Kings Highways		Secondary Highways		Provincial Highways		Municipal Roads*		Ontario	
	MV. km	% Change	MV. km	% Change	MV. km	% Change	MV. km	% Change	MV. km	% Change	MV. Km	% Change
2000	32,990	4.2	16,519	2.6	833	1.7	50,345	3.6	67,489	68.7	117,834	*** 33.0
2001	33,901	2.8	16,680	1.0	835	0.2	51,421	2.1	64,522	-4.4	115,943	*** -1.6
2002	34,834	2.8	16,854	1.0	864	3.5	52,559	2.2	71,124	10.2	123,683	*** 6.7
2003	34,881	0.1	16,834	-0.1	868	0.5	52,590	0.1	63,732	-10.4	116,322	*** -6.0
2004	35,669	2.3	16,865	0.2	881	1.5	53,422	1.6	68,657	7.7	122,079	*** 4.9
2005	36,487	2.3	17,124	1.5	859	-2.5	54,477	2.0	70,625	2.9	125,102	*** 2.5
2006	37,306	2.2	17,136	0.1	848	-1.3	55,298	1.5	75,094	6.3	130,392	*** 4.2
2007	37,397	0.2	17,084	-0.3	825	-2.7	55,314	0.0	69,973	-6.8	125,287	*** -3.9
2008	38,167	2.1	17,108	0.1	773	-6.3	56,056	1.3	68,617	-1.9	124,673	*** -0.5
2009	38,196	2.1	17,064	-0.1	807	-2.2	56,074	1.4	69,728	-0.4	125,802	*** 0.4
2010	38,444	0.7	17,158	0.3	753	-2.6	56,363	0.5	73,274	6.8	129,637	*** 4.0
2011	38,993	1.4	17,257	0.6	801	6.4	57,059	1.2	70,192	-4.2	127,251	*** -1.8
2012	39,574	1.5	17,188	-0.4	755	-5.7	57,524	0.8	69,729	-0.7	127,253	*** 0.0
2013	39,495	-0.2	17,538	2.0	796	5.3	57,837	0.5	74,780	7.2	132,617	*** 4.2
2014	41,247	4.4	17,948	2.3	784	-1.4	59,987	3.7	74,960	0.2	134,947	*** 1.8
2015	42,320	2.6	18,047	0.6	798	1.7	61,173	2.0	77,804	3.8	138,977	*** 3.0
2016	42,287	-0.1	18,167	0.7	799	0.2	61,287	0.2	79,766	2.5	141,053	*** 1.5
2017	40,737	-3.7	17,876	-1.6	750	-6.2	59,422	-3.0	84,556	6.0	143,978	*** 2.1
2018	42,338	3.9	17,720	-0.9	892	19.1	61,182	3.0	86,339	2.1	147,521	*** 2.5
2019	44,480	5.1	18,646	5.2	821	-8.0	64,180	4.9	80,820	-6.4	145,000	*** -1.7
2020	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	*** N/A
2021	45,451	2.2	18,949	1.6	833	1.5	65,242	1.7	88,701	9.8	153,943	*** 6.2

Note 1) Provincial Highways includes Tertiary roads.

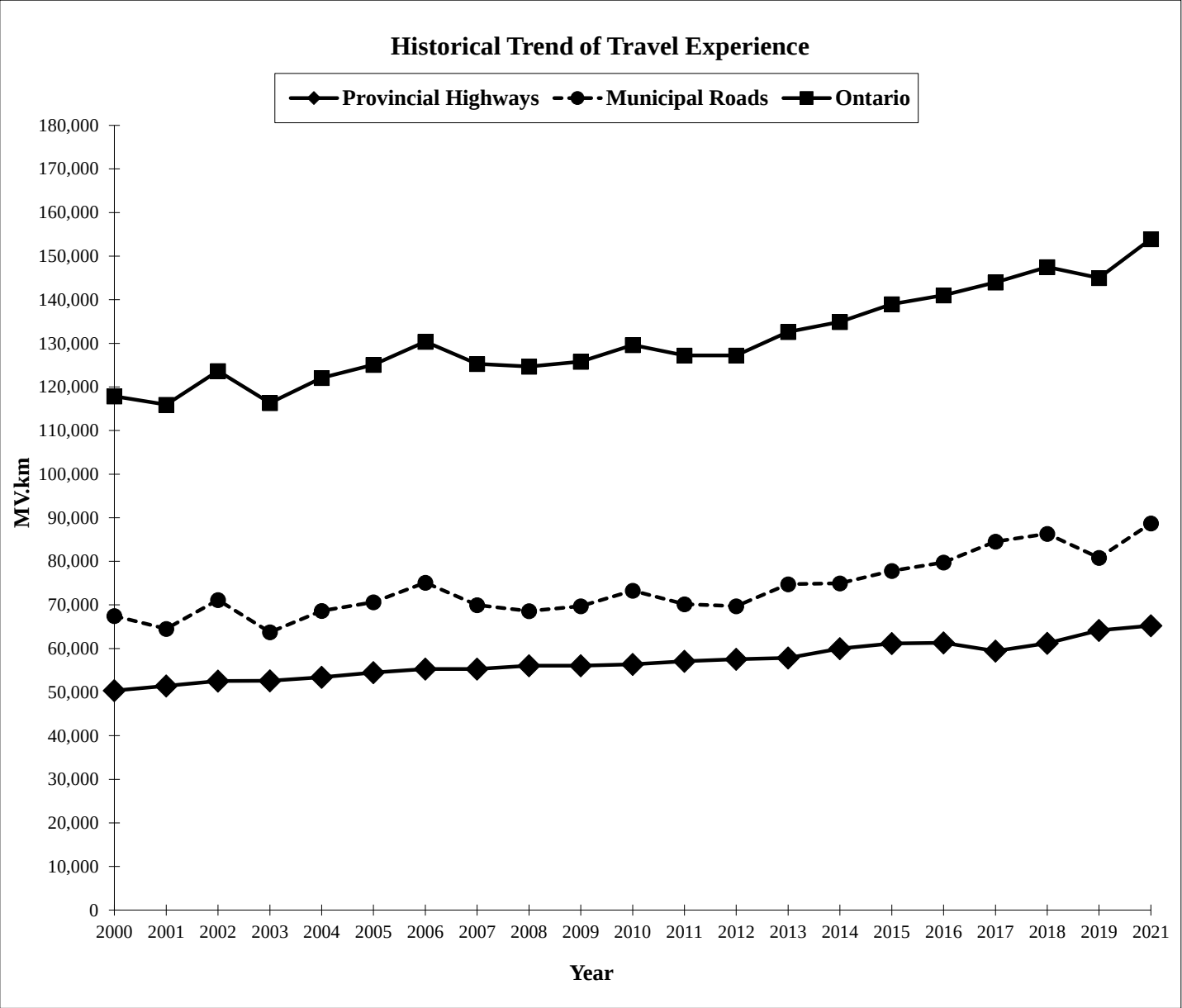
2) MV.km is million vehicle kilometres of travel.

3) MV.km for Provincial Highways (and components) is based on estimated traffic volumes and reported section lengths.

4) *Municipal Roads is derived from the difference of Ontario and Provincial Highways and represents all the non-provincial roads/highways in the Province. SOURCE: Ontario Road Safety Annual Report.

5) *Ontario MV.km figure for 2000 onwards is significantly higher due to the change in methodology developed by Statistics Canada. This is a more accurate methodology as compared to the previous method of using fuel tax. (Vehicles today are more fuel efficient and may lead to a higher mileage. Therefore, Provincial MVKM figures may be significantly higher, which can further lead to higher values for Other Roads. SOURCE: Ontario Road Safety Annual Report (Synopsis).**

6) Highway 407 is included in the "Other Roads" category only. For all other information regarding Highway 407, contact the 407 ETR Traffic Department at (905) 265-4070. higher, which can further lead to higher values for Muunicipal Roads. SOURCE: Ontario Road Safety Annual Report (Synopsis).



Highway Distance (km) by Highway Classification

Year	Freeways		Kings Highways		Secondary Highways		Tertiary Roads		Total
	Length	% of Total	Length	% of Total	Length	% of Total	Length	% of Total	
2000	1,761.5	10.7%	9,846.2	59.6%	4,723.0	28.6%	201.0	1.2%	16,531.7
2001	1,693.2	10.3%	9,825.2	59.8%	4,721.2	28.7%	201.4	1.2%	16,441.0
2002	1,681.1	10.2%	9,794.4	59.4%	4,800.9	29.1%	201.4	1.2%	16,477.8
2003	1,728.1	10.4%	9,822.6	59.3%	4,801.1	29.0%	201.4	1.2%	16,553.2
2004	1,744.1	10.5%	9,833.0	59.3%	4,802.4	29.0%	201.4	1.2%	16,580.9
2005	1,744.1	10.5%	9,854.8	59.4%	4,804.2	28.9%	201.4	1.2%	16,604.5
2006	1,744.1	10.5%	9,852.6	59.4%	4,801.6	28.9%	201.5	1.2%	16,599.8
2007	1,746.4	10.5%	9,817.5	59.2%	4,822.6	29.1%	201.5	1.2%	16,587.9
2008	1,746.4	10.5%	9,822.8	59.2%	4,817.7	29.0%	201.5	1.2%	16,588.3
2009	1,753.1	10.6%	9,855.5	59.3%	4,802.8	28.9%	201.5	1.2%	16,612.8
2010	1,771.0	10.6%	10,002.8	59.7%	4,802.3	28.6%	187.5	1.1%	16,763.6
2011	1,769.7	10.6%	9,971.5	59.6%	4,801.1	28.7%	187.5	1.1%	16,729.8
2012	1,773.6	10.5%	10,136.0	60.0%	4,794.4	28.4%	187.5	1.1%	16,891.4
2013	1,773.6	10.5%	10,108.0	59.9%	4,794.3	28.4%	187.5	1.1%	16,863.2
2014	1,784.2	10.5%	10,174.8	60.1%	4,794.4	28.3%	187.5	1.1%	16,940.8
2015	1,779.4	10.5%	10,230.3	60.2%	4,794.4	28.2%	181.7	1.1%	16,985.7
2016	1,777.1	10.5%	10,153.3	60.1%	4,771.0	28.3%	181.7	1.1%	16,883.0
2017	1,799.3	10.8%	10,058.5	60.2%	4,669.9	27.9%	187.5	1.1%	16,715.2
2018	1,799.3	10.8%	10,058.5	60.2%	4,669.9	27.9%	187.5	1.1%	16,715.2
2019	1,799.3	10.6%	10,058.5	59.0%	4,795.4	28.1%	388.0	2.3%	17,041.2
2020	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2021	1,799.3	10.6%	10,063.3	59.4%	4,704.6	27.7%	388.0	2.3%	16,955.2

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1988	QEW	FORT ERIE GODERICH ST PEACE BRIDGE PLAZA	0.2	CTR	14,000	18,200	17,100	11,800	2,800	3	2.5	0	0.0
1989	QEW			CTR	14,500	18,400	17,500	12,500	2,900	3	2.5	0	0.0
1990	QEW			CTR	15,100	18,900	17,800	13,100	3,000	4	3.2	3	2.4
1991	QEW			CTR	15,300	19,300	19,100	13,300	3,050	8	6.2	3	2.3
1992	QEW			CTR	22,200	27,300	26,400	19,300	4,450	12	6.4	3	1.6
1993	QEW			CTR	21,500	27,100	26,000	18,300	4,300	5	2.8	3	1.7
1994	QEW			CTR	20,800	26,600	25,400	17,500	4,150	8	4.6	6	3.4
1995	QEW			CTR	21,100	27,100	26,000	17,700	4,200	10	5.6	8	4.5
1996	QEW			CTR	20,700	26,500	25,500	17,400	4,150	7	4.0	6	3.4
1997	QEW			CTR	21,100	27,000	26,000	17,700	3,800	2	1.1	2	1.1
1998	QEW			CTR	20,900	26,500	25,500	17,600	3,950	3	1.7	2	1.1
1999	QEW			CTR	21,900	27,600	26,500	18,400	3,050	3	1.6	0	0.0
2000	QEW			CTR	22,500	28,400	27,200	18,900	4,050	3	1.6	0	0.0
2001	QEW			CTR	22,000	27,800	26,600	18,600	3,750	2	1.1	1	0.5
2002	QEW			CTR	22,100	27,900	26,700	18,700	3,550	9	4.9	0	0.0
2003	QEW			CTR	19,900	24,700	23,800	16,900	2,200	2	1.2	2	1.2
2004	QEW			CTR	19,000	24,000	23,000	16,000	2,300	5	3.1	1	0.6
2005	QEW			CTR	19,000	23,500	22,600	16,100	2,300	0	0.0	0	0.0
2006	QEW			CTR	18,800	23,300	22,300	16,000	2,250	1	0.6	0	0.0
2007	QEW			CTR	18,200	22,500	22,300	15,400	3,650	0	0.0	0	0.0
2008	QEW			CTR	17,400	21,500	21,100	14,800	3,650	0	0.0	0	0.0
2009	QEW			CTR	16,200	19,800	19,100	13,800	3,100	0	0.0	0	0.0
2010	QEW			CTR	16,400	20,000	19,200	13,900	3,450	1	0.7	0	0.0
2011	QEW			CTR	16,600	20,200	19,400	14,100	3,500	0	0.0	0	0.0
2012	QEW			CTR	16,500	20,000	19,800	14,000	3,450	2	1.4	0	0.0
2013	QEW			CTR	16,300	19,800	20,500	13,800	3,400	1	0.7	2	1.5
2014	QEW			CTR	15,300	18,700	18,800	13,000	3,450	0	0.0	0	0.0
2015	QEW			CTR	14,800	18,100	18,200	12,600	3,450	0	0.0	0	0.0
2016	QEW			CTR	14,600	17,800	18,000	12,400	3,400	0	0.0	0	0.0
2017	QEW			CTR	14,400	19,200	19,100	11,700	3,350	1	0.8	0	0.0
2018	QEW			CTR	14,300	19,100	19,000	11,600	3,300	0	0.0	0	0.0
2019	QEW			CTR	14,000	18,700	18,600	11,400	3,250	0	0.0	0	0.0
2021	QEW			CTR	14,800	19,300	19,200	12,100	3,400	0	0.0	0	0.0
1988	QEW	CENTRAL AV IC	0.9	CTR	13,400	17,400	16,300	11,300	2,700	2	0.4	1	0.2
1989	QEW			CTR	14,000	17,800	16,900	12,000	2,800	2	0.4	1	0.2
1990	QEW			CTR	14,000	17,500	16,500	12,200	2,800	3	0.6	1	0.2
1991	QEW			CTR	14,200	17,900	17,800	12,400	2,850	4	0.8	0	0.0
1992	QEW			CTR	14,200	17,500	16,900	12,400	2,850	4	0.8	2	0.4
1993	QEW			CTR	14,600	18,400	17,700	12,400	2,900	7	1.4	0	0.0
1994	QEW			CTR	15,000	19,200	18,300	12,600	3,000	2	0.4	1	0.2
1995	QEW			CTR	15,500	19,900	19,100	13,000	3,100	3	0.6	1	0.2

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1996	QEW			CTR	16,000	20,500	19,700	13,400	3,200	3	0.5	1	0.2
1997	QEW			CTR	16,600	21,200	20,400	13,900	3,300	4	0.7	2	0.4
1998	QEW			CTR	17,000	21,600	20,700	14,300	3,400	4	0.7	4	0.7
1999	QEW			CTR	18,000	22,700	21,800	15,100	2,900	2	0.3	1	0.2
2000	QEW			CTR	18,700	23,600	22,600	15,700	3,000	4	0.6	2	0.3
2001	QEW			CTR	19,600	24,700	23,700	16,500	3,150	1	0.1	0	0.0
2002	QEW			CTR	22,000	27,800	26,600	18,600	3,750	1	0.1	0	0.0
2003	QEW			CTR	21,500	26,700	25,700	18,200	3,650	8	1.1	1	0.1
2004	QEW			CTR	22,300	28,100	27,000	18,800	3,800	5	0.7	3	0.4
2005	QEW			CTR	20,000	24,800	23,800	17,000	3,400	3	0.4	1	0.1
2006	QEW			CTR	18,400	22,800	21,800	15,600	3,150	1	0.2	0	0.0
2007	QEW			CTR	18,100	22,400	22,200	15,300	3,100	0	0.0	0	0.0
2008	QEW			CTR	17,800	22,000	21,600	15,100	3,050	2	0.3	0	0.0
2009	QEW			CTR	16,400	20,000	19,400	13,900	2,800	1	0.2	0	0.0
2010	QEW			CTR	16,800	20,400	19,700	14,300	2,850	3	0.5	2	0.3
2011	QEW			CTR	17,000	20,700	19,900	14,400	2,900	1	0.2	1	0.2
2012	QEW			CTR	19,100	23,200	22,900	16,300	3,250	1	0.2	1	0.2
2013	QEW			CTR	16,500	20,100	20,700	14,000	2,800	2	0.4	0	0.0
2014	QEW			CTR	17,700	21,600	21,800	15,000	3,000	5	0.8	3	0.5
2015	QEW			CTR	18,600	22,700	22,900	15,800	3,150	3	0.5	2	0.3
2016	QEW			CTR	18,700	22,800	23,000	15,900	3,200	2	0.3	0	0.0
2017	QEW			CTR	18,700	25,000	24,900	15,200	3,200	2	0.3	0	0.0
2018	QEW			CTR	18,800	25,100	25,000	15,300	3,200	0	0.0	0	0.0
2019	QEW			CTR	18,800	25,000	24,900	15,300	3,200	1	0.2	0	0.0
2021	QEW			CTR	18,900	24,600	24,500	15,400	3,200	1	0.2	0	0.0
1988	QEW	CONCESSION RD IC-1	1.0	CTR	13,400	17,400	16,300	11,300	2,700	4	0.8	1	0.2
1989	QEW			CTR	14,000	17,800	16,900	12,000	2,800	1	0.2	0	0.0
1990	QEW			CTR	14,000	17,500	16,500	12,200	2,800	0	0.0	0	0.0
1991	QEW			CTR	14,100	17,800	17,600	12,300	2,800	1	0.2	0	0.0
1992	QEW			CTR	14,100	17,300	16,800	12,300	2,800	0	0.0	0	0.0
1993	QEW			CTR	14,200	17,900	17,200	12,100	2,850	1	0.2	0	0.0
1994	QEW			LT	14,100	20,700	19,900	10,200	2,800	2	0.4	1	0.2
1995	QEW			LT	14,600	21,000	20,400	10,700	2,900	2	0.4	0	0.0
1996	QEW			LT	15,200	21,500	20,900	11,200	3,050	3	0.5	0	0.0
1997	QEW			IR	15,800	19,800	17,700	13,400	3,150	0	0.0	0	0.0
1998	QEW			IR	16,200	20,100	18,100	13,600	3,250	0	0.0	0	0.0
1999	QEW			IR	16,800	20,800	18,600	14,100	2,700	0	0.0	0	0.0
2000	QEW			IR	17,300	21,200	19,200	14,600	2,750	4	0.6	0	0.0
2001	QEW			IR	17,900	22,100	19,800	15,100	2,850	2	0.3	4	0.6
2002	QEW			IR	17,400	21,500	19,300	14,800	2,800	0	0.0	0	0.0
2003	QEW			IR	17,700	21,500	19,500	15,000	2,850	5	0.7	6	0.9

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2004	QEW			IR	18,000	22,200	19,900	15,200	2,900	2	0.3	2	0.3
2005	QEW			IR	17,800	21,500	19,500	15,200	2,850	0	0.0	0	0.0
2006	QEW			IR	18,600	22,400	20,300	15,800	3,000	2	0.3	1	0.1
2007	QEW			IR	18,400	22,300	22,200	15,600	2,950	1	0.1	0	0.0
2008	QEW			IR	19,300	23,400	22,900	16,500	3,100	3	0.4	1	0.1
2009	QEW			IR	19,600	23,500	21,400	16,700	3,150	1	0.1	0	0.0
2010	QEW			IR	19,900	23,700	21,700	16,900	3,200	4	0.5	1	0.1
2011	QEW			IR	15,800	18,800	18,500	13,500	2,550	2	0.3	0	0.0
2012	QEW			IR	19,600	23,300	22,700	16,800	3,150	1	0.1	0	0.0
2013	QEW			CTR	16,300	19,800	20,500	13,800	2,600	2	0.3	0	0.0
2014	QEW			CTR	19,400	23,700	23,900	16,500	3,100	2	0.3	5	0.7
2015	QEW			IC	17,100	18,900	18,800	15,200	2,750	1	0.2	2	0.3
2016	QEW			IC	15,500	17,200	17,100	13,700	2,500	1	0.2	0	0.0
2017	QEW			IC	18,800	20,600	20,700	17,100	3,000	1	0.1	0	0.0
2018	QEW			IC	19,000	20,900	21,000	17,200	3,050	5	0.7	2	0.3
2019	QEW			IC	19,100	21,000	21,100	17,200	4,950	1	0.1	0	0.0
2021	QEW			IC	19,300	20,900	21,100	17,500	5,000	2	0.3	0	0.0
1988	QEW	THOMPSON RD IC-2	2.5	CTR	11,900	15,500	14,500	10,000	2,400	2	0.2	0	0.0
1989	QEW			CTR	12,300	15,600	14,900	10,600	2,450	5	0.5	0	0.0
1990	QEW			CTR	12,900	16,100	15,200	11,200	2,600	4	0.3	0	0.0
1991	QEW			CTR	13,100	16,500	16,400	11,400	2,600	11	0.9	4	0.3
1992	QEW			CTR	13,000	16,000	15,500	11,300	2,600	6	0.5	0	0.0
1993	QEW			CTR	13,200	16,600	16,000	11,200	2,650	7	0.6	4	0.3
1994	QEW			IR	13,300	16,400	14,600	11,100	2,650	7	0.6	1	0.1
1995	QEW			IR	14,600	18,000	16,100	12,400	2,900	4	0.3	2	0.2
1996	QEW			IR	16,500	20,500	18,400	14,100	3,300	7	0.5	3	0.2
1997	QEW			CTR	17,100	21,900	21,000	14,400	3,400	14	0.9	6	0.4
1998	QEW			CTR	17,300	22,000	21,100	14,500	3,450	5	0.3	2	0.1
1999	QEW			CTR	16,700	21,000	20,200	14,000	2,650	11	0.7	5	0.3
2000	QEW			CTR	17,100	21,500	20,700	14,400	2,750	11	0.7	3	0.2
2001	QEW			CTR	18,000	22,700	21,800	15,200	2,900	2	0.1	0	0.0
2002	QEW			CTR	17,800	22,500	21,500	15,000	2,850	3	0.2	1	0.1
2003	QEW			CTR	18,100	22,500	21,600	15,300	2,900	12	0.7	9	0.6
2004	QEW			CTR	18,800	23,700	22,700	15,900	3,000	10	0.6	2	0.1
2005	QEW			CTR	18,600	23,000	22,100	15,800	3,000	3	0.2	0	0.0
2006	QEW			CTR	18,900	23,400	22,400	16,000	3,000	6	0.4	3	0.2
2007	QEW			CTR	19,200	23,800	23,600	16,300	3,050	10	0.6	1	0.1
2008	QEW			CTR	19,900	24,600	24,100	16,900	3,200	3	0.2	1	0.1
2009	QEW			IC	18,200	20,200	20,400	16,200	2,900	7	0.4	1	0.1
2010	QEW			IC	20,100	22,200	22,400	17,800	3,200	6	0.3	3	0.2
2011	QEW			IC	20,400	22,400	23,300	18,300	3,250	1	0.1	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2012	QEW			IC	20,700	22,900	22,200	18,400	3,300	6	0.3	2	0.1
2013	QEW			CTR	21,100	25,700	26,500	17,900	3,400	8	0.4	0	0.0
2014	QEW			CTR	21,400	26,100	26,300	18,200	3,400	4	0.2	1	0.1
2015	QEW			CTR	18,300	22,300	22,500	15,600	2,950	6	0.4	0	0.0
2016	QEW			CTR	17,700	21,600	21,800	15,000	2,850	1	0.1	0	0.0
2017	QEW			CTR	21,000	28,100	27,900	17,100	3,350	3	0.2	1	0.1
2018	QEW			CTR	21,200	28,300	28,200	17,300	3,400	3	0.2	1	0.1
2019	QEW			CTR	21,500	28,600	28,500	17,500	4,950	5	0.3	2	0.1
2021	QEW			CTR	21,900	28,600	28,400	17,900	5,050	3	0.2	0	0.0
1988	QEW	GILMORE RD IC-5	2.1	CTR	13,400	17,400	16,300	11,300	2,700	2	0.2	0	0.0
1989	QEW			CTR	13,900	17,700	16,800	12,000	2,800	6	0.6	0	0.0
1990	QEW			CTR	14,500	18,100	17,100	12,600	2,900	6	0.6	1	0.1
1991	QEW			CTR	15,300	19,300	19,100	13,300	3,050	1	0.1	0	0.0
1992	QEW			CTR	15,100	18,600	18,000	13,100	3,000	7	0.6	2	0.2
1993	QEW			CTR	15,300	19,300	18,500	13,000	3,050	6	0.5	0	0.0
1994	QEW			CTR	15,400	19,700	18,800	12,900	3,100	3	0.3	1	0.1
1995	QEW			CTR	16,800	21,600	20,700	14,100	3,350	5	0.4	1	0.1
1996	QEW			CTR	18,200	23,300	22,400	15,300	3,650	4	0.3	2	0.1
1997	QEW			IR	19,500	24,400	21,800	16,600	3,900	4	0.3	2	0.1
1998	QEW			IR	19,500	24,200	21,800	16,400	3,900	1	0.1	1	0.1
1999	QEW			IR	19,600	24,300	21,800	16,500	3,150	2	0.1	0	0.0
2000	QEW			IR	19,600	24,000	21,700	16,600	3,150	4	0.3	4	0.3
2001	QEW			IR	20,100	24,800	22,300	17,000	3,200	6	0.4	1	0.1
2002	QEW			IR	20,500	25,300	22,700	17,400	3,300	6	0.4	3	0.2
2003	QEW			IR	21,000	25,500	23,100	17,800	3,350	5	0.3	3	0.2
2004	QEW			IR	21,500	26,600	23,800	18,200	3,450	7	0.4	1	0.1
2005	QEW			IR	21,200	25,600	23,200	18,100	3,400	2	0.1	1	0.1
2006	QEW			IR	21,800	26,300	23,800	18,500	3,500	5	0.3	1	0.1
2007	QEW			IC	22,900	25,400	26,200	20,200	3,650	2	0.1	0	0.0
2008	QEW			IC	22,500	24,900	24,100	19,800	3,600	6	0.4	0	0.0
2009	QEW			IC	22,900	25,400	25,600	20,400	3,650	5	0.3	0	0.0
2010	QEW			IC	21,500	23,800	24,000	19,100	3,450	7	0.4	0	0.0
2011	QEW			IC	21,600	23,800	24,600	19,400	3,450	7	0.4	0	0.0
2012	QEW			IC	20,600	22,800	22,100	18,300	3,300	5	0.3	0	0.0
2013	QEW			IC	23,300	25,800	25,600	20,700	3,750	2	0.1	0	0.0
2014	QEW			IC	23,600	26,100	26,000	20,900	3,800	10	0.6	0	0.0
2015	QEW			IC	23,900	26,500	26,300	21,200	3,800	7	0.4	3	0.2
2016	QEW			IC	24,200	26,800	26,700	21,500	3,850	3	0.2	0	0.0
2017	QEW			CR	23,300	27,000	27,200	21,000	3,950	12	0.7	1	0.1
2018	QEW			CR	24,600	28,600	28,800	22,100	4,200	6	0.3	0	0.0
2019	QEW			CR	24,900	28,900	29,100	22,300	4,250	6	0.3	1	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2021	QEW			CR	25,400	29,200	29,400	22,900	4,300	6	0.3	2	0.1
1988	QEW	BOWEN RD IC-7	5.5	CTR	13,700	17,800	16,700	11,500	2,750	19	0.7	5	0.2
1989	QEW			CTR	14,500	18,400	17,500	12,500	2,900	14	0.5	2	0.1
1990	QEW			CTR	15,400	19,200	18,200	13,400	3,100	6	0.2	2	0.1
1991	QEW			CTR	16,000	20,200	20,000	13,900	3,200	17	0.5	3	0.1
1992	QEW			CTR	15,800	19,400	18,800	13,700	3,150	12	0.4	1	0.0
1993	QEW			CTR	16,400	20,700	19,800	13,900	3,300	16	0.5	4	0.1
1994	QEW			CTR	16,500	21,100	20,100	13,900	3,300	11	0.3	3	0.1
1995	QEW			CTR	17,800	22,800	21,900	14,900	3,550	15	0.4	1	0.0
1996	QEW			CTR	19,300	24,700	23,800	16,200	3,850	22	0.6	10	0.3
1997	QEW			CTR	20,500	26,200	25,200	17,200	4,100	14	0.3	2	0.0
1998	QEW			CTR	21,100	26,800	25,700	17,700	4,200	8	0.2	1	0.0
1999	QEW			CTR	21,200	26,700	25,700	17,800	3,400	15	0.4	7	0.2
2000	QEW			CTR	21,500	27,100	26,000	18,100	3,450	19	0.4	5	0.1
2001	QEW			IR	21,900	27,100	24,300	18,500	3,500	19	0.4	3	0.1
2002	QEW			IR	22,100	27,300	24,500	18,800	3,550	18	0.4	1	0.0
2003	QEW			IR	22,400	27,200	24,600	19,000	3,600	20	0.4	2	0.0
2004	QEW			IR	22,600	27,900	25,000	19,100	3,600	15	0.3	1	0.0
2005	QEW			IR	23,100	27,900	25,300	19,700	3,700	17	0.4	3	0.1
2006	QEW			CTR	23,300	28,800	27,700	19,800	3,750	17	0.4	0	0.0
2007	QEW			CTR	24,000	29,700	29,500	20,300	3,850	19	0.4	2	0.0
2008	QEW			CTR	24,400	30,200	29,600	20,700	3,900	31	0.6	6	0.1
2009	QEW			CTR	23,700	28,900	28,000	20,100	4,750	18	0.4	3	0.1
2010	QEW			CTR	23,800	29,000	27,800	20,200	4,750	13	0.3	4	0.1
2011	QEW			CTR	23,900	29,100	28,000	20,300	4,800	23	0.5	2	0.0
2012	QEW			CTR	24,200	29,400	29,000	20,600	4,850	10	0.2	2	0.0
2013	QEW			CTR	24,500	29,800	30,800	20,800	4,900	17	0.3	2	0.0
2014	QEW			CTR	22,500	27,400	27,700	19,100	4,500	12	0.3	4	0.1
2015	QEW			CTR	25,400	31,000	31,200	21,600	5,100	20	0.4	3	0.1
2016	QEW			CTR	25,700	31,400	31,600	21,800	5,150	10	0.2	2	0.0
2017	QEW			CTR	26,000	34,700	34,600	21,200	5,200	13	0.2	0	0.0
2018	QEW			CTR	26,300	35,100	35,000	21,400	5,250	12	0.2	0	0.0
2019	QEW			CTR	26,600	35,400	35,300	21,600	4,500	21	0.4	4	0.1
2021	QEW			CTR	27,200	35,500	35,300	22,200	4,600	6	0.1	0	0.0
1988	QEW	NETHERBY RD IC-12 NIAGARA FALLS LTS	3.3	CTR	13,300	17,300	16,200	11,200	3,050	8	0.5	1	0.1
1989	QEW			CTR	13,800	17,500	16,700	11,900	3,150	15	0.9	2	0.1
1990	QEW			CTR	14,400	18,000	17,000	12,500	3,300	9	0.5	0	0.0
1991	QEW			CTR	15,300	19,300	19,100	13,300	3,500	10	0.5	3	0.2
1992	QEW			CTR	15,100	18,600	18,000	13,100	3,450	4	0.2	0	0.0
1993	QEW			CTR	15,700	19,800	19,000	13,300	3,600	13	0.7	4	0.2
1994	QEW			CTR	15,600	20,000	19,000	13,100	3,600	16	0.9	2	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1995	QEW			CTR	16,800	21,600	20,700	14,100	3,850	3	0.1	1	0.0
1996	QEW			CTR	18,000	23,000	22,200	15,100	4,150	15	0.7	1	0.0
1997	QEW			CTR	19,500	25,000	24,000	16,400	4,500	16	0.7	3	0.1
1998	QEW			CTR	19,900	25,300	24,300	16,700	4,600	10	0.4	1	0.0
1999	QEW			CTR	20,200	25,500	24,400	17,000	3,250	13	0.5	2	0.1
2000	QEW			CTR	20,900	26,300	25,300	17,600	3,350	8	0.3	1	0.0
2001	QEW			CTR	21,000	26,500	25,400	17,700	3,350	10	0.4	0	0.0
2002	QEW			CTR	22,500	28,400	27,200	19,000	3,600	6	0.2	1	0.0
2003	QEW			CTR	21,600	26,800	25,800	18,300	3,450	11	0.4	2	0.1
2004	QEW			CTR	22,100	27,900	26,700	18,600	3,550	15	0.6	2	0.1
2005	QEW			CTR	22,600	28,000	26,900	19,200	3,600	19	0.7	3	0.1
2006	QEW			CTR	21,300	26,400	25,300	18,100	3,400	11	0.4	1	0.0
2007	QEW			CTR	21,600	26,800	26,500	18,300	3,450	10	0.4	3	0.1
2008	QEW			CTR	20,500	25,400	24,900	17,400	3,300	16	0.7	4	0.2
2009	QEW			CTR	19,700	24,000	23,200	16,700	3,150	15	0.6	3	0.1
2010	QEW			CTR	18,800	22,900	22,000	16,000	3,000	12	0.5	1	0.0
2011	QEW			CTR	19,800	24,100	23,200	16,800	3,150	7	0.3	0	0.0
2012	QEW			CTR	21,800	26,400	26,100	18,600	3,500	8	0.3	2	0.1
2013	QEW			UC	19,800	19,900	19,900	18,800	3,150	3	0.1	1	0.0
2014	QEW			UC	21,700	21,800	20,900	20,600	3,450	12	0.5	6	0.2
2015	QEW			UC	21,700	21,800	20,900	20,600	3,950	15	0.6	0	0.0
2016	QEW			UC	22,000	22,100	21,200	20,900	4,000	13	0.5	4	0.2
2017	QEW			UC	22,100	22,000	22,200	21,200	4,000	17	0.6	1	0.0
2018	QEW			UC	22,200	22,000	22,400	21,300	4,000	4	0.2	0	0.0
2019	QEW			C	22,400	24,500	24,300	20,300	3,800	8	0.3	0	0.0
2021	QEW			C	22,700	24,700	24,600	20,600	3,850	10	0.4	0	0.0
1988	QEW	SODOM RD IC-16	6.6	CTR	15,200	19,800	18,500	12,800	3,050	14	0.4	1	0.0
1989	QEW			CTR	15,800	20,100	19,100	13,600	3,150	22	0.6	10	0.3
1990	QEW			CTR	16,400	20,500	19,400	14,300	3,300	13	0.3	2	0.1
1991	QEW			CTR	17,500	22,000	21,900	15,200	3,500	17	0.4	4	0.1
1992	QEW			CTR	17,400	21,400	20,700	15,100	3,500	23	0.5	1	0.0
1993	QEW			CTR	17,900	22,600	21,700	15,200	3,600	18	0.4	5	0.1
1994	QEW			SC	18,400	19,100	21,200	16,900	3,700	28	0.6	5	0.1
1995	QEW			SC	19,600	20,500	22,800	17,800	3,900	30	0.6	4	0.1
1996	QEW			SC	20,700	22,000	24,200	18,500	4,150	19	0.4	2	0.0
1997	QEW			C	21,900	24,700	25,000	19,700	4,400	22	0.4	1	0.0
1998	QEW			C	22,400	25,300	25,300	20,200	4,500	11	0.2	0	0.0
1999	QEW			C	22,100	24,800	25,000	19,900	3,550	14	0.3	3	0.1
2000	QEW			C	22,600	25,500	25,500	20,300	3,600	23	0.4	3	0.1
2001	QEW			C	23,200	26,100	26,200	20,900	3,700	26	0.5	4	0.1
2002	QEW			C	23,700	26,500	26,700	21,300	3,800	13	0.2	1	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2003	QEW			C	24,200	27,000	27,200	21,800	3,850	24	0.4	2	0.0
2004	QEW			C	24,600	27,700	27,800	22,200	3,950	30	0.5	6	0.1
2005	QEW			C	25,000	27,800	28,100	22,500	4,000	20	0.3	6	0.1
2006	QEW			CTR	25,500	31,600	30,300	21,600	4,100	26	0.4	7	0.1
2007	QEW			CTR	25,900	32,100	31,800	22,000	4,150	26	0.4	3	0.0
2008	QEW			CTR	25,600	31,700	31,100	21,800	4,100	19	0.3	0	0.0
2009	QEW			CTR	26,900	32,800	31,700	22,900	4,300	9	0.1	2	0.0
2010	QEW			CTR	27,400	33,400	32,100	23,300	4,400	22	0.3	2	0.0
2011	QEW			CTR	27,900	34,000	32,600	23,700	4,450	25	0.4	2	0.0
2012	QEW			CTR	28,400	34,500	34,000	24,200	4,550	18	0.3	5	0.1
2013	QEW			CTR	26,200	31,900	32,900	22,300	3,650	27	0.4	2	0.0
2014	QEW			CTR	28,800	35,100	35,400	24,500	4,050	29	0.4	12	0.2
2015	QEW			CTR	25,500	31,100	31,400	21,700	3,550	24	0.4	3	0.0
2016	QEW			CTR	29,200	35,600	35,900	24,800	4,100	21	0.3	2	0.0
2017	QEW			CTR	29,600	39,600	39,400	24,100	4,150	21	0.3	5	0.1
2018	QEW			CTR	30,100	40,200	40,000	24,500	4,200	26	0.4	7	0.1
2019	QEW			CTR	31,300	41,700	41,500	25,500	4,400	34	0.5	5	0.1
2021	QEW			CTR	31,300	40,800	40,600	25,500	4,400	18	0.2	3	0.0
1988	QEW	LYONS CREEK RD IC-21	4.5	CTR	18,800	24,400	22,900	15,800	3,750	8	0.3	2	0.1
1989	QEW			CTR	20,100	25,500	24,300	17,300	4,000	21	0.6	4	0.1
1990	QEW			CTR	21,100	26,400	24,900	18,400	4,200	13	0.4	3	0.1
1991	QEW			CTR	21,400	27,000	26,800	18,600	4,300	14	0.4	3	0.1
1992	QEW			CTR	21,300	26,200	25,300	18,500	4,250	16	0.5	0	0.0
1993	QEW			CTR	21,800	27,500	26,400	18,500	4,350	13	0.4	2	0.1
1994	QEW			UC	22,100	23,400	25,300	20,600	4,400	16	0.4	3	0.1
1995	QEW			UC	23,700	25,000	27,100	22,100	4,750	18	0.5	1	0.0
1996	QEW			UC	25,200	26,700	29,500	24,000	5,050	28	0.7	6	0.1
1997	QEW			UC	26,000	27,300	30,400	24,400	5,200	24	0.6	4	0.1
1998	QEW			UC	26,600	28,200	31,100	25,300	5,300	18	0.4	2	0.0
1999	QEW			UC	26,100	27,700	30,500	24,800	4,200	30	0.7	2	0.0
2000	QEW			UC	26,600	28,200	31,400	25,000	4,250	9	0.2	1	0.0
2001	QEW			UC	27,100	29,000	31,900	25,500	4,350	28	0.6	5	0.1
2002	QEW			UC	27,700	29,500	32,600	25,900	4,450	18	0.4	2	0.0
2003	QEW			UC	27,400	29,000	32,100	25,900	4,100	37	0.8	6	0.1
2004	QEW			UC	28,700	30,700	33,800	27,000	3,750	16	0.3	8	0.2
2005	QEW			C	29,300	32,600	32,900	26,300	3,800	15	0.3	6	0.1
2006	QEW			C	29,800	33,100	33,400	26,800	3,850	17	0.4	2	0.0
2007	QEW			C	30,300	33,700	34,100	27,200	3,950	21	0.4	3	0.1
2008	QEW			C	30,800	34,000	33,500	27,600	4,000	14	0.3	3	0.1
2009	QEW			C	31,400	34,500	34,900	28,300	4,100	10	0.2	3	0.1
2010	QEW			C	31,900	35,200	35,500	28,700	4,150	19	0.4	2	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2011	QEW			C	27,700	30,500	30,800	24,900	3,600	16	0.4	1	0.0
2012	QEW			C	28,500	31,400	30,700	25,700	3,700	23	0.5	7	0.2
2013	QEW			UC	29,000	29,100	29,200	27,500	3,750	17	0.4	4	0.1
2014	QEW			UC	31,500	31,600	30,300	29,900	4,100	28	0.5	2	0.0
2015	QEW			C	33,200	36,500	35,500	29,900	4,300	19	0.4	2	0.0
2016	QEW			C	36,700	40,400	39,300	33,000	4,750	17	0.3	0	0.0
2017	QEW			C	33,500	36,600	36,600	30,400	4,350	18	0.3	0	0.0
2018	QEW			C	34,000	37,300	37,100	30,700	4,400	18	0.3	1	0.0
2019	QEW			C	34,400	37,600	37,400	31,100	4,450	32	0.6	7	0.1
2021	QEW			C	35,200	38,300	38,100	31,900	4,600	19	0.3	6	0.1
1988	QEW	MCLEOD RD IC-27	3.0	CTR	24,500	31,800	29,900	20,600	4,900	6	0.2	1	0.0
1989	QEW			CTR	25,900	32,900	31,300	22,300	5,200	19	0.7	5	0.2
1990	QEW			CTR	27,100	33,900	32,000	23,600	5,400	7	0.2	0	0.0
1991	QEW			CTR	27,900	35,200	34,900	24,300	5,600	12	0.4	2	0.1
1992	QEW			CTR	27,900	34,300	33,200	24,300	5,600	9	0.3	2	0.1
1993	QEW			CTR	28,300	35,700	34,200	24,100	5,650	12	0.4	2	0.1
1994	QEW			IC	28,900	32,400	32,400	25,700	5,800	12	0.4	2	0.1
1995	QEW			IC	29,200	32,700	32,900	26,200	5,850	20	0.6	3	0.1
1996	QEW			IC	29,600	33,200	33,400	26,400	5,900	26	0.8	6	0.2
1997	QEW			IC	29,900	33,500	33,800	26,300	6,000	22	0.7	2	0.1
1998	QEW			IC	30,200	33,800	33,800	26,900	6,050	19	0.6	5	0.2
1999	QEW			IC	31,100	34,800	34,800	27,700	5,000	19	0.6	2	0.1
2000	QEW			IC	31,700	35,500	35,500	28,200	5,050	21	0.6	4	0.1
2001	QEW			SC	30,100	32,100	35,200	26,500	4,800	24	0.7	2	0.1
2002	QEW			SC	32,800	34,800	38,400	28,900	5,250	27	0.8	5	0.1
2003	QEW			SC	33,300	35,200	38,900	29,500	5,350	24	0.7	9	0.2
2004	QEW			SC	33,900	36,200	39,700	29,900	5,400	27	0.7	2	0.1
2005	QEW			UC	35,900	38,000	42,000	33,700	5,750	16	0.4	2	0.1
2006	QEW			UC	35,000	37,000	40,900	32,900	5,600	17	0.4	2	0.1
2007	QEW			UC	35,600	37,800	41,200	33,400	5,700	27	0.7	4	0.1
2008	QEW			UC	36,100	38,100	35,800	33,800	5,800	28	0.7	1	0.0
2009	QEW			LT	38,100	51,400	50,300	28,200	6,100	13	0.3	1	0.0
2010	QEW			LT	43,800	58,800	57,700	32,300	7,000	32	0.7	4	0.1
2011	QEW			LT	45,000	57,600	58,800	37,000	7,200	9	0.2	0	0.0
2012	QEW			IC	46,000	51,000	49,400	40,800	7,350	26	0.5	6	0.1
2013	QEW			IC	43,300	47,900	47,700	38,400	6,950	20	0.4	5	0.1
2014	QEW			IC	40,000	44,300	44,100	35,500	4,300	15	0.3	4	0.1
2015	QEW			IC	44,300	49,000	48,800	39,300	4,750	11	0.2	2	0.0
2016	QEW			IC	45,100	49,900	49,700	40,000	4,850	18	0.4	1	0.0
2017	QEW			IC	45,900	50,300	50,600	41,700	4,900	22	0.4	5	0.1
2018	QEW			IC	46,700	51,400	51,700	42,200	5,000	18	0.4	1	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2019	QEW			IC	47,500	52,200	52,400	42,900	5,100	10	0.2	1	0.0
2021	QEW			IC	49,200	53,400	53,700	44,500	5,400	14	0.3	5	0.1
1988	QEW	HWY 420 IC-30	2.0	CTR	40,000	52,000	48,800	33,600	6,000	5	0.2	1	0.0
1989	QEW			CTR	41,500	52,700	50,200	35,700	6,200	10	0.3	0	0.0
1990	QEW			CTR	43,400	54,200	51,200	37,800	6,500	16	0.5	1	0.0
1991	QEW			CTR	42,200	53,200	52,800	36,700	6,350	8	0.3	2	0.1
1992	QEW			CTR	42,200	51,900	50,200	36,700	6,350	9	0.3	3	0.1
1993	QEW			CTR	42,600	53,700	51,500	36,200	6,400	11	0.3	1	0.0
1994	QEW			C	41,700	45,700	46,500	37,700	6,250	16	0.5	0	0.0
1995	QEW			C	43,800	47,800	49,100	40,100	6,550	10	0.3	0	0.0
1996	QEW			C	46,100	52,300	52,400	41,600	6,900	21	0.6	3	0.1
1997	QEW			CTR	48,200	61,700	59,300	40,500	7,250	9	0.3	3	0.1
1998	QEW			CTR	51,200	65,000	62,500	43,000	7,700	7	0.2	3	0.1
1999	QEW			CTR	50,200	63,300	60,700	42,200	7,550	12	0.3	0	0.0
2000	QEW			CTR	51,600	65,000	62,400	43,300	7,750	19	0.5	8	0.2
2001	QEW			C	51,300	57,800	57,900	46,200	7,700	13	0.3	0	0.0
2002	QEW			C	54,500	61,000	61,500	49,000	8,200	9	0.2	1	0.0
2003	QEW			C	56,000	62,600	63,000	50,500	8,400	13	0.3	1	0.0
2004	QEW			C	57,400	64,600	64,800	51,700	8,600	12	0.3	2	0.0
2005	QEW			C	56,200	62,600	63,100	50,500	8,450	11	0.3	2	0.0
2006	QEW			C	57,500	63,900	64,400	51,700	8,600	7	0.2	1	0.0
2007	QEW			C	58,800	65,300	66,200	52,800	8,800	19	0.4	6	0.1
2008	QEW			C	60,200	66,400	65,500	54,000	9,050	17	0.4	0	0.0
2009	QEW			C	61,500	67,600	68,300	55,400	9,200	7	0.2	0	0.0
2010	QEW			C	62,800	69,200	69,800	56,500	9,400	11	0.2	1	0.0
2011	QEW			C	64,300	70,900	71,500	57,900	9,650	18	0.4	2	0.0
2012	QEW			C	66,000	72,700	71,200	59,400	9,900	13	0.3	2	0.0
2013	QEW			C	66,800	73,600	72,700	60,100	10,000	21	0.4	2	0.0
2014	QEW			UC	68,100	68,300	65,500	64,600	10,200	14	0.3	1	0.0
2015	QEW			UC	69,200	69,400	66,600	65,700	10,400	27	0.5	2	0.0
2016	QEW			UC	70,400	70,600	67,700	66,800	10,600	14	0.3	1	0.0
2017	QEW			UC	71,600	71,100	71,800	68,600	5,750	22	0.4	5	0.1
2018	QEW			UC	72,800	72,200	73,400	69,900	5,800	30	0.6	3	0.1
2019	QEW			UC	74,000	72,900	74,000	71,300	5,900	24	0.4	2	0.0
2021	QEW			UC	76,500	76,700	77,700	73,700	6,100	20	0.4	1	0.0
1988	QEW	THOROLD STONE RD IC-32	2.5	CTR	39,200	51,000	47,800	32,900	3,900	21	0.6	2	0.1
1989	QEW			CTR	41,100	52,200	49,700	35,300	4,100	33	0.9	3	0.1
1990	QEW			CTR	43,000	53,800	50,700	37,400	4,300	32	0.8	3	0.1
1991	QEW			CTR	40,400	50,900	50,500	35,100	4,050	44	1.2	7	0.2
1992	QEW			CTR	40,300	49,600	48,000	35,100	4,050	26	0.7	1	0.0
1993	QEW			CTR	40,800	51,400	49,400	34,700	4,100	41	1.1	6	0.2

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1994	QEW			CTR	40,500	51,800	49,400	34,000	4,050	41	1.1	7	0.2
1995	QEW			CTR	44,500	57,100	54,700	37,300	4,450	35	0.9	5	0.1
1996	QEW			CTR	45,500	58,200	56,000	38,200	4,550	50	1.2	7	0.2
1997	QEW			CTR	46,500	59,500	57,200	39,100	4,650	22	0.5	4	0.1
1998	QEW			CTR	47,500	60,300	58,000	39,900	4,750	18	0.4	4	0.1
1999	QEW			CTR	48,700	61,400	58,900	40,900	7,300	26	0.6	6	0.1
2000	QEW			CTR	50,100	63,100	60,600	42,100	7,500	34	0.7	7	0.2
2001	QEW			CTR	50,800	64,100	61,500	42,800	7,600	15	0.3	6	0.1
2002	QEW			CTR	52,700	66,500	63,800	44,500	7,900	26	0.5	2	0.0
2003	QEW			CTR	53,500	66,500	63,900	45,400	8,000	31	0.6	5	0.1
2004	QEW			CTR	55,300	69,800	66,900	46,600	5,550	28	0.6	3	0.1
2005	QEW			CTR	54,900	68,000	65,300	46,600	5,500	39	0.8	5	0.1
2006	QEW			CTR	57,300	70,900	68,000	48,600	5,750	30	0.6	7	0.1
2007	QEW			CTR	58,500	72,500	71,800	49,600	5,850	39	0.7	7	0.1
2008	QEW			CTR	59,700	73,900	72,400	50,700	5,950	37	0.7	4	0.1
2009	QEW			CTR	61,000	74,400	72,000	51,800	6,100	25	0.4	3	0.1
2010	QEW			CTR	62,200	75,700	72,800	52,800	6,200	32	0.6	2	0.0
2011	QEW			CTR	56,400	68,600	66,000	47,900	5,650	15	0.3	3	0.1
2012	QEW			CTR	63,100	76,600	75,600	53,700	6,300	17	0.3	2	0.0
2013	QEW			UC	63,500	63,700	63,900	60,300	6,350	31	0.5	5	0.1
2014	QEW			UC	65,200	65,400	62,700	61,900	6,500	20	0.3	3	0.1
2015	QEW			UC	66,300	66,500	63,800	62,900	6,650	29	0.5	10	0.2
2016	QEW			UC	67,400	67,600	64,800	64,000	6,750	26	0.4	4	0.1
2017	QEW			UC	68,500	68,100	68,700	65,600	6,850	19	0.3	2	0.0
2018	QEW			UC	69,600	69,000	70,100	66,800	6,950	50	0.8	6	0.1
2019	QEW			C	70,700	77,300	76,800	64,000	7,800	16	0.2	0	0.0
2021	QEW			C	72,900	79,300	78,900	66,100	8,000	30	0.4	3	0.0
1988	QEW	MOUNTAIN RD IC-34	2.5	CTR	39,900	51,900	48,700	33,500	4,000	30	0.8	3	0.1
1989	QEW			CTR	42,000	53,300	50,800	36,100	4,200	45	1.2	8	0.2
1990	QEW			CTR	44,100	55,100	52,000	38,400	4,400	29	0.7	3	0.1
1991	QEW			CTR	44,300	55,800	55,400	38,500	4,450	39	1.0	3	0.1
1992	QEW			CTR	44,200	54,400	52,600	38,500	4,400	44	1.1	4	0.1
1993	QEW			CTR	44,800	56,400	54,200	38,100	4,500	39	1.0	4	0.1
1994	QEW			CTR	43,200	55,300	52,700	36,300	4,300	44	1.1	5	0.1
1995	QEW			CTR	58,000	74,400	71,300	48,600	5,800	34	0.7	4	0.1
1996	QEW			CTR	61,800	79,100	76,100	51,900	6,200	63	1.1	14	0.3
1997	QEW			CTR	62,100	79,500	76,400	52,200	6,200	38	0.7	9	0.2
1998	QEW			CTR	63,900	81,200	78,000	53,700	6,400	50	0.9	16	0.3
1999	QEW			CTR	65,900	83,000	79,700	55,400	9,900	35	0.6	5	0.1
2000	QEW			CTR	67,900	85,600	82,200	57,000	10,200	34	0.6	8	0.1
2001	QEW			CTR	73,500	92,800	88,900	62,000	11,000	36	0.5	4	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2002	QEW			CTR	76,800	96,900	92,900	64,800	11,500	34	0.5	4	0.1
2003	QEW			CTR	80,100	99,600	95,700	67,900	12,000	49	0.7	11	0.2
2004	QEW			CTR	83,400	105,300	100,900	70,300	12,500	44	0.6	9	0.1
2005	QEW			CTR	86,700	107,400	103,100	73,500	6,050	42	0.5	7	0.1
2006	QEW			CTR	56,700	70,200	67,300	48,100	3,950	37	0.7	3	0.1
2007	QEW			CTR	57,600	71,400	70,700	48,800	4,050	42	0.8	4	0.1
2008	QEW			CTR	58,500	72,400	71,000	49,700	4,100	34	0.6	8	0.2
2009	QEW			CTR	59,400	72,500	70,100	50,500	4,150	21	0.4	1	0.0
2010	QEW			CTR	60,300	73,400	70,500	51,200	4,200	39	0.7	1	0.0
2011	QEW			CTR	69,500	84,600	81,300	59,000	4,850	22	0.4	0	0.0
2012	QEW			CTR	69,900	84,800	83,700	59,500	4,900	24	0.4	1	0.0
2013	QEW			CTR	70,400	85,700	88,500	59,800	4,950	38	0.6	4	0.1
2014	QEW			IC	67,500	74,700	74,400	59,900	4,700	33	0.5	2	0.0
2015	QEW			IC	70,600	78,100	77,800	62,600	4,950	23	0.4	1	0.0
2016	QEW			IC	71,000	78,600	78,200	63,000	4,950	14	0.2	1	0.0
2017	QEW			IC	71,400	78,200	78,800	64,800	5,000	18	0.3	1	0.0
2018	QEW			IC	71,800	79,000	79,500	65,000	5,050	28	0.4	0	0.0
2019	QEW			IC	72,200	79,300	79,700	65,200	5,050	31	0.5	5	0.1
2021	QEW			CTR	70,200	91,500	91,000	57,300	4,200	23	0.4	5	0.1
1988	QEW	HWY 405(WBL) IC-37	1.3	CTR	50,000	65,000	61,000	42,000	7,500	10	0.4	1	0.0
1989	QEW			CTR	52,500	66,700	63,500	45,200	7,900	15	0.6	5	0.2
1990	QEW			CTR	55,000	68,800	64,900	47,800	8,250	15	0.6	5	0.2
1991	QEW			CTR	55,700	70,200	69,600	48,500	8,350	10	0.4	3	0.1
1992	QEW			CTR	55,600	68,400	66,200	48,400	8,350	16	0.6	4	0.1
1993	QEW			CTR	56,200	70,800	68,000	47,800	8,450	26	1.0	6	0.2
1994	QEW			CTR	60,800	77,800	74,200	51,100	9,100	17	0.6	5	0.2
1995	QEW			CTR	62,800	80,600	77,200	52,700	9,400	14	0.5	4	0.1
1996	QEW			CTR	64,800	82,900	79,700	54,400	9,700	14	0.4	3	0.1
1997	QEW			CTR	66,800	85,500	82,200	56,100	10,000	19	0.6	4	0.1
1998	QEW			CTR	68,800	87,400	83,900	57,800	10,300	28	0.8	5	0.1
1999	QEW			CTR	74,700	94,100	90,400	62,700	11,200	14	0.4	3	0.1
2000	QEW			CTR	74,700	94,100	90,400	62,700	11,200	16	0.4	4	0.1
2001	QEW			IR	74,800	92,400	82,900	63,200	11,200	13	0.4	5	0.1
2002	QEW			IR	74,900	92,400	83,000	63,700	11,200	21	0.6	5	0.1
2003	QEW			IR	74,900	90,900	82,400	63,600	11,200	21	0.6	6	0.2
2004	QEW			IR	75,000	92,700	83,100	63,400	11,200	14	0.4	4	0.1
2005	QEW			IR	79,600	96,100	87,200	67,900	11,900	24	0.6	3	0.1
2006	QEW			IR	77,400	93,400	84,600	65,700	11,600	21	0.6	3	0.1
2007	QEW			IR	78,500	95,100	94,800	66,500	11,800	33	0.9	6	0.2
2008	QEW			IR	79,500	96,300	94,500	67,900	11,900	23	0.6	3	0.1
2009	QEW			IR	80,600	96,700	87,900	68,500	12,100	12	0.3	1	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2010	QEW			IR	75,000	89,300	81,700	63,800	11,200	9	0.2	2	0.1
2011	QEW			IR	82,700	98,700	96,600	70,600	12,400	13	0.3	4	0.1
2012	QEW			IC	83,800	92,800	90,000	74,400	12,600	20	0.5	2	0.0
2013	QEW			IC	84,900	94,000	93,400	75,300	12,700	14	0.3	3	0.1
2014	QEW			IC	85,900	95,100	94,600	76,200	12,900	26	0.6	5	0.1
2015	QEW			CR	87,000	102,500	101,900	74,100	13,000	21	0.5	3	0.1
2016	QEW			CR	88,100	103,800	103,200	75,000	13,200	14	0.3	6	0.1
2017	QEW			CR	89,100	103,300	103,900	80,200	13,400	21	0.5	5	0.1
2018	QEW			CR	90,200	104,800	105,500	81,000	13,500	19	0.4	3	0.1
2019	QEW			CR	91,300	105,900	106,600	81,900	13,700	28	0.6	3	0.1
2021	QEW			CR	93,400	107,500	108,200	84,300	14,000	22	0.5	4	0.1
1988	QEW	GLENDALE AV IC-38	4.9	CTR	49,800	64,700	60,800	41,800	7,450	49	0.6	8	0.1
1989	QEW			CTR	52,300	66,400	63,300	45,000	7,850	67	0.7	13	0.1
1990	QEW			CTR	54,700	68,400	64,500	47,600	8,200	49	0.5	9	0.1
1991	QEW			CTR	55,400	69,800	69,200	48,200	8,300	73	0.7	14	0.1
1992	QEW			CTR	55,300	68,000	65,800	48,100	8,300	63	0.6	13	0.1
1993	QEW			CTR	55,900	70,400	67,600	47,500	8,400	49	0.5	11	0.1
1994	QEW			CTR	57,000	73,000	69,500	47,900	8,550	79	0.8	17	0.2
1995	QEW			CTR	58,200	74,700	71,600	48,800	8,750	58	0.6	23	0.2
1996	QEW			CTR	59,300	75,900	73,000	49,800	8,900	61	0.6	11	0.1
1997	QEW			CTR	62,500	80,000	76,900	52,500	9,400	56	0.5	13	0.1
1998	QEW			CTR	65,100	82,700	79,400	54,700	9,750	59	0.5	16	0.1
1999	QEW			CTR	67,200	84,700	81,300	56,400	10,100	59	0.5	11	0.1
2000	QEW			CTR	70,300	88,600	85,100	59,100	10,500	62	0.5	17	0.1
2001	QEW			IR	72,000	89,000	79,800	60,900	9,350	50	0.4	11	0.1
2002	QEW			IR	73,700	90,900	81,700	62,700	9,600	92	0.7	25	0.2
2003	QEW			IR	75,300	91,400	82,800	63,900	9,050	57	0.4	24	0.2
2004	QEW			IR	78,100	96,500	86,500	66,000	9,350	59	0.4	11	0.1
2005	QEW			IR	75,200	90,800	82,400	64,100	9,000	70	0.5	14	0.1
2006	QEW			IR	76,700	92,500	83,800	65,100	9,200	38	0.3	10	0.1
2007	QEW			IR	78,100	94,600	94,300	66,200	9,350	69	0.5	19	0.1
2008	QEW			IR	79,600	96,400	94,600	68,000	9,550	60	0.4	17	0.1
2009	QEW			CTR	73,000	89,100	86,100	62,000	8,750	35	0.3	5	0.0
2010	QEW			CTR	82,500	100,400	96,500	70,100	9,900	38	0.3	6	0.0
2011	QEW			CTR	84,000	102,200	98,300	71,300	10,100	49	0.3	11	0.1
2012	QEW			IC	82,800	91,700	88,900	73,500	9,950	34	0.2	1	0.0
2013	QEW			IC	85,800	95,000	94,400	76,100	10,300	35	0.2	8	0.1
2014	QEW			IC	87,500	96,900	96,400	77,600	7,700	63	0.4	10	0.1
2015	QEW			IC	88,500	98,000	97,500	78,500	7,800	50	0.3	11	0.1
2016	QEW			IC	89,900	99,500	99,100	79,700	7,900	62	0.4	9	0.1
2017	QEW			IR	89,200	108,200	107,500	76,000	8,050	67	0.4	12	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2018	QEW			IR	92,700	112,500	111,900	78,800	8,350	54	0.3	3	0.0
2019	QEW			IR	94,000	114,300	113,800	80,100	8,450	61	0.4	12	0.1
2021	QEW			IR	96,800	115,900	115,500	82,600	8,700	44	0.3	6	0.0
1988	QEW	NIAGARA ST SERVICE RDS	1.2	CTR	38,900	50,600	47,500	32,700	6,200	7	0.4	2	0.1
1989	QEW			CTR	40,800	51,800	49,400	35,100	6,550	14	0.8	2	0.1
1990	QEW			CTR	42,400	53,000	50,000	36,900	6,800	12	0.6	1	0.1
1991	QEW			CTR	43,300	54,600	54,100	37,700	6,950	8	0.4	1	0.1
1992	QEW			CTR	43,200	53,100	51,400	37,600	6,900	11	0.6	2	0.1
1993	QEW			CTR	43,800	55,200	53,000	37,200	7,000	5	0.3	0	0.0
1994	QEW			CTR	45,000	57,600	54,900	37,800	7,200	20	1.0	5	0.2
1995	QEW			CTR	47,100	60,400	57,900	39,500	7,550	13	0.6	4	0.2
1996	QEW			CTR	49,200	62,900	60,500	41,300	7,850	13	0.6	2	0.1
1997	QEW			CTR	51,300	65,700	63,100	43,100	8,200	6	0.3	0	0.0
1998	QEW			CTR	53,300	67,700	65,000	44,800	8,550	17	0.7	2	0.1
1999	QEW			CTR	54,100	68,200	65,500	45,400	8,650	14	0.6	7	0.3
2000	QEW			CTR	55,800	70,300	67,500	46,900	8,950	13	0.5	5	0.2
2001	QEW			CTR	56,700	71,600	68,600	47,800	9,050	17	0.7	3	0.1
2002	QEW			CTR	57,900	73,000	70,100	48,900	9,250	16	0.6	7	0.3
2003	QEW			CTR	59,400	73,800	70,900	50,400	9,500	16	0.6	6	0.2
2004	QEW			CTR	60,800	76,700	73,600	51,300	7,300	12	0.4	2	0.1
2005	QEW			CTR	61,500	76,200	73,100	52,200	7,400	15	0.5	2	0.1
2006	QEW			CTR	63,900	79,100	75,800	54,200	7,650	15	0.5	8	0.3
2007	QEW			CTR	65,400	81,000	80,300	55,400	7,850	22	0.7	6	0.2
2008	QEW			CTR	66,900	82,800	81,200	56,900	8,050	13	0.4	4	0.1
2009	QEW			CTR	68,300	83,300	80,600	58,100	8,200	9	0.3	3	0.1
2010	QEW			CTR	69,800	85,000	81,700	59,300	8,400	19	0.6	2	0.1
2011	QEW			CTR	71,300	86,800	83,400	60,500	8,550	16	0.5	5	0.2
2012	QEW			CTR	72,700	88,200	87,100	61,900	8,700	7	0.2	1	0.0
2013	QEW			CTR	74,200	90,300	93,300	63,000	8,900	12	0.4	1	0.0
2014	QEW			CTR	75,700	92,400	93,100	64,300	9,100	17	0.5	1	0.0
2015	QEW			CTR	77,200	94,200	95,000	65,600	9,250	3	0.1	0	0.0
2016	QEW			CTR	78,600	95,900	96,700	66,800	9,450	6	0.2	2	0.1
2017	QEW			CTR	80,100	107,000	106,500	65,300	9,600	6	0.2	2	0.1
2018	QEW			CTR	81,600	109,000	108,500	66,500	9,800	6	0.2	1	0.0
2019	QEW			CTR	83,100	110,700	110,200	67,600	9,950	7	0.2	1	0.0
2021	QEW			CTR	86,000	112,100	111,500	70,200	10,300	4	0.1	1	0.0
1988	QEW	NIAGARA ST IC-44	1.7	CTR	52,000	67,600	63,400	43,700	8,850	25	0.8	10	0.3
1989	QEW			CTR	54,000	68,600	65,300	46,400	9,200	17	0.5	0	0.0
1990	QEW			CTR	56,200	70,200	66,300	48,900	9,550	19	0.5	5	0.1
1991	QEW			CTR	57,300	72,200	71,600	49,900	9,750	33	0.9	7	0.2
1992	QEW			CTR	57,200	70,400	68,100	49,800	9,700	44	1.2	17	0.5

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1993	QEW			CTR	57,800	72,800	69,900	49,100	9,850	43	1.2	7	0.2
1994	QEW			C	58,100	63,600	64,800	52,600	9,900	43	1.2	20	0.6
1995	QEW			CTR	63,700	81,800	78,400	53,400	10,800	30	0.8	9	0.2
1996	QEW			CTR	65,700	84,000	80,900	55,100	11,200	26	0.6	8	0.2
1997	QEW			CTR	66,200	84,700	81,400	55,600	11,300	22	0.5	6	0.1
1998	QEW			CTR	67,200	85,300	82,000	56,400	11,400	20	0.5	2	0.0
1999	QEW			CTR	66,600	83,900	80,600	55,900	11,300	21	0.5	10	0.2
2000	QEW			CTR	67,500	85,000	81,700	56,700	11,500	22	0.5	2	0.0
2001	QEW			CTR	68,400	86,300	82,800	57,700	11,600	16	0.4	4	0.1
2002	QEW			CTR	69,300	87,400	83,800	58,500	11,800	22	0.5	4	0.1
2003	QEW			CTR	70,200	87,200	83,800	59,500	11,900	31	0.7	9	0.2
2004	QEW			CTR	71,100	89,700	86,000	60,000	8,550	26	0.6	8	0.2
2005	QEW			CTR	72,000	89,200	85,600	61,100	8,650	21	0.5	9	0.2
2006	QEW			CTR	71,700	88,800	85,100	60,800	8,600	13	0.3	4	0.1
2007	QEW			CTR	73,800	91,400	90,600	62,500	8,850	26	0.6	6	0.1
2008	QEW			CTR	74,700	92,400	90,700	63,500	8,950	24	0.5	9	0.2
2009	QEW			CTR	75,600	92,200	89,200	64,300	9,050	13	0.3	3	0.1
2010	QEW			CTR	76,500	93,100	89,500	65,000	9,200	12	0.3	2	0.0
2011	QEW			CTR	77,400	94,200	90,600	65,700	9,300	14	0.3	2	0.0
2012	QEW			CTR	78,300	95,000	93,800	66,700	9,400	4	0.1	0	0.0
2013	QEW			CTR	79,200	96,400	99,600	67,300	9,500	14	0.3	3	0.1
2014	QEW			CTR	80,100	97,700	98,500	68,100	9,600	19	0.4	2	0.0
2015	QEW			CTR	81,000	98,800	99,600	68,800	9,700	19	0.4	4	0.1
2016	QEW			CTR	81,900	99,900	100,700	69,600	9,850	20	0.4	1	0.0
2017	QEW			CTR	82,800	110,600	110,100	67,500	9,950	12	0.2	4	0.1
2018	QEW			CTR	83,700	111,800	111,300	68,200	10,000	14	0.3	2	0.0
2019	QEW			CTR	84,600	112,700	112,200	68,800	10,200	20	0.4	5	0.1
2021	QEW			CTR	86,400	112,700	112,000	70,500	10,400	12	0.2	1	0.0
1988	QEW	LAKE ST IC-46	1.3	CTR	47,900	62,300	58,400	40,200	8,150	10	0.4	3	0.1
1989	QEW			CTR	50,800	64,500	61,500	43,700	8,650	20	0.8	2	0.1
1990	QEW			CTR	53,700	67,100	63,400	46,700	9,150	18	0.7	4	0.2
1991	QEW			CTR	57,600	72,600	72,000	50,100	9,800	12	0.4	2	0.1
1992	QEW			CTR	58,000	71,300	69,000	50,500	9,850	18	0.6	5	0.2
1993	QEW			CTR	58,300	73,500	70,500	49,600	9,900	25	0.9	7	0.2
1994	QEW			CTR	58,700	75,100	71,600	49,300	10,000	30	1.1	4	0.1
1995	QEW			CTR	61,700	79,200	75,900	51,800	10,500	17	0.6	3	0.1
1996	QEW			CTR	64,700	82,800	79,600	54,300	11,000	14	0.4	4	0.1
1997	QEW			CTR	67,700	86,700	83,300	56,900	11,500	14	0.4	6	0.2
1998	QEW			CTR	70,300	89,300	85,800	59,100	12,000	14	0.4	4	0.1
1999	QEW			CTR	71,000	89,500	85,900	59,600	12,100	24	0.7	10	0.3
2000	QEW			CTR	74,000	93,200	89,500	62,200	12,600	13	0.4	6	0.2

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2001	QEW			CTR	77,000	97,200	93,200	64,900	13,100	9	0.2	1	0.0
2002	QEW			CTR	80,000	100,900	96,800	67,500	13,600	15	0.4	5	0.1
2003	QEW			CTR	83,000	103,200	99,100	70,400	14,100	22	0.5	6	0.1
2004	QEW			CTR	86,000	108,500	104,100	72,500	9,450	36	0.9	12	0.3
2005	QEW			CTR	88,000	109,000	104,600	74,600	9,700	15	0.4	0	0.0
2006	QEW			CTR	90,600	112,200	107,500	76,900	9,950	18	0.4	2	0.0
2007	QEW			CTR	93,300	115,600	114,600	79,100	10,300	32	0.7	8	0.2
2008	QEW			CTR	95,900	118,700	116,400	81,500	10,500	20	0.4	4	0.1
2009	QEW			CTR	98,500	120,200	116,200	83,700	10,800	23	0.5	2	0.0
2010	QEW			CTR	101,200	123,200	118,400	85,900	11,100	19	0.4	7	0.1
2011	QEW			CTR	103,800	126,300	121,400	88,100	11,400	18	0.4	4	0.1
2012	QEW			CTR	106,400	129,100	127,500	90,600	11,700	8	0.2	0	0.0
2013	QEW			CTR	109,100	132,800	137,200	92,700	12,000	11	0.2	0	0.0
2014	QEW			CTR	111,700	136,300	137,400	94,900	12,300	13	0.2	5	0.1
2015	QEW			CTR	114,300	139,400	140,600	97,200	12,600	8	0.1	1	0.0
2016	QEW			CTR	117,000	142,700	143,900	99,400	12,900	6	0.1	0	0.0
2017	QEW			CTR	119,600	159,800	159,000	97,500	13,200	12	0.2	2	0.0
2018	QEW			CTR	122,200	163,200	162,500	99,500	13,400	15	0.3	4	0.1
2019	QEW			CTR	124,900	166,400	165,700	101,600	13,700	16	0.3	3	0.0
2021	QEW			CTR	130,100	169,600	168,700	106,100	14,300	4	0.1	0	0.0
1988	QEW	ONTARIO ST IC-47	0.8	CTR	51,800	67,300	63,200	43,500	6,200	9	0.6	1	0.1
1989	QEW			CTR	53,800	68,300	65,100	46,300	6,450	15	1.0	2	0.1
1990	QEW			CTR	55,900	69,900	66,000	48,600	6,700	15	0.9	4	0.2
1991	QEW			CTR	58,700	74,000	73,400	51,100	7,050	30	1.8	15	0.9
1992	QEW			CTR	58,700	72,200	69,900	51,100	7,050	44	2.6	9	0.5
1993	QEW			CTR	59,300	74,700	71,800	50,400	7,100	13	0.8	4	0.2
1994	QEW			CTR	61,800	79,100	75,400	51,900	7,400	10	0.6	3	0.2
1995	QEW			CTR	63,700	81,800	78,400	53,400	7,650	10	0.5	1	0.1
1996	QEW			CTR	65,600	83,900	80,700	55,100	7,850	14	0.7	1	0.1
1997	QEW			CTR	67,300	86,100	82,800	56,500	8,100	17	0.9	0	0.0
1998	QEW			CTR	70,500	89,500	86,000	59,200	8,450	19	0.9	1	0.0
1999	QEW			CTR	70,400	88,700	85,200	59,100	12,000	6	0.3	1	0.0
2000	QEW			CTR	72,000	90,700	87,100	60,500	12,200	21	1.0	8	0.4
2001	QEW			CTR	73,600	92,900	89,100	62,100	12,500	14	0.7	3	0.1
2002	QEW			CTR	75,200	94,900	91,000	63,500	12,800	8	0.4	0	0.0
2003	QEW			CTR	76,800	95,500	91,700	65,100	13,100	21	1.0	8	0.4
2004	QEW			CTR	78,400	99,000	94,900	66,100	9,400	19	0.8	3	0.1
2005	QEW			CTR	80,000	99,100	95,100	67,900	9,600	16	0.7	7	0.3
2006	QEW			CTR	81,000	100,300	96,100	68,700	9,700	14	0.6	0	0.0
2007	QEW			CTR	83,100	102,900	102,000	70,400	9,950	15	0.6	5	0.2
2008	QEW			CTR	84,700	104,800	102,800	72,000	10,200	11	0.5	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2009	QEW			CTR	86,300	105,300	101,800	73,400	10,400	13	0.5	2	0.1
2010	QEW			CTR	87,900	107,000	102,800	74,700	10,500	9	0.4	2	0.1
2011	QEW			CTR	89,500	108,900	104,700	76,000	10,700	15	0.6	6	0.2
2012	QEW			CTR	91,100	110,500	109,100	77,600	10,900	15	0.6	0	0.0
2013	QEW			CTR	92,700	112,800	116,600	78,700	11,100	10	0.4	3	0.1
2014	QEW			CTR	94,300	115,000	116,000	80,200	11,300	17	0.6	2	0.1
2015	QEW			CTR	95,800	116,900	117,800	81,400	11,500	13	0.5	3	0.1
2016	QEW			CTR	97,400	118,800	119,800	82,800	11,700	13	0.5	2	0.1
2017	QEW			CTR	99,000	132,300	131,600	80,700	11,900	28	1.0	5	0.2
2018	QEW			CTR	100,600	134,400	133,800	81,900	12,100	19	0.7	3	0.1
2019	QEW			CTR	102,200	136,200	135,600	83,200	12,300	35	1.2	11	0.4
2021	QEW			CTR	105,400	137,400	136,700	86,000	12,600	12	0.4	4	0.1
1988	QEW	MARTINDALE RD IC-48	0.7	CTR	49,800	64,700	60,800	41,800	6,000	7	0.5	3	0.2
1989	QEW			CTR	51,800	65,800	62,700	44,500	6,200	34	2.4	4	0.3
1990	QEW			CTR	53,800	67,200	63,500	46,800	6,450	27	1.9	4	0.3
1991	QEW			CTR	56,500	71,200	70,600	49,200	6,800	20	1.3	5	0.3
1992	QEW			CTR	56,400	69,400	67,100	49,100	6,750	14	0.9	4	0.3
1993	QEW			CTR	57,000	71,800	69,000	48,400	6,850	7	0.5	7	0.5
1994	QEW			CTR	57,100	73,100	69,700	48,000	6,850	6	0.4	1	0.1
1995	QEW			CTR	57,400	73,700	70,600	48,100	6,900	19	1.2	5	0.3
1996	QEW			CTR	57,600	73,700	70,900	48,300	6,900	13	0.8	3	0.2
1997	QEW			CTR	57,900	74,100	71,200	48,600	6,950	22	1.4	9	0.6
1998	QEW			CTR	63,000	80,000	76,900	52,900	7,550	15	0.9	6	0.4
1999	QEW			CTR	60,900	76,700	73,700	51,200	10,400	9	0.6	4	0.2
2000	QEW			CTR	61,700	77,700	74,700	51,800	10,500	15	0.9	7	0.4
2001	QEW			CTR	62,400	78,800	75,500	52,600	10,600	22	1.3	3	0.2
2002	QEW			CTR	63,200	79,700	76,500	53,400	10,700	16	0.9	7	0.4
2003	QEW			CTR	64,000	79,500	76,400	54,300	10,900	20	1.2	8	0.5
2004	QEW			CTR	64,800	81,800	78,400	54,600	7,150	21	1.2	7	0.4
2005	QEW			CTR	65,100	80,700	77,400	55,200	7,150	19	1.1	5	0.3
2006	QEW			CTR	66,400	82,200	78,800	56,300	7,300	20	1.1	5	0.3
2007	QEW			CTR	67,200	83,200	82,500	57,000	7,400	27	1.5	8	0.4
2008	QEW			CTR	68,000	84,200	82,500	57,800	7,500	34	1.9	7	0.4
2009	QEW			CTR	68,800	83,900	81,200	58,500	7,550	19	1.0	5	0.3
2010	QEW			CTR	69,600	84,700	81,400	59,100	7,650	20	1.1	3	0.2
2011	QEW			CTR	70,400	85,700	82,400	59,800	7,750	8	0.4	0	0.0
2012	QEW			CTR	71,200	86,400	85,300	60,600	7,850	3	0.2	0	0.0
2013	QEW			CTR	72,000	87,600	90,500	61,100	7,900	13	0.7	0	0.0
2014	QEW			CTR	72,800	88,800	89,500	61,900	8,000	7	0.4	1	0.1
2015	QEW			CTR	73,600	89,800	90,500	62,600	8,100	2	0.1	0	0.0
2016	QEW			CTR	74,400	90,800	91,500	63,200	8,200	6	0.3	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2017	QEW			CTR	75,200	100,500	100,000	61,300	8,250	6	0.3	0	0.0
2018	QEW			CTR	76,000	101,500	101,100	61,900	8,350	8	0.4	3	0.1
2019	QEW			CTR	76,800	102,300	101,900	62,500	8,450	15	0.7	3	0.1
2021	QEW			CTR	78,400	102,200	101,700	64,000	8,600	6	0.3	1	0.0
1988	QEW	HWY 406 IC-49	2.0	CTR	52,500	68,200	64,000	44,100	10,500	18	0.5	5	0.1
1989	QEW			CTR	54,500	69,200	65,900	46,900	10,900	31	0.8	5	0.1
1990	QEW			CTR	56,700	70,900	66,900	49,300	11,300	35	0.9	8	0.2
1991	QEW			CTR	59,500	75,000	74,400	51,800	11,900	34	0.8	3	0.1
1992	QEW			CTR	59,300	72,900	70,600	51,600	11,900	22	0.5	1	0.0
1993	QEW			CTR	59,900	75,500	72,500	50,900	12,000	13	0.3	3	0.1
1994	QEW			CTR	65,200	83,500	79,500	54,800	13,000	15	0.3	4	0.1
1995	QEW			CTR	67,600	86,800	83,200	56,700	13,500	12	0.2	3	0.1
1996	QEW			CTR	69,900	89,400	86,000	58,700	14,000	20	0.4	5	0.1
1997	QEW			CTR	72,500	92,800	89,200	60,900	14,500	13	0.2	5	0.1
1998	QEW			CTR	74,600	94,700	91,000	62,700	14,900	13	0.2	4	0.1
1999	QEW			CTR	74,400	93,700	90,000	62,500	12,600	15	0.3	4	0.1
2000	QEW			CTR	76,000	95,800	92,000	63,800	10,600	5	0.1	1	0.0
2001	QEW			CR	77,700	95,600	91,100	65,600	10,900	16	0.3	2	0.0
2002	QEW			CR	78,000	95,800	91,500	65,700	10,900	16	0.3	4	0.1
2003	QEW			CTR	79,300	98,600	94,700	67,200	10,300	8	0.1	4	0.1
2004	QEW			CTR	80,700	101,900	97,600	68,000	10,500	25	0.4	4	0.1
2005	QEW			CTR	80,300	99,500	95,500	68,100	10,400	19	0.3	6	0.1
2006	QEW			CTR	83,500	103,400	99,100	70,900	10,900	15	0.2	2	0.0
2007	QEW			CTR	84,900	105,200	104,200	72,000	11,000	24	0.4	3	0.0
2008	QEW			CTR	86,200	106,700	104,600	73,300	11,200	21	0.3	7	0.1
2009	QEW			CTR	87,600	106,900	103,400	74,500	11,400	28	0.4	5	0.1
2010	QEW			CTR	88,900	108,200	104,000	75,500	11,600	26	0.4	3	0.0
2011	QEW			CTR	90,300	109,900	105,700	76,700	11,700	31	0.5	5	0.1
2012	QEW			CTR	91,600	111,100	109,700	78,000	11,900	20	0.3	0	0.0
2013	QEW			CTR	93,000	113,200	116,900	79,000	12,100	21	0.3	5	0.1
2014	QEW			CTR	94,400	115,200	116,100	80,200	12,300	28	0.4	3	0.0
2015	QEW			CTR	95,700	116,800	117,700	81,300	12,400	9	0.1	2	0.0
2016	QEW			CTR	97,100	118,500	119,400	82,500	12,600	13	0.2	2	0.0
2017	QEW			CTR	98,400	131,500	130,800	80,200	12,800	26	0.4	5	0.1
2018	QEW			CTR	99,800	133,300	132,700	81,300	13,000	25	0.3	5	0.1
2019	QEW			CTR	101,100	134,700	134,100	82,300	13,100	36	0.5	7	0.1
2021	QEW			CTR	103,900	135,500	134,700	84,800	13,500	18	0.2	0	0.0
1988	QEW	SEVENTH ST IC-51	4.3	CTR	51,800	67,300	63,200	43,500	10,400	57	0.7	7	0.1
1989	QEW			CTR	53,800	68,300	65,100	46,300	10,800	74	0.9	12	0.1
1990	QEW			CTR	55,900	69,900	66,000	48,600	11,200	77	0.9	14	0.2
1991	QEW			CTR	58,800	74,100	73,500	51,200	11,800	71	0.8	11	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1992	QEW			CTR	58,600	72,100	69,700	51,000	11,700	68	0.7	18	0.2
1993	QEW			CTR	59,200	74,600	71,600	50,300	11,800	69	0.7	8	0.1
1994	QEW			CTR	64,200	82,200	78,300	53,900	12,800	82	0.8	20	0.2
1995	QEW			CTR	66,500	85,300	81,800	55,800	13,300	42	0.4	15	0.1
1996	QEW			CTR	68,800	88,000	84,700	57,700	13,800	43	0.4	10	0.1
1997	QEW			CTR	71,100	91,000	87,500	59,700	14,200	43	0.4	8	0.1
1998	QEW			CTR	73,400	93,200	89,500	61,700	14,700	27	0.2	5	0.0
1999	QEW			CTR	74,000	93,200	89,500	62,200	13,300	47	0.4	8	0.1
2000	QEW			CTR	75,700	95,400	91,600	63,600	13,600	49	0.4	10	0.1
2001	QEW			CTR	80,300	101,400	97,200	67,700	11,200	44	0.3	7	0.1
2002	QEW			CTR	79,000	99,700	95,600	66,700	11,100	44	0.4	9	0.1
2003	QEW			CTR	80,700	100,300	96,400	68,400	11,300	41	0.3	6	0.0
2004	QEW			CTR	80,800	102,000	97,800	68,100	10,500	62	0.5	15	0.1
2005	QEW			CTR	81,600	101,100	97,000	69,200	10,600	50	0.4	8	0.1
2006	QEW			CTR	83,600	103,500	99,200	70,900	10,900	38	0.3	5	0.0
2007	QEW			CTR	85,200	105,500	104,600	72,200	11,100	70	0.5	13	0.1
2008	QEW			CTR	83,500	103,300	101,300	71,000	10,900	58	0.4	7	0.1
2009	QEW			CTR	88,000	107,400	103,800	74,800	11,400	45	0.3	2	0.0
2010	QEW			CTR	89,500	108,900	104,700	76,000	11,600	63	0.4	5	0.0
2011	QEW			CTR	90,900	110,600	106,400	77,200	11,800	62	0.4	9	0.1
2012	QEW			IC	92,400	102,400	99,300	82,000	12,000	26	0.2	3	0.0
2013	QEW			IC	93,800	103,800	103,200	83,200	12,200	42	0.3	6	0.0
2014	QEW			IC	95,200	105,400	104,900	84,400	12,400	74	0.5	11	0.1
2015	QEW			IC	96,700	107,000	106,500	85,700	12,600	48	0.3	7	0.0
2016	QEW			IC	98,100	108,600	108,100	87,000	12,800	56	0.4	4	0.0
2017	QEW			IC	99,500	109,000	109,800	90,300	12,900	66	0.4	15	0.1
2018	QEW			IC	101,000	111,200	111,800	91,400	13,100	94	0.6	14	0.1
2019	QEW			IC	102,400	112,500	113,100	92,400	13,300	72	0.4	5	0.0
2021	QEW			IR	88,200	105,600	105,200	75,300	7,050	24	0.2	2	0.0
1988	QEW	JORDAN RD IC-55	2.9	CTR	53,000	68,900	64,700	44,500	10,600	24	0.4	6	0.1
1989	QEW			CTR	55,200	70,100	66,800	47,500	11,000	58	1.0	5	0.1
1990	QEW			CTR	57,400	71,800	67,700	49,900	11,500	76	1.3	10	0.2
1991	QEW			CTR	59,000	74,300	73,800	51,300	11,800	43	0.7	5	0.1
1992	QEW			CTR	58,800	72,300	70,000	51,200	11,800	43	0.7	4	0.1
1993	QEW			CTR	59,400	74,800	71,900	50,500	11,900	46	0.7	9	0.1
1994	QEW			CTR	65,500	83,800	79,900	55,000	13,100	50	0.7	5	0.1
1995	QEW			CTR	68,100	87,400	83,800	57,100	13,600	38	0.5	7	0.1
1996	QEW			CTR	70,700	90,400	87,000	59,300	14,100	57	0.8	13	0.2
1997	QEW			CTR	73,300	93,800	90,200	61,600	14,700	60	0.8	10	0.1
1998	QEW			CTR	75,900	96,400	92,600	63,800	15,200	20	0.2	5	0.1
1999	QEW			CTR	76,700	96,600	92,800	64,400	11,500	29	0.4	6	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2000	QEW			CTR	78,700	99,200	95,200	66,100	11,800	28	0.3	8	0.1
2001	QEW			CTR	79,700	100,600	96,400	67,200	12,000	29	0.3	0	0.0
2002	QEW			CTR	82,800	104,500	100,200	69,900	12,400	42	0.5	5	0.1
2003	QEW			CTR	84,900	105,500	101,400	72,000	12,700	29	0.3	4	0.0
2004	QEW			CTR	86,900	109,700	105,100	73,300	13,000	27	0.3	4	0.0
2005	QEW			CTR	83,800	103,800	99,700	71,100	12,600	29	0.3	4	0.0
2006	QEW			CTR	85,400	105,700	101,300	72,500	12,800	19	0.2	2	0.0
2007	QEW			CTR	87,400	108,300	107,300	74,100	13,100	32	0.3	6	0.1
2008	QEW			CTR	89,300	110,500	108,400	75,900	13,400	24	0.3	4	0.0
2009	QEW			CTR	91,300	111,400	107,700	77,600	13,700	21	0.2	3	0.0
2010	QEW			CTR	96,700	117,700	113,100	82,100	14,500	16	0.2	3	0.0
2011	QEW			CTR	96,000	116,800	112,300	81,500	14,400	40	0.4	8	0.1
2012	QEW			CTR	97,600	118,400	116,900	83,100	14,600	24	0.2	6	0.1
2013	QEW			CTR	99,600	121,200	125,200	84,600	14,900	32	0.3	4	0.0
2014	QEW			IC	101,000	111,800	111,300	89,600	15,200	46	0.4	6	0.1
2015	QEW			IC	102,600	113,600	113,000	91,000	15,400	31	0.3	4	0.0
2016	QEW			IC	104,300	115,400	114,900	92,500	15,600	30	0.3	3	0.0
2017	QEW			IC	106,000	116,100	117,000	96,200	15,900	70	0.6	10	0.1
2018	QEW			IC	107,600	118,400	119,100	97,300	16,100	54	0.5	7	0.1
2019	QEW			IC	109,300	120,000	120,700	98,700	16,400	68	0.6	5	0.0
2021	QEW			IR	87,200	104,400	104,000	74,400	7,000	24	0.3	2	0.0
1988	QEW	VICTORIA AV IC-57	6.7	CTR	51,700	67,200	63,100	43,400	10,300	82	0.6	9	0.1
1989	QEW			CTR	53,800	68,300	65,100	46,300	10,800	115	0.9	19	0.1
1990	QEW			CTR	56,100	70,100	66,200	48,800	11,200	65	0.5	10	0.1
1991	QEW			CTR	58,200	73,300	72,800	50,600	11,600	99	0.7	11	0.1
1992	QEW			CTR	58,000	71,300	69,000	50,500	11,600	77	0.5	11	0.1
1993	QEW			CTR	58,600	73,800	70,900	49,800	11,700	103	0.7	16	0.1
1994	QEW			CTR	59,400	76,000	72,500	49,900	11,900	113	0.8	26	0.2
1995	QEW			CTR	66,200	85,000	81,400	55,500	13,200	81	0.5	20	0.1
1996	QEW			CTR	68,700	87,900	84,500	57,700	13,700	96	0.6	17	0.1
1997	QEW			CTR	71,200	91,100	87,600	59,800	14,200	76	0.4	21	0.1
1998	QEW			CTR	73,700	93,600	89,900	61,900	14,700	76	0.4	21	0.1
1999	QEW			CTR	72,100	90,800	87,200	60,600	10,800	28	0.2	1	0.0
2000	QEW			CTR	73,700	92,900	89,200	61,900	11,100	52	0.3	9	0.0
2001	QEW			CTR	75,200	94,900	91,000	63,400	11,300	36	0.2	10	0.1
2002	QEW			CTR	76,800	96,900	92,900	64,800	11,500	34	0.2	8	0.0
2003	QEW			IC	76,800	85,600	86,400	68,000	10,000	57	0.3	11	0.1
2004	QEW			IC	79,200	88,600	89,000	70,000	10,300	41	0.2	8	0.0
2005	QEW			IC	81,900	91,100	91,900	72,200	10,600	37	0.2	11	0.1
2006	QEW			IC	83,100	92,300	93,200	73,600	10,800	36	0.2	8	0.0
2007	QEW			IC	90,000	100,000	103,100	79,500	11,700	56	0.3	19	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2008	QEW			IC	95,400	105,700	102,300	84,100	12,400	30	0.1	6	0.0
2009	QEW			IC	91,600	101,700	102,600	81,500	11,900	38	0.2	10	0.0
2010	QEW			IC	93,500	103,500	104,400	82,900	12,200	37	0.2	9	0.0
2011	QEW			IC	95,500	105,000	108,900	85,700	12,400	37	0.2	6	0.0
2012	QEW			IC	97,400	107,900	104,600	86,400	12,700	47	0.2	7	0.0
2013	QEW			IC	99,300	109,900	109,300	88,100	12,900	36	0.1	7	0.0
2014	QEW			IC	101,200	112,000	111,500	89,700	13,200	54	0.2	9	0.0
2015	QEW			IC	103,200	114,200	113,700	91,500	13,400	43	0.2	10	0.0
2016	QEW			IC	105,100	116,300	115,800	93,200	13,700	40	0.2	8	0.0
2017	QEW			IR	107,000	125,500	125,500	95,400	10,700	53	0.2	7	0.0
2018	QEW			IR	108,900	128,000	128,000	97,400	10,900	63	0.2	14	0.1
2019	QEW			IR	110,800	130,000	130,000	99,300	11,100	65	0.2	8	0.0
2021	QEW			IR	114,700	134,200	134,600	102,400	11,500	36	0.1	8	0.0
1988	QEW	ONTARIO ST IC-64	3.8	CTR	50,300	65,400	61,400	42,300	10,100	35	0.5	4	0.1
1989	QEW			CTR	52,400	66,500	63,400	45,100	10,500	42	0.6	4	0.1
1990	QEW			CTR	55,500	69,400	65,500	48,300	11,100	27	0.3	3	0.0
1991	QEW			CTR	57,200	72,100	71,500	49,800	11,400	49	0.6	6	0.1
1992	QEW			CTR	57,000	70,100	67,800	49,600	11,400	38	0.5	7	0.1
1993	QEW			CTR	57,600	72,600	69,700	49,000	11,500	53	0.7	5	0.1
1994	QEW			CTR	63,900	81,800	78,000	53,700	12,800	46	0.5	10	0.1
1995	QEW			CTR	66,700	85,600	82,000	55,900	13,300	45	0.5	9	0.1
1996	QEW			CTR	69,500	88,900	85,500	58,300	13,900	44	0.5	13	0.1
1997	QEW			CTR	72,200	92,400	88,800	60,600	14,400	28	0.3	8	0.1
1998	QEW			CTR	75,000	95,200	91,500	63,000	15,000	21	0.2	4	0.0
1999	QEW			CTR	73,400	92,500	88,800	61,700	11,000	21	0.2	4	0.0
2000	QEW			CTR	74,900	94,400	90,600	62,900	10,500	30	0.3	8	0.1
2001	QEW			CTR	76,400	96,400	92,400	64,400	10,700	21	0.2	5	0.0
2002	QEW			CTR	77,900	98,300	94,300	65,800	10,900	35	0.3	12	0.1
2003	QEW			CTR	78,300	97,300	93,500	66,400	11,000	37	0.3	7	0.1
2004	QEW			CTR	81,100	102,400	98,100	68,400	11,400	27	0.2	4	0.0
2005	QEW			CTR	83,100	103,000	98,800	70,500	11,600	37	0.3	9	0.1
2006	QEW			CTR	84,400	104,500	100,200	71,600	11,800	26	0.2	3	0.0
2007	QEW			CTR	85,600	106,000	105,100	72,600	12,000	26	0.2	3	0.0
2008	QEW			CTR	87,800	108,700	106,500	74,600	12,300	30	0.2	3	0.0
2009	QEW			CTR	89,500	109,200	105,600	76,100	12,500	20	0.2	1	0.0
2010	QEW			CTR	90,300	109,900	105,600	76,700	12,600	21	0.2	5	0.0
2011	QEW			CTR	92,100	112,100	107,800	78,200	12,900	51	0.4	10	0.1
2012	QEW			CTR	93,600	113,600	112,100	79,700	13,100	34	0.3	10	0.1
2013	QEW			CTR	95,200	115,900	119,700	80,900	13,300	36	0.3	6	0.0
2014	QEW			IC	96,700	107,000	106,500	85,700	13,500	51	0.4	4	0.0
2015	QEW			IC	98,300	108,800	108,300	87,200	13,800	32	0.2	6	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2016	QEW			IC	99,800	110,500	110,000	88,500	14,000	34	0.2	4	0.0
2017	QEW			IR	106,200	124,600	124,600	94,700	12,700	35	0.2	6	0.0
2018	QEW			IR	107,500	126,300	126,400	96,200	12,900	36	0.2	3	0.0
2019	QEW			IR	109,900	128,900	129,000	98,500	11,000	37	0.2	4	0.0
2021	QEW			IR	107,800	126,100	126,500	96,200	10,800	23	0.2	5	0.0
1988	QEW	BARTLETT AV IC-68	2.5	CTR	52,600	68,400	64,200	44,200	10,500	20	0.4	1	0.0
1989	QEW			CTR	54,900	69,700	66,400	47,200	11,000	33	0.6	8	0.2
1990	QEW			CTR	57,100	71,400	67,400	49,700	11,400	22	0.4	2	0.0
1991	QEW			CTR	58,800	74,100	73,500	51,200	11,800	30	0.5	7	0.1
1992	QEW			CTR	57,600	70,800	68,500	50,100	11,500	13	0.2	0	0.0
1993	QEW			CTR	58,200	73,300	70,400	49,500	11,600	17	0.3	2	0.0
1994	QEW			CTR	58,500	74,900	71,400	49,100	11,700	18	0.3	4	0.1
1995	QEW			CTR	63,800	81,900	78,500	53,500	12,800	20	0.3	1	0.0
1996	QEW			CTR	70,200	89,800	86,400	58,900	14,000	12	0.2	3	0.0
1997	QEW			CTR	70,500	90,200	86,700	59,200	14,100	15	0.2	3	0.0
1998	QEW			CTR	73,900	93,900	90,200	62,100	14,800	14	0.2	3	0.0
1999	QEW			CTR	75,900	95,600	91,800	63,800	12,100	13	0.2	0	0.0
2000	QEW			CTR	76,400	96,300	92,400	64,200	12,200	15	0.2	2	0.0
2001	QEW			CTR	78,700	99,300	95,200	66,400	11,000	9	0.1	1	0.0
2002	QEW			CTR	80,100	101,100	96,900	67,600	11,200	17	0.2	5	0.1
2003	QEW			CTR	81,800	101,700	97,700	69,400	10,600	17	0.2	8	0.1
2004	QEW			CTR	85,100	107,400	103,000	71,800	11,100	8	0.1	2	0.0
2005	QEW			CTR	84,900	105,200	101,000	72,000	11,000	15	0.2	2	0.0
2006	QEW			CTR	84,100	104,100	99,800	71,400	10,900	7	0.1	1	0.0
2007	QEW			CTR	87,900	108,900	107,900	74,500	11,400	11	0.1	2	0.0
2008	QEW			CTR	87,400	108,200	106,100	74,300	11,400	16	0.2	3	0.0
2009	QEW			CTR	91,500	111,600	108,000	77,800	11,900	4	0.0	1	0.0
2010	QEW			CTR	91,100	110,900	106,600	77,400	11,800	8	0.1	1	0.0
2011	QEW			CTR	95,100	115,700	111,300	80,700	12,400	15	0.2	5	0.1
2012	QEW			IC	86,500	95,800	92,900	76,800	11,200	26	0.3	1	0.0
2013	QEW			IC	96,500	106,800	106,200	85,600	12,500	27	0.3	5	0.1
2014	QEW			IC	98,100	108,600	108,100	87,000	12,800	28	0.3	9	0.1
2015	QEW			CTR	88,400	107,800	108,700	75,100	8,750	12	0.1	1	0.0
2016	QEW			CTR	99,300	121,100	122,100	84,400	9,850	18	0.2	2	0.0
2017	QEW			CTR	100,800	134,700	134,000	82,100	10,000	21	0.2	2	0.0
2018	QEW			CTR	102,300	136,600	136,100	83,300	10,100	31	0.3	3	0.0
2019	QEW			CTR	103,800	138,300	137,700	84,500	10,300	24	0.2	5	0.1
2021	QEW			IR	93,400	111,800	111,400	79,700	7,450	16	0.2	2	0.0
1988	QEW	MAPLE AV IC-71	3.6	CTR	47,300	61,500	57,700	39,700	9,450	41	0.7	5	0.1
1989	QEW			CTR	49,300	62,600	59,700	42,400	9,850	69	1.1	10	0.2
1990	QEW			CTR	51,300	64,100	60,500	44,600	10,300	48	0.7	6	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1991	QEW			CTR	52,900	66,700	66,100	46,000	10,600	72	1.0	13	0.2
1992	QEW			CTR	52,800	64,900	62,800	45,900	10,600	51	0.7	6	0.1
1993	QEW			CTR	53,400	67,300	64,600	45,400	10,700	74	1.0	19	0.3
1994	QEW			CTR	60,300	77,200	73,600	50,700	12,100	65	0.8	17	0.2
1995	QEW			CTR	60,300	77,400	74,200	50,600	12,100	42	0.5	10	0.1
1996	QEW			CTR	62,500	80,000	76,900	52,400	12,500	55	0.7	11	0.1
1997	QEW			CTR	64,600	82,700	79,500	54,300	12,900	65	0.8	18	0.2
1998	QEW			CTR	66,700	84,700	81,400	56,000	13,300	26	0.3	9	0.1
1999	QEW			CTR	68,000	85,700	82,300	57,100	10,200	29	0.3	5	0.1
2000	QEW			CTR	69,700	87,800	84,300	58,500	10,500	33	0.4	11	0.1
2001	QEW			CTR	71,400	90,100	86,400	60,200	10,700	21	0.2	5	0.1
2002	QEW			CTR	73,100	92,200	88,400	61,700	11,000	33	0.3	11	0.1
2003	QEW			CTR	74,900	93,100	89,500	63,500	9,750	38	0.4	5	0.1
2004	QEW			CTR	76,600	96,700	92,700	64,600	9,950	26	0.3	3	0.0
2005	QEW			CTR	81,600	101,100	97,000	69,200	10,600	35	0.3	6	0.1
2006	QEW			CTR	85,700	106,100	101,700	72,700	11,100	29	0.3	4	0.0
2007	QEW			CTR	81,700	101,200	100,300	69,200	10,600	28	0.3	3	0.0
2008	QEW			CTR	90,100	111,500	109,300	76,600	11,700	39	0.3	7	0.1
2009	QEW			CTR	89,200	108,800	105,300	75,800	8,900	18	0.2	2	0.0
2010	QEW			CTR	94,400	114,900	110,400	80,200	9,450	23	0.2	3	0.0
2011	QEW			CTR	95,000	115,600	111,200	80,700	9,500	38	0.3	8	0.1
2012	QEW			CTR	96,100	116,600	115,100	81,800	9,600	24	0.2	5	0.0
2013	QEW			CTR	108,400	131,900	136,300	92,100	10,800	31	0.2	6	0.0
2014	QEW			CTR	102,400	124,900	126,000	87,000	10,200	87	0.6	16	0.1
2015	QEW			IC	105,300	116,600	116,000	93,400	10,500	23	0.2	1	0.0
2016	QEW			IC	107,100	118,500	118,000	95,000	10,700	41	0.3	9	0.1
2017	QEW			IC	109,400	119,900	120,700	99,300	10,900	34	0.2	4	0.0
2018	QEW			IC	111,600	122,800	123,500	101,000	11,200	43	0.3	12	0.1
2019	QEW			IC	113,900	125,100	125,800	102,800	11,400	45	0.3	3	0.0
2021	QEW			CR	97,900	112,600	113,400	88,300	7,850	24	0.2	5	0.0
1988	QEW	CASABLANCA BV IC-74	3.6	IC	56,300	65,300	63,600	49,500	11,300	38	0.5	2	0.0
1989	QEW			IC	58,600	67,400	66,200	52,200	11,700	45	0.6	6	0.1
1990	QEW			IC	60,900	69,400	68,200	54,200	12,200	42	0.5	2	0.0
1991	QEW			CTR	63,200	79,600	79,000	55,000	12,600	67	0.8	7	0.1
1992	QEW			CTR	63,100	77,600	75,100	54,900	6,950	42	0.5	6	0.1
1993	QEW			CTR	62,300	78,500	75,400	53,000	6,850	62	0.8	7	0.1
1994	QEW			C	61,500	67,300	68,600	55,700	6,750	78	1.0	12	0.1
1995	QEW			C	64,300	70,200	72,100	58,800	7,050	45	0.5	6	0.1
1996	QEW			C	67,100	76,100	76,300	60,600	7,400	60	0.7	14	0.2
1997	QEW			CTR	70,000	89,600	86,100	58,800	7,700	41	0.4	12	0.1
1998	QEW			CTR	71,700	91,100	87,500	60,200	7,900	29	0.3	9	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1999	QEW			CTR	71,100	89,600	86,000	59,700	10,700	30	0.3	14	0.2
2000	QEW			CTR	72,500	91,400	87,700	60,900	10,900	19	0.2	3	0.0
2001	QEW			CTR	74,000	93,400	89,500	62,400	11,100	18	0.2	3	0.0
2002	QEW			CTR	75,500	95,300	91,400	63,700	11,300	26	0.3	3	0.0
2003	QEW			CTR	75,400	93,700	90,100	63,900	10,600	17	0.2	1	0.0
2004	QEW			IC	78,500	87,800	88,200	69,400	11,000	20	0.2	4	0.0
2005	QEW			IC	81,300	90,400	91,300	71,700	11,400	32	0.3	7	0.1
2006	QEW			IC	81,500	90,500	91,400	72,200	11,400	15	0.1	3	0.0
2007	QEW			IC	91,200	101,300	104,400	80,600	12,800	43	0.4	5	0.0
2008	QEW			IC	99,600	110,300	106,800	87,800	13,900	28	0.2	3	0.0
2009	QEW			IC	100,100	111,100	112,100	89,100	14,000	22	0.2	3	0.0
2010	QEW			IC	104,200	115,300	116,300	92,400	14,600	21	0.2	4	0.0
2011	QEW			IC	100,300	110,300	114,400	90,000	14,000	28	0.2	7	0.1
2012	QEW			IC	102,700	113,800	110,300	91,100	14,400	26	0.2	6	0.0
2013	QEW			IC	105,100	116,300	115,700	93,200	14,700	33	0.2	6	0.0
2014	QEW			IC	107,500	119,000	118,400	95,300	15,000	56	0.4	16	0.1
2015	QEW			IC	109,900	121,600	121,100	97,500	15,400	48	0.3	8	0.1
2016	QEW			IC	112,300	124,300	123,700	99,600	15,700	46	0.3	5	0.0
2017	QEW			IR	114,700	139,200	138,300	97,800	11,500	42	0.3	6	0.0
2018	QEW			IR	117,100	142,100	141,400	99,500	11,700	42	0.3	5	0.0
2019	QEW			IR	119,500	145,400	144,600	101,800	12,000	36	0.2	5	0.0
2021	QEW			IR	101,000	120,900	120,500	86,200	8,100	25	0.2	1	0.0
1988	QEW	FIFTY RD IC-78	5.1	IC	59,200	68,700	66,900	52,100	11,800	67	0.6	5	0.0
1989	QEW			IC	61,600	70,800	69,600	54,800	12,300	101	0.9	14	0.1
1990	QEW			IC	64,100	73,100	71,800	57,000	12,800	63	0.5	14	0.1
1991	QEW			CTR	66,300	83,500	82,900	57,700	13,300	85	0.7	14	0.1
1992	QEW			CTR	65,200	80,200	77,600	56,700	13,000	80	0.7	6	0.0
1993	QEW			CTR	64,100	80,800	77,600	54,500	12,800	105	0.9	14	0.1
1994	QEW			C	63,000	69,000	70,200	57,000	12,600	100	0.8	19	0.2
1995	QEW			C	71,600	78,200	80,200	65,500	14,300	77	0.6	18	0.1
1996	QEW			C	73,900	83,800	84,100	66,700	14,800	67	0.5	20	0.1
1997	QEW			C	76,300	86,200	87,000	68,700	15,300	80	0.6	21	0.1
1998	QEW			C	78,600	88,800	88,800	70,700	15,700	34	0.2	9	0.1
1999	QEW			C	81,900	91,700	92,500	73,700	12,300	39	0.3	7	0.0
2000	QEW			C	84,900	95,900	95,900	76,400	11,900	43	0.3	11	0.1
2001	QEW			C	90,600	102,000	102,200	81,600	12,700	22	0.1	0	0.0
2002	QEW			C	91,000	101,900	102,700	81,900	12,700	41	0.2	6	0.0
2003	QEW			C	94,400	105,400	106,100	85,200	11,300	44	0.2	10	0.1
2004	QEW			C	91,800	103,400	103,600	82,700	11,000	49	0.3	8	0.0
2005	QEW			C	93,700	104,300	105,200	84,200	11,200	65	0.4	11	0.1
2006	QEW			C	100,900	112,100	113,000	90,800	12,100	40	0.2	5	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2007	QEW			C	84,600	94,000	95,300	76,000	10,200	74	0.5	14	0.1
2008	QEW			C	100,100	110,500	109,000	89,800	12,000	75	0.4	17	0.1
2009	QEW			CTR	101,000	123,200	119,200	85,800	12,100	43	0.2	2	0.0
2010	QEW			CTR	104,400	127,100	122,100	88,700	12,500	32	0.2	5	0.0
2011	QEW			CR	114,800	133,700	135,300	102,100	13,800	66	0.3	8	0.0
2012	QEW			CR	118,500	142,000	139,700	100,200	14,200	71	0.3	18	0.1
2013	QEW			CTR	110,900	135,000	139,500	94,200	13,300	46	0.2	3	0.0
2014	QEW			CTR	116,200	141,800	142,900	98,800	13,900	71	0.3	13	0.1
2015	QEW			CTR	115,200	140,500	141,700	97,900	13,800	46	0.2	9	0.0
2016	QEW			CTR	120,300	146,800	148,000	102,300	14,400	72	0.3	14	0.1
2017	QEW			CTR	122,700	164,000	163,100	100,000	14,700	58	0.3	7	0.0
2018	QEW			CTR	125,000	166,900	166,300	101,800	15,000	76	0.3	9	0.0
2019	QEW			CTR	127,300	169,600	168,900	103,600	15,300	68	0.3	13	0.1
2021	QEW			CR	109,100	125,500	126,400	98,400	7,650	36	0.2	5	0.0
1988	QEW	FRUITLAND RD IC-83	5.2	CTR	59,500	77,400	72,600	50,000	11,900	62	0.5	6	0.1
1989	QEW			CTR	62,300	79,100	75,400	53,600	12,500	97	0.8	10	0.1
1990	QEW			CTR	65,200	81,500	76,900	56,700	13,000	68	0.5	8	0.1
1991	QEW			CTR	67,900	85,600	84,900	59,100	13,600	69	0.5	12	0.1
1992	QEW			CTR	70,700	87,000	84,100	61,500	14,100	122	0.9	16	0.1
1993	QEW			CTR	73,500	92,600	88,900	62,500	14,700	110	0.8	31	0.2
1994	QEW			CTR	76,300	97,700	93,100	64,100	15,300	97	0.7	24	0.2
1995	QEW			CTR	79,100	101,500	97,300	66,300	15,800	84	0.6	27	0.2
1996	QEW			CTR	81,900	104,800	100,800	68,700	16,400	59	0.4	14	0.1
1997	QEW			CTR	84,000	107,500	103,300	70,600	16,800	60	0.4	13	0.1
1998	QEW			CTR	88,800	112,800	108,300	74,600	17,800	38	0.2	8	0.0
1999	QEW			CTR	85,700	108,000	103,700	72,000	13,700	46	0.3	13	0.1
2000	QEW			CTR	87,100	109,700	105,400	73,200	13,900	49	0.3	12	0.1
2001	QEW			CTR	87,800	110,800	106,200	74,000	12,300	37	0.2	9	0.1
2002	QEW			CTR	89,800	113,300	108,700	75,800	12,600	33	0.2	6	0.0
2003	QEW			CTR	91,100	113,200	108,800	77,200	12,800	53	0.3	9	0.1
2004	QEW			CTR	93,000	117,400	112,500	78,400	13,000	58	0.3	8	0.0
2005	QEW			CTR	93,800	116,200	111,500	79,600	13,100	73	0.4	12	0.1
2006	QEW			CTR	93,400	115,600	110,800	79,300	13,100	51	0.3	8	0.0
2007	QEW			CTR	96,500	119,500	118,500	81,800	13,500	89	0.5	16	0.1
2008	QEW			CTR	97,900	121,200	118,800	83,200	13,700	99	0.5	12	0.1
2009	QEW			CTR	99,200	121,000	117,100	84,300	13,900	68	0.4	11	0.1
2010	QEW			CTR	105,900	128,900	123,900	89,900	14,800	57	0.3	9	0.0
2011	QEW			CTR	115,000	140,000	134,600	97,600	16,100	87	0.4	20	0.1
2012	QEW			IC	116,500	129,100	125,100	103,400	16,300	68	0.3	12	0.1
2013	QEW			IC	112,500	124,500	123,800	99,800	15,800	81	0.4	15	0.1
2014	QEW			CTR	117,700	143,600	144,800	100,000	16,500	90	0.4	20	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2015	QEW			CTR	116,400	142,000	143,200	98,900	16,300	96	0.4	16	0.1
2016	QEW			CTR	118,300	144,300	145,500	100,600	16,600	96	0.4	24	0.1
2017	QEW			IR	123,200	139,100	140,100	106,300	14,800	94	0.4	13	0.1
2018	QEW			IR	122,200	138,200	139,400	105,800	14,700	85	0.4	16	0.1
2019	QEW			IR	124,200	140,700	141,900	108,000	14,900	89	0.4	10	0.0
2021	QEW			IR	114,700	137,300	136,800	97,900	8,050	75	0.3	14	0.1
1988	QEW	HAMILTON 20 IC-88 CENTENNIAL PKWY	1.7	IC	77,000	89,300	87,000	67,800	10,000	41	0.9	13	0.3
1989	QEW			IC	80,200	92,200	90,600	71,400	10,400	52	1.1	9	0.2
1990	QEW			IC	83,400	95,100	93,400	74,200	9,150	39	0.8	13	0.3
1991	QEW			IC	86,300	97,500	95,800	76,800	9,500	41	0.8	11	0.2
1992	QEW			IC	86,800	96,300	95,500	79,000	9,550	60	1.1	10	0.2
1993	QEW			IC	87,400	98,800	97,900	77,800	9,600	57	1.1	12	0.2
1994	QEW			IC	90,000	100,800	100,800	80,100	9,900	59	1.1	19	0.3
1995	QEW			IC	92,000	102,900	103,800	82,600	10,100	22	0.4	6	0.1
1996	QEW			IC	92,500	103,900	104,300	82,400	11,100	29	0.5	6	0.1
1997	QEW			IC	93,000	104,200	105,100	81,800	11,200	35	0.6	9	0.2
1998	QEW			IC	93,500	104,700	104,700	83,200	11,200	30	0.5	12	0.2
1999	QEW			IC	94,000	105,300	105,300	83,700	15,000	40	0.7	14	0.2
2000	QEW			IC	94,500	105,800	105,800	84,100	15,100	51	0.9	19	0.3
2001	QEW			IC	95,000	106,200	106,700	84,000	15,200	27	0.5	2	0.0
2002	QEW			IC	95,500	106,500	107,300	84,100	15,300	31	0.5	8	0.1
2003	QEW			IC	96,000	107,000	108,000	85,100	15,400	47	0.8	11	0.2
2004	QEW			IC	97,000	108,500	109,000	85,800	15,500	46	0.8	12	0.2
2005	QEW			IC	97,500	108,400	109,500	85,900	15,600	52	0.9	15	0.3
2006	QEW			IC	98,000	108,900	109,900	86,800	15,700	47	0.8	10	0.2
2007	QEW			IC	98,500	109,400	112,800	87,100	15,800	74	1.2	16	0.3
2008	QEW			IC	99,000	109,700	106,100	87,300	15,800	69	1.1	23	0.4
2009	QEW			IC	100,500	111,600	112,600	89,400	16,100	48	0.8	9	0.1
2010	QEW			IC	105,500	116,800	117,800	93,500	16,900	37	0.6	5	0.1
2011	QEW			IC	119,000	130,900	135,700	106,800	19,000	54	0.7	11	0.2
2012	QEW			IC	120,000	133,000	128,900	106,500	19,200	47	0.6	10	0.1
2013	QEW			IC	110,500	122,300	121,600	98,000	17,700	58	0.9	12	0.2
2014	QEW			IC	120,000	132,800	132,200	106,400	19,200	63	0.9	12	0.2
2015	QEW			IC	125,000	138,400	137,700	110,800	20,000	73	1.0	9	0.1
2016	QEW			IC	130,000	143,900	143,200	115,300	20,800	58	0.7	8	0.1
2017	QEW			IC	121,300	132,900	133,800	110,100	19,400	60	0.8	5	0.1
2018	QEW			IC	122,800	135,200	135,900	111,100	19,600	51	0.7	5	0.1
2019	QEW			IC	124,400	136,600	137,300	112,300	19,900	63	0.8	9	0.1
2021	QEW			IC	127,500	138,300	139,100	115,300	20,400	41	0.5	6	0.1
1988	QEW	NIKOLA TESLA BLVD IC-89	4.0	IC	76,000	88,200	85,900	66,900	19,000	278	2.5	56	0.5
1989	QEW			IC	79,100	91,000	89,400	70,400	19,800	101	0.9	26	0.2

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1990	QEW			IC	82,300	93,800	92,200	73,200	20,600	60	0.5	20	0.2
1991	QEW			IC	85,100	96,200	94,500	75,700	21,300	69	0.6	16	0.1
1992	QEW			IC	85,800	95,200	94,400	78,100	21,400	62	0.5	18	0.1
1993	QEW			IC	86,400	97,600	96,800	76,900	21,600	82	0.6	12	0.1
1994	QEW			IC	86,700	97,100	97,100	77,200	21,700	87	0.7	36	0.3
1995	QEW			IC	91,900	102,800	103,600	82,500	23,000	61	0.5	23	0.2
1996	QEW			IC	98,200	110,300	110,700	87,400	24,600	66	0.5	25	0.2
1997	QEW			IC	99,800	111,800	112,800	87,800	25,000	57	0.4	23	0.2
1998	QEW			IC	101,300	113,500	113,500	90,200	25,300	63	0.4	27	0.2
1999	QEW			IC	103,000	115,400	115,400	91,700	15,400	80	0.5	23	0.2
2000	QEW			IC	114,400	128,100	128,100	101,800	17,200	116	0.7	30	0.2
2001	QEW			IC	118,900	133,000	133,600	105,100	17,800	58	0.3	21	0.1
2002	QEW			IC	129,200	144,000	145,100	113,800	19,400	80	0.4	24	0.1
2003	QEW			IC	128,700	143,400	144,800	114,000	19,300	86	0.5	29	0.2
2004	QEW			IC	133,500	149,300	150,000	118,100	20,000	94	0.5	20	0.1
2005	QEW			IC	138,300	153,800	155,300	121,900	20,700	99	0.5	34	0.2
2006	QEW			IC	129,400	143,700	145,100	114,600	19,400	87	0.5	21	0.1
2007	QEW			IC	127,500	141,600	146,000	112,700	19,100	79	0.4	22	0.1
2008	QEW			IC	135,400	150,000	145,100	119,400	20,300	88	0.4	16	0.1
2009	QEW			IC	138,400	153,600	155,000	123,200	20,800	93	0.5	23	0.1
2010	QEW			IC	120,800	133,700	134,800	107,100	18,100	65	0.4	7	0.0
2011	QEW			IC	123,000	135,300	140,300	110,300	18,400	91	0.5	14	0.1
2012	QEW			IC	142,700	158,100	153,300	126,600	21,400	70	0.3	9	0.0
2013	QEW			IC	130,000	143,900	143,100	115,300	19,500	93	0.5	25	0.1
2014	QEW			IC	122,000	135,000	134,400	108,200	18,300	84	0.5	11	0.1
2015	QEW			IC	131,000	145,000	144,300	116,200	19,600	97	0.5	11	0.1
2016	QEW			IC	135,000	149,400	148,700	119,700	20,200	83	0.4	15	0.1
2017	QEW			IC	143,500	157,200	158,300	130,200	21,500	91	0.4	17	0.1
2018	QEW			IC	145,400	160,000	160,900	131,500	21,800	107	0.5	24	0.1
2019	QEW			IC	147,300	161,800	162,600	133,000	22,100	91	0.4	15	0.1
2021	QEW			IC	151,000	163,800	164,700	136,600	22,600	94	0.4	12	0.1
1989	QEW	EASTPORT RD IC-93 (HWY 7189)	0.9	IC	76,300	87,700	86,200	67,900	12,200	84	3.2	17	0.6
1990	QEW			IC	80,300	91,500	89,900	71,500	12,800	48	1.7	14	0.5
1991	QEW			IC	84,400	95,400	93,700	75,100	13,500	37	1.3	12	0.4
1992	QEW			IC	88,400	98,100	97,200	80,400	14,100	43	1.4	14	0.5
1993	QEW			IC	92,500	104,500	103,600	82,300	14,800	65	2.0	12	0.4
1994	QEW			IC	96,500	108,100	108,100	85,900	15,400	126	3.8	33	1.0
1995	QEW			IC	100,600	112,600	113,500	90,300	16,100	55	1.6	16	0.5
1996	QEW			IC	104,600	117,500	117,900	93,100	16,700	42	1.2	15	0.4
1997	QEW			IC	108,700	121,700	122,800	95,700	17,400	44	1.2	12	0.3
1998	QEW			IC	112,700	126,200	126,200	100,300	18,000	28	0.7	11	0.3

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1999	QEW			IC	113,700	127,300	127,300	101,200	18,200	31	0.8	19	0.5
2000	QEW			IC	115,200	129,000	129,000	102,500	18,400	60	1.5	20	0.5
2001	QEW			IC	120,300	134,500	135,100	106,400	19,200	34	0.8	13	0.3
2002	QEW			IC	123,600	137,800	138,900	108,900	19,800	63	1.5	12	0.3
2003	QEW			IC	126,800	141,300	142,700	112,300	20,300	83	1.9	18	0.4
2004	QEW			IC	130,000	145,400	146,000	115,000	20,800	74	1.6	31	0.7
2005	QEW			IC	133,200	148,100	149,500	117,400	21,300	88	1.9	23	0.5
2006	QEW			IC	136,500	151,600	153,100	120,900	21,800	70	1.5	23	0.5
2007	QEW			IC	126,100	140,100	144,400	111,500	20,200	111	2.6	23	0.5
2008	QEW			IC	124,400	137,800	133,400	109,700	19,900	117	2.7	25	0.6
2009	QEW			CTR	128,600	156,900	151,700	109,300	20,600	41	0.9	14	0.3
2010	QEW			CTR	135,500	164,900	158,500	115,100	21,700	36	0.8	6	0.1
2011	QEW			CTR	142,500	173,400	166,700	121,000	22,800	15	0.3	1	0.0
2012	QEW			CTR	142,600	173,000	170,800	121,400	22,800	14	0.3	3	0.1
2013	QEW			CTR	135,000	164,300	169,800	114,700	21,600	27	0.6	3	0.1
2014	QEW			CTR	145,100	177,000	178,500	123,300	23,200	44	0.9	12	0.2
2015	QEW			CTR	147,300	179,700	181,200	125,200	23,600	35	0.7	7	0.1
2016	QEW			CTR	149,400	182,300	183,800	127,000	23,900	38	0.7	6	0.1
2017	QEW			CTR	151,500	202,500	201,400	123,400	24,200	37	0.7	10	0.2
2018	QEW			CTR	153,600	205,100	204,300	125,100	24,600	32	0.6	4	0.1
2019	QEW			CTR	155,700	207,400	206,500	126,700	24,900	68	1.3	8	0.1
2021	QEW			CTR	160,000	208,600	207,500	130,500	25,600	36	0.7	8	0.1
2009	QEW	HAMILTON HARBOUR ENTRANCE	2.4	CTR	135,600	165,400	160,000	115,300	19,000	42	0.4	10	0.1
2010	QEW			CTR	139,100	169,300	162,700	118,100	19,500	52	0.4	10	0.1
2011	QEW			CTR	142,600	173,500	166,800	121,100	20,000	67	0.5	14	0.1
2012	QEW			CTR	147,600	179,100	176,800	125,700	20,700	82	0.6	16	0.1
2013	QEW			CTR	140,000	170,400	176,000	118,900	19,600	81	0.7	12	0.1
2014	QEW			CTR	150,200	183,200	184,700	127,700	21,000	116	0.9	24	0.2
2015	QEW			CTR	152,800	186,400	187,900	129,900	21,400	96	0.7	13	0.1
2016	QEW			CTR	155,400	189,600	191,100	132,100	21,800	100	0.7	15	0.1
2017	QEW			CTR	157,900	211,000	209,900	128,700	22,100	104	0.8	17	0.1
2018	QEW			CTR	160,200	213,900	213,100	130,500	22,400	151	1.1	20	0.1
2019	QEW			CTR	162,900	217,000	216,100	132,500	22,800	145	1.0	16	0.1
2021	QEW			CTR	168,300	219,400	218,200	137,300	23,600	108	0.7	23	0.2
1988	QEW	NORTH SHORE BLVD IC-97	2.4	IC	68,300	79,200	77,200	60,100	17,100	37	0.6	6	0.1
1989	QEW			IC	72,200	83,000	81,600	64,300	18,000	23	0.4	2	0.0
1990	QEW			IC	76,100	86,800	85,200	67,700	19,000	26	0.4	8	0.1
1991	QEW			IC	80,000	90,400	88,800	71,200	20,000	26	0.4	9	0.1
1992	QEW			IC	83,900	93,100	92,300	76,300	21,000	28	0.4	7	0.1
1993	QEW			IC	87,800	99,200	98,300	78,100	22,000	29	0.4	7	0.1
1994	QEW			IC	91,700	102,700	102,700	81,600	22,900	28	0.4	11	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1995	QEW			IC	95,600	107,000	107,800	85,800	23,900	21	0.3	11	0.1
1996	QEW			IC	99,500	111,700	112,200	88,600	24,900	20	0.2	6	0.1
1997	QEW			IC	103,400	115,800	116,800	91,000	25,800	28	0.3	6	0.1
1998	QEW			IC	107,300	120,200	120,200	95,500	26,800	50	0.5	18	0.2
1999	QEW			IC	111,000	124,300	124,300	98,800	13,300	47	0.5	17	0.2
2000	QEW			IC	112,000	125,400	125,400	99,700	13,400	49	0.5	14	0.1
2001	QEW			IC	117,400	131,300	131,900	103,800	14,100	25	0.2	6	0.1
2002	QEW			IC	122,100	136,100	137,200	107,600	14,700	36	0.3	6	0.1
2003	QEW			CR	124,000	151,000	145,100	104,900	14,900	27	0.3	9	0.1
2004	QEW			CR	128,200	157,700	150,300	108,300	15,400	42	0.4	13	0.1
2005	QEW			CR	131,800	159,900	153,700	111,000	15,800	43	0.4	8	0.1
2006	QEW			CR	135,400	164,200	157,500	114,300	16,200	33	0.3	9	0.1
2007	QEW			CR	139,000	168,200	168,200	117,100	16,700	43	0.4	11	0.1
2008	QEW			CR	142,600	172,600	171,200	120,200	17,100	56	0.5	6	0.0
2009	QEW			CR	142,600	171,100	165,400	121,200	17,100	23	0.2	6	0.0
2010	QEW			CR	142,600	170,900	164,900	120,600	17,100	46	0.4	12	0.1
2011	QEW			CR	142,600	166,100	168,100	126,900	17,100	41	0.3	8	0.1
2012	QEW			CR	144,000	172,500	169,700	121,700	17,300	29	0.2	6	0.0
2013	QEW			CR	145,000	173,800	178,300	122,600	17,400	42	0.3	7	0.1
2014	QEW			CR	155,300	183,000	181,900	132,300	18,600	63	0.5	16	0.1
2015	QEW			CR	158,300	186,600	185,400	134,800	19,000	56	0.4	11	0.1
2016	QEW			CR	161,300	190,100	188,900	137,400	19,400	76	0.5	21	0.2
2017	QEW			CR	164,300	190,500	191,500	147,900	19,700	64	0.5	21	0.1
2018	QEW			CR	167,300	194,400	195,700	150,200	20,100	61	0.4	10	0.1
2019	QEW			CR	170,300	197,600	198,900	152,800	20,400	61	0.4	16	0.1
2021	QEW			CR	176,200	202,700	204,100	159,000	21,100	61	0.4	20	0.1
1988	QEW	FAIRVIEW ST IC-99	1.0	IC	68,000	78,900	76,800	59,800	17,000	18	0.7	8	0.3
1989	QEW			IC	76,600	88,100	86,600	68,200	19,200	23	0.8	3	0.1
1990	QEW			IC	80,500	91,800	90,200	71,600	20,100	23	0.8	5	0.2
1991	QEW			IC	82,900	93,700	92,000	73,800	20,700	34	1.1	9	0.3
1992	QEW			IC	83,500	92,700	91,900	76,000	20,900	22	0.7	2	0.1
1993	QEW			IC	84,100	95,000	94,200	74,800	21,000	18	0.6	6	0.2
1994	QEW			IC	92,100	103,200	103,200	82,000	23,000	28	0.8	3	0.1
1995	QEW			IC	95,900	107,300	108,200	86,100	24,000	11	0.3	3	0.1
1996	QEW			IC	99,700	112,000	112,400	88,800	24,900	16	0.4	3	0.1
1997	QEW			IC	103,600	116,000	117,100	91,200	25,900	17	0.4	3	0.1
1998	QEW			IC	107,400	120,300	120,300	95,600	26,800	13	0.3	2	0.1
1999	QEW			IC	111,300	124,700	124,700	99,100	27,800	26	0.6	8	0.2
2000	QEW			IC	115,100	128,900	128,900	102,400	28,800	15	0.4	8	0.2
2001	QEW			IC	118,900	133,000	133,600	105,100	29,700	16	0.4	3	0.1
2002	QEW			IC	122,800	136,900	138,000	108,200	30,700	19	0.4	7	0.2

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2003	QEW			IC	126,600	141,100	142,500	112,200	31,600	14	0.3	5	0.1
2004	QEW			IC	130,400	145,800	146,500	115,300	32,600	18	0.4	3	0.1
2005	QEW			IC	134,300	149,300	150,800	118,400	33,600	24	0.5	10	0.2
2006	QEW			IC	138,100	153,400	154,900	122,300	34,500	23	0.4	5	0.1
2007	QEW			IC	141,900	157,600	162,500	125,400	35,500	19	0.4	5	0.1
2008	QEW			IC	145,800	161,500	156,300	128,600	36,400	21	0.4	4	0.1
2009	QEW			IC	149,600	166,100	167,600	133,100	37,400	21	0.4	3	0.1
2010	QEW			IC	153,400	169,800	171,200	136,000	38,400	18	0.3	7	0.1
2011	QEW			IC	157,300	173,000	179,400	141,100	39,300	26	0.4	5	0.1
2012	QEW			IC	157,200	174,200	168,900	139,500	39,300	16	0.3	1	0.0
2013	QEW			IC	153,000	169,400	168,400	135,700	38,200	23	0.4	6	0.1
2014	QEW			IC	165,700	183,400	182,600	146,900	41,400	29	0.5	6	0.1
2015	QEW			IC	169,300	187,400	186,500	150,100	42,300	29	0.5	4	0.1
2016	QEW			IC	172,900	191,400	190,500	153,300	43,200	15	0.2	6	0.1
2017	QEW			IC	176,500	193,400	194,800	160,200	44,100	14	0.2	1	0.0
2018	QEW			IC	180,100	198,200	199,300	162,900	45,000	19	0.3	5	0.1
2019	QEW			IC	183,700	201,800	202,800	165,800	45,900	18	0.3	4	0.1
2021	QEW			IC	191,000	207,100	208,400	172,800	47,800	15	0.2	4	0.1
1988	QEW	HWY 403/407 IC-100	0.8	C	90,800	100,800	100,800	81,700	22,700	137	5.0	23	0.8
1989	QEW			C	93,800	104,100	105,100	84,400	23,400	47	1.6	22	0.8
1990	QEW			C	96,700	107,300	107,300	87,000	24,200	47	1.6	13	0.4
1991	QEW			C	99,700	109,700	110,700	90,700	24,900	45	1.5	7	0.2
1992	QEW			C	102,600	110,800	113,900	94,400	25,600	48	1.5	5	0.2
1993	QEW			C	105,600	115,100	116,900	97,200	26,400	64	2.0	3	0.1
1994	QEW			C	108,500	118,800	121,000	98,200	27,100	77	2.3	12	0.4
1995	QEW			C	111,500	121,700	124,900	102,000	27,900	29	0.9	9	0.3
1996	QEW			C	114,400	129,700	130,100	103,300	28,600	54	1.6	7	0.2
1997	QEW			C	117,400	132,700	133,800	105,700	29,400	32	0.9	8	0.2
1998	QEW			C	120,300	135,900	135,900	108,300	30,100	26	0.7	5	0.1
1999	QEW			C	123,300	138,100	139,300	111,000	30,800	30	0.8	5	0.1
2000	QEW			C	126,200	142,600	142,600	113,600	31,600	42	1.1	13	0.3
2001	QEW			C	129,200	145,500	145,800	116,400	32,300	34	0.9	6	0.2
2002	QEW			C	132,100	147,900	149,100	118,900	33,000	28	0.7	2	0.0
2003	QEW			C	135,000	150,800	151,800	121,900	33,800	46	1.1	14	0.3
2004	QEW			C	136,000	153,200	153,500	122,500	34,000	42	1.0	11	0.3
2005	QEW			C	137,000	152,500	153,800	123,100	34,200	48	1.2	8	0.2
2006	QEW			C	138,000	153,300	154,500	124,200	34,500	32	0.8	7	0.2
2007	QEW			C	139,000	154,500	156,600	124,900	34,800	41	1.0	7	0.2
2008	QEW			C	147,000	162,200	160,000	131,900	36,800	39	0.9	5	0.1
2009	QEW			C	148,000	162,800	164,300	133,200	37,000	27	0.6	3	0.1
2010	QEW			C	149,000	164,200	165,700	134,100	37,200	36	0.8	7	0.2

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2011	QEW			C	150,000	165,300	166,800	135,000	37,500	39	0.9	8	0.2
2012	QEW			C	154,500	170,200	166,600	139,100	38,600	37	0.8	5	0.1
2013	QEW			C	157,000	173,000	170,800	141,300	39,200	44	0.9	5	0.1
2014	QEW			C	159,400	175,300	170,600	143,500	39,800	39	0.8	14	0.3
2015	QEW			C	161,900	178,100	173,200	145,700	40,500	42	0.9	6	0.1
2016	QEW			C	164,300	180,700	175,800	147,900	41,100	40	0.8	10	0.2
2017	QEW			C	166,800	182,500	182,100	151,300	41,700	38	0.8	6	0.1
2018	QEW			C	169,200	185,500	184,400	152,700	42,300	67	1.3	9	0.2
2019	QEW			C	171,700	187,700	186,500	155,400	42,900	65	1.2	11	0.2
2021	QEW			C	176,600	192,100	191,100	160,100	44,200	26	0.5	7	0.1
1989	QEW	BRANT ST IC-101	1.9	C	93,000	103,200	104,200	83,700	23,200	135	2.1	38	0.6
1990	QEW			C	96,200	106,800	106,800	86,600	24,000	137	2.1	38	0.6
1991	QEW			C	99,000	108,900	109,900	90,100	24,800	95	1.4	16	0.2
1992	QEW			C	101,900	110,100	113,100	93,700	25,500	75	1.1	11	0.2
1993	QEW			C	104,700	114,100	115,900	96,300	26,200	74	1.0	14	0.2
1994	QEW			C	107,600	117,800	120,000	97,400	26,900	78	1.1	6	0.1
1995	QEW			C	110,400	120,500	123,700	101,000	27,600	72	1.0	18	0.2
1996	QEW			C	113,300	128,400	128,900	102,300	28,300	78	1.0	20	0.3
1997	QEW			C	116,100	131,200	132,400	104,500	29,000	80	1.0	14	0.2
1998	QEW			C	118,900	134,400	134,400	107,000	29,700	86	1.1	16	0.2
1999	QEW			C	121,300	135,900	137,100	109,200	30,300	110	1.3	26	0.3
2000	QEW			C	123,600	139,700	139,700	111,200	30,900	96	1.1	20	0.2
2001	QEW			C	126,000	141,900	142,200	113,500	31,500	53	0.6	11	0.1
2002	QEW			C	128,300	143,700	144,800	115,500	32,100	59	0.7	12	0.1
2003	QEW			C	130,700	146,000	146,900	118,000	32,700	67	0.8	15	0.2
2004	QEW			C	133,000	149,800	150,100	119,800	33,200	70	0.8	12	0.1
2005	QEW			C	135,400	150,700	152,000	121,600	33,800	73	0.8	19	0.2
2006	QEW			C	137,700	153,000	154,200	123,900	34,400	56	0.6	13	0.1
2007	QEW			C	140,100	155,700	157,800	125,900	35,000	62	0.7	13	0.1
2008	QEW			C	142,400	157,200	155,000	127,800	35,600	77	0.8	11	0.1
2009	QEW			C	144,800	159,300	160,700	130,300	36,200	76	0.8	11	0.1
2010	QEW			C	147,100	162,100	163,600	132,400	36,800	113	1.1	27	0.3
2011	QEW			C	150,000	165,300	166,800	135,000	37,500	130	1.3	19	0.2
2012	QEW			C	152,400	167,900	164,400	137,200	38,100	120	1.2	20	0.2
2013	QEW			C	154,800	170,600	168,400	139,400	38,700	107	1.0	23	0.2
2014	QEW			C	157,200	172,900	168,200	141,500	39,300	115	1.1	16	0.1
2015	QEW			C	159,700	175,700	170,900	143,700	39,900	100	0.9	9	0.1
2016	QEW			C	162,100	178,300	173,400	145,900	40,500	110	1.0	19	0.2
2017	QEW			C	164,500	180,000	179,500	149,300	41,100	108	1.0	23	0.2
2018	QEW			C	167,000	183,100	182,000	150,700	41,800	103	0.9	17	0.1
2019	QEW			C	169,400	185,200	184,000	153,300	42,400	94	0.8	17	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2021	QEW			C	174,300	189,600	188,600	158,000	43,600	84	0.7	15	0.1
1988	QEW	GUELPH LINE IC-102	2.0	C	91,600	101,700	101,700	82,400	18,300	44	0.6	4	0.1
1989	QEW			C	95,300	105,800	106,700	85,800	19,100	78	1.1	8	0.1
1990	QEW			C	99,100	110,000	110,000	89,200	19,800	57	0.8	8	0.1
1991	QEW			C	101,800	112,000	113,000	92,600	20,400	60	0.8	15	0.2
1992	QEW			C	103,300	111,600	114,700	95,000	20,700	48	0.6	5	0.1
1993	QEW			C	110,500	120,400	122,300	101,700	22,100	69	0.8	11	0.1
1994	QEW			C	108,800	119,100	121,300	98,500	21,800	77	1.0	18	0.2
1995	QEW			C	111,500	121,700	124,900	102,000	22,300	63	0.8	10	0.1
1996	QEW			C	114,200	129,400	129,900	103,100	22,800	62	0.7	12	0.1
1997	QEW			C	117,000	132,200	133,400	105,300	23,400	86	1.0	17	0.2
1998	QEW			C	119,700	135,300	135,300	107,700	23,900	58	0.7	16	0.2
1999	QEW			C	136,100	152,400	153,800	122,500	27,200	92	0.9	27	0.3
2000	QEW			C	141,800	160,200	160,200	127,600	28,400	89	0.8	21	0.2
2001	QEW			C	154,000	173,400	173,800	138,700	15,400	62	0.5	9	0.1
2002	QEW			C	157,500	176,400	177,700	141,700	15,800	74	0.6	12	0.1
2003	QEW			C	160,600	179,400	180,600	145,000	16,100	69	0.6	10	0.1
2004	QEW			C	163,800	184,500	184,800	147,500	16,400	81	0.7	16	0.1
2005	QEW			C	162,400	180,800	182,300	145,900	16,200	71	0.6	12	0.1
2006	QEW			C	170,300	189,200	190,700	153,200	17,000	77	0.6	17	0.1
2007	QEW			C	175,500	195,000	197,700	157,700	17,600	72	0.6	15	0.1
2008	QEW			C	187,700	207,200	204,300	168,400	18,800	71	0.5	20	0.1
2009	QEW			C	168,800	185,700	187,400	151,900	16,900	86	0.7	12	0.1
2010	QEW			C	169,000	186,200	187,900	152,100	16,900	104	0.8	15	0.1
2011	QEW			C	170,000	187,300	189,000	153,000	17,000	159	1.3	28	0.2
2012	QEW			C	171,000	188,400	184,400	154,000	17,100	147	1.2	18	0.1
2013	QEW			C	170,000	187,400	185,000	153,000	17,000	147	1.2	26	0.2
2014	QEW			C	175,000	192,500	187,200	157,500	17,500	130	1.0	27	0.2
2015	QEW			C	193,000	212,300	206,500	173,700	19,300	119	0.8	14	0.1
2016	QEW			C	195,000	214,500	208,600	175,500	19,500	135	0.9	17	0.1
2017	QEW			C	199,100	217,800	217,300	180,700	19,900	136	0.9	19	0.1
2018	QEW			C	202,700	222,200	220,900	182,900	20,300	134	0.9	22	0.1
2019	QEW			C	206,300	225,500	224,100	186,700	20,600	137	0.9	30	0.2
2021	QEW			C	213,400	232,100	230,900	193,500	21,300	97	0.6	21	0.1
1988	QEW	WALKERS LINE IC-105	2.1	C	92,500	102,700	102,700	83,200	13,900	53	0.8	6	0.1
1989	QEW			C	95,400	105,900	106,800	85,900	14,300	90	1.3	17	0.2
1990	QEW			C	99,200	110,100	110,100	89,300	14,900	70	0.9	6	0.1
1991	QEW			C	101,700	111,900	112,900	92,500	15,300	52	0.7	7	0.1
1992	QEW			C	103,200	111,500	114,600	94,900	15,500	62	0.8	7	0.1
1993	QEW			C	108,000	117,700	119,500	99,400	16,200	65	0.8	8	0.1
1994	QEW			C	109,800	120,200	122,400	99,400	16,500	76	0.9	15	0.2

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1995	QEW			C	112,600	122,900	126,200	103,000	16,900	59	0.7	13	0.2
1996	QEW			C	115,500	130,900	131,400	104,300	17,300	57	0.7	12	0.1
1997	QEW			C	118,300	133,700	134,900	106,500	17,700	78	0.9	16	0.2
1998	QEW			C	121,100	136,800	136,800	109,000	18,200	78	0.9	13	0.1
1999	QEW			C	135,100	151,300	152,700	121,600	20,300	86	0.9	14	0.1
2000	QEW			C	141,200	159,600	159,600	127,100	21,200	112	1.1	22	0.2
2001	QEW			C	153,100	172,400	172,800	137,900	15,300	67	0.6	14	0.1
2002	QEW			C	155,700	174,400	175,700	140,100	15,600	54	0.5	10	0.1
2003	QEW			C	157,900	176,400	177,500	142,500	15,800	80	0.7	16	0.1
2004	QEW			C	160,000	180,200	180,600	144,100	16,000	67	0.6	13	0.1
2005	QEW			C	165,000	183,700	185,200	148,200	16,500	85	0.7	19	0.2
2006	QEW			C	166,500	185,000	186,500	149,800	16,600	73	0.6	10	0.1
2007	QEW			C	168,000	186,700	189,300	150,900	16,800	107	0.9	17	0.1
2008	QEW			T	187,100	283,300	278,500	118,500	18,700	96	0.7	11	0.1
2009	QEW			LT	156,800	211,700	207,000	116,000	15,700	126	1.1	24	0.2
2010	QEW			LT	184,800	248,200	243,300	136,400	18,500	121	0.9	18	0.1
2011	QEW			LT	189,500	242,700	247,600	155,800	19,000	90	0.6	6	0.0
2012	QEW			LT	185,000	241,300	230,000	140,100	18,500	96	0.7	16	0.1
2013	QEW			LT	172,000	224,600	224,300	129,900	17,200	114	0.9	16	0.1
2014	QEW			LT	185,000	241,600	245,700	139,700	18,500	107	0.8	7	0.1
2015	QEW			LT	188,000	245,500	249,700	141,900	18,800	132	0.9	19	0.1
2016	QEW			LT	190,000	248,100	252,300	143,400	19,000	143	1.0	15	0.1
2017	QEW			LT	202,600	257,300	257,600	169,500	20,300	150	1.0	16	0.1
2018	QEW			LT	206,400	262,600	263,000	173,100	20,600	159	1.0	25	0.2
2019	QEW			LT	210,100	266,900	267,200	175,500	21,000	182	1.2	20	0.1
2021	QEW			LT	217,700	273,400	273,300	182,100	21,800	87	0.5	16	0.1
1988	QEW	APPLEBY LINE IC-107	2.0	C	93,100	103,300	103,300	83,800	14,000	38	0.6	6	0.1
1989	QEW			C	96,600	107,200	108,200	86,900	14,500	65	0.9	14	0.2
1990	QEW			C	99,900	110,900	110,900	89,900	15,000	53	0.7	6	0.1
1991	QEW			C	103,000	113,300	114,300	93,700	15,400	42	0.6	9	0.1
1992	QEW			C	105,500	113,900	117,100	97,100	15,800	51	0.7	11	0.1
1993	QEW			C	109,000	118,800	120,600	100,300	16,400	52	0.7	4	0.1
1994	QEW			C	111,400	122,000	124,200	100,800	16,700	76	0.9	20	0.2
1995	QEW			C	114,300	124,800	128,100	104,500	17,100	44	0.5	6	0.1
1996	QEW			C	117,200	132,800	133,300	105,800	17,600	46	0.5	7	0.1
1997	QEW			C	120,100	135,700	136,900	108,100	18,000	58	0.7	15	0.2
1998	QEW			C	123,000	139,000	139,000	110,700	18,400	49	0.5	12	0.1
1999	QEW			C	140,100	156,900	158,300	126,100	21,000	71	0.7	12	0.1
2000	QEW			C	143,300	161,900	161,900	129,000	21,500	97	0.9	15	0.1
2001	QEW			C	136,500	153,700	154,000	122,900	20,500	72	0.7	8	0.1
2002	QEW			C	140,300	157,100	158,300	126,300	21,000	65	0.6	10	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2003	QEW			C	152,900	170,800	171,900	138,000	22,900	91	0.8	23	0.2
2004	QEW			C	145,400	163,800	164,100	131,000	21,800	80	0.8	14	0.1
2005	QEW			C	145,500	162,000	163,300	130,700	21,800	65	0.6	9	0.1
2006	QEW			C	147,000	163,300	164,600	132,300	22,000	63	0.6	6	0.1
2007	QEW			C	149,500	166,100	168,400	134,300	22,400	82	0.8	13	0.1
2008	QEW			C	151,900	167,600	165,300	136,300	22,800	88	0.8	11	0.1
2009	QEW			C	146,100	160,700	162,200	131,500	21,900	82	0.8	7	0.1
2010	QEW			C	147,900	163,000	164,500	133,100	22,200	96	0.9	17	0.2
2011	QEW			C	185,000	203,900	205,700	166,500	27,800	122	0.9	17	0.1
2012	QEW			C	184,000	202,700	198,400	165,700	27,600	129	1.0	11	0.1
2013	QEW			C	173,900	191,600	189,200	156,500	26,100	135	1.1	6	0.0
2014	QEW			C	177,000	194,700	189,400	159,300	26,600	96	0.7	10	0.1
2015	QEW			C	190,000	209,000	203,300	171,000	28,500	107	0.8	14	0.1
2016	QEW			C	195,000	214,500	208,600	175,500	29,200	109	0.8	12	0.1
2017	QEW			C	190,200	208,100	207,600	172,600	28,500	99	0.7	16	0.1
2018	QEW			C	193,600	212,200	211,000	174,700	29,000	95	0.7	18	0.1
2019	QEW			C	197,000	215,300	214,000	178,300	29,600	115	0.8	10	0.1
2021	QEW			C	203,700	221,500	220,400	184,700	30,600	70	0.5	10	0.1
1988	QEW	BURLOAK DR IC-109	1.6	C	96,200	106,800	106,800	86,600	14,400	32	0.6	7	0.1
1989	QEW			C	99,600	110,600	111,600	89,600	14,900	48	0.8	9	0.2
1990	QEW			C	102,000	113,200	113,200	91,800	15,300	59	1.0	14	0.2
1991	QEW			C	105,100	115,600	116,700	95,600	15,800	55	0.9	9	0.1
1992	QEW			C	108,000	116,600	119,900	99,400	16,200	50	0.8	6	0.1
1993	QEW			C	110,900	120,900	122,700	102,000	16,600	49	0.8	2	0.0
1994	QEW			C	113,800	124,600	126,900	103,000	17,100	47	0.7	7	0.1
1995	QEW			C	116,700	127,400	130,800	106,700	17,500	46	0.7	6	0.1
1996	QEW			C	119,600	135,600	136,000	108,000	17,900	38	0.6	4	0.1
1997	QEW			C	122,500	138,400	139,600	110,200	18,400	57	0.8	9	0.1
1998	QEW			C	125,400	141,700	141,700	112,900	18,800	56	0.8	16	0.2
1999	QEW			C	132,500	148,400	149,700	119,200	19,900	56	0.7	8	0.1
2000	QEW			C	136,700	154,500	154,500	123,000	20,500	77	1.0	20	0.3
2001	QEW			C	140,800	158,600	158,900	126,800	21,100	63	0.8	7	0.1
2002	QEW			C	147,100	164,700	166,000	132,400	13,200	70	0.8	4	0.0
2003	QEW			C	149,200	166,700	167,700	134,700	13,400	78	0.9	10	0.1
2004	QEW			C	151,300	170,400	170,700	136,300	13,600	86	1.0	16	0.2
2005	QEW			C	148,900	165,800	167,200	133,700	13,400	78	0.9	13	0.2
2006	QEW			C	151,500	168,300	169,700	136,300	13,600	72	0.8	15	0.2
2007	QEW			C	150,700	167,500	169,800	135,400	13,600	98	1.1	27	0.3
2008	QEW			C	150,000	165,500	163,300	134,600	13,500	103	1.2	16	0.2
2009	QEW			C	150,000	165,000	166,500	135,000	13,500	146	1.7	22	0.3
2010	QEW			C	155,400	171,300	172,800	139,900	14,000	163	1.8	23	0.3

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2011	QEW			C	170,000	187,300	189,000	153,000	15,300	119	1.2	17	0.2
2012	QEW			C	182,000	200,500	196,300	163,900	16,400	118	1.1	10	0.1
2013	QEW			C	173,000	190,700	188,200	155,700	15,600	126	1.3	14	0.1
2014	QEW			C	196,000	215,600	209,700	176,400	17,600	94	0.8	14	0.1
2015	QEW			C	200,000	220,000	214,000	180,000	18,000	100	0.9	15	0.1
2016	QEW			C	204,000	224,400	218,300	183,600	18,400	102	0.9	6	0.1
2017	QEW			C	195,300	213,600	213,200	177,200	17,600	93	0.8	14	0.1
2018	QEW			C	198,900	218,000	216,800	179,500	17,900	70	0.6	14	0.1
2019	QEW			C	202,500	221,300	220,000	183,300	18,200	76	0.7	12	0.1
2021	QEW			C	209,800	228,200	227,000	190,200	18,900	61	0.5	6	0.0
1988	QEW	BRONTE SERVICE RD IC-110	0.4	C	97,000	107,700	107,700	87,300	14,600	66	4.6	5	0.4
1989	QEW			C	101,900	113,100	114,100	91,700	15,300	68	4.6	9	0.6
1990	QEW			C	106,200	117,900	117,900	95,600	15,900	58	3.7	6	0.4
1991	QEW			C	107,900	118,700	119,800	98,200	16,200	48	3.0	8	0.5
1992	QEW			C	109,300	118,000	121,300	100,600	16,400	63	3.9	9	0.6
1993	QEW			C	117,500	128,100	130,000	108,100	17,600	62	3.6	5	0.3
1994	QEW			C	117,900	129,100	131,500	106,700	17,700	81	4.7	15	0.9
1995	QEW			C	121,100	132,200	135,700	110,800	18,200	45	2.5	11	0.6
1996	QEW			C	124,300	140,900	141,400	112,200	18,600	40	2.2	9	0.5
1997	QEW			C	127,500	144,100	145,400	114,800	19,100	89	4.8	15	0.8
1998	QEW			C	130,800	147,800	147,800	117,700	19,600	84	4.4	11	0.6
1999	QEW			C	134,000	150,100	151,400	120,600	20,100	86	4.4	13	0.7
2000	QEW			C	137,200	155,000	155,000	123,500	20,600	95	4.7	5	0.2
2001	QEW			C	146,000	164,400	164,800	131,500	21,900	64	3.0	12	0.6
2002	QEW			C	152,400	170,700	172,000	137,100	22,900	68	3.1	15	0.7
2003	QEW			C	157,100	175,500	176,600	141,800	23,600	89	3.9	13	0.6
2004	QEW			C	161,800	182,200	182,600	145,700	24,300	76	3.2	8	0.3
2005	QEW			C	164,100	182,700	184,200	147,400	24,600	47	2.0	6	0.3
2006	QEW			C	168,500	187,200	188,700	151,600	25,300	87	3.5	8	0.3
2007	QEW			C	173,000	192,200	194,900	155,400	26,000	91	3.6	10	0.4
2008	QEW			C	177,500	195,900	193,200	159,300	26,600	78	3.0	9	0.3
2009	QEW			C	181,900	200,100	201,900	163,700	27,300	114	4.3	12	0.5
2010	QEW			C	186,400	205,400	207,300	167,800	28,000	65	2.4	14	0.5
2011	QEW			C	170,000	187,300	189,000	153,000	25,500	25	1.0	2	0.1
2012	QEW			C	180,000	198,300	194,100	162,100	27,000	16	0.6	4	0.2
2013	QEW			C	183,000	201,700	199,100	164,700	27,400	36	1.3	1	0.0
2014	QEW			C	194,600	214,100	208,200	175,100	29,200	42	1.5	3	0.1
2015	QEW			C	198,400	218,200	212,300	178,600	29,800	48	1.7	4	0.1
2016	QEW			C	202,200	222,400	216,400	182,000	30,300	48	1.6	5	0.2
2017	QEW			C	206,000	225,400	224,800	186,900	30,900	46	1.5	6	0.2
2018	QEW			C	209,800	230,000	228,700	189,300	31,500	36	1.2	8	0.3

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2019	QEW			C	213,600	233,500	232,100	193,300	32,000	33	1.1	7	0.2
2021	QEW			C	221,200	240,600	239,300	200,600	33,200	27	0.8	5	0.2
1988	QEW	REG. RD 25 (N) BRONTE RD (S) IC-111	2.1	C	95,500	106,000	106,000	86,000	9,550	254	3.5	46	0.6
1989	QEW			C	98,800	109,700	110,700	88,900	9,900	144	1.9	18	0.2
1990	QEW			C	102,700	114,000	114,000	92,400	11,300	69	0.9	7	0.1
1991	QEW			C	104,200	114,600	115,700	94,800	11,500	52	0.7	4	0.1
1992	QEW			C	107,700	116,300	119,500	99,100	11,800	72	0.9	11	0.1
1993	QEW			C	110,900	120,900	122,700	102,000	12,200	93	1.1	10	0.1
1994	QEW			C	114,200	125,000	127,300	103,400	12,600	68	0.8	9	0.1
1995	QEW			C	116,800	127,500	130,900	106,800	12,800	80	0.9	17	0.2
1996	QEW			C	119,700	135,700	136,200	108,100	12,000	58	0.6	12	0.1
1997	QEW			C	122,600	138,500	139,800	110,300	12,300	87	0.9	10	0.1
1998	QEW			C	125,500	141,800	141,800	113,000	12,600	50	0.5	6	0.1
1999	QEW			C	136,100	152,400	153,800	122,500	13,600	70	0.7	9	0.1
2000	QEW			C	140,200	158,400	158,400	126,200	14,000	79	0.7	12	0.1
2001	QEW			C	151,100	170,200	170,500	136,100	13,600	63	0.6	12	0.1
2002	QEW			C	151,600	169,800	171,100	136,400	13,600	74	0.6	3	0.0
2003	QEW			C	156,800	175,100	176,300	141,500	14,100	98	0.8	20	0.2
2004	QEW			C	160,000	180,200	180,600	144,100	14,400	83	0.7	11	0.1
2005	QEW			C	146,700	163,300	164,700	131,800	13,200	95	0.9	8	0.1
2006	QEW			C	158,200	175,800	177,200	142,300	14,200	134	1.1	15	0.1
2007	QEW			C	159,900	177,700	180,100	143,700	14,400	108	0.9	13	0.1
2008	QEW			C	161,600	178,400	175,900	145,000	14,500	140	1.1	21	0.2
2009	QEW			C	163,200	179,500	181,200	146,900	14,700	146	1.2	13	0.1
2010	QEW			C	164,900	181,700	183,400	148,400	14,800	111	0.9	5	0.0
2011	QEW			C	174,400	192,200	193,900	157,000	15,700	74	0.6	9	0.1
2012	QEW			C	177,800	195,900	191,800	160,100	16,000	55	0.4	6	0.0
2013	QEW			C	181,200	199,700	197,200	163,100	16,300	65	0.5	9	0.1
2014	QEW			C	184,500	203,000	197,400	166,000	16,600	105	0.8	19	0.1
2015	QEW			C	187,900	206,700	201,100	169,100	16,900	129	0.9	14	0.1
2016	QEW			C	191,300	210,400	204,700	172,200	17,200	164	1.1	19	0.1
2017	QEW			C	194,700	213,000	212,500	176,700	17,500	170	1.2	13	0.1
2018	QEW			C	198,000	217,000	215,800	178,700	17,800	185	1.2	20	0.1
2019	QEW			C	201,400	220,100	218,800	182,300	18,100	133	0.9	17	0.1
2021	QEW			C	208,100	226,300	225,100	188,700	18,700	97	0.6	10	0.1
1990	QEW	THIRD LINE RD IC-113	3.1	C	102,700	114,000	114,000	92,400	11,300	84	0.7	15	0.1
1991	QEW			C	105,000	115,500	116,600	95,600	11,600	78	0.6	10	0.1
1992	QEW			C	108,100	116,700	120,000	99,500	11,900	88	0.7	7	0.1
1993	QEW			C	115,000	125,400	127,300	105,800	12,600	102	0.8	11	0.1
1994	QEW			C	114,300	125,200	127,400	103,400	12,600	102	0.8	16	0.1
1995	QEW			C	117,300	128,100	131,400	107,300	12,900	99	0.7	18	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1996	QEW			C	120,300	136,400	136,800	108,600	13,200	113	0.8	15	0.1
1997	QEW			C	123,200	139,200	140,400	110,900	13,600	128	0.9	26	0.2
1998	QEW			C	126,200	142,600	142,600	113,600	13,900	101	0.7	17	0.1
1999	QEW			C	144,400	161,700	163,200	130,000	15,900	124	0.7	25	0.2
2000	QEW			SC	147,500	156,400	172,600	129,800	16,200	119	0.7	20	0.1
2001	QEW			SC	150,700	160,700	176,400	132,800	15,100	100	0.6	15	0.1
2002	QEW			SC	153,800	163,200	180,100	135,600	15,400	117	0.7	19	0.1
2003	QEW			SC	157,000	165,800	183,200	138,900	15,700	118	0.7	21	0.1
2004	QEW			SC	164,900	175,900	193,100	145,300	16,500	133	0.7	17	0.1
2005	QEW			SC	170,300	180,300	198,900	149,900	17,000	145	0.7	33	0.2
2006	QEW			SC	175,600	185,800	205,300	154,900	17,600	124	0.6	21	0.1
2007	QEW			SC	181,000	191,300	209,300	159,200	18,100	126	0.6	19	0.1
2008	QEW			SC	186,300	195,400	184,300	163,900	18,600	134	0.6	21	0.1
2009	QEW			SC	191,700	203,200	224,300	168,700	19,200	134	0.6	21	0.1
2010	QEW			SC	197,000	208,400	230,600	173,700	19,700	102	0.5	9	0.0
2011	QEW			SC	202,400	259,000	236,500	161,100	20,200	108	0.5	8	0.0
2012	QEW			SC	200,000	211,800	199,200	176,500	20,000	98	0.4	9	0.0
2013	QEW			SC	202,000	213,700	194,700	178,200	20,200	118	0.5	15	0.1
2014	QEW			SC	205,000	216,800	211,700	180,800	20,500	118	0.5	21	0.1
2015	QEW			SC	209,000	221,100	215,800	184,300	20,900	103	0.4	10	0.0
2016	QEW			SC	212,000	224,200	218,900	187,000	21,200	109	0.4	17	0.1
2017	QEW			SC	224,600	238,800	239,000	199,300	22,500	74	0.3	4	0.0
2018	QEW			SC	229,400	245,000	243,800	201,800	22,900	70	0.3	11	0.0
2019	QEW			SC	234,100	248,500	247,000	206,900	23,400	85	0.3	2	0.0
2021	QEW			SC	243,600	257,700	256,800	216,600	24,400	151	0.5	10	0.0
1988	QEW	DORVAL RD KERR ST IC-116	2.1	C	112,000	124,300	124,300	100,800	10,100	84	1.0	24	0.3
1989	QEW			C	115,800	128,500	129,700	104,200	10,400	68	0.8	15	0.2
1990	QEW			C	120,400	133,600	133,600	108,400	10,800	62	0.7	18	0.2
1991	QEW			C	121,900	134,100	135,300	110,900	11,000	53	0.6	10	0.1
1992	QEW			C	123,800	133,700	137,400	113,900	11,100	62	0.7	11	0.1
1993	QEW			C	130,000	141,700	143,900	119,600	11,700	64	0.6	8	0.1
1994	QEW			C	131,500	144,000	146,600	119,000	11,800	56	0.6	12	0.1
1995	QEW			C	134,500	146,800	150,700	123,000	12,100	71	0.7	15	0.1
1996	QEW			C	137,500	155,800	156,400	124,100	12,400	64	0.6	9	0.1
1997	QEW			C	140,600	158,900	160,300	126,500	12,700	81	0.8	16	0.1
1998	QEW			C	143,600	162,300	162,300	129,200	12,900	76	0.7	18	0.2
1999	QEW			C	144,400	161,700	163,200	130,000	13,000	103	0.9	18	0.2
2000	QEW			C	147,500	166,700	166,700	132,800	13,300	142	1.3	19	0.2
2001	QEW			C	150,700	169,700	170,100	135,700	13,600	113	1.0	11	0.1
2002	QEW			C	153,800	172,200	173,600	138,400	13,800	97	0.8	13	0.1
2003	QEW			C	157,000	175,400	176,500	141,700	14,100	94	0.8	7	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2004	QEW			C	159,200	179,300	179,600	143,400	14,300	96	0.8	11	0.1
2005	QEW			C	161,900	180,300	181,800	145,400	14,600	114	0.9	17	0.1
2006	QEW			C	164,700	183,000	184,400	148,200	14,800	97	0.8	11	0.1
2007	QEW			C	167,400	186,000	188,600	150,400	15,100	101	0.8	19	0.1
2008	QEW			C	170,100	187,700	185,100	152,600	15,300	91	0.7	23	0.2
2009	QEW			C	172,900	190,200	191,900	155,600	15,600	70	0.5	12	0.1
2010	QEW			C	175,600	193,500	195,300	158,100	15,800	68	0.5	9	0.1
2011	QEW			C	178,400	196,600	198,400	160,600	16,100	133	1.0	22	0.2
2012	QEW			C	181,100	199,500	195,300	163,100	16,300	90	0.6	8	0.1
2013	QEW			C	187,000	206,100	203,500	168,300	16,800	71	0.5	6	0.0
2014	QEW			C	206,000	226,600	220,400	185,400	18,500	101	0.6	12	0.1
2015	QEW			C	210,000	231,000	224,700	189,000	18,900	102	0.6	10	0.1
2016	QEW			C	215,000	236,500	230,000	193,500	19,400	91	0.6	15	0.1
2017	QEW			C	205,500	224,800	224,300	186,500	18,500	95	0.6	11	0.1
2018	QEW			C	208,900	229,000	227,700	188,500	18,800	104	0.7	14	0.1
2019	QEW			C	212,300	232,100	230,700	192,200	19,100	106	0.7	19	0.1
2021	QEW			C	219,100	238,300	237,000	198,700	19,700	174	1.0	20	0.1
1988	QEW	TRAFALGAR RD IC-118	1.4	C	111,500	123,800	123,800	100,400	15,600	66	1.2	13	0.2
1989	QEW			C	115,300	128,000	129,100	103,800	16,100	97	1.7	13	0.2
1990	QEW			C	120,100	133,300	133,300	108,100	16,800	84	1.4	11	0.2
1991	QEW			C	121,300	133,400	134,600	110,400	17,000	93	1.5	23	0.4
1992	QEW			C	123,300	133,200	136,900	113,400	17,300	77	1.3	15	0.2
1993	QEW			C	129,500	141,200	143,300	119,100	18,100	113	1.8	15	0.2
1994	QEW			C	130,800	143,200	145,800	118,400	18,300	100	1.5	12	0.2
1995	QEW			C	133,800	146,100	149,900	122,400	18,700	89	1.3	20	0.3
1996	QEW			C	136,800	155,100	155,600	123,500	19,200	73	1.1	10	0.1
1997	QEW			C	139,800	158,000	159,400	125,800	19,600	109	1.6	11	0.2
1998	QEW			C	142,700	161,300	161,300	128,400	20,000	97	1.4	13	0.2
1999	QEW			C	143,400	160,600	162,000	129,100	20,100	142	2.0	19	0.3
2000	QEW			C	146,500	165,500	165,500	131,800	20,500	117	1.6	24	0.3
2001	QEW			C	149,700	168,600	168,900	134,800	21,000	97	1.3	14	0.2
2002	QEW			C	152,800	171,100	172,400	137,500	21,400	89	1.2	16	0.2
2003	QEW			C	156,000	174,300	175,400	140,800	21,800	86	1.1	15	0.2
2004	QEW			C	158,100	178,100	178,400	142,400	22,100	115	1.5	21	0.3
2005	QEW			C	160,800	179,000	180,500	144,400	22,500	126	1.6	18	0.2
2006	QEW			C	163,500	181,700	183,100	147,100	22,900	140	1.7	19	0.2
2007	QEW			C	166,200	184,700	187,200	149,300	23,300	108	1.3	24	0.3
2008	QEW			C	168,900	186,400	183,800	151,500	23,600	141	1.7	33	0.4
2009	QEW			C	171,600	188,800	190,500	154,400	24,000	103	1.2	14	0.2
2010	QEW			C	174,300	192,100	193,800	156,900	24,400	93	1.1	16	0.2
2011	QEW			C	177,000	195,100	196,800	159,300	24,800	52	0.6	10	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2012	QEW			C	179,700	198,000	193,800	161,800	25,200	38	0.4	3	0.0
2013	QEW			C	195,000	214,900	212,200	175,500	27,300	77	0.8	12	0.1
2014	QEW			C	200,000	220,000	214,000	180,000	28,000	94	0.9	12	0.1
2015	QEW			C	210,000	231,000	224,700	189,000	29,400	119	1.1	17	0.2
2016	QEW			C	215,000	236,500	230,000	193,500	30,100	73	0.7	11	0.1
2017	QEW			C	205,000	224,300	223,700	186,000	28,700	97	1.0	16	0.2
2018	QEW			C	208,500	228,500	227,200	188,200	29,200	114	1.1	14	0.1
2019	QEW			C	211,900	231,600	230,200	191,800	29,700	142	1.4	20	0.2
2021	QEW			C	218,700	237,900	236,600	198,300	30,600	122	1.1	19	0.2
1988	QEW	ROYAL WINDSOR DR (WBL) IC 119	3.1	C	96,000	106,600	106,600	86,400	14,400	72	0.7	14	0.1
1989	QEW			C	99,300	110,200	111,200	89,400	14,900	72	0.6	9	0.1
1990	QEW			C	103,200	114,600	114,600	92,900	15,500	42	0.4	3	0.0
1991	QEW			C	103,900	114,300	115,300	94,500	15,600	38	0.3	2	0.0
1992	QEW			C	105,400	113,800	117,000	97,000	15,800	38	0.3	4	0.0
1993	QEW			C	106,000	115,500	117,300	97,500	15,900	52	0.4	5	0.0
1994	QEW			C	109,600	120,000	122,200	99,200	16,400	54	0.4	15	0.1
1995	QEW			C	111,800	122,100	125,300	102,300	16,800	44	0.4	13	0.1
1996	QEW			C	113,900	129,100	129,600	102,800	17,100	64	0.5	12	0.1
1997	QEW			C	116,100	131,200	132,400	104,500	17,400	105	0.8	22	0.2
1998	QEW			C	118,200	133,600	133,600	106,400	17,700	63	0.5	15	0.1
1999	QEW			C	136,900	153,300	154,700	123,200	20,500	44	0.3	12	0.1
2000	QEW			C	140,000	158,200	158,200	126,000	21,000	111	0.7	19	0.1
2001	QEW			C	143,200	161,300	161,600	129,000	21,500	76	0.5	14	0.1
2002	QEW			C	146,300	163,800	165,100	131,700	21,900	83	0.5	13	0.1
2003	QEW			C	149,500	167,000	168,100	134,900	22,400	79	0.5	26	0.2
2004	QEW			C	156,500	176,300	176,600	141,000	23,500	100	0.6	22	0.1
2005	QEW			C	161,600	179,900	181,400	145,200	24,200	98	0.5	11	0.1
2006	QEW			C	166,600	185,100	186,600	149,900	25,000	94	0.5	16	0.1
2007	QEW			C	171,700	190,800	193,400	154,300	25,800	103	0.5	23	0.1
2008	QEW			C	176,800	195,100	192,400	158,600	26,500	136	0.7	26	0.1
2009	QEW			C	181,900	200,100	201,900	163,700	27,300	92	0.5	12	0.1
2010	QEW			C	187,000	206,100	207,900	168,300	28,000	84	0.4	19	0.1
2011	QEW			C	192,000	211,600	213,500	172,800	28,800	104	0.5	19	0.1
2012	QEW			C	197,100	217,200	212,600	177,500	29,600	84	0.4	14	0.1
2013	QEW			C	202,200	222,800	220,000	182,000	30,300	112	0.5	14	0.1
2014	QEW			C	187,000	205,700	200,100	168,300	28,000	107	0.5	12	0.1
2015	QEW			C	195,000	214,500	208,600	175,500	29,200	154	0.7	29	0.1
2016	QEW			C	198,000	217,800	211,900	178,200	29,700	101	0.5	16	0.1
2017	QEW			C	213,300	233,300	232,800	193,500	32,000	160	0.7	25	0.1
2018	QEW			C	217,800	238,700	237,400	196,600	32,700	162	0.7	23	0.1
2019	QEW			C	222,300	243,000	241,500	201,200	33,300	135	0.5	15	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2021	QEW			C	231,300	251,600	250,200	209,700	34,700	130	0.5	26	0.1
1988	QEW	HWY 403 FORD DR IC-123	1.4	C	75,800	84,100	84,100	68,200	11,400	59	1.5	9	0.2
1989	QEW			C	76,900	85,400	86,100	69,200	11,500	91	2.3	10	0.3
1990	QEW			C	78,800	87,500	87,500	70,900	11,800	63	1.6	11	0.3
1991	QEW			C	79,200	87,100	87,900	72,100	11,900	60	1.5	12	0.3
1992	QEW			C	79,200	85,500	87,900	72,900	11,900	63	1.6	10	0.2
1993	QEW			C	84,700	92,300	93,700	77,900	12,700	98	2.3	20	0.5
1994	QEW			C	90,600	99,200	101,000	82,000	13,600	92	2.0	21	0.5
1995	QEW			C	96,900	105,800	108,600	88,600	14,500	75	1.5	20	0.4
1996	QEW			C	101,400	114,900	115,300	91,500	15,200	62	1.2	4	0.1
1997	QEW			C	104,000	117,500	118,600	93,600	15,600	83	1.6	13	0.2
1998	QEW			C	106,500	120,300	120,300	95,800	16,000	87	1.6	12	0.2
1999	QEW			C	107,100	120,000	121,000	96,400	16,100	110	2.0	23	0.4
2000	QEW			C	109,700	124,000	124,000	98,700	16,500	84	1.5	17	0.3
2001	QEW			C	113,600	127,900	128,200	102,300	17,000	62	1.1	13	0.2
2002	QEW			C	114,000	127,700	128,600	102,600	17,100	56	1.0	10	0.2
2003	QEW			C	115,000	128,500	129,300	103,800	17,200	78	1.3	14	0.2
2004	QEW			C	116,400	131,100	131,400	104,800	17,500	76	1.3	9	0.2
2005	QEW			C	115,400	128,500	129,600	103,700	17,300	82	1.4	6	0.1
2006	QEW			C	116,900	129,900	130,900	105,200	17,500	61	1.0	4	0.1
2007	QEW			C	118,500	131,700	133,500	106,500	17,800	82	1.4	12	0.2
2008	QEW			C	120,100	132,600	130,700	107,800	18,000	95	1.6	14	0.2
2009	QEW			C	112,600	123,900	125,000	101,300	16,900	60	1.0	6	0.1
2010	QEW			C	123,200	135,800	137,000	110,900	18,500	50	0.8	7	0.1
2011	QEW			C	124,700	137,400	138,700	112,200	18,700	55	0.9	9	0.1
2012	QEW			C	126,300	139,200	136,200	113,700	18,900	37	0.6	9	0.1
2013	QEW			C	127,900	141,000	139,200	115,100	19,200	61	0.9	14	0.2
2014	QEW			C	129,400	142,300	138,500	116,500	19,400	50	0.8	2	0.0
2015	QEW			C	131,000	144,100	140,200	117,900	19,600	37	0.6	3	0.0
2016	QEW			C	132,500	145,800	141,800	119,200	19,900	39	0.6	6	0.1
2017	QEW			C	134,100	146,700	146,400	121,700	20,100	25	0.4	4	0.1
2018	QEW			C	135,700	148,700	147,900	122,500	20,400	30	0.4	5	0.1
2019	QEW			C	137,200	150,000	149,100	124,200	20,600	41	0.6	5	0.1
2021	QEW			C	140,300	152,600	151,800	127,200	21,000	34	0.5	1	0.0
1988	QEW	WINSTON CHURCHILL BV IC-124	2.1	C	82,000	91,000	91,000	73,800	8,200	33	0.5	3	0.0
1989	QEW			C	84,800	94,100	95,000	76,300	8,500	52	0.8	12	0.2
1990	QEW			C	87,400	97,000	97,000	78,700	8,750	26	0.4	0	0.0
1991	QEW			C	86,600	95,300	96,100	78,800	8,650	29	0.4	8	0.1
1992	QEW			C	87,100	94,100	96,700	80,100	8,700	31	0.5	3	0.0
1993	QEW			C	93,700	102,100	103,700	86,200	9,350	29	0.4	4	0.1
1994	QEW			C	97,200	106,400	108,400	88,000	9,700	27	0.4	4	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1995	QEW			C	100,800	110,000	113,000	92,200	10,100	22	0.3	4	0.1
1996	QEW			C	104,400	118,300	118,800	94,200	10,400	33	0.4	8	0.1
1997	QEW			C	108,000	122,000	123,100	97,200	10,800	31	0.4	11	0.1
1998	QEW			C	111,600	126,100	126,100	100,400	11,200	19	0.2	4	0.0
1999	QEW			C	115,200	129,000	130,200	103,700	11,500	22	0.2	0	0.0
2000	QEW			C	117,600	132,900	132,900	105,800	11,800	46	0.5	5	0.1
2001	QEW			C	122,400	137,900	138,100	110,200	12,200	45	0.5	1	0.0
2002	QEW			C	124,000	138,900	139,900	111,600	12,400	33	0.3	7	0.1
2003	QEW			C	126,000	140,700	141,700	113,700	12,600	57	0.6	8	0.1
2004	QEW			C	121,500	136,800	137,100	109,400	12,200	46	0.5	7	0.1
2005	QEW			C	123,400	137,400	138,500	110,800	12,300	69	0.7	13	0.1
2006	QEW			C	125,200	139,100	140,200	112,600	12,500	49	0.5	6	0.1
2007	QEW			C	115,900	128,800	130,600	104,100	11,600	48	0.5	6	0.1
2008	QEW			IR	126,400	153,100	150,300	108,000	12,600	64	0.7	4	0.0
2009	QEW			IR	130,800	157,000	142,600	111,200	13,100	46	0.5	5	0.0
2010	QEW			IR	132,600	157,900	144,400	112,900	13,300	63	0.6	4	0.0
2011	QEW			IR	134,500	160,400	157,100	114,900	13,400	112	1.1	4	0.0
2012	QEW			IR	136,300	162,100	157,800	116,500	13,600	83	0.8	9	0.1
2013	QEW			IR	138,200	164,500	176,400	117,600	13,800	77	0.7	11	0.1
2014	QEW			IR	128,000	152,400	152,700	108,900	12,800	88	0.9	11	0.1
2015	QEW			IR	130,000	154,800	155,100	110,700	13,000	56	0.6	4	0.0
2016	QEW			IR	132,000	157,100	157,500	112,400	13,200	65	0.6	7	0.1
2017	QEW			IR	139,800	157,900	158,900	120,600	14,000	62	0.6	4	0.0
2018	QEW			IR	141,300	159,800	161,200	122,300	14,100	63	0.6	5	0.0
2019	QEW			IR	142,800	161,700	163,100	124,200	14,300	45	0.4	6	0.1
2021	QEW			IR	145,800	164,100	165,400	128,600	14,600	39	0.3	7	0.1
1988	QEW	ERIN MILLS PKWY IC-126	4.1	C	95,800	106,300	106,300	86,200	11,500	79	0.6	16	0.1
1989	QEW			C	99,100	110,000	111,000	89,200	11,900	149	1.0	34	0.2
1990	QEW			C	102,000	113,200	113,200	91,800	12,200	110	0.7	18	0.1
1991	QEW			C	101,000	111,100	112,100	91,900	12,100	109	0.7	19	0.1
1992	QEW			C	101,700	109,800	112,900	93,600	12,200	100	0.7	19	0.1
1993	QEW			C	104,800	114,200	116,000	96,400	12,600	147	0.9	28	0.2
1994	QEW			C	105,400	115,400	117,500	95,400	12,600	130	0.8	23	0.1
1995	QEW			C	106,800	116,600	119,700	97,700	12,800	94	0.6	16	0.1
1996	QEW			C	108,100	122,500	123,000	97,600	13,000	118	0.7	13	0.1
1997	QEW			UC	109,500	115,000	128,100	102,900	13,100	124	0.8	11	0.1
1998	QEW			UC	110,800	117,400	129,600	105,300	13,300	131	0.8	17	0.1
1999	QEW			UC	117,100	124,100	137,000	111,200	14,100	91	0.5	12	0.1
2000	QEW			C	122,800	138,800	138,800	110,500	14,700	122	0.7	16	0.1
2001	QEW			C	125,600	141,500	141,700	113,100	15,100	99	0.5	18	0.1
2002	QEW			C	118,000	132,200	133,200	106,200	14,200	103	0.6	18	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2003	QEW			C	120,800	134,900	135,800	109,000	14,500	115	0.6	26	0.1
2004	QEW			C	126,200	142,100	142,400	113,700	15,100	103	0.5	19	0.1
2005	QEW			C	126,400	140,700	141,900	113,500	15,200	111	0.6	18	0.1
2006	QEW			C	125,200	139,100	140,200	112,600	15,000	77	0.4	17	0.1
2007	QEW			C	131,900	146,600	148,600	118,500	15,800	102	0.5	15	0.1
2008	QEW			C	120,400	132,900	131,000	108,000	14,400	105	0.6	16	0.1
2009	QEW			C	126,600	139,300	140,500	113,900	15,200	80	0.4	9	0.0
2010	QEW			C	128,300	141,400	142,700	115,500	15,400	91	0.5	12	0.1
2011	QEW			C	132,500	146,000	147,300	119,200	15,900	81	0.4	12	0.1
2012	QEW			C	134,000	147,600	144,500	120,700	16,100	65	0.3	6	0.0
2013	QEW			C	135,500	149,300	147,400	122,000	16,300	124	0.6	16	0.1
2014	QEW			C	136,900	150,600	146,500	123,200	16,400	97	0.5	12	0.1
2015	QEW			C	138,400	152,200	148,100	124,600	16,600	139	0.7	14	0.1
2016	QEW			C	139,800	153,800	149,600	125,800	16,800	126	0.6	9	0.0
2017	QEW			C	141,300	154,600	154,200	128,200	17,000	166	0.8	16	0.1
2018	QEW			C	142,700	156,400	155,500	128,800	17,100	153	0.7	20	0.1
2019	QEW			C	144,200	157,600	156,700	130,500	17,300	140	0.7	19	0.1
2021	QEW			C	147,100	160,000	159,100	133,400	17,700	86	0.4	7	0.0
1988	QEW	MISSISSAUGA RD IC-130	2.0	C	114,000	126,500	126,500	102,600	13,700	106	1.2	11	0.1
1989	QEW			C	118,000	131,000	132,200	106,200	14,200	130	1.5	19	0.2
1990	QEW			C	121,600	135,000	135,000	109,400	14,600	99	1.1	17	0.2
1991	QEW			C	120,100	132,100	133,300	109,300	14,400	98	1.1	13	0.1
1992	QEW			C	120,900	130,600	134,200	111,200	14,500	85	0.9	13	0.1
1993	QEW			C	123,300	134,400	136,500	113,400	14,800	122	1.3	18	0.2
1994	QEW			C	125,800	137,800	140,300	113,800	15,100	149	1.6	19	0.2
1995	QEW			C	128,300	140,100	143,800	117,300	15,400	121	1.3	15	0.2
1996	QEW			C	131,900	149,500	150,000	119,100	15,800	99	1.0	10	0.1
1997	QEW			UC	138,200	145,100	161,700	129,900	16,600	101	1.0	11	0.1
1998	QEW			UC	144,100	152,700	168,600	136,900	17,300	141	1.3	15	0.1
1999	QEW			UC	147,600	156,500	172,700	140,200	17,700	94	0.9	17	0.2
2000	QEW			C	146,000	165,000	165,000	131,400	17,500	120	1.1	17	0.2
2001	QEW			C	148,000	166,700	167,000	133,300	17,800	111	1.0	11	0.1
2002	QEW			C	150,000	168,000	169,300	135,000	18,000	131	1.2	27	0.2
2003	QEW			C	154,800	172,900	174,000	139,700	18,600	130	1.1	13	0.1
2004	QEW			C	158,800	178,800	179,200	143,000	19,100	117	1.0	14	0.1
2005	QEW			C	162,000	180,400	181,900	145,500	19,400	112	0.9	14	0.1
2006	QEW			C	152,500	169,400	170,800	137,200	18,300	126	1.1	13	0.1
2007	QEW			C	154,500	171,700	174,100	138,800	18,500	134	1.2	7	0.1
2008	QEW			C	137,200	151,400	149,300	123,100	16,500	147	1.4	16	0.2
2009	QEW			C	149,200	164,100	165,600	134,300	17,900	100	0.9	8	0.1
2010	QEW			C	158,700	174,900	176,500	142,900	19,000	103	0.9	7	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2011	QEW			C	160,300	176,700	178,300	144,300	19,200	155	1.3	14	0.1
2012	QEW			C	161,800	178,300	174,500	145,700	19,400	152	1.3	18	0.1
2013	QEW			C	150,000	165,300	163,200	135,000	18,000	208	1.9	14	0.1
2014	QEW			C	162,200	178,400	173,600	146,000	19,500	158	1.3	17	0.1
2015	QEW			C	163,600	180,000	175,100	147,200	19,600	246	2.0	26	0.2
2016	QEW			C	164,900	181,400	176,400	148,400	19,800	261	2.1	17	0.1
2017	QEW			C	166,300	181,900	181,500	150,900	20,000	235	1.9	13	0.1
2018	QEW			C	167,700	183,800	182,800	151,400	20,100	245	2.0	18	0.1
2019	QEW			C	169,000	184,700	183,600	153,000	20,300	222	1.8	9	0.1
2021	QEW			C	171,700	186,700	185,800	155,700	20,600	189	1.5	15	0.1
1988	QEW	HWY 10 HURONTARIO ST IC-132	2.2	UC	122,500	128,600	138,400	115,200	12,200	77	0.8	9	0.1
1989	QEW			UC	126,800	133,100	143,300	120,500	12,700	80	0.8	11	0.1
1990	QEW			UC	130,900	140,100	151,800	124,400	13,100	77	0.7	11	0.1
1991	QEW			UC	128,900	136,600	148,200	125,000	7,750	56	0.6	6	0.1
1992	QEW			UC	129,800	137,600	149,300	124,600	7,800	79	0.8	10	0.1
1993	QEW			UC	137,900	145,300	156,700	129,200	8,250	89	0.8	5	0.0
1994	QEW			UC	143,700	152,300	164,300	133,600	8,600	102	0.9	9	0.1
1995	QEW			UC	144,600	152,600	165,300	134,800	8,700	110	1.0	19	0.2
1996	QEW			UC	148,100	156,700	173,300	140,800	8,900	111	0.9	10	0.1
1997	QEW			UC	151,600	159,200	177,400	142,500	9,100	86	0.7	16	0.1
1998	QEW			UC	155,100	164,400	181,500	147,300	9,300	99	0.8	7	0.1
1999	QEW			UC	157,600	167,100	184,400	149,700	18,900	102	0.8	10	0.1
2000	QEW			UC	160,500	170,100	189,400	150,900	19,300	110	0.9	15	0.1
2001	QEW			UC	163,500	175,100	192,300	153,600	19,600	94	0.7	8	0.1
2002	QEW			UC	166,500	177,400	195,900	155,900	20,000	105	0.8	13	0.1
2003	QEW			UC	169,500	179,100	198,600	160,100	20,300	105	0.8	8	0.1
2004	QEW			UC	186,500	199,800	219,400	175,300	22,400	105	0.7	11	0.1
2005	QEW			UC	175,400	185,600	205,100	164,500	21,000	95	0.7	10	0.1
2006	QEW			UC	167,500	177,100	195,700	157,600	20,100	100	0.8	15	0.1
2007	QEW			UC	169,000	179,200	195,600	158,600	20,300	117	0.9	12	0.1
2008	QEW			C	142,000	156,700	154,600	127,400	17,000	101	0.9	12	0.1
2009	QEW			C	142,500	156,800	158,200	128,200	17,100	69	0.6	13	0.1
2010	QEW			C	165,900	182,800	184,500	149,300	19,900	72	0.6	6	0.0
2011	QEW			C	170,000	187,300	189,000	153,000	20,400	147	1.1	18	0.1
2012	QEW			C	169,100	186,300	182,400	152,300	20,300	111	0.8	9	0.1
2013	QEW			C	170,000	187,400	185,000	153,000	20,400	138	1.0	14	0.1
2014	QEW			C	171,000	188,100	183,000	153,900	20,500	134	1.0	21	0.2
2015	QEW			C	171,900	189,100	183,900	154,700	20,600	139	1.0	19	0.1
2016	QEW			C	172,900	190,200	185,000	155,600	20,700	114	0.8	5	0.0
2017	QEW			C	173,900	190,200	189,800	157,800	20,900	125	0.9	13	0.1
2018	QEW			C	174,800	191,600	190,500	157,800	21,000	149	1.1	23	0.2

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2019	QEW			C	175,800	192,200	191,000	159,100	21,100	99	0.7	7	0.1
2021	QEW			C	177,700	193,300	192,300	161,100	21,300	94	0.7	7	0.0
1988	QEW	CAWTHRA RD IC-134	1.8	UC	124,500	130,700	140,700	117,000	11,200	67	0.8	10	0.1
1989	QEW			UC	128,800	135,200	145,500	122,400	11,600	51	0.6	10	0.1
1990	QEW			UC	132,900	142,200	154,200	126,300	12,000	38	0.4	6	0.1
1991	QEW			UC	130,900	138,800	150,500	127,000	7,850	38	0.4	5	0.1
1992	QEW			UC	131,900	139,800	151,700	126,600	7,900	47	0.5	8	0.1
1993	QEW			UC	137,400	144,700	156,200	128,700	8,250	46	0.5	8	0.1
1994	QEW			UC	137,700	146,000	157,400	128,100	8,250	37	0.4	1	0.0
1995	QEW			UC	139,600	147,300	159,600	130,200	8,400	60	0.6	7	0.1
1996	QEW			UC	141,500	149,700	165,500	134,600	8,500	41	0.4	5	0.1
1997	QEW			UC	143,400	150,600	167,800	134,800	8,600	50	0.5	5	0.1
1998	QEW			UC	152,100	161,200	178,000	144,500	9,150	45	0.4	7	0.1
1999	QEW			UC	152,600	161,800	178,500	145,000	18,300	42	0.4	8	0.1
2000	QEW			UC	155,900	165,300	184,000	146,500	18,700	63	0.6	8	0.1
2001	QEW			UC	159,200	170,500	187,300	149,600	19,100	63	0.6	9	0.1
2002	QEW			UC	162,500	173,100	191,200	152,100	19,500	63	0.6	11	0.1
2003	QEW			UC	165,700	175,100	194,100	156,500	19,900	54	0.5	6	0.1
2004	QEW			UC	166,000	177,800	195,300	156,000	19,900	62	0.6	9	0.1
2005	QEW			UC	163,300	172,800	191,000	153,200	19,600	50	0.5	7	0.1
2006	QEW			UC	165,000	174,500	192,800	155,300	19,800	63	0.6	8	0.1
2007	QEW			UC	167,000	177,100	193,300	156,700	20,000	66	0.6	8	0.1
2008	QEW			UC	168,900	178,400	167,500	158,000	20,300	58	0.5	7	0.1
2009	QEW			UC	163,400	173,200	191,200	153,600	19,600	47	0.4	7	0.1
2010	QEW			C	167,800	184,900	186,600	151,100	20,100	43	0.4	5	0.0
2011	QEW			C	170,000	187,300	189,000	153,000	20,400	54	0.5	5	0.0
2012	QEW			C	175,700	193,600	189,500	158,200	21,100	47	0.4	12	0.1
2013	QEW			C	177,600	195,700	193,300	159,900	21,300	93	0.8	8	0.1
2014	QEW			C	179,500	197,500	192,100	161,600	21,500	70	0.6	11	0.1
2015	QEW			C	181,300	199,400	194,000	163,200	21,800	101	0.8	10	0.1
2016	QEW			C	183,200	201,500	196,000	164,900	22,000	78	0.6	14	0.1
2017	QEW			C	185,100	202,500	202,000	168,000	22,200	117	0.9	13	0.1
2018	QEW			C	187,000	205,000	203,800	168,800	22,400	111	0.9	14	0.1
2019	QEW			C	188,800	206,400	205,100	170,900	22,700	115	0.9	11	0.1
2021	QEW			C	192,600	209,500	208,400	174,600	23,100	81	0.6	5	0.0
1988	QEW	DIXIE RD(WBL) IC-136	1.8	UC	155,000	162,800	175,100	145,700	15,500	80	0.8	18	0.2
1989	QEW			UC	160,300	168,300	181,100	152,300	16,000	72	0.7	15	0.1
1990	QEW			UC	165,100	176,700	191,500	156,800	16,500	73	0.7	13	0.1
1991	QEW			UC	162,200	171,900	186,500	157,300	9,750	59	0.6	12	0.1
1992	QEW			UC	163,200	173,000	187,700	156,700	9,800	73	0.7	13	0.1
1993	QEW			UC	163,800	172,500	186,200	153,400	9,850	94	0.9	13	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1994	QEW			UC	164,500	174,400	188,100	153,000	9,850	60	0.6	3	0.0
1995	QEW			UC	165,000	174,100	188,600	153,900	9,900	66	0.6	13	0.1
1996	QEW			UC	165,500	175,100	193,600	157,400	9,950	64	0.6	13	0.1
1997	QEW			UC	166,100	174,400	194,300	156,100	9,950	64	0.6	11	0.1
1998	QEW			UC	166,600	176,600	194,900	158,300	10,000	48	0.4	5	0.0
1999	QEW			IR	170,000	210,800	188,700	142,800	20,400	74	0.7	9	0.1
2000	QEW			UC	174,200	184,700	205,600	163,700	20,900	39	0.3	3	0.0
2001	QEW			UC	168,500	180,500	198,200	158,300	20,200	50	0.4	9	0.1
2002	QEW			UC	168,900	180,000	198,700	158,100	20,300	62	0.6	8	0.1
2003	QEW			UC	169,300	178,900	198,300	159,900	20,300	69	0.6	8	0.1
2004	QEW			UC	165,800	177,600	195,000	155,800	19,900	61	0.6	6	0.1
2005	QEW			UC	170,200	180,100	199,100	159,600	20,400	48	0.4	7	0.1
2006	QEW			UC	168,100	177,800	196,400	158,200	20,200	60	0.5	10	0.1
2007	QEW			UC	168,200	178,400	194,700	157,800	20,200	56	0.5	7	0.1
2008	QEW			UC	168,300	177,800	166,900	157,500	20,200	75	0.7	7	0.1
2009	QEW			UC	163,600	173,400	191,400	153,800	19,600	72	0.7	7	0.1
2010	QEW			UC	168,500	178,100	196,100	158,400	20,200	40	0.4	5	0.0
2011	QEW			UC	168,600	169,100	175,000	160,000	20,200	83	0.7	8	0.1
2012	QEW			UC	168,700	169,700	180,600	160,300	20,200	54	0.5	8	0.1
2013	QEW			UC	168,800	169,300	169,700	160,200	20,300	89	0.8	12	0.1
2014	QEW			UC	168,900	169,400	162,400	160,300	20,300	85	0.8	16	0.1
2015	QEW			UC	169,000	169,500	162,500	160,400	20,300	111	1.0	14	0.1
2016	QEW			UC	169,100	169,600	162,600	160,500	20,300	95	0.8	13	0.1
2017	QEW			UC	169,200	168,100	169,700	162,200	20,300	121	1.1	27	0.2
2018	QEW			UC	169,300	167,900	170,600	162,500	20,300	86	0.8	7	0.1
2019	QEW			UC	169,400	166,900	169,500	163,200	20,300	125	1.1	27	0.2
2021	QEW			UC	169,600	170,000	172,200	163,400	20,400	85	0.8	16	0.1
1988	QEW	EVANS AV IC-138	0.6	UC	140,000	147,000	158,200	131,600	14,000	23	0.7	1	0.0
1989	QEW			UC	144,800	152,000	163,600	137,600	14,500	24	0.7	3	0.1
1990	QEW			UC	149,500	160,000	173,400	142,000	15,000	22	0.6	2	0.1
1991	QEW			UC	146,500	155,300	168,500	142,100	8,800	13	0.4	3	0.1
1992	QEW			UC	147,500	156,400	169,600	141,600	8,850	30	0.9	4	0.1
1993	QEW			UC	148,100	156,000	168,300	138,700	8,900	40	1.2	3	0.1
1994	QEW			UC	148,400	157,300	169,700	138,000	8,900	22	0.6	7	0.2
1995	QEW			UC	148,700	156,900	170,000	138,700	8,900	14	0.4	2	0.1
1996	QEW			UC	151,000	159,800	176,700	143,600	9,050	13	0.4	1	0.0
1997	QEW			UC	154,200	161,900	180,400	144,900	9,250	18	0.5	1	0.0
1998	QEW			UC	159,100	168,600	186,100	151,100	9,550	11	0.3	3	0.1
1999	QEW			UC	160,400	170,000	187,700	152,400	19,200	11	0.3	1	0.0
2000	QEW			UC	163,000	172,800	192,300	153,200	19,600	31	0.8	3	0.1
2001	QEW			UC	165,700	177,500	194,900	155,700	19,900	43	1.1	6	0.2

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2002	QEW			UC	168,400	179,400	198,100	157,700	20,200	34	0.9	4	0.1
2003	QEW			UC	166,100	175,500	194,600	156,900	19,900	51	1.3	11	0.3
2004	QEW			UC	171,800	184,000	202,100	161,400	20,600	36	0.9	5	0.1
2005	QEW			UC	170,200	180,100	199,100	159,600	20,400	27	0.7	4	0.1
2006	QEW			UC	172,000	181,900	201,000	161,900	20,600	47	1.2	9	0.2
2007	QEW			UC	173,900	184,400	201,300	163,200	20,900	19	0.5	4	0.1
2008	QEW			UC	175,700	185,600	174,200	164,400	21,100	51	1.2	11	0.3
2009	QEW			UC	171,300	181,600	200,400	161,000	20,600	47	1.2	10	0.3
2010	QEW			UC	171,500	181,300	199,600	161,300	20,600	13	0.3	0	0.0
2011	QEW			UC	172,000	172,600	178,500	163,200	20,600	18	0.4	5	0.1
2012	QEW			UC	179,400	180,500	192,000	170,400	21,500	13	0.3	1	0.0
2013	QEW			UC	175,000	175,600	176,000	166,100	21,000	17	0.4	3	0.1
2014	QEW			UC	165,000	165,500	158,700	156,600	19,800	27	0.7	8	0.2
2015	QEW			UC	165,500	166,000	159,200	157,100	19,900	26	0.7	1	0.0
2016	QEW			UC	166,000	166,500	159,600	157,500	19,900	34	0.9	4	0.1
2017	QEW			UC	177,300	176,200	177,900	169,900	21,300	54	1.3	7	0.2
2018	QEW			UC	178,300	176,800	179,700	171,100	21,400	47	1.1	5	0.1
2019	QEW			UC	179,200	176,600	179,300	172,700	21,500	45	1.1	7	0.2
2021	QEW			UC	181,100	181,500	183,900	174,500	21,700	22	0.5	3	0.1
2021	QEW	HWY 427 IC-139 ETOBICOKE START OF NA	6.2										
2021	QEW	ETOBICOKE END OF NA END OF HWY											
1988	2	HWY 401 M/C FRWY IC-648	0.9	CTR	3,750	4,900	4,600	3,150	300	0	0.0	0	0.0
1989	2			CTR	3,800	4,850	4,600	3,250	300	2	1.5	0	0.0
1990	2			IT	3,850	4,900	4,750	3,250	310	2	1.5	0	0.0
1991	2			IT	3,750	4,900	4,600	3,200	150	2	1.6	0	0.0
1992	2			IT	3,750	4,900	4,650	3,200	150	1	0.8	0	0.0
1993	2			IT	4,150	5,100	5,150	3,550	170	0	0.0	0	0.0
1994	2			IT	4,250	5,500	5,250	3,600	170	1	0.7	0	0.0
1995	2			IT	4,350	5,550	5,300	3,700	170	0	0.0	0	0.0
1996	2			IT	4,450	5,850	5,700	3,650	180	1	0.7	0	0.0
1997	2			IT	4,400	5,750	5,700	3,650	180	1	0.7	0	0.0
1998	2			IT	4,450	5,750	5,700	3,600	180	0	0.0	0	0.0
1999	2			IT	4,500	5,800	5,700	3,650	180	0	0.0	0	0.0
2000	2			IT	4,600	5,950	5,850	3,750	180	0	0.0	0	0.0
2001	2			IT	4,650	6,050	5,900	3,800	190	0	0.0	0	0.0
2002	2			IT	4,700	6,100	6,000	3,850	280	2	1.2	0	0.0
2003	2			IT	4,750	6,050	6,050	3,900	190	0	0.0	0	0.0
2004	2			IT	4,800	6,250	6,100	3,900	190	0	0.0	0	0.0
2005	2			IT	4,850	6,150	6,150	4,050	190	1	0.6	0	0.0
2006	2			IT	4,900	6,250	6,200	4,000	200	0	0.0	0	0.0
2007	2			IT	4,950	6,350	6,600	4,050	200	1	0.6	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2008	2			IT	5,000	6,450	6,100	4,200	200	4	2.3	0	0.0
2009	2			IT	5,050	6,350	6,350	4,200	200	1	0.6	0	0.0
2010	2			IT	5,100	6,400	6,400	4,200	200	0	0.0	0	0.0
2011	2			IT	5,150	6,900	6,900	4,250	210	0	0.0	0	0.0
2012	2			IT	5,200	6,500	6,250	4,300	210	1	0.6	0	0.0
2013	2			IT	5,250	6,600	6,650	4,350	210	0	0.0	0	0.0
2014	2			IT	5,300	6,650	6,550	4,400	210	1	0.5	0	0.0
2015	2			IT	5,350	6,700	6,600	4,400	210	1	0.5	0	0.0
2016	2			IT	5,400	6,750	6,650	4,450	220	1	0.5	0	0.0
2017	2			IT	5,450	7,200	7,200	4,600	220	0	0.0	0	0.0
2018	2			IT	5,500	7,250	7,250	4,650	220	1	0.5	1	0.5
2019	2			IT	5,550	7,350	7,350	4,700	220	2	1.1	1	0.5
2021	2			IT	5,650	7,350	7,350	4,850	230	1	0.5	0	0.0
2021	2	TOWN OF GANANOQUE (E LTS) START OF NA	29.8										
2021	2	FERRY DOCK QUEEN AND ONATRIO END OF NA END OF HWY 2											
2021	3	FORT ERIE NIAGARA BLVD START OF NA	5.6										
1988	3	ROSE HILL RD END OF NA	5.2	T	9,000	16,500	15,800	5,500	270	17	1.0	1	0.1
1989	3			T	9,300	16,800	16,300	5,850	280	17	1.0	0	0.0
1990	3			T	9,600	17,500	16,700	5,950	290	16	0.9	1	0.1
1991	3			CTR	11,300	14,200	14,100	9,850	790	13	0.6	0	0.0
1992	3			CTR	10,600	13,000	12,600	9,200	530	16	0.8	0	0.0
1993	3			CTR	10,600	13,400	12,800	9,000	530	15	0.7	1	0.0
1994	3			CTR	10,800	13,800	13,200	9,050	540	17	0.8	1	0.0
1995	3			CTR	10,800	13,900	13,300	9,050	320	12	0.6	1	0.0
1996	3			CTR	10,900	13,900	13,400	9,150	330	16	0.8	0	0.0
1997	3			CTR	11,000	14,100	13,500	9,250	330	9	0.4	1	0.0
1998	3			CTR	11,100	14,100	13,500	9,300	330	11	0.5	1	0.0
1999	3			CTR	11,200	14,100	13,600	9,400	900	11	0.5	1	0.0
2000	3			CTR	11,200	14,100	13,600	9,400	900	18	0.8	1	0.0
2001	3			CTR	11,300	14,300	13,700	9,550	790	17	0.8	0	0.0
2002	3			CTR	11,400	14,400	13,800	9,650	800	10	0.5	0	0.0
2003	3			CTR	11,500	14,300	13,700	9,750	800	21	1.0	1	0.0
2004	3			CTR	11,500	14,500	13,900	9,700	800	14	0.6	0	0.0
2005	3			CTR	11,600	14,400	13,800	9,850	810	7	0.3	0	0.0
2006	3			CTR	11,600	14,400	13,800	9,850	810	11	0.5	0	0.0
2007	3			CTR	11,800	14,600	14,500	10,000	830	15	0.7	0	0.0
2008	3			CTR	11,700	14,500	14,200	9,950	820	12	0.5	0	0.0
2009	3			CTR	11,500	14,000	13,600	9,800	800	4	0.2	0	0.0
2010	3			CTR	11,900	14,500	13,900	10,100	830	11	0.5	0	0.0
2011	3			CTR	10,400	12,700	12,200	8,850	730	7	0.4	0	0.0
2012	3			CTR	10,500	12,700	12,600	8,950	740	5	0.3	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2013	3			CTR	10,500	12,800	13,200	8,900	740	9	0.5	0	0.0
2014	3			CTR	10,800	13,200	13,300	9,200	760	5	0.2	0	0.0
2015	3			CTR	11,200	13,700	13,800	9,500	780	5	0.2	0	0.0
2016	3			CTR	11,200	13,700	13,800	9,500	780	7	0.3	0	0.0
2017	3			CTR	11,200	15,000	14,900	9,150	780	12	0.6	0	0.0
2018	3			CTR	11,200	15,000	14,900	9,100	780	22	1.0	0	0.0
2019	3			CTR	11,200	14,900	14,900	9,100	780	9	0.4	0	0.0
2021	3			CTR	11,200	14,600	14,500	9,150	780	16	0.8	0	0.0
1988	3	RIDGE RD	1.1	T	7,000	12,800	12,200	4,250	210	2	0.7	0	0.0
1989	3			T	7,250	13,100	12,700	4,550	220	2	0.7	0	0.0
1990	3			T	7,500	13,600	13,000	4,650	220	4	1.4	0	0.0
1991	3			CTR	8,300	10,500	10,400	7,200	660	1	0.3	0	0.0
1992	3			CTR	8,200	10,100	9,750	7,150	660	1	0.3	0	0.0
1993	3			CTR	8,100	10,200	9,800	6,900	650	2	0.6	0	0.0
1994	3			CTR	8,000	10,200	9,750	6,700	320	2	0.6	0	0.0
1995	3			CTR	8,000	10,300	9,850	6,700	320	1	0.3	0	0.0
1996	3			CTR	8,100	10,400	9,950	6,800	320	0	0.0	0	0.0
1997	3			CTR	8,350	10,700	10,300	7,000	750	6	1.9	1	0.3
1998	3			CTR	8,600	10,900	10,500	7,200	770	5	1.5	0	0.0
1999	3			CTR	8,700	11,000	10,500	7,300	780	1	0.3	0	0.0
2000	3			CTR	8,850	11,200	10,700	7,450	800	0	0.0	0	0.0
2001	3			CTR	9,000	11,400	10,900	7,600	720	2	0.6	0	0.0
2002	3			CTR	9,150	11,500	11,100	7,750	730	0	0.0	0	0.0
2003	3			CTR	9,300	11,600	11,100	7,900	740	1	0.3	0	0.0
2004	3			CTR	9,450	11,900	11,400	7,950	760	0	0.0	0	0.0
2005	3			CTR	8,700	10,800	10,300	7,400	610	1	0.3	0	0.0
2006	3			CTR	9,450	11,700	11,200	8,000	660	3	0.8	0	0.0
2007	3			CTR	9,600	11,900	11,800	8,150	670	2	0.5	1	0.3
2008	3			CTR	9,700	12,000	11,800	8,250	680	0	0.0	0	0.0
2009	3			CTR	9,850	12,000	11,600	8,350	690	1	0.3	0	0.0
2010	3			CTR	9,950	12,100	11,600	8,450	700	1	0.3	0	0.0
2011	3			CTR	10,100	12,300	11,800	8,550	710	1	0.3	0	0.0
2012	3			T	8,700	12,600	12,700	5,600	610	0	0.0	0	0.0
2013	3			T	9,500	13,900	13,600	6,050	660	1	0.3	0	0.0
2014	3			T	10,000	14,600	14,500	6,400	700	3	0.8	0	0.0
2015	3			T	10,100	14,800	14,600	6,450	710	2	0.5	0	0.0
2016	3			T	10,200	14,900	14,800	6,500	710	1	0.3	0	0.0
2017	3			T	10,300	14,100	14,200	8,200	720	1	0.3	0	0.0
2018	3			T	10,400	14,200	14,300	8,250	730	2	0.5	0	0.0
2019	3			T	10,500	14,400	14,500	8,350	740	3	0.7	0	0.0
2021	3			T	10,700	14,300	14,400	8,500	750	3	0.7	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1988	3	REG RD 116 GORHAM RD (S) VICTORIA RD (N)	7.4	T	5,300	9,700	9,300	3,250	320	11	0.8	1	0.1
1989	3			T	5,500	9,950	9,600	3,450	330	17	1.1	1	0.1
1990	3			T	5,700	10,400	9,900	3,550	340	8	0.5	1	0.1
1991	3			CTR	5,500	6,950	6,900	4,800	550	8	0.5	0	0.0
1992	3			CTR	5,400	6,650	6,450	4,700	540	9	0.6	1	0.1
1993	3			CTR	5,600	7,050	6,800	4,750	560	16	1.1	2	0.1
1994	3			CTR	5,700	7,300	6,950	4,800	280	25	1.6	0	0.0
1995	3			CTR	6,000	7,700	7,400	5,050	300	10	0.6	1	0.1
1996	3			CTR	6,300	8,050	7,750	5,300	320	24	1.4	1	0.1
1997	3			CTR	6,650	8,500	8,200	5,600	730	7	0.4	0	0.0
1998	3			CTR	7,000	8,900	8,550	5,900	770	14	0.7	1	0.1
1999	3			CTR	7,200	9,050	8,700	6,050	580	14	0.7	1	0.1
2000	3			CTR	7,750	9,750	9,400	6,500	780	17	0.8	1	0.0
2001	3			CTR	7,350	9,300	8,900	6,200	740	16	0.8	0	0.0
2002	3			CTR	6,900	8,700	8,350	5,850	550	20	1.1	0	0.0
2003	3			CTR	7,800	9,700	9,300	6,600	620	10	0.5	0	0.0
2004	3			CTR	8,350	10,500	10,100	7,050	670	20	0.9	1	0.0
2005	3			CTR	7,700	9,550	9,150	6,550	770	22	1.1	2	0.1
2006	3			CTR	8,150	10,100	9,650	6,900	820	20	0.9	0	0.0
2007	3			CTR	7,850	9,700	9,650	6,650	780	20	0.9	0	0.0
2008	3			CTR	8,500	10,500	10,300	7,200	850	22	1.0	0	0.0
2009	3			CTR	8,650	10,600	10,200	7,350	860	17	0.7	0	0.0
2010	3			IC	8,550	9,450	9,550	7,600	860	13	0.6	0	0.0
2011	3			IC	8,500	9,350	9,700	7,650	850	5	0.2	0	0.0
2012	3			IC	9,000	9,950	9,650	8,000	900	11	0.5	0	0.0
2013	3			CTR	9,350	11,400	11,800	7,950	940	9	0.4	0	0.0
2014	3			CTR	7,700	9,400	9,450	6,550	770	15	0.7	0	0.0
2015	3			CTR	8,000	9,750	9,850	6,800	800	9	0.4	0	0.0
2016	3			CTR	8,200	10,000	10,100	6,950	820	9	0.4	0	0.0
2017	3			CTR	9,100	12,200	12,100	7,400	910	8	0.3	0	0.0
2018	3			CTR	9,200	12,300	12,200	7,500	920	11	0.4	0	0.0
2019	3			CTR	9,350	12,500	12,400	7,600	940	16	0.6	0	0.0
2021	3			CTR	9,550	12,500	12,400	7,800	960	8	0.3	1	0.0
1988	3	NEFF RD (N) SHERKSTON RD (S)	3.1	CTR	6,800	8,850	8,300	5,700	750	5	0.6	0	0.0
1989	3			CTR	7,050	8,950	8,550	6,050	780	5	0.6	2	0.3
1990	3			CTR	7,300	9,100	8,600	6,350	800	8	1.0	0	0.0
1991	3			CTR	6,700	8,450	8,400	5,850	740	4	0.5	0	0.0
1992	3			CTR	6,500	8,000	7,750	5,650	720	3	0.4	0	0.0
1993	3			CTR	6,600	8,300	8,000	5,600	730	2	0.3	0	0.0
1994	3			CTR	6,750	8,650	8,250	5,650	740	5	0.7	0	0.0
1995	3			CTR	6,800	8,750	8,350	5,700	750	5	0.6	1	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1996	3			CTR	6,900	8,850	8,500	5,800	760	9	1.1	0	0.0
1997	3			CTR	7,000	8,950	8,600	5,900	770	3	0.4	0	0.0
1998	3			CTR	7,100	9,000	8,650	5,950	780	9	1.1	0	0.0
1999	3			CTR	7,200	9,050	8,700	6,050	790	6	0.7	0	0.0
2000	3			CTR	7,250	9,150	8,750	6,100	800	10	1.2	2	0.2
2001	3			CTR	7,350	9,300	8,900	6,200	810	1	0.1	0	0.0
2002	3			CTR	7,450	9,400	9,000	6,300	820	1	0.1	0	0.0
2003	3			CTR	7,550	9,400	9,000	6,400	830	4	0.5	1	0.1
2004	3			CTR	7,600	9,600	9,200	6,400	840	8	0.9	1	0.1
2005	3			CTR	7,700	9,550	9,150	6,550	850	4	0.5	0	0.0
2006	3			CTR	7,800	9,650	9,250	6,600	860	7	0.8	0	0.0
2007	3			CTR	7,900	9,800	9,700	6,700	870	2	0.2	1	0.1
2008	3			CTR	7,950	9,850	9,650	6,750	870	3	0.3	1	0.1
2009	3			CTR	8,050	9,800	9,500	6,850	890	2	0.2	0	0.0
2010	3			CTR	8,150	9,900	9,550	6,900	900	1	0.1	0	0.0
2011	3			CTR	8,250	10,000	9,650	7,000	910	6	0.6	1	0.1
2012	3			CTR	8,300	10,100	9,950	7,050	910	1	0.1	1	0.1
2013	3			CTR	8,400	10,200	10,600	7,150	920	4	0.4	0	0.0
2014	3			CTR	8,500	10,400	10,500	7,200	940	1	0.1	0	0.0
2015	3			CTR	7,050	8,600	8,650	6,000	780	1	0.1	0	0.0
2016	3			CTR	8,400	10,200	10,300	7,150	920	2	0.2	0	0.0
2017	3			CTR	8,450	11,300	11,200	6,900	930	4	0.4	0	0.0
2018	3			CTR	8,550	11,400	11,400	6,950	940	4	0.4	0	0.0
2019	3			CTR	8,600	11,500	11,400	7,000	950	6	0.6	0	0.0
2021	3			CTR	8,750	11,400	11,300	7,150	960	2	0.2	0	0.0
1988	3	NIAGARA RD 5 (S) E JCT KILLALY ST	4.4	CTR	5,800	7,550	7,100	4,850	410	15	1.6	0	0.0
1989	3			CTR	6,000	7,600	7,250	5,150	600	21	2.2	4	0.4
1990	3			CTR	6,200	7,750	7,300	5,400	620	14	1.4	0	0.0
1991	3			CTR	5,650	7,100	7,050	4,900	560	18	2.0	1	0.1
1992	3			CTR	5,600	6,900	6,650	4,850	390	8	0.9	0	0.0
1993	3			CTR	5,800	7,300	7,000	4,950	410	18	2.0	3	0.3
1994	3			CTR	5,950	7,600	7,250	5,000	420	21	2.2	1	0.1
1995	3			CTR	6,100	7,850	7,500	5,100	430	19	2.0	1	0.1
1996	3			CTR	6,300	8,050	7,750	5,300	440	16	1.6	0	0.0
1997	3			CTR	6,450	8,250	7,950	5,400	450	12	1.2	0	0.0
1998	3			CTR	6,600	8,400	8,050	5,550	460	3	0.3	0	0.0
1999	3			CTR	6,350	8,000	7,700	5,350	830	7	0.7	1	0.1
2000	3			CTR	6,400	8,050	7,750	5,400	830	11	1.1	1	0.1
2001	3			CTR	6,150	7,750	7,450	5,200	620	12	1.2	2	0.2
2002	3			CTR	6,450	8,150	7,800	5,450	640	10	1.0	0	0.0
2003	3			CTR	6,550	8,150	7,800	5,550	660	15	1.4	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2004	3			CTR	6,550	8,250	7,950	5,500	660	12	1.1	2	0.2
2005	3			CTR	6,550	8,100	7,800	5,550	660	9	0.9	0	0.0
2006	3			CTR	6,650	8,250	7,900	5,650	660	5	0.5	0	0.0
2007	3			CTR	6,800	8,400	8,350	5,750	680	9	0.8	0	0.0
2008	3			CTR	6,750	8,350	8,200	5,750	740	5	0.5	0	0.0
2009	3			CTR	6,800	8,300	8,000	5,800	750	8	0.7	0	0.0
2010	3			CTR	6,850	8,350	8,000	5,800	750	5	0.5	0	0.0
2011	3			CTR	6,900	8,400	8,050	5,850	760	4	0.4	0	0.0
2012	3			CTR	6,950	8,450	8,350	5,900	760	3	0.3	1	0.1
2013	3			CTR	7,000	8,500	8,800	5,950	770	6	0.5	0	0.0
2014	3			CTR	6,350	7,750	7,800	5,400	700	6	0.6	0	0.0
2015	3			CTR	6,950	8,500	8,550	5,900	760	0	0.0	0	0.0
2016	3			CTR	7,000	8,550	8,600	5,950	770	6	0.5	0	0.0
2017	3			CTR	7,000	9,350	9,300	5,700	770	9	0.8	0	0.0
2018	3			CTR	7,050	9,400	9,400	5,750	780	11	1.0	0	0.0
2019	3			CTR	7,100	9,450	9,400	5,800	780	9	0.8	0	0.0
2021	3			CTR	7,150	9,300	9,250	5,850	790	2	0.2	0	0.0
2021	3	HWY 140 PORT COLBORNE START OF NA	3.4										
1988	3	0.1 KM E OF TOWNLINE RD END OF NA	4.7	CTR	5,850	7,600	7,150	4,900	880	8	0.8	0	0.0
1989	3			CTR	6,050	7,700	7,300	5,200	910	12	1.2	4	0.4
1990	3			CTR	6,250	7,800	7,400	5,450	940	8	0.8	2	0.2
1991	3			CTR	6,000	7,550	7,500	5,200	900	11	1.1	0	0.0
1992	3			CTR	5,900	7,250	7,000	5,150	880	7	0.7	0	0.0
1993	3			CTR	6,000	7,550	7,250	5,100	900	13	1.3	0	0.0
1994	3			CTR	6,050	7,750	7,400	5,100	910	15	1.5	1	0.1
1995	3			CTR	6,150	7,900	7,550	5,150	920	6	0.6	0	0.0
1996	3			CTR	6,300	8,050	7,750	5,300	940	8	0.7	0	0.0
1997	3			CTR	6,400	8,200	7,850	5,400	960	9	0.8	0	0.0
1998	3			CTR	6,450	8,200	7,850	5,400	970	9	0.8	2	0.2
1999	3			CTR	6,350	8,000	7,700	5,350	950	8	0.7	1	0.1
2000	3			CTR	6,400	8,050	7,750	5,400	960	12	1.1	0	0.0
2001	3			CTR	6,300	7,950	7,600	5,300	940	11	1.0	1	0.1
2002	3			CTR	6,250	7,900	7,550	5,300	940	7	0.7	2	0.2
2003	3			CTR	6,300	7,850	7,500	5,350	940	7	0.7	0	0.0
2004	3			CTR	6,300	7,950	7,600	5,300	940	14	1.3	1	0.1
2005	3			CTR	6,100	7,550	7,250	5,150	920	14	1.3	1	0.1
2006	3			CTR	6,200	7,700	7,350	5,250	930	10	0.9	0	0.0
2007	3			CTR	6,300	7,800	7,750	5,350	940	8	0.7	1	0.1
2008	3			CTR	6,200	7,650	7,500	5,250	810	12	1.1	0	0.0
2009	3			T	5,950	8,750	8,450	3,800	770	9	0.9	0	0.0
2010	3			T	6,200	9,050	8,700	3,950	810	8	0.8	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2011	3			T	3,600	4,900	4,850	2,800	470	9	1.5	0	0.0
2012	3			T	4,000	5,800	5,850	2,550	520	11	1.6	0	0.0
2013	3			T	5,200	7,600	7,450	3,300	680	13	1.5	0	0.0
2014	3			T	5,150	7,500	7,450	3,300	670	6	0.7	0	0.0
2015	3			LT	5,450	7,100	7,250	4,100	710	7	0.8	0	0.0
2016	3			LT	5,050	6,600	6,700	3,800	660	8	0.9	0	0.0
2017	3			LT	4,950	6,300	6,300	4,150	640	11	1.3	0	0.0
2018	3			LT	4,900	6,250	6,250	4,100	640	7	0.8	0	0.0
2019	3			LT	4,800	6,100	6,100	4,000	620	10	1.2	0	0.0
2021	3			LT	4,650	5,850	5,850	3,900	600	7	0.9	0	0.0
1988	3	GOLF COURSE RD. 30 (S)	8.8	CTR	3,850	5,000	4,700	3,250	730	42	3.4	5	0.4
1989	3			CTR	4,000	5,100	4,850	3,450	760	46	3.6	6	0.5
1990	3			CTR	4,150	5,200	4,900	3,600	790	36	2.7	1	0.1
1991	3			CTR	3,700	4,650	4,600	3,200	700	26	2.2	4	0.3
1992	3			CTR	3,650	4,500	4,350	3,200	690	51	4.3	3	0.3
1993	3			CTR	3,800	4,800	4,600	3,250	720	26	2.1	1	0.1
1994	3			CTR	3,900	5,000	4,750	3,300	740	12	1.0	3	0.2
1995	3			CTR	3,950	5,050	4,850	3,300	750	11	0.9	0	0.0
1996	3			CTR	4,000	5,100	4,900	3,350	760	13	1.0	1	0.1
1997	3			CTR	4,150	5,300	5,100	3,500	790	15	1.1	1	0.1
1998	3			CTR	4,200	5,350	5,100	3,550	550	16	1.2	3	0.2
1999	3			CTR	4,050	5,100	4,900	3,400	530	8	0.6	0	0.0
2000	3			CTR	3,900	4,900	4,700	3,300	510	15	1.2	1	0.1
2001	3			IR	3,750	4,650	4,150	3,150	490	8	0.7	0	0.0
2002	3			IR	3,850	4,750	4,250	3,250	500	13	1.1	2	0.2
2003	3			IR	3,850	4,650	4,250	3,250	500	7	0.6	1	0.1
2004	3			CTR	3,700	4,650	4,500	3,100	480	14	1.2	0	0.0
2005	3			CTR	4,000	4,950	4,750	3,400	480	13	1.0	1	0.1
2006	3			CTR	3,900	4,850	4,650	3,300	470	9	0.7	2	0.2
2007	3			CTR	3,900	4,850	4,800	3,300	470	10	0.8	1	0.1
2008	3			CTR	4,250	5,250	5,150	3,600	470	7	0.5	1	0.1
2009	3			CTR	3,850	4,700	4,550	3,250	420	4	0.3	0	0.0
2010	3			CTR	3,700	4,500	4,350	3,150	410	8	0.7	0	0.0
2011	3			CTR	3,850	4,700	4,500	3,250	420	9	0.7	1	0.1
2012	3			CTR	3,850	4,650	4,600	3,300	420	10	0.8	0	0.0
2013	3			CTR	3,850	4,700	4,850	3,250	420	14	1.1	2	0.2
2014	3			CTR	3,850	4,700	4,750	3,250	420	8	0.6	1	0.1
2015	3			CTR	3,500	4,250	4,300	3,000	230	5	0.4	0	0.0
2016	3			CTR	3,750	4,600	4,600	3,200	250	8	0.7	0	0.0
2017	3			CTR	3,750	5,000	5,000	3,050	250	12	1.0	0	0.0
2018	3			CTR	3,750	5,000	5,000	3,050	250	9	0.7	1	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2019	3			CTR	3,700	4,950	4,900	3,000	250	10	0.8	0	0.0
2021	3			CTR	3,700	4,800	4,800	3,000	260	4	0.3	1	0.1
1994	3	NIAGARA RDS 23/24 CHAMBERS CORS	9.6	CTR	3,900	5,000	4,750	3,300	740	13	0.9	2	0.1
1995	3			CTR	3,950	5,050	4,850	3,300	750	15	1.1	1	0.1
1996	3			CTR	4,000	5,100	4,900	3,350	760	13	0.9	0	0.0
1997	3			CTR	4,150	5,300	5,100	3,500	790	14	1.0	4	0.3
1998	3			CTR	4,200	5,350	5,100	3,550	550	9	0.6	1	0.1
1999	3			CTR	4,350	5,500	5,250	3,650	570	16	1.0	3	0.2
2000	3			CTR	4,450	5,600	5,400	3,750	580	14	0.9	3	0.2
2001	3			CTR	4,550	5,750	5,500	3,850	590	10	0.6	1	0.1
2002	3			CTR	4,600	5,800	5,550	3,900	600	15	0.9	0	0.0
2003	3			CTR	4,700	5,850	5,600	4,000	610	18	1.1	1	0.1
2004	3			CTR	4,800	6,050	5,800	4,050	620	8	0.5	2	0.1
2005	3			CR	4,900	5,950	5,700	4,150	690	9	0.5	1	0.1
2006	3			CR	4,800	5,800	5,600	4,050	770	11	0.7	1	0.1
2007	3			CR	5,100	6,150	6,150	4,300	820	18	1.0	3	0.2
2008	3			CR	3,700	4,500	4,450	3,100	700	9	0.7	0	0.0
2009	3			CR	2,750	3,300	3,200	2,350	520	10	1.0	3	0.3
2010	3			CR	4,350	5,200	5,050	3,700	830	10	0.7	3	0.2
2011	3			IC	4,600	5,050	5,250	4,150	870	8	0.5	0	0.0
2012	3			IC	4,450	4,950	4,800	3,950	850	8	0.5	2	0.1
2013	3			IC	4,450	4,950	4,900	3,950	850	10	0.6	2	0.1
2014	3			IC	4,450	4,950	4,900	3,950	850	16	1.0	5	0.3
2015	3			IC	4,450	4,950	4,900	3,950	850	9	0.6	1	0.1
2016	3			IC	4,500	5,000	4,950	4,000	860	8	0.5	0	0.0
2017	3			IC	4,500	4,950	4,950	4,100	860	5	0.3	1	0.1
2018	3			IC	4,500	4,950	5,000	4,050	860	5	0.3	0	0.0
2019	3			IC	4,500	4,950	4,950	4,050	860	6	0.4	0	0.0
2021	3			IC	4,550	4,950	4,950	4,100	860	7	0.4	3	0.2
1988	3	TORONTO LONDON MTO DIST BDY	8.6	IC	4,500	5,200	5,100	3,950	720	22	1.6	4	0.3
1989	3			IC	4,700	5,400	5,300	4,200	750	26	1.8	5	0.3
1990	3			IC	4,900	5,600	5,500	4,350	780	20	1.3	2	0.1
1991	3			IC	4,850	5,500	5,400	4,300	780	13	0.9	6	0.4
1992	3			IC	5,000	5,550	5,500	4,550	500	20	1.3	2	0.1
1993	3			CTR	5,150	6,500	6,250	4,400	520	18	1.1	4	0.2
1994	3			CTR	5,300	6,800	6,450	4,450	530	13	0.8	3	0.2
1995	3			CTR	5,300	6,800	6,500	4,450	530	17	1.0	3	0.2
1996	3			CTR	5,350	6,850	6,600	4,500	540	15	0.9	3	0.2
1997	3			CTR	5,350	6,850	6,600	4,500	540	15	0.9	0	0.0
1998	3			CTR	5,500	7,000	6,700	4,600	550	6	0.3	1	0.1
1999	3			CTR	5,550	7,000	6,700	4,650	560	10	0.6	2	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2000	3			IC	5,750	6,450	6,450	5,100	580	13	0.7	0	0.0
2001	3			IC	5,500	6,150	6,200	4,850	550	20	1.2	1	0.1
2002	3			IC	5,450	6,100	6,100	4,800	540	18	1.1	3	0.2
2003	3			IC	4,950	5,500	5,550	4,400	500	18	1.2	0	0.0
2004	3			IC	4,900	5,500	5,500	4,350	490	16	1.0	1	0.1
2005	3			IC	4,950	5,500	5,550	4,350	500	13	0.8	2	0.1
2006	3			IC	4,800	5,350	5,400	4,250	480	10	0.7	0	0.0
2007	3			CTR	4,700	5,800	5,750	4,000	700	20	1.4	2	0.1
2008	3			CTR	4,550	5,650	5,500	3,850	680	15	1.0	0	0.0
2009	3			IC	4,350	4,850	4,850	3,850	570	12	0.9	0	0.0
2010	3			IC	4,350	4,800	4,850	3,850	570	14	1.0	1	0.1
2011	3			IC	4,300	4,750	4,900	3,850	520	12	0.9	0	0.0
2012	3			IC	4,350	4,800	4,650	3,850	520	10	0.7	3	0.2
2013	3			IC	3,900	4,300	4,300	3,450	480	5	0.4	0	0.0
2014	3			IC	4,150	4,600	4,550	3,700	510	13	1.0	0	0.0
2015	3			IC	4,200	4,650	4,650	3,700	520	13	1.0	0	0.0
2016	3			IC	4,250	4,700	4,700	3,750	530	11	0.8	0	0.0
2017	3			IC	3,950	4,350	4,350	3,600	490	17	1.4	0	0.0
2018	3			IC	3,900	4,300	4,300	3,550	490	21	1.7	1	0.1
2019	3			IC	3,800	4,150	4,200	3,450	480	16	1.3	0	0.0
2021	3			IC	3,650	3,950	4,000	3,300	470	6	0.5	1	0.1
2021	3	LOGAN RD (N) INMAN RD (S) START OF NA	4.7										
1988	3	HALDIMAND RD 15 ROBINSON RD(N)	1.3	CTR	5,800	7,550	7,100	4,850	870	3	1.1	0	0.0
1989	3			CTR	6,000	7,600	7,250	5,150	900	5	1.8	0	0.0
1990	3			CTR	6,200	7,750	7,300	5,400	930	4	1.4	0	0.0
1991	3			CTR	6,350	8,000	7,950	5,500	950	5	1.7	0	0.0
1992	3			CTR	6,450	7,950	7,700	5,600	970	3	1.0	0	0.0
1993	3			CTR	6,550	8,250	7,950	5,550	980	6	1.9	0	0.0
1994	3			CTR	6,650	8,500	8,100	5,600	1,000	4	1.3	1	0.3
1995	3			CTR	6,750	8,650	8,300	5,650	1,000	2	0.6	0	0.0
1996	3			CTR	6,850	8,750	8,450	5,750	620	4	1.2	1	0.3
1997	3			CR	6,900	8,550	8,150	5,850	620	3	0.9	0	0.0
1998	3			CR	7,050	8,650	8,250	6,000	630	5	1.5	0	0.0
1999	3			CR	7,200	8,850	8,400	6,100	650	5	1.5	2	0.6
2000	3			CTR	7,400	9,300	8,950	6,200	740	3	0.9	0	0.0
2001	3			CTR	7,200	9,100	8,700	6,050	720	2	0.6	1	0.3
2002	3			CTR	7,250	9,150	8,750	6,100	720	1	0.3	1	0.3
2003	3			CTR	7,700	9,550	9,200	6,550	770	2	0.5	0	0.0
2004	3			CTR	6,900	8,700	8,350	5,800	690	4	1.2	0	0.0
2005	3			CTR	6,950	8,600	8,250	5,900	630	5	1.5	0	0.0
2006	3			CTR	7,000	8,650	8,300	5,950	560	0	0.0	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2007	3			CTR	7,100	8,800	8,700	6,000	780	3	0.9	1	0.3
2008	3			CTR	7,100	8,800	8,600	6,050	780	6	1.8	1	0.3
2009	3			IC	7,150	7,950	8,000	6,350	640	3	0.9	0	0.0
2010	3			IC	7,150	7,900	8,000	6,350	640	5	1.5	0	0.0
2011	3			IC	6,200	6,800	7,050	5,550	430	0	0.0	0	0.0
2012	3			IC	6,200	6,850	6,650	5,500	430	1	0.3	0	0.0
2013	3			IC	6,300	6,950	6,950	5,600	450	1	0.3	0	0.0
2014	3			IC	6,300	6,950	6,950	5,600	450	3	1.0	1	0.3
2015	3			IC	6,300	6,950	6,950	5,600	550	0	0.0	0	0.0
2016	3			IC	6,350	7,050	7,000	5,650	550	3	1.0	0	0.0
2017	3			IC	6,500	7,100	7,150	5,900	570	3	1.0	0	0.0
2018	3			IC	6,450	7,100	7,150	5,850	560	2	0.7	0	0.0
2019	3			IC	6,400	7,050	7,050	5,800	560	1	0.3	0	0.0
2021	3			IC	6,350	6,900	6,950	5,750	570	4	1.3	0	0.0
1988	3	E JCT HALDIMAND RD 17 (W)	17.2	CTR	2,400	3,100	2,950	2,000	220	11	0.7	0	0.0
1989	3			CTR	2,500	3,200	3,000	2,150	220	19	1.2	1	0.1
1990	3			CTR	2,600	3,250	3,050	2,250	230	15	0.9	0	0.0
1991	3			CTR	2,550	3,200	3,200	2,200	230	13	0.8	0	0.0
1992	3			CTR	2,600	3,200	3,100	2,250	230	20	1.2	1	0.1
1993	3			CTR	2,650	3,350	3,200	2,250	240	17	1.0	1	0.1
1994	3			CTR	2,700	3,450	3,300	2,250	240	18	1.1	1	0.1
1995	3			CTR	2,750	3,550	3,400	2,300	250	23	1.3	5	0.3
1996	3			CTR	2,800	3,600	3,450	2,350	360	16	0.9	6	0.3
1997	3			CTR	2,850	3,650	3,500	2,400	370	20	1.1	2	0.1
1998	3			CTR	3,100	3,950	3,800	2,600	400	18	0.9	3	0.2
1999	3			CTR	3,000	3,800	3,650	2,500	390	19	1.0	3	0.2
2000	3			IR	3,550	4,350	3,950	3,000	460	17	0.8	0	0.0
2001	3			IR	2,950	3,650	3,250	2,500	380	12	0.6	2	0.1
2002	3			IR	2,950	3,650	3,250	2,500	380	17	0.9	1	0.1
2003	3			IR	2,750	3,350	3,050	2,350	360	20	1.2	3	0.2
2004	3			IR	2,750	3,400	3,050	2,300	360	18	1.0	3	0.2
2005	3			IR	2,800	3,400	3,050	2,400	420	20	1.1	3	0.2
2006	3			IR	2,800	3,400	3,050	2,400	420	24	1.4	3	0.2
2007	3			IR	2,800	3,400	3,400	2,350	420	17	1.0	3	0.2
2008	3			IR	2,700	3,250	3,200	2,300	400	17	1.0	1	0.1
2009	3			IR	2,650	3,200	2,900	2,250	400	11	0.7	1	0.1
2010	3			IR	2,650	3,150	2,900	2,250	400	18	1.1	3	0.2
2011	3			IR	2,550	3,050	3,000	2,200	310	11	0.7	1	0.1
2012	3			IR	2,600	3,100	3,000	2,200	310	21	1.3	1	0.1
2013	3			IC	2,400	2,650	2,650	2,150	400	17	1.1	1	0.1
2014	3			IC	2,600	2,900	2,850	2,300	430	16	1.0	1	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2015	3			IC	2,550	2,800	2,800	2,250	310	15	0.9	0	0.0
2016	3			IC	2,550	2,800	2,800	2,250	310	9	0.6	0	0.0
2017	3			IC	2,500	2,750	2,750	2,250	300	18	1.1	0	0.0
2018	3			IC	2,500	2,750	2,750	2,250	300	13	0.8	0	0.0
2019	3			IC	2,450	2,700	2,700	2,200	300	16	1.0	2	0.1
2021	3			IC	2,450	2,650	2,650	2,200	290	7	0.5	0	0.0
1988	3	HALDIMAND RD HWY 56 (N)/HALDMAND RD 32 (S)	6.5	CTR	3,350	4,350	4,100	2,800	440	6	0.7	1	0.1
1989	3			CTR	3,450	4,400	4,150	2,950	450	6	0.7	0	0.0
1990	3			CTR	3,550	4,450	4,200	3,100	500	7	0.8	0	0.0
1991	3			CTR	3,800	4,800	4,750	3,300	530	6	0.7	0	0.0
1992	3			CTR	3,850	4,750	4,600	3,350	540	5	0.5	0	0.0
1993	3			CTR	3,900	4,900	4,700	3,300	550	5	0.5	1	0.1
1994	3			CTR	3,950	5,050	4,800	3,300	550	3	0.3	0	0.0
1995	3			CTR	4,000	5,150	4,900	3,350	560	9	0.9	1	0.1
1996	3			CTR	4,050	5,200	5,000	3,400	770	6	0.6	2	0.2
1997	3			CTR	4,100	5,250	5,050	3,450	780	8	0.8	0	0.0
1998	3			CTR	3,950	5,000	4,800	3,300	750	7	0.7	0	0.0
1999	3			CTR	3,550	4,450	4,300	3,000	670	6	0.7	2	0.2
2000	3			CTR	3,650	4,600	4,400	3,050	660	15	1.7	4	0.5
2001	3			CTR	3,650	4,600	4,400	3,100	660	5	0.6	1	0.1
2002	3			CTR	3,700	4,650	4,500	3,100	670	2	0.2	0	0.0
2003	3			CTR	3,650	4,550	4,350	3,100	690	2	0.2	0	0.0
2004	3			CTR	3,700	4,650	4,500	3,100	700	7	0.8	2	0.2
2005	3			CTR	3,800	4,700	4,500	3,200	610	3	0.3	0	0.0
2006	3			CTR	3,600	4,450	4,250	3,050	580	2	0.2	2	0.2
2007	3			CTR	3,550	4,400	4,350	3,000	570	5	0.6	1	0.1
2008	3			CTR	3,500	4,350	4,250	2,950	560	6	0.7	0	0.0
2009	3			IC	3,500	3,900	3,900	3,100	460	6	0.7	1	0.1
2010	3			IC	3,450	3,800	3,850	3,050	450	3	0.4	1	0.1
2011	3			IR	3,400	4,050	3,950	2,900	340	8	1.0	1	0.1
2012	3			IR	3,400	4,050	3,950	2,900	340	6	0.7	0	0.0
2013	3			IC	3,350	3,700	3,700	2,950	320	8	1.0	1	0.1
2014	3			IC	3,300	3,650	3,650	2,950	320	4	0.5	0	0.0
2015	3			IC	3,300	3,650	3,650	2,950	330	8	1.0	0	0.0
2016	3			IC	3,250	3,600	3,600	2,900	320	10	1.3	0	0.0
2017	3			IC	3,200	3,500	3,550	2,900	320	7	0.9	1	0.1
2018	3			IC	3,200	3,500	3,550	2,900	320	11	1.4	2	0.3
2019	3			IC	3,150	3,450	3,500	2,850	310	8	1.1	0	0.0
2021	3			IC	3,100	3,350	3,400	2,800	310	3	0.4	0	0.0
2021	3	0.114 M (E) OF MONTURE ST START OF NA	1.3										
1988	3	OUSE ST END OF NA	8.1	C	4,500	5,000	5,000	4,050	990	7	0.5	2	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1989	3			C	4,650	5,150	5,200	4,200	1,000	7	0.5	0	0.0
1990	3			C	4,800	5,350	5,350	4,300	1,050	8	0.6	2	0.1
1991	3			C	5,400	5,950	6,000	4,900	1,200	11	0.7	0	0.0
1992	3			C	5,450	5,900	6,050	5,000	1,200	11	0.7	2	0.1
1993	3			C	5,500	6,000	6,100	5,050	1,200	8	0.5	0	0.0
1994	3			C	5,000	5,500	5,600	4,500	1,100	6	0.4	0	0.0
1995	3			C	5,100	5,550	5,700	4,650	1,100	9	0.6	1	0.1
1996	3			C	5,150	5,850	5,850	4,650	1,050	5	0.3	1	0.1
1997	3			C	4,850	5,500	5,550	4,350	970	16	1.1	5	0.3
1998	3			C	4,850	5,500	5,500	4,350	970	9	0.6	2	0.1
1999	3			C	4,900	5,500	5,550	4,400	980	8	0.6	0	0.0
2000	3			C	4,900	5,550	5,550	4,400	880	6	0.4	1	0.1
2001	3			C	4,800	5,400	5,400	4,300	860	9	0.6	0	0.0
2002	3			C	4,800	5,400	5,400	4,300	860	12	0.8	3	0.2
2003	3			C	4,750	5,300	5,350	4,300	860	5	0.4	0	0.0
2004	3			C	4,750	5,350	5,350	4,300	860	12	0.9	3	0.2
2005	3			C	4,700	5,250	5,300	4,200	850	16	1.2	3	0.2
2006	3			C	4,700	5,200	5,250	4,250	850	10	0.7	3	0.2
2007	3			C	4,700	5,200	5,300	4,200	520	19	1.4	1	0.1
2008	3			C	4,600	5,100	5,000	4,150	510	6	0.4	0	0.0
2009	3			C	4,600	5,050	5,100	4,150	510	8	0.6	0	0.0
2010	3			C	4,550	5,000	5,050	4,100	500	9	0.7	2	0.1
2011	3			C	4,550	5,000	5,050	4,100	360	11	0.8	0	0.0
2012	3			C	4,500	4,950	4,850	4,050	360	5	0.4	0	0.0
2013	3			IC	4,050	4,500	4,450	3,600	310	5	0.4	1	0.1
2014	3			IC	4,350	4,800	4,800	3,850	330	10	0.8	0	0.0
2015	3			IC	4,300	4,750	4,750	3,800	380	15	1.2	1	0.1
2016	3			IC	4,300	4,750	4,750	3,800	380	11	0.9	1	0.1
2017	3			IC	4,250	4,650	4,700	3,850	380	8	0.6	2	0.2
2018	3			IC	4,200	4,600	4,650	3,800	370	14	1.1	1	0.1
2019	3			IC	4,150	4,550	4,600	3,750	370	10	0.8	0	0.0
2021	3			IC	4,100	4,450	4,450	3,700	370	8	0.7	3	0.2
1988	3	HALDIMAND RD 20	13.3	C	3,300	3,650	3,650	2,950	630	15	0.9	0	0.0
1989	3			C	3,450	3,850	3,850	3,100	660	10	0.6	0	0.0
1990	3			C	3,550	3,950	3,950	3,200	600	10	0.6	2	0.1
1991	3			C	3,550	3,900	3,950	3,250	600	13	0.8	1	0.1
1992	3			C	3,550	3,850	3,950	3,250	600	12	0.7	1	0.1
1993	3			C	3,550	3,850	3,950	3,250	600	19	1.1	3	0.2
1994	3			C	3,550	3,900	3,950	3,200	600	14	0.8	2	0.1
1995	3			C	3,550	3,900	4,000	3,250	600	12	0.7	3	0.2
1996	3			C	3,550	4,000	4,050	3,200	640	15	0.9	3	0.2

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1997	3			LT	3,550	5,000	4,900	2,650	640	9	0.5	4	0.2
1998	3			LT	3,400	4,750	4,650	2,500	610	12	0.7	1	0.1
1999	3			LT	3,400	4,750	4,600	2,500	610	11	0.7	2	0.1
2000	3			C	3,350	3,800	3,800	3,000	700	3	0.2	0	0.0
2001	3			C	3,350	3,750	3,800	3,000	700	15	0.9	0	0.0
2002	3			C	3,300	3,700	3,700	2,950	690	6	0.4	0	0.0
2003	3			C	3,250	3,650	3,650	2,950	750	11	0.7	2	0.1
2004	3			C	3,250	3,650	3,650	2,950	750	20	1.3	4	0.3
2005	3			C	3,200	3,550	3,600	2,850	640	8	0.5	2	0.1
2006	3			C	3,200	3,550	3,600	2,900	640	13	0.8	3	0.2
2007	3			C	3,200	3,550	3,600	2,900	610	12	0.8	2	0.1
2008	3			C	3,100	3,400	3,350	2,800	590	9	0.6	3	0.2
2009	3			C	3,100	3,400	3,450	2,800	400	7	0.5	1	0.1
2010	3			C	3,050	3,350	3,400	2,750	400	6	0.4	0	0.0
2011	3			IC	3,050	3,350	3,500	2,750	370	6	0.4	0	0.0
2012	3			IC	3,000	3,300	3,200	2,650	360	8	0.5	0	0.0
2013	3			IC	2,950	3,250	3,250	2,600	330	12	0.8	0	0.0
2014	3			IC	2,950	3,250	3,250	2,600	330	13	0.9	2	0.1
2015	3			IC	2,900	3,200	3,200	2,550	300	2	0.1	0	0.0
2016	3			IC	2,850	3,150	3,150	2,550	300	8	0.6	0	0.0
2017	3			IC	2,850	3,100	3,150	2,600	300	5	0.4	1	0.1
2018	3			IC	2,800	3,100	3,100	2,550	290	5	0.4	0	0.0
2019	3			IC	2,750	3,000	3,050	2,500	290	11	0.8	2	0.1
2021	3			IC	2,700	2,950	2,950	2,450	270	5	0.4	1	0.1
2021	3	NANTICOKE L5 6 JARVIS START OF NA	1.7										
1988	3	NANTICOKE LN 3 END OF NA	9.0	C	5,000	5,550	5,550	4,500	700	12	0.7	1	0.1
1989	3			C	5,100	5,650	5,700	4,600	760	15	0.9	2	0.1
1990	3			C	5,200	5,750	5,750	4,700	780	4	0.2	1	0.1
1991	3			C	5,300	5,850	5,900	4,800	800	13	0.7	0	0.0
1992	3			C	5,300	5,700	5,900	4,900	800	10	0.6	0	0.0
1993	3			C	5,300	5,800	5,850	4,900	530	16	0.9	1	0.1
1994	3			CTR	5,350	6,850	6,550	4,500	540	16	0.9	2	0.1
1995	3			CTR	5,350	6,850	6,600	4,500	540	9	0.5	1	0.1
1996	3			CTR	5,450	6,950	6,700	4,550	540	10	0.6	1	0.1
1997	3			CR	5,350	6,650	6,300	4,550	540	11	0.6	0	0.0
1998	3			CR	5,300	6,500	6,200	4,500	530	9	0.5	0	0.0
1999	3			CR	5,300	6,500	6,200	4,500	530	7	0.4	0	0.0
2000	3			IC	5,250	5,900	5,900	4,650	680	7	0.4	0	0.0
2001	3			IC	5,250	5,850	5,900	4,650	680	5	0.3	2	0.1
2002	3			IC	5,250	5,850	5,900	4,650	680	11	0.6	0	0.0
2003	3			IC	5,200	5,800	5,850	4,600	680	8	0.5	2	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2004	3			IC	5,200	5,800	5,850	4,600	680	10	0.6	0	0.0
2005	3			IC	5,150	5,750	5,800	4,550	620	14	0.8	2	0.1
2006	3			IC	5,150	5,700	5,750	4,550	620	9	0.5	1	0.1
2007	3			IC	5,200	5,800	5,950	4,600	620	13	0.8	0	0.0
2008	3			IC	5,150	5,700	5,500	4,550	620	7	0.4	0	0.0
2009	3			IC	5,100	5,650	5,700	4,550	610	14	0.8	3	0.2
2010	3			IC	5,100	5,650	5,700	4,500	610	8	0.5	0	0.0
2011	3			IC	5,100	5,600	5,800	4,600	610	8	0.5	0	0.0
2012	3			IC	5,100	5,650	5,500	4,550	610	8	0.5	1	0.1
2013	3			IC	5,050	5,600	5,550	4,500	720	12	0.7	1	0.1
2014	3			IC	5,050	5,600	5,550	4,500	720	11	0.7	1	0.1
2015	3			IC	5,000	5,550	5,500	4,450	400	7	0.4	0	0.0
2016	3			IC	5,000	5,550	5,500	4,450	400	8	0.5	0	0.0
2017	3			IC	5,000	5,500	5,500	4,550	400	10	0.6	1	0.1
2018	3			IC	4,950	5,450	5,500	4,500	400	6	0.4	0	0.0
2019	3			IC	4,950	5,450	5,450	4,450	400	13	0.8	1	0.1
2021	3			IC	4,900	5,300	5,350	4,450	390	3	0.2	0	0.0
1988	3	COCKSHUTT RD NORFOLK RD 5	5.5	UC	7,300	7,650	8,250	6,850	950	8	0.5	1	0.1
1989	3			UC	7,500	7,900	8,500	7,100	980	19	1.3	0	0.0
1990	3			UC	7,700	8,250	8,950	7,300	850	10	0.6	0	0.0
1991	3			IC	7,900	8,950	8,750	7,050	870	9	0.6	2	0.1
1992	3			IC	8,100	9,000	8,900	7,350	890	15	0.9	1	0.1
1993	3			IC	8,250	9,300	9,250	7,350	740	11	0.7	4	0.2
1994	3			IC	8,450	9,450	9,450	7,500	760	11	0.6	2	0.1
1995	3			IC	8,650	9,700	9,750	7,750	780	7	0.4	1	0.1
1996	3			IC	8,800	9,900	9,900	7,850	970	9	0.5	0	0.0
1997	3			IC	9,000	10,100	10,200	7,900	990	6	0.3	1	0.1
1998	3			IC	9,300	10,400	10,400	8,300	1,000	9	0.5	0	0.0
1999	3			IC	9,400	10,500	10,500	8,350	1,050	2	0.1	0	0.0
2000	3			CTR	9,900	12,500	12,000	8,300	1,200	6	0.3	1	0.1
2001	3			CTR	9,800	12,400	11,900	8,250	1,200	11	0.6	1	0.1
2002	3			CTR	9,950	12,600	12,000	8,400	1,200	7	0.4	0	0.0
2003	3			CTR	9,950	12,400	11,900	8,450	1,000	11	0.6	1	0.1
2004	3			CTR	10,800	13,600	13,100	9,100	1,100	10	0.5	1	0.0
2005	3			IC	10,500	11,700	11,800	9,250	940	2	0.1	0	0.0
2006	3			IC	10,200	11,300	11,400	9,050	920	9	0.4	2	0.1
2007	3			IC	9,600	10,700	11,000	8,500	860	5	0.3	1	0.1
2008	3			IC	10,200	11,300	10,900	9,000	920	8	0.4	0	0.0
2009	3			IC	10,300	11,400	11,500	9,150	820	8	0.4	0	0.0
2010	3			IC	10,300	11,400	11,500	9,150	820	7	0.3	0	0.0
2011	3			IC	10,300	11,300	11,700	9,250	620	7	0.3	1	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2012	3			IC	10,300	11,400	11,100	9,150	620	10	0.5	0	0.0
2013	3			IC	10,900	12,100	12,000	9,650	1,000	8	0.4	0	0.0
2014	3			IC	10,900	12,100	12,000	9,650	1,000	9	0.4	0	0.0
2015	3			IC	11,100	12,300	12,200	9,850	600	10	0.4	1	0.0
2016	3			IC	11,100	12,300	12,200	9,850	600	9	0.4	0	0.0
2017	3			IC	11,200	12,300	12,400	10,200	600	16	0.7	0	0.0
2018	3			IC	11,300	12,400	12,500	10,200	610	9	0.4	0	0.0
2019	3			IC	11,400	12,500	12,600	10,300	620	12	0.5	1	0.0
2021	3			IC	11,600	12,600	12,700	10,500	580	3	0.1	2	0.1
2021	3	NANTICOKE LTS IRELAND RD START OF NA	4.1										
1988	3	SIMCOE END OF NA	5.0	IC	5,600	6,500	6,350	4,950	620	5	0.5	0	0.0
1989	3			IC	5,750	6,600	6,500	5,100	630	8	0.8	1	0.1
1990	3			IC	5,900	6,750	6,600	5,250	530	13	1.2	0	0.0
1991	3			IC	6,100	6,900	6,750	5,450	550	11	1.0	1	0.1
1992	3			IC	6,250	6,950	6,900	5,700	560	9	0.8	0	0.0
1993	3			IC	6,450	7,300	7,200	5,750	450	8	0.7	1	0.1
1994	3			IC	6,500	7,300	7,300	5,800	460	12	1.0	1	0.1
1995	3			IC	6,550	7,350	7,400	5,900	460	6	0.5	1	0.1
1996	3			IC	6,650	7,450	7,500	5,900	600	7	0.6	1	0.1
1997	3			IC	6,700	7,500	7,550	5,900	600	10	0.8	1	0.1
1998	3			IC	6,850	7,650	7,650	6,100	620	7	0.6	0	0.0
1999	3			IC	6,750	7,550	7,550	6,000	680	4	0.3	0	0.0
2000	3			IC	6,800	7,600	7,600	6,050	610	5	0.4	1	0.1
2001	3			IC	6,850	7,650	7,700	6,050	620	6	0.5	1	0.1
2002	3			IC	6,900	7,700	7,750	6,100	620	5	0.4	0	0.0
2003	3			IC	6,850	7,650	7,700	6,050	680	2	0.2	0	0.0
2004	3			IC	7,100	7,950	8,000	6,300	710	7	0.5	0	0.0
2005	3			IC	7,000	7,800	7,850	6,150	700	5	0.4	0	0.0
2006	3			IC	6,900	7,650	7,750	6,100	690	6	0.5	1	0.1
2007	3			IC	6,700	7,450	7,650	5,900	670	6	0.5	2	0.2
2008	3			IC	6,800	7,550	7,300	6,000	680	9	0.7	0	0.0
2009	3			IC	6,800	7,550	7,600	6,050	680	3	0.2	0	0.0
2010	3			IC	6,800	7,550	7,600	6,050	680	5	0.4	0	0.0
2011	3			IC	6,650	7,300	7,600	5,950	530	5	0.4	0	0.0
2012	3			IC	6,800	7,550	7,300	6,050	540	7	0.6	0	0.0
2013	3			IC	5,700	6,300	6,250	5,050	470	5	0.5	1	0.1
2014	3			IC	6,650	7,350	7,350	5,900	550	2	0.2	1	0.1
2015	3			IC	6,600	7,300	7,250	5,850	580	2	0.2	0	0.0
2016	3			IC	6,650	7,350	7,350	5,900	590	7	0.6	1	0.1
2017	3			IC	6,650	7,300	7,350	6,050	590	10	0.8	0	0.0
2018	3			IC	6,600	7,250	7,300	5,950	580	11	0.9	2	0.2

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2019	3			IC	6,600	7,250	7,300	5,950	580	8	0.7	1	0.1
2021	3			IC	6,600	7,150	7,200	5,950	590	4	0.3	0	0.0
1988	3	NIXON RD NORFOLK RD 25 (N)	7.2	IC	5,850	6,800	6,600	5,150	640	11	0.7	1	0.1
1989	3			IC	6,000	6,900	6,800	5,350	660	13	0.8	2	0.1
1990	3			IC	6,100	6,950	6,850	5,450	550	16	1.0	1	0.1
1991	3			IC	6,150	6,950	6,850	5,450	550	11	0.7	2	0.1
1992	3			IC	6,250	6,950	6,900	5,700	560	12	0.7	2	0.1
1993	3			IC	6,450	7,300	7,200	5,750	640	17	1.0	0	0.0
1994	3			IC	6,600	7,400	7,400	5,850	660	12	0.7	4	0.2
1995	3			IC	6,600	7,400	7,450	5,900	660	13	0.7	3	0.2
1996	3			IC	6,550	7,350	7,400	5,850	590	9	0.5	0	0.0
1997	3			IC	6,650	7,450	7,500	5,850	600	10	0.6	0	0.0
1998	3			IC	6,950	7,800	7,800	6,200	630	4	0.2	2	0.1
1999	3			IC	6,850	7,650	7,650	6,100	680	10	0.6	1	0.1
2000	3			IC	7,150	8,000	8,000	6,350	790	9	0.5	1	0.1
2001	3			IC	6,950	7,750	7,800	6,150	760	6	0.3	0	0.0
2002	3			IC	7,000	7,800	7,850	6,150	770	6	0.3	0	0.0
2003	3			IC	7,000	7,800	7,900	6,200	770	10	0.5	0	0.0
2004	3			IC	7,050	7,900	7,900	6,250	780	12	0.6	0	0.0
2005	3			IC	6,800	7,550	7,650	6,000	610	11	0.6	1	0.1
2006	3			IC	6,450	7,150	7,250	5,700	580	7	0.4	1	0.1
2007	3			IC	6,550	7,300	7,500	5,800	590	15	0.9	3	0.2
2008	3			IC	6,450	7,150	6,900	5,700	580	6	0.4	0	0.0
2009	3			IC	6,500	7,200	7,300	5,800	580	8	0.5	0	0.0
2010	3			IC	6,550	7,250	7,300	5,800	590	9	0.5	0	0.0
2011	3			IC	6,650	7,300	7,600	5,950	600	4	0.2	0	0.0
2012	3			IC	6,650	7,350	7,150	5,900	600	13	0.7	3	0.2
2013	3			IC	6,650	7,350	7,300	5,900	600	17	1.0	1	0.1
2014	3			IC	6,600	7,300	7,250	5,850	590	11	0.6	0	0.0
2015	3			IC	6,600	7,300	7,250	5,850	590	7	0.4	1	0.1
2016	3			IC	6,600	7,300	7,250	5,850	590	10	0.6	1	0.1
2017	3			IC	6,600	7,250	7,300	6,000	590	7	0.4	0	0.0
2018	3			IC	6,600	7,250	7,300	5,950	590	9	0.5	0	0.0
2019	3			IC	6,550	7,200	7,250	5,900	590	11	0.6	0	0.0
2021	3			IC	6,550	7,100	7,150	5,900	590	2	0.1	0	0.0
1988	3	PINEGROVE RD NORFOLK RD 46 (W)	1.8	IC	8,050	9,350	9,100	7,100	800	2	0.4	0	0.0
1989	3			IC	8,200	9,450	9,250	7,300	820	4	0.7	1	0.2
1990	3			IC	8,450	9,650	9,450	7,500	760	3	0.5	0	0.0
1991	3			IC	8,750	9,900	9,700	7,800	790	5	0.9	0	0.0
1992	3			IC	8,900	9,900	9,800	8,100	800	2	0.3	0	0.0
1993	3			IC	9,100	10,300	10,200	8,100	730	2	0.3	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1994	3			IC	9,300	10,400	10,400	8,300	740	4	0.7	2	0.3
1995	3			IC	9,450	10,600	10,700	8,500	760	6	1.0	1	0.2
1996	3			IC	9,550	10,700	10,800	8,500	860	1	0.2	0	0.0
1997	3			IC	9,700	10,900	11,000	8,550	870	2	0.3	1	0.2
1998	3			IC	9,650	10,800	10,800	8,600	870	5	0.8	0	0.0
1999	3			IC	9,550	10,700	10,700	8,500	860	4	0.6	0	0.0
2000	3			IC	9,550	10,700	10,700	8,500	860	4	0.6	1	0.2
2001	3			IC	9,600	10,700	10,800	8,500	860	2	0.3	0	0.0
2002	3			IC	9,600	10,700	10,800	8,450	860	0	0.0	0	0.0
2003	3			IC	9,500	10,600	10,700	8,400	760	6	1.0	0	0.0
2004	3			IC	9,850	11,000	11,100	8,700	790	4	0.6	1	0.2
2005	3			IC	9,650	10,700	10,800	8,500	770	3	0.5	0	0.0
2006	3			IC	9,400	10,400	10,500	8,350	750	0	0.0	0	0.0
2007	3			IC	8,950	9,950	10,200	7,900	720	1	0.2	0	0.0
2008	3			IC	9,300	10,300	9,950	8,200	740	2	0.3	0	0.0
2009	3			IC	9,300	10,300	10,400	8,300	740	2	0.3	0	0.0
2010	3			IC	9,300	10,300	10,400	8,250	740	2	0.3	1	0.2
2011	3			IC	8,850	9,750	10,100	7,950	620	1	0.2	0	0.0
2012	3			IC	8,850	9,800	9,500	7,850	620	2	0.3	0	0.0
2013	3			UC	8,200	8,250	8,250	7,800	1,250	2	0.4	0	0.0
2014	3			UC	8,900	8,950	8,550	8,450	1,400	1	0.2	0	0.0
2015	3			UC	8,900	8,950	8,550	8,450	690	1	0.2	0	0.0
2016	3			UC	8,800	8,850	8,450	8,350	690	4	0.7	1	0.2
2017	3			UC	8,750	8,700	8,800	8,400	680	1	0.2	0	0.0
2018	3			UC	8,750	8,700	8,800	8,400	680	3	0.5	1	0.2
2019	3			UC	8,700	8,550	8,700	8,400	680	1	0.2	0	0.0
2021	3			UC	8,600	8,600	8,750	8,300	690	0	0.0	0	0.0
2021	3	DELHI S LTS WILSON AVE START OF NA	2.1										
1988	3	TALBOT RD(DELHI) END OF NA	0.6	C	8,350	9,250	9,250	7,500	840	1	0.5	0	0.0
1989	3			C	8,450	9,400	9,450	7,600	840	0	0.0	0	0.0
1990	3			C	8,500	9,450	9,450	7,650	850	0	0.0	0	0.0
1991	3			IC	8,450	9,550	9,400	7,500	840	0	0.0	0	0.0
1992	3			IC	8,900	9,900	9,800	8,100	890	0	0.0	0	0.0
1993	3			IC	9,500	10,700	10,600	8,450	860	0	0.0	0	0.0
1994	3			IC	10,100	11,300	11,300	9,000	910	1	0.5	0	0.0
1995	3			IC	10,200	11,400	11,500	9,150	920	1	0.4	0	0.0
1996	3			IC	10,300	11,600	11,600	9,150	1,250	5	2.2	1	0.4
1997	3			IC	10,500	11,800	11,900	9,250	1,250	0	0.0	0	0.0
1998	3			IC	10,900	12,200	12,200	9,700	1,300	3	1.3	0	0.0
1999	3			IC	10,700	12,000	12,000	9,500	1,300	2	0.9	0	0.0
2000	3			CTR	10,400	13,100	12,600	8,750	1,150	1	0.4	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2001	3			CTR	9,850	12,400	11,900	8,300	1,100	3	1.4	0	0.0
2002	3			CTR	9,750	12,300	11,800	8,250	1,050	0	0.0	0	0.0
2003	3			CTR	9,650	12,000	11,500	8,200	1,050	2	0.9	0	0.0
2004	3			CTR	8,950	11,300	10,800	7,550	980	1	0.5	0	0.0
2005	3			IC	8,950	9,950	10,000	7,900	980	2	1.0	0	0.0
2006	3			IC	8,900	9,900	10,000	7,900	980	0	0.0	0	0.0
2007	3			IC	9,000	10,000	10,300	7,950	990	0	0.0	0	0.0
2008	3			IC	8,550	9,450	9,150	7,550	940	1	0.5	0	0.0
2009	3			IC	8,250	9,150	9,250	7,350	910	0	0.0	0	0.0
2010	3			IC	8,250	9,150	9,200	7,300	910	1	0.6	1	0.6
2011	3			IC	8,300	9,150	9,450	7,450	750	1	0.6	0	0.0
2012	3			IC	8,100	8,950	8,700	7,200	730	0	0.0	0	0.0
2013	3			UC	7,950	8,000	8,000	7,550	1,500	1	0.6	0	0.0
2014	3			UC	8,200	8,250	7,900	7,800	1,550	0	0.0	0	0.0
2015	3			UC	8,500	8,550	8,150	8,050	900	1	0.5	0	0.0
2016	3			UC	8,600	8,650	8,250	8,150	910	0	0.0	0	0.0
2017	3			UC	7,750	7,700	7,750	7,450	820	3	1.8	0	0.0
2018	3			UC	7,600	7,550	7,650	7,300	810	3	1.8	0	0.0
2019	3			UC	7,450	7,350	7,450	7,200	790	0	0.0	0	0.0
2021	3			UC	7,200	7,200	7,300	6,950	790	0	0.0	0	0.0
1988	3	E JCT NORFOLK HWY 59 (N) BIG CREEK DR (S)	10.1	C	5,500	6,100	6,100	4,950	600	28	1.4	2	0.1
1989	3			C	5,800	6,450	6,500	5,200	640	27	1.3	1	0.0
1990	3			C	6,100	6,750	6,750	5,500	610	18	0.8	3	0.1
1991	3			C	6,350	7,000	7,050	5,800	640	25	1.1	1	0.0
1992	3			C	6,400	6,900	7,100	5,900	640	34	1.4	2	0.1
1993	3			C	6,500	7,100	7,200	6,000	580	21	0.9	2	0.1
1994	3			C	6,600	7,250	7,350	5,950	590	22	0.9	4	0.2
1995	3			C	6,700	7,300	7,500	6,150	600	18	0.7	2	0.1
1996	3			C	6,750	7,650	7,700	6,100	880	13	0.5	1	0.0
1997	3			SC	6,850	7,250	8,000	6,100	890	17	0.7	2	0.1
1998	3			SC	6,950	7,350	8,150	6,200	900	8	0.3	1	0.0
1999	3			SC	6,800	7,200	7,950	6,050	880	12	0.5	3	0.1
2000	3			C	6,750	7,650	7,650	6,100	810	12	0.5	0	0.0
2001	3			C	6,500	7,300	7,350	5,850	780	5	0.2	1	0.0
2002	3			C	6,450	7,200	7,300	5,800	770	8	0.3	0	0.0
2003	3			C	6,750	7,550	7,600	6,100	1,000	10	0.4	0	0.0
2004	3			C	5,950	6,700	6,700	5,350	890	9	0.4	1	0.0
2005	3			C	5,950	6,600	6,700	5,350	540	12	0.5	1	0.0
2006	3			C	5,900	6,550	6,600	5,300	530	10	0.5	0	0.0
2007	3			C	5,900	6,550	6,650	5,300	770	13	0.6	0	0.0
2008	3			C	5,650	6,250	6,150	5,050	730	7	0.3	1	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2009	3			C	5,450	6,000	6,050	4,900	600	15	0.7	6	0.3
2010	3			C	5,450	6,000	6,050	4,900	600	9	0.4	0	0.0
2011	3			C	5,000	5,500	5,550	4,500	500	13	0.7	1	0.1
2012	3			C	5,000	5,500	5,400	4,500	500	7	0.4	0	0.0
2013	3			UC	5,200	5,200	5,250	4,950	1,000	10	0.5	1	0.1
2014	3			UC	5,400	5,400	5,200	5,100	1,050	11	0.6	1	0.1
2015	3			UC	5,650	5,650	5,450	5,350	660	10	0.5	0	0.0
2016	3			UC	5,700	5,700	5,500	5,400	670	7	0.3	0	0.0
2017	3			UC	5,050	5,000	5,050	4,850	590	8	0.4	0	0.0
2018	3			UC	4,950	4,900	5,000	4,750	580	9	0.5	0	0.0
2019	3			UC	4,900	4,850	4,900	4,700	570	9	0.5	1	0.1
2021	3			UC	4,700	4,700	4,750	4,550	560	3	0.2	0	0.0
1988	3	TALBOT STREET NORFOLK RD 38 (S)	1.2	IC	6,400	7,400	7,250	5,650	640	4	1.4	0	0.0
1989	3			IC	6,600	7,600	7,450	5,850	660	10	3.5	3	1.0
1990	3			IC	6,700	7,650	7,500	5,950	670	7	2.4	0	0.0
1991	3			IC	6,850	7,750	7,600	6,100	680	3	1.0	0	0.0
1992	3			IC	7,000	7,750	7,700	6,350	700	6	2.0	0	0.0
1993	3			IC	7,150	8,100	8,000	6,350	640	3	1.0	0	0.0
1994	3			IC	7,250	8,100	8,100	6,450	650	3	0.9	0	0.0
1995	3			IC	7,300	8,150	8,250	6,550	660	6	1.9	1	0.3
1996	3			IC	7,350	8,250	8,300	6,550	880	1	0.3	1	0.3
1997	3			IC	7,450	8,350	8,400	6,550	890	4	1.2	0	0.0
1998	3			IC	7,550	8,450	8,450	6,700	910	5	1.5	0	0.0
1999	3			IC	7,550	8,450	8,450	6,700	910	3	0.9	0	0.0
2000	3			IC	7,550	8,450	8,450	6,700	910	4	1.2	1	0.3
2001	3			IC	7,450	8,350	8,350	6,600	890	1	0.3	0	0.0
2002	3			IC	7,500	8,350	8,450	6,600	900	3	0.9	0	0.0
2003	3			IC	7,900	8,800	8,900	7,000	790	5	1.4	0	0.0
2004	3			IC	7,300	8,150	8,200	6,450	730	2	0.6	0	0.0
2005	3			IC	7,150	7,950	8,050	6,300	720	1	0.3	0	0.0
2006	3			IC	6,950	7,700	7,800	6,150	700	1	0.3	1	0.3
2007	3			IC	6,700	7,450	7,650	5,900	740	3	1.0	1	0.3
2008	3			IC	6,550	7,250	7,000	5,800	720	2	0.7	0	0.0
2009	3			IC	6,300	7,000	7,050	5,600	630	3	1.1	0	0.0
2010	3			IC	6,300	6,950	7,050	5,600	630	2	0.7	0	0.0
2011	3			IC	5,800	6,400	6,600	5,200	520	1	0.4	0	0.0
2012	3			IC	5,800	6,450	6,250	5,150	520	1	0.4	0	0.0
2013	3			UC	6,350	6,350	6,400	6,050	800	0	0.0	0	0.0
2014	3			UC	6,100	6,100	5,850	5,800	770	0	0.0	0	0.0
2015	3			UC	6,150	6,150	5,900	5,850	630	1	0.4	1	0.4
2016	3			UC	5,950	5,950	5,700	5,650	610	1	0.4	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2017	3			UC	5,850	5,800	5,850	5,600	600	2	0.8	0	0.0
2018	3			UC	5,800	5,750	5,850	5,550	600	2	0.8	1	0.4
2019	3			UC	5,700	5,600	5,700	5,500	590	3	1.2	0	0.0
2021	3			UC	5,550	5,550	5,650	5,350	560	1	0.4	0	0.0
1988	3	W JCT NORFOLK HWY 59 (S)/NORFOLK RD 13 (N)	3.8	IC	7,650	8,850	8,650	6,750	690	9	0.8	0	0.0
1989	3			IC	7,900	9,100	8,950	7,050	710	7	0.6	2	0.2
1990	3			IC	8,000	9,100	8,950	7,100	720	10	0.9	0	0.0
1991	3			IC	7,550	8,550	8,400	6,700	680	12	1.1	2	0.2
1992	3			IC	7,700	8,550	8,450	7,000	690	12	1.1	1	0.1
1993	3			IC	7,900	8,950	8,850	7,050	630	16	1.5	3	0.3
1994	3			IC	8,050	9,000	9,000	7,150	640	12	1.1	0	0.0
1995	3			IC	8,100	9,050	9,150	7,250	650	2	0.2	0	0.0
1996	3			IC	8,150	9,150	9,200	7,250	820	9	0.8	0	0.0
1997	3			IC	8,250	9,250	9,300	7,250	820	8	0.7	2	0.2
1998	3			IC	8,300	9,300	9,300	7,400	830	9	0.8	0	0.0
1999	3			IC	8,400	9,400	9,400	7,500	840	13	1.1	1	0.1
2000	3			IC	8,500	9,500	9,500	7,550	680	5	0.4	1	0.1
2001	3			IC	8,500	9,500	9,550	7,500	510	9	0.8	1	0.1
2002	3			IC	8,600	9,600	9,650	7,600	520	7	0.6	0	0.0
2003	3			IC	8,700	9,700	9,800	7,700	780	9	0.7	0	0.0
2004	3			IC	8,650	9,650	9,700	7,650	780	5	0.4	0	0.0
2005	3			IC	8,700	9,650	9,750	7,650	700	14	1.2	5	0.4
2006	3			IC	8,800	9,800	9,850	7,800	700	12	1.0	0	0.0
2007	3			IC	8,900	9,900	10,200	7,850	710	9	0.7	1	0.1
2008	3			IC	8,900	9,850	9,550	7,850	710	3	0.2	0	0.0
2009	3			IC	9,000	10,000	10,100	8,000	720	6	0.5	0	0.0
2010	3			IC	9,000	9,950	10,000	8,000	720	5	0.4	1	0.1
2011	3			IC	8,000	8,800	9,150	7,200	640	8	0.7	0	0.0
2012	3			IC	8,000	8,850	8,600	7,100	640	6	0.5	1	0.1
2013	3			UC	8,150	8,200	8,200	7,750	650	6	0.5	0	0.0
2014	3			UC	8,700	8,750	8,350	8,250	700	7	0.6	1	0.1
2015	3			UC	8,700	8,750	8,350	8,250	700	8	0.7	0	0.0
2016	3			UC	8,700	8,750	8,350	8,250	700	6	0.5	1	0.1
2017	3			UC	8,750	8,700	8,800	8,400	700	5	0.4	1	0.1
2018	3			UC	8,750	8,700	8,800	8,400	700	5	0.4	0	0.0
2019	3			UC	8,750	8,600	8,750	8,450	700	11	0.9	4	0.3
2021	3			UC	8,800	8,800	8,950	8,500	700	7	0.6	0	0.0
1988	3	SIMCOE ST(TO TILLSONBURG)	4.4	SC	2,700	2,900	3,200	2,450	890	11	2.5	0	0.0
1989	3			SC	2,850	3,150	3,450	2,550	940	10	2.2	1	0.2
1990	3			SC	3,000	3,300	3,600	2,650	990	12	2.5	6	1.2
1991	3			C	3,050	3,350	3,400	2,800	460	4	0.8	2	0.4

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1992	3			C	3,250	3,500	3,600	3,000	490	4	0.8	1	0.2
1993	3			C	3,450	3,750	3,800	3,150	690	4	0.7	0	0.0
1994	3			IC	3,650	4,100	4,100	3,250	730	8	1.4	2	0.3
1995	3			IC	3,700	4,150	4,150	3,300	740	3	0.5	0	0.0
1996	3			IC	3,750	4,200	4,250	3,350	680	8	1.3	2	0.3
1997	3			UC	3,550	3,750	4,150	3,350	570	6	1.1	2	0.4
1998	3			UC	3,700	3,900	4,350	3,500	590	5	0.8	2	0.3
1999	3			UC	3,800	4,050	4,450	3,600	610	6	1.0	2	0.3
2000	3			UC	4,000	4,250	4,700	3,750	720	2	0.3	0	0.0
2001	3			UC	3,800	4,050	4,450	3,550	420	1	0.2	1	0.2
2002	3			UC	3,850	4,100	4,550	3,600	420	2	0.3	0	0.0
2003	3			UC	3,800	4,000	4,450	3,600	610	2	0.3	0	0.0
2004	3			UC	3,900	4,200	4,600	3,650	620	3	0.5	1	0.2
2005	3			UC	3,900	4,150	4,550	3,650	550	3	0.5	0	0.0
2006	3			UC	3,900	4,100	4,550	3,650	550	6	1.0	1	0.2
2007	3			UC	3,950	4,200	4,550	3,700	550	5	0.8	0	0.0
2008	3			UC	3,650	3,850	3,600	3,400	510	7	1.2	1	0.2
2009	3			UC	3,400	3,600	4,000	3,200	540	4	0.7	0	0.0
2010	3			UC	3,400	3,600	3,950	3,200	540	4	0.7	0	0.0
2011	3			UC	3,400	3,400	3,550	3,250	510	5	0.9	0	0.0
2012	3			UC	3,850	3,850	4,100	3,650	580	6	1.0	0	0.0
2013	3			CTR	3,800	4,650	4,800	3,250	600	13	2.1	1	0.2
2014	3			CTR	3,700	4,500	4,550	3,150	590	8	1.3	1	0.2
2015	3			IC	3,750	4,150	4,150	3,350	580	5	0.8	1	0.2
2016	3			IC	3,700	4,100	4,100	3,300	570	9	1.5	1	0.2
2017	3			IC	3,700	4,050	4,100	3,350	570	7	1.2	0	0.0
2018	3			IC	3,700	4,050	4,100	3,350	570	9	1.5	0	0.0
2019	3			IC	3,700	4,050	4,100	3,350	570	11	1.9	2	0.3
2021	3			IC	3,700	4,000	4,050	3,350	590	2	0.3	0	0.0
1988	3	CNR S CAYUGA 09554	8.0	C	3,500	3,900	3,900	3,150	520	5	0.5	1	0.1
1989	3			C	3,650	4,050	4,100	3,300	550	8	0.8	3	0.3
1990	3			C	3,650	4,050	4,050	3,300	550	6	0.6	2	0.2
1991	3			C	3,700	4,050	4,100	3,350	300	9	0.8	0	0.0
1992	3			C	3,850	4,150	4,250	3,550	310	5	0.4	3	0.3
1993	3			C	4,000	4,350	4,450	3,700	320	10	0.9	2	0.2
1994	3			C	4,150	4,550	4,650	3,750	330	12	1.0	1	0.1
1995	3			C	4,400	4,800	4,950	4,000	350	10	0.8	1	0.1
1996	3			C	4,650	5,250	5,300	4,200	370	11	0.8	2	0.1
1997	3			SC	4,900	5,200	5,750	4,350	690	9	0.6	2	0.1
1998	3			SC	5,000	5,300	5,850	4,450	700	5	0.3	0	0.0
1999	3			SC	5,150	5,450	6,050	4,600	720	3	0.2	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2000	3			C	5,000	5,650	5,650	4,500	700	7	0.5	1	0.1
2001	3			C	4,950	5,550	5,600	4,450	690	6	0.4	0	0.0
2002	3			C	4,850	5,450	5,450	4,350	680	7	0.5	0	0.0
2003	3			C	4,850	5,400	5,450	4,400	680	8	0.6	0	0.0
2004	3			C	4,550	5,100	5,150	4,100	640	11	0.8	3	0.2
2005	3			C	4,450	4,950	5,000	4,000	440	12	0.9	0	0.0
2006	3			C	4,300	4,800	4,800	3,850	430	5	0.4	1	0.1
2007	3			C	4,100	4,550	4,600	3,700	410	9	0.8	0	0.0
2008	3			C	4,100	4,550	4,450	3,700	410	6	0.5	0	0.0
2009	3			C	4,000	4,400	4,450	3,600	520	8	0.7	0	0.0
2010	3			C	4,000	4,400	4,450	3,600	520	9	0.8	1	0.1
2011	3			C	4,000	4,400	4,450	3,600	520	8	0.7	0	0.0
2012	3			C	4,200	4,650	4,550	3,800	550	18	1.5	1	0.1
2013	3			CTR	4,100	5,000	5,150	3,500	480	13	1.1	0	0.0
2014	3			CTR	4,050	4,950	5,000	3,450	480	10	0.8	0	0.0
2015	3			CTR	4,000	4,900	4,900	3,400	470	6	0.5	0	0.0
2016	3			CTR	3,950	4,800	4,850	3,350	470	12	1.0	2	0.2
2017	3			CTR	3,900	5,200	5,200	3,200	460	15	1.3	1	0.1
2018	3			CTR	3,850	5,150	5,100	3,150	450	14	1.2	0	0.0
2019	3			CTR	3,800	5,050	5,050	3,100	450	15	1.4	0	0.0
2021	3			CTR	3,750	4,900	4,850	3,050	450	9	0.8	0	0.0
1988	3	ELGIN RD 44 EDEN LINE	9.0	C	4,350	4,850	4,850	3,900	780	7	0.5	0	0.0
1989	3			C	4,500	5,000	5,050	4,050	810	12	0.8	2	0.1
1990	3			C	4,600	5,100	5,100	4,150	830	8	0.5	0	0.0
1991	3			IC	4,700	5,300	5,200	4,200	660	15	1.0	2	0.1
1992	3			IC	4,900	5,450	5,400	4,450	690	11	0.7	1	0.1
1993	3			IC	5,100	5,750	5,700	4,550	510	10	0.6	2	0.1
1994	3			IC	5,250	5,900	5,900	4,650	520	13	0.8	0	0.0
1995	3			IC	5,500	6,150	6,200	4,950	550	14	0.8	3	0.2
1996	3			IC	5,750	6,450	6,500	5,100	580	17	0.9	1	0.1
1997	3			SC	6,000	6,350	7,000	5,350	600	10	0.5	0	0.0
1998	3			SC	6,350	6,750	7,450	5,650	640	9	0.4	1	0.0
1999	3			SC	7,100	7,550	8,300	6,300	710	9	0.4	2	0.1
2000	3			IC	7,000	7,850	7,850	6,250	1,100	2	0.1	1	0.0
2001	3			IC	6,650	7,450	7,450	5,900	1,050	3	0.1	0	0.0
2002	3			IC	6,400	7,150	7,200	5,650	1,000	12	0.6	3	0.1
2003	3			IC	5,900	6,550	6,650	5,250	940	14	0.7	2	0.1
2004	3			IC	5,500	6,150	6,200	4,850	880	12	0.7	0	0.0
2005	3			IC	6,000	6,650	6,750	5,300	960	7	0.4	1	0.1
2006	3			IC	5,800	6,450	6,500	5,150	930	9	0.5	1	0.1
2007	3			IC	5,500	6,100	6,300	4,850	880	12	0.7	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2008	3			IC	5,650	6,250	6,050	5,000	900	10	0.5	1	0.1
2009	3			IC	5,600	6,200	6,250	5,000	670	9	0.5	1	0.1
2010	3			IC	5,600	6,200	6,250	4,950	670	10	0.5	0	0.0
2011	3			IC	5,250	5,750	6,000	4,700	630	15	0.9	0	0.0
2012	3			IC	5,300	5,850	5,700	4,700	640	11	0.6	2	0.1
2013	3			CTR	5,650	6,900	7,100	4,800	640	18	1.0	2	0.1
2014	3			CTR	5,500	6,700	6,750	4,700	630	17	0.9	3	0.2
2015	3			CTR	5,500	6,700	6,750	4,700	630	13	0.7	0	0.0
2016	3			CTR	5,450	6,650	6,700	4,650	620	8	0.4	0	0.0
2017	3			CTR	5,400	7,200	7,200	4,400	620	6	0.3	1	0.1
2018	3			CTR	5,400	7,200	7,200	4,400	620	6	0.3	0	0.0
2019	3			CTR	5,350	7,150	7,100	4,350	610	8	0.5	0	0.0
2021	3			CTR	5,300	6,900	6,850	4,300	580	9	0.5	0	0.0
1988	3	CARTER RD	5.1	C	6,250	6,950	6,950	5,600	690	13	1.1	0	0.0
1989	3			C	6,500	7,200	7,300	5,850	720	13	1.1	0	0.0
1990	3			C	6,700	7,450	7,450	6,050	800	20	1.6	3	0.2
1991	3			IC	6,800	7,700	7,550	6,050	820	11	0.9	1	0.1
1992	3			IC	7,000	7,750	7,700	6,350	840	16	1.2	0	0.0
1993	3			IC	7,200	8,150	8,050	6,400	860	27	2.0	3	0.2
1994	3			IC	7,400	8,300	8,300	6,600	890	20	1.5	0	0.0
1995	3			IC	7,500	8,400	8,450	6,750	900	11	0.8	2	0.1
1996	3			IC	7,600	8,550	8,550	6,750	910	14	1.0	2	0.1
1997	3			IC	7,750	8,700	8,750	6,800	930	12	0.8	0	0.0
1998	3			IC	7,900	8,850	8,850	7,050	950	9	0.6	0	0.0
1999	3			IC	8,400	9,400	9,400	7,500	1,000	8	0.5	2	0.1
2000	3			IC	8,250	9,250	9,250	7,350	990	7	0.5	1	0.1
2001	3			IC	8,150	9,100	9,150	7,200	980	3	0.2	1	0.1
2002	3			IC	8,050	8,950	9,050	7,100	970	8	0.5	0	0.0
2003	3			IC	8,050	8,950	9,050	7,150	1,050	9	0.6	2	0.1
2004	3			IC	7,450	8,350	8,350	6,600	970	12	0.9	1	0.1
2005	3			IC	7,500	8,350	8,400	6,600	820	14	1.0	1	0.1
2006	3			IC	7,850	8,700	8,800	6,950	860	4	0.3	1	0.1
2007	3			IC	7,600	8,450	8,700	6,700	840	11	0.8	2	0.1
2008	3			IC	7,850	8,700	8,400	6,900	860	18	1.2	1	0.1
2009	3			IC	7,900	8,750	8,850	7,050	870	14	1.0	1	0.1
2010	3			IC	7,900	8,750	8,800	7,000	870	18	1.2	0	0.0
2011	3			IC	7,450	8,200	8,500	6,700	600	10	0.7	0	0.0
2012	3			IC	7,450	8,250	8,000	6,600	600	6	0.4	0	0.0
2013	3			CTR	7,800	9,500	9,800	6,600	630	10	0.7	2	0.1
2014	3			CTR	7,750	9,450	9,550	6,600	630	7	0.5	0	0.0
2015	3			IC	7,800	8,650	8,600	6,900	700	5	0.3	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2016	3			IC	7,750	8,600	8,550	6,850	700	5	0.3	0	0.0
2017	3			IC	7,750	8,500	8,550	7,050	700	9	0.6	0	0.0
2018	3			IC	7,750	8,550	8,600	7,000	700	7	0.5	1	0.1
2019	3			IC	7,750	8,500	8,550	7,000	700	5	0.3	0	0.0
2021	3			IC	7,750	8,400	8,450	7,000	700	2	0.1	0	0.0
2021	3	AYLMER E LTS ELK ST START OF NA	2.3										
1988	3	"AYLMER W LTS ""A"" ST END OF NA	7.1	UC	8,050	8,450	9,100	7,550	560	22	1.1	3	0.1
1989	3			UC	8,350	8,750	9,450	7,950	580	28	1.3	0	0.0
1990	3			UC	8,350	8,950	9,700	7,950	750	15	0.7	0	0.0
1991	3			C	8,000	8,800	8,900	7,300	720	20	1.0	2	0.1
1992	3			C	8,100	8,750	9,000	7,450	730	13	0.6	0	0.0
1993	3			C	8,200	8,950	9,050	7,550	740	27	1.3	1	0.0
1994	3			C	8,250	9,050	9,200	7,450	740	21	1.0	1	0.0
1995	3			C	8,450	9,250	9,450	7,750	760	12	0.5	0	0.0
1996	3			C	8,600	9,750	9,800	7,750	690	18	0.8	1	0.0
1997	3			SC	8,800	9,350	10,300	7,850	700	9	0.4	2	0.1
1998	3			SC	8,950	9,500	10,500	7,950	720	6	0.3	0	0.0
1999	3			SC	8,950	9,500	10,500	7,950	720	9	0.4	0	0.0
2000	3			SC	9,200	9,750	10,800	8,100	740	9	0.4	0	0.0
2001	3			SC	9,000	9,600	10,500	7,950	720	9	0.4	0	0.0
2002	3			SC	9,100	9,650	10,700	8,000	730	14	0.6	1	0.0
2003	3			SC	9,200	9,700	10,700	8,150	1,000	17	0.7	1	0.0
2004	3			SC	9,150	9,750	10,700	8,050	1,000	17	0.7	3	0.1
2005	3			SC	9,100	9,650	10,600	8,000	1,000	15	0.6	2	0.1
2006	3			SC	9,150	9,700	10,700	8,050	1,000	17	0.7	1	0.0
2007	3			SC	9,150	9,650	10,600	8,050	1,000	14	0.6	0	0.0
2008	3			SC	9,200	9,650	9,100	8,100	1,000	8	0.3	0	0.0
2009	3			SC	9,250	9,800	10,800	8,150	830	7	0.3	0	0.0
2010	3			SC	9,250	9,800	10,800	8,150	830	9	0.4	0	0.0
2011	3			IC	8,900	9,800	10,200	8,000	620	7	0.3	0	0.0
2012	3			IC	8,900	9,850	9,550	7,900	620	9	0.4	1	0.0
2013	3			CTR	9,400	11,400	11,800	8,000	640	16	0.7	0	0.0
2014	3			CTR	9,350	11,400	11,500	7,950	640	18	0.7	1	0.0
2015	3			IC	9,500	10,500	10,500	8,400	760	5	0.2	1	0.0
2016	3			IC	9,450	10,500	10,400	8,400	760	17	0.7	0	0.0
2017	3			IC	9,500	10,400	10,500	8,600	760	2	0.1	0	0.0
2018	3			IC	9,500	10,500	10,500	8,600	760	8	0.3	0	0.0
2019	3			IC	9,550	10,500	10,500	8,600	760	10	0.4	0	0.0
2021	3			IC	9,600	10,400	10,500	8,700	770	6	0.2	1	0.0
1988	3	ELGIN RD 74 BELMONT RD (N)	5.1	UC	9,000	9,450	10,200	8,450	630	8	0.5	2	0.1
1989	3			UC	9,300	9,750	10,500	8,850	650	14	0.8	3	0.2

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1990	3			UC	9,350	10,000	10,800	8,900	750	7	0.4	0	0.0
1991	3			C	8,900	9,800	9,900	8,100	710	16	1.0	1	0.1
1992	3			C	9,000	9,700	10,000	8,300	720	19	1.1	0	0.0
1993	3			C	9,100	9,900	10,100	8,350	730	17	1.0	2	0.1
1994	3			IC	9,250	10,400	10,400	8,250	740	12	0.7	1	0.1
1995	3			IC	9,300	10,400	10,500	8,350	740	19	1.1	1	0.1
1996	3			IC	9,350	10,500	10,500	8,300	840	15	0.9	2	0.1
1997	3			IC	9,500	10,600	10,700	8,350	860	13	0.7	0	0.0
1998	3			IC	9,600	10,800	10,800	8,550	860	2	0.1	0	0.0
1999	3			IC	9,700	10,900	10,900	8,650	780	2	0.1	1	0.1
2000	3			IC	9,850	11,000	11,000	8,750	890	4	0.2	0	0.0
2001	3			IC	9,900	11,100	11,100	8,750	890	7	0.4	0	0.0
2002	3			IC	10,000	11,100	11,200	8,800	800	5	0.3	1	0.1
2003	3			IC	10,100	11,300	11,400	8,950	1,000	9	0.5	1	0.1
2004	3			IC	10,400	11,600	11,700	9,200	1,050	12	0.6	2	0.1
2005	3			IC	10,300	11,500	11,600	9,100	1,050	4	0.2	1	0.1
2006	3			IC	10,100	11,200	11,300	8,950	1,000	12	0.6	1	0.1
2007	3			IC	9,800	10,900	11,200	8,650	1,100	12	0.7	1	0.1
2008	3			IC	10,300	11,400	11,000	9,100	1,150	8	0.4	1	0.1
2009	3			IC	10,500	11,700	11,800	9,350	940	7	0.4	1	0.1
2010	3			IC	10,500	11,600	11,700	9,300	940	9	0.5	0	0.0
2011	3			IC	10,100	11,100	11,500	9,050	710	7	0.4	2	0.1
2012	3			IC	10,500	11,600	11,300	9,300	740	7	0.4	1	0.1
2013	3			CTR	10,600	12,900	13,300	9,000	760	11	0.6	0	0.0
2014	3			CTR	10,300	12,600	12,700	8,750	740	10	0.5	0	0.0
2015	3			IC	10,000	11,100	11,000	8,850	750	8	0.4	0	0.0
2016	3			IC	10,100	11,200	11,100	8,950	760	4	0.2	0	0.0
2017	3			IC	10,600	11,600	11,700	9,600	800	18	0.9	2	0.1
2018	3			IC	10,600	11,700	11,700	9,600	800	9	0.5	1	0.1
2019	3			IC	10,700	11,800	11,800	9,650	800	14	0.7	0	0.0
2021	3			IC	10,800	11,700	11,800	9,750	860	9	0.4	2	0.1
1988	3	E JCT CENTENNIAL RD (N)/ELGIN RD 28 (S)	1.2	UC	4,100	4,300	4,650	3,850	570	8	4.4	1	0.6
1989	3			UC	4,350	4,550	4,900	4,150	610	7	3.7	1	0.5
1990	3			UC	4,400	4,700	5,100	4,200	310	8	4.2	3	1.6
1991	3			C	4,200	4,600	4,650	3,800	290	6	3.3	0	0.0
1992	3			C	4,300	4,650	4,750	3,950	300	6	3.2	0	0.0
1993	3			C	4,300	4,700	4,750	3,950	130	7	3.7	0	0.0
1994	3			C	4,350	4,750	4,850	3,950	390	15	7.9	0	0.0
1995	3			C	4,750	5,200	5,300	4,350	430	6	2.9	1	0.5
1996	3			C	5,200	5,900	5,900	4,700	620	7	3.1	0	0.0
1997	3			SC	5,600	5,950	6,550	5,000	670	10	4.1	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1998	3			SC	6,400	6,800	7,500	5,700	770	2	0.7	0	0.0
1999	3			SC	6,800	7,200	7,950	6,050	820	4	1.3	1	0.3
2000	3			SC	8,000	8,500	9,350	7,050	960	3	0.9	0	0.0
2001	3			SC	7,700	8,200	9,000	6,800	920	6	1.8	0	0.0
2002	3			SC	8,200	8,700	9,600	7,250	980	7	1.9	0	0.0
2003	3			SC	8,300	8,750	9,700	7,350	660	13	3.6	0	0.0
2004	3			SC	9,200	9,800	10,800	8,100	740	6	1.5	1	0.2
2005	3			SC	9,500	10,100	11,100	8,350	760	5	1.2	0	0.0
2006	3			SC	9,800	10,400	11,500	8,650	780	1	0.2	0	0.0
2007	3			SC	10,600	11,200	12,300	9,300	1,600	4	0.9	2	0.4
2008	3			SC	9,300	9,750	9,200	8,200	1,400	2	0.5	1	0.2
2009	3			SC	8,650	9,150	10,100	7,600	1,200	2	0.5	0	0.0
2010	3			SC	8,650	9,150	10,100	7,650	1,200	2	0.5	0	0.0
2011	3			C	8,450	9,300	9,400	7,600	1,100	5	1.4	0	0.0
2012	3			C	8,450	9,300	9,100	7,600	1,100	2	0.5	0	0.0
2013	3			CTR	9,750	11,900	12,300	8,300	1,200	3	0.7	0	0.0
2014	3			CTR	9,550	11,700	11,700	8,100	1,150	1	0.2	0	0.0
2015	3			IC	9,350	10,300	10,300	8,300	1,250	1	0.2	0	0.0
2016	3			IC	9,400	10,400	10,400	8,350	1,250	1	0.2	0	0.0
2017	3			IC	10,600	11,600	11,700	9,600	1,400	2	0.4	0	0.0
2018	3			IC	10,800	11,900	12,000	9,750	1,450	1	0.2	0	0.0
2019	3			IC	11,000	12,100	12,100	9,950	1,450	3	0.6	2	0.4
2021	3			IC	11,400	12,400	12,400	10,300	1,500	2	0.4	2	0.4
1988	3	ST THOMAS E LTS W JCT CENTENNIAL RD	2.3	UC	2,300	2,400	2,600	2,150	370	3	1.5	0	0.0
1989	3			UC	2,500	2,600	2,800	2,400	400	0	0.0	0	0.0
1990	3			UC	2,400	2,550	2,800	2,300	380	3	1.5	0	0.0
1991	3			C	2,000	2,200	2,200	1,800	320	4	2.4	0	0.0
1992	3			C	2,100	2,250	2,350	1,950	340	2	1.1	1	0.6
1993	3			C	2,100	2,300	2,300	1,950	500	4	2.3	0	0.0
1994	3			C	2,200	2,400	2,450	2,000	530	4	2.2	0	0.0
1995	3			C	2,250	2,450	2,500	2,050	540	1	0.5	0	0.0
1996	3			C	2,350	2,650	2,650	2,100	560	2	1.0	0	0.0
1997	3			SC	2,450	2,600	2,850	2,200	590	5	2.4	0	0.0
1998	3			SC	2,550	2,700	3,000	2,250	610	1	0.5	0	0.0
1999	3			SC	2,550	2,700	3,000	2,250	610	2	0.9	1	0.5
2000	3			C	2,750	3,100	3,100	2,500	580	1	0.4	0	0.0
2001	3			C	2,650	3,000	3,000	2,400	560	3	1.3	0	0.0
2002	3			C	2,700	3,000	3,050	2,450	570	5	2.2	0	0.0
2003	3			C	2,750	3,050	3,100	2,500	550	2	0.9	0	0.0
2004	3			C	2,800	3,150	3,150	2,500	560	5	2.1	0	0.0
2005	3			C	2,700	3,000	3,050	2,450	540	2	0.9	1	0.4

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2006	3			C	2,900	3,200	3,250	2,600	580	1	0.4	0	0.0
2007	3			C	2,950	3,300	3,300	2,650	590	1	0.4	0	0.0
2008	3			C	3,000	3,300	3,250	2,700	600	0	0.0	0	0.0
2009	3			C	3,050	3,350	3,400	2,750	610	0	0.0	0	0.0
2010	3			C	3,100	3,400	3,450	2,800	620	2	0.8	0	0.0
2011	3			IC	2,950	3,250	3,350	2,650	500	1	0.4	0	0.0
2012	3			IC	2,950	3,250	3,150	2,600	500	1	0.4	0	0.0
2013	3			CTR	2,700	3,300	3,400	2,300	500	2	0.9	1	0.4
2014	3			CTR	3,100	3,800	3,800	2,650	570	1	0.4	0	0.0
2015	3			IC	3,200	3,550	3,550	2,850	600	0	0.0	0	0.0
2016	3			IC	3,200	3,550	3,550	2,850	600	0	0.0	0	0.0
2017	3			IC	3,250	3,550	3,600	2,950	610	0	0.0	0	0.0
2018	3			IC	3,300	3,650	3,650	3,000	620	1	0.4	0	0.0
2019	3			IC	3,300	3,600	3,650	3,000	620	3	1.1	1	0.4
2021	3			IC	3,400	3,700	3,700	3,100	650	2	0.7	0	0.0
1988	3	FIRST AV IC	3.6	UC	7,250	7,600	8,200	6,800	720	8	0.8	0	0.0
1989	3			UC	7,700	8,100	8,700	7,300	770	10	1.0	3	0.3
1990	3			UC	7,700	8,250	8,950	7,300	770	14	1.4	2	0.2
1991	3			C	7,050	7,750	7,850	6,400	700	11	1.2	0	0.0
1992	3			C	7,100	7,650	7,900	6,550	710	9	1.0	0	0.0
1993	3			C	7,150	7,800	7,900	6,600	930	14	1.5	1	0.1
1994	3			UC	7,200	7,650	8,250	6,700	940	8	0.8	3	0.3
1995	3			UC	7,250	7,650	8,300	6,750	940	5	0.5	0	0.0
1996	3			UC	7,300	7,750	8,550	6,950	950	9	0.9	1	0.1
1997	3			UC	7,400	7,750	8,650	6,950	960	7	0.7	0	0.0
1998	3			UC	7,900	8,350	9,250	7,500	1,050	1	0.1	0	0.0
1999	3			UC	7,750	8,200	9,050	7,350	780	3	0.3	1	0.1
2000	3			UC	7,850	8,300	9,250	7,400	780	5	0.5	0	0.0
2001	3			UC	8,000	8,550	9,400	7,500	800	3	0.3	0	0.0
2002	3			UC	8,100	8,650	9,550	7,600	810	3	0.3	0	0.0
2003	3			UC	8,150	8,600	9,550	7,700	1,050	6	0.6	0	0.0
2004	3			UC	8,350	8,950	9,800	7,850	1,100	10	0.9	0	0.0
2005	3			UC	8,450	8,950	9,900	7,900	1,100	10	0.9	3	0.3
2006	3			UC	8,600	9,100	10,000	8,100	1,100	5	0.4	1	0.1
2007	3			UC	8,700	9,250	10,100	8,150	960	4	0.3	0	0.0
2008	3			UC	8,800	9,300	8,750	8,250	970	6	0.5	0	0.0
2009	3			UC	8,950	9,500	10,500	8,400	720	6	0.5	0	0.0
2010	3			UC	8,950	9,450	10,400	8,400	720	6	0.5	0	0.0
2011	3			UC	9,200	9,250	9,550	8,750	640	0	0.0	0	0.0
2012	3			UC	9,200	9,250	9,850	8,750	640	7	0.6	0	0.0
2013	3			UC	9,350	9,400	9,400	8,850	650	2	0.2	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2014	3			UC	8,850	8,900	8,500	8,400	620	6	0.5	1	0.1
2015	3			C	8,350	9,200	8,950	7,500	780	10	0.9	0	0.0
2016	3			C	8,400	9,250	9,000	7,550	780	4	0.4	0	0.0
2017	3			C	9,300	10,200	10,200	8,450	860	4	0.3	1	0.1
2018	3			C	9,400	10,300	10,200	8,500	870	4	0.3	1	0.1
2019	3			C	9,450	10,300	10,300	8,550	880	8	0.6	0	0.0
2021	3			C	9,650	10,500	10,400	8,750	870	5	0.4	0	0.0
1988	3	WELLINGTON RD	3.7	UC	4,400	4,600	4,950	4,150	570	2	0.3	0	0.0
1989	3			UC	4,500	4,700	5,100	4,300	580	2	0.3	0	0.0
1990	3			UC	4,500	4,800	5,200	4,300	580	5	0.8	1	0.2
1991	3			C	4,600	5,050	5,100	4,200	600	3	0.5	0	0.0
1992	3			C	4,700	5,100	5,200	4,300	610	1	0.2	0	0.0
1993	3			C	4,800	5,250	5,300	4,400	820	3	0.5	0	0.0
1994	3			UC	4,850	5,150	5,550	4,500	820	6	0.9	0	0.0
1995	3			UC	4,950	5,200	5,650	4,600	840	3	0.4	1	0.1
1996	3			UC	5,050	5,350	5,900	4,800	910	4	0.6	1	0.1
1997	3			UC	5,150	5,400	6,050	4,850	930	4	0.6	0	0.0
1998	3			UC	5,850	6,200	6,850	5,550	1,050	4	0.5	1	0.1
1999	3			UC	5,400	5,700	6,300	5,150	810	1	0.1	0	0.0
2000	3			UC	5,500	5,850	6,500	5,150	820	2	0.3	0	0.0
2001	3			UC	5,550	5,950	6,550	5,200	830	3	0.4	0	0.0
2002	3			UC	5,650	6,000	6,650	5,300	850	8	1.0	0	0.0
2003	3			UC	5,550	5,850	6,500	5,250	670	6	0.8	0	0.0
2004	3			UC	5,800	6,200	6,800	5,450	700	4	0.5	1	0.1
2005	3			UC	5,900	6,250	6,900	5,550	590	5	0.6	1	0.1
2006	3			UC	6,000	6,350	7,000	5,650	600	8	1.0	0	0.0
2007	3			UC	6,100	6,450	7,050	5,700	610	9	1.1	2	0.2
2008	3			UC	6,150	6,500	6,100	5,750	620	5	0.6	1	0.1
2009	3			C	6,250	6,900	6,950	5,600	620	3	0.4	1	0.1
2010	3			C	6,250	6,900	6,950	5,650	620	1	0.1	0	0.0
2011	3			IC	5,150	5,650	5,850	4,600	570	5	0.7	0	0.0
2012	3			IC	5,150	5,700	5,550	4,550	570	9	1.3	0	0.0
2013	3			CTR	5,150	6,250	6,500	4,350	600	8	1.2	0	0.0
2014	3			CTR	5,900	7,200	7,250	5,000	690	6	0.8	1	0.1
2015	3			CTR	6,100	7,450	7,500	5,200	810	8	1.0	1	0.1
2016	3			CTR	6,000	7,300	7,400	5,100	790	7	0.9	0	0.0
2017	3			CTR	6,050	8,100	8,050	4,950	800	10	1.2	1	0.1
2018	3			CTR	6,050	8,100	8,050	4,950	800	2	0.2	0	0.0
2019	3			CTR	6,100	8,150	8,100	4,950	810	10	1.2	1	0.1
2021	3			CTR	6,150	8,000	7,950	5,000	800	5	0.6	0	0.0
2021	3	HWY4 TALBOTVILLE ROYAL START OF NA	145.0										

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1999	3	HWY 77	3.7	IC	8,400	9,400	9,400	7,500	920	0	0.0	0	0.0
2000	3			IC	7,500	8,400	8,400	6,700	820	2	0.2	0	0.0
2001	3			IC	7,000	7,850	7,850	6,200	770	2	0.2	0	0.0
2002	3			IC	6,300	7,000	7,100	5,550	690	2	0.2	0	0.0
2003	3			IC	5,600	6,250	6,300	4,950	780	3	0.4	1	0.1
2004	3			IC	5,100	5,700	5,750	4,500	710	3	0.4	0	0.0
2005	3			IC	5,250	5,850	5,900	4,650	520	2	0.3	0	0.0
2006	3			IC	5,400	6,000	6,050	4,800	540	5	0.7	0	0.0
2007	3			IC	5,800	6,450	6,650	5,150	580	0	0.0	0	0.0
2008	3			IC	5,250	5,800	5,650	4,650	520	4	0.6	0	0.0
2009	3			IC	4,950	5,500	5,550	4,400	500	0	0.0	0	0.0
2010	3			IC	5,100	5,650	5,700	4,500	510	4	0.6	2	0.3
2011	3			IC	6,400	7,050	7,300	5,750	640	2	0.2	0	0.0
2012	3			IC	6,400	7,100	6,850	5,700	640	3	0.3	0	0.0
2013	3			C	7,000	7,700	7,600	6,300	660	4	0.4	0	0.0
2014	3			C	6,700	7,350	7,150	6,050	640	2	0.2	0	0.0
2015	3			UC	6,450	6,450	6,200	6,100	710	5	0.6	0	0.0
2016	3			UC	6,500	6,500	6,250	6,150	720	4	0.5	1	0.1
2017	3			UC	5,850	5,800	5,850	5,600	640	5	0.6	0	0.0
2018	3			UC	5,850	5,800	5,900	5,600	640	7	0.9	1	0.1
2019	3			UC	5,800	5,700	5,800	5,600	640	9	1.1	2	0.3
2021	3			UC	5,750	5,750	5,850	5,550	630	5	0.6	1	0.1
2000	3	ESSEX RD 31	2.3	IC	7,500	8,400	8,400	6,700	820	2	0.3	0	0.0
2001	3			IC	7,750	8,650	8,700	6,850	850	3	0.5	0	0.0
2002	3			IC	7,800	8,700	8,750	6,850	860	8	1.2	1	0.2
2003	3			IC	8,300	9,250	9,350	7,350	830	4	0.6	0	0.0
2004	3			IC	7,900	8,850	8,850	7,000	790	7	1.1	0	0.0
2005	3			IC	7,850	8,750	8,800	6,900	780	3	0.5	0	0.0
2006	3			IC	8,100	9,000	9,100	7,200	810	5	0.7	0	0.0
2007	3			IC	8,200	9,100	9,400	7,250	980	9	1.3	1	0.1
2008	3			IC	8,250	9,150	8,850	7,250	990	3	0.4	2	0.3
2009	3			IC	8,350	9,250	9,350	7,450	840	4	0.6	2	0.3
2010	3			IC	8,400	9,300	9,400	7,450	840	2	0.3	1	0.1
2011	3			IC	8,500	9,350	9,700	7,650	680	3	0.4	0	0.0
2012	3			IC	8,550	9,450	9,200	7,600	680	1	0.1	0	0.0
2013	3			C	8,650	9,550	9,400	7,800	730	3	0.4	0	0.0
2014	3			C	8,700	9,550	9,300	7,850	730	9	1.2	1	0.1
2015	3			UC	8,800	8,850	8,450	8,350	860	5	0.7	1	0.1
2016	3			UC	8,850	8,900	8,500	8,400	870	5	0.7	2	0.3
2017	3			UC	8,950	8,900	9,000	8,600	880	6	0.8	0	0.0
2018	3			UC	9,000	8,950	9,050	8,650	880	0	0.0	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2019	3			UC	9,100	8,950	9,100	8,750	890	8	1.0	0	0.0
2021	3			UC	9,250	9,250	9,400	8,900	920	6	0.8	1	0.1
1988	3	E JCT ESSEX RD 34	3.3	C	5,500	6,100	6,100	4,950	500	9	1.4	3	0.5
1989	3			C	5,650	6,250	6,350	5,100	510	15	2.2	0	0.0
1990	3			C	5,650	6,250	6,250	5,100	510	9	1.3	1	0.1
1991	3			C	5,500	6,050	6,100	5,000	550	8	1.2	0	0.0
1992	3			C	5,600	6,050	6,200	5,150	560	10	1.5	1	0.1
1993	3			C	5,700	6,200	6,300	5,250	570	12	1.7	2	0.3
1994	3			C	5,850	6,400	6,500	5,300	470	11	1.6	0	0.0
1995	3			C	5,950	6,500	6,650	5,450	480	4	0.6	1	0.1
1996	3			C	6,050	6,850	6,900	5,450	480	6	0.8	1	0.1
1997	3			IC	6,200	6,950	7,000	5,450	680	7	0.9	0	0.0
1998	3			IC	6,900	7,750	7,750	6,150	760	8	1.0	0	0.0
1999	3			IC	8,200	9,200	9,200	7,300	740	8	0.8	2	0.2
2000	3			C	8,300	9,400	9,400	7,450	830	11	1.1	0	0.0
2001	3			C	8,550	9,650	9,650	7,700	860	10	1.0	3	0.3
2002	3			C	8,750	9,800	9,850	7,850	880	3	0.3	0	0.0
2003	3			C	9,100	10,200	10,200	8,200	910	1	0.1	0	0.0
2004	3			C	9,350	10,500	10,600	8,400	940	5	0.4	1	0.1
2005	3			C	9,250	10,300	10,400	8,300	1,100	9	0.8	1	0.1
2006	3			C	9,150	10,200	10,200	8,250	1,100	6	0.5	1	0.1
2007	3			C	8,900	9,900	10,000	8,000	1,050	4	0.4	0	0.0
2008	3			C	9,200	10,200	10,000	8,250	1,100	13	1.2	3	0.3
2009	3			C	9,350	10,300	10,400	8,400	840	4	0.4	2	0.2
2010	3			C	9,350	10,300	10,400	8,400	840	4	0.4	0	0.0
2011	3			C	9,300	10,200	10,300	8,350	840	2	0.2	0	0.0
2012	3			C	9,300	10,200	10,000	8,350	840	3	0.3	0	0.0
2013	3			UC	9,600	9,650	9,650	9,100	830	4	0.3	2	0.2
2014	3			UC	10,400	10,400	10,000	9,850	890	9	0.7	1	0.1
2015	3			UC	10,600	10,600	10,200	10,100	910	14	1.1	3	0.2
2016	3			UC	10,800	10,800	10,400	10,200	930	4	0.3	0	0.0
2017	3			UC	11,000	10,900	11,000	10,500	950	8	0.6	0	0.0
2018	3			UC	11,200	11,100	11,300	10,800	960	10	0.7	2	0.1
2019	3			UC	11,400	11,200	11,400	11,000	980	13	0.9	4	0.3
2021	3			UC	11,800	11,800	12,000	11,400	1,050	10	0.7	0	0.0
1988	3	ESSEX RD 18	3.3	C	5,650	6,250	6,250	5,100	510	3	0.4	1	0.1
1989	3			C	5,800	6,450	6,500	5,200	520	3	0.4	0	0.0
1990	3			C	5,950	6,600	6,600	5,350	540	3	0.4	0	0.0
1991	3			C	6,100	6,700	6,750	5,550	610	2	0.3	0	0.0
1992	3			C	6,200	6,700	6,900	5,700	620	1	0.1	0	0.0
1993	3			C	6,350	6,900	7,050	5,850	640	2	0.3	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1994	3			C	6,500	7,100	7,250	5,900	580	5	0.6	0	0.0
1995	3			C	6,600	7,200	7,400	6,050	590	4	0.5	1	0.1
1996	3			C	6,700	7,600	7,600	6,050	600	3	0.4	0	0.0
1997	3			IC	6,850	7,650	7,750	6,050	680	9	1.1	1	0.1
1998	3			IC	7,200	8,050	8,050	6,400	720	7	0.8	2	0.2
1999	3			IC	7,500	8,400	8,400	6,700	750	7	0.8	0	0.0
2000	3			IC	7,850	8,800	8,800	7,000	860	6	0.6	2	0.2
2001	3			IC	7,950	8,900	8,950	7,050	870	8	0.8	0	0.0
2002	3			IC	8,150	9,100	9,150	7,200	900	7	0.7	3	0.3
2003	3			IC	8,400	9,350	9,450	7,450	920	8	0.8	0	0.0
2004	3			IC	8,600	9,600	9,650	7,600	950	6	0.6	0	0.0
2005	3			IC	8,750	9,750	9,800	7,700	960	5	0.5	1	0.1
2006	3			IC	8,900	9,900	10,000	7,900	980	4	0.4	0	0.0
2007	3			IC	9,000	10,000	10,300	7,950	900	6	0.6	0	0.0
2008	3			IC	9,300	10,300	9,950	8,200	930	5	0.4	0	0.0
2009	3			IC	9,600	10,700	10,800	8,550	860	5	0.4	0	0.0
2010	3			IC	9,600	10,600	10,700	8,500	860	7	0.6	0	0.0
2011	3			IC	9,300	10,200	10,600	8,350	740	4	0.4	1	0.1
2012	3			IC	9,300	10,300	10,000	8,250	740	9	0.8	0	0.0
2013	3			UC	10,200	10,200	10,300	9,700	850	9	0.7	1	0.1
2014	3			UC	10,300	10,300	9,900	9,750	850	10	0.8	0	0.0
2015	3			UC	10,500	10,500	10,100	9,950	870	7	0.6	0	0.0
2016	3			UC	10,700	10,700	10,300	10,200	890	7	0.5	2	0.2
2017	3			UC	10,900	10,800	10,900	10,400	900	8	0.6	2	0.2
2018	3			UC	11,000	10,900	11,100	10,600	910	6	0.5	0	0.0
2019	3			UC	11,200	11,000	11,200	10,800	930	8	0.6	0	0.0
2021	3			UC	11,600	11,600	11,800	11,200	930	10	0.7	1	0.1
1988	3	ESSEX RD 29 DIVISION RD	3.0	C	9,000	10,000	10,000	8,100	720	11	1.1	1	0.1
1989	3			C	9,250	10,300	10,400	8,300	740	11	1.1	0	0.0
1990	3			C	9,300	10,300	10,300	8,350	740	7	0.7	1	0.1
1991	3			C	9,150	10,100	10,200	8,350	730	4	0.4	0	0.0
1992	3			C	9,400	10,200	10,400	8,650	750	5	0.5	0	0.0
1993	3			C	9,700	10,600	10,700	8,900	780	5	0.5	1	0.1
1994	3			UC	10,000	10,600	11,400	9,300	800	9	0.8	2	0.2
1995	3			UC	10,300	10,900	11,800	9,600	820	8	0.7	3	0.3
1996	3			UC	10,600	11,200	12,400	10,100	850	8	0.7	1	0.1
1997	3			UC	10,900	11,400	12,800	10,200	870	7	0.6	2	0.2
1998	3			UC	11,100	11,800	13,000	10,500	890	9	0.7	0	0.0
1999	3			UC	11,300	12,000	13,200	10,700	900	7	0.6	1	0.1
2000	3			UC	11,400	12,100	13,500	10,700	1,050	8	0.6	2	0.2
2001	3			UC	11,700	12,500	13,800	11,000	1,050	8	0.6	1	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2002	3			UC	12,000	12,800	14,100	11,200	1,100	8	0.6	2	0.2
2003	3			UC	12,200	12,900	14,300	11,500	1,350	11	0.8	1	0.1
2004	3			UC	13,000	13,900	15,300	12,200	1,450	2	0.1	0	0.0
2005	3			UC	12,700	13,400	14,900	11,900	1,250	7	0.5	0	0.0
2006	3			UC	12,600	13,300	14,700	11,900	1,250	9	0.7	3	0.2
2007	3			UC	11,700	12,400	13,500	11,000	1,150	4	0.3	0	0.0
2008	3			UC	13,000	13,700	12,900	12,200	1,300	4	0.3	1	0.1
2009	3			IC	13,200	14,700	14,800	11,700	1,050	4	0.3	1	0.1
2010	3			IC	13,400	14,800	15,000	11,900	1,050	1	0.1	0	0.0
2011	3			IC	13,400	14,700	15,300	12,000	940	6	0.4	1	0.1
2012	3			IC	13,400	14,800	14,400	11,900	940	5	0.3	0	0.0
2013	3			UC	14,000	14,000	14,100	13,300	980	6	0.4	1	0.1
2014	3			UC	14,100	14,100	13,600	13,400	990	9	0.6	0	0.0
2015	3			UC	14,300	14,300	13,800	13,600	1,000	3	0.2	0	0.0
2016	3			UC	14,500	14,500	13,900	13,800	1,000	5	0.3	0	0.0
2017	3			UC	14,700	14,600	14,700	14,100	1,050	8	0.5	0	0.0
2018	3			UC	14,900	14,800	15,000	14,300	1,050	7	0.4	1	0.1
2019	3			UC	15,100	14,900	15,100	14,500	1,050	6	0.4	1	0.1
2021	3			UC	15,400	15,400	15,600	14,800	1,100	6	0.4	0	0.0
1988	3	ESSEX RD 27 COTTOM SIDEROAD	6.2	C	8,800	9,750	9,750	7,900	700	11	0.6	0	0.0
1989	3			C	9,050	10,000	10,100	8,150	720	11	0.5	1	0.0
1990	3			C	9,250	10,300	10,300	8,300	740	10	0.5	3	0.1
1991	3			C	9,200	10,100	10,200	8,350	550	11	0.5	2	0.1
1992	3			C	9,400	10,200	10,400	8,650	560	11	0.5	3	0.1
1993	3			C	9,700	10,600	10,700	8,900	580	8	0.4	1	0.0
1994	3			UC	10,000	10,600	11,400	9,300	800	17	0.8	1	0.0
1995	3			UC	10,300	10,900	11,800	9,600	820	9	0.4	1	0.0
1996	3			UC	10,600	11,200	12,400	10,100	850	7	0.3	2	0.1
1997	3			UC	10,900	11,400	12,800	10,200	980	5	0.2	1	0.0
1998	3			UC	11,100	11,800	13,000	10,500	1,000	11	0.4	0	0.0
1999	3			UC	11,400	12,100	13,300	10,800	1,050	10	0.4	0	0.0
2000	3			UC	11,600	12,300	13,700	10,900	930	4	0.2	0	0.0
2001	3			UC	11,900	12,700	14,000	11,200	950	10	0.4	0	0.0
2002	3			UC	12,100	12,900	14,200	11,300	970	10	0.4	0	0.0
2003	3			UC	12,400	13,100	14,500	11,700	1,250	9	0.3	4	0.1
2004	3			UC	13,200	14,100	15,500	12,400	1,300	6	0.2	0	0.0
2005	3			UC	12,900	13,700	15,100	12,100	900	11	0.4	0	0.0
2006	3			UC	12,600	13,300	14,700	11,900	880	6	0.2	1	0.0
2007	3			UC	12,000	12,700	13,900	11,300	840	6	0.2	1	0.0
2008	3			UC	12,800	13,500	12,700	12,000	900	15	0.5	2	0.1
2009	3			C	13,100	14,400	14,500	11,800	920	18	0.6	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2010	3			C	13,100	14,400	14,600	11,800	920	11	0.4	4	0.1
2011	3			C	12,600	13,900	14,000	11,300	880	5	0.2	0	0.0
2012	3			C	13,600	15,000	14,700	12,200	950	10	0.3	0	0.0
2013	3			UC	13,800	13,800	13,900	13,100	990	11	0.4	2	0.1
2014	3			UC	13,900	13,900	13,400	13,200	1,000	15	0.5	0	0.0
2015	3			UC	14,100	14,100	13,600	13,400	1,150	9	0.3	1	0.0
2016	3			UC	14,300	14,300	13,800	13,600	1,150	14	0.4	2	0.1
2017	3			UC	14,400	14,300	14,400	13,800	1,150	17	0.5	2	0.1
2018	3			UC	14,600	14,500	14,700	14,000	1,200	11	0.3	0	0.0
2019	3			UC	14,800	14,600	14,800	14,300	1,200	8	0.2	0	0.0
2021	3			UC	15,100	15,100	15,300	14,500	1,200	6	0.2	1	0.0
1988	3	ESSEX RD 23 ARNER TOWNLINE RD	5.1	C	10,200	11,300	11,300	9,200	710	23	1.2	1	0.1
1989	3			C	10,600	11,800	11,900	9,550	740	14	0.7	0	0.0
1990	3			C	11,300	12,500	12,500	10,200	790	17	0.8	1	0.0
1991	3			C	11,700	12,900	13,000	10,600	580	16	0.7	4	0.2
1992	3			C	12,000	13,000	13,300	11,000	600	20	0.9	0	0.0
1993	3			C	12,600	13,700	13,900	11,600	630	14	0.6	0	0.0
1994	3			UC	13,200	14,000	15,100	12,300	790	19	0.8	2	0.1
1995	3			UC	13,700	14,500	15,700	12,800	820	36	1.4	2	0.1
1996	3			UC	14,100	14,900	16,500	13,400	850	13	0.5	4	0.2
1997	3			C	14,600	16,500	16,600	13,100	1,000	9	0.3	0	0.0
1998	3			C	15,000	17,000	17,000	13,500	1,050	12	0.4	3	0.1
1999	3			C	15,200	17,000	17,200	13,700	1,050	14	0.5	0	0.0
2000	3			C	16,000	18,100	18,100	14,400	1,300	18	0.6	0	0.0
2001	3			C	15,900	17,900	17,900	14,300	1,250	20	0.7	2	0.1
2002	3			C	16,300	18,300	18,400	14,700	1,300	15	0.5	1	0.0
2003	3			C	16,300	18,200	18,300	14,700	1,450	17	0.6	1	0.0
2004	3			C	17,900	20,200	20,200	16,100	1,600	12	0.4	0	0.0
2005	3			C	17,400	19,400	19,500	15,600	1,400	15	0.5	0	0.0
2006	3			C	16,900	18,800	18,900	15,200	1,350	13	0.4	0	0.0
2007	3			C	15,800	17,600	17,800	14,200	1,250	17	0.6	2	0.1
2008	3			C	17,400	19,200	18,900	15,600	1,400	15	0.5	3	0.1
2009	3			C	18,100	19,900	20,100	16,300	1,250	19	0.6	2	0.1
2010	3			C	18,100	19,900	20,100	16,300	1,250	14	0.4	3	0.1
2011	3			IC	16,800	18,500	19,200	15,100	1,200	19	0.6	1	0.0
2012	3			IC	16,800	18,600	18,000	14,900	1,200	13	0.4	2	0.1
2013	3			UC	18,600	18,700	18,700	17,700	1,150	19	0.5	1	0.0
2014	3			UC	17,900	18,000	17,200	17,000	1,100	21	0.6	0	0.0
2015	3			UC	17,200	17,300	16,500	16,300	1,300	17	0.5	2	0.1
2016	3			UC	17,300	17,400	16,600	16,400	1,350	9	0.3	0	0.0
2017	3			UC	18,600	18,500	18,700	17,800	1,450	19	0.5	1	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2018	3			UC	18,800	18,600	18,900	18,000	1,450	16	0.5	1	0.0
2019	3			UC	19,000	18,700	19,000	18,300	1,450	24	0.7	1	0.0
2021	3			UC	19,400	19,400	19,700	18,700	1,550	16	0.4	5	0.1
1988	3	ESSEX RD 19 MANNING ROAD	4.6	C	9,900	11,000	11,000	8,900	690	12	0.7	1	0.1
1989	3			C	10,400	11,500	11,600	9,350	730	12	0.7	0	0.0
1990	3			C	10,800	12,000	12,000	9,700	760	9	0.5	1	0.1
1991	3			C	11,300	12,400	12,500	10,300	680	9	0.5	2	0.1
1992	3			C	11,900	12,900	13,200	10,900	710	5	0.2	0	0.0
1993	3			C	12,500	13,600	13,800	11,500	750	9	0.4	2	0.1
1994	3			UC	13,100	13,900	15,000	12,200	790	7	0.3	1	0.0
1995	3			UC	13,700	14,500	15,700	12,800	820	6	0.3	1	0.0
1996	3			UC	14,300	15,100	16,700	13,600	860	5	0.2	1	0.0
1997	3			UC	14,900	15,600	17,400	14,000	1,050	13	0.5	1	0.0
1998	3			UC	15,400	16,300	18,000	14,600	1,100	7	0.3	1	0.0
1999	3			UC	15,200	16,100	17,800	14,400	1,050	6	0.2	0	0.0
2000	3			UC	14,500	15,400	17,100	13,600	1,000	7	0.3	4	0.2
2001	3			UC	15,900	17,000	18,700	14,900	1,100	13	0.5	1	0.0
2002	3			UC	16,200	17,300	19,100	15,200	1,150	6	0.2	0	0.0
2003	3			UC	16,800	17,800	19,700	15,900	1,350	12	0.4	2	0.1
2004	3			UC	17,500	18,700	20,600	16,400	1,400	9	0.3	0	0.0
2005	3			UC	17,200	18,200	20,100	16,100	1,400	11	0.4	0	0.0
2006	3			UC	17,400	18,400	20,300	16,400	1,400	12	0.4	2	0.1
2007	3			UC	17,600	18,700	20,400	16,500	1,400	11	0.4	0	0.0
2008	3			UC	17,700	18,700	17,600	16,600	1,400	17	0.6	0	0.0
2009	3			UC	18,000	19,100	21,100	16,900	1,450	8	0.3	0	0.0
2010	3			UC	18,000	19,000	20,900	16,900	1,450	12	0.4	1	0.0
2011	3			UC	16,400	16,500	17,000	15,600	1,150	8	0.3	0	0.0
2012	3			UC	16,400	16,500	17,600	15,600	1,150	15	0.5	1	0.0
2013	3			UC	16,600	16,700	16,700	15,800	1,150	10	0.4	0	0.0
2014	3			UC	18,200	18,300	17,500	17,300	1,250	8	0.3	2	0.1
2015	3			UC	18,800	18,900	18,100	17,800	1,500	8	0.3	1	0.0
2016	3			UC	18,700	18,800	18,000	17,700	1,500	12	0.4	0	0.0
2017	3			UC	18,900	18,800	19,000	18,100	1,500	12	0.4	1	0.0
2018	3			UC	19,100	18,900	19,200	18,300	1,500	11	0.3	2	0.1
2019	3			UC	19,300	19,000	19,300	18,600	1,500	19	0.6	0	0.0
2021	3			UC	19,700	19,700	20,000	19,000	1,600	13	0.4	1	0.0
1988	3	W JCT ESSEX RD 34 TALBOT RD (N)	5.3	C	10,200	11,300	11,300	9,200	820	25	1.3	3	0.2
1989	3			C	10,600	11,800	11,900	9,550	850	15	0.7	3	0.1
1990	3			C	11,000	12,200	12,200	9,900	880	21	1.0	4	0.2
1991	3			C	10,000	11,000	11,100	9,100	500	20	1.0	1	0.1
1992	3			C	10,600	11,400	11,800	9,750	530	20	1.0	1	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1993	3			C	11,100	12,100	12,300	10,200	560	13	0.6	2	0.1
1994	3			UC	11,700	12,400	13,400	10,900	700	29	1.3	4	0.2
1995	3			UC	11,900	12,600	13,600	11,100	710	23	1.0	2	0.1
1996	3			UC	12,200	12,900	14,300	11,600	730	14	0.6	2	0.1
1997	3			UC	12,400	13,000	14,500	11,700	870	24	1.0	4	0.2
1998	3			UC	12,700	13,500	14,900	12,100	890	16	0.7	2	0.1
1999	3			UC	12,900	13,700	15,100	12,300	900	15	0.6	1	0.0
2000	3			UC	13,200	14,000	15,600	12,400	920	15	0.6	3	0.1
2001	3			UC	13,400	14,400	15,800	12,600	940	28	1.1	4	0.2
2002	3			UC	13,700	14,600	16,100	12,800	1,100	13	0.5	1	0.0
2003	3			UC	14,000	14,800	16,400	13,200	1,400	15	0.6	2	0.1
2004	3			UC	14,800	15,900	17,400	13,900	1,500	24	0.8	2	0.1
2005	3			UC	14,500	15,300	17,000	13,600	1,450	17	0.6	2	0.1
2006	3			UC	14,200	15,000	16,600	13,400	1,400	14	0.5	2	0.1
2007	3			UC	13,600	14,400	15,700	12,800	1,100	17	0.6	2	0.1
2008	3			UC	14,600	15,400	14,500	13,700	1,150	19	0.7	3	0.1
2009	3			C	15,100	16,600	16,800	13,600	1,200	18	0.6	1	0.0
2010	3			C	15,100	16,600	16,800	13,600	1,200	27	0.9	1	0.0
2011	3			C	15,400	17,000	17,100	13,900	1,250	16	0.5	0	0.0
2012	3			C	15,000	16,500	16,200	13,500	1,200	8	0.3	2	0.1
2013	3			UC	13,900	13,900	14,000	13,200	1,050	15	0.6	3	0.1
2014	3			UC	15,500	15,500	14,900	14,700	1,200	14	0.5	2	0.1
2015	3			UC	15,700	15,800	15,100	14,900	1,200	7	0.2	0	0.0
2016	3			UC	13,500	13,500	13,000	12,800	1,050	14	0.5	2	0.1
2017	3			UC	15,600	15,500	15,600	15,000	1,200	14	0.5	2	0.1
2018	3			UC	15,800	15,700	15,900	15,200	1,200	8	0.3	1	0.0
2019	3			UC	15,900	15,700	15,900	15,300	1,200	9	0.3	1	0.0
2021	3			UC	16,200	16,200	16,500	15,600	1,300	12	0.4	0	0.0
1988	3	ESSEX RD 11 WALKER RD (S)	2.4	C	8,050	8,950	8,950	7,250	560	1	0.1	1	0.1
1989	3			C	8,400	9,300	9,400	7,550	590	5	0.7	0	0.0
1990	3			C	8,800	9,750	9,750	7,900	620	5	0.7	0	0.0
1991	3			C	8,450	9,300	9,400	7,700	420	2	0.3	0	0.0
1992	3			C	8,900	9,600	9,900	8,200	440	6	0.8	0	0.0
1993	3			C	9,400	10,200	10,400	8,650	470	6	0.7	0	0.0
1994	3			UC	9,900	10,500	11,300	9,200	590	5	0.6	1	0.1
1995	3			UC	10,200	10,800	11,700	9,500	610	10	1.1	1	0.1
1996	3			UC	10,600	11,200	12,400	10,100	640	7	0.8	0	0.0
1997	3			UC	11,000	11,600	12,900	10,300	880	8	0.8	0	0.0
1998	3			UC	11,300	12,000	13,200	10,700	900	4	0.4	2	0.2
1999	3			UC	11,100	11,800	13,000	10,500	890	7	0.7	0	0.0
2000	3			UC	11,100	11,800	13,100	10,400	890	9	0.9	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2001	3			UC	11,300	12,100	13,300	10,600	1,150	5	0.5	0	0.0
2002	3			UC	11,400	12,100	13,400	10,700	1,050	9	0.9	3	0.3
2003	3			UC	11,700	12,400	13,700	11,100	1,150	10	1.0	3	0.3
2004	3			UC	11,800	12,600	13,900	11,100	1,200	6	0.6	1	0.1
2005	3			UC	11,500	12,200	13,400	10,800	1,150	4	0.4	0	0.0
2006	3			UC	11,200	11,800	13,100	10,500	1,100	3	0.3	1	0.1
2007	3			UC	10,400	11,000	12,000	9,750	1,050	4	0.4	2	0.2
2008	3			UC	11,400	12,000	11,300	10,700	1,150	1	0.1	0	0.0
2009	3			SC	11,800	12,500	13,800	10,400	1,300	5	0.5	3	0.3
2010	3			SC	11,800	12,500	13,800	10,400	1,200	2	0.2	1	0.1
2011	3			SC	11,800	15,100	13,800	9,400	1,050	4	0.4	1	0.1
2012	3			SC	11,900	12,600	11,900	10,500	1,050	5	0.5	1	0.1
2013	3			UC	10,600	10,600	10,700	10,100	1,100	2	0.2	1	0.1
2014	3			UC	11,800	11,800	11,300	11,200	1,250	6	0.6	1	0.1
2015	3			UC	11,800	11,800	11,300	11,200	1,250	14	1.4	4	0.4
2016	3			UC	12,900	12,900	12,400	12,200	1,350	5	0.5	0	0.0
2017	3			UC	12,100	12,000	12,100	11,600	1,300	13	1.3	1	0.1
2018	3			UC	12,200	12,100	12,300	11,700	1,300	17	1.6	1	0.1
2019	3			UC	12,200	12,000	12,200	11,800	1,300	12	1.1	1	0.1
2021	3			UC	12,400	12,400	12,600	11,900	1,350	11	1.0	2	0.2
1988	3	ESSEX RD 9 (HWY 7908) ROUNDABOUT	0.7	UC	17,300	18,200	19,500	16,300	4,000	0	0.0	0	0.0
1989	3			UC	17,900	18,800	20,200	17,000	4,100	0	0.0	0	0.0
1990	3			UC	18,500	19,800	21,500	17,600	4,250	0	0.0	0	0.0
1991	3			UC	19,300	20,500	22,200	18,700	3,450	0	0.0	0	0.0
1992	3			C	19,800	21,400	22,000	18,200	3,550	0	0.0	0	0.0
1993	3			C	20,400	22,200	22,600	18,800	3,650	0	0.0	0	0.0
1994	3			UC	21,200	22,500	24,200	19,700	3,800	0	0.0	0	0.0
1995	3			UC	21,900	23,100	25,000	20,400	3,950	0	0.0	0	0.0
1996	3			UC	22,700	24,000	26,600	21,600	4,100	0	0.0	0	0.0
1997	3			UC	24,200	25,400	28,300	22,700	5,550	0	0.0	0	0.0
1998	3			UC	25,200	26,700	29,500	23,900	5,800	0	0.0	0	0.0
1999	3			UC	25,900	27,500	30,300	24,600	5,950	0	0.0	0	0.0
2000	3			UC	26,700	28,300	31,500	25,100	7,750	0	0.0	0	0.0
2001	3			UC	27,600	29,600	32,500	25,900	8,000	0	0.0	0	0.0
2002	3			UC	28,400	30,300	33,400	26,600	8,250	0	0.0	0	0.0
2003	3			UC	29,300	31,000	34,300	27,700	8,500	0	0.0	0	0.0
2004	3			UC	30,100	32,200	35,400	28,300	8,750	0	0.0	0	0.0
2005	3			UC	27,000	28,600	31,600	25,300	7,850	0	0.0	0	0.0
2006	3			UC	27,600	29,200	32,300	26,000	8,000	0	0.0	0	0.0
2007	3			UC	28,100	29,800	32,500	26,400	8,150	0	0.0	0	0.0
2008	3			UC	28,700	30,300	28,500	26,900	8,300	0	0.0	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2009	3			UC	29,300	31,100	34,300	27,500	8,500	0	0.0	0	0.0
2010	3			UC	29,300	31,000	34,100	27,600	8,500	0	0.0	0	0.0
2011	3			UC	30,900	31,000	32,100	29,300	8,950	0	0.0	0	0.0
2012	3			UC	30,900	31,100	33,100	29,400	8,950	0	0.0	0	0.0
2013	3			UC	31,800	31,900	32,000	30,200	9,200	0	0.0	0	0.0
2014	3			UC	32,200	32,300	31,000	30,600	9,350	0	0.0	0	0.0
2015	3			UC	32,700	32,800	31,400	31,000	9,500	5	0.6	2	0.2
2016	3			UC	7,800	7,850	7,500	7,400	2,250	15	7.7	2	1.0
2017	3			UC	7,950	7,900	7,950	7,600	2,300	13	6.6	1	0.5
2018	3			UC	25,900	25,700	26,100	24,900	7,500	22	3.4	3	0.5
2019	3			UC	25,800	25,400	25,800	24,900	7,500	24	3.7	3	0.5
2021	3			UC	25,800	25,900	26,200	24,900	7,500	23	3.6	1	0.2
1988	3	HOWARD AV ESSEX RD 9	0.8	UC	14,600	15,300	16,500	13,700	2,350	0	0.0	0	0.0
1989	3			UC	15,300	16,100	17,300	14,500	3,500	0	0.0	0	0.0
1990	3			UC	16,100	17,200	18,700	15,300	3,700	1	0.2	1	0.2
1991	3			UC	17,200	18,200	19,800	16,700	3,250	0	0.0	0	0.0
1992	3			C	17,500	18,900	19,400	16,100	3,300	0	0.0	0	0.0
1993	3			C	18,000	19,600	19,900	16,600	3,400	0	0.0	0	0.0
1994	3			UC	18,500	19,600	21,200	17,200	3,500	0	0.0	0	0.0
1995	3			UC	19,000	20,000	21,700	17,700	3,600	1	0.2	1	0.2
1996	3			UC	19,500	20,600	22,800	18,500	3,700	0	0.0	0	0.0
1997	3			UC	21,100	22,200	24,700	19,800	5,050	0	0.0	0	0.0
1998	3			UC	22,300	23,600	26,100	21,200	5,350	1	0.2	0	0.0
1999	3			UC	23,000	24,400	26,900	21,800	5,500	0	0.0	0	0.0
2000	3			UC	24,200	25,700	28,600	22,700	6,550	0	0.0	0	0.0
2001	3			UC	24,000	25,700	28,200	22,600	6,500	0	0.0	0	0.0
2002	3			UC	24,800	26,400	29,200	23,200	6,700	0	0.0	0	0.0
2003	3			UC	25,600	27,100	30,000	24,200	8,450	0	0.0	0	0.0
2004	3			UC	25,800	27,600	30,400	24,200	8,500	0	0.0	0	0.0
2005	3			LT	26,500	36,300	35,500	19,500	6,900	0	0.0	0	0.0
2006	3			LT	27,100	37,100	36,200	20,000	8,400	0	0.0	0	0.0
2007	3			LT	27,700	38,000	39,100	20,400	8,600	1	0.1	2	0.2
2008	3			LT	28,400	38,900	37,200	20,900	8,800	0	0.0	0	0.0
2009	3			LT	29,000	39,200	38,300	21,500	7,250	0	0.0	0	0.0
2010	3			LT	29,600	39,800	39,000	21,800	7,400	0	0.0	0	0.0
2011	3			LT	30,600	39,200	40,000	25,200	7,650	3	0.3	4	0.4
2012	3			LT	30,600	39,900	38,000	23,200	7,650	0	0.0	0	0.0
2013	3			LT	31,900	41,700	41,600	24,100	8,000	8	0.9	7	0.8
2014	3			LT	32,500	42,400	43,200	24,500	8,100	0	0.0	0	0.0
2015	3			LT	33,200	43,300	44,100	25,100	8,300	8	0.8	3	0.3
2016	3			UC	7,800	7,850	7,500	7,400	1,950	2	0.9	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2017	3			UC	7,950	7,900	7,950	7,600	2,000	1	0.4	0	0.0
2018	3			UC	26,700	26,500	26,900	25,600	6,700	0	0.0	0	0.0
2019	3			UC	26,900	26,500	26,900	25,900	6,700	2	0.3	1	0.1
2021	3			UC	27,200	27,300	27,600	26,200	6,800	3	0.4	0	0.0
2015	3	MONTGOMERY DR (S)	0.7	UNCL	N/A	N/A	N/A	N/A	N/A	2	N/A	0	N/A
2016	3			UC	6,100	6,100	5,850	5,800	1,000	0	0.0	0	0.0
2017	3			UC	6,200	6,150	6,200	5,950	1,050	0	0.0	0	0.0
2018	3			UC	6,350	6,300	6,400	6,100	1,050	0	0.0	0	0.0
2019	3			UC	6,450	6,350	6,450	6,200	1,050	0	0.0	0	0.0
2021	3			UC	6,700	6,700	6,800	6,450	1,150	0	0.0	0	0.0
2015	3	SANDWICH WEST PARKWAY (S)/COUSINEAU RD (N)	0.5	UNCL	N/A	N/A	N/A	N/A	N/A	1	N/A	0	N/A
2016	3			UC	8,450	8,500	8,150	8,000	800	0	0.0	0	0.0
2017	3			UC	8,600	8,550	8,650	8,250	820	4	2.5	0	0.0
2018	3			UC	8,800	8,750	8,850	8,450	840	1	0.6	0	0.0
2019	3			UC	8,950	8,800	8,950	8,600	850	3	1.8	0	0.0
2021	3			UC	9,300	9,300	9,450	8,950	930	2	1.2	0	0.0
2015	3	2.000 KM W OF HOWARD AV ESSEX RD 9	1.1	UNCL	N/A	N/A	N/A	N/A	N/A	2	N/A	2	N/A
2016	3			UC	6,050	6,050	5,800	5,750	580	0	0.0	0	0.0
2017	3			UC	6,150	6,100	6,150	5,900	590	3	1.2	0	0.0
2018	3			UC	6,300	6,250	6,350	6,050	600	2	0.8	0	0.0
2019	3			UC	6,400	6,300	6,400	6,150	610	3	1.2	0	0.0
2021	3			UC	6,650	6,650	6,750	6,400	660	2	0.7	0	0.0
2015	3	ESSEX RD 7 HURON CHURCH LINE (S)	0.5	UNCL	N/A	N/A	N/A	N/A	N/A	6	N/A	1	N/A
2016	3			UC	11,900	11,900	11,400	11,300	1,400	2	0.9	0	0.0
2017	3			UC	12,100	12,000	12,100	11,600	1,450	2	0.9	1	0.5
2018	3			UC	12,400	12,300	12,500	11,900	1,450	5	2.2	1	0.4
2019	3			UC	12,600	12,400	12,600	12,100	1,500	2	0.9	0	0.0
2021	3			UC	13,100	13,100	13,300	12,600	1,550	1	0.4	0	0.0
2014	3	TODD LANE (S)/CABANA RD(N)	0.8	UC	32,500	32,600	31,300	30,800	3,850	9	1.0	3	0.3
2015	3			UC	33,100	33,200	31,800	31,400	3,900	3	0.3	1	0.1
2016	3			UC	9,700	9,750	9,350	9,200	1,150	2	0.7	0	0.0
2017	3			UC	9,900	9,850	9,950	9,500	1,150	2	0.7	0	0.0
2018	3			UC	10,100	10,000	10,200	9,700	1,200	3	1.1	1	0.4
2019	3			UC	10,300	10,100	10,300	9,900	1,200	4	1.4	1	0.3
2021	3			UC	10,300	10,300	10,500	9,900	1,250	1	0.3	0	0.0
2015	3	PULFORD ST (N)	0.6	UNCL	N/A	N/A	N/A	N/A	N/A	1	N/A	1	N/A
2016	3			UC	9,250	9,300	8,900	8,800	680	2	1.1	0	0.0
2017	3			UC	9,450	9,400	9,500	9,050	690	0	0.0	0	0.0
2018	3			UC	9,600	9,500	9,650	9,200	700	0	0.0	0	0.0
2019	3			UC	9,800	9,650	9,800	9,450	720	0	0.0	0	0.0
2021	3			UC	10,200	10,200	10,400	9,850	710	2	1.0	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2015	3	LAMBTON ST (S)/GRAND MARAIS RD WEST (N)	0.6	UNCL	N/A	N/A	N/A	N/A	N/A	7	N/A	5	N/A
2016	3			UC	9,450	9,500	9,100	8,950	1,050	4	2.1	2	1.1
2017	3			UC	9,650	9,600	9,700	9,250	1,100	3	1.5	0	0.0
2018	3			UC	9,850	9,750	9,950	9,450	1,100	3	1.5	0	0.0
2019	3			UC	10,000	9,850	10,000	9,650	1,150	8	4.0	2	1.0
2021	3			UC	10,400	10,400	10,600	10,000	1,150	3	1.4	0	0.0
2015	3	WESTBOUND BETHLEHEM AV (S)/LABELLE ST (N)	0.6	UNCL	N/A	N/A	N/A	N/A	N/A	11	N/A	2	N/A
2016	3			UC	34,500	34,600	33,200	32,700	7,250	13	1.8	2	0.3
2017	3			UC	35,200	35,000	35,300	33,700	7,400	6	0.8	2	0.3
2018	3			UC	35,900	35,600	36,200	34,500	7,550	16	2.2	12	1.6
2019	3			UC	36,600	36,100	36,600	35,300	7,700	7	0.9	5	0.7
2021	3			UC	38,000	38,100	38,600	36,600	8,000	6	0.8	3	0.4
2015	3	HWY 7087 IC (EC ROW EXPWY)	0.5	UNCL	N/A	N/A	N/A	N/A	N/A	8	N/A	6	N/A
2016	3			UC	32,900	33,000	31,600	31,200	8,350	8	1.2	3	0.5
2017	3			UC	33,600	33,400	33,700	32,200	8,550	8	1.2	3	0.5
2018	3			UC	34,200	33,900	34,500	32,800	8,700	10	1.5	3	0.4
2019	3			UC	34,900	34,400	34,900	33,600	8,850	4	0.6	1	0.1
2021	3			UC	36,200	36,300	36,800	34,900	9,050	5	0.7	1	0.1
2021	3	START OF NA WINDSOR E LTS	4.1										
2021	3	SANDWICH ST W/RIVERSIDE DR WEST END OF HWY											
2021	4	PORT STANLEY START OF NA	19.2										
1988	4	HWY 3 TALBOTVILLE ROYAL	3.7	C	9,500	10,500	10,500	8,550	760	10	0.8	2	0.2
1989	4			C	9,700	10,800	10,900	8,750	780	9	0.7	1	0.1
1990	4			C	10,000	11,100	11,100	9,000	800	5	0.4	1	0.1
1991	4			C	9,900	10,900	11,000	9,000	990	5	0.4	1	0.1
1992	4			C	9,900	10,700	11,000	9,100	990	8	0.6	2	0.2
1993	4			C	9,900	10,800	11,000	9,100	990	9	0.7	1	0.1
1994	4			C	9,700	10,600	10,800	8,800	970	9	0.7	1	0.1
1995	4			C	10,600	11,600	11,900	9,700	1,050	2	0.1	1	0.1
1996	4			C	10,900	12,400	12,400	9,850	1,100	4	0.3	2	0.1
1997	4			SC	10,100	10,700	11,800	9,000	910	7	0.5	3	0.2
1998	4			SC	10,500	11,100	12,300	9,350	940	3	0.2	0	0.0
1999	4			SC	10,300	10,900	12,100	9,150	930	3	0.2	0	0.0
2000	4			SC	10,300	10,900	12,100	9,050	1,050	0	0.0	0	0.0
2001	4			SC	10,300	11,000	12,100	9,100	1,050	1	0.1	0	0.0
2002	4			SC	10,300	10,900	12,100	9,100	1,050	5	0.4	2	0.1
2003	4			SC	10,200	10,800	11,900	9,000	1,100	2	0.1	0	0.0
2004	4			SC	10,200	10,900	11,900	9,000	1,100	2	0.1	0	0.0
2005	4			SC	10,300	10,900	12,000	9,050	1,050	1	0.1	0	0.0
2006	4			SC	10,300	10,900	12,000	9,100	1,050	4	0.3	2	0.1
2007	4			SC	10,300	10,900	11,900	9,050	930	3	0.2	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2008	4			SC	10,300	10,800	10,200	9,050	930	1	0.1	1	0.1
2009	4			SC	10,300	10,900	12,100	9,050	820	2	0.1	0	0.0
2010	4			SC	10,300	10,900	12,100	9,100	820	2	0.1	0	0.0
2011	4			CR	10,300	12,000	12,100	9,150	720	3	0.2	0	0.0
2012	4			CR	10,300	12,300	12,100	8,700	700	1	0.1	0	0.0
2013	4			CTR	10,300	12,500	13,000	8,750	730	1	0.1	1	0.1
2014	4			CTR	10,300	12,600	12,700	8,750	730	4	0.3	1	0.1
2015	4			CTR	10,300	12,600	12,700	8,750	730	7	0.5	0	0.0
2016	4			CTR	10,300	12,600	12,700	8,750	730	2	0.1	0	0.0
2017	4			CTR	10,300	13,800	13,700	8,400	730	5	0.4	1	0.1
2018	4			CTR	10,300	13,800	13,700	8,400	730	7	0.5	1	0.1
2019	4			CTR	10,300	13,700	13,700	8,400	820	10	0.7	0	0.0
2021	4			CTR	10,300	13,400	13,400	8,400	820	5	0.4	0	0.0
1988	4	ELGIN CTY RD 18 (W)	2.3	C	11,000	12,200	12,200	9,900	1,200	20	2.2	8	0.9
1989	4			C	11,800	13,100	13,200	10,600	1,300	19	1.9	1	0.1
1990	4			C	11,800	13,100	13,100	10,600	1,300	21	2.1	7	0.7
1991	4			C	11,400	12,500	12,700	10,400	1,250	14	1.5	4	0.4
1992	4			C	11,700	12,600	13,000	10,800	1,300	21	2.2	7	0.7
1993	4			C	11,900	13,000	13,200	10,900	1,300	13	1.3	5	0.5
1994	4			UC	12,400	13,100	14,200	11,500	1,350	1	0.1	0	0.0
1995	4			UC	12,900	13,600	14,700	12,000	1,050	1	0.1	0	0.0
1996	4			UC	13,400	14,200	15,700	12,700	1,050	0	0.0	0	0.0
1997	4			UC	13,200	13,900	15,400	12,400	1,200	0	0.0	0	0.0
1998	4			UC	13,500	14,300	15,800	12,800	1,200	0	0.0	0	0.0
1999	4			UC	13,600	14,400	15,900	12,900	1,200	1	0.1	0	0.0
2000	4			UC	13,800	14,600	16,300	13,000	1,400	0	0.0	0	0.0
2001	4			UC	14,000	15,000	16,500	13,200	1,400	1	0.1	1	0.1
2002	4			UC	14,200	15,100	16,700	13,300	1,400	0	0.0	0	0.0
2003	4			UC	14,500	15,300	17,000	13,700	1,450	2	0.2	0	0.0
2004	4			UC	14,400	15,400	16,900	13,500	1,450	0	0.0	0	0.0
2005	4			UC	14,100	14,900	16,500	13,200	1,400	0	0.0	0	0.0
2006	4			UC	14,100	14,900	16,500	13,300	1,400	0	0.0	0	0.0
2007	4			C	14,200	15,800	16,000	12,800	1,400	0	0.0	0	0.0
2008	4			C	13,800	15,200	15,000	12,400	1,400	0	0.0	0	0.0
2009	4			C	13,500	14,900	15,000	12,200	1,350	1	0.1	1	0.1
2010	4			C	13,500	14,900	15,000	12,200	1,350	1	0.1	0	0.0
2011	4			CR	13,200	15,400	15,600	11,700	1,450	1	0.1	0	0.0
2012	4			CR	11,000	13,200	13,000	9,300	1,100	2	0.2	1	0.1
2013	4			CTR	12,700	15,500	16,000	10,800	1,450	1	0.1	0	0.0
2014	4			CTR	13,300	16,200	16,400	11,300	1,500	0	0.0	0	0.0
2015	4			CTR	13,300	16,200	16,400	11,300	1,500	2	0.2	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2016	4			CTR	13,300	16,200	16,400	11,300	1,500	0	0.0	0	0.0
2017	4			CTR	13,300	17,800	17,700	10,800	1,500	0	0.0	0	0.0
2018	4			CTR	13,300	17,800	17,700	10,800	1,500	0	0.0	0	0.0
2019	4			CTR	13,400	17,900	17,800	10,900	1,450	0	0.0	0	0.0
2021	4			CTR	13,200	17,200	17,100	10,800	1,450	0	0.0	0	0.0
2021	4	HWY 401 IC-180 START OF NA	21.6										
1988	4	LONDON N LTS END OF NA	6.3	C	10,000	11,100	11,100	9,000	600	12	0.5	0	0.0
1989	4			C	11,000	12,200	12,300	9,900	660	13	0.5	1	0.0
1990	4			C	11,500	12,800	12,800	10,400	690	9	0.3	0	0.0
1991	4			C	10,300	11,300	11,400	9,350	620	9	0.4	0	0.0
1992	4			C	9,900	10,700	11,000	9,100	400	7	0.3	0	0.0
1993	4			C	9,550	10,400	10,600	8,800	380	9	0.4	0	0.0
1994	4			C	10,800	11,800	12,000	9,750	430	10	0.4	1	0.0
1995	4			C	11,100	12,100	12,400	10,200	560	6	0.2	0	0.0
1996	4			C	11,300	12,800	12,900	10,200	560	2	0.1	0	0.0
1997	4			C	11,500	13,000	13,100	10,400	580	6	0.2	1	0.0
1998	4			C	11,700	13,200	13,200	10,500	470	4	0.1	0	0.0
1999	4			C	11,900	13,300	13,400	10,700	480	2	0.1	0	0.0
2000	4			C	12,100	13,700	13,700	10,900	480	2	0.1	0	0.0
2001	4			C	12,300	13,900	13,900	11,100	490	1	0.0	0	0.0
2002	4			C	12,500	14,000	14,100	11,200	500	1	0.0	0	0.0
2003	4			C	12,700	14,200	14,300	11,500	510	2	0.1	0	0.0
2004	4			C	12,900	14,500	14,600	11,600	640	1	0.0	0	0.0
2005	4			C	13,100	14,600	14,700	11,800	660	2	0.1	0	0.0
2006	4			C	13,200	14,700	14,800	11,900	660	3	0.1	1	0.0
2007	4			C	13,400	14,900	15,100	12,000	670	1	0.0	0	0.0
2008	4			C	13,500	14,900	14,700	12,100	680	6	0.2	0	0.0
2009	4			C	13,700	15,100	15,200	12,300	680	0	0.0	0	0.0
2010	4			C	13,800	15,200	15,300	12,400	690	4	0.1	0	0.0
2011	4			C	13,000	14,300	14,500	11,700	650	2	0.1	1	0.0
2012	4			C	13,000	14,300	14,000	11,700	650	2	0.1	0	0.0
2013	4			C	13,000	14,300	14,100	11,700	650	5	0.2	1	0.0
2014	4			C	13,000	14,300	13,900	11,700	440	1	0.0	0	0.0
2015	4			C	13,000	14,300	13,900	11,700	440	2	0.1	0	0.0
2016	4			C	13,100	14,400	14,000	11,800	450	3	0.1	1	0.0
2017	4			C	13,800	15,100	15,100	12,500	470	2	0.1	0	0.0
2018	4			C	13,900	15,200	15,100	12,500	470	1	0.0	0	0.0
2019	4			C	13,900	15,200	15,100	12,600	420	1	0.0	0	0.0
2021	4			C	14,200	15,400	15,400	12,900	430	0	0.0	0	0.0
1988	4	MIDDLESEX RD 28 MEDWAY RD (E)	5.6	C	8,900	9,900	9,900	8,000	710	7	0.4	0	0.0
1989	4			C	9,350	10,400	10,500	8,400	750	17	0.9	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1990	4			C	9,150	10,200	10,200	8,250	730	7	0.4	0	0.0
1991	4			C	8,900	9,800	9,900	8,100	710	10	0.6	0	0.0
1992	4			C	8,650	9,350	9,600	7,950	260	14	0.8	0	0.0
1993	4			C	8,650	9,450	9,550	7,950	260	16	0.9	0	0.0
1994	4			C	9,100	9,950	10,100	8,250	270	14	0.8	1	0.1
1995	4			C	9,150	10,000	10,300	8,350	370	13	0.7	0	0.0
1996	4			C	9,150	10,400	10,400	8,250	370	12	0.6	0	0.0
1997	4			C	9,200	10,400	10,500	8,300	370	16	0.9	1	0.1
1998	4			C	9,250	10,500	10,500	8,300	560	6	0.3	0	0.0
1999	4			C	9,150	10,200	10,300	8,250	550	5	0.3	1	0.1
2000	4			C	9,150	10,300	10,300	8,250	550	4	0.2	0	0.0
2001	4			C	8,900	10,000	10,000	8,000	440	12	0.7	1	0.1
2002	4			C	9,150	10,200	10,300	8,250	460	7	0.4	0	0.0
2003	4			C	9,200	10,300	10,300	8,300	460	10	0.5	0	0.0
2004	4			C	9,200	10,400	10,400	8,300	460	12	0.6	0	0.0
2005	4			C	9,100	10,100	10,200	8,150	460	6	0.3	3	0.2
2006	4			C	9,100	10,100	10,200	8,200	270	3	0.2	0	0.0
2007	4			C	9,200	10,200	10,400	8,250	280	6	0.3	0	0.0
2008	4			C	9,000	9,950	9,800	8,050	360	3	0.2	0	0.0
2009	4			C	9,100	10,000	10,100	8,200	360	3	0.2	1	0.1
2010	4			C	9,100	10,000	10,100	8,200	360	3	0.2	0	0.0
2011	4			C	9,100	10,000	10,100	8,200	360	4	0.2	0	0.0
2012	4			C	9,100	10,000	9,800	8,200	350	0	0.0	0	0.0
2013	4			C	9,100	10,000	9,900	8,200	350	10	0.5	0	0.0
2014	4			C	9,100	10,000	9,750	8,200	350	6	0.3	0	0.0
2015	4			C	9,100	10,000	9,750	8,200	350	5	0.3	0	0.0
2016	4			C	9,100	10,000	9,750	8,200	350	3	0.2	0	0.0
2017	4			C	9,100	9,950	9,950	8,250	350	9	0.5	2	0.1
2018	4			C	9,100	9,950	9,900	8,200	350	7	0.4	0	0.0
2019	4			C	9,100	9,950	9,900	8,250	360	1	0.1	0	0.0
2021	4			C	9,100	9,900	9,850	8,250	360	7	0.4	1	0.1
1988	4	MIDDLESEX RD 16 ILBERTON RD	8.2	C	7,450	8,250	8,250	6,700	370	13	0.6	0	0.0
1989	4			C	7,900	8,750	8,850	7,100	550	20	0.8	0	0.0
1990	4			C	8,000	8,900	8,900	7,200	560	11	0.5	1	0.0
1991	4			C	7,900	8,700	8,750	7,200	550	7	0.3	1	0.0
1992	4			C	7,800	8,400	8,650	7,200	550	17	0.7	0	0.0
1993	4			C	7,850	8,550	8,700	7,200	550	7	0.3	0	0.0
1994	4			C	8,100	8,850	9,050	7,350	570	14	0.6	1	0.0
1995	4			C	8,150	8,900	9,150	7,450	330	17	0.7	0	0.0
1996	4			C	8,200	9,300	9,350	7,400	330	15	0.6	1	0.0
1997	4			C	8,300	9,400	9,450	7,450	330	10	0.4	2	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1998	4			C	8,250	9,300	9,300	7,400	500	7	0.3	0	0.0
1999	4			C	7,650	8,550	8,650	6,900	460	5	0.2	0	0.0
2000	4			C	7,700	8,700	8,700	6,950	460	16	0.7	1	0.0
2001	4			C	7,700	8,650	8,700	6,950	380	3	0.1	0	0.0
2002	4			C	7,750	8,700	8,750	6,950	390	6	0.3	0	0.0
2003	4			C	7,750	8,650	8,700	7,000	390	8	0.3	2	0.1
2004	4			C	7,900	8,900	8,900	7,100	400	16	0.7	1	0.0
2005	4			C	7,650	8,500	8,600	6,850	380	4	0.2	0	0.0
2006	4			C	7,550	8,400	8,450	6,800	300	6	0.3	0	0.0
2007	4			C	7,500	8,350	8,450	6,750	300	14	0.6	0	0.0
2008	4			C	7,450	8,200	8,100	6,700	670	6	0.3	0	0.0
2009	4			C	7,550	8,300	8,400	6,800	680	15	0.7	0	0.0
2010	4			C	7,600	8,400	8,450	6,850	380	3	0.1	0	0.0
2011	4			C	7,400	8,150	8,250	6,650	370	3	0.1	0	0.0
2012	4			C	7,300	8,050	7,850	6,550	340	5	0.2	0	0.0
2013	4			C	7,300	8,050	7,950	6,550	340	9	0.4	0	0.0
2014	4			C	7,250	8,000	7,750	6,500	370	14	0.6	0	0.0
2015	4			C	7,200	7,900	7,700	6,500	370	8	0.4	0	0.0
2016	4			C	7,150	7,850	7,650	6,450	360	5	0.2	0	0.0
2017	4			C	7,100	7,750	7,750	6,450	360	12	0.6	0	0.0
2018	4			C	7,050	7,750	7,700	6,350	360	9	0.4	0	0.0
2019	4			C	7,000	7,650	7,600	6,350	360	18	0.9	0	0.0
2021	4			C	6,900	7,500	7,450	6,250	340	5	0.2	0	0.0
1988	4	HWY 7 (E)/MIDDLESEX RD 7 ELGINFIELD RD (W)	4.0	C	6,850	7,600	7,600	6,150	550	10	1.0	0	0.0
1989	4			C	7,100	7,900	7,950	6,400	640	13	1.3	1	0.1
1990	4			C	7,450	8,250	8,250	6,700	670	12	1.1	1	0.1
1991	4			C	7,300	8,050	8,100	6,650	660	15	1.4	2	0.2
1992	4			IC	7,300	8,100	8,050	6,650	510	9	0.8	2	0.2
1993	4			IC	7,350	8,300	8,250	6,550	510	15	1.4	1	0.1
1994	4			IC	7,400	8,300	8,300	6,600	520	16	1.5	1	0.1
1995	4			C	7,500	8,200	8,400	6,850	600	9	0.8	0	0.0
1996	4			C	7,600	8,600	8,650	6,850	610	7	0.6	0	0.0
1997	4			C	7,700	8,700	8,800	6,950	620	16	1.4	3	0.3
1998	4			C	7,750	8,750	8,750	7,000	540	8	0.7	0	0.0
1999	4			C	7,500	8,400	8,500	6,750	520	14	1.3	0	0.0
2000	4			C	7,450	8,400	8,400	6,700	520	7	0.6	0	0.0
2001	4			C	7,300	8,200	8,250	6,550	660	9	0.8	1	0.1
2002	4			C	7,400	8,300	8,350	6,650	670	3	0.3	1	0.1
2003	4			C	7,400	8,250	8,300	6,700	670	7	0.6	1	0.1
2004	4			C	7,300	8,200	8,250	6,550	660	8	0.7	0	0.0
2005	4			C	7,350	8,200	8,250	6,600	660	7	0.7	2	0.2

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2006	4			C	7,300	8,100	8,150	6,550	440	6	0.6	0	0.0
2007	4			C	7,300	8,100	8,200	6,550	440	4	0.4	0	0.0
2008	4			C	7,250	8,000	7,900	6,500	440	3	0.3	0	0.0
2009	4			C	7,450	8,200	8,250	6,700	450	5	0.5	1	0.1
2010	4			C	7,600	8,400	8,450	6,850	530	2	0.2	0	0.0
2011	4			C	7,600	8,400	8,450	6,850	530	4	0.4	0	0.0
2012	4			C	7,550	8,300	8,150	6,800	510	3	0.3	0	0.0
2013	4			C	7,600	8,400	8,250	6,850	510	7	0.6	0	0.0
2014	4			C	7,300	8,050	7,800	6,550	550	4	0.4	0	0.0
2015	4			C	7,400	8,150	7,900	6,650	560	0	0.0	0	0.0
2016	4			C	7,400	8,150	7,900	6,650	560	4	0.4	1	0.1
2017	4			C	7,400	8,100	8,100	6,700	560	8	0.7	0	0.0
2018	4			C	7,400	8,100	8,050	6,700	560	3	0.3	0	0.0
2019	4			C	7,400	8,100	8,050	6,700	370	3	0.3	0	0.0
2021	4			C	7,400	8,050	8,000	6,700	370	2	0.2	0	0.0
2021	4	SAINTBURY LINE (W) START OF NA	2.0										
1988	4	FORMER LUCAN N LTS END OF NA	2.9	IC	5,300	6,150	6,000	4,650	530	6	1.1	0	0.0
1989	4			IC	5,650	6,500	6,400	5,050	560	14	2.3	2	0.3
1990	4			IC	5,950	6,800	6,650	5,300	600	6	1.0	0	0.0
1991	4			IC	5,850	6,600	6,500	5,200	580	3	0.5	0	0.0
1992	4			CTR	5,450	6,700	6,500	4,750	440	9	1.6	0	0.0
1993	4			CTR	5,500	6,950	6,650	4,700	440	4	0.7	0	0.0
1994	4			CTR	5,650	7,250	6,900	4,750	450	4	0.7	0	0.0
1995	4			CTR	5,700	7,300	7,000	4,800	460	5	0.8	0	0.0
1996	4			CTR	5,800	7,400	7,150	4,850	460	10	1.6	0	0.0
1997	4			CTR	5,900	7,550	7,250	4,950	470	7	1.1	0	0.0
1998	4			CTR	5,700	7,250	6,950	4,800	400	3	0.5	1	0.2
1999	4			CTR	6,150	7,750	7,450	5,150	430	3	0.5	0	0.0
2000	4			CTR	6,050	7,600	7,300	5,100	420	7	1.1	1	0.2
2001	4			CR	6,150	7,550	7,200	5,200	490	5	0.8	1	0.2
2002	4			CR	6,200	7,600	7,250	5,200	500	5	0.8	0	0.0
2003	4			CR	6,250	7,600	7,300	5,300	500	4	0.6	1	0.2
2004	4			CR	6,100	7,500	7,150	5,150	490	7	1.1	0	0.0
2005	4			CR	5,900	7,150	6,900	4,950	470	3	0.5	0	0.0
2006	4			CR	5,850	7,100	6,800	4,950	470	5	0.8	1	0.2
2007	4			CTR	5,500	6,800	6,750	4,650	440	0	0.0	0	0.0
2008	4			CTR	5,400	6,700	6,550	4,600	430	3	0.5	0	0.0
2009	4			CTR	5,700	6,950	6,750	4,850	460	1	0.2	0	0.0
2010	4			CTR	5,850	7,100	6,850	4,950	410	0	0.0	0	0.0
2011	4			CTR	5,850	7,100	6,850	4,950	410	1	0.2	0	0.0
2012	4			CTR	5,400	6,550	6,450	4,600	380	2	0.3	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2013	4			CTR	5,700	6,950	7,150	4,850	400	4	0.7	0	0.0
2014	4			CTR	5,800	7,100	7,150	4,950	440	4	0.7	1	0.2
2015	4			CTR	5,700	6,950	7,000	4,850	430	3	0.5	0	0.0
2016	4			CTR	5,700	6,950	7,000	4,850	430	1	0.2	1	0.2
2017	4			CTR	5,700	7,600	7,600	4,650	430	2	0.3	0	0.0
2018	4			CTR	5,700	7,600	7,600	4,650	430	7	1.2	0	0.0
2019	4			CTR	5,650	7,550	7,500	4,600	430	3	0.5	0	0.0
2021	4			CTR	5,650	7,350	7,350	4,600	450	3	0.5	0	0.0
1988	4	MIDDLESEX RD 20 DENFIELD RD (W)	3.8	IC	5,750	6,650	6,500	5,050	580	6	0.8	0	0.0
1989	4			IC	6,100	7,000	6,900	5,450	610	4	0.5	0	0.0
1990	4			IC	6,500	7,400	7,300	5,800	650	5	0.6	0	0.0
1991	4			IC	6,400	7,250	7,100	5,700	640	1	0.1	0	0.0
1992	4			CTR	6,300	7,750	7,500	5,500	570	1	0.1	0	0.0
1993	4			CTR	6,350	8,000	7,700	5,400	570	5	0.6	1	0.1
1994	4			CTR	6,500	8,300	7,950	5,450	580	2	0.2	0	0.0
1995	4			CR	6,600	8,200	7,800	5,700	530	4	0.4	0	0.0
1996	4			CR	6,750	8,350	7,900	5,750	540	2	0.2	0	0.0
1997	4			CR	6,850	8,500	8,100	5,800	550	3	0.3	0	0.0
1998	4			CR	6,700	8,250	7,850	5,700	540	6	0.6	0	0.0
1999	4			CR	6,850	8,450	8,000	5,800	550	6	0.6	0	0.0
2000	4			CR	6,950	8,550	8,150	5,900	560	2	0.2	1	0.1
2001	4			CR	7,000	8,600	8,200	5,900	630	1	0.1	0	0.0
2002	4			CR	7,050	8,650	8,250	5,950	630	4	0.4	0	0.0
2003	4			CR	7,150	8,700	8,350	6,050	640	3	0.3	0	0.0
2004	4			CR	7,200	8,850	8,450	6,100	790	3	0.3	2	0.2
2005	4			CR	6,900	8,350	8,050	5,800	760	3	0.3	1	0.1
2006	4			CR	6,800	8,250	7,900	5,750	750	3	0.3	0	0.0
2007	4			CTR	6,200	7,700	7,600	5,250	680	4	0.5	2	0.2
2008	4			CTR	6,400	7,900	7,750	5,450	450	5	0.6	1	0.1
2009	4			CTR	6,800	8,300	8,000	5,800	480	3	0.3	0	0.0
2010	4			CTR	6,800	8,300	7,950	5,800	610	3	0.3	1	0.1
2011	4			CTR	6,800	8,300	7,950	5,750	610	2	0.2	0	0.0
2012	4			CTR	6,800	8,250	8,150	5,800	560	1	0.1	0	0.0
2013	4			CTR	6,800	8,300	8,550	5,800	560	3	0.3	0	0.0
2014	4			CTR	6,800	8,300	8,350	5,800	560	2	0.2	1	0.1
2015	4			CTR	6,800	8,300	8,350	5,800	560	3	0.3	0	0.0
2016	4			CTR	6,800	8,300	8,350	5,800	560	0	0.0	0	0.0
2017	4			CTR	6,800	9,100	9,050	5,550	560	2	0.2	0	0.0
2018	4			CTR	6,800	9,100	9,050	5,550	560	2	0.2	0	0.0
2019	4			IR	6,800	8,400	8,350	5,800	480	2	0.2	0	0.0
2021	4			IR	6,800	8,200	8,200	5,850	480	2	0.2	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1988	4	MOORESVILLE DR	6.1	IC	5,700	6,600	6,450	5,000	570	9	0.7	1	0.1
1989	4			IC	5,900	6,800	6,650	5,250	590	15	1.1	0	0.0
1990	4			IC	6,100	6,950	6,850	5,450	610	7	0.5	1	0.1
1991	4			IC	6,000	6,800	6,650	5,350	600	13	1.0	1	0.1
1992	4			CTR	5,700	7,000	6,800	4,950	570	6	0.5	2	0.2
1993	4			CTR	5,750	7,250	6,950	4,900	580	9	0.7	0	0.0
1994	4			CTR	6,000	7,700	7,300	5,050	600	6	0.4	1	0.1
1995	4			CR	6,050	7,500	7,150	5,200	600	8	0.6	2	0.1
1996	4			CR	6,150	7,600	7,200	5,250	620	13	0.9	1	0.1
1997	4			IR	6,200	7,750	6,950	5,250	620	6	0.4	2	0.1
1998	4			IR	6,200	7,700	6,950	5,200	560	4	0.3	0	0.0
1999	4			IR	6,300	7,800	7,000	5,300	570	11	0.8	0	0.0
2000	4			IR	6,350	7,800	7,050	5,350	570	9	0.6	1	0.1
2001	4			CR	6,400	7,850	7,500	5,400	700	3	0.2	0	0.0
2002	4			CR	6,450	7,900	7,550	5,450	710	6	0.4	0	0.0
2003	4			CR	6,400	7,800	7,500	5,400	700	6	0.4	1	0.1
2004	4			IC	6,550	7,300	7,350	5,800	790	4	0.3	0	0.0
2005	4			IC	6,450	7,150	7,250	5,700	770	7	0.5	2	0.1
2006	4			IC	6,350	7,050	7,100	5,600	640	3	0.2	0	0.0
2007	4			CTR	6,300	7,800	7,750	5,350	630	5	0.4	3	0.2
2008	4			CTR	5,900	7,300	7,150	5,000	470	5	0.4	0	0.0
2009	4			CTR	6,400	7,800	7,550	5,450	510	1	0.1	0	0.0
2010	4			CTR	6,400	7,800	7,500	5,450	580	3	0.2	1	0.1
2011	4			CTR	6,000	7,300	7,000	5,100	540	1	0.1	0	0.0
2012	4			C	5,950	6,550	6,400	5,350	560	2	0.2	0	0.0
2013	4			C	6,250	6,900	6,800	5,650	590	3	0.2	0	0.0
2014	4			C	6,350	7,000	6,800	5,700	610	3	0.2	0	0.0
2015	4			C	6,300	6,950	6,750	5,650	600	3	0.2	1	0.1
2016	4			C	6,300	6,950	6,750	5,650	600	2	0.1	1	0.1
2017	4			C	6,300	6,900	6,900	5,700	600	2	0.1	1	0.1
2018	4			C	6,300	6,900	6,850	5,700	600	1	0.1	0	0.0
2019	4			C	6,300	6,900	6,850	5,700	500	3	0.2	1	0.1
2021	4			C	6,300	6,850	6,800	5,700	500	3	0.2	0	0.0
1988	4	WHALEN LINE (E) HURON PARK (W)	5.2	IC	6,700	7,750	7,550	5,900	470	9	0.7	0	0.0
1989	4			IC	6,750	7,750	7,650	6,000	470	9	0.7	0	0.0
1990	4			IC	6,800	7,750	7,600	6,050	480	3	0.2	0	0.0
1991	4			IC	6,700	7,550	7,450	5,950	470	7	0.5	1	0.1
1992	4			C	6,400	6,900	7,100	5,900	450	12	1.0	0	0.0
1993	4			C	6,450	7,050	7,150	5,950	450	9	0.7	0	0.0
1994	4			C	6,600	7,250	7,350	5,950	460	5	0.4	1	0.1
1995	4			C	6,550	7,150	7,350	6,000	460	9	0.7	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1996	4			C	6,600	7,500	7,500	5,950	460	7	0.6	3	0.2
1997	4			C	6,600	7,450	7,500	5,950	460	7	0.6	0	0.0
1998	4			C	6,700	7,550	7,550	6,050	470	8	0.6	1	0.1
1999	4			C	7,000	7,850	7,900	6,300	490	4	0.3	0	0.0
2000	4			C	7,150	8,100	8,100	6,450	500	6	0.4	0	0.0
2001	4			C	7,300	8,200	8,250	6,550	660	9	0.6	0	0.0
2002	4			C	7,400	8,300	8,350	6,650	670	1	0.1	0	0.0
2003	4			C	7,550	8,450	8,500	6,800	680	9	0.6	0	0.0
2004	4			C	7,600	8,550	8,600	6,850	680	3	0.2	1	0.1
2005	4			C	7,600	8,450	8,550	6,850	840	6	0.4	0	0.0
2006	4			C	7,600	8,450	8,500	6,850	840	8	0.6	0	0.0
2007	4			C	7,500	8,350	8,450	6,750	680	8	0.6	1	0.1
2008	4			C	7,700	8,500	8,400	6,900	620	8	0.5	1	0.1
2009	4			C	7,950	8,750	8,800	7,150	640	7	0.5	0	0.0
2010	4			C	8,000	8,800	8,900	7,200	640	3	0.2	0	0.0
2011	4			C	7,600	8,400	8,450	6,850	610	4	0.3	0	0.0
2012	4			C	7,500	8,250	8,100	6,750	580	8	0.6	1	0.1
2013	4			C	8,050	8,850	8,750	7,250	630	6	0.4	0	0.0
2014	4			C	7,400	8,150	7,900	6,650	560	6	0.4	0	0.0
2015	4			C	8,100	8,900	8,650	7,300	610	4	0.3	0	0.0
2016	4			C	8,200	9,000	8,750	7,400	620	1	0.1	1	0.1
2017	4			C	8,250	9,050	9,000	7,500	620	2	0.1	0	0.0
2018	4			C	8,350	9,150	9,100	7,550	630	4	0.3	1	0.1
2019	4			C	8,600	9,400	9,350	7,800	520	5	0.3	0	0.0
2021	4			C	8,550	9,300	9,250	7,750	510	5	0.3	0	0.0
2021	4	FORMER TOWN OF EXETER START OF NA	3.2										
1988	4	FORMER EXETER N LTS END OF NA	7.8	C	5,650	6,250	6,250	5,100	680	14	0.9	1	0.1
1989	4			C	5,750	6,400	6,450	5,200	630	10	0.6	0	0.0
1990	4			C	5,850	6,500	6,500	5,250	640	9	0.5	1	0.1
1991	4			C	5,700	6,250	6,350	5,200	630	17	1.1	1	0.1
1992	4			C	6,100	6,600	6,750	5,600	670	8	0.5	0	0.0
1993	4			C	6,150	6,700	6,800	5,650	680	10	0.6	0	0.0
1994	4			C	6,150	6,750	6,850	5,550	680	17	1.0	1	0.1
1995	4			C	6,300	6,900	7,050	5,750	690	12	0.7	3	0.2
1996	4			C	6,350	7,200	7,200	5,750	700	11	0.6	3	0.2
1997	4			C	6,450	7,300	7,350	5,800	710	8	0.4	0	0.0
1998	4			C	6,400	7,250	7,250	5,750	640	7	0.4	2	0.1
1999	4			C	6,400	7,150	7,250	5,750	640	11	0.6	2	0.1
2000	4			C	6,450	7,300	7,300	5,800	640	9	0.5	1	0.1
2001	4			C	6,400	7,200	7,200	5,750	770	7	0.4	0	0.0
2002	4			C	6,500	7,300	7,350	5,850	780	12	0.7	1	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2003	4			C	6,550	7,300	7,350	5,900	790	7	0.4	2	0.1
2004	4			C	6,550	7,400	7,400	5,900	790	6	0.3	0	0.0
2005	4			C	6,600	7,350	7,400	5,950	790	6	0.3	0	0.0
2006	4			C	6,600	7,350	7,400	5,950	790	8	0.4	1	0.1
2007	4			C	6,650	7,400	7,500	5,950	730	13	0.7	2	0.1
2008	4			C	6,700	7,400	7,300	6,000	800	12	0.6	1	0.1
2009	4			C	6,700	7,350	7,450	6,050	800	11	0.6	1	0.1
2010	4			C	6,750	7,450	7,500	6,100	680	6	0.3	0	0.0
2011	4			C	6,700	7,400	7,450	6,050	670	12	0.6	2	0.1
2012	4			C	6,600	7,250	7,100	5,950	680	6	0.3	0	0.0
2013	4			C	6,800	7,500	7,400	6,100	700	8	0.4	0	0.0
2014	4			C	6,850	7,550	7,350	6,150	750	9	0.5	1	0.1
2015	4			C	6,850	7,550	7,350	6,150	750	7	0.4	1	0.1
2016	4			C	6,850	7,550	7,350	6,150	750	5	0.3	0	0.0
2017	4			C	6,900	7,550	7,550	6,250	760	4	0.2	0	0.0
2018	4			C	6,900	7,550	7,500	6,250	760	5	0.3	1	0.1
2019	4			C	6,950	7,600	7,550	6,300	760	8	0.4	0	0.0
2021	4			C	7,000	7,600	7,550	6,350	770	2	0.1	1	0.1
1988	4	HURON RD 84 KING ST	4.0	C	5,100	5,650	5,650	4,600	710	5	0.7	1	0.1
1989	4			C	5,150	5,700	5,750	4,650	620	7	0.9	2	0.3
1990	4			C	5,200	5,750	5,750	4,700	620	2	0.3	0	0.0
1991	4			C	5,100	5,600	5,650	4,650	610	4	0.5	1	0.1
1992	4			C	4,900	5,300	5,450	4,500	590	5	0.7	1	0.1
1993	4			C	4,850	5,300	5,350	4,450	580	10	1.4	0	0.0
1994	4			C	5,050	5,550	5,650	4,550	610	3	0.4	0	0.0
1995	4			C	5,000	5,450	5,600	4,550	650	6	0.8	1	0.1
1996	4			C	5,100	5,800	5,800	4,600	660	5	0.7	1	0.1
1997	4			C	5,100	5,750	5,800	4,600	660	3	0.4	0	0.0
1998	4			C	5,100	5,750	5,750	4,600	610	2	0.3	0	0.0
1999	4			C	5,050	5,650	5,700	4,550	610	2	0.3	0	0.0
2000	4			C	5,050	5,700	5,700	4,550	610	5	0.7	0	0.0
2001	4			C	5,000	5,650	5,650	4,500	750	0	0.0	0	0.0
2002	4			C	5,050	5,650	5,700	4,550	760	6	0.8	0	0.0
2003	4			C	5,050	5,650	5,700	4,550	760	5	0.7	0	0.0
2004	4			C	5,050	5,700	5,700	4,550	760	2	0.3	0	0.0
2005	4			C	5,050	5,600	5,650	4,550	810	5	0.7	0	0.0
2006	4			C	5,050	5,600	5,650	4,550	810	1	0.1	0	0.0
2007	4			C	5,050	5,600	5,700	4,550	810	14	1.9	1	0.1
2008	4			C	5,050	5,550	5,500	4,550	400	6	0.8	1	0.1
2009	4			C	5,050	5,550	5,600	4,550	400	2	0.3	0	0.0
2010	4			C	5,050	5,550	5,600	4,550	660	3	0.4	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2011	4			C	5,050	5,550	5,600	4,550	660	6	0.8	0	0.0
2012	4			C	5,050	5,550	5,450	4,550	710	3	0.4	0	0.0
2013	4			C	5,050	5,550	5,500	4,550	710	4	0.5	0	0.0
2014	4			C	5,050	5,550	5,400	4,550	710	7	0.9	1	0.1
2015	4			C	5,050	5,550	5,400	4,550	710	5	0.7	3	0.4
2016	4			C	5,050	5,550	5,400	4,550	710	5	0.7	2	0.3
2017	4			C	5,050	5,500	5,500	4,600	710	3	0.4	0	0.0
2018	4			C	5,050	5,550	5,500	4,550	710	2	0.3	0	0.0
2019	4			C	5,050	5,500	5,500	4,550	500	4	0.5	1	0.1
2021	4			C	5,050	5,500	5,450	4,600	500	2	0.3	0	0.0
1988	4	HURON RD 12 KIPPEN RD	15.2	C	3,750	4,150	4,150	3,400	450	11	0.5	1	0.0
1989	4			C	3,850	4,250	4,300	3,450	460	10	0.5	0	0.0
1990	4			C	3,950	4,400	4,400	3,550	470	9	0.4	0	0.0
1991	4			C	3,900	4,300	4,350	3,550	470	16	0.7	0	0.0
1992	4			C	3,700	4,000	4,100	3,400	440	13	0.6	1	0.0
1993	4			C	3,700	4,050	4,100	3,400	440	31	1.5	5	0.2
1994	4			C	3,850	4,200	4,300	3,500	460	21	1.0	3	0.1
1995	4			C	3,850	4,200	4,300	3,500	460	19	0.9	2	0.1
1996	4			C	3,900	4,400	4,450	3,500	470	20	0.9	2	0.1
1997	4			C	3,950	4,450	4,500	3,550	470	11	0.5	0	0.0
1998	4			C	3,950	4,450	4,450	3,550	510	9	0.4	1	0.0
1999	4			C	3,850	4,300	4,350	3,450	500	10	0.5	1	0.0
2000	4			C	3,800	4,300	4,300	3,400	490	12	0.6	2	0.1
2001	4			C	3,700	4,150	4,200	3,350	440	7	0.3	0	0.0
2002	4			C	3,800	4,250	4,300	3,400	460	15	0.7	1	0.0
2003	4			C	3,800	4,250	4,250	3,450	460	19	0.9	4	0.2
2004	4			C	3,750	4,200	4,250	3,400	450	11	0.5	0	0.0
2005	4			C	3,800	4,250	4,250	3,400	460	6	0.3	1	0.0
2006	4			C	3,800	4,200	4,250	3,400	460	7	0.3	0	0.0
2007	4			C	3,850	4,300	4,350	3,450	580	19	0.9	0	0.0
2008	4			C	3,750	4,150	4,100	3,350	410	13	0.6	0	0.0
2009	4			C	3,750	4,100	4,150	3,400	410	15	0.7	1	0.0
2010	4			C	3,750	4,150	4,150	3,400	410	10	0.5	3	0.1
2011	4			C	3,750	4,150	4,150	3,400	410	12	0.6	2	0.1
2012	4			C	3,750	4,150	4,050	3,400	480	8	0.4	0	0.0
2013	4			C	3,700	4,100	4,050	3,350	470	10	0.5	3	0.1
2014	4			C	3,700	4,050	3,950	3,350	460	9	0.4	0	0.0
2015	4			C	3,700	4,050	3,950	3,350	460	8	0.4	0	0.0
2016	4			C	3,700	4,050	3,950	3,350	460	11	0.5	2	0.1
2017	4			C	3,700	4,050	4,050	3,350	460	8	0.4	0	0.0
2018	4			C	3,700	4,050	4,050	3,350	460	3	0.1	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2019	4			C	3,650	4,000	3,950	3,300	460	13	0.6	0	0.0
2021	4			C	3,650	3,950	3,950	3,300	470	5	0.2	1	0.0
2021	4	CLINTON S LT BAYFIELD R BR START OF NA	1.3										
2021	4	HWY 8 END OF NA END OF HWY											
2021	5	HWY 2 KINGSTON RD START OF NA	43.5										
1988	5	AT HWY 403 RAMPS END OF NA	0.5	UC	16,300	17,100	18,400	15,300	980	3	1.0	0	0.0
1989	5			UC	17,400	18,300	19,700	16,500	1,050	4	1.3	1	0.3
1990	5			SC	18,300	20,100	22,000	16,300	1,100	4	1.2	1	0.3
1991	5			SC	19,500	21,400	23,600	17,400	1,150	1	0.3	0	0.0
1992	5			SC	21,000	22,000	24,600	19,300	1,250	5	1.3	0	0.0
1993	5			UC	23,000	24,200	26,100	21,500	1,400	3	0.7	1	0.2
1994	5			UC	25,000	26,500	28,600	23,200	1,500	12	2.6	1	0.2
1995	5			UC	27,000	28,500	30,900	25,200	1,600	5	1.0	1	0.2
1996	5			UC	29,400	31,100	34,400	28,000	1,750	3	0.6	0	0.0
1997	5			UC	30,100	31,600	35,200	28,300	1,200	5	0.9	1	0.2
1998	5			UC	30,700	32,500	35,900	29,200	1,250	7	1.2	0	0.0
1999	5			UC	31,400	33,300	36,700	29,800	3,450	3	0.5	1	0.2
2000	5			UC	32,200	34,100	38,000	30,300	3,550	1	0.2	0	0.0
2001	5			UC	33,900	36,300	39,900	31,900	3,750	1	0.2	1	0.2
2002	5			UC	35,000	37,300	41,200	32,800	3,850	0	0.0	0	0.0
2003	5			UC	36,200	38,300	42,400	34,200	4,000	0	0.0	0	0.0
2004	5			UC	37,300	40,000	43,900	35,100	4,100	0	0.0	0	0.0
2005	5			UC	14,600	15,400	17,100	13,700	1,600	0	0.0	0	0.0
2006	5			UC	17,000	18,000	19,900	16,000	1,850	0	0.0	0	0.0
2007	5			UC	16,000	17,000	18,500	15,000	1,750	0	0.0	0	0.0
2008	5			UC	15,000	15,800	14,900	14,000	1,650	0	0.0	0	0.0
2009	5			UC	13,900	14,700	16,300	13,100	1,550	0	0.0	0	0.0
2010	5			UC	12,900	13,600	15,000	12,100	1,400	0	0.0	0	0.0
2011	5			UC	16,100	16,200	16,700	15,300	1,750	0	0.0	0	0.0
2012	5			UC	15,000	15,100	16,100	14,300	1,650	0	0.0	0	0.0
2013	5			UC	13,900	13,900	14,000	13,200	1,550	0	0.0	0	0.0
2014	5			UC	12,800	12,800	12,300	12,100	1,400	1	0.4	0	0.0
2015	5			UC	11,800	11,800	11,300	11,200	1,300	4	1.9	1	0.5
2016	5			UC	10,700	10,700	10,300	10,200	1,200	2	1.0	0	0.0
2017	5			UC	10,100	10,000	10,100	9,700	1,100	2	1.1	0	0.0
2018	5			UC	9,450	9,350	9,500	9,050	1,050	5	2.9	0	0.0
2019	5			UC	8,900	8,750	8,900	8,600	980	4	2.5	0	0.0
2021	5			UC	5,750	5,750	5,850	5,550	630	0	0.0	0	0.0
2021	5	AT RAMPS 34 63 (N) 53 (S) START OF NA	17.2										
1988	5	600M EAST OF HWY 407 END OF NA	1.2	UC	17,600	18,500	19,900	16,500	1,950	2	0.3	0	0.0
1989	5			UC	19,000	20,000	21,500	18,000	2,100	5	0.6	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1990	5			SC	20,500	22,600	24,600	18,200	1,850	3	0.3	0	0.0
1991	5			SC	20,800	22,900	25,200	18,500	1,850	2	0.2	0	0.0
1992	5			SC	21,700	22,800	25,400	20,000	1,950	7	0.7	0	0.0
1993	5			UC	22,600	23,800	25,700	21,200	1,150	1	0.1	0	0.0
1994	5			UC	22,900	24,300	26,200	21,300	1,150	9	0.9	0	0.0
1995	5			UC	23,300	24,600	26,600	21,700	1,150	1	0.1	0	0.0
1996	5			UC	23,800	25,200	27,800	22,600	1,450	3	0.3	0	0.0
1997	5			UC	24,400	25,600	28,500	22,900	1,450	2	0.2	0	0.0
1998	5			UC	25,000	26,500	29,200	23,800	1,500	0	0.0	0	0.0
1999	5			UC	25,500	27,000	29,800	24,200	1,550	0	0.0	0	0.0
2000	5			UC	26,100	27,700	30,800	24,500	1,550	0	0.0	0	0.0
2001	5			UC	26,600	28,500	31,300	25,000	1,600	0	0.0	0	0.0
2002	5			UC	27,100	28,900	31,900	25,400	1,650	0	0.0	0	0.0
2003	5			UC	27,700	29,300	32,400	26,200	1,650	0	0.0	0	0.0
2004	5			UC	28,200	30,200	33,200	26,500	1,700	0	0.0	0	0.0
2005	5			UC	13,900	14,700	16,300	13,000	830	0	0.0	0	0.0
2006	5			UC	16,600	17,600	19,400	15,600	1,000	0	0.0	0	0.0
2007	5			UC	16,000	17,000	18,500	15,000	960	0	0.0	0	0.0
2008	5			UC	15,400	16,300	15,300	14,400	920	0	0.0	0	0.0
2009	5			UC	14,800	15,700	17,300	13,900	890	0	0.0	0	0.0
2010	5			UC	14,200	15,000	16,500	13,400	850	0	0.0	0	0.0
2011	5			UC	15,600	15,700	16,200	14,800	940	0	0.0	0	0.0
2012	5			UC	14,900	15,000	15,900	14,200	890	1	0.2	0	0.0
2013	5			UC	14,200	14,200	14,300	13,500	850	0	0.0	0	0.0
2014	5			UC	13,500	13,500	13,000	12,800	810	0	0.0	0	0.0
2015	5			UC	12,800	12,800	12,300	12,100	770	0	0.0	0	0.0
2016	5			UC	12,100	12,100	11,600	11,500	730	0	0.0	0	0.0
2017	5			UC	11,400	11,300	11,400	10,900	680	0	0.0	0	0.0
2018	5			UC	10,700	10,600	10,800	10,300	640	0	0.0	0	0.0
2019	5			UC	10,000	9,850	10,000	9,650	600	0	0.0	0	0.0
2021	5			UC	8,600	8,600	8,750	8,300	520	0	0.0	0	0.0
2021	5	600M WEST OF HWY 407 START OF NA	9.6										
1988	5	HWY 6 CLAPPISON'S CORS	3.0	C	13,200	14,700	14,700	11,900	2,250	11	0.8	2	0.1
1989	5			C	13,900	15,400	15,600	12,500	2,350	13	0.9	0	0.0
1990	5			C	14,600	16,200	16,200	13,100	2,500	18	1.1	2	0.1
1991	5			C	13,900	15,300	15,400	12,600	1,650	7	0.5	1	0.1
1992	5			C	14,000	15,100	15,500	12,900	1,700	5	0.3	1	0.1
1993	5			C	14,200	15,500	15,700	13,100	2,250	6	0.4	0	0.0
1994	5			C	14,400	15,800	16,100	13,000	2,300	7	0.4	1	0.1
1995	5			C	14,600	15,900	16,400	13,400	2,350	12	0.8	1	0.1
1996	5			C	14,900	16,900	16,900	13,500	1,200	8	0.5	1	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1997	5			C	14,900	16,800	17,000	13,400	2,250	11	0.7	2	0.1
1998	5			C	14,800	16,700	16,700	13,300	2,200	14	0.9	3	0.2
1999	5			C	15,100	16,900	17,100	13,600	1,800	8	0.5	1	0.1
2000	5			C	15,200	17,200	17,200	13,700	2,300	14	0.8	4	0.2
2001	5			C	15,300	17,200	17,300	13,800	2,300	7	0.4	1	0.1
2002	5			C	15,400	17,200	17,400	13,900	2,300	10	0.6	2	0.1
2003	5			C	15,500	17,300	17,400	14,000	2,300	13	0.8	1	0.1
2004	5			C	15,600	17,600	17,600	14,100	1,400	7	0.4	2	0.1
2005	5			C	15,400	17,100	17,300	13,800	2,750	10	0.6	2	0.1
2006	5			C	15,800	17,600	17,700	14,200	2,850	12	0.7	0	0.0
2007	5			C	15,900	17,700	17,900	14,300	1,100	10	0.6	3	0.2
2008	5			C	16,100	17,800	17,500	14,400	1,950	8	0.5	4	0.2
2009	5			C	16,100	17,700	17,900	14,500	1,950	12	0.7	2	0.1
2010	5			C	16,200	17,900	18,000	14,600	1,950	18	1.0	3	0.2
2011	5			C	16,300	18,000	18,100	14,700	1,950	19	1.1	5	0.3
2012	5			C	16,400	18,100	17,700	14,800	1,950	14	0.8	0	0.0
2013	5			UC	16,500	16,600	16,600	15,700	2,000	18	1.0	6	0.3
2014	5			UC	16,600	16,700	16,000	15,800	2,000	15	0.8	1	0.1
2015	5			UC	16,700	16,800	16,100	15,800	2,000	20	1.1	3	0.2
2016	5			UC	16,800	16,900	16,200	15,900	2,000	22	1.2	4	0.2
2017	5			UC	16,900	16,800	17,000	16,200	2,050	22	1.2	3	0.2
2018	5			UC	17,000	16,900	17,100	16,300	2,050	28	1.5	4	0.2
2019	5			UC	17,100	16,800	17,100	16,500	2,050	27	1.4	5	0.3
2021	5			UC	17,300	17,300	17,600	16,700	2,100	20	1.1	5	0.3
1988	5	SYDENHAM RD (S)	9.4	IC	6,200	7,200	7,000	5,450	870	12	0.6	3	0.1
1989	5			IC	6,400	7,350	7,250	5,700	900	32	1.5	5	0.2
1990	5			IC	6,900	7,850	7,750	6,150	1,100	20	0.8	7	0.3
1991	5			C	7,400	8,150	8,200	6,750	1,200	22	0.9	2	0.1
1992	5			C	7,600	8,200	8,450	7,000	1,200	28	1.1	8	0.3
1993	5			C	7,600	8,300	8,400	7,000	1,450	21	0.8	4	0.2
1994	5			C	7,850	8,600	8,750	7,100	1,500	23	0.9	1	0.0
1995	5			C	8,000	8,750	8,950	7,300	1,500	11	0.4	5	0.2
1996	5			C	8,150	9,250	9,250	7,350	1,300	19	0.7	2	0.1
1997	5			C	10,100	11,400	11,500	9,100	1,800	17	0.5	3	0.1
1998	5			C	12,000	13,600	13,600	10,800	2,150	21	0.5	6	0.1
1999	5			C	9,500	10,600	10,700	8,550	1,700	20	0.6	3	0.1
2000	5			C	9,700	11,000	11,000	8,750	1,750	15	0.4	4	0.1
2001	5			C	9,350	10,500	10,600	8,400	1,700	13	0.4	2	0.1
2002	5			C	9,450	10,600	10,700	8,500	1,700	16	0.5	4	0.1
2003	5			C	8,950	10,000	10,100	8,100	1,600	18	0.6	3	0.1
2004	5			C	9,650	10,900	10,900	8,700	1,850	14	0.4	2	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2005	5			C	9,050	10,100	10,200	8,150	1,700	19	0.6	3	0.1
2006	5			C	9,750	10,800	10,900	8,750	1,850	21	0.6	4	0.1
2007	5			C	9,900	11,000	11,200	8,900	2,000	20	0.6	0	0.0
2008	5			C	9,900	10,900	10,800	8,900	2,000	17	0.5	5	0.1
2009	5			C	9,750	10,700	10,800	8,800	1,950	19	0.6	2	0.1
2010	5			C	10,000	11,000	11,100	9,000	2,000	30	0.9	7	0.2
2011	5			C	10,100	11,100	11,200	9,100	2,000	23	0.7	4	0.1
2012	5			C	10,200	11,200	11,000	9,200	2,050	24	0.7	3	0.1
2013	5			UC	10,400	10,400	10,500	9,850	1,200	26	0.7	7	0.2
2014	5			UC	9,150	9,200	8,800	8,700	1,050	14	0.4	3	0.1
2015	5			C	10,100	11,100	10,800	9,100	1,150	17	0.5	2	0.1
2016	5			C	10,200	11,200	10,900	9,200	1,150	15	0.4	3	0.1
2017	5			C	10,300	11,300	11,200	9,350	1,150	29	0.8	9	0.3
2018	5			C	10,300	11,300	11,200	9,300	1,150	27	0.8	4	0.1
2019	5			C	10,400	11,400	11,300	9,400	1,050	38	1.1	4	0.1
2021	5			C	10,500	11,400	11,400	9,500	1,050	18	0.5	0	0.0
2012	5	HWY 5 AND HWY 8 EAST OF ROUNDABOUT	0.3	C	10,200	11,200	11,000	9,200	2,050	1	0.9	0	0.0
2013	5			UC	10,400	10,400	10,500	9,850	1,200	0	0.0	0	0.0
2014	5			UC	10,200	10,200	9,800	9,700	1,150	9	8.3	0	0.0
2015	5			C	10,300	11,300	11,000	9,250	1,150	11	10.1	0	0.0
2016	5			C	10,300	11,300	11,000	9,250	1,150	15	13.7	1	0.9
2017	5			C	10,500	11,500	11,500	9,550	1,200	25	22.5	1	0.9
2018	5			C	10,500	11,500	11,400	9,500	1,200	23	20.7	2	1.8
2019	5			C	10,500	11,500	11,400	9,500	1,200	27	24.3	2	1.8
2021	5			C	10,600	11,500	11,500	9,600	1,150	10	8.9	1	0.9
2021	5	HWY 8 PETERS CORNERS END OF HWY											
2021	6	HWY 24 NANTICOKE START OF NA	7.7										
1988	6	ST PATRICK ST BRIDGE ST END OF NA	0.6	CR	6,300	8,050	7,550	5,250	320	1	0.7	0	0.0
1989	6			CR	6,600	8,450	7,850	5,550	330	4	2.7	0	0.0
1990	6			CR	6,700	8,300	7,700	6,050	340	3	2.0	0	0.0
1991	6			IR	6,800	8,550	7,550	5,650	340	1	0.7	0	0.0
1992	6			IR	6,900	8,500	7,600	5,850	340	2	1.3	0	0.0
1993	6			IR	6,900	8,500	7,150	5,650	140	1	0.7	0	0.0
1994	6			IR	7,000	8,600	7,700	5,850	140	0	0.0	0	0.0
1995	6			IR	7,350	9,050	8,100	6,250	150	0	0.0	0	0.0
1996	6			IR	7,500	9,300	8,350	6,400	150	1	0.6	0	0.0
1997	6			CTR	7,800	10,000	9,600	6,550	160	0	0.0	0	0.0
1998	6			CTR	7,850	9,950	9,600	6,600	160	0	0.0	0	0.0
1999	6			CTR	8,250	10,400	10,000	6,950	160	0	0.0	0	0.0
2000	6			CTR	8,300	10,500	10,000	6,950	500	0	0.0	0	0.0
2001	6			CTR	8,500	10,700	10,300	7,150	510	0	0.0	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2002	6			CTR	8,650	10,900	10,500	7,300	520	0	0.0	0	0.0
2003	6			CTR	8,900	11,100	10,600	7,550	530	0	0.0	0	0.0
2004	6			CTR	9,050	11,400	11,000	7,650	540	1	0.5	0	0.0
2005	6			CTR	9,000	11,200	10,700	7,650	360	0	0.0	0	0.0
2006	6			CTR	9,000	11,100	10,700	7,650	360	1	0.5	0	0.0
2007	6			CTR	8,800	10,900	10,800	7,450	350	0	0.0	0	0.0
2008	6			CTR	9,500	11,800	11,500	8,050	380	0	0.0	0	0.0
2009	6			LR	9,650	14,700	12,000	6,550	390	0	0.0	0	0.0
2010	6			LR	9,650	14,500	11,800	6,550	390	0	0.0	0	0.0
2011	6			LR	8,800	13,600	12,800	6,150	350	0	0.0	0	0.0
2012	6			LR	8,800	13,100	12,800	6,050	350	0	0.0	0	0.0
2013	6			CTR	8,750	10,700	11,000	7,450	940	0	0.0	0	0.0
2014	6			CTR	8,750	10,700	10,800	7,450	940	0	0.0	0	0.0
2015	6			CTR	8,750	10,700	10,800	7,450	940	3	1.5	0	0.0
2016	6			CTR	8,750	10,700	10,800	7,450	940	1	0.5	0	0.0
2017	6			CTR	9,500	12,700	12,600	7,750	1,050	1	0.5	1	0.5
2018	6			CTR	9,550	12,800	12,700	7,800	1,050	1	0.5	0	0.0
2019	6			CTR	9,650	12,900	12,800	7,850	1,550	1	0.5	0	0.0
2021	6			CTR	9,800	12,800	12,700	8,000	1,550	0	0.0	0	0.0
1988	6	SCOTT DR (N)	12.0	CR	2,700	3,450	3,250	2,250	160	14	1.2	1	0.1
1989	6			CR	2,700	3,450	3,200	2,250	160	12	1.0	2	0.2
1990	6			CR	2,700	3,350	3,100	2,450	240	13	1.1	2	0.2
1991	6			IR	2,650	3,350	2,950	2,200	240	12	1.0	0	0.0
1992	6			IR	2,600	3,200	2,850	2,200	230	12	1.0	0	0.0
1993	6			IR	2,550	3,150	2,650	2,100	100	12	1.1	1	0.1
1994	6			IR	2,550	3,150	2,800	2,150	100	10	0.9	0	0.0
1995	6			IR	2,850	3,500	3,150	2,450	110	19	1.5	2	0.2
1996	6			IR	2,900	3,600	3,250	2,450	200	7	0.5	0	0.0
1997	6			IR	2,750	3,450	3,100	2,350	190	10	0.8	0	0.0
1998	6			IR	3,000	3,700	3,350	2,500	210	10	0.8	1	0.1
1999	6			IR	3,150	3,900	3,500	2,650	220	15	1.1	0	0.0
2000	6			IR	3,300	4,050	3,650	2,800	230	2	0.1	1	0.1
2001	6			IR	3,350	4,150	3,700	2,850	230	11	0.7	1	0.1
2002	6			IR	3,450	4,250	3,800	2,950	240	15	1.0	0	0.0
2003	6			IR	3,550	4,300	3,900	3,000	280	10	0.6	0	0.0
2004	6			IR	3,650	4,500	4,050	3,100	290	12	0.7	0	0.0
2005	6			IR	3,750	4,550	4,100	3,200	300	14	0.9	3	0.2
2006	6			IR	3,850	4,650	4,200	3,250	310	13	0.8	2	0.1
2007	6			IR	3,950	4,800	4,750	3,350	320	6	0.3	0	0.0
2008	6			IR	4,100	4,950	4,850	3,500	330	10	0.6	0	0.0
2009	6			LR	4,150	6,300	5,150	2,800	330	13	0.7	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2010	6			LR	4,150	6,200	5,100	2,800	330	7	0.4	0	0.0
2011	6			LR	3,700	5,700	5,350	2,600	220	17	1.0	0	0.0
2012	6			LR	3,800	5,650	5,500	2,600	230	13	0.8	0	0.0
2013	6			CTR	4,400	5,350	5,550	3,750	520	12	0.6	0	0.0
2014	6			CTR	4,400	5,350	5,400	3,750	520	9	0.5	0	0.0
2015	6			CTR	4,550	5,550	5,600	3,850	290	15	0.8	3	0.2
2016	6			CTR	4,550	5,550	5,600	3,850	290	11	0.5	0	0.0
2017	6			CTR	4,650	6,200	6,200	3,800	300	12	0.6	1	0.0
2018	6			CTR	4,750	6,350	6,300	3,850	300	10	0.5	1	0.0
2019	6			CTR	4,800	6,400	6,350	3,900	1,000	13	0.6	0	0.0
2021	6			CTR	5,000	6,500	6,500	4,100	1,050	7	0.3	0	0.0
2021	6	FORMER JARVIS LTS L3 START OF NA	2.4										
1988	6	N JCT HALDIMAND RD 69 (E) NANTICOKE CREEK PKWY 69 (W)	1.3	IC	4,900	5,700	5,550	4,300	490	3	1.3	0	0.0
1989	6			IC	5,100	5,850	5,750	4,550	510	1	0.4	0	0.0
1990	6			IC	5,600	6,400	6,250	5,000	560	3	1.1	0	0.0
1991	6			IC	5,650	6,400	6,250	5,050	560	1	0.4	0	0.0
1992	6			IC	5,700	6,350	6,250	5,200	570	1	0.4	0	0.0
1993	6			CTR	5,850	7,350	7,100	4,950	580	1	0.4	0	0.0
1994	6			CTR	5,600	7,150	6,850	4,700	560	4	1.5	1	0.4
1995	6			CTR	5,850	7,500	7,200	4,900	580	0	0.0	0	0.0
1996	6			CTR	5,950	7,600	7,300	5,000	480	0	0.0	0	0.0
1997	6			IC	5,850	6,550	6,600	5,150	470	1	0.4	0	0.0
1998	6			IC	5,900	6,600	6,600	5,250	470	1	0.4	0	0.0
1999	6			IC	6,050	6,800	6,800	5,400	480	1	0.3	0	0.0
2000	6			CTR	6,150	7,750	7,450	5,150	430	1	0.3	0	0.0
2001	6			CTR	6,200	7,850	7,500	5,250	430	2	0.7	0	0.0
2002	6			CTR	6,250	7,900	7,550	5,300	440	0	0.0	0	0.0
2003	6			CTR	6,350	7,900	7,600	5,400	440	0	0.0	0	0.0
2004	6			CTR	6,400	8,100	7,750	5,400	450	2	0.7	0	0.0
2005	6			CTR	6,500	8,050	7,750	5,500	320	1	0.3	0	0.0
2006	6			CTR	6,550	8,100	7,750	5,550	330	0	0.0	0	0.0
2007	6			CTR	6,650	8,250	8,150	5,650	530	0	0.0	0	0.0
2008	6			CTR	6,700	8,300	8,150	5,700	540	1	0.3	0	0.0
2009	6			CTR	6,800	8,300	8,000	5,800	410	1	0.3	0	0.0
2010	6			CTR	6,850	8,350	8,000	5,800	410	0	0.0	0	0.0
2011	6			CTR	6,950	8,450	8,150	5,900	350	0	0.0	0	0.0
2012	6			CTR	7,000	8,500	8,400	5,950	350	0	0.0	0	0.0
2013	6			CTR	7,050	8,600	8,850	6,000	420	1	0.3	0	0.0
2014	6			CTR	7,150	8,700	8,800	6,100	430	3	0.9	0	0.0
2015	6			CTR	7,200	8,800	8,850	6,100	430	0	0.0	0	0.0
2016	6			CTR	7,300	8,900	9,000	6,200	440	4	1.2	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2017	6			CTR	7,350	9,800	9,750	6,000	440	0	0.0	0	0.0
2018	6			CTR	7,450	9,950	9,900	6,050	450	1	0.3	0	0.0
2019	6			IR	7,500	8,500	8,550	6,500	380	3	0.8	1	0.3
2021	6			IR	7,650	8,600	8,700	6,750	380	1	0.3	0	0.0
1988	6	HALDIMAND RD 55	4.8	IC	6,700	7,750	7,550	5,900	1,050	7	0.6	2	0.2
1989	6			IC	7,100	8,150	8,000	6,300	1,150	6	0.5	0	0.0
1990	6			IC	7,400	8,450	8,300	6,600	1,200	5	0.4	2	0.2
1991	6			IC	7,450	8,400	8,250	6,650	740	6	0.5	1	0.1
1992	6			IC	7,500	8,300	8,250	6,800	750	9	0.7	0	0.0
1993	6			IC	7,600	8,600	8,500	6,750	760	7	0.5	0	0.0
1994	6			IC	7,300	8,200	8,200	6,500	730	4	0.3	0	0.0
1995	6			IC	7,450	8,350	8,400	6,700	740	7	0.5	0	0.0
1996	6			IC	7,600	8,550	8,550	6,750	610	3	0.2	0	0.0
1997	6			IC	6,800	7,600	7,700	6,000	540	9	0.8	4	0.3
1998	6			IC	6,900	7,750	7,750	6,150	550	7	0.6	1	0.1
1999	6			IC	7,300	8,200	8,200	6,500	580	11	0.9	1	0.1
2000	6			IC	7,700	8,600	8,600	6,850	690	1	0.1	1	0.1
2001	6			IC	7,350	8,200	8,250	6,500	660	6	0.5	0	0.0
2002	6			IC	7,350	8,200	8,250	6,500	660	3	0.2	1	0.1
2003	6			IC	7,350	8,200	8,250	6,500	660	8	0.6	0	0.0
2004	6			IC	7,450	8,350	8,350	6,600	670	9	0.7	5	0.4
2005	6			IC	7,500	8,350	8,400	6,600	750	13	1.0	3	0.2
2006	6			IC	7,500	8,350	8,400	6,650	750	2	0.2	0	0.0
2007	6			IC	7,700	8,550	8,800	6,800	620	4	0.3	0	0.0
2008	6			IC	7,550	8,350	8,100	6,650	600	7	0.5	0	0.0
2009	6			CTR	7,600	9,250	8,950	6,450	610	6	0.5	0	0.0
2010	6			CTR	7,600	9,250	8,900	6,450	610	4	0.3	2	0.2
2011	6			CTR	7,650	9,300	8,950	6,500	690	7	0.5	0	0.0
2012	6			CTR	7,650	9,300	9,150	6,500	690	9	0.7	1	0.1
2013	6			UC	7,700	7,700	7,750	7,300	640	10	0.7	0	0.0
2014	6			UC	7,700	7,700	7,400	7,300	640	15	1.1	3	0.2
2015	6			UC	7,750	7,750	7,450	7,350	640	6	0.4	0	0.0
2016	6			UC	7,750	7,750	7,450	7,350	640	8	0.6	0	0.0
2017	6			UC	7,800	7,750	7,800	7,500	650	5	0.4	2	0.1
2018	6			UC	7,800	7,750	7,850	7,500	650	9	0.7	1	0.1
2019	6			UC	7,850	7,750	7,850	7,550	710	5	0.4	2	0.1
2021	6			UC	7,900	7,900	8,000	7,600	710	3	0.2	2	0.1
1988	6	HALDIMAND RD 18 SANDUSK RD	1.6	IC	8,500	9,850	9,600	7,500	680	6	1.2	1	0.2
1989	6			IC	8,800	10,100	9,950	7,850	700	2	0.4	0	0.0
1990	6			IC	9,100	10,400	10,200	8,100	730	2	0.4	0	0.0
1991	6			IC	9,150	10,300	10,200	8,150	820	4	0.7	1	0.2

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1992	6			IC	9,200	10,200	10,100	8,350	830	3	0.6	0	0.0
1993	6			IC	9,300	10,500	10,400	8,300	840	1	0.2	0	0.0
1994	6			IC	8,850	9,900	9,900	7,900	800	0	0.0	0	0.0
1995	6			IC	8,850	9,900	10,000	7,950	800	3	0.6	0	0.0
1996	6			IC	8,850	9,950	10,000	7,900	800	1	0.2	0	0.0
1997	6			IC	7,800	8,750	8,800	6,850	700	0	0.0	0	0.0
1998	6			IC	8,000	8,950	8,950	7,100	720	1	0.2	0	0.0
1999	6			IC	8,150	9,150	9,150	7,250	730	1	0.2	0	0.0
2000	6			IC	8,500	9,500	9,500	7,550	850	3	0.6	0	0.0
2001	6			IC	8,850	9,900	9,950	7,850	880	2	0.4	0	0.0
2002	6			IC	9,150	10,200	10,300	8,050	920	3	0.6	0	0.0
2003	6			IC	11,000	12,300	12,400	9,750	1,100	4	0.6	0	0.0
2004	6			IC	10,400	11,600	11,700	9,200	1,050	2	0.3	0	0.0
2005	6			IC	10,200	11,300	11,500	9,000	920	0	0.0	0	0.0
2006	6			IC	10,000	11,100	11,200	8,850	900	0	0.0	0	0.0
2007	6			IC	9,600	10,700	11,000	8,500	1,050	1	0.2	0	0.0
2008	6			IC	10,100	11,200	10,800	8,900	1,100	0	0.0	0	0.0
2009	6			CTR	10,200	12,400	12,000	8,650	820	0	0.0	0	0.0
2010	6			CTR	10,200	12,400	11,900	8,650	820	4	0.7	0	0.0
2011	6			CTR	9,700	11,800	11,300	8,250	870	1	0.2	0	0.0
2012	6			CTR	9,700	11,800	11,600	8,250	870	1	0.2	1	0.2
2013	6			IC	9,500	10,500	10,500	8,400	1,150	3	0.5	0	0.0
2014	6			IC	9,500	10,500	10,500	8,400	1,150	0	0.0	0	0.0
2015	6			IC	9,500	10,500	10,500	8,400	1,150	0	0.0	0	0.0
2016	6			IC	9,500	10,500	10,500	8,400	1,150	1	0.2	0	0.0
2017	6			IC	10,200	11,200	11,300	9,250	1,250	2	0.3	0	0.0
2018	6			IC	10,300	11,300	11,400	9,300	1,250	4	0.7	1	0.2
2019	6			IC	10,300	11,300	11,400	9,300	2,800	3	0.5	0	0.0
2021	6			IC	10,500	11,400	11,500	9,500	2,850	1	0.2	0	0.0
2021	6	HALD RD 9 PARKVIEW RD (W) START OF NA	1.6										
1988	6	F HAGERSVILLE LN 28 29 END OF NA	11.1	IC	9,300	10,800	10,500	8,200	1,400	25	0.7	5	0.1
1989	6			IC	9,400	10,800	10,600	8,350	1,400	21	0.6	2	0.1
1990	6			UC	9,500	10,200	11,000	9,000	1,400	20	0.5	1	0.0
1991	6			UC	9,200	9,750	10,600	8,900	1,400	21	0.6	4	0.1
1992	6			UC	9,200	9,750	10,600	8,850	1,200	22	0.6	2	0.1
1993	6			UC	9,300	9,800	10,600	8,700	1,200	20	0.5	2	0.1
1994	6			C	8,700	9,550	9,700	7,850	1,150	16	0.5	3	0.1
1995	6			C	9,600	10,500	10,800	8,800	1,250	28	0.7	4	0.1
1996	6			C	9,700	11,000	11,000	8,750	1,250	19	0.5	3	0.1
1997	6			C	9,750	11,000	11,100	8,800	1,050	12	0.3	1	0.0
1998	6			C	9,950	11,200	11,200	8,950	1,100	17	0.4	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1999	6			C	10,100	11,300	11,400	9,100	1,100	11	0.3	3	0.1
2000	6			C	10,100	11,400	11,400	9,100	1,000	18	0.4	1	0.0
2001	6			C	10,500	11,800	11,800	9,450	1,050	18	0.4	1	0.0
2002	6			C	10,700	12,000	12,100	9,650	1,050	21	0.5	1	0.0
2003	6			C	10,900	12,200	12,300	9,850	1,200	23	0.5	1	0.0
2004	6			C	11,100	12,500	12,500	10,000	1,200	21	0.5	2	0.0
2005	6			C	11,300	12,600	12,700	10,100	1,150	22	0.5	6	0.1
2006	6			C	11,500	12,800	12,900	10,300	1,150	23	0.5	4	0.1
2007	6			C	11,700	13,000	13,200	10,500	1,150	21	0.4	3	0.1
2008	6			C	11,800	13,000	12,800	10,600	1,200	24	0.5	2	0.0
2009	6			IC	12,100	13,400	13,600	10,800	1,200	20	0.4	0	0.0
2010	6			IC	12,100	13,400	13,500	10,700	1,200	24	0.5	4	0.1
2011	6			IC	12,500	13,700	14,300	11,200	1,250	37	0.7	1	0.0
2012	6			IC	12,500	13,800	13,400	11,100	1,250	21	0.4	5	0.1
2013	6			UC	12,900	12,900	13,000	12,200	1,150	30	0.6	5	0.1
2014	6			UC	12,400	12,400	11,900	11,800	1,100	31	0.6	5	0.1
2015	6			UC	12,000	12,000	11,500	11,400	1,350	18	0.4	2	0.0
2016	6			UC	12,000	12,000	11,500	11,400	1,350	19	0.4	3	0.1
2017	6			UC	13,100	13,000	13,100	12,600	1,450	27	0.5	1	0.0
2018	6			UC	13,200	13,100	13,300	12,700	1,500	29	0.5	4	0.1
2019	6			UC	13,400	13,200	13,400	12,900	1,500	24	0.4	4	0.1
2021	6			UC	13,700	13,700	13,900	13,200	1,500	10	0.2	1	0.0
1988	6	S JCT ARGYLE ST SOUTH	6.5	CR	2,850	3,650	3,400	2,350	340	10	1.5	3	0.4
1989	6			CR	4,000	5,100	4,750	3,350	480	19	2.0	6	0.6
1990	6			UC	5,100	5,450	5,900	4,850	610	10	0.8	3	0.2
1991	6			UC	4,950	5,250	5,700	4,800	590	5	0.4	2	0.2
1992	6			UC	5,000	5,300	5,750	4,800	600	23	1.9	4	0.3
1993	6			UC	5,100	5,350	5,800	4,800	610	11	0.9	1	0.1
1994	6			UC	5,750	6,100	6,550	5,350	690	12	0.9	4	0.3
1995	6			UC	5,800	6,100	6,650	5,400	930	15	1.1	1	0.1
1996	6			UC	6,150	6,500	7,200	5,850	860	8	0.5	0	0.0
1997	6			C	6,100	6,900	6,950	5,500	850	12	0.8	2	0.1
1998	6			C	6,600	7,450	7,450	5,950	920	14	0.9	0	0.0
1999	6			C	7,100	7,950	8,000	6,400	990	12	0.7	2	0.1
2000	6			C	7,450	8,400	8,400	6,700	890	11	0.6	0	0.0
2001	6			C	7,550	8,500	8,500	6,800	910	10	0.6	4	0.2
2002	6			C	7,800	8,750	8,800	7,000	940	9	0.5	0	0.0
2003	6			C	8,650	9,650	9,750	7,800	1,200	17	0.8	2	0.1
2004	6			C	8,300	9,350	9,350	7,500	1,000	10	0.5	3	0.2
2005	6			C	8,300	9,250	9,300	7,450	910	14	0.7	7	0.4
2006	6			C	8,350	9,300	9,350	7,500	920	13	0.7	2	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2007	6			C	8,250	9,150	9,300	7,400	910	14	0.7	1	0.1
2008	6			C	8,600	9,500	9,350	7,700	860	11	0.5	2	0.1
2009	6			CTR	8,850	10,800	10,400	7,500	1,500	16	0.8	1	0.0
2010	6			CTR	8,850	10,800	10,400	7,500	1,500	13	0.6	1	0.0
2011	6			CTR	8,800	10,700	10,300	7,450	1,150	23	1.1	5	0.2
2012	6			CTR	8,800	10,700	10,500	7,500	1,150	14	0.7	5	0.2
2013	6			C	9,750	10,700	10,600	8,800	1,750	14	0.6	0	0.0
2014	6			C	9,750	10,700	10,400	8,800	1,750	14	0.6	0	0.0
2015	6			C	9,600	10,600	10,300	8,650	1,300	15	0.7	3	0.1
2016	6			C	9,700	10,700	10,400	8,750	1,300	20	0.9	2	0.1
2017	6			C	10,200	11,200	11,100	9,250	1,400	14	0.6	1	0.0
2018	6			C	10,400	11,400	11,300	9,400	1,400	6	0.2	1	0.0
2019	6			C	10,600	11,600	11,500	9,600	1,450	13	0.5	0	0.0
2021	6			C	10,900	11,900	11,800	9,900	1,550	16	0.6	3	0.1
1988	6	N JCT ARGYLE ST NORTH (S)	2.9	IC	13,300	15,400	15,000	11,700	1,350	10	0.7	0	0.0
1989	6			IC	14,000	16,100	15,800	12,500	1,400	13	0.9	0	0.0
1990	6			UC	15,000	16,100	17,400	14,200	1,500	11	0.7	1	0.1
1991	6			UC	15,000	15,900	17,200	14,600	1,500	13	0.8	1	0.1
1992	6			UC	15,000	15,900	17,200	14,400	1,500	11	0.7	0	0.0
1993	6			UC	15,000	15,800	17,100	14,100	1,500	8	0.5	1	0.1
1994	6			C	15,500	17,000	17,300	14,000	1,550	13	0.8	2	0.1
1995	6			C	15,800	17,200	17,700	14,500	1,250	12	0.7	0	0.0
1996	6			C	16,200	18,400	18,400	14,600	1,150	11	0.6	0	0.0
1997	6			IC	15,700	17,600	17,700	13,800	1,100	10	0.6	1	0.1
1998	6			IC	16,900	18,900	18,900	15,000	1,200	4	0.2	0	0.0
1999	6			IC	17,300	19,400	19,400	15,400	1,200	3	0.2	1	0.1
2000	6			IC	18,100	20,300	20,300	16,100	1,250	11	0.6	3	0.2
2001	6			IC	18,900	21,100	21,200	16,700	1,300	4	0.2	1	0.0
2002	6			IC	19,700	22,000	22,100	17,400	1,400	5	0.2	0	0.0
2003	6			IC	22,000	24,500	24,800	19,500	2,400	15	0.6	1	0.0
2004	6			IC	22,100	24,700	24,800	19,500	2,450	13	0.6	0	0.0
2005	6			IC	22,100	24,600	24,800	19,500	2,450	18	0.8	1	0.0
2006	6			IC	22,200	24,700	24,900	19,700	2,450	7	0.3	0	0.0
2007	6			IC	22,200	24,700	25,400	19,600	2,450	11	0.5	2	0.1
2008	6			IC	22,300	24,700	23,900	19,700	1,350	13	0.5	0	0.0
2009	6			IC	22,400	24,900	25,100	19,900	2,000	6	0.3	0	0.0
2010	6			IC	22,400	24,800	25,000	19,900	2,000	4	0.2	0	0.0
2011	6			IC	22,200	24,400	25,300	19,900	1,550	9	0.4	0	0.0
2012	6			IC	22,200	24,600	23,800	19,700	1,550	6	0.3	0	0.0
2013	6			UC	23,400	23,500	23,500	22,200	2,100	13	0.5	4	0.2
2014	6			UC	23,400	23,500	22,500	22,200	2,100	14	0.6	1	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2015	6			C	23,500	25,900	25,100	21,200	1,600	16	0.6	3	0.1
2016	6			C	25,100	27,600	26,900	22,600	1,750	9	0.3	0	0.0
2017	6			C	25,500	27,900	27,800	23,100	1,750	15	0.6	0	0.0
2018	6			C	25,900	28,400	28,200	23,400	1,800	16	0.6	0	0.0
2019	6			C	26,300	28,700	28,600	23,800	3,700	11	0.4	0	0.0
2021	6			C	27,100	29,500	29,300	24,600	3,800	5	0.2	2	0.1
1988	6	HALDIBROOK RD	3.2	IC	14,300	16,600	16,200	12,600	1,150	36	2.1	3	0.2
1989	6			IC	15,100	17,400	17,100	13,400	1,200	52	2.9	5	0.3
1990	6			UC	16,000	17,100	18,600	15,200	1,300	31	1.7	7	0.4
1991	6			UC	17,000	18,000	19,600	16,500	1,350	32	1.6	3	0.2
1992	6			UC	17,900	19,000	20,600	17,200	1,450	37	1.8	4	0.2
1993	6			IC	18,700	21,100	20,900	16,600	1,500	43	2.0	5	0.2
1994	6			IC	17,000	19,000	19,000	15,100	1,350	31	1.6	1	0.1
1995	6			IC	17,500	19,600	19,700	15,700	1,400	25	1.2	2	0.1
1996	6			IR	17,700	22,000	19,700	15,100	1,400	34	1.6	3	0.1
1997	6			IC	18,300	20,500	20,700	16,100	1,450	23	1.1	4	0.2
1998	6			IC	18,700	20,900	20,900	16,600	1,500	19	0.9	0	0.0
1999	6			IC	18,500	20,700	20,700	16,500	1,650	22	1.0	3	0.1
2000	6			IC	17,700	19,800	19,800	15,800	1,400	23	1.1	3	0.1
2001	6			IC	18,600	20,800	20,900	16,400	1,500	22	1.0	2	0.1
2002	6			IC	18,800	21,000	21,100	16,600	1,500	24	1.1	3	0.1
2003	6			IC	19,700	22,000	22,200	17,500	1,600	25	1.1	5	0.2
2004	6			IC	20,000	22,400	22,500	17,700	1,200	13	0.6	5	0.2
2005	6			IC	20,400	22,700	22,900	18,000	1,000	14	0.6	0	0.0
2006	6			IC	20,700	23,000	23,200	18,300	1,450	17	0.7	1	0.0
2007	6			IC	21,900	24,300	25,100	19,400	1,550	14	0.5	0	0.0
2008	6			IC	21,300	23,600	22,800	18,800	1,500	18	0.7	3	0.1
2009	6			IC	21,600	24,000	24,200	19,200	1,500	10	0.4	0	0.0
2010	6			IC	21,900	24,200	24,400	19,400	1,550	12	0.5	1	0.0
2011	6			IC	22,200	24,400	25,300	19,900	1,550	9	0.3	1	0.0
2012	6			IC	22,500	24,900	24,200	20,000	1,600	12	0.5	0	0.0
2013	6			CTR	26,600	32,400	33,400	22,600	1,850	11	0.4	0	0.0
2014	6			CTR	23,900	29,200	29,400	20,300	1,650	16	0.6	4	0.1
2015	6			CTR	24,300	29,600	29,900	20,700	1,700	17	0.6	2	0.1
2016	6			CTR	24,600	30,000	30,300	20,900	1,700	13	0.5	6	0.2
2017	6			CTR	25,000	33,400	33,200	20,400	1,750	18	0.6	1	0.0
2018	6			CTR	25,400	33,900	33,800	20,700	1,800	14	0.5	0	0.0
2019	6			CTR	25,700	34,200	34,100	20,900	1,800	19	0.6	0	0.0
2021	6			CTR	26,500	34,600	34,400	21,600	1,850	14	0.5	0	0.0
2004	6	HWY 6/7273 (OLD HWY 6)	0.9	IC	23,000	25,700	25,800	20,300	2,050	19	2.4	2	0.3
2005	6			IC	20,200	22,500	22,700	17,800	1,800	6	0.9	1	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2006	6			IC	17,300	19,200	19,400	15,300	690	2	0.3	0	0.0
2007	6			IC	21,100	23,400	24,200	18,700	840	8	1.1	1	0.1
2008	6			IC	21,300	23,600	22,800	18,800	3,200	3	0.4	1	0.1
2009	6			IC	21,600	24,000	24,200	19,200	3,250	1	0.1	0	0.0
2010	6			IC	21,900	24,200	24,400	19,400	3,300	4	0.5	1	0.1
2011	6			IC	22,200	24,400	25,300	19,900	3,350	3	0.4	0	0.0
2012	6			IC	21,900	24,300	23,500	19,400	3,300	7	0.9	0	0.0
2013	6			IC	22,100	24,500	24,300	19,600	3,300	6	0.8	0	0.0
2014	6			IC	22,300	24,700	24,600	19,800	3,350	6	0.8	2	0.3
2015	6			IC	22,500	24,900	24,800	20,000	3,400	6	0.8	2	0.3
2016	6			IC	22,700	25,100	25,000	20,100	3,400	0	0.0	0	0.0
2017	6			IC	22,900	25,100	25,300	20,800	3,450	3	0.4	0	0.0
2018	6			IC	23,100	25,400	25,600	20,900	3,450	2	0.3	0	0.0
2019	6			IC	23,300	25,600	25,700	21,000	3,500	4	0.5	0	0.0
2021	6			IC	23,700	25,700	25,900	21,400	3,550	3	0.4	0	0.0
2005	6	WHITE CHURCH RD UP	1.1	IC	8,700	9,650	9,750	7,650	1,150	8	2.3	2	0.6
2006	6			IC	8,900	9,900	10,000	7,900	1,150	17	4.7	0	0.0
2007	6			IC	9,050	10,100	10,400	8,000	1,200	5	1.4	0	0.0
2008	6			IC	8,550	9,450	9,150	7,550	1,100	3	0.9	0	0.0
2009	6			IC	8,500	9,450	9,500	7,550	1,100	5	1.4	1	0.3
2010	6			IC	9,150	10,100	10,200	8,100	1,200	2	0.5	0	0.0
2011	6			IC	9,300	10,200	10,600	8,350	1,200	1	0.3	0	0.0
2012	6			IC	9,250	10,200	9,950	8,200	1,200	1	0.3	0	0.0
2013	6			IC	9,600	10,600	10,600	8,500	1,250	1	0.3	0	0.0
2014	6			IC	9,250	10,200	10,200	8,200	1,200	1	0.3	0	0.0
2015	6			CTR	9,300	11,300	11,400	7,900	810	1	0.3	0	0.0
2016	6			CTR	9,300	11,300	11,400	7,900	810	3	0.8	0	0.0
2017	6			CTR	9,500	12,700	12,600	7,750	830	1	0.3	0	0.0
2018	6			CTR	9,550	12,800	12,700	7,800	830	1	0.3	0	0.0
2019	6			CTR	9,650	12,900	12,800	7,850	770	2	0.5	0	0.0
2021	6			CTR	9,750	12,700	12,600	7,950	780	1	0.3	0	0.0
2004	6	AIRPORT RD CONNECTION (HWY 7274)	2.8	UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2005	6			IC	9,500	10,600	10,700	8,350	1,250	8	0.8	0	0.0
2006	6			IC	9,200	10,200	10,300	8,150	1,200	4	0.4	0	0.0
2007	6			IC	9,050	10,100	10,400	8,000	1,200	3	0.3	0	0.0
2008	6			IC	8,550	9,450	9,150	7,550	1,100	5	0.6	1	0.1
2009	6			IC	8,500	9,450	9,500	7,550	1,100	2	0.2	0	0.0
2010	6			IC	9,150	10,100	10,200	8,100	1,200	4	0.4	0	0.0
2011	6			IC	9,300	10,200	10,600	8,350	1,200	4	0.4	0	0.0
2012	6			IC	9,250	10,200	9,950	8,200	1,200	4	0.4	2	0.2
2013	6			IC	9,600	10,600	10,600	8,500	1,250	6	0.6	1	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2014	6			IC	9,250	10,200	10,200	8,200	1,200	6	0.6	2	0.2
2015	6			CTR	9,300	11,300	11,400	7,900	810	5	0.5	0	0.0
2016	6			CTR	9,300	11,300	11,400	7,900	810	1	0.1	0	0.0
2017	6			CTR	9,700	13,000	12,900	7,900	840	2	0.2	0	0.0
2018	6			CTR	10,100	13,500	13,400	8,250	880	4	0.4	0	0.0
2019	6			CTR	10,200	13,600	13,500	8,300	890	6	0.6	2	0.2
2021	6			CTR	9,950	13,000	12,900	8,100	900	5	0.5	0	0.0
2005	6	BUTTER RD UP	2.0	UC	9,500	10,100	11,100	8,900	0	4	0.6	0	0.0
2006	6			UC	9,900	10,500	11,600	9,300	0	6	0.8	0	0.0
2007	6			UC	10,200	10,800	11,800	9,550	0	5	0.7	1	0.1
2008	6			UC	10,500	11,100	10,400	9,800	0	4	0.5	0	0.0
2009	6			UC	9,900	10,500	11,600	9,300	0	5	0.7	2	0.3
2010	6			UC	11,600	12,300	13,500	10,900	0	2	0.2	1	0.1
2011	6			UC	11,800	11,800	12,200	11,200	0	3	0.3	0	0.0
2012	6			UC	11,900	12,000	12,700	11,300	0	3	0.3	1	0.1
2013	6			UC	12,900	12,900	13,000	12,200	0	5	0.5	2	0.2
2014	6			UC	12,500	12,500	12,000	11,900	0	3	0.3	0	0.0
2015	6			UC	13,100	13,100	12,600	12,400	0	3	0.3	0	0.0
2016	6			UC	13,500	13,500	13,000	12,800	0	4	0.4	0	0.0
2017	6			UC	13,900	13,800	13,900	13,300	0	10	1.0	4	0.4
2018	6			UC	14,300	14,200	14,400	13,700	0	7	0.7	1	0.1
2019	6			UC	14,600	14,400	14,600	14,100	0	6	0.6	1	0.1
2021	6			UC	15,400	15,400	15,600	14,800	0	1	0.1	0	0.0
2005	6	BOOK RD	2.7	C	9,200	10,200	10,300	8,250	1,000	2	0.2	0	0.0
2006	6			C	9,500	10,600	10,600	8,550	1,050	2	0.2	0	0.0
2007	6			C	10,900	12,100	12,300	9,800	1,200	3	0.3	0	0.0
2008	6			C	11,400	12,600	12,400	10,200	1,250	2	0.2	0	0.0
2009	6			C	11,500	12,700	12,800	10,400	1,250	4	0.3	0	0.0
2010	6			C	12,500	13,800	13,900	11,300	1,400	1	0.1	0	0.0
2011	6			C	12,900	14,200	14,300	11,600	1,400	6	0.5	0	0.0
2012	6			C	13,600	15,000	14,700	12,200	1,500	9	0.7	1	0.1
2013	6			C	14,400	15,900	15,700	13,000	1,450	3	0.2	0	0.0
2014	6			C	14,900	16,400	15,900	13,400	1,500	2	0.1	0	0.0
2015	6			C	14,200	15,600	15,200	12,800	1,400	10	0.7	0	0.0
2016	6			C	15,700	17,300	16,800	14,100	1,550	6	0.4	1	0.1
2017	6			C	16,300	17,800	17,800	14,800	1,600	3	0.2	0	0.0
2018	6			C	16,900	18,500	18,400	15,300	1,650	6	0.4	0	0.0
2019	6			C	17,400	19,000	18,900	15,700	1,700	3	0.2	0	0.0
2021	6			C	18,600	20,200	20,100	16,900	1,850	11	0.6	1	0.1
2021	6	LINC. AX PKY/ ROUSSEAU ST IC	12.8										
2004	6	E JCT HWY 403 IC	0.7	IC	48,200	53,900	54,100	42,600	4,350	17	1.3	3	0.2

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2005	6			IC	43,200	48,000	48,500	38,100	3,900	22	1.9	6	0.5
2006	6			IR	42,400	51,100	46,300	36,000	3,800	17	1.5	6	0.5
2007	6			IR	40,400	48,900	48,800	34,200	3,650	37	3.4	15	1.4
2008	6			IR	44,600	54,000	53,000	38,100	4,000	35	2.9	20	1.7
2009	6			IR	45,700	54,800	49,800	38,800	4,100	15	1.2	1	0.1
2010	6			IC	48,000	53,100	53,600	42,600	4,300	7	0.5	2	0.2
2011	6			IC	45,600	50,100	52,000	40,900	4,100	47	3.9	15	1.2
2012	6			IC	45,500	50,400	48,900	40,400	4,100	36	3.0	8	0.7
2013	6			IC	48,000	53,100	52,800	42,600	4,300	5	0.4	0	0.0
2014	6			IC	50,000	55,300	55,100	44,300	4,500	21	1.6	4	0.3
2015	6			IC	49,200	54,500	54,200	43,600	4,450	13	1.0	2	0.2
2016	6			IC	49,700	55,000	54,800	44,100	4,450	14	1.1	0	0.0
2017	6			IR	51,700	58,400	58,800	44,600	4,650	10	0.7	0	0.0
2018	6			IR	50,900	57,600	58,100	44,100	4,600	18	1.3	3	0.2
2019	6			IR	51,400	58,200	58,700	44,700	4,650	22	1.6	2	0.1
2021	6			IR	52,600	59,200	59,700	46,400	4,750	11	0.8	3	0.2
1988	6	PLAINS RD (E) NORTHCLIFFE AV (W)	2.3	IC	31,000	36,000	35,000	27,300	4,650	30	1.2	6	0.2
1989	6			IC	33,000	38,000	37,300	29,400	4,950	48	1.8	11	0.4
1990	6			C	33,900	37,600	37,600	30,500	5,100	55	2.0	7	0.2
1991	6			C	34,500	38,000	38,300	31,400	3,100	56	2.0	6	0.2
1992	6			C	35,000	37,800	38,800	32,200	3,500	45	1.6	13	0.4
1993	6			C	35,500	38,700	39,300	32,700	3,550	31	1.1	5	0.2
1994	6			C	35,200	38,500	39,200	31,900	4,200	39	1.3	6	0.2
1995	6			C	36,000	39,300	40,300	32,900	4,300	44	1.5	7	0.2
1996	6			C	33,600	38,100	38,200	30,300	4,050	46	1.7	2	0.1
1997	6			C	37,700	42,600	43,000	33,900	6,050	40	1.3	5	0.2
1998	6			C	38,500	43,500	43,500	34,600	6,150	29	0.9	7	0.2
1999	6			C	38,500	43,100	43,500	34,600	6,150	30	0.9	13	0.4
2000	6			IC	39,200	43,900	43,900	34,900	5,100	45	1.4	12	0.4
2001	6			IC	40,100	44,800	45,000	35,500	5,200	42	1.3	9	0.3
2002	6			IC	40,900	45,600	45,900	36,000	4,100	48	1.4	12	0.4
2003	6			IC	41,700	46,500	46,900	36,900	4,150	47	1.4	13	0.4
2004	6			IC	42,500	47,500	47,700	37,600	5,100	45	1.3	10	0.3
2005	6			IC	43,300	48,100	48,600	38,200	5,200	46	1.3	18	0.5
2006	6			IC	44,100	49,000	49,500	39,100	5,750	42	1.2	12	0.3
2007	6			IC	44,900	49,900	51,400	39,700	5,850	30	0.8	11	0.3
2008	6			IC	45,600	50,500	48,900	40,200	5,950	30	0.8	10	0.3
2009	6			IC	46,400	51,500	52,000	41,300	6,050	32	0.8	8	0.2
2010	6			IC	47,200	52,200	52,700	41,900	6,150	17	0.4	5	0.1
2011	6			IC	48,000	52,800	54,800	43,100	6,250	15	0.4	6	0.2
2012	6			UC	43,300	43,600	46,400	41,100	5,650	19	0.5	7	0.2

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2013	6			UC	48,400	48,600	48,700	45,900	6,300	23	0.6	6	0.1
2014	6			UC	48,900	49,100	47,000	46,400	6,350	37	0.9	7	0.2
2015	6			UC	49,800	50,000	47,900	47,300	6,450	44	1.1	13	0.3
2016	6			UC	50,500	50,700	48,600	47,900	6,550	46	1.1	14	0.3
2017	6			UC	51,200	50,900	51,400	49,100	6,650	32	0.8	10	0.2
2018	6			UC	51,900	51,500	52,300	49,800	6,750	41	1.0	14	0.3
2019	6			UC	52,600	51,800	52,600	50,700	6,850	65	1.5	19	0.4
2021	6			UC	54,000	54,100	54,800	52,000	7,000	22	0.5	1	0.0
1988	6	HWY 5 CLAPPISON'S CORS	3.9	C	19,700	21,900	21,900	17,700	2,350	36	1.3	5	0.2
1989	6			C	21,500	23,900	24,100	19,400	2,600	36	1.2	7	0.2
1990	6			C	23,500	26,100	26,100	21,200	2,800	51	1.5	10	0.3
1991	6			C	23,900	26,300	26,500	21,700	3,100	25	0.7	5	0.1
1992	6			C	24,000	25,900	26,600	22,100	3,100	71	2.1	15	0.4
1993	6			C	24,100	26,300	26,700	22,200	3,150	48	1.4	8	0.2
1994	6			C	24,400	26,700	27,200	22,100	2,950	56	1.6	9	0.3
1995	6			C	25,200	27,500	28,200	23,000	3,300	50	1.4	13	0.4
1996	6			C	25,100	28,400	28,600	22,700	3,250	38	1.1	8	0.2
1997	6			C	26,900	30,400	30,700	24,200	3,500	49	1.3	8	0.2
1998	6			C	27,700	31,300	31,300	24,900	3,300	47	1.2	9	0.2
1999	6			C	27,500	30,800	31,100	24,800	3,300	55	1.4	13	0.3
2000	6			C	27,400	31,000	31,000	24,700	4,100	32	0.8	7	0.2
2001	6			C	28,600	32,200	32,300	25,800	3,700	29	0.7	12	0.3
2002	6			C	29,200	32,700	33,000	26,300	3,500	38	0.9	7	0.2
2003	6			C	29,800	33,300	33,500	26,900	3,850	26	0.6	6	0.1
2004	6			C	30,400	34,200	34,300	27,400	3,650	48	1.1	9	0.2
2005	6			C	30,400	33,800	34,100	27,300	3,650	33	0.8	6	0.1
2006	6			C	31,500	35,000	35,300	28,300	3,800	35	0.8	14	0.3
2007	6			C	31,400	34,900	35,400	28,200	4,100	35	0.8	7	0.2
2008	6			C	31,900	35,200	34,700	28,600	4,450	49	1.1	7	0.2
2009	6			C	31,200	34,300	34,600	28,100	4,350	41	0.9	9	0.2
2010	6			C	32,900	36,300	36,600	29,600	4,600	43	0.9	4	0.1
2011	6			C	33,400	36,800	37,100	30,100	4,700	40	0.8	5	0.1
2012	6			C	33,900	37,400	36,600	30,500	4,750	42	0.9	7	0.1
2013	6			CTR	34,400	41,900	43,300	29,200	4,800	55	1.1	13	0.3
2014	6			CTR	34,900	42,600	42,900	29,700	4,900	44	0.9	10	0.2
2015	6			CTR	35,400	43,200	43,500	30,100	4,950	39	0.8	4	0.1
2016	6			CTR	35,900	43,800	44,200	30,500	5,050	55	1.1	7	0.1
2017	6			CTR	36,400	48,600	48,400	29,700	5,100	34	0.7	5	0.1
2018	6			CTR	36,900	49,300	49,100	30,100	5,150	39	0.7	11	0.2
2019	6			CTR	37,400	49,800	49,600	30,400	5,250	44	0.8	10	0.2
2021	6			CR	33,700	38,800	39,000	30,400	2,350	43	0.9	8	0.2

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1988	6	MILLGROVE RD (W)	6.1	C	19,400	21,500	21,500	17,500	2,350	26	0.6	1	0.0
1989	6			C	21,600	24,000	24,200	19,400	2,600	33	0.7	10	0.2
1990	6			C	23,800	26,400	26,400	21,400	2,850	20	0.4	3	0.1
1991	6			C	23,500	25,900	26,100	21,400	3,300	33	0.6	3	0.1
1992	6			C	23,200	25,100	25,800	21,300	3,250	30	0.6	4	0.1
1993	6			IC	22,900	25,900	25,600	20,400	3,200	22	0.4	3	0.1
1994	6			IC	23,700	26,500	26,500	21,100	2,850	30	0.6	6	0.1
1995	6			IC	24,500	27,400	27,600	22,000	3,200	31	0.6	6	0.1
1996	6			IC	22,100	24,800	24,900	19,700	2,850	21	0.4	3	0.1
1997	6			IC	26,200	29,300	29,600	23,100	3,650	32	0.6	5	0.1
1998	6			IC	27,100	30,400	30,400	24,100	3,250	30	0.5	8	0.1
1999	6			IC	26,700	29,900	29,900	23,800	3,200	33	0.6	12	0.2
2000	6			C	27,300	30,800	30,800	24,600	4,100	29	0.5	3	0.0
2001	6			C	28,000	31,500	31,600	25,200	3,900	26	0.4	1	0.0
2002	6			C	28,700	32,100	32,400	25,800	4,000	26	0.4	9	0.1
2003	6			C	29,100	32,500	32,700	26,300	4,050	29	0.5	8	0.1
2004	6			C	30,000	33,800	33,900	27,000	4,200	23	0.3	6	0.1
2005	6			C	30,700	34,200	34,500	27,600	3,700	20	0.3	2	0.0
2006	6			C	31,400	34,900	35,200	28,300	3,750	27	0.4	5	0.1
2007	6			C	32,000	35,600	36,100	28,800	4,150	21	0.3	3	0.0
2008	6			C	32,700	36,100	35,600	29,300	4,250	20	0.3	3	0.0
2009	6			C	33,400	36,700	37,100	30,100	4,350	22	0.3	5	0.1
2010	6			C	34,000	37,500	37,800	30,600	4,400	29	0.4	2	0.0
2011	6			C	34,700	38,200	38,600	31,200	4,500	28	0.4	5	0.1
2012	6			C	35,400	39,000	38,200	31,900	4,600	20	0.3	3	0.0
2013	6			UC	36,100	36,200	36,300	34,300	4,700	21	0.3	3	0.0
2014	6			UC	36,700	36,800	35,300	34,800	4,750	25	0.3	10	0.1
2015	6			UC	37,400	37,500	36,000	35,500	4,850	36	0.4	8	0.1
2016	6			UC	38,100	38,200	36,600	36,200	4,950	34	0.4	6	0.1
2017	6			UC	38,700	38,400	38,800	37,100	5,050	27	0.3	6	0.1
2018	6			UC	39,400	39,100	39,700	37,800	5,100	40	0.5	6	0.1
2019	6			UC	40,100	39,500	40,100	38,600	5,200	36	0.4	3	0.0
2021	6			UC	41,400	41,500	42,000	39,900	5,400	20	0.2	3	0.0
1988	6	CARLISLE RD (E)	3.1	C	16,300	18,100	18,100	14,700	2,750	14	0.8	2	0.1
1989	6			C	17,100	19,000	19,200	15,400	2,900	17	0.9	3	0.2
1990	6			C	18,600	20,600	20,600	16,700	3,150	11	0.5	0	0.0
1991	6			C	18,800	20,700	20,900	17,100	2,800	11	0.5	1	0.0
1992	6			C	19,000	20,500	21,100	17,500	2,850	14	0.6	3	0.1
1993	6			UC	19,600	20,600	22,300	18,400	2,950	14	0.6	1	0.0
1994	6			UC	19,400	20,600	22,200	18,000	2,900	18	0.8	0	0.0
1995	6			UC	19,800	20,900	22,600	18,500	2,400	25	1.1	5	0.2

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1996	6			C	17,500	19,800	19,900	15,800	2,600	19	1.0	4	0.2
1997	6			C	20,800	23,500	23,700	18,700	3,100	12	0.5	4	0.2
1998	6			C	21,300	24,100	24,100	19,200	3,200	8	0.3	1	0.0
1999	6			C	22,400	25,100	25,300	20,200	3,800	10	0.4	1	0.0
2000	6			C	24,400	27,600	27,600	22,000	3,400	12	0.4	1	0.0
2001	6			IR	24,800	30,600	27,500	21,000	3,000	12	0.4	0	0.0
2002	6			IR	24,800	30,600	27,500	21,100	3,000	12	0.4	6	0.2
2003	6			IR	25,600	31,100	28,200	21,700	2,800	13	0.4	1	0.0
2004	6			C	26,400	29,700	29,800	23,800	2,900	23	0.8	4	0.1
2005	6			C	26,600	29,600	29,900	23,900	2,950	22	0.7	3	0.1
2006	6			IR	27,300	32,900	29,800	23,200	3,000	12	0.4	5	0.2
2007	6			IR	28,000	33,900	33,800	23,700	3,100	21	0.7	6	0.2
2008	6			IR	27,100	32,800	32,200	23,200	3,000	21	0.7	3	0.1
2009	6			IR	29,400	35,300	32,000	25,000	3,250	8	0.2	2	0.1
2010	6			IC	30,100	33,300	33,600	26,700	3,300	9	0.3	1	0.0
2011	6			IC	30,800	33,900	35,100	27,600	3,400	18	0.5	0	0.0
2012	6			UC	31,500	31,700	33,700	29,900	3,450	22	0.6	7	0.2
2013	6			UC	32,200	32,300	32,400	30,600	3,550	14	0.4	2	0.1
2014	6			UC	30,600	30,700	29,400	29,000	3,100	14	0.4	3	0.1
2015	6			C	30,000	33,000	32,100	27,000	3,200	9	0.3	2	0.1
2016	6			C	33,300	36,600	35,600	30,000	3,550	17	0.4	1	0.0
2017	6			C	33,900	37,100	37,000	30,800	3,650	10	0.3	2	0.1
2018	6			C	34,600	37,900	37,700	31,200	3,700	12	0.3	2	0.1
2019	6			C	35,200	38,500	38,200	31,900	6,000	13	0.3	2	0.1
2021	6			C	36,500	39,700	39,500	33,100	6,200	15	0.4	6	0.1
1988	6	HAMILTON RD 597 (W)	5.2	C	15,800	17,500	17,500	14,200	2,700	38	1.3	4	0.1
1989	6			C	16,700	18,500	18,700	15,000	2,850	37	1.2	9	0.3
1990	6			C	17,400	19,300	19,300	15,700	2,950	31	0.9	5	0.2
1991	6			C	17,700	19,500	19,600	16,100	2,850	23	0.7	4	0.1
1992	6			C	17,200	18,600	19,100	15,800	2,400	37	1.1	6	0.2
1993	6			C	17,800	19,400	19,700	16,400	2,500	34	1.0	6	0.2
1994	6			C	19,200	21,000	21,400	17,400	2,900	33	0.9	2	0.1
1995	6			C	19,900	21,700	22,300	18,200	3,000	29	0.8	2	0.1
1996	6			C	20,600	23,300	23,400	18,600	2,450	28	0.7	2	0.1
1997	6			C	21,400	24,200	24,400	19,300	3,400	25	0.6	3	0.1
1998	6			C	22,000	24,900	24,900	19,800	3,500	33	0.8	12	0.3
1999	6			C	22,000	24,600	24,900	19,800	3,100	20	0.5	2	0.0
2000	6			C	22,900	25,900	25,900	20,600	3,450	20	0.5	1	0.0
2001	6			IC	22,900	25,600	25,700	20,300	3,650	13	0.3	1	0.0
2002	6			IC	22,700	25,300	25,500	20,000	3,650	22	0.5	4	0.1
2003	6			IC	23,900	26,600	26,900	21,200	2,850	20	0.4	1	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2004	6			IC	24,300	27,200	27,300	21,500	3,400	22	0.5	3	0.1
2005	6			IC	24,800	27,600	27,800	21,900	3,450	22	0.5	7	0.1
2006	6			IC	24,900	27,700	27,900	22,100	3,500	12	0.3	3	0.1
2007	6			IC	25,600	28,400	29,300	22,600	3,600	15	0.3	1	0.0
2008	6			IC	25,700	28,500	27,500	22,700	3,600	22	0.5	6	0.1
2009	6			IC	25,000	27,800	28,000	22,200	3,500	20	0.4	4	0.1
2010	6			IC	26,500	29,300	29,600	23,500	3,700	20	0.4	1	0.0
2011	6			IC	26,900	29,600	30,700	24,100	3,750	17	0.3	0	0.0
2012	6			IC	27,300	30,200	29,300	24,200	3,800	13	0.3	4	0.1
2013	6			CTR	25,300	30,800	31,800	21,500	3,550	19	0.4	2	0.0
2014	6			CTR	27,700	33,800	34,100	23,500	3,900	13	0.2	3	0.1
2015	6			IC	28,600	31,700	31,500	25,400	4,000	24	0.4	3	0.1
2016	6			IC	28,500	31,500	31,400	25,300	4,000	20	0.4	1	0.0
2017	6			IC	28,900	31,700	31,900	26,200	4,050	18	0.3	4	0.1
2018	6			IC	29,300	32,200	32,400	26,500	4,100	10	0.2	0	0.0
2019	6			IC	29,700	32,600	32,800	26,800	4,150	20	0.4	2	0.0
2021	6			CR	25,900	29,800	30,000	23,400	2,050	15	0.3	3	0.1
1988	6	PUSLINCH TOWNLINE RD (E)	3.7	C	15,800	17,500	17,500	14,200	2,700	24	1.1	5	0.2
1989	6			C	16,700	18,500	18,700	15,000	2,850	30	1.3	7	0.3
1990	6			C	17,400	19,300	19,300	15,700	2,950	48	2.0	7	0.3
1991	6			C	17,700	19,500	19,600	16,100	2,850	24	1.0	3	0.1
1992	6			C	17,200	18,600	19,100	15,800	2,400	20	0.8	3	0.1
1993	6			C	17,800	19,400	19,700	16,400	2,500	34	1.4	5	0.2
1994	6			C	19,200	21,000	21,400	17,400	2,900	21	0.8	6	0.2
1995	6			C	19,900	21,700	22,300	18,200	3,000	20	0.7	6	0.2
1996	6			C	20,600	23,300	23,400	18,600	2,450	24	0.9	3	0.1
1997	6			C	21,400	24,200	24,400	19,300	3,400	17	0.6	3	0.1
1998	6			C	22,000	24,900	24,900	19,800	3,500	9	0.3	2	0.1
1999	6			C	22,000	24,600	24,900	19,800	3,100	16	0.5	1	0.0
2000	6			C	22,900	25,900	25,900	20,600	3,450	12	0.4	2	0.1
2001	6			IC	22,900	25,600	25,700	20,300	3,650	10	0.3	4	0.1
2002	6			IC	22,700	25,300	25,500	20,000	3,650	23	0.7	3	0.1
2003	6			IC	23,900	26,600	26,900	21,200	2,850	15	0.5	8	0.2
2004	6			IC	24,300	27,200	27,300	21,500	3,400	22	0.7	6	0.2
2005	6			IC	24,800	27,600	27,800	21,900	3,450	23	0.7	4	0.1
2006	6			IC	24,900	27,700	27,900	22,100	3,500	28	0.8	4	0.1
2007	6			IC	25,600	28,400	29,300	22,600	3,600	25	0.7	5	0.1
2008	6			IC	25,700	28,500	27,500	22,700	3,600	24	0.7	6	0.2
2009	6			IC	25,000	27,800	28,000	22,200	3,500	28	0.8	4	0.1
2010	6			IC	26,500	29,300	29,600	23,500	3,700	27	0.7	3	0.1
2011	6			IC	26,900	29,600	30,700	24,100	3,750	24	0.7	5	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2012	6			IC	27,300	30,200	29,300	24,200	3,350	16	0.4	1	0.0
2013	6			IC	27,700	30,700	30,500	24,600	3,400	12	0.3	0	0.0
2014	6			IC	25,300	28,000	27,900	22,400	3,000	24	0.7	5	0.1
2015	6			IC	25,600	28,300	28,200	22,700	3,000	21	0.6	2	0.1
2016	6			IC	25,900	28,700	28,500	23,000	3,050	23	0.6	3	0.1
2017	6			IC	27,900	30,600	30,800	25,300	3,300	26	0.7	7	0.2
2018	6			IC	28,300	31,100	31,300	25,600	3,350	21	0.5	1	0.0
2019	6			IC	28,600	31,400	31,600	25,800	3,450	25	0.6	8	0.2
2021	6			IC	29,200	31,700	31,900	26,400	3,500	11	0.3	3	0.1
1988	6	WELLINGTON RD 36 (E) CALFASS RD (W)	0.9	C	17,500	19,400	19,400	15,800	3,500	10	1.8	2	0.4
1989	6			C	18,500	20,500	20,700	16,600	2,950	7	1.2	0	0.0
1990	6			C	19,200	21,300	21,300	17,300	3,050	12	2.0	2	0.3
1991	6			C	19,600	21,600	21,800	17,800	3,150	4	0.6	0	0.0
1992	6			C	18,700	20,200	20,800	17,200	2,800	6	1.0	2	0.3
1993	6			C	20,600	22,500	22,800	19,000	3,100	9	1.4	1	0.2
1994	6			C	21,900	24,000	24,400	19,800	2,850	3	0.4	1	0.1
1995	6			C	22,700	24,800	25,400	20,800	2,950	5	0.7	2	0.3
1996	6			C	23,500	26,600	26,700	21,200	3,050	4	0.5	1	0.1
1997	6			C	24,400	27,600	27,800	22,000	3,150	0	0.0	0	0.0
1998	6			C	25,200	28,500	28,500	22,700	3,300	4	0.5	0	0.0
1999	6			C	24,400	27,300	27,600	22,000	3,900	5	0.6	1	0.1
2000	6			C	23,900	27,000	27,000	21,500	3,800	7	0.9	0	0.0
2001	6			C	23,300	26,200	26,300	21,000	3,750	8	1.1	1	0.1
2002	6			C	23,000	25,800	26,000	20,700	3,700	14	1.9	4	0.5
2003	6			C	23,300	26,000	26,200	21,000	3,750	14	1.9	1	0.1
2004	6			C	23,300	26,200	26,300	21,000	3,950	8	1.1	3	0.4
2005	6			C	22,600	25,200	25,400	20,300	3,850	10	1.4	2	0.3
2006	6			C	23,000	25,600	25,800	20,700	4,150	11	1.5	2	0.3
2007	6			C	23,000	25,600	25,900	20,700	4,150	12	1.6	1	0.1
2008	6			C	22,100	24,400	24,100	19,800	2,650	14	2.0	1	0.1
2009	6			C	22,900	25,200	25,400	20,600	2,750	18	2.5	2	0.3
2010	6			C	22,800	25,100	25,400	20,500	2,750	8	1.1	2	0.3
2011	6			C	22,800	25,100	25,400	20,500	2,750	9	1.2	1	0.1
2012	6			C	23,500	25,900	25,300	21,200	2,800	11	1.5	0	0.0
2013	6			C	24,000	26,400	26,100	21,600	2,900	3	0.4	1	0.1
2014	6			C	23,000	25,300	24,600	20,700	2,750	6	0.8	1	0.1
2015	6			C	23,000	25,300	24,600	20,700	2,750	20	2.7	4	0.5
2016	6			C	23,000	25,300	24,600	20,700	2,750	18	2.5	2	0.3
2017	6			C	22,900	25,100	25,000	20,800	2,750	23	3.2	2	0.3
2018	6			C	22,900	25,100	25,000	20,700	2,750	23	3.2	2	0.3
2019	6			C	22,900	25,000	24,900	20,700	3,900	24	3.3	1	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2021	6			C	22,800	24,800	24,700	20,700	3,900	5	0.7	0	0.0
2021	6	E JCT HWY 401 IC299	4.4										
1988	6	W JCT HWY 401 M/C FRWY IC	5.7	C	11,500	12,800	12,800	10,400	1,600	22	0.9	6	0.2
1989	6			C	12,700	14,100	14,200	11,400	1,400	10	0.4	5	0.2
1990	6			C	13,700	15,200	15,200	12,300	1,900	16	0.6	8	0.3
1991	6			C	13,500	14,900	15,000	12,300	1,900	11	0.4	2	0.1
1992	6			C	13,100	14,100	14,500	12,100	1,850	15	0.5	1	0.0
1993	6			C	13,100	14,300	14,500	12,100	1,950	20	0.7	2	0.1
1994	6			C	15,400	16,900	17,200	13,900	2,300	21	0.7	4	0.1
1995	6			C	16,100	17,600	18,000	14,700	2,400	25	0.7	8	0.2
1996	6			C	16,900	19,200	19,200	15,300	2,700	25	0.7	6	0.2
1997	6			C	17,700	20,000	20,200	15,900	2,850	24	0.7	4	0.1
1998	6			C	18,400	20,800	20,800	16,600	2,950	19	0.5	3	0.1
1999	6			C	19,200	21,500	21,700	17,300	2,900	23	0.6	4	0.1
2000	6			C	19,900	22,500	22,500	17,900	3,000	28	0.7	5	0.1
2001	6			C	20,700	23,300	23,400	18,600	3,100	35	0.8	3	0.1
2002	6			C	21,500	24,100	24,300	19,300	3,200	38	0.8	5	0.1
2003	6			C	22,600	25,200	25,400	20,400	3,400	33	0.7	1	0.0
2004	6			C	22,700	25,600	25,600	20,400	3,400	43	0.9	7	0.1
2005	6			C	23,200	25,800	26,000	20,800	3,500	35	0.7	4	0.1
2006	6			C	24,500	27,200	27,400	22,000	3,700	39	0.8	8	0.2
2007	6			C	23,300	25,900	26,200	20,900	3,500	49	1.0	7	0.1
2008	6			C	22,100	24,400	24,100	19,800	2,850	35	0.8	6	0.1
2009	6			C	22,100	24,300	24,500	19,900	2,850	29	0.6	4	0.1
2010	6			C	24,800	27,300	27,600	22,300	2,750	25	0.5	3	0.1
2011	6			C	24,800	27,300	27,600	22,300	2,750	36	0.7	7	0.1
2012	6			C	24,800	27,300	26,700	22,300	2,750	37	0.7	7	0.1
2013	6			C	24,800	27,300	27,000	22,300	2,750	34	0.7	7	0.1
2014	6			C	24,800	27,300	26,500	22,300	2,750	29	0.6	8	0.2
2015	6			C	26,600	29,300	28,500	23,900	2,950	20	0.4	3	0.1
2016	6			C	27,100	29,800	29,000	24,400	3,000	28	0.5	6	0.1
2017	6			C	27,500	30,100	30,000	25,000	3,000	23	0.4	4	0.1
2018	6			C	28,000	30,700	30,500	25,300	3,100	20	0.3	2	0.0
2019	6			C	28,500	31,200	31,000	25,800	3,400	35	0.6	4	0.1
2021	6			C	29,400	32,000	31,800	26,700	3,550	17	0.3	2	0.0
1988	6	LAIRD RD IC	2.5	C	13,600	15,100	15,100	12,200	1,650	6	0.5	0	0.0
1989	6			C	15,900	17,600	17,800	14,300	1,750	3	0.2	1	0.1
1990	6			C	16,500	18,300	18,300	14,800	2,000	4	0.3	0	0.0
1991	6			C	16,300	17,900	18,100	14,800	1,950	3	0.2	0	0.0
1992	6			C	13,600	14,700	15,100	12,500	1,650	3	0.2	0	0.0
1993	6			C	14,500	15,800	16,000	13,300	1,750	7	0.5	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1994	6			C	17,500	19,200	19,500	15,800	2,100	9	0.6	4	0.3
1995	6			C	18,000	19,700	20,200	16,500	2,150	8	0.5	0	0.0
1996	6			C	19,200	21,800	21,800	17,300	2,300	12	0.7	2	0.1
1997	6			C	20,000	22,600	22,800	18,000	2,400	10	0.6	0	0.0
1998	6			C	20,900	23,600	23,600	18,800	2,500	4	0.2	0	0.0
1999	6			C	21,700	24,300	24,500	19,500	2,600	6	0.3	1	0.1
2000	6			C	22,300	25,200	25,200	20,100	2,700	9	0.4	0	0.0
2001	6			C	23,100	26,000	26,100	20,800	2,750	5	0.2	0	0.0
2002	6			C	23,900	26,800	27,000	21,500	3,100	12	0.6	0	0.0
2003	6			C	24,700	27,600	27,800	22,300	3,200	15	0.7	2	0.1
2004	6			SC	25,400	27,100	29,700	22,400	3,300	12	0.5	2	0.1
2005	6			SC	26,600	28,200	31,100	23,400	3,450	10	0.4	3	0.1
2006	6			SC	27,800	29,400	32,500	24,500	4,750	5	0.2	1	0.0
2007	6			SC	28,900	30,500	33,400	25,400	4,900	7	0.3	3	0.1
2008	6			SC	30,100	31,600	29,800	26,500	5,100	8	0.3	2	0.1
2009	6			SC	31,200	33,100	36,500	27,500	5,300	5	0.2	0	0.0
2010	6			SC	32,400	34,300	37,900	28,600	5,500	9	0.3	2	0.1
2011	6			SC	32,400	41,500	37,900	25,800	5,500	7	0.2	1	0.0
2012	6			SC	30,000	31,800	29,900	26,500	5,100	15	0.6	2	0.1
2013	6			SC	30,000	31,700	28,900	26,500	5,100	8	0.3	3	0.1
2014	6			C	30,000	33,000	32,100	27,000	2,600	1	0.0	0	0.0
2015	6			C	30,300	33,300	32,400	27,300	2,650	8	0.3	1	0.0
2016	6			C	30,600	33,700	32,700	27,500	2,650	12	0.4	1	0.0
2017	6			C	34,100	37,300	37,200	30,900	2,950	7	0.2	1	0.0
2018	6			C	34,800	38,100	37,900	31,400	3,050	9	0.3	2	0.1
2019	6			C	35,400	38,700	38,500	32,000	2,850	10	0.3	1	0.0
2021	6			C	36,800	40,000	39,800	33,400	2,950	4	0.1	0	0.0
1988	6	DOWNEY RD (W) KORTRIGHT RD (E)	1.9	C	15,000	16,600	16,600	13,500	1,800	25	2.4	4	0.4
1989	6			SC	17,000	18,700	20,600	15,100	2,050	28	2.4	0	0.0
1990	6			SC	18,400	20,200	22,100	16,400	1,650	34	2.7	7	0.5
1991	6			SC	18,100	19,900	21,900	16,100	1,650	29	2.3	2	0.2
1992	6			SC	17,700	18,600	20,700	16,300	1,600	30	2.4	1	0.1
1993	6			SC	18,600	20,600	22,700	16,600	1,650	35	2.7	4	0.3
1994	6			SC	20,900	21,700	24,000	19,200	1,900	31	2.1	6	0.4
1995	6			SC	22,000	23,000	25,600	20,000	2,000	40	2.6	5	0.3
1996	6			SC	23,100	24,600	27,000	20,700	1,850	39	2.4	5	0.3
1997	6			SC	24,100	25,500	28,200	21,400	2,650	37	2.2	2	0.1
1998	6			SC	25,200	26,700	29,500	22,400	2,750	37	2.1	3	0.2
1999	6			SC	25,600	27,100	30,000	22,800	2,300	34	1.9	6	0.3
2000	6			SC	26,500	28,100	31,000	23,300	2,400	41	2.2	8	0.4
2001	6			SC	27,300	29,100	32,000	24,100	2,450	28	1.5	5	0.3

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2002	6			SC	28,200	29,900	33,000	24,900	2,250	29	1.5	4	0.2
2003	6			SC	29,100	30,700	34,000	25,700	2,350	44	2.2	5	0.2
2004	6			SC	29,700	31,700	34,800	26,200	2,950	39	1.9	4	0.2
2005	6			SC	30,400	32,200	35,500	26,800	3,050	44	2.1	5	0.2
2006	6			SC	31,700	33,500	37,100	28,000	3,500	52	2.4	8	0.4
2007	6			SC	30,900	32,700	35,700	27,200	3,400	47	2.2	5	0.2
2008	6			SC	30,400	31,900	30,100	26,700	2,750	63	3.0	4	0.2
2009	6			SC	30,400	32,200	35,600	26,800	2,750	40	1.9	4	0.2
2010	6			SC	32,200	34,100	37,700	28,400	2,250	41	1.8	2	0.1
2011	6			SC	32,200	41,200	37,600	25,600	2,250	43	1.9	5	0.2
2012	6			SC	32,200	34,100	32,100	28,400	2,250	40	1.8	7	0.3
2013	6			SC	32,200	34,100	31,000	28,400	2,250	37	1.6	11	0.5
2014	6			C	32,600	35,900	34,900	29,300	2,350	29	1.3	5	0.2
2015	6			C	34,900	38,400	37,300	31,400	2,500	20	0.8	5	0.2
2016	6			C	35,500	39,000	38,000	32,000	2,550	31	1.2	4	0.2
2017	6			C	36,100	39,500	39,400	32,800	2,600	32	1.3	2	0.1
2018	6			C	36,700	40,200	40,000	33,100	2,650	29	1.1	4	0.2
2019	6			C	38,100	41,600	41,400	34,500	2,650	30	1.1	3	0.1
2021	6			C	38,400	41,800	41,500	34,800	2,700	19	0.7	4	0.1
1988	6	COLLEGE AV	1.6	C	22,800	25,300	25,300	20,500	2,050	28	2.2	4	0.3
1989	6			UC	25,800	27,100	29,200	24,500	2,300	30	2.0	4	0.3
1990	6			UC	27,600	29,500	32,000	26,200	2,500	41	2.6	4	0.3
1991	6			UC	27,200	28,800	31,300	26,400	2,450	34	2.2	6	0.4
1992	6			SC	27,600	29,000	32,300	25,400	2,500	23	1.5	4	0.3
1993	6			SC	28,200	31,300	34,400	25,100	1,950	28	1.7	1	0.1
1994	6			SC	31,500	32,800	36,200	29,000	2,200	36	2.0	4	0.2
1995	6			UC	33,000	34,800	37,700	30,800	2,300	29	1.5	4	0.2
1996	6			UC	34,600	36,600	40,500	32,900	2,100	39	2.0	5	0.3
1997	6			UC	36,100	37,900	42,200	33,900	2,150	32	1.6	4	0.2
1998	6			UC	37,600	39,900	44,000	35,700	2,250	23	1.1	1	0.0
1999	6			UC	35,400	37,500	41,400	33,600	2,100	29	1.4	6	0.3
2000	6			UC	35,900	38,100	42,400	33,700	2,150	29	1.4	5	0.2
2001	6			UC	36,500	39,100	42,900	34,300	2,200	7	0.3	0	0.0
2002	6			UC	37,100	39,500	43,600	34,700	2,600	14	0.7	2	0.1
2003	6			UC	37,700	39,800	44,200	35,600	2,650	8	0.4	0	0.0
2004	6			UC	38,500	41,200	45,300	36,200	3,450	10	0.5	0	0.0
2005	6			UC	38,100	40,300	44,600	35,700	3,450	16	0.7	0	0.0
2006	6			UC	39,200	41,500	45,800	36,900	3,900	13	0.6	0	0.0
2007	6			UC	39,000	41,400	45,100	36,600	3,900	17	0.8	1	0.0
2008	6			UC	37,400	39,500	37,100	35,000	2,600	10	0.5	0	0.0
2009	6			UC	39,800	42,200	46,600	37,400	2,800	7	0.3	1	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2010	6			UC	40,300	42,600	46,900	37,900	2,400	7	0.3	2	0.1
2011	6			UC	40,300	40,400	41,800	38,200	2,400	8	0.3	1	0.0
2012	6			UC	41,100	41,300	44,000	39,000	2,450	10	0.4	0	0.0
2013	6			UC	41,400	41,500	41,600	39,300	2,500	10	0.4	1	0.0
2014	6			UC	41,800	41,900	40,200	39,700	2,500	7	0.3	0	0.0
2015	6			UC	42,200	42,300	40,600	40,000	2,550	13	0.5	2	0.1
2016	6			UC	42,600	42,700	41,000	40,400	2,550	16	0.7	2	0.1
2017	6			UC	43,100	42,800	43,200	41,300	2,600	8	0.3	1	0.0
2018	6			UC	43,500	43,100	43,800	41,800	2,600	14	0.6	2	0.1
2019	6			UC	43,900	43,300	43,900	42,300	2,650	11	0.4	1	0.0
2021	6			UC	44,700	44,800	45,400	43,100	2,700	4	0.2	0	0.0
1988	6	S JCT HWY 7 WELLINGTON ST IC	1.8	UC	27,200	28,600	30,700	25,600	2,200	31	1.7	4	0.2
1989	6			UC	28,400	29,800	32,100	27,000	1,700	44	2.3	6	0.3
1990	6			UC	29,900	32,000	34,700	28,400	2,400	34	1.7	2	0.1
1991	6			UC	29,500	31,300	33,900	28,600	2,350	23	1.2	1	0.1
1992	6			SC	27,900	29,300	32,600	25,700	2,250	28	1.5	2	0.1
1993	6			SC	27,900	31,000	34,000	24,800	1,950	27	1.5	0	0.0
1994	6			SC	30,900	32,100	35,500	28,400	2,150	25	1.2	1	0.0
1995	6			UC	31,600	33,300	36,100	29,500	2,200	33	1.6	0	0.0
1996	6			UC	32,400	34,300	37,900	30,800	2,250	26	1.2	3	0.1
1997	6			UC	33,200	34,900	38,800	31,200	2,300	33	1.5	0	0.0
1998	6			UC	34,000	36,000	39,800	32,300	2,400	31	1.4	2	0.1
1999	6			UC	32,700	34,700	38,300	31,100	2,600	29	1.3	1	0.0
2000	6			UC	33,000	35,000	38,900	31,000	2,650	41	1.9	3	0.1
2001	6			UC	33,300	35,700	39,200	31,300	2,650	29	1.3	3	0.1
2002	6			UC	33,600	35,800	39,500	31,500	2,700	28	1.3	6	0.3
2003	6			UC	33,800	35,700	39,600	31,900	2,700	37	1.7	7	0.3
2004	6			UC	33,900	36,300	39,900	31,900	3,050	23	1.0	4	0.2
2005	6			UC	34,500	36,500	40,300	32,400	3,100	28	1.2	1	0.0
2006	6			UC	34,900	36,900	40,800	32,800	3,150	36	1.6	2	0.1
2007	6			UC	35,000	37,100	40,500	32,800	3,150	23	1.0	4	0.2
2008	6			UC	35,300	37,300	35,000	33,000	3,200	26	1.1	5	0.2
2009	6			UC	35,500	37,600	41,500	33,400	3,200	26	1.1	4	0.2
2010	6			UC	35,800	37,800	41,700	33,700	2,500	32	1.4	4	0.2
2011	6			UC	36,000	36,100	37,400	34,200	2,500	25	1.1	5	0.2
2012	6			UC	36,300	36,500	38,900	34,500	2,550	24	1.0	0	0.0
2013	6			UC	35,600	35,700	35,800	33,800	2,500	37	1.6	2	0.1
2014	6			UC	34,800	34,900	33,500	33,000	2,300	24	1.0	0	0.0
2015	6			UC	35,200	35,300	33,900	33,400	2,300	26	1.1	4	0.2
2016	6			UC	35,500	35,600	34,100	33,700	2,350	22	0.9	0	0.0
2017	6			UC	36,500	36,300	36,600	35,000	2,400	22	0.9	1	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2018	6			UC	36,700	36,400	37,000	35,200	2,400	19	0.8	0	0.0
2019	6			UC	36,900	36,400	36,900	35,600	2,200	17	0.7	0	0.0
2021	6			UC	37,300	37,400	37,900	35,900	2,250	15	0.6	2	0.1
1988	6	WILLOW RD	0.9	UC	21,400	22,500	24,200	20,100	1,700	10	1.5	1	0.2
1989	6			UC	22,000	23,100	24,900	20,900	1,750	17	2.5	3	0.4
1990	6			UC	23,000	24,600	26,700	21,800	1,850	13	1.8	3	0.4
1991	6			UC	22,700	24,100	26,100	22,000	1,800	12	1.7	3	0.4
1992	6			SC	20,100	21,100	23,500	18,500	1,600	6	1.0	0	0.0
1993	6			SC	20,100	22,300	24,500	17,900	1,600	8	1.3	0	0.0
1994	6			SC	22,800	23,700	26,200	21,000	1,800	8	1.1	0	0.0
1995	6			UC	23,100	24,400	26,400	21,500	1,850	13	1.8	1	0.1
1996	6			UC	23,600	25,000	27,600	22,400	1,900	5	0.7	1	0.1
1997	6			UC	24,100	25,300	28,200	22,700	1,950	13	1.7	3	0.4
1998	6			UC	24,500	26,000	28,700	23,300	1,950	8	1.1	2	0.3
1999	6			UC	24,200	25,700	28,300	23,000	2,200	2	0.3	0	0.0
2000	6			UC	24,500	26,000	28,900	23,000	2,200	4	0.5	2	0.3
2001	6			UC	24,800	26,600	29,200	23,300	2,250	3	0.4	1	0.1
2002	6			UC	25,000	26,600	29,400	23,400	2,250	0	0.0	0	0.0
2003	6			UC	25,300	26,700	29,600	23,900	2,300	5	0.6	0	0.0
2004	6			UC	25,700	27,500	30,200	24,200	3,100	1	0.1	0	0.0
2005	6			UC	25,600	27,100	29,900	24,000	3,050	1	0.1	0	0.0
2006	6			UC	26,000	27,500	30,400	24,500	3,100	1	0.1	0	0.0
2007	6			UC	26,000	27,600	30,100	24,400	3,100	7	0.9	0	0.0
2008	6			UC	25,600	27,000	25,400	23,900	3,050	4	0.5	1	0.1
2009	6			UC	26,500	28,100	31,000	24,900	3,200	1	0.1	0	0.0
2010	6			UC	26,700	28,200	31,100	25,100	2,150	5	0.6	0	0.0
2011	6			UC	26,700	26,800	27,700	25,300	2,150	5	0.6	2	0.2
2012	6			UC	27,100	27,300	29,000	25,700	2,450	8	0.9	2	0.2
2013	6			UC	27,300	27,400	27,500	25,900	2,500	6	0.7	1	0.1
2014	6			UC	27,500	27,600	26,400	26,100	2,500	7	0.8	0	0.0
2015	6			UC	27,700	27,800	26,600	26,300	2,500	11	1.3	2	0.2
2016	6			UC	27,900	28,000	26,800	26,500	2,550	16	1.8	1	0.1
2017	6			UC	28,200	28,000	28,300	27,000	2,550	5	0.6	0	0.0
2018	6			UC	28,400	28,200	28,600	27,300	2,600	8	0.9	1	0.1
2019	6			UC	28,600	28,200	28,600	27,600	2,600	10	1.1	3	0.3
2021	6			UC	29,000	29,100	29,400	27,900	2,600	5	0.6	0	0.0
1988	6	SPEEDVALE AV	1.0	UC	15,200	16,000	17,200	14,300	1,050	0	0.0	0	0.0
1989	6			C	15,400	17,100	17,200	13,900	1,100	4	0.7	0	0.0
1990	6			C	15,700	17,400	17,400	14,100	1,250	1	0.2	0	0.0
1991	6			C	15,500	17,000	17,200	14,100	1,250	1	0.2	0	0.0
1992	6			UC	14,700	15,600	16,900	14,100	1,200	3	0.5	1	0.2

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1993	6			UC	14,700	15,500	16,700	13,800	1,200	3	0.5	0	0.0
1994	6			UC	15,700	16,600	18,000	14,600	1,250	1	0.2	0	0.0
1995	6			C	15,700	17,100	17,600	14,400	1,250	4	0.7	0	0.0
1996	6			C	16,100	18,200	18,300	14,500	1,300	3	0.5	0	0.0
1997	6			C	16,300	18,400	18,600	14,700	1,300	2	0.3	1	0.2
1998	6			C	16,400	18,500	18,500	14,800	1,300	6	1.0	0	0.0
1999	6			C	16,800	18,800	19,000	15,100	1,350	11	1.7	0	0.0
2000	6			C	17,100	19,300	19,300	15,400	1,350	6	0.9	0	0.0
2001	6			C	17,300	19,500	19,500	15,600	1,400	9	1.4	2	0.3
2002	6			C	17,600	19,700	19,900	15,800	1,400	9	1.3	1	0.1
2003	6			C	17,900	20,000	20,100	16,200	1,450	10	1.5	1	0.1
2004	6			C	18,200	20,500	20,500	16,400	2,000	12	1.7	0	0.0
2005	6			C	18,400	20,500	20,700	16,500	2,000	11	1.6	0	0.0
2006	6			C	18,600	20,700	20,800	16,700	2,250	11	1.6	2	0.3
2007	6			C	18,700	20,800	21,100	16,800	2,250	11	1.5	1	0.1
2008	6			C	18,600	20,500	20,200	16,700	1,500	8	1.1	0	0.0
2009	6			C	19,200	21,100	21,300	17,300	1,550	11	1.5	3	0.4
2010	6			C	19,500	21,500	21,700	17,600	1,350	9	1.2	1	0.1
2011	6			C	19,500	21,500	21,700	17,600	1,350	11	1.5	2	0.3
2012	6			C	18,000	19,800	19,400	16,200	1,400	13	1.9	1	0.1
2013	6			C	18,200	20,100	19,800	16,400	1,400	8	1.2	0	0.0
2014	6			C	17,800	19,600	19,000	16,000	1,250	14	2.1	1	0.1
2015	6			C	17,900	19,700	19,200	16,100	1,250	3	0.4	1	0.1
2016	6			C	18,100	19,900	19,400	16,300	1,300	6	0.9	1	0.1
2017	6			C	19,300	21,100	21,100	17,500	1,350	8	1.1	1	0.1
2018	6			C	19,400	21,300	21,100	17,500	1,400	7	1.0	0	0.0
2019	6			C	19,500	21,300	21,200	17,600	1,350	4	0.5	0	0.0
2021	6			C	19,800	21,500	21,400	18,000	1,400	7	0.9	2	0.3
2021	6	N JCT HWY 7 WOODLAWN RD START OF NA	2.5										
1988	6	GUELPH N LTS END OF NA	4.0	IC	10,600	12,300	12,000	9,350	950	21	1.3	1	0.1
1989	6			IC	11,400	13,100	12,900	10,100	800	18	1.1	2	0.1
1990	6			IC	11,500	13,100	12,900	10,200	1,250	23	1.4	2	0.1
1991	6			IC	11,400	12,900	12,700	10,100	1,250	29	1.7	2	0.1
1992	6			IC	11,600	12,900	12,800	10,600	1,300	15	0.9	2	0.1
1993	6			IC	11,700	13,200	13,100	10,400	700	24	1.4	1	0.1
1994	6			IC	12,300	13,800	13,800	10,900	740	20	1.1	4	0.2
1995	6			IC	12,100	13,500	13,600	10,900	730	14	0.8	3	0.2
1996	6			IC	13,000	14,600	14,700	11,600	910	24	1.3	2	0.1
1997	6			IC	13,400	15,000	15,100	11,800	940	17	0.9	2	0.1
1998	6			IC	13,700	15,300	15,300	12,200	960	8	0.4	3	0.1
1999	6			IC	13,900	15,600	15,600	12,400	1,100	11	0.5	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2000	6			IC	14,300	16,000	16,000	12,700	1,150	5	0.2	0	0.0
2001	6			IC	14,600	16,300	16,400	12,900	1,150	6	0.3	1	0.0
2002	6			IC	14,900	16,600	16,700	13,100	1,200	14	0.6	1	0.0
2003	6			IC	15,300	17,000	17,200	13,600	1,550	18	0.8	2	0.1
2004	6			IC	15,700	17,600	17,600	13,900	1,550	6	0.3	0	0.0
2005	6			IC	15,700	17,500	17,600	13,800	1,550	13	0.6	2	0.1
2006	6			IC	16,200	18,000	18,200	14,400	1,600	15	0.6	0	0.0
2007	6			IC	16,300	18,100	18,700	14,400	1,650	12	0.5	2	0.1
2008	6			IC	16,000	17,700	17,200	14,100	1,750	5	0.2	0	0.0
2009	6			IC	16,900	18,800	18,900	15,000	1,850	9	0.4	4	0.2
2010	6			IC	17,300	19,100	19,300	15,300	1,200	12	0.5	0	0.0
2011	6			IC	17,000	18,700	19,400	15,300	1,200	10	0.4	2	0.1
2012	6			UC	17,100	17,200	18,300	16,200	1,200	10	0.4	2	0.1
2013	6			UC	17,900	18,000	18,000	17,000	1,250	12	0.5	1	0.0
2014	6			UC	16,000	16,100	15,400	15,200	1,100	14	0.6	2	0.1
2015	6			UC	16,200	16,300	15,600	15,400	1,150	9	0.4	0	0.0
2016	6			UC	16,400	16,500	15,800	15,600	1,150	17	0.7	2	0.1
2017	6			UC	17,900	17,800	18,000	17,200	1,250	10	0.4	1	0.0
2018	6			UC	18,200	18,100	18,300	17,500	1,250	10	0.4	0	0.0
2019	6			UC	18,400	18,100	18,400	17,700	2,000	9	0.3	1	0.0
2021	6			UC	18,800	18,800	19,100	18,100	2,050	9	0.3	0	0.0
1988	6	WELLINGTON RD 7 ELORA RD	2.0	IC	7,100	8,250	8,000	6,250	570	5	1.0	0	0.0
1989	6			IC	7,550	8,700	8,550	6,700	600	6	1.1	0	0.0
1990	6			IC	7,900	9,000	8,850	7,050	550	3	0.5	0	0.0
1991	6			IC	7,800	8,800	8,650	6,950	550	6	1.1	0	0.0
1992	6			IC	8,000	8,900	8,800	7,300	560	2	0.3	0	0.0
1993	6			IC	8,150	9,200	9,150	7,250	490	3	0.5	0	0.0
1994	6			IC	8,350	9,350	9,350	7,450	500	3	0.5	1	0.2
1995	6			IC	8,050	9,000	9,100	7,250	480	1	0.2	0	0.0
1996	6			IC	8,800	9,900	9,900	7,850	620	3	0.5	0	0.0
1997	6			IC	9,050	10,100	10,200	7,950	630	8	1.2	1	0.2
1998	6			IC	9,250	10,400	10,400	8,250	650	4	0.6	1	0.1
1999	6			IC	9,450	10,600	10,600	8,400	760	10	1.5	1	0.1
2000	6			IC	10,000	11,200	11,200	8,900	800	4	0.6	1	0.1
2001	6			IC	10,400	11,600	11,700	9,200	830	4	0.5	0	0.0
2002	6			IC	11,200	12,500	12,600	9,850	1,000	6	0.7	1	0.1
2003	6			IC	11,600	12,900	13,100	10,300	1,050	7	0.8	1	0.1
2004	6			IC	11,600	13,000	13,000	10,300	930	5	0.6	0	0.0
2005	6			IC	11,700	13,000	13,100	10,300	940	5	0.6	0	0.0
2006	6			IC	11,700	13,000	13,100	10,400	700	5	0.6	0	0.0
2007	6			IC	12,100	13,400	13,900	10,700	730	7	0.8	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2008	6			IC	11,900	13,200	12,800	10,500	950	8	0.9	0	0.0
2009	6			IC	12,700	14,100	14,200	11,300	1,000	4	0.4	0	0.0
2010	6			IC	12,700	14,100	14,200	11,300	1,000	7	0.8	1	0.1
2011	6			IC	12,700	14,000	14,500	11,400	1,000	6	0.7	0	0.0
2012	6			IC	11,400	12,600	12,200	10,100	750	6	0.7	0	0.0
2013	6			IC	11,500	12,700	12,700	10,200	760	0	0.0	0	0.0
2014	6			IC	11,600	12,800	12,800	10,300	800	5	0.6	0	0.0
2015	6			IC	13,000	14,400	14,300	11,500	900	2	0.2	0	0.0
2016	6			IC	13,200	14,600	14,500	11,700	910	0	0.0	0	0.0
2017	6			IC	13,400	14,700	14,800	12,200	920	2	0.2	0	0.0
2018	6			IC	13,600	15,000	15,100	12,300	940	2	0.2	0	0.0
2019	6			IR	13,200	16,300	16,300	11,300	920	2	0.2	0	0.0
2021	6			IR	14,200	17,100	17,100	12,200	990	0	0.0	0	0.0
1988	6	WELLINGTON RD 38 VICTORIA RD	11.2	IC	8,750	10,200	9,900	7,700	610	41	1.1	3	0.1
1989	6			IC	9,200	10,600	10,400	8,200	640	38	1.0	3	0.1
1990	6			IC	9,600	10,900	10,800	8,550	770	37	0.9	0	0.0
1991	6			IC	9,500	10,700	10,500	8,450	760	36	0.9	6	0.2
1992	6			IC	9,800	10,900	10,800	8,900	780	35	0.9	2	0.0
1993	6			IC	9,950	11,200	11,100	8,850	800	34	0.8	0	0.0
1994	6			IC	10,600	11,900	11,900	9,450	850	46	1.1	7	0.2
1995	6			IC	11,000	12,300	12,400	9,850	880	34	0.8	1	0.0
1996	6			IC	11,200	12,600	12,600	9,950	670	37	0.8	2	0.0
1997	6			IC	11,500	12,900	13,000	10,100	690	22	0.5	1	0.0
1998	6			IC	11,900	13,300	13,300	10,600	710	35	0.7	2	0.0
1999	6			IC	12,200	13,700	13,700	10,900	980	23	0.5	2	0.0
2000	6			IC	12,600	14,100	14,100	11,200	1,000	32	0.6	2	0.0
2001	6			IC	12,900	14,400	14,500	11,400	1,050	34	0.6	1	0.0
2002	6			IC	13,500	15,100	15,200	11,900	1,100	41	0.7	1	0.0
2003	6			IC	13,900	15,500	15,600	12,300	1,100	52	0.9	6	0.1
2004	6			IC	13,800	15,400	15,500	12,200	1,100	41	0.7	3	0.1
2005	6			IC	13,900	15,500	15,600	12,300	1,100	37	0.7	3	0.1
2006	6			IC	14,200	15,800	15,900	12,600	1,550	44	0.8	5	0.1
2007	6			IC	14,000	15,600	16,000	12,400	1,550	53	0.9	6	0.1
2008	6			IC	13,900	15,400	14,900	12,300	1,250	31	0.5	1	0.0
2009	6			IC	13,900	15,400	15,600	12,400	1,250	20	0.4	0	0.0
2010	6			IC	14,400	15,900	16,100	12,800	1,150	25	0.4	1	0.0
2011	6			IC	14,400	15,800	16,400	12,900	1,150	26	0.4	4	0.1
2012	6			IC	14,400	16,000	15,500	12,800	960	23	0.4	1	0.0
2013	6			IC	14,500	16,000	16,000	12,900	970	30	0.5	1	0.0
2014	6			IC	14,800	16,400	16,300	13,100	960	33	0.5	3	0.0
2015	6			IC	15,400	17,000	17,000	13,700	1,000	20	0.3	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2016	6			IC	15,600	17,300	17,200	13,800	1,000	24	0.4	0	0.0
2017	6			IC	15,800	17,300	17,400	14,300	1,050	33	0.5	2	0.0
2018	6			IC	16,000	17,600	17,700	14,500	1,050	37	0.6	2	0.0
2019	6			IR	16,200	20,000	19,900	13,800	970	28	0.4	2	0.0
2021	6			IR	16,600	20,000	20,000	14,300	1,000	26	0.4	3	0.0
2021	6	FORMER FERGUS S LTS C1 2 START OF NA	3.0										
1988	6	FORMER FERGUS N LTS END OF NA	16.8	IC	5,400	6,250	6,100	4,750	540	35	1.1	1	0.0
1989	6			IR	5,700	7,350	6,350	4,650	570	27	0.8	2	0.1
1990	6			IR	6,100	7,750	6,750	5,000	610	34	0.9	4	0.1
1991	6			IR	6,000	7,550	6,650	5,000	600	30	0.8	3	0.1
1992	6			IR	5,500	6,750	6,050	4,700	550	26	0.8	1	0.0
1993	6			IR	5,700	7,000	5,900	4,650	570	25	0.7	4	0.1
1994	6			IR	6,150	7,600	6,750	5,150	620	28	0.7	6	0.2
1995	6			IR	6,150	7,550	6,800	5,250	620	25	0.7	1	0.0
1996	6			IR	6,450	8,000	7,200	5,500	580	34	0.9	3	0.1
1997	6			IR	6,600	8,250	7,400	5,600	590	26	0.6	1	0.0
1998	6			IR	6,800	8,450	7,600	5,700	610	24	0.6	4	0.1
1999	6			IR	6,900	8,550	7,650	5,800	690	24	0.6	1	0.0
2000	6			IR	6,950	8,500	7,700	5,850	700	26	0.6	3	0.1
2001	6			IR	7,100	8,750	7,850	6,000	710	31	0.7	3	0.1
2002	6			IR	7,450	9,200	8,250	6,350	740	31	0.7	2	0.0
2003	6			IR	7,600	9,200	8,350	6,450	760	36	0.8	5	0.1
2004	6			IR	7,550	9,350	8,350	6,400	910	30	0.6	1	0.0
2005	6			IR	7,500	9,050	8,200	6,400	680	37	0.8	2	0.0
2006	6			IR	7,400	8,950	8,100	6,300	670	27	0.6	1	0.0
2007	6			IR	7,800	9,450	9,400	6,600	700	44	0.9	6	0.1
2008	6			IR	7,900	9,550	9,400	6,750	710	23	0.5	2	0.0
2009	6			IR	8,000	9,600	8,700	6,800	720	26	0.5	3	0.1
2010	6			IR	7,950	9,450	8,650	6,750	800	17	0.3	3	0.1
2011	6			IR	7,950	9,500	9,300	6,800	800	30	0.6	4	0.1
2012	6			IC	7,600	8,400	8,150	6,750	720	23	0.5	3	0.1
2013	6			IC	7,600	8,400	8,350	6,750	720	24	0.5	2	0.0
2014	6			CTR	7,350	8,950	9,050	6,250	680	25	0.6	0	0.0
2015	6			CTR	7,400	9,050	9,100	6,300	690	26	0.6	5	0.1
2016	6			CTR	7,500	9,150	9,200	6,400	700	17	0.4	2	0.0
2017	6			CTR	8,050	10,800	10,700	6,550	750	21	0.4	1	0.0
2018	6			CTR	8,150	10,900	10,800	6,650	760	14	0.3	2	0.0
2019	6			CTR	8,200	10,900	10,900	6,650	740	21	0.4	4	0.1
2021	6			CTR	8,350	10,900	10,800	6,800	750	14	0.3	0	0.0
1988	6	WELLINGTON RD 109 ARTHUR S LTS	0.2	IR	7,450	9,700	8,200	5,950	740	0	0.0	0	0.0
1989	6			IR	7,700	9,950	8,550	6,300	770	0	0.0	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1990	6			IR	7,950	10,100	8,800	6,500	800	1	2.2	0	0.0
1991	6			IR	7,900	9,950	8,750	6,550	790	0	0.0	0	0.0
1992	6			IR	7,600	9,350	8,350	6,450	760	0	0.0	0	0.0
1993	6			IR	7,750	9,550	8,000	6,350	700	0	0.0	0	0.0
1994	6			IR	8,100	10,000	8,900	6,800	730	0	0.0	0	0.0
1995	6			IR	8,100	10,000	8,950	6,900	730	0	0.0	0	0.0
1996	6			IR	8,350	10,400	9,300	7,100	920	0	0.0	0	0.0
1997	6			IR	8,500	10,600	9,500	7,200	940	0	0.0	0	0.0
1998	6			IR	8,600	10,700	9,650	7,200	950	0	0.0	0	0.0
1999	6			IR	8,600	10,700	9,550	7,200	860	0	0.0	0	0.0
2000	6			IR	8,700	10,700	9,650	7,350	870	1	2.0	0	0.0
2001	6			IR	8,800	10,900	9,750	7,450	880	1	1.9	1	1.9
2002	6			IR	8,950	11,000	9,900	7,600	900	3	5.7	1	1.9
2003	6			IR	9,050	11,000	9,950	7,700	900	0	0.0	0	0.0
2004	6			IR	9,200	11,400	10,200	7,800	1,000	0	0.0	0	0.0
2005	6			IR	9,300	11,200	10,200	7,950	1,000	0	0.0	0	0.0
2006	6			IR	9,400	11,300	10,300	8,000	1,150	0	0.0	0	0.0
2007	6			IR	9,500	11,500	11,500	8,050	1,150	0	0.0	0	0.0
2008	6			IR	9,600	11,600	11,400	8,200	1,150	0	0.0	0	0.0
2009	6			IR	9,700	11,600	10,600	8,250	1,150	0	0.0	0	0.0
2010	6			IR	9,800	11,700	10,700	8,350	1,200	0	0.0	0	0.0
2011	6			IR	9,800	11,700	11,400	8,350	1,200	3	5.2	0	0.0
2012	6			IR	9,800	11,700	11,300	8,400	1,200	2	3.5	0	0.0
2013	6			IR	9,900	11,800	12,600	8,450	1,200	3	5.2	1	1.7
2014	6			IR	9,900	11,800	11,800	8,450	1,200	2	3.5	0	0.0
2015	6			IR	9,900	11,800	11,800	8,450	1,200	0	0.0	0	0.0
2016	6			IR	9,900	11,800	11,800	8,450	1,200	0	0.0	0	0.0
2017	6			IR	10,300	12,100	12,100	9,200	1,250	0	0.0	0	0.0
2018	6			IR	10,400	12,200	12,200	9,300	1,250	0	0.0	0	0.0
2019	6			IR	10,500	12,300	12,300	9,400	1,250	0	0.0	0	0.0
2021	6			IR	10,600	12,400	12,400	9,450	1,250	0	0.0	0	0.0
2021	6	ARTHUR CONESTOGA R BR START OF NA	1.9										
1988	6	FORMER ARTHUR N LTS END OF NA	9.4	CR	4,100	5,250	4,900	3,400	410	19	1.4	4	0.3
1989	6			IR	4,200	5,400	4,650	3,450	460	9	0.6	1	0.1
1990	6			IR	4,350	5,500	4,850	3,550	480	8	0.5	2	0.1
1991	6			IR	4,300	5,400	4,750	3,550	470	4	0.3	0	0.0
1992	6			IR	4,000	4,900	4,400	3,400	440	7	0.5	0	0.0
1993	6			IR	4,000	4,900	4,150	3,250	440	14	1.0	1	0.1
1994	6			IR	4,400	5,400	4,850	3,700	480	8	0.5	2	0.1
1995	6			IR	4,400	5,400	4,850	3,750	480	18	1.2	1	0.1
1996	6			IR	4,550	5,650	5,100	3,900	500	24	1.5	3	0.2

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1997	6			IR	4,600	5,750	5,150	3,900	550	12	0.8	0	0.0
1998	6			IR	4,700	5,850	5,250	3,950	560	21	1.3	3	0.2
1999	6			IR	4,850	6,000	5,400	4,050	580	16	1.0	2	0.1
2000	6			IR	4,900	6,000	5,450	4,150	590	12	0.7	3	0.2
2001	6			IR	5,000	6,200	5,550	4,250	600	10	0.6	1	0.1
2002	6			IR	5,100	6,300	5,650	4,350	660	21	1.2	1	0.1
2003	6			IR	5,200	6,300	5,700	4,400	680	9	0.5	0	0.0
2004	6			IR	5,300	6,550	5,850	4,500	690	14	0.8	1	0.1
2005	6			IR	5,400	6,500	5,900	4,600	590	7	0.4	1	0.1
2006	6			IR	5,500	6,650	6,000	4,650	600	11	0.6	0	0.0
2007	6			IR	5,500	6,650	6,650	4,650	600	17	0.9	2	0.1
2008	6			IR	5,600	6,800	6,650	4,800	620	10	0.5	0	0.0
2009	6			IR	5,700	6,850	6,200	4,850	630	7	0.4	0	0.0
2010	6			IR	5,650	6,750	6,150	4,800	620	5	0.3	0	0.0
2011	6			IR	5,400	6,450	6,300	4,600	590	10	0.5	0	0.0
2012	6			CTR	5,200	6,300	6,250	4,450	510	5	0.3	1	0.1
2013	6			CTR	5,300	6,450	6,650	4,500	520	11	0.6	0	0.0
2014	6			CTR	5,150	6,300	6,350	4,400	530	6	0.3	0	0.0
2015	6			CTR	5,200	6,350	6,400	4,400	540	4	0.2	0	0.0
2016	6			CTR	5,250	6,400	6,450	4,450	540	1	0.1	0	0.0
2017	6			CTR	5,650	7,550	7,500	4,600	580	8	0.4	3	0.2
2018	6			CTR	5,700	7,600	7,600	4,650	590	4	0.2	0	0.0
2019	6			CTR	5,750	7,650	7,650	4,700	630	6	0.3	0	0.0
2021	6			CTR	5,800	7,550	7,500	4,750	640	3	0.2	0	0.0
1988	6	WELLINGTON NORTH TWP SIDEROAD 7	11.4	CR	4,100	5,250	4,900	3,400	410	16	0.9	2	0.1
1989	6			IR	4,200	5,400	4,650	3,450	460	14	0.8	1	0.1
1990	6			IR	4,350	5,500	4,850	3,550	480	14	0.8	1	0.1
1991	6			IR	4,300	5,400	4,750	3,550	470	19	1.1	2	0.1
1992	6			IR	4,000	4,900	4,400	3,400	440	16	1.0	1	0.1
1993	6			IR	4,000	4,900	4,150	3,250	440	15	0.9	2	0.1
1994	6			IR	4,400	5,400	4,850	3,700	480	19	1.0	1	0.1
1995	6			IR	4,400	5,400	4,850	3,750	480	20	1.1	2	0.1
1996	6			IR	4,550	5,650	5,100	3,900	500	22	1.2	4	0.2
1997	6			IR	4,600	5,750	5,150	3,900	550	28	1.5	4	0.2
1998	6			IR	4,700	5,850	5,250	3,950	560	14	0.7	1	0.1
1999	6			IR	4,850	6,000	5,400	4,050	580	10	0.5	1	0.0
2000	6			IR	4,900	6,000	5,450	4,150	590	13	0.6	0	0.0
2001	6			IR	5,000	6,200	5,550	4,250	600	27	1.3	2	0.1
2002	6			IR	5,100	6,300	5,650	4,350	660	22	1.0	3	0.1
2003	6			IR	5,200	6,300	5,700	4,400	680	23	1.1	2	0.1
2004	6			IR	5,300	6,550	5,850	4,500	690	27	1.2	3	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2005	6			IR	5,400	6,500	5,900	4,600	590	19	0.8	1	0.0
2006	6			IR	5,500	6,650	6,000	4,650	600	22	1.0	3	0.1
2007	6			IR	5,600	6,800	6,750	4,750	620	19	0.8	1	0.0
2008	6			IR	5,700	6,900	6,800	4,850	630	18	0.8	2	0.1
2009	6			IR	5,750	6,900	6,250	4,900	630	23	1.0	4	0.2
2010	6			IR	5,850	6,950	6,350	5,000	530	17	0.7	1	0.0
2011	6			IR	5,850	7,000	6,850	5,000	530	19	0.8	1	0.0
2012	6			CTR	5,150	6,250	6,150	4,400	500	17	0.8	0	0.0
2013	6			CTR	5,200	6,350	6,550	4,400	500	25	1.2	1	0.0
2014	6			CTR	5,450	6,650	6,700	4,650	510	13	0.6	1	0.0
2015	6			CTR	5,850	7,150	7,200	4,950	540	18	0.7	2	0.1
2016	6			CTR	5,900	7,200	7,250	5,000	550	10	0.4	2	0.1
2017	6			CTR	6,000	8,000	8,000	4,900	560	15	0.6	0	0.0
2018	6			CTR	6,050	8,100	8,050	4,950	560	18	0.7	1	0.0
2019	6			CTR	6,100	8,150	8,100	4,950	610	11	0.4	1	0.0
2021	6			CTR	6,250	8,150	8,100	5,100	620	8	0.3	3	0.1
2021	6	MOUNT FOREST S LTS START OF NA	2.7										
1988	6	FORMER MOUNT FOREST N LTS	21.4	IR	4,200	5,450	4,600	3,350	420	27	0.8	2	0.1
1989	6			IR	4,550	5,850	5,050	3,750	460	31	0.9	1	0.0
1990	6			IR	4,800	6,100	5,350	3,950	480	33	0.9	1	0.0
1991	6			IR	4,700	5,900	5,200	3,900	470	21	0.6	1	0.0
1992	6			IR	5,000	6,150	5,500	4,250	500	25	0.6	2	0.1
1993	6			IR	5,150	6,350	5,350	4,200	520	33	0.8	2	0.0
1994	6			IR	5,050	6,200	5,550	4,250	500	27	0.7	5	0.1
1995	6			IR	5,050	6,200	5,550	4,300	500	32	0.8	1	0.0
1996	6			IR	5,350	6,650	5,950	4,550	540	37	0.9	1	0.0
1997	6			IR	5,450	6,800	6,100	4,650	540	28	0.7	1	0.0
1998	6			IR	5,600	6,950	6,250	4,700	560	34	0.8	1	0.0
1999	6			IR	5,400	6,700	6,000	4,550	430	24	0.6	3	0.1
2000	6			IR	5,650	6,900	6,250	4,750	450	23	0.5	2	0.0
2001	6			IR	5,750	7,100	6,350	4,850	460	27	0.6	1	0.0
2002	6			IR	5,850	7,200	6,500	4,950	640	28	0.6	3	0.1
2003	6			IR	5,950	7,200	6,550	5,050	650	36	0.8	6	0.1
2004	6			IR	6,050	7,500	6,700	5,100	670	33	0.7	2	0.0
2005	6			IR	5,950	7,200	6,500	5,050	650	44	0.9	3	0.1
2006	6			IR	6,250	7,550	6,850	5,300	690	28	0.6	3	0.1
2007	6			IR	6,050	7,350	7,300	5,150	670	29	0.6	3	0.1
2008	6			IR	5,650	6,850	6,700	4,850	620	21	0.5	4	0.1
2009	6			IR	6,150	7,400	6,700	5,250	680	35	0.7	3	0.1
2010	6			IR	6,050	7,200	6,600	5,150	730	25	0.5	1	0.0
2011	6			IR	6,050	7,200	7,050	5,150	730	21	0.4	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2012	6			CTR	5,400	6,550	6,450	4,600	600	32	0.8	1	0.0
2013	6			CTR	5,500	6,700	6,900	4,650	610	31	0.7	5	0.1
2014	6			CTR	6,500	7,950	8,000	5,500	750	27	0.5	1	0.0
2015	6			CTR	6,200	7,550	7,650	5,250	710	17	0.4	1	0.0
2016	6			CTR	6,250	7,600	7,700	5,300	720	19	0.4	1	0.0
2017	6			CTR	6,300	8,400	8,400	5,150	720	31	0.6	3	0.1
2018	6			CTR	6,300	8,400	8,400	5,150	720	23	0.5	1	0.0
2019	6			CTR	6,350	8,450	8,400	5,150	730	27	0.5	3	0.1
2021	6			CTR	6,450	8,400	8,350	5,250	770	20	0.4	1	0.0
2021	6	DURHAM S LTS BENT SDRD27 START OF NA	2.3										
1988	6	DURHAM N LTS GLENELG TWP END OF NA	29.3	CR	3,150	4,050	3,800	2,600	320	26	0.8	3	0.1
1989	6			IR	3,350	4,300	3,700	2,750	340	34	0.9	0	0.0
1990	6			IR	3,600	4,550	4,000	2,950	360	23	0.6	0	0.0
1991	6			IR	3,500	4,400	3,900	2,900	350	26	0.7	1	0.0
1992	6			IR	3,400	4,200	3,750	2,900	340	35	1.0	3	0.1
1993	6			IR	3,450	4,250	3,550	2,800	340	45	1.2	2	0.1
1994	6			IR	3,700	4,550	4,050	3,100	370	23	0.6	5	0.1
1995	6			IR	3,800	4,700	4,200	3,250	380	36	0.9	2	0.0
1996	6			IR	3,900	4,850	4,350	3,300	390	35	0.8	3	0.1
1997	6			IR	4,000	5,000	4,500	3,400	400	33	0.8	3	0.1
1998	6			IR	4,100	5,100	4,600	3,450	410	29	0.7	2	0.0
1999	6			IR	4,050	5,000	4,500	3,400	400	27	0.6	1	0.0
2000	6			IR	4,050	4,950	4,500	3,400	400	31	0.7	3	0.1
2001	6			IR	4,100	5,050	4,550	3,450	410	36	0.8	6	0.1
2002	6			IR	4,100	5,050	4,550	3,500	410	44	1.0	3	0.1
2003	6			IR	4,150	5,050	4,550	3,500	420	28	0.6	1	0.0
2004	6			IR	4,100	5,050	4,550	3,450	410	37	0.8	1	0.0
2005	6			IR	4,100	4,950	4,500	3,500	410	25	0.6	1	0.0
2006	6			IR	4,250	5,150	4,650	3,600	510	33	0.7	2	0.0
2007	6			IR	4,150	5,050	5,000	3,500	500	27	0.6	0	0.0
2008	6			IR	3,900	4,700	4,650	3,350	430	33	0.8	3	0.1
2009	6			IR	4,200	5,050	4,600	3,550	460	31	0.7	2	0.0
2010	6			IR	4,200	5,000	4,550	3,550	380	30	0.7	0	0.0
2011	6			IR	4,200	5,000	4,900	3,600	380	34	0.8	1	0.0
2012	6			CTR	3,650	4,450	4,350	3,100	360	33	0.8	2	0.1
2013	6			CTR	3,650	4,450	4,600	3,100	360	41	1.0	0	0.0
2014	6			CTR	4,150	5,050	5,100	3,550	390	48	1.1	1	0.0
2015	6			CTR	4,050	4,950	5,000	3,450	380	34	0.8	2	0.0
2016	6			CTR	4,050	4,950	5,000	3,450	380	25	0.6	2	0.0
2017	6			CTR	4,050	5,400	5,400	3,300	380	22	0.5	1	0.0
2018	6			CTR	4,050	5,400	5,400	3,300	380	47	1.1	1	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2019	6			IR	3,900	4,750	4,700	3,300	390	27	0.6	2	0.0
2021	6			IR	4,050	4,850	4,850	3,450	400	20	0.5	1	0.0
1988	6	S JCT GREY RD 40 DAVID MCNICHOL PKWY	1.1	CR	3,350	4,300	4,000	2,800	300	0	0.0	0	0.0
1989	6			IR	4,000	5,150	4,450	3,300	360	0	0.0	0	0.0
1990	6			IR	4,400	5,600	4,900	3,600	440	0	0.0	0	0.0
1991	6			IR	4,300	5,400	4,750	3,550	430	0	0.0	0	0.0
1992	6			IR	4,250	5,250	4,700	3,600	420	0	0.0	0	0.0
1993	6			IR	4,300	5,300	4,450	3,500	430	0	0.0	0	0.0
1994	6			IR	4,200	5,150	4,600	3,500	420	0	0.0	0	0.0
1995	6			IR	4,150	5,100	4,550	3,550	420	0	0.0	0	0.0
1996	6			IR	4,450	5,550	4,950	3,800	440	0	0.0	0	0.0
1997	6			IR	4,550	5,700	5,100	3,850	460	0	0.0	0	0.0
1998	6			IR	4,650	5,750	5,200	3,900	460	0	0.0	0	0.0
1999	6			IR	4,800	5,950	5,350	4,050	480	0	0.0	0	0.0
2000	6			IR	4,650	5,700	5,150	3,950	460	0	0.0	0	0.0
2001	6			IR	4,700	5,800	5,200	3,950	470	0	0.0	0	0.0
2002	6			IR	4,800	5,900	5,300	4,100	480	0	0.0	0	0.0
2003	6			IR	4,800	5,850	5,300	4,050	480	0	0.0	0	0.0
2004	6			IR	4,850	6,000	5,350	4,100	480	0	0.0	0	0.0
2005	6			IR	4,950	5,950	5,400	4,200	500	0	0.0	0	0.0
2006	6			IR	4,900	5,900	5,350	4,150	490	0	0.0	0	0.0
2007	6			IR	5,050	6,100	6,100	4,300	500	0	0.0	0	0.0
2008	6			IR	5,150	6,250	6,100	4,400	620	0	0.0	0	0.0
2009	6			IR	5,200	6,250	5,650	4,400	620	0	0.0	0	0.0
2010	6			IR	5,250	6,250	5,700	4,450	630	0	0.0	0	0.0
2011	6			IR	5,250	6,250	6,150	4,500	630	0	0.0	0	0.0
2012	6			CTR	4,700	5,700	5,650	4,000	410	0	0.0	0	0.0
2013	6			CTR	4,700	5,700	5,900	4,000	410	0	0.0	0	0.0
2014	6			CTR	4,200	5,100	5,150	3,550	350	0	0.0	0	0.0
2015	6			CTR	4,250	5,200	5,250	3,600	350	0	0.0	0	0.0
2016	6			CTR	4,300	5,250	5,300	3,650	360	0	0.0	0	0.0
2017	6			CTR	4,850	6,500	6,450	3,950	400	0	0.0	0	0.0
2018	6			CTR	4,850	6,500	6,450	3,950	400	0	0.0	0	0.0
2019	6			CTR	4,850	6,450	6,450	3,950	440	0	0.0	0	0.0
2021	6			CTR	4,900	6,400	6,350	4,000	440	0	0.0	0	0.0
2021	6	N JCT GREY RD 40 CHATSWORTH START OF NA	0.6										
1988	6	HWY 10 TORONTO & SYDENHAM STS	11.6	CR	7,050	9,000	8,450	5,850	490	35	1.2	2	0.1
1989	6			IR	7,600	9,800	8,450	6,250	530	35	1.1	3	0.1
1990	6			IR	8,150	10,400	9,050	6,700	650	40	1.2	2	0.1
1991	6			IR	8,100	10,200	9,000	6,700	650	39	1.1	2	0.1
1992	6			IR	8,400	10,300	9,250	7,150	670	43	1.2	1	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1993	6			IR	8,450	10,400	8,750	6,900	680	26	0.7	0	0.0
1994	6			IR	8,500	10,500	9,350	7,100	680	25	0.7	0	0.0
1995	6			IR	8,800	10,800	9,700	7,500	700	40	1.1	3	0.1
1996	6			IR	8,650	10,700	9,650	7,350	690	36	1.0	3	0.1
1997	6			IR	8,750	10,900	9,800	7,450	700	16	0.4	2	0.1
1998	6			IR	8,850	11,000	9,900	7,450	880	32	0.9	2	0.1
1999	6			IR	8,900	11,000	9,900	7,500	710	30	0.8	1	0.0
2000	6			IR	9,000	11,000	9,950	7,600	720	35	0.9	3	0.1
2001	6			IR	9,050	11,200	10,000	7,650	720	23	0.6	1	0.0
2002	6			IR	9,100	11,200	10,100	7,750	820	25	0.6	1	0.0
2003	6			IR	9,100	11,000	10,000	7,700	820	26	0.7	0	0.0
2004	6			CTR	9,150	11,500	11,100	7,700	730	36	0.9	3	0.1
2005	6			CTR	9,250	11,500	11,000	7,850	740	25	0.6	0	0.0
2006	6			CTR	9,250	11,500	11,000	7,850	1,000	34	0.9	2	0.1
2007	6			CTR	9,350	11,600	11,500	7,900	1,050	35	0.9	3	0.1
2008	6			CTR	9,400	11,600	11,400	8,000	660	32	0.8	1	0.0
2009	6			CTR	9,450	11,500	11,200	8,050	660	37	0.9	3	0.1
2010	6			CTR	9,500	11,600	11,100	8,050	760	29	0.7	2	0.0
2011	6			CTR	9,500	11,600	11,100	8,050	760	23	0.6	1	0.0
2012	6			CTR	9,500	11,500	11,400	8,100	750	42	1.0	3	0.1
2013	6			CTR	9,300	11,300	11,700	7,900	730	26	0.7	2	0.1
2014	6			CTR	9,100	11,100	11,200	7,750	1,050	35	0.9	2	0.1
2015	6			CTR	9,600	11,700	11,800	8,150	1,100	40	1.0	0	0.0
2016	6			CTR	9,650	11,800	11,900	8,200	1,100	46	1.1	3	0.1
2017	6			CTR	9,700	13,000	12,900	7,900	1,150	34	0.8	3	0.1
2018	6			CTR	9,750	13,000	13,000	7,950	1,150	34	0.8	1	0.0
2019	6			IR	9,900	12,000	12,000	8,450	790	40	1.0	7	0.2
2021	6			IR	9,850	11,800	11,800	8,400	790	23	0.6	0	0.0
2021	6	OWEN SOUND S LT FOURTH ST START OF NA	3.9										
1988	6	ALPHA ST 9TH AV END OF NA	0.7	C	17,700	19,600	19,600	15,900	710	5	1.2	2	0.5
1989	6			C	17,900	19,900	20,000	16,100	720	2	0.5	0	0.0
1990	6			C	18,300	20,300	20,300	16,500	920	3	0.7	0	0.0
1991	6			C	18,000	19,800	20,000	16,400	900	4	0.9	0	0.0
1992	6			C	18,200	19,700	20,200	16,700	910	6	1.4	0	0.0
1993	6			C	18,500	20,200	20,500	17,000	920	5	1.1	0	0.0
1994	6			C	19,000	20,800	21,200	17,200	950	4	0.9	0	0.0
1995	6			C	19,600	21,400	22,000	17,900	980	7	1.5	1	0.2
1996	6			C	19,500	22,100	22,200	17,600	580	17	3.7	0	0.0
1997	6			C	19,700	22,300	22,500	17,700	590	8	1.7	1	0.2
1998	6			C	20,000	22,600	22,600	18,000	600	7	1.5	0	0.0
1999	6			C	20,200	22,600	22,800	18,200	610	2	0.4	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2000	6			C	19,200	21,700	21,700	17,300	580	2	0.4	0	0.0
2001	6			C	19,100	21,500	21,600	17,200	570	3	0.7	1	0.2
2002	6			C	19,000	21,300	21,400	17,100	570	1	0.2	0	0.0
2003	6			C	18,900	21,100	21,200	17,100	570	0	0.0	0	0.0
2004	6			LT	18,500	25,900	25,200	13,600	740	5	1.1	0	0.0
2005	6			LT	18,900	25,900	25,300	13,900	760	2	0.4	0	0.0
2006	6			LT	18,800	25,700	25,100	13,800	750	0	0.0	0	0.0
2007	6			LT	18,700	25,700	26,400	13,700	750	3	0.7	1	0.2
2008	6			IC	18,600	20,600	19,900	16,400	560	0	0.0	0	0.0
2009	6			IC	18,500	20,500	20,700	16,500	560	1	0.2	0	0.0
2010	6			IC	18,500	20,500	20,600	16,400	560	0	0.0	0	0.0
2011	6			IC	18,400	20,200	21,000	16,500	550	1	0.2	0	0.0
2012	6			IC	18,300	20,300	19,700	16,200	700	1	0.2	0	0.0
2013	6			IC	18,200	20,100	20,000	16,100	690	1	0.2	0	0.0
2014	6			CTR	18,100	22,100	22,300	15,400	620	2	0.5	0	0.0
2015	6			CTR	18,100	22,100	22,300	15,400	620	6	1.4	0	0.0
2016	6			CTR	18,000	22,000	22,100	15,300	610	4	0.9	1	0.2
2017	6			CTR	17,900	23,900	23,800	14,600	610	6	1.4	0	0.0
2018	6			CTR	17,800	23,800	23,700	14,500	610	6	1.4	0	0.0
2019	6			CTR	17,700	23,600	23,500	14,400	710	4	1.0	0	0.0
2021	6			CTR	17,600	22,900	22,800	14,400	700	1	0.2	0	0.0
1988	6	GREY COUNTY MALL MACDONALDS ENT	2.0	C	11,900	13,200	13,200	10,700	950	17	2.0	3	0.3
1989	6			C	12,800	14,200	14,300	11,500	1,000	13	1.4	0	0.0
1990	6			C	13,000	14,400	14,400	11,700	1,050	20	2.1	1	0.1
1991	6			C	12,900	14,200	14,300	11,700	1,050	14	1.5	1	0.1
1992	6			C	12,800	13,800	14,200	11,800	1,000	14	1.5	0	0.0
1993	6			C	13,200	14,400	14,600	12,100	790	15	1.6	1	0.1
1994	6			C	13,800	15,100	15,400	12,500	830	18	1.8	0	0.0
1995	6			C	14,300	15,600	16,000	13,100	860	10	1.0	1	0.1
1996	6			C	14,500	16,400	16,500	13,100	580	8	0.8	2	0.2
1997	6			CTR	14,800	18,900	18,200	12,400	590	10	0.9	0	0.0
1998	6			CTR	15,100	19,200	18,400	12,700	600	4	0.4	0	0.0
1999	6			CTR	14,800	18,600	17,900	12,400	590	9	0.8	0	0.0
2000	6			CTR	14,900	18,800	18,000	12,500	600	3	0.3	0	0.0
2001	6			IC	14,600	16,300	16,400	12,900	580	8	0.8	2	0.2
2002	6			IC	15,100	16,800	17,000	13,300	600	5	0.5	0	0.0
2003	6			IC	15,200	16,900	17,100	13,500	610	14	1.3	3	0.3
2004	6			IC	15,300	17,100	17,200	13,500	610	14	1.3	0	0.0
2005	6			IC	15,400	17,100	17,300	13,600	620	8	0.7	1	0.1
2006	6			IC	15,500	17,200	17,400	13,700	780	4	0.4	0	0.0
2007	6			IC	15,600	17,300	17,900	13,800	780	6	0.5	1	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2008	6			IC	15,700	17,400	16,800	13,800	630	5	0.4	0	0.0
2009	6			IC	15,800	17,500	17,700	14,100	630	10	0.9	1	0.1
2010	6			IC	15,900	17,600	17,700	14,100	640	7	0.6	1	0.1
2011	6			IC	16,000	17,600	18,300	14,400	640	3	0.3	0	0.0
2012	6			IC	16,100	17,800	17,300	14,300	640	4	0.3	1	0.1
2013	6			IC	16,200	17,900	17,800	14,400	650	5	0.4	0	0.0
2014	6			IC	16,300	18,000	18,000	14,500	650	7	0.6	0	0.0
2015	6			IC	16,400	18,200	18,100	14,500	660	5	0.4	0	0.0
2016	6			IC	16,500	18,300	18,200	14,600	660	11	0.9	0	0.0
2017	6			IC	16,600	18,200	18,300	15,100	660	11	0.9	1	0.1
2018	6			IC	16,700	18,400	18,500	15,100	670	10	0.8	0	0.0
2019	6			IC	16,800	18,500	18,500	15,200	670	9	0.7	1	0.1
2021	6			IC	17,000	18,400	18,500	15,400	680	8	0.6	1	0.1
1988	6	HWY 21 GREY RD 18	6.4	LT	6,550	9,300	9,250	5,000	260	13	0.8	0	0.0
1989	6			LT	7,000	9,750	9,650	5,200	280	25	1.5	2	0.1
1990	6			LT	7,100	10,400	9,950	5,200	280	12	0.7	1	0.1
1991	6			LT	7,200	10,100	9,700	5,350	290	17	1.0	0	0.0
1992	6			LT	7,000	9,750	9,450	5,400	280	17	1.0	0	0.0
1993	6			LT	7,000	9,700	8,700	5,150	490	25	1.5	1	0.1
1994	6			LT	7,350	10,800	10,400	5,350	510	26	1.5	1	0.1
1995	6			LT	7,400	10,600	10,300	5,400	520	13	0.8	0	0.0
1996	6			LT	7,750	10,900	10,700	5,700	390	16	0.9	0	0.0
1997	6			LT	7,900	11,100	10,900	5,850	400	12	0.7	0	0.0
1998	6			LT	7,800	10,900	10,700	5,700	390	3	0.2	0	0.0
1999	6			LT	7,800	10,800	10,600	5,700	390	10	0.5	1	0.1
2000	6			LT	7,850	10,900	10,700	5,750	390	8	0.4	0	0.0
2001	6			LT	8,000	11,200	10,900	5,850	480	19	1.0	0	0.0
2002	6			LT	8,000	11,200	10,900	5,850	480	19	1.0	0	0.0
2003	6			LT	8,050	11,100	10,800	5,950	480	22	1.2	1	0.1
2004	6			LT	8,100	11,300	11,000	5,950	570	18	0.9	0	0.0
2005	6			LT	8,150	11,200	10,900	6,000	570	24	1.3	0	0.0
2006	6			LT	8,200	11,200	10,900	6,050	820	33	1.7	2	0.1
2007	6			LT	8,200	11,300	11,600	6,000	820	17	0.9	0	0.0
2008	6			LT	8,300	11,400	10,900	6,100	750	20	1.0	3	0.2
2009	6			LT	8,300	11,200	11,000	6,150	750	21	1.1	1	0.1
2010	6			LT	8,000	10,700	10,500	5,900	480	8	0.4	1	0.1
2011	6			LT	8,000	10,200	10,500	6,600	480	28	1.5	0	0.0
2012	6			LT	7,500	9,800	9,300	5,700	470	25	1.4	0	0.0
2013	6			LT	8,200	10,700	10,700	6,200	520	20	1.0	1	0.1
2014	6			LT	8,500	11,100	11,300	6,400	430	21	1.1	0	0.0
2015	6			LT	8,300	10,800	11,000	6,250	420	23	1.2	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2016	6			LT	8,350	10,900	11,100	6,300	430	14	0.7	1	0.1
2017	6			LT	8,350	11,700	11,600	6,450	430	14	0.7	0	0.0
2018	6			LT	8,400	11,800	11,600	6,450	430	19	1.0	0	0.0
2019	6			LT	8,450	11,800	11,700	6,500	420	21	1.1	1	0.1
2021	6			LT	8,500	11,700	11,500	6,550	420	8	0.4	0	0.0
1988	6	CONCESSION 5 (W)	7.6	LT	4,600	6,550	6,500	3,500	230	16	1.3	1	0.1
1989	6			LT	5,700	7,900	7,850	4,200	280	9	0.6	0	0.0
1990	6			LT	5,900	8,600	8,250	4,300	350	10	0.6	0	0.0
1991	6			LT	6,100	8,550	8,250	4,500	370	16	0.9	1	0.1
1992	6			LT	5,900	8,200	7,950	4,550	350	9	0.5	0	0.0
1993	6			LT	5,900	8,150	7,300	4,350	350	18	1.1	0	0.0
1994	6			LT	6,300	9,250	8,900	4,600	380	9	0.5	0	0.0
1995	6			LT	6,250	9,000	8,700	4,550	380	11	0.6	1	0.1
1996	6			LT	6,750	9,550	9,300	4,950	400	11	0.6	0	0.0
1997	6			LT	7,000	9,850	9,650	5,200	420	7	0.4	0	0.0
1998	6			LT	7,200	10,100	9,850	5,250	360	7	0.4	0	0.0
1999	6			LT	7,250	10,100	9,850	5,300	360	4	0.2	0	0.0
2000	6			LT	7,300	10,200	9,950	5,350	360	4	0.2	0	0.0
2001	6			LT	7,300	10,200	9,950	5,350	290	11	0.5	0	0.0
2002	6			LT	7,350	10,300	10,000	5,400	290	11	0.5	0	0.0
2003	6			LT	7,400	10,200	9,950	5,450	300	9	0.4	0	0.0
2004	6			LT	7,350	10,300	10,000	5,400	290	12	0.6	1	0.0
2005	6			LT	7,250	9,950	9,700	5,350	290	12	0.6	0	0.0
2006	6			LT	7,150	9,800	9,550	5,250	290	13	0.7	0	0.0
2007	6			LT	7,350	10,100	10,400	5,400	590	9	0.4	0	0.0
2008	6			LT	6,900	9,450	9,050	5,100	410	19	1.0	1	0.1
2009	6			LT	7,450	10,100	9,850	5,500	450	8	0.4	1	0.0
2010	6			LT	7,250	9,750	9,550	5,350	440	8	0.4	0	0.0
2011	6			LT	7,250	9,300	9,450	5,950	440	7	0.3	0	0.0
2012	6			T	6,400	9,250	9,350	4,100	390	11	0.6	0	0.0
2013	6			T	6,400	9,350	9,200	4,100	390	19	1.1	0	0.0
2014	6			LT	7,350	9,600	9,750	5,550	410	9	0.4	1	0.0
2015	6			LT	7,200	9,400	9,550	5,450	400	8	0.4	0	0.0
2016	6			LT	7,200	9,400	9,550	5,450	400	9	0.4	0	0.0
2017	6			LT	7,200	10,100	10,000	5,550	400	13	0.7	0	0.0
2018	6			LT	7,250	10,100	10,000	5,600	410	9	0.4	0	0.0
2019	6			LT	7,250	10,200	10,100	5,600	1,800	15	0.7	0	0.0
2021	6			LT	7,250	9,950	9,850	5,600	1,800	9	0.4	0	0.0
1988	6	N JCT BRUCE RD 10 QUEEN ST BRUCE RD 8 (W)	11.2	HT	4,300	8,650	7,750	1,900	340	15	0.9	0	0.0
1989	6			IR	4,850	6,250	5,400	4,000	340	5	0.3	0	0.0
1990	6			IR	5,300	6,750	5,900	4,350	370	11	0.5	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1991	6			IR	5,200	6,550	5,750	4,300	360	16	0.8	1	0.0
1992	6			IR	5,300	6,500	5,850	4,500	420	23	1.1	0	0.0
1993	6			IR	5,400	6,650	5,600	4,400	430	16	0.7	1	0.0
1994	6			IR	5,550	6,850	6,100	4,650	440	11	0.5	1	0.0
1995	6			IR	5,650	6,950	6,250	4,800	230	9	0.4	0	0.0
1996	6			IR	5,700	7,100	6,350	4,850	230	24	1.0	0	0.0
1997	6			IR	5,800	7,250	6,500	4,950	230	15	0.6	0	0.0
1998	6			IR	5,850	7,250	6,550	4,900	350	23	1.0	1	0.0
1999	6			IR	5,950	7,400	6,600	5,000	360	23	0.9	0	0.0
2000	6			IR	6,050	7,400	6,700	5,100	360	23	0.9	1	0.0
2001	6			IR	6,100	7,550	6,750	5,150	300	13	0.5	1	0.0
2002	6			IR	6,200	7,650	6,850	5,250	310	18	0.7	0	0.0
2003	6			IR	6,250	7,600	6,900	5,300	310	17	0.7	0	0.0
2004	6			IR	6,350	7,850	7,050	5,350	320	22	0.8	0	0.0
2005	6			IR	6,200	7,500	6,800	5,300	310	25	1.0	1	0.0
2006	6			LT	6,500	8,900	8,700	4,800	650	17	0.6	0	0.0
2007	6			LT	6,200	8,500	8,750	4,550	620	14	0.6	0	0.0
2008	6			LT	5,800	7,950	7,600	4,300	290	9	0.4	0	0.0
2009	6			LT	6,300	8,500	8,300	4,650	320	22	0.9	2	0.1
2010	6			LT	6,050	8,100	7,950	4,450	480	9	0.4	0	0.0
2011	6			LT	6,050	7,750	7,900	4,950	480	16	0.6	1	0.0
2012	6			LT	6,000	7,850	7,450	4,550	480	16	0.7	0	0.0
2013	6			LT	6,000	7,850	7,850	4,550	480	18	0.7	1	0.0
2014	6			LT	6,500	8,500	8,650	4,900	490	18	0.7	0	0.0
2015	6			LT	6,350	8,300	8,450	4,800	480	12	0.5	1	0.0
2016	6			LT	6,350	8,300	8,450	4,800	480	16	0.6	0	0.0
2017	6			LT	6,400	8,950	8,850	4,950	490	11	0.4	1	0.0
2018	6			LT	6,400	8,950	8,850	4,950	490	16	0.6	0	0.0
2019	6			LT	6,450	9,050	8,950	4,950	1,950	17	0.6	1	0.0
2021	6			LT	6,500	8,900	8,850	5,000	1,950	13	0.5	0	0.0
2021	6	WIARTON S LTS START OF NA	2.0										
1988	6	FORMER WIARTON N LTS END OF NA	2.1	CR	4,000	5,100	4,800	3,300	240	1	0.3	0	0.0
1989	6			T	4,200	7,600	7,350	2,650	250	2	0.6	0	0.0
1990	6			T	4,350	7,900	7,550	2,700	260	0	0.0	0	0.0
1991	6			T	4,300	7,800	7,450	2,650	260	4	1.2	0	0.0
1992	6			LR	4,300	6,900	5,550	2,850	300	0	0.0	0	0.0
1993	6			LR	4,300	6,900	5,550	2,800	300	3	0.9	0	0.0
1994	6			LR	4,500	7,400	5,950	2,950	320	4	1.2	0	0.0
1995	6			LR	4,400	7,400	6,000	2,900	130	1	0.3	0	0.0
1996	6			LR	4,650	7,800	6,250	3,100	140	3	0.8	0	0.0
1997	6			LR	4,750	8,000	6,400	3,200	140	2	0.5	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1998	6			LR	4,800	7,900	6,400	3,150	140	1	0.3	0	0.0
1999	6			LR	4,950	8,100	6,550	3,250	150	3	0.8	0	0.0
2000	6			LR	4,900	7,950	6,400	3,250	150	2	0.5	0	0.0
2001	6			LT	4,800	6,700	6,550	3,500	140	1	0.3	0	0.0
2002	6			LT	5,000	7,000	6,800	3,650	150	2	0.5	0	0.0
2003	6			LT	5,100	7,000	6,850	3,750	150	2	0.5	0	0.0
2004	6			LT	5,150	7,200	7,000	3,750	150	3	0.8	0	0.0
2005	6			LT	5,200	7,150	6,950	3,800	160	1	0.3	0	0.0
2006	6			LT	5,300	7,250	7,050	3,900	160	0	0.0	0	0.0
2007	6			LT	5,350	7,350	7,550	3,950	430	3	0.7	0	0.0
2008	6			LT	5,400	7,400	7,100	4,000	320	1	0.2	0	0.0
2009	6			LT	5,500	7,450	7,250	4,050	330	2	0.5	0	0.0
2010	6			LT	5,550	7,450	7,300	4,100	390	0	0.0	0	0.0
2011	6			LT	5,550	7,100	7,250	4,550	390	2	0.5	0	0.0
2012	6			LT	5,700	7,450	7,100	4,300	440	2	0.5	0	0.0
2013	6			LT	5,750	7,500	7,500	4,350	450	1	0.2	0	0.0
2014	6			LT	5,800	7,550	7,700	4,400	380	0	0.0	0	0.0
2015	6			LT	5,850	7,650	7,750	4,400	390	1	0.2	0	0.0
2016	6			LT	5,950	7,750	7,900	4,500	390	1	0.2	0	0.0
2017	6			LT	6,000	8,400	8,300	4,600	400	3	0.7	0	0.0
2018	6			LT	6,050	8,450	8,400	4,650	400	0	0.0	0	0.0
2019	6			LT	6,150	8,600	8,550	4,750	2,050	0	0.0	0	0.0
2021	6			LT	6,250	8,600	8,500	4,800	2,050	0	0.0	0	0.0
1988	6	S JCT BRUCE RD 9 COLPOY BAY RD (E)	26.9	HT	2,100	4,200	3,800	920	130	13	0.6	0	0.0
1989	6			HT	2,300	4,600	4,150	1,050	140	17	0.8	0	0.0
1990	6			HT	2,500	5,000	4,500	1,100	150	13	0.5	1	0.0
1991	6			HT	2,450	4,900	4,400	1,150	150	14	0.6	0	0.0
1992	6			LR	2,400	3,850	3,100	1,600	170	13	0.5	0	0.0
1993	6			LR	2,400	3,850	3,100	1,550	170	12	0.5	1	0.0
1994	6			LR	2,500	4,100	3,300	1,650	180	19	0.8	1	0.0
1995	6			LR	2,450	4,100	3,350	1,600	70	12	0.5	1	0.0
1996	6			LR	2,600	4,350	3,500	1,750	80	18	0.7	0	0.0
1997	6			LR	2,650	4,450	3,600	1,800	80	12	0.5	0	0.0
1998	6			LR	2,750	4,550	3,650	1,800	110	21	0.8	3	0.1
1999	6			LR	2,750	4,500	3,650	1,800	110	10	0.4	0	0.0
2000	6			LR	2,700	4,350	3,550	1,800	110	15	0.6	0	0.0
2001	6			LR	2,800	4,600	3,650	1,850	110	22	0.8	0	0.0
2002	6			LR	2,750	4,500	3,600	1,850	110	35	1.3	3	0.1
2003	6			LR	2,800	4,450	3,550	1,900	110	18	0.7	1	0.0
2004	6			LR	2,750	4,500	3,600	1,850	140	20	0.7	3	0.1
2005	6			LR	2,800	4,350	3,550	1,900	140	21	0.8	1	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2006	6			LR	2,900	4,500	3,650	1,950	140	16	0.6	0	0.0
2007	6			LR	2,850	4,450	4,300	1,900	140	15	0.5	0	0.0
2008	6			LR	2,750	4,300	4,200	1,900	110	14	0.5	0	0.0
2009	6			LR	2,900	4,400	3,600	1,950	120	8	0.3	0	0.0
2010	6			LR	2,950	4,400	3,600	2,000	120	11	0.4	0	0.0
2011	6			LR	2,950	4,550	4,300	2,050	120	19	0.7	0	0.0
2012	6			LT	2,700	3,500	3,350	2,050	260	10	0.4	1	0.0
2013	6			LT	2,950	3,850	3,850	2,250	280	18	0.6	0	0.0
2014	6			LT	3,000	3,900	4,000	2,250	240	19	0.6	1	0.0
2015	6			LT	3,000	3,900	4,000	2,250	240	17	0.6	1	0.0
2016	6			LT	3,000	3,900	4,000	2,250	240	13	0.4	1	0.0
2017	6			LT	3,050	4,250	4,250	2,350	250	17	0.6	0	0.0
2018	6			LT	3,050	4,250	4,250	2,350	250	18	0.6	1	0.0
2019	6			LT	3,050	4,300	4,250	2,350	790	10	0.3	1	0.0
2021	6			LT	3,100	4,250	4,200	2,400	810	14	0.5	0	0.0
1988	6	BRUCE RD 9 N JCT	19.9	HT	1,650	3,300	2,950	730	130	9	0.7	0	0.0
1989	6			HT	1,800	3,600	3,250	830	140	8	0.6	2	0.2
1990	6			HT	2,000	4,000	3,600	900	160	10	0.7	1	0.1
1991	6			HT	1,950	3,900	3,500	900	210	1	0.1	1	0.1
1992	6			LR	1,700	2,750	2,200	1,100	170	4	0.3	0	0.0
1993	6			LR	1,700	2,750	2,200	1,100	170	5	0.4	0	0.0
1994	6			LR	1,700	2,800	2,250	1,100	170	7	0.6	1	0.1
1995	6			LR	1,800	3,000	2,450	1,200	110	6	0.5	0	0.0
1996	6			LR	1,900	3,200	2,550	1,250	110	8	0.6	0	0.0
1997	6			LR	1,950	3,300	2,650	1,300	120	5	0.4	0	0.0
1998	6			LR	2,100	3,450	2,800	1,400	80	6	0.4	1	0.1
1999	6			LR	2,050	3,350	2,700	1,350	80	10	0.7	0	0.0
2000	6			LR	2,100	3,400	2,750	1,400	80	13	0.8	0	0.0
2001	6			LR	2,400	3,950	3,150	1,600	120	10	0.6	0	0.0
2002	6			LR	2,200	3,600	2,850	1,500	110	4	0.3	1	0.1
2003	6			LR	2,250	3,550	2,850	1,500	110	8	0.5	1	0.1
2004	6			LR	2,100	3,450	2,750	1,400	100	11	0.7	0	0.0
2005	6			LR	2,300	3,600	2,900	1,550	120	5	0.3	0	0.0
2006	6			LR	2,400	3,750	3,000	1,600	260	11	0.6	0	0.0
2007	6			LR	2,400	3,750	3,600	1,600	260	10	0.6	1	0.1
2008	6			LR	2,300	3,600	3,500	1,600	280	9	0.5	0	0.0
2009	6			LR	2,500	3,800	3,100	1,700	300	11	0.6	0	0.0
2010	6			LR	2,550	3,800	3,100	1,750	330	7	0.4	0	0.0
2011	6			LR	2,550	3,950	3,700	1,800	330	8	0.4	0	0.0
2012	6			LR	2,600	3,900	3,750	1,800	260	6	0.3	0	0.0
2013	6			LR	2,650	3,950	4,550	1,800	260	10	0.5	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2014	6			LR	2,700	4,050	4,100	1,850	220	14	0.7	0	0.0
2015	6			LR	2,750	4,100	4,200	1,850	220	9	0.5	0	0.0
2016	6			LR	2,800	4,200	4,250	1,900	220	11	0.5	0	0.0
2017	6			LR	2,850	4,750	4,600	1,950	230	9	0.4	0	0.0
2018	6			LR	2,900	4,850	4,700	2,000	230	6	0.3	0	0.0
2019	6			LR	2,950	4,950	4,800	2,000	410	1	0.0	0	0.0
2021	6			LR	3,000	4,850	4,700	2,050	420	6	0.3	0	0.0
1988	6	LINDSAY TWP RD 30	26.2	HT	1,200	2,400	2,150	530	140	10	0.9	0	0.0
1989	6			HT	1,400	2,800	2,550	640	170	6	0.4	0	0.0
1990	6			HT	1,550	3,100	2,800	700	190	5	0.3	0	0.0
1991	6			HT	1,500	3,000	2,700	690	180	3	0.2	0	0.0
1992	6			LR	1,400	2,250	1,800	920	140	7	0.5	0	0.0
1993	6			LR	1,400	2,250	1,800	910	140	10	0.7	0	0.0
1994	6			LR	1,700	2,800	2,250	1,100	170	6	0.4	1	0.1
1995	6			LR	1,650	2,750	2,250	1,100	160	8	0.5	0	0.0
1996	6			LR	1,900	3,200	2,550	1,250	190	15	0.8	1	0.1
1997	6			LR	1,950	3,300	2,650	1,300	200	11	0.6	0	0.0
1998	6			LR	2,150	3,550	2,850	1,400	90	8	0.4	0	0.0
1999	6			LR	1,900	3,100	2,500	1,250	80	7	0.4	0	0.0
2000	6			LR	1,900	3,100	2,500	1,250	80	16	0.9	0	0.0
2001	6			LR	1,700	2,800	2,200	1,150	50	9	0.6	0	0.0
2002	6			LR	1,900	3,100	2,500	1,300	60	19	1.0	0	0.0
2003	6			LR	1,950	3,100	2,500	1,300	60	12	0.6	0	0.0
2004	6			LR	1,950	3,200	2,550	1,300	60	8	0.4	0	0.0
2005	6			LR	1,900	2,950	2,400	1,300	60	10	0.6	1	0.1
2006	6			LR	2,000	3,100	2,500	1,350	60	7	0.4	3	0.2
2007	6			LR	1,950	3,050	2,950	1,300	60	11	0.6	2	0.1
2008	6			LR	1,800	2,800	2,750	1,250	50	9	0.5	0	0.0
2009	6			LR	1,950	2,950	2,400	1,350	60	6	0.3	0	0.0
2010	6			LR	1,950	2,900	2,400	1,300	60	3	0.2	1	0.1
2011	6			LR	1,950	3,000	2,850	1,350	60	10	0.5	0	0.0
2012	6			LR	1,650	2,450	2,400	1,150	120	13	0.8	0	0.0
2013	6			LR	1,900	2,850	3,250	1,300	140	7	0.4	0	0.0
2014	6			R	2,000	3,400	3,500	1,100	150	11	0.6	0	0.0
2015	6			R	1,950	3,300	3,400	1,050	140	5	0.3	0	0.0
2016	6			R	1,950	3,300	3,400	1,050	140	8	0.4	0	0.0
2017	6			R	1,950	3,450	3,450	1,150	140	15	0.8	1	0.1
2018	6			R	1,950	3,500	3,450	1,200	140	13	0.7	0	0.0
2019	6			R	1,950	3,500	3,450	1,200	230	9	0.5	0	0.0
2021	6			R	1,950	3,400	3,350	1,200	230	7	0.4	0	0.0
2021	6	HWY CONTINUES IN TOBERMORY											

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1988	6	SOUTH BAYMOUTH FERRY DOCKS	12.9	T	650	1,200	1,150	400	30	4	1.3	0	0.0
1989	6			T	700	1,250	1,200	440	20	8	2.4	0	0.0
1990	6			T	750	1,350	1,300	460	20	6	1.7	0	0.0
1991	6			T	800	1,450	1,400	500	20	6	1.6	0	0.0
1992	6			T	550	1,000	970	340	20	5	1.9	0	0.0
1993	6			T	600	1,100	1,050	370	20	2	0.7	0	0.0
1994	6			T	740	1,350	1,300	460	20	7	2.0	0	0.0
1995	6			T	750	1,300	1,250	460	30	5	1.4	0	0.0
1996	6			T	790	1,350	1,350	490	30	5	1.3	1	0.3
1997	6			HR	810	1,450	1,150	490	30	3	0.8	0	0.0
1998	6			HR	850	1,450	1,200	510	30	4	1.0	0	0.0
1999	6			HR	770	1,300	1,050	460	30	2	0.6	0	0.0
2000	6			HR	760	1,250	1,050	460	30	7	2.0	0	0.0
2001	6			HR	700	1,150	940	420	20	8	2.4	0	0.0
2002	6			HR	760	1,250	1,000	460	20	7	2.0	0	0.0
2003	6			HR	760	1,200	990	460	20	6	1.7	0	0.0
2004	6			HR	710	1,200	950	430	10	9	2.7	0	0.0
2005	6			LR	750	1,150	950	510	40	5	1.4	0	0.0
2006	6			LR	690	1,050	860	470	30	3	0.9	0	0.0
2007	6			LR	680	1,050	1,000	460	30	4	1.3	0	0.0
2008	6			LR	600	940	910	410	20	4	1.4	0	0.0
2009	6			LR	650	990	810	440	30	3	1.0	0	0.0
2010	6			LR	610	910	750	410	20	3	1.0	0	0.0
2011	6			LR	630	970	910	440	30	2	0.7	0	0.0
2012	6			LR	620	930	900	430	60	5	1.7	0	0.0
2013	6			LR	610	910	1,050	410	60	5	1.7	0	0.0
2014	6			LR	600	900	910	410	80	1	0.4	0	0.0
2015	6			LR	590	880	900	400	80	5	1.8	0	0.0
2016	6			LR	580	870	880	390	80	5	1.8	0	0.0
2017	6			LR	570	950	920	390	80	3	1.1	0	0.0
2018	6			LR	560	930	910	380	140	1	0.4	0	0.0
2019	6			LR	550	920	890	380	140	2	0.8	0	0.0
2021	6			CTR	540	700	700	440	10	0	0.0	0	0.0
1988	6	SEC HWY 542 (W)	17.0	T	700	1,300	1,200	430	30	5	1.1	0	0.0
1989	6			T	730	1,300	1,300	460	30	8	1.8	0	0.0
1990	6			T	750	1,350	1,300	460	30	3	0.6	1	0.2
1991	6			T	800	1,450	1,400	500	30	5	1.0	0	0.0
1992	6			T	750	1,350	1,300	460	50	6	1.3	0	0.0
1993	6			T	850	1,550	1,500	530	60	6	1.1	0	0.0
1994	6			T	860	1,550	1,500	530	60	3	0.6	0	0.0
1995	6			T	900	1,550	1,500	550	100	6	1.1	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1996	6			T	920	1,600	1,550	570	100	4	0.7	0	0.0
1997	6			T	950	1,650	1,600	590	100	3	0.5	0	0.0
1998	6			T	980	1,650	1,650	600	60	1	0.2	0	0.0
1999	6			T	1,000	1,700	1,650	620	60	6	1.0	0	0.0
2000	6			T	980	1,600	1,550	610	60	4	0.7	0	0.0
2001	6			T	1,050	1,700	1,650	650	50	5	0.8	0	0.0
2002	6			T	1,000	1,650	1,600	620	50	8	1.3	0	0.0
2003	6			T	1,050	1,650	1,600	660	50	11	1.7	0	0.0
2004	6			LT	990	1,400	1,350	730	50	9	1.5	0	0.0
2005	6			LT	1,050	1,450	1,400	770	60	6	0.9	0	0.0
2006	6			LT	1,050	1,450	1,400	770	60	7	1.1	0	0.0
2007	6			LT	1,050	1,450	1,500	770	60	9	1.4	0	0.0
2008	6			LT	1,050	1,450	1,400	770	60	7	1.1	0	0.0
2009	6			LT	1,100	1,500	1,450	810	70	4	0.6	0	0.0
2010	6			CTR	1,100	1,350	1,300	930	70	6	0.9	0	0.0
2011	6			CTR	1,100	1,350	1,300	930	70	6	0.9	1	0.1
2012	6			CTR	950	1,150	1,150	810	60	4	0.7	0	0.0
2013	6			CTR	1,100	1,350	1,400	930	70	8	1.2	0	0.0
2014	6			CTR	950	1,150	1,150	810	60	9	1.5	0	0.0
2015	6			CTR	1,100	1,350	1,350	940	70	9	1.3	0	0.0
2016	6			CTR	1,100	1,350	1,350	940	70	8	1.2	0	0.0
2017	6			CTR	1,100	1,450	1,450	900	70	7	1.0	1	0.1
2018	6			CTR	1,050	1,400	1,400	860	130	6	0.9	0	0.0
2019	6			CTR	1,100	1,450	1,450	890	130	4	0.6	0	0.0
2021	6			CTR	1,100	1,450	1,450	900	130	6	0.9	0	0.0
1988	6	MEREDITH ST (E) MANITOWANING	24.4	LT	950	1,350	1,350	720	50	11	1.3	1	0.1
1989	6			T	1,050	1,900	1,850	660	60	15	1.6	1	0.1
1990	6			T	1,150	2,100	2,000	710	70	10	1.0	0	0.0
1991	6			T	1,200	2,150	2,100	740	70	5	0.5	0	0.0
1992	6			T	1,000	1,800	1,750	620	60	11	1.2	0	0.0
1993	6			T	1,000	1,800	1,750	620	60	17	1.9	1	0.1
1994	6			T	1,150	2,100	2,000	710	70	20	2.0	0	0.0
1995	6			LT	1,100	1,600	1,550	810	90	15	1.5	0	0.0
1996	6			LT	1,200	1,700	1,650	880	100	13	1.2	0	0.0
1997	6			LT	1,250	1,750	1,700	920	100	18	1.6	0	0.0
1998	6			LT	1,400	1,950	1,900	1,000	110	7	0.6	0	0.0
1999	6			LT	1,400	1,950	1,900	1,000	110	12	1.0	0	0.0
2000	6			LT	1,500	2,100	2,050	1,100	120	18	1.3	0	0.0
2001	6			LT	1,550	2,150	2,100	1,150	80	8	0.6	1	0.1
2002	6			LT	1,600	2,250	2,200	1,150	80	23	1.6	0	0.0
2003	6			LT	1,700	2,350	2,300	1,250	80	22	1.5	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2004	6			LT	1,750	2,450	2,400	1,300	90	25	1.6	1	0.1
2005	6			LT	1,800	2,450	2,400	1,300	50	23	1.4	0	0.0
2006	6			LT	1,700	2,350	2,250	1,250	50	26	1.7	0	0.0
2007	6			LT	1,750	2,400	2,450	1,300	50	17	1.1	0	0.0
2008	6			LT	1,550	2,100	2,050	1,150	80	12	0.9	0	0.0
2009	6			LT	1,850	2,500	2,450	1,350	90	16	1.0	0	0.0
2010	6			LT	1,800	2,400	2,350	1,350	90	18	1.1	2	0.1
2011	6			LT	1,950	2,500	2,550	1,600	100	21	1.2	1	0.1
2012	6			CTR	1,700	2,050	2,050	1,450	80	23	1.5	0	0.0
2013	6			CTR	1,800	2,200	2,250	1,550	90	20	1.2	0	0.0
2014	6			CTR	1,750	2,150	2,150	1,500	90	20	1.3	1	0.1
2015	6			CTR	1,800	2,200	2,200	1,550	90	22	1.4	0	0.0
2016	6			CTR	1,800	2,200	2,200	1,550	90	12	0.7	1	0.1
2017	6			CTR	2,000	2,650	2,650	1,650	100	12	0.7	0	0.0
2018	6			CTR	1,950	2,600	2,600	1,600	160	19	1.1	0	0.0
2019	6			CTR	2,050	2,750	2,700	1,650	160	14	0.8	0	0.0
2021	6			CTR	2,100	2,750	2,700	1,700	170	14	0.7	0	0.0
1988	6	SHEGUIANDAH HOWLAND TWP BDY	9.0	LT	1,600	2,250	2,250	1,200	160	6	1.1	1	0.2
1989	6			T	1,700	3,100	3,000	1,050	170	6	1.1	0	0.0
1990	6			T	1,800	3,300	3,150	1,100	180	5	0.8	0	0.0
1991	6			T	1,900	3,450	3,300	1,200	190	9	1.4	0	0.0
1992	6			LT	1,700	2,350	2,300	1,300	170	5	0.9	0	0.0
1993	6			LT	1,700	2,350	2,100	1,250	170	8	1.4	0	0.0
1994	6			LT	1,900	2,800	2,700	1,400	190	5	0.8	0	0.0
1995	6			LT	1,950	2,800	2,700	1,450	200	9	1.4	2	0.3
1996	6			LT	1,950	2,750	2,700	1,450	200	10	1.6	0	0.0
1997	6			LT	2,000	2,800	2,750	1,500	200	7	1.1	0	0.0
1998	6			LT	2,100	2,950	2,900	1,550	210	5	0.7	0	0.0
1999	6			LT	2,100	2,900	2,850	1,550	210	6	0.9	0	0.0
2000	6			LT	2,150	3,000	2,950	1,550	220	8	1.1	0	0.0
2001	6			LT	2,200	3,100	3,000	1,600	220	8	1.1	0	0.0
2002	6			LT	2,250	3,150	3,050	1,650	90	8	1.1	0	0.0
2003	6			LT	2,300	3,150	3,100	1,700	90	5	0.7	0	0.0
2004	6			LT	2,350	3,300	3,200	1,700	90	11	1.4	0	0.0
2005	6			LT	2,400	3,300	3,200	1,750	120	6	0.8	0	0.0
2006	6			LT	2,400	3,300	3,200	1,750	120	7	0.9	0	0.0
2007	6			LT	2,450	3,350	3,450	1,800	120	16	2.0	1	0.1
2008	6			LT	2,450	3,350	3,200	1,800	170	7	0.9	0	0.0
2009	6			LT	2,500	3,400	3,300	1,850	180	10	1.2	0	0.0
2010	6			LT	2,500	3,350	3,300	1,850	180	8	1.0	0	0.0
2011	6			LT	2,600	3,350	3,400	2,150	180	13	1.5	1	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2012	6			LT	2,350	3,050	2,900	1,800	150	19	2.5	0	0.0
2013	6			LT	2,400	3,150	3,150	1,800	150	13	1.6	0	0.0
2014	6			LT	2,250	2,950	3,000	1,700	90	14	1.9	1	0.1
2015	6			LT	2,550	3,350	3,400	1,950	110	12	1.4	0	0.0
2016	6			LT	2,600	3,400	3,450	1,950	110	8	0.9	0	0.0
2017	6			LT	2,600	3,650	3,600	2,000	110	6	0.7	0	0.0
2018	6			LT	2,550	3,550	3,550	1,950	260	6	0.7	0	0.0
2019	6			LT	2,650	3,700	3,700	2,050	260	9	1.0	0	0.0
2021	6			LT	2,700	3,700	3,650	2,100	270	10	1.1	0	0.0
2021	6	LITTLE CURRENT S LT L21 22 START OF NA	1.6										
1988	6	LITTLE CURRENT N LTS END OF NA	24.0	LT	2,100	3,000	2,950	1,600	150	15	0.8	1	0.1
1989	6			T	2,350	4,250	4,100	1,500	160	24	1.2	0	0.0
1990	6			T	2,450	4,450	4,250	1,500	170	18	0.8	1	0.0
1991	6			T	2,550	4,600	4,400	1,600	180	16	0.7	0	0.0
1992	6			LT	2,300	3,200	3,100	1,750	160	20	1.0	0	0.0
1993	6			LT	2,500	3,450	3,100	1,850	180	22	1.0	3	0.1
1994	6			LT	1,900	2,800	2,700	1,400	130	26	1.6	2	0.1
1995	6			LT	1,950	2,800	2,700	1,450	180	31	1.8	0	0.0
1996	6			LT	1,950	2,750	2,700	1,450	180	17	1.0	1	0.1
1997	6			LT	2,000	2,800	2,750	1,500	180	33	1.9	0	0.0
1998	6			LT	2,100	2,950	2,900	1,550	150	26	1.4	1	0.1
1999	6			LT	2,200	3,050	3,000	1,600	150	31	1.6	1	0.1
2000	6			LT	2,250	3,150	3,050	1,650	160	21	1.1	3	0.2
2001	6			LT	2,200	3,100	3,000	1,600	150	32	1.7	2	0.1
2002	6			LT	2,250	3,150	3,050	1,650	160	31	1.6	2	0.1
2003	6			LT	2,250	3,100	3,050	1,650	220	30	1.5	1	0.1
2004	6			LT	2,350	3,300	3,200	1,700	240	23	1.1	0	0.0
2005	6			LT	2,400	3,300	3,200	1,750	190	27	1.3	1	0.0
2006	6			LT	2,500	3,400	3,350	1,850	200	27	1.2	0	0.0
2007	6			IR	2,600	3,150	3,150	2,200	210	27	1.2	1	0.0
2008	6			IR	2,700	3,250	3,200	2,300	270	20	0.8	0	0.0
2009	6			IR	2,900	3,500	3,150	2,450	290	25	1.0	0	0.0
2010	6			IR	2,950	3,500	3,200	2,500	300	25	1.0	0	0.0
2011	6			IR	2,900	3,450	3,400	2,500	290	26	1.0	1	0.0
2012	6			LT	2,950	3,850	3,650	2,250	300	20	0.8	1	0.0
2013	6			LT	3,000	3,900	3,900	2,250	300	24	0.9	0	0.0
2014	6			LT	3,050	4,000	4,050	2,300	300	27	1.0	0	0.0
2015	6			LT	3,100	4,050	4,100	2,350	310	23	0.8	0	0.0
2016	6			LT	3,200	4,200	4,250	2,400	320	28	1.0	1	0.0
2017	6			LT	3,250	4,150	4,150	2,700	320	23	0.8	2	0.1
2018	6			LT	3,300	4,200	4,200	2,750	330	27	0.9	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2019	6			LT	3,350	4,250	4,250	2,800	340	34	1.2	2	0.1
2021	6			LT	3,500	4,400	4,400	2,950	350	20	0.7	0	0.0
1988	6	MANITOULIN SUDBURY DIST BDY	20.6	LT	2,250	3,200	3,150	1,700	160	23	1.4	5	0.3
1989	6			T	2,350	4,250	4,100	1,500	160	17	1.0	0	0.0
1990	6			T	2,450	4,450	4,250	1,500	170	26	1.4	0	0.0
1991	6			T	2,550	4,600	4,400	1,600	180	20	1.0	1	0.1
1992	6			LT	2,300	3,200	3,100	1,750	160	32	1.8	2	0.1
1993	6			LT	2,500	3,450	3,100	1,850	180	27	1.4	0	0.0
1994	6			LT	2,750	4,050	3,900	2,000	190	26	1.3	0	0.0
1995	6			LT	2,850	4,100	4,000	2,100	260	33	1.5	4	0.2
1996	6			LT	2,900	4,100	4,000	2,150	260	20	0.9	0	0.0
1997	6			LR	2,950	4,950	4,000	2,000	270	10	0.5	0	0.0
1998	6			LR	3,250	5,350	4,300	2,150	230	18	0.7	0	0.0
1999	6			LR	3,150	5,150	4,150	2,100	220	25	1.1	1	0.0
2000	6			LR	3,250	5,250	4,250	2,150	230	28	1.1	3	0.1
2001	6			IR	3,500	4,350	3,900	2,950	240	26	1.0	2	0.1
2002	6			IR	3,400	4,200	3,750	2,900	200	29	1.1	2	0.1
2003	6			IR	3,550	4,300	3,900	3,000	320	23	0.9	2	0.1
2004	6			IR	3,400	4,200	3,750	2,850	310	38	1.5	3	0.1
2005	6			IR	3,500	4,200	3,850	3,000	240	25	0.9	0	0.0
2006	6			IR	3,600	4,350	3,950	3,050	360	22	0.8	3	0.1
2007	6			IR	3,450	4,200	4,150	2,900	340	22	0.8	3	0.1
2008	6			IR	3,600	4,350	4,300	3,100	540	31	1.1	1	0.0
2009	6			IR	3,750	4,500	4,100	3,200	820	28	1.0	2	0.1
2010	6			IR	3,800	4,500	4,150	3,250	840	29	1.0	0	0.0
2011	6			IR	3,850	4,600	4,500	3,300	580	21	0.7	0	0.0
2012	6			LT	3,350	4,350	4,150	2,550	1,450	25	1.0	0	0.0
2013	6			LT	3,850	5,050	5,000	2,900	390	34	1.2	1	0.0
2014	6			LT	3,250	4,250	4,300	2,450	290	21	0.9	1	0.0
2015	6			LT	3,800	4,950	5,050	2,850	340	25	0.9	1	0.0
2016	6			LT	3,850	5,050	5,100	2,900	340	42	1.4	1	0.0
2017	6			LT	3,850	4,900	4,900	3,200	340	32	1.1	2	0.1
2018	6			LT	3,750	5,250	5,200	2,900	380	31	1.1	0	0.0
2019	6			LT	3,950	5,550	5,500	3,050	400	28	0.9	0	0.0
2021	6			LT	4,000	5,500	5,450	3,100	400	26	0.9	0	0.0
2021	6	FOSTER DR ESPANOLA S LTS START OF NA	3.9										
1988	6	TUDHOPE ST (E) SHEPPARD ST (W) END OF NA	2.7	IT	5,900	8,550	7,850	4,350	590	2	0.3	0	0.0
1989	6			CTR	6,550	8,300	7,950	5,650	660	13	2.0	3	0.5
1990	6			CTR	6,850	8,550	8,100	5,950	480	4	0.6	0	0.0
1991	6			CTR	7,000	8,800	8,750	6,100	490	5	0.7	1	0.1
1992	6			CTR	6,600	8,100	7,850	5,750	530	5	0.8	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1993	6			CTR	6,700	8,450	8,100	5,700	540	8	1.2	0	0.0
1994	6			CTR	7,100	9,100	8,650	5,950	570	11	1.6	3	0.4
1995	6			CTR	7,200	9,250	8,850	6,050	430	5	0.7	1	0.1
1996	6			CTR	7,350	9,400	9,050	6,150	440	5	0.7	0	0.0
1997	6			CTR	7,650	9,800	9,400	6,450	460	5	0.7	2	0.3
1998	6			CTR	7,700	9,800	9,400	6,450	690	3	0.4	0	0.0
1999	6			CTR	8,050	10,100	9,750	6,750	720	1	0.1	0	0.0
2000	6			CTR	7,750	9,750	9,400	6,500	700	7	0.9	0	0.0
2001	6			CTR	7,850	9,900	9,500	6,600	630	2	0.3	1	0.1
2002	6			CTR	7,950	10,000	9,600	6,700	640	7	0.9	1	0.1
2003	6			CTR	8,050	10,000	9,600	6,850	640	4	0.5	0	0.0
2004	6			CTR	8,050	10,200	9,750	6,800	640	4	0.5	0	0.0
2005	6			CR	8,250	10,000	9,600	6,950	820	4	0.5	1	0.1
2006	6			CR	8,200	9,950	9,550	6,950	820	1	0.1	0	0.0
2007	6			CR	8,250	10,000	10,000	6,950	820	1	0.1	0	0.0
2008	6			CR	8,250	10,000	9,900	6,950	740	8	1.0	0	0.0
2009	6			CR	8,400	10,100	9,750	7,150	760	8	1.0	0	0.0
2010	6			CR	8,300	9,950	9,600	7,000	750	4	0.5	2	0.2
2011	6			CR	8,550	9,950	10,100	7,600	770	2	0.2	0	0.0
2012	6			LT	8,000	10,400	9,950	6,050	1,350	6	0.8	2	0.3
2013	6			LT	8,400	11,000	11,000	6,350	1,450	4	0.5	1	0.1
2014	6			LT	7,600	9,900	10,100	5,750	1,600	4	0.5	1	0.1
2015	6			LT	8,450	11,000	11,200	6,400	1,800	7	0.8	2	0.2
2016	6			LT	8,500	11,100	11,300	6,400	1,800	11	1.3	1	0.1
2017	6			LT	8,550	10,900	10,900	7,150	1,800	6	0.7	0	0.0
2018	6			LT	8,600	10,900	11,000	7,200	2,600	12	1.4	0	0.0
2019	6			LT	8,650	11,000	11,000	7,250	2,600	7	0.8	1	0.1
2021	6			LT	8,750	11,000	11,000	7,300	2,600	9	1.0	0	0.0
2021	6	HWY 17 END OF HWY											
1988	7	HWY 417 & HWY 17 IC	2.5	C	9,800	10,900	10,900	8,800	1,450	6	0.7	1	0.1
1989	7			IC	10,200	11,700	11,500	9,100	1,550	6	0.7	1	0.1
1990	7			C	11,500	12,800	12,800	10,400	1,050	6	0.6	2	0.2
1991	7			IC	10,200	11,500	11,300	9,100	920	5	0.5	0	0.0
1992	7			IC	11,800	13,100	13,000	10,700	1,200	6	0.6	0	0.0
1993	7			CTR	12,300	15,500	14,900	10,500	1,250	8	0.7	1	0.1
1994	7			CTR	12,700	16,300	15,500	10,700	1,250	12	1.0	4	0.3
1995	7			CTR	12,800	16,400	15,700	10,700	1,300	10	0.9	1	0.1
1996	7			CTR	12,900	16,500	15,900	10,800	1,300	8	0.7	0	0.0
1997	7			C	13,000	14,700	14,800	11,700	910	12	1.0	1	0.1
1998	7			C	13,300	15,000	15,000	12,000	930	7	0.6	0	0.0
1999	7			C	13,400	15,000	15,100	12,100	940	10	0.8	1	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2000	7			C	13,800	15,600	15,600	12,400	970	8	0.6	0	0.0
2001	7			C	13,800	15,500	15,600	12,400	830	15	1.2	2	0.2
2002	7			C	13,900	15,600	15,700	12,500	830	9	0.7	0	0.0
2003	7			C	14,200	15,900	16,000	12,800	850	8	0.6	1	0.1
2004	7			C	14,200	16,000	16,000	12,800	850	3	0.2	0	0.0
2005	7			C	14,400	16,000	16,200	12,900	860	6	0.5	0	0.0
2006	7			C	14,400	16,000	16,100	13,000	860	6	0.5	0	0.0
2007	7			C	15,200	16,900	17,100	13,700	910	13	0.9	2	0.1
2008	7			C	15,600	17,200	17,000	14,000	940	11	0.8	0	0.0
2009	7			C	16,100	17,700	17,900	14,500	970	7	0.5	0	0.0
2010	7			C	15,700	17,300	17,500	14,100	940	7	0.5	1	0.1
2011	7			C	15,900	17,500	17,700	14,300	950	15	1.0	0	0.0
2012	7			C	17,900	19,700	19,300	16,100	1,050	13	0.8	1	0.1
2013	7			C	18,200	20,100	19,800	16,400	1,100	10	0.6	0	0.0
2014	7			C	16,500	18,200	17,700	14,800	990	6	0.4	0	0.0
2015	7			C	17,300	19,000	18,500	15,600	1,050	2	0.1	0	0.0
2016	7			C	17,600	19,400	18,800	15,800	1,050	6	0.4	0	0.0
2017	7			C	17,800	19,500	19,400	16,200	1,050	5	0.3	0	0.0
2018	7			C	18,100	19,800	19,700	16,300	1,100	8	0.5	2	0.1
2019	7			C	18,300	20,000	19,900	16,600	1,100	3	0.2	0	0.0
2021	7			C	22,000	23,900	23,800	19,900	660	2	0.1	1	0.1
1988	7	HAZELDEAN RD RMOC RD 36	7.6	CR	10,400	13,300	12,500	8,650	1,450	12	0.4	0	0.0
1989	7			IC	10,700	12,300	12,100	9,500	1,500	8	0.3	1	0.0
1990	7			IC	10,800	12,300	12,100	9,600	860	7	0.2	0	0.0
1991	7			C	11,800	13,000	13,100	10,700	1,200	6	0.2	0	0.0
1992	7			IC	11,800	13,100	13,000	10,700	1,200	14	0.4	3	0.1
1993	7			CTR	11,900	15,000	14,400	10,100	1,200	9	0.3	0	0.0
1994	7			CTR	12,100	15,500	14,800	10,200	970	13	0.4	3	0.1
1995	7			CTR	12,500	16,000	15,400	10,500	1,000	12	0.3	2	0.1
1996	7			CTR	12,800	16,400	15,800	10,700	1,300	11	0.3	0	0.0
1997	7			C	13,100	14,800	14,900	11,800	790	4	0.1	0	0.0
1998	7			C	13,600	15,400	15,400	12,200	1,200	10	0.3	1	0.0
1999	7			C	14,800	16,600	16,700	13,300	1,050	8	0.2	1	0.0
2000	7			C	14,700	16,600	16,600	13,200	1,050	9	0.2	0	0.0
2001	7			C	15,100	17,000	17,000	13,600	760	5	0.1	1	0.0
2002	7			C	15,200	17,000	17,200	13,700	760	10	0.2	2	0.0
2003	7			C	15,800	17,600	17,800	14,300	1,100	13	0.3	0	0.0
2004	7			C	15,500	17,500	17,500	14,000	1,100	15	0.3	1	0.0
2005	7			C	15,600	17,400	17,500	14,000	1,100	19	0.4	0	0.0
2006	7			C	15,500	17,200	17,400	13,900	1,100	12	0.3	0	0.0
2007	7			C	16,600	18,400	18,700	14,900	1,150	19	0.4	2	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2008	7			C	16,900	18,700	18,400	15,200	1,200	11	0.2	2	0.0
2009	7			C	17,200	18,900	19,100	15,500	1,200	13	0.3	0	0.0
2010	7			C	17,500	19,300	19,500	15,800	1,200	15	0.3	2	0.0
2011	7			C	17,800	19,600	19,800	16,000	1,250	13	0.3	0	0.0
2012	7			C	18,200	20,100	19,600	16,400	1,250	16	0.3	0	0.0
2013	7			C	18,500	20,400	20,100	16,700	1,300	13	0.3	1	0.0
2014	7			C	17,200	18,900	18,400	15,500	1,200	21	0.4	0	0.0
2015	7			C	18,800	20,700	20,100	16,900	1,300	14	0.3	1	0.0
2016	7			C	19,100	21,000	20,400	17,200	1,350	22	0.4	2	0.0
2017	7			C	19,400	21,200	21,200	17,600	1,350	14	0.3	0	0.0
2018	7			C	19,700	21,600	21,500	17,800	1,400	17	0.3	0	0.0
2019	7			C	20,000	21,900	21,700	18,100	1,400	21	0.4	4	0.1
2021	7			C	24,900	27,100	26,900	22,600	750	8	0.1	0	0.0
1988	7	DWYER HILL RD (N) DWYER HILL RD (S)	10.8	CR	10,400	13,300	12,500	8,650	1,550	37	0.9	1	0.0
1989	7			CR	10,900	14,000	13,000	9,150	1,100	39	0.9	7	0.2
1990	7			CR	11,100	13,800	12,800	10,000	890	42	1.0	9	0.2
1991	7			C	12,400	13,600	13,800	11,300	990	29	0.6	5	0.1
1992	7			IC	12,000	13,300	13,200	10,900	1,100	44	0.9	6	0.1
1993	7			T	13,600	24,600	23,900	8,450	1,200	43	0.8	5	0.1
1994	7			IR	14,000	17,200	15,400	11,700	1,250	32	0.6	4	0.1
1995	7			IR	14,300	17,600	15,800	12,200	1,450	28	0.5	0	0.0
1996	7			IR	14,600	18,100	16,300	12,400	1,450	33	0.6	4	0.1
1997	7			CR	15,000	18,600	17,700	12,800	1,050	19	0.3	3	0.1
1998	7			CR	15,400	18,900	18,000	13,100	1,400	34	0.6	2	0.0
1999	7			CR	13,500	16,600	15,800	11,500	1,200	29	0.5	3	0.1
2000	7			IR	13,700	16,800	15,200	11,600	1,100	22	0.4	4	0.1
2001	7			IR	13,900	17,200	15,400	11,800	830	30	0.5	0	0.0
2002	7			IR	14,100	17,400	15,600	12,000	850	30	0.5	4	0.1
2003	7			IR	16,000	19,400	17,600	13,600	960	38	0.6	3	0.0
2004	7			IR	15,800	19,500	17,500	13,400	950	44	0.7	2	0.0
2005	7			IR	16,200	19,600	17,700	13,800	970	41	0.6	4	0.1
2006	7			CR	16,600	20,100	19,300	14,000	1,000	29	0.4	3	0.0
2007	7			CR	16,900	20,500	20,400	14,200	1,000	46	0.7	3	0.0
2008	7			CR	17,300	20,900	20,800	14,600	1,050	37	0.5	6	0.1
2009	7			CR	17,700	21,200	20,500	15,000	1,050	45	0.6	2	0.0
2010	7			CR	17,200	20,600	19,900	14,500	1,050	26	0.4	2	0.0
2011	7			CR	16,300	19,000	19,200	14,500	980	13	0.2	1	0.0
2012	7			UC	16,800	16,900	18,000	16,000	1,850	13	0.2	2	0.0
2013	7			UC	17,200	17,300	17,300	16,300	1,450	22	0.3	2	0.0
2014	7			UC	17,700	17,800	17,000	16,800	1,450	28	0.4	4	0.1
2015	7			UC	17,900	18,000	17,200	17,000	1,500	16	0.2	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2016	7			UC	18,100	18,200	17,400	17,200	1,500	17	0.2	0	0.0
2017	7			UC	18,400	18,300	18,500	17,600	1,550	27	0.4	0	0.0
2018	7			UC	18,600	18,400	18,700	17,900	1,550	30	0.4	2	0.0
2019	7			UC	18,800	18,500	18,800	18,100	1,550	16	0.2	1	0.0
2021	7			UC	21,500	21,600	21,800	20,700	1,700	21	0.2	0	0.0
1988	7	MCNEELY AVE (N)	0.6	CR	10,400	13,300	12,500	8,650	1,550	4	1.6	0	0.0
1989	7			CR	10,900	14,000	13,000	9,150	1,100	1	0.4	0	0.0
1990	7			CR	11,100	13,800	12,800	10,000	890	7	2.7	2	0.8
1991	7			C	12,400	13,600	13,800	11,300	990	1	0.3	0	0.0
1992	7			IC	12,000	13,300	13,200	10,900	1,100	3	1.1	0	0.0
1993	7			T	13,600	24,600	23,900	8,450	1,200	3	0.9	0	0.0
1994	7			IR	14,000	17,200	15,400	11,700	1,250	1	0.3	0	0.0
1995	7			IR	14,300	17,600	15,800	12,200	1,450	5	1.5	2	0.6
1996	7			IR	14,600	18,100	16,300	12,400	1,450	6	1.8	0	0.0
1997	7			CR	15,000	18,600	17,700	12,800	1,050	8	2.3	2	0.6
1998	7			CR	15,400	18,900	18,000	13,100	1,400	7	1.9	2	0.6
1999	7			CR	13,500	16,600	15,800	11,500	1,200	6	1.9	2	0.6
2000	7			IR	13,700	16,800	15,200	11,600	1,100	3	0.9	0	0.0
2001	7			IR	13,900	17,200	15,400	11,800	830	5	1.5	0	0.0
2002	7			IR	14,100	17,400	15,600	12,000	850	9	2.7	0	0.0
2003	7			IR	13,600	16,500	15,000	11,500	820	4	1.3	0	0.0
2004	7			IR	15,800	19,500	17,500	13,400	950	3	0.8	0	0.0
2005	7			IR	16,200	19,600	17,700	13,800	1,600	5	1.3	0	0.0
2006	7			CR	16,600	20,100	19,300	14,000	1,650	7	1.8	1	0.3
2007	7			CR	16,900	20,500	20,400	14,200	1,700	8	2.0	1	0.3
2008	7			CR	17,300	20,900	20,800	14,600	1,750	7	1.7	0	0.0
2009	7			CR	17,700	21,200	20,500	15,000	1,750	9	2.2	2	0.5
2010	7			CR	16,900	20,300	19,500	14,300	1,700	8	2.0	1	0.3
2011	7			CR	17,200	20,000	20,300	15,300	1,700	13	3.2	1	0.2
2012	7			IC	17,900	19,800	19,200	15,900	1,800	17	4.1	2	0.5
2013	7			IC	17,800	19,700	19,600	15,800	1,800	16	3.8	2	0.5
2014	7			IC	18,000	19,900	19,800	16,000	1,800	13	3.1	2	0.5
2015	7			IC	18,300	20,300	20,200	16,200	1,850	9	2.1	1	0.2
2016	7			IC	18,500	20,500	20,400	16,400	1,850	12	2.8	1	0.2
2017	7			IC	18,800	20,600	20,700	17,100	1,900	13	3.0	1	0.2
2018	7			IC	19,000	20,900	21,000	17,200	1,900	13	2.9	1	0.2
2019	7			IC	19,300	21,200	21,300	17,400	1,950	19	4.2	1	0.2
2021	7			CR	22,500	25,900	26,100	20,300	680	22	4.2	4	0.8
1988	7	HWY 15 (N) FRANKTOWN RD (S)	3.8	CR	7,100	9,100	8,500	5,900	1,050	11	1.1	1	0.1
1989	7			CR	7,200	9,200	8,550	6,050	720	12	1.2	1	0.1
1990	7			CR	7,300	9,050	8,400	6,550	580	11	1.1	5	0.5

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1991	7			C	7,400	8,150	8,200	6,750	590	8	0.8	0	0.0
1992	7			IC	7,500	8,300	8,250	6,800	680	15	1.4	2	0.2
1993	7			T	7,600	13,800	13,400	4,700	680	17	1.6	5	0.5
1994	7			IR	7,700	9,500	8,450	6,450	690	13	1.2	0	0.0
1995	7			IR	7,800	9,600	8,600	6,650	780	10	0.9	2	0.2
1996	7			IR	7,900	9,800	8,800	6,750	790	10	0.9	1	0.1
1997	7			CR	8,000	9,900	9,450	6,800	560	5	0.5	1	0.1
1998	7			CR	8,100	9,950	9,500	6,900	730	5	0.4	0	0.0
1999	7			CR	8,200	10,100	9,600	6,950	740	13	1.2	2	0.2
2000	7			IR	8,400	10,300	9,300	7,100	670	7	0.6	2	0.2
2001	7			IR	8,550	10,600	9,450	7,250	510	5	0.4	0	0.0
2002	7			IR	8,700	10,700	9,650	7,400	520	6	0.5	0	0.0
2003	7			IR	8,850	10,700	9,750	7,500	530	13	1.1	0	0.0
2004	7			IR	9,050	11,200	10,000	7,650	540	13	1.0	3	0.2
2005	7			IR	9,200	11,100	10,100	7,850	550	8	0.6	0	0.0
2006	7			IR	9,400	11,300	10,300	8,000	560	10	0.8	0	0.0
2007	7			IR	9,550	11,600	11,500	8,100	570	7	0.5	0	0.0
2008	7			IR	9,750	11,800	11,600	8,350	580	4	0.3	0	0.0
2009	7			IR	9,900	11,900	10,800	8,400	590	7	0.5	1	0.1
2010	7			IR	9,700	11,500	10,600	8,250	580	8	0.6	0	0.0
2011	7			IR	9,500	11,300	11,100	8,100	570	16	1.2	0	0.0
2012	7			IC	9,300	10,300	10,000	8,250	560	16	1.2	0	0.0
2013	7			IC	9,600	10,600	10,600	8,500	580	11	0.8	1	0.1
2014	7			IC	9,900	11,000	10,900	8,800	590	9	0.7	1	0.1
2015	7			IC	10,200	11,300	11,200	9,050	610	10	0.7	0	0.0
2016	7			IC	10,500	11,600	11,600	9,300	630	9	0.6	1	0.1
2017	7			IC	10,800	11,800	11,900	9,800	650	19	1.3	0	0.0
2018	7			IC	11,100	12,200	12,300	10,000	670	9	0.6	3	0.2
2019	7			IC	11,400	12,500	12,600	10,300	680	8	0.5	0	0.0
2021	7			IC	12,500	13,600	13,600	11,300	750	16	0.9	2	0.1
1988	7	MISSISSIPPI RD (S) LANARK RD 29 TOWNLINE RD (N)	9.0	IR	5,650	7,350	6,200	4,500	900	20	1.1	5	0.3
1989	7			IR	5,750	7,400	6,400	4,700	920	31	1.6	4	0.2
1990	7			IR	5,950	7,550	6,600	4,900	950	25	1.3	3	0.2
1991	7			IR	6,300	7,950	7,000	5,250	1,000	26	1.3	6	0.3
1992	7			IR	6,300	7,750	6,950	5,350	1,000	41	2.0	6	0.3
1993	7			T	6,800	12,300	12,000	4,200	1,100	31	1.4	1	0.0
1994	7			IR	6,850	8,450	7,550	5,750	1,100	25	1.1	0	0.0
1995	7			IR	6,950	8,550	7,650	5,900	1,100	18	0.8	4	0.2
1996	7			IR	7,050	8,750	7,850	6,000	1,150	30	1.3	3	0.1
1997	7			IR	7,100	8,900	7,950	6,050	1,150	24	1.0	3	0.1
1998	7			IR	7,450	9,250	8,350	6,250	1,200	17	0.7	1	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1999	7			IR	7,450	9,250	8,250	6,250	1,200	18	0.7	2	0.1
2000	7			IR	7,550	9,250	8,350	6,400	1,200	24	1.0	1	0.0
2001	7			IR	7,700	9,500	8,550	6,500	690	36	1.4	3	0.1
2002	7			IR	7,800	9,600	8,650	6,650	700	33	1.3	1	0.0
2003	7			IR	8,050	9,750	8,850	6,850	720	33	1.2	1	0.0
2004	7			IR	8,050	9,950	8,900	6,800	720	37	1.4	0	0.0
2005	7			IR	8,150	9,850	8,950	6,950	730	26	1.0	1	0.0
2006	7			IR	8,200	9,900	8,950	6,950	740	31	1.1	4	0.1
2007	7			IR	8,400	10,200	10,100	7,100	760	20	0.7	0	0.0
2008	7			IR	8,550	10,400	10,200	7,300	770	41	1.5	6	0.2
2009	7			IR	8,650	10,400	9,450	7,350	780	25	0.9	0	0.0
2010	7			IR	8,750	10,400	9,550	7,450	790	26	0.9	2	0.1
2011	7			IR	8,900	10,600	10,400	7,600	800	20	0.7	1	0.0
2012	7			IC	11,600	12,900	12,500	10,300	1,050	22	0.6	0	0.0
2013	7			IC	11,700	13,000	12,900	10,400	1,050	23	0.6	0	0.0
2014	7			IC	11,800	13,100	13,000	10,500	1,050	23	0.6	1	0.0
2015	7			IC	11,900	13,200	13,100	10,600	1,050	23	0.6	3	0.1
2016	7			IC	12,000	13,300	13,200	10,600	1,100	27	0.7	1	0.0
2017	7			IC	12,100	13,300	13,400	11,000	1,100	25	0.6	2	0.1
2018	7			IC	12,200	13,400	13,500	11,000	1,100	24	0.6	1	0.0
2019	7			IC	12,300	13,500	13,600	11,100	1,100	25	0.6	5	0.1
2021	7			IR	11,700	14,000	14,000	10,000	580	20	0.5	2	0.1
1988	7	LANARK RD 15 FERGUSON FALLS RD (N)	10.4	IR	4,850	6,300	5,350	3,900	680	16	0.9	0	0.0
1989	7			IR	5,100	6,600	5,650	4,200	710	7	0.4	0	0.0
1990	7			IR	5,300	6,750	5,900	4,350	740	13	0.6	1	0.0
1991	7			IR	5,900	7,450	6,550	4,900	830	18	0.8	3	0.1
1992	7			IR	5,900	7,250	6,500	5,000	830	24	1.1	0	0.0
1993	7			T	5,900	10,700	10,400	3,650	830	22	1.0	3	0.1
1994	7			IR	6,100	7,500	6,700	5,100	920	13	0.6	1	0.0
1995	7			IR	6,150	7,550	6,800	5,250	920	9	0.4	2	0.1
1996	7			IR	6,350	7,900	7,100	5,400	950	17	0.7	0	0.0
1997	7			IR	6,400	8,000	7,150	5,450	960	23	0.9	2	0.1
1998	7			IR	6,500	8,050	7,300	5,450	980	15	0.6	0	0.0
1999	7			IR	6,450	8,000	7,150	5,400	970	16	0.7	1	0.0
2000	7			IR	6,750	8,250	7,500	5,700	1,000	13	0.5	1	0.0
2001	7			IR	6,550	8,100	7,250	5,550	660	21	0.8	2	0.1
2002	7			IR	6,600	8,150	7,300	5,600	660	19	0.8	1	0.0
2003	7			IR	6,600	8,000	7,250	5,600	660	24	1.0	2	0.1
2004	7			IR	6,700	8,300	7,400	5,650	670	21	0.8	1	0.0
2005	7			IR	6,750	8,150	7,400	5,750	680	25	1.0	2	0.1
2006	7			IR	6,650	8,000	7,250	5,650	730	23	0.9	4	0.2

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2007	7			IR	6,850	8,300	8,250	5,800	750	13	0.5	2	0.1
2008	7			IR	6,900	8,350	8,200	5,900	760	19	0.7	0	0.0
2009	7			IR	6,950	8,350	7,600	5,900	760	10	0.4	0	0.0
2010	7			IR	7,000	8,350	7,600	5,950	770	12	0.5	1	0.0
2011	7			IR	7,050	8,400	8,250	6,000	780	26	1.0	4	0.1
2012	7			IC	7,100	7,850	7,650	6,300	780	19	0.7	2	0.1
2013	7			IC	7,150	7,900	7,850	6,350	790	27	1.0	2	0.1
2014	7			IC	7,200	7,950	7,950	6,400	790	21	0.8	2	0.1
2015	7			IC	7,250	8,000	8,000	6,450	800	19	0.7	0	0.0
2016	7			IC	7,300	8,100	8,050	6,450	800	18	0.6	0	0.0
2017	7			IC	7,350	8,050	8,100	6,650	810	15	0.5	1	0.0
2018	7			IC	7,400	8,150	8,200	6,700	810	9	0.3	1	0.0
2019	7			IC	7,450	8,200	8,250	6,750	820	22	0.8	0	0.0
2021	7			IR	8,450	10,100	10,100	7,200	510	17	0.5	2	0.1
1988	7	DRUMMOND TWP CONC 7 (N) DRUMMOND TWP CONC 7 (S)	10.4	IR	5,250	6,800	5,800	4,200	370	26	1.3	1	0.1
1989	7			IR	6,350	8,200	7,050	5,200	440	18	0.7	4	0.2
1990	7			IR	6,500	8,250	7,200	5,350	460	18	0.7	1	0.0
1991	7			IR	6,750	8,500	7,500	5,600	470	20	0.8	5	0.2
1992	7			IR	6,750	8,300	7,450	5,750	470	20	0.8	1	0.0
1993	7			CTR	6,500	8,200	7,850	5,500	460	15	0.6	3	0.1
1994	7			IR	6,700	8,250	7,350	5,600	470	21	0.8	6	0.2
1995	7			IR	7,050	8,700	7,750	6,000	490	16	0.6	2	0.1
1996	7			IR	7,250	9,000	8,100	6,200	510	23	0.8	1	0.0
1997	7			IR	7,300	9,100	8,200	6,200	510	16	0.6	3	0.1
1998	7			IR	7,650	9,500	8,550	6,450	540	29	1.0	5	0.2
1999	7			IR	7,700	9,550	8,550	6,450	540	25	0.9	9	0.3
2000	7			IR	7,900	9,700	8,750	6,700	550	21	0.7	0	0.0
2001	7			IR	8,050	9,950	8,900	6,800	560	19	0.6	2	0.1
2002	7			IR	8,250	10,200	9,150	7,000	580	13	0.4	0	0.0
2003	7			IR	8,550	10,400	9,400	7,250	860	28	0.9	2	0.1
2004	7			IR	8,550	10,600	9,450	7,250	860	15	0.5	0	0.0
2005	7			IR	8,600	10,400	9,400	7,350	690	23	0.7	1	0.0
2006	7			IR	8,750	10,600	9,550	7,450	1,150	30	0.9	3	0.1
2007	7			IR	8,900	10,800	10,800	7,550	1,150	19	0.6	2	0.1
2008	7			IR	9,050	11,000	10,800	7,750	1,200	23	0.7	2	0.1
2009	7			IR	8,800	10,600	9,600	7,500	1,150	10	0.3	0	0.0
2010	7			IR	9,350	11,100	10,200	7,950	1,200	2	0.1	0	0.0
2011	7			IR	9,500	11,300	11,100	8,100	1,250	17	0.5	2	0.1
2012	7			IC	8,500	9,400	9,150	7,550	1,100	12	0.4	2	0.1
2013	7			IC	8,500	9,400	9,350	7,550	1,100	19	0.6	0	0.0
2014	7			IC	8,600	9,500	9,500	7,650	1,100	22	0.7	1	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2015	7			IC	8,700	9,650	9,600	7,700	1,150	13	0.4	0	0.0
2016	7			IC	8,800	9,750	9,700	7,800	1,150	12	0.4	0	0.0
2017	7			IC	8,900	9,750	9,800	8,100	1,150	15	0.4	2	0.1
2018	7			IC	9,000	9,900	9,950	8,150	1,150	24	0.7	1	0.0
2019	7			IC	9,100	10,000	10,000	8,200	1,200	19	0.6	2	0.1
2021	7			IC	10,500	11,400	11,500	9,500	1,350	17	0.4	1	0.0
1988	7	LANARK RD 43/WILSON ST (S) CANADIAN TIRE ENT(N	0.7	C	10,600	11,800	11,800	9,550	1,900	4	1.6	0	0.0
1989	7			C	11,300	12,500	12,700	10,200	1,350	6	2.2	0	0.0
1990	7			C	11,400	12,700	12,700	10,300	1,350	2	0.7	0	0.0
1991	7			C	11,700	12,900	13,000	10,600	820	4	1.4	1	0.4
1992	7			C	11,700	12,600	13,000	10,800	1,150	2	0.7	2	0.7
1993	7			C	12,400	13,500	13,700	11,400	1,250	3	1.0	0	0.0
1994	7			CTR	12,800	16,400	15,600	10,800	1,300	2	0.6	0	0.0
1995	7			CTR	13,000	16,700	16,000	10,900	1,300	0	0.0	0	0.0
1996	7			CTR	13,300	17,000	16,400	11,200	1,050	5	1.6	0	0.0
1997	7			CTR	13,600	17,400	16,700	11,400	1,100	2	0.6	1	0.3
1998	7			CTR	13,900	17,700	17,000	11,700	1,100	4	1.2	1	0.3
1999	7			LT	14,400	20,000	19,600	10,500	1,150	2	0.6	0	0.0
2000	7			CTR	15,400	19,400	18,600	12,900	920	1	0.3	0	0.0
2001	7			CTR	15,800	19,900	19,100	13,300	1,100	1	0.3	0	0.0
2002	7			CTR	16,200	20,400	19,600	13,700	1,150	2	0.5	1	0.3
2003	7			CTR	16,500	20,500	19,700	14,000	1,150	2	0.5	0	0.0
2004	7			CTR	16,200	20,400	19,600	13,700	1,150	3	0.8	0	0.0
2005	7			CTR	16,200	20,100	19,300	13,700	1,150	4	1.0	0	0.0
2006	7			CTR	16,200	20,100	19,200	13,700	1,150	6	1.5	1	0.3
2007	7			CTR	16,300	20,200	20,000	13,800	1,150	10	2.5	0	0.0
2008	7			CTR	16,300	20,200	19,800	13,900	1,150	8	2.0	0	0.0
2009	7			CTR	16,300	19,900	19,200	13,900	1,150	0	0.0	0	0.0
2010	7			CTR	16,300	19,800	19,100	13,800	1,150	1	0.3	0	0.0
2011	7			CTR	16,300	19,800	19,100	13,800	1,150	2	0.5	0	0.0
2012	7			IC	16,300	18,100	17,500	14,500	1,150	1	0.3	0	0.0
2013	7			IC	16,400	18,200	18,100	14,500	1,150	4	1.0	0	0.0
2014	7			IC	16,500	18,300	18,200	14,600	1,150	9	2.3	1	0.3
2015	7			IC	16,600	18,400	18,300	14,700	1,150	12	3.0	1	0.3
2016	7			IC	16,700	18,500	18,400	14,800	1,150	7	1.7	1	0.2
2017	7			IC	16,800	18,400	18,500	15,200	1,200	10	2.5	1	0.2
2018	7			IC	16,900	18,600	18,700	15,300	1,200	15	3.7	0	0.0
2019	7			IC	17,000	18,700	18,800	15,300	1,200	5	1.2	0	0.0
2021	7			IC	19,600	21,300	21,400	17,700	1,350	9	1.9	0	0.0
1988	7	LANARK RD 511 (N)	10.5	IR	4,700	6,100	5,150	3,750	750	24	1.3	6	0.3
1989	7			IR	4,900	6,300	5,450	4,000	640	26	1.4	7	0.4

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1990	7			IR	5,050	6,400	5,600	4,150	960	25	1.3	2	0.1
1991	7			IR	5,200	6,550	5,750	4,300	990	16	0.8	0	0.0
1992	7			IR	5,200	6,400	5,700	4,400	780	18	0.9	1	0.1
1993	7			IR	5,200	6,400	5,400	4,250	780	17	0.9	1	0.1
1994	7			IR	5,350	6,600	5,900	4,500	800	26	1.3	5	0.2
1995	7			IR	5,150	6,350	5,650	4,400	770	19	1.0	1	0.1
1996	7			IR	5,250	6,500	5,850	4,450	630	21	1.0	2	0.1
1997	7			IR	5,350	6,700	6,000	4,550	640	19	0.9	1	0.0
1998	7			IR	5,100	6,300	5,700	4,300	710	20	1.0	4	0.2
1999	7			IR	5,100	6,300	5,650	4,300	710	17	0.9	2	0.1
2000	7			IR	5,050	6,200	5,600	4,250	710	21	1.1	1	0.1
2001	7			IR	5,050	6,250	5,600	4,250	500	17	0.9	1	0.1
2002	7			IR	5,000	6,150	5,550	4,250	500	24	1.3	7	0.4
2003	7			IR	4,950	6,000	5,450	4,200	450	21	1.1	5	0.3
2004	7			IR	4,900	6,050	5,450	4,150	440	17	0.9	1	0.1
2005	7			IR	4,850	5,850	5,300	4,150	440	14	0.8	1	0.1
2006	7			IR	4,800	5,800	5,250	4,100	430	14	0.8	1	0.1
2007	7			IR	4,650	5,650	5,600	3,950	420	11	0.6	1	0.1
2008	7			IR	4,700	5,700	5,600	4,000	420	21	1.2	3	0.2
2009	7			IR	4,650	5,600	5,050	3,950	420	18	1.0	3	0.2
2010	7			IR	4,600	5,500	5,000	3,900	410	2	0.1	0	0.0
2011	7			IR	4,550	5,450	5,300	3,900	410	16	0.9	0	0.0
2012	7			IR	5,000	5,950	5,800	4,250	450	9	0.5	0	0.0
2013	7			IR	4,950	5,900	6,300	4,200	450	10	0.5	1	0.1
2014	7			IR	4,950	5,900	5,900	4,200	450	11	0.6	2	0.1
2015	7			IR	4,950	5,900	5,900	4,200	450	16	0.8	0	0.0
2016	7			IR	5,000	5,950	5,950	4,250	450	7	0.4	1	0.1
2017	7			IR	5,000	5,650	5,700	4,300	450	15	0.8	1	0.1
2018	7			IR	5,000	5,650	5,700	4,350	450	9	0.5	1	0.1
2019	7			IR	5,050	5,700	5,750	4,400	450	7	0.4	1	0.1
2021	7			IR	6,000	7,200	7,150	5,100	540	13	0.6	1	0.0
1988	7	ANGELICAN CHURCH RD EAST (N)	12.2	IR	3,800	4,950	4,200	3,050	720	33	2.0	6	0.4
1989	7			IR	3,950	5,100	4,400	3,250	750	26	1.5	4	0.2
1990	7			IR	4,100	5,200	4,550	3,350	780	25	1.4	4	0.2
1991	7			IR	4,300	5,400	4,750	3,550	820	28	1.5	9	0.5
1992	7			IR	4,600	5,650	5,050	3,900	870	42	2.1	3	0.1
1993	7			IR	4,600	5,650	4,750	3,750	870	33	1.6	3	0.1
1994	7			IR	4,300	5,300	4,750	3,600	820	33	1.7	4	0.2
1995	7			IR	4,850	5,950	5,350	4,150	920	36	1.7	7	0.3
1996	7			IR	4,950	6,150	5,500	4,200	940	54	2.5	8	0.4
1997	7			IR	5,100	6,400	5,700	4,350	970	38	1.7	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1998	7			IR	5,500	6,800	6,150	4,600	1,050	25	1.0	2	0.1
1999	7			IR	5,250	6,500	5,850	4,400	1,000	28	1.2	6	0.3
2000	7			IR	5,050	6,200	5,600	4,250	960	34	1.5	1	0.0
2001	7			IT	4,500	5,900	5,750	3,650	540	38	1.9	4	0.2
2002	7			IT	4,300	5,600	5,500	3,550	520	32	1.7	2	0.1
2003	7			IT	4,500	5,750	5,750	3,700	540	41	2.1	7	0.4
2004	7			IR	4,000	4,950	4,450	3,400	480	38	2.1	4	0.2
2005	7			IR	4,400	5,300	4,800	3,750	530	45	2.3	3	0.2
2006	7			IR	4,350	5,250	4,750	3,700	520	38	2.0	4	0.2
2007	7			IR	4,300	5,200	5,200	3,650	520	34	1.8	1	0.1
2008	7			IR	4,250	5,150	5,050	3,650	510	25	1.3	4	0.2
2009	7			IR	4,150	5,000	4,500	3,550	500	17	0.9	2	0.1
2010	7			IR	4,100	4,900	4,450	3,500	490	15	0.8	1	0.1
2011	7			IR	4,050	4,850	4,750	3,450	490	31	1.7	3	0.2
2012	7			IR	4,000	4,750	4,650	3,400	480	19	1.1	5	0.3
2013	7			CTR	3,950	4,800	4,950	3,350	640	19	1.1	0	0.0
2014	7			CTR	3,950	4,800	4,850	3,350	640	12	0.7	1	0.1
2015	7			CTR	3,950	4,800	4,850	3,350	640	7	0.4	0	0.0
2016	7			CTR	4,000	4,900	4,900	3,400	650	8	0.4	0	0.0
2017	7			CTR	4,000	5,350	5,300	3,250	650	10	0.6	1	0.1
2018	7			CTR	4,000	5,350	5,300	3,250	650	8	0.5	0	0.0
2019	7			CTR	4,050	5,400	5,350	3,300	660	18	1.0	2	0.1
2021	7			CTR	3,700	4,800	4,800	3,000	590	16	1.0	2	0.1
2013	7	LANARK RD 36 BOLINGBROOKE RD (S) ELPHIN RD (N)	12.6	CTR	3,500	4,250	4,400	2,950	560	11	0.7	1	0.1
2014	7			CTR	3,500	4,250	4,300	3,000	560	11	0.7	0	0.0
2015	7			CTR	3,500	4,250	4,300	3,000	560	9	0.6	3	0.2
2016	7			CTR	3,500	4,250	4,300	3,000	560	7	0.4	1	0.1
2017	7			CTR	3,500	4,700	4,650	2,850	560	15	0.9	1	0.1
2018	7			CTR	3,500	4,650	4,650	2,850	560	12	0.7	3	0.2
2019	7			CTR	3,500	4,650	4,650	2,850	560	8	0.5	0	0.0
2021	7			CTR	3,500	4,550	4,550	2,850	560	8	0.5	0	0.0
1988	7	ROAD 38 (S)	1.3	IR	4,250	5,500	4,700	3,400	810	2	1.0	0	0.0
1989	7			IR	4,350	5,600	4,850	3,550	830	2	1.0	3	1.5
1990	7			IR	4,500	5,700	5,000	3,700	540	3	1.5	0	0.0
1991	7			IR	4,700	5,900	5,200	3,900	560	3	1.4	1	0.5
1992	7			IR	4,900	6,050	5,400	4,150	590	4	1.8	1	0.4
1993	7			IR	4,900	6,050	5,050	4,000	590	3	1.3	0	0.0
1994	7			IR	4,500	5,550	4,950	3,750	540	0	0.0	0	0.0
1995	7			IR	5,000	6,150	5,500	4,250	600	1	0.4	0	0.0
1996	7			IR	5,150	6,400	5,750	4,400	620	2	0.8	0	0.0
1997	7			IR	5,250	6,550	5,900	4,450	630	0	0.0	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1998	7			IR	5,350	6,650	6,000	4,500	640	2	0.8	0	0.0
1999	7			IR	5,100	6,300	5,650	4,300	610	1	0.4	0	0.0
2000	7			IR	4,900	6,000	5,450	4,150	590	1	0.4	0	0.0
2001	7			IR	4,850	6,000	5,350	4,100	630	3	1.4	0	0.0
2002	7			IR	4,850	6,000	5,350	4,100	440	2	0.9	0	0.0
2003	7			IR	4,950	6,000	5,450	4,200	450	3	1.3	1	0.4
2004	7			IR	4,800	5,950	5,300	4,050	430	5	2.3	0	0.0
2005	7			IR	4,900	5,900	5,350	4,200	440	3	1.3	0	0.0
2006	7			IR	4,900	5,900	5,350	4,150	440	3	1.3	1	0.4
2007	7			IR	4,900	5,950	5,900	4,150	440	1	0.4	0	0.0
2008	7			IR	4,900	5,950	5,800	4,200	440	1	0.4	1	0.4
2009	7			IR	4,900	5,900	5,350	4,150	440	4	1.8	1	0.4
2010	7			IR	4,850	5,750	5,300	4,150	440	1	0.5	0	0.0
2011	7			IR	4,850	5,800	5,650	4,150	440	3	1.4	0	0.0
2012	7			IR	5,000	5,950	5,800	4,250	450	1	0.4	0	0.0
2013	7			CTR	5,200	6,350	6,550	4,400	760	3	1.3	0	0.0
2014	7			CTR	5,200	6,350	6,400	4,400	760	1	0.4	0	0.0
2015	7			CTR	5,200	6,350	6,400	4,400	760	4	1.7	0	0.0
2016	7			CTR	5,250	6,400	6,450	4,450	770	1	0.4	0	0.0
2017	7			CTR	5,250	7,000	7,000	4,300	770	1	0.4	0	0.0
2018	7			CTR	5,250	7,000	7,000	4,300	770	2	0.8	0	0.0
2019	7			CTR	5,300	7,050	7,050	4,300	770	2	0.8	0	0.0
2021	7			CTR	5,200	6,800	6,750	4,250	780	5	2.1	0	0.0
1988	7	ROAD 509 (N)	26.4	IR	3,400	4,400	3,750	2,700	650	33	1.0	5	0.2
1989	7			IR	3,450	4,450	3,850	2,850	660	30	0.9	7	0.2
1990	7			IR	3,600	4,550	4,000	2,950	680	34	1.0	11	0.3
1991	7			IR	3,800	4,800	4,200	3,150	720	37	1.0	6	0.2
1992	7			IR	3,800	4,650	4,200	3,250	720	35	1.0	5	0.1
1993	7			IR	3,800	4,650	3,950	3,100	720	27	0.7	5	0.1
1994	7			IR	3,800	4,700	4,200	3,200	720	35	1.0	4	0.1
1995	7			IR	3,900	4,800	4,300	3,300	740	30	0.8	5	0.1
1996	7			IR	3,950	4,900	4,400	3,350	750	33	0.9	5	0.1
1997	7			IR	4,000	5,000	4,500	3,400	760	25	0.6	3	0.1
1998	7			IR	4,100	5,100	4,600	3,450	780	27	0.7	0	0.0
1999	7			IR	4,000	4,950	4,450	3,350	760	39	1.0	4	0.1
2000	7			IR	3,900	4,800	4,300	3,300	740	38	1.0	5	0.1
2001	7			IR	3,850	4,750	4,250	3,250	770	35	0.9	10	0.3
2002	7			IR	3,850	4,750	4,250	3,250	540	29	0.8	4	0.1
2003	7			IR	3,850	4,650	4,250	3,250	540	20	0.5	5	0.1
2004	7			IR	3,800	4,700	4,200	3,200	530	19	0.5	4	0.1
2005	7			IR	3,800	4,600	4,150	3,250	530	13	0.4	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2006	7			IR	3,800	4,600	4,150	3,250	530	25	0.7	0	0.0
2007	7			IR	3,650	4,400	4,400	3,100	510	18	0.5	5	0.1
2008	7			IR	3,750	4,550	4,450	3,200	520	31	0.9	3	0.1
2009	7			IR	3,750	4,500	4,100	3,200	520	8	0.2	1	0.0
2010	7			IR	3,700	4,400	4,050	3,150	520	20	0.6	4	0.1
2011	7			IR	3,700	4,400	4,300	3,150	520	28	0.8	6	0.2
2012	7			IR	3,700	4,400	4,300	3,150	520	24	0.7	6	0.2
2013	7			CTR	3,900	4,750	4,900	3,300	550	13	0.3	1	0.0
2014	7			CTR	3,900	4,750	4,800	3,300	550	27	0.7	4	0.1
2015	7			CTR	3,900	4,750	4,800	3,300	550	21	0.6	2	0.1
2016	7			CTR	3,950	4,800	4,850	3,350	550	23	0.6	2	0.1
2017	7			CTR	3,950	5,300	5,250	3,200	550	18	0.5	4	0.1
2018	7			CTR	3,950	5,300	5,250	3,200	550	22	0.6	2	0.1
2019	7			CTR	4,000	5,350	5,300	3,250	560	28	0.7	5	0.1
2021	7			CTR	3,850	5,000	5,000	3,150	540	12	0.3	3	0.1
2004	7	11.7 KM W OF MOUNTAIN GROVE RD	13.7	IR	3,800	4,700	4,200	3,200	530	11	0.6	0	0.0
2005	7			IR	3,850	4,650	4,200	3,300	540	9	0.5	0	0.0
2006	7			IR	4,100	4,950	4,500	3,500	360	13	0.6	4	0.2
2007	7			IR	3,650	4,400	4,400	3,100	330	9	0.5	1	0.1
2008	7			IR	3,950	4,800	4,700	3,400	360	8	0.4	1	0.1
2009	7			IR	3,900	4,700	4,250	3,300	350	11	0.6	2	0.1
2010	7			IR	3,550	4,250	3,850	3,000	320	5	0.3	2	0.1
2011	7			IR	3,700	4,400	4,300	3,150	330	6	0.3	3	0.2
2012	7			IR	3,700	4,400	4,300	3,150	330	13	0.7	6	0.3
2013	7			CTR	3,550	4,300	4,450	3,000	320	8	0.5	2	0.1
2014	7			CTR	3,600	4,400	4,450	3,050	320	16	0.9	1	0.1
2015	7			CTR	3,600	4,400	4,450	3,050	320	7	0.4	1	0.1
2016	7			CTR	3,600	4,400	4,450	3,050	320	8	0.4	0	0.0
2017	7			CTR	3,650	4,900	4,850	2,950	330	11	0.6	2	0.1
2018	7			CTR	3,650	4,850	4,850	2,950	330	13	0.7	2	0.1
2019	7			CTR	3,650	4,850	4,850	2,950	330	13	0.7	0	0.0
2021	7			CTR	3,500	4,550	4,550	2,850	320	9	0.5	2	0.1
1988	7	HWY 41 (N) HASTINGS RD 41 (S)	22.0	IR	4,800	6,250	5,300	3,850	910	30	0.8	1	0.0
1989	7			IR	4,950	6,400	5,500	4,050	590	34	0.9	15	0.4
1990	7			LR	4,550	7,950	6,300	2,850	1,000	38	1.0	3	0.1
1991	7			LR	4,700	8,250	6,550	2,950	1,050	34	0.9	4	0.1
1992	7			LR	4,900	7,900	6,300	3,250	1,100	38	1.0	15	0.4
1993	7			LR	5,000	8,050	6,450	3,250	1,100	15	0.4	0	0.0
1994	7			LR	5,000	8,200	6,600	3,250	950	21	0.5	4	0.1
1995	7			LR	5,050	8,500	6,850	3,300	960	32	0.8	5	0.1
1996	7			LR	5,100	8,550	6,850	3,400	970	27	0.7	5	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1997	7			LR	5,150	8,650	6,950	3,450	980	26	0.6	6	0.1
1998	7			LR	5,200	8,600	6,900	3,450	990	27	0.6	1	0.0
1999	7			LR	5,000	8,200	6,600	3,300	950	27	0.7	0	0.0
2000	7			LR	5,250	8,500	6,850	3,500	1,000	35	0.8	4	0.1
2001	7			LR	4,650	7,600	6,050	3,100	880	23	0.6	2	0.1
2002	7			LR	4,950	8,050	6,450	3,350	640	23	0.6	2	0.1
2003	7			LR	4,950	7,850	6,300	3,350	640	24	0.6	3	0.1
2004	7			LR	4,900	8,000	6,400	3,300	640	22	0.6	4	0.1
2005	7			LR	4,550	7,100	5,750	3,100	590	31	0.8	4	0.1
2006	7			LR	4,150	6,450	5,200	2,800	540	20	0.6	0	0.0
2007	7			LR	4,250	6,650	6,400	2,850	550	24	0.7	1	0.0
2008	7			LR	4,050	6,300	6,150	2,750	530	21	0.6	1	0.0
2009	7			LR	4,200	6,400	5,200	2,850	550	21	0.6	3	0.1
2010	7			LR	4,300	6,450	5,250	2,900	560	18	0.5	3	0.1
2011	7			LR	4,100	6,350	5,950	2,850	530	17	0.5	1	0.0
2012	7			LR	4,200	6,250	6,100	2,900	550	21	0.6	1	0.0
2013	7			LR	4,200	6,300	7,150	2,850	550	11	0.3	0	0.0
2014	7			LR	4,000	6,000	6,100	2,700	520	14	0.4	2	0.1
2015	7			LR	3,900	5,850	5,950	2,650	510	18	0.6	2	0.1
2016	7			LR	3,850	5,750	5,850	2,600	500	15	0.5	3	0.1
2017	7			LR	3,800	5,500	5,500	2,850	490	11	0.4	2	0.1
2018	7			LR	3,700	5,400	5,300	2,800	480	30	1.0	3	0.1
2019	7			LR	3,650	5,350	5,300	2,700	470	15	0.5	2	0.1
2021	7			LR	3,550	4,950	4,900	2,650	460	15	0.5	0	0.0
1988	7	HWY 37 (S)	10.7	IR	2,850	3,700	3,150	2,300	200	12	1.1	2	0.2
1989	7			IR	2,950	3,800	3,250	2,400	210	8	0.7	0	0.0
1990	7			IR	3,050	3,850	3,400	2,500	460	7	0.6	1	0.1
1991	7			IR	3,200	4,050	3,550	2,650	480	13	1.0	1	0.1
1992	7			IR	3,100	3,800	3,400	2,650	460	9	0.7	0	0.0
1993	7			IR	3,100	3,800	3,200	2,550	460	17	1.4	3	0.2
1994	7			IR	3,150	3,900	3,450	2,650	600	12	1.0	1	0.1
1995	7			IR	3,200	3,950	3,550	2,750	610	9	0.7	0	0.0
1996	7			IR	3,250	4,050	3,650	2,750	620	14	1.1	3	0.2
1997	7			LR	3,300	5,550	4,450	2,200	630	12	0.9	2	0.2
1998	7			LR	3,150	5,200	4,200	2,100	600	11	0.9	2	0.2
1999	7			LR	3,250	5,350	4,300	2,150	620	13	1.0	1	0.1
2000	7			LR	3,250	5,250	4,250	2,150	620	11	0.9	1	0.1
2001	7			IR	3,250	4,000	3,600	2,750	550	11	0.9	2	0.2
2002	7			IR	3,250	4,000	3,600	2,750	550	15	1.2	3	0.2
2003	7			IR	3,300	4,000	3,650	2,800	560	17	1.3	4	0.3
2004	7			IR	3,300	4,100	3,650	2,800	560	14	1.1	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2005	7			IR	3,300	4,000	3,600	2,800	560	12	0.9	0	0.0
2006	7			IR	3,300	4,000	3,600	2,800	560	10	0.8	0	0.0
2007	7			IR	3,300	4,000	4,000	2,800	560	17	1.3	3	0.2
2008	7			IR	3,350	4,050	4,000	2,850	470	11	0.8	0	0.0
2009	7			IR	3,350	4,000	3,650	2,850	470	7	0.5	1	0.1
2010	7			IR	3,350	4,000	3,650	2,850	470	9	0.7	1	0.1
2011	7			IR	3,350	4,000	3,900	2,850	470	6	0.5	1	0.1
2012	7			IR	3,600	4,300	4,150	3,100	500	11	0.8	1	0.1
2013	7			CTR	3,900	4,750	4,900	3,300	550	13	0.9	3	0.2
2014	7			CTR	3,550	4,350	4,350	3,000	500	9	0.7	0	0.0
2015	7			CTR	3,550	4,350	4,350	3,000	500	6	0.4	0	0.0
2016	7			CTR	3,600	4,400	4,450	3,050	500	5	0.4	1	0.1
2017	7			CTR	3,600	4,800	4,800	2,950	500	5	0.4	0	0.0
2018	7			CTR	3,600	4,800	4,800	2,950	500	11	0.8	2	0.1
2019	7			CTR	3,650	4,850	4,850	2,950	510	8	0.6	1	0.1
2021	7			CTR	3,700	4,800	4,800	3,000	520	7	0.5	0	0.0
1988	7	PIGDEN RD (N) ST LAWRENCE STREET E. (S)	2.8	IR	2,600	3,400	2,850	2,100	180	2	0.7	0	0.0
1989	7			IR	2,700	3,500	3,000	2,200	190	1	0.4	0	0.0
1990	7			IR	2,800	3,550	3,100	2,300	390	2	0.7	0	0.0
1991	7			IR	2,950	3,700	3,250	2,450	500	3	1.0	0	0.0
1992	7			IR	3,000	3,700	3,300	2,550	420	5	1.6	0	0.0
1993	7			IR	3,000	3,700	3,100	2,450	420	3	1.0	0	0.0
1994	7			IR	3,050	3,750	3,350	2,550	580	4	1.3	0	0.0
1995	7			IR	3,150	3,900	3,450	2,700	600	4	1.2	0	0.0
1996	7			IR	3,200	3,950	3,550	2,750	610	1	0.3	0	0.0
1997	7			LR	3,300	5,550	4,450	2,200	630	3	0.9	1	0.3
1998	7			LR	3,150	5,200	4,200	2,100	600	3	0.9	0	0.0
1999	7			LR	3,100	5,100	4,100	2,050	590	3	0.9	0	0.0
2000	7			LR	3,000	4,850	3,900	2,000	570	2	0.6	0	0.0
2001	7			LR	2,950	4,850	3,850	1,950	560	1	0.3	0	0.0
2002	7			LR	2,900	4,750	3,800	1,950	350	2	0.7	0	0.0
2003	7			LR	2,950	4,650	3,750	2,000	350	4	1.3	1	0.3
2004	7			LR	2,850	4,650	3,700	1,900	340	2	0.7	0	0.0
2005	7			LR	2,900	4,550	3,650	1,950	350	5	1.7	0	0.0
2006	7			LR	2,950	4,600	3,700	2,000	350	10	3.3	1	0.3
2007	7			IR	2,950	3,550	3,550	2,500	350	4	1.3	2	0.7
2008	7			IR	3,200	3,900	3,800	2,750	380	0	0.0	0	0.0
2009	7			IR	3,350	4,000	3,650	2,850	400	5	1.4	1	0.3
2010	7			IR	3,500	4,150	3,800	3,000	420	5	1.4	0	0.0
2011	7			IR	3,100	3,700	3,600	2,650	370	4	1.2	0	0.0
2012	7			IR	3,800	4,500	4,400	3,250	460	4	1.0	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2013	7			CTR	3,700	4,500	4,650	3,150	440	3	0.8	1	0.3
2014	7			CTR	3,350	4,100	4,100	2,850	400	2	0.6	0	0.0
2015	7			CTR	3,400	4,150	4,200	2,900	410	4	1.1	1	0.3
2016	7			CTR	3,400	4,150	4,200	2,900	410	1	0.3	0	0.0
2017	7			CTR	3,450	4,600	4,600	2,800	410	2	0.6	0	0.0
2018	7			CTR	3,450	4,600	4,600	2,800	410	0	0.0	0	0.0
2019	7			CTR	3,450	4,600	4,600	2,800	410	4	1.1	0	0.0
2021	7			CTR	3,500	4,550	4,550	2,850	420	2	0.6	0	0.0
1988	7	HWY 62	16.3	IR	2,700	3,500	2,950	2,150	190	17	1.1	3	0.2
1989	7			IR	2,900	3,750	3,200	2,400	200	22	1.3	4	0.2
1990	7			IR	3,100	3,950	3,450	2,550	430	12	0.7	2	0.1
1991	7			IR	3,200	4,050	3,550	2,650	580	17	0.9	0	0.0
1992	7			IR	3,100	3,800	3,400	2,650	430	16	0.9	0	0.0
1993	7			IR	3,100	3,800	3,200	2,550	430	21	1.1	2	0.1
1994	7			IR	3,100	3,800	3,400	2,600	590	15	0.8	1	0.1
1995	7			IR	3,100	3,800	3,400	2,650	590	18	1.0	0	0.0
1996	7			IR	3,150	3,900	3,500	2,700	600	21	1.1	2	0.1
1997	7			LR	3,300	5,550	4,450	2,200	630	23	1.2	3	0.2
1998	7			LR	3,150	5,200	4,200	2,100	600	26	1.4	3	0.2
1999	7			LR	3,250	5,350	4,300	2,150	620	18	0.9	1	0.1
2000	7			LR	3,250	5,250	4,250	2,150	620	25	1.3	1	0.1
2001	7			IR	3,300	4,100	3,650	2,800	630	13	0.7	1	0.1
2002	7			IR	3,350	4,150	3,700	2,850	470	26	1.3	0	0.0
2003	7			IR	3,350	4,050	3,700	2,850	470	19	1.0	2	0.1
2004	7			IR	3,400	4,200	3,750	2,850	480	22	1.1	1	0.0
2005	7			IR	3,450	4,150	3,800	2,950	380	34	1.7	3	0.1
2006	7			IR	3,450	4,150	3,750	2,950	380	21	1.0	1	0.0
2007	7			IR	3,500	4,250	4,250	2,950	380	23	1.1	2	0.1
2008	7			IR	3,500	4,250	4,150	3,000	320	19	0.9	3	0.1
2009	7			IR	3,550	4,250	3,850	3,000	320	16	0.8	1	0.0
2010	7			IR	3,600	4,300	3,900	3,050	320	7	0.3	1	0.0
2011	7			IR	3,600	4,300	4,200	3,050	320	15	0.7	2	0.1
2012	7			IR	3,800	4,500	4,400	3,250	340	13	0.6	0	0.0
2013	7			CR	4,100	4,900	5,050	3,450	370	11	0.5	1	0.0
2014	7			CR	3,800	4,500	4,450	3,250	340	12	0.5	0	0.0
2015	7			CR	3,850	4,550	4,500	3,300	350	8	0.3	0	0.0
2016	7			CR	3,900	4,600	4,550	3,300	350	13	0.6	2	0.1
2017	7			CR	3,950	4,600	4,600	3,550	360	11	0.5	1	0.0
2018	7			CR	3,950	4,600	4,600	3,550	360	14	0.6	4	0.2
2019	7			CR	4,000	4,650	4,650	3,600	360	13	0.5	1	0.0
2021	7			CR	4,100	4,700	4,750	3,700	370	8	0.3	1	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2021	7	MARMORA E LTS MALONEY ST START OF NA	1.3										
1988	7	CROWE R BR (N)	16.3	IR	5,100	6,650	5,600	4,100	460	17	0.6	0	0.0
1989	7			IR	5,350	6,900	5,950	4,400	480	10	0.3	1	0.0
1990	7			IR	5,700	7,250	6,350	4,650	510	19	0.6	3	0.1
1991	7			IR	5,900	7,450	6,550	4,900	530	18	0.5	4	0.1
1992	7			IR	5,900	7,250	6,500	5,000	530	26	0.7	2	0.1
1993	7			IR	5,900	7,250	6,100	4,850	530	22	0.6	1	0.0
1994	7			IR	5,850	7,200	6,450	4,900	530	19	0.5	1	0.0
1995	7			IR	5,500	6,750	6,050	4,700	500	29	0.9	3	0.1
1996	7			LT	5,950	8,400	8,200	4,350	540	14	0.4	3	0.1
1997	7			LT	6,100	8,600	8,400	4,500	550	15	0.4	0	0.0
1998	7			LT	6,200	8,700	8,500	4,550	560	18	0.5	1	0.0
1999	7			LT	5,500	7,650	7,500	4,000	500	20	0.6	3	0.1
2000	7			LT	5,500	7,650	7,500	4,000	500	21	0.6	3	0.1
2001	7			LT	5,350	7,500	7,300	3,900	800	23	0.7	0	0.0
2002	7			LT	5,100	7,150	6,950	3,750	760	19	0.6	4	0.1
2003	7			LT	5,150	7,100	6,950	3,800	770	26	0.8	4	0.1
2004	7			LT	5,050	7,050	6,900	3,700	760	26	0.9	4	0.1
2005	7			LT	4,850	6,650	6,500	3,550	680	22	0.8	2	0.1
2006	7			LT	4,150	5,700	5,550	3,050	580	22	0.9	0	0.0
2007	7			LT	4,450	6,100	6,300	3,250	440	21	0.8	1	0.0
2008	7			IR	4,700	5,700	5,600	4,000	800	16	0.6	1	0.0
2009	7			IR	5,100	6,100	5,550	4,350	870	28	0.9	1	0.0
2010	7			IR	5,300	6,300	5,750	4,500	900	18	0.6	2	0.1
2011	7			IR	5,150	6,150	6,000	4,400	880	9	0.3	0	0.0
2012	7			IR	5,600	6,650	6,500	4,800	950	19	0.6	2	0.1
2013	7			IR	5,700	6,800	7,300	4,850	970	16	0.5	1	0.0
2014	7			CTR	5,600	6,850	6,900	4,750	710	17	0.5	2	0.1
2015	7			CTR	4,950	6,050	6,100	4,200	630	24	0.8	1	0.0
2016	7			CTR	4,900	6,000	6,050	4,150	620	22	0.8	2	0.1
2017	7			CTR	4,900	6,550	6,500	4,000	620	24	0.8	0	0.0
2018	7			CTR	4,850	6,500	6,450	3,950	620	15	0.5	0	0.0
2019	7			CTR	4,800	6,400	6,350	3,900	610	24	0.8	0	0.0
2021	7			CTR	4,750	6,200	6,150	3,900	620	21	0.7	5	0.2
2021	7	HAVELOCK E LT C8 9 MARY ST START OF NA	1.8										
1988	7	RAILWAY CROSSING	9.1	IR	6,750	8,800	7,450	5,400	610	14	0.6	3	0.1
1989	7			IR	7,000	9,050	7,750	5,750	770	17	0.7	5	0.2
1990	7			IR	7,650	9,700	8,500	6,250	840	15	0.6	2	0.1
1991	7			IR	7,900	9,950	8,750	6,550	870	16	0.6	0	0.0
1992	7			IR	7,400	9,100	8,150	6,300	810	22	0.9	5	0.2
1993	7			IR	7,400	9,100	7,650	6,050	810	15	0.6	2	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1994	7			IR	5,850	7,200	6,450	4,900	640	16	0.8	0	0.0
1995	7			IR	5,500	6,750	6,050	4,700	600	16	0.9	2	0.1
1996	7			LT	5,950	8,400	8,200	4,350	650	11	0.6	2	0.1
1997	7			LT	6,100	8,600	8,400	4,500	730	12	0.6	2	0.1
1998	7			LT	6,200	8,700	8,500	4,550	740	11	0.5	0	0.0
1999	7			LT	6,300	8,750	8,550	4,600	760	14	0.7	3	0.1
2000	7			LT	6,450	9,000	8,800	4,700	770	20	0.9	2	0.1
2001	7			LT	6,700	9,400	9,100	4,900	940	18	0.8	1	0.0
2002	7			LT	6,700	9,350	9,100	4,900	670	12	0.5	0	0.0
2003	7			LT	7,000	9,650	9,400	5,150	980	10	0.4	1	0.0
2004	7			LT	7,100	9,950	9,650	5,200	990	13	0.5	0	0.0
2005	7			IR	7,400	8,950	8,100	6,300	1,050	21	0.9	1	0.0
2006	7			IR	7,450	9,000	8,150	6,350	820	10	0.4	1	0.0
2007	7			IR	7,600	9,200	9,200	6,450	840	20	0.8	0	0.0
2008	7			IR	7,750	9,400	9,200	6,600	780	18	0.7	2	0.1
2009	7			IR	7,900	9,500	8,600	6,700	790	14	0.5	0	0.0
2010	7			IR	8,050	9,600	8,750	6,850	800	13	0.5	0	0.0
2011	7			IR	8,200	9,800	9,600	7,000	820	18	0.7	3	0.1
2012	7			IR	8,350	9,950	9,650	7,150	840	11	0.4	4	0.1
2013	7			IR	8,500	10,100	10,900	7,250	850	13	0.5	2	0.1
2014	7			IR	8,650	10,300	10,300	7,350	860	10	0.3	0	0.0
2015	7			IR	8,800	10,500	10,500	7,500	880	15	0.5	4	0.1
2016	7			IR	8,950	10,700	10,700	7,600	900	8	0.3	0	0.0
2017	7			IR	9,000	10,600	10,600	8,050	900	10	0.3	2	0.1
2018	7			IR	9,250	10,900	10,900	8,250	920	5	0.2	0	0.0
2019	7			IR	9,400	11,000	11,000	8,400	940	11	0.4	3	0.1
2021	7			IR	9,700	11,300	11,400	8,650	970	8	0.2	1	0.0
1988	7	PETERBOROUGH RD 45	9.9	IR	6,550	8,500	7,200	5,250	980	21	0.9	0	0.0
1989	7			IR	7,000	9,050	7,750	5,750	1,050	28	1.1	3	0.1
1990	7			IR	7,450	9,450	8,250	6,100	1,100	30	1.1	4	0.1
1991	7			IR	7,700	9,700	8,550	6,400	1,150	27	1.0	5	0.2
1992	7			IR	7,200	8,850	7,900	6,100	860	27	1.0	3	0.1
1993	7			SC	6,800	7,550	8,300	6,050	820	18	0.7	1	0.0
1994	7			SC	7,000	7,300	8,050	6,450	840	19	0.8	4	0.2
1995	7			SC	7,200	7,550	8,350	6,550	860	26	1.0	1	0.0
1996	7			LT	7,400	10,400	10,200	5,450	890	24	0.9	1	0.0
1997	7			LT	7,950	11,200	11,000	5,900	870	19	0.7	4	0.1
1998	7			LT	8,150	11,400	11,200	5,950	900	18	0.6	0	0.0
1999	7			LT	7,600	10,600	10,300	5,550	840	26	0.9	3	0.1
2000	7			LT	7,700	10,700	10,500	5,600	1,100	15	0.5	1	0.0
2001	7			LT	7,700	10,800	10,500	5,650	1,100	20	0.7	3	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2002	7			LT	7,750	10,800	10,600	5,700	850	25	0.9	3	0.1
2003	7			LT	7,750	10,700	10,400	5,700	1,150	12	0.4	1	0.0
2004	7			LT	7,900	11,100	10,800	5,800	1,200	39	1.4	3	0.1
2005	7			IC	7,800	8,650	8,750	6,900	940	21	0.7	1	0.0
2006	7			IC	8,050	8,950	9,050	7,150	970	14	0.5	2	0.1
2007	7			IC	8,100	9,000	9,300	7,150	1,400	20	0.7	0	0.0
2008	7			CR	8,150	9,850	9,800	6,850	1,400	24	0.8	4	0.1
2009	7			CR	8,200	9,850	9,500	6,950	1,400	15	0.5	1	0.0
2010	7			CR	8,250	9,900	9,550	7,000	1,400	12	0.4	0	0.0
2011	7			CR	8,300	9,650	9,800	7,400	1,400	15	0.5	1	0.0
2012	7			CR	9,700	11,600	11,400	8,200	1,650	12	0.3	1	0.0
2013	7			CR	10,000	12,000	12,300	8,450	1,700	16	0.4	1	0.0
2014	7			CTR	10,000	12,200	12,300	8,500	1,700	19	0.5	0	0.0
2015	7			CTR	9,300	11,300	11,400	7,900	1,600	22	0.7	0	0.0
2016	7			CTR	9,400	11,500	11,600	8,000	1,600	28	0.8	3	0.1
2017	7			CTR	9,550	12,800	12,700	7,800	1,600	17	0.5	1	0.0
2018	7			CTR	9,650	12,900	12,800	7,850	1,650	16	0.5	1	0.0
2019	7			CTR	9,750	13,000	12,900	7,950	1,650	25	0.7	5	0.1
2021	7			CTR	9,950	13,000	12,900	8,100	1,700	20	0.6	2	0.1
1988	7	PETERBOROUGH RD 38 (TO WARSAW)	5.5	CR	7,300	9,350	8,750	6,050	730	8	0.5	0	0.0
1989	7			CR	8,000	10,200	9,500	6,700	800	7	0.4	2	0.1
1990	7			CR	8,600	10,700	9,900	7,750	690	6	0.3	0	0.0
1991	7			CR	8,850	10,900	10,200	7,950	710	3	0.2	0	0.0
1992	7			CR	8,700	10,700	9,900	7,850	700	9	0.5	1	0.1
1993	7			SC	8,700	9,650	10,600	7,750	700	12	0.7	2	0.1
1994	7			SC	8,950	9,300	10,300	8,250	720	9	0.5	1	0.1
1995	7			SC	9,250	9,650	10,700	8,400	740	8	0.4	0	0.0
1996	7			IC	10,000	11,200	11,300	8,900	800	13	0.6	1	0.0
1997	7			IC	10,100	11,300	11,400	8,900	810	10	0.5	3	0.1
1998	7			IC	10,300	11,500	11,500	9,150	820	7	0.3	2	0.1
1999	7			IC	9,450	10,600	10,600	8,400	760	9	0.5	2	0.1
2000	7			IC	9,600	10,800	10,800	8,550	1,350	11	0.6	1	0.1
2001	7			IC	9,600	10,700	10,800	8,500	1,350	16	0.8	3	0.2
2002	7			IC	9,700	10,800	10,900	8,550	1,350	12	0.6	0	0.0
2003	7			IC	9,750	10,900	11,000	8,650	1,050	6	0.3	1	0.1
2004	7			IC	9,900	11,100	11,100	8,750	1,100	4	0.2	0	0.0
2005	7			CR	9,900	12,000	11,500	8,350	1,100	8	0.4	0	0.0
2006	7			CR	9,950	12,100	11,600	8,400	1,100	4	0.2	0	0.0
2007	7			CR	10,000	12,100	12,100	8,450	1,100	9	0.4	0	0.0
2008	7			CR	10,000	12,100	12,000	8,450	600	11	0.5	2	0.1
2009	7			CR	10,100	12,100	11,700	8,600	610	14	0.7	1	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2010	7			CR	10,100	12,100	11,700	8,550	610	5	0.2	2	0.1
2011	7			CR	10,100	11,800	11,900	9,000	610	12	0.6	2	0.1
2012	7			CR	11,200	13,400	13,200	9,450	670	9	0.4	0	0.0
2013	7			CR	12,000	14,400	14,800	10,100	720	10	0.4	1	0.0
2014	7			CTR	11,800	14,400	14,500	10,000	710	11	0.5	3	0.1
2015	7			CTR	11,100	13,500	13,700	9,450	670	8	0.4	0	0.0
2016	7			CTR	11,200	13,700	13,800	9,500	670	9	0.4	0	0.0
2017	7			CTR	11,300	15,100	15,000	9,200	680	10	0.4	0	0.0
2018	7			CTR	11,400	15,200	15,200	9,300	680	11	0.5	1	0.0
2019	7			CTR	11,400	15,200	15,100	9,300	680	12	0.5	0	0.0
2021	7			CTR	11,600	15,100	15,000	9,450	700	10	0.4	0	0.0
1988	7	OTONABEE TWP RD C 3 4 SETTLERS LINE	4.2	CR	7,800	10,000	9,350	6,450	1,100	13	1.1	1	0.1
1989	7			CR	8,600	11,000	10,200	7,200	1,100	14	1.1	0	0.0
1990	7			CR	9,400	11,700	10,800	8,450	1,200	11	0.8	2	0.1
1991	7			CR	9,700	11,900	11,200	8,750	1,250	8	0.5	1	0.1
1992	7			CR	9,700	11,900	11,100	8,750	1,050	12	0.8	1	0.1
1993	7			CR	9,700	11,900	11,200	8,750	1,050	14	1.0	0	0.0
1994	7			CR	10,000	12,300	11,400	9,000	1,100	7	0.5	0	0.0
1995	7			CR	10,300	12,800	12,200	8,850	1,150	11	0.7	2	0.1
1996	7			CR	10,400	12,900	12,200	8,900	1,150	14	0.9	5	0.3
1997	7			CR	11,000	13,600	13,000	9,350	1,550	7	0.4	3	0.2
1998	7			CR	11,400	14,000	13,300	9,700	1,600	11	0.6	2	0.1
1999	7			CR	11,800	14,500	13,800	10,000	1,650	7	0.4	2	0.1
2000	7			CR	12,100	14,900	14,200	10,300	1,450	9	0.5	1	0.1
2001	7			CR	10,900	13,400	12,800	9,200	1,300	9	0.5	2	0.1
2002	7			CR	10,900	13,400	12,800	9,200	1,300	12	0.7	2	0.1
2003	7			CR	10,800	13,200	12,600	9,150	1,300	17	1.0	0	0.0
2004	7			CR	10,300	12,700	12,100	8,700	1,250	14	0.9	3	0.2
2005	7			CR	10,400	12,600	12,100	8,750	1,250	19	1.2	2	0.1
2006	7			CR	10,500	12,700	12,200	8,850	1,250	9	0.6	0	0.0
2007	7			CR	10,500	12,700	12,700	8,850	1,250	12	0.8	2	0.1
2008	7			CR	10,600	12,800	12,700	8,950	1,250	6	0.4	2	0.1
2009	7			CR	10,700	12,800	12,400	9,100	1,300	8	0.5	0	0.0
2010	7			CR	10,700	12,800	12,400	9,050	1,300	13	0.8	2	0.1
2011	7			IR	10,800	12,900	12,600	9,200	1,300	6	0.4	0	0.0
2012	7			IR	11,900	14,200	13,800	10,200	1,450	3	0.2	0	0.0
2013	7			IR	12,400	14,800	15,800	10,600	1,500	5	0.3	0	0.0
2014	7			CTR	12,400	15,100	15,300	10,500	1,500	6	0.3	0	0.0
2015	7			CTR	11,500	14,000	14,100	9,800	1,400	4	0.2	0	0.0
2016	7			CTR	11,500	14,000	14,100	9,800	1,400	15	0.9	1	0.1
2017	7			CTR	11,600	15,500	15,400	9,450	1,400	7	0.4	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2018	7			CTR	11,600	15,500	15,400	9,450	1,400	9	0.5	1	0.1
2019	7			CTR	11,700	15,600	15,500	9,500	1,400	11	0.6	4	0.2
2021	7			CTR	11,700	15,300	15,200	9,550	940	7	0.4	0	0.0
1988	7	HWY 28 (N) CTY RD 34 HERITAGE LINE (S)	5.5	CR	11,200	14,300	13,400	9,300	1,250	23	1.0	2	0.1
1989	7			CR	11,500	14,700	13,700	9,650	1,250	30	1.3	9	0.4
1990	7			CR	11,900	14,800	13,700	10,700	1,300	19	0.8	0	0.0
1991	7			CR	12,400	15,300	14,300	11,200	1,350	22	0.9	0	0.0
1992	7			CR	11,500	14,100	13,100	10,400	1,250	25	1.1	2	0.1
1993	7			CR	11,500	14,100	13,200	10,400	1,250	32	1.4	0	0.0
1994	7			CR	12,100	14,900	13,800	10,900	1,350	18	0.7	1	0.0
1995	7			CR	12,200	15,100	14,400	10,500	1,200	23	0.9	1	0.0
1996	7			CR	12,800	15,800	15,000	10,900	1,300	16	0.6	8	0.3
1997	7			CR	12,500	15,500	14,800	10,600	1,400	24	1.0	5	0.2
1998	7			CR	12,600	15,500	14,700	10,700	1,400	23	0.9	0	0.0
1999	7			CR	13,200	16,200	15,400	11,200	1,450	29	1.1	2	0.1
2000	7			CR	13,400	16,500	15,700	11,400	1,350	18	0.7	0	0.0
2001	7			CR	13,600	16,700	15,900	11,500	1,350	17	0.6	2	0.1
2002	7			CR	14,000	17,200	16,400	11,800	1,400	24	0.9	4	0.1
2003	7			CR	14,100	17,200	16,500	11,900	1,550	13	0.5	0	0.0
2004	7			CR	14,300	17,600	16,800	12,100	1,550	27	0.9	7	0.2
2005	7			CR	14,500	17,600	16,900	12,200	1,600	19	0.7	1	0.0
2006	7			CR	17,200	20,900	20,000	14,500	1,900	29	0.8	3	0.1
2007	7			CR	17,700	21,400	21,400	14,900	1,950	23	0.6	3	0.1
2008	7			CR	18,100	21,900	21,700	15,300	2,000	12	0.3	0	0.0
2009	7			CR	18,600	22,300	21,600	15,800	2,050	17	0.5	1	0.0
2010	7			CR	19,000	22,800	22,000	16,100	2,100	8	0.2	2	0.1
2011	7			IR	17,000	20,300	19,900	14,500	1,850	17	0.5	0	0.0
2012	7			IR	17,200	20,500	19,900	14,700	1,900	11	0.3	1	0.0
2013	7			IR	17,700	21,100	22,600	15,100	1,950	12	0.3	0	0.0
2014	7			IR	19,000	22,600	22,700	16,200	2,100	9	0.2	0	0.0
2015	7			IR	19,400	23,100	23,100	16,500	2,150	4	0.1	2	0.1
2016	7			IR	19,800	23,600	23,600	16,900	2,200	11	0.3	2	0.1
2017	7			IR	20,200	24,500	24,400	17,200	2,200	14	0.3	4	0.1
2018	7			IR	20,500	24,900	24,800	17,400	2,250	11	0.3	1	0.0
2019	7			IR	20,900	25,400	25,300	17,800	2,300	17	0.4	3	0.1
2021	7			IR	21,700	26,000	25,900	18,500	2,400	10	0.2	2	0.0
1988	7	OTONABEE TWP RD C 10 11 BURNHAM LINE	1.8	CR	13,400	17,200	16,100	11,100	1,350	24	2.7	3	0.3
1989	7			CR	13,400	17,200	15,900	11,300	1,350	19	2.2	2	0.2
1990	7			IR	14,100	17,900	15,700	11,600	1,400	24	2.6	3	0.3
1991	7			IR	14,600	18,400	16,200	12,100	1,150	26	2.7	4	0.4
1992	7			IR	13,500	16,600	14,900	11,500	1,100	20	2.3	3	0.3

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1993	7			IR	13,500	16,600	14,000	11,000	1,100	17	1.9	1	0.1
1994	7			IR	13,100	16,100	14,400	11,000	1,050	21	2.5	4	0.5
1995	7			IR	13,000	16,000	14,300	11,100	1,050	15	1.8	1	0.1
1996	7			IR	11,400	14,200	12,700	9,700	910	18	2.4	5	0.7
1997	7			IR	12,900	16,100	14,400	11,000	1,050	16	1.9	1	0.1
1998	7			IR	12,900	16,000	14,400	10,800	1,050	19	2.3	4	0.5
1999	7			IR	17,000	21,100	18,900	14,300	1,350	15	1.4	0	0.0
2000	7			IR	17,200	21,100	19,000	14,500	1,550	13	1.2	0	0.0
2001	7			IR	16,500	20,400	18,300	13,900	1,800	23	2.1	1	0.1
2002	7			IR	17,700	21,800	19,600	15,000	1,600	12	1.0	3	0.3
2003	7			IR	18,000	21,800	19,800	15,300	2,000	14	1.2	1	0.1
2004	7			IR	18,800	23,200	20,800	15,900	2,050	11	0.9	0	0.0
2005	7			IR	20,100	24,300	22,000	17,100	2,200	12	0.9	0	0.0
2006	7			IR	17,400	21,000	19,000	14,800	1,900	20	1.8	2	0.2
2007	7			IR	17,900	21,700	21,600	15,200	1,950	15	1.3	0	0.0
2008	7			IR	18,300	22,200	21,800	15,600	2,000	7	0.6	2	0.2
2009	7			IR	18,800	22,600	20,500	16,000	2,050	11	0.9	1	0.1
2010	7			IR	19,200	22,900	20,900	16,300	2,100	4	0.3	0	0.0
2011	7			IR	20,500	24,500	23,900	17,500	2,250	3	0.2	0	0.0
2012	7			IC	22,100	24,500	23,700	19,600	5,700	7	0.5	0	0.0
2013	7			CTR	23,000	28,000	28,900	19,500	5,250	5	0.3	0	0.0
2014	7			CTR	22,500	27,400	27,700	19,100	5,150	9	0.6	0	0.0
2015	7			CTR	23,000	28,100	28,300	19,600	5,250	7	0.5	0	0.0
2016	7			CTR	23,500	28,700	28,900	20,000	5,350	9	0.6	0	0.0
2017	7			CTR	24,000	32,100	31,900	19,600	5,450	13	0.8	1	0.1
2018	7			CTR	24,500	32,700	32,600	20,000	5,600	12	0.7	0	0.0
2019	7			CTR	25,000	33,300	33,200	20,300	5,700	13	0.8	2	0.1
2021	7			CTR	26,000	33,900	33,700	21,200	6,000	16	0.9	1	0.1
1988	7	LANSLOWNE ST (S) TELEVISION RD (N)	3.0	IR	7,900	10,300	8,700	6,300	1,200	8	0.9	1	0.1
1989	7			IR	8,450	10,900	9,400	6,950	1,250	3	0.3	0	0.0
1990	7			IR	9,050	11,500	10,000	7,400	1,350	8	0.8	0	0.0
1991	7			IR	9,300	11,700	10,300	7,700	740	12	1.2	2	0.2
1992	7			IR	9,600	11,800	10,600	8,150	770	13	1.2	4	0.4
1993	7			IR	9,900	12,200	10,200	8,100	790	6	0.6	1	0.1
1994	7			IR	10,500	12,900	11,600	8,800	840	12	1.1	0	0.0
1995	7			IR	11,100	13,700	12,200	9,450	890	12	1.0	0	0.0
1996	7			IR	12,000	14,900	13,400	10,200	1,550	12	0.9	3	0.2
1997	7			IR	12,100	15,100	13,600	10,300	1,450	8	0.6	0	0.0
1998	7			IR	12,300	15,300	13,800	10,300	1,500	6	0.4	1	0.1
1999	7			IR	12,600	15,600	14,000	10,600	1,500	10	0.7	0	0.0
2000	7			IR	13,000	15,900	14,400	11,000	1,550	1	0.1	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2001	7			IR	13,100	16,200	14,500	11,100	1,700	9	0.6	0	0.0
2002	7			IR	13,500	16,600	15,000	11,500	1,100	8	0.5	0	0.0
2003	7			IR	13,700	16,600	15,100	11,600	820	9	0.6	0	0.0
2004	7			IR	14,000	17,300	15,500	11,800	840	2	0.1	0	0.0
2005	7			IR	14,100	17,000	15,400	12,000	850	8	0.5	1	0.1
2006	7			IR	17,700	21,400	19,300	15,000	1,050	15	0.8	1	0.1
2007	7			IR	18,200	22,000	22,000	15,400	1,100	6	0.3	0	0.0
2008	7			IR	18,600	22,500	22,100	15,900	1,100	8	0.4	1	0.0
2009	7			IR	19,000	22,800	20,700	16,200	1,150	5	0.2	1	0.0
2010	7			IR	19,500	23,200	21,200	16,600	1,150	2	0.1	0	0.0
2011	7			IR	18,600	22,200	21,700	15,900	1,100	7	0.3	0	0.0
2012	7			IR	19,300	23,000	22,400	16,500	1,150	4	0.2	0	0.0
2013	7			IR	20,200	24,000	25,800	17,200	1,200	6	0.3	0	0.0
2014	7			IR	20,700	24,600	24,700	17,600	1,250	6	0.3	0	0.0
2015	7			IR	21,300	25,400	25,400	18,100	1,300	7	0.3	0	0.0
2016	7			IR	21,800	26,000	26,000	18,600	1,300	7	0.3	1	0.0
2017	7			IR	22,300	27,100	26,900	19,000	1,350	7	0.3	0	0.0
2018	7			IR	22,900	27,800	27,700	19,500	1,350	13	0.5	1	0.0
2019	7			IR	23,400	28,500	28,300	19,900	1,400	8	0.3	1	0.0
2021	7			IR	24,500	29,300	29,200	20,900	1,450	13	0.5	1	0.0
1988	7	BENSFORT RD IC	3.3	CR	11,900	15,200	14,300	9,900	1,450	5	0.3	1	0.1
1989	7			CR	12,300	15,700	14,600	10,300	1,500	3	0.2	0	0.0
1990	7			CR	13,300	16,500	15,300	12,000	1,600	7	0.4	0	0.0
1991	7			CR	13,800	17,000	15,900	12,400	1,650	8	0.5	1	0.1
1992	7			CR	12,600	15,500	14,400	11,300	1,500	15	1.0	1	0.1
1993	7			CR	12,600	15,500	14,500	11,300	1,500	10	0.7	0	0.0
1994	7			CR	14,400	17,700	16,400	13,000	1,750	9	0.5	1	0.1
1995	7			CR	14,900	18,500	17,600	12,800	1,800	8	0.4	1	0.1
1996	7			CR	15,400	19,000	18,100	13,100	1,850	4	0.2	0	0.0
1997	7			CR	15,900	19,700	18,800	13,500	1,450	11	0.6	0	0.0
1998	7			CR	16,400	20,200	19,200	13,900	1,500	7	0.4	0	0.0
1999	7			CR	18,400	22,600	21,500	15,600	1,650	8	0.4	3	0.1
2000	7			CR	19,400	23,900	22,700	16,500	1,550	4	0.2	0	0.0
2001	7			CR	20,300	25,000	23,800	17,100	1,600	5	0.2	0	0.0
2002	7			CR	22,000	27,000	25,800	18,500	1,300	8	0.3	0	0.0
2003	7			CR	22,200	27,000	26,000	18,800	1,350	13	0.5	1	0.0
2004	7			CR	23,200	28,500	27,200	19,600	1,400	6	0.2	0	0.0
2005	7			CR	24,100	29,200	28,100	20,300	1,450	6	0.2	0	0.0
2006	7			CR	25,100	30,400	29,200	21,200	1,500	7	0.2	2	0.1
2007	7			CR	26,000	31,500	31,500	21,900	1,550	5	0.2	0	0.0
2008	7			CR	27,000	32,700	32,400	22,800	1,600	6	0.2	1	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2009	7			CR	27,900	33,500	32,400	23,700	1,650	3	0.1	0	0.0
2010	7			CR	28,900	34,600	33,400	24,400	1,750	4	0.1	0	0.0
2011	7			CR	23,800	27,700	28,100	21,200	1,450	5	0.2	0	0.0
2012	7			CR	24,500	29,300	28,900	20,700	1,450	3	0.1	0	0.0
2013	7			CR	25,400	30,400	31,200	21,500	1,500	5	0.2	1	0.0
2014	7			CR	29,200	34,400	34,200	24,900	1,750	3	0.1	0	0.0
2015	7			CR	30,000	35,400	35,100	25,600	1,800	11	0.3	2	0.1
2016	7			CR	30,700	36,200	36,000	26,200	1,850	8	0.2	0	0.0
2017	7			CR	31,400	36,400	36,600	28,300	1,900	11	0.3	2	0.1
2018	7			CR	32,100	37,300	37,500	28,800	1,950	16	0.4	2	0.1
2019	7			CR	32,800	38,100	38,300	29,400	1,950	8	0.2	1	0.0
2021	7			CR	34,200	39,400	39,600	30,900	2,050	16	0.4	4	0.1
1988	7	HWY 7/115 PARKWAY	2.4	CR	13,000	16,600	15,600	10,800	1,450	3	0.3	1	0.1
1989	7			CR	14,100	18,000	16,800	11,800	1,550	1	0.1	0	0.0
1990	7			CR	15,100	18,700	17,400	13,600	1,650	7	0.5	0	0.0
1991	7			CR	15,100	18,600	17,400	13,600	1,650	4	0.3	1	0.1
1992	7			CR	15,300	18,800	17,400	13,800	1,700	4	0.3	1	0.1
1993	7			CR	15,800	19,400	18,200	14,200	1,750	5	0.4	0	0.0
1994	7			CR	16,000	19,700	18,200	14,400	1,750	2	0.1	0	0.0
1995	7			CR	16,200	20,100	19,100	13,900	1,800	3	0.2	2	0.1
1996	7			CR	16,300	20,100	19,100	13,900	1,800	6	0.4	5	0.3
1997	7			CR	16,500	20,500	19,500	14,000	1,300	5	0.3	0	0.0
1998	7			CR	16,600	20,400	19,400	14,100	1,350	0	0.0	0	0.0
1999	7			CR	18,700	23,000	21,900	15,900	1,500	2	0.1	1	0.1
2000	7			CR	19,100	23,500	22,300	16,200	1,550	0	0.0	0	0.0
2001	7			CR	19,600	24,100	23,000	16,600	1,550	3	0.2	0	0.0
2002	7			CR	20,500	25,200	24,000	17,300	1,450	6	0.3	0	0.0
2003	7			CR	20,500	25,000	24,000	17,300	1,450	6	0.3	1	0.1
2004	7			CR	20,900	25,700	24,500	17,700	1,650	11	0.6	2	0.1
2005	7			CR	21,200	25,700	24,700	17,900	1,700	12	0.6	0	0.0
2006	7			CR	21,700	26,300	25,200	18,300	1,750	12	0.6	0	0.0
2007	7			CR	22,300	27,000	27,000	18,800	1,800	8	0.4	1	0.1
2008	7			CR	22,900	27,700	27,500	19,300	1,850	11	0.5	3	0.1
2009	7			CR	23,500	28,200	27,300	20,000	1,900	9	0.4	3	0.1
2010	7			CR	24,100	28,900	27,900	20,400	1,950	8	0.4	0	0.0
2011	7			CR	24,600	28,700	29,000	21,900	1,950	12	0.6	1	0.0
2012	7			CR	25,100	30,100	29,600	21,200	2,000	16	0.7	3	0.1
2013	7			CR	25,600	30,700	31,500	21,600	2,050	9	0.4	0	0.0
2014	7			CR	26,200	30,900	30,700	22,300	2,100	3	0.1	1	0.0
2015	7			CR	26,700	31,500	31,300	22,700	2,150	9	0.4	0	0.0
2016	7			CR	27,200	32,100	31,900	23,200	2,200	4	0.2	2	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2017	7			CR	27,800	32,200	32,400	25,000	2,200	2	0.1	0	0.0
2018	7			CR	28,300	32,900	33,100	25,400	2,250	7	0.3	0	0.0
2019	7			CR	28,800	33,400	33,600	25,800	2,300	4	0.2	0	0.0
2021	7			CR	29,900	34,400	34,600	27,000	2,400	2	0.1	0	0.0
1988	7	PETERBOROUGH RD 11 AIRPORT RD IC	4.0	CR	13,000	16,600	15,600	10,800	1,450	3	0.2	0	0.0
1989	7			CR	14,100	18,000	16,800	11,800	1,550	7	0.3	0	0.0
1990	7			CR	15,100	18,700	17,400	13,600	1,650	0	0.0	0	0.0
1991	7			CR	15,100	18,600	17,400	13,600	1,650	2	0.1	0	0.0
1992	7			CR	15,300	18,800	17,400	13,800	1,700	2	0.1	0	0.0
1993	7			CR	15,800	19,400	18,200	14,200	1,750	5	0.2	0	0.0
1994	7			CR	16,000	19,700	18,200	14,400	1,750	5	0.2	0	0.0
1995	7			CR	16,200	20,100	19,100	13,900	1,800	2	0.1	0	0.0
1996	7			CR	16,300	20,100	19,100	13,900	1,800	3	0.1	1	0.0
1997	7			CR	16,500	20,500	19,500	14,000	1,300	1	0.0	0	0.0
1998	7			CR	16,600	20,400	19,400	14,100	1,350	1	0.0	0	0.0
1999	7			CR	18,700	23,000	21,900	15,900	1,500	2	0.1	0	0.0
2000	7			CR	19,100	23,500	22,300	16,200	1,550	0	0.0	0	0.0
2001	7			CR	19,600	24,100	23,000	16,600	1,550	3	0.1	0	0.0
2002	7			CR	20,500	25,200	24,000	17,300	1,450	7	0.2	0	0.0
2003	7			CR	20,500	25,000	24,000	17,300	1,450	11	0.4	1	0.0
2004	7			CR	21,300	26,200	25,000	18,000	1,700	11	0.4	0	0.0
2005	7			CR	21,500	26,100	25,100	18,100	1,700	8	0.3	0	0.0
2006	7			CR	22,000	26,700	25,600	18,600	1,750	7	0.2	1	0.0
2007	7			CR	22,600	27,400	27,300	19,000	1,800	21	0.6	0	0.0
2008	7			CR	23,600	28,600	28,300	19,900	1,900	14	0.4	0	0.0
2009	7			CR	23,800	28,600	27,600	20,200	1,900	12	0.3	0	0.0
2010	7			CR	24,400	29,200	28,200	20,600	1,950	4	0.1	0	0.0
2011	7			CR	25,000	29,100	29,500	22,200	2,000	11	0.3	1	0.0
2012	7			CR	25,600	30,700	30,200	21,600	2,050	4	0.1	0	0.0
2013	7			CR	26,200	31,400	32,200	22,200	2,100	6	0.2	0	0.0
2014	7			CR	9,450	11,100	11,100	8,050	660	5	0.4	0	0.0
2015	7			CR	24,000	28,300	28,100	20,400	1,700	11	0.3	1	0.0
2016	7			CR	24,300	28,600	28,500	20,700	1,700	13	0.4	0	0.0
2017	7			CR	24,700	28,600	28,800	22,200	1,750	11	0.3	0	0.0
2018	7			CR	25,000	29,100	29,200	22,400	1,750	19	0.5	6	0.2
2019	7			CR	25,400	29,500	29,700	22,800	1,800	8	0.2	2	0.1
2021	7			CR	26,000	29,900	30,100	23,500	1,800	8	0.2	0	0.0
1988	7	HWY 7 & S JCT HWY 115 IC	5.1	IC	6,150	7,150	6,950	5,400	550	11	1.0	2	0.2
1989	7			IC	6,700	7,700	7,550	5,950	600	4	0.3	0	0.0
1990	7			IC	7,300	8,300	8,200	6,500	660	3	0.2	0	0.0
1991	7			IC	7,500	8,500	8,300	6,700	750	8	0.6	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1992	7			IC	6,700	7,450	7,350	6,100	670	8	0.6	0	0.0
1993	7			IC	6,700	7,550	7,500	5,950	670	3	0.2	1	0.1
1994	7			IC	6,700	7,500	7,500	5,950	740	7	0.6	0	0.0
1995	7			IC	6,750	7,550	7,600	6,050	740	7	0.6	0	0.0
1996	7			CR	6,800	8,400	8,000	5,800	540	9	0.7	2	0.2
1997	7			CR	6,950	8,600	8,200	5,900	560	6	0.5	0	0.0
1998	7			CR	7,100	8,750	8,300	6,050	570	4	0.3	0	0.0
1999	7			CR	7,400	9,100	8,650	6,300	590	14	1.0	2	0.1
2000	7			CR	7,900	9,700	9,250	6,700	630	7	0.5	0	0.0
2001	7			CR	8,400	10,300	9,850	7,100	760	7	0.5	0	0.0
2002	7			CR	9,000	11,100	10,600	7,600	810	10	0.6	1	0.1
2003	7			CR	8,950	10,900	10,500	7,550	540	11	0.7	2	0.1
2004	7			CR	9,650	11,900	11,300	8,150	580	14	0.8	2	0.1
2005	7			CR	9,550	11,600	11,100	8,050	960	12	0.7	3	0.2
2006	7			CR	9,250	11,200	10,800	7,800	920	14	0.8	4	0.2
2007	7			CR	9,450	11,400	11,400	7,950	940	9	0.5	0	0.0
2008	7			CR	9,300	11,300	11,200	7,850	930	8	0.5	0	0.0
2009	7			CR	9,900	11,900	11,500	8,400	990	5	0.3	1	0.1
2010	7			CTR	9,200	11,200	10,800	7,800	920	3	0.2	0	0.0
2011	7			CR	10,300	12,000	12,100	9,150	1,050	9	0.5	2	0.1
2012	7			CR	8,300	9,950	9,800	7,000	830	8	0.5	2	0.1
2013	7			CR	8,300	9,950	10,200	7,000	830	11	0.7	0	0.0
2014	7			CTR	10,100	12,300	12,400	8,600	1,000	9	0.5	1	0.1
2015	7			CTR	10,200	12,400	12,500	8,650	1,000	8	0.4	0	0.0
2016	7			CTR	10,400	12,700	12,800	8,850	1,050	6	0.3	0	0.0
2017	7			CTR	10,500	14,000	14,000	8,550	1,050	9	0.5	0	0.0
2018	7			CTR	10,700	14,300	14,200	8,700	1,050	9	0.5	1	0.1
2019	7			CTR	10,800	14,400	14,300	8,800	1,100	7	0.4	2	0.1
2021	7			CTR	11,100	14,500	14,400	9,050	1,100	6	0.3	0	0.0
1988	7	P'BORO RD 5 LANSLOWNE ST (E) MAPLEGROVE RD (W)	7.4	IT	6,600	9,550	8,800	4,900	590	28	1.6	1	0.1
1989	7			IT	7,300	10,100	9,800	5,700	880	22	1.1	3	0.2
1990	7			IT	7,900	10,000	9,800	6,650	630	20	0.9	1	0.0
1991	7			IT	8,200	10,700	10,100	7,050	660	25	1.1	1	0.0
1992	7			IT	7,100	9,250	8,800	6,050	570	20	1.0	1	0.1
1993	7			IT	7,100	8,750	8,800	6,050	570	31	1.6	1	0.1
1994	7			IT	7,650	9,950	9,500	6,500	690	16	0.8	1	0.0
1995	7			IT	7,750	9,900	9,450	6,600	700	20	1.0	0	0.0
1996	7			CR	7,850	9,700	9,200	6,700	470	25	1.2	1	0.0
1997	7			CR	7,950	9,850	9,400	6,750	560	19	0.9	2	0.1
1998	7			CR	8,050	9,900	9,400	6,850	560	19	0.9	2	0.1
1999	7			CR	9,050	11,100	10,600	7,700	630	17	0.7	1	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2000	7			CR	9,400	11,600	11,000	8,000	660	20	0.8	0	0.0
2001	7			CR	9,500	11,700	11,100	8,000	860	19	0.7	0	0.0
2002	7			CR	10,200	12,500	12,000	8,600	920	27	1.0	0	0.0
2003	7			CR	10,200	12,400	11,900	8,650	820	32	1.2	1	0.0
2004	7			CR	10,900	13,400	12,800	9,200	870	27	0.9	1	0.0
2005	7			IR	10,800	13,000	11,800	9,200	860	19	0.7	1	0.0
2006	7			IR	10,700	12,900	11,700	9,100	860	11	0.4	0	0.0
2007	7			IR	10,600	12,800	12,800	9,000	850	22	0.8	2	0.1
2008	7			CR	10,500	12,700	12,600	8,850	840	28	1.0	1	0.0
2009	7			CR	11,500	13,800	13,300	9,800	920	17	0.6	0	0.0
2010	7			CR	11,800	14,100	13,600	10,000	940	6	0.2	1	0.0
2011	7			CR	11,800	13,700	13,900	10,500	940	10	0.3	1	0.0
2012	7			CR	12,300	14,700	14,500	10,400	980	14	0.4	0	0.0
2013	7			CR	12,500	15,000	15,400	10,600	1,000	20	0.6	1	0.0
2014	7			CR	12,800	15,100	15,000	10,900	1,000	21	0.6	2	0.1
2015	7			CR	13,100	15,400	15,300	11,200	1,050	16	0.5	2	0.1
2016	7			CR	13,300	15,700	15,600	11,300	1,050	20	0.6	1	0.0
2017	7			CR	13,600	15,800	15,900	12,200	1,100	15	0.4	0	0.0
2018	7			CR	13,800	16,000	16,100	12,400	1,100	20	0.5	1	0.0
2019	7			CR	14,100	16,400	16,500	12,700	1,150	23	0.6	1	0.0
2021	7			CR	14,600	16,800	16,900	13,200	1,150	16	0.4	0	0.0
1988	7	PBORO RD1 LINDSEY RD (E) KAWARTHA LAKES RD26	8.7	IC	6,700	7,750	7,550	5,900	400	23	1.1	0	0.0
1989	7			IC	7,300	8,400	8,250	6,500	730	25	1.1	3	0.1
1990	7			IC	7,700	8,800	8,600	6,850	770	15	0.6	1	0.0
1991	7			IC	7,950	9,000	8,800	7,100	800	21	0.8	0	0.0
1992	7			IC	7,400	8,200	8,150	6,750	590	19	0.8	0	0.0
1993	7			IC	7,400	8,350	8,300	6,600	590	14	0.6	0	0.0
1994	7			IC	7,400	8,300	8,300	6,600	520	29	1.2	1	0.0
1995	7			IC	7,450	8,350	8,400	6,700	520	25	1.1	1	0.0
1996	7			CR	7,550	9,350	8,850	6,450	600	18	0.7	1	0.0
1997	7			CR	7,600	9,400	8,950	6,450	460	19	0.8	1	0.0
1998	7			CR	7,650	9,400	8,950	6,500	460	20	0.8	0	0.0
1999	7			CR	8,200	10,100	9,600	6,950	490	21	0.8	2	0.1
2000	7			CR	8,400	10,300	9,850	7,150	670	27	1.0	1	0.0
2001	7			CR	8,600	10,600	10,100	7,250	690	22	0.8	2	0.1
2002	7			CR	8,800	10,800	10,300	7,400	790	26	0.9	0	0.0
2003	7			CR	9,000	11,000	10,500	7,600	720	29	1.0	0	0.0
2004	7			CR	9,050	11,100	10,600	7,650	720	19	0.7	0	0.0
2005	7			CR	9,400	11,400	11,000	7,900	750	16	0.5	2	0.1
2006	7			CR	9,500	11,500	11,100	8,000	860	21	0.7	2	0.1
2007	7			CR	9,650	11,700	11,700	8,150	870	12	0.4	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2008	7			IC	9,200	10,200	9,850	8,100	830	18	0.6	2	0.1
2009	7			IC	10,000	11,100	11,200	8,900	900	15	0.5	0	0.0
2010	7			IC	10,200	11,300	11,400	9,050	920	15	0.5	0	0.0
2011	7			IC	10,200	11,200	11,600	9,150	920	15	0.5	0	0.0
2012	7			IC	10,500	11,600	11,300	9,300	940	15	0.4	0	0.0
2013	7			IC	10,600	11,700	11,700	9,400	950	14	0.4	0	0.0
2014	7			IC	10,800	12,000	11,900	9,600	970	15	0.4	0	0.0
2015	7			IC	11,000	12,200	12,100	9,750	990	19	0.5	1	0.0
2016	7			IC	11,200	12,400	12,300	9,950	1,000	15	0.4	1	0.0
2017	7			IC	11,400	12,500	12,600	10,300	1,050	11	0.3	1	0.0
2018	7			IC	11,500	12,700	12,700	10,400	1,050	20	0.5	1	0.0
2019	7			IC	11,700	12,900	12,900	10,600	1,050	16	0.4	2	0.1
2021	7			IC	12,100	13,100	13,200	10,900	1,100	22	0.6	1	0.0
2021	7	OMEMEE E LTS L8 9 START OF NA	2.7										
1988	7	OMEMEE W LTS END OF NA	6.2	IT	5,000	7,250	6,650	3,700	500	10	0.9	0	0.0
1989	7			IT	5,400	7,500	7,250	4,200	540	8	0.7	1	0.1
1990	7			IT	5,750	7,300	7,150	4,850	580	12	0.9	1	0.1
1991	7			IT	5,950	7,750	7,300	5,100	600	10	0.7	2	0.1
1992	7			IT	5,400	7,000	6,700	4,600	540	9	0.7	0	0.0
1993	7			IT	5,400	6,650	6,700	4,600	540	12	1.0	2	0.2
1994	7			IT	5,850	7,600	7,250	4,950	580	6	0.5	1	0.1
1995	7			IT	6,000	7,650	7,300	5,100	600	12	0.9	0	0.0
1996	7			CR	6,050	7,500	7,100	5,150	600	7	0.5	0	0.0
1997	7			CR	6,250	7,750	7,400	5,300	620	7	0.5	1	0.1
1998	7			CR	6,400	7,850	7,500	5,450	640	10	0.7	0	0.0
1999	7			CR	6,350	7,800	7,450	5,400	640	7	0.5	0	0.0
2000	7			CR	6,400	7,850	7,500	5,450	640	9	0.6	0	0.0
2001	7			CR	6,500	8,000	7,600	5,500	650	9	0.6	0	0.0
2002	7			CR	6,500	8,000	7,600	5,500	650	14	1.0	1	0.1
2003	7			CR	6,650	8,100	7,800	5,650	660	6	0.4	0	0.0
2004	7			CR	6,750	8,300	7,900	5,700	680	10	0.7	0	0.0
2005	7			IC	6,850	7,600	7,700	6,050	680	9	0.6	1	0.1
2006	7			IC	6,900	7,650	7,750	6,100	690	6	0.4	0	0.0
2007	7			IC	7,000	7,800	8,000	6,200	700	17	1.1	4	0.3
2008	7			IC	7,100	7,850	7,600	6,250	710	17	1.1	1	0.1
2009	7			IC	7,150	7,950	8,000	6,350	720	5	0.3	2	0.1
2010	7			IC	7,250	8,000	8,100	6,450	720	5	0.3	0	0.0
2011	7			IC	7,800	8,600	8,900	7,000	780	9	0.5	0	0.0
2012	7			IC	8,100	8,950	8,700	7,200	810	7	0.4	0	0.0
2013	7			IC	8,200	9,100	9,050	7,250	820	6	0.3	0	0.0
2014	7			CTR	8,600	10,500	10,600	7,300	860	13	0.7	2	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2015	7			CTR	8,150	9,950	10,000	6,950	820	9	0.5	1	0.1
2016	7			CTR	8,300	10,100	10,200	7,050	830	4	0.2	0	0.0
2017	7			CTR	8,400	11,200	11,200	6,850	840	8	0.4	1	0.1
2018	7			CTR	8,500	11,400	11,300	6,900	850	11	0.6	0	0.0
2019	7			CTR	8,600	11,500	11,400	7,000	860	8	0.4	0	0.0
2021	7			CTR	8,850	11,500	11,500	7,200	880	7	0.3	1	0.0
1988	7	PEACE AV (N) OLD MILL RD (S)	7.0	IT	5,800	8,400	7,700	4,300	460	12	0.8	1	0.1
1989	7			IT	6,050	8,400	8,100	4,700	480	14	0.9	2	0.1
1990	7			IT	5,750	7,300	7,150	4,850	460	15	1.0	3	0.2
1991	7			IT	5,900	7,650	7,250	5,050	470	18	1.2	2	0.1
1992	7			IT	5,900	7,650	7,300	5,000	470	18	1.2	2	0.1
1993	7			IT	5,900	7,250	7,300	5,000	470	7	0.5	0	0.0
1994	7			IT	6,100	7,950	7,550	5,200	490	5	0.3	0	0.0
1995	7			IT	6,200	7,900	7,550	5,300	500	19	1.2	0	0.0
1996	7			IT	6,150	8,100	7,850	5,050	490	12	0.8	0	0.0
1997	7			IT	6,350	8,300	8,200	5,250	510	10	0.6	2	0.1
1998	7			IT	6,450	8,300	8,250	5,200	580	11	0.7	0	0.0
1999	7			IT	6,400	8,250	8,150	5,200	580	15	0.9	2	0.1
2000	7			IT	6,500	8,400	8,250	5,350	520	20	1.2	0	0.0
2001	7			IT	6,550	8,550	8,350	5,350	520	18	1.1	0	0.0
2002	7			IT	6,550	8,550	8,350	5,400	520	13	0.8	2	0.1
2003	7			IT	6,650	8,500	8,450	5,450	530	22	1.3	0	0.0
2004	7			IT	6,800	8,900	8,650	5,550	540	15	0.9	2	0.1
2005	7			IR	6,750	8,150	7,400	5,750	540	14	0.8	1	0.1
2006	7			IR	7,600	9,150	8,300	6,450	610	15	0.8	2	0.1
2007	7			IR	8,000	9,700	9,650	6,800	640	13	0.6	1	0.0
2008	7			IC	8,600	9,550	9,200	7,600	690	7	0.3	1	0.0
2009	7			IC	7,900	8,750	8,850	7,050	630	8	0.4	0	0.0
2010	7			IC	8,050	8,900	9,000	7,150	640	10	0.5	0	0.0
2011	7			IC	8,000	8,800	9,150	7,200	640	12	0.6	1	0.0
2012	7			IC	8,300	9,200	8,900	7,350	660	12	0.6	0	0.0
2013	7			IC	8,400	9,300	9,250	7,450	670	16	0.7	1	0.0
2014	7			CTR	8,550	10,400	10,500	7,250	680	9	0.4	1	0.0
2015	7			CTR	8,700	10,600	10,700	7,400	700	10	0.4	1	0.0
2016	7			CTR	8,850	10,800	10,900	7,500	710	6	0.3	1	0.0
2017	7			CTR	8,950	12,000	11,900	7,300	720	8	0.3	0	0.0
2018	7			CTR	9,100	12,200	12,100	7,400	730	8	0.3	0	0.0
2019	7			CTR	9,250	12,300	12,300	7,550	740	8	0.3	0	0.0
2021	7			CTR	9,500	12,400	12,300	7,750	760	10	0.4	0	0.0
1988	7	KAWARTHA LAKES RD 36 (N) CLOVERHILL RD (S)	1.5	CR	8,700	11,100	10,400	7,200	610	0	0.0	0	0.0
1989	7			CR	9,100	11,600	10,800	7,650	640	5	1.0	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1990	7			IR	9,350	11,900	10,400	7,650	650	4	0.8	0	0.0
1991	7			IR	9,650	12,200	10,700	8,000	680	0	0.0	0	0.0
1992	7			IR	9,200	11,300	10,100	7,800	640	2	0.4	0	0.0
1993	7			IR	9,200	11,300	9,500	7,550	640	3	0.6	0	0.0
1994	7			IR	9,950	12,300	10,900	8,350	700	3	0.6	0	0.0
1995	7			IR	10,200	12,600	11,200	8,700	710	1	0.2	0	0.0
1996	7			CR	10,100	12,500	11,900	8,600	810	2	0.4	0	0.0
1997	7			CR	10,700	13,300	12,600	9,100	860	1	0.2	0	0.0
1998	7			CR	11,000	13,500	12,900	9,350	880	2	0.3	0	0.0
1999	7			CR	10,900	13,400	12,800	9,250	870	4	0.7	1	0.2
2000	7			CR	11,100	13,700	13,000	9,450	1,000	2	0.3	0	0.0
2001	7			CR	11,300	13,900	13,300	9,550	1,000	3	0.5	0	0.0
2002	7			CR	11,300	13,900	13,300	9,500	900	4	0.6	0	0.0
2003	7			CR	11,600	14,100	13,600	9,800	930	2	0.3	0	0.0
2004	7			CR	11,800	14,500	13,800	9,950	940	3	0.5	0	0.0
2005	7			IR	12,000	14,500	13,100	10,200	1,100	0	0.0	0	0.0
2006	7			IR	12,200	14,700	13,300	10,400	1,100	0	0.0	0	0.0
2007	7			IR	12,400	15,000	15,000	10,500	1,100	2	0.3	0	0.0
2008	7			IC	12,500	13,800	13,400	11,000	1,100	3	0.4	0	0.0
2009	7			IC	12,700	14,100	14,200	11,300	1,150	0	0.0	0	0.0
2010	7			IC	12,900	14,300	14,400	11,400	1,150	4	0.6	0	0.0
2011	7			IC	13,100	14,400	14,900	11,800	1,200	1	0.1	0	0.0
2012	7			IC	13,300	14,700	14,300	11,800	1,200	4	0.5	0	0.0
2013	7			IC	13,400	14,800	14,700	11,900	1,200	0	0.0	0	0.0
2014	7			CTR	13,600	16,600	16,700	11,600	1,200	3	0.4	0	0.0
2015	7			CTR	13,800	16,800	17,000	11,700	1,250	1	0.1	0	0.0
2016	7			CTR	14,000	17,100	17,200	11,900	1,250	1	0.1	0	0.0
2017	7			CTR	14,200	19,000	18,900	11,600	1,300	5	0.6	0	0.0
2018	7			CTR	14,400	19,200	19,200	11,700	1,300	10	1.3	0	0.0
2019	7			CTR	14,500	19,300	19,200	11,800	1,300	11	1.4	0	0.0
2021	7			CTR	14,900	19,400	19,300	12,200	1,350	11	1.3	0	0.0
1988	7	HWY 35 E JCT (S) KAWARTHA LAKES RD 15 (N) LINDSAY ST. S.(N)	1.4	CR	8,400	10,800	10,100	6,950	840	7	1.6	1	0.2
1989	7			CR	8,800	11,300	10,500	7,400	880	9	2.0	0	0.0
1990	7			IR	9,200	11,700	10,200	7,550	740	10	2.1	4	0.9
1991	7			IR	9,500	12,000	10,500	7,900	570	5	1.0	0	0.0
1992	7			IR	9,000	11,100	9,900	7,650	540	7	1.5	1	0.2
1993	7			IR	9,200	11,300	9,500	7,550	550	7	1.5	1	0.2
1994	7			IR	9,400	11,600	10,300	7,900	1,050	9	1.9	2	0.4
1995	7			IR	9,600	11,800	10,600	8,200	1,050	3	0.6	0	0.0
1996	7			IR	9,800	12,200	10,900	8,350	590	7	1.4	0	0.0
1997	7			IR	10,200	12,800	11,400	8,650	920	6	1.2	1	0.2

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1998	7			IR	10,500	13,000	11,800	8,800	940	4	0.8	1	0.2
1999	7			IR	10,600	13,100	11,800	8,900	950	2	0.4	0	0.0
2000	7			IR	10,900	13,400	12,100	9,200	870	3	0.5	0	0.0
2001	7			IR	11,000	13,600	12,200	9,300	1,100	2	0.4	0	0.0
2002	7			IR	11,300	13,900	12,500	9,600	790	7	1.2	0	0.0
2003	7			IR	11,400	13,800	12,500	9,700	800	8	1.4	2	0.3
2004	7			IR	11,600	14,300	12,900	9,800	810	7	1.2	0	0.0
2005	7			IR	11,700	14,100	12,800	9,950	1,400	1	0.2	0	0.0
2006	7			IR	12,000	14,500	13,100	10,200	1,450	7	1.1	0	0.0
2007	7			IR	12,200	14,800	14,700	10,300	1,450	10	1.6	2	0.3
2008	7			CR	12,200	14,800	14,600	10,300	1,450	9	1.5	1	0.2
2009	7			CR	12,600	15,100	14,600	10,700	1,500	9	1.4	0	0.0
2010	7			CR	12,800	15,300	14,800	10,800	1,550	3	0.5	1	0.2
2011	7			CR	13,000	15,100	15,300	11,600	1,550	4	0.6	0	0.0
2012	7			CR	13,200	15,800	15,600	11,200	1,600	7	1.0	0	0.0
2013	7			CR	13,400	16,100	16,500	11,300	1,600	12	1.8	1	0.1
2014	7			CR	13,600	16,000	15,900	11,600	1,650	5	0.7	0	0.0
2015	7			CR	13,800	16,300	16,200	11,800	1,650	10	1.4	0	0.0
2016	7			CR	14,000	16,500	16,400	11,900	1,700	2	0.3	0	0.0
2017	7			CR	14,200	16,500	16,600	12,800	1,700	7	1.0	1	0.1
2018	7			CR	14,400	16,700	16,800	12,900	1,750	8	1.1	0	0.0
2019	7			CR	14,600	16,900	17,000	13,100	1,750	13	1.8	0	0.0
2021	7			CR	15,000	17,300	17,400	13,500	1,800	5	0.7	0	0.0
1988	7	KAWARTHA LK RD4 LIT BRITAIN (S) ANGELINE ST (N)	4.1	IR	4,400	5,700	4,850	3,500	530	4	0.6	0	0.0
1989	7			IR	4,700	6,050	5,200	3,850	560	6	0.9	1	0.1
1990	7			IR	5,000	6,350	5,550	4,100	600	6	0.8	0	0.0
1991	7			IR	5,150	6,500	5,700	4,250	410	7	0.9	1	0.1
1992	7			IR	5,200	6,400	5,700	4,400	620	10	1.3	0	0.0
1993	7			IR	5,250	6,450	5,450	4,300	630	4	0.5	0	0.0
1994	7			IR	5,300	6,550	5,850	4,450	640	6	0.8	0	0.0
1995	7			IR	5,300	6,550	5,850	4,500	640	9	1.1	0	0.0
1996	7			IR	5,300	6,600	5,900	4,500	420	7	0.9	1	0.1
1997	7			IR	5,750	7,200	6,450	4,900	690	4	0.5	1	0.1
1998	7			IR	5,950	7,400	6,650	5,000	710	5	0.6	0	0.0
1999	7			IR	5,850	7,250	6,500	4,900	700	3	0.3	0	0.0
2000	7			IR	5,950	7,300	6,600	5,050	830	11	1.2	0	0.0
2001	7			IR	6,100	7,550	6,750	5,150	850	10	1.1	0	0.0
2002	7			IR	6,100	7,500	6,750	5,200	610	6	0.7	0	0.0
2003	7			IR	6,300	7,650	6,950	5,350	500	9	1.0	2	0.2
2004	7			IR	6,450	7,950	7,150	5,450	520	9	0.9	0	0.0
2005	7			IR	6,550	7,900	7,200	5,600	520	8	0.8	1	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2006	7			IR	6,600	7,950	7,200	5,600	530	8	0.8	1	0.1
2007	7			IR	6,650	8,050	8,050	5,650	530	5	0.5	1	0.1
2008	7			IR	6,700	8,100	7,950	5,750	540	4	0.4	0	0.0
2009	7			IR	6,750	8,100	7,350	5,750	540	6	0.6	0	0.0
2010	7			IR	6,800	8,100	7,400	5,800	540	8	0.8	1	0.1
2011	7			IR	6,850	8,150	8,000	5,850	550	11	1.1	0	0.0
2012	7			IR	7,100	8,450	8,200	6,050	570	10	0.9	0	0.0
2013	7			IR	6,850	8,150	8,750	5,850	550	12	1.2	0	0.0
2014	7			IR	7,250	8,650	8,650	6,150	580	9	0.8	0	0.0
2015	7			IR	7,300	8,700	8,700	6,200	580	7	0.6	0	0.0
2016	7			IR	7,400	8,800	8,850	6,300	590	3	0.3	0	0.0
2017	7			IR	7,500	8,800	8,800	6,700	600	7	0.6	0	0.0
2018	7			IR	7,600	8,950	8,950	6,800	610	6	0.5	0	0.0
2019	7			IR	7,700	9,050	9,050	6,900	620	7	0.6	2	0.2
2021	7			IR	7,850	9,200	9,200	7,000	630	5	0.4	1	0.1
1988	7	W JCT HWY 35 (N) DEW DROP INN RD (S)	8.7	IR	6,150	8,000	6,750	4,900	490	9	0.5	0	0.0
1989	7			IR	6,700	8,650	7,450	5,500	540	15	0.7	1	0.0
1990	7			IR	7,200	9,150	8,000	5,900	580	14	0.6	0	0.0
1991	7			IR	7,400	9,300	8,200	6,150	590	15	0.6	1	0.0
1992	7			IR	7,550	9,300	8,300	6,400	600	19	0.8	1	0.0
1993	7			IR	7,600	9,350	7,850	6,200	610	21	0.9	0	0.0
1994	7			IR	7,600	9,350	8,350	6,350	610	23	1.0	0	0.0
1995	7			IR	7,650	9,400	8,450	6,500	610	17	0.7	1	0.0
1996	7			IR	7,750	9,650	8,650	6,600	780	18	0.7	0	0.0
1997	7			IR	8,100	10,100	9,050	6,900	810	14	0.5	1	0.0
1998	7			IR	8,500	10,500	9,500	7,150	600	22	0.8	0	0.0
1999	7			IR	8,300	10,300	9,200	6,950	580	17	0.6	3	0.1
2000	7			IR	8,450	10,400	9,350	7,150	760	20	0.7	2	0.1
2001	7			IR	8,550	10,600	9,450	7,250	680	22	0.8	3	0.1
2002	7			IR	8,550	10,500	9,450	7,250	680	17	0.6	3	0.1
2003	7			IR	8,550	10,400	9,400	7,250	680	24	0.9	1	0.0
2004	7			IR	8,750	10,800	9,700	7,400	700	19	0.7	1	0.0
2005	7			IR	8,550	10,300	9,350	7,300	2,050	19	0.7	2	0.1
2006	7			IR	8,800	10,600	9,600	7,450	2,100	21	0.8	0	0.0
2007	7			IR	8,950	10,800	10,800	7,600	720	18	0.6	1	0.0
2008	7			IR	9,150	11,100	10,900	7,800	550	17	0.6	1	0.0
2009	7			IR	9,300	11,200	10,100	7,900	560	8	0.3	0	0.0
2010	7			IR	9,450	11,200	10,300	8,050	570	5	0.2	0	0.0
2011	7			IR	8,550	10,200	10,000	7,300	510	14	0.5	0	0.0
2012	7			IR	8,600	10,200	9,950	7,350	520	9	0.3	0	0.0
2013	7			IR	8,350	9,950	10,700	7,100	500	12	0.5	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2014	7			CTR	8,350	10,200	10,300	7,100	530	16	0.6	0	0.0
2015	7			CTR	9,050	11,000	11,100	7,700	580	11	0.4	0	0.0
2016	7			CTR	9,100	11,100	11,200	7,750	580	9	0.3	0	0.0
2017	7			CTR	9,150	12,200	12,200	7,450	590	6	0.2	0	0.0
2018	7			CTR	9,200	12,300	12,200	7,500	590	6	0.2	0	0.0
2019	7			CTR	9,250	12,300	12,300	7,550	590	15	0.5	1	0.0
2021	7			CTR	9,350	12,200	12,100	7,650	560	9	0.3	0	0.0
1988	7	ELGIN ST (N)	6.2	IR	5,000	6,500	5,500	4,000	300	11	1.0	1	0.1
1989	7			IR	5,200	6,700	5,750	4,250	310	16	1.4	1	0.1
1990	7			IR	5,450	6,900	6,050	4,450	330	7	0.6	0	0.0
1991	7			IR	5,600	7,050	6,200	4,650	340	10	0.8	1	0.1
1992	7			IR	5,650	6,950	6,200	4,800	450	13	1.0	0	0.0
1993	7			IR	5,700	7,000	5,900	4,650	460	8	0.6	0	0.0
1994	7			IR	5,750	7,100	6,350	4,800	460	10	0.8	0	0.0
1995	7			IR	5,800	7,150	6,400	4,950	460	10	0.8	0	0.0
1996	7			IR	5,850	7,250	6,550	5,000	230	14	1.1	0	0.0
1997	7			IR	6,000	7,500	6,700	5,100	240	8	0.6	1	0.1
1998	7			IR	6,200	7,700	6,950	5,200	620	5	0.4	0	0.0
1999	7			IR	6,200	7,700	6,900	5,200	620	6	0.4	0	0.0
2000	7			IR	6,250	7,650	6,900	5,300	620	7	0.5	0	0.0
2001	7			IR	6,350	7,850	7,050	5,350	510	5	0.3	1	0.1
2002	7			IR	6,400	7,900	7,100	5,450	450	15	1.0	1	0.1
2003	7			IR	6,550	7,950	7,200	5,550	590	10	0.7	0	0.0
2004	7			IR	6,750	8,350	7,500	5,700	610	12	0.8	1	0.1
2005	7			IR	6,700	8,100	7,350	5,700	540	12	0.8	0	0.0
2006	7			IR	6,650	8,000	7,250	5,650	530	6	0.4	0	0.0
2007	7			IR	6,550	7,950	7,900	5,550	520	14	0.9	1	0.1
2008	7			IR	6,500	7,850	7,750	5,550	390	11	0.7	1	0.1
2009	7			IR	6,850	8,200	7,450	5,800	410	6	0.4	1	0.1
2010	7			IR	6,900	8,200	7,500	5,850	410	4	0.3	0	0.0
2011	7			IR	6,050	7,200	7,050	5,150	360	7	0.5	0	0.0
2012	7			IR	6,200	7,400	7,200	5,300	370	2	0.1	0	0.0
2013	7			IR	6,200	7,400	7,900	5,300	370	6	0.4	0	0.0
2014	7			IR	6,700	8,000	8,000	5,700	400	9	0.6	0	0.0
2015	7			IR	6,700	8,000	8,000	5,700	400	3	0.2	0	0.0
2016	7			IR	6,750	8,050	8,050	5,750	400	6	0.4	1	0.1
2017	7			IR	6,800	8,250	8,200	5,800	410	3	0.2	0	0.0
2018	7			IR	6,800	8,250	8,200	5,800	410	5	0.3	0	0.0
2019	7			IR	6,850	8,350	8,300	5,850	410	6	0.4	0	0.0
2021	7			IR	6,900	8,250	8,250	5,900	410	9	0.6	0	0.0
1988	7	FINGERBOARD RD (S) KAWARTHA LK RD 46 (N)	3.1	IR	4,700	6,100	5,150	3,750	470	3	0.6	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1989	7			IR	4,800	6,200	5,350	3,950	820	6	1.1	0	0.0
1990	7			IR	4,900	6,200	5,450	4,000	540	5	0.9	0	0.0
1991	7			IR	5,000	6,300	5,550	4,150	550	3	0.5	0	0.0
1992	7			IR	4,600	5,650	5,050	3,900	370	4	0.8	0	0.0
1993	7			IR	4,600	5,650	4,750	3,750	370	5	1.0	0	0.0
1994	7			IR	4,700	5,800	5,150	3,950	380	9	1.7	0	0.0
1995	7			IR	4,650	5,750	5,100	3,950	370	3	0.6	0	0.0
1996	7			IR	4,600	5,700	5,150	3,900	410	8	1.5	0	0.0
1997	7			IR	4,700	5,900	5,250	4,000	420	10	1.9	0	0.0
1998	7			IR	4,800	5,950	5,400	4,050	430	6	1.1	1	0.2
1999	7			IR	4,500	5,600	5,000	3,800	580	7	1.4	3	0.6
2000	7			IR	4,450	5,450	4,950	3,750	620	5	1.0	0	0.0
2001	7			IR	4,400	5,450	4,900	3,700	530	1	0.2	0	0.0
2002	7			IR	4,450	5,500	4,950	3,800	400	8	1.6	2	0.4
2003	7			IR	4,350	5,300	4,800	3,700	390	12	2.5	0	0.0
2004	7			IR	4,300	5,300	4,750	3,650	390	11	2.3	0	0.0
2005	7			IR	4,300	5,200	4,700	3,650	520	2	0.4	0	0.0
2006	7			IR	4,250	5,150	4,650	3,600	510	5	1.0	0	0.0
2007	7			IR	4,200	5,100	5,050	3,550	500	7	1.5	1	0.2
2008	7			IR	4,150	5,050	4,950	3,550	370	2	0.4	0	0.0
2009	7			IR	4,100	4,900	4,450	3,500	370	2	0.4	0	0.0
2010	7			IR	4,050	4,800	4,400	3,450	360	5	1.1	1	0.2
2011	7			IR	4,000	4,750	4,650	3,400	360	6	1.3	1	0.2
2012	7			IR	4,000	4,750	4,650	3,400	360	4	0.9	0	0.0
2013	7			IR	3,950	4,700	5,050	3,350	360	2	0.5	0	0.0
2014	7			IR	3,900	4,650	4,650	3,300	350	3	0.7	1	0.2
2015	7			IR	3,850	4,600	4,600	3,300	350	2	0.5	1	0.2
2016	7			IR	3,800	4,500	4,550	3,250	340	4	0.9	1	0.2
2017	7			IR	3,750	4,600	4,600	3,200	340	2	0.5	0	0.0
2018	7			IR	6,450	7,950	7,900	5,500	580	6	0.8	0	0.0
2019	7			IR	3,700	4,550	4,550	3,150	330	5	1.2	0	0.0
2021	7			IR	4,000	4,850	4,800	3,450	360	1	0.2	0	0.0
1988	7	DUR RD2 SIMC ST (S) KAWARTHA LK RD2 SIMC ST (N)	7.0	IR	4,700	6,100	5,150	3,750	470	12	1.0	1	0.1
1989	7			IR	4,800	6,200	5,350	3,950	820	15	1.2	0	0.0
1990	7			IR	4,900	6,200	5,450	4,000	540	19	1.5	4	0.3
1991	7			IR	5,000	6,300	5,550	4,150	550	11	0.9	0	0.0
1992	7			IR	4,600	5,650	5,050	3,900	370	7	0.6	1	0.1
1993	7			IR	4,600	5,650	4,750	3,750	370	9	0.8	3	0.3
1994	7			IR	4,700	5,800	5,150	3,950	380	11	0.9	1	0.1
1995	7			IR	4,650	5,750	5,100	3,950	370	10	0.8	0	0.0
1996	7			IR	4,600	5,700	5,150	3,900	410	14	1.2	1	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1997	7			IR	4,500	5,600	5,050	3,800	400	13	1.1	1	0.1
1998	7			IR	4,400	5,450	4,950	3,700	400	9	0.8	0	0.0
1999	7			IR	4,500	5,600	5,000	3,800	580	10	0.9	1	0.1
2000	7			IR	4,450	5,450	4,950	3,750	620	15	1.3	1	0.1
2001	7			IR	4,400	5,450	4,900	3,700	530	14	1.2	1	0.1
2002	7			IR	4,450	5,500	4,950	3,800	400	10	0.9	0	0.0
2003	7			IR	4,350	5,300	4,800	3,700	390	10	0.9	1	0.1
2004	7			IR	4,300	5,300	4,750	3,650	390	9	0.8	0	0.0
2005	7			IR	4,300	5,200	4,700	3,650	520	11	1.0	1	0.1
2006	7			IR	4,250	5,150	4,650	3,600	510	4	0.4	0	0.0
2007	7			IR	4,200	5,100	5,050	3,550	760	10	0.9	0	0.0
2008	7			IR	4,150	5,050	4,950	3,550	750	8	0.8	0	0.0
2009	7			IR	4,150	5,000	4,500	3,550	750	7	0.7	1	0.1
2010	7			CTR	4,100	5,000	4,800	3,500	450	7	0.7	0	0.0
2011	7			CTR	4,500	5,500	5,250	3,800	500	4	0.3	0	0.0
2012	7			LT	4,050	5,300	5,050	3,050	450	9	0.9	0	0.0
2013	7			LT	4,300	5,600	5,600	3,250	470	3	0.3	0	0.0
2014	7			LT	3,950	5,150	5,250	3,000	430	5	0.5	1	0.1
2015	7			LT	4,050	5,300	5,400	3,050	450	12	1.2	2	0.2
2016	7			LT	4,000	5,200	5,300	3,000	440	1	0.1	0	0.0
2017	7			LT	4,000	5,100	5,100	3,350	440	5	0.5	0	0.0
2018	7			LT	3,950	5,050	5,050	3,300	430	3	0.3	0	0.0
2019	7			LT	3,950	5,000	5,000	3,300	430	5	0.5	0	0.0
2021	7			LT	3,900	4,900	4,900	3,250	430	3	0.3	0	0.0
1988	7	N JCT HWY 12	2.8	IR	7,400	9,600	8,150	5,900	740	7	0.9	2	0.3
1989	7			IR	7,600	9,800	8,450	6,250	1,050	11	1.4	3	0.4
1990	7			IR	7,750	9,850	8,600	6,350	1,100	7	0.9	0	0.0
1991	7			IR	7,850	9,900	8,700	6,500	1,100	3	0.4	0	0.0
1992	7			IR	6,900	8,500	7,600	5,850	690	6	0.8	3	0.4
1993	7			IR	7,400	9,100	7,650	6,050	740	4	0.5	0	0.0
1994	7			IR	7,450	9,200	8,200	6,250	740	7	0.9	0	0.0
1995	7			IR	7,500	9,250	8,250	6,400	750	2	0.3	1	0.1
1996	7			IR	7,550	9,400	8,400	6,450	760	5	0.6	2	0.3
1997	7			IR	7,600	9,500	8,500	6,450	680	6	0.8	1	0.1
1998	7			IR	7,750	9,600	8,700	6,500	780	6	0.8	0	0.0
1999	7			IR	7,850	9,750	8,700	6,600	780	10	1.2	0	0.0
2000	7			IR	7,900	9,700	8,750	6,700	1,100	3	0.4	0	0.0
2001	7			IR	8,000	9,900	8,850	6,750	1,500	3	0.4	0	0.0
2002	7			IR	8,050	9,950	8,900	6,850	1,550	4	0.5	0	0.0
2003	7			IR	8,150	9,900	8,950	6,900	1,550	3	0.4	1	0.1
2004	7			IR	8,200	10,100	9,100	6,950	1,550	5	0.6	1	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2005	7			IR	8,300	10,000	9,100	7,100	1,350	4	0.5	0	0.0
2006	7			IR	8,400	10,100	9,200	7,150	1,350	5	0.6	1	0.1
2007	7			IR	8,450	10,200	10,200	7,150	1,750	2	0.2	0	0.0
2008	7			IR	8,550	10,400	10,200	7,300	1,800	7	0.8	1	0.1
2009	7			IR	8,600	10,300	9,350	7,300	1,800	5	0.6	0	0.0
2010	7			IR	8,700	10,400	9,450	7,400	1,850	5	0.6	1	0.1
2011	7			IR	8,350	9,950	9,750	7,150	1,750	1	0.1	0	0.0
2012	7			IR	8,750	10,400	10,100	7,500	1,850	12	1.3	2	0.2
2013	7			CTR	8,950	10,900	11,300	7,600	1,900	5	0.5	0	0.0
2014	7			CTR	8,950	10,900	11,000	7,600	1,900	12	1.3	4	0.4
2015	7			CTR	9,000	11,000	11,100	7,650	1,900	11	1.2	4	0.4
2016	7			CTR	9,100	11,100	11,200	7,750	1,900	5	0.5	0	0.0
2017	7			CTR	9,150	12,200	12,200	7,450	1,900	3	0.3	0	0.0
2018	7			CTR	9,250	12,400	12,300	7,550	1,950	5	0.5	0	0.0
2019	7			CTR	9,300	12,400	12,300	7,550	1,950	8	0.8	1	0.1
2021	7			CTR	9,450	12,300	12,300	7,700	2,000	1	0.1	0	0.0
1988	7	RIVER ST. (W)	1.2	IR	5,000	6,500	5,500	4,000	650	4	1.8	0	0.0
1989	7			IR	5,100	6,600	5,650	4,200	970	2	0.9	0	0.0
1990	7			IR	5,200	6,600	5,750	4,250	990	2	0.9	0	0.0
1991	7			IR	5,150	6,500	5,700	4,250	980	1	0.4	1	0.4
1992	7			IR	5,100	6,250	5,600	4,350	870	1	0.4	1	0.4
1993	7			IR	5,000	6,150	5,150	4,100	850	3	1.4	0	0.0
1994	7			IR	5,050	6,200	5,550	4,250	860	0	0.0	0	0.0
1995	7			IR	5,100	6,300	5,600	4,350	870	0	0.0	0	0.0
1996	7			IR	5,200	6,450	5,800	4,450	880	5	2.2	0	0.0
1997	7			IR	5,300	6,600	5,950	4,500	580	0	0.0	0	0.0
1998	7			IR	5,450	6,750	6,100	4,600	600	0	0.0	0	0.0
1999	7			IR	5,400	6,700	6,000	4,550	590	0	0.0	0	0.0
2000	7			IR	5,450	6,700	6,050	4,600	760	1	0.4	0	0.0
2001	7			IR	5,550	6,850	6,150	4,700	1,100	1	0.4	0	0.0
2002	7			IR	5,650	6,950	6,250	4,800	1,150	1	0.4	0	0.0
2003	7			IR	5,650	6,850	6,200	4,800	1,150	2	0.8	0	0.0
2004	7			IR	5,700	7,050	6,300	4,800	1,150	3	1.2	0	0.0
2005	7			IR	5,750	6,950	6,300	4,900	1,150	0	0.0	0	0.0
2006	7			IR	5,800	7,000	6,350	4,950	1,150	0	0.0	0	0.0
2007	7			IR	5,750	6,950	6,950	4,850	1,150	1	0.4	0	0.0
2008	7			IR	5,750	6,950	6,850	4,900	1,150	0	0.0	0	0.0
2009	7			IR	5,800	6,950	6,300	4,950	1,150	0	0.0	0	0.0
2010	7			CTR	5,500	6,700	6,450	4,650	1,100	0	0.0	0	0.0
2011	7			CTR	6,200	7,550	7,250	5,250	1,250	0	0.0	0	0.0
2012	7			LT	7,100	9,250	8,850	5,400	1,400	2	0.6	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2013	7			LT	7,000	9,150	9,150	5,300	1,400	1	0.3	0	0.0
2014	7			LT	5,250	6,850	6,950	3,950	1,050	1	0.4	0	0.0
2015	7			LT	6,350	8,300	8,450	4,800	1,250	1	0.4	1	0.4
2016	7			LT	6,400	8,350	8,500	4,850	1,300	0	0.0	0	0.0
2017	7			LT	6,450	8,200	8,200	5,400	1,300	2	0.7	0	0.0
2018	7			LT	6,500	8,250	8,300	5,450	1,300	1	0.4	0	0.0
2019	7			LT	6,550	8,300	8,350	5,450	1,300	0	0.0	0	0.0
2021	7			LT	6,700	8,400	8,400	5,600	1,350	0	0.0	0	0.0
1988	7	ALBERT ST (W)	7.9	IR	5,400	7,000	5,950	4,300	1,050	13	0.8	5	0.3
1989	7			IR	5,450	7,050	6,050	4,450	1,050	13	0.8	2	0.1
1990	7			IR	5,550	7,050	6,150	4,550	1,050	12	0.7	1	0.1
1991	7			IR	5,500	6,950	6,100	4,550	1,050	15	0.9	0	0.0
1992	7			IR	5,400	6,650	5,950	4,600	1,050	12	0.8	2	0.1
1993	7			IR	5,350	6,600	5,550	4,400	1,000	14	0.9	2	0.1
1994	7			IR	5,750	7,100	6,350	4,800	1,100	14	0.8	0	0.0
1995	7			IR	5,850	7,200	6,450	5,000	1,100	6	0.4	0	0.0
1996	7			IR	5,750	7,150	6,400	4,900	1,100	13	0.8	2	0.1
1997	7			IR	6,050	7,550	6,800	5,150	790	16	0.9	4	0.2
1998	7			IR	6,100	7,550	6,850	5,100	790	11	0.6	2	0.1
1999	7			IR	6,400	7,950	7,100	5,400	830	13	0.7	0	0.0
2000	7			IR	6,400	7,850	7,100	5,400	1,000	9	0.5	2	0.1
2001	7			IR	6,400	7,900	7,100	5,400	1,000	14	0.8	1	0.1
2002	7			IR	6,450	7,950	7,150	5,500	1,050	7	0.4	0	0.0
2003	7			IR	6,450	7,850	7,100	5,500	1,050	16	0.9	1	0.1
2004	7			IR	6,550	8,100	7,250	5,550	1,050	4	0.2	1	0.1
2005	7			IR	6,800	8,200	7,450	5,800	1,100	14	0.7	1	0.1
2006	7			IR	6,600	7,950	7,200	5,600	1,050	9	0.5	2	0.1
2007	7			IR	6,400	7,750	7,750	5,400	1,550	8	0.4	0	0.0
2008	7			IR	6,750	8,200	8,000	5,750	1,600	3	0.2	0	0.0
2009	7			IR	6,600	7,900	7,200	5,600	460	8	0.4	1	0.1
2010	7			IR	6,850	8,150	7,450	5,850	480	10	0.5	0	0.0
2011	7			IR	6,900	8,250	8,050	5,900	480	3	0.2	0	0.0
2012	7			IR	7,000	8,350	8,100	6,000	490	6	0.3	0	0.0
2013	7			CTR	7,050	8,600	8,850	6,000	900	6	0.3	0	0.0
2014	7			CTR	7,100	8,650	8,750	6,050	900	13	0.6	2	0.1
2015	7			CTR	7,150	8,700	8,800	6,100	910	6	0.3	3	0.1
2016	7			CTR	7,250	8,850	8,900	6,150	920	8	0.4	1	0.0
2017	7			CTR	7,300	9,750	9,700	5,950	930	8	0.4	0	0.0
2018	7			CTR	7,350	9,800	9,800	6,000	930	5	0.2	0	0.0
2019	7			CTR	7,400	9,850	9,800	6,000	1,050	10	0.5	2	0.1
2021	7			CTR	7,550	9,850	9,800	6,150	1,050	5	0.2	1	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1988	7	DURHAM RD 6 (E) 14TH LINE (W)	5.8	IR	6,050	7,850	6,650	4,850	970	7	0.5	1	0.1
1989	7			IR	6,200	8,000	6,900	5,100	990	7	0.5	2	0.2
1990	7			IR	6,350	8,050	7,050	5,200	1,000	7	0.5	1	0.1
1991	7			IR	6,200	7,800	6,900	5,150	990	5	0.4	1	0.1
1992	7			IR	6,100	7,500	6,700	5,200	980	7	0.5	1	0.1
1993	7			IR	5,900	7,250	6,100	4,850	940	10	0.8	2	0.2
1994	7			IR	6,450	7,950	7,100	5,400	1,050	10	0.7	0	0.0
1995	7			IR	6,600	8,150	7,250	5,600	1,050	17	1.2	3	0.2
1996	7			IR	6,700	8,300	7,450	5,700	1,050	14	1.0	1	0.1
1997	7			IR	6,800	8,500	7,600	5,800	680	10	0.7	0	0.0
1998	7			IR	6,950	8,600	7,800	5,850	700	8	0.5	0	0.0
1999	7			IR	6,950	8,600	7,700	5,850	700	13	0.9	2	0.1
2000	7			IR	7,100	8,700	7,850	6,000	850	5	0.3	0	0.0
2001	7			IR	7,200	8,900	8,000	6,100	860	4	0.3	0	0.0
2002	7			IR	7,300	9,000	8,100	6,200	1,150	9	0.6	0	0.0
2003	7			IR	7,400	9,000	8,150	6,300	1,200	9	0.6	0	0.0
2004	7			IR	7,250	8,950	8,050	6,150	1,150	7	0.5	2	0.1
2005	7			IR	7,600	9,150	8,350	6,500	1,200	13	0.8	0	0.0
2006	7			IR	7,350	8,850	8,050	6,250	1,200	4	0.3	1	0.1
2007	7			IR	7,400	8,950	8,950	6,250	1,200	14	0.9	3	0.2
2008	7			IR	7,150	8,650	8,500	6,100	1,150	9	0.6	4	0.3
2009	7			IR	7,500	9,000	8,200	6,400	1,200	10	0.6	0	0.0
2010	7			CTR	7,300	8,900	8,550	6,200	1,150	4	0.3	0	0.0
2011	7			CTR	7,600	9,250	8,900	6,450	1,200	6	0.4	0	0.0
2012	7			LT	6,900	9,000	8,600	5,200	1,100	2	0.1	0	0.0
2013	7			LT	7,550	9,850	9,850	5,700	1,200	3	0.2	1	0.1
2014	7			LT	6,250	8,150	8,300	4,700	740	7	0.5	1	0.1
2015	7			LT	7,300	9,550	9,700	5,500	870	7	0.5	1	0.1
2016	7			LT	7,400	9,650	9,850	5,600	880	5	0.3	1	0.1
2017	7			LT	7,400	10,400	10,300	5,700	880	6	0.4	0	0.0
2018	7			LT	7,450	10,400	10,300	5,750	890	6	0.4	0	0.0
2019	7			LT	7,450	10,400	10,300	5,750	890	5	0.3	0	0.0
2021	7			LT	7,500	10,300	10,200	5,800	900	8	0.5	2	0.1
1988	7	HWY 47	4.2	IR	5,200	6,750	5,700	4,150	620	8	1.0	0	0.0
1989	7			IR	5,250	6,750	5,850	4,300	630	10	1.2	2	0.2
1990	7			IR	5,300	6,750	5,900	4,350	640	9	1.1	0	0.0
1991	7			IR	5,350	6,750	5,950	4,450	640	3	0.4	1	0.1
1992	7			IR	5,400	6,650	5,950	4,600	650	7	0.8	0	0.0
1993	7			IR	5,500	6,750	5,700	4,500	660	10	1.2	1	0.1
1994	7			IR	5,650	6,950	6,200	4,750	680	8	0.9	0	0.0
1995	7			IR	5,750	7,100	6,350	4,900	690	3	0.3	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1996	7			IR	5,800	7,200	6,450	4,950	700	2	0.2	1	0.1
1997	7			IR	5,950	7,450	6,650	5,050	710	4	0.4	1	0.1
1998	7			IR	6,100	7,550	6,850	5,100	730	7	0.7	0	0.0
1999	7			IR	6,050	7,500	6,700	5,100	730	5	0.5	0	0.0
2000	7			IR	6,300	7,700	7,000	5,300	820	4	0.4	3	0.3
2001	7			IR	6,400	7,900	7,100	5,400	830	7	0.7	0	0.0
2002	7			IR	6,600	8,150	7,300	5,600	860	8	0.8	0	0.0
2003	7			IR	6,400	7,750	7,050	5,450	830	7	0.7	1	0.1
2004	7			IR	6,750	8,350	7,500	5,700	880	9	0.9	1	0.1
2005	7			IR	6,550	7,900	7,200	5,600	850	6	0.6	0	0.0
2006	7			IR	6,650	8,000	7,250	5,650	860	2	0.2	1	0.1
2007	7			IC	6,300	7,000	7,200	5,550	1,050	4	0.4	1	0.1
2008	7			IC	6,800	7,550	7,300	6,000	1,150	6	0.6	1	0.1
2009	7			IR	6,850	8,200	7,450	5,800	1,150	5	0.5	1	0.1
2010	7			IR	6,950	8,250	7,550	5,900	1,200	5	0.5	0	0.0
2011	7			IR	7,500	8,950	8,750	6,400	1,300	5	0.4	0	0.0
2012	7			IR	7,200	8,550	8,350	6,150	1,200	7	0.6	1	0.1
2013	7			C	7,300	8,050	7,950	6,550	1,250	8	0.7	1	0.1
2014	7			C	7,350	8,100	7,850	6,600	1,250	4	0.4	1	0.1
2015	7			C	7,450	8,200	7,950	6,700	1,250	1	0.1	0	0.0
2016	7			C	7,550	8,300	8,100	6,800	1,300	7	0.6	1	0.1
2017	7			C	7,600	8,300	8,300	6,900	1,300	4	0.3	0	0.0
2018	7			C	7,700	8,450	8,400	6,950	1,300	4	0.3	1	0.1
2019	7			C	7,800	8,550	8,450	7,050	1,350	7	0.6	2	0.2
2021	7			C	7,950	8,650	8,600	7,200	1,350	8	0.7	0	0.0
1988	7	DURHAM RD 8/REACH ROAD	2.9	IR	5,700	7,400	6,250	4,550	630	4	0.7	0	0.0
1989	7			IR	5,850	7,550	6,500	4,800	640	3	0.5	0	0.0
1990	7			IR	6,000	7,600	6,650	4,900	1,000	4	0.6	0	0.0
1991	7			IR	6,150	7,750	6,850	5,100	1,050	7	1.1	0	0.0
1992	7			IR	6,000	7,400	6,600	5,100	1,000	5	0.8	0	0.0
1993	7			LT	6,100	8,450	7,550	4,450	1,050	2	0.3	0	0.0
1994	7			LT	6,250	9,150	8,850	4,550	940	3	0.5	0	0.0
1995	7			LT	6,350	9,100	8,850	4,650	950	0	0.0	0	0.0
1996	7			LT	6,350	8,950	8,750	4,650	950	3	0.4	0	0.0
1997	7			IR	6,600	8,250	7,400	5,600	860	2	0.3	0	0.0
1998	7			IR	6,700	8,300	7,500	5,650	870	2	0.3	1	0.1
1999	7			IR	6,600	8,200	7,350	5,550	860	3	0.4	0	0.0
2000	7			IR	6,900	8,450	7,650	5,850	970	1	0.1	0	0.0
2001	7			IR	7,000	8,650	7,750	5,900	980	5	0.7	0	0.0
2002	7			IR	7,200	8,900	8,000	6,100	1,300	4	0.5	2	0.3
2003	7			IR	7,250	8,800	8,000	6,150	1,300	3	0.4	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2004	7			IR	7,350	9,100	8,150	6,200	1,300	6	0.8	0	0.0
2005	7			IR	7,450	9,000	8,150	6,350	1,350	5	0.6	2	0.3
2006	7			IR	7,500	9,050	8,200	6,350	1,050	2	0.3	0	0.0
2007	7			IR	7,600	9,200	9,200	6,450	1,350	7	0.9	0	0.0
2008	7			IR	7,800	9,450	9,250	6,650	1,000	7	0.8	0	0.0
2009	7			IR	7,800	9,350	8,500	6,650	1,000	0	0.0	0	0.0
2010	7			IC	7,700	8,500	8,600	6,850	1,000	3	0.4	0	0.0
2011	7			IC	8,000	8,800	9,150	7,200	1,050	3	0.4	0	0.0
2012	7			IC	8,100	8,950	8,700	7,200	1,050	4	0.5	0	0.0
2013	7			IC	8,200	9,100	9,050	7,250	1,050	8	0.9	1	0.1
2014	7			CTR	7,300	8,900	9,000	6,200	950	4	0.5	2	0.3
2015	7			CTR	8,250	10,100	10,100	7,000	1,050	4	0.5	1	0.1
2016	7			CTR	8,300	10,100	10,200	7,050	1,100	4	0.5	0	0.0
2017	7			CTR	8,400	11,200	11,200	6,850	1,100	3	0.3	3	0.3
2018	7			CTR	8,500	11,400	11,300	6,900	1,100	4	0.4	0	0.0
2019	7			CTR	8,600	11,500	11,400	7,000	1,100	0	0.0	0	0.0
2021	7			CTR	8,750	11,400	11,300	7,150	1,150	5	0.5	0	0.0
1988	7	HWY 7A (E) DURHAM RD 21 (W) MANCHESTER	10.1	CTR	8,300	10,800	10,100	6,950	1,100	23	0.7	2	0.1
1989	7			CTR	8,500	10,800	10,300	7,300	1,100	29	0.9	2	0.1
1990	7			IR	8,750	11,100	9,700	7,200	1,300	18	0.6	3	0.1
1991	7			IR	8,850	11,200	9,800	7,350	1,350	18	0.6	1	0.0
1992	7			IR	8,900	10,900	9,800	7,550	1,350	31	0.9	4	0.1
1993	7			IR	9,000	11,100	9,300	7,350	1,350	23	0.7	2	0.1
1994	7			IR	8,950	11,000	9,850	7,500	980	24	0.7	1	0.0
1995	7			IR	9,150	11,300	10,100	7,800	1,000	25	0.7	3	0.1
1996	7			IR	8,500	10,600	9,500	7,250	940	19	0.6	1	0.0
1997	7			IR	9,450	11,800	10,600	8,050	1,150	25	0.7	0	0.0
1998	7			IR	9,600	11,900	10,800	8,050	1,150	18	0.5	0	0.0
1999	7			IR	9,100	11,300	10,100	7,650	1,100	19	0.6	0	0.0
2000	7			IR	10,400	12,700	11,500	8,800	940	27	0.7	2	0.1
2001	7			IC	10,100	11,300	11,300	8,950	810	17	0.5	0	0.0
2002	7			IC	10,900	12,200	12,200	9,600	1,650	33	0.8	3	0.1
2003	7			CR	10,700	13,000	12,500	9,050	1,600	32	0.8	2	0.1
2004	7			CR	11,100	13,700	13,000	9,400	1,650	37	0.9	4	0.1
2005	7			CR	11,200	13,600	13,100	9,450	780	33	0.8	6	0.1
2006	7			CR	11,400	13,800	13,300	9,650	1,500	30	0.7	2	0.0
2007	7			CR	11,700	14,200	14,200	9,850	1,500	33	0.8	1	0.0
2008	7			CR	11,800	14,300	14,200	9,950	1,050	30	0.7	5	0.1
2009	7			CR	11,800	14,200	13,700	10,000	1,050	26	0.6	2	0.0
2010	7			CTR	12,300	15,000	14,400	10,400	1,100	21	0.5	1	0.0
2011	7			CTR	12,500	15,200	14,600	10,600	1,100	27	0.6	3	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2012	7			IC	11,400	12,600	12,200	10,100	1,050	18	0.4	3	0.1
2013	7			IC	12,700	14,100	14,000	11,300	1,150	21	0.4	0	0.0
2014	7			IC	11,400	12,600	12,600	10,100	1,100	24	0.6	4	0.1
2015	7			IC	12,800	14,200	14,100	11,300	1,250	17	0.4	2	0.0
2016	7			IC	13,000	14,400	14,300	11,500	1,250	30	0.6	2	0.0
2017	7			IC	13,200	14,500	14,600	12,000	1,300	18	0.4	4	0.1
2018	7			IC	13,400	14,700	14,800	12,100	1,300	16	0.3	2	0.0
2019	7			IC	13,600	14,900	15,000	12,300	3,400	27	0.5	2	0.0
2021	7			IC	13,900	15,100	15,200	12,600	3,500	16	0.3	4	0.1
1988	7	DURHAM RD 26 (E) THICKSON RD	4.1	IR	5,750	7,500	6,350	4,600	460	12	1.4	1	0.1
1989	7			IR	5,800	7,500	6,450	4,750	700	12	1.4	2	0.2
1990	7			IR	5,850	7,450	6,500	4,800	700	13	1.5	1	0.1
1991	7			IR	6,000	7,550	6,650	5,000	720	6	0.7	0	0.0
1992	7			IR	6,200	7,650	6,800	5,250	620	9	1.0	2	0.2
1993	7			IR	6,400	7,850	6,600	5,250	640	6	0.6	1	0.1
1994	7			IR	6,150	7,600	6,750	5,150	620	9	1.0	1	0.1
1995	7			IR	6,200	7,650	6,850	5,300	620	11	1.2	2	0.2
1996	7			IR	6,200	7,700	6,900	5,300	620	7	0.8	0	0.0
1997	7			IR	6,350	7,950	7,100	5,400	640	5	0.5	0	0.0
1998	7			IR	6,400	7,950	7,150	5,400	640	8	0.8	0	0.0
1999	7			IR	6,200	7,700	6,900	5,200	430	9	1.0	2	0.2
2000	7			IR	7,600	9,300	8,400	6,400	680	5	0.4	2	0.2
2001	7			IR	9,100	11,200	10,100	7,700	820	5	0.4	0	0.0
2002	7			IR	8,250	10,200	9,150	7,000	910	8	0.7	3	0.2
2003	7			IR	8,600	10,400	9,450	7,300	770	8	0.6	1	0.1
2004	7			IR	8,900	11,000	9,850	7,500	800	8	0.6	0	0.0
2005	7			IR	9,450	11,400	10,400	8,050	850	15	1.1	1	0.1
2006	7			IR	10,000	12,100	10,900	8,500	1,200	10	0.7	0	0.0
2007	7			IR	10,500	12,700	12,700	8,900	740	8	0.5	0	0.0
2008	7			IR	11,100	13,400	13,200	9,500	780	5	0.3	0	0.0
2009	7			IR	11,600	13,900	12,600	9,850	810	14	0.8	2	0.1
2010	7			IR	11,600	13,800	12,600	9,850	810	13	0.8	1	0.1
2011	7			IR	7,800	9,300	9,100	6,650	550	17	1.5	1	0.1
2012	7			IR	11,400	13,600	13,200	9,750	800	10	0.6	3	0.2
2013	7			IR	9,700	11,500	12,400	8,250	680	11	0.8	1	0.1
2014	7			IR	11,600	13,800	13,800	9,850	810	9	0.5	0	0.0
2015	7			IR	11,900	14,200	14,200	10,100	830	8	0.5	1	0.1
2016	7			IR	12,200	14,500	14,600	10,400	850	9	0.5	0	0.0
2017	7			IR	12,500	14,700	14,700	11,100	880	3	0.2	0	0.0
2018	7			IR	12,800	15,000	15,000	11,400	900	10	0.5	0	0.0
2019	7			IR	13,100	15,400	15,400	11,700	920	13	0.7	2	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2021	7			IR	13,600	15,900	16,000	12,100	950	8	0.4	1	0.0
1988	7	S JCT HWY 12(BROOKLIN)	12.6	IR	5,900	7,650	6,500	4,700	410	0	0.0	0	0.0
1989	7			IR	6,200	8,000	6,900	5,100	620	0	0.0	0	0.0
1990	7			IR	6,800	8,650	7,550	5,600	680	0	0.0	0	0.0
1991	7			IR	7,050	8,900	7,850	5,850	420	0	0.0	0	0.0
1992	7			IR	7,250	8,900	8,000	6,150	510	0	0.0	0	0.0
1993	7			C	7,450	8,100	8,250	6,850	520	0	0.0	0	0.0
1994	7			C	7,800	8,550	8,700	7,050	550	0	0.0	0	0.0
1995	7			C	8,150	8,900	9,150	7,450	650	0	0.0	0	0.0
1996	7			C	8,100	9,200	9,200	7,300	650	0	0.0	0	0.0
1997	7			C	8,850	10,000	10,100	7,950	440	0	0.0	0	0.0
1998	7			C	9,250	10,500	10,500	8,300	460	0	0.0	0	0.0
1999	7			C	9,350	10,500	10,600	8,400	560	0	0.0	0	0.0
2000	7			C	11,100	12,500	12,500	10,000	780	0	0.0	0	0.0
2001	7			C	10,500	11,800	11,800	9,450	520	0	0.0	0	0.0
2002	7			C	12,600	14,100	14,200	11,300	760	0	0.0	0	0.0
2003	7			CR	15,000	18,300	17,600	12,700	1,050	0	0.0	0	0.0
2004	7			CR	13,900	17,100	16,300	11,700	970	0	0.0	0	0.0
2005	7			IC	14,600	16,200	16,400	12,900	1,450	0	0.0	0	0.0
2006	7			IC	15,200	16,900	17,000	13,500	1,200	0	0.0	0	0.0
2007	7			IC	16,000	17,800	18,300	14,100	1,450	0	0.0	0	0.0
2008	7			IC	16,700	18,500	17,900	14,700	1,500	0	0.0	0	0.0
2009	7			IC	17,400	19,300	19,500	15,500	1,550	0	0.0	0	0.0
2010	7			IC	17,500	19,400	19,500	15,500	1,600	0	0.0	0	0.0
2011	7			IC	18,000	19,800	20,500	16,100	1,600	0	0.0	0	0.0
2012	7			IC	19,200	21,300	20,600	17,000	1,750	0	0.0	0	0.0
2013	7			IC	19,900	22,000	21,900	17,600	1,800	0	0.0	0	0.0
2014	7			IC	20,500	22,700	22,600	18,200	1,850	0	0.0	0	0.0
2015	7			IC	21,200	23,500	23,400	18,800	1,900	0	0.0	0	0.0
2016	7			IC	21,900	24,200	24,100	19,400	1,950	0	0.0	0	0.0
2017	7			IC	22,600	24,800	24,900	20,500	2,050	0	0.0	0	0.0
2018	7			IC	23,200	25,500	25,700	21,000	2,100	0	0.0	0	0.0
2019	7			IC	23,900	26,200	26,400	21,600	2,150	0	0.0	0	0.0
2021	7			IC	25,300	27,400	27,600	22,900	2,300	0	0.0	0	0.0
1988	7	DURHAM RD 1 BROCK RD	8.5	C	7,950	8,800	8,800	7,150	560	0	0.0	0	0.0
1989	7			C	8,700	9,650	9,750	7,850	610	0	0.0	0	0.0
1990	7			C	9,450	10,500	10,500	8,500	380	0	0.0	0	0.0
1991	7			C	9,450	10,400	10,500	8,600	380	0	0.0	0	0.0
1992	7			C	9,500	10,300	10,500	8,750	280	0	0.0	0	0.0
1993	7			UC	9,550	10,100	10,900	8,950	290	0	0.0	0	0.0
1994	7			UC	9,500	10,100	10,900	8,850	380	0	0.0	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1995	7			UC	9,900	10,400	11,300	9,250	500	0	0.0	0	0.0
1996	7			UC	10,700	11,300	12,500	10,200	540	0	0.0	0	0.0
1997	7			C	10,600	12,000	12,100	9,550	420	0	0.0	0	0.0
1998	7			C	11,000	12,400	12,400	9,900	440	0	0.0	0	0.0
1999	7			C	10,700	12,000	12,100	9,650	430	0	0.0	0	0.0
2000	7			C	10,100	11,400	11,400	9,100	710	0	0.0	0	0.0
2001	7			C	10,000	11,300	11,300	9,000	500	0	0.0	0	0.0
2002	7			C	10,400	11,600	11,700	9,350	310	0	0.0	0	0.0
2003	7			C	9,900	11,100	11,100	8,950	790	0	0.0	0	0.0
2004	7			C	9,650	10,900	10,900	8,700	480	0	0.0	0	0.0
2005	7			C	9,350	10,400	10,500	8,400	470	0	0.0	0	0.0
2006	7			C	9,500	10,600	10,600	8,550	380	0	0.0	0	0.0
2007	7			C	9,400	10,400	10,600	8,450	380	0	0.0	0	0.0
2008	7			C	8,550	9,450	9,300	7,650	340	0	0.0	0	0.0
2009	7			C	9,200	10,100	10,200	8,300	370	0	0.0	0	0.0
2010	7			C	9,100	10,000	10,100	8,200	360	0	0.0	0	0.0
2011	7			C	9,000	9,900	10,000	8,100	360	0	0.0	0	0.0
2012	7			UC	8,900	8,950	9,550	8,450	360	0	0.0	0	0.0
2013	7			UC	8,800	8,850	8,850	8,350	380	0	0.0	0	0.0
2014	7			UC	8,750	8,800	8,400	8,300	380	0	0.0	0	0.0
2015	7			UC	8,650	8,700	8,300	8,200	370	0	0.0	0	0.0
2016	7			UC	8,550	8,600	8,200	8,100	370	0	0.0	0	0.0
2017	7			UC	8,800	8,750	8,850	8,450	380	0	0.0	0	0.0
2018	7			UC	8,400	8,350	8,450	8,050	360	0	0.0	0	0.0
2019	7			UC	8,300	8,200	8,300	8,000	360	0	0.0	0	0.0
2021	7			UC	8,150	8,150	8,300	7,850	330	0	0.0	0	0.0
1988	7	0.985 KM W OF YORK RD 30	2.1	C	11,400	12,700	12,700	10,300	680	0	0.0	0	0.0
1989	7			C	12,000	13,300	13,400	10,800	960	0	0.0	0	0.0
1990	7			C	13,200	14,700	14,700	11,900	1,050	0	0.0	0	0.0
1991	7			C	12,800	14,100	14,200	11,600	380	0	0.0	0	0.0
1992	7			C	12,500	13,500	13,900	11,500	250	0	0.0	0	0.0
1993	7			C	12,200	13,300	13,500	11,200	240	0	0.0	0	0.0
1994	7			C	12,800	14,000	14,300	11,600	260	0	0.0	0	0.0
1995	7			C	13,200	14,400	14,800	12,100	400	0	0.0	0	0.0
1996	7			SC	11,100	11,800	13,000	9,950	440	0	0.0	0	0.0
1997	7			SC	14,100	14,900	16,500	12,500	560	0	0.0	0	0.0
1998	7			SC	14,500	15,400	17,000	12,900	580	0	0.0	0	0.0
1999	7			SC	14,600	15,500	17,100	13,000	580	0	0.0	0	0.0
2000	7			C	15,300	17,300	17,300	13,800	610	0	0.0	0	0.0
2001	7			C	12,600	14,200	14,200	11,300	880	0	0.0	0	0.0
2002	7			C	11,500	12,900	13,000	10,300	800	0	0.0	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2003	7			C	11,000	12,300	12,400	9,950	770	0	0.0	0	0.0
2004	7			C	10,700	12,100	12,100	9,650	750	0	0.0	0	0.0
2005	7			C	13,300	14,800	14,900	11,900	930	0	0.0	0	0.0
2006	7			C	11,300	12,600	12,700	10,200	450	0	0.0	0	0.0
2007	7			C	11,000	12,200	12,400	9,900	220	0	0.0	0	0.0
2008	7			C	22,500	24,800	24,500	20,200	450	0	0.0	0	0.0
2009	7			C	10,800	11,900	12,000	9,700	220	0	0.0	0	0.0
2010	7			C	13,400	14,800	14,900	12,100	270	0	0.0	0	0.0
2011	7			C	13,500	14,900	15,000	12,200	270	0	0.0	0	0.0
2012	7			C	13,500	14,900	14,600	12,200	270	0	0.0	0	0.0
2013	7			C	13,500	14,900	14,700	12,200	270	0	0.0	0	0.0
2014	7			C	13,600	15,000	14,600	12,200	270	1	0.1	0	0.0
2015	7			C	13,600	15,000	14,600	12,200	270	0	0.0	0	0.0
2016	7			C	13,600	15,000	14,600	12,200	270	0	0.0	0	0.0
2017	7			C	13,900	15,200	15,200	12,600	280	0	0.0	0	0.0
2018	7			C	13,700	15,000	14,900	12,400	270	0	0.0	0	0.0
2019	7			C	13,800	15,100	15,000	12,500	280	0	0.0	0	0.0
2021	7			C	13,800	15,000	14,900	12,500	280	0	0.0	0	0.0
2021	7	S JCT HWY 410 HEART LK RD END OF NA	3.1										
1988	7	N JCT HWY 410 CTY RD 10 BOVAIRD DR (E)	0.4	UC	22,200	23,300	25,100	20,900	2,200	5	1.6	1	0.3
1989	7			UC	24,500	25,700	27,700	23,300	2,450	18	5.3	1	0.3
1990	7			UC	26,900	28,800	31,200	25,600	2,700	4	1.1	0	0.0
1991	7			UC	27,600	29,300	31,700	26,800	1,650	6	1.6	0	0.0
1992	7			UC	31,300	33,200	36,000	30,000	2,200	5	1.1	0	0.0
1993	7			UC	32,300	34,000	36,700	30,300	2,250	5	1.1	0	0.0
1994	7			UC	32,700	34,700	37,400	30,400	1,950	7	1.5	0	0.0
1995	7			UC	33,400	35,200	38,200	31,100	2,000	15	3.2	1	0.2
1996	7			UC	36,600	38,700	42,800	34,800	3,300	12	2.4	0	0.0
1997	7			UC	34,600	36,300	40,500	32,500	2,750	10	2.1	2	0.4
1998	7			UC	40,600	43,000	47,500	38,600	3,650	3	0.5	0	0.0
1999	7			UC	42,600	45,200	49,800	40,500	3,850	4	0.7	1	0.2
2000	7			UC	44,600	47,300	52,600	41,900	5,350	15	2.4	0	0.0
2001	7			UC	46,200	49,500	54,300	43,400	5,550	33	5.1	5	0.8
2002	7			UC	48,300	51,500	56,800	45,200	5,800	24	3.6	4	0.6
2003	7			UC	50,400	53,300	59,000	47,600	5,550	2	0.3	0	0.0
2004	7			UC	52,500	56,200	61,800	49,300	5,800	1	0.1	0	0.0
2005	7			UC	54,600	57,800	63,900	51,200	6,000	0	0.0	0	0.0
2006	7			UC	28,600	30,200	33,400	26,900	3,150	0	0.0	0	0.0
2007	7			UC	28,000	29,700	32,400	26,300	3,100	0	0.0	0	0.0
2008	7			UC	27,500	29,000	27,300	25,700	3,000	0	0.0	0	0.0
2009	7			UC	27,000	28,600	31,600	25,400	2,950	0	0.0	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2010	7			UC	26,500	28,000	30,800	24,900	2,900	0	0.0	0	0.0
2011	7			UC	34,700	34,800	36,000	32,900	3,800	0	0.0	0	0.0
2012	7			UC	34,200	34,400	36,600	32,500	3,750	0	0.0	0	0.0
2013	7			UC	33,800	33,900	34,000	32,100	3,700	0	0.0	0	0.0
2014	7			UC	33,400	33,500	32,100	31,700	3,650	1	0.2	1	0.2
2015	7			UC	33,000	33,100	31,700	31,300	3,650	1	0.2	0	0.0
2016	7			UC	32,500	32,600	31,300	30,800	3,600	2	0.4	0	0.0
2017	7			UC	32,100	31,900	32,200	30,800	3,550	3	0.7	0	0.0
2018	7			UC	31,700	31,400	31,900	30,400	3,500	3	0.7	0	0.0
2019	7			UC	31,300	30,800	31,300	30,200	3,450	0	0.0	0	0.0
2021	7			UC	30,400	30,500	30,900	29,300	3,350	1	0.2	1	0.2
2021	7	AT RAMP 53 (S) START OF NA	10.7										
1988	7	BRAMPTON HALTON HILLS LTS CASELY DR (S)	0.5	UC	13,300	14,000	15,000	12,500	660	1	0.4	0	0.0
1989	7			UC	13,500	14,200	15,300	12,800	680	3	1.2	0	0.0
1990	7			UC	13,800	14,800	16,000	13,100	690	2	0.8	0	0.0
1991	7			UC	13,900	14,700	16,000	13,500	700	8	3.0	2	0.8
1992	7			UC	13,500	14,300	15,500	13,000	940	5	1.9	0	0.0
1993	7			UC	13,800	14,500	15,700	12,900	970	1	0.4	0	0.0
1994	7			UC	13,700	14,500	15,700	12,700	960	9	3.4	0	0.0
1995	7			UC	14,000	14,800	16,000	13,100	1,100	4	1.5	0	0.0
1996	7			UC	13,700	14,500	16,000	13,000	1,100	6	2.3	1	0.4
1997	7			UC	14,000	14,700	16,400	13,200	1,100	1	0.4	1	0.4
1998	7			UC	13,800	14,600	16,100	13,100	1,100	3	1.1	0	0.0
1999	7			UC	13,900	14,700	16,300	13,200	970	0	0.0	0	0.0
2000	7			C	13,400	15,100	15,100	12,100	1,050	5	1.9	0	0.0
2001	7			C	14,200	16,000	16,000	12,800	570	1	0.4	0	0.0
2002	7			C	14,300	16,000	16,100	12,900	720	10	3.6	1	0.4
2003	7			C	14,100	15,700	15,900	12,700	700	2	0.7	1	0.4
2004	7			C	14,100	15,900	15,900	12,700	700	2	0.7	1	0.4
2005	7			C	14,200	15,800	15,900	12,800	710	2	0.7	2	0.7
2006	7			C	14,200	15,800	15,900	12,800	710	0	0.0	0	0.0
2007	7			C	14,200	15,800	16,000	12,800	710	1	0.4	1	0.4
2008	7			C	14,300	15,800	15,600	12,800	720	1	0.4	0	0.0
2009	7			C	14,300	15,700	15,900	12,900	720	0	0.0	0	0.0
2010	7			C	14,400	15,900	16,000	13,000	720	0	0.0	0	0.0
2011	7			C	14,400	15,900	16,000	13,000	720	0	0.0	0	0.0
2012	7			C	14,400	15,900	15,500	13,000	720	0	0.0	0	0.0
2013	7			IR	14,500	17,300	18,500	12,300	720	0	0.0	0	0.0
2014	7			IR	14,500	17,300	17,300	12,300	720	1	0.4	0	0.0
2015	7			IC	14,600	16,200	16,100	12,900	730	0	0.0	0	0.0
2016	7			IC	14,600	16,200	16,100	12,900	730	0	0.0	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2017	7			IC	14,600	16,000	16,100	13,200	730	0	0.0	0	0.0
2018	7			IC	14,700	16,200	16,300	13,300	740	0	0.0	0	0.0
2019	7			IC	14,700	16,100	16,200	13,300	740	0	0.0	0	0.0
2021	7			IC	14,800	16,100	16,100	13,400	740	0	0.0	0	0.0
1988	7	REG RD 19 WINS CHURCHILL BV ADAMSON ST	1.6	UC	16,300	17,100	18,400	15,300	820	2	0.2	0	0.0
1989	7			UC	16,800	17,600	19,000	16,000	840	7	0.7	0	0.0
1990	7			UC	16,300	17,400	18,900	15,500	820	12	1.3	0	0.0
1991	7			UC	15,700	16,600	18,100	15,200	780	6	0.7	1	0.1
1992	7			UC	15,900	16,900	18,300	15,300	950	2	0.2	0	0.0
1993	7			UC	17,100	18,000	19,400	16,000	1,050	2	0.2	0	0.0
1994	7			UC	16,700	17,700	19,100	15,500	1,000	7	0.7	1	0.1
1995	7			UC	17,600	18,600	20,100	16,400	1,050	2	0.2	0	0.0
1996	7			UC	17,200	18,200	20,100	16,400	1,050	3	0.3	0	0.0
1997	7			UC	17,400	18,300	20,400	16,400	1,050	4	0.4	0	0.0
1998	7			UC	17,600	18,700	20,600	16,700	1,050	1	0.1	0	0.0
1999	7			UC	17,300	18,300	20,200	16,400	1,050	2	0.2	1	0.1
2000	7			UC	17,000	18,000	20,100	16,000	1,200	3	0.3	0	0.0
2001	7			UC	17,400	18,600	20,500	16,400	1,200	4	0.4	0	0.0
2002	7			UC	17,400	18,500	20,500	16,300	700	6	0.6	1	0.1
2003	7			UC	17,400	18,400	20,400	16,400	700	2	0.2	1	0.1
2004	7			UC	17,400	18,600	20,500	16,400	700	5	0.5	0	0.0
2005	7			UC	17,500	18,500	20,500	16,400	1,200	4	0.4	0	0.0
2006	7			UC	17,500	18,500	20,400	16,500	1,200	0	0.0	0	0.0
2007	7			UC	17,500	18,600	20,300	16,400	1,200	0	0.0	0	0.0
2008	7			UC	17,500	18,500	17,400	16,400	1,200	0	0.0	0	0.0
2009	7			UC	17,600	18,700	20,600	16,500	1,250	0	0.0	0	0.0
2010	7			UC	17,600	18,600	20,500	16,500	1,250	0	0.0	0	0.0
2011	7			UC	17,600	17,700	18,300	16,700	1,250	0	0.0	0	0.0
2012	7			UC	17,600	17,700	18,800	16,700	1,250	0	0.0	0	0.0
2013	7			IR	17,700	21,100	22,600	15,100	1,250	2	0.2	0	0.0
2014	7			IR	17,700	21,100	21,100	15,100	1,250	0	0.0	0	0.0
2015	7			IR	17,700	21,100	21,100	15,100	1,250	0	0.0	0	0.0
2016	7			IR	20,000	23,800	23,900	17,000	1,400	0	0.0	0	0.0
2017	7			IR	18,200	20,600	20,700	15,700	1,250	0	0.0	0	0.0
2018	7			IR	18,200	20,600	20,800	15,800	1,250	0	0.0	0	0.0
2019	7			IR	18,300	20,700	20,900	15,900	920	0	0.0	0	0.0
2021	7			IR	18,400	20,700	20,900	16,200	920	0	0.0	0	0.0
2021	7	HALL RD START OF NA	5.0										
1988	7	ONTARIO ST HALTON RD 32	1.4	C	10,600	11,800	11,800	9,550	950	2	0.4	0	0.0
1989	7			C	10,900	12,100	12,200	9,800	980	2	0.4	0	0.0
1990	7			UC	11,100	11,900	12,900	10,500	1,000	2	0.4	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1991	7			UC	11,400	12,100	13,100	11,100	1,050	3	0.5	0	0.0
1992	7			UC	11,600	12,300	13,300	11,100	1,050	2	0.3	0	0.0
1993	7			UC	11,200	11,800	12,700	10,500	900	1	0.2	0	0.0
1994	7			UC	11,600	12,300	13,300	10,800	930	4	0.7	0	0.0
1995	7			UC	11,800	12,500	13,500	11,000	940	4	0.7	0	0.0
1996	7			UC	11,000	11,600	12,900	10,500	880	2	0.4	0	0.0
1997	7			IC	12,100	13,600	13,700	10,600	970	1	0.2	0	0.0
1998	7			IC	12,500	14,000	14,000	11,100	1,000	1	0.2	0	0.0
1999	7			IC	12,100	13,600	13,600	10,800	850	5	0.8	1	0.2
2000	7			IC	12,200	13,700	13,700	10,900	730	6	1.0	0	0.0
2001	7			IC	12,300	13,800	13,800	10,900	740	3	0.5	0	0.0
2002	7			IC	12,400	13,800	13,900	10,900	740	2	0.3	0	0.0
2003	7			IC	12,300	13,700	13,800	10,900	740	2	0.3	1	0.2
2004	7			IC	12,600	14,100	14,200	11,100	760	2	0.3	0	0.0
2005	7			IC	12,700	14,100	14,300	11,200	760	3	0.5	0	0.0
2006	7			IC	12,800	14,200	14,400	11,300	770	1	0.2	0	0.0
2007	7			IC	12,900	14,300	14,800	11,400	770	2	0.3	0	0.0
2008	7			IC	13,000	14,400	13,900	11,500	780	1	0.2	0	0.0
2009	7			IC	13,100	14,500	14,700	11,700	790	0	0.0	0	0.0
2010	7			IC	13,200	14,600	14,700	11,700	790	0	0.0	0	0.0
2011	7			IC	13,300	14,600	15,200	11,900	800	3	0.5	0	0.0
2012	7			UC	16,500	16,600	17,700	15,700	990	0	0.0	0	0.0
2013	7			UC	14,200	14,200	14,300	13,500	850	0	0.0	0	0.0
2014	7			UC	13,800	13,800	13,300	13,100	630	3	0.4	2	0.3
2015	7			UC	14,200	14,200	13,700	13,500	650	1	0.1	0	0.0
2016	7			UC	14,300	14,300	13,800	13,600	660	0	0.0	0	0.0
2017	7			UC	14,600	14,500	14,600	14,000	670	0	0.0	0	0.0
2018	7			UC	14,700	14,600	14,800	14,100	680	1	0.1	0	0.0
2019	7			UC	14,900	14,700	14,900	14,400	690	0	0.0	0	0.0
2021	7			UC	15,200	15,200	15,400	14,600	760	0	0.0	0	0.0
1988	7	S JCT HALTON RD 3 TRAFALGAR RD	3.5	C	14,000	15,500	15,500	12,600	980	34	1.9	1	0.1
1989	7			C	14,200	15,800	15,900	12,800	990	34	1.9	1	0.1
1990	7			UC	14,700	15,700	17,100	14,000	1,300	30	1.6	4	0.2
1991	7			UC	15,100	16,000	17,400	14,600	1,350	27	1.4	1	0.1
1992	7			UC	15,300	16,200	17,600	14,700	1,400	31	1.6	2	0.1
1993	7			UC	14,900	15,700	16,900	14,000	1,050	29	1.5	4	0.2
1994	7			UC	15,100	16,000	17,300	14,000	1,050	22	1.1	2	0.1
1995	7			UC	15,300	16,100	17,500	14,300	1,050	30	1.5	3	0.2
1996	7			UC	14,800	15,700	17,300	14,100	1,050	39	2.0	3	0.2
1997	7			UC	14,900	15,600	17,400	14,000	1,350	33	1.7	1	0.1
1998	7			UC	16,200	17,200	19,000	15,400	1,450	26	1.2	1	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1999	7			UC	16,200	17,200	19,000	15,400	1,300	21	1.0	0	0.0
2000	7			C	16,700	18,900	18,900	15,000	1,500	28	1.3	2	0.1
2001	7			C	16,700	18,800	18,800	15,000	1,150	16	0.7	2	0.1
2002	7			C	17,000	19,000	19,200	15,300	1,200	23	1.1	2	0.1
2003	7			C	17,300	19,300	19,500	15,600	1,200	17	0.8	1	0.0
2004	7			C	17,600	19,800	19,900	15,900	880	18	0.8	1	0.0
2005	7			C	17,900	19,900	20,100	16,100	1,600	14	0.6	0	0.0
2006	7			C	18,200	20,200	20,400	16,400	1,650	16	0.7	3	0.1
2007	7			C	18,400	20,400	20,700	16,500	1,450	15	0.6	2	0.1
2008	7			C	18,700	20,600	20,400	16,800	1,500	20	0.8	3	0.1
2009	7			C	19,000	20,900	21,100	17,100	1,500	13	0.5	0	0.0
2010	7			C	18,000	19,800	20,000	16,200	1,450	4	0.2	0	0.0
2011	7			C	16,500	18,200	18,300	14,800	1,300	8	0.4	1	0.0
2012	7			C	17,500	19,300	18,900	15,800	1,400	7	0.3	0	0.0
2013	7			C	18,800	20,700	20,500	16,900	1,500	6	0.2	1	0.0
2014	7			C	18,600	20,500	19,900	16,700	1,500	6	0.3	0	0.0
2015	7			C	19,000	20,900	20,300	17,100	1,500	2	0.1	1	0.0
2016	7			C	19,200	21,100	20,500	17,300	1,550	5	0.2	0	0.0
2017	7			C	19,400	21,200	21,200	17,600	1,550	0	0.0	0	0.0
2018	7			C	19,600	21,500	21,400	17,700	1,550	1	0.0	0	0.0
2019	7			C	19,800	21,600	21,500	17,900	1,600	3	0.1	0	0.0
2021	7			C	20,200	22,000	21,900	18,300	1,600	0	0.0	0	0.0
2013	7	3.518 KM W OF S JCT HALTON RD 3 TRAFALGAR RD	2.4	C	15,300	16,900	16,600	13,800	0	1	0.1	0	0.0
2014	7			C	15,200	16,700	16,300	13,700	0	2	0.2	0	0.0
2015	7			C	15,100	16,600	16,200	13,600	0	1	0.1	0	0.0
2016	7			C	15,000	16,500	16,100	13,500	0	0	0.0	0	0.0
2017	7			C	15,200	16,600	16,600	13,800	0	3	0.2	1	0.1
2018	7			C	15,000	16,400	16,300	13,500	0	0	0.0	0	0.0
2019	7			C	15,000	16,400	16,300	13,600	0	2	0.2	0	0.0
2021	7			C	14,900	16,200	16,100	13,500	0	0	0.0	0	0.0
1988	7	WORDEN VIEW RD	3.3	C	7,950	8,800	8,800	7,150	560	10	1.0	0	0.0
1989	7			C	8,050	8,950	9,000	7,250	560	2	0.2	0	0.0
1990	7			UC	8,200	8,750	9,500	7,800	660	9	0.9	0	0.0
1991	7			UC	8,450	8,950	9,700	8,200	680	7	0.7	0	0.0
1992	7			UC	8,500	9,000	9,800	8,150	680	5	0.5	0	0.0
1993	7			UC	8,300	8,750	9,450	7,750	420	8	0.8	0	0.0
1994	7			UC	8,500	9,000	9,700	7,900	420	6	0.6	0	0.0
1995	7			UC	8,600	9,050	9,850	8,000	430	4	0.4	0	0.0
1996	7			UC	8,350	8,850	9,750	7,950	420	6	0.6	0	0.0
1997	7			UC	8,300	8,700	9,700	7,800	500	6	0.6	0	0.0
1998	7			UC	9,050	9,600	10,600	8,600	540	6	0.6	1	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1999	7			UC	9,050	9,600	10,600	8,600	720	10	0.9	1	0.1
2000	7			UC	9,550	10,100	11,300	9,000	760	11	1.0	0	0.0
2001	7			UC	9,500	10,200	11,200	8,950	760	4	0.4	0	0.0
2002	7			UC	9,300	9,900	10,900	8,700	560	10	0.9	0	0.0
2003	7			UC	9,650	10,200	11,300	9,100	580	5	0.4	0	0.0
2004	7			UC	9,800	10,500	11,500	9,200	590	4	0.3	0	0.0
2005	7			UC	9,950	10,500	11,600	9,350	600	4	0.3	1	0.1
2006	7			UC	10,100	10,700	11,800	9,500	610	3	0.2	0	0.0
2007	7			UC	12,000	12,700	13,900	11,300	1,100	5	0.3	0	0.0
2008	7			UC	12,500	13,200	12,400	11,700	1,100	4	0.3	0	0.0
2009	7			UC	13,500	14,300	15,800	12,700	1,200	4	0.2	1	0.1
2010	7			UC	14,500	15,300	16,900	13,600	1,300	3	0.2	0	0.0
2011	7			UC	15,500	15,500	16,100	14,700	1,400	0	0.0	0	0.0
2012	7			UC	16,800	16,900	18,000	16,000	1,500	4	0.2	1	0.0
2013	7			UC	15,000	15,000	15,100	14,200	1,350	4	0.2	0	0.0
2014	7			UC	15,300	15,300	14,700	14,500	1,400	0	0.0	0	0.0
2015	7			UC	11,300	11,300	10,900	10,700	1,000	2	0.1	0	0.0
2016	7			UC	11,500	11,500	11,100	10,900	1,050	2	0.1	0	0.0
2017	7			UC	11,800	11,700	11,800	11,300	1,050	0	0.0	0	0.0
2018	7			UC	12,000	11,900	12,100	11,500	1,100	1	0.1	0	0.0
2019	7			UC	15,200	15,000	15,200	14,600	1,350	1	0.1	0	0.0
2021	7			UC	15,300	15,300	15,500	14,700	1,400	2	0.1	0	0.0
2021	7	CHURCHILL RD HALTON HILLS START OF NA	2.0										
1988	7	N JCT HWY 25 MAIN ST	3.1	C	5,700	6,350	6,350	5,150	570	8	1.2	0	0.0
1989	7			C	5,950	6,600	6,650	5,350	600	10	1.5	1	0.1
1990	7			C	6,050	6,700	6,700	5,450	600	15	2.2	1	0.1
1991	7			C	6,200	6,800	6,900	5,650	620	9	1.3	0	0.0
1992	7			C	6,200	6,700	6,900	5,700	620	9	1.3	0	0.0
1993	7			C	6,300	6,850	6,950	5,800	630	6	0.8	0	0.0
1994	7			C	6,300	6,900	7,000	5,700	630	6	0.8	1	0.1
1995	7			C	6,400	7,000	7,150	5,850	640	5	0.7	0	0.0
1996	7			C	6,200	7,050	7,050	5,600	620	5	0.7	0	0.0
1997	7			C	6,250	7,050	7,100	5,600	620	2	0.3	0	0.0
1998	7			C	6,850	7,750	7,750	6,150	680	2	0.3	0	0.0
1999	7			C	6,800	7,600	7,700	6,100	480	2	0.3	1	0.1
2000	7			C	7,100	8,000	8,000	6,400	640	5	0.6	0	0.0
2001	7			C	7,000	7,900	7,900	6,300	630	3	0.4	0	0.0
2002	7			C	7,050	7,900	7,950	6,350	490	4	0.5	0	0.0
2003	7			C	7,250	8,100	8,150	6,550	650	2	0.2	0	0.0
2004	7			C	7,400	8,350	8,350	6,650	670	8	0.9	1	0.1
2005	7			C	7,500	8,350	8,400	6,750	750	6	0.7	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2006	7			C	7,650	8,500	8,550	6,900	760	7	0.8	1	0.1
2007	7			C	7,750	8,600	8,750	6,950	780	7	0.8	0	0.0
2008	7			C	7,850	8,650	8,550	7,050	780	5	0.6	2	0.2
2009	7			C	8,000	8,800	8,900	7,200	800	4	0.4	0	0.0
2010	7			C	8,100	8,950	9,000	7,300	810	4	0.4	0	0.0
2011	7			C	8,250	9,100	9,150	7,400	820	0	0.0	0	0.0
2012	7			C	8,350	9,200	9,000	7,500	840	1	0.1	0	0.0
2013	7			UC	8,450	8,500	8,500	8,000	840	1	0.1	0	0.0
2014	7			UC	8,600	8,650	8,250	8,150	860	4	0.4	1	0.1
2015	7			UC	8,700	8,750	8,350	8,250	870	2	0.2	1	0.1
2016	7			UC	8,850	8,900	8,500	8,400	880	1	0.1	0	0.0
2017	7			UC	8,950	8,900	9,000	8,600	900	1	0.1	0	0.0
2018	7			UC	9,050	9,000	9,100	8,700	900	1	0.1	1	0.1
2019	7			UC	9,200	9,050	9,200	8,850	1,450	2	0.2	0	0.0
2021	7			UC	9,450	9,450	9,600	9,100	1,500	1	0.1	0	0.0
1988	7	HALTON HILLS MILTON TOWNLINE RD	3.9	C	5,700	6,350	6,350	5,150	570	10	1.2	1	0.1
1989	7			C	5,950	6,600	6,650	5,350	600	10	1.2	0	0.0
1990	7			C	6,050	6,700	6,700	5,450	600	10	1.2	1	0.1
1991	7			C	6,200	6,800	6,900	5,650	620	14	1.6	0	0.0
1992	7			C	6,200	6,700	6,900	5,700	620	10	1.1	1	0.1
1993	7			C	6,300	6,850	6,950	5,800	630	18	2.0	3	0.3
1994	7			C	6,300	6,900	7,000	5,700	630	13	1.5	1	0.1
1995	7			C	6,400	7,000	7,150	5,850	640	9	1.0	0	0.0
1996	7			C	6,200	7,050	7,050	5,600	620	8	0.9	1	0.1
1997	7			C	6,250	7,050	7,100	5,600	620	15	1.7	1	0.1
1998	7			C	6,850	7,750	7,750	6,150	680	12	1.2	1	0.1
1999	7			C	6,800	7,600	7,700	6,100	480	7	0.7	0	0.0
2000	7			C	7,100	8,000	8,000	6,400	640	4	0.4	1	0.1
2001	7			C	7,000	7,900	7,900	6,300	630	5	0.5	0	0.0
2002	7			C	7,050	7,900	7,950	6,350	490	5	0.5	0	0.0
2003	7			C	7,250	8,100	8,150	6,550	650	12	1.2	0	0.0
2004	7			C	7,400	8,350	8,350	6,650	670	11	1.0	0	0.0
2005	7			C	7,500	8,350	8,400	6,750	750	10	0.9	0	0.0
2006	7			C	7,650	8,500	8,550	6,900	760	6	0.6	0	0.0
2007	7			C	7,750	8,600	8,750	6,950	780	7	0.6	0	0.0
2008	7			C	7,850	8,650	8,550	7,050	780	7	0.6	0	0.0
2009	7			C	8,000	8,800	8,900	7,200	800	2	0.2	0	0.0
2010	7			C	8,100	8,950	9,000	7,300	810	4	0.3	0	0.0
2011	7			C	8,250	9,100	9,150	7,400	820	10	0.9	1	0.1
2012	7			C	8,350	9,200	9,000	7,500	840	5	0.4	0	0.0
2013	7			C	8,450	9,300	9,200	7,600	840	5	0.4	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2014	7			C	8,600	9,450	9,200	7,750	860	5	0.4	1	0.1
2015	7			C	8,700	9,550	9,300	7,850	870	4	0.3	1	0.1
2016	7			C	8,850	9,750	9,450	7,950	880	5	0.4	0	0.0
2017	7			C	8,950	9,800	9,750	8,100	900	5	0.4	0	0.0
2018	7			C	9,050	9,900	9,850	8,150	900	5	0.4	0	0.0
2019	7			C	9,200	10,100	10,000	8,350	920	6	0.5	0	0.0
2021	7			C	9,450	10,300	10,200	8,550	940	3	0.2	0	0.0
1988	7	2.6 KM WEST OF MILTON TWP RD 6TH LINE	2.2	C	5,700	6,350	6,350	5,150	570	0	0.0	0	0.0
1989	7			C	5,950	6,600	6,650	5,350	600	0	0.0	0	0.0
1990	7			C	6,050	6,700	6,700	5,450	600	0	0.0	0	0.0
1991	7			C	6,200	6,800	6,900	5,650	620	0	0.0	0	0.0
1992	7			C	6,200	6,700	6,900	5,700	620	0	0.0	0	0.0
1993	7			C	6,300	6,850	6,950	5,800	630	0	0.0	0	0.0
1994	7			C	6,300	6,900	7,000	5,700	630	0	0.0	0	0.0
1995	7			C	6,400	7,000	7,150	5,850	640	0	0.0	0	0.0
1996	7			C	6,200	7,050	7,050	5,600	620	0	0.0	0	0.0
1997	7			C	6,250	7,050	7,100	5,600	620	1	0.2	0	0.0
1998	7			C	6,850	7,750	7,750	6,150	680	2	0.4	0	0.0
1999	7			C	6,800	7,600	7,700	6,100	480	1	0.2	0	0.0
2000	7			C	7,100	8,000	8,000	6,400	640	5	0.9	0	0.0
2001	7			C	7,000	7,900	7,900	6,300	630	1	0.2	0	0.0
2002	7			C	7,050	7,900	7,950	6,350	490	4	0.7	0	0.0
2003	7			C	7,250	8,100	8,150	6,550	650	8	1.4	0	0.0
2004	7			C	7,400	8,350	8,350	6,650	670	3	0.5	1	0.2
2005	7			C	7,500	8,350	8,400	6,750	750	2	0.3	0	0.0
2006	7			C	7,650	8,500	8,550	6,900	760	3	0.5	1	0.2
2007	7			C	7,750	8,600	8,750	6,950	780	1	0.2	0	0.0
2008	7			C	7,850	8,650	8,550	7,050	780	8	1.3	0	0.0
2009	7			C	8,000	8,800	8,900	7,200	800	2	0.3	0	0.0
2010	7			C	8,100	8,950	9,000	7,300	810	0	0.0	0	0.0
2011	7			C	8,250	9,100	9,150	7,400	820	3	0.5	0	0.0
2012	7			C	8,250	9,100	8,900	7,450	820	5	0.8	0	0.0
2013	7			C	8,450	9,300	9,200	7,600	840	1	0.1	0	0.0
2014	7			C	8,550	9,400	9,150	7,700	860	2	0.3	0	0.0
2015	7			C	8,700	9,550	9,300	7,850	870	4	0.6	0	0.0
2016	7			C	8,800	9,700	9,400	7,900	880	5	0.7	0	0.0
2017	7			C	8,950	9,800	9,750	8,100	900	1	0.1	0	0.0
2018	7			C	9,050	9,900	9,850	8,150	900	2	0.3	0	0.0
2019	7			C	9,150	10,000	9,950	8,300	920	2	0.3	0	0.0
2021	7			C	9,400	10,200	10,200	8,500	940	1	0.1	0	0.0
1988	7	WELLINGTON RD 50 HARRIS ST ROCKWOOD	1.1	C	5,700	6,350	6,350	5,150	570	1	0.4	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1989	7			C	5,950	6,600	6,650	5,350	600	2	0.8	0	0.0
1990	7			C	6,050	6,700	6,700	5,450	600	0	0.0	0	0.0
1991	7			C	6,200	6,800	6,900	5,650	620	0	0.0	0	0.0
1992	7			C	6,200	6,700	6,900	5,700	620	3	1.2	0	0.0
1993	7			C	6,300	6,850	6,950	5,800	630	1	0.4	0	0.0
1994	7			C	6,300	6,900	7,000	5,700	630	1	0.4	0	0.0
1995	7			C	6,400	7,000	7,150	5,850	640	0	0.0	0	0.0
1996	7			C	6,200	7,050	7,050	5,600	620	0	0.0	0	0.0
1997	7			C	6,250	7,050	7,100	5,600	620	0	0.0	0	0.0
1998	7			C	6,850	7,750	7,750	6,150	680	2	0.7	0	0.0
1999	7			C	6,800	7,600	7,700	6,100	480	1	0.4	0	0.0
2000	7			C	7,100	8,000	8,000	6,400	640	1	0.3	0	0.0
2001	7			C	7,000	7,900	7,900	6,300	630	2	0.7	0	0.0
2002	7			C	7,050	7,900	7,950	6,350	490	2	0.7	0	0.0
2003	7			C	7,250	8,100	8,150	6,550	650	4	1.4	0	0.0
2004	7			C	7,400	8,350	8,350	6,650	670	0	0.0	0	0.0
2005	7			C	7,500	8,350	8,400	6,750	750	2	0.7	0	0.0
2006	7			C	7,650	8,500	8,550	6,900	760	3	1.0	0	0.0
2007	7			C	7,750	8,600	8,750	6,950	780	2	0.6	0	0.0
2008	7			C	7,850	8,650	8,550	7,050	780	3	0.9	0	0.0
2009	7			C	8,000	8,800	8,900	7,200	800	1	0.3	0	0.0
2010	7			C	8,100	8,950	9,000	7,300	810	0	0.0	0	0.0
2011	7			C	8,250	9,100	9,150	7,400	820	2	0.6	0	0.0
2012	7			C	8,250	9,100	8,900	7,450	820	0	0.0	0	0.0
2013	7			C	8,450	9,300	9,200	7,600	840	2	0.6	0	0.0
2014	7			C	8,550	9,400	9,150	7,700	860	3	0.9	0	0.0
2015	7			C	8,700	9,550	9,300	7,850	870	3	0.9	0	0.0
2016	7			C	8,800	9,700	9,400	7,900	880	2	0.6	0	0.0
2017	7			C	8,950	9,800	9,750	8,100	900	7	1.9	0	0.0
2018	7			C	9,050	9,900	9,850	8,150	900	6	1.7	0	0.0
2019	7			C	9,150	10,000	9,950	8,300	920	2	0.5	0	0.0
2021	7			C	9,400	10,200	10,200	8,500	940	3	0.8	0	0.0
1988	7	WELLINGTON RD 27 GOWAN ST	4.1	C	6,700	7,450	7,450	6,050	540	10	1.0	0	0.0
1989	7			C	7,400	8,200	8,300	6,650	590	12	1.1	0	0.0
1990	7			C	8,100	9,000	9,000	7,300	650	15	1.2	0	0.0
1991	7			C	8,350	9,200	9,250	7,600	670	9	0.7	1	0.1
1992	7			C	8,350	9,000	9,250	7,700	500	13	1.0	2	0.2
1993	7			C	8,200	8,950	9,050	7,550	570	15	1.2	3	0.2
1994	7			C	8,700	9,550	9,700	7,850	610	13	1.0	1	0.1
1995	7			C	9,050	9,900	10,100	8,300	630	15	1.1	0	0.0
1996	7			C	8,350	9,450	9,500	7,550	580	11	0.9	2	0.2

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1997	7			CR	9,750	12,100	11,500	8,300	680	9	0.6	0	0.0
1998	7			CR	10,100	12,400	11,800	8,600	710	15	1.0	1	0.1
1999	7			CR	8,450	10,400	9,900	7,200	510	11	0.9	1	0.1
2000	7			CR	8,500	10,500	9,950	7,200	510	9	0.7	0	0.0
2001	7			CR	8,550	10,500	10,000	7,200	510	9	0.7	0	0.0
2002	7			CR	8,600	10,600	10,100	7,250	600	11	0.9	0	0.0
2003	7			CR	8,350	10,200	9,750	7,050	580	13	1.0	0	0.0
2004	7			C	8,500	9,550	9,600	7,650	680	8	0.6	0	0.0
2005	7			C	8,800	9,800	9,900	7,900	700	4	0.3	0	0.0
2006	7			C	8,900	9,900	9,950	8,000	620	9	0.7	2	0.2
2007	7			C	8,800	9,800	9,900	7,900	620	12	0.9	1	0.1
2008	7			C	9,100	10,000	9,900	8,150	640	15	1.1	1	0.1
2009	7			C	8,800	9,700	9,750	7,900	620	5	0.4	0	0.0
2010	7			C	9,100	10,000	10,100	8,200	640	5	0.4	1	0.1
2011	7			C	9,300	10,200	10,300	8,350	650	8	0.6	1	0.1
2012	7			C	9,550	10,500	10,300	8,600	580	2	0.1	0	0.0
2013	7			C	9,550	10,500	10,400	8,600	580	5	0.3	0	0.0
2014	7			C	9,150	10,100	9,800	8,250	560	12	0.9	1	0.1
2015	7			C	9,150	10,100	9,800	8,250	560	3	0.2	0	0.0
2016	7			C	9,200	10,100	9,850	8,300	560	9	0.7	1	0.1
2017	7			C	9,200	10,100	10,000	8,350	560	4	0.3	0	0.0
2018	7			C	9,250	10,100	10,100	8,350	560	3	0.2	0	0.0
2019	7			C	9,250	10,100	10,000	8,350	560	11	0.8	0	0.0
2021	7			C	9,300	10,100	10,100	8,450	560	6	0.4	1	0.1
1988	7	WELLINGTON RD 29	3.2	C	8,900	9,900	9,900	8,000	710	16	1.5	1	0.1
1989	7			C	9,250	10,300	10,400	8,300	740	13	1.2	2	0.2
1990	7			UC	9,500	10,200	11,000	9,000	760	10	0.9	0	0.0
1991	7			UC	9,800	10,400	11,300	9,500	780	24	2.1	1	0.1
1992	7			UC	9,800	10,400	11,300	9,400	590	10	0.9	0	0.0
1993	7			UC	9,900	10,400	11,300	9,250	590	16	1.4	1	0.1
1994	7			UC	9,800	10,400	11,200	9,100	590	21	1.8	1	0.1
1995	7			UC	9,950	10,500	11,400	9,300	600	14	1.2	0	0.0
1996	7			UC	9,650	10,200	11,300	9,200	680	5	0.4	0	0.0
1997	7			IC	10,200	11,400	11,500	9,000	710	7	0.6	0	0.0
1998	7			IC	10,400	11,600	11,600	9,250	730	5	0.4	0	0.0
1999	7			IC	10,600	11,900	11,900	9,450	740	11	0.9	0	0.0
2000	7			IC	9,600	10,800	10,800	8,550	670	12	1.1	1	0.1
2001	7			IC	9,500	10,600	10,700	8,400	660	4	0.4	0	0.0
2002	7			IC	9,000	10,000	10,100	7,950	630	15	1.4	0	0.0
2003	7			IC	9,000	10,000	10,100	7,950	630	14	1.3	0	0.0
2004	7			IC	9,000	10,100	10,100	7,950	720	11	1.0	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2005	7			IC	9,000	10,000	10,100	7,950	720	7	0.7	0	0.0
2006	7			IC	9,000	10,000	10,100	7,950	990	5	0.5	0	0.0
2007	7			IC	9,000	10,000	10,300	7,950	990	14	1.3	1	0.1
2008	7			IC	9,000	9,950	9,650	7,950	810	11	1.0	2	0.2
2009	7			IC	8,800	9,750	9,850	7,850	790	11	1.1	0	0.0
2010	7			IC	8,850	9,800	9,900	7,850	620	7	0.7	0	0.0
2011	7			IC	8,850	9,750	10,100	7,950	620	5	0.5	0	0.0
2012	7			IC	8,850	9,800	9,500	7,850	650	7	0.7	0	0.0
2013	7			IC	8,550	9,450	9,400	7,600	630	7	0.7	1	0.1
2014	7			IC	8,450	9,350	9,300	7,500	630	12	1.2	1	0.1
2015	7			IC	8,350	9,250	9,200	7,400	620	10	1.0	0	0.0
2016	7			IC	8,300	9,200	9,150	7,350	610	8	0.8	2	0.2
2017	7			IC	8,200	9,000	9,050	7,450	610	15	1.6	0	0.0
2018	7			IC	8,100	8,900	8,950	7,350	600	12	1.3	0	0.0
2019	7			IC	8,050	8,850	8,900	7,250	600	13	1.4	1	0.1
2021	7			IC	7,850	8,500	8,550	7,100	550	9	1.0	1	0.1
2021	7	GUELPH E LTS START OF NA	7.2										
2021	7	W JCT HWY24 &S JCT HWY 6 END OF NA	3.7										
2021	7	N JCT HWY6 WOODLAWN RD START OF NA	2.7										
1988	7	GUELPH TO WELL HALT HILL	3.2	SC	15,300	16,500	18,100	13,800	1,200	16	0.9	1	0.1
1989	7			C	15,700	17,400	17,600	14,100	2,500	14	0.8	1	0.1
1990	7			C	16,400	18,200	18,200	14,800	980	17	0.9	0	0.0
1991	7			C	17,100	18,800	19,000	15,600	1,050	13	0.7	0	0.0
1992	7			SC	15,700	16,500	18,400	14,400	940	21	1.1	0	0.0
1993	7			SC	15,900	17,600	19,400	14,200	1,100	27	1.5	1	0.1
1994	7			SC	17,400	18,100	20,000	16,000	1,200	18	0.9	0	0.0
1995	7			UC	17,600	18,600	20,100	16,400	1,250	16	0.8	1	0.0
1996	7			UC	18,400	19,500	21,500	17,500	1,300	23	1.1	1	0.0
1997	7			SC	19,900	21,100	23,300	17,700	1,400	5	0.2	0	0.0
1998	7			SC	20,900	22,200	24,500	18,600	1,450	15	0.6	1	0.0
1999	7			SC	22,000	23,300	25,700	19,600	1,550	14	0.5	0	0.0
2000	7			SC	21,100	22,400	24,700	18,600	1,500	15	0.6	1	0.0
2001	7			SC	20,500	21,900	24,000	18,100	1,450	19	0.8	2	0.1
2002	7			SC	20,000	21,200	23,400	17,600	1,400	14	0.6	4	0.2
2003	7			SC	19,400	20,500	22,600	17,200	1,350	24	1.1	1	0.0
2004	7			SC	17,700	18,900	20,700	15,600	1,250	19	0.9	2	0.1
2005	7			SC	17,900	19,000	20,900	15,800	1,250	19	0.9	3	0.1
2006	7			SC	19,300	20,400	22,600	17,000	1,950	19	0.8	0	0.0
2007	7			SC	19,300	20,400	22,300	17,000	1,950	13	0.6	1	0.0
2008	7			SC	18,600	19,500	18,400	16,400	1,300	19	0.9	2	0.1
2009	7			SC	19,300	20,500	22,600	17,000	1,350	22	1.0	1	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2010	7			SC	19,300	20,400	22,600	17,000	1,350	10	0.4	0	0.0
2011	7			SC	19,300	24,700	22,600	15,400	1,150	31	1.4	2	0.1
2012	7			UC	17,500	17,600	18,700	16,600	1,150	18	0.9	1	0.0
2013	7			UC	17,700	17,800	17,800	16,800	1,150	26	1.3	2	0.1
2014	7			UC	18,600	18,700	17,900	17,700	1,200	24	1.1	0	0.0
2015	7			UC	18,600	18,700	17,900	17,700	1,200	27	1.2	1	0.0
2016	7			UC	18,500	18,600	17,800	17,600	1,200	25	1.2	0	0.0
2017	7			UC	18,500	18,400	18,600	17,700	1,200	26	1.2	1	0.0
2018	7			UC	18,400	18,300	18,500	17,700	1,200	45	2.1	2	0.1
2019	7			UC	18,400	18,100	18,400	17,700	1,200	26	1.2	3	0.1
2021	7			UC	18,300	18,300	18,600	17,600	1,300	24	1.1	5	0.2
1988	7	71 WOOLWICH GUELPH TOWNLINE	6.0	SC	15,300	16,500	18,100	13,800	1,050	34	1.0	2	0.1
1989	7			C	15,700	17,400	17,600	14,100	1,100	30	0.9	1	0.0
1990	7			C	16,400	18,200	18,200	14,800	1,150	38	1.1	1	0.0
1991	7			C	17,100	18,800	19,000	15,600	1,200	28	0.7	2	0.1
1992	7			SC	15,700	16,500	18,400	14,400	1,100	28	0.8	3	0.1
1993	7			SC	15,900	17,600	19,400	14,200	950	34	1.0	1	0.0
1994	7			SC	17,000	17,700	19,600	15,600	1,000	31	0.8	0	0.0
1995	7			UC	17,900	18,900	20,500	16,700	1,050	32	0.8	1	0.0
1996	7			UC	18,900	20,000	22,100	18,000	1,300	35	0.8	4	0.1
1997	7			SC	19,800	21,000	23,200	17,600	1,400	37	0.9	3	0.1
1998	7			SC	20,900	22,200	24,500	18,600	1,450	30	0.7	0	0.0
1999	7			SC	22,000	23,300	25,700	19,600	1,300	47	1.0	2	0.0
2000	7			SC	21,800	23,100	25,500	19,200	1,300	52	1.1	3	0.1
2001	7			SC	21,900	23,400	25,600	19,300	1,300	51	1.1	4	0.1
2002	7			SC	21,900	23,200	25,600	19,300	1,300	35	0.7	3	0.1
2003	7			SC	21,500	22,700	25,100	19,000	1,300	58	1.2	2	0.0
2004	7			SC	21,300	22,700	24,900	18,800	1,300	31	0.7	2	0.0
2005	7			SC	21,600	22,900	25,200	19,000	1,300	42	0.9	2	0.0
2006	7			SC	21,900	23,200	25,600	19,300	1,550	41	0.9	1	0.0
2007	7			SC	22,200	23,500	25,700	19,500	1,550	49	1.0	5	0.1
2008	7			SC	22,500	23,600	22,300	19,800	1,350	36	0.7	2	0.0
2009	7			SC	22,500	23,800	26,300	19,800	1,350	32	0.6	2	0.0
2010	7			SC	23,300	24,600	27,300	20,500	1,150	34	0.7	2	0.0
2011	7			SC	23,300	29,800	27,200	18,500	930	38	0.7	1	0.0
2012	7			UC	21,800	21,900	23,300	20,700	1,150	36	0.8	1	0.0
2013	7			UC	21,800	21,900	21,900	20,700	1,150	32	0.7	0	0.0
2014	7			C	19,900	21,900	21,300	17,900	780	33	0.8	0	0.0
2015	7			C	20,100	22,100	21,500	18,100	780	43	1.0	2	0.0
2016	7			C	20,300	22,300	21,700	18,300	790	46	1.0	3	0.1
2017	7			C	22,500	24,600	24,600	20,400	880	44	0.9	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2018	7			C	22,600	24,800	24,600	20,400	880	41	0.8	1	0.0
2019	7			C	22,700	24,800	24,700	20,500	890	50	1.0	2	0.0
2021	7			C	22,900	24,900	24,800	20,800	920	34	0.7	2	0.0
2021	7	WOOLWICH ST E JCT START OF NA	5.5										
1994	7	HWY 85 CONESTOGA PKWY OP IC KITCHENER	1.5	SC	73,700	76,600	84,800	67,800	6,650	35	0.9	2	0.0
1995	7			SC	76,300	79,800	88,600	69,400	6,850	44	1.1	4	0.1
1996	7			SC	78,800	83,800	92,200	70,600	7,100	32	0.7	5	0.1
1997	7			SC	81,300	86,200	95,100	72,400	7,300	40	0.9	7	0.2
1998	7			SC	83,800	88,800	98,000	74,600	7,550	20	0.4	2	0.0
1999	7			SC	86,300	91,500	101,000	76,800	7,750	24	0.5	2	0.0
2000	7			SC	88,800	94,100	103,900	78,100	8,000	20	0.4	5	0.1
2001	7			SC	91,300	97,400	106,900	80,500	8,200	26	0.5	4	0.1
2002	7			SC	93,800	99,500	109,800	82,700	8,450	39	0.8	6	0.1
2003	7			SC	95,800	101,200	111,800	84,800	8,600	34	0.6	1	0.0
2004	7			SC	97,400	103,900	114,000	85,800	8,750	30	0.6	3	0.1
2005	7			SC	99,000	104,800	115,600	87,100	8,900	16	0.3	1	0.0
2006	7			SC	100,600	106,400	117,600	88,700	9,050	29	0.5	4	0.1
2007	7			SC	102,200	108,000	118,200	89,900	9,200	25	0.4	1	0.0
2008	7			SC	103,800	108,900	102,700	91,300	9,350	21	0.4	0	0.0
2009	7			SC	107,600	114,100	125,900	94,700	9,700	22	0.4	3	0.1
2010	7			SC	109,800	116,100	128,500	96,800	9,900	24	0.4	1	0.0
2011	7			SC	109,800	140,500	128,300	87,400	9,900	44	0.7	6	0.1
2012	7			SC	109,800	116,300	109,400	96,900	9,900	38	0.6	4	0.1
2013	7			SC	110,900	117,300	106,900	97,800	10,000	35	0.6	4	0.1
2014	7			SC	111,000	117,400	114,600	97,900	10,000	44	0.7	3	0.0
2015	7			SC	111,100	117,500	114,700	98,000	10,000	50	0.8	2	0.0
2016	7			SC	111,200	117,600	114,800	98,100	10,000	51	0.8	4	0.1
2017	7			SC	118,800	126,300	126,400	105,400	10,700	57	0.9	10	0.2
2018	7			SC	120,600	128,800	128,100	106,100	10,900	69	1.0	11	0.2
2019	7			SC	122,400	129,900	129,200	108,200	11,000	63	0.9	6	0.1
2021	7			SC	126,000	133,300	132,800	112,100	11,300	28	0.4	4	0.1
1988	7	OTTAWA ST UP IC	1.3	UC	56,500	59,300	63,800	53,100	3,950	36	1.3	3	0.1
1989	7			UC	60,600	63,600	68,500	57,600	4,250	50	1.7	5	0.2
1990	7			UC	61,000	65,300	70,800	58,000	4,250	42	1.5	5	0.2
1991	7			UC	62,800	66,600	72,200	60,900	4,400	54	1.8	3	0.1
1992	7			SC	62,800	65,900	73,500	57,800	4,400	47	1.6	3	0.1
1993	7			SC	63,400	70,400	77,300	56,400	4,450	60	2.0	3	0.1
1994	7			SC	67,500	70,200	77,600	62,100	4,700	60	1.9	6	0.2
1995	7			UC	65,900	69,500	75,300	61,500	4,600	54	1.7	4	0.1
1996	7			UC	67,900	71,900	79,400	64,600	4,750	63	2.0	2	0.1
1997	7			UC	69,900	73,400	81,800	65,700	4,900	68	2.1	3	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1998	7			UC	71,900	76,200	84,100	68,300	5,050	94	2.8	3	0.1
1999	7			UC	73,800	78,200	86,300	70,100	5,150	70	2.0	4	0.1
2000	7			UC	77,800	82,500	91,800	73,100	5,450	51	1.4	6	0.2
2001	7			UC	79,800	85,500	93,900	75,000	5,600	72	1.9	5	0.1
2002	7			UC	80,700	86,000	94,900	75,600	5,650	93	2.4	8	0.2
2003	7			UC	82,700	87,400	96,900	78,100	5,800	97	2.5	11	0.3
2004	7			UC	84,300	90,300	99,200	79,200	5,900	42	1.0	3	0.1
2005	7			UC	85,900	90,900	100,500	80,600	6,000	39	1.0	4	0.1
2006	7			UC	87,400	92,400	102,100	82,300	6,100	37	0.9	1	0.0
2007	7			UC	89,000	94,400	103,000	83,500	6,250	34	0.8	4	0.1
2008	7			UC	90,600	95,700	89,800	84,800	6,350	33	0.8	6	0.1
2009	7			UC	93,200	98,800	109,000	87,600	6,500	18	0.4	6	0.1
2010	7			UC	95,000	100,400	110,600	89,300	6,650	37	0.8	7	0.2
2011	7			UC	95,000	95,300	98,600	90,100	6,650	36	0.8	2	0.0
2012	7			UC	98,300	98,900	105,200	93,400	6,900	28	0.6	2	0.0
2013	7			UC	99,300	99,600	99,900	94,200	6,950	43	0.9	10	0.2
2014	7			UC	99,400	99,700	95,600	94,300	6,950	39	0.8	4	0.1
2015	7			UC	99,500	99,800	95,700	94,400	6,950	34	0.7	3	0.1
2016	7			UC	99,600	99,900	95,800	94,500	6,950	29	0.6	6	0.1
2017	7			UC	105,200	104,500	105,500	100,800	7,350	41	0.8	2	0.0
2018	7			UC	106,900	106,000	107,700	102,600	7,500	44	0.9	4	0.1
2019	7			UC	108,600	107,000	108,600	104,600	7,600	49	1.0	4	0.1
2021	7			UC	111,900	112,200	113,600	107,800	7,850	27	0.5	4	0.1
1988	7	E JCT HWY 8 IC KING ST	1.4	UC	44,100	46,300	49,800	41,500	3,950	28	1.2	2	0.1
1989	7			UC	46,600	48,900	52,700	44,300	3,250	44	1.8	8	0.3
1990	7			SC	47,700	52,500	57,200	42,500	3,350	32	1.3	3	0.1
1991	7			SC	49,000	53,900	59,300	43,600	3,450	31	1.2	3	0.1
1992	7			SC	49,800	52,300	58,300	45,800	3,500	29	1.1	4	0.2
1993	7			SC	51,000	56,600	62,200	45,400	3,550	37	1.4	2	0.1
1994	7			SC	55,900	58,100	64,300	51,400	3,900	36	1.3	4	0.1
1995	7			UC	57,700	60,900	66,000	53,800	4,050	45	1.5	4	0.1
1996	7			UC	60,700	64,200	71,000	57,700	4,250	47	1.5	3	0.1
1997	7			UC	63,100	66,300	73,800	59,300	4,400	65	2.0	3	0.1
1998	7			UC	65,500	69,400	76,600	62,200	4,600	42	1.3	2	0.1
1999	7			UC	66,600	70,600	77,900	63,300	4,650	39	1.1	6	0.2
2000	7			UC	68,600	72,700	80,900	64,500	4,800	58	1.7	3	0.1
2001	7			UC	70,600	75,600	83,100	66,300	4,950	54	1.5	4	0.1
2002	7			UC	72,600	77,400	85,400	68,000	5,100	62	1.7	6	0.2
2003	7			UC	74,600	78,800	87,400	70,500	5,200	51	1.3	2	0.1
2004	7			UC	76,700	82,200	90,200	72,100	5,350	42	1.1	2	0.1
2005	7			UC	78,700	83,300	92,000	73,800	5,500	43	1.1	3	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2006	7			UC	80,300	84,900	93,800	75,600	7,250	35	0.9	4	0.1
2007	7			UC	82,700	87,700	95,700	77,600	7,450	33	0.8	5	0.1
2008	7			UC	84,800	89,600	84,100	79,300	7,650	44	1.0	2	0.0
2009	7			UC	86,800	92,000	101,600	81,600	7,800	36	0.8	3	0.1
2010	7			UC	88,800	93,900	103,400	83,500	8,000	38	0.8	2	0.0
2011	7			UC	88,800	89,100	92,200	84,300	8,000	44	1.0	5	0.1
2012	7			UC	90,600	91,100	97,000	86,100	8,150	20	0.4	1	0.0
2013	7			UC	91,500	91,800	92,000	86,800	8,250	27	0.6	4	0.1
2014	7			UC	91,600	91,900	88,100	86,900	8,250	44	0.9	6	0.1
2015	7			UC	91,700	92,000	88,200	87,000	8,250	39	0.8	1	0.0
2016	7			UC	91,800	92,100	88,300	87,100	8,250	38	0.8	2	0.0
2017	7			UC	98,400	97,800	98,700	94,300	8,850	48	1.0	2	0.0
2018	7			UC	100,200	99,400	101,000	96,200	9,000	38	0.7	2	0.0
2019	7			UC	101,900	100,400	101,900	98,200	9,150	43	0.8	5	0.1
2021	7			UC	105,400	105,700	107,000	101,600	9,500	27	0.5	4	0.1
1988	7	COURTLAND AV OP IC	1.3	UC	38,500	40,400	43,500	36,200	3,850	13	0.7	4	0.2
1989	7			UC	42,700	44,800	48,300	40,600	4,250	14	0.7	2	0.1
1990	7			SC	44,100	48,500	52,900	39,200	4,400	13	0.6	0	0.0
1991	7			SC	45,400	49,900	54,900	40,400	4,550	12	0.6	0	0.0
1992	7			SC	47,600	50,000	55,700	43,800	4,750	9	0.4	1	0.0
1993	7			SC	47,600	52,800	58,100	42,400	4,750	14	0.6	3	0.1
1994	7			SC	49,800	51,800	57,300	45,800	5,000	16	0.7	3	0.1
1995	7			SC	46,400	48,500	53,900	42,200	4,650	18	0.8	3	0.1
1996	7			SC	53,900	57,300	63,000	48,300	5,400	17	0.7	1	0.0
1997	7			SC	55,900	59,300	65,400	49,800	5,600	20	0.8	4	0.2
1998	7			SC	57,900	61,400	67,700	51,500	5,800	8	0.3	0	0.0
1999	7			SC	60,000	63,600	70,200	53,400	6,000	9	0.3	2	0.1
2000	7			SC	62,000	65,700	72,500	54,600	6,200	21	0.7	1	0.0
2001	7			SC	64,800	69,100	75,900	57,100	6,500	16	0.5	2	0.1
2002	7			SC	66,700	70,800	78,100	58,800	6,650	22	0.7	2	0.1
2003	7			SC	69,400	73,300	81,000	61,400	6,950	19	0.6	1	0.0
2004	7			SC	71,300	76,000	83,500	62,800	5,000	20	0.6	1	0.0
2005	7			SC	73,200	77,500	85,500	64,400	5,100	14	0.4	1	0.0
2006	7			SC	75,200	79,600	87,900	66,300	5,250	18	0.5	3	0.1
2007	7			SC	77,100	81,500	89,100	67,800	5,400	22	0.6	0	0.0
2008	7			SC	79,000	82,900	78,200	69,500	5,550	32	0.9	2	0.1
2009	7			SC	82,100	87,000	96,100	72,200	5,750	27	0.7	0	0.0
2010	7			SC	84,400	89,300	98,800	74,400	5,900	17	0.4	2	0.0
2011	7			SC	84,400	108,000	98,600	67,200	5,900	28	0.7	0	0.0
2012	7			SC	86,100	91,200	85,800	76,000	6,050	32	0.8	2	0.0
2013	7			SC	87,000	92,000	83,900	76,700	6,100	35	0.8	4	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2014	7			SC	87,900	93,000	90,800	77,500	6,150	32	0.8	3	0.1
2015	7			SC	88,800	93,900	91,700	78,300	6,200	30	0.7	3	0.1
2016	7			SC	89,700	94,900	92,600	79,100	6,300	25	0.6	2	0.0
2017	7			SC	95,600	101,600	101,700	84,800	6,700	21	0.5	1	0.0
2018	7			SC	97,600	104,200	103,700	85,900	6,850	29	0.6	0	0.0
2019	7			SC	99,500	105,600	105,000	87,900	5,000	23	0.5	1	0.0
2021	7			SC	103,500	109,500	109,100	92,000	5,200	19	0.4	4	0.1
1988	7	HOMER WATSON BV IC WATERLOO RD 28	2.6	IC	24,400	28,300	27,600	21,500	3,400	8	0.3	0	0.0
1989	7			C	26,600	29,500	29,800	23,900	3,700	9	0.4	2	0.1
1990	7			IC	27,300	31,100	30,600	24,300	3,800	11	0.4	3	0.1
1991	7			IC	28,100	31,800	31,200	25,000	3,950	9	0.3	1	0.0
1992	7			IC	29,200	32,400	32,100	26,600	4,100	6	0.2	0	0.0
1993	7			IC	29,200	33,000	32,700	26,000	4,100	12	0.4	0	0.0
1994	7			IC	32,400	36,300	36,300	28,800	4,550	9	0.3	0	0.0
1995	7			IC	34,100	38,200	38,500	30,600	4,750	12	0.4	2	0.1
1996	7			IC	35,800	40,200	40,400	31,900	5,000	11	0.3	0	0.0
1997	7			SC	37,400	39,600	43,800	33,300	5,250	10	0.3	1	0.0
1998	7			SC	37,900	40,200	44,300	33,700	5,300	11	0.3	0	0.0
1999	7			SC	39,800	42,200	46,600	35,400	5,550	17	0.5	0	0.0
2000	7			SC	41,300	43,800	48,300	36,300	5,800	18	0.5	2	0.1
2001	7			SC	42,700	45,500	50,000	37,600	6,000	11	0.3	2	0.0
2002	7			SC	44,100	46,800	51,600	38,900	6,150	15	0.4	1	0.0
2003	7			SC	45,600	48,100	53,200	40,300	6,400	20	0.5	1	0.0
2004	7			SC	47,000	50,100	55,000	41,400	3,300	16	0.4	2	0.0
2005	7			SC	47,800	50,600	55,800	42,100	3,350	18	0.4	2	0.0
2006	7			SC	49,900	52,800	58,300	44,000	3,500	25	0.5	1	0.0
2007	7			SC	50,500	53,400	58,400	44,400	3,550	18	0.4	1	0.0
2008	7			SC	50,600	53,100	50,100	44,500	3,550	27	0.6	4	0.1
2009	7			SC	53,300	56,500	62,400	46,900	3,750	19	0.4	2	0.0
2010	7			SC	54,700	57,900	64,000	48,200	3,850	17	0.3	2	0.0
2011	7			SC	54,700	70,000	63,900	43,500	3,850	36	0.7	3	0.1
2012	7			SC	55,800	59,100	55,600	49,200	3,900	42	0.8	1	0.0
2013	7			SC	56,400	59,700	54,400	49,700	3,950	40	0.7	0	0.0
2014	7			SC	57,000	60,300	58,900	50,300	4,000	57	1.1	4	0.1
2015	7			SC	57,600	60,900	59,500	50,800	4,050	34	0.6	5	0.1
2016	7			SC	58,200	61,600	60,100	51,300	4,050	13	0.2	1	0.0
2017	7			SC	61,600	65,500	65,600	54,700	4,300	22	0.4	4	0.1
2018	7			SC	62,800	67,100	66,700	55,200	4,400	29	0.5	0	0.0
2019	7			SC	64,000	67,900	67,500	56,600	3,200	23	0.4	2	0.0
2021	7			SC	66,400	70,300	70,000	59,100	3,300	28	0.4	7	0.1
1988	7	FISCHER HALLMAN RD IC WATERLOO RD 58	2.9	IC	13,200	15,300	14,900	11,600	1,850	10	0.7	1	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1989	7			C	14,100	15,700	15,800	12,700	1,850	9	0.6	4	0.3
1990	7			C	16,000	17,800	17,800	14,400	2,100	4	0.2	0	0.0
1991	7			C	16,400	18,000	18,200	14,900	2,150	11	0.6	1	0.1
1992	7			C	16,100	17,400	17,900	14,800	2,100	6	0.4	0	0.0
1993	7			C	17,100	18,600	18,900	15,700	2,200	19	1.0	1	0.1
1994	7			C	18,400	20,100	20,500	16,700	2,400	8	0.4	1	0.1
1995	7			IC	19,100	21,400	21,500	17,100	2,500	8	0.4	0	0.0
1996	7			IC	20,200	22,700	22,800	18,000	2,650	10	0.5	2	0.1
1997	7			IC	21,100	23,600	23,800	18,600	2,750	4	0.2	0	0.0
1998	7			IC	21,800	24,400	24,400	19,400	2,850	7	0.3	0	0.0
1999	7			IC	22,700	25,400	25,400	20,200	2,950	10	0.4	2	0.1
2000	7			IC	23,500	26,300	26,300	20,900	3,050	5	0.2	1	0.0
2001	7			IC	24,600	27,500	27,600	21,800	3,200	15	0.6	0	0.0
2002	7			IC	25,500	28,400	28,600	22,500	3,300	4	0.1	0	0.0
2003	7			IC	26,400	29,400	29,700	23,400	3,450	5	0.2	1	0.0
2004	7			IC	27,300	30,500	30,700	24,100	3,550	10	0.3	0	0.0
2005	7			IC	27,400	30,500	30,800	24,200	3,550	5	0.2	1	0.0
2006	7			IC	29,100	32,300	32,600	25,800	3,800	3	0.1	0	0.0
2007	7			IC	30,000	33,300	34,400	26,500	3,900	7	0.2	0	0.0
2008	7			IC	30,400	33,700	32,600	26,800	3,950	19	0.6	2	0.1
2009	7			IC	31,200	34,600	34,900	27,800	4,050	3	0.1	2	0.1
2010	7			IC	32,100	35,500	35,800	28,500	4,150	12	0.4	1	0.0
2011	7			IC	32,100	35,300	36,600	28,800	4,150	18	0.5	2	0.1
2012	7			IC	32,800	36,300	35,200	29,100	4,250	29	0.8	2	0.1
2013	7			IC	33,100	36,600	36,400	29,400	4,300	20	0.6	2	0.1
2014	7			IC	33,400	37,000	36,800	29,600	4,350	21	0.6	1	0.0
2015	7			IC	33,700	37,300	37,100	29,900	4,400	11	0.3	1	0.0
2016	7			IC	34,000	37,600	37,500	30,100	4,400	14	0.4	0	0.0
2017	7			IC	36,400	39,900	40,200	33,000	4,750	15	0.4	4	0.1
2018	7			IC	37,100	40,800	41,100	33,600	4,800	14	0.4	0	0.0
2019	7			IC	37,900	41,600	41,800	34,200	4,950	24	0.6	2	0.0
2021	7			IC	39,400	42,700	43,000	35,600	5,100	15	0.4	1	0.0
1988	7	TRUSSLER RD WATERLOO RD 70 IC	3.9	C	11,200	12,400	12,400	10,100	1,800	26	1.6	8	0.5
1989	7			C	12,400	13,800	13,900	11,200	2,000	38	2.2	7	0.4
1990	7			C	13,400	14,900	14,900	12,100	1,900	37	1.9	6	0.3
1991	7			C	14,200	15,600	15,800	12,900	2,000	24	1.2	1	0.0
1992	7			C	12,600	13,600	14,000	11,600	1,750	37	2.1	9	0.5
1993	7			C	13,300	14,500	14,700	12,200	1,850	34	1.8	7	0.4
1994	7			C	14,900	16,300	16,600	13,500	2,100	33	1.6	3	0.1
1995	7			IC	15,500	17,300	17,500	13,900	2,150	19	0.9	1	0.0
1996	7			IC	16,300	18,300	18,400	14,500	2,300	19	0.8	1	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1997	7			IC	16,900	18,900	19,100	14,900	2,350	15	0.6	0	0.0
1998	7			IC	17,400	19,500	19,500	15,500	2,450	24	1.0	3	0.1
1999	7			IC	18,100	20,300	20,300	16,100	2,550	20	0.8	4	0.2
2000	7			IC	18,800	21,100	21,100	16,700	2,650	14	0.5	4	0.1
2001	7			IC	19,400	21,700	21,800	17,200	2,700	20	0.7	2	0.1
2002	7			IC	20,100	22,400	22,600	17,700	2,800	17	0.6	3	0.1
2003	7			IC	20,700	23,100	23,300	18,300	2,900	7	0.2	1	0.0
2004	7			IC	21,400	23,900	24,000	18,900	3,000	19	0.6	0	0.0
2005	7			IC	20,700	23,000	23,200	18,200	2,900	13	0.4	0	0.0
2006	7			IC	21,300	23,700	23,900	18,900	3,000	15	0.5	2	0.1
2007	7			IC	21,900	24,300	25,100	19,400	3,050	21	0.7	4	0.1
2008	7			IC	22,500	24,900	24,100	19,800	1,600	18	0.6	1	0.0
2009	7			IC	23,100	25,600	25,900	20,600	1,600	16	0.5	4	0.1
2010	7			IC	23,700	26,200	26,500	21,000	1,650	18	0.5	1	0.0
2011	7			IC	23,700	26,100	27,000	21,300	1,650	18	0.5	2	0.1
2012	7			IC	25,100	27,800	27,000	22,300	2,150	23	0.6	0	0.0
2013	7			IC	25,300	28,000	27,800	22,400	2,200	18	0.5	1	0.0
2014	7			IC	25,600	28,300	28,200	22,700	2,200	19	0.5	2	0.1
2015	7			IC	25,800	28,600	28,400	22,900	2,200	13	0.4	0	0.0
2016	7			IC	26,100	28,900	28,800	23,100	2,250	12	0.3	0	0.0
2017	7			IC	27,100	29,700	29,900	24,600	2,350	12	0.3	0	0.0
2018	7			IC	27,600	30,400	30,500	25,000	2,350	16	0.4	1	0.0
2019	7			IC	28,100	30,900	31,000	25,400	2,400	12	0.3	0	0.0
2021	7			IC	29,100	31,600	31,700	26,300	2,600	18	0.4	1	0.0
1988	7	WATERLOO RD 12 IC/NOTRE DAME DR/QUEEN ST	4.8	C	9,300	10,300	10,300	8,350	1,650	16	1.0	4	0.2
1989	7			C	9,850	10,900	11,000	8,850	1,600	17	1.0	5	0.3
1990	7			C	10,500	11,700	11,700	9,450	1,700	13	0.7	3	0.2
1991	7			C	11,000	12,100	12,200	10,000	1,750	10	0.5	1	0.1
1992	7			C	10,700	11,600	11,900	9,850	1,700	12	0.6	0	0.0
1993	7			C	10,700	11,700	11,800	9,850	1,700	8	0.4	1	0.1
1994	7			C	11,600	12,700	12,900	10,500	1,850	24	1.2	3	0.1
1995	7			C	11,400	12,400	12,800	10,400	1,800	13	0.7	0	0.0
1996	7			C	12,500	14,200	14,200	11,300	2,000	11	0.5	2	0.1
1997	7			C	12,900	14,600	14,700	11,600	2,050	19	0.8	5	0.2
1998	7			C	14,000	15,800	15,800	12,600	2,250	14	0.6	1	0.0
1999	7			C	15,000	16,800	17,000	13,500	2,400	17	0.6	1	0.0
2000	7			C	15,800	17,900	17,900	14,200	2,550	10	0.4	1	0.0
2001	7			C	16,600	18,700	18,700	15,000	2,650	15	0.5	0	0.0
2002	7			C	17,400	19,500	19,600	15,700	2,800	17	0.6	2	0.1
2003	7			C	18,200	20,300	20,500	16,400	2,900	28	0.9	2	0.1
2004	7			C	19,300	21,700	21,800	17,400	3,100	18	0.5	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2005	7			C	19,900	22,200	22,300	17,900	3,200	17	0.5	0	0.0
2006	7			C	20,700	23,000	23,200	18,600	2,700	27	0.7	0	0.0
2007	7			C	21,500	23,900	24,200	19,300	2,800	17	0.5	1	0.0
2008	7			C	22,300	24,600	24,300	20,000	2,450	19	0.5	3	0.1
2009	7			C	23,100	25,400	25,600	20,800	2,550	23	0.6	1	0.0
2010	7			C	23,900	26,300	26,600	21,500	2,650	9	0.2	2	0.0
2011	7			C	23,900	26,300	26,600	21,500	2,650	21	0.5	1	0.0
2012	7			C	23,900	26,300	25,800	21,500	3,050	10	0.2	0	0.0
2013	7			C	23,900	26,300	26,000	21,500	3,050	13	0.3	0	0.0
2014	7			UC	23,900	24,000	23,000	22,700	2,150	11	0.3	0	0.0
2015	7			UC	24,100	24,200	23,200	22,900	2,150	15	0.4	1	0.0
2016	7			UC	24,300	24,400	23,400	23,100	2,150	12	0.3	1	0.0
2017	7			UC	27,100	26,900	27,200	26,000	2,400	10	0.2	1	0.0
2018	7			UC	27,700	27,500	27,900	26,600	2,450	17	0.4	3	0.1
2019	7			UC	28,400	28,000	28,400	27,400	2,550	23	0.5	1	0.0
2021	7			UC	29,700	29,800	30,200	28,600	2,650	5	0.1	0	0.0
1988	7	WATERLOO RD 51 IC/WILMOT CENTRE RD FOUNDRY ST	2.2	C	9,900	11,000	11,000	8,900	1,500	6	0.8	0	0.0
1989	7			IC	10,700	12,300	12,100	9,500	1,400	5	0.6	1	0.1
1990	7			IC	11,500	13,100	12,900	10,200	1,500	1	0.1	0	0.0
1991	7			IC	12,300	13,900	13,700	10,900	1,600	0	0.0	0	0.0
1992	7			C	12,400	13,400	13,800	11,400	1,600	2	0.2	0	0.0
1993	7			C	13,000	14,200	14,400	12,000	1,550	4	0.4	0	0.0
1994	7			C	13,300	14,600	14,800	12,000	1,600	4	0.4	0	0.0
1995	7			C	14,800	16,200	16,600	13,500	1,800	7	0.6	1	0.1
1996	7			C	15,600	17,700	17,700	14,100	1,850	4	0.3	0	0.0
1997	7			C	16,100	18,200	18,400	14,500	1,950	3	0.2	0	0.0
1998	7			C	16,600	18,800	18,800	14,900	2,000	2	0.2	0	0.0
1999	7			C	17,100	19,200	19,300	15,400	2,400	2	0.1	0	0.0
2000	7			C	17,700	20,000	20,000	15,900	2,500	2	0.1	0	0.0
2001	7			C	18,300	20,600	20,700	16,500	2,400	8	0.5	3	0.2
2002	7			C	18,900	21,200	21,300	17,000	2,450	6	0.4	1	0.1
2003	7			C	19,500	21,800	21,900	17,600	2,550	3	0.2	0	0.0
2004	7			C	19,800	22,300	22,300	17,800	2,950	9	0.6	3	0.2
2005	7			C	20,300	22,600	22,800	18,200	3,050	4	0.2	0	0.0
2006	7			C	21,000	23,300	23,500	18,900	4,400	7	0.4	1	0.1
2007	7			C	21,600	24,000	24,300	19,400	4,550	7	0.4	0	0.0
2008	7			C	22,200	24,500	24,200	19,900	4,650	7	0.4	2	0.1
2009	7			C	22,900	25,200	25,400	20,600	4,800	4	0.2	0	0.0
2010	7			C	23,500	25,900	26,100	21,200	4,950	2	0.1	0	0.0
2011	7			C	23,500	25,900	26,100	21,200	4,950	15	0.8	3	0.2
2012	7			C	22,500	24,800	24,300	20,300	2,100	11	0.6	2	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2013	7			C	22,500	24,800	24,500	20,300	2,100	8	0.4	0	0.0
2014	7			UC	22,400	22,500	21,500	21,300	2,100	9	0.5	1	0.1
2015	7			UC	22,600	22,700	21,700	21,400	2,100	8	0.4	0	0.0
2016	7			UC	22,800	22,900	21,900	21,600	2,100	8	0.4	2	0.1
2017	7			UC	25,000	24,800	25,100	24,000	2,350	8	0.4	1	0.0
2018	7			UC	25,400	25,200	25,600	24,400	2,350	3	0.1	1	0.0
2019	7			UC	25,900	25,500	25,900	25,000	2,400	12	0.6	2	0.1
2021	7			UC	26,700	26,800	27,100	25,700	2,400	11	0.5	2	0.1
1988	7	WATERLOO RD 5/NAFZIGER RD	1.5	IC	10,700	12,400	12,100	9,400	1,600	2	0.3	0	0.0
1989	7			IC	11,000	12,600	12,400	9,800	1,650	4	0.7	2	0.3
1990	7			IC	11,300	12,900	12,700	10,100	1,350	5	0.8	1	0.2
1991	7			C	12,200	13,400	13,500	11,100	1,450	8	1.2	3	0.4
1992	7			C	12,600	13,600	14,000	11,600	1,500	15	2.2	1	0.1
1993	7			C	12,600	13,700	13,900	11,600	1,650	5	0.7	0	0.0
1994	7			C	13,400	14,700	14,900	12,100	1,750	8	1.1	2	0.3
1995	7			C	13,400	14,600	15,000	12,300	1,750	7	1.0	1	0.1
1996	7			C	14,500	16,400	16,500	13,100	1,900	16	2.0	1	0.1
1997	7			C	15,100	17,100	17,200	13,600	1,950	10	1.2	0	0.0
1998	7			C	15,700	17,700	17,700	14,100	2,050	11	1.3	1	0.1
1999	7			C	16,200	18,100	18,300	14,600	2,100	6	0.7	0	0.0
2000	7			C	16,800	19,000	19,000	15,100	2,200	10	1.1	1	0.1
2001	7			C	17,400	19,600	19,600	15,700	2,250	12	1.3	3	0.3
2002	7			C	18,000	20,200	20,300	16,200	2,350	10	1.0	3	0.3
2003	7			C	18,600	20,800	20,900	16,800	2,400	9	0.9	3	0.3
2004	7			C	19,200	21,600	21,700	17,300	2,700	7	0.7	0	0.0
2005	7			C	19,800	22,000	22,200	17,800	2,750	11	1.0	1	0.1
2006	7			C	21,400	23,800	24,000	19,300	3,000	17	1.5	2	0.2
2007	7			C	22,100	24,600	24,900	19,900	3,100	10	0.8	5	0.4
2008	7			C	22,800	25,200	24,800	20,500	3,200	12	1.0	4	0.3
2009	7			C	23,500	25,900	26,100	21,200	3,300	10	0.8	2	0.2
2010	7			C	24,100	26,600	26,800	21,700	3,350	4	0.3	1	0.1
2011	7			C	24,100	26,600	26,800	21,700	3,350	10	0.8	3	0.2
2012	7			C	24,100	26,600	26,000	21,700	3,350	11	0.8	0	0.0
2013	7			C	24,100	26,600	26,200	21,700	3,350	12	0.9	1	0.1
2014	7			C	24,300	26,700	26,000	21,900	3,400	15	1.1	0	0.0
2015	7			C	24,500	27,000	26,200	22,000	3,450	10	0.7	1	0.1
2016	7			C	24,800	27,300	26,500	22,300	3,450	11	0.8	1	0.1
2017	7			C	26,900	29,400	29,400	24,400	3,750	13	0.9	1	0.1
2018	7			C	27,500	30,100	30,000	24,800	3,850	19	1.3	2	0.1
2019	7			C	28,000	30,600	30,400	25,300	3,900	14	0.9	0	0.0
2021	7			C	29,200	31,800	31,600	26,500	4,100	10	0.6	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1988	7	E JCT WATERLOO RD 4/BLEAMS RD (S) HAMILTON RD (N)	0.8	C	11,200	12,400	12,400	10,100	1,450	10	3.0	4	1.2
1989	7			IC	11,900	13,700	13,400	10,600	1,550	12	3.5	6	1.7
1990	7			IC	12,300	14,000	13,800	10,900	1,700	7	1.9	0	0.0
1991	7			IC	13,200	14,900	14,700	11,700	1,850	6	1.6	2	0.5
1992	7			C	13,600	14,700	15,100	12,500	1,900	9	2.3	3	0.8
1993	7			C	14,000	15,300	15,500	12,900	1,550	7	1.7	0	0.0
1994	7			C	14,600	16,000	16,300	13,200	1,600	5	1.2	0	0.0
1995	7			C	15,100	16,500	16,900	13,800	1,650	5	1.1	2	0.5
1996	7			C	15,800	17,900	18,000	14,300	1,900	6	1.3	0	0.0
1997	7			C	16,400	18,500	18,700	14,800	1,950	5	1.0	0	0.0
1998	7			C	17,000	19,200	19,200	15,300	2,050	9	1.8	2	0.4
1999	7			C	17,600	19,700	19,900	15,800	2,100	15	2.9	3	0.6
2000	7			C	18,200	20,600	20,600	16,400	2,200	5	0.9	1	0.2
2001	7			C	18,900	21,300	21,300	17,000	2,250	7	1.3	0	0.0
2002	7			C	19,500	21,800	22,000	17,500	2,350	10	1.8	2	0.4
2003	7			C	20,100	22,500	22,600	18,100	2,400	4	0.7	1	0.2
2004	7			C	20,700	23,300	23,400	18,600	2,500	8	1.3	2	0.3
2005	7			C	21,200	23,600	23,800	19,000	2,550	6	1.0	1	0.2
2006	7			C	21,900	24,300	24,500	19,700	3,500	7	1.1	1	0.2
2007	7			C	22,000	24,400	24,800	19,800	3,500	5	0.8	0	0.0
2008	7			CR	22,100	26,700	26,500	18,600	2,650	18	2.8	4	0.6
2009	7			CR	22,100	26,500	25,600	18,800	2,650	8	1.2	1	0.2
2010	7			CR	24,000	28,800	27,800	20,300	2,150	4	0.6	1	0.1
2011	7			CR	24,000	28,000	28,300	21,400	2,150	4	0.6	1	0.1
2012	7			UC	22,300	22,400	23,900	21,200	1,850	4	0.6	0	0.0
2013	7			UC	22,300	22,400	22,400	21,200	1,850	11	1.7	1	0.2
2014	7			UC	21,900	22,000	21,100	20,800	2,100	5	0.8	0	0.0
2015	7			UC	22,100	22,200	21,300	21,000	2,150	6	0.9	0	0.0
2016	7			UC	22,300	22,400	21,400	21,200	2,150	0	0.0	0	0.0
2017	7			UC	24,700	24,500	24,800	23,700	2,400	1	0.1	0	0.0
2018	7			UC	25,100	24,900	25,300	24,100	2,450	2	0.3	0	0.0
2019	7			UC	25,500	25,100	25,500	24,600	2,450	2	0.3	0	0.0
2021	7			UC	26,200	26,300	26,600	25,200	2,600	6	0.8	2	0.3
1988	7	W JCT WATERLOO RD 4/PEEL ST (N) HAYSVILLE RD (S)	3.2	CTR	8,400	10,900	10,200	7,050	1,250	27	2.7	7	0.7
1989	7			CTR	8,750	11,100	10,600	7,500	1,600	21	2.1	4	0.4
1990	7			CTR	9,250	11,600	10,900	8,050	1,300	19	1.8	1	0.1
1991	7			CTR	9,700	12,200	12,100	8,450	1,250	8	0.7	0	0.0
1992	7			CTR	9,600	11,800	11,400	8,350	1,250	1	0.1	0	0.0
1993	7			CTR	9,800	12,300	11,900	8,350	1,250	6	0.5	0	0.0
1994	7			CTR	10,400	13,300	12,700	8,750	1,350	7	0.6	0	0.0
1995	7			CTR	10,700	13,700	13,200	8,950	1,400	9	0.7	2	0.2

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1996	7			CTR	11,200	14,300	13,800	9,400	1,450	5	0.4	0	0.0
1997	7			CR	11,500	14,300	13,600	9,800	1,500	7	0.5	1	0.1
1998	7			CR	12,000	14,800	14,000	10,200	1,550	4	0.3	0	0.0
1999	7			CR	12,200	15,000	14,300	10,400	1,850	7	0.5	1	0.1
2000	7			CR	12,800	15,700	15,000	10,900	1,900	12	0.8	1	0.1
2001	7			CR	13,200	16,200	15,500	11,100	2,000	3	0.2	2	0.1
2002	7			CR	13,600	16,700	15,900	11,500	2,050	8	0.5	2	0.1
2003	7			CR	14,000	17,100	16,400	11,800	2,100	6	0.4	1	0.1
2004	7			CR	14,400	17,700	16,900	12,200	2,150	2	0.1	0	0.0
2005	7			CR	14,600	17,700	17,000	12,300	2,200	9	0.5	0	0.0
2006	7			CR	15,000	18,200	17,500	12,700	1,800	8	0.5	2	0.1
2007	7			CR	15,400	18,600	18,600	13,000	1,850	7	0.4	2	0.1
2008	7			CR	15,500	18,800	18,600	13,100	1,850	9	0.5	1	0.1
2009	7			CR	16,200	19,400	18,800	13,800	1,950	6	0.3	0	0.0
2010	7			CTR	16,500	20,100	19,300	14,000	2,000	3	0.2	0	0.0
2011	7			CTR	16,500	20,100	19,300	14,000	2,000	5	0.3	0	0.0
2012	7			CTR	16,000	19,400	19,200	13,600	1,900	1	0.1	0	0.0
2013	7			CTR	16,000	19,500	20,100	13,600	1,900	8	0.4	3	0.2
2014	7			IC	16,300	18,000	18,000	14,500	1,950	10	0.5	0	0.0
2015	7			IC	16,500	18,300	18,200	14,600	2,000	10	0.5	2	0.1
2016	7			IC	16,700	18,500	18,400	14,800	2,000	11	0.6	3	0.2
2017	7			IC	17,800	19,500	19,600	16,200	2,150	12	0.6	1	0.0
2018	7			IC	18,100	19,900	20,000	16,400	2,150	6	0.3	1	0.0
2019	7			IC	18,400	20,200	20,300	16,600	2,200	7	0.3	0	0.0
2021	7			IC	19,000	20,600	20,700	17,200	2,300	12	0.5	1	0.0
1991	7	PERTH RD 101	8.1	CTR	9,300	11,700	11,600	8,100	1,200	14	0.5	0	0.0
1992	7			CTR	9,100	11,200	10,800	7,900	1,200	13	0.5	0	0.0
1993	7			CTR	9,000	11,300	10,900	7,650	1,100	21	0.8	3	0.1
1994	7			CTR	9,200	11,800	11,200	7,750	1,100	19	0.7	3	0.1
1995	7			CTR	8,500	10,900	10,500	7,150	1,000	28	1.1	3	0.1
1996	7			CTR	9,550	12,200	11,800	8,000	1,250	31	1.1	6	0.2
1997	7			CTR	9,750	12,500	12,000	8,200	1,250	14	0.5	0	0.0
1998	7			CTR	9,700	12,300	11,800	8,150	1,350	15	0.5	1	0.0
1999	7			CTR	9,850	12,400	11,900	8,250	1,300	15	0.5	3	0.1
2000	7			CTR	10,000	12,600	12,100	8,400	1,300	15	0.5	1	0.0
2001	7			CTR	10,500	13,300	12,700	8,850	1,450	19	0.6	5	0.2
2002	7			CTR	10,300	13,000	12,500	8,700	1,450	24	0.8	1	0.0
2003	7			CTR	10,500	13,000	12,500	8,900	1,450	37	1.2	4	0.1
2004	7			CTR	10,600	13,400	12,800	8,950	1,400	19	0.6	1	0.0
2005	7			CTR	10,800	13,400	12,800	9,150	1,400	26	0.8	3	0.1
2006	7			CTR	10,700	13,200	12,700	9,100	1,950	25	0.8	2	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2007	7			CTR	11,100	13,700	13,600	9,400	2,000	29	0.9	3	0.1
2008	7			CTR	11,300	14,000	13,700	9,600	2,050	32	1.0	6	0.2
2009	7			CTR	11,400	13,900	13,500	9,700	2,050	30	0.9	5	0.1
2010	7			CTR	11,600	14,100	13,600	9,850	2,100	18	0.5	4	0.1
2011	7			CTR	11,600	14,100	13,600	9,850	2,100	14	0.4	1	0.0
2012	7			CTR	11,900	14,400	14,300	10,100	1,200	15	0.4	2	0.1
2013	7			CTR	12,000	14,600	15,100	10,200	1,200	18	0.5	3	0.1
2014	7			IC	11,000	12,200	12,100	9,750	1,000	24	0.7	0	0.0
2015	7			IC	11,100	12,300	12,200	9,850	1,050	20	0.6	3	0.1
2016	7			IC	11,200	12,400	12,300	9,950	1,050	17	0.5	1	0.0
2017	7			IC	12,000	13,100	13,200	10,900	1,100	16	0.5	3	0.1
2018	7			IC	12,200	13,400	13,500	11,000	1,150	26	0.7	1	0.0
2019	7			IC	12,300	13,500	13,600	11,100	1,150	28	0.8	7	0.2
2021	7			IC	12,500	13,600	13,600	11,300	1,100	7	0.2	0	0.0
1988	7	PERTH RD 107 SHAKESPEARE	8.7	CTR	7,900	10,300	9,650	6,650	1,350	20	0.8	4	0.2
1989	7			CTR	8,400	10,700	10,200	7,200	920	14	0.5	1	0.0
1990	7			CTR	8,800	11,000	10,400	7,650	970	15	0.5	3	0.1
1991	7			CTR	9,150	11,500	11,400	7,950	1,000	12	0.4	1	0.0
1992	7			CTR	9,300	11,400	11,100	8,100	1,100	22	0.7	2	0.1
1993	7			CTR	9,300	11,700	11,300	7,900	1,100	23	0.8	3	0.1
1994	7			CTR	9,450	12,100	11,500	7,950	1,150	18	0.6	1	0.0
1995	7			CTR	9,500	12,200	11,700	7,950	1,150	15	0.5	2	0.1
1996	7			CTR	9,550	12,200	11,800	8,000	1,150	15	0.5	0	0.0
1997	7			CTR	9,650	12,400	11,900	8,100	1,150	11	0.4	0	0.0
1998	7			CTR	9,700	12,300	11,800	8,150	1,250	10	0.3	3	0.1
1999	7			CTR	9,700	12,200	11,700	8,150	1,250	15	0.5	1	0.0
2000	7			CTR	9,750	12,300	11,800	8,200	1,050	8	0.3	2	0.1
2001	7			CTR	9,900	12,500	12,000	8,350	1,200	11	0.3	0	0.0
2002	7			CTR	9,850	12,400	11,900	8,300	1,200	23	0.7	0	0.0
2003	7			CTR	9,900	12,300	11,800	8,400	1,200	16	0.5	2	0.1
2004	7			CTR	10,100	12,700	12,200	8,500	1,300	16	0.5	3	0.1
2005	7			CTR	10,000	12,400	11,900	8,500	1,300	23	0.7	2	0.1
2006	7			CTR	9,850	12,200	11,700	8,350	1,100	19	0.6	0	0.0
2007	7			CTR	10,100	12,500	12,400	8,550	1,100	24	0.7	4	0.1
2008	7			CTR	10,100	12,500	12,300	8,600	1,100	16	0.5	2	0.1
2009	7			CTR	10,200	12,400	12,000	8,650	1,100	22	0.7	6	0.2
2010	7			CTR	10,200	12,400	11,900	8,650	820	16	0.5	0	0.0
2011	7			CTR	10,200	12,400	11,900	8,650	820	24	0.7	1	0.0
2012	7			CTR	9,350	11,300	11,200	7,950	770	10	0.3	0	0.0
2013	7			CTR	9,350	11,400	11,800	7,950	770	27	0.9	3	0.1
2014	7			CTR	8,700	10,600	10,700	7,400	700	18	0.7	1	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2015	7			CTR	9,800	12,000	12,100	8,350	790	22	0.7	1	0.0
2016	7			CTR	9,800	12,000	12,100	8,350	790	19	0.6	1	0.0
2017	7			CTR	9,800	13,100	13,000	8,000	790	22	0.7	3	0.1
2018	7			CTR	9,800	13,100	13,000	8,000	790	14	0.4	2	0.1
2019	7			CTR	9,800	13,100	13,000	7,950	790	17	0.5	1	0.0
2021	7			CTR	9,800	12,800	12,700	8,000	780	10	0.3	1	0.0
2021	7	STRATFORD E LTS L41 42 START OF NA	3.0										
1988	7	PERTH CTY LINE 20 (N)	4.0	IC	6,900	8,000	7,800	6,050	690	4	0.4	1	0.1
1989	7			IC	7,350	8,450	8,300	6,550	740	8	0.7	1	0.1
1990	7			IC	7,600	8,650	8,500	6,750	760	8	0.7	1	0.1
1991	7			IC	7,900	8,950	8,750	7,050	790	5	0.4	0	0.0
1992	7			IC	7,500	8,300	8,250	6,800	750	10	0.9	0	0.0
1993	7			IC	7,650	8,650	8,550	6,800	760	10	0.9	0	0.0
1994	7			IC	8,100	9,050	9,050	7,200	810	7	0.6	3	0.3
1995	7			IC	8,300	9,300	9,350	7,450	1,000	8	0.7	1	0.1
1996	7			IC	8,550	9,600	9,650	7,600	1,050	10	0.8	2	0.2
1997	7			IC	8,800	9,850	9,950	7,750	1,050	9	0.7	0	0.0
1998	7			IC	8,800	9,850	9,850	7,850	1,050	2	0.2	0	0.0
1999	7			IC	8,850	9,900	9,900	7,900	1,050	8	0.6	1	0.1
2000	7			IC	8,900	9,950	9,950	7,900	1,050	1	0.1	0	0.0
2001	7			IR	9,400	11,600	10,400	7,950	1,050	4	0.3	0	0.0
2002	7			IR	9,100	11,200	10,100	7,750	1,000	15	1.1	3	0.2
2003	7			IR	9,250	11,200	10,200	7,850	1,000	7	0.5	3	0.2
2004	7			IC	9,250	10,300	10,400	8,200	1,100	9	0.7	1	0.1
2005	7			IC	9,250	10,300	10,400	8,150	1,100	7	0.5	0	0.0
2006	7			IC	9,200	10,200	10,300	8,150	1,450	8	0.6	2	0.1
2007	7			IC	9,250	10,300	10,600	8,200	1,500	11	0.8	1	0.1
2008	7			IC	9,250	10,200	9,900	8,150	1,100	3	0.2	0	0.0
2009	7			IC	9,550	10,600	10,700	8,500	1,150	4	0.3	1	0.1
2010	7			IC	9,650	10,700	10,800	8,550	1,150	7	0.5	1	0.1
2011	7			IC	9,650	10,600	11,000	8,650	1,150	2	0.1	0	0.0
2012	7			IC	9,000	9,950	9,650	8,000	1,100	4	0.3	3	0.2
2013	7			IC	9,100	10,100	10,000	8,050	1,100	9	0.7	1	0.1
2014	7			IC	9,650	10,700	10,600	8,550	1,150	10	0.7	3	0.2
2015	7			IC	9,700	10,700	10,700	8,600	1,150	6	0.4	0	0.0
2016	7			IC	9,750	10,800	10,700	8,650	1,150	12	0.8	4	0.3
2017	7			IC	9,550	10,500	10,500	8,650	980	9	0.6	0	0.0
2018	7			IC	9,600	10,600	10,600	8,700	990	10	0.7	0	0.0
2019	7			IC	9,650	10,600	10,700	8,700	990	0	0.0	0	0.0
2021	7			IC	9,900	10,700	10,800	8,950	990	9	0.6	1	0.1
1988	7	PERTH CTY LINE 20 (N)	4.9	IC	6,200	7,200	7,000	5,450	810	12	1.1	1	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1989	7			IC	6,600	7,600	7,450	5,850	860	12	1.0	1	0.1
1990	7			IC	6,850	7,800	7,650	6,100	890	9	0.7	1	0.1
1991	7			IC	7,100	8,000	7,900	6,300	920	7	0.6	0	0.0
1992	7			IC	7,300	8,100	8,050	6,650	800	13	1.0	0	0.0
1993	7			IC	7,450	8,400	8,350	6,650	820	12	0.9	2	0.2
1994	7			IC	7,800	8,750	8,750	6,950	860	21	1.5	2	0.1
1995	7			IC	7,850	8,800	8,850	7,050	780	12	0.9	0	0.0
1996	7			IC	8,300	9,300	9,350	7,400	830	13	0.9	1	0.1
1997	7			IC	8,600	9,650	9,700	7,550	860	6	0.4	0	0.0
1998	7			IC	8,850	9,900	9,900	7,900	1,150	7	0.4	0	0.0
1999	7			IC	8,500	9,500	9,500	7,550	1,100	5	0.3	0	0.0
2000	7			IC	8,600	9,650	9,650	7,650	1,100	4	0.3	0	0.0
2001	7			IC	9,050	10,100	10,200	8,000	1,250	6	0.4	0	0.0
2002	7			IC	8,900	9,900	10,000	7,850	1,250	11	0.7	1	0.1
2003	7			IC	9,150	10,200	10,300	8,100	1,300	14	0.9	2	0.1
2004	7			IC	9,150	10,200	10,300	8,100	1,300	16	1.0	4	0.2
2005	7			IC	9,150	10,200	10,300	8,050	1,300	10	0.6	0	0.0
2006	7			IC	9,200	10,200	10,300	8,150	1,450	12	0.7	3	0.2
2007	7			IC	9,400	10,400	10,800	8,300	1,500	14	0.8	3	0.2
2008	7			IC	9,200	10,200	9,850	8,100	1,100	12	0.7	1	0.1
2009	7			IC	9,600	10,700	10,800	8,550	1,150	12	0.7	0	0.0
2010	7			IC	9,700	10,700	10,800	8,600	1,050	10	0.6	0	0.0
2011	7			IC	9,700	10,700	11,100	8,700	1,050	16	0.9	0	0.0
2012	7			IC	8,550	9,450	9,200	7,600	930	16	1.0	0	0.0
2013	7			IC	8,600	9,500	9,450	7,650	940	17	1.1	1	0.1
2014	7			IC	8,700	9,650	9,600	7,700	900	13	0.8	4	0.3
2015	7			IC	8,800	9,750	9,700	7,800	910	16	1.0	7	0.4
2016	7			IC	8,900	9,850	9,800	7,900	920	16	1.0	1	0.1
2017	7			IC	9,000	9,850	9,950	8,150	930	13	0.8	0	0.0
2018	7			IC	9,100	10,000	10,100	8,250	940	16	1.0	2	0.1
2019	7			IC	9,200	10,100	10,200	8,300	950	14	0.9	1	0.1
2021	7			IC	9,350	10,100	10,200	8,450	940	8	0.5	0	0.0
1988	7	PERTH CTY LINE 9 (N)	2.9	IC	4,200	4,850	4,750	3,700	710	9	2.0	0	0.0
1989	7			CR	4,550	5,800	5,400	3,800	550	12	2.5	1	0.2
1990	7			CR	4,800	5,950	5,500	4,300	580	9	1.8	1	0.2
1991	7			CR	5,000	6,150	5,750	4,500	600	4	0.8	1	0.2
1992	7			CR	5,150	6,350	5,850	4,650	570	3	0.5	0	0.0
1993	7			CR	5,150	6,350	5,900	4,650	570	7	1.3	1	0.2
1994	7			CR	5,200	6,400	5,950	4,700	570	8	1.5	0	0.0
1995	7			CR	5,250	6,500	6,200	4,500	680	13	2.3	0	0.0
1996	7			CR	5,550	6,850	6,500	4,750	720	16	2.7	2	0.3

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1997	7			CR	5,700	7,050	6,750	4,850	740	13	2.2	2	0.3
1998	7			CR	5,450	6,700	6,400	4,650	870	6	1.0	0	0.0
1999	7			CR	5,700	7,000	6,650	4,850	910	9	1.5	0	0.0
2000	7			CR	5,800	7,150	6,800	4,950	930	14	2.3	0	0.0
2001	7			IR	5,900	7,300	6,550	5,000	1,000	6	1.0	0	0.0
2002	7			IR	6,000	7,400	6,650	5,100	1,000	13	2.0	1	0.2
2003	7			IR	6,100	7,400	6,700	5,200	1,050	27	4.2	4	0.6
2004	7			IC	6,200	6,950	6,950	5,500	870	14	2.1	4	0.6
2005	7			IC	6,300	7,000	7,050	5,550	880	12	1.8	2	0.3
2006	7			IC	6,400	7,100	7,200	5,650	1,200	13	1.9	2	0.3
2007	7			IC	6,400	7,100	7,350	5,650	1,200	13	1.9	0	0.0
2008	7			IC	6,300	7,000	6,750	5,550	820	8	1.2	0	0.0
2009	7			IC	6,600	7,350	7,400	5,850	860	10	1.4	1	0.1
2010	7			IC	6,650	7,350	7,400	5,900	860	12	1.7	0	0.0
2011	7			IC	5,850	6,450	6,650	5,250	760	9	1.5	0	0.0
2012	7			IC	5,700	6,300	6,100	5,050	740	11	1.8	1	0.2
2013	7			IC	5,700	6,300	6,250	5,050	740	5	0.8	1	0.2
2014	7			IC	5,800	6,400	6,400	5,150	770	14	2.3	1	0.2
2015	7			IC	5,850	6,500	6,450	5,200	780	8	1.3	0	0.0
2016	7			IC	5,900	6,550	6,500	5,250	780	13	2.1	1	0.2
2017	7			IC	5,950	6,500	6,550	5,400	770	12	1.9	1	0.2
2018	7			IC	6,000	6,600	6,650	5,450	780	5	0.8	0	0.0
2019	7			IC	6,050	6,650	6,700	5,450	790	8	1.2	1	0.2
2021	7			IC	6,250	6,800	6,800	5,650	810	10	1.5	0	0.0
1988	7	OXFORD RD 119 (S) PERTH RD 118 (N)	6.2	IC	3,550	4,100	4,000	3,100	640	6	0.7	0	0.0
1989	7			CR	3,650	4,650	4,350	3,050	580	2	0.2	0	0.0
1990	7			CR	3,900	4,850	4,500	3,500	620	5	0.6	2	0.2
1991	7			CR	4,200	5,150	4,850	3,800	670	11	1.2	0	0.0
1992	7			CR	4,500	5,550	5,150	4,050	630	9	0.9	1	0.1
1993	7			CR	4,500	5,550	5,200	4,050	630	8	0.8	2	0.2
1994	7			CR	4,500	5,550	5,150	4,050	630	8	0.8	0	0.0
1995	7			CR	4,650	5,750	5,500	4,000	740	5	0.5	0	0.0
1996	7			CR	4,700	5,800	5,500	4,000	750	11	1.0	0	0.0
1997	7			CR	4,850	6,000	5,700	4,100	780	11	1.0	0	0.0
1998	7			CR	4,800	5,900	5,600	4,100	820	5	0.5	0	0.0
1999	7			CR	5,000	6,150	5,850	4,250	850	10	0.9	3	0.3
2000	7			CR	5,100	6,250	5,950	4,350	870	10	0.9	3	0.3
2001	7			IR	5,200	6,450	5,750	4,400	990	12	1.0	1	0.1
2002	7			IR	5,300	6,550	5,850	4,500	1,000	10	0.8	1	0.1
2003	7			IR	5,400	6,550	5,950	4,600	1,050	6	0.5	2	0.2
2004	7			IC	5,500	6,150	6,200	4,850	990	4	0.3	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2005	7			IC	5,600	6,250	6,300	4,950	1,000	6	0.5	1	0.1
2006	7			IC	5,750	6,400	6,450	5,100	1,050	5	0.4	0	0.0
2007	7			IC	5,750	6,400	6,600	5,100	1,050	7	0.5	0	0.0
2008	7			IC	5,750	6,350	6,150	5,050	920	9	0.7	1	0.1
2009	7			IC	5,900	6,550	6,600	5,250	940	8	0.6	2	0.1
2010	7			IC	5,900	6,550	6,600	5,250	940	7	0.5	0	0.0
2011	7			IC	5,150	5,650	5,850	4,600	820	8	0.7	0	0.0
2012	7			IC	5,150	5,700	5,550	4,550	820	10	0.9	1	0.1
2013	7			IC	5,150	5,700	5,650	4,550	820	11	0.9	3	0.3
2014	7			IC	4,800	5,300	5,300	4,250	840	6	0.6	1	0.1
2015	7			IC	4,850	5,350	5,350	4,300	850	13	1.2	2	0.2
2016	7			IC	4,900	5,400	5,400	4,350	860	13	1.2	0	0.0
2017	7			IC	5,450	5,950	6,000	4,950	950	9	0.7	0	0.0
2018	7			IC	5,500	6,050	6,100	5,000	960	15	1.2	3	0.2
2019	7			IC	5,500	6,050	6,050	4,950	960	8	0.6	0	0.0
2021	7			IC	5,550	6,000	6,050	5,000	1,000	5	0.4	1	0.1
1988	7	PERTH RD 123 (N)	7.3	IC	3,800	4,400	4,300	3,350	490	10	1.0	0	0.0
1989	7			CR	3,900	5,000	4,650	3,300	580	15	1.4	0	0.0
1990	7			CR	4,000	4,950	4,600	3,600	600	15	1.4	0	0.0
1991	7			CR	4,100	5,050	4,700	3,700	620	9	0.8	0	0.0
1992	7			CR	4,100	5,050	4,650	3,700	450	13	1.2	3	0.3
1993	7			CR	4,100	5,050	4,700	3,700	450	27	2.5	1	0.1
1994	7			CR	4,200	5,150	4,800	3,800	460	17	1.5	0	0.0
1995	7			CR	4,150	5,150	4,900	3,550	500	11	1.0	1	0.1
1996	7			CR	4,200	5,200	4,950	3,600	500	22	2.0	5	0.4
1997	7			CR	4,250	5,250	5,000	3,600	510	8	0.7	1	0.1
1998	7			CR	4,350	5,350	5,100	3,700	570	8	0.7	0	0.0
1999	7			CR	4,550	5,600	5,300	3,850	590	10	0.8	1	0.1
2000	7			CR	4,650	5,700	5,450	3,950	600	9	0.7	0	0.0
2001	7			IR	4,900	6,050	5,450	4,150	740	12	0.9	2	0.2
2002	7			IR	4,850	6,000	5,350	4,100	730	12	0.9	2	0.2
2003	7			IR	4,950	6,000	5,450	4,200	740	11	0.8	0	0.0
2004	7			IC	5,100	5,700	5,750	4,500	660	18	1.3	1	0.1
2005	7			IC	5,150	5,750	5,800	4,550	670	12	0.9	3	0.2
2006	7			IC	5,150	5,700	5,750	4,550	670	7	0.5	1	0.1
2007	7			IC	5,350	5,950	6,150	4,750	700	16	1.1	1	0.1
2008	7			IR	5,400	6,550	6,400	4,600	650	12	0.8	1	0.1
2009	7			IR	5,500	6,600	6,000	4,700	660	7	0.5	1	0.1
2010	7			IR	5,600	6,650	6,100	4,750	670	5	0.3	1	0.1
2011	7			IR	5,600	6,700	6,550	4,800	670	10	0.7	1	0.1
2012	7			IR	5,600	6,650	6,500	4,800	670	6	0.4	1	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2013	7			IR	5,600	6,650	7,150	4,750	670	10	0.7	0	0.0
2014	7			IR	5,100	6,050	6,100	4,350	650	9	0.7	2	0.1
2015	7			IR	5,150	6,150	6,150	4,400	660	5	0.4	0	0.0
2016	7			IR	5,200	6,200	6,200	4,450	670	10	0.7	0	0.0
2017	7			IR	5,750	6,750	6,750	5,150	740	10	0.7	0	0.0
2018	7			IR	5,800	6,800	6,800	5,200	740	6	0.4	0	0.0
2019	7			IR	5,850	6,850	6,850	5,250	750	13	0.8	1	0.1
2021	7			IR	6,000	7,000	7,050	5,350	780	5	0.3	0	0.0
1988	7	MIDDLESEX RD 50 (N) PROSPECT HILL RD (S)	8.7	IC	4,300	5,000	4,850	3,800	560	19	1.4	1	0.1
1989	7			CR	4,400	5,650	5,250	3,700	700	13	0.9	1	0.1
1990	7			CR	4,500	5,600	5,200	4,050	720	11	0.8	0	0.0
1991	7			CR	4,600	5,650	5,300	4,150	740	23	1.6	1	0.1
1992	7			CR	4,900	6,050	5,600	4,400	690	25	1.6	6	0.4
1993	7			CR	5,050	6,200	5,800	4,550	710	26	1.6	1	0.1
1994	7			CR	4,900	6,050	5,600	4,400	690	23	1.5	1	0.1
1995	7			CR	5,400	6,700	6,350	4,650	760	17	1.0	5	0.3
1996	7			CR	5,600	6,900	6,550	4,800	780	16	0.9	1	0.1
1997	7			IR	5,600	7,000	6,250	4,750	780	16	0.9	0	0.0
1998	7			IR	5,750	7,150	6,450	4,850	750	8	0.4	0	0.0
1999	7			IR	5,800	7,200	6,450	4,850	750	13	0.7	3	0.2
2000	7			IR	5,900	7,250	6,550	5,000	770	10	0.5	1	0.1
2001	7			IR	6,000	7,400	6,650	5,050	780	8	0.4	2	0.1
2002	7			IR	6,100	7,500	6,750	5,200	790	6	0.3	0	0.0
2003	7			IR	6,500	7,900	7,150	5,500	840	11	0.5	0	0.0
2004	7			IR	6,300	7,800	7,000	5,350	880	10	0.5	0	0.0
2005	7			IR	6,300	7,600	6,900	5,350	820	13	0.6	5	0.2
2006	7			IR	6,400	7,700	7,000	5,450	1,000	15	0.7	1	0.0
2007	7			IR	6,650	8,050	8,050	5,650	1,050	12	0.6	1	0.0
2008	7			IR	6,750	8,200	8,000	5,750	1,000	6	0.3	0	0.0
2009	7			IR	6,850	8,200	7,450	5,800	1,050	6	0.3	1	0.0
2010	7			CR	7,000	8,400	8,100	5,900	980	12	0.5	0	0.0
2011	7			CR	7,000	8,150	8,250	6,250	980	5	0.2	0	0.0
2012	7			CR	6,800	8,150	8,000	5,750	900	8	0.4	0	0.0
2013	7			CR	6,800	8,150	8,350	5,750	900	10	0.5	0	0.0
2014	7			IC	6,650	7,350	7,350	5,900	990	6	0.3	0	0.0
2015	7			IC	7,200	7,950	7,950	6,400	1,050	6	0.3	0	0.0
2016	7			IC	7,300	8,100	8,050	6,450	1,100	13	0.6	1	0.0
2017	7			IC	7,400	8,100	8,150	6,700	1,100	9	0.4	1	0.0
2018	7			IC	7,500	8,250	8,300	6,800	1,100	4	0.2	0	0.0
2019	7			IC	7,550	8,300	8,350	6,800	1,100	10	0.4	0	0.0
2021	7			IC	7,750	8,400	8,450	7,000	1,150	8	0.3	2	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1988	7	HWY 23	1.3	IC	4,750	5,500	5,350	4,200	520	7	3.1	1	0.4
1989	7			CR	5,050	6,450	6,000	4,250	710	2	0.8	0	0.0
1990	7			CR	5,300	6,550	6,100	4,750	740	6	2.3	1	0.4
1991	7			CR	5,400	6,650	6,200	4,850	760	7	2.7	0	0.0
1992	7			CR	5,600	6,900	6,400	5,050	670	4	1.5	1	0.4
1993	7			CR	5,800	7,150	6,650	5,200	700	0	0.0	0	0.0
1994	7			CR	6,000	7,400	6,850	5,400	720	4	1.4	0	0.0
1995	7			CR	6,050	7,500	7,150	5,200	910	6	2.1	2	0.7
1996	7			CR	6,100	7,550	7,150	5,200	920	2	0.7	0	0.0
1997	7			CR	6,150	7,650	7,250	5,250	920	4	1.3	0	0.0
1998	7			CR	6,200	7,650	7,250	5,250	810	1	0.3	0	0.0
1999	7			CR	6,250	7,700	7,300	5,300	810	1	0.3	2	0.7
2000	7			CR	6,300	7,750	7,350	5,350	820	4	1.3	0	0.0
2001	7			CR	6,350	7,800	7,450	5,350	950	1	0.3	0	0.0
2002	7			CR	6,400	7,850	7,500	5,400	960	1	0.3	0	0.0
2003	7			CR	6,450	7,850	7,550	5,450	970	2	0.6	1	0.3
2004	7			CR	6,500	8,000	7,600	5,500	910	3	1.0	0	0.0
2005	7			CR	6,600	8,000	7,700	5,550	920	0	0.0	0	0.0
2006	7			CR	6,600	8,000	7,700	5,550	1,200	3	0.9	0	0.0
2007	7			CR	6,750	8,150	8,150	5,700	1,200	0	0.0	0	0.0
2008	7			IR	7,100	8,600	8,450	6,050	1,050	0	0.0	0	0.0
2009	7			IR	6,900	8,300	7,500	5,850	1,050	0	0.0	0	0.0
2010	7			CTR	6,950	8,450	8,150	5,900	1,050	3	0.9	1	0.3
2011	7			CTR	7,000	8,500	8,200	5,950	1,050	2	0.6	0	0.0
2012	7			CTR	6,800	8,250	8,150	5,800	1,000	1	0.3	0	0.0
2013	7			CTR	6,800	8,300	8,550	5,800	1,000	3	0.9	1	0.3
2014	7			CR	7,200	8,500	8,450	6,150	980	0	0.0	0	0.0
2015	7			CR	7,150	8,450	8,350	6,100	970	2	0.6	0	0.0
2016	7			CR	7,200	8,500	8,450	6,150	980	1	0.3	0	0.0
2017	7			CR	7,250	8,400	8,450	6,550	990	2	0.6	0	0.0
2018	7			CR	7,300	8,500	8,550	6,550	990	3	0.9	0	0.0
2019	7			CR	7,350	8,550	8,600	6,600	1,000	7	2.0	1	0.3
2021	7			CR	7,500	8,650	8,700	6,750	1,050	1	0.3	0	0.0
2021	7	0.1 KM W OF HWY 4 END OF HWY											
1988	7A	W JCT HWY 115 CAVAN TWP 9TH LINE IC MOORE DR	17.9	IR	3,000	3,900	3,300	2,400	240	36	1.8	4	0.2
1989	7A			IR	3,100	4,000	3,450	2,550	250	37	1.8	3	0.1
1990	7A			IR	3,150	4,000	3,500	2,600	250	28	1.4	1	0.0
1991	7A			IR	3,200	4,050	3,550	2,650	260	25	1.2	1	0.0
1992	7A			IR	3,300	4,050	3,650	2,800	260	30	1.4	1	0.0
1993	7A			IR	3,300	4,050	3,400	2,700	260	34	1.6	2	0.1
1994	7A			IR	3,400	4,200	3,750	2,850	270	28	1.3	2	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1995	7A			IR	3,500	4,300	3,850	3,000	280	22	1.0	0	0.0
1996	7A			IR	3,600	4,450	4,000	3,050	290	31	1.3	1	0.0
1997	7A			IR	3,750	4,700	4,200	3,200	300	26	1.1	1	0.0
1998	7A			IR	3,850	4,750	4,300	3,250	310	27	1.1	0	0.0
1999	7A			IR	3,800	4,700	4,200	3,200	300	39	1.6	2	0.1
2000	7A			IR	3,900	4,800	4,300	3,300	310	43	1.7	2	0.1
2001	7A			IR	3,950	4,900	4,400	3,350	320	32	1.2	1	0.0
2002	7A			IR	3,950	4,850	4,400	3,350	360	32	1.2	1	0.0
2003	7A			IR	4,100	5,000	4,500	3,500	370	43	1.6	3	0.1
2004	7A			IR	4,150	5,150	4,600	3,500	370	37	1.4	0	0.0
2005	7A			IR	4,250	5,150	4,650	3,600	340	24	0.9	1	0.0
2006	7A			IR	4,300	5,200	4,700	3,650	340	24	0.9	0	0.0
2007	7A			IR	4,400	5,350	5,300	3,750	350	19	0.7	0	0.0
2008	7A			IR	4,450	5,400	5,300	3,800	360	21	0.7	0	0.0
2009	7A			IR	4,500	5,400	4,900	3,800	360	18	0.6	1	0.0
2010	7A			IR	4,600	5,500	5,000	3,900	370	10	0.3	0	0.0
2011	7A			IR	4,650	5,550	5,450	3,950	370	14	0.5	1	0.0
2012	7A			IR	4,400	5,250	5,100	3,750	350	18	0.6	0	0.0
2013	7A			IR	4,400	5,250	5,600	3,750	350	11	0.4	0	0.0
2014	7A			CTR	4,850	5,900	5,950	4,100	390	8	0.3	0	0.0
2015	7A			CTR	4,800	5,850	5,900	4,100	380	17	0.5	1	0.0
2016	7A			CTR	4,850	5,900	5,950	4,100	390	15	0.5	1	0.0
2017	7A			CTR	4,950	6,600	6,600	4,050	400	19	0.6	1	0.0
2018	7A			CTR	5,000	6,700	6,650	4,050	400	17	0.5	1	0.0
2019	7A			CTR	5,050	6,750	6,700	4,100	400	21	0.6	2	0.1
2021	7A			CTR	5,200	6,800	6,750	4,250	420	11	0.3	0	0.0
1988	7A	S JCT HWY 35 COMMUTER PKG (N)	1.5	IR	6,050	7,850	6,650	4,850	850	0	0.0	0	0.0
1989	7A			IR	6,750	8,700	7,500	5,550	940	2	0.5	0	0.0
1990	7A			IR	7,450	9,450	8,250	6,100	1,050	2	0.5	1	0.2
1991	7A			IR	7,700	9,700	8,550	6,400	1,100	0	0.0	0	0.0
1992	7A			IR	6,600	8,100	7,250	5,600	790	6	1.7	0	0.0
1993	7A			IR	6,800	8,350	7,050	5,550	820	4	1.1	0	0.0
1994	7A			IR	7,400	9,100	8,150	6,200	890	1	0.2	0	0.0
1995	7A			IR	7,500	9,250	8,250	6,400	900	2	0.5	0	0.0
1996	7A			IR	7,600	9,450	8,500	6,450	910	4	1.0	0	0.0
1997	7A			IR	8,050	10,100	9,000	6,850	970	1	0.2	0	0.0
1998	7A			IR	8,300	10,300	9,300	6,950	1,000	0	0.0	0	0.0
1999	7A			IR	8,500	10,500	9,450	7,150	1,000	2	0.4	0	0.0
2000	7A			IR	8,700	10,700	9,650	7,350	960	3	0.6	0	0.0
2001	7A			IR	8,750	10,800	9,700	7,400	960	3	0.6	1	0.2
2002	7A			IR	9,200	11,300	10,200	7,800	550	1	0.2	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2003	7A			IR	9,150	11,100	10,100	7,750	550	0	0.0	0	0.0
2004	7A			IR	9,350	11,600	10,400	7,900	560	1	0.2	0	0.0
2005	7A			IR	9,350	11,300	10,200	7,950	560	0	0.0	0	0.0
2006	7A			IR	9,750	11,800	10,700	8,300	680	2	0.4	0	0.0
2007	7A			IR	9,950	12,100	12,000	8,450	700	3	0.6	0	0.0
2008	7A			IR	10,200	12,400	12,100	8,700	710	2	0.4	0	0.0
2009	7A			IR	10,400	12,500	11,300	8,850	730	1	0.2	0	0.0
2010	7A			IR	10,600	12,600	11,500	9,000	740	3	0.5	0	0.0
2011	7A			IR	10,800	12,900	12,600	9,200	760	5	0.8	0	0.0
2012	7A			IR	9,800	11,700	11,300	8,400	690	5	0.9	0	0.0
2013	7A			IR	9,800	11,700	12,500	8,350	690	3	0.6	0	0.0
2014	7A			CTR	10,100	12,300	12,400	8,600	890	0	0.0	0	0.0
2015	7A			CTR	10,900	13,300	13,400	9,250	960	1	0.2	0	0.0
2016	7A			CTR	11,000	13,400	13,500	9,350	970	3	0.5	0	0.0
2017	7A			CTR	11,200	15,000	14,900	9,150	990	2	0.3	0	0.0
2018	7A			CTR	11,400	15,200	15,200	9,300	1,000	2	0.3	0	0.0
2019	7A			CTR	11,500	15,300	15,300	9,350	1,000	5	0.8	2	0.3
2021	7A			CTR	11,800	15,400	15,300	9,650	1,050	3	0.5	1	0.2
1988	7A	N JCT HWY 35	6.4	IR	3,150	4,100	3,450	2,500	280	17	2.3	1	0.1
1989	7A			IR	3,400	4,400	3,750	2,800	310	18	2.3	1	0.1
1990	7A			IR	3,650	4,650	4,050	3,000	330	14	1.6	2	0.2
1991	7A			IR	3,750	4,700	4,150	3,100	340	16	1.8	0	0.0
1992	7A			IR	3,500	4,300	3,850	3,000	350	15	1.8	1	0.1
1993	7A			IR	3,850	4,750	4,000	3,150	380	23	2.6	2	0.2
1994	7A			IR	3,900	4,800	4,300	3,250	700	9	1.0	0	0.0
1995	7A			IR	4,000	4,950	4,400	3,400	720	17	1.8	0	0.0
1996	7A			IR	4,250	5,300	4,750	3,600	760	15	1.5	2	0.2
1997	7A			IR	4,500	5,600	5,050	3,800	810	17	1.6	1	0.1
1998	7A			IR	4,750	5,900	5,300	4,000	860	14	1.3	0	0.0
1999	7A			IR	4,400	5,450	4,900	3,700	790	19	1.8	1	0.1
2000	7A			IR	4,500	5,500	5,000	3,800	810	8	0.8	1	0.1
2001	7A			IR	4,550	5,600	5,050	3,850	820	25	2.4	0	0.0
2002	7A			IR	4,650	5,750	5,150	3,950	330	21	1.9	1	0.1
2003	7A			IR	4,700	5,700	5,150	4,000	330	23	2.1	0	0.0
2004	7A			IR	4,650	5,750	5,150	3,950	330	12	1.1	0	0.0
2005	7A			IR	4,600	5,550	5,050	3,900	280	25	2.3	2	0.2
2006	7A			IR	4,750	5,750	5,200	4,050	280	13	1.2	0	0.0
2007	7A			IR	4,800	5,800	5,800	4,050	290	11	1.0	0	0.0
2008	7A			IR	4,650	5,650	5,550	3,950	280	9	0.8	0	0.0
2009	7A			IR	4,900	5,900	5,350	4,150	290	12	1.0	0	0.0
2010	7A			IR	4,950	5,900	5,400	4,200	300	15	1.3	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2011	7A			IR	5,000	5,950	5,850	4,250	300	14	1.2	2	0.2
2012	7A			IR	5,050	6,000	5,850	4,300	300	19	1.6	1	0.1
2013	7A			IR	5,100	6,050	6,500	4,350	310	8	0.7	0	0.0
2014	7A			IR	5,150	6,150	6,150	4,400	310	17	1.4	0	0.0
2015	7A			IR	5,200	6,200	6,200	4,450	310	20	1.6	1	0.1
2016	7A			IR	5,250	6,250	6,250	4,450	320	5	0.4	0	0.0
2017	7A			CTR	11,200	15,000	14,900	9,150	670	8	0.3	0	0.0
2018	7A			CTR	6,350	8,500	8,450	5,150	380	6	0.4	0	0.0
2019	7A			CTR	6,450	8,600	8,550	5,250	390	12	0.8	0	0.0
2021	7A			CTR	6,650	8,650	8,600	5,450	400	6	0.4	1	0.1
2016	7A	NESBITT RD.	7.7	CTR	5,300	6,450	6,500	4,500	0	9	0.6	0	0.0
2017	7A			CTR	5,400	7,200	7,200	4,400	0	5	0.3	1	0.1
2018	7A			CTR	5,500	7,350	7,300	4,500	0	3	0.2	0	0.0
2019	7A			CTR	5,600	7,450	7,450	4,550	0	7	0.4	0	0.0
2021	7A			CTR	5,800	7,550	7,500	4,750	0	2	0.1	0	0.0
1988	7A	N JCT DURHAM RD 57 CAESAREA RD (N)	8.6	IR	7,300	9,500	8,050	5,850	440	27	1.2	0	0.0
1989	7A			IR	7,650	9,850	8,500	6,250	460	23	1.0	5	0.2
1990	7A			IR	7,850	9,950	8,700	6,450	470	22	0.9	1	0.0
1991	7A			IR	7,950	10,000	8,800	6,600	480	36	1.4	1	0.0
1992	7A			IR	8,000	9,850	8,800	6,800	480	26	1.0	1	0.0
1993	7A			IR	8,100	9,950	8,400	6,650	490	15	0.6	0	0.0
1994	7A			IR	8,200	10,100	9,000	6,850	490	24	0.9	0	0.0
1995	7A			IR	8,850	10,900	9,750	7,550	530	28	1.0	1	0.0
1996	7A			IR	9,300	11,600	10,400	7,900	560	31	1.1	1	0.0
1997	7A			IR	9,450	11,800	10,600	8,050	760	28	0.9	0	0.0
1998	7A			IR	9,750	12,100	10,900	8,200	490	32	1.0	2	0.1
1999	7A			IR	9,600	11,900	10,700	8,050	480	22	0.7	2	0.1
2000	7A			IR	10,200	12,500	11,300	8,600	610	22	0.7	1	0.0
2001	7A			IR	10,500	13,000	11,600	8,900	630	32	1.0	0	0.0
2002	7A			IR	10,700	13,200	11,900	9,100	640	40	1.2	2	0.1
2003	7A			IR	12,700	15,400	14,000	10,800	1,000	33	0.8	0	0.0
2004	7A			IR	11,300	14,000	12,500	9,550	900	37	1.0	4	0.1
2005	7A			IT	13,800	17,600	17,500	11,500	1,100	38	0.9	0	0.0
2006	7A			IR	10,400	12,500	11,400	8,850	830	28	0.9	1	0.0
2007	7A			IR	11,900	14,400	14,400	10,100	830	34	0.9	2	0.1
2008	7A			IR	11,200	13,600	13,300	9,550	780	19	0.5	1	0.0
2009	7A			IR	12,400	14,900	13,500	10,500	500	15	0.4	1	0.0
2010	7A			CTR	11,800	14,400	13,800	10,000	1,300	21	0.6	3	0.1
2011	7A			CTR	10,500	12,800	12,300	8,900	1,150	22	0.7	1	0.0
2012	7A			IC	10,500	11,600	11,300	9,300	1,150	20	0.6	3	0.1
2013	7A			IC	10,500	11,600	11,600	9,300	1,150	24	0.7	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2014	7A			IC	12,100	13,400	13,300	10,700	1,350	22	0.6	3	0.1
2015	7A			IC	12,300	13,600	13,600	10,900	1,350	23	0.6	0	0.0
2016	7A			IC	12,400	13,700	13,700	11,000	1,350	17	0.4	1	0.0
2017	7A			IC	12,500	13,700	13,800	11,300	1,400	15	0.4	0	0.0
2018	7A			IC	12,700	14,000	14,100	11,500	1,400	19	0.5	1	0.0
2019	7A			IC	12,800	14,100	14,100	11,600	1,400	22	0.5	4	0.1
2021	7A			IC	13,100	14,200	14,300	11,800	1,450	14	0.3	0	0.0
1988	7A	ISLAND RD.	1.9	CTR	10,200	13,300	12,400	8,550	410	23	3.3	1	0.1
1989	7A			CTR	10,700	13,600	12,900	9,200	430	24	3.3	0	0.0
1990	7A			IR	11,700	14,900	13,000	9,600	940	17	2.1	1	0.1
1991	7A			IR	12,100	15,200	13,400	10,000	480	25	3.0	1	0.1
1992	7A			IR	12,500	15,400	13,800	10,600	500	8	0.9	0	0.0
1993	7A			IR	12,900	15,900	13,300	10,600	520	17	1.9	1	0.1
1994	7A			IR	12,700	15,600	14,000	10,600	510	18	2.1	1	0.1
1995	7A			IR	13,100	16,100	14,400	11,200	920	18	2.0	0	0.0
1996	7A			CTR	12,700	16,200	15,600	10,700	890	13	1.5	0	0.0
1997	7A			IR	14,000	17,500	15,700	11,900	840	22	2.3	0	0.0
1998	7A			IR	14,500	18,000	16,200	12,200	870	20	2.0	0	0.0
1999	7A			IR	13,700	17,000	15,200	11,500	820	29	3.1	2	0.2
2000	7A			CR	15,900	19,600	18,600	13,500	950	22	2.0	1	0.1
2001	7A			IC	15,600	17,400	17,500	13,800	780	30	2.8	1	0.1
2002	7A			IC	16,400	18,300	18,400	14,400	660	34	3.0	0	0.0
2003	7A			CR	17,000	20,700	19,900	14,400	680	23	2.0	0	0.0
2004	7A			CR	16,800	20,700	19,700	14,200	670	24	2.1	0	0.0
2005	7A			IR	16,500	19,900	18,100	14,100	820	17	1.5	0	0.0
2006	7A			IR	17,500	21,100	19,100	14,900	880	18	1.5	0	0.0
2007	7A			IR	17,900	21,700	21,600	15,200	540	25	2.0	1	0.1
2008	7A			IR	18,300	22,200	21,800	15,600	1,100	18	1.4	0	0.0
2009	7A			CTR	18,200	22,200	21,500	15,500	1,100	19	1.5	1	0.1
2010	7A			CTR	19,100	23,200	22,300	16,200	1,150	21	1.6	0	0.0
2011	7A			CTR	19,500	23,700	22,800	16,600	1,150	24	1.8	0	0.0
2012	7A			CTR	19,900	24,100	23,800	16,900	1,200	23	1.7	1	0.1
2013	7A			C	20,300	22,400	22,100	18,300	1,200	20	1.4	0	0.0
2014	7A			C	20,700	22,800	22,100	18,600	1,250	19	1.3	1	0.1
2015	7A			C	21,100	23,200	22,600	19,000	1,250	15	1.0	1	0.1
2016	7A			C	21,500	23,700	23,000	19,400	1,300	17	1.1	1	0.1
2017	7A			C	21,900	24,000	23,900	19,900	1,300	14	0.9	0	0.0
2018	7A			C	22,300	24,400	24,300	20,100	1,350	13	0.8	1	0.1
2019	7A			C	22,700	24,800	24,700	20,500	1,350	28	1.8	0	0.0
2021	7A			C	23,500	25,600	25,400	21,300	1,400	8	0.5	0	0.0
1988	7A	CARNEGIE ST (S)	0.5	C	13,000	14,400	14,400	11,700	910	13	6.0	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1989	7A			C	13,500	15,000	15,100	12,200	940	7	3.1	0	0.0
1990	7A			CR	14,400	17,900	16,600	13,000	720	6	2.5	1	0.4
1991	7A			CR	14,800	18,200	17,000	13,300	740	7	2.8	0	0.0
1992	7A			CR	15,800	19,400	18,000	14,200	790	8	3.0	0	0.0
1993	7A			CTR	15,800	19,900	19,100	13,400	790	12	4.5	0	0.0
1994	7A			CTR	15,900	20,400	19,400	13,400	950	11	4.1	0	0.0
1995	7A			CTR	16,600	21,300	20,400	13,900	1,000	16	5.8	0	0.0
1996	7A			IR	16,400	20,400	18,300	14,000	980	12	4.4	2	0.7
1997	7A			IR	17,900	22,400	20,000	15,200	1,250	13	4.3	1	0.3
1998	7A			IR	18,500	22,900	20,700	15,500	1,300	11	3.5	1	0.3
1999	7A			IR	17,800	22,100	19,800	15,000	710	3	1.0	0	0.0
2000	7A			IR	18,000	22,000	19,900	15,200	1,100	2	0.7	0	0.0
2001	7A			IR	18,200	22,500	20,200	15,400	1,100	4	1.3	0	0.0
2002	7A			IR	19,400	23,900	21,500	16,500	1,150	10	3.1	0	0.0
2003	7A			IR	18,700	22,700	20,600	15,900	1,100	6	1.9	0	0.0
2004	7A			CTR	19,400	24,500	23,500	16,400	780	4	1.2	0	0.0
2005	7A			CTR	19,000	23,500	22,600	16,100	760	14	4.4	0	0.0
2006	7A			CTR	17,900	22,200	21,200	15,200	720	4	1.3	0	0.0
2007	7A			CTR	17,000	21,100	20,900	14,400	850	8	2.8	2	0.7
2008	7A			IC	16,500	18,300	17,700	14,500	990	8	2.9	0	0.0
2009	7A			IC	16,700	18,500	18,700	14,900	1,000	4	1.4	0	0.0
2010	7A			IC	15,500	17,200	17,300	13,700	930	3	1.2	0	0.0
2011	7A			IC	14,500	15,900	16,500	13,000	870	3	1.2	0	0.0
2012	7A			IC	16,900	18,700	18,200	15,000	1,000	3	1.1	0	0.0
2013	7A			UC	15,300	15,300	15,400	14,500	920	10	3.9	0	0.0
2014	7A			UC	16,500	16,600	15,900	15,700	990	13	4.7	0	0.0
2015	7A			UC	20,000	20,100	19,200	19,000	1,200	13	3.9	1	0.3
2016	7A			UC	16,300	16,400	15,700	15,500	980	12	4.4	0	0.0
2017	7A			UC	16,800	16,700	16,900	16,100	1,000	13	4.6	0	0.0
2018	7A			UC	16,800	16,700	16,900	16,100	1,000	13	4.6	0	0.0
2019	7A			UC	16,700	16,500	16,700	16,100	1,000	13	4.6	1	0.4
2021	7A			UC	16,600	16,600	16,900	16,000	1,000	5	1.8	0	0.0
1988	7A	DURHAM RD. 2 SIMCOE ST.	1.2	CTR	8,600	11,200	10,500	7,200	770	15	4.0	0	0.0
1989	7A			CTR	9,000	11,400	10,900	7,750	810	21	5.3	0	0.0
1990	7A			CR	10,000	12,400	11,500	9,000	600	16	3.7	0	0.0
1991	7A			CR	10,300	12,700	11,800	9,250	620	15	3.3	1	0.2
1992	7A			CR	11,800	14,500	13,500	10,600	710	12	2.3	0	0.0
1993	7A			CTR	10,700	13,500	12,900	9,100	640	16	3.4	0	0.0
1994	7A			CTR	10,700	13,700	13,100	9,000	750	12	2.6	0	0.0
1995	7A			CTR	11,100	14,200	13,700	9,300	780	17	3.5	1	0.2
1996	7A			CTR	10,900	13,900	13,400	9,150	540	8	1.7	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1997	7A			IR	11,800	14,800	13,200	10,000	830	17	3.3	1	0.2
1998	7A			IR	12,200	15,100	13,700	10,200	850	12	2.3	0	0.0
1999	7A			IR	11,200	13,900	12,400	9,400	450	26	5.3	0	0.0
2000	7A			IR	11,900	14,600	13,200	10,100	710	23	4.4	0	0.0
2001	7A			IR	12,500	15,400	13,900	10,600	1,100	23	4.2	0	0.0
2002	7A			IR	13,200	16,300	14,600	11,200	1,200	16	2.8	0	0.0
2003	7A			IR	13,000	15,800	14,300	11,000	1,150	24	4.2	2	0.4
2004	7A			IR	13,200	16,300	14,600	11,200	660	16	2.8	0	0.0
2005	7A			IR	15,200	18,300	16,700	13,000	760	16	2.4	0	0.0
2006	7A			CTR	13,100	16,200	15,500	11,100	660	23	4.0	1	0.2
2007	7A			CTR	12,500	15,500	15,300	10,600	620	14	2.6	2	0.4
2008	7A			CTR	13,500	16,700	16,400	11,500	680	11	1.9	1	0.2
2009	7A			IC	12,400	13,800	13,900	11,000	620	13	2.4	0	0.0
2010	7A			IC	13,500	14,900	15,100	12,000	680	11	1.9	0	0.0
2011	7A			IC	14,000	15,400	16,000	12,600	700	8	1.3	0	0.0
2012	7A			IC	14,200	15,700	15,300	12,600	710	14	2.3	0	0.0
2013	7A			IC	14,300	15,800	15,700	12,700	720	20	3.2	2	0.3
2014	7A			IC	13,400	14,800	14,800	11,900	790	11	1.9	0	0.0
2015	7A			IC	14,400	15,900	15,900	12,800	850	9	1.4	0	0.0
2016	7A			IC	14,600	16,200	16,100	12,900	860	8	1.3	1	0.2
2017	7A			IC	14,800	16,200	16,300	13,400	870	8	1.2	0	0.0
2018	7A			IC	14,900	16,400	16,500	13,500	880	7	1.1	0	0.0
2019	7A			IC	15,100	16,600	16,700	13,600	890	17	2.6	1	0.2
2021	7A			IC	15,400	16,700	16,800	13,900	920	9	1.3	1	0.1
1988	7A	6TH LINE (W)	2.8	CR	7,150	9,150	8,600	5,950	1,000	1	0.1	0	0.0
1989	7A			CR	7,450	9,550	8,850	6,250	1,050	8	1.1	0	0.0
1990	7A			CR	7,550	9,350	8,700	6,800	380	14	1.8	2	0.3
1991	7A			CR	7,600	9,350	8,750	6,850	380	3	0.4	0	0.0
1992	7A			CR	8,200	10,100	9,350	7,400	410	7	0.8	0	0.0
1993	7A			CR	8,700	10,700	10,000	7,850	440	6	0.7	0	0.0
1994	7A			CR	8,600	10,600	9,800	7,750	520	10	1.2	1	0.1
1995	7A			CR	8,900	11,000	10,500	7,650	530	7	0.8	1	0.1
1996	7A			CR	9,250	11,400	10,900	7,900	740	9	1.0	0	0.0
1997	7A			CR	9,500	11,800	11,200	8,100	660	9	0.9	1	0.1
1998	7A			CR	9,800	12,100	11,500	8,350	690	8	0.8	0	0.0
1999	7A			CR	9,550	11,700	11,200	8,100	290	8	0.8	0	0.0
2000	7A			CR	10,300	12,700	12,100	8,750	620	8	0.8	1	0.1
2001	7A			CR	10,500	12,900	12,300	8,850	630	16	1.5	1	0.1
2002	7A			CR	11,000	13,500	12,900	9,250	660	4	0.4	0	0.0
2003	7A			CR	11,100	13,500	13,000	9,400	670	10	0.9	2	0.2
2004	7A			CR	11,400	14,000	13,400	9,650	910	10	0.9	1	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2005	7A			CR	11,200	13,600	13,100	9,450	900	8	0.7	0	0.0
2006	7A			CR	11,300	13,700	13,100	9,550	900	6	0.5	1	0.1
2007	7A			CR	11,600	14,000	14,000	9,750	700	13	1.1	0	0.0
2008	7A			CR	11,200	13,600	13,400	9,450	670	7	0.6	1	0.1
2009	7A			CR	12,000	14,400	13,900	10,200	720	4	0.3	0	0.0
2010	7A			IC	11,900	13,200	13,300	10,600	710	5	0.4	1	0.1
2011	7A			IC	12,400	13,600	14,100	11,100	740	9	0.7	0	0.0
2012	7A			IC	12,600	14,000	13,500	11,200	760	5	0.4	0	0.0
2013	7A			C	12,800	14,100	13,900	11,500	770	14	1.1	0	0.0
2014	7A			C	13,000	14,300	13,900	11,700	780	7	0.5	0	0.0
2015	7A			C	13,200	14,500	14,100	11,900	790	12	0.9	0	0.0
2016	7A			C	13,400	14,700	14,300	12,100	800	14	1.0	1	0.1
2017	7A			C	13,600	14,900	14,800	12,300	820	12	0.9	0	0.0
2018	7A			C	13,800	15,100	15,000	12,500	830	8	0.6	0	0.0
2019	7A			C	14,000	15,300	15,200	12,700	2,400	5	0.4	1	0.1
2021	7A			C	14,400	15,700	15,600	13,100	2,450	11	0.8	1	0.1
2021	7A	HWYS 7 & 12 MANCHESTER END OF HWY											
2021	8	NIAGARA/HAMILTON REG BDY START OF NA	43.0										
2012	8	HWY 5 AND HWY 8 EAST OF ROUNDABOUT END OF NA	0.3	UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2013	8			C	10,100	11,100	11,000	9,100	0	0	0.0	0	0.0
2014	8			UC	10,200	10,200	9,800	9,700	0	0	0.0	0	0.0
2015	8			UC	17,000	17,100	16,300	16,100	0	0	0.0	0	0.0
2016	8			UC	22,100	22,200	21,300	21,000	0	0	0.0	0	0.0
2017	8			UC	22,300	22,200	22,400	21,400	0	0	0.0	0	0.0
2018	8			UC	22,400	22,200	22,600	21,500	0	0	0.0	0	0.0
2019	8			UC	22,600	22,300	22,600	21,800	0	0	0.0	0	0.0
1988	8	CENTRE OF ROUNDABOUT (PETERS CORS)	6.3	C	5,750	6,400	6,400	5,200	520	10	0.8	0	0.0
1989	8			C	5,950	6,600	6,650	5,350	540	8	0.6	1	0.1
1990	8			C	6,100	6,750	6,750	5,500	550	14	1.0	0	0.0
1991	8			C	6,750	7,450	7,500	6,150	610	12	0.8	0	0.0
1992	8			C	6,800	7,350	7,550	6,250	610	8	0.5	0	0.0
1993	8			C	6,800	7,400	7,550	6,250	610	11	0.7	1	0.1
1994	8			C	6,800	7,450	7,600	6,150	610	13	0.8	2	0.1
1995	8			C	7,050	7,700	7,900	6,450	630	7	0.4	0	0.0
1996	8			C	7,200	8,150	8,200	6,500	650	10	0.6	1	0.1
1997	8			C	7,050	7,950	8,050	6,350	780	6	0.4	0	0.0
1998	8			C	7,550	8,550	8,550	6,800	830	7	0.4	1	0.1
1999	8			C	7,600	8,500	8,600	6,850	840	6	0.3	0	0.0
2000	8			C	7,750	8,750	8,750	7,000	780	12	0.7	0	0.0
2001	8			C	7,900	8,900	8,900	7,100	790	11	0.6	0	0.0
2002	8			C	8,050	9,000	9,100	7,250	800	9	0.5	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2003	8			C	8,300	9,250	9,350	7,500	830	11	0.6	1	0.1
2004	8			C	8,500	9,550	9,600	7,650	1,000	9	0.5	0	0.0
2005	8			C	8,500	9,450	9,550	7,650	850	9	0.5	2	0.1
2006	8			C	8,850	9,850	9,900	7,950	880	12	0.6	0	0.0
2007	8			C	9,300	10,300	10,500	8,350	1,100	9	0.4	1	0.0
2008	8			C	9,200	10,200	10,000	8,250	1,200	12	0.6	3	0.1
2009	8			C	9,350	10,300	10,400	8,400	1,200	13	0.6	2	0.1
2010	8			C	9,550	10,500	10,600	8,600	1,250	6	0.3	1	0.0
2011	8			C	9,700	10,700	10,800	8,750	1,250	12	0.5	0	0.0
2012	8			C	9,900	10,900	10,700	8,900	1,300	10	0.4	1	0.0
2013	8			C	10,100	11,100	11,000	9,100	1,300	0	0.0	0	0.0
2014	8			UC	10,200	10,200	9,800	9,700	750	12	0.5	0	0.0
2015	8			UC	10,400	10,400	10,000	9,850	760	18	0.8	0	0.0
2016	8			UC	10,600	10,600	10,200	10,100	770	20	0.8	2	0.1
2017	8			UC	10,800	10,700	10,800	10,400	790	21	0.8	0	0.0
2018	8			UC	10,900	10,800	11,000	10,500	800	11	0.4	2	0.1
2019	8			UC	11,100	10,900	11,100	10,700	810	20	0.8	1	0.0
2021	8			UC	11,500	11,500	11,700	11,100	800	17	0.6	3	0.1
1988	8	HAM/WENT RDS 552 (N) WOODHILL RD 519 (S)	7.0	C	5,650	6,250	6,250	5,100	450	17	1.2	0	0.0
1989	8			C	5,900	6,550	6,600	5,300	470	11	0.7	0	0.0
1990	8			C	6,150	6,850	6,850	5,550	490	10	0.6	0	0.0
1991	8			C	6,400	7,050	7,100	5,800	510	18	1.1	0	0.0
1992	8			C	6,500	7,000	7,200	6,000	520	20	1.2	1	0.1
1993	8			C	6,500	7,100	7,200	6,000	520	17	1.0	3	0.2
1994	8			C	6,250	6,850	6,950	5,650	500	8	0.5	0	0.0
1995	8			C	6,700	7,300	7,500	6,150	540	12	0.7	1	0.1
1996	8			C	6,850	7,750	7,800	6,200	550	13	0.7	1	0.1
1997	8			C	7,050	7,950	8,050	6,350	560	11	0.6	0	0.0
1998	8			C	7,100	8,000	8,000	6,400	640	5	0.3	0	0.0
1999	8			C	7,150	8,000	8,100	6,450	640	7	0.4	0	0.0
2000	8			C	7,300	8,250	8,250	6,550	660	7	0.4	0	0.0
2001	8			C	7,400	8,350	8,350	6,650	740	19	1.0	0	0.0
2002	8			C	7,550	8,450	8,500	6,800	760	11	0.6	1	0.1
2003	8			C	7,700	8,600	8,650	6,950	770	11	0.6	0	0.0
2004	8			C	7,950	8,950	8,950	7,150	800	8	0.4	0	0.0
2005	8			C	7,950	8,850	8,900	7,150	800	9	0.4	1	0.0
2006	8			C	7,950	8,850	8,900	7,150	800	10	0.5	0	0.0
2007	8			C	8,200	9,100	9,250	7,350	740	14	0.7	0	0.0
2008	8			C	8,350	9,200	9,100	7,500	750	11	0.5	0	0.0
2009	8			C	8,500	9,350	9,450	7,650	760	8	0.4	0	0.0
2010	8			C	8,600	9,500	9,550	7,750	770	7	0.3	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2011	8			C	8,750	9,650	9,750	7,900	790	14	0.6	1	0.0
2012	8			C	8,850	9,750	9,550	7,950	800	12	0.5	0	0.0
2013	8			C	9,000	9,900	9,800	8,100	810	19	0.8	0	0.0
2014	8			UC	9,150	9,200	8,800	8,700	820	10	0.4	1	0.0
2015	8			UC	9,250	9,300	8,900	8,800	830	14	0.6	0	0.0
2016	8			UC	9,400	9,450	9,050	8,900	850	12	0.5	0	0.0
2017	8			UC	9,550	9,500	9,600	9,150	860	12	0.5	1	0.0
2018	8			UC	9,650	9,550	9,700	9,250	870	16	0.6	2	0.1
2019	8			UC	9,800	9,650	9,800	9,450	880	19	0.8	1	0.0
2021	8			UC	10,100	10,100	10,300	9,750	910	22	0.9	1	0.0
1988	8	SAFARI RD (4)	1.8	C	7,200	8,000	8,000	6,500	650	6	1.3	1	0.2
1989	8			C	7,400	8,200	8,300	6,650	670	9	1.9	1	0.2
1990	8			C	7,600	8,450	8,450	6,850	680	2	0.4	0	0.0
1991	8			C	7,800	8,600	8,650	7,100	700	6	1.2	0	0.0
1992	8			C	7,900	8,550	8,750	7,250	710	3	0.6	0	0.0
1993	8			C	7,900	8,600	8,750	7,250	710	5	1.0	0	0.0
1994	8			C	7,700	8,450	8,600	6,950	850	10	2.0	0	0.0
1995	8			C	8,350	9,100	9,350	7,650	920	4	0.7	0	0.0
1996	8			C	8,550	9,700	9,750	7,700	940	2	0.4	0	0.0
1997	8			C	8,300	9,400	9,450	7,450	910	8	1.5	1	0.2
1998	8			C	9,050	10,200	10,200	8,150	720	5	0.9	0	0.0
1999	8			C	9,050	10,100	10,200	8,150	720	1	0.2	1	0.2
2000	8			C	9,250	10,500	10,500	8,300	740	5	0.8	0	0.0
2001	8			C	9,400	10,600	10,600	8,450	850	3	0.5	0	0.0
2002	8			C	9,550	10,700	10,800	8,600	860	5	0.8	0	0.0
2003	8			C	9,750	10,900	11,000	8,800	880	4	0.6	0	0.0
2004	8			C	9,950	11,200	11,200	8,950	900	1	0.2	0	0.0
2005	8			C	10,000	11,100	11,200	9,000	700	3	0.5	1	0.2
2006	8			C	10,300	11,400	11,500	9,250	720	4	0.6	0	0.0
2007	8			C	10,500	11,700	11,800	9,450	740	6	0.9	0	0.0
2008	8			C	10,700	11,800	11,600	9,600	750	7	1.0	0	0.0
2009	8			C	10,900	12,000	12,100	9,800	760	2	0.3	0	0.0
2010	8			C	11,100	12,200	12,300	10,000	780	1	0.1	0	0.0
2011	8			C	11,300	12,500	12,600	10,200	790	1	0.1	0	0.0
2012	8			C	11,500	12,700	12,400	10,400	800	5	0.7	0	0.0
2013	8			C	11,700	12,900	12,700	10,500	820	4	0.5	0	0.0
2014	8			C	11,900	13,100	12,700	10,700	830	1	0.1	0	0.0
2015	8			UC	10,000	10,000	9,600	9,500	700	1	0.2	0	0.0
2016	8			UC	11,900	11,900	11,400	11,300	830	0	0.0	0	0.0
2017	8			UC	12,100	12,000	12,100	11,600	850	2	0.3	0	0.0
2018	8			UC	12,200	12,100	12,300	11,700	850	4	0.5	1	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2019	8			UC	12,400	12,200	12,400	11,900	870	10	1.3	0	0.0
2021	8			UC	12,700	12,700	12,900	12,200	890	4	0.5	1	0.1
1988	8	HAMILTON WATERLOO REG BDY	1.2	C	7,200	8,000	8,000	6,500	650	6	2.0	0	0.0
1989	8			C	7,400	8,200	8,300	6,650	670	2	0.6	0	0.0
1990	8			C	7,600	8,450	8,450	6,850	680	0	0.0	0	0.0
1991	8			C	7,800	8,600	8,650	7,100	700	2	0.6	0	0.0
1992	8			C	7,900	8,550	8,750	7,250	710	3	0.9	0	0.0
1993	8			C	7,900	8,600	8,750	7,250	710	6	1.8	0	0.0
1994	8			C	7,700	8,450	8,600	6,950	850	3	0.9	0	0.0
1995	8			C	8,350	9,100	9,350	7,650	920	7	2.0	0	0.0
1996	8			C	8,550	9,700	9,750	7,700	940	4	1.1	0	0.0
1997	8			C	8,300	9,400	9,450	7,450	910	3	0.9	0	0.0
1998	8			C	9,050	10,200	10,200	8,150	720	4	1.0	0	0.0
1999	8			C	9,050	10,100	10,200	8,150	720	1	0.3	0	0.0
2000	8			C	9,250	10,500	10,500	8,300	740	1	0.3	0	0.0
2001	8			C	9,400	10,600	10,600	8,450	850	4	1.0	1	0.3
2002	8			C	9,550	10,700	10,800	8,600	860	5	1.2	1	0.2
2003	8			C	9,750	10,900	11,000	8,800	880	4	1.0	0	0.0
2004	8			C	9,950	11,200	11,200	8,950	900	2	0.5	0	0.0
2005	8			C	10,000	11,100	11,200	9,000	700	2	0.5	0	0.0
2006	8			C	10,300	11,400	11,500	9,250	720	2	0.5	0	0.0
2007	8			C	10,500	11,700	11,800	9,450	740	2	0.5	1	0.2
2008	8			C	10,700	11,800	11,600	9,600	750	2	0.4	0	0.0
2009	8			C	10,900	12,000	12,100	9,800	760	5	1.1	1	0.2
2010	8			C	11,100	12,200	12,300	10,000	780	3	0.6	0	0.0
2011	8			C	11,300	12,500	12,600	10,200	790	3	0.6	0	0.0
2012	8			C	11,300	12,500	12,200	10,200	790	2	0.4	0	0.0
2013	8			C	11,600	12,800	12,600	10,400	810	3	0.6	1	0.2
2014	8			C	11,800	13,000	12,600	10,600	830	2	0.4	0	0.0
2015	8			C	12,000	13,200	12,800	10,800	840	4	0.8	0	0.0
2016	8			C	12,200	13,400	13,100	11,000	850	4	0.8	1	0.2
2017	8			C	12,400	13,600	13,500	11,300	870	3	0.6	0	0.0
2018	8			C	12,600	13,800	13,700	11,400	880	7	1.3	1	0.2
2019	8			C	12,800	14,000	13,900	11,600	900	4	0.7	0	0.0
2021	8			C	13,200	14,400	14,300	12,000	920	4	0.7	1	0.2
1988	8	CAMBRIDGE S LTS N DUMFRIES C 8 RD	1.9	IC	8,350	9,700	9,450	7,350	670	7	1.2	3	0.5
1989	8			IC	8,700	10,000	9,850	7,750	700	6	1.0	1	0.2
1990	8			IC	9,050	10,300	10,100	8,050	720	9	1.5	0	0.0
1991	8			IC	9,300	10,500	10,300	8,300	740	7	1.1	0	0.0
1992	8			IC	9,500	10,500	10,400	8,650	760	4	0.6	0	0.0
1993	8			IC	9,500	10,700	10,600	8,450	760	6	0.9	2	0.3

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1994	8			IC	9,250	10,400	10,400	8,250	740	10	1.6	0	0.0
1995	8			IC	9,800	11,000	11,100	8,800	780	6	0.9	0	0.0
1996	8			IC	10,100	11,300	11,400	9,000	810	8	1.2	1	0.1
1997	8			IC	9,850	11,000	11,100	8,650	790	8	1.2	0	0.0
1998	8			IC	10,500	11,800	11,800	9,350	840	8	1.1	1	0.1
1999	8			IC	10,400	11,600	11,600	9,250	830	2	0.3	0	0.0
2000	8			IC	10,600	11,900	11,900	9,450	850	4	0.6	1	0.1
2001	8			IC	10,800	12,100	12,100	9,550	860	3	0.4	0	0.0
2002	8			IC	11,000	12,300	12,400	9,700	880	3	0.4	0	0.0
2003	8			IC	11,200	12,500	12,600	9,900	900	2	0.3	0	0.0
2004	8			IC	11,400	12,700	12,800	10,100	680	1	0.1	0	0.0
2005	8			IC	11,100	12,300	12,500	9,800	670	1	0.1	0	0.0
2006	8			IC	11,700	13,000	13,100	10,400	700	2	0.3	0	0.0
2007	8			IC	11,400	12,700	13,100	10,100	680	2	0.3	0	0.0
2008	8			IC	11,600	12,900	12,400	10,200	700	3	0.4	0	0.0
2009	8			IC	11,700	13,000	13,100	10,400	700	0	0.0	0	0.0
2010	8			IC	11,900	13,200	13,300	10,600	710	2	0.2	0	0.0
2011	8			IC	11,900	13,100	13,600	10,700	710	2	0.2	0	0.0
2012	8			IC	11,900	13,200	12,800	10,600	710	3	0.4	0	0.0
2013	8			IC	12,300	13,600	13,500	10,900	740	2	0.2	0	0.0
2014	8			IC	12,500	13,800	13,800	11,100	750	3	0.4	0	0.0
2015	8			IC	12,600	13,900	13,900	11,200	760	3	0.3	0	0.0
2016	8			IC	12,700	14,100	14,000	11,300	760	7	0.8	0	0.0
2017	8			IC	12,900	14,100	14,200	11,700	770	8	0.9	0	0.0
2018	8			IC	13,000	14,300	14,400	11,800	780	8	0.9	0	0.0
2019	8			IC	13,100	14,400	14,500	11,800	790	6	0.7	0	0.0
2021	8			IC	13,400	14,500	14,600	12,100	800	3	0.3	0	0.0
2021	8	REG RD 43 BRANCHTON RD START OF NA	10.9										
1988	8	HWYS 8/401 IC	2.1	SC	29,500	31,900	34,800	26,600	2,950	6	0.3	0	0.0
1989	8			SC	30,500	33,600	36,900	27,100	2,750	9	0.4	3	0.1
1990	8			UC	30,700	32,800	35,600	29,200	2,750	18	0.8	3	0.1
1991	8			UC	32,000	33,900	36,800	31,000	2,900	14	0.6	1	0.0
1992	8			UC	34,300	36,400	39,400	32,900	2,750	14	0.5	1	0.0
1993	8			UC	37,500	39,500	42,600	35,100	3,000	15	0.5	3	0.1
1994	8			UC	40,400	42,800	46,200	37,600	3,250	14	0.5	0	0.0
1995	8			UC	43,900	46,300	50,200	40,900	3,500	13	0.4	1	0.0
1996	8			UC	47,400	50,200	55,500	45,100	3,800	5	0.1	2	0.1
1997	8			UC	49,600	52,100	58,000	46,600	3,950	6	0.2	0	0.0
1998	8			UC	51,900	55,000	60,700	49,300	4,150	5	0.1	0	0.0
1999	8			UC	52,000	55,100	60,800	49,400	4,150	6	0.2	0	0.0
2000	8			UC	52,100	55,200	61,500	49,000	4,150	15	0.4	1	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2001	8			UC	54,100	57,900	63,600	50,800	4,350	23	0.6	4	0.1
2002	8			UC	56,100	59,800	66,000	52,500	4,500	34	0.8	4	0.1
2003	8			UC	57,300	60,500	67,100	54,100	4,600	24	0.5	2	0.0
2004	8			C	58,600	66,000	66,100	52,800	5,250	32	0.7	3	0.1
2005	8			C	59,900	66,700	67,200	53,800	5,400	26	0.6	3	0.1
2006	8			C	61,200	68,000	68,500	55,100	5,500	20	0.4	4	0.1
2007	8			C	62,300	69,200	70,200	56,000	5,600	23	0.5	1	0.0
2008	8			C	64,100	70,700	69,800	57,500	5,750	25	0.5	1	0.0
2009	8			C	64,700	71,200	71,800	58,200	5,800	10	0.2	0	0.0
2010	8			C	65,400	72,100	72,700	58,900	5,900	23	0.5	1	0.0
2011	8			C	66,000	72,700	73,400	59,400	5,950	24	0.5	2	0.0
2012	8			C	70,600	77,800	76,100	63,600	5,950	23	0.4	1	0.0
2013	8			C	70,900	78,100	77,100	63,800	5,950	16	0.3	1	0.0
2014	8			C	72,300	79,500	77,400	65,100	6,050	42	0.8	7	0.1
2015	8			C	73,700	81,100	78,900	66,300	6,200	41	0.7	4	0.1
2016	8			C	75,100	82,600	80,400	67,600	6,300	56	1.0	9	0.2
2017	8			C	76,600	83,800	83,600	69,500	6,450	54	0.9	8	0.1
2018	8			C	78,000	85,500	85,000	70,400	6,550	43	0.7	8	0.1
2019	8			C	79,400	86,800	86,300	71,900	6,650	27	0.4	2	0.0
2021	8			C	82,200	89,400	88,900	74,500	6,600	13	0.2	2	0.0
1995	8	SPORTSWORLD DR IC	1.2	UC	45,400	47,900	51,900	42,300	3,650	6	0.3	0	0.0
1996	8			UC	48,000	50,800	56,200	45,600	3,850	7	0.3	1	0.0
1997	8			UC	50,700	53,200	59,300	47,700	4,050	11	0.5	1	0.0
1998	8			UC	53,300	56,500	62,400	50,600	4,250	12	0.5	2	0.1
1999	8			UC	55,000	58,300	64,300	52,200	4,400	9	0.4	1	0.0
2000	8			UC	57,300	60,700	67,600	53,900	4,600	21	0.8	4	0.2
2001	8			UC	59,600	63,800	70,100	56,000	4,750	18	0.7	0	0.0
2002	8			UC	61,900	66,000	72,800	58,000	4,950	24	0.9	0	0.0
2003	8			UC	63,900	67,500	74,900	60,400	5,100	28	1.0	3	0.1
2004	8			UC	65,700	70,400	77,300	61,700	9,200	22	0.8	6	0.2
2005	8			UC	67,200	71,100	78,600	63,000	9,400	20	0.7	0	0.0
2006	8			UC	68,800	72,800	80,400	64,700	9,650	19	0.6	1	0.0
2007	8			UC	70,300	74,600	81,400	66,000	9,850	42	1.4	5	0.2
2008	8			UC	71,800	75,800	71,200	67,200	8,600	21	0.7	3	0.1
2009	8			UC	72,900	77,300	85,300	68,500	8,750	16	0.5	0	0.0
2010	8			UC	73,900	78,100	86,000	69,500	8,850	32	1.0	5	0.2
2011	8			UC	75,000	75,200	77,800	71,200	9,000	44	1.3	5	0.2
2012	8			UC	77,300	77,800	82,700	73,400	5,950	28	0.8	1	0.0
2013	8			UC	78,100	78,400	78,500	74,100	6,000	26	0.8	2	0.1
2014	8			UC	78,900	79,200	75,900	74,900	6,100	38	1.1	3	0.1
2015	8			UC	79,700	80,000	76,600	75,600	6,150	16	0.5	4	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2016	8			UC	80,500	80,800	77,400	76,400	6,200	13	0.4	1	0.0
2017	8			UC	85,200	84,600	85,500	81,700	6,550	13	0.3	1	0.0
2018	8			UC	86,900	86,200	87,600	83,400	6,700	17	0.4	1	0.0
2019	8			UC	88,500	87,200	88,500	85,300	6,800	27	0.7	2	0.1
2021	8			UC	91,800	92,000	93,200	88,500	7,350	15	0.4	4	0.1
1988	8	WATERLOO RD 8 KING ST IC	2.5	C	45,100	50,100	50,100	40,600	4,500	40	1.0	8	0.2
1989	8			C	47,600	52,800	53,300	42,800	4,750	56	1.3	6	0.1
1990	8			UC	49,100	52,500	57,000	46,600	3,450	32	0.7	3	0.1
1991	8			UC	51,600	54,700	59,300	50,100	3,600	46	1.0	5	0.1
1992	8			UC	52,500	55,600	60,400	50,400	3,700	35	0.7	4	0.1
1993	8			UC	55,100	58,000	62,600	51,600	3,850	63	1.3	11	0.2
1994	8			UC	59,400	63,000	67,900	55,200	4,150	67	1.2	15	0.3
1995	8			UC	61,600	65,000	70,400	57,400	4,300	61	1.1	5	0.1
1996	8			UC	64,900	68,700	75,900	61,700	4,550	70	1.2	8	0.1
1997	8			UC	67,700	71,100	79,200	63,600	4,750	59	1.0	4	0.1
1998	8			UC	71,200	75,500	83,300	67,600	5,000	54	0.8	9	0.1
1999	8			UC	73,000	77,400	85,400	69,400	5,100	66	1.0	8	0.1
2000	8			UC	75,800	80,300	89,400	71,300	5,300	67	1.0	10	0.1
2001	8			UC	78,000	83,500	91,800	73,300	5,450	71	1.0	7	0.1
2002	8			UC	81,200	86,500	95,500	76,000	5,700	84	1.1	10	0.1
2003	8			UC	83,900	88,700	98,300	79,300	5,850	116	1.5	11	0.1
2004	8			UC	86,600	92,800	101,900	81,400	6,050	79	1.0	12	0.2
2005	8			UC	87,100	92,200	101,900	81,700	6,100	93	1.2	12	0.2
2006	8			UC	89,800	95,000	104,900	84,500	6,300	97	1.2	15	0.2
2007	8			UC	92,500	98,100	107,100	86,800	6,500	81	1.0	11	0.1
2008	8			UC	95,100	100,500	94,300	89,000	6,650	91	1.0	11	0.1
2009	8			UC	97,800	103,700	114,400	91,900	6,850	86	1.0	18	0.2
2010	8			UC	100,500	106,200	117,000	94,500	7,050	94	1.0	17	0.2
2011	8			UC	100,500	100,800	104,300	95,400	7,050	79	0.9	11	0.1
2012	8			UC	102,500	103,100	109,700	97,400	7,200	50	0.5	5	0.1
2013	8			UC	103,500	103,800	104,100	98,200	7,250	47	0.5	3	0.0
2014	8			UC	104,500	104,800	100,500	99,200	7,300	47	0.5	4	0.0
2015	8			UC	105,500	105,800	101,500	100,100	7,400	49	0.5	3	0.0
2016	8			UC	106,600	106,900	102,500	101,200	7,450	58	0.6	10	0.1
2017	8			UC	113,200	112,500	113,600	108,500	7,900	36	0.3	10	0.1
2018	8			UC	115,400	114,500	116,300	110,800	8,100	51	0.5	6	0.1
2019	8			UC	117,600	115,900	117,600	113,300	8,250	44	0.4	6	0.1
2021	8			UC	122,100	122,400	124,000	117,600	8,550	35	0.3	6	0.1
1988	8	FAIRWAY RD IC OP(WBL)	2.2	UC	54,400	57,100	61,500	51,100	3,800	45	1.0	5	0.1
1989	8			UC	57,100	60,000	64,500	54,200	8,000	49	1.1	6	0.1
1990	8			UC	59,500	63,700	69,000	56,500	8,350	57	1.2	7	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1991	8			UC	61,200	64,900	70,400	59,400	4,300	47	1.0	10	0.2
1992	8			UC	61,600	65,300	70,800	59,100	4,300	58	1.2	6	0.1
1993	8			UC	61,600	64,900	70,000	57,700	4,300	35	0.7	3	0.1
1994	8			UC	68,300	72,400	78,100	63,500	4,800	22	0.4	1	0.0
1995	8			UC	71,100	75,000	81,300	66,300	5,000	17	0.3	1	0.0
1996	8			UC	73,900	78,200	86,500	70,300	5,150	48	0.8	3	0.1
1997	8			UC	76,700	80,500	89,700	72,100	5,350	28	0.5	5	0.1
1998	8			UC	79,500	84,300	93,000	75,500	5,550	38	0.6	6	0.1
1999	8			UC	82,300	87,200	96,300	78,200	5,750	43	0.7	0	0.0
2000	8			UC	82,600	87,600	97,500	77,600	5,800	38	0.6	3	0.0
2001	8			UC	84,800	90,800	99,800	79,700	5,950	45	0.7	8	0.1
2002	8			UC	87,000	92,700	102,300	81,500	6,100	99	1.4	14	0.2
2003	8			UC	89,200	94,300	104,500	84,300	6,250	65	0.9	7	0.1
2004	8			UC	90,600	97,000	106,600	85,100	6,350	51	0.7	4	0.1
2005	8			UC	86,900	92,000	101,600	81,500	6,100	49	0.7	6	0.1
2006	8			UC	92,400	97,700	108,000	87,000	6,450	38	0.5	4	0.1
2007	8			UC	95,100	100,900	110,100	89,200	6,650	51	0.7	7	0.1
2008	8			UC	97,800	103,300	97,000	91,500	6,850	53	0.7	5	0.1
2009	8			UC	100,500	106,500	117,600	94,500	7,050	29	0.4	3	0.0
2010	8			UC	101,400	107,200	118,000	95,300	6,100	36	0.4	5	0.1
2011	8			UC	101,400	101,700	105,200	96,200	6,100	44	0.5	4	0.0
2012	8			UC	103,400	104,000	110,700	98,200	6,200	37	0.4	9	0.1
2013	8			UC	104,400	104,700	105,000	99,100	6,250	39	0.5	3	0.0
2014	8			UC	105,400	105,700	101,400	100,000	6,300	41	0.5	4	0.0
2015	8			UC	106,500	106,800	102,400	101,100	6,400	74	0.9	13	0.2
2016	8			UC	107,600	107,900	103,500	102,100	6,450	98	1.1	15	0.2
2017	8			UC	111,900	111,200	112,200	107,200	6,700	86	1.0	4	0.0
2018	8			UC	113,600	112,700	114,500	109,000	6,800	93	1.0	9	0.1
2019	8			UC	115,400	113,700	115,400	111,200	6,900	106	1.1	17	0.2
2021	8			UC	118,900	119,200	120,700	114,600	7,150	59	0.6	4	0.0
2021	8	E JCT HWY 7 IC	41.4										
2021	8	STRATFORD E LTS START OF NA	3.0										
1988	8	STRATFORD END OF NA	5.7	IC	6,900	8,000	7,800	6,050	480	13	0.9	6	0.4
1989	8			IC	7,200	8,300	8,150	6,400	430	18	1.2	1	0.1
1990	8			IC	7,350	8,400	8,250	6,550	440	18	1.2	1	0.1
1991	8			IC	7,500	8,500	8,300	6,700	450	15	1.0	1	0.1
1992	8			CR	5,900	7,250	6,750	5,300	470	9	0.7	2	0.2
1993	8			CR	6,300	7,750	7,250	5,650	500	9	0.7	1	0.1
1994	8			CR	7,150	8,800	8,150	6,450	570	15	1.0	4	0.3
1995	8			IC	7,050	7,900	7,950	6,350	560	14	1.0	2	0.1
1996	8			IC	7,400	8,300	8,350	6,600	590	15	1.0	1	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1997	8			CTR	7,500	9,600	9,200	6,300	520	12	0.8	1	0.1
1998	8			CTR	7,900	10,000	9,650	6,650	790	4	0.2	1	0.1
1999	8			CTR	7,700	9,700	9,300	6,450	690	7	0.4	1	0.1
2000	8			CTR	7,600	9,600	9,200	6,400	680	8	0.5	0	0.0
2001	8			CTR	7,750	9,800	9,400	6,550	700	5	0.3	0	0.0
2002	8			CTR	7,750	9,800	9,400	6,550	700	3	0.2	0	0.0
2003	8			CTR	7,800	9,700	9,300	6,600	700	13	0.8	1	0.1
2004	8			CTR	7,650	9,650	9,250	6,450	610	9	0.6	1	0.1
2005	8			CTR	7,500	9,300	8,900	6,350	600	9	0.6	1	0.1
2006	8			CTR	7,500	9,300	8,900	6,350	820	6	0.4	2	0.1
2007	8			CTR	7,500	9,300	9,200	6,350	820	7	0.5	1	0.1
2008	8			CTR	6,850	8,500	8,300	5,800	480	5	0.4	1	0.1
2009	8			CTR	7,500	9,150	8,850	6,400	520	9	0.6	1	0.1
2010	8			CTR	7,350	8,950	8,600	6,250	440	6	0.4	0	0.0
2011	8			CTR	7,350	8,950	8,600	6,250	440	8	0.5	1	0.1
2012	8			UC	6,850	6,900	7,350	6,500	420	3	0.2	0	0.0
2013	8			UC	6,850	6,850	6,900	6,500	420	6	0.4	0	0.0
2014	8			UC	7,200	7,200	6,900	6,850	440	5	0.3	1	0.1
2015	8			UC	7,150	7,150	6,900	6,800	440	16	1.1	0	0.0
2016	8			UC	7,100	7,100	6,850	6,750	430	6	0.4	0	0.0
2017	8			UC	7,100	7,050	7,100	6,800	430	4	0.3	0	0.0
2018	8			UC	7,050	7,000	7,100	6,750	430	9	0.6	1	0.1
2019	8			UC	6,800	6,700	6,800	6,550	340	8	0.6	0	0.0
2021	8			UC	7,000	7,000	7,100	6,750	350	7	0.5	1	0.1
1988	8	PERTH RD 135 WARTBURG RD (N)	11.2	IC	5,150	5,950	5,800	4,550	520	31	1.5	2	0.1
1989	8			IC	5,400	6,200	6,100	4,800	540	16	0.7	0	0.0
1990	8			IC	5,650	6,450	6,350	5,050	560	16	0.7	4	0.2
1991	8			IC	5,750	6,500	6,400	5,100	580	15	0.6	0	0.0
1992	8			CR	5,500	6,750	6,250	4,950	550	11	0.5	3	0.1
1993	8			CR	5,700	7,000	6,550	5,150	570	18	0.8	1	0.0
1994	8			CR	6,050	7,450	6,900	5,450	600	15	0.6	2	0.1
1995	8			IC	6,250	7,000	7,050	5,600	880	15	0.6	2	0.1
1996	8			IC	6,350	7,150	7,150	5,650	890	16	0.6	1	0.0
1997	8			IC	6,550	7,350	7,400	5,750	920	16	0.6	1	0.0
1998	8			IC	6,700	7,500	7,500	5,950	740	13	0.5	4	0.1
1999	8			IC	6,450	7,200	7,200	5,750	710	7	0.3	0	0.0
2000	8			IC	6,500	7,300	7,300	5,800	720	11	0.4	0	0.0
2001	8			IC	6,450	7,200	7,250	5,700	710	3	0.1	0	0.0
2002	8			IC	6,500	7,250	7,300	5,750	720	12	0.5	1	0.0
2003	8			IC	6,500	7,250	7,300	5,750	720	16	0.6	1	0.0
2004	8			IC	6,500	7,250	7,300	5,750	650	17	0.6	3	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2005	8			IC	6,550	7,300	7,350	5,750	660	5	0.2	2	0.1
2006	8			IC	6,550	7,300	7,350	5,800	660	12	0.4	3	0.1
2007	8			IC	6,600	7,350	7,550	5,850	660	15	0.6	0	0.0
2008	8			IC	6,500	7,200	6,950	5,750	650	12	0.5	0	0.0
2009	8			IC	6,650	7,400	7,450	5,900	660	13	0.5	1	0.0
2010	8			IC	6,650	7,350	7,400	5,900	660	13	0.5	2	0.1
2011	8			IC	6,700	7,350	7,650	6,000	670	9	0.3	2	0.1
2012	8			UC	6,150	6,200	6,600	5,850	620	8	0.3	2	0.1
2013	8			UC	6,150	6,150	6,200	5,850	620	10	0.4	1	0.0
2014	8			UC	6,750	6,750	6,500	6,400	630	9	0.3	2	0.1
2015	8			UC	6,550	6,550	6,300	6,200	620	10	0.4	0	0.0
2016	8			UC	6,600	6,600	6,350	6,250	620	6	0.2	1	0.0
2017	8			UC	6,600	6,550	6,600	6,350	620	6	0.2	0	0.0
2018	8			UC	6,600	6,550	6,650	6,350	620	9	0.3	0	0.0
2019	8			UC	6,600	6,500	6,600	6,350	530	6	0.2	0	0.0
2021	8			UC	6,650	6,650	6,750	6,400	530	4	0.1	1	0.0
2021	8	MITCHELL E LTS START OF NA	2.8										
1988	8	FORMER MITCHELL W LTS END OF NA	16.2	IR	3,500	4,550	3,850	2,800	520	9	0.4	0	0.0
1989	8			CR	3,650	4,650	4,350	3,050	550	13	0.6	0	0.0
1990	8			CR	3,700	4,600	4,250	3,350	560	13	0.6	1	0.0
1991	8			CR	3,750	4,600	4,300	3,400	560	14	0.6	1	0.0
1992	8			CR	3,600	4,450	4,100	3,250	540	20	0.9	2	0.1
1993	8			CR	3,600	4,450	4,150	3,250	540	15	0.7	0	0.0
1994	8			CR	3,700	4,550	4,200	3,350	560	16	0.7	3	0.1
1995	8			CR	3,650	4,500	4,300	3,150	470	20	0.9	0	0.0
1996	8			CR	3,700	4,550	4,350	3,150	480	28	1.3	5	0.2
1997	8			CR	3,750	4,650	4,400	3,200	490	14	0.6	0	0.0
1998	8			CR	3,750	4,600	4,400	3,200	490	12	0.5	2	0.1
1999	8			CR	3,750	4,600	4,400	3,200	490	11	0.5	1	0.0
2000	8			CR	3,800	4,650	4,450	3,250	490	5	0.2	1	0.0
2001	8			CTR	3,800	4,800	4,600	3,200	570	13	0.6	1	0.0
2002	8			CTR	3,800	4,800	4,600	3,200	570	19	0.8	0	0.0
2003	8			CTR	3,850	4,800	4,600	3,250	580	20	0.9	2	0.1
2004	8			CTR	3,850	4,850	4,650	3,250	580	13	0.6	2	0.1
2005	8			CTR	3,800	4,700	4,500	3,200	570	17	0.8	2	0.1
2006	8			CR	3,900	4,750	4,550	3,300	580	10	0.4	4	0.2
2007	8			CR	3,850	4,650	4,650	3,250	580	21	0.9	0	0.0
2008	8			CR	3,700	4,500	4,450	3,100	480	9	0.4	0	0.0
2009	8			CR	3,850	4,600	4,450	3,250	500	15	0.7	2	0.1
2010	8			CR	3,850	4,600	4,450	3,250	500	6	0.3	1	0.0
2011	8			CR	3,850	4,500	4,550	3,450	500	10	0.4	2	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2012	8			CTR	3,550	4,300	4,250	3,000	410	4	0.2	0	0.0
2013	8			CTR	3,800	4,650	4,800	3,250	440	7	0.3	0	0.0
2014	8			CTR	3,900	4,750	4,800	3,300	420	8	0.3	2	0.1
2015	8			CTR	3,850	4,700	4,750	3,250	420	11	0.5	3	0.1
2016	8			CTR	3,850	4,700	4,750	3,250	420	11	0.5	2	0.1
2017	8			CTR	3,850	5,150	5,100	3,150	420	10	0.4	0	0.0
2018	8			CTR	3,850	5,150	5,100	3,150	420	12	0.5	0	0.0
2019	8			CTR	3,850	5,150	5,100	3,150	420	11	0.5	0	0.0
2021	8			CTR	3,850	5,000	5,000	3,150	420	8	0.4	0	0.0
2021	8	SEAFORTH E LT START OF NA	1.4										
1988	8	FORMER SEAFORTH W LTS END OF NA	11.5	IC	3,200	3,700	3,600	2,800	350	9	0.7	0	0.0
1989	8			IC	3,300	3,800	3,750	2,950	360	18	1.3	1	0.1
1990	8			IC	3,400	3,900	3,800	3,050	370	16	1.1	0	0.0
1991	8			IC	3,450	3,900	3,850	3,050	380	13	0.9	1	0.1
1992	8			CR	3,200	3,950	3,650	2,900	320	15	1.1	4	0.3
1993	8			CR	3,200	3,950	3,700	2,900	320	16	1.2	1	0.1
1994	8			CR	3,400	4,200	3,900	3,050	340	16	1.1	6	0.4
1995	8			CR	3,450	4,250	4,050	2,950	340	19	1.3	1	0.1
1996	8			CR	3,500	4,350	4,100	3,000	350	11	0.7	0	0.0
1997	8			CR	3,550	4,400	4,200	3,000	360	15	1.0	1	0.1
1998	8			CR	3,550	4,350	4,150	3,000	360	17	1.1	0	0.0
1999	8			CR	3,500	4,300	4,100	3,000	350	18	1.2	0	0.0
2000	8			CR	3,600	4,450	4,200	3,050	360	12	0.8	3	0.2
2001	8			IR	3,700	4,550	4,100	3,150	370	12	0.8	2	0.1
2002	8			IR	3,800	4,700	4,200	3,250	380	14	0.9	0	0.0
2003	8			IR	3,900	4,750	4,300	3,300	390	10	0.6	0	0.0
2004	8			IR	3,950	4,900	4,400	3,350	400	12	0.7	0	0.0
2005	8			IR	4,000	4,850	4,400	3,400	400	17	1.0	2	0.1
2006	8			CR	4,200	5,100	4,900	3,550	460	10	0.6	1	0.1
2007	8			CR	4,150	5,000	5,000	3,500	460	16	0.9	2	0.1
2008	8			IC	4,200	4,650	4,500	3,700	460	18	1.0	0	0.0
2009	8			IC	4,250	4,700	4,750	3,800	470	15	0.8	3	0.2
2010	8			IC	4,300	4,750	4,800	3,800	390	5	0.3	0	0.0
2011	8			IC	4,400	4,850	5,000	3,950	400	8	0.4	0	0.0
2012	8			IC	4,000	4,450	4,300	3,550	360	14	0.8	1	0.1
2013	8			IC	4,000	4,450	4,400	3,550	360	16	1.0	0	0.0
2014	8			CTR	4,100	5,000	5,050	3,500	350	12	0.7	0	0.0
2015	8			CTR	4,350	5,300	5,350	3,700	370	12	0.7	1	0.1
2016	8			CTR	4,400	5,350	5,400	3,750	380	16	0.9	0	0.0
2017	8			CTR	4,450	5,950	5,900	3,650	380	19	1.0	0	0.0
2018	8			CTR	4,500	6,000	6,000	3,650	390	22	1.2	1	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2019	8			CTR	4,550	6,050	6,050	3,700	460	11	0.6	0	0.0
2021	8			CTR	4,650	6,050	6,050	3,800	460	8	0.4	0	0.0
2021	8	CLINTON E LTS RANSFORD ST START OF NA	2.1										
1988	8	FORMER CLINTON W LTS END OF NA	16.6	IC	4,650	5,400	5,250	4,100	420	21	0.7	1	0.0
1989	8			IC	4,800	5,500	5,400	4,250	430	32	1.1	4	0.1
1990	8			IC	4,850	5,550	5,450	4,300	440	21	0.7	3	0.1
1991	8			IC	4,850	5,500	5,400	4,300	440	29	1.0	0	0.0
1992	8			IC	4,600	5,100	5,050	4,200	460	18	0.6	2	0.1
1993	8			IC	4,600	5,200	5,150	4,100	460	24	0.9	0	0.0
1994	8			IC	4,950	5,550	5,550	4,400	500	39	1.3	1	0.0
1995	8			C	5,000	5,450	5,600	4,550	700	32	1.1	5	0.2
1996	8			C	5,100	5,800	5,800	4,600	710	42	1.4	3	0.1
1997	8			C	5,150	5,800	5,850	4,650	720	42	1.3	7	0.2
1998	8			C	5,250	5,950	5,950	4,700	470	19	0.6	1	0.0
1999	8			C	5,350	6,000	6,050	4,800	480	35	1.1	1	0.0
2000	8			C	5,400	6,100	6,100	4,850	490	34	1.0	0	0.0
2001	8			C	5,500	6,200	6,200	4,950	440	25	0.8	1	0.0
2002	8			C	5,550	6,200	6,250	5,000	440	34	1.0	4	0.1
2003	8			C	5,650	6,300	6,350	5,100	450	45	1.3	4	0.1
2004	8			IC	5,750	6,450	6,450	5,100	460	35	1.0	0	0.0
2005	8			IC	5,750	6,400	6,450	5,050	460	32	0.9	2	0.1
2006	8			IC	5,800	6,450	6,500	5,150	700	28	0.8	0	0.0
2007	8			IC	5,900	6,550	6,750	5,200	710	39	1.1	5	0.1
2008	8			IC	5,900	6,550	6,300	5,200	590	24	0.7	5	0.1
2009	8			IC	6,050	6,700	6,800	5,400	600	36	1.0	1	0.0
2010	8			IC	6,100	6,750	6,800	5,400	610	31	0.8	3	0.1
2011	8			IC	6,200	6,800	7,050	5,550	620	12	0.3	1	0.0
2012	8			IC	5,750	6,350	6,200	5,100	510	19	0.5	0	0.0
2013	8			IC	5,750	6,350	6,350	5,100	510	34	1.0	2	0.1
2014	8			IC	6,200	6,850	6,850	5,500	550	33	0.9	8	0.2
2015	8			IC	6,250	6,900	6,900	5,550	550	26	0.7	0	0.0
2016	8			IC	6,300	6,950	6,950	5,600	550	16	0.4	0	0.0
2017	8			IC	6,350	6,950	7,000	5,750	560	25	0.6	0	0.0
2018	8			IC	6,400	7,050	7,100	5,800	560	36	0.9	3	0.1
2019	8			IC	6,450	7,100	7,100	5,800	570	28	0.7	2	0.1
2021	8			IC	6,600	7,150	7,200	5,950	590	15	0.4	2	0.1
2021	8	GODERICH S LTS START OF NA	2.1										
2021	8	HWY 21 END OF NA END OF HWY											
2021	9	HWY 11 NEWMARKET START OF NA	8.9										
1988	9	0.560 KM E OF HWY 400 END OF NA	0.6	C	17,200	19,100	19,100	15,500	1,400	0	0.0	0	0.0
1989	9			C	19,000	21,100	21,300	17,100	1,500	1	0.3	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1990	9			C	19,300	21,400	21,400	17,400	1,550	0	0.0	0	0.0
1991	9			C	19,600	21,600	21,800	17,800	1,350	1	0.2	0	0.0
1992	9			C	20,300	21,900	22,500	18,700	1,400	3	0.7	0	0.0
1993	9			C	22,700	24,700	25,100	20,900	1,600	5	1.1	0	0.0
1994	9			C	23,300	25,500	26,000	21,100	1,650	10	2.1	0	0.0
1995	9			C	24,500	26,700	27,500	22,400	1,700	3	0.6	0	0.0
1996	9			C	26,600	30,100	30,300	24,000	1,600	0	0.0	0	0.0
1997	9			C	26,100	29,500	29,800	23,500	1,550	6	1.1	0	0.0
1998	9			C	25,600	28,900	28,900	23,000	1,550	6	1.1	0	0.0
1999	9			C	25,100	28,100	28,400	22,600	2,000	5	1.0	1	0.2
2000	9			C	25,700	29,000	29,000	23,100	1,550	6	1.1	0	0.0
2001	9			C	26,300	29,600	29,700	23,700	1,850	2	0.4	0	0.0
2002	9			C	26,600	29,800	30,000	23,900	1,850	1	0.2	1	0.2
2003	9			C	26,900	30,000	30,200	24,300	2,400	3	0.5	1	0.2
2004	9			C	28,400	32,000	32,000	25,600	2,550	4	0.7	0	0.0
2005	9			C	30,000	33,400	33,700	26,900	2,700	4	0.7	0	0.0
2006	9			C	30,300	33,700	33,900	27,300	2,750	2	0.3	0	0.0
2007	9			C	30,900	34,300	34,800	27,800	2,800	3	0.5	1	0.2
2008	9			C	34,600	38,200	37,700	31,000	3,100	2	0.3	1	0.1
2009	9			C	32,100	35,300	35,600	28,900	2,900	2	0.3	0	0.0
2010	9			C	32,700	36,000	36,400	29,400	2,950	0	0.0	0	0.0
2011	9			C	33,300	36,700	37,000	30,000	3,000	1	0.1	0	0.0
2012	9			C	33,900	37,400	36,600	30,500	3,050	0	0.0	0	0.0
2013	9			CTR	34,400	41,900	43,300	29,200	3,100	1	0.1	0	0.0
2014	9			CTR	35,000	42,700	43,000	29,800	3,150	2	0.3	0	0.0
2015	9			CTR	35,600	43,400	43,800	30,300	3,200	6	0.8	0	0.0
2016	9			CTR	36,200	44,200	44,500	30,800	3,250	13	1.8	4	0.5
2017	9			CTR	36,800	49,200	48,900	30,000	3,300	7	0.9	0	0.0
2018	9			CTR	37,400	49,900	49,700	30,500	3,350	6	0.8	1	0.1
2019	9			CTR	38,000	50,600	50,400	30,900	3,400	1	0.1	0	0.0
2021	9			CTR	31,900	41,600	41,400	26,000	960	3	0.5	0	0.0
1988	9	HWY 400 IC	7.0	C	11,800	13,100	13,100	10,600	940	40	1.3	9	0.3
1989	9			C	13,000	14,400	14,600	11,700	1,050	43	1.3	3	0.1
1990	9			C	13,300	14,800	14,800	12,000	1,050	29	0.9	6	0.2
1991	9			C	13,400	14,700	14,900	12,200	1,450	49	1.4	0	0.0
1992	9			C	13,500	14,600	15,000	12,400	1,500	48	1.4	3	0.1
1993	9			IR	13,700	16,900	14,200	11,200	1,500	45	1.3	6	0.2
1994	9			IR	13,800	17,000	15,200	11,600	1,500	36	1.0	3	0.1
1995	9			IR	14,000	17,200	15,400	11,900	1,550	48	1.3	10	0.3
1996	9			C	14,000	15,900	15,900	12,600	1,400	35	1.0	3	0.1
1997	9			C	14,100	15,900	16,100	12,700	1,550	35	1.0	4	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1998	9			C	14,200	16,000	16,000	12,800	1,550	28	0.8	2	0.1
1999	9			C	14,200	15,900	16,000	12,800	1,400	46	1.3	9	0.2
2000	9			C	14,000	15,800	15,800	12,600	1,550	39	1.1	4	0.1
2001	9			C	15,500	17,500	17,500	14,000	1,400	21	0.5	5	0.1
2002	9			C	15,800	17,700	17,800	14,200	1,400	16	0.4	0	0.0
2003	9			C	16,100	18,000	18,100	14,500	1,450	21	0.5	3	0.1
2004	9			C	17,300	19,500	19,500	15,600	1,550	23	0.5	3	0.1
2005	9			C	16,900	18,800	19,000	15,200	1,700	21	0.5	4	0.1
2006	9			C	17,100	19,000	19,100	15,400	1,700	21	0.5	3	0.1
2007	9			C	17,400	19,300	19,600	15,600	1,750	14	0.3	1	0.0
2008	9			C	17,700	19,500	19,300	15,900	1,750	27	0.6	3	0.1
2009	9			C	18,000	19,800	20,000	16,200	1,800	19	0.4	5	0.1
2010	9			C	18,300	20,200	20,300	16,500	1,850	16	0.3	2	0.0
2011	9			C	18,700	20,600	20,800	16,800	1,850	32	0.7	5	0.1
2012	9			C	19,000	20,900	20,500	17,100	1,900	22	0.5	1	0.0
2013	9			C	19,300	21,300	21,000	17,400	1,950	24	0.5	0	0.0
2014	9			C	19,600	21,600	21,000	17,600	1,950	19	0.4	5	0.1
2015	9			UC	22,000	22,100	21,200	20,900	2,200	39	0.7	10	0.2
2016	9			UC	20,600	20,700	19,800	19,500	2,050	51	1.0	11	0.2
2017	9			UC	21,000	20,900	21,100	20,100	2,100	42	0.8	13	0.2
2018	9			UC	21,300	21,100	21,500	20,400	2,150	44	0.8	14	0.3
2019	9			C	21,700	23,700	23,600	19,600	2,150	29	0.5	8	0.1
2021	9			C	22,300	24,300	24,100	20,200	2,250	23	0.4	5	0.1
1988	9	HWY 27	8.0	IC	13,900	16,100	15,700	12,200	1,100	38	0.9	6	0.1
1989	9			IC	14,200	16,300	16,000	12,600	1,150	54	1.3	5	0.1
1990	9			IC	14,500	16,500	16,200	12,900	1,150	52	1.2	3	0.1
1991	9			IC	14,700	16,600	16,300	13,100	1,450	40	0.9	6	0.1
1992	9			IC	15,100	16,800	16,600	13,700	1,500	56	1.3	7	0.2
1993	9			IR	15,500	19,100	16,000	12,700	1,550	46	1.0	4	0.1
1994	9			IR	15,600	19,200	17,200	13,100	1,550	41	0.9	2	0.0
1995	9			IR	15,700	19,300	17,300	13,400	1,550	36	0.8	5	0.1
1996	9			IR	15,900	19,800	17,700	13,500	1,750	46	1.0	5	0.1
1997	9			IR	15,100	18,900	16,900	12,800	1,800	20	0.5	2	0.0
1998	9			IR	14,600	18,100	16,400	12,300	1,750	17	0.4	2	0.0
1999	9			IR	15,100	18,700	16,800	12,700	1,350	20	0.5	0	0.0
2000	9			IR	12,900	15,800	14,300	10,900	1,050	21	0.6	6	0.2
2001	9			IR	13,000	16,100	14,400	11,000	1,150	22	0.6	1	0.0
2002	9			IR	14,200	17,500	15,700	12,100	1,150	26	0.6	4	0.1
2003	9			IC	15,900	17,700	17,900	14,100	1,250	24	0.5	4	0.1
2004	9			IC	16,300	18,200	18,300	14,400	1,450	31	0.6	2	0.0
2005	9			IC	15,200	16,900	17,100	13,400	1,350	33	0.7	4	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2006	9			IC	16,500	18,300	18,500	14,600	1,500	28	0.6	3	0.1
2007	9			IC	15,200	16,900	17,400	13,400	1,650	27	0.6	2	0.0
2008	9			IC	15,200	16,800	16,300	13,400	1,500	19	0.4	2	0.0
2009	9			IC	15,300	17,000	17,100	13,600	1,550	26	0.6	0	0.0
2010	9			IC	15,300	16,900	17,100	13,600	1,550	26	0.6	4	0.1
2011	9			IC	15,300	16,800	17,500	13,700	1,550	32	0.7	5	0.1
2012	9			IC	15,300	17,000	16,400	13,600	1,550	34	0.8	4	0.1
2013	9			IC	15,300	16,900	16,800	13,600	1,550	31	0.7	6	0.1
2014	9			CTR	17,200	21,000	21,200	14,600	1,250	24	0.5	4	0.1
2015	9			CTR	15,700	19,200	19,300	13,300	1,150	16	0.3	2	0.0
2016	9			CTR	15,800	19,300	19,400	13,400	1,150	26	0.6	3	0.1
2017	9			CTR	15,800	21,100	21,000	12,900	1,150	31	0.7	7	0.2
2018	9			CTR	15,900	21,200	21,100	12,900	1,150	21	0.5	3	0.1
2019	9			CTR	15,900	21,200	21,100	12,900	1,150	37	0.8	7	0.2
2021	9			CTR	19,800	25,800	25,700	16,200	790	29	0.5	8	0.1
1988	9	YORK REG PEEL CTY BDY	1.7	CR	9,000	11,500	10,800	7,450	1,350	48	8.5	4	0.7
1989	9			CR	9,100	11,600	10,800	7,650	1,350	59	10.4	5	0.9
1990	9			CR	9,200	11,400	10,600	8,300	1,400	42	7.3	7	1.2
1991	9			CR	9,300	11,400	10,700	8,350	930	40	6.9	8	1.4
1992	9			CR	9,400	11,600	10,700	8,450	940	32	5.4	6	1.0
1993	9			LT	9,550	13,200	11,800	7,000	960	44	7.4	8	1.3
1994	9			LT	9,600	14,100	13,600	7,000	960	9	1.5	1	0.2
1995	9			LT	9,750	14,000	13,600	7,150	980	12	2.0	0	0.0
1996	9			LT	10,000	14,100	13,800	7,350	1,000	7	1.1	1	0.2
1997	9			LT	11,600	16,400	16,000	8,600	1,150	4	0.6	2	0.3
1998	9			LT	13,200	18,500	18,100	9,650	1,300	5	0.6	0	0.0
1999	9			LT	11,600	16,100	15,800	8,450	1,150	2	0.3	1	0.1
2000	9			IR	10,500	12,900	11,600	8,850	520	7	1.1	0	0.0
2001	9			IR	12,300	15,200	13,600	10,400	620	3	0.4	1	0.1
2002	9			IR	12,600	15,500	14,000	10,700	630	4	0.5	2	0.3
2003	9			CR	12,900	15,700	15,100	10,900	640	8	1.0	2	0.2
2004	9			CR	12,900	15,900	15,100	10,900	640	7	0.9	1	0.1
2005	9			CR	13,200	16,000	15,400	11,100	660	8	1.0	4	0.5
2006	9			CR	13,400	16,300	15,600	11,300	670	10	1.2	1	0.1
2007	9			IC	13,200	14,700	15,100	11,700	660	8	1.0	2	0.2
2008	9			IC	13,900	15,400	14,900	12,300	700	6	0.7	2	0.2
2009	9			IC	14,300	15,900	16,000	12,700	720	4	0.4	0	0.0
2010	9			IR	14,200	16,900	15,500	12,100	710	3	0.3	0	0.0
2011	9			IR	14,800	17,700	17,300	12,600	740	3	0.3	0	0.0
2012	9			IR	15,000	17,800	17,400	12,800	750	3	0.3	0	0.0
2013	9			CTR	15,300	18,600	19,200	13,000	1,400	9	0.9	1	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2014	9			CTR	15,600	19,000	19,200	13,300	1,250	3	0.3	1	0.1
2015	9			CTR	14,500	17,700	17,800	12,300	1,150	7	0.8	0	0.0
2016	9			CTR	15,900	19,400	19,600	13,500	1,250	4	0.4	1	0.1
2017	9			CTR	16,100	21,500	21,400	13,100	1,250	2	0.2	1	0.1
2018	9			CTR	16,400	21,900	21,800	13,400	1,300	7	0.7	0	0.0
2019	9			CTR	16,600	22,100	22,000	13,500	1,300	9	0.9	2	0.2
2021	9			CTR	17,200	22,400	22,300	14,000	1,400	2	0.2	1	0.1
1994	9	SIMCOE RD 10 (N)	5.6	IR	10,400	12,800	11,400	8,700	1,450	23	1.1	2	0.1
1995	9			IR	10,500	12,900	11,600	8,950	1,450	25	1.2	1	0.0
1996	9			LT	10,600	15,000	14,600	7,800	1,600	26	1.2	5	0.2
1997	9			LT	10,700	15,100	14,800	7,900	1,600	17	0.8	2	0.1
1998	9			LT	10,700	15,000	14,700	7,800	1,600	24	1.1	1	0.0
1999	9			LT	10,600	14,700	14,400	7,750	1,600	22	1.0	2	0.1
2000	9			IR	10,500	12,900	11,600	8,850	1,450	28	1.3	7	0.3
2001	9			IR	11,700	14,500	13,000	9,900	1,650	19	0.8	5	0.2
2002	9			IR	11,900	14,700	13,200	10,100	1,800	14	0.6	1	0.0
2003	9			IT	12,500	15,900	15,900	10,200	750	6	0.2	2	0.1
2004	9			IR	12,800	15,800	14,200	10,800	770	12	0.5	4	0.2
2005	9			IR	12,600	15,200	13,800	10,700	760	22	0.8	6	0.2
2006	9			IR	13,200	15,900	14,400	11,200	790	27	1.0	5	0.2
2007	9			IR	12,300	14,900	14,900	10,400	740	22	0.9	3	0.1
2008	9			IR	12,500	15,100	14,900	10,700	750	13	0.5	1	0.0
2009	9			IR	12,600	15,100	13,700	10,700	760	15	0.6	5	0.2
2010	9			IR	10,900	13,000	11,900	9,300	650	13	0.6	2	0.1
2011	9			IR	12,900	15,400	15,100	11,000	770	9	0.3	2	0.1
2012	9			IR	13,000	15,500	15,100	11,100	780	16	0.6	0	0.0
2013	9			IR	13,200	15,700	16,900	11,200	790	4	0.1	1	0.0
2014	9			IR	13,300	15,800	15,900	11,300	800	15	0.5	6	0.2
2015	9			CTR	13,500	16,500	16,600	11,500	810	17	0.6	3	0.1
2016	9			CTR	13,600	16,600	16,700	11,600	820	16	0.6	2	0.1
2017	9			CTR	13,800	18,400	18,300	11,200	830	14	0.5	4	0.1
2018	9			CTR	13,900	18,600	18,500	11,300	830	15	0.5	5	0.2
2019	9			CTR	14,100	18,800	18,700	11,500	850	15	0.5	0	0.0
2021	9			CTR	14,400	18,800	18,700	11,700	860	13	0.4	2	0.1
1988	9	HWY 50	8.9	CR	9,000	11,500	10,800	7,450	1,550	37	1.3	3	0.1
1989	9			CR	9,500	12,200	11,300	8,000	1,600	40	1.3	6	0.2
1990	9			CR	9,850	12,200	11,300	8,850	1,300	33	1.0	3	0.1
1991	9			CR	9,950	12,200	11,400	8,950	1,300	43	1.3	2	0.1
1992	9			CR	10,100	12,400	11,500	9,100	1,300	36	1.1	2	0.1
1993	9			IR	10,300	12,700	10,700	8,450	1,350	26	0.8	0	0.0
1994	9			IR	10,400	12,800	11,400	8,700	1,450	39	1.2	3	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1995	9			IR	10,500	12,900	11,600	8,950	1,450	38	1.1	2	0.1
1996	9			LT	10,600	15,000	14,600	7,800	1,600	27	0.8	10	0.3
1997	9			LT	10,700	15,100	14,800	7,900	1,600	25	0.7	2	0.1
1998	9			LT	10,700	15,000	14,700	7,800	1,600	22	0.6	1	0.0
1999	9			LT	11,300	15,700	15,400	8,250	1,700	20	0.5	1	0.0
2000	9			IR	10,500	12,900	11,600	8,850	1,450	29	0.9	5	0.1
2001	9			IR	11,800	14,600	13,100	10,000	1,650	17	0.4	0	0.0
2002	9			IR	12,000	14,800	13,300	10,200	1,800	20	0.5	2	0.1
2003	9			IT	12,500	15,900	15,900	10,200	750	30	0.7	3	0.1
2004	9			IR	12,800	15,800	14,200	10,800	770	36	0.9	8	0.2
2005	9			IR	12,800	15,400	14,000	10,900	1,650	22	0.5	2	0.0
2006	9			IR	13,200	15,900	14,400	11,200	2,000	27	0.6	3	0.1
2007	9			IR	13,300	16,100	16,100	11,300	2,000	31	0.7	5	0.1
2008	9			IR	13,600	16,500	16,200	11,600	2,050	27	0.6	4	0.1
2009	9			IR	13,900	16,700	15,200	11,800	2,100	22	0.5	2	0.0
2010	9			CR	14,300	17,100	16,500	12,100	2,150	24	0.5	4	0.1
2011	9			CR	14,400	16,800	17,000	12,800	2,150	21	0.5	2	0.0
2012	9			C	14,600	16,100	15,700	13,100	2,200	28	0.6	0	0.0
2013	9			C	15,000	16,500	16,300	13,500	2,250	40	0.8	4	0.1
2014	9			C	15,200	16,700	16,300	13,700	2,300	29	0.6	4	0.1
2015	9			C	15,400	16,900	16,500	13,900	2,300	32	0.6	4	0.1
2016	9			C	15,700	17,300	16,800	14,100	2,350	23	0.5	6	0.1
2017	9			C	16,000	17,500	17,500	14,500	2,400	30	0.6	5	0.1
2018	9			C	16,200	17,800	17,700	14,600	2,450	28	0.5	3	0.1
2019	9			C	16,500	18,000	17,900	14,900	2,500	44	0.8	10	0.2
2021	9			C	17,000	18,500	18,400	15,400	2,550	26	0.5	4	0.1
1988	9	PEEL RD 7 AIRPORT RD (S) DUFFERIN RD 18 (N)	9.1	CR	9,700	12,400	11,600	8,050	1,350	42	1.3	5	0.2
1989	9			CR	10,500	13,400	12,500	8,800	1,450	49	1.4	4	0.1
1990	9			C	11,300	12,500	12,500	10,200	790	43	1.1	4	0.1
1991	9			C	11,300	12,400	12,500	10,300	790	43	1.1	1	0.0
1992	9			C	11,400	12,300	12,700	10,500	1,050	42	1.1	6	0.2
1993	9			IR	11,400	14,000	11,800	9,350	1,050	36	0.9	1	0.0
1994	9			IR	11,300	13,900	12,400	9,450	1,000	54	1.4	7	0.2
1995	9			IR	11,400	14,000	12,600	9,700	1,050	56	1.5	9	0.2
1996	9			C	11,400	12,900	13,000	10,300	1,150	40	1.1	4	0.1
1997	9			UC	11,600	12,200	13,600	10,900	1,150	26	0.7	4	0.1
1998	9			UC	11,800	12,500	13,800	11,200	1,200	36	0.9	3	0.1
1999	9			UC	11,700	12,400	13,700	11,100	940	33	0.8	2	0.1
2000	9			UC	11,500	12,200	13,600	10,800	1,150	22	0.6	0	0.0
2001	9			UC	11,700	12,500	13,800	11,000	940	23	0.6	1	0.0
2002	9			UC	12,300	13,100	14,500	11,500	1,100	22	0.5	1	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2003	9			SC	13,000	13,700	15,200	11,500	1,150	19	0.4	1	0.0
2004	9			SC	13,300	14,200	15,600	11,700	1,600	35	0.8	5	0.1
2005	9			SC	14,500	15,400	16,900	12,800	1,750	36	0.7	8	0.2
2006	9			SC	13,600	14,400	15,900	12,000	1,650	49	1.1	6	0.1
2007	9			SC	13,900	14,700	16,100	12,200	1,100	33	0.7	2	0.0
2008	9			SC	14,100	14,800	13,900	12,400	1,550	42	0.9	6	0.1
2009	9			SC	14,300	15,200	16,700	12,600	1,550	28	0.6	4	0.1
2010	9			SC	14,600	15,400	17,100	12,900	1,600	20	0.4	0	0.0
2011	9			SC	14,800	18,900	17,300	11,800	1,650	44	0.9	2	0.0
2012	9			SC	15,000	15,900	14,900	13,200	1,650	39	0.8	4	0.1
2013	9			UC	15,300	15,300	15,400	14,500	1,700	51	1.0	6	0.1
2014	9			UC	15,500	15,500	14,900	14,700	1,700	43	0.8	4	0.1
2015	9			UC	15,700	15,800	15,100	14,900	1,750	39	0.7	3	0.1
2016	9			UC	16,000	16,100	15,400	15,200	1,750	46	0.9	2	0.0
2017	9			UC	16,200	16,100	16,300	15,500	1,800	41	0.8	3	0.1
2018	9			UC	16,400	16,300	16,500	15,700	1,800	36	0.7	6	0.1
2019	9			UC	16,700	16,500	16,700	16,100	1,850	31	0.6	3	0.1
2021	9			C	14,600	15,900	15,800	13,200	580	29	0.6	5	0.1
2021	9	JCT HWY 10 START OF NA	68.6										
1988	9	FORMER HARRISTON W LTS END OF NA	9.1	IR	4,600	6,000	5,050	3,700	510	14	0.9	2	0.1
1989	9			IR	4,700	6,050	5,200	3,850	520	16	1.0	1	0.1
1990	9			IR	4,800	6,100	5,350	3,950	530	18	1.1	2	0.1
1991	9			IR	4,850	6,100	5,400	4,050	530	17	1.1	1	0.1
1992	9			IR	4,900	6,050	5,400	4,150	540	13	0.8	0	0.0
1993	9			IR	4,950	6,100	5,100	4,050	540	27	1.6	0	0.0
1994	9			IR	5,050	6,200	5,550	4,250	560	15	0.9	0	0.0
1995	9			LR	5,050	8,500	6,850	3,300	560	15	0.9	3	0.2
1996	9			LR	5,200	8,700	7,000	3,450	570	18	1.0	1	0.1
1997	9			LR	5,300	8,900	7,150	3,550	580	12	0.7	1	0.1
1998	9			LR	5,350	8,850	7,100	3,550	590	5	0.3	1	0.1
1999	9			LR	5,450	8,950	7,200	3,600	600	6	0.3	0	0.0
2000	9			LR	5,500	8,900	7,200	3,650	600	7	0.4	0	0.0
2001	9			LR	5,600	9,150	7,300	3,750	620	9	0.5	1	0.1
2002	9			LR	5,700	9,300	7,450	3,850	630	17	0.9	4	0.2
2003	9			LR	5,750	9,100	7,300	3,900	630	10	0.5	1	0.1
2004	9			LR	5,850	9,550	7,600	3,900	640	15	0.8	1	0.1
2005	9			LR	5,950	9,300	7,500	4,050	650	22	1.1	2	0.1
2006	9			LR	6,000	9,350	7,500	4,050	660	12	0.6	2	0.1
2007	9			LR	6,150	9,650	9,250	4,150	680	20	1.0	2	0.1
2008	9			LR	6,250	9,750	9,500	4,300	690	18	0.9	0	0.0
2009	9			LR	6,300	9,600	7,800	4,300	690	10	0.5	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2010	9			IR	6,500	7,750	7,100	5,550	580	23	1.1	0	0.0
2011	9			IR	6,500	7,750	7,600	5,550	580	5	0.2	0	0.0
2012	9			LT	6,600	8,600	8,200	5,000	630	12	0.5	0	0.0
2013	9			LT	6,650	8,700	8,650	5,000	630	23	1.0	2	0.1
2014	9			LT	6,750	8,800	8,950	5,100	600	7	0.3	0	0.0
2015	9			LT	6,850	8,950	9,100	5,150	510	18	0.8	0	0.0
2016	9			LT	6,950	9,050	9,250	5,250	510	11	0.5	1	0.0
2017	9			LT	7,000	9,800	9,700	5,400	520	13	0.6	2	0.1
2018	9			LT	7,100	9,950	9,850	5,450	530	13	0.6	0	0.0
2019	9			LT	7,200	10,100	10,000	5,550	530	17	0.7	2	0.1
2021	9			LT	7,350	10,100	10,000	5,650	510	4	0.2	0	0.0
2021	9	CLIFFORD E LTS START OF NA	1.7										
1988	9	WELLINGTON RD 1 (N) WEST HERITAGE ST (S)	11.4	CR	3,000	3,850	3,600	2,500	300	14	1.1	1	0.1
1989	9			IR	3,100	4,000	3,450	2,550	310	14	1.1	1	0.1
1990	9			IR	3,200	4,050	3,550	2,600	510	21	1.6	4	0.3
1991	9			IR	3,250	4,100	3,600	2,700	520	13	1.0	0	0.0
1992	9			IR	2,850	3,500	3,150	2,400	460	11	0.9	1	0.1
1993	9			IR	2,000	2,450	2,050	1,650	320	16	1.9	1	0.1
1994	9			IR	3,000	3,700	3,300	2,500	480	12	1.0	1	0.1
1995	9			LR	3,450	5,800	4,700	2,250	550	12	0.8	0	0.0
1996	9			LR	3,850	6,450	5,150	2,550	620	10	0.6	1	0.1
1997	9			LR	4,050	6,800	5,450	2,700	650	9	0.5	2	0.1
1998	9			LR	4,350	7,200	5,800	2,850	700	6	0.3	1	0.1
1999	9			LR	3,800	6,250	5,000	2,500	460	5	0.3	1	0.1
2000	9			LR	3,850	6,250	5,050	2,550	460	7	0.4	0	0.0
2001	9			LR	3,900	6,400	5,100	2,600	510	7	0.4	2	0.1
2002	9			LR	3,950	6,450	5,150	2,650	510	18	1.1	4	0.2
2003	9			LR	3,950	6,250	5,050	2,650	510	8	0.5	2	0.1
2004	9			LR	4,250	6,950	5,550	2,850	600	8	0.5	0	0.0
2005	9			LR	4,550	7,100	5,750	3,100	640	14	0.7	0	0.0
2006	9			LR	4,050	6,300	5,050	2,750	570	18	1.1	1	0.1
2007	9			LR	4,250	6,650	6,400	2,850	600	12	0.7	2	0.1
2008	9			IR	4,150	5,050	4,950	3,550	540	18	1.0	0	0.0
2009	9			IR	4,600	5,500	5,000	3,900	600	15	0.8	0	0.0
2010	9			IR	4,300	5,100	4,700	3,650	560	12	0.7	0	0.0
2011	9			IR	4,300	5,150	5,000	3,650	560	11	0.6	0	0.0
2012	9			LT	3,800	4,950	4,700	2,900	390	10	0.6	1	0.1
2013	9			LT	3,800	4,950	4,950	2,850	390	16	1.0	0	0.0
2014	9			LT	4,500	5,900	6,000	3,400	440	12	0.6	0	0.0
2015	9			LT	4,400	5,750	5,850	3,300	430	11	0.6	0	0.0
2016	9			LT	4,450	5,800	5,900	3,350	440	13	0.7	2	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2017	9			LT	4,500	6,300	6,250	3,450	440	21	1.1	2	0.1
2018	9			LT	4,500	6,300	6,250	3,450	440	18	1.0	0	0.0
2019	9			LT	4,550	6,400	6,300	3,500	500	11	0.6	1	0.1
2021	9			LT	4,600	6,300	6,250	3,550	510	6	0.3	0	0.0
2021	9	MILDMAY S LTS START OF NA	1.8										
1988	9	FORMER MILDMAY N LTS END OF NA	8.1	IC	3,300	3,850	3,750	2,900	660	32	3.3	3	0.3
1989	9			IC	3,450	3,950	3,900	3,050	690	31	3.1	5	0.5
1990	9			IC	3,550	4,050	4,000	3,150	710	33	3.2	2	0.2
1991	9			IC	3,600	4,050	4,000	3,200	720	30	2.8	2	0.2
1992	9			IC	3,600	4,000	3,950	3,300	360	38	3.6	1	0.1
1993	9			IC	3,650	4,100	4,100	3,250	360	36	3.4	3	0.3
1994	9			IC	3,750	4,200	4,200	3,350	380	9	0.8	0	0.0
1995	9			IC	3,800	4,250	4,300	3,400	380	8	0.7	2	0.2
1996	9			IC	3,900	4,400	4,400	3,450	390	9	0.8	0	0.0
1997	9			IC	3,950	4,400	4,450	3,500	400	11	0.9	1	0.1
1998	9			IC	3,900	4,350	4,350	3,450	350	13	1.1	0	0.0
1999	9			IC	4,000	4,500	4,500	3,550	360	11	0.9	1	0.1
2000	9			IC	4,050	4,550	4,550	3,600	360	10	0.8	0	0.0
2001	9			IR	4,100	5,050	4,550	3,450	410	15	1.2	1	0.1
2002	9			IR	4,150	5,100	4,600	3,550	540	14	1.1	0	0.0
2003	9			IR	3,600	4,350	3,950	3,050	470	18	1.7	0	0.0
2004	9			IC	3,850	4,300	4,350	3,400	500	7	0.6	0	0.0
2005	9			IC	4,150	4,600	4,650	3,650	540	10	0.8	0	0.0
2006	9			IR	4,750	5,750	5,200	4,050	430	12	0.9	0	0.0
2007	9			IR	4,150	5,050	5,000	3,500	370	13	1.1	1	0.1
2008	9			IC	3,900	4,300	4,200	3,450	430	6	0.5	0	0.0
2009	9			IC	4,200	4,650	4,700	3,750	460	15	1.2	0	0.0
2010	9			IC	4,250	4,700	4,750	3,750	470	13	1.0	1	0.1
2011	9			IC	4,250	4,650	4,850	3,800	470	7	0.6	0	0.0
2012	9			IC	3,900	4,300	4,200	3,450	430	8	0.7	0	0.0
2013	9			IC	3,900	4,300	4,300	3,450	430	11	1.0	0	0.0
2014	9			CTR	3,850	4,700	4,750	3,250	290	14	1.2	1	0.1
2015	9			CTR	4,150	5,050	5,100	3,550	310	13	1.1	0	0.0
2016	9			CTR	4,150	5,050	5,100	3,550	310	14	1.1	0	0.0
2017	9			CTR	4,150	5,550	5,500	3,400	310	11	0.9	1	0.1
2018	9			CTR	4,150	5,550	5,500	3,400	310	14	1.1	0	0.0
2019	9			IR	4,200	5,100	5,100	3,600	340	20	1.6	1	0.1
2021	9			IR	4,200	5,050	5,000	3,600	340	6	0.5	2	0.2
1994	9	E JCT BRUCE ROAD 4/YONGE ST	6.2	IR	3,950	4,850	4,350	3,300	550	9	1.0	0	0.0
1995	9			CR	4,000	4,950	4,700	3,450	320	10	1.1	1	0.1
1996	9			CR	4,150	5,150	4,850	3,550	330	10	1.1	4	0.4

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1997	9			CR	4,250	5,250	5,000	3,600	340	9	0.9	0	0.0
1998	9			CR	4,350	5,350	5,100	3,700	570	4	0.4	1	0.1
1999	9			CR	4,150	5,100	4,850	3,550	540	5	0.5	1	0.1
2000	9			CR	4,150	5,100	4,850	3,550	540	2	0.2	0	0.0
2001	9			CR	4,250	5,250	5,000	3,600	550	4	0.4	0	0.0
2002	9			CR	4,200	5,150	4,950	3,550	550	7	0.7	2	0.2
2003	9			CR	4,200	5,100	4,900	3,550	550	5	0.5	0	0.0
2004	9			CR	4,250	5,250	5,000	3,600	510	9	0.9	0	0.0
2005	9			CR	4,300	5,200	5,000	3,600	520	6	0.6	0	0.0
2006	9			CR	4,250	5,150	4,950	3,600	420	8	0.8	0	0.0
2007	9			CR	4,300	5,200	5,200	3,600	430	10	1.0	1	0.1
2008	9			IT	4,350	5,600	5,300	3,650	390	7	0.7	0	0.0
2009	9			IT	4,350	5,500	5,500	3,600	390	9	0.9	0	0.0
2010	9			IR	4,400	5,250	4,800	3,750	530	13	1.3	2	0.2
2011	9			IR	4,400	5,250	5,150	3,750	530	12	1.2	0	0.0
2012	9			UC	4,400	4,450	4,700	4,200	480	12	1.2	1	0.1
2013	9			UC	4,450	4,450	4,450	4,200	480	6	0.6	0	0.0
2014	9			CTR	4,600	5,600	5,650	3,900	550	11	1.1	1	0.1
2015	9			CTR	4,500	5,500	5,550	3,800	540	6	0.6	0	0.0
2016	9			CTR	4,500	5,500	5,550	3,800	540	11	1.1	0	0.0
2017	9			CTR	4,550	6,100	6,050	3,700	550	2	0.2	1	0.1
2018	9			CTR	4,550	6,100	6,050	3,700	550	9	0.9	0	0.0
2019	9			IR	4,600	5,600	5,550	3,900	460	10	1.0	1	0.1
2021	9			IR	4,600	5,500	5,500	3,950	460	7	0.7	0	0.0
1994	9	BRUCE RD 12 (S)	7.2	IR	3,950	4,850	4,350	3,300	550	10	1.0	0	0.0
1995	9			CR	4,000	4,950	4,700	3,450	320	8	0.8	1	0.1
1996	9			CR	4,150	5,150	4,850	3,550	330	10	0.9	1	0.1
1997	9			CR	4,250	5,250	5,000	3,600	340	5	0.4	0	0.0
1998	9			CR	4,350	5,350	5,100	3,700	570	5	0.4	0	0.0
1999	9			CR	3,800	4,650	4,450	3,250	490	11	1.1	0	0.0
2000	9			CR	3,700	4,550	4,350	3,150	480	3	0.3	0	0.0
2001	9			CR	3,800	4,700	4,450	3,200	490	2	0.2	1	0.1
2002	9			CR	3,550	4,350	4,150	3,000	460	4	0.4	0	0.0
2003	9			CR	3,500	4,250	4,100	2,950	460	5	0.5	1	0.1
2004	9			CTR	3,500	4,400	4,250	2,950	460	11	1.2	2	0.2
2005	9			CTR	3,350	4,150	4,000	2,850	440	6	0.7	0	0.0
2006	9			CR	3,100	3,750	3,600	2,600	400	7	0.9	0	0.0
2007	9			CR	3,250	3,950	3,950	2,750	420	9	1.1	0	0.0
2008	9			IT	3,150	4,050	3,850	2,650	320	8	1.0	0	0.0
2009	9			IT	3,150	3,950	3,950	2,600	320	14	1.7	1	0.1
2010	9			CR	3,250	3,900	3,750	2,750	320	3	0.4	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2011	9			CR	3,000	3,500	3,550	2,650	300	10	1.3	0	0.0
2012	9			CR	2,900	3,450	3,400	2,450	290	5	0.7	0	0.0
2013	9			CR	2,850	3,400	3,500	2,400	280	12	1.6	0	0.0
2014	9			CR	3,000	3,550	3,500	2,550	300	8	1.0	0	0.0
2015	9			CR	3,100	3,650	3,650	2,650	310	6	0.7	0	0.0
2016	9			CR	3,200	3,750	3,750	2,750	320	10	1.2	0	0.0
2017	9			CR	2,750	3,200	3,200	2,500	280	4	0.6	0	0.0
2018	9			CR	2,700	3,150	3,150	2,400	270	8	1.1	1	0.1
2019	9			CR	2,650	3,050	3,100	2,400	260	8	1.1	0	0.0
2021	9			CR	2,500	2,900	2,900	2,250	250	3	0.5	0	0.0
1988	9	W JCT BRUCE RD 4 (S)/BRUCE RD 20 (N)	26.6	CTR	1,400	1,800	1,700	1,200	200	18	1.3	0	0.0
1989	9			CR	1,500	1,900	1,800	1,250	200	23	1.6	0	0.0
1990	9			CR	1,600	2,000	1,850	1,450	210	22	1.4	0	0.0
1991	9			CR	1,650	2,050	1,900	1,500	210	21	1.3	2	0.1
1992	9			CR	1,650	2,050	1,900	1,500	210	26	1.6	1	0.1
1993	9			CR	1,650	2,050	1,900	1,500	210	22	1.4	0	0.0
1994	9			CR	1,700	2,100	1,950	1,550	220	14	0.8	2	0.1
1995	9			IR	1,750	2,150	1,950	1,500	120	19	1.1	0	0.0
1996	9			IR	1,800	2,250	2,000	1,550	130	28	1.6	1	0.1
1997	9			IR	1,850	2,300	2,050	1,550	130	28	1.6	0	0.0
1998	9			IR	1,800	2,250	2,000	1,500	180	24	1.4	0	0.0
1999	9			IR	1,850	2,300	2,050	1,550	180	28	1.6	0	0.0
2000	9			IR	1,850	2,250	2,050	1,550	180	23	1.3	2	0.1
2001	9			IR	1,950	2,400	2,150	1,650	180	27	1.4	1	0.1
2002	9			IR	1,900	2,350	2,100	1,600	170	26	1.4	0	0.0
2003	9			IR	1,950	2,350	2,150	1,650	180	18	1.0	1	0.1
2004	9			IR	1,900	2,350	2,100	1,600	230	23	1.2	1	0.1
2005	9			IR	1,950	2,350	2,150	1,650	230	21	1.1	1	0.1
2006	9			IR	2,000	2,400	2,200	1,700	380	17	0.9	0	0.0
2007	9			IR	1,950	2,350	2,350	1,650	370	27	1.4	4	0.2
2008	9			IR	2,000	2,400	2,400	1,700	160	24	1.2	2	0.1
2009	9			IR	2,000	2,400	2,200	1,700	160	17	0.9	0	0.0
2010	9			IR	1,950	2,300	2,100	1,650	180	21	1.1	1	0.1
2011	9			IR	2,050	2,450	2,400	1,750	180	20	1.0	1	0.1
2012	9			IR	2,050	2,450	2,350	1,750	230	23	1.2	0	0.0
2013	9			IR	2,050	2,450	2,600	1,750	230	22	1.1	0	0.0
2014	9			IR	1,800	2,150	2,150	1,550	220	25	1.4	3	0.2
2015	9			IR	2,050	2,450	2,450	1,750	250	19	1.0	0	0.0
2016	9			IR	2,050	2,450	2,450	1,750	250	24	1.2	0	0.0
2017	9			IR	2,050	2,300	2,350	1,750	250	16	0.8	2	0.1
2018	9			IR	2,100	2,350	2,400	1,800	250	21	1.0	3	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2019	9			IR	2,100	2,550	2,550	1,800	210	26	1.3	5	0.2
2021	9			IR	2,100	2,500	2,500	1,800	210	9	0.4	1	0.0
2021	9	HWY 21 END OF HWY											
2021	10	HWY 2 LAKESHORE RD START OF NA	1.9										
2000	10	SOUTH SERVICE RD END OF NA	0.5	UNCL	N/A	N/A	N/A	N/A	N/A	1	N/A	0	N/A
2001	10			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2002	10			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2003	10			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2004	10			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2005	10			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2006	10			UNCL	N/A	N/A	N/A	N/A	N/A	1	N/A	0	N/A
2007	10			UNCL	N/A	N/A	N/A	N/A	N/A	2	N/A	1	N/A
2008	10			UNCL	N/A	N/A	N/A	N/A	N/A	1	N/A	0	N/A
2009	10			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2010	10			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2011	10			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2012	10			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2013	10			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2014	10			UNCL	N/A	N/A	N/A	N/A	N/A	1	N/A	0	N/A
2015	10			UNCL	N/A	N/A	N/A	N/A	N/A	7	N/A	0	N/A
2016	10			UNCL	N/A	N/A	N/A	N/A	N/A	3	N/A	0	N/A
2017	10			UNCL	N/A	N/A	N/A	N/A	N/A	2	N/A	0	N/A
2018	10			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2019	10			UNCL	N/A	N/A	N/A	N/A	N/A	3	N/A	0	N/A
2021	10			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2021	10	NORTH SERVICE RD START OF NA	4.6										
2000	10	AT RAMPS 35 & 51 (W) END OF NA	0.4	UNCL	N/A	N/A	N/A	N/A	N/A	2	N/A	0	N/A
2001	10			UNCL	N/A	N/A	N/A	N/A	N/A	5	N/A	0	N/A
2002	10			UNCL	N/A	N/A	N/A	N/A	N/A	1	N/A	0	N/A
2003	10			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2004	10			UNCL	N/A	N/A	N/A	N/A	N/A	2	N/A	0	N/A
2005	10			UNCL	N/A	N/A	N/A	N/A	N/A	5	N/A	0	N/A
2006	10			UNCL	N/A	N/A	N/A	N/A	N/A	9	N/A	0	N/A
2007	10			UNCL	N/A	N/A	N/A	N/A	N/A	10	N/A	0	N/A
2008	10			UNCL	N/A	N/A	N/A	N/A	N/A	10	N/A	1	N/A
2009	10			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2010	10			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2011	10			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2012	10			UNCL	N/A	N/A	N/A	N/A	N/A	1	N/A	0	N/A
2013	10			UNCL	N/A	N/A	N/A	N/A	N/A	1	N/A	0	N/A
2014	10			UNCL	N/A	N/A	N/A	N/A	N/A	4	N/A	0	N/A

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2015	10			UNCL	N/A	N/A	N/A	N/A	N/A	6	N/A	0	N/A
2016	10			UNCL	N/A	N/A	N/A	N/A	N/A	2	N/A	0	N/A
2017	10			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2018	10			UNCL	N/A	N/A	N/A	N/A	N/A	4	N/A	0	N/A
2019	10			UNCL	N/A	N/A	N/A	N/A	N/A	3	N/A	0	N/A
2021	10			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2021	10	AT RAMPS 26 & 61 (E) START OF NA	4.0										
2000	10	RAMP 25 TO 401 EB FERNHILL WAY (W)	0.5	UNCL	N/A	N/A	N/A	N/A	N/A	1	N/A	1	N/A
2001	10			UNCL	N/A	N/A	N/A	N/A	N/A	3	N/A	0	N/A
2002	10			UNCL	N/A	N/A	N/A	N/A	N/A	1	N/A	0	N/A
2003	10			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2004	10			UNCL	N/A	N/A	N/A	N/A	N/A	1	N/A	0	N/A
2005	10			UNCL	N/A	N/A	N/A	N/A	N/A	8	N/A	0	N/A
2006	10			UNCL	N/A	N/A	N/A	N/A	N/A	8	N/A	3	N/A
2007	10			UNCL	N/A	N/A	N/A	N/A	N/A	7	N/A	0	N/A
2008	10			UNCL	N/A	N/A	N/A	N/A	N/A	13	N/A	3	N/A
2009	10			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2010	10			UNCL	N/A	N/A	N/A	N/A	N/A	1	N/A	0	N/A
2011	10			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2012	10			UNCL	N/A	N/A	N/A	N/A	N/A	1	N/A	0	N/A
2013	10			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2014	10			UNCL	N/A	N/A	N/A	N/A	N/A	3	N/A	1	N/A
2015	10			UNCL	N/A	N/A	N/A	N/A	N/A	5	N/A	1	N/A
2016	10			UNCL	N/A	N/A	N/A	N/A	N/A	3	N/A	0	N/A
2017	10			UNCL	N/A	N/A	N/A	N/A	N/A	1	N/A	0	N/A
2018	10			UNCL	N/A	N/A	N/A	N/A	N/A	3	N/A	0	N/A
2019	10			UNCL	N/A	N/A	N/A	N/A	N/A	1	N/A	0	N/A
2021	10			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2021	10	RAMP 36 (W) START OF NA	16.7										
1988	10	BRAMPTON CALEDON LTS END OF NA	0.4	C	12,300	13,700	13,700	11,100	1,950	57	30.4	6	3.2
1989	10			C	13,000	14,400	14,600	11,700	1,300	69	34.9	8	4.0
1990	10			C	13,000	14,400	14,400	11,700	1,050	14	7.1	1	0.5
1991	10			C	13,300	14,600	14,800	12,100	1,350	12	5.9	0	0.0
1992	10			C	14,000	15,100	15,500	12,900	980	13	6.1	4	1.9
1993	10			C	14,100	15,400	15,600	13,000	990	14	6.5	1	0.5
1994	10			C	14,500	15,900	16,200	13,100	1,000	14	6.3	3	1.4
1995	10			C	14,800	16,200	16,600	13,500	1,350	8	3.6	2	0.9
1996	10			C	15,200	17,200	17,300	13,700	2,000	8	3.4	0	0.0
1997	10			C	15,500	17,500	17,700	14,000	2,500	4	1.7	0	0.0
1998	10			C	15,900	18,000	18,000	14,300	1,600	9	3.7	2	0.8
1999	10			C	16,500	18,500	18,600	14,800	1,650	5	2.0	1	0.4

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2000	10			C	17,000	19,200	19,200	15,300	1,700	5	1.9	2	0.8
2001	10			C	17,400	19,600	19,600	15,700	2,100	8	3.0	0	0.0
2002	10			C	17,800	19,900	20,100	16,000	2,150	10	3.7	0	0.0
2003	10			C	18,800	21,000	21,100	17,000	2,250	7	2.4	1	0.3
2004	10			C	19,100	21,500	21,600	17,200	2,300	10	3.4	1	0.3
2005	10			C	19,700	21,900	22,100	17,700	1,950	9	3.0	1	0.3
2006	10			C	19,000	21,100	21,300	17,100	1,900	11	3.8	2	0.7
2007	10			C	20,100	22,300	22,600	18,100	2,000	6	2.0	0	0.0
2008	10			C	20,400	22,500	22,200	18,300	2,050	5	1.6	0	0.0
2009	10			C	20,600	22,700	22,900	18,500	2,050	11	3.5	0	0.0
2010	10			C	21,300	23,500	23,700	19,200	2,150	14	4.3	4	1.2
2011	10			C	23,000	25,300	25,600	20,700	2,300	11	3.1	2	0.6
2012	10			C	22,500	24,800	24,300	20,300	2,250	3	0.9	0	0.0
2013	10			C	22,900	25,200	24,900	20,600	2,300	1	0.3	0	0.0
2014	10			C	23,400	25,700	25,000	21,100	2,350	1	0.3	0	0.0
2015	10			C	23,800	26,200	25,500	21,400	2,400	4	1.1	1	0.3
2016	10			C	24,300	26,700	26,000	21,900	2,450	1	0.3	0	0.0
2017	10			C	24,700	27,000	27,000	22,400	2,450	2	0.5	0	0.0
2018	10			C	25,200	27,600	27,500	22,700	2,500	2	0.5	0	0.0
2019	10			C	25,600	28,000	27,800	23,200	2,550	2	0.5	0	0.0
2021	10			C	26,500	28,800	28,700	24,000	2,650	0	0.0	0	0.0
2012	10	HWY 410 VALLEYWOOD BLVD IC	5.2	UC	28,700	28,900	30,700	27,300	3,750	16	0.3	1	0.0
2013	10			UC	29,500	29,600	29,700	28,000	3,850	6	0.1	0	0.0
2014	10			UC	30,600	30,700	29,400	29,000	4,000	25	0.4	5	0.1
2015	10			UC	33,100	33,200	31,800	31,400	4,300	41	0.7	7	0.1
2016	10			UC	35,600	35,700	34,200	33,800	4,650	34	0.5	5	0.1
2017	10			C	37,400	40,900	40,800	33,900	4,850	29	0.4	5	0.1
2018	10			C	38,900	42,600	42,400	35,100	5,050	41	0.6	6	0.1
2019	10			C	40,700	44,500	44,200	36,800	5,300	38	0.5	10	0.1
2021	10			C	44,400	48,300	48,000	40,300	5,750	27	0.3	5	0.1
1990	10	PEEL RD 9 KING ST	7.4	C	16,700	18,500	18,500	15,000	1,650	44	1.0	7	0.2
1991	10			C	16,600	18,300	18,400	15,100	1,500	48	1.1	8	0.2
1992	10			C	16,100	17,400	17,900	14,800	1,450	58	1.3	3	0.1
1993	10			C	15,800	17,200	17,500	14,500	1,400	43	1.0	5	0.1
1994	10			C	17,500	19,200	19,500	15,800	1,400	35	0.7	4	0.1
1995	10			C	18,200	19,900	20,400	16,600	1,450	41	0.8	4	0.1
1996	10			C	18,900	21,400	21,500	17,100	1,500	31	0.6	6	0.1
1997	10			C	19,600	22,100	22,300	17,600	2,750	28	0.5	3	0.1
1998	10			C	20,300	22,900	22,900	18,300	2,850	15	0.3	2	0.0
1999	10			C	19,400	21,700	21,900	17,500	2,700	20	0.4	2	0.0
2000	10			C	18,500	20,900	20,900	16,600	1,500	40	0.8	5	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2001	10			C	19,900	22,400	22,500	17,900	2,000	32	0.6	8	0.1
2002	10			C	20,100	22,500	22,700	18,100	2,000	28	0.5	2	0.0
2003	10			C	20,300	22,700	22,800	18,300	2,050	19	0.3	5	0.1
2004	10			C	20,600	23,200	23,200	18,600	2,050	23	0.4	4	0.1
2005	10			C	20,400	22,700	22,900	18,300	1,650	25	0.5	6	0.1
2006	10			C	21,800	24,200	24,400	19,600	1,750	23	0.4	1	0.0
2007	10			IR	21,300	25,800	25,700	18,000	3,000	31	0.5	4	0.1
2008	10			IR	22,400	27,100	26,600	19,100	2,900	30	0.5	5	0.1
2009	10			IR	22,800	27,400	24,900	19,400	2,950	35	0.6	7	0.1
2010	10			CR	25,200	30,200	29,100	21,300	3,300	39	0.6	4	0.1
2011	10			CR	26,000	30,300	30,600	23,100	3,400	26	0.4	3	0.0
2012	10			UC	28,700	28,900	30,700	27,300	3,750	30	0.4	5	0.1
2013	10			UC	25,600	25,700	25,700	24,300	3,350	30	0.4	1	0.0
2014	10			UC	25,800	25,900	24,800	24,500	3,350	55	0.8	15	0.2
2015	10			C	26,200	28,800	28,000	23,600	3,400	35	0.5	3	0.0
2016	10			C	26,900	29,600	28,800	24,200	3,500	27	0.4	2	0.0
2017	10			C	27,300	29,900	29,800	24,800	3,550	30	0.4	2	0.0
2018	10			C	27,800	30,500	30,300	25,100	3,600	48	0.6	5	0.1
2019	10			C	28,200	30,800	30,600	25,500	3,650	42	0.5	4	0.1
2021	10			C	29,100	31,600	31,500	26,400	3,800	27	0.3	5	0.1
1988	10	THE GRANGE SIDE RD. CALEDON RD 5	5.1	C	16,300	18,100	18,100	14,700	980	35	1.2	12	0.4
1989	10			C	16,800	18,600	18,800	15,100	1,000	25	0.8	5	0.2
1990	10			C	16,900	18,800	18,800	15,200	1,000	24	0.8	5	0.2
1991	10			C	17,000	18,700	18,900	15,500	1,000	24	0.8	9	0.3
1992	10			C	17,000	18,400	18,900	15,600	1,550	24	0.8	7	0.2
1993	10			UC	17,100	18,000	19,400	16,000	1,550	20	0.6	5	0.2
1994	10			C	18,300	20,000	20,400	16,600	1,650	18	0.5	5	0.1
1995	10			C	18,900	20,600	21,200	17,300	1,700	23	0.7	5	0.1
1996	10			C	19,500	22,100	22,200	17,600	1,750	21	0.6	2	0.1
1997	10			C	20,100	22,700	22,900	18,100	2,000	24	0.6	5	0.1
1998	10			C	20,700	23,400	23,400	18,600	2,500	15	0.4	3	0.1
1999	10			C	21,000	23,500	23,700	18,900	2,950	22	0.6	8	0.2
2000	10			C	21,200	24,000	24,000	19,100	2,950	19	0.5	2	0.1
2001	10			C	21,500	24,200	24,300	19,400	2,150	16	0.4	4	0.1
2002	10			C	22,200	24,900	25,100	20,000	2,000	22	0.5	4	0.1
2003	10			C	22,700	25,400	25,500	20,500	2,050	27	0.6	3	0.1
2004	10			C	21,000	23,700	23,700	18,900	1,900	28	0.7	2	0.1
2005	10			C	21,100	23,500	23,700	19,000	1,900	18	0.5	2	0.1
2006	10			C	20,700	23,000	23,200	18,600	1,850	27	0.7	7	0.2
2007	10			C	23,300	25,900	26,200	20,900	2,100	20	0.5	0	0.0
2008	10			C	23,700	26,200	25,800	21,300	2,150	25	0.6	2	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2009	10			C	22,100	24,300	24,500	19,900	2,000	18	0.4	0	0.0
2010	10			C	29,800	32,800	33,100	26,800	2,700	15	0.3	5	0.1
2011	10			C	25,100	27,700	27,900	22,600	2,250	19	0.4	2	0.0
2012	10			C	25,500	28,100	27,500	23,000	2,300	12	0.3	6	0.1
2013	10			C	25,900	28,500	28,200	23,300	2,350	16	0.3	2	0.0
2014	10			UC	26,300	26,400	25,300	25,000	2,350	15	0.3	3	0.1
2015	10			UC	26,700	26,800	25,700	25,300	2,400	15	0.3	1	0.0
2016	10			UC	27,000	27,100	26,000	25,600	2,450	22	0.4	3	0.1
2017	10			UC	27,400	27,200	27,500	26,300	2,450	16	0.3	1	0.0
2018	10			UC	27,800	27,600	28,000	26,700	2,500	25	0.5	7	0.1
2019	10			UC	28,200	27,800	28,200	27,200	2,550	19	0.4	3	0.1
2021	10			UC	29,000	29,100	29,400	27,900	2,600	8	0.1	1	0.0
1988	10	0.500 KM N OF AMBRO CALEDON PITS (W)	1.2	C	14,100	15,700	15,700	12,700	850	11	1.9	2	0.3
1989	10			C	15,400	17,100	17,200	13,900	920	26	4.0	6	0.9
1990	10			C	16,300	18,100	18,100	14,700	980	19	2.8	5	0.7
1991	10			C	16,600	18,300	18,400	15,100	1,000	17	2.4	3	0.4
1992	10			C	16,800	18,100	18,600	15,500	1,000	14	2.0	2	0.3
1993	10			C	17,200	18,700	19,000	15,800	1,050	16	2.2	1	0.1
1994	10			C	17,800	19,500	19,800	16,100	1,050	12	1.6	1	0.1
1995	10			C	18,500	20,200	20,700	16,900	1,100	24	3.1	7	0.9
1996	10			C	18,300	20,700	20,800	16,500	1,100	18	2.3	4	0.5
1997	10			C	19,800	22,400	22,600	17,800	2,000	12	1.4	2	0.2
1998	10			C	20,500	23,200	23,200	18,400	2,050	22	2.6	3	0.3
1999	10			C	19,500	21,800	22,000	17,600	1,950	12	1.5	3	0.4
2000	10			C	20,900	23,600	23,600	18,800	1,900	10	1.1	1	0.1
2001	10			C	19,500	22,000	22,000	17,600	1,750	16	2.0	0	0.0
2002	10			C	19,700	22,100	22,200	17,700	1,750	14	1.7	4	0.5
2003	10			C	19,000	21,200	21,400	17,100	1,700	21	2.6	2	0.3
2004	10			C	20,000	22,500	22,600	18,000	1,200	15	1.8	2	0.2
2005	10			IR	19,200	23,200	21,000	16,400	1,150	16	2.0	4	0.5
2006	10			IR	20,600	24,800	22,500	17,500	1,250	21	2.4	4	0.5
2007	10			IR	20,200	24,500	24,400	17,100	1,200	19	2.2	5	0.6
2008	10			IR	22,400	27,100	26,600	19,100	1,350	20	2.1	3	0.3
2009	10			CTR	21,100	25,700	24,900	17,900	1,250	14	1.6	3	0.3
2010	10			CTR	21,300	25,900	24,900	18,100	1,300	8	0.9	0	0.0
2011	10			CR	24,000	28,000	28,300	21,400	1,450	7	0.7	1	0.1
2012	10			CR	26,000	31,100	30,600	22,000	1,550	6	0.5	0	0.0
2013	10			CR	27,000	32,400	33,200	22,800	1,600	5	0.4	0	0.0
2014	10			CR	22,700	26,800	26,600	19,300	1,850	10	1.0	2	0.2
2015	10			CR	32,000	37,700	37,500	27,300	2,600	16	1.2	2	0.1
2016	10			CR	32,000	37,700	37,500	27,300	2,600	21	1.6	1	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2017	10			CR	27,400	31,800	31,900	24,700	2,200	14	1.2	1	0.1
2018	10			CR	27,900	32,400	32,600	25,000	2,250	23	2.0	3	0.3
2019	10			CR	28,400	33,000	33,200	25,500	2,300	33	2.8	3	0.3
2021	10			CR	29,300	33,700	33,900	26,400	2,350	13	1.1	1	0.1
1988	10	S JCT HWY 24 MAIN ST	9.4	C	12,900	14,300	14,300	11,600	900	57	1.3	4	0.1
1989	10			C	13,700	15,200	15,300	12,300	960	59	1.3	1	0.0
1990	10			C	14,600	16,200	16,200	13,100	1,150	43	0.9	6	0.1
1991	10			C	14,900	16,400	16,500	13,600	1,200	34	0.7	2	0.0
1992	10			C	14,300	15,400	15,900	13,200	1,000	45	0.9	3	0.1
1993	10			IC	14,600	16,500	16,400	13,000	1,000	49	1.0	2	0.0
1994	10			IC	15,800	17,700	17,700	14,100	1,250	54	1.0	5	0.1
1995	10			IC	16,400	18,300	18,500	14,700	980	54	1.0	4	0.1
1996	10			C	16,400	18,600	18,700	14,800	980	52	0.9	6	0.1
1997	10			C	17,600	19,900	20,100	15,800	1,250	48	0.8	6	0.1
1998	10			C	18,200	20,600	20,600	16,400	1,250	50	0.8	5	0.1
1999	10			C	17,200	19,300	19,400	15,500	1,200	28	0.5	6	0.1
2000	10			C	17,000	19,200	19,200	15,300	1,350	40	0.7	9	0.2
2001	10			C	17,500	19,700	19,700	15,800	1,400	55	0.9	5	0.1
2002	10			C	17,700	19,800	20,000	15,900	1,400	49	0.8	2	0.0
2003	10			C	17,400	19,400	19,600	15,700	1,400	43	0.7	7	0.1
2004	10			C	18,000	20,300	20,300	16,200	2,900	51	0.8	9	0.1
2005	10			C	18,100	20,200	20,300	16,300	1,650	56	0.9	10	0.2
2006	10			C	18,300	20,300	20,500	16,500	1,650	40	0.6	3	0.0
2007	10			C	18,500	20,600	20,800	16,600	1,650	56	0.9	13	0.2
2008	10			C	18,600	20,500	20,200	16,700	1,650	59	0.9	11	0.2
2009	10			C	18,800	20,700	20,900	16,900	1,700	42	0.7	2	0.0
2010	10			C	18,900	20,800	21,000	17,000	1,700	41	0.6	8	0.1
2011	10			C	20,000	22,000	22,200	18,000	1,800	43	0.6	8	0.1
2012	10			UC	21,600	21,700	23,100	20,500	1,950	41	0.6	6	0.1
2013	10			UC	24,000	24,100	24,100	22,800	2,150	52	0.6	4	0.0
2014	10			C	23,900	26,300	25,600	21,500	2,150	54	0.7	8	0.1
2015	10			C	21,900	24,100	23,400	19,700	1,950	44	0.6	3	0.0
2016	10			C	22,200	24,400	23,800	20,000	2,000	36	0.5	4	0.1
2017	10			C	22,500	24,600	24,600	20,400	2,000	55	0.7	4	0.1
2018	10			C	22,800	25,000	24,800	20,600	2,050	50	0.6	7	0.1
2019	10			C	23,100	25,200	25,100	20,900	2,100	47	0.6	1	0.0
2021	10			C	23,700	25,800	25,600	21,500	2,150	32	0.4	4	0.0
1994	10	HWY 9	0.6	C	26,200	28,700	29,200	23,700	2,600	0	0.0	0	0.0
1995	10			C	26,400	28,800	29,600	24,100	1,600	0	0.0	0	0.0
1996	10			C	26,900	30,500	30,600	24,300	1,600	1	0.2	1	0.2
1997	10			C	27,500	31,100	31,300	24,800	1,650	0	0.0	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1998	10			C	28,000	31,600	31,600	25,200	2,250	0	0.0	0	0.0
1999	10			C	29,100	32,600	32,900	26,200	2,350	3	0.5	0	0.0
2000	10			C	29,000	32,800	32,800	26,100	2,900	4	0.6	1	0.2
2001	10			C	29,300	33,000	33,100	26,400	2,950	2	0.3	0	0.0
2002	10			C	29,600	33,100	33,400	26,600	3,250	15	2.4	5	0.8
2003	10			C	30,000	33,500	33,700	27,100	3,300	26	4.1	6	0.9
2004	10			C	32,300	36,400	36,400	29,100	3,250	15	2.2	1	0.1
2005	10			C	30,200	33,600	33,900	27,100	3,000	18	2.8	2	0.3
2006	10			C	29,200	32,400	32,700	26,300	2,650	22	3.5	1	0.2
2007	10			C	30,700	34,100	34,600	27,600	2,750	13	2.0	1	0.2
2008	10			C	29,900	33,000	32,500	26,800	1,800	16	2.5	1	0.2
2009	10			C	31,300	34,400	34,700	28,200	1,900	7	1.1	1	0.2
2010	10			C	30,900	34,100	34,400	27,800	1,550	16	2.4	2	0.3
2011	10			C	30,900	34,100	34,400	27,800	1,550	11	1.7	0	0.0
2012	10			C	30,900	34,000	33,300	27,800	1,550	13	2.0	0	0.0
2013	10			C	30,900	34,100	33,600	27,800	1,550	10	1.5	0	0.0
2014	10			C	31,200	34,300	33,400	28,100	1,550	14	2.1	3	0.5
2015	10			C	31,500	34,600	33,700	28,400	1,600	17	2.5	5	0.7
2016	10			C	31,800	35,000	34,000	28,600	1,600	11	1.6	1	0.1
2017	10			C	32,400	35,400	35,400	29,400	1,600	12	1.7	1	0.1
2018	10			C	32,600	35,700	35,500	29,400	1,650	14	2.0	2	0.3
2019	10			C	32,800	35,900	35,600	29,700	1,650	11	1.6	0	0.0
2021	10			C	33,300	36,200	36,000	30,200	1,650	7	1.0	3	0.4
1988	10	BROADWAY (W) BUENA VISTA DR (E)	1.9	IR	9,800	12,700	10,800	7,850	980	12	1.8	1	0.1
1989	10			IR	10,200	13,200	11,300	8,350	1,100	6	0.8	0	0.0
1990	10			IR	10,500	13,300	11,700	8,600	1,150	14	1.9	1	0.1
1991	10			IR	11,100	14,000	12,300	9,200	1,200	15	1.9	3	0.4
1992	10			IR	11,800	14,500	13,000	10,000	940	6	0.7	0	0.0
1993	10			IR	12,700	15,600	13,100	10,400	1,000	8	0.9	0	0.0
1994	10			IR	13,000	16,000	14,300	10,900	1,050	19	2.1	1	0.1
1995	10			IR	13,600	16,800	15,000	11,600	540	12	1.3	0	0.0
1996	10			CR	14,700	18,200	17,300	12,600	590	15	1.5	0	0.0
1997	10			IR	14,800	18,500	16,600	12,600	890	26	2.5	1	0.1
1998	10			IR	15,300	19,000	17,100	12,900	1,050	14	1.3	0	0.0
1999	10			IR	15,300	19,000	17,000	12,900	920	22	2.1	1	0.1
2000	10			IR	16,300	20,000	18,100	13,800	980	22	1.9	4	0.4
2001	10			IR	16,800	20,800	18,600	14,200	1,000	21	1.8	5	0.4
2002	10			IR	17,100	21,100	18,900	14,500	1,200	15	1.3	1	0.1
2003	10			IR	18,600	22,600	20,500	15,800	1,300	14	1.1	3	0.2
2004	10			IR	18,600	23,000	20,600	15,700	1,300	16	1.2	2	0.2
2005	10			IR	18,400	22,200	20,200	15,700	1,300	11	0.9	1	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2006	10			IR	18,100	21,800	19,800	15,400	1,250	10	0.8	1	0.1
2007	10			IR	18,300	22,200	22,100	15,500	1,300	20	1.6	1	0.1
2008	10			IC	17,400	19,300	18,700	15,300	1,400	16	1.3	0	0.0
2009	10			IC	18,700	20,800	20,900	16,600	1,500	8	0.6	0	0.0
2010	10			IC	19,500	21,600	21,800	17,300	1,150	7	0.5	2	0.1
2011	10			IC	19,500	21,400	22,200	17,500	1,150	26	1.9	4	0.3
2012	10			UC	19,500	19,600	20,900	18,500	1,250	18	1.3	3	0.2
2013	10			UC	20,300	20,400	20,400	19,300	1,300	23	1.6	5	0.4
2014	10			C	19,800	21,800	21,200	17,800	1,300	15	1.1	3	0.2
2015	10			C	20,900	23,000	22,400	18,800	1,400	18	1.2	3	0.2
2016	10			C	21,200	23,300	22,700	19,100	1,400	14	0.9	3	0.2
2017	10			C	21,600	23,600	23,600	19,600	1,300	18	1.2	5	0.3
2018	10			C	21,900	24,000	23,900	19,800	1,300	20	1.3	4	0.3
2019	10			C	22,200	24,300	24,100	20,100	1,350	17	1.1	3	0.2
2021	10			C	22,900	24,900	24,800	20,800	1,350	10	0.6	1	0.1
1988	10	FIRST ST (W) CEMETERY RD (E)	1.4	CR	12,700	16,300	15,200	10,500	1,000	10	1.5	2	0.3
1989	10			CR	13,200	16,900	15,700	11,100	1,300	11	1.6	0	0.0
1990	10			LT	13,400	19,600	18,800	9,800	1,050	6	0.9	1	0.1
1991	10			LT	14,500	20,300	19,600	10,700	1,150	7	0.9	0	0.0
1992	10			LT	15,600	21,700	21,100	12,000	1,100	11	1.4	1	0.1
1993	10			IR	16,800	20,700	17,400	13,700	1,200	14	1.6	3	0.3
1994	10			IR	16,500	20,300	18,200	13,800	1,150	9	1.1	1	0.1
1995	10			IR	17,000	20,900	18,700	14,500	850	7	0.8	0	0.0
1996	10			IR	17,800	22,100	19,900	15,200	890	10	1.1	0	0.0
1997	10			IR	18,200	22,800	20,400	15,500	910	12	1.3	0	0.0
1998	10			IR	18,800	23,300	21,100	15,800	1,150	12	1.2	0	0.0
1999	10			IR	19,200	23,800	21,300	16,100	1,150	10	1.0	1	0.1
2000	10			IR	19,600	24,000	21,700	16,600	1,200	6	0.6	0	0.0
2001	10			IR	20,100	24,800	22,300	17,000	1,200	3	0.3	0	0.0
2002	10			IR	21,000	25,900	23,300	17,900	1,700	14	1.3	1	0.1
2003	10			IR	22,200	26,900	24,400	18,800	1,800	10	0.9	1	0.1
2004	10			IR	22,100	27,300	24,500	18,700	1,750	10	0.9	2	0.2
2005	10			IR	21,800	26,300	23,900	18,600	1,750	17	1.5	1	0.1
2006	10			IR	21,600	26,100	23,600	18,300	1,750	11	1.0	0	0.0
2007	10			IR	21,500	26,000	26,000	18,200	1,700	8	0.7	1	0.1
2008	10			IC	20,700	22,900	22,200	18,300	1,250	6	0.6	2	0.2
2009	10			IC	21,100	23,400	23,600	18,800	1,250	3	0.3	1	0.1
2010	10			IC	22,000	24,400	24,600	19,500	1,300	4	0.4	0	0.0
2011	10			IC	22,000	24,200	25,100	19,700	1,300	13	1.2	0	0.0
2012	10			IC	22,000	24,400	23,600	19,500	1,300	4	0.4	0	0.0
2013	10			IC	22,900	25,300	25,200	20,300	1,350	5	0.4	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2014	10			CR	22,000	25,900	25,800	18,700	2,000	9	0.8	1	0.1
2015	10			CR	23,400	27,600	27,400	19,900	2,150	10	0.8	0	0.0
2016	10			CR	23,700	27,900	27,800	20,200	2,200	14	1.2	1	0.1
2017	10			CR	24,000	27,800	28,000	21,600	2,150	5	0.4	1	0.1
2018	10			CR	24,200	28,100	28,300	21,700	2,200	8	0.6	0	0.0
2019	10			CR	24,500	28,400	28,600	22,000	2,200	9	0.7	0	0.0
2021	10			CR	25,000	28,800	29,000	22,600	2,250	3	0.2	1	0.1
1988	10	DUFFERIN RD 16 (W) DUFFERIN RD 7 HOCKLEY RD (E)	9.2	CR	9,000	11,500	10,800	7,450	810	39	1.3	2	0.1
1989	10			CR	9,250	11,800	11,000	7,750	920	37	1.2	3	0.1
1990	10			LT	9,550	13,900	13,400	6,950	960	32	1.0	2	0.1
1991	10			LT	10,100	14,100	13,600	7,450	1,000	31	0.9	3	0.1
1992	10			LT	10,400	14,500	14,000	8,000	1,050	32	0.9	1	0.0
1993	10			IR	11,200	13,800	11,600	9,150	1,100	33	0.9	4	0.1
1994	10			IR	11,400	14,000	12,500	9,550	1,150	21	0.5	1	0.0
1995	10			IR	11,800	14,500	13,000	10,100	590	29	0.7	2	0.1
1996	10			IR	12,200	15,200	13,600	10,400	850	30	0.7	4	0.1
1997	10			IR	12,600	15,800	14,100	10,700	880	31	0.7	1	0.0
1998	10			IR	13,000	16,100	14,600	10,900	1,050	30	0.7	1	0.0
1999	10			IR	13,200	16,400	14,700	11,100	1,200	31	0.7	4	0.1
2000	10			IR	13,200	16,200	14,600	11,200	1,200	33	0.7	2	0.0
2001	10			IR	13,300	16,400	14,700	11,200	1,200	41	0.9	1	0.0
2002	10			IR	13,300	16,400	14,700	11,300	1,350	34	0.8	1	0.0
2003	10			IR	13,200	16,000	14,500	11,200	1,300	39	0.9	3	0.1
2004	10			IR	13,100	16,200	14,500	11,100	1,300	48	1.1	2	0.0
2005	10			IR	13,100	15,800	14,400	11,200	1,300	33	0.8	4	0.1
2006	10			IR	13,000	15,700	14,200	11,000	1,300	34	0.8	4	0.1
2007	10			IR	13,000	15,700	15,700	11,000	1,300	27	0.6	2	0.0
2008	10			IR	12,900	15,600	15,300	11,000	1,300	32	0.7	2	0.0
2009	10			IR	13,400	16,100	14,600	11,400	1,350	18	0.4	4	0.1
2010	10			IR	13,500	16,100	14,700	11,500	1,200	21	0.5	1	0.0
2011	10			IR	13,500	16,100	15,800	11,500	1,200	17	0.4	1	0.0
2012	10			IC	12,300	13,600	13,200	10,900	1,150	16	0.4	0	0.0
2013	10			IC	13,600	15,100	15,000	12,100	1,300	27	0.6	1	0.0
2014	10			CTR	13,500	16,500	16,600	11,500	1,750	27	0.6	2	0.0
2015	10			CTR	13,700	16,700	16,900	11,600	1,800	35	0.8	7	0.2
2016	10			CTR	13,700	16,700	16,900	11,600	1,800	25	0.5	1	0.0
2017	10			IR	14,200	17,200	17,100	12,100	2,000	32	0.7	1	0.0
2018	10			IR	13,900	16,900	16,800	11,800	1,950	33	0.7	3	0.1
2019	10			IR	13,900	16,900	16,800	11,800	1,950	28	0.6	2	0.0
2021	10			IR	14,100	16,900	16,800	12,000	1,950	20	0.4	2	0.0
1988	10	MONO ROAD 20	7.2	IR	7,000	9,100	7,700	5,600	700	27	1.5	2	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1989	10			IR	7,450	9,600	8,250	6,100	740	22	1.1	3	0.2
1990	10			IR	7,900	10,000	8,750	6,500	790	21	1.0	3	0.1
1991	10			IR	8,400	10,600	9,300	6,950	840	21	1.0	1	0.0
1992	10			IR	8,350	10,300	9,200	7,100	670	21	1.0	0	0.0
1993	10			IR	8,600	10,600	8,900	7,050	690	28	1.2	3	0.1
1994	10			IR	8,800	10,800	9,700	7,350	700	33	1.4	2	0.1
1995	10			IR	8,800	10,800	9,700	7,500	620	19	0.8	2	0.1
1996	10			IR	9,000	11,200	10,000	7,650	630	22	0.9	0	0.0
1997	10			CR	9,150	11,300	10,800	7,800	640	15	0.6	1	0.0
1998	10			CR	9,350	11,500	10,900	7,950	750	19	0.8	2	0.1
1999	10			CR	9,600	11,800	11,200	8,150	770	16	0.6	1	0.0
2000	10			CR	10,100	12,400	11,800	8,600	810	15	0.6	0	0.0
2001	10			CR	10,300	12,700	12,100	8,700	820	8	0.3	2	0.1
2002	10			CR	10,900	13,400	12,800	9,200	1,400	26	0.9	3	0.1
2003	10			CR	12,200	14,900	14,300	10,300	1,600	17	0.5	2	0.1
2004	10			CR	12,000	14,800	14,100	10,100	1,550	18	0.6	0	0.0
2005	10			CR	11,700	14,200	13,600	9,850	1,500	22	0.7	1	0.0
2006	10			IC	12,100	13,400	13,600	10,700	1,200	17	0.5	2	0.1
2007	10			IC	12,400	13,800	14,200	11,000	1,250	24	0.7	7	0.2
2008	10			IC	12,700	14,100	13,600	11,200	1,500	25	0.7	5	0.1
2009	10			IC	13,000	14,400	14,600	11,600	1,550	18	0.5	2	0.1
2010	10			IC	13,300	14,700	14,800	11,800	1,600	10	0.3	0	0.0
2011	10			IC	13,300	14,600	15,200	11,900	1,600	20	0.6	3	0.1
2012	10			IC	13,300	14,700	14,300	11,800	1,500	21	0.6	1	0.0
2013	10			IC	13,800	15,300	15,200	12,200	1,550	33	0.9	1	0.0
2014	10			CTR	12,700	15,500	15,600	10,800	1,750	31	0.9	7	0.2
2015	10			CTR	14,300	17,400	17,600	12,200	2,000	27	0.7	4	0.1
2016	10			CTR	14,600	17,800	18,000	12,400	2,050	34	0.9	4	0.1
2017	10			IR	14,800	18,000	17,800	12,600	1,350	28	0.7	1	0.0
2018	10			IR	15,100	18,300	18,200	12,800	1,350	19	0.5	2	0.1
2019	10			IR	15,400	18,700	18,600	13,100	1,400	18	0.4	0	0.0
2021	10			IR	15,900	19,000	19,000	13,600	1,450	19	0.5	6	0.1
1988	10	E JCT HWY 89 PRIMROSE	4.0	IR	9,500	12,400	10,400	7,600	1,050	31	2.2	3	0.2
1989	10			IR	10,000	12,900	11,100	8,200	1,000	34	2.3	2	0.1
1990	10			IR	10,400	13,200	11,500	8,550	1,050	18	1.2	0	0.0
1991	10			IR	11,100	14,000	12,300	9,200	1,000	18	1.1	0	0.0
1992	10			IR	11,000	13,500	12,100	9,350	880	21	1.3	0	0.0
1993	10			IR	11,000	13,500	11,400	9,000	880	28	1.7	4	0.2
1994	10			IR	11,800	14,500	13,000	9,900	940	34	2.0	2	0.1
1995	10			IR	12,200	15,000	13,400	10,400	850	22	1.2	0	0.0
1996	10			IR	12,600	15,700	14,100	10,700	880	19	1.0	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1997	10			IR	13,000	16,200	14,600	11,000	910	9	0.5	0	0.0
1998	10			IR	13,400	16,600	15,000	11,300	1,050	19	1.0	1	0.1
1999	10			IR	13,800	17,100	15,300	11,600	1,100	17	0.8	0	0.0
2000	10			IR	14,100	17,300	15,600	11,900	1,850	20	1.0	2	0.1
2001	10			IR	14,500	17,900	16,100	12,300	1,900	16	0.8	2	0.1
2002	10			IR	14,900	18,400	16,500	12,700	2,100	22	1.0	1	0.0
2003	10			IR	15,300	18,600	16,800	13,000	2,150	25	1.1	7	0.3
2004	10			IR	15,600	19,300	17,300	13,200	1,850	22	1.0	3	0.1
2005	10			IR	15,100	18,200	16,500	12,900	1,800	21	1.0	2	0.1
2006	10			IR	14,500	17,500	15,800	12,300	1,750	13	0.6	0	0.0
2007	10			IR	14,300	17,300	17,300	12,100	1,700	31	1.5	5	0.2
2008	10			IR	14,500	17,600	17,200	12,400	1,150	28	1.3	3	0.1
2009	10			IR	14,100	16,900	15,400	12,000	1,150	18	0.9	2	0.1
2010	10			IR	14,200	16,900	15,500	12,100	1,150	11	0.5	1	0.0
2011	10			IR	15,400	18,400	18,000	13,200	1,250	19	0.8	0	0.0
2012	10			IR	15,400	18,300	17,800	13,200	1,250	26	1.2	6	0.3
2013	10			IR	15,700	18,700	20,000	13,400	1,250	12	0.5	1	0.0
2014	10			IR	15,800	18,800	18,800	13,400	1,250	14	0.6	2	0.1
2015	10			IR	16,000	19,000	19,100	13,600	1,300	12	0.5	1	0.0
2016	10			IR	16,100	19,200	19,200	13,700	1,300	14	0.6	2	0.1
2017	10			IR	16,300	19,100	19,100	14,500	1,300	19	0.8	4	0.2
2018	10			IR	16,400	19,300	19,300	14,700	1,300	12	0.5	1	0.0
2019	10			IR	16,600	19,500	19,500	14,900	1,350	21	0.9	4	0.2
2021	10			IR	16,900	19,800	19,800	15,100	1,350	9	0.4	3	0.1
1988	10	DUFFERIN RD 124 (N) DUFFERIN RD 11 (S)	0.3	IR	10,600	13,800	11,700	8,500	740	0	0.0	0	0.0
1989	10			IR	11,200	14,400	12,400	9,200	1,000	0	0.0	0	0.0
1990	10			IR	12,100	15,400	13,400	9,900	1,100	0	0.0	0	0.0
1991	10			IR	12,800	16,100	14,200	10,600	1,150	1	0.7	0	0.0
1992	10			IR	11,200	13,800	12,300	9,500	1,000	0	0.0	0	0.0
1993	10			IR	11,500	14,100	11,900	9,400	1,050	0	0.0	0	0.0
1994	10			IR	12,900	15,900	14,200	10,800	1,150	0	0.0	0	0.0
1995	10			IR	13,300	16,400	14,700	11,300	800	0	0.0	0	0.0
1996	10			IR	13,700	17,000	15,300	11,700	820	0	0.0	0	0.0
1997	10			IR	14,100	17,600	15,800	12,000	850	1	0.6	0	0.0
1998	10			IR	14,600	18,100	16,400	12,300	1,000	0	0.0	0	0.0
1999	10			IR	15,000	18,600	16,600	12,600	1,050	0	0.0	0	0.0
2000	10			IR	15,400	18,900	17,100	13,000	1,100	0	0.0	0	0.0
2001	10			IR	15,800	19,500	17,500	13,400	1,100	0	0.0	0	0.0
2002	10			IR	16,200	20,000	17,900	13,800	2,250	1	0.6	0	0.0
2003	10			IR	16,600	20,100	18,300	14,100	2,300	1	0.6	1	0.6
2004	10			IR	16,900	20,900	18,700	14,300	1,700	0	0.0	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2005	10			IR	17,200	20,800	18,800	14,700	1,700	0	0.0	0	0.0
2006	10			IR	17,600	21,200	19,200	14,900	1,600	0	0.0	0	0.0
2007	10			IR	17,900	21,700	21,600	15,200	1,600	0	0.0	0	0.0
2008	10			IR	18,200	22,000	21,600	15,600	1,800	0	0.0	0	0.0
2009	10			IR	18,800	22,600	20,500	16,000	1,900	0	0.0	0	0.0
2010	10			IR	19,200	22,900	20,900	16,300	1,900	0	0.0	0	0.0
2011	10			IR	19,200	22,900	22,400	16,400	1,900	0	0.0	0	0.0
2012	10			IR	19,200	22,800	22,200	16,400	1,900	0	0.0	0	0.0
2013	10			IR	19,400	23,100	24,800	16,500	1,950	0	0.0	0	0.0
2014	10			IR	20,300	24,200	24,200	17,300	2,050	2	0.9	0	0.0
2015	10			IR	20,700	24,600	24,700	17,600	2,050	0	0.0	0	0.0
2016	10			IR	21,000	25,000	25,100	17,900	2,100	0	0.0	0	0.0
2017	10			IR	21,400	25,100	25,100	19,100	2,150	0	0.0	0	0.0
2018	10			IR	21,800	25,600	25,600	19,500	2,200	0	0.0	0	0.0
2019	10			IR	22,100	25,900	25,900	19,800	2,200	0	0.0	0	0.0
2021	10			IR	22,800	26,700	26,800	20,400	2,300	1	0.4	0	0.0
2021	10	SHELBURNE S LTS START OF NA	1.0										
1988	10	SHELBURNE N LTS END OF NA	33.8	IR	4,300	5,600	4,750	3,450	430	54	1.0	2	0.0
1989	10			IR	4,500	5,800	5,000	3,700	540	69	1.2	3	0.1
1990	10			IR	4,850	6,150	5,400	4,000	580	47	0.8	6	0.1
1991	10			IR	5,150	6,500	5,700	4,250	620	46	0.7	3	0.0
1992	10			IR	4,900	6,050	5,400	4,150	490	59	1.0	2	0.0
1993	10			IR	5,050	6,200	5,200	4,150	500	47	0.8	1	0.0
1994	10			IR	5,100	6,300	5,600	4,250	510	59	0.9	4	0.1
1995	10			IR	5,250	6,450	5,800	4,450	370	47	0.7	5	0.1
1996	10			IR	4,950	6,150	5,500	4,200	350	60	1.0	3	0.0
1997	10			IR	5,550	6,950	6,200	4,700	390	51	0.7	3	0.0
1998	10			IR	5,750	7,150	6,450	4,850	400	45	0.6	4	0.1
1999	10			IR	5,900	7,300	6,550	4,950	410	56	0.8	2	0.0
2000	10			IR	5,650	6,900	6,250	4,750	400	52	0.7	4	0.1
2001	10			IR	5,750	7,100	6,350	4,850	400	50	0.7	5	0.1
2002	10			IR	6,300	7,750	7,000	5,350	760	55	0.7	6	0.1
2003	10			IR	5,900	7,150	6,500	5,000	710	53	0.7	5	0.1
2004	10			IR	5,800	7,150	6,450	4,900	700	76	1.1	6	0.1
2005	10			IR	5,950	7,200	6,500	5,050	710	53	0.7	5	0.1
2006	10			IR	5,900	7,100	6,450	5,000	650	52	0.7	2	0.0
2007	10			IR	6,100	7,400	7,350	5,150	670	63	0.8	8	0.1
2008	10			IR	5,900	7,150	7,000	5,050	650	53	0.7	4	0.1
2009	10			IR	6,250	7,500	6,800	5,300	690	60	0.8	5	0.1
2010	10			IR	6,300	7,500	6,850	5,350	570	40	0.5	8	0.1
2011	10			IR	6,300	7,500	7,350	5,400	570	54	0.7	6	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2012	10			LT	6,000	7,850	7,450	4,550	540	49	0.7	5	0.1
2013	10			LT	6,000	7,850	7,850	4,550	540	53	0.7	2	0.0
2014	10			LT	6,350	8,300	8,450	4,800	570	57	0.7	6	0.1
2015	10			LT	6,400	8,350	8,500	4,850	580	46	0.6	4	0.1
2016	10			LT	6,450	8,400	8,550	4,850	580	58	0.7	4	0.1
2017	10			LT	6,850	9,600	9,500	5,250	620	48	0.6	3	0.0
2018	10			LT	6,600	9,250	9,150	5,100	590	39	0.5	3	0.0
2019	10			LT	6,650	9,300	9,250	5,100	600	52	0.6	4	0.0
2021	10			LT	6,750	9,250	9,150	5,200	610	31	0.4	2	0.0
2021	10	CAMPBELL ST FLESHERTON START OF NA	0.5										
1988	10	MARGARET ST END OF NA	9.1	IR	4,150	5,400	4,550	3,300	210	14	1.0	1	0.1
1989	10			IR	4,350	5,600	4,850	3,550	220	8	0.6	1	0.1
1990	10			IR	4,550	5,800	5,050	3,750	230	7	0.5	1	0.1
1991	10			IR	4,550	5,750	5,050	3,800	230	14	0.9	0	0.0
1992	10			IR	4,650	5,700	5,100	3,950	230	7	0.5	0	0.0
1993	10			IR	4,800	5,900	4,950	3,950	240	5	0.3	0	0.0
1994	10			IR	4,900	6,050	5,400	4,100	240	10	0.6	2	0.1
1995	10			IR	5,050	6,200	5,550	4,300	350	11	0.7	0	0.0
1996	10			IR	5,050	6,250	5,650	4,300	350	11	0.7	0	0.0
1997	10			IR	5,350	6,700	6,000	4,550	370	16	0.9	3	0.2
1998	10			IR	5,450	6,750	6,100	4,600	380	9	0.5	2	0.1
1999	10			IR	5,700	7,050	6,350	4,800	400	12	0.6	1	0.1
2000	10			IR	5,900	7,250	6,550	5,000	410	19	1.0	1	0.1
2001	10			IR	6,050	7,500	6,700	5,100	420	17	0.8	3	0.1
2002	10			IR	6,300	7,750	7,000	5,350	440	13	0.6	1	0.0
2003	10			IR	6,650	8,050	7,300	5,650	470	12	0.5	0	0.0
2004	10			IR	6,600	8,150	7,300	5,600	920	20	0.9	0	0.0
2005	10			IR	6,650	8,050	7,300	5,650	930	15	0.7	1	0.0
2006	10			IR	6,600	7,950	7,200	5,600	920	17	0.8	5	0.2
2007	10			IR	6,700	8,100	8,100	5,700	940	13	0.6	3	0.1
2008	10			IR	6,950	8,400	8,250	5,950	760	10	0.4	1	0.0
2009	10			IR	6,950	8,350	7,600	5,900	760	8	0.3	0	0.0
2010	10			IR	6,300	7,500	6,850	5,350	630	7	0.3	0	0.0
2011	10			IR	6,300	7,500	7,350	5,400	630	11	0.5	1	0.0
2012	10			LT	6,200	8,100	7,700	4,700	670	13	0.6	3	0.1
2013	10			LT	6,800	8,900	8,850	5,150	730	15	0.7	2	0.1
2014	10			LT	6,200	8,100	8,250	4,700	630	11	0.5	0	0.0
2015	10			LT	6,950	9,050	9,250	5,250	700	14	0.6	2	0.1
2016	10			LT	7,000	9,150	9,300	5,300	710	12	0.5	2	0.1
2017	10			LT	6,750	9,450	9,350	5,200	810	12	0.5	2	0.1
2018	10			LT	7,150	10,000	9,900	5,500	860	11	0.5	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2019	10			LT	7,250	10,200	10,100	5,600	870	14	0.6	1	0.0
2021	10			LT	7,400	10,200	10,100	5,700	890	12	0.5	2	0.1
2021	10	MARKDALE S LTS START OF NA	1.2										
1988	10	FORMER MARKDALE N LTS END OF NA	24.7	IR	3,400	4,400	3,750	2,700	170	30	1.0	3	0.1
1989	10			IR	3,500	4,500	3,900	2,850	180	37	1.2	2	0.1
1990	10			IR	3,700	4,700	4,100	3,050	180	31	0.9	0	0.0
1991	10			IR	3,900	4,900	4,350	3,250	200	33	0.9	2	0.1
1992	10			IR	3,900	4,800	4,300	3,300	200	32	0.9	1	0.0
1993	10			IR	3,900	4,800	4,050	3,200	200	33	0.9	4	0.1
1994	10			IR	4,050	5,000	4,450	3,400	200	30	0.8	2	0.1
1995	10			IR	4,200	5,150	4,650	3,600	210	37	1.0	2	0.1
1996	10			IR	4,300	5,350	4,800	3,650	340	27	0.7	0	0.0
1997	10			IR	4,400	5,500	4,950	3,750	350	26	0.7	1	0.0
1998	10			IR	4,550	5,650	5,100	3,800	360	26	0.6	2	0.0
1999	10			IR	4,450	5,500	4,950	3,750	360	30	0.7	1	0.0
2000	10			IR	4,600	5,650	5,100	3,900	370	42	1.0	3	0.1
2001	10			IR	4,700	5,800	5,200	3,950	380	39	0.9	2	0.0
2002	10			IR	4,850	6,000	5,350	4,100	390	40	0.9	2	0.0
2003	10			IR	4,850	5,900	5,350	4,100	480	43	1.0	4	0.1
2004	10			IR	5,050	6,250	5,600	4,250	500	44	1.0	4	0.1
2005	10			IR	5,000	6,050	5,500	4,250	500	42	0.9	3	0.1
2006	10			IR	4,900	5,900	5,350	4,150	490	32	0.7	1	0.0
2007	10			IR	5,150	6,250	6,200	4,350	520	38	0.8	2	0.0
2008	10			LR	5,250	8,200	8,000	3,600	580	30	0.6	1	0.0
2009	10			LR	5,300	8,050	6,550	3,600	580	27	0.6	5	0.1
2010	10			IR	5,400	6,450	5,900	4,600	490	24	0.5	1	0.0
2011	10			IR	5,400	6,450	6,300	4,600	490	30	0.6	1	0.0
2012	10			LT	4,850	6,350	6,050	3,650	430	40	0.9	2	0.0
2013	10			LT	5,450	7,100	7,100	4,100	480	30	0.6	3	0.1
2014	10			LT	5,500	7,200	7,300	4,150	680	45	0.9	7	0.1
2015	10			LT	5,600	7,300	7,450	4,250	690	26	0.5	4	0.1
2016	10			LT	5,650	7,400	7,500	4,250	700	31	0.6	1	0.0
2017	10			LT	5,700	8,000	7,900	4,400	510	34	0.7	4	0.1
2018	10			LT	5,800	8,100	8,050	4,450	520	43	0.8	2	0.0
2019	10			LT	5,850	8,200	8,100	4,500	530	33	0.6	6	0.1
2021	10			LT	6,000	8,250	8,150	4,600	540	19	0.4	1	0.0
2021	10	HWY 6 GARAFRAXA CHATSWORTH	11.6										
2021	10	OWEN SOUND S LTS START OF NA	1.2										
2021	10	N JCT HWYS 6 / HWY 21/ HWY 26 END OF NA END OF HWY											
2021	11	HWY 2 LAKESHORE RD START OF NA	99.3										
1988	11	HWY 400A/SIMCOE RD 93 IC	5.7	IR	23,700	30,800	26,100	19,000	3,300	55	1.1	7	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1989	11			IR	25,900	33,400	28,700	21,200	3,650	45	0.8	3	0.1
1990	11			IR	28,100	35,700	31,200	23,000	3,950	47	0.8	1	0.0
1991	11			IR	28,400	35,800	31,500	23,600	4,000	41	0.7	4	0.1
1992	11			IR	28,700	35,300	31,600	24,400	4,000	58	1.0	8	0.1
1993	11			IR	30,100	37,000	31,100	24,600	4,200	61	1.0	7	0.1
1994	11			IR	30,500	37,600	33,600	25,600	4,250	29	0.5	4	0.1
1995	11			IR	30,900	38,100	34,000	26,300	4,350	58	0.9	7	0.1
1996	11			IR	31,300	38,900	34,900	26,700	4,400	69	1.1	6	0.1
1997	11			IR	31,600	39,500	35,400	26,900	4,400	64	1.0	2	0.0
1998	11			IR	31,900	39,600	35,700	26,800	4,450	35	0.5	2	0.0
1999	11			IR	23,300	28,900	25,900	19,600	3,250	30	0.6	3	0.1
2000	11			IR	27,000	33,100	29,900	22,800	3,250	57	1.0	7	0.1
2001	11			IR	30,700	37,900	34,000	26,000	3,700	63	1.0	3	0.0
2002	11			IR	34,400	42,400	38,100	29,200	4,150	61	0.8	5	0.1
2003	11			IR	38,100	46,200	41,900	32,300	4,550	57	0.7	4	0.1
2004	11			IR	41,800	51,700	46,300	35,300	5,000	60	0.7	11	0.1
2005	11			IR	41,300	49,800	45,200	35,200	4,950	45	0.5	5	0.1
2006	11			IR	40,800	49,200	44,600	34,700	4,900	63	0.7	6	0.1
2007	11			IR	40,400	48,900	48,800	34,200	4,850	62	0.7	18	0.2
2008	11			IR	39,400	47,700	46,800	33,700	4,750	61	0.7	11	0.1
2009	11			IR	39,800	47,800	43,400	33,800	4,800	43	0.5	7	0.1
2010	11			IR	40,600	48,300	44,200	34,600	4,850	59	0.7	5	0.1
2011	11			IR	42,700	50,900	49,900	36,500	5,100	48	0.5	7	0.1
2012	11			IR	43,800	52,100	50,700	37,400	5,250	35	0.4	1	0.0
2013	11			IR	44,600	53,100	56,900	38,000	4,350	51	0.5	6	0.1
2014	11			IR	45,500	54,200	54,300	38,700	4,400	45	0.5	7	0.1
2015	11			IR	43,700	52,000	52,100	37,200	4,250	44	0.5	2	0.0
2016	11			IR	46,800	55,700	55,800	39,800	4,550	49	0.5	5	0.1
2017	11			IR	47,600	55,800	55,800	42,500	4,600	37	0.4	1	0.0
2018	11			IR	48,500	57,000	57,000	43,400	4,700	43	0.4	5	0.0
2019	11			IR	49,300	57,800	57,900	44,200	4,800	41	0.4	8	0.1
2021	11			IR	51,000	59,700	59,900	45,500	5,100	41	0.4	7	0.1
1988	11	ORO MEDONTE LINE 4	10.1	IR	19,600	25,500	21,600	15,700	2,950	57	0.8	8	0.1
1989	11			IR	22,700	29,300	25,200	18,600	2,250	76	0.9	5	0.1
1990	11			IR	24,800	31,500	27,500	20,300	2,500	48	0.5	4	0.0
1991	11			IR	25,000	31,500	27,800	20,800	2,500	31	0.3	4	0.0
1992	11			IR	25,300	31,100	27,800	21,500	2,550	67	0.7	4	0.0
1993	11			IR	26,600	32,700	27,500	21,800	2,150	70	0.7	5	0.1
1994	11			IR	27,300	33,600	30,000	22,900	2,200	50	0.5	4	0.0
1995	11			IR	27,800	34,200	30,600	23,700	2,200	74	0.7	5	0.0
1996	11			IR	28,200	35,000	31,500	24,000	2,250	53	0.5	1	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1997	11			IR	28,700	35,900	32,100	24,400	2,300	87	0.8	7	0.1
1998	11			IR	29,200	36,200	32,700	24,500	2,350	57	0.5	5	0.0
1999	11			IR	31,100	38,600	34,500	26,100	4,350	71	0.6	3	0.0
2000	11			IR	32,000	39,200	35,400	27,000	4,500	67	0.6	8	0.1
2001	11			IR	32,900	40,700	36,500	27,800	4,600	64	0.5	5	0.0
2002	11			IR	33,800	41,700	37,500	28,700	4,750	100	0.8	7	0.1
2003	11			IR	34,700	42,100	38,200	29,500	4,850	76	0.6	7	0.1
2004	11			IR	35,600	44,000	39,400	30,100	3,900	78	0.6	6	0.0
2005	11			IR	36,500	44,100	40,000	31,100	4,000	64	0.5	4	0.0
2006	11			IT	37,900	48,200	47,900	31,100	4,150	72	0.5	13	0.1
2007	11			IT	38,400	49,200	51,400	31,400	4,200	79	0.6	5	0.0
2008	11			IT	39,300	50,500	47,800	33,000	4,300	62	0.4	6	0.0
2009	11			IR	40,200	48,200	43,800	34,200	4,400	49	0.3	1	0.0
2010	11			IR	41,100	48,900	44,800	35,000	4,500	75	0.5	4	0.0
2011	11			IR	42,000	50,100	49,000	35,900	4,600	86	0.6	9	0.1
2012	11			IR	42,900	51,000	49,700	36,700	4,700	58	0.4	6	0.0
2013	11			IR	43,800	52,100	55,900	37,300	4,800	73	0.5	10	0.1
2014	11			IR	38,300	45,600	45,700	32,600	4,200	53	0.4	4	0.0
2015	11			CR	43,700	51,500	51,200	37,200	4,800	102	0.6	8	0.0
2016	11			CR	45,100	53,100	52,800	38,400	4,950	73	0.4	7	0.0
2017	11			CR	45,900	53,200	53,500	41,300	5,050	70	0.4	12	0.1
2018	11			CR	46,700	54,300	54,600	41,900	5,150	66	0.4	7	0.0
2019	11			CR	47,600	55,200	55,600	42,700	5,250	77	0.4	8	0.0
2021	11			CR	49,200	56,600	57,000	44,400	5,400	55	0.3	6	0.0
1988	11	SIMCOE RD 20/ORO MEDONTE LINE 11 IC-121	7.8	IR	22,400	29,100	24,600	17,900	1,800	42	0.7	9	0.1
1989	11			IR	24,300	31,300	27,000	19,900	1,950	46	0.7	4	0.1
1990	11			IR	26,300	33,400	29,200	21,600	2,100	56	0.7	4	0.1
1991	11			IR	26,500	33,400	29,400	22,000	2,100	44	0.6	7	0.1
1992	11			IR	26,800	33,000	29,500	22,800	2,150	59	0.8	5	0.1
1993	11			IR	28,000	34,400	29,000	22,900	2,250	43	0.5	1	0.0
1994	11			IR	28,900	35,600	31,800	24,200	2,300	30	0.4	1	0.0
1995	11			IR	29,400	36,200	32,400	25,100	2,350	42	0.5	5	0.1
1996	11			IR	30,000	37,300	33,500	25,600	2,400	55	0.6	5	0.1
1997	11			IR	30,500	38,100	34,200	25,900	2,450	44	0.5	6	0.1
1998	11			IR	31,000	38,400	34,700	26,000	2,500	43	0.5	2	0.0
1999	11			IR	31,500	39,100	35,000	26,500	4,400	42	0.5	5	0.1
2000	11			IR	33,500	41,000	37,100	28,300	4,700	52	0.5	3	0.0
2001	11			IR	34,300	42,400	38,000	29,000	4,800	40	0.4	1	0.0
2002	11			IR	35,200	43,400	39,000	29,900	4,950	54	0.5	6	0.1
2003	11			IR	36,100	43,800	39,700	30,600	5,050	58	0.6	4	0.0
2004	11			IR	37,300	46,100	41,300	31,500	2,600	23	0.2	3	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2005	11			IR	37,600	45,400	41,200	32,100	5,250	53	0.5	6	0.1
2006	11			IR	37,800	45,600	41,300	32,100	5,300	43	0.4	2	0.0
2007	11			IR	38,600	46,800	46,600	32,700	5,400	45	0.4	6	0.1
2008	11			IR	40,200	48,700	47,800	34,400	5,650	47	0.4	3	0.0
2009	11			IR	40,100	48,100	43,700	34,100	5,600	36	0.3	1	0.0
2010	11			IC	39,000	43,200	43,500	34,600	5,450	45	0.4	9	0.1
2011	11			IC	41,700	45,900	47,600	37,400	5,850	32	0.3	5	0.0
2012	11			IC	42,400	47,000	45,500	37,600	5,950	39	0.3	7	0.1
2013	11			CR	43,200	51,800	53,100	36,500	6,050	40	0.3	3	0.0
2014	11			CR	42,500	50,100	49,800	36,200	5,950	54	0.4	7	0.1
2015	11			CR	41,000	48,300	48,000	34,900	5,750	45	0.4	4	0.0
2016	11			CR	40,400	47,600	47,300	34,400	5,650	54	0.5	4	0.0
2017	11			CR	44,500	51,600	51,900	40,100	6,250	69	0.5	8	0.1
2018	11			CR	45,200	52,500	52,900	40,600	6,350	38	0.3	5	0.0
2019	11			CR	45,900	53,300	53,600	41,200	5,050	64	0.5	26	0.2
2021	11			CR	47,200	54,300	54,700	42,600	5,200	49	0.4	4	0.0
1988	11	MEMORIAL AVE SIMCOE RD 49 IC 129	1.7	IR	14,300	18,600	15,700	11,400	2,000	12	1.3	1	0.1
1989	11			IR	16,300	21,000	18,100	13,400	2,300	16	1.6	3	0.3
1990	11			LR	18,400	32,200	25,600	11,600	2,600	14	1.2	0	0.0
1991	11			LR	19,600	34,500	27,200	12,300	2,750	10	0.8	0	0.0
1992	11			LR	20,100	32,400	25,900	13,300	2,800	16	1.3	1	0.1
1993	11			LR	22,300	35,900	28,700	14,600	3,100	14	1.0	2	0.1
1994	11			LR	23,100	38,000	30,600	15,100	3,250	12	0.8	1	0.1
1995	11			LR	24,400	41,000	33,200	16,000	3,400	12	0.8	0	0.0
1996	11			LR	25,700	43,000	34,500	17,100	3,600	20	1.2	3	0.2
1997	11			LR	27,100	45,500	36,600	18,200	3,800	18	1.1	0	0.0
1998	11			LR	28,400	46,900	37,800	18,700	4,000	18	1.0	2	0.1
1999	11			LR	29,700	48,700	39,200	19,600	4,150	7	0.4	2	0.1
2000	11			LR	31,000	50,200	40,500	20,700	4,350	20	1.0	1	0.1
2001	11			LR	32,300	52,900	42,100	21,600	4,500	16	0.8	4	0.2
2002	11			LR	33,600	54,800	43,800	22,700	4,700	19	0.9	0	0.0
2003	11			LR	34,900	55,200	44,400	23,600	4,900	19	0.9	4	0.2
2004	11			LR	36,200	59,200	47,200	24,200	5,050	20	0.9	4	0.2
2005	11			LR	35,700	55,800	45,000	24,300	3,200	17	0.8	2	0.1
2006	11			LR	33,000	51,400	41,300	22,300	2,950	23	1.1	3	0.1
2007	11			LR	33,400	52,300	50,200	22,500	3,000	18	0.9	2	0.1
2008	11			LR	33,900	52,900	51,500	23,200	3,050	21	1.0	1	0.0
2009	11			UC	33,500	35,500	39,200	31,500	3,000	11	0.5	1	0.0
2010	11			UC	34,900	36,900	40,600	32,800	3,150	13	0.6	2	0.1
2011	11			UC	32,500	32,600	33,700	30,800	2,900	18	0.9	1	0.0
2012	11			UC	32,500	32,700	34,800	30,900	2,900	23	1.1	1	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2013	11			UC	33,500	33,600	33,700	31,800	3,450	12	0.6	4	0.2
2014	11			UC	36,700	36,800	35,300	34,800	3,800	18	0.8	2	0.1
2015	11			UC	33,800	33,900	32,500	32,100	3,500	7	0.3	0	0.0
2016	11			UC	38,000	38,100	36,500	36,100	3,900	8	0.3	0	0.0
2017	11			UC	37,700	37,500	37,800	36,100	3,900	6	0.3	1	0.0
2018	11			UC	38,200	37,900	38,500	36,700	3,950	7	0.3	0	0.0
2019	11			UC	38,600	38,000	38,600	37,200	4,000	6	0.2	2	0.1
2021	11			UC	39,600	39,700	40,200	38,200	3,950	3	0.1	0	0.0
1988	11	S JCT HWY 12/SIMCOE RD 11 OLD BARRIE RD IC131	2.4	IR	16,100	20,900	17,700	12,900	1,750	7	0.5	1	0.1
1989	11			IR	17,500	22,600	19,400	14,400	1,900	6	0.4	1	0.1
1990	11			LR	18,500	32,400	25,700	11,700	2,050	12	0.7	1	0.1
1991	11			LR	19,400	34,100	27,000	12,200	2,150	8	0.5	0	0.0
1992	11			LR	20,400	32,800	26,300	13,500	2,250	7	0.4	0	0.0
1993	11			LR	21,500	34,600	27,700	14,000	2,350	8	0.4	1	0.1
1994	11			LR	22,500	37,000	29,800	14,700	2,500	6	0.3	2	0.1
1995	11			LR	23,500	39,500	31,900	15,400	2,600	8	0.4	0	0.0
1996	11			LR	24,600	41,200	33,000	16,400	2,700	10	0.5	1	0.0
1997	11			LR	25,600	43,000	34,600	17,200	2,800	7	0.3	2	0.1
1998	11			LR	26,600	43,900	35,400	17,600	2,950	12	0.5	1	0.0
1999	11			LR	28,800	47,200	38,000	19,000	3,150	5	0.2	1	0.0
2000	11			LR	30,200	48,900	39,500	20,100	3,300	14	0.5	2	0.1
2001	11			LR	31,600	51,700	41,200	21,100	3,500	14	0.5	5	0.2
2002	11			LR	33,000	53,800	43,000	22,300	3,650	14	0.5	1	0.0
2003	11			LR	34,400	54,400	43,800	23,200	3,800	10	0.3	2	0.1
2004	11			LR	36,300	59,400	47,300	24,300	4,000	10	0.3	1	0.0
2005	11			LR	36,000	56,200	45,400	24,500	3,950	7	0.2	0	0.0
2006	11			LR	38,600	60,100	48,300	26,100	4,250	17	0.5	4	0.1
2007	11			LR	36,700	57,500	55,200	24,700	4,050	13	0.4	0	0.0
2008	11			LR	37,100	57,900	56,400	25,400	2,950	17	0.5	1	0.0
2009	11			LR	38,800	59,000	48,100	26,400	3,100	15	0.4	1	0.0
2010	11			IR	33,900	40,400	36,900	28,900	2,700	9	0.3	0	0.0
2011	11			IR	34,000	40,600	39,700	29,000	2,700	18	0.6	2	0.1
2012	11			IR	34,000	40,400	39,400	29,100	2,700	14	0.5	3	0.1
2013	11			CR	33,500	40,100	41,200	28,300	2,700	22	0.8	2	0.1
2014	11			CR	33,500	39,500	39,200	28,500	2,700	17	0.6	3	0.1
2015	11			CR	33,500	39,500	39,200	28,500	2,700	5	0.2	0	0.0
2016	11			CR	33,400	39,400	39,100	28,500	2,650	8	0.3	1	0.0
2017	11			CR	38,300	44,400	44,600	34,500	3,050	13	0.4	1	0.0
2018	11			CR	38,800	45,100	45,400	34,800	3,100	10	0.3	1	0.0
2019	11			CR	39,300	45,600	45,900	35,300	4,700	22	0.6	2	0.1
2021	11			CR	40,300	46,400	46,700	36,400	4,850	16	0.5	2	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1988	11	N JCT HWY 12/COLDWATER RD IC-133	2.1	IR	15,100	19,600	16,600	12,100	2,100	5	0.4	2	0.2
1989	11			IR	16,500	21,300	18,300	13,500	2,300	10	0.8	0	0.0
1990	11			LR	17,600	30,800	24,500	11,100	2,450	5	0.4	1	0.1
1991	11			LR	18,400	32,400	25,600	11,600	2,600	9	0.7	1	0.1
1992	11			LR	19,300	31,100	24,900	12,700	2,700	7	0.5	2	0.1
1993	11			LR	20,400	32,800	26,200	13,300	2,850	6	0.4	1	0.1
1994	11			LR	21,600	35,500	28,600	14,100	3,000	5	0.3	1	0.1
1995	11			LR	22,700	38,100	30,900	14,900	3,200	9	0.5	3	0.2
1996	11			LR	23,800	39,800	31,900	15,900	3,350	7	0.4	1	0.1
1997	11			LR	24,900	41,800	33,600	16,700	3,500	9	0.5	1	0.1
1998	11			LR	26,000	42,900	34,600	17,200	3,650	3	0.2	0	0.0
1999	11			LR	27,100	44,400	35,800	17,900	3,800	5	0.2	1	0.0
2000	11			LR	29,700	48,100	38,800	19,800	4,150	6	0.3	1	0.0
2001	11			LR	31,100	50,900	40,500	20,800	4,350	9	0.4	1	0.0
2002	11			LR	32,600	53,100	42,500	22,100	4,550	13	0.5	1	0.0
2003	11			LR	34,000	53,800	43,300	22,900	4,750	8	0.3	0	0.0
2004	11			CTR	35,900	45,300	43,400	30,300	5,050	17	0.6	3	0.1
2005	11			CTR	32,300	40,000	38,400	27,400	4,500	5	0.2	1	0.0
2006	11			CTR	31,800	39,400	37,700	27,000	4,450	12	0.5	0	0.0
2007	11			CTR	32,200	39,900	39,500	27,300	4,500	7	0.3	1	0.0
2008	11			CTR	32,700	40,500	39,700	27,800	4,600	13	0.5	2	0.1
2009	11			IC	28,400	31,500	31,800	25,300	4,000	13	0.6	1	0.0
2010	11			IC	33,500	37,100	37,400	29,700	4,700	5	0.2	0	0.0
2011	11			IR	32,400	38,700	37,800	27,700	4,550	12	0.5	1	0.0
2012	11			LT	31,400	41,000	39,000	23,800	4,400	12	0.5	4	0.2
2013	11			LT	28,500	37,200	37,200	21,500	4,000	16	0.7	2	0.1
2014	11			LT	29,800	38,900	39,600	22,500	4,150	16	0.7	4	0.2
2015	11			LT	30,000	39,200	39,800	22,600	4,200	15	0.7	1	0.0
2016	11			LT	30,500	39,800	40,500	23,000	4,250	9	0.4	1	0.0
2017	11			LT	33,500	46,900	46,400	25,800	4,700	7	0.3	0	0.0
2018	11			LT	33,800	47,300	46,900	26,000	4,750	7	0.3	1	0.0
2019	11			LT	34,200	47,900	47,500	26,300	4,800	6	0.2	1	0.0
2021	11			LT	34,800	47,700	47,300	26,800	4,850	10	0.4	1	0.0
1988	11	SIMCOE RD 18 BURNSIDE LINE/WEST ST IC-135	1.6	IR	15,900	20,700	17,500	12,700	1,250	7	0.8	2	0.2
1989	11			IR	16,400	21,200	18,200	13,400	1,300	3	0.3	0	0.0
1990	11			LR	16,800	29,400	23,400	10,600	1,350	6	0.6	0	0.0
1991	11			LR	17,100	30,100	23,800	10,800	1,350	4	0.4	0	0.0
1992	11			LR	17,400	28,000	22,400	11,500	1,400	11	1.1	1	0.1
1993	11			LR	17,600	28,300	22,600	11,500	1,950	3	0.3	0	0.0
1994	11			LR	18,900	31,100	25,000	12,300	2,100	2	0.2	0	0.0
1995	11			LR	19,500	32,800	26,500	12,800	2,150	6	0.5	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1996	11			LR	20,600	34,500	27,600	13,700	2,250	6	0.5	1	0.1
1997	11			LR	21,500	36,100	29,000	14,400	2,350	3	0.2	2	0.2
1998	11			LR	22,100	36,500	29,400	14,600	2,450	6	0.5	1	0.1
1999	11			LR	22,700	37,200	30,000	15,000	2,500	5	0.4	0	0.0
2000	11			LR	23,300	37,700	30,400	15,500	2,550	5	0.4	1	0.1
2001	11			LR	25,700	42,100	33,500	17,200	2,850	5	0.3	1	0.1
2002	11			LR	26,700	43,500	34,800	18,100	2,950	7	0.5	1	0.1
2003	11			LR	27,800	43,900	35,400	18,800	3,050	3	0.2	1	0.1
2004	11			LR	28,800	47,100	37,500	19,300	3,150	4	0.2	0	0.0
2005	11			LR	30,000	46,900	37,800	20,400	3,300	4	0.2	0	0.0
2006	11			LR	29,300	45,600	36,700	19,800	3,200	12	0.7	0	0.0
2007	11			LR	29,300	45,900	44,100	19,700	3,200	4	0.2	1	0.1
2008	11			LR	28,000	43,700	42,600	19,200	3,100	5	0.3	3	0.2
2009	11			LR	27,300	41,500	33,900	18,600	3,000	3	0.2	0	0.0
2010	11			CTR	26,600	32,400	31,100	22,600	3,200	10	0.7	0	0.0
2011	11			CTR	26,600	32,400	31,100	22,600	3,200	8	0.5	2	0.1
2012	11			CTR	26,900	32,600	32,200	22,900	3,250	5	0.3	0	0.0
2013	11			CTR	30,600	37,200	38,500	26,000	3,650	6	0.3	1	0.1
2014	11			IR	31,600	37,600	37,700	26,900	3,650	6	0.3	2	0.1
2015	11			IR	31,600	37,600	37,700	26,900	3,650	4	0.2	0	0.0
2016	11			IR	32,100	38,200	38,300	27,300	3,700	2	0.1	0	0.0
2017	11			IR	32,600	39,600	39,300	27,800	4,250	4	0.2	1	0.1
2018	11			IR	33,200	40,300	40,100	28,200	4,300	3	0.2	1	0.1
2019	11			IR	33,700	41,000	40,800	28,700	4,400	3	0.2	0	0.0
2021	11			IR	34,700	41,600	41,400	29,600	4,500	10	0.5	0	0.0
1988	11	LACIE ST IC (SUNDIAL DRIVE)	7.5	LR	18,000	31,900	22,700	11,200	1,800	76	1.5	8	0.2
1989	11			LR	19,700	33,300	25,600	13,000	1,950	80	1.5	7	0.1
1990	11			LR	21,400	37,400	29,700	13,500	2,150	34	0.6	2	0.0
1991	11			LR	21,700	38,200	30,200	13,700	2,150	53	0.9	6	0.1
1992	11			LR	22,000	35,400	28,400	14,500	2,200	49	0.8	5	0.1
1993	11			LR	22,300	32,300	26,300	15,600	2,250	38	0.6	3	0.0
1994	11			LR	22,500	37,000	29,800	14,700	2,250	31	0.5	3	0.0
1995	11			LR	22,800	38,300	31,000	15,000	2,300	48	0.8	7	0.1
1996	11			LR	22,700	38,000	30,500	15,100	2,250	47	0.8	3	0.0
1997	11			LR	22,900	38,500	30,900	15,300	2,300	55	0.9	4	0.1
1998	11			LR	23,000	38,000	30,600	15,200	2,300	37	0.6	0	0.0
1999	11			LR	23,200	38,000	30,600	15,300	2,300	39	0.6	4	0.1
2000	11			LR	23,800	38,600	31,100	15,900	2,400	41	0.6	2	0.0
2001	11			LR	24,100	39,400	31,400	16,100	2,400	41	0.6	4	0.1
2002	11			LR	24,800	40,400	32,300	16,800	2,500	59	0.9	4	0.1
2003	11			LR	24,600	38,900	31,300	16,600	2,450	59	0.9	6	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2004	11			LR	24,900	40,700	32,400	16,600	2,000	54	0.8	6	0.1
2005	11			LR	24,600	38,400	31,000	16,700	1,950	63	0.9	10	0.1
2006	11			LR	24,800	38,600	31,000	16,700	2,000	50	0.7	3	0.0
2007	11			LR	25,000	39,200	37,600	16,800	2,250	20	0.3	4	0.1
2008	11			LR	25,100	39,200	38,200	17,200	2,250	44	0.6	1	0.0
2009	11			IR	24,400	29,300	26,600	20,700	2,200	36	0.5	4	0.1
2010	11			IR	25,500	30,400	27,800	21,700	2,300	37	0.5	2	0.0
2011	11			CTR	25,700	31,300	30,100	21,800	2,300	36	0.5	7	0.1
2012	11			CTR	25,900	31,400	31,000	22,100	2,350	28	0.4	5	0.1
2013	11			CTR	26,000	31,600	32,700	22,100	2,350	46	0.7	6	0.1
2014	11			CR	26,200	30,900	30,700	22,300	2,350	42	0.6	6	0.1
2015	11			CR	26,400	31,100	30,900	22,500	2,400	32	0.4	8	0.1
2016	11			CR	26,600	31,300	31,200	22,700	2,400	37	0.5	4	0.1
2017	11			CR	26,800	31,100	31,200	24,100	2,400	33	0.5	1	0.0
2018	11			CR	27,000	31,400	31,600	24,200	2,450	35	0.5	5	0.1
2019	11			CR	27,100	31,400	31,600	24,300	2,450	54	0.7	14	0.2
2021	11			CR	27,500	31,600	31,900	24,800	2,500	44	0.6	7	0.1
1990	11	NEW BRAIDLEY LINE/BAYOU RD IC-144	7.8	LR	21,400	37,400	29,700	13,500	2,150	32	0.5	4	0.1
1991	11			LR	21,700	38,200	30,200	13,700	2,150	37	0.6	1	0.0
1992	11			LR	22,000	35,400	28,400	14,500	2,200	43	0.7	1	0.0
1993	11			LR	22,300	35,900	28,700	14,600	2,250	43	0.7	3	0.0
1994	11			LR	22,500	37,000	29,800	14,700	2,250	24	0.4	0	0.0
1995	11			LR	22,800	38,300	31,000	15,000	2,300	32	0.5	2	0.0
1996	11			LR	22,700	38,000	30,500	15,100	2,250	38	0.6	4	0.1
1997	11			LR	22,900	38,500	30,900	15,300	2,300	41	0.6	0	0.0
1998	11			LR	23,000	38,000	30,600	15,200	2,300	29	0.4	1	0.0
1999	11			LR	23,200	38,000	30,600	15,300	2,300	24	0.4	1	0.0
2000	11			LR	23,800	38,600	31,100	15,900	2,400	35	0.5	1	0.0
2001	11			LR	24,100	39,400	31,400	16,100	2,400	37	0.5	2	0.0
2002	11			LR	24,800	40,400	32,300	16,800	2,500	33	0.5	5	0.1
2003	11			LR	24,600	38,900	31,300	16,600	2,450	35	0.5	5	0.1
2004	11			LR	24,900	40,700	32,400	16,600	2,500	32	0.5	2	0.0
2005	11			LR	25,100	39,200	31,600	17,100	2,500	32	0.4	2	0.0
2006	11			LR	23,200	36,100	29,000	15,700	2,300	43	0.7	5	0.1
2007	11			LR	23,500	36,800	35,400	15,800	3,050	44	0.7	3	0.0
2008	11			LR	23,900	37,300	36,300	16,400	3,100	42	0.6	10	0.1
2009	11			LR	24,300	36,900	30,100	16,500	3,150	24	0.3	2	0.0
2010	11			CTR	25,000	30,400	29,200	21,200	3,250	17	0.2	2	0.0
2011	11			CTR	24,900	30,300	29,100	21,100	3,250	30	0.4	2	0.0
2012	11			CTR	25,000	30,300	29,900	21,300	3,250	42	0.6	1	0.0
2013	11			CTR	25,200	30,700	31,700	21,400	3,300	30	0.4	5	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2014	11			CTR	25,300	30,900	31,100	21,500	3,300	28	0.4	5	0.1
2015	11			CR	25,400	29,900	29,700	21,600	3,300	24	0.3	1	0.0
2016	11			CR	25,500	30,100	29,900	21,700	3,300	33	0.5	6	0.1
2017	11			CR	25,600	29,700	29,800	23,000	3,350	22	0.3	1	0.0
2018	11			CR	25,800	30,000	30,200	23,200	3,350	27	0.4	8	0.1
2019	11			CR	25,900	30,100	30,200	23,200	3,350	42	0.6	7	0.1
2021	11			CR	26,100	30,000	30,200	23,500	3,400	32	0.4	4	0.1
1988	11	SIMCOE RD 169 IC-152	2.3	LR	15,800	28,000	19,900	9,800	1,750	31	2.4	3	0.2
1989	11			LR	16,500	27,900	21,400	10,900	1,800	19	1.4	4	0.3
1990	11			LR	16,800	29,400	23,400	10,600	1,850	13	0.9	4	0.3
1991	11			LR	16,700	29,400	23,200	10,500	1,650	13	0.9	1	0.1
1992	11			LR	16,900	27,200	21,800	11,200	2,700	28	2.0	2	0.1
1993	11			LR	17,300	27,900	22,300	11,300	2,750	19	1.3	0	0.0
1994	11			LR	17,400	28,600	23,000	11,400	2,800	14	1.0	2	0.1
1995	11			LR	18,000	30,200	24,500	11,800	2,900	24	1.6	1	0.1
1996	11			LR	17,800	29,800	23,900	11,900	2,850	16	1.1	1	0.1
1997	11			LR	19,200	32,300	25,900	12,900	3,050	17	1.1	0	0.0
1998	11			LR	19,600	32,300	26,100	12,900	3,150	17	1.1	2	0.1
1999	11			LR	19,500	32,000	25,700	12,900	3,100	17	1.1	1	0.1
2000	11			LR	19,900	32,200	26,000	13,300	1,000	15	0.9	1	0.1
2001	11			LR	20,200	33,100	26,300	13,500	1,000	20	1.2	1	0.1
2002	11			LR	20,600	33,600	26,800	13,900	1,050	24	1.4	2	0.1
2003	11			LR	20,700	32,700	26,300	14,000	1,050	18	1.1	0	0.0
2004	11			LR	21,400	35,000	27,900	14,300	1,050	21	1.2	1	0.1
2005	11			LR	21,400	33,400	27,000	14,600	1,050	17	1.0	1	0.1
2006	11			LR	21,400	33,300	26,800	14,400	1,050	19	1.1	3	0.2
2007	11			LR	21,700	34,000	32,600	14,600	1,950	16	0.9	0	0.0
2008	11			LR	21,300	33,200	32,400	14,600	1,900	16	0.9	2	0.1
2009	11			LR	21,800	33,100	27,000	14,800	1,950	10	0.6	0	0.0
2010	11			LR	22,400	33,500	27,400	15,200	2,000	13	0.7	1	0.1
2011	11			LR	22,800	35,300	33,100	16,000	2,050	14	0.7	3	0.2
2012	11			LR	23,100	34,500	33,500	15,900	2,100	8	0.4	1	0.1
2013	11			LR	23,400	35,000	40,000	15,900	2,100	17	0.9	0	0.0
2014	11			HR	23,700	35,700	35,900	14,600	2,150	10	0.5	3	0.2
2015	11			HR	24,000	36,100	36,400	14,800	2,150	14	0.7	1	0.1
2016	11			HR	24,300	36,600	36,800	15,000	2,200	8	0.4	0	0.0
2017	11			HR	24,600	39,900	40,100	16,700	2,200	14	0.7	1	0.0
2018	11			HR	24,800	40,400	40,500	17,000	2,250	14	0.7	4	0.2
2019	11			HR	25,100	40,600	40,700	17,200	2,250	14	0.7	2	0.1
2021	11			HR	25,700	40,400	40,500	17,700	2,300	5	0.2	0	0.0
1988	11	GRAVENHURST S LTS SEVERN R BR	15.9	LR	15,800	28,000	19,900	9,800	1,750	83	0.9	11	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1989	11			LR	16,500	27,900	21,400	10,900	1,800	62	0.6	6	0.1
1990	11			LR	16,800	29,400	23,400	10,600	1,850	49	0.5	9	0.1
1991	11			LR	16,700	29,400	23,200	10,500	1,650	52	0.5	5	0.1
1992	11			LR	16,900	27,200	21,800	11,200	2,700	61	0.6	7	0.1
1993	11			LR	17,300	27,900	22,300	11,300	2,750	71	0.7	2	0.0
1994	11			LR	17,400	28,600	23,000	11,400	2,800	41	0.4	3	0.0
1995	11			LR	18,000	30,200	24,500	11,800	2,900	54	0.5	3	0.0
1996	11			LR	17,800	29,800	23,900	11,900	2,850	65	0.6	6	0.1
1997	11			LR	19,200	32,300	25,900	12,900	3,050	53	0.5	6	0.1
1998	11			LR	19,600	32,300	26,100	12,900	3,150	55	0.5	5	0.0
1999	11			LR	19,500	32,000	25,700	12,900	3,100	52	0.5	9	0.1
2000	11			LR	19,900	32,200	26,000	13,300	1,000	54	0.5	3	0.0
2001	11			LR	20,200	33,100	26,300	13,500	1,000	73	0.6	6	0.1
2002	11			LR	20,600	33,600	26,800	13,900	1,050	74	0.6	13	0.1
2003	11			LR	20,700	32,700	26,300	14,000	1,050	52	0.4	6	0.0
2004	11			LR	21,400	35,000	27,900	14,300	1,050	60	0.5	9	0.1
2005	11			LR	21,400	33,400	27,000	14,600	1,050	47	0.4	4	0.0
2006	11			LR	21,400	33,300	26,800	14,400	1,050	66	0.5	10	0.1
2007	11			LR	21,700	34,000	32,600	14,600	1,950	60	0.5	5	0.0
2008	11			LR	21,300	33,200	32,400	14,600	1,900	54	0.4	14	0.1
2009	11			LR	21,800	33,100	27,000	14,800	1,950	50	0.4	2	0.0
2010	11			LR	22,400	33,500	27,400	15,200	2,000	55	0.4	7	0.1
2011	11			LR	22,800	35,300	33,100	16,000	2,050	47	0.4	6	0.0
2012	11			LR	23,100	34,500	33,500	15,900	2,100	55	0.4	7	0.1
2013	11			LR	23,400	35,000	40,000	15,900	2,100	82	0.6	14	0.1
2014	11			LR	23,700	35,500	36,100	16,100	2,150	68	0.5	11	0.1
2015	11			LR	24,000	35,900	36,500	16,300	2,150	51	0.4	3	0.0
2016	11			LR	24,300	36,400	37,000	16,500	2,200	44	0.3	8	0.1
2017	11			LR	24,600	41,100	39,800	16,800	2,200	45	0.3	6	0.0
2018	11			LR	24,800	41,400	40,100	17,000	2,250	38	0.3	7	0.0
2019	11			LR	25,100	42,000	40,800	17,100	2,250	57	0.4	5	0.0
2021	11			LR	25,700	41,400	40,200	17,500	2,300	44	0.3	4	0.0
1988	11	N JCT MUSKOKA RD 169 (BETHUNE DR)	5.0	LR	11,300	20,000	14,200	7,000	2,350	9	0.4	0	0.0
1989	11			LR	12,100	20,400	15,700	8,000	1,550	12	0.5	2	0.1
1990	11			LR	12,400	21,700	17,200	7,800	1,600	13	0.6	1	0.0
1991	11			LR	12,100	21,300	16,800	7,600	1,550	20	0.9	5	0.2
1992	11			LR	12,400	20,000	16,000	8,200	1,600	21	0.9	1	0.0
1993	11			LR	12,700	20,400	16,300	8,300	1,650	18	0.8	3	0.1
1994	11			LR	13,100	21,500	17,300	8,550	1,700	14	0.6	4	0.2
1995	11			LR	13,500	22,700	18,400	8,850	1,500	19	0.8	1	0.0
1996	11			LR	13,900	23,300	18,700	9,250	1,400	15	0.6	1	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1997	11			LR	13,900	23,400	18,800	9,300	1,400	20	0.8	1	0.0
1998	11			LR	14,200	23,400	18,900	9,350	1,400	13	0.5	2	0.1
1999	11			LR	14,400	23,600	19,000	9,500	1,450	17	0.6	0	0.0
2000	11			LR	14,600	23,700	19,100	9,750	1,750	12	0.4	0	0.0
2001	11			LR	14,900	24,400	19,400	9,950	1,800	17	0.6	2	0.1
2002	11			LR	15,100	24,600	19,700	10,200	1,800	15	0.5	1	0.0
2003	11			LR	15,400	24,300	19,600	10,400	1,850	22	0.8	1	0.0
2004	11			LR	15,200	24,900	19,800	10,200	1,800	15	0.5	2	0.1
2005	11			LR	15,300	23,900	19,300	10,400	1,850	29	1.0	2	0.1
2006	11			LR	15,500	24,100	19,400	10,500	780	23	0.8	4	0.1
2007	11			LR	15,000	23,500	22,600	10,100	2,700	20	0.7	2	0.1
2008	11			LR	15,800	24,700	24,000	10,800	2,850	25	0.9	4	0.1
2009	11			LR	16,000	24,300	19,800	10,900	2,900	11	0.4	1	0.0
2010	11			LR	16,200	24,300	19,800	11,000	2,900	19	0.6	0	0.0
2011	11			LR	16,300	25,200	23,600	11,400	2,950	24	0.8	2	0.1
2012	11			LR	16,500	24,600	24,000	11,300	2,450	19	0.6	5	0.2
2013	11			LR	16,700	25,000	28,500	11,300	2,450	27	0.9	4	0.1
2014	11			LR	16,800	25,200	25,600	11,400	2,650	21	0.7	7	0.2
2015	11			LT	17,000	22,200	22,600	12,800	1,800	9	0.3	1	0.0
2016	11			LT	17,200	22,500	22,800	13,000	1,800	14	0.4	1	0.0
2017	11			LT	17,300	22,000	22,000	14,500	1,850	24	0.8	3	0.1
2018	11			LT	17,500	22,300	22,300	14,700	1,850	11	0.3	1	0.0
2019	11			LT	17,700	22,500	22,500	14,800	1,900	19	0.6	3	0.1
2021	11			LT	18,200	25,000	24,700	14,000	1,800	10	0.3	4	0.1
1988	11	MUSKOKA RD 41/6 IC	6.9	LR	14,800	26,200	18,600	9,200	1,800	30	0.8	4	0.1
1989	11			LR	15,600	26,400	20,300	10,300	1,850	25	0.6	3	0.1
1990	11			LR	15,800	27,600	22,000	9,950	1,900	24	0.6	2	0.1
1991	11			LR	15,400	27,100	21,400	9,700	1,850	23	0.6	1	0.0
1992	11			LR	15,900	25,600	20,500	10,500	1,900	30	0.8	3	0.1
1993	11			LR	16,300	26,200	21,000	10,600	1,950	30	0.7	1	0.0
1994	11			LR	16,900	27,800	22,400	11,000	1,700	23	0.5	4	0.1
1995	11			LR	17,400	29,200	23,700	11,400	1,750	18	0.4	0	0.0
1996	11			LR	18,000	30,100	24,200	12,000	1,450	21	0.5	2	0.0
1997	11			LR	18,500	31,100	25,000	12,400	1,500	23	0.5	2	0.0
1998	11			LR	18,900	31,200	25,100	12,500	1,500	18	0.4	2	0.0
1999	11			LR	19,300	31,700	25,500	12,700	1,550	28	0.6	5	0.1
2000	11			LR	19,600	31,800	25,600	13,100	1,550	8	0.2	0	0.0
2001	11			LR	20,200	33,100	26,300	13,500	1,600	11	0.2	3	0.1
2002	11			LR	20,600	33,600	26,800	13,900	1,650	13	0.3	2	0.0
2003	11			LR	21,100	33,400	26,900	14,200	1,700	9	0.2	0	0.0
2004	11			LR	21,600	35,300	28,100	14,400	1,750	11	0.2	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2005	11			LR	22,000	34,400	27,700	15,000	1,750	20	0.4	1	0.0
2006	11			LR	22,500	35,100	28,200	15,200	1,800	10	0.2	0	0.0
2007	11			LR	22,900	35,900	34,500	15,400	1,850	10	0.2	0	0.0
2008	11			LR	23,400	36,500	35,600	16,000	1,850	11	0.2	2	0.0
2009	11			LR	23,900	36,300	29,600	16,300	1,900	13	0.2	2	0.0
2010	11			LR	24,300	36,400	29,700	16,500	1,950	13	0.2	1	0.0
2011	11			LR	22,200	34,300	32,200	15,500	1,800	14	0.3	1	0.0
2012	11			CTR	24,400	29,600	29,200	20,800	1,950	8	0.1	0	0.0
2013	11			LT	24,900	32,500	32,500	18,800	2,000	18	0.3	2	0.0
2014	11			LT	25,300	33,000	33,600	19,100	2,000	13	0.2	2	0.0
2015	11			T	21,300	31,100	30,800	13,600	1,700	15	0.3	2	0.0
2016	11			T	25,400	37,100	36,700	16,200	2,050	18	0.3	3	0.0
2017	11			T	25,700	35,200	35,400	20,400	2,050	12	0.2	3	0.0
2018	11			T	26,100	35,800	35,900	20,700	2,100	17	0.3	1	0.0
2019	11			T	26,400	36,200	36,400	20,900	2,100	19	0.3	2	0.0
2021	11			T	27,100	36,300	36,400	21,500	2,150	17	0.3	0	0.0
1988	11	HWY 118 (E) MUSKOKA RD 118 IC-182	2.0	LR	11,100	19,600	14,000	6,900	1,350	7	0.9	2	0.3
1989	11			LR	11,800	19,900	15,300	7,800	1,400	7	0.8	0	0.0
1990	11			LR	12,400	21,700	17,200	7,800	1,500	7	0.8	1	0.1
1991	11			LR	12,800	22,500	17,800	8,050	1,550	8	0.9	2	0.2
1992	11			LR	12,900	20,800	16,600	8,500	1,550	4	0.4	0	0.0
1993	11			LR	13,200	21,300	17,000	8,600	1,600	14	1.5	4	0.4
1994	11			LR	13,300	21,900	17,600	8,700	1,600	8	0.8	0	0.0
1995	11			LR	13,500	22,700	18,400	8,850	1,600	9	0.9	0	0.0
1996	11			LR	13,600	22,800	18,200	9,050	1,650	12	1.2	2	0.2
1997	11			LR	13,800	23,200	18,600	9,250	1,650	8	0.8	0	0.0
1998	11			LR	14,100	23,300	18,800	9,300	1,700	5	0.5	0	0.0
1999	11			LR	14,400	23,600	19,000	9,500	1,750	10	1.0	0	0.0
2000	11			LR	14,800	24,000	19,300	9,850	1,800	6	0.6	0	0.0
2001	11			LR	14,900	24,400	19,400	9,950	1,800	8	0.8	1	0.1
2002	11			LR	15,200	24,800	19,800	10,300	1,800	11	1.0	0	0.0
2003	11			LR	15,400	24,300	19,600	10,400	1,850	6	0.5	1	0.1
2004	11			LR	15,600	25,500	20,300	10,400	1,850	9	0.8	1	0.1
2005	11			LR	15,900	24,800	20,000	10,800	1,900	8	0.7	0	0.0
2006	11			LR	16,100	25,100	20,100	10,900	1,950	6	0.5	0	0.0
2007	11			LR	16,400	25,700	24,700	11,000	1,950	13	1.1	3	0.3
2008	11			LR	16,600	25,900	25,200	11,400	2,000	5	0.4	1	0.1
2009	11			LR	16,800	25,500	20,800	11,400	2,000	9	0.8	0	0.0
2010	11			LR	17,100	25,600	20,900	11,600	2,050	6	0.5	1	0.1
2011	11			LR	17,300	26,800	25,100	12,100	2,100	13	1.1	2	0.2
2012	11			LR	17,600	26,300	25,600	12,100	2,100	11	0.9	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2013	11			LR	17,800	26,700	30,400	12,100	2,150	12	0.9	0	0.0
2014	11			LR	18,100	27,100	27,600	12,300	2,150	9	0.7	0	0.0
2015	11			LR	18,300	27,400	27,900	12,400	2,200	6	0.5	1	0.1
2016	11			LR	18,600	27,900	28,300	12,600	2,250	5	0.4	0	0.0
2017	11			LR	18,800	31,400	30,400	12,900	2,250	4	0.3	0	0.0
2018	11			LR	19,000	31,700	30,700	13,100	2,300	6	0.4	0	0.0
2019	11			LR	19,300	32,300	31,400	13,200	2,300	3	0.2	0	0.0
2021	11			LR	19,800	31,900	31,000	13,500	2,400	4	0.3	1	0.1
1988	11	MUSKOKA RD 37 CEDAR LANE (W) FREDRICK ST (E)	4.8	LR	9,800	17,300	12,300	6,100	1,250	11	0.6	1	0.1
1989	11			LR	10,100	17,100	13,100	6,650	1,400	19	1.1	0	0.0
1990	11			LR	10,400	18,200	14,500	6,550	1,450	10	0.6	0	0.0
1991	11			LR	10,700	18,800	14,900	6,750	1,500	13	0.7	2	0.1
1992	11			LR	10,600	17,100	13,700	7,000	1,500	4	0.2	0	0.0
1993	11			LR	10,500	16,900	13,500	6,850	1,450	11	0.6	0	0.0
1994	11			LR	10,400	17,100	13,800	6,800	1,450	14	0.8	1	0.1
1995	11			LR	10,600	17,800	14,400	6,950	1,500	8	0.4	1	0.1
1996	11			LR	10,800	18,100	14,500	7,200	1,300	6	0.3	0	0.0
1997	11			LR	11,000	18,500	14,900	7,350	1,300	9	0.5	1	0.1
1998	11			LR	11,200	18,500	14,900	7,400	1,350	8	0.4	0	0.0
1999	11			LR	11,400	18,700	15,000	7,500	1,350	9	0.5	1	0.1
2000	11			LR	11,600	18,800	15,200	7,750	1,400	10	0.5	0	0.0
2001	11			LR	11,800	19,300	15,400	7,900	1,400	9	0.4	0	0.0
2002	11			LR	12,000	19,600	15,600	8,100	1,450	11	0.5	1	0.0
2003	11			LR	12,200	19,300	15,500	8,250	1,450	13	0.6	0	0.0
2004	11			LR	12,400	20,300	16,200	8,300	1,500	11	0.5	0	0.0
2005	11			LR	12,600	19,700	15,900	8,600	1,500	13	0.6	1	0.0
2006	11			LR	12,800	19,900	16,000	8,650	1,550	12	0.5	1	0.0
2007	11			LR	13,000	20,400	19,600	8,750	1,550	8	0.4	1	0.0
2008	11			LR	13,200	20,600	20,100	9,050	1,600	9	0.4	1	0.0
2009	11			LR	13,400	20,400	16,600	9,100	1,600	15	0.6	0	0.0
2010	11			LR	13,600	20,400	16,600	9,200	1,650	5	0.2	1	0.0
2011	11			LR	13,800	21,300	20,000	9,650	1,650	13	0.5	1	0.0
2012	11			LR	14,000	20,900	20,300	9,600	1,700	10	0.4	3	0.1
2013	11			LR	14,200	21,300	24,200	9,650	1,700	10	0.4	0	0.0
2014	11			LR	14,400	21,600	21,900	9,750	1,750	15	0.6	2	0.1
2015	11			LR	14,600	21,900	22,200	9,900	1,750	7	0.3	0	0.0
2016	11			LR	14,800	22,200	22,500	10,000	1,800	10	0.4	1	0.0
2017	11			LR	15,000	25,100	24,300	10,300	1,800	7	0.3	1	0.0
2018	11			LR	15,200	25,300	24,600	10,400	1,800	3	0.1	0	0.0
2019	11			LR	15,400	25,800	25,000	10,500	1,850	12	0.4	3	0.1
2021	11			LR	15,800	25,400	24,700	10,800	1,900	6	0.2	2	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1988	11	TAYLOR RD IC MUSKOKA RD 42	3.9	IR	13,600	17,700	15,000	10,900	1,500	4	0.2	0	0.0
1989	11			IR	14,700	19,000	16,300	12,100	1,750	10	0.5	0	0.0
1990	11			IR	15,000	19,000	16,600	12,300	1,800	9	0.4	2	0.1
1991	11			IR	15,400	19,400	17,100	12,800	1,850	10	0.5	1	0.0
1992	11			IR	14,100	17,300	15,500	12,000	1,700	6	0.3	0	0.0
1993	11			IR	12,800	15,700	13,200	10,500	1,550	9	0.5	2	0.1
1994	11			IR	11,500	14,200	12,700	9,650	1,400	8	0.5	0	0.0
1995	11			IR	12,100	14,900	13,300	10,300	1,450	17	1.0	1	0.1
1996	11			IR	12,700	15,800	14,200	10,800	1,500	9	0.5	1	0.1
1997	11			LR	13,300	22,300	18,000	8,900	1,600	9	0.5	1	0.1
1998	11			LR	14,100	23,300	18,800	9,300	1,700	5	0.2	0	0.0
1999	11			LR	14,600	23,900	19,300	9,650	1,750	8	0.4	3	0.1
2000	11			LR	15,200	24,600	19,900	10,100	1,800	7	0.3	4	0.2
2001	11			LR	15,900	26,000	20,700	10,600	1,900	4	0.2	1	0.0
2002	11			LR	16,500	26,900	21,500	11,200	2,000	7	0.3	1	0.0
2003	11			LR	17,100	27,000	21,800	11,500	2,050	5	0.2	0	0.0
2004	11			LR	17,700	29,000	23,100	11,800	2,100	11	0.4	0	0.0
2005	11			LR	18,100	28,300	22,800	12,300	2,150	11	0.4	4	0.2
2006	11			IR	19,000	22,900	20,800	16,100	2,300	16	0.6	1	0.0
2007	11			IR	19,300	23,400	23,300	16,400	2,300	12	0.4	1	0.0
2008	11			IR	19,900	24,100	23,700	17,000	2,400	10	0.4	0	0.0
2009	11			IR	19,900	23,900	21,700	16,900	2,400	10	0.4	1	0.0
2010	11			IR	21,100	25,100	23,000	18,000	2,550	9	0.3	0	0.0
2011	11			IR	18,000	21,500	21,000	15,400	2,150	12	0.5	2	0.1
2012	11			CTR	18,100	22,000	21,700	15,400	2,600	12	0.5	2	0.1
2013	11			LT	21,000	27,400	27,400	15,900	3,000	18	0.6	4	0.1
2014	11			LT	18,300	23,900	24,300	13,800	3,550	11	0.4	2	0.1
2015	11			LT	16,300	21,300	21,600	12,300	2,150	11	0.5	1	0.0
2016	11			LT	21,000	27,400	27,900	15,900	2,750	15	0.5	2	0.1
2017	11			LT	21,400	30,000	29,700	16,500	2,800	13	0.4	3	0.1
2018	11			LT	21,700	30,400	30,100	16,700	2,850	9	0.3	1	0.0
2019	11			LT	22,100	31,000	30,700	17,000	2,900	14	0.4	0	0.0
2021	11			LT	21,800	29,900	29,600	16,800	1,950	9	0.3	1	0.0
1988	11	MUSKOKA RD 117 IC (E) CEDAR LANE (W)	14.3	IR	9,650	12,500	10,600	7,700	960	52	1.0	7	0.1
1989	11			IR	10,300	13,300	11,400	8,450	1,650	58	1.1	11	0.2
1990	11			IR	11,000	14,000	12,200	9,000	1,750	41	0.7	3	0.1
1991	11			IR	11,600	14,600	12,900	9,650	1,850	34	0.6	2	0.0
1992	11			IR	11,700	14,400	12,900	9,950	1,850	57	0.9	3	0.0
1993	11			IR	11,800	14,500	12,200	9,650	1,900	46	0.7	1	0.0
1994	11			IR	12,000	14,800	13,200	10,100	1,300	44	0.7	6	0.1
1995	11			IR	12,400	15,300	13,700	10,600	1,350	51	0.8	5	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1996	11			IR	12,800	15,900	14,300	10,900	1,300	73	1.1	6	0.1
1997	11			IR	13,200	16,500	14,800	11,200	1,300	54	0.8	5	0.1
1998	11			IR	13,700	17,000	15,300	11,500	1,350	37	0.5	6	0.1
1999	11			IR	13,900	17,200	15,400	11,700	1,950	50	0.7	7	0.1
2000	11			IR	14,500	17,800	16,100	12,300	1,900	58	0.8	6	0.1
2001	11			IR	14,600	18,000	16,200	12,300	1,900	50	0.7	3	0.0
2002	11			IR	15,000	18,500	16,600	12,800	1,950	71	0.9	6	0.1
2003	11			IR	15,800	19,200	17,400	13,400	1,900	66	0.8	10	0.1
2004	11			IR	15,700	19,400	17,400	13,300	1,900	54	0.7	8	0.1
2005	11			IR	15,600	18,800	17,100	13,300	1,850	73	0.9	10	0.1
2006	11			IR	15,900	19,200	17,400	13,500	1,250	78	0.9	6	0.1
2007	11			IR	16,200	19,600	19,600	13,700	1,300	54	0.6	5	0.1
2008	11			IR	16,500	20,000	19,600	14,100	1,300	52	0.6	2	0.0
2009	11			IR	15,800	19,000	17,200	13,400	1,250	48	0.6	2	0.0
2010	11			IR	17,100	20,400	18,600	14,600	1,350	38	0.4	7	0.1
2011	11			IR	17,400	20,800	20,300	14,900	1,400	56	0.6	2	0.0
2012	11			CTR	16,000	19,400	19,200	13,600	1,300	43	0.5	5	0.1
2013	11			LT	18,000	23,500	23,500	13,600	1,450	60	0.6	9	0.1
2014	11			LT	15,400	20,100	20,500	11,600	1,250	59	0.7	9	0.1
2015	11			T	14,800	21,600	21,400	9,450	1,200	40	0.5	7	0.1
2016	11			T	17,400	25,400	25,200	11,100	1,400	47	0.5	6	0.1
2017	11			T	17,600	24,100	24,300	14,000	1,400	36	0.4	0	0.0
2018	11			T	17,800	24,400	24,500	14,100	1,400	43	0.5	4	0.0
2019	11			T	18,000	24,700	24,800	14,300	1,450	39	0.4	7	0.1
2021	11			T	17,600	23,600	23,700	13,900	1,950	23	0.3	2	0.0
1988	11	HWY 141 IC (W) MUSKOKA RD 10 PORT SIDNEY RD (E)	12.5	IR	11,900	15,500	13,100	9,500	1,200	24	0.4	5	0.1
1989	11			IR	12,500	16,100	13,900	10,200	1,400	27	0.5	2	0.0
1990	11			IR	12,800	16,300	14,200	10,500	1,400	36	0.6	3	0.1
1991	11			IR	12,900	16,300	14,300	10,700	1,400	32	0.5	4	0.1
1992	11			IR	12,900	15,900	14,200	11,000	1,400	26	0.4	0	0.0
1993	11			IR	13,200	16,200	13,600	10,800	1,450	33	0.5	7	0.1
1994	11			IR	13,300	16,400	14,600	11,100	1,600	30	0.5	2	0.0
1995	11			IR	13,600	16,800	15,000	11,600	1,650	34	0.5	2	0.0
1996	11			C	13,900	15,800	15,800	12,500	1,250	50	0.8	12	0.2
1997	11			IR	14,400	18,000	16,100	12,200	1,300	50	0.8	0	0.0
1998	11			IR	14,800	18,400	16,600	12,400	1,350	29	0.4	4	0.1
1999	11			IR	15,200	18,800	16,900	12,800	1,350	36	0.5	4	0.1
2000	11			IR	15,500	19,000	17,200	13,100	1,850	35	0.5	3	0.0
2001	11			IR	15,900	19,600	17,600	13,400	1,900	50	0.7	5	0.1
2002	11			IR	16,300	20,100	18,100	13,900	1,950	50	0.7	3	0.0
2003	11			IR	16,700	20,300	18,400	14,200	2,000	66	0.9	8	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2004	11			IR	16,700	20,600	18,500	14,100	2,000	39	0.5	7	0.1
2005	11			IR	16,900	20,400	18,500	14,400	2,050	54	0.7	3	0.0
2006	11			IR	17,800	21,500	19,500	15,100	2,500	42	0.5	4	0.0
2007	11			IR	17,500	21,200	21,100	14,800	2,600	35	0.4	2	0.0
2008	11			IR	17,100	20,700	20,300	14,600	2,750	46	0.6	2	0.0
2009	11			CR	17,700	21,200	20,500	15,000	2,500	53	0.7	7	0.1
2010	11			CR	18,400	22,100	21,300	15,600	2,600	51	0.6	4	0.0
2011	11			CR	18,700	21,800	22,000	16,600	2,600	59	0.7	8	0.1
2012	11			CR	19,000	22,800	22,400	16,100	2,650	49	0.6	3	0.0
2013	11			CR	19,300	23,100	23,700	16,300	2,700	56	0.6	1	0.0
2014	11			CR	19,600	23,100	23,000	16,700	2,750	58	0.6	2	0.0
2015	11			CTR	17,100	20,900	21,000	14,500	2,250	54	0.7	9	0.1
2016	11			CTR	19,700	24,000	24,200	16,700	2,600	35	0.4	4	0.0
2017	11			CTR	20,000	26,700	26,600	16,300	2,650	36	0.4	6	0.1
2018	11			CTR	20,300	27,100	27,000	16,500	2,700	29	0.3	2	0.0
2019	11			CTR	20,500	27,300	27,200	16,700	2,750	56	0.6	7	0.1
2021	11			CTR	21,100	27,500	27,400	17,200	2,750	27	0.3	0	0.0
1988	11	S JCT MUSKOKA RD 3 IC	2.3	IR	11,600	15,100	12,800	9,300	1,850	7	0.7	0	0.0
1989	11			IR	11,900	15,400	13,200	9,750	1,900	7	0.7	3	0.3
1990	11			IR	12,300	15,600	13,700	10,100	1,950	1	0.1	0	0.0
1991	11			IR	12,600	15,900	14,000	10,500	2,000	7	0.7	0	0.0
1992	11			IR	12,600	15,500	13,900	10,700	2,000	15	1.4	0	0.0
1993	11			IR	12,600	15,500	13,000	10,300	2,000	8	0.8	1	0.1
1994	11			IR	12,600	15,500	13,900	10,600	1,500	7	0.7	0	0.0
1995	11			IR	12,800	15,800	14,100	10,900	1,550	6	0.6	2	0.2
1996	11			IR	13,000	16,100	14,500	11,100	1,550	10	0.9	0	0.0
1997	11			IR	13,200	16,500	14,800	11,200	1,600	6	0.5	1	0.1
1998	11			IR	13,400	16,600	15,000	11,300	1,600	3	0.3	2	0.2
1999	11			IR	13,800	17,100	15,300	11,600	1,650	6	0.5	0	0.0
2000	11			IR	14,000	17,200	15,500	11,800	1,700	6	0.5	3	0.3
2001	11			IR	14,300	17,700	15,800	12,100	1,700	6	0.5	1	0.1
2002	11			IR	14,600	18,000	16,200	12,400	1,750	15	1.2	0	0.0
2003	11			IR	14,400	17,500	15,800	12,200	1,750	11	0.9	0	0.0
2004	11			IR	15,100	18,700	16,700	12,800	1,800	13	1.0	0	0.0
2005	11			IR	15,300	18,500	16,800	13,000	1,850	14	1.1	0	0.0
2006	11			IR	16,000	19,300	17,500	13,600	1,900	15	1.1	0	0.0
2007	11			IR	15,900	19,300	19,200	13,500	1,900	5	0.4	0	0.0
2008	11			IR	16,100	19,500	19,100	13,800	1,950	4	0.3	0	0.0
2009	11			IR	16,400	19,700	17,900	13,900	1,950	12	0.9	1	0.1
2010	11			IR	16,700	19,900	18,200	14,200	2,000	11	0.8	0	0.0
2011	11			IR	16,900	20,200	19,700	14,400	2,050	10	0.7	1	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2012	11			IR	17,200	20,500	19,900	14,700	2,050	8	0.6	3	0.2
2013	11			IR	17,400	20,700	22,200	14,800	2,100	12	0.8	1	0.1
2014	11			IR	17,700	21,100	21,100	15,100	2,100	16	1.1	1	0.1
2015	11			CTR	18,000	22,000	22,100	15,300	2,150	5	0.3	0	0.0
2016	11			CTR	18,200	22,200	22,400	15,500	2,200	8	0.5	1	0.1
2017	11			CTR	18,500	24,700	24,600	15,100	2,200	4	0.3	0	0.0
2018	11			CTR	18,800	25,100	25,000	15,300	2,250	11	0.7	1	0.1
2019	11			CTR	19,000	25,300	25,200	15,500	2,300	11	0.7	1	0.1
2021	11			CTR	19,500	25,400	25,300	15,900	2,350	5	0.3	0	0.0
1988	11	MUSKOKA RD 2 IC	1.7	IR	9,900	12,900	10,900	7,900	990	6	1.0	1	0.2
1989	11			IR	10,400	13,400	11,500	8,550	1,050	5	0.8	0	0.0
1990	11			IR	10,700	13,600	11,900	8,750	1,050	4	0.6	0	0.0
1991	11			IR	10,700	13,500	11,900	8,900	1,050	5	0.8	0	0.0
1992	11			IR	10,900	13,400	12,000	9,250	1,100	7	1.0	0	0.0
1993	11			IR	11,000	13,500	11,400	9,000	1,100	8	1.2	0	0.0
1994	11			IR	11,200	13,800	12,300	9,400	1,100	2	0.3	0	0.0
1995	11			IR	11,300	13,900	12,500	9,650	1,150	4	0.6	1	0.1
1996	11			IR	11,400	14,200	12,700	9,700	1,150	6	0.8	0	0.0
1997	11			IR	11,500	14,400	12,900	9,800	1,150	7	1.0	2	0.3
1998	11			IR	11,600	14,400	13,000	9,750	1,150	4	0.6	0	0.0
1999	11			IR	10,900	13,500	12,100	9,150	1,100	2	0.3	0	0.0
2000	11			IR	10,700	13,100	11,900	9,050	1,050	9	1.4	2	0.3
2001	11			IR	10,600	13,100	11,700	8,950	1,050	4	0.6	0	0.0
2002	11			IR	10,400	12,800	11,500	8,850	1,350	5	0.8	0	0.0
2003	11			IR	10,300	12,500	11,300	8,750	1,350	5	0.8	0	0.0
2004	11			IR	10,100	12,500	11,200	8,550	1,300	8	1.3	1	0.2
2005	11			IR	9,950	12,000	10,900	8,500	1,300	4	0.6	0	0.0
2006	11			IR	9,500	11,500	10,400	8,050	1,250	4	0.7	2	0.3
2007	11			IR	9,650	11,700	11,700	8,200	1,250	10	1.7	2	0.3
2008	11			IR	9,500	11,500	11,300	8,100	1,250	5	0.8	1	0.2
2009	11			IR	9,300	11,200	10,100	7,900	1,200	2	0.3	0	0.0
2010	11			IR	9,150	10,900	9,950	7,800	1,200	6	1.1	0	0.0
2011	11			SC	8,500	10,900	9,950	6,750	1,100	7	1.3	0	0.0
2012	11			SC	9,000	9,550	8,950	7,950	1,150	4	0.7	1	0.2
2013	11			LT	9,000	11,800	11,700	6,800	1,150	9	1.6	0	0.0
2014	11			LT	10,500	13,700	13,900	7,950	1,350	7	1.1	0	0.0
2015	11			LT	10,700	14,000	14,200	8,100	1,400	6	0.9	2	0.3
2016	11			LT	11,000	14,400	14,600	8,300	1,450	1	0.1	0	0.0
2017	11			LT	9,200	11,700	11,700	7,700	1,200	6	1.1	2	0.4
2018	11			LT	9,150	11,600	11,700	7,650	1,200	11	1.9	1	0.2
2019	11			LT	11,000	14,000	14,000	9,200	1,450	8	1.2	1	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2021	11			LT	9,200	11,600	11,500	7,700	1,200	4	0.7	0	0.0
1988	11	HWY 60 IC HUNTSVILLE	3.2	IR	8,400	10,900	9,250	6,700	840	7	0.7	1	0.1
1989	11			IR	8,500	11,000	9,450	6,950	850	10	1.0	0	0.0
1990	11			IR	8,600	10,900	9,550	7,050	860	5	0.5	1	0.1
1991	11			IR	8,650	10,900	9,600	7,200	860	6	0.6	1	0.1
1992	11			IR	8,750	10,800	9,600	7,450	880	7	0.7	0	0.0
1993	11			IR	8,900	10,900	9,200	7,300	890	5	0.5	0	0.0
1994	11			IR	9,000	11,100	9,900	7,550	990	12	1.1	0	0.0
1995	11			IR	9,200	11,300	10,100	7,850	920	19	1.8	1	0.1
1996	11			IR	9,400	11,700	10,500	8,000	940	11	1.0	1	0.1
1997	11			IR	9,600	12,000	10,800	8,150	1,350	10	0.9	1	0.1
1998	11			IR	10,000	12,400	11,200	8,400	1,400	5	0.4	0	0.0
1999	11			IR	10,200	12,600	11,300	8,550	1,450	7	0.6	0	0.0
2000	11			IR	10,400	12,700	11,500	8,800	1,450	8	0.7	0	0.0
2001	11			IR	10,600	13,100	11,700	8,950	1,500	5	0.4	1	0.1
2002	11			IR	10,900	13,400	12,100	9,250	1,400	6	0.5	0	0.0
2003	11			IR	11,100	13,500	12,200	9,400	1,450	9	0.7	0	0.0
2004	11			IR	11,400	14,100	12,600	9,650	1,500	12	0.9	1	0.1
2005	11			IR	13,100	15,800	14,400	11,200	1,700	11	0.7	0	0.0
2006	11			CTR	11,800	14,600	14,000	10,000	1,550	14	1.0	0	0.0
2007	11			CTR	13,400	16,600	16,500	11,400	1,750	7	0.4	1	0.1
2008	11			CTR	13,500	16,700	16,400	11,500	1,750	14	0.9	0	0.0
2009	11			IR	12,500	15,000	13,600	10,600	1,600	10	0.7	1	0.1
2010	11			IR	13,900	16,500	15,100	11,800	1,800	10	0.6	2	0.1
2011	11			SC	12,700	16,300	14,800	10,100	1,650	10	0.7	1	0.1
2012	11			SC	12,500	13,200	12,400	11,000	1,950	11	0.8	0	0.0
2013	11			CTR	14,100	17,200	17,700	12,000	2,200	17	1.0	1	0.1
2014	11			CTR	14,200	17,300	17,500	12,100	2,250	10	0.6	2	0.1
2015	11			CTR	14,500	17,700	17,800	12,300	2,300	8	0.5	1	0.1
2016	11			CTR	14,700	17,900	18,100	12,500	2,300	12	0.7	0	0.0
2017	11			CTR	15,000	20,000	19,900	12,200	2,350	6	0.3	0	0.0
2018	11			CTR	15,300	20,400	20,300	12,500	2,400	10	0.6	0	0.0
2019	11			CTR	15,500	20,700	20,600	12,600	2,450	10	0.6	3	0.2
2021	11			CTR	16,100	21,000	20,900	13,100	2,600	4	0.2	0	0.0
1988	11	N JCT MUSKOKA RD 3 IC	4.8	IR	8,500	11,000	9,350	6,800	680	32	2.1	7	0.5
1989	11			IR	9,000	11,600	10,000	7,400	720	23	1.4	3	0.2
1990	11			IR	9,350	11,900	10,400	7,650	750	27	1.6	4	0.2
1991	11			IR	9,600	12,100	10,700	7,950	770	39	2.3	7	0.4
1992	11			IR	9,600	11,800	10,600	8,150	770	39	2.3	4	0.2
1993	11			IR	9,700	11,900	10,000	7,950	780	46	2.7	1	0.1
1994	11			IR	9,700	12,000	10,700	8,150	870	34	2.0	8	0.5

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1995	11			IR	10,700	13,200	11,800	9,100	960	38	2.0	3	0.2
1996	11			IR	11,700	14,500	13,100	9,950	1,050	32	1.5	3	0.1
1997	11			IR	12,800	16,000	14,300	10,900	1,550	23	1.0	4	0.2
1998	11			IR	13,000	16,100	14,600	10,900	1,550	25	1.1	2	0.1
1999	11			IR	12,900	16,000	14,300	10,800	1,550	24	1.1	4	0.2
2000	11			IR	13,400	16,400	14,800	11,300	1,600	32	1.3	4	0.2
2001	11			IR	13,900	17,200	15,400	11,800	1,650	20	0.8	2	0.1
2002	11			IR	14,400	17,800	16,000	12,200	1,750	41	1.6	5	0.2
2003	11			IR	14,800	18,000	16,300	12,600	1,800	23	0.9	1	0.0
2004	11			IR	15,300	18,900	17,000	12,900	1,850	9	0.3	1	0.0
2005	11			IR	15,100	18,200	16,500	12,900	1,800	17	0.6	2	0.1
2006	11			IR	15,900	19,200	17,400	13,500	1,900	9	0.3	0	0.0
2007	11			IR	15,800	19,100	19,100	13,400	1,900	11	0.4	1	0.0
2008	11			IR	16,200	19,600	19,300	13,800	1,950	10	0.3	0	0.0
2009	11			IR	14,900	17,900	16,200	12,700	1,800	9	0.3	0	0.0
2010	11			IR	17,000	20,200	18,500	14,500	2,050	7	0.2	1	0.0
2011	11			IR	13,600	16,200	15,900	11,600	1,650	14	0.6	0	0.0
2012	11			IR	16,900	20,100	19,600	14,400	2,050	11	0.4	0	0.0
2013	11			CTR	14,900	18,100	18,700	12,700	1,800	12	0.5	2	0.1
2014	11			CTR	17,000	20,700	20,900	14,400	2,050	11	0.4	3	0.1
2015	11			CTR	14,200	17,300	17,500	12,100	1,700	9	0.4	0	0.0
2016	11			CTR	14,900	18,200	18,300	12,700	1,800	16	0.6	4	0.2
2017	11			CTR	16,900	22,600	22,500	13,800	2,050	7	0.2	0	0.0
2018	11			CTR	17,100	22,800	22,700	13,900	2,050	9	0.3	3	0.1
2019	11			CTR	17,300	23,000	22,900	14,100	2,100	11	0.4	1	0.0
2021	11			CTR	16,500	21,500	21,400	13,500	1,800	12	0.4	1	0.0
2004	11	NORTH WASEOSA LK RD (W)/ROCKHAVEN RD (E) IC UP	4.0	IR	11,100	13,700	12,300	9,400	0	17	1.1	1	0.1
2005	11			IR	11,700	14,100	12,800	9,950	0	13	0.8	1	0.1
2006	11			IR	13,100	15,800	14,300	11,100	0	10	0.5	1	0.1
2007	11			IR	13,300	16,100	16,100	11,300	0	8	0.4	1	0.1
2008	11			IR	11,700	14,200	13,900	10,000	0	10	0.6	1	0.1
2009	11			IR	13,600	16,300	14,800	11,600	0	10	0.5	1	0.1
2010	11			IR	16,000	19,000	17,400	13,600	0	8	0.3	1	0.0
2011	11			IR	18,100	21,600	21,100	15,500	0	10	0.4	0	0.0
2012	11			CTR	11,800	14,300	14,100	10,000	0	14	0.8	3	0.2
2013	11			CTR	15,600	19,000	19,600	13,200	0	15	0.7	1	0.0
2014	11			CTR	16,100	19,600	19,800	13,700	0	14	0.6	2	0.1
2015	11			CTR	12,900	15,700	15,900	11,000	0	11	0.6	0	0.0
2016	11			CTR	15,800	19,300	19,400	13,400	0	10	0.4	1	0.0
2017	11			CTR	16,100	21,500	21,400	13,100	0	11	0.5	0	0.0
2018	11			CTR	16,400	21,900	21,800	13,400	0	6	0.3	2	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2019	11			CTR	16,700	22,200	22,200	13,600	0	8	0.3	3	0.1
2021	11			CTR	17,400	22,700	22,600	14,200	0	11	0.4	1	0.0
2004	11	S JCT SEC HWY 592 (E)/NOVAR RD (W) IC UP	8.9	IR	9,200	11,400	10,200	7,800	740	11	0.4	1	0.0
2005	11			IR	9,200	11,100	10,100	7,850	740	23	0.8	3	0.1
2006	11			IR	9,200	11,100	10,100	7,800	740	17	0.6	1	0.0
2007	11			IR	9,200	11,100	11,100	7,800	740	14	0.5	2	0.1
2008	11			IR	9,200	11,100	10,900	7,850	740	31	1.0	1	0.0
2009	11			IR	9,200	11,000	10,000	7,800	740	12	0.4	3	0.1
2010	11			IR	9,200	11,000	10,000	7,850	740	13	0.4	2	0.1
2011	11			IR	9,200	11,000	10,700	7,850	740	17	0.6	1	0.0
2012	11			CTR	10,300	12,500	12,300	8,750	820	21	0.6	2	0.1
2013	11			CTR	9,950	12,100	12,500	8,450	800	23	0.7	3	0.1
2014	11			CTR	10,200	12,400	12,500	8,650	820	20	0.6	2	0.1
2015	11			CTR	10,200	12,400	12,500	8,650	820	12	0.4	3	0.1
2016	11			CTR	10,200	12,400	12,500	8,650	820	12	0.4	0	0.0
2017	11			CTR	10,300	13,800	13,700	8,400	820	18	0.5	3	0.1
2018	11			CTR	10,400	13,900	13,800	8,450	830	23	0.7	3	0.1
2019	11			CTR	10,500	14,000	13,900	8,550	840	26	0.8	3	0.1
2021	11			CTR	10,700	14,000	13,900	8,750	860	15	0.4	2	0.1
1988	11	FERN GLEN RD (W) SCOTIA RD (E)	4.2	IR	6,900	8,950	7,600	5,500	550	18	1.7	5	0.5
1989	11			IR	7,300	9,400	8,100	6,000	580	23	2.0	9	0.8
1990	11			IR	7,600	9,650	8,450	6,250	1,600	20	1.7	4	0.3
1991	11			IR	7,750	9,750	8,600	6,450	1,650	20	1.7	6	0.5
1992	11			IR	7,500	9,200	8,250	6,400	1,600	9	0.8	1	0.1
1993	11			IR	7,300	9,000	7,550	5,950	1,550	26	2.3	3	0.3
1994	11			IR	7,050	8,700	7,750	5,900	990	21	1.9	7	0.6
1995	11			IR	7,350	9,050	8,100	6,250	1,050	16	1.4	2	0.2
1996	11			IR	7,700	9,550	8,600	6,550	1,100	16	1.3	3	0.3
1997	11			IR	8,000	10,000	8,950	6,800	1,200	15	1.2	1	0.1
1998	11			IR	8,300	10,300	9,300	6,950	1,250	17	1.3	7	0.5
1999	11			IR	8,600	10,700	9,550	7,200	1,300	13	1.0	2	0.2
2000	11			IR	8,900	10,900	9,850	7,500	1,350	18	1.3	1	0.1
2001	11			IR	9,200	11,400	10,200	7,800	1,400	18	1.3	1	0.1
2002	11			IR	9,550	11,800	10,600	8,100	1,450	25	1.7	7	0.5
2003	11			IR	9,850	12,000	10,800	8,350	1,500	19	1.2	2	0.1
2004	11			IR	9,550	11,800	10,600	8,050	1,450	7	0.5	1	0.1
2005	11			IR	9,750	11,800	10,700	8,300	1,450	7	0.5	0	0.0
2006	11			IR	9,950	12,000	10,900	8,450	1,500	9	0.6	1	0.1
2007	11			IR	9,200	11,100	11,100	7,800	1,400	8	0.6	0	0.0
2008	11			IR	10,400	12,600	12,400	8,900	1,550	3	0.2	0	0.0
2009	11			IR	10,600	12,700	11,600	9,000	1,600	7	0.4	1	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2010	11			IR	10,800	12,900	11,800	9,200	1,600	9	0.5	3	0.2
2011	11			IR	11,000	13,100	12,800	9,400	1,650	6	0.4	0	0.0
2012	11			CTR	9,850	12,000	11,800	8,400	1,500	7	0.5	1	0.1
2013	11			CTR	11,200	13,600	14,100	9,500	1,700	10	0.6	1	0.1
2014	11			CTR	9,450	11,500	11,600	8,050	1,400	10	0.7	2	0.1
2015	11			CTR	9,450	11,500	11,600	8,050	1,400	3	0.2	0	0.0
2016	11			CTR	10,000	12,200	12,300	8,500	1,500	0	0.0	0	0.0
2017	11			CTR	11,000	14,700	14,600	8,950	1,650	4	0.2	0	0.0
2018	11			CTR	11,100	14,800	14,800	9,050	1,650	7	0.4	0	0.0
2019	11			CTR	11,300	15,100	15,000	9,200	1,700	4	0.2	1	0.1
2021	11			CTR	11,500	15,000	14,900	9,400	1,700	11	0.6	1	0.1
1988	11	SEC HWY 518 DEER LK RD (E) IC	1.7	IR	6,850	8,900	7,550	5,500	750	2	0.5	1	0.2
1989	11			IR	7,400	9,550	8,200	6,050	810	2	0.4	0	0.0
1990	11			IR	7,700	9,800	8,550	6,300	850	4	0.8	1	0.2
1991	11			IR	7,800	9,850	8,650	6,450	860	7	1.4	0	0.0
1992	11			IR	7,900	9,700	8,700	6,700	870	3	0.6	0	0.0
1993	11			IR	8,000	9,850	8,250	6,550	880	4	0.8	0	0.0
1994	11			IR	8,200	10,100	9,000	6,850	1,050	4	0.8	0	0.0
1995	11			IR	8,300	10,200	9,150	7,050	1,100	3	0.6	0	0.0
1996	11			IR	8,450	10,500	9,450	7,200	1,100	3	0.6	1	0.2
1997	11			IR	8,550	10,700	9,600	7,250	1,200	7	1.3	1	0.2
1998	11			IR	8,450	10,500	9,450	7,100	1,200	0	0.0	0	0.0
1999	11			IR	8,400	10,400	9,300	7,050	1,200	1	0.2	0	0.0
2000	11			IR	8,300	10,200	9,200	7,000	1,150	2	0.4	0	0.0
2001	11			IR	8,450	10,400	9,350	7,150	1,200	2	0.4	0	0.0
2002	11			IR	8,500	10,500	9,400	7,250	1,200	3	0.6	0	0.0
2003	11			IR	8,500	10,300	9,350	7,200	1,200	0	0.0	0	0.0
2004	11			IR	8,500	10,500	9,400	7,200	1,200	4	0.7	1	0.2
2005	11			IR	8,550	10,300	9,350	7,300	1,200	4	0.7	0	0.0
2006	11			IR	8,550	10,300	9,350	7,250	1,200	1	0.2	0	0.0
2007	11			IR	8,600	10,400	10,400	7,300	430	2	0.4	0	0.0
2008	11			IR	8,600	10,400	10,200	7,350	430	0	0.0	0	0.0
2009	11			IR	8,600	10,300	9,350	7,300	430	3	0.6	0	0.0
2010	11			IR	8,650	10,300	9,400	7,350	430	2	0.4	0	0.0
2011	11			SC	8,650	11,100	10,100	6,900	430	5	0.9	1	0.2
2012	11			CTR	8,700	10,600	10,400	7,400	440	7	1.3	2	0.4
2013	11			CTR	8,700	10,600	10,900	7,400	440	4	0.7	0	0.0
2014	11			CTR	8,700	10,600	10,700	7,400	440	3	0.5	0	0.0
2015	11			CTR	8,750	10,700	10,800	7,450	1,550	0	0.0	0	0.0
2016	11			CTR	8,750	10,700	10,800	7,450	1,550	3	0.5	0	0.0
2017	11			CTR	8,800	11,800	11,700	7,150	1,550	2	0.4	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2018	11			CTR	8,800	11,800	11,700	7,150	1,550	2	0.4	0	0.0
2019	11			CTR	8,800	11,700	11,700	7,150	1,550	2	0.4	0	0.0
2021	11			CTR	8,850	11,500	11,500	7,200	1,600	3	0.5	0	0.0
1988	11	N JCT SUNSET PASS DR/SEC HWY592 (E) GRAVEL RD (W)	2.9	IR	6,200	8,050	6,800	4,950	680	10	1.5	1	0.2
1989	11			IR	6,600	8,500	7,350	5,400	730	9	1.3	1	0.1
1990	11			IR	6,900	8,750	7,650	5,650	900	10	1.4	2	0.3
1991	11			IR	7,200	9,050	8,000	6,000	940	7	0.9	2	0.3
1992	11			IR	7,400	9,100	8,150	6,300	960	8	1.0	1	0.1
1993	11			IR	7,600	9,350	7,850	6,200	990	10	1.3	0	0.0
1994	11			IR	7,800	9,600	8,600	6,550	1,150	10	1.2	3	0.4
1995	11			IR	8,000	9,850	8,800	6,800	1,200	10	1.2	1	0.1
1996	11			IR	8,200	10,200	9,150	7,000	1,250	12	1.4	4	0.5
1997	11			IR	8,050	10,100	9,000	6,850	1,300	9	1.1	1	0.1
1998	11			IR	8,150	10,100	9,150	6,850	1,300	8	0.9	3	0.4
1999	11			IR	8,300	10,300	9,200	6,950	1,350	9	1.0	6	0.7
2000	11			IR	8,400	10,300	9,300	7,100	1,350	8	0.9	2	0.2
2001	11			IR	8,450	10,400	9,350	7,150	1,350	11	1.2	0	0.0
2002	11			IR	8,550	10,500	9,450	7,250	1,350	5	0.6	1	0.1
2003	11			IR	8,650	10,500	9,500	7,350	1,400	15	1.7	0	0.0
2004	11			IR	8,700	10,800	9,650	7,350	1,400	12	1.3	1	0.1
2005	11			IR	8,800	10,600	9,650	7,500	1,400	8	0.9	0	0.0
2006	11			IR	8,900	10,700	9,750	7,550	1,400	12	1.3	2	0.2
2007	11			IR	8,950	10,800	10,800	7,600	980	10	1.1	0	0.0
2008	11			IR	9,050	11,000	10,800	7,750	1,000	4	0.4	0	0.0
2009	11			IR	9,150	11,000	9,950	7,800	1,000	3	0.3	0	0.0
2010	11			IR	9,200	11,000	10,000	7,850	1,000	11	1.1	1	0.1
2011	11			SC	8,800	11,300	10,300	7,000	970	18	2.0	3	0.3
2012	11			CTR	9,200	11,200	11,000	7,850	2,050	12	1.2	0	0.0
2013	11			CTR	9,350	11,400	11,800	7,950	2,100	3	0.3	0	0.0
2014	11			CTR	9,400	11,500	11,600	8,000	2,100	6	0.6	2	0.2
2015	11			CTR	9,500	11,600	11,700	8,100	2,150	6	0.6	1	0.1
2016	11			CTR	9,550	11,700	11,700	8,100	2,150	7	0.7	1	0.1
2017	11			CTR	9,650	12,900	12,800	7,850	2,150	9	0.9	2	0.2
2018	11			CTR	9,700	13,000	12,900	7,900	2,200	5	0.5	1	0.1
2019	11			CTR	9,800	13,100	13,000	7,950	2,200	8	0.8	0	0.0
2021	11			CTR	9,950	13,000	12,900	8,100	2,300	2	0.2	0	0.0
2012	11	KATRINE RD (HWY 7188) OP	4.5	CTR	9,200	11,200	11,000	7,850	1,550	2	0.1	0	0.0
2013	11			CTR	9,200	11,200	11,600	7,800	1,550	0	0.0	0	0.0
2014	11			IR	8,800	10,500	10,500	7,500	2,350	3	0.2	1	0.1
2015	11			CTR	8,500	10,400	10,500	7,200	1,450	4	0.3	0	0.0
2016	11			CTR	8,300	10,100	10,200	7,050	1,400	5	0.4	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2017	11			CTR	8,050	10,800	10,700	6,550	1,400	7	0.5	2	0.1
2018	11			CTR	7,800	10,400	10,400	6,350	1,350	8	0.6	0	0.0
2019	11			CTR	9,500	12,700	12,600	7,750	1,600	9	0.6	1	0.1
2021	11			CTR	7,150	9,300	9,250	5,850	1,150	1	0.1	0	0.0
1988	11	SEC HWY 520 FERGUSON RD (W)	3.5	IR	5,400	7,000	5,950	4,300	650	6	0.9	0	0.0
1989	11			IR	5,700	7,350	6,350	4,650	680	10	1.4	1	0.1
1990	11			IR	6,000	7,600	6,650	4,900	780	6	0.8	3	0.4
1991	11			IR	6,300	7,950	7,000	5,250	820	12	1.5	4	0.5
1992	11			IR	6,300	7,750	6,950	5,350	820	13	1.6	2	0.2
1993	11			IR	6,500	8,000	6,700	5,300	840	6	0.7	0	0.0
1994	11			IR	6,750	8,300	7,450	5,650	810	9	1.0	0	0.0
1995	11			IR	6,650	8,200	7,350	5,650	800	9	1.1	3	0.4
1996	11			IR	6,550	8,150	7,300	5,600	790	14	1.7	0	0.0
1997	11			IR	6,450	8,050	7,200	5,500	580	10	1.2	2	0.2
1998	11			IR	6,300	7,800	7,050	5,300	570	10	1.2	1	0.1
1999	11			IR	6,300	7,800	7,000	5,300	570	8	1.0	1	0.1
2000	11			IR	6,000	7,350	6,650	5,050	540	8	1.0	0	0.0
2001	11			IR	6,100	7,550	6,750	5,150	550	9	1.2	0	0.0
2002	11			IR	6,050	7,450	6,700	5,150	540	7	0.9	1	0.1
2003	11			IR	6,100	7,400	6,700	5,200	790	14	1.8	4	0.5
2004	11			IR	5,850	7,250	6,500	4,950	760	16	2.1	2	0.3
2005	11			IR	5,800	7,000	6,350	4,950	750	5	0.7	2	0.3
2006	11			IR	5,700	6,900	6,250	4,850	970	10	1.4	3	0.4
2007	11			IR	5,600	6,800	6,750	4,750	950	11	1.5	1	0.1
2008	11			IR	5,550	6,700	6,600	4,750	940	9	1.3	3	0.4
2009	11			IR	5,450	6,550	5,950	4,650	930	6	0.9	0	0.0
2010	11			IR	5,350	6,350	5,850	4,550	910	10	1.5	1	0.1
2011	11			IR	5,300	6,300	6,200	4,550	900	4	0.6	0	0.0
2012	11			IR	5,200	6,200	6,000	4,450	880	3	0.5	0	0.0
2013	11			IR	5,100	6,050	6,500	4,350	870	0	0.0	0	0.0
2014	11			IR	5,050	6,000	6,000	4,300	860	4	0.6	1	0.2
2015	11			IR	4,950	5,900	5,900	4,200	840	4	0.6	1	0.2
2016	11			IR	4,850	5,750	5,800	4,150	820	5	0.8	1	0.2
2017	11			IR	4,800	5,900	5,900	4,100	820	11	1.8	0	0.0
2018	11			IR	4,700	5,800	5,750	4,000	800	8	1.3	1	0.2
2019	11			IR	7,000	8,650	8,600	6,000	1,200	6	0.7	1	0.1
2021	11			IR	4,850	5,850	5,850	4,150	820	7	1.1	1	0.2
1988	11	ONTARIO ST (HWY 7162) ARMOUR TWP (E)	15.9	IR	5,650	7,350	6,200	4,500	510	24	0.7	5	0.2
1989	11			IR	6,000	7,750	6,650	4,900	540	19	0.5	5	0.1
1990	11			IR	6,400	8,150	7,100	5,250	900	14	0.4	1	0.0
1991	11			IR	6,650	8,400	7,400	5,500	930	20	0.5	2	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1992	11			IR	6,650	8,200	7,300	5,650	930	18	0.5	5	0.1
1993	11			IR	6,700	8,250	6,950	5,500	940	13	0.3	2	0.1
1994	11			IR	6,800	8,400	7,500	5,700	950	12	0.3	3	0.1
1995	11			IR	6,850	8,450	7,550	5,850	960	34	0.9	10	0.3
1996	11			IR	6,900	8,550	7,700	5,900	970	17	0.4	3	0.1
1997	11			IR	7,000	8,750	7,850	5,950	1,200	18	0.4	7	0.2
1998	11			IR	7,100	8,800	7,950	5,950	1,200	18	0.4	2	0.0
1999	11			IR	7,100	8,800	7,900	5,950	990	9	0.2	0	0.0
2000	11			IR	7,150	8,750	7,900	6,050	1,000	13	0.3	4	0.1
2001	11			IR	7,250	8,950	8,050	6,150	1,000	18	0.4	3	0.1
2002	11			IR	7,300	9,000	8,100	6,200	1,000	20	0.5	3	0.1
2003	11			IR	7,350	8,900	8,100	6,250	1,050	13	0.3	4	0.1
2004	11			IR	7,400	9,150	8,200	6,250	1,050	9	0.2	1	0.0
2005	11			IR	7,500	9,050	8,200	6,400	1,050	16	0.4	3	0.1
2006	11			IR	7,550	9,100	8,250	6,400	1,200	18	0.4	2	0.0
2007	11			IR	7,600	9,200	9,200	6,450	1,200	13	0.3	0	0.0
2008	11			IR	7,650	9,250	9,100	6,550	1,200	15	0.3	5	0.1
2009	11			IR	7,750	9,300	8,450	6,600	1,250	23	0.5	5	0.1
2010	11			IR	7,800	9,300	8,500	6,650	1,250	18	0.4	4	0.1
2011	11			SC	7,450	9,550	8,700	5,950	1,200	26	0.6	7	0.2
2012	11			SC	7,850	8,300	7,800	6,950	1,250	10	0.2	3	0.1
2013	11			C	7,850	8,650	8,550	7,050	1,250	0	0.0	0	0.0
2014	11			C	7,900	8,700	8,450	7,100	1,750	16	0.3	0	0.0
2015	11			C	8,000	8,800	8,550	7,200	1,500	21	0.5	2	0.0
2016	11			C	8,050	8,850	8,600	7,250	1,500	26	0.6	4	0.1
2017	11			C	8,100	8,850	8,850	7,350	1,550	22	0.5	1	0.0
2018	11			C	8,150	8,950	8,900	7,350	1,550	27	0.6	4	0.1
2019	11			C	8,200	8,950	8,900	7,400	1,550	29	0.6	4	0.1
2021	11			C	6,400	6,950	6,900	5,800	1,350	23	0.6	3	0.1
1988	11	HWY 124 IC-276 UP	6.9	IR	6,800	8,850	7,500	5,450	1,150	0	0.0	0	0.0
1989	11			IR	7,300	9,400	8,100	6,000	1,250	0	0.0	0	0.0
1990	11			IR	7,450	9,450	8,250	6,100	890	0	0.0	0	0.0
1991	11			IR	7,550	9,500	8,400	6,250	910	0	0.0	0	0.0
1992	11			IR	7,950	9,800	8,750	6,750	950	0	0.0	0	0.0
1993	11			IR	8,450	10,400	8,750	6,900	1,000	0	0.0	0	0.0
1994	11			IR	8,750	10,800	9,600	7,350	960	0	0.0	0	0.0
1995	11			IR	8,900	11,000	9,800	7,600	980	0	0.0	0	0.0
1996	11			IR	9,100	11,300	10,200	7,750	1,000	0	0.0	0	0.0
1997	11			IR	8,000	10,000	8,950	6,800	880	0	0.0	0	0.0
1998	11			IR	8,350	10,400	9,350	7,000	920	0	0.0	0	0.0
1999	11			IR	8,650	10,700	9,600	7,250	950	0	0.0	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2000	11			IR	9,000	11,000	9,950	7,600	1,350	0	0.0	0	0.0
2001	11			IR	8,600	10,600	9,550	7,250	1,300	0	0.0	0	0.0
2002	11			IR	8,600	10,600	9,550	7,300	1,200	0	0.0	0	0.0
2003	11			IR	8,550	10,400	9,400	7,250	1,050	0	0.0	0	0.0
2004	11			IR	8,550	10,600	9,450	7,250	1,050	0	0.0	0	0.0
2005	11			IR	8,550	10,300	9,350	7,300	1,050	0	0.0	0	0.0
2006	11			IR	8,500	10,300	9,300	7,200	680	0	0.0	0	0.0
2007	11			IR	8,500	10,300	10,300	7,200	680	0	0.0	0	0.0
2008	11			IR	8,450	10,200	10,000	7,200	680	0	0.0	0	0.0
2009	11			IR	8,450	10,100	9,200	7,200	680	0	0.0	0	0.0
2010	11			IR	8,450	10,100	9,200	7,200	680	0	0.0	0	0.0
2011	11			IR	8,400	10,000	9,800	7,150	670	4	0.2	2	0.1
2012	11			IR	7,250	8,600	8,400	6,200	580	0	0.0	0	0.0
2013	11			IR	7,250	8,650	9,250	6,150	580	0	0.0	0	0.0
2014	11			IR	6,750	8,050	8,050	5,750	540	7	0.4	1	0.1
2015	11			IR	7,550	9,000	9,000	6,450	600	8	0.4	0	0.0
2016	11			IR	7,500	8,950	8,950	6,400	600	4	0.2	1	0.1
2017	11			IR	7,400	8,700	8,700	6,600	590	4	0.2	0	0.0
2018	11			IR	7,000	8,500	8,450	5,950	1,700	7	0.4	2	0.1
2019	11			IR	7,250	8,800	8,800	6,200	1,750	5	0.3	0	0.0
2021	11			IR	7,300	8,750	8,700	6,250	1,700	4	0.2	1	0.1
1988	11	BOUNDARY/MOUNTAINVIEW RD IC 282	5.6	CTR	6,500	8,450	7,950	5,450	520	6	0.5	2	0.2
1989	11			CTR	6,900	8,750	8,350	5,950	550	6	0.4	3	0.2
1990	11			CTR	7,100	8,900	8,400	6,200	710	2	0.1	0	0.0
1991	11			IR	7,300	9,200	8,100	6,050	730	10	0.7	1	0.1
1992	11			IR	7,300	9,000	8,050	6,200	730	6	0.4	1	0.1
1993	11			IR	7,500	9,200	7,750	6,150	750	3	0.2	0	0.0
1994	11			IR	7,500	9,250	8,250	6,300	900	1	0.1	2	0.1
1995	11			IR	7,500	9,250	8,250	6,400	900	6	0.4	3	0.2
1996	11			IR	7,500	9,300	8,350	6,400	900	7	0.5	1	0.1
1997	11			IR	7,500	9,400	8,400	6,400	1,100	4	0.3	3	0.2
1998	11			IR	7,600	9,400	8,500	6,400	1,150	8	0.5	0	0.0
1999	11			IR	7,650	9,500	8,500	6,450	1,150	12	0.8	1	0.1
2000	11			IR	7,800	9,550	8,650	6,600	1,100	11	0.7	1	0.1
2001	11			IR	7,750	9,600	8,600	6,550	1,100	3	0.2	1	0.1
2002	11			IR	7,800	9,600	8,650	6,650	1,100	4	0.3	0	0.0
2003	11			IR	7,850	9,550	8,650	6,650	940	4	0.3	0	0.0
2004	11			IR	7,900	9,750	8,750	6,700	950	0	0.0	0	0.0
2005	11			IR	7,950	9,600	8,700	6,800	950	0	0.0	0	0.0
2006	11			IR	8,000	9,650	8,750	6,800	720	0	0.0	0	0.0
2007	11			IR	8,050	9,750	9,700	6,800	720	0	0.0	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2008	11			IR	8,100	9,800	9,650	6,900	730	0	0.0	0	0.0
2009	11			IR	8,150	9,800	8,900	6,950	730	0	0.0	0	0.0
2010	11			IR	8,200	9,750	8,950	7,000	740	0	0.0	0	0.0
2011	11			IR	8,250	9,850	9,650	7,050	740	1	0.1	1	0.1
2012	11			CTR	6,400	7,750	7,650	5,450	580	2	0.2	0	0.0
2013	11			CTR	6,500	7,900	8,150	5,500	580	4	0.3	1	0.1
2014	11			CTR	6,600	8,050	8,100	5,600	590	7	0.5	1	0.1
2015	11			CTR	7,450	9,100	9,150	6,350	670	3	0.2	0	0.0
2016	11			CTR	7,450	9,100	9,150	6,350	670	7	0.5	1	0.1
2017	11			CTR	7,450	9,950	9,900	6,050	670	5	0.3	1	0.1
2018	11			CTR	6,850	9,150	9,100	5,600	1,650	8	0.6	3	0.2
2019	11			CTR	7,300	9,750	9,700	5,950	1,750	4	0.3	1	0.1
2021	11			CTR	7,200	9,400	9,350	5,850	1,800	5	0.3	1	0.1
2004	11	HWY 124/HWY 11 NORTH IC	5.1	IR	6,550	8,100	7,250	5,550	590	10	0.8	0	0.0
2005	11			IR	6,900	8,350	7,550	5,900	620	13	1.0	1	0.1
2006	11			IR	7,200	8,700	7,850	6,100	650	4	0.3	0	0.0
2007	11			IR	7,550	9,150	9,100	6,400	680	6	0.4	1	0.1
2008	11			IR	7,900	9,550	9,400	6,750	710	8	0.5	2	0.1
2009	11			IR	8,350	10,000	9,100	7,100	750	5	0.3	1	0.1
2010	11			IR	8,500	10,100	9,250	7,250	760	1	0.1	0	0.0
2011	11			IR	8,900	10,600	10,400	7,600	800	2	0.1	0	0.0
2012	11			CR	8,200	9,800	9,650	6,950	740	4	0.3	0	0.0
2013	11			CR	8,500	10,200	10,500	7,200	760	0	0.0	0	0.0
2014	11			IR	7,950	9,450	9,500	6,750	720	5	0.3	0	0.0
2015	11			IR	8,950	10,700	10,700	7,600	810	9	0.5	5	0.3
2016	11			IR	9,100	10,800	10,900	7,750	820	3	0.2	1	0.1
2017	11			IR	9,300	10,900	10,900	8,300	840	4	0.2	1	0.1
2018	11			IR	9,450	11,100	11,100	8,450	850	7	0.4	1	0.1
2019	11			IR	9,650	11,300	11,300	8,650	870	12	0.7	4	0.2
2021	11			IR	10,000	11,700	11,700	8,950	900	9	0.5	2	0.1
1988	11	GOREVILLE RD/SUMMIT RD LAURIER TWP IC	7.5	IT	5,400	7,850	7,200	4,000	810	7	0.5	2	0.1
1989	11			IT	5,600	7,800	7,500	4,350	840	17	1.1	2	0.1
1990	11			IT	5,850	7,450	7,250	4,900	880	9	0.6	3	0.2
1991	11			IR	6,050	7,600	6,700	5,000	910	12	0.7	3	0.2
1992	11			IR	6,550	8,050	7,200	5,550	980	16	0.9	2	0.1
1993	11			IR	7,050	8,650	7,300	5,750	1,050	7	0.4	0	0.0
1994	11			IR	7,550	9,300	8,300	6,350	980	5	0.2	3	0.1
1995	11			IR	7,700	9,500	8,500	6,550	1,000	7	0.3	0	0.0
1996	11			IR	7,900	9,800	8,800	6,750	1,050	11	0.5	4	0.2
1997	11			IR	6,600	8,250	7,400	5,600	730	11	0.6	4	0.2
1998	11			IR	6,850	8,500	7,650	5,750	750	12	0.6	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1999	11			IR	7,150	8,850	7,950	6,000	1,150	14	0.7	3	0.2
2000	11			IR	7,400	9,050	8,200	6,250	1,200	13	0.6	1	0.0
2001	11			IR	7,650	9,450	8,500	6,450	1,200	10	0.5	1	0.0
2002	11			IR	7,550	9,300	8,350	6,400	1,050	23	1.1	4	0.2
2003	11			IR	7,300	8,850	8,050	6,200	1,000	19	1.0	4	0.2
2004	11			IR	7,300	9,000	8,100	6,150	1,000	15	0.7	4	0.2
2005	11			IR	7,300	8,800	8,000	6,200	1,000	9	0.5	1	0.1
2006	11			IR	7,300	8,800	8,000	6,200	1,000	11	0.6	3	0.2
2007	11			IR	7,300	8,850	8,800	6,200	1,000	6	0.3	0	0.0
2008	11			IR	7,250	8,800	8,600	6,200	1,000	14	0.7	2	0.1
2009	11			IR	7,250	8,700	7,900	6,150	1,000	21	1.1	1	0.1
2010	11			IR	7,250	8,650	7,900	6,150	1,000	6	0.3	3	0.2
2011	11			IR	7,250	8,650	8,450	6,200	1,000	20	1.0	3	0.2
2012	11			CR	7,250	8,700	8,550	6,150	1,000	9	0.5	1	0.1
2013	11			CR	7,200	8,650	8,850	6,100	1,000	8	0.4	1	0.1
2014	11			CTR	7,200	8,800	8,850	6,100	1,000	19	1.0	2	0.1
2015	11			CTR	7,200	8,800	8,850	6,100	1,000	12	0.6	3	0.2
2016	11			CTR	7,200	8,800	8,850	6,100	1,000	10	0.5	1	0.1
2017	11			CTR	7,200	9,600	9,550	5,850	1,000	11	0.6	2	0.1
2018	11			CTR	7,150	9,550	9,500	5,800	1,000	15	0.8	5	0.3
2019	11			CTR	7,150	9,550	9,500	5,800	1,000	15	0.8	7	0.4
2021	11			CTR	7,150	9,300	9,250	5,850	1,000	13	0.7	5	0.3
1988	11	HWY 522/MCFADDEN LINE IC	2.5	IT	5,400	7,850	7,200	4,000	810	1	0.2	0	0.0
1989	11			IT	5,600	7,800	7,500	4,350	840	0	0.0	0	0.0
1990	11			IT	5,850	7,450	7,250	4,900	880	3	0.6	1	0.2
1991	11			IR	6,050	7,600	6,700	5,000	910	3	0.5	0	0.0
1992	11			IR	6,550	8,050	7,200	5,550	980	1	0.2	0	0.0
1993	11			IR	7,050	8,650	7,300	5,750	1,050	4	0.6	1	0.2
1994	11			IR	7,550	9,300	8,300	6,350	980	2	0.3	1	0.1
1995	11			IR	7,700	9,500	8,500	6,550	1,000	1	0.1	0	0.0
1996	11			IR	7,900	9,800	8,800	6,750	1,050	3	0.4	0	0.0
1997	11			IR	6,600	8,250	7,400	5,600	730	0	0.0	0	0.0
1998	11			IR	6,850	8,500	7,650	5,750	750	2	0.3	1	0.2
1999	11			IR	7,150	8,850	7,950	6,000	1,150	1	0.2	1	0.2
2000	11			IR	7,400	9,050	8,200	6,250	1,200	4	0.6	0	0.0
2001	11			IR	6,950	8,600	7,700	5,900	1,100	2	0.3	1	0.2
2002	11			IR	6,900	8,500	7,650	5,850	970	8	1.3	3	0.5
2003	11			IR	6,750	8,200	7,450	5,750	940	11	1.8	2	0.3
2004	11			IR	6,700	8,300	7,400	5,650	940	5	0.8	0	0.0
2005	11			IR	6,650	8,050	7,300	5,650	930	4	0.7	4	0.7
2006	11			IR	6,450	7,800	7,050	5,500	900	4	0.7	2	0.3

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2007	11			IR	6,400	7,750	7,750	5,400	900	2	0.3	0	0.0
2008	11			IR	6,300	7,650	7,500	5,400	880	6	1.0	1	0.2
2009	11			IR	6,250	7,500	6,800	5,300	880	3	0.5	0	0.0
2010	11			IR	6,150	7,300	6,700	5,250	860	10	1.8	1	0.2
2011	11			IR	6,050	7,200	7,050	5,150	850	4	0.7	1	0.2
2012	11			CR	5,950	7,150	7,000	5,050	830	6	1.1	0	0.0
2013	11			CR	5,850	7,000	7,200	4,950	820	10	1.9	0	0.0
2014	11			IR	5,800	6,900	6,900	4,950	810	8	1.5	1	0.2
2015	11			IR	5,700	6,800	6,800	4,850	800	9	1.7	0	0.0
2016	11			CTR	7,050	8,600	8,650	6,000	990	4	0.6	0	0.0
2017	11			CTR	5,750	7,700	7,650	4,700	800	2	0.4	0	0.0
2018	11			CTR	5,700	7,600	7,600	4,650	800	7	1.4	0	0.0
2019	11			CTR	7,500	10,000	9,950	6,100	1,050	4	0.6	0	0.0
2021	11			CTR	5,750	7,500	7,450	4,700	800	5	1.0	2	0.4
1988	11	SEC HWY 522	10.8	IT	6,000	8,700	8,000	4,450	900	17	0.7	2	0.1
1989	11			IT	6,300	8,750	8,450	4,900	940	19	0.8	8	0.3
1990	11			IT	6,600	8,400	8,200	5,550	990	15	0.6	2	0.1
1991	11			IR	6,800	8,550	7,550	5,650	1,000	25	0.9	2	0.1
1992	11			IR	6,800	8,350	7,500	5,800	1,000	19	0.7	2	0.1
1993	11			IR	7,000	8,600	7,250	5,750	1,050	18	0.7	6	0.2
1994	11			IR	7,050	8,700	7,750	5,900	990	21	0.8	3	0.1
1995	11			IR	7,100	8,750	7,800	6,050	990	20	0.7	3	0.1
1996	11			IR	7,150	8,900	8,000	6,100	1,000	20	0.7	3	0.1
1997	11			IR	7,200	9,000	8,050	6,100	1,200	26	0.9	4	0.1
1998	11			IR	7,250	9,000	8,100	6,100	1,250	33	1.2	6	0.2
1999	11			IR	7,400	9,200	8,200	6,200	1,250	28	1.0	6	0.2
2000	11			IR	7,350	9,000	8,150	6,200	1,200	18	0.6	5	0.2
2001	11			IR	7,600	9,400	8,400	6,400	990	34	1.1	2	0.1
2002	11			IR	7,650	9,450	8,500	6,500	1,200	19	0.6	4	0.1
2003	11			IR	7,900	9,600	8,700	6,700	1,050	28	0.9	2	0.1
2004	11			IR	7,850	9,700	8,700	6,650	1,000	32	1.0	4	0.1
2005	11			IR	7,950	9,600	8,700	6,800	1,050	21	0.7	3	0.1
2006	11			CTR	8,000	9,900	9,500	6,800	1,050	20	0.6	6	0.2
2007	11			CTR	8,100	10,000	9,950	6,850	1,050	26	0.8	3	0.1
2008	11			CTR	8,200	10,100	9,950	6,950	1,050	23	0.7	4	0.1
2009	11			CTR	8,300	10,100	9,800	7,050	1,100	31	0.9	1	0.0
2010	11			IR	8,350	9,950	9,100	7,100	1,100	18	0.5	1	0.0
2011	11			IR	8,450	10,100	9,850	7,200	1,100	13	0.4	0	0.0
2012	11			IR	8,550	10,200	9,900	7,300	1,100	28	0.8	3	0.1
2013	11			IR	8,650	10,300	11,000	7,350	1,100	29	0.8	1	0.0
2014	11			IR	8,700	10,400	10,400	7,400	1,150	23	0.7	7	0.2

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2015	11			IR	8,800	10,500	10,500	7,500	1,150	23	0.7	3	0.1
2016	11			IR	8,900	10,600	10,600	7,600	1,150	20	0.6	2	0.1
2017	11			IR	9,000	10,600	10,600	8,050	1,150	24	0.7	1	0.0
2018	11			IR	9,000	10,900	10,900	7,650	1,800	27	0.8	3	0.1
2019	11			IR	9,150	11,100	11,100	7,800	1,850	16	0.4	6	0.2
2021	11			IR	9,300	11,100	11,100	7,950	1,750	14	0.4	1	0.0
1988	11	MCGILLVRAY CK (NB & SB)	1.9	IT	5,900	8,550	7,850	4,350	830	0	0.0	0	0.0
1989	11			IT	6,100	8,500	8,150	4,750	980	0	0.0	0	0.0
1990	11			IT	6,300	8,000	7,800	5,300	820	0	0.0	0	0.0
1991	11			IR	6,450	8,150	7,150	5,350	840	1	0.2	0	0.0
1992	11			IR	6,500	8,000	7,150	5,500	840	2	0.4	0	0.0
1993	11			IR	6,600	8,100	6,800	5,400	860	2	0.4	1	0.2
1994	11			IR	6,700	8,250	7,350	5,600	870	3	0.6	0	0.0
1995	11			IR	6,700	8,250	7,400	5,700	870	3	0.6	4	0.8
1996	11			IR	6,800	8,450	7,600	5,800	880	3	0.6	0	0.0
1997	11			IR	6,900	8,600	7,750	5,850	1,050	0	0.0	0	0.0
1998	11			IR	6,950	8,600	7,800	5,850	1,050	2	0.4	1	0.2
1999	11			IR	7,050	8,750	7,850	5,900	1,050	0	0.0	0	0.0
2000	11			IR	7,150	8,750	7,900	6,050	1,300	3	0.6	0	0.0
2001	11			IR	7,200	8,900	8,000	6,100	1,000	1	0.2	0	0.0
2002	11			IR	7,300	9,000	8,100	6,200	1,000	3	0.6	0	0.0
2003	11			IR	7,350	8,900	8,100	6,250	1,050	0	0.0	0	0.0
2004	11			IR	7,450	9,200	8,250	6,300	1,050	3	0.6	0	0.0
2005	11			IR	7,500	9,050	8,200	6,400	1,050	3	0.6	0	0.0
2006	11			IR	7,600	9,150	8,300	6,450	910	2	0.4	0	0.0
2007	11			IR	7,700	9,350	9,300	6,500	920	6	1.1	2	0.4
2008	11			IR	7,750	9,400	9,200	6,600	930	4	0.7	1	0.2
2009	11			IR	7,850	9,400	8,550	6,650	940	7	1.3	2	0.4
2010	11			IR	7,900	9,400	8,600	6,700	950	5	0.9	0	0.0
2011	11			IR	8,000	9,550	9,350	6,850	960	5	0.9	0	0.0
2012	11			CR	8,050	9,650	9,500	6,800	970	0	0.0	0	0.0
2013	11			CR	8,150	9,750	10,000	6,900	980	9	1.6	0	0.0
2014	11			CR	8,200	9,650	9,600	7,000	980	11	1.9	0	0.0
2015	11			CR	8,300	9,800	9,700	7,050	1,000	3	0.5	0	0.0
2016	11			CTR	8,400	10,200	10,300	7,150	1,650	7	1.2	1	0.2
2017	11			CTR	8,450	11,300	11,200	6,900	1,650	2	0.3	0	0.0
2018	11			CTR	8,550	11,400	11,400	6,950	1,700	7	1.2	0	0.0
2019	11			CTR	8,600	11,500	11,400	7,000	1,700	4	0.7	2	0.3
2021	11			CTR	8,750	11,400	11,300	7,150	1,600	3	0.5	0	0.0
1988	11	SEC HWY 534 (W) CLARK ST(E) IC UP	2.5	CR	5,800	7,400	6,950	4,800	810	4	0.8	0	0.0
1989	11			CR	6,100	7,800	7,250	5,100	850	5	0.9	3	0.5

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1990	11			CR	6,300	7,800	7,250	5,650	880	0	0.0	0	0.0
1991	11			IT	6,500	8,450	8,000	5,600	910	0	0.0	0	0.0
1992	11			IT	6,600	8,600	8,200	5,600	920	2	0.3	1	0.2
1993	11			IT	6,800	8,350	8,450	5,800	950	2	0.3	0	0.0
1994	11			IT	6,950	9,050	8,600	5,900	970	5	0.8	2	0.3
1995	11			IT	6,950	8,900	8,500	5,950	970	3	0.5	0	0.0
1996	11			IT	6,950	9,150	8,900	5,750	970	6	0.9	3	0.5
1997	11			CR	6,950	8,600	8,200	5,900	900	7	1.1	4	0.6
1998	11			CR	7,050	8,650	8,250	6,000	920	5	0.8	0	0.0
1999	11			CR	7,100	8,750	8,300	6,050	920	8	1.2	0	0.0
2000	11			CR	7,250	8,900	8,500	6,150	1,000	3	0.5	0	0.0
2001	11			CR	7,200	8,850	8,450	6,100	790	7	1.1	0	0.0
2002	11			CR	7,250	8,900	8,500	6,100	800	4	0.6	0	0.0
2003	11			CR	7,300	8,900	8,550	6,200	800	4	0.6	0	0.0
2004	11			CR	7,350	9,050	8,600	6,200	810	6	0.9	1	0.1
2005	11			CR	7,500	9,100	8,750	6,300	820	6	0.9	1	0.1
2006	11			CR	7,450	9,050	8,650	6,300	820	9	1.3	3	0.4
2007	11			CR	7,700	9,300	9,300	6,500	850	7	1.0	2	0.3
2008	11			CR	8,000	9,700	9,600	6,750	880	3	0.4	0	0.0
2009	11			CR	7,950	9,550	9,200	6,750	870	11	1.5	0	0.0
2010	11			CR	8,950	10,700	10,400	7,550	980	3	0.4	1	0.1
2011	11			CR	8,200	9,550	9,650	7,300	900	11	1.5	0	0.0
2012	11			CR	8,250	9,900	9,700	6,950	910	9	1.2	4	0.5
2013	11			CR	8,350	10,000	10,300	7,050	920	7	0.9	1	0.1
2014	11			IR	8,450	10,100	10,100	7,200	930	3	0.4	0	0.0
2015	11			IR	8,550	10,200	10,200	7,300	940	7	0.9	0	0.0
2016	11			IR	8,650	10,300	10,300	7,350	950	3	0.4	0	0.0
2017	11			IR	8,700	10,200	10,200	7,750	960	9	1.1	2	0.3
2018	11			IR	8,800	10,300	10,300	7,850	970	6	0.7	0	0.0
2019	11			IR	8,900	10,400	10,400	8,000	980	2	0.2	0	0.0
2021	11			IR	8,900	10,700	10,600	7,600	1,350	4	0.5	0	0.0
1988	11	MCCHARLES LINE MAIN ST	10.5	CR	7,000	8,950	8,400	5,800	980	14	0.5	3	0.1
1989	11			CR	7,100	9,100	8,450	5,950	920	21	0.8	6	0.2
1990	11			CR	7,200	8,950	8,300	6,500	940	19	0.7	4	0.1
1991	11			IT	7,300	9,500	9,000	6,300	950	22	0.8	4	0.1
1992	11			IT	7,400	9,600	9,200	6,300	960	12	0.4	2	0.1
1993	11			IT	7,500	9,200	9,300	6,400	980	27	0.9	3	0.1
1994	11			IT	7,600	9,900	9,400	6,450	990	39	1.3	6	0.2
1995	11			IT	7,600	9,700	9,250	6,500	1,050	34	1.2	4	0.1
1996	11			IT	7,700	10,100	9,850	6,350	1,100	23	0.8	2	0.1
1997	11			CR	7,800	9,650	9,200	6,650	940	26	0.9	2	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1998	11			CR	7,900	9,700	9,250	6,700	950	27	0.9	0	0.0
1999	11			CR	8,050	9,900	9,400	6,850	970	27	0.9	1	0.0
2000	11			CR	8,200	10,100	9,600	6,950	1,050	34	1.1	3	0.1
2001	11			CR	8,250	10,200	9,650	6,950	910	30	0.9	5	0.2
2002	11			CR	8,350	10,300	9,800	7,050	1,000	43	1.3	3	0.1
2003	11			CR	8,450	10,300	9,900	7,150	1,350	34	1.0	2	0.1
2004	11			CR	8,550	10,500	10,000	7,200	1,350	34	1.0	5	0.2
2005	11			CR	8,650	10,500	10,100	7,300	1,400	36	1.1	2	0.1
2006	11			CR	8,750	10,600	10,200	7,400	1,400	47	1.4	6	0.2
2007	11			CR	8,850	10,700	10,700	7,450	1,250	40	1.2	4	0.1
2008	11			CR	8,950	10,800	10,700	7,550	1,250	44	1.3	6	0.2
2009	11			CR	9,050	10,900	10,500	7,700	1,250	35	1.0	6	0.2
2010	11			CR	9,150	11,000	10,600	7,750	1,300	50	1.4	5	0.1
2011	11			CR	9,250	10,800	10,900	8,250	1,300	37	1.0	2	0.1
2012	11			CR	9,350	11,200	11,000	7,900	1,300	23	0.6	3	0.1
2013	11			CR	9,450	11,300	11,600	8,000	1,300	32	0.9	7	0.2
2014	11			CR	9,550	11,300	11,200	8,150	1,350	46	1.3	4	0.1
2015	11			CR	9,650	11,400	11,300	8,200	1,350	23	0.6	3	0.1
2016	11			CR	9,750	11,500	11,400	8,300	1,350	18	0.5	2	0.1
2017	11			CR	9,850	11,400	11,500	8,850	1,400	34	0.9	3	0.1
2018	11			CR	9,950	11,600	11,600	8,950	1,400	37	1.0	7	0.2
2019	11			CR	10,100	11,700	11,800	9,050	1,400	25	0.6	5	0.1
2021	11			CR	10,200	11,700	11,800	9,200	1,450	23	0.6	4	0.1
1988	11	SEC HWY 654 IC (W) LK NOSBONSING RD (E)	9.1	CR	7,100	9,100	8,500	5,900	780	21	0.9	1	0.0
1989	11			CR	7,300	9,350	8,700	6,150	950	26	1.1	3	0.1
1990	11			IT	7,500	9,500	9,300	6,300	980	25	1.0	2	0.1
1991	11			IT	7,900	10,300	9,700	6,800	1,050	18	0.7	1	0.0
1992	11			IT	8,000	10,400	9,900	6,800	1,050	11	0.4	0	0.0
1993	11			IT	8,300	10,200	10,300	7,050	1,100	31	1.1	0	0.0
1994	11			IT	8,450	11,000	10,500	7,200	1,100	22	0.8	2	0.1
1995	11			IT	8,500	10,900	10,400	7,250	1,100	16	0.6	1	0.0
1996	11			IT	8,650	11,400	11,100	7,150	1,100	22	0.8	2	0.1
1997	11			CR	8,750	10,800	10,300	7,450	880	27	0.9	3	0.1
1998	11			CR	8,800	10,800	10,300	7,500	880	23	0.8	0	0.0
1999	11			CR	9,100	11,200	10,600	7,750	1,100	31	1.0	4	0.1
2000	11			CR	9,300	11,400	10,900	7,900	1,100	23	0.7	2	0.1
2001	11			CR	9,400	11,600	11,000	7,950	940	27	0.9	2	0.1
2002	11			CR	9,550	11,700	11,200	8,050	960	37	1.2	2	0.1
2003	11			CR	9,950	12,100	11,600	8,400	1,000	35	1.1	0	0.0
2004	11			CR	9,850	12,100	11,600	8,300	980	30	0.9	4	0.1
2005	11			CR	10,000	12,100	11,700	8,400	1,000	29	0.9	2	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2006	11			CR	10,000	12,100	11,600	8,450	1,000	27	0.8	0	0.0
2007	11			CR	10,300	12,500	12,500	8,700	1,050	24	0.7	3	0.1
2008	11			CR	10,400	12,600	12,500	8,750	1,050	32	0.9	2	0.1
2009	11			CR	10,600	12,700	12,300	9,000	1,050	23	0.7	0	0.0
2010	11			CR	10,700	12,800	12,400	9,050	1,050	25	0.7	2	0.1
2011	11			CR	10,900	12,700	12,800	9,700	1,100	33	0.9	1	0.0
2012	11			CR	11,000	13,200	13,000	9,300	1,100	31	0.8	1	0.0
2013	11			CR	11,200	13,400	13,800	9,450	1,100	35	0.9	7	0.2
2014	11			CR	11,300	13,300	13,200	9,650	1,150	40	1.1	6	0.2
2015	11			CR	11,500	13,600	13,500	9,800	1,150	25	0.7	1	0.0
2016	11			CR	11,600	13,700	13,600	9,900	1,150	24	0.6	3	0.1
2017	11			CR	11,800	13,700	13,800	10,600	1,200	18	0.5	1	0.0
2018	11			CR	11,900	13,800	13,900	10,700	1,200	28	0.7	2	0.1
2019	11			CR	12,100	14,000	14,100	10,900	1,200	22	0.5	2	0.0
2021	11			CR	12,300	14,200	14,200	11,100	1,500	26	0.6	8	0.2
1988	11	HWY 11B (LAKESHORE DR) IC (W) DUPONT RD (E)	5.7	IC	11,400	13,200	12,900	10,000	800	39	1.6	6	0.3
1989	11			IC	12,200	14,000	13,800	10,900	1,350	35	1.4	4	0.2
1990	11			IT	12,700	16,100	15,700	10,700	1,400	22	0.8	2	0.1
1991	11			C	13,200	14,500	14,700	12,000	1,050	29	1.1	3	0.1
1992	11			C	13,300	14,400	14,800	12,200	1,050	29	1.0	3	0.1
1993	11			C	13,500	14,700	14,900	12,400	1,100	33	1.2	3	0.1
1994	11			SC	13,800	14,400	15,900	12,700	1,100	24	0.8	0	0.0
1995	11			SC	14,100	14,700	16,400	12,800	1,150	29	1.0	1	0.0
1996	11			SC	14,400	15,300	16,800	12,900	1,150	20	0.7	0	0.0
1997	11			IC	14,700	16,500	16,600	12,900	1,200	21	0.7	5	0.2
1998	11			IC	15,100	16,900	16,900	13,400	1,200	26	0.8	4	0.1
1999	11			IC	15,300	17,100	17,100	13,600	1,850	23	0.7	3	0.1
2000	11			IC	15,600	17,500	17,500	13,900	1,850	21	0.6	3	0.1
2001	11			IC	16,000	17,900	18,000	14,100	1,900	23	0.7	2	0.1
2002	11			IC	16,300	18,200	18,300	14,400	2,750	27	0.8	1	0.0
2003	11			IC	16,600	18,500	18,700	14,700	1,500	28	0.8	7	0.2
2004	11			IC	16,900	18,900	19,000	14,900	1,500	24	0.7	1	0.0
2005	11			IC	17,200	19,100	19,300	15,200	1,550	14	0.4	2	0.1
2006	11			IC	17,500	19,400	19,600	15,500	1,600	14	0.4	1	0.0
2007	11			IC	17,800	19,800	20,400	15,700	1,600	39	1.1	4	0.1
2008	11			IC	18,200	20,200	19,500	16,000	1,650	11	0.3	1	0.0
2009	11			IC	18,500	20,500	20,700	16,500	2,050	30	0.8	0	0.0
2010	11			IC	18,800	20,800	21,000	16,700	2,250	29	0.7	4	0.1
2011	11			IC	18,000	19,800	20,500	16,100	2,000	17	0.5	0	0.0
2012	11			UC	19,100	19,200	20,400	18,100	2,150	14	0.4	2	0.1
2013	11			UC	19,400	19,500	19,500	18,400	2,200	23	0.6	2	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2014	11			UC	19,700	19,800	18,900	18,700	2,250	26	0.6	2	0.0
2015	11			CR	17,400	20,500	20,400	14,800	2,200	23	0.6	3	0.1
2016	11			CR	19,800	23,300	23,200	16,900	2,500	18	0.4	6	0.1
2017	11			CR	20,100	23,300	23,400	18,100	2,550	15	0.4	5	0.1
2018	11			CR	20,300	23,600	23,700	18,200	2,550	18	0.4	0	0.0
2019	11			CR	20,600	23,900	24,100	18,500	2,600	19	0.4	4	0.1
2021	11			CR	21,100	24,300	24,400	19,000	2,750	10	0.2	3	0.1
1988	11	S JCT HWY 17 IC	0.6	C	18,100	20,100	20,100	16,300	1,100	9	2.3	0	0.0
1989	11			C	19,500	21,600	21,800	17,600	1,950	17	4.0	4	0.9
1990	11			C	20,700	23,000	23,000	18,600	1,650	10	2.2	2	0.4
1991	11			C	20,900	23,000	23,200	19,000	1,450	13	2.8	2	0.4
1992	11			C	21,000	22,700	23,300	19,300	1,450	20	4.3	2	0.4
1993	11			C	21,600	23,500	23,900	19,900	1,500	12	2.5	3	0.6
1994	11			SC	21,900	22,800	25,200	20,100	1,750	17	3.5	4	0.8
1995	11			SC	22,000	23,000	25,600	20,000	1,750	4	0.8	0	0.0
1996	11			SC	22,100	23,500	25,800	19,800	1,550	14	2.9	1	0.2
1997	11			IC	22,200	24,900	25,100	19,500	2,000	13	2.7	1	0.2
1998	11			IC	22,300	25,000	25,000	19,800	2,000	17	3.5	4	0.8
1999	11			IC	22,400	25,100	25,100	19,900	2,000	9	1.8	0	0.0
2000	11			IC	22,500	25,200	25,200	20,000	2,000	12	2.4	3	0.6
2001	11			IC	22,600	25,300	25,400	20,000	2,050	13	2.6	1	0.2
2002	11			IC	22,700	25,300	25,500	20,000	2,050	7	1.4	0	0.0
2003	11			IC	22,800	25,400	25,700	20,200	2,050	17	3.4	1	0.2
2004	11			IC	22,900	25,600	25,700	20,300	2,050	11	2.2	3	0.6
2005	11			IC	23,000	25,600	25,800	20,300	2,050	15	3.0	2	0.4
2006	11			IC	23,300	25,900	26,100	20,600	2,100	13	2.5	2	0.4
2007	11			IC	23,200	25,800	26,600	20,500	2,100	15	3.0	3	0.6
2008	11			IC	25,100	27,800	26,900	22,100	2,250	15	2.7	1	0.2
2009	11			IC	26,000	28,900	29,100	23,100	2,350	17	3.0	1	0.2
2010	11			IC	27,300	30,200	30,500	24,200	2,450	14	2.3	2	0.3
2011	11			IC	25,400	27,900	29,000	22,800	2,300	11	2.0	0	0.0
2012	11			UC	25,200	25,400	27,000	23,900	2,250	6	1.1	0	0.0
2013	11			UC	25,800	25,900	25,900	24,500	2,300	10	1.8	0	0.0
2014	11			C	26,000	28,600	27,800	23,400	2,350	5	0.9	1	0.2
2015	11			C	26,300	28,900	28,100	23,700	2,350	6	1.0	1	0.2
2016	11			C	26,500	29,200	28,400	23,800	2,400	4	0.7	1	0.2
2017	11			C	26,800	29,300	29,300	24,300	2,400	9	1.5	4	0.7
2018	11			C	27,000	29,600	29,400	24,400	2,450	7	1.2	0	0.0
2019	11			C	27,200	29,700	29,600	24,600	2,450	5	0.8	3	0.5
2021	11			C	27,700	30,100	30,000	25,100	2,500	6	1.0	1	0.2
1988	11	SEYMOUR ST	0.6	SC	20,600	22,200	24,300	18,500	1,650	17	3.8	4	0.9

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1989	11			SC	22,900	25,200	27,700	20,400	1,850	21	4.2	2	0.4
1990	11			UC	25,100	26,900	29,100	23,800	2,000	22	4.0	1	0.2
1991	11			UC	25,200	26,700	29,000	24,400	2,000	19	3.4	3	0.5
1992	11			UC	25,500	27,000	29,300	24,500	2,050	10	1.8	1	0.2
1993	11			UC	25,800	27,200	29,300	24,200	2,050	10	1.8	2	0.4
1994	11			SC	26,200	27,200	30,100	24,100	2,100	26	4.5	6	1.0
1995	11			SC	26,500	27,700	30,800	24,100	2,100	11	1.9	1	0.2
1996	11			SC	26,800	28,500	31,300	24,000	1,600	18	3.1	4	0.7
1997	11			UC	27,100	28,500	31,700	25,500	1,650	12	2.0	1	0.2
1998	11			UC	26,500	28,100	31,000	25,200	1,600	15	2.6	4	0.7
1999	11			UC	26,000	27,600	30,400	24,700	1,550	10	1.8	2	0.4
2000	11			UC	25,400	26,900	30,000	23,900	2,550	15	2.7	1	0.2
2001	11			UC	25,800	27,600	30,400	24,200	2,600	15	2.7	2	0.4
2002	11			UC	25,700	27,400	30,200	24,100	2,550	15	2.7	1	0.2
2003	11			UC	25,600	27,100	30,000	24,200	2,550	15	2.7	2	0.4
2004	11			UC	25,400	27,200	29,900	23,900	2,550	12	2.2	5	0.9
2005	11			UC	25,300	26,800	29,600	23,700	2,000	13	2.3	5	0.9
2006	11			UC	25,800	27,300	30,100	24,300	2,050	15	2.7	1	0.2
2007	11			UC	25,000	26,500	28,900	23,500	2,000	21	3.8	3	0.5
2008	11			UC	25,700	27,100	25,500	24,000	2,050	8	1.4	1	0.2
2009	11			UC	25,700	27,200	30,100	24,200	2,050	17	3.0	3	0.5
2010	11			UC	27,400	29,000	31,900	25,800	2,200	21	3.5	6	1.0
2011	11			UC	25,600	25,700	26,600	24,300	2,050	23	4.1	3	0.5
2012	11			UC	29,000	29,200	31,000	27,600	2,300	15	2.4	3	0.5
2013	11			UC	29,000	29,100	29,200	27,500	2,300	16	2.5	1	0.2
2014	11			C	26,400	29,000	28,200	23,800	2,100	14	2.4	2	0.3
2015	11			C	26,800	29,500	28,700	24,100	2,150	21	3.6	4	0.7
2016	11			C	26,800	29,500	28,700	24,100	2,150	12	2.0	0	0.0
2017	11			C	26,900	29,400	29,400	24,400	2,150	17	2.9	1	0.2
2018	11			C	26,900	29,500	29,300	24,300	2,150	12	2.0	1	0.2
2019	11			C	27,000	29,500	29,300	24,400	2,150	16	2.7	2	0.3
2021	11			C	27,100	29,500	29,300	24,600	2,150	9	1.5	4	0.7
1988	11	HWY 17B (FISHER ST) W NORTHGATE SQ ENT (E)	0.6	SC	23,500	25,400	27,700	21,200	1,650	5	1.0	0	0.0
1989	11			SC	24,900	27,400	30,100	22,200	1,750	24	4.4	1	0.2
1990	11			C	26,900	29,900	29,900	24,200	1,900	18	3.1	3	0.5
1991	11			UC	27,100	28,700	31,200	26,300	2,150	11	1.9	0	0.0
1992	11			UC	27,300	28,900	31,400	26,200	2,200	17	2.8	1	0.2
1993	11			UC	27,800	29,300	31,600	26,000	2,200	15	2.5	0	0.0
1994	11			SC	28,100	29,200	32,300	25,900	2,250	18	2.9	4	0.6
1995	11			SC	28,100	29,400	32,600	25,600	2,250	27	4.4	1	0.2
1996	11			SC	28,300	30,100	33,100	25,400	2,250	13	2.1	2	0.3

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1997	11			SC	25,100	26,600	29,400	22,300	2,000	9	1.6	1	0.2
1998	11			SC	24,500	26,000	28,700	21,800	1,950	2	0.4	1	0.2
1999	11			SC	23,900	25,300	28,000	21,300	1,900	3	0.6	0	0.0
2000	11			C	23,300	26,300	26,300	21,000	2,350	9	1.8	3	0.6
2001	11			C	22,100	24,900	24,900	19,900	2,200	1	0.2	0	0.0
2002	11			C	22,000	24,600	24,800	19,800	2,200	6	1.2	0	0.0
2003	11			C	22,200	24,800	25,000	20,000	2,200	3	0.6	0	0.0
2004	11			C	22,100	24,900	24,900	19,900	2,200	6	1.2	2	0.4
2005	11			C	22,200	24,700	24,900	19,900	1,550	6	1.2	1	0.2
2006	11			C	22,400	24,900	25,100	20,200	1,550	5	1.0	0	0.0
2007	11			C	21,600	24,000	24,300	19,400	1,500	11	2.3	0	0.0
2008	11			C	25,600	28,300	27,900	23,000	1,800	6	1.1	0	0.0
2009	11			C	27,200	29,900	30,200	24,500	1,900	5	0.8	0	0.0
2010	11			C	29,700	32,700	33,000	26,700	2,100	8	1.2	2	0.3
2011	11			C	23,700	26,100	26,400	21,300	1,650	12	2.3	2	0.4
2012	11			UC	24,700	24,800	26,400	23,500	1,750	12	2.2	0	0.0
2013	11			UC	25,000	25,100	25,100	23,700	1,750	20	3.7	3	0.5
2014	11			C	23,700	26,100	25,400	21,300	1,650	14	2.7	0	0.0
2015	11			C	23,800	26,200	25,500	21,400	1,650	19	3.6	5	1.0
2016	11			C	23,700	26,100	25,400	21,300	1,650	11	2.1	1	0.2
2017	11			C	23,600	25,800	25,800	21,400	1,650	13	2.5	3	0.6
2018	11			C	23,600	25,900	25,700	21,300	1,650	14	2.7	3	0.6
2019	11			C	23,500	25,700	25,500	21,300	1,650	9	1.7	3	0.6
2021	11			C	23,400	25,400	25,300	21,200	1,650	2	0.4	0	0.0
1988	11	HWY 63 (TROUT LK RD) E CASSELLS ST (W)	1.6	UC	21,700	22,800	24,500	20,400	1,750	12	0.9	4	0.3
1989	11			UC	23,200	24,400	26,200	22,000	2,100	23	1.7	5	0.4
1990	11			UC	24,600	26,300	28,500	23,400	2,200	18	1.3	6	0.4
1991	11			UC	25,000	26,500	28,700	24,200	1,500	21	1.4	5	0.3
1992	11			UC	25,100	26,600	28,900	24,100	1,500	24	1.6	3	0.2
1993	11			UC	25,200	26,500	28,600	23,600	1,500	24	1.6	3	0.2
1994	11			SC	25,300	26,300	29,100	23,300	1,750	16	1.1	3	0.2
1995	11			SC	25,400	26,600	29,500	23,100	1,800	19	1.3	2	0.1
1996	11			SC	25,400	27,000	29,700	22,800	2,050	17	1.1	1	0.1
1997	11			SC	25,500	27,000	29,800	22,700	2,050	12	0.8	2	0.1
1998	11			SC	25,000	26,500	29,200	22,200	2,000	13	0.9	2	0.1
1999	11			SC	24,700	26,200	28,900	22,000	2,000	9	0.6	1	0.1
2000	11			SC	24,100	25,500	28,200	21,200	2,400	6	0.4	0	0.0
2001	11			SC	24,300	25,900	28,500	21,400	2,450	7	0.5	1	0.1
2002	11			SC	24,100	25,600	28,200	21,200	2,400	12	0.9	1	0.1
2003	11			SC	23,900	25,200	27,900	21,100	2,400	27	1.9	3	0.2
2004	11			SC	23,700	25,300	27,700	20,900	2,350	24	1.7	8	0.6

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2005	11			SC	23,500	24,900	27,400	20,700	1,900	13	0.9	4	0.3
2006	11			SC	23,700	25,100	27,700	20,900	1,900	11	0.8	0	0.0
2007	11			SC	23,100	24,400	26,700	20,300	1,850	19	1.4	2	0.1
2008	11			SC	26,500	27,800	26,200	23,300	2,100	17	1.1	1	0.1
2009	11			SC	27,900	29,600	32,600	24,600	2,250	26	1.6	2	0.1
2010	11			SC	30,200	31,900	35,400	26,600	2,400	11	0.6	1	0.1
2011	11			SC	26,000	33,300	30,400	20,700	2,100	26	1.7	4	0.3
2012	11			UC	27,900	28,100	29,900	26,500	2,250	23	1.4	2	0.1
2013	11			UC	28,000	28,100	28,200	26,600	2,250	29	1.8	4	0.2
2014	11			C	26,800	29,500	28,700	24,100	2,150	25	1.6	3	0.2
2015	11			C	27,100	29,800	29,000	24,400	2,150	17	1.1	3	0.2
2016	11			C	27,200	29,900	29,100	24,500	2,200	10	0.6	0	0.0
2017	11			C	27,400	30,000	29,900	24,900	2,200	14	0.9	0	0.0
2018	11			C	27,500	30,100	30,000	24,800	2,200	22	1.4	2	0.1
2019	11			C	27,700	30,300	30,100	25,100	2,200	15	0.9	0	0.0
2021	11			C	22,200	24,100	24,000	20,100	2,000	9	0.7	2	0.2
1988	11	O'BRIEN ST	0.7	UC	17,500	18,400	19,800	16,400	1,600	8	1.8	2	0.4
1989	11			UC	18,400	19,300	20,800	17,500	1,650	17	3.6	2	0.4
1990	11			UC	19,400	20,800	22,500	18,400	1,750	12	2.4	2	0.4
1991	11			UC	20,300	21,500	23,300	19,700	610	14	2.7	1	0.2
1992	11			UC	22,000	23,300	25,300	21,100	660	15	2.7	2	0.4
1993	11			UC	24,000	25,300	27,300	22,500	720	14	2.3	4	0.7
1994	11			SC	26,000	27,000	29,900	23,900	780	19	2.9	0	0.0
1995	11			SC	24,900	26,000	28,900	22,700	750	9	1.4	0	0.0
1996	11			SC	23,700	25,200	27,700	21,200	710	10	1.6	4	0.7
1997	11			SC	22,600	24,000	26,400	20,100	2,250	9	1.6	0	0.0
1998	11			SC	22,500	23,800	26,300	20,000	2,250	13	2.3	3	0.5
1999	11			SC	22,200	23,500	26,000	19,800	2,200	9	1.6	0	0.0
2000	11			C	22,300	25,200	25,200	20,100	1,800	6	1.1	3	0.5
2001	11			C	20,900	23,500	23,600	18,800	1,650	10	1.9	2	0.4
2002	11			C	20,300	22,700	22,900	18,300	1,600	13	2.5	0	0.0
2003	11			C	19,700	22,000	22,100	17,800	1,600	10	2.0	2	0.4
2004	11			C	19,400	21,800	21,900	17,500	1,550	13	2.6	2	0.4
2005	11			C	18,900	21,000	21,200	17,000	1,500	12	2.5	1	0.2
2006	11			C	19,000	21,100	21,300	17,100	1,500	15	3.1	2	0.4
2007	11			C	18,300	20,300	20,600	16,400	1,450	10	2.1	1	0.2
2008	11			C	21,400	23,600	23,300	19,200	1,700	10	1.8	0	0.0
2009	11			C	22,700	25,000	25,200	20,400	1,800	16	2.8	0	0.0
2010	11			C	24,700	27,200	27,500	22,200	2,000	9	1.4	1	0.2
2011	11			C	19,700	21,700	21,900	17,700	1,600	10	2.0	1	0.2
2012	11			UC	26,900	27,100	28,800	25,600	2,150	8	1.2	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2013	11			UC	25,000	25,100	25,100	23,700	2,000	15	2.3	4	0.6
2014	11			C	21,000	23,100	22,500	18,900	1,700	9	1.7	0	0.0
2015	11			C	21,400	23,500	22,900	19,300	1,700	4	0.7	1	0.2
2016	11			C	21,300	23,400	22,800	19,200	1,700	5	0.9	1	0.2
2017	11			C	21,300	23,300	23,200	19,300	1,700	7	1.3	0	0.0
2018	11			C	21,200	23,200	23,100	19,100	1,700	11	2.0	1	0.2
2019	11			C	21,200	23,200	23,000	19,200	1,700	9	1.7	2	0.4
2021	11			C	21,200	23,100	22,900	19,200	1,900	4	0.7	0	0.0
1988	11	N JCT HWYS 17/11B (ALGONQUIN AV)	0.3	UC	25,100	26,400	28,400	23,600	2,250	30	10.9	5	1.8
1989	11			UC	26,100	27,400	29,500	24,800	2,100	32	11.2	6	2.1
1990	11			UC	26,900	28,800	31,200	25,600	2,700	32	10.9	7	2.4
1991	11			UC	27,000	28,600	31,000	26,200	2,150	32	10.8	8	2.7
1992	11			UC	27,300	28,900	31,400	26,200	2,200	23	7.7	2	0.7
1993	11			UC	27,700	29,200	31,500	25,900	2,200	23	7.6	2	0.7
1994	11			UC	28,000	29,700	32,000	26,000	2,250	26	8.5	5	1.6
1995	11			UC	28,000	29,500	32,000	26,100	2,250	23	7.5	2	0.7
1996	11			UC	28,100	29,700	32,900	26,700	2,250	25	8.1	7	2.3
1997	11			UC	26,800	28,100	31,400	25,200	1,900	8	2.7	2	0.7
1998	11			UC	27,000	28,600	31,600	25,600	1,900	13	4.4	3	1.0
1999	11			UC	27,300	28,900	31,900	25,900	1,900	21	7.0	2	0.7
2000	11			UC	27,600	29,300	32,600	25,900	2,200	8	2.6	2	0.7
2001	11			UC	27,900	29,900	32,800	26,200	2,250	9	2.9	2	0.7
2002	11			UC	27,600	29,400	32,500	25,800	2,200	9	3.0	2	0.7
2003	11			UC	26,600	28,100	31,200	25,100	1,600	12	4.1	4	1.4
2004	11			UC	26,400	28,300	31,100	24,800	1,600	9	3.1	1	0.3
2005	11			UC	26,200	27,700	30,600	24,600	1,550	7	2.4	3	1.0
2006	11			UC	25,900	27,400	30,300	24,400	1,550	10	3.5	4	1.4
2007	11			UC	24,800	26,300	28,700	23,300	1,500	12	4.4	1	0.4
2008	11			UC	27,500	29,000	27,300	25,700	1,650	9	3.0	2	0.7
2009	11			UC	28,300	30,000	33,100	26,600	1,700	17	5.5	2	0.6
2010	11			UC	29,900	31,600	34,800	28,100	1,800	7	2.1	0	0.0
2011	11			UC	27,100	27,200	28,100	25,700	1,650	13	4.4	0	0.0
2012	11			UC	29,500	29,700	31,600	28,000	1,750	15	4.6	3	0.9
2013	11			UC	29,000	29,100	29,200	27,500	1,750	13	4.1	1	0.3
2014	11			UC	27,700	27,800	26,600	26,300	1,650	18	5.9	1	0.3
2015	11			UC	27,900	28,000	26,800	26,500	1,650	21	6.9	3	1.0
2016	11			UC	27,900	28,000	26,800	26,500	1,650	14	4.6	2	0.7
2017	11			UC	28,000	27,800	28,100	26,800	1,700	12	3.9	0	0.0
2018	11			UC	28,000	27,800	28,200	26,900	1,700	14	4.6	3	1.0
2019	11			UC	28,000	27,600	28,000	27,000	1,700	14	4.6	1	0.3
2021	11			UC	28,100	28,200	28,500	27,100	1,700	14	4.5	4	1.3

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2000	11	SHERRIFF AV (E)	0.2	C	18,300	20,700	20,700	16,500	920	5	3.7	0	0.0
2001	11			C	18,300	20,600	20,700	16,500	920	15	11.2	5	3.7
2002	11			C	18,300	20,500	20,700	16,500	920	11	8.2	0	0.0
2003	11			C	18,300	20,400	20,600	16,500	920	6	4.5	1	0.7
2004	11			C	18,300	20,600	20,700	16,500	920	5	3.7	0	0.0
2005	11			C	18,300	20,400	20,500	16,400	1,300	9	6.7	1	0.7
2006	11			C	19,000	21,100	21,300	17,100	1,350	7	5.0	1	0.7
2007	11			C	19,200	21,300	21,600	17,300	1,350	12	8.6	2	1.4
2008	11			C	19,400	21,400	21,100	17,400	1,350	14	9.9	2	1.4
2009	11			C	19,500	21,400	21,600	17,600	1,350	9	6.3	0	0.0
2010	11			C	20,200	22,300	22,500	18,200	1,400	14	9.5	1	0.7
2011	11			C	19,900	21,900	22,100	17,900	1,400	12	8.3	1	0.7
2012	11			UC	22,600	22,700	24,200	21,500	1,600	11	6.6	0	0.0
2013	11			UC	22,500	22,600	22,600	21,400	1,600	9	5.5	2	1.2
2014	11			UC	21,700	21,800	20,900	20,600	1,500	6	3.8	1	0.6
2015	11			UC	22,000	22,100	21,200	20,900	1,550	2	1.2	0	0.0
2016	11			UC	22,300	22,400	21,400	21,200	1,550	2	1.2	0	0.0
2017	11			UC	22,600	22,500	22,700	21,700	1,600	0	0.0	0	0.0
2018	11			UC	22,900	22,700	23,100	22,000	1,600	0	0.0	0	0.0
2019	11			UC	23,200	22,900	23,200	22,400	1,600	3	1.8	1	0.6
2021	11			UC	23,800	23,900	24,200	22,900	1,650	2	1.2	0	0.0
1988	11	AIRPORT RD (E) MCKEOWN AV (W)	1.6	UC	9,200	9,650	10,400	8,650	1,550	11	2.0	6	1.1
1989	11			UC	9,900	10,400	11,200	9,400	1,400	16	2.8	5	0.9
1990	11			C	10,300	11,400	11,400	9,250	1,450	17	2.8	8	1.3
1991	11			C	10,400	11,400	11,500	9,450	1,450	16	2.6	4	0.7
1992	11			C	10,600	11,400	11,800	9,750	1,250	26	4.2	5	0.8
1993	11			C	10,600	11,600	11,700	9,750	1,250	14	2.3	0	0.0
1994	11			C	10,700	11,700	11,900	9,700	2,050	17	2.7	3	0.5
1995	11			C	10,000	10,900	11,200	9,150	1,900	10	1.7	0	0.0
1996	11			C	9,300	10,500	10,600	8,400	1,750	10	1.8	4	0.7
1997	11			SC	8,650	9,150	10,100	7,700	1,650	8	1.6	3	0.6
1998	11			SC	8,800	9,350	10,300	7,850	1,650	6	1.2	1	0.2
1999	11			SC	8,800	9,350	10,300	7,850	1,650	14	2.7	1	0.2
2000	11			SC	9,100	9,650	10,600	8,000	1,750	19	3.6	2	0.4
2001	11			SC	8,250	8,800	9,650	7,250	1,550	3	0.6	0	0.0
2002	11			SC	7,950	8,450	9,300	7,000	1,500	11	2.4	2	0.4
2003	11			SC	7,650	8,100	8,950	6,750	1,400	18	4.0	6	1.3
2004	11			SC	7,600	8,100	8,900	6,700	1,350	9	2.0	1	0.2
2005	11			SC	7,400	7,850	8,650	6,500	1,350	6	1.4	0	0.0
2006	11			SC	7,550	8,000	8,850	6,650	1,350	15	3.4	4	0.9
2007	11			SC	7,250	7,650	8,400	6,400	1,300	14	3.3	1	0.2

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2008	11			SC	7,200	7,550	7,100	6,350	1,300	12	2.8	0	0.0
2009	11			SC	7,000	7,400	8,200	6,150	1,250	15	3.7	2	0.5
2010	11			SC	8,000	8,450	9,350	7,050	1,450	7	1.5	1	0.2
2011	11			SC	6,650	8,500	7,750	5,300	1,200	6	1.5	0	0.0
2012	11			UC	7,400	7,450	7,900	7,050	1,350	16	3.7	1	0.2
2013	11			UC	8,000	8,050	8,050	7,600	1,450	11	2.4	2	0.4
2014	11			C	7,500	8,250	8,050	6,750	1,350	10	2.3	6	1.4
2015	11			C	7,800	8,600	8,350	7,000	1,400	7	1.5	4	0.9
2016	11			C	8,000	8,800	8,550	7,200	1,450	3	0.6	1	0.2
2017	11			C	6,800	7,450	7,400	6,150	1,200	7	1.8	1	0.3
2018	11			C	6,700	7,350	7,300	6,050	1,200	9	2.3	0	0.0
2019	11			C	8,500	9,300	9,250	7,700	1,550	7	1.4	1	0.2
2021	11			SC	6,750	7,150	7,100	6,000	1,350	5	1.3	0	0.0
1988	11	CEDAR HEIGHTS RD	6.5	UC	6,900	7,250	7,800	6,500	1,250	20	1.2	4	0.2
1989	11			UC	7,200	7,550	8,150	6,850	1,450	31	1.8	13	0.8
1990	11			IC	7,500	8,550	8,400	6,700	1,500	12	0.7	2	0.1
1991	11			IC	7,700	8,700	8,550	6,850	1,550	25	1.4	9	0.5
1992	11			IC	7,100	7,900	7,800	6,450	1,400	22	1.3	9	0.5
1993	11			IC	6,500	7,350	7,300	5,800	1,300	17	1.1	4	0.3
1994	11			IC	6,500	7,300	7,300	5,800	1,300	21	1.4	6	0.4
1995	11			IC	6,600	7,400	7,450	5,900	1,300	15	1.0	5	0.3
1996	11			IC	6,700	7,500	7,550	5,950	1,350	15	0.9	0	0.0
1997	11			IC	6,850	7,650	7,750	6,050	620	10	0.6	1	0.1
1998	11			IC	7,000	7,850	7,850	6,250	630	11	0.7	2	0.1
1999	11			IC	7,050	7,900	7,900	6,250	630	9	0.5	1	0.1
2000	11			IC	7,250	8,100	8,100	6,450	580	11	0.6	3	0.2
2001	11			IC	7,250	8,100	8,150	6,400	580	8	0.5	2	0.1
2002	11			IC	7,350	8,200	8,250	6,500	1,550	12	0.7	3	0.2
2003	11			IC	7,350	8,200	8,250	6,500	1,550	8	0.5	2	0.1
2004	11			IC	7,450	8,350	8,350	6,600	1,550	11	0.6	3	0.2
2005	11			IC	7,550	8,400	8,500	6,650	1,600	5	0.3	6	0.3
2006	11			IC	7,550	8,400	8,450	6,700	1,600	15	0.8	3	0.2
2007	11			IC	7,550	8,400	8,650	6,650	1,600	11	0.6	4	0.2
2008	11			IC	7,700	8,550	8,250	6,800	1,600	12	0.7	7	0.4
2009	11			IC	7,800	8,650	8,750	6,950	1,650	13	0.7	2	0.1
2010	11			IC	7,700	8,500	8,600	6,850	1,600	12	0.7	2	0.1
2011	11			IC	7,950	8,750	9,050	7,150	1,650	12	0.6	5	0.3
2012	11			IC	7,150	7,900	7,700	6,350	1,500	7	0.4	3	0.2
2013	11			IC	7,200	7,950	7,900	6,400	1,500	8	0.5	1	0.1
2014	11			CR	7,050	8,300	8,250	6,000	1,500	8	0.5	4	0.2
2015	11			CR	7,200	8,500	8,450	6,150	1,500	2	0.1	1	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2016	11			CR	7,300	8,600	8,550	6,200	1,550	9	0.5	3	0.2
2017	11			CR	7,650	8,850	8,900	6,900	1,600	3	0.2	3	0.2
2018	11			CR	7,700	8,950	9,000	6,900	1,600	6	0.3	4	0.2
2019	11			CR	7,700	8,950	9,000	6,900	1,600	11	0.6	7	0.4
2021	11			CR	7,800	9,000	9,050	7,050	1,650	4	0.2	2	0.1
1988	11	COOK'S MILL RD (W) ROY DR (E)	3.1	UC	4,400	4,600	4,950	4,150	970	5	1.0	3	0.6
1989	11			UC	4,600	4,850	5,200	4,350	1,000	6	1.1	7	1.3
1990	11			IC	4,850	5,550	5,450	4,300	1,050	4	0.7	0	0.0
1991	11			IC	4,900	5,550	5,450	4,350	1,100	9	1.6	2	0.4
1992	11			IC	4,500	5,000	4,950	4,100	500	2	0.4	0	0.0
1993	11			IC	4,050	4,600	4,550	3,600	450	4	0.9	0	0.0
1994	11			LT	4,000	5,850	5,650	2,900	440	4	0.9	1	0.2
1995	11			LT	3,900	5,600	5,450	2,850	430	4	0.9	0	0.0
1996	11			LT	3,750	5,300	5,150	2,750	410	2	0.5	1	0.2
1997	11			IT	3,800	5,000	4,900	3,150	420	3	0.7	1	0.2
1998	11			IT	3,900	5,050	5,000	3,150	430	5	1.1	3	0.7
1999	11			IT	4,050	5,200	5,150	3,300	450	4	0.9	1	0.2
2000	11			IC	3,800	4,250	4,250	3,400	420	3	0.7	1	0.2
2001	11			IT	3,850	5,050	4,900	3,150	420	2	0.5	0	0.0
2002	11			IT	3,900	5,100	4,950	3,200	980	0	0.0	0	0.0
2003	11			IR	3,950	4,800	4,350	3,350	1,050	3	0.7	2	0.4
2004	11			IR	3,900	4,800	4,300	3,300	1,000	4	0.9	0	0.0
2005	11			IR	3,900	4,700	4,250	3,300	1,000	4	0.9	1	0.2
2006	11			IT	3,900	4,950	4,950	3,200	1,300	1	0.2	0	0.0
2007	11			IT	3,900	5,000	5,200	3,200	1,300	5	1.1	4	0.9
2008	11			IT	3,800	4,900	4,650	3,200	1,250	2	0.5	0	0.0
2009	11			IR	3,850	4,600	4,200	3,250	1,200	0	0.0	0	0.0
2010	11			IR	3,850	4,600	4,200	3,300	1,250	3	0.7	3	0.7
2011	11			IR	3,850	4,600	4,500	3,300	1,200	4	0.9	1	0.2
2012	11			IC	3,850	4,250	4,150	3,400	1,250	2	0.5	0	0.0
2013	11			CTR	3,850	4,700	4,850	3,250	1,350	3	0.7	0	0.0
2014	11			CR	3,850	4,550	4,500	3,300	1,300	4	0.9	3	0.7
2015	11			CTR	3,850	4,700	4,750	3,250	1,300	3	0.7	0	0.0
2016	11			CTR	3,850	4,700	4,750	3,250	1,300	0	0.0	0	0.0
2017	11			CTR	3,850	5,150	5,100	3,150	1,300	1	0.2	1	0.2
2018	11			CTR	3,850	5,150	5,100	3,150	1,300	2	0.5	1	0.2
2019	11			CTR	3,850	5,150	5,100	3,150	1,300	3	0.7	3	0.7
2021	11			CTR	3,900	5,100	5,050	3,200	1,250	4	0.9	4	0.9
1988	11	PARKWOOD VILLA ENT (W)	45.4	IT	3,000	4,350	4,000	2,200	660	53	1.1	12	0.2
1989	11			IT	3,150	4,400	4,200	2,450	690	57	1.1	16	0.3
1990	11			IT	3,350	4,250	4,150	2,800	740	49	0.9	15	0.3

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1991	11			LT	3,500	4,900	4,700	2,600	770	43	0.7	9	0.2
1992	11			LT	3,600	5,000	4,850	2,750	790	44	0.7	15	0.3
1993	11			LT	3,650	5,050	4,550	2,700	800	59	1.0	20	0.3
1994	11			LT	3,200	4,700	4,500	2,350	700	36	0.7	13	0.2
1995	11			LT	3,300	4,750	4,600	2,400	730	46	0.8	21	0.4
1996	11			LT	4,700	6,650	6,450	3,450	1,050	39	0.5	17	0.2
1997	11			LT	4,800	6,750	6,600	3,550	860	43	0.5	16	0.2
1998	11			LT	4,900	6,850	6,700	3,600	880	44	0.5	15	0.2
1999	11			LT	4,200	5,850	5,700	3,050	970	42	0.6	16	0.2
2000	11			LT	4,250	5,900	5,800	3,100	980	38	0.5	8	0.1
2001	11			LT	4,300	6,000	5,850	3,150	990	38	0.5	10	0.1
2002	11			LT	4,350	6,100	5,900	3,200	960	46	0.6	15	0.2
2003	11			LT	4,400	6,050	5,900	3,250	970	50	0.7	17	0.2
2004	11			LT	4,450	6,250	6,050	3,250	980	60	0.8	21	0.3
2005	11			LT	4,000	5,500	5,350	2,950	880	56	0.8	16	0.2
2006	11			LT	3,400	4,650	4,550	2,500	750	45	0.8	15	0.3
2007	11			LT	3,550	4,850	5,000	2,600	780	42	0.7	17	0.3
2008	11			LT	3,450	4,750	4,500	2,550	760	58	1.0	18	0.3
2009	11			LT	3,500	4,700	4,600	2,600	770	40	0.7	13	0.2
2010	11			LT	3,600	4,850	4,750	2,650	790	37	0.6	24	0.4
2011	11			LT	3,700	4,750	4,850	3,050	810	47	0.8	17	0.3
2012	11			LT	3,650	4,750	4,550	2,750	800	47	0.8	33	0.5
2013	11			LT	3,600	4,700	4,700	2,700	790	53	0.9	25	0.4
2014	11			LT	3,550	4,650	4,700	2,700	780	43	0.7	26	0.4
2015	11			LT	3,550	4,650	4,700	2,700	780	34	0.6	11	0.2
2016	11			LT	3,500	4,550	4,650	2,650	770	35	0.6	11	0.2
2017	11			LT	3,450	4,700	4,700	2,700	760	32	0.6	16	0.3
2018	11			LT	3,400	4,600	4,650	2,700	750	37	0.7	17	0.3
2019	11			LT	3,400	4,600	4,650	2,700	750	45	0.8	18	0.3
2021	11			LT	3,300	4,350	4,400	2,600	730	28	0.5	13	0.2
1988	11	HWY 64 (W)	38.7	IT	2,850	4,150	3,800	2,100	540	36	0.9	6	0.1
1989	11			IT	3,000	4,150	4,000	2,350	570	35	0.8	14	0.3
1990	11			IT	3,150	4,000	3,900	2,650	380	35	0.8	11	0.2
1991	11			IT	3,300	4,300	4,050	2,850	400	38	0.8	10	0.2
1992	11			IT	3,300	4,300	4,100	2,800	400	42	0.9	18	0.4
1993	11			IT	3,350	4,100	4,150	2,850	400	35	0.7	5	0.1
1994	11			IT	3,200	4,150	3,950	2,700	380	31	0.7	12	0.3
1995	11			IT	3,100	3,950	3,800	2,650	370	41	0.9	21	0.5
1996	11			IT	3,000	3,950	3,850	2,450	360	53	1.2	20	0.5
1997	11			LT	3,050	4,300	4,200	2,250	370	43	1.0	15	0.3
1998	11			LT	3,150	4,400	4,300	2,300	660	41	0.9	14	0.3

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1999	11			LT	3,250	4,500	4,400	2,350	880	55	1.2	20	0.4
2000	11			LT	3,150	4,400	4,300	2,300	850	33	0.7	12	0.3
2001	11			LT	3,150	4,400	4,300	2,300	850	33	0.7	10	0.2
2002	11			LT	3,150	4,400	4,300	2,300	630	48	1.1	18	0.4
2003	11			LT	3,150	4,350	4,250	2,350	850	29	0.7	11	0.2
2004	11			LT	3,200	4,500	4,350	2,350	860	52	1.1	16	0.4
2005	11			LT	3,200	4,400	4,300	2,350	770	48	1.1	13	0.3
2006	11			LT	3,200	4,400	4,250	2,350	1,000	35	0.8	12	0.3
2007	11			LT	3,200	4,400	4,500	2,350	1,050	31	0.7	9	0.2
2008	11			LT	3,200	4,400	4,200	2,350	1,050	38	0.8	7	0.2
2009	11			LT	3,200	4,300	4,200	2,350	1,050	32	0.7	9	0.2
2010	11			LT	3,200	4,300	4,200	2,350	1,050	33	0.7	10	0.2
2011	11			LT	3,200	4,100	4,200	2,650	1,050	47	1.0	15	0.3
2012	11			IC	3,850	4,250	4,150	3,400	1,550	40	0.7	15	0.3
2013	11			CTR	3,350	4,100	4,200	2,850	1,150	45	1.0	17	0.4
2014	11			CTR	3,400	4,150	4,200	2,900	1,150	35	0.7	17	0.4
2015	11			CTR	3,400	4,150	4,200	2,900	1,300	34	0.7	16	0.3
2016	11			CTR	3,400	4,150	4,200	2,900	1,300	39	0.8	22	0.5
2017	11			CTR	3,450	4,600	4,600	2,800	1,300	32	0.7	26	0.5
2018	11			CTR	3,450	4,600	4,600	2,800	1,300	26	0.5	11	0.2
2019	11			CTR	3,450	4,600	4,600	2,800	1,300	21	0.4	8	0.2
2021	11			CTR	3,600	4,700	4,650	2,950	1,350	20	0.4	8	0.2
1988	11	LAKESHORE DR (W)	32.4	CR	3,450	4,400	4,150	2,850	690	52	1.3	16	0.4
1989	11			CR	3,550	4,550	4,200	3,000	710	45	1.1	7	0.2
1990	11			IT	3,750	4,750	4,650	3,150	490	53	1.2	23	0.5
1991	11			IT	3,900	5,050	4,800	3,350	510	48	1.0	14	0.3
1992	11			IT	3,900	5,050	4,850	3,300	510	48	1.0	6	0.1
1993	11			IT	3,800	4,650	4,700	3,250	490	52	1.2	20	0.4
1994	11			IT	3,800	4,950	4,700	3,250	490	37	0.8	13	0.3
1995	11			IT	3,800	4,850	4,650	3,250	490	33	0.7	14	0.3
1996	11			IT	3,800	5,000	4,850	3,150	490	52	1.2	19	0.4
1997	11			LT	3,850	5,450	5,250	2,950	500	39	0.9	18	0.4
1998	11			LT	3,900	5,450	5,250	2,950	590	30	0.7	13	0.3
1999	11			LT	3,950	5,500	5,350	2,900	590	35	0.7	9	0.2
2000	11			LT	3,950	5,500	5,400	2,900	950	28	0.6	9	0.2
2001	11			LT	4,000	5,600	5,450	2,950	960	36	0.8	11	0.2
2002	11			LT	4,000	5,600	5,450	2,950	960	32	0.7	9	0.2
2003	11			LT	4,050	5,550	5,450	3,000	970	38	0.8	12	0.3
2004	11			LT	4,100	5,750	5,600	3,000	980	49	1.0	14	0.3
2005	11			LT	4,100	5,600	5,500	3,000	1,050	35	0.7	10	0.2
2006	11			LT	4,200	5,750	5,600	3,100	1,100	24	0.5	7	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2007	11			LT	4,300	5,900	6,050	3,150	1,100	34	0.7	9	0.2
2008	11			LT	4,200	5,750	5,500	3,100	1,100	26	0.5	10	0.2
2009	11			LT	4,450	6,000	5,850	3,300	1,150	27	0.5	9	0.2
2010	11			LT	4,550	6,100	6,000	3,350	1,200	31	0.6	14	0.3
2011	11			LT	4,300	5,500	5,600	3,550	1,100	26	0.5	18	0.4
2012	11			LT	4,450	5,800	5,550	3,350	1,150	25	0.5	8	0.2
2013	11			UC	4,400	4,400	4,400	4,200	1,650	29	0.6	13	0.2
2014	11			UC	4,500	4,500	4,350	4,250	1,700	18	0.3	10	0.2
2015	11			CTR	3,950	4,800	4,850	3,350	1,150	26	0.6	13	0.3
2016	11			CTR	4,500	5,500	5,550	3,800	1,300	26	0.5	9	0.2
2017	11			CTR	4,500	6,000	6,000	3,650	1,300	13	0.2	3	0.1
2018	11			CTR	4,550	6,100	6,050	3,700	1,300	33	0.6	15	0.3
2019	11			CTR	4,550	6,050	6,050	3,700	1,300	24	0.4	5	0.1
2021	11			CTR	4,500	5,850	5,850	3,650	1,600	20	0.4	15	0.3
1988	11	LATCHFORD S LTS	8.4	LT	3,500	4,950	4,950	2,650	1,150	17	1.6	3	0.3
1989	11			LT	3,600	5,000	4,950	2,650	1,200	11	1.0	4	0.4
1990	11			LT	3,700	5,400	5,200	2,700	1,200	6	0.5	1	0.1
1991	11			LT	3,700	5,200	5,000	2,750	1,200	8	0.7	3	0.3
1992	11			LT	3,700	5,150	5,000	2,850	1,200	10	0.9	2	0.2
1993	11			LT	2,550	3,550	3,150	1,850	590	11	1.4	4	0.5
1994	11			LT	2,650	3,900	3,750	1,950	610	11	1.4	1	0.1
1995	11			LT	2,800	4,000	3,900	2,050	640	10	1.2	4	0.5
1996	11			LT	2,950	4,150	4,050	2,150	680	8	0.9	0	0.0
1997	11			LT	3,150	4,450	4,350	2,350	720	8	0.8	1	0.1
1998	11			LT	3,400	4,750	4,650	2,500	780	6	0.6	2	0.2
1999	11			LT	3,700	5,150	5,050	2,700	810	8	0.7	2	0.2
2000	11			LT	3,800	5,300	5,200	2,750	840	3	0.3	1	0.1
2001	11			LT	4,000	5,600	5,450	2,950	880	7	0.6	4	0.3
2002	11			LT	4,200	5,850	5,700	3,100	920	2	0.2	2	0.2
2003	11			LT	4,400	6,050	5,900	3,250	1,500	5	0.4	2	0.1
2004	11			LT	4,600	6,450	6,250	3,350	1,550	13	0.9	1	0.1
2005	11			LT	4,400	6,050	5,900	3,250	1,500	6	0.4	2	0.1
2006	11			LT	4,400	6,000	5,850	3,250	1,500	6	0.4	3	0.2
2007	11			LT	4,600	6,300	6,500	3,400	1,550	4	0.3	2	0.1
2008	11			LT	4,750	6,500	6,250	3,500	1,600	19	1.3	6	0.4
2009	11			LT	5,200	7,000	6,850	3,850	1,750	9	0.6	6	0.4
2010	11			LT	5,000	6,700	6,600	3,700	1,700	4	0.3	1	0.1
2011	11			LT	4,100	5,250	5,350	3,350	1,400	13	1.0	4	0.3
2012	11			LT	5,250	6,850	6,550	3,950	1,800	12	0.7	3	0.2
2013	11			LT	5,350	7,000	7,000	4,050	1,800	12	0.7	5	0.3
2014	11			LT	5,500	7,200	7,300	4,150	1,850	6	0.4	4	0.2

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2015	11			LT	5,600	7,300	7,450	4,250	1,900	16	0.9	7	0.4
2016	11			LT	5,750	7,500	7,650	4,350	1,950	7	0.4	3	0.2
2017	11			LT	5,900	8,000	8,050	4,650	2,000	1	0.1	0	0.0
2018	11			LT	6,000	8,150	8,200	4,750	2,050	5	0.3	0	0.0
2019	11			LT	6,150	8,350	8,400	4,850	2,100	8	0.4	1	0.1
2021	11			LT	6,400	8,450	8,500	5,100	2,200	7	0.4	3	0.2
1988	11	S JCT HWY 11B (E)	9.5	LT	3,150	4,450	4,450	2,400	790	12	1.1	4	0.4
1989	11			LT	3,350	4,650	4,600	2,500	970	14	1.2	4	0.3
1990	11			LT	3,550	5,200	4,950	2,600	1,050	13	1.1	2	0.2
1991	11			LT	3,700	5,200	5,000	2,750	1,050	18	1.4	3	0.2
1992	11			LT	3,700	5,150	5,000	2,850	1,050	24	1.9	8	0.6
1993	11			LT	2,550	3,550	3,150	1,850	740	14	1.6	3	0.3
1994	11			LT	2,650	3,900	3,750	1,950	770	5	0.5	0	0.0
1995	11			LT	2,800	4,000	3,900	2,050	810	12	1.2	2	0.2
1996	11			LT	2,950	4,150	4,050	2,150	410	7	0.7	3	0.3
1997	11			LT	3,150	4,450	4,350	2,350	440	6	0.5	3	0.3
1998	11			LT	3,400	4,750	4,650	2,500	480	8	0.7	0	0.0
1999	11			LT	3,700	5,150	5,050	2,700	890	10	0.8	0	0.0
2000	11			LT	3,750	5,200	5,100	2,750	900	7	0.5	2	0.2
2001	11			LT	3,900	5,450	5,300	2,850	940	9	0.7	6	0.4
2002	11			LT	3,800	5,300	5,150	2,800	870	10	0.8	1	0.1
2003	11			LT	4,300	5,900	5,800	3,200	990	14	0.9	5	0.3
2004	11			LT	4,500	6,300	6,150	3,300	1,050	12	0.8	4	0.3
2005	11			LT	4,650	6,400	6,250	3,400	980	13	0.8	1	0.1
2006	11			UC	5,000	5,300	5,850	4,700	1,050	10	0.6	2	0.1
2007	11			UC	5,050	5,350	5,850	4,750	1,050	14	0.8	6	0.3
2008	11			UC	5,250	5,550	5,200	4,900	1,100	11	0.6	4	0.2
2009	11			UC	5,400	5,700	6,300	5,100	1,150	12	0.6	2	0.1
2010	11			UC	5,600	5,900	6,500	5,250	1,200	6	0.3	2	0.1
2011	11			UC	4,450	4,450	4,600	4,200	930	9	0.6	2	0.1
2012	11			UC	5,700	5,750	6,100	5,400	1,200	3	0.2	4	0.2
2013	11			CTR	5,800	7,050	7,300	4,950	1,650	18	0.9	1	0.0
2014	11			CTR	5,700	6,950	7,000	4,850	1,650	9	0.5	5	0.3
2015	11			CTR	5,350	6,550	6,600	4,550	1,550	3	0.2	0	0.0
2016	11			CTR	6,200	7,550	7,650	5,250	1,800	7	0.3	2	0.1
2017	11			CTR	6,300	8,400	8,400	5,150	1,800	5	0.2	3	0.1
2018	11			CTR	6,450	8,600	8,600	5,250	1,850	8	0.4	1	0.0
2019	11			CTR	5,800	7,750	7,700	4,700	1,650	6	0.3	3	0.1
2021	11			CTR	4,950	6,450	6,400	4,050	1,500	7	0.4	1	0.1
1988	11	SEC HWY 558	6.7	LT	4,050	5,750	5,700	3,100	1,450	9	0.9	3	0.3
1989	11			LT	4,200	5,850	5,800	3,100	1,100	11	1.1	7	0.7

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1990	11			LT	4,450	6,500	6,250	3,250	1,150	6	0.6	3	0.3
1991	11			LT	4,600	6,450	6,200	3,400	1,200	8	0.7	5	0.4
1992	11			LT	4,600	6,400	6,200	3,550	1,200	16	1.4	4	0.4
1993	11			LT	3,300	4,550	4,100	2,400	860	13	1.6	2	0.2
1994	11			LT	3,350	4,900	4,750	2,450	870	6	0.7	1	0.1
1995	11			LT	3,400	4,900	4,750	2,500	880	10	1.2	2	0.2
1996	11			LT	3,450	4,850	4,750	2,550	660	7	0.8	3	0.4
1997	11			LT	3,500	4,950	4,850	2,600	660	5	0.6	1	0.1
1998	11			LT	3,550	4,950	4,850	2,600	670	8	0.9	2	0.2
1999	11			LT	3,600	5,000	4,900	2,650	830	10	1.1	5	0.6
2000	11			LT	3,700	5,150	5,050	2,700	780	8	0.9	3	0.3
2001	11			LT	3,800	5,300	5,150	2,800	800	5	0.5	1	0.1
2002	11			LT	3,850	5,400	5,250	2,800	920	9	1.0	4	0.4
2003	11			LT	3,950	5,450	5,300	2,900	1,200	9	0.9	1	0.1
2004	11			LT	4,000	5,600	5,450	2,950	1,200	10	1.0	2	0.2
2005	11			LT	3,950	5,400	5,300	2,900	870	14	1.4	3	0.3
2006	11			LT	4,200	5,750	5,600	3,100	920	4	0.4	3	0.3
2007	11			LT	4,050	5,550	5,700	3,000	890	11	1.1	2	0.2
2008	11			LT	4,100	5,600	5,350	3,000	900	10	1.0	3	0.3
2009	11			SC	3,850	4,100	4,500	3,400	850	6	0.6	1	0.1
2010	11			SC	4,200	4,450	4,900	3,700	920	7	0.7	4	0.4
2011	11			SC	4,800	6,150	5,600	3,800	1,050	9	0.8	5	0.4
2012	11			SC	4,450	4,700	4,450	3,950	980	10	0.9	5	0.5
2013	11			CR	5,650	6,750	6,950	4,800	1,250	14	1.0	7	0.5
2014	11			CR	4,800	5,650	5,600	4,100	1,050	10	0.9	5	0.4
2015	11			CTR	4,900	6,000	6,050	4,150	1,100	8	0.7	2	0.2
2016	11			CTR	4,950	6,050	6,100	4,200	1,100	5	0.4	0	0.0
2017	11			CTR	5,050	6,750	6,700	4,100	1,100	5	0.4	3	0.2
2018	11			CTR	5,100	6,800	6,800	4,150	1,100	8	0.6	0	0.0
2019	11			CTR	5,200	6,950	6,900	4,250	1,150	8	0.6	1	0.1
2021	11			CTR	5,350	7,000	6,950	4,350	1,200	5	0.4	0	0.0
1988	11	S JCT HWY 65 IC WHITEWOOD AVE (E)	2.7	IC	4,050	4,700	4,600	3,550	1,000	6	1.5	1	0.2
1989	11			IC	4,300	4,950	4,850	3,850	1,100	10	2.4	3	0.7
1990	11			LT	4,650	6,800	6,500	3,400	740	4	0.9	3	0.7
1991	11			LT	4,800	6,700	6,500	3,550	770	6	1.3	3	0.6
1992	11			LT	4,800	6,650	6,500	3,700	770	15	3.2	4	0.8
1993	11			LT	3,600	5,000	4,450	2,650	580	10	2.8	2	0.6
1994	11			LT	4,000	5,850	5,650	2,900	640	10	2.5	2	0.5
1995	11			LT	4,350	6,250	6,050	3,200	700	5	1.2	2	0.5
1996	11			LT	4,750	6,700	6,550	3,500	1,050	3	0.6	0	0.0
1997	11			LT	4,850	6,850	6,700	3,600	1,050	7	1.5	2	0.4

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1998	11			LT	4,950	6,950	6,800	3,600	1,100	1	0.2	0	0.0
1999	11			LT	5,000	6,950	6,800	3,650	750	5	1.0	1	0.2
2000	11			LT	5,350	7,450	7,300	3,900	800	3	0.6	0	0.0
2001	11			LT	5,550	7,750	7,550	4,050	830	6	1.1	1	0.2
2002	11			LT	5,750	8,050	7,850	4,200	1,150	5	0.9	1	0.2
2003	11			LT	5,950	8,200	8,000	4,400	1,200	9	1.5	2	0.3
2004	11			LT	6,150	8,600	8,350	4,500	1,250	8	1.3	3	0.5
2005	11			LT	6,350	8,700	8,500	4,650	1,200	7	1.1	2	0.3
2006	11			IC	6,500	7,200	7,300	5,750	1,250	13	2.0	4	0.6
2007	11			IC	6,750	7,500	7,750	5,950	1,300	8	1.2	2	0.3
2008	11			IC	6,950	7,700	7,450	6,150	1,300	7	1.0	2	0.3
2009	11			CR	7,100	8,500	8,250	6,050	1,350	10	1.4	2	0.3
2010	11			CR	7,350	8,800	8,500	6,200	1,400	6	0.8	1	0.1
2011	11			IC	7,500	8,250	8,550	6,750	1,400	9	1.2	4	0.5
2012	11			IC	7,750	8,600	8,300	6,900	1,450	4	0.5	1	0.1
2013	11			CR	7,900	9,450	9,700	6,700	1,500	5	0.6	2	0.3
2014	11			CR	8,100	9,550	9,500	6,900	1,550	11	1.4	6	0.8
2015	11			CTR	8,300	10,100	10,200	7,050	1,600	3	0.4	1	0.1
2016	11			CTR	8,400	10,200	10,300	7,150	1,600	4	0.5	0	0.0
2017	11			CTR	8,500	11,400	11,300	6,950	1,600	5	0.6	2	0.2
2018	11			CTR	8,600	11,500	11,400	7,000	1,650	3	0.4	2	0.2
2019	11			CTR	8,700	11,600	11,500	7,100	1,650	6	0.7	3	0.3
2021	11			CR	7,700	8,850	8,900	6,950	1,450	5	0.7	1	0.1
1988	11	N JCT HWY 65 AND HWY 11	1.2	IC	8,100	9,400	9,150	7,150	970	15	4.2	6	1.7
1989	11			IC	9,100	10,500	10,300	8,100	1,200	14	3.5	5	1.3
1990	11			IC	10,200	11,600	11,400	9,100	1,100	7	1.6	0	0.0
1991	11			IC	10,500	11,900	11,700	9,350	1,150	10	2.2	2	0.4
1992	11			IC	10,700	11,900	11,800	9,750	1,200	12	2.6	3	0.6
1993	11			IC	11,000	12,400	12,300	9,800	1,200	7	1.5	2	0.4
1994	11			IC	10,000	11,200	11,200	8,900	1,100	14	3.2	1	0.2
1995	11			IC	9,500	10,600	10,700	8,550	1,050	9	2.2	1	0.2
1996	11			SC	9,000	9,550	10,500	8,050	1,150	13	3.3	2	0.5
1997	11			IC	9,850	11,000	11,100	8,650	1,300	18	4.2	0	0.0
1998	11			IC	10,700	12,000	12,000	9,500	1,400	15	3.2	1	0.2
1999	11			IC	11,500	12,900	12,900	10,200	1,250	17	3.4	2	0.4
2000	11			IC	11,800	13,200	13,200	10,500	1,300	13	2.5	0	0.0
2001	11			IC	12,000	13,400	13,500	10,600	1,300	11	2.1	3	0.6
2002	11			IC	12,300	13,700	13,800	10,800	1,600	9	1.7	3	0.6
2003	11			IC	12,500	13,900	14,100	11,100	1,600	12	2.2	3	0.5
2004	11			IC	12,300	13,800	13,800	10,900	1,600	16	3.0	2	0.4
2005	11			IC	12,700	14,100	14,300	11,200	1,500	16	2.9	3	0.5

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2006	11			SC	13,000	13,800	15,200	11,500	1,550	15	2.6	4	0.7
2007	11			SC	13,300	14,100	15,400	11,700	1,600	12	2.1	2	0.3
2008	11			SC	13,600	14,300	13,500	12,000	1,650	12	2.0	2	0.3
2009	11			IC	13,200	14,700	14,800	11,700	1,600	15	2.6	2	0.3
2010	11			IC	14,200	15,700	15,800	12,600	1,700	14	2.3	7	1.1
2011	11			IC	12,000	13,200	13,700	10,800	1,450	13	2.5	2	0.4
2012	11			IC	14,200	15,700	15,300	12,600	1,700	11	1.8	1	0.2
2013	11			UC	14,300	14,300	14,400	13,600	1,700	6	1.0	4	0.6
2014	11			UC	14,400	14,400	13,800	13,700	1,750	10	1.6	1	0.2
2015	11			UC	13,500	13,500	13,000	12,800	1,600	5	0.8	1	0.2
2016	11			UC	13,600	13,600	13,100	12,900	1,650	11	1.8	2	0.3
2017	11			UC	13,700	13,600	13,700	13,100	1,650	6	1.0	1	0.2
2018	11			UC	13,800	13,700	13,900	13,200	1,650	13	2.2	3	0.5
2019	11			UC	13,900	13,700	13,900	13,400	1,650	11	1.8	4	0.7
2021	11			SC	9,950	10,500	10,500	8,850	1,300	7	1.6	3	0.7
1988	11	ROLAND RD (E)	10.6	IC	4,450	5,150	5,050	3,900	760	17	1.0	3	0.2
1989	11			IC	4,600	5,300	5,200	4,100	780	16	0.9	3	0.2
1990	11			IC	4,750	5,400	5,300	4,250	810	20	1.1	6	0.3
1991	11			IC	4,900	5,550	5,450	4,350	830	9	0.5	1	0.1
1992	11			IC	5,000	5,550	5,500	4,550	850	20	1.0	4	0.2
1993	11			IC	5,200	5,900	5,800	4,650	880	15	0.7	2	0.1
1994	11			IC	5,300	5,950	5,950	4,700	900	13	0.6	1	0.0
1995	11			IC	5,400	6,050	6,100	4,850	920	17	0.8	0	0.0
1996	11			IC	5,500	6,200	6,200	4,900	660	16	0.7	3	0.1
1997	11			SC	5,700	6,050	6,650	5,050	680	14	0.6	5	0.2
1998	11			SC	5,950	6,300	6,950	5,300	710	8	0.3	1	0.0
1999	11			SC	6,150	6,500	7,200	5,450	800	6	0.3	2	0.1
2000	11			C	6,000	6,800	6,800	5,400	780	13	0.6	2	0.1
2001	11			C	6,250	7,050	7,050	5,650	810	19	0.8	1	0.0
2002	11			C	6,750	7,550	7,600	6,050	1,100	20	0.8	4	0.2
2003	11			C	6,500	7,250	7,300	5,850	1,750	9	0.4	1	0.0
2004	11			C	6,600	7,450	7,450	5,950	1,800	18	0.7	2	0.1
2005	11			C	6,550	7,300	7,350	5,900	850	20	0.8	6	0.2
2006	11			IR	6,600	7,950	7,200	5,600	860	17	0.7	3	0.1
2007	11			IR	6,750	8,200	8,150	5,700	880	14	0.5	8	0.3
2008	11			IR	6,850	8,300	8,150	5,850	890	17	0.6	5	0.2
2009	11			CR	6,550	7,850	7,600	5,550	850	19	0.7	6	0.2
2010	11			CR	7,050	8,450	8,150	5,950	920	18	0.7	6	0.2
2011	11			CR	6,300	7,350	7,450	5,600	820	9	0.4	2	0.1
2012	11			CR	7,050	8,450	8,300	5,950	920	17	0.6	4	0.1
2013	11			CR	6,150	7,350	7,550	5,200	1,450	18	0.8	6	0.3

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2014	11			CR	7,050	8,300	8,250	6,000	1,650	14	0.5	4	0.1
2015	11			CTR	7,050	8,600	8,650	6,000	1,650	15	0.5	2	0.1
2016	11			CTR	7,150	8,700	8,800	6,100	1,700	13	0.5	5	0.2
2017	11			CTR	7,250	9,700	9,650	5,900	1,700	10	0.4	2	0.1
2018	11			CTR	7,300	9,750	9,700	5,950	1,700	7	0.2	2	0.1
2019	11			CTR	7,350	9,800	9,750	6,000	1,750	12	0.4	7	0.2
2021	11			CR	6,300	7,250	7,300	5,700	1,400	2	0.1	1	0.0
1988	11	S JCT SEC HWY 569 (N) HILLIARDTOWN RD (E)	6.0	IC	3,900	4,500	4,400	3,450	620	5	0.6	2	0.2
1989	11			IC	4,000	4,600	4,500	3,550	800	9	1.0	7	0.8
1990	11			C	4,100	4,550	4,550	3,700	820	11	1.2	1	0.1
1991	11			C	4,600	5,050	5,100	4,200	920	3	0.3	0	0.0
1992	11			C	5,100	5,500	5,650	4,700	1,000	6	0.5	0	0.0
1993	11			C	5,600	6,100	6,200	5,150	1,100	4	0.3	1	0.1
1994	11			C	5,950	6,500	6,650	5,400	1,200	7	0.5	3	0.2
1995	11			C	6,200	6,750	6,950	5,650	1,250	5	0.4	1	0.1
1996	11			C	6,450	7,300	7,350	5,800	1,050	6	0.4	0	0.0
1997	11			C	6,500	7,350	7,400	5,850	1,050	3	0.2	3	0.2
1998	11			C	6,550	7,400	7,400	5,900	1,050	2	0.1	1	0.1
1999	11			C	6,350	7,100	7,200	5,700	1,100	3	0.2	1	0.1
2000	11			C	6,550	7,400	7,400	5,900	1,100	2	0.1	1	0.1
2001	11			C	6,600	7,450	7,450	5,950	1,100	5	0.3	0	0.0
2002	11			C	6,650	7,450	7,500	6,000	1,000	7	0.5	0	0.0
2003	11			C	6,700	7,500	7,550	6,050	1,000	5	0.3	5	0.3
2004	11			C	6,750	7,600	7,600	6,100	1,000	5	0.3	0	0.0
2005	11			C	6,800	7,550	7,650	6,100	1,000	3	0.2	0	0.0
2006	11			CTR	6,800	8,400	8,050	5,750	1,000	1	0.1	0	0.0
2007	11			CTR	6,950	8,600	8,550	5,900	1,050	7	0.5	1	0.1
2008	11			CTR	7,000	8,650	8,500	5,950	770	11	0.7	4	0.3
2009	11			IT	7,050	8,900	8,900	5,850	780	7	0.5	4	0.3
2010	11			IT	7,100	8,900	8,900	5,850	780	1	0.1	0	0.0
2011	11			IC	7,150	7,850	8,150	6,400	790	5	0.3	1	0.1
2012	11			IC	7,200	8,000	7,750	6,400	790	5	0.3	1	0.1
2013	11			CR	6,050	7,250	7,450	5,100	1,400	2	0.2	0	0.0
2014	11			CR	6,100	7,200	7,150	5,200	1,400	4	0.3	1	0.1
2015	11			CR	6,200	7,300	7,250	5,300	1,400	5	0.4	0	0.0
2016	11			CR	6,300	7,400	7,400	5,350	1,450	2	0.1	0	0.0
2017	11			CR	6,400	7,400	7,450	5,750	1,450	8	0.6	3	0.2
2018	11			CR	6,500	7,550	7,600	5,850	1,500	2	0.1	1	0.1
2019	11			CR	6,600	7,650	7,700	5,900	1,500	5	0.3	2	0.1
2021	11			CR	5,800	6,650	6,700	5,250	1,350	6	0.5	2	0.2
1988	11	SEC HWY 562 (W) GRAVEL RD (E)	8.9	IC	4,300	5,000	4,850	3,800	690	8	0.6	3	0.2

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1989	11			IC	4,500	5,200	5,100	4,000	720	10	0.7	1	0.1
1990	11			IC	4,700	5,350	5,250	4,200	750	16	1.0	4	0.3
1991	11			IC	4,850	5,500	5,400	4,300	780	10	0.6	0	0.0
1992	11			IC	5,000	5,550	5,500	4,550	800	10	0.6	1	0.1
1993	11			C	5,200	5,650	5,750	4,800	830	6	0.4	2	0.1
1994	11			C	5,300	5,800	5,900	4,800	850	9	0.5	3	0.2
1995	11			C	5,350	5,850	6,000	4,900	860	9	0.5	2	0.1
1996	11			C	5,400	6,100	6,150	4,850	920	11	0.6	2	0.1
1997	11			CTR	5,550	7,100	6,850	4,650	940	5	0.3	2	0.1
1998	11			CTR	5,750	7,300	7,000	4,850	980	8	0.4	0	0.0
1999	11			CTR	5,900	7,450	7,150	4,950	1,050	7	0.4	1	0.1
2000	11			CTR	5,550	7,000	6,700	4,650	1,000	13	0.7	4	0.2
2001	11			CTR	5,550	7,000	6,700	4,700	1,000	13	0.7	3	0.2
2002	11			CTR	5,550	7,000	6,700	4,700	890	9	0.5	2	0.1
2003	11			CTR	5,550	6,900	6,650	4,700	890	10	0.6	3	0.2
2004	11			CTR	5,400	6,800	6,550	4,550	860	12	0.7	5	0.3
2005	11			CTR	5,400	6,700	6,400	4,600	920	11	0.6	5	0.3
2006	11			CTR	5,350	6,600	6,350	4,550	910	5	0.3	2	0.1
2007	11			CTR	5,400	6,700	6,650	4,600	920	10	0.6	6	0.3
2008	11			IC	5,050	5,600	5,400	4,450	860	6	0.4	3	0.2
2009	11			IC	5,350	5,950	6,000	4,750	910	11	0.6	8	0.5
2010	11			IC	5,350	5,900	5,950	4,750	910	3	0.2	1	0.1
2011	11			IC	5,350	5,900	6,100	4,800	910	11	0.6	2	0.1
2012	11			IC	5,300	5,850	5,700	4,700	900	15	0.9	4	0.2
2013	11			CR	5,300	6,350	6,500	4,500	900	13	0.8	11	0.6
2014	11			CR	5,300	6,250	6,200	4,500	900	7	0.4	4	0.2
2015	11			CTR	5,250	6,400	6,450	4,450	890	8	0.5	2	0.1
2016	11			CTR	5,250	6,400	6,450	4,450	890	4	0.2	2	0.1
2017	11			CTR	5,250	7,000	7,000	4,300	890	11	0.6	3	0.2
2018	11			CTR	5,250	7,000	7,000	4,300	890	9	0.5	11	0.6
2019	11			CTR	5,200	6,950	6,900	4,250	880	8	0.5	4	0.2
2021	11			CTR	5,200	6,800	6,750	4,250	880	4	0.2	1	0.1
1988	11	SEC HWY 571 (W)	8.7	IC	3,700	4,300	4,200	3,250	700	10	0.8	0	0.0
1989	11			IC	3,850	4,450	4,350	3,450	730	9	0.7	3	0.2
1990	11			IC	4,050	4,600	4,550	3,600	770	10	0.8	2	0.2
1991	11			IC	4,100	4,650	4,550	3,650	780	9	0.7	3	0.2
1992	11			IC	4,100	4,550	4,500	3,750	780	10	0.8	5	0.4
1993	11			C	4,000	4,350	4,450	3,700	760	4	0.3	0	0.0
1994	11			C	4,000	4,400	4,450	3,600	760	4	0.3	1	0.1
1995	11			C	4,000	4,350	4,500	3,650	760	12	0.9	4	0.3
1996	11			IR	4,100	5,100	4,550	3,500	620	7	0.5	1	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1997	11			C	4,100	4,650	4,650	3,700	620	9	0.7	2	0.2
1998	11			C	4,150	4,700	4,700	3,750	620	10	0.8	1	0.1
1999	11			C	4,200	4,700	4,750	3,800	800	8	0.6	3	0.2
2000	11			C	4,250	4,800	4,800	3,800	810	7	0.5	2	0.1
2001	11			C	4,300	4,850	4,850	3,850	820	9	0.7	8	0.6
2002	11			C	4,300	4,800	4,850	3,850	900	10	0.7	3	0.2
2003	11			C	4,350	4,850	4,900	3,950	910	5	0.4	1	0.1
2004	11			C	4,400	4,950	4,950	3,950	920	9	0.6	6	0.4
2005	11			C	4,450	4,950	5,000	4,000	930	8	0.6	0	0.0
2006	11			IT	4,500	5,750	5,700	3,700	940	9	0.6	3	0.2
2007	11			IT	4,550	5,850	6,100	3,700	960	13	0.9	5	0.3
2008	11			IT	4,550	5,850	5,550	3,800	960	5	0.3	2	0.1
2009	11			IR	4,600	5,500	5,000	3,900	970	6	0.4	2	0.1
2010	11			IR	4,650	5,550	5,050	3,950	980	6	0.4	2	0.1
2011	11			IC	4,700	5,150	5,350	4,200	990	11	0.7	4	0.3
2012	11			IC	4,750	5,250	5,100	4,200	1,000	12	0.8	6	0.4
2013	11			UC	4,750	4,750	4,800	4,500	1,000	10	0.7	5	0.3
2014	11			UC	4,800	4,800	4,600	4,550	1,000	7	0.5	5	0.3
2015	11			CTR	4,850	5,900	5,950	4,100	1,000	9	0.6	7	0.5
2016	11			CTR	4,900	6,000	6,050	4,150	1,050	3	0.2	5	0.3
2017	11			CTR	4,950	6,600	6,600	4,050	1,050	8	0.5	2	0.1
2018	11			CTR	5,000	6,700	6,650	4,050	1,050	5	0.3	1	0.1
2019	11			CTR	5,000	6,650	6,650	4,050	1,050	5	0.3	2	0.1
2021	11			CTR	5,100	6,650	6,600	4,150	1,300	2	0.1	1	0.1
1988	11	N JCT SEC HWY 569 (E) (TO SEC HWY 624)	6.2	IC	4,400	5,100	4,950	3,850	840	11	1.1	4	0.4
1989	11			IC	4,950	5,700	5,600	4,400	1,050	14	1.2	2	0.2
1990	11			IC	5,550	6,350	6,200	4,950	1,150	14	1.1	6	0.5
1991	11			IC	5,500	6,200	6,100	4,900	1,150	10	0.8	2	0.2
1992	11			IC	5,500	6,100	6,050	5,000	1,150	10	0.8	1	0.1
1993	11			C	5,500	6,000	6,100	5,050	1,150	5	0.4	0	0.0
1994	11			C	5,500	6,000	6,150	5,000	1,150	10	0.8	2	0.2
1995	11			C	5,600	6,100	6,300	5,100	1,200	14	1.1	5	0.4
1996	11			C	5,700	6,450	6,500	5,150	1,200	7	0.5	0	0.0
1997	11			C	5,800	6,550	6,600	5,200	1,200	7	0.5	0	0.0
1998	11			C	5,950	6,700	6,700	5,350	1,250	9	0.7	4	0.3
1999	11			C	6,050	6,800	6,850	5,450	1,200	11	0.8	1	0.1
2000	11			C	5,900	6,650	6,650	5,300	1,200	11	0.8	6	0.4
2001	11			C	5,950	6,700	6,700	5,350	1,200	9	0.7	3	0.2
2002	11			C	6,400	7,150	7,200	5,750	1,200	12	0.8	3	0.2
2003	11			C	6,050	6,750	6,800	5,450	1,150	8	0.6	2	0.1
2004	11			C	6,100	6,850	6,900	5,500	1,150	5	0.4	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2005	11			C	5,900	6,550	6,600	5,300	1,100	8	0.6	3	0.2
2006	11			SC	5,800	6,150	6,800	5,100	1,100	7	0.5	2	0.2
2007	11			SC	5,900	6,250	6,800	5,200	1,100	10	0.7	1	0.1
2008	11			SC	5,900	6,200	5,850	5,200	1,100	17	1.3	5	0.4
2009	11			CR	5,400	6,500	6,250	4,600	1,050	9	0.7	0	0.0
2010	11			CR	5,950	7,150	6,900	5,050	1,150	2	0.1	0	0.0
2011	11			CR	5,300	6,150	6,250	4,700	1,000	4	0.3	1	0.1
2012	11			CR	5,800	6,950	6,850	4,900	1,100	7	0.5	2	0.2
2013	11			CR	5,750	6,900	7,050	4,850	1,100	6	0.5	3	0.2
2014	11			CR	5,800	6,850	6,800	4,950	1,100	10	0.8	3	0.2
2015	11			CTR	5,300	6,450	6,500	4,500	1,000	7	0.6	2	0.2
2016	11			CTR	5,700	6,950	7,000	4,850	1,100	5	0.4	4	0.3
2017	11			CTR	5,700	7,600	7,600	4,650	1,100	11	0.9	3	0.2
2018	11			CTR	5,700	7,600	7,600	4,650	1,100	3	0.2	0	0.0
2019	11			CTR	5,650	7,550	7,500	4,600	1,050	4	0.3	1	0.1
2021	11			CTR	5,600	7,300	7,250	4,550	1,350	4	0.3	1	0.1
1988	11	SEC HWY 560 (W) 9TH ST (E)	18.7	IC	3,200	3,700	3,600	2,800	670	15	0.7	3	0.1
1989	11			IC	3,500	4,000	3,950	3,100	910	13	0.5	6	0.3
1990	11			IC	3,800	4,350	4,250	3,400	990	7	0.3	2	0.1
1991	11			IC	3,950	4,450	4,400	3,500	1,050	7	0.3	2	0.1
1992	11			IC	4,100	4,550	4,500	3,750	1,050	12	0.4	4	0.1
1993	11			IC	4,300	4,850	4,800	3,850	1,100	18	0.6	6	0.2
1994	11			IC	4,400	4,950	4,950	3,900	1,150	13	0.4	5	0.2
1995	11			IC	4,400	4,900	4,950	3,950	1,150	14	0.5	6	0.2
1996	11			IC	4,450	5,000	5,000	3,950	530	14	0.5	4	0.1
1997	11			IC	4,450	5,000	5,050	3,900	530	17	0.6	3	0.1
1998	11			IC	4,500	5,050	5,050	4,000	540	17	0.6	6	0.2
1999	11			IC	4,550	5,100	5,100	4,050	1,000	17	0.5	5	0.2
2000	11			IC	4,650	5,200	5,200	4,150	1,000	13	0.4	3	0.1
2001	11			IC	4,700	5,250	5,300	4,150	1,050	16	0.5	7	0.2
2002	11			IC	4,850	5,400	5,450	4,250	820	13	0.4	3	0.1
2003	11			IC	4,850	5,400	5,450	4,300	820	20	0.6	7	0.2
2004	11			IC	4,900	5,500	5,500	4,350	830	11	0.3	2	0.1
2005	11			IC	4,750	5,300	5,350	4,200	710	16	0.5	5	0.2
2006	11			CR	5,000	6,050	5,800	4,200	750	14	0.4	3	0.1
2007	11			CR	4,800	5,800	5,800	4,050	720	18	0.5	6	0.2
2008	11			CR	4,850	5,850	5,800	4,100	730	18	0.5	12	0.4
2009	11			CR	4,400	5,300	5,100	3,750	660	20	0.7	7	0.2
2010	11			CR	4,900	5,850	5,650	4,150	740	9	0.3	3	0.1
2011	11			CR	3,800	4,450	4,500	3,400	570	18	0.7	4	0.2
2012	11			CR	4,700	5,650	5,550	3,950	700	7	0.2	5	0.2

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2013	11			CR	3,950	4,750	4,850	3,350	590	14	0.5	7	0.3
2014	11			CR	4,550	5,350	5,350	3,900	680	15	0.5	6	0.2
2015	11			CTR	4,050	4,950	5,000	3,450	610	16	0.6	5	0.2
2016	11			CTR	4,450	5,450	5,450	3,800	670	19	0.6	7	0.2
2017	11			CTR	4,450	5,950	5,900	3,650	670	12	0.4	5	0.2
2018	11			CTR	4,450	5,950	5,900	3,600	670	13	0.4	7	0.2
2019	11			CTR	4,450	5,950	5,900	3,600	670	10	0.3	5	0.2
2021	11			CTR	4,400	5,750	5,700	3,600	660	17	0.6	7	0.2
1988	11	HWY 112 (E)	19.0	LT	1,700	2,400	2,400	1,300	270	13	1.1	4	0.3
1989	11			LT	1,800	2,500	2,500	1,350	290	6	0.5	3	0.2
1990	11			LT	1,900	2,750	2,650	1,400	300	4	0.3	3	0.2
1991	11			LT	2,000	2,800	2,700	1,500	320	12	0.9	4	0.3
1992	11			LT	2,000	2,800	2,700	1,550	320	14	1.0	5	0.4
1993	11			LT	1,900	2,650	2,350	1,400	300	13	1.0	6	0.5
1994	11			LT	1,900	2,800	2,700	1,400	490	9	0.7	3	0.2
1995	11			LT	1,900	2,750	2,650	1,400	490	8	0.6	2	0.2
1996	11			IT	1,900	2,500	2,450	1,550	440	15	1.1	4	0.3
1997	11			LT	1,950	2,750	2,700	1,450	450	6	0.4	0	0.0
1998	11			LT	2,000	2,800	2,750	1,450	460	13	0.9	4	0.3
1999	11			LT	2,050	2,850	2,800	1,500	700	9	0.6	3	0.2
2000	11			LT	2,050	2,850	2,800	1,500	700	9	0.6	6	0.4
2001	11			LT	2,100	2,950	2,850	1,550	710	12	0.8	4	0.3
2002	11			LT	2,100	2,950	2,850	1,550	480	15	1.0	8	0.5
2003	11			LT	2,150	2,950	2,900	1,600	490	14	0.9	6	0.4
2004	11			LT	2,150	3,000	2,950	1,600	490	16	1.1	3	0.2
2005	11			LT	2,200	3,000	2,950	1,600	550	13	0.9	4	0.3
2006	11			LT	2,200	3,000	2,950	1,600	550	14	0.9	11	0.7
2007	11			LT	2,250	3,100	3,150	1,650	560	15	1.0	5	0.3
2008	11			LT	2,250	3,100	2,950	1,650	560	13	0.8	11	0.7
2009	11			LT	2,300	3,100	3,050	1,700	580	14	0.9	7	0.4
2010	11			LT	2,350	3,150	3,100	1,750	590	12	0.7	3	0.2
2011	11			CR	2,350	2,750	2,750	2,100	590	15	0.9	7	0.4
2012	11			CR	2,400	2,850	2,850	2,050	600	13	0.8	2	0.1
2013	11			CR	2,400	2,900	2,950	2,050	1,200	12	0.7	8	0.5
2014	11			CR	2,450	2,900	2,850	2,100	1,250	14	0.8	7	0.4
2015	11			CTR	2,450	3,000	3,000	2,100	1,250	14	0.8	9	0.5
2016	11			CTR	2,500	3,050	3,100	2,100	1,250	14	0.8	6	0.3
2017	11			CTR	2,500	3,350	3,300	2,050	1,250	12	0.7	11	0.6
2018	11			CTR	2,550	3,400	3,400	2,100	1,300	19	1.1	17	1.0
2019	11			CTR	2,600	3,450	3,450	2,100	1,300	12	0.7	12	0.7
2021	11			CTR	2,600	3,400	3,350	2,100	1,250	3	0.2	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1988	11	HWY 66	1.0	LT	3,550	5,050	5,000	2,700	820	0	0.0	0	0.0
1989	11			LT	3,750	5,200	5,200	2,800	860	3	2.2	2	1.5
1990	11			LT	4,000	5,850	5,600	2,900	920	0	0.0	0	0.0
1991	11			LT	3,800	5,300	5,150	2,800	870	2	1.4	0	0.0
1992	11			LT	3,550	4,950	4,800	2,750	820	1	0.8	1	0.8
1993	11			LT	3,350	4,650	4,150	2,450	770	3	2.5	2	1.6
1994	11			LT	3,250	4,750	4,600	2,350	650	1	0.8	1	0.8
1995	11			LT	3,150	4,550	4,400	2,300	630	1	0.9	1	0.9
1996	11			T	3,100	5,400	5,250	1,900	620	1	0.9	1	0.9
1997	11			LT	3,300	4,650	4,550	2,450	660	0	0.0	0	0.0
1998	11			LT	3,550	4,950	4,850	2,600	710	0	0.0	0	0.0
1999	11			LT	3,600	5,000	4,900	2,650	940	3	2.3	2	1.5
2000	11			LT	3,600	5,000	4,900	2,650	940	1	0.8	0	0.0
2001	11			LT	3,650	5,100	4,950	2,650	950	3	2.3	1	0.8
2002	11			LT	3,800	5,300	5,150	2,800	1,050	3	2.2	1	0.7
2003	11			LT	3,800	5,250	5,100	2,800	1,050	6	4.3	1	0.7
2004	11			LT	3,850	5,400	5,250	2,800	1,050	0	0.0	0	0.0
2005	11			LT	3,850	5,300	5,150	2,850	770	1	0.7	0	0.0
2006	11			LT	3,950	5,400	5,250	2,900	790	0	0.0	0	0.0
2007	11			LT	3,950	5,400	5,550	2,900	790	3	2.1	2	1.4
2008	11			LT	4,050	5,550	5,300	3,000	810	1	0.7	2	1.3
2009	11			LT	3,850	5,200	5,100	2,850	770	2	1.4	1	0.7
2010	11			LT	4,150	5,550	5,450	3,050	830	0	0.0	0	0.0
2011	11			CR	3,950	4,600	4,650	3,500	790	1	0.7	0	0.0
2012	11			CR	4,200	5,050	4,950	3,550	840	3	2.0	2	1.3
2013	11			CR	4,250	5,100	5,250	3,600	850	0	0.0	0	0.0
2014	11			CR	4,300	5,050	5,050	3,650	860	2	1.3	1	0.6
2015	11			CTR	4,000	4,900	4,900	3,400	800	0	0.0	0	0.0
2016	11			CTR	4,350	5,300	5,350	3,700	870	1	0.6	1	0.6
2017	11			CTR	4,400	5,900	5,850	3,600	880	1	0.6	2	1.2
2018	11			CTR	4,450	5,950	5,900	3,600	890	1	0.6	1	0.6
2019	11			CTR	4,500	6,000	5,950	3,650	900	0	0.0	0	0.0
2021	11			CTR	3,900	5,100	5,050	3,200	1,250	3	2.1	3	2.1
1988	11	SEC HWY 568 (E)	13.9	LT	2,500	3,550	3,500	1,900	500	5	0.4	1	0.1
1989	11			LT	2,750	3,800	3,800	2,050	550	12	0.9	5	0.4
1990	11			LT	3,050	4,450	4,250	2,250	610	12	0.8	5	0.3
1991	11			LT	3,200	4,500	4,300	2,350	640	8	0.5	1	0.1
1992	11			LT	3,100	4,300	4,200	2,400	620	4	0.3	2	0.1
1993	11			LT	3,050	4,200	3,800	2,250	610	13	0.8	5	0.3
1994	11			LT	3,050	4,450	4,300	2,200	550	8	0.5	1	0.1
1995	11			LT	3,100	4,450	4,300	2,250	560	7	0.4	4	0.3

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1996	11			LT	3,150	4,450	4,350	2,300	570	7	0.4	1	0.1
1997	11			LT	3,150	4,450	4,350	2,350	570	6	0.4	1	0.1
1998	11			LT	3,200	4,500	4,400	2,350	580	10	0.6	2	0.1
1999	11			LT	3,300	4,600	4,500	2,400	790	8	0.5	3	0.2
2000	11			LT	3,550	4,950	4,850	2,600	850	6	0.3	2	0.1
2001	11			LT	3,650	5,100	4,950	2,650	880	9	0.5	2	0.1
2002	11			LT	3,900	5,450	5,300	2,850	700	13	0.7	4	0.2
2003	11			LT	3,850	5,300	5,200	2,850	690	8	0.4	3	0.2
2004	11			LT	3,950	5,550	5,400	2,900	710	21	1.0	9	0.4
2005	11			LT	4,000	5,500	5,350	2,950	720	7	0.3	3	0.1
2006	11			CTR	4,100	5,100	4,850	3,500	940	7	0.3	1	0.0
2007	11			CTR	3,800	4,700	4,650	3,200	870	15	0.8	12	0.6
2008	11			CTR	3,850	4,750	4,650	3,250	890	8	0.4	8	0.4
2009	11			LT	3,100	4,200	4,100	2,300	710	7	0.4	3	0.2
2010	11			LT	4,000	5,350	5,250	2,950	920	17	0.8	5	0.2
2011	11			CR	4,100	4,800	4,850	3,650	940	14	0.7	9	0.4
2012	11			CR	4,100	4,900	4,850	3,450	940	11	0.5	6	0.3
2013	11			CR	4,150	4,950	5,100	3,500	950	6	0.3	5	0.2
2014	11			CR	4,200	4,950	4,900	3,600	970	10	0.5	3	0.1
2015	11			CTR	3,750	4,600	4,600	3,200	860	9	0.5	2	0.1
2016	11			CTR	3,850	4,700	4,750	3,250	890	10	0.5	5	0.3
2017	11			CTR	3,950	5,300	5,250	3,200	910	8	0.4	7	0.3
2018	11			CTR	4,150	5,550	5,500	3,400	950	5	0.2	1	0.0
2019	11			CTR	4,050	5,400	5,350	3,300	930	8	0.4	3	0.1
2021	11			CTR	2,900	3,800	3,750	2,350	1,200	10	0.7	3	0.2
1988	11	SEC HWY 570 (E)	7.4	IT	2,300	3,350	3,050	1,700	580	3	0.5	0	0.0
1989	11			IT	2,400	3,350	3,200	1,850	600	8	1.2	1	0.2
1990	11			LT	2,550	3,700	3,550	1,850	760	4	0.6	1	0.1
1991	11			LT	2,400	3,350	3,250	1,800	720	1	0.2	0	0.0
1992	11			LT	2,300	3,200	3,100	1,750	600	6	1.0	2	0.3
1993	11			LT	2,100	2,900	2,600	1,550	550	6	1.1	4	0.7
1994	11			LT	2,200	3,250	3,100	1,600	570	2	0.3	0	0.0
1995	11			LT	2,350	3,400	3,300	1,700	610	13	2.0	6	0.9
1996	11			IR	2,550	3,150	2,850	2,150	660	8	1.2	0	0.0
1997	11			LT	2,550	3,600	3,500	1,900	660	3	0.4	1	0.1
1998	11			LT	2,600	3,650	3,550	1,900	680	4	0.6	1	0.1
1999	11			LT	2,600	3,600	3,550	1,900	730	8	1.1	3	0.4
2000	11			LT	2,600	3,600	3,550	1,900	730	6	0.9	1	0.1
2001	11			LT	2,600	3,650	3,550	1,900	730	7	1.0	2	0.3
2002	11			LT	2,600	3,650	3,550	1,900	730	11	1.6	5	0.7
2003	11			LT	2,700	3,700	3,650	2,000	760	9	1.2	2	0.3

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2004	11			LT	2,700	3,800	3,700	2,000	760	2	0.3	1	0.1
2005	11			LT	2,750	3,750	3,700	2,000	720	10	1.3	3	0.4
2006	11			LT	2,750	3,750	3,650	2,050	720	5	0.7	0	0.0
2007	11			LT	2,800	3,850	3,950	2,050	730	6	0.8	6	0.8
2008	11			LT	2,800	3,850	3,650	2,050	730	3	0.4	2	0.3
2009	11			LT	2,800	3,800	3,700	2,050	730	4	0.5	0	0.0
2010	11			LT	2,900	3,900	3,800	2,150	750	5	0.6	3	0.4
2011	11			CR	2,750	3,200	3,250	2,450	720	6	0.8	1	0.1
2012	11			CR	2,900	3,450	3,400	2,450	750	3	0.4	0	0.0
2013	11			CR	2,950	3,550	3,650	2,500	770	9	1.1	4	0.5
2014	11			IR	2,950	3,500	3,500	2,500	770	2	0.3	2	0.3
2015	11			IR	3,000	3,550	3,600	2,550	780	8	1.0	3	0.4
2016	11			IR	3,000	3,550	3,600	2,550	780	6	0.7	4	0.5
2017	11			IR	3,050	3,600	3,600	2,700	790	11	1.3	8	1.0
2018	11			IR	3,100	3,650	3,650	2,750	810	2	0.2	1	0.1
2019	11			IR	3,100	3,650	3,650	2,800	810	7	0.8	4	0.5
2021	11			IR	3,150	3,700	3,700	2,800	820	5	0.6	4	0.5
1988	11	TIMISKAMING COCHRANE DIST BDY	20.2	IT	2,300	3,350	3,050	1,700	580	16	0.9	2	0.1
1989	11			IT	2,400	3,350	3,200	1,850	600	8	0.5	5	0.3
1990	11			LT	2,550	3,700	3,550	1,850	760	11	0.6	5	0.3
1991	11			LT	2,400	3,350	3,250	1,800	720	16	0.9	3	0.2
1992	11			LT	2,300	3,200	3,100	1,750	600	13	0.8	3	0.2
1993	11			LT	2,150	2,950	2,650	1,600	560	14	0.9	8	0.5
1994	11			LT	2,200	3,250	3,100	1,600	570	13	0.8	3	0.2
1995	11			LT	2,350	3,400	3,300	1,700	610	18	1.0	4	0.2
1996	11			IR	2,550	3,150	2,850	2,150	660	20	1.1	10	0.5
1997	11			LT	2,550	3,600	3,500	1,900	660	15	0.8	5	0.3
1998	11			LT	2,600	3,650	3,550	1,900	680	9	0.5	6	0.3
1999	11			LT	2,600	3,600	3,550	1,900	730	14	0.7	4	0.2
2000	11			LT	2,750	3,850	3,750	2,000	770	6	0.3	2	0.1
2001	11			LT	2,850	4,000	3,900	2,100	800	8	0.4	3	0.1
2002	11			LT	2,900	4,050	3,950	2,150	810	20	0.9	11	0.5
2003	11			LT	3,000	4,150	4,050	2,200	840	17	0.8	7	0.3
2004	11			LT	3,050	4,250	4,150	2,250	850	13	0.6	10	0.4
2005	11			LT	3,000	4,100	4,000	2,200	840	20	0.9	5	0.2
2006	11			LT	3,200	4,400	4,250	2,350	900	23	1.0	13	0.6
2007	11			LT	3,100	4,250	4,350	2,300	870	18	0.8	5	0.2
2008	11			LT	3,150	4,300	4,150	2,300	880	15	0.6	8	0.3
2009	11			LT	2,800	3,800	3,700	2,050	780	13	0.6	6	0.3
2010	11			LT	3,250	4,350	4,300	2,400	910	16	0.7	7	0.3
2011	11			LT	2,900	3,700	3,800	2,400	810	15	0.7	6	0.3

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2012	11			LT	3,250	4,250	4,050	2,450	910	19	0.8	17	0.7
2013	11			CR	3,300	3,950	4,050	2,800	920	15	0.6	7	0.3
2014	11			CR	3,350	3,950	3,900	2,850	940	10	0.4	5	0.2
2015	11			CTR	3,100	3,800	3,800	2,650	870	13	0.6	5	0.2
2016	11			CTR	3,400	4,150	4,200	2,900	950	12	0.5	4	0.2
2017	11			CTR	3,450	4,600	4,600	2,800	970	13	0.5	5	0.2
2018	11			CTR	3,500	4,650	4,650	2,850	980	10	0.4	5	0.2
2019	11			CTR	3,550	4,750	4,700	2,900	990	15	0.6	11	0.4
2021	11			CTR	3,600	4,700	4,650	2,950	1,000	10	0.4	6	0.2
1988	11	SEC HWY 572 (E)	14.5	IC	2,950	3,400	3,350	2,600	740	14	0.9	4	0.3
1989	11			IC	3,200	3,700	3,600	2,850	800	11	0.6	1	0.1
1990	11			LT	3,450	5,050	4,850	2,500	860	19	1.0	5	0.3
1991	11			LT	3,600	5,050	4,850	2,650	900	13	0.7	3	0.2
1992	11			LT	3,500	4,850	4,700	2,700	880	15	0.8	6	0.3
1993	11			LT	3,400	4,700	4,200	2,500	850	18	1.0	5	0.3
1994	11			LT	3,200	4,700	4,500	2,350	800	16	0.9	6	0.4
1995	11			LT	2,900	4,150	4,050	2,100	720	14	0.9	3	0.2
1996	11			IT	2,650	3,500	3,400	2,200	1,000	16	1.1	4	0.3
1997	11			CTR	2,700	3,450	3,300	2,250	1,050	8	0.6	2	0.1
1998	11			CTR	2,800	3,550	3,400	2,350	1,050	12	0.8	3	0.2
1999	11			CTR	2,950	3,700	3,550	2,500	650	8	0.5	0	0.0
2000	11			CTR	3,000	3,800	3,650	2,500	660	8	0.5	0	0.0
2001	11			CTR	3,000	3,800	3,650	2,550	660	12	0.8	2	0.1
2002	11			CTR	3,250	4,100	3,950	2,750	980	12	0.7	3	0.2
2003	11			CTR	3,050	3,800	3,650	2,600	920	15	0.9	6	0.4
2004	11			CTR	3,100	3,900	3,750	2,600	930	11	0.7	2	0.1
2005	11			CTR	3,100	3,850	3,700	2,650	810	9	0.5	7	0.4
2006	11			CTR	3,150	3,900	3,750	2,650	820	8	0.5	3	0.2
2007	11			CTR	3,150	3,900	3,850	2,650	820	10	0.6	6	0.4
2008	11			CTR	3,200	3,950	3,900	2,700	830	8	0.5	4	0.2
2009	11			CTR	3,200	3,900	3,800	2,700	830	8	0.5	1	0.1
2010	11			CTR	3,250	3,950	3,800	2,750	840	14	0.8	9	0.5
2011	11			CR	3,250	3,800	3,850	2,900	1,100	9	0.5	6	0.3
2012	11			CTR	3,300	4,000	3,950	2,800	1,300	10	0.6	4	0.2
2013	11			CR	3,300	3,950	4,050	2,800	1,450	13	0.7	2	0.1
2014	11			CTR	2,950	3,600	3,650	2,500	1,050	11	0.7	6	0.4
2015	11			CTR	2,950	3,600	3,650	2,500	1,250	8	0.5	3	0.2
2016	11			CTR	3,250	3,950	4,000	2,750	1,400	10	0.6	4	0.2
2017	11			CTR	3,250	4,350	4,300	2,650	1,400	6	0.3	4	0.2
2018	11			CTR	3,300	4,400	4,400	2,700	1,400	11	0.6	3	0.2
2019	11			CTR	3,300	4,400	4,400	2,700	1,400	19	1.1	17	1.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2021	11			CTR	3,300	4,300	4,300	2,700	1,400	12	0.7	8	0.5
1988	11	E JCT HWY 101 4TH AV	6.4	IC	3,350	3,900	3,800	2,950	800	6	0.8	0	0.0
1989	11			IC	3,650	4,200	4,100	3,250	880	8	0.9	3	0.4
1990	11			LT	3,950	5,750	5,550	2,900	950	8	0.9	7	0.8
1991	11			LT	4,200	5,900	5,650	3,100	1,000	10	1.0	1	0.1
1992	11			LT	4,450	6,200	6,000	3,450	1,050	9	0.9	0	0.0
1993	11			LT	4,650	6,450	5,750	3,400	1,100	4	0.4	0	0.0
1994	11			LT	4,850	7,100	6,850	3,500	1,150	8	0.7	7	0.6
1995	11			LT	5,050	7,250	7,050	3,700	1,200	6	0.5	2	0.2
1996	11			LT	5,250	7,400	7,250	3,850	790	11	0.9	2	0.2
1997	11			IT	5,300	6,950	6,850	4,400	800	5	0.4	0	0.0
1998	11			IT	5,350	6,900	6,850	4,350	800	5	0.4	2	0.2
1999	11			IT	5,300	6,850	6,750	4,300	1,200	10	0.8	2	0.2
2000	11			IT	5,400	6,950	6,850	4,450	1,250	9	0.7	0	0.0
2001	11			IT	5,500	7,200	7,000	4,450	1,250	7	0.5	3	0.2
2002	11			IT	5,700	7,400	7,250	4,700	1,250	7	0.5	3	0.2
2003	11			IT	5,600	7,150	7,150	4,600	1,700	7	0.5	2	0.2
2004	11			IT	5,700	7,450	7,250	4,650	1,700	9	0.7	4	0.3
2005	11			IT	5,300	6,750	6,750	4,400	1,100	10	0.8	9	0.7
2006	11			IT	5,300	6,750	6,700	4,350	1,100	12	1.0	6	0.5
2007	11			IT	5,300	6,800	7,100	4,350	1,100	6	0.5	4	0.3
2008	11			IT	5,300	6,800	6,450	4,450	1,100	13	1.0	6	0.5
2009	11			CR	4,450	5,350	5,150	3,800	930	9	0.9	2	0.2
2010	11			CR	5,300	6,350	6,150	4,500	1,100	6	0.5	1	0.1
2011	11			CR	4,500	5,250	5,300	4,000	940	11	1.0	7	0.7
2012	11			CR	5,100	6,100	6,000	4,300	1,050	7	0.6	6	0.5
2013	11			CR	4,400	5,250	5,400	3,700	920	7	0.7	3	0.3
2014	11			CR	4,950	5,850	5,800	4,200	1,050	13	1.1	6	0.5
2015	11			CTR	4,500	5,500	5,550	3,800	940	2	0.2	1	0.1
2016	11			CTR	4,800	5,850	5,900	4,100	1,000	5	0.4	2	0.2
2017	11			CTR	4,800	6,400	6,400	3,900	1,000	3	0.3	3	0.3
2018	11			CTR	4,750	6,350	6,300	3,850	1,000	3	0.3	7	0.6
2019	11			CTR	4,800	6,400	6,350	3,900	1,800	10	0.9	7	0.6
2021	11			CTR	4,700	6,150	6,100	3,850	1,800	8	0.7	6	0.5
1988	11	W JCT HWY 101 (W)	14.3	IC	1,700	1,950	1,900	1,500	540	6	0.7	3	0.3
1989	11			IC	1,750	2,000	2,000	1,550	560	6	0.7	4	0.4
1990	11			LT	1,600	2,350	2,250	1,150	510	7	0.8	2	0.2
1991	11			LT	1,650	2,300	2,250	1,200	530	4	0.5	1	0.1
1992	11			LT	1,550	2,150	2,100	1,200	500	8	1.0	2	0.2
1993	11			LT	1,500	2,050	1,850	1,100	480	10	1.3	2	0.3
1994	11			LT	1,450	2,150	2,050	1,050	460	6	0.8	5	0.7

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1995	11			LT	1,450	2,100	2,000	1,050	460	11	1.5	4	0.5
1996	11			LT	1,600	2,250	2,200	1,200	510	11	1.3	4	0.5
1997	11			CTR	1,650	2,100	2,050	1,400	530	6	0.7	2	0.2
1998	11			CTR	1,700	2,150	2,050	1,450	540	6	0.7	3	0.3
1999	11			CTR	1,750	2,200	2,100	1,450	560	11	1.2	3	0.3
2000	11			CTR	1,800	2,250	2,200	1,500	580	10	1.1	2	0.2
2001	11			CTR	1,850	2,350	2,250	1,550	590	5	0.5	1	0.1
2002	11			CTR	1,950	2,450	2,350	1,650	530	5	0.5	4	0.4
2003	11			CTR	1,950	2,400	2,350	1,650	840	8	0.8	6	0.6
2004	11			CTR	2,000	2,500	2,400	1,700	860	7	0.7	3	0.3
2005	11			CTR	2,000	2,500	2,400	1,700	600	16	1.5	8	0.8
2006	11			CTR	2,050	2,550	2,450	1,750	620	7	0.7	6	0.6
2007	11			CTR	2,100	2,600	2,600	1,800	630	8	0.7	6	0.5
2008	11			CTR	2,150	2,650	2,600	1,850	640	7	0.6	4	0.4
2009	11			CTR	2,100	2,550	2,500	1,800	630	7	0.6	6	0.5
2010	11			CTR	2,250	2,750	2,650	1,900	680	7	0.6	8	0.7
2011	11			CTR	1,950	2,350	2,300	1,650	580	7	0.7	1	0.1
2012	11			CTR	2,250	2,750	2,700	1,900	680	11	0.9	4	0.3
2013	11			CTR	2,300	2,800	2,900	1,950	690	14	1.2	3	0.2
2014	11			CTR	2,350	2,850	2,900	2,000	700	12	1.0	5	0.4
2015	11			CTR	2,250	2,750	2,750	1,900	680	6	0.5	2	0.2
2016	11			CTR	2,400	2,950	2,950	2,050	720	3	0.2	2	0.2
2017	11			CTR	2,450	3,250	3,250	2,000	740	5	0.4	3	0.2
2018	11			CTR	2,500	3,350	3,350	2,050	750	7	0.5	4	0.3
2019	11			CTR	2,500	3,350	3,300	2,050	1,250	11	0.8	9	0.7
2021	11			CR	2,500	2,900	2,900	2,250	1,100	9	0.7	10	0.8
1988	11	SHILLINGTON RD OLD JCT HWY 577	0.3	IC	1,500	1,750	1,700	1,300	450	1	6.1	0	0.0
1989	11			IC	1,600	1,850	1,800	1,400	480	1	5.7	0	0.0
1990	11			LT	1,450	2,100	2,050	1,050	440	0	0.0	0	0.0
1991	11			LT	1,700	2,400	2,300	1,250	510	0	0.0	0	0.0
1992	11			LT	1,950	2,700	2,650	1,500	580	0	0.0	0	0.0
1993	11			IC	2,200	2,500	2,450	1,950	660	0	0.0	0	0.0
1994	11			IC	2,400	2,700	2,700	2,150	720	0	0.0	0	0.0
1995	11			IC	2,600	2,900	2,950	2,350	780	2	7.0	2	7.0
1996	11			IC	2,800	3,150	3,150	2,500	840	0	0.0	0	0.0
1997	11			IC	2,850	3,200	3,200	2,500	860	0	0.0	0	0.0
1998	11			IC	2,900	3,250	3,250	2,600	870	0	0.0	0	0.0
1999	11			IC	2,950	3,300	3,300	2,650	1,050	0	0.0	0	0.0
2000	11			IC	2,950	3,300	3,300	2,650	1,050	0	0.0	0	0.0
2001	11			IC	3,000	3,350	3,350	2,650	1,100	0	0.0	0	0.0
2002	11			IC	3,100	3,450	3,500	2,750	930	0	0.0	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2003	11			IC	3,250	3,600	3,650	2,900	980	0	0.0	0	0.0
2004	11			IC	3,350	3,750	3,750	2,950	1,000	1	2.7	0	0.0
2005	11			IC	3,400	3,800	3,800	3,000	920	0	0.0	0	0.0
2006	11			IC	2,800	3,100	3,150	2,500	760	1	3.3	1	3.3
2007	11			IC	2,750	3,050	3,150	2,450	740	1	3.3	0	0.0
2008	11			IC	2,750	3,050	2,950	2,400	740	0	0.0	0	0.0
2009	11			IC	1,750	1,950	1,950	1,550	470	0	0.0	0	0.0
2010	11			IC	2,850	3,150	3,200	2,550	770	0	0.0	0	0.0
2011	11			IC	1,850	2,050	2,100	1,650	500	0	0.0	0	0.0
2012	11			IC	2,600	2,900	2,800	2,300	700	1	3.5	0	0.0
2013	11			IC	2,100	2,300	2,300	1,850	1,150	0	0.0	0	0.0
2014	11			IC	2,450	2,700	2,700	2,150	1,350	0	0.0	0	0.0
2015	11			CTR	1,950	2,400	2,400	1,650	1,100	1	4.7	0	0.0
2016	11			CTR	2,300	2,800	2,850	1,950	1,250	0	0.0	0	0.0
2017	11			CTR	2,300	3,050	3,050	1,850	1,250	1	4.0	0	0.0
2018	11			CTR	2,250	3,000	3,000	1,850	1,250	1	4.1	0	0.0
2019	11			CTR	2,200	2,950	2,900	1,800	1,200	2	8.3	1	4.2
2021	11			CTR	2,200	2,850	2,850	1,800	1,100	0	0.0	0	0.0
1988	11	IROQUOIS FALLS OLD N JCT HWY 577	9.8	IC	1,500	1,750	1,700	1,300	450	10	1.9	4	0.7
1989	11			IC	1,600	1,850	1,800	1,400	480	5	0.9	2	0.3
1990	11			LT	1,450	2,100	2,050	1,050	440	8	1.5	6	1.2
1991	11			LT	1,700	2,400	2,300	1,250	510	4	0.7	2	0.3
1992	11			LT	1,950	2,700	2,650	1,500	580	2	0.3	0	0.0
1993	11			IC	2,200	2,500	2,450	1,950	660	8	1.0	2	0.3
1994	11			IC	2,400	2,700	2,700	2,150	720	2	0.2	1	0.1
1995	11			IC	2,600	2,900	2,950	2,350	780	4	0.4	2	0.2
1996	11			IC	2,800	3,150	3,150	2,500	840	5	0.5	2	0.2
1997	11			IC	2,850	3,200	3,200	2,500	860	2	0.2	2	0.2
1998	11			IC	2,900	3,250	3,250	2,600	870	1	0.1	2	0.2
1999	11			IC	2,950	3,300	3,300	2,650	1,050	5	0.5	5	0.5
2000	11			IC	2,950	3,300	3,300	2,650	1,050	4	0.4	1	0.1
2001	11			IC	3,000	3,350	3,350	2,650	1,100	7	0.7	6	0.6
2002	11			IC	3,100	3,450	3,500	2,750	930	4	0.4	2	0.2
2003	11			IC	3,250	3,600	3,650	2,900	980	3	0.3	3	0.3
2004	11			IC	3,350	3,750	3,750	2,950	1,000	5	0.4	2	0.2
2005	11			IC	3,400	3,800	3,800	3,000	920	3	0.2	0	0.0
2006	11			IC	2,800	3,100	3,150	2,500	760	6	0.6	1	0.1
2007	11			IC	2,750	3,050	3,150	2,450	740	5	0.5	6	0.6
2008	11			IC	2,750	3,050	2,950	2,400	740	4	0.4	3	0.3
2009	11			IC	1,750	1,950	1,950	1,550	470	12	1.9	7	1.1
2010	11			IC	2,850	3,150	3,200	2,550	770	5	0.5	2	0.2

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2011	11			IC	1,850	2,050	2,100	1,650	500	6	0.9	4	0.6
2012	11			IC	2,600	2,900	2,800	2,300	700	9	1.0	6	0.6
2013	11			IC	2,100	2,300	2,300	1,850	1,150	5	0.7	2	0.3
2014	11			IC	2,450	2,700	2,700	2,150	1,350	3	0.3	2	0.2
2015	11			CTR	1,950	2,400	2,400	1,650	1,100	2	0.3	2	0.3
2016	11			CTR	2,300	2,800	2,850	1,950	1,250	5	0.6	2	0.2
2017	11			CTR	2,250	3,000	3,000	1,850	1,250	12	1.5	6	0.7
2018	11			CTR	2,250	3,000	3,000	1,850	1,250	7	0.9	4	0.5
2019	11			CTR	2,200	2,950	2,900	1,800	1,200	9	1.1	5	0.6
2021	11			CTR	2,150	2,800	2,800	1,750	1,200	4	0.5	4	0.5
1988	11	MUNICIPAL RD (W)	2.6	IC	3,200	3,700	3,600	2,800	800	1	0.3	1	0.3
1989	11			IC	3,300	3,800	3,750	2,950	820	4	1.3	2	0.6
1990	11			IR	3,050	3,850	3,400	2,500	760	3	1.0	1	0.3
1991	11			IR	2,900	3,650	3,200	2,400	720	2	0.7	0	0.0
1992	11			IR	2,750	3,400	3,050	2,350	690	3	1.1	1	0.4
1993	11			LT	2,600	3,600	3,200	1,900	650	5	2.0	1	0.4
1994	11			LT	2,550	3,750	3,600	1,850	640	3	1.2	0	0.0
1995	11			LT	2,500	3,600	3,500	1,850	620	3	1.3	4	1.7
1996	11			LT	2,550	3,600	3,500	1,850	640	6	2.5	0	0.0
1997	11			IR	2,550	3,200	2,850	2,150	640	3	1.2	1	0.4
1998	11			IR	2,600	3,200	2,900	2,200	650	0	0.0	0	0.0
1999	11			IR	2,650	3,300	2,950	2,250	660	0	0.0	0	0.0
2000	11			IR	2,650	3,250	2,950	2,250	660	0	0.0	0	0.0
2001	11			IR	2,650	3,250	2,950	2,250	660	4	1.6	0	0.0
2002	11			IR	2,700	3,350	3,000	2,300	680	2	0.8	1	0.4
2003	11			IR	2,700	3,300	2,950	2,300	680	0	0.0	0	0.0
2004	11			IR	2,750	3,400	3,050	2,300	690	3	1.1	1	0.4
2005	11			IR	2,750	3,300	3,000	2,350	990	1	0.4	0	0.0
2006	11			IC	2,800	3,100	3,150	2,500	1,000	2	0.8	3	1.1
2007	11			IC	2,800	3,100	3,200	2,450	1,000	4	1.5	0	0.0
2008	11			IC	2,850	3,150	3,050	2,500	1,050	4	1.5	4	1.5
2009	11			IC	2,850	3,150	3,200	2,550	1,050	1	0.4	0	0.0
2010	11			IC	2,900	3,200	3,250	2,550	1,050	2	0.7	2	0.7
2011	11			CR	2,900	3,400	3,400	2,600	1,050	4	1.5	3	1.1
2012	11			CR	2,950	3,550	3,500	2,500	1,050	4	1.4	2	0.7
2013	11			CR	2,950	3,550	3,650	2,500	1,050	5	1.8	2	0.7
2014	11			CR	3,000	3,550	3,500	2,550	1,100	6	2.1	5	1.8
2015	11			CTR	3,000	3,650	3,700	2,550	1,100	4	1.4	3	1.1
2016	11			CTR	3,050	3,700	3,750	2,600	1,100	2	0.7	1	0.3
2017	11			CTR	3,050	4,100	4,050	2,500	1,100	3	1.0	1	0.3
2018	11			CTR	3,100	4,150	4,100	2,500	1,100	2	0.7	1	0.3

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2019	11			CTR	3,100	4,150	4,100	2,500	1,100	6	2.0	3	1.0
2021	11			CTR	3,100	4,050	4,000	2,550	1,100	3	1.0	3	1.0
1988	11	N JCT HWY 67 (E) CEMETERY RD (W)	6.9	IC	1,500	1,750	1,700	1,300	440	3	0.8	1	0.3
1989	11			IC	1,600	1,850	1,800	1,400	460	1	0.2	0	0.0
1990	11			LT	1,450	2,100	2,050	1,050	420	5	1.4	1	0.3
1991	11			LT	1,500	2,100	2,050	1,100	440	5	1.3	3	0.8
1992	11			LT	1,500	2,100	2,050	1,150	440	4	1.1	1	0.3
1993	11			LT	1,550	2,150	1,900	1,150	450	5	1.3	3	0.8
1994	11			LT	1,550	2,250	2,200	1,150	450	1	0.3	0	0.0
1995	11			LT	1,550	2,250	2,150	1,150	450	2	0.5	2	0.5
1996	11			LT	1,550	2,200	2,150	1,150	560	5	1.3	2	0.5
1997	11			LT	1,600	2,250	2,200	1,200	580	3	0.7	0	0.0
1998	11			LT	1,650	2,300	2,250	1,200	590	2	0.5	0	0.0
1999	11			LT	1,700	2,350	2,300	1,250	540	5	1.2	2	0.5
2000	11			LT	1,700	2,350	2,300	1,250	540	4	0.9	4	0.9
2001	11			LT	1,750	2,450	2,400	1,300	560	1	0.2	1	0.2
2002	11			LT	1,750	2,450	2,400	1,300	440	7	1.6	6	1.4
2003	11			LT	1,800	2,500	2,400	1,350	450	7	1.5	5	1.1
2004	11			LT	1,800	2,500	2,450	1,300	760	2	0.4	0	0.0
2005	11			LT	1,850	2,550	2,500	1,350	540	4	0.9	1	0.2
2006	11			LT	1,850	2,550	2,450	1,350	540	3	0.6	1	0.2
2007	11			LT	1,900	2,600	2,700	1,400	550	4	0.8	2	0.4
2008	11			LT	1,900	2,600	2,500	1,400	550	2	0.4	2	0.4
2009	11			LT	1,950	2,650	2,550	1,450	570	3	0.6	1	0.2
2010	11			LT	2,000	2,700	2,650	1,500	580	4	0.8	1	0.2
2011	11			LT	1,850	2,350	2,400	1,500	540	1	0.2	1	0.2
2012	11			LT	2,000	2,600	2,500	1,500	580	3	0.6	2	0.4
2013	11			UC	2,000	2,000	2,000	1,900	580	4	0.8	2	0.4
2014	11			UC	2,050	2,050	1,950	1,950	590	5	1.0	2	0.4
2015	11			CTR	2,050	2,500	2,500	1,750	590	1	0.2	2	0.4
2016	11			CTR	2,100	2,550	2,600	1,800	610	4	0.8	3	0.6
2017	11			CTR	2,100	2,800	2,800	1,700	610	7	1.3	3	0.6
2018	11			CTR	2,150	2,850	2,850	1,750	620	4	0.7	3	0.6
2019	11			CTR	2,150	2,850	2,850	1,750	620	2	0.4	2	0.4
2021	11			CTR	2,250	2,950	2,900	1,850	1,050	4	0.7	3	0.5
1988	11	NELLIE LK RD BARLINGHOFF RD OLD HWY 578	17.9	IC	1,800	2,100	2,050	1,600	450	8	0.7	6	0.5
1989	11			IC	2,000	2,300	2,250	1,800	500	9	0.7	6	0.5
1990	11			LT	2,100	3,050	2,950	1,550	520	5	0.4	3	0.2
1991	11			LT	2,100	2,950	2,850	1,550	520	8	0.6	3	0.2
1992	11			LT	2,100	2,900	2,850	1,600	520	3	0.2	2	0.1
1993	11			LT	2,000	2,750	2,500	1,450	500	6	0.5	2	0.2

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1994	11			LT	2,000	2,950	2,850	1,450	500	2	0.2	0	0.0
1995	11			LT	2,000	2,850	2,800	1,450	500	3	0.2	1	0.1
1996	11			LT	2,000	2,800	2,750	1,450	500	8	0.6	8	0.6
1997	11			LT	2,050	2,900	2,850	1,500	510	12	0.9	8	0.6
1998	11			LT	2,150	3,000	2,950	1,550	540	7	0.5	0	0.0
1999	11			LT	2,200	3,050	3,000	1,600	620	15	1.0	6	0.4
2000	11			LT	2,350	3,250	3,200	1,700	660	9	0.6	4	0.3
2001	11			LT	2,400	3,350	3,250	1,750	670	5	0.3	3	0.2
2002	11			LT	2,550	3,550	3,450	1,850	790	6	0.4	3	0.2
2003	11			LT	2,550	3,500	3,450	1,900	790	8	0.5	3	0.2
2004	11			LT	2,450	3,450	3,350	1,800	760	6	0.4	6	0.4
2005	11			LT	2,500	3,450	3,350	1,850	780	11	0.7	6	0.4
2006	11			LT	2,550	3,500	3,400	1,900	790	6	0.4	2	0.1
2007	11			LT	2,600	3,550	3,650	1,900	810	6	0.4	2	0.1
2008	11			LT	2,650	3,650	3,450	1,950	820	6	0.3	2	0.1
2009	11			LT	2,500	3,400	3,300	1,850	780	5	0.3	3	0.2
2010	11			LT	2,750	3,700	3,600	2,050	850	7	0.4	4	0.2
2011	11			LT	2,000	2,550	2,600	1,650	620	4	0.3	2	0.2
2012	11			LT	2,650	3,450	3,300	2,000	820	8	0.5	6	0.3
2013	11			UC	2,300	2,300	2,300	2,200	710	7	0.5	6	0.4
2014	11			UC	2,650	2,650	2,550	2,500	820	5	0.3	4	0.2
2015	11			UC	2,300	2,300	2,200	2,200	710	5	0.3	2	0.1
2016	11			UC	2,650	2,650	2,550	2,500	820	7	0.4	3	0.2
2017	11			UC	2,650	2,650	2,650	2,550	820	6	0.3	3	0.2
2018	11			UC	2,700	2,700	2,700	2,600	840	4	0.2	2	0.1
2019	11			UC	2,700	2,650	2,700	2,600	840	7	0.4	2	0.1
2021	11			SC	2,650	2,800	2,800	2,350	1,200	8	0.5	10	0.6
1988	11	WICKLOW R BR (S)	21.7	IC	2,250	2,600	2,550	2,000	400	17	1.0	8	0.4
1989	11			IC	2,300	2,650	2,600	2,050	410	5	0.3	1	0.1
1990	11			IC	2,100	2,400	2,350	1,850	380	12	0.7	5	0.3
1991	11			IC	2,100	2,350	2,350	1,850	380	8	0.5	1	0.1
1992	11			IC	2,100	2,350	2,300	1,900	360	8	0.5	2	0.1
1993	11			IC	1,950	2,200	2,200	1,750	330	10	0.6	2	0.1
1994	11			IC	1,950	2,200	2,200	1,750	330	3	0.2	1	0.1
1995	11			IC	1,950	2,200	2,200	1,750	330	9	0.6	6	0.4
1996	11			IC	1,950	2,200	2,200	1,750	510	12	0.8	8	0.5
1997	11			IC	2,050	2,300	2,300	1,800	530	10	0.6	4	0.2
1998	11			IC	2,200	2,450	2,450	1,950	440	5	0.3	4	0.2
1999	11			IC	2,250	2,500	2,500	2,000	340	14	0.8	8	0.4
2000	11			IC	2,400	2,700	2,700	2,150	890	6	0.3	1	0.1
2001	11			IC	2,400	2,700	2,700	2,100	890	5	0.3	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2002	11			IC	2,400	2,700	2,700	2,100	890	11	0.6	7	0.4
2003	11			CTR	2,400	3,000	2,850	2,050	840	14	0.7	9	0.5
2004	11			CTR	2,450	3,100	2,950	2,050	860	12	0.6	3	0.2
2005	11			CTR	2,450	3,050	2,900	2,100	860	10	0.5	2	0.1
2006	11			IC	2,550	2,850	2,850	2,250	920	12	0.6	4	0.2
2007	11			IC	2,600	2,900	3,000	2,300	940	6	0.3	6	0.3
2008	11			IC	2,450	2,700	2,650	2,150	860	9	0.5	6	0.3
2009	11			IC	2,350	2,600	2,650	2,100	780	8	0.4	2	0.1
2010	11			IC	2,650	2,950	2,950	2,350	870	8	0.4	5	0.2
2011	11			IC	2,300	2,550	2,600	2,050	760	12	0.7	7	0.4
2012	11			CTR	2,600	3,150	3,100	2,200	890	17	0.8	11	0.5
2013	11			UC	2,650	2,650	2,650	2,500	990	21	1.0	16	0.8
2014	11			UC	2,700	2,700	2,600	2,550	1,000	10	0.5	7	0.3
2015	11			UC	2,750	2,750	2,650	2,600	1,200	10	0.5	3	0.1
2016	11			UC	2,750	2,750	2,650	2,600	1,200	7	0.3	4	0.2
2017	11			UC	2,800	2,800	2,800	2,700	1,200	15	0.7	9	0.4
2018	11			C	2,850	3,100	3,100	2,550	1,100	17	0.8	15	0.7
2019	11			C	2,850	3,100	3,100	2,600	1,100	9	0.4	6	0.3
2021	11			C	2,850	3,100	3,100	2,600	1,150	12	0.5	7	0.3
1988	11	SEC HWYS 579 & 652(THIRD AV COCHRANE)	9.5	IC	2,150	2,500	2,450	1,900	470	4	0.5	4	0.5
1989	11			IC	2,350	2,700	2,650	2,100	520	8	1.0	5	0.6
1990	11			IC	2,550	2,900	2,850	2,250	560	6	0.7	3	0.3
1991	11			IC	2,650	3,000	2,950	2,350	580	7	0.8	2	0.2
1992	11			IC	2,750	3,050	3,050	2,500	600	4	0.4	0	0.0
1993	11			IC	2,850	3,200	3,200	2,550	630	9	0.9	0	0.0
1994	11			IC	2,950	3,300	3,300	2,650	650	7	0.7	1	0.1
1995	11			IC	3,050	3,400	3,450	2,750	670	6	0.6	3	0.3
1996	11			IC	3,150	3,550	3,550	2,800	320	9	0.8	3	0.3
1997	11			IC	3,250	3,650	3,650	2,850	320	9	0.8	2	0.2
1998	11			IC	3,300	3,700	3,700	2,950	660	8	0.7	4	0.3
1999	11			IC	3,400	3,800	3,800	3,050	650	7	0.6	3	0.3
2000	11			CR	3,300	4,050	3,850	2,800	630	8	0.7	3	0.3
2001	11			CR	3,050	3,750	3,600	2,600	580	8	0.8	6	0.6
2002	11			CR	3,050	3,750	3,600	2,550	580	3	0.3	3	0.3
2003	11			CR	3,000	3,650	3,500	2,550	570	13	1.2	6	0.6
2004	11			CR	3,000	3,700	3,500	2,550	570	9	0.9	4	0.4
2005	11			CR	2,850	3,450	3,300	2,400	540	8	0.8	1	0.1
2006	11			IC	2,650	2,950	2,950	2,350	500	8	0.9	1	0.1
2007	11			IC	2,650	2,950	3,050	2,350	500	4	0.4	5	0.5
2008	11			IC	2,550	2,800	2,750	2,250	480	9	1.0	6	0.7
2009	11			IC	2,550	2,850	2,850	2,250	480	7	0.8	3	0.3

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2010	11			IC	2,600	2,900	2,900	2,300	490	11	1.2	2	0.2
2011	11			IC	2,650	2,900	3,000	2,400	500	9	1.0	5	0.5
2012	11			IC	2,550	2,850	2,750	2,250	480	6	0.7	1	0.1
2013	11			UC	2,500	2,500	2,500	2,350	480	7	0.8	5	0.6
2014	11			UC	2,450	2,450	2,350	2,300	470	11	1.3	6	0.7
2015	11			IC	2,750	3,050	3,050	2,450	520	9	0.9	3	0.3
2016	11			IC	2,450	2,700	2,700	2,150	470	6	0.7	3	0.4
2017	11			IC	2,400	2,650	2,650	2,200	460	6	0.7	2	0.2
2018	11			IC	2,550	2,800	2,800	2,300	480	7	0.8	1	0.1
2019	11			IC	2,900	3,200	3,200	2,600	550	11	1.1	5	0.5
2021	11			CR	2,450	2,800	2,850	2,200	930	6	0.7	6	0.7
1988	11	SEC HWY 636	8.5	IC	1,950	2,250	2,200	1,700	620	5	0.8	1	0.2
1989	11			IC	2,100	2,400	2,350	1,850	670	4	0.6	1	0.2
1990	11			IC	2,000	2,300	2,250	1,800	640	7	1.1	9	1.5
1991	11			IC	2,000	2,250	2,200	1,800	640	0	0.0	0	0.0
1992	11			IC	2,000	2,200	2,200	1,800	640	2	0.3	0	0.0
1993	11			IC	1,900	2,150	2,150	1,700	610	3	0.5	1	0.2
1994	11			IC	1,900	2,150	2,150	1,700	610	3	0.5	0	0.0
1995	11			IC	1,950	2,200	2,200	1,750	620	2	0.3	2	0.3
1996	11			IC	2,000	2,250	2,250	1,800	640	2	0.3	2	0.3
1997	11			IC	2,050	2,300	2,300	1,800	660	1	0.2	0	0.0
1998	11			IC	2,100	2,350	2,350	1,850	670	1	0.2	0	0.0
1999	11			IC	2,100	2,350	2,350	1,850	670	2	0.3	0	0.0
2000	11			IC	2,150	2,400	2,400	1,900	690	2	0.3	1	0.1
2001	11			IC	2,150	2,400	2,400	1,900	690	3	0.4	1	0.1
2002	11			IC	2,250	2,500	2,550	2,000	720	4	0.6	4	0.6
2003	11			IC	2,200	2,450	2,500	1,950	700	4	0.6	1	0.1
2004	11			IC	2,250	2,500	2,550	2,000	720	3	0.4	1	0.1
2005	11			IC	2,250	2,500	2,550	2,000	650	7	1.0	2	0.3
2006	11			IC	2,250	2,500	2,500	2,000	650	3	0.4	1	0.1
2007	11			IC	2,300	2,550	2,650	2,050	670	4	0.6	3	0.4
2008	11			IC	2,300	2,550	2,450	2,050	670	8	1.1	2	0.3
2009	11			IC	2,250	2,500	2,500	2,000	650	1	0.1	0	0.0
2010	11			IC	2,350	2,600	2,600	2,100	680	4	0.5	1	0.1
2011	11			IC	2,200	2,400	2,500	1,950	640	8	1.2	2	0.3
2012	11			IC	2,350	2,600	2,500	2,100	680	5	0.7	1	0.1
2013	11			UC	2,700	2,700	2,700	2,550	780	7	0.8	1	0.1
2014	11			UC	2,450	2,450	2,350	2,300	710	9	1.2	6	0.8
2015	11			UC	2,500	2,500	2,400	2,350	720	9	1.2	4	0.5
2016	11			UC	2,500	2,500	2,400	2,350	720	4	0.5	3	0.4
2017	11			UC	2,550	2,550	2,550	2,450	740	6	0.8	2	0.3

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2018	11			UC	2,550	2,550	2,550	2,450	740	9	1.1	5	0.6
2019	11			UC	2,600	2,550	2,600	2,500	750	1	0.1	0	0.0
2021	11			LT	2,550	3,200	3,200	2,150	1,100	9	1.1	9	1.1
1988	11	SEC HWY 668	10.6	IC	1,800	2,100	2,050	1,600	610	2	0.3	2	0.3
1989	11			IC	2,050	2,350	2,300	1,800	700	3	0.4	2	0.3
1990	11			IC	2,250	2,550	2,500	2,000	760	4	0.5	1	0.1
1991	11			IC	2,250	2,550	2,500	2,000	760	0	0.0	0	0.0
1992	11			IC	2,200	2,450	2,400	2,000	750	5	0.6	0	0.0
1993	11			IC	2,150	2,450	2,400	1,900	730	4	0.5	0	0.0
1994	11			IC	2,300	2,600	2,600	2,050	780	1	0.1	0	0.0
1995	11			IC	2,400	2,700	2,700	2,150	820	3	0.3	2	0.2
1996	11			IC	2,550	2,850	2,850	2,250	870	2	0.2	0	0.0
1997	11			IC	2,700	3,000	3,050	2,400	920	3	0.3	0	0.0
1998	11			IC	2,800	3,150	3,150	2,500	950	3	0.3	2	0.2
1999	11			IC	2,950	3,300	3,300	2,650	1,050	5	0.4	3	0.3
2000	11			IC	2,950	3,300	3,300	2,650	1,050	9	0.8	2	0.2
2001	11			IC	3,150	3,500	3,550	2,800	1,150	1	0.1	0	0.0
2002	11			IC	3,250	3,600	3,650	2,850	1,200	5	0.4	1	0.1
2003	11			IC	3,400	3,800	3,850	3,000	1,250	3	0.2	1	0.1
2004	11			IC	3,100	3,450	3,500	2,750	1,150	6	0.5	0	0.0
2005	11			IC	2,850	3,150	3,200	2,500	1,250	3	0.3	3	0.3
2006	11			IC	2,900	3,200	3,250	2,550	1,250	6	0.5	4	0.4
2007	11			IC	2,900	3,200	3,300	2,550	1,250	8	0.7	3	0.3
2008	11			IC	2,900	3,200	3,100	2,550	1,250	6	0.5	5	0.4
2009	11			IC	1,950	2,150	2,200	1,750	840	1	0.1	1	0.1
2010	11			IC	2,950	3,250	3,300	2,600	1,250	5	0.4	0	0.0
2011	11			IC	2,950	3,250	3,350	2,650	1,250	1	0.1	0	0.0
2012	11			IC	2,950	3,250	3,150	2,600	1,250	4	0.3	0	0.0
2013	11			UC	3,000	3,000	3,000	2,850	1,400	5	0.4	4	0.3
2014	11			UC	3,000	3,000	2,900	2,850	1,400	7	0.6	4	0.3
2015	11			UC	2,700	2,700	2,600	2,550	1,050	3	0.3	2	0.2
2016	11			UC	2,950	2,950	2,850	2,800	1,150	4	0.3	3	0.3
2017	11			UC	3,000	3,000	3,000	2,900	1,150	4	0.3	1	0.1
2018	11			UC	3,000	3,000	3,000	2,900	1,150	7	0.6	4	0.3
2019	11			UC	3,000	2,950	3,000	2,900	1,150	5	0.4	2	0.2
2021	11			UC	3,000	3,000	3,050	2,900	1,400	5	0.4	7	0.6
1988	11	SEC HWY 655	26.0	IC	2,000	2,300	2,250	1,750	620	14	0.7	8	0.4
1989	11			IC	2,250	2,600	2,550	2,000	700	15	0.7	7	0.3
1990	11			IC	2,550	2,900	2,850	2,250	920	15	0.6	12	0.5
1991	11			UNCL	1,650	1,950	2,000	1,500	350	7	0.4	2	0.1
1992	11			UNCL	1,750	2,000	2,000	1,600	470	9	0.5	7	0.4

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1993	11			UNCL	1,800	2,150	2,150	1,650	490	8	0.5	7	0.4
1994	11			UNCL	1,900	2,350	2,350	1,700	510	11	0.6	5	0.3
1995	11			UNCL	1,950	2,300	2,300	1,750	530	15	0.8	10	0.5
1996	11			UNCL	1,950	2,300	2,300	1,800	780	23	1.2	13	0.7
1997	11			UNCL	2,050	2,350	2,400	1,900	820	14	0.7	9	0.5
1998	11			UNCL	2,150	2,450	2,500	1,950	860	15	0.7	7	0.3
1999	11			UNCL	2,200	2,500	2,600	2,000	730	12	0.6	3	0.1
2000	11			UNCL	2,300	2,650	2,700	2,100	760	12	0.5	5	0.2
2001	11			UNCL	2,350	2,700	2,750	2,150	780	12	0.5	3	0.1
2002	11			UNCL	2,400	2,750	2,800	2,200	670	15	0.7	7	0.3
2003	11			UNCL	2,500	2,900	2,950	2,300	700	10	0.4	1	0.0
2004	11			UNCL	2,550	2,900	3,000	2,300	710	12	0.5	6	0.2
2005	11			UNCL	2,600	2,950	3,050	2,350	1,000	8	0.3	6	0.2
2006	11			UNCL	2,700	3,100	3,150	2,450	1,050	12	0.5	7	0.3
2007	11			UNCL	2,750	3,150	3,300	2,500	1,050	16	0.6	6	0.2
2008	11			UNCL	2,800	3,200	3,050	2,550	1,100	15	0.6	6	0.2
2009	11			UNCL	2,900	3,300	3,350	2,600	1,150	11	0.4	5	0.2
2010	11			UNCL	2,950	3,350	3,400	2,650	1,150	9	0.3	7	0.3
2011	11			UNCL	3,000	3,550	3,550	2,750	1,150	12	0.4	6	0.2
2012	11			UNCL	3,100	3,650	3,650	2,850	1,200	6	0.2	3	0.1
2013	11			UNCL	3,150	3,700	3,700	2,900	1,250	13	0.4	10	0.3
2014	11			UNCL	3,250	3,850	3,850	3,000	1,250	15	0.5	12	0.4
2015	11			UNCL	3,300	3,900	3,900	3,050	1,300	12	0.4	6	0.2
2016	11			UNCL	3,350	3,950	3,950	3,100	1,300	22	0.7	12	0.4
2017	11			UNCL	3,450	4,050	4,050	3,200	1,350	15	0.5	6	0.2
2018	11			UNCL	3,500	4,150	4,150	3,250	1,350	12	0.4	12	0.4
2019	11			UNCL	3,550	4,200	4,200	3,300	1,400	14	0.4	6	0.2
2021	11			UNCL	3,700	0	0	0	1,450	18	0.5	8	0.2
1988	11	SEC HWY 634	32.8	CTR	1,900	2,450	2,300	1,600	440	15	0.7	6	0.3
1989	11			CTR	2,000	2,550	2,400	1,700	460	0	0.0	0	0.0
1990	11			IC	2,150	2,450	2,400	1,900	600	20	0.8	13	0.5
1991	11			IC	2,050	2,300	2,300	1,800	570	16	0.7	5	0.2
1992	11			IC	1,950	2,150	2,150	1,750	550	14	0.6	5	0.2
1993	11			IC	1,850	2,100	2,050	1,650	520	20	0.9	6	0.3
1994	11			IC	1,750	1,950	1,950	1,550	440	20	1.0	4	0.2
1995	11			IC	1,800	2,000	2,050	1,600	450	18	0.8	6	0.3
1996	11			IC	1,850	2,100	2,100	1,650	630	21	0.9	6	0.3
1997	11			IC	1,950	2,200	2,200	1,700	660	16	0.7	5	0.2
1998	11			IC	2,100	2,350	2,350	1,850	710	20	0.8	5	0.2
1999	11			IC	2,250	2,500	2,500	2,000	700	18	0.7	8	0.3
2000	11			IC	2,300	2,600	2,600	2,050	710	12	0.4	7	0.3

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2001	11			IC	2,400	2,700	2,700	2,100	740	18	0.6	8	0.3
2002	11			IC	2,500	2,800	2,800	2,200	680	9	0.3	3	0.1
2003	11			IC	2,600	2,900	2,950	2,300	700	19	0.6	8	0.3
2004	11			IC	2,650	2,950	3,000	2,350	720	7	0.2	2	0.1
2005	11			IC	2,800	3,100	3,150	2,450	760	15	0.4	9	0.3
2006	11			IC	2,750	3,050	3,100	2,450	740	22	0.7	13	0.4
2007	11			IC	2,800	3,100	3,200	2,450	760	11	0.3	3	0.1
2008	11			IC	2,900	3,200	3,100	2,550	780	20	0.6	3	0.1
2009	11			IC	2,950	3,250	3,300	2,650	800	11	0.3	5	0.1
2010	11			IC	2,750	3,050	3,050	2,450	740	16	0.5	8	0.2
2011	11			IC	3,100	3,400	3,550	2,800	840	11	0.3	8	0.2
2012	11			IC	2,750	3,050	2,950	2,450	740	14	0.4	11	0.3
2013	11			IC	2,750	3,050	3,050	2,450	740	21	0.6	8	0.2
2014	11			C	2,800	3,100	3,000	2,500	760	15	0.4	7	0.2
2015	11			C	2,800	3,100	3,000	2,500	760	13	0.4	8	0.2
2016	11			C	2,850	3,150	3,050	2,550	770	12	0.4	5	0.1
2017	11			C	2,900	3,150	3,150	2,650	780	14	0.4	5	0.1
2018	11			C	2,950	3,250	3,200	2,650	800	10	0.3	6	0.2
2019	11			C	3,000	3,300	3,250	2,700	810	21	0.6	18	0.5
2021	11			C	2,550	2,750	2,750	2,300	1,100	10	0.3	9	0.3
1988	11	GROUNDHOG R BR	9.7	CTR	2,800	3,650	3,400	2,350	590	8	0.8	4	0.4
1989	11			CTR	2,950	3,750	3,550	2,550	620	0	0.0	0	0.0
1990	11			CTR	2,800	3,500	3,300	2,450	590	8	0.8	3	0.3
1991	11			CTR	2,900	3,650	3,600	2,500	610	9	0.9	2	0.2
1992	11			CTR	3,000	3,700	3,550	2,600	630	8	0.8	1	0.1
1993	11			C	3,100	3,400	3,450	2,850	650	2	0.2	0	0.0
1994	11			C	3,200	3,500	3,550	2,900	670	6	0.5	2	0.2
1995	11			C	3,300	3,600	3,700	3,000	690	7	0.6	4	0.3
1996	11			C	3,400	3,850	3,850	3,050	950	11	0.9	8	0.7
1997	11			C	3,550	4,000	4,050	3,200	990	4	0.3	1	0.1
1998	11			C	3,600	4,050	4,050	3,250	1,000	2	0.2	1	0.1
1999	11			C	3,700	4,150	4,200	3,350	630	10	0.8	5	0.4
2000	11			C	3,750	4,250	4,250	3,400	640	3	0.2	0	0.0
2001	11			C	3,900	4,400	4,400	3,500	660	3	0.2	0	0.0
2002	11			C	4,000	4,500	4,500	3,600	680	5	0.4	0	0.0
2003	11			C	4,100	4,600	4,600	3,700	1,150	10	0.7	4	0.3
2004	11			C	3,850	4,350	4,350	3,450	1,100	7	0.5	2	0.1
2005	11			C	3,600	4,000	4,050	3,250	1,000	4	0.3	2	0.2
2006	11			C	3,500	3,900	3,900	3,150	980	5	0.4	1	0.1
2007	11			C	3,500	3,900	3,950	3,150	980	4	0.3	0	0.0
2008	11			C	2,850	3,150	3,100	2,550	800	3	0.3	3	0.3

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2009	11			C	3,450	3,800	3,850	3,100	970	3	0.2	3	0.2
2010	11			C	3,000	3,300	3,350	2,700	840	3	0.3	0	0.0
2011	11			C	3,450	3,800	3,850	3,100	970	3	0.2	1	0.1
2012	11			CTR	3,050	3,700	3,650	2,600	850	8	0.7	2	0.2
2013	11			CTR	3,350	4,100	4,200	2,850	940	9	0.8	3	0.3
2014	11			C	2,900	3,200	3,100	2,600	1,350	7	0.7	7	0.7
2015	11			C	3,250	3,600	3,500	2,900	1,550	4	0.3	4	0.3
2016	11			C	3,200	3,500	3,400	2,900	1,500	6	0.5	3	0.3
2017	11			C	3,200	3,500	3,500	2,900	1,500	4	0.4	2	0.2
2018	11			C	3,150	3,450	3,450	2,850	1,500	4	0.4	1	0.1
2019	11			C	3,150	3,450	3,400	2,850	1,500	5	0.4	1	0.1
2021	11			C	3,150	3,450	3,400	2,850	1,250	6	0.5	7	0.6
1988	11	SEC HWY 581 MOONBEAM (N) BEAUVIS RD (S)	14.7	IC	3,200	3,700	3,600	2,800	670	10	0.6	3	0.2
1989	11			IC	3,350	3,850	3,800	3,000	700	15	0.8	6	0.3
1990	11			CTR	3,500	4,400	4,150	3,050	740	8	0.4	0	0.0
1991	11			CTR	3,400	4,300	4,250	2,950	710	11	0.6	5	0.3
1992	11			CTR	3,300	4,050	3,950	2,850	690	17	1.0	5	0.3
1993	11			CTR	3,250	4,100	3,950	2,750	680	18	1.0	2	0.1
1994	11			CTR	3,200	4,100	3,900	2,700	670	17	1.0	8	0.5
1995	11			CTR	3,200	4,100	3,950	2,700	670	17	1.0	7	0.4
1996	11			CTR	3,350	4,300	4,100	2,800	770	16	0.9	8	0.4
1997	11			CTR	3,400	4,350	4,200	2,850	780	14	0.8	7	0.4
1998	11			CTR	3,500	4,450	4,250	2,950	800	11	0.6	4	0.2
1999	11			CTR	3,550	4,450	4,300	3,000	570	17	0.9	3	0.2
2000	11			CTR	3,650	4,600	4,400	3,050	580	12	0.6	4	0.2
2001	11			CTR	3,700	4,650	4,500	3,100	590	15	0.8	4	0.2
2002	11			CTR	3,800	4,800	4,600	3,200	610	18	0.9	5	0.2
2003	11			CTR	3,900	4,850	4,650	3,300	350	16	0.8	6	0.3
2004	11			CTR	3,950	5,000	4,800	3,350	360	16	0.8	4	0.2
2005	11			CR	4,050	4,900	4,700	3,400	360	15	0.7	8	0.4
2006	11			CR	3,950	4,800	4,600	3,350	710	15	0.7	4	0.2
2007	11			CR	4,000	4,850	4,850	3,350	720	16	0.7	3	0.1
2008	11			CR	4,300	5,200	5,150	3,600	770	9	0.4	0	0.0
2009	11			CR	4,150	5,000	4,800	3,550	750	14	0.6	4	0.2
2010	11			CTR	3,750	4,550	4,400	3,200	680	17	0.8	3	0.1
2011	11			CTR	4,250	5,150	4,950	3,600	760	12	0.5	8	0.4
2012	11			CTR	4,300	5,200	5,150	3,650	770	10	0.4	4	0.2
2013	11			CTR	4,350	5,300	5,450	3,700	780	22	0.9	4	0.2
2014	11			CTR	4,450	5,450	5,450	3,800	800	10	0.4	4	0.2
2015	11			CTR	4,500	5,500	5,550	3,800	810	9	0.4	2	0.1
2016	11			CTR	4,550	5,550	5,600	3,850	820	8	0.3	1	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2017	11			CTR	4,600	6,150	6,100	3,750	830	10	0.4	2	0.1
2018	11			CTR	4,650	6,200	6,200	3,800	840	8	0.3	2	0.1
2019	11			CTR	4,700	6,250	6,250	3,800	850	8	0.3	3	0.1
2021	11			CTR	4,850	6,300	6,300	3,950	870	1	0.0	0	0.0
2021	11	KAPUSKASING E LTS START OF NA	10.9										
1988	11	KAPUSKASING W LTS END OF NA	30.3	IC	1,850	2,150	2,100	1,650	560	16	0.8	6	0.3
1989	11			IC	1,900	2,200	2,150	1,700	570	23	1.1	6	0.3
1990	11			IC	1,950	2,200	2,200	1,750	580	21	1.0	10	0.5
1991	11			IC	1,950	2,200	2,150	1,750	580	33	1.5	2	0.1
1992	11			IC	1,950	2,150	2,150	1,750	580	17	0.8	11	0.5
1993	11			IC	2,000	2,250	2,250	1,800	600	24	1.1	8	0.4
1994	11			IC	2,000	2,250	2,250	1,800	600	21	0.9	10	0.5
1995	11			IC	2,000	2,250	2,250	1,800	600	24	1.1	13	0.6
1996	11			IC	2,000	2,250	2,250	1,800	600	13	0.6	2	0.1
1997	11			IC	2,050	2,300	2,300	1,800	620	11	0.5	5	0.2
1998	11			IC	2,100	2,350	2,350	1,850	630	9	0.4	2	0.1
1999	11			IC	2,300	2,600	2,600	2,050	690	19	0.7	11	0.4
2000	11			IC	2,400	2,700	2,700	2,150	720	4	0.2	3	0.1
2001	11			IC	2,450	2,750	2,750	2,150	740	18	0.7	7	0.3
2002	11			IC	2,700	3,000	3,050	2,400	810	15	0.5	6	0.2
2003	11			IC	2,600	2,900	2,950	2,300	390	16	0.6	5	0.2
2004	11			IC	2,400	2,700	2,700	2,100	360	15	0.6	3	0.1
2005	11			IC	2,700	3,000	3,050	2,400	400	4	0.1	1	0.0
2006	11			IC	2,450	2,700	2,750	2,150	370	9	0.3	6	0.2
2007	11			IC	2,450	2,700	2,800	2,150	370	17	0.6	9	0.3
2008	11			IC	2,000	2,200	2,150	1,750	300	18	0.8	13	0.6
2009	11			IC	2,150	2,400	2,400	1,900	320	11	0.5	4	0.2
2010	11			IC	2,350	2,600	2,600	2,100	350	10	0.4	5	0.2
2011	11			IC	2,350	2,600	2,700	2,100	350	10	0.4	4	0.2
2012	11			CTR	2,400	2,900	2,850	2,050	360	21	0.8	11	0.4
2013	11			CTR	2,400	2,900	3,000	2,050	360	18	0.7	13	0.5
2014	11			CTR	2,250	2,750	2,750	1,900	1,400	23	0.9	12	0.5
2015	11			CTR	2,300	2,800	2,850	1,950	1,450	16	0.6	5	0.2
2016	11			CTR	2,350	2,850	2,900	2,000	1,450	7	0.3	5	0.2
2017	11			CTR	2,400	3,200	3,200	1,950	1,500	14	0.5	6	0.2
2018	11			CTR	2,450	3,250	3,250	2,000	1,550	11	0.4	7	0.3
2019	11			CTR	2,500	3,350	3,300	2,050	1,550	14	0.5	8	0.3
2021	11			CTR	2,050	2,650	2,650	1,650	980	8	0.4	5	0.2
1988	11	BERNARD ST (N)	42.2	IC	1,900	2,200	2,150	1,650	570	16	0.5	8	0.3
1989	11			IC	1,950	2,250	2,200	1,750	580	19	0.6	6	0.2
1990	11			IC	1,950	2,200	2,200	1,750	580	13	0.4	2	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1991	11			IC	1,950	2,200	2,150	1,750	580	22	0.7	7	0.2
1992	11			IC	1,950	2,150	2,150	1,750	580	16	0.5	6	0.2
1993	11			IC	2,000	2,250	2,250	1,800	600	27	0.9	8	0.3
1994	11			IC	2,000	2,250	2,250	1,800	600	12	0.4	4	0.1
1995	11			IC	2,000	2,250	2,250	1,800	600	21	0.7	5	0.2
1996	11			IC	2,000	2,250	2,250	1,800	600	23	0.7	7	0.2
1997	11			IC	2,050	2,300	2,300	1,800	620	16	0.5	9	0.3
1998	11			IC	2,100	2,350	2,350	1,850	630	15	0.5	3	0.1
1999	11			IC	2,000	2,250	2,250	1,800	600	13	0.4	3	0.1
2000	11			IC	2,000	2,250	2,250	1,800	600	17	0.6	9	0.3
2001	11			IC	2,050	2,300	2,300	1,800	620	15	0.5	6	0.2
2002	11			IC	1,950	2,150	2,200	1,700	580	30	1.0	10	0.3
2003	11			IC	2,050	2,300	2,300	1,800	620	19	0.6	7	0.2
2004	11			IC	2,050	2,300	2,300	1,800	620	18	0.6	10	0.3
2005	11			IC	2,100	2,350	2,350	1,850	630	18	0.6	5	0.2
2006	11			IC	2,050	2,300	2,300	1,800	620	22	0.7	10	0.3
2007	11			IC	2,050	2,300	2,350	1,800	620	26	0.8	15	0.5
2008	11			IC	2,050	2,250	2,200	1,800	620	21	0.7	10	0.3
2009	11			IC	2,050	2,300	2,300	1,800	620	17	0.5	7	0.2
2010	11			IC	2,050	2,250	2,300	1,800	620	11	0.3	3	0.1
2011	11			IC	2,050	2,250	2,350	1,850	620	18	0.6	8	0.3
2012	11			CTR	2,350	2,850	2,800	2,000	700	23	0.6	12	0.3
2013	11			CTR	2,400	2,900	3,000	2,050	720	22	0.6	13	0.4
2014	11			CTR	2,500	3,050	3,100	2,100	750	17	0.4	14	0.4
2015	11			CTR	2,200	2,700	2,700	1,850	660	17	0.5	9	0.3
2016	11			CTR	2,250	2,750	2,750	1,900	680	23	0.7	14	0.4
2017	11			CTR	2,250	3,000	3,000	1,850	680	18	0.5	12	0.3
2018	11			CTR	2,250	3,000	3,000	1,850	680	14	0.4	8	0.2
2019	11			CTR	2,250	3,000	3,000	1,850	680	14	0.4	14	0.4
2021	11			CTR	1,800	2,350	2,350	1,450	970	11	0.4	10	0.4
1988	11	DEVITT TWP RD C 6 7	17.5	IC	2,000	2,300	2,250	1,750	320	12	0.9	4	0.3
1989	11			IC	2,200	2,550	2,500	1,950	420	18	1.3	6	0.4
1990	11			IC	2,200	2,500	2,450	1,950	420	9	0.6	0	0.0
1991	11			IC	2,200	2,500	2,450	1,950	420	11	0.8	10	0.7
1992	11			IC	2,200	2,450	2,400	2,000	420	14	1.0	4	0.3
1993	11			IC	2,250	2,550	2,500	2,000	430	7	0.5	1	0.1
1994	11			IC	2,250	2,500	2,500	2,000	430	11	0.8	1	0.1
1995	11			IC	2,250	2,500	2,550	2,000	430	7	0.5	2	0.1
1996	11			IC	2,250	2,550	2,550	2,000	430	7	0.5	3	0.2
1997	11			IC	2,300	2,600	2,600	2,000	440	11	0.7	7	0.5
1998	11			IC	2,350	2,650	2,650	2,100	450	11	0.7	3	0.2

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1999	11			IC	2,750	3,100	3,100	2,450	520	20	1.1	6	0.3
2000	11			IC	2,900	3,250	3,250	2,600	550	9	0.5	1	0.1
2001	11			IC	3,000	3,350	3,350	2,650	570	17	0.9	2	0.1
2002	11			IC	3,350	3,750	3,750	2,950	640	9	0.4	2	0.1
2003	11			IC	3,300	3,700	3,700	2,900	630	8	0.4	5	0.2
2004	11			IC	2,700	3,000	3,050	2,400	510	11	0.6	7	0.4
2005	11			IC	3,200	3,550	3,600	2,800	610	9	0.4	3	0.1
2006	11			IC	2,850	3,150	3,200	2,500	540	4	0.2	1	0.1
2007	11			IC	2,650	2,950	3,050	2,350	500	6	0.4	3	0.2
2008	11			IC	2,150	2,400	2,300	1,900	410	10	0.7	6	0.4
2009	11			IC	2,250	2,500	2,500	2,000	430	3	0.2	1	0.1
2010	11			IC	2,200	2,450	2,450	1,950	420	9	0.6	3	0.2
2011	11			IC	2,700	2,950	3,100	2,400	510	8	0.5	6	0.3
2012	11			CTR	2,350	2,850	2,800	2,000	450	10	0.7	7	0.5
2013	11			CTR	2,650	3,250	3,350	2,250	500	12	0.7	10	0.6
2014	11			CTR	2,300	2,800	2,850	1,950	940	10	0.7	8	0.5
2015	11			CTR	2,600	3,150	3,200	2,200	1,050	4	0.2	1	0.1
2016	11			CTR	2,600	3,150	3,200	2,200	1,050	7	0.4	3	0.2
2017	11			CTR	2,600	3,450	3,450	2,100	1,050	5	0.3	3	0.2
2018	11			CTR	2,600	3,450	3,450	2,100	1,050	5	0.3	5	0.3
2019	11			CTR	2,600	3,450	3,450	2,100	1,050	6	0.4	4	0.2
2021	11			CTR	2,500	3,250	3,250	2,050	1,100	6	0.4	2	0.1
1988	11	MATTAWISHKWIA R BR	1.8	IC	4,100	4,750	4,650	3,600	700	2	0.7	0	0.0
1989	11			IC	4,300	4,950	4,850	3,850	770	3	1.1	0	0.0
1990	11			IC	4,450	5,050	5,000	3,950	800	0	0.0	0	0.0
1991	11			IC	4,450	5,050	4,950	3,950	800	3	1.0	0	0.0
1992	11			IC	4,450	4,950	4,900	4,050	800	1	0.3	0	0.0
1993	11			IC	4,500	5,100	5,050	4,000	810	2	0.7	0	0.0
1994	11			IC	4,500	5,050	5,050	4,000	810	0	0.0	0	0.0
1995	11			IC	4,500	5,050	5,100	4,050	810	0	0.0	0	0.0
1996	11			IC	4,500	5,050	5,050	4,000	810	5	1.7	3	1.0
1997	11			IC	4,650	5,200	5,250	4,100	840	0	0.0	0	0.0
1998	11			IC	4,700	5,250	5,250	4,200	850	0	0.0	0	0.0
1999	11			IC	4,800	5,400	5,400	4,250	860	2	0.6	1	0.3
2000	11			IC	4,850	5,450	5,450	4,300	870	1	0.3	0	0.0
2001	11			IC	4,850	5,400	5,450	4,300	870	0	0.0	0	0.0
2002	11			IC	5,050	5,650	5,650	4,450	610	0	0.0	0	0.0
2003	11			IC	4,950	5,500	5,550	4,400	590	3	0.9	0	0.0
2004	11			IC	4,500	5,050	5,050	4,000	540	1	0.3	0	0.0
2005	11			IC	4,950	5,500	5,550	4,350	590	2	0.6	1	0.3
2006	11			IC	4,500	5,000	5,050	4,000	540	1	0.3	1	0.3

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2007	11			IC	4,200	4,650	4,800	3,700	500	0	0.0	0	0.0
2008	11			IC	3,550	3,950	3,800	3,150	430	1	0.4	0	0.0
2009	11			IC	3,550	3,950	4,000	3,150	430	2	0.9	2	0.9
2010	11			IC	3,400	3,750	3,800	3,000	410	1	0.5	0	0.0
2011	11			IC	3,950	4,350	4,500	3,550	470	0	0.0	0	0.0
2012	11			CTR	3,600	4,350	4,300	3,050	430	2	0.9	1	0.4
2013	11			CTR	3,750	4,550	4,700	3,200	450	1	0.4	1	0.4
2014	11			CTR	3,700	4,500	4,550	3,150	440	0	0.0	0	0.0
2015	11			CTR	3,650	4,450	4,500	3,100	440	0	0.0	0	0.0
2016	11			CTR	3,550	4,350	4,350	3,000	430	0	0.0	0	0.0
2017	11			CTR	3,500	4,700	4,650	2,850	420	0	0.0	0	0.0
2018	11			CTR	3,450	4,600	4,600	2,800	410	1	0.4	1	0.4
2019	11			CTR	3,400	4,550	4,500	2,750	410	1	0.5	2	0.9
2021	11			CR	3,450	3,950	4,000	3,100	1,050	1	0.4	0	0.0
2021	11	XXX TOWN OF HEARST C/L 0.7 KM XXX START OF NA	1.8										
1988	11	15TH ST (S) END OF NA	16.1	CTR	1,350	1,750	1,650	1,150	420	11	1.4	2	0.3
1989	11			CTR	1,450	1,850	1,750	1,250	280	11	1.3	10	1.2
1990	11			LT	1,500	2,200	2,100	1,100	280	11	1.2	5	0.6
1991	11			LT	1,750	2,450	2,350	1,300	330	21	2.0	9	0.9
1992	11			LT	2,050	2,850	2,750	1,600	390	28	2.3	7	0.6
1993	11			C	2,300	2,500	2,550	2,100	440	18	1.3	6	0.4
1994	11			C	2,500	2,750	2,800	2,250	480	12	0.8	4	0.3
1995	11			C	2,700	2,950	3,050	2,450	620	15	0.9	9	0.6
1996	11			C	2,900	3,300	3,300	2,600	670	17	1.0	6	0.4
1997	11			C	2,950	3,350	3,350	2,650	680	19	1.1	10	0.6
1998	11			C	3,000	3,400	3,400	2,700	690	11	0.6	3	0.2
1999	11			C	2,900	3,250	3,300	2,600	1,050	8	0.5	3	0.2
2000	11			C	3,000	3,400	3,400	2,700	1,100	4	0.2	2	0.1
2001	11			C	3,050	3,450	3,450	2,750	1,150	6	0.3	2	0.1
2002	11			C	3,100	3,450	3,500	2,800	1,150	13	0.7	7	0.4
2003	11			CTR	3,050	3,800	3,650	2,600	820	7	0.4	1	0.1
2004	11			CTR	3,150	4,000	3,800	2,650	850	9	0.5	4	0.2
2005	11			CTR	3,150	3,900	3,750	2,650	850	6	0.3	0	0.0
2006	11			C	3,300	3,650	3,700	2,950	630	8	0.4	2	0.1
2007	11			C	3,250	3,600	3,650	2,900	910	6	0.3	1	0.1
2008	11			C	3,200	3,550	3,500	2,850	860	8	0.4	4	0.2
2009	11			C	3,050	3,350	3,400	2,750	790	9	0.5	5	0.3
2010	11			C	3,300	3,650	3,650	2,950	860	8	0.4	3	0.2
2011	11			C	2,800	3,100	3,100	2,500	760	8	0.5	5	0.3
2012	11			CTR	2,900	3,500	3,450	2,450	840	8	0.5	4	0.2
2013	11			UC	3,200	3,200	3,200	3,050	1,450	6	0.3	2	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2014	11			UC	3,200	3,200	3,100	3,050	980	10	0.5	6	0.3
2015	11			C	3,250	3,600	3,500	2,900	990	13	0.7	8	0.4
2016	11			C	3,250	3,600	3,500	2,900	990	4	0.2	4	0.2
2017	11			C	3,300	3,600	3,600	3,000	1,000	6	0.3	3	0.2
2018	11			C	3,300	3,600	3,600	3,000	1,000	4	0.2	4	0.2
2019	11			C	3,300	3,600	3,600	3,000	1,000	4	0.2	2	0.1
2021	11			C	3,350	3,650	3,600	3,050	1,050	9	0.5	3	0.2
1994	11	17.200 KM W OF NINTH ST (E)	17.1	C	2,500	2,750	2,800	2,250	480	10	0.6	3	0.2
1995	11			C	2,700	2,950	3,050	2,450	620	10	0.6	7	0.4
1996	11			C	2,900	3,300	3,300	2,600	670	10	0.6	2	0.1
1997	11			C	2,950	3,350	3,350	2,650	680	10	0.5	7	0.4
1998	11			C	3,000	3,400	3,400	2,700	690	6	0.3	3	0.2
1999	11			C	2,900	3,250	3,300	2,600	1,050	9	0.5	4	0.2
2000	11			C	3,000	3,400	3,400	2,700	1,100	5	0.3	5	0.3
2001	11			C	3,050	3,450	3,450	2,750	1,150	5	0.3	3	0.2
2002	11			C	3,100	3,450	3,500	2,800	1,150	14	0.7	9	0.5
2003	11			CTR	3,050	3,800	3,650	2,600	820	5	0.3	4	0.2
2004	11			CTR	3,150	4,000	3,800	2,650	850	7	0.4	2	0.1
2005	11			CTR	3,150	3,900	3,750	2,650	850	9	0.5	8	0.4
2006	11			C	3,300	3,650	3,700	2,950	630	15	0.7	6	0.3
2007	11			C	3,250	3,600	3,650	2,900	910	6	0.3	5	0.2
2008	11			C	3,200	3,550	3,500	2,850	860	10	0.5	9	0.4
2009	11			C	3,050	3,350	3,400	2,750	790	11	0.6	2	0.1
2010	11			C	3,300	3,650	3,650	2,950	860	10	0.5	8	0.4
2011	11			C	3,350	3,700	3,750	3,000	870	7	0.3	5	0.2
2012	11			C	2,350	2,600	2,550	2,100	610	7	0.5	4	0.3
2013	11			C	3,200	3,550	3,500	2,900	830	9	0.5	4	0.2
2014	11			C	2,100	2,300	2,250	1,900	1,000	13	1.0	15	1.1
2015	11			C	3,050	3,350	3,250	2,750	1,450	5	0.3	4	0.2
2016	11			C	3,050	3,350	3,250	2,750	1,450	8	0.4	5	0.3
2017	11			C	3,050	3,350	3,350	2,750	1,450	7	0.4	7	0.4
2018	11			C	3,050	3,350	3,300	2,750	1,450	3	0.2	2	0.1
2019	11			C	3,050	3,350	3,300	2,750	1,450	5	0.3	1	0.1
2021	11			C	3,050	3,300	3,300	2,750	1,450	4	0.2	0	0.0
1988	11	SEC HWY 663(TO CALSTOCK STA)	28.8	LT	1,250	1,800	1,750	950	440	10	0.8	5	0.4
1989	11			LT	1,300	1,800	1,800	960	460	10	0.7	6	0.4
1990	11			LT	1,150	1,700	1,600	840	400	9	0.7	4	0.3
1991	11			LT	1,350	1,900	1,800	1,000	470	11	0.8	6	0.4
1992	11			LT	1,600	2,200	2,150	1,250	560	18	1.1	11	0.7
1993	11			LT	1,800	2,500	2,250	1,300	630	8	0.4	4	0.2
1994	11			LT	1,900	2,800	2,700	1,400	660	13	0.7	9	0.5

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1995	11			LT	2,000	2,850	2,800	1,450	700	3	0.1	3	0.1
1996	11			LT	2,100	2,950	2,900	1,550	740	11	0.5	10	0.5
1997	11			CTR	2,150	2,750	2,650	1,800	750	13	0.6	7	0.3
1998	11			CTR	2,200	2,800	2,700	1,850	770	14	0.6	10	0.4
1999	11			CTR	2,250	2,850	2,700	1,900	900	14	0.6	6	0.3
2000	11			CTR	2,300	2,900	2,800	1,950	920	10	0.4	7	0.3
2001	11			CTR	2,200	2,800	2,650	1,850	880	10	0.4	8	0.3
2002	11			CTR	2,250	2,850	2,700	1,900	920	14	0.6	11	0.5
2003	11			CTR	2,250	2,800	2,700	1,900	920	10	0.4	8	0.3
2004	11			CTR	2,150	2,700	2,600	1,800	1,050	8	0.4	6	0.3
2005	11			IT	2,250	2,850	2,850	1,850	1,100	9	0.4	5	0.2
2006	11			IT	2,050	2,600	2,600	1,700	740	12	0.6	4	0.2
2007	11			IT	2,000	2,550	2,650	1,650	720	16	0.8	14	0.7
2008	11			CR	1,950	2,350	2,350	1,650	700	13	0.6	14	0.7
2009	11			CR	2,000	2,400	2,300	1,700	720	7	0.3	5	0.2
2010	11			IC	1,500	1,650	1,650	1,350	540	13	0.8	9	0.6
2011	11			IC	1,950	2,150	2,200	1,750	700	11	0.5	4	0.2
2012	11			IC	1,250	1,400	1,350	1,100	450	8	0.6	4	0.3
2013	11			IC	1,250	1,400	1,400	1,100	450	10	0.8	10	0.8
2014	11			IC	1,350	1,500	1,500	1,200	780	17	1.2	18	1.3
2015	11			IC	1,550	1,700	1,700	1,350	900	12	0.7	12	0.7
2016	11			IC	1,500	1,650	1,650	1,350	870	7	0.4	5	0.3
2017	11			IC	1,500	1,650	1,650	1,350	870	12	0.8	11	0.7
2018	11			IC	1,450	1,600	1,600	1,300	840	10	0.7	7	0.5
2019	11			IC	1,400	1,550	1,550	1,250	810	12	0.8	10	0.7
2021	11			IC	1,350	1,450	1,450	1,200	780	13	0.9	14	1.0
1988	11	SEC HWY 631	59.6	LT	650	920	920	490	180	14	1.0	7	0.5
1989	11			LT	700	970	970	520	190	18	1.2	15	1.0
1990	11			LT	700	1,000	980	510	190	10	0.7	6	0.4
1991	11			LT	700	980	950	520	190	10	0.7	4	0.3
1992	11			LT	700	970	950	540	190	14	0.9	8	0.5
1993	11			CTR	700	880	850	600	190	11	0.7	6	0.4
1994	11			CTR	720	920	880	600	360	11	0.7	7	0.4
1995	11			CTR	730	940	900	610	360	17	1.1	17	1.1
1996	11			CTR	730	930	900	610	360	15	0.9	12	0.8
1997	11			CTR	740	950	910	620	410	19	1.2	12	0.7
1998	11			CTR	750	950	920	630	420	12	0.7	7	0.4
1999	11			CTR	820	1,050	990	690	350	12	0.7	7	0.4
2000	11			CTR	850	1,050	1,050	710	440	12	0.6	8	0.4
2001	11			CTR	830	1,050	1,000	700	430	13	0.7	9	0.5
2002	11			CTR	880	1,100	1,050	740	410	22	1.1	18	0.9

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2003	11			CTR	970	1,200	1,150	820	460	22	1.0	14	0.7
2004	11			CTR	980	1,250	1,200	830	510	21	1.0	13	0.6
2005	11			CTR	1,100	1,350	1,300	930	570	19	0.8	19	0.8
2006	11			CTR	1,050	1,300	1,250	890	580	24	1.1	20	0.9
2007	11			CTR	1,100	1,350	1,350	930	600	26	1.1	21	0.9
2008	11			CTR	1,100	1,350	1,350	930	600	15	0.6	14	0.6
2009	11			CTR	1,150	1,400	1,350	980	630	9	0.4	7	0.3
2010	11			CTR	1,200	1,450	1,400	1,000	660	15	0.6	9	0.3
2011	11			CTR	1,200	1,450	1,400	1,000	660	19	0.7	12	0.5
2012	11			CTR	1,250	1,500	1,500	1,050	690	23	0.8	17	0.6
2013	11			CTR	1,300	1,600	1,650	1,100	720	25	0.9	21	0.7
2014	11			CTR	1,050	1,300	1,300	890	790	36	1.6	35	1.5
2015	11			CTR	1,300	1,600	1,600	1,100	980	19	0.7	18	0.6
2016	11			CTR	1,350	1,650	1,650	1,150	1,000	26	0.9	18	0.6
2017	11			CTR	1,350	1,800	1,800	1,100	1,000	21	0.7	15	0.5
2018	11			CTR	1,400	1,850	1,850	1,150	1,050	22	0.7	32	1.1
2019	11			CTR	1,400	1,850	1,850	1,150	1,050	29	1.0	25	0.8
2021	11			CTR	1,300	1,700	1,700	1,050	940	28	1.0	27	1.0
1988	11	NORTHERN NORTHWESTERN MTO REG BDY	72.4	LT	650	920	920	490	180	14	0.8	8	0.5
1989	11			LT	700	970	970	520	190	18	1.0	8	0.4
1990	11			LT	700	1,000	980	510	190	14	0.8	4	0.2
1991	11			LT	700	980	950	520	190	25	1.4	9	0.5
1992	11			LT	700	970	950	540	190	20	1.1	12	0.6
1993	11			CTR	700	880	850	600	350	24	1.3	14	0.8
1994	11			CTR	720	920	880	600	360	24	1.3	17	0.9
1995	11			CTR	730	940	900	610	360	30	1.6	15	0.8
1996	11			CTR	730	930	900	610	360	10	0.5	5	0.3
1997	11			CTR	740	950	910	620	410	24	1.2	23	1.2
1998	11			CTR	750	950	920	630	420	23	1.2	14	0.7
1999	11			CTR	820	1,050	990	690	350	16	0.7	11	0.5
2000	11			CTR	850	1,050	1,050	710	440	27	1.2	13	0.6
2001	11			CTR	830	1,050	1,000	700	430	16	0.7	9	0.4
2002	11			CTR	930	1,150	1,150	790	480	25	1.0	19	0.8
2003	11			CTR	870	1,100	1,050	740	450	15	0.7	12	0.5
2004	11			CTR	890	1,100	1,100	750	460	23	1.0	20	0.8
2005	11			CTR	860	1,050	1,000	730	450	24	1.1	15	0.7
2006	11			CTR	920	1,150	1,100	780	480	23	0.9	17	0.7
2007	11			CTR	930	1,150	1,150	790	680	25	1.0	18	0.7
2008	11			CTR	950	1,200	1,150	810	690	19	0.8	20	0.8
2009	11			CTR	980	1,200	1,150	830	470	18	0.7	17	0.7
2010	11			CTR	960	1,150	1,100	820	460	17	0.7	17	0.7

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2011	11			IC	1,000	1,100	1,150	900	460	25	0.9	16	0.6
2012	11			CR	900	1,100	1,050	760	410	23	1.0	21	0.9
2013	11			CR	1,000	1,200	1,250	850	460	33	1.2	28	1.1
2014	11			CR	1,050	1,250	1,250	890	770	25	0.9	24	0.9
2015	11			CR	1,050	1,250	1,250	890	770	26	0.9	23	0.8
2016	11			CR	1,050	1,250	1,250	890	770	16	0.6	12	0.4
2017	11			CR	1,050	1,200	1,200	950	770	27	1.0	23	0.8
2018	11			CR	1,100	1,300	1,300	990	810	23	0.8	22	0.8
2019	11			CR	1,100	1,300	1,300	990	810	23	0.8	21	0.7
2021	11			CR	1,150	1,300	1,350	1,050	850	29	1.0	24	0.8
1988	11	SEC HWY 625 (S) (TO CARAMAT)	15.4	CTR	850	1,100	1,050	710	390	10	2.1	3	0.6
1989	11			CTR	900	1,150	1,100	770	410	12	2.4	5	1.0
1990	11			LT	1,000	1,450	1,400	730	420	14	2.5	7	1.2
1991	11			LT	1,000	1,400	1,350	740	420	9	1.6	5	0.9
1992	11			LT	1,000	1,400	1,350	770	420	12	2.1	8	1.4
1993	11			CTR	1,050	1,300	1,250	890	470	10	1.7	1	0.2
1994	11			CTR	1,050	1,350	1,300	880	470	15	2.5	2	0.3
1995	11			CTR	1,100	1,400	1,350	920	500	21	3.4	6	1.0
1996	11			CTR	1,100	1,400	1,350	920	550	18	2.9	10	1.6
1997	11			LT	1,150	1,600	1,600	850	580	7	1.1	9	1.4
1998	11			LT	1,200	1,700	1,650	880	600	6	0.9	2	0.3
1999	11			LT	1,150	1,600	1,550	840	510	13	2.0	7	1.1
2000	11			LT	1,150	1,600	1,550	840	510	8	1.2	5	0.8
2001	11			LT	1,150	1,600	1,550	840	510	4	0.6	2	0.3
2002	11			LT	1,150	1,600	1,550	840	550	2	0.3	1	0.2
2003	11			LT	1,150	1,600	1,550	850	550	6	0.9	6	0.9
2004	11			LT	1,200	1,700	1,650	880	500	5	0.7	3	0.4
2005	11			LT	1,150	1,600	1,550	850	440	11	1.7	6	0.9
2006	11			LT	1,200	1,650	1,600	880	460	7	1.0	4	0.6
2007	11			LT	1,200	1,650	1,700	880	550	9	1.3	14	2.1
2008	11			LT	1,200	1,650	1,550	890	550	4	0.6	2	0.3
2009	11			LT	1,150	1,550	1,500	850	610	1	0.2	0	0.0
2010	11			LT	1,200	1,600	1,600	890	640	7	1.0	7	1.0
2011	11			IC	1,200	1,300	1,350	1,100	600	5	0.7	3	0.4
2012	11			IC	1,100	1,200	1,200	980	550	7	1.1	4	0.6
2013	11			IC	1,200	1,350	1,300	1,050	600	5	0.7	7	1.0
2014	11			CTR	1,250	1,500	1,550	1,050	760	5	0.7	4	0.6
2015	11			CTR	1,200	1,450	1,500	1,000	730	4	0.6	3	0.4
2016	11			CTR	1,200	1,450	1,500	1,000	730	7	1.0	2	0.3
2017	11			CTR	1,200	1,600	1,600	980	730	6	0.9	1	0.1
2018	11			CTR	1,200	1,600	1,600	980	730	3	0.4	2	0.3

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2019	11			CTR	1,200	1,600	1,600	980	730	9	1.3	4	0.6
2021	11			CTR	1,250	1,650	1,600	1,000	790	5	0.7	4	0.6
1997	11	PICNIC POINT RD (S)	3.8	LT	2,200	3,100	3,050	1,650	970	3	1.0	2	0.7
1998	11			LT	2,200	3,100	3,000	1,600	970	6	2.0	3	1.0
1999	11			LT	2,100	2,900	2,850	1,550	920	1	0.3	0	0.0
2000	11			LT	2,050	2,850	2,800	1,500	900	7	2.4	1	0.3
2001	11			LT	2,000	2,800	2,700	1,450	880	7	2.5	2	0.7
2002	11			LT	1,900	2,650	2,600	1,400	840	2	0.8	0	0.0
2003	11			LT	1,900	2,600	2,550	1,400	840	8	3.0	2	0.8
2004	11			IT	1,900	2,500	2,400	1,550	840	5	1.9	0	0.0
2005	11			IR	1,800	2,150	1,950	1,550	790	3	1.2	3	1.2
2006	11			IR	1,750	2,100	1,900	1,500	770	7	2.9	0	0.0
2007	11			IC	1,750	1,950	2,000	1,550	630	6	2.5	6	2.5
2008	11			IC	1,650	1,850	1,750	1,450	590	4	1.7	0	0.0
2009	11			IC	1,650	1,850	1,850	1,450	590	3	1.3	3	1.3
2010	11			IC	1,600	1,750	1,800	1,400	580	4	1.8	4	1.8
2011	11			IC	1,550	1,700	1,750	1,400	540	3	1.4	3	1.4
2012	11			IC	1,700	1,900	1,850	1,500	600	4	1.7	2	0.8
2013	11			IC	1,500	1,650	1,650	1,350	520	6	2.9	2	1.0
2014	11			CTR	1,550	1,900	1,900	1,300	610	4	1.9	4	1.9
2015	11			CTR	1,450	1,750	1,800	1,250	570	0	0.0	0	0.0
2016	11			CTR	1,400	1,700	1,700	1,200	550	3	1.5	3	1.5
2017	11			CTR	1,550	2,050	2,050	1,250	610	1	0.5	0	0.0
2018	11			CTR	1,550	2,050	2,050	1,250	610	5	2.3	2	0.9
2019	11			CTR	1,550	2,050	2,050	1,250	610	1	0.5	2	0.9
2021	11			CTR	1,550	2,000	2,000	1,250	710	3	1.4	2	0.9
1988	11	MUNICIPAL ROAD (N)	29.7	CTR	1,200	1,550	1,450	1,000	310	16	1.2	3	0.2
1989	11			CTR	1,250	1,600	1,500	1,100	320	9	0.7	5	0.4
1990	11			LT	1,250	1,800	1,750	910	320	12	0.9	8	0.6
1991	11			LT	1,300	1,800	1,750	960	340	7	0.5	1	0.1
1992	11			LT	1,350	1,900	1,800	1,050	350	19	1.3	6	0.4
1993	11			UC	1,400	1,450	1,600	1,300	200	22	1.4	6	0.4
1994	11			UC	1,400	1,500	1,600	1,300	200	15	1.0	4	0.3
1995	11			UC	1,400	1,500	1,600	1,300	200	12	0.8	2	0.1
1996	11			UC	1,400	1,500	1,650	1,350	200	12	0.8	2	0.1
1997	11			UC	1,400	1,450	1,650	1,300	200	15	1.0	10	0.7
1998	11			UC	1,450	1,550	1,700	1,400	200	12	0.8	4	0.3
1999	11			UC	1,600	1,700	1,850	1,500	220	18	1.0	9	0.5
2000	11			UC	1,650	1,750	1,950	1,550	500	8	0.4	4	0.2
2001	11			UC	1,650	1,750	1,950	1,550	500	20	1.1	7	0.4
2002	11			UC	1,800	1,900	2,100	1,700	540	11	0.6	3	0.2

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2003	11			UC	2,000	2,100	2,350	1,900	600	12	0.6	2	0.1
2004	11			UC	1,800	1,950	2,100	1,700	540	22	1.1	14	0.7
2005	11			UC	1,750	1,850	2,050	1,650	520	10	0.5	7	0.4
2006	11			UC	1,700	1,800	2,000	1,600	510	15	0.8	4	0.2
2007	11			UC	1,500	1,600	1,750	1,400	640	11	0.7	6	0.4
2008	11			UC	1,750	1,850	1,750	1,650	750	9	0.5	3	0.2
2009	11			C	1,550	1,700	1,700	1,400	640	9	0.5	3	0.2
2010	11			C	1,800	2,000	2,000	1,600	740	12	0.6	3	0.2
2011	11			C	1,800	2,000	2,000	1,600	700	6	0.3	2	0.1
2012	11			C	1,500	1,650	1,600	1,350	580	9	0.6	5	0.3
2013	11			C	1,800	2,000	1,950	1,600	700	11	0.6	12	0.6
2014	11			UC	1,650	1,650	1,600	1,550	870	16	0.9	11	0.6
2015	11			UC	1,800	1,800	1,750	1,700	950	11	0.6	9	0.5
2016	11			UC	1,800	1,800	1,750	1,700	950	6	0.3	2	0.1
2017	11			UC	1,800	1,800	1,800	1,750	950	12	0.6	5	0.3
2018	11			UC	1,850	1,850	1,850	1,800	970	14	0.7	7	0.3
2019	11			UC	1,850	1,800	1,850	1,800	970	8	0.4	6	0.3
2021	11			UC	1,900	1,900	1,950	1,850	1,000	15	0.7	9	0.4
1988	11	SEC HWY 584(N) TO GERALDTON HARDROCK DR (S)	45.3	CTR	900	1,150	1,100	760	290	18	1.2	5	0.3
1989	11			CTR	950	1,200	1,150	820	300	12	0.8	5	0.3
1990	11			CTR	950	1,200	1,100	830	210	18	1.1	11	0.7
1991	11			CTR	950	1,200	1,200	830	210	29	1.8	10	0.6
1992	11			CTR	950	1,150	1,150	830	210	19	1.2	5	0.3
1993	11			LT	950	1,300	1,200	700	210	34	2.2	12	0.8
1994	11			LT	1,400	2,050	2,000	1,000	310	19	0.8	4	0.2
1995	11			LT	1,550	2,250	2,150	1,150	340	16	0.6	14	0.5
1996	11			LT	1,850	2,600	2,550	1,350	680	15	0.5	11	0.4
1997	11			LT	1,850	2,600	2,550	1,350	680	17	0.6	12	0.4
1998	11			LT	1,800	2,500	2,450	1,300	670	19	0.6	11	0.4
1999	11			LT	1,800	2,500	2,450	1,300	670	29	1.0	16	0.5
2000	11			LT	1,800	2,500	2,450	1,300	670	23	0.8	14	0.5
2001	11			LT	1,600	2,250	2,200	1,150	590	17	0.6	9	0.3
2002	11			LT	1,550	2,150	2,100	1,150	530	21	0.8	8	0.3
2003	11			LT	1,600	2,200	2,150	1,200	540	22	0.8	8	0.3
2004	11			LT	1,450	2,050	1,950	1,050	680	22	0.9	10	0.4
2005	11			CTR	1,400	1,750	1,650	1,200	660	20	0.9	12	0.5
2006	11			CTR	1,550	1,900	1,850	1,300	730	15	0.6	9	0.4
2007	11			CTR	1,500	1,850	1,850	1,250	740	21	0.8	13	0.5
2008	11			CTR	1,500	1,850	1,800	1,250	740	14	0.6	13	0.5
2009	11			CTR	1,500	1,850	1,750	1,300	660	15	0.6	8	0.3
2010	11			CTR	1,450	1,750	1,700	1,250	640	14	0.6	8	0.3

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2011	11			IC	1,450	1,600	1,650	1,300	620	16	0.7	10	0.4
2012	11			IC	1,500	1,650	1,600	1,350	640	14	0.6	10	0.4
2013	11			IC	1,450	1,600	1,600	1,300	620	14	0.6	5	0.2
2014	11			IC	1,400	1,550	1,550	1,250	740	27	1.2	21	0.9
2015	11			IC	1,400	1,550	1,550	1,250	740	18	0.8	16	0.7
2016	11			IC	1,400	1,550	1,550	1,250	740	16	0.7	10	0.4
2017	11			IC	1,350	1,500	1,500	1,250	710	12	0.5	9	0.4
2018	11			IC	1,350	1,500	1,500	1,200	710	13	0.6	9	0.4
2019	11			IC	1,350	1,500	1,500	1,200	710	16	0.7	10	0.4
2021	11			IC	1,450	1,550	1,600	1,300	800	13	0.5	10	0.4
1988	11	NOBLE AVE (N)	32.9	CTR	750	980	920	630	260	15	1.7	5	0.6
1989	11			CTR	800	1,000	970	690	280	11	1.1	6	0.6
1990	11			CTR	850	1,050	1,000	740	300	9	0.9	5	0.5
1991	11			CTR	850	1,050	1,050	740	300	9	0.9	3	0.3
1992	11			CTR	850	1,050	1,000	740	300	9	0.9	1	0.1
1993	11			CTR	850	1,050	1,050	720	240	5	0.5	2	0.2
1994	11			CTR	1,000	1,300	1,200	840	280	12	1.0	6	0.5
1995	11			CTR	1,200	1,550	1,500	1,000	340	15	1.0	11	0.8
1996	11			LT	1,400	2,000	1,950	1,050	390	17	1.0	15	0.9
1997	11			LT	1,350	1,900	1,850	1,000	380	9	0.6	4	0.2
1998	11			LT	1,250	1,750	1,700	910	350	6	0.4	3	0.2
1999	11			LT	1,350	1,900	1,850	990	510	7	0.4	1	0.1
2000	11			LT	1,250	1,750	1,700	910	480	10	0.7	7	0.5
2001	11			LT	1,250	1,750	1,700	920	480	10	0.7	5	0.3
2002	11			LT	1,450	2,050	1,950	1,050	550	14	0.8	8	0.5
2003	11			LT	1,250	1,700	1,700	920	480	11	0.7	4	0.3
2004	11			LT	1,100	1,550	1,500	810	580	9	0.7	3	0.2
2005	11			CTR	1,200	1,500	1,450	1,000	640	19	1.3	9	0.6
2006	11			CTR	1,300	1,600	1,550	1,100	690	12	0.8	8	0.5
2007	11			CTR	1,300	1,600	1,600	1,100	720	18	1.2	12	0.8
2008	11			CTR	1,300	1,600	1,600	1,100	720	15	1.0	11	0.7
2009	11			CTR	1,300	1,600	1,550	1,100	530	16	1.0	10	0.6
2010	11			CTR	1,300	1,600	1,500	1,100	530	14	0.9	10	0.6
2011	11			IC	1,300	1,450	1,500	1,150	510	11	0.7	5	0.3
2012	11			IC	1,250	1,400	1,350	1,100	490	10	0.7	9	0.6
2013	11			IC	1,300	1,450	1,450	1,150	510	16	1.0	15	1.0
2014	11			CTR	1,300	1,600	1,600	1,100	830	13	0.8	6	0.4
2015	11			CTR	1,300	1,600	1,600	1,100	830	15	1.0	7	0.4
2016	11			CTR	1,300	1,600	1,600	1,100	830	6	0.4	5	0.3
2017	11			CTR	1,300	1,750	1,750	1,050	830	13	0.8	10	0.6
2018	11			CTR	1,300	1,750	1,750	1,050	830	15	1.0	8	0.5

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2019	11			CTR	1,300	1,750	1,700	1,050	830	9	0.6	6	0.4
2021	11			CTR	1,350	1,750	1,750	1,100	820	8	0.5	8	0.5
1988	11	HWY 580 LEITCH RD (N)	2.3	CTR	1,100	1,450	1,350	920	380	8	8.6	3	3.2
1989	11			CTR	1,150	1,450	1,400	990	400	4	4.1	3	3.1
1990	11			CTR	1,200	1,500	1,400	1,050	420	3	3.0	2	2.0
1991	11			CTR	1,200	1,500	1,500	1,050	420	2	2.0	0	0.0
1992	11			CTR	1,200	1,500	1,450	1,050	420	4	3.9	1	1.0
1993	11			LT	1,150	1,600	1,450	840	320	2	2.1	0	0.0
1994	11			LT	1,400	2,050	2,000	1,000	390	2	1.7	0	0.0
1995	11			LT	1,600	2,300	2,250	1,150	450	2	1.5	0	0.0
1996	11			LT	2,050	2,900	2,800	1,500	940	2	1.1	0	0.0
1997	11			LT	2,000	2,800	2,750	1,500	920	1	0.6	0	0.0
1998	11			LT	1,900	2,650	2,600	1,400	870	3	1.9	1	0.6
1999	11			LT	1,850	2,550	2,500	1,350	780	3	1.9	2	1.3
2000	11			LT	1,650	2,300	2,250	1,200	690	2	1.4	1	0.7
2001	11			LT	1,600	2,250	2,200	1,150	670	1	0.7	0	0.0
2002	11			LT	1,550	2,150	2,100	1,150	510	3	2.3	0	0.0
2003	11			LT	1,550	2,150	2,100	1,150	510	1	0.8	0	0.0
2004	11			LT	1,300	1,800	1,750	950	580	1	0.9	1	0.9
2005	11			CTR	1,500	1,850	1,800	1,250	510	1	0.8	0	0.0
2006	11			CTR	1,400	1,750	1,650	1,200	480	2	1.7	1	0.8
2007	11			CTR	1,450	1,800	1,800	1,250	580	4	3.3	0	0.0
2008	11			CTR	1,450	1,800	1,750	1,250	580	0	0.0	0	0.0
2009	11			CTR	1,400	1,700	1,650	1,200	530	1	0.8	0	0.0
2010	11			CTR	1,600	1,950	1,850	1,350	610	1	0.7	1	0.7
2011	11			CTR	1,300	1,600	1,500	1,100	480	2	1.8	0	0.0
2012	11			CTR	1,600	1,950	1,900	1,350	590	6	4.4	7	5.2
2013	11			CTR	1,350	1,650	1,700	1,150	500	2	1.7	2	1.7
2014	11			CTR	1,250	1,500	1,550	1,050	610	2	1.9	1	0.9
2015	11			CTR	1,300	1,600	1,600	1,100	630	2	1.8	2	1.8
2016	11			CTR	1,300	1,600	1,600	1,100	630	2	1.8	3	2.7
2017	11			CTR	1,250	1,650	1,650	1,000	610	0	0.0	0	0.0
2018	11			CTR	1,250	1,650	1,650	1,000	610	0	0.0	0	0.0
2019	11			CTR	1,200	1,600	1,600	980	590	1	1.0	0	0.0
2021	11			CTR	1,350	1,750	1,750	1,100	740	2	1.7	1	0.9
1988	11	D ST S JCT	21.8	CTR	950	1,250	1,150	800	330	20	2.6	6	0.8
1989	11			CTR	1,000	1,250	1,200	860	350	26	3.3	13	1.6
1990	11			CTR	1,000	1,250	1,200	870	350	32	4.0	14	1.8
1991	11			CTR	1,000	1,250	1,250	870	350	25	3.1	7	0.9
1992	11			CTR	1,000	1,250	1,200	870	350	27	3.4	6	0.8
1993	11			UC	1,050	1,100	1,200	980	270	16	1.9	7	0.8

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1994	11			UC	1,050	1,100	1,200	980	270	26	3.1	8	1.0
1995	11			UC	1,050	1,100	1,200	980	270	28	3.4	13	1.6
1996	11			CR	1,100	1,350	1,300	940	290	33	3.8	14	1.6
1997	11			CR	1,150	1,450	1,350	980	300	16	1.8	8	0.9
1998	11			CR	1,200	1,500	1,400	1,000	310	14	1.5	9	0.9
1999	11			CR	1,250	1,550	1,450	1,050	320	10	1.0	4	0.4
2000	11			CR	1,300	1,600	1,500	1,100	340	7	0.7	5	0.5
2001	11			CR	1,250	1,550	1,450	1,050	320	7	0.7	0	0.0
2002	11			CR	1,250	1,550	1,450	1,050	320	13	1.3	7	0.7
2003	11			CR	1,300	1,600	1,500	1,100	340	10	1.0	3	0.3
2004	11			CR	1,400	1,700	1,650	1,200	360	11	1.0	6	0.5
2005	11			CR	1,350	1,650	1,550	1,150	350	20	1.9	12	1.1
2006	11			CR	1,350	1,650	1,550	1,150	350	8	0.7	7	0.7
2007	11			CR	1,350	1,650	1,650	1,150	730	9	0.8	4	0.4
2008	11			CR	1,400	1,700	1,700	1,200	760	12	1.1	5	0.4
2009	11			CTR	1,400	1,700	1,650	1,200	550	10	0.9	9	0.8
2010	11			CTR	1,450	1,750	1,700	1,250	570	5	0.4	1	0.1
2011	11			LT	1,350	1,750	1,750	1,100	530	8	0.7	8	0.7
2012	11			LT	1,350	1,750	1,700	1,000	530	3	0.3	2	0.2
2013	11			LT	1,450	1,900	1,900	1,100	570	16	1.4	9	0.8
2014	11			CTR	1,350	1,650	1,650	1,150	730	14	1.3	11	1.0
2015	11			CTR	1,500	1,850	1,850	1,300	810	8	0.7	5	0.4
2016	11			CTR	1,500	1,850	1,850	1,300	810	7	0.6	4	0.3
2017	11			CTR	1,500	2,000	2,000	1,200	810	11	0.9	10	0.8
2018	11			CTR	1,550	2,050	2,050	1,250	830	9	0.7	3	0.2
2019	11			CTR	1,550	2,050	2,050	1,250	830	6	0.5	2	0.2
2021	11			CTR	1,550	2,000	2,000	1,250	930	9	0.7	10	0.8
2000	11	MACDIARMID RD (W)	55.1	LT	1,300	1,800	1,750	950	490	11	0.4	5	0.2
2001	11			LT	1,350	1,900	1,850	990	510	15	0.6	5	0.2
2002	11			LT	1,350	1,900	1,850	990	510	13	0.5	8	0.3
2003	11			LT	1,400	1,950	1,900	1,050	530	18	0.6	9	0.3
2004	11			LT	1,450	2,050	1,950	1,050	580	19	0.7	6	0.2
2005	11			CTR	1,550	1,900	1,850	1,300	620	18	0.6	8	0.3
2006	11			CTR	1,450	1,800	1,700	1,250	580	18	0.6	14	0.5
2007	11			CTR	1,500	1,850	1,850	1,250	780	24	0.8	19	0.6
2008	11			CTR	1,500	1,850	1,800	1,250	780	34	1.1	25	0.8
2009	11			CTR	1,450	1,750	1,700	1,250	680	10	0.3	5	0.2
2010	11			CTR	1,550	1,900	1,800	1,300	730	26	0.8	15	0.5
2011	11			LT	1,400	1,800	1,850	1,150	690	26	0.9	23	0.8
2012	11			LT	1,400	1,850	1,750	1,050	690	26	0.9	13	0.5
2013	11			LT	1,500	1,950	1,950	1,150	740	20	0.7	10	0.3

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2014	11			LT	1,350	1,750	1,800	1,000	690	27	1.0	16	0.6
2015	11			LT	1,500	1,950	2,000	1,150	760	28	0.9	20	0.7
2016	11			LT	1,500	1,950	2,000	1,150	760	18	0.6	10	0.3
2017	11			LT	1,500	1,900	1,900	1,250	760	11	0.4	7	0.2
2018	11			LT	1,500	1,900	1,900	1,250	760	18	0.6	8	0.3
2019	11			LT	1,500	1,900	1,900	1,250	760	25	0.8	15	0.5
2021	11			LT	1,550	1,950	1,950	1,300	880	19	0.6	13	0.4
1988	11	HWY 17 NIPIGON	0.9	LT	3,450	4,900	4,850	2,600	620	2	1.8	0	0.0
1989	11			LT	3,500	4,850	4,850	2,600	630	2	1.8	2	1.8
1990	11			LT	3,550	5,200	4,950	2,600	640	4	3.5	3	2.6
1991	11			LT	3,450	4,850	4,650	2,550	1,100	0	0.0	0	0.0
1992	11			LT	3,300	4,600	4,450	2,550	1,050	1	0.9	0	0.0
1993	11			LT	3,150	4,350	3,900	2,300	820	4	4.0	1	1.0
1994	11			LT	3,250	4,750	4,600	2,350	840	4	3.8	0	0.0
1995	11			LT	3,350	4,800	4,650	2,450	870	6	5.6	6	5.6
1996	11			LT	3,450	4,850	4,750	2,550	860	2	1.8	1	0.9
1997	11			LT	3,750	5,300	5,200	2,800	940	8	6.6	1	0.8
1998	11			LT	4,100	5,750	5,600	3,000	1,050	8	6.1	2	1.5
1999	11			LT	3,950	5,500	5,350	2,900	1,050	6	4.7	3	2.4
2000	11			LT	3,950	5,500	5,400	2,900	1,050	7	5.5	2	1.6
2001	11			LT	4,100	5,750	5,600	3,000	1,050	2	1.5	1	0.8
2002	11			LT	4,200	5,850	5,700	3,100	1,200	1	0.7	2	1.5
2003	11			LT	4,300	5,900	5,800	3,200	1,250	0	0.0	0	0.0
2004	11			LT	4,150	5,800	5,650	3,050	1,150	2	1.5	0	0.0
2005	11			LT	4,650	6,400	6,250	3,400	1,000	1	0.7	0	0.0
2006	11			LT	4,650	6,350	6,200	3,450	1,000	1	0.7	1	0.7
2007	11			LT	4,750	6,500	6,700	3,500	1,100	1	0.7	1	0.7
2008	11			LT	4,850	6,650	6,350	3,600	1,100	1	0.6	0	0.0
2009	11			LT	4,950	6,700	6,550	3,650	1,150	2	1.3	1	0.6
2010	11			LT	5,050	6,800	6,650	3,750	1,150	6	3.7	3	1.8
2011	11			LT	4,250	5,450	5,550	3,500	1,300	2	1.5	0	0.0
2012	11			LT	4,250	5,550	5,300	3,200	1,300	1	0.7	0	0.0
2013	11			LT	5,000	6,550	6,500	3,750	1,500	3	1.9	1	0.6
2014	11			LT	5,050	6,600	6,700	3,800	1,500	2	1.2	0	0.0
2015	11			LT	5,150	6,700	6,850	3,900	1,550	1	0.6	0	0.0
2016	11			LT	5,250	6,850	6,950	3,950	1,600	2	1.2	1	0.6
2017	11			LT	5,300	6,750	6,750	4,450	1,600	1	0.6	1	0.6
2018	11			LT	5,400	6,850	6,900	4,550	1,600	2	1.2	2	1.2
2019	11			LT	5,450	6,900	6,950	4,550	1,650	1	0.6	0	0.0
2021	11			LT	5,600	7,050	7,050	4,700	1,700	0	0.0	0	0.0
1988	11	RAILWAY ST E JCT NIPIGON RD (S)	1.9	LT	2,700	3,850	3,800	2,050	590	4	2.1	1	0.5

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1989	11			LT	2,750	3,800	3,800	2,050	600	3	1.5	0	0.0
1990	11			LT	2,750	4,000	3,850	2,000	600	2	1.0	1	0.5
1991	11			LT	2,700	3,800	3,650	2,000	590	7	3.7	0	0.0
1992	11			LT	2,600	3,600	3,500	2,000	570	2	1.1	0	0.0
1993	11			LT	2,500	3,450	3,100	1,850	650	3	1.7	0	0.0
1994	11			LT	2,600	3,800	3,650	1,900	680	2	1.1	1	0.5
1995	11			LT	2,700	3,900	3,750	2,000	700	1	0.5	1	0.5
1996	11			LT	2,800	3,950	3,850	2,050	730	1	0.5	1	0.5
1997	11			LT	2,850	4,000	3,950	2,100	740	4	2.0	1	0.5
1998	11			LT	2,950	4,150	4,050	2,150	770	1	0.5	1	0.5
1999	11			LT	3,050	4,250	4,150	2,250	850	3	1.4	1	0.5
2000	11			LT	3,150	4,400	4,300	2,300	850	0	0.0	0	0.0
2001	11			LT	3,200	4,500	4,350	2,350	930	2	0.9	0	0.0
2002	11			LT	3,300	4,600	4,500	2,400	960	0	0.0	0	0.0
2003	11			LT	3,400	4,700	4,600	2,500	990	5	2.1	3	1.3
2004	11			LT	3,550	4,950	4,850	2,600	1,050	2	0.8	1	0.4
2005	11			LT	3,550	4,850	4,750	2,600	570	1	0.4	1	0.4
2006	11			LT	3,800	5,200	5,050	2,800	610	0	0.0	0	0.0
2007	11			LT	3,750	5,150	5,300	2,750	940	1	0.4	0	0.0
2008	11			LT	3,650	5,000	4,800	2,700	910	4	1.6	1	0.4
2009	11			LT	3,450	4,650	4,550	2,550	1,300	1	0.4	0	0.0
2010	11			LT	3,500	4,700	4,600	2,600	1,350	3	1.2	2	0.8
2011	11			LT	3,500	4,500	4,550	2,900	1,300	0	0.0	0	0.0
2012	11			LT	3,500	4,550	4,350	2,650	1,300	3	1.2	0	0.0
2013	11			LT	3,850	5,050	5,000	2,900	1,400	6	2.2	3	1.1
2014	11			IC	3,650	4,050	4,000	3,250	1,300	1	0.4	0	0.0
2015	11			IC	3,900	4,300	4,300	3,450	1,400	3	1.1	0	0.0
2016	11			IC	3,950	4,350	4,350	3,500	1,400	3	1.1	0	0.0
2017	11			IC	4,000	4,400	4,400	3,650	1,450	3	1.1	0	0.0
2018	11			IC	4,050	4,450	4,500	3,650	1,450	1	0.4	0	0.0
2019	11			IC	4,100	4,500	4,550	3,700	1,500	0	0.0	0	0.0
2021	11			CR	4,150	4,800	4,800	3,750	1,500	0	0.0	0	0.0
1988	11	FIRST ST (S) W JCT NIPIGON RD	1.2	LT	5,450	7,750	7,700	4,150	710	5	2.1	0	0.0
1989	11			LT	5,550	7,700	7,650	4,100	720	4	1.7	2	0.8
1990	11			LT	5,550	8,100	7,750	4,050	720	0	0.0	0	0.0
1991	11			LT	5,550	7,750	7,500	4,100	720	1	0.4	1	0.4
1992	11			LT	5,550	7,700	7,500	4,250	720	2	0.8	1	0.4
1993	11			LT	5,600	7,750	6,950	4,100	950	5	2.1	1	0.4
1994	11			LT	5,400	7,900	7,650	3,900	920	3	1.3	1	0.4
1995	11			LT	5,300	7,600	7,400	3,900	900	0	0.0	0	0.0
1996	11			LT	5,150	7,250	7,100	3,800	880	1	0.4	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1997	11			LT	4,800	6,750	6,600	3,550	820	1	0.5	1	0.5
1998	11			LT	4,500	6,300	6,150	3,300	760	3	1.5	1	0.5
1999	11			LT	4,350	6,050	5,900	3,200	1,200	2	1.1	0	0.0
2000	11			LT	4,750	6,600	6,500	3,450	1,350	1	0.5	0	0.0
2001	11			LT	4,800	6,700	6,550	3,500	1,350	3	1.5	0	0.0
2002	11			LT	3,650	5,100	4,950	2,700	1,000	1	0.6	0	0.0
2003	11			LT	4,900	6,750	6,600	3,600	1,350	4	1.9	0	0.0
2004	11			LT	5,400	7,550	7,350	3,950	1,500	2	0.9	1	0.4
2005	11			CTR	5,000	6,200	5,950	4,250	1,400	2	0.9	0	0.0
2006	11			CTR	5,500	6,800	6,550	4,650	1,550	1	0.4	2	0.8
2007	11			LT	5,500	7,550	7,750	4,050	1,300	1	0.4	0	0.0
2008	11			LT	5,300	7,250	6,950	3,900	1,250	0	0.0	0	0.0
2009	11			IC	4,850	5,400	5,450	4,300	1,250	1	0.5	0	0.0
2010	11			IC	5,300	5,850	5,900	4,700	1,400	3	1.3	2	0.9
2011	11			IC	5,000	5,500	5,700	4,500	1,250	2	0.9	3	1.4
2012	11			IC	5,400	6,000	5,800	4,800	1,350	1	0.4	1	0.4
2013	11			IC	5,200	5,750	5,700	4,600	1,300	1	0.4	3	1.3
2014	11			CR	5,600	6,600	6,550	4,750	1,350	2	0.8	2	0.8
2015	11			CR	5,300	6,250	6,200	4,500	1,250	3	1.3	0	0.0
2016	11			CR	5,350	6,300	6,250	4,550	1,300	3	1.3	2	0.9
2017	11			CR	5,350	6,200	6,250	4,800	1,300	2	0.9	1	0.4
2018	11			CR	5,400	6,250	6,300	4,850	1,300	4	1.7	0	0.0
2019	11			CR	5,400	6,250	6,300	4,850	1,300	2	0.9	2	0.9
2021	11			CR	5,500	6,350	6,350	4,950	1,300	0	0.0	0	0.0
1988	11	SEC HWY 585 CAMERON FALLS RD (N)	8.4	LT	4,800	6,800	6,750	3,650	770	11	0.7	3	0.2
1989	11			LT	4,850	6,750	6,700	3,600	780	11	0.7	1	0.1
1990	11			LT	4,150	6,050	5,800	3,050	660	7	0.6	2	0.2
1991	11			LT	4,600	6,450	6,200	3,400	740	10	0.7	2	0.1
1992	11			LT	5,100	7,100	6,900	3,950	820	13	0.8	5	0.3
1993	11			LT	5,600	7,750	6,950	4,100	900	12	0.7	1	0.1
1994	11			LT	5,700	8,350	8,050	4,150	910	5	0.3	0	0.0
1995	11			LT	5,800	8,350	8,100	4,250	930	6	0.3	1	0.1
1996	11			LT	5,850	8,250	8,050	4,300	760	11	0.6	5	0.3
1997	11			LT	5,600	7,900	7,750	4,150	730	8	0.5	3	0.2
1998	11			LT	5,350	7,500	7,350	3,900	700	8	0.5	3	0.2
1999	11			LT	5,100	7,100	6,950	3,700	1,150	8	0.5	3	0.2
2000	11			LT	5,150	7,200	7,000	3,750	1,200	5	0.3	4	0.3
2001	11			LT	5,000	7,000	6,800	3,650	1,150	10	0.7	7	0.5
2002	11			LT	4,900	6,850	6,650	3,600	1,100	3	0.2	2	0.1
2003	11			LT	4,750	6,550	6,400	3,500	1,050	6	0.4	4	0.3
2004	11			LT	4,600	6,450	6,250	3,350	1,000	12	0.9	6	0.4

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2005	11			CTR	4,500	5,600	5,350	3,800	810	13	0.9	4	0.3
2006	11			CTR	4,250	5,250	5,050	3,600	760	4	0.3	4	0.3
2007	11			LT	4,250	5,850	6,000	3,100	1,500	9	0.7	3	0.2
2008	11			LT	4,150	5,700	5,450	3,050	1,450	3	0.2	0	0.0
2009	11			LT	4,000	5,400	5,300	2,950	1,250	7	0.6	4	0.3
2010	11			LT	4,200	5,650	5,550	3,100	1,300	4	0.3	0	0.0
2011	11			LT	4,000	5,100	5,250	3,300	1,250	8	0.7	2	0.2
2012	11			LT	4,600	6,000	5,700	3,500	1,450	9	0.6	2	0.1
2013	11			LT	3,800	4,950	4,950	2,850	1,200	4	0.3	2	0.2
2014	11			LT	3,850	5,050	5,100	2,900	1,150	6	0.5	4	0.3
2015	11			LT	3,600	4,700	4,800	2,700	1,100	3	0.3	2	0.2
2016	11			LT	3,500	4,550	4,650	2,650	1,050	14	1.3	2	0.2
2017	11			LT	3,600	4,550	4,600	3,000	1,100	7	0.6	3	0.3
2018	11			LT	3,600	4,600	4,600	3,000	1,100	13	1.2	3	0.3
2019	11			LT	3,600	4,550	4,600	3,000	1,100	13	1.2	5	0.5
2021	11			LT	3,600	4,500	4,500	3,000	1,100	11	1.0	3	0.3
1988	11	SEC HWY 628 (E) TO RED ROCK	19.7	LT	3,300	4,700	4,650	2,500	630	20	0.8	3	0.1
1989	11			LT	3,350	4,650	4,600	2,500	640	17	0.7	6	0.2
1990	11			LT	3,200	4,650	4,500	2,350	610	14	0.6	3	0.1
1991	11			LT	3,100	4,350	4,200	2,300	590	16	0.7	5	0.2
1992	11			LT	3,150	4,400	4,250	2,450	660	14	0.6	3	0.1
1993	11			LT	3,200	4,450	3,950	2,350	580	13	0.6	1	0.0
1994	11			LT	3,400	5,000	4,800	2,450	610	11	0.4	1	0.0
1995	11			LT	3,550	5,100	4,950	2,600	640	19	0.7	4	0.2
1996	11			LT	3,500	4,950	4,800	2,550	560	17	0.7	4	0.2
1997	11			LT	3,500	4,950	4,850	2,600	560	12	0.5	4	0.2
1998	11			LT	3,550	4,950	4,850	2,600	570	16	0.6	3	0.1
1999	11			LT	3,600	5,000	4,900	2,650	940	14	0.5	3	0.1
2000	11			LT	3,650	5,100	5,000	2,650	950	22	0.8	3	0.1
2001	11			LT	3,650	5,100	4,950	2,650	950	31	1.2	11	0.4
2002	11			LT	3,700	5,150	5,050	2,700	1,000	23	0.9	9	0.3
2003	11			LT	3,750	5,150	5,050	2,750	1,000	33	1.2	11	0.4
2004	11			LT	3,700	5,200	5,050	2,700	1,000	18	0.7	7	0.3
2005	11			LT	3,750	5,150	5,000	2,750	820	24	0.9	10	0.4
2006	11			LT	3,800	5,200	5,050	2,800	840	17	0.6	5	0.2
2007	11			LT	3,900	5,350	5,500	2,850	940	25	0.9	10	0.4
2008	11			LT	3,750	5,150	4,900	2,750	900	15	0.6	6	0.2
2009	11			LT	3,650	4,950	4,800	2,700	1,000	19	0.7	4	0.2
2010	11			LT	3,850	5,150	5,050	2,850	1,100	11	0.4	6	0.2
2011	11			LT	3,850	4,950	5,050	3,150	1,100	17	0.6	2	0.1
2012	11			LT	3,900	5,100	4,850	2,950	1,150	25	0.9	16	0.6

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2013	11			LT	3,900	5,100	5,100	2,950	1,150	21	0.7	12	0.4
2014	11			LT	3,500	4,550	4,650	2,650	1,200	19	0.8	6	0.2
2015	11			LT	3,900	5,100	5,200	2,950	1,350	22	0.8	7	0.2
2016	11			LT	3,900	5,100	5,200	2,950	1,350	13	0.5	8	0.3
2017	11			LT	3,950	5,000	5,000	3,300	1,400	15	0.5	5	0.2
2018	11			LT	4,050	5,150	5,150	3,400	1,400	15	0.5	7	0.2
2019	11			LT	3,950	5,000	5,000	3,300	1,400	17	0.6	9	0.3
2021	11			LT	4,000	5,000	5,000	3,350	1,400	17	0.6	5	0.2
1988	11	HWY 582 (S JCT) HURKETT RD (E) BLACK STURGEON RD (W)	6.8	LT	3,850	5,450	5,450	2,950	960	15	1.6	6	0.6
1989	11			LT	3,900	5,400	5,400	2,900	980	16	1.7	2	0.2
1990	11			LT	3,900	5,700	5,450	2,850	820	11	1.1	2	0.2
1991	11			LT	3,800	5,300	5,150	2,800	800	9	1.0	1	0.1
1992	11			LT	3,700	5,150	5,000	2,850	780	12	1.3	1	0.1
1993	11			C	3,650	4,000	4,050	3,350	730	11	1.2	2	0.2
1994	11			C	3,650	4,000	4,050	3,300	730	15	1.7	4	0.4
1995	11			C	3,650	4,000	4,100	3,350	730	13	1.4	5	0.6
1996	11			LT	3,700	5,200	5,100	2,700	810	25	2.7	9	1.0
1997	11			LT	3,750	5,300	5,200	2,800	820	14	1.5	5	0.5
1998	11			LT	3,800	5,300	5,200	2,750	840	5	0.5	2	0.2
1999	11			LT	3,850	5,350	5,250	2,800	920	14	1.5	4	0.4
2000	11			LT	3,900	5,450	5,300	2,850	940	12	1.2	3	0.3
2001	11			LT	3,900	5,450	5,300	2,850	940	18	1.9	8	0.8
2002	11			LT	3,950	5,500	5,400	2,900	990	12	1.2	3	0.3
2003	11			LT	4,700	6,450	6,350	3,450	1,200	14	1.2	3	0.3
2004	11			LT	4,400	6,150	6,000	3,200	1,500	17	1.6	2	0.2
2005	11			LT	4,100	5,600	5,500	3,000	980	19	1.9	9	0.9
2006	11			LT	4,050	5,550	5,400	3,000	970	10	1.0	1	0.1
2007	11			LT	3,500	4,800	4,950	2,550	880	9	1.0	2	0.2
2008	11			LT	3,750	5,150	4,900	2,750	940	7	0.8	1	0.1
2009	11			LT	3,950	5,350	5,200	2,900	1,300	4	0.4	2	0.2
2010	11			LT	3,950	5,300	5,200	2,900	1,300	9	0.9	4	0.4
2011	11			LT	3,900	5,000	5,100	3,200	1,350	9	0.9	2	0.2
2012	11			LT	3,800	4,950	4,700	2,900	1,300	10	1.1	3	0.3
2013	11			LT	3,750	4,900	4,900	2,850	1,300	8	0.9	2	0.2
2014	11			LT	3,750	4,900	5,000	2,850	1,300	11	1.2	6	0.6
2015	11			LT	3,950	5,150	5,250	3,000	1,400	11	1.1	4	0.4
2016	11			LT	3,950	5,150	5,250	3,000	1,400	4	0.4	0	0.0
2017	11			LT	3,950	5,000	5,000	3,300	1,400	5	0.5	2	0.2
2018	11			LT	3,950	5,550	5,500	3,050	1,400	4	0.4	1	0.1
2019	11			LT	3,950	5,550	5,500	3,050	1,400	4	0.4	3	0.3
2021	11			LT	3,950	5,400	5,350	3,050	1,400	9	0.9	7	0.7

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2009	11	DORION LOOP RD (N JCT) (W)	5.6	LT	3,300	4,450	4,350	2,450	30	4	0.6	0	0.0
2010	11			LT	3,600	4,850	4,750	2,650	40	6	0.8	1	0.1
2011	11			LT	3,850	4,950	5,050	3,150	1,400	3	0.4	2	0.3
2012	11			LT	3,600	4,700	4,500	2,750	1,300	4	0.5	1	0.1
2013	11			LT	3,900	5,100	5,100	2,950	1,400	8	1.0	5	0.6
2014	11			LT	3,300	4,300	4,400	2,500	1,350	2	0.3	1	0.1
2015	11			LT	3,650	4,750	4,850	2,750	1,500	2	0.3	0	0.0
2016	11			LT	3,650	4,750	4,850	2,750	1,500	6	0.8	2	0.3
2017	11			LT	3,700	4,700	4,700	3,100	1,500	3	0.4	1	0.1
2018	11			LT	3,700	4,700	4,700	3,100	1,500	4	0.5	0	0.0
2019	11			LT	3,700	4,700	4,700	3,100	1,500	6	0.8	2	0.3
2021	11			LT	3,750	4,700	4,700	3,150	1,550	7	0.9	2	0.3
1988	11	OUIMET CANYON PROV PARK RD (W)	23.9	LT	3,100	4,400	4,350	2,350	710	22	0.8	4	0.1
1989	11			LT	3,100	4,300	4,300	2,300	710	19	0.7	5	0.2
1990	11			LT	3,150	4,600	4,400	2,300	720	17	0.6	2	0.1
1991	11			LT	3,150	4,400	4,250	2,350	500	20	0.7	3	0.1
1992	11			LT	3,150	4,400	4,250	2,450	500	22	0.8	5	0.2
1993	11			LT	3,200	4,450	3,950	2,350	580	34	1.2	9	0.3
1994	11			LT	3,300	4,850	4,650	2,400	590	24	0.8	5	0.2
1995	11			LT	3,400	4,900	4,750	2,500	610	20	0.7	8	0.3
1996	11			LT	3,550	5,000	4,900	2,600	640	33	1.1	9	0.3
1997	11			LT	3,550	5,000	4,900	2,650	640	24	0.8	10	0.3
1998	11			LT	3,600	5,050	4,950	2,650	650	17	0.5	6	0.2
1999	11			LT	3,700	5,150	5,050	2,700	700	31	1.0	8	0.2
2000	11			LT	3,800	5,300	5,200	2,750	720	31	0.9	11	0.3
2001	11			LT	3,850	5,400	5,250	2,800	730	40	1.2	13	0.4
2002	11			LT	3,950	5,500	5,400	2,900	750	28	0.8	4	0.1
2003	11			LT	4,500	6,200	6,050	3,300	860	32	0.8	11	0.3
2004	11			LT	4,500	6,300	6,150	3,300	860	34	0.9	8	0.2
2005	11			LT	4,200	5,750	5,650	3,100	800	20	0.5	6	0.2
2006	11			LT	4,200	5,750	5,600	3,100	800	39	1.1	10	0.3
2007	11			LT	3,900	5,350	5,500	2,850	740	29	0.9	10	0.3
2008	11			LT	4,300	5,900	5,650	3,150	820	23	0.6	8	0.2
2009	11			LT	4,050	5,450	5,350	3,000	1,450	27	0.8	7	0.2
2010	11			LT	4,450	6,000	5,850	3,300	1,600	20	0.5	2	0.1
2011	11			LT	3,500	4,500	4,550	2,900	1,250	35	1.1	12	0.4
2012	11			LT	3,500	4,550	4,350	2,650	1,250	30	1.0	10	0.3
2013	11			LT	4,200	5,500	5,500	3,150	1,500	23	0.6	4	0.1
2014	11			LT	3,950	5,150	5,250	3,000	1,750	17	0.5	7	0.2
2015	11			LT	4,200	5,500	5,600	3,150	1,850	20	0.5	6	0.2
2016	11			LT	4,250	5,550	5,650	3,200	1,900	21	0.6	8	0.2

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2017	11			LT	4,300	5,450	5,450	3,600	1,900	25	0.7	10	0.3
2018	11			LT	4,300	6,000	5,950	3,300	1,500	30	0.8	12	0.3
2019	11			LT	4,350	6,100	6,050	3,350	1,500	23	0.6	9	0.2
2021	11			LT	4,400	6,050	6,000	3,400	1,550	27	0.7	14	0.4
1988	11	SEC HWY 587 PASS LAKE RD (E)	7.0	LT	3,600	5,100	5,100	2,750	790	10	1.1	1	0.1
1989	11			LT	3,650	5,050	5,050	2,700	800	15	1.6	3	0.3
1990	11			LT	3,700	5,400	5,200	2,700	810	8	0.8	3	0.3
1991	11			LT	4,250	5,950	5,750	3,150	640	4	0.4	0	0.0
1992	11			LT	4,800	6,650	6,500	3,700	960	12	1.0	3	0.2
1993	11			LT	5,300	7,350	6,550	3,900	950	7	0.5	2	0.1
1994	11			LT	5,350	7,850	7,550	3,900	960	17	1.2	5	0.4
1995	11			LT	5,400	7,750	7,550	3,950	970	10	0.7	3	0.2
1996	11			LT	5,450	7,700	7,500	4,000	980	5	0.4	4	0.3
1997	11			LT	5,250	7,400	7,250	3,900	940	12	0.9	1	0.1
1998	11			LT	5,050	7,050	6,900	3,700	1,100	13	1.0	2	0.2
1999	11			LT	5,100	7,100	6,950	3,700	970	8	0.6	0	0.0
2000	11			LT	5,150	7,200	7,000	3,750	980	10	0.8	1	0.1
2001	11			LT	5,200	7,300	7,100	3,800	990	7	0.5	4	0.3
2002	11			LT	5,000	7,000	6,800	3,650	1,050	13	1.0	4	0.3
2003	11			LT	5,100	7,000	6,850	3,750	1,050	11	0.8	4	0.3
2004	11			LT	5,300	7,400	7,200	3,900	1,950	12	0.9	1	0.1
2005	11			LT	5,100	7,000	6,850	3,750	1,000	12	0.9	4	0.3
2006	11			LT	5,050	6,900	6,750	3,700	1,000	7	0.5	0	0.0
2007	11			LT	5,050	6,950	7,150	3,700	1,000	23	1.8	9	0.7
2008	11			LT	5,000	6,850	6,550	3,700	1,000	10	0.8	1	0.1
2009	11			LT	5,000	6,750	6,600	3,700	1,350	8	0.6	0	0.0
2010	11			LT	4,950	6,650	6,500	3,650	1,350	13	1.0	4	0.3
2011	11			LT	4,950	6,350	6,450	4,050	1,400	8	0.6	1	0.1
2012	11			LT	4,800	6,250	5,950	3,650	1,350	4	0.3	0	0.0
2013	11			LT	4,900	6,400	6,400	3,700	1,450	9	0.7	4	0.3
2014	11			LT	3,350	4,350	4,450	2,550	1,150	12	1.4	6	0.7
2015	11			LT	4,550	5,950	6,050	3,450	1,550	14	1.2	0	0.0
2016	11			LT	4,500	5,900	6,000	3,400	1,550	5	0.4	1	0.1
2017	11			LT	4,450	6,250	6,150	3,450	1,500	12	1.1	3	0.3
2018	11			LT	4,400	6,150	6,100	3,400	1,500	7	0.6	4	0.4
2019	11			LT	4,350	6,100	6,050	3,350	1,500	6	0.5	3	0.3
2021	11			LT	4,250	5,850	5,750	3,250	1,450	11	1.0	1	0.1
1988	11	LAKESHORE DR (E)	8.3	LT	4,150	5,900	5,850	3,150	710	15	1.2	0	0.0
1989	11			LT	4,250	5,900	5,850	3,150	720	21	1.6	4	0.3
1990	11			LT	4,050	5,900	5,650	2,950	730	12	1.0	3	0.2
1991	11			LT	4,000	5,600	5,400	2,950	720	20	1.7	7	0.6

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1992	11			LT	4,000	5,550	5,400	3,100	760	12	1.0	0	0.0
1993	11			LT	4,000	5,550	4,950	2,950	760	16	1.3	2	0.2
1994	11			LT	4,250	6,250	6,000	3,100	810	10	0.8	2	0.2
1995	11			LT	4,400	6,300	6,150	3,200	840	12	0.9	2	0.2
1996	11			LT	4,750	6,700	6,550	3,500	1,250	12	0.8	5	0.3
1997	11			T	4,850	8,350	8,200	3,000	1,250	12	0.8	5	0.3
1998	11			T	4,900	8,350	8,200	3,000	1,250	15	1.0	2	0.1
1999	11			T	5,200	8,750	8,550	3,200	1,050	19	1.2	5	0.3
2000	11			T	5,100	8,400	8,050	3,150	1,000	13	0.8	5	0.3
2001	11			T	5,250	8,600	8,300	3,250	1,050	20	1.3	6	0.4
2002	11			T	5,100	8,350	8,050	3,150	760	14	0.9	3	0.2
2003	11			T	5,450	8,600	8,200	3,450	820	16	1.0	5	0.3
2004	11			T	5,550	9,100	8,750	3,450	830	22	1.3	3	0.2
2005	11			T	5,650	8,800	8,450	3,550	1,300	22	1.3	6	0.4
2006	11			T	5,450	8,450	8,050	3,450	1,250	14	0.9	3	0.2
2007	11			T	5,900	9,100	8,700	3,700	1,900	28	1.6	6	0.3
2008	11			T	5,100	7,700	7,600	3,250	1,650	16	1.0	5	0.3
2009	11			T	4,600	6,750	6,550	2,950	1,200	14	1.0	0	0.0
2010	11			T	4,750	6,950	6,650	3,050	1,250	18	1.3	7	0.5
2011	11			LT	5,500	7,050	7,200	4,500	1,450	21	1.3	1	0.1
2012	11			LT	5,800	7,550	7,200	4,400	1,500	28	1.6	4	0.2
2013	11			LT	5,600	7,300	7,300	4,250	1,450	0	0.0	0	0.0
2014	11			LT	5,650	7,400	7,500	4,250	1,450	1	0.1	0	0.0
2015	11			LT	5,700	7,450	7,550	4,300	1,500	8	0.5	1	0.1
2016	11			LT	5,750	7,500	7,650	4,350	1,500	7	0.4	0	0.0
2017	11			LT	5,800	8,100	8,050	4,450	1,500	9	0.5	1	0.1
2018	11			LT	5,850	8,200	8,100	4,500	1,500	12	0.7	2	0.1
2019	11			LT	5,900	8,250	8,200	4,550	1,550	7	0.4	0	0.0
2021	11			LT	6,000	8,250	8,150	4,600	1,550	10	0.6	0	0.0
2013	11	MACKENZIE STATION RD/LAKESHORE DR (WEST CONNECTION) HWY 7242	14.8	CTR	5,000	6,100	6,300	4,250	0	17	0.6	3	0.1
2014	11			CTR	5,200	6,350	6,400	4,400	0	17	0.6	2	0.1
2015	11			CTR	5,400	6,600	6,650	4,600	0	24	0.8	4	0.1
2016	11			CTR	5,600	6,850	6,900	4,750	0	12	0.4	1	0.0
2017	11			CTR	5,650	7,550	7,500	4,600	0	12	0.4	1	0.0
2018	11			CTR	5,900	7,900	7,850	4,800	0	4	0.1	0	0.0
2019	11			CTR	6,050	8,050	8,050	4,900	0	15	0.5	4	0.1
2021	11			CTR	6,250	8,150	8,100	5,100	1,550	18	0.5	8	0.2
1988	11	SEC HWY 527 (W)/SPRUCE RIVER RD (E)	3.8	LT	5,650	8,000	7,950	4,300	850	17	2.2	4	0.5
1989	11			LT	5,700	7,900	7,850	4,200	860	14	1.8	0	0.0
1990	11			LT	5,800	8,450	8,100	4,250	1,150	13	1.6	5	0.6
1991	11			LT	5,650	7,900	7,650	4,200	1,150	18	2.3	4	0.5

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1992	11			LT	5,500	7,650	7,450	4,250	940	9	1.2	3	0.4
1993	11			LT	5,500	7,600	6,800	4,050	940	8	1.0	2	0.3
1994	11			LT	5,800	8,500	8,200	4,200	990	14	1.7	0	0.0
1995	11			LT	6,500	9,350	9,050	4,750	1,100	11	1.2	1	0.1
1996	11			LT	7,700	10,900	10,600	5,650	1,700	16	1.5	4	0.4
1997	11			LT	7,400	10,400	10,200	5,500	1,650	4	0.4	2	0.2
1998	11			LT	7,100	9,950	9,750	5,200	1,550	6	0.6	1	0.1
1999	11			LT	6,750	9,400	9,200	4,950	1,500	16	1.7	8	0.9
2000	11			LT	7,000	9,750	9,550	5,100	1,600	12	1.2	5	0.5
2001	11			LT	6,900	9,650	9,400	5,050	1,600	12	1.3	0	0.0
2002	11			LT	6,900	9,650	9,400	5,050	1,300	13	1.4	4	0.4
2003	11			LT	6,950	9,550	9,350	5,150	1,300	10	1.0	2	0.2
2004	11			LT	6,800	9,500	9,250	5,000	1,500	11	1.2	5	0.5
2005	11			CR	6,750	8,200	7,850	5,700	1,800	8	0.9	2	0.2
2006	11			CR	7,350	8,900	8,550	6,200	2,000	8	0.8	2	0.2
2007	11			IR	7,000	8,500	8,450	5,950	1,250	10	1.0	1	0.1
2008	11			IR	6,900	8,350	8,200	5,900	1,250	7	0.7	2	0.2
2009	11			CTR	7,050	8,600	8,300	6,000	1,600	11	1.1	4	0.4
2010	11			CTR	6,150	7,500	7,200	5,200	1,400	13	1.5	4	0.5
2011	11			CTR	7,150	8,700	8,350	6,050	2,000	14	1.4	2	0.2
2012	11			CTR	6,150	7,450	7,350	5,250	1,700	10	1.2	0	0.0
2013	11			CTR	6,800	8,300	8,550	5,800	1,900	9	1.0	2	0.2
2014	11			CTR	5,400	6,600	6,650	4,600	1,700	6	0.8	1	0.1
2015	11			CTR	6,500	7,950	8,000	5,500	2,050	4	0.4	2	0.2
2016	11			CTR	6,500	7,950	8,000	5,500	2,050	8	0.9	1	0.1
2017	11			CTR	6,450	8,600	8,550	5,250	2,000	10	1.1	1	0.1
2018	11			CTR	6,450	8,600	8,600	5,250	2,000	3	0.3	0	0.0
2019	11			CTR	6,400	8,550	8,500	5,200	2,000	6	0.7	2	0.2
2021	11			CTR	6,350	8,300	8,250	5,200	1,950	9	1.0	1	0.1
1988	11	HWYS 11B/17B HODDER AVE (E)/COPENHAGEN RD (W)	4.1	LT	5,650	8,000	7,950	4,300	850	23	2.7	3	0.4
1989	11			LT	6,000	8,350	8,300	4,450	900	26	2.9	4	0.4
1990	11			LT	5,350	7,800	7,500	3,900	1,000	21	2.6	5	0.6
1991	11			LT	5,400	7,550	7,300	4,000	1,050	18	2.2	3	0.4
1992	11			LT	5,450	7,600	7,350	4,200	760	13	1.6	3	0.4
1993	11			LT	5,700	7,900	7,050	4,200	800	14	1.6	0	0.0
1994	11			LT	5,950	8,750	8,400	4,300	830	20	2.2	4	0.4
1995	11			LT	6,100	8,750	8,500	4,450	850	21	2.3	2	0.2
1996	11			LT	6,300	8,900	8,700	4,650	760	10	1.1	2	0.2
1997	11			LT	6,550	9,250	9,050	4,850	790	11	1.1	2	0.2
1998	11			LT	6,700	9,400	9,200	4,900	800	17	1.7	2	0.2
1999	11			LT	7,050	9,800	9,600	5,150	850	8	0.8	1	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2000	11			LT	7,300	10,200	9,950	5,350	880	11	1.0	2	0.2
2001	11			LT	7,500	10,500	10,200	5,500	900	12	1.1	2	0.2
2002	11			LT	7,350	10,300	10,000	5,400	1,300	14	1.3	2	0.2
2003	11			LT	7,300	10,000	9,850	5,400	1,300	16	1.5	2	0.2
2004	11			LT	7,300	10,200	9,950	5,350	1,300	15	1.4	1	0.1
2005	11			LT	7,250	9,950	9,700	5,350	1,600	12	1.1	0	0.0
2006	11			LT	7,600	10,400	10,100	5,600	1,650	14	1.2	2	0.2
2007	11			LT	7,300	10,000	10,300	5,350	1,250	12	1.1	2	0.2
2008	11			LT	7,000	9,600	9,200	5,150	1,200	18	1.7	0	0.0
2009	11			LT	7,150	9,650	9,450	5,300	1,200	11	1.0	2	0.2
2010	11			LT	6,400	8,600	8,450	4,700	1,100	13	1.4	1	0.1
2011	11			LT	7,750	9,950	10,100	6,350	1,300	14	1.2	1	0.1
2012	11			LT	6,400	8,350	7,950	4,850	1,100	15	1.6	1	0.1
2013	11			LT	7,400	9,650	9,650	5,600	1,250	15	1.4	4	0.4
2014	11			IC	5,700	6,300	6,300	5,050	1,550	11	1.3	0	0.0
2015	11			IC	7,150	7,900	7,900	6,350	1,900	15	1.4	1	0.1
2016	11			IC	7,150	7,900	7,900	6,350	1,900	15	1.4	2	0.2
2017	11			IC	7,200	7,900	7,950	6,550	1,950	7	0.6	0	0.0
2018	11			IC	7,200	7,900	7,950	6,500	1,950	16	1.5	1	0.1
2019	11			IC	7,250	7,950	8,000	6,550	1,950	12	1.1	0	0.0
2021	11			IC	7,250	7,850	7,900	6,550	1,950	13	1.2	1	0.1
1988	11	BALSAM AVE	2.3	C	10,600	11,800	11,800	9,550	1,150	5	0.6	1	0.1
1989	11			C	10,900	12,100	12,200	9,800	1,200	7	0.8	2	0.2
1990	11			C	11,100	12,300	12,300	10,000	1,650	13	1.4	2	0.2
1991	11			C	11,100	12,200	12,300	10,100	1,650	8	0.9	0	0.0
1992	11			C	11,200	12,100	12,400	10,300	1,450	12	1.3	1	0.1
1993	11			C	11,300	12,300	12,500	10,400	1,450	6	0.6	0	0.0
1994	11			SC	11,600	12,100	13,300	10,700	1,750	8	0.8	1	0.1
1995	11			SC	11,700	12,200	13,600	10,600	1,750	5	0.5	3	0.3
1996	11			LT	12,000	16,900	16,500	8,800	1,100	9	0.9	1	0.1
1997	11			C	12,400	14,000	14,100	11,200	1,100	9	0.9	3	0.3
1998	11			C	12,600	14,200	14,200	11,300	1,150	7	0.7	1	0.1
1999	11			C	13,000	14,600	14,700	11,700	1,700	8	0.7	2	0.2
2000	11			C	12,400	14,000	14,000	11,200	1,600	14	1.3	5	0.5
2001	11			C	12,300	13,900	13,900	11,100	1,600	12	1.2	3	0.3
2002	11			C	12,000	13,400	13,500	10,800	1,800	8	0.8	0	0.0
2003	11			C	12,300	13,700	13,800	11,100	1,850	11	1.1	2	0.2
2004	11			C	12,300	13,900	13,900	11,100	1,850	14	1.4	1	0.1
2005	11			C	12,100	13,500	13,600	10,900	2,300	16	1.6	2	0.2
2006	11			C	12,400	13,800	13,900	11,200	2,350	10	1.0	1	0.1
2007	11			C	12,300	13,700	13,900	11,100	1,600	15	1.5	3	0.3

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2008	11			C	12,500	13,800	13,600	11,200	1,600	25	2.4	6	0.6
2009	11			IC	12,500	13,900	14,000	11,100	1,600	11	1.1	1	0.1
2010	11			IC	12,500	13,800	14,000	11,100	1,600	12	1.1	0	0.0
2011	11			IC	12,500	13,700	14,300	11,200	1,600	14	1.3	1	0.1
2012	11			IC	11,000	12,200	11,800	9,750	1,450	12	1.3	2	0.2
2013	11			IC	12,300	13,600	13,500	10,900	1,600	8	0.8	1	0.1
2014	11			IC	9,950	11,000	11,000	8,800	1,750	9	1.1	0	0.0
2015	11			IC	11,800	13,100	13,000	10,500	2,050	18	1.8	2	0.2
2016	11			IC	11,800	13,100	13,000	10,500	2,050	11	1.1	0	0.0
2017	11			IC	11,800	12,900	13,000	10,700	2,050	17	1.7	5	0.5
2018	11			IC	11,800	13,000	13,100	10,700	2,050	8	0.8	1	0.1
2019	11			IC	11,700	12,900	12,900	10,600	2,050	16	1.6	4	0.4
2021	11			IC	12,300	13,300	13,400	11,100	1,500	7	0.7	1	0.1
1988	11	HWY 102 (W)/RED RIVER RD (E) THUNDER BAY	1.2	C	12,800	14,200	14,200	11,500	1,300	3	0.5	2	0.4
1989	11			C	12,900	14,300	14,400	11,600	1,300	0	0.0	0	0.0
1990	11			UC	13,000	13,900	15,100	12,400	1,450	2	0.4	1	0.2
1991	11			UC	13,000	13,800	14,900	12,600	1,450	4	0.7	1	0.2
1992	11			UC	13,800	14,600	15,900	13,200	1,250	4	0.7	0	0.0
1993	11			UC	14,700	15,500	16,700	13,800	1,300	3	0.5	0	0.0
1994	11			SC	15,600	16,200	17,900	14,400	1,700	1	0.2	0	0.0
1995	11			SC	15,300	16,000	17,800	13,900	1,700	1	0.2	0	0.0
1996	11			LT	15,100	21,300	20,800	11,100	1,350	7	1.1	1	0.2
1997	11			C	15,200	17,200	17,300	13,700	1,350	2	0.3	0	0.0
1998	11			C	15,500	17,500	17,500	14,000	1,400	0	0.0	0	0.0
1999	11			C	15,600	17,500	17,600	14,000	1,700	2	0.3	0	0.0
2000	11			C	15,500	17,500	17,500	14,000	1,700	2	0.3	0	0.0
2001	11			C	15,500	17,500	17,500	14,000	1,700	2	0.3	1	0.2
2002	11			C	15,500	17,400	17,500	13,900	1,850	1	0.2	0	0.0
2003	11			C	15,500	17,300	17,400	14,000	1,850	3	0.5	1	0.2
2004	11			C	15,700	17,700	17,700	14,100	1,900	6	0.9	2	0.3
2005	11			C	15,600	17,400	17,500	14,000	1,400	3	0.5	0	0.0
2006	11			C	15,800	17,600	17,700	14,200	1,400	2	0.3	1	0.1
2007	11			C	15,600	17,300	17,600	14,000	1,400	2	0.3	1	0.2
2008	11			C	16,400	18,100	17,900	14,700	1,500	2	0.3	1	0.1
2009	11			C	15,900	17,500	17,600	14,300	1,450	3	0.4	0	0.0
2010	11			C	16,000	17,600	17,800	14,400	1,450	9	1.3	1	0.1
2011	11			C	16,000	17,600	17,800	14,400	1,450	5	0.7	1	0.1
2012	11			C	15,000	16,500	16,200	13,500	1,350	5	0.8	1	0.2
2013	11			C	15,900	17,500	17,300	14,300	1,450	5	0.7	2	0.3
2014	11			UC	12,600	12,600	12,100	12,000	1,900	8	1.5	1	0.2
2015	11			UC	15,300	15,300	14,700	14,500	2,300	13	2.0	2	0.3

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2016	11			UC	15,300	15,300	14,700	14,500	2,300	19	2.9	2	0.3
2017	11			UC	15,300	15,200	15,300	14,700	2,300	11	1.7	1	0.2
2018	11			UC	15,300	15,200	15,400	14,700	2,300	12	1.8	1	0.2
2019	11			UC	15,300	15,100	15,300	14,700	2,300	10	1.5	2	0.3
2021	11			UC	15,200	15,200	15,400	14,600	2,300	5	0.8	2	0.3
1988	11	THUNDER SUP N TO THUNDER ATIKOK	3.2	C	14,600	16,200	16,200	13,100	880	26	1.5	1	0.1
1989	11			C	14,800	16,400	16,600	13,300	890	27	1.6	4	0.2
1990	11			UC	15,000	16,100	17,400	14,200	1,350	20	1.1	2	0.1
1991	11			UC	15,000	15,900	17,200	14,600	1,350	27	1.6	4	0.2
1992	11			UC	15,500	16,400	17,800	14,900	1,400	26	1.4	6	0.3
1993	11			UC	15,800	16,600	18,000	14,800	1,400	31	1.7	2	0.1
1994	11			C	16,000	17,500	17,800	14,500	1,300	17	0.9	2	0.1
1995	11			C	15,500	16,900	17,400	14,200	1,250	30	1.7	7	0.4
1996	11			UC	15,000	15,900	17,500	14,300	1,500	35	2.0	4	0.2
1997	11			C	15,500	17,500	17,700	14,000	1,550	21	1.2	8	0.4
1998	11			C	16,100	18,200	18,200	14,500	1,600	21	1.1	3	0.2
1999	11			C	16,700	18,700	18,900	15,000	1,350	20	1.0	2	0.1
2000	11			C	17,000	19,200	19,200	15,300	1,350	25	1.3	5	0.3
2001	11			C	15,700	17,700	17,700	14,100	1,250	21	1.2	2	0.1
2002	11			C	15,700	17,600	17,700	14,100	1,550	36	2.0	2	0.1
2003	11			C	16,100	18,000	18,100	14,500	1,600	37	2.0	9	0.5
2004	11			C	16,500	18,600	18,600	14,900	1,650	30	1.6	5	0.3
2005	11			C	15,800	17,600	17,700	14,200	950	32	1.7	3	0.2
2006	11			C	16,600	18,400	18,600	14,900	1,000	40	2.1	6	0.3
2007	11			C	16,200	18,000	18,300	14,600	970	26	1.4	3	0.2
2008	11			C	18,200	20,100	19,800	16,300	1,100	34	1.6	1	0.0
2009	11			C	16,700	18,400	18,500	15,000	1,000	22	1.1	2	0.1
2010	11			C	17,000	18,700	18,900	15,300	1,000	31	1.6	3	0.2
2011	11			IC	16,200	17,800	18,500	14,500	970	12	0.6	1	0.1
2012	11			IC	17,000	18,800	18,300	15,100	1,000	16	0.8	3	0.2
2013	11			IC	17,100	18,900	18,800	15,200	1,050	35	1.8	3	0.2
2014	11			IC	17,100	18,900	18,800	15,200	1,600	22	1.1	1	0.1
2015	11			IC	17,200	19,000	19,000	15,300	1,600	34	1.7	1	0.1
2016	11			IC	17,300	19,100	19,100	15,300	1,650	24	1.2	2	0.1
2017	11			IC	17,400	19,100	19,200	15,800	1,650	20	1.0	0	0.0
2018	11			IC	17,500	19,300	19,400	15,800	1,650	28	1.4	0	0.0
2019	11			IC	17,500	19,200	19,300	15,800	1,650	21	1.0	1	0.0
2021	11			CR	17,500	20,100	20,300	15,800	520	30	1.5	5	0.2
1988	11	OLIVER RD (E&W) THUNDER BAY	1.6	C	15,500	17,200	17,200	14,000	930	6	0.7	2	0.2
1989	11			C	16,400	18,200	18,400	14,800	980	5	0.5	1	0.1
1990	11			UC	15,300	16,400	17,700	14,500	1,400	8	0.9	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1991	11			UC	15,300	16,200	17,600	14,800	1,400	6	0.7	2	0.2
1992	11			UC	15,500	16,400	17,800	14,900	1,400	15	1.7	2	0.2
1993	11			UC	15,600	16,400	17,700	14,600	1,400	11	1.2	3	0.3
1994	11			UC	16,100	17,100	18,400	15,000	1,300	8	0.9	0	0.0
1995	11			UC	15,500	16,400	17,700	14,500	1,250	10	1.1	1	0.1
1996	11			SC	15,200	16,200	17,800	13,600	1,200	3	0.3	0	0.0
1997	11			C	15,900	18,000	18,100	14,300	1,250	4	0.4	0	0.0
1998	11			C	16,800	19,000	19,000	15,100	1,350	6	0.6	1	0.1
1999	11			C	16,400	18,400	18,500	14,800	1,300	4	0.4	1	0.1
2000	11			C	16,600	18,800	18,800	14,900	1,350	12	1.2	3	0.3
2001	11			C	16,800	18,900	19,000	15,100	1,350	6	0.6	0	0.0
2002	11			C	17,000	19,000	19,200	15,300	1,200	15	1.5	1	0.1
2003	11			C	14,500	16,200	16,300	13,100	1,000	12	1.4	0	0.0
2004	11			C	18,100	20,400	20,400	16,300	1,250	16	1.5	4	0.4
2005	11			C	17,500	19,500	19,600	15,700	1,750	11	1.1	0	0.0
2006	11			C	20,100	22,300	22,500	18,100	2,000	10	0.9	1	0.1
2007	11			C	20,500	22,800	23,100	18,400	1,450	10	0.8	3	0.3
2008	11			C	19,400	21,400	21,100	17,400	1,350	7	0.6	0	0.0
2009	11			C	20,000	22,000	22,200	18,000	1,400	12	1.0	0	0.0
2010	11			C	20,200	22,300	22,500	18,200	1,400	8	0.7	1	0.1
2011	11			C	20,300	22,400	22,600	18,300	1,400	16	1.4	2	0.2
2012	11			C	20,000	22,000	21,600	18,000	1,400	22	1.9	1	0.1
2013	11			C	20,800	22,900	22,600	18,700	1,450	6	0.5	0	0.0
2014	11			UC	16,200	16,300	15,600	15,400	2,100	17	1.8	1	0.1
2015	11			UC	20,500	20,600	19,700	19,500	2,650	15	1.3	2	0.2
2016	11			UC	20,700	20,800	19,900	19,600	2,700	14	1.2	1	0.1
2017	11			UC	21,000	20,900	21,100	20,100	2,750	10	0.8	1	0.1
2018	11			UC	21,200	21,000	21,400	20,300	2,750	22	1.8	1	0.1
2019	11			UC	21,500	21,200	21,500	20,700	2,800	11	0.9	1	0.1
2021	11			UC	22,000	22,100	22,300	21,200	2,850	11	0.9	1	0.1
2008	11	HWY 61 (S)/HARBOUR EXP (E)	5.3	C	4,950	5,450	5,400	4,450	500	2	0.2	0	0.0
2009	11			C	5,850	6,450	6,500	5,250	580	9	0.8	0	0.0
2010	11			C	6,200	6,850	6,900	5,600	620	13	1.1	1	0.1
2011	11			IC	6,200	6,800	7,050	5,550	620	14	1.2	0	0.0
2012	11			IC	6,200	6,850	6,650	5,500	620	19	1.6	0	0.0
2013	11			IC	5,850	6,500	6,450	5,200	580	16	1.4	2	0.2
2014	11			IC	6,050	6,700	6,650	5,350	600	13	1.1	2	0.2
2015	11			IC	6,350	7,050	7,000	5,650	640	10	0.8	0	0.0
2016	11			IC	6,500	7,200	7,150	5,750	650	12	1.0	1	0.1
2017	11			IC	6,600	7,250	7,300	6,000	660	11	0.9	2	0.2
2018	11			IC	6,700	7,350	7,400	6,050	670	6	0.5	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2019	11			IC	6,850	7,500	7,550	6,200	680	12	0.9	2	0.2
2021	11			IC	6,750	7,300	7,350	6,100	400	8	0.6	2	0.2
2008	11	MAPLEWARD RD	4.6	C	4,850	5,350	5,300	4,350	630	2	0.2	0	0.0
2009	11			C	4,050	4,450	4,500	3,650	530	3	0.4	0	0.0
2010	11			C	4,600	5,050	5,100	4,150	600	12	1.5	1	0.1
2011	11			IC	4,000	4,400	4,550	3,600	520	4	0.6	0	0.0
2012	11			IC	4,500	5,000	4,850	4,000	580	5	0.7	0	0.0
2013	11			IC	3,950	4,350	4,350	3,500	510	5	0.7	0	0.0
2014	11			IC	3,700	4,100	4,100	3,300	480	5	0.8	1	0.2
2015	11			IC	3,700	4,100	4,100	3,300	480	3	0.5	1	0.2
2016	11			IC	3,550	3,950	3,900	3,150	460	14	2.3	0	0.0
2017	11			IC	3,400	3,700	3,750	3,100	440	8	1.4	1	0.2
2018	11			IC	3,300	3,650	3,650	3,000	430	8	1.4	1	0.2
2019	11			IC	3,400	3,750	3,750	3,050	440	1	0.2	0	0.0
2021	11			IC	3,500	3,800	3,800	3,150	320	7	1.2	1	0.2
2008	11	TWIN CITY CROSS ROAD	2.3	LT	4,850	6,650	6,350	3,600	780	1	0.2	0	0.0
2009	11			LT	2,850	3,850	3,750	2,100	460	4	1.7	0	0.0
2010	11			LT	5,700	7,650	7,500	4,200	910	12	2.5	0	0.0
2011	11			LT	5,700	7,300	7,450	4,700	970	6	1.3	1	0.2
2012	11			LT	5,700	7,450	7,100	4,300	970	10	2.1	0	0.0
2013	11			LT	3,350	4,350	4,350	2,550	2,500	6	2.2	0	0.0
2014	11			LT	2,950	3,850	3,900	2,250	980	5	2.0	0	0.0
2015	11			LT	3,750	4,900	5,000	2,850	1,250	3	1.0	0	0.0
2016	11			LT	3,600	4,700	4,800	2,700	1,200	4	1.3	0	0.0
2017	11			LT	3,450	4,400	4,400	2,900	1,150	4	1.4	0	0.0
2018	11			LT	3,250	4,150	4,150	2,750	1,100	3	1.1	0	0.0
2019	11			LT	3,100	3,950	3,950	2,600	1,050	5	1.9	1	0.4
2021	11			LT	3,100	3,900	3,900	2,600	280	3	1.2	0	0.0
1994	11	HWY 130 (S) VIBERT RD (N)	9.4	LT	5,000	7,350	7,050	3,650	900	0	0.0	0	0.0
1995	11			LT	5,300	7,600	7,400	3,900	950	0	0.0	0	0.0
1996	11			IC	5,500	6,200	6,200	4,900	990	2	0.1	0	0.0
1997	11			IC	5,800	6,500	6,550	5,100	1,050	1	0.1	1	0.1
1998	11			IC	6,100	6,850	6,850	5,450	1,100	0	0.0	0	0.0
1999	11			IC	6,150	6,900	6,900	5,450	920	0	0.0	0	0.0
2000	11			IC	6,350	7,100	7,100	5,650	950	1	0.0	0	0.0
2001	11			IC	6,250	7,000	7,000	5,550	940	0	0.0	0	0.0
2002	11			IC	6,650	7,400	7,450	5,850	1,000	0	0.0	0	0.0
2003	11			IC	6,300	7,000	7,100	5,600	940	0	0.0	0	0.0
2004	11			IC	6,600	7,400	7,400	5,850	990	1	0.0	0	0.0
2005	11			CR	6,500	7,900	7,600	5,500	980	2	0.1	0	0.0
2006	11			CR	6,600	8,000	7,700	5,550	990	3	0.1	3	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2007	11			CR	5,950	7,200	7,200	5,000	1,900	0	0.0	0	0.0
2008	11			CR	6,800	8,250	8,150	5,750	2,200	10	0.4	2	0.1
2009	11			CTR	6,900	8,400	8,150	5,850	1,050	22	0.9	3	0.1
2010	11			CTR	7,000	8,500	8,200	5,950	1,050	15	0.6	0	0.0
2011	11			CTR	6,500	7,900	7,600	5,500	980	20	0.9	2	0.1
2012	11			CTR	6,700	8,150	8,050	5,700	1,000	14	0.6	1	0.0
2013	11			CTR	6,650	8,100	8,350	5,650	1,000	16	0.7	1	0.0
2014	11			CR	6,100	7,200	7,150	5,200	920	11	0.5	1	0.0
2015	11			CR	6,950	8,200	8,150	5,900	1,050	19	0.8	2	0.1
2016	11			CR	7,000	8,250	8,200	5,950	1,050	17	0.7	3	0.1
2017	11			CR	7,050	8,150	8,200	6,350	1,050	17	0.7	2	0.1
2018	11			CR	7,150	8,300	8,350	6,400	1,050	17	0.7	3	0.1
2019	11			CR	7,200	8,350	8,400	6,450	1,100	12	0.5	3	0.1
2021	11			CR	6,950	8,000	8,050	6,250	630	7	0.3	0	0.0
1988	11	SEC HWY 588 (S)	4.3	LT	4,300	6,100	6,050	3,250	690	14	2.1	5	0.7
1989	11			LT	4,700	6,550	6,500	3,500	750	6	0.8	2	0.3
1990	11			LT	3,850	5,600	5,400	2,800	620	4	0.7	0	0.0
1991	11			LT	4,000	5,600	5,400	2,950	640	9	1.4	0	0.0
1992	11			LT	4,150	5,750	5,600	3,200	660	18	2.8	2	0.3
1993	11			LT	4,300	5,950	5,350	3,150	860	7	1.0	1	0.1
1994	11			LT	4,400	6,450	6,200	3,200	880	9	1.3	0	0.0
1995	11			LT	4,500	6,450	6,300	3,300	900	11	1.6	0	0.0
1996	11			LT	4,600	6,500	6,350	3,400	740	9	1.2	3	0.4
1997	11			LT	4,650	6,550	6,400	3,450	740	5	0.7	0	0.0
1998	11			LT	4,700	6,600	6,450	3,450	750	5	0.7	0	0.0
1999	11			LT	4,750	6,600	6,450	3,450	760	7	0.9	0	0.0
2000	11			LT	4,850	6,750	6,600	3,550	780	3	0.4	0	0.0
2001	11			LT	4,700	6,600	6,400	3,450	750	3	0.4	0	0.0
2002	11			LT	5,000	7,000	6,800	3,650	800	4	0.5	0	0.0
2003	11			LT	4,750	6,550	6,400	3,500	760	7	0.9	1	0.1
2004	11			LT	4,500	6,300	6,150	3,300	720	7	1.0	0	0.0
2005	11			LT	4,450	6,100	5,950	3,250	1,000	3	0.4	0	0.0
2006	11			LT	4,750	6,500	6,350	3,500	1,100	5	0.7	0	0.0
2007	11			LT	4,850	6,650	6,850	3,550	970	7	0.9	1	0.1
2008	11			LT	4,800	6,600	6,300	3,550	960	7	0.9	0	0.0
2009	11			LT	4,800	6,500	6,350	3,550	960	4	0.5	0	0.0
2010	11			LT	4,800	6,450	6,300	3,550	960	12	1.6	0	0.0
2011	11			LT	4,850	6,200	6,350	4,000	920	7	0.9	1	0.1
2012	11			LT	4,600	6,000	5,700	3,500	870	11	1.5	3	0.4
2013	11			LT	4,850	6,350	6,350	3,650	840	10	1.3	0	0.0
2014	11			LT	4,200	5,500	5,600	3,150	670	4	0.6	1	0.2

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2015	11			LT	4,700	6,150	6,250	3,550	750	13	1.8	0	0.0
2016	11			LT	4,700	6,150	6,250	3,550	750	9	1.2	0	0.0
2017	11			LT	4,700	5,950	6,000	3,950	750	6	0.8	0	0.0
2018	11			LT	4,700	6,000	6,000	3,950	750	6	0.8	1	0.1
2019	11			LT	4,700	5,950	6,000	3,950	750	5	0.7	0	0.0
2021	11			LT	4,550	5,700	5,700	3,800	500	12	1.7	1	0.1
1997	11	OLIVER RD (N) TO MURILLO	2.0	CTR	4,950	6,350	6,100	4,150	790	6	1.7	3	0.8
1998	11			CTR	5,350	6,800	6,550	4,500	860	6	1.6	0	0.0
1999	11			CTR	5,900	7,450	7,150	4,950	880	9	2.1	0	0.0
2000	11			CTR	6,000	7,550	7,250	5,050	900	2	0.5	1	0.2
2001	11			CTR	5,450	6,900	6,600	4,600	820	10	2.5	2	0.5
2002	11			CTR	5,600	7,050	6,800	4,750	840	7	1.7	2	0.5
2003	11			CTR	6,100	7,600	7,300	5,150	920	5	1.1	0	0.0
2004	11			CTR	5,850	7,400	7,100	4,950	880	3	0.7	0	0.0
2005	11			CTR	5,650	7,000	6,700	4,800	850	6	1.5	0	0.0
2006	11			CTR	5,350	6,600	6,350	4,550	800	2	0.5	1	0.3
2007	11			CTR	5,200	6,450	6,400	4,400	1,050	6	1.6	1	0.3
2008	11			CTR	5,300	6,550	6,450	4,500	1,050	3	0.8	1	0.3
2009	11			CTR	5,600	6,850	6,600	4,750	1,250	2	0.5	0	0.0
2010	11			CTR	5,000	6,100	5,850	4,250	1,100	2	0.6	2	0.6
2011	11			CTR	5,650	6,900	6,600	4,800	1,250	8	2.0	1	0.2
2012	11			CTR	4,700	5,700	5,650	4,000	1,050	6	1.8	0	0.0
2013	11			CTR	5,050	6,150	6,350	4,300	1,750	6	1.6	0	0.0
2014	11			CTR	4,700	5,750	5,800	4,000	900	3	0.9	2	0.6
2015	11			CTR	5,050	6,150	6,200	4,300	960	6	1.6	1	0.3
2016	11			CTR	5,000	6,100	6,150	4,250	960	6	1.7	1	0.3
2017	11			CTR	4,950	6,600	6,600	4,050	950	9	2.5	0	0.0
2018	11			CTR	4,900	6,550	6,500	4,000	940	3	0.8	4	1.1
2019	11			CTR	4,850	6,450	6,450	3,950	930	1	0.3	0	0.0
2021	11			CTR	4,800	6,250	6,200	3,900	580	2	0.6	0	0.0
1988	11	SEC HWY 590 (S)	15.2	LT	2,250	3,200	3,150	1,700	520	17	1.4	1	0.1
1989	11			LT	2,350	3,250	3,250	1,750	540	19	1.5	1	0.1
1990	11			LT	2,400	3,500	3,350	1,750	550	12	0.9	4	0.3
1991	11			LT	2,250	3,150	3,050	1,650	520	16	1.3	2	0.2
1992	11			LT	2,200	3,050	2,950	1,700	510	15	1.2	6	0.5
1993	11			LT	2,200	3,050	2,750	1,600	530	22	1.8	2	0.2
1994	11			LT	2,250	3,300	3,200	1,650	540	14	1.1	2	0.2
1995	11			LT	2,250	3,250	3,150	1,650	540	7	0.6	0	0.0
1996	11			LT	2,300	3,250	3,150	1,700	550	15	1.2	5	0.4
1997	11			LT	2,350	3,300	3,250	1,750	560	11	0.8	4	0.3
1998	11			LT	2,500	3,500	3,450	1,800	600	17	1.2	3	0.2

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1999	11			LT	2,500	3,450	3,400	1,800	580	11	0.8	2	0.1
2000	11			LT	2,450	3,400	3,350	1,800	560	13	1.0	6	0.4
2001	11			LT	2,450	3,450	3,350	1,800	510	16	1.2	2	0.1
2002	11			LT	2,400	3,350	3,250	1,750	500	18	1.4	7	0.5
2003	11			LT	2,550	3,500	3,450	1,900	540	19	1.3	4	0.3
2004	11			LT	2,550	3,550	3,450	1,850	430	21	1.5	9	0.6
2005	11			LT	2,600	3,550	3,500	1,900	620	15	1.0	1	0.1
2006	11			LT	2,600	3,550	3,450	1,900	490	14	1.0	4	0.3
2007	11			LT	2,650	3,650	3,750	1,950	870	13	0.9	7	0.5
2008	11			LT	2,450	3,350	3,200	1,800	440	26	1.9	3	0.2
2009	11			LT	2,300	3,100	3,050	1,700	670	26	2.0	4	0.3
2010	11			LT	2,600	3,500	3,400	1,900	750	10	0.7	2	0.1
2011	11			LT	2,750	3,500	3,600	2,250	880	19	1.2	3	0.2
2012	11			LT	2,200	2,850	2,750	1,650	700	22	1.8	6	0.5
2013	11			LT	2,400	3,150	3,150	1,800	820	16	1.2	5	0.4
2014	11			LT	2,250	2,950	3,000	1,700	650	20	1.6	1	0.1
2015	11			LT	2,500	3,250	3,300	1,900	720	14	1.0	3	0.2
2016	11			LT	2,500	3,250	3,300	1,900	720	17	1.2	2	0.1
2017	11			LT	2,500	3,500	3,450	1,950	720	24	1.7	3	0.2
2018	11			LT	2,500	3,500	3,450	1,950	720	15	1.1	0	0.0
2019	11			LT	2,500	3,500	3,450	1,950	720	13	0.9	3	0.2
2021	11			LT	2,400	3,300	3,250	1,850	550	7	0.5	0	0.0
1988	11	HWY 102(N) SISTONEN'S CORNER	21.0	LT	3,100	4,400	4,350	2,350	780	22	0.9	3	0.1
1989	11			LT	3,250	4,500	4,500	2,400	810	19	0.8	9	0.4
1990	11			LT	3,400	4,950	4,750	2,500	850	20	0.8	6	0.2
1991	11			LT	3,250	4,550	4,400	2,400	810	35	1.4	14	0.6
1992	11			LT	3,200	4,450	4,300	2,450	800	28	1.1	3	0.1
1993	11			LT	3,200	4,450	3,950	2,350	830	28	1.1	9	0.4
1994	11			LT	3,200	4,700	4,500	2,350	830	32	1.3	11	0.4
1995	11			LT	3,450	4,950	4,800	2,550	900	38	1.4	13	0.5
1996	11			LT	3,700	5,200	5,100	2,700	700	32	1.1	9	0.3
1997	11			LT	3,850	5,450	5,300	2,850	730	30	1.0	9	0.3
1998	11			LT	4,050	5,650	5,550	2,950	770	30	1.0	11	0.4
1999	11			LT	4,200	5,850	5,700	3,050	1,050	22	0.7	9	0.3
2000	11			LT	4,250	5,900	5,800	3,100	1,050	23	0.7	13	0.4
2001	11			LT	4,550	6,350	6,200	3,350	1,150	23	0.7	10	0.3
2002	11			LT	4,700	6,550	6,400	3,450	890	21	0.6	8	0.2
2003	11			LT	4,350	6,000	5,850	3,200	830	27	0.8	14	0.4
2004	11			LT	4,000	5,600	5,450	2,950	760	24	0.8	8	0.3
2005	11			LT	3,700	5,050	4,950	2,700	920	19	0.7	9	0.3
2006	11			LT	3,350	4,600	4,450	2,450	840	21	0.8	11	0.4

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2007	11			LT	3,000	4,100	4,250	2,200	630	23	1.0	8	0.3
2008	11			LT	3,900	5,350	5,100	2,900	820	24	0.8	10	0.3
2009	11			LT	3,900	5,250	5,150	2,900	820	16	0.5	8	0.3
2010	11			LT	3,900	5,250	5,150	2,900	820	16	0.5	8	0.3
2011	11			LT	4,350	5,550	5,700	3,600	1,750	25	0.8	10	0.3
2012	11			LT	3,950	5,150	4,900	3,000	1,600	23	0.8	6	0.2
2013	11			LT	3,850	5,050	5,000	2,900	1,550	22	0.7	6	0.2
2014	11			LT	4,050	5,300	5,400	3,050	1,550	23	0.7	15	0.5
2015	11			LT	3,900	5,100	5,200	2,950	1,500	21	0.7	10	0.3
2016	11			LT	3,900	5,100	5,200	2,950	1,500	20	0.7	11	0.4
2017	11			LT	3,900	4,950	4,950	3,250	1,500	21	0.7	17	0.6
2018	11			LT	3,900	4,950	4,950	3,250	1,500	23	0.8	13	0.4
2019	11			LT	3,900	4,950	4,950	3,250	1,500	20	0.7	5	0.2
2021	11			LT	3,900	5,350	5,300	3,000	1,500	30	1.0	16	0.5
1988	11	HWY 17 SHABAQUA	20.8	IR	1,150	1,500	1,250	920	240	18	2.1	4	0.5
1989	11			IR	1,150	1,500	1,300	940	240	11	1.3	3	0.3
1990	11			IR	1,150	1,450	1,300	940	240	10	1.1	1	0.1
1991	11			IR	1,100	1,400	1,200	910	230	8	1.0	0	0.0
1992	11			IR	1,100	1,350	1,200	940	230	11	1.3	0	0.0
1993	11			IR	1,050	1,300	1,100	860	260	14	1.8	1	0.1
1994	11			IR	1,100	1,350	1,200	920	280	7	0.8	0	0.0
1995	11			IR	1,200	1,500	1,300	1,000	300	15	1.6	2	0.2
1996	11			LT	1,200	1,700	1,650	880	280	7	0.8	1	0.1
1997	11			IR	1,100	1,400	1,250	940	250	8	1.0	4	0.5
1998	11			IR	1,050	1,300	1,200	880	240	6	0.8	0	0.0
1999	11			IR	1,200	1,500	1,350	1,000	130	16	1.8	4	0.4
2000	11			IR	1,150	1,400	1,250	970	200	12	1.4	5	0.6
2001	11			IR	1,150	1,400	1,250	970	210	19	2.2	3	0.3
2002	11			IR	1,350	1,650	1,500	1,150	160	11	1.1	1	0.1
2003	11			IR	1,150	1,400	1,250	980	140	9	1.0	0	0.0
2004	11			IR	1,100	1,350	1,200	930	140	6	0.7	2	0.2
2005	11			IR	1,150	1,400	1,250	980	170	5	0.6	1	0.1
2006	11			IR	1,200	1,450	1,300	1,000	180	15	1.6	2	0.2
2007	11			LT	1,200	1,650	1,700	880	240	12	1.3	3	0.3
2008	11			LT	1,200	1,650	1,550	890	240	8	0.9	1	0.1
2009	11			LT	1,200	1,600	1,600	890	200	5	0.5	1	0.1
2010	11			LT	1,200	1,600	1,600	890	200	7	0.8	0	0.0
2011	11			CTR	1,050	1,300	1,250	890	210	5	0.6	1	0.1
2012	11			CTR	1,000	1,200	1,200	850	200	7	0.9	0	0.0
2013	11			CTR	1,000	1,200	1,250	850	520	9	1.2	1	0.1
2014	11			CTR	1,150	1,400	1,400	980	360	2	0.2	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2015	11			CTR	1,100	1,350	1,350	940	350	5	0.6	0	0.0
2016	11			CTR	1,100	1,350	1,350	940	350	6	0.7	1	0.1
2017	11			CTR	1,100	1,450	1,450	900	350	9	1.1	2	0.2
2018	11			CTR	1,100	1,450	1,450	900	350	9	1.1	2	0.2
2019	11			CTR	1,100	1,450	1,450	890	350	12	1.4	3	0.4
2021	11			CTR	1,100	1,450	1,450	900	140	6	0.7	0	0.0
1988	11	SEC HWY 586 (S)	21.8	IR	900	1,150	990	720	180	12	1.7	5	0.7
1989	11			IR	900	1,150	1,000	740	180	6	0.8	0	0.0
1990	11			IR	900	1,150	1,000	740	180	9	1.3	1	0.1
1991	11			IR	850	1,050	940	710	170	12	1.8	2	0.3
1992	11			IR	850	1,050	940	720	170	11	1.6	4	0.6
1993	11			IR	850	1,050	880	700	140	5	0.7	0	0.0
1994	11			IR	850	1,050	940	710	140	7	1.0	0	0.0
1995	11			IR	900	1,100	990	770	140	9	1.3	1	0.1
1996	11			LT	900	1,250	1,250	660	80	7	1.0	0	0.0
1997	11			LT	850	1,200	1,150	630	80	2	0.3	0	0.0
1998	11			LT	850	1,200	1,150	620	80	10	1.5	2	0.3
1999	11			LT	860	1,200	1,150	630	140	8	1.2	0	0.0
2000	11			LT	870	1,200	1,200	640	140	4	0.6	0	0.0
2001	11			LT	870	1,200	1,200	640	140	10	1.4	1	0.1
2002	11			LT	840	1,150	1,150	620	80	6	0.9	0	0.0
2003	11			LT	870	1,200	1,150	640	80	8	1.2	0	0.0
2004	11			LT	900	1,250	1,250	660	190	6	0.8	0	0.0
2005	11			LT	870	1,200	1,150	640	110	7	1.0	4	0.6
2006	11			LT	870	1,200	1,150	640	110	9	1.3	1	0.1
2007	11			LT	870	1,200	1,250	640	100	6	0.9	2	0.3
2008	11			LT	870	1,200	1,150	640	100	7	1.0	1	0.1
2009	11			LT	870	1,150	1,150	640	170	10	1.4	1	0.1
2010	11			LT	870	1,150	1,150	640	170	4	0.6	1	0.1
2011	11			CTR	870	1,050	1,000	740	170	4	0.6	0	0.0
2012	11			CTR	840	1,000	1,000	720	170	6	0.9	0	0.0
2013	11			CTR	870	1,050	1,100	740	470	3	0.4	0	0.0
2014	11			CTR	870	1,050	1,050	740	290	5	0.7	1	0.1
2015	11			CTR	870	1,050	1,050	740	290	6	0.9	0	0.0
2016	11			CTR	870	1,050	1,050	740	290	9	1.3	1	0.1
2017	11			CTR	870	1,150	1,150	710	290	5	0.7	3	0.4
2018	11			CTR	870	1,150	1,150	710	290	6	0.9	1	0.1
2019	11			CTR	870	1,150	1,150	710	290	12	1.7	3	0.4
2021	11			CTR	880	1,150	1,150	720	140	6	0.9	1	0.1
1988	11	BOYES RD (S)	64.1	LT	550	780	780	420	100	16	1.2	0	0.0
1989	11			LT	550	760	760	410	100	23	1.8	5	0.4

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1990	11			LT	550	800	770	400	100	29	2.3	6	0.5
1991	11			LT	530	740	720	390	100	27	2.2	5	0.4
1992	11			LT	530	740	720	410	100	17	1.4	4	0.3
1993	11			LT	530	730	660	390	80	19	1.5	4	0.3
1994	11			LT	530	780	750	390	80	40	3.2	4	0.3
1995	11			LT	540	780	750	400	90	25	2.0	4	0.3
1996	11			LT	550	780	760	400	90	28	2.2	3	0.2
1997	11			LT	570	800	790	420	90	20	1.5	1	0.1
1998	11			LT	580	810	790	420	90	18	1.3	5	0.4
1999	11			LT	600	830	820	440	60	21	1.5	6	0.4
2000	11			LT	640	890	870	470	60	22	1.5	2	0.1
2001	11			LT	660	920	900	480	70	26	1.7	3	0.2
2002	11			LT	710	990	970	520	70	19	1.1	0	0.0
2003	11			LT	680	940	920	500	70	31	1.9	2	0.1
2004	11			LT	700	980	950	510	70	27	1.6	7	0.4
2005	11			LT	700	960	940	510	70	20	1.2	1	0.1
2006	11			LT	730	1,000	970	540	70	28	1.6	7	0.4
2007	11			LT	720	990	1,000	530	70	22	1.3	1	0.1
2008	11			LT	720	990	940	530	70	18	1.1	1	0.1
2009	11			LT	730	990	960	540	70	21	1.2	0	0.0
2010	11			LT	700	940	920	520	70	26	1.6	2	0.1
2011	11			LT	720	920	940	590	70	16	1.0	2	0.1
2012	11			LT	700	910	870	530	70	19	1.2	1	0.1
2013	11			CR	660	790	810	560	230	18	1.2	2	0.1
2014	11			CR	750	880	880	640	260	20	1.1	3	0.2
2015	11			CR	760	900	890	650	260	25	1.4	2	0.1
2016	11			CR	770	910	900	660	270	25	1.4	5	0.3
2017	11			CR	750	870	870	680	260	28	1.6	6	0.3
2018	11			CR	790	920	920	710	280	25	1.4	6	0.3
2019	11			CR	800	930	930	720	280	24	1.3	4	0.2
2021	11			CR	780	900	900	700	160	18	1.0	5	0.3
1988	11	SEC HWY 633 KAWENE RD (N) TO QUETICO CENTRE	7.0	LT	850	1,200	1,200	650	100	0	0.0	0	0.0
1989	11			LT	830	1,150	1,150	610	100	1	0.5	0	0.0
1990	11			LT	800	1,150	1,100	580	100	2	1.0	0	0.0
1991	11			LT	780	1,100	1,050	580	90	0	0.0	0	0.0
1992	11			LT	730	1,000	990	560	90	3	1.6	0	0.0
1993	11			LT	700	970	870	510	60	2	1.1	0	0.0
1994	11			LT	720	1,050	1,000	520	60	2	1.1	0	0.0
1995	11			LT	740	1,050	1,050	540	60	3	1.6	0	0.0
1996	11			LT	750	1,050	1,050	550	120	2	1.0	0	0.0
1997	11			LT	750	1,050	1,050	560	120	2	1.0	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1998	11			LT	750	1,050	1,050	550	120	4	2.1	0	0.0
1999	11			LT	760	1,050	1,050	550	80	0	0.0	0	0.0
2000	11			LT	770	1,050	1,050	560	80	3	1.5	0	0.0
2001	11			LT	770	1,100	1,050	560	80	2	1.0	1	0.5
2002	11			LT	780	1,100	1,050	570	130	0	0.0	0	0.0
2003	11			LT	790	1,100	1,050	580	130	4	2.0	0	0.0
2004	11			LT	820	1,150	1,100	600	140	0	0.0	0	0.0
2005	11			LT	800	1,100	1,050	590	100	6	2.9	2	1.0
2006	11			LT	830	1,150	1,100	610	110	3	1.4	0	0.0
2007	11			LT	810	1,100	1,150	600	210	4	1.9	0	0.0
2008	11			LT	800	1,100	1,050	590	210	2	1.0	0	0.0
2009	11			LT	790	1,050	1,050	580	130	3	1.5	1	0.5
2010	11			LT	750	1,000	990	550	120	1	0.5	0	0.0
2011	11			LT	840	1,100	1,100	690	130	0	0.0	0	0.0
2012	11			LT	740	970	920	560	120	1	0.5	0	0.0
2013	11			LT	710	930	930	540	190	4	2.2	0	0.0
2014	11			LT	790	1,050	1,050	600	210	3	1.5	0	0.0
2015	11			LT	800	1,050	1,050	600	210	1	0.5	0	0.0
2016	11			LT	800	1,050	1,050	600	210	1	0.5	0	0.0
2017	11			LT	800	1,000	1,000	670	300	2	1.0	0	0.0
2018	11			LT	800	1,000	1,000	670	300	4	2.0	2	1.0
2019	11			LT	800	1,000	1,000	670	300	3	1.5	0	0.0
2021	11			IR	800	960	950	680	140	1	0.5	0	0.0
1988	11	SEC HWY 623 SAPAWE RD(N)	21.5	LT	1,000	1,400	1,400	760	200	6	0.8	3	0.4
1989	11			LT	1,000	1,400	1,400	740	200	14	1.8	3	0.4
1990	11			LT	1,000	1,450	1,400	730	200	5	0.6	0	0.0
1991	11			LT	1,000	1,400	1,350	740	200	7	0.9	0	0.0
1992	11			LT	1,000	1,400	1,350	770	120	10	1.3	1	0.1
1993	11			LT	1,000	1,400	1,250	730	110	13	1.7	4	0.5
1994	11			LT	1,200	1,750	1,700	870	130	21	2.2	3	0.3
1995	11			LT	1,300	1,850	1,800	950	140	12	1.2	0	0.0
1996	11			LT	1,400	2,000	1,950	1,050	220	2	0.2	0	0.0
1997	11			LT	1,300	1,850	1,800	960	210	6	0.6	0	0.0
1998	11			LT	1,200	1,700	1,650	880	180	10	1.1	0	0.0
1999	11			LT	1,050	1,450	1,450	770	90	7	0.8	0	0.0
2000	11			LT	1,250	1,750	1,700	910	110	12	1.2	3	0.3
2001	11			LT	1,250	1,750	1,700	920	150	10	1.0	1	0.1
2002	11			LT	1,250	1,750	1,700	920	290	7	0.7	0	0.0
2003	11			LT	1,200	1,650	1,600	890	280	12	1.3	2	0.2
2004	11			LT	1,250	1,750	1,700	920	290	10	1.0	0	0.0
2005	11			LT	1,150	1,600	1,550	850	200	19	2.1	3	0.3

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2006	11			LT	1,300	1,800	1,750	960	220	9	0.9	3	0.3
2007	11			CR	1,200	1,450	1,450	1,000	220	8	0.8	1	0.1
2008	11			CR	1,050	1,250	1,250	880	190	10	1.2	0	0.0
2009	11			CR	940	1,150	1,100	800	140	8	1.1	0	0.0
2010	11			CR	840	1,000	970	710	130	5	0.8	0	0.0
2011	11			CR	1,100	1,300	1,300	980	160	3	0.3	0	0.0
2012	11			CR	840	1,000	990	710	130	8	1.2	0	0.0
2013	11			LT	910	1,200	1,200	690	220	6	0.8	1	0.1
2014	11			LT	940	1,250	1,250	710	230	10	1.4	1	0.1
2015	11			LT	920	1,200	1,200	690	230	8	1.1	1	0.1
2016	11			LT	900	1,200	1,200	680	220	5	0.7	1	0.1
2017	11			LT	880	1,100	1,100	740	370	3	0.4	0	0.0
2018	11			LT	860	1,100	1,100	720	360	10	1.5	0	0.0
2019	11			LT	840	1,050	1,050	700	350	11	1.7	1	0.2
2021	11			LT	880	1,100	1,100	740	140	3	0.4	0	0.0
1988	11	HWY 11B TO ATIKOKAN (N)	73.8	LT	650	920	920	490	210	32	1.8	5	0.3
1989	11			LT	650	900	900	480	210	31	1.8	7	0.4
1990	11			LT	650	950	910	470	210	27	1.5	2	0.1
1991	11			LT	700	980	950	520	220	20	1.1	1	0.1
1992	11			LT	750	1,050	1,000	580	120	31	1.5	1	0.0
1993	11			LT	800	1,100	990	590	130	18	0.8	2	0.1
1994	11			LT	850	1,250	1,200	620	140	27	1.2	2	0.1
1995	11			LT	950	1,350	1,350	700	150	20	0.8	1	0.0
1996	11			LT	1,000	1,400	1,400	730	220	21	0.8	0	0.0
1997	11			LT	950	1,350	1,300	700	210	17	0.7	1	0.0
1998	11			LT	850	1,200	1,150	620	160	23	1.0	3	0.1
1999	11			LT	800	1,100	1,100	580	100	18	0.8	1	0.0
2000	11			LT	820	1,150	1,100	600	110	23	1.0	4	0.2
2001	11			LT	850	1,200	1,150	620	110	24	1.0	2	0.1
2002	11			LT	840	1,150	1,150	620	160	25	1.1	5	0.2
2003	11			LT	810	1,100	1,100	600	150	22	1.0	2	0.1
2004	11			LT	870	1,200	1,200	640	170	20	0.9	0	0.0
2005	11			LT	790	1,100	1,050	580	130	23	1.1	1	0.0
2006	11			LT	780	1,050	1,050	570	130	23	1.1	3	0.1
2007	11			LT	760	1,050	1,050	560	110	17	0.8	0	0.0
2008	11			LT	750	1,050	980	550	100	23	1.1	0	0.0
2009	11			LT	720	970	950	530	120	13	0.7	2	0.1
2010	11			LT	730	980	960	540	120	15	0.8	2	0.1
2011	11			CTR	710	860	830	600	120	20	1.0	1	0.1
2012	11			CTR	700	850	840	600	120	19	1.0	3	0.2
2013	11			CTR	690	840	870	590	320	17	0.9	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2014	11			CTR	680	830	840	580	310	13	0.7	0	0.0
2015	11			CTR	660	810	810	560	300	12	0.7	2	0.1
2016	11			CTR	650	790	800	550	300	10	0.6	0	0.0
2017	11			CTR	640	860	850	520	330	21	1.2	4	0.2
2018	11			CTR	620	830	820	500	320	13	0.8	2	0.1
2019	11			CTR	610	810	810	500	320	14	0.9	0	0.0
2021	11			CTR	600	780	780	490	310	10	0.6	3	0.2
1988	11	HORSECOLLAR JUNCTION RD(S) - TO SEINE R FN	51.8	LT	650	920	920	490	130	29	2.4	3	0.2
1989	11			LT	650	900	900	480	130	17	1.4	0	0.0
1990	11			LT	650	950	910	470	130	18	1.5	3	0.2
1991	11			LT	700	980	950	520	140	16	1.2	1	0.1
1992	11			LT	750	1,050	1,000	580	90	24	1.7	1	0.1
1993	11			LT	800	1,100	990	590	100	23	1.5	1	0.1
1994	11			LT	850	1,250	1,200	620	100	16	1.0	0	0.0
1995	11			LT	950	1,350	1,350	700	110	27	1.5	0	0.0
1996	11			LT	1,000	1,400	1,400	730	120	13	0.7	3	0.2
1997	11			LT	900	1,250	1,250	670	230	18	1.1	0	0.0
1998	11			LT	800	1,100	1,100	580	110	11	0.7	0	0.0
1999	11			LT	830	1,150	1,150	610	120	26	1.7	1	0.1
2000	11			LT	810	1,150	1,100	590	110	18	1.2	4	0.3
2001	11			LT	790	1,100	1,100	580	210	29	1.9	6	0.4
2002	11			LT	750	1,050	1,000	550	140	24	1.7	0	0.0
2003	11			LT	750	1,050	1,000	550	140	17	1.2	1	0.1
2004	11			LT	730	1,000	990	530	130	32	2.3	1	0.1
2005	11			LT	700	960	940	510	130	27	2.0	1	0.1
2006	11			LT	660	900	880	490	120	16	1.3	2	0.2
2007	11			CR	690	840	830	580	170	36	2.8	4	0.3
2008	11			CR	680	820	820	570	160	22	1.7	0	0.0
2009	11			CR	630	760	730	540	130	22	1.8	0	0.0
2010	11			CR	730	870	840	620	150	10	0.7	0	0.0
2011	11			CR	580	680	680	520	120	16	1.5	1	0.1
2012	11			CR	730	870	860	620	150	12	0.9	4	0.3
2013	11			CR	670	800	820	570	250	21	1.7	1	0.1
2014	11			CR	600	710	700	510	230	12	1.1	2	0.2
2015	11			IR	660	790	790	560	120	14	1.1	0	0.0
2016	11			IR	580	690	690	490	100	27	2.5	1	0.1
2017	11			IR	650	730	740	560	120	19	1.5	3	0.2
2018	11			IR	650	740	740	560	120	18	1.5	1	0.1
2019	11			IR	650	740	740	570	120	18	1.5	0	0.0
2021	11			IR	600	680	680	530	110	7	0.6	1	0.1
1988	11	SEC HWY 502 MANITOU RD (N)	13.4	IT	1,350	1,950	1,800	1,000	340	8	1.2	2	0.3

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1989	11			IT	1,350	1,900	1,800	1,050	340	13	2.0	4	0.6
1990	11			IT	1,400	1,800	1,750	1,200	350	7	1.0	1	0.1
1991	11			IT	1,450	1,900	1,800	1,250	360	7	1.0	1	0.1
1992	11			LT	1,500	2,100	2,050	1,150	220	8	1.1	0	0.0
1993	11			LT	1,550	2,150	1,900	1,150	230	8	1.1	2	0.3
1994	11			LT	1,600	2,350	2,250	1,150	240	7	0.9	0	0.0
1995	11			LT	1,700	2,450	2,350	1,250	310	11	1.3	3	0.4
1996	11			LT	1,800	2,550	2,500	1,300	320	14	1.6	3	0.3
1997	11			LT	1,700	2,400	2,350	1,250	310	5	0.6	0	0.0
1998	11			LT	1,600	2,250	2,200	1,150	140	2	0.3	0	0.0
1999	11			LT	1,700	2,350	2,300	1,250	150	5	0.6	1	0.1
2000	11			LT	1,750	2,450	2,400	1,300	160	6	0.7	0	0.0
2001	11			LT	1,650	2,300	2,250	1,200	480	12	1.5	0	0.0
2002	11			LT	1,750	2,450	2,400	1,300	510	7	0.8	1	0.1
2003	11			LT	1,750	2,400	2,350	1,300	510	13	1.5	2	0.2
2004	11			LR	1,850	3,050	2,400	1,250	220	4	0.4	1	0.1
2005	11			LR	1,750	2,750	2,200	1,200	210	4	0.5	0	0.0
2006	11			HR	1,800	2,850	2,300	1,100	270	13	1.5	1	0.1
2007	11			HR	1,750	2,750	2,500	1,050	260	6	0.7	0	0.0
2008	11			LT	1,700	2,350	2,250	1,250	290	9	1.1	0	0.0
2009	11			LT	1,750	2,350	2,300	1,300	300	9	1.1	1	0.1
2010	11			LT	1,800	2,400	2,350	1,350	250	8	0.9	0	0.0
2011	11			LT	1,600	2,050	2,100	1,300	220	9	1.2	0	0.0
2012	11			UC	1,600	1,600	1,700	1,500	370	6	0.8	0	0.0
2013	11			CTR	1,800	2,200	2,250	1,550	420	8	0.9	1	0.1
2014	11			CTR	1,750	2,150	2,150	1,500	410	8	0.9	0	0.0
2015	11			CTR	1,750	2,150	2,150	1,500	410	7	0.8	1	0.1
2016	11			CTR	1,750	2,150	2,150	1,500	410	11	1.3	0	0.0
2017	11			CTR	1,750	2,350	2,350	1,450	410	11	1.3	0	0.0
2018	11			CTR	1,750	2,350	2,350	1,450	410	3	0.4	0	0.0
2019	11			CTR	1,750	2,350	2,300	1,400	410	9	1.1	0	0.0
2021	11			CR	1,700	1,950	1,950	1,550	170	9	1.1	0	0.0
1988	11	REEF POINT RD (N) WATTEN TWP	9.4	IT	1,950	2,850	2,600	1,450	250	7	1.0	0	0.0
1989	11			IT	2,050	2,850	2,750	1,600	270	6	0.9	0	0.0
1990	11			IT	2,200	2,800	2,750	1,850	290	11	1.5	4	0.5
1991	11			IT	2,300	3,000	2,850	2,000	300	11	1.4	1	0.1
1992	11			LT	2,450	3,400	3,300	1,900	240	10	1.2	1	0.1
1993	11			LT	2,550	3,550	3,150	1,850	260	9	1.0	0	0.0
1994	11			LT	2,700	3,950	3,800	1,950	270	7	0.8	0	0.0
1995	11			LT	2,850	4,100	4,000	2,100	280	3	0.3	1	0.1
1996	11			LT	3,000	4,250	4,150	2,200	300	5	0.5	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1997	11			LT	2,800	3,950	3,850	2,050	280	8	0.8	0	0.0
1998	11			LT	2,500	3,500	3,450	1,800	380	3	0.3	0	0.0
1999	11			LT	2,650	3,700	3,600	1,950	400	7	0.8	4	0.4
2000	11			LT	2,650	3,700	3,600	1,950	400	9	1.0	1	0.1
2001	11			LT	2,650	3,700	3,600	1,950	400	6	0.7	0	0.0
2002	11			LT	2,550	3,550	3,450	1,850	380	6	0.7	0	0.0
2003	11			LT	2,500	3,450	3,350	1,850	380	10	1.2	2	0.2
2004	11			LT	2,550	3,550	3,450	1,850	380	2	0.2	1	0.1
2005	11			LT	2,400	3,300	3,200	1,750	360	7	0.8	0	0.0
2006	11			LT	2,350	3,200	3,150	1,750	350	7	0.9	2	0.2
2007	11			LT	2,150	2,950	3,050	1,600	320	6	0.8	1	0.1
2008	11			LT	1,700	2,350	2,250	1,250	260	7	1.2	1	0.2
2009	11			LT	2,000	2,700	2,650	1,500	300	5	0.7	0	0.0
2010	11			SC	1,850	1,950	2,150	1,650	280	6	0.9	0	0.0
2011	11			SC	1,900	2,450	2,200	1,500	280	8	1.2	1	0.2
2012	11			UC	1,850	1,850	2,000	1,750	280	6	0.9	1	0.2
2013	11			CTR	1,800	2,200	2,250	1,550	320	8	1.3	0	0.0
2014	11			CTR	1,700	2,050	2,100	1,450	300	1	0.2	0	0.0
2015	11			CTR	1,650	2,000	2,050	1,400	280	3	0.5	0	0.0
2016	11			CTR	1,600	1,950	1,950	1,350	270	7	1.3	1	0.2
2017	11			CTR	1,700	2,250	2,250	1,400	290	6	1.0	2	0.3
2018	11			CTR	1,700	2,250	2,250	1,400	290	4	0.7	0	0.0
2019	11			CTR	1,700	2,250	2,250	1,400	290	2	0.3	0	0.0
2021	11			CR	1,800	2,050	2,100	1,600	130	4	0.6	0	0.0
1988	11	FIVE MILE DOCK RD (S) RAINY LAKE TO HWY 7048	3.2	IT	3,000	4,350	4,000	2,200	420	5	1.4	0	0.0
1989	11			IT	3,300	4,600	4,400	2,550	460	0	0.0	0	0.0
1990	11			IT	3,400	4,300	4,200	2,850	480	1	0.2	0	0.0
1991	11			IT	3,600	4,700	4,450	3,100	500	3	0.7	0	0.0
1992	11			LT	3,850	5,350	5,200	2,950	270	5	1.1	0	0.0
1993	11			LT	4,100	5,650	5,100	3,000	290	3	0.6	0	0.0
1994	11			LT	4,400	6,450	6,200	3,200	310	2	0.4	3	0.6
1995	11			IR	4,800	5,900	5,300	4,100	340	1	0.2	0	0.0
1996	11			IR	4,700	5,850	5,250	4,000	330	5	0.9	0	0.0
1997	11			IR	4,600	5,750	5,150	3,900	320	2	0.4	0	0.0
1998	11			IR	4,500	5,600	5,050	3,800	500	3	0.6	0	0.0
1999	11			IR	4,500	5,600	5,000	3,800	500	2	0.4	1	0.2
2000	11			IR	4,450	5,450	4,950	3,750	490	3	0.6	0	0.0
2001	11			CTR	4,450	5,600	5,400	3,750	530	0	0.0	0	0.0
2002	11			CTR	4,350	5,500	5,250	3,650	520	6	1.2	0	0.0
2003	11			CTR	4,300	5,350	5,150	3,650	520	0	0.0	0	0.0
2004	11			CTR	4,200	5,300	5,100	3,550	500	3	0.6	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2005	11			CTR	4,250	5,250	5,050	3,600	510	0	0.0	0	0.0
2006	11			CTR	4,200	5,200	5,000	3,550	500	2	0.4	0	0.0
2007	11			CTR	4,200	5,200	5,150	3,550	500	5	1.0	0	0.0
2008	11			CTR	4,150	5,150	5,050	3,550	500	6	1.2	0	0.0
2009	11			CTR	4,250	5,200	5,000	3,600	510	5	1.0	0	0.0
2010	11			CTR	4,300	5,250	5,050	3,650	730	1	0.2	0	0.0
2011	11			CTR	4,100	5,000	4,800	3,500	700	5	1.0	1	0.2
2012	11			UC	4,300	4,350	4,600	4,100	450	3	0.6	0	0.0
2013	11			CTR	4,050	4,950	5,100	3,450	1,150	4	0.8	1	0.2
2014	11			CTR	4,050	4,950	5,000	3,450	1,150	4	0.8	0	0.0
2015	11			IC	4,250	4,700	4,700	3,750	1,700	2	0.4	1	0.2
2016	11			IC	4,050	4,500	4,450	3,600	1,650	5	1.0	1	0.2
2017	11			IC	4,000	4,400	4,400	3,650	1,600	3	0.6	0	0.0
2018	11			IC	4,000	4,400	4,450	3,600	1,600	2	0.4	0	0.0
2019	11			IC	3,950	4,350	4,350	3,550	1,600	2	0.4	0	0.0
2021	11			IC	3,900	4,250	4,250	3,550	1,550	1	0.2	0	0.0
2021	11	FORT FRANCES E LIMITS START OF NA	8.7										
1988	11	OAKWOOD RD (S) (FORT FRANCES W LTS) END OF NA	5.2	IC	4,300	5,000	4,850	3,800	430	10	1.2	0	0.0
1989	11			IC	4,350	5,000	4,900	3,850	440	4	0.5	0	0.0
1990	11			IC	4,350	4,950	4,850	3,850	440	7	0.8	2	0.2
1991	11			IC	4,400	4,950	4,900	3,900	440	5	0.6	0	0.0
1992	11			CTR	4,400	5,400	5,250	3,850	440	12	1.4	1	0.1
1993	11			CTR	4,550	5,750	5,500	3,850	460	18	2.1	0	0.0
1994	11			CTR	4,700	6,000	5,750	3,950	470	11	1.2	0	0.0
1995	11			CTR	4,900	6,300	6,050	4,100	490	11	1.2	1	0.1
1996	11			CTR	5,100	6,500	6,300	4,300	510	8	0.8	1	0.1
1997	11			CTR	5,100	6,550	6,250	4,300	510	11	1.1	0	0.0
1998	11			CTR	5,150	6,550	6,300	4,350	310	7	0.7	1	0.1
1999	11			CTR	5,000	6,300	6,050	4,200	300	13	1.4	0	0.0
2000	11			CTR	5,050	6,350	6,100	4,250	300	6	0.6	0	0.0
2001	11			IR	5,200	6,450	5,750	4,400	420	8	0.8	0	0.0
2002	11			IR	5,050	6,250	5,600	4,300	400	7	0.7	0	0.0
2003	11			IR	5,050	6,150	5,550	4,300	400	14	1.5	1	0.1
2004	11			IC	4,850	5,400	5,450	4,300	290	11	1.2	1	0.1
2005	11			IC	5,100	5,650	5,750	4,500	310	8	0.8	0	0.0
2006	11			IC	5,100	5,650	5,700	4,500	260	16	1.7	1	0.1
2007	11			IC	5,100	5,650	5,850	4,500	260	14	1.4	1	0.1
2008	11			IC	5,100	5,650	5,450	4,500	360	9	0.9	1	0.1
2009	11			IC	5,100	5,650	5,700	4,550	360	7	0.7	0	0.0
2010	11			IC	5,000	5,550	5,600	4,450	350	11	1.2	1	0.1
2011	11			IC	5,100	5,600	5,800	4,600	360	5	0.5	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2012	11			UC	5,000	5,050	5,350	4,750	350	13	1.4	0	0.0
2013	11			IR	4,450	5,300	5,700	3,800	770	8	0.9	0	0.0
2014	11			IR	5,000	5,950	5,950	4,250	870	13	1.4	0	0.0
2015	11			IR	5,000	5,950	5,950	4,250	870	8	0.8	1	0.1
2016	11			IR	5,000	5,950	5,950	4,250	870	14	1.5	0	0.0
2017	11			IR	5,000	5,850	5,850	4,450	870	13	1.4	1	0.1
2018	11			IR	5,000	5,850	5,900	4,450	870	9	0.9	0	0.0
2019	11			IR	5,000	5,850	5,850	4,500	870	9	0.9	0	0.0
2021	11			IC	4,800	5,200	5,250	4,350	190	13	1.4	1	0.1
1988	11	E JCT SEC HWY 611 (S)	11.8	IC	3,400	3,950	3,850	3,000	340	6	0.4	0	0.0
1989	11			IC	3,450	3,950	3,900	3,050	340	11	0.7	1	0.1
1990	11			IC	3,500	4,000	3,900	3,100	350	7	0.5	1	0.1
1991	11			IC	3,550	4,000	3,950	3,150	360	9	0.6	1	0.1
1992	11			CTR	3,600	4,450	4,300	3,150	320	11	0.7	1	0.1
1993	11			CTR	3,650	4,600	4,400	3,100	330	16	1.0	1	0.1
1994	11			CTR	3,650	4,650	4,450	3,050	330	9	0.6	0	0.0
1995	11			CTR	3,650	4,700	4,500	3,050	360	9	0.6	2	0.1
1996	11			CTR	3,650	4,650	4,500	3,050	360	12	0.8	4	0.3
1997	11			CTR	3,650	4,650	4,500	3,050	360	8	0.5	0	0.0
1998	11			CTR	3,650	4,650	4,450	3,050	330	11	0.7	0	0.0
1999	11			CTR	3,650	4,600	4,400	3,050	330	7	0.4	1	0.1
2000	11			CTR	3,650	4,600	4,400	3,050	330	15	0.9	1	0.1
2001	11			IC	3,800	4,250	4,250	3,350	340	9	0.5	0	0.0
2002	11			IC	3,650	4,050	4,100	3,200	330	17	1.1	2	0.1
2003	11			IC	3,650	4,050	4,100	3,250	330	21	1.3	0	0.0
2004	11			CTR	3,800	4,800	4,600	3,200	380	16	1.0	0	0.0
2005	11			CTR	3,500	4,350	4,150	2,950	350	16	1.1	0	0.0
2006	11			CTR	3,550	4,400	4,200	3,000	360	17	1.1	3	0.2
2007	11			CTR	3,550	4,400	4,350	3,000	360	28	1.8	0	0.0
2008	11			IC	3,550	3,950	3,800	3,150	320	23	1.5	2	0.1
2009	11			IC	3,500	3,900	3,900	3,100	320	10	0.7	0	0.0
2010	11			IC	3,450	3,800	3,850	3,050	380	14	0.9	0	0.0
2011	11			IC	3,500	3,850	4,000	3,150	380	13	0.9	0	0.0
2012	11			UC	3,500	3,500	3,750	3,350	380	12	0.8	1	0.1
2013	11			CR	3,500	4,200	4,300	2,950	740	13	0.9	1	0.1
2014	11			CR	3,500	4,100	4,100	3,000	740	16	1.1	0	0.0
2015	11			CTR	3,200	3,900	3,950	2,700	370	15	1.1	1	0.1
2016	11			CTR	3,400	4,150	4,200	2,900	390	20	1.4	1	0.1
2017	11			CTR	3,400	4,550	4,500	2,750	390	15	1.0	2	0.1
2018	11			CTR	3,400	4,550	4,500	2,750	390	14	1.0	2	0.1
2019	11			CTR	3,350	4,450	4,450	2,750	390	10	0.7	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2021	11			IC	3,250	3,500	3,550	2,950	160	16	1.1	0	0.0
1988	11	SEC HWY 613 DEVLIN	12.7	CTR	2,350	3,050	2,850	1,950	260	11	1.0	1	0.1
1989	11			CTR	2,450	3,100	2,950	2,100	270	7	0.6	0	0.0
1990	11			CTR	2,550	3,200	3,000	2,200	280	12	1.0	1	0.1
1991	11			CTR	2,650	3,350	3,300	2,300	290	7	0.6	2	0.2
1992	11			CTR	2,700	3,300	3,200	2,350	240	6	0.5	0	0.0
1993	11			CTR	2,850	3,600	3,450	2,400	260	16	1.2	1	0.1
1994	11			CTR	3,000	3,850	3,650	2,500	270	10	0.7	1	0.1
1995	11			CTR	3,150	4,050	3,850	2,650	440	6	0.4	0	0.0
1996	11			CTR	3,300	4,200	4,050	2,750	460	7	0.5	0	0.0
1997	11			CTR	3,050	3,900	3,750	2,550	430	15	1.1	1	0.1
1998	11			CTR	2,800	3,550	3,400	2,350	250	7	0.5	1	0.1
1999	11			CTR	3,050	3,850	3,700	2,550	270	5	0.4	0	0.0
2000	11			CTR	3,050	3,850	3,700	2,550	270	13	0.9	0	0.0
2001	11			CTR	3,100	3,900	3,750	2,600	400	14	1.0	0	0.0
2002	11			CTR	3,000	3,800	3,650	2,550	390	11	0.8	0	0.0
2003	11			CTR	3,000	3,750	3,600	2,550	390	19	1.4	0	0.0
2004	11			CTR	3,000	3,800	3,650	2,550	330	15	1.1	0	0.0
2005	11			CTR	2,950	3,650	3,500	2,500	320	19	1.4	0	0.0
2006	11			CTR	3,000	3,700	3,550	2,550	330	19	1.4	1	0.1
2007	11			CTR	2,950	3,650	3,600	2,500	320	12	0.9	1	0.1
2008	11			CTR	2,850	3,550	3,450	2,400	280	20	1.5	1	0.1
2009	11			CTR	2,900	3,550	3,400	2,450	290	17	1.3	1	0.1
2010	11			CTR	2,900	3,550	3,400	2,450	290	9	0.7	0	0.0
2011	11			CTR	2,900	3,550	3,400	2,450	290	10	0.7	0	0.0
2012	11			CR	2,850	3,400	3,350	2,400	280	16	1.2	0	0.0
2013	11			CR	2,850	3,400	3,500	2,400	370	14	1.1	0	0.0
2014	11			CR	2,850	3,350	3,350	2,450	370	9	0.7	1	0.1
2015	11			CTR	2,600	3,150	3,200	2,200	320	14	1.2	1	0.1
2016	11			CTR	2,750	3,350	3,400	2,350	340	16	1.3	1	0.1
2017	11			CTR	2,750	3,650	3,650	2,250	340	24	1.9	0	0.0
2018	11			CTR	2,750	3,650	3,650	2,250	340	16	1.3	1	0.1
2019	11			CTR	2,700	3,600	3,600	2,200	330	13	1.0	1	0.1
2021	11			IC	2,700	2,950	2,950	2,450	190	11	0.9	0	0.0
1988	11	W JCT SEC HWY 602 (S) EMO	1.2	CTR	3,100	4,050	3,800	2,600	310	4	3.0	1	0.7
1989	11			CTR	3,100	3,950	3,750	2,650	310	1	0.7	1	0.7
1990	11			CTR	3,100	3,900	3,650	2,700	310	4	3.0	0	0.0
1991	11			CTR	3,100	3,900	3,900	2,700	310	3	2.2	0	0.0
1992	11			CTR	3,100	3,800	3,700	2,700	250	2	1.5	0	0.0
1993	11			CTR	3,100	3,900	3,750	2,650	250	1	0.7	1	0.7
1994	11			CTR	3,200	4,100	3,900	2,700	260	0	0.0	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1995	11			LT	3,250	4,650	4,550	2,400	390	4	2.8	0	0.0
1996	11			LT	3,300	4,650	4,550	2,400	400	4	2.8	0	0.0
1997	11			LT	3,250	4,600	4,500	2,400	390	1	0.7	0	0.0
1998	11			LT	3,200	4,500	4,400	2,350	260	0	0.0	0	0.0
1999	11			LT	3,250	4,500	4,400	2,350	260	0	0.0	0	0.0
2000	11			LT	3,250	4,550	4,450	2,350	260	0	0.0	0	0.0
2001	11			IR	3,250	4,000	3,600	2,750	460	3	2.1	0	0.0
2002	11			IR	3,250	4,000	3,600	2,750	460	0	0.0	0	0.0
2003	11			IR	3,250	3,950	3,600	2,750	460	3	2.1	0	0.0
2004	11			CTR	3,250	4,100	3,950	2,750	460	1	0.7	1	0.7
2005	11			CTR	3,250	4,050	3,850	2,750	460	3	2.1	1	0.7
2006	11			CTR	3,250	4,000	3,850	2,750	320	0	0.0	0	0.0
2007	11			CTR	3,250	4,050	4,000	2,750	320	1	0.7	0	0.0
2008	11			IC	3,250	3,600	3,500	2,850	290	2	1.4	0	0.0
2009	11			IC	3,250	3,600	3,650	2,900	290	1	0.7	0	0.0
2010	11			CTR	3,250	3,950	3,800	2,750	290	4	2.8	0	0.0
2011	11			CTR	3,250	3,950	3,800	2,750	290	3	2.1	0	0.0
2012	11			CR	3,250	3,900	3,850	2,750	290	1	0.7	0	0.0
2013	11			CR	3,250	3,900	4,000	2,750	400	3	2.1	0	0.0
2014	11			CR	3,250	3,850	3,800	2,750	400	3	2.1	0	0.0
2015	11			IR	3,250	3,850	3,900	2,750	400	0	0.0	0	0.0
2016	11			IR	3,250	3,850	3,900	2,750	400	2	1.4	0	0.0
2017	11			IR	3,250	3,650	3,700	2,800	400	0	0.0	0	0.0
2018	11			IR	3,250	3,700	3,700	2,800	400	2	1.4	0	0.0
2019	11			IR	3,250	3,700	3,700	2,850	400	1	0.7	0	0.0
2021	11			IC	3,250	3,500	3,550	2,950	200	2	1.4	0	0.0
1988	11	OFF LAKE RD (N) FRONT ST (S)	5.0	CTR	2,050	2,650	2,500	1,700	230	1	0.3	0	0.0
1989	11			CTR	2,100	2,650	2,550	1,800	230	4	1.0	1	0.3
1990	11			CTR	2,150	2,700	2,550	1,850	240	3	0.8	0	0.0
1991	11			CTR	2,150	2,700	2,700	1,850	240	2	0.5	2	0.5
1992	11			CTR	2,150	2,650	2,550	1,850	280	5	1.3	0	0.0
1993	11			CTR	2,350	2,950	2,850	2,000	310	3	0.7	1	0.2
1994	11			CTR	2,550	3,250	3,100	2,150	330	3	0.6	0	0.0
1995	11			IR	2,700	3,350	3,000	2,300	350	7	1.4	1	0.2
1996	11			IR	2,850	3,550	3,200	2,450	370	2	0.4	0	0.0
1997	11			IR	2,800	3,500	3,150	2,400	360	1	0.2	0	0.0
1998	11			IR	2,750	3,400	3,100	2,300	380	0	0.0	0	0.0
1999	11			IR	2,850	3,550	3,150	2,400	400	10	1.9	2	0.4
2000	11			IR	2,850	3,500	3,150	2,400	400	2	0.4	1	0.2
2001	11			CR	2,900	3,550	3,400	2,450	380	3	0.6	0	0.0
2002	11			CR	2,900	3,550	3,400	2,450	380	6	1.1	1	0.2

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2003	11			CR	2,950	3,600	3,450	2,500	380	4	0.7	0	0.0
2004	11			CR	3,050	3,750	3,600	2,600	300	3	0.5	1	0.2
2005	11			CR	3,000	3,650	3,500	2,550	300	6	1.1	1	0.2
2006	11			CR	3,000	3,650	3,500	2,550	300	5	0.9	1	0.2
2007	11			CR	3,000	3,650	3,650	2,550	300	1	0.2	0	0.0
2008	11			IC	2,950	3,250	3,150	2,600	300	5	0.9	0	0.0
2009	11			IC	3,000	3,350	3,350	2,650	300	6	1.1	0	0.0
2010	11			IC	2,850	3,150	3,200	2,550	310	5	1.0	0	0.0
2011	11			IC	3,050	3,350	3,500	2,750	340	6	1.1	1	0.2
2012	11			UC	2,700	2,700	2,900	2,550	330	5	1.0	0	0.0
2013	11			CTR	2,750	3,350	3,450	2,350	510	4	0.8	0	0.0
2014	11			CTR	3,000	3,650	3,700	2,550	560	4	0.7	0	0.0
2015	11			CTR	2,950	3,600	3,650	2,500	390	9	1.7	0	0.0
2016	11			CTR	3,000	3,650	3,700	2,550	400	5	0.9	0	0.0
2017	11			CTR	3,000	4,000	4,000	2,450	400	4	0.7	2	0.4
2018	11			CTR	3,000	4,000	4,000	2,450	400	2	0.4	0	0.0
2019	11			CTR	3,000	4,000	4,000	2,450	400	11	2.0	1	0.2
2021	11			IC	2,950	3,200	3,200	2,650	180	7	1.3	0	0.0
1988	11	W JCT HWY 71 (N) DOBIE TWP	18.9	IC	1,150	1,350	1,300	1,000	130	7	0.9	0	0.0
1989	11			IC	1,200	1,400	1,350	1,050	120	7	0.8	0	0.0
1990	11			IC	1,250	1,400	1,400	1,100	110	3	0.3	0	0.0
1991	11			IC	1,250	1,400	1,400	1,100	110	8	0.9	0	0.0
1992	11			IC	1,250	1,400	1,400	1,150	160	16	1.8	0	0.0
1993	11			IC	1,450	1,650	1,600	1,300	190	4	0.4	0	0.0
1994	11			IC	1,650	1,850	1,850	1,450	210	15	1.3	0	0.0
1995	11			IR	1,950	2,400	2,150	1,650	290	22	1.6	1	0.1
1996	11			IR	2,050	2,550	2,300	1,750	310	13	0.9	0	0.0
1997	11			IR	1,950	2,450	2,200	1,650	290	8	0.6	0	0.0
1998	11			IR	1,800	2,250	2,000	1,500	290	8	0.6	0	0.0
1999	11			IR	1,800	2,250	2,000	1,500	290	15	1.2	3	0.2
2000	11			IR	1,800	2,200	2,000	1,500	290	4	0.3	0	0.0
2001	11			IR	1,800	2,200	2,000	1,500	290	13	1.0	1	0.1
2002	11			IR	1,750	2,150	1,950	1,500	280	15	1.2	2	0.2
2003	11			IR	1,750	2,100	1,950	1,500	280	17	1.4	0	0.0
2004	11			IR	1,600	2,000	1,750	1,350	190	16	1.4	0	0.0
2005	11			IR	1,700	2,050	1,850	1,450	200	19	1.6	1	0.1
2006	11			IR	1,750	2,100	1,900	1,500	230	18	1.5	0	0.0
2007	11			IR	1,650	2,000	2,000	1,400	210	13	1.1	0	0.0
2008	11			IC	1,600	1,750	1,700	1,400	180	8	0.7	0	0.0
2009	11			IC	1,600	1,800	1,800	1,400	180	8	0.7	0	0.0
2010	11			IC	1,600	1,750	1,800	1,400	180	21	1.9	1	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2011	11			IC	1,600	1,750	1,850	1,450	180	19	1.7	1	0.1
2012	11			UC	1,550	1,550	1,650	1,450	170	16	1.5	1	0.1
2013	11			UC	1,550	1,550	1,550	1,450	210	10	0.9	1	0.1
2014	11			UC	1,500	1,500	1,450	1,400	200	11	1.1	0	0.0
2015	11			C	1,500	1,650	1,600	1,350	180	16	1.5	3	0.3
2016	11			C	1,500	1,650	1,600	1,350	180	19	1.8	2	0.2
2017	11			C	1,450	1,600	1,600	1,300	180	11	1.1	0	0.0
2018	11			C	1,450	1,600	1,600	1,300	180	9	0.9	0	0.0
2019	11			C	1,400	1,550	1,500	1,250	170	20	2.1	0	0.0
2021	11			C	1,450	1,600	1,550	1,300	120	7	0.7	0	0.0
1988	11	SEC HWY 617 (N) BOUCHERVILLE RD (S)	21.4	IC	800	930	900	700	130	8	1.3	2	0.3
1989	11			IC	800	920	900	710	130	5	0.8	0	0.0
1990	11			IC	800	910	900	710	130	5	0.8	0	0.0
1991	11			IC	800	900	890	710	130	10	1.6	0	0.0
1992	11			IR	800	980	880	680	100	9	1.4	0	0.0
1993	11			IR	800	980	830	650	100	9	1.4	0	0.0
1994	11			IR	850	1,050	940	710	100	23	3.5	3	0.5
1995	11			IR	900	1,100	990	770	120	10	1.4	3	0.4
1996	11			IR	950	1,200	1,050	810	120	6	0.8	0	0.0
1997	11			IR	1,000	1,250	1,100	850	130	4	0.5	0	0.0
1998	11			IR	1,050	1,300	1,200	880	130	7	0.9	1	0.1
1999	11			IR	1,050	1,300	1,150	880	130	4	0.5	0	0.0
2000	11			IR	1,050	1,300	1,150	890	130	7	0.9	0	0.0
2001	11			IR	1,050	1,300	1,150	890	140	9	1.1	0	0.0
2002	11			IR	1,100	1,350	1,200	940	140	23	2.7	1	0.1
2003	11			IR	1,150	1,400	1,250	980	150	10	1.1	0	0.0
2004	11			CTR	1,200	1,500	1,450	1,000	260	22	2.3	0	0.0
2005	11			CTR	1,150	1,400	1,350	980	250	16	1.8	1	0.1
2006	11			CTR	1,200	1,500	1,400	1,000	100	16	1.7	0	0.0
2007	11			CTR	1,050	1,300	1,300	890	80	15	1.8	0	0.0
2008	11			CTR	870	1,100	1,050	740	100	16	2.3	1	0.1
2009	11			CTR	1,100	1,350	1,300	940	120	20	2.3	1	0.1
2010	11			CTR	900	1,100	1,050	760	100	21	3.0	2	0.3
2011	11			CTR	1,100	1,350	1,300	930	120	22	2.6	1	0.1
2012	11			CTR	900	1,100	1,100	770	100	17	2.4	0	0.0
2013	11			C	1,000	1,100	1,100	900	210	10	1.3	0	0.0
2014	11			C	1,050	1,150	1,100	940	220	13	1.6	0	0.0
2015	11			C	1,050	1,150	1,100	940	380	20	2.4	0	0.0
2016	11			C	1,050	1,150	1,100	940	380	18	2.2	2	0.2
2017	11			C	1,050	1,150	1,150	950	380	15	1.8	0	0.0
2018	11			C	1,050	1,150	1,150	950	380	10	1.2	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2019	11			C	1,050	1,150	1,150	950	380	26	3.2	0	0.0
2021	11			C	970	1,050	1,050	880	50	6	0.8	0	0.0
1988	11	SEC HWY 621 (TO MORSON) (N) SLEEMAN	8.9	IC	950	1,100	1,050	840	110	5	1.6	0	0.0
1989	11			IC	980	1,150	1,100	870	120	7	2.2	0	0.0
1990	11			IC	1,000	1,150	1,100	890	120	3	0.9	0	0.0
1991	11			IC	1,050	1,200	1,150	930	130	4	1.2	0	0.0
1992	11			IR	1,050	1,300	1,150	890	70	3	0.9	0	0.0
1993	11			IR	1,100	1,350	1,150	900	80	1	0.3	0	0.0
1994	11			IR	1,100	1,350	1,200	920	80	7	2.0	0	0.0
1995	11			CTR	1,150	1,500	1,400	960	140	8	2.1	2	0.5
1996	11			CTR	1,200	1,550	1,500	1,000	140	5	1.3	0	0.0
1997	11			CTR	1,200	1,550	1,500	1,000	140	3	0.8	1	0.3
1998	11			CTR	1,250	1,600	1,500	1,050	110	3	0.7	0	0.0
1999	11			CTR	1,200	1,500	1,450	1,000	110	6	1.5	0	0.0
2000	11			CTR	1,200	1,500	1,450	1,000	110	11	2.8	0	0.0
2001	11			IR	1,200	1,500	1,350	1,000	180	9	2.3	0	0.0
2002	11			IR	1,200	1,500	1,350	1,000	180	6	1.5	0	0.0
2003	11			IR	1,200	1,450	1,300	1,000	180	6	1.5	0	0.0
2004	11			CTR	1,200	1,500	1,450	1,000	140	5	1.3	0	0.0
2005	11			CTR	1,150	1,400	1,350	980	140	7	1.9	0	0.0
2006	11			CTR	1,200	1,500	1,400	1,000	120	4	1.0	0	0.0
2007	11			CTR	1,150	1,400	1,400	970	120	6	1.6	0	0.0
2008	11			IC	1,000	1,100	1,050	880	160	7	2.1	0	0.0
2009	11			IC	1,150	1,300	1,300	1,000	180	5	1.3	0	0.0
2010	11			CTR	1,100	1,350	1,300	930	180	8	2.2	0	0.0
2011	11			CTR	1,150	1,400	1,350	980	180	3	0.8	0	0.0
2012	11			CTR	1,100	1,350	1,300	940	180	9	2.5	0	0.0
2013	11			CTR	970	1,200	1,200	820	220	7	2.2	0	0.0
2014	11			CTR	1,100	1,350	1,350	940	250	4	1.1	0	0.0
2015	11			CTR	1,100	1,350	1,350	940	250	8	2.2	0	0.0
2016	11			CTR	1,050	1,300	1,300	890	240	9	2.6	0	0.0
2017	11			CTR	1,050	1,400	1,400	860	240	8	2.3	0	0.0
2018	11			CTR	1,050	1,400	1,400	860	240	9	2.6	0	0.0
2019	11			CTR	1,050	1,400	1,400	850	240	3	0.9	0	0.0
2021	11			IC	980	1,050	1,050	890	50	2	0.6	0	0.0
2021	11	RAINY RIVER E LIMITS START OF NA	2.6										
1988	11	SEC HWY 600 (N)	0.3	IT	700	1,000	930	520	30	0	0.0	0	0.0
1989	11			IT	800	1,100	1,050	620	30	1	11.5	0	0.0
1990	11			CR	950	1,200	1,100	860	40	0	0.0	0	0.0
1991	11			CR	1,000	1,250	1,150	900	40	0	0.0	0	0.0
1992	11			CR	1,100	1,350	1,250	990	90	1	8.3	1	8.3

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1993	11			IT	1,100	1,350	1,350	940	90	0	0.0	0	0.0
1994	11			IT	1,000	1,300	1,250	850	80	1	9.2	1	9.2
1995	11			IT	1,050	1,350	1,300	900	90	0	0.0	0	0.0
1996	11			IT	1,100	1,450	1,400	910	100	0	0.0	0	0.0
1997	11			IT	1,100	1,450	1,400	910	40	0	0.0	0	0.0
1998	11			IT	1,100	1,400	1,400	890	240	0	0.0	0	0.0
1999	11			IT	1,150	1,500	1,450	930	250	0	0.0	0	0.0
2000	11			IT	1,200	1,550	1,500	980	50	0	0.0	0	0.0
2001	11			IT	1,150	1,500	1,450	940	70	0	0.0	0	0.0
2002	11			IT	1,100	1,450	1,400	910	60	0	0.0	0	0.0
2003	11			IT	1,100	1,400	1,400	900	40	0	0.0	0	0.0
2004	11			IT	1,050	1,350	1,350	850	50	2	17.4	0	0.0
2005	11			IT	1,000	1,250	1,250	830	50	1	9.2	1	9.2
2006	11			IT	980	1,250	1,250	800	30	1	9.3	1	9.3
2007	11			IT	790	1,000	1,050	650	20	0	0.0	0	0.0
2008	11			IT	950	1,200	1,150	800	30	0	0.0	0	0.0
2009	11			IT	450	570	570	370	20	0	0.0	0	0.0
2010	11			IT	980	1,250	1,250	810	50	0	0.0	0	0.0
2011	11			IT	960	1,300	1,300	790	40	0	0.0	0	0.0
2012	11			IT	960	1,200	1,150	800	30	0	0.0	0	0.0
2013	11			IT	850	1,050	1,050	700	30	0	0.0	0	0.0
2014	11			IT	990	1,250	1,200	820	30	0	0.0	0	0.0
2015	11			IT	930	1,150	1,150	770	30	1	9.9	1	9.9
2016	11			IT	910	1,150	1,100	750	30	0	0.0	0	0.0
2017	11			IT	930	1,250	1,250	780	30	0	0.0	0	0.0
2018	11			IT	960	1,250	1,250	810	30	0	0.0	0	0.0
2019	11			IT	950	1,250	1,250	810	30	0	0.0	0	0.0
2021	11			IT	120	160	160	100	0	0	0.0	0	0.0
2021	11	RAINY RIV INTERNATIONAL BR END OF HWY											
1988	11B	S JCT HWY 11 (TRI TOWN BYPASS)	5.6	CTR	1,050	1,350	1,300	880	70	7	3.3	0	0.0
1989	11B			CTR	1,100	1,400	1,350	950	190	7	3.1	1	0.4
1990	11B			LT	1,200	1,750	1,700	880	80	8	3.3	1	0.4
1991	11B			LT	1,200	1,700	1,600	890	50	6	2.4	0	0.0
1992	11B			LT	1,200	1,650	1,600	920	50	2	0.8	0	0.0
1993	11B			LT	1,100	1,500	1,350	810	40	2	0.9	0	0.0
1994	11B			LT	1,100	1,600	1,550	800	40	1	0.4	0	0.0
1995	11B			LT	1,100	1,600	1,550	810	40	2	0.9	0	0.0
1996	11B			LT	1,100	1,550	1,500	810	40	4	1.8	0	0.0
1997	11B			LT	1,150	1,600	1,600	850	100	6	2.6	0	0.0
1998	11B			LT	1,250	1,750	1,700	910	110	1	0.4	0	0.0
1999	11B			LT	1,300	1,800	1,750	950	60	2	0.8	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2000	11B			LT	1,200	1,650	1,650	880	60	4	1.6	0	0.0
2001	11B			LT	1,200	1,700	1,650	880	60	3	1.2	0	0.0
2002	11B			LT	1,250	1,750	1,700	920	60	3	1.2	0	0.0
2003	11B			LT	1,200	1,650	1,600	890	60	3	1.2	0	0.0
2004	11B			LT	1,200	1,700	1,650	880	60	6	2.4	0	0.0
2005	11B			LT	1,200	1,650	1,600	880	60	4	1.6	1	0.4
2006	11B			LT	1,100	1,500	1,450	810	60	0	0.0	0	0.0
2007	11B			LT	1,200	1,650	1,700	880	60	3	1.2	0	0.0
2008	11B			LT	1,250	1,700	1,650	920	60	0	0.0	0	0.0
2009	11B			LT	1,250	1,700	1,650	920	60	3	1.2	0	0.0
2010	11B			LT	1,250	1,700	1,650	920	60	3	1.2	0	0.0
2011	11B			LT	1,250	1,600	1,650	1,050	60	2	0.8	0	0.0
2012	11B			LT	1,250	1,650	1,550	950	60	1	0.4	0	0.0
2013	11B			CTR	1,250	1,500	1,550	1,050	350	0	0.0	0	0.0
2014	11B			CTR	1,250	1,500	1,550	1,050	350	1	0.4	0	0.0
2015	11B			CTR	1,150	1,400	1,400	980	80	2	0.9	0	0.0
2016	11B			CTR	1,250	1,500	1,550	1,050	150	2	0.8	1	0.4
2017	11B			CTR	1,250	1,650	1,650	1,000	150	0	0.0	0	0.0
2018	11B			CTR	1,250	1,650	1,650	1,000	150	2	0.8	0	0.0
2019	11B			CTR	1,250	1,650	1,650	1,000	150	2	0.8	0	0.0
2021	11B			CTR	1,000	1,300	1,300	820	10	0	0.0	0	0.0
2021	11B	COBALT W LTS START OF NA	2.3										
2013	11B	COBALT E LTS END OF NA	1.2	IC	2,650	2,950	2,900	2,350	0	0	0.0	0	0.0
2014	11B			IC	2,650	2,950	2,900	2,350	0	0	0.0	0	0.0
2015	11B			CTR	2,650	3,250	3,250	2,250	0	0	0.0	0	0.0
2016	11B			CTR	2,650	3,250	3,250	2,250	0	0	0.0	0	0.0
2017	11B			CTR	2,650	3,550	3,500	2,150	0	2	1.7	0	0.0
2018	11B			CTR	2,650	3,550	3,500	2,150	0	2	1.7	0	0.0
2019	11B			CTR	2,650	3,550	3,500	2,150	0	0	0.0	0	0.0
2021	11B			CR	1,950	2,250	2,250	1,750	60	1	1.2	0	0.0
2021	11B	11B (HAILEYBURY S LTS) END OF HWY											
1988	11B	HWY 11	3.2	IC	1,600	1,850	1,800	1,400	190	2	1.1	0	0.0
1989	11B			IC	1,550	1,800	1,750	1,400	190	1	0.5	0	0.0
1990	11B			IC	1,450	1,650	1,600	1,300	170	0	0.0	0	0.0
1991	11B			IC	1,400	1,600	1,550	1,250	80	1	0.6	0	0.0
1992	11B			LT	1,300	1,800	1,750	1,000	80	2	1.3	0	0.0
1993	11B			LT	1,300	1,800	1,600	950	80	1	0.7	1	0.7
1994	11B			LT	1,300	1,900	1,850	940	80	2	1.3	0	0.0
1995	11B			LT	1,300	1,850	1,800	950	80	1	0.7	0	0.0
1996	11B			LT	1,350	1,900	1,850	990	80	4	2.5	0	0.0
1997	11B			LT	1,350	1,900	1,850	1,000	80	0	0.0	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1998	11B			LT	1,400	1,950	1,900	1,000	110	1	0.6	0	0.0
1999	11B			LT	1,400	1,950	1,900	1,000	140	4	2.4	0	0.0
2000	11B			LT	1,400	1,950	1,900	1,000	140	0	0.0	0	0.0
2001	11B			LT	1,350	1,900	1,850	990	140	5	3.2	1	0.6
2002	11B			LT	1,400	1,950	1,900	1,050	140	2	1.2	1	0.6
2003	11B			LT	1,400	1,950	1,900	1,050	140	2	1.2	0	0.0
2004	11B			LT	1,450	2,050	1,950	1,050	140	2	1.2	0	0.0
2005	11B			LT	1,350	1,850	1,800	990	110	0	0.0	0	0.0
2006	11B			LT	1,500	2,050	2,000	1,100	120	3	1.7	0	0.0
2007	11B			CTR	1,400	1,750	1,700	1,200	110	2	1.2	0	0.0
2008	11B			CTR	1,300	1,600	1,600	1,100	100	1	0.7	0	0.0
2009	11B			CTR	1,250	1,500	1,500	1,050	140	0	0.0	0	0.0
2010	11B			CTR	1,150	1,400	1,350	980	130	2	1.5	0	0.0
2011	11B			CTR	1,400	1,700	1,650	1,200	150	2	1.2	1	0.6
2012	11B			CTR	1,200	1,450	1,450	1,000	130	0	0.0	0	0.0
2013	11B			LT	1,100	1,450	1,450	830	370	2	1.5	0	0.0
2014	11B			LT	1,250	1,650	1,650	940	420	2	1.4	0	0.0
2015	11B			LT	1,250	1,650	1,650	940	420	1	0.7	0	0.0
2016	11B			LT	1,250	1,650	1,650	940	230	4	2.7	1	0.7
2017	11B			LT	1,250	1,600	1,600	1,050	230	2	1.4	0	0.0
2018	11B			LT	1,250	1,600	1,600	1,050	230	2	1.4	0	0.0
2019	11B			LT	1,250	1,600	1,600	1,050	230	2	1.4	0	0.0
2021	11B			LT	1,200	1,500	1,500	1,000	100	2	1.4	1	0.7
1988	11B	SEC HWY 622 ATIKOKAN	0.2	IC	2,600	3,000	2,950	2,300	160	0	0.0	0	0.0
1989	11B			IC	2,600	3,000	2,950	2,300	160	0	0.0	0	0.0
1990	11B			IC	2,550	2,900	2,850	2,250	180	0	0.0	0	0.0
1991	11B			IC	2,550	2,900	2,850	2,250	150	0	0.0	0	0.0
1992	11B			LT	2,500	3,450	3,400	1,900	150	0	0.0	0	0.0
1993	11B			LT	2,500	3,450	3,100	1,850	150	0	0.0	0	0.0
1994	11B			LT	2,500	3,650	3,550	1,800	150	2	12.2	0	0.0
1995	11B			LT	2,500	3,600	3,500	1,850	150	0	0.0	0	0.0
1996	11B			LT	2,500	3,550	3,450	1,850	200	0	0.0	0	0.0
1997	11B			LT	2,500	3,500	3,450	1,850	200	0	0.0	0	0.0
1998	11B			LT	2,600	3,650	3,550	1,900	210	0	0.0	0	0.0
1999	11B			LT	2,650	3,700	3,600	1,950	210	0	0.0	0	0.0
2000	11B			LT	2,650	3,700	3,600	1,950	210	1	5.8	0	0.0
2001	11B			LT	2,700	3,800	3,700	2,000	220	1	5.7	0	0.0
2002	11B			LT	2,700	3,750	3,700	2,000	300	0	0.0	0	0.0
2003	11B			LT	2,750	3,800	3,700	2,050	300	0	0.0	0	0.0
2004	11B			LT	2,800	3,900	3,800	2,050	310	0	0.0	0	0.0
2005	11B			LT	2,800	3,850	3,750	2,050	170	0	0.0	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2006	11B			LT	2,850	3,900	3,800	2,100	170	0	0.0	0	0.0
2007	11B			LT	2,900	4,000	4,100	2,150	170	0	0.0	0	0.0
2008	11B			LT	2,900	3,950	3,800	2,150	170	0	0.0	0	0.0
2009	11B			LT	2,950	4,000	3,900	2,200	180	0	0.0	0	0.0
2010	11B			LT	3,000	4,050	3,950	2,200	180	0	0.0	0	0.0
2011	11B			LT	3,000	3,850	3,900	2,450	180	0	0.0	0	0.0
2012	11B			LT	3,050	4,000	3,800	2,300	180	1	5.0	0	0.0
2013	11B			LT	3,100	4,050	4,050	2,350	190	0	0.0	0	0.0
2014	11B			LT	3,100	4,050	4,100	2,350	190	0	0.0	0	0.0
2015	11B			LT	3,150	4,100	4,200	2,400	190	0	0.0	0	0.0
2016	11B			LT	3,200	4,200	4,250	2,400	190	0	0.0	0	0.0
2017	11B			LT	3,200	4,050	4,050	2,700	190	0	0.0	0	0.0
2018	11B			LT	3,250	4,150	4,150	2,750	200	0	0.0	0	0.0
2019	11B			LT	3,300	4,200	4,200	2,750	200	0	0.0	0	0.0
2021	11B			LT	3,350	4,200	4,200	2,800	200	0	0.0	0	0.0
2021	11B	ZUKE ST ATIKOKAN END OF HWY											
2021	12	HWY 401 WHITBY START OF NA	8.2										
1988	12	SPENCERS RD (W)	1.3	CR	6,800	8,700	8,150	5,650	680	1	0.3	0	0.0
1989	12			CR	6,900	8,850	8,200	5,800	690	2	0.6	0	0.0
1990	12			CR	7,050	8,750	8,100	6,350	700	1	0.3	0	0.0
1991	12			CR	7,100	8,750	8,150	6,400	710	1	0.3	0	0.0
1992	12			CR	7,100	8,750	8,100	6,400	710	2	0.6	1	0.3
1993	12			CR	7,150	8,800	8,200	6,450	720	1	0.3	0	0.0
1994	12			CR	7,200	8,850	8,200	6,500	720	2	0.6	0	0.0
1995	12			CR	7,250	9,000	8,550	6,250	290	2	0.6	0	0.0
1996	12			CR	8,550	10,600	10,000	7,300	340	2	0.5	0	0.0
1997	12			CR	8,800	10,900	10,400	7,500	350	3	0.7	0	0.0
1998	12			CR	9,050	11,100	10,600	7,700	360	0	0.0	0	0.0
1999	12			CR	9,300	11,400	10,900	7,900	370	0	0.0	0	0.0
2000	12			CR	9,550	11,700	11,200	8,100	380	0	0.0	0	0.0
2001	12			CR	9,800	12,100	11,500	8,300	390	0	0.0	0	0.0
2002	12			CR	10,100	12,400	11,800	8,500	400	1	0.2	0	0.0
2003	12			CR	10,300	12,500	12,100	8,700	410	0	0.0	0	0.0
2004	12			CR	11,400	14,000	13,400	9,650	460	0	0.0	0	0.0
2005	12			CR	13,800	16,700	16,100	11,600	970	2	0.3	0	0.0
2006	12			CR	13,800	16,700	16,100	11,700	970	2	0.3	0	0.0
2007	12			CR	14,400	17,400	17,400	12,100	1,000	1	0.2	0	0.0
2008	12			IC	15,600	17,300	16,700	13,800	620	2	0.3	0	0.0
2009	12			IC	15,400	17,100	17,200	13,700	620	0	0.0	0	0.0
2010	12			IC	15,300	16,900	17,100	13,600	610	0	0.0	0	0.0
2011	12			IC	16,200	17,800	18,500	14,500	650	1	0.1	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2012	12			IC	16,700	18,500	17,900	14,800	670	1	0.1	0	0.0
2013	12			IC	17,300	19,100	19,000	15,300	690	0	0.0	0	0.0
2014	12			CTR	17,900	21,800	22,000	15,200	720	2	0.2	0	0.0
2015	12			CTR	18,400	22,400	22,600	15,600	740	7	0.8	0	0.0
2016	12			CTR	19,000	23,200	23,400	16,200	760	3	0.3	0	0.0
2017	12			CTR	19,500	26,100	25,900	15,900	780	1	0.1	0	0.0
2018	12			CTR	20,100	26,800	26,700	16,400	800	0	0.0	0	0.0
2019	12			CTR	20,700	27,600	27,500	16,800	830	1	0.1	0	0.0
2021	12			CTR	21,800	28,400	28,300	17,800	870	1	0.1	0	0.0
2017	12	HWY 407/HWY 12 IC	0.7	UNCL	N/A	N/A	N/A	N/A	N/A	3	N/A	0	N/A
2018	12			UNCL	N/A	N/A	N/A	N/A	N/A	6	N/A	0	N/A
2019	12			UNCL	N/A	N/A	N/A	N/A	N/A	4	N/A	1	N/A
2021	12			UNCL	N/A	N/A	N/A	N/A	N/A	5	N/A	2	N/A
2021	12	S JCT HWY 7 WINCHESTER RD WHITBY	39.1										
1988	12	N JCT HWY 7	9.9	IR	5,300	6,900	5,850	4,250	740	15	0.8	0	0.0
1989	12			IR	5,300	6,850	5,900	4,350	740	18	0.9	1	0.1
1990	12			IR	5,400	6,850	6,000	4,450	1,100	7	0.4	0	0.0
1991	12			IR	5,350	6,750	5,950	4,450	1,050	14	0.7	3	0.2
1992	12			IR	5,300	6,500	5,850	4,500	690	12	0.6	0	0.0
1993	12			HR	5,300	9,500	7,600	3,250	690	14	0.7	0	0.0
1994	12			HR	5,700	10,100	8,200	3,500	740	16	0.8	4	0.2
1995	12			HR	5,800	10,300	8,200	3,400	1,100	17	0.8	1	0.0
1996	12			IR	5,000	6,200	5,600	4,250	750	21	1.2	2	0.1
1997	12			IR	6,050	7,550	6,800	5,150	910	22	1.0	2	0.1
1998	12			IR	6,150	7,650	6,900	5,150	920	18	0.8	1	0.0
1999	12			IR	6,250	7,750	6,950	5,250	750	29	1.3	4	0.2
2000	12			IR	7,100	8,700	7,850	6,000	1,150	12	0.5	3	0.1
2001	12			IR	6,900	8,550	7,650	5,850	1,250	18	0.7	2	0.1
2002	12			IR	7,100	8,750	7,850	6,050	640	16	0.6	4	0.2
2003	12			IR	6,850	8,300	7,550	5,800	620	21	0.8	1	0.0
2004	12			IR	7,050	8,700	7,800	5,950	780	10	0.4	1	0.0
2005	12			IR	6,950	8,400	7,600	5,950	1,300	29	1.2	2	0.1
2006	12			IR	7,150	8,600	7,800	6,050	1,350	18	0.7	1	0.0
2007	12			IR	6,900	8,350	8,350	5,850	1,400	18	0.7	0	0.0
2008	12			IR	7,400	8,950	8,800	6,300	1,350	8	0.3	2	0.1
2009	12			IR	7,300	8,750	7,950	6,200	1,300	13	0.5	2	0.1
2010	12			IR	7,650	9,100	8,350	6,500	1,400	13	0.5	1	0.0
2011	12			IR	7,800	9,300	9,100	6,650	1,400	9	0.3	0	0.0
2012	12			IR	7,900	9,400	9,150	6,750	1,400	13	0.5	2	0.1
2013	12			CTR	8,000	9,750	10,100	6,800	1,100	11	0.4	1	0.0
2014	12			CTR	8,150	9,950	10,000	6,950	1,100	12	0.4	2	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2015	12			CR	8,300	9,800	9,700	7,050	1,150	20	0.7	3	0.1
2016	12			CR	8,400	9,900	9,850	7,150	1,150	6	0.2	1	0.0
2017	12			CR	8,550	9,900	9,950	7,700	1,200	8	0.3	1	0.0
2018	12			CR	8,650	10,100	10,100	7,750	1,200	8	0.3	2	0.1
2019	12			CR	8,800	10,200	10,300	7,900	1,200	8	0.3	0	0.0
2021	12			CR	9,050	10,400	10,500	8,150	1,250	15	0.5	2	0.1
1988	12	S JCT HWY 48	6.0	LR	7,600	13,500	9,600	4,700	1,050	11	0.7	1	0.1
1989	12			LR	7,900	13,400	10,300	5,200	1,100	18	1.0	5	0.3
1990	12			LR	8,150	14,300	11,300	5,150	1,700	10	0.6	1	0.1
1991	12			LR	8,200	14,400	11,400	5,150	1,700	10	0.6	2	0.1
1992	12			LR	8,250	13,300	10,600	5,450	1,750	12	0.7	1	0.1
1993	12			LR	8,300	13,400	10,700	5,400	910	9	0.5	5	0.3
1994	12			LR	9,000	14,800	11,900	5,900	990	14	0.7	1	0.1
1995	12			LR	9,250	15,500	12,600	6,050	1,000	13	0.6	2	0.1
1996	12			LR	9,600	16,100	12,900	6,400	1,050	13	0.6	0	0.0
1997	12			LR	9,800	16,500	13,200	6,550	1,100	15	0.7	1	0.0
1998	12			LR	10,100	16,700	13,400	6,650	1,100	9	0.4	0	0.0
1999	12			LR	10,300	16,900	13,600	6,800	1,450	11	0.5	1	0.0
2000	12			LR	10,600	17,200	13,900	7,050	1,800	10	0.4	1	0.0
2001	12			LR	10,400	17,000	13,600	6,950	1,750	12	0.5	1	0.0
2002	12			LR	11,100	18,100	14,500	7,500	1,900	18	0.7	0	0.0
2003	12			LR	10,800	17,100	13,700	7,300	1,850	15	0.6	2	0.1
2004	12			LR	10,500	17,200	13,700	7,000	1,900	17	0.7	2	0.1
2005	12			LR	10,600	16,600	13,400	7,200	1,900	10	0.4	2	0.1
2006	12			LR	11,000	17,100	13,800	7,450	2,000	9	0.4	2	0.1
2007	12			LR	11,100	17,400	16,700	7,500	2,650	9	0.4	2	0.1
2008	12			LR	10,900	17,000	16,600	7,450	1,850	10	0.4	0	0.0
2009	12			LR	11,400	17,300	14,100	7,750	2,300	11	0.4	1	0.0
2010	12			LR	11,500	17,200	14,100	7,800	2,300	9	0.4	1	0.0
2011	12			LR	11,700	18,100	17,000	8,200	2,350	3	0.1	0	0.0
2012	12			LR	11,800	17,600	17,100	8,100	2,350	8	0.3	0	0.0
2013	12			CTR	11,900	14,500	15,000	10,100	2,400	13	0.5	2	0.1
2014	12			CTR	12,100	14,800	14,900	10,300	2,400	5	0.2	0	0.0
2015	12			CTR	12,200	14,900	15,000	10,400	2,450	13	0.5	2	0.1
2016	12			CTR	12,300	15,000	15,100	10,500	2,450	10	0.4	0	0.0
2017	12			CTR	12,500	16,700	16,600	10,200	2,500	11	0.4	1	0.0
2018	12			CTR	12,600	16,800	16,800	10,300	2,500	15	0.5	1	0.0
2019	12			CTR	12,700	16,900	16,800	10,300	2,550	8	0.3	2	0.1
2021	12			CTR	13,000	16,900	16,900	10,600	2,600	9	0.3	3	0.1
1988	12	BEAVERTON R BR	4.3	LR	7,800	13,800	9,850	4,850	1,100	17	1.4	4	0.3
1989	12			LR	8,350	14,100	10,900	5,500	1,150	28	2.2	1	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1990	12			LR	8,750	15,300	12,200	5,500	1,900	11	0.8	1	0.1
1991	12			LR	8,500	15,000	11,800	5,350	1,850	11	0.8	4	0.3
1992	12			LR	8,250	13,300	10,600	5,450	1,800	16	1.2	1	0.1
1993	12			LR	8,000	12,900	10,300	5,250	1,450	13	1.0	0	0.0
1994	12			LR	8,750	14,400	11,600	5,700	1,600	9	0.7	3	0.2
1995	12			LR	8,950	15,000	12,200	5,850	1,600	7	0.5	0	0.0
1996	12			LR	9,150	15,300	12,300	6,100	1,900	7	0.5	0	0.0
1997	12			LR	9,350	15,700	12,600	6,250	1,950	10	0.7	1	0.1
1998	12			LR	9,550	15,800	12,700	6,300	1,450	5	0.3	0	0.0
1999	12			LR	9,550	15,700	12,600	6,300	1,450	13	0.9	1	0.1
2000	12			LR	9,850	16,000	12,900	6,550	1,600	3	0.2	0	0.0
2001	12			LR	10,000	16,400	13,000	6,700	1,600	7	0.5	0	0.0
2002	12			LR	10,200	16,600	13,300	6,900	1,650	13	0.8	1	0.1
2003	12			LT	10,400	14,300	14,000	7,700	1,650	17	1.1	2	0.1
2004	12			LT	10,500	14,700	14,300	7,700	1,800	14	0.9	2	0.1
2005	12			LR	10,700	16,700	13,500	7,300	1,800	9	0.5	1	0.1
2006	12			LR	10,900	17,000	13,600	7,350	1,850	18	1.1	6	0.4
2007	12			LR	11,100	17,400	16,700	7,500	1,900	12	0.7	2	0.1
2008	12			LR	11,200	17,500	17,000	7,650	1,900	19	1.1	2	0.1
2009	12			LR	11,400	17,300	14,100	7,750	1,950	19	1.1	0	0.0
2010	12			LR	11,600	17,400	14,200	7,850	1,950	17	0.9	3	0.2
2011	12			LR	11,800	18,300	17,100	8,250	2,000	10	0.5	1	0.1
2012	12			LT	12,000	15,700	14,900	9,100	2,050	15	0.8	3	0.2
2013	12			LT	11,000	14,400	14,300	8,300	1,850	16	0.9	0	0.0
2014	12			LT	12,300	16,100	16,300	9,300	1,950	14	0.7	1	0.1
2015	12			LT	12,300	16,100	16,300	9,300	1,950	11	0.6	0	0.0
2016	12			LT	12,400	16,200	16,500	9,350	1,950	23	1.2	3	0.2
2017	12			LT	12,600	17,600	17,500	9,700	2,250	11	0.6	1	0.1
2018	12			LT	12,800	17,900	17,700	9,850	2,300	8	0.4	1	0.1
2019	12			LT	12,900	18,100	17,900	9,950	2,300	16	0.8	3	0.1
2021	12			LT	13,300	18,200	18,100	10,200	2,400	19	0.9	2	0.1
1988	12	DURHAM RD 23 (W)/8TH LINE (E)	2.5	LR	8,300	14,700	10,500	5,150	1,150	7	0.9	1	0.1
1989	12			LR	8,700	14,700	11,300	5,750	1,200	12	1.5	1	0.1
1990	12			LR	9,050	15,800	12,600	5,700	1,250	8	1.0	0	0.0
1991	12			LR	9,050	15,900	12,600	5,700	1,250	3	0.4	0	0.0
1992	12			LR	9,000	14,500	11,600	5,950	1,250	3	0.4	0	0.0
1993	12			LR	9,000	14,500	11,600	5,900	1,250	5	0.6	1	0.1
1994	12			LR	9,800	16,100	13,000	6,400	1,350	2	0.2	0	0.0
1995	12			LR	10,000	16,800	13,600	6,550	1,400	4	0.4	1	0.1
1996	12			LR	10,600	17,700	14,200	7,050	1,500	8	0.8	0	0.0
1997	12			LR	10,500	17,600	14,200	7,050	1,450	8	0.8	1	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1998	12			LR	10,800	17,800	14,400	7,150	1,400	8	0.8	0	0.0
1999	12			LR	11,100	18,200	14,700	7,350	1,450	7	0.7	0	0.0
2000	12			LR	11,000	17,800	14,400	7,350	1,650	8	0.8	2	0.2
2001	12			LR	11,100	18,200	14,500	7,400	1,650	10	1.0	0	0.0
2002	12			LR	11,200	18,300	14,600	7,600	1,700	7	0.7	1	0.1
2003	12			LR	11,300	17,900	14,400	7,650	1,700	7	0.7	2	0.2
2004	12			LR	10,600	17,300	13,800	7,100	1,900	11	1.1	5	0.5
2005	12			LR	11,400	17,800	14,400	7,750	1,800	7	0.7	0	0.0
2006	12			LR	11,500	17,900	14,400	7,750	1,850	10	0.9	1	0.1
2007	12			LR	11,600	18,200	17,500	7,800	1,850	10	0.9	2	0.2
2008	12			LR	11,700	18,300	17,800	8,000	2,550	11	1.0	0	0.0
2009	12			LR	11,900	18,100	14,800	8,100	1,900	10	0.9	3	0.3
2010	12			LR	12,000	18,000	14,700	8,150	1,900	13	1.2	3	0.3
2011	12			LR	12,100	18,700	17,600	8,450	1,950	5	0.4	1	0.1
2012	12			LR	12,200	18,200	17,700	8,350	1,950	9	0.8	1	0.1
2013	12			LR	12,300	18,400	21,000	8,350	1,950	11	1.0	0	0.0
2014	12			CTR	12,400	15,100	15,300	10,500	2,000	9	0.8	0	0.0
2015	12			CTR	12,500	15,200	15,400	10,600	2,000	9	0.8	1	0.1
2016	12			CTR	12,600	15,400	15,500	10,700	2,000	7	0.6	1	0.1
2017	12			CTR	12,700	17,000	16,900	10,300	2,050	5	0.4	0	0.0
2018	12			CTR	12,800	17,100	17,000	10,400	2,050	4	0.3	0	0.0
2019	12			CTR	13,000	17,300	17,200	10,600	2,100	6	0.5	1	0.1
2021	12			CTR	13,200	17,200	17,100	10,800	2,100	4	0.3	1	0.1
1988	12	N JCT HWY 48	1.3	IR	6,900	8,950	7,600	5,500	1,450	2	0.6	1	0.3
1989	12			IR	7,500	9,700	8,300	6,150	1,600	3	0.8	0	0.0
1990	12			IR	8,150	10,400	9,050	6,700	1,650	3	0.8	0	0.0
1991	12			IR	8,300	10,500	9,200	6,900	1,650	0	0.0	0	0.0
1992	12			IR	8,350	10,300	9,200	7,100	1,650	8	2.0	0	0.0
1993	12			IR	8,400	10,300	8,700	6,850	1,350	4	1.0	2	0.5
1994	12			IR	8,400	10,300	9,250	7,050	1,350	3	0.7	0	0.0
1995	12			IR	8,650	10,700	9,550	7,350	1,400	4	1.0	2	0.5
1996	12			LR	8,200	13,700	11,000	5,450	1,650	4	1.0	1	0.3
1997	12			LR	9,200	15,500	12,400	6,150	1,850	4	0.9	0	0.0
1998	12			LR	9,450	15,600	12,600	6,250	1,900	1	0.2	0	0.0
1999	12			LR	9,300	15,300	12,300	6,150	1,100	0	0.0	0	0.0
2000	12			LR	9,300	15,100	12,200	6,200	1,600	1	0.2	0	0.0
2001	12			LR	9,450	15,500	12,300	6,300	1,600	7	1.5	0	0.0
2002	12			LR	9,600	15,600	12,500	6,500	1,650	2	0.4	0	0.0
2003	12			LR	9,600	15,200	12,200	6,500	1,650	2	0.4	0	0.0
2004	12			IR	9,650	11,900	10,700	8,150	1,750	3	0.6	2	0.4
2005	12			IR	9,850	11,900	10,800	8,400	1,750	1	0.2	1	0.2

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2006	12			IR	9,950	12,000	10,900	8,450	1,800	1	0.2	0	0.0
2007	12			IR	9,900	12,000	12,000	8,400	1,800	7	1.5	1	0.2
2008	12			IR	10,200	12,400	12,100	8,700	1,850	1	0.2	0	0.0
2009	12			IR	10,300	12,400	11,200	8,750	1,850	3	0.6	1	0.2
2010	12			IR	10,400	12,400	11,300	8,850	1,850	1	0.2	0	0.0
2011	12			IR	10,500	12,500	12,300	8,950	1,900	6	1.2	0	0.0
2012	12			IR	10,700	12,700	12,400	9,150	1,950	2	0.4	1	0.2
2013	12			CTR	9,300	11,300	11,700	7,900	1,650	4	0.9	0	0.0
2014	12			CTR	10,600	12,900	13,000	9,000	1,900	3	0.6	1	0.2
2015	12			CR	11,000	13,000	12,900	9,350	2,050	3	0.6	2	0.4
2016	12			CR	10,900	12,800	12,800	9,300	2,050	4	0.8	1	0.2
2017	12			CR	11,000	12,800	12,800	9,900	2,050	2	0.4	0	0.0
2018	12			CR	11,100	12,900	13,000	9,950	2,050	1	0.2	1	0.2
2019	12			CR	11,200	13,000	13,100	10,000	2,100	5	0.9	2	0.4
2021	12			CR	11,400	13,100	13,200	10,300	2,150	3	0.5	0	0.0
1988	12	DURHAM RD 50	0.8	IR	6,250	8,100	6,900	5,000	440	2	1.1	0	0.0
1989	12			IR	6,950	8,950	7,700	5,700	490	0	0.0	0	0.0
1990	12			IR	7,650	9,700	8,500	6,250	540	1	0.5	0	0.0
1991	12			IR	7,800	9,850	8,650	6,450	550	2	0.9	0	0.0
1992	12			IR	7,900	9,700	8,700	6,700	550	1	0.4	0	0.0
1993	12			IR	7,700	9,450	7,950	6,300	540	0	0.0	0	0.0
1994	12			IR	8,250	10,200	9,100	6,900	580	2	0.8	0	0.0
1995	12			IR	8,600	10,600	9,500	7,350	520	5	2.0	0	0.0
1996	12			IR	8,900	11,100	9,950	7,600	530	3	1.2	0	0.0
1997	12			IR	9,300	11,600	10,400	7,900	560	3	1.1	1	0.4
1998	12			IR	9,600	11,900	10,800	8,050	580	0	0.0	0	0.0
1999	12			IR	9,550	11,800	10,600	8,000	570	1	0.4	0	0.0
2000	12			IR	9,750	11,900	10,800	8,250	580	6	2.1	0	0.0
2001	12			IR	10,000	12,400	11,100	8,450	600	0	0.0	0	0.0
2002	12			IR	11,000	13,600	12,200	9,350	880	2	0.6	1	0.3
2003	12			IR	10,500	12,700	11,600	8,900	840	1	0.3	0	0.0
2004	12			IR	9,800	12,100	10,900	8,300	780	0	0.0	0	0.0
2005	12			IR	10,000	12,100	11,000	8,550	900	3	1.0	0	0.0
2006	12			IR	10,100	12,200	11,000	8,600	910	3	1.0	0	0.0
2007	12			IR	10,200	12,400	12,300	8,650	920	5	1.7	0	0.0
2008	12			IR	8,950	10,800	10,600	7,650	1,350	2	0.8	0	0.0
2009	12			IR	10,400	12,500	11,300	8,850	1,550	2	0.7	0	0.0
2010	12			IR	10,500	12,500	11,400	8,950	1,600	6	2.0	0	0.0
2011	12			IR	10,600	12,600	12,400	9,050	1,600	4	1.3	0	0.0
2012	12			LT	9,100	11,900	11,300	6,900	1,350	1	0.4	0	0.0
2013	12			LT	9,000	11,800	11,700	6,800	1,350	3	1.2	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2014	12			LT	8,900	11,600	11,800	6,700	1,350	0	0.0	0	0.0
2015	12			LT	10,000	13,100	13,300	7,550	1,500	0	0.0	0	0.0
2016	12			LT	10,100	13,200	13,400	7,650	1,500	2	0.7	0	0.0
2017	12			LT	10,100	14,100	14,000	7,800	1,500	1	0.3	0	0.0
2018	12			LT	10,100	14,100	14,000	7,800	1,500	1	0.3	0	0.0
2019	12			LT	10,200	14,300	14,200	7,850	1,550	1	0.3	0	0.0
2021	12			LT	10,200	14,000	13,900	7,850	1,550	1	0.3	0	0.0
1988	12	RAMARA RD 51 (E) CON RD A (W)	8.4	IR	8,100	10,500	8,900	6,500	1,400	27	1.1	5	0.2
1989	12			IR	8,400	10,800	9,300	6,900	1,450	25	1.0	2	0.1
1990	12			IR	8,750	11,100	9,700	7,200	960	25	0.9	3	0.1
1991	12			IR	8,850	11,200	9,800	7,350	970	19	0.7	2	0.1
1992	12			IR	8,700	10,700	9,550	7,400	960	16	0.6	3	0.1
1993	12			IR	8,700	10,700	9,000	7,100	780	17	0.6	0	0.0
1994	12			IR	8,950	11,000	9,850	7,500	630	20	0.7	2	0.1
1995	12			IR	9,150	11,300	10,100	7,800	640	21	0.8	2	0.1
1996	12			IR	9,000	11,200	10,000	7,650	630	20	0.7	2	0.1
1997	12			CR	9,550	11,800	11,300	8,100	960	27	0.9	4	0.1
1998	12			CR	9,750	12,000	11,400	8,300	980	29	1.0	3	0.1
1999	12			CR	10,300	12,700	12,100	8,750	620	26	0.8	1	0.0
2000	12			CR	10,600	13,000	12,400	9,000	640	22	0.7	1	0.0
2001	12			CR	11,000	13,500	12,900	9,300	660	30	0.9	5	0.1
2002	12			CR	11,600	14,200	13,600	9,750	700	21	0.6	3	0.1
2003	12			CR	10,600	12,900	12,400	8,950	2,350	36	1.1	6	0.2
2004	12			CR	10,300	12,700	12,100	8,700	2,050	26	0.8	3	0.1
2005	12			CR	10,200	12,400	11,900	8,600	2,050	30	1.0	2	0.1
2006	12			CR	10,100	12,200	11,800	8,550	710	24	0.8	0	0.0
2007	12			IR	9,950	12,100	12,000	8,450	700	24	0.8	2	0.1
2008	12			IR	9,850	11,900	11,700	8,400	1,400	23	0.8	2	0.1
2009	12			IR	10,700	12,800	11,700	9,100	1,500	21	0.6	5	0.2
2010	12			IR	10,800	12,900	11,800	9,200	1,500	17	0.5	2	0.1
2011	12			IR	9,800	11,700	11,400	8,350	1,350	15	0.5	1	0.0
2012	12			IR	10,700	12,700	12,400	9,150	1,500	14	0.4	0	0.0
2013	12			CTR	10,600	12,900	13,300	9,000	1,300	30	0.9	4	0.1
2014	12			CTR	10,800	13,200	13,300	9,200	1,300	18	0.5	1	0.0
2015	12			CTR	10,900	13,300	13,400	9,250	1,350	23	0.7	7	0.2
2016	12			CTR	10,900	13,300	13,400	9,250	1,350	21	0.6	2	0.1
2017	12			CTR	11,000	14,700	14,600	8,950	1,350	21	0.6	1	0.0
2018	12			CTR	11,000	14,700	14,600	8,950	1,350	15	0.4	0	0.0
2019	12			CTR	11,100	14,800	14,700	9,050	2,900	18	0.5	3	0.1
2021	12			CTR	11,200	14,600	14,500	9,150	2,900	14	0.4	1	0.0
1988	12	RAMARA CON RD 6 (W) SIMCOE RD 169 (N)	11.9	IR	5,500	7,150	6,050	4,400	280	33	1.4	4	0.2

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1989	12			IR	5,700	7,350	6,350	4,650	280	13	0.5	3	0.1
1990	12			IR	5,850	7,450	6,500	4,800	290	23	0.9	1	0.0
1991	12			IR	5,950	7,500	6,600	4,950	360	29	1.1	1	0.0
1992	12			IR	5,800	7,150	6,400	4,950	350	26	1.0	0	0.0
1993	12			LT	6,100	8,450	7,550	4,450	370	30	1.1	1	0.0
1994	12			LT	6,700	9,850	9,450	4,850	400	35	1.2	6	0.2
1995	12			LT	6,950	10,000	9,700	5,100	420	28	0.9	0	0.0
1996	12			IR	6,800	8,450	7,600	5,800	410	38	1.3	2	0.1
1997	12			LT	7,500	10,600	10,400	5,550	450	38	1.2	2	0.1
1998	12			LT	7,750	10,800	10,600	5,650	460	39	1.2	2	0.1
1999	12			IR	8,700	10,800	9,650	7,300	440	41	1.1	3	0.1
2000	12			IR	9,200	11,300	10,200	7,750	460	37	0.9	3	0.1
2001	12			IR	9,250	11,400	10,200	7,800	740	32	0.8	2	0.0
2002	12			IR	10,100	12,500	11,200	8,600	610	35	0.8	1	0.0
2003	12			IR	9,300	11,300	10,200	7,900	560	44	1.1	5	0.1
2004	12			IR	9,350	11,600	10,400	7,900	1,100	41	1.0	1	0.0
2005	12			IR	9,550	11,500	10,500	8,150	670	35	0.8	2	0.0
2006	12			IR	9,600	11,600	10,500	8,150	580	38	0.9	1	0.0
2007	12			IR	9,800	11,900	11,800	8,300	590	31	0.7	1	0.0
2008	12			IR	8,950	10,800	10,600	7,650	720	40	1.0	2	0.1
2009	12			IR	10,200	12,200	11,100	8,650	820	32	0.7	0	0.0
2010	12			IR	9,750	11,600	10,600	8,300	780	25	0.6	1	0.0
2011	12			IR	10,600	12,600	12,400	9,050	850	10	0.2	0	0.0
2012	12			IR	10,800	12,800	12,500	9,250	860	18	0.4	1	0.0
2013	12			IR	11,000	13,100	14,000	9,350	880	14	0.3	2	0.0
2014	12			IR	10,100	12,000	12,000	8,600	810	10	0.2	1	0.0
2015	12			IR	11,200	13,300	13,400	9,550	900	5	0.1	0	0.0
2016	12			IR	11,400	13,600	13,600	9,700	910	22	0.4	2	0.0
2017	12			IR	11,600	13,600	13,600	10,300	930	11	0.2	2	0.0
2018	12			IR	11,800	13,900	13,900	10,600	940	14	0.3	0	0.0
2019	12			IR	12,000	14,100	14,100	10,800	960	24	0.5	0	0.0
2021	12			IR	12,300	14,400	14,400	11,000	980	16	0.3	1	0.0
2010	12	11.916 KM W OF RAMARA CON RD 6 (W) SIMCOE RD 169 (N)	3.5	IR	9,750	11,600	10,600	8,300	780	14	1.1	3	0.2
2011	12			IR	10,600	12,600	12,400	9,050	850	10	0.7	1	0.1
2012	12			IR	10,600	12,600	12,300	9,050	850	5	0.4	1	0.1
2013	12			IR	11,200	13,300	14,300	9,550	900	16	1.1	0	0.0
2014	12			IR	11,600	13,800	13,800	9,850	930	10	0.7	1	0.1
2015	12			IR	12,000	14,300	14,300	10,200	960	11	0.7	0	0.0
2016	12			IR	12,400	14,800	14,800	10,600	990	15	0.9	1	0.1
2017	12			IR	12,800	15,000	15,000	11,400	1,000	9	0.5	1	0.1
2018	12			IR	13,200	15,500	15,500	11,800	1,050	13	0.8	1	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2019	12			IR	13,600	16,000	16,000	12,200	1,100	15	0.9	0	0.0
2021	12			IR	14,400	16,800	16,900	12,900	1,150	4	0.2	1	0.1
1988	12	CREIGHTON ST	0.5	CTR	14,000	18,200	17,100	11,800	700	3	1.1	0	0.0
1989	12			CTR	15,000	19,000	18,200	12,900	750	2	0.7	0	0.0
1990	12			CTR	16,000	20,000	18,900	13,900	800	7	2.2	1	0.3
1991	12			CTR	16,500	20,800	20,600	14,400	820	5	1.5	0	0.0
1992	12			CTR	16,200	19,900	19,300	14,100	810	8	2.5	0	0.0
1993	12			HR	17,300	31,000	24,700	10,600	860	8	2.3	1	0.3
1994	12			HR	18,800	33,500	27,100	11,500	750	9	2.4	0	0.0
1995	12			HR	19,600	34,800	27,800	11,600	780	6	1.6	0	0.0
1996	12			CTR	20,100	25,700	24,700	16,900	1,200	10	2.5	0	0.0
1997	12			CTR	22,900	29,300	28,200	19,200	1,350	14	3.1	0	0.0
1998	12			CTR	24,100	30,600	29,400	20,200	1,450	9	1.9	0	0.0
1999	12			CTR	23,200	29,200	28,100	19,500	1,400	17	3.7	2	0.4
2000	12			CTR	23,900	30,100	28,900	20,100	1,450	8	1.7	0	0.0
2001	12			CTR	24,700	31,200	29,900	20,800	1,500	13	2.7	1	0.2
2002	12			CTR	25,400	32,000	30,700	21,400	1,500	18	3.6	1	0.2
2003	12			CTR	25,500	31,700	30,500	21,600	1,550	13	2.6	3	0.6
2004	12			CTR	27,900	35,200	33,800	23,500	1,100	12	2.2	0	0.0
2005	12			CTR	27,500	34,100	32,700	23,300	1,100	7	1.3	0	0.0
2006	12			CTR	27,300	33,800	32,400	23,200	1,100	3	0.6	0	0.0
2007	12			CTR	26,000	32,200	31,900	22,000	1,050	3	0.6	1	0.2
2008	12			CTR	28,500	35,300	34,600	24,200	1,700	2	0.4	0	0.0
2009	12			CTR	27,900	34,000	32,900	23,700	1,650	3	0.5	0	0.0
2010	12			CTR	29,700	36,200	34,700	25,200	1,800	1	0.2	0	0.0
2011	12			CTR	25,000	30,400	29,200	21,200	1,500	2	0.4	1	0.2
2012	12			CTR	25,000	30,300	29,900	21,300	1,500	0	0.0	0	0.0
2013	12			CR	26,600	31,900	32,700	22,500	1,600	6	1.1	0	0.0
2014	12			CR	24,800	29,200	29,000	21,100	1,500	2	0.4	1	0.2
2015	12			CTR	22,200	27,100	27,300	18,900	1,350	1	0.2	0	0.0
2016	12			CTR	23,900	29,200	29,400	20,300	1,450	2	0.4	0	0.0
2017	12			CTR	27,400	36,600	36,400	22,300	1,650	5	0.9	0	0.0
2018	12			CTR	27,700	37,000	36,800	22,600	1,650	3	0.5	1	0.2
2019	12			CTR	27,900	37,200	37,000	22,700	1,650	3	0.5	0	0.0
2021	12			CTR	28,300	36,900	36,700	23,100	1,700	2	0.4	0	0.0
1990	12	ORILLIA E LTS WEST END OF BRIDGE	1.4	LT	16,100	23,500	22,500	11,800	640	0	0.0	0	0.0
1991	12			LT	16,500	23,100	22,300	12,200	500	0	0.0	0	0.0
1992	12			LT	16,800	23,400	22,700	12,900	500	2	0.2	0	0.0
1993	12			LT	17,200	23,800	21,300	12,600	520	1	0.1	0	0.0
1994	12			LT	18,400	27,000	26,000	13,400	920	1	0.1	0	0.0
1995	12			LT	19,100	27,400	26,600	14,000	960	1	0.1	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1996	12			LT	19,800	28,000	27,300	14,500	990	5	0.5	0	0.0
1997	12			LT	21,000	29,600	29,000	15,500	1,250	4	0.4	0	0.0
1998	12			LT	24,100	33,700	33,000	17,600	1,450	7	0.6	0	0.0
1999	12			LT	24,500	34,100	33,300	17,900	1,450	8	0.7	0	0.0
2000	12			LT	25,800	35,900	35,200	18,800	1,550	2	0.2	0	0.0
2001	12			LT	27,100	37,900	36,900	19,900	1,650	2	0.1	1	0.1
2002	12			LT	28,500	39,800	38,800	20,900	1,150	3	0.2	0	0.0
2003	12			LT	29,800	41,000	40,100	22,000	1,200	5	0.3	1	0.1
2004	12			LT	64,200	89,900	87,400	47,000	2,550	7	0.2	0	0.0
2005	12			LT	25,200	34,600	33,800	18,500	1,250	3	0.2	0	0.0
2006	12			LR	33,800	52,700	42,300	22,800	1,700	1	0.1	0	0.0
2007	12			LR	35,600	55,800	53,600	24,000	1,800	1	0.1	0	0.0
2008	12			LR	36,800	57,400	55,900	25,200	1,850	0	0.0	0	0.0
2009	12			LR	38,100	57,900	47,200	25,900	1,900	2	0.1	0	0.0
2010	12			CTR	28,000	34,100	32,800	23,800	1,400	0	0.0	0	0.0
2011	12			CTR	28,500	34,700	33,300	24,200	1,400	0	0.0	0	0.0
2012	12			CTR	29,000	35,200	34,700	24,700	1,450	1	0.1	0	0.0
2013	12			CTR	30,000	36,500	37,700	25,500	1,500	3	0.2	0	0.0
2014	12			CTR	28,800	35,100	35,400	24,500	1,700	3	0.2	0	0.0
2015	12			CR	35,500	41,800	41,600	30,200	2,100	8	0.5	0	0.0
2016	12			CR	28,500	33,600	33,400	24,300	1,700	13	0.9	1	0.1
2017	12			CR	36,100	41,900	42,100	32,500	2,150	6	0.3	0	0.0
2018	12			CR	36,600	42,500	42,800	32,800	2,150	6	0.3	0	0.0
2019	12			CR	37,100	43,000	43,300	33,300	2,200	9	0.5	1	0.1
2021	12			CR	38,200	44,000	44,300	34,500	2,300	6	0.3	1	0.1
1988	12	ATHERLEY RD ORILLIA	2.2	CR	8,350	10,700	10,000	6,950	840	11	1.6	0	0.0
1989	12			CR	8,750	11,200	10,400	7,350	880	12	1.7	0	0.0
1990	12			LT	9,200	13,400	12,900	6,700	920	7	0.9	0	0.0
1991	12			LT	10,100	14,100	13,600	7,450	710	11	1.3	0	0.0
1992	12			LT	11,100	15,400	15,000	8,550	780	5	0.6	0	0.0
1993	12			LT	12,000	16,600	14,900	8,800	840	11	1.1	0	0.0
1994	12			LT	12,200	17,900	17,200	8,850	980	5	0.5	0	0.0
1995	12			LT	12,900	18,500	18,000	9,450	1,050	6	0.6	0	0.0
1996	12			LT	13,700	19,300	18,900	10,100	820	13	1.2	1	0.1
1997	12			LT	14,200	20,000	19,600	10,500	850	11	1.0	0	0.0
1998	12			LT	14,800	20,700	20,300	10,800	890	10	0.8	1	0.1
1999	12			LT	15,400	21,400	20,900	11,200	920	9	0.7	1	0.1
2000	12			LT	15,800	22,000	21,500	11,500	950	14	1.1	2	0.2
2001	12			LT	16,300	22,800	22,200	11,900	980	17	1.3	1	0.1
2002	12			LT	17,400	24,300	23,700	12,800	870	23	1.6	0	0.0
2003	12			LT	17,000	23,400	22,900	12,600	850	17	1.2	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2004	12			LT	17,400	24,400	23,700	12,700	870	17	1.2	0	0.0
2005	12			LT	17,900	24,500	24,000	13,200	1,050	24	1.7	2	0.1
2006	12			LT	18,400	25,200	24,600	13,600	1,100	19	1.3	2	0.1
2007	12			LT	17,900	24,600	25,300	13,200	1,050	25	1.7	1	0.1
2008	12			LT	19,300	26,400	25,300	14,200	1,150	26	1.7	0	0.0
2009	12			LT	19,800	26,700	26,100	14,700	1,200	30	1.9	1	0.1
2010	12			LT	20,200	27,100	26,600	14,900	1,200	16	1.0	1	0.1
2011	12			LT	20,700	26,500	27,000	17,000	1,250	14	0.8	1	0.1
2012	12			LT	21,200	27,700	26,400	16,100	1,250	22	1.3	1	0.1
2013	12			CTR	18,500	22,500	23,300	15,700	1,100	24	1.6	0	0.0
2014	12			CTR	18,300	22,300	22,500	15,600	1,100	11	0.7	0	0.0
2015	12			CTR	18,500	22,600	22,800	15,700	1,100	17	1.1	1	0.1
2016	12			CTR	18,700	22,800	23,000	15,900	1,100	17	1.1	2	0.1
2017	12			CTR	21,100	28,200	28,100	17,200	1,250	17	1.0	1	0.1
2018	12			CTR	21,400	28,600	28,500	17,400	1,300	19	1.1	0	0.0
2019	12			CTR	21,700	28,900	28,800	17,700	1,300	16	0.9	0	0.0
2021	12			CTR	22,400	29,200	29,000	18,300	1,350	13	0.7	1	0.1
1988	12	WEST ST	1.3	IC	12,000	13,900	13,600	10,600	600	19	3.3	1	0.2
1989	12			IC	12,500	14,400	14,100	11,100	620	26	4.3	3	0.5
1990	12			CTR	13,100	16,400	15,500	11,400	660	26	4.1	4	0.6
1991	12			CTR	13,500	17,000	16,900	11,700	1,100	21	3.2	2	0.3
1992	12			CTR	13,600	16,700	16,200	11,800	1,100	18	2.7	0	0.0
1993	12			CTR	13,800	17,400	16,700	11,700	970	20	3.0	0	0.0
1994	12			CTR	15,200	19,500	18,500	12,800	910	10	1.4	1	0.1
1995	12			CTR	15,900	20,400	19,600	13,300	950	29	3.8	2	0.3
1996	12			CTR	15,900	20,300	19,600	13,300	950	19	2.5	0	0.0
1997	12			CTR	17,700	22,700	21,800	14,900	1,400	12	1.4	1	0.1
1998	12			CTR	17,800	22,600	21,700	15,000	1,400	18	2.1	0	0.0
1999	12			CR	18,500	22,800	21,600	15,700	1,100	13	1.4	1	0.1
2000	12			CR	18,800	23,100	22,000	16,000	1,150	16	1.8	2	0.2
2001	12			CR	19,400	23,900	22,800	16,400	1,150	22	2.3	3	0.3
2002	12			CR	20,600	25,300	24,200	17,400	1,450	24	2.4	3	0.3
2003	12			CR	20,500	25,000	24,000	17,300	1,450	18	1.8	2	0.2
2004	12			CR	20,300	25,000	23,800	17,100	1,400	26	2.6	5	0.5
2005	12			CR	20,700	25,100	24,100	17,400	1,450	36	3.6	2	0.2
2006	12			CR	21,500	26,100	25,000	18,200	1,500	18	1.7	0	0.0
2007	12			CR	21,700	26,300	26,300	18,300	1,500	16	1.5	1	0.1
2008	12			CR	20,500	24,800	24,600	17,300	1,650	25	2.5	1	0.1
2009	12			CR	22,600	27,100	26,200	19,200	1,800	18	1.6	2	0.2
2010	12			CR	23,000	27,600	26,600	19,400	1,850	19	1.7	2	0.2
2011	12			CR	23,500	27,400	27,700	20,900	1,900	16	1.4	2	0.2

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2012	12			CR	21,500	25,800	25,300	18,200	1,700	13	1.2	0	0.0
2013	12			CR	20,500	24,600	25,200	17,300	1,500	10	1.0	0	0.0
2014	12			CR	21,000	24,700	24,600	17,900	1,500	19	1.9	1	0.1
2015	12			CR	22,100	26,000	25,900	18,800	1,600	17	1.6	1	0.1
2016	12			CR	22,500	26,500	26,400	19,200	1,600	13	1.2	1	0.1
2017	12			CR	23,700	27,500	27,600	21,300	1,700	22	1.9	0	0.0
2018	12			CR	24,000	27,900	28,100	21,500	1,750	20	1.7	3	0.3
2019	12			CR	24,300	28,200	28,400	21,800	1,750	22	1.9	3	0.3
2021	12			CR	24,900	28,700	28,800	22,500	1,750	20	1.7	2	0.2
1988	12	SIMCOE RD 49 MEMORIAL AV	1.9	IC	9,050	10,500	10,200	7,950	900	8	1.2	0	0.0
1989	12			IC	9,500	10,900	10,700	8,450	950	8	1.2	1	0.1
1990	12			LT	9,750	14,200	13,600	7,100	1,050	9	1.3	0	0.0
1991	12			LT	10,000	14,000	13,500	7,400	1,100	10	1.4	1	0.1
1992	12			LT	10,200	14,200	13,800	7,850	1,100	6	0.8	0	0.0
1993	12			LT	10,400	14,400	12,900	7,650	1,150	5	0.7	0	0.0
1994	12			LT	11,600	17,000	16,400	8,450	810	3	0.4	0	0.0
1995	12			LT	12,100	17,400	16,900	8,850	850	5	0.6	0	0.0
1996	12			LT	11,400	16,100	15,700	8,400	800	5	0.6	0	0.0
1997	12			LT	13,100	18,500	18,100	9,700	920	6	0.6	2	0.2
1998	12			LT	13,700	19,200	18,800	10,000	960	9	0.9	0	0.0
1999	12			LT	15,200	21,100	20,700	11,100	910	5	0.5	2	0.2
2000	12			LT	16,200	22,600	22,100	11,800	970	12	1.0	0	0.0
2001	12			LT	16,700	23,400	22,700	12,200	1,000	16	1.4	1	0.1
2002	12			LT	18,800	26,300	25,600	13,800	1,500	14	1.1	1	0.1
2003	12			LT	18,200	25,000	24,500	13,400	1,450	11	0.9	1	0.1
2004	12			LT	19,000	26,600	25,900	13,900	1,500	24	1.8	1	0.1
2005	12			LT	19,500	26,700	26,100	14,300	1,550	14	1.0	1	0.1
2006	12			LT	20,400	27,900	27,200	15,000	1,650	15	1.0	0	0.0
2007	12			CR	20,800	25,200	25,200	17,500	830	19	1.3	0	0.0
2008	12			CR	21,900	26,500	26,300	18,500	1,550	30	1.9	0	0.0
2009	12			CR	22,000	26,400	25,500	18,700	1,100	17	1.1	1	0.1
2010	12			CR	23,400	28,000	27,100	19,800	1,150	14	0.8	0	0.0
2011	12			CR	20,000	23,300	23,600	17,800	1,000	27	1.9	2	0.1
2012	12			CR	24,000	28,700	28,300	20,300	1,200	34	2.0	3	0.2
2013	12			CR	19,500	23,400	24,000	16,500	1,400	24	1.7	1	0.1
2014	12			CR	19,900	23,500	23,300	17,000	1,450	33	2.3	1	0.1
2015	12			CR	21,400	25,200	25,100	18,200	1,550	21	1.4	5	0.3
2016	12			CR	21,900	25,800	25,700	18,700	1,600	24	1.5	0	0.0
2017	12			CR	24,300	28,200	28,300	21,900	1,750	31	1.8	2	0.1
2018	12			CR	24,800	28,800	29,000	22,300	1,800	19	1.1	1	0.1
2019	12			CR	25,300	29,400	29,500	22,700	1,850	32	1.8	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2021	12			CR	26,300	30,300	30,500	23,700	1,850	19	1.0	2	0.1
2021	12	S JCT HWY 11 ORILLIA BYPASS	2.4										
1988	12	N JCT HWY 11 COLDWATER RD ORILLIA	3.2	IC	10,000	11,600	11,300	8,800	500	15	1.3	0	0.0
1989	12			IC	10,500	12,100	11,900	9,350	520	14	1.1	1	0.1
1990	12			CTR	10,700	13,400	12,600	9,300	540	8	0.6	0	0.0
1991	12			CTR	11,000	13,900	13,800	9,550	550	6	0.5	0	0.0
1992	12			CTR	11,200	13,800	13,300	9,750	560	5	0.4	0	0.0
1993	12			CTR	11,300	14,200	13,700	9,600	450	8	0.6	0	0.0
1994	12			CTR	11,600	14,800	14,200	9,750	350	14	1.0	0	0.0
1995	12			CTR	11,900	15,300	14,600	10,000	710	19	1.4	0	0.0
1996	12			CTR	12,000	15,400	14,800	10,100	720	13	0.9	2	0.1
1997	12			CTR	12,500	16,000	15,400	10,500	500	9	0.6	0	0.0
1998	12			CTR	12,800	16,300	15,600	10,800	510	12	0.8	0	0.0
1999	12			CTR	13,600	17,100	16,500	11,400	410	13	0.8	0	0.0
2000	12			CTR	13,700	17,300	16,600	11,500	410	12	0.7	2	0.1
2001	12			CTR	14,100	17,800	17,100	11,900	420	16	1.0	1	0.1
2002	12			CTR	14,500	18,300	17,500	12,200	440	21	1.2	1	0.1
2003	12			CTR	14,900	18,500	17,800	12,600	1,050	20	1.1	3	0.2
2004	12			CTR	15,000	18,900	18,100	12,600	1,050	20	1.1	1	0.1
2005	12			CTR	14,800	18,300	17,600	12,600	1,050	15	0.9	1	0.1
2006	12			IC	16,000	17,800	17,900	14,200	640	29	1.6	1	0.1
2007	12			IC	15,300	17,000	17,500	13,500	460	21	1.2	1	0.1
2008	12			IC	15,900	17,600	17,000	14,000	800	22	1.2	0	0.0
2009	12			IC	13,800	15,300	15,500	12,300	690	22	1.4	1	0.1
2010	12			IC	16,100	17,800	18,000	14,300	800	16	0.9	0	0.0
2011	12			IC	16,400	18,000	18,700	14,700	820	17	0.9	1	0.1
2012	12			IC	16,600	18,400	17,800	14,700	830	27	1.4	0	0.0
2013	12			IC	16,900	18,700	18,600	15,000	840	29	1.5	0	0.0
2014	12			IC	17,200	19,000	19,000	15,300	860	28	1.4	3	0.1
2015	12			IC	17,400	19,300	19,200	15,400	870	25	1.2	2	0.1
2016	12			IC	17,700	19,600	19,500	15,700	880	25	1.2	0	0.0
2017	12			IC	17,900	19,600	19,800	16,200	900	23	1.1	2	0.1
2018	12			IC	18,200	20,000	20,100	16,500	910	35	1.6	2	0.1
2019	12			IC	18,500	20,300	20,400	16,700	920	29	1.3	0	0.0
2021	12			IC	19,000	20,600	20,700	17,200	950	14	0.6	0	0.0
1988	12	WAINMAN LINE (N) ORO MEDONTE LINE 15 NORTH (S)	2.6	IC	8,100	9,400	9,150	7,150	400	10	1.3	0	0.0
1989	12			IC	8,500	9,800	9,600	7,550	420	9	1.1	1	0.1
1990	12			CTR	9,150	11,400	10,800	7,950	460	10	1.2	0	0.0
1991	12			CTR	9,400	11,800	11,800	8,200	560	12	1.3	2	0.2
1992	12			CTR	9,700	11,900	11,500	8,450	580	7	0.8	2	0.2
1993	12			CTR	10,100	12,700	12,200	8,600	400	7	0.7	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1994	12			CTR	10,000	12,800	12,200	8,400	500	8	0.8	0	0.0
1995	12			CTR	10,300	13,200	12,700	8,650	520	5	0.5	1	0.1
1996	12			CTR	10,600	13,600	13,000	8,900	530	5	0.5	0	0.0
1997	12			CR	10,900	13,500	12,900	9,250	540	6	0.6	0	0.0
1998	12			CR	11,200	13,800	13,100	9,500	560	5	0.5	0	0.0
1999	12			CR	10,900	13,400	12,800	9,250	540	6	0.6	0	0.0
2000	12			CR	11,400	14,000	13,300	9,700	570	10	0.9	0	0.0
2001	12			CR	11,600	14,300	13,600	9,800	580	3	0.3	0	0.0
2002	12			CR	11,800	14,500	13,800	9,950	590	11	1.0	0	0.0
2003	12			CR	12,000	14,600	14,000	10,200	600	10	0.9	1	0.1
2004	12			CR	12,200	15,000	14,300	10,300	610	10	0.9	1	0.1
2005	12			CR	12,400	15,000	14,500	10,400	620	9	0.8	0	0.0
2006	12			CR	12,600	15,300	14,700	10,600	630	12	1.0	1	0.1
2007	12			CR	12,800	15,500	15,500	10,800	640	9	0.7	0	0.0
2008	12			CR	13,000	15,700	15,600	11,000	780	13	1.1	1	0.1
2009	12			CR	13,200	15,800	15,300	11,200	790	7	0.6	1	0.1
2010	12			CR	13,400	16,100	15,500	11,300	800	9	0.7	0	0.0
2011	12			CR	13,000	15,100	15,300	11,600	780	11	0.9	2	0.2
2012	12			CR	13,700	16,400	16,100	11,600	820	5	0.4	0	0.0
2013	12			CR	13,900	16,700	17,100	11,800	830	11	0.8	0	0.0
2014	12			IC	14,000	15,500	15,400	12,400	840	11	0.8	2	0.2
2015	12			IC	14,300	15,800	15,800	12,700	860	7	0.5	1	0.1
2016	12			IC	14,500	16,000	16,000	12,900	870	9	0.7	2	0.1
2017	12			IC	14,700	16,100	16,200	13,300	880	11	0.8	1	0.1
2018	12			IC	14,900	16,400	16,500	13,500	890	5	0.4	0	0.0
2019	12			IC	15,100	16,600	16,700	13,600	910	13	0.9	0	0.0
2021	12			IC	15,500	16,800	16,900	14,000	930	8	0.5	0	0.0
1988	12	DIVISION RD W (N)	10.7	IC	5,450	6,300	6,150	4,800	380	17	0.8	0	0.0
1989	12			IC	5,700	6,550	6,450	5,050	400	31	1.4	2	0.1
1990	12			LT	5,950	8,700	8,350	4,350	420	26	1.1	3	0.1
1991	12			LT	6,100	8,550	8,250	4,500	430	20	0.8	1	0.0
1992	12			LT	6,300	8,750	8,500	4,850	440	16	0.7	1	0.0
1993	12			CTR	6,550	8,250	7,950	5,550	460	16	0.6	0	0.0
1994	12			CTR	6,750	8,650	8,250	5,650	340	20	0.8	1	0.0
1995	12			CTR	7,000	9,000	8,600	5,850	350	22	0.8	0	0.0
1996	12			CTR	7,300	9,350	9,000	6,150	360	21	0.7	1	0.0
1997	12			CTR	7,450	9,550	9,150	6,250	450	24	0.8	0	0.0
1998	12			CTR	7,650	9,700	9,350	6,450	460	15	0.5	2	0.1
1999	12			CTR	7,700	9,700	9,300	6,450	380	23	0.8	1	0.0
2000	12			CTR	7,850	9,900	9,500	6,600	390	23	0.8	1	0.0
2001	12			CTR	8,000	10,100	9,700	6,750	400	19	0.6	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2002	12			CTR	8,050	10,200	9,750	6,800	400	31	1.0	3	0.1
2003	12			CTR	8,950	11,100	10,700	7,600	630	22	0.6	2	0.1
2004	12			CTR	9,900	12,500	12,000	8,350	690	12	0.3	1	0.0
2005	12			CTR	11,500	14,200	13,700	9,750	690	21	0.5	0	0.0
2006	12			CTR	9,500	11,800	11,300	8,050	570	16	0.4	1	0.0
2007	12			IC	9,750	10,800	11,200	8,600	680	17	0.4	2	0.1
2008	12			IC	9,950	11,000	10,700	8,750	1,100	28	0.7	3	0.1
2009	12			IC	10,200	11,300	11,400	9,100	1,100	17	0.4	1	0.0
2010	12			CTR	9,000	11,000	10,500	7,650	990	11	0.3	1	0.0
2011	12			CTR	8,000	9,750	9,350	6,800	880	8	0.3	1	0.0
2012	12			CTR	10,300	12,500	12,300	8,750	1,150	8	0.2	1	0.0
2013	12			C	9,250	10,200	10,100	8,350	1,000	16	0.4	0	0.0
2014	12			C	10,400	11,400	11,100	9,350	1,150	11	0.3	0	0.0
2015	12			C	9,500	10,400	10,200	8,550	420	11	0.3	0	0.0
2016	12			C	10,500	11,600	11,200	9,450	460	9	0.2	0	0.0
2017	12			C	10,700	11,700	11,700	9,700	470	10	0.2	0	0.0
2018	12			C	10,800	11,800	11,800	9,750	480	8	0.2	0	0.0
2019	12			C	11,000	12,000	12,000	9,950	480	8	0.2	1	0.0
2021	12			C	11,300	12,300	12,200	10,200	450	7	0.2	0	0.0
1988	12	SIMCOE RD 19 MOONSTONE RD (S)/STAGECOACH RD (N)	3.2	CTR	3,900	5,050	4,750	3,300	160	3	0.7	0	0.0
1989	12			CTR	3,950	5,000	4,800	3,400	160	4	0.9	0	0.0
1990	12			LT	4,000	5,850	5,600	2,900	160	1	0.2	0	0.0
1991	12			LT	4,150	5,800	5,600	3,050	330	5	1.0	0	0.0
1992	12			LT	4,200	5,850	5,650	3,250	340	3	0.6	0	0.0
1993	12			CTR	4,400	5,550	5,300	3,750	350	7	1.4	0	0.0
1994	12			CTR	4,600	5,900	5,600	3,850	370	5	0.9	1	0.2
1995	12			CTR	4,750	6,100	5,850	4,000	380	3	0.5	0	0.0
1996	12			CTR	4,900	6,250	6,050	4,100	390	5	0.9	0	0.0
1997	12			CTR	5,000	6,400	6,150	4,200	250	7	1.2	0	0.0
1998	12			CTR	5,150	6,550	6,300	4,350	260	1	0.2	0	0.0
1999	12			CTR	5,300	6,700	6,400	4,450	320	1	0.2	0	0.0
2000	12			CTR	5,450	6,850	6,600	4,600	270	3	0.5	0	0.0
2001	12			CTR	5,550	7,000	6,700	4,700	280	4	0.6	2	0.3
2002	12			CTR	5,700	7,200	6,900	4,800	280	3	0.4	0	0.0
2003	12			CTR	5,850	7,250	7,000	4,950	290	3	0.4	1	0.1
2004	12			CTR	6,000	7,550	7,250	5,050	300	7	1.0	2	0.3
2005	12			CTR	6,100	7,550	7,250	5,150	490	3	0.4	0	0.0
2006	12			CTR	6,050	7,500	7,200	5,150	480	4	0.6	0	0.0
2007	12			CTR	6,200	7,700	7,600	5,250	500	7	1.0	0	0.0
2008	12			CTR	6,300	7,800	7,650	5,350	760	10	1.3	0	0.0
2009	12			CTR	6,400	7,800	7,550	5,450	770	9	1.2	2	0.3

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2010	12			IC	6,200	6,850	6,900	5,500	740	2	0.3	0	0.0
2011	12			IC	6,650	7,300	7,600	5,950	800	7	0.9	0	0.0
2012	12			IC	6,750	7,500	7,250	6,000	810	4	0.5	1	0.1
2013	12			IC	6,850	7,600	7,550	6,050	820	3	0.4	0	0.0
2014	12			IC	6,950	7,700	7,650	6,150	830	4	0.5	0	0.0
2015	12			CTR	6,300	7,700	7,750	5,350	760	2	0.3	0	0.0
2016	12			CTR	7,050	8,600	8,650	6,000	850	4	0.5	1	0.1
2017	12			CTR	7,150	9,550	9,500	5,850	860	5	0.6	0	0.0
2018	12			CTR	7,250	9,700	9,650	5,900	870	1	0.1	0	0.0
2019	12			IR	7,350	8,950	8,900	6,250	510	6	0.7	0	0.0
2021	12			IR	7,550	9,050	9,000	6,450	530	5	0.6	0	0.0
1988	12	COLDWATER RD (N) WOODROW RD (S)	1.7	CTR	2,750	3,600	3,350	2,300	190	9	5.3	2	1.2
1989	12			CTR	3,000	3,800	3,650	2,600	210	11	5.9	1	0.5
1990	12			LT	3,250	4,750	4,550	2,350	230	13	6.4	1	0.5
1991	12			LT	3,350	4,700	4,500	2,500	340	9	4.3	0	0.0
1992	12			LT	3,400	4,750	4,600	2,600	340	3	1.4	0	0.0
1993	12			CTR	3,450	4,350	4,150	2,950	340	6	2.8	0	0.0
1994	12			CTR	3,500	4,500	4,250	2,950	320	6	2.8	0	0.0
1995	12			CTR	3,600	4,600	4,450	3,000	320	3	1.3	0	0.0
1996	12			CTR	3,700	4,750	4,550	3,100	330	10	4.3	0	0.0
1997	12			LT	3,750	5,300	5,200	2,800	220	9	3.9	0	0.0
1998	12			LT	3,800	5,300	5,200	2,750	230	5	2.1	0	0.0
1999	12			LT	3,850	5,350	5,250	2,800	270	8	3.3	0	0.0
2000	12			LT	3,900	5,450	5,300	2,850	270	10	4.1	1	0.4
2001	12			LT	3,950	5,550	5,400	2,900	280	3	1.2	0	0.0
2002	12			LT	4,100	5,750	5,600	3,000	290	4	1.6	0	0.0
2003	12			LT	4,100	5,650	5,500	3,050	290	4	1.6	0	0.0
2004	12			LT	4,150	5,800	5,650	3,050	290	9	3.5	2	0.8
2005	12			LT	4,200	5,750	5,650	3,100	340	5	1.9	0	0.0
2006	12			LT	4,200	5,750	5,600	3,100	340	6	2.3	3	1.2
2007	12			LT	4,300	5,900	6,050	3,150	340	5	1.9	0	0.0
2008	12			LT	4,400	6,050	5,750	3,250	350	6	2.2	0	0.0
2009	12			LT	4,450	6,000	5,850	3,300	360	3	1.1	1	0.4
2010	12			UC	4,500	4,750	5,250	4,250	360	2	0.7	0	0.0
2011	12			UC	4,550	4,550	4,700	4,300	360	1	0.4	0	0.0
2012	12			UC	4,600	4,650	4,900	4,350	370	1	0.3	0	0.0
2013	12			CR	5,000	6,000	6,150	4,250	400	3	1.0	0	0.0
2014	12			CR	4,800	5,650	5,600	4,100	380	3	1.0	0	0.0
2015	12			CR	4,850	5,700	5,700	4,150	390	0	0.0	0	0.0
2016	12			CR	4,900	5,750	5,750	4,150	390	1	0.3	0	0.0
2017	12			CR	5,000	5,800	5,850	4,500	400	4	1.3	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2018	12			CR	5,050	5,850	5,900	4,550	400	5	1.6	0	0.0
2019	12			CR	5,100	5,900	5,950	4,600	410	3	0.9	0	0.0
2021	12			CR	5,250	6,050	6,100	4,750	420	2	0.6	1	0.3
2021	12	HWY 400 S JCT IC-141 SIMCOE RD 23	5.9										
1988	12	HWY 400 N JCT IC-147 SIMCOE RD 16 (E)	7.6	CTR	4,650	6,050	5,650	3,900	460	6	0.5	0	0.0
1989	12			CTR	5,150	6,550	6,250	4,450	520	13	0.9	1	0.1
1990	12			LT	5,750	8,400	8,050	4,200	580	14	0.9	0	0.0
1991	12			LT	5,900	8,250	7,950	4,350	590	18	1.1	0	0.0
1992	12			LT	6,100	8,500	8,250	4,700	610	14	0.8	1	0.1
1993	12			CTR	6,100	7,700	7,400	5,200	610	9	0.5	1	0.1
1994	12			CTR	6,000	7,700	7,300	5,050	600	19	1.1	2	0.1
1995	12			CTR	6,200	7,950	7,650	5,200	620	12	0.7	0	0.0
1996	12			CTR	6,450	8,250	7,950	5,400	640	16	0.9	1	0.1
1997	12			CTR	6,550	8,400	8,050	5,500	460	8	0.4	0	0.0
1998	12			CTR	6,600	8,400	8,050	5,550	460	16	0.9	1	0.1
1999	12			CTR	6,700	8,450	8,100	5,650	470	9	0.5	1	0.1
2000	12			CTR	7,700	9,700	9,300	6,450	540	6	0.3	0	0.0
2001	12			CTR	8,050	10,200	9,750	6,800	560	8	0.4	1	0.0
2002	12			CTR	9,050	11,400	11,000	7,650	720	18	0.7	0	0.0
2003	12			CTR	8,150	10,100	9,750	6,900	650	22	1.0	2	0.1
2004	12			CTR	8,400	10,600	10,200	7,100	670	20	0.9	2	0.1
2005	12			CTR	8,400	10,400	10,000	7,100	840	28	1.2	1	0.0
2006	12			CTR	8,600	10,600	10,200	7,300	860	17	0.7	3	0.1
2007	12			CR	8,400	10,200	10,200	7,100	670	27	1.2	2	0.1
2008	12			CR	9,000	10,900	10,800	7,600	1,100	19	0.8	3	0.1
2009	12			IC	8,650	9,600	9,700	7,700	1,050	15	0.6	0	0.0
2010	12			IC	9,450	10,500	10,500	8,400	1,150	18	0.7	0	0.0
2011	12			IC	9,650	10,600	11,000	8,650	1,150	19	0.7	1	0.0
2012	12			IC	9,850	10,900	10,600	8,750	1,200	25	0.9	1	0.0
2013	12			UC	8,550	8,600	8,600	8,100	1,050	13	0.5	0	0.0
2014	12			UC	9,950	10,000	9,550	9,450	1,200	25	0.9	0	0.0
2015	12			UC	10,100	10,100	9,700	9,600	1,200	16	0.6	1	0.0
2016	12			UC	10,300	10,300	9,900	9,750	1,250	23	0.8	3	0.1
2017	12			UC	10,500	10,400	10,500	10,100	1,250	18	0.6	3	0.1
2018	12			UC	10,700	10,600	10,800	10,300	1,300	13	0.4	0	0.0
2019	12			UC	10,900	10,700	10,900	10,500	760	9	0.3	0	0.0
2021	12			UC	11,200	11,200	11,400	10,800	780	9	0.3	0	0.0
1988	12	NEWTON ST	0.5	CTR	4,750	6,200	5,800	4,000	190	4	4.8	2	2.4
1989	12			CTR	4,500	5,700	5,450	3,850	180	3	3.8	0	0.0
1990	12			LT	5,500	8,050	7,700	4,000	220	5	5.2	0	0.0
1991	12			LT	5,700	8,000	7,700	4,200	340	1	1.0	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1992	12			LT	5,900	8,200	7,950	4,550	350	4	3.8	0	0.0
1993	12			CTR	5,900	7,450	7,150	5,000	350	7	6.7	0	0.0
1994	12			CTR	6,100	7,800	7,450	5,100	430	3	2.8	0	0.0
1995	12			CTR	6,350	8,150	7,800	5,350	440	6	5.4	0	0.0
1996	12			CTR	6,200	7,950	7,650	5,200	430	1	0.9	0	0.0
1997	12			IT	6,800	8,900	8,750	5,650	480	4	3.3	0	0.0
1998	12			IT	7,050	9,100	9,000	5,700	490	4	3.2	0	0.0
1999	12			IT	7,150	9,200	9,100	5,800	430	8	6.4	1	0.8
2000	12			IT	7,350	9,500	9,350	6,050	440	5	3.9	0	0.0
2001	12			IT	7,600	9,950	9,700	6,200	460	9	6.7	0	0.0
2002	12			IT	7,900	10,300	10,100	6,500	470	3	2.2	0	0.0
2003	12			IT	7,950	10,100	10,100	6,500	480	2	1.4	0	0.0
2004	12			IT	8,150	10,600	10,400	6,650	490	3	2.1	0	0.0
2005	12			IT	8,250	10,500	10,500	6,850	500	1	0.7	0	0.0
2006	12			IC	8,550	9,500	9,600	7,550	510	2	1.3	0	0.0
2007	12			IC	8,650	9,600	9,900	7,650	610	0	0.0	0	0.0
2008	12			IC	8,800	9,750	9,450	7,750	620	5	3.2	1	0.6
2009	12			IC	8,550	9,500	9,600	7,600	430	1	0.7	0	0.0
2010	12			IC	9,150	10,100	10,200	8,100	460	0	0.0	0	0.0
2011	12			IC	8,000	8,800	9,150	7,200	400	1	0.7	0	0.0
2012	12			IC	9,250	10,200	9,950	8,200	460	2	1.2	0	0.0
2013	12			IC	9,300	10,300	10,200	8,250	520	2	1.2	0	0.0
2014	12			IC	9,550	10,600	10,500	8,450	530	3	1.8	0	0.0
2015	12			CTR	9,750	11,900	12,000	8,300	550	0	0.0	0	0.0
2016	12			CTR	9,900	12,100	12,200	8,400	550	1	0.6	0	0.0
2017	12			CTR	10,000	13,400	13,300	8,150	560	0	0.0	0	0.0
2018	12			CTR	10,200	13,600	13,600	8,300	570	1	0.6	0	0.0
2019	12			CTR	10,400	13,900	13,800	8,450	580	2	1.1	0	0.0
2021	12			CTR	10,700	14,000	13,900	8,750	640	0	0.0	0	0.0
1988	12	WILLIAM ST VICTORIA HARBOUR (N)	4.5	IC	6,850	7,950	7,750	6,050	210	11	1.0	0	0.0
1989	12			IC	7,300	8,400	8,250	6,500	220	15	1.3	0	0.0
1990	12			LT	7,950	11,600	11,100	5,800	240	18	1.4	2	0.2
1991	12			LT	8,250	11,600	11,100	6,100	500	16	1.2	1	0.1
1992	12			LT	8,500	11,800	11,500	6,550	510	14	1.0	0	0.0
1993	12			CTR	8,650	10,900	10,500	7,350	520	7	0.5	0	0.0
1994	12			CTR	8,500	10,900	10,400	7,150	510	9	0.6	2	0.1
1995	12			CTR	8,750	11,200	10,800	7,350	520	13	0.9	2	0.1
1996	12			CTR	9,000	11,500	11,100	7,550	540	8	0.5	0	0.0
1997	12			CTR	9,250	11,800	11,400	7,750	460	11	0.7	0	0.0
1998	12			CTR	9,200	11,700	11,200	7,750	460	9	0.6	2	0.1
1999	12			CTR	9,300	11,700	11,300	7,800	560	11	0.7	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2000	12			CTR	9,750	12,300	11,800	8,200	580	6	0.4	0	0.0
2001	12			CTR	9,950	12,600	12,000	8,400	600	12	0.7	3	0.2
2002	12			CTR	9,900	12,500	12,000	8,350	590	7	0.4	1	0.1
2003	12			CTR	10,400	12,900	12,400	8,800	620	8	0.5	0	0.0
2004	12			CTR	10,600	13,400	12,800	8,950	640	10	0.6	1	0.1
2005	12			CTR	10,800	13,400	12,800	9,150	650	9	0.5	1	0.1
2006	12			IC	11,200	12,400	12,600	9,900	670	4	0.2	0	0.0
2007	12			IC	11,200	12,400	12,800	9,900	670	9	0.5	0	0.0
2008	12			IC	11,400	12,600	12,200	10,100	680	17	0.9	2	0.1
2009	12			IC	11,600	12,900	13,000	10,300	700	12	0.6	0	0.0
2010	12			IC	11,800	13,100	13,200	10,500	710	8	0.4	0	0.0
2011	12			IC	12,000	13,200	13,700	10,800	720	9	0.5	1	0.1
2012	12			IC	12,200	13,500	13,100	10,800	730	15	0.7	0	0.0
2013	12			IC	10,000	11,100	11,000	8,850	600	6	0.4	0	0.0
2014	12			CTR	11,400	13,900	14,000	9,700	680	7	0.4	0	0.0
2015	12			CTR	12,200	14,900	15,000	10,400	730	8	0.4	0	0.0
2016	12			CTR	12,400	15,100	15,300	10,500	740	8	0.4	0	0.0
2017	12			CTR	12,500	16,700	16,600	10,200	750	15	0.7	1	0.0
2018	12			CTR	12,700	17,000	16,900	10,300	760	19	0.9	1	0.0
2019	12			CTR	12,800	17,100	17,000	10,400	770	13	0.6	0	0.0
2021	12			CTR	13,200	17,200	17,100	10,800	790	5	0.2	0	0.0
1988	12	SIMCOE RD 37 TALBOT ST (N)	3.6	IC	12,900	15,000	14,600	11,400	520	19	1.1	2	0.1
1989	12			IC	13,200	15,200	14,900	11,700	530	28	1.6	2	0.1
1990	12			IC	13,500	15,400	15,100	12,000	540	22	1.2	1	0.1
1991	12			IC	13,800	15,600	15,300	12,300	690	28	1.5	2	0.1
1992	12			IC	13,900	15,400	15,300	12,600	700	37	2.0	4	0.2
1993	12			CTR	14,200	17,900	17,200	12,100	710	22	1.2	2	0.1
1994	12			CTR	14,600	18,700	17,800	12,300	730	23	1.2	1	0.1
1995	12			CTR	15,000	19,300	18,500	12,600	750	29	1.5	1	0.1
1996	12			CTR	14,400	18,400	17,700	12,100	720	34	1.8	4	0.2
1997	12			CTR	14,800	18,900	18,200	12,400	590	19	1.0	0	0.0
1998	12			CTR	15,000	19,000	18,300	12,600	600	19	1.0	0	0.0
1999	12			CTR	15,100	19,000	18,300	12,700	760	18	0.9	3	0.2
2000	12			CTR	15,200	19,200	18,400	12,800	760	16	0.8	1	0.0
2001	12			CTR	15,300	19,300	18,500	12,900	760	17	0.8	3	0.1
2002	12			CTR	15,400	19,400	18,600	13,000	770	19	0.9	0	0.0
2003	12			CTR	15,300	19,000	18,300	13,000	760	22	1.1	3	0.1
2004	12			CTR	15,200	19,200	18,400	12,800	760	19	0.9	0	0.0
2005	12			CTR	9,850	12,200	11,700	8,350	590	31	2.4	5	0.4
2006	12			CTR	11,100	13,700	13,200	9,400	560	19	1.3	0	0.0
2007	12			CTR	10,900	13,500	13,400	9,250	760	34	2.4	2	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2008	12			CTR	10,600	13,100	12,900	9,000	740	30	2.1	1	0.1
2009	12			CTR	10,300	12,600	12,200	8,750	720	16	1.2	0	0.0
2010	12			CTR	10,000	12,200	11,700	8,500	700	8	0.6	0	0.0
2011	12			CTR	10,300	12,500	12,100	8,750	720	13	1.0	1	0.1
2012	12			CTR	9,900	12,000	11,900	8,450	690	10	0.8	1	0.1
2013	12			CTR	9,550	11,600	12,000	8,100	670	13	1.0	0	0.0
2014	12			CTR	9,200	11,200	11,300	7,800	640	6	0.5	0	0.0
2015	12			CTR	8,850	10,800	10,900	7,500	620	5	0.4	0	0.0
2016	12			CTR	8,500	10,400	10,500	7,200	600	11	1.0	0	0.0
2017	12			CTR	8,150	10,900	10,800	6,650	570	6	0.6	1	0.1
2018	12			CTR	7,800	10,400	10,400	6,350	550	15	1.5	0	0.0
2019	12			CTR	7,450	9,950	9,900	6,050	520	11	1.1	0	0.0
2021	12			CTR	6,750	8,800	8,750	5,500	470	7	0.8	0	0.0
1988	12	MIDLAND W LTS	2.4	CTR	6,750	8,800	8,250	5,650	400	4	0.7	0	0.0
1989	12			CTR	7,350	9,350	8,900	6,300	440	4	0.6	1	0.2
1990	12			IC	8,000	9,100	8,950	7,100	480	11	1.6	3	0.4
1991	12			IC	8,150	9,200	9,050	7,250	570	7	1.0	0	0.0
1992	12			IC	8,400	9,300	9,250	7,650	590	8	1.1	1	0.1
1993	12			CTR	8,500	10,700	10,300	7,200	600	6	0.8	0	0.0
1994	12			CTR	8,500	10,900	10,400	7,150	510	7	0.9	0	0.0
1995	12			CTR	8,850	11,400	10,900	7,400	530	6	0.8	0	0.0
1996	12			CTR	8,950	11,400	11,000	7,500	540	4	0.5	0	0.0
1997	12			CTR	9,000	11,500	11,100	7,550	540	5	0.6	0	0.0
1998	12			CTR	9,100	11,600	11,100	7,650	550	5	0.6	0	0.0
1999	12			CTR	9,250	11,700	11,200	7,750	650	2	0.2	0	0.0
2000	12			CTR	9,400	11,800	11,400	7,900	660	1	0.1	0	0.0
2001	12			CTR	9,500	12,000	11,500	8,000	660	1	0.1	0	0.0
2002	12			CTR	9,650	12,200	11,700	8,150	680	2	0.2	0	0.0
2003	12			CTR	10,700	13,300	12,800	9,050	750	1	0.1	0	0.0
2004	12			CTR	11,000	13,900	13,300	9,300	770	8	0.8	1	0.1
2005	12			CTR	11,300	14,000	13,400	9,600	790	4	0.4	0	0.0
2006	12			CTR	11,600	14,400	13,800	9,850	930	3	0.3	0	0.0
2007	12			IC	12,900	14,300	14,800	11,400	1,150	7	0.6	1	0.1
2008	12			IC	12,100	13,400	13,000	10,700	1,100	6	0.6	0	0.0
2009	12			IC	12,400	13,800	13,900	11,000	1,100	1	0.1	0	0.0
2010	12			IC	12,700	14,100	14,200	11,300	1,150	0	0.0	0	0.0
2011	12			IC	13,000	14,300	14,800	11,700	1,150	3	0.3	1	0.1
2012	12			IC	13,300	14,700	14,300	11,800	1,200	2	0.2	1	0.1
2013	12			IR	13,600	16,200	17,400	11,600	1,200	2	0.2	0	0.0
2014	12			IR	13,900	16,500	16,600	11,800	1,250	1	0.1	0	0.0
2015	12			IR	14,200	16,900	16,900	12,100	1,300	0	0.0	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2016	12			IR	14,500	17,300	17,300	12,300	1,300	0	0.0	0	0.0
2017	12			IR	14,800	17,400	17,400	13,200	1,350	0	0.0	0	0.0
2018	12			IR	15,100	17,700	17,800	13,500	1,350	4	0.3	0	0.0
2019	12			IR	15,400	18,100	18,100	13,800	1,400	17	1.3	0	0.0
2021	12			IR	15,900	18,600	18,700	14,200	1,450	3	0.2	0	0.0
2021	12	HWY 93 END OF HWY											
2021	15	HWY 2 BARRIEFIELD START OF NA	6.4										
1988	15	HWY 401 M/C FRWY IC	1.4	IC	7,000	8,100	7,900	6,150	700	6	1.7	0	0.0
1989	15			IC	7,450	8,550	8,400	6,650	740	9	2.4	1	0.3
1990	15			IC	7,600	8,650	8,500	6,750	760	2	0.5	1	0.3
1991	15			IC	7,800	8,800	8,650	6,950	780	13	3.4	1	0.3
1992	15			IC	7,400	8,200	8,150	6,750	670	7	1.9	2	0.5
1993	15			C	7,950	8,650	8,800	7,300	720	7	1.8	1	0.3
1994	15			C	7,750	8,500	8,650	7,000	700	8	2.1	0	0.0
1995	15			IC	8,000	8,950	9,000	7,200	880	11	2.8	0	0.0
1996	15			IC	8,000	9,000	9,000	7,100	880	4	1.0	0	0.0
1997	15			C	8,150	9,200	9,300	7,350	570	6	1.5	0	0.0
1998	15			C	7,850	8,850	8,850	7,050	550	4	1.0	0	0.0
1999	15			C	7,500	8,400	8,500	6,750	520	8	2.1	0	0.0
2000	15			C	7,350	8,300	8,300	6,600	440	4	1.1	1	0.3
2001	15			C	7,500	8,450	8,450	6,750	520	3	0.8	0	0.0
2002	15			C	7,300	8,200	8,250	6,550	510	8	2.2	0	0.0
2003	15			C	7,050	7,850	7,950	6,350	420	7	2.0	0	0.0
2004	15			C	6,600	7,450	7,450	5,950	400	4	1.2	0	0.0
2005	15			C	6,800	7,550	7,650	6,100	480	6	1.8	0	0.0
2006	15			C	6,750	7,500	7,550	6,050	540	3	0.9	1	0.3
2007	15			C	6,600	7,350	7,450	5,950	530	4	1.2	1	0.3
2008	15			C	7,000	7,750	7,600	6,300	420	0	0.0	0	0.0
2009	15			C	7,100	7,800	7,900	6,400	430	4	1.1	0	0.0
2010	15			C	7,350	8,100	8,150	6,600	440	3	0.8	1	0.3
2011	15			C	6,650	7,350	7,400	6,000	400	1	0.3	0	0.0
2012	15			C	7,700	8,500	8,300	6,950	460	1	0.3	0	0.0
2013	15			CTR	7,850	9,550	9,850	6,650	470	2	0.5	0	0.0
2014	15			CTR	6,900	8,400	8,500	5,850	410	5	1.5	0	0.0
2015	15			CTR	6,850	8,350	8,450	5,800	410	4	1.2	1	0.3
2016	15			CTR	6,800	8,300	8,350	5,800	410	6	1.8	0	0.0
2017	15			CTR	6,750	9,000	8,950	5,500	400	10	3.0	3	0.9
2018	15			CTR	6,700	8,950	8,900	5,450	400	10	3.0	0	0.0
2019	15			CTR	6,650	8,850	8,800	5,400	400	9	2.7	3	0.9
2021	15			CTR	6,600	8,600	8,550	5,400	400	7	2.1	0	0.0
1988	15	FRONTENAC RD 21 KINGSTON MILLS RD (W)	12.3	IC	5,800	6,750	6,550	5,100	990	25	1.0	1	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1989	15			IC	6,100	7,000	6,900	5,450	1,050	33	1.2	2	0.1
1990	15			IC	6,400	7,300	7,150	5,700	1,100	24	0.8	5	0.2
1991	15			IC	6,700	7,550	7,450	5,950	1,150	19	0.6	2	0.1
1992	15			IC	6,700	7,450	7,350	6,100	1,150	33	1.1	7	0.2
1993	15			CTR	6,450	8,150	7,800	5,500	1,100	31	1.1	4	0.1
1994	15			CTR	6,500	8,300	7,950	5,450	1,100	25	0.9	2	0.1
1995	15			IC	6,550	7,350	7,400	5,900	1,100	35	1.2	6	0.2
1996	15			IC	6,600	7,400	7,450	5,900	1,100	21	0.7	3	0.1
1997	15			CTR	6,650	8,500	8,200	5,600	1,150	20	0.7	0	0.0
1998	15			CTR	6,700	8,500	8,150	5,650	1,150	22	0.7	1	0.0
1999	15			IC	6,600	7,400	7,400	5,850	1,100	17	0.6	1	0.0
2000	15			IC	6,900	7,750	7,750	6,150	1,150	14	0.5	2	0.1
2001	15			IC	6,250	7,000	7,000	5,550	440	16	0.6	2	0.1
2002	15			IC	6,600	7,350	7,400	5,800	460	14	0.5	2	0.1
2003	15			IC	6,550	7,300	7,350	5,800	460	15	0.5	0	0.0
2004	15			CTR	6,600	8,350	8,000	5,550	460	13	0.4	0	0.0
2005	15			CTR	6,550	8,100	7,800	5,550	460	18	0.6	4	0.1
2006	15			CTR	6,500	8,050	7,700	5,500	650	12	0.4	0	0.0
2007	15			IC	6,450	7,150	7,400	5,700	640	12	0.4	1	0.0
2008	15			IC	6,450	7,150	6,900	5,700	640	17	0.6	0	0.0
2009	15			IC	6,450	7,150	7,200	5,750	640	9	0.3	0	0.0
2010	15			IC	6,250	6,900	7,000	5,550	620	12	0.4	0	0.0
2011	15			IC	6,400	7,050	7,300	5,750	640	12	0.4	0	0.0
2012	15			IC	5,900	6,550	6,350	5,250	590	16	0.6	1	0.0
2013	15			CTR	6,000	7,300	7,550	5,100	600	9	0.3	1	0.0
2014	15			CTR	6,200	7,550	7,650	5,250	620	10	0.4	4	0.1
2015	15			CTR	6,150	7,500	7,550	5,250	620	7	0.3	2	0.1
2016	15			CTR	6,150	7,500	7,550	5,250	620	7	0.3	0	0.0
2017	15			CTR	6,100	8,150	8,100	4,950	610	16	0.6	0	0.0
2018	15			CTR	6,100	8,150	8,100	4,950	610	23	0.8	2	0.1
2019	15			CTR	6,050	8,050	8,050	4,900	600	16	0.6	1	0.0
2021	15			CTR	6,000	7,800	7,800	4,900	600	12	0.4	2	0.1
1988	15	SANDHILL RD (E)	17.2	IC	4,600	5,350	5,200	4,050	600	28	1.0	5	0.2
1989	15			IC	4,900	5,650	5,550	4,350	640	35	1.1	2	0.1
1990	15			IC	5,200	5,950	5,800	4,650	680	38	1.2	5	0.2
1991	15			IC	5,400	6,100	6,000	4,800	700	24	0.7	2	0.1
1992	15			IC	5,400	6,000	5,950	4,900	700	26	0.8	6	0.2
1993	15			IC	5,200	5,900	5,800	4,650	680	31	0.9	2	0.1
1994	15			IC	5,000	5,600	5,600	4,450	650	27	0.9	3	0.1
1995	15			LT	4,800	6,900	6,700	3,500	620	27	0.9	3	0.1
1996	15			LT	4,950	7,000	6,800	3,650	640	25	0.8	3	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1997	15			IR	5,050	6,300	5,650	4,300	660	23	0.7	2	0.1
1998	15			IR	5,150	6,400	5,750	4,350	670	23	0.7	1	0.0
1999	15			IC	5,200	5,800	5,800	4,650	680	30	0.9	3	0.1
2000	15			CTR	5,250	6,600	6,350	4,400	470	18	0.5	2	0.1
2001	15			CTR	5,150	6,500	6,250	4,350	410	22	0.7	0	0.0
2002	15			CTR	5,200	6,550	6,300	4,400	680	19	0.6	0	0.0
2003	15			CTR	5,000	6,200	5,950	4,250	650	20	0.6	1	0.0
2004	15			CTR	5,200	6,550	6,300	4,400	680	22	0.7	1	0.0
2005	15			CTR	5,000	6,200	5,950	4,250	650	20	0.6	1	0.0
2006	15			CTR	5,050	6,250	6,000	4,300	660	28	0.9	1	0.0
2007	15			CTR	5,050	6,250	6,200	4,300	610	14	0.4	2	0.1
2008	15			CTR	5,050	6,250	6,150	4,300	610	20	0.6	1	0.0
2009	15			CTR	5,050	6,150	5,950	4,300	610	12	0.4	1	0.0
2010	15			CTR	4,800	5,850	5,600	4,100	580	12	0.4	0	0.0
2011	15			CTR	5,050	6,150	5,900	4,300	610	13	0.4	0	0.0
2012	15			CTR	4,800	5,800	5,750	4,100	580	16	0.5	1	0.0
2013	15			CTR	4,700	5,700	5,900	4,000	560	23	0.8	2	0.1
2014	15			CTR	4,550	5,550	5,600	3,850	550	14	0.5	1	0.0
2015	15			CTR	4,850	5,900	5,950	4,100	580	17	0.6	0	0.0
2016	15			CTR	4,850	5,900	5,950	4,100	580	26	0.9	1	0.0
2017	15			CTR	4,800	6,400	6,400	3,900	580	14	0.5	0	0.0
2018	15			CTR	4,800	6,400	6,400	3,900	580	17	0.6	3	0.1
2019	15			CTR	4,800	6,400	6,350	3,900	580	22	0.7	1	0.0
2021	15			CTR	4,750	6,200	6,150	3,900	570	19	0.6	1	0.0
1988	15	LEEDS & GRENVILLE RD 32 (E)	1.1	IR	4,700	6,100	5,150	3,750	750	10	5.2	0	0.0
1989	15			IR	5,000	6,450	5,550	4,100	800	2	1.0	0	0.0
1990	15			IR	5,300	6,750	5,900	4,350	850	3	1.4	0	0.0
1991	15			IR	5,500	6,950	6,100	4,550	880	2	0.9	0	0.0
1992	15			IR	5,500	6,750	6,050	4,700	880	6	2.7	1	0.4
1993	15			CTR	5,500	6,950	6,650	4,700	880	2	0.9	0	0.0
1994	15			CTR	5,550	7,100	6,750	4,650	890	7	3.1	0	0.0
1995	15			IR	5,600	6,900	6,150	4,750	900	4	1.8	0	0.0
1996	15			IR	5,650	7,000	6,300	4,800	900	4	1.7	0	0.0
1997	15			CTR	5,700	7,300	7,000	4,800	910	2	0.9	0	0.0
1998	15			CTR	5,750	7,300	7,000	4,850	920	0	0.0	0	0.0
1999	15			IR	5,800	7,200	6,450	4,850	930	2	0.9	0	0.0
2000	15			CTR	5,550	7,000	6,700	4,650	560	4	1.8	0	0.0
2001	15			CTR	5,500	6,950	6,650	4,650	550	5	2.2	1	0.4
2002	15			CTR	5,500	6,950	6,650	4,650	550	3	1.3	0	0.0
2003	15			CTR	5,500	6,850	6,550	4,650	550	3	1.3	0	0.0
2004	15			CTR	5,350	6,750	6,450	4,500	540	3	1.4	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2005	15			CTR	5,450	6,750	6,500	4,600	540	1	0.5	0	0.0
2006	15			CTR	5,450	6,750	6,450	4,600	540	5	2.3	2	0.9
2007	15			CTR	5,400	6,700	6,650	4,600	650	3	1.4	0	0.0
2008	15			CTR	5,400	6,700	6,550	4,600	650	0	0.0	0	0.0
2009	15			CTR	5,350	6,550	6,300	4,550	640	4	1.8	0	0.0
2010	15			CR	5,350	6,400	6,200	4,500	640	2	0.9	0	0.0
2011	15			CR	5,300	6,150	6,250	4,700	640	3	1.4	1	0.5
2012	15			CR	5,300	6,350	6,250	4,500	640	2	0.9	0	0.0
2013	15			CTR	5,300	6,450	6,650	4,500	640	1	0.5	0	0.0
2014	15			CTR	5,250	6,400	6,450	4,450	630	5	2.4	0	0.0
2015	15			CTR	5,250	6,400	6,450	4,450	630	1	0.5	0	0.0
2016	15			CTR	5,200	6,350	6,400	4,400	620	0	0.0	0	0.0
2017	15			CTR	5,200	6,950	6,900	4,250	620	2	0.9	0	0.0
2018	15			CTR	6,600	8,800	8,800	5,350	790	0	0.0	0	0.0
2019	15			CTR	5,150	6,850	6,850	4,200	620	2	1.0	0	0.0
2021	15			CTR	5,300	6,900	6,850	4,300	640	1	0.5	0	0.0
1988	15	LEEDS & GRENVILLE RD 33 LYNDHURST RD (E)	12.9	IR	4,000	5,200	4,400	3,200	400	18	1.0	4	0.2
1989	15			IR	4,100	5,300	4,550	3,350	410	26	1.3	1	0.1
1990	15			IR	4,400	5,600	4,900	3,600	440	18	0.9	3	0.1
1991	15			IR	4,600	5,800	5,100	3,800	460	15	0.7	1	0.0
1992	15			IR	4,600	5,650	5,050	3,900	460	27	1.2	3	0.1
1993	15			IR	4,600	5,650	4,750	3,750	460	26	1.2	1	0.0
1994	15			IR	4,600	5,650	5,050	3,850	460	22	1.0	1	0.0
1995	15			IR	4,600	5,650	5,050	3,900	460	16	0.7	1	0.0
1996	15			IR	4,700	5,850	5,250	4,000	470	24	1.1	0	0.0
1997	15			IR	4,800	6,000	5,400	4,100	480	25	1.1	1	0.0
1998	15			IR	4,900	6,100	5,500	4,100	490	12	0.5	2	0.1
1999	15			IR	5,000	6,200	5,550	4,200	500	14	0.6	0	0.0
2000	15			LT	4,550	6,350	6,200	3,300	550	14	0.7	3	0.1
2001	15			LT	4,500	6,300	6,150	3,300	540	19	0.9	0	0.0
2002	15			LT	4,450	6,200	6,050	3,250	530	14	0.7	0	0.0
2003	15			LT	4,450	6,100	6,000	3,300	580	27	1.3	1	0.0
2004	15			IR	4,250	5,250	4,700	3,600	550	16	0.8	0	0.0
2005	15			IR	4,350	5,250	4,750	3,700	570	17	0.8	1	0.0
2006	15			IR	4,300	5,200	4,700	3,650	560	6	0.3	1	0.0
2007	15			IR	4,200	5,100	5,050	3,550	550	10	0.5	0	0.0
2008	15			IR	4,250	5,150	5,050	3,650	550	24	1.2	2	0.1
2009	15			IR	4,200	5,050	4,600	3,550	550	16	0.8	2	0.1
2010	15			IR	4,150	4,950	4,500	3,550	540	12	0.6	2	0.1
2011	15			IR	4,100	4,900	4,800	3,500	530	14	0.7	1	0.1
2012	15			IR	4,050	4,800	4,700	3,450	530	17	0.9	1	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2013	15			IC	4,100	4,550	4,500	3,650	530	21	1.1	0	0.0
2014	15			IC	4,000	4,450	4,400	3,550	520	12	0.6	1	0.1
2015	15			IC	3,950	4,350	4,350	3,500	510	5	0.3	1	0.1
2016	15			IC	3,900	4,300	4,300	3,450	510	10	0.5	0	0.0
2017	15			IC	3,850	4,200	4,250	3,500	500	9	0.5	1	0.1
2018	15			IC	4,500	4,950	5,000	4,050	580	9	0.4	2	0.1
2019	15			IC	3,800	4,150	4,200	3,450	490	18	1.0	1	0.1
2021	15			IC	3,800	4,100	4,150	3,450	490	10	0.6	1	0.1
1988	15	KINGSTON ST (E)	6.9	IR	4,200	5,450	4,600	3,350	420	15	1.4	2	0.2
1989	15			IR	4,400	5,700	4,900	3,600	440	13	1.2	3	0.3
1990	15			IR	4,650	5,900	5,150	3,800	460	8	0.7	0	0.0
1991	15			IR	4,800	6,050	5,350	4,000	480	17	1.4	2	0.2
1992	15			IR	4,800	5,900	5,300	4,100	480	18	1.5	3	0.2
1993	15			IR	4,850	5,950	5,000	3,950	480	17	1.4	2	0.2
1994	15			IR	4,900	6,050	5,400	4,100	490	16	1.3	4	0.3
1995	15			IR	4,950	6,100	5,450	4,200	500	11	0.9	0	0.0
1996	15			IR	5,250	6,500	5,850	4,450	520	12	0.9	1	0.1
1997	15			IR	5,400	6,750	6,050	4,600	540	6	0.4	0	0.0
1998	15			IR	5,150	6,400	5,750	4,350	570	13	1.0	0	0.0
1999	15			IR	4,300	5,350	4,750	3,600	470	10	0.9	1	0.1
2000	15			IR	4,000	4,900	4,450	3,400	440	9	0.9	0	0.0
2001	15			IR	3,800	4,700	4,200	3,200	420	7	0.7	0	0.0
2002	15			IR	3,900	4,800	4,300	3,300	430	13	1.3	0	0.0
2003	15			IR	4,000	4,850	4,400	3,400	440	12	1.2	0	0.0
2004	15			IR	4,000	4,950	4,450	3,400	440	14	1.4	1	0.1
2005	15			IR	4,000	4,850	4,400	3,400	480	13	1.3	4	0.4
2006	15			IR	3,750	4,500	4,100	3,200	450	10	1.1	1	0.1
2007	15			IR	4,000	4,850	4,850	3,400	480	15	1.5	0	0.0
2008	15			IR	3,500	4,250	4,150	3,000	420	7	0.8	0	0.0
2009	15			IR	3,400	4,100	3,700	2,900	410	14	1.6	0	0.0
2010	15			IR	3,300	3,950	3,600	2,800	400	14	1.7	1	0.1
2011	15			IR	3,150	3,750	3,700	2,700	380	9	1.1	0	0.0
2012	15			IR	3,500	4,150	4,050	3,000	420	7	0.8	0	0.0
2013	15			IC	3,800	4,200	4,200	3,350	460	11	1.2	1	0.1
2014	15			IC	3,050	3,400	3,350	2,700	370	13	1.7	0	0.0
2015	15			IC	2,950	3,250	3,250	2,600	350	6	0.8	0	0.0
2016	15			IC	2,850	3,150	3,150	2,550	340	9	1.3	1	0.1
2017	15			IC	2,750	3,000	3,050	2,500	330	12	1.7	0	0.0
2018	15			IC	4,400	4,850	4,850	4,000	530	15	1.4	0	0.0
2019	15			IC	2,550	2,800	2,800	2,300	310	11	1.7	0	0.0
2021	15			IC	2,650	2,850	2,900	2,400	320	8	1.2	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1988	15	LEEDS & GRENVILLE RD 42	15.0	IR	4,000	5,200	4,400	3,200	360	23	1.0	4	0.2
1989	15			IR	4,200	5,400	4,650	3,450	380	21	0.9	2	0.1
1990	15			IR	4,300	5,450	4,750	3,550	390	17	0.7	1	0.0
1991	15			IR	4,450	5,600	4,950	3,700	400	26	1.1	2	0.1
1992	15			IR	4,450	5,450	4,900	3,800	400	26	1.1	3	0.1
1993	15			IR	4,300	5,300	4,450	3,500	390	24	1.0	1	0.0
1994	15			IR	4,300	5,300	4,750	3,600	390	17	0.7	0	0.0
1995	15			IR	4,300	5,300	4,750	3,650	390	17	0.7	1	0.0
1996	15			IR	4,400	5,450	4,900	3,750	400	24	1.0	5	0.2
1997	15			IR	4,450	5,550	5,000	3,800	400	20	0.8	1	0.0
1998	15			IR	4,350	5,400	4,850	3,650	520	22	0.9	0	0.0
1999	15			IR	4,350	5,400	4,850	3,650	520	17	0.7	2	0.1
2000	15			IR	4,250	5,200	4,700	3,600	510	12	0.5	1	0.0
2001	15			IR	4,200	5,200	4,650	3,550	670	23	1.0	2	0.1
2002	15			IR	4,200	5,200	4,650	3,550	670	12	0.5	1	0.0
2003	15			IR	4,150	5,050	4,550	3,500	660	30	1.3	1	0.0
2004	15			IR	4,050	5,000	4,500	3,400	650	16	0.7	0	0.0
2005	15			IR	4,100	4,950	4,500	3,500	660	34	1.5	1	0.0
2006	15			IR	4,050	4,900	4,450	3,450	650	18	0.8	2	0.1
2007	15			IR	4,050	4,900	4,900	3,450	610	15	0.7	1	0.0
2008	15			IR	3,900	4,700	4,650	3,350	580	17	0.8	1	0.0
2009	15			IR	3,850	4,600	4,200	3,250	580	20	1.0	1	0.0
2010	15			IR	3,950	4,700	4,300	3,350	590	18	0.8	1	0.0
2011	15			IR	3,900	4,650	4,550	3,350	580	15	0.7	1	0.0
2012	15			IR	3,850	4,600	4,450	3,300	580	21	1.0	1	0.0
2013	15			CTR	3,950	4,800	4,950	3,350	590	14	0.6	0	0.0
2014	15			CTR	3,800	4,650	4,650	3,250	570	8	0.4	0	0.0
2015	15			CTR	3,800	4,650	4,650	3,250	570	18	0.9	0	0.0
2016	15			CTR	3,750	4,600	4,600	3,200	560	14	0.7	0	0.0
2017	15			CTR	3,700	4,950	4,900	3,000	560	14	0.7	0	0.0
2018	15			CTR	4,300	5,750	5,700	3,500	640	14	0.6	0	0.0
2019	15			CTR	3,650	4,850	4,850	2,950	550	19	1.0	0	0.0
2021	15			CTR	3,700	4,800	4,800	3,000	560	10	0.5	0	0.0
1988	15	LEEDS & GRENVILLE RD 5 (E)	9.4	IR	4,500	5,850	4,950	3,600	450	19	1.2	4	0.3
1989	15			IR	4,800	6,200	5,350	3,950	480	14	0.9	2	0.1
1990	15			IR	4,900	6,200	5,450	4,000	490	10	0.6	6	0.4
1991	15			IR	5,050	6,350	5,600	4,200	500	7	0.4	0	0.0
1992	15			IR	5,050	6,200	5,550	4,300	500	16	0.9	0	0.0
1993	15			IR	5,150	6,350	5,350	4,200	520	13	0.7	1	0.1
1994	15			IR	5,150	6,350	5,650	4,300	520	12	0.7	0	0.0
1995	15			IR	5,200	6,400	5,750	4,450	520	19	1.1	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1996	15			IR	5,550	6,900	6,200	4,750	560	12	0.6	3	0.2
1997	15			IR	5,700	7,100	6,400	4,850	570	13	0.7	2	0.1
1998	15			IR	5,850	7,250	6,550	4,900	530	16	0.8	0	0.0
1999	15			IR	5,350	6,650	5,950	4,500	480	12	0.7	2	0.1
2000	15			IR	5,150	6,300	5,700	4,350	460	10	0.6	1	0.1
2001	15			IR	5,100	6,300	5,650	4,300	870	11	0.6	0	0.0
2002	15			IR	5,000	6,150	5,550	4,250	400	15	0.9	1	0.1
2003	15			IR	5,050	6,150	5,550	4,300	400	14	0.8	0	0.0
2004	15			IR	4,800	5,950	5,300	4,050	380	9	0.5	0	0.0
2005	15			IR	4,950	5,950	5,400	4,200	400	15	0.9	2	0.1
2006	15			IR	4,750	5,750	5,200	4,050	380	6	0.4	0	0.0
2007	15			IR	4,850	5,900	5,850	4,100	440	10	0.6	1	0.1
2008	15			IR	4,600	5,550	5,450	3,950	410	9	0.6	0	0.0
2009	15			IR	4,550	5,450	4,950	3,850	410	13	0.8	0	0.0
2010	15			IC	4,100	4,550	4,600	3,650	370	8	0.6	0	0.0
2011	15			IC	4,400	4,850	5,000	3,950	400	14	0.9	0	0.0
2012	15			IC	4,500	5,000	4,850	4,000	400	11	0.7	0	0.0
2013	15			CTR	5,650	6,900	7,100	4,800	510	8	0.4	1	0.1
2014	15			CTR	4,500	5,500	5,550	3,800	400	11	0.7	2	0.1
2015	15			CTR	4,450	5,450	5,450	3,800	400	6	0.4	0	0.0
2016	15			CTR	4,400	5,350	5,400	3,750	400	10	0.7	0	0.0
2017	15			CTR	4,350	5,800	5,800	3,550	390	16	1.1	0	0.0
2018	15			CTR	4,300	5,750	5,700	3,500	390	16	1.1	0	0.0
2019	15			CTR	4,250	5,650	5,650	3,450	380	9	0.6	0	0.0
2021	15			CTR	4,150	5,400	5,400	3,400	370	14	1.0	1	0.1
1988	15	N JCT LEEDS & GRENVILLE RD 1 (E)	8.3	CR	6,400	8,200	7,700	5,300	640	18	0.9	0	0.0
1989	15			CR	6,900	8,850	8,200	5,800	690	15	0.7	0	0.0
1990	15			IR	7,050	8,950	7,850	5,800	700	11	0.5	2	0.1
1991	15			IR	7,200	9,050	8,000	6,000	720	21	1.0	3	0.1
1992	15			IR	7,200	8,850	7,900	6,100	720	17	0.8	0	0.0
1993	15			IR	7,000	8,600	7,250	5,750	700	20	0.9	1	0.0
1994	15			IR	6,900	8,500	7,600	5,800	690	11	0.5	0	0.0
1995	15			CR	6,800	8,400	8,050	5,850	680	16	0.8	2	0.1
1996	15			CR	7,200	8,900	8,450	6,150	500	10	0.5	2	0.1
1997	15			CR	7,700	9,550	9,100	6,550	460	19	0.8	0	0.0
1998	15			CR	7,900	9,700	9,250	6,700	470	10	0.4	1	0.0
1999	15			CR	7,600	9,350	8,900	6,450	460	10	0.4	2	0.1
2000	15			HR	7,300	12,200	9,850	4,400	440	17	0.8	1	0.0
2001	15			IR	7,050	8,700	7,800	5,950	420	6	0.3	1	0.0
2002	15			IR	7,350	9,050	8,150	6,250	440	14	0.6	0	0.0
2003	15			IR	7,350	8,900	8,100	6,250	590	12	0.5	1	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2004	15			CR	7,250	8,900	8,500	6,100	580	15	0.7	0	0.0
2005	15			CR	7,350	8,900	8,550	6,200	440	13	0.6	0	0.0
2006	15			CR	7,400	8,950	8,600	6,250	440	10	0.4	0	0.0
2007	15			CR	7,250	8,750	8,750	6,100	580	12	0.5	0	0.0
2008	15			CR	7,400	8,950	8,900	6,250	590	8	0.4	0	0.0
2009	15			CR	7,400	8,900	8,600	6,300	590	5	0.2	0	0.0
2010	15			CR	7,400	8,850	8,550	6,250	590	5	0.2	0	0.0
2011	15			CR	7,450	8,700	8,800	6,650	600	6	0.3	0	0.0
2012	15			CR	7,000	8,400	8,250	5,900	560	5	0.2	0	0.0
2013	15			CTR	6,400	7,800	8,050	5,450	510	6	0.3	1	0.1
2014	15			CTR	7,150	8,700	8,800	6,100	570	12	0.6	0	0.0
2015	15			CTR	7,150	8,700	8,800	6,100	570	5	0.2	0	0.0
2016	15			CTR	7,150	8,700	8,800	6,100	570	13	0.6	1	0.0
2017	15			CTR	7,150	9,550	9,500	5,850	570	9	0.4	0	0.0
2018	15			CTR	5,350	7,150	7,100	4,350	430	4	0.2	1	0.1
2019	15			CTR	7,150	9,550	9,500	5,800	570	16	0.7	2	0.1
2021	15			CTR	6,850	8,950	8,900	5,600	550	11	0.5	0	0.0
2021	15	SMITHS FALLS S LTS START OF NA	4.7										
1988	15	SMITHS FALLS N LTS END OF NA	15.6	CR	4,200	5,400	5,050	3,500	460	18	0.8	1	0.0
1989	15			CR	4,800	6,150	5,700	4,050	530	15	0.5	1	0.0
1990	15			CR	5,000	6,200	5,750	4,500	550	24	0.8	1	0.0
1991	15			CR	5,100	6,250	5,850	4,600	560	22	0.8	2	0.1
1992	15			CR	5,200	6,400	5,950	4,700	570	26	0.9	1	0.0
1993	15			CR	5,200	6,400	6,000	4,700	570	32	1.1	0	0.0
1994	15			IR	5,600	6,900	6,150	4,700	620	26	0.8	3	0.1
1995	15			IR	5,700	7,000	6,300	4,850	680	28	0.9	0	0.0
1996	15			IR	5,800	7,200	6,450	4,950	700	26	0.8	0	0.0
1997	15			CR	5,900	7,300	6,950	5,000	530	24	0.7	3	0.1
1998	15			IR	5,950	7,400	6,650	5,000	540	11	0.3	1	0.0
1999	15			IR	6,050	7,500	6,700	5,100	540	20	0.6	0	0.0
2000	15			C	6,100	6,900	6,900	5,500	430	29	0.8	1	0.0
2001	15			C	5,700	6,400	6,450	5,150	400	16	0.5	0	0.0
2002	15			C	5,650	6,350	6,400	5,100	400	26	0.8	0	0.0
2003	15			C	5,650	6,300	6,350	5,100	400	31	1.0	2	0.1
2004	15			C	5,150	5,800	5,800	4,650	720	13	0.4	3	0.1
2005	15			C	5,600	6,250	6,300	5,050	780	20	0.6	1	0.0
2006	15			C	5,500	6,100	6,150	4,950	770	17	0.5	0	0.0
2007	15			C	5,450	6,050	6,150	4,900	760	25	0.8	0	0.0
2008	15			C	5,400	5,950	5,900	4,850	760	17	0.6	1	0.0
2009	15			C	5,350	5,900	5,950	4,800	750	8	0.3	1	0.0
2010	15			LT	5,150	6,900	6,800	3,800	720	13	0.4	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2011	15			LT	5,300	6,800	6,900	4,350	740	17	0.6	1	0.0
2012	15			LT	4,600	6,000	5,700	3,500	640	12	0.5	2	0.1
2013	15			LT	5,200	6,800	6,800	3,950	730	12	0.4	2	0.1
2014	15			LT	5,050	6,600	6,700	3,800	710	17	0.6	2	0.1
2015	15			LT	5,000	6,550	6,650	3,750	700	15	0.5	1	0.0
2016	15			LT	4,950	6,450	6,550	3,750	690	11	0.4	0	0.0
2017	15			LT	4,900	6,200	6,250	4,100	690	8	0.3	0	0.0
2018	15			LT	7,250	9,200	9,250	6,100	1,000	16	0.4	1	0.0
2019	15			LT	4,800	6,100	6,100	4,000	670	15	0.5	0	0.0
2021	15			LT	5,100	6,400	6,400	4,250	710	10	0.3	0	0.0
1988	15	N JCT LANARK RD10 RICHMOND RD (E)	6.0	CR	3,700	4,750	4,450	3,050	440	9	1.1	0	0.0
1989	15			CR	4,050	5,200	4,800	3,400	490	4	0.5	1	0.1
1990	15			CR	4,250	5,250	4,900	3,800	510	7	0.8	0	0.0
1991	15			CR	4,350	5,350	5,000	3,900	520	6	0.6	0	0.0
1992	15			CR	4,400	5,400	5,000	3,950	530	12	1.2	3	0.3
1993	15			CR	4,400	5,400	5,050	3,950	530	10	1.0	0	0.0
1994	15			IR	4,650	5,750	5,100	3,900	560	6	0.6	0	0.0
1995	15			IR	4,800	5,900	5,300	4,100	580	5	0.5	0	0.0
1996	15			IR	4,950	6,150	5,500	4,200	350	12	1.1	2	0.2
1997	15			CR	5,000	6,200	5,900	4,250	350	8	0.7	1	0.1
1998	15			CR	5,200	6,400	6,100	4,400	360	5	0.4	0	0.0
1999	15			CR	5,300	6,500	6,200	4,500	370	4	0.3	0	0.0
2000	15			IC	5,400	6,050	6,050	4,800	270	4	0.3	0	0.0
2001	15			IC	5,550	6,200	6,250	4,900	500	13	1.1	0	0.0
2002	15			IC	5,650	6,300	6,350	5,000	510	10	0.8	0	0.0
2003	15			IC	5,650	6,300	6,350	5,000	510	11	0.9	0	0.0
2004	15			IC	5,750	6,450	6,450	5,100	520	12	1.0	1	0.1
2005	15			IC	5,850	6,500	6,550	5,150	530	16	1.3	1	0.1
2006	15			IC	5,950	6,600	6,650	5,250	540	9	0.7	0	0.0
2007	15			IC	5,900	6,550	6,750	5,200	710	8	0.6	0	0.0
2008	15			IC	6,150	6,800	6,600	5,400	120	7	0.5	0	0.0
2009	15			IC	6,250	6,950	7,000	5,550	120	10	0.7	1	0.1
2010	15			IC	6,350	7,050	7,100	5,650	130	13	0.9	1	0.1
2011	15			IC	6,450	7,100	7,350	5,800	130	8	0.6	0	0.0
2012	15			IC	8,500	9,400	9,150	7,550	170	4	0.2	0	0.0
2013	15			IC	8,650	9,550	9,500	7,650	170	7	0.4	0	0.0
2014	15			IC	7,500	8,300	8,250	6,650	150	3	0.2	1	0.1
2015	15			IC	7,650	8,450	8,450	6,800	150	5	0.3	0	0.0
2016	15			IC	7,800	8,650	8,600	6,900	160	15	0.9	0	0.0
2017	15			IC	7,950	8,700	8,750	7,200	160	5	0.3	0	0.0
2018	15			IC	8,100	8,900	8,950	7,350	160	8	0.5	1	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2019	15			IC	8,250	9,050	9,100	7,450	160	10	0.6	0	0.0
2021	15			IC	8,550	9,250	9,350	7,750	170	15	0.8	0	0.0
1988	15	BECKWITH EIGHTH LINE	4.8	IC	6,000	6,950	6,800	5,300	900	14	1.3	0	0.0
1989	15			IC	6,500	7,450	7,350	5,800	980	11	1.0	1	0.1
1990	15			IC	6,600	7,500	7,400	5,850	990	9	0.8	2	0.2
1991	15			IC	6,700	7,550	7,450	5,950	740	7	0.6	0	0.0
1992	15			IC	6,800	7,550	7,500	6,200	680	9	0.8	0	0.0
1993	15			IC	6,800	7,700	7,600	6,050	680	8	0.7	0	0.0
1994	15			IC	7,200	8,050	8,050	6,400	720	8	0.6	0	0.0
1995	15			IC	7,300	8,150	8,250	6,550	730	5	0.4	1	0.1
1996	15			IC	7,500	8,400	8,450	6,700	820	13	1.0	0	0.0
1997	15			IC	7,500	8,400	8,500	6,600	600	13	1.0	1	0.1
1998	15			IC	7,600	8,500	8,500	6,750	760	2	0.2	0	0.0
1999	15			IC	7,700	8,600	8,600	6,850	460	8	0.6	0	0.0
2000	15			IC	7,800	8,750	8,750	6,950	390	9	0.7	0	0.0
2001	15			IC	7,900	8,850	8,850	7,000	320	12	0.9	1	0.1
2002	15			IC	8,000	8,900	9,000	7,050	560	11	0.8	0	0.0
2003	15			IC	8,000	8,900	9,000	7,100	560	14	1.0	0	0.0
2004	15			IC	8,050	9,000	9,050	7,100	560	14	1.0	2	0.1
2005	15			IC	8,150	9,050	9,150	7,200	820	7	0.5	0	0.0
2006	15			IC	8,200	9,100	9,200	7,250	820	5	0.4	0	0.0
2007	15			IC	8,150	9,050	9,350	7,200	730	6	0.4	0	0.0
2008	15			IC	8,350	9,250	8,950	7,350	750	9	0.6	0	0.0
2009	15			IC	8,450	9,400	9,450	7,500	760	7	0.5	0	0.0
2010	15			IC	8,500	9,400	9,500	7,550	760	6	0.4	0	0.0
2011	15			IC	8,600	9,450	9,800	7,700	770	6	0.4	0	0.0
2012	15			IC	9,600	10,600	10,300	8,500	860	2	0.1	0	0.0
2013	15			CTR	9,750	11,900	12,300	8,300	880	11	0.6	1	0.1
2014	15			CTR	9,200	11,200	11,300	7,800	830	9	0.6	1	0.1
2015	15			CTR	9,300	11,300	11,400	7,900	840	9	0.6	0	0.0
2016	15			CTR	9,400	11,500	11,600	8,000	850	4	0.2	0	0.0
2017	15			CTR	9,500	12,700	12,600	7,750	860	6	0.4	1	0.1
2018	15			CTR	9,600	12,800	12,800	7,800	860	12	0.7	0	0.0
2019	15			CTR	9,700	12,900	12,900	7,900	870	10	0.6	0	0.0
2021	15			CTR	9,900	12,900	12,800	8,100	890	6	0.3	0	0.0
2021	15	HWY 7 END OF HWY	0.6										
1988	16	LEEDS & GRENVILLE RD 2 JOHNSTOWN	1.5	IC	2,350	2,750	2,650	2,050	350	1	0.8	0	0.0
1989	16			IC	2,500	2,900	2,800	2,200	380	3	2.2	0	0.0
1990	16			IC	2,700	3,100	3,000	2,400	320	2	1.4	0	0.0
1991	16			IC	3,000	3,400	3,350	2,650	360	2	1.2	0	0.0
1992	16			IC	3,000	3,350	3,300	2,750	360	4	2.4	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1993	16			IC	3,000	3,400	3,350	2,650	360	6	3.7	0	0.0
1994	16			IC	2,800	3,150	3,150	2,500	340	3	2.0	0	0.0
1995	16			IC	2,750	3,100	3,100	2,450	330	6	4.0	0	0.0
1996	16			IC	2,750	3,100	3,100	2,450	330	3	2.0	0	0.0
1997	16			IC	2,800	3,150	3,150	2,450	590	4	2.6	0	0.0
1998	16			IC	2,850	3,200	3,200	2,550	600	3	1.9	0	0.0
1999	16			IC	2,700	3,000	3,000	2,400	570	2	1.4	0	0.0
2000	16			IC	2,650	2,950	2,950	2,350	420	0	0.0	0	0.0
2001	16			IC	2,650	2,950	3,000	2,350	420	3	2.1	2	1.4
2002	16			IC	2,600	2,900	2,900	2,300	340	1	0.7	0	0.0
2003	16			IC	2,550	2,850	2,850	2,250	330	2	1.4	1	0.7
2004	16			IC	2,550	2,850	2,850	2,250	330	2	1.4	2	1.4
2005	16			IC	2,450	2,700	2,750	2,150	320	2	1.5	2	1.5
2006	16			IC	2,450	2,700	2,750	2,150	320	1	0.7	0	0.0
2007	16			IC	2,200	2,450	2,500	1,950	290	0	0.0	0	0.0
2008	16			IC	2,200	2,450	2,350	1,950	290	1	0.8	0	0.0
2009	16			CR	1,200	1,450	1,400	1,000	160	0	0.0	0	0.0
2010	16			CR	3,000	3,600	3,450	2,550	390	0	0.0	0	0.0
2011	16			CR	2,150	2,500	2,550	1,900	280	1	0.8	0	0.0
2012	16			CR	3,050	3,650	3,600	2,600	400	1	0.6	0	0.0
2013	16			CR	3,050	3,650	3,750	2,600	400	1	0.6	0	0.0
2014	16			CR	2,400	2,850	2,800	2,050	310	0	0.0	0	0.0
2015	16			CTR	2,700	3,300	3,300	2,300	350	1	0.7	0	0.0
2016	16			CTR	2,400	2,950	2,950	2,050	310	2	1.5	1	0.8
2017	16			CTR	2,400	3,200	3,200	1,950	310	0	0.0	0	0.0
2018	16			CTR	2,400	3,200	3,200	1,950	310	2	1.5	0	0.0
2019	16			CTR	2,350	3,150	3,100	1,900	310	1	0.8	0	0.0
2021	16			CTR	2,350	3,050	3,050	1,900	310	0	0.0	0	0.0
1988	16	HWY 401 M/C FRWY IC	0.7	IC	6,650	7,700	7,500	5,850	600	2	1.2	0	0.0
1989	16			IC	7,200	8,300	8,150	6,400	650	1	0.5	0	0.0
1990	16			IR	7,550	9,600	8,400	6,200	1,200	3	1.6	0	0.0
1991	16			IR	7,850	9,900	8,700	6,500	1,000	3	1.5	1	0.5
1992	16			IR	7,950	9,800	8,750	6,750	1,050	2	1.0	0	0.0
1993	16			IR	7,950	9,800	8,200	6,500	1,050	4	2.0	0	0.0
1994	16			IR	8,300	10,200	9,150	6,950	1,100	2	0.9	0	0.0
1995	16			IR	8,550	10,500	9,400	7,300	1,100	5	2.3	2	0.9
1996	16			IR	8,800	10,900	9,800	7,500	1,150	2	0.9	0	0.0
1997	16			IC	9,150	10,200	10,300	8,050	1,450	2	0.9	0	0.0
1998	16			IC	9,300	10,400	10,400	8,300	1,500	2	0.8	0	0.0
1999	16			IC	7,400	8,300	8,300	6,600	1,200	2	1.1	0	0.0
2000	16			IC	6,950	7,800	7,800	6,200	1,100	2	1.1	1	0.6

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2001	16			IC	6,550	7,300	7,350	5,800	1,050	0	0.0	0	0.0
2002	16			IC	6,100	6,800	6,850	5,350	1,600	0	0.0	0	0.0
2003	16			IC	5,700	6,350	6,400	5,050	1,500	2	1.4	2	1.4
2004	16			IC	5,250	5,850	5,900	4,650	1,350	0	0.0	0	0.0
2005	16			IC	4,400	4,900	4,950	3,900	1,150	0	0.0	0	0.0
2006	16			IC	3,400	3,800	3,800	3,000	750	0	0.0	0	0.0
2007	16			IC	3,050	3,400	3,500	2,700	670	1	1.3	0	0.0
2008	16			IC	3,050	3,400	3,250	2,700	670	0	0.0	0	0.0
2009	16			CR	1,700	2,050	1,950	1,450	370	1	2.3	0	0.0
2010	16			CR	4,000	4,800	4,650	3,400	880	1	1.0	0	0.0
2011	16			CR	1,900	2,200	2,250	1,700	420	1	2.1	0	0.0
2012	16			CR	4,100	4,900	4,850	3,450	900	2	1.9	0	0.0
2013	16			CR	4,300	5,150	5,300	3,650	950	0	0.0	0	0.0
2014	16			CR	1,700	2,000	2,000	1,450	370	0	0.0	0	0.0
2015	16			CTR	4,200	5,100	5,150	3,550	920	0	0.0	0	0.0
2016	16			CTR	4,250	5,200	5,250	3,600	940	1	0.9	0	0.0
2017	16			CTR	1,650	2,200	2,200	1,350	360	0	0.0	0	0.0
2018	16			CTR	1,300	1,750	1,750	1,050	290	0	0.0	0	0.0
2019	16			CTR	1,000	1,350	1,350	810	220	0	0.0	0	0.0
2021	16			CTR	400	520	520	330	90	0	0.0	0	0.0
1988	16	CEDAR GROVE RD (W) LEEDS & GRENVILLE RD 44 (E)	1.6	IR	5,500	7,150	6,050	4,400	500	33	10.2	1	0.3
1989	16			IR	6,000	7,750	6,650	4,900	540	39	11.1	5	1.4
1990	16			IR	6,250	7,950	6,950	5,100	940	19	5.2	0	0.0
1991	16			IR	6,550	8,250	7,250	5,450	980	33	8.6	4	1.0
1992	16			IR	6,700	8,250	7,350	5,700	1,000	33	8.4	0	0.0
1993	16			IR	6,700	8,250	6,950	5,500	1,000	36	9.2	2	0.5
1994	16			IR	7,150	8,800	7,850	6,000	1,200	36	8.6	3	0.7
1995	16			IR	7,350	9,050	8,100	6,250	1,250	40	9.3	1	0.2
1996	16			IR	7,550	9,400	8,400	6,450	1,300	33	7.5	2	0.5
1997	16			IR	7,750	9,700	8,700	6,600	1,000	39	8.6	7	1.5
1998	16			IR	7,850	9,750	8,800	6,600	1,000	40	8.7	13	2.8
1999	16			IR	7,950	9,850	8,800	6,700	1,050	18	3.9	4	0.9
2000	16			IR	8,150	10,000	9,050	6,900	1,050	13	2.7	3	0.6
2001	16			IR	8,300	10,300	9,200	7,000	1,100	0	0.0	0	0.0
2002	16			IR	8,300	10,200	9,200	7,050	1,100	0	0.0	0	0.0
2003	16			IR	8,550	10,400	9,400	7,250	1,100	0	0.0	0	0.0
2004	16			IR	8,700	10,800	9,650	7,350	1,150	0	0.0	0	0.0
2005	16			IR	7,500	9,050	8,200	6,400	1,900	1	0.2	0	0.0
2006	16			IR	6,350	7,650	6,950	5,400	1,600	1	0.3	0	0.0
2007	16			IR	5,350	6,500	6,450	4,550	1,350	2	0.6	2	0.6
2008	16			IR	4,350	5,250	5,150	3,700	1,100	0	0.0	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2009	16			CR	2,700	3,250	3,150	2,300	680	0	0.0	0	0.0
2010	16			CR	2,850	3,400	3,300	2,400	710	1	0.6	0	0.0
2011	16			CR	4,550	5,300	5,350	4,050	1,150	1	0.4	0	0.0
2012	16			CR	3,150	3,750	3,700	2,650	790	0	0.0	0	0.0
2013	16			CR	3,800	4,550	4,650	3,200	950	0	0.0	0	0.0
2014	16			CR	3,550	4,200	4,150	3,000	890	1	0.5	0	0.0
2015	16			IR	3,200	3,800	3,800	2,700	800	1	0.5	0	0.0
2016	16			IR	3,000	3,550	3,600	2,550	750	0	0.0	0	0.0
2017	16			IR	2,700	3,050	3,050	2,350	680	0	0.0	0	0.0
2018	16			IR	2,450	2,750	2,800	2,100	610	1	0.7	0	0.0
2019	16			IR	2,150	2,450	2,450	1,850	540	1	0.8	0	0.0
2021	16			IR	1,600	1,800	1,800	1,400	400	1	1.1	0	0.0
2021	16	HWY 416 IC END OF HWY											
1988	17	GRAINGER PARK RD (S) GRANTS SDRD (N)	3.1	IR	9,600	12,500	10,600	7,700	960	0	0.0	0	0.0
1989	17			IR	10,100	13,000	11,200	8,300	1,300	0	0.0	0	0.0
1990	17			IR	10,200	13,000	11,300	8,350	1,350	0	0.0	0	0.0
1991	17			IR	10,200	12,900	11,300	8,450	1,000	0	0.0	0	0.0
1992	17			IR	9,800	12,100	10,800	8,350	980	0	0.0	0	0.0
1993	17			IR	9,450	11,600	9,750	7,750	940	0	0.0	0	0.0
1994	17			IR	10,400	12,800	11,400	8,700	1,050	0	0.0	0	0.0
1995	17			IR	11,300	13,900	12,500	9,650	1,150	0	0.0	0	0.0
1996	17			IR	12,000	14,900	13,400	10,200	1,200	0	0.0	0	0.0
1997	17			IR	12,900	16,100	14,400	11,000	1,300	0	0.0	0	0.0
1998	17			IR	13,000	16,100	14,600	10,900	1,300	0	0.0	0	0.0
1999	17			IR	13,300	16,500	14,800	11,200	1,200	0	0.0	0	0.0
2000	17			IR	13,600	16,700	15,100	11,500	1,650	0	0.0	0	0.0
2001	17			IR	14,400	17,800	16,000	12,200	1,750	0	0.0	0	0.0
2002	17			IR	15,600	19,200	17,300	13,300	1,850	0	0.0	0	0.0
2003	17			IR	15,800	19,200	17,400	13,400	1,900	0	0.0	0	0.0
2004	17			IR	16,300	20,100	18,100	13,800	1,950	0	0.0	0	0.0
2005	17			IR	1,300	1,550	1,400	1,100	160	0	0.0	0	0.0
2006	17			IR	1,350	1,650	1,500	1,150	160	0	0.0	0	0.0
2007	17			IR	1,350	1,650	1,650	1,150	160	0	0.0	0	0.0
2008	17			IR	1,350	1,650	1,600	1,150	160	0	0.0	0	0.0
2009	17			IR	1,400	1,700	1,550	1,200	170	0	0.0	0	0.0
2010	17			IR	1,400	1,650	1,500	1,200	170	0	0.0	0	0.0
2011	17			IR	1,400	1,650	1,650	1,200	170	0	0.0	0	0.0
2012	17			IR	1,450	1,700	1,700	1,250	170	0	0.0	0	0.0
2013	17			IR	1,450	1,750	1,850	1,250	170	0	0.0	0	0.0
2014	17			IR	1,450	1,750	1,750	1,250	170	0	0.0	0	0.0
2015	17			IR	1,500	1,800	1,800	1,300	180	0	0.0	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2016	17			IR	1,500	1,800	1,800	1,300	180	0	0.0	0	0.0
2017	17			IR	1,500	1,800	1,800	1,300	180	0	0.0	0	0.0
2018	17			IR	1,550	1,900	1,850	1,300	190	0	0.0	0	0.0
2019	17			IR	1,550	1,900	1,900	1,300	190	0	0.0	0	0.0
2021	17			IR	1,550	1,850	1,850	1,300	190	0	0.0	0	0.0
1988	17	OTTAWA/CARLETON RD 20 KINBURN SDRD	9.8	IR	9,600	12,500	10,600	7,700	960	29	0.8	4	0.1
1989	17			IR	10,300	13,300	11,400	8,450	1,050	15	0.4	3	0.1
1990	17			IR	10,900	13,800	12,100	8,950	1,100	25	0.6	4	0.1
1991	17			IR	11,100	14,000	12,300	9,200	1,100	15	0.4	0	0.0
1992	17			IR	10,500	12,900	11,600	8,900	1,050	17	0.5	3	0.1
1993	17			IR	10,300	12,700	10,700	8,450	1,050	22	0.6	3	0.1
1994	17			IR	10,300	12,700	11,300	8,650	1,050	17	0.5	3	0.1
1995	17			IR	10,400	12,800	11,500	8,850	1,050	19	0.5	3	0.1
1996	17			IR	10,600	13,200	11,800	9,050	1,500	31	0.8	3	0.1
1997	17			IR	10,800	13,500	12,100	9,200	970	21	0.5	3	0.1
1998	17			IR	11,300	14,000	12,700	9,500	1,000	13	0.3	2	0.0
1999	17			IR	11,800	14,600	13,100	9,900	1,300	29	0.7	9	0.2
2000	17			IR	12,400	15,200	13,700	10,500	1,100	7	0.2	2	0.0
2001	17			IR	12,900	15,900	14,300	10,900	1,400	18	0.4	2	0.0
2002	17			IR	13,200	16,300	14,600	11,200	1,450	25	0.5	4	0.1
2003	17			IR	13,500	16,400	14,900	11,500	1,500	25	0.5	5	0.1
2004	17			IR	13,900	17,200	15,400	11,800	1,550	19	0.4	4	0.1
2005	17			IR	1,450	1,750	1,600	1,250	130	7	1.4	1	0.2
2006	17			IR	1,450	1,750	1,600	1,250	130	11	2.1	0	0.0
2007	17			IR	1,500	1,800	1,800	1,250	140	9	1.7	0	0.0
2008	17			IR	1,500	1,800	1,800	1,300	140	8	1.5	0	0.0
2009	17			CR	1,550	1,850	1,800	1,300	140	4	0.7	1	0.2
2010	17			CR	1,500	1,800	1,750	1,250	140	2	0.4	0	0.0
2011	17			CR	1,500	1,750	1,750	1,350	140	5	0.9	0	0.0
2012	17			C	1,500	1,650	1,600	1,350	140	4	0.7	0	0.0
2013	17			C	1,650	1,800	1,800	1,500	150	2	0.3	0	0.0
2014	17			C	1,800	2,000	1,950	1,600	160	4	0.6	1	0.2
2015	17			C	1,950	2,150	2,100	1,750	180	4	0.6	0	0.0
2016	17			C	2,100	2,300	2,250	1,900	190	8	1.1	2	0.3
2017	17			C	2,200	2,400	2,400	2,000	130	5	0.6	0	0.0
2018	17			C	2,250	2,450	2,450	2,050	140	5	0.6	0	0.0
2019	17			C	2,300	2,500	2,500	2,100	140	2	0.2	0	0.0
2021	17			C	2,300	2,500	2,500	2,100	140	0	0.0	0	0.0
2012	17	END HWY 417	8.8	C	16,000	17,600	17,300	14,400	1,450	0	0.0	0	0.0
2013	17			C	16,200	17,900	17,600	14,600	1,450	0	0.0	0	0.0
2014	17			C	16,400	18,000	17,500	14,800	1,500	1	0.0	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2015	17			C	16,600	18,300	17,800	14,900	1,500	0	0.0	0	0.0
2016	17			C	16,800	18,500	18,000	15,100	1,500	0	0.0	0	0.0
2017	17			C	16,900	18,500	18,400	15,300	1,000	0	0.0	0	0.0
2018	17			C	17,100	18,700	18,600	15,400	1,050	0	0.0	0	0.0
2019	17			C	17,300	18,900	18,800	15,700	1,050	1	0.0	0	0.0
2021	17			C	17,700	19,300	19,100	16,000	1,050	1	0.0	0	0.0
1988	17	CTY RD508 CALABOGIE RD(S) CTY RD54 MCLEAN DR (N)	2.1	IR	7,450	9,700	8,200	5,950	1,350	2	0.3	1	0.2
1989	17			IR	8,100	10,400	9,000	6,650	1,450	3	0.5	1	0.2
1990	17			IR	8,800	11,200	9,750	7,200	1,150	3	0.4	0	0.0
1991	17			IR	9,050	11,400	10,000	7,500	1,200	6	0.9	1	0.1
1992	17			IR	9,000	11,100	9,900	7,650	1,150	7	1.0	0	0.0
1993	17			IR	9,000	11,100	9,300	7,350	1,150	2	0.3	0	0.0
1994	17			IR	9,050	11,100	9,950	7,600	1,200	6	0.9	0	0.0
1995	17			IR	9,100	11,200	10,000	7,750	1,200	6	0.9	0	0.0
1996	17			IR	9,200	11,400	10,300	7,850	1,200	2	0.3	0	0.0
1997	17			IR	9,300	11,600	10,400	7,900	1,100	3	0.4	1	0.1
1998	17			IR	9,600	11,900	10,800	8,050	1,150	5	0.7	0	0.0
1999	17			IR	10,200	12,600	11,300	8,550	1,200	1	0.1	0	0.0
2000	17			IR	10,500	12,900	11,600	8,850	1,250	2	0.2	0	0.0
2001	17			IR	10,800	13,300	12,000	9,150	1,300	1	0.1	0	0.0
2002	17			IR	11,100	13,700	12,300	9,450	1,350	7	0.8	1	0.1
2003	17			IR	11,600	14,100	12,800	9,850	1,400	3	0.3	1	0.1
2004	17			IR	11,700	14,500	13,000	9,900	1,400	3	0.3	0	0.0
2005	17			IR	12,000	14,500	13,100	10,200	1,450	4	0.4	0	0.0
2006	17			IR	12,300	14,800	13,400	10,400	1,500	6	0.6	0	0.0
2007	17			IR	12,600	15,300	15,200	10,700	1,500	5	0.5	2	0.2
2008	17			IR	12,700	15,400	15,100	10,900	1,500	6	0.6	1	0.1
2009	17			IR	13,200	15,800	14,400	11,200	1,600	3	0.3	0	0.0
2010	17			IR	12,500	14,900	13,600	10,600	1,500	6	0.6	0	0.0
2011	17			IR	13,500	16,100	15,800	11,500	1,600	3	0.3	0	0.0
2012	17			IR	12,500	14,900	14,500	10,700	1,500	7	0.7	1	0.1
2013	17			CTR	12,300	15,000	15,500	10,400	1,500	6	0.6	0	0.0
2014	17			CTR	13,800	16,800	17,000	11,700	1,700	5	0.5	0	0.0
2015	17			CTR	14,000	17,100	17,200	11,900	1,700	5	0.5	0	0.0
2016	17			CTR	14,200	17,300	17,500	12,100	1,750	1	0.1	0	0.0
2017	17			CTR	14,500	19,400	19,300	11,800	1,750	6	0.5	0	0.0
2018	17			CTR	14,700	19,600	19,600	12,000	1,750	6	0.5	3	0.3
2019	17			CTR	14,900	19,900	19,800	12,100	1,800	11	1.0	0	0.0
2021	17			CTR	15,400	20,100	20,000	12,600	1,850	4	0.3	0	0.0
1988	17	RENFREW RD 63 ANDERSON RD (S) MILLER RD (N)	10.8	IR	7,250	9,400	8,000	5,800	940	16	0.6	2	0.1
1989	17			IR	8,100	10,400	9,000	6,650	1,050	27	0.8	1	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1990	17			IR	8,700	11,000	9,650	7,150	1,150	16	0.5	0	0.0
1991	17			IR	9,200	11,600	10,200	7,650	1,450	25	0.7	1	0.0
1992	17			IR	9,200	11,300	10,100	7,800	1,450	41	1.1	4	0.1
1993	17			IR	9,200	11,300	9,500	7,550	1,450	27	0.7	3	0.1
1994	17			IR	9,200	11,300	10,100	7,700	1,450	23	0.6	3	0.1
1995	17			IR	9,450	11,600	10,400	8,050	1,500	20	0.5	4	0.1
1996	17			IR	10,900	13,500	12,200	9,300	1,750	13	0.3	1	0.0
1997	17			IR	10,000	12,500	11,200	8,500	1,200	24	0.6	2	0.1
1998	17			IR	10,300	12,800	11,500	8,650	1,250	17	0.4	2	0.0
1999	17			IR	10,600	13,100	11,800	8,900	1,150	15	0.4	2	0.0
2000	17			IR	11,000	13,500	12,200	9,300	1,100	17	0.4	2	0.0
2001	17			IR	11,200	13,800	12,400	9,450	1,100	17	0.4	3	0.1
2002	17			IR	13,000	16,000	14,400	11,100	1,550	18	0.4	2	0.0
2003	17			IR	12,400	15,100	13,600	10,500	1,500	22	0.5	7	0.1
2004	17			IR	12,800	15,800	14,200	10,800	1,550	18	0.4	2	0.0
2005	17			IR	11,700	14,100	12,800	9,950	1,650	19	0.4	1	0.0
2006	17			IR	11,600	14,000	12,700	9,850	1,600	20	0.4	4	0.1
2007	17			IR	11,800	14,300	14,300	10,000	1,050	21	0.5	1	0.0
2008	17			IR	12,000	14,500	14,300	10,300	1,100	17	0.4	3	0.1
2009	17			IR	12,300	14,800	13,400	10,500	1,100	23	0.5	0	0.0
2010	17			IR	12,500	14,900	13,600	10,600	1,100	14	0.3	4	0.1
2011	17			IR	13,000	15,500	15,200	11,100	1,150	21	0.4	1	0.0
2012	17			IR	13,200	15,700	15,300	11,300	1,200	14	0.3	2	0.0
2013	17			IR	13,400	16,000	17,100	11,400	1,200	24	0.5	1	0.0
2014	17			IR	13,600	16,200	16,200	11,600	1,200	21	0.4	1	0.0
2015	17			IR	13,800	16,400	16,500	11,700	1,250	26	0.5	1	0.0
2016	17			IR	13,900	16,500	16,600	11,800	1,250	20	0.4	2	0.0
2017	17			IR	14,100	17,100	17,000	12,000	1,250	18	0.3	1	0.0
2018	17			IR	14,300	17,400	17,300	12,200	1,300	22	0.4	2	0.0
2019	17			IR	14,500	17,600	17,600	12,400	1,300	22	0.4	3	0.1
2021	17			IR	14,900	17,800	17,800	12,700	1,350	14	0.2	1	0.0
1988	17	HWY 60 O'BRIEN RD (S)	7.2	IR	5,850	7,600	6,450	4,700	820	17	1.1	4	0.3
1989	17			IR	6,400	8,250	7,100	5,250	900	14	0.8	1	0.1
1990	17			IR	6,700	8,500	7,450	5,500	940	8	0.5	2	0.1
1991	17			IR	6,900	8,700	7,650	5,750	1,100	13	0.7	3	0.2
1992	17			IR	6,700	8,250	7,350	5,700	1,000	24	1.4	3	0.2
1993	17			IR	6,700	8,250	6,950	5,500	1,000	13	0.7	1	0.1
1994	17			UC	6,700	7,100	7,650	6,250	1,000	15	0.9	2	0.1
1995	17			UC	7,000	7,400	8,000	6,550	1,050	11	0.6	0	0.0
1996	17			UC	7,350	7,800	8,600	7,000	1,050	17	0.9	1	0.1
1997	17			IR	7,700	9,600	8,600	6,550	920	13	0.6	1	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1998	17			IR	7,950	9,850	8,900	6,700	950	22	1.1	2	0.1
1999	17			IR	8,250	10,200	9,150	6,950	1,050	10	0.5	2	0.1
2000	17			IR	8,500	10,400	9,400	7,200	940	5	0.2	3	0.1
2001	17			IR	8,850	10,900	9,800	7,500	1,250	14	0.6	0	0.0
2002	17			IR	9,150	11,300	10,100	7,800	1,300	12	0.5	4	0.2
2003	17			IR	9,450	11,500	10,400	8,000	1,300	22	0.9	5	0.2
2004	17			IR	9,750	12,000	10,800	8,250	1,350	21	0.8	4	0.2
2005	17			IR	10,000	12,100	11,000	8,550	1,400	21	0.8	1	0.0
2006	17			IR	10,400	12,500	11,400	8,850	1,450	13	0.5	3	0.1
2007	17			IR	10,200	12,400	12,300	8,650	920	19	0.7	7	0.3
2008	17			IR	10,200	12,400	12,100	8,700	920	18	0.7	1	0.0
2009	17			IR	10,200	12,200	11,100	8,650	920	21	0.8	1	0.0
2010	17			IR	11,000	13,100	12,000	9,350	990	23	0.8	10	0.3
2011	17			IR	11,300	13,500	13,200	9,650	1,000	22	0.7	3	0.1
2012	17			IC	10,900	12,100	11,700	9,650	980	10	0.3	0	0.0
2013	17			IC	11,700	13,000	12,900	10,400	1,050	23	0.8	5	0.2
2014	17			IC	11,900	13,200	13,100	10,600	1,050	14	0.4	1	0.0
2015	17			IC	12,200	13,500	13,400	10,800	1,100	16	0.5	1	0.0
2016	17			IC	12,400	13,700	13,700	11,000	1,100	19	0.6	1	0.0
2017	17			IR	12,700	15,400	15,300	10,800	1,500	14	0.4	2	0.1
2018	17			IR	12,900	15,700	15,600	11,000	1,550	23	0.7	0	0.0
2019	17			IR	13,200	16,100	16,000	11,200	1,600	17	0.5	1	0.0
2021	17			IR	13,700	16,400	16,300	11,700	1,650	20	0.6	4	0.1
1988	17	REN. RD 4 STORYLAND RD (N) PINNACLE RD (S)	7.2	IR	5,200	6,750	5,700	4,150	680	7	0.5	3	0.2
1989	17			IR	5,900	7,600	6,550	4,850	770	5	0.3	0	0.0
1990	17			IR	6,200	7,850	6,900	5,100	810	8	0.5	4	0.2
1991	17			IR	6,450	8,150	7,150	5,350	840	5	0.3	0	0.0
1992	17			IR	6,000	7,400	6,600	5,100	960	12	0.8	0	0.0
1993	17			IR	6,000	7,400	6,200	4,900	960	7	0.4	0	0.0
1994	17			UC	6,000	6,350	6,850	5,600	960	6	0.4	2	0.1
1995	17			UC	6,100	6,450	6,950	5,700	980	5	0.3	2	0.1
1996	17			UC	6,150	6,500	7,200	5,850	680	4	0.2	1	0.1
1997	17			IR	6,200	7,750	6,950	5,250	810	7	0.4	1	0.1
1998	17			IR	6,450	8,000	7,200	5,400	840	4	0.2	0	0.0
1999	17			IR	6,700	8,300	7,450	5,650	870	10	0.6	1	0.1
2000	17			IR	7,000	8,600	7,750	5,900	910	11	0.6	1	0.1
2001	17			IR	7,000	8,650	7,750	5,900	1,050	14	0.8	3	0.2
2002	17			IR	7,200	8,900	8,000	6,100	1,100	8	0.4	2	0.1
2003	17			IR	7,350	8,900	8,100	6,250	1,100	10	0.5	1	0.1
2004	17			IR	7,500	9,250	8,300	6,350	1,100	12	0.6	1	0.1
2005	17			IR	7,650	9,250	8,400	6,500	1,150	10	0.5	2	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2006	17			IR	7,850	9,450	8,600	6,650	1,200	15	0.7	2	0.1
2007	17			IR	8,000	9,700	9,650	6,800	1,100	13	0.6	2	0.1
2008	17			IR	8,150	9,850	9,700	6,950	1,150	6	0.3	1	0.0
2009	17			IR	8,300	9,950	9,050	7,050	1,150	10	0.5	1	0.0
2010	17			IR	8,500	10,100	9,250	7,250	1,200	9	0.4	1	0.0
2011	17			IR	8,650	10,300	10,100	7,400	1,200	14	0.6	4	0.2
2012	17			IC	7,900	8,750	8,500	7,000	1,100	10	0.5	2	0.1
2013	17			IC	8,800	9,750	9,700	7,800	1,250	11	0.5	0	0.0
2014	17			IC	8,950	9,900	9,850	7,950	1,250	7	0.3	0	0.0
2015	17			IC	9,100	10,100	10,000	8,050	1,250	4	0.2	0	0.0
2016	17			IC	9,250	10,200	10,200	8,200	1,300	5	0.2	0	0.0
2017	17			IC	9,400	10,300	10,400	8,550	1,300	8	0.3	0	0.0
2018	17			IC	9,550	10,500	10,600	8,650	1,350	6	0.2	0	0.0
2019	17			IC	9,700	10,700	10,700	8,750	1,350	13	0.5	0	0.0
2021	17			IC	10,000	10,800	10,900	9,050	1,400	3	0.1	1	0.0
1988	17	CTY RD 653 CHENAUX(N) CTY RD 61 GODFREY RD (S)	2.1	IR	4,850	6,300	5,350	3,900	780	3	0.8	0	0.0
1989	17			IR	5,400	6,950	6,000	4,450	860	4	1.0	1	0.2
1990	17			IR	5,600	7,100	6,200	4,600	900	1	0.2	0	0.0
1991	17			IR	5,800	7,300	6,450	4,800	930	4	0.9	0	0.0
1992	17			IR	5,500	6,750	6,050	4,700	990	4	1.0	1	0.2
1993	17			IR	5,500	6,750	5,700	4,500	990	9	2.1	2	0.5
1994	17			IR	6,500	8,000	7,150	5,450	1,150	13	2.6	2	0.4
1995	17			IR	6,300	7,750	6,950	5,350	1,000	1	0.2	0	0.0
1996	17			IR	6,500	8,050	7,250	5,550	1,050	9	1.8	0	0.0
1997	17			IR	8,000	10,000	8,950	6,800	1,100	5	0.8	3	0.5
1998	17			IR	6,950	8,600	7,800	5,850	970	2	0.4	0	0.0
1999	17			IR	9,000	11,200	10,000	7,550	1,250	4	0.6	0	0.0
2000	17			IR	8,800	10,800	9,750	7,450	1,250	5	0.7	1	0.1
2001	17			IR	8,600	10,600	9,550	7,250	1,450	4	0.6	0	0.0
2002	17			IR	8,400	10,400	9,300	7,150	1,450	4	0.6	0	0.0
2003	17			IR	6,600	8,000	7,250	5,600	1,100	2	0.4	0	0.0
2004	17			IR	6,950	8,600	7,700	5,900	1,200	2	0.4	0	0.0
2005	17			IR	8,000	9,650	8,750	6,800	1,350	3	0.5	0	0.0
2006	17			IR	7,650	9,250	8,350	6,500	1,300	4	0.7	0	0.0
2007	17			IR	8,150	9,850	9,850	6,900	1,300	1	0.2	0	0.0
2008	17			IR	8,250	10,000	9,800	7,050	1,300	5	0.8	0	0.0
2009	17			IR	8,300	9,950	9,050	7,050	1,350	1	0.2	1	0.2
2010	17			IR	8,400	10,000	9,150	7,150	1,350	10	1.6	1	0.2
2011	17			IR	8,500	10,100	9,950	7,250	1,350	1	0.2	0	0.0
2012	17			IC	8,200	9,100	8,800	7,300	1,300	3	0.5	0	0.0
2013	17			CTR	8,600	10,500	10,800	7,300	1,200	3	0.5	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2014	17			CTR	8,650	10,600	10,600	7,350	1,200	3	0.5	0	0.0
2015	17			CTR	8,750	10,700	10,800	7,450	1,250	4	0.6	1	0.1
2016	17			CTR	8,800	10,700	10,800	7,500	1,250	1	0.1	0	0.0
2017	17			IR	8,900	10,800	10,700	7,600	1,350	3	0.4	0	0.0
2018	17			IR	9,000	10,900	10,900	7,650	1,350	4	0.6	1	0.1
2019	17			IR	9,050	11,000	11,000	7,700	1,350	2	0.3	1	0.1
2021	17			IR	9,200	11,000	11,000	7,850	1,400	1	0.1	0	0.0
1988	17	HALEY RD (S)	8.6	CR	4,800	6,150	5,750	4,000	580	12	0.8	2	0.1
1989	17			CR	6,200	7,950	7,400	5,200	740	16	0.8	2	0.1
1990	17			CR	7,100	8,800	8,150	6,400	850	9	0.4	3	0.1
1991	17			CR	7,550	9,300	8,700	6,800	910	7	0.3	0	0.0
1992	17			CR	6,900	8,500	7,850	6,200	830	17	0.8	6	0.3
1993	17			CR	6,900	8,500	7,950	6,200	830	13	0.6	0	0.0
1994	17			IR	6,700	8,250	7,350	5,600	800	12	0.6	1	0.0
1995	17			IR	7,000	8,600	7,700	5,950	840	16	0.7	1	0.0
1996	17			IR	7,300	9,050	8,150	6,200	880	12	0.5	5	0.2
1997	17			CR	7,700	9,550	9,100	6,550	1,100	11	0.5	1	0.0
1998	17			IR	7,900	9,800	8,850	6,650	1,100	7	0.3	1	0.0
1999	17			IR	7,550	9,350	8,400	6,350	1,050	6	0.3	0	0.0
2000	17			CR	7,600	9,350	8,900	6,450	1,050	16	0.7	0	0.0
2001	17			CR	7,750	9,550	9,100	6,550	1,250	5	0.2	0	0.0
2002	17			CR	7,850	9,650	9,200	6,600	1,250	13	0.5	2	0.1
2003	17			CR	7,700	9,400	9,000	6,500	1,300	15	0.6	2	0.1
2004	17			CR	8,050	9,900	9,450	6,800	1,350	11	0.4	2	0.1
2005	17			CR	8,150	9,900	9,500	6,850	1,450	21	0.8	4	0.2
2006	17			CR	8,250	10,000	9,600	6,950	1,500	19	0.7	4	0.2
2007	17			CR	8,350	10,100	10,100	7,050	1,400	18	0.7	2	0.1
2008	17			CR	8,450	10,200	10,100	7,100	1,450	14	0.5	1	0.0
2009	17			CR	8,550	10,300	9,900	7,250	1,450	19	0.7	3	0.1
2010	17			CR	8,650	10,400	10,000	7,300	1,450	23	0.8	2	0.1
2011	17			CR	8,750	10,200	10,300	7,800	1,500	17	0.6	4	0.1
2012	17			CR	8,200	9,800	9,650	6,950	1,400	14	0.5	4	0.2
2013	17			CTR	8,650	10,500	10,900	7,350	1,450	14	0.5	3	0.1
2014	17			CTR	8,850	10,800	10,900	7,500	1,500	5	0.2	0	0.0
2015	17			CTR	8,950	10,900	11,000	7,600	1,500	6	0.2	1	0.0
2016	17			CTR	9,050	11,000	11,100	7,700	1,550	11	0.4	0	0.0
2017	17			CTR	8,900	11,900	11,800	7,250	1,500	13	0.5	1	0.0
2018	17			CTR	9,200	12,300	12,200	7,500	1,550	16	0.6	4	0.1
2019	17			CTR	9,250	12,300	12,300	7,550	1,550	15	0.5	0	0.0
2021	17			CTR	9,450	12,300	12,300	7,700	1,600	11	0.4	1	0.0
1988	17	RENFREW RD 21 FORESTERS FALLS RD (N)	1.3	CR	6,000	7,700	7,200	5,000	960	2	0.7	2	0.7

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1989	17			CR	6,850	8,750	8,150	5,750	1,100	9	2.9	3	1.0
1990	17			CR	7,400	9,200	8,500	6,650	960	5	1.5	1	0.3
1991	17			IR	7,650	9,650	8,500	6,350	990	3	0.9	1	0.3
1992	17			LT	8,350	11,600	11,300	6,450	1,100	2	0.5	0	0.0
1993	17			LT	8,350	11,600	10,400	6,100	1,100	3	0.8	1	0.3
1994	17			LT	8,550	12,500	12,100	6,200	1,100	5	1.3	0	0.0
1995	17			LT	8,150	11,700	11,400	5,950	1,050	4	1.1	0	0.0
1996	17			LT	8,250	11,600	11,400	6,050	1,050	3	0.8	1	0.3
1997	17			LT	8,500	12,000	11,700	6,300	1,100	2	0.5	1	0.3
1998	17			LT	8,550	12,000	11,700	6,250	1,100	5	1.3	1	0.3
1999	17			LT	8,500	11,800	11,600	6,200	1,100	0	0.0	0	0.0
2000	17			LT	8,550	11,900	11,700	6,250	1,100	2	0.5	0	0.0
2001	17			LT	8,600	12,000	11,700	6,300	1,200	3	0.8	1	0.3
2002	17			LT	8,600	12,000	11,700	6,300	1,200	5	1.3	2	0.5
2003	17			LT	8,650	11,900	11,600	6,400	1,200	2	0.5	0	0.0
2004	17			LT	8,700	12,200	11,800	6,350	1,200	3	0.7	1	0.2
2005	17			LT	8,800	12,100	11,800	6,450	1,250	4	1.0	1	0.2
2006	17			LT	8,750	12,000	11,700	6,450	1,200	3	0.7	0	0.0
2007	17			LT	8,900	12,200	12,600	6,550	1,150	4	1.0	0	0.0
2008	17			LT	8,950	12,300	11,700	6,600	1,150	0	0.0	0	0.0
2009	17			CR	9,200	11,000	10,700	7,800	1,200	4	0.9	1	0.2
2010	17			CR	9,050	10,800	10,500	7,650	1,200	5	1.2	0	0.0
2011	17			CR	9,100	10,600	10,700	8,100	1,200	4	1.0	1	0.2
2012	17			CR	9,800	11,700	11,500	8,300	1,250	6	1.3	1	0.2
2013	17			CR	10,000	12,000	12,300	8,450	1,300	3	0.7	0	0.0
2014	17			CR	9,500	11,200	11,100	8,100	1,250	4	0.9	0	0.0
2015	17			CR	9,600	11,300	11,200	8,200	1,250	3	0.7	0	0.0
2016	17			CR	9,650	11,400	11,300	8,200	1,250	4	0.9	0	0.0
2017	17			CR	10,200	11,800	11,900	9,200	1,750	0	0.0	0	0.0
2018	17			CR	9,800	11,400	11,500	8,800	1,650	3	0.7	2	0.4
2019	17			CR	9,850	11,400	11,500	8,850	1,650	2	0.4	0	0.0
2021	17			CR	10,000	11,500	11,600	9,000	1,700	3	0.7	0	0.0
1988	17	COWLEY ST	12.0	CR	5,100	6,550	6,100	4,250	610	12	0.5	3	0.1
1989	17			CR	5,600	7,150	6,650	4,700	670	18	0.7	2	0.1
1990	17			CR	6,000	7,450	6,900	5,400	720	14	0.5	2	0.1
1991	17			IR	6,350	8,000	7,050	5,250	760	13	0.5	2	0.1
1992	17			LT	6,200	8,600	8,350	4,750	740	13	0.5	3	0.1
1993	17			LT	6,200	8,600	7,700	4,550	740	14	0.5	1	0.0
1994	17			CTR	6,300	8,050	7,700	5,300	760	20	0.7	5	0.2
1995	17			CTR	6,400	8,200	7,850	5,350	770	14	0.5	5	0.2
1996	17			CTR	6,500	8,300	8,000	5,450	650	10	0.4	1	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1997	17			CTR	6,600	8,450	8,100	5,550	920	16	0.6	1	0.0
1998	17			CTR	6,700	8,500	8,150	5,650	940	7	0.2	0	0.0
1999	17			CTR	6,850	8,650	8,300	5,750	960	10	0.3	0	0.0
2000	17			IR	7,000	8,600	7,750	5,900	980	12	0.4	2	0.1
2001	17			IR	7,100	8,750	7,850	6,000	920	19	0.6	3	0.1
2002	17			IR	7,200	8,900	8,000	6,100	940	15	0.5	0	0.0
2003	17			CR	7,300	8,900	8,550	6,200	800	11	0.3	3	0.1
2004	17			CR	7,400	9,100	8,700	6,250	810	16	0.5	1	0.0
2005	17			CR	7,550	9,150	8,800	6,350	830	15	0.5	2	0.1
2006	17			CR	7,650	9,300	8,900	6,450	840	17	0.5	1	0.0
2007	17			CR	7,750	9,400	9,400	6,550	1,100	8	0.2	0	0.0
2008	17			CR	7,900	9,550	9,500	6,650	1,100	10	0.3	1	0.0
2009	17			IR	8,000	9,600	8,700	6,800	1,100	18	0.5	1	0.0
2010	17			IR	8,100	9,650	8,800	6,900	1,150	13	0.4	4	0.1
2011	17			IR	8,200	9,800	9,600	7,000	1,150	14	0.4	2	0.1
2012	17			CR	8,100	9,700	9,550	6,850	1,150	9	0.3	1	0.0
2013	17			CTR	8,450	10,300	10,600	7,200	1,200	11	0.3	1	0.0
2014	17			CTR	8,500	10,400	10,500	7,200	1,200	8	0.2	0	0.0
2015	17			CTR	8,650	10,600	10,600	7,350	1,200	10	0.3	1	0.0
2016	17			CTR	8,750	10,700	10,800	7,450	1,200	7	0.2	2	0.1
2017	17			CR	8,700	10,100	10,100	7,850	1,400	5	0.1	0	0.0
2018	17			CR	8,950	10,400	10,500	8,050	1,450	8	0.2	0	0.0
2019	17			CR	9,050	10,500	10,600	8,100	1,450	16	0.4	4	0.1
2021	17			CR	9,250	10,600	10,700	8,350	1,500	8	0.2	1	0.0
1988	17	CORNERVIEW RD (N) RENFREW RD 13 MOUNTAIN RD (S)	4.6	CR	5,100	6,550	6,100	4,250	610	4	0.5	0	0.0
1989	17			CR	5,600	7,150	6,650	4,700	670	6	0.6	2	0.2
1990	17			CR	6,000	7,450	6,900	5,400	720	6	0.6	0	0.0
1991	17			IR	6,350	8,000	7,050	5,250	760	4	0.4	1	0.1
1992	17			LT	6,200	8,600	8,350	4,750	740	5	0.5	1	0.1
1993	17			LT	6,200	8,600	7,700	4,550	740	5	0.5	1	0.1
1994	17			CTR	6,300	8,050	7,700	5,300	760	9	0.9	2	0.2
1995	17			CTR	6,400	8,200	7,850	5,350	770	2	0.2	0	0.0
1996	17			CTR	6,500	8,300	8,000	5,450	650	9	0.8	2	0.2
1997	17			CTR	6,600	8,450	8,100	5,550	920	7	0.6	2	0.2
1998	17			CTR	6,700	8,500	8,150	5,650	940	4	0.4	1	0.1
1999	17			CTR	6,850	8,650	8,300	5,750	960	5	0.4	0	0.0
2000	17			IR	7,000	8,600	7,750	5,900	980	6	0.5	1	0.1
2001	17			IR	7,100	8,750	7,850	6,000	920	7	0.6	2	0.2
2002	17			IR	7,200	8,900	8,000	6,100	940	6	0.5	4	0.3
2003	17			IR	7,300	8,850	8,050	6,200	950	12	1.0	2	0.2
2004	17			IR	7,400	9,150	8,200	6,250	960	13	1.0	1	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2005	17			IR	7,550	9,100	8,250	6,450	980	9	0.7	1	0.1
2006	17			IR	7,650	9,250	8,350	6,500	1,450	9	0.7	0	0.0
2007	17			IR	7,800	9,450	9,400	6,600	1,500	9	0.7	2	0.2
2008	17			IR	7,900	9,550	9,400	6,750	1,500	5	0.4	2	0.2
2009	17			IR	8,100	9,700	8,850	6,900	1,550	14	1.0	1	0.1
2010	17			IR	8,150	9,700	8,900	6,950	1,550	9	0.7	1	0.1
2011	17			IR	8,250	9,850	9,650	7,050	1,550	9	0.7	0	0.0
2012	17			IC	8,100	8,950	8,700	7,200	1,550	3	0.2	1	0.1
2013	17			CTR	8,200	10,000	10,300	6,950	1,150	9	0.7	0	0.0
2014	17			CTR	8,500	10,400	10,500	7,200	1,200	6	0.4	1	0.1
2015	17			CTR	8,600	10,500	10,600	7,300	1,250	4	0.3	0	0.0
2016	17			CTR	8,700	10,600	10,700	7,400	1,250	7	0.5	0	0.0
2017	17			CTR	8,850	11,800	11,800	7,200	1,250	6	0.4	0	0.0
2018	17			CTR	8,950	12,000	11,900	7,300	1,300	5	0.3	1	0.1
2019	17			CTR	9,050	12,100	12,000	7,350	1,300	5	0.3	1	0.1
2021	17			CTR	9,250	12,100	12,000	7,550	1,300	7	0.5	4	0.3
1988	17	RENFREW RD 40 GREENWOOD RD. (N)	5.6	IT	3,500	5,100	4,650	2,600	520	2	0.3	0	0.0
1989	17			IT	3,800	5,300	5,100	2,950	570	7	0.9	0	0.0
1990	17			IT	4,000	5,100	4,950	3,350	600	3	0.4	0	0.0
1991	17			IT	4,100	5,350	5,050	3,550	660	3	0.4	0	0.0
1992	17			LT	4,050	5,650	5,450	3,100	650	6	0.7	0	0.0
1993	17			LT	4,050	5,600	5,000	2,950	650	9	1.1	2	0.2
1994	17			IC	5,300	5,950	5,950	4,700	850	9	0.8	2	0.2
1995	17			IC	5,350	6,000	6,050	4,800	860	12	1.1	1	0.1
1996	17			IC	5,350	6,000	6,050	4,750	860	12	1.1	0	0.0
1997	17			IR	5,400	6,750	6,050	4,600	970	11	1.0	0	0.0
1998	17			IR	5,500	6,800	6,150	4,600	550	5	0.4	0	0.0
1999	17			IR	5,600	6,950	6,200	4,700	560	9	0.8	1	0.1
2000	17			IR	5,700	7,000	6,300	4,800	910	7	0.6	0	0.0
2001	17			IR	5,700	7,050	6,300	4,800	1,050	10	0.9	1	0.1
2002	17			IR	5,800	7,150	6,450	4,950	1,050	11	0.9	1	0.1
2003	17			IR	5,850	7,100	6,450	4,950	820	9	0.8	1	0.1
2004	17			IR	5,900	7,300	6,550	5,000	830	3	0.2	0	0.0
2005	17			IR	6,000	7,250	6,550	5,100	1,100	9	0.7	0	0.0
2006	17			CR	6,050	7,350	7,050	5,100	1,100	9	0.7	2	0.2
2007	17			CR	6,100	7,400	7,400	5,150	730	8	0.6	0	0.0
2008	17			CR	6,200	7,500	7,450	5,250	740	17	1.3	6	0.5
2009	17			CR	6,250	7,500	7,250	5,300	750	11	0.9	2	0.2
2010	17			CR	6,300	7,550	7,300	5,350	760	7	0.5	0	0.0
2011	17			CR	6,400	7,450	7,550	5,700	770	9	0.7	1	0.1
2012	17			IC	6,450	7,150	6,950	5,700	770	9	0.7	1	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2013	17			CTR	6,500	7,900	8,150	5,500	1,100	9	0.7	0	0.0
2014	17			CTR	6,550	8,000	8,050	5,550	1,100	6	0.5	2	0.2
2015	17			CTR	6,650	8,100	8,200	5,650	1,150	9	0.7	2	0.1
2016	17			CTR	6,700	8,150	8,250	5,700	1,150	9	0.7	0	0.0
2017	17			CR	7,300	8,450	8,500	6,550	1,150	10	0.7	0	0.0
2018	17			CR	6,850	7,950	8,000	6,150	1,100	14	1.0	3	0.2
2019	17			CR	6,900	8,000	8,050	6,200	1,100	11	0.8	0	0.0
2021	17			CR	7,050	8,100	8,150	6,350	1,150	6	0.4	1	0.1
1988	17	RENFREW RD 24 WHITE WATER RD	5.5	IT	3,500	5,100	4,650	2,600	520	3	0.4	1	0.1
1989	17			IT	3,800	5,300	5,100	2,950	570	2	0.3	0	0.0
1990	17			IT	4,000	5,100	4,950	3,350	600	10	1.2	2	0.2
1991	17			IT	4,100	5,350	5,050	3,550	660	5	0.6	0	0.0
1992	17			LT	4,050	5,650	5,450	3,100	650	4	0.5	1	0.1
1993	17			LT	4,050	5,600	5,000	2,950	650	2	0.2	1	0.1
1994	17			IC	5,300	5,950	5,950	4,700	850	2	0.2	0	0.0
1995	17			IC	5,350	6,000	6,050	4,800	860	3	0.3	1	0.1
1996	17			IC	5,350	6,000	6,050	4,750	860	1	0.1	1	0.1
1997	17			IR	5,400	6,750	6,050	4,600	970	4	0.4	5	0.5
1998	17			IR	5,500	6,800	6,150	4,600	550	1	0.1	0	0.0
1999	17			IR	5,600	6,950	6,200	4,700	560	4	0.4	0	0.0
2000	17			IR	5,700	7,000	6,300	4,800	910	3	0.3	0	0.0
2001	17			IR	5,700	7,050	6,300	4,800	1,050	3	0.3	0	0.0
2002	17			IR	5,800	7,150	6,450	4,950	1,050	6	0.5	1	0.1
2003	17			IR	5,850	7,100	6,450	4,950	820	3	0.3	1	0.1
2004	17			IR	5,900	7,300	6,550	5,000	830	4	0.3	2	0.2
2005	17			IR	6,000	7,250	6,550	5,100	1,100	6	0.5	1	0.1
2006	17			CR	6,050	7,350	7,050	5,100	1,100	5	0.4	0	0.0
2007	17			CR	6,100	7,400	7,400	5,150	730	8	0.7	1	0.1
2008	17			CR	6,200	7,500	7,450	5,250	740	8	0.6	2	0.2
2009	17			CR	6,250	7,500	7,250	5,300	750	4	0.3	0	0.0
2010	17			CR	6,300	7,550	7,300	5,350	760	9	0.7	0	0.0
2011	17			CR	6,400	7,450	7,550	5,700	770	6	0.5	1	0.1
2012	17			CR	6,800	8,150	8,000	5,750	820	6	0.4	1	0.1
2013	17			CR	6,550	7,850	8,050	5,550	790	6	0.5	2	0.2
2014	17			CR	6,650	7,850	7,800	5,650	800	6	0.4	1	0.1
2015	17			CR	6,700	7,900	7,850	5,700	800	5	0.4	1	0.1
2016	17			CR	6,800	8,000	7,950	5,800	820	5	0.4	0	0.0
2017	17			CR	7,600	8,800	8,850	6,850	1,150	9	0.6	0	0.0
2018	17			CR	6,950	8,100	8,150	6,250	1,050	7	0.5	2	0.1
2019	17			CR	7,000	8,100	8,150	6,300	1,050	7	0.5	1	0.1
2021	17			CR	7,150	8,250	8,300	6,450	1,050	1	0.1	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1988	17	HWY 41 (S) HWY 41 PAUL MARTIN DR (N)	5.8	IT	3,450	5,000	4,600	2,550	550	13	1.8	2	0.3
1989	17			IT	4,100	5,700	5,500	3,200	660	8	0.9	0	0.0
1990	17			IT	4,600	5,850	5,700	3,850	740	12	1.2	3	0.3
1991	17			IT	4,900	6,350	6,050	4,200	780	12	1.2	4	0.4
1992	17			LT	5,100	7,100	6,900	3,950	920	11	1.0	2	0.2
1993	17			LT	5,100	7,050	6,300	3,750	920	8	0.7	3	0.3
1994	17			IR	5,000	6,150	5,500	4,200	800	10	0.9	0	0.0
1995	17			IR	5,550	6,850	6,100	4,750	890	9	0.8	0	0.0
1996	17			IR	5,800	7,200	6,450	4,950	580	12	1.0	2	0.2
1997	17			IR	6,050	7,550	6,800	5,150	1,100	14	1.1	1	0.1
1998	17			IR	6,300	7,800	7,050	5,300	1,150	8	0.6	2	0.1
1999	17			IR	6,900	8,550	7,650	5,800	1,100	11	0.8	2	0.1
2000	17			C	6,700	7,550	7,550	6,050	1,050	14	1.0	2	0.1
2001	17			C	6,850	7,700	7,750	6,150	960	12	0.8	1	0.1
2002	17			C	6,800	7,600	7,650	6,100	950	15	1.0	8	0.6
2003	17			IR	7,100	8,600	7,800	6,050	990	21	1.4	1	0.1
2004	17			IR	6,750	8,350	7,500	5,700	940	14	1.0	1	0.1
2005	17			IR	7,100	8,550	7,800	6,050	1,300	7	0.5	1	0.1
2006	17			IT	6,500	8,250	8,200	5,350	1,150	11	0.8	5	0.4
2007	17			IT	7,350	9,400	9,850	6,000	960	9	0.6	0	0.0
2008	17			IT	7,500	9,650	9,150	6,300	980	15	0.9	1	0.1
2009	17			IR	7,650	9,200	8,350	6,500	990	12	0.7	1	0.1
2010	17			IR	7,750	9,250	8,450	6,600	1,000	7	0.4	0	0.0
2011	17			IR	7,900	9,400	9,250	6,750	1,050	9	0.5	2	0.1
2012	17			IC	7,000	7,750	7,500	6,200	910	15	1.0	7	0.5
2013	17			CTR	7,200	8,750	9,050	6,100	940	20	1.3	4	0.3
2014	17			CTR	7,850	9,600	9,650	6,650	1,000	11	0.7	2	0.1
2015	17			CTR	7,950	9,700	9,800	6,750	1,050	7	0.4	0	0.0
2016	17			CTR	8,050	9,800	9,900	6,850	1,050	12	0.7	3	0.2
2017	17			CTR	7,850	10,500	10,400	6,400	1,400	10	0.6	1	0.1
2018	17			CTR	8,250	11,000	11,000	6,700	1,500	10	0.6	1	0.1
2019	17			CTR	8,350	11,100	11,100	6,800	1,500	8	0.5	1	0.1
2021	17			CTR	8,550	11,100	11,100	7,000	1,550	6	0.3	1	0.1
1988	17	RENFREW CTY RD 58 ROUND LAKE ROAD	4.3	IT	3,500	5,100	4,650	2,600	630	6	1.1	0	0.0
1989	17			IT	3,900	5,400	5,250	3,050	700	5	0.8	1	0.2
1990	17			IT	4,150	5,250	5,150	3,500	750	16	2.5	4	0.6
1991	17			IT	4,350	5,650	5,350	3,750	780	10	1.5	0	0.0
1992	17			LT	4,800	6,650	6,500	3,700	910	9	1.2	0	0.0
1993	17			LT	4,800	6,650	5,950	3,500	910	6	0.8	1	0.1
1994	17			IR	5,000	6,150	5,500	4,200	950	5	0.6	0	0.0
1995	17			IR	5,150	6,350	5,650	4,400	980	10	1.2	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1996	17			IR	5,400	6,700	6,000	4,600	1,050	8	0.9	0	0.0
1997	17			IR	5,600	7,000	6,250	4,750	1,000	5	0.6	0	0.0
1998	17			IR	5,800	7,200	6,500	4,850	1,050	8	0.9	2	0.2
1999	17			IR	6,050	7,500	6,700	5,100	910	4	0.4	1	0.1
2000	17			IR	6,100	7,450	6,750	5,150	920	16	1.7	0	0.0
2001	17			IR	6,200	7,650	6,850	5,250	810	8	0.8	0	0.0
2002	17			IR	6,250	7,700	6,950	5,300	810	8	0.8	2	0.2
2003	17			IR	6,350	7,700	7,000	5,400	830	14	1.4	1	0.1
2004	17			IR	6,400	7,900	7,100	5,400	830	7	0.7	1	0.1
2005	17			IR	6,600	7,950	7,250	5,650	860	9	0.9	1	0.1
2006	17			IT	6,550	8,350	8,300	5,400	850	6	0.6	1	0.1
2007	17			IT	6,900	8,850	9,250	5,650	970	6	0.6	3	0.3
2008	17			IT	7,000	9,000	8,500	5,900	980	6	0.5	1	0.1
2009	17			CR	7,150	8,600	8,300	6,100	1,000	5	0.4	0	0.0
2010	17			CR	7,300	8,750	8,450	6,150	1,000	8	0.7	0	0.0
2011	17			CR	7,400	8,600	8,700	6,600	1,050	6	0.5	0	0.0
2012	17			IC	7,200	8,000	7,750	6,400	1,000	8	0.7	1	0.1
2013	17			CTR	7,550	9,200	9,500	6,400	1,050	10	0.8	0	0.0
2014	17			CTR	7,700	9,400	9,450	6,550	1,100	6	0.5	0	0.0
2015	17			CTR	7,800	9,500	9,600	6,650	1,100	6	0.5	3	0.2
2016	17			CTR	7,950	9,700	9,800	6,750	1,150	7	0.6	1	0.1
2017	17			CR	8,000	9,250	9,350	7,200	1,100	3	0.2	1	0.1
2018	17			CR	8,200	9,550	9,600	7,350	1,150	3	0.2	0	0.0
2019	17			CR	8,300	9,650	9,700	7,450	1,150	5	0.4	0	0.0
2021	17			CR	8,550	9,850	9,900	7,700	1,200	3	0.2	0	0.0
1988	17	RENFREW RD 42 FOREST LEA RD	3.0	IT	4,100	5,950	5,450	3,050	570	4	0.9	0	0.0
1989	17			IT	4,500	6,250	6,050	3,500	630	6	1.2	0	0.0
1990	17			IT	4,900	6,200	6,100	4,100	690	5	0.9	0	0.0
1991	17			IT	5,200	6,750	6,400	4,450	730	1	0.2	0	0.0
1992	17			LT	5,550	7,700	7,500	4,250	780	5	0.8	1	0.2
1993	17			LT	5,550	7,700	6,900	4,050	780	5	0.8	0	0.0
1994	17			IR	5,750	7,100	6,350	4,800	750	4	0.6	3	0.5
1995	17			IR	5,800	7,150	6,400	4,950	750	4	0.6	0	0.0
1996	17			IR	6,000	7,450	6,700	5,100	780	5	0.8	0	0.0
1997	17			IC	6,150	6,900	6,950	5,400	920	8	1.2	0	0.0
1998	17			IC	6,300	7,050	7,050	5,600	940	6	0.9	0	0.0
1999	17			IC	6,400	7,150	7,150	5,700	770	4	0.6	1	0.1
2000	17			IC	6,600	7,400	7,400	5,850	790	6	0.8	2	0.3
2001	17			IC	6,650	7,450	7,450	5,900	860	4	0.5	1	0.1
2002	17			IC	6,800	7,600	7,650	6,000	880	8	1.1	0	0.0
2003	17			IR	6,650	8,050	7,300	5,650	860	8	1.1	1	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2004	17			IR	7,100	8,750	7,850	6,000	920	8	1.0	1	0.1
2005	17			IR	7,250	8,750	7,950	6,200	1,000	4	0.5	0	0.0
2006	17			IR	7,550	9,100	8,250	6,400	1,050	8	1.0	1	0.1
2007	17			IR	7,500	9,100	9,050	6,350	1,200	7	0.8	0	0.0
2008	17			IR	7,650	9,250	9,100	6,550	1,200	4	0.5	0	0.0
2009	17			CR	7,800	9,350	9,050	6,650	1,250	3	0.3	0	0.0
2010	17			CR	7,950	9,550	9,200	6,700	1,250	4	0.5	0	0.0
2011	17			CR	8,050	9,400	9,500	7,150	1,300	4	0.4	0	0.0
2012	17			IC	8,200	9,100	8,800	7,300	1,300	8	0.9	2	0.2
2013	17			CTR	8,350	10,200	10,500	7,100	990	8	0.9	2	0.2
2014	17			CTR	8,500	10,400	10,500	7,200	1,000	3	0.3	0	0.0
2015	17			CTR	8,650	10,600	10,600	7,350	1,050	5	0.5	1	0.1
2016	17			CTR	8,750	10,700	10,800	7,450	1,050	5	0.5	0	0.0
2017	17			CR	8,800	10,200	10,300	7,900	1,050	3	0.3	1	0.1
2018	17			CR	9,050	10,500	10,600	8,100	1,100	3	0.3	0	0.0
2019	17			CR	9,150	10,600	10,700	8,200	1,100	3	0.3	1	0.1
2021	17			CR	9,450	10,900	10,900	8,550	1,150	3	0.3	1	0.1
1988	17	RENFREW RD 26 DORAN RD.	6.6	IT	3,600	5,200	4,800	2,650	720	10	1.1	2	0.2
1989	17			IT	3,800	5,300	5,100	2,950	760	9	1.0	2	0.2
1990	17			IT	4,000	5,100	4,950	3,350	800	5	0.5	0	0.0
1991	17			IT	4,250	5,500	5,250	3,650	510	4	0.4	2	0.2
1992	17			LT	4,400	6,100	5,950	3,400	620	9	0.8	1	0.1
1993	17			LT	4,400	6,100	5,450	3,250	620	7	0.7	0	0.0
1994	17			IR	4,650	5,750	5,100	3,900	650	5	0.4	1	0.1
1995	17			IR	4,750	5,850	5,250	4,050	660	3	0.3	1	0.1
1996	17			IR	4,900	6,100	5,450	4,150	690	15	1.3	1	0.1
1997	17			IR	5,050	6,300	5,650	4,300	810	11	0.9	0	0.0
1998	17			IR	5,250	6,500	5,900	4,400	840	8	0.6	0	0.0
1999	17			IR	5,350	6,650	5,950	4,500	860	8	0.6	0	0.0
2000	17			IR	5,500	6,750	6,100	4,650	880	8	0.6	0	0.0
2001	17			IR	5,650	7,000	6,250	4,800	850	6	0.4	2	0.1
2002	17			IR	5,800	7,150	6,450	4,950	700	6	0.4	0	0.0
2003	17			IR	5,950	7,200	6,550	5,050	710	14	1.0	1	0.1
2004	17			IR	6,100	7,550	6,750	5,150	730	10	0.7	1	0.1
2005	17			IR	6,250	7,550	6,850	5,350	880	7	0.5	1	0.1
2006	17			IR	6,400	7,700	7,000	5,450	1,550	11	0.7	1	0.1
2007	17			IR	6,550	7,950	7,900	5,550	790	7	0.4	1	0.1
2008	17			IR	6,700	8,100	7,950	5,750	800	9	0.6	2	0.1
2009	17			CR	6,850	8,200	7,950	5,800	820	4	0.2	3	0.2
2010	17			CR	7,000	8,400	8,100	5,900	840	6	0.4	2	0.1
2011	17			CR	7,150	8,350	8,450	6,350	860	8	0.5	1	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2012	17			UC	7,300	7,350	7,800	6,950	880	11	0.6	1	0.1
2013	17			UC	7,450	7,450	7,500	7,050	890	10	0.6	1	0.1
2014	17			UC	7,600	7,600	7,300	7,200	910	9	0.5	1	0.1
2015	17			UC	7,750	7,750	7,450	7,350	930	4	0.2	0	0.0
2016	17			UC	7,900	7,950	7,600	7,500	950	7	0.4	1	0.1
2017	17			SC	8,000	8,500	8,500	7,100	1,450	8	0.4	1	0.1
2018	17			SC	8,200	8,750	8,700	7,200	1,500	8	0.4	1	0.1
2019	17			SC	8,350	8,850	8,800	7,400	1,500	7	0.3	1	0.0
2021	17			SC	8,650	9,150	9,100	7,700	1,550	8	0.4	1	0.0
1988	17	RENFREW RD 37 MURPHY RD	10.6	IT	3,800	5,500	5,050	2,800	610	15	1.0	2	0.1
1989	17			IT	3,900	5,400	5,250	3,050	620	10	0.7	3	0.2
1990	17			IT	4,100	5,200	5,100	3,450	660	8	0.5	1	0.1
1991	17			IT	4,300	5,600	5,300	3,700	520	9	0.5	0	0.0
1992	17			LT	4,800	6,650	6,500	3,700	580	18	1.0	4	0.2
1993	17			LT	4,800	6,650	5,950	3,500	580	10	0.5	0	0.0
1994	17			IR	5,450	6,700	6,000	4,550	650	14	0.7	7	0.3
1995	17			IR	5,600	6,900	6,150	4,750	670	9	0.4	2	0.1
1996	17			IR	5,800	7,200	6,450	4,950	700	17	0.8	0	0.0
1997	17			IR	6,000	7,500	6,700	5,100	840	16	0.7	4	0.2
1998	17			IR	6,050	7,500	6,800	5,100	850	12	0.5	0	0.0
1999	17			IR	5,950	7,400	6,600	5,000	830	13	0.6	0	0.0
2000	17			IC	6,100	6,850	6,850	5,450	850	20	0.8	3	0.1
2001	17			IC	6,100	6,800	6,850	5,400	730	15	0.6	1	0.0
2002	17			IC	6,150	6,850	6,900	5,400	740	20	0.8	5	0.2
2003	17			IC	6,050	6,750	6,800	5,350	730	20	0.9	3	0.1
2004	17			IC	6,300	7,050	7,100	5,550	760	18	0.7	0	0.0
2005	17			IC	6,350	7,050	7,150	5,600	760	10	0.4	2	0.1
2006	17			IR	6,450	7,800	7,050	5,500	770	13	0.5	2	0.1
2007	17			IR	6,500	7,850	7,850	5,500	720	16	0.6	7	0.3
2008	17			IR	6,550	7,950	7,800	5,600	330	14	0.5	2	0.1
2009	17			IT	6,650	8,400	8,400	5,500	330	11	0.4	2	0.1
2010	17			IT	6,700	8,400	8,400	5,550	340	17	0.7	2	0.1
2011	17			IT	6,750	9,050	9,050	5,550	340	27	1.0	2	0.1
2012	17			UC	8,100	8,150	8,650	7,700	400	18	0.6	5	0.2
2013	17			UC	8,250	8,300	8,300	7,850	410	19	0.6	1	0.0
2014	17			UC	7,450	7,450	7,150	7,050	370	17	0.6	2	0.1
2015	17			UC	7,550	7,550	7,250	7,150	380	13	0.4	1	0.0
2016	17			UC	7,650	7,650	7,350	7,250	380	16	0.5	0	0.0
2017	17			UC	8,800	8,750	8,850	8,450	1,150	9	0.3	0	0.0
2018	17			UC	7,900	7,850	7,950	7,600	1,050	8	0.3	0	0.0
2019	17			UC	8,000	7,900	8,000	7,700	1,050	6	0.2	1	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2021	17			UC	8,200	8,200	8,350	7,900	1,050	2	0.1	0	0.0
1988	17	PETAWAWA BUCHANAN BDY	9.1	IT	4,150	6,000	5,500	3,050	420	14	1.0	1	0.1
1989	17			IT	4,400	6,100	5,900	3,450	440	14	1.0	0	0.0
1990	17			IT	4,700	5,950	5,850	3,950	470	11	0.7	2	0.1
1991	17			IT	4,850	6,300	5,950	4,150	480	17	1.1	0	0.0
1992	17			LT	5,050	7,000	6,800	3,900	500	13	0.8	2	0.1
1993	17			LT	5,250	7,250	6,500	3,850	520	18	1.0	4	0.2
1994	17			LT	5,300	7,750	7,500	3,850	530	7	0.4	1	0.1
1995	17			CR	5,500	6,800	6,500	4,750	550	23	1.3	7	0.4
1996	17			CR	5,700	7,050	6,700	4,850	570	14	0.7	4	0.2
1997	17			CTR	5,900	7,550	7,250	4,950	770	21	1.1	5	0.3
1998	17			CTR	5,850	7,450	7,150	4,900	760	13	0.7	2	0.1
1999	17			CTR	5,850	7,350	7,100	4,900	760	20	1.0	0	0.0
2000	17			CTR	5,950	7,500	7,200	5,000	770	11	0.6	4	0.2
2001	17			CR	5,850	7,200	6,850	4,950	640	11	0.6	2	0.1
2002	17			CR	6,100	7,500	7,150	5,150	670	18	0.9	2	0.1
2003	17			CR	6,150	7,500	7,200	5,200	800	18	0.9	1	0.0
2004	17			CR	6,250	7,700	7,350	5,300	810	23	1.1	4	0.2
2005	17			CR	6,300	7,650	7,350	5,300	820	10	0.5	0	0.0
2006	17			IC	6,400	7,100	7,200	5,650	830	16	0.8	1	0.0
2007	17			IC	6,500	7,200	7,450	5,750	840	14	0.6	2	0.1
2008	17			IC	6,550	7,250	7,000	5,800	850	16	0.7	2	0.1
2009	17			IC	6,650	7,400	7,450	5,900	860	26	1.2	2	0.1
2010	17			IC	6,700	7,400	7,500	5,950	870	19	0.9	3	0.1
2011	17			IC	6,800	7,500	7,750	6,100	880	19	0.8	0	0.0
2012	17			UC	7,100	7,150	7,600	6,750	920	20	0.8	4	0.2
2013	17			C	7,000	7,700	7,600	6,300	910	14	0.6	2	0.1
2014	17			C	7,100	7,800	7,600	6,400	920	21	0.9	1	0.0
2015	17			C	7,150	7,850	7,650	6,450	930	12	0.5	0	0.0
2016	17			C	7,250	8,000	7,750	6,500	940	11	0.5	0	0.0
2017	17			C	8,000	8,750	8,750	7,250	1,050	11	0.4	3	0.1
2018	17			C	7,400	8,100	8,050	6,700	960	9	0.4	0	0.0
2019	17			C	7,500	8,200	8,150	6,800	980	7	0.3	1	0.0
2021	17			C	7,650	8,300	8,300	6,950	990	9	0.4	2	0.1
1988	17	AECL RD MAIN ST	9.8	IT	5,050	7,300	6,700	3,750	400	11	0.6	1	0.1
1989	17			IT	5,350	7,450	7,150	4,150	480	18	0.9	4	0.2
1990	17			IT	5,550	7,050	6,900	4,650	500	18	0.9	1	0.1
1991	17			IT	5,650	7,350	6,950	4,850	510	17	0.8	1	0.0
1992	17			LT	5,800	8,050	7,850	4,450	520	25	1.2	4	0.2
1993	17			LT	5,950	8,250	7,400	4,350	540	25	1.2	5	0.2
1994	17			LT	6,100	8,950	8,600	4,450	550	11	0.5	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1995	17			CTR	6,250	8,000	7,700	5,250	560	22	1.0	3	0.1
1996	17			CTR	6,350	8,100	7,800	5,350	570	21	0.9	4	0.2
1997	17			CTR	6,500	8,300	8,000	5,450	580	12	0.5	0	0.0
1998	17			CTR	6,800	8,650	8,300	5,700	610	13	0.5	2	0.1
1999	17			CTR	6,650	8,400	8,050	5,600	600	17	0.7	2	0.1
2000	17			CTR	6,700	8,450	8,100	5,650	600	16	0.7	0	0.0
2001	17			CR	6,850	8,450	8,050	5,800	750	19	0.8	6	0.2
2002	17			CR	6,900	8,500	8,100	5,800	760	16	0.6	7	0.3
2003	17			LT	6,800	9,350	9,150	5,000	950	17	0.7	1	0.0
2004	17			CR	7,050	8,650	8,250	5,950	990	20	0.8	6	0.2
2005	17			CR	7,150	8,700	8,350	6,000	1,000	19	0.7	2	0.1
2006	17			IC	7,200	8,000	8,050	6,400	1,000	25	1.0	5	0.2
2007	17			IC	7,300	8,100	8,350	6,450	1,000	17	0.7	1	0.0
2008	17			IC	7,400	8,200	7,950	6,550	1,050	18	0.7	3	0.1
2009	17			IC	7,450	8,250	8,350	6,650	1,050	12	0.5	2	0.1
2010	17			IC	7,550	8,350	8,450	6,700	1,050	17	0.6	3	0.1
2011	17			IC	7,650	8,400	8,750	6,850	1,050	13	0.5	1	0.0
2012	17			IC	7,450	8,250	8,000	6,600	1,050	11	0.4	0	0.0
2013	17			IC	7,600	8,400	8,350	6,750	870	18	0.7	1	0.0
2014	17			IC	7,800	8,650	8,600	6,900	890	10	0.4	0	0.0
2015	17			IC	7,850	8,700	8,650	6,950	890	9	0.3	0	0.0
2016	17			IC	7,950	8,800	8,750	7,050	910	15	0.5	1	0.0
2017	17			IC	7,950	8,700	8,750	7,200	870	15	0.5	0	0.0
2018	17			IC	8,100	8,900	8,950	7,350	890	15	0.5	1	0.0
2019	17			IC	8,150	8,950	9,000	7,350	900	15	0.5	1	0.0
2021	17			IC	8,300	9,000	9,050	7,500	910	8	0.3	3	0.1
1988	17	DEEP RIVER RD	3.1	IT	5,200	7,550	6,900	3,850	470	5	0.8	0	0.0
1989	17			IT	5,350	7,450	7,150	4,150	430	8	1.3	3	0.5
1990	17			IT	5,550	7,050	6,900	4,650	440	6	1.0	2	0.3
1991	17			IT	5,850	7,600	7,200	5,050	470	2	0.3	1	0.2
1992	17			LT	6,100	8,500	8,250	4,700	490	4	0.6	2	0.3
1993	17			LT	6,300	8,700	7,800	4,600	500	5	0.7	1	0.1
1994	17			LT	6,900	10,100	9,750	5,000	550	6	0.8	0	0.0
1995	17			CTR	7,050	9,050	8,650	5,900	560	2	0.3	1	0.1
1996	17			CTR	7,550	9,650	9,300	6,350	530	7	0.8	1	0.1
1997	17			CTR	7,900	10,100	9,700	6,650	550	4	0.4	0	0.0
1998	17			CTR	8,200	10,400	10,000	6,900	570	8	0.9	0	0.0
1999	17			CTR	7,550	9,500	9,150	6,350	530	7	0.8	1	0.1
2000	17			CTR	7,600	9,600	9,200	6,400	530	7	0.8	1	0.1
2001	17			CR	7,450	9,150	8,750	6,300	1,500	5	0.6	0	0.0
2002	17			CR	7,700	9,450	9,050	6,500	1,550	13	1.5	2	0.2

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2003	17			CR	7,750	9,450	9,050	6,550	1,550	9	1.0	1	0.1
2004	17			IT	8,250	10,800	10,500	6,700	1,650	6	0.6	1	0.1
2005	17			IT	7,850	10,000	9,950	6,500	1,550	10	1.1	1	0.1
2006	17			IT	7,600	9,650	9,600	6,250	610	14	1.6	2	0.2
2007	17			IT	8,000	10,300	10,700	6,550	640	8	0.9	2	0.2
2008	17			IT	8,050	10,300	9,800	6,750	640	10	1.1	3	0.3
2009	17			IT	8,100	10,200	10,200	6,700	650	6	0.7	1	0.1
2010	17			IT	8,150	10,200	10,200	6,750	650	7	0.8	1	0.1
2011	17			IT	8,200	11,000	11,000	6,750	660	10	1.1	2	0.2
2012	17			IT	4,100	5,150	4,950	3,400	330	7	1.5	0	0.0
2013	17			IT	7,450	9,350	9,400	6,150	600	8	0.9	0	0.0
2014	17			IT	7,400	9,250	9,100	6,100	590	3	0.4	1	0.1
2015	17			IT	7,400	9,250	9,100	6,100	590	4	0.5	0	0.0
2016	17			IT	7,400	9,250	9,100	6,100	590	7	0.8	1	0.1
2017	17			IT	7,400	9,800	9,800	6,250	590	7	0.8	2	0.2
2018	17			IT	7,350	9,700	9,700	6,200	590	4	0.5	0	0.0
2019	17			IT	7,350	9,750	9,750	6,250	590	4	0.5	0	0.0
2021	17			IT	7,300	9,500	9,500	6,250	580	6	0.7	0	0.0
1988	17	DEEP RIVER N LTS ROLPH TWP S BDY	16.1	IT	3,200	4,650	4,250	2,350	290	16	0.8	3	0.2
1989	17			IT	3,350	4,650	4,500	2,600	300	19	1.0	0	0.0
1990	17			IT	3,450	4,400	4,300	2,900	590	22	1.1	1	0.0
1991	17			IT	3,550	4,600	4,350	3,050	600	11	0.5	2	0.1
1992	17			IR	3,650	4,500	4,000	3,100	550	16	0.7	2	0.1
1993	17			IR	3,750	4,600	3,900	3,050	560	20	0.9	3	0.1
1994	17			IR	3,750	4,600	4,100	3,150	560	12	0.5	1	0.0
1995	17			LT	3,850	5,550	5,350	2,800	580	21	0.9	4	0.2
1996	17			LT	3,900	5,500	5,350	2,850	580	27	1.2	4	0.2
1997	17			LT	3,950	5,550	5,450	2,900	590	18	0.8	8	0.3
1998	17			LT	3,900	5,450	5,350	2,850	580	17	0.7	2	0.1
1999	17			LT	3,900	5,400	5,300	2,850	580	14	0.6	1	0.0
2000	17			LT	3,900	5,450	5,300	2,850	580	16	0.7	1	0.0
2001	17			LT	3,950	5,550	5,400	2,900	630	10	0.4	1	0.0
2002	17			LT	3,950	5,500	5,400	2,900	630	21	0.9	3	0.1
2003	17			LT	3,950	5,450	5,300	2,900	630	9	0.4	1	0.0
2004	17			LT	3,900	5,450	5,300	2,850	620	11	0.5	2	0.1
2005	17			LT	4,000	5,500	5,350	2,950	480	10	0.4	0	0.0
2006	17			LT	4,000	5,500	5,350	2,950	480	14	0.6	2	0.1
2007	17			LT	4,000	5,500	5,650	2,950	480	14	0.6	3	0.1
2008	17			LT	4,000	5,500	5,250	2,950	480	9	0.4	1	0.0
2009	17			LT	4,050	5,450	5,350	3,000	490	14	0.6	2	0.1
2010	17			LT	4,050	5,450	5,350	3,000	490	10	0.4	1	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2011	17			LT	4,050	5,200	5,300	3,350	490	14	0.6	2	0.1
2012	17			LT	4,100	5,350	5,100	3,100	490	16	0.7	2	0.1
2013	17			LT	4,100	5,350	5,350	3,100	490	10	0.4	1	0.0
2014	17			LT	4,100	5,350	5,450	3,100	490	11	0.5	0	0.0
2015	17			LT	4,150	5,400	5,500	3,150	500	11	0.5	0	0.0
2016	17			LT	4,150	5,400	5,500	3,150	500	9	0.4	1	0.0
2017	17			LT	4,200	5,900	5,800	3,250	500	11	0.4	2	0.1
2018	17			LT	4,200	5,900	5,800	3,250	500	5	0.2	2	0.1
2019	17			LT	4,200	5,900	5,850	3,250	500	16	0.6	1	0.0
2021	17			LT	4,200	5,750	5,700	3,250	500	3	0.1	0	0.0
1988	17	SEC HWY 635 ROLPHTON	15.2	IT	2,100	3,050	2,800	1,550	320	3	0.3	1	0.1
1989	17			CTR	2,200	2,800	2,650	1,900	330	2	0.2	0	0.0
1990	17			CTR	2,300	2,900	2,700	2,000	340	9	0.7	1	0.1
1991	17			CTR	2,250	2,850	2,800	1,950	340	11	0.9	3	0.2
1992	17			IR	2,300	2,850	2,550	1,950	370	19	1.5	7	0.5
1993	17			IR	2,350	2,900	2,450	1,900	380	7	0.5	1	0.1
1994	17			IR	2,400	2,950	2,650	2,000	310	12	0.9	2	0.2
1995	17			IR	2,450	3,000	2,700	2,100	320	19	1.4	6	0.4
1996	17			IR	2,500	3,100	2,800	2,150	320	13	0.9	2	0.1
1997	17			IR	2,550	3,200	2,850	2,150	330	15	1.1	1	0.1
1998	17			IR	2,600	3,200	2,900	2,200	340	15	1.0	2	0.1
1999	17			IR	2,650	3,300	2,950	2,250	340	11	0.7	0	0.0
2000	17			IR	2,700	3,300	3,000	2,300	350	13	0.9	1	0.1
2001	17			IR	2,750	3,400	3,050	2,300	440	9	0.6	0	0.0
2002	17			IR	2,800	3,450	3,100	2,400	450	11	0.7	2	0.1
2003	17			IR	2,850	3,450	3,150	2,400	460	11	0.7	2	0.1
2004	17			IR	2,900	3,600	3,200	2,450	460	7	0.4	3	0.2
2005	17			IR	2,950	3,550	3,250	2,500	470	8	0.5	2	0.1
2006	17			IR	2,600	3,150	2,850	2,200	570	12	0.8	4	0.3
2007	17			IR	2,650	3,200	3,200	2,250	580	13	0.9	3	0.2
2008	17			IR	2,700	3,250	3,200	2,300	590	4	0.3	1	0.1
2009	17			IR	2,750	3,300	3,000	2,350	600	13	0.9	2	0.1
2010	17			IR	2,800	3,350	3,050	2,400	620	12	0.8	1	0.1
2011	17			IR	2,850	3,400	3,350	2,450	630	11	0.7	3	0.2
2012	17			IR	2,900	3,450	3,350	2,500	640	9	0.6	1	0.1
2013	17			IR	2,900	3,450	3,700	2,450	640	9	0.6	5	0.3
2014	17			IR	2,950	3,500	3,500	2,500	650	8	0.5	0	0.0
2015	17			IR	2,950	3,500	3,500	2,500	650	5	0.3	0	0.0
2016	17			IR	2,950	3,500	3,500	2,500	650	10	0.6	1	0.1
2017	17			IR	3,000	3,700	3,700	2,550	660	11	0.7	1	0.1
2018	17			IR	3,000	3,700	3,700	2,550	660	8	0.5	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2019	17			IR	3,050	3,750	3,750	2,600	670	6	0.4	2	0.1
2021	17			IR	3,050	3,700	3,650	2,600	670	5	0.3	0	0.0
1988	17	CPR SUBWAY STONECLIFFE	36.0	IT	1,900	2,750	2,550	1,400	380	27	1.1	4	0.2
1989	17			LR	1,900	3,200	2,450	1,250	380	18	0.7	3	0.1
1990	17			LR	2,000	3,500	2,800	1,250	400	26	1.0	5	0.2
1991	17			LR	1,950	3,450	2,700	1,250	390	33	1.3	6	0.2
1992	17			IR	2,000	2,450	2,200	1,700	400	30	1.1	2	0.1
1993	17			IR	2,050	2,500	2,100	1,700	410	39	1.4	5	0.2
1994	17			IR	2,100	2,600	2,300	1,750	420	21	0.8	3	0.1
1995	17			LT	2,150	3,100	3,000	1,550	430	33	1.2	12	0.4
1996	17			LT	2,150	3,050	2,950	1,600	430	30	1.1	4	0.1
1997	17			LT	2,150	3,050	2,950	1,600	430	28	1.0	10	0.4
1998	17			LT	2,200	3,100	3,000	1,600	440	24	0.8	10	0.3
1999	17			LT	2,250	3,150	3,050	1,650	450	27	0.9	11	0.4
2000	17			LT	2,250	3,150	3,050	1,650	450	28	0.9	6	0.2
2001	17			LT	2,250	3,150	3,050	1,650	450	22	0.7	6	0.2
2002	17			LT	2,300	3,200	3,150	1,700	460	31	1.0	6	0.2
2003	17			LT	2,300	3,150	3,100	1,700	460	32	1.1	2	0.1
2004	17			LT	2,350	3,300	3,200	1,700	470	31	1.0	6	0.2
2005	17			LT	2,350	3,200	3,150	1,750	470	31	1.0	11	0.4
2006	17			LT	2,500	3,400	3,350	1,850	600	25	0.8	8	0.2
2007	17			LT	2,400	3,300	3,400	1,750	580	29	0.9	6	0.2
2008	17			LT	2,450	3,350	3,200	1,800	660	16	0.5	4	0.1
2009	17			LT	3,500	4,700	4,600	2,600	940	32	0.7	8	0.2
2010	17			LT	2,750	3,700	3,600	2,050	740	20	0.6	1	0.0
2011	17			LT	2,800	3,600	3,650	2,300	760	24	0.7	9	0.2
2012	17			LT	2,500	3,250	3,100	1,900	680	16	0.5	3	0.1
2013	17			LT	2,800	3,650	3,650	2,100	760	20	0.5	8	0.2
2014	17			LT	2,800	3,650	3,700	2,100	760	15	0.4	6	0.2
2015	17			LT	2,850	3,700	3,800	2,150	770	15	0.4	1	0.0
2016	17			LT	2,900	3,800	3,850	2,200	780	24	0.6	6	0.2
2017	17			LT	2,750	3,850	3,800	2,100	740	10	0.3	2	0.1
2018	17			LT	2,950	4,150	4,100	2,250	800	20	0.5	3	0.1
2019	17			LT	3,000	4,200	4,150	2,300	810	10	0.3	3	0.1
2021	17			LT	3,100	4,250	4,200	2,400	840	13	0.3	8	0.2
1988	17	CPR OVERHEAD DEUX RIVIERES	9.7	IT	2,100	3,050	2,800	1,550	420	9	1.2	2	0.3
1989	17			LR	2,150	3,650	2,800	1,400	430	8	1.1	0	0.0
1990	17			LR	2,250	3,950	3,150	1,400	450	9	1.1	2	0.3
1991	17			LR	2,350	4,150	3,250	1,500	470	15	1.8	0	0.0
1992	17			IR	2,500	3,100	2,750	2,100	500	8	0.9	0	0.0
1993	17			IR	2,550	3,150	2,650	2,100	510	15	1.7	2	0.2

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1994	17			IR	2,350	2,900	2,600	1,950	470	7	0.8	0	0.0
1995	17			IR	2,400	2,950	2,650	2,050	480	7	0.8	1	0.1
1996	17			IR	2,450	3,050	2,750	2,100	490	3	0.3	1	0.1
1997	17			IT	2,500	3,300	3,200	2,100	500	7	0.8	3	0.3
1998	17			IT	2,250	2,900	2,900	1,800	450	6	0.8	1	0.1
1999	17			IT	2,000	2,600	2,550	1,600	400	4	0.6	1	0.1
2000	17			IT	2,150	2,750	2,750	1,750	430	11	1.4	2	0.3
2001	17			IR	2,350	2,900	2,600	2,000	470	10	1.2	2	0.2
2002	17			IR	2,400	2,950	2,650	2,050	480	12	1.4	4	0.5
2003	17			IR	2,550	3,100	2,800	2,150	510	12	1.3	3	0.3
2004	17			IR	2,500	3,100	2,750	2,100	500	9	1.0	4	0.5
2005	17			IR	2,650	3,200	2,900	2,250	530	5	0.5	3	0.3
2006	17			IR	3,050	3,700	3,350	2,600	610	9	0.8	2	0.2
2007	17			LT	2,700	3,700	3,800	2,000	570	12	1.3	1	0.1
2008	17			LT	2,750	3,750	3,600	2,050	660	14	1.4	2	0.2
2009	17			LT	2,750	3,700	3,650	2,050	660	5	0.5	1	0.1
2010	17			LR	2,800	4,200	3,450	1,900	730	11	1.1	1	0.1
2011	17			LT	2,850	3,650	3,700	2,350	740	13	1.3	6	0.6
2012	17			LT	2,500	3,250	3,100	1,900	650	5	0.6	0	0.0
2013	17			LT	2,850	3,700	3,700	2,150	740	9	0.9	1	0.1
2014	17			LT	2,850	3,700	3,800	2,150	740	4	0.4	0	0.0
2015	17			LT	2,900	3,800	3,850	2,200	750	9	0.9	5	0.5
2016	17			LT	2,950	3,850	3,900	2,250	770	3	0.3	2	0.2
2017	17			LT	2,950	4,150	4,100	2,250	740	5	0.5	0	0.0
2018	17			LT	3,000	4,200	4,150	2,300	750	4	0.4	1	0.1
2019	17			LT	3,000	4,200	4,150	2,300	750	4	0.4	1	0.1
2021	17			LT	3,100	4,250	4,200	2,400	780	1	0.1	0	0.0
1988	17	RENFREW CTY NIPISSING DIST BDY	23.1	IT	2,100	3,050	2,800	1,550	420	9	0.5	2	0.1
1989	17			LR	2,150	3,650	2,800	1,400	430	8	0.4	0	0.0
1990	17			LR	2,250	3,950	3,150	1,400	450	10	0.5	3	0.2
1991	17			LR	2,350	4,150	3,250	1,500	470	10	0.5	2	0.1
1992	17			IR	2,500	3,100	2,750	2,100	500	17	0.8	3	0.1
1993	17			IR	2,550	3,150	2,650	2,100	510	38	1.8	5	0.2
1994	17			IR	2,350	2,900	2,600	1,950	470	18	0.9	4	0.2
1995	17			IR	2,400	2,950	2,650	2,050	480	13	0.6	2	0.1
1996	17			IR	2,450	3,050	2,750	2,100	490	23	1.1	2	0.1
1997	17			IT	2,500	3,300	3,200	2,100	500	25	1.2	4	0.2
1998	17			IT	2,250	2,900	2,900	1,800	450	10	0.5	3	0.2
1999	17			IT	2,000	2,600	2,550	1,600	400	15	0.9	0	0.0
2000	17			IT	2,150	2,750	2,750	1,750	430	8	0.4	3	0.2
2001	17			IR	2,350	2,900	2,600	2,000	470	24	1.2	2	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2002	17			IR	2,400	2,950	2,650	2,050	480	31	1.5	4	0.2
2003	17			IR	2,550	3,100	2,800	2,150	510	21	1.0	5	0.2
2004	17			IR	2,500	3,100	2,750	2,100	500	11	0.5	1	0.0
2005	17			IR	2,650	3,200	2,900	2,250	530	18	0.8	6	0.3
2006	17			IR	3,050	3,700	3,350	2,600	610	19	0.7	3	0.1
2007	17			LT	2,700	3,700	3,800	2,000	570	19	0.8	3	0.1
2008	17			LT	2,750	3,750	3,600	2,050	660	16	0.7	2	0.1
2009	17			LT	2,750	3,700	3,650	2,050	660	18	0.8	6	0.3
2010	17			LR	2,800	4,200	3,450	1,900	730	17	0.7	4	0.2
2011	17			LT	2,850	3,650	3,700	2,350	830	16	0.7	3	0.1
2012	17			IC	2,850	3,150	3,050	2,550	840	14	0.6	2	0.1
2013	17			CTR	2,900	3,550	3,650	2,450	790	32	1.3	9	0.4
2014	17			IR	2,950	3,500	3,500	2,500	710	8	0.3	1	0.0
2015	17			CTR	3,000	3,650	3,700	2,550	700	13	0.5	2	0.1
2016	17			CTR	2,950	3,600	3,650	2,500	690	15	0.6	3	0.1
2017	17			CTR	2,800	3,750	3,700	2,300	660	16	0.7	0	0.0
2018	17			CTR	2,750	3,650	3,650	2,250	690	18	0.8	3	0.1
2019	17			IR	2,900	3,550	3,500	2,450	810	20	0.8	4	0.2
2021	17			IR	3,100	3,700	3,700	2,650	870	7	0.3	2	0.1
1988	17	MATTAWA E LTS DORION ST	1.3	IT	3,100	4,500	4,100	2,300	250	2	1.4	0	0.0
1989	17			IT	3,250	4,500	4,350	2,550	260	3	1.9	1	0.6
1990	17			IT	3,450	4,400	4,300	2,900	280	3	1.8	1	0.6
1991	17			IT	3,550	4,600	4,350	3,050	280	2	1.2	0	0.0
1992	17			IR	3,700	4,550	4,050	3,150	300	3	1.7	1	0.6
1993	17			IR	3,600	4,450	3,700	2,950	290	4	2.3	0	0.0
1994	17			IR	3,600	4,450	3,950	3,000	290	2	1.2	0	0.0
1995	17			IR	3,700	4,550	4,100	3,150	300	2	1.1	0	0.0
1996	17			IR	3,800	4,700	4,250	3,250	300	4	2.2	2	1.1
1997	17			IR	3,850	4,800	4,300	3,250	310	3	1.6	0	0.0
1998	17			IR	3,600	4,450	4,050	3,000	290	3	1.8	1	0.6
1999	17			IR	4,150	5,150	4,600	3,500	330	4	2.0	2	1.0
2000	17			IR	4,250	5,200	4,700	3,600	340	3	1.5	2	1.0
2001	17			IR	4,600	5,700	5,100	3,900	370	0	0.0	0	0.0
2002	17			IR	4,500	5,550	5,000	3,850	360	0	0.0	0	0.0
2003	17			IR	4,650	5,650	5,100	3,950	370	4	1.8	0	0.0
2004	17			IR	4,750	5,850	5,250	4,000	380	5	2.2	1	0.4
2005	17			IR	4,750	5,750	5,200	4,050	380	2	0.9	0	0.0
2006	17			IR	5,000	6,050	5,450	4,250	400	4	1.7	0	0.0
2007	17			IR	4,750	5,750	5,750	4,000	380	2	0.9	0	0.0
2008	17			IR	4,850	5,850	5,750	4,150	390	0	0.0	0	0.0
2009	17			CR	4,900	5,900	5,700	4,150	390	2	0.9	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2010	17			CR	4,350	5,200	5,050	3,700	350	2	1.0	1	0.5
2011	17			CR	5,100	5,950	6,000	4,550	410	2	0.8	0	0.0
2012	17			CR	4,450	5,350	5,250	3,750	360	1	0.5	0	0.0
2013	17			CR	4,500	5,400	5,550	3,800	360	3	1.4	2	0.9
2014	17			CR	3,950	4,650	4,650	3,350	810	0	0.0	0	0.0
2015	17			CR	4,900	5,750	5,750	4,150	1,000	0	0.0	0	0.0
2016	17			CR	4,950	5,850	5,800	4,200	1,000	1	0.4	0	0.0
2017	17			CR	5,000	5,800	5,850	4,500	1,000	2	0.8	0	0.0
2018	17			CR	4,650	5,400	5,450	4,150	1,100	1	0.5	0	0.0
2019	17			CR	5,050	5,850	5,900	4,550	1,950	1	0.4	0	0.0
2021	17			CR	5,100	5,850	5,900	4,600	2,000	1	0.4	1	0.4
1988	17	SEC HWY 533 MAIN ST MATTAWA	2.3	IT	5,300	7,700	7,050	3,900	420	6	1.3	1	0.2
1989	17			CTR	5,800	7,350	7,000	5,000	410	13	2.7	2	0.4
1990	17			CTR	5,950	7,450	7,000	5,200	420	4	0.8	1	0.2
1991	17			CTR	6,000	7,550	7,500	5,200	420	5	1.0	0	0.0
1992	17			CTR	6,150	7,550	7,300	5,350	430	6	1.2	0	0.0
1993	17			CTR	6,250	7,900	7,550	5,300	440	9	1.7	1	0.2
1994	17			CTR	6,650	8,500	8,100	5,600	470	9	1.6	0	0.0
1995	17			CTR	6,850	8,800	8,450	5,750	620	8	1.4	4	0.7
1996	17			CTR	7,150	9,150	8,800	6,000	640	6	1.0	0	0.0
1997	17			CTR	7,400	9,450	9,100	6,200	670	11	1.8	5	0.8
1998	17			CTR	7,500	9,500	9,150	6,300	680	6	1.0	1	0.2
1999	17			CTR	7,350	9,250	8,900	6,150	660	7	1.1	2	0.3
2000	17			CTR	7,450	9,400	9,000	6,250	670	2	0.3	0	0.0
2001	17			CTR	7,500	9,450	9,050	6,300	150	4	0.6	1	0.2
2002	17			CTR	7,600	9,600	9,200	6,400	150	8	1.3	4	0.6
2003	17			CTR	7,700	9,550	9,200	6,550	150	7	1.1	1	0.2
2004	17			CTR	7,650	9,650	9,250	6,450	150	5	0.8	1	0.2
2005	17			CTR	7,700	9,550	9,150	6,550	1,000	6	0.9	1	0.2
2006	17			CTR	8,000	9,900	9,500	6,800	1,050	2	0.3	0	0.0
2007	17			CTR	7,400	9,150	9,100	6,250	960	6	1.0	1	0.2
2008	17			CTR	7,450	9,200	9,050	6,350	970	6	1.0	1	0.2
2009	17			IC	7,550	8,400	8,450	6,700	980	1	0.2	0	0.0
2010	17			CR	6,050	7,250	7,000	5,100	790	3	0.6	0	0.0
2011	17			CR	7,450	8,700	8,800	6,650	970	8	1.3	2	0.3
2012	17			CR	6,700	8,050	7,900	5,650	870	5	0.9	1	0.2
2013	17			CR	7,000	8,400	8,600	5,900	910	11	1.9	2	0.3
2014	17			IR	6,500	7,750	7,750	5,550	840	2	0.4	0	0.0
2015	17			IR	6,500	7,750	7,750	5,550	840	4	0.7	0	0.0
2016	17			IR	6,550	7,800	7,800	5,600	850	1	0.2	0	0.0
2017	17			IR	6,500	7,600	7,650	5,800	840	6	1.1	1	0.2

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2018	17			CR	6,550	7,600	7,650	5,900	1,200	3	0.5	2	0.4
2019	17			CR	7,000	8,100	8,150	6,300	1,200	5	0.9	0	0.0
2021	17			CR	6,950	8,000	8,050	6,250	1,200	1	0.2	0	0.0
1988	17	MATTAWA W LTS WEST ST	16.7	IT	2,700	3,900	3,600	2,000	240	9	0.5	2	0.1
1989	17			IT	2,850	3,950	3,800	2,200	260	11	0.6	3	0.2
1990	17			IT	3,050	3,850	3,800	2,550	270	12	0.6	0	0.0
1991	17			IT	3,150	4,100	3,850	2,700	280	9	0.5	4	0.2
1992	17			IR	3,200	3,950	3,500	2,700	290	21	1.1	3	0.2
1993	17			IR	3,300	4,050	3,400	2,700	300	27	1.3	5	0.2
1994	17			IR	3,400	4,200	3,750	2,850	310	17	0.8	3	0.1
1995	17			LT	3,500	5,050	4,900	2,550	420	14	0.7	1	0.0
1996	17			LT	3,600	5,100	4,950	2,650	430	21	1.0	3	0.1
1997	17			LT	3,700	5,200	5,100	2,750	440	20	0.9	1	0.0
1998	17			LT	3,750	5,250	5,150	2,750	380	18	0.8	2	0.1
1999	17			LT	3,750	5,200	5,100	2,750	380	11	0.5	0	0.0
2000	17			LT	3,850	5,350	5,250	2,800	380	16	0.7	5	0.2
2001	17			LT	3,850	5,400	5,250	2,800	540	16	0.7	5	0.2
2002	17			LT	3,950	5,500	5,400	2,900	750	19	0.8	4	0.2
2003	17			LT	4,050	5,550	5,450	3,000	770	20	0.8	5	0.2
2004	17			LT	4,100	5,750	5,600	3,000	780	12	0.5	3	0.1
2005	17			LT	4,150	5,700	5,550	3,050	790	10	0.4	0	0.0
2006	17			LT	4,200	5,750	5,600	3,100	800	22	0.9	4	0.2
2007	17			LT	4,200	5,750	5,950	3,100	800	16	0.6	0	0.0
2008	17			LT	4,300	5,900	5,650	3,150	820	11	0.4	0	0.0
2009	17			LT	4,400	5,950	5,800	3,250	840	16	0.6	1	0.0
2010	17			LT	4,200	5,650	5,550	3,100	800	20	0.8	5	0.2
2011	17			LT	4,450	5,700	5,800	3,650	850	15	0.6	1	0.0
2012	17			IC	4,500	5,000	4,850	4,000	860	13	0.5	1	0.0
2013	17			IC	4,550	5,050	5,000	4,050	860	20	0.7	3	0.1
2014	17			IC	4,600	5,100	5,050	4,100	870	16	0.6	2	0.1
2015	17			IC	4,650	5,150	5,100	4,100	880	17	0.6	1	0.0
2016	17			IC	4,700	5,200	5,200	4,150	890	14	0.5	0	0.0
2017	17			IC	4,750	5,200	5,250	4,300	900	14	0.5	1	0.0
2018	17			CR	4,750	5,500	5,550	4,250	950	9	0.3	0	0.0
2019	17			CR	4,850	5,650	5,650	4,350	970	15	0.5	1	0.0
2021	17			CR	5,000	5,750	5,800	4,500	1,000	19	0.6	1	0.0
1988	17	SEC HWY 630 EAU CLAIRE RD (S)	17.7	IT	2,750	4,000	3,650	2,050	330	17	1.0	0	0.0
1989	17			IT	2,900	4,050	3,900	2,250	350	24	1.3	5	0.3
1990	17			IT	3,100	3,950	3,850	2,600	370	25	1.2	7	0.3
1991	17			IT	3,300	4,300	4,050	2,850	530	21	1.0	4	0.2
1992	17			IR	3,500	4,300	3,850	3,000	520	33	1.5	4	0.2

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1993	17			IR	3,700	4,550	3,850	3,050	560	29	1.2	8	0.3
1994	17			IR	3,750	4,600	4,100	3,150	560	13	0.5	1	0.0
1995	17			IR	3,800	4,700	4,200	3,250	570	13	0.5	1	0.0
1996	17			IR	3,950	4,900	4,400	3,350	590	25	1.0	1	0.0
1997	17			IR	4,100	5,100	4,600	3,500	620	16	0.6	3	0.1
1998	17			IR	4,150	5,150	4,650	3,500	660	19	0.7	1	0.0
1999	17			IR	4,000	4,950	4,450	3,350	640	26	1.0	2	0.1
2000	17			IR	4,050	4,950	4,500	3,400	650	21	0.8	2	0.1
2001	17			IR	4,000	4,950	4,450	3,400	560	15	0.6	0	0.0
2002	17			IR	4,100	5,050	4,550	3,500	570	24	0.9	0	0.0
2003	17			IR	4,100	5,000	4,500	3,500	570	26	1.0	6	0.2
2004	17			IR	4,050	5,000	4,500	3,400	570	23	0.9	0	0.0
2005	17			IR	4,350	5,250	4,750	3,700	610	26	0.9	2	0.1
2006	17			IR	4,200	5,050	4,600	3,550	590	28	1.0	6	0.2
2007	17			IR	4,350	5,250	5,250	3,700	650	34	1.2	4	0.1
2008	17			CTR	4,900	6,050	5,950	4,150	740	26	0.8	3	0.1
2009	17			IR	4,500	5,400	4,900	3,800	680	29	1.0	1	0.0
2010	17			IR	4,200	5,000	4,550	3,550	630	17	0.6	2	0.1
2011	17			IR	4,500	5,350	5,250	3,850	680	33	1.1	4	0.1
2012	17			CTR	4,000	4,850	4,800	3,400	600	37	1.4	5	0.2
2013	17			CTR	3,950	4,800	4,950	3,350	590	28	1.1	1	0.0
2014	17			IR	3,900	4,650	4,650	3,300	580	20	0.8	2	0.1
2015	17			IR	3,900	4,650	4,650	3,300	580	18	0.7	4	0.2
2016	17			IR	3,900	4,650	4,650	3,300	580	20	0.8	0	0.0
2017	17			IR	3,950	4,650	4,650	3,500	590	21	0.8	2	0.1
2018	17			IR	4,250	5,150	5,150	3,600	810	15	0.5	1	0.0
2019	17			IR	4,500	5,450	5,450	3,850	900	15	0.5	0	0.0
2021	17			IR	4,550	5,450	5,450	3,900	910	18	0.6	2	0.1
1988	17	SEC HWY 531 BONFIELD RD	12.7	IT	4,000	5,800	5,300	2,950	280	20	1.1	1	0.1
1989	17			IT	4,350	6,050	5,850	3,400	520	25	1.2	5	0.2
1990	17			IT	4,650	5,900	5,750	3,900	560	26	1.2	1	0.0
1991	17			IT	4,700	6,100	5,800	4,050	560	18	0.8	5	0.2
1992	17			IT	4,850	6,300	6,000	4,100	630	31	1.4	4	0.2
1993	17			IT	5,000	6,150	6,200	4,250	650	14	0.6	0	0.0
1994	17			IT	5,000	6,500	6,200	4,250	650	15	0.6	1	0.0
1995	17			LT	5,100	7,350	7,100	3,750	660	18	0.8	2	0.1
1996	17			LT	5,350	7,550	7,350	3,950	700	15	0.6	2	0.1
1997	17			LT	5,500	7,750	7,600	4,050	500	14	0.5	0	0.0
1998	17			LT	5,350	7,500	7,350	3,900	540	11	0.4	1	0.0
1999	17			LT	5,600	7,800	7,600	4,100	840	17	0.7	2	0.1
2000	17			LT	5,700	7,950	7,750	4,150	860	22	0.8	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2001	17			LT	5,800	8,100	7,900	4,250	870	8	0.3	0	0.0
2002	17			LT	5,900	8,250	8,050	4,350	880	22	0.8	1	0.0
2003	17			LT	6,000	8,250	8,100	4,450	900	29	1.0	5	0.2
2004	17			LT	6,150	8,600	8,350	4,500	920	30	1.0	4	0.1
2005	17			LT	6,250	8,550	8,350	4,600	940	16	0.6	3	0.1
2006	17			CTR	6,350	7,850	7,550	5,400	890	15	0.5	0	0.0
2007	17			CTR	6,300	7,800	7,750	5,350	690	26	0.9	2	0.1
2008	17			CTR	6,400	7,900	7,750	5,450	700	26	0.9	0	0.0
2009	17			CTR	6,650	8,100	7,850	5,650	730	34	1.1	3	0.1
2010	17			CR	6,150	7,350	7,100	5,200	680	20	0.7	1	0.0
2011	17			CR	6,150	7,150	7,250	5,450	680	47	1.6	2	0.1
2012	17			CR	6,100	7,300	7,200	5,150	670	38	1.3	4	0.1
2013	17			CR	6,400	7,650	7,850	5,400	700	20	0.7	0	0.0
2014	17			IR	6,750	8,050	8,050	5,750	740	31	1.0	7	0.2
2015	17			IR	6,550	7,800	7,800	5,600	720	29	1.0	2	0.1
2016	17			IR	6,300	7,500	7,500	5,350	690	33	1.1	3	0.1
2017	17			IR	6,100	7,400	7,350	5,200	670	10	0.4	1	0.0
2018	17			IR	5,900	7,150	7,100	5,000	940	32	1.2	6	0.2
2019	17			IR	5,850	7,100	7,100	5,000	880	27	1.0	1	0.0
2021	17			IR	5,850	7,000	7,000	5,000	880	23	0.8	1	0.0
1988	17	HWY 94 (S) E JCT CENTENNIAL CRES (N)	6.0	IT	5,100	7,400	6,800	3,750	200	11	1.0	2	0.2
1989	17			IT	5,400	7,500	7,250	4,200	490	8	0.7	1	0.1
1990	17			IT	5,550	7,050	6,900	4,650	500	5	0.4	2	0.2
1991	17			IT	5,700	7,400	7,000	4,900	510	7	0.6	0	0.0
1992	17			LT	5,850	8,150	7,900	4,500	470	7	0.5	2	0.2
1993	17			LT	6,000	8,300	7,450	4,400	480	9	0.7	0	0.0
1994	17			LT	6,200	9,100	8,750	4,500	500	12	0.9	0	0.0
1995	17			LT	6,400	9,200	8,950	4,700	580	7	0.5	2	0.1
1996	17			LT	6,600	9,300	9,100	4,850	530	8	0.6	2	0.1
1997	17			CTR	6,800	8,700	8,350	5,700	610	10	0.7	3	0.2
1998	17			CTR	6,750	8,550	8,250	5,650	470	4	0.3	0	0.0
1999	17			CTR	6,800	8,550	8,250	5,700	750	9	0.6	0	0.0
2000	17			CTR	6,850	8,650	8,300	5,750	750	11	0.7	0	0.0
2001	17			CTR	6,850	8,650	8,300	5,800	750	10	0.7	1	0.1
2002	17			CTR	7,000	8,850	8,450	5,900	770	11	0.7	0	0.0
2003	17			CTR	7,100	8,800	8,500	6,000	710	18	1.2	0	0.0
2004	17			IT	7,200	9,400	9,150	5,850	720	9	0.6	1	0.1
2005	17			IT	7,250	9,250	9,200	6,000	720	10	0.6	1	0.1
2006	17			CR	7,350	8,900	8,550	6,200	880	12	0.7	0	0.0
2007	17			IC	7,450	8,300	8,550	6,600	1,100	10	0.6	0	0.0
2008	17			IC	7,350	8,150	7,900	6,500	960	10	0.6	1	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2009	17			IC	7,550	8,400	8,450	6,700	980	14	0.8	1	0.1
2010	17			IC	7,650	8,450	8,550	6,800	920	9	0.5	3	0.2
2011	17			IC	7,350	8,100	8,400	6,600	880	8	0.5	0	0.0
2012	17			IC	7,700	8,550	8,250	6,850	990	9	0.5	1	0.1
2013	17			CTR	7,800	9,500	9,800	6,600	1,400	15	0.9	1	0.1
2014	17			IR	6,950	8,250	8,300	5,900	1,200	11	0.7	0	0.0
2015	17			CR	7,750	9,150	9,100	6,600	1,950	15	0.9	3	0.2
2016	17			CR	7,800	9,200	9,150	6,650	1,950	12	0.7	1	0.1
2017	17			CR	7,850	9,100	9,150	7,050	1,950	14	0.8	1	0.1
2018	17			CR	7,750	9,000	9,050	6,950	1,000	9	0.5	2	0.1
2019	17			CR	7,950	9,200	9,300	7,150	1,050	8	0.5	0	0.0
2021	17			CR	8,100	9,300	9,400	7,300	1,050	11	0.6	1	0.1
1988	17	W JCT CENTENNIAL CR (N)	4.6	IT	7,100	10,300	9,450	5,250	210	13	1.1	4	0.3
1989	17			IT	7,700	10,700	10,300	6,000	690	15	1.2	0	0.0
1990	17			IT	8,050	10,200	10,000	6,750	720	6	0.4	1	0.1
1991	17			IT	8,100	10,500	9,950	6,950	730	15	1.1	1	0.1
1992	17			IT	8,200	10,700	10,200	6,950	740	16	1.2	1	0.1
1993	17			IT	8,400	10,300	10,400	7,150	760	14	1.0	1	0.1
1994	17			IT	8,700	11,300	10,800	7,400	780	7	0.5	0	0.0
1995	17			IT	9,000	11,500	11,000	7,700	810	10	0.7	0	0.0
1996	17			IT	9,300	12,200	11,900	7,650	740	6	0.4	0	0.0
1997	17			CTR	9,650	12,400	11,900	8,100	770	12	0.7	2	0.1
1998	17			CTR	9,200	11,700	11,200	7,750	550	8	0.5	1	0.1
1999	17			CTR	7,200	9,050	8,700	6,050	1,500	11	0.9	0	0.0
2000	17			CTR	7,550	9,500	9,150	6,350	1,600	16	1.3	2	0.2
2001	17			IR	8,050	9,950	8,900	6,800	640	10	0.7	1	0.1
2002	17			IR	8,150	10,100	9,050	6,950	650	12	0.9	0	0.0
2003	17			IR	8,450	10,300	9,300	7,150	680	12	0.8	0	0.0
2004	17			CTR	8,250	10,400	10,000	6,950	660	18	1.3	1	0.1
2005	17			CTR	8,700	10,800	10,300	7,400	700	7	0.5	0	0.0
2006	17			IC	9,700	10,800	10,900	8,600	970	12	0.7	1	0.1
2007	17			IC	8,750	9,700	10,000	7,750	880	10	0.7	1	0.1
2008	17			IC	8,750	9,700	9,400	7,700	880	13	0.9	1	0.1
2009	17			IC	9,450	10,500	10,600	8,400	940	21	1.3	0	0.0
2010	17			IC	8,750	9,700	9,750	7,750	880	13	0.9	1	0.1
2011	17			IC	8,750	9,600	10,000	7,850	880	11	0.7	0	0.0
2012	17			IC	8,800	9,750	9,450	7,800	880	12	0.8	2	0.1
2013	17			IC	8,800	9,750	9,700	7,800	880	14	0.9	1	0.1
2014	17			IR	8,800	10,500	10,500	7,500	880	17	1.2	0	0.0
2015	17			IR	8,800	10,500	10,500	7,500	880	16	1.1	0	0.0
2016	17			IR	8,800	10,500	10,500	7,500	880	9	0.6	1	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2017	17			IR	8,850	10,400	10,400	7,900	880	7	0.5	0	0.0
2018	17			IC	8,850	9,750	9,800	8,000	1,350	12	0.8	0	0.0
2019	17			IC	8,850	9,700	9,750	8,000	1,350	13	0.9	0	0.0
2021	17			IC	8,850	9,600	9,650	8,000	1,350	11	0.7	0	0.0
2021	17	S JCT HWY 11 NORTH BAY	4.1										
1988	17	N JCT HWYS 11/11B ALGONQUIN AV NORTH BAY	1.6	IC	6,900	8,000	7,800	6,050	550	2	0.5	1	0.2
1989	17			IC	8,250	9,500	9,300	7,350	660	4	0.8	1	0.2
1990	17			IC	8,350	9,500	9,350	7,450	670	3	0.6	1	0.2
1991	17			C	8,100	8,900	9,000	7,350	650	3	0.6	0	0.0
1992	17			C	8,500	9,200	9,450	7,800	510	9	1.8	2	0.4
1993	17			C	8,850	9,650	9,800	8,150	530	8	1.5	0	0.0
1994	17			C	8,750	9,600	9,750	7,900	700	5	1.0	0	0.0
1995	17			C	9,000	9,850	10,100	8,250	720	5	1.0	0	0.0
1996	17			C	9,250	10,500	10,500	8,350	740	1	0.2	0	0.0
1997	17			SC	9,150	9,700	10,700	8,150	820	7	1.3	1	0.2
1998	17			SC	9,800	10,400	11,500	8,700	880	2	0.3	1	0.2
1999	17			SC	9,800	10,400	11,500	8,700	2,950	4	0.7	0	0.0
2000	17			SC	9,950	10,500	11,600	8,750	1,100	2	0.3	1	0.2
2001	17			SC	10,200	10,900	11,900	9,000	1,100	5	0.8	0	0.0
2002	17			SC	10,400	11,000	12,200	9,150	1,150	4	0.7	0	0.0
2003	17			SC	10,600	11,200	12,400	9,400	1,050	8	1.3	3	0.5
2004	17			SC	10,800	11,500	12,600	9,500	1,100	7	1.1	2	0.3
2005	17			SC	11,000	11,600	12,800	9,700	880	4	0.6	1	0.2
2006	17			SC	11,200	11,900	13,100	9,900	900	4	0.6	1	0.2
2007	17			SC	11,400	12,100	13,200	10,000	910	4	0.6	0	0.0
2008	17			SC	11,600	12,200	11,500	10,200	930	13	1.9	1	0.1
2009	17			SC	11,800	12,500	13,800	10,400	940	7	1.0	0	0.0
2010	17			SC	12,000	12,700	14,000	10,600	960	10	1.4	1	0.1
2011	17			SC	12,900	16,500	15,100	10,300	1,050	11	1.5	0	0.0
2012	17			UC	13,800	13,900	14,800	13,100	1,100	4	0.5	1	0.1
2013	17			UC	13,500	13,500	13,600	12,800	1,100	5	0.6	0	0.0
2014	17			C	13,200	14,500	14,100	11,900	830	6	0.8	0	0.0
2015	17			C	13,600	15,000	14,600	12,200	860	4	0.5	0	0.0
2016	17			C	14,100	15,500	15,100	12,700	890	4	0.5	0	0.0
2017	17			C	14,600	16,000	15,900	13,200	920	7	0.8	1	0.1
2018	17			SC	15,000	16,000	15,900	13,200	1,050	10	1.1	0	0.0
2019	17			SC	16,200	17,200	17,100	14,300	1,450	3	0.3	1	0.1
2021	17			SC	16,200	17,100	17,100	14,400	1,450	4	0.4	0	0.0
1988	17	GORMANVILLE RD	2.1	CTR	4,250	5,500	5,200	3,550	470	22	6.7	1	0.3
1989	17			LT	5,650	7,850	7,800	4,200	620	31	7.2	2	0.5
1990	17			LT	5,450	7,950	7,650	4,000	600	40	9.6	5	1.2

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1991	17			IT	5,400	7,000	6,650	4,650	590	45	10.9	4	1.0
1992	17			IT	5,400	7,000	6,700	4,600	490	9	2.2	2	0.5
1993	17			IT	6,100	7,500	7,550	5,200	550	7	1.5	1	0.2
1994	17			IT	6,150	8,000	7,650	5,250	920	13	2.8	0	0.0
1995	17			IR	6,550	8,050	7,200	5,600	980	8	1.6	0	0.0
1996	17			IR	6,650	8,250	7,400	5,650	1,000	8	1.6	0	0.0
1997	17			CR	6,700	8,300	7,900	5,700	740	18	3.5	2	0.4
1998	17			CR	7,150	8,800	8,350	6,100	720	6	1.1	1	0.2
1999	17			CR	7,200	8,850	8,400	6,100	940	9	1.6	0	0.0
2000	17			CR	7,500	9,200	8,800	6,400	980	4	0.7	1	0.2
2001	17			CR	7,550	9,300	8,850	6,400	980	6	1.0	0	0.0
2002	17			CR	7,700	9,450	9,050	6,500	1,000	8	1.4	1	0.2
2003	17			CR	7,900	9,600	9,250	6,700	1,050	11	1.8	0	0.0
2004	17			CR	8,050	9,900	9,450	6,800	1,050	15	2.4	0	0.0
2005	17			CR	8,250	10,000	9,600	6,950	740	12	1.9	1	0.2
2006	17			CTR	8,350	10,300	9,900	7,100	750	8	1.2	0	0.0
2007	17			CTR	8,600	10,700	10,600	7,300	770	17	2.6	0	0.0
2008	17			CTR	8,800	10,900	10,700	7,500	790	11	1.6	0	0.0
2009	17			IC	8,950	9,950	10,000	7,950	810	19	2.8	0	0.0
2010	17			IC	9,150	10,100	10,200	8,100	820	10	1.4	2	0.3
2011	17			IC	10,000	11,000	11,400	8,950	900	17	2.2	0	0.0
2012	17			UC	10,800	10,900	11,600	10,300	970	11	1.3	0	0.0
2013	17			UC	10,500	10,500	10,600	9,950	940	7	0.9	0	0.0
2014	17			C	10,200	11,200	10,900	9,200	920	14	1.8	1	0.1
2015	17			C	10,900	12,000	11,700	9,800	980	7	0.8	2	0.2
2016	17			C	11,600	12,800	12,400	10,400	1,050	6	0.7	0	0.0
2017	17			C	12,300	13,500	13,400	11,200	1,100	9	1.0	0	0.0
2018	17			C	13,000	14,200	14,200	11,700	1,050	14	1.4	0	0.0
2019	17			C	17,000	18,600	18,500	15,400	1,000	13	1.0	0	0.0
2021	17			C	17,000	18,500	18,400	15,400	1,000	12	0.9	0	0.0
1992	17	HWY 17B COMMANDA TWP	15.8	IT	5,600	7,300	6,950	4,750	620	28	0.9	0	0.0
1993	17			IT	5,750	7,050	7,150	4,900	630	17	0.5	1	0.0
1994	17			IT	5,750	7,500	7,150	4,900	630	30	0.9	0	0.0
1995	17			LT	5,850	8,400	8,150	4,300	580	28	0.8	4	0.1
1996	17			LT	6,000	8,450	8,250	4,400	720	29	0.8	0	0.0
1997	17			LT	6,000	8,450	8,300	4,450	720	26	0.8	3	0.1
1998	17			LT	6,200	8,700	8,500	4,550	560	20	0.6	4	0.1
1999	17			LT	6,200	8,600	8,450	4,550	680	24	0.7	1	0.0
2000	17			LT	6,200	8,650	8,450	4,550	680	20	0.6	1	0.0
2001	17			LT	6,350	8,900	8,650	4,650	700	13	0.4	2	0.1
2002	17			LT	6,400	8,950	8,700	4,700	640	21	0.6	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2003	17			CTR	6,500	8,100	7,750	5,500	780	44	1.2	0	0.0
2004	17			CR	6,550	8,050	7,700	5,550	790	31	0.8	1	0.0
2005	17			CR	6,700	8,150	7,800	5,650	800	20	0.5	0	0.0
2006	17			CTR	6,700	8,300	7,950	5,700	540	31	0.8	0	0.0
2007	17			CTR	6,800	8,400	8,350	5,750	1,350	26	0.7	3	0.1
2008	17			IC	7,100	7,850	7,600	6,250	1,700	28	0.7	1	0.0
2009	17			IC	7,200	8,000	8,050	6,400	1,800	24	0.6	0	0.0
2010	17			IC	8,000	8,850	8,950	7,100	2,000	33	0.7	2	0.0
2011	17			IC	7,450	8,200	8,500	6,700	1,950	26	0.6	2	0.0
2012	17			IC	7,550	8,350	8,100	6,700	2,950	18	0.4	2	0.0
2013	17			UC	7,650	7,650	7,700	7,250	1,800	17	0.4	1	0.0
2014	17			C	7,750	8,500	8,300	7,000	1,800	35	0.8	1	0.0
2015	17			C	7,850	8,650	8,400	7,050	1,150	34	0.8	2	0.0
2016	17			C	8,200	9,000	8,750	7,400	1,200	22	0.5	1	0.0
2017	17			C	8,550	9,350	9,350	7,750	1,250	21	0.4	0	0.0
2018	17			C	8,600	9,450	9,350	7,750	1,800	22	0.4	2	0.0
2019	17			C	8,900	9,750	9,650	8,050	800	27	0.5	2	0.0
2021	17			C	8,900	9,700	9,650	8,050	800	18	0.4	0	0.0
1988	17	CNR NIPISSING IND RES #10	16.1	CTR	5,200	6,750	6,350	4,350	620	16	0.5	2	0.1
1989	17			LT	5,400	7,500	7,450	4,000	490	31	1.0	3	0.1
1990	17			LT	5,600	8,200	7,850	4,100	500	24	0.7	4	0.1
1991	17			LT	5,550	7,750	7,500	4,100	670	25	0.8	2	0.1
1992	17			IT	5,600	7,300	6,950	4,750	670	28	0.8	1	0.0
1993	17			IT	5,800	7,150	7,200	4,950	700	24	0.7	3	0.1
1994	17			IT	6,100	7,950	7,550	5,200	730	21	0.6	1	0.0
1995	17			CTR	6,450	8,300	7,950	5,400	770	23	0.6	2	0.1
1996	17			CTR	6,450	8,250	7,950	5,400	640	25	0.7	1	0.0
1997	17			CTR	6,600	8,450	8,100	5,550	660	18	0.5	4	0.1
1998	17			CTR	6,750	8,550	8,250	5,650	740	21	0.5	3	0.1
1999	17			CTR	6,850	8,650	8,300	5,750	750	23	0.6	8	0.2
2000	17			CTR	7,000	8,800	8,450	5,900	770	20	0.5	0	0.0
2001	17			CTR	6,850	8,650	8,300	5,800	750	20	0.5	4	0.1
2002	17			CTR	7,250	9,150	8,750	6,100	720	27	0.6	4	0.1
2003	17			CTR	7,400	9,200	8,850	6,250	670	20	0.5	5	0.1
2004	17			CTR	7,550	9,550	9,150	6,350	680	27	0.6	0	0.0
2005	17			CTR	7,700	9,550	9,150	6,550	620	26	0.6	6	0.1
2006	17			CTR	7,950	9,850	9,450	6,750	640	20	0.4	0	0.0
2007	17			CTR	7,950	9,850	9,750	6,750	640	31	0.7	6	0.1
2008	17			CTR	8,100	10,000	9,850	6,900	650	21	0.4	1	0.0
2009	17			CR	8,250	9,900	9,550	7,000	660	26	0.5	3	0.1
2010	17			IC	8,400	9,300	9,400	7,450	670	23	0.5	4	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2011	17			IC	8,500	9,350	9,700	7,650	680	23	0.5	3	0.1
2012	17			C	8,650	9,550	9,350	7,800	690	32	0.6	6	0.1
2013	17			C	8,800	9,700	9,600	7,900	700	31	0.6	2	0.0
2014	17			C	8,950	9,850	9,600	8,050	720	27	0.5	1	0.0
2015	17			C	9,100	10,000	9,750	8,200	730	11	0.2	1	0.0
2016	17			C	9,300	10,200	9,950	8,350	740	19	0.3	1	0.0
2017	17			C	9,450	10,300	10,300	8,550	760	19	0.3	1	0.0
2018	17			C	9,600	10,500	10,500	8,650	770	25	0.4	3	0.1
2019	17			C	9,700	10,600	10,500	8,800	780	30	0.5	4	0.1
2021	17			C	9,900	10,800	10,700	9,000	790	18	0.3	1	0.0
2021	17	STURGEON FALLS E LTS START OF NA	2.4										
1988	17	STURGEON FALLS W LTS END OF NA	2.9	CTR	6,400	8,300	7,800	5,400	580	14	2.1	2	0.3
1989	17			CR	6,650	8,500	7,900	5,600	730	9	1.3	1	0.1
1990	17			CR	6,850	8,500	7,900	6,150	750	12	1.7	2	0.3
1991	17			CR	6,800	8,350	7,800	6,100	750	3	0.4	0	0.0
1992	17			CTR	7,100	8,750	8,450	6,200	640	13	1.7	1	0.1
1993	17			CTR	7,250	9,150	8,750	6,150	650	7	0.9	0	0.0
1994	17			CTR	7,400	9,450	9,050	6,200	670	7	0.9	0	0.0
1995	17			CTR	7,600	9,750	9,350	6,350	680	9	1.1	0	0.0
1996	17			CTR	7,800	10,000	9,600	6,550	700	7	0.8	1	0.1
1997	17			CTR	8,000	10,200	9,850	6,700	720	6	0.7	1	0.1
1998	17			CTR	7,950	10,100	9,700	6,700	720	6	0.7	0	0.0
1999	17			CTR	7,900	9,950	9,550	6,650	710	8	1.0	0	0.0
2000	17			CTR	7,950	10,000	9,600	6,700	720	6	0.7	0	0.0
2001	17			CTR	8,000	10,100	9,700	6,750	720	7	0.8	1	0.1
2002	17			CTR	8,100	10,200	9,800	6,850	810	4	0.5	0	0.0
2003	17			CTR	8,150	10,100	9,750	6,900	820	3	0.3	1	0.1
2004	17			CTR	7,900	9,950	9,550	6,650	790	6	0.7	0	0.0
2005	17			CTR	8,350	10,300	9,950	7,100	840	8	0.9	2	0.2
2006	17			CTR	8,500	10,500	10,100	7,200	850	4	0.4	0	0.0
2007	17			CTR	8,500	10,500	10,400	7,200	600	8	0.9	0	0.0
2008	17			CTR	8,600	10,600	10,400	7,300	600	5	0.5	0	0.0
2009	17			CTR	8,900	10,900	10,500	7,550	620	4	0.4	0	0.0
2010	17			IR	8,750	10,400	9,550	7,450	610	8	0.9	3	0.3
2011	17			IR	8,800	10,500	10,300	7,500	620	3	0.3	0	0.0
2012	17			C	8,900	9,800	9,600	8,000	620	13	1.4	3	0.3
2013	17			C	8,950	9,850	9,750	8,050	630	12	1.3	0	0.0
2014	17			C	9,050	9,950	9,700	8,150	630	7	0.7	0	0.0
2015	17			C	9,350	10,300	10,000	8,400	650	5	0.5	0	0.0
2016	17			C	9,700	10,700	10,400	8,750	680	3	0.3	0	0.0
2017	17			C	10,000	10,900	10,900	9,050	700	7	0.7	1	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2018	17			C	10,300	11,300	11,200	9,300	1,050	10	0.9	0	0.0
2019	17			C	10,300	11,300	11,200	9,300	930	11	1.0	2	0.2
2021	17			C	10,300	11,200	11,100	9,350	930	5	0.5	0	0.0
1988	17	THIBEAULT RD SPRINGER TWP	12.2	CR	4,200	5,400	5,050	3,500	420	6	0.3	0	0.0
1989	17			CR	4,500	5,750	5,350	3,800	500	13	0.6	4	0.2
1990	17			CR	4,700	5,850	5,400	4,250	520	13	0.6	7	0.3
1991	17			CR	4,650	5,700	5,350	4,200	510	12	0.6	1	0.0
1992	17			CR	5,000	6,150	5,700	4,500	400	16	0.7	0	0.0
1993	17			CR	5,150	6,350	5,900	4,650	410	14	0.6	1	0.0
1994	17			CR	5,250	6,450	6,000	4,700	420	11	0.5	1	0.0
1995	17			CR	5,400	6,700	6,350	4,650	430	19	0.8	0	0.0
1996	17			CR	5,550	6,850	6,500	4,750	440	16	0.6	2	0.1
1997	17			CR	5,750	7,150	6,800	4,900	460	12	0.5	0	0.0
1998	17			CR	5,750	7,050	6,750	4,900	750	10	0.4	0	0.0
1999	17			CR	5,700	7,000	6,650	4,850	740	13	0.5	4	0.2
2000	17			CR	5,800	7,150	6,800	4,950	750	6	0.2	3	0.1
2001	17			CR	5,750	7,050	6,750	4,850	690	10	0.4	1	0.0
2002	17			CR	5,900	7,250	6,900	4,950	710	13	0.5	1	0.0
2003	17			IR	6,000	7,300	6,600	5,100	840	11	0.4	1	0.0
2004	17			CR	6,100	7,500	7,150	5,150	850	16	0.6	2	0.1
2005	17			CR	6,100	7,400	7,100	5,150	850	12	0.4	3	0.1
2006	17			CR	6,050	7,350	7,050	5,100	790	15	0.6	1	0.0
2007	17			CR	6,200	7,500	7,500	5,200	870	12	0.4	1	0.0
2008	17			CR	6,150	7,450	7,400	5,200	860	14	0.5	0	0.0
2009	17			IC	6,100	6,750	6,850	5,450	980	11	0.4	0	0.0
2010	17			IC	6,950	7,700	7,750	6,150	1,100	12	0.4	0	0.0
2011	17			IC	6,500	7,150	7,400	5,850	1,050	14	0.5	2	0.1
2012	17			C	6,600	7,250	7,100	5,950	1,050	12	0.4	1	0.0
2013	17			C	6,650	7,350	7,250	6,000	1,050	19	0.6	1	0.0
2014	17			C	6,750	7,450	7,200	6,100	1,200	17	0.6	4	0.1
2015	17			C	6,800	7,500	7,300	6,100	1,200	20	0.7	4	0.1
2016	17			C	6,850	7,550	7,350	6,150	1,200	16	0.5	2	0.1
2017	17			C	6,950	7,600	7,600	6,300	1,250	8	0.3	3	0.1
2018	17			C	7,000	7,650	7,650	6,300	1,250	16	0.5	1	0.0
2019	17			C	7,050	7,700	7,650	6,400	1,250	13	0.4	0	0.0
2021	17			C	7,200	7,850	7,800	6,550	1,300	8	0.2	1	0.0
1988	17	HWY 64 CALDWELL TWP	14.6	CR	4,150	5,300	5,000	3,450	460	15	0.7	3	0.1
1989	17			CR	4,300	5,500	5,100	3,600	470	11	0.5	0	0.0
1990	17			CR	4,550	5,650	5,250	4,100	500	14	0.6	1	0.0
1991	17			CR	4,500	5,550	5,200	4,050	500	13	0.5	3	0.1
1992	17			CR	4,700	5,800	5,350	4,250	470	14	0.6	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1993	17			CR	4,850	5,950	5,600	4,350	480	15	0.6	1	0.0
1994	17			CR	4,850	5,950	5,550	4,350	480	15	0.6	2	0.1
1995	17			CR	4,950	6,150	5,850	4,250	500	8	0.3	0	0.0
1996	17			CR	5,100	6,300	6,000	4,350	510	19	0.7	3	0.1
1997	17			CR	5,200	6,450	6,150	4,400	520	13	0.5	2	0.1
1998	17			CR	5,100	6,250	5,950	4,350	660	17	0.6	2	0.1
1999	17			CR	5,150	6,350	6,050	4,400	670	15	0.5	1	0.0
2000	17			CR	5,200	6,400	6,100	4,400	680	12	0.4	2	0.1
2001	17			CR	5,250	6,450	6,150	4,450	680	9	0.3	3	0.1
2002	17			CR	5,250	6,450	6,150	4,400	680	13	0.5	1	0.0
2003	17			CR	5,300	6,450	6,200	4,500	690	12	0.4	1	0.0
2004	17			CR	5,250	6,450	6,150	4,450	680	21	0.7	7	0.2
2005	17			CR	5,350	6,500	6,250	4,500	700	12	0.4	2	0.1
2006	17			CR	5,400	6,550	6,300	4,550	700	11	0.4	2	0.1
2007	17			CR	5,450	6,600	6,600	4,600	710	10	0.3	1	0.0
2008	17			CR	5,450	6,600	6,550	4,600	710	22	0.8	6	0.2
2009	17			CR	5,500	6,600	6,400	4,700	720	16	0.5	1	0.0
2010	17			CR	5,550	6,650	6,400	4,700	720	18	0.6	4	0.1
2011	17			CR	5,600	6,500	6,600	5,000	730	20	0.7	3	0.1
2012	17			IC	5,600	6,200	6,000	4,950	730	19	0.6	3	0.1
2013	17			IC	5,650	6,250	6,200	5,000	730	27	0.9	4	0.1
2014	17			CR	5,700	6,700	6,700	4,850	740	19	0.6	6	0.2
2015	17			CR	5,800	6,850	6,800	4,950	750	13	0.4	3	0.1
2016	17			CR	5,950	7,000	6,950	5,050	770	17	0.5	0	0.0
2017	17			CR	6,100	7,050	7,100	5,500	790	11	0.3	2	0.1
2018	17			CR	6,200	7,200	7,250	5,550	870	13	0.4	6	0.2
2019	17			CR	6,350	7,350	7,400	5,700	1,850	21	0.6	2	0.1
2021	17			CR	6,350	7,300	7,350	5,750	1,850	10	0.3	2	0.1
1988	17	SEC HWY 539 WARREN	8.4	CR	4,000	5,100	4,800	3,300	400	9	0.7	1	0.1
1989	17			CR	4,100	5,250	4,900	3,450	490	13	1.0	0	0.0
1990	17			CR	4,250	5,250	4,900	3,800	510	15	1.2	3	0.2
1991	17			CR	4,250	5,250	4,900	3,800	510	9	0.7	1	0.1
1992	17			CR	4,600	5,650	5,250	4,150	640	15	1.1	2	0.1
1993	17			CR	4,700	5,800	5,400	4,250	660	17	1.2	2	0.1
1994	17			CR	4,600	5,650	5,250	4,150	640	11	0.8	1	0.1
1995	17			IR	4,750	5,850	5,250	4,050	660	17	1.2	4	0.3
1996	17			IR	4,800	5,950	5,350	4,100	670	14	0.9	1	0.1
1997	17			LT	4,850	6,850	6,700	3,600	680	6	0.4	0	0.0
1998	17			LT	4,900	6,850	6,700	3,600	690	14	0.9	2	0.1
1999	17			LT	4,900	6,800	6,650	3,600	690	15	1.0	2	0.1
2000	17			LT	4,950	6,900	6,750	3,600	690	10	0.7	1	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2001	17			LT	4,950	6,950	6,750	3,650	740	12	0.8	1	0.1
2002	17			LT	5,050	7,050	6,900	3,700	760	9	0.6	1	0.1
2003	17			LT	5,100	7,000	6,850	3,750	760	2	0.1	0	0.0
2004	17			CR	5,150	6,350	6,050	4,350	770	11	0.7	0	0.0
2005	17			CR	5,250	6,350	6,100	4,400	790	6	0.4	1	0.1
2006	17			CR	5,250	6,350	6,100	4,450	790	13	0.8	2	0.1
2007	17			CR	5,350	6,450	6,450	4,500	800	9	0.5	2	0.1
2008	17			CR	5,400	6,550	6,500	4,550	810	9	0.5	1	0.1
2009	17			CR	5,600	6,700	6,500	4,750	840	6	0.3	0	0.0
2010	17			CR	5,600	6,700	6,500	4,750	840	9	0.5	1	0.1
2011	17			CR	5,600	6,500	6,600	5,000	840	14	0.8	3	0.2
2012	17			CR	5,650	6,750	6,650	4,800	850	17	1.0	3	0.2
2013	17			CTR	5,700	6,950	7,150	4,850	860	11	0.6	0	0.0
2014	17			CTR	5,750	7,000	7,050	4,900	860	17	1.0	3	0.2
2015	17			CR	5,800	6,850	6,800	4,950	870	8	0.4	2	0.1
2016	17			CR	6,000	7,050	7,050	5,100	900	14	0.8	0	0.0
2017	17			CR	6,250	7,250	7,300	5,650	940	11	0.6	0	0.0
2018	17			CR	6,450	7,500	7,550	5,800	900	17	0.9	1	0.1
2019	17			CR	6,750	7,850	7,900	6,050	880	17	0.8	2	0.1
2021	17			CR	6,750	7,750	7,800	6,100	880	12	0.6	2	0.1
1988	17	SEC HWY 535 HAGAR	10.3	CR	4,750	6,100	5,700	3,950	620	22	1.2	5	0.3
1989	17			CR	5,000	6,400	5,950	4,200	450	8	0.4	3	0.2
1990	17			CR	5,200	6,450	6,000	4,700	470	18	0.9	3	0.2
1991	17			CR	5,100	6,250	5,850	4,600	460	13	0.7	1	0.1
1992	17			LT	4,900	6,800	6,600	3,750	540	27	1.5	1	0.1
1993	17			LT	5,000	6,900	6,200	3,650	550	11	0.6	2	0.1
1994	17			LT	5,350	7,850	7,550	3,900	590	12	0.6	1	0.0
1995	17			LT	5,500	7,900	7,650	4,050	660	10	0.5	0	0.0
1996	17			LT	5,600	7,900	7,700	4,100	670	9	0.4	0	0.0
1997	17			LT	5,700	8,050	7,850	4,200	680	18	0.8	4	0.2
1998	17			LT	5,750	8,050	7,900	4,200	800	10	0.5	1	0.0
1999	17			LT	5,750	8,000	7,800	4,200	800	20	0.9	1	0.0
2000	17			LT	5,800	8,100	7,900	4,250	810	12	0.5	1	0.0
2001	17			LT	5,800	8,100	7,900	4,250	750	16	0.7	2	0.1
2002	17			LT	5,950	8,300	8,100	4,350	770	17	0.8	3	0.1
2003	17			CR	6,000	7,300	7,000	5,100	900	15	0.7	2	0.1
2004	17			CR	6,050	7,450	7,100	5,100	910	11	0.5	1	0.0
2005	17			CR	6,150	7,450	7,150	5,200	920	13	0.6	1	0.0
2006	17			CR	6,200	7,500	7,200	5,250	810	13	0.6	2	0.1
2007	17			CR	6,250	7,550	7,550	5,250	810	16	0.7	1	0.0
2008	17			CR	6,300	7,650	7,550	5,300	820	19	0.8	2	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2009	17			CR	6,400	7,700	7,400	5,450	830	11	0.5	1	0.0
2010	17			CR	6,450	7,750	7,450	5,450	840	18	0.7	2	0.1
2011	17			CR	6,500	7,550	7,650	5,800	840	17	0.7	2	0.1
2012	17			CR	6,600	7,900	7,800	5,600	1,250	20	0.8	0	0.0
2013	17			CR	6,650	7,950	8,200	5,600	1,250	14	0.6	2	0.1
2014	17			CR	6,700	7,900	7,850	5,700	1,100	15	0.6	0	0.0
2015	17			CR	6,900	8,150	8,100	5,900	1,150	19	0.7	2	0.1
2016	17			CR	7,050	8,300	8,250	6,000	1,150	15	0.6	0	0.0
2017	17			CR	7,200	8,350	8,400	6,500	1,200	15	0.6	3	0.1
2018	17			CR	7,300	8,500	8,550	6,550	950	14	0.5	2	0.1
2019	17			CR	7,400	8,600	8,650	6,650	960	16	0.6	1	0.0
2021	17			CR	7,400	8,500	8,550	6,700	960	10	0.4	2	0.1
1988	17	MARKSTAY RD MAIN ST (N) NEPEWASSI LK RD (S)	15.2	CR	5,800	7,400	6,950	4,800	640	28	0.9	4	0.1
1989	17			CR	6,250	8,000	7,450	5,250	690	25	0.7	6	0.2
1990	17			CR	6,550	8,100	7,550	5,900	720	28	0.8	3	0.1
1991	17			CR	6,650	8,200	7,650	6,000	730	45	1.2	4	0.1
1992	17			LT	6,700	9,300	9,050	5,150	740	50	1.3	9	0.2
1993	17			LT	6,750	9,350	8,350	4,950	740	26	0.7	2	0.1
1994	17			LT	7,050	10,300	9,950	5,100	780	34	0.9	3	0.1
1995	17			LT	7,250	10,400	10,100	5,300	800	40	1.0	1	0.0
1996	17			LT	7,500	10,600	10,300	5,500	820	33	0.8	4	0.1
1997	17			LT	7,750	10,900	10,700	5,750	850	27	0.6	3	0.1
1998	17			LT	7,550	10,600	10,300	5,500	760	28	0.7	4	0.1
1999	17			LT	7,300	10,100	9,950	5,350	730	17	0.4	1	0.0
2000	17			LT	7,300	10,200	9,950	5,350	730	33	0.8	1	0.0
2001	17			LT	7,000	9,800	9,550	5,150	840	33	0.8	3	0.1
2002	17			LT	7,250	10,100	9,850	5,300	870	31	0.8	3	0.1
2003	17			LT	7,200	9,900	9,700	5,300	860	39	1.0	5	0.1
2004	17			CR	7,150	8,800	8,400	6,050	860	27	0.7	4	0.1
2005	17			CR	7,150	8,700	8,350	6,000	860	26	0.7	4	0.1
2006	17			CR	7,150	8,650	8,300	6,050	860	29	0.7	2	0.1
2007	17			CR	7,200	8,700	8,700	6,050	860	23	0.6	3	0.1
2008	17			CR	7,200	8,700	8,650	6,050	860	40	1.0	1	0.0
2009	17			CR	7,300	8,750	8,450	6,200	880	31	0.8	3	0.1
2010	17			CR	7,250	8,700	8,400	6,150	870	19	0.5	2	0.0
2011	17			CR	7,500	8,750	8,850	6,650	900	34	0.8	3	0.1
2012	17			C	7,150	7,900	7,700	6,450	1,100	25	0.6	5	0.1
2013	17			C	7,100	7,800	7,750	6,400	1,100	31	0.8	2	0.1
2014	17			C	7,100	7,800	7,600	6,400	1,150	14	0.4	4	0.1
2015	17			C	7,500	8,250	8,050	6,750	1,200	19	0.5	1	0.0
2016	17			C	7,850	8,650	8,400	7,050	1,300	20	0.5	4	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2017	17			C	8,200	8,950	8,950	7,450	1,350	22	0.5	0	0.0
2018	17			C	8,600	9,450	9,350	7,750	1,050	24	0.5	3	0.1
2019	17			C	8,850	9,650	9,600	8,000	1,150	29	0.6	2	0.0
2021	17			C	8,850	9,650	9,550	8,000	1,150	19	0.4	3	0.1
1988	17	JOUDREY DR	5.7	CR	6,200	7,950	7,450	5,150	560	14	1.1	0	0.0
1989	17			CR	6,450	8,250	7,700	5,400	640	9	0.7	0	0.0
1990	17			CR	6,700	8,300	7,700	6,050	670	19	1.4	2	0.1
1991	17			CR	6,900	8,500	7,950	6,200	690	16	1.1	5	0.3
1992	17			CR	7,100	8,750	8,100	6,400	710	17	1.1	4	0.3
1993	17			CR	7,200	8,850	8,300	6,500	720	8	0.5	0	0.0
1994	17			CR	7,450	9,150	8,500	6,700	740	17	1.1	3	0.2
1995	17			CR	7,600	9,400	8,950	6,550	760	5	0.3	0	0.0
1996	17			CR	7,850	9,700	9,200	6,700	780	8	0.5	0	0.0
1997	17			CR	8,050	10,000	9,500	6,850	800	8	0.5	0	0.0
1998	17			CR	8,250	10,100	9,650	7,000	820	12	0.7	1	0.1
1999	17			CR	7,650	9,400	8,950	6,500	760	4	0.2	0	0.0
2000	17			CR	7,600	9,350	8,900	6,450	760	11	0.7	1	0.1
2001	17			CR	7,200	8,850	8,450	6,100	720	3	0.2	1	0.1
2002	17			CR	7,550	9,250	8,850	6,350	760	6	0.4	0	0.0
2003	17			CR	7,300	8,900	8,550	6,200	880	8	0.5	0	0.0
2004	17			CR	7,600	9,350	8,900	6,400	910	15	0.9	1	0.1
2005	17			CR	7,550	9,150	8,800	6,350	910	11	0.7	2	0.1
2006	17			CR	7,400	8,950	8,600	6,250	890	9	0.6	0	0.0
2007	17			CR	7,500	9,100	9,050	6,300	900	10	0.6	1	0.1
2008	17			CR	7,500	9,100	9,000	6,300	900	11	0.7	0	0.0
2009	17			CR	7,750	9,300	9,000	6,600	930	11	0.7	0	0.0
2010	17			CR	7,950	9,550	9,200	6,700	950	8	0.5	0	0.0
2011	17			CR	8,200	9,550	9,650	7,300	980	16	0.9	0	0.0
2012	17			C	8,400	9,250	9,050	7,550	1,600	14	0.8	3	0.2
2013	17			C	8,000	8,800	8,700	7,200	1,550	19	1.1	3	0.2
2014	17			C	7,700	8,450	8,250	6,950	890	13	0.8	2	0.1
2015	17			C	8,050	8,850	8,600	7,250	930	8	0.5	0	0.0
2016	17			C	8,400	9,250	9,000	7,550	970	6	0.3	0	0.0
2017	17			C	8,800	9,650	9,600	8,000	1,000	10	0.5	4	0.2
2018	17			C	9,150	10,000	9,950	8,250	1,100	10	0.5	1	0.1
2019	17			C	9,350	10,200	10,200	8,450	1,100	15	0.8	2	0.1
2021	17			C	9,400	10,200	10,200	8,500	1,150	8	0.4	1	0.1
1988	17	SEC HWY 537 NICKEL CENTRE	4.8	CR	7,500	9,600	9,000	6,200	600	25	1.9	3	0.2
1989	17			LT	7,850	10,900	10,800	5,800	710	26	1.9	2	0.1
1990	17			LT	8,200	12,000	11,500	6,000	740	21	1.5	2	0.1
1991	17			LT	8,500	11,900	11,500	6,300	760	24	1.6	5	0.3

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1992	17			CR	8,800	10,800	10,000	7,900	790	25	1.6	4	0.3
1993	17			CR	9,200	11,300	10,600	8,300	830	17	1.1	2	0.1
1994	17			CR	9,500	11,700	10,800	8,550	860	9	0.5	0	0.0
1995	17			CR	9,950	12,300	11,700	8,550	1,100	12	0.7	3	0.2
1996	17			CR	10,200	12,600	12,000	8,700	1,100	13	0.7	1	0.1
1997	17			IC	10,500	11,800	11,900	9,250	1,150	20	1.1	6	0.3
1998	17			IC	10,800	12,100	12,100	9,600	760	11	0.6	1	0.1
1999	17			IC	10,400	11,600	11,600	9,250	1,050	13	0.7	1	0.1
2000	17			IC	10,500	11,800	11,800	9,350	1,050	10	0.5	1	0.1
2001	17			CR	10,500	12,900	12,300	8,850	940	11	0.6	1	0.1
2002	17			CR	10,700	13,100	12,500	9,000	960	14	0.8	2	0.1
2003	17			CR	10,800	13,200	12,600	9,150	970	10	0.5	2	0.1
2004	17			CR	10,700	13,200	12,500	9,050	960	19	1.0	3	0.2
2005	17			CR	11,000	13,300	12,800	9,250	990	19	1.0	3	0.2
2006	17			CR	11,100	13,500	12,900	9,350	780	9	0.5	1	0.1
2007	17			CR	11,200	13,600	13,600	9,450	780	17	0.9	5	0.3
2008	17			CR	11,300	13,700	13,600	9,500	790	16	0.8	3	0.2
2009	17			CR	11,400	13,700	13,200	9,700	800	11	0.6	2	0.1
2010	17			CR	11,500	13,800	13,300	9,700	800	11	0.6	0	0.0
2011	17			CR	11,600	13,500	13,700	10,300	810	13	0.6	0	0.0
2012	17			C	11,700	12,900	12,600	10,500	1,700	15	0.7	2	0.1
2013	17			C	11,800	13,000	12,800	10,600	1,700	18	0.9	0	0.0
2014	17			C	11,900	13,100	12,700	10,700	1,150	20	1.0	0	0.0
2015	17			C	12,000	13,200	12,800	10,800	1,150	16	0.8	1	0.0
2016	17			C	12,100	13,300	12,900	10,900	1,150	13	0.6	1	0.0
2017	17			C	12,200	13,300	13,300	11,100	1,150	11	0.5	0	0.0
2018	17			C	12,100	13,300	13,200	10,900	1,350	25	1.2	3	0.1
2019	17			C	12,400	13,600	13,500	11,200	1,350	12	0.6	1	0.0
2021	17			C	12,600	13,700	13,600	11,400	1,400	9	0.4	0	0.0
1988	17	REG RD 90 GARSON CONISTON RD (N)	3.4	IC	8,350	9,700	9,450	7,350	670	9	0.9	2	0.2
1989	17			CR	9,350	12,000	11,100	7,850	750	13	1.1	0	0.0
1990	17			CR	9,700	12,000	11,200	8,750	780	17	1.4	3	0.3
1991	17			CR	10,100	12,400	11,600	9,100	810	15	1.2	2	0.2
1992	17			CR	11,200	13,800	12,800	10,100	900	17	1.2	4	0.3
1993	17			CR	11,500	14,100	13,200	10,400	920	10	0.7	4	0.3
1994	17			CR	11,300	13,900	12,900	10,200	900	8	0.6	3	0.2
1995	17			CR	11,800	14,600	13,900	10,200	1,300	27	1.9	5	0.3
1996	17			CR	12,100	15,000	14,200	10,300	1,350	14	0.9	4	0.3
1997	17			IC	12,500	14,000	14,100	11,000	1,400	9	0.6	1	0.1
1998	17			IC	12,000	13,400	13,400	10,700	960	6	0.4	0	0.0
1999	17			IC	12,500	14,000	14,000	11,100	1,000	18	1.2	1	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2000	17			IC	12,600	14,100	14,100	11,200	1,000	26	1.7	7	0.5
2001	17			IC	13,000	14,500	14,600	11,500	1,150	16	1.0	4	0.3
2002	17			IC	13,000	14,500	14,600	11,500	910	14	0.9	1	0.1
2003	17			IC	13,200	14,700	14,900	11,700	920	16	1.0	5	0.3
2004	17			IC	13,200	14,800	14,800	11,700	920	16	1.0	2	0.1
2005	17			IC	13,500	15,000	15,200	11,900	940	15	0.9	5	0.3
2006	17			IC	13,700	15,200	15,400	12,100	1,100	16	1.0	3	0.2
2007	17			IC	13,900	15,400	15,900	12,300	1,100	10	0.6	1	0.1
2008	17			IC	14,100	15,600	15,100	12,400	1,150	11	0.6	1	0.1
2009	17			IC	14,200	15,800	15,900	12,600	1,150	18	1.0	2	0.1
2010	17			IC	14,400	15,900	16,100	12,800	1,150	20	1.1	1	0.1
2011	17			IC	14,600	16,100	16,700	13,100	1,150	14	0.8	0	0.0
2012	17			UC	14,700	14,800	15,700	14,000	1,200	10	0.6	2	0.1
2013	17			UC	14,900	14,900	15,000	14,100	1,200	18	1.0	2	0.1
2014	17			C	15,100	16,600	16,200	13,600	1,200	22	1.2	4	0.2
2015	17			C	15,300	16,800	16,400	13,800	1,200	21	1.1	1	0.1
2016	17			C	15,400	16,900	16,500	13,900	1,250	14	0.7	1	0.1
2017	17			C	15,600	17,100	17,000	14,200	1,250	17	0.9	2	0.1
2018	17			C	15,800	17,300	17,200	14,300	1,250	16	0.8	0	0.0
2019	17			C	16,000	17,500	17,400	14,500	2,400	20	1.0	2	0.1
2021	17			C	16,300	17,700	17,600	14,800	2,450	13	0.7	0	0.0
1995	17	E JCT SUDBURY REG RD 55	11.1	CR	4,950	6,150	5,850	4,250	540	9	0.5	2	0.1
1996	17			CR	5,050	6,250	5,950	4,300	560	14	0.7	1	0.0
1997	17			IC	5,000	5,600	5,650	4,400	550	7	0.3	0	0.0
1998	17			IC	4,900	5,500	5,500	4,350	690	8	0.4	0	0.0
1999	17			IC	5,450	6,100	6,100	4,850	760	8	0.4	2	0.1
2000	17			IC	5,600	6,250	6,250	5,000	780	13	0.6	2	0.1
2001	17			IC	5,800	6,500	6,500	5,150	640	16	0.7	3	0.1
2002	17			IC	6,000	6,700	6,750	5,300	660	11	0.5	1	0.0
2003	17			IC	6,200	6,900	7,000	5,500	810	17	0.7	4	0.2
2004	17			IC	6,300	7,050	7,100	5,550	820	12	0.5	3	0.1
2005	17			IC	6,600	7,350	7,400	5,800	860	11	0.4	3	0.1
2006	17			IC	6,800	7,550	7,650	6,000	1,150	15	0.5	3	0.1
2007	17			IC	6,850	7,600	7,850	6,050	1,100	15	0.5	3	0.1
2008	17			IC	7,050	7,800	7,550	6,200	1,150	21	0.7	5	0.2
2009	17			IC	7,700	8,550	8,600	6,850	1,100	19	0.6	3	0.1
2010	17			IC	7,750	8,600	8,650	6,850	1,100	15	0.5	4	0.1
2011	17			IC	7,750	8,500	8,850	6,950	1,250	12	0.4	2	0.1
2012	17			UC	7,900	7,950	8,450	7,500	1,450	11	0.3	3	0.1
2013	17			UC	8,100	8,150	8,150	7,700	1,450	19	0.6	4	0.1
2014	17			C	8,300	9,150	8,900	7,450	1,100	18	0.5	7	0.2

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2015	17			C	9,100	10,000	9,750	8,200	1,200	12	0.3	3	0.1
2016	17			C	9,750	10,700	10,400	8,800	1,250	16	0.4	2	0.1
2017	17			C	10,400	11,400	11,400	9,450	1,350	20	0.5	2	0.0
2018	17			C	10,800	11,800	11,800	9,750	1,400	13	0.3	2	0.0
2019	17			C	11,400	12,500	12,400	10,300	3,100	17	0.4	2	0.0
2021	17			C	11,500	12,500	12,400	10,400	3,100	12	0.3	1	0.0
1995	17	HWY 69 IC OP (E & WBL)	3.4	LT	3,550	5,100	4,950	2,600	640	11	2.5	3	0.7
1996	17			LT	3,550	5,000	4,900	2,600	640	9	2.1	2	0.5
1997	17			LT	3,500	4,950	4,850	2,600	770	11	2.6	6	1.4
1998	17			LT	3,450	4,850	4,750	2,500	590	15	3.5	3	0.7
1999	17			LT	4,100	5,700	5,600	3,000	700	5	1.0	3	0.6
2000	17			LT	4,350	6,050	5,950	3,200	740	7	1.3	3	0.6
2001	17			LT	4,650	6,500	6,350	3,400	930	4	0.7	1	0.2
2002	17			LT	4,800	6,700	6,550	3,500	960	6	1.0	0	0.0
2003	17			LT	5,000	6,900	6,750	3,700	1,000	8	1.3	2	0.3
2004	17			LT	5,250	7,350	7,150	3,850	1,050	1	0.2	0	0.0
2005	17			LT	5,450	7,450	7,300	4,000	1,100	7	1.0	1	0.1
2006	17			LT	5,800	7,950	7,750	4,250	640	5	0.7	2	0.3
2007	17			LT	5,900	8,100	8,300	4,350	650	7	1.0	1	0.1
2008	17			LT	6,150	8,450	8,050	4,550	680	4	0.5	1	0.1
2009	17			LT	6,350	8,550	8,400	4,700	700	4	0.5	1	0.1
2010	17			LT	6,600	8,850	8,700	4,850	730	4	0.5	1	0.1
2011	17			LT	6,800	8,700	8,900	5,600	750	8	1.0	1	0.1
2012	17			UC	7,050	7,100	7,550	6,700	1,850	7	0.8	2	0.2
2013	17			UC	7,250	7,250	7,300	6,900	1,900	4	0.4	0	0.0
2014	17			C	7,500	8,250	8,050	6,750	1,550	6	0.7	0	0.0
2015	17			C	7,900	8,700	8,450	7,100	1,600	6	0.6	0	0.0
2016	17			C	8,350	9,200	8,950	7,500	1,700	2	0.2	0	0.0
2017	17			C	8,800	9,650	9,600	8,000	1,800	2	0.2	0	0.0
2018	17			C	9,200	10,100	10,000	8,300	1,750	4	0.4	2	0.2
2019	17			C	9,050	9,900	9,850	8,200	1,800	7	0.6	1	0.1
2021	17			C	9,100	9,900	9,850	8,250	1,800	4	0.4	1	0.1
1995	17	SUDBURY RD 80 LONG LAKE ROAD	8.0	LT	6,800	9,750	9,500	5,000	820	10	0.5	1	0.1
1996	17			LT	6,900	9,750	9,500	5,050	1,050	21	1.0	2	0.1
1997	17			LT	6,950	9,800	9,600	5,150	900	12	0.6	1	0.0
1998	17			CTR	7,050	8,950	8,600	5,900	920	17	0.8	2	0.1
1999	17			CTR	7,700	9,700	9,300	6,450	1,150	19	0.8	4	0.2
2000	17			CTR	8,000	10,100	9,700	6,700	1,200	20	0.9	6	0.3
2001	17			CTR	8,550	10,800	10,300	7,200	1,100	16	0.6	6	0.2
2002	17			CTR	8,600	10,800	10,400	7,250	1,100	21	0.8	4	0.2
2003	17			CTR	8,900	11,100	10,600	7,550	1,150	15	0.6	1	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2004	17			CTR	9,200	11,600	11,100	7,750	1,200	11	0.4	5	0.2
2005	17			CTR	9,500	11,800	11,300	8,050	1,250	8	0.3	0	0.0
2006	17			CTR	9,800	12,100	11,600	8,300	1,450	16	0.6	3	0.1
2007	17			CTR	10,100	12,500	12,400	8,550	1,500	14	0.5	0	0.0
2008	17			CTR	10,400	12,900	12,600	8,850	1,550	18	0.6	3	0.1
2009	17			IC	10,700	11,900	12,000	9,500	1,600	10	0.3	5	0.2
2010	17			IC	11,000	12,200	12,300	9,750	1,650	7	0.2	4	0.1
2011	17			IC	11,300	12,400	12,900	10,100	1,700	15	0.5	2	0.1
2012	17			UC	11,600	11,700	12,400	11,000	1,750	10	0.3	0	0.0
2013	17			UC	11,900	11,900	12,000	11,300	1,800	9	0.3	0	0.0
2014	17			C	12,200	13,400	13,100	11,000	1,850	13	0.4	4	0.1
2015	17			C	12,800	14,100	13,700	11,500	1,900	8	0.2	1	0.0
2016	17			C	13,400	14,700	14,300	12,100	2,000	10	0.3	4	0.1
2017	17			C	14,100	15,400	15,400	12,800	2,100	10	0.2	3	0.1
2018	17			C	14,700	16,100	16,000	13,300	2,200	12	0.3	3	0.1
2019	17			C	14,400	15,700	15,600	13,000	2,150	15	0.4	0	0.0
2021	17			C	14,300	15,600	15,500	13,000	2,150	12	0.3	2	0.0
1995	17	FIELDING RD (N) KANTOLA RD (S)	1.9	LT	5,300	7,600	7,400	3,900	640	0	0.0	0	0.0
1996	17			LT	5,750	8,100	7,900	4,250	690	6	1.5	2	0.5
1997	17			LT	6,300	8,900	8,700	4,650	760	6	1.4	3	0.7
1998	17			LT	6,550	9,150	8,950	4,800	790	5	1.1	0	0.0
1999	17			LT	7,000	9,750	9,500	5,100	1,050	6	1.3	2	0.4
2000	17			LT	7,600	10,600	10,400	5,550	1,150	1	0.2	0	0.0
2001	17			LT	7,750	10,800	10,600	5,700	930	1	0.2	0	0.0
2002	17			LT	8,300	11,600	11,300	6,100	1,000	10	1.8	0	0.0
2003	17			IR	8,500	10,300	9,350	7,200	1,450	2	0.3	0	0.0
2004	17			IR	9,050	11,200	10,000	7,650	2,100	5	0.8	0	0.0
2005	17			IR	8,950	10,800	9,800	7,650	2,050	3	0.5	2	0.3
2006	17			IR	9,250	11,200	10,100	7,850	920	3	0.5	1	0.2
2007	17			CR	9,000	10,900	10,900	7,600	1,700	2	0.3	0	0.0
2008	17			IC	10,100	11,200	10,800	8,900	1,900	3	0.4	0	0.0
2009	17			SC	9,850	10,400	11,500	8,650	1,650	6	0.9	2	0.3
2010	17			SC	10,600	11,200	12,400	9,350	1,800	4	0.6	0	0.0
2011	17			IC	10,900	12,000	12,400	9,800	2,050	6	0.8	1	0.1
2012	17			UC	11,200	11,300	12,000	10,600	2,850	2	0.3	0	0.0
2013	17			LT	11,500	15,000	15,000	8,700	3,400	3	0.4	0	0.0
2014	17			LT	11,900	15,500	15,800	9,000	2,700	1	0.1	0	0.0
2015	17			LT	12,500	16,300	16,600	9,450	2,800	2	0.2	0	0.0
2016	17			LT	13,000	17,000	17,300	9,800	2,900	3	0.3	2	0.2
2017	17			LT	13,600	17,300	17,300	11,400	3,050	4	0.4	1	0.1
2018	17			LT	14,200	18,100	18,100	11,900	2,250	4	0.4	1	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2019	17			LT	12,900	16,400	16,400	10,800	4,900	2	0.2	0	0.0
2021	17			LT	14,200	17,800	17,800	11,900	5,400	0	0.0	0	0.0
1988	17	SUDBURY ROAD 55 IC UP	5.1	IT	5,500	8,000	7,300	4,050	820	6	0.6	0	0.0
1989	17			IT	5,700	7,900	7,650	4,450	860	13	1.2	0	0.0
1990	17			IT	5,800	7,350	7,200	4,850	870	6	0.6	2	0.2
1991	17			IT	5,600	7,300	6,900	4,800	840	6	0.6	1	0.1
1992	17			LT	5,500	7,650	7,450	4,250	820	2	0.2	0	0.0
1993	17			LT	5,700	7,900	7,050	4,200	860	11	1.0	0	0.0
1994	17			LT	6,050	8,850	8,550	4,400	850	6	0.5	0	0.0
1995	17			LT	6,200	8,900	8,650	4,550	870	13	1.1	1	0.1
1996	17			LT	6,250	8,850	8,600	4,600	880	6	0.5	0	0.0
1997	17			LT	6,400	9,000	8,850	4,750	900	5	0.4	0	0.0
1998	17			LT	6,550	9,150	8,950	4,800	1,050	8	0.7	1	0.1
1999	17			LT	6,650	9,250	9,050	4,850	1,150	7	0.6	2	0.2
2000	17			LT	6,800	9,450	9,250	4,950	1,150	10	0.8	1	0.1
2001	17			LT	6,900	9,650	9,400	5,050	1,050	8	0.6	3	0.2
2002	17			LT	7,000	9,800	9,550	5,150	1,050	14	1.1	2	0.2
2003	17			LT	7,150	9,850	9,600	5,300	1,450	8	0.6	1	0.1
2004	17			LT	7,250	10,100	9,850	5,300	2,250	5	0.4	0	0.0
2005	17			LT	7,450	10,200	10,000	5,500	2,300	10	0.7	2	0.1
2006	17			LT	7,500	10,300	10,000	5,500	1,700	4	0.3	0	0.0
2007	17			IR	7,800	9,450	9,400	6,600	1,850	12	0.8	2	0.1
2008	17			IC	7,950	8,800	8,500	7,000	1,850	9	0.6	2	0.1
2009	17			IC	7,950	8,800	8,900	7,100	1,850	6	0.4	1	0.1
2010	17			IC	8,100	8,950	9,050	7,200	1,850	6	0.4	2	0.1
2011	17			IC	8,250	9,050	9,400	7,400	1,900	9	0.6	3	0.2
2012	17			IC	8,350	9,250	8,950	7,400	1,900	11	0.7	1	0.1
2013	17			IC	8,500	9,400	9,350	7,550	1,950	11	0.7	1	0.1
2014	17			IC	8,600	9,500	9,500	7,650	2,000	9	0.6	1	0.1
2015	17			IC	8,750	9,700	9,650	7,750	2,000	11	0.7	1	0.1
2016	17			IC	8,900	9,850	9,800	7,900	2,050	14	0.8	2	0.1
2017	17			IC	9,000	9,850	9,950	8,150	2,050	10	0.6	2	0.1
2018	17			IC	9,150	10,100	10,100	8,300	2,100	7	0.4	0	0.0
2019	17			IC	9,250	10,200	10,200	8,350	2,850	10	0.6	1	0.1
2021	17			IC	9,550	10,400	10,400	8,650	2,950	5	0.3	0	0.0
1988	17	HWY 144 UP IC	14.6	IR	5,800	7,550	6,400	4,650	810	28	0.9	0	0.0
1989	17			IR	5,900	7,600	6,550	4,850	830	24	0.8	1	0.0
1990	17			IR	6,000	7,600	6,650	4,900	840	17	0.5	3	0.1
1991	17			LT	5,600	7,850	7,550	4,150	780	27	0.9	4	0.1
1992	17			LT	5,700	7,900	7,700	4,400	800	20	0.7	5	0.2
1993	17			LT	5,800	8,000	7,200	4,250	810	21	0.7	2	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1994	17			LT	6,000	8,800	8,500	4,350	840	28	0.9	2	0.1
1995	17			LT	6,050	8,700	8,450	4,450	850	25	0.8	3	0.1
1996	17			LT	6,150	8,700	8,450	4,500	860	20	0.6	2	0.1
1997	17			LT	6,200	8,750	8,550	4,600	870	19	0.6	4	0.1
1998	17			LT	6,200	8,700	8,500	4,550	870	29	0.9	8	0.2
1999	17			LT	6,400	8,900	8,700	4,650	1,000	28	0.8	3	0.1
2000	17			LT	6,450	9,000	8,800	4,700	1,050	32	0.9	8	0.2
2001	17			LT	6,250	8,750	8,500	4,600	880	28	0.8	5	0.2
2002	17			LT	6,300	8,800	8,600	4,600	880	34	1.0	4	0.1
2003	17			LT	6,300	8,650	8,500	4,650	880	22	0.7	1	0.0
2004	17			LT	6,150	8,600	8,350	4,500	860	33	1.0	4	0.1
2005	17			LT	6,350	8,700	8,500	4,650	890	28	0.8	2	0.1
2006	17			LT	6,550	8,950	8,750	4,850	920	27	0.8	8	0.2
2007	17			LT	6,600	9,050	9,300	4,850	920	27	0.8	1	0.0
2008	17			LT	6,650	9,100	8,700	4,900	930	30	0.8	7	0.2
2009	17			LT	6,650	9,000	8,800	4,900	930	22	0.6	3	0.1
2010	17			LT	7,000	9,400	9,200	5,150	980	34	0.9	3	0.1
2011	17			LT	6,750	8,650	8,800	5,550	940	19	0.5	2	0.1
2012	17			LT	8,000	10,400	9,950	6,050	1,800	22	0.5	1	0.0
2013	17			LT	7,100	9,250	9,250	5,350	1,600	24	0.6	3	0.1
2014	17			LT	7,200	9,400	9,550	5,450	1,500	28	0.7	9	0.2
2015	17			LT	7,250	9,450	9,650	5,450	1,500	24	0.6	1	0.0
2016	17			LT	7,300	9,550	9,700	5,500	1,500	29	0.7	7	0.2
2017	17			LT	7,350	9,350	9,350	6,150	1,500	22	0.6	3	0.1
2018	17			LT	7,400	10,400	10,300	5,700	2,900	23	0.6	7	0.2
2019	17			LT	7,500	10,500	10,400	5,800	3,000	28	0.7	4	0.1
2021	17			LT	7,600	10,400	10,300	5,850	3,050	19	0.5	1	0.0
1988	17	W JCT SUDBURY REG RD 55	1.9	IR	6,950	9,050	7,650	5,550	900	12	2.5	0	0.0
1989	17			IR	7,200	9,300	8,000	5,900	940	9	1.8	1	0.2
1990	17			IR	7,450	9,450	8,250	6,100	970	7	1.4	1	0.2
1991	17			LT	7,150	10,000	9,650	5,300	930	11	2.2	3	0.6
1992	17			LT	6,850	9,500	9,250	5,250	820	13	2.7	2	0.4
1993	17			LT	6,900	9,550	8,550	5,050	830	14	2.9	3	0.6
1994	17			LT	7,050	10,300	9,950	5,100	850	16	3.3	6	1.2
1995	17			LT	6,900	9,900	9,650	5,050	830	13	2.7	2	0.4
1996	17			LT	7,050	9,950	9,700	5,200	850	12	2.5	2	0.4
1997	17			LT	7,050	9,950	9,750	5,200	850	8	1.6	0	0.0
1998	17			LT	7,200	10,100	9,850	5,250	1,150	9	1.8	2	0.4
1999	17			LT	7,300	10,100	9,950	5,350	1,100	6	1.2	0	0.0
2000	17			LT	7,400	10,300	10,100	5,400	1,100	5	1.0	4	0.8
2001	17			LT	7,300	10,200	9,950	5,350	950	8	1.6	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2002	17			LT	7,600	10,600	10,300	5,600	990	5	1.0	0	0.0
2003	17			LT	7,550	10,400	10,200	5,600	1,450	4	0.8	2	0.4
2004	17			LT	7,950	11,100	10,800	5,850	2,000	7	1.3	3	0.5
2005	17			LT	7,800	10,700	10,400	5,750	1,350	7	1.3	0	0.0
2006	17			LT	7,900	10,800	10,500	5,800	1,350	10	1.8	0	0.0
2007	17			IR	8,500	10,300	10,300	7,200	1,800	4	0.7	1	0.2
2008	17			CR	8,550	10,300	10,300	7,200	1,800	6	1.0	1	0.2
2009	17			LT	9,200	12,400	12,100	6,800	1,750	11	1.7	0	0.0
2010	17			LT	8,700	11,700	11,500	6,400	1,650	11	1.8	2	0.3
2011	17			LT	8,850	11,300	11,600	7,300	1,750	10	1.6	3	0.5
2012	17			LT	8,950	11,700	11,100	6,800	2,300	9	1.5	0	0.0
2013	17			CTR	9,100	11,100	11,400	7,750	2,900	11	1.8	2	0.3
2014	17			CTR	9,300	11,300	11,400	7,900	2,950	3	0.5	1	0.2
2015	17			CTR	9,400	11,500	11,600	8,000	2,950	8	1.2	0	0.0
2016	17			CTR	9,550	11,700	11,700	8,100	3,000	6	0.9	1	0.2
2017	17			CTR	9,950	13,300	13,200	8,100	2,500	10	1.5	2	0.3
2018	17			CTR	9,800	13,100	13,000	8,000	1,950	8	1.2	1	0.1
2019	17			CTR	9,950	13,300	13,200	8,100	1,900	10	1.5	0	0.0
2021	17			CTR	10,200	13,300	13,200	8,300	1,950	7	1.0	4	0.6
1988	17	FAIRBANKS LAKE RD (N) DEN/LOU RD (S)	18.2	IR	5,900	7,650	6,500	4,700	710	30	0.8	10	0.3
1989	17			IR	5,950	7,700	6,600	4,900	710	26	0.7	6	0.2
1990	17			IR	6,050	7,700	6,700	4,950	730	34	0.8	4	0.1
1991	17			LT	5,850	8,200	7,900	4,350	700	27	0.7	2	0.1
1992	17			LT	6,150	8,550	8,300	4,750	860	33	0.8	2	0.0
1993	17			LT	6,300	8,700	7,800	4,600	880	39	0.9	8	0.2
1994	17			LT	6,450	9,450	9,100	4,700	900	50	1.2	12	0.3
1995	17			LT	6,500	9,350	9,050	4,750	840	27	0.6	5	0.1
1996	17			LT	6,650	9,400	9,150	4,900	860	35	0.8	4	0.1
1997	17			LT	6,750	9,500	9,300	5,000	880	30	0.7	8	0.2
1998	17			LT	7,050	9,850	9,650	5,150	1,150	34	0.7	4	0.1
1999	17			LT	7,100	9,850	9,650	5,200	1,150	32	0.7	11	0.2
2000	17			LT	7,250	10,100	9,900	5,300	1,150	39	0.8	8	0.2
2001	17			LT	7,400	10,400	10,100	5,400	960	26	0.5	7	0.1
2002	17			LT	7,550	10,600	10,300	5,550	980	37	0.7	10	0.2
2003	17			LT	7,700	10,600	10,400	5,700	1,000	44	0.9	4	0.1
2004	17			LT	7,850	11,000	10,700	5,750	1,000	40	0.8	10	0.2
2005	17			IC	8,000	8,900	9,000	7,050	1,700	39	0.7	4	0.1
2006	17			IC	8,150	9,050	9,150	7,200	1,700	30	0.6	7	0.1
2007	17			IC	8,300	9,200	9,500	7,350	1,750	32	0.6	5	0.1
2008	17			CR	8,450	10,200	10,100	7,100	1,750	42	0.7	9	0.2
2009	17			CR	8,600	10,300	10,000	7,300	1,800	38	0.7	8	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2010	17			CR	8,750	10,500	10,100	7,400	1,850	33	0.6	4	0.1
2011	17			CR	8,900	10,400	10,500	7,900	1,850	59	1.0	8	0.1
2012	17			CTR	9,050	11,000	10,800	7,700	2,300	40	0.7	12	0.2
2013	17			CTR	8,950	10,900	11,300	7,600	2,300	44	0.7	12	0.2
2014	17			CTR	8,100	9,900	9,950	6,900	1,650	55	1.0	8	0.1
2015	17			CTR	9,200	11,200	11,300	7,800	1,900	48	0.8	7	0.1
2016	17			CTR	9,350	11,400	11,500	7,950	1,900	50	0.8	9	0.1
2017	17			CTR	9,450	12,600	12,600	7,700	1,900	52	0.8	7	0.1
2018	17			CTR	9,600	12,800	12,800	7,800	1,900	54	0.8	9	0.1
2019	17			CTR	9,700	12,900	12,900	7,900	1,850	51	0.8	9	0.1
2021	17			CTR	10,000	13,000	13,000	8,150	1,900	35	0.5	2	0.0
1988	17	SMITH ST (S) HWY 7082 (N)	16.2	IT	6,550	9,500	8,700	4,850	1,250	29	0.7	11	0.3
1989	17			CTR	6,650	8,450	8,050	5,700	1,250	30	0.8	4	0.1
1990	17			CTR	6,750	8,450	7,950	5,850	880	36	0.9	9	0.2
1991	17			CTR	6,550	8,250	8,200	5,700	790	28	0.7	8	0.2
1992	17			LT	6,900	9,600	9,300	5,300	830	37	0.9	3	0.1
1993	17			LT	7,050	9,750	8,750	5,150	850	45	1.1	13	0.3
1994	17			LT	7,550	11,100	10,700	5,500	910	37	0.8	12	0.3
1995	17			LT	7,750	11,100	10,800	5,650	1,100	34	0.7	8	0.2
1996	17			LT	7,900	11,200	10,900	5,800	1,100	39	0.8	8	0.2
1997	17			IR	8,100	10,100	9,050	6,900	1,150	45	0.9	7	0.1
1998	17			IR	8,850	11,000	9,900	7,450	1,400	26	0.5	5	0.1
1999	17			IR	8,500	10,500	9,450	7,150	1,350	32	0.6	5	0.1
2000	17			IR	8,750	10,700	9,700	7,400	1,400	24	0.5	4	0.1
2001	17			CR	8,700	10,700	10,200	7,350	1,050	19	0.4	5	0.1
2002	17			CR	9,100	11,200	10,700	7,650	1,100	30	0.6	7	0.1
2003	17			CR	9,300	11,300	10,900	7,850	1,100	19	0.3	3	0.1
2004	17			IR	9,500	11,700	10,500	8,050	1,150	34	0.6	9	0.2
2005	17			IC	9,700	10,800	10,900	8,550	1,150	24	0.4	6	0.1
2006	17			IC	9,750	10,800	10,900	8,650	1,150	20	0.3	5	0.1
2007	17			IC	9,900	11,000	11,300	8,750	1,100	26	0.4	4	0.1
2008	17			IC	10,200	11,300	10,900	9,000	1,100	31	0.5	7	0.1
2009	17			IC	10,300	11,400	11,500	9,150	1,150	40	0.7	4	0.1
2010	17			CR	10,100	12,100	11,700	8,550	1,100	32	0.5	5	0.1
2011	17			CR	10,600	12,300	12,500	9,450	1,150	33	0.5	3	0.0
2012	17			LT	9,650	12,600	12,000	7,300	2,050	37	0.6	3	0.1
2013	17			LT	9,600	12,500	12,500	7,250	2,050	42	0.7	3	0.1
2014	17			CTR	9,550	11,700	11,700	8,100	1,650	40	0.7	5	0.1
2015	17			CTR	9,700	11,800	11,900	8,250	1,650	36	0.6	3	0.1
2016	17			CTR	9,850	12,000	12,100	8,350	1,700	38	0.7	2	0.0
2017	17			CTR	10,500	14,000	14,000	8,550	3,250	37	0.6	5	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2018	17			CTR	10,400	13,900	13,800	8,450	1,850	31	0.5	5	0.1
2019	17			CTR	10,700	14,300	14,200	8,700	1,800	30	0.5	5	0.1
2021	17			CTR	10,900	14,200	14,100	8,900	1,850	15	0.2	2	0.0
1988	17	HWY 6(TO ESPANOLA)	8.0	LT	5,400	7,650	7,600	4,100	650	14	0.9	2	0.1
1989	17			LT	5,700	7,900	7,850	4,200	680	15	0.9	1	0.1
1990	17			LT	5,850	8,550	8,200	4,250	700	8	0.5	1	0.1
1991	17			LT	5,750	8,050	7,750	4,250	690	8	0.5	3	0.2
1992	17			LT	5,750	8,000	7,750	4,450	750	7	0.4	1	0.1
1993	17			LT	6,100	8,450	7,550	4,450	790	19	1.1	3	0.2
1994	17			LT	6,450	9,450	9,100	4,700	840	17	0.9	1	0.1
1995	17			LT	6,700	9,650	9,350	4,900	940	15	0.8	0	0.0
1996	17			LT	6,900	9,750	9,500	5,050	970	11	0.5	2	0.1
1997	17			IR	7,100	8,900	7,950	6,050	990	20	1.0	9	0.4
1998	17			IR	7,350	9,100	8,250	6,150	1,200	6	0.3	0	0.0
1999	17			IR	7,050	8,750	7,850	5,900	1,150	9	0.4	0	0.0
2000	17			IR	7,000	8,600	7,750	5,900	1,100	11	0.5	3	0.1
2001	17			IR	6,900	8,550	7,650	5,850	900	7	0.3	0	0.0
2002	17			IR	6,950	8,550	7,700	5,900	900	15	0.7	0	0.0
2003	17			IR	6,800	8,250	7,500	5,750	1,450	13	0.7	2	0.1
2004	17			IR	6,950	8,600	7,700	5,900	2,000	9	0.4	0	0.0
2005	17			IC	6,850	7,600	7,700	6,050	1,250	9	0.4	1	0.0
2006	17			IC	7,000	7,800	7,850	6,200	1,250	7	0.3	0	0.0
2007	17			IC	7,000	7,800	8,000	6,200	1,250	11	0.5	2	0.1
2008	17			IC	7,050	7,800	7,550	6,200	920	5	0.2	1	0.0
2009	17			IC	7,050	7,850	7,900	6,250	920	12	0.6	0	0.0
2010	17			IT	7,050	8,850	8,850	5,800	920	6	0.3	2	0.1
2011	17			IT	7,050	9,450	9,450	5,800	920	7	0.3	2	0.1
2012	17			IT	7,100	8,900	8,550	5,900	920	13	0.6	1	0.0
2013	17			IT	7,100	8,900	8,950	5,850	920	6	0.3	1	0.0
2014	17			CR	6,350	7,500	7,450	5,400	1,300	13	0.7	3	0.2
2015	17			CR	7,000	8,250	8,200	5,950	1,450	10	0.5	0	0.0
2016	17			CR	7,050	8,300	8,250	6,000	1,450	14	0.7	1	0.0
2017	17			CR	7,050	8,150	8,200	6,350	1,450	16	0.8	0	0.0
2018	17			CR	7,200	8,350	8,400	6,450	2,150	9	0.4	0	0.0
2019	17			CR	7,050	8,200	8,250	6,350	1,250	10	0.5	0	0.0
2021	17			CR	7,050	8,100	8,150	6,350	1,250	9	0.4	0	0.0
1988	17	WEBBWOOD E LTS	17.3	LT	4,400	6,250	6,200	3,350	620	30	1.1	3	0.1
1989	17			IR	4,400	5,700	4,900	3,600	620	23	0.8	4	0.1
1990	17			LT	4,400	6,400	6,150	3,200	620	25	0.9	5	0.2
1991	17			LT	4,450	6,250	6,000	3,300	620	23	0.8	6	0.2
1992	17			LT	4,450	6,200	6,000	3,450	670	16	0.6	2	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1993	17			LT	4,600	6,350	5,700	3,350	690	29	1.0	7	0.2
1994	17			LT	4,500	6,600	6,350	3,250	680	19	0.7	3	0.1
1995	17			LT	4,550	6,550	6,350	3,350	860	15	0.5	1	0.0
1996	17			LT	4,550	6,400	6,250	3,350	860	20	0.7	5	0.2
1997	17			LT	4,550	6,400	6,300	3,350	860	20	0.7	6	0.2
1998	17			LT	4,550	6,350	6,250	3,300	730	22	0.8	2	0.1
1999	17			LT	4,700	6,550	6,400	3,450	750	16	0.5	1	0.0
2000	17			LT	4,750	6,600	6,500	3,450	760	13	0.4	3	0.1
2001	17			LT	4,900	6,850	6,650	3,600	740	15	0.5	4	0.1
2002	17			LT	4,850	6,800	6,600	3,550	730	27	0.9	4	0.1
2003	17			LT	4,900	6,750	6,600	3,600	740	17	0.5	2	0.1
2004	17			LT	4,950	6,950	6,750	3,650	740	19	0.6	0	0.0
2005	17			LT	5,150	7,050	6,900	3,800	980	22	0.7	2	0.1
2006	17			LT	5,350	7,300	7,150	3,950	1,000	27	0.8	4	0.1
2007	17			LT	5,450	7,500	7,700	4,000	1,050	27	0.8	5	0.1
2008	17			LT	5,400	7,400	7,100	4,000	760	25	0.7	1	0.0
2009	17			LT	5,500	7,450	7,250	4,050	770	22	0.6	1	0.0
2010	17			LT	5,650	7,600	7,450	4,150	790	16	0.4	1	0.0
2011	17			LT	5,650	7,250	7,400	4,650	790	14	0.4	4	0.1
2012	17			LT	5,700	7,450	7,100	4,300	800	19	0.5	3	0.1
2013	17			LT	5,800	7,550	7,550	4,400	810	10	0.3	2	0.1
2014	17			LT	5,850	7,650	7,750	4,400	820	23	0.6	4	0.1
2015	17			LT	5,950	7,750	7,900	4,500	830	22	0.6	4	0.1
2016	17			CTR	6,000	7,300	7,400	5,100	840	20	0.5	1	0.0
2017	17			CTR	6,100	8,150	8,100	4,950	850	14	0.4	0	0.0
2018	17			CTR	6,150	8,200	8,200	5,000	860	21	0.5	4	0.1
2019	17			CTR	6,250	8,350	8,300	5,100	880	23	0.6	2	0.1
2021	17			CTR	6,400	8,350	8,300	5,200	900	17	0.4	2	0.0
1988	17	AUX SABLE R BR	0.6	LT	4,700	6,650	6,650	3,550	660	2	1.9	0	0.0
1989	17			LT	4,800	6,650	6,600	3,550	670	3	2.9	1	1.0
1990	17			LT	4,900	7,150	6,850	3,600	590	3	2.8	1	0.9
1991	17			LT	4,850	6,800	6,550	3,600	580	1	0.9	0	0.0
1992	17			LT	4,600	6,400	6,200	3,550	740	1	1.0	0	0.0
1993	17			LT	4,750	6,550	5,900	3,500	760	6	5.8	1	1.0
1994	17			LT	4,900	7,200	6,950	3,550	780	1	0.9	0	0.0
1995	17			LT	4,850	6,950	6,750	3,550	680	2	1.9	0	0.0
1996	17			LT	4,850	6,850	6,700	3,550	680	2	1.9	0	0.0
1997	17			LT	4,800	6,750	6,600	3,550	670	4	3.8	1	1.0
1998	17			LT	5,400	7,550	7,400	3,950	760	4	3.4	0	0.0
1999	17			LT	5,250	7,300	7,150	3,850	740	2	1.7	0	0.0
2000	17			LT	5,350	7,450	7,300	3,900	750	0	0.0	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2001	17			LT	5,450	7,650	7,400	4,000	870	0	0.0	0	0.0
2002	17			LT	5,550	7,750	7,550	4,050	890	1	0.8	0	0.0
2003	17			LT	5,650	7,750	7,600	4,150	900	2	1.6	1	0.8
2004	17			CTR	5,750	7,250	6,950	4,850	920	2	1.6	0	0.0
2005	17			CTR	5,850	7,250	6,950	4,950	940	0	0.0	0	0.0
2006	17			CTR	5,950	7,350	7,050	5,050	950	4	3.1	0	0.0
2007	17			CTR	6,050	7,500	7,450	5,150	970	0	0.0	0	0.0
2008	17			CTR	6,150	7,600	7,450	5,250	680	1	0.7	0	0.0
2009	17			CTR	6,250	7,600	7,400	5,300	690	2	1.5	0	0.0
2010	17			CTR	6,350	7,750	7,450	5,400	700	1	0.7	1	0.7
2011	17			CTR	6,450	7,850	7,550	5,500	710	3	2.1	0	0.0
2012	17			CTR	6,550	7,950	7,850	5,600	720	0	0.0	0	0.0
2013	17			CTR	6,650	8,100	8,350	5,650	730	2	1.4	0	0.0
2014	17			CTR	6,750	8,250	8,300	5,750	740	1	0.7	0	0.0
2015	17			CTR	6,850	8,350	8,450	5,800	750	5	3.3	2	1.3
2016	17			CTR	6,950	8,500	8,550	5,900	760	4	2.6	0	0.0
2017	17			CTR	7,050	9,400	9,350	5,750	780	3	1.9	0	0.0
2018	17			CTR	7,250	9,700	9,650	5,900	800	2	1.3	0	0.0
2019	17			CTR	7,250	9,650	9,600	5,900	800	2	1.3	0	0.0
2021	17			CTR	7,450	9,700	9,650	6,100	820	0	0.0	0	0.0
1988	17	SEC HWY 553 IMPERIAL ST MASSEY	11.5	LT	4,000	5,700	5,650	3,050	600	12	0.7	1	0.1
1989	17			LT	4,050	5,650	5,600	3,000	610	9	0.5	5	0.3
1990	17			LT	4,150	6,050	5,800	3,050	580	8	0.5	2	0.1
1991	17			LT	4,150	5,800	5,600	3,050	580	11	0.6	1	0.1
1992	17			LT	4,000	5,550	5,400	3,100	640	18	1.1	5	0.3
1993	17			LT	4,200	5,800	5,200	3,100	670	16	0.9	3	0.2
1994	17			LT	4,350	6,400	6,150	3,150	700	8	0.4	0	0.0
1995	17			LT	4,400	6,300	6,150	3,200	620	10	0.5	3	0.2
1996	17			LT	4,400	6,200	6,050	3,250	620	7	0.4	1	0.1
1997	17			LT	4,400	6,200	6,050	3,250	620	11	0.6	6	0.3
1998	17			LT	4,900	6,850	6,700	3,600	780	6	0.3	3	0.1
1999	17			LT	4,650	6,450	6,300	3,400	740	8	0.4	2	0.1
2000	17			LT	4,800	6,700	6,550	3,500	770	17	0.8	3	0.1
2001	17			LT	4,850	6,800	6,600	3,550	730	13	0.6	4	0.2
2002	17			LT	5,000	7,000	6,800	3,650	750	16	0.8	2	0.1
2003	17			LT	5,050	6,950	6,800	3,750	760	13	0.6	4	0.2
2004	17			LT	5,150	7,200	7,000	3,750	770	17	0.8	1	0.0
2005	17			CTR	5,250	6,500	6,250	4,450	790	10	0.5	1	0.0
2006	17			CTR	5,200	6,450	6,150	4,400	780	23	1.1	6	0.3
2007	17			CTR	5,250	6,500	6,450	4,450	790	6	0.3	1	0.0
2008	17			CTR	5,200	6,450	6,300	4,400	780	13	0.6	4	0.2

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2009	17			CTR	5,350	6,550	6,300	4,550	800	11	0.5	2	0.1
2010	17			IC	5,300	5,850	5,900	4,700	800	10	0.4	4	0.2
2011	17			IC	5,500	6,050	6,250	4,950	820	16	0.7	2	0.1
2012	17			LT	5,000	6,500	6,200	3,800	750	14	0.7	6	0.3
2013	17			LT	5,300	6,900	6,900	4,000	800	13	0.6	0	0.0
2014	17			LT	5,550	7,250	7,350	4,200	830	13	0.6	1	0.0
2015	17			LT	5,600	7,300	7,450	4,250	840	10	0.4	2	0.1
2016	17			LT	5,700	7,450	7,550	4,300	1,150	15	0.6	3	0.1
2017	17			LT	5,700	7,250	7,250	4,750	1,150	15	0.6	2	0.1
2018	17			LT	5,450	7,650	7,550	4,200	1,100	8	0.3	1	0.0
2019	17			LT	5,750	8,050	8,000	4,450	1,300	11	0.5	1	0.0
2021	17			LT	5,850	8,050	7,950	4,500	1,350	13	0.5	3	0.1
1988	17	MASSEY W LTS	10.0	LT	4,000	5,700	5,650	3,050	600	12	0.8	3	0.2
1989	17			LT	4,050	5,650	5,600	3,000	610	11	0.7	1	0.1
1990	17			LT	4,150	6,050	5,800	3,050	620	8	0.5	2	0.1
1991	17			LT	4,100	5,750	5,550	3,050	620	11	0.7	1	0.1
1992	17			LT	3,900	5,400	5,250	3,000	620	12	0.8	4	0.3
1993	17			LT	3,900	5,400	4,850	2,850	620	15	1.1	4	0.3
1994	17			LT	4,150	6,100	5,850	3,000	660	4	0.3	1	0.1
1995	17			LT	4,050	5,800	5,650	2,950	850	25	1.7	5	0.3
1996	17			LT	4,150	5,850	5,700	3,050	870	4	0.3	0	0.0
1997	17			LT	4,150	5,850	5,750	3,050	870	9	0.6	5	0.3
1998	17			LT	4,550	6,350	6,250	3,300	1,000	4	0.2	2	0.1
1999	17			LT	4,050	5,650	5,500	2,950	890	5	0.3	0	0.0
2000	17			LT	4,250	5,900	5,800	3,100	940	9	0.6	2	0.1
2001	17			LT	4,150	5,800	5,650	3,050	660	10	0.7	4	0.3
2002	17			LT	4,300	6,000	5,850	3,150	690	13	0.8	4	0.3
2003	17			LT	4,350	6,000	5,850	3,200	700	12	0.8	3	0.2
2004	17			CTR	4,350	5,500	5,250	3,650	700	8	0.5	3	0.2
2005	17			CTR	4,450	5,500	5,300	3,750	890	6	0.4	1	0.1
2006	17			CTR	4,500	5,550	5,350	3,800	900	7	0.4	2	0.1
2007	17			CTR	4,550	5,650	5,600	3,850	910	3	0.2	1	0.1
2008	17			CTR	4,650	5,750	5,650	3,950	1,000	7	0.4	0	0.0
2009	17			CTR	4,650	5,650	5,500	3,950	1,000	7	0.4	1	0.1
2010	17			IT	4,800	6,000	6,050	3,950	1,050	7	0.4	0	0.0
2011	17			IT	4,700	6,300	6,300	3,850	1,050	6	0.3	2	0.1
2012	17			IT	4,750	5,950	5,750	3,950	1,050	10	0.6	5	0.3
2013	17			IT	4,800	6,000	6,050	3,950	1,050	9	0.5	2	0.1
2014	17			IT	4,850	6,100	5,950	4,000	1,050	3	0.2	1	0.1
2015	17			IT	4,850	6,100	5,950	4,000	1,050	5	0.3	1	0.1
2016	17			IT	4,900	6,150	6,050	4,050	1,100	5	0.3	1	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2017	17			IT	4,950	6,550	6,550	4,200	1,100	10	0.6	1	0.1
2018	17			IT	5,000	6,600	6,600	4,250	1,100	5	0.3	0	0.0
2019	17			IT	5,000	6,650	6,650	4,250	1,100	7	0.4	1	0.1
2021	17			IT	5,100	6,650	6,650	4,350	1,100	11	0.6	2	0.1
1988	17	JOHN ST SPANISH TRUNK RD (S)	11.2	LT	4,100	5,800	5,800	3,100	620	10	0.6	0	0.0
1989	17			LT	4,100	5,700	5,650	3,050	780	14	0.8	4	0.2
1990	17			LT	4,250	6,200	5,950	3,100	810	9	0.5	1	0.1
1991	17			LT	4,300	6,000	5,800	3,200	820	11	0.6	5	0.3
1992	17			LT	4,050	5,650	5,450	3,100	770	10	0.6	1	0.1
1993	17			LT	4,050	5,600	5,000	2,950	770	22	1.3	4	0.2
1994	17			LT	4,150	6,100	5,850	3,000	790	13	0.8	3	0.2
1995	17			LT	4,100	5,900	5,700	3,000	660	20	1.2	6	0.4
1996	17			LT	4,150	5,850	5,700	3,050	660	11	0.6	5	0.3
1997	17			LT	4,150	5,850	5,750	3,050	660	5	0.3	0	0.0
1998	17			LT	4,200	5,900	5,750	3,050	670	12	0.7	1	0.1
1999	17			LT	4,250	5,900	5,800	3,100	680	10	0.6	3	0.2
2000	17			LT	4,250	5,900	5,800	3,100	680	9	0.5	1	0.1
2001	17			LT	4,250	5,950	5,800	3,100	720	14	0.8	6	0.3
2002	17			LT	4,350	6,100	5,900	3,200	740	12	0.7	1	0.1
2003	17			LT	4,400	6,050	5,900	3,250	1,050	6	0.3	1	0.1
2004	17			LT	4,400	6,150	6,000	3,200	1,350	15	0.8	7	0.4
2005	17			LT	4,450	6,100	5,950	3,250	1,100	9	0.5	1	0.1
2006	17			LT	4,450	6,100	5,950	3,300	1,250	5	0.3	2	0.1
2007	17			LT	4,500	6,200	6,350	3,300	1,300	8	0.4	3	0.2
2008	17			LT	4,500	6,150	5,900	3,300	1,400	7	0.4	4	0.2
2009	17			LT	4,550	6,150	6,000	3,350	1,200	4	0.2	2	0.1
2010	17			LT	4,600	6,200	6,050	3,400	1,200	6	0.3	0	0.0
2011	17			LT	4,600	5,900	6,000	3,800	1,250	5	0.3	5	0.3
2012	17			LT	4,650	6,050	5,800	3,500	1,250	4	0.2	0	0.0
2013	17			CTR	4,650	5,650	5,850	3,950	1,450	7	0.4	3	0.2
2014	17			CTR	4,700	5,750	5,800	4,000	1,200	9	0.5	1	0.1
2015	17			CTR	4,650	5,650	5,700	3,950	1,200	8	0.4	0	0.0
2016	17			CTR	4,600	5,600	5,650	3,900	1,150	10	0.5	1	0.1
2017	17			CTR	4,600	6,150	6,100	3,750	1,150	10	0.5	1	0.1
2018	17			CTR	4,550	6,100	6,050	3,700	1,150	6	0.3	1	0.1
2019	17			CTR	4,850	6,450	6,450	3,950	1,250	12	0.6	4	0.2
2021	17			CTR	4,900	6,400	6,350	4,000	1,250	9	0.4	2	0.1
1988	17	IMPERIAL RD CUTLER	7.3	LT	4,100	5,800	5,800	3,100	700	5	0.5	1	0.1
1989	17			LT	4,200	5,850	5,800	3,100	710	10	0.9	2	0.2
1990	17			LT	4,250	6,200	5,950	3,100	940	9	0.8	3	0.3
1991	17			LT	4,300	6,000	5,800	3,200	950	6	0.5	1	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1992	17			LT	4,050	5,650	5,450	3,100	890	9	0.8	0	0.0
1993	17			LT	4,500	6,200	5,600	3,300	990	8	0.7	0	0.0
1994	17			LT	4,300	6,300	6,100	3,100	950	5	0.4	1	0.1
1995	17			LT	4,150	5,950	5,800	3,050	660	5	0.5	1	0.1
1996	17			LT	4,250	6,000	5,850	3,100	680	6	0.5	0	0.0
1997	17			LT	4,250	6,000	5,850	3,150	680	8	0.7	2	0.2
1998	17			LT	4,700	6,600	6,450	3,450	750	6	0.5	0	0.0
1999	17			LT	4,500	6,250	6,100	3,300	720	6	0.5	3	0.3
2000	17			LT	4,550	6,350	6,200	3,300	730	4	0.3	1	0.1
2001	17			LT	4,800	6,700	6,550	3,500	860	7	0.5	1	0.1
2002	17			LT	4,650	6,500	6,350	3,400	840	10	0.8	2	0.2
2003	17			LT	4,650	6,400	6,250	3,450	840	12	1.0	2	0.2
2004	17			LT	4,700	6,600	6,400	3,450	850	12	1.0	2	0.2
2005	17			LT	4,750	6,500	6,350	3,500	1,250	7	0.6	1	0.1
2006	17			LT	4,750	6,500	6,350	3,500	1,250	6	0.5	3	0.2
2007	17			LT	4,850	6,650	6,850	3,550	1,250	10	0.8	3	0.2
2008	17			LT	4,750	6,500	6,250	3,500	900	9	0.7	1	0.1
2009	17			LT	4,900	6,600	6,450	3,650	930	4	0.3	1	0.1
2010	17			LT	4,950	6,650	6,500	3,650	940	2	0.2	0	0.0
2011	17			LT	5,000	6,400	6,550	4,100	950	6	0.5	1	0.1
2012	17			LT	4,500	5,850	5,600	3,400	1,200	8	0.7	2	0.2
2013	17			LT	4,950	6,450	6,450	3,750	1,300	2	0.2	1	0.1
2014	17			CTR	5,000	6,100	6,150	4,250	1,250	6	0.5	0	0.0
2015	17			CTR	5,050	6,150	6,200	4,300	1,250	7	0.5	2	0.1
2016	17			CTR	5,050	6,150	6,200	4,300	1,250	8	0.6	2	0.1
2017	17			CTR	5,100	6,800	6,800	4,150	1,300	7	0.5	3	0.2
2018	17			CTR	4,950	6,600	6,600	4,050	1,250	4	0.3	0	0.0
2019	17			CTR	5,150	6,850	6,850	4,200	1,300	7	0.5	2	0.1
2021	17			CTR	5,200	6,800	6,750	4,250	1,300	1	0.1	0	0.0
1988	17	HWY 108 ELLIOT LAKE RD	14.6	LT	3,800	5,400	5,350	2,900	570	24	1.2	9	0.4
1989	17			LT	3,850	5,350	5,300	2,850	580	13	0.6	1	0.0
1990	17			LT	4,000	5,850	5,600	2,900	600	20	0.9	4	0.2
1991	17			CTR	4,250	5,350	5,300	3,700	640	15	0.7	5	0.2
1992	17			CTR	4,250	5,250	5,050	3,700	640	6	0.3	1	0.0
1993	17			CTR	4,250	5,350	5,150	3,600	640	12	0.5	1	0.0
1994	17			CTR	4,350	5,550	5,300	3,650	650	20	0.9	7	0.3
1995	17			CTR	4,450	5,700	5,450	3,750	670	17	0.7	3	0.1
1996	17			CTR	4,550	5,800	5,600	3,800	680	17	0.7	4	0.2
1997	17			CTR	4,650	5,950	5,700	3,900	700	6	0.2	2	0.1
1998	17			CTR	4,400	5,600	5,350	3,700	700	5	0.2	2	0.1
1999	17			CTR	4,250	5,350	5,150	3,550	1,000	14	0.6	2	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2000	17			CTR	4,300	5,400	5,200	3,600	1,050	10	0.4	3	0.1
2001	17			CTR	4,400	5,550	5,300	3,700	1,050	12	0.5	3	0.1
2002	17			CTR	4,350	5,500	5,250	3,650	1,050	16	0.7	4	0.2
2003	17			CTR	4,350	5,400	5,200	3,700	1,050	7	0.3	3	0.1
2004	17			CTR	4,350	5,500	5,250	3,650	1,050	11	0.5	1	0.0
2005	17			IR	4,350	5,250	4,750	3,700	1,150	8	0.3	3	0.1
2006	17			IR	4,300	5,200	4,700	3,650	1,150	10	0.4	4	0.2
2007	17			IR	4,250	5,150	5,150	3,600	1,150	11	0.5	2	0.1
2008	17			IR	4,300	5,200	5,100	3,700	1,150	10	0.4	5	0.2
2009	17			IR	4,250	5,100	4,650	3,600	1,150	9	0.4	1	0.0
2010	17			IC	4,100	4,550	4,600	3,650	1,100	8	0.4	3	0.1
2011	17			IC	4,200	4,600	4,800	3,750	1,150	11	0.5	4	0.2
2012	17			CTR	4,150	5,050	4,950	3,550	1,100	8	0.4	3	0.1
2013	17			CTR	4,150	5,050	5,200	3,500	1,100	11	0.5	3	0.1
2014	17			CTR	4,150	5,050	5,100	3,550	1,100	11	0.5	3	0.1
2015	17			CTR	4,100	5,000	5,050	3,500	1,100	3	0.1	0	0.0
2016	17			CTR	4,100	5,000	5,050	3,500	1,100	11	0.5	1	0.0
2017	17			CTR	4,100	5,500	5,450	3,350	1,100	9	0.4	4	0.2
2018	17			CTR	4,150	5,550	5,500	3,400	1,100	16	0.7	6	0.3
2019	17			CR	4,200	4,850	4,900	3,750	1,150	8	0.4	1	0.0
2021	17			CR	4,050	4,650	4,700	3,650	1,100	6	0.3	1	0.0
1988	17	E JCT SEC HWY 538	4.8	LT	3,800	5,400	5,350	2,900	570	6	0.9	3	0.4
1989	17			LT	3,850	5,350	5,300	2,850	580	2	0.3	0	0.0
1990	17			LT	4,050	5,900	5,650	2,950	610	1	0.1	1	0.1
1991	17			CTR	4,300	5,400	5,400	3,750	640	1	0.1	0	0.0
1992	17			CTR	4,300	5,300	5,100	3,750	640	4	0.5	1	0.1
1993	17			CTR	4,300	5,400	5,200	3,650	640	7	0.9	1	0.1
1994	17			CTR	4,400	5,650	5,350	3,700	660	3	0.4	0	0.0
1995	17			CTR	4,500	5,800	5,550	3,750	680	5	0.6	0	0.0
1996	17			CTR	4,500	5,750	5,550	3,800	680	1	0.1	0	0.0
1997	17			CTR	4,500	5,750	5,550	3,800	680	5	0.6	2	0.3
1998	17			CTR	4,600	5,850	5,600	3,850	690	2	0.2	0	0.0
1999	17			CTR	4,650	5,850	5,650	3,900	700	3	0.4	1	0.1
2000	17			CTR	4,750	6,000	5,750	4,000	710	4	0.5	1	0.1
2001	17			CTR	4,650	5,850	5,650	3,900	700	3	0.4	2	0.2
2002	17			CTR	4,650	5,850	5,650	3,950	700	4	0.5	0	0.0
2003	17			CTR	4,600	5,700	5,500	3,900	690	1	0.1	1	0.1
2004	17			CTR	4,650	5,850	5,650	3,900	700	2	0.2	0	0.0
2005	17			CTR	4,750	5,900	5,650	4,050	710	0	0.0	0	0.0
2006	17			CTR	4,700	5,800	5,600	4,000	700	6	0.7	1	0.1
2007	17			CTR	4,750	5,900	5,850	4,050	760	4	0.5	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2008	17			CTR	4,650	5,750	5,650	3,950	740	3	0.4	0	0.0
2009	17			CTR	4,750	5,800	5,600	4,050	760	0	0.0	0	0.0
2010	17			CTR	4,800	5,850	5,600	4,100	770	3	0.4	1	0.1
2011	17			CTR	4,800	5,850	5,600	4,100	770	6	0.7	1	0.1
2012	17			CTR	4,300	5,200	5,150	3,650	690	6	0.8	3	0.4
2013	17			CTR	4,300	5,250	5,400	3,650	690	2	0.3	0	0.0
2014	17			CTR	4,200	5,100	5,150	3,550	1,100	5	0.7	0	0.0
2015	17			CTR	4,250	5,200	5,250	3,600	1,100	3	0.4	0	0.0
2016	17			CTR	4,300	5,250	5,300	3,650	1,150	2	0.3	0	0.0
2017	17			CTR	4,350	5,800	5,800	3,550	1,150	2	0.3	0	0.0
2018	17			CTR	4,450	5,950	5,900	3,600	1,100	2	0.3	0	0.0
2019	17			CTR	4,650	6,200	6,150	3,800	1,300	4	0.5	0	0.0
2021	17			CTR	4,650	6,050	6,050	3,800	1,300	4	0.5	0	0.0
1988	17	W JCT SEC HWY 538 (S)	8.7	LT	3,950	5,600	5,550	3,000	910	9	0.7	1	0.1
1989	17			LT	4,150	5,750	5,750	3,050	950	9	0.7	0	0.0
1990	17			LT	4,300	6,300	6,000	3,150	990	12	0.9	0	0.0
1991	17			CTR	4,500	5,650	5,600	3,900	630	6	0.4	5	0.3
1992	17			CTR	4,500	5,550	5,350	3,900	630	10	0.7	1	0.1
1993	17			CTR	4,500	5,650	5,450	3,800	630	5	0.3	2	0.1
1994	17			CTR	4,600	5,900	5,600	3,850	690	9	0.6	2	0.1
1995	17			CTR	4,650	5,950	5,700	3,900	700	10	0.7	1	0.1
1996	17			CTR	4,700	6,000	5,800	3,950	700	9	0.6	2	0.1
1997	17			CTR	4,700	6,000	5,800	3,950	700	6	0.4	3	0.2
1998	17			CTR	4,650	5,900	5,650	3,900	700	9	0.6	1	0.1
1999	17			CTR	4,600	5,800	5,550	3,850	690	5	0.3	1	0.1
2000	17			CTR	4,600	5,800	5,550	3,850	690	3	0.2	2	0.1
2001	17			CTR	4,650	5,850	5,650	3,900	700	4	0.3	0	0.0
2002	17			CTR	4,650	5,850	5,650	3,950	700	10	0.7	2	0.1
2003	17			IR	4,650	5,650	5,100	3,950	700	3	0.2	1	0.1
2004	17			IR	4,650	5,750	5,150	3,950	700	7	0.5	1	0.1
2005	17			IR	4,650	5,600	5,100	3,950	700	5	0.3	1	0.1
2006	17			IR	4,650	5,600	5,100	3,950	700	7	0.5	2	0.1
2007	17			IR	4,650	5,650	5,600	3,950	790	3	0.2	1	0.1
2008	17			IR	4,650	5,650	5,550	3,950	790	7	0.5	2	0.1
2009	17			IR	4,650	5,600	5,050	3,950	790	3	0.2	1	0.1
2010	17			IT	4,650	5,850	5,850	3,850	790	2	0.1	1	0.1
2011	17			IT	4,650	6,250	6,250	3,850	790	5	0.3	1	0.1
2012	17			CTR	4,650	5,650	5,550	3,950	790	6	0.4	1	0.1
2013	17			CTR	4,650	5,650	5,850	3,950	790	7	0.5	0	0.0
2014	17			CTR	4,650	5,650	5,700	3,950	790	5	0.3	2	0.1
2015	17			CTR	4,650	5,650	5,700	3,950	790	8	0.5	2	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2016	17			CTR	4,650	5,650	5,700	3,950	790	7	0.5	3	0.2
2017	17			CTR	4,650	6,200	6,200	3,800	790	4	0.3	1	0.1
2018	17			CTR	4,600	6,150	6,100	3,750	780	6	0.4	3	0.2
2019	17			CTR	4,650	6,200	6,150	3,800	790	4	0.3	1	0.1
2021	17			CTR	4,650	6,050	6,050	3,800	790	4	0.3	0	0.0
2021	17	BLIND RIVER E LTS START OF NA	4.1										
1988	17	BLIND RIVER W END OF NA	17.0	LT	3,650	5,200	5,150	2,750	660	20	0.9	7	0.3
1989	17			LT	3,700	5,150	5,100	2,750	670	20	0.9	4	0.2
1990	17			LT	3,800	5,550	5,300	2,750	680	16	0.7	2	0.1
1991	17			LT	3,900	5,450	5,250	2,900	700	14	0.6	2	0.1
1992	17			LT	3,900	5,400	5,250	3,000	700	14	0.6	2	0.1
1993	17			LT	3,900	5,400	4,850	2,850	700	14	0.6	2	0.1
1994	17			LT	3,900	5,700	5,500	2,850	510	25	1.0	6	0.2
1995	17			LT	4,400	6,300	6,150	3,200	570	11	0.4	3	0.1
1996	17			LT	4,950	7,000	6,800	3,650	640	18	0.6	2	0.1
1997	17			LT	5,450	7,700	7,500	4,050	540	11	0.3	0	0.0
1998	17			LT	4,900	6,850	6,700	3,600	490	16	0.5	1	0.0
1999	17			LT	4,350	6,050	5,900	3,200	870	8	0.3	0	0.0
2000	17			LT	3,800	5,300	5,200	2,750	760	7	0.3	1	0.0
2001	17			LT	4,450	6,250	6,050	3,250	890	16	0.6	2	0.1
2002	17			LT	4,450	6,200	6,050	3,250	890	9	0.3	0	0.0
2003	17			LT	4,450	6,100	6,000	3,300	930	18	0.7	3	0.1
2004	17			LT	4,350	6,100	5,900	3,200	910	9	0.3	1	0.0
2005	17			LT	4,350	5,950	5,850	3,200	910	9	0.3	3	0.1
2006	17			LT	4,300	5,900	5,750	3,150	900	17	0.6	4	0.2
2007	17			LT	4,300	5,900	6,050	3,150	390	11	0.4	1	0.0
2008	17			LT	4,150	5,700	5,450	3,050	370	6	0.2	3	0.1
2009	17			LT	4,200	5,650	5,550	3,100	380	13	0.5	3	0.1
2010	17			SC	4,200	4,450	4,900	3,700	380	8	0.3	2	0.1
2011	17			SC	4,150	5,300	4,850	3,300	370	6	0.2	1	0.0
2012	17			CTR	4,150	5,050	4,950	3,550	370	11	0.4	6	0.2
2013	17			CTR	4,100	5,000	5,150	3,500	370	4	0.2	0	0.0
2014	17			CTR	4,100	5,000	5,050	3,500	370	18	0.7	5	0.2
2015	17			CTR	4,050	4,950	5,000	3,450	360	9	0.4	1	0.0
2016	17			CTR	4,050	4,950	5,000	3,450	360	12	0.5	3	0.1
2017	17			CTR	4,000	5,350	5,300	3,250	360	15	0.6	5	0.2
2018	17			CTR	4,000	5,350	5,300	3,250	360	14	0.6	3	0.1
2019	17			CR	3,950	4,600	4,600	3,550	1,050	8	0.3	2	0.1
2021	17			CR	3,900	4,500	4,500	3,500	1,000	9	0.4	4	0.2
1988	17	DEAN LAKE RD	7.0	LT	3,550	5,050	5,000	2,700	670	8	0.9	0	0.0
1989	17			LT	3,600	5,000	4,950	2,650	680	4	0.4	1	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1990	17			LT	3,700	5,400	5,200	2,700	700	5	0.5	0	0.0
1991	17			LT	3,800	5,300	5,150	2,800	490	9	0.9	1	0.1
1992	17			LT	3,800	5,300	5,150	2,950	490	11	1.1	1	0.1
1993	17			LT	3,800	5,250	4,700	2,800	490	14	1.4	5	0.5
1994	17			LT	3,900	5,700	5,500	2,850	390	5	0.5	1	0.1
1995	17			LT	4,000	5,750	5,600	2,950	400	16	1.6	4	0.4
1996	17			LT	4,050	5,700	5,600	3,000	400	8	0.8	2	0.2
1997	17			LT	4,050	5,700	5,600	3,000	810	11	1.1	1	0.1
1998	17			LT	3,950	5,550	5,400	2,900	790	8	0.8	3	0.3
1999	17			LT	3,900	5,400	5,300	2,850	780	7	0.7	3	0.3
2000	17			LT	3,800	5,300	5,200	2,750	760	5	0.5	1	0.1
2001	17			LT	3,850	5,400	5,250	2,800	770	4	0.4	2	0.2
2002	17			LT	3,850	5,400	5,250	2,800	770	8	0.8	0	0.0
2003	17			LT	3,850	5,300	5,200	2,850	770	3	0.3	2	0.2
2004	17			LT	3,800	5,300	5,150	2,800	760	7	0.7	3	0.3
2005	17			LT	3,800	5,200	5,100	2,800	760	9	0.9	2	0.2
2006	17			LT	3,800	5,200	5,050	2,800	760	5	0.5	0	0.0
2007	17			LT	3,750	5,150	5,300	2,750	380	5	0.5	0	0.0
2008	17			LT	3,750	5,150	4,900	2,750	380	7	0.7	2	0.2
2009	17			LT	3,700	5,000	4,900	2,750	370	10	1.1	2	0.2
2010	17			LT	3,700	4,950	4,850	2,750	370	7	0.7	3	0.3
2011	17			LT	3,700	4,750	4,850	3,050	370	8	0.8	0	0.0
2012	17			CTR	3,650	4,450	4,350	3,100	360	4	0.4	1	0.1
2013	17			CTR	3,650	4,450	4,600	3,100	360	7	0.7	1	0.1
2014	17			CTR	3,600	4,400	4,450	3,050	360	7	0.8	2	0.2
2015	17			CTR	3,750	4,600	4,600	3,200	380	9	0.9	2	0.2
2016	17			CTR	3,900	4,750	4,800	3,300	390	6	0.6	0	0.0
2017	17			CTR	4,050	5,400	5,400	3,300	400	12	1.2	0	0.0
2018	17			CTR	4,200	5,600	5,600	3,400	1,950	6	0.6	0	0.0
2019	17			CTR	3,750	5,000	4,950	3,050	1,050	10	1.0	2	0.2
2021	17			CTR	3,500	4,550	4,550	2,850	980	7	0.8	1	0.1
1988	17	SEC HWY 546	27.3	LT	3,350	4,750	4,700	2,550	570	33	1.0	10	0.3
1989	17			LT	3,500	4,850	4,850	2,600	600	27	0.8	6	0.2
1990	17			LT	3,650	5,350	5,100	2,650	620	20	0.5	5	0.1
1991	17			LT	3,850	5,400	5,200	2,850	500	27	0.7	6	0.2
1992	17			LT	3,850	5,350	5,200	2,950	500	41	1.1	9	0.2
1993	17			LT	3,850	5,350	4,750	2,800	500	26	0.7	8	0.2
1994	17			LT	3,800	5,550	5,350	2,750	610	30	0.8	3	0.1
1995	17			LT	3,800	5,450	5,300	2,800	610	29	0.8	8	0.2
1996	17			LT	3,800	5,350	5,250	2,800	610	35	0.9	2	0.1
1997	17			LT	3,800	5,350	5,250	2,800	680	48	1.3	10	0.3

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1998	17			LT	3,800	5,300	5,200	2,750	680	28	0.7	5	0.1
1999	17			LT	3,850	5,350	5,250	2,800	690	34	0.9	8	0.2
2000	17			LT	3,850	5,350	5,250	2,800	690	53	1.4	14	0.4
2001	17			LT	3,850	5,400	5,250	2,800	690	26	0.7	6	0.2
2002	17			LT	3,850	5,400	5,250	2,800	690	31	0.8	2	0.1
2003	17			LT	3,850	5,300	5,200	2,850	690	37	1.0	6	0.2
2004	17			LT	3,850	5,400	5,250	2,800	690	34	0.9	7	0.2
2005	17			IR	3,850	4,650	4,200	3,300	1,050	34	0.9	5	0.1
2006	17			IR	3,900	4,700	4,250	3,300	1,050	22	0.6	2	0.1
2007	17			IR	3,900	4,700	4,700	3,300	1,050	32	0.8	5	0.1
2008	17			IR	3,900	4,700	4,650	3,350	700	37	0.9	6	0.2
2009	17			IR	3,900	4,700	4,250	3,300	700	42	1.1	5	0.1
2010	17			IT	3,900	4,900	4,900	3,200	700	32	0.8	6	0.2
2011	17			IT	3,900	5,250	5,250	3,200	700	13	0.3	3	0.1
2012	17			CTR	3,900	4,750	4,650	3,300	700	27	0.7	4	0.1
2013	17			CTR	3,950	4,800	4,950	3,350	710	32	0.8	5	0.1
2014	17			CTR	3,950	4,800	4,850	3,350	710	27	0.7	4	0.1
2015	17			CTR	3,950	4,800	4,850	3,350	710	22	0.6	3	0.1
2016	17			CTR	3,950	4,800	4,850	3,350	710	26	0.7	1	0.0
2017	17			CTR	3,950	5,300	5,250	3,200	710	30	0.8	1	0.0
2018	17			CTR	3,950	5,300	5,250	3,200	710	32	0.8	6	0.2
2019	17			CTR	3,950	5,250	5,250	3,200	710	36	0.9	6	0.2
2021	17			CTR	4,000	5,200	5,200	3,250	720	23	0.6	4	0.1
1988	17	HWY 129 WHARNCLIFFE RD	2.0	LT	3,550	5,050	5,000	2,700	640	1	0.4	1	0.4
1989	17			LT	3,700	5,150	5,100	2,750	670	2	0.8	0	0.0
1990	17			LT	3,800	5,550	5,300	2,750	680	1	0.4	0	0.0
1991	17			LT	3,950	5,550	5,350	2,900	590	2	0.7	0	0.0
1992	17			LT	3,950	5,500	5,350	3,050	590	1	0.4	0	0.0
1993	17			LT	3,950	5,450	4,900	2,900	590	2	0.7	1	0.4
1994	17			LT	3,950	5,800	5,600	2,850	510	4	1.4	0	0.0
1995	17			LT	4,000	5,750	5,600	2,950	520	2	0.7	0	0.0
1996	17			LT	4,050	5,700	5,600	3,000	530	1	0.3	0	0.0
1997	17			LT	5,450	7,700	7,500	4,050	870	4	1.0	0	0.0
1998	17			LT	5,050	7,050	6,900	3,700	810	0	0.0	0	0.0
1999	17			LT	4,650	6,450	6,300	3,400	740	0	0.0	0	0.0
2000	17			LT	4,250	5,900	5,800	3,100	680	3	1.0	1	0.3
2001	17			LT	4,650	6,500	6,350	3,400	740	2	0.6	1	0.3
2002	17			LT	4,700	6,550	6,400	3,450	750	4	1.2	0	0.0
2003	17			LT	4,600	6,350	6,200	3,400	740	0	0.0	0	0.0
2004	17			LT	4,700	6,600	6,400	3,450	750	1	0.3	1	0.3
2005	17			IC	4,800	5,350	5,400	4,250	860	1	0.3	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2006	17			IC	4,750	5,300	5,350	4,200	860	0	0.0	0	0.0
2007	17			IC	4,750	5,300	5,450	4,200	860	0	0.0	0	0.0
2008	17			IR	4,650	5,650	5,550	3,950	840	1	0.3	0	0.0
2009	17			IR	4,850	5,800	5,300	4,100	870	1	0.3	0	0.0
2010	17			CTR	4,700	5,700	5,500	4,000	850	0	0.0	0	0.0
2011	17			CTR	4,900	5,950	5,750	4,150	880	1	0.3	1	0.3
2012	17			CTR	4,600	5,600	5,500	3,900	830	4	1.2	1	0.3
2013	17			CTR	4,500	5,500	5,650	3,800	810	1	0.3	0	0.0
2014	17			CTR	4,400	5,350	5,400	3,750	790	3	0.9	2	0.6
2015	17			CTR	4,850	5,900	5,950	4,100	870	0	0.0	0	0.0
2016	17			CTR	4,850	5,900	5,950	4,100	870	1	0.3	1	0.3
2017	17			CTR	4,900	6,550	6,500	4,000	880	0	0.0	0	0.0
2018	17			CTR	4,550	6,100	6,050	3,700	820	2	0.6	1	0.3
2019	17			CTR	4,850	6,450	6,450	3,950	870	2	0.6	0	0.0
2021	17			CTR	4,900	6,400	6,350	4,000	880	2	0.6	1	0.3
1988	17	LAKE ST (S)	16.6	LT	3,600	5,100	5,100	2,750	580	17	0.8	1	0.0
1989	17			LT	3,700	5,150	5,100	2,750	590	14	0.6	2	0.1
1990	17			LT	3,800	5,550	5,300	2,750	610	10	0.4	0	0.0
1991	17			LT	3,950	5,550	5,350	2,900	470	15	0.6	1	0.0
1992	17			LT	3,950	5,500	5,350	3,050	470	26	1.1	2	0.1
1993	17			LT	3,950	5,450	4,900	2,900	470	16	0.7	2	0.1
1994	17			LT	3,950	5,800	5,600	2,850	510	17	0.7	5	0.2
1995	17			LT	4,000	5,750	5,600	2,950	520	19	0.8	3	0.1
1996	17			LT	4,050	5,700	5,600	3,000	530	20	0.8	5	0.2
1997	17			LT	5,550	7,850	7,650	4,100	780	24	0.7	2	0.1
1998	17			LT	5,250	7,350	7,200	3,850	740	15	0.5	2	0.1
1999	17			LT	4,750	6,600	6,450	3,450	660	22	0.8	2	0.1
2000	17			LT	4,600	6,400	6,250	3,350	640	22	0.8	5	0.2
2001	17			LT	4,900	6,850	6,650	3,600	690	14	0.5	7	0.2
2002	17			LT	5,000	7,000	6,800	3,650	700	11	0.4	4	0.1
2003	17			LT	5,100	7,000	6,850	3,750	710	19	0.6	1	0.0
2004	17			LT	5,100	7,150	6,950	3,750	710	19	0.6	4	0.1
2005	17			CTR	5,050	6,250	6,000	4,300	710	17	0.6	2	0.1
2006	17			CTR	5,250	6,500	6,250	4,450	1,500	18	0.6	1	0.0
2007	17			CTR	5,350	6,650	6,550	4,550	1,550	15	0.5	4	0.1
2008	17			IR	5,200	6,300	6,200	4,450	1,500	21	0.7	4	0.1
2009	17			IR	5,500	6,600	6,000	4,700	1,600	16	0.5	3	0.1
2010	17			IR	5,550	6,600	6,050	4,700	1,600	19	0.6	7	0.2
2011	17			IR	5,650	6,750	6,600	4,800	1,650	15	0.4	1	0.0
2012	17			CTR	5,350	6,500	6,400	4,550	1,550	12	0.4	3	0.1
2013	17			CTR	5,200	6,350	6,550	4,400	1,500	13	0.4	2	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2014	17			IR	5,000	5,950	5,950	4,250	1,450	14	0.5	2	0.1
2015	17			IR	5,100	6,050	6,100	4,350	1,500	14	0.5	2	0.1
2016	17			IR	5,650	6,750	6,750	4,800	1,650	25	0.7	4	0.1
2017	17			IR	5,650	6,400	6,400	4,900	1,650	14	0.4	3	0.1
2018	17			CR	5,400	6,250	6,300	4,850	1,900	17	0.5	3	0.1
2019	17			CR	5,700	6,600	6,650	5,100	1,550	13	0.4	1	0.0
2021	17			CR	5,800	6,650	6,700	5,250	1,550	17	0.5	5	0.1
1988	17	BRUCE MINES E LTS PLUMMER ADD'L TWP SIGN	0.9	LT	4,000	5,700	5,650	3,050	600	2	1.5	0	0.0
1989	17			LT	4,200	5,850	5,800	3,100	630	0	0.0	0	0.0
1990	17			LT	4,350	6,350	6,100	3,200	650	0	0.0	0	0.0
1991	17			LT	4,500	6,300	6,100	3,350	630	0	0.0	0	0.0
1992	17			LT	4,500	6,250	6,100	3,450	630	0	0.0	0	0.0
1993	17			LT	4,500	6,200	5,600	3,300	630	0	0.0	0	0.0
1994	17			LT	4,600	6,750	6,500	3,350	640	0	0.0	0	0.0
1995	17			LT	4,650	6,700	6,500	3,400	650	0	0.0	0	0.0
1996	17			LT	4,700	6,650	6,450	3,450	660	1	0.6	0	0.0
1997	17			LT	4,750	6,700	6,550	3,500	860	0	0.0	0	0.0
1998	17			LT	4,800	6,700	6,600	3,500	860	0	0.0	0	0.0
1999	17			LT	4,850	6,750	6,600	3,550	870	1	0.6	0	0.0
2000	17			LT	4,900	6,850	6,700	3,600	880	0	0.0	0	0.0
2001	17			LT	5,000	7,000	6,800	3,650	900	0	0.0	0	0.0
2002	17			LT	5,050	7,050	6,900	3,700	910	0	0.0	0	0.0
2003	17			LT	5,650	7,750	7,600	4,150	1,000	1	0.5	0	0.0
2004	17			LT	5,150	7,200	7,000	3,750	930	0	0.0	0	0.0
2005	17			IC	4,800	5,350	5,400	4,250	960	0	0.0	0	0.0
2006	17			IC	5,250	5,850	5,900	4,650	1,050	0	0.0	0	0.0
2007	17			IC	5,300	5,900	6,050	4,700	1,050	0	0.0	0	0.0
2008	17			IC	5,350	5,950	5,750	4,700	1,050	2	1.1	0	0.0
2009	17			IC	5,400	6,000	6,050	4,800	1,100	0	0.0	0	0.0
2010	17			IC	5,450	6,050	6,100	4,850	1,100	1	0.6	0	0.0
2011	17			IC	5,500	6,050	6,250	4,950	1,100	0	0.0	0	0.0
2012	17			CTR	5,200	6,300	6,250	4,450	1,050	0	0.0	0	0.0
2013	17			CTR	5,550	6,750	7,000	4,700	1,100	0	0.0	0	0.0
2014	17			CTR	5,000	6,100	6,150	4,250	1,000	1	0.6	0	0.0
2015	17			CTR	5,500	6,700	6,750	4,700	1,100	0	0.0	0	0.0
2016	17			CTR	5,550	6,750	6,850	4,700	1,100	0	0.0	0	0.0
2017	17			CTR	5,600	7,500	7,450	4,550	1,100	0	0.0	0	0.0
2018	17			CTR	5,300	7,100	7,050	4,300	1,050	0	0.0	0	0.0
2019	17			CTR	5,600	7,450	7,450	4,550	1,200	1	0.5	0	0.0
2021	17			CTR	5,700	7,450	7,400	4,650	1,200	0	0.0	0	0.0
1988	17	E JCT SEC HWY 638 RICHARDSON ST BRUCE MINES	1.6	LT	4,000	5,700	5,650	3,050	560	6	2.6	1	0.4

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1989	17			LT	4,200	5,850	5,800	3,100	590	6	2.4	0	0.0
1990	17			LT	4,350	6,350	6,100	3,200	610	10	3.9	2	0.8
1991	17			LT	4,500	6,300	6,100	3,350	630	6	2.3	0	0.0
1992	17			LT	4,500	6,250	6,100	3,450	630	7	2.7	2	0.8
1993	17			LT	4,500	6,200	5,600	3,300	630	4	1.5	1	0.4
1994	17			LT	4,600	6,750	6,500	3,350	640	8	3.0	3	1.1
1995	17			LT	4,650	6,700	6,500	3,400	650	1	0.4	0	0.0
1996	17			LT	4,700	6,650	6,450	3,450	660	3	1.1	0	0.0
1997	17			LT	4,750	6,700	6,550	3,500	810	5	1.8	5	1.8
1998	17			LT	4,800	6,700	6,600	3,500	820	5	1.8	2	0.7
1999	17			LT	4,850	6,750	6,600	3,550	820	4	1.4	0	0.0
2000	17			LT	4,900	6,850	6,700	3,600	830	4	1.4	0	0.0
2001	17			LT	4,950	6,950	6,750	3,650	840	3	1.0	2	0.7
2002	17			LT	5,000	7,000	6,800	3,650	850	3	1.0	0	0.0
2003	17			LT	5,050	6,950	6,800	3,750	860	2	0.7	0	0.0
2004	17			LT	5,100	7,150	6,950	3,750	870	4	1.3	1	0.3
2005	17			LT	5,150	7,050	6,900	3,800	1,050	5	1.7	3	1.0
2006	17			LT	5,200	7,100	6,950	3,850	1,050	11	3.6	3	1.0
2007	17			LT	5,250	7,200	7,400	3,850	1,050	4	1.3	2	0.7
2008	17			LT	5,300	7,250	6,950	3,900	800	6	1.9	2	0.6
2009	17			LT	5,350	7,200	7,050	3,950	800	2	0.6	0	0.0
2010	17			LT	5,400	7,250	7,100	4,000	810	2	0.6	0	0.0
2011	17			LT	5,450	7,000	7,100	4,500	820	5	1.6	1	0.3
2012	17			LT	5,500	7,200	6,850	4,150	820	1	0.3	1	0.3
2013	17			LT	5,550	7,250	7,250	4,200	830	5	1.5	0	0.0
2014	17			LT	5,600	7,300	7,450	4,250	840	4	1.2	2	0.6
2015	17			LT	5,650	7,400	7,500	4,250	850	0	0.0	0	0.0
2016	17			LT	5,700	7,450	7,550	4,300	860	2	0.6	0	0.0
2017	17			LT	5,750	7,300	7,300	4,800	860	2	0.6	1	0.3
2018	17			LT	5,800	7,400	7,400	4,850	870	0	0.0	0	0.0
2019	17			LT	5,850	7,450	7,450	4,900	880	2	0.6	1	0.3
2021	17			LT	5,950	7,450	7,450	5,000	890	5	1.4	1	0.3
1988	17	BRUCE MINES W LTS	8.2	LT	4,200	5,950	5,900	3,200	590	6	0.5	2	0.2
1989	17			LT	4,400	6,100	6,050	3,250	620	5	0.4	1	0.1
1990	17			LT	4,600	6,700	6,450	3,350	640	11	0.8	4	0.3
1991	17			LT	4,750	6,650	6,400	3,500	660	8	0.6	0	0.0
1992	17			LT	4,750	6,600	6,400	3,650	660	11	0.8	1	0.1
1993	17			LT	4,750	6,550	5,900	3,500	660	9	0.6	3	0.2
1994	17			LT	4,800	7,050	6,800	3,500	670	9	0.6	1	0.1
1995	17			LT	4,800	6,900	6,700	3,500	670	13	0.9	3	0.2
1996	17			LT	4,850	6,850	6,700	3,550	680	19	1.3	1	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1997	17			LT	4,850	6,850	6,700	3,600	680	13	0.9	3	0.2
1998	17			LT	4,850	6,800	6,650	3,550	680	6	0.4	1	0.1
1999	17			LT	4,800	6,650	6,550	3,500	670	10	0.7	2	0.1
2000	17			LT	4,800	6,700	6,550	3,500	670	9	0.6	2	0.1
2001	17			LT	5,000	7,000	6,800	3,650	700	9	0.6	1	0.1
2002	17			LT	5,050	7,050	6,900	3,700	710	10	0.7	1	0.1
2003	17			LT	5,100	7,000	6,850	3,750	710	13	0.9	2	0.1
2004	17			LT	5,200	7,300	7,100	3,800	730	8	0.5	1	0.1
2005	17			IC	5,250	5,850	5,900	4,650	740	16	1.0	2	0.1
2006	17			IC	5,300	5,900	5,950	4,700	740	4	0.3	0	0.0
2007	17			IC	5,350	5,950	6,150	4,750	750	7	0.4	0	0.0
2008	17			IC	5,550	6,150	5,950	4,900	780	9	0.5	1	0.1
2009	17			IC	5,450	6,050	6,100	4,850	760	14	0.9	6	0.4
2010	17			IC	5,500	6,100	6,150	4,900	770	2	0.1	0	0.0
2011	17			IC	5,550	6,100	6,350	5,000	780	10	0.6	3	0.2
2012	17			CTR	5,050	6,150	6,050	4,300	710	8	0.5	0	0.0
2013	17			CTR	5,550	6,750	7,000	4,700	780	5	0.3	3	0.2
2014	17			CTR	5,050	6,150	6,200	4,300	710	14	0.9	5	0.3
2015	17			CTR	5,500	6,700	6,750	4,700	770	10	0.6	2	0.1
2016	17			CTR	5,550	6,750	6,850	4,700	780	10	0.6	1	0.1
2017	17			CTR	5,600	7,500	7,450	4,550	780	11	0.7	1	0.1
2018	17			CTR	5,400	7,200	7,200	4,400	1,200	7	0.4	2	0.1
2019	17			CTR	5,650	7,550	7,500	4,600	1,300	3	0.2	0	0.0
2021	17			CTR	5,700	7,450	7,400	4,650	1,300	7	0.4	0	0.0
1988	17	GORDON LAKE RD JOHNSON TWP	10.1	LT	4,200	5,950	5,900	3,200	590	22	1.4	2	0.1
1989	17			LT	4,400	6,100	6,050	3,250	620	15	0.9	4	0.2
1990	17			LT	4,600	6,700	6,450	3,350	640	21	1.2	3	0.2
1991	17			LT	4,750	6,650	6,400	3,500	660	19	1.1	6	0.3
1992	17			LT	4,750	6,600	6,400	3,650	660	16	0.9	2	0.1
1993	17			LT	4,750	6,550	5,900	3,500	660	14	0.8	1	0.1
1994	17			LT	4,800	7,050	6,800	3,500	670	23	1.3	3	0.2
1995	17			LT	4,850	6,950	6,750	3,550	680	20	1.1	6	0.3
1996	17			LT	4,900	6,900	6,750	3,600	690	19	1.1	6	0.3
1997	17			LT	4,850	6,850	6,700	3,600	680	12	0.7	0	0.0
1998	17			LT	4,900	6,850	6,700	3,600	690	17	0.9	1	0.1
1999	17			LT	4,950	6,900	6,750	3,600	690	13	0.7	1	0.1
2000	17			LT	5,000	6,950	6,800	3,650	700	17	0.9	1	0.1
2001	17			LT	5,000	7,000	6,800	3,650	700	5	0.3	0	0.0
2002	17			LT	5,050	7,050	6,900	3,700	710	18	1.0	0	0.0
2003	17			LT	5,050	6,950	6,800	3,750	1,100	19	1.0	2	0.1
2004	17			LT	5,100	7,150	6,950	3,750	1,100	17	0.9	1	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2005	17			IC	5,100	5,650	5,750	4,500	1,100	23	1.2	7	0.4
2006	17			IC	5,150	5,700	5,750	4,550	1,150	15	0.8	1	0.1
2007	17			IC	5,150	5,700	5,900	4,550	1,150	15	0.8	3	0.2
2008	17			IC	5,200	5,750	5,550	4,600	1,300	14	0.7	0	0.0
2009	17			IC	5,250	5,850	5,900	4,650	1,250	19	1.0	2	0.1
2010	17			IC	5,250	5,800	5,850	4,650	1,250	14	0.7	3	0.2
2011	17			CTR	5,300	6,450	6,200	4,500	1,250	11	0.6	2	0.1
2012	17			CTR	5,300	6,450	6,350	4,500	1,250	12	0.6	1	0.1
2013	17			CTR	5,350	6,500	6,750	4,550	1,250	17	0.9	2	0.1
2014	17			CTR	5,350	6,550	6,600	4,550	1,250	13	0.7	2	0.1
2015	17			CTR	5,400	6,600	6,650	4,600	1,150	12	0.6	0	0.0
2016	17			CTR	5,350	6,550	6,600	4,550	1,100	10	0.5	0	0.0
2017	17			CTR	5,250	7,000	7,000	4,300	1,100	6	0.3	1	0.1
2018	17			CTR	5,200	6,950	6,900	4,250	1,100	7	0.4	0	0.0
2019	17			CTR	5,250	7,000	6,950	4,250	1,150	9	0.5	0	0.0
2021	17			CTR	5,550	7,250	7,200	4,550	1,200	9	0.4	2	0.1
1988	17	SEC HWY 548 (S)	15.5	LT	6,400	9,100	9,000	4,850	830	46	1.3	6	0.2
1989	17			LT	6,600	9,150	9,100	4,900	860	43	1.2	3	0.1
1990	17			LT	6,800	9,950	9,500	4,950	880	37	1.0	4	0.1
1991	17			LT	6,900	9,650	9,300	5,100	550	28	0.7	0	0.0
1992	17			LT	7,000	9,750	9,450	5,400	560	25	0.6	3	0.1
1993	17			LT	7,000	9,700	8,700	5,150	560	40	1.0	4	0.1
1994	17			LT	6,800	9,950	9,600	4,950	820	45	1.2	2	0.1
1995	17			LT	6,600	9,500	9,200	4,850	790	42	1.1	4	0.1
1996	17			LT	6,400	9,050	8,800	4,700	770	47	1.3	2	0.1
1997	17			LT	6,100	8,600	8,400	4,500	920	32	0.9	4	0.1
1998	17			LT	6,300	8,800	8,650	4,600	940	20	0.6	3	0.1
1999	17			LT	6,450	8,950	8,750	4,700	970	26	0.7	3	0.1
2000	17			LT	6,650	9,250	9,050	4,850	1,000	30	0.8	2	0.1
2001	17			LT	6,300	8,800	8,600	4,600	940	30	0.8	5	0.1
2002	17			LT	6,300	8,800	8,600	4,600	940	34	1.0	2	0.1
2003	17			LT	6,250	8,600	8,400	4,600	940	37	1.0	5	0.1
2004	17			LT	6,250	8,750	8,500	4,600	940	32	0.9	3	0.1
2005	17			LT	6,200	8,500	8,300	4,550	930	22	0.6	2	0.1
2006	17			LT	6,150	8,400	8,200	4,550	920	49	1.4	8	0.2
2007	17			LT	6,150	8,450	8,700	4,500	920	39	1.1	7	0.2
2008	17			LT	6,100	8,350	8,000	4,500	850	30	0.9	7	0.2
2009	17			LT	6,050	8,150	8,000	4,500	850	21	0.6	3	0.1
2010	17			IC	6,050	6,700	6,750	5,350	850	22	0.6	3	0.1
2011	17			IC	6,000	6,600	6,850	5,400	840	26	0.8	2	0.1
2012	17			CTR	5,950	7,200	7,150	5,050	830	17	0.5	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2013	17			CTR	5,950	7,250	7,500	5,050	830	20	0.6	3	0.1
2014	17			CTR	5,900	7,200	7,250	5,000	830	22	0.7	5	0.1
2015	17			CTR	5,850	7,150	7,200	4,950	820	20	0.6	3	0.1
2016	17			CTR	5,850	7,150	7,200	4,950	820	24	0.7	5	0.2
2017	17			CTR	5,800	7,750	7,700	4,750	810	19	0.6	3	0.1
2018	17			CTR	6,000	8,000	8,000	4,900	1,100	25	0.7	0	0.0
2019	17			CTR	6,000	8,000	7,950	4,900	1,150	15	0.4	2	0.1
2021	17			CTR	5,750	7,500	7,450	4,700	1,100	10	0.3	1	0.0
2007	17	HWY 17B (W) BAR RIVER RD (E&W)	5.1	LT	5,150	7,050	7,250	3,800	620	10	1.0	2	0.2
2008	17			LT	5,150	7,050	6,750	3,800	620	12	1.2	2	0.2
2009	17			LT	5,150	6,950	6,800	3,800	620	11	1.1	0	0.0
2010	17			LT	5,150	6,900	6,800	3,800	620	5	0.5	1	0.1
2011	17			LT	5,150	6,600	6,750	4,250	620	7	0.7	0	0.0
2012	17			LT	5,450	7,100	6,800	4,150	650	7	0.7	1	0.1
2013	17			LT	5,400	7,050	7,050	4,100	650	5	0.5	0	0.0
2014	17			LT	5,500	7,200	7,300	4,150	660	8	0.8	0	0.0
2015	17			LT	5,500	7,200	7,300	4,150	660	1	0.1	0	0.0
2016	17			LT	5,550	7,250	7,350	4,200	670	3	0.3	0	0.0
2017	17			LT	5,600	7,100	7,100	4,700	670	3	0.3	0	0.0
2018	17			LT	5,650	7,200	7,200	4,750	680	7	0.7	0	0.0
2019	17			LT	5,700	7,250	7,250	4,750	680	3	0.3	0	0.0
2021	17			LT	5,800	7,300	7,300	4,850	700	3	0.3	0	0.0
2007	17	EAST JCT HWY 638/17	2.9	CR	5,450	6,600	6,600	4,600	0	0	0.0	0	0.0
2008	17			CR	5,450	6,600	6,550	4,600	0	1	0.2	0	0.0
2009	17			CR	5,450	6,550	6,300	4,650	0	4	0.7	0	0.0
2010	17			CR	5,450	6,550	6,300	4,600	0	5	0.9	1	0.2
2011	17			CR	5,450	6,350	6,400	4,850	0	6	1.0	0	0.0
2012	17			LT	6,200	8,100	7,700	4,700	0	12	1.8	0	0.0
2013	17			LT	6,050	7,900	7,900	4,550	0	3	0.5	0	0.0
2014	17			LT	6,450	8,400	8,550	4,850	0	9	1.3	1	0.1
2015	17			LT	6,400	8,350	8,500	4,850	0	2	0.3	0	0.0
2016	17			LT	6,550	8,550	8,700	4,950	0	5	0.7	2	0.3
2017	17			LT	6,700	8,500	8,500	5,600	0	4	0.6	0	0.0
2018	17			LT	6,850	8,700	8,750	5,750	0	1	0.1	0	0.0
2019	17			LT	7,000	8,900	8,900	5,850	0	5	0.7	0	0.0
2021	17			LT	7,300	9,150	9,150	6,100	0	10	1.3	1	0.1
2008	17	LOWER ECHO RIVER	3.9	LT	5,600	7,650	7,350	4,150	1,000	5	0.6	4	0.5
2009	17			LT	5,600	7,550	7,400	4,150	1,000	4	0.5	0	0.0
2010	17			LT	5,600	7,500	7,350	4,150	1,000	7	0.9	0	0.0
2011	17			LT	6,150	7,900	8,050	5,050	1,100	3	0.3	0	0.0
2012	17			LT	6,050	7,900	7,500	4,600	1,150	2	0.2	1	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2013	17			CTR	6,400	7,800	8,050	5,450	1,350	2	0.2	0	0.0
2014	17			CTR	6,450	7,850	7,950	5,500	1,250	4	0.4	0	0.0
2015	17			CTR	6,600	8,050	8,100	5,600	1,150	4	0.4	0	0.0
2016	17			CTR	6,800	8,300	8,350	5,800	1,150	4	0.4	0	0.0
2017	17			CTR	6,950	9,300	9,250	5,650	1,200	2	0.2	0	0.0
2018	17			CTR	7,100	9,500	9,450	5,800	1,700	3	0.3	0	0.0
2019	17			CTR	7,250	9,650	9,600	5,900	1,250	4	0.4	0	0.0
2021	17			CTR	7,600	9,900	9,850	6,200	1,300	5	0.5	1	0.1
2008	17	ECHO BAY RIVER ROAD UP	4.1	LT	5,650	7,750	7,400	4,150	0	3	0.4	2	0.2
2009	17			LT	5,350	7,200	7,050	3,950	0	9	1.1	0	0.0
2010	17			LT	5,150	6,900	6,800	3,800	0	8	1.0	1	0.1
2011	17			LT	4,900	6,300	6,400	4,050	0	7	1.0	0	0.0
2012	17			LT	6,150	8,000	7,650	4,650	0	3	0.3	0	0.0
2013	17			LT	5,600	7,300	7,300	4,250	0	1	0.1	0	0.0
2014	17			LT	6,400	8,350	8,500	4,850	0	0	0.0	0	0.0
2015	17			LT	6,150	8,050	8,150	4,650	0	5	0.5	0	0.0
2016	17			LT	6,300	8,250	8,350	4,750	0	0	0.0	0	0.0
2017	17			LT	6,400	8,150	8,150	5,350	0	5	0.5	0	0.0
2018	17			LT	6,550	8,350	8,350	5,500	1,400	4	0.4	0	0.0
2019	17			LT	6,700	8,500	8,500	5,600	1,050	3	0.3	0	0.0
2021	17			LT	6,950	8,750	8,700	5,800	1,100	3	0.3	0	0.0
2008	17	NOONDAY RD (N)	0.8	LT	5,700	7,800	7,450	4,200	1,200	1	0.6	1	0.6
2009	17			LT	5,350	7,200	7,050	3,950	1,100	2	1.3	0	0.0
2010	17			LT	5,150	6,900	6,800	3,800	1,100	2	1.4	0	0.0
2011	17			LT	4,850	6,200	6,350	4,000	1,000	1	0.7	0	0.0
2012	17			LT	6,450	8,400	8,000	4,900	1,350	2	1.1	1	0.6
2013	17			LT	5,800	7,550	7,550	4,400	1,200	1	0.6	0	0.0
2014	17			LT	6,800	8,900	9,050	5,150	1,450	2	1.1	0	0.0
2015	17			LT	6,750	8,800	8,950	5,100	1,400	2	1.1	1	0.5
2016	17			LT	7,000	9,150	9,300	5,300	1,450	1	0.5	0	0.0
2017	17			LT	7,250	9,200	9,200	6,050	1,500	0	0.0	0	0.0
2018	17			CR	7,700	8,950	9,000	6,900	1,600	2	0.9	0	0.0
2019	17			CR	7,750	9,000	9,050	6,950	1,250	3	1.4	0	0.0
2021	17			CR	8,250	9,500	9,550	7,450	1,300	0	0.0	0	0.0
2008	17	GARDEN RIVER BR	3.6	LT	5,650	7,750	7,400	4,150	960	6	0.8	2	0.3
2009	17			LT	5,350	7,200	7,050	3,950	910	2	0.3	0	0.0
2010	17			LT	5,150	6,900	6,800	3,800	880	3	0.4	0	0.0
2011	17			LT	4,900	6,300	6,400	4,050	830	5	0.8	0	0.0
2012	17			LT	4,650	6,050	5,800	3,500	790	0	0.0	0	0.0
2013	17			LT	4,400	5,750	5,750	3,300	750	4	0.7	0	0.0
2014	17			LT	6,350	8,300	8,450	4,800	1,100	2	0.2	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2015	17			LT	4,900	6,400	6,500	3,700	830	4	0.6	0	0.0
2016	17			LT	4,800	6,250	6,350	3,600	820	4	0.6	0	0.0
2017	17			LT	4,900	6,200	6,250	4,100	830	1	0.2	0	0.0
2018	17			LT	5,850	8,200	8,100	4,500	990	5	0.6	2	0.3
2019	17			LT	6,700	9,400	9,300	5,150	1,050	2	0.2	0	0.0
2021	17			LT	5,750	7,900	7,800	4,450	920	3	0.4	0	0.0
2008	17	SYRETTE LAKE ROAD	1.9	LT	5,550	7,600	7,300	4,100	0	3	0.8	0	0.0
2009	17			LT	5,350	7,200	7,050	3,950	0	2	0.5	0	0.0
2010	17			LT	5,150	6,900	6,800	3,800	0	3	0.8	1	0.3
2011	17			LT	4,950	6,350	6,450	4,050	0	1	0.3	0	0.0
2012	17			LT	6,050	7,900	7,500	4,600	0	3	0.7	0	0.0
2013	17			LT	5,600	7,300	7,300	4,250	0	2	0.5	0	0.0
2014	17			LT	6,300	8,250	8,350	4,750	0	4	0.9	0	0.0
2015	17			LT	6,100	7,950	8,100	4,600	0	4	0.9	0	0.0
2016	17			LT	6,200	8,100	8,250	4,700	0	6	1.4	1	0.2
2017	17			LT	6,350	8,050	8,050	5,300	0	3	0.7	0	0.0
2018	17			LT	6,500	8,250	8,300	5,450	0	1	0.2	0	0.0
2019	17			LT	6,600	8,400	8,400	5,500	0	3	0.6	0	0.0
2021	17			LT	6,850	8,600	8,600	5,750	0	4	0.8	0	0.0
2008	17	BELLEAU LAKE ROAD	3.0	LT	5,700	7,800	7,450	4,200	1,250	4	0.6	0	0.0
2009	17			LT	5,350	7,200	7,050	3,950	1,200	2	0.3	0	0.0
2010	17			LT	5,150	6,900	6,800	3,800	1,150	2	0.3	0	0.0
2011	17			LT	4,850	6,200	6,350	4,000	1,050	8	1.5	1	0.2
2012	17			LT	6,350	8,300	7,900	4,800	1,400	3	0.4	0	0.0
2013	17			CTR	6,550	7,950	8,250	5,550	1,350	5	0.7	1	0.1
2014	17			CTR	6,750	8,250	8,300	5,750	1,250	2	0.3	0	0.0
2015	17			CTR	6,950	8,500	8,550	5,900	1,150	5	0.6	0	0.0
2016	17			CTR	6,950	8,500	8,550	5,900	1,150	4	0.5	1	0.1
2017	17			CTR	7,200	9,600	9,550	5,850	1,200	5	0.6	0	0.0
2018	17			CTR	7,600	10,100	10,100	6,200	1,600	3	0.4	1	0.1
2019	17			CR	7,350	8,550	8,600	6,600	1,200	4	0.5	0	0.0
2021	17			CR	8,100	9,300	9,400	7,300	1,300	7	0.8	0	0.0
2021	17	S.S MARIE E LTS START OF NA	19.4										
1988	17	SAULT STE. M TO ALGOMA MANITOU	3.8	LT	7,200	10,200	10,200	5,450	650	13	1.3	1	0.1
1989	17			LT	7,300	10,100	10,100	5,400	660	12	1.2	2	0.2
1990	17			LT	7,400	10,800	10,400	5,400	670	15	1.5	2	0.2
1991	17			LT	7,500	10,500	10,100	5,550	380	16	1.5	1	0.1
1992	17			LT	7,600	10,600	10,300	5,850	380	11	1.0	0	0.0
1993	17			LT	7,600	10,500	9,400	5,550	380	25	2.4	0	0.0
1994	17			LT	7,700	11,300	10,900	5,600	690	12	1.1	2	0.2
1995	17			LT	7,600	10,900	10,600	5,550	680	21	2.0	3	0.3

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1996	17			LT	7,550	10,700	10,400	5,550	680	11	1.0	0	0.0
1997	17			LT	7,450	10,500	10,300	5,500	740	12	1.2	2	0.2
1998	17			LT	7,500	10,500	10,300	5,500	750	9	0.9	0	0.0
1999	17			LT	7,500	10,400	10,200	5,500	750	15	1.4	1	0.1
2000	17			LT	7,550	10,500	10,300	5,500	760	3	0.3	0	0.0
2001	17			LT	7,250	10,100	9,850	5,300	720	8	0.8	1	0.1
2002	17			LT	7,200	10,100	9,800	5,300	720	7	0.7	2	0.2
2003	17			LT	7,000	9,650	9,400	5,150	700	15	1.5	3	0.3
2004	17			LT	7,100	9,950	9,650	5,200	710	12	1.2	1	0.1
2005	17			LT	7,000	9,600	9,400	5,150	560	7	0.7	3	0.3
2006	17			LT	6,950	9,500	9,300	5,100	560	8	0.8	0	0.0
2007	17			LT	6,900	9,500	9,750	5,050	550	6	0.6	1	0.1
2008	17			LT	6,800	9,300	8,900	5,000	410	10	1.1	0	0.0
2009	17			LT	6,750	9,100	8,900	5,000	400	3	0.3	0	0.0
2010	17			LT	6,700	9,000	8,800	4,950	400	3	0.3	0	0.0
2011	17			LT	6,650	8,500	8,700	5,450	400	3	0.3	0	0.0
2012	17			LT	6,550	8,550	8,150	4,950	390	5	0.5	1	0.1
2013	17			LT	6,500	8,500	8,500	4,900	390	5	0.6	1	0.1
2014	17			CTR	6,450	7,850	7,950	5,500	390	6	0.7	0	0.0
2015	17			CTR	6,700	8,150	8,250	5,700	400	4	0.4	1	0.1
2016	17			CTR	6,950	8,500	8,550	5,900	420	4	0.4	1	0.1
2017	17			CTR	7,200	9,600	9,550	5,850	430	5	0.5	1	0.1
2018	17			CTR	7,450	9,950	9,900	6,050	970	4	0.4	0	0.0
2019	17			CTR	7,050	9,400	9,350	5,750	990	3	0.3	0	0.0
2021	17			CTR	7,000	9,150	9,100	5,700	980	6	0.6	0	0.0
1988	17	SEC HWY 556 HEYDEN (E)	12.0	LT	4,200	5,950	5,900	3,200	420	20	1.1	3	0.2
1989	17			LT	4,250	5,900	5,850	3,150	420	16	0.9	2	0.1
1990	17			LT	4,250	6,200	5,950	3,100	420	23	1.2	0	0.0
1991	17			LT	4,350	6,100	5,850	3,200	390	13	0.7	1	0.1
1992	17			LT	4,350	6,050	5,850	3,350	390	27	1.4	1	0.1
1993	17			LT	4,350	6,000	5,400	3,200	390	23	1.2	2	0.1
1994	17			LT	4,450	6,550	6,300	3,250	440	11	0.6	1	0.1
1995	17			LT	4,350	6,250	6,050	3,200	440	15	0.8	2	0.1
1996	17			LT	4,200	5,950	5,800	3,100	420	19	1.0	4	0.2
1997	17			LT	4,100	5,800	5,650	3,050	410	15	0.8	4	0.2
1998	17			LT	3,950	5,550	5,400	2,900	400	8	0.5	2	0.1
1999	17			LT	3,850	5,350	5,250	2,800	380	13	0.8	1	0.1
2000	17			LT	3,700	5,150	5,050	2,700	440	20	1.2	4	0.2
2001	17			LT	3,750	5,250	5,100	2,750	450	16	1.0	3	0.2
2002	17			LT	3,700	5,150	5,050	2,700	440	13	0.8	4	0.2
2003	17			LT	3,550	4,900	4,800	2,600	430	14	0.9	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2004	17			LT	3,700	5,200	5,050	2,700	440	19	1.2	3	0.2
2005	17			LT	3,550	4,850	4,750	2,600	500	10	0.6	1	0.1
2006	17			LT	3,800	5,200	5,050	2,800	530	18	1.1	0	0.0
2007	17			LT	3,800	5,200	5,350	2,800	530	18	1.1	3	0.2
2008	17			LT	3,950	5,400	5,200	2,900	830	13	0.7	4	0.2
2009	17			LT	4,450	6,000	5,850	3,300	890	12	0.6	1	0.1
2010	17			LT	3,700	4,950	4,850	2,750	740	10	0.6	3	0.2
2011	17			LT	4,150	5,300	5,400	3,400	870	10	0.6	2	0.1
2012	17			LT	3,800	4,950	4,700	2,900	1,100	14	0.8	2	0.1
2013	17			CTR	3,800	4,650	4,800	3,250	810	17	1.0	2	0.1
2014	17			CTR	3,750	4,600	4,600	3,200	1,200	13	0.8	7	0.4
2015	17			CTR	3,750	4,600	4,600	3,200	660	22	1.3	7	0.4
2016	17			CTR	3,750	4,600	4,600	3,200	660	12	0.7	1	0.1
2017	17			CTR	3,700	4,950	4,900	3,000	650	20	1.2	1	0.1
2018	17			CTR	3,950	5,300	5,250	3,200	790	12	0.7	1	0.1
2019	17			IR	3,500	4,250	4,250	3,000	660	11	0.7	2	0.1
2021	17			IR	3,650	4,350	4,350	3,100	690	23	1.4	5	0.3
1988	17	SEC HWY 552	13.9	T	2,300	4,200	4,000	1,400	480	16	1.4	1	0.1
1989	17			T	2,300	4,150	4,000	1,450	480	10	0.9	1	0.1
1990	17			T	2,300	4,200	4,000	1,450	480	18	1.5	2	0.2
1991	17			CTR	2,300	2,900	2,900	2,000	250	12	1.0	4	0.3
1992	17			CTR	2,300	2,850	2,750	2,000	250	15	1.3	2	0.2
1993	17			CTR	2,300	2,900	2,800	1,950	250	13	1.1	0	0.0
1994	17			LT	2,400	3,500	3,400	1,750	220	13	1.1	3	0.2
1995	17			LT	2,450	3,500	3,400	1,800	220	18	1.4	2	0.2
1996	17			LT	2,500	3,550	3,450	1,850	220	10	0.8	0	0.0
1997	17			LT	2,600	3,650	3,600	1,900	290	7	0.5	3	0.2
1998	17			LT	2,600	3,650	3,550	1,900	290	14	1.1	3	0.2
1999	17			LT	2,600	3,600	3,550	1,900	290	10	0.8	1	0.1
2000	17			LT	2,600	3,600	3,550	1,900	290	9	0.7	2	0.2
2001	17			LT	2,700	3,800	3,700	2,000	300	14	1.0	0	0.0
2002	17			LT	2,700	3,750	3,700	2,000	300	7	0.5	2	0.1
2003	17			LT	2,750	3,800	3,700	2,050	300	11	0.8	1	0.1
2004	17			LT	2,750	3,850	3,750	2,000	300	10	0.7	0	0.0
2005	17			LT	2,800	3,850	3,750	2,050	390	12	0.8	3	0.2
2006	17			LT	2,750	3,750	3,650	2,050	380	15	1.1	7	0.5
2007	17			LT	2,650	3,650	3,750	1,950	370	15	1.1	3	0.2
2008	17			LT	2,750	3,750	3,600	2,050	330	10	0.7	1	0.1
2009	17			LT	2,450	3,300	3,250	1,800	290	6	0.5	1	0.1
2010	17			IC	2,250	2,500	2,500	2,000	270	10	0.9	4	0.4
2011	17			IC	2,650	2,900	3,000	2,400	320	12	0.9	5	0.4

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2012	17			CTR	2,700	3,300	3,250	2,300	320	9	0.7	0	0.0
2013	17			CTR	2,650	3,250	3,350	2,250	320	11	0.8	3	0.2
2014	17			CTR	2,700	3,300	3,300	2,300	320	14	1.0	5	0.4
2015	17			CTR	2,700	3,300	3,300	2,300	320	9	0.7	3	0.2
2016	17			CTR	2,700	3,300	3,300	2,300	320	3	0.2	0	0.0
2017	17			CTR	2,700	3,600	3,600	2,200	320	19	1.4	1	0.1
2018	17			CTR	2,850	3,800	3,800	2,300	340	14	1.0	0	0.0
2019	17			CTR	2,750	3,650	3,650	2,250	330	12	0.9	1	0.1
2021	17			CTR	2,750	3,600	3,550	2,250	330	11	0.8	3	0.2
1988	17	HARMONY R BR HAVILLAND TWP ALGOMA DIST	24.5	T	2,200	4,050	3,850	1,350	260	21	1.1	8	0.4
1989	17			T	2,200	4,000	3,850	1,400	260	18	0.9	3	0.2
1990	17			T	2,200	4,000	3,850	1,350	260	19	1.0	12	0.6
1991	17			CTR	2,200	2,750	2,750	1,900	260	18	0.9	5	0.3
1992	17			CTR	2,200	2,700	2,600	1,900	260	15	0.8	4	0.2
1993	17			CTR	2,200	2,750	2,650	1,850	260	13	0.7	2	0.1
1994	17			LT	2,200	3,250	3,100	1,600	260	16	0.8	3	0.2
1995	17			LT	2,300	3,300	3,200	1,700	280	13	0.6	1	0.0
1996	17			LT	2,400	3,400	3,300	1,750	290	16	0.7	3	0.1
1997	17			T	2,500	4,300	4,200	1,550	350	13	0.6	4	0.2
1998	17			T	2,600	4,400	4,350	1,600	360	16	0.7	4	0.2
1999	17			T	2,700	4,550	4,450	1,650	380	10	0.4	3	0.1
2000	17			LT	2,800	3,900	3,800	2,050	390	8	0.3	2	0.1
2001	17			LT	2,700	3,800	3,700	2,000	380	12	0.5	3	0.1
2002	17			LT	2,750	3,850	3,750	2,000	380	17	0.7	3	0.1
2003	17			LT	2,750	3,800	3,700	2,050	380	17	0.7	5	0.2
2004	17			LT	2,800	3,900	3,800	2,050	390	9	0.4	4	0.2
2005	17			LT	2,800	3,850	3,750	2,050	390	16	0.6	5	0.2
2006	17			LT	2,700	3,700	3,600	2,000	380	10	0.4	4	0.2
2007	17			LT	2,750	3,800	3,900	2,000	380	11	0.4	1	0.0
2008	17			LT	2,900	3,950	3,800	2,150	410	15	0.6	7	0.3
2009	17			LT	2,800	3,800	3,700	2,050	390	10	0.4	8	0.3
2010	17			IC	2,250	2,500	2,500	2,000	320	9	0.4	1	0.0
2011	17			IC	2,850	3,150	3,250	2,550	400	13	0.5	5	0.2
2012	17			CTR	2,450	2,950	2,950	2,100	340	15	0.7	1	0.0
2013	17			CTR	2,400	2,900	3,000	2,050	340	16	0.7	3	0.1
2014	17			CTR	2,450	3,000	3,000	2,100	340	6	0.3	4	0.2
2015	17			CTR	2,500	3,050	3,100	2,100	350	14	0.6	2	0.1
2016	17			CTR	2,500	3,050	3,100	2,100	350	11	0.5	1	0.0
2017	17			CTR	2,650	3,550	3,500	2,150	370	14	0.6	0	0.0
2018	17			CTR	2,650	3,550	3,500	2,150	370	10	0.4	1	0.0
2019	17			CTR	2,650	3,550	3,500	2,150	370	11	0.5	4	0.2

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2021	17			CTR	2,650	3,450	3,450	2,150	370	8	0.3	6	0.3
1988	17	SEC HWY 563 BATCHAWANA	8.0	T	2,000	3,650	3,500	1,200	260	7	1.2	3	0.5
1989	17			T	2,050	3,700	3,600	1,300	270	4	0.7	0	0.0
1990	17			T	2,100	3,800	3,650	1,300	270	11	1.8	2	0.3
1991	17			CTR	2,200	2,750	2,750	1,900	220	10	1.6	2	0.3
1992	17			CTR	2,200	2,700	2,600	1,900	220	5	0.8	3	0.5
1993	17			CTR	2,200	2,750	2,650	1,850	220	6	0.9	0	0.0
1994	17			LT	2,200	3,250	3,100	1,600	200	10	1.6	0	0.0
1995	17			LT	2,300	3,300	3,200	1,700	210	7	1.0	1	0.1
1996	17			LT	2,400	3,400	3,300	1,750	220	7	1.0	3	0.4
1997	17			LT	2,450	3,450	3,400	1,800	340	6	0.8	2	0.3
1998	17			LT	2,450	3,450	3,350	1,800	340	4	0.6	0	0.0
1999	17			LT	2,400	3,350	3,250	1,750	340	4	0.6	1	0.1
2000	17			LT	2,400	3,350	3,250	1,750	340	6	0.9	1	0.1
2001	17			LT	2,450	3,450	3,350	1,800	340	4	0.6	3	0.4
2002	17			LT	2,450	3,400	3,350	1,800	340	10	1.4	3	0.4
2003	17			LT	2,400	3,300	3,250	1,750	340	8	1.1	3	0.4
2004	17			LT	2,400	3,350	3,250	1,750	340	3	0.4	0	0.0
2005	17			LT	2,500	3,450	3,350	1,850	450	7	1.0	1	0.1
2006	17			LT	2,350	3,200	3,150	1,750	420	6	0.9	6	0.9
2007	17			LT	2,350	3,250	3,300	1,750	330	4	0.6	0	0.0
2008	17			LT	2,300	3,150	3,000	1,700	320	11	1.6	5	0.7
2009	17			LT	2,350	3,150	3,100	1,750	330	5	0.7	2	0.3
2010	17			IC	2,100	2,300	2,350	1,850	290	2	0.3	0	0.0
2011	17			IC	2,350	2,600	2,700	2,100	330	7	1.0	0	0.0
2012	17			CTR	2,300	2,800	2,750	1,950	320	6	0.9	3	0.4
2013	17			CTR	2,300	2,800	2,900	1,950	320	6	0.9	2	0.3
2014	17			CTR	2,300	2,800	2,850	1,950	320	1	0.1	1	0.1
2015	17			CTR	2,300	2,800	2,850	1,950	320	6	0.9	1	0.1
2016	17			CTR	2,300	2,800	2,850	1,950	320	3	0.4	0	0.0
2017	17			CTR	2,300	3,050	3,050	1,850	320	2	0.3	1	0.1
2018	17			CTR	2,300	3,050	3,050	1,850	670	2	0.3	0	0.0
2019	17			CTR	2,300	3,050	3,050	1,850	920	3	0.4	0	0.0
2021	17			CTR	2,300	3,000	3,000	1,900	920	10	1.5	4	0.6
1988	17	PANCAKE BAY PROV PARK ENT	41.9	T	1,650	3,000	2,900	1,000	330	17	0.7	4	0.2
1989	17			T	1,700	3,100	3,000	1,050	340	24	0.9	5	0.2
1990	17			T	1,750	3,200	3,050	1,100	350	14	0.5	4	0.1
1991	17			CTR	1,900	2,400	2,400	1,650	380	18	0.6	5	0.2
1992	17			CTR	1,900	2,350	2,250	1,650	380	20	0.7	4	0.1
1993	17			CTR	1,900	2,400	2,300	1,600	380	28	1.0	7	0.2
1994	17			LT	2,000	2,950	2,850	1,450	400	18	0.6	4	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1995	17			LT	2,050	2,950	2,850	1,500	410	25	0.8	5	0.2
1996	17			LT	2,100	2,950	2,900	1,550	420	23	0.7	9	0.3
1997	17			LT	2,200	3,100	3,050	1,650	440	16	0.5	3	0.1
1998	17			LT	2,200	3,100	3,000	1,600	440	12	0.4	3	0.1
1999	17			LT	2,250	3,150	3,050	1,650	560	13	0.4	5	0.1
2000	17			LT	2,250	3,150	3,050	1,650	560	10	0.3	4	0.1
2001	17			LT	2,250	3,150	3,050	1,650	560	21	0.6	5	0.1
2002	17			LT	2,300	3,200	3,150	1,700	580	17	0.5	5	0.1
2003	17			LT	2,200	3,050	2,950	1,600	550	19	0.6	6	0.2
2004	17			LT	2,300	3,200	3,150	1,700	580	22	0.6	6	0.2
2005	17			LT	2,450	3,350	3,300	1,800	610	22	0.6	11	0.3
2006	17			LT	2,200	3,000	2,950	1,600	550	24	0.7	15	0.4
2007	17			LT	2,200	3,000	3,100	1,600	550	24	0.7	6	0.2
2008	17			LT	2,150	2,950	2,800	1,600	540	18	0.5	4	0.1
2009	17			LT	2,200	2,950	2,900	1,650	550	19	0.6	5	0.1
2010	17			LT	1,800	2,400	2,350	1,350	450	11	0.4	4	0.1
2011	17			LT	2,200	2,800	2,850	1,800	550	19	0.6	6	0.2
2012	17			CTR	1,950	2,350	2,350	1,650	490	15	0.5	5	0.2
2013	17			CTR	2,150	2,600	2,700	1,850	540	15	0.5	6	0.2
2014	17			CTR	1,850	2,250	2,300	1,550	460	15	0.5	3	0.1
2015	17			CTR	2,100	2,550	2,600	1,800	520	13	0.4	7	0.2
2016	17			CTR	2,100	2,550	2,600	1,800	520	14	0.4	7	0.2
2017	17			CTR	2,100	2,800	2,800	1,700	520	23	0.7	9	0.3
2018	17			CTR	1,900	2,550	2,550	1,550	480	13	0.4	2	0.1
2019	17			CTR	2,050	2,750	2,700	1,650	510	9	0.3	5	0.2
2021	17			CTR	2,050	2,650	2,650	1,650	510	14	0.4	1	0.0
1988	17	MONTREAL R BR RIX TWP	18.5	T	1,700	3,100	3,000	1,050	600	17	1.5	5	0.4
1989	17			T	1,700	3,100	3,000	1,050	600	15	1.3	2	0.2
1990	17			T	1,700	3,100	2,950	1,050	600	14	1.2	3	0.3
1991	17			LT	1,700	2,400	2,300	1,250	600	16	1.4	8	0.7
1992	17			LT	1,700	2,350	2,300	1,300	600	6	0.5	2	0.2
1993	17			LT	1,700	2,350	2,100	1,250	600	21	1.8	4	0.3
1994	17			LT	1,850	2,700	2,600	1,350	650	15	1.2	2	0.2
1995	17			LT	1,850	2,650	2,600	1,350	650	13	1.0	2	0.2
1996	17			LT	1,850	2,600	2,550	1,350	650	14	1.1	3	0.2
1997	17			LT	1,850	2,600	2,550	1,350	650	13	1.0	1	0.1
1998	17			LT	1,900	2,650	2,600	1,400	660	9	0.7	2	0.2
1999	17			LT	1,950	2,700	2,650	1,400	680	16	1.2	8	0.6
2000	17			LT	2,050	2,850	2,800	1,500	620	16	1.2	13	0.9
2001	17			LT	2,050	2,850	2,800	1,500	620	8	0.6	3	0.2
2002	17			LT	2,050	2,850	2,800	1,500	620	10	0.7	1	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2003	17			LT	2,100	2,900	2,850	1,550	630	9	0.6	5	0.4
2004	17			LT	2,050	2,850	2,800	1,500	620	9	0.7	5	0.4
2005	17			LT	2,150	2,950	2,900	1,600	640	11	0.8	3	0.2
2006	17			LT	2,000	2,750	2,650	1,450	600	18	1.3	6	0.4
2007	17			LT	2,000	2,750	2,800	1,450	600	13	1.0	7	0.5
2008	17			LT	1,950	2,650	2,550	1,450	580	8	0.6	2	0.2
2009	17			LT	2,000	2,700	2,650	1,500	600	11	0.8	4	0.3
2010	17			LT	1,700	2,300	2,250	1,250	510	6	0.5	4	0.3
2011	17			LT	2,000	2,550	2,600	1,650	600	10	0.7	4	0.3
2012	17			CTR	1,800	2,200	2,150	1,550	540	6	0.5	4	0.3
2013	17			CTR	2,000	2,450	2,500	1,700	600	12	0.9	9	0.7
2014	17			CTR	1,700	2,050	2,100	1,450	760	9	0.8	4	0.3
2015	17			CTR	1,950	2,400	2,400	1,650	880	5	0.4	3	0.2
2016	17			CTR	1,950	2,400	2,400	1,650	880	3	0.2	1	0.1
2017	17			CTR	1,950	2,600	2,600	1,600	880	8	0.6	2	0.2
2018	17			CTR	1,950	2,600	2,600	1,600	640	7	0.5	3	0.2
2019	17			CTR	1,950	2,600	2,600	1,600	820	12	0.9	3	0.2
2021	17			CTR	1,950	2,550	2,550	1,600	820	4	0.3	0	0.0
1988	17	AGAWA BAY RD LAKE SUPERIOR PROV. PARK	74.3	T	1,600	2,950	2,800	980	500	81	1.9	20	0.5
1989	17			T	1,600	2,900	2,800	1,000	500	62	1.4	16	0.4
1990	17			T	1,600	2,900	2,800	990	500	70	1.6	15	0.3
1991	17			LT	1,600	2,250	2,150	1,200	500	51	1.2	13	0.3
1992	17			LT	1,600	2,200	2,150	1,250	500	71	1.6	21	0.5
1993	17			LT	1,600	2,200	2,000	1,150	500	71	1.6	19	0.4
1994	17			LT	1,700	2,500	2,400	1,250	530	54	1.2	6	0.1
1995	17			LT	1,750	2,500	2,450	1,300	540	58	1.2	14	0.3
1996	17			LT	1,800	2,550	2,500	1,300	560	55	1.1	13	0.3
1997	17			LT	1,800	2,550	2,500	1,350	560	48	1.0	9	0.2
1998	17			LT	1,850	2,600	2,550	1,350	570	48	1.0	14	0.3
1999	17			LT	1,950	2,700	2,650	1,400	600	56	1.1	21	0.4
2000	17			LT	2,050	2,850	2,800	1,500	570	50	0.9	13	0.2
2001	17			LT	2,050	2,850	2,800	1,500	570	46	0.8	18	0.3
2002	17			LT	2,100	2,950	2,850	1,550	590	80	1.4	33	0.6
2003	17			LT	2,150	2,950	2,900	1,600	600	72	1.2	20	0.3
2004	17			LT	2,100	2,950	2,850	1,550	590	64	1.1	27	0.5
2005	17			LT	2,250	3,100	3,000	1,650	630	62	1.0	19	0.3
2006	17			LT	2,150	2,950	2,850	1,600	600	55	0.9	24	0.4
2007	17			LT	2,200	3,000	3,100	1,600	620	65	1.1	29	0.5
2008	17			LT	2,000	2,750	2,600	1,500	560	60	1.1	21	0.4
2009	17			LT	2,250	3,050	2,950	1,650	630	43	0.7	12	0.2
2010	17			LT	2,300	3,100	3,050	1,700	640	31	0.5	10	0.2

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2011	17			LT	2,350	3,000	3,050	1,950	660	53	0.8	21	0.3
2012	17			CTR	2,100	2,550	2,500	1,800	590	38	0.7	11	0.2
2013	17			CTR	2,350	2,850	2,950	2,000	660	56	0.9	23	0.4
2014	17			CTR	1,850	2,250	2,300	1,550	710	62	1.2	32	0.6
2015	17			CTR	2,100	2,550	2,600	1,800	800	50	0.9	19	0.3
2016	17			CTR	2,100	2,550	2,600	1,800	800	33	0.6	13	0.2
2017	17			CTR	2,300	3,050	3,050	1,850	880	41	0.7	5	0.1
2018	17			CTR	2,200	2,950	2,950	1,800	730	44	0.7	9	0.2
2019	17			CTR	2,300	3,050	3,050	1,850	990	46	0.7	18	0.3
2021	17			CTR	2,350	3,050	3,050	1,900	1,000	57	0.9	18	0.3
1988	17	0.175 KM N OF LAKE SUPERIOR PROV PARK N LTS	7.8	T	1,600	2,950	2,800	980	190	5	1.1	2	0.4
1989	17			T	1,750	3,150	3,050	1,100	210	2	0.4	0	0.0
1990	17			T	1,900	3,450	3,300	1,200	230	6	1.1	1	0.2
1991	17			LT	2,000	2,800	2,700	1,500	240	2	0.4	0	0.0
1992	17			LT	2,000	2,800	2,700	1,550	240	6	1.1	2	0.4
1993	17			LT	2,000	2,750	2,500	1,450	240	12	2.1	2	0.4
1994	17			LT	2,100	3,100	2,950	1,550	250	6	1.0	2	0.3
1995	17			LT	2,100	3,000	2,950	1,550	250	4	0.7	0	0.0
1996	17			LT	2,050	2,900	2,800	1,500	250	7	1.2	0	0.0
1997	17			LT	2,050	2,900	2,850	1,500	250	8	1.4	6	1.0
1998	17			LT	1,950	2,750	2,650	1,400	230	11	2.0	4	0.7
1999	17			LT	1,850	2,550	2,500	1,350	220	2	0.4	1	0.2
2000	17			LT	1,800	2,500	2,450	1,300	220	9	1.8	3	0.6
2001	17			LT	2,000	2,800	2,700	1,450	240	4	0.7	1	0.2
2002	17			LT	2,000	2,800	2,700	1,450	240	12	2.1	3	0.5
2003	17			LT	1,700	2,350	2,300	1,250	200	3	0.6	1	0.2
2004	17			LT	2,000	2,800	2,700	1,450	240	3	0.5	1	0.2
2005	17			LT	2,250	3,100	3,000	1,650	270	6	0.9	3	0.5
2006	17			LT	1,900	2,600	2,550	1,400	230	2	0.4	0	0.0
2007	17			LT	1,900	2,600	2,700	1,400	230	6	1.1	2	0.4
2008	17			LT	2,100	2,900	2,750	1,550	250	4	0.7	2	0.3
2009	17			LT	1,900	2,550	2,500	1,400	230	3	0.6	3	0.6
2010	17			LT	1,650	2,200	2,150	1,200	200	4	0.9	1	0.2
2011	17			LT	1,850	2,350	2,400	1,500	220	8	1.5	2	0.4
2012	17			CTR	2,100	2,550	2,500	1,800	250	5	0.8	1	0.2
2013	17			CTR	1,900	2,300	2,400	1,600	230	5	0.9	1	0.2
2014	17			CTR	1,900	2,300	2,350	1,600	740	5	0.9	3	0.6
2015	17			CTR	1,900	2,300	2,350	1,600	740	8	1.5	2	0.4
2016	17			CTR	1,900	2,300	2,350	1,600	740	4	0.7	2	0.4
2017	17			CTR	1,900	2,550	2,550	1,550	740	6	1.1	2	0.4
2018	17			CTR	1,850	2,450	2,450	1,500	720	1	0.2	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2019	17			CTR	1,850	2,450	2,450	1,500	720	4	0.8	0	0.0
2021	17			CTR	1,850	2,400	2,400	1,500	720	6	1.1	3	0.6
1988	17	MISSION RD RABAZO TWP (W)	4.8	T	2,750	5,050	4,800	1,700	360	11	2.3	2	0.4
1989	17			T	2,850	5,150	5,000	1,800	370	6	1.2	0	0.0
1990	17			T	2,950	5,350	5,150	1,850	380	6	1.2	0	0.0
1991	17			LT	3,100	4,350	4,200	2,300	400	3	0.6	0	0.0
1992	17			LT	3,100	4,300	4,200	2,400	400	5	0.9	1	0.2
1993	17			LT	3,100	4,300	3,850	2,250	400	2	0.4	0	0.0
1994	17			LT	3,100	4,550	4,400	2,250	400	4	0.7	0	0.0
1995	17			LT	3,100	4,450	4,300	2,250	400	4	0.7	0	0.0
1996	17			LT	3,000	4,250	4,150	2,200	390	3	0.6	1	0.2
1997	17			LT	2,950	4,150	4,050	2,200	590	2	0.4	1	0.2
1998	17			LT	2,800	3,900	3,850	2,050	560	4	0.8	0	0.0
1999	17			LT	2,600	3,600	3,550	1,900	520	5	1.1	3	0.7
2000	17			LT	2,650	3,700	3,600	1,950	530	3	0.6	1	0.2
2001	17			LT	2,650	3,700	3,600	1,950	530	3	0.6	1	0.2
2002	17			LT	2,600	3,650	3,550	1,900	520	3	0.7	1	0.2
2003	17			LT	2,400	3,300	3,250	1,750	480	9	2.1	1	0.2
2004	17			LT	2,450	3,450	3,350	1,800	490	4	0.9	1	0.2
2005	17			CR	2,550	3,100	2,950	2,150	510	6	1.3	5	1.1
2006	17			CR	2,350	2,850	2,750	2,000	470	1	0.2	0	0.0
2007	17			CR	2,300	2,800	2,800	1,950	460	2	0.5	0	0.0
2008	17			CR	2,200	2,650	2,650	1,850	510	0	0.0	0	0.0
2009	17			IC	2,300	2,550	2,600	2,050	510	2	0.5	1	0.2
2010	17			IC	2,100	2,300	2,350	1,850	460	5	1.4	2	0.5
2011	17			CTR	2,350	2,850	2,750	2,000	520	6	1.5	2	0.5
2012	17			CTR	2,350	2,850	2,800	2,000	510	2	0.5	1	0.2
2013	17			LT	2,100	2,750	2,750	1,600	630	5	1.4	1	0.3
2014	17			LT	2,050	2,700	2,700	1,550	850	3	0.8	1	0.3
2015	17			LT	2,000	2,600	2,650	1,500	630	4	1.1	2	0.6
2016	17			LT	2,100	2,750	2,800	1,600	660	3	0.8	2	0.5
2017	17			LT	1,900	2,600	2,600	1,500	600	3	0.9	2	0.6
2018	17			LT	1,850	2,500	2,550	1,450	580	2	0.6	1	0.3
2019	17			LT	2,000	2,700	2,750	1,600	720	3	0.9	2	0.6
2021	17			LT	1,750	2,300	2,350	1,400	630	7	2.3	1	0.3
1988	17	HWY 101 (E) WAWA	89.6	T	1,450	2,650	2,550	880	380	88	1.9	24	0.5
1989	17			T	1,500	2,700	2,600	940	390	90	1.8	21	0.4
1990	17			LT	1,350	1,950	1,900	990	350	81	1.8	26	0.6
1991	17			LT	1,450	2,050	1,950	1,050	280	64	1.3	15	0.3
1992	17			LT	1,450	2,000	1,950	1,100	280	72	1.5	11	0.2
1993	17			LT	1,450	2,000	1,800	1,050	280	77	1.6	20	0.4

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1994	17			LT	1,500	2,200	2,100	1,100	210	75	1.5	12	0.2
1995	17			LT	1,550	2,250	2,150	1,150	220	69	1.4	20	0.4
1996	17			LT	1,600	2,250	2,200	1,200	220	82	1.6	18	0.3
1997	17			LT	1,650	2,350	2,300	1,200	500	67	1.2	24	0.4
1998	17			LT	1,700	2,400	2,350	1,250	510	78	1.4	29	0.5
1999	17			LT	1,750	2,450	2,400	1,300	770	74	1.3	18	0.3
2000	17			LT	1,800	2,500	2,450	1,300	490	88	1.5	26	0.4
2001	17			LT	1,250	1,750	1,700	920	340	74	1.8	21	0.5
2002	17			LT	1,200	1,700	1,650	880	320	98	2.5	31	0.8
2003	17			LT	1,850	2,550	2,500	1,350	500	77	1.3	29	0.5
2004	17			LT	1,950	2,750	2,650	1,450	530	62	1.0	27	0.4
2005	17			IR	1,950	2,350	2,150	1,650	230	69	1.1	33	0.5
2006	17			IR	2,250	2,700	2,450	1,900	270	51	0.7	23	0.3
2007	17			IR	2,200	2,650	2,650	1,850	260	64	0.9	26	0.4
2008	17			IR	2,000	2,400	2,400	1,700	400	76	1.2	27	0.4
2009	17			IR	2,050	2,450	2,250	1,750	410	65	1.0	25	0.4
2010	17			IC	2,000	2,200	2,250	1,750	400	50	0.8	16	0.2
2011	17			IC	2,150	2,350	2,450	1,950	430	39	0.6	11	0.2
2012	17			CTR	1,850	2,250	2,200	1,600	370	53	0.9	23	0.4
2013	17			CTR	1,900	2,300	2,400	1,600	380	71	1.1	26	0.4
2014	17			CTR	1,950	2,400	2,400	1,650	390	62	1.0	23	0.4
2015	17			CTR	1,900	2,300	2,350	1,600	380	63	1.0	15	0.2
2016	17			CTR	1,800	2,200	2,200	1,550	360	57	1.0	16	0.3
2017	17			CTR	1,750	2,350	2,350	1,450	350	52	0.9	16	0.3
2018	17			CTR	1,700	2,250	2,250	1,400	700	55	1.0	12	0.2
2019	17			CTR	2,250	3,000	3,000	1,850	970	59	0.8	15	0.2
2021	17			CTR	1,400	1,850	1,800	1,150	600	73	1.6	21	0.5
1988	17	SEC HWY 631 ELGIN ST	5.9	T	1,400	2,550	2,450	850	220	49	16.2	12	4.0
1989	17			T	1,400	2,550	2,450	880	220	38	12.6	13	4.3
1990	17			LT	1,400	2,050	1,950	1,000	250	44	14.6	9	3.0
1991	17			LT	1,450	2,050	1,950	1,050	260	21	6.7	6	1.9
1992	17			LT	1,450	2,000	1,950	1,100	260	37	11.8	16	5.1
1993	17			LT	1,500	2,050	1,850	1,100	420	39	12.1	5	1.5
1994	17			LT	1,550	2,250	2,200	1,150	430	32	9.6	10	3.0
1995	17			LT	1,650	2,350	2,300	1,200	460	42	11.8	16	4.5
1996	17			LT	1,600	2,250	2,200	1,200	450	37	10.7	10	2.9
1997	17			IT	1,650	2,150	2,150	1,350	460	29	8.2	10	2.8
1998	17			IT	1,650	2,150	2,100	1,350	460	28	7.9	8	2.3
1999	17			IT	1,700	2,200	2,150	1,400	510	50	13.7	23	6.3
2000	17			IT	1,700	2,200	2,150	1,400	510	42	11.4	12	3.3
2001	17			IT	1,750	2,300	2,250	1,400	520	33	8.8	17	4.5

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2002	17			IT	1,750	2,300	2,250	1,450	380	45	11.9	15	4.0
2003	17			IT	1,750	2,250	2,250	1,450	380	32	8.5	10	2.7
2004	17			IT	1,850	2,400	2,350	1,500	410	50	12.5	11	2.8
2005	17			CTR	1,800	2,250	2,150	1,550	380	40	10.3	12	3.1
2006	17			CTR	1,850	2,300	2,200	1,550	390	30	7.5	15	3.8
2007	17			LT	1,850	2,550	2,600	1,350	390	33	8.3	9	2.3
2008	17			LT	1,900	2,600	2,500	1,400	400	37	9.0	12	2.9
2009	17			LT	1,900	2,550	2,500	1,400	780	27	6.6	11	2.7
2010	17			LT	1,950	2,600	2,550	1,450	800	37	8.8	16	3.8
2011	17			LT	1,750	2,250	2,300	1,450	720	19	5.0	8	2.1
2012	17			LT	1,950	2,550	2,400	1,500	800	35	8.3	14	3.3
2013	17			LT	1,950	2,550	2,550	1,450	800	35	8.3	13	3.1
2014	17			LT	1,950	2,550	2,600	1,450	800	40	9.5	17	4.0
2015	17			LT	1,950	2,550	2,600	1,450	800	33	7.9	16	3.8
2016	17			CTR	1,800	2,200	2,200	1,550	760	14	3.6	2	0.5
2017	17			CTR	1,950	2,600	2,600	1,600	830	46	11.0	18	4.3
2018	17			CTR	2,000	2,650	2,650	1,650	850	28	6.5	8	1.9
2019	17			IR	1,950	2,200	2,250	1,700	620	25	6.0	9	2.1
2021	17			IR	2,050	2,300	2,350	1,800	660	25	5.7	8	1.8
1988	17	SEC HWY 614 (TO MANITOUWADGE)	33.2	LT	2,900	4,100	4,100	2,200	780	40	1.1	8	0.2
1989	17			LT	3,500	4,850	4,850	2,600	940	49	1.2	15	0.4
1990	17			LT	2,050	3,000	2,850	1,500	550	28	1.1	3	0.1
1991	17			LT	2,050	2,850	2,750	1,500	430	19	0.8	3	0.1
1992	17			LT	2,000	2,800	2,700	1,550	420	21	0.9	4	0.2
1993	17			LT	2,000	2,750	2,500	1,450	420	18	0.7	5	0.2
1994	17			LT	2,000	2,950	2,850	1,450	420	24	1.0	5	0.2
1995	17			LT	2,100	3,000	2,950	1,550	440	21	0.8	3	0.1
1996	17			UC	2,250	2,400	2,650	2,150	470	16	0.6	6	0.2
1997	17			LT	2,250	3,150	3,100	1,650	470	19	0.7	5	0.2
1998	17			LT	2,250	3,150	3,100	1,650	470	22	0.8	8	0.3
1999	17			LT	2,300	3,200	3,150	1,700	640	20	0.7	2	0.1
2000	17			LT	2,350	3,250	3,200	1,700	680	29	1.0	7	0.2
2001	17			LT	2,400	3,350	3,250	1,750	700	31	1.1	6	0.2
2002	17			LT	2,450	3,400	3,350	1,800	710	23	0.8	5	0.2
2003	17			LT	2,500	3,450	3,350	1,850	720	21	0.7	5	0.2
2004	17			LT	2,700	3,800	3,700	2,000	780	21	0.6	5	0.2
2005	17			LT	2,650	3,650	3,550	1,950	580	29	0.9	10	0.3
2006	17			LT	2,800	3,850	3,750	2,050	620	24	0.7	10	0.3
2007	17			LT	2,600	3,550	3,650	1,900	1,150	20	0.6	8	0.3
2008	17			LT	2,400	3,300	3,150	1,750	1,100	21	0.7	2	0.1
2009	17			LT	2,150	2,900	2,850	1,600	900	20	0.8	2	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2010	17			LT	2,000	2,700	2,650	1,500	840	13	0.5	4	0.2
2011	17			LT	2,700	3,450	3,550	2,200	1,150	13	0.4	7	0.2
2012	17			LT	2,000	2,600	2,500	1,500	840	12	0.5	3	0.1
2013	17			LT	2,450	3,200	3,200	1,850	1,050	27	0.9	6	0.2
2014	17			UC	2,400	2,400	2,300	2,300	1,500	21	0.7	9	0.3
2015	17			UC	2,500	2,500	2,400	2,350	1,600	21	0.7	9	0.3
2016	17			UC	2,500	2,500	2,400	2,350	1,600	20	0.7	6	0.2
2017	17			UC	2,500	2,500	2,500	2,400	1,600	9	0.3	3	0.1
2018	17			UC	2,500	2,500	2,500	2,400	1,600	12	0.4	6	0.2
2019	17			UC	2,500	2,450	2,500	2,400	1,200	20	0.7	4	0.1
2021	17			C	2,500	2,700	2,700	2,250	700	21	0.7	11	0.4
1988	17	HWY 627 TO HERON BAY PUKASKWA PARK	6.7	LT	3,100	4,400	4,350	2,350	710	9	1.2	4	0.5
1989	17			LT	3,350	4,650	4,600	2,500	770	9	1.1	4	0.5
1990	17			LT	3,650	5,350	5,100	2,650	840	7	0.8	0	0.0
1991	17			LT	3,600	5,050	4,850	2,650	680	8	0.9	1	0.1
1992	17			LT	3,600	5,000	4,850	2,750	680	9	1.0	1	0.1
1993	17			LT	3,600	5,000	4,450	2,650	720	6	0.7	0	0.0
1994	17			LT	3,100	4,550	4,400	2,250	620	5	0.7	0	0.0
1995	17			LT	2,800	4,000	3,900	2,050	560	3	0.4	3	0.4
1996	17			LT	2,500	3,550	3,450	1,850	420	10	1.6	2	0.3
1997	17			LT	2,300	3,250	3,150	1,700	390	8	1.4	3	0.5
1998	17			LT	2,100	2,950	2,900	1,550	360	9	1.7	1	0.2
1999	17			LT	2,600	3,600	3,550	1,900	570	3	0.5	1	0.2
2000	17			LT	2,550	3,550	3,500	1,850	560	6	1.0	2	0.3
2001	17			LT	2,600	3,650	3,550	1,900	570	5	0.8	1	0.2
2002	17			LT	2,900	4,050	3,950	2,150	580	10	1.4	2	0.3
2003	17			LT	2,650	3,650	3,550	1,950	530	5	0.8	1	0.2
2004	17			LT	2,650	3,700	3,600	1,950	530	7	1.1	3	0.5
2005	17			LT	2,700	3,700	3,600	2,000	730	2	0.3	0	0.0
2006	17			LT	2,850	3,900	3,800	2,100	770	2	0.3	0	0.0
2007	17			LT	2,750	3,800	3,900	2,000	740	3	0.4	2	0.3
2008	17			LT	2,650	3,650	3,450	1,950	720	10	1.5	5	0.8
2009	17			LT	2,600	3,500	3,450	1,900	810	7	1.1	2	0.3
2010	17			LT	2,500	3,350	3,300	1,850	780	4	0.7	1	0.2
2011	17			UC	2,700	2,700	2,800	2,550	840	11	1.7	5	0.8
2012	17			UC	2,400	2,400	2,550	2,300	740	9	1.5	3	0.5
2013	17			UC	2,600	2,600	2,600	2,450	810	12	1.9	8	1.3
2014	17			C	2,700	2,950	2,900	2,450	930	8	1.2	2	0.3
2015	17			C	2,600	2,850	2,800	2,350	900	9	1.4	5	0.8
2016	17			C	2,600	2,850	2,800	2,350	900	3	0.5	1	0.2
2017	17			C	2,600	2,850	2,850	2,350	900	9	1.4	1	0.2

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2018	17			C	2,600	2,850	2,850	2,350	900	4	0.6	0	0.0
2019	17			C	2,600	2,850	2,800	2,350	680	3	0.5	2	0.3
2021	17			C	2,800	3,050	3,050	2,550	620	9	1.3	2	0.3
1988	17	PENINSULA RD (FORMER HWY 626 TO MARATHON) (S)	76.0	T	2,150	3,950	3,750	1,300	320	76	1.3	34	0.6
1989	17			T	2,500	4,500	4,400	1,600	380	50	0.7	9	0.1
1990	17			LT	1,450	2,100	2,050	1,050	220	64	1.6	21	0.5
1991	17			LT	1,450	2,050	1,950	1,050	220	68	1.7	14	0.3
1992	17			LT	1,450	2,000	1,950	1,100	220	77	1.9	18	0.4
1993	17			LT	1,450	2,000	1,800	1,050	220	75	1.9	18	0.4
1994	17			LT	1,500	2,200	2,100	1,100	220	69	1.7	19	0.5
1995	17			LT	1,500	2,150	2,100	1,100	220	70	1.7	14	0.3
1996	17			LT	1,550	2,200	2,150	1,150	260	50	1.2	13	0.3
1997	17			LT	1,600	2,250	2,200	1,200	270	41	0.9	12	0.3
1998	17			LT	1,700	2,400	2,350	1,250	290	59	1.3	19	0.4
1999	17			LT	1,800	2,500	2,450	1,300	310	61	1.2	21	0.4
2000	17			LT	1,900	2,650	2,600	1,400	320	60	1.1	20	0.4
2001	17			LT	1,900	2,650	2,600	1,400	320	65	1.2	22	0.4
2002	17			LT	2,100	2,950	2,850	1,550	360	77	1.3	33	0.6
2003	17			LT	2,050	2,800	2,750	1,500	350	76	1.3	20	0.4
2004	17			LT	2,400	3,350	3,250	1,750	410	46	0.7	15	0.2
2005	17			LT	2,150	2,950	2,900	1,600	370	55	0.9	26	0.4
2006	17			LT	2,600	3,550	3,450	1,900	440	51	0.7	20	0.3
2007	17			LT	2,350	3,250	3,300	1,750	1,050	62	1.0	29	0.4
2008	17			LT	2,150	2,950	2,800	1,600	970	55	0.9	17	0.3
2009	17			LT	2,000	2,700	2,650	1,500	800	52	0.9	18	0.3
2010	17			LT	1,700	2,300	2,250	1,250	680	51	1.1	19	0.4
2011	17			LT	2,600	3,350	3,400	2,150	1,150	64	0.9	21	0.3
2012	17			LT	1,700	2,200	2,100	1,300	760	49	1.0	24	0.5
2013	17			LT	2,350	3,050	3,050	1,750	1,050	66	1.0	22	0.3
2014	17			LT	1,900	2,500	2,500	1,450	750	53	1.0	22	0.4
2015	17			LT	2,300	3,000	3,050	1,750	900	57	0.9	19	0.3
2016	17			LT	2,350	3,050	3,100	1,750	920	52	0.8	23	0.4
2017	17			LT	2,400	3,050	3,050	2,000	940	55	0.8	20	0.3
2018	17			LT	2,400	3,050	3,050	2,000	940	43	0.6	11	0.2
2019	17			LT	2,450	3,100	3,100	2,050	1,050	60	0.9	21	0.3
2021	17			LT	2,250	2,850	2,800	1,900	720	47	0.8	15	0.2
1988	17	MILL RD (N) STREY TWP	2.1	CTR	5,000	6,500	6,100	4,200	500	7	1.8	1	0.3
1989	17			CTR	5,000	6,350	6,050	4,300	500	5	1.3	0	0.0
1990	17			LT	5,100	7,450	7,150	3,700	360	6	1.5	0	0.0
1991	17			LT	5,150	7,200	6,950	3,800	360	10	2.5	0	0.0
1992	17			LT	5,150	7,150	6,950	3,950	360	5	1.3	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1993	17			SC	4,950	5,500	6,050	4,400	350	6	1.6	0	0.0
1994	17			SC	5,150	5,350	5,900	4,750	360	4	1.0	0	0.0
1995	17			SC	5,300	5,550	6,150	4,800	370	6	1.5	1	0.2
1996	17			SC	5,500	5,850	6,450	4,950	380	5	1.2	1	0.2
1997	17			LT	4,800	6,750	6,600	3,550	340	8	2.2	3	0.8
1998	17			LT	4,100	5,750	5,600	3,000	290	5	1.6	3	1.0
1999	17			LT	4,200	5,850	5,700	3,050	290	5	1.6	1	0.3
2000	17			LT	3,950	5,500	5,400	2,900	280	7	2.3	1	0.3
2001	17			LT	3,650	5,100	4,950	2,650	260	1	0.4	0	0.0
2002	17			LT	3,400	4,750	4,650	2,500	240	1	0.4	0	0.0
2003	17			LT	3,500	4,800	4,700	2,600	240	4	1.5	1	0.4
2004	17			LT	2,450	3,450	3,350	1,800	170	1	0.5	0	0.0
2005	17			LT	2,600	3,550	3,500	1,900	180	4	2.0	2	1.0
2006	17			LT	3,600	4,950	4,800	2,650	250	1	0.4	0	0.0
2007	17			LT	3,600	4,950	5,100	2,650	860	2	0.7	0	0.0
2008	17			LT	3,350	4,600	4,400	2,450	800	3	1.2	0	0.0
2009	17			LT	2,800	3,800	3,700	2,050	590	1	0.5	0	0.0
2010	17			LT	3,350	4,500	4,400	2,450	700	1	0.4	1	0.4
2011	17			LT	2,100	2,700	2,750	1,750	440	2	1.2	1	0.6
2012	17			LT	3,350	4,350	4,150	2,550	700	3	1.2	0	0.0
2013	17			LT	2,350	3,050	3,050	1,750	490	4	2.2	0	0.0
2014	17			LT	2,350	3,050	3,100	1,750	450	3	1.7	1	0.6
2015	17			LT	2,100	2,750	2,800	1,600	400	0	0.0	0	0.0
2016	17			LT	1,950	2,550	2,600	1,450	370	0	0.0	0	0.0
2017	17			LT	3,400	4,600	4,650	2,700	650	3	1.2	1	0.4
2018	17			LT	3,400	4,600	4,650	2,700	650	1	0.4	0	0.0
2019	17			LT	3,400	4,600	4,650	2,700	650	1	0.4	0	0.0
2021	17			LT	3,050	3,850	3,850	2,550	490	1	0.4	0	0.0
1988	17	FORT GARRY RD (S)	12.4	CTR	3,900	5,050	4,750	3,300	580	14	0.8	2	0.1
1989	17			CTR	4,100	5,200	4,950	3,550	620	16	0.9	2	0.1
1990	17			LT	2,750	4,000	3,850	2,000	410	15	1.2	1	0.1
1991	17			LT	2,700	3,800	3,650	2,000	400	24	2.0	0	0.0
1992	17			LT	2,700	3,750	3,650	2,100	400	14	1.1	0	0.0
1993	17			LT	2,650	3,650	3,300	1,950	400	16	1.3	1	0.1
1994	17			LT	2,600	3,800	3,650	1,900	390	15	1.3	1	0.1
1995	17			LT	2,650	3,800	3,700	1,950	400	15	1.3	1	0.1
1996	17			LT	2,700	3,800	3,700	2,000	400	18	1.5	2	0.2
1997	17			LT	2,750	3,900	3,800	2,050	410	5	0.4	0	0.0
1998	17			LT	2,850	4,000	3,900	2,100	430	8	0.6	0	0.0
1999	17			LT	2,900	4,050	3,950	2,100	440	10	0.8	1	0.1
2000	17			LT	2,950	4,100	4,000	2,150	440	11	0.8	3	0.2

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2001	17			LT	2,900	4,050	3,950	2,100	440	9	0.7	1	0.1
2002	17			LT	3,050	4,250	4,150	2,250	460	8	0.6	0	0.0
2003	17			LT	3,000	4,150	4,050	2,200	450	9	0.7	0	0.0
2004	17			LT	3,200	4,500	4,350	2,350	480	11	0.8	3	0.2
2005	17			LT	3,000	4,100	4,000	2,200	450	9	0.7	1	0.1
2006	17			LT	3,350	4,600	4,450	2,450	500	9	0.6	2	0.1
2007	17			LT	3,200	4,400	4,500	2,350	960	9	0.6	2	0.1
2008	17			LT	2,950	4,050	3,850	2,200	880	8	0.6	1	0.1
2009	17			LT	2,650	3,600	3,500	1,950	720	6	0.5	0	0.0
2010	17			LT	2,650	3,550	3,500	1,950	720	11	0.9	1	0.1
2011	17			LT	3,200	4,100	4,200	2,650	860	8	0.6	3	0.2
2012	17			LT	2,650	3,450	3,300	2,000	720	7	0.6	2	0.2
2013	17			LT	3,050	4,000	4,000	2,300	820	14	1.0	3	0.2
2014	17			LT	2,800	3,650	3,700	2,100	780	6	0.5	2	0.2
2015	17			LT	3,000	3,900	4,000	2,250	830	5	0.4	3	0.2
2016	17			LT	3,000	3,900	4,000	2,250	830	5	0.4	3	0.2
2017	17			LT	3,050	3,850	3,900	2,550	850	6	0.4	2	0.1
2018	17			LT	3,050	3,900	3,900	2,550	850	3	0.2	1	0.1
2019	17			LT	3,050	3,850	3,900	2,550	700	5	0.4	0	0.0
2021	17			LT	3,000	3,750	3,750	2,500	540	6	0.4	2	0.1
1988	17	ONTARIO ST (S)	2.9	LT	2,850	4,050	4,000	2,150	570	9	3.0	1	0.3
1989	17			LT	2,950	4,100	4,050	2,200	590	8	2.6	2	0.6
1990	17			LT	2,050	3,000	2,850	1,500	410	7	3.2	2	0.9
1991	17			LT	2,000	2,800	2,700	1,500	400	5	2.4	2	0.9
1992	17			LT	1,950	2,700	2,650	1,500	390	9	4.4	2	1.0
1993	17			LT	1,850	2,550	2,300	1,350	370	10	5.1	2	1.0
1994	17			LT	1,900	2,800	2,700	1,400	380	11	5.5	1	0.5
1995	17			LT	2,000	2,850	2,800	1,450	400	9	4.3	0	0.0
1996	17			LT	2,050	2,900	2,800	1,500	410	11	5.1	2	0.9
1997	17			LT	2,100	2,950	2,900	1,550	420	6	2.7	3	1.4
1998	17			LT	2,150	3,000	2,950	1,550	430	4	1.8	2	0.9
1999	17			LT	2,250	3,150	3,050	1,650	450	6	2.5	1	0.4
2000	17			LT	2,300	3,200	3,150	1,700	460	2	0.8	0	0.0
2001	17			LT	2,350	3,300	3,200	1,700	470	4	1.6	0	0.0
2002	17			LT	2,400	3,350	3,250	1,750	480	3	1.2	0	0.0
2003	17			LT	2,450	3,350	3,300	1,800	490	8	3.1	1	0.4
2004	17			LT	2,500	3,500	3,400	1,850	500	7	2.6	0	0.0
2005	17			LT	2,550	3,500	3,400	1,850	510	3	1.1	0	0.0
2006	17			LT	2,900	3,950	3,850	2,150	580	0	0.0	0	0.0
2007	17			LT	2,700	3,700	3,800	2,000	1,050	1	0.4	1	0.4
2008	17			LT	2,500	3,450	3,300	1,850	980	5	1.9	1	0.4

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2009	17			LT	2,250	3,050	2,950	1,650	760	1	0.4	1	0.4
2010	17			LT	2,050	2,750	2,700	1,500	700	3	1.4	0	0.0
2011	17			LT	2,800	3,600	3,650	2,300	950	2	0.7	0	0.0
2012	17			LT	2,050	2,650	2,550	1,550	700	1	0.5	0	0.0
2013	17			LT	2,600	3,400	3,400	1,950	880	1	0.4	0	0.0
2014	17			LT	2,200	2,850	2,900	1,650	790	3	1.3	0	0.0
2015	17			LT	2,550	3,350	3,400	1,950	910	2	0.7	1	0.4
2016	17			LT	2,600	3,400	3,450	1,950	930	0	0.0	0	0.0
2017	17			LT	2,600	3,300	3,300	2,150	930	1	0.4	0	0.0
2018	17			LT	2,600	3,300	3,300	2,200	930	0	0.0	0	0.0
2019	17			LT	2,650	3,350	3,350	2,200	950	1	0.4	0	0.0
2021	17			LT	2,700	3,400	3,400	2,250	970	2	0.7	1	0.4
1988	17	MOUNTAINSIDE DRIVE (S)	18.5	LT	1,950	2,750	2,750	1,500	290	11	0.8	2	0.2
1989	17			LT	1,950	2,700	2,700	1,450	290	10	0.8	2	0.2
1990	17			LT	1,950	2,850	2,750	1,400	290	16	1.2	5	0.4
1991	17			LT	1,900	2,650	2,550	1,400	280	14	1.1	3	0.2
1992	17			LT	1,850	2,550	2,500	1,400	280	8	0.6	2	0.2
1993	17			LT	1,800	2,500	2,250	1,300	270	10	0.8	1	0.1
1994	17			LT	1,750	2,550	2,450	1,250	260	14	1.2	2	0.2
1995	17			LT	1,800	2,600	2,500	1,300	270	13	1.1	1	0.1
1996	17			LT	1,800	2,550	2,500	1,300	270	20	1.6	5	0.4
1997	17			LT	1,850	2,600	2,550	1,350	280	12	1.0	2	0.2
1998	17			LT	1,900	2,650	2,600	1,400	280	16	1.2	5	0.4
1999	17			LT	2,000	2,800	2,700	1,450	300	10	0.7	3	0.2
2000	17			LT	1,700	2,350	2,300	1,250	260	7	0.6	1	0.1
2001	17			LT	1,650	2,300	2,250	1,200	250	12	1.1	4	0.4
2002	17			LT	1,650	2,300	2,250	1,200	250	7	0.6	4	0.4
2003	17			LT	1,600	2,200	2,150	1,200	240	12	1.1	6	0.6
2004	17			LT	1,500	2,100	2,050	1,100	640	11	1.1	4	0.4
2005	17			LT	2,300	3,150	3,100	1,700	990	15	1.0	6	0.4
2006	17			LT	1,900	2,600	2,550	1,400	820	10	0.8	6	0.5
2007	17			LT	2,050	2,800	2,900	1,500	880	16	1.2	6	0.4
2008	17			LT	1,950	2,650	2,550	1,450	840	7	0.5	3	0.2
2009	17			LT	1,950	2,650	2,550	1,450	680	10	0.8	4	0.3
2010	17			LT	1,950	2,600	2,550	1,450	680	7	0.5	1	0.1
2011	17			LT	1,950	2,500	2,550	1,600	700	9	0.7	1	0.1
2012	17			LT	1,950	2,550	2,400	1,500	700	6	0.5	1	0.1
2013	17			LT	1,950	2,550	2,550	1,450	700	14	1.1	5	0.4
2014	17			LT	2,000	2,600	2,650	1,500	870	13	1.0	1	0.1
2015	17			LT	2,000	2,600	2,650	1,500	870	9	0.7	1	0.1
2016	17			LT	2,000	2,600	2,650	1,500	870	7	0.5	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2017	17			LT	2,000	2,550	2,550	1,650	870	13	1.0	3	0.2
2018	17			LT	2,050	2,600	2,600	1,700	890	13	0.9	0	0.0
2019	17			LT	2,050	2,600	2,600	1,700	890	13	0.9	2	0.1
2021	17			LT	2,050	2,550	2,550	1,700	880	11	0.8	4	0.3
1988	17	ROSSPORT RD (W JCT) (S) LAHONTAN TWP (HWY 7047)	23.3	LT	2,150	3,050	3,050	1,650	280	37	2.0	8	0.4
1989	17			LT	2,400	3,350	3,300	1,800	310	48	2.4	21	1.0
1990	17			LT	1,450	2,100	2,050	1,050	190	40	3.2	11	0.9
1991	17			LT	1,500	2,100	2,050	1,100	360	49	3.8	5	0.4
1992	17			LT	1,500	2,100	2,050	1,150	360	41	3.2	7	0.5
1993	17			LT	1,500	2,050	1,850	1,100	360	44	3.4	8	0.6
1994	17			LT	1,500	2,200	2,100	1,100	360	43	3.4	10	0.8
1995	17			LT	1,500	2,150	2,100	1,100	360	46	3.6	10	0.8
1996	17			LT	1,500	2,100	2,050	1,100	360	53	4.1	17	1.3
1997	17			LT	1,650	2,350	2,300	1,200	400	14	1.0	3	0.2
1998	17			LT	1,750	2,450	2,400	1,300	510	9	0.6	4	0.3
1999	17			LT	1,900	2,650	2,600	1,400	490	16	1.0	7	0.4
2000	17			LT	1,600	2,250	2,200	1,150	380	15	1.1	6	0.4
2001	17			LT	1,600	2,250	2,200	1,150	430	13	1.0	7	0.5
2002	17			LT	1,600	2,250	2,200	1,150	430	14	1.0	6	0.4
2003	17			LT	1,650	2,250	2,200	1,200	450	17	1.2	4	0.3
2004	17			LT	1,350	1,900	1,850	990	620	15	1.3	7	0.6
2005	17			LT	1,700	2,350	2,300	1,250	780	16	1.1	9	0.6
2006	17			LT	1,650	2,250	2,200	1,200	760	11	0.8	7	0.5
2007	17			LT	1,750	2,400	2,450	1,300	750	13	0.9	5	0.3
2008	17			LT	1,700	2,350	2,250	1,250	730	16	1.1	4	0.3
2009	17			LT	1,700	2,300	2,250	1,250	630	7	0.5	2	0.1
2010	17			LT	1,700	2,300	2,250	1,250	630	14	1.0	5	0.3
2011	17			LT	1,700	2,200	2,200	1,400	630	12	0.8	4	0.3
2012	17			LT	2,000	2,600	2,500	1,500	740	11	0.6	4	0.2
2013	17			LT	1,800	2,350	2,350	1,350	670	14	0.9	4	0.3
2014	17			LT	1,750	2,300	2,300	1,300	700	12	0.8	4	0.3
2015	17			LT	1,800	2,350	2,400	1,350	720	4	0.3	0	0.0
2016	17			LT	1,800	2,350	2,400	1,350	720	7	0.5	2	0.1
2017	17			LT	1,800	2,300	2,300	1,500	720	12	0.8	2	0.1
2018	17			LT	1,850	2,350	2,350	1,550	740	16	1.0	3	0.2
2019	17			LT	1,850	2,350	2,350	1,550	740	11	0.7	1	0.1
2021	17			LT	1,850	2,300	2,300	1,550	740	12	0.8	8	0.5
1997	17	MOUNTAIN BAY DR (S)	45.2	LT	1,700	2,400	2,350	1,250	440	24	0.9	12	0.4
1998	17			LT	1,750	2,450	2,400	1,300	460	23	0.8	7	0.2
1999	17			LT	1,800	2,500	2,450	1,300	470	27	0.9	8	0.3
2000	17			LT	1,850	2,600	2,500	1,350	480	27	0.9	8	0.3

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2001	17			LT	1,900	2,650	2,600	1,400	490	33	1.1	11	0.4
2002	17			LT	1,950	2,750	2,650	1,450	510	34	1.1	9	0.3
2003	17			LT	2,000	2,750	2,700	1,500	520	27	0.8	14	0.4
2004	17			LT	2,050	2,850	2,800	1,500	530	39	1.2	9	0.3
2005	17			LT	2,100	2,900	2,800	1,550	550	28	0.8	8	0.2
2006	17			LT	2,100	2,850	2,800	1,550	550	19	0.5	7	0.2
2007	17			LT	2,200	3,000	3,100	1,600	970	24	0.7	7	0.2
2008	17			LT	1,850	2,550	2,450	1,350	810	30	1.0	5	0.2
2009	17			LT	1,650	2,250	2,200	1,200	580	20	0.7	1	0.0
2010	17			LT	1,650	2,200	2,150	1,200	580	21	0.8	9	0.3
2011	17			LT	1,950	2,500	2,550	1,600	740	21	0.7	2	0.1
2012	17			LT	1,950	2,550	2,400	1,500	740	27	0.8	6	0.2
2013	17			LT	1,950	2,550	2,550	1,450	740	23	0.7	7	0.2
2014	17			UC	1,950	1,950	1,900	1,850	800	21	0.7	6	0.2
2015	17			UC	1,950	1,950	1,900	1,850	800	23	0.7	4	0.1
2016	17			UC	1,950	1,950	1,900	1,850	800	17	0.5	3	0.1
2017	17			UC	1,950	1,950	1,950	1,850	800	17	0.5	6	0.2
2018	17			UC	1,950	1,950	1,950	1,850	800	17	0.5	6	0.2
2019	17			UC	1,950	1,900	1,950	1,900	680	12	0.4	4	0.1
2021	17			UC	2,000	2,000	2,050	1,950	680	20	0.6	7	0.2
2021	17	E JCT HWY 11 OVERLAPS HWY 11	178.6										
1988	17	HWY 11 (W JCT) (S)	24.9	LT	2,050	2,900	2,900	1,550	570	18	1.0	6	0.3
1989	17			LT	2,100	2,900	2,900	1,550	590	20	1.0	4	0.2
1990	17			LT	2,400	3,500	3,350	1,750	670	23	1.1	8	0.4
1991	17			LT	2,700	3,800	3,650	2,000	760	20	0.8	11	0.4
1992	17			LT	3,000	4,150	4,050	2,300	840	17	0.6	5	0.2
1993	17			LT	3,300	4,550	4,100	2,400	920	12	0.4	2	0.1
1994	17			LT	3,500	5,150	4,950	2,550	980	11	0.3	1	0.0
1995	17			LT	3,700	5,300	5,150	2,700	1,050	16	0.5	7	0.2
1996	17			IR	3,900	4,850	4,350	3,300	1,100	18	0.5	6	0.2
1997	17			IR	3,450	4,300	3,850	2,950	970	24	0.8	19	0.6
1998	17			IR	3,000	3,700	3,350	2,500	1,200	18	0.7	9	0.3
1999	17			IR	3,150	3,900	3,500	2,650	1,250	22	0.8	8	0.3
2000	17			IR	3,000	3,700	3,300	2,550	1,150	13	0.5	4	0.1
2001	17			IR	2,900	3,600	3,200	2,450	1,350	10	0.4	1	0.0
2002	17			IR	2,750	3,400	3,050	2,350	880	22	0.9	9	0.4
2003	17			IR	2,650	3,200	2,900	2,250	850	16	0.7	5	0.2
2004	17			LT	2,500	3,500	3,400	1,850	800	20	0.9	10	0.4
2005	17			LT	2,350	3,200	3,150	1,750	630	24	1.1	16	0.7
2006	17			LT	2,100	2,850	2,800	1,550	570	11	0.6	2	0.1
2007	17			LT	2,300	3,150	3,250	1,700	580	23	1.1	8	0.4

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2008	17			LT	2,350	3,200	3,100	1,750	590	15	0.7	8	0.4
2009	17			LT	2,250	3,050	2,950	1,650	860	17	0.8	19	0.9
2010	17			LT	2,200	2,950	2,900	1,600	840	14	0.7	5	0.2
2011	17			LT	1,750	2,250	2,300	1,450	680	15	0.9	11	0.7
2012	17			LT	1,850	2,400	2,300	1,400	720	14	0.8	8	0.5
2013	17			LT	1,800	2,350	2,350	1,350	700	12	0.7	5	0.3
2014	17			LT	2,150	2,800	2,850	1,600	1,150	12	0.6	8	0.4
2015	17			LT	1,600	2,100	2,100	1,200	850	20	1.4	14	1.0
2016	17			LT	1,500	1,950	2,000	1,150	790	23	1.7	7	0.5
2017	17			LT	2,850	4,000	3,950	2,200	1,500	21	0.8	12	0.5
2018	17			LT	2,850	4,000	3,950	2,200	1,500	12	0.5	7	0.3
2019	17			LT	2,850	4,000	3,950	2,200	1,500	16	0.6	11	0.4
2021	17			LT	2,900	3,650	3,650	2,450	1,400	20	0.8	10	0.4
1988	17	RAITH RD (E JCT) (N) GOLDIE TWP (HWY 7071)	48.6	LT	2,050	2,900	2,900	1,550	310	42	1.2	18	0.5
1989	17			LT	2,100	2,900	2,900	1,550	320	26	0.7	12	0.3
1990	17			LT	2,400	3,500	3,350	1,750	360	25	0.6	12	0.3
1991	17			LT	2,700	3,800	3,650	2,000	400	26	0.5	15	0.3
1992	17			LT	3,000	4,150	4,050	2,300	450	30	0.6	9	0.2
1993	17			LT	3,300	4,550	4,100	2,400	500	19	0.3	8	0.1
1994	17			LT	3,400	5,000	4,800	2,450	510	22	0.4	5	0.1
1995	17			LT	3,500	5,050	4,900	2,550	520	30	0.5	13	0.2
1996	17			LT	3,900	5,500	5,350	2,850	580	21	0.3	12	0.2
1997	17			LT	3,400	4,800	4,700	2,500	510	25	0.4	17	0.3
1998	17			LT	2,850	4,000	3,900	2,100	430	23	0.5	13	0.3
1999	17			LT	3,050	4,250	4,150	2,250	460	20	0.4	10	0.2
2000	17			LT	2,950	4,100	4,000	2,150	440	31	0.6	22	0.4
2001	17			LT	2,850	4,000	3,900	2,100	1,150	38	0.8	12	0.2
2002	17			LT	2,700	3,750	3,700	2,000	1,100	40	0.8	22	0.5
2003	17			LT	2,700	3,700	3,650	2,000	1,100	36	0.8	19	0.4
2004	17			LT	2,400	3,350	3,250	1,750	1,050	37	0.9	23	0.5
2005	17			LT	2,500	3,450	3,350	1,850	1,100	28	0.6	20	0.5
2006	17			LT	2,300	3,150	3,050	1,700	1,000	28	0.7	11	0.3
2007	17			LT	2,450	3,350	3,450	1,800	1,200	41	0.9	24	0.6
2008	17			LT	2,450	3,350	3,200	1,800	1,200	30	0.7	15	0.3
2009	17			LT	2,300	3,100	3,050	1,700	900	28	0.7	17	0.4
2010	17			LT	2,250	3,000	2,950	1,650	880	26	0.7	22	0.6
2011	17			LT	1,900	2,450	2,500	1,550	740	21	0.6	18	0.5
2012	17			LT	2,200	2,850	2,750	1,650	860	30	0.8	19	0.5
2013	17			LT	2,000	2,600	2,600	1,500	780	26	0.7	29	0.8
2014	17			LT	2,150	2,800	2,850	1,600	1,050	24	0.6	13	0.3
2015	17			LT	1,800	2,350	2,400	1,350	880	32	1.0	14	0.4

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2016	17			LT	1,700	2,200	2,250	1,300	830	26	0.9	14	0.5
2017	17			LT	2,900	4,050	4,000	2,250	1,400	25	0.5	11	0.2
2018	17			LT	2,900	4,050	4,000	2,250	1,400	24	0.5	12	0.2
2019	17			LT	2,900	4,050	4,050	2,250	1,400	36	0.7	29	0.6
2021	17			LT	2,800	3,850	3,800	2,150	1,350	25	0.5	15	0.3
1988	17	GONYOU RD TO TCPL STA 62 (S) LUPASKO RD (N)	3.0	LT	2,800	4,000	3,950	2,150	420	4	1.3	1	0.3
1989	17			LT	2,900	4,050	4,000	2,150	440	0	0.0	0	0.0
1990	17			LT	2,950	4,300	4,150	2,150	440	3	0.9	0	0.0
1991	17			LT	3,000	4,200	4,050	2,200	450	0	0.0	0	0.0
1992	17			LT	3,100	4,300	4,200	2,400	460	5	1.4	3	0.9
1993	17			LT	3,150	4,350	3,900	2,300	470	0	0.0	0	0.0
1994	17			LT	3,200	4,700	4,500	2,350	480	1	0.3	0	0.0
1995	17			LT	3,300	4,750	4,600	2,400	500	3	0.8	0	0.0
1996	17			LT	3,500	4,950	4,800	2,550	520	7	1.8	6	1.5
1997	17			LT	3,150	4,450	4,350	2,350	470	2	0.6	0	0.0
1998	17			LT	2,800	3,900	3,850	2,050	420	1	0.3	0	0.0
1999	17			LT	3,000	4,150	4,100	2,200	450	1	0.3	0	0.0
2000	17			LT	2,950	4,100	4,000	2,150	440	0	0.0	0	0.0
2001	17			LT	2,850	4,000	3,900	2,100	430	3	0.9	1	0.3
2002	17			LT	2,800	3,900	3,800	2,050	420	1	0.3	0	0.0
2003	17			LT	2,750	3,800	3,700	2,050	410	6	2.0	3	1.0
2004	17			LT	2,700	3,800	3,700	2,000	400	1	0.3	1	0.3
2005	17			LT	2,600	3,550	3,500	1,900	390	1	0.3	1	0.3
2006	17			LT	2,500	3,400	3,350	1,850	380	1	0.4	0	0.0
2007	17			LT	2,550	3,500	3,600	1,850	1,400	3	1.1	3	1.1
2008	17			LT	2,500	3,450	3,300	1,850	1,350	3	1.1	2	0.7
2009	17			LT	2,350	3,150	3,100	1,750	1,050	2	0.8	2	0.8
2010	17			LT	2,600	3,500	3,400	1,900	1,150	2	0.7	2	0.7
2011	17			LT	2,500	3,200	3,250	2,050	1,200	4	1.4	3	1.1
2012	17			LT	2,600	3,400	3,250	1,950	1,200	1	0.3	1	0.3
2013	17			CTR	2,200	2,700	2,750	1,850	1,100	2	0.8	2	0.8
2014	17			CTR	2,250	2,750	2,750	1,900	1,100	8	3.2	7	2.8
2015	17			CTR	2,200	2,700	2,700	1,850	1,100	1	0.4	0	0.0
2016	17			CTR	2,150	2,600	2,650	1,850	1,050	4	1.7	1	0.4
2017	17			CTR	2,200	2,950	2,900	1,800	1,100	2	0.8	0	0.0
2018	17			CTR	2,200	2,950	2,950	1,800	1,100	5	2.0	1	0.4
2019	17			CTR	2,200	2,950	2,900	1,800	1,100	2	0.8	1	0.4
2021	17			CR	2,300	2,650	2,650	2,100	1,100	2	0.8	1	0.4
1988	17	COMMUNITY HALL RD (N) UPSALA TWP	14.2	LT	1,800	2,550	2,550	1,350	270	45	4.8	11	1.2
1989	17			LT	1,850	2,550	2,550	1,350	280	50	5.2	22	2.3
1990	17			LT	2,200	3,200	3,100	1,600	330	39	3.4	20	1.7

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1991	17			LT	2,450	3,450	3,300	1,800	370	35	2.7	20	1.6
1992	17			LT	2,700	3,750	3,650	2,100	400	42	3.0	17	1.2
1993	17			LT	2,950	4,100	3,650	2,150	440	37	2.4	7	0.5
1994	17			LT	3,100	4,550	4,400	2,250	460	30	1.9	13	0.8
1995	17			LT	3,200	4,600	4,450	2,350	480	42	2.5	16	1.0
1996	17			LT	3,300	4,650	4,550	2,400	500	28	1.6	11	0.6
1997	17			LT	3,000	4,250	4,150	2,200	450	9	0.6	5	0.3
1998	17			LT	2,700	3,800	3,700	1,950	400	6	0.4	2	0.1
1999	17			LT	2,800	3,900	3,800	2,050	810	9	0.6	4	0.3
2000	17			LT	2,750	3,850	3,750	2,000	800	10	0.7	5	0.3
2001	17			LT	2,650	3,700	3,600	1,950	930	4	0.3	1	0.1
2002	17			LT	2,600	3,650	3,550	1,900	910	9	0.7	3	0.2
2003	17			LT	2,550	3,500	3,450	1,900	890	10	0.8	5	0.4
2004	17			LT	2,450	3,450	3,350	1,800	860	9	0.7	6	0.5
2005	17			LT	2,300	3,150	3,100	1,700	800	11	0.9	9	0.8
2006	17			LT	2,350	3,200	3,150	1,750	820	12	1.0	8	0.7
2007	17			LT	2,350	3,250	3,300	1,750	1,350	10	0.8	7	0.6
2008	17			LT	2,250	3,100	2,950	1,650	1,300	16	1.4	6	0.5
2009	17			LT	2,100	2,850	2,750	1,550	970	12	1.1	10	0.9
2010	17			LT	2,300	3,100	3,050	1,700	1,050	22	1.8	14	1.2
2011	17			LT	1,950	2,500	2,550	1,600	980	9	0.9	6	0.6
2012	17			LT	2,300	3,000	2,850	1,750	1,150	19	1.6	13	1.1
2013	17			CTR	2,200	2,700	2,750	1,850	1,100	14	1.2	4	0.3
2014	17			CTR	1,950	2,400	2,400	1,650	990	8	0.8	5	0.5
2015	17			CTR	1,900	2,300	2,350	1,600	970	7	0.7	2	0.2
2016	17			CTR	1,850	2,250	2,300	1,550	940	8	0.8	6	0.6
2017	17			CTR	2,200	2,950	2,900	1,800	1,100	8	0.7	2	0.2
2018	17			CTR	2,200	2,950	2,950	1,800	1,100	10	0.9	6	0.5
2019	17			CTR	2,200	2,950	2,900	1,800	1,100	12	1.0	6	0.5
2021	17			CR	2,300	2,650	2,650	2,100	1,150	7	0.6	6	0.5
1997	17	GRAHAM RD (N) GLFP RD (S) STEDMAN TWP	45.3	LT	2,150	3,050	2,950	1,600	670	31	0.9	14	0.4
1998	17			LT	2,200	3,100	3,000	1,600	680	30	0.8	16	0.4
1999	17			LT	2,250	3,150	3,050	1,650	700	38	1.0	17	0.5
2000	17			LT	2,300	3,200	3,150	1,700	710	35	0.9	20	0.5
2001	17			LT	2,350	3,300	3,200	1,700	730	35	0.9	22	0.6
2002	17			LT	2,400	3,350	3,250	1,750	740	41	1.0	27	0.7
2003	17			LT	2,400	3,300	3,250	1,750	740	35	0.9	24	0.6
2004	17			LT	2,450	3,450	3,350	1,800	760	40	1.0	22	0.5
2005	17			LT	2,550	3,500	3,400	1,850	790	44	1.0	27	0.6
2006	17			LT	2,500	3,400	3,350	1,850	780	40	1.0	21	0.5
2007	17			LT	2,450	3,350	3,450	1,800	760	47	1.2	26	0.6

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2008	17			LT	2,450	3,350	3,200	1,800	760	33	0.8	16	0.4
2009	17			LT	2,450	3,300	3,250	1,800	1,150	30	0.7	22	0.5
2010	17			LT	2,300	3,100	3,050	1,700	1,100	33	0.9	17	0.4
2011	17			IR	2,350	2,800	2,750	2,000	1,100	35	0.9	18	0.5
2012	17			IR	2,300	2,750	2,650	1,950	1,100	38	1.0	15	0.4
2013	17			CTR	2,200	2,700	2,750	1,850	1,250	38	1.0	28	0.8
2014	17			CTR	2,400	2,950	2,950	2,050	1,350	36	0.9	23	0.6
2015	17			CTR	2,400	2,950	2,950	2,050	1,350	25	0.6	10	0.3
2016	17			CTR	2,400	2,950	2,950	2,050	1,350	33	0.8	16	0.4
2017	17			CTR	2,400	3,200	3,200	1,950	1,350	31	0.8	16	0.4
2018	17			CTR	2,400	3,200	3,200	1,950	1,350	23	0.6	14	0.4
2019	17			CTR	2,400	3,200	3,200	1,950	1,350	52	1.3	41	1.0
2021	17			CR	2,450	2,800	2,850	2,200	1,300	33	0.8	20	0.5
1988	17	SOWDEN LAKE RD (N) GLFP CAMP #418 RD (S)	41.7	LT	1,500	2,150	2,100	1,150	240	44	1.9	16	0.7
1989	17			T	1,550	2,800	2,700	980	260	43	1.8	19	0.8
1990	17			T	1,550	2,800	2,700	960	260	41	1.7	18	0.8
1991	17			T	1,600	2,900	2,750	990	270	30	1.2	11	0.5
1992	17			T	1,600	2,900	2,800	990	270	27	1.1	7	0.3
1993	17			T	1,600	2,900	2,800	990	270	26	1.1	13	0.5
1994	17			T	2,000	3,600	3,500	1,250	340	30	1.0	10	0.3
1995	17			T	2,400	4,200	4,050	1,500	410	24	0.7	10	0.3
1996	17			LT	2,800	3,950	3,850	2,050	480	25	0.6	13	0.3
1997	17			LT	2,550	3,600	3,500	1,900	430	26	0.7	10	0.3
1998	17			LT	2,300	3,200	3,150	1,700	850	19	0.5	5	0.1
1999	17			LT	2,400	3,350	3,250	1,750	530	31	0.8	13	0.4
2000	17			LT	2,400	3,350	3,250	1,750	530	32	0.9	13	0.4
2001	17			LT	2,700	3,800	3,700	2,000	1,000	25	0.6	14	0.3
2002	17			LT	2,300	3,200	3,150	1,700	850	27	0.8	11	0.3
2003	17			LT	2,750	3,800	3,700	2,050	1,000	32	0.8	19	0.5
2004	17			LT	2,800	3,900	3,800	2,050	1,050	28	0.7	14	0.3
2005	17			T	3,300	5,150	4,900	2,050	1,200	26	0.5	7	0.1
2006	17			T	3,100	4,800	4,600	1,950	1,150	31	0.7	19	0.4
2007	17			LT	2,900	4,000	4,100	2,150	1,050	33	0.7	25	0.6
2008	17			LT	2,700	3,700	3,550	2,000	1,000	35	0.8	19	0.5
2009	17			LT	2,550	3,450	3,350	1,900	1,200	34	0.9	21	0.5
2010	17			LT	2,300	3,100	3,050	1,700	1,100	26	0.7	16	0.5
2011	17			LT	3,050	3,900	4,000	2,500	1,450	34	0.7	23	0.5
2012	17			LT	2,300	3,000	2,850	1,750	1,100	19	0.5	10	0.3
2013	17			CTR	2,400	2,900	3,000	2,050	1,300	42	1.1	28	0.8
2014	17			CTR	2,750	3,350	3,400	2,350	1,500	52	1.2	46	1.1
2015	17			CTR	2,750	3,350	3,400	2,350	1,500	28	0.7	20	0.5

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2016	17			CTR	2,800	3,400	3,450	2,400	1,550	22	0.5	13	0.3
2017	17			CTR	2,800	3,750	3,700	2,300	1,550	27	0.6	13	0.3
2018	17			CTR	2,800	3,750	3,700	2,300	1,550	20	0.5	14	0.3
2019	17			CTR	2,850	3,800	3,800	2,300	1,550	31	0.7	24	0.6
2021	17			CTR	2,850	3,700	3,700	2,350	1,550	31	0.7	19	0.4
1988	17	SEC HWY 599 (N)	4.3	LT	3,750	5,300	5,300	2,850	600	6	1.0	2	0.3
1989	17			LT	3,900	5,400	5,400	2,900	860	12	2.0	2	0.3
1990	17			LT	3,900	5,700	5,450	2,850	860	10	1.6	3	0.5
1991	17			LT	3,850	5,400	5,200	2,850	850	7	1.2	2	0.3
1992	17			LT	3,850	5,350	5,200	2,950	850	6	1.0	2	0.3
1993	17			LT	3,800	5,250	4,700	2,800	950	5	0.8	1	0.2
1994	17			LT	4,000	5,850	5,650	2,900	1,000	10	1.6	2	0.3
1995	17			LT	4,200	6,050	5,850	3,050	1,050	6	0.9	3	0.5
1996	17			LT	4,450	6,300	6,150	3,250	1,050	6	0.9	2	0.3
1997	17			LT	4,100	5,800	5,650	3,050	980	8	1.3	1	0.2
1998	17			LT	3,800	5,300	5,200	2,750	910	7	1.2	2	0.3
1999	17			LT	3,750	5,200	5,100	2,750	710	5	0.9	0	0.0
2000	17			LT	3,600	5,000	4,900	2,650	680	5	0.9	0	0.0
2001	17			LT	3,550	4,950	4,850	2,600	670	2	0.4	2	0.4
2002	17			LT	3,250	4,550	4,400	2,400	780	5	1.0	3	0.6
2003	17			LT	3,400	4,700	4,600	2,500	820	7	1.3	4	0.8
2004	17			LT	3,250	4,550	4,400	2,400	780	4	0.8	1	0.2
2005	17			LT	3,200	4,400	4,300	2,350	900	4	0.8	3	0.6
2006	17			LT	3,100	4,250	4,150	2,300	870	5	1.0	1	0.2
2007	17			LT	3,200	4,400	4,500	2,350	900	3	0.6	2	0.4
2008	17			LT	2,900	3,950	3,800	2,150	810	6	1.3	4	0.9
2009	17			LT	2,850	3,850	3,750	2,100	1,000	4	0.9	3	0.7
2010	17			LT	2,750	3,700	3,600	2,050	960	3	0.7	2	0.5
2011	17			LT	2,650	3,400	3,450	2,200	930	2	0.5	2	0.5
2012	17			LT	3,100	4,050	3,850	2,350	1,100	6	1.2	3	0.6
2013	17			CTR	2,800	3,400	3,500	2,400	1,150	7	1.6	3	0.7
2014	17			CTR	2,550	3,100	3,150	2,150	1,050	7	1.8	5	1.3
2015	17			CTR	2,450	3,000	3,000	2,100	1,000	4	1.0	1	0.3
2016	17			CTR	2,350	2,850	2,900	2,000	970	1	0.3	1	0.3
2017	17			CTR	2,700	3,600	3,600	2,200	1,100	2	0.5	1	0.2
2018	17			CTR	2,700	3,600	3,600	2,200	1,100	1	0.2	0	0.0
2019	17			CTR	2,700	3,600	3,600	2,200	1,100	0	0.0	0	0.0
2021	17			CR	2,500	2,900	2,900	2,250	1,100	2	0.5	0	0.0
1988	17	WEST BEACH DR (S) IGNACE TWP	30.9	LT	4,800	6,800	6,750	3,650	770	25	0.5	10	0.2
1989	17			LT	5,000	6,950	6,900	3,700	950	24	0.4	7	0.1
1990	17			LT	5,050	7,350	7,050	3,700	960	20	0.4	7	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1991	17			LT	5,050	7,050	6,800	3,750	960	17	0.3	7	0.1
1992	17			LT	5,100	7,100	6,900	3,950	970	17	0.3	2	0.0
1993	17			LT	5,100	7,050	6,300	3,750	870	29	0.5	12	0.2
1994	17			LT	5,300	7,750	7,500	3,850	900	20	0.3	7	0.1
1995	17			LT	5,600	8,050	7,800	4,100	950	26	0.4	14	0.2
1996	17			LT	5,800	8,200	8,000	4,250	990	40	0.6	18	0.3
1997	17			LT	5,100	7,200	7,050	3,750	870	23	0.4	8	0.1
1998	17			LT	4,500	6,300	6,150	3,300	760	25	0.5	10	0.2
1999	17			LT	4,300	6,000	5,850	3,150	730	26	0.5	14	0.3
2000	17			LT	4,000	5,550	5,450	2,900	680	37	0.8	19	0.4
2001	17			LT	3,700	5,200	5,050	2,700	630	24	0.6	15	0.4
2002	17			LT	3,250	4,550	4,400	2,400	550	33	0.9	14	0.4
2003	17			LT	3,100	4,250	4,150	2,300	530	25	0.7	13	0.4
2004	17			LT	2,550	3,550	3,450	1,850	430	22	0.8	13	0.5
2005	17			LT	2,500	3,450	3,350	1,850	420	23	0.8	11	0.4
2006	17			LT	2,200	3,000	2,950	1,600	370	21	0.8	12	0.5
2007	17			LT	2,250	3,100	3,150	1,650	1,200	28	1.1	16	0.6
2008	17			LT	2,150	2,950	2,800	1,600	1,150	27	1.1	15	0.6
2009	17			LT	1,900	2,550	2,500	1,400	860	19	0.9	14	0.7
2010	17			LT	2,250	3,000	2,950	1,650	1,000	22	0.9	16	0.6
2011	17			LT	940	1,200	1,250	770	420	23	2.2	12	1.1
2012	17			LT	1,700	2,200	2,100	1,300	760	17	0.9	11	0.6
2013	17			CTR	2,000	2,450	2,500	1,700	940	24	1.1	11	0.5
2014	17			CTR	2,000	2,450	2,450	1,700	940	15	0.7	12	0.5
2015	17			CTR	2,000	2,450	2,450	1,700	940	22	1.0	20	0.9
2016	17			CTR	2,000	2,450	2,450	1,700	940	18	0.8	14	0.6
2017	17			CTR	2,250	3,000	3,000	1,850	1,050	21	0.8	11	0.4
2018	17			CTR	2,250	3,000	3,000	1,850	1,050	17	0.7	9	0.4
2019	17			CTR	2,250	3,000	3,000	1,850	1,050	19	0.7	10	0.4
2021	17			CR	2,400	2,750	2,800	2,150	1,200	18	0.7	13	0.5
1988	17	SEC HWY 622 BENDING LAKE RD (S)	22.6	LT	1,700	2,400	2,400	1,300	240	11	0.8	3	0.2
1989	17			LT	1,750	2,450	2,400	1,300	240	15	1.0	5	0.3
1990	17			LT	1,800	2,650	2,500	1,300	450	9	0.6	5	0.3
1991	17			LT	1,700	2,400	2,300	1,250	460	22	1.6	11	0.8
1992	17			LT	1,600	2,200	2,150	1,250	430	17	1.3	9	0.7
1993	17			LT	1,600	2,200	2,000	1,150	430	12	0.9	3	0.2
1994	17			LT	1,700	2,500	2,400	1,250	460	20	1.4	8	0.6
1995	17			LT	1,800	2,600	2,500	1,300	490	22	1.5	10	0.7
1996	17			LT	1,900	2,700	2,600	1,400	510	20	1.3	10	0.6
1997	17			LT	2,000	2,800	2,750	1,500	700	15	0.9	9	0.5
1998	17			LT	2,150	3,000	2,950	1,550	520	19	1.1	7	0.4

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1999	17			LT	2,200	3,050	3,000	1,600	550	20	1.1	9	0.5
2000	17			LT	2,250	3,150	3,050	1,650	560	22	1.2	9	0.5
2001	17			LT	2,250	3,150	3,050	1,650	680	13	0.7	7	0.4
2002	17			LT	2,350	3,300	3,200	1,700	700	26	1.3	8	0.4
2003	17			LT	2,400	3,300	3,250	1,750	720	11	0.6	7	0.4
2004	17			LT	2,500	3,500	3,400	1,850	750	12	0.6	7	0.3
2005	17			LT	2,500	3,450	3,350	1,850	820	20	1.0	10	0.5
2006	17			LT	2,500	3,400	3,350	1,850	820	22	1.1	8	0.4
2007	17			LT	2,700	3,700	3,800	2,000	1,450	22	1.0	7	0.3
2008	17			LT	2,650	3,650	3,450	1,950	1,450	27	1.2	17	0.8
2009	17			LT	2,450	3,300	3,250	1,800	1,150	19	0.9	10	0.5
2010	17			LT	2,650	3,550	3,500	1,950	1,200	27	1.2	12	0.5
2011	17			IR	2,600	3,100	3,050	2,200	1,200	10	0.5	5	0.2
2012	17			IR	2,450	2,900	2,850	2,100	1,150	11	0.5	4	0.2
2013	17			CTR	2,500	3,050	3,150	2,100	1,250	19	0.9	16	0.8
2014	17			CTR	2,800	3,400	3,450	2,400	1,400	14	0.6	7	0.3
2015	17			CTR	2,800	3,400	3,450	2,400	1,400	17	0.7	11	0.5
2016	17			CTR	2,850	3,500	3,500	2,400	1,400	16	0.7	6	0.3
2017	17			CTR	2,900	3,900	3,850	2,350	1,450	19	0.8	7	0.3
2018	17			CTR	2,950	3,950	3,900	2,400	1,450	15	0.6	7	0.3
2019	17			CTR	3,000	4,000	4,000	2,450	1,550	9	0.4	8	0.3
2021	17			CR	2,950	3,400	3,400	2,650	1,450	17	0.7	11	0.5
1988	17	SEC HWY 603 (W) SANDY PT RD BORUPS CORS (S)	21.0	LT	2,100	3,000	2,950	1,600	520	16	1.0	6	0.4
1989	17			LT	2,100	2,900	2,900	1,550	630	21	1.3	6	0.4
1990	17			LT	2,200	3,200	3,100	1,600	660	14	0.8	5	0.3
1991	17			LT	2,300	3,200	3,100	1,700	690	15	0.9	5	0.3
1992	17			LT	2,400	3,350	3,250	1,850	650	10	0.5	3	0.2
1993	17			LT	2,600	3,600	3,200	1,900	700	13	0.7	4	0.2
1994	17			LT	2,850	4,200	4,050	2,050	770	11	0.5	3	0.1
1995	17			LT	3,100	4,450	4,300	2,250	740	11	0.5	7	0.3
1996	17			LT	3,250	4,600	4,500	2,400	780	10	0.4	2	0.1
1997	17			LT	3,400	4,800	4,700	2,500	820	15	0.6	6	0.2
1998	17			LT	3,550	4,950	4,850	2,600	1,050	10	0.4	4	0.1
1999	17			LT	3,100	4,300	4,200	2,250	930	19	0.8	4	0.2
2000	17			LT	3,100	4,300	4,250	2,250	930	26	1.1	9	0.4
2001	17			LT	3,100	4,350	4,200	2,250	810	14	0.6	11	0.5
2002	17			LT	3,050	4,250	4,150	2,250	790	20	0.9	3	0.1
2003	17			LT	3,050	4,200	4,100	2,250	790	20	0.9	8	0.3
2004	17			LT	3,000	4,200	4,100	2,200	780	19	0.8	8	0.3
2005	17			LT	2,900	4,000	3,900	2,150	750	21	0.9	11	0.5
2006	17			LT	2,800	3,850	3,750	2,050	730	21	1.0	11	0.5

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2007	17			LT	2,850	3,900	4,000	2,100	740	14	0.6	13	0.6
2008	17			LT	2,650	3,650	3,450	1,950	720	12	0.6	10	0.5
2009	17			LT	2,750	3,700	3,650	2,050	740	29	1.4	8	0.4
2010	17			LT	2,650	3,550	3,500	1,950	1,250	17	0.8	9	0.4
2011	17			LT	2,550	3,250	3,350	2,100	1,200	23	1.2	8	0.4
2012	17			LT	2,550	3,350	3,150	1,950	1,200	23	1.2	10	0.5
2013	17			UC	2,600	2,600	2,600	2,450	1,150	20	1.0	6	0.3
2014	17			UC	2,550	2,550	2,450	2,400	1,100	13	0.7	5	0.3
2015	17			UC	2,500	2,500	2,400	2,350	1,100	10	0.5	4	0.2
2016	17			UC	2,450	2,450	2,350	2,300	1,050	9	0.5	3	0.2
2017	17			UC	2,450	2,450	2,450	2,350	1,050	18	1.0	11	0.6
2018	17			UC	2,400	2,400	2,400	2,300	1,050	14	0.8	5	0.3
2019	17			UC	2,350	2,300	2,350	2,250	1,300	11	0.6	10	0.6
2021	17			C	2,400	2,600	2,600	2,200	1,150	9	0.5	6	0.3
1988	17	HWY 72 (N)	19.1	LT	3,150	4,450	4,450	2,400	630	10	0.5	2	0.1
1989	17			CTR	3,200	4,050	3,850	2,750	860	16	0.7	3	0.1
1990	17			CTR	3,000	3,750	3,550	2,600	810	15	0.7	3	0.1
1991	17			CTR	2,750	3,450	3,450	2,400	740	21	1.1	5	0.3
1992	17			CTR	2,500	3,100	3,000	2,200	720	21	1.2	1	0.1
1993	17			CTR	2,650	3,350	3,200	2,250	770	15	0.8	3	0.2
1994	17			CTR	2,800	3,600	3,400	2,350	810	18	0.9	4	0.2
1995	17			LT	2,950	4,250	4,100	2,150	530	24	1.2	10	0.5
1996	17			LT	3,100	4,400	4,250	2,300	560	14	0.6	6	0.3
1997	17			LT	3,200	4,500	4,400	2,350	580	17	0.8	3	0.1
1998	17			LT	3,250	4,550	4,450	2,350	780	12	0.5	3	0.1
1999	17			LT	3,250	4,500	4,400	2,350	780	24	1.1	6	0.3
2000	17			LT	3,300	4,600	4,500	2,400	790	20	0.9	5	0.2
2001	17			LT	3,300	4,600	4,500	2,400	820	22	1.0	8	0.3
2002	17			LT	3,450	4,800	4,700	2,550	860	27	1.1	6	0.2
2003	17			LT	3,500	4,800	4,700	2,600	880	22	0.9	9	0.4
2004	17			LT	3,600	5,050	4,900	2,650	830	35	1.4	8	0.3
2005	17			LT	3,650	5,000	4,900	2,700	840	19	0.7	5	0.2
2006	17			LT	3,750	5,150	5,000	2,750	900	23	0.9	8	0.3
2007	17			LT	3,700	5,100	5,200	2,700	890	27	1.0	9	0.3
2008	17			LT	3,850	5,300	5,050	2,850	850	28	1.0	10	0.4
2009	17			LT	3,750	5,050	4,950	2,800	820	23	0.9	5	0.2
2010	17			LT	3,600	4,850	4,750	2,650	1,250	28	1.1	6	0.2
2011	17			LT	3,400	4,350	4,450	2,800	1,200	29	1.2	3	0.1
2012	17			LT	3,400	4,450	4,250	2,550	1,150	34	1.4	7	0.3
2013	17			CTR	3,600	4,400	4,550	3,050	1,400	37	1.5	9	0.4
2014	17			CTR	3,800	4,650	4,650	3,250	1,450	32	1.2	7	0.3

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2015	17			CTR	3,850	4,700	4,750	3,250	1,500	24	0.9	8	0.3
2016	17			CTR	3,900	4,750	4,800	3,300	1,500	17	0.6	3	0.1
2017	17			CTR	3,900	5,200	5,200	3,200	1,500	19	0.7	3	0.1
2018	17			CTR	3,950	5,300	5,250	3,200	1,550	21	0.8	3	0.1
2019	17			CTR	4,000	5,350	5,300	3,250	1,700	20	0.7	6	0.2
2021	17			CTR	3,950	5,150	5,100	3,200	1,450	10	0.4	5	0.2
1988	17	THUNDER LAKE RD	3.7	LT	4,500	6,400	6,350	3,400	680	7	1.1	0	0.0
1989	17			CTR	4,650	5,900	5,650	4,000	930	4	0.6	0	0.0
1990	17			CTR	4,500	5,600	5,300	3,900	900	3	0.5	0	0.0
1991	17			CTR	4,300	5,400	5,400	3,750	860	3	0.5	1	0.2
1992	17			CTR	4,100	5,050	4,900	3,550	860	6	1.1	0	0.0
1993	17			CTR	4,100	5,150	4,950	3,500	860	8	1.4	1	0.2
1994	17			CTR	4,050	5,200	4,950	3,400	850	5	0.9	1	0.2
1995	17			LT	4,050	5,800	5,650	2,950	850	6	1.1	2	0.4
1996	17			LT	4,300	6,050	5,900	3,150	900	7	1.2	1	0.2
1997	17			LT	4,550	6,400	6,300	3,350	960	11	1.8	1	0.2
1998	17			LT	4,750	6,650	6,500	3,450	620	3	0.5	1	0.2
1999	17			LT	4,700	6,550	6,400	3,450	610	5	0.8	0	0.0
2000	17			LT	4,800	6,700	6,550	3,500	620	6	0.9	2	0.3
2001	17			LT	4,850	6,800	6,600	3,550	820	7	1.1	2	0.3
2002	17			LT	5,050	7,050	6,900	3,700	860	6	0.9	2	0.3
2003	17			LT	5,200	7,150	7,000	3,850	880	2	0.3	0	0.0
2004	17			LT	5,350	7,500	7,300	3,900	910	8	1.1	2	0.3
2005	17			CTR	5,400	6,700	6,400	4,600	920	7	1.0	4	0.5
2006	17			CTR	5,550	6,850	6,600	4,700	940	7	0.9	1	0.1
2007	17			CTR	5,550	6,850	6,800	4,700	940	7	0.9	1	0.1
2008	17			CTR	5,800	7,200	7,050	4,950	990	9	1.1	4	0.5
2009	17			CTR	5,700	6,950	6,750	4,850	970	7	0.9	1	0.1
2010	17			CTR	5,550	6,750	6,500	4,700	1,450	7	0.9	0	0.0
2011	17			CTR	5,200	6,350	6,100	4,400	1,350	5	0.7	0	0.0
2012	17			CTR	5,200	6,300	6,250	4,450	1,350	13	1.8	4	0.6
2013	17			CTR	5,200	6,350	6,550	4,400	1,450	17	2.4	4	0.6
2014	17			CTR	5,800	7,100	7,150	4,950	1,600	13	1.7	5	0.6
2015	17			CTR	5,900	7,200	7,250	5,000	1,600	8	1.0	3	0.4
2016	17			CTR	5,950	7,250	7,300	5,050	1,650	3	0.4	0	0.0
2017	17			CTR	6,050	8,100	8,050	4,950	1,650	8	1.0	0	0.0
2018	17			CTR	6,100	8,150	8,100	4,950	1,700	4	0.5	0	0.0
2019	17			CTR	6,200	8,250	8,200	5,050	3,450	5	0.6	1	0.1
2021	17			CR	6,050	6,950	7,000	5,450	1,650	3	0.4	2	0.2
1988	17	E JCT SEC HWY 601 (S) RICE LAKE LOOP	3.3	CTR	6,250	8,100	7,600	5,250	810	5	0.7	1	0.1
1989	17			CTR	6,250	7,950	7,550	5,400	940	10	1.3	1	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1990	17			CTR	6,100	7,600	7,200	5,300	920	8	1.1	2	0.3
1991	17			CTR	5,950	7,500	7,450	5,200	650	7	1.0	0	0.0
1992	17			CTR	5,800	7,150	6,900	5,050	1,200	10	1.4	2	0.3
1993	17			CTR	5,900	7,450	7,150	5,000	1,250	5	0.7	0	0.0
1994	17			CTR	6,000	7,700	7,300	5,050	1,250	8	1.1	1	0.1
1995	17			R	6,100	11,200	8,750	3,300	1,300	5	0.7	1	0.1
1996	17			R	6,200	11,800	8,900	3,350	1,300	4	0.5	0	0.0
1997	17			LT	6,350	8,950	8,750	4,700	1,350	7	0.9	1	0.1
1998	17			LT	6,450	9,050	8,850	4,700	710	7	0.9	1	0.1
1999	17			LT	6,400	8,900	8,700	4,650	700	4	0.5	0	0.0
2000	17			LT	6,450	9,000	8,800	4,700	710	4	0.5	0	0.0
2001	17			LT	6,550	9,150	8,900	4,800	980	12	1.5	2	0.3
2002	17			LT	6,550	9,150	8,900	4,800	1,200	9	1.1	2	0.3
2003	17			LT	6,600	9,100	8,900	4,850	1,200	6	0.8	0	0.0
2004	17			LT	6,500	9,100	8,850	4,750	910	11	1.4	3	0.4
2005	17			IR	6,750	8,150	7,400	5,750	940	6	0.7	1	0.1
2006	17			IR	6,750	8,150	7,400	5,750	810	4	0.5	1	0.1
2007	17			IR	6,800	8,250	8,200	5,750	820	14	1.7	8	1.0
2008	17			IR	6,900	8,350	8,200	5,900	1,150	12	1.4	2	0.2
2009	17			IR	6,900	8,300	7,500	5,850	1,150	7	0.8	2	0.2
2010	17			IR	6,800	8,100	7,400	5,800	1,500	5	0.6	1	0.1
2011	17			IR	6,550	7,800	7,650	5,600	1,450	10	1.3	2	0.3
2012	17			IR	6,550	7,800	7,600	5,600	1,500	14	1.8	0	0.0
2013	17			CTR	6,400	7,800	8,050	5,450	1,500	11	1.4	2	0.3
2014	17			CTR	6,850	8,350	8,450	5,800	1,600	9	1.1	2	0.2
2015	17			CTR	6,850	8,350	8,450	5,800	1,600	4	0.5	2	0.2
2016	17			CTR	6,900	8,400	8,500	5,850	1,600	13	1.6	0	0.0
2017	17			CTR	6,950	9,300	9,250	5,650	1,650	8	1.0	1	0.1
2018	17			CTR	6,950	9,300	9,250	5,650	1,650	6	0.7	0	0.0
2019	17			CTR	7,000	9,350	9,300	5,700	1,750	10	1.2	2	0.2
2021	17			CR	6,900	7,950	8,000	6,250	1,600	10	1.2	0	0.0
2021	17	DRYDEN E LIMITS START OF NA	4.7										
1988	17	DRYDEN W LTS END OF NA	1.5	C	6,550	7,250	7,250	5,900	720	2	0.6	1	0.3
1989	17			C	6,550	7,250	7,350	5,900	920	7	2.0	2	0.6
1990	17			C	6,200	6,900	6,900	5,600	870	2	0.6	0	0.0
1991	17			C	6,000	6,600	6,650	5,450	720	1	0.3	0	0.0
1992	17			C	5,700	6,150	6,350	5,250	800	7	2.3	0	0.0
1993	17			C	5,700	6,200	6,300	5,250	800	4	1.3	2	0.7
1994	17			C	5,800	6,350	6,450	5,250	810	3	1.0	0	0.0
1995	17			LT	5,950	8,550	8,300	4,350	830	3	0.9	0	0.0
1996	17			LT	6,300	8,900	8,700	4,650	880	3	0.9	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1997	17			LT	6,650	9,400	9,200	4,900	930	2	0.6	1	0.3
1998	17			LT	7,050	9,850	9,650	5,150	920	4	1.1	2	0.5
1999	17			LT	6,600	9,150	9,000	4,800	860	1	0.3	0	0.0
2000	17			LT	6,750	9,400	9,200	4,950	880	3	0.8	1	0.3
2001	17			LT	6,800	9,500	9,250	5,000	950	3	0.8	1	0.3
2002	17			LT	6,950	9,700	9,450	5,100	1,100	1	0.3	0	0.0
2003	17			LT	7,050	9,700	9,500	5,200	1,150	5	1.3	0	0.0
2004	17			LT	7,000	9,800	9,550	5,150	1,100	6	1.6	0	0.0
2005	17			IR	7,200	8,700	7,900	6,150	1,150	7	1.8	0	0.0
2006	17			IR	7,400	8,950	8,100	6,300	1,200	2	0.5	0	0.0
2007	17			IR	7,000	8,500	8,450	5,950	1,100	3	0.8	1	0.3
2008	17			IR	6,650	8,050	7,900	5,700	1,050	3	0.8	1	0.3
2009	17			IR	7,100	8,500	7,750	6,050	1,150	2	0.5	0	0.0
2010	17			CTR	6,500	7,900	7,600	5,500	1,500	4	1.2	0	0.0
2011	17			CTR	6,450	7,850	7,550	5,500	1,500	2	0.6	1	0.3
2012	17			IR	6,450	7,650	7,450	5,500	1,500	1	0.3	0	0.0
2013	17			CTR	6,700	8,150	8,450	5,700	1,750	0	0.0	0	0.0
2014	17			CTR	6,950	8,500	8,550	5,900	1,800	3	0.8	2	0.5
2015	17			CTR	7,050	8,600	8,650	6,000	1,850	3	0.8	0	0.0
2016	17			CTR	7,100	8,650	8,750	6,050	1,850	4	1.1	1	0.3
2017	17			CTR	7,050	9,400	9,350	5,750	1,850	4	1.1	1	0.3
2018	17			CTR	7,100	9,500	9,450	5,800	1,850	1	0.3	0	0.0
2019	17			CTR	6,950	9,250	9,200	5,650	1,800	0	0.0	0	0.0
2021	17			CR	6,800	7,800	7,900	6,150	1,700	2	0.6	1	0.3
1988	17	SEC HWY 665 RICHAN RD (N)	11.2	T	3,800	6,950	6,650	2,300	460	18	1.2	3	0.2
1989	17			IC	4,000	4,600	4,500	3,550	800	13	0.8	4	0.2
1990	17			IC	3,900	4,450	4,350	3,450	780	19	1.2	7	0.4
1991	17			IC	3,750	4,250	4,150	3,350	450	12	0.8	2	0.1
1992	17			LT	3,600	5,000	4,850	2,750	580	17	1.1	3	0.2
1993	17			LT	3,700	5,100	4,600	2,700	590	18	1.2	1	0.1
1994	17			LT	3,800	5,550	5,350	2,750	610	14	0.9	3	0.2
1995	17			LT	3,900	5,600	5,450	2,850	390	17	1.1	1	0.1
1996	17			LT	4,000	5,650	5,500	2,950	400	16	1.0	5	0.3
1997	17			LT	3,850	5,450	5,300	2,850	380	21	1.3	4	0.3
1998	17			LT	3,600	5,050	4,950	2,650	580	22	1.5	3	0.2
1999	17			LT	4,150	5,750	5,650	3,050	910	28	1.6	10	0.6
2000	17			LT	4,250	5,900	5,800	3,100	940	26	1.5	4	0.2
2001	17			LT	4,600	6,450	6,250	3,350	870	17	0.9	6	0.3
2002	17			LT	4,400	6,150	6,000	3,250	840	21	1.2	3	0.2
2003	17			LT	4,500	6,200	6,050	3,300	860	18	1.0	5	0.3
2004	17			LT	4,600	6,450	6,250	3,350	1,050	24	1.3	9	0.5

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2005	17			LT	4,700	6,450	6,300	3,450	1,100	20	1.0	10	0.5
2006	17			CTR	4,800	5,950	5,700	4,050	670	39	2.0	4	0.2
2007	17			CTR	4,850	6,000	5,950	4,100	680	25	1.3	6	0.3
2008	17			CTR	4,950	6,150	6,000	4,200	890	31	1.5	2	0.1
2009	17			CTR	5,050	6,150	5,950	4,300	910	25	1.2	4	0.2
2010	17			CTR	5,150	6,250	6,000	4,350	1,350	26	1.2	5	0.2
2011	17			CTR	4,950	6,000	5,800	4,200	1,300	26	1.3	10	0.5
2012	17			CTR	4,950	6,000	5,950	4,200	1,300	30	1.5	9	0.4
2013	17			CTR	5,000	6,100	6,300	4,250	1,600	30	1.5	3	0.1
2014	17			CTR	5,300	6,450	6,500	4,500	1,650	27	1.2	4	0.2
2015	17			CTR	5,400	6,600	6,650	4,600	1,700	23	1.0	9	0.4
2016	17			CTR	5,450	6,650	6,700	4,650	1,700	14	0.6	2	0.1
2017	17			CTR	5,550	7,400	7,400	4,500	1,750	31	1.4	6	0.3
2018	17			CTR	5,600	7,500	7,450	4,550	1,750	15	0.7	4	0.2
2019	17			CTR	5,700	7,600	7,550	4,650	1,950	13	0.6	5	0.2
2021	17			CR	5,700	6,550	6,600	5,150	1,900	9	0.4	2	0.1
1988	17	SEC HWY 605 ETON RUGBY RD (N)	12.9	T	2,950	5,400	5,150	1,800	500	16	1.1	4	0.3
1989	17			IC	3,000	3,450	3,400	2,650	690	25	1.8	6	0.4
1990	17			IC	2,950	3,350	3,300	2,650	680	8	0.6	0	0.0
1991	17			IC	2,950	3,350	3,250	2,650	350	12	0.9	1	0.1
1992	17			LT	2,900	4,050	3,900	2,250	520	8	0.6	1	0.1
1993	17			LT	2,900	4,000	3,600	2,150	520	6	0.4	2	0.1
1994	17			LT	2,850	4,200	4,050	2,050	510	20	1.5	7	0.5
1995	17			LT	3,150	4,550	4,400	2,300	500	19	1.3	2	0.1
1996	17			LT	3,300	4,650	4,550	2,400	530	14	0.9	4	0.3
1997	17			LT	3,450	4,850	4,750	2,550	550	9	0.6	2	0.1
1998	17			LT	3,650	5,100	5,000	2,650	730	14	0.8	4	0.2
1999	17			LT	3,800	5,300	5,150	2,750	760	15	0.8	2	0.1
2000	17			LT	3,800	5,300	5,200	2,750	760	10	0.6	3	0.2
2001	17			LT	3,800	5,300	5,150	2,800	680	17	1.0	2	0.1
2002	17			LT	3,800	5,300	5,150	2,800	680	15	0.8	3	0.2
2003	17			LT	3,800	5,250	5,100	2,800	680	18	1.0	4	0.2
2004	17			LT	3,800	5,300	5,150	2,800	1,050	23	1.3	6	0.3
2005	17			LT	3,800	5,200	5,100	2,800	1,050	21	1.2	7	0.4
2006	17			LT	3,800	5,200	5,050	2,800	680	16	0.9	2	0.1
2007	17			LT	3,900	5,350	5,500	2,850	700	21	1.1	6	0.3
2008	17			LT	3,750	5,150	4,900	2,750	860	25	1.4	4	0.2
2009	17			LT	4,000	5,400	5,300	2,950	920	20	1.1	6	0.3
2010	17			LT	3,900	5,250	5,150	2,900	1,250	15	0.8	2	0.1
2011	17			LT	3,650	4,700	4,750	3,000	1,150	11	0.6	2	0.1
2012	17			LT	3,650	4,750	4,550	2,750	1,200	20	1.2	1	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2013	17			CTR	3,750	4,550	4,700	3,200	1,600	13	0.7	4	0.2
2014	17			CTR	4,000	4,900	4,900	3,400	1,700	14	0.7	1	0.1
2015	17			CTR	4,000	4,900	4,900	3,400	1,700	13	0.7	6	0.3
2016	17			CTR	4,050	4,950	5,000	3,450	1,750	17	0.9	2	0.1
2017	17			CTR	4,100	5,500	5,450	3,350	1,750	12	0.6	10	0.5
2018	17			CTR	4,100	5,500	5,450	3,350	1,750	11	0.6	1	0.1
2019	17			CTR	4,150	5,550	5,500	3,400	1,650	18	0.9	5	0.3
2021	17			CTR	4,100	5,350	5,300	3,350	1,550	9	0.5	4	0.2
1988	17	SEC HWY 594 W JCT (S) TO EAGLE RIVER	14.3	T	3,700	6,750	6,500	2,250	740	16	0.8	2	0.1
1989	17			LR	4,100	6,950	5,350	2,700	700	15	0.7	5	0.2
1990	17			LR	4,000	7,000	5,550	2,500	680	7	0.3	2	0.1
1991	17			LR	3,850	6,800	5,350	2,450	460	14	0.7	2	0.1
1992	17			LT	3,700	5,150	5,000	2,850	740	12	0.6	0	0.0
1993	17			LT	3,850	5,350	4,750	2,800	770	18	0.9	2	0.1
1994	17			LT	4,000	5,850	5,650	2,900	800	14	0.7	1	0.0
1995	17			LT	4,250	6,100	5,950	3,100	720	12	0.5	3	0.1
1996	17			LT	4,400	6,200	6,050	3,250	750	8	0.3	1	0.0
1997	17			LT	4,550	6,400	6,300	3,350	770	13	0.5	3	0.1
1998	17			LT	4,750	6,650	6,500	3,450	950	9	0.4	1	0.0
1999	17			LT	4,350	6,050	5,900	3,200	870	10	0.4	4	0.2
2000	17			LT	4,350	6,050	5,950	3,200	870	12	0.5	4	0.2
2001	17			LT	4,350	6,100	5,900	3,200	740	11	0.5	2	0.1
2002	17			LT	4,350	6,100	5,900	3,200	740	7	0.3	1	0.0
2003	17			LT	4,350	6,000	5,850	3,200	740	15	0.7	1	0.0
2004	17			LT	4,350	6,100	5,900	3,200	1,050	11	0.5	2	0.1
2005	17			LT	4,050	5,550	5,400	3,000	970	9	0.4	3	0.1
2006	17			LT	3,550	4,850	4,750	2,600	850	24	1.3	8	0.4
2007	17			LT	3,900	5,350	5,500	2,850	940	16	0.8	9	0.4
2008	17			LT	3,650	5,000	4,800	2,700	880	9	0.5	2	0.1
2009	17			LT	3,850	5,200	5,100	2,850	920	13	0.6	4	0.2
2010	17			LT	3,650	4,900	4,800	2,700	1,500	17	0.9	6	0.3
2011	17			LT	3,250	4,150	4,250	2,650	1,350	11	0.6	1	0.1
2012	17			LT	3,250	4,250	4,050	2,450	1,350	23	1.4	5	0.3
2013	17			CTR	3,250	3,950	4,100	2,750	1,300	27	1.6	6	0.4
2014	17			CTR	3,350	4,100	4,100	2,850	1,350	15	0.9	2	0.1
2015	17			CTR	3,350	4,100	4,100	2,850	1,350	17	1.0	5	0.3
2016	17			CTR	3,300	4,050	4,050	2,800	1,300	19	1.1	3	0.2
2017	17			CTR	3,200	4,300	4,250	2,600	1,300	20	1.2	10	0.6
2018	17			CTR	3,150	4,200	4,200	2,550	1,250	13	0.8	0	0.0
2019	17			CR	3,300	3,850	3,850	2,950	1,300	14	0.8	3	0.2
2021	17			CR	3,000	3,450	3,500	2,700	1,200	11	0.7	6	0.4

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1988	17	HWY 105 RED LAKE RD (N)	2.0	T	3,150	5,750	5,500	1,900	410	0	0.0	0	0.0
1989	17			CR	3,250	4,150	3,850	2,750	650	1	0.4	1	0.4
1990	17			CR	3,300	4,100	3,800	2,950	660	1	0.4	0	0.0
1991	17			CR	3,400	4,200	3,900	3,050	780	1	0.4	1	0.4
1992	17			LT	3,450	4,800	4,650	2,650	550	0	0.0	0	0.0
1993	17			LT	3,700	5,100	4,600	2,700	590	0	0.0	0	0.0
1994	17			LT	3,950	5,800	5,600	2,850	630	2	0.7	0	0.0
1995	17			LT	4,200	6,050	5,850	3,050	630	1	0.3	0	0.0
1996	17			LT	4,450	6,300	6,150	3,250	670	0	0.0	0	0.0
1997	17			LT	4,250	6,000	5,850	3,150	640	1	0.3	1	0.3
1998	17			LT	4,000	5,600	5,500	2,900	680	0	0.0	0	0.0
1999	17			LT	3,750	5,200	5,100	2,750	640	0	0.0	0	0.0
2000	17			LT	3,600	5,000	4,900	2,650	610	2	0.8	0	0.0
2001	17			LT	3,150	4,400	4,300	2,300	500	0	0.0	0	0.0
2002	17			LT	3,400	4,750	4,650	2,500	540	0	0.0	0	0.0
2003	17			LT	3,250	4,450	4,350	2,400	520	1	0.4	0	0.0
2004	17			LT	3,050	4,250	4,150	2,250	670	3	1.3	0	0.0
2005	17			LT	3,150	4,300	4,200	2,300	690	0	0.0	0	0.0
2006	17			LT	3,000	4,100	4,000	2,200	690	0	0.0	0	0.0
2007	17			LT	2,900	4,000	4,100	2,150	670	1	0.5	0	0.0
2008	17			LT	3,100	4,250	4,050	2,300	560	2	0.9	2	0.9
2009	17			LT	2,700	3,650	3,550	2,000	490	0	0.0	0	0.0
2010	17			LT	2,600	3,500	3,400	1,900	810	0	0.0	0	0.0
2011	17			LT	2,950	3,800	3,850	2,450	910	0	0.0	0	0.0
2012	17			LT	3,000	3,900	3,750	2,250	930	2	0.9	4	1.8
2013	17			CTR	3,150	3,850	3,950	2,700	1,250	3	1.3	1	0.4
2014	17			CTR	2,550	3,100	3,150	2,150	1,000	1	0.5	2	1.1
2015	17			CTR	2,450	3,000	3,000	2,100	980	0	0.0	0	0.0
2016	17			CTR	2,400	2,950	2,950	2,050	960	0	0.0	0	0.0
2017	17			CTR	3,250	4,350	4,300	2,650	1,300	1	0.4	0	0.0
2018	17			CTR	3,250	4,350	4,300	2,650	1,300	3	1.3	0	0.0
2019	17			CTR	3,250	4,350	4,300	2,650	1,300	1	0.4	1	0.4
2021	17			CR	3,350	3,850	3,900	3,000	1,450	0	0.0	0	0.0
1988	17	SEC HWY 647 (N) TO BLUE LAKE PROV PARK	72.4	LT	2,200	3,100	3,100	1,650	310	86	1.5	26	0.4
1989	17			T	2,200	4,000	3,850	1,400	550	77	1.3	39	0.7
1990	17			T	2,200	4,000	3,850	1,350	550	65	1.1	18	0.3
1991	17			T	2,100	3,800	3,650	1,300	520	68	1.2	28	0.5
1992	17			LT	2,000	2,800	2,700	1,550	340	65	1.2	21	0.4
1993	17			LT	2,000	2,750	2,500	1,450	340	78	1.5	24	0.5
1994	17			LT	1,950	2,850	2,750	1,400	330	103	2.0	24	0.5
1995	17			LT	2,150	3,100	3,000	1,550	370	93	1.6	31	0.5

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1996	17			LT	2,350	3,300	3,250	1,750	400	79	1.3	41	0.7
1997	17			LT	2,800	3,950	3,850	2,050	480	69	0.9	36	0.5
1998	17			LT	3,250	4,550	4,450	2,350	780	85	1.0	34	0.4
1999	17			LT	2,900	4,050	3,950	2,100	700	76	1.0	29	0.4
2000	17			LT	2,950	4,100	4,000	2,150	710	88	1.1	40	0.5
2001	17			LT	3,000	4,200	4,100	2,200	660	62	0.8	28	0.4
2002	17			LT	3,100	4,350	4,200	2,250	680	82	1.0	44	0.5
2003	17			LT	2,900	4,000	3,900	2,150	640	58	0.8	20	0.3
2004	17			LT	2,750	3,850	3,750	2,000	720	64	0.9	27	0.4
2005	17			LT	3,050	4,200	4,100	2,250	790	70	0.9	41	0.5
2006	17			LT	3,000	4,100	4,000	2,200	630	68	0.9	19	0.2
2007	17			LT	3,050	4,200	4,300	2,250	640	56	0.7	29	0.4
2008	17			LT	2,900	3,950	3,800	2,150	700	74	1.0	31	0.4
2009	17			LT	3,100	4,200	4,100	2,300	740	43	0.5	27	0.3
2010	17			LT	2,950	3,950	3,900	2,200	1,350	58	0.7	28	0.4
2011	17			LT	2,800	3,600	3,650	2,300	1,250	40	0.5	9	0.1
2012	17			LT	2,800	3,650	3,500	2,100	1,400	53	0.7	38	0.5
2013	17			CTR	3,000	3,650	3,750	2,550	940	54	0.7	45	0.6
2014	17			CTR	3,150	3,850	3,850	2,700	990	41	0.5	24	0.3
2015	17			CTR	3,150	3,850	3,850	2,700	990	33	0.4	13	0.2
2016	17			CTR	3,200	3,900	3,950	2,700	1,000	38	0.4	10	0.1
2017	17			CTR	3,250	4,350	4,300	2,650	1,000	47	0.5	13	0.2
2018	17			CTR	3,250	4,350	4,300	2,650	1,000	38	0.4	23	0.3
2019	17			CTR	3,300	4,400	4,400	2,700	2,300	37	0.4	23	0.3
2021	17			CTR	3,350	4,350	4,350	2,750	2,300	28	0.3	19	0.2
1988	17	HWY 71 (S) LONGBOW CORS KIRKUP TWP	4.1	LT	3,950	5,600	5,550	3,000	550	11	1.9	4	0.7
1989	17			T	4,000	7,250	7,000	2,500	680	11	1.9	3	0.5
1990	17			T	3,900	7,100	6,800	2,400	980	14	2.4	9	1.6
1991	17			T	3,900	7,050	6,750	2,400	430	3	0.5	1	0.2
1992	17			LT	2,900	4,050	3,900	2,250	350	6	1.4	1	0.2
1993	17			LT	2,750	3,800	3,400	2,000	330	5	1.2	2	0.5
1994	17			LT	2,750	4,050	3,900	2,000	330	3	0.7	1	0.2
1995	17			LT	3,250	4,650	4,550	2,400	580	8	1.7	4	0.8
1996	17			LT	3,750	5,300	5,150	2,750	680	3	0.5	0	0.0
1997	17			LT	3,750	5,300	5,200	2,800	680	5	0.9	1	0.2
1998	17			LT	3,750	5,250	5,150	2,750	750	0	0.0	0	0.0
1999	17			LT	3,700	5,150	5,050	2,700	740	5	0.9	1	0.2
2000	17			LT	3,800	5,300	5,200	2,750	760	5	0.9	3	0.5
2001	17			LT	3,900	5,450	5,300	2,850	700	4	0.7	3	0.5
2002	17			LT	4,000	5,600	5,450	2,950	720	5	0.8	1	0.2
2003	17			LT	4,100	5,650	5,500	3,050	740	4	0.7	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2004	17			LT	4,000	5,600	5,450	2,950	840	9	1.5	3	0.5
2005	17			LT	4,150	5,700	5,550	3,050	870	3	0.5	2	0.3
2006	17			IR	4,400	5,300	4,800	3,750	1,150	2	0.3	1	0.2
2007	17			IR	4,050	4,900	4,900	3,450	1,050	3	0.5	2	0.3
2008	17			IR	3,900	4,700	4,650	3,350	860	3	0.5	1	0.2
2009	17			IR	4,050	4,850	4,400	3,450	890	4	0.7	0	0.0
2010	17			IC	3,600	4,000	4,000	3,200	1,150	2	0.4	1	0.2
2011	17			IC	3,200	3,500	3,650	2,850	1,000	6	1.3	3	0.6
2012	17			IC	3,200	3,550	3,450	2,850	970	9	1.9	3	0.6
2013	17			CTR	3,900	4,750	4,900	3,300	1,500	9	1.6	1	0.2
2014	17			CTR	3,900	4,750	4,800	3,300	1,500	3	0.5	2	0.3
2015	17			CTR	3,950	4,800	4,850	3,350	1,500	5	0.9	3	0.5
2016	17			CTR	3,950	4,800	4,850	3,350	1,500	3	0.5	0	0.0
2017	17			CTR	3,950	5,300	5,250	3,200	1,500	2	0.3	1	0.2
2018	17			CTR	4,000	5,350	5,300	3,250	1,500	2	0.3	0	0.0
2019	17			CTR	4,000	5,350	5,300	3,250	1,500	2	0.3	0	0.0
2021	17			CTR	4,050	5,300	5,250	3,300	1,550	2	0.3	1	0.2
1991	17	E JCT HWY 17A KENORA BY PASS	0.3	T	2,750	5,000	4,750	1,700	280	2	6.2	1	3.1
1992	17			CTR	1,750	2,150	2,100	1,500	180	1	4.9	0	0.0
1993	17			CTR	2,500	3,150	3,000	2,100	250	0	0.0	0	0.0
1994	17			CTR	2,600	3,350	3,150	2,200	230	2	6.6	2	6.6
1995	17			LT	2,700	3,900	3,750	2,000	270	0	0.0	0	0.0
1996	17			LT	2,800	3,950	3,850	2,050	280	3	9.2	2	6.1
1997	17			LT	2,700	3,800	3,750	2,000	270	0	0.0	0	0.0
1998	17			LT	2,600	3,650	3,550	1,900	260	0	0.0	0	0.0
1999	17			LT	2,700	3,750	3,650	1,950	270	1	3.2	1	3.2
2000	17			LT	2,550	3,550	3,500	1,850	260	0	0.0	0	0.0
2001	17			LT	2,400	3,350	3,250	1,750	240	0	0.0	0	0.0
2002	17			LT	2,250	3,150	3,050	1,650	220	1	3.8	0	0.0
2003	17			LT	2,150	2,950	2,900	1,600	220	2	8.0	0	0.0
2004	17			LT	2,000	2,800	2,700	1,450	160	1	4.3	0	0.0
2005	17			LT	2,000	2,750	2,700	1,450	160	1	4.3	0	0.0
2006	17			LT	1,700	2,350	2,250	1,250	260	2	10.1	0	0.0
2007	17			LT	1,850	2,550	2,600	1,350	280	3	13.9	0	0.0
2008	17			LT	1,750	2,400	2,300	1,300	260	3	14.7	0	0.0
2009	17			LT	1,650	2,250	2,200	1,200	250	1	5.2	0	0.0
2010	17			LT	1,600	2,150	2,100	1,200	110	2	10.7	0	0.0
2011	17			LT	1,500	1,900	1,950	1,250	100	1	5.7	0	0.0
2012	17			LT	1,700	2,200	2,100	1,300	130	0	0.0	0	0.0
2013	17			LT	1,350	1,750	1,750	1,000	210	1	6.4	0	0.0
2014	17			LT	1,300	1,700	1,750	980	200	0	0.0	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2015	17			LT	1,250	1,650	1,650	940	200	0	0.0	0	0.0
2016	17			LT	1,150	1,500	1,550	870	180	1	7.4	1	7.4
2017	17			LT	1,300	1,800	1,800	1,000	200	0	0.0	0	0.0
2018	17			LT	1,300	1,800	1,800	1,000	200	0	0.0	0	0.0
2019	17			LT	1,300	1,800	1,800	1,000	200	0	0.0	0	0.0
2021	17			LT	1,100	1,500	1,500	850	180	0	0.0	0	0.0
1991	17	LONGBOW LAKE RD (E) (HWY 7059)	4.8	T	2,750	5,000	4,750	1,700	280	4	0.8	1	0.2
1992	17			CTR	1,750	2,150	2,100	1,500	180	0	0.0	0	0.0
1993	17			CTR	2,500	3,150	3,000	2,100	250	8	1.8	2	0.5
1994	17			CTR	2,600	3,350	3,150	2,200	230	5	1.1	0	0.0
1995	17			LT	2,700	3,900	3,750	2,000	270	5	1.1	0	0.0
1996	17			LT	2,800	3,950	3,850	2,050	280	4	0.8	0	0.0
1997	17			LT	2,700	3,800	3,750	2,000	270	3	0.6	1	0.2
1998	17			LT	2,600	3,650	3,550	1,900	260	5	1.1	2	0.4
1999	17			LT	3,050	4,250	4,150	2,250	300	4	0.7	0	0.0
2000	17			LT	2,900	4,050	3,950	2,100	290	11	2.2	2	0.4
2001	17			LT	2,700	3,800	3,700	2,000	270	5	1.1	1	0.2
2002	17			LT	2,600	3,650	3,550	1,900	260	8	1.7	0	0.0
2003	17			LT	2,500	3,450	3,350	1,850	250	12	2.7	3	0.7
2004	17			LT	2,500	3,500	3,400	1,850	250	13	2.9	1	0.2
2005	17			LT	2,300	3,150	3,100	1,700	230	6	1.5	0	0.0
2006	17			LT	2,000	2,750	2,650	1,450	200	9	2.6	0	0.0
2007	17			LT	1,900	2,600	2,700	1,400	190	6	1.8	0	0.0
2008	17			LT	1,800	2,450	2,350	1,350	180	7	2.2	0	0.0
2009	17			LT	1,950	2,650	2,550	1,450	200	8	2.3	0	0.0
2010	17			LT	1,800	2,400	2,350	1,350	200	4	1.3	0	0.0
2011	17			LT	1,900	2,450	2,500	1,550	210	13	3.9	3	0.9
2012	17			LT	1,900	2,500	2,350	1,450	240	7	2.1	0	0.0
2013	17			LT	1,700	2,200	2,200	1,300	170	5	1.7	0	0.0
2014	17			LT	1,650	2,150	2,200	1,250	170	4	1.4	0	0.0
2015	17			LT	1,600	2,100	2,100	1,200	160	4	1.4	1	0.4
2016	17			LT	1,550	2,000	2,050	1,150	160	8	2.9	1	0.4
2017	17			LT	1,300	1,800	1,800	1,000	130	2	0.9	0	0.0
2018	17			LT	1,300	1,800	1,800	1,000	130	3	1.3	0	0.0
2019	17			LT	1,300	1,800	1,800	1,000	130	3	1.3	0	0.0
2021	17			LT	1,150	1,600	1,550	890	120	4	2.0	0	0.0
2021	17	CITY OF KENORA E LIMITS START OF NA	19.5										
1988	17	FORMER TOWN OF KEEWATIN W LTS END OF NA	3.0	T	3,800	6,950	6,650	2,300	570	4	1.0	0	0.0
1989	17			LT	4,200	5,850	5,800	3,100	800	4	0.9	2	0.4
1990	17			LT	4,200	6,150	5,900	3,050	800	7	1.5	0	0.0
1991	17			LT	2,200	3,100	2,950	1,650	420	3	1.3	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1992	17			LT	2,850	3,950	3,850	2,200	110	5	1.6	1	0.3
1993	17			LT	2,250	3,100	2,800	1,650	40	3	1.2	2	0.8
1994	17			LT	2,400	3,500	3,400	1,750	100	4	1.5	0	0.0
1995	17			LR	2,550	4,300	3,450	1,650	100	4	1.5	0	0.0
1996	17			LR	2,650	4,450	3,550	1,750	110	4	1.4	0	0.0
1997	17			LR	2,750	4,600	3,700	1,850	110	6	2.0	1	0.3
1998	17			LR	2,800	4,600	3,700	1,850	170	2	0.7	0	0.0
1999	17			LR	2,800	4,600	3,700	1,850	170	6	2.0	0	0.0
2000	17			LR	2,850	4,600	3,700	1,900	170	2	0.6	0	0.0
2001	17			LR	3,000	4,900	3,900	2,000	180	3	0.9	0	0.0
2002	17			LR	3,000	4,900	3,900	2,050	180	2	0.6	0	0.0
2003	17			LR	3,050	4,800	3,900	2,050	180	4	1.2	0	0.0
2004	17			LR	3,150	5,150	4,100	2,100	190	7	2.1	0	0.0
2005	17			LR	3,050	4,750	3,850	2,100	180	6	1.8	0	0.0
2006	17			LR	3,100	4,850	3,900	2,100	190	7	2.1	0	0.0
2007	17			LR	3,150	4,950	4,750	2,100	190	3	0.9	0	0.0
2008	17			LR	3,000	4,700	4,550	2,050	180	9	2.8	0	0.0
2009	17			LR	3,200	4,850	3,950	2,200	190	3	0.9	0	0.0
2010	17			LR	3,150	4,700	3,850	2,150	470	2	0.6	0	0.0
2011	17			LR	3,300	5,100	4,800	2,300	500	0	0.0	0	0.0
2012	17			LT	2,600	3,400	3,250	1,950	440	2	0.7	0	0.0
2013	17			T	2,850	4,150	4,100	1,800	250	2	0.6	0	0.0
2014	17			T	3,200	4,650	4,650	2,050	280	2	0.6	0	0.0
2015	17			T	3,200	4,650	4,650	2,050	280	2	0.6	0	0.0
2016	17			T	3,250	4,750	4,700	2,050	290	3	0.9	0	0.0
2017	17			T	3,250	4,450	4,500	2,600	290	2	0.6	0	0.0
2018	17			T	3,300	4,500	4,550	2,600	290	0	0.0	0	0.0
2019	17			T	3,300	4,550	4,550	2,600	290	4	1.1	0	0.0
2021	17			T	3,350	4,500	4,500	2,650	300	0	0.0	0	0.0
1998	17	SEC HWY 641 LACLU RD	1.5	LR	2,300	3,800	3,050	1,500	140	1	0.8	1	0.8
1999	17			LR	2,350	3,850	3,100	1,550	140	4	3.1	0	0.0
2000	17			LR	2,400	3,900	3,150	1,600	140	6	4.5	2	1.5
2001	17			LR	2,400	3,950	3,150	1,600	120	1	0.8	0	0.0
2002	17			LR	2,500	4,050	3,250	1,700	120	7	5.0	0	0.0
2003	17			LR	2,550	4,050	3,250	1,700	130	4	2.8	0	0.0
2004	17			LR	2,650	4,350	3,450	1,750	130	2	1.4	0	0.0
2005	17			LR	2,600	4,050	3,300	1,750	130	0	0.0	0	0.0
2006	17			LR	2,750	4,300	3,450	1,850	140	3	2.0	0	0.0
2007	17			LR	2,650	4,150	4,000	1,800	130	6	4.1	0	0.0
2008	17			LR	2,600	4,050	3,950	1,800	130	6	4.1	1	0.7
2009	17			LR	2,700	4,100	3,350	1,850	140	4	2.7	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2010	17			LR	2,650	3,950	3,250	1,800	260	5	3.4	1	0.7
2011	17			LR	2,750	4,250	4,000	1,950	280	2	1.3	0	0.0
2012	17			LR	2,300	3,450	3,350	1,600	280	2	1.6	0	0.0
2013	17			T	2,850	4,150	4,100	1,800	400	1	0.6	0	0.0
2014	17			T	2,750	4,000	4,000	1,750	380	1	0.7	0	0.0
2015	17			T	2,800	4,100	4,050	1,800	390	0	0.0	0	0.0
2016	17			CTR	2,950	3,600	3,650	2,500	300	2	1.2	0	0.0
2017	17			CTR	2,850	3,800	3,800	2,300	290	0	0.0	0	0.0
2018	17			CTR	2,900	3,850	3,850	2,350	300	1	0.6	0	0.0
2019	17			CTR	2,900	3,850	3,850	2,350	300	2	1.2	0	0.0
2021	17			CTR	2,950	3,850	3,850	2,400	300	1	0.6	0	0.0
1988	17	W JCT HWY 17A KENORA BYPASS	9.3	LR	3,700	6,550	4,650	2,300	630	7	0.6	0	0.0
1989	17			T	3,750	6,800	6,550	2,350	750	14	1.1	4	0.3
1990	17			T	3,600	6,550	6,250	2,250	720	17	1.4	3	0.2
1991	17			T	3,350	6,050	5,800	2,100	300	17	1.5	0	0.0
1992	17			T	3,350	6,050	5,900	2,100	300	16	1.4	1	0.1
1993	17			T	3,200	5,800	5,650	2,000	420	15	1.4	3	0.3
1994	17			LR	3,400	5,600	4,500	2,200	440	13	1.1	3	0.3
1995	17			LR	3,750	6,300	5,100	2,450	560	9	0.7	1	0.1
1996	17			LR	3,900	6,550	5,250	2,600	580	11	0.8	1	0.1
1997	17			LR	4,050	6,800	5,450	2,700	610	17	1.2	4	0.3
1998	17			LR	4,200	6,950	5,600	2,750	760	9	0.6	2	0.1
1999	17			LR	4,200	6,900	5,550	2,750	760	17	1.2	2	0.1
2000	17			LR	4,300	6,950	5,600	2,850	770	9	0.6	3	0.2
2001	17			LR	4,450	7,300	5,800	2,950	800	9	0.6	0	0.0
2002	17			LR	4,550	7,400	5,950	3,100	820	11	0.7	0	0.0
2003	17			LR	4,650	7,350	5,900	3,150	840	17	1.1	2	0.1
2004	17			LR	4,950	8,100	6,450	3,300	890	21	1.3	4	0.2
2005	17			LR	4,650	7,250	5,850	3,150	840	17	1.1	7	0.4
2006	17			LR	5,000	7,800	6,250	3,400	900	19	1.1	6	0.4
2007	17			LR	4,950	7,750	7,450	3,350	890	18	1.1	11	0.7
2008	17			LR	4,900	7,650	7,450	3,350	880	14	0.8	2	0.1
2009	17			LR	4,900	7,450	6,100	3,350	1,350	10	0.6	0	0.0
2010	17			LR	4,900	7,350	6,000	3,300	1,850	16	1.0	2	0.1
2011	17			LR	3,600	5,550	5,200	2,500	1,350	11	0.9	2	0.2
2012	17			C	3,950	4,350	4,250	3,550	1,450	9	0.7	4	0.3
2013	17			T	5,650	8,250	8,100	3,600	2,050	13	0.7	5	0.3
2014	17			T	5,050	7,400	7,300	3,200	1,800	7	0.4	1	0.1
2015	17			T	5,100	7,450	7,400	3,250	1,850	8	0.5	2	0.1
2016	17			T	5,150	7,500	7,450	3,300	1,850	10	0.6	4	0.2
2017	17			T	5,200	7,150	7,150	4,150	1,850	7	0.4	2	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2018	17			T	5,250	7,200	7,250	4,150	1,900	4	0.2	1	0.1
2019	17			T	5,300	7,250	7,300	4,200	1,900	5	0.3	4	0.2
2021	17			T	5,450	7,300	7,300	4,300	1,950	3	0.2	1	0.1
1988	17	LINDSAY RD (S) BOYS TWP	29.5	LR	3,100	5,500	3,900	1,900	530	31	0.9	2	0.1
1989	17			LR	3,200	5,400	4,150	2,100	640	42	1.2	9	0.3
1990	17			LR	3,200	5,600	4,450	2,000	640	30	0.9	5	0.1
1991	17			LR	3,200	5,650	4,450	2,000	290	27	0.8	10	0.3
1992	17			LR	3,300	5,300	4,250	2,200	330	32	0.9	7	0.2
1993	17			LR	3,300	5,300	4,250	2,150	330	51	1.4	11	0.3
1994	17			LR	3,700	6,100	4,900	2,400	370	37	0.9	5	0.1
1995	17			LR	3,700	6,200	5,050	2,450	180	29	0.7	5	0.1
1996	17			LR	3,700	6,200	4,950	2,450	180	30	0.8	8	0.2
1997	17			LR	3,800	6,400	5,150	2,550	190	43	1.1	3	0.1
1998	17			LR	3,900	6,450	5,200	2,550	470	38	0.9	9	0.2
1999	17			LR	3,950	6,500	5,200	2,600	470	42	1.0	16	0.4
2000	17			LR	4,000	6,500	5,250	2,650	480	45	1.0	7	0.2
2001	17			LR	4,100	6,700	5,350	2,750	940	28	0.6	5	0.1
2002	17			LR	4,150	6,750	5,400	2,800	950	37	0.8	9	0.2
2003	17			LR	4,200	6,650	5,350	2,850	970	37	0.8	6	0.1
2004	17			LR	4,300	7,050	5,600	2,850	690	49	1.1	9	0.2
2005	17			LR	4,250	6,650	5,350	2,900	680	52	1.1	11	0.2
2006	17			LR	4,200	6,550	5,250	2,850	670	52	1.1	17	0.4
2007	17			LR	4,300	6,750	6,450	2,900	690	55	1.2	22	0.5
2008	17			LR	4,200	6,550	6,400	2,900	550	43	0.9	15	0.3
2009	17			LR	4,250	6,450	5,250	2,900	550	40	0.9	12	0.3
2010	17			LR	4,350	6,500	5,300	2,950	570	43	0.9	15	0.3
2011	17			LR	4,450	6,900	6,450	3,100	580	35	0.7	10	0.2
2012	17			LR	4,500	6,700	6,550	3,100	580	43	0.9	9	0.2
2013	17			LR	4,550	6,800	7,750	3,100	590	44	0.9	15	0.3
2014	17			LR	4,600	6,900	7,000	3,100	600	22	0.4	8	0.2
2015	17			LR	4,650	6,950	7,100	3,150	600	20	0.4	2	0.0
2016	17			LR	4,650	6,950	7,100	3,150	600	24	0.5	4	0.1
2017	17			LR	4,700	7,850	7,600	3,200	610	32	0.6	13	0.3
2018	17			LR	4,750	7,900	7,700	3,250	620	25	0.5	6	0.1
2019	17			LR	4,800	8,050	7,800	3,300	620	13	0.3	3	0.1
2021	17			LR	4,900	7,900	7,650	3,350	640	13	0.2	6	0.1
2021	17	ONTARIO/MANITOBA PROV BDY END OF HWY											
1990	17A	HWY 17 E JCT (S)	8.0	LT	650	950	910	470	70	1	0.5	0	0.0
1991	17A			LT	1,300	1,800	1,750	960	360	3	0.8	1	0.3
1992	17A			LT	2,250	3,150	3,050	1,750	500	5	0.8	3	0.5
1993	17A			LT	2,500	3,450	3,100	1,850	580	5	0.7	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1994	17A			LT	2,700	3,950	3,800	1,950	620	2	0.3	0	0.0
1995	17A			LT	2,900	4,150	4,050	2,100	670	7	0.8	2	0.2
1996	17A			LT	3,100	4,400	4,250	2,300	710	5	0.5	1	0.1
1997	17A			LT	2,800	3,950	3,850	2,050	640	3	0.4	1	0.1
1998	17A			LT	2,450	3,450	3,350	1,800	710	9	1.3	3	0.4
1999	17A			LT	2,700	3,750	3,650	1,950	780	5	0.6	1	0.1
2000	17A			LT	2,650	3,700	3,600	1,950	770	13	1.7	1	0.1
2001	17A			LT	2,600	3,650	3,550	1,900	780	3	0.4	2	0.3
2002	17A			LT	2,600	3,650	3,550	1,900	780	6	0.8	2	0.3
2003	17A			LT	2,550	3,500	3,450	1,900	760	9	1.2	4	0.5
2004	17A			LT	2,650	3,700	3,600	1,950	530	8	1.0	1	0.1
2005	17A			LT	2,500	3,450	3,350	1,850	500	2	0.3	0	0.0
2006	17A			LT	2,400	3,300	3,200	1,750	890	6	0.9	5	0.7
2007	17A			LT	2,450	3,350	3,450	1,800	910	8	1.1	0	0.0
2008	17A			LT	2,400	3,300	3,150	1,750	430	3	0.4	1	0.1
2009	17A			LT	2,350	3,150	3,100	1,750	420	6	0.9	0	0.0
2010	17A			LT	2,350	3,150	3,100	1,750	1,100	7	1.0	2	0.3
2011	17A			LT	2,300	2,950	3,000	1,900	1,100	2	0.3	0	0.0
2012	17A			LR	2,650	3,950	3,850	1,800	1,300	3	0.4	0	0.0
2013	17A			CTR	2,250	2,750	2,850	1,900	1,100	7	1.1	2	0.3
2014	17A			CTR	2,250	2,750	2,750	1,900	1,100	3	0.5	0	0.0
2015	17A			CTR	2,250	2,750	2,750	1,900	1,100	4	0.6	1	0.2
2016	17A			CTR	2,550	3,100	3,150	2,150	1,200	3	0.4	0	0.0
2017	17A			CTR	2,500	3,350	3,300	2,050	1,200	7	1.0	6	0.8
2018	17A			CTR	2,500	3,350	3,350	2,050	1,200	2	0.3	1	0.1
2019	17A			CTR	2,500	3,350	3,300	2,050	1,200	0	0.0	0	0.0
2021	17A			CTR	2,300	3,000	3,000	1,900	1,100	2	0.3	0	0.0
1990	17A	SEC HWY 671 (N) TO STRECKER RD&GRASSY NARROWS	4.4	LT	650	950	910	470	70	0	0.0	0	0.0
1991	17A			LT	2,750	3,850	3,700	2,050	770	10	2.3	3	0.7
1992	17A			LT	2,750	3,800	3,700	2,100	770	3	0.7	0	0.0
1993	17A			CTR	3,000	3,800	3,650	2,550	660	6	1.3	3	0.6
1994	17A			LT	3,300	4,850	4,650	2,400	1,050	2	0.4	0	0.0
1995	17A			LT	3,600	5,150	5,000	2,650	970	5	0.9	2	0.3
1996	17A			LT	3,900	5,500	5,350	2,850	1,050	4	0.6	2	0.3
1997	17A			LT	3,400	4,800	4,700	2,500	920	7	1.3	7	1.3
1998	17A			LT	2,900	4,050	3,950	2,100	930	1	0.2	0	0.0
1999	17A			LT	3,200	4,450	4,350	2,350	1,000	9	1.8	4	0.8
2000	17A			LT	3,100	4,300	4,250	2,250	990	5	1.0	1	0.2
2001	17A			LT	3,100	4,350	4,200	2,250	1,100	3	0.6	0	0.0
2002	17A			LT	2,950	4,100	4,000	2,150	1,100	5	1.1	1	0.2
2003	17A			LT	2,900	4,000	3,900	2,150	1,100	5	1.1	1	0.2

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2004	17A			LT	2,800	3,900	3,800	2,050	810	5	1.1	4	0.9
2005	17A			LT	2,750	3,750	3,700	2,000	800	5	1.1	0	0.0
2006	17A			LT	2,650	3,650	3,550	1,950	980	6	1.4	0	0.0
2007	17A			LT	2,600	3,550	3,650	1,900	960	5	1.2	4	1.0
2008	17A			LT	2,500	3,450	3,300	1,850	720	7	1.7	4	1.0
2009	17A			LT	2,550	3,450	3,350	1,900	740	7	1.7	3	0.7
2010	17A			LT	2,550	3,400	3,350	1,900	1,150	8	2.0	5	1.2
2011	17A			LT	2,350	3,000	3,050	1,950	1,100	4	1.1	1	0.3
2012	17A			LR	2,750	4,100	4,000	1,900	1,300	4	0.9	3	0.7
2013	17A			CTR	2,500	3,050	3,150	2,100	1,200	8	2.0	2	0.5
2014	17A			CTR	2,300	2,800	2,850	1,950	1,100	3	0.8	2	0.5
2015	17A			CTR	2,200	2,700	2,700	1,850	1,050	4	1.1	2	0.6
2016	17A			CTR	2,650	3,250	3,250	2,250	1,150	1	0.2	0	0.0
2017	17A			CTR	2,600	3,450	3,450	2,100	1,100	0	0.0	0	0.0
2018	17A			CTR	2,600	3,450	3,450	2,100	1,100	2	0.5	1	0.2
2019	17A			CTR	2,600	3,450	3,450	2,100	1,100	3	0.7	1	0.2
2021	17A			CTR	2,550	3,300	3,300	2,100	1,100	3	0.7	3	0.7
1989	17A	EAST MELICK RD (N) FORMER HWY 659	6.2	LT	500	700	690	370	60	0	0.0	0	0.0
1990	17A			LT	650	950	910	470	70	1	0.7	0	0.0
1991	17A			LT	1,650	2,300	2,250	1,200	540	4	1.1	0	0.0
1992	17A			LT	1,800	2,500	2,450	1,400	540	5	1.2	4	1.0
1993	17A			LT	1,900	2,650	2,350	1,400	440	6	1.4	1	0.2
1994	17A			LT	2,050	3,000	2,900	1,500	620	4	0.9	1	0.2
1995	17A			LT	2,100	3,000	2,950	1,550	500	3	0.6	0	0.0
1996	17A			LT	2,150	3,050	2,950	1,600	520	7	1.4	7	1.4
1997	17A			LT	2,250	3,150	3,100	1,650	540	8	1.6	2	0.4
1998	17A			LT	2,300	3,200	3,150	1,700	800	5	1.0	0	0.0
1999	17A			LT	2,350	3,250	3,200	1,700	820	3	0.6	2	0.4
2000	17A			LT	2,450	3,400	3,350	1,800	860	9	1.6	1	0.2
2001	17A			LT	2,350	3,300	3,200	1,700	560	6	1.1	1	0.2
2002	17A			LT	2,550	3,550	3,450	1,850	610	7	1.2	4	0.7
2003	17A			LT	2,650	3,650	3,550	1,950	640	10	1.7	1	0.2
2004	17A			LT	2,800	3,900	3,800	2,050	980	9	1.4	3	0.5
2005	17A			LT	2,750	3,750	3,700	2,000	960	5	0.8	2	0.3
2006	17A			LT	2,850	3,900	3,800	2,100	710	5	0.8	1	0.2
2007	17A			LT	2,750	3,800	3,900	2,000	690	9	1.4	6	1.0
2008	17A			LT	2,400	3,300	3,150	1,750	740	8	1.5	1	0.2
2009	17A			LT	2,850	3,850	3,750	2,100	880	12	1.9	5	0.8
2010	17A			LT	2,900	3,900	3,800	2,150	1,300	6	0.9	1	0.2
2011	17A			LT	2,950	3,800	3,850	2,450	1,350	8	1.2	2	0.3
2012	17A			LR	2,650	3,950	3,850	1,800	1,250	7	1.2	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2013	17A			CTR	2,750	3,350	3,450	2,350	1,350	10	1.6	2	0.3
2014	17A			CTR	3,000	3,650	3,700	2,550	1,450	5	0.7	1	0.1
2015	17A			CTR	3,000	3,650	3,700	2,550	1,450	5	0.7	3	0.4
2016	17A			CTR	3,100	3,800	3,800	2,650	1,350	5	0.7	0	0.0
2017	17A			CTR	3,100	4,150	4,100	2,550	1,350	6	0.9	1	0.1
2018	17A			CTR	3,150	4,200	4,200	2,550	1,350	7	1.0	3	0.4
2019	17A			CTR	3,200	4,250	4,250	2,600	1,400	3	0.4	0	0.0
2021	17A			CTR	3,300	4,300	4,300	2,700	1,450	1	0.1	1	0.1
1989	17A	SEC HWY 658 REDDITT RD (N) TO OPP & MTO PAT	1.6	LT	500	700	690	370	60	0	0.0	0	0.0
1990	17A			LT	850	1,250	1,200	620	90	1	2.0	0	0.0
1991	17A			LT	1,700	2,400	2,300	1,250	390	0	0.0	0	0.0
1992	17A			LT	2,050	2,850	2,750	1,600	450	2	1.6	0	0.0
1993	17A			LT	2,800	3,850	3,450	2,050	560	3	1.8	0	0.0
1994	17A			LT	2,850	4,200	4,050	2,050	600	2	1.2	0	0.0
1995	17A			LT	2,900	4,150	4,050	2,100	610	3	1.7	0	0.0
1996	17A			LT	2,950	4,150	4,050	2,150	620	1	0.6	0	0.0
1997	17A			LT	3,000	4,250	4,150	2,200	630	3	1.7	0	0.0
1998	17A			LT	3,150	4,400	4,300	2,300	850	2	1.1	0	0.0
1999	17A			LT	3,050	4,250	4,150	2,250	820	4	2.2	0	0.0
2000	17A			LT	3,050	4,250	4,150	2,250	820	1	0.5	0	0.0
2001	17A			LT	3,000	4,200	4,100	2,200	930	4	2.2	0	0.0
2002	17A			LT	3,100	4,350	4,200	2,250	960	3	1.6	2	1.1
2003	17A			LT	3,150	4,350	4,250	2,350	980	7	3.7	1	0.5
2004	17A			LT	3,150	4,400	4,300	2,300	940	5	2.6	0	0.0
2005	17A			LT	3,200	4,400	4,300	2,350	960	1	0.5	0	0.0
2006	17A			LT	3,200	4,400	4,250	2,350	990	4	2.1	1	0.5
2007	17A			LT	3,250	4,450	4,600	2,400	1,000	2	1.0	1	0.5
2008	17A			LT	3,250	4,450	4,250	2,400	840	6	3.1	3	1.5
2009	17A			LT	3,300	4,450	4,350	2,450	860	2	1.0	2	1.0
2010	17A			LT	3,300	4,450	4,350	2,450	1,600	0	0.0	0	0.0
2011	17A			LT	3,350	4,300	4,400	2,750	1,650	2	1.0	0	0.0
2012	17A			LT	3,100	4,050	3,850	2,350	1,500	7	3.8	5	2.7
2013	17A			CTR	3,400	4,150	4,300	2,900	1,400	4	2.0	1	0.5
2014	17A			CTR	3,350	4,100	4,100	2,850	1,400	3	1.5	1	0.5
2015	17A			CTR	3,400	4,150	4,200	2,900	1,400	2	1.0	1	0.5
2016	17A			CTR	3,450	4,200	4,250	2,950	1,250	2	1.0	2	1.0
2017	17A			CTR	3,450	4,600	4,600	2,800	1,250	4	1.9	1	0.5
2018	17A			CTR	3,450	4,600	4,600	2,800	1,250	2	1.0	0	0.0
2019	17A			CTR	3,500	4,650	4,650	2,850	1,300	2	1.0	0	0.0
2021	17A			CTR	3,550	4,650	4,600	2,900	1,300	1	0.5	1	0.5
1989	17A	VILLENEUVE RD (N&S)	6.2	LT	500	700	690	370	60	1	0.9	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1990	17A			LT	750	1,100	1,050	550	80	3	1.8	0	0.0
1991	17A			LT	1,700	2,400	2,300	1,250	390	7	1.8	3	0.8
1992	17A			LT	2,050	2,850	2,750	1,600	330	5	1.1	1	0.2
1993	17A			LT	2,700	3,750	3,350	2,000	320	5	0.8	0	0.0
1994	17A			LT	2,650	3,900	3,750	1,950	530	6	1.0	0	0.0
1995	17A			LT	2,650	3,800	3,700	1,950	530	6	1.0	0	0.0
1996	17A			LT	2,600	3,650	3,600	1,900	520	10	1.7	3	0.5
1997	17A			LT	2,850	4,000	3,950	2,100	570	4	0.6	1	0.2
1998	17A			LT	3,000	4,200	4,100	2,200	690	6	0.9	0	0.0
1999	17A			LT	2,850	3,950	3,900	2,100	660	4	0.6	3	0.5
2000	17A			LT	2,900	4,050	3,950	2,100	670	7	1.1	0	0.0
2001	17A			LT	2,900	4,050	3,950	2,100	720	7	1.1	1	0.2
2002	17A			LT	3,000	4,200	4,100	2,200	750	12	1.8	3	0.4
2003	17A			LT	3,050	4,200	4,100	2,250	760	9	1.3	1	0.1
2004	17A			LT	3,150	4,400	4,300	2,300	790	11	1.5	1	0.1
2005	17A			LT	3,150	4,300	4,200	2,300	790	10	1.4	1	0.1
2006	17A			LT	3,100	4,250	4,150	2,300	780	14	2.0	3	0.4
2007	17A			LT	3,200	4,400	4,500	2,350	800	6	0.8	3	0.4
2008	17A			LT	3,250	4,450	4,250	2,400	810	9	1.2	2	0.3
2009	17A			LT	3,250	4,400	4,300	2,400	810	7	0.9	3	0.4
2010	17A			LT	3,200	4,300	4,200	2,350	1,300	10	1.4	3	0.4
2011	17A			LT	3,350	4,300	4,400	2,750	1,350	7	0.9	2	0.3
2012	17A			LT	2,850	3,700	3,550	2,150	1,300	2	0.3	1	0.2
2013	17A			CTR	3,050	3,700	3,850	2,600	1,250	5	0.7	0	0.0
2014	17A			CTR	3,300	4,050	4,050	2,800	1,350	2	0.3	0	0.0
2015	17A			CTR	3,300	4,050	4,050	2,800	1,350	3	0.4	3	0.4
2016	17A			CTR	3,450	4,200	4,250	2,950	1,300	7	0.9	3	0.4
2017	17A			CTR	3,400	4,550	4,500	2,750	1,300	2	0.3	0	0.0
2018	17A			CTR	3,400	4,550	4,500	2,750	1,300	3	0.4	2	0.3
2019	17A			CTR	3,450	4,600	4,600	2,800	1,300	8	1.0	4	0.5
2021	17A			CTR	3,500	4,550	4,550	2,850	1,350	2	0.3	1	0.1
1988	17A	SEC HWY 596 (N) TO MINAKI DARLINGTON DR (S)	7.1	LR	350	620	440	220	40	2	2.2	0	0.0
1989	17A			LR	450	760	580	300	40	0	0.0	0	0.0
1990	17A			LR	550	960	760	350	60	1	0.7	0	0.0
1991	17A			LR	1,000	1,750	1,400	630	260	3	1.2	1	0.4
1992	17A			LR	1,650	2,650	2,150	1,100	280	3	0.7	2	0.5
1993	17A			LR	1,750	2,800	2,250	1,150	330	6	1.3	3	0.7
1994	17A			LR	1,800	2,950	2,400	1,200	380	2	0.4	0	0.0
1995	17A			LR	1,850	3,100	2,500	1,200	430	2	0.4	0	0.0
1996	17A			LR	1,900	3,200	2,550	1,250	440	2	0.4	0	0.0
1997	17A			LR	2,050	3,450	2,750	1,350	470	4	0.8	3	0.6

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1998	17A			LR	2,150	3,550	2,850	1,400	640	3	0.5	1	0.2
1999	17A			LR	2,150	3,550	2,850	1,400	640	4	0.7	1	0.2
2000	17A			LR	2,200	3,550	2,850	1,450	660	7	1.2	0	0.0
2001	17A			HR	2,250	3,750	3,000	1,350	630	7	1.2	2	0.3
2002	17A			HR	2,350	3,900	3,150	1,450	660	3	0.5	2	0.3
2003	17A			HR	2,450	3,950	3,200	1,500	690	3	0.5	0	0.0
2004	17A			LT	2,500	3,500	3,400	1,850	800	9	1.4	1	0.2
2005	17A			LT	2,550	3,500	3,400	1,850	820	8	1.2	0	0.0
2006	17A			LT	2,650	3,650	3,550	1,950	740	4	0.6	2	0.3
2007	17A			LT	2,600	3,550	3,650	1,900	730	4	0.6	1	0.1
2008	17A			LT	2,700	3,700	3,550	2,000	620	6	0.9	2	0.3
2009	17A			LT	2,650	3,600	3,500	1,950	610	7	1.0	1	0.1
2010	17A			HR	2,600	3,900	3,200	1,600	1,450	5	0.7	6	0.9
2011	17A			HR	2,850	4,550	5,000	1,900	1,600	6	0.8	1	0.1
2012	17A			HR	2,450	3,650	3,700	1,500	1,350	4	0.6	2	0.3
2013	17A			CTR	2,950	3,600	3,700	2,500	1,450	3	0.4	1	0.1
2014	17A			CTR	2,950	3,600	3,650	2,500	1,450	2	0.3	1	0.1
2015	17A			CTR	3,000	3,650	3,700	2,550	1,450	1	0.1	0	0.0
2016	17A			CTR	3,150	3,850	3,850	2,700	1,350	2	0.2	1	0.1
2017	17A			IR	3,250	3,950	3,900	2,750	490	2	0.2	0	0.0
2018	17A			IR	3,200	3,900	3,850	2,700	480	0	0.0	0	0.0
2019	17A			IR	3,250	3,950	3,950	2,750	490	1	0.1	0	0.0
2021	17A			IR	3,350	4,000	4,000	2,850	500	4	0.5	4	0.5
2021	17A	W JCT HWY 17 END OF HWY											
2021	17B	HWY 11/17 NORTH BAY START OF NA	5.3										
1988	17B	NORTH BAY W LTS END OF NA	1.0	SC	1,400	1,500	1,650	1,250	100	29	56.5	4	7.8
1989	17B			SC	1,200	1,300	1,450	1,050	80	30	68.4	7	16.0
1990	17B			SC	1,300	1,450	1,550	1,150	90	29	61.1	2	4.2
1991	17B			SC	1,450	1,600	1,750	1,300	100	39	73.6	5	9.4
1992	17B			C	1,600	1,750	1,800	1,450	110	31	52.9	1	1.7
1993	17B			C	1,650	1,800	1,850	1,500	120	28	46.4	1	1.7
1994	17B			C	1,750	1,900	1,950	1,600	120	25	39.1	3	4.7
1995	17B			C	1,850	2,000	2,050	1,700	130	22	32.5	7	10.4
1996	17B			C	1,900	2,150	2,150	1,700	130	34	48.8	2	2.9
1997	17B			C	2,000	2,250	2,300	1,800	140	18	24.6	2	2.7
1998	17B			C	2,050	2,300	2,300	1,850	140	27	36.0	3	4.0
1999	17B			C	2,050	2,300	2,300	1,850	140	20	26.7	2	2.7
2000	17B			C	2,100	2,350	2,350	1,900	150	14	18.2	1	1.3
2001	17B			C	2,000	2,250	2,250	1,800	140	25	34.2	1	1.4
2002	17B			C	2,150	2,400	2,450	1,950	130	19	24.2	1	1.3
2003	17B			C	2,200	2,450	2,450	2,000	130	25	31.1	5	6.2

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2004	17B			C	2,300	2,600	2,600	2,050	140	10	11.9	0	0.0
2005	17B			C	2,300	2,550	2,600	2,050	140	24	28.6	4	4.8
2006	17B			C	2,350	2,600	2,650	2,100	140	32	37.3	4	4.7
2007	17B			C	2,400	2,650	2,700	2,150	140	24	27.4	5	5.7
2008	17B			C	2,450	2,700	2,650	2,200	150	1	1.1	1	1.1
2009	17B			C	2,500	2,750	2,800	2,250	150	1	1.1	0	0.0
2010	17B			C	2,550	2,800	2,850	2,300	150	2	2.1	1	1.1
2011	17B			C	2,600	2,850	2,900	2,350	160	3	3.2	0	0.0
2012	17B			C	2,650	2,900	2,850	2,400	160	2	2.1	0	0.0
2013	17B			CTR	2,650	3,250	3,350	2,250	160	0	0.0	0	0.0
2014	17B			CTR	2,700	3,300	3,300	2,300	160	0	0.0	0	0.0
2015	17B			IR	2,750	3,250	3,300	2,350	160	0	0.0	0	0.0
2016	17B			CR	2,800	3,300	3,300	2,400	370	1	1.0	0	0.0
2017	17B			CR	2,850	3,300	3,300	2,550	380	0	0.0	0	0.0
2018	17B			CR	2,900	3,350	3,400	2,600	380	0	0.0	0	0.0
2019	17B			CR	2,950	3,400	3,450	2,650	90	0	0.0	0	0.0
2021	17B			CR	3,050	3,500	3,550	2,750	90	0	0.0	0	0.0
2008	17B	BAR RIVER RD START OF HWY 17B	4.9	UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2009	17B			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2010	17B			UNCL	N/A	N/A	N/A	N/A	N/A	2	N/A	0	N/A
2011	17B			UNCL	N/A	N/A	N/A	N/A	N/A	2	N/A	0	N/A
2012	17B			CTR	2,100	2,550	2,500	1,800	200	3	0.8	0	0.0
2013	17B			CTR	2,000	2,450	2,500	1,700	190	3	0.8	0	0.0
2014	17B			CTR	2,150	2,600	2,650	1,850	150	4	1.0	0	0.0
2015	17B			CTR	1,900	2,300	2,350	1,600	140	1	0.3	0	0.0
2016	17B			CTR	2,200	2,700	2,700	1,850	170	0	0.0	0	0.0
2017	17B			CTR	2,100	2,800	2,800	1,700	160	0	0.0	0	0.0
2018	17B			CTR	2,100	2,800	2,800	1,700	160	4	1.1	0	0.0
2019	17B			CTR	2,100	2,800	2,800	1,700	160	0	0.0	0	0.0
2021	17B			CTR	2,100	2,750	2,700	1,700	170	3	0.8	0	0.0
2008	17B	SEC HWY 638 CHURCH ST ECHO BAY (N&S)	15.9	UNCL	N/A	N/A	N/A	N/A	N/A	6	N/A	0	N/A
2009	17B			UNCL	N/A	N/A	N/A	N/A	N/A	3	N/A	0	N/A
2010	17B			UNCL	N/A	N/A	N/A	N/A	N/A	9	N/A	0	N/A
2011	17B			UNCL	N/A	N/A	N/A	N/A	N/A	10	N/A	1	N/A
2012	17B			C	2,650	2,900	2,850	2,400	430	5	0.3	0	0.0
2013	17B			CTR	2,450	3,000	3,100	2,100	390	6	0.4	1	0.1
2014	17B			IC	2,750	3,050	3,050	2,450	320	6	0.4	0	0.0
2015	17B			CTR	2,600	3,150	3,200	2,200	160	5	0.3	0	0.0
2016	17B			CTR	2,700	3,300	3,300	2,300	160	5	0.3	1	0.1
2017	17B			CTR	2,700	3,600	3,600	2,200	160	7	0.4	0	0.0
2018	17B			CTR	2,750	3,650	3,650	2,250	160	8	0.5	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2019	17B			CTR	2,750	3,650	3,650	2,250	160	4	0.3	1	0.1
2021	17B			CTR	2,800	3,650	3,650	2,300	170	2	0.1	0	0.0
2021	17B	WEST JCT HWY 17/HWY 17B END OF HWY											
2021	19	PORT BURWELL LAKE ERIE START OF NA	31.2										
1992	19	TILLSONBURG N LTS END OF NA	8.9	C	5,800	6,250	6,450	5,350	700	19	1.0	0	0.0
1993	19			C	5,750	6,250	6,350	5,300	690	24	1.3	1	0.1
1994	19			C	5,700	6,250	6,350	5,150	910	26	1.4	2	0.1
1995	19			C	5,850	6,400	6,550	5,350	940	25	1.3	3	0.2
1996	19			C	6,000	6,800	6,850	5,400	960	12	0.6	2	0.1
1997	19			IC	6,300	7,050	7,100	5,550	940	14	0.7	1	0.0
1998	19			IC	6,300	7,050	7,050	5,600	940	2	0.1	1	0.0
1999	19			IC	6,650	7,450	7,450	5,900	1,000	12	0.6	1	0.0
2000	19			IC	7,100	7,950	7,950	6,300	920	10	0.4	1	0.0
2001	19			IC	6,950	7,750	7,800	6,150	900	13	0.6	3	0.1
2002	19			IC	7,100	7,900	8,000	6,250	920	10	0.4	1	0.0
2003	19			IC	7,300	8,150	8,200	6,450	950	17	0.7	1	0.0
2004	19			IC	7,350	8,200	8,250	6,500	960	17	0.7	0	0.0
2005	19			IC	7,450	8,300	8,350	6,550	970	17	0.7	2	0.1
2006	19			IC	7,550	8,400	8,450	6,700	980	18	0.7	3	0.1
2007	19			IC	7,600	8,450	8,700	6,700	990	15	0.6	3	0.1
2008	19			IC	7,800	8,650	8,350	6,900	1,000	15	0.6	3	0.1
2009	19			IC	7,550	8,400	8,450	6,700	980	5	0.2	0	0.0
2010	19			IC	8,100	8,950	9,050	7,200	1,050	7	0.3	0	0.0
2011	19			IC	7,350	8,100	8,400	6,600	660	11	0.5	0	0.0
2012	19			IC	7,500	8,300	8,050	6,650	680	15	0.6	2	0.1
2013	19			IC	7,900	8,750	8,700	7,000	760	19	0.7	2	0.1
2014	19			IC	8,200	9,100	9,050	7,250	790	11	0.4	2	0.1
2015	19			IC	8,300	9,200	9,150	7,350	800	9	0.3	1	0.0
2016	19			IC	8,450	9,350	9,300	7,500	810	22	0.8	1	0.0
2017	19			IC	8,550	9,350	9,450	7,750	820	14	0.5	1	0.0
2018	19			IC	8,650	9,500	9,550	7,850	830	12	0.4	1	0.0
2019	19			IC	8,750	9,600	9,650	7,900	840	22	0.8	2	0.1
2021	19			IC	9,000	9,750	9,800	8,150	900	3	0.1	0	0.0
1988	19	OXFORD RD 18 MOUNT ELGIN RD (E)/MT ELGIN RD (W)	9.9	C	6,300	7,000	7,000	5,650	690	22	1.0	1	0.0
1989	19			C	6,450	7,150	7,200	5,800	710	24	1.0	2	0.1
1990	19			C	6,650	7,400	7,400	6,000	730	17	0.7	5	0.2
1991	19			C	6,850	7,550	7,600	6,250	960	18	0.7	4	0.2
1992	19			C	6,900	7,450	7,650	6,350	970	19	0.8	1	0.0
1993	19			C	6,950	7,600	7,700	6,400	970	20	0.8	2	0.1
1994	19			C	7,000	7,650	7,800	6,350	1,100	16	0.6	7	0.3
1995	19			C	7,050	7,700	7,900	6,450	1,150	21	0.8	3	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1996	19			C	7,100	8,050	8,100	6,400	1,150	23	0.9	3	0.1
1997	19			SC	7,850	8,300	9,200	7,000	1,100	7	0.2	4	0.1
1998	19			SC	8,150	8,650	9,550	7,250	1,150	12	0.4	1	0.0
1999	19			SC	8,200	8,700	9,600	7,300	1,150	19	0.6	3	0.1
2000	19			C	8,600	9,700	9,700	7,750	1,200	10	0.3	0	0.0
2001	19			C	8,500	9,550	9,600	7,650	940	14	0.5	1	0.0
2002	19			C	8,750	9,800	9,850	7,850	960	11	0.3	0	0.0
2003	19			C	9,050	10,100	10,200	8,150	1,350	9	0.3	2	0.1
2004	19			C	9,250	10,400	10,400	8,350	1,400	14	0.4	3	0.1
2005	19			C	9,200	10,200	10,300	8,250	1,300	15	0.5	1	0.0
2006	19			C	9,250	10,300	10,400	8,300	1,300	14	0.4	4	0.1
2007	19			C	8,950	9,950	10,100	8,050	1,150	15	0.5	2	0.1
2008	19			C	9,550	10,500	10,400	8,550	1,250	15	0.4	5	0.1
2009	19			C	9,200	10,100	10,200	8,300	1,200	10	0.3	1	0.0
2010	19			C	9,900	10,900	11,000	8,900	1,300	5	0.1	0	0.0
2011	19			C	8,850	9,750	9,850	7,950	880	5	0.2	0	0.0
2012	19			C	9,000	9,900	9,700	8,100	900	11	0.3	1	0.0
2013	19			CTR	9,300	11,300	11,700	7,900	990	19	0.6	1	0.0
2014	19			CTR	9,900	12,100	12,200	8,400	1,050	9	0.3	2	0.1
2015	19			CTR	10,000	12,200	12,300	8,500	1,050	10	0.3	2	0.1
2016	19			CTR	10,100	12,300	12,400	8,600	1,050	12	0.3	0	0.0
2017	19			CTR	10,300	13,800	13,700	8,400	1,100	16	0.4	2	0.1
2018	19			CTR	10,400	13,900	13,800	8,450	1,100	14	0.4	1	0.0
2019	19			CTR	10,500	14,000	13,900	8,550	1,100	13	0.3	3	0.1
2021	19			CTR	10,700	14,000	13,900	8,750	1,200	14	0.4	1	0.0
2021	19	0.4 KM N OF HWY 401 END OF HWY											
2021	20	FALLS RD NIAGARA FALLS START OF NA	8.8										
1988	20	NIAGARA RD 70 TOWNLINE RD	1.9	CTR	6,300	8,200	7,700	5,300	320	3	0.7	1	0.2
1989	20			CTR	6,950	8,850	8,400	6,000	700	4	0.8	1	0.2
1990	20			CTR	7,400	9,250	8,750	6,450	300	7	1.4	0	0.0
1991	20			CTR	8,100	10,200	10,100	7,050	320	5	0.9	0	0.0
1992	20			CTR	8,400	10,300	10,000	7,300	340	0	0.0	0	0.0
1993	20			CTR	8,500	10,700	10,300	7,200	340	2	0.3	0	0.0
1994	20			CTR	7,850	10,000	9,600	6,600	310	6	1.1	1	0.2
1995	20			CTR	8,400	10,800	10,300	7,050	500	4	0.7	0	0.0
1996	20			CTR	8,650	11,100	10,600	7,250	520	3	0.5	0	0.0
1997	20			CTR	7,900	10,100	9,700	6,650	470	1	0.2	0	0.0
1998	20			CTR	9,150	11,600	11,200	7,700	550	0	0.0	0	0.0
1999	20			CTR	9,400	11,800	11,400	7,900	940	0	0.0	0	0.0
2000	20			CTR	9,250	11,700	11,200	7,750	560	2	0.3	0	0.0
2001	20			CTR	9,450	11,900	11,400	7,950	380	3	0.5	1	0.2

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2002	20			CTR	9,650	12,200	11,700	8,150	390	4	0.6	1	0.1
2003	20			CTR	9,850	12,200	11,800	8,350	390	1	0.1	0	0.0
2004	20			CTR	10,100	12,700	12,200	8,500	400	2	0.3	0	0.0
2005	20			CTR	10,200	12,600	12,100	8,650	820	3	0.4	0	0.0
2006	20			CTR	10,500	13,000	12,500	8,900	840	4	0.5	0	0.0
2007	20			CTR	10,700	13,300	13,100	9,050	860	2	0.3	0	0.0
2008	20			CTR	10,900	13,500	13,200	9,250	870	2	0.3	0	0.0
2009	20			CTR	11,200	13,700	13,200	9,500	900	2	0.3	0	0.0
2010	20			CTR	11,400	13,900	13,300	9,700	910	1	0.1	0	0.0
2011	20			CTR	11,600	14,100	13,600	9,850	930	0	0.0	0	0.0
2012	20			CTR	11,800	14,300	14,100	10,000	940	0	0.0	0	0.0
2013	20			CTR	12,000	14,600	15,100	10,200	960	2	0.2	0	0.0
2014	20			CTR	12,200	14,900	15,000	10,400	980	1	0.1	0	0.0
2015	20			CTR	12,400	15,100	15,300	10,500	990	1	0.1	0	0.0
2016	20			CTR	12,600	15,400	15,500	10,700	1,000	3	0.3	0	0.0
2017	20			CTR	12,800	17,100	17,000	10,400	1,000	3	0.3	0	0.0
2018	20			CTR	13,000	17,400	17,300	10,600	1,050	5	0.5	2	0.2
2019	20			CTR	13,200	17,600	17,500	10,700	1,050	3	0.3	0	0.0
2021	20			CTR	13,700	17,900	17,800	11,200	1,100	4	0.4	0	0.0
2021	20	E JCT HWY 58 START OF NA	57.5										
2021	20	QEW IC STONEY CK END OF NA END OF HWY											
2021	21	HWY 3 MORPETH START OF NA	90.7										
2021	21	W JCT HWY 402 LAMBTON RD 30 END OF NA	9.3										
1988	21	HWY 402 IC	10.4	IR	3,200	4,150	3,500	2,550	220	9	0.7	1	0.1
1989	21			CR	3,250	4,150	3,850	2,750	230	7	0.6	1	0.1
1990	21			CR	3,300	4,100	3,800	2,950	230	6	0.5	1	0.1
1991	21			CR	3,350	4,100	3,850	3,000	230	2	0.2	0	0.0
1992	21			IR	3,400	4,200	3,750	2,900	240	13	1.0	0	0.0
1993	21			IR	3,350	4,100	3,450	2,750	230	4	0.3	0	0.0
1994	21			IR	3,350	4,150	3,700	2,800	230	3	0.2	0	0.0
1995	21			LT	3,300	4,750	4,600	2,400	230	7	0.6	1	0.1
1996	21			LT	3,350	4,750	4,600	2,450	230	6	0.5	0	0.0
1997	21			LR	3,400	5,700	4,600	2,300	240	9	0.7	0	0.0
1998	21			LR	3,400	5,600	4,500	2,250	240	5	0.4	0	0.0
1999	21			LR	3,350	5,500	4,400	2,200	230	7	0.6	1	0.1
2000	21			LR	3,450	5,600	4,500	2,300	240	3	0.2	0	0.0
2001	21			LR	3,450	5,650	4,500	2,300	240	4	0.3	0	0.0
2002	21			LR	3,500	5,700	4,550	2,350	240	5	0.4	1	0.1
2003	21			LR	3,550	5,600	4,500	2,400	250	5	0.4	0	0.0
2004	21			IR	3,500	4,350	3,900	2,950	240	5	0.4	0	0.0
2005	21			IR	3,400	4,100	3,700	2,900	240	5	0.4	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2006	21			IR	3,450	4,150	3,750	2,950	240	4	0.3	1	0.1
2007	21			IR	3,450	4,200	4,150	2,900	450	6	0.5	1	0.1
2008	21			IR	3,250	3,950	3,850	2,800	320	4	0.3	1	0.1
2009	21			IR	3,450	4,150	3,750	2,950	340	4	0.3	0	0.0
2010	21			IC	3,450	3,800	3,850	3,050	450	5	0.4	0	0.0
2011	21			IC	3,450	3,800	3,950	3,100	450	3	0.2	0	0.0
2012	21			IC	3,450	3,800	3,700	3,050	490	1	0.1	0	0.0
2013	21			IC	3,450	3,800	3,800	3,050	490	6	0.5	0	0.0
2014	21			CTR	3,450	4,200	4,250	2,950	490	3	0.2	0	0.0
2015	21			CTR	3,450	4,200	4,250	2,950	490	7	0.5	0	0.0
2016	21			CTR	3,450	4,200	4,250	2,950	490	7	0.5	1	0.1
2017	21			CTR	3,450	4,600	4,600	2,800	490	11	0.8	0	0.0
2018	21			CTR	3,450	4,600	4,600	2,800	490	4	0.3	0	0.0
2019	21			CTR	3,450	4,600	4,600	2,800	520	5	0.4	0	0.0
2021	21			CTR	3,450	4,500	4,450	2,800	520	7	0.5	0	0.0
2021	21	HICKORY CK BR START OF NA	3.6										
1988	21	CULVERT SITE 14 444	8.9	T	2,800	5,100	4,900	1,700	110	7	0.8	2	0.2
1989	21			HT	2,900	5,750	5,250	1,350	350	10	1.1	3	0.3
1990	21			HT	3,000	6,000	5,400	1,350	360	8	0.8	0	0.0
1991	21			HT	3,050	6,050	5,450	1,400	370	5	0.5	0	0.0
1992	21			LT	3,000	4,150	4,050	2,300	300	10	1.0	0	0.0
1993	21			LT	2,250	3,100	2,800	1,650	220	7	1.0	0	0.0
1994	21			LT	3,150	4,600	4,450	2,300	320	3	0.3	0	0.0
1995	21			LT	3,550	5,100	4,950	2,600	250	12	1.0	3	0.3
1996	21			LT	3,700	5,200	5,100	2,700	260	5	0.4	1	0.1
1997	21			IR	3,900	4,900	4,350	3,300	270	9	0.7	0	0.0
1998	21			IR	4,100	5,100	4,600	3,450	450	8	0.6	0	0.0
1999	21			IR	4,050	5,000	4,500	3,400	450	6	0.5	0	0.0
2000	21			IR	4,150	5,100	4,600	3,500	460	6	0.4	1	0.1
2001	21			LR	4,100	6,700	5,350	2,750	330	1	0.1	0	0.0
2002	21			LR	4,200	6,850	5,450	2,850	340	3	0.2	0	0.0
2003	21			LR	4,350	6,900	5,550	2,950	350	9	0.6	0	0.0
2004	21			LR	4,000	6,550	5,200	2,650	320	4	0.3	1	0.1
2005	21			LR	3,900	6,100	4,900	2,650	310	4	0.3	1	0.1
2006	21			LR	3,800	5,900	4,750	2,550	300	6	0.5	1	0.1
2007	21			LR	3,800	5,950	5,700	2,550	490	5	0.4	2	0.2
2008	21			IR	3,550	4,300	4,200	3,050	280	3	0.3	2	0.2
2009	21			IR	3,900	4,700	4,250	3,300	310	3	0.2	0	0.0
2010	21			CR	3,800	4,550	4,400	3,200	300	6	0.5	3	0.2
2011	21			CR	3,800	4,450	4,500	3,400	300	4	0.3	0	0.0
2012	21			CTR	3,600	4,350	4,300	3,050	290	4	0.3	1	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2013	21			CTR	3,600	4,400	4,550	3,050	290	3	0.3	0	0.0
2014	21			CTR	3,500	4,250	4,300	3,000	410	3	0.3	1	0.1
2015	21			CTR	3,750	4,600	4,600	3,200	440	7	0.6	0	0.0
2016	21			CTR	3,750	4,600	4,600	3,200	440	5	0.4	0	0.0
2017	21			CTR	3,750	5,000	5,000	3,050	440	4	0.3	1	0.1
2018	21			CTR	3,750	5,000	5,000	3,050	440	4	0.3	0	0.0
2019	21			CTR	3,750	5,000	4,950	3,050	450	6	0.5	0	0.0
2021	21			CTR	3,750	4,900	4,850	3,050	450	0	0.0	0	0.0
1988	21	0.200 KM E OF IPPERWASH RD.	7.9	HR	3,100	6,350	4,600	1,500	160	11	1.2	1	0.1
1989	21			HR	3,400	6,550	5,100	2,000	440	6	0.6	0	0.0
1990	21			HR	3,450	6,350	5,050	2,050	450	8	0.8	0	0.0
1991	21			HR	3,500	6,500	5,250	2,050	460	8	0.8	2	0.2
1992	21			HR	3,600	6,450	5,100	2,100	470	5	0.5	0	0.0
1993	21			HR	3,600	6,450	5,150	2,200	470	8	0.8	0	0.0
1994	21			HR	3,650	6,500	5,250	2,250	470	6	0.6	1	0.1
1995	21			HR	3,600	6,400	5,100	2,150	290	14	1.3	2	0.2
1996	21			HR	3,800	6,650	5,400	2,250	300	12	1.1	2	0.2
1997	21			HR	3,900	6,900	5,550	2,350	310	13	1.2	0	0.0
1998	21			HR	4,000	6,800	5,600	2,400	520	6	0.5	0	0.0
1999	21			HR	4,100	6,950	5,650	2,450	530	9	0.8	2	0.2
2000	21			HR	4,200	7,000	5,650	2,500	550	4	0.3	1	0.1
2001	21			HR	4,300	7,150	5,800	2,600	430	7	0.6	0	0.0
2002	21			HR	4,400	7,350	5,900	2,700	440	4	0.3	0	0.0
2003	21			HR	4,200	6,750	5,450	2,550	420	5	0.4	0	0.0
2004	21			HR	4,150	6,900	5,600	2,500	580	9	0.8	0	0.0
2005	21			HR	4,100	6,500	5,250	2,500	570	9	0.8	2	0.2
2006	21			HR	4,050	6,400	5,150	2,450	450	7	0.6	1	0.1
2007	21			HR	4,050	6,400	5,750	2,450	450	3	0.3	0	0.0
2008	21			HR	4,050	6,450	6,600	2,500	610	5	0.4	0	0.0
2009	21			HR	4,050	6,150	5,000	2,500	610	6	0.5	0	0.0
2010	21			LT	4,350	5,850	5,750	3,200	650	5	0.4	0	0.0
2011	21			LT	4,300	5,500	5,600	3,550	640	4	0.3	0	0.0
2012	21			LT	3,950	5,150	4,900	3,000	590	3	0.3	1	0.1
2013	21			LT	3,950	5,150	5,150	3,000	590	3	0.3	0	0.0
2014	21			LT	4,400	5,750	5,850	3,300	520	4	0.3	2	0.2
2015	21			LT	4,300	5,600	5,700	3,250	510	3	0.2	0	0.0
2016	21			LT	4,300	5,600	5,700	3,250	510	4	0.3	1	0.1
2017	21			LT	4,300	6,000	5,950	3,300	510	5	0.4	0	0.0
2018	21			LT	4,350	6,100	6,050	3,350	520	3	0.2	0	0.0
2019	21			LT	4,350	6,100	6,050	3,350	520	6	0.5	0	0.0
2021	21			LT	4,400	6,050	6,000	3,400	530	2	0.2	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1988	21	LMBTN RD 79 NORTHVILLE RD (S) NORTHVILLE CR (N)	13.0	HR	4,000	8,200	5,950	1,950	200	21	1.1	1	0.1
1989	21			HR	4,600	8,850	6,900	2,700	690	23	1.1	1	0.0
1990	21			HR	4,700	8,650	6,850	2,750	700	32	1.4	2	0.1
1991	21			HR	4,900	9,100	7,350	2,850	740	47	2.0	4	0.2
1992	21			HR	4,950	8,850	7,050	2,900	740	28	1.2	1	0.0
1993	21			HR	4,600	8,250	6,600	2,800	690	21	1.0	1	0.0
1994	21			HR	5,100	9,100	7,350	3,100	760	23	1.0	2	0.1
1995	21			HR	5,250	9,300	7,450	3,100	420	20	0.8	1	0.0
1996	21			HR	5,400	9,500	7,650	3,200	430	14	0.5	1	0.0
1997	21			HR	5,550	9,800	7,900	3,350	440	27	1.0	2	0.1
1998	21			HR	5,700	9,700	8,000	3,400	630	25	0.9	1	0.0
1999	21			HR	5,850	9,900	8,050	3,500	640	20	0.7	2	0.1
2000	21			HR	6,000	10,000	8,100	3,600	660	7	0.2	0	0.0
2001	21			HR	6,150	10,200	8,250	3,700	490	14	0.5	1	0.0
2002	21			HR	6,300	10,500	8,450	3,850	500	18	0.6	2	0.1
2003	21			HR	6,450	10,400	8,350	3,950	520	11	0.4	0	0.0
2004	21			HR	6,550	10,900	8,800	3,950	790	13	0.4	1	0.0
2005	21			HR	5,850	9,300	7,500	3,600	700	4	0.1	1	0.0
2006	21			HR	5,100	8,050	6,500	3,100	460	10	0.4	3	0.1
2007	21			HR	5,050	7,950	7,200	3,100	450	8	0.3	0	0.0
2008	21			HR	4,900	7,800	7,950	3,050	540	10	0.4	2	0.1
2009	21			HR	5,000	7,600	6,200	3,100	550	6	0.3	0	0.0
2010	21			HR	5,100	7,700	6,250	3,150	560	5	0.2	0	0.0
2011	21			HR	5,400	8,650	9,500	3,650	590	6	0.2	0	0.0
2012	21			HR	5,400	8,050	8,200	3,350	590	12	0.5	0	0.0
2013	21			HR	5,400	8,150	9,300	3,350	590	14	0.5	1	0.0
2014	21			HR	5,350	8,050	8,100	3,300	590	9	0.4	0	0.0
2015	21			HR	5,350	8,050	8,100	3,300	590	13	0.5	1	0.0
2016	21			HR	5,300	8,000	8,050	3,250	580	12	0.5	2	0.1
2017	21			HR	5,300	8,600	8,650	3,600	580	15	0.6	0	0.0
2018	21			HR	5,300	8,650	8,650	3,650	580	10	0.4	0	0.0
2019	21			HR	5,250	8,500	8,500	3,600	580	12	0.5	1	0.0
2021	21			HR	5,200	8,200	8,200	3,550	570	10	0.4	0	0.0
2021	21	GRAND BEND S LTS L 2 3 START OF NA	2.6										
1988	21	FORMER VILLAGE OF GRAND BEND N LTS	2.6	HR	4,800	9,850	7,150	2,350	430	6	1.3	0	0.0
1989	21			HR	5,000	9,600	7,500	2,950	450	5	1.1	1	0.2
1990	21			HR	5,200	9,550	7,600	3,050	470	11	2.2	1	0.2
1991	21			HR	5,400	10,000	8,100	3,150	490	4	0.8	0	0.0
1992	21			HR	5,700	10,200	8,100	3,350	630	7	1.3	2	0.4
1993	21			HR	5,300	9,500	7,600	3,250	580	4	0.8	2	0.4
1994	21			HR	5,600	9,950	8,050	3,400	620	8	1.5	3	0.6

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1995	21			HR	5,700	10,100	8,100	3,350	510	7	1.3	0	0.0
1996	21			HR	5,900	10,400	8,350	3,500	530	4	0.7	2	0.4
1997	21			HR	6,000	10,600	8,500	3,600	540	6	1.1	1	0.2
1998	21			HR	6,000	10,200	8,400	3,600	540	4	0.7	0	0.0
1999	21			HR	6,200	10,500	8,550	3,700	560	6	1.0	1	0.2
2000	21			HR	6,300	10,500	8,500	3,800	570	1	0.2	0	0.0
2001	21			HR	6,400	10,700	8,600	3,850	580	1	0.2	0	0.0
2002	21			HR	6,500	10,800	8,750	3,950	580	3	0.5	0	0.0
2003	21			HR	6,650	10,700	8,650	4,050	600	8	1.3	0	0.0
2004	21			HR	6,650	11,100	8,950	4,000	600	5	0.8	0	0.0
2005	21			HR	6,650	10,500	8,550	4,100	600	2	0.3	0	0.0
2006	21			HR	6,750	10,600	8,600	4,100	610	5	0.8	0	0.0
2007	21			HR	6,850	10,800	9,750	4,150	1,150	8	1.2	0	0.0
2008	21			LT	6,700	9,200	8,800	4,950	470	3	0.5	1	0.2
2009	21			LT	7,050	9,500	9,300	5,200	490	3	0.4	1	0.1
2010	21			LT	7,100	9,550	9,350	5,250	640	2	0.3	1	0.1
2011	21			LT	7,200	9,200	9,400	5,900	650	2	0.3	0	0.0
2012	21			LT	7,300	9,500	9,050	5,550	820	1	0.1	0	0.0
2013	21			LT	7,400	9,650	9,650	5,600	840	1	0.1	0	0.0
2014	21			LT	7,450	9,750	9,900	5,600	670	2	0.3	0	0.0
2015	21			LT	7,550	9,850	10,000	5,700	680	9	1.3	1	0.1
2016	21			LT	7,650	10,000	10,200	5,800	690	2	0.3	0	0.0
2017	21			LT	7,750	10,900	10,700	5,950	700	3	0.4	0	0.0
2018	21			LT	7,800	10,900	10,800	6,000	700	5	0.7	0	0.0
2019	21			LT	7,900	11,100	11,000	6,100	870	3	0.4	0	0.0
2021	21			LT	8,100	11,100	11,000	6,250	890	3	0.4	0	0.0
1988	21	HURON RD 83 THAMES RD (E) WATERWORKS RD (W)	9.3	HR	2,700	5,550	4,000	1,300	220	9	1.0	0	0.0
1989	21			HR	2,800	5,400	4,200	1,650	360	6	0.6	1	0.1
1990	21			HR	2,900	5,350	4,250	1,700	380	9	0.9	1	0.1
1991	21			HR	3,000	5,600	4,500	1,750	390	8	0.8	4	0.4
1992	21			HR	3,200	5,750	4,550	1,900	450	3	0.3	1	0.1
1993	21			HR	3,200	5,750	4,600	1,950	450	4	0.4	1	0.1
1994	21			HR	3,250	5,800	4,700	2,000	460	7	0.6	2	0.2
1995	21			HR	3,350	5,950	4,750	2,000	300	7	0.6	0	0.0
1996	21			HR	3,400	5,950	4,800	2,000	310	5	0.4	0	0.0
1997	21			HR	3,500	6,200	4,950	2,100	320	6	0.5	0	0.0
1998	21			HR	3,450	5,850	4,850	2,050	340	9	0.8	1	0.1
1999	21			HR	3,500	5,900	4,850	2,100	350	12	1.0	1	0.1
2000	21			HR	3,550	5,950	4,800	2,150	360	5	0.4	0	0.0
2001	21			HR	3,700	6,150	4,950	2,250	330	5	0.4	0	0.0
2002	21			HR	3,600	6,000	4,850	2,200	320	3	0.2	1	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2003	21			HR	3,500	5,650	4,550	2,150	320	8	0.7	3	0.3
2004	21			HR	3,550	5,900	4,750	2,150	360	10	0.8	1	0.1
2005	21			HR	3,700	5,850	4,750	2,250	370	10	0.8	0	0.0
2006	21			HR	3,750	5,900	4,750	2,300	380	4	0.3	1	0.1
2007	21			HR	3,750	5,900	5,350	2,300	380	5	0.4	0	0.0
2008	21			HR	3,800	6,050	6,200	2,350	570	5	0.4	2	0.2
2009	21			HR	3,800	5,800	4,700	2,350	570	6	0.5	0	0.0
2010	21			HR	3,850	5,800	4,700	2,350	380	6	0.5	1	0.1
2011	21			HR	3,900	6,250	6,900	2,650	390	9	0.7	0	0.0
2012	21			LT	3,600	4,700	4,500	2,750	400	5	0.4	0	0.0
2013	21			LT	3,600	4,700	4,700	2,700	400	9	0.7	0	0.0
2014	21			LT	4,000	5,200	5,300	3,000	400	8	0.6	3	0.2
2015	21			LT	3,900	5,100	5,200	2,950	390	7	0.5	1	0.1
2016	21			LT	3,950	5,150	5,250	3,000	400	4	0.3	0	0.0
2017	21			LT	3,950	5,550	5,450	3,050	400	4	0.3	0	0.0
2018	21			LT	4,000	5,600	5,550	3,100	400	1	0.1	2	0.1
2019	21			LT	4,000	5,600	5,550	3,100	520	9	0.7	1	0.1
2021	21			LT	4,050	5,550	5,500	3,100	530	3	0.2	0	0.0
1988	21	HURON RD 84 ZURICH HENSALL RD (E)	16.0	HR	2,500	5,100	3,700	1,200	150	6	0.4	0	0.0
1989	21			HR	2,550	4,900	3,800	1,500	280	8	0.5	0	0.0
1990	21			HR	2,600	4,800	3,800	1,550	290	11	0.7	3	0.2
1991	21			HR	2,700	5,000	4,050	1,550	300	6	0.4	0	0.0
1992	21			HR	2,900	5,200	4,100	1,700	410	4	0.2	1	0.1
1993	21			HR	3,000	5,350	4,300	1,850	420	9	0.5	3	0.2
1994	21			HR	2,950	5,250	4,250	1,800	410	13	0.8	2	0.1
1995	21			HR	3,050	5,400	4,300	1,800	210	10	0.6	1	0.1
1996	21			HR	3,100	5,450	4,400	1,850	220	5	0.3	1	0.1
1997	21			HR	3,150	5,600	4,450	1,900	220	7	0.4	1	0.1
1998	21			HR	3,200	5,450	4,500	1,900	260	3	0.2	0	0.0
1999	21			HR	3,100	5,250	4,300	1,850	250	5	0.3	1	0.1
2000	21			HR	3,150	5,250	4,250	1,900	250	10	0.5	2	0.1
2001	21			HR	3,100	5,150	4,150	1,900	220	8	0.4	0	0.0
2002	21			HR	3,150	5,250	4,250	1,900	220	15	0.8	1	0.1
2003	21			HR	3,150	5,050	4,100	1,950	220	10	0.5	2	0.1
2004	21			HR	3,150	5,250	4,250	1,900	320	7	0.4	1	0.1
2005	21			HR	3,150	5,000	4,050	1,950	320	13	0.7	2	0.1
2006	21			HR	3,150	4,950	4,000	1,900	320	7	0.4	0	0.0
2007	21			HR	3,200	5,050	4,550	1,950	320	11	0.6	1	0.1
2008	21			HR	3,200	5,100	5,200	2,000	290	8	0.4	0	0.0
2009	21			HR	3,200	4,850	3,950	2,000	290	11	0.6	0	0.0
2010	21			HR	3,200	4,800	3,900	1,950	290	5	0.3	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2011	21			HR	3,200	5,100	5,650	2,150	290	14	0.7	2	0.1
2012	21			LT	3,250	4,250	4,050	2,450	320	11	0.6	1	0.1
2013	21			LT	3,250	4,250	4,250	2,450	320	14	0.7	1	0.1
2014	21			LT	3,250	4,250	4,300	2,450	320	4	0.2	0	0.0
2015	21			LT	3,250	4,250	4,300	2,450	320	6	0.3	0	0.0
2016	21			LT	3,250	4,250	4,300	2,450	320	7	0.4	1	0.1
2017	21			LT	3,300	4,600	4,550	2,550	330	4	0.2	0	0.0
2018	21			LT	3,300	4,600	4,550	2,550	330	6	0.3	0	0.0
2019	21			LT	3,300	4,650	4,600	2,550	460	5	0.3	0	0.0
2021	21			LT	3,300	4,550	4,500	2,550	460	2	0.1	0	0.0
1988	21	HURON RD 3 MILL RD (E) CAMERON ST (W)	2.2	IR	2,950	3,850	3,250	2,350	150	7	2.9	0	0.0
1989	21			HR	3,000	5,750	4,500	1,750	150	7	2.9	0	0.0
1990	21			HR	3,000	5,500	4,400	1,750	150	2	0.8	0	0.0
1991	21			HR	3,100	5,750	4,650	1,800	160	9	3.6	0	0.0
1992	21			HR	3,600	6,450	5,100	2,100	360	6	2.1	1	0.3
1993	21			HR	3,800	6,800	5,450	2,300	380	1	0.3	0	0.0
1994	21			HR	3,800	6,750	5,450	2,300	380	3	1.0	0	0.0
1995	21			HR	3,900	6,900	5,550	2,300	200	5	1.6	0	0.0
1996	21			HR	4,000	7,000	5,650	2,400	200	7	2.2	0	0.0
1997	21			HR	4,100	7,250	5,800	2,450	200	7	2.1	0	0.0
1998	21			HR	4,500	7,650	6,300	2,700	320	4	1.1	1	0.3
1999	21			HR	4,400	7,450	6,050	2,650	310	3	0.8	0	0.0
2000	21			HR	4,500	7,500	6,100	2,700	320	11	3.0	1	0.3
2001	21			HR	4,900	8,150	6,600	2,950	290	7	1.8	0	0.0
2002	21			HR	4,700	7,850	6,300	2,850	280	6	1.6	0	0.0
2003	21			HR	4,650	7,500	6,050	2,850	280	7	1.9	0	0.0
2004	21			HR	4,700	7,800	6,300	2,850	330	4	1.1	0	0.0
2005	21			HR	4,900	7,750	6,300	3,000	340	4	1.0	0	0.0
2006	21			IR	5,150	6,200	5,650	4,350	460	2	0.5	0	0.0
2007	21			IR	5,100	6,200	6,150	4,300	460	4	1.0	0	0.0
2008	21			IR	5,150	6,250	6,100	4,400	980	4	1.0	1	0.2
2009	21			IR	5,300	6,350	5,800	4,500	1,000	4	0.9	0	0.0
2010	21			IR	5,250	6,250	5,700	4,450	420	2	0.5	0	0.0
2011	21			IR	5,250	6,250	6,150	4,500	420	11	2.6	1	0.2
2012	21			IR	4,500	5,350	5,200	3,850	360	5	1.4	0	0.0
2013	21			IR	4,500	5,350	5,750	3,850	360	3	0.8	0	0.0
2014	21			IR	5,300	6,300	6,300	4,500	420	1	0.2	1	0.2
2015	21			IR	5,350	6,350	6,400	4,550	430	4	0.9	0	0.0
2016	21			IR	5,400	6,450	6,450	4,600	430	1	0.2	0	0.0
2017	21			IR	5,450	6,600	6,550	4,650	440	0	0.0	0	0.0
2018	21			IR	5,500	6,700	6,650	4,650	440	0	0.0	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2019	21			IR	5,600	6,800	6,800	4,750	560	0	0.0	0	0.0
2021	21			IR	5,700	6,850	6,800	4,850	570	0	0.0	0	0.0
1988	21	MUN. OF BLUEWATER(N LTS)	16.5	CR	2,450	3,150	2,950	2,050	120	12	0.8	2	0.1
1989	21			IR	2,500	3,200	2,800	2,050	120	9	0.6	1	0.1
1990	21			IR	2,550	3,250	2,850	2,100	130	11	0.7	0	0.0
1991	21			IR	2,600	3,300	2,900	2,150	130	10	0.6	0	0.0
1992	21			IR	3,050	3,750	3,350	2,600	270	14	0.8	1	0.1
1993	21			IR	3,250	4,000	3,350	2,650	290	13	0.7	4	0.2
1994	21			IR	3,300	4,050	3,650	2,750	300	29	1.5	1	0.1
1995	21			IR	3,500	4,300	3,850	3,000	320	17	0.8	1	0.0
1996	21			IR	3,550	4,400	3,950	3,000	320	25	1.2	0	0.0
1997	21			CTR	3,700	4,750	4,550	3,100	330	23	1.0	1	0.0
1998	21			CTR	4,050	5,150	4,950	3,400	320	29	1.2	0	0.0
1999	21			CTR	3,900	4,900	4,700	3,300	310	24	1.0	0	0.0
2000	21			CTR	3,950	5,000	4,800	3,300	320	21	0.9	1	0.0
2001	21			CTR	4,050	5,100	4,900	3,400	360	23	0.9	3	0.1
2002	21			CTR	4,050	5,100	4,900	3,400	360	40	1.6	0	0.0
2003	21			CTR	4,100	5,100	4,900	3,500	370	43	1.7	1	0.0
2004	21			IR	4,100	5,050	4,550	3,450	370	29	1.2	2	0.1
2005	21			IR	4,100	4,950	4,500	3,500	370	25	1.0	0	0.0
2006	21			IR	4,150	5,000	4,550	3,500	290	29	1.2	0	0.0
2007	21			IR	4,200	5,100	5,050	3,550	420	32	1.3	3	0.1
2008	21			IR	3,950	4,800	4,700	3,400	550	27	1.1	0	0.0
2009	21			IR	4,250	5,100	4,650	3,600	600	22	0.9	1	0.0
2010	21			IR	4,200	5,000	4,550	3,550	590	18	0.7	0	0.0
2011	21			IR	4,200	5,000	4,900	3,600	590	18	0.7	0	0.0
2012	21			CTR	4,200	5,100	5,050	3,600	340	18	0.7	1	0.0
2013	21			CTR	4,400	5,350	5,550	3,750	360	12	0.5	0	0.0
2014	21			IC	5,700	6,300	6,300	5,050	460	13	0.4	1	0.0
2015	21			IC	4,700	5,200	5,200	4,150	380	26	0.9	1	0.0
2016	21			IC	4,750	5,250	5,250	4,200	380	19	0.7	1	0.0
2017	21			IC	4,800	5,250	5,300	4,350	390	14	0.5	0	0.0
2018	21			IC	4,850	5,350	5,350	4,400	390	15	0.5	0	0.0
2019	21			IC	4,900	5,400	5,400	4,400	490	15	0.5	0	0.0
2021	21			IC	5,050	5,500	5,500	4,550	500	19	0.6	0	0.0
2021	21	HUCKINS ST GODERICH START OF NA	2.8										
1988	21	GLOUCESTER TERRACE END OF NA	3.6	CR	6,950	8,900	8,350	5,750	350	11	1.2	0	0.0
1989	21			CR	7,300	9,350	8,700	6,150	290	8	0.8	0	0.0
1990	21			CR	7,700	9,550	8,850	6,950	310	16	1.6	1	0.1
1991	21			CR	8,100	9,950	9,300	7,300	320	9	0.8	1	0.1
1992	21			IR	7,700	9,450	8,450	6,550	460	12	1.2	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1993	21			IR	7,450	9,150	7,700	6,100	450	9	0.9	0	0.0
1994	21			IR	7,850	9,650	8,650	6,600	470	9	0.9	0	0.0
1995	21			LT	7,750	11,100	10,800	5,650	460	9	0.9	0	0.0
1996	21			LT	8,150	11,500	11,200	6,000	490	20	1.9	0	0.0
1997	21			LR	8,300	13,900	11,200	5,550	500	5	0.5	2	0.2
1998	21			LR	8,100	13,400	10,800	5,350	490	6	0.6	1	0.1
1999	21			LR	8,750	14,400	11,600	5,800	520	8	0.7	0	0.0
2000	21			LR	8,650	14,000	11,300	5,750	520	14	1.2	0	0.0
2001	21			CTR	8,550	10,800	10,300	7,200	510	9	0.8	1	0.1
2002	21			CTR	8,450	10,700	10,200	7,150	510	11	1.0	1	0.1
2003	21			CTR	8,500	10,600	10,200	7,200	510	17	1.5	0	0.0
2004	21			CTR	8,400	10,600	10,200	7,100	500	13	1.2	1	0.1
2005	21			CTR	8,400	10,400	10,000	7,100	500	13	1.2	1	0.1
2006	21			CTR	8,000	9,900	9,500	6,800	560	9	0.9	0	0.0
2007	21			CTR	8,450	10,500	10,400	7,150	590	13	1.2	0	0.0
2008	21			CTR	8,400	10,400	10,200	7,150	760	10	0.9	0	0.0
2009	21			CTR	8,500	10,400	10,000	7,200	760	7	0.6	1	0.1
2010	21			CTR	8,350	10,200	9,750	7,100	500	8	0.7	1	0.1
2011	21			CTR	8,350	10,200	9,750	7,100	500	6	0.5	2	0.2
2012	21			CTR	7,750	9,400	9,300	6,600	530	9	0.9	0	0.0
2013	21			CTR	8,400	10,200	10,600	7,150	580	8	0.7	0	0.0
2014	21			CTR	8,400	10,200	10,300	7,150	840	6	0.5	1	0.1
2015	21			CTR	8,400	10,200	10,300	7,150	840	8	0.7	1	0.1
2016	21			CTR	8,400	10,200	10,300	7,150	840	9	0.8	1	0.1
2017	21			CTR	8,400	11,200	11,200	6,850	840	11	1.0	1	0.1
2018	21			CTR	8,400	11,200	11,200	6,850	840	9	0.8	0	0.0
2019	21			CTR	8,450	11,300	11,200	6,900	680	6	0.5	1	0.1
2021	21			CTR	8,450	11,000	11,000	6,900	680	7	0.6	1	0.1
1988	21	HURON RD 25 SUNSET BEACH RD (E)	8.0	CR	2,600	3,350	3,100	2,150	80	8	1.1	0	0.0
1989	21			IR	2,650	3,400	2,950	2,150	80	3	0.4	0	0.0
1990	21			IR	2,700	3,450	3,000	2,200	160	2	0.3	0	0.0
1991	21			IR	2,800	3,550	3,100	2,300	170	5	0.6	0	0.0
1992	21			HR	2,800	5,000	4,000	1,650	170	6	0.7	1	0.1
1993	21			HR	2,750	4,900	3,950	1,700	160	7	0.9	1	0.1
1994	21			HR	2,800	5,000	4,050	1,700	170	9	1.1	1	0.1
1995	21			LR	2,750	4,600	3,750	1,800	160	8	1.0	0	0.0
1996	21			LR	2,850	4,750	3,800	1,900	170	10	1.2	0	0.0
1997	21			LR	2,900	4,850	3,900	1,950	170	4	0.5	0	0.0
1998	21			LR	2,850	4,700	3,800	1,900	140	13	1.6	1	0.1
1999	21			LR	2,900	4,750	3,850	1,900	140	7	0.8	0	0.0
2000	21			LR	2,900	4,700	3,800	1,950	140	15	1.8	1	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2001	21			LR	2,950	4,850	3,850	1,950	180	13	1.5	0	0.0
2002	21			LR	2,950	4,800	3,850	2,000	180	8	0.9	1	0.1
2003	21			LR	3,000	4,750	3,800	2,000	180	16	1.8	0	0.0
2004	21			LR	3,000	4,900	3,900	2,000	150	12	1.4	1	0.1
2005	21			LR	3,050	4,750	3,850	2,100	150	11	1.2	1	0.1
2006	21			IR	3,050	3,700	3,350	2,600	180	13	1.5	0	0.0
2007	21			IR	3,100	3,750	3,750	2,650	190	13	1.4	0	0.0
2008	21			IR	3,100	3,750	3,700	2,650	250	10	1.1	1	0.1
2009	21			IR	3,100	3,700	3,400	2,650	250	6	0.7	0	0.0
2010	21			IR	3,150	3,750	3,450	2,700	250	7	0.8	0	0.0
2011	21			IR	3,150	3,750	3,700	2,700	250	12	1.3	0	0.0
2012	21			CTR	3,200	3,900	3,850	2,700	270	10	1.1	2	0.2
2013	21			CTR	3,200	3,900	4,000	2,700	270	9	1.0	0	0.0
2014	21			CTR	3,250	3,950	4,000	2,750	250	7	0.7	0	0.0
2015	21			CTR	3,250	3,950	4,000	2,750	250	8	0.8	0	0.0
2016	21			CTR	3,300	4,050	4,050	2,800	260	4	0.4	0	0.0
2017	21			CTR	3,300	4,400	4,400	2,700	260	16	1.7	0	0.0
2018	21			CTR	3,350	4,450	4,450	2,750	260	9	0.9	0	0.0
2019	21			CTR	3,350	4,450	4,450	2,750	270	9	0.9	0	0.0
2021	21			CTR	3,400	4,450	4,400	2,750	270	9	0.9	0	0.0
1988	21	DIVISION LINE	11.6	IR	2,300	3,000	2,550	1,850	210	4	0.4	0	0.0
1989	21			IR	2,350	3,050	2,600	1,950	210	4	0.4	0	0.0
1990	21			IR	2,450	3,100	2,700	2,000	220	1	0.1	0	0.0
1991	21			IR	2,550	3,200	2,850	2,100	230	4	0.4	0	0.0
1992	21			HR	2,200	3,950	3,100	1,300	240	4	0.4	2	0.2
1993	21			HR	2,100	3,750	3,000	1,300	230	7	0.8	1	0.1
1994	21			HR	2,250	4,000	3,250	1,350	250	3	0.3	0	0.0
1995	21			LR	2,100	3,550	2,850	1,400	230	9	1.0	0	0.0
1996	21			LR	2,300	3,850	3,100	1,550	250	9	0.9	1	0.1
1997	21			LR	2,300	3,850	3,100	1,550	250	8	0.8	2	0.2
1998	21			LR	2,200	3,650	2,950	1,450	240	7	0.8	0	0.0
1999	21			LR	2,250	3,700	2,950	1,500	250	5	0.5	1	0.1
2000	21			LR	2,300	3,750	3,000	1,550	250	3	0.3	0	0.0
2001	21			LR	2,300	3,750	3,000	1,550	250	7	0.7	0	0.0
2002	21			LR	2,300	3,750	3,000	1,550	250	8	0.8	1	0.1
2003	21			LR	2,300	3,650	2,950	1,550	250	15	1.5	1	0.1
2004	21			LR	2,350	3,850	3,050	1,550	260	12	1.2	0	0.0
2005	21			LR	2,350	3,650	2,950	1,600	260	12	1.2	1	0.1
2006	21			LR	2,400	3,750	3,000	1,600	340	6	0.6	1	0.1
2007	21			LR	2,400	3,750	3,600	1,600	340	12	1.2	1	0.1
2008	21			IR	2,400	2,900	2,850	2,050	220	12	1.2	2	0.2

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2009	21			IR	2,450	2,950	2,650	2,100	220	9	0.9	0	0.0
2010	21			IR	2,500	3,000	2,700	2,150	220	5	0.5	0	0.0
2011	21			IR	2,450	2,900	2,850	2,100	220	5	0.5	0	0.0
2012	21			IR	2,200	2,600	2,550	1,900	210	8	0.9	0	0.0
2013	21			IR	2,450	2,900	3,150	2,100	240	8	0.8	0	0.0
2014	21			CTR	2,450	3,000	3,000	2,100	240	9	0.9	1	0.1
2015	21			CTR	2,450	3,000	3,000	2,100	240	7	0.7	0	0.0
2016	21			CTR	2,500	3,050	3,100	2,100	240	5	0.5	0	0.0
2017	21			CTR	2,500	3,350	3,300	2,050	240	4	0.4	0	0.0
2018	21			CTR	2,500	3,350	3,350	2,050	240	2	0.2	0	0.0
2019	21			CTR	2,500	3,350	3,300	2,050	250	7	0.7	0	0.0
2021	21			CTR	2,550	3,300	3,300	2,100	260	1	0.1	0	0.0
1988	21	HURON RD 20 BELGRAVE RD (E)	10.3	HR	1,700	3,500	2,550	830	80	5	0.8	0	0.0
1989	21			HR	1,700	3,250	2,550	1,000	80	2	0.3	0	0.0
1990	21			HR	1,750	3,200	2,550	1,050	90	4	0.6	0	0.0
1991	21			HR	1,750	3,250	2,600	1,000	90	3	0.5	1	0.2
1992	21			HR	1,750	3,150	2,500	1,050	210	7	1.1	0	0.0
1993	21			HR	1,700	3,050	2,450	1,050	200	2	0.3	0	0.0
1994	21			HR	1,800	3,200	2,600	1,100	220	4	0.6	0	0.0
1995	21			LR	1,750	2,950	2,400	1,150	210	9	1.4	1	0.2
1996	21			LR	1,850	3,100	2,500	1,250	220	5	0.7	1	0.1
1997	21			LR	1,850	3,100	2,500	1,250	220	2	0.3	0	0.0
1998	21			LR	1,800	2,950	2,400	1,200	250	6	0.9	0	0.0
1999	21			LR	1,850	3,050	2,450	1,200	260	2	0.3	0	0.0
2000	21			LR	1,850	3,000	2,400	1,250	260	11	1.6	0	0.0
2001	21			LR	1,900	3,100	2,500	1,250	300	4	0.6	0	0.0
2002	21			LR	1,900	3,100	2,500	1,300	300	3	0.4	1	0.1
2003	21			LR	1,900	3,000	2,400	1,300	300	11	1.5	0	0.0
2004	21			LR	1,950	3,200	2,550	1,300	310	9	1.2	1	0.1
2005	21			LR	1,950	3,050	2,450	1,350	310	14	1.9	1	0.1
2006	21			LR	1,950	3,050	2,450	1,300	430	12	1.6	0	0.0
2007	21			LR	2,000	3,150	3,000	1,350	440	9	1.2	0	0.0
2008	21			LR	2,000	3,100	3,050	1,350	260	6	0.8	0	0.0
2009	21			LR	2,000	3,050	2,500	1,350	260	11	1.5	0	0.0
2010	21			IR	2,000	2,400	2,200	1,700	160	11	1.5	1	0.1
2011	21			IR	2,050	2,450	2,400	1,750	160	7	0.9	1	0.1
2012	21			LT	2,050	2,650	2,550	1,550	210	6	0.8	0	0.0
2013	21			LT	2,050	2,700	2,650	1,550	210	7	0.9	0	0.0
2014	21			LT	2,100	2,750	2,800	1,600	190	4	0.5	0	0.0
2015	21			LT	2,100	2,750	2,800	1,600	190	6	0.8	0	0.0
2016	21			LT	2,100	2,750	2,800	1,600	190	8	1.0	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2017	21			LT	2,150	3,000	3,000	1,650	190	8	1.0	0	0.0
2018	21			LT	2,150	3,000	3,000	1,650	190	11	1.4	1	0.1
2019	21			LT	2,150	3,000	3,000	1,650	190	10	1.2	0	0.0
2021	21			LT	2,200	3,000	3,000	1,700	200	8	1.0	0	0.0
1988	21	CTY RD 86 AMBRLY RD (E) ASHFLD HURON TWNLNE RD	14.7	IR	3,250	4,200	3,600	2,600	230	6	0.3	1	0.1
1989	21			IR	3,400	4,400	3,750	2,800	200	14	0.8	0	0.0
1990	21			IR	3,550	4,500	3,950	2,900	360	16	0.8	2	0.1
1991	21			IR	3,700	4,650	4,100	3,050	370	15	0.8	1	0.1
1992	21			IR	3,700	4,550	4,050	3,150	440	13	0.7	1	0.1
1993	21			IR	3,700	4,550	3,850	3,050	440	15	0.8	1	0.1
1994	21			IR	3,750	4,600	4,100	3,150	450	22	1.1	3	0.1
1995	21			HR	3,800	6,750	5,400	2,250	460	17	0.8	0	0.0
1996	21			HR	3,900	6,850	5,550	2,300	470	21	1.0	0	0.0
1997	21			LT	4,000	5,650	5,500	2,950	480	11	0.5	1	0.0
1998	21			LT	3,850	5,400	5,250	2,800	420	13	0.6	1	0.0
1999	21			LT	3,950	5,500	5,350	2,900	430	10	0.5	0	0.0
2000	21			LT	4,000	5,550	5,450	2,900	440	18	0.8	1	0.0
2001	21			LT	4,100	5,750	5,600	3,000	490	26	1.2	0	0.0
2002	21			LT	4,050	5,650	5,500	2,950	490	15	0.7	0	0.0
2003	21			LT	4,100	5,650	5,500	3,050	490	17	0.8	2	0.1
2004	21			LT	4,050	5,650	5,500	2,950	400	19	0.9	0	0.0
2005	21			LT	4,100	5,600	5,500	3,000	410	15	0.7	2	0.1
2006	21			LT	4,150	5,700	5,550	3,050	420	19	0.9	0	0.0
2007	21			LT	4,150	5,700	5,850	3,050	420	18	0.8	2	0.1
2008	21			LT	4,100	5,600	5,350	3,000	530	19	0.9	1	0.0
2009	21			LT	4,200	5,650	5,550	3,100	550	24	1.1	0	0.0
2010	21			LT	4,250	5,700	5,600	3,150	340	18	0.8	0	0.0
2011	21			LT	4,250	5,450	5,550	3,500	340	20	0.9	2	0.1
2012	21			LT	4,300	5,600	5,350	3,250	320	16	0.7	0	0.0
2013	21			LT	4,300	5,600	5,600	3,250	320	13	0.6	2	0.1
2014	21			LT	4,350	5,700	5,800	3,300	330	21	0.9	0	0.0
2015	21			LT	4,350	5,700	5,800	3,300	330	17	0.7	0	0.0
2016	21			LT	4,400	5,750	5,850	3,300	340	21	0.9	1	0.0
2017	21			LT	4,400	5,600	5,600	3,700	340	18	0.8	2	0.1
2018	21			LT	4,450	5,650	5,650	3,750	340	25	1.0	2	0.1
2019	21			LT	4,450	5,650	5,650	3,700	340	23	1.0	0	0.0
2021	21			LT	4,500	5,650	5,650	3,750	360	10	0.4	1	0.0
1988	21	KINCARDINE AVE (W)/SOUTH LINE (E)	2.1	CTR	3,650	4,750	4,450	3,050	180	5	1.8	2	0.7
1989	21			CR	3,950	5,050	4,700	3,300	240	0	0.0	0	0.0
1990	21			CR	4,200	5,200	4,850	3,800	250	9	2.8	0	0.0
1991	21			CR	4,400	5,400	5,050	3,950	260	7	2.1	2	0.6

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1992	21			IR	4,800	5,900	5,300	4,100	430	9	2.4	0	0.0
1993	21			IR	4,800	5,900	4,950	3,950	430	3	0.8	0	0.0
1994	21			IR	4,750	5,850	5,200	4,000	430	5	1.4	0	0.0
1995	21			CTR	4,950	6,350	6,100	4,150	400	3	0.8	0	0.0
1996	21			CTR	4,950	6,350	6,100	4,150	400	6	1.6	1	0.3
1997	21			CTR	4,950	6,350	6,100	4,150	400	2	0.5	0	0.0
1998	21			CTR	4,950	6,300	6,050	4,150	350	5	1.3	0	0.0
1999	21			CTR	5,400	6,800	6,550	4,550	380	3	0.7	0	0.0
2000	21			CTR	5,550	7,000	6,700	4,650	390	4	0.9	0	0.0
2001	21			CTR	5,700	7,200	6,900	4,800	460	5	1.1	1	0.2
2002	21			CTR	5,900	7,450	7,150	5,000	470	8	1.8	0	0.0
2003	21			CTR	6,050	7,500	7,250	5,150	480	6	1.3	1	0.2
2004	21			CTR	6,200	7,850	7,500	5,250	250	7	1.5	0	0.0
2005	21			CTR	6,350	7,850	7,550	5,400	250	5	1.0	0	0.0
2006	21			CR	6,650	8,050	7,750	5,600	330	4	0.8	0	0.0
2007	21			CR	6,700	8,100	8,100	5,650	340	13	2.5	0	0.0
2008	21			CR	6,850	8,300	8,200	5,750	410	5	0.9	0	0.0
2009	21			CR	7,000	8,400	8,100	5,950	420	5	0.9	0	0.0
2010	21			CR	7,150	8,550	8,250	6,050	430	11	2.0	0	0.0
2011	21			CR	7,300	8,500	8,600	6,500	440	10	1.8	0	0.0
2012	21			CR	7,500	9,000	8,850	6,350	460	12	2.1	0	0.0
2013	21			CR	7,650	9,150	9,400	6,450	470	11	1.9	0	0.0
2014	21			CTR	7,800	9,500	9,600	6,650	410	12	2.0	0	0.0
2015	21			CTR	7,950	9,700	9,800	6,750	410	8	1.3	0	0.0
2016	21			CTR	8,100	9,900	9,950	6,900	420	6	1.0	0	0.0
2017	21			CTR	8,250	11,000	11,000	6,700	430	8	1.3	0	0.0
2018	21			CTR	8,450	11,300	11,200	6,900	440	8	1.2	0	0.0
2019	21			CTR	8,600	11,500	11,400	7,000	430	8	1.2	0	0.0
2021	21			CTR	8,900	11,600	11,500	7,250	440	9	1.3	2	0.3
1988	21	HWY 9 (E)/BROADWAY ST (W) KINCARDINE	0.9	CTR	3,400	4,400	4,150	2,850	310	1	0.9	0	0.0
1989	21			CTR	3,700	4,700	4,500	3,200	260	1	0.8	0	0.0
1990	21			CTR	4,050	5,050	4,800	3,500	280	0	0.0	0	0.0
1991	21			CTR	4,200	5,300	5,250	3,650	290	1	0.7	0	0.0
1992	21			CTR	4,600	5,650	5,450	4,000	280	1	0.7	0	0.0
1993	21			CTR	4,650	5,850	5,650	3,950	280	0	0.0	0	0.0
1994	21			CTR	4,450	5,700	5,450	3,750	270	2	1.4	0	0.0
1995	21			CTR	4,650	5,950	5,700	3,900	330	0	0.0	0	0.0
1996	21			CTR	4,650	5,950	5,700	3,900	330	0	0.0	0	0.0
1997	21			CTR	4,700	6,000	5,800	3,950	330	2	1.3	0	0.0
1998	21			CTR	4,850	6,150	5,900	4,050	290	2	1.3	0	0.0
1999	21			CTR	4,900	6,150	5,950	4,100	290	2	1.2	1	0.6

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2000	21			CTR	5,000	6,300	6,050	4,200	300	1	0.6	0	0.0
2001	21			CTR	5,100	6,450	6,150	4,300	310	0	0.0	0	0.0
2002	21			CTR	5,200	6,550	6,300	4,400	310	1	0.6	0	0.0
2003	21			CTR	5,250	6,500	6,250	4,450	320	2	1.2	1	0.6
2004	21			CTR	5,350	6,750	6,450	4,500	320	0	0.0	0	0.0
2005	21			CTR	5,600	6,950	6,650	4,750	340	5	2.7	1	0.5
2006	21			CR	5,550	6,750	6,450	4,700	390	2	1.1	0	0.0
2007	21			CR	5,800	7,000	7,000	4,900	410	2	1.0	0	0.0
2008	21			IC	6,300	7,000	6,750	5,550	500	1	0.5	0	0.0
2009	21			IC	6,050	6,700	6,800	5,400	480	1	0.5	0	0.0
2010	21			IC	6,150	6,800	6,850	5,450	370	3	1.5	0	0.0
2011	21			IC	6,250	6,850	7,150	5,600	380	3	1.5	0	0.0
2012	21			IC	6,350	7,050	6,800	5,650	430	2	1.0	0	0.0
2013	21			IC	6,450	7,150	7,100	5,700	440	2	0.9	0	0.0
2014	21			CTR	6,600	8,050	8,100	5,600	420	0	0.0	0	0.0
2015	21			CTR	6,700	8,150	8,250	5,700	430	3	1.4	0	0.0
2016	21			CTR	6,800	8,300	8,350	5,800	440	1	0.4	0	0.0
2017	21			CTR	6,900	9,200	9,150	5,600	440	1	0.4	0	0.0
2018	21			CTR	7,000	9,350	9,300	5,700	450	4	1.7	2	0.9
2019	21			CTR	7,100	9,450	9,400	5,800	430	2	0.9	1	0.4
2021	21			CTR	7,350	9,600	9,550	6,000	440	1	0.4	0	0.0
1988	21	SUTTON ST	16.1	CTR	3,400	4,400	4,150	2,850	200	24	1.2	1	0.0
1989	21			CR	3,550	4,550	4,200	3,000	250	16	0.8	3	0.1
1990	21			CR	3,700	4,600	4,250	3,350	260	19	0.9	1	0.0
1991	21			CR	3,850	4,750	4,450	3,450	270	18	0.8	2	0.1
1992	21			CTR	4,000	4,900	4,750	3,500	240	19	0.8	2	0.1
1993	21			CTR	4,000	5,050	4,850	3,400	240	18	0.8	2	0.1
1994	21			CTR	3,850	4,950	4,700	3,250	230	18	0.8	1	0.0
1995	21			CTR	3,800	4,900	4,650	3,200	270	27	1.2	1	0.0
1996	21			CTR	4,000	5,100	4,900	3,350	280	22	0.9	1	0.0
1997	21			LT	4,050	5,700	5,600	3,000	280	14	0.6	0	0.0
1998	21			LT	3,850	5,400	5,250	2,800	190	16	0.7	0	0.0
1999	21			LT	4,000	5,550	5,450	2,900	200	15	0.6	1	0.0
2000	21			LT	4,050	5,650	5,500	2,950	200	16	0.7	0	0.0
2001	21			LT	4,050	5,650	5,500	2,950	200	20	0.8	0	0.0
2002	21			LT	4,100	5,750	5,600	3,000	200	16	0.7	0	0.0
2003	21			LT	4,100	5,650	5,500	3,050	200	24	1.0	1	0.0
2004	21			LT	4,150	5,800	5,650	3,050	250	20	0.8	2	0.1
2005	21			LT	4,450	6,100	5,950	3,250	270	18	0.7	3	0.1
2006	21			LT	4,200	5,750	5,600	3,100	290	19	0.8	0	0.0
2007	21			LT	4,600	6,300	6,500	3,400	320	21	0.8	2	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2008	21			C	5,250	5,800	5,700	4,700	260	13	0.4	1	0.0
2009	21			C	4,750	5,200	5,250	4,300	240	20	0.7	0	0.0
2010	21			C	4,950	5,450	5,500	4,450	250	20	0.7	0	0.0
2011	21			C	4,900	5,400	5,450	4,400	240	16	0.6	2	0.1
2012	21			C	4,950	5,450	5,350	4,450	320	19	0.7	1	0.0
2013	21			C	5,000	5,500	5,450	4,500	320	18	0.6	2	0.1
2014	21			CTR	5,100	6,200	6,250	4,350	320	19	0.6	0	0.0
2015	21			CTR	5,150	6,300	6,350	4,400	320	14	0.5	0	0.0
2016	21			CTR	5,250	6,400	6,450	4,450	330	10	0.3	0	0.0
2017	21			CTR	5,300	7,100	7,050	4,300	330	14	0.4	1	0.0
2018	21			CTR	5,350	7,150	7,100	4,350	340	18	0.6	1	0.0
2019	21			CTR	5,450	7,250	7,250	4,450	270	22	0.7	1	0.0
2021	21			CTR	5,600	7,300	7,250	4,550	280	16	0.5	1	0.0
1988	21	15.4 KM N OF KINCARDINE N LTS	11.7	CTR	3,600	4,700	4,400	3,000	180	20	1.3	2	0.1
1989	21			CR	3,650	4,650	4,350	3,050	180	17	1.1	0	0.0
1990	21			CR	3,300	4,100	3,800	2,950	160	17	1.2	1	0.1
1991	21			CR	4,200	5,150	4,850	3,800	210	19	1.1	2	0.1
1992	21			CTR	4,600	5,650	5,450	4,000	370	20	1.0	1	0.1
1993	21			CTR	4,600	5,800	5,550	3,900	370	6	0.3	1	0.1
1994	21			CTR	4,450	5,700	5,450	3,750	360	11	0.6	1	0.1
1995	21			CTR	4,600	5,900	5,650	3,850	460	14	0.7	1	0.1
1996	21			CTR	4,700	6,000	5,800	3,950	470	15	0.7	2	0.1
1997	21			CR	4,850	6,000	5,700	4,100	480	11	0.5	0	0.0
1998	21			CR	4,900	6,050	5,750	4,150	290	11	0.5	2	0.1
1999	21			CR	4,800	5,900	5,600	4,100	290	13	0.6	0	0.0
2000	21			CR	4,850	5,950	5,650	4,100	290	17	0.8	2	0.1
2001	21			CR	4,750	5,850	5,550	4,000	280	14	0.7	0	0.0
2002	21			CR	4,950	6,100	5,800	4,150	300	18	0.9	0	0.0
2003	21			CR	5,000	6,100	5,850	4,250	300	15	0.7	1	0.0
2004	21			CR	5,000	6,150	5,850	4,200	300	8	0.4	1	0.0
2005	21			CR	5,350	6,500	6,250	4,500	320	12	0.5	1	0.0
2006	21			CR	5,700	6,900	6,650	4,800	570	18	0.7	0	0.0
2007	21			CR	6,000	7,250	7,250	5,050	600	19	0.7	1	0.0
2008	21			CR	6,350	7,700	7,600	5,350	440	13	0.5	0	0.0
2009	21			CR	5,950	7,150	6,900	5,050	420	30	1.2	1	0.0
2010	21			CR	6,050	7,250	7,000	5,100	420	17	0.7	0	0.0
2011	21			CR	6,050	7,050	7,150	5,400	420	13	0.5	1	0.0
2012	21			CR	6,050	7,250	7,150	5,100	420	16	0.6	2	0.1
2013	21			CR	6,050	7,250	7,450	5,100	420	6	0.2	0	0.0
2014	21			IC	6,450	7,150	7,100	5,700	320	15	0.5	0	0.0
2015	21			IC	6,450	7,150	7,100	5,700	320	9	0.3	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2016	21			IC	6,550	7,250	7,200	5,800	330	9	0.3	0	0.0
2017	21			IC	6,650	7,300	7,350	6,050	330	5	0.2	0	0.0
2018	21			IC	6,750	7,450	7,450	6,100	340	17	0.6	0	0.0
2019	21			IC	6,850	7,500	7,550	6,200	340	13	0.4	0	0.0
2021	21			IC	7,050	7,650	7,700	6,400	350	21	0.7	0	0.0
1988	21	BRUCE SAUGEEN TOWNLINE	6.1	CTR	4,450	5,800	5,450	3,750	220	9	0.9	0	0.0
1989	21			CR	4,650	5,950	5,550	3,900	190	14	1.4	0	0.0
1990	21			CR	4,900	6,100	5,650	4,400	200	9	0.8	0	0.0
1991	21			CR	5,100	6,250	5,850	4,600	200	9	0.8	0	0.0
1992	21			CTR	5,100	6,250	6,050	4,450	310	14	1.2	2	0.2
1993	21			CTR	5,000	6,300	6,050	4,250	300	4	0.4	0	0.0
1994	21			CTR	5,000	6,400	6,100	4,200	300	10	0.9	0	0.0
1995	21			CTR	4,950	6,350	6,100	4,150	300	7	0.6	0	0.0
1996	21			CTR	5,200	6,650	6,400	4,350	310	3	0.3	0	0.0
1997	21			CTR	5,300	6,800	6,500	4,450	320	8	0.7	0	0.0
1998	21			CTR	5,050	6,400	6,150	4,250	250	8	0.7	0	0.0
1999	21			CTR	4,600	5,800	5,550	3,850	230	4	0.4	0	0.0
2000	21			CTR	4,800	6,050	5,800	4,050	240	12	1.1	0	0.0
2001	21			CTR	5,100	6,450	6,150	4,300	260	6	0.5	0	0.0
2002	21			CTR	5,150	6,500	6,250	4,350	260	4	0.4	1	0.1
2003	21			CTR	5,100	6,350	6,100	4,300	260	6	0.5	0	0.0
2004	21			CR	5,300	6,500	6,200	4,500	260	7	0.6	1	0.1
2005	21			CR	5,600	6,800	6,550	4,700	280	7	0.6	0	0.0
2006	21			CR	6,100	7,400	7,100	5,150	300	7	0.5	0	0.0
2007	21			CR	5,750	6,950	6,950	4,850	520	10	0.8	1	0.1
2008	21			IC	6,100	6,750	6,550	5,400	300	6	0.4	0	0.0
2009	21			IC	5,850	6,500	6,550	5,200	290	9	0.7	0	0.0
2010	21			IC	5,950	6,600	6,650	5,300	300	6	0.5	0	0.0
2011	21			IC	6,000	6,600	6,850	5,400	300	10	0.8	0	0.0
2012	21			IC	6,000	6,650	6,450	5,300	300	10	0.8	0	0.0
2013	21			IC	6,150	6,800	6,750	5,450	310	8	0.6	1	0.1
2014	21			IC	6,200	6,850	6,850	5,500	300	10	0.7	0	0.0
2015	21			IC	6,300	6,950	6,950	5,600	300	4	0.3	0	0.0
2016	21			IC	6,350	7,050	7,000	5,650	300	7	0.5	0	0.0
2017	21			IC	6,400	7,000	7,050	5,800	310	9	0.6	0	0.0
2018	21			IC	6,500	7,150	7,200	5,900	310	9	0.6	0	0.0
2019	21			IR	6,550	7,400	7,500	5,700	330	5	0.3	1	0.1
2021	21			IR	6,700	7,550	7,600	5,900	340	7	0.5	0	0.0
2021	21	FORMER TWN OF PORT ELGIN C/L 4/3 START OF NA	4.2										
1988	21	SAUGEEN CON 10	2.1	CTR	7,250	9,400	8,850	6,100	360	3	0.5	0	0.0
1989	21			LT	7,650	10,600	10,600	5,650	380	5	0.9	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1990	21			LT	8,100	11,800	11,300	5,900	400	10	1.6	1	0.2
1991	21			LT	8,400	11,800	11,300	6,200	420	0	0.0	0	0.0
1992	21			LT	7,600	10,600	10,300	5,850	530	6	1.0	0	0.0
1993	21			LT	7,600	10,500	9,400	5,550	530	2	0.3	0	0.0
1994	21			LT	8,100	11,900	11,400	5,900	570	6	1.0	0	0.0
1995	21			LT	8,000	11,500	11,200	5,850	560	6	1.0	0	0.0
1996	21			LT	8,450	11,900	11,600	6,200	590	5	0.8	1	0.2
1997	21			LT	8,600	12,100	11,900	6,350	600	1	0.2	0	0.0
1998	21			LT	8,500	11,900	11,600	6,200	420	6	0.9	0	0.0
1999	21			LT	8,750	12,200	11,900	6,400	440	3	0.5	0	0.0
2000	21			LT	8,900	12,400	12,100	6,500	440	5	0.7	1	0.1
2001	21			LT	9,050	12,700	12,300	6,650	270	4	0.6	0	0.0
2002	21			LT	9,200	12,900	12,500	6,750	280	4	0.6	0	0.0
2003	21			LT	9,500	13,100	12,800	7,000	280	2	0.3	0	0.0
2004	21			LT	9,550	13,400	13,000	7,000	290	3	0.4	0	0.0
2005	21			LT	9,650	13,200	12,900	7,100	290	2	0.3	0	0.0
2006	21			LT	9,750	13,300	13,000	7,200	290	8	1.1	0	0.0
2007	21			LT	9,950	13,700	14,000	7,300	300	3	0.4	1	0.1
2008	21			LT	10,100	13,800	13,200	7,450	500	4	0.5	0	0.0
2009	21			LT	10,300	13,900	13,600	7,600	520	4	0.5	0	0.0
2010	21			LT	10,400	14,000	13,700	7,700	520	1	0.1	0	0.0
2011	21			LT	10,600	13,600	13,800	8,700	530	3	0.4	0	0.0
2012	21			LT	10,700	14,000	13,300	8,100	540	3	0.4	0	0.0
2013	21			LT	10,700	14,000	14,000	8,100	540	1	0.1	0	0.0
2014	21			LT	9,750	12,700	12,900	7,350	500	4	0.5	0	0.0
2015	21			LT	10,900	14,200	14,500	8,250	560	3	0.4	0	0.0
2016	21			LT	11,000	14,400	14,600	8,300	560	4	0.5	0	0.0
2017	21			LT	11,200	14,200	14,200	9,350	570	5	0.6	1	0.1
2018	21			LT	11,300	14,400	14,400	9,500	580	1	0.1	0	0.0
2019	21			T	11,400	15,600	15,700	9,050	570	2	0.2	0	0.0
2021	21			T	11,700	15,700	15,700	9,250	580	3	0.3	0	0.0
1988	21	BRUCE RD 3 (E)	0.6	LT	7,350	10,400	10,400	5,600	740	3	1.9	0	0.0
1989	21			LT	7,400	10,300	10,200	5,500	740	5	3.1	0	0.0
1990	21			LT	7,550	11,000	10,600	5,500	760	2	1.2	0	0.0
1991	21			LT	7,700	10,800	10,400	5,700	770	2	1.2	0	0.0
1992	21			LT	7,400	10,300	10,000	5,700	440	1	0.6	0	0.0
1993	21			LT	7,400	10,200	9,200	5,450	440	1	0.6	0	0.0
1994	21			LT	7,550	11,100	10,700	5,500	450	0	0.0	0	0.0
1995	21			LR	7,550	12,700	10,300	4,950	450	0	0.0	0	0.0
1996	21			LR	7,750	13,000	10,400	5,150	460	1	0.6	0	0.0
1997	21			LT	7,750	10,900	10,700	5,750	460	1	0.6	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1998	21			LT	7,550	10,600	10,300	5,500	380	1	0.6	0	0.0
1999	21			LT	7,750	10,800	10,500	5,650	390	0	0.0	0	0.0
2000	21			LT	7,800	10,900	10,600	5,700	390	3	1.8	0	0.0
2001	21			LT	7,750	10,800	10,600	5,700	310	0	0.0	0	0.0
2002	21			LT	7,850	11,000	10,700	5,750	310	1	0.6	0	0.0
2003	21			LT	7,900	10,900	10,600	5,850	320	4	2.3	0	0.0
2004	21			LT	8,100	11,300	11,000	5,950	320	1	0.6	0	0.0
2005	21			LT	8,000	11,000	10,700	5,900	320	0	0.0	0	0.0
2006	21			LT	8,250	11,300	11,000	6,100	580	1	0.6	0	0.0
2007	21			LT	8,300	11,400	11,700	6,100	580	2	1.1	0	0.0
2008	21			LT	8,150	11,200	10,700	6,000	490	0	0.0	0	0.0
2009	21			LT	8,450	11,400	11,200	6,250	510	0	0.0	0	0.0
2010	21			LT	9,050	12,200	11,900	6,700	540	2	1.0	0	0.0
2011	21			LT	8,600	11,000	11,200	7,050	520	1	0.5	0	0.0
2012	21			LT	8,400	11,000	10,400	6,350	500	1	0.5	0	0.0
2013	21			LT	8,650	11,300	11,300	6,550	520	0	0.0	0	0.0
2014	21			LT	8,800	11,500	11,700	6,650	530	0	0.0	0	0.0
2015	21			LT	8,800	11,500	11,700	6,650	530	0	0.0	0	0.0
2016	21			LT	8,850	11,600	11,800	6,700	530	1	0.5	0	0.0
2017	21			LT	8,950	11,400	11,400	7,500	540	1	0.5	0	0.0
2018	21			LT	9,000	11,500	11,500	7,550	540	0	0.0	0	0.0
2019	21			LT	9,050	11,500	11,500	7,550	540	0	0.0	0	0.0
2021	21			LT	9,200	11,600	11,500	7,700	550	0	0.0	0	0.0
2021	21	SOUTH ST SOUTHAMPTON START OF NA	5.3										
1988	21	CRAIG ST END OF NA	15.2	CTR	3,700	4,800	4,500	3,100	300	18	0.9	0	0.0
1989	21			CTR	3,750	4,750	4,550	3,200	260	15	0.7	1	0.0
1990	21			CTR	3,800	4,750	4,500	3,300	270	10	0.5	1	0.0
1991	21			CTR	3,900	4,900	4,900	3,400	270	17	0.8	1	0.0
1992	21			LT	3,700	5,150	5,000	2,850	260	14	0.7	2	0.1
1993	21			LT	3,700	5,100	4,600	2,700	260	9	0.4	0	0.0
1994	21			LT	3,850	5,650	5,450	2,800	270	7	0.3	0	0.0
1995	21			CTR	3,900	5,000	4,800	3,250	270	17	0.8	0	0.0
1996	21			CTR	3,900	5,000	4,800	3,250	270	16	0.7	2	0.1
1997	21			CTR	3,950	5,050	4,850	3,300	280	9	0.4	0	0.0
1998	21			CTR	3,950	5,000	4,800	3,300	360	15	0.7	0	0.0
1999	21			CTR	4,000	5,050	4,850	3,350	360	9	0.4	0	0.0
2000	21			CTR	4,050	5,100	4,900	3,400	360	11	0.5	1	0.0
2001	21			CTR	4,050	5,100	4,900	3,400	240	14	0.6	2	0.1
2002	21			CTR	4,100	5,150	4,950	3,450	250	8	0.4	0	0.0
2003	21			CTR	4,100	5,100	4,900	3,500	250	16	0.7	2	0.1
2004	21			CTR	4,150	5,250	5,000	3,500	170	7	0.3	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2005	21			CTR	4,200	5,200	5,000	3,550	170	10	0.4	1	0.0
2006	21			CTR	4,200	5,200	5,000	3,550	340	19	0.8	2	0.1
2007	21			CTR	4,250	5,250	5,200	3,600	340	18	0.8	1	0.0
2008	21			CTR	4,250	5,250	5,150	3,600	380	13	0.6	0	0.0
2009	21			CTR	4,300	5,250	5,050	3,650	390	17	0.7	3	0.1
2010	21			CTR	4,300	5,250	5,050	3,650	260	13	0.5	0	0.0
2011	21			CTR	4,350	5,300	5,100	3,700	260	23	1.0	0	0.0
2012	21			CTR	4,000	4,850	4,800	3,400	260	19	0.9	0	0.0
2013	21			CTR	4,000	4,850	5,050	3,400	260	34	1.5	2	0.1
2014	21			CTR	4,100	5,000	5,050	3,500	230	23	1.0	0	0.0
2015	21			CTR	4,250	5,200	5,250	3,600	240	21	0.9	0	0.0
2016	21			CTR	4,300	5,250	5,300	3,650	250	15	0.6	0	0.0
2017	21			CTR	4,300	5,750	5,700	3,500	250	21	0.9	0	0.0
2018	21			CTR	4,300	5,750	5,700	3,500	250	20	0.8	0	0.0
2019	21			CTR	4,350	5,800	5,750	3,550	220	24	1.0	0	0.0
2021	21			CTR	4,350	5,650	5,650	3,550	220	13	0.5	0	0.0
1988	21	BRUCE RD 10 W JCT (TO CHESLEY)	3.0	IT	4,150	6,000	5,500	3,050	290	3	0.7	0	0.0
1989	21			IT	4,250	5,900	5,700	3,300	340	2	0.4	0	0.0
1990	21			IT	4,350	5,500	5,400	3,650	350	1	0.2	0	0.0
1991	21			IT	4,450	5,800	5,450	3,850	360	3	0.6	0	0.0
1992	21			IT	4,600	6,000	5,700	3,900	370	5	1.0	0	0.0
1993	21			IT	4,600	5,650	5,700	3,900	370	4	0.8	0	0.0
1994	21			IT	4,400	5,700	5,450	3,750	350	4	0.8	0	0.0
1995	21			CTR	4,300	5,500	5,300	3,600	300	0	0.0	0	0.0
1996	21			CTR	4,300	5,500	5,300	3,600	300	4	0.8	0	0.0
1997	21			CR	4,300	5,350	5,050	3,650	300	4	0.8	1	0.2
1998	21			CR	4,150	5,100	4,850	3,550	330	3	0.7	0	0.0
1999	21			CR	3,800	4,650	4,450	3,250	300	4	1.0	2	0.5
2000	21			CR	3,900	4,800	4,550	3,300	580	4	0.9	0	0.0
2001	21			CR	4,050	5,000	4,750	3,400	240	6	1.4	0	0.0
2002	21			CR	4,100	5,050	4,800	3,450	250	12	2.7	1	0.2
2003	21			CR	4,150	5,050	4,850	3,500	250	6	1.3	0	0.0
2004	21			CR	4,250	5,250	5,000	3,600	300	4	0.9	0	0.0
2005	21			CR	4,200	5,100	4,900	3,550	290	12	2.6	1	0.2
2006	21			CR	4,300	5,200	5,000	3,650	390	10	2.1	1	0.2
2007	21			CR	4,300	5,200	5,200	3,600	390	2	0.4	0	0.0
2008	21			CR	4,550	5,500	5,450	3,850	500	4	0.8	0	0.0
2009	21			CR	4,350	5,200	5,050	3,700	480	8	1.7	0	0.0
2010	21			IC	4,550	5,050	5,100	4,050	500	9	1.8	0	0.0
2011	21			IC	4,550	5,000	5,200	4,100	500	2	0.4	0	0.0
2012	21			IC	4,550	5,050	4,900	4,050	500	1	0.2	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2013	21			IC	4,550	5,050	5,000	4,050	500	2	0.4	0	0.0
2014	21			CTR	4,400	5,350	5,400	3,750	380	11	2.3	0	0.0
2015	21			CTR	4,500	5,500	5,550	3,800	390	2	0.4	0	0.0
2016	21			CTR	4,500	5,500	5,550	3,800	390	4	0.8	0	0.0
2017	21			CTR	4,550	6,100	6,050	3,700	390	7	1.4	0	0.0
2018	21			CTR	4,550	6,100	6,050	3,700	390	5	1.0	0	0.0
2019	21			CTR	4,600	6,150	6,100	3,750	400	5	1.0	0	0.0
2021	21			CTR	4,600	6,000	5,950	3,750	410	6	1.2	0	0.0
1988	21	BRUCE RD 10 E JCT/GREY BRUCE LINE (S)	11.1	C	4,800	5,350	5,350	4,300	580	19	1.0	1	0.1
1989	21			IC	4,900	5,650	5,550	4,350	590	16	0.8	1	0.1
1990	21			IC	5,000	5,700	5,600	4,450	500	14	0.7	3	0.1
1991	21			IC	4,900	5,550	5,450	4,350	490	19	1.0	0	0.0
1992	21			CTR	4,700	5,800	5,600	4,100	380	8	0.4	0	0.0
1993	21			CTR	4,700	5,900	5,700	4,000	420	13	0.7	1	0.1
1994	21			CTR	4,950	6,350	6,050	4,150	450	12	0.6	0	0.0
1995	21			CTR	4,950	6,350	6,100	4,150	300	16	0.8	0	0.0
1996	21			CTR	5,050	6,450	6,200	4,250	300	17	0.8	1	0.0
1997	21			CTR	5,100	6,550	6,250	4,300	310	15	0.7	2	0.1
1998	21			CTR	5,150	6,550	6,300	4,350	260	4	0.2	1	0.0
1999	21			CTR	5,200	6,550	6,300	4,350	260	16	0.8	0	0.0
2000	21			CTR	5,250	6,600	6,350	4,400	260	17	0.8	0	0.0
2001	21			IT	5,300	6,900	6,750	4,300	320	10	0.5	1	0.0
2002	21			IT	5,350	6,950	6,800	4,400	320	16	0.7	0	0.0
2003	21			IT	5,350	6,800	6,800	4,400	320	15	0.7	0	0.0
2004	21			IC	5,450	6,100	6,100	4,800	710	15	0.7	1	0.0
2005	21			IC	5,400	6,000	6,050	4,750	700	13	0.6	1	0.0
2006	21			IC	5,450	6,050	6,100	4,850	440	18	0.8	1	0.0
2007	21			IC	5,500	6,100	6,300	4,850	440	14	0.6	0	0.0
2008	21			IC	5,450	6,050	5,850	4,800	440	13	0.6	1	0.0
2009	21			IC	5,550	6,150	6,200	4,950	440	18	0.8	1	0.0
2010	21			IC	5,600	6,200	6,250	4,950	390	11	0.5	1	0.0
2011	21			IC	5,650	6,200	6,450	5,050	400	17	0.7	0	0.0
2012	21			IC	5,400	6,000	5,800	4,800	380	16	0.7	1	0.0
2013	21			IC	5,650	6,250	6,200	5,000	400	22	1.0	0	0.0
2014	21			CTR	5,750	7,000	7,050	4,900	350	24	1.0	1	0.0
2015	21			CTR	5,750	7,000	7,050	4,900	350	14	0.6	0	0.0
2016	21			CTR	5,800	7,100	7,150	4,950	350	25	1.1	2	0.1
2017	21			CTR	5,800	7,750	7,700	4,750	350	26	1.1	1	0.0
2018	21			CTR	5,850	7,800	7,800	4,750	360	20	0.8	2	0.1
2019	21			CTR	5,900	7,850	7,850	4,800	1,400	18	0.8	0	0.0
2021	21			CTR	5,950	7,750	7,700	4,850	1,450	17	0.7	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2021	21	HWY 6 GREY RD 18 POTTAWATTAMINA BR	2.7										
2021	21	ALPHA ST 9TH AVE START OF NA	2.7										
2021	21	E JCT HWY 6/10/26 END OF NA END OF HWY											
1988	23	HWY 7	26.4	C	2,300	2,550	2,550	2,050	340	19	0.9	4	0.2
1989	23			IR	2,350	3,050	2,600	1,950	280	13	0.6	1	0.0
1990	23			IR	2,450	3,100	2,700	2,000	290	16	0.7	2	0.1
1991	23			IR	2,550	3,200	2,850	2,100	310	17	0.7	2	0.1
1992	23			IR	2,700	3,300	2,950	2,300	320	14	0.5	0	0.0
1993	23			IR	2,800	3,450	2,900	2,300	340	17	0.6	2	0.1
1994	23			IR	2,700	3,350	2,950	2,250	320	26	1.0	3	0.1
1995	23			IR	2,850	3,500	3,150	2,450	430	40	1.5	8	0.3
1996	23			IR	2,850	3,550	3,200	2,450	430	19	0.7	1	0.0
1997	23			IR	2,950	3,700	3,300	2,500	440	21	0.7	3	0.1
1998	23			IR	3,100	3,850	3,450	2,600	460	13	0.4	1	0.0
1999	23			IR	3,150	3,900	3,500	2,650	470	16	0.5	1	0.0
2000	23			IR	3,250	4,000	3,600	2,750	490	18	0.6	0	0.0
2001	23			IR	3,100	3,850	3,450	2,600	370	20	0.7	3	0.1
2002	23			IR	3,050	3,750	3,400	2,600	370	15	0.5	3	0.1
2003	23			IR	3,100	3,750	3,400	2,650	370	19	0.6	4	0.1
2004	23			CR	3,100	3,800	3,650	2,600	370	14	0.5	0	0.0
2005	23			CR	3,150	3,800	3,650	2,650	410	10	0.3	0	0.0
2006	23			CR	3,100	3,750	3,600	2,600	400	17	0.6	4	0.1
2007	23			CR	3,200	3,850	3,850	2,700	540	19	0.6	2	0.1
2008	23			CR	3,150	3,800	3,800	2,650	470	12	0.4	0	0.0
2009	23			CR	3,250	3,900	3,750	2,750	490	8	0.3	0	0.0
2010	23			CR	3,250	3,900	3,750	2,750	390	8	0.3	1	0.0
2011	23			CR	3,300	3,850	3,900	2,950	400	10	0.3	0	0.0
2012	23			IC	3,300	3,650	3,550	2,950	410	10	0.3	1	0.0
2013	23			IC	3,350	3,700	3,700	2,950	420	18	0.6	4	0.1
2014	23			IC	3,350	3,700	3,700	2,950	400	14	0.4	1	0.0
2015	23			IC	3,400	3,750	3,750	3,000	400	10	0.3	1	0.0
2016	23			IC	3,400	3,750	3,750	3,000	400	14	0.4	5	0.2
2017	23			IC	3,450	3,800	3,800	3,150	410	9	0.3	0	0.0
2018	23			IC	3,450	3,800	3,800	3,100	410	17	0.5	3	0.1
2019	23			IR	3,500	4,100	4,100	3,150	490	12	0.4	2	0.1
2021	23			IR	3,550	4,150	4,150	3,150	500	5	0.1	0	0.0
1988	23	PERTH COUNTY LINE 20	9.6	C	2,350	2,600	2,600	2,100	400	11	1.3	2	0.2
1989	23			IR	2,400	3,100	2,650	1,950	380	6	0.7	0	0.0
1990	23			IR	2,450	3,100	2,700	2,000	390	9	1.0	0	0.0
1991	23			IR	2,500	3,150	2,800	2,100	400	10	1.1	3	0.3
1992	23			IR	2,750	3,400	3,050	2,350	380	5	0.5	1	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1993	23			IR	2,800	3,450	2,900	2,300	390	9	0.9	0	0.0
1994	23			IR	2,800	3,450	3,100	2,350	390	10	1.0	1	0.1
1995	23			IR	2,850	3,500	3,150	2,450	570	15	1.5	0	0.0
1996	23			IR	2,950	3,650	3,300	2,500	590	13	1.3	2	0.2
1997	23			IR	3,050	3,800	3,400	2,600	610	11	1.0	2	0.2
1998	23			IR	3,150	3,900	3,550	2,650	630	6	0.5	0	0.0
1999	23			IR	3,150	3,900	3,500	2,650	630	6	0.5	1	0.1
2000	23			IR	3,250	4,000	3,600	2,750	650	13	1.1	1	0.1
2001	23			IR	3,400	4,200	3,750	2,850	650	6	0.5	0	0.0
2002	23			IR	3,350	4,150	3,700	2,850	640	17	1.4	3	0.3
2003	23			IR	3,500	4,250	3,850	2,950	660	21	1.7	2	0.2
2004	23			IR	3,400	4,200	3,750	2,850	510	15	1.3	0	0.0
2005	23			IR	3,400	4,100	3,700	2,900	480	17	1.4	1	0.1
2006	23			IR	3,650	4,400	4,000	3,100	620	10	0.8	1	0.1
2007	23			IR	3,550	4,300	4,300	3,000	600	14	1.1	1	0.1
2008	23			IR	3,200	3,900	3,800	2,750	540	13	1.2	1	0.1
2009	23			IR	3,600	4,300	3,900	3,050	610	23	1.8	6	0.5
2010	23			IR	3,650	4,350	3,950	3,100	510	11	0.9	1	0.1
2011	23			IR	3,650	4,350	4,250	3,100	510	8	0.6	1	0.1
2012	23			CR	3,350	4,000	3,950	2,850	500	12	1.0	2	0.2
2013	23			CR	3,350	4,000	4,100	2,850	500	18	1.5	3	0.3
2014	23			CR	3,250	3,850	3,800	2,750	490	12	1.1	2	0.2
2015	23			CR	3,650	4,300	4,300	3,100	550	4	0.3	1	0.1
2016	23			CR	3,650	4,300	4,300	3,100	550	3	0.2	0	0.0
2017	23			CR	3,700	4,300	4,300	3,350	560	11	0.8	4	0.3
2018	23			CR	3,700	4,300	4,350	3,300	560	8	0.6	0	0.0
2019	23			CR	3,750	4,350	4,400	3,350	560	5	0.4	0	0.0
2021	23			CR	3,800	4,350	4,400	3,450	570	6	0.5	0	0.0
2021	23	MITCHELL S LTS START OF NA	2.4										
1988	23	FORMER TOWN OF MITCHELL N LTS END OF NA	7.2	IC	3,150	3,650	3,550	2,750	410	2	0.2	0	0.0
1989	23			IR	3,200	4,150	3,550	2,600	320	4	0.5	0	0.0
1990	23			IR	3,250	4,150	3,600	2,650	320	5	0.6	1	0.1
1991	23			IR	3,300	4,150	3,650	2,750	330	5	0.6	1	0.1
1992	23			IR	3,500	4,300	3,850	3,000	350	19	2.1	2	0.2
1993	23			IR	3,650	4,500	3,750	3,000	360	7	0.7	1	0.1
1994	23			IR	3,650	4,500	4,000	3,050	360	6	0.6	0	0.0
1995	23			IR	4,000	4,950	4,400	3,400	400	9	0.9	1	0.1
1996	23			IR	4,200	5,200	4,700	3,600	420	10	0.9	1	0.1
1997	23			IR	4,350	5,450	4,850	3,700	440	6	0.5	0	0.0
1998	23			IR	4,550	5,650	5,100	3,800	460	5	0.4	0	0.0
1999	23			IR	4,250	5,250	4,700	3,550	420	10	0.9	2	0.2

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2000	23			IR	4,250	5,200	4,700	3,600	420	2	0.2	0	0.0
2001	23			CR	4,250	5,250	5,000	3,600	420	6	0.5	0	0.0
2002	23			CR	4,300	5,300	5,050	3,600	430	4	0.4	1	0.1
2003	23			CR	4,700	5,700	5,500	4,000	470	12	1.0	2	0.2
2004	23			CR	4,250	5,250	5,000	3,600	420	7	0.6	1	0.1
2005	23			CR	4,250	5,150	4,950	3,600	420	8	0.7	1	0.1
2006	23			CR	4,250	5,150	4,950	3,600	420	5	0.4	0	0.0
2007	23			CR	4,350	5,250	5,250	3,650	910	11	1.0	7	0.6
2008	23			CR	4,050	4,900	4,850	3,400	730	2	0.2	0	0.0
2009	23			CR	4,400	5,300	5,100	3,750	790	5	0.4	0	0.0
2010	23			IR	4,400	5,250	4,800	3,750	620	7	0.6	3	0.3
2011	23			IR	4,400	5,250	5,150	3,750	620	6	0.5	1	0.1
2012	23			IC	4,100	4,550	4,400	3,650	600	2	0.2	0	0.0
2013	23			IC	4,100	4,550	4,500	3,650	600	8	0.7	0	0.0
2014	23			IC	4,450	4,950	4,900	3,950	630	8	0.7	1	0.1
2015	23			IC	4,350	4,800	4,800	3,850	610	5	0.4	1	0.1
2016	23			IC	4,350	4,800	4,800	3,850	610	8	0.7	0	0.0
2017	23			IC	4,400	4,800	4,850	4,000	620	8	0.7	1	0.1
2018	23			IC	4,400	4,850	4,850	4,000	620	7	0.6	0	0.0
2019	23			IR	4,400	5,350	5,350	3,750	790	7	0.6	1	0.1
2021	23			IR	4,400	5,250	5,250	3,750	790	6	0.5	1	0.1
1988	23	WEST PERTH LINE 44	17.8	IC	2,500	2,900	2,800	2,200	300	13	0.8	0	0.0
1989	23			IR	2,550	3,300	2,850	2,100	410	12	0.7	3	0.2
1990	23			IR	2,600	3,300	2,900	2,150	420	10	0.6	1	0.1
1991	23			IR	2,650	3,350	2,950	2,200	420	13	0.8	2	0.1
1992	23			IR	2,700	3,300	2,950	2,300	490	19	1.1	0	0.0
1993	23			IR	2,750	3,400	2,850	2,250	500	13	0.7	1	0.1
1994	23			IR	2,700	3,350	2,950	2,250	490	14	0.8	1	0.1
1995	23			IR	2,950	3,650	3,250	2,500	530	10	0.5	1	0.1
1996	23			IR	3,100	3,850	3,450	2,650	560	16	0.8	0	0.0
1997	23			CR	3,350	4,150	3,950	2,850	600	19	0.9	3	0.1
1998	23			CR	3,400	4,200	4,000	2,900	610	13	0.6	3	0.1
1999	23			CR	3,250	4,000	3,800	2,750	580	3	0.1	1	0.0
2000	23			CR	3,300	4,050	3,850	2,800	590	9	0.4	1	0.0
2001	23			IR	3,400	4,200	3,750	2,850	680	19	0.9	2	0.1
2002	23			IR	3,350	4,150	3,700	2,850	670	10	0.5	2	0.1
2003	23			IR	3,250	3,950	3,600	2,750	650	17	0.8	5	0.2
2004	23			CR	3,250	4,000	3,800	2,750	650	8	0.4	1	0.0
2005	23			CR	3,350	4,050	3,900	2,800	670	5	0.2	2	0.1
2006	23			CR	3,400	4,100	3,950	2,850	540	8	0.4	1	0.0
2007	23			CR	3,400	4,100	4,100	2,850	540	14	0.6	1	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2008	23			CR	3,250	3,950	3,900	2,750	550	6	0.3	0	0.0
2009	23			CR	3,450	4,150	4,000	2,950	590	12	0.5	1	0.0
2010	23			CR	3,500	4,200	4,050	2,950	560	11	0.5	1	0.0
2011	23			CR	3,500	4,100	4,150	3,100	560	4	0.2	1	0.0
2012	23			IC	3,250	3,600	3,500	2,900	560	8	0.4	0	0.0
2013	23			IC	3,300	3,650	3,650	2,950	570	10	0.5	0	0.0
2014	23			CTR	3,600	4,400	4,450	3,050	590	11	0.5	1	0.0
2015	23			CTR	3,650	4,450	4,500	3,100	560	15	0.6	1	0.0
2016	23			CTR	3,550	4,350	4,350	3,000	540	9	0.4	1	0.0
2017	23			CTR	3,550	4,750	4,700	2,900	540	11	0.5	0	0.0
2018	23			CTR	3,600	4,800	4,800	2,950	550	8	0.3	1	0.0
2019	23			IR	3,500	4,350	4,300	3,000	700	7	0.3	1	0.0
2021	23			IR	3,650	4,400	4,400	3,150	730	9	0.4	2	0.1
1988	23	PERTH LINE 72	8.2	IC	4,050	4,700	4,600	3,550	570	11	0.9	0	0.0
1989	23			IC	4,200	4,850	4,750	3,750	590	10	0.8	0	0.0
1990	23			IC	4,250	4,850	4,750	3,800	600	13	1.0	1	0.1
1991	23			IC	4,300	4,850	4,750	3,850	600	12	0.9	0	0.0
1992	23			IC	4,200	4,650	4,600	3,800	590	14	1.1	0	0.0
1993	23			IC	4,400	4,950	4,950	3,900	620	11	0.8	2	0.2
1994	23			IC	4,650	5,200	5,200	4,150	650	16	1.1	2	0.1
1995	23			IR	4,700	5,800	5,200	4,000	750	10	0.7	1	0.1
1996	23			IR	4,850	6,000	5,400	4,150	780	11	0.8	1	0.1
1997	23			IR	4,950	6,200	5,550	4,200	790	10	0.7	1	0.1
1998	23			IR	5,200	6,450	5,800	4,350	680	15	1.0	1	0.1
1999	23			IR	5,100	6,300	5,650	4,300	660	10	0.7	1	0.1
2000	23			IR	5,200	6,350	5,750	4,400	680	16	1.0	4	0.3
2001	23			IR	5,500	6,800	6,100	4,650	820	16	1.0	0	0.0
2002	23			IR	5,400	6,650	6,000	4,600	810	6	0.4	1	0.1
2003	23			IR	5,500	6,700	6,050	4,650	820	21	1.3	5	0.3
2004	23			IC	5,400	6,050	6,050	4,800	920	14	0.9	0	0.0
2005	23			IC	5,650	6,300	6,350	5,000	960	8	0.5	2	0.1
2006	23			IC	5,750	6,400	6,450	5,100	1,300	14	0.8	2	0.1
2007	23			IC	5,850	6,500	6,700	5,150	1,350	14	0.8	1	0.1
2008	23			IC	5,950	6,600	6,400	5,250	770	15	0.8	0	0.0
2009	23			IC	6,000	6,650	6,700	5,350	780	9	0.5	1	0.1
2010	23			IC	6,100	6,750	6,800	5,400	790	12	0.7	1	0.1
2011	23			IC	6,100	6,700	6,950	5,450	790	13	0.7	2	0.1
2012	23			C	5,700	6,300	6,150	5,150	670	9	0.5	0	0.0
2013	23			C	5,700	6,300	6,200	5,150	670	9	0.5	0	0.0
2014	23			UC	6,250	6,250	6,000	5,950	760	19	1.0	2	0.1
2015	23			UC	6,350	6,350	6,100	6,050	650	14	0.7	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2016	23			UC	6,350	6,350	6,100	6,050	650	5	0.3	2	0.1
2017	23			UC	6,450	6,400	6,450	6,200	660	12	0.6	3	0.2
2018	23			UC	6,500	6,450	6,550	6,250	670	11	0.6	0	0.0
2019	23			UC	6,600	6,500	6,600	6,350	790	11	0.6	2	0.1
2021	23			UC	6,750	6,750	6,850	6,500	810	8	0.4	1	0.0
1988	23	NORTH PERTH LINE 84	2.0	IC	4,600	5,350	5,200	4,050	410	2	0.6	0	0.0
1989	23			IC	4,600	5,300	5,200	4,100	460	2	0.6	0	0.0
1990	23			IC	4,650	5,300	5,200	4,150	460	7	2.1	3	0.9
1991	23			IC	4,700	5,300	5,200	4,200	470	2	0.6	0	0.0
1992	23			IC	4,600	5,100	5,050	4,200	510	4	1.2	1	0.3
1993	23			IC	4,900	5,550	5,500	4,350	540	2	0.6	0	0.0
1994	23			IC	5,400	6,050	6,050	4,800	590	5	1.3	1	0.3
1995	23			C	5,950	6,500	6,650	5,450	650	6	1.4	0	0.0
1996	23			C	6,200	7,050	7,050	5,600	680	6	1.3	0	0.0
1997	23			SC	7,850	8,300	9,200	7,000	860	9	1.6	0	0.0
1998	23			SC	8,000	8,500	9,350	7,100	960	4	0.7	0	0.0
1999	23			SC	8,600	9,100	10,100	7,650	1,050	3	0.5	1	0.2
2000	23			SC	8,650	9,150	10,100	7,600	1,050	2	0.3	0	0.0
2001	23			IC	8,800	9,850	9,900	7,800	880	6	0.9	1	0.2
2002	23			IC	8,800	9,800	9,900	7,750	1,050	4	0.6	0	0.0
2003	23			IC	9,450	10,500	10,600	8,350	1,150	6	0.9	0	0.0
2004	23			IC	8,800	9,850	9,900	7,800	880	7	1.1	0	0.0
2005	23			IC	8,100	9,000	9,100	7,150	810	3	0.5	1	0.2
2006	23			IC	7,450	8,300	8,350	6,600	1,400	7	1.3	1	0.2
2007	23			IC	6,850	7,600	7,850	6,050	1,300	2	0.4	0	0.0
2008	23			IC	5,850	6,500	6,250	5,150	700	3	0.7	0	0.0
2009	23			IC	5,850	6,500	6,550	5,200	700	1	0.2	0	0.0
2010	23			IC	6,000	6,650	6,700	5,300	660	1	0.2	0	0.0
2011	23			IC	7,300	8,050	8,350	6,550	800	1	0.2	0	0.0
2012	23			IC	6,000	6,650	6,450	5,300	660	2	0.5	0	0.0
2013	23			IC	6,000	6,650	6,600	5,300	660	4	0.9	0	0.0
2014	23			IC	6,000	6,650	6,600	5,300	660	3	0.7	0	0.0
2015	23			IC	6,600	7,300	7,250	5,850	730	5	1.0	2	0.4
2016	23			IC	6,500	7,200	7,150	5,750	720	5	1.1	0	0.0
2017	23			IC	6,450	7,050	7,100	5,850	710	1	0.2	1	0.2
2018	23			IC	6,400	7,050	7,100	5,800	700	8	1.7	1	0.2
2019	23			IR	6,350	7,700	7,700	5,400	760	8	1.7	1	0.2
2021	23			IR	6,200	7,400	7,400	5,300	740	1	0.2	0	0.0
2021	23	PERTH RD 86 W JCT START OF NA	2.4										
1988	23	FORMER TOWN OF LISTOWEL N LTS END OF NA	4.1	C	5,750	6,400	6,400	5,200	460	12	1.4	0	0.0
1989	23			C	5,950	6,600	6,650	5,350	600	18	2.0	1	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1990	23			C	6,200	6,900	6,900	5,600	620	13	1.4	0	0.0
1991	23			C	6,400	7,050	7,100	5,800	640	5	0.5	0	0.0
1992	23			C	6,550	7,050	7,250	6,050	660	10	1.0	2	0.2
1993	23			C	6,600	7,200	7,300	6,050	660	9	0.9	1	0.1
1994	23			C	6,650	7,300	7,400	6,000	660	11	1.1	0	0.0
1995	23			IC	6,750	7,550	7,600	6,050	680	7	0.7	0	0.0
1996	23			IC	6,950	7,800	7,850	6,200	700	10	1.0	0	0.0
1997	23			IC	7,100	7,950	8,000	6,250	710	6	0.6	2	0.2
1998	23			IC	6,950	7,800	7,800	6,200	630	12	1.2	2	0.2
1999	23			IC	7,200	8,050	8,050	6,400	650	8	0.7	0	0.0
2000	23			IC	7,300	8,200	8,200	6,500	660	4	0.4	0	0.0
2001	23			IC	7,400	8,300	8,300	6,550	740	5	0.5	1	0.1
2002	23			IC	7,500	8,350	8,450	6,600	750	10	0.9	0	0.0
2003	23			IC	7,700	8,600	8,650	6,800	770	4	0.3	0	0.0
2004	23			IC	7,700	8,600	8,650	6,800	770	7	0.6	0	0.0
2005	23			IC	7,800	8,650	8,750	6,900	780	8	0.7	1	0.1
2006	23			IC	7,900	8,800	8,850	7,000	710	7	0.6	3	0.3
2007	23			IC	8,000	8,900	9,150	7,050	720	16	1.3	0	0.0
2008	23			IC	8,100	8,950	8,700	7,150	650	8	0.7	0	0.0
2009	23			IC	8,200	9,100	9,200	7,300	660	7	0.6	0	0.0
2010	23			IC	8,150	9,000	9,100	7,250	730	6	0.5	0	0.0
2011	23			IC	8,150	8,950	9,300	7,300	730	3	0.2	0	0.0
2012	23			IC	7,700	8,550	8,250	6,850	660	10	0.9	0	0.0
2013	23			IC	7,700	8,500	8,500	6,850	660	1	0.1	0	0.0
2014	23			CTR	7,700	9,400	9,450	6,550	690	7	0.6	1	0.1
2015	23			CTR	7,800	9,500	9,600	6,650	700	8	0.7	1	0.1
2016	23			CTR	7,900	9,650	9,700	6,700	710	5	0.4	0	0.0
2017	23			CTR	8,250	11,000	11,000	6,700	740	7	0.6	0	0.0
2018	23			CTR	8,300	11,100	11,000	6,750	750	11	0.9	0	0.0
2019	23			CTR	8,350	11,100	11,100	6,800	840	6	0.5	0	0.0
2021	23			CTR	8,450	11,000	11,000	6,900	840	3	0.2	0	0.0
1988	23	NORTH PERTH LINE 88 (E) PERTH CTY LINE 88 (W)	7.9	IC	4,100	4,750	4,650	3,600	410	4	0.3	1	0.1
1989	23			IC	4,300	4,950	4,850	3,850	430	14	1.1	0	0.0
1990	23			IC	4,350	4,950	4,850	3,850	440	8	0.6	0	0.0
1991	23			IC	4,400	4,950	4,900	3,900	440	8	0.6	2	0.2
1992	23			IR	4,600	5,650	5,050	3,900	460	14	1.1	1	0.1
1993	23			IR	4,700	5,800	4,850	3,850	470	4	0.3	0	0.0
1994	23			IR	4,750	5,850	5,200	4,000	480	12	0.9	1	0.1
1995	23			IR	4,850	5,950	5,350	4,150	480	6	0.4	3	0.2
1996	23			IR	5,000	6,200	5,600	4,250	500	5	0.3	2	0.1
1997	23			IR	5,100	6,400	5,700	4,350	510	6	0.4	1	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1998	23			IR	5,100	6,300	5,700	4,300	560	8	0.5	1	0.1
1999	23			IR	5,250	6,500	5,850	4,400	580	7	0.5	0	0.0
2000	23			IR	5,300	6,500	5,850	4,500	580	10	0.7	0	0.0
2001	23			IR	5,450	6,750	6,050	4,600	540	12	0.8	2	0.1
2002	23			IR	5,500	6,800	6,100	4,700	550	9	0.6	2	0.1
2003	23			IR	5,750	7,000	6,350	4,900	580	10	0.6	0	0.0
2004	23			IC	5,750	6,450	6,450	5,100	630	9	0.5	1	0.1
2005	23			IC	5,450	6,050	6,100	4,800	600	7	0.4	0	0.0
2006	23			IC	5,750	6,400	6,450	5,100	520	9	0.5	1	0.1
2007	23			IC	5,850	6,500	6,700	5,150	530	20	1.2	1	0.1
2008	23			IC	5,900	6,550	6,300	5,200	710	12	0.7	2	0.1
2009	23			IC	6,000	6,650	6,700	5,350	720	9	0.5	2	0.1
2010	23			IC	5,950	6,600	6,650	5,300	600	7	0.4	2	0.1
2011	23			IC	5,950	6,550	6,800	5,350	600	9	0.5	1	0.1
2012	23			IC	5,700	6,300	6,100	5,050	560	5	0.3	1	0.1
2013	23			IC	5,700	6,300	6,250	5,050	560	7	0.4	1	0.1
2014	23			IC	6,350	7,050	7,000	5,650	670	18	1.0	6	0.3
2015	23			IC	5,700	6,300	6,300	5,050	490	9	0.5	1	0.1
2016	23			IC	6,200	6,850	6,850	5,500	530	6	0.3	1	0.1
2017	23			IC	6,250	6,850	6,900	5,650	540	9	0.5	1	0.1
2018	23			IC	6,300	6,950	6,950	5,700	540	11	0.6	0	0.0
2019	23			IR	6,350	7,700	7,700	5,400	640	7	0.4	0	0.0
2021	23			IR	6,450	7,700	7,700	5,500	640	8	0.4	1	0.1
1988	23	WELLINGTON 123/PERTH 93	8.1	IC	4,100	4,750	4,650	3,600	410	11	0.9	0	0.0
1989	23			IC	4,300	4,950	4,850	3,850	430	8	0.6	1	0.1
1990	23			IC	4,350	4,950	4,850	3,850	440	6	0.5	0	0.0
1991	23			IC	4,400	4,950	4,900	3,900	440	10	0.8	0	0.0
1992	23			IR	4,600	5,650	5,050	3,900	460	11	0.8	1	0.1
1993	23			IR	4,700	5,800	4,850	3,850	470	17	1.2	0	0.0
1994	23			IR	4,750	5,850	5,200	4,000	480	5	0.4	0	0.0
1995	23			IR	4,850	5,950	5,350	4,150	480	7	0.5	1	0.1
1996	23			IR	5,000	6,200	5,600	4,250	500	9	0.6	1	0.1
1997	23			IR	5,100	6,400	5,700	4,350	510	8	0.5	0	0.0
1998	23			IR	5,100	6,300	5,700	4,300	560	9	0.6	2	0.1
1999	23			IR	5,250	6,500	5,850	4,400	580	8	0.5	0	0.0
2000	23			IR	5,350	6,550	5,950	4,500	590	7	0.4	1	0.1
2001	23			IR	5,450	6,750	6,050	4,600	540	9	0.6	0	0.0
2002	23			IR	5,550	6,850	6,150	4,700	560	9	0.5	0	0.0
2003	23			IR	6,350	7,700	7,000	5,400	640	8	0.4	2	0.1
2004	23			IC	5,750	6,450	6,450	5,100	630	8	0.5	1	0.1
2005	23			IC	5,400	6,000	6,050	4,750	590	2	0.1	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2006	23			IC	4,950	5,500	5,550	4,400	740	8	0.5	0	0.0
2007	23			IC	4,900	5,450	5,600	4,350	740	10	0.7	0	0.0
2008	23			IR	4,850	5,850	5,750	4,150	1,100	3	0.2	0	0.0
2009	23			IR	4,800	5,750	5,250	4,100	1,100	7	0.5	0	0.0
2010	23			IC	2,950	3,250	3,300	2,600	2,300	5	0.6	0	0.0
2011	23			IC	2,950	3,250	3,350	2,650	2,300	7	0.8	0	0.0
2012	23			CR	3,050	3,650	3,600	2,600	2,550	4	0.4	0	0.0
2013	23			CR	3,050	3,650	3,750	2,600	2,550	5	0.6	0	0.0
2014	23			CTR	3,350	4,100	4,100	2,850	420	9	0.9	1	0.1
2015	23			CTR	3,550	4,350	4,350	3,000	440	3	0.3	0	0.0
2016	23			CTR	3,450	4,200	4,250	2,950	430	11	1.1	1	0.1
2017	23			CTR	3,300	4,400	4,400	2,700	410	7	0.7	0	0.0
2018	23			CTR	3,200	4,250	4,250	2,600	400	6	0.6	0	0.0
2019	23			IR	3,100	3,750	3,750	2,650	280	8	0.9	2	0.2
2021	23			IR	2,900	3,450	3,450	2,500	260	11	1.3	0	0.0
1988	23	W JCT WELLINGTON RD 87	1.0	IC	4,100	4,750	4,650	3,600	410	1	0.7	0	0.0
1989	23			IC	4,300	4,950	4,850	3,850	430	0	0.0	0	0.0
1990	23			IC	4,350	4,950	4,850	3,850	440	1	0.6	0	0.0
1991	23			IC	4,400	4,950	4,900	3,900	440	0	0.0	0	0.0
1992	23			IR	4,600	5,650	5,050	3,900	460	0	0.0	0	0.0
1993	23			IR	4,700	5,800	4,850	3,850	470	0	0.0	0	0.0
1994	23			IR	4,750	5,850	5,200	4,000	480	0	0.0	0	0.0
1995	23			IR	4,850	5,950	5,350	4,150	480	0	0.0	0	0.0
1996	23			IR	5,000	6,200	5,600	4,250	500	0	0.0	0	0.0
1997	23			IR	5,100	6,400	5,700	4,350	510	1	0.5	0	0.0
1998	23			IR	5,100	6,300	5,700	4,300	560	1	0.5	0	0.0
1999	23			IR	5,050	6,250	5,600	4,250	560	0	0.0	0	0.0
2000	23			IR	5,050	6,200	5,600	4,250	560	0	0.0	0	0.0
2001	23			IR	5,150	6,350	5,700	4,350	520	1	0.5	0	0.0
2002	23			IR	5,050	6,250	5,600	4,300	500	0	0.0	0	0.0
2003	23			IR	5,700	6,900	6,250	4,850	570	0	0.0	0	0.0
2004	23			IC	5,400	6,050	6,050	4,800	590	0	0.0	0	0.0
2005	23			IC	4,650	5,150	5,200	4,100	510	0	0.0	0	0.0
2006	23			IR	4,750	5,750	5,200	4,050	950	1	0.6	0	0.0
2007	23			IR	4,500	5,450	5,450	3,800	900	0	0.0	0	0.0
2008	23			IR	3,350	4,050	4,000	2,850	470	0	0.0	0	0.0
2009	23			IR	4,550	5,450	4,950	3,850	640	0	0.0	0	0.0
2010	23			IR	4,550	5,400	4,950	3,850	640	0	0.0	0	0.0
2011	23			IR	4,450	5,300	5,200	3,800	620	0	0.0	0	0.0
2012	23			CR	4,400	5,250	5,200	3,700	620	1	0.6	0	0.0
2013	23			CR	4,400	5,250	5,400	3,700	620	1	0.6	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2014	23			CTR	4,300	5,250	5,300	3,650	930	0	0.0	0	0.0
2015	23			CTR	4,250	5,200	5,250	3,600	940	0	0.0	0	0.0
2016	23			CTR	4,250	5,200	5,250	3,600	940	0	0.0	0	0.0
2017	23			CTR	4,200	5,600	5,600	3,400	920	0	0.0	0	0.0
2018	23			CTR	4,150	5,550	5,500	3,400	910	0	0.0	0	0.0
2019	23			CTR	4,100	5,450	5,450	3,350	530	0	0.0	0	0.0
2021	23			CTR	4,000	5,200	5,200	3,250	520	0	0.0	0	0.0
2021	23	FORMER TOWN OF HARRISTON W LTS START OF NA	0.6										
2021	23	END OF NA HWY 9 & E JCT WELLINGTON RD 87 END OF HWY											
2021	24	HWY 59 NORFOLK RD 60 (W) START OF NA	34.6										
1988	24	FORMER TOWN OF SIMCOE N LTS END OF NA	1.3	C	7,600	8,450	8,450	6,850	760	7	1.9	0	0.0
1989	24			C	7,900	8,750	8,850	7,100	790	12	3.2	1	0.3
1990	24			C	8,350	9,250	9,250	7,500	840	4	1.0	0	0.0
1991	24			C	8,450	9,300	9,400	7,700	840	5	1.2	1	0.2
1992	24			C	8,600	9,300	9,550	7,900	860	6	1.5	2	0.5
1993	24			C	8,800	9,600	9,750	8,100	700	3	0.7	0	0.0
1994	24			C	8,600	9,400	9,600	7,800	690	2	0.5	0	0.0
1995	24			C	9,050	9,900	10,100	8,300	720	7	1.6	0	0.0
1996	24			C	9,250	10,500	10,500	8,350	740	2	0.5	0	0.0
1997	24			IC	9,600	10,800	10,800	8,450	770	0	0.0	0	0.0
1998	24			IC	9,700	10,900	10,900	8,650	780	3	0.7	0	0.0
1999	24			IC	9,850	11,000	11,000	8,750	790	3	0.6	0	0.0
2000	24			IC	10,100	11,300	11,300	9,000	810	2	0.4	0	0.0
2001	24			IC	10,200	11,400	11,500	9,000	820	4	0.8	1	0.2
2002	24			IC	10,400	11,600	11,700	9,150	830	3	0.6	0	0.0
2003	24			IC	10,500	11,700	11,800	9,300	840	5	1.0	1	0.2
2004	24			IC	11,200	12,500	12,600	9,900	900	4	0.8	0	0.0
2005	24			IC	11,000	12,200	12,300	9,700	1,100	2	0.4	0	0.0
2006	24			IC	10,800	12,000	12,100	9,550	1,100	3	0.6	0	0.0
2007	24			IC	10,400	11,600	11,900	9,200	1,050	2	0.4	0	0.0
2008	24			IC	10,600	11,700	11,400	9,350	1,050	4	0.8	1	0.2
2009	24			IC	10,600	11,800	11,900	9,450	850	3	0.6	0	0.0
2010	24			IC	10,600	11,700	11,800	9,400	850	1	0.2	0	0.0
2011	24			IC	9,000	9,900	10,300	8,050	630	1	0.2	0	0.0
2012	24			IC	9,200	10,200	9,900	8,150	640	4	0.9	1	0.2
2013	24			UC	9,950	10,000	10,000	9,450	1,300	4	0.8	1	0.2
2014	24			UC	10,500	10,500	10,100	9,950	1,400	2	0.4	1	0.2
2015	24			UC	10,600	10,600	10,200	10,100	840	4	0.8	0	0.0
2016	24			UC	10,700	10,700	10,300	10,200	850	5	1.0	0	0.0
2017	24			UC	10,700	10,600	10,700	10,300	850	4	0.8	1	0.2
2018	24			UC	10,700	10,600	10,800	10,300	850	1	0.2	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2019	24			UC	10,800	10,600	10,800	10,400	850	6	1.2	0	0.0
2021	24			UC	10,900	10,900	11,100	10,500	870	1	0.2	0	0.0
1988	24	OLD HWY 24	6.0	C	5,400	6,000	6,000	4,850	650	10	0.8	1	0.1
1989	24			C	5,600	6,200	6,250	5,050	670	16	1.3	3	0.2
1990	24			C	5,600	6,200	6,200	5,050	620	6	0.5	0	0.0
1991	24			C	5,400	5,950	6,000	4,900	590	16	1.4	3	0.3
1992	24			C	5,500	5,950	6,100	5,050	550	8	0.7	0	0.0
1993	24			C	5,650	6,150	6,250	5,200	560	12	1.0	1	0.1
1994	24			CTR	5,950	7,600	7,250	5,000	600	9	0.7	1	0.1
1995	24			CTR	6,100	7,850	7,500	5,100	610	6	0.4	1	0.1
1996	24			CTR	6,200	7,950	7,650	5,200	680	11	0.8	0	0.0
1997	24			CTR	6,400	8,200	7,850	5,400	700	16	1.1	0	0.0
1998	24			CTR	6,450	8,200	7,850	5,400	710	11	0.8	0	0.0
1999	24			CTR	6,650	8,400	8,050	5,600	730	8	0.5	0	0.0
2000	24			IC	6,850	7,650	7,650	6,100	680	6	0.4	0	0.0
2001	24			IC	6,950	7,750	7,800	6,150	700	14	0.9	0	0.0
2002	24			IC	7,100	7,900	8,000	6,250	710	15	1.0	0	0.0
2003	24			IC	7,250	8,100	8,150	6,400	650	12	0.8	1	0.1
2004	24			IC	7,400	8,300	8,300	6,550	670	10	0.6	1	0.1
2005	24			IC	7,550	8,400	8,500	6,650	680	12	0.7	1	0.1
2006	24			IC	7,650	8,500	8,600	6,800	690	14	0.8	0	0.0
2007	24			IC	7,850	8,700	9,000	6,950	710	13	0.8	0	0.0
2008	24			IC	7,600	8,400	8,150	6,700	680	11	0.7	0	0.0
2009	24			IC	7,550	8,400	8,450	6,700	680	7	0.4	1	0.1
2010	24			IC	7,550	8,350	8,450	6,700	680	18	1.1	2	0.1
2011	24			IC	6,800	7,500	7,750	6,100	540	12	0.8	0	0.0
2012	24			IC	6,850	7,600	7,350	6,100	550	15	1.0	0	0.0
2013	24			UC	7,200	7,200	7,250	6,850	890	9	0.6	0	0.0
2014	24			UC	7,750	7,750	7,450	7,350	960	13	0.8	1	0.1
2015	24			UC	7,950	8,000	7,650	7,550	740	14	0.8	1	0.1
2016	24			UC	7,900	7,950	7,600	7,500	730	7	0.4	1	0.1
2017	24			UC	7,950	7,900	7,950	7,600	740	11	0.6	1	0.1
2018	24			UC	8,050	8,000	8,100	7,750	750	11	0.6	1	0.1
2019	24			UC	8,100	8,000	8,100	7,800	750	18	1.0	4	0.2
2021	24			UC	8,250	8,250	8,400	7,950	740	7	0.4	0	0.0
1988	24	WINDHAM CNTR RD N JCT NORFOLK RD 9	9.6	C	3,600	4,000	4,000	3,250	430	7	0.6	1	0.1
1989	24			C	3,700	4,100	4,150	3,350	440	12	0.9	1	0.1
1990	24			C	4,000	4,450	4,450	3,600	480	12	0.9	0	0.0
1991	24			C	4,000	4,400	4,450	3,650	480	11	0.8	0	0.0
1992	24			C	3,900	4,200	4,350	3,600	470	11	0.8	1	0.1
1993	24			C	4,000	4,350	4,450	3,700	480	12	0.9	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1994	24			CTR	4,700	6,000	5,750	3,950	560	14	0.9	0	0.0
1995	24			CTR	4,800	6,150	5,900	4,050	580	14	0.8	1	0.1
1996	24			CTR	4,950	6,350	6,100	4,150	590	17	1.0	0	0.0
1997	24			IR	5,100	6,400	5,700	4,350	610	11	0.6	0	0.0
1998	24			IR	5,300	6,550	5,950	4,450	640	12	0.6	2	0.1
1999	24			IR	6,050	7,500	6,700	5,100	730	7	0.3	0	0.0
2000	24			IC	6,050	6,800	6,800	5,400	670	13	0.6	0	0.0
2001	24			IC	6,200	6,950	6,950	5,500	680	17	0.8	2	0.1
2002	24			IC	6,300	7,000	7,100	5,550	690	18	0.8	1	0.0
2003	24			IR	6,550	7,950	7,200	5,550	1,100	24	1.0	0	0.0
2004	24			IR	6,500	8,050	7,200	5,500	1,100	10	0.4	0	0.0
2005	24			IR	6,550	7,900	7,200	5,600	720	11	0.5	0	0.0
2006	24			IR	6,650	8,000	7,250	5,650	730	12	0.5	1	0.0
2007	24			IC	6,800	7,550	7,800	6,000	880	18	0.8	2	0.1
2008	24			IC	6,700	7,400	7,200	5,900	870	18	0.8	1	0.0
2009	24			IC	6,700	7,450	7,500	5,950	800	12	0.5	0	0.0
2010	24			IC	6,700	7,400	7,500	5,950	800	13	0.6	0	0.0
2011	24			IC	5,700	6,250	6,500	5,100	630	11	0.6	3	0.2
2012	24			IC	5,800	6,450	6,250	5,150	640	12	0.6	0	0.0
2013	24			IC	6,050	6,700	6,650	5,350	910	21	1.0	1	0.0
2014	24			IC	6,250	6,900	6,900	5,550	940	18	0.8	2	0.1
2015	24			IC	6,450	7,150	7,100	5,700	690	13	0.6	2	0.1
2016	24			IC	6,500	7,200	7,150	5,750	700	20	0.9	0	0.0
2017	24			IC	6,800	7,450	7,500	6,150	730	16	0.7	2	0.1
2018	24			IC	6,900	7,600	7,650	6,250	740	11	0.5	3	0.1
2019	24			IC	6,950	7,650	7,650	6,250	740	16	0.7	2	0.1
2021	24			IC	7,050	7,650	7,700	6,400	780	15	0.6	0	0.0
1988	24	BURFORD DELHI TOWNLINE RD	12.6	IC	3,700	4,300	4,200	3,250	330	22	1.3	0	0.0
1989	24			IC	3,800	4,350	4,300	3,400	340	33	1.9	3	0.2
1990	24			IC	3,900	4,450	4,350	3,450	350	14	0.8	1	0.1
1991	24			IC	4,100	4,650	4,550	3,650	530	18	1.0	2	0.1
1992	24			IC	4,300	4,750	4,750	3,900	600	21	1.1	2	0.1
1993	24			IC	4,500	5,100	5,050	4,000	630	24	1.2	1	0.0
1994	24			CTR	4,450	5,700	5,450	3,750	620	28	1.4	4	0.2
1995	24			CTR	4,550	5,850	5,600	3,800	640	15	0.7	1	0.0
1996	24			CTR	4,650	5,950	5,700	3,900	650	28	1.3	4	0.2
1997	24			CTR	4,700	6,000	5,800	3,950	610	17	0.8	1	0.0
1998	24			CTR	4,850	6,150	5,900	4,050	630	20	0.9	7	0.3
1999	24			CTR	5,150	6,500	6,250	4,350	670	18	0.8	0	0.0
2000	24			CTR	5,000	6,300	6,050	4,200	550	31	1.3	2	0.1
2001	24			CTR	5,400	6,800	6,550	4,550	590	20	0.8	2	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2002	24			CTR	5,550	7,000	6,700	4,700	610	22	0.9	1	0.0
2003	24			CTR	5,700	7,100	6,800	4,850	570	31	1.2	2	0.1
2004	24			CTR	5,850	7,400	7,100	4,950	580	32	1.2	4	0.1
2005	24			CTR	6,200	7,700	7,350	5,250	740	28	1.0	0	0.0
2006	24			CTR	6,300	7,800	7,500	5,350	760	13	0.4	2	0.1
2007	24			CTR	6,350	7,850	7,800	5,400	640	22	0.8	2	0.1
2008	24			CTR	6,500	8,050	7,900	5,500	650	20	0.7	1	0.0
2009	24			IC	6,650	7,400	7,450	5,900	660	20	0.7	2	0.1
2010	24			IC	6,650	7,350	7,400	5,900	660	18	0.6	0	0.0
2011	24			IC	5,600	6,150	6,400	5,000	500	17	0.7	1	0.0
2012	24			IC	6,800	7,550	7,300	6,050	610	19	0.6	0	0.0
2013	24			IC	6,900	7,650	7,600	6,100	990	19	0.6	1	0.0
2014	24			IC	6,800	7,550	7,500	6,050	970	13	0.4	0	0.0
2015	24			IC	6,700	7,400	7,400	5,950	720	21	0.7	2	0.1
2016	24			IC	6,800	7,550	7,500	6,050	730	21	0.7	0	0.0
2017	24			IC	7,250	7,950	8,000	6,600	780	15	0.4	3	0.1
2018	24			IC	7,350	8,100	8,150	6,650	790	17	0.5	0	0.0
2019	24			IC	7,450	8,200	8,250	6,750	800	26	0.8	1	0.0
2021	24			IC	7,700	8,350	8,400	6,950	850	12	0.3	0	0.0
1988	24	BRANT RD 53 COLBORNE STREET WEST	4.8	IC	5,200	6,050	5,900	4,600	470	6	0.7	1	0.1
1989	24			IC	5,400	6,200	6,100	4,800	490	18	1.9	2	0.2
1990	24			IC	5,600	6,400	6,250	5,000	500	11	1.1	1	0.1
1991	24			C	5,650	6,200	6,250	5,150	510	8	0.8	2	0.2
1992	24			C	5,850	6,300	6,500	5,400	530	9	0.9	1	0.1
1993	24			C	6,050	6,600	6,700	5,550	540	13	1.2	1	0.1
1994	24			UC	6,450	6,850	7,350	6,000	1,100	6	0.5	0	0.0
1995	24			UC	6,500	6,850	7,450	6,050	1,100	12	1.1	2	0.2
1996	24			UC	6,700	7,100	7,850	6,350	1,150	3	0.3	0	0.0
1997	24			SC	6,800	7,200	7,950	6,050	1,000	3	0.3	0	0.0
1998	24			SC	7,050	7,450	8,250	6,250	1,050	0	0.0	0	0.0
1999	24			SC	7,600	8,050	8,900	6,750	1,150	1	0.1	0	0.0
2000	24			IC	8,200	9,200	9,200	7,300	1,150	0	0.0	0	0.0
2001	24			IC	8,150	9,100	9,150	7,200	1,150	6	0.4	1	0.1
2002	24			IC	8,450	9,400	9,500	7,450	1,200	8	0.5	0	0.0
2003	24			IC	8,700	9,700	9,800	7,700	1,150	7	0.5	1	0.1
2004	24			IC	9,000	10,100	10,100	7,950	1,150	18	1.1	2	0.1
2005	24			IC	9,250	10,300	10,400	8,150	1,200	14	0.9	0	0.0
2006	24			IC	9,500	10,600	10,700	8,400	1,250	15	0.9	4	0.2
2007	24			IC	9,800	10,900	11,200	8,650	1,250	12	0.7	2	0.1
2008	24			IC	9,950	11,000	10,700	8,750	1,300	5	0.3	0	0.0
2009	24			IC	10,200	11,300	11,400	9,100	1,350	5	0.3	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2010	24			IC	10,400	11,500	11,600	9,200	1,350	12	0.7	1	0.1
2011	24			IC	10,800	11,900	12,300	9,700	1,400	13	0.7	1	0.1
2012	24			IC	11,100	12,300	11,900	9,850	1,450	10	0.5	1	0.1
2013	24			UC	11,400	11,400	11,500	10,800	1,750	8	0.4	0	0.0
2014	24			UC	11,600	11,600	11,200	11,000	1,750	26	1.3	2	0.1
2015	24			UC	11,900	11,900	11,400	11,300	1,800	14	0.7	0	0.0
2016	24			UC	12,200	12,200	11,700	11,600	1,850	15	0.7	5	0.2
2017	24			UC	12,400	12,300	12,400	11,900	1,900	11	0.5	2	0.1
2018	24			UC	12,700	12,600	12,800	12,200	1,950	18	0.8	1	0.0
2019	24			UC	13,000	12,800	13,000	12,500	2,000	17	0.7	1	0.0
2021	24			UC	13,500	13,500	13,700	13,000	2,000	13	0.5	1	0.0
2021	24	HWY 403 IC (BRANTFORD BYPASS) W JCT	9.0										
2021	24	E JCT HWY 403 (BRANTFORD BYPASS) START OF NA	2.2										
1988	24	BRANT RD 23 POWER LINE RD	2.1	IC	9,350	10,800	10,600	8,250	750	7	1.0	1	0.1
1989	24			IC	9,600	11,000	10,800	8,550	770	8	1.1	1	0.1
1990	24			IC	9,900	11,300	11,100	8,800	790	9	1.2	5	0.7
1991	24			IC	11,200	12,700	12,400	9,950	900	2	0.2	0	0.0
1992	24			IC	11,200	12,400	12,300	10,200	900	6	0.7	0	0.0
1993	24			IC	11,300	12,800	12,700	10,100	900	4	0.5	0	0.0
1994	24			CTR	10,900	14,000	13,300	9,150	870	10	1.2	0	0.0
1995	24			CTR	12,400	15,900	15,300	10,400	990	3	0.3	0	0.0
1996	24			CTR	12,900	16,500	15,900	10,800	1,050	10	1.0	1	0.1
1997	24			CTR	13,400	17,200	16,500	11,300	1,050	3	0.3	0	0.0
1998	24			CTR	13,900	17,700	17,000	11,700	1,100	5	0.5	1	0.1
1999	24			CTR	12,100	15,200	14,600	10,200	850	8	0.9	1	0.1
2000	24			CTR	12,500	15,800	15,100	10,500	880	8	0.8	1	0.1
2001	24			CTR	12,900	16,300	15,600	10,900	900	9	0.9	0	0.0
2002	24			CTR	13,300	16,800	16,100	11,200	1,050	3	0.3	0	0.0
2003	24			CTR	13,700	17,000	16,400	11,600	1,100	8	0.8	1	0.1
2004	24			CTR	14,500	18,300	17,500	12,200	1,150	10	0.9	0	0.0
2005	24			IC	14,500	16,100	16,300	12,800	1,450	9	0.8	3	0.3
2006	24			IC	14,500	16,100	16,300	12,800	1,450	7	0.6	0	0.0
2007	24			IC	14,500	16,100	16,600	12,800	1,150	3	0.3	0	0.0
2008	24			IC	14,800	16,400	15,900	13,100	1,200	5	0.4	0	0.0
2009	24			IC	15,000	16,600	16,800	13,400	900	3	0.3	0	0.0
2010	24			IC	15,000	16,600	16,700	13,300	900	8	0.7	0	0.0
2011	24			IC	13,800	15,200	15,700	12,400	690	13	1.2	0	0.0
2012	24			IC	13,800	15,300	14,800	12,200	690	6	0.6	0	0.0
2013	24			UC	14,300	14,300	14,400	13,600	1,350	6	0.5	0	0.0
2014	24			UC	14,300	14,300	13,800	13,600	1,350	6	0.5	1	0.1
2015	24			C	14,300	15,700	15,300	12,900	820	5	0.5	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2016	24			C	14,400	15,800	15,400	13,000	820	2	0.2	0	0.0
2017	24			C	15,100	16,500	16,500	13,700	860	0	0.0	0	0.0
2018	24			C	15,200	16,700	16,600	13,700	870	1	0.1	0	0.0
2019	24			C	15,300	16,700	16,600	13,800	870	0	0.0	0	0.0
2021	24			C	15,500	16,900	16,800	14,100	930	0	0.0	0	0.0
1988	24	S JCT BRANT RD 5/99 GOVERNORS RD	3.8	IC	9,000	10,400	10,200	7,900	900	7	0.6	2	0.2
1989	24			IC	9,500	10,900	10,700	8,450	950	9	0.7	3	0.2
1990	24			IC	9,800	11,200	11,000	8,700	980	6	0.4	1	0.1
1991	24			C	10,600	11,700	11,800	9,650	1,050	3	0.2	0	0.0
1992	24			C	10,800	11,700	12,000	9,950	1,100	18	1.2	0	0.0
1993	24			C	11,100	12,100	12,300	10,200	1,100	5	0.3	1	0.1
1994	24			C	11,400	12,500	12,700	10,300	1,050	10	0.6	3	0.2
1995	24			C	12,100	13,200	13,600	11,100	1,100	14	0.8	1	0.1
1996	24			C	12,500	14,200	14,200	11,300	1,100	13	0.7	0	0.0
1997	24			IC	13,000	14,600	14,700	11,400	1,550	7	0.4	1	0.1
1998	24			IC	13,500	15,100	15,100	12,000	1,600	6	0.3	1	0.1
1999	24			IC	13,800	15,500	15,500	12,300	1,400	11	0.6	0	0.0
2000	24			IC	13,200	14,800	14,800	11,700	1,300	15	0.8	1	0.1
2001	24			IC	13,400	15,000	15,100	11,800	1,350	10	0.5	1	0.1
2002	24			IC	13,700	15,300	15,400	12,100	1,350	9	0.5	0	0.0
2003	24			IC	13,900	15,500	15,600	12,300	1,400	5	0.3	1	0.1
2004	24			IC	14,100	15,800	15,800	12,500	1,400	9	0.5	0	0.0
2005	24			IC	14,400	16,000	16,200	12,700	1,150	24	1.2	2	0.1
2006	24			IC	14,600	16,200	16,400	12,900	1,150	9	0.4	4	0.2
2007	24			IC	14,900	16,600	17,100	13,200	1,200	11	0.5	5	0.2
2008	24			IC	15,100	16,700	16,200	13,300	1,200	5	0.2	0	0.0
2009	24			IC	15,400	17,100	17,200	13,700	920	11	0.5	0	0.0
2010	24			IC	15,400	17,000	17,200	13,700	920	4	0.2	1	0.0
2011	24			IC	15,800	17,400	18,000	14,200	1,100	13	0.6	0	0.0
2012	24			IC	15,600	17,300	16,800	13,800	1,100	11	0.5	2	0.1
2013	24			UC	15,700	15,800	15,800	14,900	1,600	6	0.3	1	0.0
2014	24			UC	16,200	16,300	15,600	15,400	1,650	13	0.6	1	0.0
2015	24			UC	16,600	16,700	16,000	15,800	1,200	19	0.8	5	0.2
2016	24			UC	16,700	16,800	16,100	15,800	1,200	15	0.6	1	0.0
2017	24			UC	16,900	16,800	17,000	16,200	1,250	14	0.6	2	0.1
2018	24			UC	17,100	17,000	17,200	16,400	1,250	11	0.5	2	0.1
2019	24			UC	17,300	17,000	17,300	16,700	1,250	6	0.3	0	0.0
2021	24			UC	17,700	17,700	18,000	17,100	1,250	7	0.3	1	0.0
1988	24	N JCT BRANT RD 5/35 HOWELL'S CORNERS	6.6	C	7,900	8,750	8,750	7,100	950	24	1.3	0	0.0
1989	24			C	8,100	9,000	9,050	7,300	970	31	1.6	4	0.2
1990	24			C	8,500	9,450	9,450	7,650	1,000	18	0.9	2	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1991	24			C	8,150	8,950	9,050	7,400	980	29	1.5	2	0.1
1992	24			C	8,300	8,950	9,200	7,650	1,000	25	1.2	2	0.1
1993	24			C	8,400	9,150	9,300	7,750	1,000	42	2.1	4	0.2
1994	24			UC	8,500	9,000	9,700	7,900	760	34	1.7	0	0.0
1995	24			UC	9,050	9,550	10,300	8,450	810	27	1.2	2	0.1
1996	24			UC	9,350	9,900	10,900	8,900	840	33	1.5	3	0.1
1997	24			UC	9,600	10,100	11,200	9,000	1,150	31	1.3	2	0.1
1998	24			UC	9,850	10,400	11,500	9,350	1,200	21	0.9	1	0.0
1999	24			UC	10,700	11,300	12,500	10,200	1,200	22	0.9	1	0.0
2000	24			UC	11,100	11,800	13,100	10,400	1,200	29	1.1	2	0.1
2001	24			UC	11,300	12,100	13,300	10,600	1,250	23	0.8	2	0.1
2002	24			UC	12,200	13,000	14,400	11,400	1,350	22	0.7	2	0.1
2003	24			UC	12,100	12,800	14,200	11,400	1,350	16	0.5	4	0.1
2004	24			UC	12,200	13,100	14,400	11,500	1,350	20	0.7	2	0.1
2005	24			UC	12,600	13,300	14,700	11,800	1,250	32	1.1	3	0.1
2006	24			UC	12,800	13,500	15,000	12,000	1,300	15	0.5	0	0.0
2007	24			UC	13,100	13,900	15,200	12,300	1,300	23	0.7	5	0.2
2008	24			UC	13,300	14,000	13,200	12,400	1,350	22	0.7	1	0.0
2009	24			C	13,600	15,000	15,100	12,200	950	12	0.4	0	0.0
2010	24			C	13,600	15,000	15,100	12,200	950	19	0.6	1	0.0
2011	24			C	13,600	15,000	15,100	12,200	1,100	24	0.7	1	0.0
2012	24			C	13,600	15,000	14,700	12,200	1,100	27	0.8	1	0.0
2013	24			UC	13,800	13,800	13,900	13,100	1,800	22	0.7	2	0.1
2014	24			UC	13,900	13,900	13,400	13,200	1,800	27	0.8	0	0.0
2015	24			UC	14,000	14,000	13,500	13,300	1,800	19	0.6	3	0.1
2016	24			UC	14,100	14,100	13,600	13,400	1,850	16	0.5	0	0.0
2017	24			UC	15,100	15,000	15,100	14,500	1,950	21	0.6	2	0.1
2018	24			UC	15,400	15,300	15,500	14,800	2,000	25	0.7	3	0.1
2019	24			UC	15,600	15,400	15,600	15,000	2,050	17	0.5	0	0.0
2021	24			UC	16,100	16,100	16,300	15,500	2,100	10	0.3	0	0.0
1988	24	BRANT RD 144 WATERLOO RD 44 LOCKIE RD (E)	4.8	C	10,300	11,400	11,400	9,250	1,350	24	1.3	4	0.2
1989	24			C	10,600	11,800	11,900	9,550	1,400	34	1.8	2	0.1
1990	24			C	11,300	12,500	12,500	10,200	1,450	17	0.9	1	0.1
1991	24			C	10,100	11,100	11,200	9,200	1,300	19	1.1	2	0.1
1992	24			C	10,300	11,100	11,400	9,500	1,350	20	1.1	1	0.1
1993	24			C	10,500	11,400	11,600	9,650	1,350	19	1.0	2	0.1
1994	24			UC	10,500	11,100	12,000	9,750	1,150	21	1.1	0	0.0
1995	24			UC	11,500	12,100	13,100	10,700	1,250	17	0.8	0	0.0
1996	24			UC	11,900	12,600	13,900	11,300	1,300	18	0.9	2	0.1
1997	24			IC	12,200	13,700	13,800	10,700	1,200	13	0.6	1	0.0
1998	24			IC	12,500	14,000	14,000	11,100	1,250	16	0.7	1	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1999	24			IC	12,700	14,200	14,200	11,300	1,250	18	0.8	1	0.0
2000	24			IC	13,300	14,900	14,900	11,800	1,350	11	0.5	4	0.2
2001	24			IC	13,400	15,000	15,100	11,800	1,350	12	0.5	0	0.0
2002	24			IC	14,100	15,700	15,800	12,400	1,400	26	1.1	1	0.0
2003	24			IC	14,100	15,700	15,900	12,500	1,400	16	0.6	2	0.1
2004	24			IC	14,200	15,900	16,000	12,600	1,400	13	0.5	1	0.0
2005	24			IC	14,500	16,100	16,300	12,800	1,450	16	0.6	0	0.0
2006	24			IC	14,700	16,300	16,500	13,000	1,450	14	0.5	0	0.0
2007	24			IC	14,900	16,600	17,100	13,200	1,500	28	1.1	4	0.2
2008	24			IC	15,000	16,600	16,100	13,200	1,500	20	0.8	2	0.1
2009	24			IC	15,300	17,000	17,100	13,600	1,200	16	0.6	0	0.0
2010	24			IC	15,300	16,900	17,100	13,600	1,200	12	0.4	3	0.1
2011	24			IC	14,400	15,800	16,400	12,900	1,150	15	0.6	0	0.0
2012	24			IC	14,400	16,000	15,500	12,800	1,000	20	0.8	0	0.0
2013	24			UC	14,600	14,600	14,700	13,900	2,250	16	0.6	1	0.0
2014	24			UC	15,800	15,900	15,200	15,000	2,400	20	0.7	3	0.1
2015	24			UC	15,800	15,900	15,200	15,000	1,150	17	0.6	3	0.1
2016	24			UC	16,000	16,100	15,400	15,200	1,200	15	0.5	1	0.0
2017	24			UC	16,400	16,300	16,500	15,700	1,200	13	0.5	2	0.1
2018	24			UC	16,600	16,500	16,700	15,900	1,250	16	0.6	1	0.0
2019	24			UC	16,800	16,600	16,800	16,200	1,250	19	0.6	0	0.0
2021	24			UC	17,200	17,200	17,500	16,600	1,200	20	0.7	1	0.0
2021	24	END OF HWY											
2021	26	HWY 11 & S JCT HWY 27 START OF NA	3.7										
1988	26	BARRIE TO SIMCOE GREY	3.5	CR	13,400	17,200	16,100	11,100	540	21	1.2	2	0.1
1989	26			CR	14,700	18,800	17,500	12,300	590	35	1.9	3	0.2
1990	26			IC	16,000	18,200	17,900	14,200	640	27	1.3	1	0.0
1991	26			IC	16,600	18,800	18,400	14,800	830	27	1.3	1	0.0
1992	26			IC	16,900	18,800	18,600	15,400	840	28	1.3	2	0.1
1993	26			IC	17,400	19,700	19,500	15,500	870	22	1.0	1	0.0
1994	26			IC	17,500	19,600	19,600	15,600	1,050	23	1.0	1	0.0
1995	26			IC	18,100	20,300	20,400	16,200	1,100	15	0.6	0	0.0
1996	26			CR	18,100	22,400	21,200	15,500	1,100	13	0.6	1	0.0
1997	26			CR	18,200	22,600	21,500	15,500	730	16	0.7	0	0.0
1998	26			CR	18,500	22,800	21,600	15,700	740	16	0.7	1	0.0
1999	26			CR	18,800	23,100	22,000	16,000	750	9	0.4	0	0.0
2000	26			CR	19,000	23,400	22,200	16,200	760	16	0.7	1	0.0
2001	26			CR	19,200	23,600	22,500	16,200	770	11	0.4	1	0.0
2002	26			CR	19,400	23,800	22,800	16,300	780	13	0.5	0	0.0
2003	26			CR	19,600	23,900	22,900	16,600	780	9	0.4	0	0.0
2004	26			CR	19,900	24,500	23,300	16,800	800	22	0.9	1	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2005	26			CR	12,900	15,700	15,000	10,900	1,050	15	0.9	0	0.0
2006	26			CR	20,300	24,600	23,600	17,100	1,600	14	0.5	0	0.0
2007	26			CR	20,500	24,800	24,800	17,300	1,650	12	0.5	1	0.0
2008	26			CR	20,800	25,200	25,000	17,500	1,650	12	0.5	0	0.0
2009	26			CR	21,000	25,200	24,400	17,800	1,700	18	0.7	0	0.0
2010	26			CR	21,200	25,400	24,500	17,900	1,700	27	1.0	0	0.0
2011	26			CR	20,900	24,300	24,600	18,600	1,650	8	0.3	1	0.0
2012	26			CR	20,800	24,900	24,500	17,600	1,650	15	0.6	1	0.0
2013	26			CR	21,000	25,200	25,800	17,800	1,700	16	0.6	1	0.0
2014	26			CTR	20,900	25,500	25,700	17,800	1,650	8	0.3	1	0.0
2015	26			CTR	21,300	26,000	26,200	18,100	1,700	15	0.6	0	0.0
2016	26			CTR	21,500	26,200	26,400	18,300	1,700	16	0.6	1	0.0
2017	26			CTR	21,600	28,900	28,700	17,600	1,750	16	0.6	1	0.0
2018	26			CTR	21,800	29,100	29,000	17,800	1,750	17	0.6	1	0.0
2019	26			CTR	22,000	29,300	29,200	17,900	1,750	7	0.2	0	0.0
2021	26			CTR	22,300	29,100	28,900	18,200	1,800	5	0.2	1	0.0
1988	26	SIMCOE RD 27 (N) SPENCE AVE (S)	11.6	CR	4,700	6,000	5,650	3,900	190	18	0.9	1	0.1
1989	26			CR	4,800	6,150	5,700	4,050	190	24	1.2	0	0.0
1990	26			IC	4,900	5,600	5,500	4,350	200	26	1.3	2	0.1
1991	26			IC	5,000	5,650	5,550	4,450	250	20	0.9	3	0.1
1992	26			IC	5,100	5,650	5,600	4,650	260	23	1.1	0	0.0
1993	26			IC	5,500	6,200	6,150	4,900	280	25	1.1	0	0.0
1994	26			IC	5,400	6,050	6,050	4,800	320	21	0.9	0	0.0
1995	26			IC	5,500	6,150	6,200	4,950	330	32	1.4	0	0.0
1996	26			IC	5,600	6,300	6,300	5,000	340	17	0.7	1	0.0
1997	26			IC	5,650	6,350	6,400	4,950	340	29	1.2	0	0.0
1998	26			IC	5,700	6,400	6,400	5,050	340	16	0.7	0	0.0
1999	26			IC	5,750	6,450	6,450	5,100	230	13	0.5	0	0.0
2000	26			IC	6,200	6,950	6,950	5,500	250	13	0.5	1	0.0
2001	26			IC	6,350	7,100	7,150	5,600	250	24	0.9	2	0.1
2002	26			IC	6,500	7,250	7,300	5,750	320	19	0.7	0	0.0
2003	26			IC	6,650	7,400	7,500	5,900	330	24	0.9	2	0.1
2004	26			IC	6,800	7,600	7,650	6,000	340	24	0.8	0	0.0
2005	26			IC	6,950	7,750	7,800	6,150	760	39	1.3	2	0.1
2006	26			IC	7,300	8,100	8,200	6,450	800	22	0.7	0	0.0
2007	26			IC	7,150	7,950	8,200	6,300	500	31	1.0	2	0.1
2008	26			IC	7,300	8,100	7,850	6,450	440	21	0.7	1	0.0
2009	26			IC	7,400	8,200	8,300	6,600	440	25	0.8	2	0.1
2010	26			IC	7,250	8,000	8,100	6,450	440	19	0.6	1	0.0
2011	26			IC	7,700	8,450	8,800	6,900	460	34	1.0	2	0.1
2012	26			C	6,750	7,450	7,300	6,100	400	27	0.9	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2013	26			C	7,750	8,550	8,450	7,000	460	26	0.8	0	0.0
2014	26			CTR	7,850	9,600	9,650	6,650	470	19	0.6	3	0.1
2015	26			CTR	8,000	9,750	9,850	6,800	480	26	0.8	1	0.0
2016	26			CTR	8,100	9,900	9,950	6,900	490	22	0.6	1	0.0
2017	26			CTR	8,250	11,000	11,000	6,700	500	21	0.6	1	0.0
2018	26			CTR	8,350	11,200	11,100	6,800	500	33	0.9	1	0.0
2019	26			CTR	8,500	11,300	11,300	6,900	510	19	0.5	2	0.1
2021	26			CTR	8,750	11,400	11,300	7,150	520	10	0.3	0	0.0
1988	26	SIMCOE RD 22 HORSESHOE VALLEY RD	13.2	CR	5,100	6,550	6,100	4,250	310	25	1.0	1	0.0
1989	26			CR	5,200	6,650	6,200	4,350	310	24	1.0	1	0.0
1990	26			IR	5,300	6,750	5,900	4,350	320	16	0.6	2	0.1
1991	26			IR	5,400	6,800	6,000	4,500	220	21	0.8	0	0.0
1992	26			IR	5,500	6,750	6,050	4,700	220	23	0.9	0	0.0
1993	26			IR	5,800	7,150	6,000	4,750	230	25	0.9	1	0.0
1994	26			IR	5,900	7,250	6,500	4,950	350	21	0.7	1	0.0
1995	26			IR	6,100	7,500	6,700	5,200	370	28	1.0	2	0.1
1996	26			IR	6,300	7,850	7,050	5,350	380	32	1.1	0	0.0
1997	26			IR	6,450	8,050	7,200	5,500	390	49	1.6	1	0.0
1998	26			IR	6,600	8,200	7,400	5,550	400	20	0.6	1	0.0
1999	26			IR	6,600	8,200	7,350	5,550	400	12	0.4	2	0.1
2000	26			IR	7,400	9,050	8,200	6,250	440	28	0.8	3	0.1
2001	26			IR	7,700	9,500	8,550	6,500	460	32	0.9	2	0.1
2002	26			IR	8,400	10,400	9,300	7,150	500	13	0.3	0	0.0
2003	26			IR	8,250	10,000	9,100	7,000	500	23	0.6	2	0.1
2004	26			IR	8,550	10,600	9,450	7,250	860	28	0.7	2	0.0
2005	26			IR	8,650	10,400	9,500	7,350	860	30	0.7	0	0.0
2006	26			IR	9,100	11,000	9,950	7,750	910	34	0.8	1	0.0
2007	26			IR	9,150	11,100	11,100	7,750	640	40	0.9	2	0.0
2008	26			IR	9,400	11,400	11,200	8,050	850	32	0.7	4	0.1
2009	26			IC	9,200	10,200	10,300	8,200	830	22	0.5	1	0.0
2010	26			IC	9,900	11,000	11,000	8,800	890	27	0.6	1	0.0
2011	26			IC	10,200	11,200	11,600	9,150	920	32	0.7	3	0.1
2012	26			IC	10,400	11,500	11,200	9,250	940	23	0.5	3	0.1
2013	26			C	10,700	11,800	11,600	9,650	960	45	0.9	2	0.0
2014	26			C	10,900	12,000	11,700	9,800	980	27	0.5	1	0.0
2015	26			C	11,200	12,300	12,000	10,100	1,000	31	0.6	2	0.0
2016	26			C	11,500	12,700	12,300	10,400	1,050	33	0.6	1	0.0
2017	26			C	11,700	12,800	12,800	10,600	1,050	49	0.9	1	0.0
2018	26			C	12,000	13,200	13,100	10,800	1,100	44	0.8	4	0.1
2019	26			C	12,200	13,300	13,300	11,000	1,100	41	0.7	4	0.1
2021	26			C	12,700	13,800	13,700	11,500	1,150	23	0.4	3	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1988	26	SIMCOE RD 10 SUNNIDALE CORS	4.1	CR	7,500	9,600	9,000	6,200	680	23	2.0	5	0.4
1989	26			CR	7,950	10,200	9,450	6,700	720	13	1.1	2	0.2
1990	26			CR	8,400	10,400	9,650	7,550	760	11	0.9	2	0.2
1991	26			CR	8,650	10,600	9,950	7,800	690	13	1.0	0	0.0
1992	26			CR	8,800	10,800	10,000	7,900	700	17	1.3	2	0.2
1993	26			IR	9,050	11,100	9,350	7,400	720	11	0.8	1	0.1
1994	26			IR	8,900	11,000	9,800	7,450	800	31	2.3	1	0.1
1995	26			IR	9,150	11,300	10,100	7,800	820	24	1.8	3	0.2
1996	26			CR	9,400	11,600	11,000	8,050	850	32	2.3	2	0.1
1997	26			IR	9,600	12,000	10,800	8,150	770	18	1.3	1	0.1
1998	26			IR	9,850	12,200	11,000	8,250	790	21	1.4	1	0.1
1999	26			CR	8,600	10,600	10,100	7,300	860	9	0.7	0	0.0
2000	26			CR	8,900	10,900	10,400	7,550	890	33	2.5	6	0.4
2001	26			CR	9,150	11,300	10,700	7,750	920	21	1.5	2	0.1
2002	26			IR	10,500	12,900	11,600	8,950	940	14	0.9	0	0.0
2003	26			IR	10,700	13,000	11,800	9,100	960	24	1.5	2	0.1
2004	26			IR	10,900	13,500	12,100	9,200	980	23	1.4	3	0.2
2005	26			CR	10,500	12,700	12,200	8,850	1,600	17	1.1	2	0.1
2006	26			IR	11,100	13,400	12,100	9,450	1,100	19	1.1	1	0.1
2007	26			IR	11,200	13,600	13,500	9,500	1,100	15	0.9	3	0.2
2008	26			IR	11,400	13,800	13,600	9,750	1,150	31	1.8	3	0.2
2009	26			IR	11,600	13,900	12,600	9,850	1,150	38	2.2	2	0.1
2010	26			IR	11,800	14,000	12,900	10,000	1,200	49	2.8	10	0.6
2011	26			IR	11,900	14,200	13,900	10,200	1,200	40	2.2	1	0.1
2012	26			IR	12,100	14,400	14,000	10,300	1,200	19	1.0	0	0.0
2013	26			CR	12,500	15,000	15,400	10,600	1,100	32	1.7	2	0.1
2014	26			CR	12,700	15,000	14,900	10,800	1,150	24	1.3	3	0.2
2015	26			CR	12,900	15,200	15,100	11,000	1,150	20	1.0	5	0.3
2016	26			CR	13,200	15,600	15,500	11,200	1,200	24	1.2	0	0.0
2017	26			CR	13,200	15,300	15,400	11,900	1,200	14	0.7	1	0.1
2018	26			CR	13,400	15,600	15,700	12,000	1,200	26	1.3	0	0.0
2019	26			CR	13,600	15,800	15,900	12,200	1,200	14	0.7	1	0.0
2021	26			CR	14,000	16,100	16,200	12,600	1,250	7	0.3	1	0.0
2016	26	W OF SIMCOE RD 10	1.6	CR	13,200	15,600	15,500	11,200	1,200	7	0.9	0	0.0
2017	26			CR	13,200	15,300	15,400	11,900	1,200	2	0.3	0	0.0
2018	26			CR	13,400	15,600	15,700	12,000	1,200	11	1.4	0	0.0
2019	26			CR	13,600	15,800	15,900	12,200	1,200	5	0.6	1	0.1
2021	26			CR	13,800	15,900	16,000	12,500	1,250	3	0.4	0	0.0
2021	26	MOWAT ST STAYNER START OF NA	2.6										
1988	26	80 M (W) OF WYANT END OF NA	2.8	CR	7,100	9,100	8,500	5,900	500	5	0.7	2	0.3
1989	26			CR	7,250	9,300	8,650	6,100	510	3	0.4	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1990	26			CR	7,400	9,200	8,500	6,650	520	8	1.0	0	0.0
1991	26			CR	7,600	9,350	8,750	6,850	530	4	0.5	0	0.0
1992	26			CR	7,800	9,600	8,900	7,000	550	7	0.9	0	0.0
1993	26			IR	8,000	9,850	8,250	6,550	560	8	1.0	0	0.0
1994	26			IR	8,050	9,900	8,850	6,750	560	8	1.0	0	0.0
1995	26			IR	8,250	10,200	9,100	7,050	580	4	0.5	2	0.2
1996	26			CR	8,450	10,400	9,900	7,200	590	6	0.7	0	0.0
1997	26			CR	8,650	10,700	10,200	7,350	520	10	1.1	0	0.0
1998	26			CR	8,850	10,900	10,400	7,500	530	5	0.5	0	0.0
1999	26			CR	8,650	10,600	10,100	7,350	690	7	0.8	0	0.0
2000	26			CR	9,000	11,100	10,500	7,650	720	8	0.9	1	0.1
2001	26			CR	9,100	11,200	10,700	7,700	730	7	0.7	1	0.1
2002	26			CR	9,250	11,400	10,800	7,800	740	13	1.4	0	0.0
2003	26			CR	9,700	11,800	11,400	8,200	780	6	0.6	0	0.0
2004	26			CR	9,850	12,100	11,600	8,300	790	10	1.0	0	0.0
2005	26			CR	10,200	12,400	11,900	8,600	820	5	0.5	0	0.0
2006	26			CR	10,400	12,600	12,100	8,800	830	10	0.9	1	0.1
2007	26			CR	10,800	13,100	13,100	9,100	860	25	2.2	1	0.1
2008	26			CR	10,700	13,000	12,800	9,000	860	7	0.6	0	0.0
2009	26			CR	10,900	13,100	12,600	9,250	870	8	0.7	0	0.0
2010	26			CR	11,100	13,300	12,800	9,400	890	11	1.0	0	0.0
2011	26			CR	11,300	13,200	13,300	10,100	900	7	0.6	0	0.0
2012	26			CR	11,500	13,800	13,600	9,700	920	8	0.7	0	0.0
2013	26			CR	11,700	14,000	14,400	9,900	940	6	0.5	0	0.0
2014	26			CTR	11,900	14,500	14,600	10,100	950	15	1.2	0	0.0
2015	26			CTR	12,100	14,800	14,900	10,300	970	10	0.8	0	0.0
2016	26			CTR	12,300	15,000	15,100	10,500	980	9	0.7	1	0.1
2017	26			CTR	12,500	16,700	16,600	10,200	1,000	10	0.8	1	0.1
2018	26			CTR	12,700	17,000	16,900	10,300	1,000	9	0.7	2	0.2
2019	26			CTR	12,900	17,200	17,100	10,500	1,050	10	0.8	1	0.1
2021	26			CTR	13,300	17,300	17,200	10,900	1,050	3	0.2	0	0.0
2012	26	START OF NEW HWY 26 BYPASS	1.2	UNCL	N/A	N/A	N/A	N/A	N/A	1	N/A	1	N/A
2013	26			UNCL	N/A	N/A	N/A	N/A	N/A	1	N/A	0	N/A
2014	26			UNCL	N/A	N/A	N/A	N/A	N/A	1	N/A	0	N/A
2015	26			UNCL	N/A	N/A	N/A	N/A	N/A	8	N/A	3	N/A
2016	26			UNCL	N/A	N/A	N/A	N/A	N/A	7	N/A	1	N/A
2017	26			UNCL	N/A	N/A	N/A	N/A	N/A	13	N/A	2	N/A
2018	26			UNCL	N/A	N/A	N/A	N/A	N/A	10	N/A	2	N/A
2019	26			UNCL	N/A	N/A	N/A	N/A	N/A	9	N/A	1	N/A
2021	26			UNCL	N/A	N/A	N/A	N/A	N/A	6	N/A	0	N/A
2012	26	MOSLEY ST (E) NOTTAWASAGA 33/34 SDRD (W) ROUNDABOUT	5.8	UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2013	26			UNCL	N/A	N/A	N/A	N/A	N/A	1	N/A	0	N/A
2014	26			UNCL	N/A	N/A	N/A	N/A	N/A	8	N/A	0	N/A
2015	26			UNCL	N/A	N/A	N/A	N/A	N/A	11	N/A	0	N/A
2016	26			UNCL	N/A	N/A	N/A	N/A	N/A	16	N/A	1	N/A
2017	26			UNCL	N/A	N/A	N/A	N/A	N/A	17	N/A	2	N/A
2018	26			UNCL	N/A	N/A	N/A	N/A	N/A	13	N/A	2	N/A
2019	26			UNCL	N/A	N/A	N/A	N/A	N/A	12	N/A	0	N/A
2021	26			UNCL	N/A	N/A	N/A	N/A	N/A	16	N/A	0	N/A
2012	26	POPLAR SDRD ROUNDABOUT	1.0	UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2013	26			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2014	26			UNCL	N/A	N/A	N/A	N/A	N/A	3	N/A	1	N/A
2015	26			UNCL	N/A	N/A	N/A	N/A	N/A	2	N/A	0	N/A
2016	26			UNCL	N/A	N/A	N/A	N/A	N/A	3	N/A	1	N/A
2017	26			UNCL	N/A	N/A	N/A	N/A	N/A	1	N/A	0	N/A
2018	26			UNCL	N/A	N/A	N/A	N/A	N/A	2	N/A	0	N/A
2019	26			CTR	10,500	14,000	13,900	8,550	0	1	0.3	2	0.5
2021	26			CTR	10,500	13,700	13,600	8,550	0	6	1.6	0	0.0
2021	26	6 TH LINE\OLD HWY 26 (HWY 7148) START OF NA	10.7										
1988	26	LONG POINT RD (N)/GREY RD 21 (S)	2.8	CR	6,700	8,600	8,050	5,550	540	10	1.5	0	0.0
1989	26			CR	7,000	8,950	8,350	5,900	560	11	1.5	2	0.3
1990	26			CR	7,350	9,100	8,450	6,600	590	7	0.9	0	0.0
1991	26			CR	7,550	9,300	8,700	6,800	600	9	1.2	0	0.0
1992	26			CR	7,700	9,450	8,800	6,950	620	9	1.1	0	0.0
1993	26			CTR	7,300	9,200	8,850	6,200	580	8	1.1	1	0.1
1994	26			CTR	7,200	9,200	8,800	6,050	580	3	0.4	0	0.0
1995	26			CTR	7,200	9,250	8,850	6,050	580	5	0.7	0	0.0
1996	26			IR	7,450	9,250	8,300	6,350	450	7	0.9	0	0.0
1997	26			CTR	7,500	9,600	9,200	6,300	450	3	0.4	0	0.0
1998	26			CTR	7,550	9,600	9,200	6,350	450	3	0.4	0	0.0
1999	26			CTR	7,600	9,600	9,200	6,400	380	7	0.9	0	0.0
2000	26			CTR	7,950	10,000	9,600	6,700	400	3	0.4	0	0.0
2001	26			CTR	8,100	10,200	9,800	6,850	400	6	0.7	0	0.0
2002	26			CTR	8,450	10,700	10,200	7,150	420	4	0.5	0	0.0
2003	26			CTR	8,650	10,800	10,300	7,350	430	3	0.3	0	0.0
2004	26			CTR	8,550	10,800	10,300	7,200	510	6	0.7	0	0.0
2005	26			CTR	8,550	10,600	10,200	7,250	510	0	0.0	0	0.0
2006	26			CTR	8,550	10,600	10,100	7,250	510	10	1.1	3	0.3
2007	26			CTR	8,750	10,800	10,700	7,400	520	8	0.9	0	0.0
2008	26			CR	8,550	10,300	10,300	7,200	510	4	0.5	0	0.0
2009	26			CR	8,950	10,700	10,400	7,600	540	9	1.0	0	0.0
2010	26			CR	8,900	10,700	10,300	7,550	530	3	0.3	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2011	26			CR	8,900	10,400	10,500	7,900	530	11	1.2	1	0.1
2012	26			CR	8,300	9,950	9,800	7,000	500	11	1.3	0	0.0
2013	26			CR	8,400	10,100	10,300	7,100	500	13	1.5	0	0.0
2014	26			CTR	8,500	10,400	10,500	7,200	670	14	1.6	1	0.1
2015	26			CTR	8,600	10,500	10,600	7,300	680	7	0.8	0	0.0
2016	26			CTR	8,700	10,600	10,700	7,400	690	8	0.9	0	0.0
2017	26			CTR	9,050	12,100	12,000	7,350	710	5	0.5	0	0.0
2018	26			CTR	9,150	12,200	12,200	7,450	720	8	0.9	0	0.0
2019	26			CTR	9,200	12,300	12,200	7,500	730	7	0.7	0	0.0
2021	26			CTR	9,350	12,200	12,100	7,650	750	4	0.4	1	0.1
1988	26	GREY RD 19 (S)	10.3	IC	5,750	6,650	6,500	5,050	460	20	0.9	2	0.1
1989	26			IC	6,150	7,050	6,950	5,450	490	23	1.0	2	0.1
1990	26			LT	6,550	9,550	9,150	4,800	660	16	0.6	1	0.0
1991	26			LT	6,750	9,450	9,100	5,000	680	24	0.9	0	0.0
1992	26			LT	6,900	9,600	9,300	5,300	690	11	0.4	3	0.1
1993	26			CTR	6,300	7,950	7,600	5,350	500	18	0.8	1	0.0
1994	26			CTR	6,300	8,050	7,700	5,300	500	17	0.7	2	0.1
1995	26			CTR	6,300	8,100	7,750	5,300	500	22	0.9	2	0.1
1996	26			CTR	6,400	8,200	7,900	5,350	320	27	1.1	0	0.0
1997	26			CTR	6,550	8,400	8,050	5,500	330	18	0.7	0	0.0
1998	26			CTR	6,650	8,450	8,100	5,600	330	24	1.0	0	0.0
1999	26			CTR	6,700	8,450	8,100	5,650	400	18	0.7	1	0.0
2000	26			CTR	7,100	8,950	8,600	5,950	430	18	0.7	0	0.0
2001	26			CTR	7,250	9,150	8,750	6,100	440	25	0.9	1	0.0
2002	26			CTR	7,450	9,400	9,000	6,300	450	19	0.7	0	0.0
2003	26			CTR	7,800	9,700	9,300	6,600	470	25	0.9	1	0.0
2004	26			CTR	7,850	9,900	9,500	6,600	550	22	0.7	3	0.1
2005	26			CTR	7,800	9,650	9,300	6,600	550	40	1.4	1	0.0
2006	26			CTR	7,950	9,850	9,450	6,750	560	25	0.8	1	0.0
2007	26			CTR	8,100	10,000	9,950	6,850	570	30	1.0	2	0.1
2008	26			CR	8,100	9,800	9,750	6,850	490	17	0.6	1	0.0
2009	26			CR	8,450	10,100	9,800	7,200	510	13	0.4	1	0.0
2010	26			CR	8,600	10,300	9,950	7,250	520	21	0.6	1	0.0
2011	26			CR	8,600	10,000	10,100	7,650	520	31	1.0	2	0.1
2012	26			CR	8,600	10,300	10,100	7,250	520	33	1.0	3	0.1
2013	26			CR	8,600	10,300	10,600	7,250	520	38	1.2	1	0.0
2014	26			CR	8,700	10,300	10,200	7,400	520	26	0.8	2	0.1
2015	26			CR	9,100	10,700	10,700	7,750	550	23	0.7	0	0.0
2016	26			CR	9,250	10,900	10,800	7,900	560	21	0.6	1	0.0
2017	26			CR	9,400	10,900	11,000	8,450	560	23	0.7	2	0.1
2018	26			CR	9,500	11,000	11,100	8,550	570	21	0.6	2	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2019	26			IR	9,650	11,700	11,700	8,200	580	22	0.6	1	0.0
2021	26			IR	9,900	11,900	11,800	8,450	590	6	0.2	0	0.0
2021	26	THORNBURY E LTS START OF NA	2.4										
1988	26	PEEL STREET CULVERT	9.9	IC	4,400	5,100	4,950	3,850	400	7	0.4	1	0.1
1989	26			IC	4,600	5,300	5,200	4,100	410	8	0.5	2	0.1
1990	26			LT	4,750	6,950	6,650	3,450	280	15	0.9	2	0.1
1991	26			LT	4,800	6,700	6,500	3,550	290	14	0.8	1	0.1
1992	26			LT	4,900	6,800	6,600	3,750	290	14	0.8	0	0.0
1993	26			LT	5,200	7,200	6,450	3,800	310	20	1.1	1	0.1
1994	26			LT	5,150	7,550	7,300	3,750	310	18	1.0	2	0.1
1995	26			LT	5,300	7,600	7,400	3,900	320	23	1.2	1	0.1
1996	26			LT	5,400	7,650	7,450	3,950	320	18	0.9	0	0.0
1997	26			LT	5,550	7,850	7,650	4,100	330	16	0.8	0	0.0
1998	26			LT	5,650	7,900	7,750	4,100	340	23	1.1	0	0.0
1999	26			LT	5,650	7,850	7,700	4,100	340	25	1.2	1	0.0
2000	26			LT	5,850	8,150	8,000	4,250	350	18	0.8	0	0.0
2001	26			LT	5,950	8,350	8,100	4,350	360	22	1.0	0	0.0
2002	26			LT	6,050	8,450	8,250	4,450	360	30	1.4	0	0.0
2003	26			LT	6,200	8,550	8,350	4,600	370	34	1.5	1	0.0
2004	26			LT	6,250	8,750	8,500	4,600	380	14	0.6	0	0.0
2005	26			LT	6,250	8,550	8,350	4,600	380	18	0.8	1	0.0
2006	26			LT	6,250	8,550	8,350	4,600	560	41	1.8	1	0.0
2007	26			LT	6,300	8,650	8,900	4,650	570	31	1.4	0	0.0
2008	26			UC	6,300	6,650	6,250	5,900	500	21	0.9	0	0.0
2009	26			UC	6,300	6,700	7,350	5,900	500	30	1.3	0	0.0
2010	26			UC	6,300	6,650	7,350	5,900	320	32	1.4	1	0.0
2011	26			UC	6,300	6,300	6,550	6,000	320	21	0.9	0	0.0
2012	26			UC	6,350	6,400	6,800	6,050	480	25	1.1	2	0.1
2013	26			UC	6,400	6,400	6,450	6,050	490	17	0.7	0	0.0
2014	26			UC	6,900	6,900	6,650	6,550	600	34	1.4	0	0.0
2015	26			UC	6,750	6,750	6,500	6,400	590	22	0.9	2	0.1
2016	26			UC	6,800	6,800	6,550	6,450	590	21	0.9	0	0.0
2017	26			UC	6,900	6,850	6,900	6,600	600	39	1.6	2	0.1
2018	26			UC	6,950	6,900	7,000	6,650	600	21	0.8	1	0.0
2019	26			UC	7,000	6,900	7,000	6,750	630	13	0.5	1	0.0
2021	26			UC	7,150	7,150	7,250	6,900	640	11	0.4	0	0.0
2021	26	MEAFORD E LTS START OF NA	3.4										
1988	26	FORMER TWN OF MEAFORD W LTS END OF NA	25.1	IC	3,850	4,450	4,350	3,400	380	31	0.9	3	0.1
1989	26			IC	3,950	4,550	4,450	3,500	400	41	1.1	7	0.2
1990	26			LT	4,100	6,000	5,750	3,000	410	35	0.9	5	0.1
1991	26			LT	4,200	5,900	5,650	3,100	420	43	1.1	4	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1992	26			LT	4,350	6,050	5,850	3,350	440	39	1.0	3	0.1
1993	26			C	4,550	4,950	5,050	4,200	500	42	1.0	2	0.0
1994	26			C	4,500	4,950	5,000	4,050	500	32	0.8	6	0.1
1995	26			C	4,650	5,100	5,200	4,250	510	43	1.0	4	0.1
1996	26			LT	4,550	6,400	6,250	3,350	320	39	0.9	2	0.0
1997	26			LT	4,850	6,850	6,700	3,600	340	43	1.0	7	0.2
1998	26			LT	5,000	7,000	6,850	3,650	350	33	0.7	1	0.0
1999	26			LT	4,950	6,900	6,750	3,600	400	27	0.6	3	0.1
2000	26			LT	5,000	6,950	6,800	3,650	400	38	0.8	1	0.0
2001	26			LT	5,100	7,150	6,950	3,750	410	34	0.7	1	0.0
2002	26			LT	5,200	7,250	7,100	3,800	420	39	0.8	0	0.0
2003	26			LT	5,150	7,100	6,950	3,800	360	41	0.9	4	0.1
2004	26			LT	5,100	7,150	6,950	3,750	360	45	1.0	5	0.1
2005	26			LT	6,050	8,300	8,100	4,450	420	50	0.9	6	0.1
2006	26			LT	5,300	7,250	7,050	3,900	580	24	0.5	3	0.1
2007	26			LT	5,350	7,350	7,550	3,950	590	20	0.4	1	0.0
2008	26			LT	5,400	7,400	7,100	4,000	540	17	0.3	2	0.0
2009	26			LT	5,450	7,350	7,200	4,050	540	29	0.6	1	0.0
2010	26			IC	4,950	5,500	5,500	4,400	500	27	0.6	1	0.0
2011	26			IC	4,950	5,450	5,650	4,450	500	27	0.6	1	0.0
2012	26			IC	4,950	5,500	5,300	4,400	510	23	0.5	1	0.0
2013	26			IC	5,000	5,550	5,500	4,450	520	29	0.6	1	0.0
2014	26			IC	4,850	5,350	5,350	4,300	440	24	0.5	1	0.0
2015	26			IC	5,300	5,850	5,850	4,700	480	21	0.4	2	0.0
2016	26			IC	5,300	5,850	5,850	4,700	480	31	0.6	0	0.0
2017	26			IC	5,350	5,850	5,900	4,850	490	27	0.6	4	0.1
2018	26			IC	5,350	5,900	5,900	4,850	490	20	0.4	1	0.0
2019	26			IR	5,400	6,550	6,550	4,600	490	45	0.9	3	0.1
2021	26			IR	5,400	6,450	6,450	4,600	490	25	0.5	2	0.0
2021	26	14TH AVE E START OF NA	1.7										
2021	26	HWY 6/10/21 END OF NA END OF HWY											
1988	27	HWY 427/401 RAMPS	0.6	UC	34,900	36,600	39,400	32,800	1,750	5	0.7	1	0.1
1989	27			UC	35,500	37,300	40,100	33,700	1,800	33	4.2	4	0.5
1990	27			UC	35,900	38,400	41,600	34,100	1,800	31	3.9	2	0.3
1991	27			UC	36,600	38,800	42,100	35,500	1,850	19	2.4	2	0.2
1992	27			UC	43,200	45,800	49,700	41,500	2,150	32	3.4	2	0.2
1993	27			UC	35,300	37,200	40,100	33,100	1,750	24	3.1	3	0.4
1994	27			UC	35,300	37,400	40,400	32,800	1,750	39	5.0	7	0.9
1995	27			UC	38,100	40,200	43,600	35,500	1,900	22	2.6	2	0.2
1996	27			UC	38,400	40,600	44,900	36,500	1,900	31	3.7	3	0.4
1997	27			UC	38,800	40,700	45,400	36,500	1,950	15	1.8	3	0.4

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1998	27			UC	39,200	41,600	45,900	37,200	1,950	12	1.4	0	0.0
1999	27			UC	39,600	42,000	46,300	37,600	2,000	3	0.3	0	0.0
2000	27			UC	39,900	42,300	47,100	37,500	2,000	4	0.5	0	0.0
2001	27			UC	40,300	43,200	47,400	37,900	2,000	0	0.0	0	0.0
2002	27			UC	40,700	43,400	47,900	38,100	2,050	0	0.0	0	0.0
2003	27			UC	41,100	43,400	48,100	38,800	2,050	0	0.0	0	0.0
2004	27			UC	41,400	44,300	48,700	38,900	2,050	0	0.0	0	0.0
2005	27			UC	41,800	44,200	48,900	39,200	2,100	0	0.0	0	0.0
2006	27			UC	42,600	45,000	49,800	40,100	2,150	0	0.0	0	0.0
2007	27			UC	43,100	45,700	49,900	40,400	2,150	2	0.2	0	0.0
2008	27			UC	43,500	46,000	43,100	40,700	2,200	3	0.3	0	0.0
2009	27			UC	44,000	46,600	51,500	41,400	2,200	0	0.0	0	0.0
2010	27			UC	44,500	47,000	51,800	41,800	2,200	3	0.3	0	0.0
2011	27			UC	44,900	45,000	46,600	42,600	2,250	0	0.0	0	0.0
2012	27			UC	45,400	45,700	48,600	43,100	2,250	0	0.0	0	0.0
2013	27			UC	45,900	46,000	46,200	43,600	2,300	3	0.3	0	0.0
2014	27			UC	46,300	46,400	44,500	43,900	2,300	4	0.4	1	0.1
2015	27			UC	46,800	47,000	45,000	44,400	2,350	10	1.0	3	0.3
2016	27			UC	47,300	47,500	45,500	44,900	2,350	10	1.0	1	0.1
2017	27			UC	47,700	47,400	47,800	45,700	2,400	12	1.1	1	0.1
2018	27			UC	48,200	47,800	48,600	46,300	2,400	6	0.6	4	0.4
2019	27			UC	48,700	48,000	48,700	46,900	2,450	6	0.6	1	0.1
2021	27			UC	49,600	49,700	50,400	47,800	2,500	4	0.4	0	0.0
1988	27	EGLINTON AV IC	1.1	UC	34,900	36,600	39,400	32,800	1,750	3	0.2	0	0.0
1989	27			UC	35,500	37,300	40,100	33,700	1,800	13	0.9	1	0.1
1990	27			UC	35,900	38,400	41,600	34,100	1,800	14	1.0	1	0.1
1991	27			UC	36,600	38,800	42,100	35,500	1,850	9	0.6	0	0.0
1992	27			UC	35,300	37,400	40,600	33,900	1,750	12	0.8	1	0.1
1993	27			UC	35,300	37,200	40,100	33,100	1,750	11	0.8	3	0.2
1994	27			UC	35,300	37,400	40,400	32,800	1,750	4	0.3	1	0.1
1995	27			UC	38,100	40,200	43,600	35,500	1,900	10	0.7	1	0.1
1996	27			UC	38,400	40,600	44,900	36,500	1,900	1	0.1	0	0.0
1997	27			UC	38,800	40,700	45,400	36,500	1,950	5	0.3	0	0.0
1998	27			UC	39,200	41,600	45,900	37,200	1,950	0	0.0	0	0.0
1999	27			UC	39,600	42,000	46,300	37,600	2,000	0	0.0	0	0.0
2000	27			UC	39,900	42,300	47,100	37,500	2,000	1	0.1	0	0.0
2001	27			UC	40,300	43,200	47,400	37,900	2,000	0	0.0	0	0.0
2002	27			UC	40,700	43,400	47,900	38,100	2,050	0	0.0	0	0.0
2003	27			UC	41,100	43,400	48,100	38,800	2,050	0	0.0	0	0.0
2004	27			UC	35,900	38,500	42,200	33,700	1,800	0	0.0	0	0.0
2005	27			UC	34,200	36,200	40,000	32,100	1,700	0	0.0	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2006	27			UC	32,400	34,300	37,900	30,500	1,600	1	0.1	0	0.0
2007	27			UC	31,100	33,000	36,000	29,200	1,550	1	0.1	0	0.0
2008	27			UC	28,800	30,400	28,600	26,900	1,450	1	0.1	0	0.0
2009	27			UC	28,000	29,700	32,800	26,300	1,400	0	0.0	0	0.0
2010	27			UC	28,000	29,600	32,600	26,300	1,400	0	0.0	0	0.0
2011	27			UC	29,800	29,900	30,900	28,300	1,500	3	0.3	0	0.0
2012	27			UC	29,100	29,300	31,200	27,600	1,450	3	0.3	0	0.0
2013	27			UC	28,400	28,500	28,600	27,000	1,400	3	0.3	0	0.0
2014	27			UC	27,700	27,800	26,600	26,300	1,400	7	0.6	1	0.1
2015	27			UC	30,000	30,100	28,900	28,500	1,500	4	0.3	1	0.1
2016	27			UC	35,700	35,800	34,300	33,900	1,800	8	0.6	1	0.1
2017	27			UC	27,800	27,600	27,900	26,600	1,400	5	0.4	0	0.0
2018	27			UC	27,300	27,100	27,500	26,200	1,350	13	1.2	3	0.3
2019	27			UC	26,700	26,300	26,700	25,700	2,650	6	0.6	0	0.0
2021	27			UC	25,600	25,700	26,000	24,700	2,550	0	0.0	0	0.0
2021	27	1.1 KM S OF DIXON RD UP IC START OF NA	1.2										
2021	27	DIXION RD END OF NA END OF HWY											
1988	28	HWY 7	6.5	LR	3,000	5,300	3,800	1,850	240	7	1.0	1	0.1
1989	28			LR	3,100	5,250	4,050	2,050	250	13	1.8	2	0.3
1990	28			LR	3,350	5,850	4,650	2,100	270	14	1.8	2	0.3
1991	28			LR	3,450	6,050	4,800	2,150	280	5	0.6	1	0.1
1992	28			LR	3,100	5,000	4,000	2,050	250	9	1.2	1	0.1
1993	28			LR	3,100	5,000	4,000	2,050	250	11	1.5	0	0.0
1994	28			LR	3,100	5,100	4,100	2,050	250	8	1.1	2	0.3
1995	28			LR	3,150	5,300	4,300	2,050	250	7	0.9	0	0.0
1996	28			LR	3,200	5,350	4,300	2,150	260	10	1.3	0	0.0
1997	28			LR	3,700	6,200	5,000	2,500	370	6	0.7	2	0.2
1998	28			LR	3,800	6,250	5,050	2,500	380	2	0.2	0	0.0
1999	28			LR	3,800	6,250	5,000	2,500	380	6	0.7	0	0.0
2000	28			LR	3,900	6,300	5,100	2,600	390	5	0.5	0	0.0
2001	28			LR	4,050	6,650	5,300	2,700	400	3	0.3	0	0.0
2002	28			LR	4,100	6,700	5,350	2,800	410	8	0.8	2	0.2
2003	28			LR	4,350	6,900	5,550	2,950	440	7	0.7	1	0.1
2004	28			LR	4,400	7,200	5,750	2,950	440	6	0.6	0	0.0
2005	28			LR	4,600	7,200	5,800	3,150	460	7	0.6	1	0.1
2006	28			LR	4,650	7,250	5,800	3,150	460	7	0.6	1	0.1
2007	28			LR	4,750	7,450	7,150	3,200	480	7	0.6	0	0.0
2008	28			IR	4,800	5,800	5,700	4,100	140	8	0.7	0	0.0
2009	28			IR	5,050	6,050	5,500	4,300	150	1	0.1	0	0.0
2010	28			IR	5,150	6,150	5,600	4,400	150	7	0.6	1	0.1
2011	28			IR	4,700	5,600	5,500	4,000	140	4	0.4	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2012	28			IR	5,300	6,300	6,150	4,550	160	5	0.4	0	0.0
2013	28			IR	5,400	6,450	6,900	4,600	160	10	0.8	0	0.0
2014	28			IR	5,500	6,550	6,550	4,700	160	6	0.5	1	0.1
2015	28			IR	5,650	6,750	6,750	4,800	170	7	0.5	0	0.0
2016	28			IR	5,750	6,850	6,850	4,900	170	8	0.6	1	0.1
2017	28			IR	5,850	7,100	7,050	5,000	180	13	0.9	1	0.1
2018	28			IR	6,000	7,300	7,250	5,100	180	6	0.4	0	0.0
2019	28			IR	6,100	7,400	7,400	5,200	180	11	0.8	1	0.1
2021	28			IR	6,350	7,600	7,600	5,400	190	3	0.2	0	0.0
1988	28	PETERBOROUGH RD 4	9.6	LR	3,200	5,650	4,050	2,000	220	14	1.2	0	0.0
1989	28			LR	3,300	5,600	4,300	2,200	230	8	0.7	0	0.0
1990	28			LR	3,550	6,200	4,950	2,250	250	8	0.6	0	0.0
1991	28			LR	3,650	6,400	5,050	2,300	400	9	0.7	0	0.0
1992	28			LR	3,700	5,950	4,750	2,450	330	5	0.4	0	0.0
1993	28			LR	3,700	5,950	4,750	2,400	330	5	0.4	1	0.1
1994	28			LR	3,700	6,100	4,900	2,400	330	10	0.8	0	0.0
1995	28			LR	3,700	6,200	5,050	2,450	330	9	0.7	0	0.0
1996	28			LR	3,750	6,300	5,050	2,500	340	6	0.5	0	0.0
1997	28			LR	4,300	7,200	5,800	2,900	390	10	0.7	0	0.0
1998	28			LR	4,450	7,350	5,900	2,950	400	5	0.3	1	0.1
1999	28			LR	4,600	7,550	6,050	3,050	410	9	0.6	0	0.0
2000	28			LR	4,850	7,850	6,350	3,250	440	7	0.4	0	0.0
2001	28			LR	5,050	8,250	6,600	3,400	660	5	0.3	0	0.0
2002	28			LR	5,250	8,550	6,850	3,550	630	8	0.4	1	0.1
2003	28			LR	5,450	8,600	6,950	3,700	650	4	0.2	0	0.0
2004	28			LR	5,200	8,500	6,800	3,500	620	9	0.5	1	0.1
2005	28			LR	5,000	7,800	6,300	3,400	450	7	0.4	0	0.0
2006	28			LR	5,150	8,000	6,450	3,500	460	11	0.6	0	0.0
2007	28			LR	5,300	8,300	7,950	3,550	480	5	0.3	0	0.0
2008	28			LR	5,350	8,350	8,150	3,650	480	10	0.5	1	0.1
2009	28			LR	5,550	8,450	6,900	3,750	500	11	0.6	1	0.1
2010	28			LR	5,850	8,750	7,150	3,950	530	3	0.1	0	0.0
2011	28			LR	5,400	8,350	7,850	3,800	490	7	0.4	0	0.0
2012	28			LR	5,600	8,350	8,150	3,850	500	6	0.3	0	0.0
2013	28			LR	6,000	9,000	10,200	4,050	540	12	0.6	0	0.0
2014	28			LR	6,100	9,150	9,300	4,150	550	7	0.3	0	0.0
2015	28			LR	6,200	9,300	9,450	4,200	560	7	0.3	0	0.0
2016	28			LR	6,300	9,450	9,600	4,250	570	8	0.4	0	0.0
2017	28			LR	6,400	10,700	10,400	4,350	580	12	0.5	0	0.0
2018	28			LR	6,500	10,800	10,500	4,450	580	7	0.3	1	0.0
2019	28			LR	6,600	11,100	10,700	4,500	590	8	0.3	1	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2021	28			LR	6,850	11,000	10,700	4,700	620	10	0.4	0	0.0
1988	28	PETERBOROUGH RD 6 (E)	4.8	LR	4,900	8,650	6,150	3,050	200	17	2.0	1	0.1
1989	28			LR	5,100	8,600	6,650	3,350	200	13	1.4	1	0.1
1990	28			LR	5,300	9,300	7,350	3,350	210	11	1.2	0	0.0
1991	28			LR	5,300	9,350	7,350	3,350	210	7	0.7	0	0.0
1992	28			LR	5,300	8,550	6,850	3,500	210	12	1.3	0	0.0
1993	28			LR	5,300	8,550	6,800	3,450	210	7	0.7	1	0.1
1994	28			LR	5,300	8,700	7,000	3,450	210	12	1.3	2	0.2
1995	28			LR	5,300	8,900	7,200	3,500	260	14	1.5	0	0.0
1996	28			LR	5,300	8,850	7,100	3,550	260	6	0.6	0	0.0
1997	28			LR	5,400	9,050	7,300	3,600	270	5	0.5	0	0.0
1998	28			LR	5,500	9,100	7,300	3,650	280	9	0.9	0	0.0
1999	28			LR	6,050	9,900	8,000	4,000	300	6	0.6	0	0.0
2000	28			LR	6,200	10,000	8,100	4,150	370	10	0.9	0	0.0
2001	28			LR	6,150	10,100	8,000	4,100	490	6	0.6	0	0.0
2002	28			LR	6,500	10,600	8,450	4,400	390	8	0.7	0	0.0
2003	28			LR	6,500	10,300	8,250	4,400	390	12	1.0	1	0.1
2004	28			LR	6,500	10,600	8,450	4,350	390	9	0.8	0	0.0
2005	28			LR	6,800	10,600	8,550	4,650	410	7	0.6	0	0.0
2006	28			LR	6,750	10,500	8,450	4,550	400	3	0.3	0	0.0
2007	28			LR	6,850	10,700	10,300	4,600	410	2	0.2	1	0.1
2008	28			LR	6,650	10,400	10,100	4,550	600	8	0.7	0	0.0
2009	28			LR	7,150	10,900	8,850	4,850	640	1	0.1	0	0.0
2010	28			LR	7,250	10,900	8,850	4,900	650	8	0.6	1	0.1
2011	28			LR	5,900	9,150	8,550	4,150	530	7	0.7	1	0.1
2012	28			LR	6,900	10,300	10,000	4,750	620	6	0.5	0	0.0
2013	28			LR	7,250	10,900	12,400	4,900	650	1	0.1	0	0.0
2014	28			LR	7,300	10,900	11,100	4,950	530	1	0.1	0	0.0
2015	28			LR	7,400	11,100	11,300	5,000	530	4	0.3	0	0.0
2016	28			LR	7,500	11,200	11,400	5,100	540	6	0.5	0	0.0
2017	28			LR	7,600	12,700	12,300	5,200	550	9	0.7	2	0.1
2018	28			LR	7,700	12,800	12,500	5,300	550	9	0.7	0	0.0
2019	28			LR	7,800	13,100	12,700	5,350	560	5	0.4	0	0.0
2021	28			LR	8,000	12,900	12,500	5,450	560	4	0.3	0	0.0
1988	28	CTY RD 20 YOUNG'S POINT (W) NATHAWAY DR (E)	9.9	LR	4,300	7,600	5,400	2,650	170	27	1.7	1	0.1
1989	28			LR	4,400	7,450	5,700	2,900	180	12	0.8	0	0.0
1990	28			LR	4,550	7,950	6,300	2,850	180	17	1.0	0	0.0
1991	28			LR	4,550	8,000	6,300	2,850	180	10	0.6	1	0.1
1992	28			LR	4,500	7,250	5,800	2,950	180	24	1.5	1	0.1
1993	28			LR	4,550	7,350	5,850	2,950	180	18	1.1	1	0.1
1994	28			LR	4,250	7,000	5,600	2,800	170	21	1.4	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1995	28			LR	4,250	7,150	5,800	2,800	170	14	0.9	0	0.0
1996	28			LR	4,250	7,100	5,700	2,850	300	18	1.2	0	0.0
1997	28			LR	4,350	7,300	5,850	2,900	300	12	0.8	1	0.1
1998	28			LR	4,450	7,350	5,900	2,950	310	15	0.9	1	0.1
1999	28			LR	4,950	8,100	6,550	3,250	350	19	1.1	0	0.0
2000	28			LR	5,050	8,200	6,600	3,350	300	16	0.9	2	0.1
2001	28			LR	4,800	7,850	6,250	3,200	430	8	0.5	0	0.0
2002	28			LR	5,400	8,800	7,050	3,650	320	19	1.0	0	0.0
2003	28			LR	5,250	8,300	6,700	3,550	260	18	1.0	1	0.1
2004	28			LR	5,300	8,650	6,900	3,550	260	11	0.6	1	0.1
2005	28			LR	5,500	8,600	6,950	3,750	280	8	0.4	1	0.1
2006	28			LR	5,550	8,650	6,950	3,750	280	14	0.7	0	0.0
2007	28			LR	5,650	8,850	8,500	3,800	280	16	0.8	0	0.0
2008	28			LR	5,550	8,650	8,450	3,800	170	20	1.0	0	0.0
2009	28			LR	5,900	8,950	7,300	4,000	180	20	0.9	1	0.0
2010	28			LR	6,000	9,000	7,350	4,050	180	25	1.2	0	0.0
2011	28			LR	6,100	9,450	8,850	4,250	180	16	0.7	0	0.0
2012	28			LR	6,000	8,950	8,700	4,100	180	17	0.8	1	0.0
2013	28			LR	6,300	9,450	10,800	4,250	190	13	0.6	0	0.0
2014	28			LR	6,450	9,650	9,800	4,350	600	17	0.7	0	0.0
2015	28			LR	6,550	9,800	9,950	4,450	610	9	0.4	0	0.0
2016	28			LR	6,650	9,950	10,100	4,500	620	17	0.7	1	0.0
2017	28			LR	6,750	11,300	10,900	4,600	630	11	0.5	0	0.0
2018	28			LR	6,850	11,400	11,100	4,700	640	16	0.6	1	0.0
2019	28			LR	7,000	11,700	11,400	4,800	650	14	0.6	1	0.0
2021	28			LR	7,200	11,600	11,300	4,900	650	5	0.2	1	0.0
1988	28	PETERBOROUGH CTY RD 36 (W)	26.8	LR	2,800	4,950	3,550	1,750	220	43	1.6	4	0.1
1989	28			LR	2,900	4,900	3,750	1,900	230	50	1.8	1	0.0
1990	28			LR	3,000	5,250	4,150	1,900	240	33	1.1	2	0.1
1991	28			LR	3,050	5,350	4,250	1,900	240	33	1.1	1	0.0
1992	28			LR	3,200	5,150	4,150	2,100	260	43	1.4	0	0.0
1993	28			LR	3,200	5,150	4,100	2,100	260	41	1.3	1	0.0
1994	28			LR	3,300	5,400	4,350	2,150	260	36	1.1	0	0.0
1995	28			LR	3,400	5,700	4,600	2,250	410	21	0.6	1	0.0
1996	28			LR	3,500	5,850	4,700	2,350	420	37	1.1	4	0.1
1997	28			LR	3,600	6,050	4,850	2,400	430	42	1.2	1	0.0
1998	28			LR	3,750	6,200	5,000	2,500	450	26	0.7	1	0.0
1999	28			LR	3,600	5,900	4,750	2,400	430	41	1.2	0	0.0
2000	28			LR	3,650	5,900	4,750	2,450	440	39	1.1	4	0.1
2001	28			LR	3,550	5,800	4,650	2,350	390	34	1.0	0	0.0
2002	28			LR	3,750	6,100	4,900	2,550	340	56	1.5	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2003	28			LR	3,750	5,950	4,750	2,550	340	50	1.4	0	0.0
2004	28			LR	3,800	6,200	4,950	2,550	340	51	1.4	1	0.0
2005	28			LR	3,850	6,000	4,850	2,600	350	39	1.0	0	0.0
2006	28			LR	3,900	6,100	4,900	2,650	230	38	1.0	0	0.0
2007	28			LR	3,950	6,200	5,950	2,650	240	47	1.2	1	0.0
2008	28			LR	4,000	6,250	6,100	2,750	240	57	1.5	1	0.0
2009	28			LR	4,000	6,100	4,950	2,700	240	44	1.1	1	0.0
2010	28			LR	4,050	6,050	4,950	2,750	240	28	0.7	2	0.1
2011	28			LR	4,100	6,350	5,950	2,850	250	40	1.0	0	0.0
2012	28			LR	4,150	6,200	6,000	2,850	250	40	1.0	0	0.0
2013	28			T	4,200	6,150	6,000	2,700	420	42	1.0	1	0.0
2014	28			T	4,250	6,200	6,150	2,700	430	44	1.1	1	0.0
2015	28			T	4,250	6,200	6,150	2,700	430	53	1.3	1	0.0
2016	28			T	4,300	6,300	6,200	2,750	430	30	0.7	1	0.0
2017	28			T	4,350	5,950	6,000	3,450	440	43	1.0	0	0.0
2018	28			T	4,400	6,050	6,050	3,500	440	47	1.1	2	0.0
2019	28			T	4,450	6,100	6,150	3,550	450	49	1.1	0	0.0
2021	28			T	4,500	6,000	6,050	3,550	450	30	0.7	1	0.0
1988	28	PETERBOROUGH RD 504 BURLEIGH ST (E)	1.3	LR	1,750	3,100	2,200	1,100	190	1	1.2	0	0.0
1989	28			LR	1,800	3,050	2,350	1,200	200	0	0.0	0	0.0
1990	28			LR	1,900	3,300	2,650	1,200	210	1	1.1	0	0.0
1991	28			LR	1,950	3,450	2,700	1,250	210	0	0.0	0	0.0
1992	28			LR	2,100	3,400	2,700	1,400	230	2	2.0	0	0.0
1993	28			LR	2,100	3,400	2,700	1,350	230	1	1.0	0	0.0
1994	28			LR	2,150	3,550	2,850	1,400	240	1	1.0	1	1.0
1995	28			LR	2,200	3,700	3,000	1,450	310	0	0.0	0	0.0
1996	28			LR	2,300	3,850	3,100	1,550	140	1	0.9	0	0.0
1997	28			LR	2,350	3,950	3,150	1,550	140	2	1.8	0	0.0
1998	28			LR	2,450	4,050	3,250	1,600	150	0	0.0	0	0.0
1999	28			LR	2,500	4,100	3,300	1,650	150	0	0.0	0	0.0
2000	28			LR	2,600	4,200	3,400	1,750	160	1	0.8	1	0.8
2001	28			LR	2,650	4,350	3,450	1,750	340	6	4.7	0	0.0
2002	28			LR	2,750	4,500	3,600	1,850	360	0	0.0	0	0.0
2003	28			LR	2,750	4,350	3,500	1,850	360	2	1.5	0	0.0
2004	28			LR	2,850	4,650	3,700	1,900	370	2	1.5	1	0.7
2005	28			LR	2,900	4,550	3,650	1,950	380	2	1.4	0	0.0
2006	28			LR	2,950	4,600	3,700	2,000	210	2	1.4	0	0.0
2007	28			LR	3,000	4,700	4,500	2,000	210	1	0.7	0	0.0
2008	28			LR	3,100	4,850	4,700	2,100	220	0	0.0	0	0.0
2009	28			LR	3,200	4,850	3,950	2,200	220	2	1.3	0	0.0
2010	28			LR	3,250	4,850	4,000	2,200	230	0	0.0	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2011	28			LR	3,300	5,100	4,800	2,300	230	2	1.3	0	0.0
2012	28			LR	2,800	4,200	4,050	1,900	200	3	2.2	1	0.7
2013	28			T	3,000	4,400	4,300	1,900	210	4	2.8	0	0.0
2014	28			T	3,300	4,800	4,750	2,100	230	1	0.6	0	0.0
2015	28			T	3,350	4,900	4,850	2,150	230	1	0.6	0	0.0
2016	28			T	3,400	4,950	4,900	2,150	240	2	1.2	0	0.0
2017	28			T	3,450	4,750	4,750	2,750	240	1	0.6	0	0.0
2018	28			T	3,500	4,800	4,800	2,800	240	0	0.0	0	0.0
2019	28			T	3,550	4,850	4,900	2,800	250	0	0.0	0	0.0
2021	28			T	3,650	4,900	4,900	2,900	260	2	1.1	0	0.0
1988	28	PETERBOROUGH RD 620 BURLEIGH ST (E)	18.5	LR	2,150	3,800	2,700	1,350	300	11	0.8	1	0.1
1989	28			LR	2,250	3,800	2,900	1,500	320	9	0.6	0	0.0
1990	28			LR	2,350	4,100	3,250	1,500	330	7	0.4	0	0.0
1991	28			LR	2,400	4,200	3,350	1,500	340	16	1.0	0	0.0
1992	28			LR	2,200	3,550	2,850	1,450	310	20	1.3	1	0.1
1993	28			LR	2,200	3,550	2,850	1,450	310	14	0.9	0	0.0
1994	28			LR	2,200	3,600	2,900	1,450	310	9	0.6	0	0.0
1995	28			LR	2,350	3,950	3,200	1,550	330	11	0.7	0	0.0
1996	28			LR	2,300	3,850	3,100	1,550	320	21	1.3	1	0.1
1997	28			LR	2,300	3,850	3,100	1,550	320	14	0.9	0	0.0
1998	28			LR	2,250	3,700	3,000	1,500	320	13	0.9	0	0.0
1999	28			LR	2,400	3,950	3,150	1,600	340	24	1.5	2	0.1
2000	28			LR	2,400	3,900	3,150	1,600	340	15	0.9	1	0.1
2001	28			LR	2,500	4,100	3,250	1,650	350	9	0.5	2	0.1
2002	28			LR	2,500	4,050	3,250	1,700	350	24	1.4	2	0.1
2003	28			LR	2,500	3,950	3,200	1,700	350	26	1.5	2	0.1
2004	28			LR	2,550	4,150	3,300	1,700	360	27	1.6	0	0.0
2005	28			LR	2,600	4,050	3,300	1,750	360	13	0.7	0	0.0
2006	28			LR	2,650	4,150	3,300	1,800	370	8	0.4	1	0.1
2007	28			LR	2,650	4,150	4,000	1,800	370	23	1.3	0	0.0
2008	28			LR	3,000	4,700	4,550	2,050	150	30	1.5	0	0.0
2009	28			LR	3,150	4,800	3,900	2,150	160	25	1.2	0	0.0
2010	28			LR	3,400	5,100	4,150	2,300	170	18	0.8	3	0.1
2011	28			LR	3,100	4,800	4,500	2,150	160	19	0.9	0	0.0
2012	28			LR	2,700	4,050	3,900	1,850	140	26	1.4	2	0.1
2013	28			LR	2,900	4,350	4,950	1,950	140	18	0.9	0	0.0
2014	28			LR	3,100	4,650	4,700	2,100	160	13	0.6	0	0.0
2015	28			LR	3,150	4,700	4,800	2,150	160	15	0.7	2	0.1
2016	28			LR	3,200	4,800	4,850	2,150	160	9	0.4	0	0.0
2017	28			LR	3,250	5,450	5,250	2,200	160	22	1.0	1	0.0
2018	28			LR	3,300	5,500	5,350	2,250	160	11	0.5	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2019	28			LR	3,350	5,600	5,450	2,300	170	21	0.9	0	0.0
2021	28			LR	3,450	5,550	5,400	2,350	170	12	0.5	0	0.0
1988	28	HALIBURTON CTY RD 48 DYNO RD (W)	11.8	LR	2,000	3,550	2,500	1,250	180	10	1.2	0	0.0
1989	28			LR	2,100	3,550	2,750	1,400	190	16	1.8	0	0.0
1990	28			LR	2,200	3,850	3,050	1,400	200	8	0.8	0	0.0
1991	28			LR	2,250	3,950	3,150	1,400	200	7	0.7	0	0.0
1992	28			IR	2,300	2,850	2,550	1,950	210	11	1.1	0	0.0
1993	28			IR	2,300	2,850	2,400	1,900	210	9	0.9	0	0.0
1994	28			IR	2,300	2,850	2,550	1,950	210	8	0.8	0	0.0
1995	28			IR	2,350	2,900	2,600	2,000	210	9	0.9	0	0.0
1996	28			IR	2,400	3,000	2,700	2,050	220	16	1.5	1	0.1
1997	28			LR	2,450	4,100	3,300	1,650	220	8	0.8	0	0.0
1998	28			LR	2,500	4,100	3,300	1,650	220	14	1.3	0	0.0
1999	28			LR	2,550	4,200	3,350	1,700	230	11	1.0	0	0.0
2000	28			LR	2,500	4,050	3,250	1,650	220	13	1.2	2	0.2
2001	28			LR	2,650	4,350	3,450	1,750	190	9	0.8	0	0.0
2002	28			LR	2,600	4,250	3,400	1,750	180	16	1.4	0	0.0
2003	28			LR	2,550	4,050	3,250	1,700	180	12	1.1	0	0.0
2004	28			LR	2,550	4,150	3,300	1,700	180	13	1.2	0	0.0
2005	28			LR	2,500	3,900	3,150	1,700	180	20	1.9	0	0.0
2006	28			LR	2,600	4,050	3,250	1,750	180	15	1.3	1	0.1
2007	28			LR	2,500	3,900	3,750	1,700	180	9	0.8	1	0.1
2008	28			LR	2,600	4,050	3,950	1,800	180	9	0.8	0	0.0
2009	28			LR	2,650	4,050	3,300	1,800	190	10	0.9	1	0.1
2010	28			LR	2,650	3,950	3,250	1,800	190	10	0.9	1	0.1
2011	28			LR	2,650	4,100	3,850	1,850	190	7	0.6	1	0.1
2012	28			LR	2,600	3,900	3,750	1,800	180	15	1.3	0	0.0
2013	28			CTR	2,700	3,300	3,400	2,300	190	16	1.4	1	0.1
2014	28			CTR	2,700	3,300	3,300	2,300	190	9	0.8	0	0.0
2015	28			CTR	2,700	3,300	3,300	2,300	190	11	0.9	1	0.1
2016	28			CTR	2,750	3,350	3,400	2,350	190	11	0.9	0	0.0
2017	28			CTR	2,750	3,650	3,650	2,250	190	7	0.6	0	0.0
2018	28			CTR	2,750	3,650	3,650	2,250	190	11	0.9	0	0.0
2019	28			CTR	2,750	3,650	3,650	2,250	190	10	0.8	0	0.0
2021	28			CTR	2,800	3,650	3,650	2,300	200	10	0.8	1	0.1
1988	28	HWY 118(W)	10.1	IR	3,900	5,050	4,300	3,100	350	4	0.3	0	0.0
1989	28			IR	4,000	5,150	4,450	3,300	360	13	0.9	0	0.0
1990	28			IR	4,100	5,200	4,550	3,350	370	13	0.9	2	0.1
1991	28			IR	4,150	5,250	4,600	3,450	370	13	0.8	1	0.1
1992	28			IR	4,350	5,350	4,800	3,700	390	9	0.6	2	0.1
1993	28			IR	4,350	5,350	4,500	3,550	390	13	0.8	1	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1994	28			IR	4,350	5,350	4,800	3,650	390	9	0.6	0	0.0
1995	28			IR	4,350	5,350	4,800	3,700	480	9	0.6	1	0.1
1996	28			IR	4,500	5,600	5,000	3,850	500	4	0.2	0	0.0
1997	28			CTR	4,700	6,000	5,800	3,950	520	10	0.6	1	0.1
1998	28			IR	4,950	6,150	5,550	4,150	540	13	0.7	0	0.0
1999	28			CTR	5,050	6,350	6,100	4,250	560	7	0.4	0	0.0
2000	28			CTR	5,200	6,550	6,300	4,350	570	10	0.5	2	0.1
2001	28			IR	5,350	6,600	5,950	4,500	370	12	0.6	2	0.1
2002	28			IR	5,500	6,800	6,100	4,700	380	18	0.9	1	0.0
2003	28			IR	5,600	6,800	6,150	4,750	390	10	0.5	1	0.0
2004	28			IR	5,800	7,150	6,450	4,900	410	17	0.8	1	0.0
2005	28			IR	5,850	7,050	6,400	5,000	410	13	0.6	1	0.0
2006	28			IR	5,900	7,100	6,450	5,000	410	15	0.7	1	0.0
2007	28			IR	6,000	7,250	7,250	5,100	420	11	0.5	0	0.0
2008	28			IR	5,650	6,850	6,700	4,850	400	8	0.4	0	0.0
2009	28			IR	5,500	6,600	6,000	4,700	380	8	0.4	0	0.0
2010	28			IR	5,300	6,300	5,750	4,500	370	11	0.6	1	0.1
2011	28			IR	6,100	7,300	7,100	5,200	430	11	0.5	0	0.0
2012	28			IR	5,900	7,000	6,850	5,050	410	12	0.5	1	0.0
2013	28			CTR	5,650	6,900	7,100	4,800	470	9	0.4	0	0.0
2014	28			CTR	6,200	7,550	7,650	5,250	510	12	0.5	0	0.0
2015	28			CTR	6,250	7,600	7,700	5,300	520	15	0.7	1	0.0
2016	28			CTR	6,350	7,750	7,800	5,400	530	13	0.6	0	0.0
2017	28			CTR	6,400	8,550	8,500	5,200	530	10	0.4	0	0.0
2018	28			CTR	6,500	8,700	8,650	5,300	540	18	0.8	1	0.0
2019	28			CTR	6,550	8,750	8,700	5,350	540	7	0.3	0	0.0
2021	28			CTR	6,750	8,800	8,750	5,500	540	8	0.3	0	0.0
2021	28	BANCROFT S LTS START OF NA	3.5										
1988	28	BANCROFT E LTS END OF NA	20.2	IR	750	980	830	600	80	15	2.7	0	0.0
1989	28			IR	750	970	830	620	80	17	3.1	0	0.0
1990	28			IR	800	1,000	890	660	90	17	2.9	1	0.2
1991	28			IR	800	1,000	890	660	90	13	2.2	0	0.0
1992	28			IR	1,000	1,250	1,100	850	110	26	3.5	3	0.4
1993	28			IR	1,000	1,250	1,050	820	110	15	2.0	0	0.0
1994	28			IR	1,000	1,250	1,100	840	110	14	1.9	0	0.0
1995	28			IR	1,050	1,300	1,150	890	120	18	2.3	0	0.0
1996	28			IR	1,150	1,450	1,300	980	130	24	2.8	1	0.1
1997	28			IR	1,200	1,500	1,350	1,000	130	27	3.1	0	0.0
1998	28			IR	1,300	1,600	1,450	1,100	140	11	1.1	0	0.0
1999	28			IR	1,350	1,650	1,500	1,150	150	21	2.1	0	0.0
2000	28			IR	1,450	1,800	1,600	1,250	160	14	1.3	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2001	28			IR	1,500	1,850	1,650	1,250	160	10	0.9	0	0.0
2002	28			IR	1,600	1,950	1,750	1,350	180	20	1.7	0	0.0
2003	28			IR	1,650	2,000	1,800	1,400	180	30	2.5	0	0.0
2004	28			IR	1,700	2,100	1,900	1,450	190	30	2.4	0	0.0
2005	28			IR	1,500	1,800	1,650	1,300	160	24	2.2	1	0.1
2006	28			IR	1,800	2,150	1,950	1,550	200	32	2.4	0	0.0
2007	28			IR	1,950	2,350	2,350	1,650	160	22	1.5	0	0.0
2008	28			IR	1,950	2,350	2,300	1,650	160	21	1.5	0	0.0
2009	28			IR	2,000	2,400	2,200	1,700	160	14	1.0	1	0.1
2010	28			IR	2,050	2,450	2,250	1,750	160	19	1.3	0	0.0
2011	28			IR	2,150	2,550	2,500	1,850	170	18	1.1	1	0.1
2012	28			IR	1,850	2,200	2,150	1,600	150	20	1.5	0	0.0
2013	28			CTR	1,850	2,250	2,350	1,550	180	25	1.8	0	0.0
2014	28			CTR	2,200	2,700	2,700	1,850	210	24	1.5	1	0.1
2015	28			CTR	2,250	2,750	2,750	1,900	210	19	1.1	0	0.0
2016	28			CTR	2,300	2,800	2,850	1,950	220	30	1.8	0	0.0
2017	28			CTR	2,350	3,150	3,100	1,900	220	25	1.4	0	0.0
2018	28			CTR	2,400	3,200	3,200	1,950	230	17	1.0	0	0.0
2019	28			CTR	2,450	3,250	3,250	2,000	230	23	1.3	1	0.1
2021	28			CTR	2,550	3,300	3,300	2,100	260	18	1.0	1	0.1
1988	28	BESSEMER RD (W) FORT STEWART RD (E)	4.6	IR	700	910	770	560	80	2	1.7	0	0.0
1989	28			IR	750	970	830	620	80	2	1.6	0	0.0
1990	28			IR	800	1,000	890	660	90	1	0.7	0	0.0
1991	28			IR	800	1,000	890	660	90	2	1.5	0	0.0
1992	28			IR	900	1,100	990	760	100	1	0.7	0	0.0
1993	28			IR	900	1,100	930	740	100	2	1.3	0	0.0
1994	28			IR	900	1,100	990	750	100	2	1.3	0	0.0
1995	28			LR	950	1,600	1,300	620	100	2	1.2	0	0.0
1996	28			LR	1,000	1,650	1,350	670	110	5	2.9	0	0.0
1997	28			LR	1,050	1,750	1,400	700	120	3	1.7	0	0.0
1998	28			LR	1,100	1,800	1,450	730	120	3	1.6	1	0.5
1999	28			LR	1,100	1,800	1,450	730	120	3	1.6	0	0.0
2000	28			LR	1,100	1,800	1,450	730	120	0	0.0	0	0.0
2001	28			LR	1,100	1,800	1,450	740	120	4	2.1	0	0.0
2002	28			LR	1,150	1,850	1,500	780	130	1	0.5	0	0.0
2003	28			LR	1,200	1,900	1,550	810	130	3	1.5	0	0.0
2004	28			LR	1,250	2,050	1,650	840	140	1	0.5	0	0.0
2005	28			LR	1,250	1,950	1,600	850	140	3	1.4	0	0.0
2006	28			LR	1,300	2,050	1,650	880	140	5	2.3	0	0.0
2007	28			LR	1,300	2,050	1,950	880	140	6	2.7	0	0.0
2008	28			LR	1,350	2,100	2,050	920	150	5	2.2	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2009	28			LR	1,350	2,050	1,650	920	150	3	1.3	0	0.0
2010	28			LR	1,400	2,100	1,700	950	150	4	1.7	0	0.0
2011	28			LR	1,450	2,250	2,100	1,000	160	0	0.0	0	0.0
2012	28			LR	1,200	1,800	1,750	820	130	3	1.5	0	0.0
2013	28			CTR	1,500	1,850	1,900	1,250	160	6	2.4	0	0.0
2014	28			CTR	1,450	1,750	1,800	1,250	160	4	1.6	1	0.4
2015	28			CTR	1,500	1,850	1,850	1,300	160	2	0.8	0	0.0
2016	28			CTR	1,500	1,850	1,850	1,300	160	2	0.8	0	0.0
2017	28			CTR	1,550	2,050	2,050	1,250	170	6	2.3	1	0.4
2018	28			CTR	1,550	2,050	2,050	1,250	170	8	3.0	0	0.0
2019	28			CTR	1,600	2,150	2,100	1,300	180	5	1.8	0	0.0
2021	28			CTR	1,650	2,150	2,150	1,350	180	1	0.4	0	0.0
1988	28	LITTLE MISSISSIPPI R BR	16.1	R	350	660	480	190	40	6	2.9	1	0.5
1989	28			R	350	640	480	190	40	7	3.4	0	0.0
1990	28			R	400	750	580	220	40	2	0.9	0	0.0
1991	28			R	400	710	560	230	40	14	6.0	2	0.9
1992	28			R	500	860	670	280	60	10	3.4	0	0.0
1993	28			R	500	860	670	280	60	6	2.0	1	0.3
1994	28			R	550	1,000	800	300	60	3	0.9	0	0.0
1995	28			LR	600	1,000	820	390	70	6	1.7	0	0.0
1996	28			LR	650	1,100	870	430	70	9	2.4	0	0.0
1997	28			R	700	1,350	1,000	390	80	3	0.7	0	0.0
1998	28			R	750	1,400	1,050	400	80	7	1.6	0	0.0
1999	28			R	880	1,650	1,250	470	100	2	0.4	0	0.0
2000	28			R	850	1,550	1,200	460	90	6	1.2	0	0.0
2001	28			R	1,050	1,950	1,450	560	120	9	1.5	0	0.0
2002	28			R	950	1,750	1,350	520	100	8	1.4	0	0.0
2003	28			R	960	1,700	1,300	520	110	12	2.1	0	0.0
2004	28			R	950	1,750	1,350	510	100	12	2.1	0	0.0
2005	28			R	1,050	1,850	1,400	580	120	12	1.9	0	0.0
2006	28			R	1,050	1,850	1,400	570	120	17	2.8	0	0.0
2007	28			R	1,000	1,750	1,700	540	110	11	1.9	0	0.0
2008	28			R	1,100	1,950	1,900	610	120	9	1.4	0	0.0
2009	28			R	1,150	2,000	1,500	630	130	9	1.3	0	0.0
2010	28			R	1,100	1,850	1,450	600	120	9	1.4	1	0.2
2011	28			R	1,200	2,100	2,400	710	130	6	0.9	0	0.0
2012	28			R	850	1,450	1,350	470	90	3	0.6	0	0.0
2013	28			CTR	990	1,200	1,250	840	110	5	0.9	0	0.0
2014	28			CTR	1,200	1,450	1,500	1,000	130	6	0.9	0	0.0
2015	28			CTR	1,200	1,450	1,500	1,000	130	5	0.7	0	0.0
2016	28			CTR	1,250	1,500	1,550	1,050	140	6	0.8	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2017	28			CTR	1,250	1,650	1,650	1,000	140	6	0.8	0	0.0
2018	28			CTR	1,300	1,750	1,750	1,050	140	9	1.2	0	0.0
2019	28			CTR	1,300	1,750	1,700	1,050	140	5	0.7	0	0.0
2021	28			CTR	1,350	1,750	1,750	1,100	150	6	0.8	0	0.0
1988	28	RENFREW RD 514 SHUTT RD (E)	1.5	LR	400	710	500	250	40	1	4.4	0	0.0
1989	28			LR	400	680	520	260	40	0	0.0	0	0.0
1990	28			LR	500	880	700	320	60	1	3.6	0	0.0
1991	28			LR	500	880	700	320	60	0	0.0	0	0.0
1992	28			LR	500	800	640	330	60	1	3.5	0	0.0
1993	28			LR	500	800	640	330	60	1	3.6	0	0.0
1994	28			LR	500	820	660	330	60	0	0.0	0	0.0
1995	28			LR	500	840	680	330	60	2	7.1	0	0.0
1996	28			LR	510	850	680	340	60	2	7.0	0	0.0
1997	28			LR	530	890	720	360	60	1	3.4	0	0.0
1998	28			LR	550	910	730	360	60	4	12.9	0	0.0
1999	28			LR	560	920	740	370	60	6	19.1	0	0.0
2000	28			LR	600	970	780	400	70	0	0.0	0	0.0
2001	28			LR	580	950	760	390	60	0	0.0	0	0.0
2002	28			LR	640	1,050	830	430	70	2	5.6	0	0.0
2003	28			LR	660	1,050	840	450	70	0	0.0	0	0.0
2004	28			LR	710	1,150	930	470	80	0	0.0	0	0.0
2005	28			LR	700	1,100	880	480	80	5	12.7	0	0.0
2006	28			LR	720	1,100	900	490	80	1	2.5	0	0.0
2007	28			LR	740	1,150	1,100	500	80	0	0.0	0	0.0
2008	28			LR	760	1,200	1,150	520	80	6	14.0	0	0.0
2009	28			LR	780	1,200	970	530	90	0	0.0	0	0.0
2010	28			LR	800	1,200	980	540	90	1	2.2	0	0.0
2011	28			LR	820	1,250	1,200	570	90	2	4.3	0	0.0
2012	28			LR	750	1,100	1,100	510	80	1	2.4	0	0.0
2013	28			LR	840	1,250	1,450	570	90	1	2.1	0	0.0
2014	28			LR	860	1,300	1,300	580	90	1	2.1	0	0.0
2015	28			LR	880	1,300	1,350	600	100	4	8.1	0	0.0
2016	28			LR	900	1,350	1,350	610	100	2	3.9	0	0.0
2017	28			LR	920	1,400	1,400	660	100	3	5.8	1	1.9
2018	28			LR	940	1,400	1,450	680	100	1	1.9	0	0.0
2019	28			LR	960	1,450	1,450	690	110	1	1.9	0	0.0
2021	28			LR	990	1,500	1,500	720	110	0	0.0	0	0.0
1988	28	BRUCETON RD (E)	17.1	LR	400	710	500	250	40	2	0.8	0	0.0
1989	28			LR	400	680	520	260	40	5	2.0	0	0.0
1990	28			LR	500	880	700	320	60	5	1.6	0	0.0
1991	28			LR	500	880	700	320	60	6	1.9	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1992	28			LR	500	800	640	330	60	7	2.2	0	0.0
1993	28			LR	500	800	640	330	60	11	3.5	0	0.0
1994	28			LR	500	820	660	330	60	6	1.9	0	0.0
1995	28			LR	500	840	680	330	60	7	2.2	0	0.0
1996	28			LR	510	850	680	340	60	14	4.4	0	0.0
1997	28			LR	530	890	720	360	60	9	2.7	0	0.0
1998	28			LR	550	910	730	360	60	5	1.5	0	0.0
1999	28			LR	560	920	740	370	60	5	1.4	0	0.0
2000	28			LR	600	970	780	400	70	8	2.1	2	0.5
2001	28			LR	580	950	760	390	60	12	3.3	1	0.3
2002	28			LR	640	1,050	830	430	70	9	2.3	1	0.3
2003	28			LR	660	1,050	840	450	70	8	1.9	0	0.0
2004	28			LR	710	1,150	930	470	80	4	0.9	0	0.0
2005	28			LR	680	1,050	860	460	70	9	2.1	1	0.2
2006	28			LR	700	1,100	880	470	80	9	2.1	0	0.0
2007	28			LR	700	1,100	1,050	470	80	8	1.8	0	0.0
2008	28			LR	740	1,150	1,150	510	80	8	1.7	0	0.0
2009	28			LR	760	1,150	940	520	80	5	1.1	0	0.0
2010	28			LR	780	1,150	950	530	90	14	2.9	0	0.0
2011	28			LR	800	1,250	1,150	560	90	7	1.4	0	0.0
2012	28			LR	650	970	940	450	70	4	1.0	0	0.0
2013	28			CTR	830	1,000	1,050	700	90	8	1.5	1	0.2
2014	28			CTR	820	1,000	1,000	700	90	2	0.4	0	0.0
2015	28			CTR	840	1,000	1,050	710	90	6	1.1	0	0.0
2016	28			CTR	850	1,050	1,050	720	90	10	1.9	0	0.0
2017	28			CTR	870	1,150	1,150	710	100	6	1.1	0	0.0
2018	28			CTR	890	1,200	1,200	720	100	4	0.7	0	0.0
2019	28			CTR	900	1,200	1,200	730	100	7	1.2	2	0.4
2021	28			CTR	940	1,250	1,200	770	100	4	0.7	0	0.0
2021	28	HWY 41 END OF HWY											
2021	33	HWY 2 PRINCESS ST START OF NA	8.0										
1988	33	FRONTENAC RD 20 COLLINS BAY RD (N)	2.5	UC	11,300	11,900	12,800	10,600	230	7	0.7	0	0.0
1989	33			UC	11,600	12,200	13,100	11,000	460	13	1.2	0	0.0
1990	33			UC	9,350	10,000	10,800	8,900	190	11	1.3	0	0.0
1991	33			UC	9,350	9,900	10,800	9,050	280	8	1.0	0	0.0
1992	33			UC	10,300	10,900	11,800	9,900	310	10	1.1	1	0.1
1993	33			IC	10,800	12,200	12,100	9,600	320	3	0.3	0	0.0
1994	33			IC	11,000	12,300	12,300	9,800	330	12	1.2	0	0.0
1995	33			UC	11,100	11,700	12,700	10,400	440	2	0.2	1	0.1
1996	33			UC	11,300	12,000	13,200	10,700	110	4	0.4	0	0.0
1997	33			UC	11,500	12,100	13,500	10,800	230	1	0.1	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1998	33			UC	11,800	12,500	13,800	11,200	240	3	0.3	0	0.0
1999	33			UC	11,100	11,800	13,000	10,500	220	0	0.0	0	0.0
2000	33			UC	11,300	12,000	13,300	10,600	230	0	0.0	0	0.0
2001	33			UC	10,600	11,400	12,500	9,950	210	1	0.1	0	0.0
2002	33			UC	11,300	12,000	13,300	10,600	230	0	0.0	0	0.0
2003	33			UC	11,300	11,900	13,200	10,700	230	0	0.0	0	0.0
2004	33			IC	11,500	12,900	12,900	10,200	230	0	0.0	0	0.0
2005	33			IC	11,300	12,600	12,700	9,950	230	0	0.0	0	0.0
2006	33			IC	11,400	12,700	12,800	10,100	230	1	0.1	0	0.0
2007	33			IC	11,300	12,600	12,900	10,000	230	0	0.0	0	0.0
2008	33			IC	12,300	13,600	13,200	10,800	250	0	0.0	0	0.0
2009	33			IC	12,800	14,200	14,300	11,400	260	0	0.0	0	0.0
2010	33			IC	13,500	14,900	15,100	12,000	270	0	0.0	0	0.0
2011	33			IC	12,400	13,600	14,100	11,100	250	0	0.0	0	0.0
2012	33			IC	12,500	13,800	13,400	11,100	250	0	0.0	0	0.0
2013	33			IR	12,800	15,200	16,300	10,900	260	1	0.1	0	0.0
2014	33			IR	12,700	15,100	15,200	10,800	250	0	0.0	0	0.0
2015	33			IR	12,800	15,200	15,300	10,900	260	0	0.0	0	0.0
2016	33			IR	12,900	15,400	15,400	11,000	260	0	0.0	0	0.0
2017	33			IR	13,000	15,200	15,300	11,600	260	0	0.0	0	0.0
2018	33			IR	13,100	15,400	15,400	11,700	260	0	0.0	0	0.0
2019	33			IR	13,200	15,500	15,500	11,800	260	0	0.0	0	0.0
2021	33			IR	13,400	15,700	15,700	12,000	270	0	0.0	0	0.0
1988	33	FRONTENAC LENNOX&ADDINGTON CTY BDY	1.4	UC	10,100	10,600	11,400	9,500	200	6	1.2	0	0.0
1989	33			UC	10,300	10,800	11,600	9,800	210	4	0.8	0	0.0
1990	33			UC	8,200	8,750	9,500	7,800	330	6	1.4	1	0.2
1991	33			UC	8,200	8,700	9,450	7,950	160	2	0.5	0	0.0
1992	33			UC	8,800	9,350	10,100	8,450	180	2	0.4	0	0.0
1993	33			IC	10,000	11,300	11,200	8,900	200	1	0.2	0	0.0
1994	33			IC	10,200	11,400	11,400	9,100	200	4	0.8	1	0.2
1995	33			IC	10,400	11,600	11,700	9,350	210	3	0.6	1	0.2
1996	33			IC	10,500	11,800	11,800	9,350	210	0	0.0	0	0.0
1997	33			IC	10,600	11,900	12,000	9,350	210	2	0.4	0	0.0
1998	33			IC	10,700	12,000	12,000	9,500	210	4	0.7	0	0.0
1999	33			IC	10,800	12,100	12,100	9,600	220	2	0.4	0	0.0
2000	33			IC	10,900	12,200	12,200	9,700	220	1	0.2	0	0.0
2001	33			IC	11,100	12,400	12,500	9,800	220	3	0.5	0	0.0
2002	33			IC	11,000	12,300	12,400	9,700	220	2	0.4	0	0.0
2003	33			IC	11,000	12,300	12,400	9,750	220	1	0.2	0	0.0
2004	33			IC	11,100	12,400	12,500	9,800	220	3	0.5	1	0.2
2005	33			IC	11,200	12,500	12,600	9,850	780	3	0.5	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2006	33			IC	11,200	12,400	12,600	9,900	780	4	0.7	0	0.0
2007	33			IC	11,100	12,300	12,700	9,800	780	2	0.4	0	0.0
2008	33			IC	11,400	12,600	12,200	10,100	800	0	0.0	0	0.0
2009	33			IC	11,500	12,800	12,900	10,200	800	1	0.2	0	0.0
2010	33			IC	11,500	12,700	12,800	10,200	800	4	0.7	0	0.0
2011	33			IC	11,600	12,800	13,200	10,400	810	0	0.0	0	0.0
2012	33			IC	10,800	12,000	11,600	9,600	760	2	0.4	0	0.0
2013	33			C	11,700	12,900	12,700	10,500	820	4	0.7	0	0.0
2014	33			C	11,600	12,800	12,400	10,400	810	1	0.2	0	0.0
2015	33			C	11,700	12,900	12,500	10,500	820	4	0.7	0	0.0
2016	33			C	11,800	13,000	12,600	10,600	830	5	0.8	0	0.0
2017	33			C	11,800	12,900	12,900	10,700	830	4	0.7	0	0.0
2018	33			C	11,900	13,000	13,000	10,700	830	5	0.8	0	0.0
2019	33			C	11,900	13,000	12,900	10,800	830	2	0.3	0	0.0
2021	33			C	12,100	13,200	13,100	11,000	850	1	0.2	0	0.0
1988	33	SHERWOOD AVE (N)	8.9	C	5,650	6,250	6,250	5,100	230	11	0.6	1	0.1
1989	33			C	5,800	6,450	6,500	5,200	230	12	0.6	0	0.0
1990	33			C	4,350	4,850	4,850	3,900	220	10	0.7	0	0.0
1991	33			C	4,350	4,800	4,850	3,950	130	13	0.9	0	0.0
1992	33			C	4,700	5,100	5,200	4,300	90	8	0.5	0	0.0
1993	33			LT	5,500	7,600	6,800	4,050	110	10	0.6	0	0.0
1994	33			LT	5,650	8,300	8,000	4,100	110	8	0.4	0	0.0
1995	33			LT	5,800	8,350	8,100	4,250	120	10	0.5	0	0.0
1996	33			LT	5,950	8,400	8,200	4,350	120	9	0.5	0	0.0
1997	33			CR	6,050	7,500	7,150	5,150	120	7	0.4	0	0.0
1998	33			CR	6,150	7,550	7,200	5,250	120	6	0.3	0	0.0
1999	33			CR	6,300	7,750	7,350	5,350	130	3	0.1	0	0.0
2000	33			CR	6,400	7,850	7,500	5,450	130	8	0.4	0	0.0
2001	33			CR	6,550	8,050	7,700	5,550	330	6	0.3	0	0.0
2002	33			CR	6,650	8,150	7,800	5,600	200	7	0.3	0	0.0
2003	33			CR	6,800	8,300	7,950	5,750	200	13	0.6	2	0.1
2004	33			C	6,950	7,850	7,850	6,250	210	6	0.3	0	0.0
2005	33			C	7,050	7,850	7,900	6,350	350	8	0.3	0	0.0
2006	33			C	7,200	8,000	8,050	6,500	360	14	0.6	0	0.0
2007	33			C	7,300	8,100	8,200	6,550	360	10	0.4	0	0.0
2008	33			C	7,450	8,200	8,100	6,700	220	9	0.4	0	0.0
2009	33			C	7,550	8,300	8,400	6,800	230	3	0.1	0	0.0
2010	33			C	7,700	8,500	8,550	6,950	230	6	0.2	0	0.0
2011	33			C	7,800	8,600	8,650	7,000	230	3	0.1	0	0.0
2012	33			C	7,500	8,250	8,100	6,750	220	4	0.2	0	0.0
2013	33			C	8,050	8,850	8,750	7,250	240	15	0.6	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2014	33			C	8,100	8,900	8,650	7,300	240	6	0.2	1	0.0
2015	33			C	8,250	9,100	8,850	7,400	250	10	0.4	0	0.0
2016	33			C	8,350	9,200	8,950	7,500	250	5	0.2	0	0.0
2017	33			C	8,450	9,250	9,200	7,650	250	6	0.2	0	0.0
2018	33			C	8,600	9,450	9,350	7,750	260	17	0.6	0	0.0
2019	33			C	8,700	9,500	9,450	7,850	260	11	0.4	0	0.0
2021	33			C	8,950	9,750	9,700	8,100	270	2	0.1	0	0.0
1988	33	LENNOX & ADDINGTON RD 4 (N)	1.7	C	3,800	4,200	4,200	3,400	230	2	0.8	1	0.4
1989	33			C	3,950	4,400	4,400	3,550	240	7	2.8	0	0.0
1990	33			C	3,700	4,100	4,100	3,350	220	1	0.4	0	0.0
1991	33			C	3,700	4,050	4,100	3,350	220	3	1.3	0	0.0
1992	33			C	4,300	4,650	4,750	3,950	260	4	1.5	0	0.0
1993	33			C	4,300	4,700	4,750	3,950	260	1	0.4	0	0.0
1994	33			C	4,400	4,800	4,900	4,000	220	2	0.7	0	0.0
1995	33			C	4,550	4,950	5,100	4,150	230	3	1.1	0	0.0
1996	33			C	4,650	5,250	5,300	4,200	230	6	2.0	0	0.0
1997	33			C	4,750	5,350	5,400	4,300	240	3	1.0	1	0.3
1998	33			C	4,900	5,550	5,550	4,400	240	1	0.3	0	0.0
1999	33			C	5,000	5,600	5,650	4,500	250	1	0.3	0	0.0
2000	33			C	5,150	5,800	5,800	4,650	260	3	0.9	0	0.0
2001	33			C	5,250	5,900	5,900	4,750	320	1	0.3	0	0.0
2002	33			C	5,400	6,050	6,100	4,850	320	1	0.3	0	0.0
2003	33			C	5,500	6,150	6,200	4,950	330	2	0.6	0	0.0
2004	33			C	5,650	6,350	6,400	5,100	340	4	1.1	1	0.3
2005	33			C	5,750	6,400	6,450	5,150	340	1	0.3	0	0.0
2006	33			C	5,850	6,500	6,550	5,250	350	1	0.3	0	0.0
2007	33			C	6,000	6,650	6,750	5,400	360	3	0.8	2	0.5
2008	33			C	6,100	6,750	6,650	5,450	180	5	1.3	0	0.0
2009	33			C	6,250	6,900	6,950	5,600	190	2	0.5	0	0.0
2010	33			LT	6,350	8,550	8,350	4,700	190	0	0.0	0	0.0
2011	33			LT	6,500	8,350	8,500	5,350	200	1	0.2	0	0.0
2012	33			LT	4,800	6,250	5,950	3,650	140	0	0.0	0	0.0
2013	33			LT	5,500	7,200	7,150	4,150	160	3	0.9	0	0.0
2014	33			LT	6,250	8,150	8,300	4,700	190	2	0.5	1	0.3
2015	33			LT	6,350	8,300	8,450	4,800	190	1	0.3	1	0.3
2016	33			LT	6,450	8,400	8,550	4,850	190	2	0.5	0	0.0
2017	33			LT	6,500	9,100	9,000	5,000	200	1	0.2	0	0.0
2018	33			LT	6,600	9,250	9,150	5,100	200	0	0.0	0	0.0
2019	33			LT	6,700	9,400	9,300	5,150	200	1	0.2	0	0.0
2021	33			LT	6,850	9,400	9,300	5,300	210	2	0.5	0	0.0
2021	33	BATH E LTS L 14 START OF NA	2.8										

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1988	33	BATH LN 7 8 END OF NA	7.1	LT	1,800	2,550	2,550	1,350	70	6	1.3	0	0.0
1989	33			LT	1,850	2,550	2,550	1,350	70	11	2.3	0	0.0
1990	33			LT	1,850	2,700	2,600	1,350	70	9	1.9	0	0.0
1991	33			LT	1,850	2,600	2,500	1,350	70	8	1.7	0	0.0
1992	33			LT	2,050	2,850	2,750	1,600	80	6	1.1	1	0.2
1993	33			LT	2,050	2,850	2,550	1,500	80	4	0.8	0	0.0
1994	33			LT	2,050	3,000	2,900	1,500	80	8	1.5	0	0.0
1995	33			LT	2,050	2,950	2,850	1,500	80	3	0.6	0	0.0
1996	33			LT	2,100	2,950	2,900	1,550	80	4	0.7	0	0.0
1997	33			LT	2,150	3,050	2,950	1,600	90	5	0.9	1	0.2
1998	33			LT	2,150	3,000	2,950	1,550	90	5	0.9	1	0.2
1999	33			LT	2,200	3,050	3,000	1,600	90	1	0.2	0	0.0
2000	33			LT	2,200	3,050	3,000	1,600	90	2	0.4	0	0.0
2001	33			LT	2,250	3,150	3,050	1,650	90	5	0.9	0	0.0
2002	33			LT	2,300	3,200	3,150	1,700	90	1	0.2	0	0.0
2003	33			LT	2,300	3,150	3,100	1,700	90	3	0.5	0	0.0
2004	33			LT	2,350	3,300	3,200	1,700	90	3	0.5	0	0.0
2005	33			LT	2,350	3,200	3,150	1,750	90	7	1.2	0	0.0
2006	33			LT	2,350	3,200	3,150	1,750	90	1	0.2	0	0.0
2007	33			LT	2,350	3,250	3,300	1,750	90	4	0.7	0	0.0
2008	33			LT	2,400	3,300	3,150	1,750	100	3	0.5	0	0.0
2009	33			LT	2,400	3,250	3,150	1,800	100	5	0.8	0	0.0
2010	33			LT	2,350	3,150	3,100	1,750	90	3	0.5	0	0.0
2011	33			LT	2,450	3,150	3,200	2,000	100	2	0.3	0	0.0
2012	33			LT	2,200	2,850	2,750	1,650	90	3	0.5	1	0.2
2013	33			LT	2,150	2,800	2,800	1,600	90	3	0.5	2	0.4
2014	33			LT	2,400	3,150	3,200	1,800	100	5	0.8	0	0.0
2015	33			LT	2,400	3,150	3,200	1,800	100	1	0.2	1	0.2
2016	33			LT	2,450	3,200	3,250	1,850	100	2	0.3	0	0.0
2017	33			LT	2,450	3,350	3,350	1,950	100	2	0.3	1	0.2
2018	33			LT	2,450	3,350	3,350	1,950	100	4	0.6	0	0.0
2019	33			LT	2,450	3,350	3,350	1,950	100	2	0.3	0	0.0
2021	33			LT	2,500	3,300	3,300	2,000	100	1	0.2	0	0.0
1988	33	LENNOX & ADDINGTON RD 21 (N)	19.6	HT	800	1,600	1,450	350	50	7	1.2	1	0.2
1989	33			HT	800	1,600	1,450	370	50	8	1.4	0	0.0
1990	33			HT	800	1,600	1,450	360	50	7	1.2	0	0.0
1991	33			HT	800	1,600	1,450	370	50	12	2.1	0	0.0
1992	33			LT	900	1,250	1,200	690	50	11	1.7	0	0.0
1993	33			LT	900	1,250	1,100	660	50	9	1.4	0	0.0
1994	33			LT	900	1,300	1,250	650	50	10	1.6	0	0.0
1995	33			HR	940	1,650	1,350	560	60	8	1.2	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1996	33			HR	950	1,650	1,350	560	60	7	1.0	0	0.0
1997	33			T	970	1,650	1,650	600	60	7	1.0	0	0.0
1998	33			LT	970	1,350	1,350	710	60	7	1.0	0	0.0
1999	33			LT	1,000	1,400	1,350	730	60	2	0.3	0	0.0
2000	33			LT	1,050	1,450	1,450	770	60	5	0.7	1	0.1
2001	33			LT	1,050	1,450	1,450	770	60	7	0.9	0	0.0
2002	33			LT	1,050	1,450	1,450	770	60	0	0.0	0	0.0
2003	33			LT	1,100	1,500	1,500	810	70	10	1.3	0	0.0
2004	33			LT	1,100	1,550	1,500	810	70	10	1.3	0	0.0
2005	33			LT	1,100	1,500	1,450	810	30	3	0.4	0	0.0
2006	33			LT	1,150	1,550	1,550	850	30	6	0.7	0	0.0
2007	33			T	1,150	1,800	1,700	720	30	8	1.0	0	0.0
2008	33			T	1,150	1,750	1,700	730	60	6	0.7	1	0.1
2009	33			T	1,200	1,750	1,700	770	60	8	0.9	0	0.0
2010	33			T	1,200	1,750	1,700	770	60	2	0.2	0	0.0
2011	33			T	1,250	1,700	1,700	980	60	7	0.8	0	0.0
2012	33			T	1,100	1,600	1,600	710	60	4	0.5	0	0.0
2013	33			LT	1,250	1,650	1,650	940	60	5	0.6	0	0.0
2014	33			LT	1,250	1,650	1,650	940	60	7	0.8	0	0.0
2015	33			LT	1,250	1,650	1,650	940	60	4	0.4	0	0.0
2016	33			LT	1,300	1,700	1,750	980	60	2	0.2	0	0.0
2017	33			LT	1,300	1,650	1,650	1,100	60	3	0.3	0	0.0
2018	33			LT	1,300	1,650	1,650	1,100	60	7	0.8	0	0.0
2019	33			LT	1,350	1,700	1,700	1,150	70	4	0.4	0	0.0
2021	33			LT	1,350	1,700	1,700	1,150	70	4	0.4	0	0.0
1988	33	W GLENORA FERRY DOCK	7.5	IC	1,400	1,600	1,600	1,250	70	4	1.0	0	0.0
1989	33			IC	1,400	1,600	1,600	1,250	70	4	1.0	0	0.0
1990	33			IC	1,400	1,600	1,550	1,250	70	4	1.0	0	0.0
1991	33			IC	1,400	1,600	1,550	1,250	70	9	2.3	0	0.0
1992	33			LT	1,450	2,000	1,950	1,100	70	11	2.8	2	0.5
1993	33			LT	1,450	2,000	1,800	1,050	70	6	1.5	0	0.0
1994	33			LT	1,450	2,150	2,050	1,050	70	6	1.5	0	0.0
1995	33			LT	1,450	2,100	2,000	1,050	70	8	2.0	1	0.3
1996	33			LT	1,600	2,250	2,200	1,200	80	6	1.4	0	0.0
1997	33			LT	1,600	2,250	2,200	1,200	80	4	0.9	1	0.2
1998	33			LT	1,600	2,250	2,200	1,150	80	7	1.6	0	0.0
1999	33			LT	1,700	2,350	2,300	1,250	80	3	0.6	0	0.0
2000	33			LT	1,700	2,350	2,300	1,250	80	5	1.1	0	0.0
2001	33			LT	1,750	2,450	2,400	1,300	90	7	1.5	1	0.2
2002	33			LT	1,800	2,500	2,450	1,300	90	9	1.8	0	0.0
2003	33			LT	1,500	2,050	2,000	1,100	80	7	1.7	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2004	33			LT	1,500	2,100	2,050	1,100	80	11	2.7	0	0.0
2005	33			LT	1,500	2,050	2,000	1,100	80	9	2.2	0	0.0
2006	33			LT	1,600	2,200	2,150	1,200	80	1	0.2	0	0.0
2007	33			LT	1,550	2,150	2,200	1,150	80	2	0.5	1	0.2
2008	33			LT	1,600	2,200	2,100	1,200	30	4	0.9	0	0.0
2009	33			LT	1,600	2,150	2,100	1,200	30	8	1.8	0	0.0
2010	33			LT	1,600	2,150	2,100	1,200	30	3	0.7	0	0.0
2011	33			LT	1,600	2,050	2,100	1,300	30	2	0.5	0	0.0
2012	33			LT	1,700	2,200	2,100	1,300	30	0	0.0	0	0.0
2013	33			LT	1,650	2,150	2,150	1,250	30	2	0.4	0	0.0
2014	33			LT	1,650	2,150	2,200	1,250	30	4	0.9	0	0.0
2015	33			LT	1,650	2,150	2,200	1,250	30	7	1.5	0	0.0
2016	33			LT	1,650	2,150	2,200	1,250	30	2	0.4	0	0.0
2017	33			LT	1,650	2,300	2,300	1,250	30	2	0.4	0	0.0
2018	33			LT	1,650	2,300	2,300	1,250	30	1	0.2	0	0.0
2019	33			LT	1,650	2,300	2,300	1,250	30	4	0.9	0	0.0
2021	33			LT	1,650	2,250	2,250	1,250	30	2	0.4	0	0.0
2021	33	PICTON E LTS L 19 START OF NA	2.7										
1988	33	PICTON W LTS END OF NA	2.0	IC	5,800	6,750	6,550	5,100	350	6	1.4	1	0.2
1989	33			IC	5,900	6,800	6,650	5,250	350	10	2.3	0	0.0
1990	33			IC	5,900	6,750	6,600	5,250	350	5	1.2	1	0.2
1991	33			IC	5,900	6,650	6,550	5,250	350	10	2.3	0	0.0
1992	33			CTR	5,700	7,000	6,800	4,950	340	5	1.2	0	0.0
1993	33			CTR	5,700	7,200	6,900	4,850	340	3	0.7	0	0.0
1994	33			CTR	6,000	7,700	7,300	5,050	360	5	1.1	0	0.0
1995	33			CTR	6,050	7,750	7,450	5,050	360	6	1.4	0	0.0
1996	33			CTR	6,150	7,850	7,550	5,150	370	6	1.3	0	0.0
1997	33			CTR	6,250	8,000	7,700	5,250	380	3	0.7	0	0.0
1998	33			CTR	6,300	8,000	7,700	5,300	380	5	1.1	0	0.0
1999	33			CTR	6,200	7,800	7,500	5,200	370	2	0.4	0	0.0
2000	33			CTR	6,350	8,000	7,700	5,350	380	0	0.0	0	0.0
2001	33			IC	6,150	6,900	6,900	5,450	180	1	0.2	1	0.2
2002	33			IC	6,450	7,200	7,250	5,700	190	3	0.6	0	0.0
2003	33			IC	6,500	7,250	7,300	5,750	200	1	0.2	0	0.0
2004	33			IC	6,700	7,500	7,550	5,900	200	1	0.2	0	0.0
2005	33			IC	6,600	7,350	7,400	5,800	200	2	0.4	0	0.0
2006	33			IC	6,650	7,400	7,450	5,900	200	6	1.2	0	0.0
2007	33			CTR	6,700	8,300	8,250	5,700	200	4	0.8	0	0.0
2008	33			CTR	6,750	8,350	8,200	5,750	200	1	0.2	0	0.0
2009	33			CTR	6,800	8,300	8,000	5,800	200	1	0.2	0	0.0
2010	33			CTR	6,850	8,350	8,000	5,800	210	1	0.2	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2011	33			CTR	6,900	8,400	8,050	5,850	210	0	0.0	0	0.0
2012	33			CTR	5,900	7,150	7,050	5,000	180	0	0.0	0	0.0
2013	33			CTR	6,450	7,850	8,100	5,500	190	0	0.0	0	0.0
2014	33			CTR	6,750	8,250	8,300	5,750	200	4	0.8	0	0.0
2015	33			CTR	6,800	8,300	8,350	5,800	200	6	1.2	0	0.0
2016	33			CTR	6,800	8,300	8,350	5,800	200	4	0.8	0	0.0
2017	33			CTR	6,850	9,150	9,100	5,600	210	3	0.6	0	0.0
2018	33			CTR	6,900	9,200	9,200	5,600	210	2	0.4	0	0.0
2019	33			CTR	6,900	9,200	9,150	5,600	210	3	0.6	0	0.0
2021	33			CTR	6,950	9,050	9,000	5,650	210	4	0.8	0	0.0
1988	33	PR ED RD 1/SANDY HOOK RD (S) SCOHARIE RD (N)	2.6	CTR	4,050	5,250	4,950	3,400	490	4	1.0	0	0.0
1989	33			CTR	4,200	5,350	5,100	3,600	500	1	0.2	0	0.0
1990	33			CTR	4,200	5,250	4,950	3,650	500	2	0.5	0	0.0
1991	33			CTR	4,200	5,300	5,250	3,650	500	3	0.7	0	0.0
1992	33			CTR	3,800	4,650	4,500	3,300	460	2	0.5	0	0.0
1993	33			CTR	3,800	4,800	4,600	3,250	460	3	0.8	0	0.0
1994	33			CTR	3,800	4,850	4,650	3,200	460	6	1.6	0	0.0
1995	33			CTR	3,800	4,900	4,650	3,200	460	1	0.3	0	0.0
1996	33			CTR	4,000	5,100	4,900	3,350	480	7	1.8	0	0.0
1997	33			CTR	4,200	5,400	5,150	3,550	500	2	0.5	0	0.0
1998	33			CTR	4,450	5,650	5,450	3,750	530	2	0.5	0	0.0
1999	33			CTR	4,550	5,750	5,500	3,800	550	1	0.2	0	0.0
2000	33			CTR	4,400	5,550	5,300	3,700	530	2	0.5	0	0.0
2001	33			CTR	4,500	5,700	5,450	3,800	540	1	0.2	0	0.0
2002	33			CTR	4,600	5,800	5,550	3,900	550	2	0.5	0	0.0
2003	33			CTR	4,700	5,850	5,600	4,000	560	4	0.9	0	0.0
2004	33			CTR	4,650	5,850	5,650	3,900	560	3	0.7	0	0.0
2005	33			CTR	4,900	6,050	5,850	4,150	590	0	0.0	0	0.0
2006	33			CTR	5,000	6,200	5,950	4,250	600	0	0.0	0	0.0
2007	33			CTR	5,100	6,300	6,250	4,300	610	0	0.0	0	0.0
2008	33			CTR	5,200	6,450	6,300	4,400	620	2	0.4	0	0.0
2009	33			CTR	5,250	6,400	6,200	4,450	630	1	0.2	0	0.0
2010	33			T	5,350	7,800	7,500	3,400	640	0	0.0	0	0.0
2011	33			T	5,450	7,400	7,350	4,250	650	0	0.0	0	0.0
2012	33			T	4,100	5,950	6,000	2,650	490	0	0.0	0	0.0
2013	33			T	5,350	7,800	7,650	3,400	640	2	0.4	0	0.0
2014	33			T	5,400	7,900	7,800	3,450	650	1	0.2	0	0.0
2015	33			T	5,500	8,050	7,950	3,500	660	2	0.4	0	0.0
2016	33			T	5,550	8,100	8,050	3,550	670	0	0.0	0	0.0
2017	33			T	5,600	7,700	7,700	4,450	670	3	0.6	0	0.0
2018	33			T	5,700	7,800	7,850	4,500	680	3	0.5	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2019	33			T	5,750	7,900	7,950	4,550	690	5	0.9	0	0.0
2021	33			T	5,900	7,900	7,950	4,650	710	1	0.2	0	0.0
2021	33	BLOOMFIELD E LTS L 11 START OF NA	72.2										
2021	33	HWY 14 END OF NA END OF HWY											
2012	34	ST OF HWY 34 (PATROL YARD ENTRANCE)	0.7	UC	5,200	5,250	5,550	4,950	780	2	1.4	0	0.0
2013	34			UC	4,750	4,750	4,800	4,500	710	0	0.0	0	0.0
2014	34			UC	5,200	5,200	5,000	4,950	780	2	1.4	1	0.7
2015	34			C	5,050	5,550	5,400	4,550	760	1	0.7	0	0.0
2016	34			C	5,050	5,550	5,400	4,550	760	4	2.9	1	0.7
2017	34			C	5,150	5,650	5,600	4,650	770	5	3.6	2	1.4
2018	34			C	5,100	5,600	5,550	4,600	760	3	2.2	0	0.0
2019	34			C	5,100	5,550	5,550	4,600	760	0	0.0	0	0.0
2021	34			C	5,150	5,600	5,550	4,650	770	1	0.7	0	0.0
1988	34	HWY 417 IC	5.3	C	2,900	3,200	3,200	2,600	720	8	1.4	0	0.0
1989	34			C	3,100	3,450	3,450	2,800	780	9	1.5	1	0.2
1990	34			C	3,200	3,550	3,550	2,900	800	9	1.5	0	0.0
1991	34			C	3,150	3,450	3,500	2,850	790	3	0.5	0	0.0
1992	34			C	3,400	3,650	3,750	3,150	850	4	0.6	2	0.3
1993	34			C	3,650	4,000	4,050	3,350	910	7	1.0	2	0.3
1994	34			LT	3,800	5,550	5,350	2,750	950	1	0.1	0	0.0
1995	34			LT	3,900	5,600	5,450	2,850	980	4	0.5	1	0.1
1996	34			LT	4,000	5,650	5,500	2,950	1,000	8	1.0	0	0.0
1997	34			C	4,100	4,650	4,650	3,700	530	6	0.8	1	0.1
1998	34			C	4,100	4,650	4,650	3,700	530	1	0.1	0	0.0
1999	34			C	4,250	4,750	4,800	3,800	550	1	0.1	0	0.0
2000	34			C	4,050	4,600	4,600	3,650	530	4	0.5	1	0.1
2001	34			C	4,450	5,000	5,000	4,000	670	3	0.3	2	0.2
2002	34			C	4,500	5,050	5,100	4,050	680	6	0.7	0	0.0
2003	34			C	4,800	5,350	5,400	4,350	720	3	0.3	0	0.0
2004	34			C	4,700	5,300	5,300	4,250	700	5	0.5	0	0.0
2005	34			C	4,650	5,200	5,200	4,200	700	8	0.9	1	0.1
2006	34			C	4,900	5,450	5,500	4,400	740	0	0.0	0	0.0
2007	34			C	4,800	5,350	5,400	4,300	720	3	0.3	0	0.0
2008	34			C	4,900	5,400	5,350	4,400	740	2	0.2	0	0.0
2009	34			C	4,650	5,100	5,150	4,200	700	6	0.7	0	0.0
2010	34			C	5,050	5,550	5,600	4,550	760	3	0.3	0	0.0
2011	34			C	5,100	5,600	5,650	4,600	760	6	0.6	0	0.0
2012	34			UC	4,650	4,700	5,000	4,400	700	4	0.4	1	0.1
2013	34			UC	5,150	5,150	5,200	4,900	770	6	0.6	1	0.1
2014	34			UC	5,200	5,200	5,000	4,950	780	10	1.0	2	0.2
2015	34			C	5,400	5,950	5,800	4,850	810	7	0.7	1	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2016	34			C	5,350	5,900	5,700	4,800	800	6	0.6	0	0.0
2017	34			C	5,450	5,950	5,950	4,950	820	5	0.5	1	0.1
2018	34			C	5,500	6,050	6,000	4,950	820	3	0.3	1	0.1
2019	34			C	5,550	6,050	6,050	5,000	830	5	0.5	0	0.0
2021	34			C	5,700	6,200	6,150	5,150	860	2	0.2	1	0.1
2021	34	VANKLEEK HILL S LTS START OF NA	1.4										
1988	34	VANKLEEK HILL END OF NA	8.7	C	5,200	5,750	5,750	4,700	520	19	1.2	1	0.1
1989	34			C	5,500	6,100	6,150	4,950	440	25	1.4	0	0.0
1990	34			C	5,650	6,250	6,250	5,100	400	22	1.2	3	0.2
1991	34			C	5,600	6,150	6,200	5,100	390	24	1.4	1	0.1
1992	34			C	5,750	6,200	6,400	5,300	400	33	1.8	4	0.2
1993	34			C	5,950	6,500	6,600	5,450	420	23	1.2	3	0.2
1994	34			UC	6,050	6,400	6,900	5,650	420	24	1.3	3	0.2
1995	34			UC	6,100	6,450	6,950	5,700	430	22	1.1	0	0.0
1996	34			UC	6,250	6,600	7,300	5,950	440	19	1.0	3	0.2
1997	34			UC	6,350	6,650	7,450	5,950	510	23	1.1	1	0.0
1998	34			UC	6,550	6,950	7,650	6,200	520	15	0.7	4	0.2
1999	34			UC	6,650	7,050	7,800	6,300	530	15	0.7	1	0.0
2000	34			UC	6,800	7,200	8,000	6,400	410	15	0.7	1	0.0
2001	34			UC	6,950	7,450	8,200	6,550	420	19	0.9	0	0.0
2002	34			UC	7,050	7,500	8,300	6,600	630	18	0.8	1	0.0
2003	34			C	7,200	8,050	8,100	6,500	500	19	0.8	3	0.1
2004	34			C	7,350	8,300	8,300	6,600	510	22	0.9	1	0.0
2005	34			C	7,450	8,300	8,350	6,700	520	31	1.3	8	0.3
2006	34			C	7,600	8,450	8,500	6,850	910	23	1.0	4	0.2
2007	34			C	7,450	8,300	8,400	6,700	890	22	0.9	2	0.1
2008	34			C	7,450	8,200	8,100	6,700	890	16	0.7	2	0.1
2009	34			C	7,400	8,150	8,200	6,650	890	9	0.4	1	0.0
2010	34			C	7,850	8,650	8,750	7,050	940	15	0.6	1	0.0
2011	34			C	7,950	8,750	8,850	7,150	950	10	0.4	2	0.1
2012	34			UC	8,000	8,050	8,550	7,600	960	6	0.2	0	0.0
2013	34			UC	8,150	8,200	8,200	7,750	980	11	0.4	2	0.1
2014	34			UC	8,250	8,300	7,950	7,850	990	11	0.4	1	0.0
2015	34			UC	8,400	8,450	8,100	7,950	1,000	14	0.5	0	0.0
2016	34			UC	8,500	8,550	8,150	8,050	1,000	16	0.6	2	0.1
2017	34			UC	8,600	8,550	8,650	8,250	1,050	12	0.4	0	0.0
2018	34			UC	8,700	8,650	8,750	8,350	1,050	13	0.5	3	0.1
2019	34			UC	8,800	8,650	8,800	8,500	1,050	18	0.6	0	0.0
2021	34			UC	9,000	9,000	9,150	8,650	1,100	11	0.4	1	0.0
1988	34	PRESCOTT & RUSSELL RD 17 IC	0.2	C	9,100	10,100	10,100	8,200	730	3	4.5	1	1.5
1989	34			C	9,750	10,800	10,900	8,800	780	1	1.4	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1990	34			C	10,500	11,700	11,700	9,450	840	0	0.0	0	0.0
1991	34			C	10,400	11,400	11,500	9,450	830	1	1.3	0	0.0
1992	34			C	10,600	11,400	11,800	9,750	850	1	1.3	0	0.0
1993	34			C	10,800	11,800	12,000	9,950	860	0	0.0	0	0.0
1994	34			C	11,100	12,200	12,400	10,000	890	2	2.5	0	0.0
1995	34			C	11,200	12,200	12,600	10,200	900	1	1.2	0	0.0
1996	34			C	11,400	12,900	13,000	10,300	910	0	0.0	0	0.0
1997	34			SC	11,500	12,200	13,500	10,200	920	0	0.0	0	0.0
1998	34			SC	11,800	12,500	13,800	10,500	940	0	0.0	0	0.0
1999	34			SC	12,500	13,200	14,600	11,100	1,000	1	1.1	0	0.0
2000	34			C	12,600	14,200	14,200	11,300	630	0	0.0	0	0.0
2001	34			C	13,200	14,900	14,900	11,900	660	0	0.0	0	0.0
2002	34			C	13,500	15,100	15,200	12,100	680	0	0.0	0	0.0
2003	34			C	13,900	15,500	15,600	12,500	700	0	0.0	0	0.0
2004	34			C	14,300	16,100	16,100	12,900	720	2	1.9	0	0.0
2005	34			C	14,600	16,300	16,400	13,100	1,000	0	0.0	0	0.0
2006	34			C	15,300	17,000	17,100	13,800	1,050	0	0.0	0	0.0
2007	34			C	15,400	17,100	17,300	13,800	1,100	2	1.8	1	0.9
2008	34			C	15,700	17,300	17,100	14,100	1,100	1	0.9	0	0.0
2009	34			CR	16,100	19,300	18,700	13,700	1,150	0	0.0	0	0.0
2010	34			CR	16,400	19,700	19,000	13,900	1,150	0	0.0	0	0.0
2011	34			CR	16,800	19,600	19,800	14,900	1,200	4	3.3	1	0.8
2012	34			CR	13,700	16,400	16,100	11,600	960	5	5.0	1	1.0
2013	34			CR	14,500	17,400	17,800	12,300	1,000	2	1.9	0	0.0
2014	34			CR	14,800	17,400	17,300	12,600	1,050	2	1.9	0	0.0
2015	34			CR	15,100	17,800	17,700	12,900	1,050	2	1.8	0	0.0
2016	34			CR	15,400	18,100	18,000	13,100	1,100	1	0.9	1	0.9
2017	34			CR	15,700	18,200	18,300	14,100	1,100	1	0.9	0	0.0
2018	34			CR	16,000	18,600	18,700	14,400	1,100	2	1.7	0	0.0
2019	34			CR	16,300	18,900	19,000	14,600	1,150	2	1.7	0	0.0
2021	34			CR	17,100	19,700	19,800	15,400	1,200	2	1.6	0	0.0
2021	34	HAWKESBURY S LTS START OF NA	1.3										
2021	34	MAIN ST END OF NA END OF HWY											
1988	35	HWY 401 M/C FRWY IC S JCT HWY 115	1.3	IR	14,400	18,700	15,800	11,500	1,850	0	0.0	0	0.0
1989	35			IR	16,100	20,800	17,900	13,200	2,100	0	0.0	0	0.0
1990	35			IR	17,900	22,700	19,900	14,700	2,350	3	0.3	0	0.0
1991	35			IR	18,100	22,800	20,100	15,000	2,350	1	0.1	0	0.0
1992	35			IR	18,500	22,800	20,400	15,700	2,400	2	0.2	0	0.0
1993	35			IR	18,900	23,200	19,500	15,500	2,450	4	0.4	2	0.2
1994	35			IR	19,400	23,900	21,300	16,300	2,500	4	0.4	1	0.1
1995	35			IR	20,200	24,900	22,300	17,200	2,650	8	0.8	1	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1996	35			IR	21,000	26,100	23,400	17,900	2,750	3	0.3	0	0.0
1997	35			IR	21,900	27,400	24,500	18,600	2,850	1	0.1	0	0.0
1998	35			IR	22,700	28,100	25,400	19,100	2,950	3	0.3	0	0.0
1999	35			IR	21,900	27,200	24,300	18,400	2,650	2	0.2	0	0.0
2000	35			IR	22,100	27,100	24,500	18,700	2,650	5	0.5	1	0.1
2001	35			IR	22,300	27,600	24,700	18,900	2,700	7	0.7	0	0.0
2002	35			IR	22,600	27,900	25,000	19,200	2,700	3	0.3	0	0.0
2003	35			IR	23,000	27,900	25,300	19,500	2,750	9	0.8	1	0.1
2004	35			IR	22,400	27,700	24,800	18,900	2,700	6	0.6	0	0.0
2005	35			IR	23,500	28,400	25,700	20,000	2,800	4	0.4	0	0.0
2006	35			IR	23,800	28,700	26,000	20,200	2,850	4	0.4	1	0.1
2007	35			IR	24,100	29,200	29,100	20,400	2,900	6	0.5	0	0.0
2008	35			IR	24,400	29,600	29,000	20,900	2,950	7	0.6	0	0.0
2009	35			IR	24,700	29,600	26,900	21,000	2,950	6	0.5	1	0.1
2010	35			IR	25,000	29,800	27,200	21,300	3,000	3	0.3	0	0.0
2011	35			IR	23,500	28,000	27,400	20,100	2,800	5	0.4	1	0.1
2012	35			IR	25,200	30,000	29,200	21,500	3,000	4	0.3	2	0.2
2013	35			CR	22,300	26,700	27,400	18,900	2,700	4	0.4	1	0.1
2014	35			CR	25,100	29,600	29,400	21,400	3,000	2	0.2	0	0.0
2015	35			IC	25,100	27,800	27,700	22,300	3,000	7	0.6	1	0.1
2016	35			IC	25,500	28,200	28,100	22,600	3,050	4	0.3	0	0.0
2017	35			IC	25,700	28,200	28,400	23,300	3,100	14	1.1	1	0.1
2018	35			IC	25,900	28,500	28,700	23,400	3,100	5	0.4	3	0.2
2019	35			IC	26,100	28,700	28,800	23,600	3,150	4	0.3	3	0.2
2021	35			IC	26,500	28,700	28,900	24,000	3,200	6	0.5	0	0.0
1988	35	HWY 2 IC NEWCASTLE	2.9	IR	14,700	19,100	16,200	11,800	1,450	5	0.3	1	0.1
1989	35			IR	16,000	20,600	17,800	13,100	1,600	2	0.1	0	0.0
1990	35			IR	17,200	21,800	19,100	14,100	1,700	5	0.3	0	0.0
1991	35			IR	18,000	22,700	20,000	14,900	1,800	3	0.2	0	0.0
1992	35			IR	18,800	23,100	20,700	16,000	1,900	3	0.2	1	0.1
1993	35			R	19,700	33,700	26,400	11,200	1,950	8	0.4	1	0.0
1994	35			R	19,000	35,200	27,700	10,300	1,900	7	0.4	0	0.0
1995	35			R	19,800	36,200	28,500	10,800	2,000	5	0.2	0	0.0
1996	35			IR	18,800	23,400	21,000	16,000	1,900	8	0.4	1	0.1
1997	35			IR	21,200	26,500	23,700	18,000	2,100	4	0.2	0	0.0
1998	35			IR	21,900	27,200	24,500	18,400	2,200	4	0.2	0	0.0
1999	35			IR	21,800	27,000	24,200	18,300	2,600	1	0.0	0	0.0
2000	35			IR	21,400	26,200	23,700	18,100	2,550	9	0.4	0	0.0
2001	35			IR	21,700	26,800	24,000	18,300	2,600	10	0.4	2	0.1
2002	35			IR	24,000	29,600	26,600	20,400	2,900	9	0.4	0	0.0
2003	35			IR	22,300	27,100	24,500	18,900	2,700	9	0.4	1	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2004	35			IR	21,900	27,100	24,300	18,500	2,650	6	0.3	1	0.0
2005	35			IR	22,100	26,700	24,200	18,800	2,650	8	0.3	1	0.0
2006	35			IC	21,300	23,700	23,900	18,900	2,550	4	0.2	1	0.0
2007	35			IC	23,400	26,000	26,800	20,700	2,800	9	0.4	4	0.2
2008	35			CR	20,600	24,900	24,700	17,400	2,700	5	0.2	0	0.0
2009	35			CR	22,900	27,500	26,600	19,500	3,000	9	0.4	4	0.2
2010	35			CR	23,100	27,700	26,700	19,500	3,000	4	0.2	0	0.0
2011	35			CR	23,300	27,100	27,500	20,700	3,050	7	0.3	0	0.0
2012	35			CR	23,500	28,200	27,700	19,900	3,050	8	0.3	1	0.0
2013	35			CR	23,700	28,400	29,100	20,000	3,100	5	0.2	0	0.0
2014	35			CTR	22,700	27,700	27,900	19,300	2,950	6	0.3	1	0.0
2015	35			CTR	23,400	28,500	28,800	19,900	3,050	13	0.5	0	0.0
2016	35			CTR	23,500	28,700	28,900	20,000	3,050	10	0.4	1	0.0
2017	35			CTR	24,000	32,100	31,900	19,600	3,100	19	0.8	1	0.0
2018	35			CTR	24,200	32,300	32,200	19,700	3,150	9	0.4	0	0.0
2019	35			CTR	24,300	32,400	32,200	19,800	3,150	12	0.5	5	0.2
2021	35			CTR	24,700	32,200	32,000	20,200	3,200	3	0.1	1	0.0
1988	35	CLARKE 3RD CONC S JCT DURHAM RD 17 IC	2.0	IR	15,600	20,300	17,200	12,500	2,050	3	0.3	0	0.0
1989	35			IR	16,700	21,500	18,500	13,700	2,150	2	0.2	0	0.0
1990	35			IR	17,900	22,700	19,900	14,700	2,350	8	0.6	2	0.2
1991	35			IR	18,600	23,400	20,600	15,400	2,400	5	0.4	0	0.0
1992	35			IR	19,300	23,700	21,200	16,400	2,500	7	0.5	0	0.0
1993	35			IR	20,000	24,600	20,700	16,400	2,600	5	0.3	1	0.1
1994	35			IR	20,100	24,800	22,100	16,800	2,600	5	0.3	1	0.1
1995	35			IR	20,900	25,700	23,000	17,800	2,700	6	0.4	2	0.1
1996	35			IR	20,300	25,200	22,600	17,300	2,650	11	0.7	1	0.1
1997	35			IR	22,400	28,000	25,100	19,000	2,900	10	0.6	0	0.0
1998	35			IR	23,200	28,800	26,000	19,500	3,000	5	0.3	1	0.1
1999	35			IR	23,600	29,300	26,200	19,800	2,850	4	0.2	0	0.0
2000	35			IR	24,000	29,400	26,600	20,300	2,900	20	1.1	0	0.0
2001	35			IR	24,600	30,400	27,300	20,800	2,950	11	0.6	1	0.1
2002	35			IR	27,500	33,900	30,500	23,400	3,300	15	0.7	1	0.0
2003	35			IR	25,800	31,300	28,400	21,900	3,100	9	0.5	0	0.0
2004	35			IR	24,900	30,800	27,600	21,000	3,000	13	0.7	0	0.0
2005	35			IR	25,700	31,000	28,200	21,900	3,100	16	0.9	0	0.0
2006	35			IR	26,300	31,700	28,700	22,300	3,150	5	0.3	1	0.1
2007	35			IR	26,800	32,500	32,400	22,700	3,200	6	0.3	0	0.0
2008	35			CR	25,000	30,300	30,000	21,100	3,000	6	0.3	1	0.1
2009	35			CR	27,700	33,200	32,100	23,500	3,300	7	0.3	1	0.0
2010	35			CR	28,100	33,700	32,500	23,800	3,350	4	0.2	0	0.0
2011	35			CR	28,600	33,300	33,700	25,400	3,450	4	0.2	1	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2012	35			IC	26,000	28,800	27,900	23,100	3,100	6	0.3	0	0.0
2013	35			IC	28,800	31,900	31,700	25,500	3,450	11	0.5	2	0.1
2014	35			CR	29,100	34,300	34,100	24,800	2,900	10	0.5	2	0.1
2015	35			CR	29,600	34,900	34,700	25,200	2,950	16	0.7	2	0.1
2016	35			CR	30,000	35,400	35,100	25,600	2,950	5	0.2	0	0.0
2017	35			CR	30,400	35,200	35,400	27,400	3,350	8	0.4	1	0.0
2018	35			CR	30,800	35,800	36,000	27,600	3,400	10	0.4	0	0.0
2019	35			CR	31,200	36,200	36,400	28,000	3,450	10	0.4	4	0.2
2021	35			CR	32,000	36,800	37,100	28,900	3,500	3	0.1	1	0.0
1988	35	CLARKE 4TH CONC IC	1.9	IR	15,700	20,400	17,300	12,600	2,050	2	0.2	0	0.0
1989	35			IR	16,800	21,700	18,600	13,800	2,200	2	0.2	0	0.0
1990	35			IR	17,800	22,600	19,800	14,600	2,300	1	0.1	0	0.0
1991	35			IR	18,100	22,800	20,100	15,000	2,350	2	0.2	0	0.0
1992	35			IR	18,500	22,800	20,400	15,700	2,400	5	0.4	0	0.0
1993	35			IR	19,000	23,400	19,600	15,500	2,450	1	0.1	0	0.0
1994	35			IR	19,900	24,500	21,900	16,700	2,600	3	0.2	0	0.0
1995	35			IR	20,600	25,400	22,700	17,600	2,700	5	0.3	0	0.0
1996	35			IR	20,400	25,300	22,800	17,400	2,650	2	0.1	0	0.0
1997	35			IR	22,100	27,600	24,800	18,800	2,850	4	0.3	1	0.1
1998	35			IR	22,800	28,300	25,500	19,200	2,950	3	0.2	1	0.1
1999	35			IR	21,800	27,000	24,200	18,300	2,600	5	0.3	0	0.0
2000	35			IR	22,000	27,000	24,400	18,600	2,650	7	0.4	0	0.0
2001	35			IR	22,300	27,600	24,700	18,900	2,700	8	0.5	0	0.0
2002	35			IR	22,500	27,700	24,900	19,100	2,700	11	0.7	3	0.2
2003	35			IR	22,800	27,700	25,100	19,400	2,750	12	0.7	1	0.1
2004	35			IR	23,000	28,400	25,500	19,400	2,750	11	0.7	0	0.0
2005	35			IR	23,500	28,400	25,700	20,000	2,800	6	0.4	0	0.0
2006	35			IR	24,300	29,300	26,600	20,600	2,900	4	0.2	1	0.1
2007	35			IR	24,600	29,800	29,700	20,800	2,950	10	0.6	0	0.0
2008	35			IR	25,000	30,300	29,700	21,400	3,000	7	0.4	0	0.0
2009	35			IR	25,300	30,400	27,600	21,500	3,050	6	0.3	1	0.1
2010	35			IR	25,600	30,500	27,900	21,800	3,050	5	0.3	0	0.0
2011	35			IR	25,800	30,800	30,100	22,000	3,100	4	0.2	1	0.1
2012	35			IR	26,100	31,000	30,200	22,300	3,150	3	0.2	0	0.0
2013	35			IR	26,400	31,400	33,700	22,500	3,150	9	0.5	1	0.1
2014	35			IR	26,700	31,800	31,900	22,700	3,200	7	0.4	2	0.1
2015	35			IR	27,100	32,300	32,300	23,100	3,250	8	0.4	1	0.1
2016	35			IR	27,400	32,600	32,700	23,300	3,300	6	0.3	1	0.1
2017	35			IR	27,700	33,600	33,400	23,600	3,300	4	0.2	0	0.0
2018	35			IR	28,000	34,000	33,800	23,800	3,350	4	0.2	0	0.0
2019	35			IR	28,400	34,500	34,400	24,200	3,400	10	0.5	2	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2021	35			IR	29,000	34,700	34,600	24,800	3,500	2	0.1	0	0.0
1988	35	N JCT DURHAM RD 17 MAIN ST IC	0.5	IR	15,100	19,600	16,600	12,100	1,950	1	0.4	0	0.0
1989	35			IR	16,200	20,900	18,000	13,300	2,100	2	0.7	0	0.0
1990	35			IR	17,100	21,700	19,000	14,000	2,200	1	0.3	0	0.0
1991	35			IR	17,400	21,900	19,300	14,400	2,250	1	0.3	0	0.0
1992	35			IR	17,800	21,900	19,600	15,100	2,300	1	0.3	0	0.0
1993	35			IR	18,200	22,400	18,800	14,900	2,350	1	0.3	0	0.0
1994	35			IR	19,800	24,400	21,800	16,600	2,550	3	0.9	0	0.0
1995	35			IR	20,700	25,500	22,800	17,600	2,700	1	0.3	0	0.0
1996	35			IR	21,500	26,700	24,000	18,300	2,800	1	0.3	0	0.0
1997	35			IR	22,400	28,000	25,100	19,000	2,900	2	0.5	0	0.0
1998	35			IR	23,200	28,800	26,000	19,500	3,000	2	0.5	1	0.3
1999	35			IR	22,000	27,300	24,400	18,500	2,400	2	0.5	0	0.0
2000	35			IR	22,200	27,200	24,600	18,800	2,450	2	0.5	0	0.0
2001	35			IR	22,500	27,800	24,900	19,000	2,500	0	0.0	0	0.0
2002	35			IR	22,700	28,000	25,200	19,300	2,500	2	0.5	0	0.0
2003	35			IR	22,900	27,800	25,200	19,400	2,500	5	1.3	1	0.3
2004	35			IR	23,100	28,500	25,600	19,500	2,550	3	0.8	1	0.3
2005	35			IR	23,300	28,100	25,500	19,900	2,550	3	0.8	0	0.0
2006	35			IR	22,900	27,600	25,000	19,400	2,500	0	0.0	0	0.0
2007	35			IR	23,700	28,700	28,600	20,100	2,600	1	0.2	0	0.0
2008	35			IR	23,900	29,000	28,400	20,400	2,650	1	0.2	0	0.0
2009	35			IR	24,100	28,900	26,300	20,500	2,650	0	0.0	0	0.0
2010	35			IR	24,300	28,900	26,500	20,700	2,650	1	0.2	0	0.0
2011	35			IR	24,500	29,200	28,600	20,900	2,700	1	0.2	1	0.2
2012	35			IR	24,800	29,500	28,700	21,200	2,750	1	0.2	0	0.0
2013	35			IR	25,000	29,800	31,900	21,300	2,750	2	0.5	0	0.0
2014	35			IR	25,200	30,000	30,100	21,400	2,750	0	0.0	0	0.0
2015	35			IR	25,400	30,200	30,300	21,600	2,800	3	0.7	0	0.0
2016	35			IR	25,600	30,500	30,500	21,800	2,800	0	0.0	0	0.0
2017	35			IR	25,800	31,300	31,100	22,000	2,850	1	0.2	0	0.0
2018	35			IR	26,000	31,600	31,400	22,100	2,850	0	0.0	0	0.0
2019	35			IR	26,200	31,900	31,700	22,300	2,900	0	0.0	0	0.0
2021	35			IR	26,600	31,900	31,700	22,700	2,950	1	0.2	0	0.0
1988	35	STATION ST IC	2.3	IR	14,000	18,200	15,400	11,200	1,800	2	0.2	0	0.0
1989	35			IR	15,100	19,500	16,800	12,400	1,950	3	0.2	1	0.1
1990	35			IR	16,300	20,700	18,100	13,400	2,100	3	0.2	1	0.1
1991	35			IR	16,700	21,000	18,500	13,900	2,150	1	0.1	0	0.0
1992	35			IR	17,200	21,200	18,900	14,600	2,250	4	0.3	0	0.0
1993	35			IR	17,700	21,800	18,300	14,500	2,300	3	0.2	0	0.0
1994	35			IR	18,700	23,000	20,600	15,700	2,450	5	0.3	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1995	35			IR	19,900	24,500	21,900	17,000	2,600	3	0.2	0	0.0
1996	35			IR	20,800	25,800	23,200	17,700	2,700	3	0.2	0	0.0
1997	35			IR	22,300	27,900	25,000	19,000	2,900	9	0.5	0	0.0
1998	35			IR	23,500	29,100	26,300	19,700	3,050	4	0.2	0	0.0
1999	35			IR	21,100	26,200	23,400	17,700	2,300	5	0.3	2	0.1
2000	35			IR	21,300	26,100	23,600	18,000	2,350	6	0.3	0	0.0
2001	35			IR	21,500	26,600	23,800	18,200	2,350	6	0.3	1	0.1
2002	35			IR	21,500	26,500	23,800	18,300	2,350	6	0.3	1	0.1
2003	35			IR	22,100	26,800	24,300	18,800	2,450	11	0.6	3	0.2
2004	35			IR	22,000	27,200	24,400	18,600	2,400	12	0.7	0	0.0
2005	35			IR	22,400	27,000	24,500	19,100	2,450	9	0.5	0	0.0
2006	35			IR	22,500	27,100	24,600	19,100	2,500	3	0.2	1	0.1
2007	35			IR	22,900	27,700	27,700	19,400	2,300	9	0.5	2	0.1
2008	35			IR	22,900	27,700	27,200	19,600	2,300	5	0.3	0	0.0
2009	35			IR	22,700	27,200	24,700	19,300	2,250	4	0.2	0	0.0
2010	35			IR	23,300	27,700	25,400	19,800	2,350	4	0.2	1	0.1
2011	35			IR	23,500	28,000	27,400	20,100	2,350	4	0.2	1	0.1
2012	35			IR	23,700	28,200	27,400	20,300	2,350	4	0.2	0	0.0
2013	35			CTR	23,800	29,000	29,900	20,200	2,400	3	0.2	0	0.0
2014	35			CTR	24,000	29,300	29,500	20,400	2,400	5	0.3	1	0.1
2015	35			CTR	24,200	29,500	29,800	20,600	2,300	3	0.1	0	0.0
2016	35			CTR	24,400	29,800	30,000	20,700	2,300	4	0.2	0	0.0
2017	35			CTR	24,600	32,900	32,700	20,000	2,350	10	0.5	2	0.1
2018	35			CTR	24,800	33,100	33,000	20,200	2,350	6	0.3	1	0.0
2019	35			CTR	24,900	33,200	33,000	20,300	2,350	5	0.2	0	0.0
2021	35			CTR	25,300	33,000	32,800	20,600	2,550	6	0.3	0	0.0
1988	35	REG RD 4 TAUNTON RD (W) CLARK CONC 6 (E) IC	2.5	IR	15,100	19,600	16,600	12,100	1,950	1	0.1	0	0.0
1989	35			IR	15,600	20,100	17,300	12,800	2,050	7	0.5	0	0.0
1990	35			IR	16,700	21,200	18,500	13,700	2,150	8	0.5	1	0.1
1991	35			IR	17,300	21,800	19,200	14,400	2,250	7	0.5	0	0.0
1992	35			IR	17,900	22,000	19,700	15,200	2,350	6	0.4	1	0.1
1993	35			IR	18,500	22,800	19,100	15,100	2,400	2	0.1	0	0.0
1994	35			IR	19,000	23,400	20,900	15,900	2,450	5	0.3	1	0.1
1995	35			IR	19,700	24,300	21,700	16,800	2,550	3	0.2	1	0.1
1996	35			IR	18,800	23,400	21,000	16,000	2,450	5	0.3	0	0.0
1997	35			IR	21,000	26,200	23,500	17,800	2,750	6	0.3	0	0.0
1998	35			IR	21,700	26,900	24,300	18,200	2,800	8	0.4	1	0.1
1999	35			IR	22,500	27,900	25,000	18,900	2,250	7	0.3	1	0.0
2000	35			IR	23,700	29,000	26,200	20,000	3,300	8	0.4	2	0.1
2001	35			IR	24,100	29,800	26,700	20,400	2,150	19	0.9	5	0.2
2002	35			IR	24,900	30,700	27,600	21,200	2,250	17	0.8	1	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2003	35			IR	25,700	31,200	28,300	21,800	2,300	7	0.3	0	0.0
2004	35			IR	25,900	32,000	28,700	21,900	3,350	23	1.0	1	0.0
2005	35			IR	27,300	32,900	29,900	23,300	3,550	22	0.9	2	0.1
2006	35			IR	27,300	32,900	29,800	23,200	3,000	8	0.3	3	0.1
2007	35			IR	28,000	33,900	33,800	23,700	3,100	9	0.4	1	0.0
2008	35			IR	27,200	32,900	32,300	23,200	3,000	12	0.5	1	0.0
2009	35			IR	29,400	35,300	32,000	25,000	3,250	9	0.3	0	0.0
2010	35			IR	30,000	35,700	32,700	25,500	3,300	9	0.3	1	0.0
2011	35			IR	30,700	36,600	35,900	26,200	3,400	11	0.4	1	0.0
2012	35			IR	27,100	32,200	31,400	23,200	3,000	6	0.2	0	0.0
2013	35			IR	26,000	31,000	33,200	22,100	2,850	5	0.2	0	0.0
2014	35			IR	25,600	30,500	30,500	21,800	2,800	9	0.4	2	0.1
2015	35			IR	27,300	32,500	32,600	23,200	3,000	15	0.6	1	0.0
2016	35			IR	27,800	33,100	33,200	23,700	3,050	7	0.3	3	0.1
2017	35	DURHAM RD 9 (E) CLARKE 7TH CONC (W) IC	5.4	IR	30,300	34,200	34,400	26,100	3,350	10	0.4	2	0.1
2018	35			IR	30,700	34,700	35,000	26,600	3,400	11	0.4	1	0.0
2019	35			IR	31,100	35,200	35,500	27,000	3,400	14	0.5	0	0.0
2021	35			IR	32,000	36,000	36,300	28,200	3,500	5	0.2	0	0.0
1988	35			IR	15,000	19,500	16,500	12,000	2,250	19	0.6	7	0.2
1989	35			IR	15,900	20,500	17,600	13,000	2,400	17	0.5	2	0.1
1990	35			IR	17,300	22,000	19,200	14,200	2,600	18	0.5	4	0.1
1991	35			IR	17,400	21,900	19,300	14,400	2,600	22	0.6	1	0.0
1992	35			IR	17,700	21,800	19,500	15,000	2,650	18	0.5	3	0.1
1993	35			IR	18,700	23,000	19,300	15,300	2,800	29	0.8	3	0.1
1994	35			IR	19,700	24,300	21,700	16,500	2,950	51	1.3	4	0.1
1995	35			IR	20,400	25,100	22,500	17,400	3,050	24	0.6	3	0.1
1996	35			IR	21,200	26,300	23,600	18,100	3,200	31	0.7	3	0.1
1997	35			IR	22,000	27,500	24,600	18,700	3,300	60	1.4	7	0.2
1998	35			IR	22,800	28,300	25,500	19,200	3,400	23	0.5	3	0.1
1999	35			IR	21,500	26,700	23,900	18,100	2,600	29	0.7	4	0.1
2000	35			IR	21,600	26,500	23,900	18,300	2,600	35	0.8	4	0.1
2001	35			IR	21,700	26,800	24,000	18,300	2,600	39	0.9	8	0.2
2002	35			IR	21,900	27,000	24,300	18,600	2,650	29	0.7	0	0.0
2003	35			IR	22,000	26,700	24,200	18,700	2,650	58	1.3	1	0.0
2004	35			IR	22,100	27,300	24,500	18,700	2,650	49	1.1	3	0.1
2005	35			IR	22,200	26,800	24,300	18,900	2,650	48	1.1	7	0.2
2006	35			IR	21,700	26,200	23,700	18,400	2,600	27	0.6	4	0.1
2007	35			IR	22,500	27,300	27,200	19,100	2,700	40	0.9	5	0.1
2008	35			IR	22,600	27,400	26,900	19,300	2,700	32	0.7	0	0.0
2009	35			IR	22,700	27,200	24,700	19,300	2,700	32	0.7	2	0.0
2010	35			IR	25,100	29,900	27,300	21,400	3,000	31	0.6	2	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2011	35			IR	23,500	28,000	27,400	20,100	2,800	32	0.7	0	0.0
2012	35			IR	23,700	28,200	27,400	20,300	2,850	30	0.6	3	0.1
2013	35			IR	23,900	28,500	30,500	20,300	2,850	35	0.7	6	0.1
2014	35			IR	27,300	32,500	32,600	23,200	3,300	36	0.7	1	0.0
2015	35			IR	27,800	33,100	33,200	23,700	3,350	38	0.7	6	0.1
2016	35			IR	28,300	33,700	33,800	24,100	3,400	34	0.6	2	0.0
2017	35			IR	26,300	31,900	31,700	22,400	3,150	21	0.4	4	0.1
2018	35			IR	26,600	32,300	32,100	22,600	3,200	38	0.7	3	0.1
2019	35			IR	26,900	32,700	32,600	22,900	3,250	23	0.4	3	0.1
2021	35			IR	27,400	32,800	32,700	23,400	3,300	31	0.6	2	0.0
1988	35	N JCT HWY 115 IC (ENTERPRISE HILL)	1.5	IC	5,400	6,250	6,100	4,750	700	6	2.0	1	0.3
1989	35			IC	5,650	6,500	6,400	5,050	730	3	1.0	0	0.0
1990	35			IC	5,900	6,750	6,600	5,250	770	3	0.9	0	0.0
1991	35			IC	6,000	6,800	6,650	5,350	780	7	2.1	1	0.3
1992	35			IC	6,100	6,750	6,700	5,550	790	4	1.2	0	0.0
1993	35			IC	6,200	7,000	6,950	5,500	810	7	2.0	1	0.3
1994	35			IC	6,150	6,900	6,900	5,450	800	2	0.6	0	0.0
1995	35			IC	6,300	7,050	7,100	5,650	820	5	1.4	1	0.3
1996	35			IR	5,750	7,150	6,400	4,900	750	5	1.6	0	0.0
1997	35			IR	6,600	8,250	7,400	5,600	860	5	1.4	0	0.0
1998	35			IR	6,750	8,350	7,550	5,650	880	2	0.5	0	0.0
1999	35			IR	6,450	8,000	7,150	5,400	840	6	1.7	0	0.0
2000	35			IR	6,500	7,950	7,200	5,500	1,300	9	2.5	4	1.1
2001	35			IR	6,550	8,100	7,250	5,550	590	5	1.4	0	0.0
2002	35			IR	6,450	7,950	7,150	5,500	770	1	0.3	0	0.0
2003	35			IR	6,650	8,050	7,300	5,650	800	4	1.1	0	0.0
2004	35			IR	6,700	8,300	7,400	5,650	800	8	2.1	1	0.3
2005	35			IR	6,750	8,150	7,400	5,750	1,350	13	3.5	1	0.3
2006	35			IR	6,700	8,100	7,300	5,700	1,350	8	2.1	1	0.3
2007	35			IR	6,800	8,250	8,200	5,750	1,350	10	2.6	2	0.5
2008	35			IR	6,700	8,100	7,950	5,750	1,350	9	2.4	0	0.0
2009	35			IR	6,850	8,200	7,450	5,800	1,350	7	1.8	0	0.0
2010	35			IR	6,900	8,200	7,500	5,850	1,400	7	1.8	0	0.0
2011	35			IR	6,500	7,750	7,600	5,550	1,300	5	1.4	0	0.0
2012	35			C	6,900	7,600	7,450	6,200	1,400	3	0.8	0	0.0
2013	35			C	6,950	7,650	7,550	6,250	1,400	13	3.4	3	0.8
2014	35			C	6,950	7,650	7,450	6,250	630	4	1.0	1	0.3
2015	35			C	7,000	7,700	7,500	6,300	640	3	0.8	1	0.3
2016	35			C	7,050	7,750	7,550	6,350	640	2	0.5	0	0.0
2017	35			C	7,100	7,750	7,750	6,450	650	5	1.3	0	0.0
2018	35			C	7,100	7,800	7,750	6,400	650	2	0.5	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2019	35			C	7,150	7,800	7,750	6,450	650	2	0.5	0	0.0
2021	35			C	7,200	7,850	7,800	6,550	650	4	1.0	1	0.2
1988	35	TORONTO BANCROFT MTO DIST BDY	2.5	IC	5,400	6,250	6,100	4,750	700	5	1.0	1	0.2
1989	35			IC	5,650	6,500	6,400	5,050	730	2	0.4	0	0.0
1990	35			IC	5,900	6,750	6,600	5,250	770	4	0.7	0	0.0
1991	35			IC	6,000	6,800	6,650	5,350	780	4	0.7	0	0.0
1992	35			IC	6,100	6,750	6,700	5,550	790	1	0.2	0	0.0
1993	35			IC	6,200	7,000	6,950	5,500	810	2	0.4	0	0.0
1994	35			IC	6,150	6,900	6,900	5,450	800	3	0.5	0	0.0
1995	35			IC	6,300	7,050	7,100	5,650	820	2	0.3	0	0.0
1996	35			IR	5,750	7,150	6,400	4,900	750	5	1.0	1	0.2
1997	35			IR	6,600	8,250	7,400	5,600	860	5	0.8	0	0.0
1998	35			IR	6,750	8,350	7,550	5,650	880	4	0.6	1	0.2
1999	35			IR	6,450	8,000	7,150	5,400	840	2	0.3	0	0.0
2000	35			IR	6,500	7,950	7,200	5,500	1,300	5	0.8	0	0.0
2001	35			IR	6,550	8,100	7,250	5,550	590	3	0.5	0	0.0
2002	35			IR	6,450	7,950	7,150	5,500	770	4	0.7	0	0.0
2003	35			IR	6,650	8,050	7,300	5,650	800	6	1.0	2	0.3
2004	35			IR	6,700	8,300	7,400	5,650	800	3	0.5	0	0.0
2005	35			IR	6,750	8,150	7,400	5,750	1,350	5	0.8	0	0.0
2006	35			IR	6,700	8,100	7,300	5,700	1,350	5	0.8	0	0.0
2007	35			IR	6,800	8,250	8,200	5,750	1,350	3	0.5	0	0.0
2008	35			IR	6,700	8,100	7,950	5,750	1,350	3	0.5	0	0.0
2009	35			IR	6,850	8,200	7,450	5,800	1,350	4	0.6	0	0.0
2010	35			IR	6,900	8,200	7,500	5,850	1,400	2	0.3	1	0.2
2011	35			IR	6,500	7,750	7,600	5,550	1,300	4	0.7	0	0.0
2012	35			IR	6,900	8,200	8,000	5,900	1,400	8	1.3	0	0.0
2013	35			IR	6,950	8,250	8,850	5,900	1,400	3	0.5	0	0.0
2014	35			IR	6,950	8,250	8,300	5,900	1,400	5	0.8	0	0.0
2015	35			IR	7,000	8,350	8,350	5,950	1,400	3	0.5	0	0.0
2016	35			IR	7,050	8,400	8,400	6,000	1,400	8	1.2	0	0.0
2017	35			IR	7,100	8,000	8,050	6,150	1,400	2	0.3	0	0.0
2018	35			IR	7,100	8,050	8,100	6,150	1,400	10	1.5	0	0.0
2019	35			IR	7,150	8,100	8,150	6,200	1,450	6	0.9	1	0.2
2021	35			IR	7,200	8,100	8,150	6,350	1,450	2	0.3	2	0.3
1988	35	KAWARTHA LAKES RD 12 PONTYPOOL RD	7.6	IR	5,000	6,500	5,500	4,000	600	14	1.0	3	0.2
1989	35			IR	5,300	6,850	5,900	4,350	640	11	0.7	0	0.0
1990	35			IR	5,500	7,000	6,100	4,500	660	15	1.0	0	0.0
1991	35			IR	5,600	7,050	6,200	4,650	670	11	0.7	1	0.1
1992	35			IR	5,800	7,150	6,400	4,950	580	17	1.1	1	0.1
1993	35			IR	6,000	7,400	6,200	4,900	600	16	1.0	2	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1994	35			IR	6,100	7,500	6,700	5,100	610	11	0.7	0	0.0
1995	35			IR	6,200	7,650	6,850	5,300	620	9	0.5	0	0.0
1996	35			IR	6,300	7,850	7,050	5,350	630	10	0.6	0	0.0
1997	35			IR	6,400	8,000	7,150	5,450	640	12	0.7	0	0.0
1998	35			IR	6,500	8,050	7,300	5,450	650	9	0.5	0	0.0
1999	35			IR	6,300	7,800	7,000	5,300	630	8	0.5	0	0.0
2000	35			IR	6,300	7,700	7,000	5,300	630	6	0.3	0	0.0
2001	35			IR	6,400	7,900	7,100	5,400	640	11	0.6	1	0.1
2002	35			IR	6,300	7,750	7,000	5,350	630	6	0.3	2	0.1
2003	35			IR	6,450	7,850	7,100	5,500	640	10	0.6	1	0.1
2004	35			IR	6,700	8,300	7,400	5,650	670	13	0.7	0	0.0
2005	35			IR	6,500	7,850	7,100	5,550	650	12	0.7	0	0.0
2006	35			IR	6,300	7,600	6,900	5,350	760	8	0.5	1	0.1
2007	35			IR	6,100	7,400	7,350	5,150	730	9	0.5	3	0.2
2008	35			CR	5,900	7,150	7,100	4,950	590	10	0.6	1	0.1
2009	35			CR	6,300	7,550	7,300	5,350	630	11	0.6	2	0.1
2010	35			CR	6,300	7,550	7,300	5,350	630	8	0.5	3	0.2
2011	35			CR	6,350	7,400	7,500	5,650	640	9	0.5	2	0.1
2012	35			CR	6,300	7,550	7,400	5,350	630	14	0.8	1	0.1
2013	35			CR	6,300	7,550	7,750	5,350	630	10	0.6	0	0.0
2014	35			CR	6,300	7,400	7,400	5,350	630	8	0.5	0	0.0
2015	35			CR	6,300	7,400	7,400	5,350	630	9	0.5	1	0.1
2016	35			CR	6,300	7,400	7,400	5,350	630	10	0.6	1	0.1
2017	35			CR	6,300	7,300	7,350	5,650	630	10	0.6	0	0.0
2018	35			CR	6,300	7,300	7,350	5,650	630	11	0.6	1	0.1
2019	35			CR	6,300	7,300	7,350	5,650	630	9	0.5	1	0.1
2021	35			CR	6,300	7,250	7,300	5,700	630	4	0.2	0	0.0
2021	35	S JCT HWY 7A BETHANY RD	1.5										
1988	35	N JCT HWY 7A (TO YELVERTON) (W) TWIGG RD (E)	8.6	IR	4,900	6,350	5,400	3,900	490	12	0.8	0	0.0
1989	35			IR	5,200	6,700	5,750	4,250	520	16	1.0	1	0.1
1990	35			IR	5,450	6,900	6,050	4,450	540	15	0.9	1	0.1
1991	35			IR	5,500	6,950	6,100	4,550	550	15	0.9	1	0.1
1992	35			IR	5,400	6,650	5,950	4,600	380	13	0.8	1	0.1
1993	35			IR	5,400	6,650	5,600	4,400	380	24	1.4	7	0.4
1994	35			IR	5,400	6,650	5,950	4,550	380	11	0.6	2	0.1
1995	35			IR	5,400	6,650	5,950	4,600	380	15	0.9	2	0.1
1996	35			IR	5,400	6,700	6,000	4,600	380	15	0.9	0	0.0
1997	35			IR	5,600	7,000	6,250	4,750	390	20	1.1	0	0.0
1998	35			IR	5,850	7,250	6,550	4,900	410	15	0.8	1	0.1
1999	35			IR	6,000	7,450	6,650	5,050	420	15	0.8	0	0.0
2000	35			IR	6,200	7,600	6,850	5,250	680	6	0.3	1	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2001	35			IR	6,550	8,100	7,250	5,550	660	12	0.6	1	0.0
2002	35			IR	6,900	8,500	7,650	5,850	690	21	1.0	0	0.0
2003	35			IR	6,950	8,450	7,650	5,900	700	19	0.9	0	0.0
2004	35			IR	6,700	8,300	7,400	5,650	670	9	0.4	2	0.1
2005	35			IR	7,350	8,850	8,050	6,250	740	16	0.7	0	0.0
2006	35			IR	6,950	8,400	7,600	5,900	560	16	0.7	2	0.1
2007	35			IR	7,100	8,600	8,600	6,000	570	16	0.7	0	0.0
2008	35			CR	6,500	7,850	7,800	5,500	520	17	0.8	1	0.0
2009	35			CR	7,400	8,900	8,600	6,300	590	11	0.5	0	0.0
2010	35			CR	7,550	9,050	8,750	6,400	600	14	0.6	1	0.0
2011	35			CR	7,000	8,150	8,250	6,250	560	12	0.5	1	0.0
2012	35			CR	7,650	9,150	9,000	6,450	610	5	0.2	0	0.0
2013	35			CR	7,800	9,350	9,600	6,600	620	9	0.4	0	0.0
2014	35			CTR	7,850	9,600	9,650	6,650	630	17	0.7	2	0.1
2015	35			CTR	8,000	9,750	9,850	6,800	640	10	0.4	0	0.0
2016	35			CTR	8,150	9,950	10,000	6,950	650	15	0.6	1	0.0
2017	35			CTR	8,250	11,000	11,000	6,700	660	13	0.5	1	0.0
2018	35			CTR	8,400	11,200	11,200	6,850	670	19	0.7	3	0.1
2019	35			CTR	8,500	11,300	11,300	6,900	680	14	0.5	1	0.0
2021	35			CTR	8,750	11,400	11,300	7,150	700	15	0.5	2	0.1
1988	35	KAWARTHA LAKES RD 31 (E) MT.HOREB RD	9.4	IR	5,600	7,300	6,150	4,500	500	32	1.7	3	0.2
1989	35			IR	5,900	7,600	6,550	4,850	530	33	1.6	4	0.2
1990	35			IR	6,200	7,850	6,900	5,100	560	24	1.1	0	0.0
1991	35			IR	6,250	7,900	6,950	5,200	560	24	1.1	0	0.0
1992	35			IR	6,200	7,650	6,800	5,250	560	23	1.1	1	0.0
1993	35			IR	6,200	7,650	6,400	5,050	560	27	1.3	4	0.2
1994	35			IR	6,300	7,750	6,950	5,300	570	29	1.3	3	0.1
1995	35			IR	6,350	7,800	7,000	5,400	570	22	1.0	1	0.0
1996	35			IR	6,400	7,950	7,150	5,450	580	14	0.6	0	0.0
1997	35			IR	6,700	8,400	7,500	5,700	600	22	1.0	4	0.2
1998	35			IR	6,800	8,450	7,600	5,700	610	15	0.6	1	0.0
1999	35			IR	7,000	8,700	7,750	5,900	630	18	0.7	1	0.0
2000	35			IR	7,200	8,800	7,950	6,100	580	18	0.7	0	0.0
2001	35			IR	7,450	9,200	8,250	6,300	600	9	0.4	1	0.0
2002	35			IR	7,700	9,500	8,550	6,550	460	11	0.4	0	0.0
2003	35			IR	7,800	9,450	8,600	6,600	470	15	0.6	1	0.0
2004	35			IR	8,350	10,300	9,250	7,050	500	17	0.6	1	0.0
2005	35			IR	8,150	9,850	8,950	6,950	730	19	0.7	0	0.0
2006	35			IR	7,950	9,600	8,700	6,750	480	24	0.9	0	0.0
2007	35			IR	7,700	9,350	9,300	6,500	460	12	0.5	3	0.1
2008	35			IR	7,500	9,100	8,900	6,400	300	24	0.9	2	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2009	35			IR	8,350	10,000	9,100	7,100	330	15	0.5	2	0.1
2010	35			IR	8,500	10,100	9,250	7,250	340	5	0.2	1	0.0
2011	35			IR	8,200	9,800	9,600	7,000	330	13	0.5	1	0.0
2012	35			IR	8,050	9,600	9,300	6,900	320	15	0.5	0	0.0
2013	35			IR	8,650	10,300	11,000	7,350	350	6	0.2	2	0.1
2014	35			CTR	7,850	9,600	9,650	6,650	590	16	0.6	2	0.1
2015	35			CTR	8,700	10,600	10,700	7,400	650	23	0.8	0	0.0
2016	35			CTR	8,800	10,700	10,800	7,500	660	11	0.4	3	0.1
2017	35			CTR	8,900	11,900	11,800	7,250	670	18	0.6	3	0.1
2018	35			CTR	9,000	12,000	12,000	7,350	680	21	0.7	1	0.0
2019	35			CTR	9,100	12,100	12,100	7,400	680	22	0.7	3	0.1
2021	35			CTR	9,300	12,100	12,100	7,600	740	27	0.8	1	0.0
2021	35	S JCT HWYS 7/7B/35B LINDSAY	5.5										
1988	35	N JCT HWY 7 S JCT HWY 7B	0.8	CR	5,700	7,300	6,850	4,750	340	3	1.8	0	0.0
1989	35			CR	5,950	7,600	7,100	5,000	360	3	1.7	0	0.0
1990	35			IR	6,300	8,000	7,000	5,150	380	1	0.5	0	0.0
1991	35			IR	6,450	8,150	7,150	5,350	390	0	0.0	0	0.0
1992	35			IR	6,500	8,000	7,150	5,500	460	1	0.5	0	0.0
1993	35			IR	6,500	8,000	6,700	5,300	460	0	0.0	0	0.0
1994	35			IR	6,950	8,550	7,650	5,800	490	5	2.5	1	0.5
1995	35			IR	7,150	8,800	7,900	6,100	500	3	1.4	0	0.0
1996	35			IR	7,450	9,250	8,300	6,350	520	0	0.0	0	0.0
1997	35			IR	7,600	9,500	8,500	6,450	230	1	0.5	0	0.0
1998	35			IR	7,800	9,650	8,750	6,550	390	1	0.4	0	0.0
1999	35			IR	7,850	9,750	8,700	6,600	390	1	0.4	0	0.0
2000	35			IR	8,000	9,800	8,850	6,750	400	1	0.4	0	0.0
2001	35			IR	8,200	10,100	9,100	6,950	250	0	0.0	0	0.0
2002	35			IR	8,250	10,200	9,150	7,000	580	2	0.8	0	0.0
2003	35			IR	8,500	10,300	9,350	7,200	600	1	0.4	0	0.0
2004	35			IR	9,150	11,300	10,100	7,750	640	2	0.7	0	0.0
2005	35			IR	8,800	10,600	9,650	7,500	530	0	0.0	0	0.0
2006	35			IR	8,450	10,200	9,250	7,200	510	0	0.0	0	0.0
2007	35			IR	8,150	9,850	9,850	6,900	490	0	0.0	0	0.0
2008	35			IR	7,800	9,450	9,250	6,650	470	0	0.0	0	0.0
2009	35			IR	8,800	10,600	9,600	7,500	530	1	0.4	0	0.0
2010	35			IR	8,900	10,600	9,700	7,600	530	0	0.0	0	0.0
2011	35			IR	7,600	9,050	8,900	6,500	460	0	0.0	0	0.0
2012	35			IR	8,500	10,100	9,850	7,250	510	2	0.8	0	0.0
2013	35			IR	8,800	10,500	11,200	7,500	530	0	0.0	0	0.0
2014	35			IR	8,850	10,500	10,600	7,550	530	1	0.4	0	0.0
2015	35			IR	8,950	10,700	10,700	7,600	540	0	0.0	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2016	35			IR	9,000	10,700	10,700	7,650	540	1	0.4	0	0.0
2017	35			IR	9,050	10,600	10,600	8,050	540	1	0.4	1	0.4
2018	35			IR	9,150	10,800	10,800	8,200	550	0	0.0	0	0.0
2019	35			IR	9,200	10,800	10,800	8,250	550	3	1.1	1	0.4
2021	35			IR	9,350	10,900	11,000	8,350	560	1	0.4	0	0.0
1988	35	N JCT HWY 7B GREENFIELD RD (S)	3.2	CR	5,600	7,150	6,700	4,650	280	7	1.1	2	0.3
1989	35			CR	6,000	7,700	7,150	5,050	300	8	1.1	0	0.0
1990	35			IR	6,400	8,150	7,100	5,250	320	10	1.3	1	0.1
1991	35			IR	6,550	8,250	7,250	5,450	330	15	2.0	0	0.0
1992	35			IR	8,950	11,000	9,850	7,600	450	17	1.6	0	0.0
1993	35			IR	8,950	11,000	9,250	7,300	450	6	0.6	1	0.1
1994	35			IR	8,600	10,600	9,450	7,200	430	13	1.3	1	0.1
1995	35			IR	8,800	10,800	9,700	7,500	440	9	0.9	1	0.1
1996	35			IR	8,950	11,100	10,000	7,600	450	6	0.6	0	0.0
1997	35			IR	9,400	11,800	10,500	8,000	470	3	0.3	1	0.1
1998	35			IR	9,800	12,200	11,000	8,250	290	6	0.5	0	0.0
1999	35			IR	9,400	11,700	10,400	7,900	280	4	0.4	0	0.0
2000	35			IR	9,450	11,600	10,500	8,000	470	3	0.3	0	0.0
2001	35			IR	9,650	11,900	10,700	8,150	480	2	0.2	0	0.0
2002	35			IR	9,500	11,700	10,500	8,100	380	5	0.5	0	0.0
2003	35			IR	9,900	12,000	10,900	8,400	500	10	0.9	1	0.1
2004	35			IR	10,500	13,000	11,600	8,900	520	5	0.4	0	0.0
2005	35			IR	10,200	12,300	11,200	8,700	510	6	0.5	0	0.0
2006	35			IR	9,850	11,900	10,800	8,350	490	3	0.3	1	0.1
2007	35			IR	9,550	11,600	11,500	8,100	480	9	0.8	0	0.0
2008	35			CR	9,200	11,100	11,000	7,750	280	7	0.6	0	0.0
2009	35			CR	10,100	12,100	11,700	8,600	300	4	0.3	1	0.1
2010	35			CR	10,200	12,200	11,800	8,600	310	7	0.6	0	0.0
2011	35			CR	9,550	11,100	11,300	8,500	290	4	0.4	0	0.0
2012	35			CR	9,100	10,900	10,700	7,700	270	7	0.7	0	0.0
2013	35			CR	10,000	12,000	12,300	8,450	300	3	0.3	0	0.0
2014	35			CTR	9,400	11,500	11,600	8,000	280	2	0.2	0	0.0
2015	35			CTR	9,950	12,100	12,200	8,450	300	6	0.5	1	0.1
2016	35			CTR	10,000	12,200	12,300	8,500	300	9	0.8	0	0.0
2017	35			CTR	10,000	13,400	13,300	8,150	300	5	0.4	0	0.0
2018	35			CTR	10,100	13,500	13,400	8,250	300	3	0.3	0	0.0
2019	35			CTR	10,100	13,500	13,400	8,200	300	3	0.3	0	0.0
2021	35			CTR	10,200	13,300	13,200	8,300	310	0	0.0	0	0.0
1988	35	KAWARTHA LAKES RD 4 THUNDER BRIDGE RD	3.4	CR	7,400	9,450	8,900	6,150	520	21	2.3	3	0.3
1989	35			CR	7,800	10,000	9,300	6,550	550	19	2.0	0	0.0
1990	35			CR	8,150	10,100	9,350	7,350	570	10	1.0	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1991	35			CR	8,300	10,200	9,550	7,450	580	12	1.2	0	0.0
1992	35			CR	8,250	10,100	9,400	7,400	580	13	1.3	0	0.0
1993	35			CR	8,250	10,100	9,500	7,400	580	18	1.8	0	0.0
1994	35			CR	8,250	10,100	9,400	7,400	580	13	1.3	0	0.0
1995	35			CR	8,250	10,200	9,750	7,100	580	11	1.1	1	0.1
1996	35			CR	8,250	10,200	9,700	7,050	580	14	1.4	0	0.0
1997	35			CR	8,500	10,500	10,000	7,200	600	9	0.9	0	0.0
1998	35			CR	8,700	10,700	10,200	7,400	350	11	1.0	0	0.0
1999	35			CR	8,900	10,900	10,400	7,550	270	10	0.9	1	0.1
2000	35			CR	9,100	11,200	10,600	7,750	270	10	0.9	1	0.1
2001	35			CR	9,500	11,700	11,100	8,000	380	14	1.2	0	0.0
2002	35			CR	9,850	12,100	11,600	8,300	300	11	0.9	0	0.0
2003	35			CR	9,900	12,100	11,600	8,400	690	10	0.8	1	0.1
2004	35			CR	10,400	12,800	12,200	8,800	730	10	0.8	0	0.0
2005	35			CR	10,300	12,500	12,000	8,700	520	6	0.5	0	0.0
2006	35			CR	10,200	12,400	11,900	8,600	510	7	0.6	0	0.0
2007	35			CR	10,000	12,100	12,100	8,450	500	8	0.6	0	0.0
2008	35			CR	9,900	12,000	11,900	8,350	400	11	0.9	1	0.1
2009	35			CR	10,700	12,800	12,400	9,100	430	6	0.5	0	0.0
2010	35			CR	10,800	12,900	12,500	9,150	430	1	0.1	0	0.0
2011	35			CR	10,200	11,900	12,000	9,050	410	6	0.5	0	0.0
2012	35			CR	10,300	12,300	12,100	8,700	410	5	0.4	0	0.0
2013	35			CR	11,000	13,200	13,500	9,300	440	9	0.7	0	0.0
2014	35			CTR	10,200	12,400	12,500	8,650	410	8	0.6	1	0.1
2015	35			CTR	11,100	13,500	13,700	9,450	440	5	0.4	0	0.0
2016	35			CTR	11,200	13,700	13,800	9,500	450	4	0.3	0	0.0
2017	35			CTR	11,400	15,200	15,200	9,300	460	5	0.4	0	0.0
2018	35			CTR	11,500	15,400	15,300	9,350	460	6	0.4	0	0.0
2019	35			CTR	11,600	15,500	15,400	9,450	460	4	0.3	0	0.0
2021	35			CTR	11,900	15,500	15,400	9,700	480	6	0.4	3	0.2
1988	35	KAWARTHA LAKES RD 21 KILLARNEY BAY RD	9.5	CR	6,000	7,700	7,200	5,000	480	20	1.0	0	0.0
1989	35			CR	6,500	8,300	7,750	5,450	520	27	1.2	0	0.0
1990	35			IR	7,000	8,900	7,750	5,750	560	15	0.6	1	0.0
1991	35			IR	7,150	9,000	7,950	5,950	570	18	0.7	1	0.0
1992	35			IR	7,100	8,750	7,800	6,050	570	13	0.5	2	0.1
1993	35			IR	7,200	8,850	7,450	5,900	580	17	0.7	0	0.0
1994	35			IR	7,350	9,050	8,100	6,150	590	13	0.5	1	0.0
1995	35			IR	7,450	9,200	8,200	6,350	600	21	0.8	0	0.0
1996	35			IR	7,550	9,400	8,400	6,450	600	19	0.7	0	0.0
1997	35			IR	7,950	9,950	8,900	6,750	640	16	0.6	0	0.0
1998	35			IR	8,200	10,200	9,200	6,900	330	14	0.5	1	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1999	35			IR	8,350	10,400	9,250	7,000	420	18	0.6	0	0.0
2000	35			IR	8,550	10,500	9,450	7,200	600	16	0.5	0	0.0
2001	35			IR	8,650	10,700	9,600	7,300	610	20	0.7	0	0.0
2002	35			IR	9,000	11,100	9,950	7,650	720	24	0.8	0	0.0
2003	35			IR	9,000	10,900	9,900	7,650	720	16	0.5	2	0.1
2004	35			IR	9,550	11,800	10,600	8,050	760	11	0.3	2	0.1
2005	35			IR	9,250	11,200	10,100	7,900	560	17	0.5	0	0.0
2006	35			IR	8,950	10,800	9,800	7,600	540	8	0.3	0	0.0
2007	35			IR	8,600	10,400	10,400	7,300	520	17	0.6	0	0.0
2008	35			IR	8,300	10,100	9,850	7,100	250	11	0.4	0	0.0
2009	35			IR	9,350	11,200	10,200	7,950	280	15	0.5	0	0.0
2010	35			IR	9,450	11,200	10,300	8,050	280	15	0.5	0	0.0
2011	35			IR	8,850	10,600	10,300	7,550	270	11	0.4	0	0.0
2012	35			IR	8,200	9,750	9,500	7,000	250	7	0.2	0	0.0
2013	35			IR	9,350	11,100	11,900	7,950	280	11	0.3	1	0.0
2014	35			CTR	8,700	10,600	10,700	7,400	260	6	0.2	0	0.0
2015	35			CTR	9,350	11,400	11,500	7,950	280	10	0.3	0	0.0
2016	35			CTR	9,450	11,500	11,600	8,050	280	10	0.3	0	0.0
2017	35			CTR	9,500	12,700	12,600	7,750	280	8	0.2	0	0.0
2018	35			CTR	9,550	12,800	12,700	7,800	290	12	0.4	0	0.0
2019	35			CTR	9,650	12,900	12,800	7,850	290	10	0.3	0	0.0
2021	35			CTR	9,800	12,800	12,700	8,000	290	18	0.5	0	0.0
1988	35	VICTORIA RD 121 (E) POWLES RD (W)	4.2	CR	2,500	3,200	3,000	2,100	250	8	2.1	0	0.0
1989	35			CR	2,700	3,450	3,200	2,250	270	18	4.3	1	0.2
1990	35			IR	2,950	3,750	3,250	2,400	300	10	2.2	0	0.0
1991	35			IR	3,000	3,800	3,350	2,500	300	11	2.4	0	0.0
1992	35			IR	2,350	2,900	2,600	2,000	240	7	1.9	0	0.0
1993	35			IR	2,350	2,900	2,450	1,900	240	13	3.6	0	0.0
1994	35			IR	2,350	2,900	2,600	1,950	210	6	1.7	0	0.0
1995	35			IR	2,350	2,900	2,600	2,000	210	7	1.9	0	0.0
1996	35			IR	2,350	2,900	2,600	2,000	210	8	2.2	0	0.0
1997	35			IR	2,650	3,300	2,950	2,250	240	9	2.2	0	0.0
1998	35			IR	2,650	3,300	2,950	2,250	130	3	0.7	0	0.0
1999	35			IR	2,750	3,400	3,050	2,300	140	10	2.4	0	0.0
2000	35			IR	2,850	3,500	3,150	2,400	260	4	0.9	0	0.0
2001	35			IR	2,900	3,600	3,200	2,450	260	9	2.0	0	0.0
2002	35			IR	3,000	3,700	3,300	2,550	150	4	0.9	0	0.0
2003	35			IR	3,100	3,750	3,400	2,650	160	4	0.8	0	0.0
2004	35			IR	3,450	4,250	3,800	2,900	170	3	0.6	0	0.0
2005	35			IR	3,250	3,900	3,550	2,750	200	5	1.0	0	0.0
2006	35			IR	3,050	3,700	3,350	2,600	180	6	1.3	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2007	35			IR	2,900	3,500	3,500	2,450	170	3	0.7	0	0.0
2008	35			IR	2,700	3,250	3,200	2,300	160	4	1.0	0	0.0
2009	35			IR	3,250	3,900	3,550	2,750	200	3	0.6	1	0.2
2010	35			IR	3,300	3,950	3,600	2,800	200	1	0.2	0	0.0
2011	35			IR	3,000	3,600	3,500	2,550	180	3	0.7	0	0.0
2012	35			IR	2,850	3,400	3,300	2,450	170	4	0.9	0	0.0
2013	35			IR	3,250	3,850	4,150	2,750	200	6	1.2	0	0.0
2014	35			CTR	3,400	4,150	4,200	2,900	240	4	0.8	0	0.0
2015	35			CTR	3,350	4,100	4,100	2,850	230	1	0.2	0	0.0
2016	35			CTR	3,400	4,150	4,200	2,900	240	1	0.2	0	0.0
2017	35			CTR	3,450	4,600	4,600	2,800	240	7	1.3	0	0.0
2018	35			CTR	3,500	4,650	4,650	2,850	240	6	1.1	0	0.0
2019	35			CTR	3,550	4,750	4,700	2,900	250	8	1.5	2	0.4
2021	35			CTR	3,600	4,700	4,650	2,950	250	4	0.7	0	0.0
1988	35	KAWARTHA LAKES RD 8 GARDINER RD (E)	0.8	IT	4,750	6,900	6,300	3,500	280	0	0.0	0	0.0
1989	35			IT	5,150	7,150	6,900	4,000	310	0	0.0	0	0.0
1990	35			LR	5,400	9,450	7,500	3,400	320	4	2.5	1	0.6
1991	35			LR	5,500	9,700	7,650	3,450	330	0	0.0	0	0.0
1992	35			LR	5,400	8,700	6,950	3,550	320	0	0.0	0	0.0
1993	35			LR	5,400	8,700	6,950	3,550	320	1	0.6	0	0.0
1994	35			LR	5,400	8,850	7,150	3,550	540	0	0.0	0	0.0
1995	35			LR	5,400	9,050	7,350	3,550	540	1	0.6	0	0.0
1996	35			LR	5,400	9,050	7,250	3,600	540	1	0.6	0	0.0
1997	35			LR	5,700	9,600	7,700	3,800	570	0	0.0	0	0.0
1998	35			LR	6,000	9,900	8,000	3,950	600	0	0.0	0	0.0
1999	35			LR	6,000	9,850	7,900	3,950	600	0	0.0	0	0.0
2000	35			LR	6,200	10,000	8,100	4,150	560	1	0.6	0	0.0
2001	35			LR	6,200	10,100	8,100	4,150	500	0	0.0	0	0.0
2002	35			LR	6,500	10,600	8,450	4,400	520	0	0.0	0	0.0
2003	35			LR	6,450	10,200	8,200	4,350	520	1	0.5	0	0.0
2004	35			LR	6,500	10,600	8,450	4,350	520	1	0.5	0	0.0
2005	35			LT	6,550	9,000	8,750	4,800	520	0	0.0	0	0.0
2006	35			LT	6,750	9,250	9,000	4,950	680	1	0.5	0	0.0
2007	35			LT	6,850	9,400	9,650	5,050	680	2	1.0	0	0.0
2008	35			IR	6,850	8,300	8,150	5,850	680	1	0.5	0	0.0
2009	35			IR	7,100	8,500	7,750	6,050	710	0	0.0	0	0.0
2010	35			IR	7,200	8,550	7,850	6,150	720	0	0.0	0	0.0
2011	35			IR	5,900	7,050	6,900	5,050	590	0	0.0	0	0.0
2012	35			IR	7,100	8,450	8,200	6,050	710	0	0.0	0	0.0
2013	35			IR	7,200	8,550	9,200	6,150	720	0	0.0	0	0.0
2014	35			CTR	7,200	8,800	8,850	6,100	720	1	0.5	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2015	35			CTR	7,350	8,950	9,050	6,250	740	2	0.9	0	0.0
2016	35			CTR	7,450	9,100	9,150	6,350	740	1	0.5	0	0.0
2017	35			CTR	7,550	10,100	10,000	6,150	760	2	0.9	0	0.0
2018	35			CTR	7,600	10,100	10,100	6,200	760	4	1.8	0	0.0
2019	35			CTR	7,700	10,300	10,200	6,250	770	3	1.3	0	0.0
2021	35			CTR	7,900	10,300	10,200	6,450	790	2	0.9	0	0.0
1988	35	KAWARTHA LAKES RD 8 GLENARM RD (E)	16.3	LR	3,850	6,800	4,850	2,400	230	23	1.0	1	0.0
1989	35			LR	4,200	7,100	5,450	2,750	250	22	0.9	0	0.0
1990	35			IR	4,600	5,850	5,100	3,750	280	18	0.7	0	0.0
1991	35			IR	4,700	5,900	5,200	3,900	280	17	0.6	0	0.0
1992	35			IR	4,600	5,650	5,050	3,900	280	20	0.7	3	0.1
1993	35			IR	4,600	5,650	4,750	3,750	280	33	1.2	3	0.1
1994	35			IR	4,100	5,050	4,500	3,450	250	31	1.3	1	0.0
1995	35			IR	4,050	5,000	4,450	3,450	240	19	0.8	0	0.0
1996	35			LR	3,350	5,600	4,500	2,250	200	26	1.3	0	0.0
1997	35			LT	3,900	5,500	5,400	2,900	200	26	1.1	2	0.1
1998	35			LT	3,850	5,400	5,250	2,800	190	25	1.1	1	0.0
1999	35			LT	3,650	5,050	4,950	2,650	180	18	0.8	1	0.0
2000	35			LT	3,600	5,000	4,900	2,650	250	21	1.0	0	0.0
2001	35			LT	3,550	4,950	4,850	2,600	210	30	1.4	2	0.1
2002	35			LT	3,450	4,800	4,700	2,550	210	27	1.3	1	0.0
2003	35			LT	3,400	4,700	4,600	2,500	200	36	1.8	0	0.0
2004	35			LT	3,250	4,550	4,400	2,400	200	46	2.4	1	0.1
2005	35			LT	3,400	4,650	4,550	2,500	170	32	1.6	0	0.0
2006	35			LT	3,550	4,850	4,750	2,600	210	39	1.8	0	0.0
2007	35			LT	3,750	5,150	5,300	2,750	220	21	0.9	1	0.0
2008	35			LT	3,900	5,350	5,100	2,900	270	28	1.2	2	0.1
2009	35			LT	3,450	4,650	4,550	2,550	240	15	0.7	0	0.0
2010	35			LT	3,450	4,650	4,550	2,550	240	7	0.3	0	0.0
2011	35			LT	3,350	4,300	4,400	2,750	230	25	1.3	1	0.1
2012	35			LT	3,350	4,350	4,150	2,550	230	22	1.1	0	0.0
2013	35			LT	4,100	5,350	5,350	3,100	290	14	0.6	1	0.0
2014	35			LT	4,200	5,500	5,600	3,150	290	19	0.8	1	0.0
2015	35			LT	3,600	4,700	4,800	2,700	250	18	0.8	1	0.0
2016	35			LT	3,600	4,700	4,800	2,700	250	13	0.6	1	0.0
2017	35			LT	3,600	5,050	5,000	2,750	250	24	1.1	3	0.1
2018	35			LT	3,600	5,050	5,000	2,750	250	22	1.0	0	0.0
2019	35			LT	3,600	5,050	5,000	2,750	250	19	0.9	1	0.0
2021	35			LT	3,600	4,950	4,900	2,750	250	18	0.8	2	0.1
1988	35	KAWARTHA LAKES RD 48 (W) PINE POINT COTTAGE	7.7	LR	4,200	7,450	5,300	2,600	170	15	1.3	1	0.1
1989	35			LR	4,400	7,450	5,700	2,900	180	12	1.0	1	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1990	35			LR	4,600	8,050	6,400	2,900	230	8	0.6	0	0.0
1991	35			LR	4,550	8,000	6,300	2,850	230	17	1.3	0	0.0
1992	35			LR	4,500	7,250	5,800	2,950	220	9	0.7	0	0.0
1993	35			LR	4,500	7,250	5,800	2,950	220	15	1.2	0	0.0
1994	35			LR	4,500	7,400	5,950	2,950	220	20	1.6	2	0.2
1995	35			LR	4,600	7,750	6,250	3,000	180	11	0.9	0	0.0
1996	35			LR	4,300	7,200	5,750	2,850	170	9	0.7	0	0.0
1997	35			LR	4,350	7,300	5,850	2,900	220	13	1.1	0	0.0
1998	35			LR	4,000	6,600	5,300	2,650	200	12	1.1	0	0.0
1999	35			LR	4,350	7,150	5,750	2,850	300	15	1.2	1	0.1
2000	35			LR	4,350	7,050	5,700	2,900	170	9	0.7	0	0.0
2001	35			LR	4,400	7,200	5,750	2,950	260	8	0.6	0	0.0
2002	35			LR	4,500	7,350	5,850	3,050	270	9	0.7	0	0.0
2003	35			LR	4,400	6,950	5,600	2,950	260	21	1.7	0	0.0
2004	35			LR	4,400	7,200	5,750	2,950	260	8	0.6	0	0.0
2005	35			LR	4,500	7,050	5,650	3,050	360	14	1.1	0	0.0
2006	35			LR	4,400	6,850	5,500	2,950	350	7	0.6	0	0.0
2007	35			LR	4,400	6,900	6,600	2,950	350	10	0.8	1	0.1
2008	35			LR	4,400	6,850	6,700	3,000	130	8	0.6	0	0.0
2009	35			LR	4,400	6,700	5,450	3,000	130	7	0.6	0	0.0
2010	35			LR	4,400	6,600	5,400	3,000	130	2	0.2	0	0.0
2011	35			LR	4,400	6,800	6,400	3,100	130	8	0.6	0	0.0
2012	35			LR	4,400	6,550	6,400	3,000	130	3	0.2	0	0.0
2013	35			LR	4,400	6,600	7,500	3,000	130	1	0.1	0	0.0
2014	35			HR	6,500	9,800	9,850	4,000	200	2	0.1	1	0.1
2015	35			HR	4,800	7,200	7,300	2,950	140	5	0.4	0	0.0
2016	35			HR	4,850	7,300	7,350	3,000	150	4	0.3	0	0.0
2017	35			HR	4,850	7,850	7,900	3,300	150	5	0.4	0	0.0
2018	35			HR	4,900	8,000	8,000	3,350	150	4	0.3	0	0.0
2019	35			HR	4,900	7,950	7,950	3,350	150	3	0.2	0	0.0
2021	35			HR	5,000	7,850	7,850	3,450	150	8	0.6	0	0.0
1988	35	MONCK RD KAWARTHA LAKES RD 45	6.0	R	3,200	6,000	4,400	1,700	160	2	0.3	0	0.0
1989	35			R	3,500	6,450	4,800	1,950	180	7	0.9	0	0.0
1990	35			LR	3,700	6,500	5,150	2,350	180	6	0.7	0	0.0
1991	35			LR	3,700	6,500	5,150	2,350	180	4	0.5	0	0.0
1992	35			LR	3,150	5,050	4,050	2,100	160	8	1.2	0	0.0
1993	35			LR	3,150	5,050	4,050	2,050	160	6	0.9	0	0.0
1994	35			LR	3,400	5,600	4,500	2,200	240	14	1.9	1	0.1
1995	35			LR	3,450	5,800	4,700	2,250	240	9	1.2	0	0.0
1996	35			LR	3,150	5,250	4,250	2,100	190	4	0.6	0	0.0
1997	35			LR	3,150	5,300	4,250	2,100	190	6	0.9	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1998	35			LR	3,200	5,300	4,250	2,100	190	8	1.1	0	0.0
1999	35			LR	3,250	5,350	4,300	2,150	160	6	0.8	0	0.0
2000	35			LR	3,250	5,250	4,250	2,150	230	8	1.1	1	0.1
2001	35			LR	3,250	5,300	4,250	2,150	230	8	1.1	0	0.0
2002	35			LR	3,350	5,450	4,350	2,250	130	6	0.8	1	0.1
2003	35			LR	3,250	5,150	4,150	2,200	130	4	0.6	0	0.0
2004	35			LR	3,200	5,250	4,150	2,150	130	11	1.6	1	0.1
2005	35			LR	3,200	5,000	4,050	2,200	290	7	1.0	0	0.0
2006	35			LR	3,200	5,000	4,000	2,150	290	4	0.6	0	0.0
2007	35			LR	3,200	5,000	4,800	2,150	290	8	1.1	0	0.0
2008	35			LR	3,200	5,000	4,850	2,200	190	5	0.7	1	0.1
2009	35			LR	3,200	4,850	3,950	2,200	190	3	0.4	0	0.0
2010	35			LR	3,200	4,800	3,900	2,150	190	9	1.3	2	0.3
2011	35			LR	3,150	4,850	4,550	2,200	190	10	1.4	1	0.1
2012	35			LR	3,300	4,900	4,800	2,250	200	8	1.1	0	0.0
2013	35			LR	3,200	4,800	5,450	2,150	190	6	0.9	1	0.1
2014	35			HR	3,150	4,750	4,800	1,950	280	6	0.9	0	0.0
2015	35			HR	3,150	4,750	4,800	1,950	280	6	0.9	1	0.1
2016	35			HR	3,150	4,750	4,800	1,950	280	1	0.1	0	0.0
2017	35			HR	3,150	5,100	5,150	2,150	280	4	0.6	0	0.0
2018	35			HR	3,150	5,150	5,150	2,150	280	5	0.7	0	0.0
2019	35			HR	3,150	5,100	5,100	2,150	280	6	0.9	0	0.0
2021	35			HR	3,150	4,950	4,950	2,150	280	1	0.1	0	0.0
1988	35	VICTORIA CTY HALIBURTON DIST BDY	7.9	R	3,200	6,000	4,400	1,700	160	10	1.1	0	0.0
1989	35			R	3,500	6,450	4,800	1,950	180	13	1.3	0	0.0
1990	35			LR	3,700	6,500	5,150	2,350	180	4	0.4	0	0.0
1991	35			LR	3,700	6,500	5,150	2,350	180	10	0.9	0	0.0
1992	35			LR	3,150	5,050	4,050	2,100	160	9	1.0	0	0.0
1993	35			LR	3,150	5,050	4,050	2,050	160	12	1.3	0	0.0
1994	35			LR	3,400	5,600	4,500	2,200	240	14	1.4	0	0.0
1995	35			LR	3,450	5,800	4,700	2,250	240	6	0.6	0	0.0
1996	35			LR	3,150	5,250	4,250	2,100	190	7	0.8	0	0.0
1997	35			LR	3,150	5,300	4,250	2,100	190	7	0.8	0	0.0
1998	35			LR	3,200	5,300	4,250	2,100	190	7	0.8	0	0.0
1999	35			LR	3,250	5,350	4,300	2,150	160	7	0.7	0	0.0
2000	35			LR	3,250	5,250	4,250	2,150	230	3	0.3	2	0.2
2001	35			LR	3,250	5,300	4,250	2,150	160	6	0.6	0	0.0
2002	35			LR	3,350	5,450	4,350	2,250	130	10	1.0	0	0.0
2003	35			LR	3,250	5,150	4,150	2,200	130	14	1.5	1	0.1
2004	35			LR	3,200	5,250	4,150	2,150	130	8	0.9	0	0.0
2005	35			LR	3,200	5,000	4,050	2,200	290	4	0.4	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2006	35			LR	3,200	5,000	4,000	2,150	290	9	1.0	1	0.1
2007	35			LR	3,200	5,000	4,800	2,150	290	5	0.5	0	0.0
2008	35			LR	3,200	5,000	4,850	2,200	190	8	0.9	0	0.0
2009	35			LR	3,200	4,850	3,950	2,200	190	5	0.5	0	0.0
2010	35			LR	3,200	4,800	3,900	2,150	190	10	1.1	0	0.0
2011	35			LR	3,150	4,850	4,550	2,200	190	8	0.9	0	0.0
2012	35			LR	3,150	4,700	4,550	2,150	190	8	0.9	0	0.0
2013	35			LR	3,150	4,700	5,400	2,150	190	6	0.7	1	0.1
2014	35			LR	3,150	4,700	4,800	2,150	190	5	0.6	0	0.0
2015	35			LR	3,150	4,700	4,800	2,150	190	7	0.8	0	0.0
2016	35			LR	3,150	4,700	4,800	2,150	190	9	1.0	0	0.0
2017	35			LR	3,150	5,250	5,100	2,150	190	5	0.6	0	0.0
2018	35			LR	3,100	5,150	5,000	2,150	190	6	0.7	0	0.0
2019	35			LR	3,100	5,200	5,050	2,100	190	2	0.2	0	0.0
2021	35			LR	3,100	5,000	4,850	2,100	190	5	0.6	0	0.0
1988	35	PINE RIDGE RD (W) CLEAR LAKE RD (E)	10.7	LR	2,950	5,200	3,700	1,850	270	33	2.9	1	0.1
1989	35			LR	3,250	5,500	4,200	2,150	290	29	2.3	2	0.2
1990	35			LR	3,400	5,950	4,750	2,150	310	30	2.3	4	0.3
1991	35			LR	3,550	6,250	4,950	2,250	320	27	1.9	3	0.2
1992	35			LR	3,550	5,700	4,600	2,350	320	21	1.5	0	0.0
1993	35			LR	3,550	5,700	4,550	2,300	320	21	1.5	3	0.2
1994	35			LR	3,650	6,000	4,850	2,400	330	17	1.2	0	0.0
1995	35			LR	3,700	6,200	5,050	2,450	330	22	1.5	0	0.0
1996	35			LR	3,800	6,350	5,100	2,550	340	22	1.5	0	0.0
1997	35			LR	3,800	6,400	5,150	2,550	150	17	1.1	0	0.0
1998	35			LR	4,000	6,600	5,300	2,650	160	12	0.8	0	0.0
1999	35			LR	3,850	6,300	5,100	2,550	150	13	0.9	0	0.0
2000	35			LR	3,950	6,400	5,150	2,650	280	15	1.0	1	0.1
2001	35			LR	3,900	6,400	5,100	2,600	270	19	1.2	0	0.0
2002	35			LR	3,900	6,350	5,100	2,650	270	14	0.9	2	0.1
2003	35			LR	3,800	6,000	4,850	2,550	270	25	1.7	2	0.1
2004	35			LR	3,950	6,450	5,150	2,650	280	19	1.2	3	0.2
2005	35			LR	4,000	6,250	5,050	2,700	280	15	1.0	1	0.1
2006	35			LR	4,000	6,250	5,000	2,700	240	15	1.0	0	0.0
2007	35			LR	4,000	6,250	6,000	2,700	240	8	0.5	1	0.1
2008	35			LR	4,050	6,300	6,150	2,750	240	11	0.7	0	0.0
2009	35			LR	4,050	6,150	5,000	2,750	240	11	0.7	0	0.0
2010	35			LR	4,100	6,150	5,000	2,800	250	10	0.6	0	0.0
2011	35			LR	4,100	6,350	5,950	2,850	250	12	0.7	1	0.1
2012	35			LR	4,150	6,200	6,000	2,850	250	10	0.6	0	0.0
2013	35			LT	4,150	5,400	5,400	3,150	250	8	0.5	2	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2014	35			LT	4,200	5,500	5,600	3,150	250	9	0.5	0	0.0
2015	35			T	4,200	6,150	6,050	2,700	260	9	0.5	0	0.0
2016	35			T	4,200	6,150	6,050	2,700	260	9	0.5	0	0.0
2017	35			T	4,250	5,850	5,850	3,350	270	7	0.4	1	0.1
2018	35			T	4,250	5,800	5,850	3,350	270	6	0.4	1	0.1
2019	35			T	4,300	5,900	5,950	3,400	270	7	0.4	1	0.1
2021	35			T	4,350	5,800	5,850	3,450	260	12	0.7	1	0.1
1997	35	S JCT CTY RD. 121	2.7	LR	4,800	8,050	6,500	3,200	190	6	1.3	0	0.0
1998	35			LR	4,850	8,000	6,450	3,200	190	12	2.5	2	0.4
1999	35			LR	4,900	8,050	6,450	3,250	200	6	1.2	0	0.0
2000	35			LR	4,950	8,000	6,450	3,300	300	6	1.2	0	0.0
2001	35			LR	5,000	8,200	6,500	3,350	300	5	1.0	0	0.0
2002	35			LR	5,050	8,250	6,600	3,400	300	3	0.6	0	0.0
2003	35			LR	5,100	8,050	6,500	3,450	260	4	0.8	0	0.0
2004	35			LR	5,150	8,450	6,700	3,450	260	3	0.6	0	0.0
2005	35			LR	5,200	8,100	6,550	3,550	260	3	0.6	0	0.0
2006	35			LR	5,250	8,200	6,550	3,550	370	6	1.2	0	0.0
2007	35			LR	5,300	8,300	7,950	3,550	370	5	1.0	0	0.0
2008	35			LR	5,350	8,350	8,150	3,650	370	4	0.8	0	0.0
2009	35			LR	5,400	8,200	6,700	3,650	380	1	0.2	0	0.0
2010	35			LR	5,450	8,150	6,650	3,700	380	12	2.2	0	0.0
2011	35			LR	5,500	8,500	8,000	3,850	380	9	1.7	0	0.0
2012	35			LR	5,550	8,300	8,050	3,800	390	6	1.1	0	0.0
2013	35			LT	5,600	7,300	7,300	4,250	390	4	0.7	0	0.0
2014	35			LT	5,650	7,400	7,500	4,250	400	9	1.6	0	0.0
2015	35			T	5,700	8,350	8,250	3,650	400	1	0.2	0	0.0
2016	35			T	5,750	8,400	8,300	3,650	400	6	1.1	1	0.2
2017	35			T	5,800	7,950	8,000	4,600	410	3	0.5	0	0.0
2018	35			T	5,850	8,000	8,050	4,650	410	9	1.6	0	0.0
2019	35			T	5,900	8,100	8,150	4,700	410	8	1.4	0	0.0
2021	35			T	6,000	8,050	8,050	4,750	420	5	0.8	0	0.0
1997	35	HALIBURTON RD 16 S LK RD (E)/NEWCASTLE ST (W)	0.9	LR	4,950	8,300	6,700	3,300	250	1	0.6	0	0.0
1998	35			LR	5,000	8,250	6,650	3,300	250	1	0.6	0	0.0
1999	35			LR	5,100	8,350	6,750	3,350	260	7	4.2	0	0.0
2000	35			LR	5,150	8,350	6,750	3,450	260	4	2.4	0	0.0
2001	35			LR	5,200	8,500	6,800	3,500	260	1	0.6	0	0.0
2002	35			LR	5,300	8,650	6,900	3,600	260	1	0.6	0	0.0
2003	35			LR	5,350	8,450	6,800	3,600	210	2	1.1	1	0.6
2004	35			LR	5,400	8,850	7,050	3,600	220	2	1.1	1	0.6
2005	35			LR	5,600	8,750	7,050	3,800	220	1	0.5	0	0.0
2006	35			LR	5,550	8,650	6,950	3,750	440	1	0.5	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2007	35			LR	5,800	9,100	8,750	3,900	460	0	0.0	0	0.0
2008	35			LR	5,900	9,200	8,950	4,050	470	4	2.1	0	0.0
2009	35			LT	6,200	8,350	8,200	4,600	500	2	1.0	0	0.0
2010	35			LT	6,050	8,100	7,950	4,450	480	1	0.5	0	0.0
2011	35			LR	6,850	10,600	9,950	4,800	550	2	0.9	0	0.0
2012	35			LR	6,450	9,650	9,350	4,450	520	1	0.5	0	0.0
2013	35			CTR	6,600	8,050	8,300	5,600	530	3	1.4	0	0.0
2014	35			CTR	6,650	8,100	8,200	5,650	530	5	2.3	0	0.0
2015	35			CTR	6,800	8,300	8,350	5,800	540	1	0.4	0	0.0
2016	35			CTR	6,900	8,400	8,500	5,850	550	1	0.4	0	0.0
2017	35			CTR	7,000	9,350	9,300	5,700	560	4	1.7	0	0.0
2018	35			CTR	7,100	9,500	9,450	5,800	570	2	0.9	0	0.0
2019	35			CTR	7,200	9,600	9,550	5,850	580	5	2.1	0	0.0
2021	35			CTR	7,450	9,700	9,650	6,100	600	0	0.0	0	0.0
1988	35	WATER ST	0.9	LR	3,850	6,800	4,850	2,400	190	7	5.5	0	0.0
1989	35			LR	4,600	7,750	6,000	3,050	230	9	6.0	0	0.0
1990	35			LR	5,000	8,750	6,950	3,150	250	4	2.4	0	0.0
1991	35			LR	5,250	9,250	7,300	3,300	260	12	7.0	2	1.2
1992	35			LR	5,400	8,700	6,950	3,550	270	6	3.4	0	0.0
1993	35			LR	5,600	9,000	7,200	3,650	280	8	4.3	0	0.0
1994	35			LR	5,750	9,450	7,600	3,750	230	3	1.6	0	0.0
1995	35			LR	6,000	10,100	8,150	3,950	240	3	1.5	0	0.0
1996	35			LR	6,250	10,500	8,400	4,150	250	4	1.9	1	0.5
1997	35			LR	6,350	10,700	8,550	4,250	320	5	2.4	2	1.0
1998	35			LR	6,750	11,100	9,000	4,450	340	7	3.2	0	0.0
1999	35			LR	6,900	11,300	9,100	4,550	340	3	1.3	0	0.0
2000	35			LR	7,150	11,600	9,350	4,750	500	1	0.4	0	0.0
2001	35			LR	7,400	12,100	9,650	4,950	520	3	1.2	0	0.0
2002	35			LR	7,600	12,400	9,900	5,150	530	3	1.2	1	0.4
2003	35			LR	7,850	12,400	10,000	5,300	310	2	0.8	0	0.0
2004	35			LR	8,100	13,300	10,600	5,400	320	2	0.7	0	0.0
2005	35			LR	8,100	12,600	10,200	5,500	320	7	2.6	0	0.0
2006	35			LR	8,550	13,300	10,700	5,750	770	2	0.7	0	0.0
2007	35			LR	8,550	13,400	12,900	5,750	770	3	1.1	0	0.0
2008	35			LR	8,750	13,700	13,300	6,000	790	3	1.0	0	0.0
2009	35			LT	8,450	11,400	11,200	6,250	760	7	2.5	1	0.4
2010	35			LT	9,150	12,300	12,000	6,750	820	5	1.7	0	0.0
2011	35			LT	9,350	12,000	12,200	7,700	840	3	1.0	0	0.0
2012	35			LT	9,550	12,500	11,900	7,250	860	3	1.0	1	0.3
2013	35			CR	9,750	11,700	12,000	8,250	880	4	1.2	1	0.3
2014	35			CR	9,600	11,300	11,200	8,200	860	4	1.3	1	0.3

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2015	35			CTR	8,450	10,300	10,400	7,200	760	0	0.0	0	0.0
2016	35			CTR	9,800	12,000	12,100	8,350	880	4	1.2	0	0.0
2017	35			CTR	10,100	13,500	13,400	8,250	910	1	0.3	0	0.0
2018	35			CTR	10,300	13,800	13,700	8,400	930	4	1.2	0	0.0
2019	35			CTR	10,500	14,000	13,900	8,550	940	4	1.2	1	0.3
2021	35			CTR	10,800	14,100	14,000	8,800	970	2	0.6	0	0.0
1988	35	N JCT CTY RD 121	13.1	LR	2,250	4,000	2,850	1,400	90	19	1.8	0	0.0
1989	35			LR	2,350	3,950	3,050	1,550	90	19	1.7	0	0.0
1990	35			LR	2,450	4,300	3,400	1,550	100	12	1.0	1	0.1
1991	35			LR	2,500	4,400	3,450	1,600	100	19	1.6	0	0.0
1992	35			LR	2,600	4,200	3,350	1,700	100	16	1.3	0	0.0
1993	35			LR	2,750	4,450	3,550	1,800	110	14	1.1	0	0.0
1994	35			LR	2,750	4,500	3,650	1,800	110	11	0.8	2	0.2
1995	35			LR	2,800	4,700	3,800	1,850	110	15	1.1	1	0.1
1996	35			LR	2,900	4,850	3,900	1,950	120	21	1.5	0	0.0
1997	35			LR	2,950	4,950	4,000	2,000	150	18	1.3	1	0.1
1998	35			LR	3,050	5,050	4,050	2,000	150	21	1.4	0	0.0
1999	35			LR	3,050	5,000	4,050	2,000	150	15	1.0	0	0.0
2000	35			LR	3,100	5,000	4,050	2,050	310	16	1.1	0	0.0
2001	35			LR	3,100	5,050	4,050	2,050	310	23	1.6	0	0.0
2002	35			LR	3,200	5,200	4,150	2,150	320	30	2.0	1	0.1
2003	35			LR	3,150	5,000	4,000	2,150	280	26	1.7	0	0.0
2004	35			LR	3,250	5,300	4,250	2,150	290	16	1.0	1	0.1
2005	35			LR	3,300	5,150	4,150	2,250	300	33	2.1	1	0.1
2006	35			LR	3,350	5,200	4,200	2,250	300	29	1.8	0	0.0
2007	35			LR	3,400	5,350	5,100	2,300	240	23	1.4	0	0.0
2008	35			LR	3,350	5,250	5,100	2,300	300	31	1.9	0	0.0
2009	35			LR	3,450	5,250	4,300	2,350	240	30	1.8	0	0.0
2010	35			LR	3,500	5,250	4,300	2,350	240	31	1.9	1	0.1
2011	35			LR	3,300	5,100	4,800	2,300	230	22	1.4	0	0.0
2012	35			LR	3,550	5,300	5,150	2,450	270	14	0.8	0	0.0
2013	35			LT	3,550	4,650	4,650	2,700	280	32	1.9	1	0.1
2014	35			LT	3,600	4,700	4,800	2,700	260	21	1.2	1	0.1
2015	35			T	3,650	5,350	5,300	2,350	220	20	1.1	1	0.1
2016	35			T	3,700	5,400	5,350	2,350	230	24	1.4	1	0.1
2017	35			T	3,750	5,150	5,150	3,000	230	24	1.3	1	0.1
2018	35			T	3,750	5,150	5,150	3,000	230	29	1.6	0	0.0
2019	35			T	3,800	5,200	5,250	3,000	230	23	1.3	0	0.0
2021	35			T	3,900	5,200	5,250	3,100	230	28	1.5	0	0.0
1988	35	HWY 118	10.6	LR	1,450	2,550	1,850	900	40	10	1.8	0	0.0
1989	35			LR	1,800	3,050	2,350	1,200	50	14	2.0	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1990	35			LR	2,050	3,600	2,850	1,300	60	13	1.6	0	0.0
1991	35			LR	2,250	3,950	3,150	1,400	70	2	0.2	0	0.0
1992	35			LR	2,250	3,600	2,900	1,500	70	10	1.1	0	0.0
1993	35			LR	2,200	3,550	2,850	1,450	70	15	1.8	0	0.0
1994	35			LR	2,150	3,550	2,850	1,400	110	12	1.4	0	0.0
1995	35			LR	2,250	3,800	3,050	1,500	110	13	1.5	0	0.0
1996	35			LR	2,300	3,850	3,100	1,550	120	12	1.3	0	0.0
1997	35			LR	2,200	3,700	2,950	1,450	150	12	1.4	2	0.2
1998	35			LR	2,450	4,050	3,250	1,600	170	12	1.3	0	0.0
1999	35			LR	2,350	3,850	3,100	1,550	160	12	1.3	0	0.0
2000	35			LR	2,450	3,950	3,200	1,650	270	8	0.8	0	0.0
2001	35			LR	2,400	3,950	3,150	1,600	260	12	1.3	0	0.0
2002	35			LR	2,400	3,900	3,150	1,600	260	10	1.1	0	0.0
2003	35			LR	2,400	3,800	3,050	1,600	120	13	1.4	1	0.1
2004	35			LR	2,450	4,000	3,200	1,650	120	13	1.4	1	0.1
2005	35			LR	2,450	3,850	3,100	1,650	120	15	1.6	1	0.1
2006	35			LR	2,400	3,750	3,000	1,600	260	16	1.7	0	0.0
2007	35			LR	2,450	3,850	3,700	1,650	270	12	1.3	1	0.1
2008	35			LR	2,450	3,800	3,700	1,700	270	18	1.9	0	0.0
2009	35			LR	2,400	3,650	3,000	1,650	260	8	0.9	0	0.0
2010	35			LR	2,500	3,750	3,050	1,700	280	7	0.7	0	0.0
2011	35			LR	2,250	3,500	3,250	1,600	250	5	0.6	0	0.0
2012	35			LR	2,450	3,650	3,550	1,700	270	9	0.9	0	0.0
2013	35			LT	2,450	3,200	3,200	1,850	270	13	1.4	0	0.0
2014	35			LT	2,500	3,250	3,300	1,900	280	8	0.8	0	0.0
2015	35			T	1,900	2,800	2,750	1,200	160	3	0.4	0	0.0
2016	35			T	2,400	3,500	3,450	1,550	210	6	0.6	0	0.0
2017	35			T	2,400	3,300	3,300	1,900	210	4	0.4	0	0.0
2018	35			T	2,400	3,300	3,300	1,900	210	7	0.8	1	0.1
2019	35			T	2,400	3,300	3,300	1,900	210	6	0.6	0	0.0
2021	35			T	2,400	3,200	3,250	1,900	220	9	1.0	0	0.0
1988	35	HALIBURTON RD 13	23.7	T	1,000	1,850	1,750	610	40	13	1.5	0	0.0
1989	35			T	1,050	1,900	1,850	660	40	14	1.5	1	0.1
1990	35			T	1,050	1,900	1,850	650	40	13	1.4	0	0.0
1991	35			T	950	1,700	1,650	590	40	14	1.7	0	0.0
1992	35			T	950	1,700	1,650	590	40	7	0.8	0	0.0
1993	35			T	950	1,700	1,650	590	40	10	1.2	0	0.0
1994	35			T	1,000	1,800	1,750	620	40	7	0.8	1	0.1
1995	35			T	1,000	1,750	1,700	620	40	11	1.3	4	0.5
1996	35			T	1,050	1,850	1,800	650	40	6	0.7	0	0.0
1997	35			LR	960	1,600	1,300	640	80	8	1.0	1	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1998	35			LR	1,050	1,750	1,400	690	80	11	1.2	0	0.0
1999	35			LR	1,050	1,700	1,400	690	80	20	2.2	0	0.0
2000	35			LR	1,100	1,800	1,450	730	280	10	1.0	2	0.2
2001	35			LR	1,100	1,800	1,450	740	280	21	2.2	0	0.0
2002	35			LR	1,100	1,800	1,450	740	280	5	0.5	0	0.0
2003	35			LR	1,100	1,750	1,400	740	280	8	0.8	0	0.0
2004	35			LR	1,100	1,800	1,450	740	280	19	2.0	2	0.2
2005	35			LR	1,100	1,700	1,400	750	280	9	0.9	0	0.0
2006	35			LR	1,150	1,800	1,450	780	290	8	0.8	1	0.1
2007	35			LR	1,150	1,800	1,750	770	290	12	1.2	0	0.0
2008	35			LR	1,150	1,800	1,750	790	290	7	0.7	0	0.0
2009	35			LR	1,100	1,650	1,350	750	280	5	0.5	0	0.0
2010	35			LR	1,150	1,700	1,400	780	290	9	0.9	2	0.2
2011	35			LR	1,000	1,550	1,450	700	250	11	1.3	1	0.1
2012	35			LR	1,150	1,700	1,650	790	290	9	0.9	0	0.0
2013	35			LT	1,150	1,500	1,500	870	290	12	1.2	0	0.0
2014	35			LT	1,150	1,500	1,550	870	290	5	0.5	0	0.0
2015	35			T	800	1,150	1,150	510	90	4	0.6	0	0.0
2016	35			T	1,100	1,600	1,600	700	120	4	0.4	0	0.0
2017	35			T	1,100	1,500	1,500	870	120	7	0.7	1	0.1
2018	35			T	1,100	1,500	1,500	870	120	4	0.4	0	0.0
2019	35			T	1,100	1,500	1,500	870	120	8	0.8	0	0.0
2021	35			T	1,100	1,450	1,500	870	120	4	0.4	0	0.0
1988	35	MUSKOKA RD 117 BAYSVILLE RD	17.7	LT	1,400	2,000	1,950	1,050	70	18	2.0	0	0.0
1989	35			LT	1,450	2,000	2,000	1,050	70	21	2.2	1	0.1
1990	35			LT	1,500	2,200	2,100	1,100	80	14	1.4	0	0.0
1991	35			T	1,300	2,350	2,250	810	60	14	1.7	0	0.0
1992	35			T	1,300	2,350	2,300	810	60	15	1.8	0	0.0
1993	35			T	1,400	2,550	2,450	870	70	22	2.4	1	0.1
1994	35			T	1,500	2,700	2,650	930	60	14	1.4	0	0.0
1995	35			T	1,550	2,700	2,650	950	60	11	1.1	1	0.1
1996	35			T	1,550	2,700	2,650	950	60	15	1.5	0	0.0
1997	35			LR	1,600	2,700	2,150	1,050	140	22	2.1	0	0.0
1998	35			LR	1,650	2,700	2,200	1,100	150	17	1.6	1	0.1
1999	35			LR	1,700	2,800	2,250	1,100	150	21	1.9	0	0.0
2000	35			LR	1,750	2,850	2,300	1,150	240	18	1.6	0	0.0
2001	35			LR	1,750	2,850	2,300	1,150	240	24	2.1	1	0.1
2002	35			LR	1,800	2,950	2,350	1,200	250	22	1.9	1	0.1
2003	35			LR	1,850	2,900	2,350	1,250	330	25	2.1	0	0.0
2004	35			LR	1,900	3,100	2,500	1,250	340	18	1.5	2	0.2
2005	35			LR	1,900	2,950	2,400	1,300	340	31	2.5	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2006	35			LR	1,950	3,050	2,450	1,300	350	23	1.8	0	0.0
2007	35			LR	1,950	3,050	2,950	1,300	350	28	2.2	0	0.0
2008	35			LR	2,000	3,100	3,050	1,350	360	15	1.2	0	0.0
2009	35			LR	1,950	2,950	2,400	1,350	350	19	1.5	0	0.0
2010	35			LR	2,050	3,050	2,500	1,400	370	9	0.7	1	0.1
2011	35			LR	1,750	2,700	2,550	1,250	320	13	1.1	0	0.0
2012	35			LR	1,700	2,550	2,450	1,150	190	16	1.5	0	0.0
2013	35			LR	2,000	3,000	3,400	1,350	220	25	1.9	3	0.2
2014	35			LR	1,650	2,450	2,500	1,100	140	18	1.7	1	0.1
2015	35			LR	1,600	2,400	2,450	1,100	130	13	1.3	0	0.0
2016	35			LR	1,750	2,600	2,650	1,200	140	13	1.1	0	0.0
2017	35			LR	1,900	3,150	3,100	1,300	150	6	0.5	0	0.0
2018	35			LR	1,900	3,150	3,050	1,300	150	11	0.9	2	0.2
2019	35			LR	1,950	3,250	3,150	1,350	150	11	0.9	1	0.1
2021	35			LR	1,950	3,150	3,050	1,350	160	8	0.6	0	0.0
2021	35	HWY 60 END OF HWY											
2021	37	HWY 62 BELLEVILLE START OF NA	3.0										
1988	37	HWY 401 M/C FRWY IC	0.6	IC	7,100	8,250	8,000	6,250	850	6	4.0	0	0.0
1989	37			IC	7,200	8,300	8,150	6,400	860	10	6.6	1	0.7
1990	37			IC	7,300	8,300	8,200	6,500	880	6	3.9	1	0.6
1991	37			IC	7,300	8,250	8,100	6,500	580	9	5.8	1	0.6
1992	37			IC	8,000	8,900	8,800	7,300	640	5	2.9	1	0.6
1993	37			IC	8,150	9,200	9,150	7,250	650	9	5.2	1	0.6
1994	37			IC	8,300	9,300	9,300	7,400	660	7	4.0	1	0.6
1995	37			IC	8,400	9,400	9,450	7,550	670	6	3.4	0	0.0
1996	37			IC	8,500	9,550	9,600	7,550	680	11	6.1	1	0.6
1997	37			IC	8,600	9,650	9,700	7,550	690	2	1.1	0	0.0
1998	37			IC	8,650	9,700	9,700	7,700	690	9	4.9	1	0.5
1999	37			IC	8,500	9,500	9,500	7,550	680	4	2.2	0	0.0
2000	37			C	8,950	10,100	10,100	8,050	630	2	1.1	0	0.0
2001	37			IC	7,550	8,450	8,500	6,700	530	4	2.5	0	0.0
2002	37			IC	8,400	9,350	9,450	7,400	670	5	2.8	0	0.0
2003	37			IC	8,750	9,750	9,850	7,750	790	6	3.2	1	0.5
2004	37			IC	9,500	10,600	10,700	8,400	860	2	1.0	0	0.0
2005	37			IC	8,850	9,850	9,950	7,800	710	3	1.6	0	0.0
2006	37			IC	8,900	9,900	10,000	7,900	710	7	3.7	0	0.0
2007	37			IC	8,950	9,950	10,200	7,900	720	3	1.6	0	0.0
2008	37			IC	9,000	9,950	9,650	7,950	720	0	0.0	0	0.0
2009	37			IC	9,050	10,000	10,100	8,050	720	4	2.1	1	0.5
2010	37			IT	9,100	11,400	11,400	7,500	730	2	1.0	0	0.0
2011	37			IT	9,150	12,300	12,300	7,550	730	3	1.5	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2012	37			IT	7,700	9,650	9,300	6,400	620	2	1.2	0	0.0
2013	37			CTR	9,600	11,700	12,100	8,150	770	1	0.5	0	0.0
2014	37			CTR	9,100	11,100	11,200	7,750	730	2	1.0	0	0.0
2015	37			CTR	9,150	11,200	11,300	7,800	730	8	4.1	1	0.5
2016	37			CTR	9,150	11,200	11,300	7,800	730	4	2.1	0	0.0
2017	37			CTR	9,200	12,300	12,200	7,500	740	10	5.1	1	0.5
2018	37			CTR	9,250	12,400	12,300	7,550	740	6	3.1	3	1.5
2019	37			CTR	9,250	12,300	12,300	7,550	740	4	2.0	0	0.0
2021	37			CTR	9,350	12,200	12,100	7,650	750	5	2.5	2	1.0
1988	37	BLACK DIAMOND RD	3.8	C	6,050	6,700	6,700	5,450	600	8	0.9	0	0.0
1989	37			C	6,150	6,850	6,900	5,550	620	10	1.2	3	0.4
1990	37			C	6,250	6,950	6,950	5,600	620	15	1.7	2	0.2
1991	37			C	6,250	6,900	6,950	5,700	620	14	1.6	3	0.3
1992	37			C	7,050	7,600	7,850	6,500	700	13	1.3	1	0.1
1993	37			C	7,050	7,700	7,800	6,500	700	8	0.8	0	0.0
1994	37			C	6,900	7,550	7,700	6,250	690	8	0.8	1	0.1
1995	37			C	7,050	7,700	7,900	6,450	700	14	1.4	3	0.3
1996	37			C	7,200	8,150	8,200	6,500	720	9	0.9	0	0.0
1997	37			C	7,350	8,300	8,400	6,600	740	10	1.0	1	0.1
1998	37			C	7,400	8,350	8,350	6,650	740	8	0.8	0	0.0
1999	37			C	7,600	8,500	8,600	6,850	760	6	0.6	0	0.0
2000	37			C	8,000	9,050	9,050	7,200	800	4	0.4	0	0.0
2001	37			C	8,000	9,000	9,050	7,200	640	2	0.2	0	0.0
2002	37			C	8,200	9,200	9,250	7,400	740	8	0.7	0	0.0
2003	37			C	8,300	9,250	9,350	7,500	750	6	0.5	0	0.0
2004	37			C	8,550	9,650	9,650	7,700	1,200	9	0.8	0	0.0
2005	37			C	8,600	9,550	9,650	7,700	1,200	8	0.7	0	0.0
2006	37			C	8,650	9,600	9,700	7,800	1,200	4	0.3	0	0.0
2007	37			C	8,700	9,650	9,800	7,800	960	7	0.6	2	0.2
2008	37			C	8,950	9,900	9,750	8,050	980	9	0.7	2	0.2
2009	37			C	9,100	10,000	10,100	8,200	1,000	4	0.3	0	0.0
2010	37			C	9,000	9,900	10,000	8,100	990	7	0.6	0	0.0
2011	37			C	9,350	10,300	10,400	8,400	1,050	3	0.2	1	0.1
2012	37			C	8,400	9,250	9,050	7,550	920	8	0.7	0	0.0
2013	37			UC	9,000	9,050	9,050	8,550	870	5	0.4	1	0.1
2014	37			UC	9,450	9,500	9,100	8,950	920	6	0.5	0	0.0
2015	37			UC	9,550	9,600	9,200	9,050	930	7	0.5	0	0.0
2016	37			UC	9,700	9,750	9,350	9,200	940	4	0.3	0	0.0
2017	37			UC	9,800	9,750	9,850	9,400	950	7	0.5	0	0.0
2018	37			UC	9,900	9,800	10,000	9,500	960	4	0.3	1	0.1
2019	37			UC	10,000	9,850	10,000	9,650	970	7	0.5	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2021	37			UC	10,300	10,300	10,500	9,900	1,050	4	0.3	0	0.0
1988	37	WISER RD (E)	7.0	CR	5,200	6,650	6,250	4,300	570	55	4.2	11	0.8
1989	37			CR	5,300	6,800	6,300	4,450	580	44	3.3	7	0.5
1990	37			CR	5,400	6,700	6,200	4,850	590	43	3.1	10	0.7
1991	37			CR	5,400	6,650	6,200	4,850	590	56	4.1	9	0.7
1992	37			IR	5,900	7,250	6,500	5,000	650	23	1.5	4	0.3
1993	37			IR	5,950	7,300	6,150	4,850	650	23	1.5	1	0.1
1994	37			IR	5,950	7,350	6,550	5,000	650	22	1.5	4	0.3
1995	37			IR	6,100	7,500	6,700	5,200	490	18	1.2	2	0.1
1996	37			IR	6,200	7,700	6,900	5,300	500	17	1.1	1	0.1
1997	37			IR	6,300	7,900	7,050	5,350	500	12	0.8	2	0.1
1998	37			IR	6,450	8,000	7,200	5,400	520	13	0.8	0	0.0
1999	37			IR	6,450	8,000	7,150	5,400	520	18	1.1	2	0.1
2000	37			C	6,600	7,450	7,450	5,950	530	11	0.7	1	0.1
2001	37			C	6,550	7,400	7,400	5,900	520	13	0.8	1	0.1
2002	37			C	6,750	7,550	7,600	6,050	340	13	0.8	1	0.1
2003	37			C	6,850	7,650	7,700	6,200	550	16	0.9	0	0.0
2004	37			C	6,900	7,750	7,800	6,200	550	9	0.5	2	0.1
2005	37			C	7,000	7,800	7,850	6,300	560	7	0.4	1	0.1
2006	37			C	7,050	7,850	7,900	6,350	560	5	0.3	0	0.0
2007	37			C	7,150	7,950	8,050	6,400	570	14	0.8	0	0.0
2008	37			C	7,200	7,950	7,850	6,450	580	7	0.4	0	0.0
2009	37			C	7,300	8,050	8,100	6,550	580	7	0.4	0	0.0
2010	37			C	7,300	8,050	8,100	6,550	580	11	0.6	0	0.0
2011	37			C	7,450	8,200	8,300	6,700	600	11	0.6	2	0.1
2012	37			C	7,200	7,950	7,750	6,500	580	11	0.6	2	0.1
2013	37			CTR	7,650	9,300	9,600	6,500	660	10	0.5	0	0.0
2014	37			CTR	7,650	9,350	9,400	6,500	660	6	0.3	1	0.1
2015	37			CTR	7,750	9,450	9,550	6,600	670	14	0.7	1	0.1
2016	37			CTR	7,800	9,500	9,600	6,650	670	7	0.4	1	0.1
2017	37			CTR	7,900	10,600	10,500	6,450	680	7	0.3	1	0.0
2018	37			CTR	7,950	10,600	10,600	6,450	680	20	1.0	2	0.1
2019	37			CTR	8,050	10,700	10,700	6,550	690	5	0.2	1	0.0
2021	37			CTR	8,200	10,700	10,600	6,700	740	8	0.4	0	0.0
1992	37	PHILLIPSTON RD (W)	23.0	IR	4,550	5,600	5,000	3,850	770	35	0.9	1	0.0
1993	37			IR	4,600	5,650	4,750	3,750	780	37	1.0	3	0.1
1994	37			IR	4,650	5,750	5,100	3,900	790	38	1.0	5	0.1
1995	37			IR	4,750	5,850	5,250	4,050	810	34	0.9	4	0.1
1996	37			IR	4,750	5,900	5,300	4,050	810	38	0.9	4	0.1
1997	37			IR	4,800	6,000	5,400	4,100	820	39	1.0	2	0.0
1998	37			IR	4,850	6,000	5,450	4,050	820	43	1.1	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1999	37			IR	4,650	5,750	5,150	3,900	790	35	0.9	3	0.1
2000	37			IR	4,600	5,650	5,100	3,900	780	34	0.9	2	0.1
2001	37			IR	4,400	5,450	4,900	3,700	440	39	1.1	2	0.1
2002	37			IR	4,500	5,550	5,000	3,850	450	30	0.8	3	0.1
2003	37			IR	4,500	5,450	4,950	3,800	450	34	0.9	3	0.1
2004	37			IR	4,450	5,500	4,950	3,750	440	23	0.6	4	0.1
2005	37			IR	4,400	5,300	4,800	3,750	440	28	0.8	2	0.1
2006	37			IR	4,400	5,300	4,800	3,750	440	23	0.6	1	0.0
2007	37			CR	4,350	5,250	5,250	3,650	440	26	0.7	3	0.1
2008	37			CR	4,300	5,200	5,150	3,600	430	22	0.6	0	0.0
2009	37			CR	4,300	5,150	5,000	3,650	430	38	1.1	1	0.0
2010	37			CR	4,250	5,100	4,900	3,600	420	37	1.0	3	0.1
2011	37			CR	4,200	4,900	4,950	3,750	420	22	0.6	1	0.0
2012	37			CR	4,500	5,400	5,300	3,800	450	27	0.7	3	0.1
2013	37			CTR	4,150	5,050	5,200	3,500	420	27	0.8	1	0.0
2014	37			CTR	4,150	5,050	5,100	3,550	420	20	0.6	2	0.1
2015	37			CTR	4,150	5,050	5,100	3,550	420	34	1.0	1	0.0
2016	37			CTR	4,100	5,000	5,050	3,500	410	24	0.7	0	0.0
2017	37			CTR	4,050	5,400	5,400	3,300	400	29	0.9	2	0.1
2018	37			CTR	4,050	5,400	5,400	3,300	400	23	0.7	1	0.0
2019	37			CTR	4,000	5,350	5,300	3,250	400	30	0.9	0	0.0
2021	37			CTR	3,950	5,150	5,100	3,200	400	33	1.0	1	0.0
2021	37	TWEED S LTS JANE ST START OF NA	2.1										
1988	37	TWEED HASTINGS RD 39 END OF NA	7.9	IR	3,900	5,050	4,300	3,100	430	15	1.3	0	0.0
1989	37			IR	3,950	5,100	4,400	3,250	430	12	1.1	0	0.0
1990	37			IR	4,000	5,100	4,450	3,300	440	10	0.9	3	0.3
1991	37			IR	4,000	5,050	4,450	3,300	440	6	0.5	0	0.0
1992	37			IR	4,550	5,600	5,000	3,850	500	10	0.8	2	0.2
1993	37			IR	4,550	5,600	4,700	3,700	500	17	1.3	0	0.0
1994	37			IR	4,150	5,100	4,550	3,500	460	15	1.3	0	0.0
1995	37			IR	4,200	5,150	4,650	3,600	460	16	1.3	0	0.0
1996	37			IR	4,200	5,200	4,700	3,600	460	12	1.0	0	0.0
1997	37			IR	4,150	5,200	4,650	3,550	460	10	0.8	0	0.0
1998	37			IR	4,050	5,000	4,550	3,400	450	9	0.8	2	0.2
1999	37			IR	3,950	4,900	4,400	3,300	430	7	0.6	0	0.0
2000	37			CR	4,150	5,100	4,850	3,550	460	12	1.0	1	0.1
2001	37			CR	3,550	4,350	4,150	3,000	430	7	0.7	0	0.0
2002	37			CR	3,750	4,600	4,400	3,150	410	10	0.9	0	0.0
2003	37			CR	3,700	4,500	4,350	3,150	410	9	0.8	1	0.1
2004	37			IR	3,650	4,500	4,050	3,100	400	8	0.8	0	0.0
2005	37			IR	3,600	4,350	3,950	3,050	290	9	0.9	2	0.2

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2006	37			IR	3,600	4,350	3,950	3,050	290	7	0.7	0	0.0
2007	37			IR	3,450	4,200	4,150	2,900	480	7	0.7	0	0.0
2008	37			IR	3,500	4,250	4,150	3,000	420	9	0.9	0	0.0
2009	37			IR	3,450	4,150	3,750	2,950	410	14	1.4	0	0.0
2010	37			IR	3,550	4,250	3,850	3,000	430	2	0.2	1	0.1
2011	37			IR	3,350	4,000	3,900	2,850	400	6	0.6	1	0.1
2012	37			IR	3,500	4,150	4,050	3,000	420	7	0.7	0	0.0
2013	37			CTR	3,500	4,250	4,400	2,950	440	5	0.5	0	0.0
2014	37			CTR	3,250	3,950	4,000	2,750	410	3	0.3	0	0.0
2015	37			CTR	3,200	3,900	3,950	2,700	410	5	0.5	0	0.0
2016	37			CTR	3,150	3,850	3,850	2,700	400	8	0.9	1	0.1
2017	37			CTR	3,100	4,150	4,100	2,550	390	3	0.3	1	0.1
2018	37			CTR	3,050	4,050	4,050	2,500	390	9	1.0	0	0.0
2019	37			CTR	3,000	4,000	4,000	2,450	380	2	0.2	0	0.0
2021	37			CTR	2,900	3,800	3,750	2,350	380	4	0.5	1	0.1
2021	37	HWY 7 ACTINOLITE END OF HWY											
1988	40	HWY 401 M/C FRWY IC	6.2	C	6,450	7,150	7,150	5,800	450	26	1.8	3	0.2
1989	40			C	6,550	7,250	7,350	5,900	460	25	1.7	3	0.2
1990	40			C	6,700	7,450	7,450	6,050	600	31	2.0	5	0.3
1991	40			C	6,650	7,300	7,400	6,050	600	18	1.2	2	0.1
1992	40			C	6,850	7,400	7,600	6,300	620	20	1.3	1	0.1
1993	40			C	7,050	7,700	7,800	6,500	700	19	1.2	2	0.1
1994	40			C	7,250	7,950	8,100	6,550	720	32	2.0	3	0.2
1995	40			C	7,550	8,250	8,450	6,900	760	17	1.0	1	0.1
1996	40			C	7,700	8,750	8,750	6,950	920	16	0.9	1	0.1
1997	40			IC	7,900	8,850	8,950	6,950	950	9	0.5	1	0.1
1998	40			IC	8,050	9,000	9,000	7,150	970	16	0.9	0	0.0
1999	40			IC	8,150	9,150	9,150	7,250	980	12	0.7	1	0.1
2000	40			IC	8,550	9,600	9,600	7,600	1,050	7	0.4	0	0.0
2001	40			IC	8,450	9,450	9,500	7,450	1,000	5	0.3	0	0.0
2002	40			IC	8,600	9,600	9,650	7,600	1,050	10	0.5	1	0.1
2003	40			IC	8,550	9,550	9,600	7,550	940	12	0.6	1	0.1
2004	40			IC	9,050	10,100	10,200	8,000	1,000	17	0.8	2	0.1
2005	40			IC	9,050	10,100	10,200	8,000	1,100	9	0.4	1	0.0
2006	40			IC	9,000	10,000	10,100	7,950	1,100	8	0.4	1	0.0
2007	40			IC	9,050	10,100	10,400	8,000	1,100	12	0.6	1	0.0
2008	40			IC	8,850	9,800	9,500	7,800	1,050	13	0.6	1	0.0
2009	40			IC	8,700	9,650	9,750	7,750	1,050	15	0.8	2	0.1
2010	40			IC	8,700	9,650	9,700	7,700	1,050	13	0.7	0	0.0
2011	40			IC	8,500	9,350	9,700	7,650	760	8	0.4	1	0.1
2012	40			IC	8,500	9,400	9,150	7,550	760	6	0.3	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2013	40			C	8,400	9,250	9,150	7,550	730	15	0.8	1	0.1
2014	40			C	9,050	9,950	9,700	8,150	790	12	0.6	2	0.1
2015	40			C	9,150	10,100	9,800	8,250	800	12	0.6	1	0.0
2016	40			C	9,200	10,100	9,850	8,300	800	7	0.3	0	0.0
2017	40			C	9,250	10,100	10,100	8,400	800	6	0.3	1	0.0
2018	40			C	9,300	10,200	10,100	8,400	810	14	0.7	0	0.0
2019	40			C	9,400	10,300	10,200	8,500	820	8	0.4	1	0.0
2021	40			C	9,500	10,300	10,300	8,600	860	7	0.3	0	0.0
1997	40	CHATHAM KENT RD 18S PARK AV (W)	1.2	IC	7,900	8,850	8,950	6,950	790	2	0.6	0	0.0
1998	40			IC	8,050	9,000	9,000	7,150	800	2	0.6	1	0.3
1999	40			IC	8,500	9,500	9,500	7,550	850	4	1.0	0	0.0
2000	40			IC	8,500	9,500	9,500	7,550	680	7	1.8	0	0.0
2001	40			IC	9,050	10,100	10,200	8,000	720	5	1.2	0	0.0
2002	40			IC	9,350	10,400	10,500	8,250	750	6	1.4	2	0.5
2003	40			IC	11,900	13,300	13,400	10,500	950	8	1.5	1	0.2
2004	40			IC	10,600	11,900	11,900	9,350	850	3	0.6	0	0.0
2005	40			C	10,300	11,500	11,600	9,250	1,050	5	1.1	0	0.0
2006	40			C	9,800	10,900	11,000	8,800	980	4	0.9	1	0.2
2007	40			C	9,200	10,200	10,400	8,250	920	2	0.5	0	0.0
2008	40			C	9,100	10,000	9,900	8,150	910	2	0.5	0	0.0
2009	40			SC	8,650	9,150	10,100	7,600	780	5	1.3	0	0.0
2010	40			SC	8,650	9,150	10,100	7,650	780	4	1.0	1	0.3
2011	40			SC	8,700	11,100	10,200	6,900	700	4	1.0	0	0.0
2012	40			SC	8,800	9,300	8,750	7,750	700	0	0.0	0	0.0
2013	40			C	8,750	9,650	9,500	7,900	530	3	0.8	1	0.3
2014	40			C	9,300	10,200	9,950	8,350	570	6	1.4	2	0.5
2015	40			C	9,300	10,200	9,950	8,350	570	3	0.7	1	0.2
2016	40			C	9,300	10,200	9,950	8,350	570	3	0.7	0	0.0
2017	40			C	9,350	10,200	10,200	8,500	570	2	0.5	0	0.0
2018	40			C	9,350	10,200	10,200	8,450	570	5	1.2	0	0.0
2019	40			C	9,350	10,200	10,200	8,450	570	4	0.9	0	0.0
2021	40			C	9,400	10,200	10,200	8,500	560	1	0.2	0	0.0
2021	40	CHATHAM E LTS START OF NA	7.7										
1988	40	100 M (N) OF PIONEER LINE END OF NA	14.3	C	6,950	7,700	7,700	6,250	830	25	0.7	0	0.0
1989	40			C	7,150	7,950	8,000	6,450	860	41	1.1	5	0.1
1990	40			C	7,250	8,050	8,050	6,500	580	27	0.7	0	0.0
1991	40			C	7,100	7,800	7,900	6,450	570	23	0.6	1	0.0
1992	40			C	7,100	7,650	7,900	6,550	570	24	0.6	3	0.1
1993	40			C	7,150	7,800	7,900	6,600	640	25	0.7	2	0.1
1994	40			C	7,150	7,850	7,950	6,450	640	32	0.9	4	0.1
1995	40			C	7,350	8,000	8,250	6,700	660	20	0.5	1	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1996	40			C	7,450	8,450	8,450	6,750	370	31	0.8	3	0.1
1997	40			IC	7,400	8,300	8,350	6,500	370	19	0.5	1	0.0
1998	40			IC	7,600	8,500	8,500	6,750	380	16	0.4	2	0.1
1999	40			IC	7,350	8,250	8,250	6,550	510	16	0.4	0	0.0
2000	40			IC	7,100	7,950	7,950	6,300	570	26	0.7	0	0.0
2001	40			IC	7,350	8,200	8,250	6,500	590	12	0.3	0	0.0
2002	40			IC	7,350	8,200	8,250	6,500	590	19	0.5	3	0.1
2003	40			IC	7,350	8,200	8,250	6,500	590	17	0.4	2	0.1
2004	40			IC	7,500	8,400	8,450	6,650	600	18	0.5	1	0.0
2005	40			IC	7,350	8,150	8,250	6,500	810	23	0.6	0	0.0
2006	40			IC	7,100	7,900	7,950	6,300	780	14	0.4	0	0.0
2007	40			IC	6,800	7,550	7,800	6,000	750	26	0.7	4	0.1
2008	40			IC	6,900	7,650	7,400	6,100	760	21	0.6	0	0.0
2009	40			IC	6,750	7,500	7,550	6,000	740	11	0.3	1	0.0
2010	40			IC	6,750	7,450	7,550	6,000	740	13	0.4	0	0.0
2011	40			IC	6,250	6,850	7,150	5,600	690	19	0.6	0	0.0
2012	40			IC	6,300	7,000	6,750	5,600	690	16	0.5	0	0.0
2013	40			C	6,000	6,600	6,550	5,400	660	5	0.2	2	0.1
2014	40			C	6,400	7,050	6,850	5,750	700	10	0.3	1	0.0
2015	40			UC	6,400	6,400	6,150	6,050	700	7	0.2	1	0.0
2016	40			UC	6,300	6,300	6,050	6,000	690	8	0.2	1	0.0
2017	40			UC	6,250	6,200	6,250	6,000	690	11	0.3	1	0.0
2018	40			UC	6,150	6,100	6,200	5,900	680	7	0.2	4	0.1
2019	40			UC	6,100	6,000	6,100	5,900	670	10	0.3	0	0.0
2021	40			UC	6,000	6,000	6,100	5,800	660	7	0.2	0	0.0
2013	40	CHATHAM KENT RD 42 OLDFIELD LINE (E)	6.8	UNCL	N/A	N/A	N/A	N/A	N/A	9	N/A	0	N/A
2014	40			CTR	6,850	8,350	8,450	5,800	620	7	0.4	0	0.0
2015	40			CTR	8,200	10,000	10,100	6,950	750	6	0.3	2	0.1
2016	40			CTR	8,300	10,100	10,200	7,050	760	3	0.1	0	0.0
2017	40			CTR	9,250	12,400	12,300	7,550	840	5	0.2	0	0.0
2018	40			CTR	10,000	13,400	13,300	8,150	910	4	0.2	0	0.0
2019	40			CTR	10,700	14,300	14,200	8,700	970	9	0.3	0	0.0
2021	40			CTR	12,200	15,900	15,800	9,950	1,100	6	0.2	0	0.0
2021	40	WALLACEBURG S LTS START OF NA	4.2										
1988	40	FORMER TOWN OF WALLACEBURG W LTS END OF NA	2.0	IC	7,350	8,550	8,300	6,450	740	4	0.8	1	0.2
1989	40			IC	7,400	8,500	8,350	6,600	740	2	0.4	0	0.0
1990	40			IC	7,450	8,500	8,350	6,650	740	6	1.1	0	0.0
1991	40			IC	7,250	8,200	8,050	6,450	720	1	0.2	0	0.0
1992	40			IC	7,300	8,100	8,050	6,650	730	2	0.4	0	0.0
1993	40			IC	7,400	8,350	8,300	6,600	740	0	0.0	0	0.0
1994	40			IC	7,500	8,400	8,400	6,700	750	1	0.2	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1995	40			IC	7,600	8,500	8,550	6,800	760	1	0.2	0	0.0
1996	40			IC	7,700	8,650	8,700	6,850	690	0	0.0	0	0.0
1997	40			IC	7,800	8,750	8,800	6,850	700	0	0.0	0	0.0
1998	40			IC	8,000	8,950	8,950	7,100	720	0	0.0	0	0.0
1999	40			IC	8,000	8,950	8,950	7,100	720	0	0.0	0	0.0
2000	40			IC	8,100	9,050	9,050	7,200	650	1	0.2	0	0.0
2001	40			IC	7,800	8,700	8,750	6,900	620	0	0.0	0	0.0
2002	40			IC	7,800	8,700	8,750	6,850	620	2	0.4	0	0.0
2003	40			IC	7,750	8,650	8,700	6,850	620	1	0.2	0	0.0
2004	40			IC	7,750	8,650	8,700	6,850	620	0	0.0	0	0.0
2005	40			IC	7,600	8,450	8,550	6,700	610	0	0.0	0	0.0
2006	40			IC	7,400	8,200	8,300	6,550	590	0	0.0	0	0.0
2007	40			IC	7,100	7,900	8,150	6,300	570	2	0.4	1	0.2
2008	40			IC	7,300	8,100	7,850	6,450	580	0	0.0	0	0.0
2009	40			IC	7,300	8,100	8,200	6,500	660	0	0.0	0	0.0
2010	40			IC	7,300	8,100	8,150	6,450	440	0	0.0	0	0.0
2011	40			IC	7,350	8,100	8,400	6,600	510	0	0.0	0	0.0
2012	40			IC	7,300	8,100	7,850	6,500	510	0	0.0	0	0.0
2013	40			C	7,250	8,000	7,900	6,550	490	0	0.0	0	0.0
2014	40			C	7,250	8,000	7,750	6,500	490	0	0.0	0	0.0
2015	40			UC	7,200	7,200	6,900	6,850	580	1	0.2	0	0.0
2016	40			UC	7,150	7,150	6,900	6,800	580	3	0.6	0	0.0
2017	40			UC	7,150	7,100	7,150	6,850	580	1	0.2	0	0.0
2018	40			UC	7,100	7,050	7,150	6,800	580	2	0.4	0	0.0
2019	40			UC	7,050	6,950	7,050	6,800	570	2	0.4	1	0.2
2021	40			UC	7,000	7,000	7,100	6,750	560	0	0.0	0	0.0
1988	40	CHATHAM KENT RD 33 DUFFERIN AVE	6.8	UC	2,250	2,350	2,550	2,100	400	5	0.9	1	0.2
1989	40			UC	2,350	2,450	2,650	2,250	420	4	0.7	2	0.3
1990	40			UC	2,400	2,550	2,800	2,300	340	8	1.3	2	0.3
1991	40			SC	2,350	2,600	2,850	2,100	330	6	1.0	1	0.2
1992	40			SC	2,350	2,450	2,750	2,150	330	8	1.4	0	0.0
1993	40			SC	2,400	2,650	2,950	2,150	340	10	1.7	0	0.0
1994	40			C	2,500	2,750	2,800	2,250	350	10	1.6	1	0.2
1995	40			C	2,600	2,850	2,900	2,400	340	15	2.3	2	0.3
1996	40			C	2,650	3,000	3,000	2,400	420	11	1.7	1	0.2
1997	40			SC	2,650	2,800	3,100	2,350	420	9	1.4	3	0.5
1998	40			SC	2,750	2,900	3,200	2,450	380	5	0.7	1	0.1
1999	40			SC	3,050	3,250	3,550	2,700	430	6	0.8	1	0.1
2000	40			SC	2,950	3,150	3,450	2,600	470	4	0.5	1	0.1
2001	40			SC	2,900	3,100	3,400	2,550	460	2	0.3	0	0.0
2002	40			SC	2,850	3,000	3,350	2,500	460	6	0.8	1	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2003	40			SC	2,900	3,050	3,400	2,550	410	7	1.0	2	0.3
2004	40			SC	2,550	2,700	3,000	2,250	360	7	1.1	1	0.2
2005	40			SC	2,600	2,750	3,050	2,300	360	11	1.7	1	0.2
2006	40			SC	2,750	2,900	3,200	2,450	380	14	2.1	3	0.4
2007	40			SC	2,700	2,850	3,100	2,350	380	8	1.2	0	0.0
2008	40			SC	2,800	2,950	2,750	2,450	390	6	0.9	0	0.0
2009	40			SC	2,750	2,900	3,200	2,400	380	1	0.1	0	0.0
2010	40			SC	2,800	2,950	3,300	2,450	390	4	0.6	0	0.0
2011	40			IC	2,800	3,100	3,200	2,500	390	6	0.9	0	0.0
2012	40			IC	2,800	3,100	3,000	2,500	390	9	1.3	1	0.1
2013	40			C	2,450	2,700	2,650	2,200	370	6	1.0	0	0.0
2014	40			C	2,750	3,050	2,950	2,500	420	5	0.7	2	0.3
2015	40			C	2,750	3,050	2,950	2,500	460	0	0.0	0	0.0
2016	40			C	2,750	3,050	2,950	2,500	460	5	0.7	1	0.1
2017	40			C	2,750	3,000	3,000	2,500	460	4	0.6	0	0.0
2018	40			C	2,750	3,000	3,000	2,500	460	6	0.9	1	0.1
2019	40			C	2,750	3,000	3,000	2,500	460	1	0.1	0	0.0
2021	40			C	2,750	3,000	3,000	2,500	470	4	0.6	1	0.1
2013	40	LAMBTON RD 1 LAMBTON LINE	6.8	UNCL	N/A	N/A	N/A	N/A	N/A	5	N/A	2	N/A
2014	40			C	3,050	3,350	3,250	2,750	430	5	0.7	0	0.0
2015	40			C	6,100	6,700	6,550	5,500	850	3	0.2	0	0.0
2016	40			C	3,150	3,450	3,350	2,850	440	6	0.8	0	0.0
2017	40			C	3,150	3,450	3,450	2,850	440	9	1.2	2	0.3
2018	40			C	3,200	3,500	3,500	2,900	450	3	0.4	0	0.0
2019	40			C	2,950	3,200	3,200	2,650	410	7	1.0	0	0.0
2021	40			C	2,400	2,600	2,600	2,200	340	8	1.3	1	0.2
1988	40	LAMBTON RD 2 BENTPATH LINE	10.8	UC	2,350	2,450	2,650	2,200	400	3	0.3	0	0.0
1989	40			UC	2,450	2,550	2,750	2,350	420	3	0.3	2	0.2
1990	40			UC	2,500	2,700	2,900	2,400	420	6	0.6	1	0.1
1991	40			SC	2,450	2,700	2,950	2,200	420	9	0.9	0	0.0
1992	40			SC	2,450	2,550	2,850	2,250	370	7	0.7	0	0.0
1993	40			SC	2,500	2,800	3,050	2,200	380	9	0.9	4	0.4
1994	40			C	2,600	2,850	2,900	2,350	390	5	0.5	1	0.1
1995	40			C	2,750	3,000	3,100	2,500	410	2	0.2	0	0.0
1996	40			C	2,800	3,150	3,200	2,550	420	9	0.8	2	0.2
1997	40			SC	2,900	3,050	3,400	2,600	440	3	0.3	1	0.1
1998	40			SC	2,900	3,050	3,400	2,600	460	6	0.5	1	0.1
1999	40			SC	3,000	3,200	3,500	2,650	480	2	0.2	0	0.0
2000	40			SC	3,150	3,350	3,700	2,750	500	4	0.3	0	0.0
2001	40			SC	2,950	3,150	3,450	2,600	470	6	0.5	0	0.0
2002	40			SC	3,000	3,200	3,500	2,650	480	7	0.6	1	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2003	40			SC	3,050	3,200	3,550	2,700	490	10	0.8	3	0.2
2004	40			SC	3,050	3,250	3,550	2,700	490	10	0.8	0	0.0
2005	40			SC	2,950	3,100	3,450	2,600	470	7	0.6	1	0.1
2006	40			SC	3,100	3,300	3,600	2,750	500	5	0.4	0	0.0
2007	40			SC	3,150	3,350	3,650	2,750	500	7	0.6	1	0.1
2008	40			SC	3,150	3,300	3,100	2,750	500	7	0.6	1	0.1
2009	40			SC	3,150	3,350	3,700	2,750	470	13	1.0	0	0.0
2010	40			SC	3,200	3,400	3,750	2,800	480	7	0.6	2	0.2
2011	40			IC	3,250	3,550	3,700	2,900	490	1	0.1	0	0.0
2012	40			IC	3,300	3,650	3,550	2,950	500	5	0.4	1	0.1
2013	40			C	3,300	3,650	3,600	2,950	460	8	0.6	0	0.0
2014	40			C	3,350	3,700	3,600	3,000	470	7	0.5	0	0.0
2015	40			UC	3,350	3,350	3,200	3,200	470	8	0.6	0	0.0
2016	40			UC	3,400	3,400	3,250	3,250	470	8	0.6	0	0.0
2017	40			UC	3,400	3,400	3,400	3,250	470	5	0.4	1	0.1
2018	40			UC	3,450	3,400	3,500	3,300	480	6	0.4	1	0.1
2019	40			UC	3,500	3,450	3,500	3,350	490	6	0.4	0	0.0
2021	40			UC	3,550	3,550	3,600	3,400	500	5	0.4	0	0.0
1988	40	LAMBTON RD 80 GLANCIE RD/COURTRIGHT LN	5.3	UC	3,150	3,300	3,550	2,950	440	1	0.2	0	0.0
1989	40			UC	3,300	3,450	3,750	3,150	430	1	0.2	0	0.0
1990	40			UC	3,400	3,650	3,950	3,250	440	7	1.1	0	0.0
1991	40			SC	3,700	4,050	4,500	3,300	480	8	1.1	0	0.0
1992	40			SC	3,700	3,900	4,350	3,400	370	0	0.0	0	0.0
1993	40			SC	3,700	4,100	4,500	3,300	370	1	0.1	0	0.0
1994	40			SC	3,700	3,850	4,250	3,400	370	3	0.4	0	0.0
1995	40			SC	3,700	3,850	4,300	3,350	590	5	0.7	0	0.0
1996	40			SC	3,750	4,000	4,400	3,350	600	6	0.8	0	0.0
1997	40			SC	3,950	4,200	4,600	3,500	630	0	0.0	0	0.0
1998	40			SC	4,050	4,300	4,750	3,600	570	5	0.6	1	0.1
1999	40			SC	4,050	4,300	4,750	3,600	570	3	0.4	0	0.0
2000	40			SC	4,250	4,500	4,950	3,750	640	1	0.1	1	0.1
2001	40			SC	4,200	4,500	4,900	3,700	630	2	0.2	0	0.0
2002	40			SC	4,250	4,500	5,000	3,750	640	2	0.2	0	0.0
2003	40			SC	4,300	4,550	5,000	3,800	640	4	0.5	0	0.0
2004	40			SC	4,650	4,950	5,450	4,100	700	10	1.1	1	0.1
2005	40			SC	4,650	4,900	5,450	4,100	650	0	0.0	0	0.0
2006	40			SC	4,650	4,900	5,450	4,100	650	2	0.2	0	0.0
2007	40			SC	4,650	4,900	5,400	4,100	650	0	0.0	0	0.0
2008	40			SC	4,750	5,000	4,700	4,200	660	0	0.0	0	0.0
2009	40			SC	4,800	5,100	5,600	4,200	670	2	0.2	0	0.0
2010	40			SC	4,850	5,150	5,700	4,300	680	4	0.4	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2011	40			IC	4,600	5,050	5,250	4,150	550	5	0.6	2	0.2
2012	40			IC	4,600	5,100	4,950	4,100	550	5	0.6	0	0.0
2013	40			IR	4,400	5,250	5,600	3,750	540	2	0.2	0	0.0
2014	40			IR	4,950	5,900	5,900	4,200	610	4	0.4	0	0.0
2015	40			IR	5,000	5,950	5,950	4,250	620	3	0.3	0	0.0
2016	40			IR	5,050	6,000	6,000	4,300	620	3	0.3	0	0.0
2017	40			IR	5,100	6,000	6,000	4,550	630	1	0.1	0	0.0
2018	40			IR	5,150	6,050	6,050	4,600	630	3	0.3	0	0.0
2019	40			IR	5,200	6,100	6,100	4,650	640	3	0.3	1	0.1
2021	40			IR	5,300	6,200	6,200	4,750	640	3	0.3	0	0.0
1988	40	ROKEBY LINE	2.7	UC	3,950	4,150	4,450	3,700	550	1	0.3	0	0.0
1989	40			UC	4,050	4,250	4,600	3,850	450	1	0.3	0	0.0
1990	40			UC	4,200	4,500	4,850	4,000	460	5	1.2	0	0.0
1991	40			SC	4,550	5,000	5,500	4,050	500	3	0.7	0	0.0
1992	40			SC	4,550	4,800	5,300	4,200	460	0	0.0	0	0.0
1993	40			SC	4,600	5,100	5,600	4,100	460	3	0.7	0	0.0
1994	40			SC	4,600	4,800	5,300	4,250	460	1	0.2	0	0.0
1995	40			SC	4,700	4,900	5,450	4,300	610	3	0.6	0	0.0
1996	40			SC	4,800	5,100	5,600	4,300	620	4	0.8	0	0.0
1997	40			SC	4,900	5,200	5,750	4,350	640	1	0.2	0	0.0
1998	40			SC	5,550	5,900	6,500	4,950	720	4	0.7	0	0.0
1999	40			SC	4,850	5,150	5,650	4,300	630	0	0.0	0	0.0
2000	40			SC	4,850	5,150	5,650	4,250	780	1	0.2	0	0.0
2001	40			SC	5,000	5,350	5,850	4,400	800	1	0.2	0	0.0
2002	40			SC	5,050	5,350	5,900	4,450	810	3	0.6	0	0.0
2003	40			SC	4,900	5,150	5,700	4,350	780	4	0.8	0	0.0
2004	40			SC	5,150	5,500	6,050	4,550	820	1	0.2	0	0.0
2005	40			SC	5,150	5,450	6,000	4,550	820	2	0.4	1	0.2
2006	40			SC	5,100	5,400	5,950	4,500	820	6	1.2	2	0.4
2007	40			SC	5,200	5,500	6,000	4,550	830	6	1.2	0	0.0
2008	40			SC	4,750	5,000	4,700	4,200	760	2	0.4	0	0.0
2009	40			SC	4,400	4,650	5,150	3,850	700	1	0.2	0	0.0
2010	40			SC	4,400	4,650	5,150	3,900	700	3	0.7	0	0.0
2011	40			SC	4,850	6,200	5,650	3,850	780	3	0.6	0	0.0
2012	40			SC	4,850	5,150	4,850	4,300	780	0	0.0	0	0.0
2013	40			SC	4,850	5,150	4,650	4,300	780	5	1.0	1	0.2
2014	40			SC	4,850	5,150	5,000	4,300	780	3	0.6	0	0.0
2015	40			CTR	4,800	5,850	5,900	4,100	650	1	0.2	0	0.0
2016	40			CTR	4,800	5,850	5,900	4,100	650	3	0.6	1	0.2
2017	40			CTR	4,800	6,400	6,400	3,900	650	0	0.0	0	0.0
2018	40			CTR	4,800	6,400	6,400	3,900	650	2	0.4	1	0.2

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2019	40			CTR	4,800	6,400	6,350	3,900	650	6	1.3	1	0.2
2021	40			CTR	4,800	6,250	6,200	3,900	670	3	0.6	0	0.0
1988	40	LAMBTON RD 4/PETROLIA LINE (E) HILL ST (W)	5.5	UC	8,250	8,650	9,300	7,750	820	9	0.5	2	0.1
1989	40			UC	8,650	9,100	9,750	8,200	690	6	0.3	2	0.1
1990	40			UC	9,000	9,650	10,400	8,550	720	7	0.4	1	0.1
1991	40			SC	9,450	10,400	11,400	8,400	760	5	0.3	0	0.0
1992	40			SC	9,450	9,900	11,100	8,700	660	9	0.5	1	0.1
1993	40			SC	9,500	10,500	11,600	8,450	660	8	0.4	0	0.0
1994	40			SC	9,500	9,900	10,900	8,750	660	11	0.6	2	0.1
1995	40			SC	9,450	9,900	11,000	8,600	1,050	13	0.7	5	0.3
1996	40			SC	9,600	10,200	11,200	8,600	1,050	7	0.4	2	0.1
1997	40			SC	9,600	10,200	11,200	8,550	1,050	13	0.7	2	0.1
1998	40			SC	9,850	10,400	11,500	8,750	1,200	8	0.4	4	0.2
1999	40			SC	10,100	10,700	11,800	9,000	1,200	3	0.1	0	0.0
2000	40			SC	10,100	10,700	11,800	8,900	1,000	12	0.6	0	0.0
2001	40			SC	10,200	10,900	11,900	9,000	1,350	8	0.4	1	0.0
2002	40			SC	10,300	10,900	12,100	9,100	1,350	7	0.3	0	0.0
2003	40			SC	10,400	11,000	12,100	9,200	1,250	12	0.6	3	0.1
2004	40			SC	10,500	11,200	12,300	9,250	1,250	4	0.2	0	0.0
2005	40			SC	10,600	11,200	12,400	9,350	1,050	12	0.6	1	0.0
2006	40			SC	10,700	11,300	12,500	9,450	1,200	11	0.5	2	0.1
2007	40			SC	10,700	11,300	12,400	9,400	1,200	7	0.3	1	0.0
2008	40			SC	10,800	11,300	10,700	9,500	1,200	3	0.1	0	0.0
2009	40			SC	11,000	11,700	12,900	9,700	1,200	5	0.2	0	0.0
2010	40			SC	11,100	11,700	13,000	9,800	1,200	4	0.2	1	0.0
2011	40			SC	11,200	14,300	13,100	8,900	1,250	8	0.4	1	0.0
2012	40			SC	11,300	12,000	11,300	9,950	1,250	10	0.4	1	0.0
2013	40			IR	11,400	13,600	14,600	9,700	900	10	0.4	1	0.0
2014	40			IR	11,100	13,200	13,200	9,450	880	12	0.5	3	0.1
2015	40			CTR	10,800	13,200	13,300	9,200	960	11	0.5	3	0.1
2016	40			CTR	10,900	13,300	13,400	9,250	970	5	0.2	1	0.0
2017	40			CTR	11,500	15,400	15,300	9,350	1,000	9	0.4	1	0.0
2018	40			CTR	11,600	15,500	15,400	9,450	1,050	7	0.3	0	0.0
2019	40			CTR	11,700	15,600	15,500	9,500	1,050	11	0.5	1	0.0
2021	40			CTR	11,800	15,400	15,300	9,650	1,050	7	0.3	0	0.0
1988	40	CHURCHILL LINE	2.7	UC	11,000	11,600	12,400	10,300	1,300	14	1.3	1	0.1
1989	40			UC	11,400	12,000	12,900	10,800	1,500	12	1.1	2	0.2
1990	40			UC	11,900	12,700	13,800	11,300	1,550	2	0.2	2	0.2
1991	40			UC	12,500	13,200	14,400	12,100	1,600	13	1.1	1	0.1
1992	40			UC	12,700	13,500	14,600	12,200	1,250	7	0.6	1	0.1
1993	40			UC	13,000	13,700	14,800	12,200	1,300	5	0.4	1	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1994	40			UC	13,200	14,000	15,100	12,300	1,300	12	0.9	5	0.4
1995	40			UC	13,500	14,200	15,400	12,600	1,750	17	1.3	6	0.5
1996	40			UC	13,700	14,500	16,000	13,000	1,800	11	0.8	0	0.0
1997	40			UC	13,800	14,500	16,100	13,000	1,800	5	0.4	0	0.0
1998	40			UC	14,000	14,800	16,400	13,300	1,950	7	0.5	2	0.1
1999	40			UC	14,200	15,100	16,600	13,500	2,150	9	0.6	1	0.1
2000	40			UC	14,500	15,400	17,100	13,600	1,900	10	0.7	1	0.1
2001	40			UC	13,900	14,900	16,400	13,100	2,350	7	0.5	2	0.1
2002	40			UC	13,900	14,800	16,400	13,000	2,350	10	0.7	2	0.1
2003	40			UC	13,900	14,700	16,300	13,100	1,800	8	0.6	1	0.1
2004	40			UC	13,600	14,600	16,000	12,800	1,750	7	0.5	3	0.2
2005	40			UC	13,600	14,400	15,900	12,800	1,750	16	1.2	3	0.2
2006	40			UC	13,600	14,400	15,900	12,800	1,750	9	0.7	0	0.0
2007	40			UC	13,700	14,500	15,900	12,900	1,650	13	1.0	1	0.1
2008	40			UC	13,500	14,300	13,400	12,600	1,600	17	1.3	6	0.4
2009	40			UC	13,500	14,300	15,800	12,700	1,600	13	1.0	2	0.2
2010	40			UC	13,400	14,200	15,600	12,600	1,600	11	0.8	3	0.2
2011	40			UC	13,400	13,400	13,900	12,700	1,600	13	1.0	1	0.1
2012	40			UC	13,000	13,100	13,900	12,400	1,550	4	0.3	0	0.0
2013	40			IR	11,400	13,600	14,600	9,700	1,250	8	0.7	1	0.1
2014	40			IR	11,600	13,800	13,800	9,850	1,250	9	0.8	1	0.1
2015	40			CTR	11,900	14,500	14,600	10,100	1,250	9	0.8	0	0.0
2016	40			CTR	12,000	14,600	14,800	10,200	1,250	13	1.1	1	0.1
2017	40			CTR	12,300	16,400	16,400	10,000	1,300	8	0.7	0	0.0
2018	40			CTR	12,200	16,300	16,200	9,950	1,300	3	0.2	1	0.1
2019	40			CTR	12,100	16,100	16,100	9,850	1,250	11	0.9	2	0.2
2021	40			CTR	11,900	15,500	15,400	9,700	1,300	12	1.0	1	0.1
1988	40	MCGREGOR SIDEROAD (S)	1.7	UC	5,800	6,100	6,550	5,450	1,350	0	0.0	0	0.0
1989	40			UC	6,000	6,300	6,800	5,700	1,250	1	0.3	0	0.0
1990	40			UC	6,150	6,600	7,150	5,850	1,300	0	0.0	0	0.0
1991	40			UC	6,250	6,600	7,200	6,050	1,300	0	0.0	0	0.0
1992	40			UC	6,400	6,800	7,350	6,150	1,150	3	0.8	0	0.0
1993	40			UC	6,550	6,900	7,450	6,150	1,200	0	0.0	0	0.0
1994	40			UC	6,550	6,950	7,500	6,100	1,200	4	1.0	1	0.2
1995	40			UC	6,700	7,050	7,650	6,250	1,200	0	0.0	0	0.0
1996	40			UC	6,700	7,100	7,850	6,350	1,200	3	0.7	1	0.2
1997	40			UC	7,200	7,550	8,400	6,750	1,300	2	0.4	0	0.0
1998	40			UC	7,400	7,850	8,650	7,050	1,550	0	0.0	0	0.0
1999	40			UC	7,200	7,650	8,400	6,850	1,600	0	0.0	0	0.0
2000	40			UC	7,650	8,100	9,050	7,200	1,600	2	0.4	0	0.0
2001	40			UC	7,450	8,000	8,750	7,000	1,550	2	0.4	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2002	40			UC	7,550	8,050	8,900	7,050	1,600	2	0.4	0	0.0
2003	40			UC	7,650	8,100	8,950	7,250	1,450	2	0.4	1	0.2
2004	40			UC	7,750	8,300	9,100	7,300	1,100	1	0.2	0	0.0
2005	40			UC	7,750	8,200	9,050	7,250	1,150	1	0.2	1	0.2
2006	40			UC	7,750	8,200	9,050	7,300	1,150	3	0.6	3	0.6
2007	40			UC	7,750	8,200	8,950	7,250	1,150	3	0.6	1	0.2
2008	40			UC	7,750	8,200	7,700	7,250	1,150	1	0.2	0	0.0
2009	40			UC	7,750	8,200	9,050	7,300	1,450	1	0.2	0	0.0
2010	40			UC	7,800	8,250	9,100	7,350	1,500	0	0.0	0	0.0
2011	40			UC	7,800	7,850	8,100	7,400	1,500	1	0.2	1	0.2
2012	40			UC	7,000	7,050	7,500	6,650	1,350	1	0.2	2	0.5
2013	40			IR	6,900	8,200	8,800	5,850	1,200	2	0.5	0	0.0
2014	40			IR	7,800	9,300	9,300	6,650	1,350	1	0.2	0	0.0
2015	40			IR	8,000	9,500	9,550	6,800	980	5	1.0	2	0.4
2016	40			IR	9,000	10,700	10,700	7,650	1,100	3	0.5	1	0.2
2017	40			IR	8,100	9,500	9,500	7,200	1,000	3	0.6	0	0.0
2018	40			IR	8,150	9,600	9,600	7,300	1,000	0	0.0	0	0.0
2019	40			IR	8,200	9,600	9,600	7,350	1,000	2	0.4	1	0.2
2021	40			IR	8,300	9,700	9,750	7,400	1,000	1	0.2	0	0.0
1988	40	PLANK RD	2.7	UC	8,100	8,500	9,150	7,600	1,550	4	0.5	1	0.1
1989	40			UC	8,300	8,700	9,400	7,900	1,500	7	0.9	0	0.0
1990	40			UC	8,900	9,500	10,300	8,450	1,600	7	0.8	2	0.2
1991	40			UC	9,300	9,850	10,700	9,000	1,650	3	0.3	0	0.0
1992	40			UC	9,750	10,300	11,200	9,350	1,550	6	0.6	0	0.0
1993	40			UC	9,900	10,400	11,300	9,250	1,600	12	1.2	3	0.3
1994	40			UC	10,100	10,700	11,500	9,400	1,600	4	0.4	1	0.1
1995	40			UC	10,200	10,800	11,700	9,500	1,450	11	1.1	1	0.1
1996	40			UC	10,500	11,100	12,300	10,000	1,450	11	1.1	2	0.2
1997	40			UC	10,900	11,400	12,800	10,200	1,550	3	0.3	2	0.2
1998	40			UC	11,000	11,700	12,900	10,400	2,000	6	0.6	0	0.0
1999	40			UC	11,100	11,800	13,000	10,500	2,000	10	0.9	4	0.4
2000	40			UC	11,100	11,800	13,100	10,400	2,000	8	0.7	4	0.4
2001	40			UC	11,400	12,200	13,400	10,700	2,050	7	0.6	0	0.0
2002	40			UC	11,600	12,400	13,600	10,900	2,100	7	0.6	1	0.1
2003	40			UC	11,800	12,500	13,800	11,100	2,100	10	0.9	2	0.2
2004	40			UC	12,000	12,900	14,100	11,300	2,150	7	0.6	1	0.1
2005	40			UC	12,200	12,900	14,300	11,400	2,200	12	1.0	2	0.2
2006	40			UC	12,100	12,800	14,100	11,400	2,200	6	0.5	2	0.2
2007	40			UC	12,100	12,800	14,000	11,400	2,200	7	0.6	1	0.1
2008	40			UC	12,000	12,700	11,900	11,200	2,150	10	0.8	2	0.2
2009	40			UC	11,900	12,600	13,900	11,200	2,150	11	0.9	3	0.3

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2010	40			UC	12,000	12,700	14,000	11,300	2,150	3	0.3	1	0.1
2011	40			UC	12,000	12,000	12,500	11,400	2,150	10	0.8	1	0.1
2012	40			UC	11,800	11,900	12,600	11,200	2,100	8	0.7	1	0.1
2013	40			IR	11,200	13,300	14,300	9,550	1,450	3	0.3	0	0.0
2014	40			IR	12,400	14,800	14,800	10,600	1,600	7	0.6	0	0.0
2015	40			CTR	12,600	15,400	15,500	10,700	1,500	11	0.9	1	0.1
2016	40			CTR	12,600	15,400	15,500	10,700	1,500	11	0.9	2	0.2
2017	40			CTR	12,700	17,000	16,900	10,300	1,500	9	0.7	0	0.0
2018	40			CTR	12,800	17,100	17,000	10,400	1,550	6	0.5	0	0.0
2019	40			CTR	12,900	17,200	17,100	10,500	1,550	13	1.0	2	0.2
2021	40			CTR	13,000	16,900	16,900	10,600	1,550	12	0.9	1	0.1
1988	40	CONFEDERATION LINE (E)	1.4	UC	8,700	9,150	9,850	8,200	1,550	9	2.0	2	0.4
1989	40			UC	9,900	10,400	11,200	9,400	1,700	4	0.8	1	0.2
1990	40			UC	11,000	11,800	12,800	10,400	1,850	4	0.7	1	0.2
1991	40			UC	12,600	13,400	14,500	12,200	2,150	3	0.5	0	0.0
1992	40			UC	11,600	12,300	13,300	11,100	1,750	4	0.7	0	0.0
1993	40			UC	12,200	12,900	13,900	11,400	1,850	4	0.6	0	0.0
1994	40			UC	11,600	12,300	13,300	10,800	1,750	8	1.3	0	0.0
1995	40			UC	12,100	12,800	13,800	11,300	1,950	4	0.6	1	0.2
1996	40			UC	12,400	13,100	14,500	11,800	2,000	2	0.3	1	0.2
1997	40			UC	12,000	12,600	14,000	11,300	1,900	11	1.8	7	1.1
1998	40			UC	12,200	12,900	14,300	11,600	1,950	3	0.5	1	0.2
1999	40			UC	12,400	13,100	14,500	11,800	2,000	4	0.6	1	0.2
2000	40			UC	12,500	13,200	14,800	11,800	2,250	5	0.8	2	0.3
2001	40			UC	12,600	13,500	14,800	11,800	2,250	9	1.4	1	0.2
2002	40			UC	12,700	13,500	14,900	11,900	2,300	9	1.4	2	0.3
2003	40			UC	12,800	13,500	15,000	12,100	1,800	8	1.2	0	0.0
2004	40			UC	13,000	13,900	15,300	12,200	1,800	9	1.4	0	0.0
2005	40			UC	13,000	13,800	15,200	12,200	2,100	11	1.7	2	0.3
2006	40			UC	13,000	13,700	15,200	12,200	2,100	5	0.8	1	0.2
2007	40			UC	13,000	13,800	15,000	12,200	2,100	8	1.2	3	0.5
2008	40			UC	13,000	13,700	12,900	12,200	2,100	3	0.5	0	0.0
2009	40			UC	13,300	14,100	15,600	12,500	2,150	7	1.0	1	0.1
2010	40			UC	13,400	14,200	15,600	12,600	2,150	2	0.3	0	0.0
2011	40			UC	13,400	13,400	13,900	12,700	2,150	3	0.4	2	0.3
2012	40			UC	13,000	13,100	13,900	12,400	2,100	9	1.4	1	0.2
2013	40			IR	13,700	16,300	17,500	11,700	1,700	2	0.3	0	0.0
2014	40			IR	13,600	16,200	16,200	11,600	1,650	16	2.3	1	0.1
2015	40			IR	13,900	16,500	16,600	11,800	1,600	13	1.8	4	0.6
2016	40			IR	13,800	16,400	16,500	11,700	1,600	6	0.8	0	0.0
2017	40			IR	13,900	16,300	16,300	12,400	1,600	4	0.6	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2018	40			IR	14,000	16,400	16,500	12,500	1,600	4	0.6	1	0.1
2019	40			IR	14,100	16,500	16,500	12,600	1,600	8	1.1	0	0.0
2021	40			IR	14,300	16,700	16,800	12,800	1,700	5	0.7	1	0.1
1988	40	WELLINGTON RD (W)	1.4	UC	10,400	10,900	11,800	9,800	1,650	3	0.6	0	0.0
1989	40			UC	11,600	12,200	13,100	11,000	1,750	5	0.8	1	0.2
1990	40			UC	13,000	13,900	15,100	12,400	1,950	6	0.9	1	0.2
1991	40			UC	14,400	15,300	16,600	14,000	2,150	5	0.7	2	0.3
1992	40			UC	15,100	16,000	17,400	14,500	2,100	5	0.6	1	0.1
1993	40			UC	15,900	16,700	18,100	14,900	2,250	7	0.9	2	0.2
1994	40			UC	14,300	15,200	16,300	13,300	2,000	2	0.3	1	0.1
1995	40			UC	14,800	15,600	16,900	13,800	2,350	4	0.5	1	0.1
1996	40			UC	15,300	16,200	17,900	14,500	2,450	4	0.5	1	0.1
1997	40			UC	15,700	16,500	18,400	14,800	2,500	5	0.6	3	0.4
1998	40			UC	15,700	16,600	18,400	14,900	2,500	3	0.4	1	0.1
1999	40			UC	13,100	13,900	15,300	12,400	2,100	2	0.3	1	0.1
2000	40			UC	13,000	13,800	15,300	12,200	2,100	3	0.5	0	0.0
2001	40			UC	13,300	14,200	15,600	12,500	2,150	8	1.2	0	0.0
2002	40			UC	13,400	14,300	15,800	12,500	2,150	5	0.7	0	0.0
2003	40			UC	13,900	14,700	16,300	13,100	1,800	8	1.1	3	0.4
2004	40			UC	13,800	14,800	16,200	13,000	1,800	5	0.7	0	0.0
2005	40			UC	13,600	14,400	15,900	12,800	2,050	6	0.9	0	0.0
2006	40			UC	13,200	14,000	15,400	12,400	2,000	6	0.9	0	0.0
2007	40			UC	12,800	13,600	14,800	12,000	1,900	2	0.3	0	0.0
2008	40			UC	12,900	13,600	12,800	12,100	1,950	6	0.9	0	0.0
2009	40			UC	12,600	13,400	14,700	11,800	1,900	7	1.1	1	0.2
2010	40			UC	12,700	13,400	14,800	11,900	1,900	1	0.2	1	0.2
2011	40			UC	13,000	13,000	13,500	12,300	1,950	4	0.6	0	0.0
2012	40			UC	12,400	12,500	13,300	11,800	1,850	1	0.2	0	0.0
2013	40			IR	13,200	15,700	16,900	11,200	1,450	8	1.2	4	0.6
2014	40			IR	14,900	17,700	17,800	12,700	1,600	2	0.3	1	0.1
2015	40			CTR	16,700	20,400	20,500	14,200	1,700	1	0.1	0	0.0
2016	40			CTR	16,800	20,500	20,700	14,300	1,700	2	0.2	0	0.0
2017	40			CTR	16,800	22,500	22,300	13,700	1,700	3	0.3	1	0.1
2018	40			CTR	17,000	22,700	22,600	13,800	1,700	1	0.1	0	0.0
2019	40			CTR	17,200	22,900	22,800	14,000	1,750	3	0.3	0	0.0
2021	40			CTR	15,300	19,900	19,800	12,500	1,550	2	0.3	0	0.0
1988	40	LAMBTON RD 22 LONDON LINE IC	0.7	UC	11,800	12,400	13,300	11,100	1,550	3	1.0	0	0.0
1989	40			UC	13,000	13,600	14,700	12,400	1,700	2	0.6	0	0.0
1990	40			UC	15,000	16,100	17,400	14,200	1,950	1	0.3	0	0.0
1991	40			UC	16,000	17,000	18,400	15,500	2,100	0	0.0	0	0.0
1992	40			UC	16,200	17,200	18,600	15,600	2,100	2	0.5	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1993	40			UC	16,300	17,200	18,500	15,300	2,100	1	0.2	1	0.2
1994	40			UC	17,200	18,200	19,700	16,000	2,250	1	0.2	1	0.2
1995	40			UC	17,400	18,400	19,900	16,200	2,250	0	0.0	0	0.0
1996	40			UC	18,100	19,200	21,200	17,200	2,350	0	0.0	0	0.0
1997	40			UC	17,600	18,500	20,600	16,500	2,300	1	0.2	1	0.2
1998	40			UC	18,000	19,100	21,100	17,100	2,350	1	0.2	0	0.0
1999	40			UC	18,200	19,300	21,300	17,300	2,350	0	0.0	0	0.0
2000	40			UC	18,700	19,800	22,100	17,600	2,450	1	0.2	1	0.2
2001	40			UC	18,500	19,800	21,800	17,400	2,400	3	0.6	0	0.0
2002	40			UC	18,600	19,800	21,900	17,400	2,400	1	0.2	1	0.2
2003	40			UC	18,500	19,500	21,700	17,500	1,500	4	0.8	0	0.0
2004	40			UC	19,000	20,400	22,400	17,900	1,500	1	0.2	0	0.0
2005	40			UC	19,100	20,200	22,300	17,900	1,150	1	0.2	0	0.0
2006	40			UC	19,200	20,300	22,400	18,100	1,150	2	0.4	1	0.2
2007	40			UC	19,400	20,600	22,500	18,200	1,150	2	0.4	0	0.0
2008	40			UC	19,400	20,500	19,200	18,100	1,150	2	0.4	0	0.0
2009	40			UC	19,700	20,900	23,000	18,500	1,200	0	0.0	0	0.0
2010	40			UC	19,800	20,900	23,000	18,600	1,200	1	0.2	1	0.2
2011	40			UC	19,000	19,100	19,700	18,000	1,150	2	0.4	2	0.4
2012	40			UC	19,900	20,000	21,300	18,900	1,200	2	0.4	0	0.0
2013	40			IR	14,100	16,800	18,000	12,000	1,250	1	0.3	0	0.0
2014	40			IR	14,400	17,100	17,200	12,300	1,300	0	0.0	0	0.0
2015	40			IR	14,700	17,500	17,500	12,500	1,300	3	0.8	0	0.0
2016	40			IR	14,900	17,700	17,800	12,700	1,300	1	0.3	0	0.0
2017	40			IR	17,000	19,900	19,900	15,200	1,500	3	0.7	1	0.2
2018	40			IR	16,900	19,900	19,900	15,100	1,450	3	0.7	1	0.2
2019	40			IR	16,800	19,700	19,700	15,100	1,450	2	0.5	1	0.2
2021	40			IR	16,700	19,500	19,600	14,900	1,500	2	0.5	0	0.0
2021	40	HWY 402 IC-6 START OF NA	0.6										
2021	40	END OF NA END OF HWY											
2021	41	HWY2 DUNDAS ST START OF NA	50.9										
1988	41	HWY 7	11.0	LR	2,350	4,150	2,950	1,450	190	10	1.1	0	0.0
1989	41			LR	2,400	4,050	3,100	1,600	190	12	1.2	1	0.1
1990	41			LR	2,600	4,550	3,600	1,650	210	9	0.9	1	0.1
1991	41			LR	2,700	4,750	3,750	1,700	220	9	0.8	1	0.1
1992	41			LR	2,700	4,350	3,500	1,800	220	17	1.6	0	0.0
1993	41			LR	2,750	4,450	3,550	1,800	220	19	1.7	0	0.0
1994	41			LR	2,750	4,500	3,650	1,800	220	20	1.8	0	0.0
1995	41			LR	2,800	4,700	3,800	1,850	220	12	1.1	0	0.0
1996	41			LR	2,800	4,700	3,750	1,850	220	8	0.7	1	0.1
1997	41			LR	2,800	4,700	3,800	1,900	220	9	0.8	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1998	41			LR	2,900	4,800	3,850	1,900	350	9	0.8	1	0.1
1999	41			LR	2,850	4,650	3,750	1,900	340	15	1.3	2	0.2
2000	41			LR	2,850	4,600	3,700	1,900	340	9	0.8	1	0.1
2001	41			LR	2,900	4,750	3,800	1,950	260	6	0.5	0	0.0
2002	41			LR	2,900	4,750	3,800	1,950	260	14	1.2	0	0.0
2003	41			LR	2,950	4,650	3,750	2,000	270	5	0.4	0	0.0
2004	41			LR	2,950	4,850	3,850	1,950	270	12	1.0	1	0.1
2005	41			LR	2,950	4,600	3,700	2,000	350	11	0.9	0	0.0
2006	41			LR	3,000	4,650	3,750	2,050	360	15	1.2	0	0.0
2007	41			LR	2,950	4,600	4,450	2,000	350	11	0.9	0	0.0
2008	41			LR	2,950	4,600	4,500	2,000	350	10	0.8	0	0.0
2009	41			LR	2,900	4,400	3,600	1,950	350	11	0.9	0	0.0
2010	41			LR	3,000	4,500	3,650	2,050	360	7	0.6	0	0.0
2011	41			LR	3,000	4,650	4,350	2,100	360	8	0.7	1	0.1
2012	41			LR	3,050	4,550	4,450	2,100	370	10	0.8	3	0.2
2013	41			LR	2,800	4,200	4,800	1,900	340	5	0.4	0	0.0
2014	41			LR	3,000	4,500	4,550	2,050	360	6	0.5	2	0.2
2015	41			LR	3,000	4,500	4,550	2,050	360	12	1.0	1	0.1
2016	41			LR	3,000	4,500	4,550	2,050	360	9	0.7	0	0.0
2017	41			LR	3,050	5,100	4,950	2,100	400	8	0.7	1	0.1
2018	41			LR	3,050	5,100	4,950	2,100	400	6	0.5	0	0.0
2019	41			LR	3,050	5,100	4,950	2,100	400	6	0.5	0	0.0
2021	41			LR	3,050	4,900	4,750	2,100	400	3	0.2	1	0.1
1988	41	FIRE HALL RD(W)	7.5	LR	2,450	4,350	3,100	1,500	240	5	0.7	0	0.0
1989	41			LR	2,500	4,200	3,250	1,650	250	3	0.4	0	0.0
1990	41			LR	2,700	4,700	3,750	1,700	270	4	0.5	0	0.0
1991	41			LR	2,800	4,950	3,900	1,750	280	3	0.4	0	0.0
1992	41			LR	2,800	4,500	3,600	1,850	280	6	0.8	0	0.0
1993	41			LR	2,800	4,500	3,600	1,850	280	7	0.9	0	0.0
1994	41			LR	2,750	4,500	3,650	1,800	280	4	0.5	0	0.0
1995	41			LR	2,800	4,700	3,800	1,850	280	9	1.2	0	0.0
1996	41			LR	2,850	4,750	3,800	1,900	280	5	0.6	1	0.1
1997	41			LR	2,900	4,850	3,900	1,950	290	6	0.8	0	0.0
1998	41			LR	2,950	4,850	3,900	1,950	300	7	0.9	1	0.1
1999	41			LR	3,000	4,900	3,950	2,000	300	6	0.7	0	0.0
2000	41			LR	3,050	4,950	4,000	2,050	300	9	1.1	3	0.4
2001	41			LR	3,100	5,050	4,050	2,050	310	4	0.5	0	0.0
2002	41			LR	3,150	5,150	4,100	2,150	320	6	0.7	0	0.0
2003	41			LR	3,200	5,050	4,050	2,150	540	6	0.7	0	0.0
2004	41			LR	3,250	5,300	4,250	2,150	550	7	0.8	0	0.0
2005	41			LR	3,250	5,100	4,100	2,200	550	5	0.6	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2006	41			LR	3,350	5,200	4,200	2,250	570	12	1.3	1	0.1
2007	41			LR	3,350	5,250	5,050	2,250	570	4	0.4	0	0.0
2008	41			LR	3,400	5,300	5,150	2,350	580	6	0.6	1	0.1
2009	41			LR	3,300	5,000	4,100	2,250	560	5	0.6	0	0.0
2010	41			LR	3,450	5,150	4,200	2,350	590	3	0.3	0	0.0
2011	41			LR	3,500	5,400	5,100	2,450	600	6	0.6	0	0.0
2012	41			LR	2,900	4,350	4,200	2,000	490	10	1.3	0	0.0
2013	41			LR	3,000	4,500	5,100	2,050	510	8	1.0	0	0.0
2014	41			LR	3,400	5,100	5,200	2,300	580	4	0.4	0	0.0
2015	41			LR	3,450	5,150	5,250	2,350	590	7	0.7	2	0.2
2016	41			LR	3,450	5,150	5,250	2,350	590	2	0.2	0	0.0
2017	41			LR	3,400	5,700	5,500	2,300	440	2	0.2	0	0.0
2018	41			LR	3,500	5,850	5,650	2,400	460	3	0.3	0	0.0
2019	41			LR	3,500	5,850	5,700	2,400	460	3	0.3	0	0.0
2021	41			LR	3,550	5,700	5,550	2,400	460	2	0.2	0	0.0
1988	41	HUNT RD (W) NORTH FRONTENAC RD 506 (E)	3.1	LR	2,300	4,050	2,900	1,450	250	3	1.2	0	0.0
1989	41			LR	2,400	4,050	3,100	1,600	260	1	0.4	0	0.0
1990	41			LR	2,500	4,400	3,450	1,600	280	1	0.4	1	0.4
1991	41			LR	2,600	4,600	3,600	1,650	290	1	0.3	0	0.0
1992	41			LR	2,600	4,200	3,350	1,700	290	2	0.7	1	0.3
1993	41			LR	2,600	4,200	3,350	1,700	290	3	1.0	0	0.0
1994	41			LR	2,550	4,200	3,350	1,650	280	4	1.4	2	0.7
1995	41			LR	2,600	4,350	3,550	1,700	290	4	1.4	0	0.0
1996	41			LR	2,650	4,450	3,550	1,750	290	2	0.7	0	0.0
1997	41			LR	2,650	4,450	3,600	1,800	290	4	1.4	2	0.7
1998	41			LR	2,650	4,350	3,500	1,750	290	0	0.0	0	0.0
1999	41			LR	2,700	4,450	3,550	1,800	300	1	0.3	0	0.0
2000	41			LR	2,900	4,700	3,800	1,950	320	2	0.6	0	0.0
2001	41			LR	2,750	4,500	3,600	1,850	300	1	0.3	0	0.0
2002	41			LR	2,750	4,500	3,600	1,850	300	3	1.0	0	0.0
2003	41			LR	2,800	4,450	3,550	1,900	310	3	1.0	0	0.0
2004	41			LR	2,800	4,600	3,650	1,850	310	1	0.3	0	0.0
2005	41			LR	2,900	4,550	3,650	1,950	320	3	0.9	0	0.0
2006	41			LR	2,750	4,300	3,450	1,850	300	5	1.6	0	0.0
2007	41			LR	2,950	4,600	4,450	2,000	320	0	0.0	0	0.0
2008	41			LR	3,000	4,700	4,550	2,050	330	1	0.3	0	0.0
2009	41			LR	3,250	4,950	4,050	2,200	360	4	1.1	0	0.0
2010	41			LR	3,050	4,550	3,750	2,050	340	2	0.6	0	0.0
2011	41			LR	3,100	4,800	4,500	2,150	340	7	2.0	1	0.3
2012	41			LR	2,350	3,500	3,400	1,600	260	3	1.1	0	0.0
2013	41			LR	2,450	3,650	4,200	1,650	270	3	1.1	1	0.4

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2014	41			LR	2,900	4,350	4,400	1,950	320	2	0.6	0	0.0
2015	41			LR	2,900	4,350	4,400	1,950	320	2	0.6	0	0.0
2016	41			LR	2,900	4,350	4,400	1,950	320	1	0.3	0	0.0
2017	41			LR	2,850	4,750	4,600	1,950	370	4	1.3	0	0.0
2018	41			LR	2,950	4,900	4,750	2,050	380	3	0.9	0	0.0
2019	41			LR	2,950	4,950	4,800	2,000	380	0	0.0	0	0.0
2021	41			LR	2,950	4,750	4,600	2,000	380	0	0.0	0	0.0
1988	41	SKOOTAMATTA LAKE RD S JCT (W)	8.9	LR	2,300	4,050	2,900	1,450	250	10	1.3	0	0.0
1989	41			LR	2,400	4,050	3,100	1,600	260	7	0.9	0	0.0
1990	41			LR	2,500	4,400	3,450	1,600	280	6	0.7	0	0.0
1991	41			LR	2,600	4,600	3,600	1,650	290	4	0.5	0	0.0
1992	41			LR	2,600	4,200	3,350	1,700	290	8	0.9	0	0.0
1993	41			LR	2,600	4,200	3,350	1,700	290	6	0.7	1	0.1
1994	41			LR	2,550	4,200	3,350	1,650	280	7	0.8	1	0.1
1995	41			LR	2,600	4,350	3,550	1,700	290	2	0.2	0	0.0
1996	41			LR	2,650	4,450	3,550	1,750	290	4	0.5	0	0.0
1997	41			LR	2,650	4,450	3,600	1,800	290	6	0.7	1	0.1
1998	41			LR	2,650	4,350	3,500	1,750	290	9	1.1	1	0.1
1999	41			LR	3,000	4,900	3,950	2,000	330	7	0.7	0	0.0
2000	41			LR	2,900	4,700	3,800	1,950	320	9	1.0	0	0.0
2001	41			LR	2,800	4,600	3,650	1,850	310	6	0.7	0	0.0
2002	41			LR	2,750	4,500	3,600	1,850	300	9	1.0	1	0.1
2003	41			LR	2,650	4,200	3,350	1,800	290	7	0.8	0	0.0
2004	41			LR	2,550	4,150	3,300	1,700	280	8	1.0	0	0.0
2005	41			LR	2,500	3,900	3,150	1,700	280	8	1.0	1	0.1
2006	41			LR	2,400	3,750	3,000	1,600	260	9	1.2	0	0.0
2007	41			LR	2,600	4,050	3,900	1,750	290	7	0.8	0	0.0
2008	41			LR	2,600	4,050	3,950	1,800	290	7	0.8	1	0.1
2009	41			LR	2,600	3,950	3,200	1,750	290	1	0.1	0	0.0
2010	41			LR	2,600	3,900	3,200	1,750	290	7	0.8	0	0.0
2011	41			LR	2,550	3,950	3,700	1,800	280	8	1.0	1	0.1
2012	41			LT	1,800	2,350	2,250	1,350	200	5	0.9	0	0.0
2013	41			LT	2,350	3,050	3,050	1,750	260	1	0.1	0	0.0
2014	41			LT	2,300	3,000	3,050	1,750	250	4	0.5	0	0.0
2015	41			LT	2,300	3,000	3,050	1,750	250	9	1.2	2	0.3
2016	41			LT	2,250	2,950	3,000	1,700	250	2	0.3	1	0.1
2017	41			LT	2,100	2,950	2,900	1,600	320	2	0.3	0	0.0
2018	41			LT	2,200	3,100	3,050	1,700	330	2	0.3	0	0.0
2019	41			LT	2,200	3,100	3,050	1,700	330	2	0.3	0	0.0
2021	41			LT	2,150	2,950	2,900	1,650	320	1	0.1	0	0.0
1988	41	BON ECHO PROV PARK ENT (E)	33.1	LR	1,600	2,850	2,000	990	190	26	1.3	1	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1989	41			LR	1,700	2,850	2,200	1,100	200	24	1.2	1	0.0
1990	41			LR	1,800	3,150	2,500	1,150	220	19	0.9	2	0.1
1991	41			LR	1,900	3,350	2,650	1,200	230	23	1.0	2	0.1
1992	41			LR	1,900	3,050	2,450	1,250	230	33	1.4	0	0.0
1993	41			LR	1,900	3,050	2,450	1,250	230	19	0.8	2	0.1
1994	41			LR	1,750	2,900	2,300	1,150	210	22	1.0	1	0.0
1995	41			LR	1,800	3,000	2,450	1,200	220	25	1.1	2	0.1
1996	41			LR	1,850	3,100	2,500	1,250	220	25	1.1	2	0.1
1997	41			LR	1,750	2,950	2,350	1,150	210	24	1.1	1	0.0
1998	41			LR	1,650	2,700	2,200	1,100	200	35	1.8	4	0.2
1999	41			LR	1,700	2,800	2,250	1,100	200	23	1.1	1	0.0
2000	41			LR	1,850	3,000	2,400	1,250	220	30	1.3	2	0.1
2001	41			LR	1,650	2,700	2,150	1,100	200	22	1.1	2	0.1
2002	41			LR	1,600	2,600	2,100	1,100	190	24	1.2	2	0.1
2003	41			LR	1,550	2,450	1,950	1,050	190	38	2.0	1	0.1
2004	41			LR	1,550	2,550	2,000	1,050	190	19	1.0	1	0.1
2005	41			LR	1,550	2,400	1,950	1,050	190	24	1.3	3	0.2
2006	41			LR	1,450	2,250	1,800	980	170	21	1.2	0	0.0
2007	41			LR	1,500	2,350	2,250	1,000	180	19	1.0	0	0.0
2008	41			LR	1,500	2,350	2,300	1,050	180	23	1.3	1	0.1
2009	41			LR	1,550	2,350	1,900	1,050	190	19	1.0	1	0.1
2010	41			LR	1,450	2,150	1,750	980	170	13	0.7	0	0.0
2011	41			LR	1,400	2,150	2,050	980	170	21	1.2	0	0.0
2012	41			LT	1,400	1,850	1,750	1,050	170	11	0.6	1	0.1
2013	41			LT	1,350	1,750	1,750	1,000	160	10	0.6	0	0.0
2014	41			LT	1,350	1,750	1,800	1,000	160	11	0.7	1	0.1
2015	41			LT	1,300	1,700	1,750	980	160	9	0.6	0	0.0
2016	41			LT	1,300	1,700	1,750	980	160	9	0.6	0	0.0
2017	41			LT	1,400	1,950	1,950	1,100	220	15	0.9	0	0.0
2018	41			LT	1,250	1,750	1,750	960	200	8	0.5	0	0.0
2019	41			LT	1,250	1,750	1,750	960	200	12	0.8	0	0.0
2021	41			LT	1,200	1,650	1,650	920	190	7	0.5	0	0.0
1988	41	HWY 28	12.4	LR	1,200	2,100	1,500	740	170	7	1.3	1	0.2
1989	41			LR	1,300	2,200	1,700	860	180	12	2.0	1	0.2
1990	41			LR	1,400	2,450	1,950	880	200	14	2.2	0	0.0
1991	41			LR	1,500	2,650	2,100	940	210	8	1.2	0	0.0
1992	41			LR	1,500	2,400	1,950	990	210	17	2.5	1	0.1
1993	41			LR	1,500	2,400	1,950	980	210	16	2.4	0	0.0
1994	41			LR	1,400	2,300	1,850	910	310	9	1.4	2	0.3
1995	41			LR	1,550	2,600	2,100	1,000	340	11	1.6	0	0.0
1996	41			LR	1,550	2,600	2,100	1,050	340	15	2.1	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1997	41			LR	1,600	2,700	2,150	1,050	350	10	1.4	0	0.0
1998	41			LR	1,600	2,650	2,150	1,050	350	8	1.1	0	0.0
1999	41			LR	1,550	2,550	2,050	1,000	340	11	1.6	0	0.0
2000	41			LR	1,550	2,500	2,050	1,050	340	14	2.0	3	0.4
2001	41			LR	1,550	2,550	2,000	1,050	280	7	1.0	0	0.0
2002	41			LR	1,550	2,550	2,000	1,050	280	7	1.0	1	0.1
2003	41			LR	1,550	2,450	1,950	1,050	280	12	1.7	1	0.1
2004	41			LR	1,550	2,550	2,000	1,050	280	14	2.0	2	0.3
2005	41			LR	1,550	2,400	1,950	1,050	280	14	2.0	0	0.0
2006	41			LR	1,500	2,350	1,900	1,000	270	13	1.9	0	0.0
2007	41			LR	1,550	2,450	2,350	1,050	280	14	2.0	0	0.0
2008	41			LR	1,550	2,400	2,350	1,050	280	3	0.4	0	0.0
2009	41			LR	1,550	2,350	1,900	1,050	280	11	1.6	0	0.0
2010	41			LR	1,550	2,300	1,900	1,050	280	11	1.6	1	0.1
2011	41			LR	1,550	2,400	2,250	1,100	280	6	0.9	1	0.1
2012	41			LT	1,500	1,950	1,850	1,150	270	9	1.3	0	0.0
2013	41			LT	1,550	2,000	2,000	1,150	280	4	0.6	0	0.0
2014	41			LT	1,550	2,000	2,050	1,150	280	4	0.6	0	0.0
2015	41			LT	1,550	2,000	2,050	1,150	280	9	1.3	0	0.0
2016	41			LT	1,550	2,000	2,050	1,150	280	15	2.1	2	0.3
2017	41			LT	1,950	2,750	2,700	1,500	250	10	1.1	1	0.1
2018	41			LT	1,550	2,150	2,150	1,200	200	8	1.1	0	0.0
2019	41			LT	1,550	2,150	2,150	1,200	200	3	0.4	0	0.0
2021	41			LT	1,550	2,150	2,100	1,200	200	1	0.1	0	0.0
1988	41	LENNOX & ADDINGTON RENFREW CTY BDY	25.7	LR	1,200	2,100	1,500	740	260	16	1.4	2	0.2
1989	41			LR	1,300	2,200	1,700	860	290	12	1.0	0	0.0
1990	41			LR	1,400	2,450	1,950	880	310	18	1.4	4	0.3
1991	41			LR	1,500	2,650	2,100	940	330	9	0.6	0	0.0
1992	41			LR	1,500	2,400	1,950	990	330	23	1.6	1	0.1
1993	41			LR	1,500	2,400	1,950	980	330	17	1.2	3	0.2
1994	41			LR	1,400	2,300	1,850	910	310	16	1.2	0	0.0
1995	41			LR	1,550	2,600	2,100	1,000	340	21	1.4	0	0.0
1996	41			LR	1,550	2,600	2,100	1,050	340	16	1.1	2	0.1
1997	41			LR	1,600	2,700	2,150	1,050	350	17	1.1	2	0.1
1998	41			LR	1,600	2,650	2,150	1,050	350	16	1.1	1	0.1
1999	41			LR	1,550	2,550	2,050	1,000	340	17	1.2	0	0.0
2000	41			LR	1,550	2,500	2,050	1,050	340	24	1.6	1	0.1
2001	41			LR	1,600	2,600	2,100	1,050	290	24	1.6	1	0.1
2002	41			LR	1,600	2,600	2,100	1,100	290	20	1.3	1	0.1
2003	41			LR	1,650	2,600	2,100	1,100	300	21	1.4	1	0.1
2004	41			LR	1,600	2,600	2,100	1,050	290	16	1.1	1	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2005	41			LR	1,650	2,600	2,100	1,100	300	16	1.0	0	0.0
2006	41			LR	1,600	2,500	2,000	1,100	290	12	0.8	0	0.0
2007	41			LR	1,650	2,600	2,500	1,100	300	17	1.1	2	0.1
2008	41			LR	1,650	2,600	2,500	1,150	300	12	0.8	0	0.0
2009	41			LR	1,650	2,500	2,050	1,100	300	18	1.2	0	0.0
2010	41			LR	1,700	2,550	2,100	1,150	310	13	0.8	1	0.1
2011	41			LR	1,700	2,650	2,450	1,200	310	17	1.1	2	0.1
2012	41			LT	1,850	2,400	2,300	1,400	330	13	0.7	0	0.0
2013	41			LT	1,750	2,300	2,300	1,300	320	8	0.5	0	0.0
2014	41			LT	1,750	2,300	2,300	1,300	320	8	0.5	0	0.0
2015	41			LT	1,750	2,300	2,300	1,300	320	9	0.5	0	0.0
2016	41			LT	1,800	2,350	2,400	1,350	320	16	0.9	1	0.1
2017	41			LT	2,050	2,850	2,850	1,600	270	21	1.1	2	0.1
2018	41			LT	1,800	2,500	2,500	1,400	230	17	1.0	1	0.1
2019	41			LT	1,850	2,600	2,550	1,450	240	17	1.0	2	0.1
2021	41			LT	1,850	2,550	2,500	1,450	240	7	0.4	1	0.1
1988	41	HWY 132 (E)	10.1	IR	1,000	1,300	1,100	800	140	3	0.8	0	0.0
1989	41			IR	1,100	1,400	1,200	900	150	5	1.2	0	0.0
1990	41			IR	1,250	1,600	1,400	1,000	180	3	0.6	1	0.2
1991	41			IR	1,350	1,700	1,500	1,100	190	3	0.6	0	0.0
1992	41			IR	1,350	1,650	1,500	1,150	190	3	0.6	0	0.0
1993	41			IR	1,400	1,700	1,450	1,150	200	6	1.2	0	0.0
1994	41			IR	1,350	1,650	1,500	1,150	190	3	0.6	0	0.0
1995	41			IR	1,500	1,850	1,650	1,300	210	1	0.2	0	0.0
1996	41			IR	1,500	1,850	1,650	1,300	210	5	0.9	0	0.0
1997	41			IR	1,550	1,950	1,750	1,300	220	4	0.7	0	0.0
1998	41			IR	1,550	1,900	1,750	1,300	220	5	0.9	0	0.0
1999	41			IR	1,450	1,800	1,600	1,200	200	9	1.7	0	0.0
2000	41			IR	1,450	1,800	1,600	1,250	200	2	0.4	0	0.0
2001	41			IR	1,450	1,800	1,600	1,250	290	2	0.4	0	0.0
2002	41			IR	1,450	1,800	1,600	1,250	290	9	1.7	3	0.6
2003	41			IR	1,450	1,750	1,600	1,250	290	7	1.3	1	0.2
2004	41			IR	1,400	1,750	1,550	1,200	280	7	1.3	0	0.0
2005	41			IR	1,400	1,700	1,550	1,200	280	11	2.1	0	0.0
2006	41			IR	1,350	1,650	1,500	1,150	270	10	2.0	0	0.0
2007	41			IR	1,400	1,700	1,700	1,200	280	7	1.4	0	0.0
2008	41			IR	1,400	1,700	1,650	1,200	280	5	1.0	0	0.0
2009	41			IR	1,400	1,700	1,550	1,200	280	6	1.2	0	0.0
2010	41			IR	1,400	1,650	1,500	1,200	280	2	0.4	0	0.0
2011	41			IR	1,400	1,650	1,650	1,200	280	3	0.6	0	0.0
2012	41			LT	1,200	1,550	1,500	910	240	5	1.1	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2013	41			LT	1,350	1,750	1,750	1,000	270	7	1.4	0	0.0
2014	41			LT	1,300	1,700	1,750	980	260	4	0.8	0	0.0
2015	41			LT	1,300	1,700	1,750	980	260	1	0.2	0	0.0
2016	41			LT	1,300	1,700	1,750	980	260	4	0.8	0	0.0
2017	41			LT	1,300	1,800	1,800	1,000	180	4	0.8	0	0.0
2018	41			LT	1,300	1,800	1,800	1,000	180	7	1.5	1	0.2
2019	41			LT	1,300	1,800	1,800	1,000	180	7	1.5	1	0.2
2021	41			LT	1,250	1,700	1,700	960	180	0	0.0	0	0.0
1988	41	PERRAULT RD	10.3	IR	1,350	1,750	1,500	1,100	240	7	1.4	2	0.4
1989	41			IR	1,400	1,800	1,550	1,150	250	2	0.4	0	0.0
1990	41			IR	1,450	1,850	1,600	1,200	260	3	0.5	1	0.2
1991	41			IR	1,500	1,900	1,650	1,250	270	4	0.7	0	0.0
1992	41			IR	1,500	1,850	1,650	1,300	270	6	1.1	0	0.0
1993	41			IR	1,500	1,850	1,550	1,250	270	6	1.1	1	0.2
1994	41			IR	1,450	1,800	1,600	1,200	260	4	0.7	0	0.0
1995	41			IR	1,550	1,900	1,700	1,300	280	1	0.2	0	0.0
1996	41			IR	1,550	1,950	1,750	1,300	280	3	0.5	1	0.2
1997	41			IR	1,550	1,950	1,750	1,300	280	3	0.5	1	0.2
1998	41			IR	1,550	1,900	1,750	1,300	280	5	0.9	0	0.0
1999	41			IR	1,550	1,900	1,700	1,300	280	4	0.7	2	0.3
2000	41			IR	1,550	1,900	1,700	1,300	280	8	1.4	0	0.0
2001	41			IR	1,550	1,900	1,700	1,300	280	3	0.5	0	0.0
2002	41			IR	1,550	1,900	1,700	1,300	280	6	1.0	0	0.0
2003	41			IR	1,500	1,800	1,650	1,250	270	1	0.2	0	0.0
2004	41			IR	1,550	1,900	1,700	1,300	280	6	1.0	0	0.0
2005	41			IR	1,550	1,850	1,700	1,300	280	9	1.5	0	0.0
2006	41			IR	1,550	1,850	1,700	1,300	280	13	2.2	1	0.2
2007	41			IR	1,550	1,900	1,850	1,300	280	5	0.9	0	0.0
2008	41			IR	1,550	1,900	1,850	1,300	280	5	0.9	0	0.0
2009	41			T	1,550	2,300	2,200	990	280	9	1.5	0	0.0
2010	41			T	1,550	2,250	2,200	990	280	3	0.5	0	0.0
2011	41			T	1,550	2,100	2,100	1,200	280	5	0.9	1	0.2
2012	41			LT	1,300	1,700	1,600	980	230	5	1.0	0	0.0
2013	41			LT	1,500	1,950	1,950	1,150	270	3	0.5	0	0.0
2014	41			LT	1,500	1,950	2,000	1,150	270	5	0.9	0	0.0
2015	41			LT	1,500	1,950	2,000	1,150	270	8	1.4	0	0.0
2016	41			LT	1,500	1,950	2,000	1,150	270	7	1.2	0	0.0
2017	41			LT	1,450	2,050	2,000	1,100	190	9	1.6	0	0.0
2018	41			LT	1,500	2,100	2,100	1,150	200	5	0.9	0	0.0
2019	41			LT	1,500	2,100	2,100	1,150	200	7	1.2	0	0.0
2021	41			LT	1,500	2,050	2,050	1,150	200	4	0.7	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2021	41	RENFREW RD 512 EGANVILLE S LT START OF NA	1.9										
1988	41	EGANVILLE N LTS END OF NA	3.1	IR	3,650	4,750	4,000	2,900	510	3	0.7	1	0.2
1989	41			IR	3,700	4,750	4,100	3,050	520	4	1.0	1	0.2
1990	41			IR	3,700	4,700	4,100	3,050	520	2	0.5	0	0.0
1991	41			IR	3,750	4,700	4,150	3,100	520	5	1.2	0	0.0
1992	41			IR	3,750	4,600	4,100	3,200	520	2	0.5	0	0.0
1993	41			IR	3,750	4,600	3,900	3,050	520	0	0.0	0	0.0
1994	41			IR	3,550	4,350	3,900	2,950	500	2	0.5	1	0.3
1995	41			IR	3,700	4,550	4,100	3,150	520	0	0.0	0	0.0
1996	41			IR	3,750	4,650	4,200	3,200	520	2	0.5	0	0.0
1997	41			IR	3,750	4,700	4,200	3,200	520	1	0.2	0	0.0
1998	41			IR	3,750	4,650	4,200	3,150	520	0	0.0	0	0.0
1999	41			IR	3,750	4,650	4,150	3,150	520	4	1.0	1	0.2
2000	41			IR	3,700	4,550	4,100	3,150	520	1	0.2	0	0.0
2001	41			IR	3,750	4,650	4,150	3,150	520	3	0.7	0	0.0
2002	41			IR	3,800	4,700	4,200	3,250	530	2	0.5	0	0.0
2003	41			IR	3,800	4,600	4,200	3,250	490	2	0.5	0	0.0
2004	41			IR	3,850	4,750	4,250	3,250	500	0	0.0	0	0.0
2005	41			IR	3,900	4,700	4,250	3,300	510	5	1.1	1	0.2
2006	41			IR	3,850	4,650	4,200	3,250	500	5	1.2	0	0.0
2007	41			IR	3,950	4,800	4,750	3,350	510	3	0.7	0	0.0
2008	41			IR	3,950	4,800	4,700	3,400	510	0	0.0	0	0.0
2009	41			IR	4,100	4,900	4,450	3,500	530	4	0.9	0	0.0
2010	41			IR	4,000	4,750	4,350	3,400	520	2	0.4	0	0.0
2011	41			IR	4,050	4,850	4,750	3,450	530	4	0.9	0	0.0
2012	41			LT	4,050	5,300	5,050	3,050	530	2	0.4	0	0.0
2013	41			LT	4,100	5,350	5,350	3,100	530	6	1.3	1	0.2
2014	41			LT	4,100	5,350	5,450	3,100	530	5	1.1	0	0.0
2015	41			LT	4,150	5,400	5,500	3,150	540	2	0.4	0	0.0
2016	41			LT	4,150	5,400	5,500	3,150	540	5	1.1	0	0.0
2017	41			LT	4,200	5,900	5,800	3,250	460	4	0.8	0	0.0
2018	41			LT	4,200	5,900	5,800	3,250	460	7	1.5	0	0.0
2019	41			LT	4,250	5,950	5,900	3,250	470	7	1.5	0	0.0
2021	41			LT	4,300	5,900	5,850	3,300	470	9	1.9	0	0.0
1988	41	N JCT HWY 60	9.3	IR	1,500	1,950	1,650	1,200	240	9	1.8	0	0.0
1989	41			IR	1,500	1,950	1,650	1,250	240	6	1.2	0	0.0
1990	41			IR	1,500	1,900	1,650	1,250	240	7	1.4	0	0.0
1991	41			IR	1,500	1,900	1,650	1,250	240	9	1.8	1	0.2
1992	41			IR	1,500	1,850	1,650	1,300	240	9	1.8	2	0.4
1993	41			IR	1,500	1,850	1,550	1,250	240	4	0.8	0	0.0
1994	41			IR	1,400	1,700	1,550	1,150	220	8	1.7	3	0.6

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1995	41			IR	1,500	1,850	1,650	1,300	240	12	2.4	1	0.2
1996	41			IR	1,400	1,750	1,550	1,200	220	8	1.7	1	0.2
1997	41			IR	1,350	1,700	1,500	1,150	220	8	1.7	3	0.7
1998	41			IR	1,400	1,750	1,550	1,200	220	8	1.7	0	0.0
1999	41			IR	1,450	1,800	1,600	1,200	170	6	1.2	0	0.0
2000	41			CR	1,550	1,900	1,800	1,300	190	7	1.3	1	0.2
2001	41			CR	1,500	1,850	1,750	1,250	180	7	1.4	0	0.0
2002	41			CR	1,500	1,850	1,750	1,250	180	5	1.0	0	0.0
2003	41			CR	1,500	1,850	1,750	1,250	210	5	1.0	1	0.2
2004	41			CR	1,500	1,850	1,750	1,250	210	8	1.6	0	0.0
2005	41			CR	1,550	1,900	1,800	1,300	220	4	0.8	0	0.0
2006	41			CR	1,550	1,900	1,800	1,300	220	11	2.1	1	0.2
2007	41			CR	1,550	1,900	1,900	1,300	220	12	2.3	1	0.2
2008	41			CR	1,550	1,900	1,850	1,300	160	12	2.3	0	0.0
2009	41			IT	1,600	2,000	2,000	1,350	160	4	0.7	0	0.0
2010	41			IT	1,600	2,000	2,000	1,300	160	5	0.9	1	0.2
2011	41			IT	1,600	2,150	2,150	1,300	160	3	0.6	0	0.0
2012	41			CTR	1,400	1,700	1,700	1,200	140	11	2.3	1	0.2
2013	41			CTR	1,600	1,950	2,000	1,350	160	4	0.7	1	0.2
2014	41			CTR	1,600	1,950	1,950	1,350	160	3	0.6	0	0.0
2015	41			CTR	1,600	1,950	1,950	1,350	160	1	0.2	0	0.0
2016	41			CTR	1,600	1,950	1,950	1,350	160	12	2.2	0	0.0
2017	41			CTR	1,550	2,050	2,050	1,250	230	8	1.5	0	0.0
2018	41			CTR	1,600	2,150	2,150	1,300	240	8	1.5	2	0.4
2019	41			CTR	1,600	2,150	2,100	1,300	240	17	3.1	3	0.6
2021	41			CTR	1,650	2,150	2,150	1,350	250	0	0.0	0	0.0
1988	41	RENFREW RD 9 BULGER RD (E)	8.6	IC	2,900	3,350	3,300	2,550	200	5	0.5	0	0.0
1989	41			IC	3,000	3,450	3,400	2,650	210	6	0.6	0	0.0
1990	41			IR	3,050	3,850	3,400	2,500	210	10	1.0	2	0.2
1991	41			IR	3,050	3,850	3,400	2,550	210	12	1.3	1	0.1
1992	41			IR	3,050	3,750	3,350	2,600	210	3	0.3	0	0.0
1993	41			IR	3,050	3,750	3,150	2,500	210	8	0.8	1	0.1
1994	41			IR	3,200	3,950	3,500	2,700	220	11	1.1	0	0.0
1995	41			IR	3,300	4,050	3,650	2,800	230	14	1.4	0	0.0
1996	41			IR	3,350	4,150	3,750	2,850	230	8	0.8	0	0.0
1997	41			IR	3,450	4,300	3,850	2,950	240	5	0.5	1	0.1
1998	41			IR	3,450	4,300	3,850	2,900	240	5	0.5	0	0.0
1999	41			IR	3,450	4,300	3,850	2,900	240	7	0.6	0	0.0
2000	41			IR	3,500	4,300	3,900	2,950	240	13	1.2	0	0.0
2001	41			IR	3,550	4,400	3,950	3,000	250	11	1.0	0	0.0
2002	41			IR	3,600	4,450	4,000	3,050	250	14	1.2	1	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2003	41			CR	3,600	4,400	4,200	3,050	250	4	0.4	0	0.0
2004	41			CR	3,700	4,550	4,350	3,150	260	7	0.6	0	0.0
2005	41			CR	3,700	4,500	4,300	3,100	260	9	0.8	0	0.0
2006	41			CR	3,750	4,550	4,350	3,150	260	12	1.0	0	0.0
2007	41			CR	3,800	4,600	4,600	3,200	190	11	0.9	0	0.0
2008	41			CR	3,850	4,650	4,600	3,250	190	9	0.7	0	0.0
2009	41			CR	3,900	4,700	4,500	3,300	200	11	0.9	0	0.0
2010	41			CR	3,950	4,750	4,550	3,350	200	8	0.6	0	0.0
2011	41			CR	4,000	4,650	4,700	3,550	200	10	0.8	0	0.0
2012	41			CTR	4,000	4,850	4,800	3,400	200	6	0.5	0	0.0
2013	41			CTR	4,050	4,950	5,100	3,450	200	14	1.1	1	0.1
2014	41			CTR	4,100	5,000	5,050	3,500	200	11	0.9	1	0.1
2015	41			CTR	4,150	5,050	5,100	3,550	210	13	1.0	0	0.0
2016	41			CTR	4,200	5,100	5,150	3,550	210	13	1.0	1	0.1
2017	41			CTR	4,200	5,600	5,600	3,400	340	9	0.7	0	0.0
2018	41			CTR	4,250	5,700	5,650	3,450	340	5	0.4	0	0.0
2019	41			CTR	4,300	5,750	5,700	3,500	340	6	0.4	0	0.0
2021	41			CTR	4,400	5,750	5,700	3,600	350	1	0.1	0	0.0
1988	41	MICKSBURG RD (E)	10.1	C	2,950	3,250	3,250	2,650	240	13	1.2	0	0.0
1989	41			C	3,000	3,350	3,350	2,700	240	21	1.9	3	0.3
1990	41			C	3,100	3,450	3,450	2,800	250	13	1.1	0	0.0
1991	41			C	3,200	3,500	3,550	2,900	260	12	1.0	3	0.3
1992	41			C	3,300	3,550	3,650	3,050	260	10	0.8	1	0.1
1993	41			C	3,300	3,600	3,650	3,050	260	10	0.8	1	0.1
1994	41			C	3,200	3,500	3,550	2,900	260	13	1.1	1	0.1
1995	41			C	3,400	3,700	3,800	3,100	270	9	0.7	0	0.0
1996	41			C	3,450	3,900	3,900	3,100	280	10	0.8	0	0.0
1997	41			C	3,500	3,950	4,000	3,150	280	12	0.9	1	0.1
1998	41			C	3,550	4,000	4,000	3,200	280	9	0.7	1	0.1
1999	41			C	3,550	4,000	4,000	3,200	280	7	0.5	0	0.0
2000	41			C	3,650	4,100	4,100	3,300	290	6	0.4	0	0.0
2001	41			C	3,700	4,150	4,200	3,350	300	12	0.9	0	0.0
2002	41			C	3,750	4,200	4,250	3,350	300	16	1.2	0	0.0
2003	41			C	3,750	4,200	4,200	3,400	300	5	0.4	0	0.0
2004	41			C	3,850	4,350	4,350	3,450	310	11	0.8	0	0.0
2005	41			C	3,750	4,200	4,200	3,350	300	12	0.9	1	0.1
2006	41			C	3,950	4,400	4,400	3,550	320	6	0.4	0	0.0
2007	41			C	3,850	4,300	4,350	3,450	310	8	0.6	0	0.0
2008	41			C	3,900	4,300	4,250	3,500	310	10	0.7	0	0.0
2009	41			C	3,600	3,950	4,000	3,250	290	12	0.9	0	0.0
2010	41			C	3,950	4,350	4,400	3,550	320	5	0.3	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2011	41			C	4,000	4,400	4,450	3,600	320	7	0.5	0	0.0
2012	41			UC	3,400	3,400	3,650	3,250	270	7	0.6	1	0.1
2013	41			UC	3,400	3,400	3,400	3,250	270	10	0.8	0	0.0
2014	41			UC	3,850	3,850	3,700	3,650	310	7	0.5	0	0.0
2015	41			UC	3,850	3,850	3,700	3,650	310	5	0.4	0	0.0
2016	41			UC	3,900	3,900	3,750	3,700	310	7	0.5	0	0.0
2017	41			UC	3,850	3,850	3,850	3,700	270	3	0.2	0	0.0
2018	41			UC	3,900	3,850	3,950	3,750	270	5	0.3	0	0.0
2019	41			UC	3,950	3,900	3,950	3,800	280	9	0.6	0	0.0
2021	41			UC	3,950	3,950	4,000	3,800	280	3	0.2	0	0.0
1988	41	SANDY BEACH RD (W)	1.4	C	4,200	4,650	4,650	3,800	420	2	0.9	0	0.0
1989	41			C	4,200	4,650	4,700	3,800	420	0	0.0	0	0.0
1990	41			C	4,250	4,700	4,700	3,800	420	2	0.9	0	0.0
1991	41			C	4,300	4,750	4,750	3,900	430	2	0.9	0	0.0
1992	41			C	4,650	5,000	5,150	4,300	420	4	1.7	0	0.0
1993	41			C	4,650	5,050	5,150	4,300	420	1	0.4	0	0.0
1994	41			C	4,900	5,350	5,450	4,450	440	2	0.8	0	0.0
1995	41			C	5,100	5,550	5,700	4,650	460	2	0.8	1	0.4
1996	41			C	5,250	5,950	5,950	4,750	470	0	0.0	0	0.0
1997	41			C	5,400	6,100	6,150	4,850	490	2	0.7	0	0.0
1998	41			C	5,550	6,250	6,250	5,000	500	0	0.0	0	0.0
1999	41			C	5,400	6,050	6,100	4,850	490	4	1.4	0	0.0
2000	41			C	6,100	6,900	6,900	5,500	550	1	0.3	0	0.0
2001	41			C	5,500	6,200	6,200	4,950	600	0	0.0	0	0.0
2002	41			C	5,550	6,200	6,250	5,000	610	2	0.7	0	0.0
2003	41			C	5,250	5,850	5,900	4,750	740	0	0.0	0	0.0
2004	41			C	5,600	6,300	6,300	5,050	780	1	0.3	0	0.0
2005	41			C	5,450	6,050	6,100	4,900	760	3	1.1	1	0.4
2006	41			C	5,550	6,150	6,200	5,000	610	0	0.0	0	0.0
2007	41			C	5,450	6,050	6,150	4,900	600	4	1.4	0	0.0
2008	41			C	5,500	6,050	6,000	4,950	600	0	0.0	0	0.0
2009	41			SC	5,000	5,300	5,850	4,400	550	4	1.5	0	0.0
2010	41			SC	5,500	5,800	6,450	4,850	600	0	0.0	0	0.0
2011	41			SC	5,500	7,050	6,450	4,400	600	4	1.4	0	0.0
2012	41			UC	5,000	5,050	5,350	4,750	550	3	1.2	0	0.0
2013	41			UC	4,800	4,800	4,850	4,550	530	4	1.6	1	0.4
2014	41			UC	4,900	4,900	4,700	4,650	540	4	1.6	0	0.0
2015	41			UC	5,000	5,000	4,800	4,750	550	2	0.8	0	0.0
2016	41			UC	5,100	5,100	4,900	4,850	560	2	0.8	0	0.0
2017	41			UC	5,150	5,100	5,150	4,950	360	0	0.0	0	0.0
2018	41			UC	5,250	5,200	5,300	5,050	370	3	1.1	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2019	41			UC	5,250	5,150	5,250	5,050	370	2	0.7	0	0.0
2021	41			UC	5,150	5,150	5,250	4,950	360	0	0.0	0	0.0
2021	41	HWY 17 START OF NA	1.0										
2021	41	RENFREW RD 19 END OF NA END OF HWY											
2021	48	MARKHAM RD START OF NA	14.1										
1988	48	YORK RD 25 MAJOR MACKENZIE DR	6.1	CR	10,800	13,800	13,000	8,950	650	17	0.7	3	0.1
1989	48			CR	11,000	14,100	13,100	9,250	660	31	1.3	2	0.1
1990	48			CR	11,300	14,000	13,000	10,200	790	25	1.0	1	0.0
1991	48			CR	11,300	13,900	13,000	10,200	790	13	0.5	2	0.1
1992	48			CR	11,300	13,900	12,900	10,200	790	17	0.7	1	0.0
1993	48			CR	11,300	13,900	13,000	10,200	790	21	0.8	0	0.0
1994	48			CR	11,600	14,300	13,200	10,400	810	24	0.9	2	0.1
1995	48			CR	11,700	14,500	13,800	10,100	820	19	0.7	1	0.0
1996	48			IR	13,200	16,400	14,700	11,200	920	23	0.8	1	0.0
1997	48			IC	12,000	13,400	13,600	10,600	840	28	1.1	2	0.1
1998	48			IC	12,200	13,700	13,700	10,900	850	14	0.5	0	0.0
1999	48			IC	11,700	13,100	13,100	10,400	820	14	0.5	0	0.0
2000	48			IC	11,100	12,400	12,400	9,900	890	23	0.9	2	0.1
2001	48			IC	11,200	12,500	12,600	9,900	670	13	0.5	0	0.0
2002	48			IC	10,900	12,200	12,200	9,600	760	15	0.6	0	0.0
2003	48			IC	10,700	11,900	12,000	9,500	860	24	1.0	3	0.1
2004	48			IC	10,700	12,000	12,000	9,450	860	17	0.7	1	0.0
2005	48			IC	11,300	12,600	12,700	9,950	900	14	0.6	1	0.0
2006	48			IC	10,400	11,600	11,700	9,200	830	25	1.1	0	0.0
2007	48			IC	11,700	13,000	13,400	10,300	940	24	0.9	0	0.0
2008	48			IC	13,000	14,400	13,900	11,500	1,050	25	0.9	4	0.1
2009	48			IC	11,700	13,000	13,100	10,400	940	24	0.9	1	0.0
2010	48			IC	13,200	14,600	14,700	11,700	1,050	13	0.4	0	0.0
2011	48			IC	14,000	15,400	16,000	12,600	1,100	15	0.5	2	0.1
2012	48			IC	14,000	15,500	15,000	12,400	1,100	19	0.6	1	0.0
2013	48			IC	12,600	13,900	13,900	11,200	1,000	23	0.8	0	0.0
2014	48			CTR	12,600	15,400	15,500	10,700	1,000	20	0.7	5	0.2
2015	48			CTR	12,700	15,500	15,600	10,800	1,000	22	0.8	2	0.1
2016	48			CTR	12,800	15,600	15,700	10,900	1,000	25	0.9	2	0.1
2017	48			CTR	12,900	17,200	17,100	10,500	1,050	19	0.7	2	0.1
2018	48			CTR	12,900	17,200	17,200	10,500	1,050	22	0.8	1	0.0
2019	48			CTR	13,000	17,300	17,200	10,600	1,050	27	0.9	1	0.0
2021	48			CTR	13,100	17,100	17,000	10,700	1,050	15	0.5	1	0.0
1988	48	HWY 47 YORK RD 14 WHITCHURCH/STOUFFVILLE	4.1	CR	9,100	11,600	10,900	7,550	1,250	7	0.5	0	0.0
1989	48			CR	9,250	11,800	11,000	7,750	1,300	11	0.8	0	0.0
1990	48			CR	9,350	11,600	10,800	8,400	1,300	8	0.6	3	0.2

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1991	48			CR	9,300	11,400	10,700	8,350	1,300	12	0.9	0	0.0
1992	48			CR	9,300	11,400	10,600	8,350	1,300	9	0.6	0	0.0
1993	48			CR	9,250	11,400	10,600	8,300	650	8	0.6	0	0.0
1994	48			CR	9,750	12,000	11,100	8,800	680	9	0.6	0	0.0
1995	48			CR	9,900	12,300	11,700	8,500	690	11	0.7	0	0.0
1996	48			HT	10,100	19,100	17,400	4,600	710	11	0.7	1	0.1
1997	48			IC	10,200	11,400	11,500	9,000	820	14	0.9	1	0.1
1998	48			IC	10,400	11,600	11,600	9,250	830	15	1.0	2	0.1
1999	48			IC	10,500	11,800	11,800	9,350	630	9	0.6	1	0.1
2000	48			IC	10,500	11,800	11,800	9,350	840	7	0.4	0	0.0
2001	48			IC	10,600	11,900	11,900	9,350	850	13	0.8	0	0.0
2002	48			IC	10,500	11,700	11,800	9,250	840	13	0.8	1	0.1
2003	48			IC	10,700	11,900	12,000	9,500	860	15	0.9	2	0.1
2004	48			IC	10,800	12,100	12,100	9,550	970	19	1.2	2	0.1
2005	48			IC	11,000	12,200	12,300	9,700	990	11	0.7	1	0.1
2006	48			IC	11,000	12,200	12,300	9,750	990	18	1.1	2	0.1
2007	48			IC	10,900	12,100	12,500	9,650	980	11	0.7	0	0.0
2008	48			IC	11,200	12,400	12,000	9,900	780	6	0.4	0	0.0
2009	48			IC	11,200	12,400	12,500	9,950	780	13	0.8	1	0.1
2010	48			IC	11,300	12,500	12,600	10,000	790	6	0.4	0	0.0
2011	48			IC	11,400	12,500	13,000	10,200	800	11	0.6	0	0.0
2012	48			IC	11,500	12,700	12,400	10,200	800	20	1.2	1	0.1
2013	48			IR	11,600	13,800	14,800	9,850	810	12	0.7	1	0.1
2014	48			IR	11,700	13,900	14,000	9,950	820	15	0.9	1	0.1
2015	48			IR	11,800	14,000	14,100	10,000	830	7	0.4	0	0.0
2016	48			IR	11,900	14,200	14,200	10,100	830	14	0.8	3	0.2
2017	48			IR	12,000	14,600	14,500	10,200	840	7	0.4	1	0.1
2018	48			IR	12,100	14,700	14,600	10,300	850	21	1.2	2	0.1
2019	48			IR	12,200	14,800	14,800	10,400	850	71	3.9	10	0.5
2021	48			IR	12,300	14,700	14,700	10,500	860	33	1.8	3	0.2
1988	48	HWY 47 (E) YORK RD 40 BLOOMINGTON RD (W)	4.2	IR	9,400	12,200	10,300	7,500	1,150	20	1.4	4	0.3
1989	48			IR	9,500	12,300	10,500	7,800	1,050	17	1.2	2	0.1
1990	48			IR	9,700	12,300	10,800	7,950	970	15	1.0	3	0.2
1991	48			IR	9,300	11,700	10,300	7,700	930	21	1.5	2	0.1
1992	48			IR	8,900	10,900	9,800	7,550	890	14	1.0	3	0.2
1993	48			IR	8,350	10,300	8,650	6,850	580	17	1.3	2	0.2
1994	48			IR	9,050	11,100	9,950	7,600	630	17	1.2	1	0.1
1995	48			IR	9,000	11,100	9,900	7,650	630	11	0.8	2	0.1
1996	48			IR	8,750	10,900	9,750	7,450	610	19	1.4	3	0.2
1997	48			IR	8,950	11,200	10,000	7,600	630	13	1.0	3	0.2
1998	48			IR	8,950	11,100	10,000	7,500	630	21	1.5	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1999	48			IR	9,000	11,200	10,000	7,550	540	13	1.0	0	0.0
2000	48			CR	9,000	11,100	10,500	7,650	720	16	1.2	4	0.3
2001	48			CR	8,950	11,000	10,500	7,550	720	10	0.7	0	0.0
2002	48			CR	8,950	11,000	10,500	7,550	630	28	2.1	5	0.4
2003	48			CR	8,950	10,900	10,500	7,550	630	21	1.5	4	0.3
2004	48			IR	8,950	11,100	9,900	7,550	630	15	1.1	1	0.1
2005	48			IR	8,950	10,800	9,800	7,650	630	21	1.5	4	0.3
2006	48			IC	8,950	9,950	10,000	7,950	630	18	1.3	2	0.1
2007	48			IC	8,800	9,800	10,100	7,800	880	17	1.3	3	0.2
2008	48			IC	8,750	9,700	9,400	7,700	880	15	1.1	2	0.2
2009	48			IC	8,750	9,700	9,800	7,800	880	18	1.4	2	0.2
2010	48			LT	8,350	11,200	11,000	6,150	840	3	0.2	0	0.0
2011	48			LT	9,000	11,500	11,800	7,400	900	8	0.6	1	0.1
2012	48			LT	8,700	11,300	10,800	6,600	870	9	0.7	1	0.1
2013	48			LT	8,700	11,400	11,300	6,550	870	9	0.7	2	0.2
2014	48			LT	8,650	11,300	11,500	6,550	620	10	0.8	0	0.0
2015	48			LT	8,700	11,400	11,600	6,550	630	9	0.7	1	0.1
2016	48			LT	8,650	11,300	11,500	6,550	620	8	0.6	2	0.2
2017	48			LT	8,650	11,000	11,000	7,250	610	12	0.9	0	0.0
2018	48			LT	8,650	11,000	11,000	7,250	610	12	0.9	1	0.1
2019	48			LT	8,600	10,900	10,900	7,200	600	39	3.0	4	0.3
2021	48			LT	8,600	10,800	10,800	7,200	600	30	2.3	4	0.3
1988	48	YORK RD 15 AURORA RD(BALLANTRAE)	6.2	CR	9,000	11,500	10,800	7,450	1,550	20	1.0	3	0.1
1989	48			CR	9,300	11,900	11,100	7,800	1,000	38	1.8	2	0.1
1990	48			CR	9,500	11,800	10,900	8,550	1,050	20	0.9	1	0.0
1991	48			CR	8,500	10,500	9,800	7,650	420	15	0.8	1	0.1
1992	48			CR	7,500	9,200	8,550	6,750	380	21	1.2	1	0.1
1993	48			IR	6,600	8,100	6,800	5,400	330	26	1.7	3	0.2
1994	48			IR	7,900	9,750	8,700	6,600	400	16	0.9	2	0.1
1995	48			IR	7,800	9,600	8,600	6,650	620	25	1.4	1	0.1
1996	48			IR	7,050	8,750	7,850	6,000	560	24	1.5	2	0.1
1997	48			CR	7,700	9,550	9,100	6,550	690	15	0.9	3	0.2
1998	48			CR	7,650	9,400	8,950	6,500	690	19	1.1	0	0.0
1999	48			CR	7,850	9,650	9,200	6,650	710	16	0.9	0	0.0
2000	48			CR	8,050	9,900	9,400	6,850	560	13	0.7	1	0.1
2001	48			CR	8,400	10,300	9,850	7,100	760	13	0.7	1	0.1
2002	48			CR	8,300	10,200	9,750	7,000	750	24	1.3	3	0.2
2003	48			CR	8,050	9,800	9,400	6,800	720	15	0.8	0	0.0
2004	48			CR	8,100	9,950	9,500	6,850	730	14	0.8	2	0.1
2005	48			CR	7,900	9,600	9,200	6,650	550	11	0.6	1	0.1
2006	48			CR	7,950	9,650	9,250	6,700	560	10	0.6	1	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2007	48			CR	7,900	9,550	9,550	6,650	790	12	0.7	1	0.1
2008	48			CR	7,950	9,600	9,550	6,700	640	17	0.9	0	0.0
2009	48			IC	7,400	8,200	8,300	6,600	590	7	0.4	0	0.0
2010	48			IC	8,000	8,850	8,950	7,100	640	13	0.7	0	0.0
2011	48			IC	7,300	8,050	8,350	6,550	580	6	0.4	2	0.1
2012	48			IC	7,850	8,700	8,450	6,950	630	11	0.6	3	0.2
2013	48			IC	7,800	8,650	8,600	6,900	610	7	0.4	0	0.0
2014	48			IC	7,850	8,700	8,650	6,950	610	11	0.6	3	0.2
2015	48			IC	7,850	8,700	8,650	6,950	610	9	0.5	0	0.0
2016	48			IC	7,850	8,700	8,650	6,950	610	6	0.3	0	0.0
2017	48			IC	7,850	8,600	8,650	7,100	610	9	0.5	0	0.0
2018	48			IC	7,850	8,650	8,700	7,100	610	15	0.8	0	0.0
2019	48			IC	7,850	8,600	8,650	7,100	610	5	0.3	0	0.0
2021	48			IC	7,850	8,500	8,550	7,100	630	8	0.5	0	0.0
1988	48	YORK RD 31 DAVIS DR	3.9	CR	9,400	12,000	11,300	7,800	850	16	1.2	0	0.0
1989	48			CR	9,550	12,200	11,400	8,000	860	16	1.2	2	0.1
1990	48			CR	9,750	12,100	11,200	8,800	880	9	0.6	1	0.1
1991	48			CR	9,900	12,200	11,400	8,900	790	21	1.5	2	0.1
1992	48			CR	10,200	12,500	11,600	9,200	820	17	1.2	1	0.1
1993	48			IR	10,500	12,900	10,900	8,600	840	11	0.7	0	0.0
1994	48			IR	10,900	13,400	12,000	9,150	870	17	1.1	0	0.0
1995	48			IR	11,200	13,800	12,300	9,550	900	29	1.8	2	0.1
1996	48			LR	12,100	20,300	16,200	8,050	970	15	0.9	1	0.1
1997	48			IR	11,800	14,800	13,200	10,000	940	25	1.5	3	0.2
1998	48			IR	12,000	14,900	13,400	10,100	960	17	1.0	2	0.1
1999	48			IR	12,000	14,900	13,300	10,100	960	26	1.5	3	0.2
2000	48			IR	11,500	14,100	12,700	9,700	800	14	0.8	1	0.1
2001	48			IR	11,500	14,200	12,700	9,700	1,150	9	0.5	0	0.0
2002	48			IR	11,900	14,700	13,200	10,100	1,200	13	0.8	4	0.2
2003	48			IR	11,500	14,000	12,700	9,750	1,400	15	0.9	4	0.2
2004	48			IR	11,700	14,500	13,000	9,900	1,400	14	0.8	3	0.2
2005	48			IR	11,200	13,500	12,300	9,550	1,350	12	0.7	1	0.1
2006	48			IR	10,500	12,700	11,500	8,900	1,250	13	0.9	2	0.1
2007	48			IR	11,000	13,300	13,300	9,300	1,200	13	0.8	2	0.1
2008	48			CR	10,600	12,800	12,700	8,950	850	5	0.3	0	0.0
2009	48			CR	10,900	13,100	12,600	9,250	870	6	0.4	1	0.1
2010	48			LT	10,400	14,000	13,700	7,700	830	4	0.3	0	0.0
2011	48			LT	10,700	13,700	14,000	8,800	860	11	0.7	0	0.0
2012	48			CTR	10,700	13,000	12,800	9,100	860	6	0.4	0	0.0
2013	48			CTR	10,600	12,900	13,300	9,000	850	5	0.3	2	0.1
2014	48			CTR	10,500	12,800	12,900	8,900	840	6	0.4	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2015	48			CTR	10,500	12,800	12,900	8,900	840	7	0.5	0	0.0
2016	48			CTR	10,800	13,200	13,300	9,200	860	6	0.4	0	0.0
2017	48			CTR	10,400	13,900	13,800	8,450	830	10	0.7	1	0.1
2018	48			CTR	10,300	13,800	13,700	8,400	820	8	0.5	1	0.1
2019	48			CTR	10,300	13,700	13,700	8,400	820	8	0.5	3	0.2
2021	48			CTR	10,200	13,300	13,200	8,300	820	2	0.1	0	0.0
1988	48	YORK RD 13 MOUNT ALBERT	10.3	CR	8,750	11,200	10,500	7,250	1,200	26	0.8	3	0.1
1989	48			CR	9,000	11,500	10,700	7,550	1,250	39	1.2	7	0.2
1990	48			IR	9,300	11,800	10,300	7,650	1,100	40	1.1	8	0.2
1991	48			IR	9,450	11,900	10,500	7,850	1,150	32	0.9	1	0.0
1992	48			IR	9,300	11,400	10,200	7,900	1,100	45	1.3	6	0.2
1993	48			IR	9,250	11,400	9,550	7,550	740	38	1.1	2	0.1
1994	48			IR	9,650	11,900	10,600	8,100	770	38	1.0	3	0.1
1995	48			IR	9,850	12,100	10,900	8,400	790	39	1.1	1	0.0
1996	48			IR	9,600	11,900	10,700	8,200	860	32	0.9	0	0.0
1997	48			IR	10,300	12,900	11,500	8,750	930	47	1.2	4	0.1
1998	48			IR	10,500	13,000	11,800	8,800	940	32	0.8	1	0.0
1999	48			IR	10,500	13,000	11,700	8,800	630	33	0.8	1	0.0
2000	48			IR	10,700	13,100	11,900	9,050	1,200	24	0.6	0	0.0
2001	48			IR	10,800	13,300	12,000	9,150	1,200	31	0.8	5	0.1
2002	48			IR	11,000	13,600	12,200	9,350	990	31	0.7	2	0.0
2003	48			IR	11,200	13,600	12,300	9,500	1,000	26	0.6	3	0.1
2004	48			IR	11,400	14,100	12,600	9,650	1,050	26	0.6	3	0.1
2005	48			IR	11,300	13,600	12,400	9,650	900	36	0.8	1	0.0
2006	48			IR	11,400	13,800	12,500	9,700	910	18	0.4	2	0.0
2007	48			IR	11,900	14,400	14,400	10,100	950	39	0.9	3	0.1
2008	48			IR	11,700	14,200	13,900	10,000	940	15	0.3	1	0.0
2009	48			IR	11,300	13,600	12,300	9,600	790	10	0.2	2	0.0
2010	48			IR	11,800	14,000	12,900	10,000	830	10	0.2	2	0.0
2011	48			IR	12,100	14,400	14,100	10,300	850	15	0.3	2	0.0
2012	48			IR	12,200	14,500	14,100	10,400	850	26	0.6	2	0.0
2013	48			CTR	10,800	13,100	13,600	9,150	760	27	0.7	4	0.1
2014	48			CTR	11,000	13,400	13,500	9,350	770	19	0.5	2	0.0
2015	48			CTR	11,300	13,800	13,900	9,600	790	15	0.4	0	0.0
2016	48			CTR	11,400	13,900	14,000	9,700	800	9	0.2	0	0.0
2017	48			CTR	12,000	16,000	16,000	9,800	840	17	0.4	3	0.1
2018	48			CTR	12,100	16,200	16,100	9,850	850	8	0.2	1	0.0
2019	48			CTR	12,200	16,300	16,200	9,950	1,200	11	0.2	1	0.0
2021	48			CTR	12,300	16,000	15,900	10,000	1,250	13	0.3	2	0.0
1988	48	YORK RD 32 RAVENSHOE RD BROWN HILL	8.7	IR	8,900	11,600	9,800	7,100	890	37	1.3	1	0.0
1989	48			IR	9,150	11,800	10,200	7,500	920	39	1.3	7	0.2

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1990	48			IR	9,300	11,800	10,300	7,650	1,200	35	1.2	5	0.2
1991	48			IR	9,400	11,800	10,400	7,800	1,200	32	1.1	5	0.2
1992	48			IR	9,500	11,700	10,400	8,100	1,250	35	1.2	3	0.1
1993	48			IR	9,550	11,700	9,850	7,800	1,250	40	1.3	2	0.1
1994	48			IR	9,250	11,400	10,200	7,750	1,200	26	0.9	1	0.0
1995	48			IR	9,400	11,600	10,400	8,000	1,200	43	1.4	3	0.1
1996	48			CTR	9,100	11,600	11,200	7,650	820	33	1.1	2	0.1
1997	48			IR	9,700	12,100	10,900	8,250	870	27	0.9	1	0.0
1998	48			IR	9,800	12,200	11,000	8,250	1,200	34	1.1	3	0.1
1999	48			IR	8,900	11,000	9,900	7,500	1,050	33	1.2	1	0.0
2000	48			IR	9,350	11,500	10,400	7,900	1,050	29	1.0	5	0.2
2001	48			IR	9,350	11,600	10,400	7,900	1,050	20	0.7	2	0.1
2002	48			IR	9,350	11,500	10,400	7,950	1,050	36	1.2	3	0.1
2003	48			IR	9,250	11,200	10,200	7,850	1,650	27	0.9	6	0.2
2004	48			IR	9,350	11,600	10,400	7,900	1,700	17	0.6	2	0.1
2005	48			IR	9,350	11,300	10,200	7,950	1,700	25	0.8	3	0.1
2006	48			IR	9,350	11,300	10,200	7,950	1,300	25	0.8	1	0.0
2007	48			IR	9,350	11,300	11,300	7,900	1,300	32	1.1	6	0.2
2008	48			IR	9,350	11,300	11,100	8,000	1,300	19	0.6	1	0.0
2009	48			IR	9,350	11,200	10,200	7,950	1,100	14	0.5	4	0.1
2010	48			CTR	9,350	11,400	10,900	7,950	1,100	11	0.4	0	0.0
2011	48			CTR	9,350	11,400	10,900	7,950	1,100	13	0.4	3	0.1
2012	48			CTR	9,350	11,300	11,200	7,950	1,100	25	0.8	4	0.1
2013	48			CTR	9,350	11,400	11,800	7,950	1,100	17	0.6	1	0.0
2014	48			CTR	9,350	11,400	11,500	7,950	1,100	14	0.5	0	0.0
2015	48			CTR	9,350	11,400	11,500	7,950	1,100	27	0.9	2	0.1
2016	48			CTR	9,350	11,400	11,500	7,950	1,100	14	0.5	1	0.0
2017	48			CTR	9,350	12,500	12,400	7,600	1,100	21	0.7	7	0.2
2018	48			CTR	9,350	12,500	12,400	7,600	1,100	23	0.8	4	0.1
2019	48			CTR	9,350	12,500	12,400	7,600	940	18	0.6	2	0.1
2021	48			CTR	9,350	12,200	12,100	7,650	940	18	0.6	2	0.1
1988	48	YORK RD 9 HIGH ST (TO SUTTON)	2.6	IR	9,550	12,400	10,500	7,650	1,150	7	0.8	1	0.1
1989	48			IR	9,700	12,500	10,800	7,950	1,550	10	1.1	0	0.0
1990	48			IR	9,850	12,500	10,900	8,100	1,600	6	0.6	1	0.1
1991	48			IR	9,900	12,500	11,000	8,200	1,600	3	0.3	0	0.0
1992	48			IR	10,100	12,400	11,100	8,600	1,600	8	0.8	2	0.2
1993	48			IR	10,200	12,500	10,500	8,350	1,650	5	0.5	2	0.2
1994	48			IR	10,200	12,600	11,200	8,550	1,200	6	0.6	1	0.1
1995	48			IR	10,300	12,700	11,300	8,800	1,250	7	0.7	0	0.0
1996	48			IR	10,600	13,200	11,800	9,050	1,250	6	0.6	0	0.0
1997	48			IR	10,600	13,200	11,900	9,000	1,250	6	0.6	1	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1998	48			IR	10,700	13,300	12,000	9,000	1,300	8	0.8	0	0.0
1999	48			IR	10,200	12,600	11,300	8,550	1,200	6	0.6	2	0.2
2000	48			IR	10,500	12,900	11,600	8,850	1,050	11	1.1	1	0.1
2001	48			IR	10,600	13,100	11,700	8,950	1,050	7	0.7	1	0.1
2002	48			IR	10,600	13,100	11,700	9,000	1,050	8	0.8	0	0.0
2003	48			IR	10,600	12,900	11,700	9,000	1,700	16	1.6	6	0.6
2004	48			IR	10,700	13,200	11,900	9,050	1,400	6	0.6	0	0.0
2005	48			IR	10,700	12,900	11,700	9,100	1,400	5	0.5	1	0.1
2006	48			IR	10,700	12,900	11,700	9,100	1,400	9	0.9	0	0.0
2007	48			IR	10,800	13,100	13,000	9,150	1,400	6	0.6	0	0.0
2008	48			IR	10,800	13,100	12,800	9,250	1,400	6	0.6	0	0.0
2009	48			IR	10,800	13,000	11,800	9,200	1,400	4	0.4	1	0.1
2010	48			IR	10,900	13,000	11,900	9,300	1,400	3	0.3	1	0.1
2011	48			IR	10,900	13,000	12,700	9,300	1,400	6	0.6	2	0.2
2012	48			IR	10,900	13,000	12,600	9,300	1,400	15	1.4	1	0.1
2013	48			CTR	11,000	13,400	13,800	9,350	1,050	14	1.3	0	0.0
2014	48			CTR	11,000	13,400	13,500	9,350	1,050	6	0.6	2	0.2
2015	48			CTR	11,000	13,400	13,500	9,350	1,050	8	0.8	1	0.1
2016	48			CTR	11,100	13,500	13,700	9,450	1,050	8	0.7	0	0.0
2017	48			CTR	11,100	14,800	14,800	9,050	1,050	3	0.3	0	0.0
2018	48			CTR	11,100	14,800	14,800	9,050	1,050	8	0.7	1	0.1
2019	48			CTR	11,200	14,900	14,900	9,100	1,100	7	0.6	0	0.0
2021	48			CTR	11,200	14,600	14,500	9,150	1,100	8	0.7	2	0.2
1988	48	YORK RD 18 SIBBALD POINT RD	3.4	IR	10,400	13,500	11,400	8,300	1,350	11	0.8	0	0.0
1989	48			IR	10,400	13,400	11,500	8,550	1,650	8	0.6	2	0.2
1990	48			IR	10,600	13,500	11,800	8,700	1,700	17	1.3	2	0.2
1991	48			IR	10,600	13,400	11,800	8,800	1,700	19	1.4	2	0.2
1992	48			IR	10,700	13,200	11,800	9,100	1,700	13	1.0	0	0.0
1993	48			IR	10,800	13,300	11,200	8,850	1,750	10	0.7	1	0.1
1994	48			IR	10,600	13,100	11,700	8,900	1,400	7	0.5	0	0.0
1995	48			IR	10,800	13,300	11,900	9,200	1,400	6	0.4	0	0.0
1996	48			IR	9,750	12,100	10,900	8,300	1,250	8	0.7	1	0.1
1997	48			IR	11,200	14,000	12,500	9,500	1,450	10	0.7	2	0.1
1998	48			IR	11,300	14,000	12,700	9,500	1,250	8	0.6	0	0.0
1999	48			IR	11,000	13,600	12,200	9,250	1,200	7	0.5	0	0.0
2000	48			IR	11,200	13,700	12,400	9,450	1,100	10	0.7	2	0.1
2001	48			IR	11,400	14,100	12,600	9,650	1,150	5	0.4	1	0.1
2002	48			IR	11,600	14,300	12,900	9,850	1,150	10	0.7	1	0.1
2003	48			IR	11,600	14,100	12,800	9,850	1,600	7	0.5	1	0.1
2004	48			IR	11,900	14,700	13,200	10,100	1,300	7	0.5	2	0.1
2005	48			IR	11,400	13,800	12,500	9,700	1,250	9	0.6	1	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2006	48			IR	11,900	14,400	13,000	10,100	1,550	4	0.3	0	0.0
2007	48			IR	11,400	13,800	13,800	9,650	1,700	6	0.4	0	0.0
2008	48			IR	11,400	13,800	13,600	9,750	1,700	9	0.6	2	0.1
2009	48			IC	10,300	11,400	11,500	9,150	1,550	4	0.3	1	0.1
2010	48			IC	11,300	12,500	12,600	10,000	1,700	3	0.2	0	0.0
2011	48			IC	11,600	12,800	13,200	10,400	1,750	4	0.3	1	0.1
2012	48			LT	11,600	15,100	14,400	8,800	1,750	5	0.3	1	0.1
2013	48			LT	11,700	15,300	15,300	8,850	1,750	7	0.5	1	0.1
2014	48			LT	11,700	15,300	15,500	8,850	1,750	5	0.3	0	0.0
2015	48			LT	11,800	15,400	15,700	8,900	1,750	6	0.4	2	0.1
2016	48			LT	11,800	15,400	15,700	8,900	1,750	7	0.5	0	0.0
2017	48			LT	11,900	15,100	15,100	9,950	1,800	5	0.3	1	0.1
2018	48			LT	11,900	15,100	15,200	10,000	1,800	10	0.7	1	0.1
2019	48			LT	12,000	15,200	15,300	10,000	1,800	5	0.3	1	0.1
2021	48			LT	12,100	15,200	15,200	10,100	1,800	5	0.3	1	0.1
1988	48	HADDEN RD (N)	1.8	IR	9,600	12,500	10,600	7,700	1,350	7	1.1	0	0.0
1989	48			IR	9,750	12,600	10,800	8,000	1,350	9	1.4	3	0.5
1990	48			IR	9,800	12,400	10,900	8,050	1,350	10	1.6	0	0.0
1991	48			IR	10,100	12,700	11,200	8,400	1,400	5	0.8	0	0.0
1992	48			IR	10,400	12,800	11,400	8,850	1,450	5	0.7	1	0.1
1993	48			IR	10,800	13,300	11,200	8,850	1,500	9	1.3	0	0.0
1994	48			IR	10,600	13,100	11,700	8,900	1,500	3	0.4	1	0.1
1995	48			IR	10,800	13,300	11,900	9,200	1,500	3	0.4	0	0.0
1996	48			IR	10,400	12,900	11,600	8,850	1,450	2	0.3	0	0.0
1997	48			IR	11,300	14,100	12,700	9,600	1,350	6	0.8	1	0.1
1998	48			IR	11,600	14,400	13,000	9,750	1,400	3	0.4	0	0.0
1999	48			IR	11,200	13,900	12,400	9,400	1,350	11	1.5	2	0.3
2000	48			IR	11,300	13,800	12,500	9,550	1,350	3	0.4	0	0.0
2001	48			IR	11,400	14,100	12,600	9,650	1,350	3	0.4	0	0.0
2002	48			IR	11,200	13,800	12,400	9,500	1,350	6	0.8	0	0.0
2003	48			IR	11,600	14,100	12,800	9,850	1,600	8	1.1	0	0.0
2004	48			IR	11,700	14,500	13,000	9,900	1,650	4	0.5	0	0.0
2005	48			IR	11,800	14,200	12,900	10,100	1,650	3	0.4	1	0.1
2006	48			IR	11,800	14,200	12,900	10,000	1,650	3	0.4	0	0.0
2007	48			IR	12,000	14,500	14,500	10,200	1,700	1	0.1	0	0.0
2008	48			IR	12,000	14,500	14,300	10,300	1,700	3	0.4	0	0.0
2009	48			IR	11,800	14,200	12,900	10,000	1,650	5	0.7	0	0.0
2010	48			IR	12,200	14,500	13,300	10,400	1,700	0	0.0	0	0.0
2011	48			IR	12,200	14,600	14,200	10,400	1,700	3	0.4	0	0.0
2012	48			IR	12,300	14,600	14,200	10,500	1,700	4	0.5	0	0.0
2013	48			CTR	10,600	12,900	13,300	9,000	1,500	3	0.4	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2014	48			CTR	12,100	14,800	14,900	10,300	1,700	3	0.4	0	0.0
2015	48			CTR	12,100	14,800	14,900	10,300	1,300	2	0.3	1	0.1
2016	48			CTR	12,200	14,900	15,000	10,400	1,300	0	0.0	0	0.0
2017	48			CTR	12,300	16,400	16,400	10,000	1,350	0	0.0	0	0.0
2018	48			CTR	12,400	16,600	16,500	10,100	1,350	3	0.4	0	0.0
2019	48			CTR	12,400	16,500	16,400	10,100	1,350	3	0.4	0	0.0
2021	48			CTR	12,500	16,300	16,200	10,200	1,400	1	0.1	0	0.0
1988	48	DUCLOS POINT RD GEORGINA TWP L 15 16 (N)	3.1	IR	9,400	12,200	10,300	7,500	1,300	6	0.6	3	0.3
1989	48			IR	9,550	12,300	10,600	7,850	1,350	8	0.7	0	0.0
1990	48			IR	9,700	12,300	10,800	7,950	1,350	11	1.0	1	0.1
1991	48			IR	9,800	12,300	10,900	8,150	1,350	12	1.1	2	0.2
1992	48			IR	9,900	12,200	10,900	8,400	1,400	9	0.8	0	0.0
1993	48			IR	10,000	12,300	10,300	8,200	1,400	11	1.0	1	0.1
1994	48			IR	10,300	12,700	11,300	8,650	1,450	14	1.2	2	0.2
1995	48			IR	10,600	13,100	11,700	9,050	1,500	10	0.8	1	0.1
1996	48			IR	9,950	12,400	11,100	8,500	1,400	8	0.7	2	0.2
1997	48			IR	11,200	14,000	12,500	9,500	1,350	8	0.6	1	0.1
1998	48			IR	11,500	14,300	12,900	9,650	1,500	5	0.4	0	0.0
1999	48			IR	10,500	13,000	11,700	8,800	1,250	6	0.5	0	0.0
2000	48			IR	10,800	13,200	12,000	9,150	1,200	8	0.6	0	0.0
2001	48			IR	10,800	13,300	12,000	9,150	1,200	7	0.6	0	0.0
2002	48			IR	11,000	13,600	12,200	9,350	990	4	0.3	0	0.0
2003	48			IR	12,100	14,700	13,300	10,300	1,700	5	0.4	0	0.0
2004	48			IR	12,000	14,800	13,300	10,100	1,700	2	0.1	0	0.0
2005	48			IR	11,700	14,100	12,800	9,950	1,650	3	0.2	0	0.0
2006	48			IR	11,300	13,600	12,300	9,600	1,600	7	0.5	0	0.0
2007	48			IR	11,400	13,800	13,800	9,650	1,600	6	0.5	0	0.0
2008	48			IR	11,500	13,900	13,700	9,850	1,600	6	0.5	0	0.0
2009	48			IR	11,500	13,800	12,500	9,800	1,600	3	0.2	0	0.0
2010	48			CTR	10,600	12,900	12,400	9,000	1,500	2	0.2	0	0.0
2011	48			CTR	11,700	14,200	13,700	9,950	1,650	4	0.3	1	0.1
2012	48			LT	10,300	13,400	12,800	7,800	1,450	5	0.4	1	0.1
2013	48			LT	11,500	15,000	15,000	8,700	1,600	5	0.4	0	0.0
2014	48			LT	9,250	12,100	12,300	7,000	1,300	1	0.1	0	0.0
2015	48			LT	10,300	13,400	13,700	7,800	1,450	3	0.3	0	0.0
2016	48			LT	10,800	14,100	14,300	8,150	1,500	8	0.6	1	0.1
2017	48			LT	11,000	14,000	14,000	9,200	1,550	6	0.5	1	0.1
2018	48			LT	11,000	14,000	14,000	9,200	1,550	4	0.3	0	0.0
2019	48			LT	11,000	14,000	14,000	9,200	1,550	7	0.6	0	0.0
2021	48			LT	11,000	13,800	13,800	9,200	1,550	5	0.4	0	0.0
1988	48	YORK RD 21 RIVER DR MNR ACCESS RD	2.6	LR	7,100	12,600	8,950	4,400	780	12	1.8	2	0.3

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1989	48			LR	7,250	12,300	9,400	4,800	1,400	13	1.9	0	0.0
1990	48			LR	7,300	12,800	10,100	4,600	1,400	2	0.3	0	0.0
1991	48			LR	7,900	13,900	11,000	5,000	1,500	11	1.5	0	0.0
1992	48			LR	8,600	13,800	11,100	5,700	1,650	10	1.2	0	0.0
1993	48			R	9,200	15,700	12,300	5,250	1,200	10	1.2	0	0.0
1994	48			R	7,950	14,700	11,600	4,300	1,050	8	1.1	0	0.0
1995	48			R	8,150	14,900	11,700	4,450	1,050	11	1.4	0	0.0
1996	48			IR	7,300	9,050	8,150	6,200	360	7	1.0	0	0.0
1997	48			IR	8,500	10,600	9,500	7,200	420	10	1.3	0	0.0
1998	48			IR	8,700	10,800	9,750	7,300	440	10	1.2	2	0.2
1999	48			IR	7,800	9,650	8,650	6,550	1,100	9	1.2	0	0.0
2000	48			IR	8,300	10,200	9,200	7,000	1,000	9	1.2	1	0.1
2001	48			IR	8,350	10,300	9,250	7,050	1,000	5	0.6	0	0.0
2002	48			IR	8,400	10,400	9,300	7,150	1,000	5	0.6	0	0.0
2003	48			IR	8,450	10,300	9,300	7,150	1,000	7	0.9	1	0.1
2004	48			IR	8,550	10,600	9,450	7,250	1,050	3	0.4	1	0.1
2005	48			IR	8,600	10,400	9,400	7,350	1,050	7	0.9	2	0.2
2006	48			IR	8,500	10,300	9,300	7,200	1,000	8	1.0	1	0.1
2007	48			IR	8,700	10,500	10,500	7,350	1,500	3	0.4	0	0.0
2008	48			IR	8,600	10,400	10,200	7,350	1,450	5	0.6	1	0.1
2009	48			IR	8,850	10,600	9,650	7,500	710	3	0.4	0	0.0
2010	48			IR	8,050	9,600	8,750	6,850	640	5	0.7	1	0.1
2011	48			IR	8,700	10,400	10,200	7,450	700	5	0.6	1	0.1
2012	48			IR	8,750	10,400	10,100	7,500	700	5	0.6	1	0.1
2013	48			CTR	8,800	10,700	11,100	7,450	700	5	0.6	1	0.1
2014	48			CTR	8,850	10,800	10,900	7,500	710	4	0.5	0	0.0
2015	48			CTR	8,850	10,800	10,900	7,500	710	3	0.4	0	0.0
2016	48			CTR	8,900	10,900	10,900	7,550	710	8	1.0	1	0.1
2017	48			CTR	8,950	12,000	11,900	7,300	720	5	0.6	1	0.1
2018	48			CTR	9,000	12,000	12,000	7,350	720	8	1.0	0	0.0
2019	48			CTR	9,050	12,100	12,000	7,350	720	8	0.9	2	0.2
2021	48			CTR	9,100	11,900	11,800	7,400	730	7	0.8	1	0.1
1988	48	DURHAM RD 23/LAKE RIDGE RD	5.9	LR	4,400	7,800	5,550	2,750	700	10	1.1	1	0.1
1989	48			LR	4,500	7,600	5,850	2,950	1,100	6	0.6	0	0.0
1990	48			LR	4,550	7,950	6,300	2,850	1,150	5	0.5	1	0.1
1991	48			LR	4,200	7,400	5,850	2,650	1,050	8	0.9	0	0.0
1992	48			LR	4,000	6,450	5,150	2,650	1,000	6	0.7	1	0.1
1993	48			LR	3,800	6,100	4,900	2,500	720	5	0.6	0	0.0
1994	48			LR	4,350	7,150	5,750	2,850	830	12	1.3	1	0.1
1995	48			LR	4,450	7,450	6,050	2,900	850	3	0.3	0	0.0
1996	48			LR	4,100	6,850	5,500	2,750	940	7	0.8	1	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1997	48			LR	4,550	7,650	6,150	3,050	1,050	8	0.8	1	0.1
1998	48			LR	4,600	7,600	6,100	3,050	870	3	0.3	1	0.1
1999	48			LR	4,950	8,100	6,550	3,250	940	9	0.8	0	0.0
2000	48			LR	4,900	7,950	6,400	3,250	780	5	0.5	1	0.1
2001	48			LR	5,000	8,200	6,500	3,350	800	6	0.6	1	0.1
2002	48			LR	5,100	8,300	6,650	3,450	820	2	0.2	0	0.0
2003	48			LR	5,250	8,300	6,700	3,550	1,100	6	0.5	1	0.1
2004	48			IR	5,350	6,600	5,950	4,500	1,100	11	1.0	2	0.2
2005	48			IR	5,400	6,500	5,900	4,600	1,150	7	0.6	1	0.1
2006	48			LR	5,550	8,650	6,950	3,750	1,150	8	0.7	2	0.2
2007	48			IR	5,600	6,800	6,750	4,750	1,250	9	0.8	1	0.1
2008	48			LR	5,200	8,100	7,900	3,550	1,150	7	0.6	4	0.4
2009	48			LR	4,900	7,450	6,100	3,350	1,100	6	0.6	0	0.0
2010	48			LT	4,750	6,400	6,250	3,500	1,050	1	0.1	0	0.0
2011	48			LT	4,900	6,300	6,400	4,050	1,100	1	0.1	0	0.0
2012	48			LT	5,000	6,500	6,200	3,800	1,100	7	0.7	2	0.2
2013	48			LT	5,400	7,050	7,050	4,100	1,200	8	0.7	0	0.0
2014	48			HT	4,050	6,050	6,100	1,950	600	3	0.3	0	0.0
2015	48			HT	5,200	7,800	7,850	2,500	770	6	0.5	0	0.0
2016	48			HT	5,250	7,850	7,950	2,550	780	6	0.5	1	0.1
2017	48			HT	5,250	8,250	8,300	3,350	780	3	0.3	0	0.0
2018	48			HT	5,300	8,300	8,300	3,350	790	4	0.4	0	0.0
2019	48			HT	5,300	8,300	8,300	3,400	790	5	0.4	1	0.1
2021	48			HT	5,350	8,100	8,050	3,450	800	10	0.9	2	0.2
1988	48	BROCK TWP SDRD 17	2.6	LR	4,600	8,150	5,800	2,850	640	1	0.2	0	0.0
1989	48			LR	4,650	7,850	6,050	3,050	650	1	0.2	0	0.0
1990	48			LR	4,700	8,200	6,550	2,950	660	2	0.4	0	0.0
1991	48			LR	4,650	8,200	6,450	2,950	650	2	0.4	0	0.0
1992	48			LR	4,600	7,400	5,950	3,050	640	2	0.4	0	0.0
1993	48			LR	4,500	7,250	5,800	2,950	630	1	0.2	0	0.0
1994	48			LR	4,500	7,400	5,950	2,950	630	1	0.2	0	0.0
1995	48			LR	4,550	7,650	6,200	3,000	640	2	0.5	0	0.0
1996	48			LR	4,200	7,050	5,650	2,800	590	4	1.0	0	0.0
1997	48			LR	4,650	7,800	6,300	3,100	650	0	0.0	0	0.0
1998	48			LR	4,700	7,750	6,250	3,100	660	0	0.0	0	0.0
1999	48			LR	4,400	7,200	5,800	2,900	840	0	0.0	0	0.0
2000	48			LR	4,950	8,000	6,450	3,300	940	3	0.6	0	0.0
2001	48			LR	5,300	8,650	6,900	3,550	1,000	3	0.6	0	0.0
2002	48			LR	5,600	9,150	7,300	3,800	1,050	0	0.0	0	0.0
2003	48			LR	5,900	9,350	7,500	4,000	1,100	4	0.7	0	0.0
2004	48			LR	5,950	9,750	7,750	4,000	1,150	3	0.5	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2005	48			LR	5,950	9,300	7,500	4,050	1,150	1	0.2	0	0.0
2006	48			LR	5,900	9,200	7,400	4,000	1,100	2	0.4	1	0.2
2007	48			LR	6,050	9,500	9,100	4,100	1,500	1	0.2	0	0.0
2008	48			LR	6,200	9,700	9,450	4,250	1,050	0	0.0	0	0.0
2009	48			LR	5,800	8,800	7,200	3,950	700	2	0.4	1	0.2
2010	48			LR	5,600	8,400	6,850	3,800	670	1	0.2	0	0.0
2011	48			LR	5,200	8,050	7,550	3,650	620	2	0.4	1	0.2
2012	48			LR	5,300	7,900	7,700	3,650	640	6	1.2	1	0.2
2013	48			CTR	6,850	8,350	8,600	5,800	820	4	0.6	0	0.0
2014	48			CTR	6,350	7,750	7,800	5,400	760	5	0.8	1	0.2
2015	48			CR	6,950	8,200	8,150	5,900	830	1	0.1	0	0.0
2016	48			CR	6,650	7,850	7,800	5,650	800	1	0.2	0	0.0
2017	48			CR	6,750	7,850	7,850	6,100	810	0	0.0	0	0.0
2018	48			CR	6,850	7,950	8,000	6,150	820	3	0.5	0	0.0
2019	48			CR	6,950	8,050	8,100	6,250	830	5	0.7	0	0.0
2021	48			CR	7,150	8,250	8,300	6,450	860	2	0.3	1	0.1
2021	48	S JCT HWY 12 BEAVERTON BYPASS	12.7										
2021	48	HWY 35 COBOCONK END OF NA END OF HWY											
2021	49	HWY 33 BRIDGE ST START OF NA	20.2										
1992	49	PRINCE EDWARD HASTINGS CTY BDY	2.4	IC	2,550	2,850	2,800	2,300	380	1	0.5	0	0.0
1993	49			IC	2,550	2,900	2,850	2,250	380	3	1.4	0	0.0
1994	49			IC	2,550	2,850	2,850	2,250	230	4	1.8	0	0.0
1995	49			CTR	2,550	3,250	3,150	2,150	230	1	0.5	1	0.5
1996	49			CTR	2,550	3,250	3,150	2,150	230	2	0.9	0	0.0
1997	49			CTR	2,550	3,250	3,150	2,150	230	1	0.5	0	0.0
1998	49			CTR	2,550	3,250	3,100	2,150	230	0	0.0	0	0.0
1999	49			CTR	3,550	4,450	4,300	3,000	320	0	0.0	0	0.0
2000	49			CTR	3,750	4,700	4,550	3,150	340	0	0.0	0	0.0
2001	49			CTR	3,500	4,400	4,250	2,950	380	0	0.0	0	0.0
2002	49			CTR	4,000	5,050	4,850	3,400	440	4	1.2	0	0.0
2003	49			CTR	4,250	5,300	5,100	3,600	470	1	0.3	1	0.3
2004	49			IC	4,250	4,750	4,750	3,750	470	1	0.3	1	0.3
2005	49			IC	4,250	4,750	4,750	3,750	470	1	0.3	0	0.0
2006	49			IC	4,450	4,950	5,000	3,950	490	2	0.5	1	0.3
2007	49			CR	4,200	5,100	5,100	3,550	500	1	0.3	0	0.0
2008	49			CR	4,800	5,800	5,750	4,050	580	0	0.0	0	0.0
2009	49			CR	4,950	5,950	5,750	4,200	590	1	0.2	0	0.0
2010	49			CR	5,050	6,050	5,850	4,250	610	0	0.0	0	0.0
2011	49			CR	5,300	6,150	6,250	4,700	640	4	0.9	1	0.2
2012	49			CR	5,200	6,250	6,150	4,400	620	2	0.4	0	0.0
2013	49			CR	5,000	6,000	6,150	4,250	600	2	0.5	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2014	49			CR	5,650	6,650	6,600	4,800	680	2	0.4	1	0.2
2015	49			CR	5,800	6,850	6,800	4,950	700	1	0.2	0	0.0
2016	49			CR	5,950	7,000	6,950	5,050	710	2	0.4	0	0.0
2017	49			CR	6,100	7,050	7,100	5,500	730	3	0.6	1	0.2
2018	49			CR	6,250	7,250	7,300	5,600	750	1	0.2	0	0.0
2019	49			CR	6,450	7,500	7,550	5,800	770	2	0.4	1	0.2
2021	49			CR	6,750	7,750	7,800	6,100	810	2	0.3	0	0.0
1992	49	YORK RD (W) COUNTY RD 2 (E)	3.4	CTR	1,950	2,400	2,300	1,700	250	7	2.9	1	0.4
1993	49			CTR	1,950	2,450	2,350	1,650	250	5	2.1	1	0.4
1994	49			CTR	1,950	2,500	2,400	1,650	250	2	0.8	0	0.0
1995	49			CTR	1,950	2,500	2,400	1,650	250	5	2.1	0	0.0
1996	49			CTR	1,950	2,500	2,400	1,650	250	7	2.9	1	0.4
1997	49			CTR	1,950	2,500	2,400	1,650	250	1	0.4	0	0.0
1998	49			CTR	1,950	2,500	2,400	1,650	250	0	0.0	0	0.0
1999	49			CTR	2,400	3,000	2,900	2,000	310	0	0.0	0	0.0
2000	49			CTR	2,700	3,400	3,250	2,250	350	2	0.6	0	0.0
2001	49			CTR	3,000	3,800	3,650	2,550	300	6	1.6	0	0.0
2002	49			CTR	3,200	4,050	3,850	2,700	320	1	0.3	0	0.0
2003	49			CTR	3,250	4,050	3,900	2,750	320	2	0.5	0	0.0
2004	49			CTR	3,700	4,650	4,500	3,100	370	6	1.3	0	0.0
2005	49			CTR	3,650	4,500	4,350	3,100	330	2	0.4	0	0.0
2006	49			CTR	4,150	5,150	4,900	3,500	370	5	1.0	1	0.2
2007	49			CTR	3,900	4,850	4,800	3,300	350	3	0.6	0	0.0
2008	49			CTR	4,400	5,450	5,350	3,750	400	6	1.1	0	0.0
2009	49			CTR	4,550	5,550	5,350	3,850	410	0	0.0	0	0.0
2010	49			CTR	4,550	5,550	5,300	3,850	410	1	0.2	0	0.0
2011	49			CTR	4,850	5,900	5,650	4,100	440	1	0.2	0	0.0
2012	49			CTR	5,050	6,150	6,050	4,300	450	4	0.6	1	0.2
2013	49			CTR	4,800	5,850	6,050	4,100	430	1	0.2	0	0.0
2014	49			CTR	5,350	6,550	6,600	4,550	480	1	0.2	0	0.0
2015	49			CTR	5,550	6,750	6,850	4,700	500	2	0.3	0	0.0
2016	49			CTR	5,700	6,950	7,000	4,850	510	1	0.1	0	0.0
2017	49			CTR	5,900	7,900	7,850	4,800	530	0	0.0	0	0.0
2018	49			CTR	6,100	8,150	8,100	4,950	550	1	0.1	0	0.0
2019	49			CTR	6,250	8,350	8,300	5,100	560	3	0.4	0	0.0
2021	49			CTR	6,650	8,650	8,600	5,450	600	1	0.1	0	0.0
2021	49	TYENDINAGA TWP RD L 31 START OF NA	2.1										
2021	49	HWY 401 END OF NA END OF HWY											
1988	58	HWY 3 NIAGARA RD 3 MAIN ST PORT COLBORNE	0.8	SC	10,900	11,800	12,900	9,800	540	2	0.6	0	0.0
1989	58			SC	11,200	12,300	13,600	9,950	560	3	0.9	0	0.0
1990	58			SC	11,900	13,100	14,300	10,600	600	2	0.6	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1991	58			C	12,600	13,900	14,000	11,500	630	6	1.6	0	0.0
1992	58			C	12,800	13,800	14,200	11,800	640	1	0.3	0	0.0
1993	58			C	12,800	14,000	14,200	11,800	640	3	0.8	0	0.0
1994	58			UC	12,900	13,700	14,700	12,000	640	1	0.3	0	0.0
1995	58			UC	13,400	14,100	15,300	12,500	670	0	0.0	0	0.0
1996	58			UC	13,700	14,500	16,000	13,000	680	0	0.0	0	0.0
1997	58			IC	13,600	15,200	15,400	12,000	680	4	1.0	0	0.0
1998	58			IC	14,400	16,100	16,100	12,800	720	2	0.5	0	0.0
1999	58			IC	13,500	15,100	15,100	12,000	680	2	0.5	0	0.0
2000	58			IC	13,300	14,900	14,900	11,800	530	2	0.5	0	0.0
2001	58			IC	13,300	14,900	14,900	11,800	530	2	0.5	0	0.0
2002	58			IC	13,200	14,700	14,800	11,600	530	1	0.3	0	0.0
2003	58			IC	12,900	14,400	14,500	11,400	520	0	0.0	0	0.0
2004	58			IC	12,900	14,400	14,500	11,400	520	0	0.0	0	0.0
2005	58			IC	13,000	14,500	14,600	11,500	650	2	0.5	0	0.0
2006	58			IC	12,400	13,800	13,900	11,000	620	2	0.5	0	0.0
2007	58			IC	12,300	13,700	14,100	10,900	490	0	0.0	0	0.0
2008	58			IC	12,600	14,000	13,500	11,100	500	2	0.5	0	0.0
2009	58			IC	12,000	13,300	13,400	10,700	480	0	0.0	0	0.0
2010	58			IC	10,300	11,400	11,500	9,150	410	0	0.0	0	0.0
2011	58			IC	11,700	12,900	13,300	10,500	470	0	0.0	0	0.0
2012	58			IC	11,600	12,900	12,500	10,300	460	1	0.3	0	0.0
2013	58			IC	11,500	12,700	12,700	10,200	460	0	0.0	0	0.0
2014	58			IC	11,300	12,500	12,500	10,000	450	0	0.0	0	0.0
2015	58			CTR	11,200	13,700	13,800	9,500	1,200	1	0.3	0	0.0
2016	58			CTR	11,100	13,500	13,700	9,450	1,150	0	0.0	0	0.0
2017	58			CTR	10,900	14,600	14,500	8,900	1,150	0	0.0	0	0.0
2018	58			CTR	10,800	14,400	14,400	8,800	1,150	1	0.3	0	0.0
2019	58			CTR	10,700	14,300	14,200	8,700	1,100	0	0.0	0	0.0
2021	58			CTR	10,400	13,600	13,500	8,500	1,150	1	0.3	0	0.0
1988	58	S ENT PORT COLBORNE MALL (W)	4.7	SC	9,600	10,400	11,300	8,650	580	21	1.3	0	0.0
1989	58			SC	9,800	10,800	11,900	8,700	590	30	1.8	2	0.1
1990	58			SC	10,100	11,100	12,100	9,000	610	26	1.5	2	0.1
1991	58			C	10,200	11,200	11,300	9,300	510	16	0.9	1	0.1
1992	58			C	10,400	11,200	11,500	9,550	520	10	0.6	0	0.0
1993	58			C	10,400	11,300	11,500	9,550	520	14	0.8	0	0.0
1994	58			C	10,800	11,800	12,000	9,750	540	12	0.6	1	0.1
1995	58			C	11,200	12,200	12,600	10,200	560	17	0.9	0	0.0
1996	58			C	11,400	12,900	13,000	10,300	570	14	0.7	0	0.0
1997	58			UC	11,700	12,300	13,700	11,000	580	14	0.7	0	0.0
1998	58			UC	11,900	12,600	13,900	11,300	600	9	0.4	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1999	58			UC	11,200	11,900	13,100	10,600	900	8	0.4	1	0.1
2000	58			UC	11,000	11,700	13,000	10,300	770	14	0.7	0	0.0
2001	58			UC	10,900	11,700	12,800	10,200	760	12	0.6	1	0.1
2002	58			UC	10,900	11,600	12,800	10,200	760	12	0.6	1	0.1
2003	58			UC	10,600	11,200	12,400	10,000	320	21	1.2	2	0.1
2004	58			UC	10,500	11,200	12,400	9,850	630	14	0.8	0	0.0
2005	58			UC	9,800	10,400	11,500	9,200	590	12	0.7	0	0.0
2006	58			UC	10,500	11,100	12,300	9,900	630	12	0.7	0	0.0
2007	58			UC	9,450	10,000	10,900	8,850	570	14	0.9	1	0.1
2008	58			UC	10,100	10,700	10,000	9,450	610	17	1.0	0	0.0
2009	58			UC	9,950	10,500	11,600	9,350	600	3	0.2	0	0.0
2010	58			UC	10,100	10,700	11,800	9,500	610	8	0.5	0	0.0
2011	58			UC	9,600	9,650	9,950	9,100	580	1	0.1	0	0.0
2012	58			UC	9,600	9,650	10,300	9,100	580	5	0.3	0	0.0
2013	58			UC	9,400	9,450	9,450	8,900	560	8	0.5	0	0.0
2014	58			UC	9,350	9,400	9,000	8,850	560	11	0.7	0	0.0
2015	58			UC	9,250	9,300	8,900	8,800	560	3	0.2	0	0.0
2016	58			UC	9,150	9,200	8,800	8,700	550	11	0.7	1	0.1
2017	58			UC	9,000	8,950	9,050	8,650	540	7	0.5	0	0.0
2018	58			UC	8,900	8,850	8,950	8,550	530	9	0.6	0	0.0
2019	58			UC	8,800	8,650	8,800	8,500	530	9	0.6	0	0.0
2021	58			UC	8,550	8,550	8,700	8,250	510	6	0.4	1	0.1
1988	58	NIAGARA RD 23 FORKS RD WELLAND	1.7	SC	10,400	11,200	12,300	9,350	940	2	0.3	1	0.2
1989	58			SC	10,600	11,700	12,800	9,450	950	8	1.2	0	0.0
1990	58			SC	10,900	12,000	13,100	9,700	980	0	0.0	0	0.0
1991	58			C	11,000	12,100	12,200	10,000	990	3	0.4	0	0.0
1992	58			C	11,200	12,100	12,400	10,300	1,000	0	0.0	0	0.0
1993	58			C	11,200	12,200	12,400	10,300	1,000	6	0.9	1	0.1
1994	58			C	10,500	11,500	11,700	9,500	940	3	0.5	0	0.0
1995	58			C	11,300	12,300	12,700	10,300	1,000	7	1.0	1	0.1
1996	58			C	11,500	13,000	13,100	10,400	1,050	3	0.4	0	0.0
1997	58			IC	10,900	12,200	12,300	9,600	980	1	0.1	0	0.0
1998	58			IC	12,000	13,400	13,400	10,700	1,300	2	0.3	0	0.0
1999	58			IC	10,300	11,500	11,500	9,150	1,150	4	0.6	2	0.3
2000	58			IC	10,200	11,400	11,400	9,100	920	7	1.1	0	0.0
2001	58			C	10,300	11,600	11,600	9,300	930	9	1.4	0	0.0
2002	58			C	10,000	11,200	11,300	9,000	900	4	0.6	0	0.0
2003	58			C	10,000	11,200	11,200	9,050	600	4	0.6	0	0.0
2004	58			C	9,500	10,700	10,700	8,550	570	2	0.3	0	0.0
2005	58			C	9,500	10,600	10,700	8,550	570	4	0.7	0	0.0
2006	58			UC	10,000	10,600	11,700	9,400	600	3	0.5	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2007	58			UC	9,450	10,000	10,900	8,850	570	3	0.5	0	0.0
2008	58			UC	9,350	9,900	9,250	8,750	560	8	1.4	1	0.2
2009	58			UC	9,350	9,900	10,900	8,800	560	1	0.2	0	0.0
2010	58			UC	9,050	9,550	10,500	8,500	540	0	0.0	0	0.0
2011	58			UC	8,900	8,950	9,250	8,450	530	4	0.7	0	0.0
2012	58			UC	9,750	9,800	10,400	9,250	580	4	0.7	0	0.0
2013	58			UC	8,850	8,900	8,900	8,400	530	1	0.2	0	0.0
2014	58			C	11,200	12,300	12,000	10,100	670	5	0.7	1	0.1
2015	58			C	10,500	11,600	11,200	9,450	630	3	0.5	0	0.0
2016	58			C	10,900	12,000	11,700	9,800	650	7	1.0	1	0.1
2017	58			C	9,450	10,300	10,300	8,550	570	6	1.0	0	0.0
2018	58			C	9,400	10,300	10,200	8,500	560	9	1.5	0	0.0
2019	58			C	9,350	10,200	10,200	8,450	560	8	1.4	0	0.0
2021	58			C	9,200	10,000	9,950	8,350	550	4	0.7	0	0.0
2021	58	HWY 58A NIAGARA RD 33 START OF NA	11.0										
2021	58	S JCT HWY 406 END OF NA	3.8										
2021	58	W JCT HWY 20 & N JCT HWY 406 START OF NA	3.3										
1988	58	E JCT HWY 20 NIAGARA RD 82	3.3	UC	6,000	6,300	6,800	5,650	600	12	1.7	0	0.0
1989	58			UC	6,200	6,500	7,000	5,900	620	12	1.6	0	0.0
1990	58			UC	6,400	6,850	7,400	6,100	640	12	1.6	0	0.0
1991	58			UC	6,500	6,900	7,450	6,300	650	8	1.0	0	0.0
1992	58			UC	6,700	7,100	7,700	6,450	670	15	1.9	5	0.6
1993	58			UC	6,700	7,050	7,600	6,300	670	10	1.2	1	0.1
1994	58			SC	6,250	6,500	7,200	5,750	620	12	1.6	0	0.0
1995	58			SC	6,600	6,900	7,650	6,000	660	12	1.5	0	0.0
1996	58			SC	6,650	7,050	7,800	5,950	660	9	1.1	2	0.2
1997	58			SC	6,250	6,600	7,300	5,550	620	5	0.7	1	0.1
1998	58			SC	6,850	7,250	8,000	6,100	680	5	0.6	0	0.0
1999	58			SC	6,350	6,750	7,450	5,650	640	9	1.2	0	0.0
2000	58			SC	6,300	6,700	7,350	5,550	630	8	1.0	2	0.3
2001	58			SC	6,000	6,400	7,050	5,300	600	4	0.6	0	0.0
2002	58			SC	6,200	6,600	7,250	5,450	620	11	1.5	1	0.1
2003	58			SC	6,150	6,500	7,200	5,450	620	14	1.9	2	0.3
2004	58			SC	6,100	6,500	7,150	5,400	490	15	2.0	1	0.1
2005	58			SC	6,100	6,450	7,100	5,350	490	12	1.6	1	0.1
2006	58			SC	6,000	6,350	7,000	5,300	480	9	1.2	0	0.0
2007	58			SC	5,850	6,200	6,750	5,150	640	7	1.0	0	0.0
2008	58			SC	5,900	6,200	5,850	5,200	650	9	1.3	1	0.1
2009	58			SC	5,850	6,200	6,850	5,150	640	7	1.0	0	0.0
2010	58			SC	5,800	6,150	6,800	5,100	640	3	0.4	2	0.3
2011	58			UC	5,750	5,750	5,950	5,450	630	4	0.6	1	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2012	58			UC	5,700	5,750	6,100	5,400	630	10	1.4	1	0.1
2013	58			UC	5,650	5,650	5,700	5,350	590	2	0.3	0	0.0
2014	58			UC	5,600	5,600	5,400	5,300	580	5	0.7	0	0.0
2015	58			C	5,550	6,100	5,950	5,000	580	6	0.9	0	0.0
2016	58			C	5,500	6,050	5,900	4,950	570	5	0.8	0	0.0
2017	58			C	5,450	5,950	5,950	4,950	570	4	0.6	0	0.0
2018	58			C	5,400	5,900	5,900	4,850	560	1	0.2	0	0.0
2019	58			C	5,350	5,850	5,800	4,850	560	2	0.3	0	0.0
2021	58			C	5,250	5,700	5,700	4,750	520	5	0.8	1	0.2
1988	58	BEAVERDAMS RD (E) NIAGARA FALLS RD (W)	1.0	UC	11,900	12,500	13,400	11,200	950	6	1.3	2	0.4
1989	58			UC	12,000	12,600	13,600	11,400	960	8	1.8	1	0.2
1990	58			UC	12,300	13,200	14,300	11,700	1,100	10	2.2	0	0.0
1991	58			UC	13,100	13,900	15,100	12,700	1,200	8	1.6	2	0.4
1992	58			UC	13,500	14,300	15,500	13,000	1,200	9	1.8	2	0.4
1993	58			UC	13,500	14,200	15,300	12,600	1,200	6	1.2	1	0.2
1994	58			UC	13,500	14,300	15,400	12,600	1,200	11	2.2	3	0.6
1995	58			UC	14,100	14,900	16,100	13,100	1,250	10	1.9	0	0.0
1996	58			UC	14,400	15,200	16,800	13,700	1,450	11	2.0	1	0.2
1997	58			UC	14,700	15,400	17,200	13,800	1,450	12	2.2	2	0.4
1998	58			UC	15,000	15,900	17,600	14,200	1,500	2	0.4	0	0.0
1999	58			UC	14,800	15,700	17,300	14,100	1,350	8	1.4	1	0.2
2000	58			UC	15,000	15,900	17,700	14,100	1,500	3	0.5	0	0.0
2001	58			UC	15,200	16,300	17,900	14,300	1,500	16	2.8	3	0.5
2002	58			UC	15,500	16,500	18,200	14,500	1,550	11	1.9	1	0.2
2003	58			UC	15,700	16,600	18,400	14,800	1,550	8	1.3	0	0.0
2004	58			UC	15,100	16,200	17,800	14,200	1,500	13	2.3	3	0.5
2005	58			UC	23,600	25,000	27,600	22,100	2,350	5	0.6	0	0.0
2006	58			UC	10,900	11,500	12,700	10,300	1,100	4	1.0	1	0.2
2007	58			UC	10,700	11,300	12,400	10,000	1,050	7	1.7	0	0.0
2008	58			UC	10,500	11,100	10,400	9,800	1,050	5	1.3	0	0.0
2009	58			UC	10,400	11,000	12,200	9,800	1,050	4	1.0	1	0.3
2010	58			UC	10,200	10,800	11,900	9,600	1,000	7	1.8	0	0.0
2011	58			UC	9,500	9,550	9,850	9,000	950	2	0.6	0	0.0
2012	58			UC	11,300	11,400	12,100	10,700	1,150	1	0.2	0	0.0
2013	58			UC	11,100	11,100	11,200	10,500	1,100	1	0.2	0	0.0
2014	58			C	10,300	11,300	11,000	9,250	1,050	1	0.3	0	0.0
2015	58			C	10,900	12,000	11,700	9,800	1,100	5	1.2	3	0.7
2016	58			C	10,300	11,300	11,000	9,250	1,050	4	1.0	0	0.0
2017	58			C	10,000	10,900	10,900	9,050	1,000	8	2.1	0	0.0
2018	58			C	9,800	10,700	10,700	8,850	980	6	1.6	0	0.0
2019	58			C	9,500	10,400	10,300	8,600	950	7	1.9	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2021	58			C	9,000	9,800	9,750	8,150	900	13	3.8	0	0.0
1988	58	THOROLD STONE RD 7186 (E)	1.4	UC	21,100	22,200	23,800	19,800	1,500	13	1.2	2	0.2
1989	58			UC	21,500	22,600	24,300	20,400	1,500	21	1.9	4	0.4
1990	58			UC	21,900	23,400	25,400	20,800	1,950	22	1.9	1	0.1
1991	58			UC	24,000	25,400	27,600	23,300	2,150	16	1.3	0	0.0
1992	58			UC	24,300	25,800	27,900	23,300	2,200	17	1.4	2	0.2
1993	58			UC	24,300	25,600	27,600	22,800	2,200	13	1.0	1	0.1
1994	58			UC	24,600	26,100	28,100	22,900	2,200	9	0.7	0	0.0
1995	58			UC	24,000	25,300	27,400	22,400	2,150	17	1.4	3	0.2
1996	58			UC	24,400	25,800	28,500	23,200	4,400	26	2.1	2	0.2
1997	58			UC	21,200	22,300	24,800	19,900	3,800	13	1.2	3	0.3
1998	58			UC	25,300	26,800	29,600	24,000	4,550	11	0.8	3	0.2
1999	58			UC	24,200	25,700	28,300	23,000	1,950	16	1.3	1	0.1
2000	58			UC	24,200	25,700	28,600	22,700	1,950	20	1.6	1	0.1
2001	58			UC	24,700	26,500	29,100	23,200	2,000	6	0.5	1	0.1
2002	58			UC	24,400	26,000	28,700	22,800	1,450	7	0.6	1	0.1
2003	58			UC	23,500	24,800	27,500	22,200	1,650	22	1.8	0	0.0
2004	58			UC	22,400	24,000	26,400	21,000	1,550	23	2.0	3	0.3
2005	58			UC	23,500	24,900	27,500	22,000	1,650	14	1.2	0	0.0
2006	58			UC	22,200	23,500	25,900	20,900	1,550	9	0.8	2	0.2
2007	58			UC	22,000	23,300	25,500	20,600	1,550	6	0.5	0	0.0
2008	58			UC	21,800	23,000	21,600	20,400	1,550	12	1.1	1	0.1
2009	58			UC	23,300	24,700	27,300	21,900	1,650	3	0.2	0	0.0
2010	58			UC	17,600	18,600	20,500	16,500	1,250	3	0.3	0	0.0
2011	58			UC	21,100	21,200	21,900	20,000	1,500	9	0.8	1	0.1
2012	58			UC	20,900	21,000	22,400	19,900	1,450	11	1.0	3	0.3
2013	58			UC	20,700	20,800	20,800	19,600	1,450	21	2.0	1	0.1
2014	58			UC	20,400	20,500	19,600	19,400	1,450	13	1.2	1	0.1
2015	58			UC	20,200	20,300	19,400	19,200	1,400	20	1.9	6	0.6
2016	58			UC	20,000	20,100	19,200	19,000	1,400	13	1.3	2	0.2
2017	58			UC	19,800	19,700	19,900	19,000	1,400	17	1.7	2	0.2
2018	58			UC	19,500	19,300	19,600	18,700	1,350	18	1.8	2	0.2
2019	58			UC	19,300	19,000	19,300	18,600	1,350	25	2.5	2	0.2
2021	58			UC	18,900	18,900	19,200	18,200	1,300	15	1.5	0	0.0
1988	58	PINE ST UP IC NIAGARA RD 67	1.1	UC	17,400	18,300	19,700	16,400	1,400	0	0.0	0	0.0
1989	58			UC	17,700	18,600	20,000	16,800	1,400	6	0.9	0	0.0
1990	58			UC	18,200	19,500	21,100	17,300	1,450	3	0.4	0	0.0
1991	58			UC	18,900	20,000	21,700	18,300	1,500	7	1.0	1	0.1
1992	58			UC	19,400	20,600	22,300	18,600	1,550	6	0.8	0	0.0
1993	58			UC	19,400	20,400	22,100	18,200	1,550	5	0.7	0	0.0
1994	58			UC	19,600	20,800	22,400	18,200	1,550	7	0.9	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1995	58			UC	20,000	21,100	22,900	18,600	1,600	10	1.3	1	0.1
1996	58			UC	20,500	21,700	24,000	19,500	1,650	5	0.6	0	0.0
1997	58			UC	19,300	20,300	22,600	18,100	1,550	4	0.5	0	0.0
1998	58			UC	21,400	22,700	25,000	20,300	1,700	10	1.2	1	0.1
1999	58			UC	21,000	22,300	24,600	20,000	1,700	5	0.6	0	0.0
2000	58			UC	21,300	22,600	25,100	20,000	1,700	8	1.0	0	0.0
2001	58			UC	21,600	23,100	25,400	20,300	1,750	9	1.1	1	0.1
2002	58			UC	21,900	23,300	25,800	20,500	1,750	2	0.2	0	0.0
2003	58			UC	22,200	23,500	26,000	21,000	1,800	3	0.3	0	0.0
2004	58			UC	22,500	24,100	26,500	21,100	1,800	3	0.3	0	0.0
2005	58			UC	23,300	24,700	27,300	21,900	1,850	2	0.2	1	0.1
2006	58			UC	23,100	24,400	27,000	21,700	1,850	3	0.3	0	0.0
2007	58			UC	23,800	25,200	27,500	22,300	1,900	3	0.3	0	0.0
2008	58			UC	23,700	25,000	23,500	22,200	1,900	2	0.2	0	0.0
2009	58			UC	26,500	28,100	31,000	24,900	2,100	1	0.1	0	0.0
2010	58			UC	24,100	25,500	28,000	22,700	1,950	0	0.0	0	0.0
2011	58			UC	25,200	25,300	26,200	23,900	2,000	3	0.3	0	0.0
2012	58			UC	25,500	25,700	27,300	24,200	2,050	5	0.5	1	0.1
2013	58			UC	25,900	26,000	26,000	24,600	1,350	9	0.9	1	0.1
2014	58			UC	26,200	26,300	25,200	24,900	1,400	4	0.4	0	0.0
2015	58			C	26,600	29,300	28,500	23,900	1,400	3	0.3	0	0.0
2016	58			C	26,900	29,600	28,800	24,200	1,450	4	0.4	0	0.0
2017	58			C	27,300	29,900	29,800	24,800	1,450	7	0.7	0	0.0
2018	58			C	27,600	30,300	30,100	24,900	1,450	4	0.4	0	0.0
2019	58			C	27,900	30,500	30,300	25,300	1,500	6	0.6	1	0.1
2021	58			C	28,600	31,100	30,900	25,900	1,450	1	0.1	0	0.0
1988	58	COLLIER ST OP IC NIAGARA RD 56	1.5	UC	17,800	18,700	20,100	16,700	890	4	0.4	0	0.0
1989	58			UC	18,100	19,000	20,500	17,200	900	10	1.0	1	0.1
1990	58			UC	18,500	19,800	21,500	17,600	920	4	0.4	1	0.1
1991	58			UC	19,700	20,900	22,700	19,100	980	1	0.1	0	0.0
1992	58			UC	20,100	21,300	23,100	19,300	1,000	5	0.5	0	0.0
1993	58			UC	20,100	21,200	22,800	18,800	1,000	4	0.4	0	0.0
1994	58			UC	20,400	21,600	23,300	19,000	1,000	5	0.5	0	0.0
1995	58			UC	21,600	22,800	24,700	20,100	1,100	4	0.3	0	0.0
1996	58			UC	22,300	23,600	26,100	21,200	1,100	4	0.3	1	0.1
1997	58			UC	21,200	22,300	24,800	19,900	1,050	6	0.5	0	0.0
1998	58			UC	23,800	25,200	27,800	22,600	1,200	4	0.3	0	0.0
1999	58			UC	23,800	25,200	27,800	22,600	1,900	2	0.2	0	0.0
2000	58			UC	24,400	25,900	28,800	22,900	1,950	7	0.5	1	0.1
2001	58			UC	25,100	26,900	29,500	23,600	2,000	5	0.4	1	0.1
2002	58			UC	24,600	26,200	28,900	23,000	1,950	4	0.3	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2003	58			UC	25,300	26,700	29,600	23,900	2,000	7	0.5	0	0.0
2004	58			UC	25,700	27,500	30,200	24,200	2,050	4	0.3	0	0.0
2005	58			UC	25,300	26,800	29,600	23,700	1,000	5	0.4	0	0.0
2006	58			UC	26,100	27,600	30,500	24,600	1,050	2	0.1	0	0.0
2007	58			UC	27,100	28,700	31,400	25,400	1,100	6	0.4	0	0.0
2008	58			UC	26,900	28,400	26,700	25,200	1,100	1	0.1	0	0.0
2009	58			IT	25,700	32,400	32,400	21,300	1,050	2	0.1	1	0.1
2010	58			IT	27,700	34,700	34,800	22,900	1,100	1	0.1	0	0.0
2011	58			IT	28,100	37,700	37,700	23,100	1,100	3	0.2	0	0.0
2012	58			IT	24,400	30,500	29,400	20,200	980	1	0.1	0	0.0
2013	58			UC	25,000	25,100	25,100	23,700	1,000	2	0.2	1	0.1
2014	58			UC	27,700	27,800	26,600	26,300	1,100	3	0.2	0	0.0
2015	58			UC	28,000	28,100	26,900	26,600	1,100	2	0.1	0	0.0
2016	58			UC	28,300	28,400	27,200	26,900	1,150	5	0.3	0	0.0
2017	58			UC	28,600	28,400	28,700	27,400	1,150	6	0.4	0	0.0
2018	58			UC	28,900	28,700	29,100	27,700	1,150	1	0.1	0	0.0
2019	58			UC	29,200	28,800	29,200	28,100	1,150	7	0.4	1	0.1
2021	58			UC	29,700	29,800	30,200	28,600	1,200	1	0.1	0	0.0
2021	58	HWY 406 IC ST DAVIDS RD END OF HWY											
1988	58A	HWY 140	4.3	SC	5,900	6,350	6,950	5,300	530	10	1.1	0	0.0
1989	58A			SC	6,000	6,600	7,250	5,350	540	7	0.7	1	0.1
1990	58A			SC	6,100	6,700	7,300	5,450	550	10	1.0	4	0.4
1991	58A			SC	6,450	7,100	7,800	5,750	640	9	0.9	2	0.2
1992	58A			SC	6,500	6,800	7,600	6,000	650	7	0.7	1	0.1
1993	58A			SC	6,500	7,200	7,950	5,800	650	2	0.2	0	0.0
1994	58A			SC	6,250	6,500	7,200	5,750	620	5	0.5	1	0.1
1995	58A			SC	6,350	6,650	7,400	5,800	640	2	0.2	1	0.1
1996	58A			SC	6,400	6,800	7,500	5,750	640	3	0.3	1	0.1
1997	58A			SC	5,850	6,200	6,850	5,200	580	4	0.4	0	0.0
1998	58A			SC	6,500	6,900	7,600	5,800	650	3	0.3	1	0.1
1999	58A			SC	6,100	6,450	7,150	5,450	610	2	0.2	0	0.0
2000	58A			SC	6,200	6,550	7,250	5,450	620	3	0.3	0	0.0
2001	58A			SC	6,400	6,850	7,500	5,650	640	2	0.2	0	0.0
2002	58A			SC	6,400	6,800	7,500	5,650	640	3	0.3	0	0.0
2003	58A			SC	6,500	6,850	7,600	5,750	650	4	0.4	0	0.0
2004	58A			SC	6,500	6,950	7,600	5,750	650	5	0.5	1	0.1
2005	58A			SC	6,600	7,000	7,700	5,800	660	2	0.2	1	0.1
2006	58A			SC	6,800	7,200	7,950	6,000	680	3	0.3	0	0.0
2007	58A			SC	6,650	7,050	7,700	5,850	660	5	0.5	1	0.1
2008	58A			SC	6,700	7,050	6,650	5,900	670	1	0.1	0	0.0
2009	58A			SC	6,700	7,100	7,850	5,900	670	2	0.2	1	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2010	58A			LR	6,750	10,100	8,250	4,600	680	4	0.4	0	0.0
2011	58A			LR	6,800	10,500	9,850	4,750	680	5	0.5	0	0.0
2012	58A			LR	9,000	13,400	13,100	6,200	900	1	0.1	0	0.0
2013	58A			CTR	8,800	10,700	11,100	7,450	880	1	0.1	0	0.0
2014	58A			CTR	7,700	9,400	9,450	6,550	770	5	0.4	0	0.0
2015	58A			CTR	6,950	8,500	8,550	5,900	700	5	0.5	0	0.0
2016	58A			CTR	7,750	9,450	9,550	6,600	780	3	0.2	0	0.0
2017	58A			CTR	7,800	10,400	10,400	6,350	780	4	0.3	1	0.1
2018	58A			CTR	7,900	10,600	10,500	6,450	790	2	0.2	0	0.0
2019	58A			CTR	8,000	10,700	10,600	6,500	800	5	0.4	0	0.0
2021	58A			CTR	8,150	10,600	10,600	6,650	820	6	0.5	1	0.1
1988	58A	NIAGARA RD 68 WELLAND ST	0.8	SC	4,300	4,650	5,050	3,850	770	1	0.8	0	0.0
1989	58A			SC	4,400	4,850	5,300	3,900	790	1	0.8	0	0.0
1990	58A			SC	4,500	4,950	5,400	4,000	810	4	3.1	0	0.0
1991	58A			SC	4,200	4,600	5,100	3,750	630	0	0.0	0	0.0
1992	58A			SC	4,300	4,500	5,050	3,950	640	0	0.0	0	0.0
1993	58A			SC	4,300	4,750	5,250	3,850	640	0	0.0	0	0.0
1994	58A			UC	3,550	3,750	4,050	3,300	530	0	0.0	0	0.0
1995	58A			UC	4,400	4,650	5,050	4,100	660	1	0.8	0	0.0
1996	58A			UC	4,400	4,650	5,150	4,200	660	0	0.0	0	0.0
1997	58A			UC	4,750	5,000	5,550	4,450	710	0	0.0	0	0.0
1998	58A			UC	4,500	4,750	5,250	4,300	680	1	0.8	0	0.0
1999	58A			UC	4,450	4,700	5,200	4,250	670	2	1.6	0	0.0
2000	58A			UC	4,500	4,750	5,300	4,250	630	1	0.8	0	0.0
2001	58A			UC	4,250	4,550	5,000	4,000	600	2	1.6	2	1.6
2002	58A			UC	4,650	4,950	5,450	4,350	650	1	0.7	0	0.0
2003	58A			UC	4,450	4,700	5,200	4,200	620	1	0.8	0	0.0
2004	58A			UC	4,450	4,750	5,250	4,200	620	2	1.6	1	0.8
2005	58A			UC	4,400	4,650	5,150	4,150	620	3	2.4	0	0.0
2006	58A			UC	4,450	4,700	5,200	4,200	620	1	0.8	0	0.0
2007	58A			UC	4,150	4,400	4,800	3,900	660	0	0.0	0	0.0
2008	58A			UC	4,450	4,700	4,400	4,150	710	1	0.8	0	0.0
2009	58A			UC	4,350	4,600	5,100	4,100	700	0	0.0	0	0.0
2010	58A			UC	4,450	4,700	5,200	4,200	710	0	0.0	0	0.0
2011	58A			UC	4,450	4,450	4,600	4,200	710	0	0.0	0	0.0
2012	58A			UC	4,500	4,550	4,800	4,300	720	2	1.5	0	0.0
2013	58A			UC	6,500	6,500	6,550	6,150	1,050	0	0.0	0	0.0
2014	58A			UC	6,450	6,450	6,200	6,100	1,050	1	0.5	0	0.0
2015	58A			UC	5,250	5,250	5,050	5,000	840	0	0.0	0	0.0
2016	58A			UC	5,300	5,300	5,100	5,050	850	0	0.0	0	0.0
2017	58A			UC	5,350	5,300	5,350	5,150	860	1	0.6	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2018	58A			UC	5,400	5,350	5,450	5,200	860	1	0.6	0	0.0
2019	58A			UC	5,450	5,350	5,450	5,250	870	2	1.3	0	0.0
2021	58A			UC	5,600	5,600	5,700	5,400	900	0	0.0	0	0.0
2021	58A	HWY 58 WEST SIDE RD END OF HWY											
1988	60	HWY 17	0.7	C	3,850	4,250	4,250	3,450	380	0	0.0	0	0.0
1989	60			C	4,050	4,500	4,550	3,650	400	0	0.0	0	0.0
1990	60			C	4,200	4,650	4,650	3,800	420	0	0.0	0	0.0
1991	60			IR	4,300	5,400	4,750	3,550	430	0	0.0	0	0.0
1992	60			LT	4,850	6,750	6,550	3,750	480	1	0.8	0	0.0
1993	60			LT	4,850	6,700	6,000	3,550	480	0	0.0	0	0.0
1994	60			IR	5,250	6,450	5,800	4,400	520	0	0.0	0	0.0
1995	60			IR	5,000	6,150	5,500	4,250	500	0	0.0	0	0.0
1996	60			IR	5,150	6,400	5,750	4,400	520	0	0.0	0	0.0
1997	60			CR	5,450	6,750	6,450	4,650	380	0	0.0	0	0.0
1998	60			CR	5,450	6,700	6,400	4,650	380	0	0.0	0	0.0
1999	60			CR	5,550	6,850	6,500	4,700	390	0	0.0	0	0.0
2000	60			CR	5,700	7,000	6,650	4,850	400	1	0.7	0	0.0
2001	60			CR	5,800	7,150	6,800	4,900	410	0	0.0	0	0.0
2002	60			CR	5,900	7,250	6,900	4,950	410	0	0.0	0	0.0
2003	60			CR	5,850	7,150	6,850	4,950	700	1	0.7	0	0.0
2004	60			CR	6,100	7,500	7,150	5,150	730	0	0.0	0	0.0
2005	60			CR	6,200	7,500	7,250	5,200	430	1	0.6	0	0.0
2006	60			CR	6,450	7,800	7,500	5,450	520	1	0.6	0	0.0
2007	60			CR	6,450	7,800	7,800	5,450	260	0	0.0	0	0.0
2008	60			CR	6,550	7,950	7,850	5,500	260	1	0.6	0	0.0
2009	60			CR	6,650	8,000	7,700	5,650	270	0	0.0	0	0.0
2010	60			CR	6,750	8,100	7,800	5,700	270	0	0.0	0	0.0
2011	60			CR	6,850	8,000	8,050	6,100	270	0	0.0	0	0.0
2012	60			CTR	7,900	9,600	9,450	6,750	320	1	0.5	0	0.0
2013	60			CTR	7,900	9,600	9,950	6,700	320	0	0.0	0	0.0
2014	60			CTR	7,950	9,700	9,800	6,750	320	2	1.0	1	0.5
2015	60			CTR	7,950	9,700	9,800	6,750	320	0	0.0	0	0.0
2016	60			CTR	8,000	9,750	9,850	6,800	320	1	0.5	0	0.0
2017	60			CR	8,000	9,250	9,350	7,200	480	1	0.5	0	0.0
2018	60			CR	7,900	9,200	9,250	7,100	470	3	1.5	0	0.0
2019	60			CR	8,050	9,350	9,400	7,200	480	3	1.5	0	0.0
2021	60			CR	8,500	9,800	9,850	7,650	510	3	1.4	0	0.0
2021	60	RENFREW START OF NA	5.1										
1988	60	RENFREW W LTS END OF NA	7.4	CR	2,600	3,350	3,100	2,150	260	7	1.0	1	0.1
1989	60			CR	3,000	3,850	3,550	2,500	300	5	0.6	0	0.0
1990	60			CR	3,150	3,900	3,600	2,850	320	6	0.7	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1991	60			IR	3,300	4,150	3,650	2,750	330	1	0.1	0	0.0
1992	60			IR	2,900	3,550	3,200	2,450	290	5	0.6	0	0.0
1993	60			IR	2,900	3,550	3,000	2,350	290	7	0.9	0	0.0
1994	60			IR	3,350	4,150	3,700	2,800	340	3	0.3	1	0.1
1995	60			IR	3,450	4,250	3,800	2,950	340	4	0.4	0	0.0
1996	60			IR	3,550	4,400	3,950	3,000	360	5	0.5	0	0.0
1997	60			IR	3,550	4,450	4,000	3,000	360	2	0.2	0	0.0
1998	60			IR	3,750	4,650	4,200	3,150	380	8	0.8	0	0.0
1999	60			IR	4,200	5,200	4,650	3,550	420	8	0.7	0	0.0
2000	60			IR	4,100	5,000	4,550	3,450	410	6	0.5	2	0.2
2001	60			IR	4,050	5,000	4,500	3,400	400	4	0.4	0	0.0
2002	60			IR	3,950	4,850	4,400	3,350	400	9	0.8	0	0.0
2003	60			IR	3,900	4,750	4,300	3,300	390	10	1.0	0	0.0
2004	60			IR	3,800	4,700	4,200	3,200	380	8	0.8	0	0.0
2005	60			IR	3,950	4,750	4,350	3,350	400	5	0.5	1	0.1
2006	60			IR	3,650	4,400	4,000	3,100	360	9	0.9	0	0.0
2007	60			IR	4,000	4,850	4,850	3,400	400	9	0.8	0	0.0
2008	60			IR	4,050	4,900	4,800	3,450	400	9	0.8	0	0.0
2009	60			CR	4,000	4,800	4,650	3,400	400	12	1.1	0	0.0
2010	60			CR	4,100	4,900	4,750	3,450	410	10	0.9	1	0.1
2011	60			CR	4,150	4,850	4,900	3,700	420	7	0.6	1	0.1
2012	60			CTR	3,750	4,550	4,500	3,200	380	6	0.6	0	0.0
2013	60			CTR	4,100	5,000	5,150	3,500	410	6	0.5	0	0.0
2014	60			CTR	4,150	5,050	5,100	3,550	420	7	0.6	0	0.0
2015	60			CTR	4,150	5,050	5,100	3,550	420	5	0.4	1	0.1
2016	60			CTR	4,200	5,100	5,150	3,550	420	6	0.5	1	0.1
2017	60			CTR	4,200	5,600	5,600	3,400	290	8	0.7	1	0.1
2018	60			CTR	4,250	5,700	5,650	3,450	300	10	0.9	0	0.0
2019	60			CTR	4,250	5,650	5,650	3,450	300	9	0.8	1	0.1
2021	60			CTR	4,300	5,600	5,600	3,500	300	6	0.5	0	0.0
1988	60	RENFREW RD 61/HALEY RD (N)	12.9	IR	1,850	2,400	2,050	1,500	180	5	0.6	0	0.0
1989	60			IR	1,950	2,500	2,150	1,600	200	2	0.2	0	0.0
1990	60			IR	2,050	2,600	2,300	1,700	200	6	0.6	1	0.1
1991	60			IR	2,150	2,700	2,400	1,800	220	3	0.3	0	0.0
1992	60			LR	1,900	3,050	2,450	1,250	190	3	0.3	0	0.0
1993	60			LR	1,900	3,050	2,450	1,250	190	9	1.0	0	0.0
1994	60			IR	1,950	2,400	2,150	1,650	200	5	0.5	1	0.1
1995	60			IR	2,150	2,650	2,350	1,850	220	2	0.2	0	0.0
1996	60			IR	2,200	2,750	2,450	1,850	220	1	0.1	0	0.0
1997	60			IR	2,250	2,800	2,500	1,900	220	7	0.7	0	0.0
1998	60			IR	2,300	2,850	2,600	1,950	230	10	0.9	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1999	60			IR	2,450	3,050	2,700	2,050	240	8	0.7	1	0.1
2000	60			IR	2,400	2,950	2,650	2,050	240	5	0.4	1	0.1
2001	60			IR	2,500	3,100	2,750	2,100	250	7	0.6	0	0.0
2002	60			IR	2,500	3,100	2,750	2,150	250	4	0.3	0	0.0
2003	60			IR	2,650	3,200	2,900	2,250	260	4	0.3	0	0.0
2004	60			IR	2,600	3,200	2,900	2,200	260	4	0.3	0	0.0
2005	60			IR	2,650	3,200	2,900	2,250	260	4	0.3	1	0.1
2006	60			IR	2,600	3,150	2,850	2,200	260	8	0.7	2	0.2
2007	60			IR	2,800	3,400	3,400	2,350	280	1	0.1	0	0.0
2008	60			IR	2,850	3,450	3,400	2,450	280	11	0.8	1	0.1
2009	60			IR	2,900	3,500	3,150	2,450	290	8	0.6	0	0.0
2010	60			IR	2,950	3,500	3,200	2,500	300	8	0.6	1	0.1
2011	60			IR	3,000	3,600	3,500	2,550	300	7	0.5	0	0.0
2012	60			CTR	2,800	3,400	3,350	2,400	280	4	0.3	0	0.0
2013	60			CTR	2,750	3,350	3,450	2,350	280	4	0.3	0	0.0
2014	60			CTR	3,050	3,700	3,750	2,600	300	3	0.2	0	0.0
2015	60			CTR	3,100	3,800	3,800	2,650	310	4	0.3	0	0.0
2016	60			CTR	3,150	3,850	3,850	2,700	320	2	0.1	0	0.0
2017	60			CTR	3,100	4,150	4,100	2,550	250	5	0.3	0	0.0
2018	60			CTR	3,200	4,250	4,250	2,600	260	5	0.3	0	0.0
2019	60			CTR	3,250	4,350	4,300	2,650	260	6	0.4	0	0.0
2021	60			CTR	3,350	4,350	4,350	2,750	270	4	0.3	0	0.0
1988	60	RENFREW RD 5/STONE ST (N)	7.5	IR	1,550	2,000	1,700	1,250	140	12	2.8	0	0.0
1989	60			IR	1,800	2,300	2,000	1,500	200	8	1.6	0	0.0
1990	60			IR	1,900	2,400	2,100	1,550	210	5	1.0	1	0.2
1991	60			IR	2,000	2,500	2,200	1,650	220	9	1.6	3	0.5
1992	60			LR	1,600	2,600	2,050	1,050	210	7	1.6	0	0.0
1993	60			LR	1,600	2,600	2,050	1,050	210	0	0.0	0	0.0
1994	60			LR	1,650	2,700	2,200	1,100	210	4	0.9	0	0.0
1995	60			LR	1,700	2,850	2,300	1,100	220	9	1.9	0	0.0
1996	60			LR	1,700	2,850	2,300	1,150	220	3	0.6	0	0.0
1997	60			LR	1,750	2,950	2,350	1,150	230	5	1.0	1	0.2
1998	60			LR	1,800	2,950	2,400	1,200	230	0	0.0	0	0.0
1999	60			LR	2,000	3,300	2,650	1,300	260	3	0.5	0	0.0
2000	60			LR	1,950	3,150	2,550	1,300	250	3	0.6	0	0.0
2001	60			LR	2,200	3,600	2,850	1,450	290	2	0.3	0	0.0
2002	60			LR	2,300	3,750	3,000	1,550	300	2	0.3	0	0.0
2003	60			LR	2,350	3,700	3,000	1,600	310	5	0.8	0	0.0
2004	60			LR	2,450	4,000	3,200	1,650	320	4	0.6	0	0.0
2005	60			LR	2,450	3,850	3,100	1,650	320	1	0.1	0	0.0
2006	60			LR	2,750	4,300	3,450	1,850	380	2	0.3	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2007	60			LR	2,600	4,050	3,900	1,750	340	6	0.8	0	0.0
2008	60			LR	2,700	4,200	4,100	1,850	350	8	1.1	0	0.0
2009	60			IR	2,550	3,050	2,800	2,150	330	6	0.9	0	0.0
2010	60			IR	2,850	3,400	3,100	2,450	370	8	1.0	0	0.0
2011	60			IR	2,950	3,500	3,450	2,500	380	6	0.7	0	0.0
2012	60			LT	2,350	3,050	2,900	1,800	310	3	0.5	0	0.0
2013	60			LT	2,500	3,250	3,250	1,900	320	4	0.6	0	0.0
2014	60			LT	2,950	3,850	3,900	2,250	380	3	0.4	0	0.0
2015	60			LT	3,000	3,900	4,000	2,250	390	6	0.7	0	0.0
2016	60			LT	3,050	4,000	4,050	2,300	400	4	0.5	1	0.1
2017	60			LT	3,050	4,250	4,250	2,350	300	3	0.4	0	0.0
2018	60			LT	3,150	4,400	4,350	2,450	320	1	0.1	1	0.1
2019	60			LT	3,250	4,550	4,500	2,500	320	7	0.8	0	0.0
2021	60			LT	3,350	4,600	4,550	2,600	340	5	0.5	0	0.0
1988	60	RENFREW RD 9 (N) RENFREW RD 8 (E)	7.3	CR	2,250	2,900	2,700	1,850	380	5	0.8	1	0.2
1989	60			CR	2,400	3,050	2,850	2,000	460	1	0.2	0	0.0
1990	60			CR	2,500	3,100	2,900	2,250	480	5	0.8	0	0.0
1991	60			IR	2,600	3,300	2,900	2,150	490	5	0.7	0	0.0
1992	60			LR	2,450	3,950	3,150	1,600	420	3	0.5	0	0.0
1993	60			LR	2,450	3,950	3,150	1,600	420	4	0.6	0	0.0
1994	60			LT	2,550	3,750	3,600	1,850	430	3	0.4	0	0.0
1995	60			LT	2,550	3,650	3,550	1,850	430	1	0.1	0	0.0
1996	60			LT	2,600	3,650	3,600	1,900	440	3	0.4	0	0.0
1997	60			LT	2,650	3,750	3,650	1,950	450	6	0.9	0	0.0
1998	60			LT	2,650	3,700	3,650	1,950	450	2	0.3	1	0.1
1999	60			LT	2,600	3,600	3,550	1,900	440	7	1.0	0	0.0
2000	60			LT	2,700	3,750	3,700	1,950	460	4	0.6	0	0.0
2001	60			LT	2,600	3,650	3,550	1,900	440	4	0.6	0	0.0
2002	60			LT	2,600	3,650	3,550	1,900	260	5	0.7	0	0.0
2003	60			LT	2,600	3,600	3,500	1,900	260	5	0.7	0	0.0
2004	60			LT	2,600	3,650	3,550	1,900	260	2	0.3	0	0.0
2005	60			LT	2,600	3,550	3,500	1,900	260	5	0.7	1	0.1
2006	60			LT	2,550	3,500	3,400	1,900	380	3	0.4	0	0.0
2007	60			LT	2,600	3,550	3,650	1,900	390	3	0.4	0	0.0
2008	60			LT	2,600	3,550	3,400	1,900	390	6	0.9	0	0.0
2009	60			CR	2,600	3,100	3,000	2,200	390	5	0.7	0	0.0
2010	60			CR	2,600	3,100	3,000	2,200	390	2	0.3	0	0.0
2011	60			CR	2,600	3,050	3,050	2,300	390	1	0.1	0	0.0
2012	60			LT	2,900	3,800	3,600	2,200	440	5	0.6	0	0.0
2013	60			LT	2,650	3,450	3,450	2,000	400	3	0.4	0	0.0
2014	60			LT	2,650	3,450	3,500	2,000	400	4	0.6	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2015	60			LT	2,650	3,450	3,500	2,000	400	7	1.0	0	0.0
2016	60			LT	2,650	3,450	3,500	2,000	400	2	0.3	0	0.0
2017	60			LT	2,800	3,900	3,900	2,150	250	0	0.0	0	0.0
2018	60			LT	2,700	3,800	3,750	2,100	240	2	0.3	0	0.0
2019	60			LT	2,700	3,800	3,750	2,100	240	2	0.3	0	0.0
2021	60			LT	2,700	3,700	3,650	2,100	240	6	0.8	0	0.0
2021	60	EGANVILLE START OF NA	1.3										
2021	60	S JCT HWY 41	0.8										
2021	60	EGANVILLE N LTS END OF NA	3.1										
1988	60	N JCT HWY 41	10.1	IR	1,950	2,550	2,150	1,550	370	8	1.1	3	0.4
1989	60			IR	2,000	2,600	2,200	1,650	380	4	0.5	1	0.1
1990	60			IR	2,000	2,550	2,200	1,650	380	4	0.5	0	0.0
1991	60			IR	2,000	2,500	2,200	1,650	380	5	0.7	0	0.0
1992	60			IR	2,400	2,950	2,650	2,050	460	9	1.0	1	0.1
1993	60			IR	2,400	2,950	2,500	1,950	460	5	0.6	0	0.0
1994	60			IR	2,150	2,650	2,350	1,800	410	5	0.6	0	0.0
1995	60			IR	2,200	2,700	2,400	1,850	420	8	1.0	0	0.0
1996	60			IR	2,200	2,750	2,450	1,850	420	2	0.2	0	0.0
1997	60			IR	2,250	2,800	2,500	1,900	430	5	0.6	0	0.0
1998	60			IR	2,300	2,850	2,600	1,950	440	10	1.2	1	0.1
1999	60			IR	2,250	2,800	2,500	1,900	270	6	0.7	0	0.0
2000	60			IR	2,000	2,450	2,200	1,700	240	5	0.7	0	0.0
2001	60			IR	2,300	2,850	2,550	1,950	340	8	0.9	1	0.1
2002	60			IR	2,300	2,850	2,550	1,950	340	9	1.1	1	0.1
2003	60			IR	2,450	2,950	2,700	2,100	290	13	1.4	1	0.1
2004	60			IR	2,350	2,900	2,600	2,000	280	18	2.1	0	0.0
2005	60			IR	2,350	2,850	2,550	2,000	280	22	2.5	1	0.1
2006	60			IR	2,400	2,900	2,600	2,050	290	14	1.6	0	0.0
2007	60			IR	2,400	2,900	2,900	2,050	290	8	0.9	0	0.0
2008	60			IR	2,450	2,950	2,900	2,100	290	14	1.5	0	0.0
2009	60			IR	2,450	2,950	2,650	2,100	290	16	1.8	0	0.0
2010	60			IR	2,450	2,900	2,650	2,100	290	9	1.0	1	0.1
2011	60			IR	2,500	3,000	2,900	2,150	300	18	2.0	0	0.0
2012	60			LT	2,500	3,250	3,100	1,900	300	10	1.1	1	0.1
2013	60			LT	2,500	3,250	3,250	1,900	300	14	1.5	0	0.0
2014	60			LT	2,550	3,350	3,400	1,950	310	14	1.5	0	0.0
2015	60			LT	2,550	3,350	3,400	1,950	310	18	1.9	0	0.0
2016	60			LT	2,600	3,400	3,450	1,950	310	17	1.8	0	0.0
2017	60			LT	2,700	3,800	3,750	2,100	300	13	1.3	0	0.0
2018	60			LT	2,650	3,700	3,650	2,050	290	22	2.2	1	0.1
2019	60			LT	2,650	3,700	3,700	2,050	290	15	1.5	1	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2021	60			LT	2,700	3,700	3,650	2,100	300	13	1.3	2	0.2
1988	60	RENFREW RD 30/LAKE DORE RD (N)	4.0	IR	1,950	2,550	2,150	1,550	210	2	0.7	0	0.0
1989	60			IR	2,000	2,600	2,200	1,650	220	1	0.3	0	0.0
1990	60			IR	2,000	2,550	2,200	1,650	220	1	0.3	0	0.0
1991	60			IR	2,000	2,500	2,200	1,650	220	3	1.0	0	0.0
1992	60			IR	2,150	2,650	2,350	1,850	240	1	0.3	0	0.0
1993	60			IR	2,150	2,650	2,200	1,750	240	6	1.9	1	0.3
1994	60			IR	2,150	2,650	2,350	1,800	240	2	0.6	0	0.0
1995	60			IR	2,200	2,700	2,400	1,850	240	2	0.6	0	0.0
1996	60			IR	2,250	2,800	2,500	1,900	250	3	0.9	0	0.0
1997	60			IR	2,300	2,900	2,600	1,950	250	5	1.5	0	0.0
1998	60			IR	2,350	2,900	2,650	1,950	260	5	1.5	1	0.3
1999	60			IR	2,400	3,000	2,650	2,000	260	3	0.9	0	0.0
2000	60			IR	2,500	3,050	2,750	2,100	280	4	1.1	0	0.0
2001	60			IR	2,550	3,150	2,850	2,150	280	7	1.9	0	0.0
2002	60			IR	2,600	3,200	2,900	2,200	290	6	1.6	0	0.0
2003	60			IR	2,650	3,200	2,900	2,250	290	10	2.6	0	0.0
2004	60			IR	2,700	3,350	3,000	2,300	300	3	0.8	0	0.0
2005	60			IR	2,750	3,300	3,000	2,350	300	7	1.7	1	0.2
2006	60			LR	2,800	4,350	3,500	1,900	310	5	1.2	0	0.0
2007	60			LR	2,850	4,450	4,300	1,900	430	0	0.0	0	0.0
2008	60			LR	2,950	4,600	4,500	2,000	440	1	0.2	0	0.0
2009	60			LR	3,000	4,550	3,700	2,050	450	4	0.9	0	0.0
2010	60			LR	3,050	4,550	3,750	2,050	460	5	1.1	0	0.0
2011	60			LR	3,100	4,800	4,500	2,150	460	4	0.9	0	0.0
2012	60			LT	2,500	3,250	3,100	1,900	380	3	0.8	0	0.0
2013	60			LT	2,600	3,400	3,400	1,950	390	5	1.3	0	0.0
2014	60			LT	3,050	4,000	4,050	2,300	460	6	1.3	0	0.0
2015	60			LT	3,050	4,000	4,050	2,300	460	4	0.9	0	0.0
2016	60			LT	3,100	4,050	4,100	2,350	460	8	1.8	0	0.0
2017	60			LT	3,100	4,350	4,300	2,400	340	9	2.0	0	0.0
2018	60			LT	3,200	4,500	4,450	2,450	350	4	0.9	0	0.0
2019	60			LT	3,200	4,500	4,450	2,450	350	4	0.9	1	0.2
2021	60			LT	3,300	4,550	4,500	2,550	360	7	1.5	1	0.2
1988	60	0.290 KM W OF IRVIN LANE (S) (PRIVATE)	14.7	IR	1,950	2,550	2,150	1,550	180	35	3.3	3	0.3
1989	60			IR	2,000	2,600	2,200	1,650	180	23	2.1	2	0.2
1990	60			IR	2,000	2,550	2,200	1,650	180	26	2.4	1	0.1
1991	60			IR	2,000	2,500	2,200	1,650	180	37	3.5	0	0.0
1992	60			IR	2,150	2,650	2,350	1,850	190	32	2.8	5	0.4
1993	60			IR	2,150	2,650	2,200	1,750	190	33	2.9	3	0.3
1994	60			IR	2,150	2,650	2,350	1,800	190	8	0.7	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1995	60			IR	2,200	2,700	2,400	1,850	200	7	0.6	0	0.0
1996	60			IR	2,250	2,800	2,500	1,900	200	9	0.7	1	0.1
1997	60			IR	2,350	2,950	2,650	2,000	210	11	0.9	1	0.1
1998	60			IR	2,300	2,850	2,600	1,950	210	9	0.7	1	0.1
1999	60			IR	2,350	2,900	2,600	1,950	210	10	0.8	0	0.0
2000	60			IR	2,350	2,900	2,600	2,000	210	6	0.5	0	0.0
2001	60			IR	2,400	2,950	2,650	2,050	220	9	0.7	1	0.1
2002	60			IR	2,450	3,000	2,700	2,100	220	8	0.6	1	0.1
2003	60			IR	2,500	3,050	2,750	2,100	220	11	0.8	0	0.0
2004	60			IR	2,550	3,150	2,850	2,150	230	11	0.8	1	0.1
2005	60			IR	2,550	3,100	2,800	2,150	230	10	0.7	1	0.1
2006	60			LR	2,600	4,050	3,250	1,750	230	4	0.3	0	0.0
2007	60			LR	2,650	4,150	4,000	1,800	240	18	1.3	2	0.1
2008	60			LR	2,650	4,150	4,050	1,800	240	10	0.7	0	0.0
2009	60			LR	2,700	4,100	3,350	1,850	240	11	0.8	0	0.0
2010	60			LR	2,750	4,100	3,350	1,850	250	10	0.7	1	0.1
2011	60			LR	2,800	4,350	4,050	1,950	250	14	0.9	0	0.0
2012	60			LT	2,700	3,500	3,350	2,050	240	18	1.2	0	0.0
2013	60			LT	2,650	3,450	3,450	2,000	240	21	1.5	1	0.1
2014	60			LT	2,700	3,550	3,600	2,050	240	14	1.0	0	0.0
2015	60			LT	2,700	3,550	3,600	2,050	240	15	1.0	1	0.1
2016	60			LT	2,750	3,600	3,650	2,100	250	23	1.6	2	0.1
2017	60			LT	2,650	3,700	3,650	2,050	320	10	0.7	0	0.0
2018	60			LT	2,800	3,900	3,900	2,150	340	17	1.1	0	0.0
2019	60			LT	2,800	3,900	3,900	2,150	340	13	0.9	0	0.0
2021	60			LT	2,900	4,000	3,950	2,250	350	19	1.2	2	0.1
1994	60	RENFREW CTY RD58 (N) RENFREW CTY RD 512 (S)	2.9	IR	1,700	2,100	1,850	1,400	190	1	0.6	0	0.0
1995	60			IR	1,800	2,200	2,000	1,550	200	1	0.5	0	0.0
1996	60			IR	1,900	2,350	2,100	1,600	210	0	0.0	0	0.0
1997	60			IR	1,750	2,200	1,950	1,500	190	2	1.1	0	0.0
1998	60			IR	1,750	2,150	1,950	1,450	190	1	0.5	0	0.0
1999	60			IR	1,900	2,350	2,100	1,600	210	2	1.0	0	0.0
2000	60			IR	1,950	2,400	2,150	1,650	210	0	0.0	0	0.0
2001	60			IR	2,000	2,450	2,200	1,700	220	1	0.5	1	0.5
2002	60			IR	2,000	2,450	2,200	1,700	220	4	1.9	2	0.9
2003	60			IR	2,100	2,550	2,300	1,800	230	0	0.0	0	0.0
2004	60			IR	2,100	2,600	2,350	1,800	230	3	1.3	0	0.0
2005	60			IR	2,150	2,600	2,350	1,850	240	7	3.1	0	0.0
2006	60			LR	2,150	3,350	2,700	1,450	220	6	2.6	0	0.0
2007	60			LR	2,200	3,450	3,300	1,500	220	5	2.1	0	0.0
2008	60			LR	2,250	3,500	3,400	1,550	220	9	3.8	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2009	60			LR	2,300	3,500	2,850	1,550	230	4	1.6	0	0.0
2010	60			LR	2,350	3,500	2,900	1,600	240	4	1.6	0	0.0
2011	60			LR	2,350	3,650	3,400	1,650	240	7	2.8	0	0.0
2012	60			LT	1,700	2,200	2,100	1,300	170	1	0.6	0	0.0
2013	60			LT	2,250	2,950	2,950	1,700	220	4	1.7	0	0.0
2014	60			LT	2,300	3,000	3,050	1,750	230	6	2.5	0	0.0
2015	60			LT	2,300	3,000	3,050	1,750	230	3	1.2	0	0.0
2016	60			LT	2,350	3,050	3,100	1,750	240	2	0.8	0	0.0
2017	60			LT	2,250	3,150	3,100	1,750	250	4	1.7	0	0.0
2018	60			LT	2,400	3,350	3,350	1,850	260	4	1.6	0	0.0
2019	60			LT	2,400	3,350	3,350	1,850	260	5	2.0	1	0.4
2021	60			LT	2,450	3,350	3,350	1,900	270	6	2.3	0	0.0
1994	60	LISK RD (S)	7.3	UC	1,800	1,900	2,050	1,650	180	15	3.1	0	0.0
1995	60			UC	1,800	1,900	2,050	1,700	180	12	2.5	0	0.0
1996	60			UC	1,800	1,900	2,100	1,700	180	14	2.9	2	0.4
1997	60			UC	1,900	2,000	2,200	1,800	190	21	4.1	0	0.0
1998	60			UC	1,900	2,000	2,200	1,800	190	3	0.6	2	0.4
1999	60			UC	2,100	2,250	2,450	2,000	210	0	0.0	0	0.0
2000	60			UC	2,200	2,350	2,600	2,050	220	1	0.2	0	0.0
2001	60			UC	2,300	2,450	2,700	2,150	230	1	0.2	0	0.0
2002	60			UC	2,400	2,550	2,800	2,250	240	3	0.5	0	0.0
2003	60			IR	2,550	3,100	2,800	2,150	260	8	1.2	0	0.0
2004	60			IR	2,550	3,150	2,850	2,150	260	13	1.9	0	0.0
2005	60			IR	2,600	3,150	2,850	2,200	260	25	3.6	0	0.0
2006	60			LR	2,750	4,300	3,450	1,850	280	16	2.2	0	0.0
2007	60			LR	2,750	4,300	4,150	1,850	250	15	2.0	2	0.3
2008	60			LR	2,850	4,450	4,350	1,950	260	18	2.4	2	0.3
2009	60			LR	2,850	4,350	3,550	1,950	260	23	3.0	1	0.1
2010	60			LR	3,000	4,500	3,650	2,050	270	15	1.9	0	0.0
2011	60			LR	3,100	4,800	4,500	2,150	280	13	1.6	0	0.0
2012	60			LT	2,150	2,800	2,650	1,650	190	14	2.4	0	0.0
2013	60			LT	2,100	2,750	2,750	1,600	190	21	3.7	1	0.2
2014	60			LT	2,900	3,800	3,850	2,200	260	9	1.2	0	0.0
2015	60			LT	2,950	3,850	3,900	2,250	270	10	1.3	1	0.1
2016	60			LT	3,000	3,900	4,000	2,250	270	16	2.0	0	0.0
2017	60			LT	3,050	4,250	4,250	2,350	300	21	2.6	0	0.0
2018	60			LT	3,100	4,350	4,300	2,400	310	13	1.6	0	0.0
2019	60			LT	3,150	4,400	4,350	2,450	320	14	1.7	0	0.0
2021	60			LT	3,250	4,450	4,400	2,500	320	5	0.6	0	0.0
2013	60	SHRINE HILL DR EAST JCT (S) HWY 7025	3.7	LT	3,550	4,650	4,650	2,700	360	5	1.0	0	0.0
2014	60			LT	3,650	4,750	4,850	2,750	360	2	0.4	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2015	60			LT	3,750	4,900	5,000	2,850	380	0	0.0	0	0.0
2016	60			LT	3,850	5,050	5,100	2,900	380	6	1.1	0	0.0
2017	60			LT	3,400	4,750	4,700	2,600	340	7	1.5	0	0.0
2018	60			LT	3,600	5,050	5,000	2,750	360	4	0.8	0	0.0
2019	60			LT	3,600	5,050	5,000	2,750	360	2	0.4	0	0.0
2021	60			LT	3,600	4,950	4,900	2,750	360	2	0.4	0	0.0
1994	60	REFREW RD 66/WILNO SOUTH RD (S)	9.3	IR	3,150	3,900	3,450	2,650	320	7	0.7	1	0.1
1995	60			IR	3,250	4,000	3,600	2,750	320	11	1.0	0	0.0
1996	60			IR	3,250	4,050	3,650	2,750	320	13	1.2	0	0.0
1997	60			IR	3,300	4,100	3,700	2,800	330	7	0.6	0	0.0
1998	60			IR	3,400	4,200	3,800	2,850	340	6	0.5	0	0.0
1999	60			IR	3,450	4,300	3,850	2,900	340	0	0.0	0	0.0
2000	60			IR	3,500	4,300	3,900	2,950	350	1	0.1	0	0.0
2001	60			IR	3,550	4,400	3,950	3,000	360	0	0.0	0	0.0
2002	60			IR	3,600	4,450	4,000	3,050	360	2	0.2	0	0.0
2003	60			IR	3,650	4,450	4,000	3,100	360	8	0.6	0	0.0
2004	60			IR	3,700	4,550	4,100	3,150	370	12	1.0	3	0.2
2005	60			IR	3,750	4,550	4,100	3,200	380	14	1.1	1	0.1
2006	60			IR	3,800	4,600	4,150	3,250	380	6	0.5	0	0.0
2007	60			IR	3,850	4,650	4,650	3,250	380	14	1.1	0	0.0
2008	60			IR	3,900	4,700	4,650	3,350	390	8	0.6	0	0.0
2009	60			IR	3,950	4,750	4,300	3,350	400	9	0.7	0	0.0
2010	60			IR	4,000	4,750	4,350	3,400	400	4	0.3	1	0.1
2011	60			IR	4,050	4,850	4,750	3,450	400	5	0.4	0	0.0
2012	60			LT	3,250	4,250	4,050	2,450	320	5	0.5	2	0.2
2013	60			LT	3,500	4,550	4,550	2,650	350	10	0.8	1	0.1
2014	60			LT	3,600	4,700	4,800	2,700	360	6	0.5	0	0.0
2015	60			LT	3,700	4,850	4,900	2,800	370	4	0.3	0	0.0
2016	60			LT	3,800	4,950	5,050	2,850	380	5	0.4	0	0.0
2017	60			LT	3,900	5,450	5,400	3,000	390	10	0.8	0	0.0
2018	60			LT	4,050	5,650	5,600	3,100	400	8	0.6	2	0.1
2019	60			LT	4,050	5,700	5,600	3,100	400	4	0.3	0	0.0
2021	60			LT	4,050	5,550	5,500	3,100	400	3	0.2	0	0.0
2021	60	A PT 9 KM W OF STATION RD WILNO START OF NA	1.3										
1994	60	BARRY'S BAY W LTS END OF NA	4.9	CR	1,450	1,800	1,650	1,300	100	1	0.4	0	0.0
1995	60			CR	1,500	1,850	1,750	1,300	100	0	0.0	0	0.0
1996	60			CR	1,550	1,900	1,800	1,300	110	2	0.7	0	0.0
1997	60			LT	1,550	2,200	2,150	1,150	110	0	0.0	0	0.0
1998	60			LT	1,600	2,250	2,200	1,150	110	2	0.7	0	0.0
1999	60			LT	1,500	2,100	2,050	1,100	100	1	0.4	0	0.0
2000	60			LT	1,500	2,100	2,050	1,100	100	2	0.7	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2001	60			LT	1,500	2,100	2,050	1,100	100	4	1.5	1	0.4
2002	60			LT	1,500	2,100	2,050	1,100	100	2	0.7	0	0.0
2003	60			LT	1,500	2,050	2,000	1,100	100	2	0.7	0	0.0
2004	60			LT	1,500	2,100	2,050	1,100	100	1	0.4	0	0.0
2005	60			LT	1,500	2,050	2,000	1,100	100	2	0.7	0	0.0
2006	60			LT	1,500	2,050	2,000	1,100	100	2	0.7	0	0.0
2007	60			LT	1,450	2,000	2,050	1,050	140	3	1.1	0	0.0
2008	60			LT	1,500	2,050	1,950	1,100	150	1	0.4	0	0.0
2009	60			LT	1,500	2,050	2,000	1,100	150	4	1.5	0	0.0
2010	60			LT	1,500	2,000	2,000	1,100	150	1	0.4	0	0.0
2011	60			LT	1,500	1,900	1,950	1,250	150	1	0.4	0	0.0
2012	60			LT	1,800	2,350	2,250	1,350	180	0	0.0	0	0.0
2013	60			LT	1,700	2,200	2,200	1,300	170	3	1.0	0	0.0
2014	60			LT	1,600	2,100	2,100	1,200	160	3	1.0	0	0.0
2015	60			LT	1,600	2,100	2,100	1,200	160	4	1.4	0	0.0
2016	60			LT	1,600	2,100	2,100	1,200	160	2	0.7	0	0.0
2017	60			LT	1,650	2,300	2,300	1,250	180	4	1.3	0	0.0
2018	60			LT	1,600	2,250	2,200	1,250	180	2	0.7	0	0.0
2019	60			LT	1,600	2,250	2,200	1,250	180	3	1.0	0	0.0
2021	60			LT	1,650	2,250	2,250	1,250	180	1	0.3	0	0.0
1994	60	5.440 KM W OF RENFREW RD 62 (S)	9.4	CR	1,450	1,800	1,650	1,300	100	4	0.8	2	0.4
1995	60			CR	1,500	1,850	1,750	1,300	100	2	0.4	1	0.2
1996	60			CR	1,550	1,900	1,800	1,300	110	1	0.2	0	0.0
1997	60			LT	1,550	2,200	2,150	1,150	110	3	0.6	1	0.2
1998	60			LT	1,600	2,250	2,200	1,150	110	4	0.7	0	0.0
1999	60			LT	1,500	2,100	2,050	1,100	100	3	0.6	0	0.0
2000	60			LT	1,500	2,100	2,050	1,100	100	2	0.4	0	0.0
2001	60			LT	1,500	2,100	2,050	1,100	100	5	1.0	0	0.0
2002	60			LT	1,500	2,100	2,050	1,100	100	5	1.0	0	0.0
2003	60			LT	1,500	2,050	2,000	1,100	100	3	0.6	0	0.0
2004	60			LT	1,500	2,100	2,050	1,100	100	4	0.8	0	0.0
2005	60			LT	1,500	2,050	2,000	1,100	100	5	1.0	0	0.0
2006	60			LT	1,500	2,050	2,000	1,100	100	6	1.2	1	0.2
2007	60			LT	1,450	2,000	2,050	1,050	140	12	2.4	1	0.2
2008	60			LT	1,500	2,050	1,950	1,100	150	4	0.8	1	0.2
2009	60			LT	1,450	1,950	1,900	1,050	140	4	0.8	0	0.0
2010	60			LT	1,500	2,000	2,000	1,100	150	0	0.0	0	0.0
2011	60			LT	1,500	1,900	1,950	1,250	150	7	1.4	0	0.0
2012	60			LT	1,500	1,950	1,850	1,150	150	4	0.8	1	0.2
2013	60			LT	1,400	1,850	1,850	1,050	140	4	0.8	0	0.0
2014	60			LT	1,200	1,550	1,600	910	140	3	0.7	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2015	60			T	1,100	1,600	1,600	700	120	8	2.1	0	0.0
2016	60			T	1,350	1,950	1,950	860	150	4	0.9	0	0.0
2017	60			T	1,400	1,900	1,950	1,100	150	3	0.6	0	0.0
2018	60			T	1,350	1,850	1,850	1,050	150	1	0.2	0	0.0
2019	60			T	1,350	1,850	1,850	1,050	150	1	0.2	0	0.0
2021	60			T	1,300	1,750	1,750	1,050	140	0	0.0	0	0.0
1994	60	RENFREW CTY NIPISSING DIST BDY	13.5	CR	1,450	1,800	1,650	1,300	100	4	0.6	0	0.0
1995	60			CR	1,500	1,850	1,750	1,300	100	4	0.5	0	0.0
1996	60			CR	1,550	1,900	1,800	1,300	110	7	0.9	0	0.0
1997	60			LT	1,550	2,200	2,150	1,150	110	1	0.1	0	0.0
1998	60			LT	1,600	2,250	2,200	1,150	110	6	0.8	0	0.0
1999	60			LT	1,500	2,100	2,050	1,100	100	2	0.3	0	0.0
2000	60			LT	1,500	2,100	2,050	1,100	100	10	1.4	0	0.0
2001	60			LT	1,500	2,100	2,050	1,100	100	9	1.2	1	0.1
2002	60			LT	1,500	2,100	2,050	1,100	100	14	1.9	0	0.0
2003	60			LT	1,500	2,050	2,000	1,100	100	8	1.1	0	0.0
2004	60			LT	1,500	2,100	2,050	1,100	100	8	1.1	1	0.1
2005	60			LT	1,500	2,050	2,000	1,100	100	9	1.2	0	0.0
2006	60			LT	1,500	2,050	2,000	1,100	100	9	1.2	0	0.0
2007	60			LT	1,450	2,000	2,050	1,050	140	7	1.0	0	0.0
2008	60			LT	1,500	2,050	1,950	1,100	150	8	1.1	0	0.0
2009	60			LT	1,500	2,050	2,000	1,100	150	7	0.9	0	0.0
2010	60			LT	1,500	2,000	2,000	1,100	150	9	1.2	0	0.0
2011	60			LT	1,500	1,900	1,950	1,250	150	5	0.7	1	0.1
2012	60			LT	1,500	1,950	1,850	1,150	150	5	0.7	1	0.1
2013	60			LT	1,500	1,950	1,950	1,150	150	6	0.8	0	0.0
2014	60			LT	1,500	1,950	2,000	1,150	150	4	0.5	2	0.3
2015	60			LT	1,500	1,950	2,000	1,150	150	7	0.9	0	0.0
2016	60			LT	1,500	1,950	2,000	1,150	150	3	0.4	0	0.0
2017	60			LT	1,500	2,100	2,100	1,150	150	3	0.4	0	0.0
2018	60			LT	1,500	2,100	2,100	1,150	150	2	0.3	0	0.0
2019	60			LT	1,500	2,100	2,100	1,150	180	2	0.3	0	0.0
2021	60			LT	1,500	2,050	2,050	1,150	180	3	0.4	1	0.1
1988	60	SEC HWY 523 (S) MAJOR LAKE RD (N)	18.9	T	950	1,750	1,650	580	70	4	0.6	0	0.0
1989	60			T	950	1,700	1,650	600	70	2	0.3	0	0.0
1990	60			T	950	1,750	1,650	590	100	7	1.1	0	0.0
1991	60			T	950	1,700	1,650	590	100	5	0.8	1	0.2
1992	60			LR	800	1,300	1,050	530	90	9	1.6	1	0.2
1993	60			LR	800	1,300	1,050	520	90	10	1.8	1	0.2
1994	60			LR	900	1,500	1,200	590	100	8	1.3	0	0.0
1995	60			LR	1,000	1,700	1,350	660	110	2	0.3	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1996	60			LR	1,100	1,850	1,500	730	120	6	0.8	0	0.0
1997	60			LR	1,200	2,000	1,600	800	130	4	0.5	0	0.0
1998	60			LR	1,250	2,050	1,650	820	140	6	0.7	0	0.0
1999	60			LR	1,350	2,200	1,800	890	150	3	0.3	1	0.1
2000	60			LR	1,400	2,250	1,850	930	150	7	0.7	0	0.0
2001	60			LR	1,550	2,550	2,000	1,050	220	5	0.5	1	0.1
2002	60			LR	1,500	2,450	1,950	1,000	210	4	0.4	0	0.0
2003	60			LR	1,400	2,200	1,800	940	200	6	0.6	1	0.1
2004	60			LR	1,600	2,600	2,100	1,050	220	7	0.6	1	0.1
2005	60			LR	1,500	2,350	1,900	1,000	210	7	0.7	0	0.0
2006	60			LR	1,550	2,400	1,950	1,050	220	8	0.7	3	0.3
2007	60			LR	1,200	1,900	1,800	810	170	8	1.0	0	0.0
2008	60			LR	1,600	2,500	2,450	1,100	220	1	0.1	0	0.0
2009	60			LR	1,650	2,500	2,050	1,100	230	6	0.5	0	0.0
2010	60			LR	1,700	2,550	2,100	1,150	240	8	0.7	0	0.0
2011	60			LR	1,750	2,700	2,550	1,250	240	4	0.3	0	0.0
2012	60			LR	1,750	2,600	2,550	1,200	240	11	0.9	0	0.0
2013	60			LR	1,800	2,700	3,050	1,200	250	6	0.5	0	0.0
2014	60			LR	1,500	2,250	2,300	1,000	220	5	0.5	0	0.0
2015	60			CTR	1,400	1,700	1,700	1,200	160	6	0.6	1	0.1
2016	60			CTR	1,400	1,700	1,700	1,200	160	3	0.3	1	0.1
2017	60			CTR	1,750	2,350	2,350	1,450	200	9	0.7	0	0.0
2018	60			CTR	1,750	2,350	2,350	1,450	200	5	0.4	1	0.1
2019	60			CTR	1,800	2,400	2,400	1,450	200	2	0.2	0	0.0
2021	60			CTR	1,850	2,400	2,400	1,500	200	7	0.5	0	0.0
1988	60	HWY 127 (S)	17.9	T	1,100	2,000	1,900	670	200	39	5.4	6	0.8
1989	60			T	1,100	2,000	1,900	690	200	47	6.5	7	1.0
1990	60			T	1,100	2,000	1,900	680	160	41	5.7	6	0.8
1991	60			T	1,100	2,000	1,900	680	160	47	6.5	1	0.1
1992	60			LR	1,100	1,750	1,400	730	160	51	7.1	4	0.6
1993	60			LR	1,100	1,750	1,400	720	160	61	8.5	7	1.0
1994	60			LR	1,200	1,950	1,600	780	180	14	1.8	1	0.1
1995	60			LR	1,300	2,200	1,750	850	200	12	1.4	0	0.0
1996	60			LR	1,400	2,350	1,900	930	210	18	2.0	2	0.2
1997	60			LR	1,500	2,500	2,050	1,000	220	18	1.8	1	0.1
1998	60			LR	1,550	2,550	2,050	1,000	230	10	1.0	0	0.0
1999	60			LR	1,650	2,700	2,200	1,100	250	8	0.7	2	0.2
2000	60			LR	1,700	2,750	2,200	1,150	260	12	1.1	0	0.0
2001	60			LR	1,850	3,050	2,400	1,250	220	14	1.2	2	0.2
2002	60			LR	1,850	3,000	2,400	1,250	170	20	1.7	0	0.0
2003	60			LR	1,750	2,750	2,250	1,200	160	11	1.0	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2004	60			LR	1,900	3,100	2,500	1,250	550	12	1.0	2	0.2
2005	60			LR	1,850	2,900	2,350	1,250	540	11	0.9	3	0.2
2006	60			LR	1,900	2,950	2,400	1,300	550	11	0.9	1	0.1
2007	60			LR	1,600	2,500	2,400	1,100	240	7	0.7	4	0.4
2008	60			LR	2,000	3,100	3,050	1,350	300	11	0.8	1	0.1
2009	60			LR	2,050	3,100	2,550	1,400	310	13	1.0	1	0.1
2010	60			LR	2,100	3,150	2,550	1,400	320	13	0.9	1	0.1
2011	60			LR	2,150	3,350	3,100	1,500	320	15	1.1	1	0.1
2012	60			LR	2,200	3,300	3,200	1,500	330	9	0.6	0	0.0
2013	60			LR	2,250	3,350	3,850	1,550	340	7	0.5	0	0.0
2014	60			LR	2,050	3,050	3,100	1,400	260	3	0.2	2	0.1
2015	60			CTR	1,650	2,000	2,050	1,400	300	3	0.3	1	0.1
2016	60			CTR	2,200	2,700	2,700	1,850	400	8	0.6	3	0.2
2017	60			CTR	2,250	3,000	3,000	1,850	410	4	0.3	0	0.0
2018	60			CTR	2,300	3,050	3,050	1,850	420	6	0.4	1	0.1
2019	60			CTR	2,300	3,050	3,050	1,850	250	4	0.3	0	0.0
2021	60			CTR	2,400	3,150	3,100	1,950	260	4	0.3	0	0.0
1994	60	OPEONGO LAKE RD (N)	23.7	LR	2,250	3,700	3,000	1,450	340	26	1.3	2	0.1
1995	60			LR	2,250	3,800	3,050	1,500	340	22	1.1	2	0.1
1996	60			LR	2,300	3,850	3,100	1,550	340	30	1.5	0	0.0
1997	60			LR	2,350	3,950	3,150	1,550	350	18	0.9	2	0.1
1998	60			LR	2,350	3,900	3,150	1,550	350	18	0.9	1	0.0
1999	60			LR	2,400	3,950	3,150	1,600	360	14	0.7	1	0.0
2000	60			LR	2,400	3,900	3,150	1,600	360	13	0.6	0	0.0
2001	60			LR	2,450	4,000	3,200	1,650	370	13	0.6	0	0.0
2002	60			LR	2,500	4,050	3,250	1,700	380	22	1.0	0	0.0
2003	60			LR	2,500	3,950	3,200	1,700	380	34	1.6	4	0.2
2004	60			LR	2,550	4,150	3,300	1,700	380	17	0.8	3	0.1
2005	60			LR	2,550	4,000	3,200	1,750	380	18	0.8	0	0.0
2006	60			LR	2,600	4,050	3,250	1,750	390	22	1.0	3	0.1
2007	60			LR	2,650	4,150	4,000	1,800	400	20	0.9	2	0.1
2008	60			LR	2,650	4,150	4,050	1,800	400	25	1.1	1	0.0
2009	60			LR	2,700	4,100	3,350	1,850	400	17	0.7	0	0.0
2010	60			LR	2,700	4,050	3,300	1,850	400	19	0.8	1	0.0
2011	60			LR	2,750	4,250	4,000	1,950	410	13	0.5	0	0.0
2012	60			LR	2,800	4,200	4,050	1,900	420	14	0.6	1	0.0
2013	60			LR	2,800	4,200	4,800	1,900	420	16	0.7	0	0.0
2014	60			LR	2,850	4,250	4,350	1,950	430	21	0.9	2	0.1
2015	60			LR	2,850	4,250	4,350	1,950	430	9	0.4	0	0.0
2016	60			LR	2,700	4,050	4,100	1,850	400	17	0.7	0	0.0
2017	60			LR	2,900	4,850	4,700	2,000	440	7	0.3	1	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2018	60			LR	2,900	4,850	4,700	2,000	440	9	0.4	1	0.0
2019	60			LR	2,950	4,950	4,800	2,000	440	14	0.5	1	0.0
2021	60			LR	3,000	4,850	4,700	2,050	450	7	0.3	0	0.0
1994	60	STATION RD ALGONQUIN PROV PK	9.6	LT	2,000	2,950	2,850	1,450	80	12	1.7	1	0.1
1995	60			LT	1,450	2,100	2,000	1,050	60	7	1.4	0	0.0
1996	60			LT	1,450	2,050	2,000	1,050	60	7	1.4	0	0.0
1997	60			LR	1,650	2,750	2,250	1,100	70	6	1.0	1	0.2
1998	60			LR	1,550	2,550	2,050	1,000	60	7	1.3	0	0.0
1999	60			LR	1,550	2,550	2,050	1,000	60	7	1.3	0	0.0
2000	60			LR	1,450	2,350	1,900	970	60	10	2.0	1	0.2
2001	60			LR	1,450	2,350	1,900	970	60	7	1.4	0	0.0
2002	60			LR	1,450	2,350	1,900	980	60	9	1.8	0	0.0
2003	60			LR	1,500	2,350	1,900	1,000	60	6	1.1	0	0.0
2004	60			LR	1,400	2,300	1,800	940	60	3	0.6	0	0.0
2005	60			LR	1,350	2,100	1,700	920	50	6	1.3	0	0.0
2006	60			LR	1,300	2,050	1,650	880	50	6	1.3	0	0.0
2007	60			LR	1,300	2,050	1,950	880	50	5	1.1	0	0.0
2008	60			LR	1,250	1,950	1,900	860	50	11	2.5	1	0.2
2009	60			LR	1,200	1,800	1,500	820	50	4	1.0	0	0.0
2010	60			LR	1,200	1,800	1,450	810	50	11	2.6	0	0.0
2011	60			LR	1,150	1,800	1,650	810	50	7	1.7	1	0.2
2012	60			LR	1,150	1,700	1,650	790	50	8	2.0	0	0.0
2013	60			CTR	1,100	1,350	1,400	930	40	7	1.8	1	0.3
2014	60			CTR	1,050	1,300	1,300	890	40	6	1.6	0	0.0
2015	60			CTR	1,050	1,300	1,300	890	40	7	1.9	1	0.3
2016	60			CTR	1,000	1,200	1,250	850	40	5	1.4	0	0.0
2017	60			CTR	970	1,300	1,300	790	40	5	1.5	0	0.0
2018	60			CTR	940	1,250	1,250	770	40	6	1.8	1	0.3
2019	60			CTR	910	1,200	1,200	740	100	8	2.5	1	0.3
2021	60			CTR	850	1,100	1,100	690	90	2	0.7	0	0.0
1994	60	SMOKE LAKE RD (S) CANOE LAKE RD (N)	24.0	LR	2,000	3,300	2,650	1,300	300	16	0.9	1	0.1
1995	60			LR	2,050	3,450	2,800	1,350	310	24	1.3	3	0.2
1996	60			LR	2,000	3,350	2,700	1,350	300	23	1.3	1	0.1
1997	60			LR	2,150	3,600	2,900	1,450	320	10	0.5	0	0.0
1998	60			LR	1,850	3,050	2,450	1,200	280	20	1.2	0	0.0
1999	60			LR	1,800	2,950	2,400	1,200	270	14	0.9	3	0.2
2000	60			LR	1,600	2,600	2,100	1,050	240	21	1.5	3	0.2
2001	60			LR	1,700	2,800	2,200	1,150	260	24	1.6	0	0.0
2002	60			LR	1,600	2,600	2,100	1,100	240	26	1.9	1	0.1
2003	60			LR	1,500	2,350	1,900	1,000	220	15	1.1	0	0.0
2004	60			LR	1,550	2,550	2,000	1,050	230	26	1.9	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2005	60			LR	1,450	2,250	1,850	990	220	18	1.4	1	0.1
2006	60			LR	1,350	2,100	1,700	910	200	16	1.4	0	0.0
2007	60			LR	1,350	2,100	2,050	910	200	13	1.1	0	0.0
2008	60			LR	1,300	2,050	2,000	890	200	13	1.1	1	0.1
2009	60			LR	1,300	2,000	1,600	880	200	12	1.1	2	0.2
2010	60			LR	1,150	1,700	1,400	780	170	13	1.3	0	0.0
2011	60			LR	1,100	1,700	1,600	770	160	17	1.8	1	0.1
2012	60			LR	1,050	1,550	1,500	720	160	18	2.0	0	0.0
2013	60			R	1,000	1,700	2,000	550	150	15	1.7	1	0.1
2014	60			R	940	1,600	1,650	510	140	15	1.8	2	0.2
2015	60			LR	880	1,300	1,350	600	130	14	1.8	0	0.0
2016	60			LR	1,600	2,400	2,450	1,100	240	17	1.2	0	0.0
2017	60			LR	900	1,500	1,450	620	140	14	1.8	3	0.4
2018	60			LR	850	1,400	1,400	580	130	12	1.6	0	0.0
2019	60			LR	800	1,350	1,300	550	90	15	2.1	2	0.3
2021	60			LR	700	1,150	1,100	480	80	8	1.3	0	0.0
1988	60	MCCLINTOCK TWP RD L 8 9	10.8	T	1,600	2,950	2,800	980	80	6	0.9	1	0.2
1989	60			T	1,650	3,000	2,900	1,050	80	12	1.8	0	0.0
1990	60			T	1,700	3,100	2,950	1,050	100	5	0.7	0	0.0
1991	60			T	1,300	2,350	2,250	810	60	14	2.7	0	0.0
1992	60			T	1,300	2,350	2,300	810	60	10	1.9	0	0.0
1993	60			T	1,350	2,450	2,400	840	70	11	2.1	0	0.0
1994	60			T	1,650	3,000	2,900	1,000	80	8	1.2	1	0.2
1995	60			T	1,700	2,950	2,900	1,050	80	8	1.2	0	0.0
1996	60			T	1,700	2,950	2,900	1,050	80	7	1.0	0	0.0
1997	60			T	1,750	3,000	2,950	1,100	70	17	2.5	2	0.3
1998	60			T	1,750	3,000	2,900	1,050	70	8	1.2	0	0.0
1999	60			T	1,900	3,200	3,100	1,200	80	17	2.3	1	0.1
2000	60			LR	2,100	3,400	2,750	1,400	340	9	1.1	0	0.0
2001	60			LR	2,000	3,250	2,600	1,350	320	19	2.4	1	0.1
2002	60			LR	2,050	3,350	2,650	1,400	330	12	1.5	0	0.0
2003	60			LR	2,200	3,500	2,800	1,500	350	22	2.5	1	0.1
2004	60			LR	2,150	3,500	2,800	1,450	340	15	1.8	1	0.1
2005	60			LR	2,200	3,450	2,750	1,500	350	12	1.4	2	0.2
2006	60			LR	2,200	3,450	2,750	1,500	310	16	1.8	0	0.0
2007	60			LR	2,300	3,600	3,450	1,550	320	14	1.5	0	0.0
2008	60			LR	2,350	3,650	3,550	1,600	330	15	1.6	2	0.2
2009	60			LR	2,300	3,500	2,850	1,550	320	10	1.1	1	0.1
2010	60			LR	2,450	3,650	3,000	1,650	340	5	0.5	0	0.0
2011	60			LR	2,050	3,150	2,950	1,450	290	17	2.1	3	0.4
2012	60			LR	2,450	3,650	3,550	1,700	340	12	1.2	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2013	60			R	2,500	4,200	5,000	1,350	350	14	1.4	0	0.0
2014	60			R	2,550	4,300	4,450	1,400	360	12	1.2	0	0.0
2015	60			LR	5,200	7,800	7,900	3,550	730	6	0.3	0	0.0
2016	60			LR	3,200	4,800	4,850	2,150	450	3	0.2	0	0.0
2017	60			LR	3,200	5,350	5,200	2,200	450	7	0.6	0	0.0
2018	60			LR	3,250	5,400	5,250	2,250	460	4	0.3	0	0.0
2019	60			LR	3,350	5,600	5,450	2,300	340	9	0.7	0	0.0
2021	60			LR	3,500	5,650	5,450	2,400	350	3	0.2	0	0.0
1988	60	HWY 35 FRANKLIN TWP RD C 9	10.9	T	3,000	5,500	5,250	1,850	180	26	2.2	1	0.1
1989	60			T	3,100	5,600	5,400	1,950	190	16	1.3	1	0.1
1990	60			T	3,200	5,800	5,550	2,000	260	22	1.7	2	0.2
1991	60			LT	2,850	4,000	3,850	2,100	140	21	1.9	0	0.0
1992	60			LT	2,850	3,950	3,850	2,200	140	21	1.8	0	0.0
1993	60			LT	2,900	4,000	3,600	2,150	140	24	2.1	2	0.2
1994	60			HR	3,250	5,800	4,700	2,000	130	21	1.6	0	0.0
1995	60			HR	3,350	5,950	4,750	2,000	130	15	1.1	0	0.0
1996	60			HR	3,400	5,950	4,800	2,000	140	27	2.0	2	0.1
1997	60			LR	3,500	5,900	4,700	2,350	180	25	1.8	1	0.1
1998	60			LR	3,550	5,850	4,700	2,350	180	16	1.1	0	0.0
1999	60			LR	3,750	6,150	4,950	2,500	190	13	0.9	0	0.0
2000	60			LR	3,900	6,300	5,100	2,600	350	26	1.7	0	0.0
2001	60			LR	3,950	6,450	5,150	2,650	360	28	1.8	0	0.0
2002	60			LR	4,050	6,600	5,300	2,750	360	17	1.1	0	0.0
2003	60			LR	4,150	6,550	5,300	2,800	250	29	1.8	1	0.1
2004	60			LR	4,250	6,950	5,550	2,850	260	23	1.4	1	0.1
2005	60			LR	4,300	6,700	5,400	2,950	260	40	2.3	0	0.0
2006	60			LR	4,450	6,950	5,550	3,000	490	29	1.6	3	0.2
2007	60			LR	4,500	7,050	6,750	3,050	500	26	1.5	1	0.1
2008	60			LR	4,600	7,200	7,000	3,150	510	32	1.7	0	0.0
2009	60			LR	4,550	6,900	5,650	3,100	500	26	1.4	1	0.1
2010	60			LR	4,800	7,200	5,850	3,250	530	25	1.3	1	0.1
2011	60			LR	4,300	6,650	6,250	3,000	470	24	1.4	0	0.0
2012	60			LR	4,850	7,250	7,050	3,350	530	29	1.5	0	0.0
2013	60			LT	4,900	6,400	6,400	3,700	540	27	1.4	0	0.0
2014	60			LT	5,000	6,550	6,650	3,750	550	36	1.8	0	0.0
2015	60			LT	3,850	5,050	5,100	2,900	400	17	1.1	0	0.0
2016	60			LT	5,000	6,550	6,650	3,750	520	15	0.8	0	0.0
2017	60			LT	5,050	7,050	7,000	3,900	520	17	0.8	0	0.0
2018	60			LT	5,100	7,150	7,050	3,950	530	17	0.8	0	0.0
2019	60			LT	5,200	7,300	7,200	4,000	520	19	0.9	1	0.0
2021	60			LT	5,300	7,250	7,200	4,100	530	11	0.5	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1988	60	MUSKOKA RD 8 LIMERLOST RD	6.0	T	4,900	8,950	8,600	3,000	200	6	0.6	0	0.0
1989	60			T	5,100	9,250	8,900	3,200	260	12	1.1	0	0.0
1990	60			T	5,200	9,450	9,050	3,200	420	9	0.8	0	0.0
1991	60			LT	4,650	6,500	6,300	3,450	280	9	0.9	0	0.0
1992	60			LT	4,850	6,750	6,550	3,750	290	16	1.5	0	0.0
1993	60			LT	5,050	7,000	6,250	3,700	300	11	1.0	0	0.0
1994	60			LR	5,200	8,550	6,900	3,400	260	13	1.1	0	0.0
1995	60			LR	5,300	8,900	7,200	3,500	260	18	1.6	1	0.1
1996	60			LR	5,400	9,050	7,250	3,600	270	15	1.3	1	0.1
1997	60			LR	5,550	9,300	7,500	3,700	330	12	1.0	0	0.0
1998	60			LR	5,600	9,250	7,450	3,700	340	17	1.4	0	0.0
1999	60			LR	6,000	9,850	7,900	3,950	360	9	0.7	0	0.0
2000	60			LR	5,650	9,150	7,400	3,750	340	14	1.1	0	0.0
2001	60			LR	6,450	10,600	8,400	4,300	390	16	1.1	0	0.0
2002	60			LR	6,700	10,900	8,750	4,550	400	25	1.7	1	0.1
2003	60			LT	5,950	8,200	8,000	4,400	420	18	1.4	0	0.0
2004	60			LT	7,150	10,000	9,750	5,250	500	15	1.0	1	0.1
2005	60			LT	7,400	10,100	9,900	5,450	520	10	0.6	1	0.1
2006	60			LT	8,700	11,900	11,600	6,400	700	13	0.7	0	0.0
2007	60			LT	7,850	10,800	11,100	5,750	630	10	0.6	0	0.0
2008	60			LT	8,100	11,100	10,600	5,950	650	14	0.8	0	0.0
2009	60			LT	8,350	11,300	11,000	6,200	670	13	0.7	0	0.0
2010	60			LT	8,550	11,500	11,300	6,300	680	12	0.6	0	0.0
2011	60			LT	6,300	8,050	8,250	5,200	440	17	1.2	0	0.0
2012	60			LT	6,750	8,800	8,400	5,100	540	14	0.9	0	0.0
2013	60			LT	6,800	8,900	8,850	5,150	540	16	1.1	0	0.0
2014	60			LT	6,850	8,950	9,100	5,150	470	13	0.9	0	0.0
2015	60			LT	6,450	8,400	8,550	4,850	430	11	0.8	0	0.0
2016	60			LT	7,700	10,100	10,200	5,800	510	7	0.4	0	0.0
2017	60			LT	7,800	10,900	10,800	6,000	510	24	1.4	0	0.0
2018	60			LT	7,900	11,100	11,000	6,100	520	22	1.3	1	0.1
2019	60			LT	7,300	9,900	10,000	5,750	580	6	0.4	0	0.0
2021	60			LT	8,200	10,900	10,900	6,500	660	12	0.7	0	0.0
1988	60	MUSKOKA RD 23 DEERHURST CANAL RD	4.2	T	7,700	14,100	13,500	4,700	380	16	1.4	3	0.3
1989	60			T	7,900	14,300	13,800	5,000	400	15	1.2	0	0.0
1990	60			T	8,000	14,600	13,900	4,950	320	16	1.3	7	0.6
1991	60			LT	7,350	10,300	9,900	5,450	440	13	1.2	0	0.0
1992	60			LT	7,350	10,200	9,900	5,650	440	14	1.2	1	0.1
1993	60			LT	7,400	10,200	9,200	5,450	440	21	1.9	1	0.1
1994	60			LR	8,250	13,600	10,900	5,400	330	15	1.2	1	0.1
1995	60			LR	8,500	14,300	11,600	5,600	340	20	1.5	3	0.2

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1996	60			LR	8,750	14,600	11,700	5,850	350	17	1.3	1	0.1
1997	60			LT	8,850	12,500	12,200	6,550	350	14	1.0	0	0.0
1998	60			LT	9,300	13,000	12,700	6,800	370	15	1.1	0	0.0
1999	60			LT	9,150	12,700	12,400	6,700	370	20	1.4	0	0.0
2000	60			LT	9,850	13,700	13,400	7,200	390	17	1.1	1	0.1
2001	60			LT	8,800	12,300	12,000	6,450	350	13	1.0	0	0.0
2002	60			LT	8,600	12,000	11,700	6,300	340	9	0.7	1	0.1
2003	60			LT	8,650	11,900	11,600	6,400	610	11	0.8	3	0.2
2004	60			LT	8,100	11,300	11,000	5,950	570	16	1.3	0	0.0
2005	60			LT	7,950	10,900	10,600	5,850	400	9	0.7	0	0.0
2006	60			LT	7,400	10,100	9,900	5,450	590	12	1.1	0	0.0
2007	60			LT	7,650	10,500	10,800	5,600	610	19	1.6	0	0.0
2008	60			LT	6,650	9,100	8,700	4,900	530	16	1.6	0	0.0
2009	60			LT	7,500	10,100	9,900	5,550	520	13	1.1	0	0.0
2010	60			LT	7,400	9,950	9,750	5,450	520	10	0.9	0	0.0
2011	60			LR	8,500	13,100	12,300	5,950	600	8	0.6	0	0.0
2012	60			LR	7,450	11,100	10,800	5,100	520	13	1.1	2	0.2
2013	60			LT	9,350	12,200	12,200	7,050	650	16	1.1	2	0.1
2014	60			LT	7,650	10,000	10,200	5,800	540	16	1.4	1	0.1
2015	60			LT	7,650	10,000	10,200	5,800	540	18	1.5	0	0.0
2016	60			LT	7,550	9,850	10,000	5,700	530	9	0.8	0	0.0
2017	60			LT	7,450	10,400	10,300	5,750	520	14	1.2	0	0.0
2018	60			LT	7,400	10,400	10,300	5,700	520	10	0.9	0	0.0
2019	60			LT	8,500	11,900	11,800	6,550	510	16	1.2	0	0.0
2021	60			LT	7,400	10,200	10,100	5,700	440	8	0.7	0	0.0
1988	60	MUSKOKA RD 3 HUNTSVILLE	1.1	T	3,950	7,250	6,900	2,400	320	10	6.1	3	1.8
1989	60			T	4,100	7,400	7,200	2,600	330	11	6.5	0	0.0
1990	60			T	4,200	7,650	7,300	2,600	210	6	3.5	0	0.0
1991	60			LT	4,150	5,800	5,600	3,050	250	13	7.6	0	0.0
1992	60			LT	4,300	6,000	5,800	3,300	260	14	7.9	3	1.7
1993	60			LT	4,400	6,100	5,450	3,250	260	11	6.0	0	0.0
1994	60			LT	5,100	7,500	7,200	3,700	200	4	1.9	1	0.5
1995	60			LT	5,350	7,700	7,450	3,900	210	8	3.6	0	0.0
1996	60			LT	5,650	8,000	7,800	4,150	230	5	2.1	0	0.0
1997	60			LT	5,750	8,100	7,950	4,250	340	7	2.9	1	0.4
1998	60			LT	6,250	8,750	8,550	4,550	380	9	3.5	1	0.4
1999	60			LT	6,600	9,150	9,000	4,800	400	3	1.1	1	0.4
2000	60			LT	7,000	9,750	9,550	5,100	700	5	1.7	1	0.3
2001	60			LT	7,200	10,100	9,800	5,300	720	10	3.4	0	0.0
2002	60			LT	7,500	10,500	10,200	5,500	680	9	2.9	0	0.0
2003	60			LT	7,850	10,800	10,600	5,800	550	4	1.2	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2004	60			LT	8,150	11,400	11,100	5,950	570	8	2.4	1	0.3
2005	60			LT	8,450	11,600	11,300	6,200	510	9	2.6	0	0.0
2006	60			LT	8,750	12,000	11,700	6,450	260	9	2.5	0	0.0
2007	60			LT	9,100	12,500	12,800	6,700	270	10	2.7	1	0.3
2008	60			LT	9,400	12,900	12,300	6,950	280	6	1.5	1	0.3
2009	60			LT	9,700	13,100	12,800	7,200	290	4	1.0	0	0.0
2010	60			IC	10,000	11,100	11,200	8,850	300	11	2.7	0	0.0
2011	60			IC	10,300	11,300	11,700	9,250	310	4	0.9	0	0.0
2012	60			CTR	9,350	11,300	11,200	7,950	280	7	1.8	1	0.3
2013	60			CTR	10,000	12,200	12,600	8,500	300	5	1.2	0	0.0
2014	60			CTR	9,600	11,700	11,800	8,150	290	7	1.8	1	0.3
2015	60			CTR	10,900	13,300	13,400	9,250	330	5	1.1	0	0.0
2016	60			CTR	11,100	13,500	13,700	9,450	330	3	0.7	0	0.0
2017	60			CTR	11,400	15,200	15,200	9,300	340	10	2.1	0	0.0
2018	60			CTR	11,700	15,600	15,600	9,550	350	4	0.8	0	0.0
2019	60			CR	11,900	13,800	13,900	10,700	710	3	0.6	0	0.0
2021	60			CR	12,500	14,400	14,500	11,300	750	2	0.4	0	0.0
1988	60	HUNTSVILLE HANES RD (S) EARL'S RD (N)	1.4	T	3,950	7,250	6,900	2,400	320	2	1.0	1	0.5
1989	60			T	4,100	7,400	7,200	2,600	330	5	2.4	1	0.5
1990	60			T	4,200	7,650	7,300	2,600	210	6	2.8	0	0.0
1991	60			LT	4,150	5,800	5,600	3,050	250	3	1.4	0	0.0
1992	60			LT	4,300	6,000	5,800	3,300	260	4	1.8	0	0.0
1993	60			LT	4,400	6,100	5,450	3,250	260	4	1.8	0	0.0
1994	60			LT	5,100	7,500	7,200	3,700	200	5	1.9	0	0.0
1995	60			LT	5,350	7,700	7,450	3,900	210	3	1.1	0	0.0
1996	60			LT	5,650	8,000	7,800	4,150	230	2	0.7	0	0.0
1997	60			LT	5,750	8,100	7,950	4,250	340	3	1.0	0	0.0
1998	60			LT	6,250	8,750	8,550	4,550	380	1	0.3	0	0.0
1999	60			LT	6,450	8,950	8,750	4,700	390	2	0.6	0	0.0
2000	60			LT	7,000	9,750	9,550	5,100	700	4	1.1	0	0.0
2001	60			LT	7,050	9,850	9,600	5,150	700	1	0.3	0	0.0
2002	60			LT	7,300	10,200	9,950	5,350	660	3	0.8	0	0.0
2003	60			LT	7,450	10,200	10,000	5,500	520	5	1.3	0	0.0
2004	60			LT	7,850	11,000	10,700	5,750	550	8	2.0	1	0.3
2005	60			LT	8,150	11,200	10,900	6,000	490	5	1.2	0	0.0
2006	60			LT	8,400	11,500	11,200	6,200	420	9	2.1	1	0.2
2007	60			LT	8,700	11,900	12,300	6,400	440	3	0.7	0	0.0
2008	60			LT	8,950	12,300	11,700	6,600	450	6	1.3	0	0.0
2009	60			LT	9,250	12,500	12,200	6,850	460	4	0.9	0	0.0
2010	60			LT	9,500	12,800	12,500	7,000	480	4	0.8	0	0.0
2011	60			LT	8,850	11,300	11,600	7,300	440	5	1.1	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2012	60			LT	9,500	12,400	11,800	7,200	480	3	0.6	0	0.0
2013	60			LT	8,750	11,400	11,400	6,600	440	2	0.5	0	0.0
2014	60			LT	10,000	13,100	13,300	7,550	500	5	1.0	0	0.0
2015	60			LT	8,950	11,700	11,900	6,750	450	1	0.2	0	0.0
2016	60			LT	9,200	12,000	12,200	6,950	460	2	0.4	0	0.0
2017	60			LT	10,300	13,100	13,100	8,600	520	1	0.2	0	0.0
2018	60			LT	10,500	13,400	13,400	8,800	520	5	0.9	0	0.0
2019	60			LT	10,700	13,600	13,600	8,950	860	4	0.7	0	0.0
2021	60			LT	11,100	13,900	13,900	9,300	890	2	0.4	0	0.0
2021	60	HWY 11 HUNTSVILLE BYPASS END OF HWY											
1988	61	INTERNATIONAL BR PIGEON RIVER	3.1	IT	950	1,400	1,250	700	170	1	0.9	0	0.0
1989	61			IT	1,000	1,400	1,350	780	180	2	1.7	0	0.0
1990	61			LR	900	1,600	1,250	570	160	2	1.9	0	0.0
1991	61			LR	1,250	2,200	1,750	790	220	5	3.5	0	0.0
1992	61			LR	1,400	2,250	1,800	920	250	4	2.5	0	0.0
1993	61			LR	1,300	2,100	1,650	850	230	3	2.0	0	0.0
1994	61			LT	1,300	1,900	1,850	940	230	0	0.0	0	0.0
1995	61			LT	1,550	2,250	2,150	1,150	280	3	1.7	0	0.0
1996	61			T	1,450	2,500	2,450	890	260	3	1.8	0	0.0
1997	61			LT	1,500	2,100	2,050	1,100	180	1	0.6	0	0.0
1998	61			LT	1,550	2,150	2,100	1,150	190	2	1.1	0	0.0
1999	61			LT	1,700	2,350	2,300	1,250	220	4	2.1	0	0.0
2000	61			LT	1,500	2,100	2,050	1,100	240	4	2.3	0	0.0
2001	61			LT	1,250	1,750	1,700	920	260	3	2.1	1	0.7
2002	61			LT	1,300	1,800	1,750	950	270	4	2.7	0	0.0
2003	61			LT	1,300	1,800	1,750	960	170	1	0.7	0	0.0
2004	61			LT	1,850	2,600	2,500	1,350	240	3	1.4	0	0.0
2005	61			LT	1,850	2,550	2,500	1,350	240	2	0.9	0	0.0
2006	61			LT	1,800	2,450	2,400	1,350	230	5	2.4	0	0.0
2007	61			LT	1,700	2,350	2,400	1,250	120	3	1.5	0	0.0
2008	61			LT	1,650	2,250	2,150	1,200	100	3	1.6	0	0.0
2009	61			IR	1,550	1,850	1,700	1,300	120	1	0.6	0	0.0
2010	61			IR	1,400	1,650	1,500	1,200	60	6	3.7	1	0.6
2011	61			LT	1,500	1,900	1,950	1,250	40	3	1.7	1	0.6
2012	61			LT	1,600	2,100	2,000	1,200	40	1	0.5	0	0.0
2013	61			LT	1,650	2,150	2,150	1,250	40	3	1.6	1	0.5
2014	61			LT	1,650	2,150	2,200	1,250	290	0	0.0	0	0.0
2015	61			LT	1,300	1,700	1,750	980	50	0	0.0	0	0.0
2016	61			LT	1,250	1,650	1,650	940	60	0	0.0	0	0.0
2017	61			LT	1,200	1,700	1,650	920	60	2	1.5	1	0.7
2018	61			LT	1,200	1,700	1,650	920	60	0	0.0	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2019	61			LT	1,150	1,600	1,600	890	60	0	0.0	0	0.0
2021	61			LT	1,200	1,650	1,650	920	60	0	0.0	0	0.0
1988	61	SEC HWY 593 (W) PARDEE TWP(IN C 10)	32.2	IT	1,600	2,300	2,150	1,200	320	17	0.9	2	0.1
1989	61			IT	1,650	2,300	2,200	1,300	330	13	0.7	4	0.2
1990	61			IT	1,550	1,950	1,900	1,300	310	11	0.6	1	0.1
1991	61			IT	2,000	2,600	2,450	1,700	400	17	0.7	1	0.0
1992	61			LR	2,250	3,600	2,900	1,500	450	22	0.8	4	0.2
1993	61			LR	2,500	4,050	3,200	1,650	320	19	0.6	1	0.0
1994	61			LR	2,700	4,450	3,550	1,750	350	16	0.5	1	0.0
1995	61			LR	2,900	4,850	3,950	1,900	380	29	0.8	1	0.0
1996	61			HR	2,400	4,200	3,400	1,450	530	24	0.8	3	0.1
1997	61			LT	2,300	3,250	3,150	1,700	510	23	0.8	3	0.1
1998	61			LT	2,150	3,000	2,950	1,550	470	18	0.7	1	0.0
1999	61			LT	2,250	3,150	3,050	1,650	360	30	1.1	5	0.2
2000	61			LT	2,150	3,000	2,950	1,550	340	23	0.9	1	0.0
2001	61			LT	2,000	2,800	2,700	1,450	320	31	1.3	2	0.1
2002	61			LT	1,800	2,500	2,450	1,300	250	23	1.1	1	0.0
2003	61			LT	2,200	3,050	2,950	1,600	310	23	0.9	0	0.0
2004	61			LT	2,100	2,950	2,850	1,550	290	30	1.2	2	0.1
2005	61			LT	1,950	2,650	2,600	1,450	210	19	0.8	3	0.1
2006	61			LT	1,550	2,100	2,050	1,150	170	29	1.6	2	0.1
2007	61			LT	1,700	2,350	2,400	1,250	200	19	0.9	0	0.0
2008	61			LT	1,750	2,400	2,300	1,300	210	41	2.0	1	0.0
2009	61			LT	1,700	2,300	2,250	1,250	190	26	1.3	0	0.0
2010	61			LT	2,000	2,700	2,650	1,500	220	29	1.2	0	0.0
2011	61			LT	1,400	1,800	1,850	1,150	150	28	1.7	0	0.0
2012	61			LT	1,550	2,000	1,950	1,150	170	30	1.6	0	0.0
2013	61			LT	1,500	1,950	1,950	1,150	110	23	1.3	0	0.0
2014	61			LT	1,800	2,350	2,400	1,350	450	31	1.5	0	0.0
2015	61			LT	1,400	1,850	1,850	1,050	350	24	1.5	0	0.0
2016	61			LT	1,350	1,750	1,800	1,000	330	20	1.3	1	0.1
2017	61			LT	2,100	2,850	2,850	1,650	520	25	1.0	0	0.0
2018	61			LT	2,100	2,950	2,900	1,600	250	19	0.8	0	0.0
2019	61			LT	2,100	2,950	2,900	1,600	250	13	0.5	0	0.0
2021	61			LT	2,000	2,750	2,700	1,550	240	6	0.3	0	0.0
1988	61	SEC HWY 608 (W)	4.7	IT	2,500	3,600	3,300	1,850	420	3	0.7	1	0.2
1989	61			IT	2,600	3,600	3,500	2,050	440	2	0.5	0	0.0
1990	61			IT	2,200	2,800	2,750	1,850	370	5	1.3	0	0.0
1991	61			IT	2,800	3,650	3,450	2,400	480	4	0.8	0	0.0
1992	61			LR	3,100	5,000	4,000	2,050	530	8	1.5	0	0.0
1993	61			LR	3,600	5,800	4,650	2,350	400	7	1.1	1	0.2

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1994	61			LR	4,100	6,750	5,450	2,700	450	5	0.7	0	0.0
1995	61			CTR	4,850	6,200	5,950	4,050	530	6	0.7	0	0.0
1996	61			CTR	3,950	5,050	4,850	3,300	710	7	1.0	0	0.0
1997	61			CTR	3,600	4,600	4,450	3,000	650	5	0.8	3	0.5
1998	61			CTR	3,300	4,200	4,050	2,750	590	5	0.9	0	0.0
1999	61			CTR	3,100	3,900	3,750	2,600	430	8	1.5	0	0.0
2000	61			CTR	3,050	3,850	3,700	2,550	430	9	1.7	4	0.8
2001	61			CTR	3,450	4,350	4,150	2,900	480	2	0.3	0	0.0
2002	61			CTR	3,350	4,250	4,050	2,850	400	10	1.8	0	0.0
2003	61			CTR	3,250	4,050	3,900	2,750	390	5	0.9	0	0.0
2004	61			CTR	3,250	4,100	3,950	2,750	390	7	1.3	1	0.2
2005	61			CTR	3,250	4,050	3,850	2,750	320	6	1.1	0	0.0
2006	61			CTR	3,200	3,950	3,800	2,700	320	9	1.7	0	0.0
2007	61			CTR	3,250	4,050	4,000	2,750	290	8	1.4	0	0.0
2008	61			CTR	3,250	4,000	3,950	2,750	290	5	0.9	0	0.0
2009	61			CTR	3,150	3,850	3,700	2,700	250	3	0.6	0	0.0
2010	61			CTR	3,300	4,000	3,850	2,800	260	6	1.1	0	0.0
2011	61			CTR	3,850	4,700	4,500	3,250	270	8	1.2	0	0.0
2012	61			CTR	3,350	4,050	4,000	2,850	230	10	1.7	0	0.0
2013	61			CTR	3,400	4,150	4,300	2,900	180	6	1.0	0	0.0
2014	61			CTR	3,450	4,200	4,250	2,950	280	4	0.7	0	0.0
2015	61			CTR	3,150	3,850	3,850	2,700	260	6	1.1	0	0.0
2016	61			CTR	3,100	3,800	3,800	2,650	250	3	0.6	1	0.2
2017	61			CTR	3,100	4,150	4,100	2,550	250	4	0.8	0	0.0
2018	61			CTR	3,050	4,050	4,050	2,500	240	4	0.8	1	0.2
2019	61			CTR	3,050	4,050	4,050	2,500	240	4	0.8	0	0.0
2021	61			CTR	2,950	3,850	3,850	2,400	240	4	0.8	0	0.0
1988	61	HWY 130 (W)	6.5	IT	3,200	4,650	4,250	2,350	540	4	0.5	0	0.0
1989	61			IT	3,500	4,850	4,700	2,750	600	4	0.5	0	0.0
1990	61			IT	3,850	4,900	4,750	3,250	420	8	0.9	0	0.0
1991	61			IT	3,650	4,750	4,500	3,150	400	5	0.6	1	0.1
1992	61			CTR	3,450	4,250	4,100	3,000	380	8	1.0	0	0.0
1993	61			CTR	3,600	4,550	4,350	3,050	430	9	1.1	0	0.0
1994	61			CTR	3,800	4,850	4,650	3,200	460	6	0.7	0	0.0
1995	61			CTR	4,050	5,200	5,000	3,400	490	5	0.5	0	0.0
1996	61			CTR	4,150	5,300	5,100	3,500	370	8	0.8	2	0.2
1997	61			CTR	3,800	4,850	4,650	3,200	340	10	1.1	0	0.0
1998	61			CTR	3,350	4,250	4,100	2,800	300	8	1.0	1	0.1
1999	61			CTR	3,600	4,550	4,350	3,000	400	6	0.7	0	0.0
2000	61			CTR	3,500	4,400	4,250	2,950	380	4	0.5	0	0.0
2001	61			CTR	3,550	4,500	4,300	3,000	390	5	0.6	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2002	61			CTR	3,400	4,300	4,100	2,850	200	9	1.1	1	0.1
2003	61			CTR	2,550	3,150	3,050	2,150	150	12	2.0	2	0.3
2004	61			CTR	3,050	3,850	3,700	2,550	180	5	0.7	0	0.0
2005	61			CTR	3,500	4,350	4,150	2,950	240	8	1.0	0	0.0
2006	61			CTR	4,500	5,550	5,350	3,800	320	10	0.9	0	0.0
2007	61			CTR	4,450	5,500	5,450	3,750	310	8	0.8	1	0.1
2008	61			CTR	4,100	5,050	5,000	3,500	290	6	0.6	0	0.0
2009	61			CTR	3,450	4,200	4,050	2,950	210	14	1.7	3	0.4
2010	61			CTR	3,950	4,800	4,600	3,350	240	5	0.5	1	0.1
2011	61			CTR	3,550	4,300	4,150	3,000	250	12	1.4	0	0.0
2012	61			CTR	3,950	4,800	4,750	3,350	280	10	1.1	0	0.0
2013	61			CTR	3,650	4,450	4,600	3,100	190	12	1.4	1	0.1
2014	61			CTR	3,650	4,450	4,500	3,100	1,050	13	1.5	0	0.0
2015	61			CTR	3,750	4,600	4,600	3,200	1,050	4	0.4	0	0.0
2016	61			CTR	3,750	4,600	4,600	3,200	1,050	6	0.7	1	0.1
2017	61			CTR	3,750	5,000	5,000	3,050	1,050	13	1.5	1	0.1
2018	61			CTR	3,750	5,000	5,000	3,050	1,050	6	0.7	0	0.0
2019	61			IR	3,750	4,550	4,550	3,200	1,150	5	0.6	0	0.0
2021	61			IR	3,750	4,500	4,450	3,200	1,150	5	0.6	0	0.0
1988	61	LITTLE NORWAY RD (E)	6.3	CTR	3,750	4,900	4,600	3,150	340	4	0.5	1	0.1
1989	61			CTR	4,100	5,200	4,950	3,550	370	8	0.8	0	0.0
1990	61			CTR	4,500	5,600	5,300	3,900	400	13	1.3	2	0.2
1991	61			CTR	4,350	5,500	5,450	3,800	390	16	1.6	1	0.1
1992	61			CTR	4,150	5,100	4,950	3,600	420	22	2.3	2	0.2
1993	61			CTR	4,150	5,250	5,000	3,550	420	14	1.5	0	0.0
1994	61			CTR	4,600	5,900	5,600	3,850	460	9	0.8	2	0.2
1995	61			IC	5,250	5,850	5,900	4,700	520	20	1.7	0	0.0
1996	61			IC	4,800	5,400	5,400	4,250	380	13	1.2	0	0.0
1997	61			CTR	4,850	6,200	5,950	4,050	390	10	0.9	2	0.2
1998	61			CTR	4,950	6,300	6,050	4,150	400	11	1.0	0	0.0
1999	61			CTR	4,800	6,050	5,800	4,050	530	18	1.6	1	0.1
2000	61			CTR	4,800	6,050	5,800	4,050	530	20	1.8	1	0.1
2001	61			CTR	4,700	5,950	5,700	3,950	520	11	1.0	0	0.0
2002	61			CTR	4,650	5,850	5,650	3,950	230	34	3.2	0	0.0
2003	61			CTR	4,650	5,800	5,550	3,950	230	15	1.4	1	0.1
2004	61			CTR	4,600	5,800	5,550	3,900	510	23	2.2	1	0.1
2005	61			CTR	4,500	5,600	5,350	3,800	500	23	2.2	1	0.1
2006	61			CTR	4,550	5,650	5,400	3,850	500	26	2.5	0	0.0
2007	61			CTR	4,500	5,550	5,550	3,800	270	41	4.0	1	0.1
2008	61			CTR	4,450	5,500	5,400	3,800	270	27	2.6	0	0.0
2009	61			CTR	4,450	5,450	5,250	3,800	270	9	0.9	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2010	61			CTR	4,400	5,350	5,150	3,750	260	18	1.8	1	0.1
2011	61			IC	4,350	4,800	4,950	3,900	260	9	0.9	0	0.0
2012	61			IC	4,600	5,100	4,950	4,100	280	34	3.2	0	0.0
2013	61			IC	4,300	4,750	4,750	3,800	240	44	4.4	1	0.1
2014	61			CTR	4,250	5,200	5,250	3,600	340	46	4.7	1	0.1
2015	61			CTR	4,300	5,250	5,300	3,650	340	40	4.0	0	0.0
2016	61			CTR	4,250	5,200	5,250	3,600	340	30	3.1	1	0.1
2017	61			CTR	4,250	5,700	5,650	3,450	340	29	3.0	0	0.0
2018	61			CTR	4,200	5,600	5,600	3,400	330	29	3.0	1	0.1
2019	61			IR	4,250	4,800	4,850	3,700	260	17	1.7	1	0.1
2021	61			IR	4,100	4,600	4,650	3,600	250	19	2.0	2	0.2
1988	61	CHIPPEWA RD (E) THUNDER BAY	1.7	C	6,950	7,700	7,700	6,250	760	1	0.2	1	0.2
1989	61			C	7,050	7,850	7,900	6,350	780	6	1.4	1	0.2
1990	61			C	7,200	8,000	8,000	6,500	580	6	1.4	0	0.0
1991	61			C	7,350	8,100	8,150	6,700	590	8	1.8	0	0.0
1992	61			C	7,100	7,650	7,900	6,550	430	7	1.6	0	0.0
1993	61			C	7,900	8,600	8,750	7,250	710	10	2.1	1	0.2
1994	61			C	8,700	9,550	9,700	7,850	780	4	0.8	1	0.2
1995	61			C	9,550	10,400	10,700	8,750	960	6	1.0	0	0.0
1996	61			C	9,500	10,800	10,800	8,600	760	7	1.2	0	0.0
1997	61			C	9,400	10,600	10,700	8,450	750	7	1.2	1	0.2
1998	61			C	9,250	10,500	10,500	8,300	740	3	0.5	1	0.2
1999	61			C	9,550	10,700	10,800	8,600	860	6	1.0	2	0.3
2000	61			C	9,650	10,900	10,900	8,700	870	4	0.7	0	0.0
2001	61			C	9,750	11,000	11,000	8,800	880	5	0.8	0	0.0
2002	61			C	9,850	11,000	11,100	8,850	690	0	0.0	0	0.0
2003	61			C	9,950	11,100	11,200	9,000	700	9	1.5	0	0.0
2004	61			C	10,000	11,300	11,300	9,000	700	9	1.5	1	0.2
2005	61			C	10,100	11,200	11,300	9,050	500	9	1.5	0	0.0
2006	61			C	10,200	11,300	11,400	9,200	510	6	1.0	0	0.0
2007	61			C	10,300	11,400	11,600	9,250	620	9	1.4	0	0.0
2008	61			C	10,400	11,500	11,300	9,350	620	8	1.3	0	0.0
2009	61			C	10,500	11,600	11,700	9,450	940	3	0.5	0	0.0
2010	61			C	10,600	11,700	11,800	9,550	950	5	0.8	0	0.0
2011	61			IC	10,700	11,800	12,200	9,600	960	9	1.4	0	0.0
2012	61			IC	10,700	11,900	11,500	9,500	960	8	1.2	0	0.0
2013	61			IC	10,900	12,100	12,000	9,650	2,650	11	1.6	0	0.0
2014	61			IC	16,500	18,300	18,200	14,600	4,000	14	1.4	0	0.0
2015	61			IC	12,100	13,400	13,300	10,700	2,950	26	3.5	0	0.0
2016	61			IC	12,300	13,600	13,600	10,900	3,000	26	3.4	0	0.0
2017	61			IC	12,400	13,600	13,700	11,300	3,000	19	2.5	1	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2018	61			IC	12,600	13,900	13,900	11,400	3,050	19	2.5	0	0.0
2019	61			IC	12,800	14,100	14,100	11,600	3,100	25	3.2	2	0.3
2021	61			IC	12,000	13,000	13,100	10,900	480	3	0.4	0	0.0
1988	61	BROADWAY AVE (E&W) THUNDER BAY	2.4	SC	8,450	9,150	9,950	7,600	680	26	3.4	6	0.8
1989	61			SC	9,150	10,100	11,100	8,150	730	20	2.4	0	0.0
1990	61			SC	9,900	10,900	11,900	8,800	990	21	2.4	6	0.7
1991	61			SC	10,600	11,700	12,800	9,450	1,050	23	2.4	6	0.6
1992	61			SC	8,800	9,250	10,300	8,100	790	25	3.2	7	0.9
1993	61			SC	7,900	8,750	9,650	7,050	1,100	15	2.1	2	0.3
1994	61			SC	9,900	10,300	11,400	9,100	1,400	15	1.7	1	0.1
1995	61			UC	10,600	11,200	12,100	9,900	1,150	11	1.2	0	0.0
1996	61			UC	11,000	11,600	12,900	10,500	1,300	23	2.3	2	0.2
1997	61			UC	11,200	11,800	13,100	10,500	1,350	10	1.0	3	0.3
1998	61			UC	11,300	12,000	13,200	10,700	1,350	10	1.0	1	0.1
1999	61			UC	11,600	12,300	13,600	11,000	1,300	13	1.3	2	0.2
2000	61			UC	12,000	12,700	14,200	11,300	1,300	15	1.4	1	0.1
2001	61			UC	11,900	12,700	14,000	11,200	1,300	7	0.7	3	0.3
2002	61			UC	12,200	13,000	14,400	11,400	980	13	1.2	0	0.0
2003	61			UC	12,200	12,900	14,300	11,500	980	12	1.1	1	0.1
2004	61			UC	13,200	14,100	15,500	12,400	1,050	25	2.1	5	0.4
2005	61			UC	12,200	12,900	14,300	11,400	980	20	1.8	1	0.1
2006	61			UC	12,300	13,000	14,400	11,600	980	22	2.0	2	0.2
2007	61			UC	12,000	12,700	13,900	11,300	600	10	0.9	0	0.0
2008	61			UC	12,500	13,200	12,400	11,700	620	19	1.7	1	0.1
2009	61			SC	11,400	12,100	13,300	10,000	1,050	23	2.3	1	0.1
2010	61			SC	12,800	13,500	15,000	11,300	1,150	7	0.6	1	0.1
2011	61			SC	12,900	16,500	15,100	10,300	1,150	26	2.3	2	0.2
2012	61			SC	11,000	11,600	11,000	9,700	990	12	1.2	1	0.1
2013	61			SC	12,700	13,400	12,200	11,200	1,150	28	2.5	2	0.2
2014	61			C	15,400	16,900	16,500	13,900	2,800	24	1.7	3	0.2
2015	61			C	13,400	14,700	14,300	12,100	2,450	16	1.3	1	0.1
2016	61			C	13,500	14,900	14,400	12,200	2,450	17	1.4	0	0.0
2017	61			C	13,600	14,900	14,800	12,300	2,450	15	1.2	1	0.1
2018	61			C	13,800	15,100	15,000	12,500	2,500	10	0.8	0	0.0
2019	61			C	13,900	15,200	15,100	12,600	2,500	19	1.5	1	0.1
2021	61			UC	13,300	13,300	13,500	12,800	660	9	0.8	1	0.1
1988	61	PRINCESS ST (W) NEEBING AVE (E)	1.1	UC	15,600	16,400	17,600	14,700	940	3	0.5	1	0.2
1989	61			UC	15,900	16,700	18,000	15,100	950	6	0.9	1	0.2
1990	61			UC	16,300	17,400	18,900	15,500	1,450	8	1.2	1	0.2
1991	61			UC	15,200	16,100	17,500	14,700	1,350	17	2.8	6	1.0
1992	61			UC	14,200	15,100	16,300	13,600	990	10	1.8	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1993	61			UC	14,900	15,700	16,900	14,000	1,050	7	1.2	2	0.3
1994	61			UC	15,500	16,400	17,700	14,400	1,100	3	0.5	1	0.2
1995	61			UC	16,200	17,100	18,500	15,100	1,800	2	0.3	0	0.0
1996	61			UC	16,900	17,900	19,800	16,100	1,000	0	0.0	0	0.0
1997	61			UC	17,200	18,100	20,100	16,200	1,050	2	0.3	0	0.0
1998	61			UC	17,500	18,600	20,500	16,600	1,050	0	0.0	0	0.0
1999	61			UC	16,700	17,700	19,500	15,900	1,350	1	0.2	0	0.0
2000	61			UC	16,800	17,800	19,800	15,800	1,350	5	0.7	2	0.3
2001	61			UC	16,900	18,100	19,900	15,900	1,000	2	0.3	1	0.1
2002	61			UC	16,200	17,300	19,100	15,200	1,450	1	0.2	0	0.0
2003	61			UC	17,000	18,000	19,900	16,100	1,550	4	0.6	0	0.0
2004	61			UC	17,100	18,300	20,100	16,100	1,550	6	0.9	0	0.0
2005	61			UC	17,100	18,100	20,000	16,000	1,550	5	0.7	1	0.1
2006	61			UC	17,200	18,200	20,100	16,200	1,550	3	0.4	1	0.1
2007	61			UC	17,300	18,300	20,000	16,200	1,050	12	1.7	0	0.0
2008	61			UC	17,300	18,300	17,200	16,200	2,250	10	1.5	1	0.1
2009	61			UC	17,400	18,400	20,400	16,400	2,250	6	0.9	0	0.0
2010	61			UC	17,500	18,500	20,400	16,500	2,300	5	0.7	0	0.0
2011	61			UC	17,500	17,600	18,200	16,600	2,300	5	0.7	0	0.0
2012	61			UC	17,600	17,700	18,800	16,700	2,300	4	0.6	0	0.0
2013	61			UC	17,700	17,800	17,800	16,800	2,300	8	1.1	0	0.0
2014	61			UC	17,700	17,800	17,000	16,800	2,350	13	1.8	2	0.3
2015	61			UC	17,800	17,900	17,100	16,900	2,400	13	1.8	2	0.3
2016	61			UC	17,900	18,000	17,200	17,000	2,400	21	2.9	2	0.3
2017	61			UC	17,900	17,800	18,000	17,200	2,400	7	1.0	0	0.0
2018	61			UC	18,000	17,900	18,100	17,300	2,400	16	2.2	2	0.3
2019	61			UC	18,100	17,800	18,100	17,400	2,450	7	1.0	2	0.3
2021	61			UC	17,900	17,900	18,200	17,200	720	2	0.3	0	0.0
1994	61	ARTHUR ST (E&W)	3.0	UC	16,900	17,900	19,300	15,700	1,500	4	0.2	1	0.1
1995	61			UC	17,500	18,500	20,000	16,300	1,600	2	0.1	0	0.0
1996	61			UC	18,300	19,400	21,400	17,400	1,650	6	0.3	1	0.0
1997	61			SC	19,000	20,100	22,200	16,900	1,700	2	0.1	1	0.0
1998	61			SC	19,600	20,800	22,900	17,400	1,750	6	0.3	1	0.0
1999	61			SC	19,700	20,900	23,000	17,500	1,400	6	0.3	1	0.0
2000	61			SC	20,200	21,400	23,600	17,800	1,400	5	0.2	1	0.0
2001	61			SC	19,800	21,100	23,200	17,500	1,400	6	0.3	0	0.0
2002	61			SC	20,900	22,200	24,500	18,400	1,900	3	0.1	0	0.0
2003	61			SC	20,500	21,600	23,900	18,100	1,850	11	0.5	1	0.0
2004	61			SC	20,800	22,200	24,400	18,300	1,850	7	0.3	0	0.0
2005	61			SC	20,200	21,400	23,600	17,800	2,000	10	0.4	4	0.2
2006	61			SC	21,500	22,700	25,100	19,000	2,150	6	0.3	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2007	61			SC	21,900	23,200	25,300	19,300	1,300	6	0.2	0	0.0
2008	61			SC	22,200	23,300	22,000	19,500	1,350	12	0.5	1	0.0
2009	61			SC	22,500	23,800	26,300	19,800	1,350	19	0.8	1	0.0
2010	61			SC	22,800	24,100	26,700	20,100	1,350	19	0.8	0	0.0
2011	61			SC	23,100	29,600	27,000	18,400	1,400	20	0.8	0	0.0
2012	61			SC	23,500	24,900	23,400	20,700	1,400	14	0.5	0	0.0
2013	61			SC	23,800	25,200	22,900	21,000	1,450	29	1.1	1	0.0
2014	61			UC	18,900	19,000	18,200	17,900	2,900	21	1.0	1	0.0
2015	61			UC	23,400	23,500	22,500	22,200	3,600	16	0.6	0	0.0
2016	61			UC	23,700	23,800	22,800	22,500	3,650	24	0.9	1	0.0
2017	61			UC	23,900	23,700	24,000	22,900	3,700	21	0.8	1	0.0
2018	61			UC	24,200	24,000	24,400	23,200	3,750	27	1.0	0	0.0
2019	61			UC	24,400	24,000	24,400	23,500	3,750	24	0.9	2	0.1
2021	61			UC	23,800	23,900	24,200	22,900	480	19	0.7	0	0.0
2021	61	HWYS 11/17 (W) HARBOR EXPRESSWAY (E) END OF HWY											
2021	62	HWY 33 WELLINGTON ST START OF NA	0.6										
1988	62	BLOOMFIELD W LTS END OF NA	4.7	CR	1,600	2,050	1,900	1,350	130	2	0.7	0	0.0
1989	62			CR	1,650	2,100	1,950	1,400	130	0	0.0	0	0.0
1990	62			CR	1,650	2,050	1,900	1,500	130	3	1.1	1	0.4
1991	62			CR	1,650	2,050	1,900	1,500	130	1	0.4	0	0.0
1992	62			LT	1,650	2,300	2,250	1,250	130	1	0.4	0	0.0
1993	62			LT	1,650	2,300	2,050	1,200	130	1	0.4	0	0.0
1994	62			LT	1,650	2,400	2,350	1,200	130	5	1.8	0	0.0
1995	62			LT	1,650	2,350	2,300	1,200	130	1	0.4	0	0.0
1996	62			LT	1,700	2,400	2,350	1,250	140	1	0.3	0	0.0
1997	62			LT	1,700	2,400	2,350	1,250	140	1	0.3	0	0.0
1998	62			LT	1,750	2,450	2,400	1,300	140	4	1.3	0	0.0
1999	62			LT	1,750	2,450	2,400	1,300	140	5	1.7	1	0.3
2000	62			LT	1,800	2,500	2,450	1,300	140	2	0.6	1	0.3
2001	62			LT	1,800	2,500	2,450	1,300	70	4	1.3	0	0.0
2002	62			LT	1,850	2,600	2,500	1,350	70	4	1.3	0	0.0
2003	62			LT	1,850	2,550	2,500	1,350	70	2	0.6	0	0.0
2004	62			LT	1,850	2,600	2,500	1,350	70	2	0.6	0	0.0
2005	62			LT	1,900	2,600	2,550	1,400	80	4	1.2	0	0.0
2006	62			LT	1,900	2,600	2,550	1,400	80	2	0.6	0	0.0
2007	62			LT	1,950	2,700	2,750	1,450	80	2	0.6	0	0.0
2008	62			LT	1,950	2,650	2,550	1,450	80	4	1.2	0	0.0
2009	62			LT	2,000	2,700	2,650	1,500	80	1	0.3	0	0.0
2010	62			LT	2,000	2,700	2,650	1,500	80	2	0.6	0	0.0
2011	62			LT	2,050	2,650	2,700	1,700	80	2	0.6	0	0.0
2012	62			LT	1,800	2,350	2,250	1,350	70	3	1.0	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2013	62			T	2,050	3,000	2,950	1,300	80	0	0.0	0	0.0
2014	62			T	2,050	3,000	2,950	1,300	80	1	0.3	0	0.0
2015	62			T	2,050	3,000	2,950	1,300	80	3	0.9	0	0.0
2016	62			T	2,100	3,050	3,050	1,350	80	2	0.6	1	0.3
2017	62			T	2,100	2,900	2,900	1,650	80	1	0.3	0	0.0
2018	62			T	2,100	2,900	2,900	1,650	80	1	0.3	0	0.0
2019	62			T	2,150	2,950	2,950	1,700	90	2	0.5	0	0.0
2021	62			T	2,200	2,950	2,950	1,750	90	1	0.3	0	0.0
1988	62	INVENTORY STA 030	3.1	CR	2,150	2,750	2,600	1,800	220	4	1.6	0	0.0
1989	62			CR	2,200	2,800	2,600	1,850	220	8	3.2	0	0.0
1990	62			CR	2,200	2,750	2,550	2,000	220	2	0.8	0	0.0
1991	62			CR	2,200	2,700	2,550	2,000	220	4	1.6	0	0.0
1992	62			LT	2,300	3,200	3,100	1,750	230	1	0.4	0	0.0
1993	62			LT	2,300	3,200	2,850	1,700	230	2	0.8	1	0.4
1994	62			LT	2,500	3,650	3,550	1,800	250	4	1.4	1	0.4
1995	62			LT	2,350	3,400	3,300	1,700	240	2	0.7	0	0.0
1996	62			LT	2,400	3,400	3,300	1,750	240	11	4.0	1	0.4
1997	62			LT	2,450	3,450	3,400	1,800	240	3	1.1	0	0.0
1998	62			LT	2,500	3,500	3,450	1,800	250	1	0.4	0	0.0
1999	62			LT	2,450	3,400	3,350	1,800	240	7	2.5	0	0.0
2000	62			LT	2,500	3,500	3,400	1,800	250	8	2.8	0	0.0
2001	62			LT	2,500	3,500	3,400	1,850	120	2	0.7	0	0.0
2002	62			LT	2,500	3,500	3,400	1,850	120	3	1.1	0	0.0
2003	62			LT	2,500	3,450	3,350	1,850	120	4	1.4	0	0.0
2004	62			LT	2,550	3,550	3,450	1,850	130	2	0.7	0	0.0
2005	62			LT	2,550	3,500	3,400	1,850	130	6	2.1	1	0.3
2006	62			LT	2,550	3,500	3,400	1,900	130	4	1.4	0	0.0
2007	62			LT	2,550	3,500	3,600	1,850	130	10	3.4	0	0.0
2008	62			LT	2,550	3,500	3,350	1,900	130	1	0.3	0	0.0
2009	62			LT	2,600	3,500	3,450	1,900	130	5	1.7	0	0.0
2010	62			LT	2,600	3,500	3,400	1,900	130	3	1.0	1	0.3
2011	62			LT	2,600	3,350	3,400	2,150	130	4	1.4	0	0.0
2012	62			LT	2,600	3,400	3,250	1,950	130	1	0.3	0	0.0
2013	62			LT	2,600	3,400	3,400	1,950	130	5	1.7	0	0.0
2014	62			LT	2,650	3,450	3,500	2,000	130	4	1.3	0	0.0
2015	62			LT	2,650	3,450	3,500	2,000	130	7	2.3	0	0.0
2016	62			LT	2,650	3,450	3,500	2,000	130	4	1.3	0	0.0
2017	62			LT	2,650	3,700	3,650	2,050	130	4	1.3	1	0.3
2018	62			LT	2,850	4,000	3,950	2,200	140	6	1.8	0	0.0
2019	62			LT	2,700	3,800	3,750	2,100	140	9	2.9	0	0.0
2021	62			LT	2,750	3,750	3,750	2,100	140	8	2.6	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1988	62	BEN GILL RD/PRINCE EDWARD RD 4	4.0	IC	3,400	3,950	3,850	3,000	270	2	0.4	1	0.2
1989	62			IC	3,450	3,950	3,900	3,050	280	3	0.6	0	0.0
1990	62			IC	3,500	4,000	3,900	3,100	280	4	0.8	0	0.0
1991	62			IC	3,500	3,950	3,900	3,100	280	5	1.0	0	0.0
1992	62			IC	4,100	4,550	4,500	3,750	330	6	1.0	0	0.0
1993	62			IC	4,100	4,650	4,600	3,650	330	10	1.7	0	0.0
1994	62			IC	4,000	4,500	4,500	3,550	320	6	1.0	2	0.3
1995	62			IC	4,100	4,600	4,600	3,700	330	12	2.0	0	0.0
1996	62			IC	4,100	4,600	4,600	3,650	330	12	2.0	1	0.2
1997	62			IC	4,150	4,650	4,700	3,650	330	6	1.0	0	0.0
1998	62			IC	4,150	4,650	4,650	3,700	330	7	1.2	0	0.0
1999	62			IC	4,200	4,700	4,700	3,750	340	8	1.3	0	0.0
2000	62			IC	4,400	4,950	4,950	3,900	350	7	1.1	0	0.0
2001	62			IC	4,300	4,800	4,850	3,800	340	11	1.8	1	0.2
2002	62			IC	4,600	5,150	5,150	4,050	230	7	1.1	1	0.2
2003	62			IC	4,650	5,200	5,250	4,100	230	5	0.7	0	0.0
2004	62			IC	4,900	5,500	5,500	4,350	240	8	1.1	0	0.0
2005	62			IC	4,800	5,350	5,400	4,250	240	3	0.4	1	0.1
2006	62			IC	4,900	5,450	5,500	4,350	240	2	0.3	0	0.0
2007	62			IC	4,950	5,500	5,650	4,400	250	6	0.8	0	0.0
2008	62			IC	5,050	5,600	5,400	4,450	250	1	0.1	0	0.0
2009	62			IC	5,100	5,650	5,700	4,550	260	6	0.8	0	0.0
2010	62			IC	5,200	5,750	5,800	4,600	260	5	0.7	0	0.0
2011	62			IC	5,300	5,850	6,050	4,750	260	3	0.4	0	0.0
2012	62			IC	4,700	5,200	5,050	4,150	240	1	0.1	0	0.0
2013	62			C	4,900	5,400	5,350	4,400	240	2	0.3	0	0.0
2014	62			C	5,300	5,850	5,650	4,750	260	6	0.8	0	0.0
2015	62			C	5,350	5,900	5,700	4,800	270	12	1.6	0	0.0
2016	62			C	5,400	5,950	5,800	4,850	270	1	0.1	0	0.0
2017	62			C	5,500	6,000	6,000	5,000	280	7	0.9	0	0.0
2018	62			C	5,550	6,100	6,050	5,000	280	3	0.4	0	0.0
2019	62			C	5,600	6,100	6,100	5,050	280	3	0.4	0	0.0
2021	62			C	5,750	6,250	6,200	5,200	290	3	0.4	0	0.0
1988	62	BURR RD (W) DEMORESTVILLE RD/PE CTY RD 14 (E)	7.6	IC	3,950	4,600	4,450	3,500	320	7	0.6	0	0.0
1989	62			IC	4,100	4,700	4,650	3,650	330	11	1.0	0	0.0
1990	62			IC	4,150	4,750	4,650	3,700	330	14	1.2	0	0.0
1991	62			IC	4,150	4,700	4,600	3,700	330	8	0.7	0	0.0
1992	62			IC	4,600	5,100	5,050	4,200	370	10	0.8	1	0.1
1993	62			IC	4,600	5,200	5,150	4,100	370	22	1.7	0	0.0
1994	62			IC	4,750	5,300	5,300	4,250	380	19	1.4	0	0.0
1995	62			IC	4,900	5,500	5,550	4,400	390	13	1.0	1	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1996	62			IC	5,050	5,650	5,700	4,500	400	16	1.1	2	0.1
1997	62			IC	5,200	5,800	5,900	4,600	420	19	1.3	0	0.0
1998	62			IC	5,350	6,000	6,000	4,750	430	8	0.5	1	0.1
1999	62			IC	5,500	6,150	6,150	4,900	440	22	1.4	0	0.0
2000	62			IC	5,650	6,350	6,350	5,050	450	24	1.5	2	0.1
2001	62			IC	5,800	6,500	6,500	5,150	460	16	1.0	2	0.1
2002	62			IC	5,950	6,650	6,700	5,250	480	20	1.2	0	0.0
2003	62			IC	6,000	6,700	6,750	5,300	480	22	1.3	1	0.1
2004	62			IC	5,950	6,650	6,700	5,250	480	15	0.9	0	0.0
2005	62			IC	5,950	6,600	6,700	5,250	480	10	0.6	0	0.0
2006	62			IC	6,150	6,850	6,900	5,450	490	12	0.7	0	0.0
2007	62			IC	5,850	6,500	6,700	5,150	470	14	0.9	0	0.0
2008	62			IC	6,250	6,900	6,700	5,500	190	13	0.7	0	0.0
2009	62			IC	6,350	7,050	7,100	5,650	190	6	0.3	0	0.0
2010	62			IT	6,550	8,200	8,200	5,400	200	8	0.4	0	0.0
2011	62			IT	6,600	8,850	8,850	5,450	200	8	0.4	0	0.0
2012	62			IT	5,400	6,750	6,500	4,500	160	10	0.7	0	0.0
2013	62			C	5,000	5,500	5,450	4,500	310	16	1.1	0	0.0
2014	62			C	6,300	6,950	6,750	5,650	390	10	0.6	1	0.1
2015	62			C	6,350	7,000	6,800	5,700	390	9	0.5	0	0.0
2016	62			C	6,400	7,050	6,850	5,750	400	11	0.6	0	0.0
2017	62			C	6,450	7,050	7,050	5,850	400	12	0.7	1	0.1
2018	62			C	6,500	7,100	7,100	5,850	400	16	0.9	0	0.0
2019	62			C	6,550	7,150	7,100	5,950	410	17	0.9	0	0.0
2021	62			C	6,700	7,300	7,250	6,100	400	5	0.3	0	0.0
1988	62	VICTORIA RD (W)	4.8	IC	5,400	6,250	6,100	4,750	380	2	0.2	0	0.0
1989	62			IC	5,650	6,500	6,400	5,050	400	6	0.6	0	0.0
1990	62			IC	5,850	6,650	6,550	5,200	410	5	0.5	0	0.0
1991	62			IC	5,850	6,600	6,500	5,200	410	6	0.6	0	0.0
1992	62			IC	6,650	7,400	7,300	6,050	470	7	0.6	0	0.0
1993	62			IC	6,650	7,500	7,450	5,900	470	8	0.7	0	0.0
1994	62			IC	6,800	7,600	7,600	6,050	480	7	0.6	1	0.1
1995	62			IC	6,900	7,700	7,800	6,200	480	13	1.1	0	0.0
1996	62			IC	7,000	7,850	7,900	6,250	490	12	1.0	0	0.0
1997	62			IC	7,100	7,950	8,000	6,250	500	7	0.6	0	0.0
1998	62			IC	7,250	8,100	8,100	6,450	510	7	0.6	0	0.0
1999	62			IC	7,700	8,600	8,600	6,850	310	11	0.8	1	0.1
2000	62			IC	7,800	8,750	8,750	6,950	310	11	0.8	0	0.0
2001	62			IC	7,900	8,850	8,850	7,000	320	12	0.9	0	0.0
2002	62			IC	8,100	9,050	9,100	7,150	320	6	0.4	0	0.0
2003	62			IC	8,350	9,300	9,400	7,400	330	9	0.6	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2004	62			IC	8,700	9,750	9,750	7,700	610	4	0.3	0	0.0
2005	62			IC	8,750	9,750	9,800	7,700	610	14	0.9	0	0.0
2006	62			IC	8,900	9,900	10,000	7,900	620	9	0.6	0	0.0
2007	62			IC	9,100	10,100	10,400	8,050	640	4	0.3	0	0.0
2008	62			IC	9,300	10,300	9,950	8,200	280	7	0.4	0	0.0
2009	62			IC	9,500	10,500	10,600	8,450	280	0	0.0	0	0.0
2010	62			IC	9,700	10,700	10,800	8,600	290	8	0.5	1	0.1
2011	62			IC	9,850	10,800	11,200	8,850	300	7	0.4	0	0.0
2012	62			IC	7,850	8,700	8,450	6,950	240	8	0.6	0	0.0
2013	62			IC	9,800	10,800	10,800	8,700	290	5	0.3	0	0.0
2014	62			IC	9,950	11,000	11,000	8,800	300	11	0.6	0	0.0
2015	62			IC	10,100	11,200	11,100	8,950	300	8	0.5	0	0.0
2016	62			IC	10,300	11,400	11,300	9,150	310	9	0.5	1	0.1
2017	62			IC	10,400	11,400	11,500	9,450	310	6	0.3	0	0.0
2018	62			IC	10,600	11,700	11,700	9,600	320	6	0.3	0	0.0
2019	62			IC	10,700	11,800	11,800	9,650	320	16	0.9	0	0.0
2021	62			IC	11,000	11,900	12,000	9,950	330	0	0.0	0	0.0
1988	62	N JCT PRINCE EDWARD RD 28	1.0	IC	7,000	8,100	7,900	6,150	210	7	2.8	0	0.0
1989	62			IC	7,500	8,600	8,500	6,700	450	10	3.8	0	0.0
1990	62			IC	7,800	8,900	8,750	6,950	470	11	4.0	2	0.7
1991	62			IC	7,800	8,800	8,650	6,950	470	17	6.2	1	0.4
1992	62			IC	8,200	9,100	9,000	7,450	490	9	3.1	1	0.3
1993	62			IC	8,200	9,250	9,200	7,300	490	11	3.8	0	0.0
1994	62			IC	8,200	9,200	9,200	7,300	490	8	2.8	0	0.0
1995	62			IC	8,200	9,150	9,250	7,350	490	7	2.4	0	0.0
1996	62			IC	8,400	9,450	9,450	7,500	500	3	1.0	0	0.0
1997	62			IC	8,600	9,650	9,700	7,550	520	4	1.3	0	0.0
1998	62			IC	8,850	9,900	9,900	7,900	530	13	4.2	0	0.0
1999	62			IC	9,300	10,400	10,400	8,300	460	4	1.2	0	0.0
2000	62			IC	9,400	10,500	10,500	8,350	470	2	0.6	1	0.3
2001	62			IC	9,500	10,600	10,700	8,400	480	5	1.5	0	0.0
2002	62			IC	9,800	10,900	11,000	8,650	590	4	1.2	0	0.0
2003	62			IC	10,200	11,400	11,500	9,050	610	5	1.4	0	0.0
2004	62			IC	10,700	12,000	12,000	9,450	640	1	0.3	1	0.3
2005	62			IC	10,700	11,900	12,000	9,450	640	1	0.3	0	0.0
2006	62			IC	10,800	12,000	12,100	9,550	650	2	0.5	0	0.0
2007	62			IC	11,200	12,400	12,800	9,900	670	0	0.0	0	0.0
2008	62			IC	11,200	12,400	12,000	9,900	220	2	0.5	0	0.0
2009	62			IC	11,400	12,700	12,800	10,100	230	2	0.5	0	0.0
2010	62			IC	11,200	12,400	12,500	9,950	220	0	0.0	0	0.0
2011	62			IC	11,900	13,100	13,600	10,700	240	1	0.2	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2012	62			IC	10,100	11,200	10,800	8,950	200	1	0.3	0	0.0
2013	62			C	10,500	11,600	11,400	9,450	510	2	0.5	0	0.0
2014	62			C	11,800	13,000	12,600	10,600	580	3	0.7	1	0.2
2015	62			C	12,000	13,200	12,800	10,800	590	2	0.5	0	0.0
2016	62			C	12,200	13,400	13,100	11,000	600	4	0.9	0	0.0
2017	62			C	12,300	13,500	13,400	11,200	600	3	0.7	0	0.0
2018	62			C	12,500	13,700	13,600	11,300	610	4	0.9	0	0.0
2019	62			C	12,700	13,900	13,800	11,500	620	3	0.7	0	0.0
2021	62			C	13,000	14,100	14,100	11,800	650	2	0.4	0	0.0
1988	62	PRINCE EDWARD RD 3 (W) HENESSY ST(E)	1.1	IC	10,800	12,500	12,200	9,500	220	3	0.7	0	0.0
1989	62			IC	11,300	13,000	12,800	10,100	230	1	0.2	0	0.0
1990	62			IC	11,600	13,200	13,000	10,300	230	2	0.4	0	0.0
1991	62			IC	11,700	13,200	13,000	10,400	580	2	0.4	0	0.0
1992	62			IC	12,100	13,400	13,300	11,000	480	8	1.6	1	0.2
1993	62			IC	12,100	13,700	13,600	10,800	480	1	0.2	0	0.0
1994	62			IC	12,200	13,700	13,700	10,900	490	3	0.6	0	0.0
1995	62			IC	12,300	13,800	13,900	11,000	490	1	0.2	0	0.0
1996	62			IC	12,400	13,900	14,000	11,000	500	6	1.2	0	0.0
1997	62			UC	12,500	13,100	14,600	11,800	500	1	0.2	0	0.0
1998	62			UC	12,600	13,400	14,700	12,000	500	1	0.2	0	0.0
1999	62			UC	13,900	14,700	16,300	13,200	560	3	0.5	0	0.0
2000	62			UC	14,000	14,800	16,500	13,200	560	9	1.6	0	0.0
2001	62			IT	14,000	18,300	17,800	11,400	560	3	0.5	0	0.0
2002	62			IT	14,100	18,400	18,000	11,600	420	0	0.0	0	0.0
2003	62			IT	14,300	18,200	18,200	11,700	430	4	0.7	0	0.0
2004	62			UC	14,200	15,200	16,700	13,300	430	0	0.0	0	0.0
2005	62			UC	14,800	15,700	17,300	13,900	590	4	0.7	1	0.2
2006	62			UC	14,900	15,800	17,400	14,000	600	1	0.2	0	0.0
2007	62			UC	15,300	16,200	17,700	14,400	610	0	0.0	0	0.0
2008	62			UC	15,300	16,200	15,200	14,300	610	2	0.3	0	0.0
2009	62			UC	15,600	16,500	18,300	14,700	620	2	0.3	0	0.0
2010	62			C	15,300	16,900	17,000	13,800	610	0	0.0	0	0.0
2011	62			C	16,000	17,600	17,800	14,400	640	4	0.6	0	0.0
2012	62			C	15,000	16,500	16,200	13,500	600	1	0.2	0	0.0
2013	62			C	15,500	17,100	16,900	14,000	620	2	0.3	0	0.0
2014	62			C	16,300	17,900	17,400	14,700	650	2	0.3	0	0.0
2015	62			C	16,500	18,200	17,700	14,800	660	3	0.4	0	0.0
2016	62			C	16,700	18,400	17,900	15,000	670	0	0.0	0	0.0
2017	62			C	16,900	18,500	18,400	15,300	680	0	0.0	0	0.0
2018	62			C	17,100	18,700	18,600	15,400	680	3	0.4	0	0.0
2019	62			C	17,300	18,900	18,800	15,700	690	3	0.4	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2021	62			C	17,700	19,300	19,100	16,000	710	1	0.1	0	0.0
2021	62	BELLEVILLE START OF NA	5.3										
1988	62	HWY 401 M/C FRWY IC	4.5	SC	10,600	11,400	12,500	9,550	850	18	1.0	0	0.0
1989	62			SC	11,000	12,100	13,300	9,800	770	25	1.4	3	0.2
1990	62			SC	11,300	12,400	13,600	10,100	790	21	1.1	1	0.1
1991	62			SC	11,400	12,500	13,800	10,100	800	25	1.3	1	0.1
1992	62			UC	11,900	12,600	13,700	11,400	600	25	1.3	0	0.0
1993	62			UC	11,900	12,500	13,500	11,100	600	27	1.4	0	0.0
1994	62			UC	12,200	12,900	13,900	11,300	610	34	1.7	3	0.1
1995	62			UC	12,500	13,200	14,300	11,700	750	19	0.9	2	0.1
1996	62			UC	12,700	13,400	14,900	12,100	760	27	1.3	1	0.0
1997	62			UC	13,000	13,600	15,200	12,200	650	38	1.8	0	0.0
1998	62			UC	13,200	14,000	15,400	12,500	660	26	1.2	0	0.0
1999	62			UC	13,200	14,000	15,400	12,500	530	23	1.1	1	0.0
2000	62			UC	13,300	14,100	15,700	12,500	530	34	1.5	6	0.3
2001	62			UC	13,300	14,200	15,600	12,500	530	32	1.5	4	0.2
2002	62			UC	13,600	14,500	16,000	12,700	540	32	1.4	1	0.0
2003	62			UC	13,800	14,600	16,200	13,000	550	33	1.4	0	0.0
2004	62			UC	14,000	15,000	16,500	13,200	1,100	26	1.1	0	0.0
2005	62			UC	14,100	14,900	16,500	13,200	1,150	35	1.5	0	0.0
2006	62			UC	14,300	15,100	16,700	13,500	1,000	26	1.1	2	0.1
2007	62			UC	14,400	15,300	16,700	13,500	720	27	1.1	0	0.0
2008	62			UC	14,600	15,400	14,500	13,700	730	40	1.7	3	0.1
2009	62			UC	14,700	15,600	17,200	13,800	740	39	1.6	1	0.0
2010	62			UC	14,900	15,800	17,300	14,000	740	24	1.0	0	0.0
2011	62			UC	15,100	15,100	15,700	14,300	760	30	1.2	1	0.0
2012	62			UC	15,200	15,300	16,300	14,400	760	23	0.9	1	0.0
2013	62			UC	15,400	15,400	15,500	14,600	770	25	1.0	0	0.0
2014	62			UC	15,500	15,500	14,900	14,700	780	25	1.0	5	0.2
2015	62			UC	15,700	15,800	15,100	14,900	780	13	0.5	1	0.0
2016	62			UC	15,800	15,900	15,200	15,000	790	7	0.3	0	0.0
2017	62			UC	16,000	15,900	16,000	15,300	800	16	0.6	0	0.0
2018	62			UC	16,200	16,100	16,300	15,500	810	7	0.3	0	0.0
2019	62			UC	16,300	16,100	16,300	15,700	820	10	0.4	0	0.0
2021	62			UC	16,600	16,600	16,900	16,000	830	8	0.3	3	0.1
1988	62	ASHLEY STREET (E)	2.0	IC	6,800	7,900	7,700	6,000	410	2	0.4	0	0.0
1989	62			IC	7,150	8,200	8,100	6,350	430	2	0.4	0	0.0
1990	62			IC	7,400	8,450	8,300	6,600	440	2	0.4	0	0.0
1991	62			IC	7,450	8,400	8,250	6,650	450	1	0.2	0	0.0
1992	62			C	8,500	9,200	9,450	7,800	510	3	0.5	0	0.0
1993	62			C	8,500	9,250	9,400	7,800	510	4	0.6	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1994	62			C	8,800	9,650	9,800	7,950	530	4	0.6	0	0.0
1995	62			C	9,150	10,000	10,300	8,350	550	5	0.7	0	0.0
1996	62			C	9,400	10,700	10,700	8,500	560	4	0.6	0	0.0
1997	62			UC	9,600	10,100	11,200	9,000	580	3	0.4	0	0.0
1998	62			UC	9,800	10,400	11,500	9,300	590	3	0.4	0	0.0
1999	62			UC	9,100	9,650	10,600	8,650	460	4	0.6	0	0.0
2000	62			UC	9,100	9,650	10,700	8,550	360	1	0.1	0	0.0
2001	62			UC	9,100	9,750	10,700	8,550	460	1	0.1	0	0.0
2002	62			UC	9,200	9,800	10,800	8,600	370	1	0.1	0	0.0
2003	62			UC	9,350	9,900	11,000	8,850	370	2	0.3	0	0.0
2004	62			UC	9,500	10,200	11,200	8,950	380	2	0.3	0	0.0
2005	62			UC	9,400	9,950	11,000	8,800	470	3	0.4	0	0.0
2006	62			UC	9,500	10,000	11,100	8,950	480	3	0.4	0	0.0
2007	62			UC	9,450	10,000	10,900	8,850	470	1	0.1	2	0.3
2008	62			UC	9,550	10,100	9,450	8,950	480	2	0.3	0	0.0
2009	62			UC	9,600	10,200	11,200	9,000	480	6	0.8	2	0.3
2010	62			UC	9,800	10,400	11,400	9,200	490	3	0.4	0	0.0
2011	62			UC	9,650	9,700	10,000	9,150	480	1	0.1	1	0.1
2012	62			UC	10,100	10,200	10,800	9,600	500	3	0.4	0	0.0
2013	62			UC	9,700	9,750	9,750	9,200	480	3	0.4	0	0.0
2014	62			UC	9,800	9,850	9,400	9,300	490	4	0.5	0	0.0
2015	62			UC	9,850	9,900	9,450	9,350	490	2	0.3	0	0.0
2016	62			UC	9,900	9,950	9,500	9,400	500	8	1.1	0	0.0
2017	62			UC	9,900	9,850	9,950	9,500	500	3	0.4	0	0.0
2018	62			UC	9,950	9,850	10,000	9,550	500	1	0.1	0	0.0
2019	62			UC	10,000	9,850	10,000	9,650	500	4	0.5	0	0.0
2021	62			UC	10,100	10,100	10,300	9,750	500	5	0.7	0	0.0
1988	62	FRANKFORD RD CTY RD 5	1.4	IC	6,700	7,750	7,550	5,900	400	3	0.9	0	0.0
1989	62			IC	7,050	8,100	7,950	6,250	420	2	0.6	0	0.0
1990	62			IC	7,400	8,450	8,300	6,600	440	4	1.1	0	0.0
1991	62			IC	7,450	8,400	8,250	6,650	450	4	1.1	0	0.0
1992	62			C	8,300	8,950	9,200	7,650	500	4	1.0	0	0.0
1993	62			C	8,300	9,050	9,200	7,650	500	3	0.7	0	0.0
1994	62			C	8,350	9,150	9,300	7,550	500	2	0.5	1	0.2
1995	62			C	8,300	9,050	9,300	7,600	500	2	0.5	0	0.0
1996	62			C	8,300	9,400	9,450	7,500	500	1	0.2	0	0.0
1997	62			SC	8,350	8,850	9,750	7,450	500	3	0.7	0	0.0
1998	62			SC	8,350	8,850	9,750	7,450	500	3	0.7	0	0.0
1999	62			SC	8,550	9,050	10,000	7,600	430	3	0.7	1	0.2
2000	62			SC	8,750	9,300	10,200	7,700	350	3	0.7	0	0.0
2001	62			SC	8,800	9,400	10,300	7,750	530	0	0.0	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2002	62			SC	9,000	9,550	10,500	7,950	540	0	0.0	0	0.0
2003	62			SC	9,050	9,550	10,600	8,000	540	7	1.5	0	0.0
2004	62			SC	9,350	9,950	10,900	8,250	560	4	0.9	0	0.0
2005	62			SC	9,300	9,850	10,900	8,200	460	5	1.1	0	0.0
2006	62			SC	9,400	9,950	11,000	8,300	470	7	1.5	0	0.0
2007	62			SC	9,500	10,000	11,000	8,350	480	5	1.1	0	0.0
2008	62			SC	9,600	10,100	9,500	8,450	480	11	2.3	0	0.0
2009	62			SC	9,700	10,300	11,300	8,550	480	2	0.4	0	0.0
2010	62			SC	9,800	10,400	11,500	8,650	490	1	0.2	0	0.0
2011	62			SC	9,900	12,700	11,600	7,900	500	2	0.4	0	0.0
2012	62			SC	9,500	10,100	9,450	8,400	480	2	0.4	0	0.0
2013	62			UC	9,500	9,550	9,550	9,000	480	6	1.3	0	0.0
2014	62			UC	10,000	10,000	9,600	9,500	500	3	0.6	0	0.0
2015	62			UC	10,100	10,100	9,700	9,600	500	1	0.2	0	0.0
2016	62			UC	10,200	10,200	9,800	9,700	510	3	0.6	0	0.0
2017	62			UC	10,300	10,200	10,300	9,850	520	7	1.4	0	0.0
2018	62			UC	10,400	10,300	10,500	10,000	520	6	1.2	0	0.0
2019	62			UC	10,500	10,300	10,500	10,100	520	7	1.3	0	0.0
2021	62			UC	10,700	10,700	10,900	10,300	540	7	1.3	1	0.2
1988	62	HASTINGS RD 14 (W) DOUCETTE RD€	10.8	IC	2,750	3,200	3,100	2,400	360	16	1.5	0	0.0
1989	62			IC	2,900	3,350	3,300	2,600	380	14	1.2	1	0.1
1990	62			IC	3,100	3,550	3,450	2,750	400	13	1.1	0	0.0
1991	62			IC	3,100	3,500	3,450	2,750	400	16	1.3	0	0.0
1992	62			IC	3,500	3,900	3,850	3,200	460	17	1.2	2	0.1
1993	62			IC	3,500	3,950	3,900	3,100	460	34	2.5	1	0.1
1994	62			IC	3,500	3,900	3,900	3,100	460	23	1.7	1	0.1
1995	62			IC	3,500	3,900	3,950	3,150	210	19	1.4	1	0.1
1996	62			IC	3,600	4,050	4,050	3,200	220	20	1.4	0	0.0
1997	62			IC	3,650	4,100	4,100	3,200	220	29	2.0	4	0.3
1998	62			IC	3,750	4,200	4,200	3,350	220	27	1.8	1	0.1
1999	62			IC	4,000	4,500	4,500	3,550	240	28	1.8	2	0.1
2000	62			IC	4,100	4,600	4,600	3,650	250	20	1.2	4	0.2
2001	62			IC	4,350	4,850	4,900	3,850	260	23	1.3	0	0.0
2002	62			IC	4,350	4,850	4,900	3,850	170	22	1.3	0	0.0
2003	62			IC	4,450	4,950	5,000	3,950	180	33	1.9	3	0.2
2004	62			IC	4,600	5,150	5,150	4,050	180	32	1.8	1	0.1
2005	62			IC	4,650	5,150	5,200	4,100	190	36	2.0	2	0.1
2006	62			IC	4,750	5,300	5,350	4,200	190	24	1.3	2	0.1
2007	62			IC	4,800	5,350	5,500	4,250	190	21	1.1	0	0.0
2008	62			IC	4,950	5,500	5,300	4,350	200	28	1.4	0	0.0
2009	62			IC	5,050	5,600	5,650	4,500	200	28	1.4	1	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2010	62			IC	5,100	5,650	5,700	4,500	200	32	1.6	2	0.1
2011	62			IC	5,300	5,850	6,050	4,750	210	18	0.9	0	0.0
2012	62			IC	4,600	5,100	4,950	4,100	180	15	0.8	1	0.1
2013	62			UC	4,950	4,950	5,000	4,700	200	22	1.1	0	0.0
2014	62			UC	5,350	5,350	5,150	5,100	210	18	0.9	3	0.1
2015	62			UC	5,450	5,450	5,250	5,150	220	12	0.6	4	0.2
2016	62			UC	5,550	5,550	5,350	5,250	220	21	1.0	3	0.1
2017	62			UC	5,650	5,600	5,650	5,400	230	24	1.1	0	0.0
2018	62			UC	5,750	5,700	5,800	5,500	230	16	0.7	0	0.0
2019	62			UC	5,800	5,700	5,800	5,600	230	11	0.5	0	0.0
2021	62			UC	6,000	6,000	6,100	5,800	240	11	0.5	0	0.0
1988	62	RIDGERD/HASTINGSRD8 (W) MOIRARD/HASTINGSRD8 (E)	10.4	IC	3,200	3,700	3,600	2,800	420	8	0.7	0	0.0
1989	62			IC	3,250	3,750	3,650	2,900	420	14	1.1	2	0.2
1990	62			IC	3,300	3,750	3,700	2,950	430	11	0.9	0	0.0
1991	62			IC	3,300	3,750	3,650	2,950	430	15	1.2	3	0.2
1992	62			IC	3,800	4,200	4,200	3,450	490	13	0.9	2	0.1
1993	62			IC	3,800	4,300	4,250	3,400	490	27	1.9	0	0.0
1994	62			IC	3,800	4,250	4,250	3,400	490	14	1.0	1	0.1
1995	62			CR	3,900	4,850	4,600	3,350	230	13	0.9	1	0.1
1996	62			CR	3,950	4,900	4,650	3,350	240	21	1.4	1	0.1
1997	62			CR	4,000	4,950	4,700	3,400	240	18	1.2	1	0.1
1998	62			CR	4,050	5,000	4,750	3,450	240	16	1.0	0	0.0
1999	62			CR	4,300	5,300	5,050	3,650	260	11	0.7	0	0.0
2000	62			CR	4,500	5,550	5,250	3,800	270	14	0.8	0	0.0
2001	62			IR	4,650	5,750	5,150	3,950	330	17	1.0	1	0.1
2002	62			IR	4,800	5,900	5,300	4,100	340	24	1.3	0	0.0
2003	62			IR	4,850	5,900	5,350	4,100	290	18	1.0	2	0.1
2004	62			IR	4,850	6,000	5,350	4,100	290	14	0.8	1	0.1
2005	62			IR	4,850	5,850	5,300	4,150	290	17	0.9	2	0.1
2006	62			IR	4,950	5,950	5,400	4,200	300	13	0.7	0	0.0
2007	62			IR	4,900	5,950	5,900	4,150	290	14	0.8	1	0.1
2008	62			IR	5,150	6,250	6,100	4,400	310	17	0.9	0	0.0
2009	62			IR	5,250	6,300	5,700	4,450	320	9	0.5	0	0.0
2010	62			IC	5,200	5,750	5,800	4,600	310	11	0.6	0	0.0
2011	62			IC	5,450	6,000	6,200	4,900	330	12	0.6	1	0.0
2012	62			IC	5,550	6,150	5,950	4,900	330	10	0.5	0	0.0
2013	62			C	4,800	5,300	5,200	4,300	440	12	0.7	0	0.0
2014	62			C	5,550	6,100	5,950	5,000	510	9	0.4	0	0.0
2015	62			C	5,650	6,200	6,050	5,100	510	6	0.3	0	0.0
2016	62			C	5,700	6,250	6,100	5,150	520	10	0.5	1	0.0
2017	62			C	5,800	6,350	6,350	5,250	530	9	0.4	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2018	62			C	5,900	6,450	6,450	5,300	540	10	0.4	0	0.0
2019	62			C	5,950	6,500	6,450	5,400	540	15	0.7	0	0.0
2021	62			C	6,150	6,700	6,650	5,600	550	5	0.2	1	0.0
1988	62	CROOKSTOWN RD HASTINGS RD 38 (E)	5.7	IC	3,050	3,550	3,450	2,700	300	15	2.4	0	0.0
1989	62			IC	3,100	3,550	3,500	2,750	310	13	2.0	2	0.3
1990	62			IC	3,150	3,600	3,550	2,800	320	6	0.9	0	0.0
1991	62			IC	3,150	3,550	3,500	2,800	320	5	0.8	0	0.0
1992	62			IR	3,700	4,550	4,050	3,150	370	8	1.0	0	0.0
1993	62			IR	3,700	4,550	3,850	3,050	370	10	1.3	1	0.1
1994	62			IR	3,850	4,750	4,250	3,250	380	10	1.3	0	0.0
1995	62			IT	4,000	5,100	4,900	3,400	400	9	1.1	2	0.2
1996	62			IT	4,150	5,450	5,300	3,400	420	6	0.7	0	0.0
1997	62			CR	4,300	5,350	5,050	3,650	430	8	0.9	2	0.2
1998	62			CR	4,450	5,450	5,200	3,800	440	8	0.9	0	0.0
1999	62			CR	4,300	5,300	5,050	3,650	430	11	1.2	0	0.0
2000	62			CR	4,350	5,350	5,100	3,700	440	9	1.0	0	0.0
2001	62			CR	4,250	5,250	5,000	3,600	340	17	1.9	1	0.1
2002	62			CR	4,500	5,550	5,300	3,800	360	10	1.1	1	0.1
2003	62			CR	4,550	5,550	5,300	3,850	360	11	1.2	0	0.0
2004	62			CR	4,600	5,650	5,400	3,900	370	16	1.7	0	0.0
2005	62			CR	4,650	5,650	5,400	3,900	370	6	0.6	0	0.0
2006	62			CR	4,750	5,750	5,550	4,000	380	7	0.7	0	0.0
2007	62			IC	4,800	5,350	5,500	4,250	380	7	0.7	0	0.0
2008	62			IC	4,850	5,350	5,200	4,300	390	12	1.2	1	0.1
2009	62			IC	4,900	5,450	5,500	4,350	390	12	1.2	0	0.0
2010	62			IC	5,000	5,550	5,600	4,450	400	8	0.8	0	0.0
2011	62			IC	5,050	5,550	5,750	4,550	400	11	1.1	0	0.0
2012	62			IC	4,650	5,150	5,000	4,150	370	4	0.4	0	0.0
2013	62			C	4,650	5,100	5,050	4,200	410	10	1.0	1	0.1
2014	62			C	5,050	5,550	5,400	4,550	450	4	0.4	0	0.0
2015	62			C	5,100	5,600	5,450	4,600	450	6	0.6	0	0.0
2016	62			C	5,150	5,650	5,500	4,650	460	5	0.5	0	0.0
2017	62			C	5,200	5,700	5,700	4,700	460	8	0.7	0	0.0
2018	62			C	5,250	5,750	5,700	4,750	470	9	0.8	0	0.0
2019	62			C	5,300	5,800	5,750	4,800	470	12	1.1	1	0.1
2021	62			C	5,400	5,850	5,850	4,900	490	8	0.7	0	0.0
1988	62	MACDONALD CRES N JCT (E)	1.5	IC	3,050	3,550	3,450	2,700	300	0	0.0	0	0.0
1989	62			IC	3,100	3,550	3,500	2,750	310	2	1.1	0	0.0
1990	62			IC	3,150	3,600	3,550	2,800	320	0	0.0	0	0.0
1991	62			IC	3,150	3,550	3,500	2,800	320	3	1.7	0	0.0
1992	62			IR	3,700	4,550	4,050	3,150	370	2	1.0	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1993	62			IR	3,700	4,550	3,850	3,050	370	1	0.5	0	0.0
1994	62			IR	3,850	4,750	4,250	3,250	380	4	1.8	0	0.0
1995	62			IT	4,000	5,100	4,900	3,400	400	1	0.4	0	0.0
1996	62			IT	4,150	5,450	5,300	3,400	420	2	0.9	0	0.0
1997	62			CR	4,300	5,350	5,050	3,650	430	5	2.1	0	0.0
1998	62			CR	4,450	5,450	5,200	3,800	440	3	1.2	0	0.0
1999	62			CR	4,550	5,600	5,300	3,850	460	3	1.2	0	0.0
2000	62			CR	4,700	5,800	5,500	4,000	470	3	1.1	0	0.0
2001	62			CR	4,250	5,250	5,000	3,600	340	2	0.8	0	0.0
2002	62			CR	4,800	5,900	5,650	4,050	380	7	2.6	0	0.0
2003	62			CR	5,100	6,200	5,950	4,300	410	6	2.1	0	0.0
2004	62			CR	5,700	7,000	6,700	4,800	460	2	0.6	0	0.0
2005	62			CR	5,400	6,550	6,300	4,550	430	2	0.7	0	0.0
2006	62			CR	5,500	6,650	6,400	4,650	440	2	0.6	0	0.0
2007	62			CR	5,700	6,900	6,900	4,800	460	1	0.3	0	0.0
2008	62			CR	5,750	6,950	6,900	4,850	460	2	0.6	0	0.0
2009	62			CR	5,900	7,100	6,850	5,000	470	1	0.3	0	0.0
2010	62			CR	5,850	7,000	6,750	4,950	470	1	0.3	0	0.0
2011	62			CR	6,150	7,150	7,250	5,450	490	0	0.0	0	0.0
2012	62			CR	5,500	6,600	6,500	4,650	440	2	0.6	0	0.0
2013	62			CTR	5,700	6,950	7,150	4,850	470	2	0.6	0	0.0
2014	62			CTR	6,300	7,700	7,750	5,350	520	2	0.6	0	0.0
2015	62			CTR	6,400	7,800	7,850	5,450	530	0	0.0	0	0.0
2016	62			CTR	6,500	7,950	8,000	5,500	540	0	0.0	0	0.0
2017	62			CTR	6,600	8,800	8,750	5,400	550	0	0.0	0	0.0
2018	62			CTR	6,750	9,000	9,000	5,500	560	3	0.8	0	0.0
2019	62			CTR	6,850	9,150	9,100	5,550	570	0	0.0	0	0.0
2021	62			CTR	7,100	9,250	9,200	5,800	570	0	0.0	0	0.0
2021	62	SHORELINE RD (E) START OF NA	2.7										
1988	62	HWY 7	16.0	IR	2,350	3,050	2,600	1,900	240	7	0.5	1	0.1
1989	62			IR	2,550	3,300	2,850	2,100	260	8	0.5	0	0.0
1990	62			IR	2,650	3,350	2,950	2,150	260	8	0.5	1	0.1
1991	62			IR	2,650	3,350	2,950	2,200	210	11	0.7	0	0.0
1992	62			IR	2,500	3,100	2,750	2,100	200	12	0.8	0	0.0
1993	62			IR	2,500	3,100	2,600	2,050	200	13	0.9	1	0.1
1994	62			IR	2,550	3,150	2,800	2,150	200	12	0.8	1	0.1
1995	62			IR	2,650	3,250	2,900	2,250	210	7	0.5	0	0.0
1996	62			IR	2,750	3,400	3,050	2,350	220	10	0.6	0	0.0
1997	62			IR	2,850	3,550	3,200	2,400	230	8	0.5	0	0.0
1998	62			IR	2,950	3,650	3,300	2,500	240	8	0.5	2	0.1
1999	62			IR	2,850	3,550	3,150	2,400	230	6	0.4	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2000	62			IR	2,900	3,550	3,200	2,450	230	11	0.6	1	0.1
2001	62			IR	2,800	3,450	3,100	2,350	220	8	0.5	1	0.1
2002	62			IR	2,950	3,650	3,250	2,500	270	13	0.8	1	0.1
2003	62			IR	2,950	3,600	3,250	2,500	270	7	0.4	0	0.0
2004	62			IR	3,050	3,750	3,400	2,600	270	23	1.3	0	0.0
2005	62			IR	3,050	3,700	3,350	2,600	180	10	0.6	0	0.0
2006	62			IR	3,050	3,700	3,350	2,600	180	14	0.8	0	0.0
2007	62			IR	3,000	3,650	3,600	2,550	180	11	0.6	0	0.0
2008	62			IR	3,100	3,750	3,700	2,650	120	10	0.6	1	0.1
2009	62			IR	3,150	3,800	3,450	2,700	130	13	0.7	1	0.1
2010	62			IR	3,100	3,700	3,400	2,650	120	12	0.7	0	0.0
2011	62			IR	3,200	3,800	3,750	2,750	130	16	0.9	1	0.1
2012	62			IR	2,650	3,150	3,050	2,250	110	11	0.7	0	0.0
2013	62			IC	2,800	3,100	3,100	2,500	110	14	0.9	1	0.1
2014	62			IC	3,100	3,450	3,400	2,750	120	10	0.6	0	0.0
2015	62			IC	3,100	3,450	3,400	2,750	120	10	0.6	1	0.1
2016	62			IC	3,100	3,450	3,400	2,750	120	11	0.6	0	0.0
2017	62			IC	3,150	3,450	3,500	2,850	130	16	0.9	0	0.0
2018	62			IC	3,150	3,450	3,500	2,850	130	14	0.8	0	0.0
2019	62			IC	3,150	3,450	3,500	2,850	130	10	0.5	0	0.0
2021	62			IC	3,200	3,450	3,500	2,900	130	15	0.8	0	0.0
1988	62	BANNOCKBURN RD (E)	6.5	IR	1,700	2,200	1,850	1,350	220	9	2.2	1	0.2
1989	62			IR	1,700	2,200	1,900	1,400	220	3	0.7	0	0.0
1990	62			IR	1,750	2,200	1,950	1,450	230	10	2.4	0	0.0
1991	62			IR	1,750	2,200	1,950	1,450	230	5	1.2	1	0.2
1992	62			IR	1,750	2,150	1,950	1,500	230	10	2.4	0	0.0
1993	62			IR	1,850	2,300	1,900	1,500	240	3	0.7	1	0.2
1994	62			IR	2,000	2,450	2,200	1,700	260	9	1.9	0	0.0
1995	62			IR	2,150	2,650	2,350	1,850	280	2	0.4	0	0.0
1996	62			IR	2,250	2,800	2,500	1,900	290	6	1.1	0	0.0
1997	62			IR	2,350	2,950	2,650	2,000	310	7	1.3	0	0.0
1998	62			IR	2,500	3,100	2,800	2,100	320	5	0.8	1	0.2
1999	62			IR	2,350	2,900	2,600	1,950	310	4	0.7	0	0.0
2000	62			IR	2,300	2,800	2,550	1,950	300	3	0.5	0	0.0
2001	62			IR	2,250	2,800	2,500	1,900	290	5	0.9	0	0.0
2002	62			IR	2,300	2,850	2,550	1,950	300	3	0.5	0	0.0
2003	62			IR	2,300	2,800	2,550	1,950	300	7	1.3	1	0.2
2004	62			IR	2,250	2,800	2,500	1,900	290	4	0.7	0	0.0
2005	62			IR	2,350	2,850	2,550	2,000	310	7	1.3	1	0.2
2006	62			IR	2,300	2,750	2,500	1,950	300	7	1.3	1	0.2
2007	62			IR	2,300	2,800	2,800	1,950	300	9	1.6	1	0.2

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2008	62			IR	2,050	2,500	2,450	1,750	270	9	1.8	0	0.0
2009	62			IR	1,900	2,300	2,050	1,600	250	17	3.8	1	0.2
2010	62			IR	1,700	2,000	1,850	1,450	220	5	1.2	0	0.0
2011	62			IR	2,050	2,450	2,400	1,750	270	2	0.4	1	0.2
2012	62			IR	1,750	2,100	2,050	1,500	230	8	1.9	0	0.0
2013	62			CTR	1,750	2,150	2,200	1,500	250	11	2.6	1	0.2
2014	62			CTR	1,900	2,300	2,350	1,600	270	7	1.5	0	0.0
2015	62			CTR	1,900	2,300	2,350	1,600	270	5	1.1	0	0.0
2016	62			CTR	1,850	2,250	2,300	1,550	270	7	1.6	0	0.0
2017	62			CTR	1,850	2,450	2,450	1,500	270	11	2.5	1	0.2
2018	62			CTR	1,800	2,400	2,400	1,450	260	6	1.4	0	0.0
2019	62			CTR	1,800	2,400	2,400	1,450	260	4	0.9	1	0.2
2021	62			CTR	1,750	2,300	2,250	1,450	240	5	1.2	0	0.0
1988	62	CENTRE MILLBRIDGE RD (W) STONEY SETTLEMENT (E)	17.7	IR	1,700	2,200	1,850	1,350	220	10	0.9	1	0.1
1989	62			IR	1,700	2,200	1,900	1,400	220	17	1.6	0	0.0
1990	62			IR	1,750	2,200	1,950	1,450	230	15	1.3	2	0.2
1991	62			IR	1,750	2,200	1,950	1,450	230	10	0.9	0	0.0
1992	62			IR	1,750	2,150	1,950	1,500	230	13	1.1	0	0.0
1993	62			IR	1,850	2,300	1,900	1,500	240	20	1.7	0	0.0
1994	62			IR	2,000	2,450	2,200	1,700	260	11	0.9	1	0.1
1995	62			IR	2,150	2,650	2,350	1,850	280	18	1.3	0	0.0
1996	62			IR	2,250	2,800	2,500	1,900	290	14	1.0	1	0.1
1997	62			IR	2,350	2,950	2,650	2,000	310	11	0.7	1	0.1
1998	62			IR	2,500	3,100	2,800	2,100	320	11	0.7	0	0.0
1999	62			IR	2,350	2,900	2,600	1,950	310	14	0.9	0	0.0
2000	62			IR	2,200	2,700	2,450	1,850	290	15	1.1	0	0.0
2001	62			IR	1,900	2,350	2,100	1,600	250	19	1.6	1	0.1
2002	62			IR	2,200	2,700	2,450	1,850	290	18	1.3	0	0.0
2003	62			IR	2,150	2,600	2,350	1,850	280	13	0.9	0	0.0
2004	62			IR	2,000	2,450	2,200	1,700	360	18	1.4	1	0.1
2005	62			IR	2,100	2,550	2,300	1,800	380	13	1.0	0	0.0
2006	62			IR	2,100	2,550	2,300	1,800	380	27	2.0	4	0.3
2007	62			IR	2,100	2,550	2,550	1,800	360	17	1.3	1	0.1
2008	62			IR	2,100	2,550	2,500	1,800	360	11	0.8	0	0.0
2009	62			IR	2,050	2,450	2,250	1,750	350	17	1.3	1	0.1
2010	62			IR	2,050	2,450	2,250	1,750	350	14	1.1	1	0.1
2011	62			IR	2,050	2,450	2,400	1,750	350	8	0.6	1	0.1
2012	62			IR	1,750	2,100	2,050	1,500	300	12	1.1	0	0.0
2013	62			IR	1,950	2,300	2,500	1,650	330	23	1.8	0	0.0
2014	62			IR	1,950	2,300	2,350	1,650	330	12	1.0	1	0.1
2015	62			IR	1,900	2,250	2,250	1,600	320	17	1.4	1	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2016	62			IR	1,900	2,250	2,250	1,600	320	18	1.5	0	0.0
2017	62			IR	1,900	2,250	2,250	1,700	320	15	1.2	0	0.0
2018	62			IR	1,850	2,150	2,150	1,650	310	15	1.3	2	0.2
2019	62			IR	1,850	2,150	2,150	1,650	310	10	0.8	0	0.0
2021	62			IR	1,800	2,100	2,100	1,600	310	8	0.7	1	0.1
1988	62	STEENBURG LAKE NORTH RD (W) ST OLA RD (E)	8.0	IR	1,350	1,750	1,500	1,100	180	4	1.0	1	0.3
1989	62			IR	1,350	1,750	1,500	1,100	180	1	0.3	0	0.0
1990	62			IR	1,400	1,800	1,550	1,150	180	5	1.2	1	0.2
1991	62			IR	1,400	1,750	1,550	1,150	180	2	0.5	0	0.0
1992	62			IR	1,450	1,800	1,600	1,250	190	2	0.5	0	0.0
1993	62			IR	1,450	1,800	1,500	1,200	190	2	0.5	0	0.0
1994	62			IR	1,500	1,850	1,650	1,250	200	10	2.3	0	0.0
1995	62			LT	1,600	2,300	2,250	1,150	210	3	0.6	0	0.0
1996	62			LT	1,600	2,250	2,200	1,200	210	2	0.4	0	0.0
1997	62			LT	1,550	2,200	2,150	1,150	200	1	0.2	0	0.0
1998	62			LT	1,550	2,150	2,100	1,150	200	3	0.7	0	0.0
1999	62			LT	1,600	2,200	2,200	1,150	210	9	1.9	1	0.2
2000	62			LT	1,600	2,250	2,200	1,150	210	4	0.9	0	0.0
2001	62			LT	1,600	2,250	2,200	1,150	210	4	0.9	0	0.0
2002	62			LT	1,600	2,250	2,200	1,150	210	2	0.4	1	0.2
2003	62			LT	1,600	2,200	2,150	1,200	210	3	0.6	0	0.0
2004	62			LT	1,600	2,250	2,200	1,150	210	5	1.1	0	0.0
2005	62			LT	1,600	2,200	2,150	1,200	210	9	1.9	1	0.2
2006	62			LT	1,650	2,250	2,200	1,200	210	4	0.8	0	0.0
2007	62			LT	1,650	2,250	2,350	1,200	210	12	2.5	1	0.2
2008	62			LT	1,700	2,350	2,250	1,250	220	5	1.0	0	0.0
2009	62			LT	1,700	2,300	2,250	1,250	220	2	0.4	0	0.0
2010	62			IR	1,800	2,150	1,950	1,550	230	4	0.8	0	0.0
2011	62			IR	1,700	2,050	2,000	1,450	220	3	0.6	0	0.0
2012	62			IR	1,700	2,000	1,950	1,450	220	5	1.0	1	0.2
2013	62			CTR	1,750	2,150	2,200	1,500	230	8	1.6	0	0.0
2014	62			CTR	1,750	2,150	2,150	1,500	230	9	1.8	0	0.0
2015	62			CTR	1,750	2,150	2,150	1,500	230	6	1.2	0	0.0
2016	62			CTR	1,750	2,150	2,150	1,500	230	2	0.4	0	0.0
2017	62			CTR	1,750	2,350	2,350	1,450	230	6	1.2	1	0.2
2018	62			CTR	1,800	2,400	2,400	1,450	230	4	0.8	0	0.0
2019	62			CTR	1,800	2,400	2,400	1,450	230	0	0.0	0	0.0
2021	62			CTR	1,800	2,350	2,350	1,450	230	5	1.0	2	0.4
1988	62	HASTINGS RD 620 (W) BRINKLOW RD (E)	20.3	LT	1,400	2,000	1,950	1,050	80	18	1.7	0	0.0
1989	62			LT	1,400	1,950	1,950	1,050	80	17	1.6	1	0.1
1990	62			LT	1,450	2,100	2,050	1,050	90	8	0.7	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1991	62			LT	1,450	2,050	1,950	1,050	90	19	1.8	0	0.0
1992	62			IR	1,550	1,900	1,700	1,300	90	17	1.5	2	0.2
1993	62			IR	1,550	1,900	1,600	1,250	90	19	1.7	0	0.0
1994	62			IR	1,700	2,100	1,850	1,400	100	20	1.6	0	0.0
1995	62			LT	1,800	2,600	2,500	1,300	110	23	1.7	0	0.0
1996	62			LT	1,950	2,750	2,700	1,450	120	21	1.4	4	0.3
1997	62			LT	2,050	2,900	2,850	1,500	120	23	1.5	1	0.1
1998	62			LT	2,200	3,100	3,000	1,600	130	19	1.2	2	0.1
1999	62			LT	2,050	2,850	2,800	1,500	120	23	1.5	0	0.0
2000	62			LT	2,000	2,800	2,750	1,450	120	15	1.0	1	0.1
2001	62			LT	1,800	2,500	2,450	1,300	110	18	1.3	1	0.1
2002	62			LT	1,850	2,600	2,500	1,350	110	21	1.5	1	0.1
2003	62			LT	1,950	2,700	2,600	1,450	120	25	1.7	0	0.0
2004	62			LT	1,950	2,750	2,650	1,450	370	25	1.7	0	0.0
2005	62			LT	2,000	2,750	2,700	1,450	380	38	2.6	1	0.1
2006	62			LT	2,000	2,750	2,650	1,450	380	32	2.2	1	0.1
2007	62			LT	2,000	2,750	2,800	1,450	240	15	1.0	1	0.1
2008	62			LT	2,050	2,800	2,700	1,500	250	26	1.7	0	0.0
2009	62			LT	2,050	2,750	2,700	1,500	250	28	1.8	0	0.0
2010	62			LT	2,150	2,900	2,850	1,600	260	22	1.4	1	0.1
2011	62			LT	2,100	2,700	2,750	1,750	250	30	1.9	2	0.1
2012	62			LT	2,000	2,600	2,500	1,500	240	25	1.7	0	0.0
2013	62			LT	1,950	2,550	2,550	1,450	230	37	2.6	0	0.0
2014	62			LT	2,050	2,700	2,700	1,550	250	26	1.7	1	0.1
2015	62			LT	2,050	2,700	2,700	1,550	250	25	1.6	1	0.1
2016	62			LT	2,100	2,750	2,800	1,600	250	24	1.5	1	0.1
2017	62			LT	2,100	2,850	2,850	1,650	250	17	1.1	0	0.0
2018	62			LT	2,100	2,850	2,850	1,650	250	31	2.0	0	0.0
2019	62			LT	2,100	2,850	2,850	1,650	250	17	1.1	0	0.0
2021	62			LT	2,100	2,800	2,800	1,650	250	13	0.8	1	0.1
2021	62	BANCROFT S LTS START OF NA	7.8										
1988	62	BANCROFT N LTS. END OF NA	6.6	LT	3,200	4,550	4,500	2,450	290	12	1.6	0	0.0
1989	62			LT	3,200	4,450	4,400	2,350	290	8	1.0	1	0.1
1990	62			LT	3,250	4,750	4,550	2,350	290	7	0.9	2	0.3
1991	62			LT	3,250	4,550	4,400	2,400	290	12	1.5	0	0.0
1992	62			LT	4,200	5,850	5,650	3,250	380	9	0.9	2	0.2
1993	62			LT	4,300	5,950	5,350	3,150	390	11	1.1	1	0.1
1994	62			LT	4,100	6,000	5,800	3,000	370	10	1.0	0	0.0
1995	62			LT	4,550	6,550	6,350	3,350	410	6	0.5	0	0.0
1996	62			LT	4,350	6,150	6,000	3,200	390	11	1.0	1	0.1
1997	62			LT	4,450	6,250	6,150	3,300	400	4	0.4	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1998	62			LT	4,900	6,850	6,700	3,600	440	7	0.6	0	0.0
1999	62			LT	4,900	6,800	6,650	3,600	440	3	0.3	0	0.0
2000	62			LT	4,950	6,900	6,750	3,600	450	11	0.9	1	0.1
2001	62			CTR	5,200	6,550	6,300	4,400	310	8	0.6	0	0.0
2002	62			CTR	5,200	6,550	6,300	4,400	310	6	0.5	0	0.0
2003	62			CTR	5,300	6,600	6,350	4,500	320	6	0.5	2	0.2
2004	62			CTR	5,350	6,750	6,450	4,500	320	8	0.6	0	0.0
2005	62			CTR	5,500	6,800	6,550	4,650	330	11	0.8	2	0.2
2006	62			CTR	5,600	6,950	6,650	4,750	340	6	0.4	0	0.0
2007	62			IR	5,600	6,800	6,750	4,750	340	7	0.5	0	0.0
2008	62			IR	5,850	7,100	6,950	5,000	350	6	0.4	0	0.0
2009	62			IR	5,950	7,150	6,500	5,050	360	13	0.9	0	0.0
2010	62			IR	6,050	7,200	6,600	5,150	360	8	0.5	0	0.0
2011	62			IR	6,150	7,350	7,200	5,250	370	11	0.7	0	0.0
2012	62			IR	5,050	6,000	5,850	4,300	300	7	0.6	1	0.1
2013	62			CTR	5,700	6,950	7,150	4,850	340	12	0.9	0	0.0
2014	62			CTR	6,150	7,500	7,550	5,250	370	12	0.8	0	0.0
2015	62			CTR	6,250	7,600	7,700	5,300	380	5	0.3	0	0.0
2016	62			CTR	6,300	7,700	7,750	5,350	380	21	1.4	0	0.0
2017	62			CTR	6,400	8,550	8,500	5,200	380	11	0.7	0	0.0
2018	62			CTR	6,500	8,700	8,650	5,300	390	18	1.2	0	0.0
2019	62			CTR	6,550	8,750	8,700	5,350	390	8	0.5	0	0.0
2021	62			CTR	6,750	8,800	8,750	5,500	400	7	0.4	1	0.1
1988	62	HYBLA RD (E)	11.8	IR	2,500	3,250	2,750	2,000	150	14	1.3	0	0.0
1989	62			IR	2,500	3,200	2,800	2,050	150	17	1.6	4	0.4
1990	62			IR	2,550	3,250	2,850	2,100	150	12	1.1	0	0.0
1991	62			IR	2,550	3,200	2,850	2,100	150	12	1.1	0	0.0
1992	62			LT	2,500	3,450	3,400	1,900	150	12	1.1	1	0.1
1993	62			LT	2,500	3,450	3,100	1,850	150	10	0.9	0	0.0
1994	62			LT	2,650	3,900	3,750	1,950	160	10	0.9	1	0.1
1995	62			LT	2,700	3,900	3,750	2,000	160	14	1.2	2	0.2
1996	62			LT	2,800	3,950	3,850	2,050	170	9	0.7	0	0.0
1997	62			LT	2,900	4,100	4,000	2,150	170	12	1.0	1	0.1
1998	62			LT	3,000	4,200	4,100	2,200	180	9	0.7	0	0.0
1999	62			LT	3,100	4,300	4,200	2,250	190	8	0.6	0	0.0
2000	62			LT	3,050	4,250	4,150	2,250	180	8	0.6	0	0.0
2001	62			LR	3,050	5,000	3,950	2,050	400	11	0.8	0	0.0
2002	62			LR	3,200	5,200	4,150	2,150	380	22	1.6	0	0.0
2003	62			LR	2,950	4,650	3,750	2,000	350	9	0.7	0	0.0
2004	62			LT	2,950	4,150	4,000	2,150	350	8	0.6	1	0.1
2005	62			LT	2,950	4,050	3,950	2,150	350	13	1.0	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2006	62			LT	3,100	4,250	4,150	2,300	370	5	0.4	0	0.0
2007	62			LT	3,000	4,100	4,250	2,200	360	9	0.7	0	0.0
2008	62			LT	3,150	4,300	4,150	2,300	250	7	0.5	0	0.0
2009	62			LT	3,150	4,250	4,150	2,350	250	9	0.7	0	0.0
2010	62			IR	3,200	3,800	3,500	2,700	260	8	0.6	0	0.0
2011	62			IR	3,200	3,800	3,750	2,750	260	8	0.6	0	0.0
2012	62			IR	3,250	3,850	3,750	2,800	260	6	0.4	0	0.0
2013	62			CTR	3,250	3,950	4,100	2,750	260	14	1.0	0	0.0
2014	62			CTR	3,300	4,050	4,050	2,800	260	9	0.6	0	0.0
2015	62			CTR	3,300	4,050	4,050	2,800	260	5	0.4	1	0.1
2016	62			CTR	3,350	4,100	4,100	2,850	270	6	0.4	1	0.1
2017	62			CTR	3,350	4,500	4,450	2,750	270	6	0.4	0	0.0
2018	62			CTR	3,400	4,550	4,500	2,750	270	3	0.2	0	0.0
2019	62			CTR	3,400	4,550	4,500	2,750	270	10	0.7	2	0.1
2021	62			CTR	3,450	4,500	4,450	2,800	280	8	0.5	0	0.0
2021	62	HWY 127 MAYNOOTH END OF HWY											
2021	63	HWYS 17B/11B MAIN ST START OF NA	5.4										
1988	63	LEES RD NORTH BAY	5.0	IT	4,550	6,600	6,050	3,350	680	23	2.7	2	0.2
1989	63			LT	5,000	6,950	6,900	3,700	750	10	1.1	1	0.1
1990	63			LT	5,150	7,500	7,200	3,750	770	13	1.4	0	0.0
1991	63			LT	5,150	7,200	6,950	3,800	360	13	1.4	1	0.1
1992	63			LT	5,150	7,150	6,950	3,950	360	8	0.8	2	0.2
1993	63			LT	5,200	7,200	6,450	3,800	360	19	2.0	1	0.1
1994	63			LT	5,550	8,150	7,850	4,050	390	3	0.3	0	0.0
1995	63			LT	5,750	8,250	8,000	4,200	400	8	0.8	2	0.2
1996	63			LT	5,900	8,350	8,100	4,350	410	11	1.0	0	0.0
1997	63			CR	6,100	7,550	7,200	5,200	180	6	0.5	2	0.2
1998	63			CR	6,150	7,550	7,200	5,250	680	9	0.8	1	0.1
1999	63			CR	6,050	7,450	7,100	5,150	670	6	0.5	0	0.0
2000	63			CR	6,100	7,500	7,150	5,200	670	6	0.5	0	0.0
2001	63			CR	6,250	7,700	7,350	5,300	440	3	0.3	1	0.1
2002	63			CR	6,200	7,600	7,250	5,200	430	8	0.7	2	0.2
2003	63			CR	6,250	7,600	7,300	5,300	440	7	0.6	0	0.0
2004	63			CR	6,200	7,650	7,250	5,250	430	4	0.3	0	0.0
2005	63			CR	6,300	7,650	7,350	5,300	440	10	0.9	1	0.1
2006	63			IC	6,300	7,000	7,050	5,600	250	9	0.8	1	0.1
2007	63			IC	6,350	7,050	7,250	5,600	380	6	0.5	0	0.0
2008	63			IC	6,400	7,100	6,850	5,650	380	12	1.0	0	0.0
2009	63			IC	6,250	6,950	7,000	5,550	380	14	1.2	0	0.0
2010	63			IC	6,500	7,200	7,250	5,750	390	11	0.9	0	0.0
2011	63			IC	5,500	6,050	6,250	4,950	330	7	0.7	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2012	63			IC	6,350	7,050	6,800	5,650	380	10	0.9	2	0.2
2013	63			CTR	5,700	6,950	7,150	4,850	480	9	0.9	0	0.0
2014	63			CTR	6,250	7,600	7,700	5,300	520	17	1.5	0	0.0
2015	63			IC	5,600	6,200	6,150	4,950	410	10	1.0	0	0.0
2016	63			IC	6,150	6,800	6,800	5,450	460	7	0.6	0	0.0
2017	63			IC	6,150	6,750	6,800	5,600	460	9	0.8	1	0.1
2018	63			IC	6,150	6,750	6,800	5,550	460	13	1.1	0	0.0
2019	63			IC	6,150	6,750	6,800	5,550	460	9	0.8	0	0.0
2021	63			IC	6,200	6,700	6,750	5,600	430	6	0.5	0	0.0
1989	63	PENINSULA RD NORTH BAY	9.2	IT	2,750	3,800	3,700	2,150	410	7	0.8	0	0.0
1990	63			IT	2,850	3,600	3,550	2,400	430	4	0.4	2	0.2
1991	63			IT	2,850	3,700	3,500	2,450	230	9	0.9	1	0.1
1992	63			IT	2,650	3,450	3,300	2,250	210	5	0.6	0	0.0
1993	63			IT	2,700	3,300	3,350	2,300	220	8	0.9	1	0.1
1994	63			IT	2,850	3,700	3,550	2,400	230	6	0.6	0	0.0
1995	63			CR	2,800	3,450	3,300	2,400	220	8	0.8	1	0.1
1996	63			CR	2,900	3,600	3,400	2,500	230	5	0.5	0	0.0
1997	63			CR	2,950	3,650	3,500	2,500	240	4	0.4	1	0.1
1998	63			CR	3,100	3,800	3,650	2,650	340	4	0.4	1	0.1
1999	63			CR	2,850	3,500	3,350	2,400	280	9	0.9	1	0.1
2000	63			CR	2,850	3,500	3,350	2,400	280	5	0.5	1	0.1
2001	63			CR	2,700	3,300	3,150	2,300	320	4	0.4	1	0.1
2002	63			CR	2,850	3,500	3,350	2,400	340	16	1.7	1	0.1
2003	63			CR	2,800	3,400	3,300	2,350	340	14	1.5	2	0.2
2004	63			CR	2,800	3,450	3,300	2,350	340	13	1.4	2	0.2
2005	63			CR	2,800	3,400	3,250	2,350	340	7	0.7	1	0.1
2006	63			IC	2,800	3,100	3,150	2,500	170	12	1.3	2	0.2
2007	63			IC	2,800	3,100	3,200	2,450	310	9	1.0	0	0.0
2008	63			IC	2,750	3,050	2,950	2,400	300	11	1.2	0	0.0
2009	63			IC	2,750	3,050	3,100	2,450	300	9	1.0	0	0.0
2010	63			IC	2,750	3,050	3,050	2,450	300	14	1.5	2	0.2
2011	63			IC	3,300	3,650	3,750	2,950	360	16	1.4	0	0.0
2012	63			IC	2,850	3,150	3,050	2,550	310	6	0.6	1	0.1
2013	63			CTR	3,300	4,000	4,150	2,800	360	11	1.0	1	0.1
2014	63			CTR	2,950	3,600	3,650	2,500	320	11	1.1	0	0.0
2015	63			IC	3,450	3,800	3,800	3,050	380	5	0.4	0	0.0
2016	63			IC	3,050	3,400	3,350	2,700	340	6	0.6	0	0.0
2017	63			IC	3,050	3,350	3,350	2,750	340	9	0.9	2	0.2
2018	63			IC	3,050	3,350	3,400	2,750	340	7	0.7	1	0.1
2019	63			IC	3,100	3,400	3,400	2,800	340	8	0.8	1	0.1
2021	63			IC	3,100	3,350	3,400	2,800	340	7	0.7	1	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1988	63	SONGIS RD NORTH BAY E LTS	5.3	IT	1,900	2,750	2,550	1,400	280	4	1.1	0	0.0
1989	63			IC	2,050	2,350	2,300	1,800	310	10	2.5	0	0.0
1990	63			IC	2,200	2,500	2,450	1,950	330	7	1.6	1	0.2
1991	63			IC	2,200	2,500	2,450	1,950	220	11	2.6	0	0.0
1992	63			IC	2,200	2,450	2,400	2,000	220	2	0.5	0	0.0
1993	63			IC	2,250	2,550	2,500	2,000	220	6	1.4	0	0.0
1994	63			IC	2,300	2,600	2,600	2,050	230	7	1.6	0	0.0
1995	63			IC	2,400	2,700	2,700	2,150	240	3	0.6	0	0.0
1996	63			IC	2,450	2,750	2,750	2,200	240	8	1.7	1	0.2
1997	63			IC	2,550	2,850	2,900	2,250	260	1	0.2	1	0.2
1998	63			IC	2,450	2,750	2,750	2,200	340	5	1.1	1	0.2
1999	63			IC	2,400	2,700	2,700	2,150	340	4	0.9	0	0.0
2000	63			IC	2,300	2,600	2,600	2,050	320	6	1.3	2	0.4
2001	63			IC	2,350	2,650	2,650	2,100	330	4	0.9	0	0.0
2002	63			IC	2,400	2,700	2,700	2,100	290	0	0.0	0	0.0
2003	63			IC	2,450	2,750	2,750	2,150	340	3	0.6	0	0.0
2004	63			IC	2,400	2,700	2,700	2,100	310	3	0.6	0	0.0
2005	63			IC	2,400	2,650	2,700	2,100	310	4	0.9	0	0.0
2006	63			IC	2,400	2,650	2,700	2,150	260	2	0.4	0	0.0
2007	63			IC	2,400	2,650	2,750	2,100	340	6	1.3	0	0.0
2008	63			IC	2,350	2,600	2,500	2,050	310	2	0.4	0	0.0
2009	63			IC	2,400	2,650	2,700	2,150	360	4	0.9	0	0.0
2010	63			IC	2,400	2,650	2,700	2,150	310	2	0.4	0	0.0
2011	63			IC	2,400	2,650	2,750	2,150	290	5	1.1	0	0.0
2012	63			IC	2,400	2,650	2,600	2,150	300	6	1.3	0	0.0
2013	63			CTR	2,400	2,900	3,000	2,050	320	7	1.5	0	0.0
2014	63			CR	2,400	2,850	2,800	2,050	290	10	2.2	1	0.2
2015	63			IC	2,400	2,650	2,650	2,150	300	5	1.1	0	0.0
2016	63			IC	2,400	2,650	2,650	2,150	300	2	0.4	0	0.0
2017	63			IC	2,400	2,650	2,650	2,200	300	2	0.4	0	0.0
2018	63			IC	2,400	2,650	2,650	2,150	300	2	0.4	0	0.0
2019	63			IC	2,400	2,650	2,650	2,150	300	4	0.9	0	0.0
2021	63			IC	2,400	2,600	2,600	2,150	310	0	0.0	0	0.0
1988	63	ALLEN'S RD PHELPS TWP	16.2	IT	1,050	1,500	1,400	780	160	12	1.9	2	0.3
1989	63			IT	1,150	1,600	1,550	900	170	10	1.5	1	0.1
1990	63			IT	1,150	1,450	1,450	970	170	11	1.6	3	0.4
1991	63			IT	1,150	1,500	1,400	990	170	6	0.9	1	0.1
1992	63			LT	1,200	1,650	1,600	920	180	6	0.8	1	0.1
1993	63			LT	1,200	1,650	1,500	880	180	4	0.6	1	0.1
1994	63			LT	1,300	1,900	1,850	940	200	14	1.8	3	0.4
1995	63			LT	1,350	1,950	1,900	990	200	7	0.9	2	0.3

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1996	63			LT	1,400	2,000	1,950	1,050	210	6	0.7	2	0.2
1997	63			CR	1,400	1,750	1,650	1,200	210	2	0.2	1	0.1
1998	63			CR	1,450	1,800	1,700	1,250	280	11	1.3	1	0.1
1999	63			CR	1,450	1,800	1,700	1,250	280	1	0.1	0	0.0
2000	63			CR	1,450	1,800	1,700	1,250	280	4	0.5	0	0.0
2001	63			CR	1,450	1,800	1,700	1,200	300	11	1.3	0	0.0
2002	63			CR	1,500	1,850	1,750	1,250	320	12	1.4	1	0.1
2003	63			CR	1,550	1,900	1,800	1,300	330	8	0.9	2	0.2
2004	63			CR	1,550	1,900	1,800	1,300	330	8	0.9	2	0.2
2005	63			CR	1,600	1,950	1,850	1,350	340	11	1.2	2	0.2
2006	63			IC	1,600	1,800	1,800	1,400	340	22	2.3	1	0.1
2007	63			IC	1,600	1,800	1,850	1,400	340	3	0.3	0	0.0
2008	63			IC	1,650	1,850	1,750	1,450	350	5	0.5	1	0.1
2009	63			IC	1,650	1,850	1,850	1,450	350	7	0.7	1	0.1
2010	63			IC	1,700	1,900	1,900	1,500	360	9	0.9	1	0.1
2011	63			IC	1,550	1,700	1,750	1,400	330	5	0.5	0	0.0
2012	63			IC	1,700	1,900	1,850	1,500	360	6	0.6	1	0.1
2013	63			CTR	1,500	1,850	1,900	1,250	320	3	0.3	0	0.0
2014	63			CTR	1,700	2,050	2,100	1,450	360	2	0.2	0	0.0
2015	63			IC	1,700	1,900	1,850	1,500	360	11	1.1	1	0.1
2016	63			IC	1,700	1,900	1,850	1,500	360	5	0.5	0	0.0
2017	63			IC	1,750	1,900	1,950	1,600	370	6	0.6	0	0.0
2018	63			IC	1,750	1,950	1,950	1,600	370	6	0.6	0	0.0
2019	63			IC	1,750	1,900	1,950	1,600	370	8	0.8	0	0.0
2021	63			IC	1,800	1,950	1,950	1,650	380	5	0.5	1	0.1
1988	63	SEC HWY 533 JOCKO TWP	23.2	IT	1,550	2,250	2,050	1,150	230	13	1.0	2	0.2
1989	63			IT	1,650	2,300	2,200	1,300	250	29	2.1	3	0.2
1990	63			IT	1,700	2,150	2,100	1,450	260	13	0.9	1	0.1
1991	63			IT	1,700	2,200	2,100	1,450	260	10	0.7	1	0.1
1992	63			LT	1,400	1,950	1,900	1,100	210	15	1.3	5	0.4
1993	63			LT	1,500	2,050	1,850	1,100	220	17	1.3	2	0.2
1994	63			LT	1,700	2,500	2,400	1,250	260	15	1.0	4	0.3
1995	63			CR	1,700	2,100	2,000	1,450	260	16	1.1	2	0.1
1996	63			CR	1,800	2,200	2,100	1,550	270	13	0.9	3	0.2
1997	63			IR	1,850	2,300	2,050	1,550	280	12	0.8	1	0.1
1998	63			IR	1,900	2,350	2,150	1,600	360	15	0.9	5	0.3
1999	63			IR	1,800	2,250	2,000	1,500	340	19	1.2	5	0.3
2000	63			IR	1,800	2,200	2,000	1,500	340	14	0.9	1	0.1
2001	63			IR	1,750	2,150	1,950	1,500	300	11	0.7	1	0.1
2002	63			IR	1,800	2,200	2,000	1,550	310	11	0.7	2	0.1
2003	63			IR	1,800	2,200	2,000	1,550	310	19	1.2	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2004	63			CR	1,850	2,300	2,150	1,550	310	16	1.0	3	0.2
2005	63			CR	1,850	2,250	2,150	1,550	310	24	1.5	3	0.2
2006	63			IR	1,800	2,150	1,950	1,550	230	16	1.1	5	0.3
2007	63			IR	1,850	2,250	2,250	1,550	240	7	0.4	0	0.0
2008	63			IR	1,850	2,250	2,200	1,600	240	12	0.8	1	0.1
2009	63			IR	1,850	2,200	2,000	1,550	240	18	1.2	2	0.1
2010	63			IR	1,850	2,200	2,000	1,550	240	11	0.7	0	0.0
2011	63			IR	1,850	2,200	2,150	1,600	240	17	1.1	4	0.3
2012	63			IR	1,850	2,200	2,150	1,600	240	10	0.6	1	0.1
2013	63			CTR	1,900	2,300	2,400	1,600	250	12	0.7	0	0.0
2014	63			CTR	1,900	2,300	2,350	1,600	250	5	0.3	2	0.1
2015	63			CTR	1,650	2,000	2,050	1,400	210	9	0.6	4	0.3
2016	63			CTR	1,850	2,250	2,300	1,550	240	12	0.8	4	0.3
2017	63			CTR	1,850	2,450	2,450	1,500	240	7	0.4	0	0.0
2018	63			CTR	1,850	2,450	2,450	1,500	240	8	0.5	0	0.0
2019	63			CTR	1,850	2,450	2,450	1,500	240	13	0.8	1	0.1
2021	63			CTR	1,850	2,400	2,400	1,500	240	5	0.3	1	0.1
1988	63	OAK ST POITRAS TWP	1.3	IT	1,750	2,550	2,350	1,300	260	3	3.6	1	1.2
1989	63			C	1,800	2,000	2,000	1,600	270	6	7.0	1	1.2
1990	63			C	1,850	2,050	2,050	1,650	280	5	5.7	0	0.0
1991	63			C	1,850	2,050	2,050	1,700	280	4	4.5	1	1.1
1992	63			LT	1,850	2,550	2,500	1,400	280	6	6.8	0	0.0
1993	63			LT	1,850	2,550	2,300	1,350	280	3	3.4	0	0.0
1994	63			LT	2,000	2,950	2,850	1,450	300	2	2.1	0	0.0
1995	63			LT	2,050	2,950	2,850	1,500	310	3	3.1	2	2.0
1996	63			LT	2,150	3,050	2,950	1,600	320	5	4.9	2	1.9
1997	63			CTR	2,200	2,800	2,700	1,850	330	3	2.9	1	1.0
1998	63			CTR	2,200	2,800	2,700	1,850	330	3	2.9	0	0.0
1999	63			CTR	2,150	2,700	2,600	1,800	320	6	5.8	1	1.0
2000	63			CTR	2,150	2,700	2,600	1,800	320	5	4.9	1	1.0
2001	63			CTR	2,050	2,600	2,500	1,750	250	4	4.1	1	1.0
2002	63			CTR	2,100	2,650	2,550	1,750	250	3	3.0	0	0.0
2003	63			CTR	2,100	2,600	2,500	1,800	250	5	5.0	0	0.0
2004	63			CTR	2,100	2,650	2,550	1,750	250	0	0.0	0	0.0
2005	63			CTR	2,100	2,600	2,500	1,800	250	3	3.0	1	1.0
2006	63			IC	2,100	2,350	2,350	1,850	250	2	2.0	0	0.0
2007	63			IC	2,100	2,350	2,400	1,850	250	3	3.0	0	0.0
2008	63			IC	2,100	2,350	2,250	1,850	250	1	1.0	0	0.0
2009	63			IC	2,100	2,350	2,350	1,850	250	3	3.0	0	0.0
2010	63			IC	2,100	2,300	2,350	1,850	250	1	1.0	0	0.0
2011	63			IC	2,100	2,300	2,400	1,900	250	2	2.0	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2012	63			IC	2,100	2,350	2,250	1,850	250	1	1.0	0	0.0
2013	63			CTR	2,100	2,550	2,650	1,800	250	2	2.0	1	1.0
2014	63			CTR	2,100	2,550	2,600	1,800	250	1	1.0	0	0.0
2015	63			IC	2,100	2,300	2,300	1,850	250	0	0.0	0	0.0
2016	63			IC	2,100	2,300	2,300	1,850	250	2	2.0	2	2.0
2017	63			IC	2,100	2,300	2,300	1,900	250	1	1.0	1	1.0
2018	63			IC	2,100	2,300	2,300	1,900	250	1	1.0	1	1.0
2019	63			IC	2,100	2,300	2,300	1,900	250	1	1.0	1	1.0
2021	63			IC	2,100	2,300	2,300	1,900	250	1	1.0	0	0.0
2021	63	OTTAWA RIV BR PROV BDY END OF HWY											
1988	64	HWY 69	5.2	LT	1,900	2,700	2,700	1,450	150	4	1.1	1	0.3
1989	64			CR	2,150	2,750	2,550	1,800	300	2	0.5	0	0.0
1990	64			CR	2,250	2,800	2,600	2,000	320	8	1.9	0	0.0
1991	64			CR	2,250	2,750	2,600	2,000	320	3	0.7	0	0.0
1992	64			LR	2,150	3,450	2,750	1,400	240	1	0.2	0	0.0
1993	64			LR	2,150	3,450	2,750	1,400	240	4	1.0	1	0.2
1994	64			LR	2,300	3,800	3,050	1,500	250	2	0.5	1	0.2
1995	64			LR	2,350	3,950	3,200	1,550	380	1	0.2	0	0.0
1996	64			LR	2,400	4,000	3,200	1,600	380	3	0.7	2	0.4
1997	64			LR	2,500	4,200	3,400	1,700	400	2	0.4	0	0.0
1998	64			LR	2,350	3,900	3,150	1,550	210	3	0.7	0	0.0
1999	64			LR	2,250	3,700	2,950	1,500	200	4	0.9	1	0.2
2000	64			LR	2,200	3,550	2,850	1,450	200	1	0.2	0	0.0
2001	64			LR	2,200	3,600	2,850	1,450	180	3	0.7	0	0.0
2002	64			LR	2,150	3,500	2,800	1,450	170	1	0.2	0	0.0
2003	64			LR	2,100	3,300	2,650	1,400	170	2	0.5	0	0.0
2004	64			LR	2,000	3,250	2,600	1,350	160	1	0.3	0	0.0
2005	64			LR	2,050	3,200	2,600	1,400	160	3	0.8	0	0.0
2006	64			T	2,000	3,100	2,950	1,250	180	1	0.3	0	0.0
2007	64			T	1,950	3,000	2,900	1,250	180	2	0.5	0	0.0
2008	64			T	1,950	2,950	2,900	1,250	180	2	0.5	0	0.0
2009	64			LT	1,900	2,550	2,500	1,400	170	3	0.8	0	0.0
2010	64			LT	1,850	2,500	2,450	1,350	170	3	0.9	0	0.0
2011	64			CTR	2,100	2,550	2,450	1,800	190	1	0.3	0	0.0
2012	64			CTR	1,850	2,250	2,200	1,600	170	3	0.9	0	0.0
2013	64			LT	2,250	2,950	2,950	1,700	200	4	0.9	1	0.2
2014	64			LT	2,200	2,850	2,900	1,650	200	3	0.7	0	0.0
2015	64			LT	2,200	2,850	2,900	1,650	200	1	0.2	0	0.0
2016	64			LT	2,200	2,850	2,900	1,650	200	5	1.2	0	0.0
2017	64			LT	1,950	2,500	2,500	1,650	180	2	0.5	0	0.0
2018	64			LT	1,950	2,500	2,500	1,650	180	3	0.8	1	0.3

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2019	64			LT	2,200	2,800	2,800	1,850	200	4	1.0	1	0.2
2021	64			LT	1,950	2,450	2,450	1,650	180	3	0.8	0	0.0
1988	64	SEC HWY 607 BIGWOOD RD	13.2	LT	1,400	2,000	1,950	1,050	100	13	1.9	0	0.0
1989	64			CR	1,500	1,900	1,800	1,250	100	8	1.1	1	0.1
1990	64			CR	1,600	2,000	1,850	1,450	110	8	1.0	0	0.0
1991	64			CR	1,600	1,950	1,850	1,450	110	12	1.6	2	0.3
1992	64			LR	1,500	2,400	1,950	990	140	11	1.5	0	0.0
1993	64			LR	1,500	2,400	1,950	980	140	11	1.5	0	0.0
1994	64			LR	1,550	2,550	2,050	1,000	140	15	2.0	2	0.3
1995	64			LR	1,500	2,500	2,050	980	150	10	1.4	3	0.4
1996	64			LR	1,650	2,750	2,200	1,100	160	3	0.4	0	0.0
1997	64			LR	1,650	2,750	2,250	1,100	160	6	0.8	1	0.1
1998	64			LR	1,600	2,650	2,150	1,050	100	6	0.8	1	0.1
1999	64			LR	1,550	2,550	2,050	1,000	90	12	1.6	2	0.3
2000	64			LR	1,500	2,450	1,950	1,000	90	4	0.6	0	0.0
2001	64			LR	1,500	2,450	1,950	1,000	140	12	1.7	0	0.0
2002	64			LR	1,450	2,350	1,900	980	130	5	0.7	0	0.0
2003	64			LR	1,450	2,300	1,850	980	130	9	1.3	1	0.1
2004	64			LT	1,450	2,050	1,950	1,050	130	2	0.3	0	0.0
2005	64			LT	1,400	1,900	1,900	1,050	130	8	1.2	0	0.0
2006	64			LT	1,350	1,850	1,800	990	70	7	1.1	1	0.2
2007	64			LT	1,400	1,900	2,000	1,050	70	4	0.6	0	0.0
2008	64			LT	1,350	1,850	1,750	1,000	70	15	2.3	1	0.2
2009	64			LT	1,350	1,800	1,800	1,000	70	8	1.2	0	0.0
2010	64			LT	1,350	1,800	1,800	1,000	70	8	1.2	0	0.0
2011	64			CTR	1,300	1,600	1,500	1,100	60	6	1.0	0	0.0
2012	64			CTR	1,300	1,600	1,550	1,100	60	5	0.8	0	0.0
2013	64			LT	1,700	2,200	2,200	1,300	80	7	0.9	0	0.0
2014	64			LT	1,350	1,750	1,800	1,000	70	5	0.8	0	0.0
2015	64			LT	1,350	1,750	1,800	1,000	70	10	1.5	0	0.0
2016	64			LT	1,300	1,700	1,750	980	60	12	1.9	0	0.0
2017	64			LT	1,300	1,650	1,650	1,100	60	4	0.6	0	0.0
2018	64			LT	1,300	1,650	1,650	1,100	60	9	1.4	0	0.0
2019	64			LT	1,400	1,800	1,800	1,150	70	12	1.8	4	0.6
2021	64			LT	1,300	1,650	1,650	1,100	60	8	1.3	0	0.0
1988	64	SEC HWY 528(TO WOLSELEY BAY)	3.2	LT	1,500	2,150	2,100	1,150	100	0	0.0	0	0.0
1989	64			CR	1,600	2,050	1,900	1,350	110	1	0.5	0	0.0
1990	64			CR	1,700	2,100	1,950	1,550	120	0	0.0	0	0.0
1991	64			CR	1,700	2,100	1,950	1,550	120	0	0.0	0	0.0
1992	64			LR	1,600	2,600	2,050	1,050	130	0	0.0	0	0.0
1993	64			LR	1,600	2,600	2,050	1,050	130	1	0.5	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1994	64			LR	1,650	2,700	2,200	1,100	130	4	2.1	0	0.0
1995	64			LT	1,550	2,250	2,150	1,150	120	1	0.6	0	0.0
1996	64			LT	1,700	2,400	2,350	1,250	140	1	0.5	0	0.0
1997	64			LT	1,700	2,400	2,350	1,250	140	3	1.5	0	0.0
1998	64			LT	1,750	2,450	2,400	1,300	140	1	0.5	0	0.0
1999	64			LT	1,700	2,350	2,300	1,250	140	1	0.5	1	0.5
2000	64			LT	1,700	2,350	2,300	1,250	140	1	0.5	1	0.5
2001	64			LT	1,700	2,400	2,300	1,250	140	0	0.0	0	0.0
2002	64			LT	1,700	2,400	2,300	1,250	140	0	0.0	0	0.0
2003	64			LT	1,700	2,350	2,300	1,250	140	3	1.5	0	0.0
2004	64			LT	1,700	2,400	2,300	1,250	140	6	3.0	0	0.0
2005	64			LT	1,750	2,400	2,350	1,300	140	0	0.0	0	0.0
2006	64			LT	1,750	2,400	2,350	1,300	140	1	0.5	0	0.0
2007	64			LT	1,750	2,400	2,450	1,300	140	4	2.0	2	1.0
2008	64			LT	1,750	2,400	2,300	1,300	140	1	0.5	0	0.0
2009	64			LT	1,750	2,350	2,300	1,300	140	0	0.0	0	0.0
2010	64			LT	1,750	2,350	2,300	1,300	140	0	0.0	0	0.0
2011	64			CTR	1,600	1,950	1,850	1,350	130	6	3.2	0	0.0
2012	64			CTR	1,750	2,100	2,100	1,500	140	3	1.5	0	0.0
2013	64			CTR	1,750	2,150	2,200	1,500	140	0	0.0	0	0.0
2014	64			CTR	1,750	2,150	2,150	1,500	140	2	1.0	0	0.0
2015	64			CTR	1,750	2,150	2,150	1,500	140	3	1.5	0	0.0
2016	64			CTR	1,750	2,150	2,150	1,500	140	2	1.0	0	0.0
2017	64			CTR	1,750	2,350	2,350	1,450	140	1	0.5	0	0.0
2018	64			CTR	1,750	2,350	2,350	1,450	140	2	1.0	0	0.0
2019	64			CTR	1,750	2,350	2,300	1,400	140	2	1.0	0	0.0
2021	64			CTR	1,750	2,300	2,250	1,450	140	1	0.5	0	0.0
1988	64	SEC HWY 535 NOELVILLE	22.0	LT	700	990	990	530	100	11	2.0	1	0.2
1989	64			CR	750	960	890	630	110	6	1.0	2	0.3
1990	64			CR	800	990	920	720	120	8	1.2	0	0.0
1991	64			CR	800	980	920	720	120	6	0.9	0	0.0
1992	64			LR	800	1,300	1,050	530	60	7	1.1	0	0.0
1993	64			LR	800	1,300	1,050	520	60	12	1.9	0	0.0
1994	64			LR	850	1,400	1,100	560	60	10	1.5	0	0.0
1995	64			LR	870	1,450	1,200	570	70	7	1.0	1	0.1
1996	64			LR	900	1,500	1,200	600	70	6	0.8	0	0.0
1997	64			LT	920	1,300	1,250	680	70	9	1.2	1	0.1
1998	64			LT	930	1,300	1,250	680	40	6	0.8	0	0.0
1999	64			LT	880	1,200	1,200	640	40	4	0.6	0	0.0
2000	64			LT	880	1,250	1,200	640	40	11	1.6	2	0.3
2001	64			LT	840	1,200	1,150	620	30	1	0.1	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2002	64			LT	880	1,250	1,200	650	40	7	1.0	0	0.0
2003	64			LT	880	1,200	1,200	650	40	4	0.6	0	0.0
2004	64			LT	880	1,250	1,200	640	40	6	0.8	0	0.0
2005	64			LT	880	1,200	1,200	650	40	4	0.6	0	0.0
2006	64			LT	880	1,200	1,150	650	80	12	1.7	0	0.0
2007	64			LT	880	1,200	1,250	650	80	9	1.3	1	0.1
2008	64			LT	880	1,200	1,150	650	80	8	1.1	1	0.1
2009	64			LT	880	1,200	1,150	650	80	6	0.8	0	0.0
2010	64			LT	880	1,200	1,150	650	80	7	1.0	1	0.1
2011	64			CTR	790	960	920	670	70	4	0.6	0	0.0
2012	64			CTR	860	1,050	1,050	730	80	10	1.4	1	0.1
2013	64			CTR	850	1,050	1,050	720	80	8	1.2	2	0.3
2014	64			CTR	850	1,050	1,050	720	80	6	0.9	0	0.0
2015	64			CTR	850	1,050	1,050	720	80	2	0.3	0	0.0
2016	64			CTR	850	1,050	1,050	720	80	2	0.3	0	0.0
2017	64			CTR	850	1,150	1,150	690	80	8	1.2	0	0.0
2018	64			CTR	850	1,150	1,150	690	80	6	0.9	0	0.0
2019	64			CTR	840	1,100	1,100	680	80	8	1.2	1	0.1
2021	64			CTR	840	1,100	1,100	690	80	6	0.9	0	0.0
1988	64	SUDBURY NIPISSING DIST BDY SIGN	28.5	LT	1,200	1,700	1,700	910	130	11	0.9	0	0.0
1989	64			CR	1,300	1,650	1,550	1,100	140	5	0.4	1	0.1
1990	64			CR	1,350	1,650	1,550	1,200	150	15	1.1	0	0.0
1991	64			CR	1,350	1,650	1,550	1,200	150	11	0.8	0	0.0
1992	64			LT	1,250	1,750	1,700	960	100	11	0.8	1	0.1
1993	64			LT	1,250	1,750	1,550	920	100	8	0.6	0	0.0
1994	64			LT	1,400	2,050	2,000	1,000	110	3	0.2	1	0.1
1995	64			LT	1,450	2,100	2,000	1,050	120	10	0.7	0	0.0
1996	64			LT	1,500	2,100	2,050	1,100	120	5	0.3	0	0.0
1997	64			LT	1,550	2,200	2,150	1,150	120	9	0.6	0	0.0
1998	64			LT	1,550	2,150	2,100	1,150	250	9	0.6	0	0.0
1999	64			LT	1,400	1,950	1,900	1,000	220	5	0.3	1	0.1
2000	64			LT	1,400	1,950	1,900	1,000	220	8	0.5	0	0.0
2001	64			LT	1,300	1,800	1,750	950	130	5	0.4	0	0.0
2002	64			LT	1,350	1,900	1,850	990	140	6	0.4	0	0.0
2003	64			LT	1,350	1,850	1,800	1,000	140	7	0.5	0	0.0
2004	64			LT	1,350	1,900	1,850	990	140	12	0.9	3	0.2
2005	64			LT	1,300	1,800	1,750	960	130	4	0.3	0	0.0
2006	64			CTR	1,300	1,600	1,550	1,100	130	3	0.2	0	0.0
2007	64			CTR	1,300	1,600	1,600	1,100	180	9	0.7	1	0.1
2008	64			CTR	1,250	1,550	1,500	1,050	180	11	0.8	3	0.2
2009	64			CTR	1,250	1,500	1,500	1,050	180	5	0.4	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2010	64			CTR	1,250	1,500	1,450	1,050	180	7	0.5	0	0.0
2011	64			CTR	1,200	1,450	1,400	1,000	170	2	0.2	0	0.0
2012	64			CTR	1,200	1,450	1,450	1,000	170	9	0.7	1	0.1
2013	64			CTR	1,200	1,450	1,500	1,000	170	2	0.2	0	0.0
2014	64			CTR	1,150	1,400	1,400	980	160	3	0.3	0	0.0
2015	64			CTR	1,300	1,600	1,600	1,100	180	8	0.6	1	0.1
2016	64			CTR	1,300	1,600	1,600	1,100	180	9	0.7	0	0.0
2017	64			CTR	1,150	1,550	1,550	940	160	7	0.6	0	0.0
2018	64			CTR	1,150	1,550	1,550	940	160	5	0.4	0	0.0
2019	64			CTR	1,200	1,600	1,600	980	170	6	0.5	0	0.0
2021	64			CTR	1,100	1,450	1,450	900	150	3	0.3	0	0.0
2021	64	W JCT HWY 17 CALDWELL TWP	15.1										
2021	64	STURGEON FALLS START OF NA	2.4										
1988	64	STURGEON FALLS N LTS END OF NA	20.3	CTR	1,300	1,700	1,600	1,100	80	14	1.4	2	0.2
1989	64			CR	1,300	1,650	1,550	1,100	140	18	1.9	1	0.1
1990	64			CR	1,200	1,500	1,400	1,100	120	6	0.7	0	0.0
1991	64			CR	1,200	1,500	1,400	1,100	120	11	1.2	0	0.0
1992	64			CR	1,200	1,500	1,350	1,100	120	11	1.2	1	0.1
1993	64			CR	1,250	1,550	1,450	1,100	120	13	1.4	1	0.1
1994	64			CR	1,300	1,600	1,500	1,150	130	10	1.0	1	0.1
1995	64			CR	1,300	1,600	1,550	1,100	130	9	0.9	0	0.0
1996	64			CR	1,300	1,600	1,550	1,100	130	13	1.3	2	0.2
1997	64			IT	1,300	1,700	1,700	1,100	120	4	0.4	0	0.0
1998	64			IT	1,350	1,750	1,750	1,100	150	9	0.9	0	0.0
1999	64			IT	1,350	1,750	1,700	1,100	110	7	0.7	1	0.1
2000	64			IT	1,350	1,750	1,700	1,100	110	8	0.8	0	0.0
2001	64			CR	1,350	1,650	1,600	1,150	110	8	0.8	0	0.0
2002	64			CR	1,400	1,700	1,650	1,200	110	7	0.7	0	0.0
2003	64			CR	1,400	1,700	1,650	1,200	110	8	0.8	2	0.2
2004	64			CR	1,450	1,800	1,700	1,200	120	7	0.6	0	0.0
2005	64			CR	1,450	1,750	1,700	1,200	120	5	0.5	1	0.1
2006	64			CR	1,450	1,750	1,700	1,200	120	8	0.7	1	0.1
2007	64			CR	1,500	1,800	1,800	1,250	120	7	0.6	0	0.0
2008	64			CR	1,500	1,800	1,800	1,250	120	10	0.9	0	0.0
2009	64			CR	1,550	1,850	1,800	1,300	120	13	1.1	1	0.1
2010	64			IC	1,550	1,700	1,750	1,350	120	4	0.3	0	0.0
2011	64			CR	1,550	1,800	1,850	1,400	120	8	0.7	1	0.1
2012	64			CR	1,550	1,850	1,850	1,300	120	5	0.4	1	0.1
2013	64			CTR	1,600	1,950	2,000	1,350	130	9	0.8	0	0.0
2014	64			CTR	1,600	1,950	1,950	1,350	130	4	0.3	0	0.0
2015	64			CTR	1,650	2,000	2,050	1,400	130	2	0.2	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2016	64			CTR	1,650	2,000	2,050	1,400	130	5	0.4	0	0.0
2017	64			CTR	1,650	2,200	2,200	1,350	130	8	0.7	0	0.0
2018	64			CTR	1,700	2,250	2,250	1,400	140	12	1.0	1	0.1
2019	64			CTR	1,700	2,250	2,250	1,400	140	12	1.0	0	0.0
2021	64			CTR	1,750	2,300	2,250	1,450	140	14	1.1	1	0.1
1988	64	SEC HWY 575	0.6	IC	1,300	1,500	1,450	1,150	170	0	0.0	0	0.0
1989	64			IC	900	1,050	1,000	800	120	1	5.1	0	0.0
1990	64			IC	800	910	900	710	100	2	11.4	0	0.0
1991	64			IC	950	1,050	1,050	850	120	1	4.8	0	0.0
1992	64			IR	1,200	1,500	1,300	1,000	160	0	0.0	0	0.0
1993	64			IR	1,100	1,350	1,150	900	140	2	8.3	0	0.0
1994	64			IR	990	1,200	1,100	830	90	1	4.6	0	0.0
1995	64			IC	920	1,050	1,050	830	80	0	0.0	0	0.0
1996	64			IC	910	1,000	1,050	810	80	0	0.0	0	0.0
1997	64			IT	870	1,150	1,100	720	120	1	5.2	0	0.0
1998	64			IT	1,000	1,300	1,300	810	160	0	0.0	0	0.0
1999	64			IT	1,050	1,350	1,350	850	130	0	0.0	0	0.0
2000	64			IT	1,100	1,400	1,400	900	130	0	0.0	0	0.0
2001	64			IC	1,000	1,100	1,100	880	120	1	4.6	0	0.0
2002	64			IC	1,200	1,350	1,350	1,050	80	0	0.0	0	0.0
2003	64			IC	1,250	1,400	1,400	1,100	90	0	0.0	0	0.0
2004	64			IC	1,250	1,400	1,400	1,100	90	0	0.0	0	0.0
2005	64			IC	1,350	1,500	1,500	1,200	90	0	0.0	0	0.0
2006	64			IR	1,550	1,850	1,700	1,300	260	0	0.0	0	0.0
2007	64			IR	1,450	1,750	1,750	1,250	250	0	0.0	0	0.0
2008	64			IR	1,500	1,800	1,800	1,300	260	0	0.0	0	0.0
2009	64			CR	1,500	1,800	1,750	1,300	260	0	0.0	0	0.0
2010	64			CR	1,550	1,850	1,800	1,300	260	0	0.0	0	0.0
2011	64			CR	1,600	1,850	1,900	1,400	270	0	0.0	0	0.0
2012	64			CR	1,650	2,000	1,950	1,400	280	1	2.8	0	0.0
2013	64			CTR	1,950	2,350	2,450	1,650	330	1	2.3	0	0.0
2014	64			CTR	1,800	2,200	2,200	1,550	310	0	0.0	0	0.0
2015	64			CTR	1,850	2,250	2,300	1,550	310	0	0.0	0	0.0
2016	64			CTR	1,900	2,300	2,350	1,600	320	0	0.0	0	0.0
2017	64			CTR	1,950	2,600	2,600	1,600	330	0	0.0	0	0.0
2018	64			CTR	2,000	2,650	2,650	1,650	340	0	0.0	0	0.0
2019	64			CTR	2,050	2,750	2,700	1,650	350	0	0.0	0	0.0
2021	64			CTR	2,150	2,800	2,800	1,750	370	0	0.0	0	0.0
1988	64	SEC HWY 539 FIELD	34.6	IC	700	810	790	620	80	10	1.1	2	0.2
1989	64			IC	700	800	790	620	80	7	0.8	3	0.3
1990	64			IC	550	630	620	490	70	10	1.4	3	0.4

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1991	64			IC	550	620	610	490	70	10	1.4	2	0.3
1992	64			IC	600	670	660	550	70	6	0.8	0	0.0
1993	64			IR	650	800	670	530	80	15	1.8	1	0.1
1994	64			IC	650	730	730	580	120	6	0.7	2	0.2
1995	64			IC	640	720	720	570	120	17	2.1	3	0.4
1996	64			IC	630	710	710	560	110	13	1.6	1	0.1
1997	64			IR	630	790	710	540	110	15	1.9	6	0.8
1998	64			IR	630	780	710	530	130	10	1.3	1	0.1
1999	64			IR	670	830	740	560	130	9	1.1	1	0.1
2000	64			IR	650	800	720	550	130	5	0.6	2	0.2
2001	64			IR	650	800	720	550	130	10	1.2	2	0.2
2002	64			IR	650	800	720	550	110	10	1.2	0	0.0
2003	64			IR	650	790	720	550	110	14	1.7	3	0.4
2004	64			IR	650	800	720	550	110	12	1.5	2	0.2
2005	64			IR	700	840	770	600	120	9	1.0	4	0.5
2006	64			IR	660	800	720	560	140	17	2.0	2	0.2
2007	64			IR	720	870	870	610	150	11	1.2	4	0.4
2008	64			IR	730	880	870	620	150	10	1.1	3	0.3
2009	64			IR	860	1,050	940	730	180	9	0.8	2	0.2
2010	64			IR	750	890	820	640	160	10	1.1	0	0.0
2011	64			IR	760	910	890	650	210	10	1.0	0	0.0
2012	64			CR	770	920	910	650	310	8	0.8	2	0.2
2013	64			CTR	780	950	980	660	250	15	1.5	5	0.5
2014	64			CTR	790	960	970	670	240	4	0.4	1	0.1
2015	64			CTR	800	980	980	680	260	5	0.5	0	0.0
2016	64			CTR	810	990	1,000	690	270	11	1.1	1	0.1
2017	64			CTR	820	1,100	1,100	670	270	7	0.7	2	0.2
2018	64			CTR	830	1,100	1,100	680	270	17	1.6	3	0.3
2019	64			CTR	840	1,100	1,100	680	280	13	1.2	2	0.2
2021	64			CTR	850	1,100	1,100	690	280	20	1.9	4	0.4
2021	64	HWY 11 END OF HWY											
1997	65	QUEBEC ONTARIO PROV BDY	4.8	CTR	1,500	1,900	1,850	1,250	280	3	1.1	0	0.0
1998	65			CTR	1,550	1,950	1,900	1,300	290	2	0.7	0	0.0
1999	65			CTR	1,600	2,000	1,950	1,350	300	6	2.1	3	1.1
2000	65			CTR	1,650	2,100	2,000	1,400	310	10	3.4	0	0.0
2001	65			CTR	1,700	2,150	2,050	1,450	320	6	2.0	0	0.0
2002	65			CTR	1,750	2,200	2,100	1,500	330	6	2.0	1	0.3
2003	65			CTR	1,800	2,250	2,150	1,550	340	5	1.6	0	0.0
2004	65			CTR	1,800	2,250	2,200	1,500	340	3	0.9	0	0.0
2005	65			CTR	1,850	2,300	2,200	1,550	350	3	0.9	0	0.0
2006	65			CTR	1,900	2,350	2,250	1,600	320	2	0.6	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2007	65			CTR	1,950	2,400	2,400	1,650	310	7	2.0	0	0.0
2008	65			CTR	1,950	2,400	2,350	1,650	310	4	1.2	1	0.3
2009	65			CTR	2,000	2,450	2,350	1,700	280	5	1.4	0	0.0
2010	65			CTR	2,050	2,500	2,400	1,750	290	1	0.3	0	0.0
2011	65			CTR	2,100	2,550	2,450	1,800	320	1	0.3	1	0.3
2012	65			CTR	2,150	2,600	2,600	1,850	400	1	0.3	0	0.0
2013	65			CTR	2,200	2,700	2,750	1,850	340	3	0.8	1	0.3
2014	65			CTR	2,250	2,750	2,750	1,900	350	2	0.5	1	0.3
2015	65			CTR	2,250	2,750	2,750	1,900	320	2	0.5	0	0.0
2016	65			CTR	2,300	2,800	2,850	1,950	330	3	0.7	1	0.2
2017	65			CTR	2,350	3,150	3,100	1,900	330	1	0.2	0	0.0
2018	65			CTR	2,400	3,200	3,200	1,950	340	2	0.5	0	0.0
2019	65			CTR	2,450	3,250	3,250	2,000	350	1	0.2	0	0.0
2021	65			CTR	2,500	3,250	3,250	2,050	350	1	0.2	0	0.0
1988	65	CASEY MINE RD (S) DEVELOPMENT RD (N)	17.1	IC	1,250	1,450	1,400	1,100	200	14	1.8	3	0.4
1989	65			IC	1,300	1,500	1,450	1,150	210	17	2.1	1	0.1
1990	65			IR	1,300	1,650	1,450	1,050	160	13	1.6	2	0.2
1991	65			IR	1,450	1,850	1,600	1,200	170	12	1.3	1	0.1
1992	65			IR	1,600	1,950	1,750	1,350	190	14	1.4	2	0.2
1993	65			IR	1,750	2,150	1,800	1,450	210	15	1.4	1	0.1
1994	65			IR	1,700	2,100	1,850	1,400	200	12	1.1	1	0.1
1995	65			IR	1,750	2,150	1,950	1,500	260	17	1.6	2	0.2
1996	65			IR	1,850	2,300	2,050	1,600	280	13	1.1	0	0.0
1997	65			IR	1,900	2,400	2,150	1,600	280	6	0.5	1	0.1
1998	65			IR	1,950	2,400	2,200	1,650	290	9	0.7	1	0.1
1999	65			CR	2,050	2,500	2,400	1,750	200	10	0.8	3	0.2
2000	65			CR	2,100	2,600	2,450	1,800	210	15	1.1	2	0.2
2001	65			CR	2,150	2,650	2,500	1,800	220	13	1.0	5	0.4
2002	65			CR	2,250	2,750	2,650	1,900	220	13	0.9	2	0.1
2003	65			CR	2,250	2,750	2,650	1,900	220	7	0.5	1	0.1
2004	65			CR	2,350	2,900	2,750	2,000	240	14	0.9	1	0.1
2005	65			CR	2,400	2,900	2,800	2,000	240	14	0.9	3	0.2
2006	65			CR	2,400	2,900	2,800	2,050	240	19	1.3	4	0.3
2007	65			CR	2,500	3,050	3,000	2,100	250	23	1.5	4	0.3
2008	65			CR	2,550	3,100	3,050	2,150	260	19	1.2	1	0.1
2009	65			IC	2,650	2,950	2,950	2,350	260	17	1.0	5	0.3
2010	65			IC	2,700	3,000	3,000	2,400	270	8	0.5	1	0.1
2011	65			CR	2,750	3,200	3,250	2,450	280	9	0.5	0	0.0
2012	65			CR	2,800	3,350	3,300	2,350	280	7	0.4	0	0.0
2013	65			CTR	2,900	3,550	3,650	2,450	290	11	0.6	1	0.1
2014	65			CTR	2,950	3,600	3,650	2,500	300	8	0.4	4	0.2

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2015	65			CTR	2,800	3,400	3,450	2,400	280	8	0.5	2	0.1
2016	65			CTR	3,050	3,700	3,750	2,600	300	6	0.3	4	0.2
2017	65			CTR	3,100	4,150	4,100	2,550	310	9	0.5	3	0.2
2018	65			CTR	3,150	4,200	4,200	2,550	320	7	0.4	2	0.1
2019	65			CTR	3,200	4,250	4,250	2,600	320	7	0.3	1	0.0
2021	65			CTR	3,350	4,350	4,350	2,750	340	5	0.2	3	0.1
2009	65	ARMSTRONG ST (S) NEW LISKEARD	0.8	IC	4,050	4,500	4,550	3,600	890	9	7.6	2	1.7
2010	65			IC	4,200	4,650	4,700	3,700	920	13	10.6	2	1.6
2011	65			IC	4,350	4,800	4,950	3,900	960	6	4.7	0	0.0
2012	65			IC	4,500	5,000	4,850	4,000	990	18	13.7	2	1.5
2013	65			IC	2,600	2,900	2,850	2,300	570	4	5.3	0	0.0
2014	65			IC	3,100	3,450	3,400	2,750	680	15	16.6	0	0.0
2015	65			IC	2,400	2,650	2,650	2,150	530	9	12.8	0	0.0
2016	65			IC	2,550	2,800	2,800	2,250	560	10	13.4	1	1.3
2017	65			IC	2,300	2,500	2,550	2,100	510	12	17.9	0	0.0
2018	65			IC	2,250	2,500	2,500	2,050	220	14	21.3	2	3.0
2019	65			IC	2,500	2,750	2,750	2,250	250	16	21.9	3	4.1
2021	65			IC	1,500	1,650	1,650	1,350	150	11	25.1	2	4.6
2021	65	N JCT HWY 65 AND HWY 11	2.7										
1988	65	S JCT HWY 65 AND HWY 11	0.7	CTR	1,450	1,900	1,750	1,200	380	3	8.1	0	0.0
1989	65			CTR	1,500	1,900	1,800	1,300	390	5	13.0	1	2.6
1990	65			LT	1,500	2,200	2,100	1,100	390	5	13.0	2	5.2
1991	65			LT	1,650	2,300	2,250	1,200	430	7	16.6	0	0.0
1992	65			LT	1,800	2,500	2,450	1,400	470	3	6.5	0	0.0
1993	65			LT	2,000	2,750	2,500	1,450	520	1	2.0	0	0.0
1994	65			LT	1,700	2,500	2,400	1,250	440	0	0.0	0	0.0
1995	65			LT	1,750	2,500	2,450	1,300	460	0	0.0	0	0.0
1996	65			LT	1,800	2,550	2,500	1,300	470	0	0.0	0	0.0
1997	65			LT	1,850	2,600	2,550	1,350	480	0	0.0	0	0.0
1998	65			LT	1,850	2,600	2,550	1,350	480	1	2.1	0	0.0
1999	65			LT	1,650	2,300	2,250	1,200	260	2	4.7	0	0.0
2000	65			LT	1,700	2,350	2,300	1,250	270	1	2.3	0	0.0
2001	65			LT	1,700	2,400	2,300	1,250	270	1	2.3	0	0.0
2002	65			LT	1,650	2,300	2,250	1,200	130	1	2.4	0	0.0
2003	65			LT	1,650	2,250	2,200	1,200	130	0	0.0	0	0.0
2004	65			LT	1,650	2,300	2,250	1,200	130	0	0.0	0	0.0
2005	65			LT	1,650	2,250	2,200	1,200	130	1	2.4	0	0.0
2006	65			SC	1,600	1,700	1,850	1,400	130	2	4.9	1	2.4
2007	65			SC	1,600	1,700	1,850	1,400	130	0	0.0	0	0.0
2008	65			SC	1,600	1,700	1,600	1,400	130	0	0.0	0	0.0
2009	65			UC	1,550	1,650	1,800	1,450	120	1	2.5	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2010	65			UC	1,550	1,650	1,800	1,450	120	0	0.0	0	0.0
2011	65			LT	1,550	2,000	2,000	1,250	120	0	0.0	0	0.0
2012	65			LT	1,500	1,950	1,850	1,150	120	1	2.6	0	0.0
2013	65			LT	1,500	1,950	1,950	1,150	120	1	2.6	0	0.0
2014	65			LT	1,500	1,950	2,000	1,150	120	0	0.0	0	0.0
2015	65			LT	1,500	1,950	2,000	1,150	120	0	0.0	0	0.0
2016	65			LT	1,500	1,950	2,000	1,150	120	0	0.0	0	0.0
2017	65			LT	1,450	1,850	1,850	1,200	120	0	0.0	0	0.0
2018	65			LT	1,450	1,850	1,850	1,200	120	0	0.0	0	0.0
2019	65			LT	1,450	1,850	1,850	1,200	120	0	0.0	0	0.0
2021	65			LT	1,400	1,750	1,750	1,150	110	0	0.0	0	0.0
1993	65	0.9 KM W OF NEW LISKEARD W LTS	5.7	LT	1,550	2,150	1,900	1,150	400	5	1.6	0	0.0
1994	65			LT	1,450	2,150	2,050	1,050	380	4	1.3	0	0.0
1995	65			LT	1,450	2,100	2,000	1,050	380	4	1.3	0	0.0
1996	65			LT	1,450	2,050	2,000	1,050	380	3	1.0	0	0.0
1997	65			LT	1,450	2,050	2,000	1,050	380	2	0.7	1	0.3
1998	65			LT	1,450	2,050	2,000	1,050	380	3	1.0	1	0.3
1999	65			LT	1,400	1,950	1,900	1,000	360	12	4.1	0	0.0
2000	65			LT	1,450	2,000	2,000	1,050	380	3	1.0	0	0.0
2001	65			LT	1,450	2,050	1,950	1,050	380	3	1.0	0	0.0
2002	65			LT	1,400	1,950	1,900	1,050	360	2	0.7	0	0.0
2003	65			LT	1,450	2,000	1,950	1,050	380	2	0.7	0	0.0
2004	65			LT	1,450	2,050	1,950	1,050	380	2	0.7	1	0.3
2005	65			LT	1,500	2,050	2,000	1,100	390	2	0.6	0	0.0
2006	65			SC	1,500	1,600	1,750	1,300	390	3	1.0	0	0.0
2007	65			SC	1,500	1,600	1,750	1,300	390	4	1.3	0	0.0
2008	65			SC	1,500	1,550	1,500	1,300	390	0	0.0	0	0.0
2009	65			UC	1,650	1,750	1,950	1,550	430	2	0.6	0	0.0
2010	65			UC	1,550	1,650	1,800	1,450	400	3	0.9	1	0.3
2011	65			UC	1,850	1,850	1,900	1,750	480	1	0.3	0	0.0
2012	65			UC	1,600	1,600	1,700	1,500	420	2	0.6	0	0.0
2013	65			IC	1,950	2,150	2,150	1,750	510	3	0.7	0	0.0
2014	65			IC	2,000	2,200	2,200	1,750	520	1	0.2	0	0.0
2015	65			CTR	2,050	2,500	2,500	1,750	530	0	0.0	0	0.0
2016	65			CTR	2,000	2,450	2,450	1,700	520	2	0.5	0	0.0
2017	65			CTR	1,900	2,550	2,550	1,550	490	2	0.5	0	0.0
2018	65			CTR	1,950	2,600	2,600	1,600	510	0	0.0	0	0.0
2019	65			CTR	1,950	2,600	2,600	1,600	510	3	0.7	0	0.0
2021	65			CTR	2,000	2,600	2,600	1,650	520	3	0.7	0	0.0
1988	65	DYMOND HUDSON TWP BDY	20.2	CTR	500	650	610	420	120	9	2.4	1	0.3
1989	65			CTR	500	640	600	430	120	5	1.4	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1990	65			LT	550	800	770	400	140	6	1.5	0	0.0
1991	65			LT	550	770	740	410	140	7	1.7	0	0.0
1992	65			LT	550	760	740	420	140	6	1.5	1	0.2
1993	65			LT	600	830	740	440	150	5	1.1	0	0.0
1994	65			LT	580	850	820	420	140	5	1.2	1	0.2
1995	65			LT	600	860	840	440	150	4	0.9	1	0.2
1996	65			LT	620	880	850	460	160	7	1.5	0	0.0
1997	65			LT	640	900	880	470	160	6	1.3	0	0.0
1998	65			LT	660	920	900	480	160	1	0.2	0	0.0
1999	65			LT	610	850	830	450	110	6	1.3	0	0.0
2000	65			LT	660	920	900	480	120	5	1.0	0	0.0
2001	65			LT	680	950	930	500	120	7	1.4	0	0.0
2002	65			LT	670	940	910	490	120	8	1.6	0	0.0
2003	65			LT	700	960	940	520	130	6	1.2	0	0.0
2004	65			LT	720	1,000	980	530	130	7	1.3	2	0.4
2005	65			LT	730	1,000	980	540	130	12	2.2	2	0.4
2006	65			SC	760	800	890	670	140	4	0.7	0	0.0
2007	65			SC	760	800	880	670	140	2	0.4	0	0.0
2008	65			SC	770	810	760	680	140	3	0.5	0	0.0
2009	65			SC	780	830	910	690	140	4	0.7	0	0.0
2010	65			SC	800	850	940	710	140	5	0.8	0	0.0
2011	65			LT	810	1,050	1,050	670	150	2	0.3	0	0.0
2012	65			LT	820	1,050	1,000	620	150	3	0.5	0	0.0
2013	65			LT	830	1,100	1,100	630	150	5	0.8	0	0.0
2014	65			LT	850	1,100	1,150	640	150	7	1.1	0	0.0
2015	65			LT	860	1,100	1,150	650	150	3	0.5	0	0.0
2016	65			LT	870	1,150	1,150	660	160	3	0.5	0	0.0
2017	65			LT	890	1,150	1,150	740	160	2	0.3	1	0.2
2018	65			LT	900	1,150	1,150	750	160	1	0.2	0	0.0
2019	65			LT	910	1,150	1,150	760	160	2	0.3	0	0.0
2021	65			LT	940	1,200	1,200	790	170	6	0.9	2	0.3
1988	65	SEC HWY 562 KERNS HENWOOD TWP BDY	37.4	IC	700	810	790	620	180	13	1.4	3	0.3
1989	65			IC	750	860	850	670	190	7	0.7	1	0.1
1990	65			LT	700	1,000	980	510	180	9	0.9	0	0.0
1991	65			LT	800	1,100	1,100	590	200	9	0.8	2	0.2
1992	65			LT	950	1,300	1,300	730	240	9	0.7	5	0.4
1993	65			LT	1,150	1,600	1,450	840	290	11	0.7	0	0.0
1994	65			LT	850	1,250	1,200	620	210	10	0.9	1	0.1
1995	65			LT	870	1,250	1,200	640	220	14	1.2	5	0.4
1996	65			LT	890	1,250	1,250	650	220	4	0.3	1	0.1
1997	65			LT	910	1,300	1,250	670	230	4	0.3	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1998	65			LT	930	1,300	1,250	680	230	6	0.5	0	0.0
1999	65			LT	710	990	970	520	160	11	1.1	0	0.0
2000	65			LT	800	1,100	1,100	580	180	11	1.0	1	0.1
2001	65			LT	780	1,100	1,050	570	170	6	0.6	2	0.2
2002	65			LT	650	910	880	480	100	4	0.5	0	0.0
2003	65			LT	750	1,050	1,000	550	110	5	0.5	0	0.0
2004	65			LT	730	1,000	990	530	110	8	0.8	1	0.1
2005	65			LT	740	1,000	990	540	110	4	0.4	0	0.0
2006	65			SC	770	810	900	680	150	4	0.4	1	0.1
2007	65			SC	710	750	820	620	140	1	0.1	0	0.0
2008	65			SC	700	730	690	620	140	8	0.8	0	0.0
2009	65			SC	730	770	850	640	150	7	0.7	1	0.1
2010	65			SC	670	710	780	590	130	4	0.4	0	0.0
2011	65			SC	820	1,050	960	650	160	4	0.4	0	0.0
2012	65			UC	820	820	880	780	220	3	0.3	1	0.1
2013	65			UC	870	870	870	830	300	5	0.4	1	0.1
2014	65			LT	740	970	980	560	200	4	0.4	1	0.1
2015	65			LT	720	940	960	540	140	9	0.9	0	0.0
2016	65			LT	720	940	960	540	140	8	0.8	1	0.1
2017	65			LT	710	900	900	590	130	5	0.5	1	0.1
2018	65			LT	710	900	900	600	130	5	0.5	1	0.1
2019	65			LT	700	890	890	580	130	6	0.6	0	0.0
2021	65			LT	690	870	870	580	130	8	0.8	0	0.0
1988	65	E JCT SEC HWY 560 ELK LAKE	1.0	LT	700	990	990	530	80	2	7.8	2	7.8
1989	65			LT	750	1,050	1,050	560	80	1	3.7	0	0.0
1990	65			LT	700	1,000	980	510	80	1	3.9	0	0.0
1991	65			LT	750	1,050	1,000	560	80	3	11.0	1	3.7
1992	65			LT	800	1,100	1,100	620	150	0	0.0	0	0.0
1993	65			SC	950	1,050	1,150	850	180	2	5.8	1	2.9
1994	65			SC	760	790	870	700	140	0	0.0	0	0.0
1995	65			SC	770	810	890	700	150	0	0.0	0	0.0
1996	65			SC	780	830	910	700	90	2	7.0	1	3.5
1997	65			SC	790	840	920	700	90	0	0.0	0	0.0
1998	65			SC	800	850	940	710	100	0	0.0	0	0.0
1999	65			SC	650	690	760	580	170	3	12.6	1	4.2
2000	65			SC	730	770	850	640	190	2	7.5	2	7.5
2001	65			SC	720	770	840	630	190	2	7.6	0	0.0
2002	65			SC	730	770	850	640	120	2	7.5	0	0.0
2003	65			SC	710	750	830	630	120	0	0.0	0	0.0
2004	65			SC	700	750	820	620	120	0	0.0	0	0.0
2005	65			SC	690	730	810	610	120	0	0.0	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2006	65			SC	680	720	790	600	110	1	4.0	0	0.0
2007	65			SC	670	710	770	590	110	2	8.2	0	0.0
2008	65			SC	670	700	660	590	110	0	0.0	0	0.0
2009	65			LT	660	890	870	490	110	0	0.0	0	0.0
2010	65			LT	650	870	860	480	100	0	0.0	0	0.0
2011	65			LT	640	820	840	530	100	0	0.0	0	0.0
2012	65			LT	630	820	780	480	100	1	4.3	0	0.0
2013	65			CTR	630	770	790	540	100	0	0.0	0	0.0
2014	65			CTR	620	760	760	530	100	0	0.0	0	0.0
2015	65			CTR	610	740	750	520	100	0	0.0	0	0.0
2016	65			CTR	600	730	740	510	100	0	0.0	0	0.0
2017	65			CTR	590	790	780	480	90	0	0.0	0	0.0
2018	65			CTR	580	770	770	470	90	0	0.0	0	0.0
2019	65			CTR	580	770	770	470	90	1	4.7	0	0.0
2021	65			CTR	560	730	730	460	90	0	0.0	0	0.0
1988	65	W JCT SEC HWY 560 GOWGANDA RD ELK LAKE	32.9	CTR	300	390	370	250	40	6	1.7	1	0.3
1989	65			CTR	300	380	360	260	40	5	1.4	1	0.3
1990	65			LT	250	360	350	180	40	4	1.3	0	0.0
1991	65			LT	250	350	340	180	40	2	0.7	0	0.0
1992	65			LT	300	420	400	230	60	6	1.7	0	0.0
1993	65			SC	350	390	430	310	70	0	0.0	0	0.0
1994	65			SC	280	290	320	260	60	0	0.0	0	0.0
1995	65			SC	280	290	330	250	60	0	0.0	0	0.0
1996	65			SC	290	310	340	260	110	0	0.0	0	0.0
1997	65			SC	290	310	340	260	110	1	0.3	0	0.0
1998	65			SC	290	310	340	260	110	2	0.6	0	0.0
1999	65			SC	230	240	270	200	50	1	0.4	0	0.0
2000	65			SC	250	260	290	220	50	3	1.0	0	0.0
2001	65			SC	250	270	290	220	50	3	1.0	1	0.3
2002	65			SC	240	250	280	210	50	2	0.7	0	0.0
2003	65			SC	230	240	270	200	50	3	1.1	0	0.0
2004	65			SC	230	250	270	200	50	1	0.4	0	0.0
2005	65			SC	220	230	260	190	40	2	0.8	0	0.0
2006	65			SC	220	230	260	190	60	4	1.5	2	0.8
2007	65			SC	210	220	240	180	50	3	1.2	0	0.0
2008	65			SC	200	210	200	180	50	2	0.8	1	0.4
2009	65			LT	200	270	260	150	50	1	0.4	0	0.0
2010	65			LT	190	260	250	140	50	3	1.3	0	0.0
2011	65			LT	400	510	520	330	100	4	0.8	0	0.0
2012	65			LT	400	520	500	300	100	2	0.4	1	0.2
2013	65			IR	480	570	610	410	120	3	0.5	1	0.2

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2014	65			IR	450	540	540	380	110	4	0.7	0	0.0
2015	65			CTR	440	540	540	370	110	6	1.1	1	0.2
2016	65			CTR	450	550	550	380	110	5	0.9	1	0.2
2017	65			CTR	380	510	510	310	100	2	0.4	0	0.0
2018	65			CTR	390	520	520	320	100	5	1.1	1	0.2
2019	65			CTR	400	530	530	330	100	5	1.0	0	0.0
2021	65			CTR	410	530	530	330	100	3	0.6	2	0.4
2021	65	HWY 66 END OF HWY											
1988	66	QUEBEC ONTARIO PROV BDY	3.8	CTR	850	1,100	1,050	710	130	1	0.8	1	0.8
1989	66			CTR	850	1,100	1,050	730	130	1	0.8	0	0.0
1990	66			IR	700	890	780	570	100	0	0.0	0	0.0
1991	66			IR	700	880	780	580	100	0	0.0	0	0.0
1992	66			IR	700	860	770	600	100	0	0.0	0	0.0
1993	66			IR	750	920	780	610	110	1	1.0	0	0.0
1994	66			IR	700	860	770	590	100	4	4.1	1	1.0
1995	66			IR	680	840	750	580	100	0	0.0	0	0.0
1996	66			IR	700	870	780	600	100	2	2.1	0	0.0
1997	66			IR	660	820	740	560	100	0	0.0	0	0.0
1998	66			IR	650	810	730	550	100	1	1.1	0	0.0
1999	66			IR	570	710	630	480	90	2	2.5	0	0.0
2000	66			IR	600	740	660	510	90	0	0.0	0	0.0
2001	66			IR	590	730	650	500	90	0	0.0	0	0.0
2002	66			IR	540	670	600	460	80	1	1.3	0	0.0
2003	66			IR	560	680	620	480	80	0	0.0	0	0.0
2004	66			IR	540	670	600	460	80	0	0.0	0	0.0
2005	66			IR	540	650	590	460	80	1	1.3	0	0.0
2006	66			IR	540	650	590	460	80	1	1.3	0	0.0
2007	66			IR	510	620	620	430	80	0	0.0	0	0.0
2008	66			IR	500	610	590	430	80	1	1.4	0	0.0
2009	66			IR	510	610	560	430	80	0	0.0	0	0.0
2010	66			IR	470	560	510	400	70	2	3.1	0	0.0
2011	66			IR	460	550	540	390	70	2	3.1	0	0.0
2012	66			IC	520	580	560	460	80	0	0.0	0	0.0
2013	66			IC	440	490	480	390	70	4	6.5	0	0.0
2014	66			CTR	440	540	540	370	70	2	3.3	0	0.0
2015	66			CTR	420	510	520	360	60	1	1.7	0	0.0
2016	66			CTR	410	500	500	350	60	1	1.8	0	0.0
2017	66			CTR	400	530	530	330	60	2	3.6	0	0.0
2018	66			CTR	380	510	510	310	60	1	1.9	0	0.0
2019	66			CTR	370	490	490	300	50	0	0.0	0	0.0
2021	66			CTR	350	460	450	290	50	1	2.1	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1988	66	KEARNS AV (S)	2.7	CTR	1,650	2,150	2,000	1,400	250	0	0.0	0	0.0
1989	66			CTR	1,700	2,150	2,050	1,450	260	0	0.0	0	0.0
1990	66			IR	1,500	1,900	1,650	1,250	220	0	0.0	0	0.0
1991	66			IR	1,500	1,900	1,650	1,250	220	1	0.7	0	0.0
1992	66			IR	1,500	1,850	1,650	1,300	220	1	0.7	0	0.0
1993	66			IR	1,450	1,800	1,500	1,200	220	0	0.0	0	0.0
1994	66			IR	1,550	1,900	1,700	1,300	230	0	0.0	0	0.0
1995	66			IR	1,550	1,900	1,700	1,300	230	0	0.0	0	0.0
1996	66			IR	1,500	1,850	1,650	1,300	220	0	0.0	0	0.0
1997	66			IR	1,550	1,950	1,750	1,300	230	0	0.0	0	0.0
1998	66			IR	1,550	1,900	1,750	1,300	230	0	0.0	0	0.0
1999	66			IR	1,550	1,900	1,700	1,300	230	0	0.0	0	0.0
2000	66			IR	1,500	1,850	1,650	1,250	220	0	0.0	0	0.0
2001	66			IR	1,500	1,850	1,650	1,250	220	0	0.0	0	0.0
2002	66			IR	1,550	1,900	1,700	1,300	230	0	0.0	0	0.0
2003	66			IR	1,450	1,750	1,600	1,250	220	2	1.4	1	0.7
2004	66			IR	1,450	1,800	1,600	1,250	220	0	0.0	0	0.0
2005	66			IR	1,400	1,700	1,550	1,200	210	0	0.0	0	0.0
2006	66			IR	1,350	1,650	1,500	1,150	200	0	0.0	0	0.0
2007	66			IR	1,350	1,650	1,650	1,150	200	0	0.0	0	0.0
2008	66			IR	1,300	1,550	1,550	1,100	200	0	0.0	0	0.0
2009	66			CR	1,150	1,400	1,350	980	170	0	0.0	0	0.0
2010	66			CR	1,250	1,500	1,450	1,050	190	0	0.0	0	0.0
2011	66			CR	1,000	1,150	1,200	890	100	1	1.0	0	0.0
2012	66			CTR	950	1,150	1,150	810	100	0	0.0	0	0.0
2013	66			CTR	1,000	1,200	1,250	850	260	0	0.0	0	0.0
2014	66			CTR	880	1,050	1,100	750	150	3	3.4	0	0.0
2015	66			CTR	990	1,200	1,200	840	200	0	0.0	0	0.0
2016	66			CTR	950	1,150	1,150	810	190	0	0.0	0	0.0
2017	66			CTR	920	1,250	1,200	750	180	0	0.0	0	0.0
2018	66			CTR	890	1,200	1,200	720	180	0	0.0	0	0.0
2019	66			C	900	980	980	810	120	0	0.0	0	0.0
2021	66			C	800	870	870	730	100	0	0.0	0	0.0
1988	66	WEBSTER ST (S)	11.1	IC	1,500	1,750	1,700	1,300	220	10	1.6	0	0.0
1989	66			IC	1,550	1,800	1,750	1,400	230	4	0.6	0	0.0
1990	66			IR	1,350	1,700	1,500	1,100	200	2	0.4	0	0.0
1991	66			IR	1,350	1,700	1,500	1,100	200	5	0.9	2	0.4
1992	66			IR	1,300	1,600	1,450	1,100	200	6	1.1	2	0.4
1993	66			CR	1,200	1,500	1,400	1,100	180	3	0.6	1	0.2
1994	66			CR	1,300	1,600	1,500	1,150	200	1	0.2	0	0.0
1995	66			CR	1,300	1,600	1,550	1,100	200	2	0.4	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1996	66			IR	1,250	1,550	1,400	1,050	110	5	1.0	0	0.0
1997	66			IR	1,300	1,600	1,450	1,100	120	0	0.0	0	0.0
1998	66			IR	1,300	1,600	1,450	1,100	120	6	1.1	1	0.2
1999	66			IR	1,200	1,500	1,350	1,000	80	6	1.2	0	0.0
2000	66			IR	1,150	1,400	1,250	970	80	0	0.0	0	0.0
2001	66			IR	1,150	1,400	1,250	970	80	4	0.9	0	0.0
2002	66			IR	1,100	1,350	1,200	940	80	2	0.4	1	0.2
2003	66			IR	1,100	1,350	1,200	930	80	6	1.3	1	0.2
2004	66			IR	1,050	1,300	1,150	890	70	1	0.2	0	0.0
2005	66			IR	1,050	1,250	1,150	900	70	4	0.9	1	0.2
2006	66			IR	990	1,200	1,100	840	70	5	1.2	0	0.0
2007	66			IR	980	1,200	1,200	830	70	4	1.0	0	0.0
2008	66			IR	950	1,150	1,150	810	70	1	0.3	0	0.0
2009	66			CR	920	1,100	1,050	780	60	6	1.6	2	0.5
2010	66			CR	900	1,100	1,050	760	60	3	0.8	0	0.0
2011	66			CR	870	1,000	1,050	770	60	2	0.6	0	0.0
2012	66			CTR	840	1,000	1,000	720	60	5	1.5	1	0.3
2013	66			CTR	810	990	1,000	690	60	3	0.9	0	0.0
2014	66			CTR	790	960	970	670	60	4	1.3	1	0.3
2015	66			CTR	850	1,050	1,050	720	60	7	2.0	1	0.3
2016	66			CTR	850	1,050	1,050	720	60	2	0.6	0	0.0
2017	66			CTR	740	990	980	600	50	3	1.0	0	0.0
2018	66			CTR	710	950	940	580	50	6	2.1	0	0.0
2019	66			CTR	710	950	940	580	50	4	1.4	0	0.0
2021	66			CTR	640	830	830	520	40	3	1.2	0	0.0
1988	66	SEC HWY 624 ONTARIO ST (S)	12.8	IC	1,500	1,750	1,700	1,300	150	4	0.6	0	0.0
1989	66			IC	1,550	1,800	1,750	1,400	160	5	0.7	0	0.0
1990	66			IC	1,450	1,650	1,600	1,300	100	8	1.2	0	0.0
1991	66			IC	1,450	1,650	1,600	1,300	100	6	0.9	0	0.0
1992	66			IC	1,400	1,550	1,550	1,250	100	3	0.5	1	0.2
1993	66			C	1,500	1,650	1,650	1,400	100	8	1.1	1	0.1
1994	66			C	1,500	1,650	1,650	1,350	100	6	0.9	2	0.3
1995	66			C	1,550	1,700	1,750	1,400	110	3	0.4	0	0.0
1996	66			C	1,550	1,750	1,750	1,400	90	4	0.6	0	0.0
1997	66			C	1,550	1,750	1,750	1,400	90	3	0.4	0	0.0
1998	66			C	1,600	1,800	1,800	1,450	100	4	0.5	1	0.1
1999	66			C	1,550	1,750	1,750	1,400	120	8	1.1	1	0.1
2000	66			C	1,500	1,700	1,700	1,350	120	1	0.1	0	0.0
2001	66			C	1,450	1,650	1,650	1,300	120	3	0.4	1	0.1
2002	66			C	1,450	1,600	1,650	1,300	120	7	1.0	1	0.1
2003	66			C	1,400	1,550	1,550	1,250	110	2	0.3	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2004	66			C	1,400	1,600	1,600	1,250	110	4	0.6	0	0.0
2005	66			C	1,400	1,550	1,550	1,250	110	5	0.8	1	0.2
2006	66			IC	1,300	1,450	1,450	1,150	80	5	0.8	0	0.0
2007	66			IC	1,350	1,500	1,550	1,200	80	2	0.3	1	0.2
2008	66			IC	1,300	1,450	1,400	1,150	80	10	1.6	2	0.3
2009	66			IC	1,300	1,450	1,450	1,150	80	5	0.8	0	0.0
2010	66			IC	1,300	1,450	1,450	1,150	80	5	0.8	1	0.2
2011	66			IC	1,250	1,350	1,450	1,100	80	6	1.0	0	0.0
2012	66			UC	1,250	1,250	1,350	1,200	80	3	0.5	0	0.0
2013	66			UC	1,250	1,250	1,250	1,200	80	4	0.7	2	0.3
2014	66			CTR	1,200	1,450	1,500	1,000	70	2	0.4	0	0.0
2015	66			CTR	1,200	1,450	1,500	1,000	70	5	0.9	1	0.2
2016	66			CTR	1,200	1,450	1,500	1,000	70	2	0.4	0	0.0
2017	66			CTR	1,150	1,550	1,550	940	70	1	0.2	0	0.0
2018	66			CTR	1,150	1,550	1,550	940	70	4	0.7	1	0.2
2019	66			CTR	1,100	1,450	1,450	890	80	5	1.0	0	0.0
2021	66			CTR	1,100	1,450	1,450	900	80	5	1.0	0	0.0
1988	66	SEC HWY 672	7.2	IC	1,850	2,150	2,100	1,650	200	12	2.5	1	0.2
1989	66			IC	1,900	2,200	2,150	1,700	210	8	1.6	0	0.0
1990	66			IC	1,950	2,200	2,200	1,750	200	2	0.4	1	0.2
1991	66			IC	1,950	2,200	2,150	1,750	200	7	1.4	2	0.4
1992	66			IC	1,900	2,100	2,100	1,750	190	7	1.4	0	0.0
1993	66			IC	1,800	2,050	2,000	1,600	180	7	1.5	1	0.2
1994	66			IC	1,900	2,150	2,150	1,700	190	5	1.0	2	0.4
1995	66			IC	1,900	2,150	2,150	1,700	190	4	0.8	1	0.2
1996	66			IC	1,900	2,150	2,150	1,700	190	6	1.2	0	0.0
1997	66			IC	1,900	2,150	2,150	1,650	190	7	1.4	1	0.2
1998	66			IC	1,950	2,200	2,200	1,750	200	4	0.8	0	0.0
1999	66			IC	1,900	2,150	2,150	1,700	190	6	1.2	0	0.0
2000	66			IC	1,950	2,200	2,200	1,750	200	3	0.6	0	0.0
2001	66			IC	1,950	2,200	2,200	1,700	200	7	1.4	1	0.2
2002	66			IC	1,950	2,150	2,200	1,700	200	6	1.2	0	0.0
2003	66			IC	1,950	2,150	2,200	1,750	200	5	1.0	1	0.2
2004	66			IC	1,950	2,200	2,200	1,700	200	3	0.6	1	0.2
2005	66			IC	1,950	2,150	2,200	1,700	200	6	1.2	0	0.0
2006	66			CR	1,950	2,350	2,250	1,650	160	2	0.4	0	0.0
2007	66			CR	1,950	2,350	2,350	1,650	160	2	0.4	0	0.0
2008	66			CR	1,950	2,350	2,350	1,650	160	8	1.6	1	0.2
2009	66			IC	1,850	2,050	2,050	1,650	150	7	1.4	0	0.0
2010	66			IC	1,950	2,150	2,200	1,750	160	3	0.6	1	0.2
2011	66			IC	1,950	2,150	2,200	1,750	160	5	1.0	1	0.2

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2012	66			UC	1,950	1,950	2,100	1,850	160	7	1.4	1	0.2
2013	66			UC	1,950	1,950	1,950	1,850	160	5	1.0	1	0.2
2014	66			CTR	1,750	2,150	2,150	1,500	140	7	1.5	3	0.7
2015	66			CTR	1,900	2,300	2,350	1,600	150	6	1.2	0	0.0
2016	66			CTR	1,900	2,300	2,350	1,600	150	8	1.6	2	0.4
2017	66			CTR	1,900	2,550	2,550	1,550	150	5	1.0	0	0.0
2018	66			CTR	1,900	2,550	2,550	1,550	150	4	0.8	0	0.0
2019	66			CTR	1,900	2,550	2,500	1,550	150	4	0.8	0	0.0
2021	66			CTR	1,900	2,500	2,450	1,550	150	6	1.2	0	0.0
1988	66	7.2 KM N OF SEC HWY 672	5.4	IC	3,050	3,550	3,450	2,700	240	8	1.3	1	0.2
1989	66			IC	3,200	3,700	3,600	2,850	260	4	0.6	0	0.0
1990	66			IR	3,300	4,200	3,650	2,700	260	6	0.9	0	0.0
1991	66			IR	3,400	4,300	3,750	2,800	270	8	1.2	0	0.0
1992	66			IR	3,400	4,200	3,750	2,900	270	5	0.7	1	0.1
1993	66			IR	3,400	4,200	3,500	2,800	270	5	0.7	0	0.0
1994	66			IR	3,200	3,950	3,500	2,700	260	6	1.0	0	0.0
1995	66			IR	3,250	4,000	3,600	2,750	260	4	0.6	0	0.0
1996	66			IR	3,200	3,950	3,550	2,750	260	5	0.8	0	0.0
1997	66			CR	3,350	4,150	3,950	2,850	270	7	1.1	0	0.0
1998	66			CR	3,400	4,200	4,000	2,900	270	4	0.6	1	0.1
1999	66			CR	3,000	3,700	3,500	2,550	270	2	0.3	0	0.0
2000	66			CR	3,050	3,750	3,550	2,600	270	4	0.7	0	0.0
2001	66			CR	3,000	3,700	3,500	2,550	270	1	0.2	0	0.0
2002	66			CR	2,850	3,500	3,350	2,400	260	4	0.7	0	0.0
2003	66			CR	2,900	3,550	3,400	2,450	260	2	0.3	1	0.2
2004	66			CR	2,850	3,500	3,350	2,400	260	1	0.2	0	0.0
2005	66			CR	2,800	3,400	3,250	2,350	250	2	0.4	0	0.0
2006	66			CR	2,800	3,400	3,250	2,350	250	1	0.2	0	0.0
2007	66			CR	2,750	3,350	3,350	2,300	250	1	0.2	0	0.0
2008	66			CR	2,700	3,250	3,250	2,300	240	2	0.4	0	0.0
2009	66			CR	2,650	3,200	3,050	2,250	240	5	1.0	0	0.0
2010	66			CR	2,600	3,100	3,000	2,200	230	2	0.4	0	0.0
2011	66			CR	2,550	2,950	3,000	2,250	230	1	0.2	0	0.0
2012	66			UC	2,500	2,500	2,700	2,400	220	1	0.2	0	0.0
2013	66			UC	2,450	2,450	2,450	2,300	220	2	0.4	0	0.0
2014	66			CTR	2,700	3,300	3,300	2,300	240	1	0.2	0	0.0
2015	66			CTR	2,400	2,950	2,950	2,050	220	8	1.7	0	0.0
2016	66			CTR	2,400	2,950	2,950	2,050	220	1	0.2	0	0.0
2017	66			CTR	2,350	3,150	3,100	1,900	210	3	0.6	0	0.0
2018	66			CTR	2,300	3,050	3,050	1,850	210	5	1.1	0	0.0
2019	66			CTR	2,600	3,450	3,450	2,100	210	4	0.8	1	0.2

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2021	66			CTR	2,250	2,950	2,900	1,850	180	6	1.4	0	0.0
2021	66	KIRKLAND LAKE E LTS START OF NA	4.0										
1988	66	GOLDTHORPE RD END OF NA	3.0	IC	5,700	6,600	6,450	5,000	280	6	1.0	0	0.0
1989	66			IC	5,850	6,750	6,600	5,200	290	9	1.4	2	0.3
1990	66			IR	6,000	7,600	6,650	4,900	300	9	1.4	0	0.0
1991	66			IR	6,000	7,550	6,650	5,000	300	5	0.8	1	0.2
1992	66			IR	6,000	7,400	6,600	5,100	300	11	1.7	0	0.0
1993	66			C	6,000	6,550	6,650	5,500	300	12	1.8	1	0.2
1994	66			C	6,000	6,550	6,700	5,450	300	2	0.3	1	0.2
1995	66			C	6,100	6,650	6,850	5,600	300	2	0.3	0	0.0
1996	66			IC	6,100	6,850	6,900	5,450	300	10	1.5	2	0.3
1997	66			IC	6,250	7,000	7,050	5,500	310	6	0.9	0	0.0
1998	66			IC	6,300	7,050	7,050	5,600	690	2	0.3	1	0.1
1999	66			IC	6,050	6,800	6,800	5,400	360	4	0.6	0	0.0
2000	66			IC	6,200	6,950	6,950	5,500	370	4	0.6	0	0.0
2001	66			IC	6,250	7,000	7,000	5,550	380	2	0.3	0	0.0
2002	66			IC	6,450	7,200	7,250	5,700	390	3	0.4	0	0.0
2003	66			IC	6,250	6,950	7,050	5,550	380	3	0.4	0	0.0
2004	66			IC	6,300	7,050	7,100	5,550	380	3	0.4	0	0.0
2005	66			IC	6,200	6,900	6,950	5,450	370	5	0.7	0	0.0
2006	66			IC	6,200	6,900	6,950	5,500	370	1	0.1	0	0.0
2007	66			IC	6,200	6,900	7,100	5,500	370	3	0.4	0	0.0
2008	66			IC	6,200	6,850	6,650	5,450	370	2	0.3	0	0.0
2009	66			CR	5,950	7,150	6,900	5,050	360	4	0.6	1	0.2
2010	66			CR	6,200	7,450	7,150	5,250	370	2	0.3	0	0.0
2011	66			CR	6,200	7,200	7,300	5,500	370	3	0.4	1	0.1
2012	66			UC	6,200	6,250	6,650	5,900	370	3	0.4	0	0.0
2013	66			UC	6,200	6,200	6,250	5,900	370	8	1.2	1	0.1
2014	66			CTR	6,200	7,550	7,650	5,250	370	4	0.6	0	0.0
2015	66			CTR	6,200	7,550	7,650	5,250	370	2	0.3	0	0.0
2016	66			CTR	6,200	7,550	7,650	5,250	370	4	0.6	0	0.0
2017	66			CTR	6,200	8,300	8,250	5,050	370	0	0.0	0	0.0
2018	66			CTR	6,200	8,300	8,250	5,050	370	1	0.1	0	0.0
2019	66			CTR	6,200	8,250	8,200	5,050	370	5	0.7	0	0.0
2021	66			CTR	6,200	8,100	8,050	5,050	370	1	0.1	0	0.0
1988	66	HWY 112 (S) KIRKLAND LAKE	2.5	IC	4,000	4,650	4,500	3,500	240	3	0.8	0	0.0
1989	66			IC	4,200	4,850	4,750	3,750	250	5	1.3	0	0.0
1990	66			IR	4,350	5,500	4,850	3,550	260	4	1.0	1	0.3
1991	66			IR	4,100	5,150	4,550	3,400	250	9	2.4	1	0.3
1992	66			IR	3,800	4,650	4,200	3,250	230	4	1.2	0	0.0
1993	66			CTR	3,500	4,400	4,250	3,000	210	4	1.3	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1994	66			CTR	3,900	5,000	4,750	3,300	230	3	0.8	0	0.0
1995	66			CTR	3,900	5,000	4,800	3,250	230	6	1.7	0	0.0
1996	66			CTR	3,950	5,050	4,850	3,300	240	2	0.6	0	0.0
1997	66			CTR	4,000	5,100	4,900	3,350	240	0	0.0	0	0.0
1998	66			CTR	4,050	5,150	4,950	3,400	240	3	0.8	0	0.0
1999	66			CTR	3,650	4,600	4,400	3,050	220	3	0.9	1	0.3
2000	66			CTR	3,750	4,700	4,550	3,150	220	2	0.6	0	0.0
2001	66			CTR	3,700	4,650	4,500	3,100	220	1	0.3	0	0.0
2002	66			CTR	3,800	4,800	4,600	3,200	270	0	0.0	0	0.0
2003	66			CTR	3,650	4,550	4,350	3,100	260	1	0.3	0	0.0
2004	66			CTR	3,600	4,550	4,350	3,050	250	0	0.0	0	0.0
2005	66			CTR	3,500	4,350	4,150	2,950	240	0	0.0	0	0.0
2006	66			IC	3,400	3,800	3,800	3,000	200	1	0.3	0	0.0
2007	66			IC	3,400	3,800	3,900	3,000	200	2	0.6	0	0.0
2008	66			IC	3,350	3,700	3,600	2,950	200	2	0.7	0	0.0
2009	66			IC	3,200	3,550	3,600	2,850	190	0	0.0	0	0.0
2010	66			IC	3,250	3,600	3,650	2,900	200	0	0.0	0	0.0
2011	66			IC	3,200	3,500	3,650	2,850	190	1	0.3	0	0.0
2012	66			UC	3,150	3,150	3,350	3,000	190	1	0.3	1	0.3
2013	66			UC	3,100	3,100	3,100	2,950	190	5	1.8	1	0.4
2014	66			CTR	3,050	3,700	3,750	2,600	210	1	0.4	0	0.0
2015	66			CTR	3,000	3,650	3,700	2,550	200	1	0.4	0	0.0
2016	66			CTR	2,950	3,600	3,650	2,500	200	1	0.4	0	0.0
2017	66			CTR	2,900	3,900	3,850	2,350	200	2	0.8	0	0.0
2018	66			CTR	2,850	3,800	3,800	2,300	190	0	0.0	0	0.0
2019	66			CTR	3,000	4,000	4,000	2,450	210	5	1.8	2	0.7
2021	66			CTR	2,750	3,600	3,550	2,250	190	2	0.8	0	0.0
1988	66	CULVER PARK RD (S) GOLD RD (N)	6.7	IC	2,500	2,900	2,800	2,200	150	2	0.3	1	0.2
1989	66			IC	2,600	3,000	2,950	2,300	160	3	0.5	0	0.0
1990	66			IR	2,500	3,200	2,800	2,050	150	5	0.8	0	0.0
1991	66			IR	2,350	2,950	2,600	1,950	140	6	1.0	1	0.2
1992	66			IR	2,200	2,700	2,400	1,850	130	7	1.3	0	0.0
1993	66			CTR	2,050	2,600	2,500	1,750	120	9	1.8	0	0.0
1994	66			CTR	2,400	3,050	2,950	2,000	140	4	0.7	0	0.0
1995	66			CTR	2,450	3,150	3,000	2,050	150	3	0.5	1	0.2
1996	66			IC	2,400	2,700	2,700	2,150	190	5	0.8	1	0.2
1997	66			IC	2,550	2,850	2,900	2,250	200	1	0.2	0	0.0
1998	66			IC	2,550	2,850	2,850	2,250	200	1	0.2	1	0.2
1999	66			IC	2,550	2,850	2,850	2,250	200	4	0.6	0	0.0
2000	66			IC	2,450	2,750	2,750	2,200	200	0	0.0	0	0.0
2001	66			IC	2,450	2,750	2,750	2,150	200	4	0.7	1	0.2

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2002	66			IC	2,400	2,700	2,700	2,100	190	3	0.5	1	0.2
2003	66			IC	2,400	2,650	2,700	2,150	190	6	1.0	0	0.0
2004	66			IC	2,400	2,700	2,700	2,100	190	6	1.0	0	0.0
2005	66			IC	2,400	2,650	2,700	2,100	190	3	0.5	0	0.0
2006	66			IC	2,350	2,600	2,650	2,100	190	4	0.7	0	0.0
2007	66			IC	2,350	2,600	2,700	2,100	190	3	0.5	1	0.2
2008	66			IC	2,350	2,600	2,500	2,050	190	4	0.7	0	0.0
2009	66			IC	2,250	2,500	2,500	2,000	180	5	0.9	2	0.4
2010	66			IC	2,300	2,550	2,550	2,050	180	2	0.4	0	0.0
2011	66			IC	2,300	2,550	2,600	2,050	180	1	0.2	0	0.0
2012	66			UC	2,300	2,300	2,450	2,200	180	0	0.0	0	0.0
2013	66			UC	2,300	2,300	2,300	2,200	180	2	0.4	0	0.0
2014	66			CTR	2,050	2,500	2,500	1,750	190	7	1.4	2	0.4
2015	66			CTR	2,200	2,700	2,700	1,850	210	2	0.4	0	0.0
2016	66			CTR	2,200	2,700	2,700	1,850	210	4	0.7	1	0.2
2017	66			CTR	2,200	2,950	2,900	1,800	210	5	0.9	1	0.2
2018	66			CTR	2,150	2,850	2,850	1,750	200	4	0.8	0	0.0
2019	66			CTR	2,150	2,850	2,850	1,750	220	5	1.0	1	0.2
2021	66			CTR	2,100	2,750	2,700	1,700	210	2	0.4	0	0.0
1988	66	HWY 11	40.2	IC	650	750	730	570	100	7	0.7	0	0.0
1989	66			IC	700	800	790	620	100	6	0.6	1	0.1
1990	66			IR	650	830	720	530	100	9	0.9	1	0.1
1991	66			IR	600	760	670	500	90	7	0.8	1	0.1
1992	66			IR	550	680	600	470	80	11	1.4	3	0.4
1993	66			IR	500	620	520	410	80	8	1.1	2	0.3
1994	66			IR	570	700	630	480	90	8	1.0	0	0.0
1995	66			IR	560	690	620	480	80	10	1.2	1	0.1
1996	66			IR	540	670	600	460	80	5	0.6	0	0.0
1997	66			IR	550	690	620	470	80	6	0.7	1	0.1
1998	66			IR	550	680	620	460	80	10	1.2	1	0.1
1999	66			IR	530	660	590	450	90	5	0.6	0	0.0
2000	66			IR	530	650	590	450	90	7	0.9	0	0.0
2001	66			IR	520	640	580	440	90	6	0.8	0	0.0
2002	66			IR	520	640	580	440	40	4	0.5	0	0.0
2003	66			IR	510	620	560	430	40	5	0.7	2	0.3
2004	66			IR	510	630	570	430	40	4	0.5	0	0.0
2005	66			IR	500	600	550	430	60	4	0.5	0	0.0
2006	66			CR	500	610	580	420	60	2	0.3	0	0.0
2007	66			CR	490	590	590	410	50	9	1.3	0	0.0
2008	66			CR	490	590	590	410	50	5	0.7	1	0.1
2009	66			IT	480	600	600	400	50	7	1.0	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2010	66			IT	480	600	600	400	50	10	1.4	1	0.1
2011	66			IT	470	630	630	390	50	7	1.0	1	0.1
2012	66			UC	800	800	860	760	90	11	0.9	1	0.1
2013	66			UC	700	700	700	660	80	6	0.6	0	0.0
2014	66			CTR	560	680	690	480	60	10	1.2	0	0.0
2015	66			CTR	700	850	860	600	80	6	0.6	1	0.1
2016	66			CTR	700	850	860	600	80	12	1.2	2	0.2
2017	66			CTR	610	820	810	500	70	8	0.9	2	0.2
2018	66			CTR	620	830	820	500	70	3	0.3	0	0.0
2019	66			CTR	750	1,000	990	610	70	8	0.7	1	0.1
2021	66			CTR	650	850	840	530	60	14	1.5	1	0.1
1988	66	HWY 65	4.6	IC	450	520	510	400	40	1	1.3	0	0.0
1989	66			IC	500	580	560	440	50	0	0.0	0	0.0
1990	66			IR	500	640	560	410	50	0	0.0	0	0.0
1991	66			IR	500	630	560	420	50	0	0.0	0	0.0
1992	66			IR	450	550	500	380	40	1	1.3	0	0.0
1993	66			C	400	440	440	370	40	1	1.5	0	0.0
1994	66			C	440	480	490	400	40	1	1.4	0	0.0
1995	66			C	450	490	500	410	40	1	1.3	0	0.0
1996	66			C	450	510	510	410	30	1	1.3	0	0.0
1997	66			C	460	520	520	410	30	1	1.3	1	1.3
1998	66			C	460	520	520	410	30	0	0.0	0	0.0
1999	66			C	390	440	440	350	60	0	0.0	0	0.0
2000	66			C	390	440	440	350	60	1	1.5	0	0.0
2001	66			C	380	430	430	340	60	0	0.0	0	0.0
2002	66			C	340	380	380	310	30	0	0.0	0	0.0
2003	66			C	350	390	390	320	40	1	1.7	0	0.0
2004	66			C	340	380	380	310	30	0	0.0	0	0.0
2005	66			C	330	370	370	300	30	0	0.0	0	0.0
2006	66			C	310	340	350	280	40	1	1.9	0	0.0
2007	66			C	310	340	350	280	40	1	1.9	0	0.0
2008	66			C	300	330	330	270	40	1	2.0	0	0.0
2009	66			LT	300	400	400	220	40	1	2.0	0	0.0
2010	66			LT	270	360	360	200	40	0	0.0	0	0.0
2011	66			LT	260	330	340	210	30	3	6.9	0	0.0
2012	66			UC	1,000	1,000	1,050	950	130	2	1.2	1	0.6
2013	66			UC	750	750	750	710	100	1	0.8	0	0.0
2014	66			CTR	920	1,100	1,150	780	120	1	0.6	0	0.0
2015	66			CTR	800	980	980	680	100	1	0.7	0	0.0
2016	66			CTR	800	980	980	680	100	0	0.0	0	0.0
2017	66			CTR	660	880	880	540	90	0	0.0	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2018	66			CTR	670	890	890	550	90	2	1.8	0	0.0
2019	66			CTR	800	1,050	1,050	650	70	1	0.7	0	0.0
2021	66			CTR	740	960	960	600	70	1	0.8	0	0.0
2021	66	SEC HWY 566 END OF HWY											
1988	67	N JCT HWY 11(PORQUIS)IROQUOIS FALLS	9.9	SC	2,000	2,150	2,350	1,800	220	5	0.7	0	0.0
1989	67			SC	2,100	2,300	2,550	1,850	230	2	0.3	0	0.0
1990	67			IR	2,100	2,650	2,350	1,700	230	0	0.0	0	0.0
1991	67			IR	2,100	2,650	2,350	1,750	230	5	0.7	2	0.3
1992	67			IR	2,000	2,450	2,200	1,700	220	7	1.0	0	0.0
1993	67			UC	1,950	2,050	2,200	1,850	210	6	0.9	1	0.1
1994	67			UC	2,050	2,150	2,350	1,900	230	4	0.5	0	0.0
1995	67			UC	2,050	2,150	2,350	1,900	230	2	0.3	0	0.0
1996	67			UC	2,100	2,200	2,450	2,000	230	7	0.9	1	0.1
1997	67			UC	2,100	2,200	2,450	1,950	230	1	0.1	0	0.0
1998	67			UC	2,150	2,300	2,500	2,050	240	4	0.5	0	0.0
1999	67			UC	1,950	2,050	2,300	1,850	210	4	0.6	2	0.3
2000	67			UC	2,050	2,150	2,400	1,950	230	1	0.1	1	0.1
2001	67			UC	2,050	2,200	2,400	1,950	230	3	0.4	0	0.0
2002	67			UC	2,050	2,200	2,400	1,900	310	2	0.3	1	0.1
2003	67			UC	2,000	2,100	2,350	1,900	300	4	0.6	1	0.1
2004	67			UC	2,000	2,150	2,350	1,900	400	4	0.6	1	0.1
2005	67			UC	2,000	2,100	2,350	1,900	260	7	1.0	0	0.0
2006	67			UC	2,050	2,150	2,400	1,950	270	2	0.3	0	0.0
2007	67			UC	1,850	1,950	2,150	1,750	240	8	1.2	0	0.0
2008	67			UC	1,950	2,050	1,950	1,800	250	3	0.4	0	0.0
2009	67			UC	1,950	2,050	2,300	1,850	250	5	0.7	1	0.1
2010	67			UC	1,950	2,050	2,250	1,850	250	3	0.4	0	0.0
2011	67			UC	1,950	1,950	2,000	1,850	250	5	0.7	1	0.1
2012	67			UC	1,900	1,900	2,050	1,800	250	6	0.9	0	0.0
2013	67			C	1,900	2,100	2,050	1,700	230	2	0.3	1	0.1
2014	67			C	1,900	2,100	2,050	1,700	230	2	0.3	0	0.0
2015	67			C	1,900	2,100	2,050	1,700	230	3	0.4	1	0.1
2016	67			C	1,850	2,050	2,000	1,650	220	2	0.3	0	0.0
2017	67			C	1,850	2,000	2,000	1,700	220	0	0.0	0	0.0
2018	67			C	1,800	1,950	1,950	1,600	400	2	0.3	0	0.0
2019	67			C	1,850	2,000	2,000	1,650	410	3	0.4	1	0.1
2021	67			C	1,800	1,950	1,950	1,650	400	4	0.6	0	0.0
2021	67	SEC HWY 578 END OF NA END OF HWY											
1988	69	END OF HWY 400 (1.84 KM NORTH OF HWY 559)	14.9	IT	4,300	6,250	5,700	3,200	560	0	0.0	0	0.0
1989	69			IT	4,700	6,550	6,300	3,650	610	0	0.0	0	0.0
1990	69			IT	5,100	6,500	6,300	4,300	660	1	0.0	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1991	69			IR	5,550	7,000	6,150	4,600	720	3	0.1	0	0.0
1992	69			LT	5,500	7,650	7,450	4,250	720	10	0.3	3	0.1
1993	69			LT	5,400	7,450	6,700	3,950	700	7	0.2	2	0.1
1994	69			IT	5,800	7,550	7,200	4,950	700	5	0.2	1	0.0
1995	69			IT	5,800	7,400	7,100	4,950	700	9	0.3	0	0.0
1996	69			IT	5,800	7,650	7,400	4,800	700	3	0.1	0	0.0
1997	69			IR	5,850	7,300	6,550	4,950	640	4	0.1	0	0.0
1998	69			IR	5,900	7,300	6,600	4,950	650	1	0.0	0	0.0
1999	69			IR	6,050	7,500	6,700	5,100	670	3	0.1	0	0.0
2000	69			IR	6,000	7,350	6,650	5,050	840	6	0.2	2	0.1
2001	69			IR	6,400	7,900	7,100	5,400	900	7	0.2	0	0.0
2002	69			IR	6,600	8,150	7,300	5,600	920	5	0.1	0	0.0
2003	69			IR	6,100	7,400	6,700	5,200	1,700	8	0.2	1	0.0
2004	69			IR	6,950	8,600	7,700	5,900	1,950	13	0.3	2	0.1
2005	69			IR	6,650	8,050	7,300	5,650	1,850	5	0.1	1	0.0
2006	69			IR	7,400	8,950	8,100	6,300	1,500	2	0.0	0	0.0
2007	69			IR	6,900	8,350	8,350	5,850	1,400	14	0.4	4	0.1
2008	69			IR	7,000	8,500	8,300	6,000	1,400	11	0.3	3	0.1
2009	69			IR	7,150	8,600	7,800	6,100	1,450	4	0.1	0	0.0
2010	69			IR	7,250	8,650	7,900	6,150	1,450	3	0.1	0	0.0
2011	69			IR	7,400	8,850	8,650	6,300	1,500	5	0.1	1	0.0
2012	69			IR	7,500	8,900	8,700	6,400	1,500	1	0.0	0	0.0
2013	69			IR	7,600	9,050	9,700	6,450	1,500	4	0.1	1	0.0
2014	69			IR	7,700	9,150	9,200	6,550	1,550	17	0.4	2	0.0
2015	69			IR	7,800	9,300	9,300	6,650	1,550	30	0.7	3	0.1
2016	69			IR	7,900	9,400	9,400	6,700	1,600	22	0.5	2	0.0
2017	69			IR	8,000	9,800	9,850	6,800	1,600	28	0.6	5	0.1
2018	69			IR	8,100	9,950	9,950	6,950	1,600	13	0.3	2	0.0
2019	69			IR	8,200	10,100	10,100	7,000	1,650	21	0.5	8	0.2
2021	69			IR	7,200	8,600	8,600	6,150	1,350	21	0.5	5	0.1
1988	69	HWY 559/SHEBESHEKONG RD IC	9.5	IT	4,450	6,450	5,900	3,300	890	30	1.9	5	0.3
1989	69			IT	4,750	6,600	6,350	3,700	950	20	1.2	4	0.2
1990	69			IT	4,900	6,200	6,100	4,100	980	22	1.3	4	0.2
1991	69			IR	5,100	6,450	5,650	4,250	660	15	0.9	3	0.2
1992	69			IR	5,100	6,250	5,600	4,350	660	20	1.1	0	0.0
1993	69			IR	5,150	6,350	5,350	4,200	670	20	1.1	7	0.4
1994	69			IT	5,250	6,800	6,500	4,450	680	12	0.7	2	0.1
1995	69			IT	5,400	6,900	6,600	4,600	700	14	0.8	0	0.0
1996	69			IT	5,500	7,250	7,050	4,550	720	12	0.6	0	0.0
1997	69			IR	5,550	6,950	6,200	4,700	780	15	0.8	2	0.1
1998	69			IR	5,700	7,050	6,400	4,800	800	12	0.6	3	0.2

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1999	69			IR	5,800	7,200	6,450	4,850	810	14	0.7	2	0.1
2000	69			IR	5,900	7,250	6,550	5,000	710	12	0.6	2	0.1
2001	69			IR	6,000	7,400	6,650	5,050	840	19	0.9	5	0.2
2002	69			IR	6,100	7,500	6,750	5,200	850	5	0.2	0	0.0
2003	69			LR	6,200	9,800	7,900	4,200	740	18	0.8	3	0.1
2004	69			LR	6,300	10,300	8,200	4,200	760	14	0.6	2	0.1
2005	69			LR	6,400	10,000	8,050	4,350	770	13	0.6	3	0.1
2006	69			LR	6,500	10,100	8,150	4,400	1,250	24	1.1	3	0.1
2007	69			LR	6,600	10,300	9,950	4,450	1,250	12	0.5	2	0.1
2008	69			LR	6,700	10,500	10,200	4,600	1,250	22	0.9	6	0.3
2009	69			IR	6,800	8,150	7,400	5,800	1,300	19	0.8	0	0.0
2010	69			IR	6,900	8,200	7,500	5,850	1,300	3	0.1	1	0.0
2011	69			IR	7,000	8,350	8,150	6,000	1,350	14	0.6	2	0.1
2012	69			IR	7,100	8,450	8,200	6,050	1,350	12	0.5	2	0.1
2013	69			LT	7,200	9,400	9,400	5,450	1,350	14	0.6	2	0.1
2014	69			LT	7,300	9,550	9,700	5,500	1,400	17	0.7	4	0.2
2015	69			LT	7,400	9,650	9,850	5,600	1,600	19	0.7	5	0.2
2016	69			LT	7,500	9,800	9,950	5,650	1,650	15	0.6	1	0.0
2017	69			LT	7,600	9,650	9,650	6,350	1,650	18	0.7	2	0.1
2018	69			LT	7,700	9,800	9,800	6,450	1,650	24	0.9	4	0.2
2019	69			LT	7,800	9,900	9,900	6,500	1,700	8	0.3	2	0.1
2021	69			LT	8,000	10,000	10,000	6,700	1,750	7	0.3	0	0.0
1988	69	SEC HWY 644 (W) N ARCHIPELAGO TWP	1.9	IT	5,000	7,250	6,650	3,700	1,000	3	0.9	0	0.0
1989	69			IT	5,200	7,250	6,950	4,050	1,050	6	1.7	2	0.6
1990	69			IT	5,300	6,750	6,550	4,450	1,050	3	0.8	1	0.3
1991	69			IR	5,150	6,500	5,700	4,250	1,050	3	0.8	0	0.0
1992	69			IR	5,100	6,250	5,600	4,350	1,000	4	1.1	0	0.0
1993	69			IR	5,100	6,250	5,250	4,150	1,000	4	1.1	0	0.0
1994	69			IT	5,300	6,900	6,550	4,500	800	7	1.9	2	0.5
1995	69			IT	5,350	6,850	6,550	4,550	750	4	1.1	0	0.0
1996	69			IT	5,400	7,100	6,900	4,450	760	6	1.6	0	0.0
1997	69			IR	5,450	6,800	6,100	4,650	980	3	0.8	0	0.0
1998	69			IR	5,500	6,800	6,150	4,600	660	3	0.8	2	0.5
1999	69			IR	5,550	6,900	6,150	4,650	670	4	1.0	1	0.3
2000	69			IR	5,600	6,850	6,200	4,750	780	4	1.0	2	0.5
2001	69			IR	5,650	7,000	6,250	4,800	730	6	1.5	0	0.0
2002	69			IR	5,700	7,050	6,300	4,850	740	4	1.0	2	0.5
2003	69			LR	5,750	9,100	7,300	3,900	630	6	1.5	1	0.3
2004	69			LR	5,800	9,500	7,550	3,900	640	7	1.7	1	0.2
2005	69			LR	5,850	9,150	7,350	4,000	640	3	0.7	2	0.5
2006	69			LR	5,900	9,200	7,400	4,000	1,000	6	1.5	1	0.2

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2007	69			LR	5,950	9,300	8,950	4,000	1,000	1	0.2	0	0.0
2008	69			LR	6,000	9,350	9,100	4,100	1,000	3	0.7	0	0.0
2009	69			LR	6,050	9,200	7,500	4,100	1,050	6	1.4	1	0.2
2010	69			LR	6,100	9,150	7,450	4,150	1,050	1	0.2	0	0.0
2011	69			LR	6,150	9,500	8,900	4,300	1,050	9	2.1	2	0.5
2012	69			LR	6,200	9,250	9,000	4,250	1,050	5	1.2	2	0.5
2013	69			LT	6,250	8,150	8,150	4,700	1,050	7	1.6	2	0.5
2014	69			LT	6,300	8,250	8,350	4,750	1,050	4	0.9	0	0.0
2015	69			LT	6,350	8,300	8,450	4,800	1,400	6	1.4	3	0.7
2016	69			LT	6,400	8,350	8,500	4,850	1,400	1	0.2	0	0.0
2017	69			LT	6,450	8,200	8,200	5,400	1,450	2	0.4	0	0.0
2018	69			LT	6,500	8,250	8,300	5,450	1,450	2	0.4	0	0.0
2019	69			LT	6,550	8,300	8,350	5,450	1,450	5	1.1	0	0.0
2021	69			LT	6,650	8,350	8,350	5,550	1,450	2	0.4	0	0.0
1988	69	S JCT SEC HWY 529 (W) N ARCHIPELAGO TWP	20.0	IT	5,050	7,300	6,700	3,750	1,100	21	0.6	7	0.2
1989	69			IT	5,200	7,250	6,950	4,050	830	33	0.9	7	0.2
1990	69			IT	5,300	6,750	6,550	4,450	850	21	0.5	2	0.1
1991	69			IR	5,050	6,350	5,600	4,200	710	29	0.8	2	0.1
1992	69			IR	5,000	6,150	5,500	4,250	700	33	0.9	5	0.1
1993	69			IR	5,000	6,150	5,150	4,100	700	32	0.9	6	0.2
1994	69			IT	4,900	6,350	6,100	4,150	740	32	0.9	5	0.1
1995	69			IT	5,000	6,400	6,100	4,250	750	24	0.7	3	0.1
1996	69			IT	5,100	6,700	6,550	4,200	760	26	0.7	3	0.1
1997	69			IR	5,200	6,500	5,800	4,400	1,100	27	0.7	6	0.2
1998	69			IR	5,250	6,500	5,900	4,400	630	30	0.8	5	0.1
1999	69			IR	5,400	6,700	6,000	4,550	650	21	0.5	3	0.1
2000	69			IR	5,550	6,800	6,150	4,700	940	25	0.6	6	0.1
2001	69			IR	5,650	7,000	6,250	4,800	680	27	0.7	1	0.0
2002	69			IR	5,750	7,100	6,350	4,900	690	28	0.7	9	0.2
2003	69			IR	5,850	7,100	6,450	4,950	640	33	0.8	5	0.1
2004	69			IR	5,950	7,350	6,600	5,050	650	46	1.1	10	0.2
2005	69			IR	6,050	7,300	6,650	5,150	670	32	0.7	7	0.2
2006	69			IR	6,150	7,400	6,700	5,200	980	28	0.6	4	0.1
2007	69			IR	6,250	7,550	7,550	5,300	1,000	25	0.5	4	0.1
2008	69			IR	6,400	7,750	7,600	5,450	1,000	24	0.5	7	0.1
2009	69			IR	6,500	7,800	7,100	5,500	1,050	40	0.8	3	0.1
2010	69			IR	6,600	7,850	7,200	5,600	1,050	21	0.4	1	0.0
2011	69			IR	6,700	8,000	7,800	5,700	1,050	21	0.4	3	0.1
2012	69			IR	6,800	8,100	7,850	5,800	1,100	24	0.5	6	0.1
2013	69			LT	6,900	9,000	9,000	5,200	1,100	31	0.6	3	0.1
2014	69			LT	7,000	9,150	9,300	5,300	1,100	18	0.4	2	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2015	69			LT	7,150	9,350	9,500	5,400	1,650	29	0.6	6	0.1
2016	69			LT	7,250	9,450	9,650	5,450	1,650	25	0.5	3	0.1
2017	69			LT	7,350	9,350	9,350	6,150	1,700	19	0.4	3	0.1
2018	69			LT	7,450	9,500	9,500	6,250	1,700	27	0.5	4	0.1
2019	69			LT	7,550	9,600	9,600	6,300	1,750	20	0.4	5	0.1
2021	69			LT	7,750	9,750	9,750	6,500	1,800	32	0.6	9	0.2
1988	69	N JCT SEC HWY 529 (W) MAGNETAWAN I R 1 BDY	5.2	IT	4,350	6,300	5,800	3,200	700	8	1.0	0	0.0
1989	69			IT	4,600	6,400	6,150	3,600	740	16	1.8	7	0.8
1990	69			IT	4,700	5,950	5,850	3,950	750	9	1.0	3	0.3
1991	69			IR	4,800	6,050	5,350	4,000	670	6	0.7	1	0.1
1992	69			IR	4,900	6,050	5,400	4,150	690	11	1.2	1	0.1
1993	69			IR	5,000	6,150	5,150	4,100	700	15	1.6	1	0.1
1994	69			IT	5,000	6,500	6,200	4,250	700	10	1.1	1	0.1
1995	69			IT	5,150	6,600	6,300	4,400	820	14	1.4	1	0.1
1996	69			IT	5,300	7,000	6,800	4,350	850	10	1.0	1	0.1
1997	69			IR	5,500	6,900	6,150	4,700	1,450	14	1.3	2	0.2
1998	69			IR	5,700	7,050	6,400	4,800	1,500	6	0.6	0	0.0
1999	69			IR	5,700	7,050	6,350	4,800	1,500	12	1.1	1	0.1
2000	69			IR	6,000	7,350	6,650	5,050	1,000	11	1.0	0	0.0
2001	69			IR	5,950	7,350	6,600	5,050	830	6	0.5	0	0.0
2002	69			IR	6,050	7,450	6,700	5,150	850	10	0.9	0	0.0
2003	69			IR	6,000	7,300	6,600	5,100	840	11	1.0	1	0.1
2004	69			IR	6,300	7,800	7,000	5,350	880	18	1.5	0	0.0
2005	69			IR	6,450	7,800	7,050	5,500	900	13	1.1	3	0.2
2006	69			IR	6,550	7,900	7,150	5,550	790	7	0.6	0	0.0
2007	69			IR	6,650	8,050	8,050	5,650	800	8	0.6	2	0.2
2008	69			IR	6,800	8,250	8,100	5,800	820	8	0.6	2	0.2
2009	69			IR	6,900	8,300	7,500	5,850	830	4	0.3	3	0.2
2010	69			IR	7,050	8,400	7,700	6,000	850	9	0.7	3	0.2
2011	69			IR	7,150	8,550	8,350	6,100	860	8	0.6	2	0.1
2012	69			IR	7,300	8,700	8,450	6,250	880	12	0.9	4	0.3
2013	69			CTR	7,400	9,000	9,300	6,300	890	16	1.1	3	0.2
2014	69			CTR	7,000	8,550	8,600	5,950	840	9	0.7	4	0.3
2015	69			CTR	6,100	7,450	7,500	5,200	1,400	12	1.0	4	0.3
2016	69			CTR	7,000	8,550	8,600	5,950	1,600	7	0.5	1	0.1
2017	69			CTR	7,450	9,950	9,900	6,050	1,700	8	0.6	1	0.1
2018	69			CTR	7,550	10,100	10,000	6,150	1,750	5	0.3	3	0.2
2019	69			CTR	7,600	10,100	10,100	6,200	1,750	9	0.6	3	0.2
2021	69			CTR	7,800	10,200	10,100	6,350	1,800	5	0.3	2	0.1
1988	69	SEC HWY 526 (W) HENVEY TWP	12.8	IT	5,050	7,300	6,700	3,750	710	41	1.7	8	0.3
1989	69			IT	5,200	7,250	6,950	4,050	830	44	1.8	7	0.3

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1990	69			IT	5,300	6,750	6,550	4,450	850	41	1.7	12	0.5
1991	69			IR	4,950	6,250	5,500	4,100	690	43	1.9	14	0.6
1992	69			IR	4,850	5,950	5,350	4,100	680	38	1.7	11	0.5
1993	69			IR	4,750	5,850	4,900	3,900	660	38	1.7	4	0.2
1994	69			IT	5,000	6,500	6,200	4,250	750	32	1.4	4	0.2
1995	69			IT	5,000	6,400	6,100	4,250	750	40	1.7	6	0.3
1996	69			IT	5,050	6,650	6,450	4,150	760	55	2.3	7	0.3
1997	69			IR	5,050	6,300	5,650	4,300	1,200	50	2.1	15	0.6
1998	69			IR	5,300	6,550	5,950	4,450	1,250	38	1.5	12	0.5
1999	69			IR	5,550	6,900	6,150	4,650	1,350	15	0.6	4	0.2
2000	69			IR	6,000	7,350	6,650	5,050	1,000	25	0.9	2	0.1
2001	69			IR	5,800	7,150	6,450	4,900	930	27	1.0	3	0.1
2002	69			IR	5,950	7,350	6,600	5,050	950	21	0.8	7	0.3
2003	69			IR	6,250	7,600	6,900	5,300	750	16	0.5	2	0.1
2004	69			IR	6,200	7,650	6,850	5,250	740	32	1.1	9	0.3
2005	69			IR	6,250	7,550	6,850	5,350	750	19	0.7	4	0.1
2006	69			IR	6,300	7,600	6,900	5,350	1,000	25	0.8	4	0.1
2007	69			IR	6,500	7,850	7,850	5,500	1,050	22	0.7	2	0.1
2008	69			IR	6,650	8,050	7,900	5,700	1,050	19	0.6	1	0.0
2009	69			IR	6,600	7,900	7,200	5,600	1,050	22	0.7	5	0.2
2010	69			IR	6,900	8,200	7,500	5,850	1,100	23	0.7	2	0.1
2011	69			IR	7,000	8,350	8,150	6,000	1,100	17	0.5	3	0.1
2012	69			IR	7,150	8,500	8,300	6,100	1,150	23	0.7	6	0.2
2013	69			CTR	7,250	8,800	9,100	6,150	1,150	22	0.6	6	0.2
2014	69			CTR	7,400	9,050	9,100	6,300	1,200	25	0.7	8	0.2
2015	69			CTR	6,200	7,550	7,650	5,250	1,500	22	0.8	7	0.2
2016	69			CTR	7,200	8,800	8,850	6,100	1,750	25	0.7	3	0.1
2017	69			CTR	7,450	9,950	9,900	6,050	1,800	21	0.6	3	0.1
2018	69			CTR	7,550	10,100	10,000	6,150	1,800	19	0.5	8	0.2
2019	69			CTR	7,650	10,200	10,100	6,200	1,850	23	0.6	6	0.2
2021	69			CTR	7,900	10,300	10,200	6,450	1,900	11	0.3	2	0.1
1999	69	SEC HWY 522 (E) MOWAT TWP	14.6	LT	5,200	7,250	7,050	3,800	730	26	0.9	1	0.0
2000	69			LT	5,250	7,300	7,150	3,850	940	22	0.8	2	0.1
2001	69			LT	5,300	7,400	7,200	3,900	800	19	0.7	0	0.0
2002	69			LT	5,350	7,500	7,300	3,950	800	26	0.9	5	0.2
2003	69			LT	5,400	7,450	7,250	4,000	760	11	0.4	5	0.2
2004	69			LT	5,450	7,650	7,400	4,000	760	19	0.7	6	0.2
2005	69			LT	5,500	7,550	7,350	4,050	770	32	1.1	9	0.3
2006	69			LT	5,550	7,600	7,400	4,100	1,150	26	0.9	11	0.4
2007	69			LT	5,600	7,700	7,900	4,100	1,200	23	0.8	6	0.2
2008	69			LT	5,650	7,750	7,400	4,150	1,200	24	0.8	5	0.2

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2009	69			LT	5,700	7,700	7,500	4,200	1,200	31	1.0	2	0.1
2010	69			LT	5,750	7,700	7,550	4,250	1,200	17	0.6	6	0.2
2011	69			LT	5,800	7,450	7,600	4,750	1,200	28	0.9	6	0.2
2012	69			LT	5,850	7,650	7,250	4,450	1,250	24	0.8	4	0.1
2013	69			CTR	5,900	7,200	7,400	5,000	1,250	38	1.2	6	0.2
2014	69			CTR	5,950	7,250	7,300	5,050	1,250	29	0.9	4	0.1
2015	69			CTR	6,000	7,300	7,400	5,100	1,400	25	0.8	5	0.2
2016	69			CTR	6,050	7,400	7,450	5,150	1,450	32	1.0	9	0.3
2017	69			CTR	6,100	8,150	8,100	4,950	1,450	18	0.6	4	0.1
2018	69			CTR	6,150	8,200	8,200	5,000	1,450	16	0.5	3	0.1
2019	69			CTR	6,200	8,250	8,200	5,050	1,450	18	0.5	5	0.2
2021	69			CTR	6,300	8,200	8,150	5,150	1,500	27	0.8	8	0.2
1988	69	SEC HWY 607 (E) BIGWOOD TWP	9.5	IT	4,200	6,100	5,600	3,100	500	8	0.5	0	0.0
1989	69			IT	4,250	5,900	5,700	3,300	640	12	0.8	0	0.0
1990	69			IT	4,300	5,450	5,350	3,600	640	13	0.9	3	0.2
1991	69			IR	4,400	5,550	4,900	3,650	660	10	0.7	0	0.0
1992	69			LR	4,200	6,750	5,400	2,750	630	15	1.0	3	0.2
1993	69			LR	4,200	6,750	5,400	2,750	630	4	0.3	1	0.1
1994	69			LR	4,200	6,900	5,550	2,750	630	7	0.5	0	0.0
1995	69			LR	4,300	7,200	5,850	2,800	640	8	0.5	3	0.2
1996	69			LR	4,400	7,350	5,900	2,950	660	7	0.5	0	0.0
1997	69			LR	4,500	7,550	6,100	3,000	680	6	0.4	1	0.1
1998	69			LR	4,650	7,650	6,200	3,050	650	12	0.7	2	0.1
1999	69			LR	4,750	7,800	6,250	3,150	660	10	0.6	7	0.4
2000	69			LR	4,850	7,850	6,350	3,250	1,000	9	0.5	1	0.1
2001	69			LT	4,950	6,950	6,750	3,650	790	15	0.9	2	0.1
2002	69			LT	5,050	7,050	6,900	3,700	810	9	0.5	1	0.1
2003	69			LT	5,200	7,150	7,000	3,850	830	9	0.5	1	0.1
2004	69			LT	5,300	7,400	7,200	3,900	850	11	0.6	7	0.4
2005	69			LT	5,400	7,400	7,250	3,950	860	8	0.4	4	0.2
2006	69			LT	5,500	7,550	7,350	4,050	1,200	11	0.6	3	0.2
2007	69			LT	5,600	7,700	7,900	4,100	1,250	8	0.4	3	0.2
2008	69			LT	5,750	7,900	7,550	4,250	1,250	7	0.4	1	0.1
2009	69			LT	5,850	7,900	7,700	4,350	1,300	8	0.4	2	0.1
2010	69			LT	5,950	8,000	7,850	4,400	1,300	13	0.6	1	0.0
2011	69			LT	6,050	7,750	7,900	4,950	1,350	7	0.3	2	0.1
2012	69			LT	6,150	8,000	7,650	4,650	1,350	13	0.6	5	0.2
2013	69			CTR	6,300	7,650	7,900	5,350	1,400	14	0.6	3	0.1
2014	69			CTR	6,400	7,800	7,850	5,450	1,400	8	0.4	5	0.2
2015	69			CTR	6,500	7,950	8,000	5,500	1,550	5	0.2	1	0.0
2016	69			CTR	6,600	8,050	8,100	5,600	1,600	11	0.5	2	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2017	69			CTR	6,700	8,950	8,900	5,450	1,600	10	0.4	3	0.1
2018	69			CTR	6,850	9,150	9,100	5,600	1,650	8	0.3	1	0.0
2019	69			CTR	6,950	9,250	9,200	5,650	1,650	12	0.5	5	0.2
2021	69			CTR	7,150	9,300	9,250	5,850	1,700	16	0.6	5	0.2
1988	69	HWY 64 (E) GRAVEL RD (W)	16.8	IT	4,700	6,800	6,250	3,500	560	4	0.1	0	0.0
1989	69			IR	5,150	6,650	5,700	4,200	880	8	0.3	1	0.0
1990	69			IR	5,300	6,750	5,900	4,350	900	5	0.2	0	0.0
1991	69			IR	5,450	6,850	6,050	4,500	760	12	0.4	6	0.2
1992	69			LR	5,200	8,350	6,700	3,450	730	0	0.0	0	0.0
1993	69			LR	5,200	8,350	6,700	3,400	730	8	0.3	1	0.0
1994	69			LR	5,100	8,400	6,750	3,350	710	16	0.5	3	0.1
1995	69			LT	5,000	7,200	7,000	3,650	600	3	0.1	0	0.0
1996	69			LT	5,150	7,250	7,100	3,800	620	15	0.5	0	0.0
1997	69			LT	5,300	7,450	7,300	3,900	640	7	0.2	1	0.0
1998	69			LT	5,550	7,750	7,600	4,050	720	8	0.2	1	0.0
1999	69			LT	5,550	7,700	7,550	4,050	720	12	0.4	2	0.1
2000	69			LT	5,700	7,950	7,750	4,150	740	12	0.3	1	0.0
2001	69			LT	5,800	8,100	7,900	4,250	810	9	0.3	0	0.0
2002	69			LT	5,900	8,250	8,050	4,350	830	8	0.2	3	0.1
2003	69			LT	6,050	8,300	8,150	4,450	850	16	0.4	6	0.2
2004	69			LT	6,150	8,600	8,350	4,500	860	7	0.2	1	0.0
2005	69			LT	6,250	8,550	8,350	4,600	880	8	0.2	0	0.0
2006	69			LT	6,400	8,750	8,550	4,700	1,750	4	0.1	1	0.0
2007	69			LT	6,500	8,950	9,150	4,800	1,750	9	0.2	1	0.0
2008	69			LT	6,650	9,100	8,700	4,900	1,800	10	0.2	3	0.1
2009	69			LT	6,750	9,100	8,900	5,000	1,800	7	0.2	1	0.0
2010	69			LT	6,850	9,200	9,000	5,050	1,850	7	0.2	2	0.0
2011	69			LT	6,950	8,900	9,100	5,700	1,900	21	0.5	3	0.1
2012	69			LT	7,100	9,250	8,850	5,400	1,900	13	0.3	2	0.0
2013	69			CTR	7,200	8,750	9,050	6,100	1,950	27	0.6	7	0.2
2014	69			CTR	7,350	8,950	9,050	6,250	2,000	15	0.3	4	0.1
2015	69			CTR	7,450	9,100	9,150	6,350	2,000	17	0.4	5	0.1
2016	69			CTR	7,550	9,200	9,300	6,400	2,050	10	0.2	0	0.0
2017	69			CTR	7,700	10,300	10,200	6,250	2,100	10	0.2	1	0.0
2018	69			CTR	7,800	10,400	10,400	6,350	2,100	14	0.3	2	0.0
2019	69			CTR	7,900	10,500	10,500	6,450	2,150	18	0.4	2	0.0
2021	69			CTR	8,150	10,600	10,600	6,650	2,200	11	0.2	4	0.1
1988	69	SEC HEY 637W)SERVOS TWP	6.1	IT	4,900	7,100	6,500	3,650	640	1	0.1	0	0.0
1989	69			IR	5,050	6,500	5,600	4,150	810	0	0.0	0	0.0
1990	69			IR	5,200	6,600	5,750	4,250	830	1	0.1	0	0.0
1991	69			IR	5,300	6,700	5,900	4,400	690	0	0.0	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1992	69			LR	5,300	8,550	6,850	3,500	690	3	0.3	0	0.0
1993	69			LR	5,300	8,550	6,800	3,450	690	2	0.2	1	0.1
1994	69			LR	5,300	8,700	7,000	3,450	690	1	0.1	0	0.0
1995	69			LT	5,300	7,600	7,400	3,900	640	1	0.1	0	0.0
1996	69			LT	5,300	7,500	7,300	3,900	640	2	0.2	1	0.1
1997	69			LT	5,600	7,900	7,750	4,150	670	3	0.2	0	0.0
1998	69			LT	5,900	8,250	8,100	4,300	830	3	0.2	2	0.2
1999	69			LT	5,850	8,150	7,950	4,250	820	1	0.1	1	0.1
2000	69			LT	6,100	8,500	8,300	4,450	850	2	0.1	1	0.1
2001	69			LT	6,100	8,550	8,300	4,450	850	4	0.3	0	0.0
2002	69			LT	6,200	8,650	8,450	4,550	870	0	0.0	0	0.0
2003	69			LT	6,250	8,600	8,400	4,600	1,200	1	0.1	0	0.0
2004	69			LT	6,350	8,900	8,650	4,650	1,200	3	0.2	0	0.0
2005	69			LT	6,450	8,850	8,650	4,750	1,250	0	0.0	0	0.0
2006	69			LT	6,700	9,150	8,950	4,950	1,600	1	0.1	0	0.0
2007	69			LT	6,450	8,850	9,100	4,750	1,550	0	0.0	0	0.0
2008	69			IR	6,600	8,000	7,850	5,650	1,600	2	0.1	1	0.1
2009	69			IR	6,850	8,200	7,450	5,800	1,650	2	0.1	0	0.0
2010	69			IR	6,950	8,250	7,550	5,900	1,650	2	0.1	1	0.1
2011	69			IR	7,050	8,400	8,250	6,000	1,700	5	0.3	0	0.0
2012	69			IR	7,150	8,500	8,300	6,100	1,700	6	0.4	3	0.2
2013	69			IR	7,250	8,650	9,250	6,150	1,750	6	0.4	1	0.1
2014	69			IR	7,350	8,750	8,750	6,250	1,750	5	0.3	0	0.0
2015	69			IR	7,450	8,850	8,900	6,350	1,800	1	0.1	0	0.0
2016	69			CTR	7,550	9,200	9,300	6,400	2,000	3	0.2	1	0.1
2017	69			CTR	7,650	10,200	10,200	6,250	2,050	5	0.3	0	0.0
2018	69			CTR	7,750	10,400	10,300	6,300	2,050	4	0.2	0	0.0
2019	69			CTR	7,850	10,500	10,400	6,400	2,100	15	0.9	4	0.2
2021	69			CTR	8,050	10,500	10,400	6,550	2,150	6	0.3	3	0.2
1988	69	MTO Inspection Station	5.5	IT	4,900	7,100	6,500	3,650	640	5	0.5	0	0.0
1989	69			IR	5,050	6,500	5,600	4,150	810	3	0.3	0	0.0
1990	69			IR	5,200	6,600	5,750	4,250	830	2	0.2	0	0.0
1991	69			IR	5,300	6,700	5,900	4,400	690	3	0.3	2	0.2
1992	69			LR	5,300	8,550	6,850	3,500	690	3	0.3	0	0.0
1993	69			LR	5,300	8,550	6,800	3,450	690	3	0.3	0	0.0
1994	69			LR	5,300	8,700	7,000	3,450	690	6	0.6	0	0.0
1995	69			LT	5,300	7,600	7,400	3,900	640	4	0.4	1	0.1
1996	69			LT	5,300	7,500	7,300	3,900	640	6	0.6	1	0.1
1997	69			LT	5,600	7,900	7,750	4,150	670	4	0.4	1	0.1
1998	69			LT	5,900	8,250	8,100	4,300	830	5	0.4	1	0.1
1999	69			LT	5,850	8,150	7,950	4,250	820	6	0.5	1	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2000	69			LT	6,100	8,500	8,300	4,450	850	4	0.3	1	0.1
2001	69			LT	6,100	8,550	8,300	4,450	850	7	0.6	1	0.1
2002	69			LT	6,200	8,650	8,450	4,550	870	12	1.0	3	0.2
2003	69			LT	6,250	8,600	8,400	4,600	1,200	5	0.4	1	0.1
2004	69			LT	6,350	8,900	8,650	4,650	1,200	4	0.3	1	0.1
2005	69			LT	6,450	8,850	8,650	4,750	1,250	4	0.3	2	0.2
2006	69			LT	6,700	9,150	8,950	4,950	1,600	5	0.4	2	0.1
2007	69			LT	6,450	8,850	9,100	4,750	1,550	5	0.4	0	0.0
2008	69			IR	6,600	8,000	7,850	5,650	1,600	4	0.3	0	0.0
2009	69			IR	6,850	8,200	7,450	5,800	1,650	3	0.2	0	0.0
2010	69			IR	6,950	8,250	7,550	5,900	1,650	11	0.8	1	0.1
2011	69			IR	7,050	8,400	8,250	6,000	1,700	5	0.4	1	0.1
2012	69			IR	7,150	8,500	8,300	6,100	1,900	8	0.6	2	0.1
2013	69			IR	7,250	8,650	9,250	6,150	1,950	4	0.3	0	0.0
2014	69			CTR	7,350	8,950	9,050	6,250	1,900	5	0.3	0	0.0
2015	69			CTR	7,450	9,100	9,150	6,350	1,550	8	0.5	3	0.2
2016	69			CTR	7,550	9,200	9,300	6,400	1,550	9	0.6	1	0.1
2017	69			CTR	7,650	10,200	10,200	6,250	1,550	6	0.4	2	0.1
2018	69			CTR	7,750	10,400	10,300	6,300	1,600	13	0.8	1	0.1
2019	69			CTR	7,850	10,500	10,400	6,400	1,600	11	0.7	3	0.2
2021	69			CTR	8,050	10,500	10,400	6,550	1,700	9	0.6	1	0.1
1988	69	NELSON RD IC UNDERPASS	9.1	CR	5,300	6,800	6,350	4,400	690	2	0.1	0	0.0
1989	69			IR	5,650	7,300	6,250	4,650	730	1	0.1	0	0.0
1990	69			IR	5,800	7,350	6,450	4,750	750	3	0.2	0	0.0
1991	69			IR	5,950	7,500	6,600	4,950	890	1	0.1	1	0.1
1992	69			LR	6,050	9,750	7,800	4,000	910	0	0.0	0	0.0
1993	69			LR	6,050	9,750	7,800	3,950	910	2	0.1	1	0.0
1994	69			LR	6,050	9,950	8,000	3,950	910	5	0.2	2	0.1
1995	69			LT	6,050	8,700	8,450	4,450	730	3	0.1	1	0.0
1996	69			LT	6,050	8,550	8,350	4,450	730	4	0.2	2	0.1
1997	69			CR	6,100	7,550	7,200	5,200	670	1	0.0	0	0.0
1998	69			CR	6,200	7,650	7,250	5,250	680	2	0.1	0	0.0
1999	69			CR	6,250	7,700	7,300	5,300	690	1	0.0	0	0.0
2000	69			CR	6,350	7,800	7,450	5,400	700	5	0.2	2	0.1
2001	69			CR	6,400	7,850	7,500	5,400	900	4	0.2	1	0.0
2002	69			LT	6,450	9,000	8,800	4,750	900	4	0.2	2	0.1
2003	69			LT	6,500	8,950	8,750	4,800	910	1	0.0	0	0.0
2004	69			LT	6,350	8,900	8,650	4,650	890	2	0.1	0	0.0
2005	69			LT	6,650	9,100	8,900	4,900	930	2	0.1	1	0.0
2006	69			LT	6,900	9,450	9,200	5,100	970	1	0.0	0	0.0
2007	69			LT	6,750	9,250	9,500	4,950	940	1	0.0	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2008	69			LT	6,800	9,300	8,900	5,000	950	3	0.1	2	0.1
2009	69			LT	6,850	9,250	9,050	5,050	960	0	0.0	0	0.0
2010	69			LT	6,850	9,200	9,000	5,050	960	4	0.2	1	0.0
2011	69			LT	6,950	8,900	9,100	5,700	970	14	0.6	4	0.2
2012	69			LT	7,050	9,200	8,750	5,350	990	12	0.5	2	0.1
2013	69			LT	7,100	9,250	9,250	5,350	990	7	0.3	0	0.0
2014	69			LT	7,150	9,350	9,500	5,400	1,850	8	0.3	2	0.1
2015	69			CTR	7,200	8,800	8,850	6,100	1,400	12	0.5	0	0.0
2016	69			CTR	7,250	8,850	8,900	6,150	1,450	15	0.6	1	0.0
2017	69			CTR	7,300	9,750	9,700	5,950	1,450	12	0.5	1	0.0
2018	69			CTR	7,400	9,900	9,850	6,050	1,450	4	0.2	1	0.0
2019	69			CTR	7,450	9,950	9,900	6,050	1,450	17	0.7	1	0.0
2021	69			CTR	7,550	9,850	9,800	6,150	1,500	10	0.4	1	0.0
1988	69	HWY 537 WANUP UNDERPASS	6.0	CR	5,600	7,150	6,700	4,650	950	0	0.0	0	0.0
1989	69			IR	6,000	7,750	6,650	4,900	840	0	0.0	0	0.0
1990	69			IR	6,150	7,800	6,850	5,050	860	0	0.0	0	0.0
1991	69			IR	6,300	7,950	7,000	5,250	880	0	0.0	0	0.0
1992	69			LR	6,100	9,800	7,850	4,050	850	0	0.0	0	0.0
1993	69			LR	6,100	9,800	7,850	4,000	850	0	0.0	0	0.0
1994	69			LR	6,350	10,400	8,400	4,150	890	0	0.0	0	0.0
1995	69			LR	6,500	10,900	8,850	4,250	720	0	0.0	0	0.0
1996	69			LR	6,700	11,200	9,000	4,450	740	0	0.0	0	0.0
1997	69			LT	6,850	9,650	9,450	5,050	750	0	0.0	0	0.0
1998	69			LT	7,000	9,800	9,600	5,100	770	0	0.0	0	0.0
1999	69			LT	7,000	9,750	9,500	5,100	770	0	0.0	0	0.0
2000	69			LT	7,050	9,800	9,600	5,150	780	0	0.0	0	0.0
2001	69			LT	8,250	11,500	11,200	6,050	1,150	0	0.0	0	0.0
2002	69			LT	7,200	10,100	9,800	5,300	1,000	0	0.0	0	0.0
2003	69			LT	7,300	10,000	9,850	5,400	1,300	0	0.0	0	0.0
2004	69			LT	6,850	9,600	9,350	5,000	1,300	0	0.0	0	0.0
2005	69			LT	7,450	10,200	10,000	5,500	1,400	0	0.0	0	0.0
2006	69			IR	7,300	8,800	8,000	6,200	1,550	0	0.0	0	0.0
2007	69			IR	7,600	9,200	9,200	6,450	1,600	0	0.0	0	0.0
2008	69			IR	7,700	9,350	9,150	6,600	1,600	0	0.0	0	0.0
2009	69			IR	7,750	9,300	8,450	6,600	1,650	0	0.0	0	0.0
2010	69			IR	7,750	9,250	8,450	6,600	1,650	5	0.3	0	0.0
2011	69			IR	7,900	9,400	9,250	6,750	1,650	3	0.2	0	0.0
2012	69			IR	7,950	9,450	9,200	6,800	1,650	9	0.5	2	0.1
2013	69			IR	8,050	9,600	10,300	6,850	1,700	4	0.2	0	0.0
2014	69			IR	8,100	9,650	9,650	6,900	1,700	7	0.4	1	0.1
2015	69			IR	8,200	9,750	9,800	7,000	1,700	4	0.2	2	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2016	69			CTR	8,250	10,100	10,100	7,000	1,750	5	0.3	0	0.0
2017	69			CTR	8,350	11,200	11,100	6,800	1,750	11	0.6	1	0.1
2018	69			CTR	8,400	11,200	11,200	6,850	1,750	6	0.3	1	0.1
2019	69			CTR	8,500	11,300	11,300	6,900	1,800	11	0.6	0	0.0
2021	69			CTR	8,650	11,300	11,200	7,050	1,800	4	0.2	0	0.0
1988	69	Estaire Rd Underpass	6.4	CR	7,400	9,450	8,900	6,150	1,100	0	0.0	0	0.0
1989	69			IR	7,750	10,000	8,600	6,350	1,150	0	0.0	0	0.0
1990	69			IR	8,400	10,700	9,300	6,900	1,250	0	0.0	0	0.0
1991	69			IR	8,650	10,900	9,600	7,200	1,300	0	0.0	0	0.0
1992	69			IR	8,600	10,600	9,450	7,300	1,050	0	0.0	0	0.0
1993	69			IR	8,600	10,600	8,900	7,050	1,050	0	0.0	0	0.0
1994	69			CR	8,600	10,600	9,800	7,750	1,050	0	0.0	0	0.0
1995	69			CR	8,600	10,700	10,200	7,400	950	0	0.0	0	0.0
1996	69			CR	8,900	11,000	10,400	7,600	980	0	0.0	0	0.0
1997	69			CR	9,200	11,400	10,900	7,800	1,200	0	0.0	0	0.0
1998	69			CR	9,500	11,700	11,100	8,100	1,250	0	0.0	0	0.0
1999	69			CR	9,500	11,700	11,100	8,100	1,250	0	0.0	0	0.0
2000	69			CR	9,700	11,900	11,300	8,250	1,250	0	0.0	0	0.0
2001	69			IR	10,200	12,600	11,300	8,600	1,200	0	0.0	0	0.0
2002	69			IR	10,000	12,300	11,100	8,500	1,200	0	0.0	0	0.0
2003	69			IR	10,200	12,400	11,200	8,650	1,200	0	0.0	0	0.0
2004	69			IR	10,400	12,900	11,500	8,800	1,250	0	0.0	0	0.0
2005	69			IR	10,200	12,300	11,200	8,700	1,200	0	0.0	0	0.0
2006	69			LT	10,500	14,400	14,000	7,750	1,250	0	0.0	0	0.0
2007	69			LT	10,500	14,400	14,800	7,700	1,250	0	0.0	0	0.0
2008	69			LT	10,600	14,500	13,900	7,800	1,250	0	0.0	0	0.0
2009	69			LT	10,000	13,500	13,200	7,400	1,200	0	0.0	0	0.0
2010	69			LT	10,000	13,400	13,200	7,400	1,200	6	0.3	1	0.0
2011	69			LT	9,400	12,000	12,300	7,750	1,150	8	0.4	1	0.0
2012	69			LT	10,600	13,800	13,200	8,050	1,250	31	1.3	3	0.1
2013	69			CTR	10,800	13,100	13,600	9,150	1,300	6	0.2	1	0.0
2014	69			CTR	10,800	13,200	13,300	9,200	1,300	10	0.4	1	0.0
2015	69			CTR	10,900	13,300	13,400	9,250	1,300	22	0.9	3	0.1
2016	69			CTR	11,000	13,400	13,500	9,350	1,300	8	0.3	0	0.0
2017	69			CTR	11,100	14,800	14,800	9,050	1,350	12	0.5	2	0.1
2018	69			CTR	11,200	15,000	14,900	9,100	1,350	11	0.4	1	0.0
2019	69			CTR	11,300	15,100	15,000	9,200	1,350	22	0.8	2	0.1
2021	69			CTR	11,400	14,900	14,800	9,300	1,350	15	0.6	6	0.2
2021	69	HWY 17 IC UP END OF HWY											
2021	71	INTERNATIONAL BRIDGE TOWN OF FORT FRANCES NA	0.3										
2021	71	E JCT HWY 11 OVERLAP HWY 11 (18320) TOWN OF FORT FRANCES C/L 4.02 KM	4.0										

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2021	71	PIT RD NO 2 (S) END OF NA OVERLAP HWY 11 (18330)	35.9										
1988	71	W JCT HWY 11	18.4	T	1,000	1,850	1,750	610	140	6	0.9	1	0.1
1989	71			T	1,050	1,900	1,850	660	150	4	0.6	1	0.1
1990	71			T	1,100	2,000	1,900	680	150	4	0.5	0	0.0
1991	71			T	1,100	2,000	1,900	680	150	10	1.4	4	0.5
1992	71			T	1,150	2,100	2,000	710	170	11	1.4	2	0.3
1993	71			T	1,200	2,150	2,100	740	180	14	1.7	1	0.1
1994	71			T	1,200	2,150	2,100	740	180	9	1.1	0	0.0
1995	71			T	1,100	1,900	1,850	680	190	9	1.2	0	0.0
1996	71			T	1,250	2,150	2,100	770	210	5	0.6	0	0.0
1997	71			LT	1,300	1,850	1,800	960	220	4	0.5	1	0.1
1998	71			LT	1,350	1,900	1,850	990	190	12	1.3	0	0.0
1999	71			LT	1,200	1,650	1,650	880	170	5	0.6	0	0.0
2000	71			LT	1,250	1,750	1,700	910	180	9	1.1	1	0.1
2001	71			T	1,350	2,200	2,150	840	270	6	0.7	0	0.0
2002	71			T	1,250	2,050	1,950	780	250	9	1.1	2	0.2
2003	71			T	1,300	2,050	1,950	820	260	9	1.0	0	0.0
2004	71			T	1,400	2,300	2,200	870	170	14	1.5	0	0.0
2005	71			T	1,250	1,950	1,850	780	150	15	1.8	1	0.1
2006	71			LT	1,200	1,650	1,600	880	200	11	1.4	1	0.1
2007	71			LT	1,200	1,650	1,700	880	200	8	1.0	0	0.0
2008	71			LT	1,100	1,500	1,450	810	110	12	1.6	0	0.0
2009	71			LT	1,200	1,600	1,600	890	120	10	1.2	3	0.4
2010	71			LT	1,100	1,500	1,450	810	230	11	1.5	0	0.0
2011	71			LT	1,100	1,400	1,450	900	230	5	0.7	0	0.0
2012	71			CTR	1,100	1,350	1,300	940	210	8	1.1	0	0.0
2013	71			CTR	950	1,150	1,200	810	270	7	1.1	0	0.0
2014	71			CTR	1,100	1,350	1,350	940	310	6	0.8	1	0.1
2015	71			CTR	1,100	1,350	1,350	940	310	11	1.5	0	0.0
2016	71			CTR	1,100	1,350	1,350	940	310	11	1.5	0	0.0
2017	71			CTR	1,100	1,450	1,450	900	310	14	1.9	0	0.0
2018	71			CTR	1,200	1,600	1,600	980	370	6	0.7	0	0.0
2019	71			CTR	1,100	1,450	1,450	890	340	9	1.2	0	0.0
2021	71			CTR	1,050	1,350	1,350	860	330	11	1.6	0	0.0
1988	71	SEC HWY 600 (W TO BLACKHAWK) & HWY 615 (E)	35.2	HT	700	1,400	1,250	310	140	12	1.3	1	0.1
1989	71			HT	750	1,500	1,350	340	100	12	1.2	1	0.1
1990	71			HT	750	1,500	1,350	340	100	9	0.9	0	0.0
1991	71			HT	750	1,500	1,350	340	100	11	1.1	1	0.1
1992	71			HR	800	1,450	1,150	470	110	18	1.7	2	0.2
1993	71			HR	900	1,600	1,300	550	130	15	1.3	0	0.0
1994	71			HR	840	1,500	1,200	510	120	18	1.7	2	0.2

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1995	71			LT	850	1,200	1,200	620	190	19	1.7	1	0.1
1996	71			LT	880	1,250	1,200	650	190	11	1.0	0	0.0
1997	71			LT	890	1,250	1,250	660	200	8	0.7	2	0.2
1998	71			LT	910	1,250	1,250	660	200	10	0.9	0	0.0
1999	71			LT	920	1,300	1,250	670	200	16	1.4	2	0.2
2000	71			LT	940	1,300	1,300	690	210	14	1.2	0	0.0
2001	71			LT	970	1,350	1,300	710	180	16	1.3	3	0.2
2002	71			LT	970	1,350	1,300	710	180	20	1.6	0	0.0
2003	71			LT	980	1,350	1,300	720	190	26	2.1	1	0.1
2004	71			LT	1,050	1,450	1,450	770	150	23	1.7	1	0.1
2005	71			LT	960	1,300	1,300	710	130	28	2.3	2	0.2
2006	71			LT	970	1,350	1,300	710	120	19	1.5	0	0.0
2007	71			LT	970	1,350	1,350	710	120	16	1.3	1	0.1
2008	71			LT	880	1,200	1,150	650	70	19	1.7	2	0.2
2009	71			LT	990	1,350	1,300	730	80	24	1.9	4	0.3
2010	71			LT	960	1,300	1,250	710	210	25	2.0	2	0.2
2011	71			LT	1,000	1,300	1,300	820	220	14	1.1	0	0.0
2012	71			CTR	910	1,100	1,100	770	180	21	1.8	2	0.2
2013	71			CTR	870	1,050	1,100	740	300	20	1.8	4	0.4
2014	71			CTR	980	1,200	1,200	830	330	15	1.2	0	0.0
2015	71			CTR	980	1,200	1,200	830	330	10	0.8	1	0.1
2016	71			CTR	980	1,200	1,200	830	330	21	1.7	0	0.0
2017	71			CTR	990	1,300	1,300	810	340	16	1.3	1	0.1
2018	71			CR	1,450	1,700	1,700	1,300	320	10	0.5	0	0.0
2019	71			CR	1,450	1,700	1,700	1,300	320	13	0.7	0	0.0
2021	71			CR	1,500	1,750	1,750	1,350	330	9	0.5	2	0.1
1988	71	DOCK RD (W) (7102)	45.2	HT	700	1,400	1,250	310	90	15	1.3	0	0.0
1989	71			HT	750	1,500	1,350	340	100	20	1.6	1	0.1
1990	71			HT	750	1,500	1,350	340	100	18	1.5	1	0.1
1991	71			HT	750	1,500	1,350	340	100	20	1.6	1	0.1
1992	71			HR	800	1,450	1,150	470	80	18	1.4	1	0.1
1993	71			HR	900	1,600	1,300	550	90	27	1.8	1	0.1
1994	71			HR	880	1,550	1,250	540	90	28	1.9	4	0.3
1995	71			LT	960	1,400	1,350	700	100	28	1.8	2	0.1
1996	71			LT	920	1,300	1,250	680	90	18	1.2	3	0.2
1997	71			LT	940	1,350	1,300	700	90	19	1.2	2	0.1
1998	71			LT	970	1,350	1,350	710	100	24	1.5	2	0.1
1999	71			LT	1,050	1,450	1,450	770	100	28	1.6	3	0.2
2000	71			LT	1,050	1,450	1,450	770	100	26	1.5	1	0.1
2001	71			LT	1,150	1,600	1,550	840	260	26	1.4	2	0.1
2002	71			LT	1,150	1,600	1,550	840	260	26	1.4	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2003	71			LT	1,150	1,600	1,550	850	260	39	2.1	1	0.1
2004	71			LT	1,200	1,700	1,650	880	280	29	1.5	1	0.1
2005	71			LT	1,200	1,650	1,600	880	280	25	1.3	2	0.1
2006	71			LT	1,250	1,700	1,650	920	290	30	1.5	2	0.1
2007	71			LT	1,250	1,700	1,750	920	290	31	1.5	1	0.0
2008	71			LT	1,300	1,800	1,700	960	300	36	1.7	3	0.1
2009	71			LT	1,300	1,750	1,700	960	300	18	0.8	3	0.1
2010	71			LT	1,250	1,700	1,650	920	190	25	1.2	1	0.0
2011	71			LT	1,350	1,750	1,750	1,100	200	27	1.2	3	0.1
2012	71			CTR	1,350	1,650	1,600	1,150	210	23	1.0	0	0.0
2013	71			CTR	1,150	1,400	1,450	980	280	24	1.3	1	0.1
2014	71			CTR	1,350	1,650	1,650	1,150	330	25	1.1	3	0.1
2015	71			CTR	1,400	1,700	1,700	1,200	340	8	0.3	0	0.0
2016	71			CTR	1,400	1,700	1,700	1,200	340	23	1.0	0	0.0
2017	71			CTR	1,450	1,950	1,950	1,200	350	12	0.5	1	0.0
2018	71			CTR	1,400	1,850	1,850	1,150	240	16	0.7	0	0.0
2019	71			CTR	1,450	1,950	1,900	1,200	250	10	0.4	0	0.0
2021	71			CTR	1,500	1,950	1,950	1,200	260	8	0.3	1	0.0
1988	71	GOVT DOCK RD (E) SIOUX NARROWS	35.1	HT	1,100	2,200	2,000	480	140	12	0.8	1	0.1
1989	71			HT	1,200	2,400	2,150	550	160	14	0.9	4	0.3
1990	71			HT	1,150	2,300	2,050	520	150	23	1.6	4	0.3
1991	71			HT	1,150	2,300	2,050	530	150	23	1.6	2	0.1
1992	71			LT	1,100	1,550	1,500	850	140	17	1.2	0	0.0
1993	71			LT	1,200	1,650	1,500	880	160	32	2.1	1	0.1
1994	71			LT	1,300	1,900	1,850	940	170	33	2.0	3	0.2
1995	71			LT	1,350	1,950	1,900	990	180	24	1.4	2	0.1
1996	71			LT	1,350	1,900	1,850	990	180	16	0.9	1	0.1
1997	71			UNCL	1,400	2,400	2,200	880	180	17	0.9	3	0.2
1998	71			UNCL	1,450	2,400	2,250	900	190	21	1.1	1	0.1
1999	71			UNCL	1,450	2,450	2,250	900	190	20	1.1	3	0.2
2000	71			UNCL	1,500	2,500	2,300	940	200	20	1.0	1	0.1
2001	71			UNCL	1,550	2,600	2,350	960	200	28	1.4	4	0.2
2002	71			UNCL	1,550	2,600	2,350	970	200	37	1.9	2	0.1
2003	71			UNCL	1,600	2,650	2,450	990	210	28	1.4	0	0.0
2004	71			UNCL	1,650	2,700	2,450	1,050	210	34	1.6	2	0.1
2005	71			UNCL	1,350	2,200	2,000	850	180	25	1.4	1	0.1
2006	71			UNCL	950	1,550	1,400	590	120	24	2.0	0	0.0
2007	71			UNCL	960	1,550	1,550	600	120	37	3.0	3	0.2
2008	71			UNCL	920	1,450	1,350	580	120	26	2.2	0	0.0
2009	71			UNCL	920	1,450	1,300	580	120	23	1.9	0	0.0
2010	71			UNCL	940	1,450	1,350	590	120	16	1.3	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2011	71			UNCL	1,050	1,600	1,500	660	140	25	1.9	1	0.1
2012	71			UNCL	1,000	1,550	1,450	630	130	19	1.5	2	0.2
2013	71			UNCL	970	1,500	1,400	610	130	9	0.7	1	0.1
2014	71			UNCL	940	1,450	1,350	590	120	11	0.9	1	0.1
2015	71			UNCL	910	1,400	1,300	570	120	4	0.3	0	0.0
2016	71			UNCL	880	1,350	1,250	550	110	17	1.5	0	0.0
2017	71			UNCL	950	1,400	1,400	690	120	14	1.1	4	0.3
2018	71			UNCL	950	1,400	1,400	690	120	11	0.9	0	0.0
2019	71			UNCL	950	1,400	1,400	690	120	12	1.0	0	0.0
2021	71			UNCL	850	1,200	1,200	620	110	5	0.5	0	0.0
1995	71	ANDY LAKE RD (W) MCMEEKIN TWP	20.1	LR	1,300	2,200	1,750	850	170	10	1.0	1	0.1
1996	71			LR	1,300	2,200	1,750	870	170	17	1.8	2	0.2
1997	71			LR	1,350	2,250	1,800	900	180	6	0.6	1	0.1
1998	71			LR	1,400	2,300	1,850	920	150	14	1.4	2	0.2
1999	71			LR	1,400	2,300	1,850	920	150	8	0.8	0	0.0
2000	71			LR	1,450	2,350	1,900	970	160	9	0.8	0	0.0
2001	71			LR	1,450	2,350	1,900	970	260	16	1.5	2	0.2
2002	71			LR	1,500	2,450	1,950	1,000	270	13	1.2	1	0.1
2003	71			LR	1,500	2,350	1,900	1,000	270	13	1.2	0	0.0
2004	71			CTR	1,600	2,000	1,950	1,350	290	21	1.8	0	0.0
2005	71			CTR	1,550	1,900	1,850	1,300	280	8	0.7	1	0.1
2006	71			CTR	1,550	1,900	1,850	1,300	280	16	1.4	0	0.0
2007	71			CTR	1,400	1,750	1,700	1,200	250	18	1.7	0	0.0
2008	71			CTR	1,150	1,400	1,400	980	210	20	2.4	0	0.0
2009	71			CTR	1,150	1,400	1,350	980	210	11	1.3	0	0.0
2010	71			CTR	1,100	1,350	1,300	930	180	5	0.6	0	0.0
2011	71			CTR	1,300	1,600	1,500	1,100	210	13	1.4	0	0.0
2012	71			CTR	1,250	1,500	1,500	1,050	210	4	0.4	0	0.0
2013	71			CTR	1,350	1,650	1,700	1,150	230	4	0.4	0	0.0
2014	71			CTR	1,300	1,600	1,600	1,100	230	4	0.4	2	0.2
2015	71			CTR	1,300	1,600	1,600	1,100	230	8	0.8	0	0.0
2016	71			CTR	1,300	1,600	1,600	1,100	230	8	0.8	0	0.0
2017	71			CTR	1,300	1,750	1,750	1,050	230	5	0.5	2	0.2
2018	71			CTR	1,400	1,850	1,850	1,150	360	3	0.3	0	0.0
2019	71			CTR	1,300	1,750	1,700	1,050	340	8	0.8	0	0.0
2021	71			CTR	1,300	1,700	1,700	1,050	340	7	0.7	0	0.0
2021	71	HWY 17 LONGBOW CORNERS END OF HWY											
1988	72	HWY 17	60.5	IT	550	800	730	410	90	19	1.6	1	0.1
1989	72			IT	600	830	800	470	110	18	1.4	1	0.1
1990	72			IT	650	830	810	550	120	22	1.5	4	0.3
1991	72			IT	650	840	800	560	120	32	2.2	3	0.2

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1992	72			LT	700	970	950	540	130	27	1.7	7	0.5
1993	72			LT	850	1,200	1,050	620	160	25	1.3	2	0.1
1994	72			LT	860	1,250	1,200	620	160	26	1.4	3	0.2
1995	72			LT	980	1,400	1,350	720	120	33	1.5	5	0.2
1996	72			LT	950	1,350	1,300	700	110	35	1.7	9	0.4
1997	72			LT	1,000	1,400	1,400	740	120	31	1.4	6	0.3
1998	72			LT	1,050	1,450	1,450	770	140	25	1.1	6	0.3
1999	72			LT	970	1,350	1,300	710	130	37	1.7	6	0.3
2000	72			LT	980	1,350	1,350	720	130	37	1.7	6	0.3
2001	72			CR	900	1,100	1,050	760	170	40	2.0	5	0.3
2002	72			CR	1,000	1,250	1,150	840	190	38	1.7	5	0.2
2003	72			CR	1,000	1,200	1,150	850	190	25	1.1	2	0.1
2004	72			LT	980	1,350	1,350	720	170	31	1.4	4	0.2
2005	72			LT	1,000	1,350	1,350	740	170	39	1.8	2	0.1
2006	72			LT	1,050	1,450	1,400	770	120	46	2.0	5	0.2
2007	72			LT	1,050	1,450	1,500	770	120	28	1.2	2	0.1
2008	72			LT	1,050	1,450	1,400	770	60	35	1.5	1	0.0
2009	72			LT	1,050	1,400	1,400	780	60	29	1.3	2	0.1
2010	72			LT	1,050	1,400	1,400	780	190	29	1.3	2	0.1
2011	72			LT	1,100	1,400	1,450	900	200	32	1.3	5	0.2
2012	72			CTR	1,100	1,350	1,300	940	250	29	1.2	6	0.2
2013	72			CTR	1,050	1,300	1,300	890	240	16	0.7	1	0.0
2014	72			CTR	980	1,200	1,200	830	250	17	0.8	3	0.1
2015	72			CTR	1,100	1,350	1,350	940	280	24	1.0	1	0.0
2016	72			CTR	1,100	1,350	1,350	940	280	20	0.8	1	0.0
2017	72			CR	1,100	1,300	1,300	990	350	24	1.0	4	0.2
2018	72			CR	1,100	1,300	1,300	990	350	12	0.5	1	0.0
2019	72			CR	1,100	1,300	1,300	990	350	16	0.7	0	0.0
2021	72			CR	1,100	1,250	1,250	990	350	10	0.4	1	0.0
1988	72	SEC HWY 664 (W) PATRICIA CORS	6.7	IT	1,900	2,750	2,550	1,400	320	11	2.4	2	0.4
1989	72			LT	2,000	2,800	2,750	1,500	380	6	1.2	0	0.0
1990	72			LT	2,150	3,150	3,000	1,550	410	3	0.6	2	0.4
1991	72			LT	2,300	3,200	3,100	1,700	440	10	1.8	2	0.4
1992	72			LT	2,450	3,400	3,300	1,900	420	8	1.3	3	0.5
1993	72			LT	2,500	3,450	3,100	1,850	420	8	1.3	1	0.2
1994	72			LT	2,600	3,800	3,650	1,900	440	10	1.6	1	0.2
1995	72			LT	2,700	3,900	3,750	2,000	190	8	1.2	2	0.3
1996	72			LT	2,850	4,000	3,900	2,100	200	7	1.0	0	0.0
1997	72			LT	2,950	4,150	4,050	2,200	210	5	0.7	0	0.0
1998	72			LT	3,050	4,250	4,200	2,250	210	7	0.9	0	0.0
1999	72			LT	3,000	4,150	4,100	2,200	210	12	1.6	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2000	72			LT	3,050	4,250	4,150	2,250	210	6	0.8	0	0.0
2001	72			LT	3,100	4,350	4,200	2,250	370	5	0.7	0	0.0
2002	72			LT	3,200	4,450	4,350	2,350	380	10	1.3	2	0.3
2003	72			LT	3,250	4,450	4,350	2,400	390	6	0.8	2	0.3
2004	72			IT	3,300	4,300	4,200	2,700	530	8	1.0	0	0.0
2005	72			IT	3,300	4,200	4,200	2,750	530	9	1.1	1	0.1
2006	72			CR	3,350	4,050	3,900	2,850	400	2	0.2	0	0.0
2007	72			CR	3,150	3,800	3,800	2,650	380	5	0.7	2	0.3
2008	72			CR	2,800	3,400	3,350	2,350	250	4	0.6	1	0.1
2009	72			CR	3,150	3,800	3,650	2,700	280	4	0.5	1	0.1
2010	72			CR	2,900	3,500	3,350	2,450	140	4	0.6	0	0.0
2011	72			CR	2,950	3,450	3,500	2,600	150	6	0.8	0	0.0
2012	72			CTR	2,950	3,600	3,550	2,500	340	7	1.0	0	0.0
2013	72			CTR	3,200	3,900	4,000	2,700	370	14	1.8	1	0.1
2014	72			CTR	3,300	4,050	4,050	2,800	930	11	1.4	0	0.0
2015	72			CTR	3,250	3,950	4,000	2,750	920	8	1.0	0	0.0
2016	72			CTR	3,300	4,050	4,050	2,800	930	7	0.9	0	0.0
2017	72			IR	3,450	4,200	4,150	2,950	310	1	0.1	0	0.0
2018	72			IR	3,300	4,000	4,000	2,800	300	2	0.2	1	0.1
2019	72			IR	3,350	4,050	4,050	2,850	300	4	0.5	0	0.0
2021	72			IR	3,350	4,000	4,000	2,850	300	0	0.0	0	0.0
2005	72	ED ARIANO BYPASS (E) FIRST AVE (N)	1.3	IT	3,300	4,200	4,200	2,750	530	0	0.0	0	0.0
2006	72			CR	3,350	4,050	3,900	2,850	400	1	0.6	0	0.0
2007	72			CR	3,150	3,800	3,800	2,650	380	0	0.0	0	0.0
2008	72			CR	2,800	3,400	3,350	2,350	250	0	0.0	0	0.0
2009	72			CR	3,150	3,800	3,650	2,700	280	1	0.6	0	0.0
2010	72			CR	2,900	3,500	3,350	2,450	140	0	0.0	0	0.0
2011	72			CR	2,950	3,450	3,500	2,600	150	1	0.7	0	0.0
2012	72			CTR	2,950	3,600	3,550	2,500	340	1	0.7	0	0.0
2013	72			CTR	3,150	3,850	3,950	2,700	370	1	0.6	0	0.0
2014	72			CTR	3,300	4,050	4,050	2,800	930	0	0.0	0	0.0
2015	72			CTR	3,200	3,900	3,950	2,700	910	0	0.0	0	0.0
2016	72			CTR	3,200	3,900	3,950	2,700	910	0	0.0	0	0.0
2017	72			CTR	5,650	7,550	7,500	4,600	1,600	1	0.4	0	0.0
2018	72			IC	5,650	6,200	6,250	5,100	510	0	0.0	0	0.0
2019	72			IC	5,650	6,200	6,250	5,100	510	0	0.0	0	0.0
2021	72			IC	5,600	6,050	6,100	5,050	500	0	0.0	0	0.0
2021	72	HWY 642 (E) HWY 516 (N) END OF HWY											
2021	77	HWY 3/18 TALBOT ST START OF NA	1.7										
1988	77	HWY 3 (W) ESSEX RD 33 (E)	6.0	C	5,000	5,550	5,550	4,500	550	24	2.2	1	0.1
1989	77			C	5,100	5,650	5,700	4,600	560	21	1.9	1	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1990	77			C	5,100	5,650	5,650	4,600	560	20	1.8	1	0.1
1991	77			C	5,350	5,900	5,950	4,850	590	20	1.7	1	0.1
1992	77			C	5,400	5,850	6,000	4,950	590	24	2.0	2	0.2
1993	77			C	5,450	5,950	6,050	5,000	600	19	1.6	1	0.1
1994	77			CTR	5,500	7,050	6,700	4,600	500	16	1.3	0	0.0
1995	77			CTR	5,550	7,100	6,850	4,650	500	9	0.7	1	0.1
1996	77			CTR	5,650	7,250	6,950	4,750	510	13	1.0	0	0.0
1997	77			IC	5,700	6,400	6,450	5,000	570	14	1.1	1	0.1
1998	77			IC	5,800	6,500	6,500	5,150	580	8	0.6	1	0.1
1999	77			IC	5,750	6,450	6,450	5,100	580	8	0.6	1	0.1
2000	77			IC	5,900	6,600	6,600	5,250	590	15	1.2	1	0.1
2001	77			IC	5,850	6,550	6,550	5,150	580	7	0.5	1	0.1
2002	77			IC	5,850	6,500	6,550	5,150	530	15	1.2	0	0.0
2003	77			IC	5,800	6,450	6,550	5,150	700	7	0.6	1	0.1
2004	77			IC	5,850	6,550	6,550	5,150	700	4	0.3	2	0.2
2005	77			IC	6,000	6,650	6,750	5,300	600	6	0.5	1	0.1
2006	77			IC	5,700	6,350	6,400	5,050	570	6	0.5	0	0.0
2007	77			IC	5,650	6,300	6,450	5,000	1,050	5	0.4	1	0.1
2008	77			IC	5,500	6,100	5,900	4,850	1,050	5	0.4	0	0.0
2009	77			IC	5,800	6,450	6,500	5,150	1,100	6	0.5	1	0.1
2010	77			IC	5,800	6,400	6,450	5,150	1,100	3	0.2	0	0.0
2011	77			IC	4,150	4,550	4,750	3,700	660	6	0.7	1	0.1
2012	77			IC	4,150	4,600	4,450	3,700	660	5	0.5	2	0.2
2013	77			C	4,350	4,800	4,750	3,900	700	12	1.3	2	0.2
2014	77			C	4,950	5,450	5,300	4,450	800	5	0.5	1	0.1
2015	77			UC	5,100	5,100	4,900	4,850	800	7	0.6	0	0.0
2016	77			UC	4,900	4,900	4,700	4,650	770	10	0.9	0	0.0
2017	77			UC	4,850	4,800	4,850	4,650	760	9	0.8	1	0.1
2018	77			UC	4,800	4,750	4,850	4,600	750	12	1.1	2	0.2
2019	77			UC	4,750	4,700	4,750	4,600	750	12	1.2	2	0.2
2021	77			UC	4,650	4,650	4,700	4,500	740	12	1.2	2	0.2
1988	77	MERSEA RD 8	5.7	C	2,400	2,650	2,650	2,150	430	3	0.6	0	0.0
1989	77			C	2,450	2,700	2,750	2,200	440	3	0.6	0	0.0
1990	77			C	2,500	2,800	2,800	2,250	450	1	0.2	0	0.0
1991	77			C	2,750	3,050	3,050	2,500	500	1	0.2	0	0.0
1992	77			C	2,800	3,000	3,100	2,600	500	6	1.0	2	0.3
1993	77			C	2,850	3,100	3,150	2,600	510	5	0.8	2	0.3
1994	77			IC	2,900	3,250	3,250	2,600	380	3	0.5	1	0.2
1995	77			IC	2,950	3,300	3,350	2,650	380	3	0.5	0	0.0
1996	77			IC	3,000	3,350	3,400	2,650	390	5	0.8	1	0.2
1997	77			IC	3,050	3,400	3,450	2,700	670	2	0.3	1	0.2

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1998	77			IC	3,100	3,450	3,450	2,750	680	1	0.2	2	0.3
1999	77			IC	3,050	3,400	3,400	2,700	670	2	0.3	0	0.0
2000	77			IC	3,200	3,600	3,600	2,850	670	3	0.4	1	0.1
2001	77			IC	3,050	3,400	3,450	2,700	640	4	0.6	0	0.0
2002	77			IC	3,100	3,450	3,500	2,750	650	1	0.2	0	0.0
2003	77			IC	2,950	3,300	3,300	2,600	620	3	0.5	1	0.2
2004	77			IC	3,000	3,350	3,350	2,650	630	3	0.5	0	0.0
2005	77			IC	3,000	3,350	3,350	2,650	630	0	0.0	0	0.0
2006	77			IC	3,000	3,350	3,350	2,650	630	1	0.2	0	0.0
2007	77			IC	3,050	3,400	3,500	2,700	580	4	0.6	0	0.0
2008	77			IC	3,000	3,300	3,200	2,650	570	5	0.8	1	0.2
2009	77			IC	2,800	3,100	3,150	2,500	530	3	0.5	1	0.2
2010	77			IC	3,000	3,300	3,350	2,650	570	1	0.2	0	0.0
2011	77			CR	3,000	3,500	3,550	2,650	630	3	0.5	0	0.0
2012	77			CR	3,000	3,600	3,550	2,550	630	3	0.5	2	0.3
2013	77			C	2,950	3,250	3,200	2,650	590	0	0.0	0	0.0
2014	77			C	2,950	3,250	3,150	2,650	590	4	0.7	0	0.0
2015	77			UC	3,300	3,300	3,150	3,150	640	0	0.0	0	0.0
2016	77			UC	3,000	3,000	2,900	2,850	580	2	0.3	2	0.3
2017	77			UC	3,000	3,000	3,000	2,900	580	2	0.3	0	0.0
2018	77			UC	3,000	3,000	3,000	2,900	580	1	0.2	0	0.0
2019	77			UC	3,000	2,950	3,000	2,900	580	3	0.5	3	0.5
2021	77			UC	3,000	3,000	3,050	2,900	600	3	0.5	0	0.0
1988	77	W JCT ESSEX RD 8 STAPLES	9.3	C	2,600	2,900	2,900	2,350	470	5	0.6	0	0.0
1989	77			C	2,650	2,950	2,950	2,400	480	2	0.2	0	0.0
1990	77			C	2,700	3,000	3,000	2,450	490	9	1.0	1	0.1
1991	77			C	2,900	3,200	3,200	2,650	520	7	0.7	1	0.1
1992	77			C	2,800	3,000	3,100	2,600	500	6	0.6	3	0.3
1993	77			C	2,750	3,000	3,050	2,550	500	9	1.0	1	0.1
1994	77			IC	2,800	3,150	3,150	2,500	480	7	0.7	1	0.1
1995	77			IC	2,800	3,150	3,150	2,500	480	5	0.5	2	0.2
1996	77			IC	2,850	3,200	3,200	2,550	480	9	0.9	0	0.0
1997	77			IC	2,850	3,200	3,200	2,500	680	1	0.1	0	0.0
1998	77			IC	2,900	3,250	3,250	2,600	700	4	0.4	2	0.2
1999	77			IC	2,900	3,250	3,250	2,600	700	6	0.6	1	0.1
2000	77			CTR	2,950	3,700	3,550	2,500	830	6	0.6	2	0.2
2001	77			CTR	2,950	3,700	3,550	2,500	830	6	0.6	4	0.4
2002	77			CTR	2,950	3,700	3,550	2,500	830	6	0.6	4	0.4
2003	77			CTR	3,050	3,800	3,650	2,600	760	4	0.4	0	0.0
2004	77			CTR	3,000	3,800	3,650	2,550	750	4	0.4	3	0.3
2005	77			IC	2,900	3,200	3,250	2,550	720	2	0.2	2	0.2

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2006	77			IC	3,000	3,350	3,350	2,650	750	5	0.5	1	0.1
2007	77			IC	3,050	3,400	3,500	2,700	760	6	0.6	1	0.1
2008	77			IC	3,050	3,400	3,250	2,700	760	6	0.6	0	0.0
2009	77			CTR	3,050	3,700	3,600	2,600	760	6	0.6	2	0.2
2010	77			CTR	3,100	3,750	3,650	2,650	780	4	0.4	0	0.0
2011	77			CR	3,250	3,800	3,850	2,900	750	10	0.9	2	0.2
2012	77			CR	3,200	3,850	3,750	2,700	740	3	0.3	0	0.0
2013	77			C	3,200	3,550	3,500	2,900	730	5	0.5	2	0.2
2014	77			C	3,200	3,500	3,400	2,900	730	4	0.4	1	0.1
2015	77			UC	3,600	3,600	3,450	3,400	790	3	0.2	0	0.0
2016	77			UC	3,300	3,300	3,150	3,150	720	4	0.4	1	0.1
2017	77			UC	3,350	3,350	3,350	3,200	730	6	0.5	3	0.3
2018	77			UC	3,350	3,300	3,400	3,200	730	10	0.9	0	0.0
2019	77			UC	3,400	3,350	3,400	3,300	740	9	0.8	1	0.1
2021	77			UC	3,450	3,450	3,500	3,300	760	5	0.4	1	0.1
1988	77	COMBER ESSEX RD 46 MIDDLE RD	1.6	C	3,000	3,350	3,350	2,700	420	10	5.7	0	0.0
1989	77			C	3,050	3,400	3,400	2,750	430	5	2.8	0	0.0
1990	77			C	3,100	3,450	3,450	2,800	500	6	3.3	1	0.6
1991	77			C	3,300	3,650	3,650	3,000	530	5	2.6	0	0.0
1992	77			C	3,300	3,550	3,650	3,050	530	7	3.6	1	0.5
1993	77			C	3,400	3,700	3,750	3,150	540	4	2.0	1	0.5
1994	77			IC	3,500	3,900	3,900	3,100	560	5	2.4	0	0.0
1995	77			IC	3,600	4,050	4,050	3,250	580	6	2.9	2	1.0
1996	77			IC	3,650	4,100	4,100	3,250	580	6	2.8	0	0.0
1997	77			C	3,950	4,450	4,500	3,550	710	3	1.3	1	0.4
1998	77			C	4,150	4,700	4,700	3,750	750	7	2.9	1	0.4
1999	77			C	4,200	4,700	4,750	3,800	760	6	2.4	1	0.4
2000	77			C	4,200	4,750	4,750	3,800	880	6	2.4	2	0.8
2001	77			C	4,300	4,850	4,850	3,850	900	3	1.2	2	0.8
2002	77			C	4,400	4,950	4,950	3,950	920	2	0.8	2	0.8
2003	77			C	4,550	5,100	5,100	4,100	1,250	1	0.4	0	0.0
2004	77			C	4,550	5,100	5,150	4,100	1,250	3	1.1	1	0.4
2005	77			C	4,550	5,050	5,100	4,100	1,250	3	1.1	2	0.8
2006	77			C	4,550	5,050	5,100	4,100	1,250	0	0.0	0	0.0
2007	77			C	4,550	5,050	5,150	4,100	1,250	0	0.0	0	0.0
2008	77			C	4,550	5,000	4,950	4,100	1,250	3	1.1	1	0.4
2009	77			C	4,850	5,350	5,400	4,350	1,300	0	0.0	0	0.0
2010	77			C	4,950	5,450	5,500	4,450	1,350	2	0.7	0	0.0
2011	77			C	5,000	5,500	5,550	4,500	1,350	6	2.1	4	1.4
2012	77			C	5,100	5,600	5,500	4,600	1,400	3	1.0	1	0.3
2013	77			C	5,150	5,700	5,600	4,650	840	1	0.3	1	0.3

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2014	77			C	5,250	5,800	5,600	4,700	860	1	0.3	0	0.0
2015	77			UC	5,300	5,300	5,100	5,050	950	3	1.0	0	0.0
2016	77			UC	5,400	5,400	5,200	5,100	970	5	1.6	0	0.0
2017	77			UC	5,500	5,450	5,500	5,250	990	2	0.6	0	0.0
2018	77			UC	5,550	5,500	5,600	5,350	1,000	5	1.5	1	0.3
2019	77			UC	5,650	5,550	5,650	5,450	1,000	1	0.3	0	0.0
2021	77			UC	5,800	5,800	5,900	5,600	1,050	1	0.3	1	0.3
2021	77	HWY 401 IC-48 COMBER END OF HWY											
1988	85	HWY 7 IC VICTORIA ST KITCHENER	0.3	UC	60,100	63,100	67,900	56,500	5,400	10	1.5	2	0.3
1989	85			UC	62,000	65,100	70,100	58,900	5,600	4	0.6	0	0.0
1990	85			UC	64,000	68,500	74,200	60,800	5,750	9	1.3	0	0.0
1991	85			UC	65,700	69,600	75,600	63,700	5,900	5	0.7	2	0.3
1992	85			UC	66,900	70,900	76,900	64,200	6,000	6	0.8	0	0.0
1993	85			UC	68,700	72,400	78,100	64,300	6,200	1	0.1	0	0.0
1994	85			UC	73,200	77,600	83,700	68,100	6,600	7	0.9	0	0.0
1995	85			UC	75,700	79,900	86,500	70,600	6,800	5	0.6	0	0.0
1996	85			UC	78,300	82,900	91,600	74,500	7,050	3	0.3	0	0.0
1997	85			UC	80,900	84,900	94,700	76,000	7,300	3	0.3	0	0.0
1998	85			UC	83,400	88,400	97,600	79,200	7,500	6	0.7	1	0.1
1999	85			UC	86,000	91,200	100,600	81,700	7,750	4	0.4	0	0.0
2000	85			UC	88,600	93,900	104,500	83,300	7,950	1	0.1	0	0.0
2001	85			UC	91,100	97,600	107,200	85,600	8,200	3	0.3	0	0.0
2002	85			UC	93,700	99,800	110,200	87,700	8,450	10	1.0	2	0.2
2003	85			UC	96,300	101,800	112,800	91,000	8,650	6	0.6	0	0.0
2004	85			UC	97,800	104,800	115,100	91,900	8,800	5	0.5	0	0.0
2005	85			UC	99,800	105,600	116,700	93,600	9,000	5	0.5	1	0.1
2006	85			UC	101,800	107,700	119,000	95,800	9,150	2	0.2	0	0.0
2007	85			UC	103,800	110,100	120,100	97,400	9,350	10	0.9	2	0.2
2008	85			UC	105,800	111,800	104,900	99,000	9,500	8	0.7	0	0.0
2009	85			UC	107,800	114,300	126,100	101,300	9,700	2	0.2	0	0.0
2010	85			UC	111,200	117,600	129,400	104,600	10,000	5	0.4	0	0.0
2011	85			UC	111,200	111,600	115,400	105,500	10,000	8	0.7	2	0.2
2012	85			UC	115,300	116,000	123,400	109,500	10,400	3	0.2	0	0.0
2013	85			UC	116,400	116,800	117,000	110,500	10,500	3	0.2	0	0.0
2014	85			UC	116,500	116,900	112,000	110,600	10,500	10	0.8	1	0.1
2015	85			UC	116,600	117,000	112,100	110,600	10,500	7	0.5	1	0.1
2016	85			UC	116,700	117,100	112,200	110,700	10,500	7	0.5	2	0.2
2017	85			UC	123,800	123,000	124,200	118,600	11,100	12	0.9	3	0.2
2018	85			UC	125,900	124,900	126,900	120,800	11,300	10	0.7	1	0.1
2019	85			UC	128,000	126,100	128,100	123,300	11,500	15	1.1	1	0.1
2021	85			UC	132,200	132,500	134,200	127,400	11,900	5	0.3	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1988	85	WELLINGTON ST UP IC KITCHENER	1.5	UC	53,300	56,000	60,200	50,100	4,800	28	1.0	1	0.0
1989	85			UC	55,000	57,800	62,100	52,200	4,950	33	1.1	2	0.1
1990	85			UC	58,600	62,700	68,000	55,700	5,250	33	1.0	2	0.1
1991	85			UC	61,000	64,700	70,200	59,200	5,500	26	0.8	1	0.0
1992	85			UC	60,300	63,900	69,300	57,900	5,450	46	1.4	0	0.0
1993	85			UC	60,300	63,500	68,500	56,500	5,450	39	1.2	6	0.2
1994	85			UC	66,600	70,600	76,100	61,900	6,000	43	1.2	6	0.2
1995	85			UC	69,200	73,000	79,100	64,500	6,250	40	1.1	3	0.1
1996	85			UC	71,800	76,000	84,000	68,300	6,450	30	0.8	0	0.0
1997	85			UC	74,400	78,100	87,000	69,900	6,700	44	1.1	4	0.1
1998	85			UC	76,900	81,500	90,000	73,100	6,900	16	0.4	1	0.0
1999	85			UC	79,100	83,800	92,500	75,100	7,100	30	0.7	3	0.1
2000	85			UC	81,400	86,300	96,100	76,500	7,350	23	0.5	1	0.0
2001	85			UC	83,600	89,500	98,300	78,600	7,500	19	0.4	2	0.0
2002	85			UC	85,800	91,400	100,900	80,300	7,700	32	0.7	1	0.0
2003	85			UC	88,000	93,000	103,100	83,100	7,900	28	0.6	0	0.0
2004	85			UC	86,100	92,200	101,300	80,900	7,750	45	1.0	2	0.0
2005	85			UC	72,400	76,600	84,700	67,900	6,500	21	0.5	2	0.1
2006	85			UC	72,000	76,100	84,100	67,800	6,500	30	0.8	3	0.1
2007	85			UC	74,800	79,300	86,600	70,200	6,750	19	0.5	2	0.0
2008	85			UC	88,400	93,400	87,700	82,700	5,300	35	0.7	6	0.1
2009	85			UC	80,400	85,200	94,100	75,600	4,800	40	0.9	0	0.0
2010	85			UC	92,200	97,500	107,300	86,700	4,600	25	0.5	4	0.1
2011	85			UC	86,900	87,200	90,200	82,500	4,350	31	0.7	3	0.1
2012	85			UC	86,700	87,200	92,800	82,400	4,500	22	0.5	3	0.1
2013	85			UC	87,600	87,900	88,100	83,100	4,550	32	0.7	5	0.1
2014	85			UC	86,300	86,600	83,000	81,900	4,500	36	0.8	5	0.1
2015	85			UC	85,000	85,300	81,700	80,700	4,400	24	0.5	4	0.1
2016	85			UC	85,900	86,200	82,600	81,500	4,450	45	1.0	3	0.1
2017	85			UC	89,600	89,000	89,900	85,900	4,650	36	0.7	6	0.1
2018	85			UC	90,300	89,600	91,000	86,700	4,700	46	0.9	5	0.1
2019	85			UC	91,000	89,700	91,000	87,700	4,750	49	1.0	5	0.1
2021	85			UC	92,500	92,700	93,900	89,100	4,600	23	0.5	2	0.0
1988	85	LANCASTER ST UP IC KITCHENER	0.9	UC	53,600	56,300	60,600	50,400	4,800	14	0.8	0	0.0
1989	85			UC	56,500	59,300	63,800	53,700	5,100	5	0.3	0	0.0
1990	85			UC	61,500	65,800	71,300	58,400	5,550	10	0.5	0	0.0
1991	85			UC	63,300	67,100	72,800	61,400	5,700	5	0.2	1	0.0
1992	85			UC	63,300	67,100	72,800	60,800	5,700	12	0.6	1	0.0
1993	85			UC	63,300	66,700	72,000	59,300	5,700	15	0.7	0	0.0
1994	85			UC	69,300	73,500	79,200	64,400	6,250	15	0.7	0	0.0
1995	85			UC	72,000	76,000	82,300	67,100	6,500	4	0.2	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1996	85			UC	74,600	78,900	87,300	70,900	6,700	8	0.3	0	0.0
1997	85			UC	77,300	81,200	90,400	72,700	6,950	10	0.4	0	0.0
1998	85			UC	80,000	84,800	93,600	76,000	7,200	8	0.3	1	0.0
1999	85			UC	82,300	87,200	96,300	78,200	7,400	4	0.1	1	0.0
2000	85			UC	84,600	89,700	99,800	79,500	7,600	6	0.2	0	0.0
2001	85			UC	86,900	93,100	102,200	81,700	7,800	3	0.1	0	0.0
2002	85			UC	89,300	95,100	105,100	83,600	8,050	10	0.3	1	0.0
2003	85			UC	91,600	96,800	107,300	86,500	8,250	8	0.3	2	0.1
2004	85			UC	93,100	99,700	109,500	87,500	8,400	17	0.6	2	0.1
2005	85			UC	94,600	100,100	110,600	88,700	8,500	14	0.5	0	0.0
2006	85			UC	96,000	101,500	112,200	90,300	8,650	13	0.4	2	0.1
2007	85			UC	97,500	103,400	112,800	91,500	8,800	27	0.8	1	0.0
2008	85			UC	99,000	104,600	98,200	92,600	8,900	15	0.5	2	0.1
2009	85			UC	103,000	109,200	120,500	96,800	9,250	21	0.6	1	0.0
2010	85			UC	105,100	111,100	122,300	98,800	9,450	8	0.2	0	0.0
2011	85			UC	105,100	105,400	109,100	99,700	9,450	9	0.3	4	0.1
2012	85			UC	83,000	83,500	88,800	78,900	7,450	17	0.6	0	0.0
2013	85			UC	83,900	84,200	84,400	79,600	7,550	24	0.9	3	0.1
2014	85			UC	91,100	91,400	87,600	86,400	8,200	31	1.0	1	0.0
2015	85			UC	98,300	98,600	94,500	93,300	8,850	21	0.7	2	0.1
2016	85			UC	99,300	99,600	95,500	94,200	8,950	22	0.7	2	0.1
2017	85			UC	103,200	102,500	103,500	98,900	9,300	22	0.6	4	0.1
2018	85			UC	104,400	103,600	105,200	100,200	9,400	36	1.0	3	0.1
2019	85			UC	105,500	103,900	105,500	101,700	9,500	47	1.4	6	0.2
2021	85			UC	107,800	108,100	109,500	103,900	9,700	31	0.9	0	0.0
1988	85	BRIDGEPORT RD IC WATERLOO RD 9	1.5	UC	44,300	46,500	50,100	41,600	4,000	13	0.5	1	0.0
1989	85			UC	47,700	50,100	53,900	45,300	4,300	16	0.6	1	0.0
1990	85			UC	47,900	51,300	55,600	45,500	4,300	7	0.3	2	0.1
1991	85			UC	49,100	52,000	56,500	47,600	4,400	14	0.5	0	0.0
1992	85			UC	51,500	54,600	59,200	49,400	4,650	16	0.6	4	0.1
1993	85			UC	52,600	55,400	59,800	49,300	4,750	16	0.6	0	0.0
1994	85			UC	56,700	60,100	64,800	52,700	5,100	14	0.5	0	0.0
1995	85			UC	59,000	62,300	67,500	55,000	5,300	18	0.6	2	0.1
1996	85			UC	61,400	65,000	71,800	58,400	5,550	15	0.4	2	0.1
1997	85			UC	63,700	66,900	74,500	59,900	5,750	22	0.6	3	0.1
1998	85			UC	66,000	70,000	77,200	62,700	5,950	12	0.3	0	0.0
1999	85			UC	71,700	76,000	83,900	68,100	6,450	17	0.4	2	0.1
2000	85			UC	71,700	76,000	84,600	67,400	6,450	26	0.7	1	0.0
2001	85			UC	71,800	76,900	84,500	67,500	6,450	11	0.3	0	0.0
2002	85			UC	71,800	76,500	84,500	67,200	6,450	15	0.4	2	0.1
2003	85			UC	71,900	76,000	84,200	67,900	6,450	26	0.7	1	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2004	85			UC	71,900	77,000	84,600	67,600	5,750	18	0.5	0	0.0
2005	85			UC	61,500	65,100	71,900	57,700	4,900	24	0.7	2	0.1
2006	85			UC	60,800	64,300	71,000	57,200	7,900	29	0.9	0	0.0
2007	85			UC	62,300	66,100	72,100	58,400	8,100	22	0.6	2	0.1
2008	85			UC	63,700	67,300	63,200	59,600	1,900	34	1.0	2	0.1
2009	85			UC	65,200	69,100	76,300	61,300	1,950	28	0.8	0	0.0
2010	85			UC	74,400	78,700	86,600	70,000	4,450	25	0.6	4	0.1
2011	85			UC	72,600	72,800	75,400	68,900	4,350	18	0.5	2	0.1
2012	85			UC	74,800	75,300	80,100	71,100	4,500	25	0.6	0	0.0
2013	85			UC	77,000	77,200	77,400	73,100	4,600	22	0.5	1	0.0
2014	85			UC	79,500	79,800	76,500	75,400	4,750	21	0.5	0	0.0
2015	85			UC	82,600	82,900	79,400	78,400	6,450	26	0.6	3	0.1
2016	85			UC	85,000	85,300	81,700	80,700	6,650	24	0.5	2	0.0
2017	85			UC	79,100	78,600	79,300	75,800	6,150	16	0.4	1	0.0
2018	85			UC	79,900	79,300	80,500	76,700	6,250	31	0.7	2	0.0
2019	85			UC	80,700	79,500	80,700	77,800	6,300	21	0.5	4	0.1
2021	85			UC	82,300	82,500	83,600	79,300	6,600	23	0.5	0	0.0
1988	85	UNIVERSITY AV UP IC KITCHENER	2.4	UC	30,900	32,400	34,900	29,000	2,800	12	0.4	0	0.0
1989	85			UC	33,700	35,400	38,100	32,000	3,050	18	0.6	1	0.0
1990	85			UC	36,900	39,500	42,800	35,100	3,300	13	0.4	1	0.0
1991	85			UC	38,000	40,300	43,700	36,900	3,400	8	0.2	2	0.1
1992	85			UC	36,400	38,600	41,900	34,900	3,300	16	0.5	1	0.0
1993	85			UC	37,500	39,500	42,600	35,100	3,400	17	0.5	2	0.1
1994	85			UC	41,200	43,700	47,100	38,300	3,700	18	0.5	0	0.0
1995	85			UC	42,600	44,900	48,700	39,700	3,850	12	0.3	1	0.0
1996	85			UC	45,000	47,600	52,600	42,800	4,050	16	0.4	1	0.0
1997	85			SC	46,900	49,700	54,900	41,700	4,200	20	0.5	2	0.0
1998	85			SC	47,600	50,500	55,700	42,400	4,300	7	0.2	1	0.0
1999	85			SC	49,800	52,800	58,300	44,300	4,500	13	0.3	0	0.0
2000	85			SC	50,400	53,400	59,000	44,400	4,550	13	0.3	0	0.0
2001	85			SC	53,200	56,700	62,300	46,900	4,800	22	0.5	1	0.0
2002	85			SC	53,200	56,400	62,300	46,900	4,800	14	0.3	0	0.0
2003	85			SC	53,300	56,300	62,200	47,200	4,800	17	0.4	2	0.0
2004	85			SC	54,700	58,300	64,000	48,200	4,900	22	0.5	0	0.0
2005	85			SC	55,800	59,100	65,200	49,100	5,000	22	0.5	1	0.0
2006	85			SC	56,400	59,700	65,900	49,700	5,100	18	0.4	2	0.0
2007	85			SC	57,600	60,900	66,600	50,700	5,200	27	0.5	3	0.1
2008	85			SC	58,700	61,600	58,100	51,600	1,150	28	0.5	1	0.0
2009	85			SC	59,800	63,400	70,000	52,600	1,200	19	0.4	1	0.0
2010	85			SC	58,000	61,400	67,900	51,200	3,500	24	0.5	1	0.0
2011	85			SC	58,000	74,200	67,800	46,200	3,500	24	0.5	3	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2012	85			UC	55,200	55,500	59,100	52,400	3,500	26	0.5	1	0.0
2013	85			UC	55,700	55,900	56,000	52,900	3,500	33	0.7	1	0.0
2014	85			UC	53,700	53,900	51,600	51,000	3,400	30	0.6	4	0.1
2015	85			C	51,700	56,900	55,300	46,500	6,000	29	0.6	2	0.0
2016	85			C	52,200	57,400	55,900	47,000	6,050	17	0.4	2	0.0
2017	85			C	59,200	64,800	64,600	53,700	6,850	21	0.4	5	0.1
2018	85			C	59,800	65,500	65,200	54,000	6,950	18	0.3	1	0.0
2019	85			C	60,300	65,900	65,500	54,600	3,600	28	0.5	3	0.1
2021	85			C	61,400	66,800	66,400	55,700	3,700	13	0.2	1	0.0
1988	85	KING ST IC WATERLOO RD 15	1.3	UC	22,300	23,400	25,200	21,000	2,450	13	1.2	0	0.0
1989	85			UC	22,500	23,600	25,400	21,400	2,250	4	0.4	1	0.1
1990	85			UC	23,900	25,600	27,700	22,700	2,400	10	0.9	3	0.3
1991	85			UC	24,600	26,100	28,300	23,900	2,450	6	0.5	0	0.0
1992	85			UC	25,800	27,300	29,700	24,800	2,600	9	0.7	1	0.1
1993	85			UC	26,300	27,700	29,900	24,600	2,650	7	0.6	1	0.1
1994	85			UC	28,100	29,800	32,100	26,100	2,800	4	0.3	0	0.0
1995	85			UC	29,300	30,900	33,500	27,300	2,950	1	0.1	0	0.0
1996	85			UC	30,400	32,200	35,600	28,900	3,050	4	0.3	0	0.0
1997	85			UC	31,600	33,200	37,000	29,700	3,150	4	0.3	0	0.0
1998	85			UC	32,700	34,700	38,300	31,100	3,250	2	0.1	0	0.0
1999	85			UC	34,500	36,600	40,400	32,800	3,450	1	0.1	0	0.0
2000	85			UC	35,000	37,100	41,300	32,900	3,500	2	0.1	0	0.0
2001	85			UC	35,500	38,000	41,800	33,400	3,550	1	0.1	0	0.0
2002	85			UC	36,000	38,400	42,400	33,700	3,600	1	0.1	0	0.0
2003	85			UC	36,700	38,800	43,000	34,700	3,650	8	0.5	2	0.1
2004	85			UC	37,000	39,600	43,500	34,800	3,700	3	0.2	0	0.0
2005	85			UC	37,300	39,500	43,600	35,000	3,750	5	0.3	0	0.0
2006	85			UC	38,300	40,500	44,800	36,000	3,450	3	0.2	2	0.1
2007	85			UC	39,100	41,500	45,300	36,700	3,500	7	0.4	1	0.1
2008	85			UC	39,800	42,000	39,500	37,200	3,200	6	0.3	0	0.0
2009	85			UC	40,500	42,900	47,400	38,100	3,250	3	0.2	0	0.0
2010	85			UC	39,600	41,900	46,100	37,200	2,750	7	0.4	1	0.1
2011	85			UC	39,600	39,700	41,100	37,600	2,750	13	0.7	1	0.1
2012	85			UC	36,400	36,600	39,000	34,600	2,600	4	0.2	0	0.0
2013	85			UC	36,800	36,900	37,000	34,900	2,650	12	0.7	2	0.1
2014	85			UC	38,100	38,200	36,600	36,200	2,750	4	0.2	0	0.0
2015	85			UC	39,400	39,500	37,900	37,400	2,850	12	0.6	0	0.0
2016	85			UC	39,800	39,900	38,300	37,800	2,850	4	0.2	0	0.0
2017	85			UC	41,600	41,300	41,700	39,900	3,000	6	0.3	2	0.1
2018	85			UC	42,000	41,700	42,300	40,300	3,000	8	0.4	2	0.1
2019	85			UC	42,500	41,900	42,500	40,900	3,050	6	0.3	1	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2021	85			UC	43,400	43,500	44,100	41,800	3,050	5	0.2	0	0.0
1988	85	NORTHFIELD DR IC WATERLOO RD 50	1.9	C	13,900	15,400	15,400	12,500	1,250	12	1.3	0	0.0
1989	85			C	13,900	15,400	15,600	12,500	1,400	31	3.3	4	0.4
1990	85			C	14,000	15,500	15,500	12,600	1,400	11	1.2	1	0.1
1991	85			C	14,000	15,400	15,500	12,700	1,400	3	0.3	1	0.1
1992	85			C	13,100	14,100	14,500	12,100	1,300	5	0.6	0	0.0
1993	85			C	13,300	14,500	14,700	12,200	1,200	5	0.6	0	0.0
1994	85			C	15,300	16,800	17,100	13,800	1,400	7	0.7	0	0.0
1995	85			C	15,800	17,200	17,700	14,500	1,400	10	0.9	0	0.0
1996	85			C	16,300	18,500	18,500	14,700	1,450	5	0.5	0	0.0
1997	85			C	16,900	19,100	19,300	15,200	1,500	4	0.4	0	0.0
1998	85			C	17,400	19,700	19,700	15,700	1,550	4	0.3	1	0.1
1999	85			C	17,900	20,000	20,200	16,100	1,600	5	0.4	0	0.0
2000	85			C	17,400	19,700	19,700	15,700	1,550	6	0.5	0	0.0
2001	85			C	17,700	19,900	20,000	15,900	1,600	3	0.3	0	0.0
2002	85			C	17,900	20,000	20,200	16,100	1,600	6	0.5	1	0.1
2003	85			C	18,200	20,300	20,500	16,400	1,650	8	0.7	1	0.1
2004	85			UC	18,200	19,500	21,400	17,100	2,550	5	0.4	0	0.0
2005	85			UC	18,900	20,000	22,100	17,700	2,650	5	0.4	0	0.0
2006	85			UC	19,100	20,200	22,300	18,000	2,100	7	0.5	0	0.0
2007	85			UC	19,400	20,600	22,500	18,200	2,150	8	0.6	2	0.2
2008	85			UC	19,700	20,800	19,500	18,400	1,950	11	0.8	1	0.1
2009	85			UC	20,000	21,200	23,400	18,800	2,000	6	0.4	0	0.0
2010	85			UC	20,300	21,500	23,600	19,100	1,850	6	0.4	2	0.1
2011	85			UC	20,500	20,600	21,300	19,500	1,850	9	0.7	4	0.3
2012	85			UC	21,400	21,500	22,900	20,300	1,850	11	0.8	1	0.1
2013	85			UC	21,600	21,700	21,700	20,500	1,900	6	0.4	0	0.0
2014	85			UC	21,600	21,700	20,800	20,500	1,900	8	0.5	0	0.0
2015	85			UC	21,700	21,800	20,900	20,600	1,950	7	0.5	1	0.1
2016	85			UC	22,100	22,200	21,300	21,000	2,000	8	0.5	0	0.0
2017	85			UC	22,400	22,300	22,500	21,500	2,050	10	0.7	0	0.0
2018	85			UC	22,700	22,500	22,900	21,800	2,050	8	0.5	2	0.1
2019	85			UC	23,000	22,700	23,000	22,200	2,100	7	0.5	1	0.1
2021	85			UC	23,600	23,700	24,000	22,700	2,100	3	0.2	0	0.0
2021	85	0.35KM N OF WATERLOO RD15IC END OF HWY											
2021	89	HWY 11 START OF NA	5.4										
1988	89	HWY 400 IC	3.3	CR	5,850	7,500	7,000	4,850	530	12	1.7	1	0.1
1989	89			CR	6,750	8,650	8,050	5,650	610	19	2.3	1	0.1
1990	89			C	7,000	7,750	7,750	6,300	630	10	1.2	0	0.0
1991	89			C	7,600	8,350	8,450	6,900	680	12	1.3	0	0.0
1992	89			C	8,200	8,850	9,100	7,550	740	14	1.4	1	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1993	89			C	8,900	9,700	9,850	8,200	800	12	1.1	1	0.1
1994	89			C	9,000	9,850	10,000	8,150	720	10	0.9	1	0.1
1995	89			C	9,450	10,300	10,600	8,650	760	9	0.8	0	0.0
1996	89			C	9,900	11,200	11,300	8,950	790	12	1.0	0	0.0
1997	89			C	10,400	11,800	11,900	9,350	730	12	1.0	1	0.1
1998	89			C	10,900	12,300	12,300	9,800	760	9	0.7	1	0.1
1999	89			C	11,300	12,700	12,800	10,200	680	7	0.5	0	0.0
2000	89			C	12,500	14,100	14,100	11,200	750	5	0.3	1	0.1
2001	89			C	13,000	14,600	14,700	11,700	780	11	0.7	1	0.1
2002	89			C	14,300	16,000	16,100	12,900	1,000	14	0.8	0	0.0
2003	89			C	14,000	15,600	15,700	12,600	980	21	1.2	2	0.1
2004	89			C	14,500	16,300	16,400	13,100	1,000	11	0.6	0	0.0
2005	89			C	15,200	16,900	17,100	13,700	1,050	10	0.5	0	0.0
2006	89			C	15,100	16,800	16,900	13,600	1,050	14	0.8	0	0.0
2007	89			C	14,800	16,400	16,700	13,300	1,350	16	0.9	2	0.1
2008	89			C	14,500	16,000	15,800	13,000	1,450	11	0.6	0	0.0
2009	89			C	13,600	15,000	15,100	12,200	820	10	0.6	2	0.1
2010	89			C	14,000	15,400	15,600	12,600	840	8	0.5	0	0.0
2011	89			C	14,500	16,000	16,100	13,000	870	5	0.3	0	0.0
2012	89			C	14,500	16,000	15,600	13,100	870	11	0.6	1	0.1
2013	89			UC	15,000	15,000	15,100	14,200	900	9	0.5	0	0.0
2014	89			UC	16,200	16,300	15,600	15,400	970	10	0.5	1	0.1
2015	89			UC	17,600	17,700	16,900	16,700	1,050	21	1.0	2	0.1
2016	89			UC	17,000	17,100	16,300	16,100	1,000	15	0.7	1	0.0
2017	89			UC	17,300	17,200	17,400	16,600	1,050	22	1.1	2	0.1
2018	89			UC	17,600	17,500	17,700	16,900	1,050	19	0.9	0	0.0
2019	89			UC	17,900	17,600	17,900	17,200	1,050	13	0.6	0	0.0
2021	89			UC	18,600	18,600	18,900	17,900	1,100	10	0.4	0	0.0
2021	89	COOKSTOWN E LTS L 1 2 START OF NA	1.2										
1988	89	COOKSTOWN END OF NA	10.1	CR	8,250	10,600	9,900	6,850	660	25	0.8	4	0.1
1989	89			CR	9,500	12,200	11,300	8,000	760	30	0.9	3	0.1
1990	89			C	11,000	12,200	12,200	9,900	880	20	0.5	4	0.1
1991	89			C	11,600	12,800	12,900	10,600	700	27	0.6	3	0.1
1992	89			C	12,400	13,400	13,800	11,400	740	42	0.9	2	0.0
1993	89			IC	12,900	14,600	14,400	11,500	770	26	0.5	3	0.1
1994	89			IC	12,800	14,300	14,300	11,400	770	31	0.7	1	0.0
1995	89			IC	13,500	15,100	15,200	12,100	810	24	0.5	1	0.0
1996	89			IC	14,000	15,700	15,800	12,500	840	24	0.5	3	0.1
1997	89			CTR	14,800	18,900	18,200	12,400	890	37	0.7	3	0.1
1998	89			CTR	15,500	19,700	18,900	13,000	930	27	0.5	0	0.0
1999	89			CTR	15,200	19,200	18,400	12,800	1,200	17	0.3	3	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2000	89			CTR	15,500	19,500	18,800	13,000	1,100	38	0.7	1	0.0
2001	89			CTR	15,900	20,100	19,200	13,400	1,100	37	0.6	2	0.0
2002	89			CTR	18,100	22,800	21,900	15,300	1,250	36	0.5	2	0.0
2003	89			CTR	16,600	20,600	19,800	14,100	1,150	34	0.6	1	0.0
2004	89			CTR	16,300	20,600	19,700	13,700	1,150	30	0.5	1	0.0
2005	89			CTR	16,500	20,400	19,600	14,000	990	31	0.5	1	0.0
2006	89			IC	16,100	17,900	18,100	14,300	1,150	42	0.7	5	0.1
2007	89			IC	16,800	18,700	19,200	14,800	1,200	38	0.6	5	0.1
2008	89			IC	16,100	17,800	17,300	14,200	1,150	33	0.6	3	0.1
2009	89			IC	17,200	19,100	19,300	15,300	1,200	18	0.3	1	0.0
2010	89			IC	16,600	18,400	18,500	14,700	1,150	33	0.5	1	0.0
2011	89			IC	15,500	17,000	17,700	13,900	1,100	30	0.5	4	0.1
2012	89			IC	15,300	17,000	16,400	13,600	1,050	34	0.6	3	0.1
2013	89			IC	17,100	18,900	18,800	15,200	1,200	26	0.4	3	0.0
2014	89			CTR	15,000	18,300	18,400	12,800	990	36	0.7	3	0.1
2015	89			CTR	15,300	18,700	18,800	13,000	1,000	32	0.6	2	0.0
2016	89			CTR	16,800	20,500	20,700	14,300	1,100	43	0.7	5	0.1
2017	89			CTR	16,900	22,600	22,500	13,800	1,100	49	0.8	7	0.1
2018	89			CTR	17,000	22,700	22,600	13,800	1,100	45	0.7	3	0.0
2019	89			CTR	17,100	22,800	22,700	13,900	1,150	44	0.7	5	0.1
2021	89			CTR	17,300	22,600	22,400	14,100	1,200	11	0.2	0	0.0
2021	89	ALLISTON E LTS C 1 2 START OF NA	5.3										
1988	89	TOWN OF NEW TECUMSETH W LTS END OF NA	2.0	CR	7,500	9,600	9,000	6,200	520	9	1.6	3	0.5
1989	89			CR	7,900	10,100	9,400	6,650	550	20	3.4	0	0.0
1990	89			CTR	8,300	10,400	9,800	7,200	580	12	2.0	1	0.2
1991	89			CTR	8,550	10,800	10,700	7,450	600	5	0.8	1	0.2
1992	89			CTR	8,900	10,900	10,600	7,750	620	8	1.2	0	0.0
1993	89			CTR	9,300	11,700	11,300	7,900	650	7	1.0	1	0.1
1994	89			CTR	9,450	12,100	11,500	7,950	1,050	8	1.1	0	0.0
1995	89			CTR	9,750	12,500	12,000	8,200	1,050	20	2.8	3	0.4
1996	89			CTR	9,900	12,700	12,200	8,300	1,100	7	1.0	1	0.1
1997	89			CTR	10,400	13,300	12,800	8,750	1,150	6	0.8	2	0.3
1998	89			CTR	10,700	13,600	13,100	9,000	1,200	10	1.3	0	0.0
1999	89			CTR	11,000	13,900	13,300	9,250	1,200	5	0.6	0	0.0
2000	89			CTR	11,300	14,200	13,700	9,500	1,250	1	0.1	1	0.1
2001	89			CTR	11,600	14,600	14,000	9,800	1,300	4	0.5	1	0.1
2002	89			CTR	11,900	15,000	14,400	10,000	1,300	10	1.1	0	0.0
2003	89			CTR	12,100	15,000	14,500	10,300	1,350	5	0.6	0	0.0
2004	89			CTR	12,400	15,700	15,000	10,500	1,350	9	1.0	1	0.1
2005	89			IR	12,900	15,600	14,100	11,000	770	10	1.0	2	0.2
2006	89			IR	12,500	15,100	13,700	10,600	750	9	1.0	1	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2007	89			IR	13,100	15,900	15,800	11,100	790	6	0.6	1	0.1
2008	89			IR	13,000	15,700	15,500	11,100	780	4	0.4	0	0.0
2009	89			CR	11,800	14,200	13,700	10,000	710	3	0.3	1	0.1
2010	89			CR	13,400	16,100	15,500	11,300	800	5	0.5	1	0.1
2011	89			CR	11,200	13,000	13,200	9,950	670	4	0.5	0	0.0
2012	89			CR	11,500	13,800	13,600	9,700	690	4	0.5	0	0.0
2013	89			CR	11,900	14,300	14,600	10,100	1,200	4	0.5	2	0.2
2014	89			IC	11,900	13,200	13,100	10,600	1,400	6	0.7	2	0.2
2015	89			IC	13,000	14,400	14,300	11,500	1,550	6	0.6	2	0.2
2016	89			IC	13,100	14,500	14,400	11,600	1,550	7	0.7	1	0.1
2017	89			IC	13,200	14,500	14,600	12,000	1,550	4	0.4	1	0.1
2018	89			IC	13,300	14,600	14,700	12,000	1,600	6	0.6	0	0.0
2019	89			IC	13,500	14,800	14,900	12,200	1,600	4	0.4	1	0.1
2021	89			IC	13,700	14,900	14,900	12,400	1,650	2	0.2	0	0.0
1988	89	SIMCOE RD 50	6.8	IR	6,300	8,200	6,950	5,050	1,000	18	1.1	1	0.1
1989	89			IR	6,600	8,500	7,350	5,400	790	21	1.3	3	0.2
1990	89			IR	7,000	8,900	7,750	5,750	840	22	1.3	0	0.0
1991	89			IR	7,200	9,050	8,000	6,000	860	13	0.7	0	0.0
1992	89			IR	7,400	9,100	8,150	6,300	810	27	1.5	1	0.1
1993	89			IR	6,800	8,350	7,050	5,550	750	13	0.8	1	0.1
1994	89			IR	7,000	8,600	7,700	5,850	910	14	0.8	1	0.1
1995	89			IR	7,500	9,250	8,250	6,400	980	21	1.1	0	0.0
1996	89			IR	8,000	9,950	8,900	6,800	1,050	13	0.7	0	0.0
1997	89			IT	8,400	11,000	10,800	6,950	1,000	12	0.6	1	0.0
1998	89			IT	8,800	11,400	11,300	7,150	1,300	13	0.6	2	0.1
1999	89			IT	9,200	11,900	11,700	7,450	1,100	16	0.7	1	0.0
2000	89			IT	9,700	12,500	12,300	7,950	1,150	12	0.5	2	0.1
2001	89			IT	10,100	13,200	12,900	8,200	1,200	11	0.4	2	0.1
2002	89			IT	10,600	13,800	13,500	8,750	2,100	10	0.4	2	0.1
2003	89			IT	11,000	14,000	14,000	9,000	2,200	16	0.6	0	0.0
2004	89			IT	11,400	14,900	14,500	9,250	2,300	14	0.5	3	0.1
2005	89			IT	11,900	15,100	15,100	9,900	1,300	17	0.6	0	0.0
2006	89			CTR	11,200	13,900	13,300	9,500	1,000	11	0.4	0	0.0
2007	89			CTR	11,500	14,200	14,100	9,750	1,050	10	0.4	1	0.0
2008	89			CTR	11,800	14,600	14,300	10,000	1,900	18	0.6	1	0.0
2009	89			CTR	12,100	14,800	14,300	10,300	1,950	21	0.7	2	0.1
2010	89			IC	10,300	11,400	11,500	9,150	1,650	14	0.5	1	0.0
2011	89			IC	10,500	11,500	12,000	9,400	1,700	11	0.4	2	0.1
2012	89			IC	10,500	11,600	11,300	9,300	1,700	9	0.3	1	0.0
2013	89			IC	10,500	11,600	11,600	9,300	1,700	15	0.6	1	0.0
2014	89			IC	10,800	12,000	11,900	9,600	1,750	11	0.4	1	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2015	89			IC	11,000	12,200	12,100	9,750	1,750	10	0.4	1	0.0
2016	89			IC	11,200	12,400	12,300	9,950	1,800	6	0.2	0	0.0
2017	89			IC	12,100	13,300	13,400	11,000	1,950	11	0.4	1	0.0
2018	89			IC	12,300	13,500	13,600	11,100	1,950	7	0.2	0	0.0
2019	89			IC	12,400	13,600	13,700	11,200	2,000	4	0.1	1	0.0
2021	89			IC	12,700	13,800	13,900	11,500	2,050	5	0.2	1	0.0
1988	89	MONO ADJALA TOWNLINE RD (S)	12.0	IR	6,300	8,200	6,950	5,050	570	31	1.1	4	0.1
1989	89			IR	6,600	8,500	7,350	5,400	790	25	0.9	1	0.0
1990	89			IR	7,000	8,900	7,750	5,750	840	26	0.8	6	0.2
1991	89			IR	7,200	9,050	8,000	6,000	860	29	0.9	2	0.1
1992	89			IR	7,400	9,100	8,150	6,300	740	27	0.8	2	0.1
1993	89			IR	6,800	8,350	7,050	5,550	680	39	1.3	3	0.1
1994	89			IR	7,000	8,600	7,700	5,850	910	36	1.2	2	0.1
1995	89			IR	7,500	9,250	8,250	6,400	980	35	1.1	1	0.0
1996	89			IR	8,000	9,950	8,900	6,800	1,050	18	0.5	2	0.1
1997	89			IT	8,400	11,000	10,800	6,950	1,000	22	0.6	3	0.1
1998	89			IT	8,800	11,400	11,300	7,150	1,300	23	0.6	1	0.0
1999	89			IT	9,200	11,900	11,700	7,450	1,100	21	0.5	4	0.1
2000	89			IT	9,700	12,500	12,300	7,950	1,150	19	0.4	0	0.0
2001	89			IT	10,100	13,200	12,900	8,200	1,200	25	0.6	5	0.1
2002	89			IT	10,600	13,800	13,500	8,750	2,100	37	0.8	4	0.1
2003	89			IT	10,900	13,900	13,900	8,950	2,200	22	0.5	1	0.0
2004	89			IT	9,150	12,000	11,700	7,450	1,850	36	0.9	4	0.1
2005	89			IT	8,750	11,100	11,100	7,250	1,750	27	0.7	3	0.1
2006	89			CTR	8,350	10,300	9,900	7,100	1,650	30	0.8	3	0.1
2007	89			CTR	8,050	9,950	9,900	6,800	1,600	33	0.9	8	0.2
2008	89			CTR	7,500	9,300	9,100	6,350	1,050	37	1.1	5	0.2
2009	89			CTR	7,500	9,150	8,850	6,400	1,050	18	0.5	0	0.0
2010	89			CTR	7,350	8,950	8,600	6,250	1,050	18	0.6	2	0.1
2011	89			CTR	7,400	9,000	8,650	6,300	1,050	29	0.9	2	0.1
2012	89			CR	7,000	8,400	8,250	5,900	1,050	27	0.9	5	0.2
2013	89			CR	7,000	8,400	8,600	5,900	1,050	22	0.7	1	0.0
2014	89			CTR	6,700	8,150	8,250	5,700	980	13	0.4	2	0.1
2015	89			CTR	6,800	8,300	8,350	5,800	960	17	0.6	6	0.2
2016	89			CTR	6,900	8,400	8,500	5,850	970	13	0.4	3	0.1
2017	89			CTR	7,100	9,500	9,450	5,800	1,000	22	0.7	6	0.2
2018	89			CTR	7,000	9,350	9,300	5,700	990	23	0.8	4	0.1
2019	89			CTR	6,900	9,200	9,150	5,600	970	12	0.4	1	0.0
2021	89			CTR	6,750	8,800	8,750	5,500	940	22	0.7	2	0.1
2021	89	E JCT HWYS 10/24	4.3										
2021	89	SHELBURNE START OF NA	1.6										

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1988	89	SHELBURNE END OF NA	11.8	IR	2,250	2,900	2,500	1,800	360	23	2.4	5	0.5
1989	89			IR	2,350	3,050	2,600	1,950	400	9	0.9	1	0.1
1990	89			IR	2,450	3,100	2,700	2,000	420	13	1.2	1	0.1
1991	89			IR	2,500	3,150	2,800	2,100	420	9	0.8	1	0.1
1992	89			IR	2,400	2,950	2,650	2,050	260	12	1.2	2	0.2
1993	89			IR	2,850	3,500	2,950	2,350	310	14	1.1	1	0.1
1994	89			IR	2,600	3,200	2,850	2,200	290	20	1.8	1	0.1
1995	89			IR	2,700	3,350	3,000	2,300	300	19	1.6	0	0.0
1996	89			IR	2,650	3,300	2,950	2,250	290	30	2.6	1	0.1
1997	89			IR	2,800	3,500	3,150	2,400	310	14	1.2	0	0.0
1998	89			IR	2,850	3,550	3,200	2,400	310	10	0.8	0	0.0
1999	89			IR	3,000	3,700	3,350	2,500	330	14	1.1	0	0.0
2000	89			IR	3,100	3,800	3,450	2,600	340	19	1.4	3	0.2
2001	89			IR	3,200	3,950	3,550	2,700	350	12	0.9	1	0.1
2002	89			IR	3,500	4,300	3,900	3,000	380	13	0.9	1	0.1
2003	89			IR	3,600	4,350	3,950	3,050	400	13	0.8	0	0.0
2004	89			IR	3,500	4,350	3,900	2,950	380	22	1.5	1	0.1
2005	89			IR	3,500	4,200	3,850	3,000	380	17	1.1	2	0.1
2006	89			IR	3,500	4,200	3,850	2,950	600	13	0.9	1	0.1
2007	89			IR	3,500	4,250	4,250	2,950	600	20	1.3	6	0.4
2008	89			CR	3,500	4,250	4,200	2,950	600	14	0.9	1	0.1
2009	89			CR	3,600	4,300	4,200	3,050	610	13	0.8	0	0.0
2010	89			CR	3,100	3,700	3,600	2,600	460	6	0.4	0	0.0
2011	89			CR	3,100	3,600	3,650	2,750	460	16	1.2	0	0.0
2012	89			CR	2,800	3,350	3,300	2,350	430	6	0.5	0	0.0
2013	89			CR	2,800	3,350	3,450	2,350	430	12	1.0	0	0.0
2014	89			CTR	2,700	3,300	3,300	2,300	420	16	1.4	1	0.1
2015	89			CTR	2,700	3,300	3,300	2,300	420	5	0.4	0	0.0
2016	89			CTR	2,750	3,350	3,400	2,350	430	10	0.8	1	0.1
2017	89			CTR	3,150	4,200	4,200	2,550	490	11	0.8	2	0.1
2018	89			CTR	3,150	4,200	4,200	2,550	490	12	0.9	1	0.1
2019	89			CTR	3,150	4,200	4,200	2,550	490	13	1.0	1	0.1
2021	89			CTR	3,150	4,100	4,100	2,550	500	11	0.8	0	0.0
1988	89	DUFFERIN ROAD 25 GRAND VALLEY	18.3	IR	1,850	2,400	2,050	1,500	280	11	0.9	2	0.2
1989	89			IR	1,950	2,500	2,150	1,600	350	6	0.5	1	0.1
1990	89			IR	2,050	2,600	2,300	1,700	370	12	0.9	1	0.1
1991	89			IR	2,100	2,650	2,350	1,750	380	18	1.3	0	0.0
1992	89			IR	2,100	2,600	2,300	1,800	290	10	0.7	1	0.1
1993	89			IR	2,300	2,850	2,400	1,900	320	7	0.5	1	0.1
1994	89			IR	2,100	2,600	2,300	1,750	290	10	0.7	1	0.1
1995	89			IR	2,150	2,650	2,350	1,850	300	10	0.7	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1996	89			IR	2,250	2,800	2,500	1,900	320	20	1.3	0	0.0
1997	89			IR	2,250	2,800	2,500	1,900	320	23	1.5	2	0.1
1998	89			IR	2,300	2,850	2,600	1,950	320	12	0.8	0	0.0
1999	89			IR	2,550	3,150	2,850	2,150	360	20	1.2	0	0.0
2000	89			IR	2,500	3,050	2,750	2,100	500	16	1.0	0	0.0
2001	89			IR	2,550	3,150	2,850	2,150	510	13	0.8	0	0.0
2002	89			IR	2,700	3,350	3,000	2,300	510	22	1.2	3	0.2
2003	89			IR	3,300	4,000	3,650	2,800	630	21	1.0	2	0.1
2004	89			IR	2,700	3,350	3,000	2,300	510	27	1.5	3	0.2
2005	89			IR	2,800	3,400	3,050	2,400	530	20	1.1	3	0.2
2006	89			IR	2,850	3,450	3,100	2,400	540	17	0.9	0	0.0
2007	89			IR	2,900	3,500	3,500	2,450	550	30	1.5	7	0.4
2008	89			IR	2,850	3,450	3,400	2,450	480	15	0.8	3	0.2
2009	89			IR	3,000	3,600	3,250	2,550	510	16	0.8	1	0.0
2010	89			IR	2,750	3,250	3,000	2,350	470	12	0.7	1	0.1
2011	89			IR	2,750	3,300	3,200	2,350	470	9	0.5	0	0.0
2012	89			LT	2,600	3,400	3,250	1,950	450	20	1.1	1	0.1
2013	89			LT	2,600	3,400	3,400	1,950	450	15	0.9	1	0.1
2014	89			CTR	2,500	3,050	3,100	2,100	430	8	0.5	0	0.0
2015	89			CTR	2,550	3,100	3,150	2,150	430	12	0.7	2	0.1
2016	89			CTR	2,600	3,150	3,200	2,200	440	11	0.6	4	0.2
2017	89			CTR	2,850	3,800	3,800	2,300	480	14	0.7	0	0.0
2018	89			CTR	2,900	3,850	3,850	2,350	490	19	1.0	2	0.1
2019	89			CTR	2,900	3,850	3,850	2,350	490	13	0.7	2	0.1
2021	89			CTR	2,950	3,850	3,850	2,400	500	9	0.5	2	0.1
1988	89	WELLINGTON RD 14 (S) & GREY RD 14 CONN (N)	12.0	IR	2,250	2,900	2,500	1,800	340	7	0.7	0	0.0
1989	89			IR	2,250	2,900	2,500	1,850	340	6	0.6	1	0.1
1990	89			IR	2,300	2,900	2,550	1,900	340	6	0.6	0	0.0
1991	89			IR	2,350	2,950	2,600	1,950	350	6	0.6	0	0.0
1992	89			IR	2,350	2,900	2,600	2,000	350	9	0.9	1	0.1
1993	89			IR	2,400	2,950	2,500	1,950	360	9	0.9	0	0.0
1994	89			IR	2,450	3,000	2,700	2,050	370	13	1.2	0	0.0
1995	89			IR	2,500	3,100	2,750	2,150	380	8	0.7	0	0.0
1996	89			IR	2,600	3,250	2,900	2,200	390	9	0.8	2	0.2
1997	89			IR	2,650	3,300	2,950	2,250	400	3	0.3	1	0.1
1998	89			IR	2,700	3,350	3,000	2,250	400	7	0.6	0	0.0
1999	89			IR	2,750	3,400	3,050	2,300	410	7	0.6	0	0.0
2000	89			IR	2,750	3,350	3,050	2,300	550	14	1.2	2	0.2
2001	89			IR	2,800	3,450	3,100	2,350	560	13	1.1	1	0.1
2002	89			IR	2,800	3,450	3,100	2,400	450	9	0.7	2	0.2
2003	89			IR	2,800	3,400	3,100	2,400	450	10	0.8	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2004	89			IR	2,850	3,500	3,150	2,400	510	10	0.8	0	0.0
2005	89			IR	2,900	3,500	3,200	2,450	520	3	0.2	0	0.0
2006	89			IR	2,950	3,550	3,200	2,500	590	5	0.4	2	0.2
2007	89			IR	3,000	3,650	3,600	2,550	600	10	0.8	1	0.1
2008	89			IR	3,050	3,700	3,650	2,600	520	9	0.7	5	0.4
2009	89			IR	3,050	3,650	3,300	2,600	520	3	0.2	0	0.0
2010	89			IR	3,100	3,700	3,400	2,650	460	7	0.5	0	0.0
2011	89			IR	3,150	3,750	3,700	2,700	470	9	0.7	0	0.0
2012	89			LT	2,750	3,600	3,400	2,100	450	3	0.2	0	0.0
2013	89			LT	2,750	3,600	3,600	2,100	450	7	0.6	0	0.0
2014	89			IR	2,900	3,450	3,450	2,450	640	5	0.4	1	0.1
2015	89			CTR	3,200	3,900	3,950	2,700	510	7	0.5	0	0.0
2016	89			CTR	3,100	3,800	3,800	2,650	490	4	0.3	1	0.1
2017	89			CTR	3,150	4,200	4,200	2,550	500	8	0.6	0	0.0
2018	89			CTR	3,150	4,200	4,200	2,550	500	5	0.4	0	0.0
2019	89			CTR	3,200	4,250	4,250	2,600	510	7	0.5	1	0.1
2021	89			CTR	3,250	4,250	4,200	2,650	520	7	0.5	0	0.0
2021	89	MOUNT FOREST E LTS START OF NA	3.2										
1988	89	GREY RD 106/LOVERS LANE (S) SLIGO RD (N)	9.7	CR	2,150	2,750	2,600	1,800	320	7	0.9	0	0.0
1989	89			CR	2,150	2,750	2,550	1,800	320	6	0.8	0	0.0
1990	89			IR	2,200	2,800	2,450	1,800	330	6	0.8	0	0.0
1991	89			IR	2,200	2,750	2,450	1,850	330	5	0.6	0	0.0
1992	89			IR	2,200	2,700	2,400	1,850	330	10	1.3	0	0.0
1993	89			IR	2,250	2,750	2,350	1,850	340	20	2.5	1	0.1
1994	89			IR	2,450	3,000	2,700	2,050	370	10	1.2	3	0.3
1995	89			IR	2,700	3,350	3,000	2,300	400	19	2.0	1	0.1
1996	89			IR	2,700	3,350	3,000	2,300	400	20	2.1	2	0.2
1997	89			IR	2,700	3,400	3,000	2,300	400	16	1.7	0	0.0
1998	89			IR	2,700	3,350	3,000	2,250	400	16	1.7	0	0.0
1999	89			IR	2,850	3,550	3,150	2,400	430	15	1.5	2	0.2
2000	89			IR	2,900	3,550	3,200	2,450	440	16	1.6	1	0.1
2001	89			IR	2,900	3,600	3,200	2,450	380	8	0.8	1	0.1
2002	89			IR	3,000	3,700	3,300	2,550	390	21	2.0	1	0.1
2003	89			IR	3,200	3,900	3,500	2,700	420	19	1.7	0	0.0
2004	89			IR	3,200	3,950	3,550	2,700	420	10	0.9	2	0.2
2005	89			IR	3,150	3,800	3,450	2,700	410	20	1.8	1	0.1
2006	89			IR	3,250	3,900	3,550	2,750	550	12	1.0	0	0.0
2007	89			IR	3,250	3,950	3,950	2,750	550	14	1.2	0	0.0
2008	89			CR	3,250	3,950	3,900	2,750	420	21	1.8	1	0.1
2009	89			CR	3,400	4,100	3,950	2,900	440	16	1.3	1	0.1
2010	89			CR	3,350	4,000	3,850	2,850	470	16	1.3	3	0.3

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2011	89			CR	3,350	3,900	3,950	3,000	470	17	1.4	1	0.1
2012	89			IC	3,300	3,650	3,550	2,950	480	23	2.0	0	0.0
2013	89			IC	3,300	3,650	3,650	2,950	480	15	1.3	3	0.3
2014	89			CTR	3,650	4,450	4,500	3,100	550	15	1.2	0	0.0
2015	89			CTR	3,350	4,100	4,100	2,850	500	8	0.7	2	0.2
2016	89			CTR	3,600	4,400	4,450	3,050	540	22	1.7	1	0.1
2017	89			CTR	3,650	4,900	4,850	2,950	540	11	0.9	0	0.0
2018	89			CTR	3,700	4,950	4,900	3,000	550	20	1.5	0	0.0
2019	89			CTR	3,750	5,000	4,950	3,050	560	10	0.8	0	0.0
2021	89			CTR	3,800	4,950	4,950	3,100	570	9	0.7	2	0.1
1988	89	WELLINGTON RD 2 (N)	4.8	IC	2,200	2,550	2,500	1,950	330	2	0.5	0	0.0
1989	89			CR	2,300	2,950	2,750	1,950	340	3	0.7	0	0.0
1990	89			CR	2,300	2,850	2,650	2,050	340	3	0.7	0	0.0
1991	89			CR	2,300	2,850	2,650	2,050	340	2	0.5	0	0.0
1992	89			IC	2,300	2,550	2,550	2,100	300	2	0.5	0	0.0
1993	89			IC	2,450	2,750	2,750	2,200	320	2	0.5	0	0.0
1994	89			IC	2,550	2,850	2,850	2,250	330	2	0.4	0	0.0
1995	89			CR	2,850	3,550	3,350	2,450	370	3	0.6	1	0.2
1996	89			CR	3,000	3,700	3,500	2,550	390	3	0.6	0	0.0
1997	89			IR	3,250	4,050	3,650	2,750	420	8	1.4	2	0.4
1998	89			IR	3,550	4,400	4,000	3,000	460	2	0.3	0	0.0
1999	89			IR	3,400	4,200	3,750	2,850	440	4	0.7	0	0.0
2000	89			IR	3,500	4,300	3,900	2,950	460	6	1.0	0	0.0
2001	89			IR	3,600	4,450	4,000	3,050	470	2	0.3	0	0.0
2002	89			IR	3,700	4,550	4,100	3,150	480	5	0.8	0	0.0
2003	89			IR	3,900	4,750	4,300	3,300	510	4	0.6	0	0.0
2004	89			IR	3,900	4,800	4,300	3,300	510	7	1.0	0	0.0
2005	89			IR	3,900	4,700	4,250	3,300	510	7	1.0	1	0.1
2006	89			IR	3,950	4,750	4,300	3,350	510	3	0.4	0	0.0
2007	89			IR	4,000	4,850	4,850	3,400	640	6	0.9	0	0.0
2008	89			IR	4,050	4,900	4,800	3,450	650	5	0.7	0	0.0
2009	89			IR	4,150	5,000	4,500	3,550	660	2	0.3	0	0.0
2010	89			IR	3,700	4,400	4,050	3,150	480	1	0.2	0	0.0
2011	89			IR	3,700	4,400	4,300	3,150	480	2	0.3	0	0.0
2012	89			IC	3,700	4,100	3,950	3,300	530	6	0.9	0	0.0
2013	89			IC	3,700	4,100	4,050	3,300	530	13	2.0	1	0.2
2014	89			CTR	3,600	4,400	4,450	3,050	660	1	0.2	0	0.0
2015	89			IR	3,400	4,050	4,050	2,900	460	1	0.2	0	0.0
2016	89			IR	3,450	4,100	4,100	2,950	470	5	0.8	0	0.0
2017	89			IR	3,950	4,450	4,500	3,400	530	2	0.3	0	0.0
2018	89			IR	4,000	4,500	4,550	3,450	540	3	0.4	1	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2019	89			IR	4,000	4,550	4,550	3,500	540	4	0.6	0	0.0
2021	89			IR	4,100	4,600	4,650	3,600	570	1	0.1	0	0.0
2021	89	HARRISTON START OF NA	0.5										
2021	89	HWY 9 & E JCT WLGTON RD 87 END OF NA END OF HWY											
2021	93	HWYS 11/400A START OF NA	15.3										
1988	93	HWY 400	12.7	IR	4,950	6,450	5,450	3,950	500	18	0.8	1	0.0
1989	93			IR	5,200	6,700	5,750	4,250	520	25	1.0	3	0.1
1990	93			IR	5,550	7,050	6,150	4,550	560	20	0.8	3	0.1
1991	93			IR	5,600	7,050	6,200	4,650	560	20	0.8	3	0.1
1992	93			IR	5,700	7,000	6,250	4,850	570	25	0.9	1	0.0
1993	93			IR	5,750	7,050	5,950	4,700	460	29	1.1	0	0.0
1994	93			IR	5,850	7,200	6,450	4,900	640	17	0.6	1	0.0
1995	93			IR	6,000	7,400	6,600	5,100	660	23	0.8	1	0.0
1996	93			IR	6,100	7,600	6,800	5,200	670	27	1.0	2	0.1
1997	93			IR	6,250	7,800	7,000	5,300	560	18	0.6	3	0.1
1998	93			IR	6,450	8,000	7,200	5,400	580	11	0.4	1	0.0
1999	93			IR	6,550	8,100	7,250	5,500	590	12	0.4	2	0.1
2000	93			IR	6,600	8,100	7,300	5,600	590	11	0.4	1	0.0
2001	93			IR	6,700	8,300	7,400	5,650	600	13	0.4	0	0.0
2002	93			IR	6,850	8,450	7,600	5,800	550	10	0.3	0	0.0
2003	93			IR	6,850	8,300	7,550	5,800	550	18	0.6	0	0.0
2004	93			IR	6,950	8,600	7,700	5,900	560	16	0.5	0	0.0
2005	93			IR	7,050	8,500	7,700	6,000	630	28	0.9	3	0.1
2006	93			IR	7,100	8,550	7,750	6,050	640	13	0.4	2	0.1
2007	93			IR	7,050	8,550	8,500	5,950	780	18	0.6	3	0.1
2008	93			IR	7,150	8,650	8,500	6,100	790	12	0.4	1	0.0
2009	93			IR	7,200	8,650	7,850	6,100	790	9	0.3	0	0.0
2010	93			CR	6,800	8,150	7,850	5,750	750	6	0.2	1	0.0
2011	93			CR	7,350	8,550	8,650	6,550	810	11	0.3	1	0.0
2012	93			CR	7,450	8,900	8,800	6,300	820	22	0.6	1	0.0
2013	93			CR	7,500	9,000	9,200	6,350	820	14	0.4	4	0.1
2014	93			CR	7,600	8,950	8,900	6,450	840	10	0.3	1	0.0
2015	93			CR	7,650	9,000	8,950	6,500	840	11	0.3	0	0.0
2016	93			CR	7,750	9,150	9,100	6,600	850	16	0.4	0	0.0
2017	93			CR	7,800	9,050	9,100	7,000	860	15	0.4	0	0.0
2018	93			CR	7,900	9,200	9,250	7,100	870	26	0.7	1	0.0
2019	93			CR	7,950	9,200	9,300	7,150	870	15	0.4	1	0.0
2021	93			CR	8,100	9,300	9,400	7,300	890	7	0.2	1	0.0
1988	93	SIMCOE RD 27 (W) SIMCOE RD 23 VASEY RD (E)	11.2	IR	5,700	7,400	6,250	4,550	460	25	1.1	3	0.1
1989	93			IR	5,800	7,500	6,450	4,750	460	36	1.5	4	0.2
1990	93			CTR	5,900	7,400	6,950	5,150	470	25	1.0	3	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1991	93			CTR	5,950	7,500	7,450	5,200	480	23	0.9	2	0.1
1992	93			CTR	6,000	7,400	7,150	5,200	480	26	1.1	3	0.1
1993	93			CTR	6,500	8,200	7,850	5,500	520	28	1.1	6	0.2
1994	93			CTR	6,250	8,000	7,600	5,250	500	27	1.1	3	0.1
1995	93			CTR	6,350	8,150	7,800	5,350	510	16	0.6	0	0.0
1996	93			CTR	6,400	8,200	7,900	5,350	510	30	1.1	1	0.0
1997	93			CTR	6,550	8,400	8,050	5,500	460	23	0.9	3	0.1
1998	93			CTR	6,700	8,500	8,150	5,650	470	14	0.5	1	0.0
1999	93			CTR	6,950	8,750	8,400	5,850	560	13	0.5	1	0.0
2000	93			CTR	7,150	9,000	8,650	6,000	570	8	0.3	0	0.0
2001	93			CTR	7,300	9,200	8,850	6,150	580	13	0.4	0	0.0
2002	93			CTR	7,600	9,600	9,200	6,400	610	21	0.7	1	0.0
2003	93			CTR	7,650	9,500	9,150	6,500	610	17	0.5	3	0.1
2004	93			CTR	7,800	9,850	9,450	6,600	620	20	0.6	1	0.0
2005	93			CTR	7,950	9,850	9,450	6,750	720	14	0.4	0	0.0
2006	93			IC	8,150	9,050	9,150	7,200	730	13	0.4	1	0.0
2007	93			IC	8,300	9,200	9,500	7,350	750	15	0.4	0	0.0
2008	93			IC	9,100	10,100	9,750	8,000	820	18	0.5	2	0.1
2009	93			IC	8,450	9,400	9,450	7,500	760	13	0.4	1	0.0
2010	93			IC	12,000	13,300	13,400	10,600	1,100	11	0.2	0	0.0
2011	93			IC	7,600	8,350	8,650	6,800	680	14	0.5	0	0.0
2012	93			IC	7,650	8,500	8,200	6,800	690	17	0.5	0	0.0
2013	93			IR	8,650	10,300	11,000	7,350	780	22	0.6	1	0.0
2014	93			IR	9,350	11,100	11,200	7,950	840	14	0.4	1	0.0
2015	93			IR	8,550	10,200	10,200	7,300	560	12	0.3	1	0.0
2016	93			IR	9,500	11,300	11,300	8,100	630	16	0.4	2	0.1
2017	93			IR	9,650	10,900	11,000	8,350	640	11	0.3	1	0.0
2018	93			IR	9,800	11,100	11,200	8,500	650	31	0.8	2	0.0
2019	93			IR	9,950	11,700	11,700	8,900	700	19	0.5	1	0.0
2021	93			IR	10,200	11,900	12,000	9,100	710	10	0.2	1	0.0
1988	93	HWY 12 (E) SIMC RD 93 ANG.SCHMDT FORESTER RD (W)	0.2	IR	5,700	7,400	6,250	4,550	460	50	119.8	6	14.4
1989	93			IR	5,800	7,500	6,450	4,750	460	48	113.4	2	4.7
1990	93			CTR	5,900	7,400	6,950	5,150	470	44	102.2	2	4.6
1991	93			CTR	5,950	7,500	7,450	5,200	480	47	108.2	3	6.9
1992	93			CTR	6,000	7,400	7,150	5,200	480	37	84.2	3	6.8
1993	93			CTR	6,500	8,200	7,850	5,500	520	52	109.6	0	0.0
1994	93			CTR	6,250	8,000	7,600	5,250	500	30	65.8	1	2.2
1995	93			CTR	6,350	8,150	7,800	5,350	510	47	101.4	3	6.5
1996	93			CTR	6,400	8,200	7,900	5,350	510	45	96.1	3	6.4
1997	93			CTR	6,550	8,400	8,050	5,500	460	19	39.7	1	2.1
1998	93			CTR	6,700	8,500	8,150	5,650	470	0	0.0	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1999	93			CTR	6,950	8,750	8,400	5,850	560	0	0.0	0	0.0
2000	93			CTR	7,150	9,000	8,650	6,000	570	0	0.0	0	0.0
2001	93			CTR	7,300	9,200	8,850	6,150	580	1	1.9	0	0.0
2002	93			CTR	7,600	9,600	9,200	6,400	610	0	0.0	0	0.0
2003	93			CTR	7,650	9,500	9,150	6,500	610	0	0.0	0	0.0
2004	93			CTR	7,800	9,850	9,450	6,600	620	1	1.8	0	0.0
2005	93			CTR	8,000	9,900	9,500	6,800	720	0	0.0	0	0.0
2006	93			CTR	8,150	10,100	9,650	6,900	730	0	0.0	0	0.0
2007	93			CTR	8,300	10,300	10,200	7,050	750	0	0.0	0	0.0
2008	93			CTR	11,200	13,900	13,600	9,500	1,000	0	0.0	0	0.0
2009	93			CTR	12,000	14,600	14,200	10,200	1,100	0	0.0	0	0.0
2010	93			CTR	13,000	15,800	15,200	11,000	1,150	0	0.0	0	0.0
2011	93			CTR	14,000	17,000	16,400	11,900	1,250	0	0.0	0	0.0
2012	93			IC	14,200	15,700	15,300	12,600	1,300	0	0.0	0	0.0
2013	93			IC	13,000	14,400	14,300	11,500	1,150	0	0.0	0	0.0
2014	93			CTR	11,500	14,000	14,100	9,800	1,050	0	0.0	0	0.0
2015	93			CTR	13,500	16,500	16,600	11,500	1,200	0	0.0	0	0.0
2016	93			CTR	13,900	17,000	17,100	11,800	1,250	0	0.0	0	0.0
2017	93			CTR	14,300	19,100	19,000	11,700	1,300	0	0.0	0	0.0
2018	93			CTR	14,700	19,600	19,600	12,000	1,300	0	0.0	0	0.0
2019	93			CTR	15,100	20,100	20,000	12,300	1,350	0	0.0	0	0.0
2021	93			CTR	15,900	20,700	20,600	13,000	1,450	0	0.0	0	0.0
2021	93	0.2 KM N OF HWY 12 END OF HWY											
1988	94	SEC HWY 654 (W) NOSBONSING RD (E)	1.6	IC	2,150	2,500	2,450	1,900	260	2	1.6	1	0.8
1989	94			IC	2,250	2,600	2,550	2,000	270	3	2.3	1	0.8
1990	94			IC	2,400	2,750	2,700	2,150	290	2	1.4	0	0.0
1991	94			IC	2,550	2,900	2,850	2,250	100	4	2.7	1	0.7
1992	94			IC	2,750	3,050	3,050	2,500	110	1	0.6	0	0.0
1993	94			IC	2,950	3,350	3,300	2,650	120	1	0.6	0	0.0
1994	94			IC	3,050	3,400	3,400	2,700	150	0	0.0	0	0.0
1995	94			IC	3,200	3,600	3,600	2,850	160	1	0.5	0	0.0
1996	94			IC	3,350	3,750	3,800	3,000	170	1	0.5	0	0.0
1997	94			CTR	3,700	4,750	4,550	3,100	180	1	0.5	0	0.0
1998	94			CTR	3,700	4,700	4,500	3,100	180	2	0.9	0	0.0
1999	94			CTR	3,800	4,800	4,600	3,200	190	1	0.5	0	0.0
2000	94			CTR	3,750	4,700	4,550	3,150	220	1	0.5	0	0.0
2001	94			CTR	3,900	4,900	4,700	3,300	230	0	0.0	0	0.0
2002	94			CTR	4,000	5,050	4,850	3,400	240	2	0.9	0	0.0
2003	94			CTR	4,250	5,300	5,100	3,600	260	4	1.6	1	0.4
2004	94			CTR	4,100	5,200	4,950	3,450	250	4	1.7	0	0.0
2005	94			CTR	4,150	5,150	4,950	3,500	250	0	0.0	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2006	94			CR	4,150	5,050	4,850	3,500	170	5	2.1	0	0.0
2007	94			CR	4,350	5,250	5,250	3,650	170	0	0.0	0	0.0
2008	94			CR	4,400	5,350	5,300	3,700	180	3	1.2	0	0.0
2009	94			IC	4,250	4,700	4,750	3,800	170	3	1.2	0	0.0
2010	94			IC	4,550	5,050	5,100	4,050	180	0	0.0	0	0.0
2011	94			IC	3,950	4,350	4,500	3,550	160	0	0.0	0	0.0
2012	94			IC	4,550	5,050	4,900	4,050	180	2	0.8	0	0.0
2013	94			CTR	4,600	5,600	5,800	3,900	180	1	0.4	0	0.0
2014	94			CTR	4,650	5,650	5,700	3,950	190	2	0.7	0	0.0
2015	94			IR	4,300	5,100	5,150	3,650	170	2	0.8	0	0.0
2016	94			IR	4,750	5,650	5,650	4,050	190	1	0.4	0	0.0
2017	94			IR	4,850	5,700	5,700	4,350	190	4	1.4	0	0.0
2018	94			IR	5,050	6,150	6,100	4,300	400	11	3.7	0	0.0
2019	94	S JCT CALLANDER BYPASS	1.5	IR	4,950	6,000	6,000	4,200	400	0	0.0	0	0.0
2021	94			IR	5,100	6,100	6,100	4,350	410	0	0.0	0	0.0
1988	94			CR	2,350	3,000	2,800	1,950	90	0	0.0	0	0.0
1989	94			CR	2,700	3,450	3,200	2,250	110	0	0.0	0	0.0
1990	94			CR	2,900	3,600	3,350	2,600	120	3	1.9	1	0.6
1991	94			CR	3,100	3,800	3,550	2,800	120	3	1.8	0	0.0
1992	94			CR	3,000	3,700	3,400	2,700	120	2	1.2	0	0.0
1993	94			CR	2,950	3,650	3,400	2,650	120	0	0.0	0	0.0
1994	94			IC	2,600	2,900	2,900	2,300	130	3	2.1	0	0.0
1995	94			IC	2,250	2,500	2,550	2,000	110	1	0.8	0	0.0
1996	94			IC	1,950	2,200	2,200	1,750	100	0	0.0	0	0.0
1997	94			IC	2,400	2,700	2,700	2,100	120	1	0.8	0	0.0
1998	94			IC	2,200	2,450	2,450	1,950	110	0	0.0	0	0.0
1999	94			IC	2,700	3,000	3,000	2,400	140	0	0.0	0	0.0
2000	94			CTR	3,000	3,800	3,650	2,500	210	1	0.6	0	0.0
2001	94			CTR	2,900	3,650	3,500	2,450	200	2	1.3	0	0.0
2002	94			CTR	3,050	3,850	3,700	2,600	210	1	0.6	1	0.6
2003	94			CTR	3,300	4,100	3,950	2,800	200	3	1.7	0	0.0
2004	94			CTR	3,250	4,100	3,950	2,750	200	0	0.0	0	0.0
2005	94			CTR	3,250	4,050	3,850	2,750	200	2	1.1	0	0.0
2006	94			IC	3,500	3,900	3,900	3,100	140	1	0.5	0	0.0
2007	94			IC	3,450	3,850	3,950	3,050	140	2	1.1	0	0.0
2008	94			IC	3,550	3,950	3,800	3,150	140	0	0.0	0	0.0
2009	94			IC	3,350	3,700	3,750	3,000	130	2	1.1	0	0.0
2010	94			IC	3,750	4,150	4,200	3,350	150	4	1.9	0	0.0
2011	94			IC	3,150	3,450	3,600	2,850	130	3	1.7	1	0.6
2012	94			IC	3,800	4,200	4,100	3,350	150	1	0.5	0	0.0
2013	94			CTR	3,850	4,700	4,850	3,250	150	2	0.9	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2014	94			CTR	3,950	4,800	4,850	3,350	160	2	0.9	0	0.0
2015	94			IC	3,600	4,000	3,950	3,200	140	2	1.0	0	0.0
2016	94			IC	4,050	4,500	4,450	3,600	160	1	0.4	0	0.0
2017	94			IC	4,100	4,500	4,500	3,700	160	2	0.9	0	0.0
2018	94			IC	4,200	4,600	4,650	3,800	170	1	0.4	0	0.0
2019	94			IC	4,300	4,700	4,750	3,900	170	1	0.4	0	0.0
2021	94			IC	4,450	4,850	4,850	4,050	180	2	0.8	0	0.0
1988	94	LANSDOWNE ST (W) CALLANDER BAY DR (N)	7.2	IC	2,150	2,500	2,450	1,900	260	0	0.0	0	0.0
1989	94			IC	2,250	2,600	2,550	2,000	270	12	2.0	1	0.2
1990	94			IC	2,400	2,750	2,700	2,150	290	10	1.6	1	0.2
1991	94			IC	2,550	2,900	2,850	2,250	80	5	0.7	0	0.0
1992	94			IC	2,550	2,850	2,800	2,300	130	6	0.9	1	0.1
1993	94			IC	2,600	2,950	2,900	2,300	130	10	1.5	0	0.0
1994	94			IC	2,700	3,000	3,000	2,400	140	4	0.6	0	0.0
1995	94			IC	2,800	3,150	3,150	2,500	140	3	0.4	0	0.0
1996	94			IC	2,950	3,300	3,350	2,650	150	4	0.5	0	0.0
1997	94			IC	3,000	3,350	3,400	2,650	150	3	0.4	0	0.0
1998	94			IC	3,150	3,550	3,550	2,800	160	9	1.1	0	0.0
1999	94			IC	3,150	3,550	3,550	2,800	160	1	0.1	0	0.0
2000	94			IC	3,150	3,550	3,550	2,800	160	5	0.6	0	0.0
2001	94			IC	3,150	3,500	3,550	2,800	160	2	0.2	0	0.0
2002	94			IC	3,150	3,500	3,550	2,800	160	4	0.5	0	0.0
2003	94			IC	3,200	3,550	3,600	2,850	130	8	1.0	0	0.0
2004	94			IC	3,150	3,500	3,550	2,800	130	9	1.1	0	0.0
2005	94			IC	3,200	3,550	3,600	2,800	130	11	1.3	0	0.0
2006	94			IC	3,150	3,500	3,550	2,800	90	6	0.7	2	0.2
2007	94			IC	3,300	3,650	3,800	2,900	100	7	0.8	0	0.0
2008	94			IC	3,300	3,650	3,550	2,900	100	8	0.9	0	0.0
2009	94			IC	3,250	3,600	3,650	2,900	100	17	2.0	1	0.1
2010	94			IC	3,350	3,700	3,750	2,950	100	13	1.5	0	0.0
2011	94			IC	3,050	3,350	3,500	2,750	90	7	0.9	0	0.0
2012	94			IC	3,350	3,700	3,600	2,950	100	5	0.6	0	0.0
2013	94			CTR	3,350	4,100	4,200	2,850	100	5	0.6	0	0.0
2014	94			CTR	3,400	4,150	4,200	2,900	100	9	1.0	0	0.0
2015	94			IC	3,400	3,750	3,750	3,000	100	7	0.8	0	0.0
2016	94			IC	3,450	3,800	3,800	3,050	100	2	0.2	0	0.0
2017	94			IC	3,450	3,800	3,800	3,150	100	4	0.4	0	0.0
2018	94			IC	3,500	3,850	3,850	3,150	280	6	0.7	0	0.0
2019	94			IC	3,500	3,850	3,850	3,150	280	4	0.4	0	0.0
2021	94			IC	3,550	3,850	3,850	3,200	280	3	0.3	0	0.0
1988	94	E JCT ASTORVILLE RD (S) EAST FERRIS TWP	2.1	IC	1,950	2,250	2,200	1,700	160	8	5.3	1	0.7

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1989	94			IC	2,000	2,300	2,250	1,800	160	0	0.0	0	0.0
1990	94			IC	2,050	2,350	2,300	1,800	160	3	1.9	0	0.0
1991	94			IC	2,200	2,500	2,450	1,950	180	0	0.0	0	0.0
1992	94			IC	2,400	2,650	2,650	2,200	140	1	0.5	0	0.0
1993	94			IC	2,500	2,800	2,800	2,200	150	4	2.1	0	0.0
1994	94			IC	2,500	2,800	2,800	2,200	150	6	3.1	0	0.0
1995	94			IC	2,550	2,850	2,900	2,300	100	3	1.5	0	0.0
1996	94			IC	2,600	2,900	2,950	2,300	100	2	1.0	0	0.0
1997	94			IC	2,600	2,900	2,950	2,300	100	1	0.5	0	0.0
1998	94			IC	2,800	3,150	3,150	2,500	140	2	0.9	1	0.5
1999	94			IC	2,850	3,200	3,200	2,550	170	0	0.0	0	0.0
2000	94			C	2,800	3,150	3,150	2,500	170	1	0.5	0	0.0
2001	94			C	2,850	3,200	3,200	2,550	170	0	0.0	0	0.0
2002	94			C	2,900	3,250	3,250	2,600	170	3	1.3	0	0.0
2003	94			C	3,000	3,350	3,350	2,700	180	1	0.4	0	0.0
2004	94			C	2,900	3,250	3,250	2,600	170	1	0.4	0	0.0
2005	94			C	2,950	3,300	3,300	2,650	180	1	0.4	0	0.0
2006	94			C	2,850	3,150	3,200	2,550	60	5	2.3	0	0.0
2007	94			C	3,050	3,400	3,450	2,750	60	4	1.7	0	0.0
2008	94			C	3,100	3,400	3,350	2,800	60	5	2.1	0	0.0
2009	94			C	3,100	3,400	3,450	2,800	60	3	1.3	0	0.0
2010	94			C	3,150	3,450	3,500	2,850	60	7	2.9	0	0.0
2011	94			IC	3,000	3,300	3,400	2,700	60	3	1.3	0	0.0
2012	94			IC	3,200	3,550	3,450	2,850	60	1	0.4	0	0.0
2013	94			CTR	3,200	3,900	4,000	2,700	60	3	1.2	0	0.0
2014	94			CTR	3,250	3,950	4,000	2,750	60	2	0.8	0	0.0
2015	94			IC	3,300	3,650	3,650	2,950	70	2	0.8	0	0.0
2016	94			IC	3,300	3,650	3,650	2,950	70	1	0.4	0	0.0
2017	94			IC	3,350	3,650	3,700	3,050	70	3	1.2	0	0.0
2018	94			IC	3,400	3,750	3,750	3,100	240	1	0.4	0	0.0
2019	94			IC	3,400	3,750	3,750	3,050	240	4	1.5	1	0.4
2021	94			IC	3,500	3,800	3,800	3,150	240	1	0.4	0	0.0
2021	94	HWY 17 END OF HWY											
1997	101	QUEBEC ONTARIO BDY	22.7	IR	910	1,150	1,000	770	220	2	0.3	0	0.0
1998	101			IR	930	1,150	1,050	780	220	2	0.3	0	0.0
1999	101			IR	880	1,100	980	740	210	2	0.3	0	0.0
2000	101			IR	810	990	900	680	190	3	0.4	1	0.1
2001	101			IR	760	940	840	640	180	1	0.2	0	0.0
2002	101			IR	710	880	790	600	170	10	1.7	3	0.5
2003	101			IR	670	810	740	570	170	1	0.2	0	0.0
2004	101			IR	610	750	680	520	150	3	0.6	1	0.2

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2005	101			IR	580	700	640	490	140	8	1.7	0	0.0
2006	101			IR	490	590	540	420	120	1	0.2	0	0.0
2007	101			IR	490	590	590	420	120	2	0.5	0	0.0
2008	101			IR	440	530	520	380	110	2	0.5	0	0.0
2009	101			IT	430	540	540	360	110	1	0.3	0	0.0
2010	101			IT	350	440	440	290	90	3	1.0	0	0.0
2011	101			IT	550	740	740	450	170	5	1.1	2	0.4
2012	101			UC	480	480	510	460	140	5	1.3	1	0.3
2013	101			IR	470	560	600	400	140	3	0.8	0	0.0
2014	101			CTR	450	550	550	380	120	4	1.1	0	0.0
2015	101			CTR	500	610	620	420	180	2	0.5	0	0.0
2016	101			CTR	500	610	620	420	180	6	1.4	1	0.2
2017	101			CTR	330	440	440	270	120	7	2.6	1	0.4
2018	101			CTR	310	410	410	250	110	8	3.1	0	0.0
2019	101			CTR	550	730	730	450	190	7	1.5	3	0.7
2021	101			CTR	280	370	360	230	100	2	0.9	0	0.0
1988	101	SEC HWY 672 (S) GRAVEL RD (N)	36.3	IC	550	640	620	480	80	10	1.4	1	0.1
1989	101			IC	600	690	680	530	80	1	0.1	0	0.0
1990	101			IR	500	640	560	410	120	12	1.8	1	0.2
1991	101			IR	550	690	610	460	130	5	0.7	2	0.3
1992	101			IR	600	740	660	510	140	6	0.8	1	0.1
1993	101			IR	750	920	780	610	170	4	0.4	0	0.0
1994	101			IR	640	790	700	540	150	9	1.1	2	0.2
1995	101			IR	650	800	720	550	150	11	1.3	5	0.6
1996	101			IR	670	830	750	570	150	15	1.7	7	0.8
1997	101			IR	690	860	770	590	160	2	0.2	1	0.1
1998	101			IR	710	880	800	600	160	6	0.6	1	0.1
1999	101			LR	660	1,100	870	440	150	5	0.6	0	0.0
2000	101			LR	680	1,100	890	450	160	6	0.7	2	0.2
2001	101			LR	680	1,100	890	450	160	4	0.4	0	0.0
2002	101			LR	670	1,100	870	450	170	8	0.9	5	0.6
2003	101			LR	690	1,100	880	470	180	8	0.9	3	0.3
2004	101			LR	690	1,150	900	460	180	6	0.7	2	0.2
2005	101			LR	690	1,100	870	470	180	5	0.5	1	0.1
2006	101			IR	700	840	770	590	100	4	0.4	2	0.2
2007	101			IR	690	840	830	580	100	9	1.0	1	0.1
2008	101			IR	690	840	820	590	100	5	0.5	1	0.1
2009	101			IT	680	860	860	560	100	8	0.9	5	0.6
2010	101			IT	700	880	880	580	100	4	0.4	0	0.0
2011	101			IR	700	840	820	600	100	5	0.5	1	0.1
2012	101			IR	700	830	810	600	100	5	0.5	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2013	101			IR	710	850	910	600	110	7	0.7	0	0.0
2014	101			IR	710	850	850	600	110	8	0.9	2	0.2
2015	101			IC	710	790	780	630	110	8	0.9	1	0.1
2016	101			IC	710	790	780	630	110	4	0.4	0	0.0
2017	101			IC	710	780	780	640	110	3	0.3	1	0.1
2018	101			IC	720	790	800	650	210	15	1.6	0	0.0
2019	101			IC	720	790	790	650	210	14	1.5	4	0.4
2021	101			IC	720	780	790	650	210	7	0.7	2	0.2
1988	101	SEC HWY 572 HOLTYRE RD (S)	14.8	IC	550	640	620	480	80	4	1.3	1	0.3
1989	101			IC	600	690	680	530	80	4	1.2	1	0.3
1990	101			IR	500	640	560	410	70	3	1.1	0	0.0
1991	101			IR	500	630	560	420	70	2	0.7	0	0.0
1992	101			IR	550	680	600	470	80	5	1.7	1	0.3
1993	101			IR	600	740	620	490	80	5	1.5	1	0.3
1994	101			IR	610	750	670	510	90	6	1.8	3	0.9
1995	101			IR	620	760	680	530	90	7	2.1	1	0.3
1996	101			IR	640	790	710	550	30	6	1.7	4	1.2
1997	101			IR	660	820	740	560	30	5	1.4	3	0.8
1998	101			IR	670	830	750	560	30	7	1.9	2	0.6
1999	101			IR	700	870	780	590	120	10	2.6	3	0.8
2000	101			IR	660	810	730	560	110	8	2.2	5	1.4
2001	101			IR	660	820	730	560	110	5	1.4	0	0.0
2002	101			IR	670	830	740	570	230	3	0.8	1	0.3
2003	101			IR	670	810	740	570	230	5	1.4	0	0.0
2004	101			IR	680	840	750	570	230	3	0.8	0	0.0
2005	101			IR	670	810	730	570	230	2	0.6	0	0.0
2006	101			IR	660	800	720	560	90	4	1.1	0	0.0
2007	101			IR	680	820	820	580	50	2	0.5	0	0.0
2008	101			IR	680	820	810	580	50	2	0.5	0	0.0
2009	101			IT	670	840	840	560	50	8	2.2	2	0.6
2010	101			IT	690	860	870	570	60	3	0.8	0	0.0
2011	101			IR	690	820	810	590	60	5	1.3	2	0.5
2012	101			IR	690	820	800	590	60	4	1.1	3	0.8
2013	101			IR	700	830	890	600	60	5	1.3	2	0.5
2014	101			IR	700	830	840	600	60	3	0.8	1	0.3
2015	101			CTR	640	780	790	540	50	5	1.4	1	0.3
2016	101			CTR	690	840	850	590	60	8	2.1	2	0.5
2017	101			CTR	700	940	930	570	60	6	1.6	1	0.3
2018	101			CTR	700	930	930	570	180	5	1.3	3	0.8
2019	101			CTR	700	930	930	570	180	7	1.9	0	0.0
2021	101			CTR	710	930	920	580	180	6	1.6	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2021	101	BLACK RIVER BRIDGE START OF NA	0.7										
2021	101	E JCT HWY 11 (S) END OF NA	6.4										
1988	101	W JCT HWY 11 (N)	9.7	IC	1,800	2,100	2,050	1,600	340	5	0.8	1	0.2
1989	101			IC	1,850	2,150	2,100	1,650	350	3	0.5	0	0.0
1990	101			IR	1,950	2,500	2,150	1,600	370	7	1.0	0	0.0
1991	101			IR	1,950	2,450	2,150	1,600	370	4	0.6	3	0.4
1992	101			IR	2,000	2,450	2,200	1,700	380	5	0.7	3	0.4
1993	101			LT	2,050	2,850	2,550	1,500	390	9	1.2	0	0.0
1994	101			LT	2,000	2,950	2,850	1,450	380	6	0.8	0	0.0
1995	101			LT	2,000	2,850	2,800	1,450	380	5	0.7	4	0.6
1996	101			LT	2,050	2,900	2,800	1,500	390	3	0.4	1	0.1
1997	101			LT	2,100	2,950	2,900	1,550	400	7	0.9	0	0.0
1998	101			LT	2,100	2,950	2,900	1,550	400	5	0.7	2	0.3
1999	101			LT	1,950	2,700	2,650	1,400	330	5	0.7	2	0.3
2000	101			LT	2,150	3,000	2,950	1,550	370	5	0.7	1	0.1
2001	101			LT	2,150	3,000	2,950	1,600	370	5	0.7	1	0.1
2002	101			LT	2,250	3,150	3,050	1,650	320	4	0.5	2	0.3
2003	101			LT	2,200	3,050	2,950	1,600	400	3	0.4	0	0.0
2004	101			LT	2,250	3,150	3,050	1,650	400	2	0.3	1	0.1
2005	101			LT	2,250	3,100	3,000	1,650	250	9	1.1	3	0.4
2006	101			LT	2,300	3,150	3,050	1,700	250	5	0.6	0	0.0
2007	101			LT	2,300	3,150	3,250	1,700	250	9	1.1	2	0.2
2008	101			LT	2,350	3,200	3,100	1,750	260	3	0.4	1	0.1
2009	101			LT	2,350	3,150	3,100	1,750	260	8	1.0	1	0.1
2010	101			LT	2,400	3,200	3,150	1,750	260	6	0.7	0	0.0
2011	101			LT	2,150	2,750	2,800	1,750	410	5	0.7	1	0.1
2012	101			UC	2,350	2,350	2,500	2,250	470	6	0.7	2	0.2
2013	101			CR	2,050	2,450	2,500	1,750	540	5	0.7	1	0.1
2014	101			CTR	2,350	2,850	2,900	2,000	590	3	0.4	0	0.0
2015	101			CTR	2,350	2,850	2,900	2,000	730	5	0.6	0	0.0
2016	101			CTR	2,400	2,950	2,950	2,050	740	6	0.7	3	0.4
2017	101			CTR	2,400	3,200	3,200	1,950	740	2	0.2	2	0.2
2018	101			CR	2,400	2,800	2,800	2,150	700	6	0.7	0	0.0
2019	101			CR	2,450	2,850	2,850	2,200	710	14	1.6	2	0.2
2021	101			CR	2,450	2,800	2,850	2,200	710	9	1.0	2	0.2
1988	101	SEC HWY 577 (N) SHILLINGTON	15.6	IC	1,950	2,250	2,200	1,700	410	10	0.9	1	0.1
1989	101			IC	1,950	2,250	2,200	1,750	410	12	1.1	3	0.3
1990	101			IR	1,950	2,500	2,150	1,600	410	3	0.3	0	0.0
1991	101			IR	1,950	2,450	2,150	1,600	410	8	0.7	2	0.2
1992	101			IR	2,000	2,450	2,200	1,700	420	4	0.4	2	0.2
1993	101			IR	2,150	2,650	2,200	1,750	450	7	0.6	2	0.2

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1994	101			IR	2,150	2,650	2,350	1,800	450	6	0.5	1	0.1
1995	101			IR	2,200	2,700	2,400	1,850	460	6	0.5	1	0.1
1996	101			IR	2,250	2,800	2,500	1,900	470	3	0.2	1	0.1
1997	101			IR	2,300	2,900	2,600	1,950	480	3	0.2	1	0.1
1998	101			IR	2,350	2,900	2,650	1,950	490	10	0.7	0	0.0
1999	101			IR	2,350	2,900	2,600	1,950	280	6	0.4	0	0.0
2000	101			IR	2,350	2,900	2,600	2,000	280	6	0.4	3	0.2
2001	101			IR	2,400	2,950	2,650	2,050	290	8	0.6	1	0.1
2002	101			IR	2,400	2,950	2,650	2,050	360	4	0.3	1	0.1
2003	101			IR	2,450	2,950	2,700	2,100	370	6	0.4	2	0.1
2004	101			IR	2,500	3,100	2,750	2,100	380	10	0.7	5	0.4
2005	101			IR	2,500	3,000	2,750	2,150	380	15	1.1	3	0.2
2006	101			CR	2,500	3,050	2,900	2,100	450	8	0.6	0	0.0
2007	101			CR	2,550	3,100	3,100	2,150	460	10	0.7	1	0.1
2008	101			CR	2,600	3,150	3,100	2,200	470	4	0.3	0	0.0
2009	101			CR	2,600	3,100	3,000	2,200	470	10	0.7	4	0.3
2010	101			CR	2,650	3,200	3,050	2,250	480	13	0.9	2	0.1
2011	101			CR	2,350	2,750	2,750	2,100	420	13	1.0	1	0.1
2012	101			CR	2,650	3,150	3,100	2,250	480	16	1.1	3	0.2
2013	101			CR	2,250	2,700	2,750	1,900	400	7	0.5	1	0.1
2014	101			CR	2,600	3,050	3,050	2,200	470	11	0.7	3	0.2
2015	101			CTR	2,600	3,150	3,200	2,200	470	7	0.5	1	0.1
2016	101			CTR	2,650	3,250	3,250	2,250	480	6	0.4	0	0.0
2017	101			CTR	2,650	3,550	3,500	2,150	480	11	0.7	1	0.1
2018	101			CR	2,650	3,100	3,100	2,400	480	7	0.5	1	0.1
2019	101			CR	2,700	3,150	3,150	2,400	490	6	0.4	1	0.1
2021	101			CR	2,700	3,100	3,150	2,450	490	15	1.0	4	0.3
1988	101	MUNICIPAL RD (N) TIMMINS	5.8	CTR	3,500	4,550	4,250	2,950	630	2	0.3	0	0.0
1989	101			CTR	3,700	4,700	4,500	3,200	670	3	0.4	0	0.0
1990	101			IR	3,750	4,750	4,150	3,100	680	4	0.5	1	0.1
1991	101			IR	3,550	4,450	3,950	2,950	640	4	0.5	0	0.0
1992	101			IR	3,400	4,200	3,750	2,900	610	6	0.8	1	0.1
1993	101			IT	3,250	4,000	4,050	2,750	580	4	0.6	1	0.1
1994	101			IT	3,600	4,700	4,450	3,050	650	4	0.5	0	0.0
1995	101			IT	3,650	4,650	4,450	3,100	660	10	1.3	2	0.3
1996	101			IT	3,600	4,750	4,600	2,950	680	6	0.8	1	0.1
1997	101			IR	3,800	4,750	4,250	3,250	720	4	0.5	1	0.1
1998	101			IR	3,900	4,850	4,350	3,300	740	3	0.4	0	0.0
1999	101			IR	3,750	4,650	4,150	3,150	450	3	0.4	0	0.0
2000	101			IR	3,900	4,800	4,300	3,300	470	1	0.1	0	0.0
2001	101			IR	3,950	4,900	4,400	3,350	470	4	0.5	1	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2002	101			IR	4,000	4,950	4,450	3,400	480	3	0.4	1	0.1
2003	101			IR	4,050	4,900	4,450	3,450	490	5	0.6	3	0.3
2004	101			IR	4,100	5,050	4,550	3,450	490	14	1.6	2	0.2
2005	101			IR	4,000	4,850	4,400	3,400	480	5	0.6	1	0.1
2006	101			CR	4,200	5,100	4,900	3,550	500	6	0.7	0	0.0
2007	101			CR	4,100	4,950	4,950	3,450	660	9	1.0	0	0.0
2008	101			CR	4,100	4,950	4,900	3,450	660	5	0.6	1	0.1
2009	101			CR	3,800	4,550	4,400	3,250	610	4	0.5	1	0.1
2010	101			CR	4,150	4,950	4,800	3,500	660	7	0.8	3	0.3
2011	101			CR	3,700	4,300	4,350	3,300	590	5	0.6	0	0.0
2012	101			CR	4,100	4,900	4,850	3,450	660	8	0.9	1	0.1
2013	101			CR	3,600	4,300	4,450	3,050	1,150	10	1.3	1	0.1
2014	101			CR	3,950	4,650	4,650	3,350	1,300	9	1.1	1	0.1
2015	101			CTR	3,750	4,600	4,600	3,200	1,200	10	1.3	1	0.1
2016	101			CTR	3,950	4,800	4,850	3,350	1,300	3	0.4	1	0.1
2017	101			CTR	4,000	5,350	5,300	3,250	1,300	9	1.1	3	0.4
2018	101			CTR	3,850	5,150	5,100	3,150	580	5	0.6	1	0.1
2019	101			CTR	4,000	5,350	5,300	3,250	600	3	0.4	0	0.0
2021	101			CTR	4,000	5,200	5,200	3,250	600	8	0.9	1	0.1
1988	101	PENINSULA RD (S) TIMMINS	6.8	CTR	2,800	3,650	3,400	2,350	390	10	1.4	1	0.1
1989	101			CTR	2,900	3,700	3,500	2,500	410	6	0.8	2	0.3
1990	101			UC	3,000	3,200	3,500	2,850	420	9	1.2	0	0.0
1991	101			UC	3,300	3,500	3,800	3,200	460	6	0.7	0	0.0
1992	101			UC	3,600	3,800	4,150	3,450	500	8	0.9	0	0.0
1993	101			CR	3,900	4,800	4,500	3,500	550	5	0.5	1	0.1
1994	101			CR	3,600	4,450	4,100	3,250	500	8	0.9	1	0.1
1995	101			CR	3,700	4,600	4,350	3,200	520	5	0.5	1	0.1
1996	101			CR	3,800	4,700	4,450	3,250	530	13	1.4	3	0.3
1997	101			CR	3,950	4,900	4,650	3,350	550	7	0.7	2	0.2
1998	101			CR	4,050	5,000	4,750	3,450	570	10	1.0	0	0.0
1999	101			CR	3,900	4,800	4,550	3,300	510	7	0.7	2	0.2
2000	101			CR	4,050	5,000	4,750	3,450	530	6	0.6	0	0.0
2001	101			CR	4,100	5,050	4,800	3,450	530	12	1.2	3	0.3
2002	101			CR	4,150	5,100	4,850	3,500	460	7	0.7	0	0.0
2003	101			CR	4,200	5,100	4,900	3,550	460	7	0.7	1	0.1
2004	101			CR	4,250	5,250	5,000	3,600	470	8	0.8	0	0.0
2005	101			CR	4,200	5,100	4,900	3,550	460	10	1.0	4	0.4
2006	101			CR	4,350	5,300	5,050	3,650	480	6	0.6	2	0.2
2007	101			CR	4,300	5,200	5,200	3,600	340	11	1.0	1	0.1
2008	101			CR	4,350	5,250	5,200	3,650	350	7	0.6	3	0.3
2009	101			CR	4,000	4,800	4,650	3,400	320	7	0.7	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2010	101			CR	4,400	5,250	5,100	3,700	350	8	0.7	0	0.0
2011	101			CR	3,800	4,450	4,500	3,400	300	14	1.5	2	0.2
2012	101			CR	4,350	5,200	5,150	3,700	350	9	0.8	1	0.1
2013	101			CR	3,750	4,500	4,600	3,150	300	10	1.1	0	0.0
2014	101			CR	4,200	4,950	4,900	3,600	340	9	0.9	1	0.1
2015	101			CTR	3,950	4,800	4,850	3,350	320	9	0.9	1	0.1
2016	101			CTR	4,250	5,200	5,250	3,600	340	2	0.2	0	0.0
2017	101			CTR	4,250	5,700	5,650	3,450	340	6	0.6	1	0.1
2018	101			CR	4,250	4,950	4,950	3,800	890	5	0.5	0	0.0
2019	101			CR	4,300	5,000	5,000	3,850	900	5	0.5	0	0.0
2021	101			CR	4,300	4,950	5,000	3,900	900	8	0.7	0	0.0
1988	101	SEC HWY 610 FREDRICKHOUSE LK RD	1.5	CTR	3,850	5,000	4,700	3,250	380	4	1.9	1	0.5
1989	101			CTR	4,000	5,100	4,850	3,450	400	4	1.8	0	0.0
1990	101			UC	4,200	4,500	4,850	4,000	420	1	0.4	1	0.4
1991	101			UC	4,250	4,500	4,900	4,100	420	1	0.4	0	0.0
1992	101			UC	4,250	4,500	4,900	4,100	420	0	0.0	0	0.0
1993	101			CTR	4,250	5,350	5,150	3,600	420	4	1.7	0	0.0
1994	101			CTR	4,200	5,400	5,100	3,550	420	4	1.7	0	0.0
1995	101			CTR	4,300	5,500	5,300	3,600	430	2	0.8	0	0.0
1996	101			CTR	4,350	5,550	5,350	3,650	520	4	1.7	0	0.0
1997	101			CTR	4,400	5,650	5,400	3,700	530	2	0.8	0	0.0
1998	101			CTR	4,500	5,700	5,500	3,800	540	2	0.8	0	0.0
1999	101			CTR	4,100	5,150	4,950	3,450	450	3	1.3	1	0.4
2000	101			CTR	4,500	5,650	5,450	3,800	500	1	0.4	0	0.0
2001	101			CTR	4,550	5,750	5,500	3,850	500	0	0.0	0	0.0
2002	101			CTR	4,600	5,800	5,550	3,900	510	2	0.8	1	0.4
2003	101			CTR	4,650	5,800	5,550	3,950	510	2	0.8	1	0.4
2004	101			CTR	4,700	5,950	5,700	3,950	520	2	0.8	0	0.0
2005	101			CTR	4,250	5,250	5,050	3,600	680	2	0.9	0	0.0
2006	101			C	4,900	5,450	5,500	4,400	780	3	1.1	1	0.4
2007	101			C	4,350	4,850	4,900	3,900	700	2	0.8	1	0.4
2008	101			C	4,450	4,900	4,850	4,000	710	0	0.0	0	0.0
2009	101			C	4,950	5,450	5,500	4,450	790	3	1.1	0	0.0
2010	101			C	4,750	5,250	5,300	4,300	760	1	0.4	0	0.0
2011	101			IC	4,650	5,100	5,300	4,150	600	1	0.4	0	0.0
2012	101			UC	4,800	4,850	5,150	4,550	720	4	1.5	0	0.0
2013	101			CR	4,200	5,050	5,150	3,550	700	4	1.7	0	0.0
2014	101			CTR	4,700	5,750	5,800	4,000	1,200	2	0.8	0	0.0
2015	101			CTR	4,400	5,350	5,400	3,750	480	1	0.4	0	0.0
2016	101			CTR	4,700	5,750	5,800	4,000	520	3	1.2	1	0.4
2017	101			CTR	4,700	6,300	6,250	3,850	520	1	0.4	1	0.4

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2018	101			CR	4,700	5,450	5,500	4,200	660	5	1.9	0	0.0
2019	101			CR	4,750	5,500	5,550	4,250	660	2	0.8	0	0.0
2021	101			CR	4,750	5,450	5,500	4,300	660	2	0.8	0	0.0
1997	101	KIDD CK RD TIMMINS	3.9	IC	6,050	6,800	6,850	5,300	730	0	0.0	0	0.0
1998	101			IC	6,050	6,800	6,800	5,400	730	0	0.0	0	0.0
1999	101			IC	5,800	6,500	6,500	5,150	700	3	0.4	0	0.0
2000	101			IC	5,850	6,550	6,550	5,200	700	1	0.1	0	0.0
2001	101			IC	5,750	6,450	6,450	5,100	690	1	0.1	0	0.0
2002	101			IC	5,700	6,350	6,400	5,000	680	0	0.0	0	0.0
2003	101			IC	5,600	6,250	6,300	4,950	670	1	0.1	0	0.0
2004	101			IC	5,550	6,200	6,250	4,900	670	0	0.0	0	0.0
2005	101			IC	5,450	6,050	6,100	4,800	650	0	0.0	0	0.0
2006	101			IC	5,400	6,000	6,050	4,800	540	1	0.1	0	0.0
2007	101			IC	5,300	5,900	6,050	4,700	530	1	0.1	0	0.0
2008	101			IC	5,250	5,800	5,650	4,650	520	1	0.1	0	0.0
2009	101			CR	5,200	6,250	6,050	4,400	520	1	0.1	0	0.0
2010	101			CR	5,100	6,100	5,900	4,300	510	3	0.4	0	0.0
2011	101			IC	5,050	5,550	5,750	4,550	500	5	0.7	0	0.0
2012	101			IC	4,950	5,500	5,300	4,400	500	1	0.1	1	0.1
2013	101			CR	4,900	5,850	6,050	4,150	490	0	0.0	0	0.0
2014	101			CR	4,800	5,650	5,600	4,100	480	1	0.1	0	0.0
2015	101			CTR	4,750	5,800	5,850	4,050	480	2	0.3	0	0.0
2016	101			CTR	4,650	5,650	5,700	3,950	460	0	0.0	0	0.0
2017	101			CTR	4,600	6,150	6,100	3,750	460	2	0.3	0	0.0
2018	101			CTR	4,500	6,000	6,000	3,650	450	2	0.3	0	0.0
2019	101			CTR	4,450	5,950	5,900	3,600	440	3	0.5	0	0.0
2021	101			CTR	4,300	5,600	5,600	3,500	430	1	0.2	1	0.2
1988	101	PAMOUR PORCUPINE MINE ENT (N)	5.7	IC	5,700	6,600	6,450	5,000	570	6	0.5	3	0.3
1989	101			IC	5,900	6,800	6,650	5,250	590	6	0.5	1	0.1
1990	101			IC	6,100	6,950	6,850	5,450	610	5	0.4	0	0.0
1991	101			IC	6,000	6,800	6,650	5,350	600	7	0.6	0	0.0
1992	101			IC	5,900	6,550	6,500	5,350	590	3	0.2	0	0.0
1993	101			UC	5,800	6,100	6,600	5,450	580	3	0.2	0	0.0
1994	101			UC	6,000	6,350	6,850	5,600	600	4	0.3	0	0.0
1995	101			UC	6,050	6,400	6,900	5,650	480	5	0.4	0	0.0
1996	101			UC	6,100	6,450	7,150	5,800	490	8	0.6	1	0.1
1997	101			IC	6,200	6,950	7,000	5,450	500	4	0.3	1	0.1
1998	101			IC	6,250	7,000	7,000	5,550	500	4	0.3	0	0.0
1999	101			IC	6,000	6,700	6,700	5,350	540	4	0.3	1	0.1
2000	101			IC	6,400	7,150	7,150	5,700	580	5	0.4	0	0.0
2001	101			IC	6,300	7,050	7,100	5,550	570	3	0.2	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2002	101			IC	6,350	7,100	7,150	5,600	640	1	0.1	0	0.0
2003	101			IC	6,100	6,800	6,850	5,400	1,300	1	0.1	0	0.0
2004	101			IC	6,100	6,800	6,850	5,400	1,300	1	0.1	0	0.0
2005	101			IC	6,050	6,750	6,800	5,350	1,250	5	0.4	0	0.0
2006	101			IC	6,050	6,700	6,800	5,350	790	8	0.6	2	0.2
2007	101			IC	5,800	6,450	6,650	5,150	810	3	0.2	2	0.2
2008	101			IC	6,100	6,750	6,550	5,400	670	3	0.2	0	0.0
2009	101			IC	5,850	6,500	6,550	5,200	580	4	0.3	0	0.0
2010	101			IC	6,000	6,650	6,700	5,300	600	1	0.1	0	0.0
2011	101			IC	6,000	6,600	6,850	5,400	600	3	0.2	0	0.0
2012	101			IC	6,000	6,650	6,450	5,300	600	3	0.2	0	0.0
2013	101			IC	5,950	6,600	6,550	5,300	600	5	0.4	0	0.0
2014	101			IC	5,950	6,600	6,550	5,300	600	3	0.2	1	0.1
2015	101			IC	5,950	6,600	6,550	5,300	600	1	0.1	0	0.0
2016	101			IC	5,950	6,600	6,550	5,300	600	4	0.3	0	0.0
2017	101			IC	5,900	6,450	6,500	5,350	590	4	0.3	1	0.1
2018	101			IC	5,900	6,500	6,550	5,350	590	0	0.0	0	0.0
2019	101			IC	5,900	6,500	6,500	5,350	590	4	0.3	0	0.0
2021	101			IC	5,850	6,350	6,400	5,300	580	1	0.1	0	0.0
2021	101	ONR S RAMORE START OF NA	21.3										
1988	101	0.2 KM E OF HWY 576 END OF NA	0.2	IC	5,100	5,900	5,750	4,500	660	0	0.0	0	0.0
1989	101			IC	5,200	6,000	5,900	4,650	680	0	0.0	0	0.0
1990	101			IC	5,250	6,000	5,900	4,650	680	0	0.0	0	0.0
1991	101			IC	5,700	6,450	6,350	5,050	740	0	0.0	0	0.0
1992	101			IC	6,200	6,900	6,800	5,650	810	0	0.0	0	0.0
1993	101			IC	6,750	7,650	7,550	6,000	880	0	0.0	0	0.0
1994	101			IC	6,650	7,450	7,450	5,900	860	0	0.0	0	0.0
1995	101			IC	6,900	7,700	7,800	6,200	900	0	0.0	0	0.0
1996	101			IC	7,300	8,200	8,250	6,500	440	0	0.0	0	0.0
1997	101			IC	7,400	8,300	8,350	6,500	440	0	0.0	0	0.0
1998	101			IC	7,650	8,550	8,550	6,800	460	1	1.8	0	0.0
1999	101			IC	7,750	8,700	8,700	6,900	460	0	0.0	0	0.0
2000	101			IC	7,950	8,900	8,900	7,100	480	0	0.0	0	0.0
2001	101			IC	7,900	8,850	8,850	7,000	470	0	0.0	0	0.0
2002	101			IC	8,300	9,250	9,300	7,300	500	1	1.7	1	1.7
2003	101			IC	8,150	9,100	9,150	7,200	490	0	0.0	0	0.0
2004	101			IC	8,300	9,300	9,300	7,350	500	0	0.0	0	0.0
2005	101			IC	8,150	9,050	9,150	7,200	490	0	0.0	0	0.0
2006	101			IC	8,450	9,400	9,500	7,500	510	0	0.0	0	0.0
2007	101			IC	8,550	9,500	9,800	7,550	510	0	0.0	0	0.0
2008	101			IC	8,650	9,600	9,250	7,650	520	0	0.0	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2009	101			IC	8,750	9,700	9,800	7,800	520	0	0.0	0	0.0
2010	101			IC	9,000	9,950	10,000	8,000	540	0	0.0	0	0.0
2011	101			IC	9,250	10,200	10,600	8,300	560	0	0.0	0	0.0
2012	101			IC	9,250	10,200	9,950	8,200	560	0	0.0	0	0.0
2013	101			CR	9,300	11,100	11,400	7,850	560	0	0.0	0	0.0
2014	101			CR	9,500	11,200	11,100	8,100	570	0	0.0	0	0.0
2015	101			CR	9,650	11,400	11,300	8,200	580	0	0.0	0	0.0
2016	101			CR	9,750	11,500	11,400	8,300	580	0	0.0	0	0.0
2017	101			CR	9,900	11,500	11,500	8,900	590	0	0.0	0	0.0
2018	101			CR	10,000	11,600	11,700	8,950	600	0	0.0	0	0.0
2019	101			CR	10,100	11,700	11,800	9,050	610	0	0.0	0	0.0
2021	101			CR	10,400	12,000	12,000	9,400	620	1	1.3	0	0.0
1988	101	SEC HWY 576 GOVERNMENT RD	2.8	IC	3,600	4,200	4,050	3,150	540	10	2.7	3	0.8
1989	101			IC	3,700	4,250	4,200	3,300	560	11	2.9	7	1.9
1990	101			LT	3,750	5,500	5,250	2,750	600	14	3.7	2	0.5
1991	101			LT	3,850	5,400	5,200	2,850	620	18	4.6	4	1.0
1992	101			LT	3,950	5,500	5,350	3,050	630	16	4.0	4	1.0
1993	101			LT	4,100	5,650	5,100	3,000	660	13	3.1	4	1.0
1994	101			LT	4,300	6,300	6,100	3,100	690	10	2.3	3	0.7
1995	101			LT	4,450	6,400	6,200	3,250	580	9	2.0	0	0.0
1996	101			CR	4,650	5,750	5,450	3,950	510	10	2.1	1	0.2
1997	101			CR	4,750	5,900	5,600	4,050	520	8	1.6	0	0.0
1998	101			CR	4,900	6,050	5,750	4,150	540	5	1.0	1	0.2
1999	101			CR	5,000	6,150	5,850	4,250	850	4	0.8	2	0.4
2000	101			IC	5,050	5,650	5,650	4,500	860	1	0.2	0	0.0
2001	101			IC	5,100	5,700	5,750	4,500	870	3	0.6	1	0.2
2002	101			IC	5,200	5,800	5,850	4,600	730	7	1.3	2	0.4
2003	101			IC	5,250	5,850	5,900	4,650	840	6	1.1	2	0.4
2004	101			IC	5,100	5,700	5,750	4,500	820	4	0.8	2	0.4
2005	101			IC	5,100	5,650	5,750	4,500	820	5	1.0	0	0.0
2006	101			IC	5,300	5,900	5,950	4,700	1,000	4	0.7	1	0.2
2007	101			IC	4,750	5,300	5,450	4,200	810	3	0.6	1	0.2
2008	101			IC	5,100	5,650	5,450	4,500	920	3	0.6	0	0.0
2009	101			IC	5,200	5,750	5,800	4,650	730	4	0.8	0	0.0
2010	101			IC	5,350	5,900	5,950	4,750	750	2	0.4	0	0.0
2011	101			IC	4,250	4,650	4,850	3,800	600	0	0.0	0	0.0
2012	101			UC	5,150	5,200	5,500	4,900	750	0	0.0	0	0.0
2013	101			CR	4,450	5,350	5,450	3,750	710	1	0.2	0	0.0
2014	101			CTR	4,350	5,300	5,350	3,700	960	0	0.0	0	0.0
2015	101			CTR	4,950	6,050	6,100	4,200	1,000	1	0.2	0	0.0
2016	101			CTR	4,900	6,000	6,050	4,150	1,000	0	0.0	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2017	101			CTR	4,900	6,550	6,500	4,000	1,000	3	0.6	3	0.6
2018	101			CR	4,600	5,350	5,400	4,150	830	3	0.6	0	0.0
2019	101			CR	4,900	5,700	5,700	4,400	880	4	0.8	1	0.2
2021	101			CR	4,900	5,650	5,700	4,400	880	3	0.6	0	0.0
1997	101	NOTRE DAME VILLA MOBILE HOMES (N)	12.2	LT	2,050	2,900	2,850	1,500	530	8	0.9	1	0.1
1998	101			LT	2,100	2,950	2,900	1,550	550	11	1.2	2	0.2
1999	101			LT	2,150	3,000	2,900	1,550	560	10	1.0	3	0.3
2000	101			LT	2,200	3,050	3,000	1,600	570	5	0.5	0	0.0
2001	101			LT	2,250	3,150	3,050	1,650	580	5	0.5	3	0.3
2002	101			LT	2,200	3,050	3,000	1,600	570	9	0.9	2	0.2
2003	101			LT	2,200	3,050	2,950	1,600	570	5	0.5	5	0.5
2004	101			LT	2,300	3,200	3,150	1,700	600	5	0.5	1	0.1
2005	101			LT	2,300	3,150	3,100	1,700	600	8	0.8	3	0.3
2006	101			LT	2,350	3,200	3,150	1,750	560	8	0.8	3	0.3
2007	101			IT	2,350	3,000	3,150	1,900	540	6	0.6	4	0.4
2008	101			IR	2,400	2,900	2,850	2,050	550	5	0.5	1	0.1
2009	101			IT	2,450	3,100	3,100	2,050	420	8	0.7	1	0.1
2010	101			IT	2,450	3,050	3,100	2,000	420	8	0.7	3	0.3
2011	101			IR	2,800	3,350	3,250	2,400	530	3	0.2	0	0.0
2012	101			CTR	2,600	3,150	3,100	2,200	940	2	0.2	1	0.1
2013	101			CR	2,650	3,200	3,250	2,250	870	3	0.3	1	0.1
2014	101			CTR	2,700	3,300	3,300	2,300	910	3	0.2	0	0.0
2015	101			CTR	3,100	3,800	3,800	2,650	1,150	5	0.4	1	0.1
2016	101			CTR	2,850	3,500	3,500	2,400	1,050	7	0.6	3	0.2
2017	101			CTR	2,900	3,900	3,850	2,350	1,100	3	0.2	1	0.1
2018	101			CR	3,050	3,550	3,550	2,750	790	6	0.4	0	0.0
2019	101			CR	3,000	3,500	3,500	2,700	780	6	0.4	1	0.1
2021	101			CR	3,100	3,550	3,600	2,800	810	5	0.4	1	0.1
1988	101	HWY 144 (S) TIMMINS	21.3	IC	1,000	1,150	1,150	880	200	4	0.5	1	0.1
1989	101			IC	1,050	1,200	1,200	930	210	6	0.7	1	0.1
1990	101			LT	900	1,300	1,250	660	140	11	1.6	0	0.0
1991	101			LT	900	1,250	1,200	670	140	15	2.1	0	0.0
1992	101			LT	900	1,250	1,200	690	140	10	1.4	2	0.3
1993	101			LT	900	1,250	1,100	660	140	8	1.1	1	0.1
1994	101			LT	930	1,350	1,300	680	150	8	1.1	0	0.0
1995	101			LT	940	1,350	1,300	690	160	11	1.5	4	0.5
1996	101			LT	900	1,250	1,250	660	210	12	1.7	3	0.4
1997	101			LT	950	1,350	1,300	700	220	7	0.9	1	0.1
1998	101			LT	950	1,350	1,300	690	220	9	1.2	2	0.3
1999	101			LT	980	1,350	1,350	720	230	6	0.8	1	0.1
2000	101			LT	950	1,300	1,300	690	220	4	0.5	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2001	101			IT	970	1,250	1,250	790	220	3	0.4	1	0.1
2002	101			IT	1,000	1,300	1,250	820	150	7	0.9	1	0.1
2003	101			LT	990	1,350	1,350	730	210	8	1.0	2	0.3
2004	101			LT	970	1,350	1,300	710	200	2	0.3	0	0.0
2005	101			LT	980	1,350	1,300	720	210	5	0.7	2	0.3
2006	101			LT	980	1,350	1,300	720	170	4	0.5	1	0.1
2007	101			LT	970	1,350	1,350	710	180	9	1.2	2	0.3
2008	101			LT	960	1,300	1,250	710	180	7	0.9	1	0.1
2009	101			LT	990	1,350	1,300	730	190	5	0.6	0	0.0
2010	101			LT	1,000	1,350	1,300	740	190	2	0.3	1	0.1
2011	101			LT	1,000	1,300	1,300	820	210	4	0.5	1	0.1
2012	101			CTR	1,000	1,200	1,200	850	180	1	0.1	0	0.0
2013	101			CTR	1,000	1,200	1,250	850	300	5	0.6	0	0.0
2014	101			CTR	1,000	1,200	1,250	850	290	5	0.6	0	0.0
2015	101			CTR	1,000	1,200	1,250	850	430	5	0.6	1	0.1
2016	101			CTR	1,000	1,200	1,250	850	430	9	1.2	3	0.4
2017	101			CTR	1,000	1,350	1,350	810	430	8	1.0	2	0.3
2018	101			CTR	1,050	1,400	1,400	860	180	2	0.2	0	0.0
2019	101			CTR	1,000	1,350	1,350	810	170	11	1.4	1	0.1
2021	101			CTR	1,050	1,350	1,350	860	180	9	1.1	1	0.1
1988	101	COCHRANE TIMISKAMING DIST BDY	57.4	LT	900	1,300	1,250	680	130	14	0.7	4	0.2
1989	101			LT	950	1,300	1,300	700	130	17	0.9	1	0.1
1990	101			LT	600	880	840	440	80	14	1.1	3	0.2
1991	101			LT	600	840	810	440	80	12	1.0	1	0.1
1992	101			LT	600	830	810	460	80	13	1.0	2	0.2
1993	101			LT	500	690	620	370	70	13	1.2	3	0.3
1994	101			LT	630	920	890	460	90	15	1.1	1	0.1
1995	101			LT	620	890	860	450	90	12	0.9	4	0.3
1996	101			LT	500	710	690	370	70	12	1.1	2	0.2
1997	101			LT	600	850	830	440	80	14	1.1	2	0.2
1998	101			LT	590	830	810	430	80	6	0.5	2	0.2
1999	101			LT	650	900	880	470	90	19	1.4	3	0.2
2000	101			LT	590	820	800	430	80	17	1.4	7	0.6
2001	101			LT	590	830	800	430	80	6	0.5	0	0.0
2002	101			LT	570	800	780	420	80	12	1.0	2	0.2
2003	101			LT	630	870	850	470	90	12	0.9	4	0.3
2004	101			LT	590	830	800	430	80	4	0.3	0	0.0
2005	101			LT	680	930	910	500	100	10	0.7	2	0.1
2006	101			LT	620	850	830	460	90	11	0.8	4	0.3
2007	101			LT	620	850	870	460	90	13	1.0	3	0.2
2008	101			LT	600	820	790	440	80	3	0.2	1	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2009	101			LT	620	840	820	460	90	10	0.8	2	0.2
2010	101			LT	630	850	830	470	90	12	0.9	1	0.1
2011	101			LT	630	810	820	520	90	12	0.9	3	0.2
2012	101			CTR	630	760	750	540	90	10	0.8	2	0.2
2013	101			CTR	630	770	790	540	90	11	0.8	3	0.2
2014	101			CTR	450	550	550	380	60	11	1.2	3	0.3
2015	101			CTR	600	730	740	510	80	9	0.7	2	0.2
2016	101			CTR	600	730	740	510	80	5	0.4	2	0.2
2017	101			CTR	600	800	800	490	80	7	0.6	2	0.2
2018	101			CR	600	700	700	540	170	9	0.7	2	0.2
2019	101			CR	600	700	700	540	170	7	0.6	1	0.1
2021	101			CR	600	690	700	540	170	16	1.3	6	0.5
1988	101	YOUNG ST(7072)FOLYET TWP	48.3	LT	600	850	850	460	70	21	2.0	3	0.3
1989	101			LT	650	900	900	480	80	12	1.0	2	0.2
1990	101			LT	550	800	770	400	70	8	0.8	3	0.3
1991	101			LT	550	770	740	410	70	6	0.6	1	0.1
1992	101			LT	550	760	740	420	70	14	1.4	4	0.4
1993	101			LT	550	760	680	400	70	6	0.6	0	0.0
1994	101			LT	590	870	830	430	70	7	0.7	2	0.2
1995	101			LT	590	850	820	430	70	13	1.2	4	0.4
1996	101			LT	550	780	760	400	120	4	0.4	2	0.2
1997	101			LT	600	850	830	440	130	9	0.9	3	0.3
1998	101			LT	600	840	820	440	130	9	0.9	2	0.2
1999	101			LT	660	920	900	480	150	1	0.1	1	0.1
2000	101			LT	600	840	820	440	130	4	0.4	1	0.1
2001	101			LT	600	840	820	440	130	10	0.9	5	0.5
2002	101			LT	560	780	760	410	120	5	0.5	1	0.1
2003	101			LT	600	830	810	440	130	7	0.7	4	0.4
2004	101			LT	590	830	800	430	130	3	0.3	0	0.0
2005	101			IT	600	760	760	500	130	5	0.5	2	0.2
2006	101			IT	580	740	730	480	130	4	0.4	0	0.0
2007	101			IT	580	740	780	470	130	3	0.3	1	0.1
2008	101			CTR	550	680	670	470	120	2	0.2	0	0.0
2009	101			CTR	580	710	680	490	130	3	0.3	0	0.0
2010	101			CTR	580	710	680	490	130	4	0.4	1	0.1
2011	101			CTR	580	710	680	490	130	7	0.7	0	0.0
2012	101			CTR	460	560	550	390	100	3	0.4	0	0.0
2013	101			CTR	550	670	690	470	120	7	0.7	0	0.0
2014	101			CTR	390	480	480	330	90	6	0.9	1	0.1
2015	101			CTR	510	620	630	430	110	7	0.8	2	0.2
2016	101			CTR	510	620	630	430	110	6	0.7	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2017	101			CTR	500	670	660	410	110	5	0.6	0	0.0
2018	101			CTR	500	670	670	410	300	5	0.6	1	0.1
2019	101			CTR	490	650	650	400	300	2	0.2	0	0.0
2021	101			CTR	480	630	620	390	290	4	0.5	0	0.0
1988	101	SHAWMERE R BR SANDY TWP	45.6	LT	650	920	920	490	120	16	1.5	5	0.5
1989	101			LT	680	950	940	500	130	10	0.9	2	0.2
1990	101			LT	680	990	950	500	130	6	0.5	1	0.1
1991	101			LT	600	840	810	440	80	15	1.5	1	0.1
1992	101			LT	600	830	810	460	80	10	1.0	0	0.0
1993	101			LT	600	830	740	440	80	9	0.9	3	0.3
1994	101			LT	650	950	920	470	80	7	0.6	0	0.0
1995	101			LT	680	980	950	500	90	6	0.5	1	0.1
1996	101			LT	690	970	950	510	90	12	1.0	3	0.3
1997	101			LT	700	990	970	520	120	17	1.5	6	0.5
1998	101			LT	710	990	970	520	120	6	0.5	0	0.0
1999	101			LT	720	1,000	980	530	90	18	1.5	2	0.2
2000	101			LT	800	1,100	1,100	580	140	11	0.8	3	0.2
2001	101			LT	800	1,100	1,100	590	140	11	0.8	2	0.2
2002	101			LT	820	1,150	1,100	600	140	10	0.7	1	0.1
2003	101			LT	850	1,150	1,150	630	140	8	0.6	0	0.0
2004	101			LT	860	1,200	1,150	630	150	10	0.7	1	0.1
2005	101			LT	890	1,200	1,200	650	150	12	0.8	2	0.1
2006	101			LT	910	1,250	1,200	670	150	15	1.0	2	0.1
2007	101			LT	930	1,300	1,300	680	160	12	0.8	2	0.1
2008	101			LT	950	1,300	1,250	700	160	6	0.4	2	0.1
2009	101			LT	970	1,300	1,300	720	160	8	0.5	3	0.2
2010	101			LT	1,000	1,350	1,300	740	170	8	0.5	0	0.0
2011	101			LT	1,000	1,300	1,300	820	170	5	0.3	0	0.0
2012	101			IC	880	970	950	780	150	12	0.8	1	0.1
2013	101			IC	900	1,000	990	800	150	11	0.7	2	0.1
2014	101			IC	840	930	930	740	140	7	0.5	0	0.0
2015	101			IC	1,000	1,100	1,100	890	170	4	0.2	0	0.0
2016	101			IC	1,000	1,100	1,100	890	170	7	0.4	0	0.0
2017	101			IC	1,050	1,150	1,150	950	180	5	0.3	3	0.2
2018	101			IC	1,050	1,150	1,150	950	100	7	0.4	1	0.1
2019	101			IC	1,050	1,150	1,150	950	100	9	0.5	3	0.2
2021	101			IC	1,100	1,200	1,200	990	110	8	0.4	0	0.0
1988	101	N JCT HWY 129 CHAPLEAU	7.6	LT	1,000	1,400	1,400	760	320	1	0.4	0	0.0
1989	101			LT	1,050	1,450	1,450	780	340	1	0.3	0	0.0
1990	101			LT	1,050	1,550	1,450	770	340	2	0.7	0	0.0
1991	101			LT	1,050	1,450	1,400	780	170	1	0.3	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1992	101			LT	1,050	1,450	1,400	810	170	3	1.0	0	0.0
1993	101			LT	1,050	1,450	1,300	770	170	4	1.4	0	0.0
1994	101			LT	1,100	1,600	1,550	800	230	2	0.7	0	0.0
1995	101			LT	1,150	1,650	1,600	840	240	1	0.3	0	0.0
1996	101			LT	1,200	1,700	1,650	880	250	2	0.6	0	0.0
1997	101			LT	1,200	1,700	1,650	890	230	0	0.0	0	0.0
1998	101			LT	1,250	1,750	1,700	910	240	4	1.2	1	0.3
1999	101			LT	1,250	1,750	1,700	910	240	0	0.0	0	0.0
2000	101			LT	1,300	1,800	1,750	950	250	2	0.6	0	0.0
2001	101			LT	1,300	1,800	1,750	950	250	2	0.6	0	0.0
2002	101			LT	1,300	1,800	1,750	950	250	5	1.4	1	0.3
2003	101			LT	1,300	1,800	1,750	960	250	3	0.8	0	0.0
2004	101			LT	1,350	1,900	1,850	990	260	1	0.3	0	0.0
2005	101			LT	1,300	1,800	1,750	960	210	1	0.3	1	0.3
2006	101			LT	1,350	1,850	1,800	990	220	1	0.3	0	0.0
2007	101			LT	1,400	1,900	2,000	1,050	220	2	0.5	0	0.0
2008	101			IC	1,400	1,550	1,500	1,250	80	0	0.0	0	0.0
2009	101			IC	1,400	1,550	1,550	1,250	80	1	0.3	0	0.0
2010	101			IC	1,450	1,600	1,600	1,300	90	0	0.0	0	0.0
2011	101			IC	1,450	1,600	1,650	1,300	90	2	0.5	1	0.2
2012	101			CTR	1,500	1,800	1,800	1,300	90	1	0.2	1	0.2
2013	101			CTR	1,500	1,850	1,900	1,250	90	1	0.2	1	0.2
2014	101			IC	1,500	1,650	1,650	1,350	90	3	0.7	1	0.2
2015	101			IC	1,550	1,700	1,700	1,350	90	1	0.2	1	0.2
2016	101			IC	1,550	1,700	1,700	1,350	90	1	0.2	0	0.0
2017	101			IC	1,550	1,700	1,700	1,400	90	0	0.0	0	0.0
2018	101			IC	1,600	1,750	1,750	1,450	320	3	0.7	1	0.2
2019	101			IC	1,600	1,750	1,750	1,450	320	0	0.0	0	0.0
2021	101			IC	1,650	1,800	1,800	1,500	330	1	0.2	0	0.0
1988	101	S JCT HWY 129	49.4	LT	300	430	420	230	30	25	4.6	2	0.4
1989	101			LT	300	420	410	220	30	13	2.4	1	0.2
1990	101			LT	300	440	420	220	30	16	3.0	3	0.6
1991	101			LT	280	390	380	210	60	8	1.6	1	0.2
1992	101			LT	280	390	380	220	60	10	2.0	3	0.6
1993	101			LT	280	390	350	210	60	13	2.6	2	0.4
1994	101			LT	280	410	400	200	60	18	3.6	6	1.2
1995	101			LT	320	460	450	230	70	18	3.1	2	0.3
1996	101			LT	320	450	440	240	70	26	4.5	4	0.7
1997	101			LT	380	540	520	280	130	18	2.6	7	1.0
1998	101			LT	340	480	470	250	110	27	4.4	9	1.5
1999	101			LT	340	470	460	250	80	16	2.6	5	0.8

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2000	101			LT	350	490	480	260	90	12	1.9	3	0.5
2001	101			LT	360	500	490	260	90	12	1.8	2	0.3
2002	101			LT	360	500	490	260	90	13	2.0	0	0.0
2003	101			LT	350	480	470	260	90	10	1.6	1	0.2
2004	101			LT	370	520	500	270	90	12	1.8	2	0.3
2005	101			SC	380	400	440	330	70	11	1.6	1	0.1
2006	101			SC	380	400	440	340	70	6	0.9	2	0.3
2007	101			SC	390	410	450	340	70	14	2.0	0	0.0
2008	101			SC	400	420	400	350	110	2	0.3	0	0.0
2009	101			SC	400	420	470	350	110	5	0.7	0	0.0
2010	101			SC	390	410	460	340	110	10	1.4	2	0.3
2011	101			SC	410	520	480	330	110	6	0.8	1	0.1
2012	101			CTR	370	450	440	320	100	5	0.7	0	0.0
2013	101			CTR	410	500	520	350	110	7	0.9	1	0.1
2014	101			CTR	330	400	410	280	90	11	1.8	6	1.0
2015	101			CTR	400	490	490	340	110	11	1.5	1	0.1
2016	101			CTR	410	500	500	350	110	9	1.2	1	0.1
2017	101			CTR	410	550	550	330	110	15	2.0	0	0.0
2018	101			CTR	420	560	560	340	80	6	0.8	1	0.1
2019	101			CTR	420	560	560	340	80	9	1.2	2	0.3
2021	101			CTR	430	560	560	350	90	12	1.5	3	0.4
2000	101	SUDBURY ALGOMA DIST BDY	13.8	LT	300	420	410	220	80	2	1.3	1	0.7
2001	101			LT	310	430	420	230	80	3	1.9	2	1.3
2002	101			LT	320	450	440	230	80	7	4.3	2	1.2
2003	101			LT	320	440	430	240	80	2	1.2	0	0.0
2004	101			LT	340	480	460	250	80	6	3.5	0	0.0
2005	101			IC	330	370	370	290	80	1	0.6	0	0.0
2006	101			IC	350	390	390	310	90	2	1.1	1	0.6
2007	101			IC	350	390	400	310	90	4	2.3	0	0.0
2008	101			IC	380	420	410	340	100	3	1.6	0	0.0
2009	101			IC	370	410	410	330	90	2	1.1	0	0.0
2010	101			IC	370	410	410	330	90	0	0.0	0	0.0
2011	101			IC	390	430	440	350	100	3	1.5	1	0.5
2012	101			CTR	350	420	420	300	90	2	1.1	0	0.0
2013	101			CTR	390	470	490	330	100	0	0.0	0	0.0
2014	101			CTR	320	390	390	270	80	2	1.2	2	1.2
2015	101			CTR	380	460	470	320	100	0	0.0	0	0.0
2016	101			CTR	390	480	480	330	100	1	0.5	0	0.0
2017	101			CTR	390	520	520	320	100	0	0.0	0	0.0
2018	101			CTR	400	530	530	330	100	1	0.5	0	0.0
2019	101			CTR	400	530	530	330	100	2	1.0	3	1.5

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2021	101			CTR	410	530	530	330	100	2	1.0	0	0.0
1988	101	SEC HWY 651	43.3	LT	450	640	630	340	90	15	2.1	3	0.4
1989	101			LT	450	630	620	330	90	17	2.4	3	0.4
1990	101			LT	450	660	630	330	90	10	1.4	1	0.1
1991	101			LT	450	630	610	330	80	13	1.8	3	0.4
1992	101			LT	450	630	610	350	80	9	1.3	2	0.3
1993	101			LT	450	620	560	330	80	14	2.0	3	0.4
1994	101			LT	570	840	810	410	100	7	0.8	0	0.0
1995	101			LT	580	830	810	420	100	13	1.4	1	0.1
1996	101			LT	600	850	830	440	110	17	1.8	6	0.6
1997	101			LT	620	870	860	460	220	10	1.0	4	0.4
1998	101			LT	640	900	880	470	220	5	0.5	0	0.0
1999	101			LT	760	1,050	1,050	550	170	12	1.0	4	0.3
2000	101			LT	780	1,100	1,050	570	180	14	1.1	3	0.2
2001	101			LT	770	1,100	1,050	560	180	7	0.6	1	0.1
2002	101			LT	780	1,100	1,050	570	180	12	1.0	3	0.2
2003	101			LT	730	1,000	980	540	170	12	1.0	0	0.0
2004	101			LT	790	1,100	1,100	580	180	9	0.7	2	0.2
2005	101			IC	870	970	980	770	200	13	0.9	2	0.1
2006	101			IC	750	830	840	660	130	6	0.5	2	0.2
2007	101			IC	690	770	790	610	120	2	0.2	1	0.1
2008	101			IC	540	600	580	480	90	5	0.6	0	0.0
2009	101			IC	700	780	780	620	120	2	0.2	0	0.0
2010	101			IC	470	520	520	420	80	6	0.8	0	0.0
2011	101			IC	480	530	550	430	80	7	0.9	0	0.0
2012	101			CTR	490	590	590	420	80	7	0.9	1	0.1
2013	101			CTR	620	750	780	530	110	4	0.4	1	0.1
2014	101			IC	550	610	610	490	90	11	1.3	1	0.1
2015	101			IC	600	660	660	530	100	12	1.3	4	0.4
2016	101			IC	590	650	650	520	100	13	1.4	2	0.2
2017	101			IC	590	650	650	540	100	15	1.6	2	0.2
2018	101			CR	580	670	680	520	100	6	0.7	2	0.2
2019	101			CR	580	670	680	520	100	8	0.9	1	0.1
2021	101			CR	570	660	660	510	100	17	1.9	3	0.3
1988	101	SEC HWY 547(TO HAWK JCT)	6.7	LT	700	990	990	530	120	1	0.6	0	0.0
1989	101			LT	700	970	970	520	120	2	1.2	0	0.0
1990	101			LT	700	1,000	980	510	120	2	1.2	0	0.0
1991	101			LT	700	980	950	520	50	0	0.0	0	0.0
1992	101			LT	700	970	950	540	50	2	1.2	1	0.6
1993	101			LT	700	970	870	510	50	2	1.2	0	0.0
1994	101			LT	750	1,100	1,050	550	80	4	2.2	2	1.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1995	101			LT	770	1,100	1,050	560	80	3	1.6	1	0.5
1996	101			LT	780	1,100	1,050	570	80	2	1.0	0	0.0
1997	101			LT	800	1,150	1,100	590	160	3	1.5	0	0.0
1998	101			LT	810	1,150	1,100	590	160	1	0.5	0	0.0
1999	101			LT	820	1,150	1,100	600	160	2	1.0	0	0.0
2000	101			T	870	1,450	1,350	540	170	1	0.5	0	0.0
2001	101			T	880	1,450	1,400	550	180	3	1.4	0	0.0
2002	101			T	900	1,450	1,400	560	180	2	0.9	1	0.5
2003	101			T	920	1,450	1,400	580	180	4	1.8	1	0.4
2004	101			T	890	1,450	1,400	550	180	3	1.4	1	0.5
2005	101			CR	960	1,150	1,100	810	190	2	0.9	0	0.0
2006	101			CR	840	1,000	980	710	170	1	0.5	1	0.5
2007	101			CR	840	1,000	1,000	710	70	2	1.0	0	0.0
2008	101			IC	840	930	900	740	70	3	1.5	0	0.0
2009	101			IC	840	930	940	750	70	1	0.5	0	0.0
2010	101			IC	610	680	680	540	50	2	1.3	0	0.0
2011	101			IC	660	730	750	590	50	4	2.5	0	0.0
2012	101			CTR	700	850	840	600	60	2	1.2	0	0.0
2013	101			CTR	780	950	980	660	60	4	2.1	0	0.0
2014	101			CTR	690	840	850	590	60	1	0.6	0	0.0
2015	101			CTR	760	930	930	650	60	1	0.5	0	0.0
2016	101			CTR	750	920	920	640	60	0	0.0	0	0.0
2017	101			CTR	750	1,000	1,000	610	60	1	0.5	0	0.0
2018	101			CR	740	860	870	660	60	1	0.6	0	0.0
2019	101			CR	740	860	860	660	60	0	0.0	0	0.0
2021	101			CR	730	840	850	660	60	2	1.1	0	0.0
1988	101	TWIN LAKES CAMP ROAD	11.3	LT	850	1,200	1,200	650	130	5	1.4	2	0.6
1989	101			LT	850	1,200	1,150	630	130	7	2.0	0	0.0
1990	101			LT	800	1,150	1,100	580	120	4	1.2	0	0.0
1991	101			LT	800	1,100	1,100	590	120	3	0.9	0	0.0
1992	101			LT	800	1,100	1,100	620	120	1	0.3	0	0.0
1993	101			LT	800	1,100	990	590	120	7	2.1	0	0.0
1994	101			LT	800	1,150	1,150	580	120	2	0.6	0	0.0
1995	101			LT	840	1,200	1,150	610	130	7	2.0	2	0.6
1996	101			LT	850	1,200	1,150	620	130	4	1.1	1	0.3
1997	101			LT	900	1,250	1,250	670	140	2	0.5	1	0.3
1998	101			LT	870	1,200	1,200	640	130	4	1.1	1	0.3
1999	101			LT	880	1,200	1,200	640	140	4	1.1	0	0.0
2000	101			LT	850	1,200	1,150	620	90	7	2.0	0	0.0
2001	101			LT	1,000	1,400	1,350	730	110	5	1.2	1	0.2
2002	101			LT	1,050	1,450	1,450	770	120	7	1.6	2	0.5

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2003	101			CTR	1,050	1,300	1,250	890	120	2	0.5	0	0.0
2004	101			CTR	980	1,250	1,200	830	110	6	1.5	0	0.0
2005	101			IR	1,200	1,450	1,300	1,000	130	3	0.6	0	0.0
2006	101			IR	970	1,150	1,050	820	110	7	1.7	0	0.0
2007	101			IR	980	1,200	1,200	830	110	3	0.7	0	0.0
2008	101			IT	790	1,000	960	660	110	3	0.9	1	0.3
2009	101			IC	880	980	990	780	110	1	0.3	1	0.3
2010	101			IC	1,000	1,100	1,100	890	120	1	0.2	0	0.0
2011	101			IT	870	1,150	1,150	720	150	2	0.6	0	0.0
2012	101			CTR	750	910	900	640	120	0	0.0	0	0.0
2013	101			CTR	930	1,150	1,150	790	330	2	0.5	0	0.0
2014	101			IC	810	900	890	720	230	4	1.2	0	0.0
2015	101			IC	800	890	880	710	290	2	0.6	0	0.0
2016	101			IC	900	1,000	990	800	320	2	0.5	0	0.0
2017	101			IC	900	990	990	820	320	7	1.9	0	0.0
2018	101			CR	900	1,050	1,050	810	140	2	0.5	0	0.0
2019	101			CR	900	1,050	1,050	810	140	1	0.3	1	0.3
2021	101			CR	900	1,050	1,050	810	140	3	0.8	0	0.0
2021	101	WAWA E LTS START OF NA	1.3										
1988	101	WINSTON CHURCHILL AV END OF NA	2.0	LT	2,950	4,200	4,150	2,250	240	3	1.4	1	0.5
1989	101			LT	3,100	4,300	4,300	2,300	250	3	1.3	0	0.0
1990	101			LT	3,250	4,750	4,550	2,350	260	1	0.4	0	0.0
1991	101			LT	3,400	4,750	4,600	2,500	270	1	0.4	0	0.0
1992	101			LT	3,400	4,750	4,600	2,600	270	1	0.4	0	0.0
1993	101			LT	3,400	4,700	4,200	2,500	270	1	0.4	0	0.0
1994	101			LT	3,400	5,000	4,800	2,450	270	1	0.4	0	0.0
1995	101			LT	3,500	5,050	4,900	2,550	280	1	0.4	0	0.0
1996	101			LT	3,600	5,100	4,950	2,650	290	1	0.4	0	0.0
1997	101			LT	3,600	5,100	4,950	2,650	430	0	0.0	0	0.0
1998	101			LT	3,750	5,250	5,150	2,750	450	1	0.4	0	0.0
1999	101			LT	3,800	5,300	5,150	2,750	460	0	0.0	0	0.0
2000	101			LT	3,750	5,200	5,100	2,750	450	0	0.0	0	0.0
2001	101			LT	3,850	5,400	5,250	2,800	460	0	0.0	0	0.0
2002	101			LT	3,950	5,500	5,400	2,900	470	0	0.0	0	0.0
2003	101			LT	4,000	5,500	5,400	2,950	480	1	0.3	0	0.0
2004	101			LT	3,950	5,550	5,400	2,900	470	1	0.3	0	0.0
2005	101			CTR	4,100	5,100	4,900	3,500	490	2	0.7	0	0.0
2006	101			CTR	4,000	4,950	4,750	3,400	480	0	0.0	0	0.0
2007	101			CTR	4,000	4,950	4,900	3,400	480	1	0.3	0	0.0
2008	101			CTR	4,000	4,950	4,850	3,400	480	0	0.0	0	0.0
2009	101			CTR	4,100	5,000	4,850	3,500	490	0	0.0	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2010	101			IT	3,900	4,900	4,900	3,200	470	0	0.0	0	0.0
2011	101			IT	4,150	5,550	5,550	3,400	500	1	0.3	0	0.0
2012	101			IT	4,200	5,250	5,050	3,500	500	1	0.3	0	0.0
2013	101			CTR	3,750	4,550	4,700	3,200	450	1	0.4	1	0.4
2014	101			CTR	3,650	4,450	4,500	3,100	440	1	0.4	1	0.4
2015	101			CTR	4,100	5,000	5,050	3,500	490	1	0.3	0	0.0
2016	101			CTR	4,150	5,050	5,100	3,550	500	1	0.3	0	0.0
2017	101			CTR	4,150	5,550	5,500	3,400	500	0	0.0	0	0.0
2018	101			CTR	4,200	5,600	5,600	3,400	460	2	0.7	0	0.0
2019	101			CTR	4,200	5,600	5,550	3,400	460	1	0.3	0	0.0
2021	101			CTR	4,250	5,550	5,500	3,450	470	2	0.6	0	0.0
2021	101	HWY 17 END OF HWY											
1988	102	HWYS 11/17	0.2	IC	18,900	21,900	21,400	16,600	1,500	0	0.0	0	0.0
1989	102			IC	19,000	21,800	21,500	16,900	1,500	0	0.0	0	0.0
1990	102			IC	19,200	21,900	21,500	17,100	1,550	0	0.0	0	0.0
1991	102			IC	19,300	21,800	21,400	17,200	1,550	0	0.0	0	0.0
1992	102			IC	19,300	21,400	21,200	17,600	1,550	0	0.0	0	0.0
1993	102			IC	19,300	21,800	21,600	17,200	1,550	0	0.0	0	0.0
1994	102			IC	19,500	21,800	21,800	17,400	1,550	0	0.0	0	0.0
1995	102			IC	19,600	21,900	22,100	17,600	1,550	0	0.0	0	0.0
1996	102			IC	19,700	22,100	22,200	17,500	1,600	0	0.0	0	0.0
1997	102			IC	19,900	22,300	22,500	17,500	1,600	0	0.0	0	0.0
1998	102			IC	20,000	22,400	22,400	17,800	1,600	0	0.0	0	0.0
1999	102			IC	20,100	22,500	22,500	17,900	3,600	0	0.0	0	0.0
2000	102			IC	20,200	22,600	22,600	18,000	3,650	0	0.0	0	0.0
2001	102			IC	20,300	22,700	22,800	18,000	3,650	0	0.0	0	0.0
2002	102			IC	20,400	22,700	22,900	18,000	1,200	0	0.0	0	0.0
2003	102			IC	20,500	22,800	23,100	18,200	1,250	0	0.0	0	0.0
2004	102			IC	20,600	23,000	23,100	18,200	1,250	0	0.0	0	0.0
2005	102			IC	20,700	23,000	23,200	18,200	2,900	0	0.0	0	0.0
2006	102			IC	20,800	23,100	23,300	18,400	2,900	0	0.0	0	0.0
2007	102			IC	20,900	23,200	23,900	18,500	2,300	0	0.0	0	0.0
2008	102			IC	21,000	23,300	22,500	18,500	2,300	0	0.0	0	0.0
2009	102			IC	21,100	23,400	23,600	18,800	2,300	0	0.0	0	0.0
2010	102			IC	21,200	23,500	23,700	18,800	2,350	0	0.0	0	0.0
2011	102			IC	21,300	23,400	24,300	19,100	2,350	0	0.0	0	0.0
2012	102			IC	21,400	23,700	23,000	19,000	2,350	0	0.0	0	0.0
2013	102			IC	21,500	23,800	23,700	19,100	2,350	0	0.0	0	0.0
2014	102			IC	21,600	23,900	23,800	19,200	2,400	0	0.0	0	0.0
2015	102			IC	21,700	24,000	23,900	19,200	2,400	0	0.0	0	0.0
2016	102			IC	21,800	24,100	24,000	19,300	2,400	0	0.0	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2017	102			IC	21,900	24,000	24,200	19,900	2,400	0	0.0	0	0.0
2018	102			IC	22,000	24,200	24,300	19,900	2,400	0	0.0	0	0.0
2019	102			IC	22,100	24,300	24,400	20,000	2,450	0	0.0	0	0.0
2021	102			IC	22,300	24,200	24,300	20,200	2,450	0	0.0	0	0.0
2021	102	CITY OF THUNDER BAY START OF NA	6.7										
1988	102	0.157 KM W OF SEC HWY 589 END OF NA	3.5	IC	3,550	4,100	4,000	3,100	710	2	0.4	1	0.2
1989	102			IC	3,600	4,150	4,050	3,200	720	4	0.9	1	0.2
1990	102			CTR	3,600	4,500	4,250	3,150	540	3	0.6	1	0.2
1991	102			CTR	3,450	4,350	4,300	3,000	520	1	0.2	0	0.0
1992	102			CTR	3,250	4,000	3,850	2,850	490	4	1.0	2	0.5
1993	102			CTR	3,450	4,350	4,150	2,950	380	0	0.0	0	0.0
1994	102			LT	3,550	5,200	5,000	2,600	390	4	0.9	0	0.0
1995	102			LT	3,600	5,150	5,000	2,650	400	3	0.6	0	0.0
1996	102			IC	3,900	4,400	4,400	3,450	620	3	0.6	0	0.0
1997	102			LT	3,650	5,150	5,050	2,700	580	2	0.4	0	0.0
1998	102			LT	3,650	5,100	5,000	2,650	550	4	0.8	2	0.4
1999	102			LT	3,650	5,050	4,950	2,650	440	3	0.6	1	0.2
2000	102			LT	3,750	5,200	5,100	2,750	450	1	0.2	0	0.0
2001	102			LT	3,800	5,300	5,150	2,800	570	0	0.0	0	0.0
2002	102			LT	3,800	5,300	5,150	2,800	680	2	0.4	0	0.0
2003	102			LT	3,850	5,300	5,200	2,850	690	1	0.2	0	0.0
2004	102			LT	3,850	5,400	5,250	2,800	690	3	0.6	0	0.0
2005	102			CR	3,900	4,750	4,550	3,300	620	3	0.6	1	0.2
2006	102			CR	4,050	4,900	4,700	3,400	650	1	0.2	1	0.2
2007	102			CTR	4,100	5,100	5,050	3,450	620	2	0.4	0	0.0
2008	102			CTR	4,100	5,050	5,000	3,500	620	1	0.2	1	0.2
2009	102			CTR	4,050	4,950	4,800	3,450	890	5	1.0	0	0.0
2010	102			CTR	4,200	5,100	4,900	3,550	920	4	0.7	0	0.0
2011	102			CR	4,150	4,850	4,900	3,700	1,000	3	0.6	0	0.0
2012	102			CR	4,200	5,050	4,950	3,550	1,000	3	0.6	3	0.6
2013	102			CR	4,250	5,100	5,250	3,600	1,000	1	0.2	0	0.0
2014	102			IC	4,250	4,700	4,700	3,750	1,250	4	0.7	0	0.0
2015	102			IC	4,300	4,750	4,750	3,800	1,300	7	1.3	0	0.0
2016	102			CR	4,350	5,150	5,100	3,700	960	9	1.6	3	0.5
2017	102			CR	4,350	5,050	5,050	3,900	960	10	1.8	4	0.7
2018	102			CR	4,400	5,100	5,150	3,950	970	5	0.9	1	0.2
2019	102			CR	4,450	5,150	5,200	4,000	980	4	0.7	0	0.0
2021	102			CR	4,600	5,300	5,350	4,150	1,150	2	0.3	0	0.0
1988	102	MAPLEWARD RD (N&S) THUNDER BAY	22.6	C	2,050	2,300	2,300	1,850	450	21	1.2	1	0.1
1989	102			C	2,050	2,300	2,300	1,850	450	30	1.8	8	0.5
1990	102			IR	2,100	2,650	2,350	1,700	460	20	1.2	2	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1991	102			IR	2,100	2,650	2,350	1,750	460	23	1.3	4	0.2
1992	102			IR	2,100	2,600	2,300	1,800	460	16	0.9	2	0.1
1993	102			IR	2,100	2,600	2,150	1,700	480	19	1.1	1	0.1
1994	102			IR	2,150	2,650	2,350	1,800	490	17	1.0	6	0.3
1995	102			IR	2,300	2,850	2,550	1,950	530	18	0.9	5	0.3
1996	102			IR	2,300	2,850	2,550	1,950	530	25	1.3	6	0.3
1997	102			CR	2,350	2,900	2,750	2,000	540	19	1.0	2	0.1
1998	102			CR	2,400	2,950	2,800	2,050	550	15	0.8	2	0.1
1999	102			CR	2,500	3,100	2,900	2,100	750	31	1.5	6	0.3
2000	102			CR	2,400	2,950	2,800	2,050	720	13	0.7	3	0.2
2001	102			CR	2,350	2,900	2,750	2,000	800	24	1.2	8	0.4
2002	102			CR	2,400	2,950	2,800	2,000	820	18	0.9	7	0.4
2003	102			CR	2,400	2,900	2,800	2,050	820	19	1.0	7	0.4
2004	102			C	2,350	2,650	2,650	2,100	800	19	1.0	5	0.3
2005	102			CR	2,350	2,850	2,750	2,000	800	23	1.2	5	0.3
2006	102			CR	2,450	2,950	2,850	2,050	830	22	1.1	9	0.4
2007	102			CTR	2,450	3,050	3,000	2,100	830	17	0.8	4	0.2
2008	102			CTR	2,450	3,050	2,950	2,100	830	21	1.0	6	0.3
2009	102			CTR	2,450	3,000	2,900	2,100	960	21	1.0	6	0.3
2010	102			CTR	2,500	3,050	2,900	2,100	980	22	1.1	5	0.2
2011	102			CR	2,500	2,900	2,950	2,200	950	20	1.0	3	0.1
2012	102			CR	2,350	2,800	2,750	2,000	890	21	1.1	9	0.5
2013	102			CR	2,500	3,000	3,050	2,100	950	14	0.7	7	0.3
2014	102			CTR	2,500	3,050	3,100	2,100	1,100	28	1.4	14	0.7
2015	102			CTR	2,500	3,050	3,100	2,100	1,100	32	1.6	15	0.7
2016	102			CR	2,550	3,000	3,000	2,150	910	28	1.3	16	0.8
2017	102			CR	2,550	2,950	2,950	2,300	910	21	1.0	6	0.3
2018	102			CR	2,550	2,950	3,000	2,300	910	27	1.3	15	0.7
2019	102			CR	2,550	2,950	3,000	2,300	910	25	1.2	14	0.7
2021	102			CR	2,650	3,050	3,050	2,400	1,000	24	1.1	9	0.4
2021	102	W JCT HWYS 11/17 END OF HWY											
1988	105	HWY 17	13.2	IC	1,200	1,400	1,350	1,050	250	5	0.9	0	0.0
1989	105			IC	1,200	1,400	1,350	1,050	230	7	1.2	2	0.3
1990	105			IC	1,200	1,350	1,350	1,050	230	14	2.4	6	1.0
1991	105			IC	1,100	1,250	1,200	980	120	15	2.8	1	0.2
1992	105			IR	1,000	1,250	1,100	850	160	11	2.3	1	0.2
1993	105			IR	1,000	1,250	1,050	820	160	6	1.2	0	0.0
1994	105			IR	1,050	1,300	1,150	880	170	15	3.0	2	0.4
1995	105			LT	1,000	1,450	1,400	730	200	8	1.7	2	0.4
1996	105			LT	1,000	1,400	1,400	730	200	6	1.2	0	0.0
1997	105			LT	980	1,400	1,350	730	200	5	1.1	1	0.2

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1998	105			LT	960	1,350	1,300	700	190	2	0.4	0	0.0
1999	105			LT	1,000	1,400	1,350	730	200	2	0.4	0	0.0
2000	105			LT	1,000	1,400	1,350	730	200	6	1.2	0	0.0
2001	105			IT	900	1,200	1,150	730	160	5	1.2	2	0.5
2002	105			IT	1,050	1,350	1,350	870	190	10	2.0	2	0.4
2003	105			IT	1,050	1,350	1,350	860	190	5	1.0	0	0.0
2004	105			LT	1,100	1,550	1,500	810	260	7	1.3	1	0.2
2005	105			LT	1,050	1,450	1,400	770	250	10	2.0	1	0.2
2006	105			LT	1,100	1,500	1,450	810	330	18	3.4	2	0.4
2007	105			LT	1,050	1,450	1,500	770	320	7	1.4	0	0.0
2008	105			LT	1,050	1,450	1,400	770	160	12	2.4	0	0.0
2009	105			LT	1,050	1,400	1,400	780	160	9	1.8	1	0.2
2010	105			LT	1,100	1,500	1,450	810	230	9	1.7	0	0.0
2011	105			LT	1,100	1,400	1,450	900	230	7	1.3	0	0.0
2012	105			CTR	1,100	1,350	1,300	940	220	11	2.1	0	0.0
2013	105			CTR	940	1,150	1,200	800	310	6	1.3	0	0.0
2014	105			CTR	1,100	1,350	1,350	940	370	4	0.8	0	0.0
2015	105			CTR	1,100	1,350	1,350	940	370	6	1.1	1	0.2
2016	105			CTR	1,100	1,350	1,350	940	370	10	1.9	1	0.2
2017	105			CTR	1,100	1,450	1,450	900	370	3	0.6	0	0.0
2018	105			CR	1,150	1,350	1,350	1,050	290	8	1.4	1	0.2
2019	105			CR	1,100	1,300	1,300	990	280	4	0.8	1	0.2
2021	105			CR	1,100	1,250	1,250	990	280	2	0.4	0	0.0
1988	105	SEC HWY 609 TO QUIBEL (W) JONES RD (E)	86.2	IC	750	870	850	660	170	27	1.1	5	0.2
1989	105			IT	800	1,100	1,050	620	180	33	1.3	11	0.4
1990	105			IT	800	1,000	990	670	180	17	0.7	4	0.2
1991	105			IT	800	1,050	980	690	180	29	1.2	5	0.2
1992	105			IT	850	1,100	1,050	720	140	24	0.9	5	0.2
1993	105			IT	850	1,050	1,050	720	140	33	1.2	7	0.3
1994	105			IT	840	1,100	1,050	710	140	47	1.8	7	0.3
1995	105			IT	840	1,050	1,000	720	200	28	1.1	7	0.3
1996	105			IT	870	1,150	1,100	720	210	24	0.9	5	0.2
1997	105			IR	880	1,100	990	750	210	22	0.8	6	0.2
1998	105			IR	890	1,100	1,000	750	200	27	1.0	8	0.3
1999	105			IR	870	1,100	970	730	190	26	0.9	3	0.1
2000	105			IR	870	1,050	960	740	190	26	0.9	4	0.1
2001	105			IT	850	1,100	1,100	690	190	35	1.3	5	0.2
2002	105			IT	880	1,150	1,100	730	190	35	1.3	7	0.3
2003	105			IT	880	1,100	1,100	720	190	30	1.1	6	0.2
2004	105			IT	880	1,150	1,100	720	280	43	1.5	5	0.2
2005	105			IT	870	1,100	1,100	720	280	45	1.6	3	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2006	105			IR	890	1,050	970	760	280	20	0.7	1	0.0
2007	105			IR	860	1,050	1,050	730	280	39	1.4	6	0.2
2008	105			IR	770	930	920	660	140	43	1.8	5	0.2
2009	105			IR	830	1,000	900	710	150	31	1.2	3	0.1
2010	105			IR	850	1,000	930	720	150	35	1.3	1	0.0
2011	105			IR	710	850	830	610	130	31	1.4	2	0.1
2012	105			CTR	710	860	850	600	130	19	0.8	0	0.0
2013	105			CTR	700	850	880	590	240	24	1.1	4	0.2
2014	105			CTR	760	930	930	650	260	24	1.0	5	0.2
2015	105			CTR	760	930	930	650	260	22	0.9	3	0.1
2016	105			CTR	750	920	920	640	260	21	0.9	4	0.2
2017	105			CTR	740	990	980	600	250	23	1.0	7	0.3
2018	105			CTR	740	990	980	600	250	24	1.0	5	0.2
2019	105			CTR	730	970	970	590	250	26	1.1	4	0.2
2021	105			CTR	720	940	930	590	240	13	0.6	0	0.0
1988	105	TERTIARY RD 804 (W) GOLDEN FAWN RD (E)	3.8	IC	850	990	960	750	230	2	1.7	0	0.0
1989	105			IT	850	1,200	1,150	660	230	2	1.7	0	0.0
1990	105			IT	850	1,100	1,050	710	230	5	4.3	1	0.9
1991	105			IT	850	1,100	1,050	730	230	2	1.7	0	0.0
1992	105			IT	750	980	930	640	100	2	1.9	0	0.0
1993	105			IT	750	920	930	640	100	1	1.0	0	0.0
1994	105			IT	680	880	840	580	100	0	0.0	0	0.0
1995	105			IT	740	950	900	630	140	0	0.0	0	0.0
1996	105			IT	590	780	760	490	110	1	1.2	0	0.0
1997	105			IT	540	710	700	450	100	1	1.3	0	0.0
1998	105			IT	500	640	640	400	80	2	2.9	0	0.0
1999	105			IT	730	940	930	590	110	2	2.0	0	0.0
2000	105			IT	760	980	970	620	110	1	1.0	0	0.0
2001	105			IT	790	1,050	1,000	640	90	3	2.8	1	0.9
2002	105			IT	830	1,100	1,050	680	100	2	1.8	1	0.9
2003	105			IT	860	1,100	1,100	700	100	4	3.4	0	0.0
2004	105			IT	930	1,200	1,200	760	200	1	0.8	0	0.0
2005	105			IT	950	1,200	1,200	790	210	1	0.8	0	0.0
2006	105			IC	1,000	1,100	1,100	890	60	1	0.7	0	0.0
2007	105			IC	950	1,050	1,100	840	60	3	2.3	0	0.0
2008	105			IR	940	1,150	1,100	800	240	2	1.5	0	0.0
2009	105			IR	970	1,150	1,050	820	250	2	1.5	0	0.0
2010	105			CTR	990	1,200	1,150	840	260	3	2.2	0	0.0
2011	105			CTR	840	1,000	980	710	220	3	2.6	0	0.0
2012	105			CTR	840	1,000	1,000	720	220	5	4.3	0	0.0
2013	105			CTR	860	1,050	1,100	730	350	2	1.7	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2014	105			CTR	1,000	1,200	1,250	850	410	1	0.7	0	0.0
2015	105			CTR	1,050	1,300	1,300	890	430	2	1.4	0	0.0
2016	105			CTR	1,050	1,300	1,300	890	430	1	0.7	1	0.7
2017	105			CTR	1,050	1,400	1,400	860	430	4	2.8	0	0.0
2018	105			IC	1,100	1,200	1,200	1,000	310	2	1.3	0	0.0
2019	105			IC	1,100	1,200	1,200	990	310	0	0.0	0	0.0
2021	105			IC	1,150	1,250	1,250	1,050	320	0	0.0	0	0.0
1988	105	SEC HWY 657 GOLD PINES RD (E)	67.6	IC	750	870	850	660	160	27	1.5	3	0.2
1989	105			C	700	780	780	630	190	18	1.0	3	0.2
1990	105			C	700	780	780	630	190	9	0.5	1	0.1
1991	105			C	700	770	780	640	190	23	1.3	0	0.0
1992	105			C	700	760	780	640	90	28	1.6	1	0.1
1993	105			C	800	870	890	740	100	27	1.4	4	0.2
1994	105			C	730	800	810	660	90	15	0.8	2	0.1
1995	105			IC	830	930	940	740	100	30	1.5	5	0.2
1996	105			IC	710	800	800	630	90	30	1.7	6	0.3
1997	105			IC	700	780	790	620	80	22	1.3	4	0.2
1998	105			IC	700	780	780	620	110	17	1.0	1	0.1
1999	105			IC	790	880	880	700	130	17	0.9	1	0.1
2000	105			IC	810	910	910	720	130	28	1.4	2	0.1
2001	105			IC	820	920	920	730	150	23	1.1	2	0.1
2002	105			IC	840	940	940	740	150	31	1.5	5	0.2
2003	105			IC	850	950	960	750	150	21	1.0	2	0.1
2004	105			CTR	940	1,200	1,150	790	150	31	1.3	3	0.1
2005	105			CTR	910	1,150	1,100	770	150	22	1.0	4	0.2
2006	105			CTR	880	1,100	1,050	750	90	21	1.0	1	0.0
2007	105			CTR	890	1,100	1,100	750	90	30	1.4	4	0.2
2008	105			CTR	830	1,050	1,000	710	170	38	1.8	1	0.0
2009	105			CTR	920	1,100	1,100	780	180	29	1.3	3	0.1
2010	105			IT	930	1,150	1,150	770	130	34	1.5	3	0.1
2011	105			IT	940	1,250	1,250	770	130	19	0.8	1	0.0
2012	105			CTR	980	1,200	1,150	830	140	31	1.3	6	0.2
2013	105			CTR	970	1,200	1,200	820	170	22	0.9	2	0.1
2014	105			CTR	990	1,200	1,200	840	170	26	1.1	2	0.1
2015	105			CTR	1,000	1,200	1,250	850	170	19	0.8	1	0.0
2016	105			CTR	1,000	1,200	1,250	850	170	26	1.1	3	0.1
2017	105			CTR	1,050	1,400	1,400	860	180	21	0.8	5	0.2
2018	105			CR	1,050	1,200	1,250	940	220	23	0.9	2	0.1
2019	105			CR	1,050	1,200	1,250	940	220	12	0.5	5	0.2
2021	105			CR	1,100	1,250	1,250	990	230	10	0.4	2	0.1
1988	105	HWY 125 BALMERTOWN RD (E)	2.8	IC	2,800	3,250	3,150	2,450	200	7	2.4	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1989	105			C	2,850	3,150	3,200	2,550	260	6	2.0	1	0.3
1990	105			C	2,900	3,200	3,200	2,600	260	3	1.0	0	0.0
1991	105			C	3,000	3,300	3,350	2,750	270	5	1.6	0	0.0
1992	105			IC	3,050	3,400	3,350	2,800	150	6	1.9	1	0.3
1993	105			IC	3,100	3,500	3,450	2,750	160	11	3.4	0	0.0
1994	105			IC	3,250	3,650	3,650	2,900	160	7	2.1	1	0.3
1995	105			IC	3,450	3,850	3,900	3,100	170	10	2.8	1	0.3
1996	105			IC	3,400	3,800	3,850	3,050	170	9	2.6	0	0.0
1997	105			IC	3,500	3,900	3,950	3,100	180	11	3.0	0	0.0
1998	105			IC	3,600	4,050	4,050	3,200	180	8	2.2	2	0.5
1999	105			IC	3,650	4,100	4,100	3,250	70	9	2.4	0	0.0
2000	105			IC	3,700	4,150	4,150	3,300	70	8	2.1	0	0.0
2001	105			IC	3,750	4,200	4,200	3,300	110	5	1.3	0	0.0
2002	105			IC	3,800	4,250	4,250	3,350	110	12	3.1	1	0.3
2003	105			IC	3,900	4,350	4,400	3,450	120	5	1.2	2	0.5
2004	105			IC	4,050	4,550	4,550	3,600	490	6	1.4	0	0.0
2005	105			IC	4,000	4,450	4,500	3,550	480	3	0.7	0	0.0
2006	105			IC	4,000	4,450	4,500	3,550	120	5	1.2	0	0.0
2007	105			IC	4,100	4,550	4,700	3,600	120	3	0.7	0	0.0
2008	105			IC	4,100	4,550	4,400	3,600	250	8	1.9	2	0.5
2009	105			IC	4,250	4,700	4,750	3,800	260	5	1.1	1	0.2
2010	105			IC	4,300	4,750	4,800	3,800	260	7	1.6	1	0.2
2011	105			IC	4,350	4,800	4,950	3,900	260	5	1.1	0	0.0
2012	105			IC	4,500	5,000	4,850	4,000	280	6	1.3	0	0.0
2013	105			IC	4,450	4,950	4,900	3,950	710	14	3.0	1	0.2
2014	105			IC	4,550	5,050	5,000	4,050	720	3	0.6	0	0.0
2015	105			IC	4,600	5,100	5,050	4,100	730	6	1.3	0	0.0
2016	105			IC	4,650	5,150	5,100	4,100	740	4	0.8	0	0.0
2017	105			IC	4,750	5,200	5,250	4,300	760	3	0.6	1	0.2
2018	105			IC	4,700	5,150	5,200	4,250	280	6	1.2	0	0.0
2019	105			IC	4,850	5,350	5,350	4,400	290	1	0.2	0	0.0
2021	105			IC	4,950	5,350	5,400	4,500	300	1	0.2	0	0.0
2021	105	SEC HWY 618 END OF HWY											
1988	108	HWY 17	20.7	IC	2,650	3,050	3,000	2,350	370	12	0.6	0	0.0
1989	108			IC	2,650	3,050	3,000	2,350	450	17	0.8	3	0.1
1990	108			IC	2,350	2,700	2,650	2,100	310	16	0.9	1	0.1
1991	108			SC	2,250	2,500	2,700	2,000	290	25	1.5	1	0.1
1992	108			SC	1,400	1,450	1,650	1,300	180	28	2.6	0	0.0
1993	108			SC	2,300	2,550	2,800	2,050	300	17	1.0	3	0.2
1994	108			SC	2,150	2,250	2,450	2,000	280	19	1.2	4	0.2
1995	108			C	2,200	2,400	2,450	2,000	290	25	1.5	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1996	108			C	2,050	2,300	2,350	1,850	270	17	1.1	2	0.1
1997	108			UC	2,000	2,100	2,350	1,900	260	13	0.9	1	0.1
1998	108			UC	2,200	2,350	2,550	2,100	200	18	1.1	1	0.1
1999	108			UC	2,100	2,250	2,450	2,000	190	17	1.1	3	0.2
2000	108			UC	2,100	2,250	2,500	1,950	190	18	1.1	1	0.1
2001	108			C	2,050	2,300	2,300	1,850	140	14	0.9	1	0.1
2002	108			C	2,150	2,400	2,450	1,950	150	15	0.9	0	0.0
2003	108			C	2,150	2,400	2,400	1,950	150	10	0.6	1	0.1
2004	108			C	2,150	2,400	2,450	1,950	150	12	0.7	0	0.0
2005	108			CR	2,200	2,650	2,550	1,850	200	18	1.1	1	0.1
2006	108			CR	2,150	2,600	2,500	1,800	190	10	0.6	1	0.1
2007	108			CR	2,150	2,600	2,600	1,800	190	13	0.8	0	0.0
2008	108			IC	2,150	2,400	2,300	1,900	110	20	1.2	1	0.1
2009	108			IC	2,150	2,400	2,400	1,900	110	11	0.7	1	0.1
2010	108			CR	2,150	2,600	2,500	1,800	110	6	0.4	0	0.0
2011	108			CR	2,150	2,500	2,550	1,900	110	11	0.7	0	0.0
2012	108			CTR	2,150	2,600	2,600	1,850	110	11	0.7	0	0.0
2013	108			CTR	2,150	2,600	2,700	1,850	110	9	0.6	0	0.0
2014	108			CTR	2,150	2,600	2,650	1,850	110	11	0.7	1	0.1
2015	108			CTR	2,150	2,600	2,650	1,850	110	7	0.4	1	0.1
2016	108			CTR	2,150	2,600	2,650	1,850	110	7	0.4	0	0.0
2017	108			CTR	2,150	2,850	2,850	1,750	110	11	0.7	0	0.0
2018	108			CTR	2,150	2,850	2,850	1,750	110	13	0.8	2	0.1
2019	108			CTR	2,150	2,850	2,850	1,750	190	13	0.8	1	0.1
2021	108			CTR	2,150	2,800	2,800	1,750	190	13	0.8	0	0.0
1988	108	ALGOM NORDIC MINE RD ELLIOT LAKE	4.0	C	3,700	4,100	4,100	3,350	300	3	0.6	0	0.0
1989	108			IC	3,550	4,100	4,000	3,150	500	5	1.0	1	0.2
1990	108			IC	3,250	3,700	3,650	2,900	460	7	1.5	2	0.4
1991	108			SC	2,900	3,200	3,500	2,600	410	3	0.7	1	0.2
1992	108			CTR	3,000	3,700	3,550	2,600	420	8	1.8	1	0.2
1993	108			CTR	3,000	3,800	3,650	2,550	420	4	0.9	0	0.0
1994	108			CTR	2,850	3,650	3,500	2,400	400	3	0.7	0	0.0
1995	108			C	2,850	3,100	3,200	2,600	400	3	0.7	0	0.0
1996	108			C	2,600	2,950	2,950	2,350	550	10	2.6	1	0.3
1997	108			C	2,500	2,800	2,850	2,250	520	3	0.8	0	0.0
1998	108			C	2,400	2,700	2,700	2,150	500	0	0.0	0	0.0
1999	108			C	2,550	2,850	2,900	2,300	540	2	0.5	0	0.0
2000	108			C	2,500	2,800	2,800	2,250	520	3	0.8	0	0.0
2001	108			C	2,350	2,650	2,650	2,100	140	1	0.3	0	0.0
2002	108			C	2,550	2,850	2,900	2,300	150	1	0.3	0	0.0
2003	108			CTR	2,500	3,100	3,000	2,100	180	2	0.5	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2004	108			CTR	2,350	2,950	2,850	2,000	190	2	0.6	0	0.0
2005	108			CTR	2,400	2,950	2,850	2,050	190	1	0.3	0	0.0
2006	108			C	2,300	2,550	2,600	2,050	180	1	0.3	0	0.0
2007	108			CTR	2,300	2,850	2,800	1,950	160	3	0.9	0	0.0
2008	108			IC	2,350	2,600	2,500	2,050	210	2	0.6	0	0.0
2009	108			IC	2,350	2,600	2,650	2,100	210	2	0.6	0	0.0
2010	108			IC	2,250	2,500	2,500	2,000	200	1	0.3	0	0.0
2011	108			IC	2,350	2,600	2,700	2,100	210	0	0.0	0	0.0
2012	108			CTR	2,200	2,650	2,650	1,850	160	0	0.0	0	0.0
2013	108			CTR	2,200	2,700	2,750	1,850	370	2	0.6	0	0.0
2014	108			CTR	2,150	2,600	2,650	1,850	230	0	0.0	0	0.0
2015	108			CTR	2,150	2,600	2,650	1,850	230	3	1.0	0	0.0
2016	108			CTR	2,100	2,550	2,600	1,800	220	0	0.0	0	0.0
2017	108			CTR	2,100	2,800	2,800	1,700	220	0	0.0	0	0.0
2018	108			CTR	2,050	2,750	2,750	1,650	220	1	0.3	0	0.0
2019	108			CTR	2,050	2,750	2,700	1,650	220	1	0.3	0	0.0
2021	108			CTR	2,000	2,600	2,600	1,650	220	1	0.3	0	0.0
2021	108	A POINT 24.7 KM N OF HWY 17 START OF NA	5.7										
1988	108	30.4 KM NORTH OF HWY 17 END OF NA	6.6	UC	4,100	4,300	4,650	3,850	250	9	0.9	0	0.0
1989	108			UC	3,450	3,600	3,900	3,300	210	8	1.0	1	0.1
1990	108			UC	2,100	2,250	2,450	2,000	130	7	1.4	0	0.0
1991	108			SC	1,900	2,100	2,300	1,700	110	3	0.7	1	0.2
1992	108			SC	1,000	1,050	1,150	920	60	2	0.8	0	0.0
1993	108			SC	1,000	1,100	1,200	890	60	3	1.2	0	0.0
1994	108			SC	1,100	1,150	1,250	1,000	70	4	1.5	0	0.0
1995	108			T	460	800	780	280	40	6	5.4	0	0.0
1996	108			T	460	800	780	280	40	4	3.6	1	0.9
1997	108			LT	460	650	630	340	40	3	2.7	1	0.9
1998	108			LT	460	640	630	340	40	1	0.9	0	0.0
1999	108			LT	540	750	730	390	40	2	1.5	0	0.0
2000	108			LT	630	880	860	460	50	1	0.7	0	0.0
2001	108			LT	690	970	940	510	60	2	1.2	0	0.0
2002	108			LT	660	920	900	480	50	2	1.3	0	0.0
2003	108			LT	670	920	900	490	50	2	1.2	0	0.0
2004	108			LT	760	1,050	1,050	560	60	1	0.5	0	0.0
2005	108			LT	740	1,000	990	540	60	1	0.6	0	0.0
2006	108			LT	730	1,000	970	540	60	1	0.6	0	0.0
2007	108			LT	750	1,050	1,050	550	50	1	0.6	0	0.0
2008	108			LT	870	1,200	1,150	640	60	1	0.5	0	0.0
2009	108			LT	770	1,050	1,000	570	50	2	1.1	1	0.5
2010	108			C	790	870	880	710	60	0	0.0	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2011	108			C	800	880	890	720	60	0	0.0	0	0.0
2012	108			CTR	820	990	980	700	60	2	1.0	0	0.0
2013	108			CTR	830	1,000	1,050	700	60	1	0.5	0	0.0
2014	108			CTR	840	1,000	1,050	710	60	0	0.0	0	0.0
2015	108			CTR	860	1,050	1,050	730	60	0	0.0	0	0.0
2016	108			CTR	870	1,050	1,050	740	60	3	1.4	0	0.0
2017	108			CTR	880	1,200	1,150	720	60	0	0.0	0	0.0
2018	108			CTR	900	1,200	1,200	730	60	1	0.5	0	0.0
2019	108			IR	910	1,050	1,050	790	80	2	0.9	0	0.0
2021	108			IR	940	1,050	1,050	830	80	1	0.4	0	0.0
1988	108	STANROCK MINE RD ELLIOT RD	3.0	UC	3,900	4,100	4,400	3,650	230	0	0.0	0	0.0
1989	108			UC	3,200	3,350	3,600	3,050	260	1	0.3	0	0.0
1990	108			UC	1,950	2,100	2,250	1,850	160	0	0.0	0	0.0
1991	108			SC	1,400	1,550	1,700	1,250	110	0	0.0	0	0.0
1992	108			SC	600	630	700	550	50	2	3.0	0	0.0
1993	108			SC	600	670	730	530	50	1	1.5	2	3.0
1994	108			SC	660	690	760	610	50	0	0.0	0	0.0
1995	108			T	600	1,050	1,000	370	60	0	0.0	0	0.0
1996	108			T	520	900	880	320	50	2	3.5	0	0.0
1997	108			IR	440	550	490	370	40	1	2.1	0	0.0
1998	108			IR	370	460	410	310	40	0	0.0	0	0.0
1999	108			IR	400	500	440	340	40	1	2.3	0	0.0
2000	108			IR	420	510	470	350	40	0	0.0	0	0.0
2001	108			T	370	610	580	230	40	0	0.0	0	0.0
2002	108			T	490	800	770	300	50	0	0.0	0	0.0
2003	108			T	480	760	720	300	50	0	0.0	0	0.0
2004	108			T	390	640	620	240	40	2	4.7	0	0.0
2005	108			T	680	1,050	1,000	430	70	0	0.0	0	0.0
2006	108			T	480	740	710	300	50	0	0.0	0	0.0
2007	108			T	470	730	690	300	50	0	0.0	0	0.0
2008	108			CTR	430	530	520	370	40	1	2.1	0	0.0
2009	108			CTR	470	570	550	400	50	0	0.0	0	0.0
2010	108			IR	550	650	600	470	60	1	1.7	0	0.0
2011	108			IR	460	550	540	390	50	0	0.0	0	0.0
2012	108			CTR	390	470	470	330	40	1	2.3	0	0.0
2013	108			CTR	450	550	570	380	40	0	0.0	0	0.0
2014	108			IT	440	550	540	360	40	0	0.0	0	0.0
2015	108			IT	420	530	520	350	40	0	0.0	0	0.0
2016	108			IT	420	530	520	350	40	0	0.0	0	0.0
2017	108			IT	410	540	540	350	40	0	0.0	0	0.0
2018	108			IT	410	540	540	350	40	0	0.0	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2019	108			IR	340	390	390	300	50	0	0.0	0	0.0
2021	108			IR	390	440	440	340	60	0	0.0	0	0.0
1988	108	DENISON MINE RD ELLIOT LAKE	1.0	UC	2,200	2,300	2,500	2,050	150	1	1.2	0	0.0
1989	108			UC	1,750	1,850	2,000	1,650	230	1	1.6	0	0.0
1990	108			UC	900	960	1,050	860	120	1	3.0	0	0.0
1991	108			IC	400	450	440	360	50	0	0.0	0	0.0
1992	108			IC	350	390	390	320	50	0	0.0	0	0.0
1993	108			IC	350	400	390	310	50	0	0.0	0	0.0
1994	108			IC	310	350	350	280	40	0	0.0	0	0.0
1995	108			IR	300	370	330	260	40	0	0.0	0	0.0
1996	108			IR	300	370	330	260	40	0	0.0	0	0.0
1997	108			CTR	300	380	370	250	40	0	0.0	0	0.0
1998	108			CTR	310	390	380	260	40	0	0.0	0	0.0
1999	108			CTR	300	380	360	250	40	0	0.0	0	0.0
2000	108			CTR	300	380	360	250	40	0	0.0	0	0.0
2001	108			LT	300	420	410	220	40	0	0.0	0	0.0
2002	108			LT	360	500	490	260	50	1	7.6	0	0.0
2003	108			LT	370	510	500	270	50	0	0.0	0	0.0
2004	108			LT	350	490	480	260	50	0	0.0	0	0.0
2005	108			LT	440	600	590	320	60	0	0.0	0	0.0
2006	108			LT	350	480	470	260	50	0	0.0	0	0.0
2007	108			LT	350	480	490	260	50	0	0.0	0	0.0
2008	108			CTR	340	420	410	290	40	0	0.0	0	0.0
2009	108			CTR	360	440	420	310	50	0	0.0	0	0.0
2010	108			CR	310	370	360	260	40	0	0.0	0	0.0
2011	108			CR	370	430	440	330	50	0	0.0	0	0.0
2012	108			CTR	310	380	370	260	40	1	8.8	0	0.0
2013	108			CTR	360	440	450	310	50	0	0.0	0	0.0
2014	108			IT	360	450	440	300	50	0	0.0	0	0.0
2015	108			IT	370	460	460	310	50	0	0.0	0	0.0
2016	108			IT	370	460	460	310	50	0	0.0	0	0.0
2017	108			IT	370	490	490	310	50	0	0.0	0	0.0
2018	108			IT	380	500	500	320	50	0	0.0	0	0.0
2019	108			IT	380	500	500	320	100	0	0.0	0	0.0
2021	108			IT	390	510	510	330	100	0	0.0	0	0.0
1988	108	PANEL MINE RD ELLIOT LAKE	0.6	UC	1,150	1,200	1,300	1,100	170	0	0.0	0	0.0
1989	108			UC	850	890	960	810	150	0	0.0	0	0.0
1990	108			UC	500	540	580	480	90	0	0.0	0	0.0
1991	108			IC	400	450	440	360	70	0	0.0	0	0.0
1992	108			HT	200	400	360	90	40	0	0.0	0	0.0
1993	108			HT	200	400	360	90	40	0	0.0	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1994	108			HT	290	570	530	130	50	0	0.0	0	0.0
1995	108			HT	300	570	520	140	50	0	0.0	0	0.0
1996	108			HT	340	640	580	150	60	0	0.0	0	0.0
1997	108			HT	380	720	650	170	70	0	0.0	0	0.0
1998	108			HT	410	750	690	190	70	0	0.0	0	0.0
1999	108			HT	350	630	580	160	60	0	0.0	0	0.0
2000	108			HT	330	580	520	150	60	0	0.0	0	0.0
2001	108			T	300	490	470	190	50	0	0.0	0	0.0
2002	108			T	330	540	520	210	60	0	0.0	0	0.0
2003	108			T	330	520	500	210	60	0	0.0	0	0.0
2004	108			LR	330	540	430	220	60	0	0.0	0	0.0
2005	108			LR	320	500	400	220	60	0	0.0	0	0.0
2006	108			HT	280	450	400	130	50	0	0.0	0	0.0
2007	108			HT	270	440	400	130	50	0	0.0	0	0.0
2008	108			HT	270	430	420	130	50	2	33.7	1	16.9
2009	108			HT	270	410	360	130	50	0	0.0	0	0.0
2010	108			HT	280	420	370	140	50	0	0.0	0	0.0
2011	108			HT	280	430	430	180	50	0	0.0	0	0.0
2012	108			CTR	220	270	260	190	40	0	0.0	0	0.0
2013	108			CTR	260	320	330	220	50	0	0.0	0	0.0
2014	108			IT	250	310	310	210	40	0	0.0	0	0.0
2015	108			IT	250	310	310	210	40	0	0.0	0	0.0
2016	108			IT	240	300	300	200	40	0	0.0	0	0.0
2017	108			IT	240	320	320	200	40	0	0.0	0	0.0
2018	108			IT	230	300	300	190	40	0	0.0	0	0.0
2019	108			CTR	230	310	310	190	60	0	0.0	0	0.0
2021	108			CTR	220	290	290	180	60	0	0.0	0	0.0
2021	108	SEC HWY 639 END OF HWY											
1988	112	HWY 11 ROUND LAKE DIVERSION	12.4	IC	1,400	1,600	1,600	1,250	150	2	0.3	0	0.0
1989	112			IC	1,450	1,650	1,650	1,300	160	6	0.9	0	0.0
1990	112			IC	1,450	1,650	1,600	1,300	160	8	1.2	0	0.0
1991	112			IC	1,450	1,650	1,600	1,300	160	9	1.4	1	0.2
1992	112			IC	1,450	1,600	1,600	1,300	160	4	0.6	0	0.0
1993	112			IC	1,450	1,650	1,600	1,300	160	2	0.3	0	0.0
1994	112			IC	1,500	1,700	1,700	1,350	160	5	0.7	0	0.0
1995	112			IC	1,500	1,700	1,700	1,350	160	9	1.3	0	0.0
1996	112			IC	1,550	1,750	1,750	1,400	170	5	0.7	0	0.0
1997	112			IC	1,550	1,750	1,750	1,350	170	9	1.3	0	0.0
1998	112			IC	1,600	1,800	1,800	1,400	180	4	0.6	0	0.0
1999	112			IC	1,500	1,700	1,700	1,350	160	7	1.0	0	0.0
2000	112			IC	1,450	1,600	1,600	1,300	160	4	0.6	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2001	112			IC	1,450	1,600	1,650	1,300	160	9	1.4	0	0.0
2002	112			IC	1,400	1,550	1,550	1,250	140	8	1.3	1	0.2
2003	112			IC	1,400	1,550	1,600	1,250	140	9	1.4	1	0.2
2004	112			IC	1,400	1,550	1,550	1,250	140	5	0.8	0	0.0
2005	112			IC	1,400	1,550	1,550	1,250	170	1	0.2	0	0.0
2006	112			IC	1,350	1,500	1,500	1,200	160	6	1.0	0	0.0
2007	112			IC	1,350	1,500	1,550	1,200	160	8	1.3	0	0.0
2008	112			IC	1,350	1,500	1,450	1,200	160	5	0.8	0	0.0
2009	112			CR	1,400	1,700	1,600	1,200	170	4	0.6	0	0.0
2010	112			CR	1,350	1,600	1,550	1,150	160	1	0.2	1	0.2
2011	112			CR	1,300	1,500	1,550	1,150	160	2	0.3	1	0.2
2012	112			UC	1,550	1,550	1,650	1,450	190	7	1.0	1	0.1
2013	112			UC	1,350	1,350	1,350	1,300	160	2	0.3	0	0.0
2014	112			UC	1,350	1,350	1,300	1,300	160	4	0.7	1	0.2
2015	112			UC	1,350	1,350	1,300	1,300	160	0	0.0	0	0.0
2016	112			UC	1,300	1,300	1,250	1,250	160	8	1.4	1	0.2
2017	112			UC	1,300	1,300	1,300	1,250	160	5	0.8	0	0.0
2018	112			UC	1,300	1,300	1,300	1,250	160	6	1.0	2	0.3
2019	112			UC	1,300	1,300	1,300	1,250	120	4	0.7	0	0.0
2021	112			UC	1,250	1,250	1,250	1,200	110	5	0.9	0	0.0
1988	112	SEC HWY 650 DANE	7.4	IC	2,000	2,300	2,250	1,750	160	6	1.1	0	0.0
1989	112			IC	2,050	2,350	2,300	1,800	160	10	1.8	2	0.4
1990	112			IC	2,050	2,350	2,300	1,800	160	10	1.8	1	0.2
1991	112			IC	2,050	2,300	2,300	1,800	160	4	0.7	0	0.0
1992	112			IC	2,050	2,300	2,250	1,850	160	6	1.1	0	0.0
1993	112			IC	2,150	2,450	2,400	1,900	170	3	0.5	0	0.0
1994	112			IC	2,100	2,350	2,350	1,850	170	8	1.4	1	0.2
1995	112			IC	2,150	2,400	2,400	1,950	170	2	0.3	0	0.0
1996	112			IC	2,150	2,400	2,400	1,900	170	6	1.0	0	0.0
1997	112			IC	2,200	2,450	2,500	1,950	180	8	1.3	1	0.2
1998	112			IC	2,200	2,450	2,450	1,950	180	3	0.5	0	0.0
1999	112			IC	2,100	2,350	2,350	1,850	170	5	0.9	2	0.4
2000	112			IC	2,100	2,350	2,350	1,850	170	3	0.5	0	0.0
2001	112			IC	2,100	2,350	2,350	1,850	170	3	0.5	1	0.2
2002	112			IC	2,000	2,250	2,250	1,750	160	9	1.7	0	0.0
2003	112			IC	2,050	2,300	2,300	1,800	160	6	1.1	0	0.0
2004	112			IC	2,050	2,300	2,300	1,800	160	5	0.9	1	0.2
2005	112			IC	2,050	2,300	2,300	1,800	160	7	1.3	0	0.0
2006	112			IC	2,000	2,200	2,250	1,750	160	4	0.7	0	0.0
2007	112			IC	2,000	2,200	2,300	1,750	240	9	1.7	0	0.0
2008	112			IC	2,000	2,200	2,150	1,750	240	2	0.4	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2009	112			IC	1,950	2,150	2,200	1,750	230	6	1.1	1	0.2
2010	112			IC	1,950	2,150	2,200	1,750	230	10	1.9	1	0.2
2011	112			IC	1,950	2,150	2,200	1,750	230	4	0.8	0	0.0
2012	112			UC	2,200	2,200	2,350	2,100	260	2	0.3	0	0.0
2013	112			UC	1,950	1,950	1,950	1,850	230	4	0.8	0	0.0
2014	112			UC	2,000	2,000	1,900	1,900	160	4	0.7	0	0.0
2015	112			UC	1,950	1,950	1,900	1,850	150	6	1.1	1	0.2
2016	112			UC	1,950	1,950	1,900	1,850	150	4	0.8	0	0.0
2017	112			UC	1,950	1,950	1,950	1,850	150	5	0.9	0	0.0
2018	112			UC	1,950	1,950	1,950	1,850	150	4	0.8	0	0.0
2019	112			UC	1,900	1,850	1,900	1,850	170	8	1.6	1	0.2
2021	112			UC	1,900	1,900	1,950	1,850	170	8	1.6	1	0.2
2021	112	HWY 66 KIRKLAND LAKE END OF HWY											
2021	115	HWY 401 M/C FRWY IC S JCT HWY 35	18.9										
1992	115	N JCT HWY 35 IC(ENTERPRISE HILL)	2.5	IR	11,500	14,100	12,700	9,800	920	9	0.9	2	0.2
1993	115			IR	11,500	14,100	11,900	9,400	920	16	1.5	1	0.1
1994	115			IR	12,800	15,800	14,100	10,700	1,000	13	1.1	0	0.0
1995	115			IR	13,300	16,400	14,700	11,300	1,050	9	0.7	1	0.1
1996	115			IR	13,800	17,100	15,400	11,800	1,100	11	0.9	0	0.0
1997	115			IR	14,300	17,900	16,000	12,200	1,150	7	0.5	0	0.0
1998	115			IR	14,800	18,400	16,600	12,400	1,200	2	0.1	1	0.1
1999	115			IR	15,400	19,100	17,100	12,900	1,250	9	0.6	1	0.1
2000	115			IR	15,900	19,500	17,600	13,400	1,250	7	0.5	0	0.0
2001	115			IR	16,400	20,300	18,200	13,900	1,300	14	0.9	1	0.1
2002	115			IR	16,900	20,800	18,700	14,400	1,350	5	0.3	1	0.1
2003	115			IR	17,100	20,800	18,800	14,500	1,350	10	0.6	1	0.1
2004	115			IR	17,500	21,600	19,400	14,800	1,400	7	0.4	1	0.1
2005	115			IR	18,000	21,700	19,700	15,300	1,450	14	0.9	1	0.1
2006	115			IR	18,400	22,200	20,100	15,600	1,450	15	0.9	0	0.0
2007	115			IR	18,500	22,400	22,300	15,700	1,500	8	0.5	1	0.1
2008	115			IR	19,400	23,500	23,100	16,600	1,550	4	0.2	1	0.1
2009	115			CTR	19,800	24,200	23,400	16,800	2,000	7	0.4	2	0.1
2010	115			CTR	20,300	24,700	23,700	17,200	2,050	6	0.3	0	0.0
2011	115			IR	19,700	23,500	23,000	16,800	1,950	0	0.0	0	0.0
2012	115			IC	14,000	15,500	15,000	12,400	1,400	11	0.9	0	0.0
2013	115			IC	19,900	22,000	21,900	17,600	2,000	2	0.1	0	0.0
2014	115			CR	21,800	25,700	25,500	18,600	2,350	11	0.6	0	0.0
2015	115			CR	20,900	24,600	24,500	17,800	2,250	16	0.8	1	0.1
2016	115			CR	21,200	25,000	24,800	18,100	2,250	10	0.5	2	0.1
2017	115			CR	21,600	25,000	25,200	19,400	2,300	10	0.5	0	0.0
2018	115			CR	21,900	25,400	25,600	19,700	2,350	15	0.8	2	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2019	115			CR	22,300	25,900	26,000	20,000	2,400	8	0.4	0	0.0
2021	115			CR	23,000	26,500	26,600	20,800	2,550	13	0.6	0	0.0
1990	115	BOUNDARY ROAD IC-129	3.5	IR	11,500	14,600	12,800	9,450	920	8	0.5	1	0.1
1991	115			IR	11,700	14,700	13,000	9,700	940	14	0.9	1	0.1
1992	115			IR	11,500	14,100	12,700	9,800	920	10	0.7	0	0.0
1993	115			IR	11,500	14,100	11,900	9,400	920	6	0.4	0	0.0
1994	115			IR	12,800	15,800	14,100	10,700	1,000	7	0.4	0	0.0
1995	115			IR	13,300	16,400	14,700	11,300	1,050	5	0.3	0	0.0
1996	115			IR	13,800	17,100	15,400	11,800	1,100	8	0.5	0	0.0
1997	115			IR	14,300	17,900	16,000	12,200	1,150	11	0.6	1	0.1
1998	115			IR	14,800	18,400	16,600	12,400	1,200	8	0.4	0	0.0
1999	115			IR	15,400	19,100	17,100	12,900	1,250	14	0.7	0	0.0
2000	115			IR	15,900	19,500	17,600	13,400	1,250	9	0.4	0	0.0
2001	115			IR	16,300	20,100	18,100	13,800	1,300	7	0.3	0	0.0
2002	115			IR	16,800	20,700	18,600	14,300	1,350	4	0.2	1	0.0
2003	115			IR	17,300	21,000	19,000	14,700	1,400	13	0.6	3	0.1
2004	115			IR	17,800	22,000	19,700	15,000	1,400	10	0.4	0	0.0
2005	115			IR	18,300	22,100	20,000	15,600	1,450	12	0.5	1	0.0
2006	115			IR	18,800	22,700	20,500	16,000	1,500	4	0.2	1	0.0
2007	115			IR	19,300	23,400	23,300	16,400	1,950	10	0.4	2	0.1
2008	115			IR	19,800	24,000	23,500	16,900	2,000	7	0.3	0	0.0
2009	115			IR	20,300	24,400	22,100	17,300	2,050	5	0.2	1	0.0
2010	115			IR	20,800	24,800	22,700	17,700	2,100	9	0.3	1	0.0
2011	115			IR	21,300	25,400	24,900	18,200	2,150	7	0.3	1	0.0
2012	115			IR	21,800	25,900	25,200	18,600	2,200	10	0.4	1	0.0
2013	115			IR	22,300	26,500	28,500	19,000	2,250	7	0.2	0	0.0
2014	115			IR	22,800	27,100	27,200	19,400	2,300	11	0.4	0	0.0
2015	115			IR	23,300	27,700	27,800	19,800	2,350	7	0.2	1	0.0
2016	115			IR	23,800	28,300	28,400	20,300	2,400	9	0.3	2	0.1
2017	115			IR	24,300	29,800	29,900	20,700	2,450	10	0.3	3	0.1
2018	115			IR	24,800	30,500	30,400	21,200	2,500	11	0.3	2	0.1
2019	115			IR	25,300	31,300	31,200	21,600	2,550	8	0.2	0	0.0
2021	115			IR	26,300	31,800	31,700	22,600	2,650	7	0.2	0	0.0
1990	115	SANDARASKA PARK RD (S)	4.6	IR	11,500	14,600	12,800	9,450	920	13	0.7	2	0.1
1991	115			IR	11,700	14,700	13,000	9,700	940	17	0.9	0	0.0
1992	115			IR	11,500	14,100	12,700	9,800	920	9	0.5	2	0.1
1993	115			IR	11,500	14,100	11,900	9,400	920	13	0.7	0	0.0
1994	115			IR	12,800	15,800	14,100	10,700	1,000	9	0.4	1	0.0
1995	115			IR	13,300	16,400	14,700	11,300	1,050	16	0.7	1	0.0
1996	115			IR	13,800	17,100	15,400	11,800	1,100	15	0.6	0	0.0
1997	115			IR	14,300	17,900	16,000	12,200	1,150	10	0.4	2	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1998	115			IR	14,800	18,400	16,600	12,400	1,200	20	0.8	0	0.0
1999	115			IR	15,400	19,100	17,100	12,900	1,250	12	0.5	0	0.0
2000	115			IR	15,900	19,500	17,600	13,400	1,250	14	0.5	1	0.0
2001	115			IR	16,300	20,100	18,100	13,800	1,300	20	0.7	1	0.0
2002	115			IR	16,800	20,700	18,600	14,300	1,350	26	0.9	0	0.0
2003	115			IR	17,300	21,000	19,000	14,700	1,400	20	0.7	1	0.0
2004	115			IR	17,800	22,000	19,700	15,000	1,400	22	0.7	0	0.0
2005	115			IR	18,300	22,100	20,000	15,600	1,450	33	1.1	2	0.1
2006	115			IR	18,800	22,700	20,500	16,000	1,500	18	0.6	1	0.0
2007	115			IR	19,300	23,400	23,300	16,400	1,950	22	0.7	2	0.1
2008	115			IR	19,800	24,000	23,500	16,900	2,000	21	0.6	0	0.0
2009	115			IR	20,300	24,400	22,100	17,300	2,050	12	0.4	1	0.0
2010	115			IR	20,800	24,800	22,700	17,700	2,100	12	0.3	0	0.0
2011	115			IR	21,300	25,400	24,900	18,200	2,150	10	0.3	0	0.0
2012	115			IR	21,800	25,900	25,200	18,600	2,200	12	0.3	0	0.0
2013	115			IR	19,500	23,200	24,900	16,600	1,950	12	0.4	0	0.0
2014	115			IR	22,200	26,400	26,500	18,900	2,200	13	0.3	0	0.0
2015	115			IR	22,700	27,000	27,100	19,300	2,250	18	0.5	2	0.1
2016	115			IR	23,200	27,600	27,700	19,700	2,300	10	0.3	1	0.0
2017	115			IR	23,600	28,600	28,500	20,100	2,350	14	0.4	1	0.0
2018	115			IR	24,100	29,300	29,100	20,500	2,400	12	0.3	0	0.0
2019	115			IR	24,500	29,800	29,700	20,900	2,450	16	0.4	0	0.0
2021	115			IR	25,400	30,400	30,300	21,700	2,550	7	0.2	0	0.0
1990	115	VICTORIA RD 12(TO PONTYPOOL)	8.5	IR	11,500	14,600	12,800	9,450	920	24	0.7	0	0.0
1991	115			IR	11,700	14,700	13,000	9,700	940	27	0.7	3	0.1
1992	115			IR	11,500	14,100	12,700	9,800	920	24	0.7	4	0.1
1993	115			IR	11,500	14,100	11,900	9,400	920	15	0.4	0	0.0
1994	115			IR	12,800	15,800	14,100	10,700	1,000	24	0.6	2	0.1
1995	115			IR	13,300	16,400	14,700	11,300	1,050	26	0.6	1	0.0
1996	115			IR	13,800	17,100	15,400	11,800	1,100	28	0.6	5	0.1
1997	115			IR	14,300	17,900	16,000	12,200	1,150	30	0.7	2	0.0
1998	115			IR	14,800	18,400	16,600	12,400	1,200	27	0.6	0	0.0
1999	115			IR	15,400	19,100	17,100	12,900	1,250	18	0.4	0	0.0
2000	115			IR	15,900	19,500	17,600	13,400	1,250	25	0.5	0	0.0
2001	115			IR	16,400	20,300	18,200	13,900	1,300	29	0.6	2	0.0
2002	115			IR	16,900	20,800	18,700	14,400	1,350	30	0.6	3	0.1
2003	115			IR	17,400	21,100	19,100	14,800	1,400	34	0.6	2	0.0
2004	115			IR	17,900	22,100	19,800	15,100	1,450	38	0.7	5	0.1
2005	115			IR	18,400	22,200	20,200	15,700	1,450	41	0.7	2	0.0
2006	115			IR	18,900	22,800	20,700	16,100	1,500	47	0.8	0	0.0
2007	115			IR	19,400	23,500	23,400	16,400	1,950	35	0.6	2	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2008	115			IR	19,900	24,100	23,700	17,000	2,000	25	0.4	2	0.0
2009	115			IR	20,400	24,500	22,200	17,300	2,050	17	0.3	0	0.0
2010	115			IR	20,900	24,900	22,800	17,800	2,100	25	0.4	1	0.0
2011	115			IR	20,100	24,000	23,500	17,200	2,000	18	0.3	0	0.0
2012	115			IR	20,000	23,800	23,200	17,100	2,000	30	0.5	1	0.0
2013	115			IR	18,700	22,300	23,900	15,900	1,850	19	0.3	1	0.0
2014	115			IR	21,600	25,700	25,800	18,400	2,150	31	0.5	2	0.0
2015	115			IR	22,000	26,200	26,200	18,700	2,200	24	0.4	1	0.0
2016	115			IR	22,400	26,700	26,700	19,100	2,250	9	0.1	1	0.0
2017	115			IR	22,800	27,700	27,500	19,400	2,300	15	0.2	0	0.0
2018	115			IR	23,300	28,300	28,100	19,800	2,350	22	0.3	3	0.0
2019	115			IR	23,700	28,800	28,700	20,200	2,350	32	0.4	10	0.1
2021	115			IR	24,500	29,300	29,200	20,900	2,450	22	0.3	0	0.0
1990	115	PETERBOROUGH RD 10 UP IC	2.4	IR	11,500	14,600	12,800	9,450	920	14	1.4	1	0.1
1991	115			IR	11,700	14,700	13,000	9,700	940	10	1.0	0	0.0
1992	115			IR	11,700	14,400	12,900	9,950	940	11	1.1	0	0.0
1993	115			IR	11,700	14,400	12,100	9,550	940	18	1.8	2	0.2
1994	115			IR	11,800	14,500	13,000	9,900	940	7	0.7	0	0.0
1995	115			IR	11,900	14,700	13,100	10,100	950	3	0.3	0	0.0
1996	115			IR	11,900	14,800	13,300	10,100	950	7	0.7	1	0.1
1997	115			IR	12,000	15,000	13,400	10,200	960	8	0.8	2	0.2
1998	115			IR	12,000	14,900	13,400	10,100	960	9	0.9	1	0.1
1999	115			IR	15,000	18,600	16,600	12,600	1,200	12	0.9	1	0.1
2000	115			IR	15,000	18,400	16,600	12,700	1,200	5	0.4	0	0.0
2001	115			IR	15,700	19,400	17,400	13,300	1,250	12	0.9	0	0.0
2002	115			IR	18,000	22,200	19,900	15,300	1,450	6	0.4	1	0.1
2003	115			IR	17,200	20,900	18,900	14,600	1,400	10	0.7	0	0.0
2004	115			IR	17,900	22,100	19,800	15,100	1,450	13	0.8	1	0.1
2005	115			IR	18,300	22,100	20,000	15,600	1,450	16	1.0	1	0.1
2006	115			IR	20,900	25,200	22,800	17,700	1,650	16	0.9	1	0.1
2007	115			IR	21,200	25,700	25,600	18,000	2,100	8	0.4	1	0.1
2008	115			IR	21,600	26,200	25,700	18,500	2,150	11	0.6	1	0.1
2009	115			IR	22,000	26,400	24,000	18,700	2,200	8	0.4	0	0.0
2010	115			IR	22,400	26,700	24,400	19,100	2,250	9	0.5	0	0.0
2011	115			IR	23,600	28,200	27,600	20,200	2,350	10	0.5	1	0.0
2012	115			IR	24,400	29,000	28,300	20,900	2,450	5	0.2	0	0.0
2013	115			IR	19,500	23,200	24,900	16,600	1,950	6	0.4	0	0.0
2014	115			IR	24,800	29,500	29,600	21,100	2,500	7	0.3	1	0.0
2015	115			IR	25,500	30,400	30,400	21,700	2,550	9	0.4	0	0.0
2016	115			IR	26,200	31,200	31,300	22,300	2,600	5	0.2	0	0.0
2017	115			IR	26,900	33,000	33,100	22,900	2,700	6	0.3	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2018	115			IR	27,600	34,000	33,800	23,600	2,750	10	0.4	3	0.1
2019	115			IR	28,200	34,900	34,700	24,100	2,800	7	0.3	0	0.0
2021	115			IR	29,600	35,700	35,600	25,500	2,950	5	0.2	0	0.0
1988	115	W JCT HWY 7A(TO PORT PERRY)	4.7	IR	11,900	15,500	13,100	9,500	1,650	11	0.5	2	0.1
1989	115			IR	13,300	17,200	14,800	10,900	1,850	13	0.6	1	0.0
1990	115			IR	14,800	18,800	16,400	12,100	2,050	10	0.4	1	0.0
1991	115			IR	15,200	19,200	16,900	12,600	2,150	3	0.1	0	0.0
1992	115			IR	15,500	19,100	17,000	13,200	2,150	5	0.2	0	0.0
1993	115			IR	15,700	19,300	16,200	12,800	2,200	1	0.0	0	0.0
1994	115			IR	17,100	21,100	18,800	14,300	1,900	8	0.3	0	0.0
1995	115			IR	17,900	22,000	19,700	15,300	1,950	3	0.1	0	0.0
1996	115			IR	18,700	23,200	20,900	15,900	1,300	6	0.2	0	0.0
1997	115			IR	19,500	24,400	21,800	16,600	1,350	7	0.2	0	0.0
1998	115			IR	20,300	25,200	22,700	17,100	1,400	11	0.3	2	0.1
1999	115			IR	20,100	24,900	22,300	16,900	1,400	3	0.1	0	0.0
2000	115			IR	20,600	25,200	22,800	17,400	1,450	6	0.2	1	0.0
2001	115			IR	20,900	25,800	23,200	17,700	1,650	1	0.0	0	0.0
2002	115			IR	21,100	26,000	23,400	17,900	1,700	9	0.2	0	0.0
2003	115			IR	21,800	26,500	24,000	18,500	1,750	10	0.3	0	0.0
2004	115			IR	21,600	26,700	23,900	18,300	1,750	6	0.2	0	0.0
2005	115			IR	22,500	27,200	24,700	19,200	1,800	9	0.2	0	0.0
2006	115			IR	22,100	26,700	24,200	18,800	1,750	3	0.1	0	0.0
2007	115			IR	22,400	27,100	27,100	19,000	1,800	8	0.2	1	0.0
2008	115			IR	21,900	26,500	26,000	18,700	1,750	12	0.3	1	0.0
2009	115			IR	23,100	27,700	25,200	19,600	1,850	5	0.1	1	0.0
2010	115			IR	22,500	26,800	24,500	19,200	1,800	2	0.1	0	0.0
2011	115			IR	23,700	28,300	27,700	20,200	1,900	14	0.3	1	0.0
2012	115			IR	24,000	28,600	27,800	20,500	1,900	6	0.1	0	0.0
2013	115			IR	22,500	26,800	28,700	19,200	1,800	5	0.1	0	0.0
2014	115			IR	24,300	28,900	29,000	20,700	1,950	5	0.1	0	0.0
2015	115			IR	24,600	29,300	29,300	20,900	1,950	20	0.5	2	0.0
2016	115			IR	24,900	29,600	29,700	21,200	2,000	7	0.2	0	0.0
2017	115			IR	25,200	28,500	28,600	21,700	2,000	13	0.3	0	0.0
2018	115			IR	25,500	28,800	29,100	22,100	2,050	19	0.4	3	0.1
2019	115			IR	25,800	29,200	29,500	22,400	2,050	13	0.3	2	0.0
2021	115			IR	26,400	29,700	30,000	23,300	2,100	6	0.1	1	0.0
2021	115	JCT HWY 7 & JCT HWY 115 IC	6.4										
1988	115	HWY 7 QUEENSWAY PETERBOROUGH	0.8	CR	12,200	15,600	14,600	10,100	1,200	3	0.8	1	0.3
1989	115			CR	12,400	15,900	14,800	10,400	1,250	3	0.8	1	0.3
1990	115			CR	13,200	16,400	15,200	11,900	1,300	6	1.6	0	0.0
1991	115			CR	13,200	16,200	15,200	11,900	1,300	4	1.0	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1992	115			CR	14,200	17,500	16,200	12,800	1,400	6	1.4	0	0.0
1993	115			CR	14,900	18,300	17,100	13,400	1,500	4	0.9	1	0.2
1994	115			CR	15,500	19,100	17,700	14,000	1,550	2	0.4	2	0.4
1995	115			CR	16,000	19,800	18,900	13,800	1,600	2	0.4	1	0.2
1996	115			IC	16,700	18,800	18,800	14,900	1,650	4	0.8	1	0.2
1997	115			IC	17,300	19,400	19,500	15,200	1,400	1	0.2	0	0.0
1998	115			IC	17,800	19,900	19,900	15,800	1,400	1	0.2	0	0.0
1999	115			IC	18,400	20,600	20,600	16,400	1,450	0	0.0	0	0.0
2000	115			IC	19,000	21,300	21,300	16,900	1,500	3	0.5	0	0.0
2001	115			IC	19,600	21,900	22,000	17,300	1,550	2	0.3	0	0.0
2002	115			IC	20,200	22,500	22,700	17,800	1,600	1	0.2	0	0.0
2003	115			IC	20,800	23,200	23,400	18,400	1,650	3	0.5	0	0.0
2004	115			IC	21,400	23,900	24,000	18,900	1,700	3	0.5	0	0.0
2005	115			IC	20,600	22,900	23,100	18,200	1,650	2	0.3	0	0.0
2006	115			IC	21,100	23,400	23,700	18,700	1,700	3	0.5	0	0.0
2007	115			IC	21,500	23,900	24,600	19,000	1,700	3	0.5	0	0.0
2008	115			IC	21,900	24,300	23,500	19,300	1,750	1	0.2	0	0.0
2009	115			IC	22,300	24,800	25,000	19,800	1,800	1	0.2	0	0.0
2010	115			IC	22,700	25,100	25,300	20,100	1,800	0	0.0	0	0.0
2011	115			IC	23,500	25,800	26,800	21,100	1,900	0	0.0	0	0.0
2012	115			IC	24,000	26,600	25,800	21,300	1,900	0	0.0	0	0.0
2013	115			IC	24,400	27,000	26,900	21,600	1,950	0	0.0	0	0.0
2014	115			IC	24,900	27,600	27,400	22,100	2,000	0	0.0	0	0.0
2015	115			IC	25,300	28,000	27,900	22,400	2,000	1	0.1	0	0.0
2016	115			IC	25,700	28,400	28,300	22,800	2,050	0	0.0	0	0.0
2017	115			IC	26,200	28,700	28,900	23,800	2,100	1	0.1	0	0.0
2018	115			IC	26,600	29,300	29,400	24,100	2,150	0	0.0	0	0.0
2019	115			IC	27,100	29,800	29,900	24,500	2,150	0	0.0	0	0.0
2021	115			IC	27,900	30,300	30,400	25,200	2,250	0	0.0	0	0.0
2021	115	PETERBOROUGH START OF NA	2.2										
2021	115	HWY 7B&N JCT HWY 28 END OF NA END OF HWY											
1988	118	HWY 28	3.3	IT	1,350	1,950	1,800	1,000	110	0	0.0	0	0.0
1989	118			IT	1,400	1,950	1,900	1,100	110	0	0.0	0	0.0
1990	118			IT	1,450	1,850	1,800	1,200	120	0	0.0	0	0.0
1991	118			IT	1,450	1,900	1,800	1,250	120	0	0.0	0	0.0
1992	118			IR	1,500	1,850	1,650	1,300	120	0	0.0	0	0.0
1993	118			IR	1,500	1,850	1,550	1,250	120	0	0.0	0	0.0
1994	118			IR	1,550	1,900	1,700	1,300	120	0	0.0	0	0.0
1995	118			IR	1,600	1,950	1,750	1,350	160	0	0.0	0	0.0
1996	118			IR	1,650	2,050	1,850	1,400	160	0	0.0	0	0.0
1997	118			IR	1,700	2,100	1,900	1,450	170	0	0.0	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1998	118			IR	1,750	2,150	1,950	1,450	180	0	0.0	0	0.0
1999	118			IR	1,800	2,250	2,000	1,500	180	0	0.0	0	0.0
2000	118			IR	1,850	2,250	2,050	1,550	180	0	0.0	0	0.0
2001	118			IR	1,900	2,350	2,100	1,600	190	0	0.0	0	0.0
2002	118			IR	1,950	2,400	2,150	1,650	200	0	0.0	0	0.0
2003	118			IR	2,000	2,450	2,200	1,700	200	1	0.4	0	0.0
2004	118			IR	2,050	2,550	2,250	1,750	200	2	0.8	0	0.0
2005	118			IR	2,100	2,550	2,300	1,800	210	3	1.2	0	0.0
2006	118			IR	2,100	2,550	2,300	1,800	150	2	0.8	0	0.0
2007	118			IR	2,200	2,650	2,650	1,850	310	0	0.0	0	0.0
2008	118			IR	2,000	2,400	2,400	1,700	280	3	1.2	0	0.0
2009	118			IR	1,900	2,300	2,050	1,600	270	1	0.4	0	0.0
2010	118			IR	1,800	2,150	1,950	1,550	250	1	0.5	0	0.0
2011	118			IR	2,150	2,550	2,500	1,850	300	3	1.2	0	0.0
2012	118			IR	1,900	2,250	2,200	1,600	270	5	2.2	0	0.0
2013	118			CTR	1,850	2,250	2,350	1,550	190	3	1.3	0	0.0
2014	118			CTR	2,100	2,550	2,600	1,800	210	1	0.4	0	0.0
2015	118			CTR	2,100	2,550	2,600	1,800	210	5	2.0	0	0.0
2016	118			CTR	2,150	2,600	2,650	1,850	220	1	0.4	0	0.0
2017	118			CTR	2,150	2,850	2,850	1,750	220	1	0.4	0	0.0
2018	118			CTR	2,200	2,950	2,950	1,800	220	1	0.4	0	0.0
2019	118			CTR	2,200	2,950	2,900	1,800	220	3	1.1	0	0.0
2021	118			CTR	2,250	2,950	2,900	1,850	220	3	1.1	0	0.0
1988	118	HALIBURTON DIST HASTINGS CTY BDY	8.2	LT	700	990	990	530	60	0	0.0	0	0.0
1989	118			LT	700	970	970	520	60	0	0.0	0	0.0
1990	118			LT	750	1,100	1,050	550	60	0	0.0	0	0.0
1991	118			LT	750	1,050	1,000	560	60	0	0.0	0	0.0
1992	118			R	800	1,350	1,050	460	60	0	0.0	0	0.0
1993	118			R	800	1,350	1,050	460	60	0	0.0	0	0.0
1994	118			R	900	1,650	1,300	490	70	0	0.0	0	0.0
1995	118			LR	1,050	1,750	1,450	690	80	0	0.0	0	0.0
1996	118			LR	1,100	1,850	1,500	730	90	0	0.0	0	0.0
1997	118			LR	1,200	2,000	1,600	800	100	0	0.0	0	0.0
1998	118			LR	1,300	2,150	1,750	860	100	0	0.0	0	0.0
1999	118			LR	1,250	2,050	1,650	820	100	0	0.0	0	0.0
2000	118			LR	1,300	2,100	1,700	870	100	0	0.0	0	0.0
2001	118			LR	1,250	2,050	1,650	840	100	0	0.0	0	0.0
2002	118			LR	1,400	2,300	1,800	950	110	0	0.0	0	0.0
2003	118			LR	1,400	2,200	1,800	940	110	3	0.7	0	0.0
2004	118			LR	1,350	2,200	1,750	900	110	3	0.7	0	0.0
2005	118			LR	1,350	2,100	1,700	920	110	11	2.7	2	0.5

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2006	118			LR	1,400	2,200	1,750	950	110	9	2.2	3	0.7
2007	118			LR	1,300	2,050	1,950	880	100	5	1.3	0	0.0
2008	118			LR	1,450	2,250	2,200	990	120	4	0.9	0	0.0
2009	118			LR	1,450	2,200	1,800	990	120	7	1.6	0	0.0
2010	118			LR	1,450	2,150	1,750	980	120	6	1.4	0	0.0
2011	118			LR	1,550	2,400	2,250	1,100	120	4	0.9	0	0.0
2012	118			LR	1,550	2,300	2,250	1,050	120	6	1.3	0	0.0
2013	118			CTR	1,700	2,050	2,150	1,450	140	11	2.2	2	0.4
2014	118			CTR	1,650	2,000	2,050	1,400	130	7	1.4	0	0.0
2015	118			CTR	1,650	2,000	2,050	1,400	130	5	1.0	0	0.0
2016	118			CTR	1,700	2,050	2,100	1,450	140	3	0.6	0	0.0
2017	118			CTR	1,700	2,250	2,250	1,400	140	8	1.6	0	0.0
2018	118			CTR	1,750	2,350	2,350	1,450	140	5	1.0	0	0.0
2019	118			CTR	1,750	2,350	2,300	1,400	140	3	0.6	0	0.0
2021	118			CTR	1,850	2,400	2,400	1,500	150	3	0.5	0	0.0
1988	118	E JCT HALIBURTON RD 648 LOOP RD (N)	1.8	R	750	1,400	1,050	400	60	0	0.0	0	0.0
1989	118			R	800	1,450	1,100	440	60	0	0.0	0	0.0
1990	118			R	850	1,600	1,250	460	70	0	0.0	0	0.0
1991	118			R	850	1,500	1,200	490	70	0	0.0	0	0.0
1992	118			R	900	1,550	1,200	510	70	0	0.0	0	0.0
1993	118			R	900	1,550	1,200	510	70	0	0.0	0	0.0
1994	118			R	950	1,750	1,400	510	80	0	0.0	0	0.0
1995	118			R	1,000	1,850	1,450	540	80	0	0.0	0	0.0
1996	118			R	1,050	2,000	1,500	570	80	0	0.0	0	0.0
1997	118			R	1,100	2,100	1,600	600	90	0	0.0	0	0.0
1998	118			R	1,150	2,150	1,650	610	90	0	0.0	0	0.0
1999	118			R	1,150	2,150	1,600	610	90	0	0.0	0	0.0
2000	118			R	1,300	2,400	1,800	700	100	0	0.0	0	0.0
2001	118			R	1,200	2,250	1,700	650	100	0	0.0	0	0.0
2002	118			R	1,400	2,600	1,950	760	110	0	0.0	0	0.0
2003	118			R	1,400	2,500	1,900	760	110	1	1.1	0	0.0
2004	118			LR	1,600	2,600	2,100	1,050	130	0	0.0	0	0.0
2005	118			LR	1,550	2,400	1,950	1,050	120	1	1.0	0	0.0
2006	118			LR	1,550	2,400	1,950	1,050	120	2	2.0	0	0.0
2007	118			LR	1,550	2,450	2,350	1,050	190	0	0.0	0	0.0
2008	118			LR	1,500	2,350	2,300	1,050	180	0	0.0	0	0.0
2009	118			LR	1,450	2,200	1,800	990	170	1	1.1	0	0.0
2010	118			LR	1,400	2,100	1,700	950	170	2	2.2	0	0.0
2011	118			LR	1,650	2,550	2,400	1,150	200	1	0.9	0	0.0
2012	118			LR	1,900	2,850	2,750	1,300	230	2	1.6	0	0.0
2013	118			CTR	1,300	1,600	1,650	1,100	130	1	1.2	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2014	118			CTR	1,700	2,050	2,100	1,450	170	5	4.6	0	0.0
2015	118			CTR	1,750	2,150	2,150	1,500	170	1	0.9	0	0.0
2016	118			CTR	1,800	2,200	2,200	1,550	180	1	0.9	0	0.0
2017	118			CTR	1,800	2,400	2,400	1,450	180	0	0.0	0	0.0
2018	118			CTR	1,850	2,450	2,450	1,500	180	1	0.8	0	0.0
2019	118			CTR	1,900	2,550	2,500	1,550	190	1	0.8	0	0.0
2021	118			CTR	1,950	2,550	2,550	1,600	200	1	0.8	0	0.0
1988	118	HALIBURTON RD 48 DYNO RD (S)	9.8	IR	750	980	830	600	60	0	0.0	0	0.0
1989	118			IR	800	1,050	890	660	60	0	0.0	0	0.0
1990	118			IR	850	1,100	940	700	70	0	0.0	0	0.0
1991	118			IR	850	1,050	940	710	70	0	0.0	0	0.0
1992	118			R	900	1,550	1,200	510	70	0	0.0	0	0.0
1993	118			R	900	1,550	1,200	510	70	0	0.0	0	0.0
1994	118			R	950	1,750	1,400	510	80	0	0.0	0	0.0
1995	118			LR	1,000	1,700	1,350	660	80	0	0.0	0	0.0
1996	118			LR	1,050	1,750	1,400	700	80	0	0.0	0	0.0
1997	118			LR	1,000	1,700	1,350	670	80	0	0.0	0	0.0
1998	118			LR	1,150	1,900	1,550	760	90	0	0.0	0	0.0
1999	118			LR	1,150	1,900	1,500	760	90	0	0.0	0	0.0
2000	118			LR	1,200	1,950	1,550	800	100	0	0.0	0	0.0
2001	118			LR	1,250	2,050	1,650	840	100	0	0.0	0	0.0
2002	118			LR	1,300	2,100	1,700	880	100	0	0.0	0	0.0
2003	118			LR	1,350	2,150	1,700	910	110	1	0.2	0	0.0
2004	118			LR	1,400	2,300	1,800	940	110	7	1.4	1	0.2
2005	118			LR	1,400	2,200	1,750	950	110	2	0.4	0	0.0
2006	118			LR	1,450	2,250	1,800	980	120	13	2.5	1	0.2
2007	118			LR	1,500	2,350	2,250	1,000	180	10	1.9	0	0.0
2008	118			LR	1,550	2,400	2,350	1,050	190	5	0.9	0	0.0
2009	118			LR	1,600	2,450	2,000	1,100	190	5	0.9	0	0.0
2010	118			LR	1,650	2,450	2,000	1,100	200	9	1.5	0	0.0
2011	118			LR	1,700	2,650	2,450	1,200	200	5	0.8	0	0.0
2012	118			LR	1,750	2,600	2,550	1,200	210	4	0.6	0	0.0
2013	118			CTR	1,400	1,700	1,750	1,200	170	7	1.4	0	0.0
2014	118			CTR	1,750	2,150	2,150	1,500	210	8	1.3	1	0.2
2015	118			CTR	1,800	2,200	2,200	1,550	220	8	1.2	0	0.0
2016	118			CTR	1,800	2,200	2,200	1,550	220	4	0.6	0	0.0
2017	118			CTR	1,850	2,450	2,450	1,500	220	1	0.2	0	0.0
2018	118			CTR	1,900	2,550	2,550	1,550	230	8	1.2	0	0.0
2019	118			CTR	1,950	2,600	2,600	1,600	240	4	0.6	0	0.0
2021	118			CTR	2,000	2,600	2,600	1,650	240	5	0.7	0	0.0
1988	118	W JCT HALIBURYON RD 648 LOOP RD (N)	3.8	LR	1,100	1,950	1,400	680	90	0	0.0	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1989	118			LR	1,150	1,950	1,500	760	90	0	0.0	0	0.0
1990	118			LR	1,200	2,100	1,650	760	100	0	0.0	0	0.0
1991	118			LR	1,200	2,100	1,650	760	100	0	0.0	0	0.0
1992	118			LR	1,500	2,400	1,950	990	120	0	0.0	0	0.0
1993	118			LR	1,500	2,400	1,950	980	120	0	0.0	0	0.0
1994	118			LR	1,450	2,400	1,900	950	120	0	0.0	0	0.0
1995	118			LR	1,500	2,500	2,050	980	120	0	0.0	0	0.0
1996	118			LR	1,500	2,500	2,000	1,000	120	0	0.0	0	0.0
1997	118			R	1,550	3,000	2,250	850	120	0	0.0	0	0.0
1998	118			LR	1,600	2,650	2,150	1,050	130	0	0.0	0	0.0
1999	118			LR	1,650	2,700	2,200	1,100	130	0	0.0	0	0.0
2000	118			LR	1,650	2,650	2,150	1,100	130	0	0.0	0	0.0
2001	118			LR	1,700	2,800	2,200	1,150	140	0	0.0	0	0.0
2002	118			LR	1,750	2,850	2,300	1,200	140	0	0.0	0	0.0
2003	118			LR	1,800	2,850	2,300	1,200	140	1	0.4	0	0.0
2004	118			LR	1,800	2,950	2,350	1,200	140	3	1.2	0	0.0
2005	118			LR	1,650	2,600	2,100	1,100	130	4	1.7	0	0.0
2006	118			LR	1,850	2,900	2,300	1,250	150	4	1.5	0	0.0
2007	118			LR	1,900	3,000	2,850	1,300	230	1	0.4	0	0.0
2008	118			LR	1,900	2,950	2,900	1,300	230	3	1.1	0	0.0
2009	118			LR	1,950	2,950	2,400	1,350	230	2	0.7	0	0.0
2010	118			LR	1,950	2,900	2,400	1,300	230	4	1.5	1	0.4
2011	118			LR	2,000	3,100	2,900	1,400	240	3	1.1	0	0.0
2012	118			LR	2,050	3,050	3,000	1,400	250	3	1.0	0	0.0
2013	118			CTR	1,850	2,250	2,350	1,550	200	1	0.4	1	0.4
2014	118			CTR	2,050	2,500	2,500	1,750	230	5	1.7	1	0.3
2015	118			CTR	2,100	2,550	2,600	1,800	230	5	1.7	1	0.3
2016	118			CTR	2,100	2,550	2,600	1,800	230	2	0.7	0	0.0
2017	118			CTR	2,150	2,850	2,850	1,750	240	3	1.0	1	0.3
2018	118			CTR	2,150	2,850	2,850	1,750	240	3	1.0	0	0.0
2019	118			CTR	2,200	2,950	2,900	1,800	240	0	0.0	0	0.0
2021	118			CTR	2,250	2,950	2,900	1,850	250	1	0.3	0	0.0
1988	118	HALIBURTON RD 503 FURNACE RD (S)	9.1	T	900	1,650	1,600	550	70	0	0.0	0	0.0
1989	118			T	950	1,700	1,650	600	80	0	0.0	0	0.0
1990	118			T	1,000	1,800	1,750	620	80	0	0.0	0	0.0
1991	118			T	1,000	1,800	1,750	620	80	0	0.0	0	0.0
1992	118			T	1,000	1,800	1,750	620	60	0	0.0	0	0.0
1993	118			T	1,050	1,900	1,850	650	60	0	0.0	0	0.0
1994	118			T	1,100	2,000	1,950	680	70	0	0.0	0	0.0
1995	118			T	1,150	2,000	1,950	710	70	0	0.0	0	0.0
1996	118			T	1,150	2,000	1,950	710	70	0	0.0	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1997	118			T	1,200	2,050	2,050	740	70	0	0.0	0	0.0
1998	118			T	1,250	2,100	2,100	760	80	0	0.0	0	0.0
1999	118			T	1,250	2,100	2,050	780	80	0	0.0	0	0.0
2000	118			LT	1,300	1,800	1,750	950	80	0	0.0	0	0.0
2001	118			LT	1,350	1,900	1,850	990	80	0	0.0	0	0.0
2002	118			LT	1,350	1,900	1,850	990	80	0	0.0	0	0.0
2003	118			LT	1,400	1,950	1,900	1,050	80	3	0.6	0	0.0
2004	118			LT	1,450	2,050	1,950	1,050	90	3	0.6	0	0.0
2005	118			LT	1,450	2,000	1,950	1,050	90	9	1.9	1	0.2
2006	118			LT	1,500	2,050	2,000	1,100	90	10	2.0	3	0.6
2007	118			LT	1,550	2,150	2,200	1,150	90	8	1.6	1	0.2
2008	118			LT	1,550	2,100	2,050	1,150	90	6	1.2	0	0.0
2009	118			LT	1,600	2,150	2,100	1,200	100	6	1.1	0	0.0
2010	118			LT	1,650	2,200	2,150	1,200	100	3	0.5	0	0.0
2011	118			LT	1,650	2,100	2,150	1,350	100	10	1.8	0	0.0
2012	118			LT	1,700	2,200	2,100	1,300	100	5	0.9	0	0.0
2013	118			LT	1,750	2,300	2,300	1,300	100	7	1.2	0	0.0
2014	118			LT	1,750	2,300	2,300	1,300	100	9	1.6	3	0.5
2015	118			LT	1,800	2,350	2,400	1,350	110	5	0.8	1	0.2
2016	118			LT	1,850	2,400	2,450	1,400	110	6	1.0	0	0.0
2017	118			LT	1,850	2,600	2,550	1,400	110	5	0.8	1	0.2
2018	118			LT	1,900	2,650	2,650	1,450	110	9	1.4	0	0.0
2019	118			LT	1,950	2,750	2,700	1,500	120	12	1.9	1	0.2
2021	118			LT	2,000	2,750	2,700	1,550	120	8	1.2	0	0.0
1988	118	DUDLEY MONMOUTH TWP BDY	6.6	T	900	1,650	1,600	550	70	0	0.0	0	0.0
1989	118			T	950	1,700	1,650	600	80	0	0.0	0	0.0
1990	118			T	1,000	1,800	1,750	620	80	0	0.0	0	0.0
1991	118			T	1,000	1,800	1,750	620	80	0	0.0	0	0.0
1992	118			T	1,000	1,800	1,750	620	60	0	0.0	0	0.0
1993	118			T	1,050	1,900	1,850	650	60	0	0.0	0	0.0
1994	118			T	1,100	2,000	1,950	680	70	0	0.0	0	0.0
1995	118			T	1,150	2,000	1,950	710	70	0	0.0	0	0.0
1996	118			T	1,150	2,000	1,950	710	70	0	0.0	0	0.0
1997	118			T	1,200	2,050	2,050	740	70	0	0.0	0	0.0
1998	118			T	1,250	2,100	2,100	760	80	0	0.0	0	0.0
1999	118			T	1,250	2,100	2,050	780	80	0	0.0	0	0.0
2000	118			LT	1,300	1,800	1,750	950	80	0	0.0	0	0.0
2001	118			LT	1,350	1,900	1,850	990	80	0	0.0	0	0.0
2002	118			LT	1,350	1,900	1,850	990	80	0	0.0	0	0.0
2003	118			LT	1,400	1,950	1,900	1,050	80	2	0.6	0	0.0
2004	118			LT	1,450	2,050	1,950	1,050	90	1	0.3	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2005	118			LT	1,450	2,000	1,950	1,050	90	10	2.9	1	0.3
2006	118			LT	1,500	2,050	2,000	1,100	90	7	1.9	0	0.0
2007	118			LT	1,550	2,150	2,200	1,150	90	6	1.6	0	0.0
2008	118			LT	1,550	2,100	2,050	1,150	90	9	2.4	0	0.0
2009	118			LT	1,600	2,150	2,100	1,200	100	7	1.8	0	0.0
2010	118			LT	1,650	2,200	2,150	1,200	100	9	2.3	0	0.0
2011	118			LT	1,650	2,100	2,150	1,350	100	7	1.8	0	0.0
2012	118			LT	1,700	2,200	2,100	1,300	100	11	2.7	0	0.0
2013	118			LT	1,750	2,300	2,300	1,300	100	16	3.8	1	0.2
2014	118			LT	1,750	2,300	2,300	1,300	100	6	1.4	0	0.0
2015	118			LT	1,800	2,350	2,400	1,350	110	3	0.7	0	0.0
2016	118			LT	1,850	2,400	2,450	1,400	110	5	1.1	0	0.0
2017	118			LT	1,850	2,600	2,550	1,400	180	7	1.6	0	0.0
2018	118			LT	1,900	2,650	2,650	1,450	190	4	0.9	0	0.0
2019	118			LT	1,950	2,750	2,700	1,500	200	3	0.6	0	0.0
2021	118			LT	2,000	2,750	2,700	1,550	200	2	0.4	0	0.0
1988	118	KENNAWAY RD (N)	7.3	T	1,850	3,400	3,250	1,150	150	0	0.0	0	0.0
1989	118			T	1,950	3,550	3,400	1,250	160	0	0.0	0	0.0
1990	118			T	2,050	3,750	3,550	1,250	160	0	0.0	0	0.0
1991	118			T	2,050	3,700	3,550	1,250	160	0	0.0	0	0.0
1992	118			T	2,100	3,800	3,700	1,300	130	0	0.0	0	0.0
1993	118			T	2,150	3,900	3,800	1,350	130	0	0.0	0	0.0
1994	118			T	2,250	4,050	3,950	1,400	140	0	0.0	0	0.0
1995	118			T	2,350	4,100	4,000	1,450	140	0	0.0	0	0.0
1996	118			T	2,400	4,150	4,050	1,500	140	0	0.0	0	0.0
1997	118			T	2,400	4,150	4,050	1,500	140	0	0.0	0	0.0
1998	118			T	2,550	4,350	4,250	1,550	150	0	0.0	0	0.0
1999	118			T	2,600	4,350	4,250	1,600	160	0	0.0	0	0.0
2000	118			LT	2,700	3,750	3,700	1,950	160	0	0.0	0	0.0
2001	118			LT	2,750	3,850	3,750	2,000	160	0	0.0	0	0.0
2002	118			LT	2,850	4,000	3,900	2,100	170	0	0.0	0	0.0
2003	118			LT	2,900	4,000	3,900	2,150	170	5	0.6	0	0.0
2004	118			LT	3,000	4,200	4,100	2,200	180	8	1.0	0	0.0
2005	118			LT	3,050	4,200	4,100	2,250	180	8	1.0	0	0.0
2006	118			LT	3,150	4,300	4,200	2,300	190	14	1.7	0	0.0
2007	118			LT	3,200	4,400	4,500	2,350	190	7	0.8	0	0.0
2008	118			LT	3,300	4,500	4,350	2,450	200	5	0.6	0	0.0
2009	118			LT	3,350	4,500	4,400	2,500	200	6	0.7	0	0.0
2010	118			LT	3,450	4,650	4,550	2,550	210	12	1.3	0	0.0
2011	118			CTR	3,200	3,900	3,750	2,700	190	12	1.4	0	0.0
2012	118			CTR	3,500	4,250	4,200	3,000	210	4	0.4	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2013	118			LT	3,550	4,650	4,650	2,700	210	13	1.4	0	0.0
2014	118			LT	3,650	4,750	4,850	2,750	220	7	0.7	1	0.1
2015	118			LT	3,300	4,300	4,400	2,500	200	8	0.9	0	0.0
2016	118			LT	3,700	4,850	4,900	2,800	220	6	0.6	0	0.0
2017	118			LT	3,750	5,250	5,200	2,900	300	7	0.7	0	0.0
2018	118			LT	3,850	5,400	5,350	2,950	310	11	1.1	1	0.1
2019	118			LT	3,900	5,450	5,400	3,000	230	9	0.9	0	0.0
2021	118			LT	4,000	5,500	5,450	3,100	240	10	0.9	0	0.0
2021	118	CONC 7 8 HALIBURTON START OF NA	1.2										
1988	118	SUNNYSIDE ST END OF NA	4.8	LT	2,750	3,900	3,900	2,100	110	14	2.9	1	0.2
1989	118			LT	2,850	3,950	3,950	2,100	110	6	1.2	0	0.0
1990	118			LT	2,950	4,300	4,150	2,150	180	5	1.0	0	0.0
1991	118			LT	3,000	4,200	4,050	2,200	180	6	1.1	1	0.2
1992	118			LT	3,100	4,300	4,200	2,400	190	7	1.3	0	0.0
1993	118			LT	3,200	4,450	3,950	2,350	190	9	1.6	1	0.2
1994	118			R	3,500	6,500	5,100	1,900	140	2	0.3	0	0.0
1995	118			R	3,650	6,650	5,250	2,000	150	5	0.8	0	0.0
1996	118			R	3,750	7,150	5,400	2,050	150	6	0.9	0	0.0
1997	118			LT	3,950	5,550	5,450	2,900	160	2	0.3	0	0.0
1998	118			LT	4,000	5,600	5,500	2,900	160	6	0.9	0	0.0
1999	118			LT	4,250	5,900	5,800	3,100	170	3	0.4	0	0.0
2000	118			LT	4,450	6,200	6,050	3,250	490	15	1.9	0	0.0
2001	118			LT	4,550	6,350	6,200	3,350	500	8	1.0	1	0.1
2002	118			LT	4,700	6,550	6,400	3,450	520	8	1.0	0	0.0
2003	118			LT	4,850	6,650	6,550	3,600	390	8	0.9	0	0.0
2004	118			LT	5,000	7,000	6,800	3,650	400	3	0.3	0	0.0
2005	118			LT	5,000	6,850	6,700	3,700	400	8	0.9	0	0.0
2006	118			LT	5,300	7,250	7,050	3,900	420	7	0.8	0	0.0
2007	118			LT	5,250	7,200	7,400	3,850	420	12	1.3	1	0.1
2008	118			LT	5,350	7,350	7,000	3,950	430	6	0.6	1	0.1
2009	118			LT	5,050	6,800	6,650	3,750	400	5	0.6	0	0.0
2010	118			LT	5,600	7,500	7,350	4,150	450	7	0.7	0	0.0
2011	118			LT	4,600	5,900	6,000	3,800	370	3	0.4	0	0.0
2012	118			LT	5,600	7,300	6,950	4,250	450	7	0.7	0	0.0
2013	118			LT	4,800	6,250	6,250	3,600	380	5	0.6	0	0.0
2014	118			LT	5,650	7,400	7,500	4,250	450	10	1.0	0	0.0
2015	118			LT	4,750	6,200	6,300	3,600	380	13	1.6	1	0.1
2016	118			LT	5,650	7,400	7,500	4,250	450	13	1.3	2	0.2
2017	118			LT	5,750	8,050	7,950	4,450	460	9	0.9	0	0.0
2018	118			LT	5,800	8,100	8,050	4,450	460	7	0.7	0	0.0
2019	118			LT	5,900	8,250	8,200	4,550	470	11	1.1	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2021	118			LT	6,050	8,300	8,200	4,650	480	7	0.7	0	0.0
1988	118	DETROYES AVE END OF HWY	5.9	T	1,800	3,300	3,150	1,100	140	12	3.1	0	0.0
1989	118			T	1,900	3,450	3,300	1,200	150	7	1.7	1	0.2
1990	118			T	2,000	3,650	3,500	1,250	80	10	2.3	3	0.7
1991	118			LT	2,000	2,800	2,700	1,500	80	7	1.6	0	0.0
1992	118			LT	2,000	2,800	2,700	1,550	80	9	2.1	0	0.0
1993	118			LT	2,050	2,850	2,550	1,500	80	6	1.4	0	0.0
1994	118			R	2,050	3,800	3,000	1,100	80	8	1.8	0	0.0
1995	118			R	2,200	4,000	3,150	1,200	90	10	2.1	0	0.0
1996	118			R	2,250	4,300	3,250	1,200	90	10	2.1	0	0.0
1997	118			LT	2,200	3,100	3,050	1,650	90	12	2.5	0	0.0
1998	118			LT	2,400	3,350	3,300	1,750	100	6	1.2	0	0.0
1999	118			LT	2,450	3,400	3,350	1,800	100	7	1.3	2	0.4
2000	118			LT	2,500	3,500	3,400	1,800	320	9	1.7	0	0.0
2001	118			LT	2,550	3,550	3,450	1,850	330	8	1.5	0	0.0
2002	118			LT	2,650	3,700	3,600	1,950	340	2	0.4	0	0.0
2003	118			LT	2,700	3,700	3,650	2,000	270	9	1.5	0	0.0
2004	118			LT	2,750	3,850	3,750	2,000	280	4	0.7	0	0.0
2005	118			LT	2,800	3,850	3,750	2,050	280	6	1.0	0	0.0
2006	118			LT	2,900	3,950	3,850	2,150	290	9	1.4	0	0.0
2007	118			LT	2,900	4,000	4,100	2,150	290	5	0.8	0	0.0
2008	118			LT	3,000	4,100	3,950	2,200	300	9	1.4	0	0.0
2009	118			LT	2,950	4,000	3,900	2,200	300	7	1.1	0	0.0
2010	118			LT	3,100	4,150	4,100	2,300	310	7	1.0	0	0.0
2011	118			LT	2,800	3,600	3,650	2,300	280	3	0.5	0	0.0
2012	118			LT	3,150	4,100	3,900	2,400	320	8	1.2	1	0.1
2013	118			LT	3,200	4,200	4,150	2,400	320	10	1.5	0	0.0
2014	118			LT	3,250	4,250	4,300	2,450	320	5	0.7	0	0.0
2015	118			LT	2,950	3,850	3,900	2,250	220	3	0.5	0	0.0
2016	118			LT	3,300	4,300	4,400	2,500	250	7	1.0	0	0.0
2017	118			LT	3,350	4,700	4,650	2,600	270	10	1.4	0	0.0
2018	118			LT	3,400	4,750	4,700	2,600	260	8	1.1	1	0.1
2019	118			LT	3,450	4,850	4,800	2,650	260	5	0.7	0	0.0
2021	118			LT	3,550	4,850	4,800	2,750	280	4	0.5	0	0.0
1988	118	HALIBURTON RD 7 KENNISIS LAKE RD (N)	12.7	R	1,700	3,200	2,350	900	120	12	1.5	0	0.0
1989	118			R	1,750	3,200	2,400	960	120	18	2.2	1	0.1
1990	118			R	1,750	3,250	2,550	950	120	9	1.1	1	0.1
1991	118			LR	1,600	2,800	2,200	1,000	110	10	1.3	0	0.0
1992	118			LR	1,700	2,750	2,200	1,100	120	14	1.8	0	0.0
1993	118			LR	1,800	2,900	2,300	1,200	130	14	1.7	0	0.0
1994	118			LR	1,900	3,100	2,500	1,250	110	15	1.7	2	0.2

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1995	118			LR	1,950	3,300	2,650	1,300	120	12	1.3	0	0.0
1996	118			LR	2,000	3,350	2,700	1,350	120	18	1.9	0	0.0
1997	118			LR	2,100	3,550	2,850	1,400	100	14	1.4	0	0.0
1998	118			LR	2,050	3,400	2,750	1,350	100	9	0.9	1	0.1
1999	118			LR	2,150	3,550	2,850	1,400	110	15	1.5	1	0.1
2000	118			LR	2,200	3,550	2,850	1,450	180	18	1.8	2	0.2
2001	118			LR	2,250	3,700	2,950	1,500	180	12	1.2	0	0.0
2002	118			LR	2,300	3,750	3,000	1,550	180	24	2.3	0	0.0
2003	118			LR	2,350	3,700	3,000	1,600	140	15	1.4	1	0.1
2004	118			LR	2,400	3,950	3,150	1,600	140	20	1.8	1	0.1
2005	118			LR	2,450	3,850	3,100	1,650	150	12	1.1	0	0.0
2006	118			LR	2,500	3,900	3,150	1,700	150	18	1.6	1	0.1
2007	118			LR	2,550	4,000	3,850	1,700	150	15	1.3	0	0.0
2008	118			LR	2,600	4,050	3,950	1,800	160	16	1.3	1	0.1
2009	118			LR	2,650	4,050	3,300	1,800	160	19	1.5	0	0.0
2010	118			LR	2,700	4,050	3,300	1,850	160	17	1.4	1	0.1
2011	118			LR	2,750	4,250	4,000	1,950	160	15	1.2	0	0.0
2012	118			LR	2,800	4,200	4,050	1,900	170	16	1.2	1	0.1
2013	118			LT	2,850	3,700	3,700	2,150	170	21	1.6	1	0.1
2014	118			LT	2,900	3,800	3,850	2,200	170	22	1.6	1	0.1
2015	118			T	2,950	4,300	4,250	1,900	180	17	1.2	0	0.0
2016	118			T	3,000	4,400	4,350	1,900	180	33	2.4	3	0.2
2017	118			T	3,050	4,200	4,200	2,400	300	19	1.3	0	0.0
2018	118			T	3,100	4,250	4,250	2,450	310	24	1.7	0	0.0
2019	118			T	3,150	4,300	4,350	2,500	320	20	1.4	1	0.1
2021	118			T	3,250	4,350	4,350	2,550	320	18	1.2	1	0.1
1988	118	HWY 35 CARNARVON	23.1	R	1,150	2,150	1,600	610	20	19	2.0	0	0.0
1989	118			R	1,200	2,200	1,650	660	20	22	2.2	2	0.2
1990	118			R	1,200	2,250	1,750	650	20	19	1.9	2	0.2
1991	118			LR	1,200	2,100	1,650	760	20	18	1.8	1	0.1
1992	118			LR	1,200	1,950	1,550	790	20	24	2.4	0	0.0
1993	118			LR	1,250	2,000	1,600	820	20	19	1.8	0	0.0
1994	118			LR	1,400	2,300	1,850	910	30	20	1.7	0	0.0
1995	118			LR	1,350	2,250	1,850	890	30	15	1.3	0	0.0
1996	118			LR	1,350	2,250	1,800	900	30	19	1.7	1	0.1
1997	118			LR	1,400	2,350	1,900	940	80	15	1.3	1	0.1
1998	118			LR	1,400	2,300	1,850	920	80	15	1.3	0	0.0
1999	118			LR	1,450	2,400	1,900	960	90	14	1.1	2	0.2
2000	118			LR	1,500	2,450	1,950	1,000	120	15	1.2	1	0.1
2001	118			LR	1,500	2,450	1,950	1,000	120	17	1.3	0	0.0
2002	118			LR	1,500	2,450	1,950	1,000	120	19	1.5	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2003	118			LR	1,500	2,350	1,900	1,000	80	18	1.4	1	0.1
2004	118			LR	1,550	2,550	2,000	1,050	80	20	1.5	0	0.0
2005	118			LR	1,600	2,500	2,000	1,100	80	27	2.0	2	0.1
2006	118			LR	1,650	2,550	2,050	1,100	80	14	1.0	0	0.0
2007	118			LR	1,650	2,600	2,500	1,100	80	23	1.7	0	0.0
2008	118			LR	1,650	2,600	2,500	1,150	80	14	1.0	0	0.0
2009	118			LR	1,650	2,500	2,050	1,100	80	25	1.8	1	0.1
2010	118			LR	1,700	2,550	2,100	1,150	80	15	1.0	1	0.1
2011	118			LR	1,700	2,650	2,450	1,200	80	21	1.5	0	0.0
2012	118			LR	1,750	2,600	2,550	1,200	90	29	2.0	1	0.1
2013	118			LT	1,750	2,300	2,300	1,300	90	22	1.5	0	0.0
2014	118			LT	1,800	2,350	2,400	1,350	90	26	1.7	1	0.1
2015	118			T	1,800	2,650	2,600	1,150	90	16	1.1	0	0.0
2016	118			T	1,850	2,700	2,700	1,200	90	16	1.0	0	0.0
2017	118			T	1,850	2,550	2,550	1,450	200	19	1.2	2	0.1
2018	118			T	1,900	2,600	2,600	1,500	210	17	1.1	2	0.1
2019	118			T	1,900	2,600	2,600	1,500	210	20	1.2	2	0.1
2021	118			T	1,950	2,600	2,600	1,550	210	11	0.7	1	0.1
1997	118	HALIBURTON CTY/MUSKOKA DIST BDY	13.7	LR	1,100	1,850	1,500	740	90	7	1.3	1	0.2
1998	118			LR	1,150	1,900	1,550	760	90	10	1.7	0	0.0
1999	118			LR	1,200	1,950	1,600	790	100	6	1.0	1	0.2
2000	118			LR	1,250	2,050	1,650	830	50	9	1.4	0	0.0
2001	118			LR	1,300	2,150	1,700	870	50	11	1.7	0	0.0
2002	118			LR	1,350	2,200	1,750	910	50	9	1.3	1	0.1
2003	118			LR	1,400	2,200	1,800	940	110	10	1.4	0	0.0
2004	118			LR	1,400	2,300	1,800	940	110	14	2.0	1	0.1
2005	118			LR	1,400	2,200	1,750	950	110	13	1.9	1	0.1
2006	118			LR	1,550	2,400	1,950	1,050	220	13	1.7	0	0.0
2007	118			LR	1,600	2,500	2,400	1,100	190	15	1.9	1	0.1
2008	118			LR	1,350	2,100	2,050	920	180	7	1.0	0	0.0
2009	118			LR	1,500	2,300	1,850	1,000	180	5	0.7	0	0.0
2010	118			LR	1,600	2,400	1,950	1,100	190	13	1.6	0	0.0
2011	118			LR	1,600	2,450	2,300	1,100	180	11	1.4	3	0.4
2012	118			LR	1,650	2,450	2,400	1,150	180	8	1.0	0	0.0
2013	118			LT	1,700	2,200	2,200	1,300	260	6	0.7	0	0.0
2014	118			LT	1,700	2,200	2,250	1,300	260	5	0.6	0	0.0
2015	118			T	1,350	1,950	1,950	860	280	4	0.6	1	0.1
2016	118			T	1,600	2,350	2,300	1,000	340	5	0.6	0	0.0
2017	118			T	1,700	2,350	2,350	1,350	290	7	0.8	0	0.0
2018	118			T	1,750	2,400	2,400	1,400	300	6	0.7	0	0.0
2019	118			T	1,750	2,400	2,400	1,400	300	9	1.0	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2021	118			T	1,800	2,400	2,400	1,450	310	5	0.6	0	0.0
1988	118	MILNE RD (N)	17.3	T	2,000	3,650	3,500	1,200	40	21	1.7	0	0.0
1989	118			T	2,100	3,800	3,700	1,300	40	19	1.4	0	0.0
1990	118			T	2,150	3,900	3,750	1,350	40	15	1.1	0	0.0
1991	118			LR	2,000	3,500	2,800	1,250	40	13	1.0	0	0.0
1992	118			LR	2,300	3,700	2,950	1,500	50	12	0.8	2	0.1
1993	118			LR	2,600	4,200	3,350	1,700	50	13	0.8	2	0.1
1994	118			LR	2,650	4,350	3,500	1,750	50	18	1.1	1	0.1
1995	118			LR	2,750	4,600	3,750	1,800	220	11	0.6	0	0.0
1996	118			LR	2,850	4,750	3,800	1,900	230	9	0.5	1	0.1
1997	118			LR	2,950	4,950	4,000	2,000	210	15	0.8	0	0.0
1998	118			LR	3,100	5,100	4,100	2,050	190	6	0.3	0	0.0
1999	118			LR	3,300	5,400	4,350	2,200	200	17	0.8	3	0.1
2000	118			IR	3,450	4,250	3,800	2,900	210	19	0.9	0	0.0
2001	118			IR	3,650	4,500	4,050	3,100	220	10	0.4	0	0.0
2002	118			IR	3,800	4,700	4,200	3,250	230	16	0.7	0	0.0
2003	118			IR	4,000	4,850	4,400	3,400	280	16	0.6	0	0.0
2004	118			IR	4,100	5,050	4,550	3,450	290	21	0.8	1	0.0
2005	118			IR	4,250	5,150	4,650	3,600	300	19	0.7	1	0.0
2006	118			IR	4,400	5,300	4,800	3,750	310	17	0.6	2	0.1
2007	118			IR	4,550	5,500	5,500	3,850	320	24	0.8	2	0.1
2008	118			IR	4,700	5,700	5,600	4,000	330	5	0.2	0	0.0
2009	118			IR	4,850	5,800	5,300	4,100	340	8	0.3	0	0.0
2010	118			IR	5,000	5,950	5,450	4,250	350	11	0.3	1	0.0
2011	118			IR	3,900	4,650	4,550	3,350	270	19	0.8	1	0.0
2012	118			IR	5,050	6,000	5,850	4,300	350	12	0.4	0	0.0
2013	118			LT	4,200	5,500	5,500	3,150	290	8	0.3	0	0.0
2014	118			LT	4,300	5,600	5,700	3,250	300	15	0.6	1	0.0
2015	118			LT	4,250	5,550	5,650	3,200	280	12	0.4	0	0.0
2016	118			LT	4,300	5,600	5,700	3,250	290	13	0.5	0	0.0
2017	118			LT	5,000	6,350	6,350	4,200	450	7	0.2	2	0.1
2018	118			LT	5,100	6,500	6,500	4,300	460	7	0.2	0	0.0
2019	118			LT	5,200	6,600	6,600	4,350	470	12	0.4	0	0.0
2021	118			LT	5,350	6,700	6,700	4,500	480	10	0.3	0	0.0
2021	118	HWY 11 BRACEBRIDGE START OF NA	38.3										
2021	118	HWY 169 END OF NA END OF HWY											
1988	124	HWY 69 (N & S) PARRY SOUND DR (W) IC	1.9	LT	2,850	4,050	4,000	2,150	230	0	0.0	0	0.0
1989	124			LT	3,000	4,150	4,150	2,200	240	0	0.0	0	0.0
1990	124			LT	3,100	4,550	4,350	2,250	250	0	0.0	0	0.0
1991	124			LT	3,000	4,200	4,050	2,200	180	0	0.0	0	0.0
1992	124			LT	3,600	5,000	4,850	2,750	220	1	0.4	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1993	124			LT	3,800	5,250	4,700	2,800	230	1	0.4	0	0.0
1994	124			LT	3,700	5,450	5,250	2,700	220	5	2.0	0	0.0
1995	124			LT	3,850	5,550	5,350	2,800	230	3	1.1	0	0.0
1996	124			LT	4,000	5,650	5,500	2,950	240	0	0.0	0	0.0
1997	124			LT	4,200	5,900	5,800	3,100	590	2	0.7	0	0.0
1998	124			LT	4,300	6,000	5,900	3,150	600	3	1.0	0	0.0
1999	124			LT	4,400	6,100	6,000	3,200	620	3	1.0	0	0.0
2000	124			LT	4,500	6,250	6,150	3,300	630	1	0.3	0	0.0
2001	124			LT	4,700	6,600	6,400	3,450	660	2	0.6	0	0.0
2002	124			LT	4,800	6,700	6,550	3,500	290	2	0.6	0	0.0
2003	124			LT	4,950	6,800	6,650	3,650	150	6	1.8	0	0.0
2004	124			LT	5,100	7,150	6,950	3,750	150	4	1.1	0	0.0
2005	124			LT	5,200	7,150	6,950	3,800	160	3	0.8	0	0.0
2006	124			LT	5,350	7,300	7,150	3,950	210	4	1.1	0	0.0
2007	124			LT	5,500	7,550	7,750	4,050	220	6	1.6	0	0.0
2008	124			LT	5,650	7,750	7,400	4,150	230	3	0.8	0	0.0
2009	124			LT	5,750	7,750	7,600	4,250	230	7	1.8	0	0.0
2010	124			LT	5,900	7,900	7,750	4,350	240	4	1.0	0	0.0
2011	124			LT	5,550	7,100	7,250	4,550	220	3	0.8	1	0.3
2012	124			LT	6,050	7,900	7,500	4,600	240	3	0.7	0	0.0
2013	124			CTR	6,150	7,500	7,750	5,200	250	2	0.5	0	0.0
2014	124			CTR	6,300	7,700	7,750	5,350	250	6	1.4	0	0.0
2015	124			CTR	5,600	6,850	6,900	4,750	220	6	1.6	0	0.0
2016	124			CTR	5,550	6,750	6,850	4,700	220	8	2.1	0	0.0
2017	124			CTR	6,350	8,500	8,450	5,150	250	7	1.6	0	0.0
2018	124			CTR	6,500	8,700	8,650	5,300	260	3	0.7	0	0.0
2019	124			CTR	6,600	8,800	8,750	5,350	260	3	0.7	0	0.0
2021	124			CTR	6,800	8,850	8,800	5,550	270	2	0.4	0	0.0
1988	124	BURNSIDE BRIDGE RD (S) MCDOUGALL TWP	8.5	LT	2,850	4,050	4,000	2,150	230	0	0.0	0	0.0
1989	124			LT	3,000	4,150	4,150	2,200	240	0	0.0	0	0.0
1990	124			LT	3,100	4,550	4,350	2,250	250	0	0.0	0	0.0
1991	124			LT	3,000	4,200	4,050	2,200	180	5	0.5	0	0.0
1992	124			LT	3,100	4,300	4,200	2,400	190	9	0.9	2	0.2
1993	124			LT	3,100	4,300	3,850	2,250	190	13	1.4	0	0.0
1994	124			LT	3,350	4,900	4,750	2,450	200	9	0.9	0	0.0
1995	124			LT	3,450	4,950	4,800	2,550	210	6	0.6	0	0.0
1996	124			LT	3,550	5,000	4,900	2,600	210	21	1.9	2	0.2
1997	124			LT	3,700	5,200	5,100	2,750	220	8	0.7	0	0.0
1998	124			LT	3,750	5,250	5,150	2,750	220	11	0.9	0	0.0
1999	124			LT	3,850	5,350	5,250	2,800	230	5	0.4	0	0.0
2000	124			LT	3,900	5,450	5,300	2,850	230	10	0.8	1	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2001	124			LT	4,000	5,600	5,450	2,950	240	15	1.2	0	0.0
2002	124			LT	4,100	5,750	5,600	3,000	250	17	1.3	1	0.1
2003	124			LT	4,200	5,800	5,650	3,100	250	11	0.8	1	0.1
2004	124			LT	4,300	6,000	5,850	3,150	260	16	1.2	0	0.0
2005	124			LT	4,400	6,050	5,900	3,250	260	16	1.2	1	0.1
2006	124			LT	4,500	6,150	6,000	3,300	270	15	1.1	0	0.0
2007	124			LT	4,600	6,300	6,500	3,400	280	15	1.1	0	0.0
2008	124			LT	4,650	6,350	6,100	3,450	280	13	0.9	0	0.0
2009	124			LT	4,750	6,400	6,250	3,500	280	12	0.8	0	0.0
2010	124			LT	4,850	6,500	6,400	3,600	290	17	1.1	0	0.0
2011	124			LT	4,650	5,950	6,050	3,800	280	12	0.8	0	0.0
2012	124			LT	5,000	6,500	6,200	3,800	300	13	0.8	0	0.0
2013	124			CTR	5,050	6,150	6,350	4,300	300	14	0.9	0	0.0
2014	124			CTR	5,150	6,300	6,350	4,400	310	18	1.1	0	0.0
2015	124			CTR	5,250	6,400	6,450	4,450	320	16	1.0	1	0.1
2016	124			CTR	5,350	6,550	6,600	4,550	320	16	1.0	0	0.0
2017	124			CTR	5,400	7,200	7,200	4,400	320	13	0.8	0	0.0
2018	124			CTR	5,500	7,350	7,300	4,500	330	19	1.1	1	0.1
2019	124			CTR	5,600	7,450	7,450	4,550	340	18	1.0	0	0.0
2021	124			CTR	5,750	7,500	7,450	4,700	340	14	0.8	0	0.0
1988	124	HURDVILLE RD (S) FERGUSON TWP	9.0	LT	1,600	2,250	2,250	1,200	160	0	0.0	0	0.0
1989	124			LT	1,650	2,300	2,300	1,200	160	0	0.0	0	0.0
1990	124			LT	1,750	2,550	2,450	1,300	180	0	0.0	0	0.0
1991	124			T	1,750	3,150	3,050	1,100	180	7	1.2	0	0.0
1992	124			T	1,750	3,150	3,100	1,100	180	8	1.4	0	0.0
1993	124			T	1,800	3,250	3,150	1,100	180	6	1.0	1	0.2
1994	124			LT	1,950	2,850	2,750	1,400	200	4	0.6	0	0.0
1995	124			LT	2,050	2,950	2,850	1,500	200	8	1.2	1	0.1
1996	124			LT	2,100	2,950	2,900	1,550	210	6	0.9	0	0.0
1997	124			LT	2,200	3,100	3,050	1,650	90	4	0.6	2	0.3
1998	124			LT	2,250	3,150	3,100	1,650	90	6	0.8	1	0.1
1999	124			LT	2,300	3,200	3,150	1,700	90	8	1.1	1	0.1
2000	124			LT	2,350	3,250	3,200	1,700	90	14	1.8	0	0.0
2001	124			LT	2,400	3,350	3,250	1,750	100	7	0.9	0	0.0
2002	124			LT	2,450	3,400	3,350	1,800	100	12	1.5	0	0.0
2003	124			LT	2,550	3,500	3,450	1,900	260	13	1.5	1	0.1
2004	124			LT	2,500	3,500	3,400	1,850	250	10	1.2	0	0.0
2005	124			LT	2,550	3,500	3,400	1,850	260	7	0.8	0	0.0
2006	124			LT	2,600	3,550	3,450	1,900	290	13	1.5	0	0.0
2007	124			LT	2,500	3,450	3,550	1,850	200	5	0.6	0	0.0
2008	124			LT	2,700	3,700	3,550	2,000	240	11	1.2	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2009	124			LT	2,750	3,700	3,650	2,050	220	14	1.5	2	0.2
2010	124			LT	2,800	3,750	3,700	2,050	220	11	1.2	1	0.1
2011	124			LT	2,850	3,650	3,700	2,350	260	16	1.7	1	0.1
2012	124			LT	2,900	3,800	3,600	2,200	460	14	1.5	1	0.1
2013	124			CTR	2,950	3,600	3,700	2,500	240	18	1.8	2	0.2
2014	124			CTR	3,000	3,650	3,700	2,550	420	10	1.0	0	0.0
2015	124			IT	3,050	3,800	3,750	2,500	240	11	1.1	0	0.0
2016	124			CTR	3,100	3,800	3,800	2,650	430	9	0.9	0	0.0
2017	124			CTR	3,150	4,200	4,200	2,550	440	9	0.9	0	0.0
2018	124			CTR	3,200	4,250	4,250	2,600	450	12	1.1	0	0.0
2019	124			CTR	3,250	4,350	4,300	2,650	460	2	0.2	0	0.0
2021	124			CTR	3,350	4,350	4,350	2,750	470	9	0.8	1	0.1
1988	124	MCKELLAR CENTER RD (S) MCKELLAR TWP	18.4	IC	1,200	1,400	1,350	1,050	60	9	1.1	0	0.0
1989	124			IC	1,250	1,450	1,400	1,100	60	14	1.7	0	0.0
1990	124			IC	1,300	1,500	1,450	1,150	60	4	0.5	0	0.0
1991	124			T	1,300	2,350	2,250	810	60	13	1.5	1	0.1
1992	124			T	1,250	2,250	2,200	780	60	9	1.1	1	0.1
1993	124			T	1,200	2,150	2,100	740	60	9	1.1	1	0.1
1994	124			LT	1,200	1,750	1,700	870	60	6	0.7	0	0.0
1995	124			LT	1,300	1,850	1,800	950	60	16	1.8	0	0.0
1996	124			LT	1,300	1,850	1,800	960	60	11	1.3	1	0.1
1997	124			LT	1,250	1,750	1,700	920	50	17	2.0	0	0.0
1998	124			LT	1,350	1,900	1,850	990	50	10	1.1	0	0.0
1999	124			LT	1,300	1,800	1,750	950	50	11	1.3	0	0.0
2000	124			LT	1,350	1,900	1,850	990	140	10	1.1	1	0.1
2001	124			LT	1,350	1,900	1,850	990	140	9	1.0	1	0.1
2002	124			LT	1,350	1,900	1,850	990	140	14	1.5	1	0.1
2003	124			LT	1,400	1,950	1,900	1,050	140	9	1.0	1	0.1
2004	124			LT	1,400	1,950	1,900	1,050	140	11	1.2	0	0.0
2005	124			LT	1,400	1,900	1,900	1,050	140	12	1.3	0	0.0
2006	124			LT	1,400	1,900	1,850	1,050	140	17	1.8	0	0.0
2007	124			LT	1,450	2,000	2,050	1,050	140	11	1.1	0	0.0
2008	124			LT	1,450	2,000	1,900	1,050	140	7	0.7	1	0.1
2009	124			LT	1,450	1,950	1,900	1,050	140	10	1.0	0	0.0
2010	124			LT	1,500	2,000	2,000	1,100	150	18	1.8	0	0.0
2011	124			LT	1,500	1,900	1,950	1,250	150	15	1.5	0	0.0
2012	124			LT	1,500	1,950	1,850	1,150	150	21	2.1	0	0.0
2013	124			CTR	1,500	1,850	1,900	1,250	150	11	1.1	0	0.0
2014	124			CTR	1,550	1,900	1,900	1,300	160	10	1.0	1	0.1
2015	124			IT	1,550	1,950	1,900	1,300	160	7	0.7	0	0.0
2016	124			CTR	1,550	1,900	1,900	1,300	160	11	1.1	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2017	124			CTR	1,600	2,150	2,150	1,300	160	10	0.9	0	0.0
2018	124			CTR	1,600	2,150	2,150	1,300	160	6	0.6	0	0.0
2019	124			CTR	1,600	2,150	2,100	1,300	160	2	0.2	0	0.0
2021	124			CTR	1,650	2,150	2,150	1,350	160	10	0.9	1	0.1
1988	124	W JCT SEC HWY 520 (N)HAGERMAN TWP	15.4	IT	750	1,100	1,000	560	60	7	1.7	1	0.2
1989	124			IT	800	1,100	1,050	620	60	7	1.6	0	0.0
1990	124			IT	850	1,100	1,050	710	70	13	2.7	2	0.4
1991	124			T	850	1,550	1,450	530	70	15	3.1	0	0.0
1992	124			T	850	1,550	1,500	530	70	13	2.7	0	0.0
1993	124			T	850	1,550	1,500	530	70	11	2.3	0	0.0
1994	124			T	840	1,500	1,500	520	100	12	2.5	0	0.0
1995	124			T	900	1,550	1,500	550	110	8	1.6	0	0.0
1996	124			T	910	1,600	1,550	560	110	11	2.1	0	0.0
1997	124			LT	940	1,350	1,300	700	110	14	2.6	0	0.0
1998	124			LT	940	1,300	1,300	690	110	9	1.7	0	0.0
1999	124			LT	970	1,350	1,300	710	120	4	0.7	0	0.0
2000	124			LT	1,000	1,400	1,350	730	100	15	2.7	0	0.0
2001	124			LT	1,000	1,400	1,350	730	100	23	4.1	1	0.2
2002	124			LT	1,050	1,450	1,450	770	100	21	3.6	1	0.2
2003	124			LT	1,050	1,450	1,400	780	100	13	2.2	0	0.0
2004	124			LT	1,100	1,550	1,500	810	110	16	2.6	0	0.0
2005	124			LT	1,100	1,500	1,450	810	110	17	2.7	0	0.0
2006	124			LT	1,100	1,500	1,450	810	110	23	3.7	0	0.0
2007	124			LT	1,150	1,600	1,600	840	100	21	3.2	2	0.3
2008	124			LT	1,150	1,600	1,500	850	100	18	2.8	0	0.0
2009	124			LT	1,200	1,600	1,600	890	110	19	2.8	1	0.1
2010	124			LT	1,200	1,600	1,600	890	110	14	2.1	0	0.0
2011	124			LT	1,250	1,600	1,650	1,050	110	16	2.3	1	0.1
2012	124			LT	1,250	1,650	1,550	950	110	13	1.8	1	0.1
2013	124			CTR	1,250	1,500	1,550	1,050	110	13	1.8	0	0.0
2014	124			CTR	1,300	1,600	1,600	1,100	120	16	2.2	1	0.1
2015	124			CTR	1,300	1,600	1,600	1,100	230	11	1.5	0	0.0
2016	124			CTR	1,350	1,650	1,650	1,150	250	7	0.9	0	0.0
2017	124			CTR	1,350	1,800	1,800	1,100	250	14	1.8	0	0.0
2018	124			CTR	1,400	1,850	1,850	1,150	260	18	2.3	0	0.0
2019	124			CTR	1,400	1,850	1,850	1,150	260	5	0.6	1	0.1
2021	124			CTR	1,450	1,900	1,900	1,200	260	10	1.2	0	0.0
1988	124	E JCT SEC HWY 520 (S) CROFT CHAPMAN TWPS	1.9	CTR	450	580	550	380	40	2	6.4	0	0.0
1989	124			CTR	450	570	540	390	40	0	0.0	0	0.0
1990	124			CTR	450	560	530	390	40	1	3.2	0	0.0
1991	124			CTR	450	570	560	390	40	3	9.6	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1992	124			CTR	450	550	540	390	40	0	0.0	0	0.0
1993	124			CTR	450	570	540	380	40	1	3.2	0	0.0
1994	124			T	480	870	840	300	90	0	0.0	0	0.0
1995	124			T	530	930	900	330	100	1	2.7	0	0.0
1996	124			T	540	940	920	330	100	1	2.6	0	0.0
1997	124			LT	560	790	770	410	100	1	2.6	0	0.0
1998	124			LT	560	780	770	410	100	2	5.1	0	0.0
1999	124			LT	630	880	860	460	110	1	2.3	0	0.0
2000	124			LT	680	950	930	500	70	1	2.1	0	0.0
2001	124			LT	680	950	930	500	70	2	4.2	0	0.0
2002	124			LT	710	990	970	520	70	0	0.0	0	0.0
2003	124			LT	740	1,000	1,000	550	80	3	5.8	1	1.9
2004	124			LT	770	1,100	1,050	560	80	2	3.7	0	0.0
2005	124			LT	780	1,050	1,050	570	90	4	7.4	1	1.8
2006	124			LT	830	1,150	1,100	610	90	1	1.7	0	0.0
2007	124			LT	830	1,150	1,150	610	20	2	3.5	0	0.0
2008	124			LT	860	1,200	1,150	630	20	3	5.0	1	1.7
2009	124			LT	840	1,150	1,100	620	20	4	6.8	0	0.0
2010	124			LT	910	1,200	1,200	670	20	0	0.0	0	0.0
2011	124			LT	800	1,000	1,050	660	20	1	1.8	0	0.0
2012	124			LT	930	1,200	1,150	700	20	2	3.1	0	0.0
2013	124			CTR	950	1,150	1,200	810	20	4	6.0	0	0.0
2014	124			CTR	980	1,200	1,200	830	20	1	1.5	0	0.0
2015	124			CTR	920	1,100	1,150	780	40	0	0.0	0	0.0
2016	124			CTR	880	1,050	1,100	750	50	0	0.0	0	0.0
2017	124			CTR	1,000	1,350	1,350	810	60	0	0.0	0	0.0
2018	124			CTR	1,050	1,400	1,400	860	70	5	6.8	0	0.0
2019	124			CTR	1,050	1,400	1,400	850	70	1	1.4	0	0.0
2021	124			CTR	1,100	1,450	1,450	900	70	1	1.3	0	0.0
1988	124	SEC HWY 510 (S) NIPISSING RD(N)	19.9	CTR	950	1,250	1,150	800	120	11	1.6	0	0.0
1989	124			CTR	950	1,200	1,150	820	120	2	0.3	1	0.1
1990	124			CTR	950	1,200	1,100	830	80	11	1.6	0	0.0
1991	124			CTR	950	1,200	1,200	830	80	9	1.3	0	0.0
1992	124			CTR	1,000	1,250	1,200	870	80	4	0.5	1	0.1
1993	124			CTR	1,050	1,300	1,250	890	80	8	1.0	2	0.3
1994	124			CTR	1,100	1,400	1,350	920	180	7	0.9	1	0.1
1995	124			CTR	1,100	1,400	1,350	920	180	5	0.6	0	0.0
1996	124			CTR	1,100	1,400	1,350	920	180	9	1.1	0	0.0
1997	124			CTR	1,100	1,400	1,350	920	180	4	0.5	0	0.0
1998	124			CTR	1,150	1,450	1,400	970	180	8	1.0	0	0.0
1999	124			CTR	1,150	1,450	1,400	970	180	3	0.4	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2000	124			CTR	1,200	1,500	1,450	1,000	80	10	1.1	1	0.1
2001	124			CTR	1,200	1,500	1,450	1,000	80	11	1.3	0	0.0
2002	124			CTR	1,200	1,500	1,450	1,000	80	5	0.6	0	0.0
2003	124			CTR	1,200	1,500	1,450	1,000	100	10	1.1	0	0.0
2004	124			CTR	1,200	1,500	1,450	1,000	100	9	1.0	1	0.1
2005	124			CTR	1,250	1,550	1,500	1,050	100	8	0.9	0	0.0
2006	124			CTR	1,250	1,550	1,500	1,050	90	10	1.1	0	0.0
2007	124			CTR	1,250	1,550	1,550	1,050	110	14	1.5	1	0.1
2008	124			CR	1,300	1,550	1,550	1,100	120	8	0.8	0	0.0
2009	124			CR	1,300	1,550	1,500	1,100	120	13	1.4	0	0.0
2010	124			CR	1,300	1,550	1,500	1,100	120	8	0.8	0	0.0
2011	124			CR	1,200	1,400	1,400	1,050	100	8	0.9	0	0.0
2012	124			CR	1,300	1,550	1,550	1,100	230	9	1.0	0	0.0
2013	124			CTR	1,300	1,600	1,650	1,100	240	5	0.5	0	0.0
2014	124			IR	1,300	1,550	1,550	1,100	110	9	1.0	1	0.1
2015	124			CTR	1,250	1,500	1,550	1,050	100	5	0.6	1	0.1
2016	124			CTR	1,350	1,650	1,650	1,150	330	15	1.5	2	0.2
2017	124			CTR	1,350	1,800	1,800	1,100	330	8	0.8	0	0.0
2018	124			CTR	1,350	1,800	1,800	1,100	330	6	0.6	0	0.0
2019	124			CTR	1,350	1,800	1,800	1,100	330	13	1.3	0	0.0
2021	124			CTR	1,400	1,850	1,800	1,150	340	7	0.7	1	0.1
1988	124	HWY 11 STRONG TWP	3.7	IR	6,800	8,850	7,500	5,450	1,150	19	2.1	1	0.1
1989	124			IR	7,300	9,400	8,100	6,000	1,250	21	2.2	1	0.1
1990	124			IR	7,450	9,450	8,250	6,100	890	9	0.9	2	0.2
1991	124			IR	7,550	9,500	8,400	6,250	910	12	1.2	2	0.2
1992	124			IR	7,950	9,800	8,750	6,750	950	19	1.8	3	0.3
1993	124			IR	8,450	10,400	8,750	6,900	1,000	12	1.1	1	0.1
1994	124			IR	8,750	10,800	9,600	7,350	960	18	1.5	4	0.3
1995	124			IR	8,900	11,000	9,800	7,600	980	15	1.3	2	0.2
1996	124			IR	9,100	11,300	10,200	7,750	1,000	10	0.8	1	0.1
1997	124			IR	8,000	10,000	8,950	6,800	880	14	1.3	0	0.0
1998	124			IR	8,350	10,400	9,350	7,000	920	18	1.6	3	0.3
1999	124			IR	8,650	10,700	9,600	7,250	950	10	0.9	2	0.2
2000	124			IR	9,000	11,000	9,950	7,600	1,350	10	0.8	2	0.2
2001	124			IR	8,600	10,600	9,550	7,250	1,300	15	1.3	3	0.3
2002	124			IR	8,600	10,600	9,550	7,300	1,200	15	1.3	2	0.2
2003	124			IR	8,550	10,400	9,400	7,250	1,050	9	0.8	0	0.0
2004	124			IR	8,550	10,600	9,450	7,250	1,050	9	0.8	2	0.2
2005	124			IR	8,550	10,300	9,350	7,300	1,050	12	1.1	2	0.2
2006	124			IR	8,500	10,300	9,300	7,200	680	12	1.1	4	0.4
2007	124			IR	8,500	10,300	10,300	7,200	680	8	0.7	2	0.2

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2008	124			IR	8,450	10,200	10,000	7,200	680	9	0.8	4	0.4
2009	124			IR	8,450	10,100	9,200	7,200	680	7	0.6	1	0.1
2010	124			IR	8,450	10,100	9,200	7,200	680	14	1.2	2	0.2
2011	124			IR	8,400	10,000	9,800	7,150	670	0	0.0	0	0.0
2012	124			IR	8,400	10,000	9,750	7,200	670	0	0.0	0	0.0
2013	124			IR	8,400	10,000	10,700	7,150	670	1	0.1	0	0.0
2014	124			IR	8,350	9,950	9,950	7,100	670	0	0.0	0	0.0
2015	124			IR	8,350	9,950	9,950	7,100	670	2	0.2	0	0.0
2016	124			CTR	2,550	3,100	3,150	2,150	300	3	0.9	0	0.0
2017	124			CTR	2,550	3,400	3,400	2,100	300	1	0.3	0	0.0
2018	124			CTR	6,450	8,600	8,600	5,250	770	1	0.1	0	0.0
2019	124			CTR	3,200	4,250	4,250	2,600	380	2	0.5	0	0.0
2021	124			CTR	5,550	7,250	7,200	4,550	670	2	0.3	0	0.0
1988	124	3.650 KM N OF HWY 11 STRONG TWP	7.6	CTR	6,500	8,450	7,950	5,450	520	17	0.9	8	0.4
1989	124			CTR	6,900	8,750	8,350	5,950	550	29	1.5	1	0.1
1990	124			CTR	7,100	8,900	8,400	6,200	710	26	1.3	7	0.4
1991	124			IR	7,300	9,200	8,100	6,050	730	38	1.9	5	0.2
1992	124			IR	7,300	9,000	8,050	6,200	730	31	1.5	7	0.3
1993	124			IR	7,500	9,200	7,750	6,150	750	26	1.3	3	0.1
1994	124			IR	7,500	9,250	8,250	6,300	900	37	1.8	4	0.2
1995	124			IR	7,500	9,250	8,250	6,400	900	39	1.9	7	0.3
1996	124			IR	7,500	9,300	8,350	6,400	900	34	1.6	8	0.4
1997	124			IR	7,500	9,400	8,400	6,400	1,100	34	1.6	4	0.2
1998	124			IR	7,600	9,400	8,500	6,400	1,150	21	1.0	7	0.3
1999	124			IR	7,650	9,500	8,500	6,450	1,150	28	1.3	4	0.2
2000	124			IR	7,800	9,550	8,650	6,600	1,100	32	1.5	5	0.2
2001	124			IR	7,750	9,600	8,600	6,550	1,100	30	1.4	5	0.2
2002	124			IR	7,800	9,600	8,650	6,650	1,100	27	1.3	4	0.2
2003	124			IR	7,850	9,550	8,650	6,650	940	29	1.3	3	0.1
2004	124			IR	7,900	9,750	8,750	6,700	950	21	1.0	5	0.2
2005	124			IR	7,950	9,600	8,700	6,800	950	23	1.0	4	0.2
2006	124			IR	8,000	9,650	8,750	6,800	720	18	0.8	2	0.1
2007	124			IR	8,050	9,750	9,700	6,800	720	20	0.9	7	0.3
2008	124			IR	8,100	9,800	9,650	6,900	730	20	0.9	3	0.1
2009	124			IR	8,150	9,800	8,900	6,950	730	17	0.8	3	0.1
2010	124			IR	8,200	9,750	8,950	7,000	740	23	1.0	1	0.0
2011	124			IR	8,250	9,850	9,650	7,050	740	0	0.0	0	0.0
2012	124			IR	8,300	9,850	9,600	7,100	750	1	0.0	0	0.0
2013	124			IR	8,350	9,950	10,700	7,100	750	0	0.0	0	0.0
2014	124			IR	8,400	10,000	10,000	7,150	760	1	0.0	0	0.0
2015	124			IR	8,450	10,100	10,100	7,200	760	11	0.5	1	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2016	124			CTR	3,100	3,800	3,800	2,650	210	9	1.1	0	0.0
2017	124			CTR	3,100	4,150	4,100	2,550	210	3	0.4	0	0.0
2018	124			CTR	3,150	4,200	4,200	2,550	220	4	0.5	1	0.1
2019	124			CTR	3,100	4,150	4,100	2,500	220	4	0.5	0	0.0
2021	124			CTR	5,500	7,150	7,150	4,500	380	5	0.3	0	0.0
2004	124	EAGLE LAKE RD (W) OTTAWA AV (E)	2.0	IR	6,550	8,100	7,250	5,550	590	7	1.5	1	0.2
2005	124			IR	6,900	8,350	7,550	5,900	620	6	1.2	0	0.0
2006	124			IR	7,200	8,700	7,850	6,100	650	5	1.0	2	0.4
2007	124			IR	7,550	9,150	9,100	6,400	680	4	0.7	0	0.0
2008	124			IR	7,900	9,550	9,400	6,750	710	8	1.4	2	0.3
2009	124			IR	8,350	10,000	9,100	7,100	750	8	1.3	1	0.2
2010	124			IR	8,500	10,100	9,250	7,250	760	8	1.3	1	0.2
2011	124			IR	8,900	10,600	10,400	7,600	800	0	0.0	0	0.0
2012	124			IR	9,250	11,000	10,700	7,900	830	0	0.0	0	0.0
2013	124			IR	9,600	11,400	12,300	8,150	860	0	0.0	0	0.0
2014	124			IR	9,950	11,800	11,900	8,450	900	2	0.3	0	0.0
2015	124			IR	10,300	12,300	12,300	8,750	930	1	0.1	0	0.0
2016	124			CTR	1,850	2,250	2,300	1,550	250	3	2.2	0	0.0
2017	124			CTR	1,850	2,450	2,450	1,500	250	2	1.5	0	0.0
2018	124			CTR	6,500	8,700	8,650	5,300	890	3	0.6	0	0.0
2019	124			CTR	1,900	2,550	2,500	1,550	260	1	0.7	0	0.0
2021	124			CTR	4,900	6,400	6,350	4,000	690	1	0.3	0	0.0
2016	124	HWY 11	5.2	CR	100	120	120	90	0	1	5.3	0	0.0
2017	124			CR	110	130	130	100	0	1	4.8	0	0.0
2018	124			CR	120	140	140	110	0	2	8.8	0	0.0
2019	124			CR	130	150	150	120	0	1	4.1	0	0.0
2021	124			CR	150	170	170	140	0	0	0.0	0	0.0
2021	124	GOREVILLE RD (W) SUMMIT RD (E) LAURIER TWP C 8 9 END OF HWY											
1988	125	HWY 105	7.4	UC	2,450	2,550	2,750	2,300	200	10	1.5	2	0.3
1989	125			C	2,500	2,800	2,800	2,250	200	6	0.9	0	0.0
1990	125			C	2,500	2,800	2,800	2,250	200	3	0.4	0	0.0
1991	125			C	2,500	2,750	2,800	2,300	200	3	0.4	0	0.0
1992	125			UC	2,500	2,650	2,900	2,400	200	12	1.8	0	0.0
1993	125			UC	2,650	2,800	3,000	2,500	210	10	1.4	0	0.0
1994	125			UC	2,750	2,900	3,150	2,550	220	6	0.8	0	0.0
1995	125			UC	2,900	3,050	3,300	2,700	230	23	2.9	1	0.1
1996	125			UC	2,850	3,000	3,350	2,700	230	3	0.4	0	0.0
1997	125			C	2,950	3,350	3,350	2,650	240	14	1.8	0	0.0
1998	125			C	3,000	3,400	3,400	2,700	210	5	0.6	0	0.0
1999	125			C	3,050	3,400	3,450	2,750	210	8	1.0	0	0.0
2000	125			C	3,100	3,500	3,500	2,800	220	5	0.6	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2001	125			C	3,200	3,600	3,600	2,900	130	7	0.8	2	0.2
2002	125			C	3,250	3,650	3,650	2,900	130	11	1.3	1	0.1
2003	125			C	3,300	3,700	3,700	3,000	130	6	0.7	0	0.0
2004	125			C	3,350	3,750	3,800	3,000	270	12	1.3	2	0.2
2005	125			C	3,400	3,800	3,800	3,050	270	6	0.7	0	0.0
2006	125			C	3,450	3,850	3,850	3,100	100	8	0.9	0	0.0
2007	125			C	3,550	3,950	4,000	3,200	110	13	1.4	0	0.0
2008	125			C	3,600	3,950	3,900	3,250	250	22	2.3	1	0.1
2009	125			C	3,750	4,100	4,150	3,400	260	9	0.9	1	0.1
2010	125			SC	3,900	4,150	4,550	3,450	230	8	0.8	0	0.0
2011	125			SC	3,850	4,950	4,500	3,050	230	4	0.4	0	0.0
2012	125			UC	4,300	4,350	4,600	4,100	230	7	0.6	0	0.0
2013	125			CTR	3,950	4,800	4,950	3,350	400	14	1.3	0	0.0
2014	125			CTR	4,100	5,000	5,050	3,500	420	11	1.0	0	0.0
2015	125			CTR	4,150	5,050	5,100	3,550	420	10	0.9	0	0.0
2016	125			CTR	4,250	5,200	5,250	3,600	430	11	1.0	1	0.1
2017	125			CTR	4,300	5,750	5,700	3,500	440	2	0.2	0	0.0
2018	125			IC	4,250	4,700	4,700	3,850	210	6	0.5	0	0.0
2019	125			IC	4,400	4,850	4,850	3,950	220	6	0.5	0	0.0
2021	125			IC	4,550	4,950	4,950	4,100	230	5	0.4	0	0.0
1988	125	DICKENSON RD TO BALMERTOWN (S)	6.2	UC	1,450	1,500	1,650	1,350	70	8	2.4	0	0.0
1989	125			C	1,500	1,650	1,700	1,350	80	5	1.5	1	0.3
1990	125			C	1,450	1,600	1,600	1,300	70	1	0.3	1	0.3
1991	125			C	1,450	1,600	1,600	1,300	70	6	1.8	0	0.0
1992	125			UC	1,400	1,500	1,600	1,350	60	4	1.3	0	0.0
1993	125			UC	1,400	1,450	1,600	1,300	60	3	0.9	0	0.0
1994	125			UC	1,500	1,600	1,700	1,400	60	8	2.3	0	0.0
1995	125			UC	1,450	1,550	1,650	1,350	60	6	1.8	1	0.3
1996	125			UC	1,500	1,600	1,750	1,450	60	9	2.6	0	0.0
1997	125			UC	1,550	1,650	1,800	1,450	60	6	1.7	0	0.0
1998	125			UC	1,550	1,650	1,800	1,450	60	4	1.1	0	0.0
1999	125			UC	1,550	1,650	1,800	1,450	60	3	0.9	0	0.0
2000	125			UC	1,550	1,650	1,850	1,450	60	3	0.9	0	0.0
2001	125			UC	1,550	1,650	1,800	1,450	60	5	1.4	1	0.3
2002	125			UC	1,550	1,650	1,800	1,450	60	3	0.9	0	0.0
2003	125			UC	1,600	1,700	1,850	1,500	60	6	1.7	0	0.0
2004	125			UC	1,600	1,700	1,900	1,500	60	7	1.9	1	0.3
2005	125			UC	1,600	1,700	1,850	1,500	60	4	1.1	0	0.0
2006	125			UC	1,600	1,700	1,850	1,500	60	0	0.0	0	0.0
2007	125			UC	1,650	1,750	1,900	1,550	70	5	1.3	0	0.0
2008	125			UC	1,650	1,750	1,650	1,550	70	9	2.4	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2009	125			UC	1,650	1,750	1,950	1,550	70	7	1.9	0	0.0
2010	125			UC	1,650	1,750	1,900	1,550	100	10	2.7	0	0.0
2011	125			UC	1,650	1,650	1,700	1,550	100	5	1.3	0	0.0
2012	125			UC	2,000	2,000	2,150	1,900	120	8	1.8	0	0.0
2013	125			CTR	1,700	2,050	2,150	1,450	230	7	1.8	0	0.0
2014	125			CTR	1,750	2,150	2,150	1,500	240	2	0.5	0	0.0
2015	125			CTR	1,800	2,200	2,200	1,550	250	2	0.5	0	0.0
2016	125			CTR	1,800	2,200	2,200	1,550	250	1	0.2	1	0.2
2017	125			CTR	1,800	2,400	2,400	1,450	250	2	0.5	1	0.2
2018	125			IC	1,700	1,850	1,900	1,550	100	1	0.3	0	0.0
2019	125			IC	1,800	2,000	2,000	1,600	110	2	0.5	0	0.0
2021	125			IC	1,850	2,000	2,000	1,650	110	2	0.5	0	0.0
2021	125	COCHENOUR DOCK END OF HWY											
1988	127	HWY 62 (W) HASTINGS RD 62 (E)	13.4	T	600	1,100	1,050	370	60	5	1.7	1	0.3
1989	127			T	600	1,100	1,050	380	60	4	1.4	1	0.3
1990	127			T	600	1,100	1,050	370	60	8	2.7	0	0.0
1991	127			T	600	1,100	1,050	370	60	6	2.0	0	0.0
1992	127			T	700	1,250	1,250	430	70	1	0.3	0	0.0
1993	127			T	700	1,250	1,250	430	70	4	1.2	0	0.0
1994	127			T	800	1,450	1,400	500	80	5	1.3	0	0.0
1995	127			LT	950	1,350	1,350	700	100	12	2.6	1	0.2
1996	127			LT	1,050	1,500	1,450	770	100	10	1.9	1	0.2
1997	127			LT	1,150	1,600	1,600	850	120	4	0.7	0	0.0
1998	127			LT	1,250	1,750	1,700	910	120	5	0.8	1	0.2
1999	127			LT	1,250	1,750	1,700	910	120	9	1.5	0	0.0
2000	127			LT	1,350	1,900	1,850	990	140	7	1.1	1	0.2
2001	127			LT	1,350	1,900	1,850	990	110	6	0.9	1	0.2
2002	127			LT	1,500	2,100	2,050	1,100	120	7	1.0	0	0.0
2003	127			LT	1,400	1,950	1,900	1,050	110	8	1.2	1	0.1
2004	127			LT	1,300	1,800	1,750	950	310	5	0.8	0	0.0
2005	127			LT	1,150	1,600	1,550	850	280	6	1.1	0	0.0
2006	127			LT	1,250	1,700	1,650	920	300	10	1.6	1	0.2
2007	127			LT	950	1,300	1,350	700	100	4	0.9	0	0.0
2008	127			LT	1,300	1,800	1,700	960	40	3	0.5	0	0.0
2009	127			LT	1,300	1,750	1,700	960	40	4	0.6	0	0.0
2010	127			LT	1,200	1,600	1,600	890	40	9	1.5	0	0.0
2011	127			LT	1,350	1,750	1,750	1,100	40	2	0.3	0	0.0
2012	127			LT	1,100	1,450	1,350	830	30	6	1.1	0	0.0
2013	127			SC	1,100	1,150	1,050	970	140	6	1.1	0	0.0
2014	127			SC	1,300	1,400	1,350	1,150	170	2	0.3	0	0.0
2015	127			SC	1,300	1,400	1,350	1,150	170	5	0.8	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2016	127			SC	1,300	1,400	1,350	1,150	170	4	0.6	0	0.0
2017	127			SC	1,300	1,400	1,400	1,150	170	6	0.9	1	0.2
2018	127			SC	1,300	1,400	1,400	1,150	170	4	0.6	0	0.0
2019	127			SC	1,300	1,400	1,350	1,150	170	2	0.3	0	0.0
2021	127			SC	1,350	1,450	1,400	1,200	180	2	0.3	1	0.2
1988	127	BOULTER LAKE RD (W) LAKE ST PETER RD (E)	3.5	T	600	1,100	1,050	370	60	1	1.3	0	0.0
1989	127			T	600	1,100	1,050	380	60	0	0.0	0	0.0
1990	127			T	600	1,100	1,050	370	60	1	1.3	0	0.0
1991	127			T	600	1,100	1,050	370	60	1	1.3	0	0.0
1992	127			LR	600	970	770	400	60	0	0.0	0	0.0
1993	127			LR	600	970	770	390	60	0	0.0	0	0.0
1994	127			LR	650	1,050	860	420	60	0	0.0	0	0.0
1995	127			LT	650	930	910	480	60	0	0.0	0	0.0
1996	127			LT	650	920	900	480	60	0	0.0	0	0.0
1997	127			CTR	650	830	800	550	60	1	1.2	1	1.2
1998	127			CTR	650	830	790	550	60	0	0.0	0	0.0
1999	127			CTR	650	820	790	550	60	0	0.0	0	0.0
2000	127			CTR	650	820	790	550	60	1	1.2	0	0.0
2001	127			CTR	650	820	790	550	70	0	0.0	0	0.0
2002	127			CTR	650	820	790	550	60	1	1.2	0	0.0
2003	127			CTR	640	800	760	540	60	1	1.2	0	0.0
2004	127			LT	650	910	880	480	60	2	2.4	0	0.0
2005	127			LT	640	880	860	470	60	2	2.5	1	1.2
2006	127			LT	640	880	850	470	60	0	0.0	0	0.0
2007	127			LT	610	840	860	450	40	2	2.6	0	0.0
2008	127			LT	630	860	830	460	40	1	1.3	0	0.0
2009	127			LT	630	850	830	470	40	2	2.5	0	0.0
2010	127			LT	630	850	830	470	40	1	1.3	0	0.0
2011	127			LT	630	810	820	520	40	0	0.0	0	0.0
2012	127			LT	1,000	1,300	1,250	760	70	0	0.0	0	0.0
2013	127			LT	700	910	910	530	50	0	0.0	0	0.0
2014	127			LT	710	930	940	540	50	1	1.1	0	0.0
2015	127			LT	710	930	940	540	50	1	1.1	0	0.0
2016	127			LT	710	930	940	540	50	1	1.1	0	0.0
2017	127			LT	720	1,000	1,000	550	50	0	0.0	0	0.0
2018	127			LT	720	1,000	1,000	550	50	2	2.2	0	0.0
2019	127			LT	730	1,000	1,000	560	50	0	0.0	0	0.0
2021	127			LT	740	1,000	1,000	570	50	0	0.0	0	0.0
1988	127	HASTINGS CTY NIPISSING DIST BDY	21.7	T	600	1,100	1,050	370	60	4	0.8	0	0.0
1989	127			T	600	1,100	1,050	380	60	8	1.7	1	0.2
1990	127			T	600	1,100	1,050	370	60	1	0.2	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1991	127			T	600	1,100	1,050	370	60	5	1.1	0	0.0
1992	127			LR	600	970	770	400	60	5	1.1	1	0.2
1993	127			LR	600	970	770	390	60	5	1.1	0	0.0
1994	127			LR	650	1,050	860	420	60	2	0.4	0	0.0
1995	127			LT	650	930	910	480	60	9	1.8	2	0.4
1996	127			LT	650	920	900	480	60	3	0.6	0	0.0
1997	127			CTR	650	830	800	550	60	6	1.2	1	0.2
1998	127			CTR	650	830	790	550	60	4	0.8	0	0.0
1999	127			CTR	650	820	790	550	60	5	1.0	0	0.0
2000	127			CTR	650	820	790	550	60	1	0.2	0	0.0
2001	127			CTR	650	820	790	550	70	1	0.2	0	0.0
2002	127			CTR	650	820	790	550	60	5	1.0	1	0.2
2003	127			CTR	640	800	760	540	60	6	1.2	0	0.0
2004	127			LT	650	910	880	480	60	8	1.6	0	0.0
2005	127			LT	640	880	860	470	60	1	0.2	0	0.0
2006	127			LT	640	880	850	470	60	3	0.6	1	0.2
2007	127			LT	610	840	860	450	40	5	1.0	0	0.0
2008	127			LT	630	860	830	460	40	4	0.8	0	0.0
2009	127			LT	630	850	830	470	40	7	1.4	0	0.0
2010	127			LT	630	850	830	470	40	7	1.4	0	0.0
2011	127			LT	630	810	820	520	40	4	0.8	0	0.0
2012	127			LT	630	820	780	480	40	4	0.8	0	0.0
2013	127			LT	630	820	820	480	40	2	0.4	0	0.0
2014	127			LT	620	810	820	470	40	4	0.8	0	0.0
2015	127			LT	620	810	820	470	40	5	1.0	2	0.4
2016	127			LT	620	810	820	470	40	2	0.4	0	0.0
2017	127			LT	620	790	790	520	40	1	0.2	0	0.0
2018	127			LT	620	790	790	520	40	6	1.2	0	0.0
2019	127			LT	620	790	790	520	70	6	1.2	1	0.2
2021	127			LT	610	770	770	510	70	5	1.0	0	0.0
2021	127	HWY 60 END OF HWY											
2021	129	HWYS 17 RIVER ST START OF NA	0.9										
1988	129	FORMER TOWN OF THESSALON(N LTS) END OF NA	2.5	LT	900	1,300	1,250	680	140	0	0.0	0	0.0
1989	129			LT	900	1,250	1,250	670	140	0	0.0	0	0.0
1990	129			LT	900	1,300	1,250	660	140	1	1.2	0	0.0
1991	129			LT	950	1,350	1,300	700	140	0	0.0	0	0.0
1992	129			LT	950	1,300	1,300	730	140	3	3.5	0	0.0
1993	129			LT	950	1,300	1,200	700	140	1	1.2	0	0.0
1994	129			IR	990	1,200	1,100	830	150	0	0.0	0	0.0
1995	129			IR	960	1,200	1,050	820	140	1	1.1	0	0.0
1996	129			IR	970	1,200	1,100	830	150	1	1.1	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1997	129			LT	980	1,400	1,350	730	150	1	1.1	0	0.0
1998	129			LT	990	1,400	1,350	720	150	0	0.0	0	0.0
1999	129			LT	970	1,350	1,300	710	80	0	0.0	0	0.0
2000	129			LT	960	1,350	1,300	700	80	1	1.1	0	0.0
2001	129			LT	970	1,350	1,300	710	80	0	0.0	0	0.0
2002	129			LT	960	1,350	1,300	700	80	0	0.0	0	0.0
2003	129			LT	960	1,300	1,300	710	80	0	0.0	0	0.0
2004	129			LT	950	1,350	1,300	700	80	0	0.0	0	0.0
2005	129			LT	950	1,300	1,250	700	80	0	0.0	0	0.0
2006	129			LT	960	1,300	1,300	710	90	0	0.0	0	0.0
2007	129			LT	960	1,300	1,350	710	90	0	0.0	0	0.0
2008	129			LT	900	1,250	1,200	660	100	1	1.2	0	0.0
2009	129			LT	940	1,250	1,250	700	90	1	1.2	0	0.0
2010	129			LT	930	1,250	1,200	690	90	1	1.2	0	0.0
2011	129			LT	930	1,200	1,200	760	110	1	1.2	0	0.0
2012	129			CTR	820	990	980	700	130	1	1.3	0	0.0
2013	129			CTR	900	1,100	1,150	760	170	1	1.2	0	0.0
2014	129			CTR	800	980	980	680	150	0	0.0	0	0.0
2015	129			CTR	870	1,050	1,050	740	100	1	1.3	0	0.0
2016	129			CTR	870	1,050	1,050	740	100	0	0.0	0	0.0
2017	129			CTR	860	1,150	1,150	700	90	0	0.0	0	0.0
2018	129			CTR	850	1,150	1,150	690	90	0	0.0	0	0.0
2019	129			CTR	850	1,150	1,150	690	90	0	0.0	0	0.0
2021	129			CTR	840	1,100	1,100	690	30	1	1.3	0	0.0
1988	129	LITTLE RAPIDS RD (W)	6.9	IC	550	640	620	480	80	4	2.9	0	0.0
1989	129			IC	550	630	620	490	80	0	0.0	0	0.0
1990	129			IC	550	630	620	490	80	0	0.0	0	0.0
1991	129			IC	550	620	610	490	80	1	0.7	0	0.0
1992	129			IC	550	610	600	500	80	1	0.7	0	0.0
1993	129			IC	550	620	620	490	80	1	0.7	0	0.0
1994	129			LT	530	780	750	390	80	4	3.0	0	0.0
1995	129			LT	570	820	800	420	90	1	0.7	0	0.0
1996	129			LT	580	820	800	430	90	5	3.4	0	0.0
1997	129			LT	530	750	730	390	80	2	1.5	2	1.5
1998	129			LT	600	840	820	440	90	1	0.7	0	0.0
1999	129			LT	590	820	800	430	90	0	0.0	0	0.0
2000	129			LT	650	910	890	470	100	0	0.0	0	0.0
2001	129			LT	610	850	830	450	90	0	0.0	0	0.0
2002	129			LT	620	870	840	450	90	5	3.2	0	0.0
2003	129			LT	640	880	860	470	100	1	0.6	0	0.0
2004	129			LT	630	880	860	460	90	1	0.6	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2005	129			LT	630	860	840	460	90	1	0.6	0	0.0
2006	129			LT	620	850	830	460	90	1	0.6	0	0.0
2007	129			LT	650	890	920	480	100	1	0.6	0	0.0
2008	129			LT	650	890	850	480	100	2	1.2	1	0.6
2009	129			LT	640	860	840	470	100	1	0.6	0	0.0
2010	129			LT	670	900	880	490	100	3	1.8	0	0.0
2011	129			LT	500	640	650	410	80	1	0.8	0	0.0
2012	129			CTR	450	550	540	380	70	1	0.9	0	0.0
2013	129			CTR	590	720	740	500	90	3	2.0	0	0.0
2014	129			IT	510	640	630	420	80	1	0.8	0	0.0
2015	129			IT	590	740	730	490	90	0	0.0	0	0.0
2016	129			IT	590	740	730	490	90	3	2.0	1	0.7
2017	129			IT	590	780	780	500	90	2	1.3	0	0.0
2018	129			IT	590	780	780	500	90	1	0.7	0	0.0
2019	129			IT	590	780	780	500	90	2	1.3	0	0.0
2021	129			IR	590	710	700	500	20	0	0.0	0	0.0
1988	129	MNR THESSALON TREE NURSERY RD (W)	20.5	LT	350	500	490	270	80	1	0.4	0	0.0
1989	129			LT	350	490	480	260	80	4	1.5	0	0.0
1990	129			LT	350	510	490	260	80	9	3.4	3	1.1
1991	129			LT	350	490	470	260	60	6	2.3	0	0.0
1992	129			LT	350	490	470	270	60	2	0.8	0	0.0
1993	129			LT	350	480	430	260	60	5	1.9	2	0.8
1994	129			LT	370	540	520	270	60	8	2.9	0	0.0
1995	129			LT	350	500	490	260	60	4	1.5	1	0.4
1996	129			LT	350	490	480	260	60	2	0.8	0	0.0
1997	129			LT	360	510	500	270	50	5	1.9	4	1.5
1998	129			LT	360	500	490	260	50	3	1.1	0	0.0
1999	129			LT	370	510	500	270	60	6	2.2	0	0.0
2000	129			LT	350	490	480	260	60	10	3.8	2	0.8
2001	129			LT	380	530	520	280	60	2	0.7	2	0.7
2002	129			LT	380	530	520	280	60	6	2.1	0	0.0
2003	129			LT	370	510	500	270	60	2	0.7	0	0.0
2004	129			LT	370	520	500	270	60	3	1.1	0	0.0
2005	129			LT	410	560	550	300	70	6	2.0	1	0.3
2006	129			LT	370	510	490	270	60	8	2.9	0	0.0
2007	129			LT	370	510	520	270	60	4	1.4	1	0.4
2008	129			LT	350	480	460	260	60	5	1.9	0	0.0
2009	129			LT	370	500	490	270	60	8	2.9	0	0.0
2010	129			SC	350	370	410	310	60	4	1.5	0	0.0
2011	129			SC	370	470	430	290	60	4	1.4	1	0.4
2012	129			CTR	320	390	380	270	50	3	1.2	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2013	129			CTR	360	440	450	310	60	2	0.7	0	0.0
2014	129			IT	360	450	440	300	60	2	0.7	1	0.4
2015	129			IT	360	450	440	300	60	3	1.1	1	0.4
2016	129			IT	360	450	440	300	60	3	1.1	0	0.0
2017	129			IT	360	480	480	300	60	0	0.0	0	0.0
2018	129			IT	360	480	480	300	60	2	0.7	2	0.7
2019	129			IT	360	480	480	310	60	2	0.7	0	0.0
2021	129			IT	360	470	470	310	60	2	0.7	1	0.4
1988	129	SEC HWY 554	65.8	LT	300	430	420	230	50	10	1.4	1	0.1
1989	129			LT	300	420	410	220	50	12	1.7	6	0.8
1990	129			LT	300	440	420	220	50	11	1.5	5	0.7
1991	129			LT	330	460	450	240	80	10	1.3	0	0.0
1992	129			LT	330	460	450	250	80	8	1.0	2	0.3
1993	129			LT	330	460	410	240	80	16	2.0	3	0.4
1994	129			IR	310	380	340	260	50	15	2.0	3	0.4
1995	129			IR	330	410	360	280	60	12	1.5	3	0.4
1996	129			IR	330	410	370	280	60	5	0.6	2	0.3
1997	129			LT	340	480	470	250	70	7	0.9	3	0.4
1998	129			LT	340	480	470	250	70	13	1.6	4	0.5
1999	129			LT	340	470	460	250	70	9	1.1	1	0.1
2000	129			LT	340	470	460	250	90	4	0.5	4	0.5
2001	129			LT	400	560	540	290	110	5	0.5	0	0.0
2002	129			LT	420	590	570	310	110	12	1.2	2	0.2
2003	129			T	480	760	720	300	130	8	0.7	0	0.0
2004	129			T	410	670	650	250	110	8	0.8	5	0.5
2005	129			LT	430	590	580	320	90	7	0.7	1	0.1
2006	129			LT	410	560	550	300	90	7	0.7	2	0.2
2007	129			LT	410	560	580	300	90	6	0.6	0	0.0
2008	129			LT	400	550	520	300	70	14	1.5	6	0.6
2009	129			LT	420	570	550	310	80	5	0.5	1	0.1
2010	129			SC	350	370	410	310	60	6	0.7	1	0.1
2011	129			SC	430	550	500	340	80	9	0.9	1	0.1
2012	129			CTR	330	400	400	280	60	5	0.6	1	0.1
2013	129			CTR	420	510	530	360	80	8	0.8	0	0.0
2014	129			CTR	300	370	370	260	50	6	0.8	1	0.1
2015	129			CTR	350	430	430	300	60	4	0.5	0	0.0
2016	129			CTR	350	430	430	300	60	3	0.4	1	0.1
2017	129			CTR	390	520	520	320	70	3	0.3	1	0.1
2018	129			CTR	390	520	520	320	70	2	0.2	1	0.1
2019	129			CTR	390	520	520	320	70	5	0.5	3	0.3
2021	129			CTR	400	520	520	330	70	8	0.8	1	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1988	129	SEC HWY 556	87.7	LT	200	280	280	150	30	9	1.4	2	0.3
1989	129			LT	200	280	280	150	30	8	1.2	1	0.2
1990	129			LT	200	290	280	150	30	12	1.9	1	0.2
1991	129			LT	250	350	340	180	60	11	1.4	1	0.1
1992	129			LT	250	350	340	190	60	12	1.5	2	0.2
1993	129			LT	250	350	310	180	60	11	1.4	4	0.5
1994	129			LT	260	380	370	190	70	10	1.2	0	0.0
1995	129			LT	250	360	350	180	70	10	1.2	1	0.1
1996	129			LT	250	350	340	180	70	14	1.7	2	0.2
1997	129			LT	200	280	280	150	50	6	0.9	3	0.5
1998	129			LT	270	380	370	200	70	12	1.4	4	0.5
1999	129			LT	280	390	380	200	60	10	1.1	4	0.4
2000	129			LT	290	400	400	210	60	10	1.1	1	0.1
2001	129			LT	280	390	380	210	60	12	1.3	3	0.3
2002	129			LT	290	410	390	210	60	13	1.4	1	0.1
2003	129			LT	300	410	400	220	70	14	1.5	2	0.2
2004	129			LT	280	390	380	210	60	6	0.7	0	0.0
2005	129			LT	330	450	440	240	100	19	1.8	2	0.2
2006	129			LT	260	360	350	190	80	13	1.6	2	0.2
2007	129			LT	250	340	350	180	80	6	0.7	1	0.1
2008	129			LT	300	410	390	220	70	8	0.8	2	0.2
2009	129			LT	260	350	340	190	90	10	1.2	6	0.7
2010	129			LT	290	390	380	210	100	11	1.2	2	0.2
2011	129			LT	220	280	290	180	70	11	1.6	0	0.0
2012	129			CTR	200	240	240	170	60	12	1.9	2	0.3
2013	129			CTR	210	260	260	180	60	13	1.9	2	0.3
2014	129			CTR	180	220	220	150	60	11	1.9	2	0.3
2015	129			CTR	240	290	300	200	70	6	0.8	0	0.0
2016	129			CTR	240	290	300	200	70	10	1.3	3	0.4
2017	129			CTR	240	320	320	200	70	6	0.8	0	0.0
2018	129			CTR	230	310	310	190	70	9	1.2	1	0.1
2019	129			CTR	230	310	310	190	70	6	0.8	1	0.1
2021	129			CR	190	220	220	170	30	2	0.3	0	0.0
1988	129	SUNSET VIEW RD FIVE MILE PROV PK (W)	25.8	LT	350	500	490	270	90	2	0.6	0	0.0
1989	129			LT	350	490	480	260	90	4	1.2	1	0.3
1990	129			LT	400	580	560	290	100	3	0.8	1	0.3
1991	129			LT	400	560	540	300	70	5	1.3	1	0.3
1992	129			LT	400	560	540	310	70	7	1.9	1	0.3
1993	129			LT	400	550	500	290	70	5	1.3	0	0.0
1994	129			LT	470	690	660	340	80	4	0.9	2	0.5
1995	129			LT	450	650	630	330	80	4	0.9	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1996	129			LT	470	660	650	350	80	1	0.2	0	0.0
1997	129			LT	480	680	660	360	80	1	0.2	0	0.0
1998	129			LT	500	700	680	360	80	2	0.4	1	0.2
1999	129			LT	510	710	690	370	90	0	0.0	0	0.0
2000	129			LT	500	700	680	360	80	6	1.3	1	0.2
2001	129			LT	520	730	710	380	90	3	0.6	0	0.0
2002	129			LT	530	740	720	390	90	2	0.4	0	0.0
2003	129			LT	530	730	710	390	90	4	0.8	2	0.4
2004	129			LT	530	740	720	390	90	2	0.4	1	0.2
2005	129			LT	540	740	720	400	150	3	0.6	0	0.0
2006	129			LT	530	730	710	390	150	0	0.0	0	0.0
2007	129			LT	530	730	750	390	150	2	0.4	0	0.0
2008	129			SC	540	570	530	470	60	3	0.6	0	0.0
2009	129			SC	520	550	610	460	60	2	0.4	1	0.2
2010	129			SC	510	540	600	450	60	3	0.6	0	0.0
2011	129			SC	500	640	580	400	60	3	0.6	0	0.0
2012	129			CTR	440	530	530	370	50	4	1.0	1	0.2
2013	129			CTR	440	540	550	370	50	4	1.0	0	0.0
2014	129			CTR	410	500	500	350	50	5	1.3	1	0.3
2015	129			CTR	500	610	620	420	60	9	1.9	3	0.6
2016	129			CTR	500	610	620	420	60	3	0.6	0	0.0
2017	129			CTR	500	670	660	410	60	6	1.3	0	0.0
2018	129			CTR	500	670	670	410	60	2	0.4	0	0.0
2019	129			CTR	500	670	660	410	60	3	0.6	0	0.0
2021	129			CTR	410	530	530	330	40	5	1.3	1	0.3
2021	129	S JCT HWY 101	7.6										
1988	129	N JCT HWY 101 FOLEYET RD	3.0	LT	1,500	2,150	2,100	1,150	400	1	0.6	1	0.6
1989	129			LT	1,550	2,150	2,150	1,150	420	1	0.6	0	0.0
1990	129			LT	1,550	2,250	2,150	1,150	420	4	2.4	0	0.0
1991	129			LT	1,550	2,150	2,100	1,150	420	7	4.1	0	0.0
1992	129			LT	1,550	2,150	2,100	1,200	420	3	1.8	0	0.0
1993	129			LT	1,550	2,150	1,900	1,150	420	7	4.1	0	0.0
1994	129			LT	1,700	2,500	2,400	1,250	460	5	2.7	2	1.1
1995	129			LT	1,800	2,600	2,500	1,300	490	2	1.0	0	0.0
1996	129			LT	1,850	2,600	2,550	1,350	500	4	2.0	2	1.0
1997	129			CTR	1,850	2,350	2,300	1,550	260	1	0.5	0	0.0
1998	129			CTR	1,950	2,500	2,400	1,650	270	4	1.9	2	0.9
1999	129			CTR	1,950	2,450	2,350	1,650	270	3	1.4	2	0.9
2000	129			CTR	2,100	2,650	2,550	1,750	210	1	0.4	0	0.0
2001	129			CTR	1,850	2,350	2,250	1,550	180	3	1.5	1	0.5
2002	129			CTR	1,850	2,350	2,250	1,550	180	5	2.5	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2003	129			IT	1,800	2,300	2,300	1,450	180	2	1.0	1	0.5
2004	129			IT	1,800	2,350	2,300	1,450	180	1	0.5	1	0.5
2005	129			LT	1,800	2,450	2,400	1,300	220	2	1.0	1	0.5
2006	129			IT	1,650	2,100	2,100	1,350	160	1	0.6	0	0.0
2007	129			CTR	1,650	2,050	2,050	1,400	160	0	0.0	0	0.0
2008	129			IC	1,750	1,950	1,900	1,550	280	4	2.1	1	0.5
2009	129			IC	1,750	1,950	1,950	1,550	240	3	1.6	2	1.0
2010	129			IC	1,750	1,950	1,950	1,550	240	1	0.5	0	0.0
2011	129			IC	1,750	1,900	2,000	1,550	260	4	2.1	1	0.5
2012	129			UC	1,700	1,700	1,800	1,600	260	0	0.0	0	0.0
2013	129			CTR	1,450	1,750	1,800	1,250	370	3	1.9	0	0.0
2014	129			CTR	1,450	1,750	1,800	1,250	200	6	3.8	1	0.6
2015	129			CTR	1,600	1,950	1,950	1,350	550	0	0.0	0	0.0
2016	129			CTR	1,600	1,950	1,950	1,350	550	1	0.6	0	0.0
2017	129			CTR	1,550	2,050	2,050	1,250	530	1	0.6	0	0.0
2018	129			CTR	1,550	2,050	2,050	1,250	530	0	0.0	0	0.0
2019	129			CTR	1,550	2,050	2,050	1,250	530	0	0.0	0	0.0
2021	129			CR	1,550	1,800	1,800	1,400	90	0	0.0	0	0.0
2021	129	CHAPLEAU S LTS END OF HWY											
1988	130	HWY 61	5.1	CTR	700	910	850	590	80	1	0.8	1	0.8
1989	130			CTR	750	950	910	640	80	0	0.0	0	0.0
1990	130			CTR	750	940	880	650	80	3	2.2	0	0.0
1991	130			CTR	750	940	940	650	80	2	1.4	0	0.0
1992	130			CTR	750	920	890	650	80	1	0.7	0	0.0
1993	130			CTR	1,500	1,900	1,800	1,300	330	1	0.4	0	0.0
1994	130			CTR	1,050	1,350	1,300	880	230	1	0.5	1	0.5
1995	130			CTR	1,100	1,400	1,350	920	240	0	0.0	0	0.0
1996	130			CTR	1,100	1,400	1,350	920	240	2	1.0	0	0.0
1997	130			CTR	1,250	1,600	1,550	1,050	280	2	0.9	0	0.0
1998	130			CTR	1,300	1,650	1,600	1,100	290	2	0.8	0	0.0
1999	130			CTR	1,350	1,700	1,650	1,150	150	2	0.8	0	0.0
2000	130			CTR	1,400	1,750	1,700	1,200	150	0	0.0	0	0.0
2001	130			CTR	1,150	1,450	1,400	970	130	0	0.0	0	0.0
2002	130			CTR	1,150	1,450	1,400	970	90	0	0.0	0	0.0
2003	130			CTR	1,150	1,450	1,350	980	90	1	0.5	0	0.0
2004	130			CTR	1,150	1,450	1,400	970	90	1	0.5	0	0.0
2005	130			CTR	1,050	1,300	1,250	890	140	1	0.5	0	0.0
2006	130			CTR	1,100	1,350	1,300	930	140	2	1.0	0	0.0
2007	130			IR	1,000	1,200	1,200	850	90	2	1.1	0	0.0
2008	130			IR	1,100	1,350	1,300	940	100	5	2.5	1	0.5
2009	130			CR	1,050	1,250	1,200	890	90	0	0.0	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2010	130			CR	1,100	1,300	1,250	930	100	3	1.5	0	0.0
2011	130			IR	960	1,150	1,100	820	90	5	2.8	0	0.0
2012	130			IR	920	1,100	1,050	790	80	2	1.2	0	0.0
2013	130			IR	1,000	1,200	1,300	850	90	1	0.5	0	0.0
2014	130			CR	1,000	1,200	1,150	850	150	3	1.6	0	0.0
2015	130			CR	1,000	1,200	1,150	850	150	1	0.5	0	0.0
2016	130			CR	990	1,150	1,150	840	150	1	0.5	0	0.0
2017	130			CR	980	1,150	1,150	880	150	1	0.6	1	0.6
2018	130			CR	970	1,150	1,150	870	150	2	1.1	0	0.0
2019	130			IR	1,050	1,200	1,200	910	440	1	0.5	0	0.0
2021	130			IR	970	1,150	1,150	870	40	1	0.6	0	0.0
1988	130	BARRIE DRIVE (W)	6.4	CTR	1,200	1,550	1,450	1,000	80	5	1.8	0	0.0
1989	130			CTR	1,300	1,650	1,550	1,100	90	5	1.7	0	0.0
1990	130			CTR	1,350	1,700	1,600	1,150	240	6	1.9	0	0.0
1991	130			CTR	1,450	1,850	1,800	1,250	260	5	1.5	0	0.0
1992	130			CTR	1,550	1,900	1,850	1,350	280	2	0.6	0	0.0
1993	130			CTR	1,650	2,100	2,000	1,400	300	7	1.8	2	0.5
1994	130			CTR	1,450	1,850	1,750	1,200	260	7	2.1	3	0.9
1995	130			CTR	1,450	1,850	1,800	1,200	260	2	0.6	0	0.0
1996	130			CTR	1,150	1,450	1,400	970	210	5	1.9	1	0.4
1997	130			CTR	1,550	2,000	1,900	1,300	280	1	0.3	0	0.0
1998	130			CTR	1,600	2,050	1,950	1,350	110	4	1.1	0	0.0
1999	130			CTR	1,300	1,650	1,550	1,100	120	5	1.7	0	0.0
2000	130			CTR	1,250	1,600	1,500	1,050	110	1	0.3	0	0.0
2001	130			CTR	1,200	1,500	1,450	1,000	110	3	1.1	1	0.4
2002	130			CTR	1,050	1,300	1,250	890	90	5	2.0	1	0.4
2003	130			CTR	1,150	1,450	1,350	980	100	6	2.2	0	0.0
2004	130			CTR	1,100	1,400	1,350	930	100	10	3.9	2	0.8
2005	130			CTR	1,050	1,300	1,250	890	90	6	2.5	0	0.0
2006	130			CTR	870	1,100	1,050	740	80	3	1.5	0	0.0
2007	130			CTR	970	1,200	1,200	820	100	5	2.2	0	0.0
2008	130			CTR	1,000	1,250	1,200	850	100	4	1.7	0	0.0
2009	130			CTR	970	1,200	1,150	820	100	5	2.2	0	0.0
2010	130			CTR	1,200	1,450	1,400	1,000	120	10	3.6	0	0.0
2011	130			CR	1,000	1,150	1,200	890	120	3	1.3	0	0.0
2012	130			CR	1,250	1,500	1,450	1,050	150	3	1.0	1	0.3
2013	130			CR	950	1,150	1,150	800	280	8	3.6	0	0.0
2014	130			CTR	1,000	1,200	1,250	850	110	4	1.7	0	0.0
2015	130			CTR	910	1,100	1,100	770	100	5	2.4	0	0.0
2016	130			CTR	880	1,050	1,100	750	100	2	1.0	1	0.5
2017	130			CTR	1,300	1,750	1,750	1,050	150	5	1.7	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2018	130			CTR	1,300	1,750	1,750	1,050	150	3	1.0	0	0.0
2019	130			CTR	1,300	1,750	1,700	1,050	150	8	2.6	0	0.0
2021	130			CTR	980	1,300	1,250	800	110	1	0.4	0	0.0
1988	130	ROSSLYN RD (E&W)	1.9	IC	1,800	2,100	2,050	1,600	220	2	1.6	0	0.0
1989	130			IC	1,900	2,200	2,150	1,700	230	1	0.8	0	0.0
1990	130			IC	2,000	2,300	2,250	1,800	540	1	0.7	0	0.0
1991	130			IC	2,100	2,350	2,350	1,850	570	1	0.7	0	0.0
1992	130			IC	2,150	2,400	2,350	1,950	580	1	0.7	1	0.7
1993	130			IC	2,250	2,550	2,500	2,000	610	3	1.9	0	0.0
1994	130			IC	2,100	2,350	2,350	1,850	570	2	1.4	0	0.0
1995	130			IC	2,150	2,400	2,400	1,950	580	2	1.3	1	0.7
1996	130			UC	2,000	2,100	2,350	1,900	540	3	2.2	0	0.0
1997	130			IC	2,250	2,500	2,550	2,000	610	4	2.6	0	0.0
1998	130			IC	2,300	2,600	2,600	2,050	620	2	1.3	0	0.0
1999	130			IC	2,150	2,400	2,400	1,900	170	1	0.7	0	0.0
2000	130			IC	2,250	2,500	2,500	2,000	180	2	1.3	1	0.6
2001	130			IC	2,300	2,550	2,600	2,050	180	1	0.6	0	0.0
2002	130			IC	2,300	2,550	2,600	2,050	90	1	0.6	0	0.0
2003	130			IC	2,350	2,600	2,650	2,100	90	2	1.2	0	0.0
2004	130			IC	2,350	2,650	2,650	2,100	90	1	0.6	0	0.0
2005	130			UC	2,400	2,550	2,800	2,250	140	1	0.6	0	0.0
2006	130			UC	2,400	2,550	2,800	2,250	140	5	3.0	0	0.0
2007	130			C	2,450	2,700	2,750	2,200	170	7	4.1	0	0.0
2008	130			C	2,500	2,750	2,700	2,250	180	1	0.6	0	0.0
2009	130			C	2,500	2,750	2,800	2,250	150	3	1.7	0	0.0
2010	130			C	2,550	2,800	2,850	2,300	150	3	1.7	0	0.0
2011	130			CR	2,550	2,950	3,000	2,250	180	0	0.0	0	0.0
2012	130			CR	2,550	3,050	3,000	2,150	180	3	1.7	0	0.0
2013	130			CR	2,600	3,100	3,200	2,200	150	2	1.1	0	0.0
2014	130			CTR	2,650	3,250	3,250	2,250	180	1	0.5	0	0.0
2015	130			CTR	2,650	3,250	3,250	2,250	180	4	2.2	0	0.0
2016	130			CTR	2,700	3,300	3,300	2,300	180	2	1.1	0	0.0
2017	130			CTR	2,700	3,600	3,600	2,200	180	3	1.6	0	0.0
2018	130			CTR	2,750	3,650	3,650	2,250	190	1	0.5	0	0.0
2019	130			CTR	2,750	3,650	3,650	2,250	220	1	0.5	0	0.0
2021	130			CTR	2,800	3,650	3,650	2,300	220	3	1.6	0	0.0
1994	130	ARTHUR ST (E) TWINCITY CROSSROAD (N)	2.0	IC	7,350	8,250	8,250	6,550	1,300	0	0.0	0	0.0
1995	130			IC	7,400	8,300	8,350	6,650	1,350	0	0.0	0	0.0
1996	130			IC	7,500	8,400	8,450	6,700	900	0	0.0	0	0.0
1997	130			IC	7,300	8,200	8,250	6,400	880	0	0.0	0	0.0
1998	130			IC	7,100	7,950	7,950	6,300	850	0	0.0	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1999	130			IC	7,200	8,050	8,050	6,400	1,200	0	0.0	0	0.0
2000	130			IC	7,200	8,050	8,050	6,400	1,100	0	0.0	0	0.0
2001	130			IC	7,200	8,050	8,100	6,350	1,100	0	0.0	0	0.0
2002	130			IC	7,100	7,900	8,000	6,250	1,350	0	0.0	0	0.0
2003	130			IC	7,100	7,900	8,000	6,300	1,350	0	0.0	0	0.0
2004	130			IC	7,050	7,900	7,900	6,250	1,350	0	0.0	0	0.0
2005	130			IC	7,000	7,800	7,850	6,150	1,350	0	0.0	0	0.0
2006	130			IC	6,400	7,100	7,200	5,650	1,200	0	0.0	0	0.0
2007	130			IC	5,850	6,500	6,700	5,150	1,100	0	0.0	0	0.0
2008	130			IC	5,350	5,950	5,750	4,700	1,000	0	0.0	0	0.0
2009	130			IT	4,500	5,650	5,650	3,750	720	1	0.3	0	0.0
2010	130			IT	4,500	5,650	5,650	3,700	720	3	0.9	0	0.0
2011	130			IT	5,650	7,600	7,600	4,650	790	4	1.0	0	0.0
2012	130			IT	3,850	4,800	4,650	3,200	540	7	2.4	1	0.3
2013	130			IT	4,700	5,900	5,950	3,900	660	6	1.7	0	0.0
2014	130			C	4,450	4,900	4,750	4,000	620	1	0.3	0	0.0
2015	130			C	4,450	4,900	4,750	4,000	620	5	1.5	1	0.3
2016	130			C	4,250	4,700	4,550	3,800	600	4	1.3	1	0.3
2017	130			C	4,100	4,500	4,450	3,700	570	3	1.0	0	0.0
2018	130			C	3,950	4,350	4,300	3,550	550	3	1.0	0	0.0
2019	130			C	4,200	4,600	4,550	3,800	1,300	4	1.3	1	0.3
2021	130			C	4,100	4,450	4,450	3,700	1,250	2	0.7	0	0.0
2021	130	HWYS 11/17 END OF HWY											
2021	132	HWY 60 RAGLAN ST START OF NA	1.8										
1988	132	RENFREW W LTS END OF NA	3.9	CTR	2,500	3,250	3,050	2,100	280	1	0.3	0	0.0
1989	132			CTR	2,500	3,200	3,000	2,150	280	9	2.5	1	0.3
1990	132			CTR	2,600	3,250	3,050	2,250	290	4	1.1	1	0.3
1991	132			CTR	2,600	3,300	3,250	2,250	290	1	0.3	0	0.0
1992	132			CTR	2,600	3,200	3,100	2,250	290	5	1.3	0	0.0
1993	132			CTR	2,600	3,300	3,150	2,200	290	3	0.8	0	0.0
1994	132			CTR	2,600	3,350	3,150	2,200	290	5	1.3	0	0.0
1995	132			IR	3,250	4,000	3,600	2,750	360	1	0.2	0	0.0
1996	132			IR	3,350	4,150	3,750	2,850	370	6	1.2	1	0.2
1997	132			IR	3,450	4,300	3,850	2,950	380	3	0.6	0	0.0
1998	132			IR	3,550	4,400	4,000	3,000	390	3	0.6	0	0.0
1999	132			IR	1,500	1,850	1,650	1,250	160	7	3.3	1	0.5
2000	132			IR	1,700	2,100	1,900	1,450	190	2	0.8	0	0.0
2001	132			IR	1,900	2,350	2,100	1,600	210	5	1.8	0	0.0
2002	132			IR	2,100	2,600	2,350	1,800	230	2	0.7	0	0.0
2003	132			CTR	2,300	2,850	2,750	1,950	250	6	1.8	0	0.0
2004	132			CTR	2,500	3,150	3,000	2,100	280	12	3.3	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2005	132			CTR	2,550	3,150	3,050	2,150	280	6	1.6	0	0.0
2006	132			IR	2,900	3,500	3,150	2,450	320	5	1.2	0	0.0
2007	132			IR	2,550	3,100	3,100	2,150	280	6	1.6	0	0.0
2008	132			IR	2,500	3,050	2,950	2,150	280	4	1.1	0	0.0
2009	132			IR	3,350	4,000	3,650	2,850	370	5	1.0	1	0.2
2010	132			IR	2,500	3,000	2,700	2,150	280	10	2.8	0	0.0
2011	132			IR	2,450	2,900	2,850	2,100	270	3	0.9	0	0.0
2012	132			IR	3,800	4,500	4,400	3,250	420	2	0.4	0	0.0
2013	132			IR	3,800	4,500	4,850	3,250	420	2	0.4	0	0.0
2014	132			IR	3,850	4,600	4,600	3,300	420	4	0.7	0	0.0
2015	132			IR	3,900	4,650	4,650	3,300	430	3	0.5	0	0.0
2016	132			IR	3,950	4,700	4,700	3,350	430	9	1.6	0	0.0
2017	132			IR	4,000	4,700	4,700	3,550	440	4	0.7	0	0.0
2018	132			IR	4,050	4,750	4,750	3,600	450	3	0.5	0	0.0
2019	132			IR	4,100	4,800	4,800	3,650	450	8	1.4	0	0.0
2021	132			IR	3,900	4,550	4,600	3,500	430	0	0.0	0	0.0
1988	132	RENFREW RD 5 (W)	24.6	LR	950	1,700	1,200	590	360	8	0.9	0	0.0
1989	132			LR	950	1,600	1,250	630	360	18	2.1	0	0.0
1990	132			LR	1,000	1,750	1,400	630	380	8	0.9	0	0.0
1991	132			LR	1,000	1,750	1,400	630	380	10	1.1	0	0.0
1992	132			LR	1,000	1,600	1,300	660	380	13	1.4	0	0.0
1993	132			LR	1,100	1,750	1,400	720	420	19	1.9	1	0.1
1994	132			LR	1,150	1,900	1,500	750	440	13	1.3	0	0.0
1995	132			LR	1,200	2,000	1,650	790	460	13	1.2	1	0.1
1996	132			LR	1,250	2,100	1,700	830	480	13	1.2	0	0.0
1997	132			LR	1,300	2,200	1,750	870	490	6	0.5	1	0.1
1998	132			LR	1,350	2,250	1,800	890	510	25	2.1	1	0.1
1999	132			LR	1,300	2,150	1,700	860	490	20	1.7	1	0.1
2000	132			LR	1,350	2,200	1,750	900	510	20	1.6	0	0.0
2001	132			LR	1,350	2,200	1,750	900	160	19	1.6	0	0.0
2002	132			LR	1,400	2,300	1,800	950	170	27	2.2	0	0.0
2003	132			LR	1,450	2,300	1,850	980	170	17	1.3	1	0.1
2004	132			LR	1,450	2,350	1,900	970	170	13	1.0	1	0.1
2005	132			LR	1,500	2,350	1,900	1,000	180	18	1.3	0	0.0
2006	132			LR	1,450	2,250	1,800	980	170	16	1.2	0	0.0
2007	132			LR	1,500	2,350	2,250	1,000	180	16	1.2	0	0.0
2008	132			LR	1,550	2,400	2,350	1,050	190	13	0.9	0	0.0
2009	132			LR	1,550	2,350	1,900	1,050	190	23	1.7	0	0.0
2010	132			LR	1,600	2,400	1,950	1,100	190	9	0.6	0	0.0
2011	132			LR	1,600	2,450	2,300	1,100	190	17	1.2	2	0.1
2012	132			IR	1,300	1,550	1,500	1,100	160	14	1.2	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2013	132			IR	1,300	1,550	1,650	1,100	160	11	0.9	0	0.0
2014	132			IR	1,350	1,600	1,600	1,150	160	18	1.5	0	0.0
2015	132			IR	1,350	1,600	1,600	1,150	160	15	1.2	0	0.0
2016	132			IR	1,400	1,650	1,650	1,200	170	15	1.2	0	0.0
2017	132			IR	1,400	1,650	1,650	1,250	170	20	1.6	1	0.1
2018	132			IR	1,450	1,700	1,700	1,300	170	18	1.4	2	0.2
2019	132			IR	1,450	1,700	1,700	1,300	170	22	1.7	0	0.0
2021	132			IR	1,500	1,750	1,750	1,350	180	8	0.6	1	0.1
2021	132	HWY 41 END OF HWY											
1988	137	CANADA USA BORDER	2.7	HT	5,500	11,100	9,900	2,400	660	5	0.9	1	0.2
1989	137			HT	6,100	12,100	11,000	2,800	730	11	1.8	2	0.3
1990	137			LR	5,000	8,750	6,950	3,150	600	5	1.0	3	0.6
1991	137			LR	5,200	9,150	7,250	3,300	620	7	1.4	5	1.0
1992	137			LR	5,200	8,350	6,700	3,450	620	8	1.6	2	0.4
1993	137			HR	4,950	8,850	7,100	3,000	590	5	1.0	1	0.2
1994	137			LR	5,100	8,400	6,750	3,350	610	7	1.4	2	0.4
1995	137			LR	5,100	8,550	6,950	3,350	610	6	1.2	5	1.0
1996	137			LR	5,150	8,600	6,900	3,450	620	10	2.0	7	1.4
1997	137			LR	4,900	8,250	6,600	3,300	1,250	4	0.8	1	0.2
1998	137			LR	5,100	8,400	6,800	3,350	1,400	10	2.0	2	0.4
1999	137			LR	4,750	7,800	6,250	3,150	1,400	9	1.9	5	1.1
2000	137			LR	5,500	8,900	7,200	3,650	1,650	5	0.9	5	0.9
2001	137			LR	4,600	7,550	6,000	3,100	1,400	7	1.5	3	0.7
2002	137			LR	6,000	9,800	7,800	4,050	1,850	10	1.7	2	0.3
2003	137			LR	5,700	9,000	7,250	3,850	1,250	5	0.9	3	0.5
2004	137			LR	5,800	9,500	7,550	3,900	1,300	7	1.2	6	1.0
2005	137			LR	5,700	8,900	7,200	3,900	1,250	7	1.2	3	0.5
2006	137			CR	4,850	5,900	5,650	4,100	1,300	7	1.5	2	0.4
2007	137			CR	5,550	6,700	6,700	4,700	1,500	5	0.9	2	0.4
2008	137			CR	5,600	6,800	6,700	4,700	1,500	8	1.4	2	0.4
2009	137			IR	5,450	6,550	5,950	4,650	1,450	8	1.5	3	0.6
2010	137			IR	5,700	6,800	6,200	4,850	970	4	0.7	4	0.7
2011	137			IR	5,650	6,750	6,600	4,800	960	5	0.9	2	0.4
2012	137			LT	4,100	5,350	5,100	3,100	700	5	1.2	0	0.0
2013	137			LT	4,800	6,250	6,250	3,600	820	3	0.6	2	0.4
2014	137			LT	5,700	7,450	7,550	4,300	1,050	3	0.5	1	0.2
2015	137			LT	4,900	6,400	6,500	3,700	900	8	1.7	3	0.6
2016	137			LT	5,450	7,100	7,250	4,100	1,100	5	0.9	1	0.2
2017	137			LT	5,350	6,800	6,800	4,450	1,050	2	0.4	1	0.2
2018	137			LT	5,350	6,800	6,800	4,500	1,050	7	1.3	6	1.1
2019	137			LT	5,350	6,800	6,800	4,450	1,050	2	0.4	2	0.4

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2021	137			LT	5,350	6,700	6,700	4,500	1,050	1	0.2	1	0.2
1988	137	THOUSAND ISLANDS PKWY IC	1.6	HT	4,100	8,250	7,400	1,800	1,000	2	0.8	0	0.0
1989	137			HT	4,200	8,350	7,600	1,950	1,050	0	0.0	0	0.0
1990	137			IR	4,300	5,450	4,750	3,550	770	1	0.4	0	0.0
1991	137			LR	4,300	7,550	6,000	2,700	770	2	0.8	0	0.0
1992	137			IR	4,300	5,300	4,750	3,650	770	2	0.8	0	0.0
1993	137			IR	4,300	5,300	4,450	3,500	770	0	0.0	0	0.0
1994	137			IR	4,500	5,550	4,950	3,750	810	1	0.4	0	0.0
1995	137			IR	4,300	5,300	4,750	3,650	770	3	1.2	1	0.4
1996	137			IR	4,350	5,400	4,850	3,700	780	2	0.8	0	0.0
1997	137			IR	4,350	5,450	4,850	3,700	780	2	0.8	0	0.0
1998	137			IR	4,400	5,450	4,950	3,700	790	3	1.2	0	0.0
1999	137			IR	5,250	6,500	5,850	4,400	940	1	0.3	1	0.3
2000	137			IR	5,500	6,750	6,100	4,650	990	2	0.6	2	0.6
2001	137			IR	5,800	7,150	6,450	4,900	1,050	0	0.0	0	0.0
2002	137			IR	6,050	7,450	6,700	5,150	1,100	3	0.8	1	0.3
2003	137			IR	6,300	7,650	6,950	5,350	1,150	5	1.4	3	0.8
2004	137			IR	7,200	8,900	8,000	6,100	1,300	4	0.9	0	0.0
2005	137			IR	6,400	7,700	7,000	5,450	1,150	5	1.3	4	1.1
2006	137			IR	6,900	8,300	7,550	5,850	1,250	3	0.7	0	0.0
2007	137			IR	6,650	8,050	8,050	5,650	1,200	2	0.5	1	0.3
2008	137			IR	6,450	7,800	7,650	5,500	1,150	1	0.3	0	0.0
2009	137			CTR	6,150	7,500	7,250	5,250	1,100	3	0.8	0	0.0
2010	137			CTR	6,000	7,300	7,000	5,100	1,100	0	0.0	0	0.0
2011	137			CTR	7,150	8,700	8,350	6,050	1,300	4	1.0	1	0.2
2012	137			CTR	4,100	4,950	4,900	3,500	740	2	0.8	0	0.0
2013	137			UC	4,200	4,200	4,200	4,000	760	1	0.4	0	0.0
2014	137			UC	6,400	6,400	6,150	6,050	1,150	4	1.1	1	0.3
2015	137			UC	7,800	7,850	7,500	7,400	1,400	2	0.4	1	0.2
2016	137			UC	6,800	6,800	6,550	6,450	1,200	1	0.3	2	0.5
2017	137			UC	6,900	6,850	6,900	6,600	1,250	0	0.0	0	0.0
2018	137			UC	6,950	6,900	7,000	6,650	1,250	3	0.7	0	0.0
2019	137			UC	7,050	6,950	7,050	6,800	1,250	5	1.2	0	0.0
2021	137			UC	7,250	7,250	7,350	7,000	1,300	0	0.0	0	0.0
2021	137	HWY 401 IC-661 END OF HWY											
2021	138	VINCENT MASSEY DR START OF NA	4.3										
1988	138	CENTRE RD (E) END OF NA	4.6	IC	7,200	8,350	8,150	6,350	720	18	1.5	4	0.3
1989	138			IC	7,500	8,600	8,500	6,700	750	20	1.6	0	0.0
1990	138			UC	7,600	8,150	8,800	7,200	840	16	1.3	2	0.2
1991	138			UC	7,700	8,150	8,850	7,450	920	10	0.8	3	0.2
1992	138			UC	7,900	8,350	9,100	7,600	950	17	1.3	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1993	138			UC	8,400	8,850	9,550	7,850	1,000	22	1.6	0	0.0
1994	138			IC	8,900	9,950	9,950	7,900	890	22	1.5	1	0.1
1995	138			IC	9,200	10,300	10,400	8,250	920	14	0.9	1	0.1
1996	138			IC	9,500	10,700	10,700	8,450	570	13	0.8	2	0.1
1997	138			IC	9,750	10,900	11,000	8,600	780	14	0.9	1	0.1
1998	138			IC	9,600	10,800	10,800	8,550	770	13	0.8	0	0.0
1999	138			IC	11,000	12,300	12,300	9,800	770	12	0.7	0	0.0
2000	138			IC	10,300	11,500	11,500	9,150	820	17	1.0	0	0.0
2001	138			IC	11,100	12,400	12,500	9,800	890	19	1.0	0	0.0
2002	138			IC	11,100	12,400	12,500	9,800	1,000	17	0.9	2	0.1
2003	138			IR	12,300	14,900	13,500	10,400	1,500	16	0.8	0	0.0
2004	138			IR	11,700	14,500	13,000	9,900	1,400	15	0.8	0	0.0
2005	138			IR	11,000	13,300	12,100	9,400	1,300	19	1.0	1	0.1
2006	138			IC	10,300	11,400	11,500	9,100	1,250	15	0.9	2	0.1
2007	138			IC	10,100	11,200	11,600	8,950	500	19	1.1	0	0.0
2008	138			IC	10,100	11,200	10,800	8,900	400	15	0.9	1	0.1
2009	138			IC	10,200	11,300	11,400	9,100	410	12	0.7	0	0.0
2010	138			IC	11,200	12,400	12,500	9,950	450	12	0.6	1	0.1
2011	138			IC	11,300	12,400	12,900	10,100	450	7	0.4	0	0.0
2012	138			IC	11,600	12,900	12,500	10,300	460	14	0.7	0	0.0
2013	138			IC	11,500	12,700	12,700	10,200	460	16	0.8	1	0.1
2014	138			IC	11,600	12,800	12,800	10,300	460	7	0.4	3	0.2
2015	138			IC	11,700	13,000	12,900	10,400	470	12	0.6	1	0.1
2016	138			IC	11,800	13,100	13,000	10,500	470	15	0.8	0	0.0
2017	138			IC	11,900	13,000	13,100	10,800	480	7	0.4	1	0.1
2018	138			IC	12,000	13,200	13,300	10,900	480	9	0.5	1	0.1
2019	138			IC	12,100	13,300	13,400	10,900	480	14	0.7	1	0.0
2021	138			IC	12,300	13,300	13,400	11,100	490	6	0.3	0	0.0
1988	138	CTY RD 18 DUNDAS ST	12.9	IC	5,550	6,450	6,250	4,900	670	22	0.8	1	0.0
1989	138			IC	5,800	6,650	6,550	5,150	640	23	0.8	0	0.0
1990	138			IC	5,900	6,750	6,600	5,250	880	25	0.9	3	0.1
1991	138			IC	6,000	6,800	6,650	5,350	780	15	0.5	0	0.0
1992	138			IC	6,200	6,900	6,800	5,650	810	23	0.8	1	0.0
1993	138			IC	6,400	7,250	7,150	5,700	830	24	0.8	5	0.2
1994	138			IC	6,850	7,650	7,650	6,100	750	21	0.7	0	0.0
1995	138			IC	6,900	7,700	7,800	6,200	760	34	1.0	2	0.1
1996	138			IC	6,900	7,750	7,800	6,150	760	30	0.9	2	0.1
1997	138			IC	6,850	7,650	7,750	6,050	550	30	0.9	3	0.1
1998	138			IC	6,800	7,600	7,600	6,050	680	32	1.0	0	0.0
1999	138			IC	7,050	7,900	7,900	6,250	700	31	0.9	2	0.1
2000	138			IC	6,750	7,550	7,550	6,000	610	33	1.0	2	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2001	138			IC	7,200	8,050	8,100	6,350	650	23	0.7	1	0.0
2002	138			IC	7,250	8,100	8,150	6,400	650	30	0.9	2	0.1
2003	138			IC	7,650	8,500	8,600	6,800	840	36	1.0	1	0.0
2004	138			IC	7,400	8,300	8,300	6,550	810	31	0.9	4	0.1
2005	138			IC	7,450	8,300	8,350	6,550	970	26	0.7	1	0.0
2006	138			IC	7,500	8,350	8,400	6,650	980	28	0.8	3	0.1
2007	138			IC	7,600	8,450	8,700	6,700	990	29	0.8	6	0.2
2008	138			IC	7,650	8,450	8,200	6,750	460	29	0.8	1	0.0
2009	138			IC	7,700	8,550	8,600	6,850	460	34	0.9	3	0.1
2010	138			IC	7,800	8,650	8,700	6,900	470	22	0.6	0	0.0
2011	138			IC	7,850	8,650	8,950	7,050	470	21	0.6	2	0.1
2012	138			IC	7,500	8,300	8,050	6,650	450	21	0.6	0	0.0
2013	138			IC	8,400	9,300	9,250	7,450	500	30	0.8	4	0.1
2014	138			IC	8,050	8,900	8,850	7,150	480	20	0.5	0	0.0
2015	138			IC	8,100	8,950	8,900	7,200	490	24	0.6	1	0.0
2016	138			IC	8,200	9,100	9,050	7,250	490	24	0.6	4	0.1
2017	138			IC	8,250	9,050	9,100	7,500	500	20	0.5	2	0.1
2018	138			IC	8,300	9,150	9,200	7,500	500	19	0.5	2	0.1
2019	138			IC	8,400	9,250	9,250	7,600	500	14	0.4	1	0.0
2021	138			IC	8,500	9,200	9,250	7,700	510	12	0.3	1	0.0
1988	138	STORMONT DUNDAS & GLENGARY RD 43	8.8	IC	3,400	3,950	3,850	3,000	410	17	1.5	5	0.5
1989	138			IC	3,650	4,200	4,100	3,250	440	12	1.0	2	0.2
1990	138			IR	3,800	4,850	4,200	3,100	650	6	0.5	1	0.1
1991	138			IR	3,900	4,900	4,350	3,250	660	15	1.2	1	0.1
1992	138			IR	4,200	5,150	4,600	3,550	710	7	0.5	1	0.1
1993	138			IR	4,200	5,150	4,350	3,450	710	16	1.2	1	0.1
1994	138			IR	4,400	5,400	4,850	3,700	750	10	0.7	1	0.1
1995	138			IR	4,500	5,550	4,950	3,850	760	16	1.1	2	0.1
1996	138			IR	4,700	5,850	5,250	4,000	800	10	0.7	1	0.1
1997	138			CR	4,850	6,000	5,700	4,100	820	12	0.8	0	0.0
1998	138			CR	4,750	5,850	5,550	4,050	570	12	0.8	3	0.2
1999	138			CR	4,650	5,700	5,450	3,950	560	10	0.7	2	0.1
2000	138			CR	4,600	5,650	5,400	3,900	550	15	1.0	2	0.1
2001	138			CR	4,650	5,700	5,450	3,950	560	20	1.3	0	0.0
2002	138			CR	4,700	5,750	5,500	3,950	610	15	1.0	1	0.1
2003	138			CR	4,600	5,600	5,400	3,900	640	18	1.2	1	0.1
2004	138			CR	4,800	5,900	5,650	4,050	670	16	1.0	1	0.1
2005	138			CR	5,000	6,050	5,850	4,200	750	12	0.7	2	0.1
2006	138			IR	5,200	6,250	5,700	4,400	780	7	0.4	1	0.1
2007	138			IC	5,350	5,950	6,150	4,750	800	19	1.1	1	0.1
2008	138			IC	5,100	5,650	5,450	4,500	560	15	0.9	1	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2009	138			IC	5,150	5,700	5,750	4,600	570	22	1.3	3	0.2
2010	138			IC	5,200	5,750	5,800	4,600	570	19	1.1	2	0.1
2011	138			IC	5,250	5,750	6,000	4,700	580	13	0.8	3	0.2
2012	138			IC	6,000	6,650	6,450	5,300	660	6	0.3	0	0.0
2013	138			IC	6,100	6,750	6,700	5,400	670	25	1.3	2	0.1
2014	138			IC	5,650	6,250	6,250	5,000	620	16	0.9	0	0.0
2015	138			CTR	5,450	6,650	6,700	4,650	600	13	0.7	0	0.0
2016	138			CTR	5,750	7,000	7,050	4,900	630	19	1.0	0	0.0
2017	138			CTR	5,800	7,750	7,700	4,750	640	16	0.9	2	0.1
2018	138			CTR	5,850	7,800	7,800	4,750	640	11	0.6	1	0.1
2019	138			CTR	5,950	7,950	7,900	4,850	650	13	0.7	1	0.1
2021	138			CTR	6,050	7,900	7,850	4,950	670	3	0.2	1	0.1
1988	138	MCNEIL RD (W) CTY RD 22/ DYER RD (E)	8.1	IC	3,400	3,950	3,850	3,000	510	3	0.3	0	0.0
1989	138			IC	3,650	4,200	4,100	3,250	550	4	0.4	1	0.1
1990	138			IR	3,800	4,850	4,200	3,100	570	10	0.9	2	0.2
1991	138			IR	3,900	4,900	4,350	3,250	580	4	0.3	1	0.1
1992	138			IR	4,200	5,150	4,600	3,550	500	14	1.1	1	0.1
1993	138			IR	4,200	5,150	4,350	3,450	500	14	1.1	3	0.2
1994	138			IR	4,350	5,350	4,800	3,650	520	13	1.0	2	0.2
1995	138			IR	4,400	5,400	4,850	3,750	530	11	0.8	0	0.0
1996	138			IR	4,550	5,650	5,100	3,900	550	17	1.3	2	0.1
1997	138			IR	4,650	5,800	5,200	3,950	460	7	0.5	0	0.0
1998	138			IR	4,650	5,750	5,200	3,900	460	4	0.3	1	0.1
1999	138			IR	4,900	6,100	5,450	4,100	490	18	1.2	1	0.1
2000	138			CR	4,700	5,800	5,500	4,000	750	9	0.6	1	0.1
2001	138			CR	5,200	6,400	6,100	4,400	570	10	0.6	1	0.1
2002	138			CR	5,300	6,500	6,200	4,450	580	8	0.5	0	0.0
2003	138			CR	5,300	6,450	6,200	4,500	580	9	0.6	3	0.2
2004	138			CR	5,400	6,650	6,350	4,550	590	10	0.6	1	0.1
2005	138			CR	5,500	6,650	6,400	4,650	600	13	0.8	3	0.2
2006	138			CR	5,600	6,800	6,500	4,750	620	10	0.6	3	0.2
2007	138			IC	5,750	6,400	6,600	5,100	460	16	0.9	3	0.2
2008	138			IC	5,800	6,450	6,200	5,100	640	12	0.7	2	0.1
2009	138			IC	5,850	6,500	6,550	5,200	640	21	1.2	3	0.2
2010	138			IC	6,050	6,700	6,750	5,350	670	11	0.6	2	0.1
2011	138			IC	6,150	6,750	7,000	5,500	680	11	0.6	2	0.1
2012	138			IC	6,150	6,800	6,600	5,450	680	12	0.7	2	0.1
2013	138			IC	6,350	7,050	7,000	5,650	700	12	0.6	0	0.0
2014	138			IC	6,450	7,150	7,100	5,700	710	9	0.5	1	0.1
2015	138			CTR	6,550	8,000	8,050	5,550	720	4	0.2	0	0.0
2016	138			CTR	6,650	8,100	8,200	5,650	730	8	0.4	1	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2017	138			CTR	6,750	9,000	8,950	5,500	740	3	0.1	0	0.0
2018	138			CTR	6,850	9,150	9,100	5,600	750	9	0.4	0	0.0
2019	138			CTR	6,950	9,250	9,200	5,650	760	6	0.3	2	0.1
2021	138			CTR	7,200	9,400	9,350	5,850	790	3	0.1	0	0.0
2021	138	HWY 417 IC-58 SDG/PR END OF HWY											
1988	140	HWY 3 MAIN ST E PORT COLBORNE	5.1	UC	3,250	3,400	3,650	3,050	260	3	0.5	0	0.0
1989	140			UC	3,150	3,300	3,550	3,000	250	7	1.2	0	0.0
1990	140			UC	3,050	3,250	3,550	2,900	240	3	0.5	0	0.0
1991	140			UC	2,950	3,150	3,400	2,850	150	10	1.8	1	0.2
1992	140			UC	2,900	3,050	3,350	2,800	140	10	1.8	1	0.2
1993	140			UC	3,300	3,500	3,750	3,100	160	15	2.4	0	0.0
1994	140			UC	3,150	3,350	3,600	2,950	160	13	2.2	0	0.0
1995	140			UC	3,500	3,700	4,000	3,250	180	16	2.4	1	0.2
1996	140			UC	3,550	3,750	4,150	3,400	180	16	2.4	0	0.0
1997	140			UC	4,700	4,950	5,500	4,400	240	10	1.1	0	0.0
1998	140			UC	3,650	3,850	4,250	3,450	180	5	0.7	0	0.0
1999	140			UC	4,950	5,250	5,800	4,700	400	9	1.0	1	0.1
2000	140			UC	5,300	5,600	6,250	5,000	420	13	1.3	1	0.1
2001	140			UC	6,350	6,800	7,450	5,950	440	8	0.7	0	0.0
2002	140			UC	6,050	6,450	7,100	5,650	420	8	0.7	0	0.0
2003	140			UC	6,450	6,800	7,550	6,100	450	13	1.1	1	0.1
2004	140			UC	7,000	7,500	8,250	6,600	490	13	1.0	0	0.0
2005	140			UC	7,200	7,600	8,400	6,750	500	9	0.7	0	0.0
2006	140			UC	7,250	7,650	8,450	6,800	510	13	1.0	0	0.0
2007	140			UC	7,550	8,000	8,750	7,100	530	13	0.9	0	0.0
2008	140			UC	7,900	8,350	7,850	7,400	790	12	0.8	1	0.1
2009	140			UC	8,200	8,700	9,600	7,700	820	15	1.0	0	0.0
2010	140			UC	7,700	8,150	8,950	7,250	770	12	0.8	0	0.0
2011	140			UC	7,500	7,500	7,800	7,100	750	6	0.4	0	0.0
2012	140			UC	8,000	8,050	8,550	7,600	800	6	0.4	1	0.1
2013	140			UC	8,600	8,650	8,650	8,150	860	7	0.4	0	0.0
2014	140			UC	8,000	8,050	7,700	7,600	800	8	0.5	0	0.0
2015	140			UC	8,500	8,550	8,150	8,050	330	12	0.8	0	0.0
2016	140			UC	7,800	7,850	7,500	7,400	300	8	0.5	0	0.0
2017	140			UC	9,400	9,350	9,450	9,000	370	6	0.3	0	0.0
2018	140			UC	9,650	9,550	9,700	9,250	380	9	0.5	0	0.0
2019	140			UC	9,900	9,750	9,900	9,550	390	10	0.5	0	0.0
2021	140			UC	10,400	10,400	10,600	10,000	420	10	0.5	0	0.0
1988	140	NIAGARA RD 23 FORKS RD PORT COLBORNE	2.0	UC	4,200	4,400	4,750	3,950	340	3	1.0	0	0.0
1989	140			UC	3,900	4,100	4,400	3,700	270	3	1.0	0	0.0
1990	140			UC	3,600	3,850	4,200	3,400	250	4	1.5	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1991	140			UC	3,350	3,550	3,850	3,250	230	3	1.2	0	0.0
1992	140			UC	3,700	3,900	4,250	3,550	260	2	0.7	0	0.0
1993	140			UC	4,300	4,550	4,900	4,050	300	1	0.3	0	0.0
1994	140			UC	3,950	4,200	4,500	3,650	280	5	1.7	0	0.0
1995	140			UC	4,350	4,600	4,950	4,050	300	2	0.6	0	0.0
1996	140			UC	4,450	4,700	5,200	4,250	310	1	0.3	0	0.0
1997	140			UC	5,300	5,550	6,200	5,000	370	3	0.8	0	0.0
1998	140			UC	4,600	4,900	5,400	4,350	320	2	0.6	1	0.3
1999	140			UC	5,700	6,050	6,650	5,400	460	2	0.5	0	0.0
2000	140			UC	6,100	6,450	7,200	5,750	490	6	1.3	1	0.2
2001	140			UC	6,750	7,250	7,950	6,350	470	4	0.8	0	0.0
2002	140			UC	6,850	7,300	8,050	6,400	480	3	0.6	0	0.0
2003	140			UC	7,950	8,400	9,300	7,500	560	4	0.7	0	0.0
2004	140			UC	7,950	8,500	9,350	7,450	560	5	0.9	0	0.0
2005	140			UC	7,950	8,400	9,300	7,450	560	12	2.0	0	0.0
2006	140			UC	8,050	8,500	9,400	7,600	560	2	0.3	0	0.0
2007	140			UC	7,950	8,450	9,200	7,450	560	6	1.0	0	0.0
2008	140			UC	8,700	9,200	8,650	8,150	610	4	0.6	0	0.0
2009	140			SC	8,200	8,700	9,600	7,200	570	5	0.8	0	0.0
2010	140			SC	9,350	9,900	10,900	8,250	650	2	0.3	0	0.0
2011	140			SC	7,200	9,200	8,400	5,750	500	3	0.6	0	0.0
2012	140			SC	7,450	7,900	7,400	6,550	520	1	0.2	0	0.0
2013	140			UC	7,700	7,700	7,750	7,300	540	3	0.5	0	0.0
2014	140			UC	9,250	9,300	8,900	8,800	650	2	0.3	0	0.0
2015	140			UC	9,500	9,550	9,150	9,000	660	7	1.0	0	0.0
2016	140			UC	9,700	9,750	9,350	9,200	680	2	0.3	0	0.0
2017	140			UC	9,950	9,900	10,000	9,550	700	6	0.8	1	0.1
2018	140			UC	10,200	10,100	10,300	9,800	710	2	0.3	0	0.0
2019	140			UC	10,400	10,200	10,400	10,000	730	6	0.8	2	0.3
2021	140			UC	10,900	10,900	11,100	10,500	760	5	0.6	0	0.0
1988	140	HWY 58A (E) TOWNLINE RD (W)	1.6	UC	3,550	3,750	4,000	3,350	280	3	1.4	0	0.0
1989	140			UC	3,400	3,550	3,850	3,250	240	4	2.0	0	0.0
1990	140			UC	3,300	3,550	3,850	3,150	230	2	1.0	0	0.0
1991	140			UC	3,150	3,350	3,600	3,050	220	4	2.1	0	0.0
1992	140			UC	3,600	3,800	4,150	3,450	250	1	0.5	0	0.0
1993	140			UC	4,100	4,300	4,650	3,850	290	6	2.4	0	0.0
1994	140			UC	3,950	4,200	4,500	3,650	280	5	2.1	0	0.0
1995	140			UC	4,400	4,650	5,050	4,100	310	6	2.3	0	0.0
1996	140			UC	4,550	4,800	5,300	4,350	320	7	2.6	0	0.0
1997	140			UC	5,400	5,650	6,300	5,100	380	5	1.5	1	0.3
1998	140			UC	4,850	5,150	5,650	4,600	340	4	1.4	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1999	140			UC	5,900	6,250	6,900	5,600	470	4	1.1	0	0.0
2000	140			UC	6,300	6,700	7,450	5,900	500	6	1.6	0	0.0
2001	140			UC	7,300	7,800	8,600	6,850	580	6	1.4	2	0.5
2002	140			UC	7,100	7,550	8,350	6,650	570	4	0.9	0	0.0
2003	140			UC	7,500	7,950	8,800	7,100	600	2	0.4	0	0.0
2004	140			UC	8,300	8,900	9,750	7,800	500	11	2.2	2	0.4
2005	140			UC	8,300	8,800	9,700	7,800	750	6	1.2	1	0.2
2006	140			UC	8,200	8,650	9,600	7,700	740	7	1.4	2	0.4
2007	140			UC	8,850	9,400	10,200	8,300	800	6	1.1	0	0.0
2008	140			UC	9,200	9,700	9,100	8,600	1,000	5	0.9	0	0.0
2009	140			UC	9,600	10,200	11,200	9,000	1,050	9	1.6	0	0.0
2010	140			UC	8,150	8,600	9,500	7,650	900	4	0.8	1	0.2
2011	140			UC	7,500	7,500	7,800	7,100	820	3	0.7	2	0.4
2012	140			UC	8,200	8,250	8,800	7,800	900	5	1.0	0	0.0
2013	140			UC	8,500	8,550	8,550	8,050	940	4	0.8	1	0.2
2014	140			UC	9,450	9,500	9,100	8,950	860	4	0.7	0	0.0
2015	140			C	10,500	11,600	11,200	9,450	960	6	1.0	1	0.2
2016	140			C	10,300	11,300	11,000	9,250	940	9	1.5	0	0.0
2017	140			C	10,600	11,600	11,600	9,600	960	9	1.4	0	0.0
2018	140			C	10,800	11,800	11,800	9,750	980	13	2.0	1	0.2
2019	140			C	11,100	12,100	12,100	10,000	1,000	4	0.6	0	0.0
2021	140			C	11,600	12,600	12,500	10,500	1,050	7	1.0	0	0.0
1988	140	RIDGE RD	1.1	UC	4,400	4,600	4,950	4,150	350	1	0.6	0	0.0
1989	140			UC	4,450	4,650	5,050	4,250	360	3	1.8	1	0.6
1990	140			UC	4,550	4,850	5,300	4,300	360	0	0.0	0	0.0
1991	140			UC	4,550	4,800	5,250	4,400	360	2	1.1	0	0.0
1992	140			UC	5,000	5,300	5,750	4,800	400	1	0.5	0	0.0
1993	140			UC	5,500	5,800	6,250	5,150	440	1	0.5	0	0.0
1994	140			UC	5,500	5,850	6,300	5,100	440	5	2.4	0	0.0
1995	140			UC	5,550	5,850	6,350	5,200	440	1	0.5	0	0.0
1996	140			UC	5,700	6,050	6,650	5,400	460	1	0.5	0	0.0
1997	140			IR	5,900	7,400	6,600	5,000	470	1	0.4	0	0.0
1998	140			IR	6,050	7,500	6,800	5,100	480	4	1.7	0	0.0
1999	140			IR	7,300	9,050	8,100	6,150	580	5	1.8	0	0.0
2000	140			IR	7,800	9,550	8,650	6,600	620	1	0.3	0	0.0
2001	140			UC	8,950	9,600	10,500	8,400	720	0	0.0	0	0.0
2002	140			UC	7,950	8,450	9,350	7,450	640	0	0.0	0	0.0
2003	140			UC	8,450	8,950	9,900	8,000	680	1	0.3	0	0.0
2004	140			UC	8,800	9,450	10,400	8,250	620	1	0.3	0	0.0
2005	140			UC	8,500	9,000	9,950	7,950	600	1	0.3	0	0.0
2006	140			UC	9,250	9,800	10,800	8,700	650	1	0.3	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2007	140			UC	9,850	10,400	11,400	9,250	690	2	0.5	0	0.0
2008	140			UC	9,850	10,400	9,750	9,200	980	1	0.3	0	0.0
2009	140			UC	9,400	9,950	11,000	8,850	940	2	0.6	0	0.0
2010	140			UC	10,500	11,100	12,200	9,850	1,050	1	0.2	0	0.0
2011	140			UC	8,000	8,050	8,300	7,600	800	3	1.0	0	0.0
2012	140			UC	10,500	10,600	11,200	10,000	1,050	1	0.2	0	0.0
2013	140			UC	10,600	10,600	10,700	10,100	1,050	2	0.5	0	0.0
2014	140			UC	11,000	11,000	10,600	10,400	1,100	1	0.2	0	0.0
2015	140			UC	11,100	11,100	10,700	10,500	1,100	3	0.7	0	0.0
2016	140			UC	11,400	11,400	11,000	10,800	1,150	1	0.2	0	0.0
2017	140			UC	11,600	11,500	11,600	11,100	1,150	2	0.4	0	0.0
2018	140			UC	11,900	11,800	12,000	11,400	1,200	3	0.7	1	0.2
2019	140			UC	11,600	11,400	11,600	11,200	810	2	0.4	0	0.0
2021	140			UC	12,700	12,700	12,900	12,200	890	9	1.8	1	0.2
1988	140	BUCHNER RD	1.1	UC	4,950	5,200	5,600	4,650	350	1	0.5	0	0.0
1989	140			UC	5,000	5,250	5,650	4,750	350	4	2.1	1	0.5
1990	140			UC	5,100	5,450	5,900	4,850	360	3	1.5	0	0.0
1991	140			UC	5,200	5,500	6,000	5,050	160	2	1.0	0	0.0
1992	140			UC	5,600	5,950	6,450	5,400	170	1	0.5	0	0.0
1993	140			UC	6,000	6,300	6,800	5,600	180	2	0.9	1	0.4
1994	140			UC	6,100	6,450	6,950	5,650	180	5	2.1	0	0.0
1995	140			UC	6,600	6,950	7,550	6,150	200	4	1.6	0	0.0
1996	140			UC	6,850	7,250	8,000	6,500	210	3	1.1	0	0.0
1997	140			UC	7,850	8,250	9,200	7,400	240	3	1.0	1	0.3
1998	140			UC	7,350	7,800	8,600	7,000	220	2	0.7	0	0.0
1999	140			UC	7,950	8,450	9,300	7,550	640	1	0.3	0	0.0
2000	140			UC	8,300	8,800	9,800	7,800	580	5	1.5	1	0.3
2001	140			UC	9,000	9,650	10,600	8,450	630	8	2.3	1	0.3
2002	140			UC	8,950	9,550	10,500	8,400	630	5	1.4	1	0.3
2003	140			UC	9,300	9,850	10,900	8,800	650	5	1.4	0	0.0
2004	140			UC	9,450	10,100	11,100	8,900	660	8	2.2	0	0.0
2005	140			UC	9,950	10,500	11,600	9,350	700	2	0.5	0	0.0
2006	140			UC	10,200	10,800	11,900	9,600	710	5	1.3	0	0.0
2007	140			UC	10,600	11,200	12,300	9,950	850	6	1.5	0	0.0
2008	140			UC	10,900	11,500	10,800	10,200	1,100	2	0.5	0	0.0
2009	140			UC	11,300	12,000	13,200	10,600	1,150	6	1.4	0	0.0
2010	140			UC	11,600	12,300	13,500	10,900	1,150	4	0.9	1	0.2
2011	140			UC	11,900	11,900	12,400	11,300	1,200	6	1.3	0	0.0
2012	140			UC	12,300	12,400	13,200	11,700	1,250	2	0.4	0	0.0
2013	140			UC	12,600	12,600	12,700	12,000	1,250	4	0.8	0	0.0
2014	140			C	11,200	12,300	12,000	10,100	1,100	3	0.7	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2015	140			C	12,900	14,200	13,800	11,600	1,300	8	1.6	0	0.0
2016	140			C	13,200	14,500	14,100	11,900	1,300	4	0.8	0	0.0
2017	140			C	13,500	14,800	14,700	12,200	1,350	8	1.5	1	0.2
2018	140			C	13,800	15,100	15,000	12,500	1,400	12	2.2	0	0.0
2019	140			C	14,100	15,400	15,300	12,800	1,400	8	1.5	0	0.0
2021	140			C	14,700	16,000	15,900	13,300	1,450	5	0.9	1	0.2
2021	140	NIAGARA RD 27 E MAIN ST END OF HWY											
1988	141	HWY 11 MUSKOKA RD 10 HUNTSVILLE	1.3	LT	1,600	2,250	2,250	1,200	50	0	0.0	0	0.0
1989	141			LT	1,700	2,350	2,350	1,250	50	2	2.5	0	0.0
1990	141			LT	1,750	2,550	2,450	1,300	50	1	1.2	2	2.4
1991	141			LT	1,800	2,500	2,450	1,350	50	3	3.5	0	0.0
1992	141			LT	1,800	2,500	2,450	1,400	50	3	3.5	2	2.3
1993	141			LT	1,850	2,550	2,300	1,350	60	4	4.5	0	0.0
1994	141			LT	1,850	2,700	2,600	1,350	60	0	0.0	0	0.0
1995	141			LT	2,050	2,950	2,850	1,500	60	3	3.1	1	1.0
1996	141			LT	2,100	2,950	2,900	1,550	60	0	0.0	0	0.0
1997	141			LT	2,150	3,050	2,950	1,600	60	5	4.9	0	0.0
1998	141			LT	2,250	3,150	3,100	1,650	70	5	4.6	0	0.0
1999	141			LT	2,300	3,200	3,150	1,700	70	5	4.5	1	0.9
2000	141			LT	2,350	3,250	3,200	1,700	160	2	1.8	0	0.0
2001	141			LT	2,450	3,450	3,350	1,800	170	3	2.6	0	0.0
2002	141			LT	2,550	3,550	3,450	1,850	180	2	1.6	0	0.0
2003	141			LT	2,600	3,600	3,500	1,900	180	1	0.8	0	0.0
2004	141			LT	2,700	3,800	3,700	2,000	190	0	0.0	0	0.0
2005	141			LT	2,700	3,700	3,600	2,000	190	1	0.8	1	0.8
2006	141			LT	2,850	3,900	3,800	2,100	200	0	0.0	0	0.0
2007	141			LT	2,800	3,850	3,950	2,050	200	0	0.0	0	0.0
2008	141			LT	2,900	3,950	3,800	2,150	200	2	1.4	1	0.7
2009	141			LT	2,750	3,700	3,650	2,050	190	0	0.0	0	0.0
2010	141			LT	3,000	4,050	3,950	2,200	210	2	1.4	0	0.0
2011	141			CTR	2,900	3,550	3,400	2,450	200	1	0.7	0	0.0
2012	141			CTR	3,100	3,750	3,700	2,650	220	1	0.7	0	0.0
2013	141			CTR	2,750	3,350	3,450	2,350	190	0	0.0	0	0.0
2014	141			CTR	2,000	2,450	2,450	1,700	160	0	0.0	0	0.0
2015	141			CTR	2,950	3,600	3,650	2,500	230	2	1.4	0	0.0
2016	141			CTR	3,000	3,650	3,700	2,550	240	0	0.0	0	0.0
2017	141			CTR	3,050	4,100	4,050	2,500	240	1	0.7	0	0.0
2018	141			CTR	3,100	4,150	4,100	2,500	240	4	2.7	0	0.0
2019	141			CTR	3,150	4,200	4,200	2,550	250	1	0.7	0	0.0
2021	141			CTR	3,200	4,150	4,150	2,600	260	0	0.0	0	0.0
1988	141	OLD MUSKOKA RD	6.4	LT	1,600	2,250	2,250	1,200	50	6	1.6	1	0.3

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1989	141			LT	1,700	2,350	2,350	1,250	50	1	0.3	0	0.0
1990	141			LT	1,750	2,550	2,450	1,300	50	3	0.7	0	0.0
1991	141			LT	1,800	2,500	2,450	1,350	50	3	0.7	0	0.0
1992	141			LT	1,800	2,500	2,450	1,400	50	6	1.4	0	0.0
1993	141			LT	1,850	2,550	2,300	1,350	60	5	1.2	0	0.0
1994	141			LT	1,850	2,700	2,600	1,350	60	3	0.7	0	0.0
1995	141			LT	2,050	2,950	2,850	1,500	60	2	0.4	0	0.0
1996	141			LT	2,100	2,950	2,900	1,550	60	5	1.0	0	0.0
1997	141			LT	2,150	3,050	2,950	1,600	60	4	0.8	0	0.0
1998	141			LT	2,250	3,150	3,100	1,650	70	6	1.1	3	0.6
1999	141			LT	2,100	2,900	2,850	1,550	60	4	0.8	0	0.0
2000	141			LT	1,900	2,650	2,600	1,400	130	3	0.7	0	0.0
2001	141			LT	2,150	3,000	2,950	1,600	150	5	1.0	0	0.0
2002	141			LT	2,200	3,050	3,000	1,600	150	6	1.2	0	0.0
2003	141			LT	2,250	3,100	3,050	1,650	160	5	1.0	0	0.0
2004	141			LT	2,700	3,800	3,700	2,000	190	3	0.5	0	0.0
2005	141			LT	2,700	3,700	3,600	2,000	190	0	0.0	0	0.0
2006	141			LT	2,850	3,900	3,800	2,100	200	3	0.5	0	0.0
2007	141			LT	2,800	3,850	3,950	2,050	200	7	1.1	0	0.0
2008	141			LT	2,900	3,950	3,800	2,150	200	3	0.4	0	0.0
2009	141			LT	2,750	3,700	3,650	2,050	190	2	0.3	1	0.2
2010	141			LT	3,000	4,050	3,950	2,200	210	4	0.6	0	0.0
2011	141			LT	3,000	3,850	3,900	2,450	210	4	0.6	1	0.1
2012	141			LT	3,100	4,050	3,850	2,350	220	3	0.4	0	0.0
2013	141			LT	3,150	4,100	4,100	2,400	220	1	0.1	0	0.0
2014	141			LT	3,200	4,200	4,250	2,400	220	2	0.3	0	0.0
2015	141			CTR	2,800	3,400	3,450	2,400	200	7	1.1	0	0.0
2016	141			CTR	3,250	3,950	4,000	2,750	230	1	0.1	0	0.0
2017	141			CTR	3,350	4,500	4,450	2,750	230	5	0.6	1	0.1
2018	141			CTR	3,400	4,550	4,500	2,750	240	6	0.8	1	0.1
2019	141			CTR	3,450	4,600	4,600	2,800	240	5	0.6	0	0.0
2021	141			CTR	3,600	4,700	4,650	2,950	250	4	0.5	0	0.0
1988	141	MUSKOKA RD 35 HUNTSVILLE W LTS	10.1	T	900	1,650	1,600	550	130	3	0.9	0	0.0
1989	141			T	1,050	1,900	1,850	660	150	6	1.6	0	0.0
1990	141			T	1,200	2,200	2,100	740	170	9	2.0	1	0.2
1991	141			LR	1,350	2,400	1,900	850	190	5	1.0	0	0.0
1992	141			LR	1,350	2,150	1,750	890	190	7	1.4	0	0.0
1993	141			LR	1,300	2,100	1,650	850	180	6	1.3	0	0.0
1994	141			LR	1,300	2,150	1,700	850	100	8	1.7	0	0.0
1995	141			LR	1,450	2,450	1,950	950	120	5	0.9	0	0.0
1996	141			LR	1,500	2,500	2,000	1,000	120	5	0.9	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1997	141			LR	1,450	2,450	1,950	970	120	4	0.7	1	0.2
1998	141			LR	1,650	2,700	2,200	1,100	130	4	0.7	0	0.0
1999	141			LR	1,750	2,850	2,300	1,150	140	3	0.5	0	0.0
2000	141			LR	1,750	2,850	2,300	1,150	160	5	0.8	0	0.0
2001	141			LR	1,800	2,950	2,350	1,200	160	8	1.2	0	0.0
2002	141			LR	1,850	3,000	2,400	1,250	170	9	1.3	0	0.0
2003	141			LT	1,950	2,700	2,600	1,450	270	11	1.5	2	0.3
2004	141			LT	1,900	2,650	2,600	1,400	270	4	0.6	0	0.0
2005	141			LT	1,900	2,600	2,550	1,400	270	7	1.0	0	0.0
2006	141			LT	1,950	2,650	2,600	1,450	180	13	1.8	0	0.0
2007	141			LT	2,000	2,750	2,800	1,450	180	8	1.1	0	0.0
2008	141			LT	2,050	2,800	2,700	1,500	180	8	1.1	0	0.0
2009	141			LT	1,900	2,550	2,500	1,400	170	7	1.0	0	0.0
2010	141			LT	2,150	2,900	2,850	1,600	190	8	1.0	1	0.1
2011	141			CTR	1,900	2,300	2,200	1,600	170	2	0.3	0	0.0
2012	141			CTR	2,150	2,600	2,600	1,850	190	4	0.5	0	0.0
2013	141			CTR	2,200	2,700	2,750	1,850	200	5	0.6	0	0.0
2014	141			CTR	2,250	2,750	2,750	1,900	200	7	0.8	0	0.0
2015	141			CTR	2,300	2,800	2,850	1,950	210	3	0.4	0	0.0
2016	141			CTR	2,350	2,850	2,900	2,000	210	3	0.3	0	0.0
2017	141			CTR	2,350	3,150	3,100	1,900	210	6	0.7	0	0.0
2018	141			CTR	2,400	3,200	3,200	1,950	220	5	0.6	0	0.0
2019	141			CTR	2,450	3,250	3,250	2,000	220	4	0.4	0	0.0
2021	141			CTR	2,500	3,250	3,250	2,050	220	4	0.4	0	0.0
1988	141	MUSKOKA RD 24 DEE BANK RD ULLSWATER	14.8	HT	600	1,200	1,100	260	50	4	1.2	0	0.0
1989	141			HT	700	1,400	1,250	320	60	14	3.7	0	0.0
1990	141			HT	800	1,600	1,450	360	70	4	0.9	0	0.0
1991	141			LR	850	1,500	1,200	540	80	6	1.3	1	0.2
1992	141			LR	850	1,350	1,100	560	80	10	2.2	0	0.0
1993	141			LR	800	1,300	1,050	520	70	7	1.6	1	0.2
1994	141			LR	800	1,300	1,050	520	70	4	0.9	1	0.2
1995	141			LR	930	1,550	1,250	610	80	7	1.4	0	0.0
1996	141			LR	970	1,600	1,300	650	90	6	1.1	0	0.0
1997	141			LR	980	1,650	1,300	660	90	5	0.9	1	0.2
1998	141			LR	1,050	1,750	1,400	690	90	1	0.2	1	0.2
1999	141			LR	1,100	1,800	1,450	730	180	13	2.2	1	0.2
2000	141			LR	1,150	1,850	1,500	770	130	4	0.6	0	0.0
2001	141			LR	1,150	1,900	1,500	770	130	1	0.2	0	0.0
2002	141			LR	1,200	1,950	1,550	810	130	10	1.5	0	0.0
2003	141			LT	1,300	1,800	1,750	960	140	13	1.9	4	0.6
2004	141			LT	1,300	1,800	1,750	950	140	3	0.4	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2005	141			LT	1,350	1,850	1,800	990	150	15	2.1	1	0.1
2006	141			LT	1,350	1,850	1,800	990	150	12	1.6	2	0.3
2007	141			LT	1,450	2,000	2,050	1,050	160	14	1.8	3	0.4
2008	141			LT	1,500	2,050	1,950	1,100	160	5	0.6	1	0.1
2009	141			LT	1,500	2,050	2,000	1,100	160	4	0.5	0	0.0
2010	141			LT	1,550	2,100	2,050	1,150	170	8	1.0	1	0.1
2011	141			LT	1,250	1,600	1,650	1,050	140	10	1.5	0	0.0
2012	141			LT	1,550	2,000	1,950	1,150	170	9	1.1	0	0.0
2013	141			LT	1,600	2,100	2,100	1,200	180	13	1.5	0	0.0
2014	141			LT	1,650	2,150	2,200	1,250	180	9	1.0	1	0.1
2015	141			LT	1,700	2,200	2,250	1,300	190	5	0.5	1	0.1
2016	141			LT	1,700	2,200	2,250	1,300	190	7	0.8	0	0.0
2017	141			LT	1,750	2,450	2,450	1,350	190	7	0.7	1	0.1
2018	141			LT	1,800	2,500	2,500	1,400	200	7	0.7	0	0.0
2019	141			LT	1,850	2,600	2,550	1,450	200	9	0.9	0	0.0
2021	141			LT	1,900	2,600	2,600	1,450	210	4	0.4	0	0.0
1988	141	SEC HWY 632 PINE ST ROSSEAU	17.3	LT	1,200	1,700	1,700	910	80	14	1.8	0	0.0
1989	141			LT	1,300	1,800	1,800	960	90	2	0.2	0	0.0
1990	141			LT	1,350	1,950	1,900	990	80	10	1.2	0	0.0
1991	141			LT	1,300	1,800	1,750	960	80	8	1.0	0	0.0
1992	141			LT	1,250	1,750	1,700	960	80	15	1.9	1	0.1
1993	141			LT	1,200	1,650	1,500	880	70	8	1.1	1	0.1
1994	141			LT	1,200	1,750	1,700	870	120	9	1.2	0	0.0
1995	141			LT	1,350	1,950	1,900	990	140	13	1.5	1	0.1
1996	141			LT	1,400	2,000	1,950	1,050	140	13	1.5	0	0.0
1997	141			LT	1,400	1,950	1,950	1,050	80	7	0.8	1	0.1
1998	141			LT	1,450	2,050	2,000	1,050	90	10	1.1	1	0.1
1999	141			LT	1,450	2,000	1,950	1,050	90	13	1.4	1	0.1
2000	141			LT	1,450	2,000	2,000	1,050	140	12	1.3	0	0.0
2001	141			LT	1,550	2,150	2,100	1,150	160	17	1.7	2	0.2
2002	141			LT	1,550	2,150	2,100	1,150	160	17	1.7	1	0.1
2003	141			LT	1,600	2,200	2,150	1,200	160	17	1.7	0	0.0
2004	141			LT	1,650	2,300	2,250	1,200	160	9	0.9	0	0.0
2005	141			LT	1,650	2,250	2,200	1,200	160	10	1.0	1	0.1
2006	141			LT	1,700	2,350	2,250	1,250	170	19	1.8	2	0.2
2007	141			LT	1,750	2,400	2,450	1,300	180	15	1.4	1	0.1
2008	141			LT	1,800	2,450	2,350	1,350	180	27	2.4	0	0.0
2009	141			LT	1,800	2,450	2,400	1,350	180	13	1.1	1	0.1
2010	141			LT	1,850	2,500	2,450	1,350	180	13	1.1	0	0.0
2011	141			LR	1,900	2,950	2,750	1,350	190	14	1.2	0	0.0
2012	141			LR	1,900	2,850	2,750	1,300	190	18	1.5	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2013	141			CTR	1,950	2,350	2,450	1,650	200	13	1.1	0	0.0
2014	141			CTR	2,000	2,450	2,450	1,700	200	12	1.0	1	0.1
2015	141			CTR	2,000	2,450	2,450	1,700	200	11	0.9	0	0.0
2016	141			CTR	2,050	2,500	2,500	1,750	200	12	0.9	0	0.0
2017	141			CTR	2,100	2,800	2,800	1,700	210	9	0.7	0	0.0
2018	141			CTR	2,150	2,850	2,850	1,750	220	17	1.3	2	0.1
2019	141			CTR	2,150	2,850	2,850	1,750	220	13	1.0	0	0.0
2021	141			CTR	2,250	2,950	2,900	1,850	220	7	0.5	0	0.0
2017	141	HWY 69/141 N JCT	3.5	CTR	2,100	2,800	2,800	1,700	0	0	0.0	0	0.0
2018	141			CTR	2,100	2,800	2,800	1,700	0	0	0.0	0	0.0
2019	141			CTR	2,150	2,850	2,850	1,750	0	0	0.0	0	0.0
2021	141			CTR	2,200	2,850	2,850	1,800	0	0	0.0	0	0.0
2003	141	HWY 69/141 S JCT	0.9	UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2004	141			UNCL	N/A	N/A	N/A	N/A	N/A	2	N/A	0	N/A
2005	141			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2006	141			UNCL	N/A	N/A	N/A	N/A	N/A	2	N/A	0	N/A
2007	141			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2008	141			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2009	141			UNCL	N/A	N/A	N/A	N/A	N/A	2	N/A	0	N/A
2010	141			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2011	141			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2012	141			UNCL	N/A	N/A	N/A	N/A	N/A	1	N/A	0	N/A
2013	141			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2014	141			UNCL	N/A	N/A	N/A	N/A	N/A	3	N/A	0	N/A
2015	141			UNCL	N/A	N/A	N/A	N/A	N/A	3	N/A	0	N/A
2016	141			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2017	141			CTR	2,100	2,800	2,800	1,700	0	0	0.0	0	0.0
2018	141			CTR	2,200	2,950	2,950	1,800	0	1	1.4	0	0.0
2019	141			CTR	2,250	3,000	3,000	1,850	0	0	0.0	0	0.0
2021	141			CTR	2,400	3,150	3,100	1,950	0	1	1.3	0	0.0
2021	141	HWY 400/141 IC-207 END OF HWY											
1988	144	HWY 17 OP IC	4.0	SC	1,300	1,400	1,550	1,150	210	0	0.0	0	0.0
1989	144			IT	1,350	1,900	1,800	1,050	220	1	0.5	0	0.0
1990	144			IT	1,400	1,800	1,750	1,200	220	0	0.0	0	0.0
1991	144			IT	1,450	1,900	1,800	1,250	230	7	3.3	0	0.0
1992	144			C	1,500	1,600	1,650	1,400	240	3	1.4	0	0.0
1993	144			C	1,550	1,700	1,700	1,450	250	4	1.8	0	0.0
1994	144			C	1,600	1,750	1,800	1,450	260	2	0.9	1	0.4
1995	144			LT	1,650	2,350	2,300	1,200	260	2	0.8	0	0.0
1996	144			LT	1,800	2,550	2,500	1,300	290	0	0.0	0	0.0
1997	144			IT	1,900	2,500	2,450	1,600	300	0	0.0	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1998	144			IT	1,850	2,400	2,350	1,500	310	0	0.0	0	0.0
1999	144			IT	1,950	2,500	2,500	1,600	330	2	0.7	1	0.4
2000	144			LT	2,100	2,950	2,850	1,550	360	3	1.0	0	0.0
2001	144			IR	2,000	2,450	2,200	1,700	360	1	0.3	0	0.0
2002	144			IR	2,150	2,650	2,400	1,850	390	2	0.6	0	0.0
2003	144			IR	2,150	2,600	2,350	1,850	390	1	0.3	0	0.0
2004	144			IR	2,200	2,700	2,450	1,850	400	2	0.6	0	0.0
2005	144			IR	2,200	2,650	2,400	1,900	400	2	0.6	0	0.0
2006	144			IR	2,250	2,700	2,450	1,900	400	4	1.2	2	0.6
2007	144			CR	2,250	2,700	2,700	1,900	340	2	0.6	1	0.3
2008	144			IC	2,400	2,650	2,550	2,100	410	3	0.9	0	0.0
2009	144			IT	2,300	2,900	2,900	1,900	320	2	0.6	0	0.0
2010	144			IT	2,450	3,050	3,100	2,000	340	4	1.1	0	0.0
2011	144			IC	2,500	2,750	2,850	2,250	580	1	0.3	1	0.3
2012	144			UC	2,550	2,550	2,750	2,400	680	2	0.5	0	0.0
2013	144			CTR	2,600	3,150	3,250	2,200	850	3	0.8	2	0.5
2014	144			CR	2,650	3,100	3,100	2,250	530	1	0.3	0	0.0
2015	144			CR	2,700	3,200	3,150	2,300	540	3	0.8	0	0.0
2016	144			CR	2,750	3,250	3,200	2,350	550	2	0.5	1	0.2
2017	144			CR	2,800	3,250	3,250	2,500	560	4	1.0	1	0.2
2018	144			CR	2,850	3,300	3,350	2,550	570	6	1.4	2	0.5
2019	144			CR	2,900	3,350	3,400	2,600	550	3	0.7	1	0.2
2021	144			CR	3,000	3,450	3,500	2,700	570	3	0.7	3	0.7
1988	144	SUDBURY REG RD 24 (W)	13.6	SC	1,900	2,050	2,250	1,700	340	15	1.6	2	0.2
1989	144			IT	2,100	2,900	2,800	1,650	230	15	1.4	1	0.1
1990	144			IT	2,200	2,800	2,750	1,850	240	18	1.6	0	0.0
1991	144			IT	2,300	3,000	2,850	2,000	250	12	1.1	0	0.0
1992	144			C	2,300	2,500	2,550	2,100	250	8	0.7	0	0.0
1993	144			C	2,350	2,550	2,600	2,150	260	16	1.4	0	0.0
1994	144			C	2,350	2,550	2,600	2,150	260	13	1.1	1	0.1
1995	144			LT	2,300	3,300	3,200	1,700	250	13	1.1	3	0.3
1996	144			LT	2,500	3,550	3,450	1,850	280	12	1.0	0	0.0
1997	144			LT	2,550	3,600	3,500	1,900	280	15	1.2	3	0.2
1998	144			LT	2,500	3,500	3,450	1,800	320	13	1.0	1	0.1
1999	144			LT	2,600	3,600	3,550	1,900	340	23	1.8	4	0.3
2000	144			LT	2,650	3,700	3,600	1,950	340	22	1.7	4	0.3
2001	144			LT	2,700	3,800	3,700	2,000	320	21	1.6	1	0.1
2002	144			LT	2,750	3,850	3,750	2,000	330	26	1.9	1	0.1
2003	144			LT	2,800	3,850	3,750	2,050	340	22	1.6	3	0.2
2004	144			IR	3,100	3,850	3,450	2,600	370	12	0.8	3	0.2
2005	144			IR	2,900	3,500	3,200	2,450	490	20	1.4	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2006	144			IR	3,250	3,900	3,550	2,750	550	13	0.8	2	0.1
2007	144			IR	3,350	4,050	4,050	2,850	570	20	1.2	1	0.1
2008	144			IC	3,850	4,250	4,150	3,400	650	20	1.0	2	0.1
2009	144			IC	3,550	3,950	4,000	3,150	600	11	0.6	1	0.1
2010	144			IC	3,750	4,150	4,200	3,350	640	11	0.6	0	0.0
2011	144			IC	3,700	4,050	4,200	3,300	630	9	0.5	0	0.0
2012	144			UC	3,800	3,800	4,050	3,600	540	16	0.8	2	0.1
2013	144			UC	3,900	3,900	3,900	3,700	560	9	0.5	1	0.1
2014	144			CR	4,000	4,700	4,700	3,400	590	15	0.8	3	0.2
2015	144			CR	4,100	4,850	4,800	3,500	600	13	0.6	3	0.1
2016	144			CR	4,200	4,950	4,900	3,600	620	10	0.5	0	0.0
2017	144			CR	4,250	4,950	4,950	3,850	620	14	0.7	0	0.0
2018	144			CR	4,350	5,050	5,100	3,900	640	15	0.7	0	0.0
2019	144			CR	4,450	5,150	5,200	4,000	650	16	0.7	1	0.0
2021	144			CR	4,650	5,350	5,400	4,200	700	24	1.0	1	0.0
1988	144	REG RD 15 (N) REG RD 35 (E)	1.1	SC	11,700	12,600	13,800	10,500	1,400	10	2.1	1	0.2
1989	144			SC	14,000	15,400	16,900	12,500	980	17	3.0	2	0.4
1990	144			SC	15,000	16,500	18,000	13,400	1,050	14	2.3	3	0.5
1991	144			SC	15,700	17,300	19,000	14,000	1,100	8	1.3	0	0.0
1992	144			SC	16,500	17,300	19,300	15,200	990	12	1.8	2	0.3
1993	144			SC	17,300	19,200	21,100	15,400	1,050	15	2.2	0	0.0
1994	144			SC	17,400	18,100	20,000	16,000	1,050	19	2.7	3	0.4
1995	144			SC	18,300	19,100	21,300	16,700	1,100	16	2.2	1	0.1
1996	144			SC	19,100	20,300	22,300	17,100	1,150	17	2.2	1	0.1
1997	144			IC	20,000	22,400	22,600	17,600	1,200	21	2.6	0	0.0
1998	144			IC	19,300	21,600	21,600	17,200	1,150	13	1.7	0	0.0
1999	144			IC	19,400	21,700	21,700	17,300	1,150	11	1.4	1	0.1
2000	144			IC	19,600	22,000	22,000	17,400	1,200	8	1.0	0	0.0
2001	144			IC	19,200	21,500	21,600	17,000	960	15	1.9	2	0.3
2002	144			IC	20,100	22,400	22,600	17,700	1,000	10	1.2	2	0.2
2003	144			IC	20,300	22,600	22,800	18,000	1,000	14	1.7	1	0.1
2004	144			IC	20,600	23,000	23,100	18,200	1,250	11	1.3	0	0.0
2005	144			IC	20,800	23,100	23,400	18,300	1,850	9	1.1	0	0.0
2006	144			IC	21,000	23,300	23,500	18,600	1,900	13	1.5	1	0.1
2007	144			IC	21,300	23,700	24,400	18,800	1,900	18	2.1	4	0.5
2008	144			IC	21,500	23,800	23,000	19,000	1,950	17	2.0	0	0.0
2009	144			IC	21,700	24,100	24,300	19,300	1,950	11	1.3	1	0.1
2010	144			IC	22,000	24,400	24,600	19,500	2,000	14	1.6	0	0.0
2011	144			IC	22,200	24,400	25,300	19,900	2,000	20	2.2	1	0.1
2012	144			UC	23,000	23,100	24,600	21,900	2,050	19	2.1	1	0.1
2013	144			UC	22,800	22,900	22,900	21,600	2,050	17	1.9	1	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2014	144			C	22,900	25,200	24,500	20,600	2,050	23	2.5	2	0.2
2015	144			C	23,300	25,600	24,900	21,000	2,100	14	1.5	2	0.2
2016	144			C	23,500	25,900	25,100	21,200	2,100	17	1.8	0	0.0
2017	144			C	23,700	25,900	25,900	21,500	2,150	22	2.3	3	0.3
2018	144			C	24,000	26,300	26,200	21,700	2,150	16	1.7	1	0.1
2019	144			C	24,200	26,500	26,300	21,900	2,200	21	2.2	4	0.4
2021	144			C	24,700	26,900	26,700	22,400	2,200	10	1.0	1	0.1
1988	144	ST ALBERT ST (W) CHARETTE ST (E)	5.4	SC	9,000	9,700	10,600	8,100	900	33	1.9	7	0.4
1989	144			SC	9,750	10,700	11,800	8,700	680	28	1.5	2	0.1
1990	144			SC	10,000	11,000	12,000	8,900	700	30	1.5	4	0.2
1991	144			SC	10,600	11,700	12,800	9,450	740	39	1.9	4	0.2
1992	144			SC	10,700	11,200	12,500	9,850	750	27	1.3	1	0.0
1993	144			SC	11,200	12,400	13,700	9,950	780	21	1.0	3	0.1
1994	144			SC	11,200	11,600	12,900	10,300	780	22	1.0	0	0.0
1995	144			SC	11,700	12,200	13,600	10,600	700	20	0.9	0	0.0
1996	144			SC	12,100	12,900	14,200	10,800	850	30	1.3	0	0.0
1997	144			C	12,500	14,100	14,200	11,200	880	16	0.6	1	0.0
1998	144			C	12,000	13,600	13,600	10,800	840	15	0.6	3	0.1
1999	144			C	11,900	13,300	13,400	10,700	830	15	0.6	2	0.1
2000	144			C	11,900	13,400	13,400	10,700	830	15	0.6	4	0.2
2001	144			C	11,500	13,000	13,000	10,400	690	16	0.7	2	0.1
2002	144			C	12,000	13,400	13,500	10,800	720	9	0.4	1	0.0
2003	144			C	12,000	13,400	13,500	10,800	720	16	0.7	1	0.0
2004	144			C	12,200	13,700	13,800	11,000	730	18	0.7	2	0.1
2005	144			C	12,000	13,400	13,500	10,800	720	8	0.3	1	0.0
2006	144			C	12,100	13,400	13,600	10,900	730	14	0.6	2	0.1
2007	144			C	12,100	13,400	13,600	10,900	730	14	0.6	1	0.0
2008	144			C	12,900	14,200	14,000	11,600	770	19	0.7	2	0.1
2009	144			C	12,200	13,400	13,500	11,000	730	5	0.2	0	0.0
2010	144			C	11,600	12,800	12,900	10,400	700	11	0.5	0	0.0
2011	144			C	12,200	13,400	13,600	11,000	730	17	0.7	3	0.1
2012	144			UC	12,300	12,400	13,200	11,700	1,600	19	0.8	1	0.0
2013	144			UC	12,300	12,300	12,400	11,700	1,600	26	1.1	5	0.2
2014	144			C	12,300	13,500	13,200	11,100	2,250	13	0.5	4	0.2
2015	144			C	12,400	13,600	13,300	11,200	2,250	21	0.9	1	0.0
2016	144			C	12,400	13,600	13,300	11,200	2,250	20	0.8	1	0.0
2017	144			C	12,400	13,600	13,500	11,300	2,250	10	0.4	1	0.0
2018	144			C	12,400	13,600	13,500	11,200	2,250	17	0.7	2	0.1
2019	144			C	12,500	13,700	13,600	11,300	1,500	14	0.6	3	0.1
2021	144			C	12,500	13,600	13,500	11,300	1,500	8	0.3	1	0.0
1988	144	REG RD 13 VERMILION LK RD (W)	4.1	SC	7,050	7,600	8,300	6,350	850	12	1.1	2	0.2

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1989	144			C	7,250	8,050	8,100	6,500	720	19	1.8	2	0.2
1990	144			C	7,200	8,000	8,000	6,500	720	13	1.2	2	0.2
1991	144			C	7,200	7,900	8,000	6,550	720	13	1.2	3	0.3
1992	144			SC	7,200	7,550	8,400	6,600	720	17	1.6	0	0.0
1993	144			SC	7,200	8,000	8,800	6,400	720	19	1.8	2	0.2
1994	144			SC	7,600	7,900	8,750	7,000	760	6	0.5	1	0.1
1995	144			SC	7,750	8,100	9,000	7,050	620	9	0.8	0	0.0
1996	144			IR	8,500	10,600	9,500	7,250	680	12	0.9	2	0.2
1997	144			IR	8,100	10,100	9,050	6,900	650	14	1.2	4	0.3
1998	144			IR	8,050	10,000	9,000	6,750	640	7	0.6	0	0.0
1999	144			IR	7,950	9,850	8,800	6,700	640	10	0.8	0	0.0
2000	144			SC	8,000	8,500	9,350	7,050	640	12	1.0	1	0.1
2001	144			SC	7,850	8,350	9,200	6,900	630	10	0.9	1	0.1
2002	144			SC	7,650	8,100	8,950	6,750	610	16	1.4	0	0.0
2003	144			SC	7,950	8,400	9,300	7,050	640	16	1.3	3	0.3
2004	144			SC	8,200	8,750	9,600	7,250	570	10	0.8	0	0.0
2005	144			SC	8,250	8,750	9,650	7,250	580	14	1.1	1	0.1
2006	144			SC	8,250	8,750	9,650	7,300	580	15	1.2	0	0.0
2007	144			SC	8,050	8,500	9,300	7,100	800	7	0.6	1	0.1
2008	144			SC	8,950	9,400	8,850	7,850	1,050	19	1.4	3	0.2
2009	144			UC	8,400	8,900	9,850	7,900	840	10	0.8	3	0.2
2010	144			UC	8,400	8,900	9,800	7,900	840	7	0.6	1	0.1
2011	144			UC	10,100	10,100	10,500	9,600	1,400	9	0.6	1	0.1
2012	144			UC	8,950	9,000	9,600	8,500	1,150	14	1.0	3	0.2
2013	144			CTR	9,000	11,000	11,300	7,650	2,350	16	1.2	2	0.1
2014	144			IC	9,100	10,100	10,000	8,050	1,250	16	1.2	0	0.0
2015	144			IC	9,100	10,100	10,000	8,050	1,250	14	1.0	4	0.3
2016	144			IC	9,200	10,200	10,100	8,150	1,250	4	0.3	0	0.0
2017	144			IC	9,250	10,100	10,200	8,400	1,250	6	0.4	1	0.1
2018	144			IC	9,300	10,200	10,300	8,400	1,250	14	1.0	3	0.2
2019	144			IC	9,400	10,300	10,400	8,500	1,500	9	0.6	0	0.0
2021	144			IC	9,550	10,400	10,400	8,650	1,550	5	0.3	0	0.0
1988	144	LARCHWOOD AV ONAPING FALLS	12.7	SC	5,200	5,600	6,150	4,700	880	25	1.0	6	0.2
1989	144			SC	5,750	6,350	6,950	5,100	460	27	1.0	5	0.2
1990	144			SC	6,000	6,600	7,200	5,350	480	26	0.9	1	0.0
1991	144			SC	6,400	7,050	7,750	5,700	510	40	1.3	4	0.1
1992	144			SC	6,200	6,500	7,250	5,700	500	27	0.9	7	0.2
1993	144			SC	6,200	6,900	7,550	5,500	500	23	0.8	1	0.0
1994	144			SC	6,100	6,350	7,000	5,600	490	24	0.8	3	0.1
1995	144			UC	5,900	6,250	6,750	5,500	590	26	1.0	3	0.1
1996	144			UC	6,400	6,750	7,500	6,100	640	16	0.5	1	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1997	144			UC	6,600	6,950	7,700	6,200	660	25	0.8	7	0.2
1998	144			UC	5,800	6,150	6,800	5,500	580	27	1.0	4	0.1
1999	144			UC	6,900	7,300	8,050	6,550	690	20	0.6	1	0.0
2000	144			UC	6,200	6,550	7,300	5,850	620	11	0.4	4	0.1
2001	144			UC	6,250	6,700	7,350	5,850	620	18	0.6	1	0.0
2002	144			UC	6,300	6,700	7,400	5,900	630	28	1.0	2	0.1
2003	144			UC	6,300	6,650	7,400	5,950	630	19	0.7	9	0.3
2004	144			UC	6,250	6,700	7,350	5,850	620	26	0.9	5	0.2
2005	144			UC	6,450	6,850	7,550	6,050	640	24	0.8	3	0.1
2006	144			UC	6,600	7,000	7,700	6,200	660	10	0.3	1	0.0
2007	144			UC	6,700	7,100	7,750	6,300	670	24	0.8	1	0.0
2008	144			UC	7,150	7,550	7,100	6,700	290	28	0.8	1	0.0
2009	144			UC	6,750	7,150	7,900	6,350	270	18	0.6	1	0.0
2010	144			UC	6,800	7,200	7,900	6,400	270	21	0.7	3	0.1
2011	144			UC	6,850	6,850	7,100	6,500	270	20	0.6	5	0.2
2012	144			UC	6,900	6,950	7,400	6,550	1,400	17	0.5	1	0.0
2013	144			UC	6,950	6,950	7,000	6,600	1,400	27	0.8	3	0.1
2014	144			UC	7,000	7,000	6,750	6,650	1,350	16	0.5	4	0.1
2015	144			UC	7,050	7,050	6,800	6,700	1,350	25	0.8	7	0.2
2016	144			UC	7,100	7,100	6,850	6,750	1,400	19	0.6	5	0.2
2017	144			UC	7,150	7,100	7,150	6,850	1,400	18	0.5	3	0.1
2018	144			UC	7,200	7,150	7,250	6,900	1,400	20	0.6	2	0.1
2019	144			UC	7,250	7,150	7,250	7,000	1,450	30	0.9	1	0.0
2021	144			UC	7,350	7,350	7,450	7,100	1,450	20	0.6	3	0.1
1988	144	SUDBURY RD 8	16.1	LT	2,000	2,850	2,800	1,500	220	12	1.0	3	0.3
1989	144			LR	2,100	3,550	2,750	1,400	170	17	1.4	6	0.5
1990	144			LR	2,200	3,850	3,050	1,400	180	13	1.0	6	0.5
1991	144			LR	2,300	4,050	3,200	1,450	180	18	1.3	3	0.2
1992	144			LR	1,850	3,000	2,400	1,200	180	30	2.8	4	0.4
1993	144			LR	1,850	3,000	2,400	1,200	180	23	2.1	4	0.4
1994	144			LR	2,700	4,450	3,550	1,750	270	25	1.6	5	0.3
1995	144			LR	3,450	5,800	4,700	2,250	410	16	0.8	4	0.2
1996	144			LR	2,950	4,950	3,950	1,950	350	23	1.3	5	0.3
1997	144			LR	3,050	5,100	4,100	2,050	370	14	0.8	2	0.1
1998	144			LR	3,350	5,550	4,450	2,200	370	10	0.5	2	0.1
1999	144			LR	3,350	5,500	4,400	2,200	370	7	0.4	1	0.1
2000	144			LR	3,450	5,600	4,500	2,300	380	13	0.6	6	0.3
2001	144			LR	3,550	5,800	4,650	2,350	500	11	0.5	3	0.1
2002	144			LR	3,650	5,950	4,750	2,450	510	15	0.7	5	0.2
2003	144			LR	3,750	5,950	4,750	2,550	520	19	0.9	5	0.2
2004	144			LR	3,450	5,650	4,500	2,300	480	10	0.5	2	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2005	144			LT	3,900	5,350	5,200	2,850	550	17	0.7	4	0.2
2006	144			LT	3,550	4,850	4,750	2,600	500	9	0.4	2	0.1
2007	144			LT	3,250	4,450	4,600	2,400	460	15	0.8	1	0.1
2008	144			LT	2,850	3,900	3,750	2,100	400	6	0.4	0	0.0
2009	144			LT	2,600	3,500	3,450	1,900	360	9	0.6	2	0.1
2010	144			LT	2,350	3,150	3,100	1,750	330	12	0.9	1	0.1
2011	144			LT	2,200	2,800	2,850	1,800	310	11	0.9	0	0.0
2012	144			LT	2,150	2,800	2,650	1,650	300	15	1.2	1	0.1
2013	144			LT	2,700	3,550	3,500	2,050	380	12	0.8	2	0.1
2014	144			LT	2,350	3,050	3,100	1,750	330	16	1.2	7	0.5
2015	144			LT	2,550	3,350	3,400	1,950	360	6	0.4	1	0.1
2016	144			LT	2,500	3,250	3,300	1,900	350	12	0.8	0	0.0
2017	144			LT	2,450	3,100	3,100	2,050	340	9	0.6	4	0.3
2018	144			LT	2,450	3,100	3,100	2,050	340	7	0.5	2	0.1
2019	144			LT	2,400	3,250	3,300	1,900	550	13	0.9	0	0.0
2021	144			LT	2,300	3,050	3,050	1,850	530	6	0.4	1	0.1
1988	144	MAIN ST (E) OLD CARTIER RD (W)	16.9	IR	1,100	1,450	1,200	880	220	9	1.3	2	0.3
1989	144			IR	1,200	1,550	1,350	980	120	10	1.4	3	0.4
1990	144			IR	1,300	1,650	1,450	1,050	130	6	0.7	1	0.1
1991	144			IR	1,400	1,750	1,550	1,150	140	13	1.5	0	0.0
1992	144			IR	1,400	1,700	1,550	1,200	140	11	1.3	2	0.2
1993	144			IR	1,400	1,700	1,450	1,150	140	15	1.7	2	0.2
1994	144			IR	1,400	1,700	1,550	1,150	140	8	0.9	1	0.1
1995	144			IR	1,450	1,800	1,600	1,250	230	7	0.8	1	0.1
1996	144			IR	1,450	1,800	1,600	1,250	230	16	1.8	2	0.2
1997	144			IR	1,500	1,900	1,700	1,300	240	9	1.0	3	0.3
1998	144			IR	1,350	1,650	1,500	1,150	220	5	0.6	4	0.5
1999	144			IR	1,400	1,750	1,550	1,200	220	2	0.2	0	0.0
2000	144			IR	1,500	1,850	1,650	1,250	240	7	0.8	3	0.3
2001	144			IR	1,500	1,850	1,650	1,250	260	5	0.5	0	0.0
2002	144			IR	1,550	1,900	1,700	1,300	260	4	0.4	2	0.2
2003	144			IR	1,550	1,900	1,700	1,300	260	13	1.4	1	0.1
2004	144			IR	1,600	2,000	1,750	1,350	270	7	0.7	0	0.0
2005	144			CR	1,600	1,950	1,850	1,350	300	7	0.7	0	0.0
2006	144			CR	1,600	1,950	1,850	1,350	300	5	0.5	3	0.3
2007	144			CR	1,600	1,950	1,950	1,350	300	8	0.8	2	0.2
2008	144			CR	1,650	2,000	2,000	1,400	310	9	0.9	0	0.0
2009	144			CR	1,650	2,000	1,900	1,400	310	6	0.6	0	0.0
2010	144			CR	1,700	2,050	1,950	1,450	320	7	0.7	1	0.1
2011	144			CR	1,700	2,000	2,000	1,500	320	5	0.5	1	0.1
2012	144			LT	1,450	1,900	1,800	1,100	360	6	0.7	1	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2013	144			LT	1,700	2,200	2,200	1,300	420	10	1.0	1	0.1
2014	144			LT	1,700	2,200	2,250	1,300	480	10	1.0	4	0.4
2015	144			LT	1,700	2,200	2,250	1,300	480	5	0.5	1	0.1
2016	144			LT	1,700	2,200	2,250	1,300	480	8	0.8	0	0.0
2017	144			LT	1,750	2,200	2,250	1,450	500	4	0.4	0	0.0
2018	144			LT	1,750	2,250	2,250	1,450	500	3	0.3	1	0.1
2019	144			LT	1,750	2,200	2,250	1,450	510	9	0.8	2	0.2
2021	144			LT	1,800	2,250	2,250	1,500	520	10	0.9	1	0.1
1988	144	ONAPING LAKE RD (E) ULSTER TWP	80.1	IT	800	1,150	1,050	590	120	60	2.6	15	0.6
1989	144			IT	950	1,300	1,250	740	250	44	1.6	8	0.3
1990	144			IT	1,100	1,400	1,350	920	290	49	1.5	10	0.3
1991	144			IT	1,200	1,550	1,500	1,050	310	45	1.3	8	0.2
1992	144			IT	1,100	1,450	1,350	940	410	35	1.1	9	0.3
1993	144			IT	1,200	1,500	1,500	1,000	440	70	2.0	16	0.5
1994	144			IR	1,050	1,300	1,150	880	390	44	1.4	6	0.2
1995	144			IR	1,000	1,250	1,100	850	370	65	2.2	13	0.4
1996	144			IR	880	1,100	980	750	330	38	1.5	8	0.3
1997	144			IR	1,100	1,400	1,250	940	410	35	1.1	9	0.3
1998	144			IR	1,100	1,350	1,250	920	200	26	0.8	4	0.1
1999	144			IR	850	1,050	940	710	150	35	1.4	11	0.4
2000	144			IR	960	1,200	1,050	810	270	34	1.2	5	0.2
2001	144			IR	990	1,200	1,100	840	300	36	1.2	5	0.2
2002	144			IR	870	1,050	960	740	260	39	1.5	8	0.3
2003	144			IR	1,000	1,200	1,100	850	310	41	1.4	10	0.3
2004	144			IR	1,050	1,300	1,150	890	330	44	1.4	9	0.3
2005	144			IC	1,100	1,200	1,250	970	340	41	1.3	7	0.2
2006	144			IC	1,050	1,150	1,200	930	330	40	1.3	7	0.2
2007	144			IC	1,050	1,150	1,200	930	330	29	0.9	6	0.2
2008	144			IR	1,150	1,400	1,350	980	360	31	0.9	6	0.2
2009	144			IR	1,050	1,250	1,150	890	330	33	1.1	4	0.1
2010	144			IR	1,100	1,300	1,200	940	340	22	0.7	7	0.2
2011	144			IR	1,100	1,300	1,300	940	340	28	0.9	7	0.2
2012	144			IR	1,100	1,300	1,250	940	370	29	0.9	7	0.2
2013	144			IR	1,100	1,300	1,400	940	370	27	0.8	6	0.2
2014	144			CTR	1,100	1,350	1,350	940	400	26	0.8	11	0.3
2015	144			CTR	1,150	1,400	1,400	980	420	37	1.1	9	0.3
2016	144			CTR	1,150	1,400	1,400	980	420	24	0.7	4	0.1
2017	144			CTR	1,150	1,550	1,550	940	420	31	0.9	9	0.3
2018	144			CTR	1,150	1,550	1,550	940	420	32	1.0	10	0.3
2019	144			IR	1,200	1,450	1,450	1,000	640	26	0.7	5	0.1
2021	144			IR	1,200	1,450	1,450	1,000	640	22	0.6	3	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1988	144	SEC HWY 560	85.3	LT	650	920	920	490	80	31	1.5	4	0.2
1989	144			LT	700	970	970	520	170	44	2.0	12	0.6
1990	144			LT	750	1,100	1,050	550	180	35	1.5	10	0.4
1991	144			LT	750	1,050	1,000	560	180	40	1.7	9	0.4
1992	144			LT	750	1,050	1,000	580	180	26	1.1	8	0.3
1993	144			IT	750	920	930	640	180	54	2.3	9	0.4
1994	144			IR	710	870	780	590	170	29	1.3	6	0.3
1995	144			IR	760	940	840	650	170	52	2.2	11	0.5
1996	144			IR	800	990	890	680	180	41	1.6	11	0.4
1997	144			IT	790	1,050	1,000	660	180	38	1.5	11	0.4
1998	144			IT	810	1,050	1,050	660	180	32	1.3	9	0.4
1999	144			IT	730	940	930	590	160	41	1.8	16	0.7
2000	144			IT	830	1,050	1,050	680	250	41	1.6	14	0.5
2001	144			IT	880	1,150	1,100	720	250	27	1.0	6	0.2
2002	144			IT	890	1,150	1,150	730	250	35	1.3	15	0.5
2003	144			IT	930	1,200	1,200	760	260	42	1.4	15	0.5
2004	144			IT	940	1,250	1,200	760	260	40	1.4	9	0.3
2005	144			IT	1,000	1,250	1,250	830	300	30	1.0	5	0.2
2006	144			IT	990	1,250	1,250	810	300	36	1.2	12	0.4
2007	144			IT	1,000	1,300	1,350	820	300	30	1.0	8	0.3
2008	144			IR	1,050	1,250	1,250	900	320	31	0.9	10	0.3
2009	144			IR	1,050	1,250	1,150	890	320	24	0.7	5	0.2
2010	144			IR	1,100	1,300	1,200	940	330	22	0.6	5	0.1
2011	144			IR	1,100	1,300	1,300	940	330	32	0.9	6	0.2
2012	144			IR	1,150	1,350	1,350	980	340	26	0.7	6	0.2
2013	144			IR	1,150	1,350	1,450	980	340	31	0.9	10	0.3
2014	144			CTR	970	1,200	1,200	820	290	29	1.0	7	0.2
2015	144			CTR	1,150	1,400	1,400	980	340	16	0.4	1	0.0
2016	144			CTR	1,200	1,450	1,500	1,000	360	23	0.6	5	0.1
2017	144			CTR	1,200	1,600	1,600	980	360	28	0.7	9	0.2
2018	144			CTR	1,200	1,600	1,600	980	360	28	0.7	6	0.2
2019	144			CTR	1,250	1,650	1,650	1,000	300	34	0.9	9	0.2
2021	144			CTR	1,300	1,700	1,700	1,050	310	35	0.9	8	0.2
1988	144	HASSARD DOYLE TWP BDY	32.4	IR	950	1,250	1,050	760	210	14	1.2	3	0.3
1989	144			IR	1,050	1,350	1,150	860	230	10	0.8	2	0.2
1990	144			IR	1,200	1,500	1,350	980	260	16	1.1	4	0.3
1991	144			IR	1,100	1,400	1,200	910	240	11	0.8	4	0.3
1992	144			IR	1,000	1,250	1,100	850	220	14	1.2	3	0.3
1993	144			IR	950	1,150	980	780	210	17	1.5	5	0.4
1994	144			IR	1,150	1,400	1,250	960	210	14	1.0	7	0.5
1995	144			IR	1,200	1,500	1,300	1,000	220	15	1.1	7	0.5

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1996	144			CTR	1,200	1,550	1,500	1,000	220	21	1.5	6	0.4
1997	144			IR	1,250	1,550	1,400	1,050	220	15	1.0	7	0.5
1998	144			IR	1,300	1,600	1,450	1,100	230	9	0.6	3	0.2
1999	144			IR	1,200	1,500	1,350	1,000	250	10	0.7	1	0.1
2000	144			CR	1,250	1,550	1,450	1,050	260	8	0.5	4	0.3
2001	144			CR	1,300	1,600	1,500	1,100	270	16	1.0	4	0.3
2002	144			CR	1,300	1,600	1,500	1,100	220	10	0.7	1	0.1
2003	144			CR	1,250	1,500	1,450	1,050	360	9	0.6	3	0.2
2004	144			CR	1,300	1,600	1,500	1,100	380	11	0.7	3	0.2
2005	144			CR	1,300	1,600	1,500	1,100	380	22	1.4	6	0.4
2006	144			CR	1,350	1,650	1,550	1,150	320	7	0.4	1	0.1
2007	144			CR	1,350	1,650	1,650	1,150	350	13	0.8	3	0.2
2008	144			IR	1,350	1,650	1,600	1,150	320	12	0.7	5	0.3
2009	144			IR	1,350	1,600	1,450	1,150	310	9	0.6	3	0.2
2010	144			IR	1,400	1,650	1,500	1,200	320	22	1.3	1	0.1
2011	144			IR	1,400	1,650	1,650	1,200	290	16	1.0	3	0.2
2012	144			IR	1,400	1,650	1,600	1,200	290	9	0.5	2	0.1
2013	144			CTR	1,150	1,400	1,450	980	250	14	1.0	3	0.2
2014	144			CTR	1,350	1,650	1,650	1,150	310	12	0.8	2	0.1
2015	144			CTR	1,400	1,700	1,700	1,200	440	10	0.6	2	0.1
2016	144			CTR	1,400	1,700	1,700	1,200	440	11	0.7	4	0.2
2017	144			CTR	1,400	1,850	1,850	1,150	440	11	0.7	1	0.1
2018	144			CTR	1,400	1,850	1,850	1,150	440	16	1.0	4	0.2
2019	144			CTR	1,400	1,850	1,850	1,150	340	11	0.7	2	0.1
2021	144			CTR	1,450	1,900	1,900	1,200	350	19	1.1	7	0.4
2021	144	HWY 101 TIMMINS END OF HWY											
1988	148	ONTARIO QUEBEC BDY	1.8	CTR	3,900	5,050	4,750	3,300	120	6	2.3	0	0.0
1989	148			CTR	4,000	5,100	4,850	3,450	120	9	3.4	0	0.0
1990	148			CTR	4,050	5,050	4,800	3,500	120	4	1.5	0	0.0
1991	148			CTR	4,150	5,250	5,200	3,600	120	6	2.2	0	0.0
1992	148			CTR	4,250	5,250	5,050	3,700	130	2	0.7	0	0.0
1993	148			CTR	4,250	5,350	5,150	3,600	130	9	3.2	0	0.0
1994	148			CTR	4,400	5,650	5,350	3,700	130	2	0.7	0	0.0
1995	148			CTR	4,500	5,800	5,550	3,750	140	4	1.4	0	0.0
1996	148			CTR	4,650	5,950	5,700	3,900	140	3	1.0	0	0.0
1997	148			CTR	4,700	6,000	5,800	3,950	140	5	1.6	0	0.0
1998	148			CTR	4,700	5,950	5,750	3,950	140	3	1.0	0	0.0
1999	148			CTR	4,800	6,050	5,800	4,050	140	2	0.6	0	0.0
2000	148			CTR	4,850	6,100	5,850	4,050	100	3	0.9	0	0.0
2001	148			CTR	4,900	6,200	5,950	4,150	100	1	0.3	0	0.0
2002	148			CTR	5,000	6,300	6,050	4,200	100	4	1.2	1	0.3

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2003	148			CTR	5,150	6,400	6,150	4,350	570	4	1.2	0	0.0
2004	148			CTR	5,100	6,450	6,150	4,300	560	8	2.4	0	0.0
2005	148			CTR	5,150	6,400	6,100	4,350	570	3	0.9	0	0.0
2006	148			CTR	5,150	6,400	6,100	4,350	570	2	0.6	0	0.0
2007	148			CTR	5,300	6,550	6,500	4,500	580	3	0.9	0	0.0
2008	148			CTR	5,350	6,600	6,500	4,550	590	3	0.9	0	0.0
2009	148			CTR	5,450	6,650	6,450	4,650	600	5	1.4	0	0.0
2010	148			CTR	5,500	6,700	6,450	4,650	600	3	0.8	0	0.0
2011	148			CTR	5,550	6,750	6,500	4,700	610	4	1.1	0	0.0
2012	148			CTR	5,650	6,850	6,750	4,800	620	6	1.6	0	0.0
2013	148			CTR	5,700	6,950	7,150	4,850	630	6	1.6	0	0.0
2014	148			CTR	5,750	7,000	7,050	4,900	630	2	0.5	0	0.0
2015	148			CTR	5,800	7,100	7,150	4,950	640	5	1.3	0	0.0
2016	148			CTR	5,900	7,200	7,250	5,000	650	2	0.5	0	0.0
2017	148			CTR	5,950	7,950	7,900	4,850	650	4	1.0	0	0.0
2018	148			CTR	6,000	8,000	8,000	4,900	660	1	0.3	0	0.0
2019	148			CTR	6,100	8,150	8,100	4,950	670	2	0.5	0	0.0
2021	148			CTR	6,200	8,100	8,050	5,050	680	0	0.0	0	0.0
1988	148	RENFREW RD 40 (S)	3.2	CTR	7,900	10,300	9,650	6,650	470	19	2.1	1	0.1
1989	148			CTR	8,000	10,200	9,700	6,900	320	13	1.4	1	0.1
1990	148			IC	8,100	9,250	9,050	7,200	320	15	1.6	0	0.0
1991	148			IC	8,200	9,250	9,100	7,300	330	12	1.3	0	0.0
1992	148			IC	8,450	9,400	9,300	7,700	340	13	1.3	1	0.1
1993	148			IC	8,650	9,750	9,700	7,700	350	7	0.7	1	0.1
1994	148			CTR	8,850	11,300	10,800	7,450	350	14	1.4	0	0.0
1995	148			CTR	9,000	11,600	11,100	7,550	360	13	1.2	1	0.1
1996	148			CTR	9,200	11,800	11,300	7,700	370	8	0.7	0	0.0
1997	148			CTR	9,450	12,100	11,600	7,950	380	9	0.8	0	0.0
1998	148			CTR	9,600	12,200	11,700	8,050	380	7	0.6	0	0.0
1999	148			CTR	9,750	12,300	11,800	8,200	390	6	0.5	0	0.0
2000	148			IC	9,900	11,100	11,100	8,800	200	4	0.3	0	0.0
2001	148			IC	10,100	11,300	11,300	8,950	200	3	0.3	0	0.0
2002	148			IC	10,300	11,500	11,600	9,100	210	12	1.0	0	0.0
2003	148			IC	10,500	11,700	11,800	9,300	210	5	0.4	1	0.1
2004	148			IC	10,700	12,000	12,000	9,450	210	1	0.1	0	0.0
2005	148			IC	10,800	12,000	12,100	9,500	320	8	0.6	0	0.0
2006	148			IC	11,000	12,200	12,300	9,750	330	5	0.4	0	0.0
2007	148			IC	11,200	12,400	12,800	9,900	340	4	0.3	2	0.2
2008	148			IC	11,400	12,600	12,200	10,100	230	3	0.2	0	0.0
2009	148			IC	11,600	12,900	13,000	10,300	230	10	0.7	0	0.0
2010	148			IC	11,800	13,100	13,200	10,500	240	7	0.5	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2011	148			IC	11,900	13,100	13,600	10,700	240	7	0.5	0	0.0
2012	148			IC	11,000	12,200	11,800	9,750	220	5	0.4	0	0.0
2013	148			IC	10,800	12,000	11,900	9,600	220	10	0.8	0	0.0
2014	148			IC	10,900	12,100	12,000	9,650	220	7	0.5	0	0.0
2015	148			IC	11,000	12,200	12,100	9,750	220	15	1.2	1	0.1
2016	148			IC	11,100	12,300	12,200	9,850	220	14	1.1	0	0.0
2017	148			IC	11,200	12,300	12,400	10,200	220	24	1.8	0	0.0
2018	148			IC	11,300	12,400	12,500	10,200	230	17	1.3	0	0.0
2019	148			IC	11,400	12,500	12,600	10,300	230	15	1.1	0	0.0
2021	148			IC	12,000	13,000	13,100	10,900	240	9	0.6	1	0.1
2021	148	CEDAR LANE L24 25 START OF NA	9.4										
2021	148	HWY 17 & 62 END OF NA END OF HWY											
1988	400	MAPLE LEAF DR NORTH YORK	0.4	UC	51,000	53,600	57,600	47,900	6,100	14	1.7	2	0.2
1989	400			UC	53,600	56,300	60,600	50,900	6,450	12	1.4	0	0.0
1990	400			UC	53,000	56,700	61,500	50,400	6,350	10	1.2	3	0.4
1991	400			UC	54,000	57,200	62,100	52,400	3,250	9	1.0	1	0.1
1992	400			UC	57,900	61,400	66,600	55,600	3,450	11	1.2	2	0.2
1993	400			UC	58,300	61,400	66,300	54,600	3,500	31	3.3	4	0.4
1994	400			UC	58,800	62,300	67,200	54,700	3,550	29	3.1	1	0.1
1995	400			UC	59,200	62,500	67,700	55,200	3,550	24	2.5	0	0.0
1996	400			UC	59,600	63,100	69,700	56,700	3,600	10	1.0	4	0.4
1997	400			UC	60,900	63,900	71,300	57,200	3,650	8	0.8	1	0.1
1998	400			UC	65,800	69,700	77,000	62,500	3,950	11	1.0	0	0.0
1999	400			UC	63,000	66,800	73,700	59,800	2,500	12	1.2	1	0.1
2000	400			UC	63,800	67,600	75,300	60,000	2,550	19	1.9	1	0.1
2001	400			UC	64,000	68,500	75,300	60,100	2,550	9	0.9	1	0.1
2002	400			UC	64,200	68,400	75,500	60,100	2,550	12	1.2	0	0.0
2003	400			UC	66,000	69,700	77,300	62,300	2,650	11	1.0	0	0.0
2004	400			UC	66,800	71,500	78,600	62,800	2,650	6	0.6	1	0.1
2005	400			UC	123,800	131,000	144,800	116,100	4,950	16	0.8	0	0.0
2006	400			UC	77,200	81,600	90,200	72,700	3,100	8	0.6	1	0.1
2007	400			UC	78,800	83,600	91,200	73,900	3,150	14	1.1	2	0.2
2008	400			UC	80,500	85,000	79,800	75,300	3,200	10	0.8	1	0.1
2009	400			UC	82,100	87,000	96,100	77,200	3,300	6	0.5	1	0.1
2010	400			UC	66,100	69,900	76,900	62,200	2,650	5	0.5	0	0.0
2011	400			UC	68,000	68,200	70,600	64,500	2,700	2	0.2	0	0.0
2012	400			UC	83,200	83,700	89,100	79,000	3,350	2	0.1	0	0.0
2013	400			UC	55,000	55,200	55,300	52,200	2,200	2	0.2	0	0.0
2014	400			UC	79,900	80,200	76,800	75,800	3,200	5	0.4	1	0.1
2015	400			UC	80,900	81,200	77,800	76,800	3,250	20	1.5	4	0.3
2016	400			UC	81,800	82,100	78,700	77,600	3,250	1	0.1	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2017	400			UC	82,700	82,200	83,000	79,300	3,300	3	0.2	0	0.0
2018	400			UC	83,600	82,900	84,200	80,200	3,350	7	0.5	0	0.0
2019	400			UC	84,500	83,300	84,500	81,400	3,400	3	0.2	0	0.0
2021	400			UC	86,400	86,600	87,700	83,200	3,450	7	0.5	1	0.1
1988	400	JANE ST IC-20 NORTH YORK	1.2	UC	72,900	76,500	82,400	68,500	8,750	31	1.0	4	0.1
1989	400			UC	75,000	78,800	84,700	71,200	9,000	41	1.3	3	0.1
1990	400			UC	74,000	79,200	85,800	70,300	8,900	28	0.9	8	0.3
1991	400			UC	75,500	80,000	86,800	73,200	4,550	42	1.3	7	0.2
1992	400			UC	79,100	83,800	91,000	75,900	4,750	32	0.9	5	0.1
1993	400			UC	80,000	84,300	90,900	74,900	4,800	53	1.5	12	0.4
1994	400			UC	81,000	85,900	92,600	75,300	4,850	76	2.2	14	0.4
1995	400			UC	82,600	87,200	94,400	77,000	4,950	39	1.1	9	0.3
1996	400			UC	83,200	88,000	97,300	79,100	5,000	27	0.8	6	0.2
1997	400			UC	84,200	88,400	98,500	79,100	5,050	25	0.7	1	0.0
1998	400			UC	85,100	90,200	99,600	80,800	5,100	21	0.6	4	0.1
1999	400			UC	86,100	91,300	100,700	81,800	3,450	47	1.3	12	0.3
2000	400			UC	85,400	90,500	100,800	80,300	3,400	95	2.6	28	0.8
2001	400			UC	84,300	90,300	99,200	79,200	3,350	57	1.6	14	0.4
2002	400			UC	84,000	89,500	98,800	78,600	3,350	75	2.1	15	0.4
2003	400			UC	82,000	86,600	96,100	77,500	3,300	59	1.7	14	0.4
2004	400			UC	77,900	83,400	91,600	73,200	3,100	56	1.7	8	0.2
2005	400			UC	77,000	81,500	90,100	72,200	3,100	95	2.9	19	0.6
2006	400			UC	78,300	82,800	91,500	73,700	3,150	63	1.9	12	0.4
2007	400			UC	75,200	79,800	87,000	70,600	3,000	72	2.2	11	0.3
2008	400			UC	64,900	68,600	64,400	60,700	2,600	57	2.0	16	0.6
2009	400			UC	73,800	78,200	86,300	69,400	2,950	61	1.9	11	0.3
2010	400			UC	73,000	77,200	85,000	68,600	2,900	90	2.9	20	0.6
2011	400			UC	72,100	72,300	74,800	68,400	2,900	51	1.7	12	0.4
2012	400			C	71,300	78,600	76,900	64,200	2,850	15	0.5	8	0.3
2013	400			C	70,400	77,600	76,600	63,400	2,800	23	0.8	4	0.1
2014	400			C	69,500	76,400	74,400	62,600	2,800	45	1.5	9	0.3
2015	400			C	68,700	75,600	73,500	61,800	2,750	47	1.6	4	0.1
2016	400			CTR	67,800	82,700	83,400	57,600	2,650	28	1.0	2	0.1
2017	400			CR	81,700	94,700	95,200	73,500	3,250	27	0.8	2	0.1
2018	400			CR	86,900	101,000	101,700	78,000	3,500	48	1.3	7	0.2
2019	400			CR	92,600	107,400	108,100	83,100	3,700	48	1.2	4	0.1
2021	400			CR	64,400	74,100	74,600	58,100	2,600	25	0.9	2	0.1
1988	400	HWY 401 M/C FRWY IC-21 NORTH YORK	4.4	UC	148,000	155,400	167,200	139,100	17,800	200	0.8	45	0.2
1989	400			UC	151,000	158,600	170,600	143,400	18,100	278	1.1	64	0.3
1990	400			UC	149,000	159,400	172,800	141,600	17,900	205	0.9	43	0.2
1991	400			UC	152,000	161,100	174,800	147,400	15,200	206	0.8	34	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1992	400			UC	159,500	169,100	183,400	153,100	16,000	201	0.8	41	0.2
1993	400			UC	159,500	168,000	181,300	149,400	16,000	181	0.7	34	0.1
1994	400			UC	159,500	169,100	182,400	148,300	16,000	155	0.6	27	0.1
1995	400			UC	159,500	168,300	182,400	148,700	16,000	152	0.6	27	0.1
1996	400			UC	159,500	168,800	186,600	151,700	16,000	201	0.8	47	0.2
1997	400			UC	163,500	171,700	191,300	153,700	16,400	163	0.6	40	0.2
1998	400			UC	167,600	177,700	196,100	159,200	16,800	168	0.6	42	0.2
1999	400			UC	168,000	178,100	196,600	159,600	13,400	185	0.7	40	0.1
2000	400			UC	170,000	180,200	200,600	159,800	13,600	248	0.9	77	0.3
2001	400			UC	172,000	184,200	202,300	161,600	13,800	209	0.8	55	0.2
2002	400			UC	174,100	185,500	204,800	163,000	13,900	223	0.8	43	0.2
2003	400			UC	176,100	186,100	206,300	166,400	14,100	225	0.8	36	0.1
2004	400			UC	178,100	190,800	209,500	167,400	14,200	227	0.8	59	0.2
2005	400			UC	183,600	194,300	214,700	172,200	14,700	242	0.8	55	0.2
2006	400			UC	188,900	199,800	220,700	177,800	15,100	205	0.7	50	0.2
2007	400			UC	191,800	203,400	222,000	179,900	15,300	206	0.7	56	0.2
2008	400			UC	186,200	196,700	184,600	174,200	14,900	184	0.6	40	0.1
2009	400			C	203,600	224,000	226,000	183,200	16,300	192	0.6	39	0.1
2010	400			C	212,100	233,700	235,900	190,900	17,000	192	0.6	34	0.1
2011	400			C	210,000	231,400	233,500	189,000	16,800	285	0.8	54	0.2
2012	400			C	207,800	229,000	224,100	187,100	16,600	275	0.8	67	0.2
2013	400			C	210,800	232,300	229,400	189,800	16,900	219	0.6	41	0.1
2014	400			C	213,800	235,200	228,800	192,400	17,100	246	0.7	52	0.2
2015	400			C	216,800	238,500	232,000	195,100	17,300	346	1.0	48	0.1
2016	400			C	219,800	241,800	235,200	197,800	17,600	414	1.2	82	0.2
2017	400			C	222,800	243,700	243,200	202,200	17,800	306	0.9	40	0.1
2018	400			C	225,900	247,600	246,200	203,900	18,100	334	0.9	59	0.2
2019	400			C	228,900	250,200	248,700	207,200	18,300	409	1.1	82	0.2
2021	400			C	234,900	255,500	254,100	213,000	18,800	324	0.9	70	0.2
1988	400	FINCH AV IC-25 NORTH YORK	2.1	IC	117,400	136,200	132,700	103,300	14,100	73	0.8	12	0.1
1989	400			IC	124,000	142,600	140,100	110,400	14,900	138	1.5	32	0.3
1990	400			IC	122,500	139,600	137,200	109,000	14,700	108	1.2	30	0.3
1991	400			IC	125,500	141,800	139,300	111,700	12,600	84	0.9	16	0.2
1992	400			IC	134,300	149,100	147,700	122,200	13,400	114	1.1	20	0.2
1993	400			IC	134,300	151,800	150,400	119,500	13,400	137	1.3	23	0.2
1994	400			IC	134,300	150,400	150,400	119,500	13,400	134	1.3	22	0.2
1995	400			IC	134,300	150,300	151,500	120,500	13,400	145	1.4	31	0.3
1996	400			IC	134,300	150,800	151,400	119,600	13,400	133	1.3	20	0.2
1997	400			UC	144,600	151,800	169,200	135,900	14,500	73	0.7	16	0.1
1998	400			UC	154,900	164,200	181,200	147,200	15,500	110	0.9	19	0.2
1999	400			UC	166,000	176,000	194,200	157,700	13,300	148	1.2	33	0.3

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2000	400			UC	162,700	172,500	192,000	152,900	13,000	126	1.0	25	0.2
2001	400			UC	168,000	179,900	197,600	157,900	13,400	94	0.7	23	0.2
2002	400			UC	169,200	180,300	199,000	158,400	10,200	110	0.9	21	0.2
2003	400			UC	178,600	188,700	209,200	168,700	14,300	92	0.7	11	0.1
2004	400			UC	183,900	197,000	216,300	172,800	14,700	95	0.7	23	0.2
2005	400			UC	189,200	200,200	221,300	177,400	15,100	117	0.8	29	0.2
2006	400			UC	194,100	205,300	226,800	182,700	15,500	80	0.5	15	0.1
2007	400			UC	199,400	211,500	230,800	187,100	16,000	122	0.8	27	0.2
2008	400			UC	205,200	216,800	203,500	192,000	16,400	124	0.8	27	0.2
2009	400			C	210,500	231,600	233,700	189,400	16,800	119	0.7	22	0.1
2010	400			C	213,500	235,300	237,400	192,200	17,100	99	0.6	12	0.1
2011	400			C	220,400	242,900	245,100	198,400	17,600	91	0.5	7	0.0
2012	400			C	225,700	248,700	243,400	203,200	18,100	80	0.5	13	0.1
2013	400			C	231,000	254,600	251,400	208,000	18,500	118	0.7	10	0.1
2014	400			C	215,000	236,500	230,000	193,500	17,200	109	0.7	19	0.1
2015	400			C	218,000	239,800	233,300	196,200	17,400	86	0.5	13	0.1
2016	400			C	222,000	244,200	237,500	199,800	17,800	98	0.6	11	0.1
2017	400			C	240,700	263,300	262,700	218,400	19,300	76	0.4	8	0.0
2018	400			C	245,300	268,900	267,300	221,400	19,600	82	0.4	13	0.1
2019	400			C	249,800	273,000	271,400	226,100	20,000	106	0.6	20	0.1
2021	400			C	259,000	281,700	280,200	234,800	20,700	77	0.4	12	0.1
1988	400	STEELES AV IC-27 NORTH YORK	1.2	IC	105,000	121,800	118,600	92,400	12,600	61	1.4	18	0.4
1989	400			IC	110,000	126,500	124,300	97,900	13,200	72	1.5	20	0.4
1990	400			IC	108,000	123,100	121,000	96,100	13,000	62	1.3	8	0.2
1991	400			IC	110,200	124,500	122,300	98,100	12,100	55	1.2	5	0.1
1992	400			IC	118,000	131,000	129,800	107,400	13,000	52	1.0	12	0.2
1993	400			IC	118,000	133,300	132,200	105,000	13,000	49	1.0	5	0.1
1994	400			IC	119,000	133,300	133,300	105,900	13,100	57	1.1	9	0.2
1995	400			IC	120,500	134,800	135,900	108,200	13,300	66	1.3	11	0.2
1996	400			IC	122,500	137,600	138,100	109,100	13,500	59	1.1	10	0.2
1997	400			IC	124,500	139,400	140,700	109,600	13,700	47	0.9	7	0.1
1998	400			IC	132,600	148,500	148,500	118,000	14,600	46	0.8	6	0.1
1999	400			IC	111,000	124,300	124,300	98,800	8,900	34	0.7	3	0.1
2000	400			IC	108,800	121,900	121,900	96,800	8,700	39	0.8	5	0.1
2001	400			IC	105,500	118,000	118,500	93,300	8,450	30	0.7	7	0.2
2002	400			IC	102,200	113,900	114,800	90,000	6,150	35	0.8	2	0.0
2003	400			IC	122,400	136,400	137,700	108,400	7,350	44	0.8	5	0.1
2004	400			IC	128,900	144,100	144,800	114,000	7,750	30	0.5	8	0.1
2005	400			IC	137,100	152,400	153,900	120,900	8,250	44	0.7	6	0.1
2006	400			IC	139,700	155,200	156,700	123,700	8,400	43	0.7	7	0.1
2007	400			IC	147,100	163,400	168,400	130,000	8,850	48	0.8	12	0.2

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2008	400			IC	161,000	178,400	172,600	142,000	9,650	42	0.6	6	0.1
2009	400			CR	164,400	197,300	190,700	139,700	9,850	43	0.6	10	0.1
2010	400			CR	150,100	179,900	173,600	126,900	9,000	37	0.6	3	0.0
2011	400			CR	152,700	177,900	180,000	135,800	9,150	34	0.5	2	0.0
2012	400			CR	155,300	186,000	183,000	131,300	9,300	36	0.5	4	0.1
2013	400			CR	157,900	189,200	194,200	133,500	9,450	52	0.8	8	0.1
2014	400			CR	178,000	209,800	208,500	151,600	10,700	34	0.4	5	0.1
2015	400			CR	180,000	212,100	210,800	153,300	10,800	41	0.5	3	0.0
2016	400			CR	182,000	214,500	213,200	155,000	10,900	36	0.5	4	0.1
2017	400			CR	176,500	204,600	205,700	158,900	10,600	23	0.3	1	0.0
2018	400			CR	179,600	208,700	210,100	161,200	10,800	30	0.4	4	0.1
2019	400			CR	182,700	212,000	213,400	163,900	11,000	30	0.4	8	0.1
2021	400			CR	188,900	217,400	218,800	170,400	11,300	16	0.2	1	0.0
1997	400	407 IC	0.9	CR	108,500	134,500	128,000	92,200	7,600	20	0.5	3	0.1
1998	400			CR	113,200	139,200	132,400	96,200	7,900	15	0.4	2	0.1
1999	400			CR	109,400	134,600	128,000	93,000	7,650	30	0.8	3	0.1
2000	400			CR	108,600	133,600	127,100	92,300	7,600	28	0.8	6	0.2
2001	400			CR	107,800	132,600	126,400	91,100	7,550	27	0.7	6	0.2
2002	400			CR	107,000	131,400	125,500	90,100	7,500	34	0.9	4	0.1
2003	400			CR	106,200	129,400	124,300	89,900	7,450	31	0.9	7	0.2
2004	400			CR	107,600	132,400	126,200	90,900	7,550	33	0.9	7	0.2
2005	400			CR	105,900	128,500	123,500	89,200	7,400	41	1.1	4	0.1
2006	400			CR	128,500	155,800	149,500	108,500	9,000	32	0.7	7	0.2
2007	400			CR	133,000	161,000	160,900	112,100	9,300	40	0.9	6	0.1
2008	400			CR	137,600	166,500	165,200	116,000	9,650	28	0.6	6	0.1
2009	400			CR	103,500	124,200	120,100	88,000	7,250	29	0.8	6	0.2
2010	400			CR	146,800	175,900	169,800	124,100	10,300	27	0.5	9	0.2
2011	400			CR	131,100	152,700	154,500	116,600	9,200	26	0.6	1	0.0
2012	400			CR	133,100	159,400	156,900	112,500	9,300	28	0.6	2	0.0
2013	400			CR	148,000	177,400	182,000	125,100	10,400	45	0.9	5	0.1
2014	400			CR	140,200	165,200	164,200	119,400	9,800	33	0.7	2	0.0
2015	400			CR	142,400	167,800	166,800	121,300	9,950	49	1.0	3	0.1
2016	400			CR	144,700	170,500	169,500	123,300	10,100	72	1.4	9	0.2
2017	400			CR	147,000	170,400	171,400	132,300	10,300	63	1.3	4	0.1
2018	400			CR	149,200	173,400	174,500	133,900	10,400	50	1.0	9	0.2
2019	400			CR	151,500	175,800	176,900	135,900	10,600	45	0.9	3	0.1
2021	400			CR	156,000	179,500	180,700	140,800	10,900	34	0.6	7	0.1
1988	400	HWY 7 IC-29 VAUGHAN	2.0	CR	75,700	96,900	90,800	62,800	9,100	74	1.3	23	0.4
1989	400			CR	80,400	102,900	95,700	67,500	9,650	90	1.5	16	0.3
1990	400			CR	78,800	97,700	90,600	70,900	9,450	62	1.1	11	0.2
1991	400			CR	85,100	104,700	97,900	76,600	10,200	41	0.6	3	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1992	400			CR	91,600	112,700	104,400	82,400	11,000	32	0.5	6	0.1
1993	400			CR	91,600	112,700	105,300	82,400	11,000	61	0.9	11	0.2
1994	400			CR	91,600	112,700	104,400	82,400	11,000	42	0.6	5	0.1
1995	400			CR	91,600	113,500	108,100	78,900	11,000	37	0.5	3	0.0
1996	400			CR	91,600	113,200	107,500	78,200	11,000	31	0.5	2	0.0
1997	400			CR	92,500	114,700	109,200	78,600	11,100	58	0.8	6	0.1
1998	400			CR	93,700	115,300	109,600	79,600	11,200	43	0.6	6	0.1
1999	400			CR	94,600	116,400	110,700	80,400	6,600	68	1.0	5	0.1
2000	400			CR	97,300	119,700	113,800	82,700	6,800	60	0.8	10	0.1
2001	400			CR	106,300	130,800	124,700	89,800	7,450	49	0.6	7	0.1
2002	400			CR	108,600	133,400	127,400	91,500	7,600	57	0.7	4	0.0
2003	400			CR	116,000	141,300	135,700	98,200	8,100	55	0.6	10	0.1
2004	400			CR	121,700	149,700	142,700	102,800	8,500	35	0.4	8	0.1
2005	400			CR	127,400	154,600	148,600	107,300	8,900	60	0.6	9	0.1
2006	400			CR	133,100	161,400	154,900	112,400	9,300	45	0.5	5	0.1
2007	400			CR	138,900	168,100	168,100	117,000	9,700	71	0.7	8	0.1
2008	400			CR	140,100	169,600	168,200	118,100	9,800	46	0.4	10	0.1
2009	400			CR	144,500	173,400	167,600	122,800	10,100	55	0.5	7	0.1
2010	400			CR	145,200	174,000	167,900	122,800	10,200	44	0.4	6	0.1
2011	400			CR	149,100	173,700	175,700	132,600	10,400	71	0.6	8	0.1
2012	400			CR	153,100	183,400	180,400	129,400	10,700	85	0.7	7	0.1
2013	400			CR	162,800	195,100	200,200	137,600	11,400	94	0.8	10	0.1
2014	400			CR	172,500	203,300	202,000	146,900	12,100	78	0.6	6	0.0
2015	400			CR	182,300	214,800	213,500	155,300	12,800	89	0.7	5	0.0
2016	400			CR	192,000	226,300	224,900	163,600	13,400	64	0.4	9	0.1
2017	400			CR	182,500	211,600	212,700	164,300	12,800	54	0.4	3	0.0
2018	400			CR	187,100	217,400	218,900	167,900	13,100	64	0.5	8	0.1
2019	400			CR	191,600	222,300	223,700	171,900	13,400	89	0.6	15	0.1
2021	400			CR	200,700	230,900	232,500	181,100	14,000	43	0.3	5	0.0
1991	400	LANGSTAFF RD IC-30	2.1	CR	76,600	94,200	88,100	68,900	9,200	35	0.6	13	0.2
1992	400			CR	82,400	101,400	93,900	74,200	9,900	25	0.4	2	0.0
1993	400			CR	82,400	101,400	94,800	74,200	9,900	43	0.7	6	0.1
1994	400			CR	82,400	101,400	93,900	74,200	9,900	40	0.6	4	0.1
1995	400			CR	82,400	102,100	97,300	70,900	9,900	24	0.4	6	0.1
1996	400			CR	82,400	101,800	96,700	70,400	9,900	29	0.5	1	0.0
1997	400			CR	90,100	111,700	106,300	76,600	10,800	41	0.6	3	0.0
1998	400			CR	98,300	120,900	115,000	83,600	11,800	38	0.5	3	0.0
1999	400			CR	108,000	132,800	126,400	91,800	8,650	35	0.4	4	0.0
2000	400			CR	115,000	141,400	134,600	97,800	9,200	39	0.4	9	0.1
2001	400			CR	113,500	139,600	133,100	95,900	9,100	55	0.6	10	0.1
2002	400			CR	115,200	141,500	135,100	97,100	9,200	53	0.6	2	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2003	400			CR	124,200	151,300	145,300	105,100	9,950	74	0.8	15	0.2
2004	400			CR	129,300	159,100	151,600	109,200	11,600	66	0.7	7	0.1
2005	400			CR	134,400	163,100	156,800	113,200	12,100	66	0.6	6	0.1
2006	400			CR	139,600	169,300	162,400	117,900	12,600	53	0.5	2	0.0
2007	400			CR	144,700	175,100	175,100	121,900	13,000	61	0.5	10	0.1
2008	400			CR	149,800	181,300	179,900	126,200	13,500	46	0.4	5	0.0
2009	400			IC	150,100	166,600	168,100	133,600	13,500	64	0.5	2	0.0
2010	400			IC	158,900	175,900	177,400	140,900	14,300	64	0.5	11	0.1
2011	400			IC	163,900	180,200	187,000	147,000	14,800	51	0.4	4	0.0
2012	400			IC	168,900	187,100	181,400	149,900	15,200	49	0.4	4	0.0
2013	400			CTR	175,400	213,500	220,600	149,000	15,800	83	0.6	8	0.1
2014	400			CTR	179,200	218,600	220,400	152,300	16,100	60	0.4	8	0.1
2015	400			CTR	184,800	225,500	227,300	157,100	16,600	81	0.6	6	0.0
2016	400			CTR	189,900	231,700	233,600	161,400	17,100	75	0.5	8	0.1
2017	400			CTR	195,000	260,600	259,200	158,900	17,600	72	0.5	9	0.1
2018	400			CTR	200,100	267,200	266,100	163,000	18,000	91	0.6	6	0.0
2019	400			IR	207,300	252,100	250,900	176,700	12,400	80	0.5	10	0.1
2021	400			IR	215,300	257,800	256,900	183,800	12,900	49	0.3	10	0.1
1988	400	RUTHERFORD RD IC-33	2.1	CR	68,000	87,000	81,600	56,400	8,150	52	1.0	7	0.1
1989	400			CR	73,000	93,400	86,900	61,300	8,750	69	1.2	11	0.2
1990	400			CR	71,500	88,700	82,200	64,400	8,600	56	1.0	5	0.1
1991	400			CR	73,000	89,800	84,000	65,700	8,750	54	1.0	11	0.2
1992	400			CR	73,500	90,400	83,800	66,200	8,800	63	1.1	8	0.1
1993	400			CR	73,500	90,400	84,500	66,200	8,800	93	1.7	8	0.1
1994	400			CR	82,600	101,600	94,200	74,300	9,900	101	1.6	11	0.2
1995	400			CR	85,600	106,000	101,000	73,700	10,300	90	1.4	14	0.2
1996	400			CR	88,600	109,500	104,000	75,700	10,600	76	1.1	5	0.1
1997	400			CR	91,500	113,500	108,000	77,800	11,000	95	1.4	11	0.2
1998	400			CR	94,500	116,200	110,600	80,300	11,300	82	1.1	16	0.2
1999	400			CR	103,500	127,300	121,100	88,000	8,300	83	1.1	8	0.1
2000	400			CR	104,500	128,500	122,300	88,800	8,350	73	0.9	11	0.1
2001	400			CR	108,300	133,200	127,000	91,500	8,650	93	1.1	12	0.1
2002	400			CR	112,100	137,700	131,500	94,400	8,950	86	1.0	18	0.2
2003	400			CR	115,900	141,200	135,600	98,100	9,250	109	1.2	24	0.3
2004	400			CR	118,900	146,300	139,400	100,400	9,500	82	0.9	8	0.1
2005	400			CR	123,600	150,000	144,200	104,100	9,900	69	0.7	10	0.1
2006	400			CR	126,400	153,300	147,100	106,700	10,100	62	0.6	10	0.1
2007	400			CR	130,100	157,500	157,400	109,600	10,400	67	0.7	5	0.1
2008	400			CR	132,000	159,800	158,500	111,200	9,250	70	0.7	8	0.1
2009	400			CR	137,400	164,900	159,400	116,800	9,600	72	0.7	8	0.1
2010	400			IC	141,100	156,200	157,500	125,100	9,900	57	0.5	7	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2011	400			IC	144,800	159,200	165,200	129,900	10,100	75	0.7	6	0.1
2012	400			IC	143,200	158,700	153,800	127,100	10,000	78	0.7	12	0.1
2013	400			IC	151,100	167,200	166,300	134,000	10,600	59	0.5	4	0.0
2014	400			IC	154,500	171,000	170,200	137,000	10,800	57	0.5	8	0.1
2015	400			CTR	143,800	175,400	176,900	122,200	10,100	70	0.6	5	0.0
2016	400			CTR	158,900	193,900	195,400	135,100	10,300	85	0.7	8	0.1
2017	400			CTR	162,600	217,300	216,200	132,500	10,600	103	0.8	8	0.1
2018	400			CTR	166,100	221,800	220,900	135,300	10,800	86	0.7	12	0.1
2019	400			CTR	169,500	225,800	224,800	137,900	11,000	104	0.8	12	0.1
2021	400			CTR	176,400	230,000	228,700	143,900	12,300	48	0.4	8	0.1
2013	400	400 MAJOR MACKENZIE DR IC-35	2.1	IC	128,200	141,900	141,100	113,700	9,850	55	0.6	11	0.1
2014	400			IC	132,900	147,100	146,400	117,800	10,200	43	0.4	8	0.1
2015	400			IC	132,700	146,900	146,200	117,700	10,200	40	0.4	6	0.1
2016	400			CTR	132,400	161,500	162,900	112,500	10,200	38	0.4	11	0.1
2017	400			CTR	135,100	180,500	179,600	110,100	10,400	68	0.7	11	0.1
2018	400			CTR	136,200	181,900	181,200	110,900	10,500	55	0.5	10	0.1
2019	400			CTR	137,500	183,200	182,400	111,900	10,600	59	0.6	12	0.1
2021	400			CTR	140,200	182,800	181,800	114,400	11,200	41	0.4	7	0.1
1988	400	400 TESTON RD IC	6.3	CR	58,100	74,400	69,700	48,200	6,950	71	0.5	9	0.1
1989	400			CR	64,200	82,200	76,400	53,900	7,700	84	0.6	14	0.1
1990	400			CR	62,200	77,100	71,500	56,000	7,450	91	0.6	14	0.1
1991	400			CR	63,500	78,100	73,000	57,200	7,600	71	0.5	8	0.1
1992	400			CR	65,500	80,600	74,700	59,000	5,900	108	0.7	10	0.1
1993	400			CR	71,500	87,900	82,200	64,400	6,450	91	0.6	11	0.1
1994	400			CR	75,200	92,500	85,700	67,700	6,750	97	0.6	14	0.1
1995	400			CR	78,200	96,900	92,300	67,300	7,050	97	0.5	9	0.0
1996	400			CR	81,200	100,300	95,300	69,300	6,500	78	0.4	6	0.0
1997	400			CR	84,200	104,400	99,400	71,600	8,400	105	0.5	11	0.1
1998	400			CR	87,200	107,300	102,000	74,100	8,700	126	0.6	17	0.1
1999	400			CR	84,000	103,300	98,300	71,400	6,700	79	0.4	9	0.0
2000	400			CR	82,500	101,500	96,500	70,100	8,250	80	0.4	16	0.1
2001	400			CR	85,500	105,200	100,300	72,200	8,550	80	0.4	6	0.0
2002	400			CR	86,500	106,200	101,400	72,900	4,300	84	0.4	17	0.1
2003	400			IC	87,300	97,300	98,200	77,300	6,100	67	0.3	11	0.1
2004	400			CR	90,000	110,700	105,500	76,000	6,300	95	0.5	11	0.1
2005	400			CR	97,100	117,800	113,300	81,800	6,800	103	0.5	13	0.1
2006	400			CR	106,000	128,500	123,300	89,500	7,400	83	0.3	15	0.1
2007	400			CR	106,700	129,100	129,100	89,900	7,450	95	0.4	19	0.1
2008	400			CR	104,600	126,600	125,600	88,200	7,300	72	0.3	16	0.1
2009	400			CR	104,700	125,600	121,500	89,000	7,350	97	0.4	9	0.0
2010	400			CR	106,600	127,700	123,300	90,100	7,450	89	0.4	8	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2011	400			CR	109,100	127,100	128,600	97,100	7,650	82	0.3	19	0.1
2012	400			CR	111,100	133,100	130,900	93,900	7,800	71	0.3	9	0.0
2013	400			CTR	113,200	137,800	142,300	96,100	10,200	132	0.5	25	0.1
2014	400			IC	115,200	127,500	126,900	102,100	10,400	112	0.4	17	0.1
2015	400			IC	117,200	129,700	129,100	103,900	9,850	123	0.5	17	0.1
2016	400			CTR	119,200	145,400	146,600	101,300	9,550	109	0.4	19	0.1
2017	400			CTR	121,200	162,000	161,100	98,800	9,700	153	0.5	34	0.1
2018	400			CTR	123,200	164,500	163,900	100,300	9,850	141	0.5	20	0.1
2019	400			CTR	125,200	166,800	166,100	101,900	10,000	167	0.6	27	0.1
2021	400			CTR	129,200	168,500	167,500	105,400	10,300	118	0.4	16	0.1
1988	400	YORK RD 11 (TO KING CITY)IC 43	9.2	CR	51,400	65,800	61,700	42,700	6,150	96	0.6	15	0.1
1989	400			CR	53,100	68,000	63,200	44,600	6,350	98	0.5	9	0.1
1990	400			CR	51,700	64,100	59,500	46,500	6,200	154	0.9	19	0.1
1991	400			CR	53,000	65,200	60,900	47,700	6,350	84	0.5	6	0.0
1992	400			CR	54,600	67,200	62,200	49,100	6,550	163	0.9	9	0.0
1993	400			CR	54,600	67,200	62,800	49,100	6,550	142	0.8	13	0.1
1994	400			CR	54,900	67,500	62,600	49,400	6,600	83	0.4	9	0.0
1995	400			CR	55,200	68,400	65,200	47,500	6,600	123	0.7	15	0.1
1996	400			CR	55,500	68,600	65,100	47,400	6,650	101	0.5	12	0.1
1997	400			CR	64,700	80,200	76,300	55,000	7,750	140	0.6	10	0.0
1998	400			CR	76,900	94,600	90,000	65,400	9,250	142	0.5	11	0.0
1999	400			CR	83,700	103,000	97,900	71,100	6,700	112	0.4	14	0.0
2000	400			CR	84,900	104,400	99,300	72,200	6,800	91	0.3	4	0.0
2001	400			CR	87,200	107,300	102,300	73,700	7,000	104	0.4	15	0.1
2002	400			CR	87,500	107,500	102,600	73,700	7,000	118	0.4	13	0.0
2003	400			CR	91,900	111,900	107,500	77,800	7,350	101	0.3	16	0.1
2004	400			CR	94,200	115,900	110,500	79,600	7,550	121	0.4	7	0.0
2005	400			CR	87,800	106,500	102,400	74,000	7,000	135	0.5	12	0.0
2006	400			CR	94,000	114,000	109,400	79,400	9,400	131	0.4	25	0.1
2007	400			CR	95,700	115,800	115,800	80,600	9,550	94	0.3	10	0.0
2008	400			CR	97,300	117,800	116,800	82,000	9,750	125	0.4	15	0.0
2009	400			CR	99,000	118,800	114,800	84,200	9,900	112	0.3	9	0.0
2010	400			CR	94,500	113,200	109,300	79,900	9,450	119	0.4	17	0.1
2011	400			CR	107,600	125,300	126,800	95,700	10,800	87	0.2	4	0.0
2012	400			CR	110,400	132,200	130,100	93,300	11,000	116	0.3	15	0.0
2013	400			IC	95,800	106,000	105,400	84,900	9,600	145	0.4	22	0.1
2014	400			IC	112,500	124,500	124,000	99,800	11,200	116	0.3	14	0.0
2015	400			CTR	101,700	124,100	125,100	86,400	10,200	137	0.4	10	0.0
2016	400			CTR	101,600	124,000	125,000	86,400	9,850	119	0.3	22	0.1
2017	400			CTR	115,100	153,800	153,000	93,800	11,200	161	0.4	22	0.1
2018	400			CTR	117,400	156,800	156,100	95,600	11,400	241	0.6	42	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2019	400			CTR	119,600	159,300	158,600	97,300	11,600	222	0.6	22	0.1
2021	400			CTR	124,000	161,700	160,800	101,200	12,400	179	0.4	20	0.0
1988	400	AURORA RD/LOYDTOWN RD IC-52	3.2	IR	47,000	61,100	51,700	37,600	4,700	30	0.5	2	0.0
1989	400			IR	50,300	64,900	55,800	41,200	5,050	50	0.9	12	0.2
1990	400			IR	49,500	62,900	54,900	40,600	4,950	54	0.9	9	0.2
1991	400			IR	50,800	64,000	56,400	42,200	5,100	37	0.6	5	0.1
1992	400			IR	52,000	64,000	57,200	44,200	5,200	42	0.7	9	0.1
1993	400			IR	52,000	64,000	53,800	42,500	5,200	55	0.9	5	0.1
1994	400			IR	52,300	64,400	57,500	43,800	5,250	50	0.8	4	0.1
1995	400			IR	52,600	64,800	58,000	44,800	5,250	61	1.0	7	0.1
1996	400			IR	52,900	65,700	59,000	45,100	5,300	44	0.7	5	0.1
1997	400			IR	59,000	73,800	66,100	50,200	5,900	58	0.8	8	0.1
1998	400			IR	66,700	82,700	74,700	56,000	6,650	56	0.7	4	0.1
1999	400			IR	67,300	83,500	74,700	56,500	6,050	66	0.8	12	0.2
2000	400			IR	68,700	84,200	76,100	58,100	7,550	46	0.6	5	0.1
2001	400			CTR	74,300	93,800	89,900	62,600	8,150	58	0.7	11	0.1
2002	400			CTR	77,800	98,200	94,100	65,700	7,800	77	0.9	15	0.2
2003	400			CR	81,300	99,000	95,100	68,800	7,300	57	0.6	7	0.1
2004	400			CR	82,200	101,100	96,400	69,400	7,400	49	0.5	13	0.1
2005	400			CR	81,000	98,300	94,500	68,200	7,300	49	0.5	8	0.1
2006	400			CR	88,400	107,200	102,900	74,700	7,950	45	0.4	7	0.1
2007	400			CR	91,600	110,900	110,800	77,200	8,250	87	0.8	18	0.2
2008	400			CR	94,700	114,600	113,700	79,800	8,500	54	0.5	11	0.1
2009	400			CR	97,900	117,500	113,600	83,200	8,800	66	0.6	11	0.1
2010	400			CR	101,000	121,000	116,800	85,400	9,100	47	0.4	2	0.0
2011	400			CR	104,200	121,400	122,800	92,700	9,400	50	0.4	8	0.1
2012	400			CR	107,300	128,500	126,500	90,700	9,650	57	0.5	8	0.1
2013	400			CTR	93,100	113,300	117,100	79,100	8,400	61	0.6	9	0.1
2014	400			CTR	95,000	115,900	116,800	80,800	8,550	57	0.5	15	0.1
2015	400			CTR	97,500	119,000	119,900	82,900	8,800	51	0.4	4	0.0
2016	400			CTR	99,800	121,800	122,800	84,800	9,000	52	0.4	10	0.1
2017	400			CTR	111,200	148,600	147,800	90,600	10,000	71	0.5	17	0.1
2018	400			CTR	113,700	151,800	151,200	92,600	10,200	68	0.5	13	0.1
2019	400			CTR	116,100	154,700	154,000	94,500	10,400	69	0.5	11	0.1
2021	400			CTR	121,000	157,800	156,900	98,700	10,900	54	0.4	14	0.1
1988	400	HWY 9 IC-55	2.4	IR	41,500	54,000	45,700	33,200	5,000	23	0.6	2	0.1
1989	400			IR	45,900	59,200	50,900	37,600	5,500	25	0.6	4	0.1
1990	400			IR	50,400	64,000	55,900	41,300	6,050	31	0.7	5	0.1
1991	400			IR	51,700	65,100	57,400	42,900	6,200	25	0.6	2	0.0
1992	400			IR	54,100	66,500	59,500	46,000	6,500	22	0.5	0	0.0
1993	400			IR	55,300	68,000	57,200	45,200	6,650	16	0.3	1	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1994	400			IR	55,900	68,900	61,500	46,800	6,700	21	0.4	1	0.0
1995	400			IR	56,500	69,600	62,300	48,100	6,800	24	0.5	1	0.0
1996	400			CTR	57,100	73,000	70,300	47,900	6,850	12	0.2	2	0.0
1997	400			IR	61,200	76,500	68,500	52,000	7,350	17	0.3	3	0.1
1998	400			IR	65,300	81,000	73,100	54,900	7,850	18	0.3	1	0.0
1999	400			CTR	69,400	87,400	84,000	58,300	8,350	16	0.3	2	0.0
2000	400			CTR	73,400	92,500	88,800	61,700	8,800	22	0.3	1	0.0
2001	400			CTR	74,400	93,900	90,000	62,700	8,950	15	0.2	2	0.0
2002	400			CTR	77,300	97,500	93,500	65,300	9,300	36	0.5	1	0.0
2003	400			CTR	79,200	98,400	94,600	67,200	9,500	47	0.7	4	0.1
2004	400			CTR	82,600	104,300	99,900	69,600	9,900	34	0.5	4	0.1
2005	400			CTR	81,400	100,900	96,800	69,000	9,750	35	0.5	5	0.1
2006	400			CTR	83,700	103,600	99,300	71,000	10,000	32	0.4	4	0.1
2007	400			CTR	88,200	109,300	108,300	74,800	6,150	25	0.3	3	0.0
2008	400			CTR	88,200	109,200	107,000	75,000	6,150	26	0.3	4	0.1
2009	400			CTR	81,600	99,600	96,300	69,400	5,700	20	0.3	2	0.0
2010	400			CTR	92,700	112,800	108,400	78,700	6,500	29	0.4	5	0.1
2011	400			CTR	95,000	115,600	111,200	80,700	6,650	39	0.5	3	0.0
2012	400			LT	97,300	126,900	121,000	73,700	6,800	30	0.4	5	0.1
2013	400			LT	85,200	111,200	111,100	64,300	5,950	49	0.7	5	0.1
2014	400			LT	98,500	128,600	130,800	74,400	6,900	57	0.7	7	0.1
2015	400			LT	100,300	131,000	133,200	75,700	7,000	37	0.4	2	0.0
2016	400			CTR	103,000	125,700	126,700	87,600	9,050	43	0.5	6	0.1
2017	400			CTR	101,000	135,000	134,300	82,300	9,100	31	0.3	5	0.1
2018	400			CTR	106,300	142,000	141,400	86,600	9,550	39	0.4	4	0.0
2019	400			CTR	108,300	144,300	143,700	88,100	9,750	44	0.5	7	0.1
2021	400			CTR	112,400	146,600	145,700	91,700	10,100	27	0.3	4	0.0
1988	400	YORK REG SIMCOE CTY BDY	6.1	IR	41,500	54,000	45,700	33,200	5,000	53	0.6	5	0.1
1989	400			IR	45,900	59,200	50,900	37,600	5,500	46	0.5	8	0.1
1990	400			IR	50,400	64,000	55,900	41,300	6,050	75	0.7	7	0.1
1991	400			IR	51,700	65,100	57,400	42,900	6,200	65	0.6	8	0.1
1992	400			IR	54,100	66,500	59,500	46,000	6,500	74	0.6	11	0.1
1993	400			IR	55,300	68,000	57,200	45,200	6,650	48	0.4	2	0.0
1994	400			IR	55,900	68,900	61,500	46,800	6,700	51	0.4	1	0.0
1995	400			IR	56,500	69,600	62,300	48,100	6,800	58	0.5	5	0.0
1996	400			CTR	57,100	73,000	70,300	47,900	6,850	53	0.4	6	0.0
1997	400			IR	61,200	76,500	68,500	52,000	7,350	44	0.3	6	0.0
1998	400			IR	65,300	81,000	73,100	54,900	7,850	40	0.3	4	0.0
1999	400			CTR	69,400	87,400	84,000	58,300	8,350	37	0.2	3	0.0
2000	400			CTR	73,400	92,500	88,800	61,700	8,800	75	0.5	6	0.0
2001	400			CTR	73,100	92,300	88,400	61,600	8,750	67	0.4	7	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2002	400			CTR	75,700	95,500	91,600	63,900	9,100	57	0.3	6	0.0
2003	400			CTR	78,300	97,300	93,500	66,400	9,400	73	0.4	7	0.0
2004	400			CTR	82,600	104,300	99,900	69,600	9,900	70	0.4	6	0.0
2005	400			CTR	83,000	102,800	98,700	70,400	9,950	73	0.4	15	0.1
2006	400			CTR	83,600	103,500	99,200	70,900	10,000	62	0.3	8	0.0
2007	400			CTR	83,600	103,600	102,600	70,900	10,000	72	0.4	12	0.1
2008	400			CTR	83,800	103,700	101,700	71,200	10,100	73	0.4	8	0.0
2009	400			IR	84,000	100,800	91,600	71,400	10,100	79	0.4	15	0.1
2010	400			IR	91,400	108,800	99,500	77,800	11,000	56	0.3	8	0.0
2011	400			IR	87,200	104,000	101,800	74,500	10,500	60	0.3	4	0.0
2012	400			IR	94,300	112,200	109,200	80,600	11,300	57	0.3	10	0.0
2013	400			IR	87,000	103,600	111,100	74,100	10,400	72	0.4	11	0.1
2014	400			IC	98,100	108,600	108,100	87,000	11,800	119	0.5	23	0.1
2015	400			IC	98,800	109,400	108,900	87,600	11,900	84	0.4	15	0.1
2016	400			IC	100,700	111,500	111,000	89,300	12,100	98	0.4	10	0.0
2017	400			IC	102,700	112,500	113,300	93,200	12,300	121	0.5	20	0.1
2018	400			IC	104,600	115,100	115,800	94,600	12,600	88	0.4	17	0.1
2019	400			IC	106,600	117,100	117,700	96,200	12,800	77	0.3	9	0.0
2021	400			IC	110,500	119,800	120,600	100,000	13,300	46	0.2	9	0.0
1988	400	SIMCOE RD 88 IC-64	11.4	IR	39,700	51,600	43,700	31,800	4,750	175	1.1	32	0.2
1989	400			IR	44,300	57,100	49,200	36,300	5,300	156	0.8	17	0.1
1990	400			IR	49,000	62,200	54,400	40,200	5,900	149	0.7	23	0.1
1991	400			IR	50,200	63,300	55,700	41,700	6,000	163	0.8	23	0.1
1992	400			IR	51,700	63,600	56,900	43,900	6,200	157	0.7	13	0.1
1993	400			IR	53,100	65,300	54,900	43,400	6,350	100	0.5	10	0.0
1994	400			IR	54,000	66,500	59,400	45,300	6,500	134	0.6	11	0.0
1995	400			IR	54,900	67,600	60,500	46,800	6,600	115	0.5	22	0.1
1996	400			IR	55,800	69,300	62,200	47,500	6,700	115	0.5	22	0.1
1997	400			IR	55,800	69,800	62,500	47,400	6,700	107	0.5	15	0.1
1998	400			IR	57,500	71,300	64,400	48,300	6,900	91	0.4	9	0.0
1999	400			IR	64,800	80,400	71,900	54,400	7,800	112	0.4	14	0.1
2000	400			IR	63,300	77,500	70,100	53,500	7,600	119	0.5	8	0.0
2001	400			IR	65,100	80,500	72,100	55,000	7,800	119	0.4	9	0.0
2002	400			IR	66,900	82,500	74,100	56,900	8,050	146	0.5	12	0.0
2003	400			IR	68,600	83,300	75,500	58,200	8,250	154	0.5	18	0.1
2004	400			IR	70,400	87,000	78,000	59,500	8,450	188	0.6	19	0.1
2005	400			IR	72,200	87,100	79,100	61,600	8,650	151	0.5	26	0.1
2006	400			IR	74,400	89,700	81,300	63,200	8,950	151	0.5	29	0.1
2007	400			IR	76,300	92,400	92,200	64,600	9,150	200	0.6	35	0.1
2008	400			IC	77,500	85,900	83,100	68,300	9,300	193	0.6	30	0.1
2009	400			CTR	79,300	96,700	93,600	67,400	9,500	120	0.4	18	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2010	400			CTR	83,800	102,000	98,000	71,200	10,100	157	0.5	22	0.1
2011	400			CTR	83,600	101,700	97,800	71,000	10,000	165	0.5	16	0.0
2012	400			CTR	85,500	103,700	102,400	72,800	10,300	124	0.3	16	0.0
2013	400			CTR	87,300	106,300	109,800	74,100	10,500	142	0.4	20	0.1
2014	400			CTR	89,100	108,700	109,600	75,700	10,700	180	0.5	22	0.1
2015	400			CTR	91,000	111,000	111,900	77,400	10,900	153	0.4	28	0.1
2016	400			CTR	92,800	113,200	114,100	78,900	11,100	134	0.3	19	0.0
2017	400			CTR	94,600	126,400	125,800	77,100	11,400	114	0.3	17	0.0
2018	400			CTR	96,500	128,900	128,400	78,600	11,600	132	0.3	18	0.0
2019	400			CTR	98,300	131,000	130,400	80,000	11,800	111	0.3	25	0.1
2021	400			CTR	102,000	133,000	132,300	83,200	12,200	106	0.2	19	0.0
1988	400	HWY 89 IC-75 SIMCOE RD 89	9.7	IR	41,000	53,300	45,100	32,800	4,900	102	0.7	11	0.1
1989	400			IR	44,000	56,800	48,800	36,100	5,300	137	0.9	17	0.1
1990	400			IR	45,000	57,200	50,000	36,900	5,400	151	0.9	22	0.1
1991	400			IR	46,400	58,500	51,500	38,500	5,550	140	0.9	14	0.1
1992	400			IR	46,600	57,300	51,300	39,600	5,600	134	0.8	14	0.1
1993	400			IR	46,800	57,600	48,400	38,300	5,600	126	0.8	17	0.1
1994	400			IR	47,000	57,900	51,700	39,400	5,650	94	0.6	13	0.1
1995	400			IR	51,200	63,100	56,400	43,600	6,150	133	0.7	18	0.1
1996	400			IR	55,400	68,800	61,800	47,200	6,650	130	0.7	20	0.1
1997	400			IR	59,000	73,800	66,100	50,200	7,100	124	0.6	19	0.1
1998	400			IR	61,800	76,600	69,200	51,900	7,400	96	0.4	14	0.1
1999	400			IR	65,600	81,300	72,800	55,100	7,850	110	0.5	20	0.1
2000	400			IR	67,800	83,100	75,100	57,300	8,800	146	0.6	15	0.1
2001	400			IR	72,200	89,200	80,000	61,000	9,400	124	0.5	7	0.0
2002	400			IR	75,700	93,300	83,900	64,400	9,850	150	0.6	15	0.1
2003	400			IR	79,200	96,100	87,100	67,200	10,300	150	0.5	18	0.1
2004	400			IR	82,700	102,200	91,600	69,900	10,800	161	0.5	9	0.0
2005	400			IR	77,400	93,400	84,800	66,000	10,100	162	0.6	24	0.1
2006	400			IR	81,200	97,900	88,700	69,000	10,600	160	0.6	21	0.1
2007	400			IR	83,500	101,200	100,900	70,700	10,900	149	0.5	22	0.1
2008	400			IR	85,800	103,900	102,000	73,300	10,300	124	0.4	12	0.0
2009	400			IR	85,600	102,700	93,300	72,800	10,300	100	0.3	12	0.0
2010	400			IR	94,500	112,500	102,900	80,400	11,300	132	0.4	24	0.1
2011	400			IR	95,800	114,300	111,900	81,800	11,500	112	0.3	15	0.0
2012	400			IR	98,500	117,200	114,100	84,200	11,800	86	0.2	10	0.0
2013	400			IR	85,000	101,200	108,500	72,300	10,200	110	0.4	7	0.0
2014	400			CTR	84,000	102,500	103,300	71,400	10,100	115	0.4	23	0.1
2015	400			CTR	85,000	103,700	104,600	72,200	10,200	157	0.5	27	0.1
2016	400			CTR	90,000	109,800	110,700	76,500	10,800	137	0.4	25	0.1
2017	400			CTR	99,700	133,200	132,500	81,200	12,000	121	0.3	13	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2018	400			CTR	101,600	135,700	135,100	82,700	12,200	97	0.3	14	0.0
2019	400			CTR	103,500	137,900	137,300	84,200	12,400	128	0.3	32	0.1
2021	400			CTR	107,300	139,900	139,100	87,500	12,900	76	0.2	10	0.0
1988	400	INNISFIL BEACH RD IC-85 SIMCOE RD 21	5.0	IR	41,100	53,400	45,200	32,900	3,700	80	1.1	2	0.0
1989	400			IR	44,000	56,800	48,800	36,100	3,950	102	1.3	9	0.1
1990	400			IR	45,000	57,200	50,000	36,900	4,050	101	1.2	10	0.1
1991	400			IR	46,100	58,100	51,200	38,300	4,150	67	0.8	0	0.0
1992	400			IR	47,700	58,700	52,500	40,500	4,300	110	1.3	6	0.1
1993	400			IR	49,400	60,800	51,100	40,400	4,450	106	1.2	13	0.1
1994	400			IR	50,000	61,600	55,000	41,900	4,500	70	0.8	7	0.1
1995	400			IR	50,600	62,300	55,800	43,100	4,550	116	1.3	7	0.1
1996	400			IR	51,200	63,600	57,100	43,600	4,600	115	1.2	8	0.1
1997	400			IR	58,600	73,200	65,600	49,800	5,250	92	0.9	6	0.1
1998	400			IR	64,500	80,000	72,200	54,200	5,800	85	0.7	9	0.1
1999	400			IR	72,400	89,800	80,400	60,800	8,700	122	0.9	13	0.1
2000	400			CR	75,000	92,200	87,800	63,800	9,000	88	0.6	10	0.1
2001	400			CR	74,200	91,300	87,000	62,700	8,900	102	0.8	4	0.0
2002	400			CR	78,000	95,800	91,500	65,700	9,350	100	0.7	18	0.1
2003	400			CR	81,800	99,600	95,700	69,200	9,800	152	1.0	17	0.1
2004	400			CR	83,300	102,500	97,700	70,400	9,150	130	0.9	19	0.1
2005	400			CR	85,700	104,000	100,000	72,200	9,450	108	0.7	15	0.1
2006	400			CR	85,600	103,800	99,600	72,300	10,300	123	0.8	11	0.1
2007	400			CR	85,300	103,200	103,200	71,900	10,200	125	0.8	22	0.1
2008	400			CR	85,400	103,400	102,500	72,000	10,200	85	0.5	10	0.1
2009	400			CR	84,800	101,800	98,400	72,100	10,200	111	0.7	12	0.1
2010	400			CR	84,300	101,000	97,500	71,300	10,100	89	0.6	9	0.1
2011	400			CR	95,700	111,500	112,800	85,100	11,500	101	0.6	16	0.1
2012	400			CR	98,100	117,500	115,600	82,900	11,800	115	0.6	10	0.1
2013	400			CTR	85,000	103,500	106,900	72,200	10,200	134	0.9	18	0.1
2014	400			CTR	99,900	121,900	122,900	84,900	12,000	99	0.5	14	0.1
2015	400			CTR	98,400	120,000	121,000	83,600	11,800	107	0.6	9	0.1
2016	400			CTR	99,000	120,800	121,800	84,200	11,900	128	0.7	15	0.1
2017	400			CTR	105,100	140,400	139,700	85,600	12,600	127	0.7	12	0.1
2018	400			CTR	107,200	143,200	142,600	87,300	12,900	138	0.7	37	0.2
2019	400			CTR	109,300	145,600	145,000	88,900	13,100	124	0.6	17	0.1
2021	400			CTR	88,200	115,000	114,400	72,000	6,150	60	0.4	10	0.1
1988	400	MOLSON PARK DR MAPLEVIEW DR IC-90	3.8	IR	39,200	51,000	43,100	31,400	3,550	43	0.8	4	0.1
1989	400			IR	42,400	54,700	47,100	34,800	3,800	54	0.9	6	0.1
1990	400			IR	45,600	57,900	50,600	37,400	4,100	56	0.9	9	0.1
1991	400			IR	47,200	59,500	52,400	39,200	4,250	23	0.4	2	0.0
1992	400			IR	48,800	60,000	53,700	41,500	4,400	53	0.8	9	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1993	400			IR	50,500	62,100	52,200	41,300	4,550	36	0.5	3	0.0
1994	400			IR	51,800	63,800	57,000	43,400	4,650	58	0.8	3	0.0
1995	400			IR	53,100	65,400	58,500	45,200	4,800	41	0.6	3	0.0
1996	400			IR	54,400	67,600	60,700	46,300	4,900	43	0.6	5	0.1
1997	400			IR	59,300	74,100	66,400	50,400	5,350	50	0.6	3	0.0
1998	400			IR	64,400	79,900	72,100	54,100	5,800	48	0.5	3	0.0
1999	400			IR	69,500	86,200	77,100	58,400	8,350	84	0.9	14	0.1
2000	400			CR	74,000	91,000	86,600	62,900	8,900	45	0.4	5	0.0
2001	400			CR	76,100	93,600	89,200	64,300	9,150	45	0.4	2	0.0
2002	400			CR	79,900	98,100	93,700	67,300	9,600	74	0.7	7	0.1
2003	400			CR	88,400	107,700	103,400	74,800	10,600	83	0.7	15	0.1
2004	400			IC	87,600	98,000	98,400	77,500	10,500	58	0.5	7	0.1
2005	400			IC	86,400	96,100	97,000	76,200	10,400	51	0.4	5	0.0
2006	400			IC	89,500	99,400	100,400	79,300	10,700	53	0.4	5	0.0
2007	400			IC	92,500	102,800	105,900	81,800	11,100	61	0.5	10	0.1
2008	400			IC	88,000	97,500	94,300	77,600	5,300	37	0.3	6	0.0
2009	400			IC	95,300	105,800	106,700	84,800	5,700	46	0.3	4	0.0
2010	400			IC	97,000	107,400	108,300	86,000	5,800	53	0.4	2	0.0
2011	400			IC	98,000	107,800	111,800	87,900	5,900	53	0.4	6	0.0
2012	400			IC	98,700	109,400	106,000	87,600	5,900	41	0.3	13	0.1
2013	400			IC	90,000	99,600	99,100	79,800	5,400	81	0.6	4	0.0
2014	400			IC	93,100	103,000	102,600	82,600	5,600	50	0.4	10	0.1
2015	400			IC	106,300	117,700	117,100	94,300	6,400	56	0.4	3	0.0
2016	400			IC	108,700	120,300	119,800	96,400	6,500	58	0.4	3	0.0
2017	400			IC	111,000	121,600	122,500	100,700	6,650	73	0.5	7	0.0
2018	400			IC	113,400	124,800	125,500	102,600	6,800	65	0.4	6	0.0
2019	400			IC	115,700	127,100	127,700	104,400	6,950	69	0.4	12	0.1
2021	400			IC	120,500	130,700	131,500	109,000	7,250	56	0.3	11	0.1
1988	400	SIMCOE RD 27 IC-94 ESSA RD BARRIE	2.4	IR	46,000	59,800	50,600	36,800	5,500	55	1.4	5	0.1
1989	400			IR	50,000	64,500	55,500	41,000	6,000	48	1.1	6	0.1
1990	400			IR	54,000	68,600	59,900	44,300	6,500	22	0.5	6	0.1
1991	400			IR	55,800	70,300	61,900	46,300	6,700	51	1.0	6	0.1
1992	400			IR	57,900	71,200	63,700	49,200	6,950	37	0.7	3	0.1
1993	400			IR	59,900	73,700	61,900	49,000	7,200	41	0.8	3	0.1
1994	400			IR	60,700	74,800	66,800	50,900	7,300	39	0.7	3	0.1
1995	400			IR	61,500	75,700	67,800	52,400	7,400	39	0.7	3	0.1
1996	400			IR	62,300	77,400	69,500	53,100	7,500	32	0.6	2	0.0
1997	400			IR	70,100	87,600	78,500	59,600	8,400	38	0.6	8	0.1
1998	400			IR	77,400	96,000	86,700	65,000	9,300	29	0.4	6	0.1
1999	400			IR	84,000	104,200	93,200	70,600	10,100	45	0.6	3	0.0
2000	400			IR	88,200	108,000	97,700	74,500	10,600	57	0.7	9	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2001	400			IR	89,100	110,100	98,700	75,300	10,700	46	0.6	6	0.1
2002	400			IR	93,500	115,300	103,600	79,500	11,200	66	0.8	7	0.1
2003	400			IR	97,900	118,800	107,700	83,100	11,700	66	0.8	5	0.1
2004	400			IR	105,600	130,500	117,000	89,300	12,700	61	0.7	3	0.0
2005	400			IR	105,500	127,300	115,600	89,900	12,700	76	0.8	12	0.1
2006	400			IR	103,300	124,600	112,900	87,700	12,400	43	0.5	3	0.0
2007	400			IR	101,000	122,400	122,000	85,600	12,100	53	0.6	7	0.1
2008	400			IR	98,800	119,700	117,400	84,400	11,900	53	0.6	10	0.1
2009	400			IR	96,500	115,800	105,200	82,000	11,600	61	0.7	11	0.1
2010	400			CTR	94,300	114,800	110,300	80,100	11,300	65	0.8	7	0.1
2011	400			CTR	98,500	119,900	115,200	83,600	11,800	35	0.4	5	0.1
2012	400			CTR	99,100	120,200	118,700	84,400	11,900	65	0.7	7	0.1
2013	400			UC	100,000	100,300	100,600	94,900	12,000	56	0.6	4	0.0
2014	400			UC	111,400	111,800	107,100	105,700	13,400	69	0.7	7	0.1
2015	400			UC	111,100	111,500	106,800	105,400	10,200	77	0.8	12	0.1
2016	400			CTR	119,100	145,300	146,500	101,200	8,800	69	0.7	9	0.1
2017	400			CTR	117,900	157,600	156,700	96,100	8,700	68	0.7	7	0.1
2018	400			CTR	120,000	160,300	159,600	97,700	8,900	78	0.7	13	0.1
2019	400			CTR	122,100	162,700	162,000	99,300	9,050	79	0.7	13	0.1
2021	400			CTR	103,900	135,500	134,700	84,800	5,200	43	0.5	6	0.1
1988	400	SIMCOE RD 90 DUNLOP ST IC-96 BARRIE	2.4	IR	48,400	62,900	53,200	38,700	6,300	42	1.0	2	0.0
1989	400			IR	52,000	67,100	57,700	42,600	5,200	69	1.5	5	0.1
1990	400			IR	55,600	70,600	61,700	45,600	5,550	41	0.8	5	0.1
1991	400			IR	56,000	70,600	62,200	46,500	5,600	47	1.0	8	0.2
1992	400			IR	58,000	71,300	63,800	49,300	5,800	38	0.7	6	0.1
1993	400			IR	60,100	73,900	62,100	49,200	6,000	42	0.8	2	0.0
1994	400			IR	64,900	80,000	71,400	54,400	6,500	43	0.8	5	0.1
1995	400			IR	65,400	80,500	72,100	55,700	6,550	68	1.2	27	0.5
1996	400			IR	66,400	82,500	74,100	56,600	6,650	58	1.0	10	0.2
1997	400			IR	74,100	92,600	83,000	63,000	7,400	29	0.4	3	0.0
1998	400			IR	78,600	97,500	88,000	66,000	7,850	39	0.6	6	0.1
1999	400			IR	84,700	105,000	94,000	71,100	8,450	39	0.5	6	0.1
2000	400			IR	88,900	108,900	98,500	75,100	8,900	61	0.8	6	0.1
2001	400			IR	90,300	111,600	100,100	76,300	9,050	54	0.7	6	0.1
2002	400			IR	94,200	116,200	104,400	80,100	9,400	71	0.9	8	0.1
2003	400			IR	98,200	119,200	108,000	83,400	9,800	66	0.8	8	0.1
2004	400			IR	101,300	125,200	112,200	85,600	10,100	81	0.9	14	0.2
2005	400			IR	98,300	118,600	107,700	83,800	9,850	76	0.9	7	0.1
2006	400			IR	108,600	131,000	118,700	92,200	10,900	70	0.7	6	0.1
2007	400			IR	103,900	125,900	125,500	88,000	10,400	63	0.7	6	0.1
2008	400			IR	106,700	129,200	126,800	91,200	10,700	56	0.6	1	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2009	400			IC	91,100	101,100	102,000	81,100	9,100	49	0.6	9	0.1
2010	400			IC	112,300	124,300	125,300	99,600	11,200	58	0.6	6	0.1
2011	400			IC	105,000	115,500	119,800	94,200	10,500	56	0.6	4	0.0
2012	400			IC	110,200	122,100	118,400	97,800	11,000	52	0.5	3	0.0
2013	400			IC	112,300	124,300	123,600	99,600	11,200	50	0.5	4	0.0
2014	400			IC	105,600	116,900	116,400	93,600	10,600	54	0.6	7	0.1
2015	400			IC	106,700	118,100	117,600	94,600	10,700	49	0.5	10	0.1
2016	400			CTR	109,400	133,500	134,600	93,000	9,100	55	0.6	6	0.1
2017	400			CTR	119,300	159,400	158,600	97,200	8,350	57	0.5	4	0.0
2018	400			CTR	121,400	162,100	161,500	98,900	8,500	71	0.7	13	0.1
2019	400			CTR	123,400	164,400	163,700	100,400	8,650	56	0.5	8	0.1
2021	400			CTR	127,500	166,200	165,300	104,000	8,900	82	0.7	10	0.1
1988	400	HWY 26 IC-98 BAYFIELD ST BARRIE	2.7	IR	35,300	45,900	38,800	28,200	4,250	26	0.7	3	0.1
1989	400			IR	39,000	50,300	43,300	32,000	4,700	16	0.4	2	0.1
1990	400			IR	42,500	54,000	47,200	34,800	5,100	16	0.4	2	0.0
1991	400			IR	44,200	55,700	49,100	36,700	5,300	20	0.5	3	0.1
1992	400			IR	45,900	56,500	50,500	39,000	5,500	23	0.5	3	0.1
1993	400			IR	47,700	58,700	49,300	39,000	5,700	19	0.4	1	0.0
1994	400			IR	51,400	63,300	56,500	43,100	6,150	15	0.3	0	0.0
1995	400			IR	54,000	66,500	59,500	46,000	6,500	20	0.4	0	0.0
1996	400			IR	56,700	70,400	63,300	48,300	6,800	20	0.4	4	0.1
1997	400			IR	59,300	74,100	66,400	50,400	7,100	26	0.4	5	0.1
1998	400			IR	61,900	76,800	69,300	52,000	7,450	14	0.2	1	0.0
1999	400			IR	64,600	80,100	71,700	54,300	7,750	20	0.3	2	0.0
2000	400			IR	67,300	82,400	74,500	56,900	8,100	20	0.3	2	0.0
2001	400			IR	69,900	86,400	77,500	59,100	8,400	25	0.4	0	0.0
2002	400			IR	72,600	89,500	80,400	61,700	8,700	33	0.5	3	0.0
2003	400			IR	75,200	91,300	82,700	63,800	9,000	33	0.4	2	0.0
2004	400			IR	77,800	96,100	86,200	65,800	9,350	31	0.4	4	0.1
2005	400			IR	87,900	106,100	96,300	74,900	10,500	31	0.4	4	0.0
2006	400			IR	82,800	99,900	90,500	70,300	9,950	36	0.4	2	0.0
2007	400			IR	85,400	103,500	103,200	72,400	10,200	19	0.2	1	0.0
2008	400			IR	88,000	106,600	104,600	75,200	10,600	26	0.3	2	0.0
2009	400			IR	90,500	108,600	98,600	76,900	10,900	25	0.3	4	0.0
2010	400			IR	88,200	105,000	96,100	75,100	10,600	34	0.4	4	0.0
2011	400			IR	85,000	101,400	99,300	72,600	10,200	36	0.4	5	0.1
2012	400			IR	88,800	105,600	102,800	75,900	10,700	32	0.4	6	0.1
2013	400			UC	90,600	90,900	91,100	86,000	10,900	37	0.4	1	0.0
2014	400			UC	86,200	86,500	82,900	81,800	10,300	22	0.3	3	0.0
2015	400			UC	87,300	87,600	84,000	82,800	10,500	37	0.4	6	0.1
2016	400			CTR	80,200	97,800	98,600	68,200	8,000	36	0.5	7	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2017	400			CTR	96,700	129,200	128,600	78,800	9,650	26	0.3	3	0.0
2018	400			CTR	98,400	131,400	130,900	80,100	9,850	38	0.4	4	0.0
2019	400			CTR	100,100	133,400	132,800	81,400	10,000	44	0.4	1	0.0
2021	400			CTR	103,600	135,100	134,300	84,500	10,400	30	0.3	3	0.0
1988	400	DUCKWORTH ST IC-102	2.7	IR	32,500	42,200	35,800	26,000	3,900	14	0.4	1	0.0
1989	400			IR	35,300	45,500	39,200	28,900	4,250	23	0.7	4	0.1
1990	400			IR	38,200	48,500	42,400	31,300	4,600	24	0.6	1	0.0
1991	400			IR	40,200	50,700	44,600	33,400	4,800	22	0.6	4	0.1
1992	400			IR	42,200	51,900	46,400	35,900	5,050	25	0.6	4	0.1
1993	400			IR	44,300	54,500	45,800	36,200	5,300	17	0.4	2	0.0
1994	400			IR	47,000	57,900	51,700	39,400	5,650	17	0.4	1	0.0
1995	400			IR	49,300	60,700	54,300	42,000	5,900	21	0.4	0	0.0
1996	400			IR	51,600	64,100	57,600	44,000	6,200	19	0.4	2	0.0
1997	400			IR	54,000	67,500	60,500	45,900	6,500	18	0.3	1	0.0
1998	400			IR	56,300	69,800	63,100	47,300	6,750	15	0.3	0	0.0
1999	400			IR	58,600	72,700	65,000	49,200	7,050	14	0.2	5	0.1
2000	400			IR	61,600	75,500	68,200	52,100	7,400	22	0.4	2	0.0
2001	400			IR	61,400	75,900	68,000	51,900	7,350	25	0.4	4	0.1
2002	400			IR	63,300	78,100	70,100	53,800	7,600	29	0.5	4	0.1
2003	400			IR	65,300	79,300	71,800	55,400	7,850	23	0.4	0	0.0
2004	400			IR	65,600	81,100	72,700	55,500	7,850	27	0.4	1	0.0
2005	400			IR	63,300	76,400	69,300	54,000	7,600	25	0.4	2	0.0
2006	400			IR	61,500	74,200	67,200	52,200	7,400	23	0.4	4	0.1
2007	400			SC	58,700	62,100	67,900	51,600	7,050	26	0.4	3	0.1
2008	400			SC	57,400	60,200	56,800	50,500	6,900	16	0.3	0	0.0
2009	400			SC	57,600	61,100	67,400	50,700	6,900	29	0.5	4	0.1
2010	400			SC	57,800	61,100	67,700	51,000	6,950	20	0.4	3	0.1
2011	400			SC	63,800	81,600	74,600	50,800	7,650	29	0.5	3	0.0
2012	400			LT	64,400	84,000	80,100	48,800	7,750	31	0.5	2	0.0
2013	400			LT	65,000	84,900	84,800	49,100	7,800	46	0.7	6	0.1
2014	400			LT	65,600	85,700	87,100	49,500	7,850	50	0.8	9	0.1
2015	400			LT	66,200	86,400	87,900	50,000	7,950	40	0.6	4	0.1
2016	400			LT	66,800	87,200	88,700	50,400	8,000	45	0.7	9	0.1
2017	400			LT	67,400	85,600	85,700	56,400	8,100	45	0.7	8	0.1
2018	400			LT	68,000	86,500	86,600	57,000	8,150	61	0.9	7	0.1
2019	400			LT	68,600	87,100	87,300	57,300	8,250	43	0.6	7	0.1
2021	400			LT	69,900	87,800	87,800	58,500	8,400	39	0.6	10	0.1
1988	400	HWY 400 EXT IC	6.6	LR	11,000	19,500	13,900	6,800	1,200	36	1.4	1	0.0
1989	400			LR	12,000	20,300	15,600	7,900	1,300	41	1.4	2	0.1
1990	400			LR	12,600	22,000	17,500	7,950	1,400	26	0.9	1	0.0
1991	400			LR	13,300	23,400	18,500	8,400	1,450	25	0.8	3	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1992	400			LR	14,000	22,500	18,100	9,250	1,550	34	1.0	2	0.1
1993	400			LR	14,900	24,000	19,200	9,750	1,500	29	0.8	4	0.1
1994	400			LR	15,700	25,800	20,800	10,300	1,550	15	0.4	1	0.0
1995	400			LR	16,500	27,700	22,400	10,800	1,650	32	0.8	4	0.1
1996	400			LR	17,300	29,000	23,200	11,500	1,750	20	0.5	0	0.0
1997	400			LR	17,600	29,600	23,800	11,800	1,750	22	0.5	3	0.1
1998	400			LR	17,700	29,200	23,500	11,700	1,750	18	0.4	5	0.1
1999	400			LR	23,900	39,200	31,500	15,800	2,400	15	0.3	0	0.0
2000	400			LR	26,200	42,400	34,200	17,500	2,600	27	0.4	2	0.0
2001	400			LR	28,400	46,500	37,000	19,000	2,850	22	0.3	0	0.0
2002	400			LR	30,600	49,900	39,900	20,700	3,050	25	0.3	0	0.0
2003	400			LR	29,200	46,200	37,200	19,700	2,900	36	0.5	2	0.0
2004	400			LR	28,400	46,500	37,000	19,000	3,100	37	0.5	4	0.1
2005	400			LR	21,000	32,800	26,500	14,300	2,300	19	0.4	1	0.0
2006	400			LR	21,600	33,700	27,000	14,600	2,400	24	0.5	1	0.0
2007	400			T	26,100	40,300	38,500	16,400	2,850	32	0.5	2	0.0
2008	400			T	28,100	42,500	41,800	17,800	3,100	28	0.4	4	0.1
2009	400			T	28,800	42,300	40,900	18,400	3,150	29	0.4	4	0.1
2010	400			LT	26,900	36,100	35,400	19,900	2,950	15	0.2	0	0.0
2011	400			LT	25,000	32,000	32,700	20,600	2,750	17	0.3	4	0.1
2012	400			LT	25,200	32,900	31,300	19,100	2,750	11	0.2	1	0.0
2013	400			LT	25,000	32,600	32,600	18,900	2,750	19	0.3	0	0.0
2014	400			LT	29,100	38,000	38,600	22,000	3,200	14	0.2	0	0.0
2015	400			LT	29,600	38,600	39,300	22,300	3,250	21	0.3	1	0.0
2016	400			CTR	27,600	33,700	33,900	23,500	3,400	20	0.3	3	0.0
2017	400			CTR	30,200	40,400	40,100	24,600	3,700	18	0.2	1	0.0
2018	400			CTR	30,600	40,900	40,700	24,900	3,750	25	0.3	2	0.0
2019	400			CTR	31,100	41,400	41,300	25,300	3,850	17	0.2	4	0.1
2021	400			CTR	30,400	39,600	39,400	24,800	1,800	14	0.2	0	0.0
1988	400	SIMCOE RD 11/FORBES RD IC-111	6.3	LR	11,100	19,600	14,000	6,900	1,650	17	0.7	1	0.0
1989	400			LR	11,900	20,100	15,500	7,850	1,800	17	0.6	0	0.0
1990	400			LR	12,600	22,000	17,500	7,950	1,900	21	0.7	4	0.1
1991	400			LR	13,000	22,900	18,100	8,200	1,950	19	0.6	0	0.0
1992	400			LR	13,400	21,600	17,300	8,850	2,000	27	0.9	2	0.1
1993	400			LR	13,800	22,200	17,800	9,000	1,400	8	0.3	1	0.0
1994	400			LR	14,100	23,200	18,700	9,200	1,400	9	0.3	2	0.1
1995	400			LR	14,600	24,500	19,800	9,600	1,450	18	0.5	0	0.0
1996	400			LT	14,500	20,500	20,000	10,700	1,450	37	1.1	3	0.1
1997	400			LR	15,700	26,400	21,200	10,500	1,550	22	0.6	1	0.0
1998	400			LR	16,200	26,700	21,500	10,700	1,600	14	0.4	2	0.1
1999	400			LR	17,500	28,700	23,100	11,600	1,750	15	0.4	1	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2000	400			LR	17,700	28,700	23,100	11,800	1,750	22	0.5	0	0.0
2001	400			LR	18,400	30,100	24,000	12,300	1,850	15	0.4	2	0.0
2002	400			LR	19,000	31,000	24,800	12,900	1,900	27	0.6	2	0.0
2003	400			LR	19,700	31,100	25,100	13,300	1,950	27	0.6	4	0.1
2004	400			LR	20,300	33,200	26,500	13,600	2,250	27	0.6	5	0.1
2005	400			LR	20,400	31,900	25,700	13,900	2,250	23	0.5	1	0.0
2006	400			LR	21,700	33,800	27,200	14,700	2,400	26	0.5	2	0.0
2007	400			LR	21,300	33,400	32,000	14,400	2,350	37	0.8	6	0.1
2008	400			LR	21,800	34,000	33,100	14,900	2,400	24	0.5	4	0.1
2009	400			LR	22,300	33,900	27,700	15,200	2,450	26	0.5	2	0.0
2010	400			LR	23,400	35,000	28,600	15,900	2,550	16	0.3	2	0.0
2011	400			LR	24,000	37,100	34,800	16,800	2,650	16	0.3	2	0.0
2012	400			LR	24,600	36,700	35,700	16,900	2,700	25	0.4	4	0.1
2013	400			CTR	25,300	30,800	31,800	21,500	2,800	22	0.4	2	0.0
2014	400			CTR	25,800	31,500	31,700	21,900	2,850	22	0.4	1	0.0
2015	400			CTR	26,400	32,200	32,500	22,400	2,900	15	0.2	3	0.0
2016	400			CTR	26,900	32,800	33,100	22,900	2,950	10	0.2	3	0.0
2017	400			CTR	27,500	36,700	36,600	22,400	3,000	15	0.2	0	0.0
2018	400			CTR	28,100	37,500	37,400	22,900	3,100	8	0.1	0	0.0
2019	400			CTR	28,700	38,200	38,100	23,400	3,150	13	0.2	1	0.0
2021	400			CTR	29,900	39,000	38,800	24,400	3,300	8	0.1	2	0.0
1988	400	SIMCOE RD 22/HORSESHOE VALLEY RD IC-117	3.5	LR	11,100	19,600	14,000	6,900	2,350	16	1.1	1	0.1
1989	400			LR	11,600	19,600	15,100	7,650	1,600	12	0.8	0	0.0
1990	400			LR	12,200	21,400	17,000	7,700	1,700	9	0.6	0	0.0
1991	400			LR	13,000	22,900	18,100	8,200	1,800	10	0.6	0	0.0
1992	400			LR	13,400	21,600	17,300	8,850	1,900	11	0.6	0	0.0
1993	400			LR	14,300	23,000	18,400	9,350	2,000	9	0.5	1	0.1
1994	400			LR	16,200	26,600	21,400	10,600	2,250	4	0.2	1	0.0
1995	400			LR	16,700	28,000	22,700	11,000	2,350	11	0.5	2	0.1
1996	400			LR	17,200	28,800	23,100	11,500	2,400	8	0.4	0	0.0
1997	400			LR	18,200	30,600	24,600	12,200	2,550	11	0.5	2	0.1
1998	400			LR	18,700	30,900	24,900	12,300	2,600	5	0.2	0	0.0
1999	400			LR	18,200	29,800	24,000	12,000	2,550	18	0.8	2	0.1
2000	400			LR	18,500	30,000	24,200	12,300	2,600	8	0.3	0	0.0
2001	400			LR	18,700	30,600	24,400	12,500	2,600	13	0.5	1	0.0
2002	400			LR	19,000	31,000	24,800	12,900	2,650	12	0.5	2	0.1
2003	400			LR	19,300	30,500	24,600	13,000	2,700	16	0.6	2	0.1
2004	400			LR	19,600	32,100	25,500	13,100	2,350	17	0.7	0	0.0
2005	400			LR	19,600	30,600	24,700	13,300	2,350	18	0.7	2	0.1
2006	400			LR	19,800	30,800	24,800	13,400	2,400	7	0.3	2	0.1
2007	400			LR	20,000	31,300	30,100	13,500	2,400	13	0.5	1	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2008	400			IR	20,700	25,100	24,600	17,700	1,650	13	0.5	2	0.1
2009	400			IR	19,400	23,300	21,100	16,500	1,550	13	0.5	1	0.0
2010	400			IR	20,800	24,800	22,700	17,700	1,650	15	0.6	0	0.0
2011	400			IR	21,000	25,100	24,500	17,900	1,700	3	0.1	1	0.0
2012	400			IR	21,200	25,200	24,600	18,100	1,700	12	0.4	2	0.1
2013	400			IR	21,500	25,600	27,400	18,300	1,700	10	0.4	0	0.0
2014	400			IR	21,700	25,800	25,900	18,500	1,750	13	0.5	3	0.1
2015	400			IR	21,900	26,100	26,100	18,600	1,750	5	0.2	2	0.1
2016	400			IR	22,200	26,400	26,500	18,900	1,800	6	0.2	0	0.0
2017	400			IR	22,400	27,500	27,500	19,100	1,800	8	0.3	0	0.0
2018	400			IR	22,700	27,900	27,800	19,400	1,800	7	0.2	1	0.0
2019	400			IR	21,800	26,900	26,800	18,600	2,600	4	0.1	0	0.0
2021	400			IR	25,500	30,500	30,400	21,800	1,800	8	0.2	0	0.0
1988	400	HWY 93/SIMCOE RD 93 PENETANGUISHENE RD IC-121	10.4	LR	7,950	14,100	10,000	4,950	1,200	11	0.4	3	0.1
1989	400			LR	8,150	13,800	10,600	5,400	1,200	17	0.5	1	0.0
1990	400			LR	8,350	14,600	11,600	5,250	1,250	20	0.6	3	0.1
1991	400			LR	8,750	15,400	12,200	5,500	1,300	16	0.5	2	0.1
1992	400			LR	9,100	14,700	11,700	6,000	1,350	24	0.7	2	0.1
1993	400			LR	9,250	14,900	11,900	6,050	1,400	23	0.7	0	0.0
1994	400			LR	9,400	15,400	12,400	6,150	1,400	21	0.6	1	0.0
1995	400			LR	9,550	16,000	13,000	6,250	1,450	16	0.4	1	0.0
1996	400			LR	9,550	16,000	12,800	6,350	1,450	21	0.6	2	0.1
1997	400			LR	9,900	16,600	13,400	6,650	1,500	24	0.6	1	0.0
1998	400			LR	10,200	16,800	13,600	6,750	1,550	17	0.4	2	0.1
1999	400			LR	11,700	19,200	15,400	7,700	1,750	20	0.5	2	0.0
2000	400			LR	12,300	19,900	16,100	8,200	1,850	22	0.5	1	0.0
2001	400			LR	12,900	21,100	16,800	8,600	1,950	23	0.5	4	0.1
2002	400			LR	13,600	22,200	17,700	9,200	2,050	32	0.6	2	0.0
2003	400			LR	14,200	22,400	18,100	9,600	2,150	23	0.4	0	0.0
2004	400			LR	14,800	24,200	19,300	9,900	2,200	9	0.2	0	0.0
2005	400			LR	15,500	24,200	19,500	10,500	2,300	14	0.2	2	0.0
2006	400			LR	16,500	25,700	20,600	11,100	2,500	17	0.3	0	0.0
2007	400			LR	16,700	26,200	25,100	11,300	2,500	32	0.5	3	0.0
2008	400			LR	17,300	27,000	26,300	11,800	1,900	16	0.2	2	0.0
2009	400			LR	18,000	27,400	22,300	12,200	2,000	21	0.3	0	0.0
2010	400			IR	18,600	22,100	20,300	15,800	2,050	20	0.3	3	0.0
2011	400			IR	19,200	22,900	22,400	16,400	2,100	22	0.3	4	0.1
2012	400			LT	15,600	20,400	19,400	11,800	1,700	16	0.3	1	0.0
2013	400			LT	19,600	25,600	25,600	14,800	2,150	25	0.3	6	0.1
2014	400			LT	20,100	26,200	26,700	15,200	2,200	18	0.2	2	0.0
2015	400			LT	20,700	27,000	27,500	15,600	2,300	20	0.3	2	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2016	400			LT	21,300	27,800	28,300	16,100	2,350	11	0.1	2	0.0
2017	400			LT	20,800	29,100	28,800	16,000	3,750	11	0.1	0	0.0
2018	400			LT	22,200	31,100	30,800	17,100	4,000	12	0.1	3	0.0
2019	400			LT	22,800	32,000	31,600	17,600	4,100	17	0.2	0	0.0
2021	400			LT	17,900	24,600	24,300	13,800	1,600	11	0.2	0	0.0
1988	400	MT ST LOUIS RD IC-131	4.9	LR	7,800	13,800	9,850	4,850	1,150	7	0.5	0	0.0
1989	400			LR	8,000	13,500	10,400	5,300	1,200	9	0.6	1	0.1
1990	400			LR	8,250	14,400	11,500	5,200	1,250	5	0.3	1	0.1
1991	400			LR	8,650	15,200	12,000	5,450	1,300	8	0.5	0	0.0
1992	400			LR	9,000	14,500	11,600	5,950	1,350	9	0.6	0	0.0
1993	400			LR	9,350	15,100	12,000	6,100	1,400	3	0.2	2	0.1
1994	400			LR	9,600	15,800	12,700	6,250	1,450	8	0.5	1	0.1
1995	400			LR	9,750	16,400	13,300	6,400	1,450	10	0.6	3	0.2
1996	400			LR	9,950	16,700	13,400	6,650	1,500	7	0.4	2	0.1
1997	400			LR	10,100	17,000	13,600	6,750	1,500	11	0.6	1	0.1
1998	400			LR	10,400	17,200	13,800	6,850	1,550	9	0.5	0	0.0
1999	400			LR	11,000	18,000	14,500	7,250	1,650	8	0.4	2	0.1
2000	400			LR	11,300	18,300	14,800	7,550	1,700	6	0.3	1	0.0
2001	400			LR	11,600	19,000	15,100	7,750	1,750	8	0.4	1	0.0
2002	400			LR	11,900	19,400	15,500	8,050	1,800	8	0.4	0	0.0
2003	400			LR	12,300	19,400	15,700	8,300	1,850	11	0.5	2	0.1
2004	400			LR	12,600	20,600	16,400	8,400	1,900	12	0.5	1	0.0
2005	400			LR	16,500	25,800	20,800	11,200	2,500	13	0.4	1	0.0
2006	400			LR	16,900	26,300	21,100	11,400	2,550	16	0.5	2	0.1
2007	400			LT	13,600	18,700	19,200	10,000	2,050	11	0.5	0	0.0
2008	400			LT	16,000	21,900	21,000	11,800	640	6	0.2	1	0.0
2009	400			LT	16,500	22,300	21,800	12,200	660	9	0.3	0	0.0
2010	400			LR	18,100	27,100	22,100	12,300	720	8	0.2	0	0.0
2011	400			LR	17,600	27,200	25,500	12,300	700	11	0.3	3	0.1
2012	400			LR	15,500	23,100	22,500	10,600	620	5	0.2	0	0.0
2013	400			LR	16,800	25,200	28,700	11,400	670	13	0.4	4	0.1
2014	400			LR	12,100	18,100	18,400	8,200	1,550	10	0.5	1	0.0
2015	400			LR	17,300	25,900	26,300	11,700	2,250	7	0.2	2	0.1
2016	400			LR	17,700	26,500	26,900	12,000	2,300	10	0.3	0	0.0
2017	400			LR	18,400	30,700	29,800	12,600	3,150	7	0.2	0	0.0
2018	400			LR	18,400	30,700	29,800	12,600	3,150	6	0.2	1	0.0
2019	400			LR	17,500	29,300	28,400	11,900	2,600	10	0.3	0	0.0
2021	400			LR	18,200	29,300	28,500	12,400	1,650	4	0.1	0	0.0
1988	400	SIMCOE RD 19 MOONSTONE RD IC-136	2.6	LR	7,600	13,500	9,600	4,700	1,150	2	0.3	0	0.0
1989	400			LR	7,950	13,400	10,300	5,250	1,200	2	0.3	1	0.1
1990	400			LR	8,300	14,500	11,500	5,250	1,250	4	0.5	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1991	400			LR	8,700	15,300	12,100	5,500	1,300	2	0.2	0	0.0
1992	400			LR	9,100	14,700	11,700	6,000	1,350	5	0.6	1	0.1
1993	400			LR	9,400	15,100	12,100	6,150	1,400	3	0.3	0	0.0
1994	400			LR	9,650	15,900	12,800	6,300	1,450	4	0.4	0	0.0
1995	400			LR	10,000	16,800	13,600	6,550	1,500	1	0.1	0	0.0
1996	400			LR	10,300	17,200	13,800	6,850	1,550	7	0.7	2	0.2
1997	400			LR	10,700	18,000	14,400	7,150	1,600	3	0.3	1	0.1
1998	400			LR	11,000	18,200	14,600	7,250	1,650	5	0.5	1	0.1
1999	400			LR	10,800	17,700	14,300	7,150	1,600	4	0.4	0	0.0
2000	400			LR	11,000	17,800	14,400	7,350	1,650	3	0.3	0	0.0
2001	400			LR	11,100	18,200	14,500	7,400	1,650	6	0.6	0	0.0
2002	400			LR	11,300	18,400	14,700	7,650	1,700	5	0.5	0	0.0
2003	400			LR	11,500	18,200	14,600	7,750	1,700	4	0.4	0	0.0
2004	400			LR	11,400	18,700	14,900	7,600	1,800	3	0.3	1	0.1
2005	400			LR	11,800	18,400	14,900	8,050	1,900	6	0.5	0	0.0
2006	400			LR	12,000	18,700	15,000	8,100	1,900	5	0.4	0	0.0
2007	400			LR	12,100	19,000	18,200	8,150	1,950	5	0.4	0	0.0
2008	400			LR	12,300	19,200	18,700	8,400	1,950	6	0.5	1	0.1
2009	400			LR	12,500	19,000	15,500	8,500	2,000	2	0.2	0	0.0
2010	400			LR	12,600	18,900	15,400	8,550	2,000	6	0.5	0	0.0
2011	400			LR	12,800	19,800	18,600	8,950	2,050	10	0.8	0	0.0
2012	400			LR	13,000	19,400	18,900	8,900	2,100	8	0.6	0	0.0
2013	400			LR	13,000	19,500	22,200	8,800	2,100	9	0.7	1	0.1
2014	400			LR	13,300	19,900	20,200	9,000	2,150	6	0.5	0	0.0
2015	400			LR	14,000	21,000	21,300	9,500	2,250	3	0.2	0	0.0
2016	400			LR	14,200	21,300	21,600	9,650	2,250	3	0.2	0	0.0
2017	400			LR	14,000	23,400	22,700	9,550	2,250	4	0.3	0	0.0
2018	400			LR	14,200	23,700	23,000	9,750	2,250	4	0.3	0	0.0
2019	400			LR	14,300	23,900	23,200	9,750	2,300	7	0.5	0	0.0
2021	400			LR	14,700	23,700	23,000	10,000	2,350	5	0.4	0	0.0
1988	400	LOWER BIG CHUTE RD IC-137 COLDWATER	2.8	LR	7,100	12,600	8,950	4,400	1,200	3	0.4	0	0.0
1989	400			LR	7,400	12,500	9,600	4,900	1,250	5	0.7	0	0.0
1990	400			LR	7,750	13,600	10,800	4,900	1,300	7	0.9	0	0.0
1991	400			LR	8,000	14,100	11,100	5,050	1,350	5	0.6	2	0.2
1992	400			LR	8,200	13,200	10,600	5,400	1,400	5	0.6	0	0.0
1993	400			LR	8,500	13,700	10,900	5,550	1,450	6	0.7	0	0.0
1994	400			LR	8,900	14,600	11,800	5,800	1,500	0	0.0	0	0.0
1995	400			LR	9,200	15,500	12,500	6,050	1,550	5	0.5	1	0.1
1996	400			LR	9,500	15,900	12,700	6,350	1,600	6	0.6	0	0.0
1997	400			LR	9,900	16,600	13,400	6,650	1,700	4	0.4	1	0.1
1998	400			LR	10,200	16,800	13,600	6,750	1,750	6	0.6	1	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1999	400			LR	10,300	16,900	13,600	6,800	1,750	2	0.2	0	0.0
2000	400			LR	10,400	16,800	13,600	6,950	1,750	7	0.7	1	0.1
2001	400			LR	10,600	17,300	13,800	7,100	1,800	9	0.8	1	0.1
2002	400			LR	11,300	18,400	14,700	7,650	1,900	9	0.8	0	0.0
2003	400			LR	11,000	17,400	14,000	7,400	1,850	7	0.6	0	0.0
2004	400			LR	10,700	17,500	13,900	7,150	1,800	5	0.5	0	0.0
2005	400			HR	11,500	18,200	14,800	7,050	1,950	14	1.2	4	0.3
2006	400			HR	11,700	18,400	14,900	7,150	2,000	11	0.9	2	0.2
2007	400			HR	11,900	18,800	16,900	7,250	2,000	18	1.5	1	0.1
2008	400			HR	12,100	19,300	19,700	7,500	2,050	11	0.9	1	0.1
2009	400			LR	12,300	18,700	15,300	8,350	2,100	10	0.8	2	0.2
2010	400			LR	12,500	18,700	15,300	8,500	2,100	8	0.6	0	0.0
2011	400			LR	12,700	19,600	18,400	8,900	2,150	6	0.5	2	0.2
2012	400			LT	13,000	17,000	16,200	9,850	2,200	1	0.1	0	0.0
2013	400			LT	13,200	17,200	17,200	9,950	2,250	7	0.5	2	0.1
2014	400			LT	13,400	17,500	17,800	10,100	2,300	6	0.4	2	0.1
2015	400			LT	13,600	17,800	18,100	10,300	2,300	7	0.5	0	0.0
2016	400			LT	13,800	18,000	18,300	10,400	2,350	8	0.6	1	0.1
2017	400			LT	14,000	17,800	17,800	11,700	2,400	9	0.6	1	0.1
2018	400			LT	14,200	18,100	18,100	11,900	2,400	13	0.9	1	0.1
2019	400			LT	14,400	18,300	18,300	12,000	2,450	6	0.4	0	0.0
2021	400			LT	14,900	18,700	18,700	12,500	2,550	6	0.4	0	0.0
1988	400	SIMCOE RD 23 VASEY RD/HWY 12 S JCT IC-141	5.9	LR	6,900	12,200	8,700	4,300	970	12	0.8	4	0.3
1989	400			LR	7,300	12,300	9,500	4,800	1,000	20	1.3	3	0.2
1990	400			LR	7,800	13,600	10,800	4,900	1,100	18	1.1	0	0.0
1991	400			LR	8,200	14,400	11,400	5,150	1,150	13	0.7	2	0.1
1992	400			LR	8,600	13,800	11,100	5,700	1,200	16	0.9	3	0.2
1993	400			LR	9,000	14,500	11,600	5,900	1,250	16	0.8	0	0.0
1994	400			LR	9,000	14,800	11,900	5,900	1,250	20	1.0	3	0.2
1995	400			LR	9,300	15,600	12,600	6,100	1,300	16	0.8	4	0.2
1996	400			LR	8,450	14,100	11,300	5,650	1,200	18	1.0	1	0.1
1997	400			LR	9,950	16,700	13,400	6,650	1,400	16	0.7	2	0.1
1998	400			LR	10,300	17,000	13,700	6,800	1,450	7	0.3	0	0.0
1999	400			LR	11,200	18,400	14,800	7,400	1,550	11	0.5	0	0.0
2000	400			LR	10,700	17,300	14,000	7,150	1,500	7	0.3	1	0.0
2001	400			LR	11,000	18,000	14,300	7,350	1,550	5	0.2	0	0.0
2002	400			LR	11,300	18,400	14,700	7,650	1,600	7	0.3	0	0.0
2003	400			LR	11,600	18,300	14,800	7,850	1,600	9	0.4	0	0.0
2004	400			LR	11,600	19,000	15,100	7,750	2,100	14	0.6	2	0.1
2005	400			LR	11,700	18,300	14,700	7,950	2,100	8	0.3	0	0.0
2006	400			LR	12,500	19,500	15,600	8,450	2,250	12	0.4	1	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2007	400			LR	12,400	19,400	18,700	8,350	2,250	21	0.8	3	0.1
2008	400			LR	13,100	20,400	19,900	8,950	2,350	10	0.4	0	0.0
2009	400			IR	10,600	12,700	11,600	9,000	1,900	20	0.9	1	0.0
2010	400			IR	12,600	15,000	13,700	10,700	2,250	8	0.3	1	0.0
2011	400			IR	13,000	15,500	15,200	11,100	2,350	22	0.8	4	0.1
2012	400			LT	13,300	17,400	16,500	10,100	2,400	18	0.6	1	0.0
2013	400			LT	13,500	17,600	17,600	10,200	2,450	25	0.9	5	0.2
2014	400			LT	13,800	18,000	18,300	10,400	1,500	20	0.7	3	0.1
2015	400			LT	13,900	18,100	18,500	10,500	1,500	8	0.3	1	0.0
2016	400			LT	14,200	18,500	18,900	10,700	1,550	18	0.6	2	0.1
2017	400			LT	18,500	25,900	25,600	14,200	2,950	10	0.3	2	0.1
2018	400			LT	18,900	26,500	26,200	14,600	3,000	17	0.4	0	0.0
2019	400			LT	19,200	26,900	26,700	14,800	3,050	20	0.5	4	0.1
2021	400			LT	18,100	24,800	24,600	13,900	1,650	8	0.2	0	0.0
1988	400	N JCT HWY 12/SIMCOE RD 16 IC-147	2.3	LR	8,700	15,400	11,000	5,400	440	6	0.8	0	0.0
1989	400			LR	9,000	15,200	11,700	5,950	450	5	0.7	1	0.1
1990	400			LR	9,250	16,200	12,900	5,850	460	9	1.2	5	0.6
1991	400			LR	9,650	17,000	13,400	6,100	480	5	0.6	1	0.1
1992	400			LR	9,800	15,800	12,600	6,450	490	8	1.0	0	0.0
1993	400			LR	10,500	16,900	13,500	6,850	520	5	0.6	1	0.1
1994	400			LR	10,700	17,600	14,200	7,000	540	4	0.4	1	0.1
1995	400			LR	11,100	18,600	15,100	7,300	560	3	0.3	0	0.0
1996	400			LR	11,400	19,100	15,300	7,600	570	7	0.7	2	0.2
1997	400			LR	11,800	19,800	15,900	7,900	590	8	0.8	0	0.0
1998	400			LR	12,100	20,000	16,100	8,000	600	3	0.3	1	0.1
1999	400			LR	12,400	20,300	16,400	8,200	1,500	6	0.6	1	0.1
2000	400			LR	12,200	19,800	15,900	8,150	1,450	5	0.5	0	0.0
2001	400			LR	12,400	20,300	16,200	8,300	1,500	4	0.4	0	0.0
2002	400			LR	12,600	20,500	16,400	8,550	1,500	5	0.5	0	0.0
2003	400			LR	12,800	20,200	16,300	8,650	1,550	4	0.4	1	0.1
2004	400			LR	12,700	20,800	16,500	8,500	2,150	8	0.7	0	0.0
2005	400			LR	13,200	20,600	16,600	9,000	2,250	7	0.6	3	0.3
2006	400			LR	13,700	21,300	17,100	9,250	2,350	10	0.9	2	0.2
2007	400			LR	14,100	22,100	21,200	9,500	2,400	5	0.4	0	0.0
2008	400			LR	14,600	22,800	22,200	10,000	1,750	10	0.8	1	0.1
2009	400			LR	15,000	22,800	18,600	10,200	1,800	6	0.5	1	0.1
2010	400			LR	15,500	23,200	19,000	10,500	1,850	5	0.4	0	0.0
2011	400			LR	15,200	23,500	22,000	10,600	1,800	6	0.5	2	0.2
2012	400			LT	14,900	19,400	18,500	11,300	1,800	5	0.4	0	0.0
2013	400			LT	15,600	20,400	20,300	11,800	1,850	14	1.1	0	0.0
2014	400			LT	15,600	20,400	20,700	11,800	1,850	7	0.5	1	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2015	400			LT	16,100	21,000	21,400	12,200	1,950	5	0.4	0	0.0
2016	400			LT	16,300	21,300	21,600	12,300	1,950	4	0.3	0	0.0
2017	400			LT	16,600	23,200	23,000	12,800	2,000	3	0.2	2	0.1
2018	400			LT	16,800	23,500	23,300	12,900	2,000	8	0.6	1	0.1
2019	400			LT	17,100	24,000	23,700	13,200	2,050	5	0.3	2	0.1
2021	400			LT	17,600	24,100	23,900	13,600	2,100	6	0.4	2	0.1
1988	400	QUARRY RD/SIMCOE RD 59 IC-149	4.0	LR	8,700	15,400	11,000	5,400	440	14	1.1	2	0.2
1989	400			LR	9,000	15,200	11,700	5,950	450	19	1.5	6	0.5
1990	400			LR	9,250	16,200	12,900	5,850	460	13	1.0	4	0.3
1991	400			LR	9,650	17,000	13,400	6,100	480	16	1.1	5	0.4
1992	400			LR	9,800	15,800	12,600	6,450	490	9	0.6	2	0.1
1993	400			LR	10,500	16,900	13,500	6,850	520	11	0.7	2	0.1
1994	400			LR	10,700	17,600	14,200	7,000	540	10	0.6	1	0.1
1995	400			LR	11,100	18,600	15,100	7,300	560	5	0.3	0	0.0
1996	400			LR	11,400	19,100	15,300	7,600	570	3	0.2	0	0.0
1997	400			LR	11,800	19,800	15,900	7,900	590	6	0.4	0	0.0
1998	400			LR	12,100	20,000	16,100	8,000	600	7	0.4	0	0.0
1999	400			LR	12,400	20,300	16,400	8,200	1,500	8	0.4	1	0.1
2000	400			LR	12,800	20,700	16,700	8,550	1,550	11	0.6	0	0.0
2001	400			LR	13,200	21,600	17,200	8,800	1,600	2	0.1	0	0.0
2002	400			LR	13,500	22,000	17,600	9,150	1,600	14	0.7	0	0.0
2003	400			LR	13,900	22,000	17,700	9,400	1,650	8	0.4	1	0.0
2004	400			LR	12,800	20,900	16,700	8,550	770	8	0.4	0	0.0
2005	400			LR	14,600	22,800	18,400	9,950	880	15	0.7	1	0.0
2006	400			LR	16,200	25,200	20,300	10,900	970	14	0.6	1	0.0
2007	400			LR	15,500	24,300	23,300	10,400	930	15	0.7	3	0.1
2008	400			LR	14,800	23,100	22,500	10,100	2,950	6	0.3	1	0.0
2009	400			LR	14,100	21,400	17,500	9,600	2,800	16	0.8	1	0.0
2010	400			LR	13,400	20,100	16,400	9,100	2,700	11	0.6	0	0.0
2011	400			LR	15,500	24,000	22,500	10,900	3,100	5	0.2	0	0.0
2012	400			LR	15,800	23,600	22,900	10,800	3,150	10	0.4	0	0.0
2013	400			LT	16,300	21,300	21,300	12,300	3,250	10	0.4	2	0.1
2014	400			LT	16,300	21,300	21,600	12,300	3,250	10	0.4	0	0.0
2015	400			LT	16,600	21,700	22,000	12,500	3,300	9	0.4	3	0.1
2016	400			LT	16,900	22,100	22,400	12,800	3,400	12	0.5	4	0.2
2017	400			LT	17,100	24,000	23,700	13,200	3,400	17	0.7	0	0.0
2018	400			LT	17,400	24,400	24,100	13,400	3,500	6	0.2	0	0.0
2019	400			LT	17,600	24,700	24,400	13,600	3,500	4	0.2	1	0.0
2021	400			LT	17,700	24,300	24,000	13,600	1,600	8	0.3	0	0.0
1988	400	PORT SEVERN RD S IC-153	0.9	LR	8,950	15,800	11,300	5,550	1,450	6	2.1	0	0.0
1989	400			LR	9,050	15,300	11,800	5,950	1,450	4	1.4	1	0.4

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1990	400			LR	9,150	16,000	12,700	5,750	1,450	4	1.4	2	0.7
1991	400			LR	9,600	16,900	13,300	6,050	1,550	8	2.7	0	0.0
1992	400			LR	10,100	16,300	13,000	6,650	1,600	5	1.6	0	0.0
1993	400			LR	10,500	16,900	13,500	6,850	1,700	3	0.9	1	0.3
1994	400			LR	10,900	17,900	14,400	7,100	1,750	3	0.9	0	0.0
1995	400			LR	11,300	19,000	15,400	7,400	1,800	1	0.3	0	0.0
1996	400			LR	11,800	19,800	15,800	7,850	1,900	3	0.8	0	0.0
1997	400			LR	12,200	20,500	16,500	8,150	1,950	3	0.8	1	0.3
1998	400			LR	11,900	19,600	15,800	7,850	1,900	1	0.3	0	0.0
1999	400			LR	11,800	19,400	15,600	7,800	1,900	1	0.3	0	0.0
2000	400			LR	11,400	18,500	14,900	7,600	1,800	2	0.6	0	0.0
2001	400			LR	12,000	19,600	15,600	8,000	1,900	2	0.5	1	0.3
2002	400			LR	12,100	19,700	15,800	8,200	1,950	0	0.0	0	0.0
2003	400			LR	12,200	19,300	15,500	8,250	1,950	3	0.8	1	0.3
2004	400			LR	12,300	20,100	16,000	8,200	1,950	1	0.3	0	0.0
2005	400			LR	12,400	19,400	15,600	8,450	2,000	3	0.8	1	0.3
2006	400			LR	12,500	19,500	15,600	8,450	2,000	1	0.3	0	0.0
2007	400			LR	12,200	19,100	18,400	8,200	1,950	4	1.1	0	0.0
2008	400			LR	12,400	19,400	18,900	8,500	2,000	3	0.8	0	0.0
2009	400			LR	12,700	19,300	15,700	8,650	2,050	2	0.5	1	0.3
2010	400			LR	12,900	19,300	15,800	8,750	2,050	6	1.5	1	0.2
2011	400			LR	13,500	20,900	19,600	9,450	2,150	5	1.2	0	0.0
2012	400			LR	12,900	19,300	18,700	8,850	2,050	4	1.0	0	0.0
2013	400			LR	13,100	19,600	22,400	8,900	2,100	5	1.2	0	0.0
2014	400			LR	13,100	19,600	19,900	8,900	2,100	5	1.2	2	0.5
2015	400			LR	13,300	19,900	20,200	9,000	2,150	1	0.2	1	0.2
2016	400			LR	13,400	20,100	20,400	9,100	2,150	3	0.7	1	0.2
2017	400			LR	13,500	22,600	21,900	9,250	2,150	4	1.0	2	0.5
2018	400			LR	13,600	22,700	22,000	9,350	2,200	0	0.0	0	0.0
2019	400			LR	13,700	22,900	22,300	9,350	2,200	5	1.2	1	0.2
2021	400			LR	13,900	22,400	21,700	9,500	2,200	0	0.0	0	0.0
1988	400	GEORGIAN BAY TWP SEVERN R BR	1.2	LR	8,950	15,800	11,300	5,550	1,450	6	1.5	0	0.0
1989	400			LR	9,050	15,300	11,800	5,950	1,450	2	0.5	0	0.0
1990	400			LR	9,150	16,000	12,700	5,750	1,450	6	1.4	1	0.2
1991	400			LR	9,600	16,900	13,300	6,050	1,550	4	0.9	1	0.2
1992	400			LR	10,100	16,300	13,000	6,650	1,600	8	1.7	1	0.2
1993	400			LR	10,500	16,900	13,500	6,850	1,700	6	1.3	0	0.0
1994	400			LR	10,900	17,900	14,400	7,100	1,750	4	0.8	1	0.2
1995	400			LR	11,300	19,000	15,400	7,400	1,800	3	0.6	3	0.6
1996	400			LR	11,800	19,800	15,800	7,850	1,900	4	0.7	0	0.0
1997	400			LR	12,200	20,500	16,500	8,150	1,950	5	0.9	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1998	400			LR	11,900	19,600	15,800	7,850	1,900	4	0.7	1	0.2
1999	400			LR	11,800	19,400	15,600	7,800	1,900	6	1.1	0	0.0
2000	400			LR	11,400	18,500	14,900	7,600	1,800	4	0.8	0	0.0
2001	400			LR	12,000	19,600	15,600	8,000	1,900	3	0.6	0	0.0
2002	400			LR	12,100	19,700	15,800	8,200	1,950	4	0.7	0	0.0
2003	400			LR	12,200	19,300	15,500	8,250	1,950	6	1.1	0	0.0
2004	400			LR	12,300	20,100	16,000	8,200	1,950	5	0.9	0	0.0
2005	400			LR	12,400	19,400	15,600	8,450	2,000	5	0.9	0	0.0
2006	400			LR	12,500	19,500	15,600	8,450	2,000	5	0.9	1	0.2
2007	400			LR	12,200	19,100	18,400	8,200	1,950	6	1.1	0	0.0
2008	400			LR	12,400	19,400	18,900	8,500	2,000	7	1.2	2	0.4
2009	400			LR	12,700	19,300	15,700	8,650	2,050	5	0.9	0	0.0
2010	400			LR	12,900	19,300	15,800	8,750	2,050	2	0.3	0	0.0
2011	400			LR	13,500	20,900	19,600	9,450	2,150	12	2.0	0	0.0
2012	400			LR	13,900	20,700	20,200	9,550	2,200	7	1.1	2	0.3
2013	400			LR	14,400	21,600	24,600	9,750	2,300	2	0.3	1	0.2
2014	400			LR	14,800	22,200	22,500	10,000	2,350	6	0.9	2	0.3
2015	400			LR	15,200	22,800	23,100	10,300	2,450	3	0.4	1	0.1
2016	400			LR	15,600	23,400	23,800	10,600	2,500	3	0.4	0	0.0
2017	400			LR	16,000	26,700	25,900	10,900	2,550	3	0.4	1	0.1
2018	400			LR	16,500	27,500	26,700	11,300	2,650	4	0.5	1	0.1
2019	400			LR	16,900	28,300	27,500	11,500	2,700	1	0.1	1	0.1
2021	400			LR	17,800	28,600	27,800	12,200	1,400	1	0.1	0	0.0
1988	400	MUSKOKA RD 5 IC-156	6.3	R	6,900	13,000	9,450	3,650	550	56	3.5	12	0.8
1989	400			R	7,050	13,000	9,650	3,900	560	63	3.9	7	0.4
1990	400			R	7,650	14,300	11,100	4,150	760	58	3.3	9	0.5
1991	400			R	8,200	14,600	11,500	4,750	1,150	58	3.1	8	0.4
1992	400			R	8,350	14,300	11,200	4,750	1,850	48	2.5	3	0.2
1993	400			R	8,500	14,500	11,400	4,850	1,850	57	2.9	5	0.3
1994	400			R	8,300	15,400	12,100	4,500	1,850	50	2.6	7	0.4
1995	400			R	8,400	15,400	12,100	4,550	1,850	54	2.8	9	0.5
1996	400			R	8,300	15,800	11,900	4,500	1,850	49	2.6	4	0.2
1997	400			R	8,350	16,000	12,100	4,600	1,850	11	0.6	1	0.1
1998	400			R	8,400	15,600	12,000	4,450	1,850	12	0.6	0	0.0
1999	400			R	8,450	15,700	11,900	4,500	680	12	0.6	0	0.0
2000	400			R	9,050	16,700	12,700	4,900	720	12	0.6	0	0.0
2001	400			R	9,500	17,700	13,300	5,100	760	14	0.6	0	0.0
2002	400			R	9,250	17,100	12,900	5,050	740	18	0.8	2	0.1
2003	400			R	9,400	16,800	12,800	5,100	750	20	0.9	0	0.0
2004	400			R	9,550	17,800	13,400	5,150	760	17	0.8	1	0.0
2005	400			R	10,400	18,300	14,000	5,700	830	12	0.5	1	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2006	400			R	11,300	19,900	15,100	6,150	900	17	0.7	2	0.1
2007	400			R	11,700	20,700	19,800	6,350	940	13	0.5	4	0.1
2008	400			R	11,500	20,300	19,600	6,350	920	12	0.5	1	0.0
2009	400			R	12,000	20,600	15,800	6,600	1,800	8	0.3	0	0.0
2010	400			R	11,900	20,100	15,500	6,500	1,800	14	0.5	1	0.0
2011	400			LR	12,100	18,700	17,600	8,450	1,800	10	0.4	1	0.0
2012	400			LT	12,400	16,200	15,400	9,400	2,350	3	0.1	0	0.0
2013	400			LT	12,700	16,600	16,600	9,600	2,550	16	0.5	3	0.1
2014	400			LT	12,900	16,800	17,100	9,750	2,200	7	0.2	0	0.0
2015	400			LT	13,200	17,200	17,500	9,950	1,750	7	0.2	1	0.0
2016	400			LT	13,500	17,600	17,900	10,200	1,800	17	0.5	2	0.1
2017	400			LT	13,700	19,200	19,000	10,500	1,800	16	0.5	1	0.0
2018	400			LT	14,000	19,600	19,400	10,800	1,850	10	0.3	0	0.0
2019	400			LT	14,300	20,000	19,800	11,000	3,850	7	0.2	0	0.0
2021	400			LT	15,700	21,500	21,300	12,100	1,550	16	0.4	0	0.0
1997	400	GEORGIAN BAY TWP MUSKOKA 48/34 IC-162	7.3	LR	10,500	17,600	14,200	7,050	0	14	0.5	1	0.0
1998	400			LR	10,000	16,500	13,300	6,600	0	16	0.6	1	0.0
1999	400			LR	9,800	16,100	12,900	6,450	0	16	0.6	1	0.0
2000	400			LR	9,000	14,600	11,800	6,000	0	28	1.2	4	0.2
2001	400			LR	9,550	15,600	12,400	6,400	0	22	0.9	0	0.0
2002	400			LR	9,450	15,400	12,300	6,400	0	23	0.9	0	0.0
2003	400			LR	9,150	14,500	11,600	6,150	0	20	0.8	1	0.0
2004	400			LR	9,200	15,100	12,000	6,150	0	23	0.9	4	0.2
2005	400			LR	9,900	15,500	12,500	6,750	0	23	0.9	3	0.1
2006	400			LR	9,300	14,500	11,600	6,300	0	27	1.1	5	0.2
2007	400			LR	9,950	15,600	15,000	6,700	0	19	0.7	3	0.1
2008	400			LR	10,000	15,600	15,200	6,850	0	24	0.9	2	0.1
2009	400			LR	11,500	17,500	14,300	7,800	0	25	0.8	2	0.1
2010	400			LR	10,100	15,100	12,400	6,850	0	13	0.5	2	0.1
2011	400			LR	12,200	18,900	17,700	8,550	0	23	0.7	4	0.1
2012	400			LR	10,700	16,000	15,500	7,350	0	28	1.0	1	0.0
2013	400			LT	11,000	14,400	14,300	8,300	0	21	0.7	2	0.1
2014	400			LT	11,000	14,400	14,600	8,300	0	12	0.4	1	0.0
2015	400			LT	11,100	14,500	14,700	8,400	0	18	0.6	4	0.1
2016	400			LT	11,200	14,600	14,900	8,450	0	17	0.6	2	0.1
2017	400			LT	11,300	15,800	15,700	8,700	0	16	0.5	0	0.0
2018	400			LT	11,400	16,000	15,800	8,800	0	11	0.4	2	0.1
2019	400			LT	11,500	16,100	16,000	8,850	0	27	0.9	2	0.1
2021	400			LT	11,700	16,100	15,900	9,000	0	24	0.8	0	0.0
1997	400	GEORGIAN BAY RD CROOKED BAY RD IC-168	8.6	LR	11,100	18,600	15,000	7,450	670	0	0.0	0	0.0
1998	400			LR	10,600	17,500	14,100	7,000	640	5	0.1	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1999	400			LR	10,300	16,900	13,600	6,800	620	22	0.7	1	0.0
2000	400			LR	9,600	15,600	12,500	6,400	580	27	0.9	2	0.1
2001	400			LR	9,700	15,900	12,600	6,500	580	38	1.2	5	0.2
2002	400			LR	9,350	15,200	12,200	6,350	560	35	1.2	4	0.1
2003	400			LR	9,250	14,600	11,800	6,250	560	35	1.2	2	0.1
2004	400			LR	8,750	14,300	11,400	5,850	520	37	1.3	2	0.1
2005	400			LR	9,250	14,400	11,700	6,300	560	28	1.0	4	0.1
2006	400			LR	8,150	12,700	10,200	5,500	490	36	1.4	5	0.2
2007	400			LR	9,000	14,100	13,500	6,050	540	17	0.6	3	0.1
2008	400			LR	8,850	13,800	13,500	6,050	530	26	0.9	4	0.1
2009	400			LR	10,200	15,500	12,600	6,950	610	13	0.4	1	0.0
2010	400			LR	8,600	12,900	10,500	5,850	520	16	0.6	1	0.0
2011	400			LR	10,400	16,100	15,100	7,300	620	22	0.7	2	0.1
2012	400			LR	8,850	13,200	12,800	6,050	530	26	0.9	3	0.1
2013	400			LT	8,900	11,600	11,600	6,700	530	27	1.0	5	0.2
2014	400			LT	8,700	11,400	11,600	6,550	520	25	0.9	6	0.2
2015	400			LT	8,600	11,200	11,400	6,500	520	23	0.8	1	0.0
2016	400			LT	8,550	11,200	11,400	6,450	510	14	0.5	0	0.0
2017	400			LT	8,450	11,800	11,700	6,500	510	20	0.8	0	0.0
2018	400			LT	8,350	11,700	11,600	6,450	500	8	0.3	1	0.0
2019	400			LT	8,250	11,600	11,500	6,350	500	23	0.9	1	0.0
2021	400			LT	8,100	11,100	11,000	6,250	490	20	0.8	5	0.2
1997	400	MUSKOKA RD 32 (GO HOME LAKE RD)/MUSKOKA RD 38 IC-177	4.6	R	7,000	13,400	10,200	3,850	630	2	0.2	2	0.2
1998	400			R	7,050	13,100	10,100	3,750	630	1	0.1	0	0.0
1999	400			R	7,100	13,200	10,000	3,750	640	8	0.7	3	0.3
2000	400			R	7,200	13,200	10,100	3,900	650	3	0.3	2	0.2
2001	400			R	7,250	13,500	10,100	3,900	650	11	0.9	4	0.3
2002	400			R	7,300	13,500	10,200	4,000	660	19	1.6	0	0.0
2003	400			R	7,350	13,100	10,000	4,000	660	23	1.9	2	0.2
2004	400			R	7,400	13,800	10,400	4,000	670	12	1.0	2	0.2
2005	400			R	7,450	13,100	10,000	4,100	670	9	0.7	2	0.2
2006	400			R	7,500	13,200	10,000	4,100	680	7	0.6	2	0.2
2007	400			R	7,550	13,400	12,800	4,100	680	10	0.8	1	0.1
2008	400			R	7,600	13,400	13,000	4,200	680	2	0.2	0	0.0
2009	400			LR	8,800	13,400	10,900	6,000	790	11	0.8	2	0.1
2010	400			LR	8,600	12,900	10,500	5,850	770	5	0.4	2	0.1
2011	400			LR	8,300	12,800	12,000	5,800	750	15	1.1	2	0.1
2012	400			LR	8,400	12,500	12,200	5,750	760	7	0.5	0	0.0
2013	400			LT	13,100	17,100	17,100	9,900	1,200	16	0.7	5	0.2
2014	400			LT	9,700	12,700	12,900	7,300	870	9	0.6	1	0.1
2015	400			LT	10,500	13,700	13,900	7,950	940	4	0.2	1	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2016	400			LT	10,200	13,300	13,500	7,700	920	9	0.5	0	0.0
2017	400			LT	10,400	14,600	14,400	8,000	940	11	0.6	1	0.1
2018	400			LT	10,600	14,800	14,700	8,150	950	7	0.4	2	0.1
2019	400			LT	10,800	15,100	15,000	8,300	3,150	6	0.3	0	0.0
2021	400			LT	10,800	14,800	14,700	8,300	1,300	7	0.4	0	0.0
1997	400	HWY 400 IC-182 IROQUOIS CRANBERRY GROWERS DR	7.2	R	7,000	13,400	10,200	3,850	630	24	1.3	5	0.3
1998	400			R	7,050	13,100	10,100	3,750	630	11	0.6	0	0.0
1999	400			R	7,100	13,200	10,000	3,750	640	18	1.0	4	0.2
2000	400			R	7,200	13,200	10,100	3,900	650	20	1.1	3	0.2
2001	400			R	7,250	13,500	10,100	3,900	650	6	0.3	1	0.1
2002	400			R	7,300	13,500	10,200	4,000	660	21	1.1	3	0.2
2003	400			R	7,350	13,100	10,000	4,000	660	10	0.5	1	0.1
2004	400			R	7,400	13,800	10,400	4,000	670	19	1.0	2	0.1
2005	400			R	7,450	13,100	10,000	4,100	670	18	0.9	5	0.3
2006	400			R	7,500	13,200	10,000	4,100	680	15	0.8	3	0.2
2007	400			R	7,550	13,400	12,800	4,100	680	13	0.7	2	0.1
2008	400			R	7,600	13,400	13,000	4,200	680	19	1.0	5	0.3
2009	400			LR	8,800	13,400	10,900	6,000	790	26	1.1	5	0.2
2010	400			LR	8,600	12,900	10,500	5,850	770	12	0.5	2	0.1
2011	400			LR	8,300	12,800	12,000	5,800	750	15	0.7	4	0.2
2012	400			LR	8,400	12,500	12,200	5,750	760	23	1.0	3	0.1
2013	400			LT	13,100	17,100	17,100	9,900	1,200	18	0.5	4	0.1
2014	400			LT	9,700	12,700	12,900	7,300	870	17	0.7	1	0.0
2015	400			LT	10,500	13,700	13,900	7,950	940	18	0.7	1	0.0
2016	400			LT	10,200	13,300	13,500	7,700	920	15	0.6	0	0.0
2017	400			LT	10,400	14,600	14,400	8,000	940	8	0.3	1	0.0
2018	400			LT	10,600	14,800	14,700	8,150	950	12	0.4	1	0.0
2019	400			LT	10,800	15,100	15,000	8,300	2,400	10	0.4	2	0.1
2021	400			LT	11,200	15,400	15,200	8,650	2,450	10	0.3	1	0.0
1988	400	HWY 400/7289 (F HWY 69) IC-189	18.4	IT	6,450	9,350	8,600	4,750	580	0	0.0	0	0.0
1989	400			IT	6,700	9,300	9,000	5,250	600	3	0.1	0	0.0
1990	400			IT	6,900	8,750	8,550	5,800	690	0	0.0	0	0.0
1991	400			R	6,750	12,000	9,450	3,900	680	3	0.1	1	0.0
1992	400			R	6,750	11,500	9,050	3,850	680	0	0.0	0	0.0
1993	400			R	6,700	11,500	9,000	3,800	670	1	0.0	0	0.0
1994	400			R	6,100	11,300	8,900	3,300	670	0	0.0	0	0.0
1995	400			R	6,200	11,300	8,900	3,350	680	1	0.0	0	0.0
1996	400			R	6,300	12,000	9,050	3,400	690	1	0.0	0	0.0
1997	400			R	6,400	12,300	9,300	3,500	640	1	0.0	0	0.0
1998	400			R	6,500	12,100	9,300	3,450	650	1	0.0	0	0.0
1999	400			R	6,750	12,600	9,500	3,600	680	2	0.0	1	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2000	400			R	6,700	12,300	9,400	3,600	670	0	0.0	0	0.0
2001	400			R	7,050	13,100	9,850	3,800	700	1	0.0	0	0.0
2002	400			R	7,150	13,200	10,000	3,900	720	1	0.0	0	0.0
2003	400			R	7,500	13,400	10,200	4,100	750	1	0.0	0	0.0
2004	400			R	7,450	13,900	10,400	4,000	740	31	0.6	6	0.1
2005	400			R	7,600	13,400	10,200	4,150	760	26	0.5	1	0.0
2006	400			R	7,750	13,600	10,300	4,200	780	37	0.7	4	0.1
2007	400			R	7,900	14,000	13,400	4,300	790	35	0.7	4	0.1
2008	400			LR	9,000	14,000	13,700	6,150	900	36	0.6	3	0.0
2009	400			LR	8,800	13,400	10,900	6,000	880	31	0.5	1	0.0
2010	400			LR	8,600	12,900	10,500	5,850	860	33	0.6	3	0.1
2011	400			LR	8,900	13,800	12,900	6,250	890	28	0.5	4	0.1
2012	400			LT	9,000	11,700	11,200	6,800	900	23	0.4	5	0.1
2013	400			LT	9,150	11,900	11,900	6,900	920	26	0.4	0	0.0
2014	400			LT	9,350	12,200	12,400	7,050	940	38	0.6	8	0.1
2015	400			LT	9,550	12,500	12,700	7,200	960	36	0.6	6	0.1
2016	400			LT	9,700	12,700	12,900	7,300	970	32	0.5	3	0.0
2017	400			LT	9,900	13,900	13,700	7,600	990	29	0.4	1	0.0
2018	400			LT	10,100	14,100	14,000	7,800	1,000	28	0.4	4	0.1
2019	400			LT	10,200	14,300	14,200	7,850	2,750	38	0.6	4	0.1
2021	400			LT	10,200	14,000	13,900	7,850	1,550	32	0.5	4	0.1
1988	400	HWY 141 IC-207	9.0	IT	8,000	11,600	10,600	5,900	800	22	0.8	5	0.2
1989	400			IT	9,000	12,500	12,100	7,000	990	18	0.6	4	0.1
1990	400			IT	8,900	11,300	11,000	7,500	800	13	0.4	2	0.1
1991	400			IR	10,400	13,100	11,500	8,650	940	20	0.6	1	0.0
1992	400			R	10,000	17,100	13,400	5,700	900	16	0.5	2	0.1
1993	400			R	9,600	16,400	12,900	5,450	860	12	0.4	1	0.0
1994	400			R	8,000	14,800	11,700	4,300	720	18	0.7	5	0.2
1995	400			R	8,100	14,800	11,600	4,400	730	16	0.6	3	0.1
1996	400			R	8,200	15,600	11,800	4,450	740	15	0.6	5	0.2
1997	400			R	8,300	15,900	12,000	4,550	830	10	0.4	2	0.1
1998	400			R	8,450	15,700	12,100	4,500	840	11	0.4	2	0.1
1999	400			R	8,500	15,800	12,000	4,500	850	17	0.6	1	0.0
2000	400			R	8,600	15,800	12,000	4,650	1,300	21	0.7	7	0.2
2001	400			R	8,700	16,200	12,200	4,700	1,300	29	1.0	7	0.2
2002	400			R	8,800	16,300	12,300	4,800	1,300	17	0.6	2	0.1
2003	400			LR	8,950	14,100	11,400	6,050	1,350	14	0.5	1	0.0
2004	400			LR	11,400	18,700	14,900	7,600	1,700	30	0.8	2	0.1
2005	400			LR	11,400	17,800	14,400	7,750	1,700	30	0.8	4	0.1
2006	400			LR	11,400	17,800	14,300	7,700	1,700	18	0.5	3	0.1
2007	400			LR	11,400	17,900	17,200	7,700	1,700	19	0.5	2	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2008	400			IR	11,400	13,800	13,600	9,750	1,700	23	0.6	3	0.1
2009	400			LR	10,200	15,500	12,600	6,950	1,550	17	0.5	2	0.1
2010	400			LR	10,200	15,300	12,500	6,900	1,550	14	0.4	4	0.1
2011	400			LR	9,700	15,000	14,100	6,800	1,450	19	0.6	0	0.0
2012	400			LT	10,600	13,800	13,200	8,050	1,600	20	0.6	3	0.1
2013	400			LT	10,700	14,000	14,000	8,100	1,600	31	0.9	3	0.1
2014	400			LT	11,500	15,000	15,300	8,700	1,700	18	0.5	3	0.1
2015	400			LT	11,600	15,100	15,400	8,750	1,750	28	0.7	2	0.1
2016	400			LT	11,800	15,400	15,700	8,900	1,750	15	0.4	0	0.0
2017	400			LT	12,000	16,800	16,600	9,250	1,800	10	0.3	1	0.0
2018	400			LT	12,200	17,100	16,900	9,400	1,850	19	0.5	1	0.0
2019	400			LT	12,300	17,200	17,100	9,500	1,850	25	0.6	0	0.0
2021	400			LT	12,700	17,400	17,300	9,800	1,900	10	0.2	0	0.0
2003	400	HORSESHOE LK RD /SEGUIN TRAIL IC-214	3.2	LR	8,950	14,100	11,400	6,050	1,350	10	1.0	1	0.1
2004	400			LR	9,400	15,400	12,200	6,300	1,400	9	0.8	0	0.0
2005	400			LR	9,550	14,900	12,000	6,500	1,450	7	0.6	0	0.0
2006	400			LR	10,000	15,600	12,500	6,750	400	12	1.0	0	0.0
2007	400			LR	9,850	15,400	14,800	6,650	590	8	0.7	4	0.3
2008	400			LR	10,000	15,600	15,200	6,850	600	6	0.5	0	0.0
2009	400			LT	12,600	17,000	16,600	9,300	760	9	0.6	0	0.0
2010	400			LT	12,600	16,900	16,600	9,300	760	9	0.6	0	0.0
2011	400			LR	12,400	19,200	18,000	8,700	740	1	0.1	0	0.0
2012	400			LR	13,100	19,600	19,000	9,000	790	9	0.6	2	0.1
2013	400			LT	13,300	17,400	17,300	10,000	800	12	0.8	1	0.1
2014	400			LT	14,000	18,300	18,600	10,600	840	4	0.2	0	0.0
2015	400			LT	14,400	18,800	19,100	10,900	860	8	0.5	0	0.0
2016	400			LT	14,500	18,900	19,300	10,900	870	12	0.7	0	0.0
2017	400			LT	14,600	20,400	20,200	11,200	880	6	0.3	0	0.0
2018	400			LT	14,700	20,600	20,400	11,300	880	6	0.3	0	0.0
2019	400			LT	14,800	20,700	20,500	11,400	890	11	0.6	1	0.1
2021	400			LT	13,600	18,700	18,500	10,500	1,500	4	0.3	2	0.1
1988	400	OASTLER PARK DR (HWY 7241)/BADGER RD IC-217	3.4	IT	8,450	12,300	11,200	6,250	680	18	1.7	2	0.2
1989	400			IT	9,350	13,000	12,500	7,300	750	12	1.0	0	0.0
1990	400			IT	9,950	12,600	12,300	8,350	1,000	11	0.9	1	0.1
1991	400			IR	10,500	13,200	11,700	8,700	1,050	2	0.2	0	0.0
1992	400			R	10,200	17,400	13,700	5,800	1,000	12	1.0	0	0.0
1993	400			R	9,950	17,000	13,300	5,650	1,000	18	1.5	2	0.2
1994	400			IT	10,500	13,600	13,000	8,900	940	10	0.8	1	0.1
1995	400			IT	10,500	13,400	12,800	8,950	940	10	0.8	1	0.1
1996	400			IT	10,500	13,800	13,400	8,650	940	13	1.0	2	0.2
1997	400			LT	10,500	14,800	14,500	7,750	840	15	1.2	6	0.5

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1998	400			LT	10,600	14,800	14,500	7,750	850	14	1.1	2	0.2
1999	400			LT	10,700	14,900	14,600	7,800	860	10	0.8	3	0.2
2000	400			LT	10,800	15,000	14,700	7,900	1,200	7	0.5	1	0.1
2001	400			LT	10,800	15,100	14,700	7,900	1,200	9	0.7	3	0.2
2002	400			LT	10,800	15,100	14,700	7,900	1,400	9	0.7	0	0.0
2003	400			IR	10,900	13,200	12,000	9,250	1,400	9	0.7	0	0.0
2004	400			LT	11,700	16,400	15,900	8,550	1,500	7	0.5	1	0.1
2005	400			LT	11,700	16,000	15,700	8,600	1,500	2	0.1	0	0.0
2006	400			LT	11,700	16,000	15,600	8,600	1,500	6	0.4	3	0.2
2007	400			LT	11,700	16,100	16,500	8,600	1,500	6	0.4	0	0.0
2008	400			LT	11,700	16,000	15,300	8,650	1,500	9	0.6	1	0.1
2009	400			LT	11,700	15,800	15,400	8,650	1,500	4	0.3	0	0.0
2010	400			LT	11,700	15,700	15,400	8,650	1,500	5	0.3	0	0.0
2011	400			LR	11,600	17,900	16,800	8,100	1,500	6	0.4	1	0.1
2012	400			LT	11,700	15,300	14,500	8,850	1,500	4	0.3	0	0.0
2013	400			LT	11,800	15,400	15,400	8,900	1,550	8	0.5	0	0.0
2014	400			LT	12,100	15,800	16,100	9,150	1,550	11	0.7	1	0.1
2015	400			LT	12,200	15,900	16,200	9,200	1,600	6	0.4	0	0.0
2016	400			LT	12,300	16,100	16,300	9,300	1,600	7	0.5	1	0.1
2017	400			LT	12,300	17,200	17,000	9,450	1,600	9	0.6	2	0.1
2018	400			LT	12,400	17,400	17,200	9,550	1,600	4	0.3	0	0.0
2019	400			LT	12,500	17,500	17,400	9,650	1,600	11	0.7	3	0.2
2021	400			LT	12,500	17,200	17,000	9,650	1,500	14	0.9	3	0.2
1988	400	SEC HWY 518 (E)/HUNTER DR (W) IC-220	3.6	IT	9,100	13,200	12,100	6,750	640	24	2.0	4	0.3
1989	400			IT	10,300	14,300	13,800	8,050	720	13	1.0	6	0.4
1990	400			IT	11,200	14,200	13,900	9,400	1,000	8	0.5	2	0.1
1991	400			IR	11,900	15,000	13,200	9,900	1,050	20	1.3	5	0.3
1992	400			R	9,600	16,400	12,900	5,450	860	17	1.3	3	0.2
1993	400			R	10,500	18,000	14,100	6,000	940	14	1.0	3	0.2
1994	400			IT	12,000	15,600	14,900	10,200	1,100	26	1.6	4	0.3
1995	400			IT	12,100	15,500	14,800	10,300	1,100	22	1.4	5	0.3
1996	400			IT	12,300	16,200	15,700	10,100	1,100	24	1.5	1	0.1
1997	400			LT	12,400	17,500	17,100	9,200	1,100	21	1.3	3	0.2
1998	400			LT	12,500	17,500	17,100	9,100	1,100	20	1.2	1	0.1
1999	400			LT	12,100	16,800	16,500	8,850	1,100	18	1.1	2	0.1
2000	400			LT	12,100	16,900	16,500	8,850	1,350	21	1.3	6	0.4
2001	400			LT	12,000	16,800	16,300	8,800	1,300	34	2.1	4	0.3
2002	400			LT	12,000	16,800	16,300	8,800	1,700	22	1.4	1	0.1
2003	400			IR	11,700	14,200	12,900	9,950	1,650	7	0.5	3	0.2
2004	400			IR	12,100	15,000	13,400	10,200	1,700	7	0.4	2	0.1
2005	400			IR	12,100	14,600	13,300	10,300	1,700	10	0.6	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2006	400			IR	12,100	14,600	13,200	10,300	1,700	7	0.4	0	0.0
2007	400			IR	12,100	14,700	14,600	10,300	1,700	6	0.4	2	0.1
2008	400			IR	12,100	14,700	14,400	10,300	1,700	7	0.4	0	0.0
2009	400			LT	12,100	16,300	16,000	8,950	1,700	13	0.8	1	0.1
2010	400			LT	12,100	16,200	15,900	8,950	1,700	10	0.6	1	0.1
2011	400			LT	11,900	15,200	15,500	9,800	1,650	11	0.7	1	0.1
2012	400			LT	11,900	15,500	14,800	9,000	1,650	3	0.2	0	0.0
2013	400			LT	11,900	15,500	15,500	9,000	1,650	7	0.4	1	0.1
2014	400			LT	11,900	15,500	15,800	9,000	1,650	7	0.4	1	0.1
2015	400			LT	11,900	15,500	15,800	9,000	1,650	8	0.5	1	0.1
2016	400			LT	12,100	15,800	16,100	9,150	1,700	5	0.3	0	0.0
2017	400			LT	12,300	17,200	17,000	9,450	1,700	7	0.4	0	0.0
2018	400			LT	12,600	17,600	17,500	9,700	1,750	5	0.3	0	0.0
2019	400			LT	12,800	17,900	17,800	9,850	1,800	12	0.7	1	0.1
2021	400			LT	13,000	17,800	17,700	10,000	1,450	15	0.9	2	0.1
1988	400	BOWES ST/MCDOUGALL DR IC-224	2.5	IT	9,100	13,200	12,100	6,750	640	38	4.6	7	0.8
1989	400			IT	10,300	14,300	13,800	8,050	720	0	0.0	0	0.0
1990	400			IT	11,200	14,200	13,900	9,400	1,000	0	0.0	0	0.0
1991	400			IR	11,900	15,000	13,200	9,900	1,050	0	0.0	0	0.0
1992	400			R	9,600	16,400	12,900	5,450	860	1	0.1	0	0.0
1993	400			R	10,500	18,000	14,100	6,000	940	2	0.2	0	0.0
1994	400			IT	12,000	15,600	14,900	10,200	1,100	0	0.0	0	0.0
1995	400			IT	12,100	15,500	14,800	10,300	1,100	1	0.1	0	0.0
1996	400			IT	12,300	16,200	15,700	10,100	1,100	0	0.0	0	0.0
1997	400			LT	12,400	17,500	17,100	9,200	1,100	0	0.0	0	0.0
1998	400			LT	12,500	17,500	17,100	9,100	1,100	3	0.3	0	0.0
1999	400			LT	12,100	16,800	16,500	8,850	1,100	2	0.2	0	0.0
2000	400			LT	12,100	16,900	16,500	8,850	1,350	3	0.3	1	0.1
2001	400			LT	12,000	16,800	16,300	8,800	1,300	4	0.4	0	0.0
2002	400			LT	12,000	16,800	16,300	8,800	1,700	9	0.8	1	0.1
2003	400			IR	11,700	14,200	12,900	9,950	1,650	5	0.5	1	0.1
2004	400			IR	12,100	15,000	13,400	10,200	1,700	6	0.5	0	0.0
2005	400			IR	12,100	14,600	13,300	10,300	1,700	1	0.1	0	0.0
2006	400			IR	12,100	14,600	13,200	10,300	1,700	4	0.4	0	0.0
2007	400			IR	12,100	14,700	14,600	10,300	1,700	5	0.5	1	0.1
2008	400			IR	12,100	14,700	14,400	10,300	1,700	1	0.1	0	0.0
2009	400			LT	12,100	16,300	16,000	8,950	1,700	10	0.9	2	0.2
2010	400			LT	12,100	16,200	15,900	8,950	1,700	6	0.5	2	0.2
2011	400			LT	11,900	15,200	15,500	9,800	1,650	2	0.2	0	0.0
2012	400			LT	11,900	15,500	14,800	9,000	1,650	2	0.2	0	0.0
2013	400			LT	11,900	15,500	15,500	9,000	1,650	5	0.5	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2014	400			LT	11,900	15,500	15,800	9,000	1,650	6	0.6	0	0.0
2015	400			LT	11,900	15,500	15,800	9,000	1,650	6	0.6	0	0.0
2016	400			LT	12,000	15,700	15,900	9,050	1,700	10	0.9	1	0.1
2017	400			LT	11,900	16,700	16,500	9,150	1,650	5	0.5	0	0.0
2018	400			LT	11,900	16,700	16,500	9,150	1,650	9	0.8	1	0.1
2019	400			LT	11,900	16,700	16,500	9,150	1,650	6	0.6	0	0.0
2021	400			LT	11,900	16,300	16,200	9,150	1,650	1	0.1	0	0.0
1990	400	PARRY SOUND DR (W) HALL'S QUARRY RD (E) IC UP 227	2.6	IT	6,600	8,400	8,200	5,550	1,250	27	4.3	3	0.5
1991	400			IR	7,300	9,200	8,100	6,050	1,150	18	2.6	5	0.7
1992	400			R	5,900	10,100	7,900	3,350	940	13	2.3	0	0.0
1993	400			R	5,900	10,100	7,900	3,350	940	7	1.3	0	0.0
1994	400			IT	7,300	9,500	9,050	6,200	950	9	1.3	0	0.0
1995	400			IT	7,300	9,350	8,900	6,250	950	10	1.4	1	0.1
1996	400			IT	7,300	9,600	9,350	6,000	950	7	1.0	2	0.3
1997	400			R	7,300	14,000	10,600	4,000	800	10	1.4	1	0.1
1998	400			R	7,550	14,000	10,800	4,000	830	7	1.0	0	0.0
1999	400			R	7,950	14,800	11,200	4,200	870	5	0.7	0	0.0
2000	400			LR	8,250	13,400	10,800	5,500	910	6	0.8	1	0.1
2001	400			LR	8,400	13,700	10,900	5,600	920	12	1.5	2	0.3
2002	400			LR	8,450	13,800	11,000	5,700	930	11	1.4	1	0.1
2003	400			LR	8,650	13,700	11,000	5,850	950	8	1.0	1	0.1
2004	400			LR	8,800	14,400	11,500	5,900	970	11	1.3	0	0.0
2005	400			LR	11,300	17,600	14,200	7,700	1,700	7	0.7	1	0.1
2006	400			LR	11,700	18,200	14,600	7,900	1,750	14	1.3	1	0.1
2007	400			LR	12,100	19,000	18,200	8,150	1,800	9	0.8	3	0.3
2008	400			LR	12,500	19,500	19,000	8,550	1,900	11	0.9	2	0.2
2009	400			LR	12,900	19,600	16,000	8,750	1,950	8	0.7	2	0.2
2010	400			LR	13,300	19,900	16,300	9,000	2,000	4	0.3	1	0.1
2011	400			LR	13,200	20,400	19,100	9,250	2,000	4	0.3	0	0.0
2012	400			LR	13,600	20,300	19,700	9,350	2,050	6	0.5	0	0.0
2013	400			LR	14,100	21,100	24,100	9,550	2,100	18	1.3	1	0.1
2014	400			LR	14,500	21,700	22,100	9,850	2,200	9	0.7	1	0.1
2015	400			LR	14,900	22,300	22,700	10,100	2,250	4	0.3	1	0.1
2016	400			LR	15,300	22,900	23,300	10,400	2,300	7	0.5	1	0.1
2017	400			LR	15,700	26,200	25,400	10,700	2,350	4	0.3	1	0.1
2018	400			LR	16,100	26,800	26,000	11,100	2,400	8	0.5	0	0.0
2019	400			LR	16,600	27,800	27,000	11,300	2,500	5	0.3	2	0.1
2021	400			LR	17,400	28,000	27,200	11,900	2,600	2	0.1	0	0.0
1990	400	HWY 124 (E) PARRY SOUND DR (W) IC UP 230	5.2	IT	7,200	9,150	8,950	6,050	1,350	8	0.6	2	0.1
1991	400			IR	7,950	10,000	8,800	6,600	1,050	13	0.9	5	0.3
1992	400			R	6,000	10,300	8,050	3,400	780	7	0.6	2	0.2

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1993	400			R	6,150	10,500	8,250	3,500	800	7	0.6	0	0.0
1994	400			IT	8,300	10,800	10,300	7,050	1,100	9	0.6	2	0.1
1995	400			IT	8,300	10,600	10,100	7,100	1,100	12	0.8	2	0.1
1996	400			IT	8,300	10,900	10,600	6,850	1,100	13	0.8	0	0.0
1997	400			IR	8,900	11,100	9,950	7,550	800	20	1.2	5	0.3
1998	400			IR	9,350	11,600	10,500	7,850	840	13	0.7	1	0.1
1999	400			IR	9,850	12,200	10,900	8,250	890	13	0.7	0	0.0
2000	400			IR	10,200	12,500	11,300	8,600	1,100	17	0.9	4	0.2
2001	400			IR	10,400	12,900	11,500	8,800	1,150	9	0.5	0	0.0
2002	400			IR	10,800	13,300	12,000	9,200	1,200	16	0.8	4	0.2
2003	400			IR	10,900	13,200	12,000	9,250	1,200	14	0.7	2	0.1
2004	400			IR	11,200	13,800	12,400	9,450	1,250	12	0.6	1	0.0
2005	400			IR	11,500	13,900	12,600	9,800	1,250	23	1.1	5	0.2
2006	400			IR	11,800	14,200	12,900	10,000	1,300	17	0.8	6	0.3
2007	400			IR	11,900	14,400	14,400	10,100	1,300	10	0.4	1	0.0
2008	400			IR	12,400	15,000	14,700	10,600	1,350	14	0.6	1	0.0
2009	400			IR	12,700	15,200	13,800	10,800	1,400	11	0.5	3	0.1
2010	400			IR	13,100	15,600	14,300	11,200	1,450	7	0.3	1	0.0
2011	400			IR	13,400	16,000	15,600	11,400	1,450	7	0.3	1	0.0
2012	400			IR	13,700	16,300	15,900	11,700	1,500	10	0.4	1	0.0
2013	400			IR	14,000	16,700	17,900	11,900	1,550	4	0.2	1	0.0
2014	400			IR	14,300	17,000	17,100	12,200	1,550	10	0.4	4	0.1
2015	400			IR	14,600	17,400	17,400	12,400	1,600	4	0.1	1	0.0
2016	400			IR	14,900	17,700	17,800	12,700	1,650	11	0.4	2	0.1
2017	400			IR	15,200	18,400	18,300	13,000	1,650	5	0.2	1	0.0
2018	400			IR	15,500	18,800	18,700	13,200	1,700	10	0.3	1	0.0
2019	400			IR	15,800	19,200	19,100	13,500	1,750	7	0.2	1	0.0
2021	400			IR	16,400	19,600	19,600	14,000	1,800	10	0.3	1	0.0
1988	400	HWY 7910 (AVRO ARROW RD) IC UP 235	7.2	IT	6,800	9,850	9,050	5,050	680	0	0.0	0	0.0
1989	400			IT	7,300	10,100	9,800	5,700	730	0	0.0	0	0.0
1990	400			IT	7,700	9,800	9,550	6,450	770	0	0.0	0	0.0
1991	400			IR	8,000	10,100	8,900	6,650	800	0	0.0	0	0.0
1992	400			LT	6,850	9,500	9,250	5,250	680	3	0.2	0	0.0
1993	400			LT	6,950	9,600	8,600	5,100	700	5	0.3	0	0.0
1994	400			IT	7,700	10,000	9,550	6,550	770	4	0.2	1	0.0
1995	400			IT	7,700	9,850	9,400	6,550	770	5	0.2	2	0.1
1996	400			IT	7,700	10,100	9,850	6,350	770	1	0.0	1	0.0
1997	400			IR	8,100	10,100	9,050	6,900	890	0	0.0	0	0.0
1998	400			IR	8,250	10,200	9,250	6,950	910	2	0.1	0	0.0
1999	400			IR	8,300	10,300	9,200	6,950	910	0	0.0	0	0.0
2000	400			IR	8,100	9,900	8,950	6,850	970	0	0.0	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2001	400			IR	8,600	10,600	9,550	7,250	1,050	1	0.0	0	0.0
2002	400			IR	8,750	10,800	9,700	7,450	1,050	1	0.0	0	0.0
2003	400			IR	8,900	10,800	9,800	7,550	1,050	2	0.1	0	0.0
2004	400			IR	9,050	11,200	10,000	7,650	1,100	1	0.0	0	0.0
2005	400			IR	9,950	12,000	10,900	8,500	1,200	2	0.1	1	0.0
2006	400			IR	9,450	11,400	10,300	8,050	1,150	3	0.1	0	0.0
2007	400			IR	10,400	12,600	12,600	8,800	1,250	1	0.0	1	0.0
2008	400			IR	10,600	12,800	12,600	9,050	1,250	0	0.0	0	0.0
2009	400			IR	10,900	13,100	11,900	9,250	1,300	1	0.0	0	0.0
2010	400			IR	10,700	12,700	11,700	9,100	1,300	2	0.1	0	0.0
2011	400			IR	10,900	13,000	12,700	9,300	1,300	13	0.5	1	0.0
2012	400			IR	11,100	13,200	12,900	9,500	1,350	4	0.1	2	0.1
2013	400			IR	11,400	13,600	14,600	9,700	1,350	8	0.3	0	0.0
2014	400			CTR	9,500	11,600	11,700	8,100	2,050	9	0.4	1	0.0
2015	400			IT	11,100	13,900	13,700	9,150	2,400	18	0.6	3	0.1
2016	400			IT	11,200	14,000	13,800	9,250	2,450	6	0.2	1	0.0
2017	400			IT	11,300	14,900	15,000	9,550	2,450	14	0.5	0	0.0
2018	400			IT	11,400	15,100	15,100	9,650	2,500	3	0.1	0	0.0
2019	400			IT	8,100	10,800	10,800	6,900	2,350	10	0.5	3	0.1
2021	400			CTR	8,800	11,500	11,400	7,200	1,400	9	0.4	1	0.0
2021	400	END OF HWY											
1988	400A	HWY 400(TO PARRY SOUND)	1.1	IR	8,300	10,800	9,150	6,650	1,250	7	2.1	0	0.0
1989	400A			IR	8,400	10,800	9,300	6,900	1,250	7	2.1	0	0.0
1990	400A			IR	8,300	10,500	9,200	6,800	1,250	9	2.7	1	0.3
1991	400A			IR	8,350	10,500	9,250	6,950	1,250	5	1.5	0	0.0
1992	400A			IR	8,400	10,300	9,250	7,150	1,250	3	0.9	0	0.0
1993	400A			IR	8,450	10,400	8,750	6,900	1,250	4	1.2	0	0.0
1994	400A			IR	9,050	11,100	9,950	7,600	1,350	8	2.2	0	0.0
1995	400A			IR	10,500	12,900	11,600	8,950	1,600	6	1.4	0	0.0
1996	400A			IR	10,000	12,400	11,200	8,500	1,500	8	2.0	3	0.7
1997	400A			IR	9,500	11,900	10,600	8,100	1,400	4	1.0	0	0.0
1998	400A			IR	9,000	11,200	10,100	7,550	1,350	4	1.1	0	0.0
1999	400A			IR	11,100	13,800	12,300	9,300	1,650	2	0.4	0	0.0
2000	400A			IR	10,600	13,000	11,700	8,950	1,600	4	0.9	0	0.0
2001	400A			IR	10,700	13,200	11,900	9,050	1,600	2	0.5	0	0.0
2002	400A			IR	10,900	13,400	12,100	9,250	1,650	0	0.0	0	0.0
2003	400A			IR	11,100	13,500	12,200	9,400	1,650	1	0.2	0	0.0
2004	400A			IR	11,300	14,000	12,500	9,550	1,700	0	0.0	0	0.0
2005	400A			IR	17,300	20,900	19,000	14,700	2,600	1	0.1	0	0.0
2006	400A			IR	19,600	23,600	21,400	16,600	2,950	4	0.5	0	0.0
2007	400A			IR	21,100	25,600	25,500	17,900	3,150	1	0.1	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2008	400A			IR	22,500	27,300	26,700	19,200	2,700	2	0.2	0	0.0
2009	400A			CTR	34,600	42,200	40,800	29,400	4,150	1	0.1	0	0.0
2010	400A			CTR	35,000	42,600	40,900	29,700	4,200	2	0.1	0	0.0
2011	400A			CTR	35,500	43,200	41,500	30,100	4,250	2	0.1	0	0.0
2012	400A			CTR	36,500	44,300	43,700	31,100	4,400	1	0.1	0	0.0
2013	400A			C	38,500	42,400	41,900	34,700	4,600	2	0.1	0	0.0
2014	400A			C	40,000	44,000	42,800	36,000	4,800	3	0.2	0	0.0
2015	400A			C	38,800	42,700	41,500	34,900	4,650	1	0.1	0	0.0
2016	400A			C	40,500	44,600	43,300	36,400	4,850	2	0.1	1	0.1
2017	400A			C	42,200	46,200	46,100	38,300	5,050	4	0.2	1	0.1
2018	400A			C	43,900	48,100	47,800	39,600	5,250	6	0.3	3	0.2
2019	400A			C	45,700	50,000	49,700	41,400	5,050	9	0.5	2	0.1
2021	400A			C	49,100	53,400	53,100	44,500	5,400	12	0.6	2	0.1
2021	400A	HWY 11 SIMCOE RD 93 IC END OF HWY											
1988	401	QUEBEC ONTARIO BDY	3.2	IT	13,600	19,700	18,100	10,100	4,600	7	0.4	1	0.1
1989	401			IT	13,200	18,300	17,700	10,300	4,500	7	0.5	3	0.2
1990	401			CR	14,200	17,600	16,300	12,800	4,850	9	0.5	4	0.2
1991	401			IT	14,300	18,600	17,600	12,300	6,600	3	0.2	0	0.0
1992	401			IT	14,900	19,400	18,500	12,700	6,850	9	0.5	3	0.2
1993	401			IT	15,100	18,600	18,700	12,800	6,950	11	0.6	5	0.3
1994	401			IT	15,300	19,900	19,000	13,000	7,350	8	0.5	6	0.3
1995	401			CR	15,500	19,200	18,300	13,300	4,800	6	0.3	0	0.0
1996	401			CR	15,700	19,400	18,400	13,400	6,100	2	0.1	1	0.1
1997	401			IT	15,800	20,700	20,400	13,100	6,300	4	0.2	1	0.1
1998	401			IT	16,100	20,800	20,600	13,000	6,450	10	0.5	3	0.2
1999	401			IT	16,500	21,300	21,000	13,400	6,600	11	0.6	5	0.3
2000	401			IT	17,000	21,900	21,600	13,900	6,800	8	0.4	2	0.1
2001	401			IT	16,600	21,700	21,100	13,500	6,650	13	0.7	2	0.1
2002	401			IT	16,800	21,900	21,400	13,800	6,700	13	0.7	4	0.2
2003	401			IT	17,100	21,800	21,800	14,000	6,850	7	0.4	3	0.2
2004	401			IT	17,300	22,600	22,000	14,100	8,300	9	0.4	4	0.2
2005	401			CR	17,400	21,100	20,300	14,700	8,350	10	0.5	4	0.2
2006	401			CR	17,700	21,500	20,600	14,900	8,500	11	0.5	4	0.2
2007	401			CR	17,900	21,700	21,700	15,100	8,600	5	0.2	3	0.1
2008	401			CR	18,100	21,900	21,700	15,300	7,950	7	0.3	5	0.2
2009	401			IR	18,300	22,000	19,900	15,600	8,050	4	0.2	0	0.0
2010	401			IR	18,500	22,000	20,100	15,700	8,150	9	0.4	4	0.2
2011	401			IR	18,700	22,300	21,800	16,000	8,250	9	0.4	6	0.3
2012	401			CTR	18,400	22,300	22,000	15,700	8,100	7	0.3	6	0.3
2013	401			IC	19,100	21,100	21,000	16,900	8,400	5	0.2	2	0.1
2014	401			IC	19,200	21,300	21,200	17,000	8,450	6	0.3	3	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2015	401			IC	19,400	21,500	21,400	17,200	8,550	12	0.5	6	0.3
2016	401			CTR	19,700	24,000	24,200	16,700	7,350	9	0.4	4	0.2
2017	401			CTR	19,800	26,500	26,300	16,100	7,400	10	0.4	7	0.3
2018	401			CTR	20,000	26,700	26,600	16,300	7,450	1	0.0	2	0.1
2019	401			CTR	20,200	26,900	26,800	16,400	7,550	10	0.4	4	0.2
2021	401			CTR	20,600	26,900	26,700	16,800	7,600	4	0.2	4	0.2
1988	401	S D&G RD 23 4TH LINE RD IC-825	11.2	IT	14,000	20,300	18,600	10,400	4,900	34	0.6	8	0.1
1989	401			IT	13,600	18,900	18,200	10,600	4,750	33	0.6	11	0.2
1990	401			CR	14,300	17,700	16,400	12,900	5,000	23	0.4	6	0.1
1991	401			IT	14,600	19,000	18,000	12,600	5,100	31	0.5	8	0.1
1992	401			IT	14,900	19,400	18,500	12,700	5,200	27	0.4	7	0.1
1993	401			IT	15,300	18,800	19,000	13,000	5,350	28	0.4	5	0.1
1994	401			IT	15,800	20,500	19,600	13,400	7,600	26	0.4	7	0.1
1995	401			IT	16,200	20,700	19,800	13,800	7,800	23	0.3	7	0.1
1996	401			IT	16,700	22,000	21,400	13,800	8,000	25	0.4	7	0.1
1997	401			IT	17,100	22,400	22,100	14,200	8,200	37	0.5	26	0.4
1998	401			IT	17,000	21,900	21,800	13,800	8,150	23	0.3	9	0.1
1999	401			IT	16,900	21,800	21,500	13,700	8,100	35	0.5	8	0.1
2000	401			IT	17,000	21,900	21,600	13,900	8,150	23	0.3	6	0.1
2001	401			IT	17,200	22,500	21,900	14,000	8,250	19	0.3	10	0.1
2002	401			IT	17,400	22,600	22,200	14,300	8,350	27	0.4	10	0.1
2003	401			IR	17,600	21,400	19,400	14,900	8,450	32	0.4	9	0.1
2004	401			IR	17,800	22,000	19,700	15,000	8,550	34	0.5	11	0.2
2005	401			IR	17,700	21,400	19,400	15,100	8,500	36	0.5	12	0.2
2006	401			IR	18,100	21,800	19,800	15,400	8,700	33	0.4	12	0.2
2007	401			IR	18,300	22,200	22,100	15,500	8,800	22	0.3	10	0.1
2008	401			IR	18,300	22,200	21,800	15,600	8,800	29	0.4	7	0.1
2009	401			IR	18,600	22,300	20,300	15,800	8,950	17	0.2	6	0.1
2010	401			IR	18,700	22,300	20,400	15,900	9,000	17	0.2	6	0.1
2011	401			IR	18,900	22,500	22,100	16,100	9,050	19	0.2	12	0.2
2012	401			IR	18,200	21,700	21,100	15,600	8,750	19	0.3	7	0.1
2013	401			IR	19,200	22,900	24,500	16,300	9,200	18	0.2	11	0.1
2014	401			IR	19,200	22,900	22,900	16,300	9,200	15	0.2	9	0.1
2015	401			IR	19,300	23,000	23,000	16,400	9,250	17	0.2	11	0.1
2016	401			CTR	19,700	24,000	24,200	16,700	7,550	18	0.2	7	0.1
2017	401			CTR	19,700	26,300	26,200	16,100	7,550	16	0.2	8	0.1
2018	401			CTR	19,800	26,400	26,300	16,100	7,550	13	0.2	7	0.1
2019	401			CTR	20,000	26,600	26,500	16,300	7,650	17	0.2	10	0.1
2021	401			CTR	20,300	26,500	26,300	16,600	7,700	6	0.1	0	0.0
1988	401	SD&G CTY RDS 2&34 IC-814 LANCASTER	9.1	IT	14,100	20,400	18,800	10,400	4,350	16	0.3	6	0.1
1989	401			IT	14,400	20,000	19,300	11,200	4,450	20	0.4	5	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1990	401			CR	14,700	18,200	16,900	13,200	4,550	20	0.4	7	0.1
1991	401			IT	15,200	19,800	18,700	13,100	4,700	19	0.4	5	0.1
1992	401			IT	15,500	20,200	19,200	13,200	4,800	19	0.4	2	0.0
1993	401			IT	15,700	19,300	19,500	13,300	4,850	29	0.6	12	0.2
1994	401			IT	16,100	20,900	20,000	13,700	7,750	22	0.4	15	0.3
1995	401			IT	16,500	21,100	20,100	14,100	7,900	19	0.3	7	0.1
1996	401			IT	16,900	22,300	21,600	13,900	8,100	21	0.4	4	0.1
1997	401			IT	17,300	22,700	22,300	14,400	8,300	24	0.4	11	0.2
1998	401			IT	16,900	21,800	21,600	13,700	8,100	18	0.3	10	0.2
1999	401			IT	17,100	22,100	21,700	13,900	8,200	26	0.5	11	0.2
2000	401			IT	17,200	22,200	21,800	14,100	8,250	38	0.7	13	0.2
2001	401			IR	17,400	21,500	19,300	14,700	8,350	14	0.2	4	0.1
2002	401			IR	17,400	21,500	19,300	14,800	8,350	26	0.5	6	0.1
2003	401			IT	17,500	22,300	22,300	14,300	8,400	16	0.3	8	0.1
2004	401			CTR	17,500	22,100	21,200	14,800	8,400	15	0.3	3	0.1
2005	401			CR	17,800	21,600	20,800	15,000	8,550	25	0.4	8	0.1
2006	401			CR	17,900	21,700	20,800	15,100	8,600	17	0.3	6	0.1
2007	401			CR	18,000	21,800	21,800	15,200	8,650	18	0.3	5	0.1
2008	401			CR	18,100	21,900	21,700	15,300	8,700	26	0.4	13	0.2
2009	401			CTR	18,200	22,200	21,500	15,500	8,750	20	0.3	9	0.1
2010	401			CTR	18,400	22,400	21,500	15,600	8,850	13	0.2	6	0.1
2011	401			CTR	18,500	22,500	21,600	15,700	8,900	22	0.4	7	0.1
2012	401			CTR	19,200	23,300	23,000	16,300	9,200	14	0.2	13	0.2
2013	401			CTR	18,700	22,800	23,500	15,900	9,000	14	0.2	1	0.0
2014	401			CTR	18,900	23,100	23,200	16,100	9,050	14	0.2	5	0.1
2015	401			CTR	19,100	23,300	23,500	16,200	9,150	23	0.4	6	0.1
2016	401			CTR	19,100	23,300	23,500	16,200	6,800	17	0.3	7	0.1
2017	401			CTR	19,300	25,800	25,700	15,700	6,900	18	0.3	6	0.1
2018	401			CTR	19,400	25,900	25,800	15,800	6,950	26	0.4	14	0.2
2019	401			CTR	19,500	26,000	25,900	15,900	6,950	6	0.1	3	0.0
2021	401			CTR	19,800	25,800	25,700	16,200	7,150	8	0.1	3	0.0
1988	401	SUMMERSTOWN RD IC-804 S D & G RD 27	8.5	IT	14,900	21,600	19,800	11,000	4,300	26	0.6	2	0.0
1989	401			IT	14,500	20,200	19,400	11,300	4,200	27	0.6	7	0.2
1990	401			CR	15,000	18,600	17,200	13,500	4,350	19	0.4	4	0.1
1991	401			IT	15,500	20,200	19,100	13,300	4,500	20	0.4	4	0.1
1992	401			IT	15,800	20,500	19,600	13,400	4,600	23	0.5	4	0.1
1993	401			IT	15,800	19,400	19,600	13,400	4,600	35	0.7	11	0.2
1994	401			IT	16,200	21,100	20,100	13,800	7,800	35	0.7	19	0.4
1995	401			IT	16,600	21,200	20,300	14,200	7,950	27	0.5	4	0.1
1996	401			IT	17,000	22,400	21,800	14,000	8,150	15	0.3	6	0.1
1997	401			IT	17,400	22,800	22,400	14,400	8,350	19	0.4	4	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1998	401			IT	17,800	23,000	22,800	14,400	8,550	26	0.5	8	0.1
1999	401			IT	18,000	23,200	22,900	14,600	8,650	30	0.5	13	0.2
2000	401			IT	18,300	23,600	23,200	15,000	8,800	32	0.6	6	0.1
2001	401			LT	19,000	26,600	25,900	13,900	9,100	23	0.4	6	0.1
2002	401			LT	18,900	26,400	25,700	13,900	9,050	14	0.2	4	0.1
2003	401			LT	19,200	26,400	25,800	14,200	9,200	15	0.3	5	0.1
2004	401			LT	19,500	27,300	26,500	14,300	9,350	16	0.3	5	0.1
2005	401			IC	19,500	21,700	21,900	17,200	9,350	17	0.3	3	0.0
2006	401			IR	20,100	24,200	22,000	17,100	9,650	16	0.3	3	0.0
2007	401			IR	20,400	24,700	24,600	17,300	9,800	13	0.2	4	0.1
2008	401			IR	20,700	25,100	24,600	17,700	9,950	16	0.2	7	0.1
2009	401			IR	21,100	25,300	23,000	17,900	10,100	16	0.2	6	0.1
2010	401			CTR	21,400	26,000	25,000	18,200	10,300	12	0.2	2	0.0
2011	401			CTR	21,700	26,400	25,400	18,400	10,400	12	0.2	4	0.1
2012	401			CTR	22,000	26,700	26,400	18,700	10,600	15	0.2	2	0.0
2013	401			CTR	22,300	27,100	28,000	18,900	10,700	21	0.3	8	0.1
2014	401			CTR	22,600	27,600	27,800	19,200	10,800	22	0.3	10	0.1
2015	401			CTR	22,900	27,900	28,200	19,500	11,000	22	0.3	3	0.0
2016	401			CTR	23,200	28,300	28,500	19,700	11,100	19	0.3	10	0.1
2017	401			CTR	23,500	31,400	31,200	19,100	11,300	28	0.4	10	0.1
2018	401			CTR	23,800	31,800	31,700	19,400	11,400	20	0.3	13	0.2
2019	401			CTR	24,100	32,100	32,000	19,600	11,600	18	0.2	5	0.1
2021	401			CTR	24,800	32,300	32,200	20,200	11,900	9	0.1	1	0.0
1988	401	BOUNDARY RD IC-796	4.1	IC	12,300	14,300	13,900	10,800	3,550	7	0.4	4	0.2
1989	401			IC	12,700	14,600	14,400	11,300	3,700	14	0.7	5	0.3
1990	401			IC	13,000	14,800	14,600	11,600	3,750	8	0.4	5	0.3
1991	401			IC	13,400	15,100	14,900	11,900	3,900	17	0.9	10	0.5
1992	401			IC	13,700	15,200	15,100	12,500	3,950	13	0.6	5	0.2
1993	401			IC	14,100	15,900	15,800	12,500	4,100	28	1.3	5	0.2
1994	401			IC	14,400	16,100	16,100	12,800	6,900	19	0.9	8	0.4
1995	401			IC	14,800	16,600	16,700	13,300	7,100	15	0.7	3	0.1
1996	401			IC	15,100	17,000	17,000	13,400	7,250	20	0.9	5	0.2
1997	401			LT	15,500	21,900	21,400	11,500	7,450	13	0.6	2	0.1
1998	401			LT	15,500	21,700	21,200	11,300	7,450	15	0.7	4	0.2
1999	401			LT	16,000	22,200	21,800	11,700	7,700	22	0.9	9	0.4
2000	401			LT	16,300	22,700	22,200	11,900	7,800	21	0.9	7	0.3
2001	401			LT	16,500	23,100	22,500	12,100	7,900	8	0.3	2	0.1
2002	401			LT	16,900	23,600	23,000	12,400	8,100	17	0.7	7	0.3
2003	401			LT	17,300	23,800	23,300	12,800	8,300	18	0.7	7	0.3
2004	401			LT	17,600	24,600	24,000	12,900	8,450	10	0.4	0	0.0
2005	401			IC	17,700	19,700	19,900	15,600	8,500	14	0.5	4	0.2

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2006	401			IC	18,600	20,700	20,900	16,500	8,950	8	0.3	4	0.1
2007	401			CTR	18,600	23,000	22,800	15,800	8,950	8	0.3	0	0.0
2008	401			CTR	18,900	23,400	22,900	16,100	9,050	14	0.5	3	0.1
2009	401			CR	19,200	23,000	22,300	16,300	9,200	7	0.2	4	0.1
2010	401			CR	19,500	23,400	22,600	16,500	9,350	8	0.3	1	0.0
2011	401			CR	19,900	23,200	23,500	17,700	9,550	15	0.5	5	0.2
2012	401			CTR	22,000	26,700	26,400	18,700	10,600	9	0.3	2	0.1
2013	401			CTR	19,000	23,100	23,900	16,100	9,100	11	0.4	2	0.1
2014	401			CTR	20,900	25,500	25,700	17,800	10,000	14	0.5	4	0.1
2015	401			CTR	21,200	25,900	26,100	18,000	10,200	11	0.3	4	0.1
2016	401			CTR	21,500	26,200	26,400	18,300	7,300	10	0.3	7	0.2
2017	401			CTR	21,800	29,100	29,000	17,800	7,400	8	0.2	5	0.2
2018	401			CTR	22,200	29,600	29,500	18,100	7,550	12	0.4	6	0.2
2019	401			CTR	22,500	30,000	29,800	18,300	7,650	6	0.2	2	0.1
2021	401			CTR	23,100	30,100	30,000	18,800	7,850	7	0.2	4	0.1
1988	401	MCCONNELL AV IC-792 CORNWALL	2.7	IC	12,900	15,000	14,600	11,400	4,400	7	0.6	2	0.2
1989	401			IC	12,500	14,400	14,100	11,100	4,250	3	0.2	2	0.2
1990	401			IC	13,100	14,900	14,700	11,700	4,450	7	0.5	4	0.3
1991	401			IC	13,600	15,400	15,100	12,100	4,600	2	0.2	3	0.2
1992	401			IC	13,700	15,200	15,100	12,500	4,650	1	0.1	0	0.0
1993	401			IC	13,700	15,500	15,300	12,200	4,650	9	0.7	3	0.2
1994	401			IC	13,700	15,300	15,300	12,200	6,600	13	1.0	3	0.2
1995	401			IC	13,700	15,300	15,500	12,300	6,600	10	0.7	2	0.1
1996	401			IC	13,700	15,400	15,400	12,200	6,600	11	0.8	3	0.2
1997	401			LT	13,900	19,600	19,200	10,300	6,650	9	0.7	4	0.3
1998	401			LT	14,000	19,600	19,200	10,200	6,700	11	0.8	4	0.3
1999	401			LT	15,000	20,800	20,400	11,000	7,200	7	0.5	3	0.2
2000	401			UC	15,800	16,700	18,600	14,900	7,600	4	0.3	2	0.1
2001	401			CTR	15,800	19,900	19,100	13,300	7,600	8	0.5	2	0.1
2002	401			CTR	16,400	20,700	19,800	13,800	7,850	7	0.4	3	0.2
2003	401			CTR	16,500	20,500	19,700	14,000	7,900	8	0.5	2	0.1
2004	401			IC	16,900	18,900	19,000	14,900	8,100	10	0.6	4	0.2
2005	401			IC	17,300	19,200	19,400	15,300	8,300	5	0.3	1	0.1
2006	401			CTR	17,700	21,900	21,000	15,000	8,500	4	0.2	0	0.0
2007	401			CTR	18,000	22,300	22,100	15,300	8,650	9	0.5	4	0.2
2008	401			CTR	18,400	22,800	22,300	15,600	8,850	5	0.3	2	0.1
2009	401			IR	18,800	22,600	20,500	16,000	9,000	4	0.2	2	0.1
2010	401			CR	19,200	23,000	22,200	16,200	9,200	7	0.4	3	0.2
2011	401			CR	19,500	22,700	23,000	17,300	9,350	11	0.6	2	0.1
2012	401			CTR	19,900	24,100	23,800	16,900	9,550	2	0.1	1	0.1
2013	401			CTR	19,500	23,700	24,500	16,600	9,350	7	0.4	1	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2014	401			CTR	20,500	25,000	25,200	17,400	9,850	9	0.4	5	0.2
2015	401			CTR	20,900	25,500	25,700	17,800	10,000	3	0.1	2	0.1
2016	401			CTR	21,400	26,100	26,300	18,200	7,900	6	0.3	5	0.2
2017	401			CTR	21,600	28,900	28,700	17,600	7,950	5	0.2	0	0.0
2018	401			CTR	22,000	29,400	29,300	17,900	8,100	8	0.4	5	0.2
2019	401			CTR	22,400	29,800	29,700	18,200	8,250	5	0.2	5	0.2
2021	401			CTR	23,100	30,100	30,000	18,800	8,550	6	0.3	6	0.3
1988	401	HWY 138 IC-789 CORNWALL	3.0	IT	12,000	17,400	16,000	8,900	3,850	6	0.5	1	0.1
1989	401			IT	11,600	16,100	15,500	9,050	3,700	7	0.6	1	0.1
1990	401			CR	12,300	15,300	14,100	11,100	3,950	8	0.6	3	0.2
1991	401			IT	13,000	16,900	16,000	11,200	4,150	5	0.4	1	0.1
1992	401			IT	12,300	16,000	15,300	10,500	3,950	6	0.5	2	0.2
1993	401			IT	12,300	15,100	15,300	10,500	3,950	16	1.2	6	0.5
1994	401			IT	12,800	16,600	15,900	10,900	6,150	11	0.8	2	0.1
1995	401			IT	13,100	16,700	16,000	11,200	6,300	13	0.9	7	0.5
1996	401			IT	13,300	17,500	17,000	11,000	6,400	4	0.3	2	0.1
1997	401			SC	13,600	14,400	15,900	12,100	6,550	9	0.6	4	0.3
1998	401			SC	13,900	14,700	16,300	12,400	6,650	4	0.3	0	0.0
1999	401			IT	16,400	21,200	20,800	13,300	7,850	6	0.3	1	0.1
2000	401			CTR	16,400	20,700	19,800	13,800	7,850	6	0.3	4	0.2
2001	401			IT	16,800	21,900	21,400	13,700	8,050	12	0.7	3	0.2
2002	401			IT	16,500	21,500	21,000	13,600	7,900	8	0.4	2	0.1
2003	401			IT	17,000	21,700	21,700	13,900	8,150	10	0.5	2	0.1
2004	401			IT	16,400	21,400	20,900	13,300	6,900	5	0.3	3	0.2
2005	401			IC	18,000	20,000	20,200	15,900	7,550	6	0.3	1	0.1
2006	401			IT	18,500	23,500	23,400	15,200	7,400	10	0.5	0	0.0
2007	401			IT	18,900	24,200	25,300	15,500	7,950	6	0.3	1	0.0
2008	401			IT	19,300	24,800	23,500	16,200	7,550	7	0.3	3	0.1
2009	401			CR	19,900	23,900	23,100	16,900	7,750	11	0.5	2	0.1
2010	401			CR	19,800	23,700	22,900	16,700	7,700	7	0.3	3	0.1
2011	401			CR	20,700	24,100	24,400	18,400	8,050	7	0.3	3	0.1
2012	401			CTR	19,100	23,200	22,900	16,300	7,450	16	0.8	9	0.4
2013	401			CTR	21,200	25,800	26,700	18,000	8,250	7	0.3	1	0.0
2014	401			CTR	21,600	26,400	26,600	18,400	8,400	6	0.3	3	0.1
2015	401			CTR	22,000	26,800	27,100	18,700	8,600	16	0.7	2	0.1
2016	401			CTR	22,500	27,400	27,700	19,100	8,050	8	0.3	0	0.0
2017	401			CTR	22,900	30,600	30,400	18,700	8,200	7	0.3	6	0.2
2018	401			CTR	23,300	31,100	31,000	19,000	8,350	6	0.2	5	0.2
2019	401			CTR	23,800	31,700	31,600	19,400	8,500	4	0.2	3	0.1
2021	401			CTR	24,600	32,100	31,900	20,100	8,850	3	0.1	0	0.0
1988	401	S D & G RD 33 POWER DAM DR IC-786	8.4	IT	12,500	18,100	16,600	9,250	3,750	18	0.5	4	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1989	401			IT	12,100	16,800	16,200	9,450	3,650	25	0.7	4	0.1
1990	401			CR	12,800	15,900	14,700	11,500	3,850	20	0.5	8	0.2
1991	401			IT	13,600	17,700	16,700	11,700	4,100	14	0.3	4	0.1
1992	401			IT	12,800	16,600	15,900	10,900	3,850	27	0.7	9	0.2
1993	401			IT	12,800	15,700	15,900	10,900	3,850	27	0.7	10	0.3
1994	401			IT	13,300	17,300	16,500	11,300	6,400	18	0.4	2	0.0
1995	401			IT	13,600	17,400	16,600	11,600	6,550	29	0.7	7	0.2
1996	401			IT	13,800	18,200	17,700	11,400	6,600	35	0.8	12	0.3
1997	401			LT	14,100	19,900	19,500	10,400	6,750	20	0.5	9	0.2
1998	401			LT	14,200	19,900	19,500	10,400	6,800	20	0.5	4	0.1
1999	401			IT	14,700	19,000	18,700	11,900	7,050	28	0.6	8	0.2
2000	401			CTR	14,900	18,800	18,000	12,500	7,150	22	0.5	4	0.1
2001	401			IR	15,300	18,900	17,000	12,900	7,350	23	0.5	3	0.1
2002	401			IR	15,700	19,400	17,400	13,300	7,550	17	0.4	5	0.1
2003	401			IT	16,000	20,400	20,400	13,100	7,700	24	0.5	8	0.2
2004	401			IT	16,300	21,300	20,800	13,300	7,800	22	0.4	9	0.2
2005	401			IT	16,800	21,400	21,300	14,000	8,050	16	0.3	3	0.1
2006	401			IT	16,900	21,500	21,400	13,900	8,100	30	0.6	9	0.2
2007	401			IT	17,200	22,000	23,000	14,100	8,250	19	0.4	4	0.1
2008	401			IT	17,500	22,500	21,300	14,700	8,400	22	0.4	4	0.1
2009	401			CR	17,800	21,400	20,600	15,100	8,550	14	0.3	3	0.1
2010	401			CTR	18,100	22,000	21,200	15,400	8,700	14	0.3	7	0.1
2011	401			CR	18,400	21,400	21,700	16,400	8,850	18	0.3	7	0.1
2012	401			CTR	18,100	22,000	21,700	15,400	8,700	13	0.2	4	0.1
2013	401			CTR	19,100	23,200	24,000	16,200	9,150	21	0.4	6	0.1
2014	401			CTR	19,300	23,500	23,700	16,400	9,250	19	0.3	7	0.1
2015	401			CTR	19,600	23,900	24,100	16,700	9,400	18	0.3	1	0.0
2016	401			CTR	20,000	24,400	24,600	17,000	7,250	19	0.3	7	0.1
2017	401			CTR	20,200	27,000	26,900	16,500	7,350	24	0.4	18	0.3
2018	401			CTR	20,500	27,400	27,300	16,700	7,450	13	0.2	6	0.1
2019	401			CTR	20,800	27,700	27,600	16,900	7,550	25	0.4	8	0.1
2021	401			CTR	21,400	27,900	27,700	17,500	7,700	18	0.3	8	0.1
1988	401	MOULINETTE RD IC-778 S D & G RD 35	8.2	IT	12,200	17,700	16,200	9,050	5,000	16	0.4	7	0.2
1989	401			IT	11,800	16,400	15,800	9,200	4,850	24	0.7	9	0.3
1990	401			CR	12,300	15,300	14,100	11,100	5,050	24	0.6	7	0.2
1991	401			IT	13,000	16,900	16,000	11,200	5,350	22	0.6	8	0.2
1992	401			IT	12,300	16,000	15,300	10,500	5,050	14	0.4	6	0.2
1993	401			IT	12,700	15,600	15,700	10,800	5,200	23	0.6	5	0.1
1994	401			IT	13,100	17,000	16,200	11,100	6,300	19	0.5	13	0.3
1995	401			IT	13,600	17,400	16,600	11,600	6,550	30	0.7	10	0.2
1996	401			IT	14,000	18,400	17,900	11,500	6,700	29	0.7	13	0.3

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1997	401			IT	14,400	18,900	18,600	12,000	6,900	30	0.7	6	0.1
1998	401			IT	14,800	19,100	18,900	12,000	7,100	12	0.3	0	0.0
1999	401			IT	15,200	19,600	19,300	12,300	7,300	11	0.2	0	0.0
2000	401			IT	15,600	20,100	19,800	12,800	7,500	28	0.6	7	0.1
2001	401			IT	16,000	20,900	20,400	13,000	7,700	25	0.5	2	0.0
2002	401			IT	16,400	21,300	20,900	13,500	7,850	22	0.4	5	0.1
2003	401			IT	16,900	21,600	21,500	13,800	8,100	21	0.4	6	0.1
2004	401			CTR	17,300	21,800	20,900	14,600	8,300	27	0.5	6	0.1
2005	401			CTR	17,700	21,900	21,000	15,000	8,500	19	0.4	4	0.1
2006	401			CTR	17,800	22,000	21,100	15,100	8,550	20	0.4	2	0.0
2007	401			CTR	18,400	22,800	22,600	15,600	8,850	24	0.4	9	0.2
2008	401			CTR	18,800	23,300	22,800	16,000	9,000	24	0.4	3	0.1
2009	401			CR	19,200	23,000	22,300	16,300	9,200	21	0.4	10	0.2
2010	401			CTR	19,600	23,900	22,900	16,600	9,400	27	0.5	9	0.2
2011	401			CR	20,000	23,300	23,600	17,800	9,600	9	0.1	3	0.0
2012	401			CTR	20,400	24,700	24,400	17,400	9,800	13	0.2	3	0.0
2013	401			CTR	20,800	25,300	26,200	17,700	10,000	13	0.2	6	0.1
2014	401			CTR	21,200	25,900	26,100	18,000	10,200	24	0.4	10	0.2
2015	401			CTR	21,600	26,400	26,600	18,400	10,400	15	0.2	4	0.1
2016	401			CTR	22,000	26,800	27,100	18,700	8,250	17	0.3	6	0.1
2017	401			CTR	22,400	29,900	29,800	18,300	8,400	16	0.2	6	0.1
2018	401			CTR	22,800	30,400	30,300	18,600	8,550	14	0.2	8	0.1
2019	401			CTR	23,200	30,900	30,800	18,900	8,700	18	0.3	5	0.1
2021	401			CTR	24,000	31,300	31,100	19,600	9,100	10	0.1	4	0.1
1988	401	S D & G RD 14 DICKINSON DR IC-770	11.3	IT	12,500	18,100	16,600	9,250	3,750	24	0.5	9	0.2
1989	401			IT	12,000	16,700	16,100	9,350	3,600	21	0.4	6	0.1
1990	401			CR	12,800	15,900	14,700	11,500	3,850	15	0.3	4	0.1
1991	401			IT	13,900	18,100	17,100	12,000	4,150	29	0.5	2	0.0
1992	401			IT	12,700	16,500	15,700	10,800	3,800	26	0.5	10	0.2
1993	401			LT	14,700	20,300	18,200	10,800	4,400	25	0.4	8	0.1
1994	401			IR	14,700	18,100	16,200	12,300	7,050	26	0.4	6	0.1
1995	401			IR	15,000	18,500	16,500	12,800	7,200	27	0.4	7	0.1
1996	401			LT	14,300	20,200	19,700	10,500	6,850	31	0.5	5	0.1
1997	401			LT	14,400	20,300	19,900	10,700	6,900	39	0.7	11	0.2
1998	401			LT	14,500	20,300	19,900	10,600	6,950	37	0.6	11	0.2
1999	401			LT	14,800	20,600	20,100	10,800	7,100	34	0.6	22	0.4
2000	401			LT	15,000	20,900	20,400	11,000	7,200	26	0.4	7	0.1
2001	401			CTR	15,100	19,100	18,300	12,700	7,250	23	0.4	4	0.1
2002	401			CTR	15,400	19,400	18,600	13,000	7,400	36	0.6	10	0.2
2003	401			CTR	15,200	18,900	18,200	12,900	7,300	26	0.4	8	0.1
2004	401			CTR	15,300	19,300	18,500	12,900	7,350	30	0.5	8	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2005	401			CTR	15,400	19,100	18,300	13,100	7,400	26	0.4	7	0.1
2006	401			CTR	15,500	19,200	18,400	13,200	7,450	21	0.3	8	0.1
2007	401			CTR	15,600	19,300	19,200	13,200	7,500	20	0.3	8	0.1
2008	401			CTR	15,700	19,400	19,100	13,300	7,550	26	0.4	11	0.2
2009	401			CTR	15,800	19,300	18,600	13,400	7,600	24	0.4	6	0.1
2010	401			CTR	15,900	19,400	18,600	13,500	7,650	19	0.3	6	0.1
2011	401			CTR	15,900	19,400	18,600	13,500	7,650	29	0.4	12	0.2
2012	401			CTR	16,000	19,400	19,200	13,600	7,700	29	0.4	14	0.2
2013	401			CTR	19,800	24,100	24,900	16,800	9,500	22	0.3	7	0.1
2014	401			CTR	16,900	20,600	20,800	14,400	8,100	24	0.3	15	0.2
2015	401			CTR	17,100	20,900	21,000	14,500	8,200	20	0.3	4	0.1
2016	401			CTR	16,400	20,000	20,200	13,900	6,300	20	0.3	8	0.1
2017	401			CTR	17,200	23,000	22,900	14,000	6,600	21	0.3	11	0.2
2018	401			CTR	17,300	23,100	23,000	14,100	6,650	12	0.2	9	0.1
2019	401			CTR	17,500	23,300	23,200	14,200	6,700	14	0.2	6	0.1
2021	401			CTR	17,700	23,100	23,000	14,400	6,750	14	0.2	5	0.1
1988	401	UPPER CANADA RD IC-758 S D & G RD 8A	8.1	IT	12,300	17,800	16,400	9,100	3,950	14	0.4	2	0.1
1989	401			IT	14,000	19,500	18,800	10,900	4,500	19	0.5	6	0.1
1990	401			CR	14,500	18,000	16,700	13,000	4,650	17	0.4	3	0.1
1991	401			IT	14,500	18,800	17,800	12,500	4,650	18	0.4	2	0.0
1992	401			IT	12,900	16,800	16,000	11,000	4,150	16	0.4	3	0.1
1993	401			CTR	15,100	19,000	18,300	12,800	4,850	19	0.4	3	0.1
1994	401			CR	14,400	17,700	16,400	13,000	5,900	12	0.3	7	0.2
1995	401			CR	14,900	18,500	17,600	12,800	4,000	18	0.4	3	0.1
1996	401			CR	14,500	17,900	17,000	12,400	3,900	21	0.5	1	0.0
1997	401			IT	14,700	19,300	19,000	12,200	5,600	11	0.3	2	0.0
1998	401			IT	14,800	19,100	18,900	12,000	6,050	25	0.6	10	0.2
1999	401			IT	15,400	19,900	19,600	12,500	6,300	18	0.4	7	0.2
2000	401			IT	15,600	20,100	19,800	12,800	6,400	10	0.2	3	0.1
2001	401			IT	15,700	20,500	20,000	12,800	6,450	22	0.5	5	0.1
2002	401			IT	15,800	20,600	20,100	13,000	6,500	16	0.3	3	0.1
2003	401			IT	16,000	20,400	20,400	13,100	6,550	24	0.5	3	0.1
2004	401			CR	16,400	20,200	19,200	13,900	6,700	14	0.3	3	0.1
2005	401			CR	16,400	19,900	19,100	13,800	6,700	11	0.2	2	0.0
2006	401			CR	16,500	20,000	19,200	13,900	6,750	12	0.2	4	0.1
2007	401			CR	16,400	19,800	19,800	13,800	6,700	17	0.4	3	0.1
2008	401			CR	16,800	20,300	20,200	14,200	6,900	23	0.5	5	0.1
2009	401			IR	17,000	20,400	18,500	14,400	6,950	10	0.2	5	0.1
2010	401			IR	17,200	20,500	18,700	14,600	7,050	13	0.3	5	0.1
2011	401			IR	17,400	20,800	20,300	14,900	7,150	13	0.3	5	0.1
2012	401			IR	16,800	20,000	19,500	14,400	6,900	9	0.2	5	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2013	401			CR	17,600	21,100	21,600	14,900	7,200	21	0.4	11	0.2
2014	401			CR	17,700	20,900	20,700	15,100	7,250	13	0.2	5	0.1
2015	401			CR	17,900	21,100	21,000	15,200	7,350	8	0.2	2	0.0
2016	401			CTR	18,200	22,200	22,400	15,500	7,100	16	0.3	11	0.2
2017	401			CTR	18,200	24,300	24,200	14,800	7,100	11	0.2	6	0.1
2018	401			CTR	18,400	24,600	24,500	15,000	7,150	16	0.3	8	0.1
2019	401			CTR	18,600	24,800	24,700	15,100	7,250	14	0.3	5	0.1
2021	401			CTR	18,900	24,600	24,500	15,400	7,350	12	0.2	11	0.2
1988	401	SD&G CTY RD 31 IC-750 MORRISBURG	12.5	IT	11,200	16,200	14,900	8,300	3,600	32	0.6	12	0.2
1989	401			IT	15,000	20,800	20,100	11,700	4,800	33	0.5	4	0.1
1990	401			IT	15,400	19,600	19,100	12,900	4,950	35	0.5	15	0.2
1991	401			IT	12,800	16,600	15,700	11,000	4,100	35	0.6	9	0.2
1992	401			IT	12,700	16,500	15,700	10,800	4,050	24	0.4	5	0.1
1993	401			IT	14,800	18,200	18,400	12,600	4,750	32	0.5	12	0.2
1994	401			IT	14,700	19,100	18,200	12,500	6,050	30	0.4	19	0.3
1995	401			IT	15,100	19,300	18,400	12,900	6,200	32	0.5	8	0.1
1996	401			IT	15,600	20,500	20,000	12,900	6,400	18	0.3	5	0.1
1997	401			IT	16,100	21,100	20,800	13,400	6,600	33	0.5	13	0.2
1998	401			IT	16,600	21,400	21,200	13,400	6,800	20	0.3	5	0.1
1999	401			IT	17,000	21,900	21,600	13,800	6,950	27	0.3	4	0.1
2000	401			IT	17,100	22,100	21,700	14,000	7,000	24	0.3	7	0.1
2001	401			IT	17,700	23,100	22,600	14,400	7,250	29	0.4	3	0.0
2002	401			IT	18,100	23,600	23,100	14,900	7,400	27	0.3	8	0.1
2003	401			IT	18,600	23,700	23,700	15,200	7,650	23	0.3	5	0.1
2004	401			IT	19,000	24,800	24,200	15,500	7,800	14	0.2	4	0.0
2005	401			IT	18,300	23,300	23,200	15,200	7,500	16	0.2	8	0.1
2006	401			IT	17,700	22,500	22,400	14,500	7,250	16	0.2	6	0.1
2007	401			IT	17,100	21,900	22,900	14,000	7,000	18	0.2	0	0.0
2008	401			IT	16,700	21,500	20,300	14,000	6,850	22	0.3	14	0.2
2009	401			IT	16,700	21,000	21,000	13,900	6,850	20	0.3	5	0.1
2010	401			IT	17,100	21,400	21,500	14,100	7,000	12	0.2	5	0.1
2011	401			IR	18,200	21,700	21,300	15,500	7,450	23	0.3	9	0.1
2012	401			CTR	16,900	20,500	20,200	14,400	6,950	28	0.4	11	0.1
2013	401			CR	16,000	19,200	19,700	13,500	6,550	36	0.5	14	0.2
2014	401			CR	17,900	21,100	21,000	15,200	7,350	17	0.2	6	0.1
2015	401			CR	17,900	21,100	21,000	15,200	7,350	14	0.2	6	0.1
2016	401			CTR	18,200	22,200	22,400	15,500	7,250	15	0.2	7	0.1
2017	401			CTR	18,100	24,200	24,100	14,700	7,200	13	0.2	6	0.1
2018	401			CTR	18,200	24,300	24,200	14,800	7,250	16	0.2	8	0.1
2019	401			CTR	18,300	24,400	24,300	14,900	7,250	19	0.2	5	0.1
2021	401			CTR	18,500	24,100	24,000	15,100	7,400	12	0.1	9	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1988	401	CARMAN RD IC-738 S D & G RD 1	7.9	IT	12,000	17,400	16,000	8,900	2,900	23	0.7	10	0.3
1989	401			IT	13,700	19,000	18,400	10,700	3,300	18	0.5	6	0.2
1990	401			IT	14,200	18,000	17,600	11,900	3,400	21	0.5	9	0.2
1991	401			IT	13,900	18,100	17,100	12,000	3,350	23	0.6	8	0.2
1992	401			IT	13,400	17,400	16,600	11,400	3,200	14	0.4	3	0.1
1993	401			IT	14,400	17,700	17,900	12,200	3,450	15	0.4	8	0.2
1994	401			IT	15,400	20,000	19,100	13,100	6,300	22	0.5	7	0.2
1995	401			IT	16,000	20,500	19,500	13,700	6,550	23	0.5	9	0.2
1996	401			IT	16,600	21,900	21,200	13,700	6,800	24	0.5	11	0.2
1997	401			IT	17,100	22,400	22,100	14,200	7,500	22	0.4	6	0.1
1998	401			IT	17,700	22,800	22,700	14,300	7,800	11	0.2	9	0.2
1999	401			IT	16,900	21,800	21,500	13,700	7,450	20	0.4	3	0.1
2000	401			IT	17,100	22,100	21,700	14,000	7,500	13	0.3	2	0.0
2001	401			IT	17,200	22,500	21,900	14,000	7,550	20	0.4	8	0.2
2002	401			IT	17,200	22,400	21,900	14,200	7,550	11	0.2	5	0.1
2003	401			IT	16,300	20,800	20,800	13,400	7,150	26	0.6	12	0.3
2004	401			IT	16,900	22,100	21,500	13,700	7,450	12	0.2	7	0.1
2005	401			IT	16,700	21,300	21,200	13,900	7,350	13	0.3	4	0.1
2006	401			IT	16,700	21,300	21,100	13,700	7,350	16	0.3	6	0.1
2007	401			CR	16,300	19,700	19,700	13,700	7,150	21	0.4	9	0.2
2008	401			CR	17,000	20,600	20,400	14,300	7,500	27	0.6	14	0.3
2009	401			CR	17,000	20,400	19,700	14,400	7,500	10	0.2	3	0.1
2010	401			CR	17,000	20,400	19,700	14,400	7,500	14	0.3	6	0.1
2011	401			CR	17,000	19,800	20,000	15,100	7,500	7	0.1	3	0.1
2012	401			CTR	16,900	20,500	20,200	14,400	7,450	19	0.4	9	0.2
2013	401			CR	19,000	22,800	23,400	16,100	8,350	24	0.4	6	0.1
2014	401			CR	17,500	20,600	20,500	14,900	7,700	21	0.4	13	0.3
2015	401			CR	17,500	20,600	20,500	14,900	7,700	6	0.1	1	0.0
2016	401			CTR	17,200	21,000	21,200	14,600	6,650	18	0.4	6	0.1
2017	401			CTR	17,600	23,500	23,400	14,300	6,800	11	0.2	2	0.0
2018	401			CTR	17,600	23,500	23,400	14,300	6,800	13	0.3	7	0.1
2019	401			CTR	17,700	23,600	23,500	14,400	6,850	9	0.2	5	0.1
2021	401			CTR	17,800	23,200	23,100	14,500	6,950	7	0.1	9	0.2
1988	401	SHANLY RD IC-730 L & G RD 22	8.7	IT	12,300	17,800	16,400	9,100	3,100	12	0.3	2	0.1
1989	401			IT	12,800	17,800	17,200	10,000	3,200	25	0.6	5	0.1
1990	401			IT	13,200	16,800	16,400	11,100	3,300	13	0.3	3	0.1
1991	401			IT	13,600	17,700	16,700	11,700	3,400	14	0.3	3	0.1
1992	401			IT	13,900	18,100	17,200	11,800	3,500	29	0.7	9	0.2
1993	401			IT	14,600	18,000	18,100	12,400	3,650	24	0.5	13	0.3
1994	401			IT	15,300	19,900	19,000	13,000	6,750	28	0.6	16	0.3
1995	401			IT	16,000	20,500	19,500	13,700	5,100	23	0.5	3	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1996	401			IT	15,400	20,300	19,700	12,700	4,950	25	0.5	4	0.1
1997	401			IR	15,400	19,200	17,200	13,100	6,150	27	0.6	8	0.2
1998	401			IR	15,500	19,200	17,400	13,000	4,950	19	0.4	6	0.1
1999	401			IT	16,300	21,000	20,700	13,200	5,200	32	0.6	5	0.1
2000	401			LT	17,800	24,800	24,300	13,000	5,700	18	0.3	5	0.1
2001	401			LT	16,800	23,500	22,900	12,300	7,900	26	0.5	4	0.1
2002	401			LT	17,000	23,800	23,100	12,500	6,950	13	0.2	5	0.1
2003	401			LT	16,800	23,100	22,600	12,400	8,550	12	0.2	4	0.1
2004	401			LT	17,400	24,400	23,700	12,700	7,500	20	0.4	4	0.1
2005	401			LT	17,600	24,100	23,600	12,900	7,550	15	0.3	4	0.1
2006	401			LT	17,800	24,400	23,800	13,100	7,100	20	0.4	5	0.1
2007	401			LT	18,000	24,700	25,400	13,200	7,200	22	0.4	11	0.2
2008	401			LT	18,200	24,900	23,900	13,400	6,200	24	0.4	1	0.0
2009	401			LT	18,400	24,800	24,300	13,600	6,250	13	0.2	4	0.1
2010	401			LT	18,600	25,000	24,500	13,700	6,300	16	0.3	3	0.1
2011	401			IR	18,800	22,400	22,000	16,100	6,400	10	0.2	5	0.1
2012	401			IR	19,000	22,600	22,000	16,200	6,450	19	0.3	12	0.2
2013	401			IR	17,500	20,800	22,300	14,900	5,950	12	0.2	4	0.1
2014	401			IR	19,100	22,700	22,800	16,300	6,500	14	0.2	5	0.1
2015	401			IR	19,300	23,000	23,000	16,400	6,550	22	0.4	3	0.0
2016	401			CTR	19,900	24,300	24,500	16,900	7,450	9	0.1	5	0.1
2017	401			CTR	19,700	26,300	26,200	16,100	7,400	19	0.3	4	0.1
2018	401			CTR	19,900	26,600	26,500	16,200	7,450	8	0.1	9	0.1
2019	401			CTR	20,100	26,800	26,700	16,400	7,550	23	0.4	16	0.3
2021	401			CTR	20,500	26,700	26,600	16,700	7,800	11	0.2	10	0.2
1988	401	HWY 16 IC-721B JOHNSTOWN	1.1	IT	16,500	23,900	21,900	12,200	4,450	3	0.5	1	0.2
1989	401			IT	18,900	26,300	25,300	14,700	5,100	2	0.3	2	0.3
1990	401			IR	19,900	25,300	22,100	16,300	5,350	0	0.0	0	0.0
1991	401			IT	20,100	26,100	24,700	17,300	5,450	3	0.4	0	0.0
1992	401			IT	20,300	26,400	25,200	17,300	5,500	7	0.9	3	0.4
1993	401			T	23,200	42,000	40,800	14,400	6,250	9	1.0	2	0.2
1994	401			LR	25,000	41,100	33,100	16,300	11,000	5	0.5	0	0.0
1995	401			IT	21,000	26,800	25,600	17,900	9,250	5	0.6	2	0.2
1996	401			IR	21,400	26,600	23,900	18,200	9,400	6	0.7	2	0.2
1997	401			IR	22,000	27,500	24,600	18,700	9,700	6	0.7	1	0.1
1998	401			IR	22,800	28,300	25,500	19,200	10,000	4	0.4	2	0.2
1999	401			IR	24,900	30,900	27,600	20,900	11,000	7	0.7	2	0.2
2000	401			IR	24,600	30,100	27,200	20,800	10,800	7	0.7	2	0.2
2001	401			IR	22,500	27,800	24,900	19,000	9,900	1	0.1	1	0.1
2002	401			IR	22,300	27,500	24,700	19,000	9,800	6	0.7	1	0.1
2003	401			IR	23,200	28,200	25,500	19,700	10,200	3	0.3	2	0.2

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2004	401			IR	20,500	25,300	22,700	17,300	9,000	5	0.6	3	0.4
2005	401			IR	20,200	24,400	22,100	17,200	8,900	5	0.6	3	0.4
2006	401			IR	19,000	22,900	20,800	16,100	8,350	6	0.8	0	0.0
2007	401			IR	17,600	21,300	21,300	14,900	7,750	3	0.4	0	0.0
2008	401			IR	19,000	23,000	22,600	16,200	8,350	9	1.2	3	0.4
2009	401			IR	19,000	22,800	20,700	16,200	8,350	3	0.4	0	0.0
2010	401			IR	18,700	22,300	20,400	15,900	8,250	2	0.3	1	0.1
2011	401			IR	18,400	21,900	21,500	15,700	8,100	10	1.4	4	0.5
2012	401			CTR	18,400	22,300	22,000	15,700	8,100	6	0.8	1	0.1
2013	401			CTR	17,700	21,500	22,300	15,000	7,800	9	1.3	1	0.1
2014	401			CTR	17,400	21,200	21,400	14,800	7,650	5	0.7	0	0.0
2015	401			CTR	17,100	20,900	21,000	14,500	7,500	2	0.3	1	0.1
2016	401			CTR	16,800	20,500	20,700	14,300	7,400	3	0.4	0	0.0
2017	401			CTR	16,400	21,900	21,800	13,400	7,200	4	0.6	1	0.2
2018	401			CTR	16,100	21,500	21,400	13,100	7,100	6	0.9	5	0.8
2019	401			CTR	15,800	21,100	21,000	12,900	6,950	0	0.0	0	0.0
2021	401			CTR	15,100	19,700	19,600	12,300	6,650	0	0.0	0	0.0
1988	401	HWY 416 IC-721A	4.0	IT	16,500	23,900	21,900	12,200	4,450	11	0.5	3	0.1
1989	401			IT	18,900	26,300	25,300	14,700	5,100	18	0.7	3	0.1
1990	401			IR	19,900	25,300	22,100	16,300	5,350	9	0.3	0	0.0
1991	401			IT	20,100	26,100	24,700	17,300	5,450	10	0.3	2	0.1
1992	401			IT	20,300	26,400	25,200	17,300	5,500	15	0.5	4	0.1
1993	401			T	23,200	42,000	40,800	14,400	6,250	17	0.5	3	0.1
1994	401			LR	25,000	41,100	33,100	16,300	11,000	18	0.5	4	0.1
1995	401			IT	21,000	26,800	25,600	17,900	9,250	22	0.7	9	0.3
1996	401			IR	21,400	26,600	23,900	18,200	9,400	18	0.6	6	0.2
1997	401			IR	22,000	27,500	24,600	18,700	9,700	14	0.4	7	0.2
1998	401			IR	22,800	28,300	25,500	19,200	10,000	12	0.4	2	0.1
1999	401			IR	23,900	29,600	26,500	20,100	10,500	12	0.3	5	0.1
2000	401			IR	24,600	30,100	27,200	20,800	10,800	17	0.5	6	0.2
2001	401			IR	25,000	30,900	27,700	21,100	11,000	23	0.6	10	0.3
2002	401			IR	25,800	31,800	28,600	21,900	11,400	21	0.6	9	0.2
2003	401			IR	26,400	32,000	29,000	22,400	11,600	23	0.6	4	0.1
2004	401			IR	26,000	32,100	28,800	22,000	11,400	28	0.7	9	0.2
2005	401			IR	26,400	31,900	28,900	22,500	11,600	19	0.5	6	0.2
2006	401			IR	26,800	32,300	29,300	22,800	11,800	26	0.7	15	0.4
2007	401			IR	27,200	33,000	32,900	23,000	7,600	20	0.5	6	0.2
2008	401			IR	27,800	33,700	33,000	23,800	7,800	16	0.4	12	0.3
2009	401			IR	28,200	33,800	30,700	24,000	7,900	23	0.6	4	0.1
2010	401			IR	28,600	34,000	31,100	24,300	8,000	22	0.5	8	0.2
2011	401			IR	29,000	34,600	33,900	24,800	8,100	10	0.2	3	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2012	401			CTR	29,400	35,700	35,200	25,000	8,250	19	0.4	7	0.2
2013	401			CTR	29,800	36,300	37,500	25,300	8,350	34	0.8	15	0.3
2014	401			CTR	30,300	37,000	37,300	25,800	8,500	8	0.2	2	0.0
2015	401			CTR	30,700	37,500	37,800	26,100	8,600	7	0.2	1	0.0
2016	401			CTR	31,100	37,900	38,300	26,400	7,850	10	0.2	3	0.1
2017	401			CTR	31,500	42,100	41,900	25,700	7,950	24	0.5	11	0.2
2018	401			CTR	31,900	42,600	42,400	26,000	8,050	17	0.4	7	0.2
2019	401			CTR	32,400	43,200	43,000	26,400	8,200	20	0.4	3	0.1
2021	401			CTR	33,200	43,300	43,000	27,100	8,300	12	0.3	6	0.1
1988	401	EDWARD ST IC-716 L & G RD 18	11.4	IT	14,700	21,300	19,600	10,900	3,800	25	0.4	3	0.0
1989	401			IT	15,200	21,100	20,400	11,900	3,950	38	0.6	8	0.1
1990	401			IR	15,800	20,100	17,500	13,000	4,100	26	0.4	6	0.1
1991	401			IT	16,100	20,900	19,800	13,800	4,200	41	0.6	9	0.1
1992	401			IT	16,900	22,000	21,000	14,400	4,400	36	0.5	7	0.1
1993	401			IT	17,600	21,600	21,800	15,000	4,600	39	0.5	13	0.2
1994	401			IT	19,700	25,600	24,400	16,700	8,650	42	0.5	13	0.2
1995	401			IT	21,800	27,900	26,600	18,600	9,600	49	0.5	11	0.1
1996	401			IR	23,900	29,700	26,700	20,400	10,500	34	0.3	7	0.1
1997	401			IT	24,100	31,600	31,100	20,000	10,600	42	0.4	9	0.1
1998	401			IT	24,300	31,300	31,100	19,700	10,700	39	0.4	7	0.1
1999	401			IT	25,000	32,200	31,800	20,200	11,000	34	0.3	13	0.1
2000	401			IR	24,900	30,500	27,600	21,000	11,000	33	0.3	8	0.1
2001	401			IT	26,600	34,700	33,900	21,600	11,700	34	0.3	10	0.1
2002	401			IT	26,700	34,800	34,000	22,000	11,700	38	0.3	8	0.1
2003	401			IR	27,700	33,600	30,500	23,500	12,200	34	0.3	9	0.1
2004	401			IR	27,900	34,500	30,900	23,600	12,300	46	0.4	10	0.1
2005	401			IT	28,300	36,000	35,900	23,500	12,500	42	0.4	11	0.1
2006	401			IR	28,500	34,400	31,100	24,200	12,500	55	0.5	19	0.2
2007	401			IR	29,900	36,200	36,100	25,300	8,350	49	0.4	14	0.1
2008	401			IR	30,500	36,900	36,300	26,100	8,550	58	0.5	19	0.1
2009	401			IR	31,200	37,400	34,000	26,500	8,750	31	0.2	12	0.1
2010	401			IR	31,900	38,000	34,700	27,200	8,950	30	0.2	6	0.0
2011	401			IR	32,500	38,800	38,000	27,800	9,100	37	0.3	11	0.1
2012	401			CTR	30,800	37,400	36,900	26,200	8,600	49	0.4	10	0.1
2013	401			CTR	33,800	41,100	42,500	28,700	9,450	39	0.3	10	0.1
2014	401			CTR	34,000	41,500	41,800	28,900	9,500	49	0.3	22	0.2
2015	401			CTR	34,600	42,200	42,600	29,400	9,700	43	0.3	15	0.1
2016	401			CTR	35,800	43,700	44,000	30,400	9,100	32	0.2	12	0.1
2017	401			CTR	36,000	48,100	47,900	29,300	9,150	36	0.2	11	0.1
2018	401			CTR	36,600	48,900	48,700	29,800	9,300	49	0.3	21	0.1
2019	401			CTR	37,200	49,600	49,300	30,300	9,450	40	0.3	20	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2021	401			CTR	38,500	50,200	49,900	31,400	9,600	23	0.1	10	0.1
1988	401	MAITLAND RD IC-705 L & G RD 15	6.6	IT	17,200	24,900	22,900	12,700	5,150	15	0.4	7	0.2
1989	401			IT	17,700	24,600	23,700	13,800	5,300	19	0.4	8	0.2
1990	401			IR	18,400	23,400	20,400	15,100	5,500	10	0.2	3	0.1
1991	401			IT	18,600	24,200	22,900	16,000	5,600	20	0.4	5	0.1
1992	401			IT	18,700	24,300	23,200	15,900	5,600	11	0.2	5	0.1
1993	401			IT	21,300	26,200	26,400	18,100	6,400	23	0.4	10	0.2
1994	401			IT	21,100	27,400	26,200	17,900	9,300	28	0.5	12	0.2
1995	401			IT	21,700	27,700	26,500	18,500	9,550	23	0.4	7	0.1
1996	401			IT	22,400	29,500	28,700	18,500	9,850	28	0.5	10	0.2
1997	401			IT	23,100	30,300	29,800	19,200	10,200	25	0.4	7	0.1
1998	401			IT	23,800	30,700	30,500	19,300	10,500	24	0.4	2	0.0
1999	401			IT	24,500	31,600	31,100	19,800	10,800	28	0.5	4	0.1
2000	401			IT	25,200	32,500	32,000	20,700	11,100	19	0.3	1	0.0
2001	401			IT	25,800	33,700	32,900	21,000	11,400	24	0.4	6	0.1
2002	401			IT	26,500	34,500	33,800	21,800	11,700	20	0.3	1	0.0
2003	401			IR	27,200	33,000	29,900	23,100	12,000	26	0.4	12	0.2
2004	401			IR	28,900	35,700	32,000	24,400	6,350	17	0.2	3	0.0
2005	401			IR	29,000	35,000	31,800	24,700	6,400	17	0.2	5	0.1
2006	401			IR	29,000	35,000	31,700	24,600	6,400	21	0.3	5	0.1
2007	401			IR	30,200	36,600	36,500	25,600	6,650	19	0.3	3	0.0
2008	401			IR	30,900	37,400	36,700	26,400	6,800	22	0.3	4	0.1
2009	401			IR	31,600	37,900	34,400	26,900	6,950	24	0.3	7	0.1
2010	401			IR	32,300	38,500	35,200	27,500	7,100	17	0.2	4	0.1
2011	401			IR	33,000	39,400	38,500	28,200	7,250	22	0.3	7	0.1
2012	401			CTR	31,100	37,700	37,300	26,500	6,850	23	0.3	6	0.1
2013	401			C	34,400	37,900	37,400	31,000	7,550	25	0.3	10	0.1
2014	401			C	34,700	38,200	37,100	31,200	7,650	32	0.4	12	0.1
2015	401			C	35,300	38,800	37,800	31,800	7,750	32	0.4	6	0.1
2016	401			UC	36,500	36,600	35,100	34,600	9,050	18	0.2	3	0.0
2017	401			UC	36,800	36,600	36,900	35,300	9,150	16	0.2	6	0.1
2018	401			UC	37,400	37,100	37,700	35,900	9,300	17	0.2	6	0.1
2019	401			UC	38,100	37,500	38,100	36,700	9,450	33	0.4	31	0.3
2021	401			UC	39,500	39,600	40,100	38,100	9,900	19	0.2	6	0.1
1988	401	N AUGUSTA RD IC-698 BROCKVILLE	1.8	IT	15,300	22,200	20,300	11,300	4,600	6	0.6	3	0.3
1989	401			IT	16,000	22,200	21,400	12,500	4,800	10	0.9	0	0.0
1990	401			IR	16,600	21,100	18,400	13,600	5,000	6	0.5	0	0.0
1991	401			IT	16,900	22,000	20,800	14,500	5,050	9	0.8	0	0.0
1992	401			IT	17,500	22,800	21,700	14,900	5,250	5	0.4	1	0.1
1993	401			IT	18,100	22,300	22,400	15,400	5,450	14	1.2	3	0.2
1994	401			IT	18,800	24,400	23,300	16,000	8,250	8	0.6	3	0.2

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1995	401			IT	19,400	24,800	23,700	16,600	8,550	5	0.4	3	0.2
1996	401			IT	20,000	26,300	25,600	16,500	8,800	3	0.2	1	0.1
1997	401			IT	20,600	27,000	26,600	17,100	9,050	7	0.5	1	0.1
1998	401			IT	21,200	27,300	27,100	17,200	9,350	6	0.4	3	0.2
1999	401			IT	22,300	28,800	28,300	18,100	9,800	5	0.3	2	0.1
2000	401			IT	23,100	29,800	29,300	18,900	10,200	5	0.3	1	0.1
2001	401			IT	23,800	31,100	30,300	19,400	10,500	1	0.1	1	0.1
2002	401			IT	24,600	32,000	31,300	20,300	10,800	4	0.2	2	0.1
2003	401			IR	25,200	30,600	27,700	21,400	11,100	3	0.2	0	0.0
2004	401			IR	26,400	32,600	29,300	22,300	11,600	6	0.3	3	0.2
2005	401			IR	26,800	32,300	29,400	22,800	11,800	6	0.3	1	0.1
2006	401			IR	27,600	33,300	30,200	23,400	12,100	4	0.2	1	0.1
2007	401			IR	28,400	34,400	34,300	24,100	12,500	7	0.4	2	0.1
2008	401			IR	29,100	35,200	34,600	24,900	12,800	2	0.1	0	0.0
2009	401			IR	29,400	35,300	32,000	25,000	12,900	11	0.6	2	0.1
2010	401			IR	29,800	35,500	32,500	25,400	13,100	3	0.2	2	0.1
2011	401			IR	27,000	32,200	31,500	23,100	11,900	15	0.8	6	0.3
2012	401			CTR	33,300	40,400	39,900	28,400	14,700	10	0.4	3	0.1
2013	401			C	31,600	34,800	34,400	28,400	13,900	9	0.4	4	0.2
2014	401			C	32,700	36,000	35,000	29,400	14,400	10	0.5	2	0.1
2015	401			C	33,400	36,700	35,700	30,100	14,700	8	0.4	0	0.0
2016	401			CTR	33,600	41,000	41,300	28,600	9,200	2	0.1	0	0.0
2017	401			CTR	34,700	46,400	46,100	28,300	9,500	6	0.3	3	0.1
2018	401			CTR	35,400	47,300	47,100	28,800	9,700	2	0.1	2	0.1
2019	401			CTR	36,100	48,100	47,900	29,400	9,900	5	0.2	3	0.1
2021	401			CTR	37,400	48,800	48,500	30,500	10,100	2	0.1	1	0.0
1988	401	HWY 29 IC-696 STEWART BV BROCKVILLE	9.8	IT	15,000	21,800	20,000	11,100	3,900	29	0.5	5	0.1
1989	401			IT	15,700	21,800	21,000	12,200	4,100	40	0.7	10	0.2
1990	401			IR	16,400	20,800	18,200	13,400	4,250	25	0.4	3	0.1
1991	401			IT	16,800	21,800	20,700	14,400	4,350	40	0.7	14	0.2
1992	401			IT	17,500	22,800	21,700	14,900	4,550	47	0.7	8	0.1
1993	401			IT	19,100	23,500	23,700	16,200	4,950	41	0.6	17	0.2
1994	401			IT	19,100	24,800	23,700	16,200	8,400	32	0.5	12	0.2
1995	401			IT	19,900	25,400	24,300	17,000	8,750	30	0.4	7	0.1
1996	401			IT	20,600	27,100	26,400	17,000	9,050	22	0.3	5	0.1
1997	401			IT	21,300	27,900	27,500	17,700	9,350	29	0.4	3	0.0
1998	401			IT	22,000	28,400	28,200	17,800	9,700	29	0.4	4	0.1
1999	401			IT	22,100	28,500	28,100	17,900	9,700	26	0.3	9	0.1
2000	401			IT	22,600	29,200	28,700	18,500	9,950	33	0.4	10	0.1
2001	401			IT	23,100	30,200	29,400	18,800	10,200	26	0.3	7	0.1
2002	401			IT	23,700	30,800	30,200	19,500	10,400	23	0.3	5	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2003	401			IR	23,900	29,000	26,300	20,300	10,500	44	0.5	8	0.1
2004	401			IR	24,700	30,500	27,400	20,900	10,900	55	0.6	13	0.1
2005	401			IR	25,200	30,400	27,600	21,500	11,100	35	0.4	10	0.1
2006	401			IR	25,700	31,000	28,100	21,800	11,300	31	0.3	13	0.1
2007	401			IR	26,300	31,900	31,800	22,300	11,600	41	0.4	10	0.1
2008	401			IR	26,800	32,500	31,900	22,900	11,800	26	0.3	4	0.0
2009	401			IR	27,300	32,800	29,800	23,200	12,000	27	0.3	4	0.0
2010	401			IR	27,800	33,100	30,300	23,700	12,200	19	0.2	4	0.0
2011	401			IR	28,300	33,800	33,000	24,200	12,500	40	0.4	5	0.0
2012	401			CTR	26,000	31,500	31,100	22,100	11,400	26	0.3	3	0.0
2013	401			CTR	26,500	32,300	33,300	22,500	11,700	46	0.5	25	0.3
2014	401			CTR	28,800	35,100	35,400	24,500	12,700	20	0.2	5	0.0
2015	401			CTR	29,200	35,600	35,900	24,800	12,800	30	0.3	4	0.0
2016	401			CTR	31,000	37,800	38,100	26,400	8,400	17	0.2	9	0.1
2017	401			CTR	30,300	40,500	40,300	24,700	8,200	24	0.2	5	0.0
2018	401			CTR	30,800	41,100	41,000	25,100	8,350	24	0.2	5	0.0
2019	401			CTR	31,300	41,700	41,500	25,500	8,500	23	0.2	7	0.1
2021	401			CTR	32,200	42,000	41,800	26,300	8,700	10	0.1	3	0.0
1988	401	HWY 2 IC-687	1.9	IT	14,200	20,600	18,900	10,500	3,700	6	0.6	0	0.0
1989	401			IT	15,200	21,100	20,400	11,900	3,950	8	0.8	1	0.1
1990	401			IR	16,000	20,300	17,800	13,100	4,150	9	0.8	4	0.4
1991	401			IT	16,400	21,300	20,200	14,100	4,250	5	0.4	0	0.0
1992	401			IT	17,000	22,100	21,100	14,400	4,400	9	0.8	1	0.1
1993	401			IT	17,700	21,800	21,900	15,000	4,600	7	0.6	3	0.2
1994	401			IT	18,400	23,900	22,800	15,600	8,100	12	0.9	3	0.2
1995	401			IT	19,200	24,500	23,400	16,400	8,450	12	0.9	2	0.2
1996	401			IT	19,900	26,200	25,500	16,400	8,750	12	0.9	4	0.3
1997	401			IT	20,600	27,000	26,600	17,100	9,050	10	0.7	1	0.1
1998	401			IT	21,300	27,500	27,300	17,300	9,350	8	0.5	3	0.2
1999	401			IT	20,100	25,900	25,500	16,300	8,850	5	0.4	1	0.1
2000	401			IT	21,100	27,200	26,800	17,300	9,300	7	0.5	1	0.1
2001	401			IT	22,100	28,900	28,200	18,000	9,700	2	0.1	1	0.1
2002	401			IT	23,100	30,100	29,400	19,000	10,200	6	0.4	1	0.1
2003	401			IR	25,000	30,300	27,500	21,200	11,000	9	0.5	6	0.3
2004	401			IR	25,000	30,900	27,700	21,100	11,000	6	0.3	3	0.2
2005	401			IR	26,400	31,900	28,900	22,500	11,600	13	0.7	1	0.1
2006	401			IR	27,000	32,600	29,500	22,900	11,900	6	0.3	4	0.2
2007	401			IR	27,000	32,700	32,600	22,900	11,900	11	0.6	3	0.2
2008	401			IR	27,800	33,700	33,000	23,800	12,200	10	0.5	3	0.2
2009	401			IR	28,500	34,200	31,100	24,200	12,500	10	0.5	5	0.3
2010	401			IR	29,200	34,800	31,800	24,900	12,800	3	0.1	1	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2011	401			IR	27,900	33,300	32,600	23,800	12,300	20	1.0	5	0.3
2012	401			CTR	28,500	34,600	34,100	24,300	12,500	7	0.4	3	0.2
2013	401			CTR	30,600	37,200	38,500	26,000	13,500	14	0.7	7	0.3
2014	401			CTR	31,100	37,900	38,300	26,400	13,700	14	0.7	5	0.2
2015	401			CTR	31,800	38,800	39,100	27,000	14,000	10	0.5	0	0.0
2016	401			CTR	32,400	39,500	39,900	27,500	14,300	8	0.4	1	0.0
2017	401			CTR	33,000	44,100	43,900	26,900	14,500	14	0.6	2	0.1
2018	401			CTR	33,700	45,000	44,800	27,400	14,800	7	0.3	4	0.2
2019	401			CTR	34,300	45,700	45,500	27,900	15,100	11	0.5	4	0.2
2021	401			CTR	35,600	46,400	46,200	29,000	15,700	8	0.3	5	0.2
1988	401	THOUSAND ISLANDS PKWY(WBL) IC-685	9.2	IT	15,600	22,600	20,700	11,500	4,050	28	0.5	6	0.1
1989	401			IT	16,800	23,400	22,500	13,100	4,350	32	0.6	4	0.1
1990	401			IR	18,000	22,900	20,000	14,800	4,700	22	0.4	4	0.1
1991	401			IT	18,200	23,700	22,400	15,700	4,750	26	0.4	6	0.1
1992	401			IT	17,900	23,300	22,200	15,200	4,650	49	0.8	4	0.1
1993	401			IT	18,500	22,800	22,900	15,700	4,800	55	0.9	9	0.1
1994	401			IT	19,000	24,700	23,600	16,200	8,350	44	0.7	20	0.3
1995	401			IT	19,600	25,100	23,900	16,700	8,600	36	0.5	6	0.1
1996	401			CTR	20,100	25,700	24,700	16,900	8,850	32	0.5	11	0.2
1997	401			CTR	21,900	28,000	26,900	18,400	9,650	30	0.4	7	0.1
1998	401			IT	22,700	29,300	29,100	18,400	10,000	27	0.4	6	0.1
1999	401			CTR	22,300	28,100	27,000	18,700	9,800	43	0.6	18	0.2
2000	401			CTR	22,900	28,900	27,700	19,200	10,100	29	0.4	12	0.2
2001	401			CTR	23,500	29,700	28,400	19,800	10,300	27	0.3	8	0.1
2002	401			CTR	24,100	30,400	29,200	20,300	10,600	33	0.4	8	0.1
2003	401			IR	24,700	30,000	27,200	21,000	10,900	28	0.3	4	0.0
2004	401			IR	24,900	30,800	27,600	21,000	11,000	17	0.2	5	0.1
2005	401			IR	25,900	31,300	28,400	22,100	11,400	35	0.4	4	0.0
2006	401			IR	26,200	31,600	28,600	22,300	11,500	31	0.4	8	0.1
2007	401			HT	27,000	43,600	39,700	12,700	11,900	39	0.4	25	0.3
2008	401			HT	27,600	43,700	42,900	13,200	12,100	59	0.6	18	0.2
2009	401			IR	28,200	33,800	30,700	24,000	12,400	30	0.3	9	0.1
2010	401			IR	28,800	34,300	31,400	24,500	12,700	26	0.3	7	0.1
2011	401			IR	23,000	27,400	26,900	19,600	10,100	14	0.2	5	0.1
2012	401			CTR	25,700	31,200	30,800	21,900	11,300	8	0.1	1	0.0
2013	401			CTR	28,400	34,600	35,700	24,100	12,500	27	0.3	6	0.1
2014	401			CTR	28,800	35,100	35,400	24,500	12,700	18	0.2	5	0.1
2015	401			CTR	29,300	35,700	36,000	24,900	12,900	32	0.3	12	0.1
2016	401			CTR	30,400	37,100	37,400	25,800	9,200	20	0.2	6	0.1
2017	401			CTR	30,200	40,400	40,100	24,600	9,100	31	0.3	10	0.1
2018	401			CTR	30,700	41,000	40,800	25,000	9,250	25	0.2	16	0.2

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2019	401			CTR	31,100	41,400	41,300	25,300	9,400	31	0.3	11	0.1
2021	401			CTR	32,000	41,700	41,500	26,100	9,600	23	0.2	9	0.1
1988	401	MALLORYTOWN RD IC-675 L & G RD 5	14.3	IT	14,900	21,600	19,800	11,000	3,850	37	0.5	9	0.1
1989	401			IT	15,600	21,700	20,900	12,200	4,050	62	0.8	6	0.1
1990	401			IR	16,000	20,300	17,800	13,100	4,500	69	0.8	14	0.2
1991	401			IT	16,600	21,600	20,400	14,300	4,650	53	0.6	10	0.1
1992	401			IT	17,600	22,900	21,800	15,000	4,950	69	0.8	14	0.2
1993	401			IT	18,700	23,000	23,200	15,900	5,250	72	0.7	13	0.1
1994	401			IT	19,800	25,700	24,600	16,800	8,700	43	0.4	12	0.1
1995	401			IT	21,000	26,800	25,600	17,900	9,250	41	0.4	8	0.1
1996	401			IT	22,500	29,600	28,800	18,500	9,900	45	0.4	11	0.1
1997	401			IT	23,200	30,400	29,900	19,300	10,200	42	0.3	9	0.1
1998	401			IT	24,300	31,300	31,100	19,700	10,700	43	0.3	8	0.1
1999	401			IT	25,400	32,800	32,300	20,600	11,200	65	0.5	16	0.1
2000	401			IT	26,500	34,200	33,700	21,700	11,700	60	0.4	21	0.2
2001	401			IT	27,600	36,100	35,200	22,500	12,100	51	0.4	9	0.1
2002	401			IT	28,200	36,700	35,900	23,200	12,400	53	0.4	12	0.1
2003	401			IT	29,600	37,800	37,700	24,200	13,000	79	0.5	19	0.1
2004	401			IT	30,000	39,200	38,200	24,400	13,200	52	0.3	14	0.1
2005	401			IT	26,400	33,600	33,500	21,900	11,600	59	0.4	17	0.1
2006	401			IT	26,900	34,200	34,000	22,100	11,800	36	0.3	13	0.1
2007	401			IT	29,500	37,800	39,500	24,100	13,000	55	0.4	11	0.1
2008	401			IT	30,000	38,600	36,500	25,200	13,200	42	0.3	16	0.1
2009	401			IR	28,000	33,600	30,500	23,800	12,300	26	0.2	7	0.0
2010	401			IR	30,200	36,000	32,900	25,700	13,300	37	0.2	13	0.1
2011	401			IR	31,500	37,600	36,800	26,900	13,900	43	0.3	14	0.1
2012	401			CTR	25,700	31,200	30,800	21,900	11,300	32	0.2	9	0.1
2013	401			CTR	26,500	32,300	33,300	22,500	11,700	54	0.4	30	0.2
2014	401			CTR	30,800	37,600	37,900	26,200	13,600	44	0.3	14	0.1
2015	401			CTR	31,200	38,100	38,400	26,500	13,700	52	0.3	12	0.1
2016	401			CTR	34,300	41,800	42,200	29,200	9,850	51	0.3	22	0.1
2017	401			CTR	32,500	43,400	43,200	26,500	9,350	53	0.3	33	0.2
2018	401			CTR	32,900	43,900	43,800	26,800	9,450	33	0.2	22	0.1
2019	401			CTR	33,300	44,400	44,200	27,100	9,550	28	0.2	12	0.1
2021	401			CTR	34,200	44,600	44,300	27,900	9,900	18	0.1	6	0.0
1988	401	HWY 137 IC-661 HILL ISLAND BR TO USA	2.0	IT	14,200	20,600	18,900	10,500	3,550	5	0.5	1	0.1
1989	401			IT	15,000	20,800	20,100	11,700	3,750	6	0.5	4	0.4
1990	401			IR	15,500	19,700	17,200	12,700	2,150	10	0.9	4	0.3
1991	401			IT	16,300	21,200	20,000	14,000	2,300	6	0.5	0	0.0
1992	401			IT	18,800	24,400	23,300	16,000	2,650	11	0.8	3	0.2
1993	401			IT	19,400	23,900	24,100	16,500	2,700	9	0.6	4	0.3

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1994	401			IT	19,900	25,900	24,700	16,900	2,800	8	0.5	4	0.3
1995	401			IT	20,600	26,300	25,100	17,600	2,900	9	0.6	3	0.2
1996	401			IT	21,600	28,400	27,600	17,800	3,000	15	0.9	4	0.2
1997	401			IT	22,500	29,500	29,000	18,700	7,650	11	0.7	1	0.1
1998	401			IT	23,400	30,200	30,000	19,000	7,950	7	0.4	3	0.2
1999	401			IT	23,100	29,800	29,300	18,700	7,850	9	0.5	2	0.1
2000	401			IT	23,600	30,400	30,000	19,400	8,000	10	0.6	0	0.0
2001	401			IT	24,100	31,500	30,700	19,600	8,200	8	0.4	5	0.3
2002	401			IT	24,600	32,000	31,300	20,300	8,350	6	0.3	4	0.2
2003	401			IR	25,400	30,800	27,900	21,600	8,650	9	0.5	1	0.1
2004	401			IR	25,600	31,600	28,400	21,600	8,700	10	0.5	5	0.3
2005	401			IR	25,700	31,000	28,200	21,900	8,750	17	0.9	1	0.1
2006	401			IR	26,700	32,200	29,200	22,700	9,100	8	0.4	4	0.2
2007	401			IR	26,800	32,500	32,400	22,700	8,050	10	0.5	1	0.1
2008	401			IR	24,200	29,300	28,800	20,700	7,250	10	0.6	3	0.2
2009	401			IR	25,200	30,200	27,500	21,400	7,550	8	0.4	3	0.2
2010	401			IR	27,100	32,300	29,500	23,100	8,150	8	0.4	1	0.0
2011	401			IR	27,500	32,800	32,100	23,500	8,250	11	0.5	1	0.0
2012	401			CTR	27,900	33,800	33,400	23,800	8,350	4	0.2	2	0.1
2013	401			CTR	28,300	34,400	35,600	24,000	8,500	13	0.6	10	0.5
2014	401			CTR	28,600	34,900	35,200	24,300	8,600	12	0.6	14	0.7
2015	401			CTR	24,700	30,100	30,400	21,000	7,400	7	0.4	3	0.2
2016	401			CTR	28,500	34,800	35,100	24,200	7,900	11	0.5	3	0.1
2017	401			CTR	28,900	38,600	38,400	23,500	8,000	6	0.3	2	0.1
2018	401			CTR	29,200	39,000	38,800	23,800	8,100	17	0.8	4	0.2
2019	401			CTR	29,600	39,400	39,300	24,100	8,200	6	0.3	4	0.2
2021	401			CTR	30,200	39,400	39,200	24,600	8,450	6	0.3	2	0.1
1988	401	REYNOLDS RD IC-659	11.1	IT	14,300	20,700	19,000	10,600	4,300	25	0.4	3	0.1
1989	401			IT	15,100	21,000	20,200	11,800	4,550	36	0.6	14	0.2
1990	401			IR	15,800	20,100	17,500	13,000	4,750	22	0.3	8	0.1
1991	401			IT	16,400	21,300	20,200	14,100	4,900	40	0.6	6	0.1
1992	401			IT	18,900	24,600	23,400	16,100	5,650	33	0.4	10	0.1
1993	401			IT	19,500	24,000	24,200	16,600	5,850	48	0.6	11	0.1
1994	401			IR	19,900	24,500	21,900	16,700	8,150	41	0.5	10	0.1
1995	401			IR	20,900	25,700	23,000	17,800	6,500	30	0.4	4	0.0
1996	401			IR	21,400	26,600	23,900	18,200	6,650	19	0.2	3	0.0
1997	401			IR	21,900	27,400	24,500	18,600	7,900	44	0.5	12	0.1
1998	401			IR	22,500	27,900	25,200	18,900	7,000	26	0.3	8	0.1
1999	401			IR	23,200	28,800	25,800	19,500	5,800	47	0.5	11	0.1
2000	401			IR	23,900	29,300	26,500	20,200	6,000	30	0.3	5	0.1
2001	401			IR	24,500	30,300	27,100	20,700	8,350	23	0.2	5	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2002	401			IR	25,000	30,800	27,700	21,300	8,000	43	0.4	8	0.1
2003	401			IR	25,600	31,100	28,200	21,700	8,200	26	0.3	6	0.1
2004	401			IR	26,300	32,500	29,100	22,200	8,950	25	0.2	6	0.1
2005	401			IR	26,500	32,000	29,000	22,600	9,000	40	0.4	4	0.0
2006	401			IR	26,800	32,300	29,300	22,800	9,100	25	0.2	9	0.1
2007	401			IR	26,900	32,600	32,500	22,800	8,050	28	0.3	5	0.0
2008	401			IR	27,000	32,700	32,100	23,100	8,100	42	0.4	17	0.2
2009	401			IR	28,100	33,700	30,600	23,900	8,450	34	0.3	9	0.1
2010	401			IR	26,300	31,300	28,600	22,400	7,900	14	0.1	4	0.0
2011	401			IR	26,300	31,400	30,700	22,500	7,900	22	0.2	7	0.1
2012	401			CTR	25,100	30,500	30,100	21,400	7,550	28	0.3	5	0.0
2013	401			CTR	29,100	35,400	36,600	24,700	8,750	40	0.3	15	0.1
2014	401			CTR	28,900	35,300	35,500	24,600	8,650	26	0.2	11	0.1
2015	401			CTR	29,300	35,700	36,000	24,900	8,800	38	0.3	12	0.1
2016	401			CTR	30,400	37,100	37,400	25,800	7,800	48	0.4	17	0.1
2017	401			CTR	30,200	40,400	40,100	24,600	7,750	30	0.2	14	0.1
2018	401			CTR	30,600	40,900	40,700	24,900	7,850	32	0.3	4	0.0
2019	401			CTR	31,000	41,300	41,100	25,200	7,950	24	0.2	6	0.0
2021	401			CTR	31,800	41,500	41,200	25,900	8,250	22	0.2	11	0.1
1988	401	HWY 2 IC-648	1.4	IT	13,400	19,400	17,800	9,900	3,500	8	1.2	1	0.1
1989	401			IT	14,200	19,700	19,000	11,100	3,700	11	1.5	2	0.3
1990	401			IR	15,000	19,000	16,600	12,300	3,900	7	0.9	2	0.3
1991	401			IT	15,800	20,500	19,400	13,600	4,100	9	1.1	3	0.4
1992	401			IT	16,700	21,700	20,700	14,200	4,350	2	0.2	0	0.0
1993	401			IT	17,500	21,500	21,700	14,900	4,550	1	0.1	0	0.0
1994	401			IT	18,500	24,000	22,900	15,700	7,600	7	0.8	4	0.4
1995	401			IT	19,500	24,900	23,800	16,700	8,000	5	0.5	0	0.0
1996	401			IT	20,000	26,300	25,600	16,500	8,200	4	0.4	0	0.0
1997	401			IT	20,800	27,200	26,800	17,300	8,550	5	0.5	1	0.1
1998	401			IT	21,700	28,000	27,800	17,600	8,900	8	0.7	2	0.2
1999	401			IT	21,300	27,500	27,100	17,300	8,750	13	1.2	3	0.3
2000	401			IT	21,700	28,000	27,600	17,800	8,900	9	0.8	4	0.4
2001	401			IR	22,000	27,200	24,400	18,600	9,000	7	0.6	2	0.2
2002	401			IR	22,500	27,700	24,900	19,100	9,200	5	0.4	1	0.1
2003	401			IR	22,700	27,600	25,000	19,300	9,300	7	0.6	3	0.3
2004	401			IR	23,400	28,900	25,900	19,800	9,600	11	0.9	2	0.2
2005	401			IR	23,900	28,800	26,200	20,400	9,800	7	0.6	1	0.1
2006	401			IR	24,300	29,300	26,600	20,600	9,950	6	0.5	2	0.2
2007	401			IR	24,000	29,100	29,000	20,300	7,200	7	0.6	3	0.2
2008	401			IR	23,100	28,000	27,500	19,700	6,950	7	0.6	2	0.2
2009	401			IR	24,900	29,900	27,100	21,200	7,450	3	0.2	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2010	401			IR	25,200	30,000	27,400	21,400	7,550	6	0.5	0	0.0
2011	401			IR	25,600	30,500	29,900	21,900	7,700	11	0.9	5	0.4
2012	401			IR	26,000	30,900	30,100	22,200	7,800	5	0.4	0	0.0
2013	401			IR	26,300	31,300	33,600	22,400	7,900	13	1.0	3	0.2
2014	401			IR	26,700	31,800	31,900	22,700	8,000	10	0.7	2	0.1
2015	401			IR	27,100	32,300	32,300	23,100	8,150	2	0.1	0	0.0
2016	401			CTR	27,400	33,400	33,700	23,300	7,350	5	0.4	1	0.1
2017	401			CTR	27,800	37,200	37,000	22,700	7,450	3	0.2	1	0.1
2018	401			CTR	28,200	37,700	37,500	23,000	7,550	8	0.6	2	0.1
2019	401			CTR	28,500	38,000	37,800	23,200	7,650	6	0.4	2	0.1
2021	401			CTR	29,300	38,200	38,000	23,900	7,900	2	0.1	1	0.1
1988	401	THOUSAND ISLANDS PKWY(EBL) IC-647	1.5	IT	14,800	21,500	19,700	11,000	3,100	7	0.9	1	0.1
1989	401			IT	15,500	21,500	20,800	12,100	3,250	10	1.2	4	0.5
1990	401			IR	16,400	20,800	18,200	13,400	3,450	10	1.1	1	0.1
1991	401			IT	17,000	22,100	20,900	14,600	3,550	5	0.5	1	0.1
1992	401			IT	19,400	25,200	24,100	16,500	4,050	4	0.4	2	0.2
1993	401			IT	22,100	27,200	27,400	18,800	4,650	8	0.7	1	0.1
1994	401			IT	20,000	26,000	24,800	17,000	8,200	4	0.4	2	0.2
1995	401			IT	21,000	26,800	25,600	17,900	8,600	4	0.3	2	0.2
1996	401			IT	21,500	28,300	27,500	17,700	8,800	5	0.4	1	0.1
1997	401			IT	22,300	29,200	28,800	18,500	9,150	5	0.4	1	0.1
1998	401			IT	23,100	29,800	29,600	18,700	9,450	3	0.2	1	0.1
1999	401			IT	23,200	29,900	29,500	18,800	9,500	12	0.9	2	0.2
2000	401			IT	23,800	30,700	30,200	19,500	9,750	3	0.2	0	0.0
2001	401			IT	24,300	31,700	31,000	19,800	9,950	6	0.5	1	0.1
2002	401			IT	24,900	32,400	31,700	20,500	10,200	10	0.7	1	0.1
2003	401			CTR	25,500	31,700	30,500	21,600	10,500	2	0.1	0	0.0
2004	401			IR	25,700	31,800	28,500	21,700	10,500	13	0.9	0	0.0
2005	401			IR	26,600	32,100	29,100	22,700	10,900	7	0.5	3	0.2
2006	401			IR	27,100	32,700	29,600	23,000	11,100	6	0.4	1	0.1
2007	401			IR	27,700	33,600	33,500	23,500	8,300	6	0.4	2	0.1
2008	401			IR	28,200	34,200	33,500	24,100	8,450	7	0.5	1	0.1
2009	401			IR	24,700	29,600	26,900	21,000	7,400	8	0.6	2	0.1
2010	401			IR	28,300	33,700	30,800	24,100	8,500	5	0.3	1	0.1
2011	401			IR	28,800	34,400	33,600	24,600	8,650	5	0.3	3	0.2
2012	401			IR	32,100	38,200	37,200	27,400	9,650	4	0.2	1	0.1
2013	401			IR	28,000	33,300	35,700	23,800	8,400	2	0.1	0	0.0
2014	401			IR	30,400	36,200	36,300	25,900	9,100	14	0.8	4	0.2
2015	401			IR	30,900	36,800	36,900	26,300	9,250	8	0.5	0	0.0
2016	401			CTR	31,100	37,900	38,300	26,400	8,250	7	0.4	2	0.1
2017	401			CTR	31,800	42,500	42,300	25,900	8,450	8	0.5	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2018	401			CTR	32,300	43,100	43,000	26,300	8,600	9	0.5	4	0.2
2019	401			CTR	32,700	43,600	43,400	26,600	8,700	6	0.3	1	0.1
2021	401			CTR	33,700	43,900	43,700	27,500	9,100	5	0.3	0	0.0
1988	401	HWY 32 IC-645	15.8	IT	15,500	22,500	20,600	11,500	3,900	37	0.4	7	0.1
1989	401			IT	16,400	22,800	22,000	12,800	4,100	47	0.5	11	0.1
1990	401			IR	17,300	22,000	19,200	14,200	4,300	38	0.4	7	0.1
1991	401			IT	18,000	23,400	22,100	15,500	4,500	38	0.4	5	0.0
1992	401			IT	18,900	24,600	23,400	16,100	4,700	38	0.3	15	0.1
1993	401			IT	19,900	24,500	24,700	16,900	5,000	60	0.5	16	0.1
1994	401			IT	20,900	27,200	25,900	17,800	8,550	47	0.4	10	0.1
1995	401			IT	21,900	28,000	26,700	18,700	9,000	60	0.5	10	0.1
1996	401			IT	22,500	29,600	28,800	18,500	9,200	47	0.4	8	0.1
1997	401			IT	23,300	30,500	30,100	19,300	9,550	42	0.3	12	0.1
1998	401			IT	24,100	31,100	30,800	19,500	9,900	47	0.3	17	0.1
1999	401			IT	24,200	31,200	30,700	19,600	9,900	57	0.4	15	0.1
2000	401			IT	24,700	31,900	31,400	20,300	10,100	64	0.4	10	0.1
2001	401			IT	25,300	33,100	32,200	20,600	10,400	44	0.3	10	0.1
2002	401			IT	25,900	33,700	33,000	21,300	10,600	62	0.4	13	0.1
2003	401			IT	26,400	33,700	33,600	21,600	10,800	48	0.3	4	0.0
2004	401			IR	27,300	33,700	30,200	23,100	11,200	70	0.4	7	0.0
2005	401			IT	27,000	34,400	34,300	22,400	11,100	53	0.3	12	0.1
2006	401			IR	28,100	33,900	30,700	23,900	11,500	37	0.2	10	0.1
2007	401			IR	28,200	34,200	34,100	23,900	8,450	47	0.3	7	0.0
2008	401			CR	29,100	35,200	34,900	24,500	8,750	74	0.4	17	0.1
2009	401			IR	29,600	35,500	32,300	25,200	8,900	46	0.3	13	0.1
2010	401			IR	30,200	36,000	32,900	25,700	9,050	29	0.2	8	0.0
2011	401			IR	30,700	36,600	35,900	26,200	9,200	28	0.2	7	0.0
2012	401			CTR	31,300	38,000	37,500	26,700	9,400	31	0.2	15	0.1
2013	401			CTR	26,500	32,300	33,300	22,500	7,950	41	0.3	8	0.1
2014	401			CTR	31,300	38,200	38,500	26,600	9,400	51	0.3	10	0.1
2015	401			CTR	31,800	38,800	39,100	27,000	9,550	24	0.1	2	0.0
2016	401			CTR	32,300	39,400	39,700	27,500	8,400	26	0.1	5	0.0
2017	401			CTR	32,700	43,700	43,500	26,600	8,500	43	0.2	9	0.0
2018	401			CTR	33,200	44,300	44,200	27,000	8,650	42	0.2	12	0.1
2019	401			CTR	33,700	44,900	44,700	27,400	8,750	38	0.2	12	0.1
2021	401			CTR	34,600	45,100	44,900	28,200	9,000	21	0.1	5	0.0
1988	401	JOYCEVILLE RD IC-632	9.1	IT	16,400	23,800	21,800	12,100	4,100	25	0.5	4	0.1
1989	401			IT	18,800	26,100	25,200	14,700	4,700	29	0.5	5	0.1
1990	401			IR	19,900	25,300	22,100	16,300	5,000	23	0.3	6	0.1
1991	401			IT	20,300	26,400	25,000	17,500	5,100	35	0.5	4	0.1
1992	401			IT	20,600	26,800	25,500	17,500	5,150	29	0.4	7	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1993	401			IT	21,000	25,800	26,000	17,800	5,250	23	0.3	8	0.1
1994	401			IT	21,300	27,700	26,400	18,100	7,900	30	0.4	9	0.1
1995	401			IT	21,700	27,700	26,500	18,500	5,650	34	0.5	9	0.1
1996	401			IT	20,500	27,000	26,200	16,900	5,350	29	0.4	7	0.1
1997	401			IT	21,900	28,700	28,300	18,200	5,700	31	0.4	7	0.1
1998	401			IT	23,300	30,100	29,800	18,900	6,050	32	0.4	8	0.1
1999	401			IT	22,000	28,400	27,900	17,800	5,700	33	0.5	4	0.1
2000	401			IT	23,500	30,300	29,800	19,300	6,100	43	0.6	12	0.2
2001	401			IT	25,000	32,700	31,900	20,300	6,500	35	0.4	5	0.1
2002	401			IT	26,500	34,500	33,800	21,800	6,900	46	0.5	7	0.1
2003	401			CR	28,500	34,700	33,400	24,100	8,250	54	0.6	4	0.0
2004	401			CR	28,700	35,300	33,700	24,200	9,750	68	0.7	17	0.2
2005	401			IR	31,200	37,700	34,200	26,600	10,600	48	0.5	11	0.1
2006	401			IR	31,300	37,800	34,200	26,600	9,400	32	0.3	12	0.1
2007	401			IR	31,600	38,300	38,200	26,800	8,850	43	0.4	12	0.1
2008	401			IR	32,500	39,400	38,600	27,800	8,800	37	0.3	7	0.1
2009	401			IR	33,400	40,100	36,400	28,400	9,000	30	0.3	6	0.1
2010	401			IR	34,400	41,000	37,500	29,300	9,300	23	0.2	3	0.0
2011	401			IR	35,300	42,100	41,200	30,100	9,550	32	0.3	4	0.0
2012	401			IR	34,300	40,800	39,700	29,300	9,250	39	0.3	15	0.1
2013	401			IR	36,800	43,800	47,000	31,300	9,950	44	0.4	10	0.1
2014	401			IR	37,700	44,900	45,000	32,100	10,200	84	0.7	16	0.1
2015	401			IR	38,600	46,000	46,000	32,900	10,400	36	0.3	10	0.1
2016	401			CTR	34,600	42,200	42,600	29,400	8,350	29	0.3	11	0.1
2017	401			CTR	39,500	52,800	52,500	32,200	9,500	23	0.2	15	0.1
2018	401			CTR	40,400	54,000	53,700	32,900	9,750	38	0.3	9	0.1
2019	401			CTR	41,200	54,900	54,700	33,500	9,950	31	0.2	13	0.1
2021	401			CTR	42,900	55,900	55,600	35,000	10,300	23	0.2	10	0.1
1988	401	HWY 15 IC-623	3.8	IT	20,300	29,400	27,000	15,000	3,450	25	0.9	2	0.1
1989	401			IT	21,200	29,500	28,400	16,500	3,600	33	1.1	9	0.3
1990	401			IR	23,200	29,500	25,800	19,000	3,950	16	0.5	5	0.2
1991	401			IT	25,000	32,500	30,800	21,500	4,250	29	0.8	6	0.2
1992	401			IT	26,900	35,000	33,400	22,900	4,550	28	0.8	2	0.1
1993	401			IT	28,100	34,600	34,800	23,900	4,800	33	0.9	11	0.3
1994	401			IT	30,100	39,100	37,300	25,600	11,100	29	0.7	9	0.2
1995	401			IT	32,500	41,500	39,600	27,800	12,000	31	0.7	5	0.1
1996	401			IT	33,500	44,100	42,900	27,600	12,400	30	0.7	7	0.2
1997	401			IT	34,400	45,100	44,400	28,600	8,600	12	0.3	3	0.1
1998	401			IT	36,100	46,600	46,200	29,200	9,000	22	0.4	3	0.1
1999	401			IT	34,100	44,000	43,300	27,600	8,500	30	0.6	7	0.1
2000	401			IT	34,400	44,400	43,700	28,200	8,600	28	0.6	8	0.2

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2001	401			IT	34,800	45,500	44,300	28,300	8,700	50	1.0	14	0.3
2002	401			IT	35,100	45,700	44,700	28,900	8,800	28	0.6	5	0.1
2003	401			IC	34,000	37,900	38,300	30,100	8,500	28	0.6	6	0.1
2004	401			IC	35,800	40,000	40,200	31,700	8,950	50	1.0	17	0.3
2005	401			IC	38,200	42,500	42,900	33,700	9,550	42	0.8	9	0.2
2006	401			IC	39,000	43,300	43,700	34,500	9,750	34	0.6	13	0.2
2007	401			IC	39,600	44,000	45,300	35,000	9,900	39	0.7	11	0.2
2008	401			IC	40,100	44,400	43,000	35,400	10,000	41	0.7	14	0.3
2009	401			IC	40,600	45,100	45,500	36,100	10,200	29	0.5	9	0.2
2010	401			IC	41,200	45,600	46,000	36,500	10,300	23	0.4	16	0.3
2011	401			IC	41,300	45,400	47,100	37,100	10,300	28	0.5	7	0.1
2012	401			IC	41,900	46,400	45,000	37,200	10,500	35	0.6	9	0.2
2013	401			IC	42,500	47,000	46,800	37,700	10,600	42	0.7	13	0.2
2014	401			IC	43,100	47,700	47,500	38,200	10,800	60	1.0	22	0.4
2015	401			IC	43,700	48,400	48,200	38,700	10,900	53	0.9	17	0.3
2016	401			IC	44,200	48,900	48,700	39,200	11,000	18	0.3	7	0.1
2017	401			IC	44,800	49,100	49,400	40,700	11,200	28	0.5	9	0.1
2018	401			IC	45,400	50,000	50,200	41,100	11,400	37	0.6	14	0.2
2019	401			IC	46,000	50,500	50,800	41,500	11,500	38	0.6	14	0.2
2021	401			IC	47,100	51,100	51,400	42,600	11,800	19	0.3	7	0.1
1988	401	MONTREAL ST IC-619	2.3	IT	19,400	28,100	25,800	14,400	3,300	18	1.1	2	0.1
1989	401			IT	20,000	27,800	26,800	15,600	3,400	20	1.2	8	0.5
1990	401			IR	21,000	26,700	23,300	17,200	3,550	10	0.6	1	0.1
1991	401			IT	21,900	28,500	26,900	18,800	3,700	11	0.6	6	0.3
1992	401			IT	29,600	38,500	36,700	25,200	5,050	14	0.6	3	0.1
1993	401			IT	33,800	41,600	41,900	28,700	5,750	18	0.6	4	0.1
1994	401			IT	30,900	40,200	38,300	26,300	11,400	20	0.8	3	0.1
1995	401			IT	32,700	41,800	39,900	27,900	12,100	8	0.3	1	0.0
1996	401			IT	34,400	45,300	44,000	28,400	12,700	11	0.4	0	0.0
1997	401			IT	36,200	47,400	46,700	30,000	13,400	31	1.0	6	0.2
1998	401			IT	37,900	48,900	48,500	30,700	14,000	12	0.4	4	0.1
1999	401			IT	36,000	46,400	45,700	29,200	13,300	21	0.7	7	0.2
2000	401			IT	36,600	47,200	46,500	30,000	13,500	21	0.7	8	0.3
2001	401			IT	37,200	48,600	47,400	30,300	9,300	26	0.8	10	0.3
2002	401			IT	37,900	49,300	48,300	31,200	9,500	18	0.6	7	0.2
2003	401			CR	36,900	44,900	43,200	31,200	9,200	15	0.5	7	0.2
2004	401			CR	38,100	46,900	44,700	32,200	9,500	28	0.9	5	0.2
2005	401			CR	38,600	46,800	45,000	32,500	9,650	15	0.5	3	0.1
2006	401			CR	40,400	49,000	47,000	34,100	10,100	20	0.6	8	0.2
2007	401			CR	40,300	48,800	48,800	34,000	10,100	34	1.0	7	0.2
2008	401			CR	38,700	46,800	46,500	32,600	9,700	23	0.7	6	0.2

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2009	401			CR	41,000	49,200	47,600	34,800	10,200	12	0.3	4	0.1
2010	401			CR	41,500	49,700	48,000	35,100	10,400	28	0.8	15	0.4
2011	401			CR	42,000	48,900	49,500	37,400	10,500	27	0.8	4	0.1
2012	401			CR	42,500	50,900	50,100	35,900	10,600	33	0.9	11	0.3
2013	401			CR	43,000	51,500	52,900	36,400	10,800	40	1.1	10	0.3
2014	401			CR	43,500	51,300	50,900	37,100	10,900	21	0.6	9	0.2
2015	401			CR	44,000	51,900	51,500	37,500	11,000	28	0.8	7	0.2
2016	401			CR	44,500	52,400	52,100	37,900	11,100	18	0.5	1	0.0
2017	401			CR	45,100	52,300	52,600	40,600	11,300	12	0.3	5	0.1
2018	401			CR	45,600	53,000	53,300	40,900	11,400	16	0.4	5	0.1
2019	401			CR	46,100	53,500	53,800	41,400	11,500	19	0.5	6	0.2
2021	401			CR	47,100	54,200	54,600	42,500	11,800	13	0.3	2	0.1
1988	401	DIVISION ST IC-617 KINGSTON	1.6	IT	19,400	28,100	25,800	14,400	3,300	22	2.0	5	0.4
1989	401			IT	21,100	29,300	28,300	16,500	3,600	24	2.0	3	0.2
1990	401			IR	22,000	27,900	24,400	18,000	3,750	21	1.7	7	0.6
1991	401			IT	23,000	29,900	28,300	19,800	3,900	34	2.6	7	0.5
1992	401			IT	31,000	40,300	38,400	26,400	5,250	14	0.8	6	0.3
1993	401			IT	35,400	43,500	43,900	30,100	6,000	9	0.4	2	0.1
1994	401			IT	32,700	42,500	40,500	27,800	12,100	21	1.1	5	0.3
1995	401			IT	34,700	44,400	42,300	29,600	7,300	8	0.4	0	0.0
1996	401			IT	36,700	48,300	47,000	30,200	7,700	7	0.3	2	0.1
1997	401			IT	38,700	50,700	49,900	32,100	8,150	15	0.7	6	0.3
1998	401			IT	40,600	52,400	52,000	32,900	8,550	16	0.7	2	0.1
1999	401			IT	40,000	51,600	50,800	32,400	8,400	7	0.3	3	0.1
2000	401			IT	41,200	53,100	52,300	33,800	8,650	13	0.5	2	0.1
2001	401			IT	42,400	55,400	54,000	34,500	8,900	12	0.5	0	0.0
2002	401			IT	43,600	56,700	55,500	35,900	9,150	11	0.4	2	0.1
2003	401			CR	41,700	50,800	48,800	35,300	8,750	18	0.7	4	0.2
2004	401			CR	43,600	53,600	51,100	36,800	9,150	17	0.7	5	0.2
2005	401			CR	45,700	55,500	53,300	38,500	9,600	20	0.8	4	0.2
2006	401			CR	40,100	48,600	46,700	33,900	8,400	12	0.5	5	0.2
2007	401			CR	40,500	49,000	49,000	34,100	8,500	20	0.9	5	0.2
2008	401			CR	41,000	49,600	49,200	34,600	8,600	17	0.7	2	0.1
2009	401			CR	41,400	49,700	48,000	35,200	8,700	11	0.5	3	0.1
2010	401			CR	41,900	50,200	48,500	35,400	8,800	19	0.8	8	0.3
2011	401			CR	44,200	51,500	52,100	39,300	9,300	23	0.9	9	0.4
2012	401			CR	44,700	53,500	52,700	37,800	9,400	12	0.5	4	0.2
2013	401			CR	45,100	54,000	55,500	38,100	9,450	22	0.8	2	0.1
2014	401			CR	45,500	53,600	53,300	38,800	9,550	16	0.6	4	0.2
2015	401			CR	45,900	54,100	53,800	39,100	9,650	19	0.7	5	0.2
2016	401			CR	46,400	54,700	54,300	39,500	9,750	8	0.3	4	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2017	401			CR	46,800	54,300	54,600	42,100	9,850	15	0.6	3	0.1
2018	401			CR	47,200	54,800	55,200	42,400	9,900	15	0.6	2	0.1
2019	401			CR	47,600	55,200	55,600	42,700	10,000	10	0.4	3	0.1
2021	401			CR	48,500	55,800	56,200	43,800	10,200	7	0.3	1	0.0
1992	401	SIR JOHN A MACDONALD BV IC-615	2.2	IC	31,800	35,300	35,000	28,900	5,400	15	0.6	5	0.2
1993	401			IC	33,100	37,400	37,100	29,500	5,650	8	0.3	4	0.2
1994	401			IC	34,300	38,400	38,400	30,500	12,700	14	0.5	6	0.2
1995	401			IC	35,600	39,800	40,100	32,000	13,200	18	0.6	7	0.2
1996	401			IC	36,800	41,300	41,500	32,800	13,600	14	0.5	0	0.0
1997	401			IC	38,100	42,700	43,100	33,500	14,100	17	0.6	4	0.1
1998	401			IC	39,800	44,600	44,600	35,400	14,700	11	0.4	5	0.2
1999	401			IC	38,200	42,800	42,800	34,000	14,100	14	0.5	0	0.0
2000	401			IC	38,800	43,500	43,500	34,500	14,400	19	0.6	6	0.2
2001	401			IC	39,300	43,900	44,100	34,800	8,250	16	0.5	6	0.2
2002	401			IC	39,800	44,400	44,700	35,100	8,350	10	0.3	2	0.1
2003	401			IC	39,600	44,100	44,600	35,100	8,300	17	0.5	2	0.1
2004	401			IC	41,000	45,800	46,100	36,300	8,600	28	0.9	8	0.2
2005	401			IC	41,600	46,200	46,700	36,700	8,750	20	0.6	5	0.2
2006	401			IC	42,100	46,800	47,200	37,300	8,850	14	0.4	3	0.1
2007	401			IC	42,700	47,400	48,900	37,700	8,950	27	0.8	2	0.1
2008	401			IC	43,200	47,900	46,300	38,100	9,050	22	0.6	2	0.1
2009	401			IC	43,800	48,600	49,100	39,000	9,200	19	0.6	10	0.3
2010	401			IC	44,300	49,000	49,400	39,300	9,300	18	0.5	13	0.4
2011	401			IC	44,900	49,400	51,200	40,300	9,450	15	0.4	5	0.1
2012	401			IC	45,400	50,300	48,800	40,300	9,550	7	0.2	0	0.0
2013	401			IC	45,900	50,800	50,500	40,700	9,650	29	0.8	8	0.2
2014	401			IC	46,500	51,500	51,200	41,200	9,750	16	0.4	4	0.1
2015	401			IC	47,000	52,000	51,800	41,700	9,850	16	0.4	5	0.1
2016	401			IC	47,600	52,700	52,400	42,200	10,000	21	0.6	6	0.2
2017	401			IC	48,100	52,700	53,100	43,700	10,100	15	0.4	5	0.1
2018	401			IC	48,700	53,600	53,900	44,100	10,200	12	0.3	1	0.0
2019	401			IC	49,200	54,000	54,300	44,400	10,300	23	0.6	7	0.2
2021	401			IC	50,300	54,600	54,900	45,500	10,600	15	0.4	3	0.1
1988	401	SYDENHAM RD IC-613	2.3	IT	20,700	30,000	27,500	15,300	3,500	4	0.2	1	0.1
1989	401			IT	21,500	29,900	28,800	16,800	3,650	7	0.4	0	0.0
1990	401			IR	22,300	28,300	24,800	18,300	3,800	6	0.3	0	0.0
1991	401			IT	23,400	30,400	28,800	20,100	4,000	8	0.4	2	0.1
1992	401			IT	24,900	32,400	30,900	21,200	4,250	21	1.0	5	0.2
1993	401			IT	26,300	32,300	32,600	22,400	4,450	17	0.8	4	0.2
1994	401			IT	27,800	36,100	34,500	23,600	10,300	12	0.5	3	0.1
1995	401			IT	29,300	37,500	35,700	25,000	10,800	4	0.2	2	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1996	401			IT	30,800	40,600	39,400	25,400	11,400	7	0.3	1	0.0
1997	401			IT	32,200	42,200	41,500	26,700	11,900	15	0.6	4	0.1
1998	401			CTR	34,900	44,300	42,600	29,300	12,900	14	0.5	6	0.2
1999	401			CTR	35,600	44,900	43,100	29,900	13,200	15	0.5	5	0.2
2000	401			CTR	35,800	45,100	43,300	30,100	13,200	9	0.3	2	0.1
2001	401			CTR	37,000	46,700	44,800	31,200	7,750	27	0.9	9	0.3
2002	401			CTR	38,200	48,200	46,200	32,300	8,000	21	0.7	5	0.2
2003	401			CTR	39,400	49,000	47,100	33,400	8,250	16	0.5	7	0.2
2004	401			CTR	39,500	49,900	47,800	33,300	8,300	26	0.8	12	0.4
2005	401			CTR	41,800	51,800	49,700	35,500	8,800	28	0.8	10	0.3
2006	401			CTR	42,900	53,100	50,900	36,400	9,000	12	0.3	8	0.2
2007	401			CTR	44,200	54,800	54,300	37,500	9,300	24	0.7	4	0.1
2008	401			CTR	45,400	56,200	55,100	38,600	9,550	24	0.6	2	0.1
2009	401			CTR	46,600	56,900	55,000	39,600	9,800	17	0.4	3	0.1
2010	401			CTR	47,800	58,200	55,900	40,600	10,000	23	0.6	3	0.1
2011	401			CTR	49,000	59,600	57,300	41,600	10,300	31	0.8	10	0.2
2012	401			CTR	50,200	60,900	60,100	42,700	10,500	18	0.4	7	0.2
2013	401			CTR	51,400	62,600	64,600	43,700	10,800	19	0.4	6	0.1
2014	401			CTR	52,600	64,200	64,700	44,700	11,000	8	0.2	4	0.1
2015	401			CTR	53,800	65,600	66,200	45,700	11,300	9	0.2	3	0.1
2016	401			CTR	55,000	67,100	67,600	46,800	11,600	16	0.4	4	0.1
2017	401			CTR	56,200	75,100	74,700	45,800	11,800	16	0.3	5	0.1
2018	401			CTR	57,400	76,700	76,300	46,700	12,100	22	0.5	6	0.1
2019	401			CTR	58,600	78,100	77,700	47,700	12,300	17	0.4	2	0.0
2021	401			CTR	61,000	79,500	79,100	49,800	12,800	6	0.1	5	0.1
1988	401	HWY 38 IC-611	11.9	IT	21,800	31,600	29,000	16,100	5,250	77	0.8	10	0.1
1989	401			IT	22,300	31,000	29,900	17,400	5,350	58	0.6	13	0.1
1990	401			IR	23,300	29,600	25,900	19,100	5,600	42	0.4	6	0.1
1991	401			IT	24,300	31,600	29,900	20,900	5,850	57	0.5	10	0.1
1992	401			IT	25,000	32,500	31,000	21,200	6,000	51	0.5	10	0.1
1993	401			IT	25,500	31,400	31,600	21,700	6,100	61	0.5	14	0.1
1994	401			IR	25,900	31,900	28,500	21,700	9,600	50	0.4	12	0.1
1995	401			IR	27,400	33,700	30,200	23,300	5,750	53	0.4	12	0.1
1996	401			IR	28,100	34,900	31,300	23,900	5,900	54	0.4	13	0.1
1997	401			IR	28,900	36,100	32,400	24,600	7,500	61	0.5	11	0.1
1998	401			IR	29,800	37,000	33,400	25,000	8,350	51	0.4	11	0.1
1999	401			IR	31,000	38,400	34,400	26,000	8,050	60	0.4	16	0.1
2000	401			IR	32,600	39,900	36,100	27,500	8,500	48	0.3	13	0.1
2001	401			IR	31,600	39,100	35,000	26,700	6,650	64	0.5	14	0.1
2002	401			IR	32,000	39,500	35,500	27,200	6,400	55	0.4	10	0.1
2003	401			IR	32,500	39,400	35,800	27,600	6,500	92	0.7	25	0.2

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2004	401			IR	33,000	40,800	36,600	27,900	6,600	58	0.4	19	0.1
2005	401			IR	33,500	40,400	36,700	28,600	6,700	62	0.4	27	0.2
2006	401			IR	34,000	41,000	37,200	28,900	6,800	42	0.3	13	0.1
2007	401			IR	34,600	41,900	41,800	29,300	6,900	58	0.4	25	0.2
2008	401			IR	35,200	42,600	41,800	30,100	7,050	57	0.4	17	0.1
2009	401			IT	34,900	44,000	44,000	29,000	7,000	46	0.3	17	0.1
2010	401			IC	35,500	39,300	39,600	31,500	7,100	42	0.3	9	0.1
2011	401			IC	33,800	37,200	38,600	30,300	6,750	58	0.4	22	0.1
2012	401			IC	35,000	38,800	37,600	31,100	7,000	59	0.4	18	0.1
2013	401			IC	36,800	40,700	40,500	32,600	7,350	72	0.4	34	0.2
2014	401			IC	37,300	41,300	41,100	33,100	7,450	61	0.4	19	0.1
2015	401			IC	37,800	41,800	41,600	33,500	7,550	47	0.3	9	0.1
2016	401			CTR	38,700	47,200	47,600	32,900	8,550	56	0.3	15	0.1
2017	401			CTR	38,800	51,900	51,600	31,600	8,550	47	0.3	10	0.1
2018	401			CTR	39,300	52,500	52,300	32,000	8,700	68	0.4	16	0.1
2019	401			CTR	39,800	53,000	52,800	32,400	8,800	63	0.4	21	0.1
2021	401			CTR	40,700	53,100	52,800	33,200	8,950	40	0.2	20	0.1
1988	401	WILTON RD IC-599	5.6	IT	20,000	29,000	26,600	14,800	5,400	20	0.5	4	0.1
1989	401			IT	20,200	28,100	27,100	15,800	5,450	18	0.4	6	0.1
1990	401			IR	21,200	26,900	23,500	17,400	5,700	26	0.6	5	0.1
1991	401			IT	22,900	29,800	28,200	19,700	6,200	28	0.6	9	0.2
1992	401			IT	24,500	31,800	30,400	20,800	6,600	29	0.6	8	0.2
1993	401			IT	25,000	30,800	31,000	21,200	6,750	19	0.4	3	0.1
1994	401			IT	25,600	33,300	31,700	21,800	9,450	27	0.5	9	0.2
1995	401			IT	26,200	33,500	32,000	22,400	9,700	28	0.5	4	0.1
1996	401			IT	26,800	35,300	34,300	22,100	9,900	31	0.6	4	0.1
1997	401			IT	27,400	35,900	35,300	22,700	10,100	33	0.6	13	0.2
1998	401			CTR	28,100	35,700	34,300	23,600	10,400	24	0.4	8	0.1
1999	401			CTR	30,000	37,800	36,300	25,200	11,100	24	0.4	3	0.0
2000	401			CTR	29,300	36,900	35,500	24,600	10,800	27	0.5	8	0.1
2001	401			CTR	30,000	37,900	36,300	25,300	6,300	27	0.4	4	0.1
2002	401			CTR	30,600	38,600	37,000	25,800	6,450	40	0.6	10	0.2
2003	401			IT	30,300	38,600	38,600	24,800	6,350	37	0.6	8	0.1
2004	401			CTR	31,700	40,000	38,400	26,700	6,650	25	0.4	8	0.1
2005	401			CTR	32,300	40,000	38,400	27,400	6,800	27	0.4	5	0.1
2006	401			CTR	32,900	40,700	39,000	27,900	6,900	19	0.3	11	0.2
2007	401			CTR	33,500	41,500	41,100	28,400	7,050	23	0.3	9	0.1
2008	401			CR	34,100	41,300	40,900	28,700	7,150	38	0.5	15	0.2
2009	401			CR	34,700	41,600	40,300	29,500	7,300	33	0.5	11	0.2
2010	401			CR	35,300	42,300	40,800	29,800	7,400	26	0.4	8	0.1
2011	401			CR	35,900	41,800	42,300	31,900	7,550	24	0.3	6	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2012	401			IC	34,100	37,800	36,600	30,300	7,150	14	0.2	3	0.0
2013	401			IC	36,600	40,500	40,300	32,500	7,700	35	0.5	8	0.1
2014	401			IC	37,100	41,100	40,900	32,900	7,800	33	0.4	7	0.1
2015	401			IC	37,700	41,700	41,500	33,400	7,900	42	0.5	15	0.2
2016	401			CTR	38,800	47,300	47,700	33,000	8,250	15	0.2	8	0.1
2017	401			CTR	38,900	52,000	51,700	31,700	8,300	28	0.4	10	0.1
2018	401			CTR	39,500	52,800	52,500	32,200	8,400	18	0.2	5	0.1
2019	401			CTR	40,000	53,300	53,100	32,500	8,500	36	0.4	10	0.1
2021	401			CTR	41,200	53,700	53,400	33,600	8,650	20	0.2	6	0.1
1988	401	IC 593 CAMDEN E RD	11.2	IT	18,800	27,300	25,000	13,900	5,100	57	0.7	17	0.2
1989	401			IT	20,700	28,800	27,700	16,100	5,600	53	0.6	10	0.1
1990	401			IR	22,700	28,800	25,200	18,600	6,150	54	0.6	10	0.1
1991	401			IR	25,000	31,500	27,800	20,800	6,750	45	0.4	9	0.1
1992	401			IR	24,500	30,100	27,000	20,800	6,600	59	0.6	13	0.1
1993	401			T	25,000	45,200	44,000	15,500	6,750	54	0.5	8	0.1
1994	401			IR	25,500	31,400	28,100	21,400	9,450	67	0.6	16	0.2
1995	401			IR	26,600	32,800	29,300	22,700	9,850	55	0.5	12	0.1
1996	401			C	26,600	30,100	30,300	24,000	9,850	55	0.5	14	0.1
1997	401			C	27,000	30,500	30,800	24,300	10,000	51	0.5	9	0.1
1998	401			IR	27,300	33,900	30,600	22,900	10,100	55	0.5	7	0.1
1999	401			IR	28,700	35,600	31,900	24,100	10,600	62	0.5	29	0.2
2000	401			IR	30,000	36,800	33,200	25,400	11,100	58	0.5	11	0.1
2001	401			IR	30,000	37,100	33,200	25,400	6,300	63	0.5	17	0.1
2002	401			IR	30,600	37,700	33,900	26,000	6,450	60	0.5	14	0.1
2003	401			IR	31,300	38,000	34,400	26,600	6,550	67	0.5	15	0.1
2004	401			IR	31,900	39,400	35,300	27,000	6,700	41	0.3	14	0.1
2005	401			IR	32,100	38,700	35,200	27,400	6,750	50	0.4	10	0.1
2006	401			IR	32,700	39,400	35,700	27,800	6,850	46	0.3	11	0.1
2007	401			IR	33,300	40,300	40,200	28,200	7,000	51	0.4	12	0.1
2008	401			IR	33,900	41,100	40,300	29,000	7,100	48	0.3	11	0.1
2009	401			IR	33,800	40,600	36,800	28,700	7,100	55	0.4	13	0.1
2010	401			IR	35,100	41,800	38,200	29,900	7,350	31	0.2	9	0.1
2011	401			IR	35,700	42,600	41,700	30,500	7,500	51	0.4	22	0.2
2012	401			CTR	36,000	43,700	43,100	30,700	7,550	46	0.3	18	0.1
2013	401			CTR	34,000	41,400	42,800	28,900	7,150	51	0.4	12	0.1
2014	401			CTR	36,800	44,900	45,300	31,300	7,750	76	0.5	22	0.1
2015	401			CTR	37,300	45,500	45,900	31,700	7,850	49	0.3	28	0.2
2016	401			CTR	38,600	47,100	47,500	32,800	8,700	45	0.3	19	0.1
2017	401			CTR	38,600	51,600	51,300	31,500	8,700	34	0.2	10	0.1
2018	401			CTR	39,100	52,200	52,000	31,800	8,800	64	0.4	24	0.2
2019	401			CTR	39,700	52,900	52,700	32,300	8,950	44	0.3	15	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2021	401			CTR	40,800	53,200	52,900	33,300	9,400	34	0.2	11	0.1
1988	401	PALACE RD IC-582	3.4	IT	19,700	28,600	26,200	14,600	4,750	16	0.7	2	0.1
1989	401			IT	20,000	27,800	26,800	15,600	4,800	7	0.3	3	0.1
1990	401			IR	20,900	26,500	23,200	17,100	5,000	11	0.4	2	0.1
1991	401			IR	22,000	27,700	24,400	18,300	5,300	16	0.6	1	0.0
1992	401			IR	23,800	29,300	26,200	20,200	5,700	9	0.3	3	0.1
1993	401			IR	24,300	29,900	25,100	19,900	5,850	24	0.8	13	0.4
1994	401			IR	25,100	30,900	27,600	21,000	9,300	18	0.6	5	0.2
1995	401			IR	26,000	32,000	28,700	22,200	9,600	16	0.5	5	0.2
1996	401			IR	26,900	33,400	30,000	22,900	9,950	24	0.7	5	0.1
1997	401			IR	27,800	34,800	31,100	23,600	10,300	13	0.4	2	0.1
1998	401			IR	28,800	35,700	32,300	24,200	10,700	21	0.6	13	0.4
1999	401			IR	29,000	36,000	32,200	24,400	10,700	10	0.3	2	0.1
2000	401			IR	32,600	39,900	36,100	27,500	12,100	16	0.4	5	0.1
2001	401			IR	29,000	35,800	32,100	24,500	6,100	16	0.4	4	0.1
2002	401			IR	30,000	37,000	33,200	25,500	6,300	17	0.5	3	0.1
2003	401			IR	31,300	38,000	34,400	26,600	6,550	10	0.3	5	0.1
2004	401			IR	32,300	39,900	35,800	27,300	6,800	18	0.4	5	0.1
2005	401			IR	29,500	35,600	32,300	25,200	6,200	8	0.2	3	0.1
2006	401			IR	32,400	39,100	35,400	27,500	6,800	14	0.3	7	0.2
2007	401			IR	33,000	40,000	39,900	28,000	6,950	13	0.3	3	0.1
2008	401			IR	33,500	40,600	39,800	28,600	7,050	11	0.3	3	0.1
2009	401			IR	34,000	40,800	37,100	28,900	7,150	17	0.4	3	0.1
2010	401			IR	34,600	41,200	37,700	29,500	7,250	10	0.2	0	0.0
2011	401			IR	35,100	41,900	41,000	30,000	7,350	15	0.3	4	0.1
2012	401			CTR	34,800	42,200	41,700	29,600	7,300	21	0.5	9	0.2
2013	401			CTR	36,000	43,800	45,300	30,600	7,550	9	0.2	1	0.0
2014	401			CTR	36,500	44,500	44,900	31,000	7,650	13	0.3	7	0.2
2015	401			CTR	37,000	45,100	45,500	31,400	7,750	26	0.6	12	0.3
2016	401			CTR	37,700	46,000	46,400	32,000	8,500	22	0.5	13	0.3
2017	401			CTR	38,100	50,900	50,700	31,000	8,550	17	0.4	5	0.1
2018	401			CTR	38,600	51,600	51,300	31,400	8,700	21	0.4	5	0.1
2019	401			CTR	39,100	52,100	51,900	31,800	8,800	16	0.3	4	0.1
2021	401			CTR	40,100	52,300	52,000	32,700	9,200	18	0.4	5	0.1
1988	401	L&A CTY RD 41 IC-579 CENTRE ST	8.3	IT	17,200	24,900	22,900	12,700	5,500	33	0.6	8	0.2
1989	401			IT	17,700	24,600	23,700	13,800	5,650	52	1.0	14	0.3
1990	401			IR	18,500	23,500	20,500	15,200	5,900	26	0.5	6	0.1
1991	401			IR	20,000	25,200	22,200	16,600	6,400	20	0.3	9	0.1
1992	401			IR	20,000	24,600	22,000	17,000	6,400	31	0.5	7	0.1
1993	401			IR	20,400	25,100	21,100	16,700	6,550	35	0.6	10	0.2
1994	401			IR	21,900	27,000	24,100	18,400	8,100	29	0.4	10	0.2

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1995	401			IR	22,700	28,000	25,000	19,300	8,400	32	0.5	9	0.1
1996	401			IR	23,600	29,300	26,300	20,100	8,750	51	0.7	17	0.2
1997	401			IR	24,400	30,500	27,300	20,700	9,050	36	0.5	14	0.2
1998	401			IR	25,200	31,200	28,200	21,200	9,300	33	0.4	9	0.1
1999	401			IR	26,100	32,400	29,000	21,900	9,650	37	0.5	8	0.1
2000	401			IR	26,900	33,000	29,800	22,700	9,950	28	0.3	4	0.0
2001	401			IR	27,700	34,200	30,700	23,400	5,800	24	0.3	6	0.1
2002	401			IR	28,300	34,900	31,400	24,100	5,950	27	0.3	5	0.1
2003	401			IR	29,300	35,600	32,200	24,900	6,150	36	0.4	4	0.0
2004	401			IR	30,100	37,200	33,400	25,400	6,300	33	0.4	10	0.1
2005	401			IR	31,700	38,300	34,700	27,000	6,650	24	0.3	6	0.1
2006	401			IR	32,300	39,000	35,300	27,400	6,800	21	0.2	6	0.1
2007	401			IR	32,800	39,700	39,600	27,800	6,900	42	0.4	12	0.1
2008	401			IR	33,300	40,300	39,600	28,500	7,000	40	0.4	15	0.1
2009	401			IR	34,200	41,000	37,300	29,100	7,200	33	0.3	6	0.1
2010	401			IR	34,800	41,400	37,900	29,600	7,300	36	0.3	7	0.1
2011	401			IR	36,000	42,900	42,000	30,700	7,550	19	0.2	3	0.0
2012	401			IR	36,800	43,800	42,600	31,500	7,750	35	0.3	12	0.1
2013	401			IR	34,000	40,500	43,400	28,900	7,150	44	0.4	12	0.1
2014	401			IR	37,700	44,900	45,000	32,100	7,900	38	0.3	48	0.4
2015	401			IR	38,500	45,800	45,900	32,800	8,100	28	0.2	14	0.1
2016	401			IR	39,300	46,800	46,900	33,500	8,250	23	0.2	12	0.1
2017	401			IR	40,100	45,300	45,600	34,600	8,400	20	0.2	6	0.0
2018	401			IR	40,800	46,100	46,500	35,300	8,550	20	0.2	5	0.0
2019	401			IR	41,600	47,100	47,500	36,200	8,750	37	0.3	16	0.1
2021	401			IR	43,200	48,600	49,000	38,100	9,050	16	0.1	3	0.0
1988	401	DESERONTO RD IC-570	4.1	IT	18,600	27,000	24,700	13,800	5,600	20	0.7	3	0.1
1989	401			IT	19,100	26,500	25,600	14,900	5,750	22	0.8	6	0.2
1990	401			IR	19,800	25,100	22,000	16,200	5,950	22	0.7	5	0.2
1991	401			IR	20,300	25,600	22,500	16,800	6,100	13	0.4	3	0.1
1992	401			IR	20,900	25,700	23,000	17,800	6,250	21	0.7	5	0.2
1993	401			IR	21,400	26,300	22,100	17,500	6,400	14	0.4	5	0.2
1994	401			IR	22,700	28,000	25,000	19,000	8,400	8	0.2	2	0.1
1995	401			IR	23,500	28,900	25,900	20,000	8,700	13	0.4	3	0.1
1996	401			IR	24,200	30,100	27,000	20,600	8,950	13	0.4	5	0.1
1997	401			IR	25,000	31,200	28,000	21,200	9,250	15	0.4	4	0.1
1998	401			IR	25,800	32,000	28,900	21,700	9,550	8	0.2	2	0.1
1999	401			IR	26,500	32,900	29,400	22,300	9,800	10	0.3	3	0.1
2000	401			IR	27,300	33,400	30,200	23,100	10,100	13	0.3	1	0.0
2001	401			IR	28,100	34,700	31,100	23,800	5,900	13	0.3	0	0.0
2002	401			IR	28,800	35,500	31,900	24,500	6,050	12	0.3	3	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2003	401			IR	29,600	35,900	32,600	25,100	6,200	7	0.2	0	0.0
2004	401			IR	30,500	37,700	33,800	25,800	6,400	12	0.3	3	0.1
2005	401			IR	31,100	37,500	34,100	26,500	6,550	5	0.1	1	0.0
2006	401			IR	31,900	38,500	34,900	27,100	6,700	5	0.1	0	0.0
2007	401			IR	32,700	39,600	39,500	27,700	6,850	12	0.2	3	0.1
2008	401			IR	31,800	38,500	37,800	27,200	6,700	10	0.2	3	0.1
2009	401			IR	33,800	40,600	36,800	28,700	7,100	6	0.1	3	0.1
2010	401			IR	34,500	41,100	37,600	29,400	7,250	13	0.3	4	0.1
2011	401			IR	35,200	42,000	41,100	30,100	7,400	10	0.2	3	0.1
2012	401			IR	36,000	42,800	41,700	30,800	7,550	10	0.2	1	0.0
2013	401			IR	29,900	35,600	38,200	25,400	6,300	17	0.4	5	0.1
2014	401			IC	28,600	31,700	31,500	25,400	6,000	8	0.2	6	0.1
2015	401			IC	35,300	39,100	38,900	31,300	7,400	10	0.2	2	0.0
2016	401			CTR	35,300	43,100	43,400	30,000	8,000	18	0.3	8	0.2
2017	401			CTR	36,300	48,500	48,300	29,600	8,250	15	0.3	3	0.1
2018	401			CTR	36,800	49,100	48,900	30,000	8,350	13	0.2	6	0.1
2019	401			CTR	37,300	49,700	49,500	30,300	8,450	9	0.2	3	0.1
2021	401			CTR	38,400	50,100	49,800	31,300	8,850	7	0.1	2	0.0
1988	401	HWY 49 IC-566 HASTINGS RD 15 MARYSVILLE RD	10.5	IT	19,000	27,600	25,300	14,100	5,500	38	0.5	7	0.1
1989	401			IT	20,300	28,200	27,200	15,800	5,900	49	0.6	19	0.2
1990	401			IR	21,800	27,700	24,200	17,900	6,300	50	0.6	10	0.1
1991	401			IR	23,900	30,100	26,500	19,800	6,950	51	0.6	12	0.1
1992	401			IR	23,500	28,900	25,900	20,000	6,800	53	0.6	16	0.2
1993	401			IR	24,200	29,800	25,000	19,800	7,000	60	0.6	10	0.1
1994	401			IR	24,800	30,600	27,300	20,800	9,200	40	0.4	8	0.1
1995	401			IR	25,500	31,400	28,100	21,700	5,850	70	0.7	17	0.2
1996	401			IR	26,100	32,400	29,100	22,200	6,000	52	0.5	13	0.1
1997	401			IR	26,800	33,500	30,000	22,800	6,150	70	0.7	15	0.1
1998	401			IR	27,400	34,000	30,700	23,000	6,300	41	0.4	5	0.0
1999	401			IR	28,000	34,700	31,100	23,500	6,450	48	0.4	10	0.1
2000	401			IR	28,600	35,000	31,700	24,200	6,600	31	0.3	11	0.1
2001	401			IR	29,300	36,200	32,500	24,800	6,750	58	0.5	11	0.1
2002	401			IR	29,900	36,900	33,100	25,400	6,900	58	0.5	10	0.1
2003	401			IR	30,500	37,000	33,600	25,900	7,000	34	0.3	7	0.1
2004	401			IR	31,200	38,600	34,600	26,400	7,200	46	0.4	9	0.1
2005	401			IR	31,800	38,400	34,800	27,100	7,300	55	0.5	11	0.1
2006	401			IR	32,400	39,100	35,400	27,500	7,450	44	0.4	4	0.0
2007	401			IR	33,100	40,100	40,000	28,000	7,600	69	0.5	29	0.2
2008	401			IR	33,700	40,800	40,100	28,800	7,750	37	0.3	11	0.1
2009	401			IR	34,300	41,200	37,400	29,200	7,900	52	0.4	14	0.1
2010	401			IR	35,000	41,700	38,100	29,800	8,050	32	0.2	6	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2011	401			IR	35,600	42,500	41,600	30,400	8,200	42	0.3	11	0.1
2012	401			IR	36,200	43,100	41,900	30,900	8,350	43	0.3	16	0.1
2013	401			IR	36,900	43,900	47,100	31,400	8,500	46	0.3	11	0.1
2014	401			IR	37,500	44,600	44,700	31,900	8,600	34	0.2	11	0.1
2015	401			IR	38,100	45,400	45,500	32,400	8,750	50	0.3	20	0.1
2016	401			CTR	38,800	47,300	47,700	33,000	10,000	34	0.2	7	0.0
2017	401			CTR	39,400	52,700	52,400	32,100	10,200	36	0.2	9	0.1
2018	401			CTR	40,000	53,400	53,200	32,600	10,400	37	0.2	13	0.1
2019	401			CTR	40,700	54,200	54,000	33,100	10,500	58	0.4	25	0.2
2021	401			CTR	41,900	54,600	54,300	34,200	10,900	28	0.2	12	0.1
1988	401	SHANNONVILLE RD IC-556 CTY RD 7	12.5	IT	19,800	28,700	26,300	14,700	5,550	51	0.6	18	0.2
1989	401			IT	20,600	28,600	27,600	16,100	5,750	35	0.4	10	0.1
1990	401			IR	21,300	27,100	23,600	17,500	5,950	37	0.4	10	0.1
1991	401			IR	22,500	28,400	25,000	18,700	6,300	48	0.5	5	0.0
1992	401			IR	23,900	29,400	26,300	20,300	6,700	61	0.6	15	0.1
1993	401			IR	24,400	30,000	25,200	20,000	6,850	45	0.4	12	0.1
1994	401			IR	24,500	30,200	27,000	20,500	8,600	30	0.3	6	0.1
1995	401			IR	24,600	30,300	27,100	21,000	5,900	46	0.4	5	0.0
1996	401			IR	24,700	30,700	27,600	21,000	5,950	34	0.3	6	0.1
1997	401			IR	25,800	32,200	28,900	21,900	10,100	61	0.5	17	0.1
1998	401			IR	27,000	33,500	30,200	22,700	7,850	30	0.2	7	0.1
1999	401			IR	27,600	34,200	30,600	23,200	8,000	41	0.3	11	0.1
2000	401			IR	28,800	35,300	31,900	24,300	8,350	41	0.3	9	0.1
2001	401			IR	29,200	36,100	32,400	24,700	7,000	56	0.4	4	0.0
2002	401			IR	29,800	36,700	33,000	25,300	7,150	52	0.4	13	0.1
2003	401			IR	30,500	37,000	33,600	25,900	7,000	36	0.3	6	0.0
2004	401			IR	31,400	38,800	34,800	26,500	7,200	40	0.3	6	0.0
2005	401			IR	31,800	38,400	34,800	27,100	7,300	53	0.4	6	0.0
2006	401			IR	31,200	37,600	34,100	26,500	7,200	36	0.3	5	0.0
2007	401			IR	30,000	36,300	36,200	25,400	6,900	68	0.5	18	0.1
2008	401			IR	30,600	37,100	36,400	26,200	7,050	43	0.3	14	0.1
2009	401			IR	32,800	39,400	35,800	27,900	7,550	42	0.3	12	0.1
2010	401			IR	33,400	39,800	36,400	28,400	7,700	47	0.3	6	0.0
2011	401			IR	33,900	40,400	39,600	28,900	7,800	70	0.5	18	0.1
2012	401			CTR	34,400	41,700	41,200	29,300	7,900	40	0.3	13	0.1
2013	401			CTR	35,000	42,600	44,000	29,700	8,050	47	0.3	16	0.1
2014	401			IC	27,700	30,700	30,500	24,600	6,350	48	0.4	17	0.1
2015	401			IC	34,600	38,300	38,100	30,700	7,950	61	0.4	26	0.2
2016	401			CTR	35,000	42,700	43,000	29,800	8,900	48	0.3	14	0.1
2017	401			CTR	35,500	47,400	47,200	28,900	9,000	41	0.3	10	0.1
2018	401			CTR	35,900	47,900	47,700	29,200	9,100	29	0.2	11	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2019	401			CTR	36,300	48,400	48,200	29,500	9,200	57	0.3	22	0.1
2021	401			CTR	37,200	48,500	48,200	30,300	9,300	18	0.1	7	0.0
1988	401	HWY 37 IC-544 CANNIFTON RD	0.7	IT	22,500	32,600	29,900	16,600	5,200	4	0.7	2	0.4
1989	401			IT	23,300	32,400	31,200	18,200	5,350	7	1.2	2	0.3
1990	401			IR	24,000	30,500	26,600	19,700	5,500	9	1.5	2	0.3
1991	401			IR	25,500	32,100	28,300	21,200	5,850	5	0.8	2	0.3
1992	401			IR	25,500	31,400	28,100	21,700	5,850	8	1.2	3	0.5
1993	401			IR	27,800	34,200	28,700	22,700	6,400	15	2.1	5	0.7
1994	401			IR	28,400	35,000	31,200	23,800	9,950	11	1.5	4	0.6
1995	401			IR	29,300	36,100	32,300	25,000	10,300	3	0.4	2	0.3
1996	401			IR	30,300	37,600	33,800	25,800	10,600	7	0.9	1	0.1
1997	401			IR	31,300	39,100	35,100	26,600	11,000	20	2.5	5	0.6
1998	401			IR	33,200	41,200	37,200	27,900	11,600	6	0.7	4	0.5
1999	401			IR	35,400	43,900	39,300	29,700	12,400	9	1.0	3	0.3
2000	401			IR	35,200	43,100	39,000	29,700	12,300	17	1.9	6	0.7
2001	401			IR	35,500	43,900	39,300	30,000	10,600	10	1.1	5	0.6
2002	401			IR	36,300	44,800	40,200	30,900	10,900	8	0.9	1	0.1
2003	401			IR	38,100	46,200	41,900	32,300	11,400	11	1.1	1	0.1
2004	401			IR	39,200	48,400	43,400	33,100	11,800	8	0.8	0	0.0
2005	401			IR	37,700	45,500	41,300	32,100	11,300	17	1.8	5	0.5
2006	401			IR	38,000	45,800	41,500	32,300	11,400	4	0.4	0	0.0
2007	401			IR	38,400	46,500	46,400	32,500	11,500	10	1.0	4	0.4
2008	401			IR	38,900	47,100	46,200	33,200	11,700	19	1.9	7	0.7
2009	401			IR	39,300	47,200	42,800	33,400	11,800	17	1.7	7	0.7
2010	401			IR	39,800	47,400	43,300	33,900	11,900	9	0.9	3	0.3
2011	401			IR	41,800	49,900	48,800	35,700	12,500	8	0.8	1	0.1
2012	401			IR	42,500	50,600	49,200	36,300	12,800	3	0.3	1	0.1
2013	401			IR	43,200	51,400	55,100	36,800	13,000	10	0.9	0	0.0
2014	401			IR	43,900	52,300	52,400	37,400	13,200	10	0.9	2	0.2
2015	401			IR	44,600	53,100	53,200	38,000	13,400	10	0.9	6	0.5
2016	401			IR	45,300	53,900	54,000	38,600	13,600	5	0.4	1	0.1
2017	401			IR	46,000	56,400	56,600	39,200	13,800	5	0.4	1	0.1
2018	401			IR	46,700	57,500	57,200	40,000	14,000	6	0.5	0	0.0
2019	401			IR	47,400	58,600	58,400	40,500	14,200	11	0.9	4	0.3
2021	401			IR	48,800	58,900	58,800	42,000	14,600	3	0.2	2	0.2
1988	401	HWY 62 UP IC-543	4.2	IT	22,100	32,000	29,400	16,400	5,750	9	0.3	1	0.0
1989	401			IT	23,000	32,000	30,800	17,900	6,000	12	0.3	4	0.1
1990	401			IR	24,400	31,000	27,100	20,000	6,350	19	0.5	3	0.1
1991	401			IR	26,400	33,300	29,300	21,900	6,850	29	0.7	8	0.2
1992	401			IR	26,400	32,500	29,000	22,400	6,850	20	0.5	4	0.1
1993	401			IR	28,800	35,400	29,800	23,600	7,500	17	0.4	4	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1994	401			IR	29,200	36,000	32,100	24,500	10,200	23	0.5	6	0.1
1995	401			IR	30,400	37,400	33,500	25,900	10,600	20	0.4	4	0.1
1996	401			IR	31,600	39,300	35,300	26,900	11,100	15	0.3	1	0.0
1997	401			IR	32,800	41,000	36,700	27,900	11,500	28	0.6	4	0.1
1998	401			IR	34,000	42,200	38,100	28,600	11,900	19	0.4	6	0.1
1999	401			IR	35,200	43,600	39,100	29,600	12,300	21	0.4	9	0.2
2000	401			IR	36,400	44,600	40,300	30,800	12,700	7	0.1	5	0.1
2001	401			IR	37,600	46,500	41,700	31,800	11,300	11	0.2	3	0.1
2002	401			IR	38,400	47,400	42,500	32,600	11,500	20	0.3	3	0.1
2003	401			IR	39,800	48,300	43,800	33,800	11,900	16	0.3	3	0.0
2004	401			IR	41,000	50,700	45,400	34,700	12,300	20	0.3	5	0.1
2005	401			IR	37,600	45,400	41,200	32,100	11,300	15	0.3	5	0.1
2006	401			IR	38,000	45,800	41,500	32,300	11,400	17	0.3	0	0.0
2007	401			IR	38,400	46,500	46,400	32,500	11,500	20	0.3	3	0.1
2008	401			IR	38,800	47,000	46,100	33,200	11,600	21	0.4	6	0.1
2009	401			IR	40,900	49,100	44,600	34,800	12,300	23	0.4	2	0.0
2010	401			IR	39,700	47,300	43,200	33,800	11,900	19	0.3	8	0.1
2011	401			IR	34,000	40,600	39,700	29,000	10,200	21	0.4	4	0.1
2012	401			IR	34,500	41,000	40,000	29,500	10,400	18	0.3	6	0.1
2013	401			IR	40,200	47,900	51,300	34,200	12,100	31	0.5	6	0.1
2014	401			IR	40,600	48,300	48,400	34,600	12,200	27	0.4	7	0.1
2015	401			IR	41,000	48,800	48,900	34,900	12,300	15	0.2	2	0.0
2016	401			CTR	43,100	52,600	53,000	36,600	10,700	18	0.3	6	0.1
2017	401			CTR	42,100	56,300	56,000	34,300	10,400	15	0.2	5	0.1
2018	401			CTR	42,500	56,800	56,500	34,600	10,500	21	0.3	5	0.1
2019	401			CTR	42,900	57,200	56,900	34,900	10,600	18	0.3	5	0.1
2021	401			CTR	43,700	57,000	56,700	35,700	10,900	10	0.2	4	0.1
1988	401	WALLBRIDGE LOYALIST RD IC-538 HASTINGS RD 1	12.2	IT	23,000	33,400	30,600	17,000	6,450	54	0.5	11	0.1
1989	401			IT	25,400	35,300	34,000	19,800	7,100	62	0.6	23	0.2
1990	401			IR	27,600	35,100	30,600	22,600	7,750	44	0.4	12	0.1
1991	401			IR	29,100	36,700	32,300	24,200	8,150	70	0.5	19	0.1
1992	401			IR	30,700	37,800	33,800	26,100	8,600	75	0.5	24	0.2
1993	401			IR	32,200	39,600	33,300	26,300	9,000	42	0.3	8	0.1
1994	401			IR	32,600	40,200	35,900	27,300	11,400	55	0.4	7	0.0
1995	401			IR	32,900	40,500	36,300	28,000	7,250	63	0.4	10	0.1
1996	401			CTR	33,300	42,600	41,000	27,900	7,350	64	0.4	25	0.2
1997	401			IR	33,600	42,000	37,600	28,600	10,100	72	0.5	17	0.1
1998	401			IR	33,900	42,000	38,000	28,500	10,200	44	0.3	7	0.0
1999	401			IR	36,200	44,900	40,200	30,400	10,900	59	0.4	21	0.1
2000	401			IR	35,800	43,900	39,600	30,300	10,700	54	0.3	17	0.1
2001	401			IR	34,400	42,500	38,100	29,100	10,300	42	0.3	8	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2002	401			IR	35,900	44,300	39,800	30,500	10,800	66	0.4	15	0.1
2003	401			IR	36,500	44,300	40,200	31,000	11,000	57	0.4	8	0.0
2004	401			IR	36,900	45,600	40,900	31,200	11,100	51	0.3	20	0.1
2005	401			IR	36,900	44,500	40,400	31,500	11,100	60	0.4	5	0.0
2006	401			IR	37,600	45,400	41,100	31,900	11,300	42	0.3	11	0.1
2007	401			IR	38,000	46,000	45,900	32,200	11,400	39	0.2	11	0.1
2008	401			IR	38,400	46,500	45,600	32,800	11,500	64	0.4	17	0.1
2009	401			IR	38,800	46,600	42,300	33,000	11,600	53	0.3	14	0.1
2010	401			IR	39,200	46,700	42,700	33,400	11,800	60	0.3	22	0.1
2011	401			IR	39,600	47,200	46,200	33,800	11,900	51	0.3	11	0.1
2012	401			IR	40,100	47,700	46,400	34,300	12,000	49	0.3	13	0.1
2013	401			IR	40,500	48,200	51,700	34,500	12,200	44	0.2	10	0.1
2014	401			IR	40,900	48,700	48,800	34,800	12,300	68	0.4	60	0.3
2015	401			IR	41,300	49,200	49,300	35,200	12,400	44	0.2	14	0.1
2016	401			CTR	41,700	50,900	51,300	35,400	9,950	55	0.3	13	0.1
2017	401			CTR	42,100	56,300	56,000	34,300	10,100	63	0.3	18	0.1
2018	401			CTR	42,500	56,800	56,500	34,600	10,200	63	0.3	19	0.1
2019	401			CTR	42,900	57,200	56,900	34,900	10,300	60	0.3	20	0.1
2021	401			IR	42,900	51,400	51,200	36,600	10,300	33	0.2	14	0.1
1988	401	GLEN MILLER RD IC-526 HASTINGS RD 4	1.1	IT	21,800	31,600	29,000	16,100	6,300	5	0.6	0	0.0
1989	401			IT	22,300	31,000	29,900	17,400	6,450	4	0.5	0	0.0
1990	401			IR	24,000	30,500	26,600	19,700	6,950	5	0.5	0	0.0
1991	401			IR	26,000	32,800	28,900	21,600	7,550	7	0.7	5	0.5
1992	401			IR	26,800	33,000	29,500	22,800	7,750	3	0.3	2	0.2
1993	401			IR	28,100	34,600	29,100	23,000	8,150	4	0.4	2	0.2
1994	401			IR	29,400	36,200	32,300	24,600	10,300	10	0.9	2	0.2
1995	401			IR	30,700	37,800	33,800	26,200	10,700	2	0.2	0	0.0
1996	401			IR	32,000	39,700	35,700	27,300	11,200	5	0.4	0	0.0
1997	401			IR	32,500	40,600	36,400	27,600	11,400	6	0.5	2	0.2
1998	401			IR	33,100	41,000	37,100	27,800	11,600	3	0.2	0	0.0
1999	401			IR	35,000	43,400	38,800	29,400	12,200	6	0.4	0	0.0
2000	401			IR	36,000	44,100	39,900	30,400	12,600	5	0.4	1	0.1
2001	401			IR	35,000	43,300	38,800	29,600	10,500	4	0.3	1	0.1
2002	401			IR	35,700	44,000	39,600	30,400	10,700	7	0.5	1	0.1
2003	401			IR	37,300	45,300	41,000	31,700	11,200	6	0.4	0	0.0
2004	401			IR	35,500	43,900	39,300	30,000	10,600	5	0.4	0	0.0
2005	401			IR	37,300	45,000	40,900	31,800	11,200	4	0.3	1	0.1
2006	401			IR	38,400	46,300	42,000	32,600	11,500	9	0.6	2	0.1
2007	401			IR	39,100	47,400	47,200	33,100	11,700	5	0.3	2	0.1
2008	401			IR	39,800	48,200	47,300	34,000	10,700	9	0.6	0	0.0
2009	401			IR	40,400	48,500	44,000	34,300	10,900	7	0.5	2	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2010	401			IR	41,100	48,900	44,800	35,000	11,100	9	0.6	7	0.4
2011	401			IR	41,800	49,900	48,800	35,700	11,300	26	1.6	9	0.6
2012	401			IR	42,400	50,400	49,100	36,200	11,400	6	0.4	1	0.1
2013	401			IR	43,100	51,300	55,000	36,700	11,600	8	0.5	1	0.1
2014	401			IR	43,700	52,000	52,100	37,200	11,800	12	0.7	7	0.4
2015	401			IR	44,400	52,900	53,000	37,800	12,000	3	0.2	0	0.0
2016	401			CTR	45,100	55,000	55,500	38,300	13,400	4	0.2	0	0.0
2017	401			CTR	45,700	61,100	60,800	37,200	13,600	8	0.5	3	0.2
2018	401			CTR	46,400	62,000	61,700	37,800	13,800	6	0.3	4	0.2
2019	401			CTR	47,100	62,800	62,500	38,300	14,000	7	0.4	2	0.1
2021	401			CTR	48,400	63,100	62,800	39,500	14,500	8	0.4	1	0.1
1988	401	QUINTE WEST RD 33 IC-525	3.1	IT	22,200	32,200	29,500	16,400	5,550	13	0.5	4	0.2
1989	401			IT	24,700	34,300	33,100	19,300	6,200	40	1.4	9	0.3
1990	401			IR	27,100	34,400	30,100	22,200	6,800	26	0.8	6	0.2
1991	401			IR	27,400	34,500	30,400	22,700	6,850	19	0.6	2	0.1
1992	401			IR	27,800	34,200	30,600	23,600	6,950	33	1.0	8	0.3
1993	401			IR	28,100	34,600	29,100	23,000	7,000	35	1.1	4	0.1
1994	401			IR	30,500	37,600	33,600	25,600	10,700	30	0.9	4	0.1
1995	401			IR	31,800	39,200	35,000	27,100	11,100	29	0.8	10	0.3
1996	401			IR	33,100	41,100	36,900	28,200	11,600	14	0.4	1	0.0
1997	401			IR	34,300	42,900	38,400	29,200	12,000	14	0.4	4	0.1
1998	401			IR	35,600	44,100	39,900	29,900	12,500	17	0.4	2	0.0
1999	401			IR	34,800	43,200	38,600	29,200	12,200	9	0.2	3	0.1
2000	401			IR	35,400	43,400	39,200	29,900	12,400	25	0.6	6	0.1
2001	401			IR	36,000	44,500	39,900	30,400	12,600	14	0.3	4	0.1
2002	401			IR	36,600	45,100	40,600	31,100	12,800	29	0.7	4	0.1
2003	401			IR	36,500	44,300	40,200	31,000	12,800	13	0.3	5	0.1
2004	401			IR	37,000	45,700	41,000	31,300	13,000	20	0.5	8	0.2
2005	401			IR	36,400	43,900	39,900	31,000	12,700	19	0.5	8	0.2
2006	401			IR	37,300	45,000	40,800	31,700	13,100	24	0.6	9	0.2
2007	401			IR	35,900	43,500	43,400	30,400	12,600	23	0.6	6	0.1
2008	401			CR	36,300	43,900	43,600	30,600	12,700	10	0.2	5	0.1
2009	401			IR	35,500	42,600	38,700	30,200	12,400	17	0.4	4	0.1
2010	401			IR	37,800	45,000	41,200	32,200	13,200	22	0.5	4	0.1
2011	401			IR	38,100	45,500	44,500	32,500	13,300	28	0.6	9	0.2
2012	401			CTR	38,000	46,100	45,500	32,400	13,300	18	0.4	3	0.1
2013	401			C	39,600	43,600	43,100	35,600	13,900	15	0.3	2	0.0
2014	401			C	30,500	33,600	32,600	27,400	10,700	17	0.5	6	0.2
2015	401			C	37,800	41,600	40,400	34,000	13,200	16	0.4	7	0.2
2016	401			C	38,000	41,800	40,700	34,200	13,300	15	0.3	2	0.0
2017	401			C	38,200	41,800	41,700	34,700	13,400	14	0.3	5	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2018	401			C	38,400	42,100	41,900	34,700	13,400	10	0.2	1	0.0
2019	401			C	38,600	42,200	41,900	34,900	13,500	12	0.3	2	0.0
2021	401			C	39,000	42,400	42,200	35,400	13,600	12	0.3	3	0.1
1988	401	WOOLER RD IC-522 CTY RD 40	12.4	IT	21,200	30,700	28,200	15,700	5,300	94	1.0	23	0.2
1989	401			IT	25,000	34,800	33,500	19,500	6,250	95	0.8	19	0.2
1990	401			IR	26,800	34,000	29,700	22,000	6,700	52	0.4	11	0.1
1991	401			IR	27,100	34,100	30,100	22,500	6,800	74	0.6	16	0.1
1992	401			IR	27,800	34,200	30,600	23,600	6,950	58	0.5	11	0.1
1993	401			IR	28,500	35,100	29,500	23,300	7,100	108	0.8	21	0.2
1994	401			IR	29,100	35,900	32,000	24,400	10,200	71	0.5	22	0.2
1995	401			IR	30,400	37,400	33,500	25,900	10,600	89	0.6	29	0.2
1996	401			IR	32,200	40,000	35,900	27,400	11,300	54	0.4	16	0.1
1997	401			IR	33,400	41,800	37,400	28,400	11,700	92	0.6	14	0.1
1998	401			IR	34,600	42,900	38,800	29,100	12,100	62	0.4	19	0.1
1999	401			IR	32,600	40,400	36,200	27,400	11,400	71	0.5	14	0.1
2000	401			IR	32,900	40,300	36,400	27,800	11,500	72	0.5	19	0.1
2001	401			IR	33,200	41,000	36,800	28,100	11,600	63	0.4	14	0.1
2002	401			IR	33,600	41,400	37,200	28,600	11,800	80	0.5	22	0.1
2003	401			IR	33,200	40,300	36,500	28,200	11,600	66	0.4	14	0.1
2004	401			IR	33,900	41,900	37,600	28,700	11,900	51	0.3	17	0.1
2005	401			IR	34,100	41,200	37,400	29,100	11,900	65	0.4	20	0.1
2006	401			IR	33,700	40,700	36,800	28,600	11,800	61	0.4	17	0.1
2007	401			IR	31,700	38,400	38,300	26,900	11,100	57	0.4	8	0.1
2008	401			IR	32,700	39,600	38,900	27,900	11,400	72	0.5	14	0.1
2009	401			IR	34,000	40,800	37,100	28,900	11,900	50	0.3	11	0.1
2010	401			IR	34,100	40,600	37,100	29,000	11,900	53	0.3	6	0.0
2011	401			IR	34,300	40,900	40,100	29,300	12,000	61	0.4	14	0.1
2012	401			CTR	34,500	41,900	41,300	29,400	12,100	56	0.4	10	0.1
2013	401			CTR	37,500	45,600	47,200	31,800	13,100	85	0.5	31	0.2
2014	401			CTR	35,300	43,100	43,400	30,000	12,400	69	0.4	28	0.2
2015	401			CTR	35,500	43,300	43,700	30,200	12,400	43	0.3	45	0.3
2016	401			CTR	35,100	42,800	43,200	29,800	9,250	38	0.2	13	0.1
2017	401			CTR	35,800	47,800	47,600	29,200	9,400	36	0.2	17	0.1
2018	401			CTR	36,000	48,100	47,900	29,300	9,450	54	0.3	18	0.1
2019	401			CTR	36,200	48,200	48,000	29,500	9,500	74	0.5	26	0.2
2021	401			CTR	36,400	47,500	47,200	29,700	10,200	44	0.3	11	0.1
1988	401	NORTHUMBERLAND CTY RD 30 IC-509	12.4	IT	22,500	32,600	29,900	16,600	3,400	69	0.7	7	0.1
1989	401			IT	24,800	34,500	33,200	19,300	3,700	86	0.8	17	0.2
1990	401			IR	27,200	34,500	30,200	22,300	4,100	65	0.5	16	0.1
1991	401			IR	27,600	34,800	30,600	22,900	4,150	92	0.7	14	0.1
1992	401			IR	28,100	34,600	30,900	23,900	4,200	93	0.7	13	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1993	401			IR	29,100	35,800	30,100	23,800	4,350	96	0.7	17	0.1
1994	401			IR	29,900	36,800	32,900	25,100	10,500	65	0.5	8	0.1
1995	401			IR	30,700	37,800	33,800	26,200	10,700	41	0.3	20	0.1
1996	401			IR	31,500	39,100	35,100	26,800	11,000	41	0.3	8	0.1
1997	401			IR	32,300	40,400	36,200	27,500	11,300	45	0.3	8	0.1
1998	401			IR	33,100	41,000	37,100	27,800	11,600	48	0.3	17	0.1
1999	401			IR	33,800	41,900	37,500	28,400	11,800	91	0.6	17	0.1
2000	401			IR	33,800	41,400	37,400	28,600	11,800	75	0.5	14	0.1
2001	401			IR	33,800	41,800	37,500	28,600	11,800	78	0.5	22	0.1
2002	401			IR	33,100	40,800	36,700	28,100	11,600	79	0.5	12	0.1
2003	401			IR	33,900	41,100	37,300	28,800	11,900	99	0.6	20	0.1
2004	401			IR	34,900	43,100	38,700	29,500	12,200	68	0.4	20	0.1
2005	401			IR	34,800	42,000	38,100	29,700	12,200	64	0.4	18	0.1
2006	401			IR	35,100	42,300	38,400	29,800	12,300	54	0.3	14	0.1
2007	401			IR	35,500	43,000	42,900	30,100	12,400	60	0.4	11	0.1
2008	401			IR	35,800	43,400	42,600	30,600	12,500	64	0.4	22	0.1
2009	401			IR	35,300	42,400	38,500	30,000	12,400	63	0.4	14	0.1
2010	401			IR	36,500	43,500	39,700	31,100	12,800	47	0.3	13	0.1
2011	401			IR	36,800	43,900	43,000	31,400	12,900	52	0.3	16	0.1
2012	401			CTR	37,200	45,100	44,600	31,700	13,000	56	0.3	12	0.1
2013	401			CTR	37,500	45,600	47,200	31,800	13,100	40	0.2	13	0.1
2014	401			CTR	37,900	46,200	46,600	32,200	13,300	71	0.4	27	0.2
2015	401			CTR	38,200	46,600	47,000	32,500	13,400	55	0.3	10	0.1
2016	401			CTR	38,600	47,100	47,500	32,800	10,300	48	0.3	14	0.1
2017	401			CTR	38,900	52,000	51,700	31,700	10,400	42	0.2	8	0.0
2018	401			CTR	39,200	52,400	52,100	31,900	10,500	49	0.3	14	0.1
2019	401			CTR	39,600	52,800	52,500	32,200	10,600	67	0.4	27	0.2
2021	401			CTR	40,300	52,500	52,300	32,900	10,900	31	0.2	5	0.0
1988	401	PERCY ST IC-497 CTY RD 25 BIG APPLE DRIVE	10.2	IT	24,000	34,800	31,900	17,800	6,000	56	0.6	15	0.2
1989	401			IT	26,000	36,100	34,800	20,300	6,500	70	0.7	15	0.2
1990	401			IR	28,000	35,600	31,100	23,000	7,000	54	0.5	12	0.1
1991	401			IR	28,400	35,800	31,500	23,600	7,100	42	0.4	6	0.1
1992	401			IR	28,900	35,500	31,800	24,600	7,200	53	0.5	8	0.1
1993	401			IR	29,900	36,800	30,900	24,500	7,500	51	0.5	16	0.1
1994	401			IR	30,400	37,500	33,400	25,500	10,600	73	0.6	24	0.2
1995	401			IR	30,900	38,100	34,000	26,300	10,800	33	0.3	6	0.1
1996	401			IR	31,400	39,000	35,000	26,700	11,000	48	0.4	12	0.1
1997	401			IR	31,900	39,900	35,700	27,100	11,200	44	0.4	4	0.0
1998	401			IR	32,400	40,200	36,300	27,200	11,300	39	0.3	4	0.0
1999	401			IR	32,900	40,800	36,500	27,600	11,500	60	0.5	17	0.1
2000	401			IR	33,700	41,300	37,300	28,500	11,800	56	0.4	6	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2001	401			IR	34,100	42,100	37,800	28,800	11,900	51	0.4	19	0.1
2002	401			IR	34,400	42,400	38,100	29,200	12,000	59	0.5	16	0.1
2003	401			IR	32,400	39,300	35,600	27,500	11,300	53	0.4	23	0.2
2004	401			IR	33,200	41,000	36,800	28,100	11,600	56	0.5	7	0.1
2005	401			IR	32,600	39,300	35,700	27,800	11,400	37	0.3	8	0.1
2006	401			IR	33,400	40,300	36,500	28,400	11,700	25	0.2	6	0.0
2007	401			IR	34,600	41,900	41,800	29,300	12,100	43	0.3	11	0.1
2008	401			IR	34,500	41,800	41,000	29,500	12,100	51	0.4	31	0.2
2009	401			IR	34,700	41,600	37,800	29,500	12,100	52	0.4	9	0.1
2010	401			IR	35,000	41,700	38,100	29,800	12,200	40	0.3	11	0.1
2011	401			IR	35,200	42,000	41,100	30,100	12,300	32	0.2	10	0.1
2012	401			CTR	43,800	53,100	52,500	37,300	15,300	31	0.2	2	0.0
2013	401			CTR	38,500	46,900	48,400	32,700	13,500	49	0.3	13	0.1
2014	401			CTR	38,000	46,400	46,700	32,300	13,300	49	0.3	16	0.1
2015	401			CTR	38,400	46,800	47,200	32,600	13,400	45	0.3	11	0.1
2016	401			CTR	36,400	44,400	44,800	30,900	8,250	33	0.2	7	0.1
2017	401			CTR	38,700	51,700	51,400	31,500	8,750	33	0.2	6	0.0
2018	401			CTR	39,100	52,200	52,000	31,800	8,850	54	0.4	17	0.1
2019	401			CTR	39,500	52,600	52,400	32,100	8,950	47	0.3	21	0.1
2021	401			CTR	39,500	51,500	51,200	32,200	10,300	50	0.3	9	0.1
1988	401	LYLE ST IC-487 CTY RD 23	12.5	IT	23,500	34,100	31,300	17,400	5,900	81	0.8	19	0.2
1989	401			IT	25,900	36,000	34,700	20,200	6,500	96	0.8	22	0.2
1990	401			IT	28,400	36,100	35,200	23,900	7,100	57	0.4	12	0.1
1991	401			IT	29,300	38,100	36,000	25,200	7,300	73	0.5	18	0.1
1992	401			IT	30,200	39,300	37,400	25,700	7,550	61	0.4	14	0.1
1993	401			IT	31,100	38,300	38,600	26,400	7,800	56	0.4	10	0.1
1994	401			IT	32,000	41,600	39,700	27,200	11,200	62	0.4	17	0.1
1995	401			IT	32,900	42,100	40,100	28,100	11,500	47	0.3	8	0.1
1996	401			IT	33,700	44,400	43,100	27,800	16,800	58	0.4	16	0.1
1997	401			IT	34,600	45,300	44,600	28,700	17,300	68	0.4	20	0.1
1998	401			IT	35,500	45,800	45,400	28,800	17,800	49	0.3	12	0.1
1999	401			IT	35,300	45,500	44,800	28,600	17,600	50	0.3	8	0.0
2000	401			IT	35,900	46,300	45,600	29,400	18,000	51	0.3	9	0.1
2001	401			IR	36,100	44,600	40,000	30,500	10,100	47	0.3	16	0.1
2002	401			IR	36,900	45,500	40,900	31,400	9,200	58	0.3	14	0.1
2003	401			IR	36,400	44,200	40,000	30,900	9,450	66	0.4	13	0.1
2004	401			IR	36,100	44,600	40,000	30,500	10,100	72	0.4	21	0.1
2005	401			IR	38,200	46,100	41,900	32,600	10,700	63	0.4	11	0.1
2006	401			IR	40,400	48,700	44,200	34,300	10,100	30	0.2	6	0.0
2007	401			IR	36,800	44,600	44,500	31,200	10,700	50	0.3	20	0.1
2008	401			IR	38,500	46,600	45,800	32,900	9,250	50	0.3	27	0.2

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2009	401			IR	39,400	47,300	42,900	33,500	9,450	37	0.2	8	0.0
2010	401			IR	39,900	47,500	43,500	34,000	9,600	43	0.2	10	0.1
2011	401			IR	40,300	48,100	47,100	34,400	9,650	37	0.2	6	0.0
2012	401			CTR	41,100	49,900	49,200	35,000	9,850	38	0.2	7	0.0
2013	401			IC	41,200	45,600	45,300	36,500	9,900	52	0.3	10	0.1
2014	401			IC	41,700	46,200	45,900	37,000	10,000	50	0.3	19	0.1
2015	401			IC	42,100	46,600	46,400	37,300	10,100	45	0.2	10	0.1
2016	401			CTR	42,500	51,800	52,300	36,100	9,350	46	0.2	20	0.1
2017	401			CTR	43,000	57,500	57,200	35,000	9,450	47	0.2	13	0.1
2018	401			CTR	43,400	58,000	57,700	35,300	9,550	65	0.3	12	0.1
2019	401			CTR	43,900	58,500	58,200	35,700	9,650	69	0.3	27	0.1
2021	401			CTR	44,700	58,300	58,000	36,500	9,850	41	0.2	12	0.1
1988	401	HWY 45 IC-474 COBOURG DIVISION ST COBOURG	2.0	IR	29,300	38,100	32,200	23,400	3,800	18	0.8	4	0.2
1989	401			IR	30,400	39,200	33,700	24,900	3,950	24	1.1	9	0.4
1990	401			IR	31,800	40,400	35,300	26,100	4,150	21	0.9	6	0.3
1991	401			IR	32,400	40,800	36,000	26,900	4,200	15	0.6	10	0.4
1992	401			IR	32,900	40,500	36,200	28,000	4,300	12	0.5	1	0.0
1993	401			IR	33,500	41,200	34,600	27,400	4,350	17	0.7	1	0.0
1994	401			IR	34,000	41,900	37,400	28,500	11,900	12	0.5	8	0.3
1995	401			IR	34,600	42,600	38,100	29,500	12,100	10	0.4	2	0.1
1996	401			IR	35,100	43,600	39,200	29,900	12,300	13	0.5	5	0.2
1997	401			IR	35,700	44,600	40,000	30,300	12,500	7	0.3	0	0.0
1998	401			IR	36,200	44,900	40,500	30,400	12,700	1	0.0	0	0.0
1999	401			IR	36,800	45,600	40,800	30,900	12,900	17	0.6	6	0.2
2000	401			IR	37,400	45,800	41,400	31,600	13,100	13	0.5	2	0.1
2001	401			IR	37,900	46,800	42,000	32,000	13,300	17	0.6	8	0.3
2002	401			IR	38,700	47,700	42,900	32,900	13,500	12	0.4	5	0.2
2003	401			IR	39,100	47,500	43,000	33,200	13,700	12	0.4	3	0.1
2004	401			IR	39,000	48,200	43,200	33,000	13,600	12	0.4	4	0.1
2005	401			IR	39,300	47,400	43,100	33,500	13,800	22	0.8	4	0.1
2006	401			IR	40,500	48,900	44,300	34,400	14,200	15	0.5	4	0.1
2007	401			IR	38,300	46,400	46,300	32,400	13,400	17	0.6	12	0.4
2008	401			IR	39,100	47,400	46,500	33,400	13,700	24	0.8	7	0.2
2009	401			IR	40,700	48,800	44,400	34,600	14,200	17	0.6	4	0.1
2010	401			IR	41,100	48,900	44,800	35,000	14,400	9	0.3	3	0.1
2011	401			IR	41,500	49,500	48,500	35,400	14,500	16	0.5	6	0.2
2012	401			CTR	41,900	50,800	50,200	35,700	14,700	22	0.7	4	0.1
2013	401			CTR	42,300	51,500	53,200	35,900	14,800	12	0.4	3	0.1
2014	401			CTR	42,700	52,100	52,500	36,300	14,900	19	0.6	4	0.1
2015	401			CTR	43,100	52,600	53,000	36,600	15,100	15	0.5	4	0.1
2016	401			CTR	43,500	53,100	53,500	37,000	15,200	20	0.6	4	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2017	401			CTR	43,900	58,700	58,400	35,800	15,400	26	0.8	7	0.2
2018	401			CTR	44,300	59,200	58,900	36,100	15,500	38	1.2	16	0.5
2019	401			CTR	44,700	59,600	59,300	36,400	15,600	34	1.0	7	0.2
2021	401			CTR	45,500	59,300	59,000	37,100	15,900	22	0.7	6	0.2
1988	401	BURNHAM ST IC-472 CTY RD 18 COBOURG	7.8	IR	31,200	40,600	34,300	25,000	5,000	22	0.2	4	0.0
1989	401			IR	32,000	41,300	35,500	26,200	5,100	31	0.3	9	0.1
1990	401			IR	33,900	43,100	37,600	27,800	5,400	40	0.4	11	0.1
1991	401			IR	34,400	43,300	38,200	28,600	5,500	50	0.5	15	0.2
1992	401			IR	34,900	42,900	38,400	29,700	5,600	39	0.4	5	0.1
1993	401			IR	35,400	43,500	36,600	29,000	5,650	46	0.5	8	0.1
1994	401			IR	35,900	44,200	39,500	30,100	12,600	26	0.3	14	0.1
1995	401			IR	36,400	44,800	40,100	31,000	12,700	26	0.3	15	0.1
1996	401			IR	36,900	45,800	41,200	31,400	12,900	61	0.6	25	0.2
1997	401			IR	37,400	46,800	41,900	31,800	13,100	34	0.3	12	0.1
1998	401			IR	37,900	47,000	42,400	31,800	13,300	26	0.2	7	0.1
1999	401			IR	38,400	47,600	42,600	32,300	13,400	48	0.4	18	0.2
2000	401			IR	38,800	47,500	43,000	32,800	13,600	41	0.4	13	0.1
2001	401			IR	39,300	48,600	43,500	33,200	13,800	41	0.4	16	0.1
2002	401			IR	40,100	49,400	44,400	34,100	14,000	42	0.4	7	0.1
2003	401			IR	40,400	49,000	44,400	34,300	14,100	60	0.5	14	0.1
2004	401			IR	40,900	50,500	45,300	34,600	14,300	72	0.6	29	0.2
2005	401			IR	41,400	50,000	45,400	35,300	14,500	42	0.4	12	0.1
2006	401			IR	41,900	50,500	45,800	35,600	14,700	30	0.3	6	0.1
2007	401			IR	43,000	52,100	51,900	36,400	15,000	48	0.4	12	0.1
2008	401			IR	42,900	52,000	51,000	36,700	9,000	30	0.2	7	0.1
2009	401			IC	43,400	48,200	48,600	38,600	9,100	24	0.2	8	0.1
2010	401			IR	49,000	58,300	53,400	41,700	10,300	25	0.2	7	0.1
2011	401			IR	47,400	56,500	55,400	40,500	9,950	24	0.2	11	0.1
2012	401			CTR	46,700	56,700	55,900	39,800	9,800	34	0.3	14	0.1
2013	401			CTR	47,300	57,600	59,500	40,200	9,950	36	0.3	10	0.1
2014	401			CTR	48,000	58,600	59,000	40,800	10,100	43	0.3	11	0.1
2015	401			CTR	48,600	59,300	59,800	41,300	10,200	37	0.3	8	0.1
2016	401			CTR	49,200	60,000	60,500	41,800	9,400	42	0.3	12	0.1
2017	401			CTR	49,900	66,700	66,300	40,700	9,550	36	0.3	13	0.1
2018	401			CTR	50,500	67,400	67,200	41,100	9,650	33	0.2	10	0.1
2019	401			CTR	51,200	68,200	67,900	41,700	9,800	36	0.2	10	0.1
2021	401			CTR	51,400	67,000	66,600	41,900	10,300	33	0.2	15	0.1
1988	401	NORTHUMBERLAND CTY RD 28 ONTARIO ST IC-464	3.4	IR	30,200	39,300	33,200	24,200	7,550	21	0.6	5	0.1
1989	401			IR	31,100	40,100	34,500	25,500	7,800	25	0.6	12	0.3
1990	401			IR	33,700	42,800	37,400	27,600	8,400	10	0.2	3	0.1
1991	401			IR	34,200	43,100	38,000	28,400	8,550	14	0.3	6	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1992	401			IR	34,600	42,600	38,100	29,400	8,650	16	0.4	6	0.1
1993	401			IR	35,100	43,200	36,300	28,700	8,800	12	0.3	3	0.1
1994	401			IR	35,500	43,700	39,000	29,700	12,400	15	0.3	1	0.0
1995	401			IR	36,000	44,300	39,700	30,700	12,600	13	0.3	4	0.1
1996	401			IR	36,400	45,200	40,600	31,000	12,700	10	0.2	2	0.0
1997	401			IR	36,900	46,100	41,300	31,400	12,900	14	0.3	5	0.1
1998	401			IR	37,300	46,300	41,800	31,300	13,100	16	0.3	3	0.1
1999	401			IR	37,700	46,700	41,800	31,700	13,200	22	0.5	3	0.1
2000	401			IR	38,000	46,600	42,100	32,100	13,300	17	0.4	1	0.0
2001	401			IR	38,500	47,600	42,700	32,500	13,500	18	0.4	10	0.2
2002	401			IR	39,300	48,500	43,500	33,400	13,800	29	0.6	11	0.2
2003	401			IR	39,500	47,900	43,500	33,500	13,800	32	0.6	10	0.2
2004	401			IR	40,000	49,400	44,300	33,800	14,000	27	0.5	11	0.2
2005	401			IR	42,200	50,900	46,200	36,000	14,800	26	0.5	12	0.2
2006	401			IR	43,200	52,100	47,200	36,700	15,100	17	0.3	6	0.1
2007	401			IR	44,000	53,300	53,100	37,300	15,400	17	0.3	7	0.1
2008	401			IR	44,900	54,400	53,400	38,400	15,700	29	0.5	1	0.0
2009	401			IR	45,800	55,000	49,900	38,900	16,000	17	0.3	5	0.1
2010	401			IR	46,700	55,600	50,900	39,700	16,300	18	0.3	4	0.1
2011	401			IR	46,400	55,400	54,200	39,600	16,200	23	0.4	9	0.2
2012	401			IR	45,000	53,500	52,100	38,500	15,800	24	0.4	7	0.1
2013	401			IR	47,400	56,400	60,500	40,300	16,600	25	0.4	5	0.1
2014	401			IR	48,100	57,300	57,400	40,900	16,800	51	0.8	22	0.4
2015	401			IR	48,700	58,000	58,100	41,500	17,000	20	0.3	4	0.1
2016	401			CTR	50,000	61,000	61,500	42,500	10,200	17	0.3	1	0.0
2017	401			CTR	50,200	67,100	66,700	40,900	10,200	22	0.4	6	0.1
2018	401			CTR	50,900	68,000	67,700	41,500	10,400	23	0.4	2	0.0
2019	401			CTR	51,500	68,600	68,300	41,900	10,500	33	0.5	8	0.1
2021	401			CTR	52,900	69,000	68,600	43,200	10,600	13	0.2	3	0.0
1988	401	NORTHUMBERLAND CTY RD 2 TORONTO RD IC-461	4.7	IR	31,400	40,800	34,500	25,100	7,850	19	0.3	4	0.1
1989	401			IR	33,300	43,000	37,000	27,300	8,300	15	0.3	1	0.0
1990	401			IR	35,300	44,800	39,200	28,900	8,800	17	0.3	5	0.1
1991	401			IR	35,700	45,000	39,600	29,600	8,900	17	0.3	6	0.1
1992	401			IR	35,900	44,200	39,500	30,500	9,000	23	0.4	3	0.0
1993	401			IR	37,000	45,500	38,300	30,300	9,250	13	0.2	1	0.0
1994	401			IR	37,100	45,700	40,800	31,100	13,000	16	0.2	6	0.1
1995	401			IR	37,100	45,700	40,900	31,600	13,000	13	0.2	1	0.0
1996	401			IR	37,100	46,100	41,400	31,600	13,000	15	0.2	6	0.1
1997	401			IR	37,200	46,500	41,700	31,600	13,000	18	0.3	5	0.1
1998	401			IR	37,400	46,400	41,900	31,400	13,100	21	0.3	5	0.1
1999	401			IR	37,500	46,500	41,600	31,500	13,100	33	0.5	7	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2000	401			IR	41,200	50,500	45,600	34,800	14,400	33	0.5	11	0.2
2001	401			IR	41,500	51,300	46,000	35,100	14,500	34	0.5	8	0.1
2002	401			IR	42,400	52,300	47,000	36,000	14,800	43	0.6	13	0.2
2003	401			IR	42,300	51,300	46,500	35,900	14,800	33	0.5	10	0.1
2004	401			IR	43,000	53,100	47,600	36,400	15,000	40	0.5	16	0.2
2005	401			IR	42,400	51,200	46,500	36,100	14,800	25	0.3	7	0.1
2006	401			IR	43,500	52,500	47,500	36,900	15,200	15	0.2	5	0.1
2007	401			IR	44,400	53,800	53,600	37,600	15,500	22	0.3	1	0.0
2008	401			IR	45,300	54,900	53,800	38,700	15,900	27	0.3	10	0.1
2009	401			IR	46,600	55,900	50,800	39,600	16,300	26	0.3	9	0.1
2010	401			IR	46,900	55,800	51,100	39,900	16,400	11	0.1	1	0.0
2011	401			IR	47,500	56,700	55,500	40,600	16,600	18	0.2	4	0.0
2012	401			CTR	48,100	58,400	57,600	41,000	16,800	14	0.2	4	0.0
2013	401			CTR	48,800	59,400	61,400	41,400	17,100	14	0.2	5	0.1
2014	401			CTR	49,400	60,300	60,800	42,000	17,300	29	0.3	12	0.1
2015	401			CTR	50,100	61,100	61,600	42,600	17,500	22	0.3	6	0.1
2016	401			CTR	50,800	62,000	62,500	43,200	10,700	28	0.3	10	0.1
2017	401			CTR	51,500	68,800	68,500	42,000	10,800	22	0.2	9	0.1
2018	401			CTR	52,100	69,600	69,300	42,400	10,900	19	0.2	3	0.0
2019	401			CTR	52,800	70,300	70,000	43,000	11,100	31	0.3	6	0.1
2021	401			CTR	54,100	70,500	70,100	44,100	11,400	17	0.2	4	0.0
1988	401	WESLEYVILLE RD IC-456	5.2	IR	34,500	44,800	38,000	27,600	5,850	28	0.4	10	0.2
1989	401			IR	36,900	47,600	41,000	30,300	6,250	18	0.3	1	0.0
1990	401			IR	35,700	45,300	39,600	29,300	6,050	20	0.3	4	0.1
1991	401			IR	36,000	45,400	40,000	29,900	4,700	18	0.3	3	0.0
1992	401			IR	36,000	44,300	39,600	30,600	4,700	30	0.4	8	0.1
1993	401			IR	37,900	46,600	39,200	31,000	4,950	23	0.3	8	0.1
1994	401			IR	37,800	46,600	41,600	31,700	13,200	24	0.3	8	0.1
1995	401			IR	37,300	45,900	41,100	31,800	13,100	22	0.3	7	0.1
1996	401			IR	37,600	46,700	41,900	32,000	13,200	27	0.4	7	0.1
1997	401			IR	38,100	47,600	42,700	32,400	13,300	18	0.2	0	0.0
1998	401			IR	38,600	47,900	43,200	32,400	13,500	18	0.2	4	0.1
1999	401			IR	38,900	48,200	43,200	32,700	13,200	27	0.4	13	0.2
2000	401			IR	39,500	48,400	43,700	33,400	7,900	22	0.3	5	0.1
2001	401			IR	39,600	48,900	43,900	33,500	7,900	24	0.3	5	0.1
2002	401			IR	39,900	49,200	44,200	33,900	8,000	25	0.3	7	0.1
2003	401			IR	40,300	48,900	44,300	34,200	8,850	26	0.3	5	0.1
2004	401			IR	40,600	50,200	45,000	34,300	8,950	14	0.2	2	0.0
2005	401			IR	40,900	49,400	44,800	34,900	9,000	26	0.3	8	0.1
2006	401			IR	46,400	56,000	50,700	39,400	10,200	13	0.1	2	0.0
2007	401			IR	46,200	56,000	55,800	39,100	10,200	19	0.2	6	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2008	401			IR	45,200	54,800	53,700	38,600	9,950	34	0.4	6	0.1
2009	401			IR	45,300	54,400	49,400	38,500	9,950	20	0.2	7	0.1
2010	401			IR	46,900	55,800	51,100	39,900	10,300	15	0.2	1	0.0
2011	401			IR	47,300	56,400	55,200	40,400	10,400	27	0.3	12	0.1
2012	401			IR	47,500	56,500	55,000	40,600	10,400	23	0.3	4	0.0
2013	401			IR	48,100	57,300	61,400	40,900	10,600	32	0.4	13	0.1
2014	401			IR	48,800	58,100	58,200	41,500	10,700	42	0.5	12	0.1
2015	401			IR	49,400	58,800	58,900	42,000	10,900	29	0.3	11	0.1
2016	401			IR	50,000	59,500	59,600	42,600	11,000	17	0.2	6	0.1
2017	401			IR	50,700	62,100	62,300	43,300	11,200	24	0.2	3	0.0
2018	401			IR	51,300	63,100	62,900	43,900	11,300	24	0.2	5	0.1
2019	401			IR	51,900	64,100	63,900	44,300	11,400	24	0.2	7	0.1
2021	401			IR	53,200	64,200	64,100	45,800	11,700	20	0.2	6	0.1
1988	401	BANCROFT TORONTO MTO DIST BDY	3.3	IR	34,500	44,800	38,000	27,600	5,850	17	0.4	7	0.2
1989	401			IR	36,900	47,600	41,000	30,300	6,250	22	0.5	5	0.1
1990	401			IR	35,700	45,300	39,600	29,300	6,050	12	0.3	3	0.1
1991	401			IR	36,000	45,400	40,000	29,900	4,700	15	0.3	4	0.1
1992	401			IR	36,000	44,300	39,600	30,600	4,700	15	0.3	1	0.0
1993	401			IR	37,900	46,600	39,200	31,000	4,950	15	0.3	4	0.1
1994	401			IR	37,800	46,600	41,600	31,700	13,200	10	0.2	3	0.1
1995	401			IR	37,300	45,900	41,100	31,800	13,100	11	0.2	3	0.1
1996	401			IR	37,600	46,700	41,900	32,000	13,200	29	0.6	7	0.2
1997	401			IR	38,100	47,600	42,700	32,400	13,300	8	0.2	1	0.0
1998	401			IR	38,600	47,900	43,200	32,400	13,500	22	0.5	9	0.2
1999	401			IR	38,900	48,200	43,200	32,700	13,200	15	0.3	5	0.1
2000	401			IR	39,500	48,400	43,700	33,400	7,900	17	0.4	2	0.0
2001	401			IR	39,600	48,900	43,900	33,500	7,900	22	0.5	9	0.2
2002	401			IR	39,900	49,200	44,200	33,900	8,000	20	0.4	3	0.1
2003	401			IR	40,300	48,900	44,300	34,200	8,850	20	0.4	5	0.1
2004	401			IR	40,600	50,200	45,000	34,300	8,950	16	0.3	5	0.1
2005	401			IR	40,900	49,400	44,800	34,900	9,000	20	0.4	1	0.0
2006	401			IR	46,400	56,000	50,700	39,400	10,200	8	0.1	2	0.0
2007	401			IR	46,200	56,000	55,800	39,100	10,200	18	0.3	6	0.1
2008	401			IR	45,200	54,800	53,700	38,600	9,950	19	0.3	3	0.1
2009	401			IR	45,300	54,400	49,400	38,500	9,950	13	0.2	1	0.0
2010	401			IR	46,900	55,800	51,100	39,900	10,300	5	0.1	0	0.0
2011	401			IR	47,300	56,400	55,200	40,400	10,400	3	0.1	1	0.0
2012	401			IR	47,500	56,500	55,000	40,600	10,400	9	0.2	3	0.1
2013	401			IR	48,100	57,300	61,400	40,900	10,600	18	0.3	3	0.1
2014	401			IR	48,800	58,100	58,200	41,500	10,700	15	0.3	2	0.0
2015	401			IR	49,400	58,800	58,900	42,000	10,900	16	0.3	7	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2016	401			IR	50,000	59,500	59,600	42,600	11,000	31	0.5	11	0.2
2017	401			IR	50,700	62,100	62,300	43,300	11,200	16	0.3	3	0.0
2018	401			IR	51,300	63,100	62,900	43,900	11,300	12	0.2	3	0.0
2019	401			IR	51,900	64,100	63,900	44,300	11,400	22	0.4	7	0.1
2021	401			IR	53,200	64,200	64,100	45,800	11,700	13	0.2	7	0.1
1988	401	NEWTONVILLE RD IC-448 REG RD 18	8.0	IR	32,500	42,200	35,800	26,000	7,150	55	0.6	26	0.3
1989	401			IR	35,000	45,200	38,800	28,700	7,700	41	0.4	13	0.1
1990	401			IR	37,200	47,200	41,300	30,500	8,200	41	0.4	10	0.1
1991	401			IR	36,200	45,600	40,200	30,000	7,950	34	0.3	4	0.0
1992	401			IR	36,800	45,300	40,500	31,300	8,100	40	0.4	20	0.2
1993	401			IR	38,700	47,600	40,000	31,700	8,500	40	0.4	9	0.1
1994	401			IR	39,100	48,200	43,000	32,800	13,700	32	0.3	6	0.1
1995	401			IR	39,500	48,600	43,500	33,700	13,800	45	0.4	8	0.1
1996	401			IR	39,900	49,600	44,500	34,000	14,000	30	0.3	4	0.0
1997	401			IR	40,400	50,500	45,200	34,300	14,100	53	0.4	11	0.1
1998	401			IR	41,900	52,000	46,900	35,200	14,700	39	0.3	10	0.1
1999	401			IR	43,300	53,700	48,100	36,400	14,700	29	0.2	8	0.1
2000	401			CR	43,800	53,900	51,200	37,200	14,900	57	0.4	13	0.1
2001	401			IR	44,500	55,000	49,300	37,600	10,200	85	0.7	24	0.2
2002	401			IR	45,400	56,000	50,300	38,600	9,100	41	0.3	12	0.1
2003	401			CR	46,200	56,300	54,100	39,100	9,250	57	0.4	20	0.1
2004	401			CR	47,100	57,900	55,200	39,800	9,400	66	0.5	17	0.1
2005	401			CR	47,900	58,100	55,900	40,400	9,600	72	0.5	17	0.1
2006	401			IR	48,800	58,900	53,300	41,400	9,750	30	0.2	5	0.0
2007	401			IR	48,400	58,600	58,500	41,000	9,700	56	0.4	18	0.1
2008	401			IR	48,100	58,300	57,200	41,100	11,500	58	0.4	8	0.1
2009	401			IR	50,400	60,500	54,900	42,800	12,100	30	0.2	7	0.0
2010	401			IC	51,200	56,700	57,100	45,400	12,300	25	0.2	11	0.1
2011	401			IR	51,900	61,900	60,600	44,300	12,500	33	0.2	13	0.1
2012	401			IR	52,700	62,700	61,000	45,100	12,600	39	0.3	17	0.1
2013	401			CTR	52,800	64,300	66,400	44,800	12,700	41	0.3	26	0.2
2014	401			CTR	52,900	64,500	65,100	45,000	12,700	46	0.3	19	0.1
2015	401			CTR	55,000	67,100	67,600	46,800	13,200	49	0.3	26	0.2
2016	401			CTR	54,500	66,500	67,000	46,300	13,100	51	0.3	12	0.1
2017	401			IR	57,100	69,300	68,800	48,700	10,800	79	0.5	22	0.1
2018	401			IR	56,900	69,100	68,700	48,400	10,800	43	0.3	14	0.1
2019	401			IR	57,700	70,200	69,800	49,200	11,000	42	0.2	13	0.1
2021	401			IR	54,800	65,600	65,400	46,800	11,000	34	0.2	16	0.1
1988	401	MILL ST IC-440 REG RD 17 NEWCASTLE	3.2	IR	33,400	43,400	36,700	26,700	7,350	23	0.6	3	0.1
1989	401			IR	35,000	45,200	38,800	28,700	7,700	8	0.2	2	0.0
1990	401			IR	37,300	47,400	41,400	30,600	8,200	8	0.2	2	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1991	401			IR	36,100	45,500	40,100	30,000	7,950	14	0.3	5	0.1
1992	401			IR	36,400	44,800	40,000	30,900	8,000	12	0.3	1	0.0
1993	401			IR	38,200	47,000	39,500	31,200	8,400	11	0.2	0	0.0
1994	401			IR	38,500	47,400	42,400	32,300	9,600	13	0.3	5	0.1
1995	401			IR	38,500	47,400	42,400	32,800	9,600	17	0.4	1	0.0
1996	401			IR	39,500	49,100	44,100	33,600	9,900	17	0.4	2	0.0
1997	401			IR	41,600	52,000	46,600	35,400	7,900	37	0.8	11	0.2
1998	401			IR	43,800	54,300	49,100	36,800	8,300	12	0.2	5	0.1
1999	401			IR	45,600	56,500	50,600	38,300	15,500	15	0.3	4	0.1
2000	401			IR	46,300	56,700	51,300	39,100	15,700	14	0.3	2	0.0
2001	401			IR	47,100	58,200	52,200	39,800	16,000	40	0.7	9	0.2
2002	401			IR	47,900	59,100	53,100	40,700	16,300	14	0.2	4	0.1
2003	401			IR	48,700	59,100	53,600	41,300	16,600	20	0.3	5	0.1
2004	401			CR	49,100	60,400	57,600	41,500	16,700	24	0.4	7	0.1
2005	401			CR	50,500	61,300	58,900	42,500	17,200	31	0.5	4	0.1
2006	401			CR	51,500	62,500	59,900	43,500	17,500	13	0.2	4	0.1
2007	401			CR	52,600	63,700	63,600	44,300	17,900	31	0.5	8	0.1
2008	401			CR	53,600	64,900	64,400	45,200	18,200	26	0.4	8	0.1
2009	401			CR	53,100	63,700	61,600	45,100	18,100	23	0.4	8	0.1
2010	401			CR	55,800	66,900	64,500	47,200	19,000	10	0.2	4	0.1
2011	401			CR	56,800	66,200	66,900	50,500	19,300	23	0.3	2	0.0
2012	401			CR	57,900	69,400	68,200	48,900	9,800	21	0.3	5	0.1
2013	401			CR	59,000	70,700	72,600	49,900	9,950	28	0.4	8	0.1
2014	401			CR	51,700	60,900	60,600	44,000	8,750	25	0.4	6	0.1
2015	401			CR	59,500	70,100	69,700	50,700	10,100	22	0.3	9	0.1
2016	401			CR	60,500	71,300	70,900	51,500	10,200	17	0.2	4	0.1
2017	401			CR	61,400	71,200	71,600	55,300	10,400	36	0.5	3	0.0
2018	401			CR	62,400	72,500	73,000	56,000	10,500	30	0.4	7	0.1
2019	401			CR	63,300	73,400	73,900	56,800	10,700	40	0.5	11	0.1
2021	401			CR	58,900	67,800	68,200	53,100	10,600	21	0.3	5	0.1
1988	401	HWYS 35/115 IC-436 NEWCASTLE	1.5	IR	41,600	54,100	45,800	33,300	7,500	10	0.4	3	0.1
1989	401			IR	43,000	55,500	47,700	35,300	7,750	10	0.4	0	0.0
1990	401			IR	45,000	57,200	50,000	36,900	8,100	4	0.2	2	0.1
1991	401			IR	44,600	56,200	49,500	37,000	8,050	9	0.4	6	0.2
1992	401			IR	45,100	55,500	49,600	38,300	8,100	6	0.2	3	0.1
1993	401			IR	45,100	55,500	46,600	36,900	8,100	12	0.5	3	0.1
1994	401			IR	47,300	58,300	52,000	39,600	8,500	13	0.5	2	0.1
1995	401			IR	48,300	59,500	53,200	41,200	8,700	9	0.3	2	0.1
1996	401			IR	49,300	61,200	55,000	42,000	8,850	13	0.5	9	0.3
1997	401			IR	50,300	62,900	56,300	42,800	9,050	23	0.8	6	0.2
1998	401			IR	51,300	63,600	57,500	43,100	9,250	10	0.4	5	0.2

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1999	401			IR	52,300	64,900	58,100	43,900	9,400	25	0.9	5	0.2
2000	401			IR	53,300	65,300	59,000	45,000	9,600	11	0.4	4	0.1
2001	401			IR	58,300	72,000	64,600	49,300	10,500	18	0.6	3	0.1
2002	401			IR	55,300	68,200	61,300	47,000	9,950	10	0.3	0	0.0
2003	401			IR	61,200	74,300	67,300	52,000	11,000	18	0.5	4	0.1
2004	401			IR	62,900	77,700	69,700	53,200	11,300	16	0.5	1	0.0
2005	401			IR	71,000	85,700	77,800	60,500	12,800	28	0.7	7	0.2
2006	401			IR	68,700	82,900	75,100	58,300	12,400	12	0.3	6	0.2
2007	401			IR	67,100	81,300	81,100	56,900	12,100	20	0.6	6	0.2
2008	401			IR	72,200	87,500	85,800	61,700	13,000	18	0.5	3	0.1
2009	401			IR	73,900	88,700	80,600	62,800	13,300	12	0.3	1	0.0
2010	401			IR	75,700	90,100	82,400	64,400	13,600	5	0.1	0	0.0
2011	401			IR	69,200	82,600	80,800	59,100	12,500	10	0.3	0	0.0
2012	401			IR	70,500	83,900	81,600	60,300	12,700	11	0.3	3	0.1
2013	401			IR	76,300	90,800	97,400	64,900	13,700	15	0.4	2	0.0
2014	401			CTR	69,300	84,500	85,200	58,900	12,500	12	0.3	3	0.1
2015	401			CTR	79,400	96,900	97,700	67,500	14,300	15	0.3	5	0.1
2016	401			CTR	81,000	98,800	99,600	68,800	14,600	22	0.5	7	0.2
2017	401			IR	85,300	103,500	102,800	72,700	12,800	23	0.5	5	0.1
2018	401			IR	84,100	102,100	101,600	71,500	12,600	8	0.2	1	0.0
2019	401			IR	85,700	104,200	103,700	73,000	12,900	21	0.5	4	0.1
2021	401			IR	88,800	106,300	105,900	75,800	13,300	8	0.2	3	0.1
1988	401	BENNETT RD IC-435 NEWCASTLE	2.5	IR	45,000	58,500	49,500	36,000	9,900	14	0.3	4	0.1
1989	401			IR	49,400	63,700	54,800	40,500	10,900	12	0.3	1	0.0
1990	401			IR	53,800	68,300	59,700	44,100	11,800	13	0.3	6	0.1
1991	401			IR	52,700	66,400	58,500	43,700	11,600	11	0.2	2	0.0
1992	401			IR	52,500	64,600	57,800	44,600	11,600	10	0.2	3	0.1
1993	401			IR	52,300	64,300	54,100	42,800	11,500	12	0.3	1	0.0
1994	401			IR	56,200	69,200	61,800	47,100	12,400	16	0.3	3	0.1
1995	401			IR	58,000	71,400	63,900	49,400	12,800	8	0.2	1	0.0
1996	401			IR	59,900	74,400	66,800	51,000	13,200	9	0.2	2	0.0
1997	401			IR	61,700	77,100	69,100	52,400	13,600	18	0.3	9	0.2
1998	401			IR	63,600	78,900	71,200	53,400	14,000	10	0.2	6	0.1
1999	401			IR	63,700	79,000	70,700	53,500	10,200	13	0.2	0	0.0
2000	401			IR	65,700	80,500	72,800	55,500	10,500	21	0.3	4	0.1
2001	401			IR	67,200	83,000	74,500	56,800	10,800	16	0.3	2	0.0
2002	401			IR	68,700	84,700	76,100	58,400	11,000	20	0.3	4	0.1
2003	401			IR	70,900	86,100	78,000	60,200	11,300	25	0.4	5	0.1
2004	401			IR	72,500	89,600	80,300	61,300	11,600	17	0.3	5	0.1
2005	401			IR	73,000	88,100	80,000	62,200	11,700	26	0.4	9	0.1
2006	401			IR	73,100	88,200	79,900	62,100	14,600	18	0.3	4	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2007	401			IR	73,900	89,500	89,300	62,600	14,800	20	0.3	3	0.0
2008	401			IR	75,100	91,000	89,300	64,200	15,000	32	0.5	9	0.1
2009	401			IR	76,300	91,600	83,200	64,900	15,300	16	0.2	2	0.0
2010	401			IR	72,800	86,700	79,300	62,000	14,600	10	0.2	2	0.0
2011	401			IR	78,700	93,900	91,900	67,200	15,700	20	0.3	6	0.1
2012	401			IR	79,900	95,100	92,500	68,300	16,000	20	0.3	9	0.1
2013	401			IR	79,300	94,400	101,200	67,500	15,900	42	0.6	15	0.2
2014	401			CR	71,200	83,900	83,400	60,700	14,200	24	0.4	10	0.2
2015	401			CR	80,700	95,100	94,500	68,700	11,300	31	0.4	7	0.1
2016	401			CR	82,600	97,300	96,700	70,400	11,600	7	0.1	1	0.0
2017	401			CR	85,800	99,500	100,000	77,200	13,700	29	0.4	4	0.1
2018	401			CR	84,700	98,400	99,100	76,000	13,600	22	0.3	6	0.1
2019	401			CR	85,800	99,500	100,200	77,000	13,700	28	0.4	8	0.1
2021	401			CR	85,800	98,700	99,400	77,400	11,200	16	0.2	7	0.1
1988	401	LIBERTY ST IC-432 REG RD 14 BOWMANVILLE	1.2	IR	48,000	62,400	52,800	38,400	10,600	7	0.3	1	0.0
1989	401			IR	51,000	65,800	56,600	41,800	11,200	5	0.2	0	0.0
1990	401			IR	54,900	69,700	60,900	45,000	12,100	5	0.2	1	0.0
1991	401			IR	53,800	67,800	59,700	44,700	11,800	11	0.5	3	0.1
1992	401			IR	53,500	65,800	58,900	45,500	11,800	7	0.3	1	0.0
1993	401			IR	53,300	65,600	55,100	43,600	11,700	7	0.3	0	0.0
1994	401			IR	58,800	72,400	64,700	49,300	12,900	7	0.3	2	0.1
1995	401			IR	60,700	74,800	66,900	51,700	13,400	7	0.3	2	0.1
1996	401			IR	62,600	77,800	69,800	53,300	13,800	14	0.5	4	0.1
1997	401			IR	64,500	80,600	72,200	54,800	14,200	5	0.2	0	0.0
1998	401			IR	66,300	82,200	74,300	55,700	14,600	8	0.3	2	0.1
1999	401			IR	69,100	85,700	76,700	58,000	11,700	6	0.2	0	0.0
2000	401			IR	68,200	83,500	75,500	57,600	11,600	7	0.2	0	0.0
2001	401			IR	69,600	86,000	77,100	58,800	11,800	13	0.4	2	0.1
2002	401			IR	70,900	87,400	78,600	60,300	12,100	15	0.5	3	0.1
2003	401			IR	70,600	85,700	77,700	59,900	12,000	16	0.5	4	0.1
2004	401			CR	73,700	90,700	86,400	62,200	12,500	20	0.6	6	0.2
2005	401			CR	75,100	91,100	87,600	63,300	12,800	18	0.5	5	0.1
2006	401			CR	74,500	90,300	86,700	62,900	12,700	21	0.6	5	0.1
2007	401			CR	77,800	94,200	94,100	65,600	13,200	16	0.5	3	0.1
2008	401			CR	79,200	95,900	95,100	66,700	13,500	19	0.5	3	0.1
2009	401			CR	77,800	93,400	90,200	66,100	13,200	10	0.3	0	0.0
2010	401			CR	71,800	86,000	83,000	60,700	12,200	10	0.3	6	0.2
2011	401			CR	80,100	93,300	94,400	71,300	13,600	9	0.2	1	0.0
2012	401			CR	81,200	97,300	95,700	68,600	13,800	10	0.3	1	0.0
2013	401			CTR	82,300	100,200	103,500	69,900	14,000	8	0.2	0	0.0
2014	401			CTR	83,800	102,200	103,100	71,200	14,200	9	0.2	2	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2015	401			CTR	85,000	103,700	104,600	72,200	14,400	7	0.2	2	0.1
2016	401			CTR	86,100	105,000	105,900	73,200	14,600	12	0.3	1	0.0
2017	401			CTR	88,900	118,800	118,200	72,400	12,400	28	0.7	2	0.1
2018	401			CTR	88,400	118,100	117,600	72,000	12,400	19	0.5	3	0.1
2019	401			CTR	89,500	119,200	118,700	72,800	12,500	11	0.3	0	0.0
2021	401			CTR	91,800	119,700	119,000	74,900	12,900	8	0.2	4	0.1
1988	401	WAVERLEY RD IC-431 NEWCASTLE	2.9	IR	52,800	68,600	58,100	42,200	11,600	15	0.3	5	0.1
1989	401			IR	56,600	73,000	62,800	46,400	12,500	18	0.3	2	0.0
1990	401			IR	60,400	76,700	67,000	49,500	13,300	13	0.2	5	0.1
1991	401			IR	59,200	74,600	65,700	49,100	13,000	22	0.3	5	0.1
1992	401			IR	59,600	73,300	65,600	50,700	13,100	19	0.3	5	0.1
1993	401			IR	59,600	73,300	61,600	48,800	13,100	13	0.2	4	0.1
1994	401			IR	64,400	79,300	70,800	54,000	14,200	20	0.3	3	0.0
1995	401			IR	66,400	81,800	73,200	56,600	14,600	17	0.2	5	0.1
1996	401			IR	68,400	85,000	76,300	58,300	15,000	30	0.4	10	0.1
1997	401			IR	70,500	88,100	79,000	59,900	15,500	23	0.3	3	0.0
1998	401			IR	72,500	89,900	81,200	60,900	16,000	10	0.1	1	0.0
1999	401			IR	74,000	91,800	82,100	62,200	12,600	22	0.3	8	0.1
2000	401			IR	73,400	89,900	81,300	62,000	16,100	23	0.3	5	0.1
2001	401			IR	74,600	92,200	82,700	63,100	16,400	21	0.3	3	0.0
2002	401			IR	75,800	93,500	84,000	64,400	16,700	24	0.3	5	0.1
2003	401			IR	77,000	93,500	84,700	65,400	16,900	26	0.3	9	0.1
2004	401			IR	78,200	96,600	86,600	66,100	17,200	26	0.3	6	0.1
2005	401			IR	76,900	92,800	84,200	65,600	16,900	37	0.5	6	0.1
2006	401			IR	79,300	95,700	86,700	67,300	17,400	33	0.4	3	0.0
2007	401			IR	78,100	94,600	94,300	66,200	17,200	28	0.3	3	0.0
2008	401			IR	79,100	95,800	94,000	67,600	17,400	24	0.3	3	0.0
2009	401			IR	80,200	96,200	87,400	68,200	17,600	25	0.3	4	0.0
2010	401			IR	84,600	100,700	92,100	72,000	18,600	28	0.3	5	0.1
2011	401			IR	83,900	100,100	98,000	71,600	18,500	25	0.3	6	0.1
2012	401			CR	86,100	103,100	101,500	72,800	18,900	28	0.3	7	0.1
2013	401			CR	86,200	103,300	106,000	72,900	19,000	23	0.2	5	0.1
2014	401			CR	89,200	105,100	104,500	76,000	19,600	36	0.4	6	0.1
2015	401			CR	88,600	104,400	103,800	75,500	19,500	26	0.3	6	0.1
2016	401			CR	89,600	105,600	104,900	76,300	19,700	21	0.2	7	0.1
2017	401			CR	90,700	105,200	105,700	81,600	20,000	36	0.4	6	0.1
2018	401			CR	91,700	106,600	107,300	82,300	20,200	38	0.4	7	0.1
2019	401			CR	92,800	107,700	108,400	83,300	20,400	42	0.4	9	0.1
2021	401			CR	94,900	109,200	109,900	85,600	20,900	32	0.3	6	0.1
1988	401	HOLT RD IC-428 NEWCASTLE	3.3	CR	53,000	67,800	63,600	44,000	11,700	8	0.1	0	0.0
1989	401			CR	56,000	71,700	66,600	47,000	12,300	12	0.2	4	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1990	401			IR	59,300	75,300	65,800	48,600	13,000	11	0.2	4	0.1
1991	401			IR	58,100	73,200	64,500	48,200	12,800	22	0.3	4	0.1
1992	401			IR	58,600	72,100	64,500	49,800	12,900	13	0.2	5	0.1
1993	401			IR	58,600	72,100	60,600	47,900	12,900	18	0.3	2	0.0
1994	401			IR	59,100	72,800	65,000	49,500	13,000	16	0.2	5	0.1
1995	401			IR	62,400	76,900	68,800	53,200	13,700	16	0.2	1	0.0
1996	401			IR	65,700	81,600	73,300	56,000	14,500	23	0.3	4	0.1
1997	401			CR	69,000	85,600	81,400	58,600	15,200	11	0.1	2	0.0
1998	401			CR	72,800	89,500	85,200	61,900	16,000	21	0.2	3	0.0
1999	401			CR	76,500	94,100	89,500	65,000	13,000	30	0.3	8	0.1
2000	401			CR	76,600	94,200	89,600	65,100	13,000	29	0.3	5	0.1
2001	401			CR	79,300	97,600	93,000	67,000	13,500	21	0.2	7	0.1
2002	401			CR	82,000	100,700	96,200	69,100	13,900	18	0.2	6	0.1
2003	401			CR	82,600	100,600	96,700	69,900	14,000	34	0.3	5	0.1
2004	401			CR	87,400	107,500	102,500	73,800	14,900	29	0.3	9	0.1
2005	401			CR	89,900	109,100	104,900	75,700	15,300	42	0.4	6	0.1
2006	401			CR	87,800	106,500	102,200	74,100	14,900	19	0.2	5	0.0
2007	401			CR	95,400	115,500	115,400	80,400	16,200	59	0.5	14	0.1
2008	401			CR	91,800	111,100	110,200	77,400	15,600	34	0.3	3	0.0
2009	401			CR	95,100	114,100	110,300	80,800	16,200	31	0.3	6	0.1
2010	401			CR	81,600	97,800	94,400	69,000	13,900	40	0.4	14	0.1
2011	401			CR	97,900	114,000	115,400	87,100	16,600	37	0.3	10	0.1
2012	401			CR	99,900	119,700	117,700	84,400	17,000	19	0.2	5	0.0
2013	401			CR	101,900	122,100	125,300	86,200	17,300	37	0.3	8	0.1
2014	401			CR	100,400	118,300	117,600	85,500	17,100	47	0.4	13	0.1
2015	401			CR	99,200	116,900	116,200	84,500	16,900	33	0.3	12	0.1
2016	401			CR	98,000	115,500	114,800	83,500	16,700	35	0.3	7	0.1
2017	401			CR	100,000	115,900	116,600	90,000	17,000	43	0.4	8	0.1
2018	401			CR	102,000	118,500	119,300	91,500	17,300	50	0.4	15	0.1
2019	401			CR	104,000	120,700	121,400	93,300	17,700	75	0.6	20	0.2
2021	401			CR	94,600	108,900	109,600	85,400	11,400	26	0.2	8	0.1
1988	401	COURTICE RD IC-425 REG RD 34 NEWCASTLE	5.6	CR	57,200	73,200	68,600	47,500	12,600	39	0.3	11	0.1
1989	401			CR	62,400	79,900	74,300	52,400	13,700	30	0.2	10	0.1
1990	401			IR	67,700	86,000	75,100	55,500	14,900	42	0.3	8	0.1
1991	401			IR	64,800	81,600	71,900	53,800	8,400	37	0.3	6	0.0
1992	401			IR	61,900	76,100	68,100	52,600	8,050	27	0.2	4	0.0
1993	401			CR	58,900	72,400	67,700	53,000	7,650	37	0.3	9	0.1
1994	401			CR	62,300	76,600	71,000	56,100	8,100	42	0.3	8	0.1
1995	401			CR	65,800	81,500	77,700	56,600	8,550	45	0.3	14	0.1
1996	401			CR	69,200	85,500	81,200	59,100	9,000	36	0.3	11	0.1
1997	401			CR	72,600	90,000	85,700	61,700	9,450	69	0.5	21	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1998	401			CR	76,100	93,600	89,000	64,700	9,900	42	0.3	6	0.0
1999	401			CR	79,500	97,800	93,000	67,600	11,900	44	0.3	14	0.1
2000	401			CR	78,900	97,000	92,300	67,100	11,800	59	0.4	9	0.1
2001	401			CR	81,300	100,000	95,300	68,700	12,200	47	0.3	8	0.0
2002	401			CR	83,700	102,800	98,200	70,500	12,600	62	0.4	14	0.1
2003	401			CR	84,400	102,800	98,800	71,400	12,700	72	0.4	18	0.1
2004	401			CR	89,400	110,000	104,800	75,500	13,400	62	0.3	14	0.1
2005	401			CR	91,900	111,500	107,200	77,400	13,800	66	0.4	15	0.1
2006	401			C	90,700	100,800	101,600	81,600	13,600	65	0.4	15	0.1
2007	401			C	95,600	106,200	107,700	85,900	14,300	66	0.3	14	0.1
2008	401			C	98,000	108,200	106,700	87,900	14,700	80	0.4	17	0.1
2009	401			C	100,400	110,400	111,400	90,400	15,100	59	0.3	6	0.0
2010	401			C	102,800	113,300	114,300	92,500	15,400	39	0.2	10	0.0
2011	401			C	105,200	115,900	117,000	94,700	15,800	58	0.3	13	0.1
2012	401			C	107,500	118,400	115,900	96,800	16,100	48	0.2	10	0.0
2013	401			C	109,900	121,100	119,600	98,900	16,500	79	0.4	12	0.1
2014	401			C	95,000	104,500	101,600	85,500	14,200	79	0.4	16	0.1
2015	401			C	97,000	106,700	103,800	87,300	14,600	56	0.3	8	0.0
2016	401			C	98,500	108,400	105,400	88,600	14,800	79	0.4	6	0.0
2017	401			C	110,800	121,200	120,900	100,500	16,600	82	0.4	16	0.1
2018	401			C	112,600	123,400	122,700	101,600	16,900	76	0.3	11	0.0
2019	401			C	114,500	125,200	124,400	103,600	17,200	131	0.6	35	0.2
2021	401			C	113,400	123,300	122,700	102,800	12,500	65	0.3	10	0.0
1988	401	BLOOR ST/HARMONY RD IC-419 REG RD 33	1.4	C	63,600	70,600	70,600	57,200	14,000	17	0.5	0	0.0
1989	401			C	68,100	75,600	76,300	61,300	15,000	15	0.4	5	0.1
1990	401			C	72,700	80,700	80,700	65,400	16,000	13	0.3	5	0.1
1991	401			C	70,500	77,600	78,300	64,200	15,500	7	0.2	2	0.1
1992	401			C	71,200	76,900	79,000	65,500	15,700	20	0.5	2	0.1
1993	401			C	71,400	77,800	79,000	65,700	15,700	10	0.3	3	0.1
1994	401			C	77,800	85,200	86,700	70,400	17,100	20	0.5	9	0.2
1995	401			C	80,400	87,800	90,100	73,500	17,700	12	0.3	6	0.1
1996	401			C	82,900	94,000	94,300	74,800	18,200	10	0.2	2	0.0
1997	401			C	85,500	96,600	97,500	77,000	18,800	12	0.3	2	0.0
1998	401			C	88,100	99,600	99,600	79,300	19,400	13	0.3	8	0.2
1999	401			C	90,400	101,200	102,200	81,400	13,600	20	0.4	5	0.1
2000	401			C	92,500	104,500	104,500	83,200	13,900	19	0.4	6	0.1
2001	401			C	94,900	106,900	107,100	85,500	14,200	15	0.3	4	0.1
2002	401			C	97,300	109,000	109,800	87,600	14,600	23	0.5	5	0.1
2003	401			C	100,700	112,500	113,200	90,900	15,100	25	0.5	8	0.2
2004	401			C	101,500	114,300	114,500	91,400	15,200	28	0.5	13	0.2
2005	401			C	105,800	117,800	118,800	95,000	15,900	41	0.8	15	0.3

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2006	401			C	104,600	116,200	117,100	94,100	13,600	26	0.5	4	0.1
2007	401			C	106,300	118,100	119,800	95,500	13,800	38	0.7	4	0.1
2008	401			C	110,600	122,100	120,400	99,200	14,400	47	0.8	10	0.2
2009	401			C	112,900	124,200	125,300	101,600	14,700	19	0.3	6	0.1
2010	401			C	115,200	127,000	128,100	103,700	15,000	18	0.3	3	0.1
2011	401			C	101,900	112,300	113,300	91,700	13,200	26	0.5	7	0.1
2012	401			C	116,300	128,100	125,400	104,700	15,100	22	0.4	9	0.1
2013	401			CR	117,500	140,800	144,500	99,300	15,300	33	0.5	9	0.1
2014	401			CR	120,200	141,700	140,800	102,400	15,600	29	0.5	7	0.1
2015	401			IC	122,100	135,100	134,500	108,300	15,900	30	0.5	2	0.0
2016	401			IC	122,800	135,900	135,300	108,900	16,000	35	0.6	6	0.1
2017	401			IR	123,500	139,500	140,400	106,600	14,800	25	0.4	9	0.1
2018	401			IR	125,500	141,900	143,100	108,700	15,100	34	0.5	5	0.1
2019	401			IR	127,500	144,400	145,700	110,900	15,300	34	0.5	8	0.1
2021	401			IR	110,200	132,000	131,500	94,100	12,100	26	0.5	7	0.1
1988	401	RITSON RD IC-418 REG RD 16 OSHAWA	0.8	C	69,400	77,000	77,000	62,500	15,300	2	0.1	0	0.0
1989	401			C	73,200	81,300	82,000	65,900	16,100	2	0.1	2	0.1
1990	401			C	76,300	84,700	84,700	68,700	16,800	2	0.1	1	0.0
1991	401			C	74,000	81,400	82,100	67,300	16,300	8	0.4	2	0.1
1992	401			C	74,600	80,600	82,800	68,600	16,400	4	0.2	0	0.0
1993	401			C	74,600	81,300	82,600	68,600	16,400	6	0.3	2	0.1
1994	401			C	82,200	90,000	91,700	74,400	18,100	9	0.4	2	0.1
1995	401			C	84,800	92,600	95,000	77,600	18,700	9	0.4	2	0.1
1996	401			C	87,300	98,900	99,300	78,800	19,200	16	0.6	5	0.2
1997	401			C	89,900	101,600	102,500	80,900	19,800	9	0.3	3	0.1
1998	401			C	92,500	104,500	104,500	83,200	20,400	5	0.2	3	0.1
1999	401			C	99,000	110,900	111,900	89,100	13,900	6	0.2	3	0.1
2000	401			C	97,500	110,200	110,200	87,800	13,600	7	0.2	2	0.1
2001	401			C	99,900	112,500	112,700	90,000	14,000	1	0.0	1	0.0
2002	401			C	102,300	114,600	115,400	92,100	14,300	13	0.4	4	0.1
2003	401			C	105,500	117,800	118,600	95,200	14,800	10	0.3	2	0.1
2004	401			C	107,000	120,500	120,700	96,400	15,000	10	0.3	3	0.1
2005	401			C	109,000	121,400	122,400	97,900	15,300	9	0.3	2	0.1
2006	401			C	110,300	122,600	123,500	99,200	15,400	7	0.2	2	0.1
2007	401			C	112,200	124,700	126,400	100,800	15,700	12	0.4	1	0.0
2008	401			C	114,500	126,400	124,600	102,700	16,000	11	0.3	5	0.1
2009	401			C	116,500	128,200	129,300	104,800	16,300	9	0.3	4	0.1
2010	401			C	114,200	125,900	127,000	102,800	16,000	5	0.1	1	0.0
2011	401			C	120,800	133,100	134,300	108,700	16,900	5	0.1	2	0.1
2012	401			C	123,000	135,500	132,700	110,800	17,200	2	0.1	1	0.0
2013	401			C	122,400	134,900	133,200	110,200	17,100	15	0.4	2	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2014	401			UC	113,300	113,700	109,000	107,500	13,900	18	0.5	6	0.2
2015	401			UC	118,900	119,300	114,300	112,800	14,600	22	0.6	4	0.1
2016	401			UC	124,600	125,000	119,800	118,200	15,300	21	0.6	4	0.1
2017	401			C	130,200	142,400	142,100	118,100	15,600	21	0.5	3	0.1
2018	401			C	132,100	144,800	144,000	119,200	15,900	26	0.7	6	0.2
2019	401			C	134,100	146,600	145,700	121,400	16,100	30	0.8	7	0.2
2021	401			C	121,300	131,900	131,200	110,000	12,100	18	0.5	3	0.1
1988	401	SIMCOE ST IC-417 REG RD 2 OSHAWA	1.7	C	79,000	87,700	87,700	71,100	17,400	21	0.4	6	0.1
1989	401			C	83,300	92,500	93,300	75,000	18,300	25	0.5	2	0.0
1990	401			C	87,800	97,500	97,500	79,000	19,300	32	0.6	9	0.2
1991	401			C	85,200	93,700	94,600	77,500	18,700	26	0.5	8	0.2
1992	401			C	85,700	92,600	95,100	78,800	18,900	19	0.4	1	0.0
1993	401			C	85,700	93,400	94,800	78,800	18,900	28	0.5	8	0.2
1994	401			C	93,600	102,500	104,400	84,700	20,600	33	0.6	7	0.1
1995	401			C	96,600	105,500	108,200	88,400	21,300	36	0.6	4	0.1
1996	401			C	99,600	112,900	113,300	89,900	21,900	43	0.7	17	0.3
1997	401			C	102,600	115,900	117,000	92,300	22,600	31	0.5	9	0.1
1998	401			C	105,600	119,300	119,300	95,000	23,200	35	0.5	7	0.1
1999	401			C	107,000	119,800	120,900	96,300	15,000	41	0.6	12	0.2
2000	401			C	110,000	124,300	124,300	99,000	17,600	44	0.7	9	0.1
2001	401			C	112,800	127,000	127,300	101,600	18,000	19	0.3	3	0.0
2002	401			C	115,600	129,500	130,400	104,000	18,500	44	0.6	14	0.2
2003	401			C	118,800	132,700	133,600	107,200	14,300	43	0.6	6	0.1
2004	401			C	119,400	134,500	134,700	107,500	14,300	51	0.7	19	0.3
2005	401			C	124,300	138,400	139,500	111,600	14,900	45	0.6	7	0.1
2006	401			C	117,900	131,000	132,000	106,100	15,300	39	0.5	13	0.2
2007	401			C	103,500	115,000	116,600	93,000	13,500	33	0.5	3	0.0
2008	401			C	121,100	133,700	131,800	108,700	15,700	40	0.5	10	0.1
2009	401			C	119,600	131,600	132,800	107,600	15,500	39	0.5	3	0.0
2010	401			C	124,400	137,100	138,300	112,000	16,200	30	0.4	1	0.0
2011	401			C	126,000	138,900	140,100	113,400	16,400	50	0.7	4	0.1
2012	401			C	127,700	140,700	137,700	115,000	16,600	36	0.5	5	0.1
2013	401			UC	129,300	129,700	130,000	122,700	16,800	63	0.8	14	0.2
2014	401			UC	130,900	131,300	125,900	124,200	17,000	49	0.6	4	0.1
2015	401			UC	132,600	133,000	127,500	125,800	17,200	57	0.7	9	0.1
2016	401			UC	134,200	134,600	129,100	127,300	17,400	60	0.7	5	0.1
2017	401			UC	140,800	139,900	141,200	134,900	15,500	47	0.6	5	0.1
2018	401			UC	138,300	137,200	139,400	132,700	15,200	57	0.7	8	0.1
2019	401			UC	140,000	137,900	140,100	134,900	15,400	70	0.8	11	0.1
2021	401			UC	143,400	143,700	145,600	138,200	15,800	37	0.4	7	0.1
1988	401	STEVENSON RD IC-415 OSHAWA	2.5	C	83,300	92,500	92,500	75,000	12,500	27	0.4	7	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1989	401			C	89,500	99,300	100,200	80,600	13,400	39	0.5	10	0.1
1990	401			C	95,300	105,800	105,800	85,800	14,300	39	0.5	7	0.1
1991	401			C	92,400	101,600	102,600	84,100	13,900	51	0.6	10	0.1
1992	401			C	93,100	100,500	103,300	85,700	14,000	34	0.4	4	0.0
1993	401			C	93,100	101,500	103,000	85,700	14,000	59	0.7	7	0.1
1994	401			C	95,100	104,100	106,000	86,100	14,300	46	0.5	8	0.1
1995	401			C	97,200	106,100	108,900	88,900	14,600	46	0.5	12	0.1
1996	401			C	99,200	112,400	112,800	89,500	14,900	26	0.3	6	0.1
1997	401			C	101,300	114,500	115,500	91,200	15,200	47	0.5	11	0.1
1998	401			C	112,500	127,100	127,100	101,200	16,900	42	0.4	10	0.1
1999	401			C	105,400	118,000	119,100	94,900	15,800	53	0.6	14	0.1
2000	401			C	107,000	120,900	120,900	96,300	16,000	58	0.6	6	0.1
2001	401			C	108,700	122,400	122,700	97,900	16,300	54	0.5	14	0.1
2002	401			C	110,300	123,500	124,500	99,300	16,500	53	0.5	15	0.1
2003	401			UC	108,800	115,000	127,400	102,800	16,300	62	0.6	14	0.1
2004	401			UC	113,600	121,700	133,600	106,800	17,000	52	0.5	11	0.1
2005	401			UC	112,700	119,300	131,800	105,700	16,900	65	0.6	10	0.1
2006	401			UC	114,200	120,800	133,500	107,500	17,100	67	0.6	19	0.2
2007	401			UC	115,400	122,400	133,600	108,300	17,300	49	0.5	14	0.1
2008	401			UC	116,500	123,100	115,500	109,000	17,500	53	0.5	15	0.1
2009	401			UC	117,700	124,800	137,700	110,600	17,700	51	0.5	11	0.1
2010	401			UC	122,300	129,300	142,300	115,000	18,300	51	0.5	9	0.1
2011	401			UC	122,000	122,400	126,600	115,800	18,300	50	0.5	11	0.1
2012	401			UC	123,400	124,100	132,100	117,200	18,500	43	0.4	10	0.1
2013	401			UC	124,800	125,200	125,500	118,400	18,700	57	0.5	12	0.1
2014	401			UC	126,300	126,700	121,500	119,900	18,900	85	0.7	13	0.1
2015	401			UC	127,700	128,100	122,800	121,200	19,200	85	0.7	8	0.1
2016	401			UC	129,100	129,500	124,200	122,500	19,400	76	0.6	14	0.1
2017	401			UC	130,500	129,700	130,900	125,100	19,600	74	0.6	9	0.1
2018	401			UC	131,900	130,800	132,900	126,600	19,800	92	0.8	14	0.1
2019	401			UC	133,300	131,300	133,400	128,400	20,000	95	0.8	15	0.1
2021	401			UC	136,200	136,500	138,300	131,200	20,400	85	0.7	25	0.2
1988	401	THICKSON RD IC-412 REG RD 26 WHITBY	2.5	C	90,300	100,200	100,200	81,300	12,600	42	0.5	6	0.1
1989	401			C	94,800	105,200	106,200	85,300	13,300	43	0.5	4	0.0
1990	401			C	99,500	110,400	110,400	89,600	13,900	29	0.3	2	0.0
1991	401			C	96,500	106,200	107,100	87,800	13,500	44	0.5	9	0.1
1992	401			C	94,700	102,300	105,100	87,100	13,300	43	0.5	5	0.1
1993	401			C	92,800	101,200	102,700	85,400	13,000	58	0.7	9	0.1
1994	401			C	100,900	110,500	112,500	91,300	14,100	55	0.6	12	0.1
1995	401			C	107,000	116,800	119,900	97,900	15,000	49	0.5	12	0.1
1996	401			C	110,100	124,800	125,200	99,400	15,400	50	0.5	8	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1997	401			C	113,200	127,900	129,000	101,900	15,800	63	0.6	6	0.1
1998	401			C	116,300	131,400	131,400	104,700	16,300	35	0.3	9	0.1
1999	401			C	117,600	131,700	132,900	105,800	16,500	42	0.4	14	0.1
2000	401			C	122,500	138,400	138,400	110,200	17,200	53	0.5	10	0.1
2001	401			C	125,700	141,600	141,800	113,200	17,600	41	0.4	9	0.1
2002	401			C	129,000	144,500	145,600	116,100	18,100	55	0.5	13	0.1
2003	401			C	132,300	147,800	148,700	119,400	18,500	74	0.6	5	0.0
2004	401			C	135,600	152,700	153,000	122,100	19,000	69	0.5	8	0.1
2005	401			C	132,400	147,400	148,600	118,900	18,500	68	0.6	14	0.1
2006	401			C	132,300	147,000	148,200	119,000	18,500	52	0.4	12	0.1
2007	401			C	133,000	147,800	149,800	119,500	18,600	40	0.3	7	0.1
2008	401			C	132,000	145,700	143,700	118,400	18,500	41	0.3	7	0.1
2009	401			C	131,600	144,800	146,100	118,400	18,400	34	0.3	7	0.1
2010	401			C	132,900	146,500	147,800	119,600	18,600	42	0.3	2	0.0
2011	401			C	141,400	155,800	157,200	127,300	19,800	79	0.6	17	0.1
2012	401			UC	143,400	144,300	153,500	136,200	20,100	76	0.6	12	0.1
2013	401			UC	145,400	145,900	146,200	138,000	20,400	107	0.8	26	0.2
2014	401			UC	147,300	147,800	141,700	139,800	20,600	120	0.9	19	0.1
2015	401			UC	149,300	149,800	143,600	141,700	18,800	118	0.9	23	0.2
2016	401			UC	151,200	151,700	145,400	143,500	19,100	90	0.6	13	0.1
2017	401			UC	153,200	152,200	153,700	146,800	19,300	135	0.9	21	0.1
2018	401			UC	155,200	153,900	156,400	149,000	19,600	152	1.1	21	0.1
2019	401			UC	157,100	154,800	157,200	151,400	19,800	187	1.3	32	0.2
2021	401			UC	161,000	161,400	163,500	155,100	20,900	138	0.9	26	0.2
1988	401	HWY 12 IC-410 BROCK ST WHITBY	6.3	C	94,000	104,300	104,300	84,600	14,100	130	0.6	23	0.1
1989	401			C	99,000	109,900	110,900	89,100	14,800	113	0.5	20	0.1
1990	401			C	104,000	115,400	115,400	93,600	15,600	105	0.4	30	0.1
1991	401			C	100,900	111,000	112,000	91,800	11,100	141	0.6	22	0.1
1992	401			C	101,800	109,900	113,000	93,700	11,200	103	0.4	19	0.1
1993	401			C	100,600	109,700	111,300	92,600	11,100	152	0.7	18	0.1
1994	401			C	108,900	119,200	121,400	98,600	12,000	129	0.5	21	0.1
1995	401			C	114,400	124,900	128,200	104,600	12,600	109	0.4	21	0.1
1996	401			C	117,900	133,600	134,100	106,400	13,000	130	0.5	31	0.1
1997	401			UC	121,400	127,500	142,000	114,100	13,400	111	0.4	28	0.1
1998	401			UC	124,900	132,400	146,100	118,700	13,700	121	0.4	29	0.1
1999	401			UC	127,000	134,600	148,600	120,600	14,000	113	0.4	26	0.1
2000	401			UC	128,400	136,100	151,500	120,700	14,100	120	0.4	29	0.1
2001	401			UC	131,200	140,500	154,300	123,300	15,700	130	0.4	24	0.1
2002	401			UC	133,900	142,700	157,500	125,400	16,100	125	0.4	20	0.1
2003	401			UC	141,300	149,300	165,500	133,500	17,000	199	0.6	43	0.1
2004	401			UC	137,500	147,300	161,800	129,200	16,500	182	0.6	37	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2005	401			UC	142,200	150,500	166,300	133,400	17,100	194	0.6	57	0.2
2006	401			C	145,000	161,100	162,400	130,500	17,400	125	0.4	28	0.1
2007	401			C	134,600	149,600	151,600	120,900	8,100	138	0.4	33	0.1
2008	401			C	147,400	162,700	160,400	132,300	8,850	161	0.5	33	0.1
2009	401			C	149,900	164,900	166,400	134,900	9,000	139	0.4	23	0.1
2010	401			C	152,300	167,800	169,400	137,100	9,150	142	0.4	26	0.1
2011	401			C	154,700	170,500	172,000	139,200	9,300	86	0.2	17	0.0
2012	401			C	157,200	173,200	169,500	141,600	9,450	96	0.3	32	0.1
2013	401			UC	159,600	160,100	160,500	151,500	9,600	101	0.3	23	0.1
2014	401			UC	162,000	162,500	155,800	153,700	9,700	122	0.3	24	0.1
2015	401			UC	164,500	165,000	158,200	156,100	9,850	282	0.7	54	0.1
2016	401			UC	166,900	167,400	160,500	158,400	10,000	330	0.9	52	0.1
2017	401			UC	169,300	168,200	169,800	162,200	10,200	368	0.9	47	0.1
2018	401			UC	171,800	170,400	173,100	164,900	10,300	394	1.0	62	0.2
2019	401			UC	174,200	171,600	174,300	167,800	10,500	380	1.0	70	0.2
2021	401			UC	179,100	179,500	181,900	172,600	10,700	248	0.6	54	0.1
1988	401	SALEM RD IC-404	2.3	C	94,000	104,300	104,300	84,600	14,100	43	0.5	8	0.1
1989	401			C	99,000	109,900	110,900	89,100	14,800	47	0.6	8	0.1
1990	401			C	116,400	129,200	129,200	104,800	17,500	41	0.4	10	0.1
1991	401			C	100,900	111,000	112,000	91,800	11,100	44	0.5	6	0.1
1992	401			C	101,800	109,900	113,000	93,700	11,200	45	0.5	12	0.1
1993	401			C	101,400	110,500	112,200	93,300	11,200	55	0.6	11	0.1
1994	401			C	118,800	130,100	132,500	107,500	13,100	68	0.7	13	0.1
1995	401			C	123,000	134,300	137,800	112,500	13,500	58	0.6	6	0.1
1996	401			C	127,100	144,100	144,600	114,700	14,000	46	0.4	15	0.1
1997	401			C	131,300	148,400	149,700	118,200	14,400	82	0.7	16	0.1
1998	401			C	135,400	153,000	153,000	121,900	14,900	66	0.6	15	0.1
1999	401			C	139,500	156,200	157,600	125,600	15,300	84	0.7	30	0.3
2000	401			C	143,700	162,400	162,400	129,300	15,800	66	0.5	15	0.1
2001	401			C	147,800	166,500	166,800	133,100	16,300	62	0.5	16	0.1
2002	401			C	152,000	170,200	171,500	136,800	16,700	83	0.7	16	0.1
2003	401			C	156,100	174,400	175,500	140,900	17,200	138	1.1	34	0.3
2004	401			C	160,300	180,500	180,900	144,400	17,600	115	0.9	17	0.1
2005	401			C	164,400	183,000	184,600	147,700	18,100	90	0.7	14	0.1
2006	401			C	182,100	202,300	203,900	163,800	20,000	79	0.5	19	0.1
2007	401			C	185,200	205,800	208,600	166,400	20,400	111	0.7	35	0.2
2008	401			C	188,300	207,800	205,000	168,900	20,700	98	0.6	16	0.1
2009	401			C	191,300	210,400	212,300	172,200	21,000	81	0.5	16	0.1
2010	401			C	180,000	198,400	200,200	162,000	19,800	84	0.6	20	0.1
2011	401			C	175,800	193,700	195,500	158,200	19,300	142	1.0	22	0.1
2012	401			UC	183,600	184,700	196,500	174,400	20,200	118	0.8	20	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2013	401			UC	184,500	185,100	185,500	175,100	20,300	110	0.7	26	0.2
2014	401			UC	185,000	185,600	177,900	175,600	20,400	160	1.0	41	0.3
2015	401			UC	187,200	187,800	180,000	177,600	20,600	175	1.1	28	0.2
2016	401			UC	202,800	203,500	195,000	192,400	22,300	129	0.8	20	0.1
2017	401			UC	205,700	204,400	206,300	197,100	22,600	120	0.7	24	0.1
2018	401			UC	209,200	207,500	210,800	200,800	23,000	119	0.7	24	0.1
2019	401			UC	212,800	209,700	212,900	205,000	23,400	139	0.8	24	0.1
2021	401			UC	219,900	220,400	223,300	211,900	24,200	95	0.5	18	0.1
1988	401	WESTNEY RD IC-401	2.6	C	104,600	116,100	116,100	94,100	15,700	69	0.7	11	0.1
1989	401			C	116,200	129,000	130,100	104,600	17,400	90	0.8	17	0.2
1990	401			C	127,900	142,000	142,000	115,100	19,200	91	0.7	16	0.1
1991	401			C	121,500	133,600	134,900	110,600	13,400	96	0.8	15	0.1
1992	401			C	122,900	132,700	136,400	113,100	13,500	72	0.6	13	0.1
1993	401			C	124,200	135,400	137,400	114,300	13,700	96	0.8	16	0.1
1994	401			C	126,800	138,800	141,400	114,800	13,900	99	0.8	12	0.1
1995	401			C	129,300	141,200	144,900	118,300	14,200	92	0.7	26	0.2
1996	401			C	131,900	149,500	150,000	119,100	14,500	107	0.8	25	0.2
1997	401			C	134,500	152,000	153,300	121,000	14,800	104	0.8	21	0.2
1998	401			C	137,100	154,900	154,900	123,400	15,100	138	1.0	42	0.3
1999	401			C	139,600	156,400	157,700	125,600	15,400	165	1.2	45	0.3
2000	401			C	142,200	160,700	160,700	128,000	15,600	125	0.9	17	0.1
2001	401			C	144,800	163,100	163,400	130,400	15,900	80	0.6	13	0.1
2002	401			C	147,400	165,100	166,300	132,600	16,200	126	0.9	27	0.2
2003	401			C	150,000	167,600	168,600	135,400	16,500	160	1.1	26	0.2
2004	401			C	152,500	171,800	172,100	137,300	16,800	138	0.9	32	0.2
2005	401			C	155,100	172,700	174,100	139,300	17,100	154	1.0	27	0.2
2006	401			C	157,700	175,200	176,600	141,900	17,300	132	0.9	28	0.2
2007	401			C	160,300	178,100	180,600	144,000	17,600	189	1.2	37	0.2
2008	401			C	162,900	179,800	177,300	146,200	17,900	178	1.1	27	0.2
2009	401			C	165,400	181,900	183,600	148,900	18,200	170	1.1	15	0.1
2010	401			C	168,000	185,100	186,800	151,200	18,500	140	0.9	17	0.1
2011	401			C	170,600	188,000	189,700	153,500	18,800	98	0.6	11	0.1
2012	401			C	173,200	190,800	186,800	156,000	19,100	123	0.7	21	0.1
2013	401			C	175,800	193,700	191,300	158,300	19,300	178	1.0	30	0.2
2014	401			C	188,000	206,800	201,200	169,200	20,700	148	0.8	23	0.1
2015	401			C	205,000	225,500	219,400	184,500	22,600	178	0.9	27	0.1
2016	401			C	210,000	231,000	224,700	189,000	23,100	157	0.8	25	0.1
2017	401			C	196,000	214,400	213,900	177,800	21,600	153	0.8	20	0.1
2018	401			C	199,200	218,300	217,100	179,800	21,900	168	0.9	24	0.1
2019	401			C	202,400	221,200	219,900	183,200	22,300	147	0.8	23	0.1
2021	401			C	208,800	227,100	225,900	189,300	23,000	104	0.5	21	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1988	401	BROCK RD IC-399 REG RD 1 PICKERING	1.7	C	108,500	120,400	120,400	97,600	13,000	49	0.7	17	0.3
1989	401			C	110,000	122,100	123,200	99,000	13,200	44	0.6	14	0.2
1990	401			C	118,800	131,900	131,900	106,900	14,300	51	0.7	7	0.1
1991	401			C	113,000	124,300	125,400	102,800	13,600	61	0.9	11	0.2
1992	401			C	114,500	123,700	127,100	105,300	13,700	37	0.5	13	0.2
1993	401			C	116,500	127,000	128,900	107,200	14,000	76	1.0	17	0.2
1994	401			C	124,700	136,500	139,000	112,900	15,000	62	0.8	14	0.2
1995	401			C	128,100	139,800	143,500	117,200	15,400	66	0.8	12	0.2
1996	401			C	131,500	149,000	149,600	118,700	15,800	71	0.9	13	0.2
1997	401			C	134,800	152,300	153,700	121,300	16,200	67	0.8	10	0.1
1998	401			C	138,200	156,200	156,200	124,400	16,600	50	0.6	10	0.1
1999	401			C	148,000	165,800	167,200	133,200	17,800	80	0.9	24	0.3
2000	401			C	151,600	171,300	171,300	136,400	18,200	60	0.6	14	0.1
2001	401			C	156,500	176,300	176,600	141,000	18,800	64	0.7	10	0.1
2002	401			C	161,400	180,800	182,100	145,200	19,400	59	0.6	9	0.1
2003	401			SC	172,000	181,600	200,700	152,200	20,600	75	0.7	17	0.2
2004	401			SC	180,000	192,000	210,800	158,600	21,600	61	0.5	12	0.1
2005	401			SC	189,000	200,100	220,700	166,300	22,700	84	0.7	17	0.1
2006	401			SC	187,100	198,000	218,700	165,000	22,500	50	0.4	12	0.1
2007	401			SC	190,700	201,600	220,500	167,700	22,900	92	0.8	9	0.1
2008	401			SC	194,300	203,800	192,200	170,900	23,300	85	0.7	8	0.1
2009	401			SC	202,300	214,400	236,700	178,000	24,300	74	0.6	12	0.1
2010	401			SC	201,500	213,100	235,900	177,700	24,200	77	0.6	10	0.1
2011	401			SC	212,300	271,700	248,100	169,000	25,500	109	0.8	15	0.1
2012	401			SC	217,700	230,600	216,800	192,100	26,100	115	0.8	14	0.1
2013	401			SC	223,000	235,900	214,900	196,700	26,800	148	1.1	18	0.1
2014	401			SC	213,000	225,300	219,900	187,900	25,600	127	1.0	21	0.2
2015	401			SC	220,000	232,700	227,200	194,000	26,400	119	0.9	15	0.1
2016	401			SC	223,000	235,900	230,300	196,700	26,800	109	0.8	16	0.1
2017	401			SC	237,100	252,100	252,300	210,400	28,500	104	0.7	14	0.1
2018	401			SC	242,000	258,500	257,100	212,900	29,000	108	0.7	14	0.1
2019	401			SC	246,900	262,100	260,500	218,200	29,600	126	0.8	23	0.1
2021	401			SC	256,700	271,600	270,600	228,300	30,800	48	0.3	5	0.0
1988	401	LIVERPOOL RD IC-397 REG RD 29 PICKERING	2.6	C	122,000	135,400	135,400	109,800	18,300	85	0.7	22	0.2
1989	401			C	125,100	138,900	140,100	112,600	18,800	101	0.9	22	0.2
1990	401			C	128,300	142,400	142,400	115,500	19,200	85	0.7	23	0.2
1991	401			C	131,400	144,500	145,900	119,600	14,500	91	0.7	25	0.2
1992	401			C	134,600	145,400	149,400	123,800	16,200	77	0.6	18	0.1
1993	401			C	137,700	150,100	152,400	126,700	16,500	85	0.7	10	0.1
1994	401			C	140,900	154,300	157,100	127,500	16,900	121	0.9	30	0.2
1995	401			C	144,000	157,200	161,400	131,700	17,300	97	0.7	30	0.2

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1996	401			C	147,200	166,800	167,400	132,900	17,700	155	1.1	43	0.3
1997	401			C	150,300	169,800	171,300	135,300	18,000	81	0.6	21	0.1
1998	401			C	153,500	173,500	173,500	138,200	18,400	64	0.4	14	0.1
1999	401			C	165,300	185,100	186,800	148,800	19,800	81	0.5	11	0.1
2000	401			C	171,100	193,300	193,300	154,000	20,500	63	0.4	11	0.1
2001	401			C	172,500	194,300	194,700	155,400	20,700	52	0.3	12	0.1
2002	401			C	174,400	195,300	196,800	156,900	20,900	66	0.4	8	0.0
2003	401			C	178,800	199,700	201,000	161,400	21,500	83	0.5	12	0.1
2004	401			C	183,200	206,300	206,700	165,000	22,000	74	0.4	17	0.1
2005	401			C	187,700	209,000	210,700	168,600	22,500	101	0.6	22	0.1
2006	401			C	193,000	214,400	216,100	173,600	23,200	69	0.4	2	0.0
2007	401			C	197,400	219,400	222,400	177,400	23,700	101	0.5	17	0.1
2008	401			C	201,900	222,800	219,800	181,100	24,200	93	0.5	4	0.0
2009	401			C	206,300	226,900	229,000	185,700	24,800	91	0.5	12	0.1
2010	401			C	210,800	232,300	234,400	189,800	25,300	83	0.4	6	0.0
2011	401			C	215,200	237,200	239,300	193,700	25,800	101	0.5	10	0.0
2012	401			C	219,700	242,100	237,000	197,800	26,400	96	0.5	8	0.0
2013	401			C	222,000	244,700	241,600	199,800	26,600	98	0.5	10	0.0
2014	401			C	224,000	246,400	239,700	201,600	26,900	111	0.5	14	0.1
2015	401			C	228,000	250,800	244,000	205,200	27,400	97	0.4	9	0.0
2016	401			C	230,000	253,000	246,100	207,000	27,600	72	0.3	11	0.1
2017	401			C	238,800	261,200	260,600	216,700	28,700	91	0.4	19	0.1
2018	401			C	243,100	266,500	264,900	219,400	29,200	68	0.3	5	0.0
2019	401			C	247,300	270,300	268,700	223,800	29,700	77	0.3	6	0.0
2021	401			C	255,900	278,300	276,900	232,000	30,700	74	0.3	9	0.0
1988	401	WHITES RD IC-394 REG RD 38 PICKERING	3.7	C	140,700	156,200	156,200	126,600	15,500	141	0.7	28	0.1
1989	401			C	143,300	159,100	160,500	129,000	15,800	170	0.9	45	0.2
1990	401			C	145,800	161,800	161,800	131,200	16,000	121	0.6	27	0.1
1991	401			C	148,400	163,200	164,700	135,000	14,800	129	0.6	28	0.1
1992	401			C	151,000	163,100	167,600	138,900	15,100	137	0.7	26	0.1
1993	401			C	153,500	167,300	169,900	141,200	15,400	115	0.6	21	0.1
1994	401			C	156,100	170,900	174,100	141,300	15,600	96	0.5	24	0.1
1995	401			C	158,600	173,100	177,700	145,100	15,900	153	0.7	42	0.2
1996	401			C	161,200	182,700	183,400	145,500	16,100	244	1.1	45	0.2
1997	401			C	163,800	185,100	186,700	147,400	16,400	77	0.3	8	0.0
1998	401			C	166,300	187,900	187,900	149,700	16,600	73	0.3	12	0.1
1999	401			C	183,900	206,000	207,800	165,500	18,400	65	0.3	7	0.0
2000	401			C	191,000	215,800	215,800	171,900	19,100	98	0.4	12	0.0
2001	401			C	196,000	220,700	221,200	176,500	19,600	115	0.4	10	0.0
2002	401			C	198,000	221,700	223,400	178,200	19,800	153	0.6	14	0.1
2003	401			C	204,900	228,900	230,400	184,900	20,500	166	0.6	17	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2004	401			C	210,900	237,500	238,000	189,900	21,100	130	0.5	14	0.0
2005	401			C	203,600	226,700	228,600	182,900	20,400	135	0.5	22	0.1
2006	401			C	210,600	234,000	235,800	189,500	21,100	165	0.6	19	0.1
2007	401			C	216,100	240,100	243,500	194,200	6,500	183	0.6	29	0.1
2008	401			C	221,700	244,700	241,300	198,900	6,650	195	0.6	19	0.1
2009	401			C	227,200	249,900	252,200	204,500	6,800	141	0.5	17	0.1
2010	401			C	232,700	256,500	258,800	209,500	7,000	157	0.5	19	0.1
2011	401			C	238,400	262,700	265,100	214,600	7,150	140	0.4	14	0.0
2012	401			C	243,400	268,200	262,500	219,200	7,300	141	0.4	15	0.0
2013	401			C	248,300	273,600	270,200	223,500	7,450	182	0.5	12	0.0
2014	401			C	224,000	246,400	239,700	201,600	6,700	170	0.6	17	0.1
2015	401			C	225,000	247,500	240,800	202,500	6,750	152	0.5	11	0.0
2016	401			C	226,000	248,600	241,800	203,400	6,800	164	0.5	16	0.1
2017	401			C	251,700	275,300	274,700	228,400	7,550	143	0.4	18	0.1
2018	401			C	255,600	280,200	278,600	230,700	7,650	144	0.4	17	0.0
2019	401			C	259,600	283,800	282,000	235,000	7,800	142	0.4	26	0.1
2021	401			C	267,400	290,800	289,300	242,500	8,000	108	0.3	20	0.1
1988	401	401 HWY 2 KINGSTON RD IC-392	1.3	C	131,700	146,200	146,200	118,500	15,800	82	1.3	9	0.1
1989	401			C	137,500	152,600	154,000	123,800	16,500	107	1.6	21	0.3
1990	401			C	149,900	166,400	166,400	134,900	18,000	101	1.4	20	0.3
1991	401			C	140,900	155,000	156,400	128,200	14,100	98	1.4	11	0.2
1992	401			C	142,700	154,100	158,400	131,300	14,300	108	1.6	19	0.3
1993	401			C	143,800	156,700	159,100	132,300	14,400	104	1.5	24	0.3
1994	401			C	157,900	172,900	176,100	142,900	15,800	113	1.5	23	0.3
1995	401			C	163,200	178,200	182,900	149,300	16,300	155	2.0	43	0.5
1996	401			C	168,500	191,000	191,700	152,100	16,800	199	2.4	36	0.4
1997	401			C	173,700	196,300	198,000	156,300	17,400	56	0.7	6	0.1
1998	401			C	179,000	202,300	202,300	161,100	17,900	54	0.6	11	0.1
1999	401			C	183,000	205,000	206,800	164,700	18,300	89	1.0	12	0.1
2000	401			C	187,900	212,300	212,300	169,100	18,800	86	0.9	10	0.1
2001	401			C	195,800	220,500	221,000	176,300	19,600	83	0.9	12	0.1
2002	401			C	201,200	225,300	227,000	181,100	20,100	40	0.4	6	0.1
2003	401			C	207,800	232,100	233,600	187,600	20,800	37	0.4	1	0.0
2004	401			C	212,200	239,000	239,500	191,100	21,200	37	0.4	5	0.0
2005	401			C	217,700	242,400	244,400	195,500	21,800	36	0.3	2	0.0
2006	401			C	215,600	239,600	241,400	194,000	21,600	20	0.2	2	0.0
2007	401			C	220,100	244,600	248,000	197,800	22,000	43	0.4	8	0.1
2008	401			C	224,600	247,900	244,500	201,500	22,500	38	0.3	4	0.0
2009	401			C	229,100	252,000	254,300	206,200	22,900	37	0.3	4	0.0
2010	401			C	220,400	242,900	245,100	198,400	22,000	26	0.2	3	0.0
2011	401			C	238,100	262,400	264,800	214,300	23,800	60	0.5	3	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2012	401			C	242,600	267,300	261,600	218,500	24,300	50	0.4	7	0.1
2013	401			C	247,100	272,300	268,900	222,400	24,700	66	0.6	4	0.0
2014	401			C	228,000	250,800	244,000	205,200	22,800	85	0.8	7	0.1
2015	401			C	229,000	251,900	245,000	206,100	22,900	76	0.7	13	0.1
2016	401			C	230,000	253,000	246,100	207,000	23,000	55	0.5	8	0.1
2017	401			C	251,900	275,600	274,900	228,600	25,200	61	0.5	7	0.1
2018	401			C	255,600	280,200	278,600	230,700	25,600	81	0.7	9	0.1
2019	401			C	259,300	283,400	281,700	234,700	25,900	100	0.8	14	0.1
2021	401			C	266,700	290,100	288,500	241,800	26,700	62	0.5	16	0.1
1988	401	MEADOWVALE RD IC-389 SCARBOROUGH	2.5	C	141,700	157,300	157,300	127,500	17,000	171	1.3	31	0.2
1989	401			C	148,100	164,400	165,900	133,300	17,800	210	1.6	30	0.2
1990	401			C	159,900	177,500	177,500	143,900	19,200	202	1.4	49	0.3
1991	401			C	150,300	165,300	166,800	136,800	15,000	206	1.5	34	0.2
1992	401			C	152,000	164,200	168,700	139,800	15,200	246	1.8	46	0.3
1993	401			C	153,000	166,800	169,300	140,800	15,300	148	1.1	38	0.3
1994	401			C	167,600	183,500	186,900	151,700	16,800	213	1.4	43	0.3
1995	401			C	172,900	188,800	193,700	158,100	17,300	135	0.9	34	0.2
1996	401			C	178,200	202,000	202,700	160,900	17,800	120	0.7	23	0.1
1997	401			C	183,500	207,400	209,200	165,200	18,400	79	0.5	20	0.1
1998	401			C	188,700	213,200	213,200	169,800	18,900	63	0.4	14	0.1
1999	401			C	192,500	215,600	217,500	173,200	19,200	102	0.6	18	0.1
2000	401			C	198,300	224,100	224,100	178,500	19,800	102	0.6	12	0.1
2001	401			C	203,400	229,100	229,500	183,200	20,300	70	0.4	12	0.1
2002	401			C	208,400	233,400	235,200	187,500	20,800	57	0.3	8	0.0
2003	401			C	213,500	238,500	240,000	192,700	21,400	69	0.4	6	0.0
2004	401			C	218,600	246,200	246,700	196,900	21,900	103	0.5	18	0.1
2005	401			C	223,500	248,800	250,900	200,700	22,400	87	0.4	9	0.0
2006	401			C	221,800	246,400	248,400	199,600	22,200	76	0.4	10	0.0
2007	401			C	225,700	250,800	254,300	202,800	22,600	71	0.3	6	0.0
2008	401			C	229,500	253,300	249,800	205,900	23,000	90	0.4	10	0.0
2009	401			C	237,100	260,800	263,200	213,400	23,700	87	0.4	12	0.1
2010	401			C	237,300	261,500	263,900	213,600	23,700	72	0.3	5	0.0
2011	401			C	245,700	270,800	273,200	221,100	24,600	96	0.4	12	0.1
2012	401			C	250,100	275,600	269,700	225,200	25,000	79	0.3	12	0.1
2013	401			C	254,500	280,500	276,900	229,100	25,400	104	0.4	12	0.1
2014	401			C	227,000	249,700	242,900	204,300	22,700	103	0.5	19	0.1
2015	401			C	228,000	250,800	244,000	205,200	22,800	88	0.4	18	0.1
2016	401			C	230,000	253,000	246,100	207,000	23,000	84	0.4	14	0.1
2017	401			C	255,100	279,100	278,400	231,500	25,500	79	0.3	16	0.1
2018	401			C	258,500	283,300	281,700	233,300	25,800	93	0.4	10	0.0
2019	401			C	261,800	286,200	284,400	237,000	26,200	96	0.4	12	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2021	401			C	268,600	292,100	290,600	243,500	26,900	78	0.3	13	0.1
1988	401	MORNINGSIDE AV IC-387 SCARBOROUGH	1.5	UC	161,200	169,300	182,200	151,500	19,300	131	1.5	34	0.4
1989	401			UC	170,100	178,600	192,200	161,600	20,400	158	1.7	42	0.4
1990	401			UC	180,300	192,900	209,100	171,300	21,600	138	1.4	40	0.4
1991	401			UC	171,300	181,600	197,000	166,200	17,100	149	1.6	43	0.5
1992	401			UC	172,900	183,300	198,800	166,000	17,300	132	1.4	31	0.3
1993	401			UC	174,000	183,300	197,800	163,000	17,400	222	2.3	41	0.4
1994	401			UC	179,900	190,700	205,700	167,300	18,000	199	2.0	44	0.4
1995	401			UC	185,800	196,000	212,400	173,300	18,600	120	1.2	19	0.2
1996	401			UC	191,700	202,900	224,300	182,300	19,200	93	0.9	16	0.1
1997	401			UC	197,600	207,500	231,200	185,700	19,800	117	1.1	19	0.2
1998	401			UC	203,500	215,700	238,100	193,300	20,400	86	0.8	14	0.1
1999	401			UC	209,400	222,000	245,000	198,900	20,900	122	1.0	12	0.1
2000	401			UC	215,300	228,200	254,100	202,400	21,500	104	0.9	8	0.1
2001	401			UC	221,200	236,900	260,200	207,900	22,100	103	0.8	14	0.1
2002	401			UC	227,100	242,000	267,200	212,600	22,700	122	1.0	11	0.1
2003	401			UC	233,000	246,200	272,900	220,100	23,300	136	1.0	16	0.1
2004	401			UC	238,900	255,900	281,000	224,500	23,900	133	1.0	26	0.2
2005	401			UC	244,800	259,000	286,300	229,600	24,500	111	0.8	14	0.1
2006	401			UC	250,700	265,100	293,000	235,900	25,100	128	0.9	36	0.3
2007	401			UC	256,600	272,200	297,000	240,700	25,700	131	0.9	25	0.2
2008	401			UC	262,500	277,300	260,300	245,600	26,200	136	0.9	16	0.1
2009	401			UC	268,400	284,500	314,000	252,300	26,800	128	0.9	8	0.1
2010	401			UC	274,300	290,000	319,300	257,900	27,400	121	0.8	16	0.1
2011	401			UC	280,200	281,100	290,800	265,900	28,000	93	0.6	9	0.1
2012	401			UC	286,100	287,800	306,300	271,800	28,600	70	0.4	7	0.0
2013	401			UC	280,000	280,900	281,600	265,700	28,000	104	0.7	7	0.0
2014	401			UC	250,000	250,800	240,400	237,200	25,000	111	0.8	18	0.1
2015	401			UC	255,000	255,800	245,200	242,000	25,500	84	0.6	14	0.1
2016	401			UC	260,000	260,800	250,000	246,700	26,000	88	0.6	9	0.1
2017	401			UC	290,200	288,300	291,100	278,100	29,000	90	0.6	12	0.1
2018	401			UC	294,600	292,200	296,900	282,800	29,500	114	0.7	10	0.1
2019	401			UC	298,900	294,500	299,000	288,000	29,900	101	0.6	10	0.1
2021	401			UC	307,600	308,300	312,400	296,400	30,800	74	0.4	16	0.1
1988	401	NEILSON RD IC-385	1.8	UC	176,100	184,900	199,000	165,500	21,100	109	0.9	12	0.1
1989	401			UC	186,900	196,200	211,200	177,600	22,400	115	0.9	16	0.1
1990	401			UC	196,200	209,900	227,600	186,400	23,500	118	0.9	13	0.1
1991	401			UC	186,400	197,600	214,400	180,800	14,900	154	1.3	28	0.2
1992	401			UC	188,100	199,400	216,300	180,600	15,000	121	1.0	14	0.1
1993	401			UC	197,400	207,900	224,400	184,900	15,800	195	1.5	27	0.2
1994	401			UC	206,700	219,100	236,300	192,200	16,500	226	1.7	46	0.3

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1995	401			UC	213,100	224,800	243,600	198,700	17,000	86	0.6	16	0.1
1996	401			UC	219,400	232,200	256,700	208,600	17,600	108	0.7	19	0.1
1997	401			C	225,700	255,000	257,300	203,100	18,100	123	0.8	28	0.2
1998	401			C	232,100	262,300	262,300	208,900	18,600	79	0.5	16	0.1
1999	401			C	235,000	263,200	265,600	211,500	18,800	119	0.8	12	0.1
2000	401			C	244,800	276,600	276,600	220,300	19,600	139	0.9	20	0.1
2001	401			C	249,700	281,200	281,800	224,900	20,000	111	0.7	14	0.1
2002	401			C	255,800	286,500	288,700	230,200	20,500	114	0.7	10	0.1
2003	401			C	261,900	292,500	294,500	236,400	21,000	129	0.8	20	0.1
2004	401			C	268,000	301,800	302,400	241,400	21,400	114	0.6	23	0.1
2005	401			C	265,100	295,200	297,600	238,100	21,200	145	0.8	22	0.1
2006	401			C	266,800	296,400	298,800	240,000	21,300	130	0.7	21	0.1
2007	401			C	269,600	299,600	303,700	242,200	21,600	120	0.7	13	0.1
2008	401			C	272,300	300,500	296,400	244,300	21,800	126	0.7	23	0.1
2009	401			C	276,700	304,400	307,100	249,000	22,100	86	0.5	6	0.0
2010	401			C	277,900	306,300	309,000	250,200	22,200	95	0.5	10	0.1
2011	401			C	280,000	308,600	311,400	252,000	22,400	79	0.4	13	0.1
2012	401			C	285,000	314,000	307,400	256,600	22,800	67	0.4	6	0.0
2013	401			C	287,000	316,300	312,300	258,400	23,000	110	0.6	17	0.1
2014	401			C	270,000	297,000	288,900	243,000	21,600	119	0.7	15	0.1
2015	401			C	275,000	302,500	294,200	247,500	22,000	103	0.6	11	0.1
2016	401			C	280,000	308,000	299,600	252,000	22,400	93	0.5	12	0.1
2017	401			C	297,000	324,900	324,200	269,500	23,800	94	0.5	14	0.1
2018	401			C	300,300	329,200	327,300	271,000	24,000	106	0.5	14	0.1
2019	401			C	303,600	331,800	329,900	274,800	24,300	92	0.5	18	0.1
2021	401			C	310,200	337,400	335,600	281,300	24,800	100	0.5	10	0.0
1988	401	HWY 48 IC-383 MARKHAM RD SCARBOROUGH	1.6	UC	213,300	224,000	241,000	200,500	23,500	119	0.9	39	0.3
1989	401			UC	223,000	234,200	252,000	211,800	24,500	89	0.7	16	0.1
1990	401			UC	231,900	248,100	269,000	220,300	25,500	116	0.8	16	0.1
1991	401			UC	222,600	236,000	256,000	215,900	17,800	111	0.8	17	0.1
1992	401			UC	236,700	250,900	272,200	227,200	18,900	102	0.7	17	0.1
1993	401			UC	250,800	264,200	285,100	234,900	20,100	94	0.6	12	0.1
1994	401			UC	255,800	271,100	292,500	237,900	20,500	120	0.8	20	0.1
1995	401			UC	258,500	272,700	295,500	241,100	20,700	122	0.8	23	0.1
1996	401			UC	261,100	276,300	305,500	248,300	20,900	113	0.7	27	0.2
1997	401			UC	264,500	277,700	309,500	248,600	21,200	164	1.0	23	0.1
1998	401			UC	269,300	285,500	315,100	255,800	21,500	103	0.6	14	0.1
1999	401			UC	274,000	290,400	320,600	260,300	21,900	73	0.4	12	0.1
2000	401			UC	271,600	287,900	320,500	255,300	21,700	95	0.6	13	0.1
2001	401			UC	271,200	290,500	319,000	254,900	21,700	126	0.8	15	0.1
2002	401			UC	273,000	290,900	321,200	255,600	21,800	102	0.6	10	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2003	401			UC	275,300	290,900	322,500	260,100	22,000	117	0.7	13	0.1
2004	401			UC	276,500	296,200	325,300	259,800	22,100	121	0.7	16	0.1
2005	401			UC	274,000	289,900	320,500	257,000	21,900	119	0.7	12	0.1
2006	401			UC	275,000	290,800	321,400	258,800	22,000	105	0.6	6	0.0
2007	401			UC	276,100	292,800	319,600	259,000	13,800	81	0.5	9	0.1
2008	401			UC	277,100	292,700	274,800	259,200	13,900	91	0.5	15	0.1
2009	401			CTR	278,100	339,300	328,200	236,400	13,900	92	0.6	13	0.1
2010	401			CTR	281,900	343,100	329,800	239,400	14,100	70	0.4	8	0.0
2011	401			CTR	283,200	344,700	331,300	240,400	14,200	167	1.0	21	0.1
2012	401			CTR	290,000	351,800	347,400	246,900	14,500	121	0.7	11	0.1
2013	401			CTR	287,000	349,300	360,900	243,700	14,400	125	0.7	21	0.1
2014	401			CTR	288,400	351,800	354,700	245,100	14,400	121	0.7	17	0.1
2015	401			CTR	289,800	353,600	356,500	246,300	14,500	138	0.8	24	0.1
2016	401			CTR	291,200	355,300	358,200	247,500	14,600	136	0.8	24	0.1
2017	401			CTR	292,600	391,000	389,000	238,400	14,600	149	0.9	15	0.1
2018	401			CTR	294,000	392,600	391,000	239,400	14,700	134	0.8	11	0.1
2019	401			CTR	295,400	393,600	391,800	240,300	14,800	156	0.9	24	0.1
2021	401			CTR	298,200	388,800	386,700	243,300	14,900	140	0.8	23	0.1
1988	401	MCCOWAN RD IC-381 SCARBOROUGH	0.8	UC	235,200	247,000	265,800	221,100	25,900	85	1.2	12	0.2
1989	401			UC	247,600	260,000	279,800	235,200	27,200	105	1.4	17	0.2
1990	401			UC	260,000	278,200	301,600	247,000	28,600	87	1.1	7	0.1
1991	401			UC	249,600	264,600	287,000	242,100	20,000	91	1.2	11	0.1
1992	401			UC	265,400	281,300	305,200	254,800	21,200	86	1.1	12	0.2
1993	401			UC	281,100	296,100	319,500	263,300	22,500	119	1.4	17	0.2
1994	401			UC	286,700	303,900	327,800	266,600	22,900	122	1.4	21	0.2
1995	401			UC	287,400	303,200	328,600	268,000	23,000	89	1.1	6	0.1
1996	401			UC	288,000	304,800	336,900	273,900	8,650	86	1.0	8	0.1
1997	401			UC	288,700	303,100	337,800	271,400	8,650	103	1.2	22	0.3
1998	401			UC	290,600	308,000	340,000	276,100	8,700	86	1.0	16	0.2
1999	401			UC	292,400	309,900	342,100	277,800	8,750	126	1.5	10	0.1
2000	401			UC	301,000	319,100	355,200	282,900	9,050	97	1.1	12	0.1
2001	401			UC	302,000	323,500	355,300	283,800	9,050	91	1.0	15	0.2
2002	401			UC	302,300	322,100	355,600	283,000	9,050	95	1.1	8	0.1
2003	401			UC	304,600	321,900	356,800	287,700	9,150	97	1.1	15	0.2
2004	401			UC	306,800	328,600	360,900	288,300	9,200	68	0.7	7	0.1
2005	401			UC	309,100	327,100	361,500	289,900	9,250	95	1.0	7	0.1
2006	401			UC	311,400	329,300	363,900	293,100	9,350	103	1.1	15	0.2
2007	401			UC	313,600	332,600	363,000	294,200	9,400	114	1.2	17	0.2
2008	401			UC	315,900	333,700	313,200	295,500	9,500	123	1.3	15	0.2
2009	401			UC	318,200	337,300	372,300	299,100	9,550	94	1.0	14	0.1
2010	401			UC	320,400	338,700	372,900	301,300	9,600	90	1.0	10	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2011	401			UC	322,700	323,700	334,900	306,200	9,700	24	0.3	2	0.0
2012	401			UC	315,000	316,900	337,200	299,300	9,450	38	0.4	7	0.1
2013	401			UC	318,000	319,000	319,800	301,800	9,550	38	0.4	3	0.0
2014	401			UC	325,800	326,800	313,300	309,200	9,750	50	0.5	9	0.1
2015	401			UC	327,800	328,900	315,200	311,100	9,850	55	0.6	11	0.1
2016	401			UC	329,800	330,900	317,200	313,000	9,900	53	0.5	4	0.0
2017	401			UC	331,800	329,700	332,800	318,000	9,950	79	0.8	7	0.1
2018	401			UC	333,800	331,100	336,400	320,400	10,000	104	1.1	15	0.2
2019	401			UC	335,800	330,900	335,900	323,600	10,100	72	0.7	7	0.1
2021	401			UC	339,800	340,600	345,100	327,400	10,200	74	0.7	14	0.1
1988	401	BRIMLEY RD IC-380	1.6	UC	245,500	257,800	277,400	230,800	27,000	71	0.5	8	0.1
1989	401			UC	259,300	272,300	293,000	246,300	28,500	74	0.5	9	0.1
1990	401			UC	272,300	291,400	315,900	258,700	30,000	88	0.5	15	0.1
1991	401			UC	261,400	277,100	300,600	253,600	20,900	103	0.7	10	0.1
1992	401			UC	274,400	290,900	315,600	263,400	22,000	104	0.6	5	0.0
1993	401			UC	287,400	302,700	326,700	269,200	23,000	90	0.5	16	0.1
1994	401			UC	300,400	318,400	343,500	279,400	24,000	116	0.6	17	0.1
1995	401			UC	301,000	317,600	344,100	280,700	24,100	86	0.5	10	0.1
1996	401			UC	301,500	319,100	352,700	286,700	24,100	98	0.5	12	0.1
1997	401			UC	302,100	317,200	353,500	284,000	24,200	147	0.8	28	0.2
1998	401			UC	304,600	322,900	356,400	289,400	24,400	86	0.5	10	0.1
1999	401			UC	294,600	312,300	344,700	279,900	23,600	53	0.3	11	0.1
2000	401			UC	292,400	309,900	345,000	274,900	23,400	32	0.2	3	0.0
2001	401			UC	290,300	310,900	341,500	272,800	23,200	72	0.4	10	0.1
2002	401			UC	288,100	307,000	338,900	269,700	23,000	121	0.7	12	0.1
2003	401			SC	281,600	297,300	328,500	249,100	22,500	120	0.7	16	0.1
2004	401			SC	283,800	302,600	332,300	250,100	22,700	87	0.5	21	0.1
2005	401			SC	338,700	358,600	395,600	298,100	27,100	116	0.6	10	0.0
2006	401			SC	344,300	364,300	402,500	303,700	27,500	73	0.4	6	0.0
2007	401			SC	349,900	369,900	404,500	307,700	28,000	43	0.2	4	0.0
2008	401			SC	355,500	372,900	351,700	312,700	28,400	48	0.2	9	0.0
2009	401			SC	361,100	382,800	422,500	317,800	28,900	53	0.2	5	0.0
2010	401			SC	345,400	365,400	404,300	304,600	27,600	35	0.2	5	0.0
2011	401			SC	340,000	435,100	397,300	270,600	27,200	132	0.6	9	0.0
2012	401			SC	338,000	358,000	336,600	298,300	27,000	99	0.5	11	0.1
2013	401			SC	330,000	349,100	318,100	291,000	26,400	143	0.7	17	0.1
2014	401			SC	326,000	344,800	336,600	287,500	26,100	134	0.7	18	0.1
2015	401			SC	328,000	346,900	338,700	289,300	26,200	128	0.6	17	0.1
2016	401			SC	330,000	349,100	340,700	291,000	26,400	125	0.6	14	0.1
2017	401			SC	348,100	370,100	370,400	308,800	27,800	153	0.7	22	0.1
2018	401			SC	350,600	374,500	372,500	308,400	28,000	161	0.8	30	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2019	401			SC	353,100	374,800	372,600	312,100	28,200	140	0.7	15	0.1
2021	401			SC	358,000	378,800	377,300	318,400	28,600	148	0.7	21	0.1
1988	401	KENNEDY RD IC-379 SCARBOROUGH	1.6	UC	263,700	276,900	298,000	247,900	29,000	189	1.2	14	0.1
1989	401			UC	279,800	293,800	316,200	265,800	30,800	265	1.6	25	0.2
1990	401			UC	296,600	317,400	344,100	281,800	32,600	273	1.5	40	0.2
1991	401			UC	287,700	305,000	330,900	279,100	23,000	256	1.5	30	0.2
1992	401			UC	289,200	306,600	332,600	277,600	23,100	293	1.7	36	0.2
1993	401			UC	323,600	340,900	367,800	303,100	25,900	283	1.5	34	0.2
1994	401			UC	330,000	349,800	377,300	306,900	26,400	405	2.1	46	0.2
1995	401			UC	330,800	349,000	378,200	308,500	26,500	287	1.5	41	0.2
1996	401			UC	331,600	350,900	387,900	315,300	26,500	242	1.2	34	0.2
1997	401			UC	332,500	349,100	389,000	312,600	26,600	301	1.5	56	0.3
1998	401			UC	334,800	354,900	391,700	318,100	26,800	249	1.2	31	0.2
1999	401			UC	336,600	356,800	393,800	319,800	26,900	299	1.5	43	0.2
2000	401			UC	338,300	358,600	399,200	318,000	27,100	277	1.4	22	0.1
2001	401			UC	340,000	364,200	400,000	319,500	27,200	227	1.1	32	0.2
2002	401			UC	341,800	364,200	402,100	320,000	27,300	240	1.2	24	0.1
2003	401			UC	343,500	363,000	402,400	324,500	27,500	243	1.2	21	0.1
2004	401			UC	345,000	369,500	405,900	324,200	27,600	206	1.0	24	0.1
2005	401			UC	346,300	366,400	405,000	324,800	27,700	247	1.2	23	0.1
2006	401			UC	347,900	367,900	406,500	327,400	27,800	246	1.2	27	0.1
2007	401			UC	349,500	370,700	404,500	327,900	28,000	276	1.3	29	0.1
2008	401			UC	351,100	370,900	348,100	328,500	28,100	330	1.6	45	0.2
2009	401			UC	352,700	373,900	412,700	331,500	28,200	260	1.2	35	0.2
2010	401			UC	354,300	374,600	412,400	333,100	28,300	249	1.2	25	0.1
2011	401			UC	355,900	357,000	369,400	337,700	28,500	194	0.9	23	0.1
2012	401			UC	336,000	338,000	359,700	319,200	26,900	182	0.9	29	0.1
2013	401			UC	340,000	341,100	341,900	322,600	27,200	223	1.1	28	0.1
2014	401			UC	352,900	354,000	339,400	334,900	28,200	198	0.9	24	0.1
2015	401			UC	353,900	355,000	340,300	335,800	28,300	224	1.1	21	0.1
2016	401			UC	355,000	356,100	341,400	336,900	28,400	195	0.9	14	0.1
2017	401			UC	356,000	353,700	357,100	341,200	28,500	187	0.9	23	0.1
2018	401			UC	357,100	354,200	359,800	342,800	28,600	265	1.2	35	0.2
2019	401			UC	358,100	352,800	358,200	345,000	28,600	260	1.2	43	0.2
2021	401			UC	360,200	361,100	365,800	347,100	28,800	182	0.8	23	0.1
1988	401	WARDEN AV IC-378 SCARBOROUGH	1.3	UC	275,000	288,800	310,700	258,500	30,200	115	0.9	21	0.2
1989	401			UC	292,600	307,200	330,600	278,000	32,200	112	0.8	17	0.1
1990	401			UC	305,600	327,000	354,500	290,300	33,600	118	0.8	16	0.1
1991	401			UC	296,400	314,200	340,900	287,500	23,700	148	1.1	21	0.2
1992	401			UC	305,300	323,600	351,100	293,100	24,400	110	0.8	18	0.1
1993	401			UC	314,200	331,000	357,100	294,300	25,100	147	1.0	12	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1994	401			UC	323,100	342,500	369,400	300,500	25,800	181	1.2	19	0.1
1995	401			UC	332,000	350,300	379,600	309,600	26,600	147	0.9	34	0.2
1996	401			UC	340,900	360,800	398,800	324,200	27,300	97	0.6	8	0.1
1997	401			UC	349,800	367,300	409,300	328,800	28,000	151	0.9	25	0.2
1998	401			UC	358,700	380,200	419,700	340,800	28,700	154	0.9	35	0.2
1999	401			UC	337,200	357,400	394,500	320,300	27,000	202	1.3	25	0.2
2000	401			UC	338,300	358,600	399,200	318,000	27,100	159	1.0	21	0.1
2001	401			UC	339,300	363,400	399,100	318,900	27,100	172	1.1	26	0.2
2002	401			UC	340,300	362,600	400,300	318,600	27,200	178	1.1	26	0.2
2003	401			UC	341,300	360,700	399,800	322,400	27,300	182	1.1	29	0.2
2004	401			UC	326,000	349,200	383,500	306,400	26,100	141	0.9	18	0.1
2005	401			UC	343,800	363,800	402,100	322,400	27,500	158	1.0	33	0.2
2006	401			UC	348,700	368,800	407,500	328,200	27,900	158	1.0	19	0.1
2007	401			UC	353,600	375,000	409,300	331,700	28,300	160	1.0	18	0.1
2008	401			UC	358,500	378,700	355,500	335,400	28,700	180	1.1	28	0.2
2009	401			UC	363,300	385,100	425,100	341,500	29,100	172	1.0	24	0.1
2010	401			UC	355,000	375,300	413,200	333,800	28,400	148	0.9	23	0.1
2011	401			UC	356,400	357,500	369,900	338,200	28,500	127	0.8	13	0.1
2012	401			UC	333,000	335,000	356,500	316,400	26,600	93	0.6	15	0.1
2013	401			UC	320,000	321,000	321,800	303,700	25,600	124	0.8	11	0.1
2014	401			UC	330,000	331,100	317,400	313,200	26,400	113	0.7	14	0.1
2015	401			UC	332,000	333,100	319,300	315,100	26,600	206	1.3	20	0.1
2016	401			UC	334,000	335,100	321,200	316,900	26,700	159	1.0	20	0.1
2017	401			UC	341,500	339,300	342,600	327,300	27,300	164	1.0	18	0.1
2018	401			UC	341,500	338,700	344,100	327,800	27,300	147	0.9	25	0.2
2019	401			UC	341,500	336,500	341,600	329,000	27,300	176	1.1	21	0.1
2021	401			UC	341,500	342,300	346,800	329,000	27,300	121	0.8	25	0.2
1988	401	VICTORIA PARK AV IC-376 SCARBOROUGH	1.4	UC	282,100	296,200	318,800	265,200	31,000	201	1.3	24	0.2
1989	401			UC	293,000	307,600	331,100	278,400	32,200	193	1.2	31	0.2
1990	401			UC	280,600	300,200	325,500	266,600	30,900	140	0.9	25	0.2
1991	401			UC	274,200	290,700	315,300	266,000	21,900	155	1.1	23	0.2
1992	401			UC	275,700	292,200	317,100	264,700	22,100	132	0.9	29	0.2
1993	401			UC	308,500	325,000	350,700	289,000	24,700	187	1.2	22	0.1
1994	401			UC	314,600	333,500	359,700	292,600	25,200	209	1.3	44	0.3
1995	401			UC	317,400	334,900	362,900	296,000	25,400	184	1.1	40	0.2
1996	401			UC	324,800	343,700	380,000	308,900	26,000	146	0.9	21	0.1
1997	401			UC	332,100	348,700	388,600	312,200	26,600	208	1.2	38	0.2
1998	401			UC	339,400	359,800	397,100	322,400	27,200	194	1.1	45	0.3
1999	401			UC	317,400	336,400	371,400	301,500	25,400	288	1.7	53	0.3
2000	401			UC	320,500	339,700	378,200	301,300	25,600	242	1.4	45	0.3
2001	401			UC	323,700	346,700	380,800	304,200	25,900	264	1.5	57	0.3

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2002	401			UC	326,800	348,200	384,400	306,000	26,100	195	1.1	29	0.2
2003	401			UC	330,000	348,700	386,600	311,700	26,400	184	1.1	35	0.2
2004	401			UC	329,400	352,800	387,500	309,500	26,400	183	1.1	31	0.2
2005	401			UC	330,300	349,500	386,300	309,800	26,400	159	0.9	27	0.2
2006	401			UC	328,200	347,100	383,500	308,900	26,300	172	1.0	21	0.1
2007	401			UC	328,700	348,600	380,400	308,400	26,300	181	1.0	32	0.2
2008	401			UC	329,200	347,700	326,400	308,000	26,300	203	1.2	32	0.2
2009	401			UC	329,700	349,500	385,700	309,900	26,400	189	1.1	24	0.1
2010	401			C	324,900	358,100	361,300	292,500	26,000	178	1.0	31	0.2
2011	401			C	330,600	364,300	367,600	297,500	26,400	149	0.9	21	0.1
2012	401			C	331,100	364,800	357,100	298,100	26,500	126	0.7	22	0.1
2013	401			C	331,600	365,400	360,800	298,500	26,500	138	0.8	16	0.1
2014	401			C	332,100	365,300	355,300	298,900	26,600	165	0.9	25	0.1
2015	401			C	332,600	365,900	355,900	299,300	26,600	193	1.1	24	0.1
2016	401			C	333,000	366,300	356,300	299,700	26,600	206	1.2	31	0.2
2017	401			C	333,500	364,800	364,000	302,600	26,700	232	1.3	30	0.2
2018	401			C	334,000	366,100	364,000	301,400	26,700	264	1.5	45	0.3
2019	401			C	334,500	365,600	363,400	302,800	26,800	262	1.5	52	0.3
2021	401			C	335,400	364,800	362,900	304,100	26,800	142	0.8	17	0.1
1988	401	HWY 404 IC-375 DON VALLEY PKWY NORTH YORK	2.0	UC	277,100	291,000	313,100	260,500	30,500	356	1.7	50	0.2
1989	401			UC	294,900	309,600	333,200	280,200	32,400	294	1.4	45	0.2
1990	401			UC	280,500	300,100	325,400	266,500	30,900	270	1.3	75	0.4
1991	401			UC	274,900	291,400	316,100	266,700	22,000	286	1.4	55	0.3
1992	401			UC	276,500	293,100	318,000	265,400	22,100	241	1.2	43	0.2
1993	401			UC	309,000	325,500	351,200	289,400	24,700	250	1.1	36	0.2
1994	401			UC	315,200	334,100	360,400	293,100	25,200	315	1.4	59	0.3
1995	401			UC	321,700	339,400	367,800	300,000	25,700	266	1.1	56	0.2
1996	401			UC	330,100	349,300	386,200	313,900	26,400	230	0.9	41	0.2
1997	401			SC	338,500	358,800	396,000	301,300	27,100	283	1.1	44	0.2
1998	401			SC	346,900	367,700	405,900	308,700	27,800	299	1.2	58	0.2
1999	401			SC	327,500	347,200	383,200	291,500	26,200	383	1.6	69	0.3
2000	401			SC	330,700	350,500	386,900	291,000	26,500	273	1.1	41	0.2
2001	401			SC	333,800	356,000	390,800	294,200	26,700	292	1.2	33	0.1
2002	401			SC	337,000	357,600	394,600	297,100	27,000	271	1.1	39	0.2
2003	401			SC	339,500	358,500	396,100	300,400	27,200	233	0.9	40	0.2
2004	401			SC	342,100	364,800	400,600	301,500	27,400	244	1.0	31	0.1
2005	401			SC	344,000	364,200	401,700	302,800	27,500	253	1.0	41	0.2
2006	401			SC	345,800	365,900	404,200	305,000	27,700	200	0.8	29	0.1
2007	401			SC	347,600	367,400	401,900	305,700	27,800	224	0.9	38	0.1
2008	401			SC	349,400	366,500	345,700	307,300	28,000	240	0.9	29	0.1
2009	401			SC	351,300	372,400	411,000	309,100	28,100	275	1.1	35	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2010	401			SC	353,100	373,500	413,300	311,400	28,200	245	0.9	34	0.1
2011	401			SC	354,900	454,200	414,700	282,400	28,400	268	1.0	45	0.2
2012	401			SC	335,000	354,800	333,600	295,600	26,800	229	0.9	42	0.2
2013	401			SC	330,000	349,100	318,100	291,000	26,400	256	1.1	26	0.1
2014	401			SC	338,000	357,500	349,000	298,100	27,000	247	1.0	36	0.1
2015	401			SC	343,000	362,800	354,200	302,500	27,400	304	1.2	52	0.2
2016	401			SC	348,000	368,100	359,300	306,900	27,800	354	1.4	52	0.2
2017	401			SC	349,900	372,000	372,400	310,400	28,000	360	1.4	48	0.2
2018	401			SC	350,800	374,700	372,800	308,600	28,100	431	1.7	59	0.2
2019	401			SC	351,700	373,300	371,100	310,800	28,100	398	1.5	68	0.3
2021	401			SC	353,500	374,000	372,600	314,400	28,300	303	1.2	57	0.2
1988	401	LESLIE ST IC-373 NORTH YORK	1.9	UC	286,000	300,300	323,200	268,800	31,500	252	1.2	46	0.2
1989	401			UC	305,900	321,200	345,700	290,600	33,600	216	1.0	36	0.2
1990	401			UC	285,000	305,000	330,600	270,800	31,400	215	1.1	65	0.3
1991	401			UC	279,300	296,100	321,200	270,900	22,300	201	1.0	33	0.2
1992	401			UC	296,400	314,200	340,900	284,500	23,700	179	0.8	17	0.1
1993	401			UC	313,500	330,200	356,300	293,600	25,100	206	0.9	28	0.1
1994	401			UC	317,100	336,100	362,600	294,900	25,400	231	1.0	36	0.2
1995	401			UC	324,800	342,700	371,300	302,900	26,000	223	1.0	38	0.2
1996	401			UC	332,600	352,000	389,100	316,300	26,600	212	0.9	40	0.2
1997	401			UC	340,300	357,300	398,200	319,900	27,200	252	1.0	51	0.2
1998	401			UC	348,100	369,000	407,300	330,700	27,800	267	1.1	42	0.2
1999	401			UC	338,700	359,000	396,300	321,800	27,100	323	1.3	43	0.2
2000	401			UC	341,300	361,800	402,700	320,800	27,300	271	1.1	30	0.1
2001	401			UC	343,900	368,300	404,600	323,200	27,500	264	1.1	41	0.2
2002	401			UC	337,900	360,000	397,500	316,400	27,000	247	1.0	28	0.1
2003	401			UC	349,100	368,900	408,900	329,800	27,900	267	1.1	37	0.1
2004	401			UC	351,700	376,700	413,700	330,500	28,100	223	0.9	30	0.1
2005	401			UC	354,300	374,900	414,400	332,300	28,300	215	0.9	38	0.2
2006	401			UC	357,600	378,200	417,900	336,500	28,600	164	0.6	28	0.1
2007	401			UC	360,800	382,700	417,600	338,500	28,900	179	0.7	31	0.1
2008	401			UC	364,000	384,500	360,900	340,500	29,100	243	0.9	34	0.1
2009	401			UC	360,500	382,100	421,800	338,900	28,800	315	1.2	43	0.2
2010	401			UC	355,000	375,300	413,200	333,800	28,400	235	0.9	34	0.1
2011	401			UC	345,900	347,000	359,000	328,200	27,700	258	1.1	43	0.2
2012	401			UC	338,000	340,000	361,800	321,100	27,000	235	1.0	44	0.2
2013	401			UC	335,000	336,100	336,900	317,900	26,800	285	1.2	32	0.1
2014	401			UC	334,000	335,100	321,200	316,900	26,700	311	1.3	45	0.2
2015	401			UC	333,000	334,100	320,200	316,000	26,600	303	1.3	40	0.2
2016	401			UC	332,000	333,100	319,300	315,100	26,600	269	1.1	33	0.1
2017	401			UC	348,400	346,100	349,500	333,900	27,900	317	1.3	40	0.2

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2018	401			UC	348,800	346,000	351,500	334,800	27,900	402	1.6	58	0.2
2019	401			UC	349,200	344,100	349,300	336,500	27,900	490	2.0	80	0.3
2021	401			UC	350,100	350,900	355,500	337,300	28,000	339	1.4	52	0.2
1988	401	BAYVIEW AV IC-371 NORTH YORK	2.0	UC	291,200	305,800	329,100	273,700	29,100	160	0.7	30	0.1
1989	401			UC	311,800	327,400	352,300	296,200	31,200	105	0.5	18	0.1
1990	401			UC	285,500	305,500	331,200	271,200	28,600	75	0.4	14	0.1
1991	401			UC	279,800	296,600	321,800	271,400	22,400	127	0.6	14	0.1
1992	401			UC	281,300	298,200	323,500	270,000	22,500	75	0.4	9	0.0
1993	401			UC	314,500	331,300	357,500	294,600	25,200	76	0.3	12	0.1
1994	401			UC	316,800	335,800	362,200	294,600	25,300	90	0.4	16	0.1
1995	401			UC	319,100	336,700	364,800	297,600	25,500	110	0.5	22	0.1
1996	401			UC	325,600	344,600	380,900	309,600	26,000	137	0.6	22	0.1
1997	401			SC	332,100	352,000	388,600	295,600	26,600	145	0.6	28	0.1
1998	401			SC	337,100	357,300	394,400	300,000	27,000	166	0.7	23	0.1
1999	401			SC	337,500	357,800	394,900	300,400	27,000	170	0.7	28	0.1
2000	401			C	346,000	391,000	391,000	311,400	27,700	204	0.8	31	0.1
2001	401			C	350,000	394,200	395,000	315,200	28,000	190	0.7	26	0.1
2002	401			C	354,900	397,500	400,500	319,400	28,400	172	0.7	26	0.1
2003	401			C	359,700	401,800	404,400	324,700	28,800	202	0.8	35	0.1
2004	401			C	361,100	406,700	407,500	325,200	28,900	160	0.6	32	0.1
2005	401			C	354,500	394,700	398,000	318,400	28,400	179	0.7	30	0.1
2006	401			C	353,600	392,900	396,000	318,100	28,300	192	0.7	21	0.1
2007	401			C	355,800	395,400	400,800	319,700	28,500	184	0.7	28	0.1
2008	401			C	366,500	404,500	398,900	328,800	29,300	167	0.6	22	0.1
2009	401			C	368,600	405,500	409,100	331,700	29,500	184	0.7	22	0.1
2010	401			C	321,500	354,300	357,500	289,400	25,700	138	0.6	22	0.1
2011	401			C	350,000	385,700	389,200	315,000	28,000	244	0.9	40	0.2
2012	401			C	340,000	374,600	366,700	306,200	27,200	212	0.8	31	0.1
2013	401			C	345,000	380,200	375,400	310,600	27,600	162	0.6	18	0.1
2014	401			C	340,000	374,000	363,800	306,000	27,200	188	0.7	27	0.1
2015	401			C	341,000	375,100	364,900	306,900	27,300	178	0.7	29	0.1
2016	401			C	341,500	375,700	365,400	307,400	27,300	225	0.9	32	0.1
2017	401			C	353,600	386,800	385,900	320,800	28,300	220	0.8	25	0.1
2018	401			C	354,400	388,500	386,300	319,900	28,400	257	1.0	29	0.1
2019	401			C	355,200	388,200	385,900	321,500	28,400	298	1.1	65	0.2
2021	401			C	356,700	387,900	385,900	323,400	28,500	209	0.8	31	0.1
1988	401	HWY 11 IC-369 YONGE ST NORTH YORK	1.7	UC	298,000	312,900	336,700	280,100	29,800	359	1.9	56	0.3
1989	401			UC	319,000	335,000	360,500	303,000	31,900	308	1.5	58	0.3
1990	401			UC	290,500	310,800	337,000	276,000	29,000	262	1.4	56	0.3
1991	401			UC	284,700	301,800	327,400	276,200	22,800	341	1.9	42	0.2
1992	401			UC	286,100	303,300	329,000	274,700	22,900	285	1.6	55	0.3

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1993	401			UC	320,100	337,200	363,800	299,800	25,600	353	1.8	54	0.3
1994	401			UC	324,200	343,700	370,700	301,500	25,900	384	1.9	55	0.3
1995	401			UC	328,400	346,500	375,500	306,200	26,300	300	1.5	49	0.2
1996	401			UC	332,500	351,900	389,000	316,200	26,600	297	1.4	54	0.3
1997	401			UC	336,600	353,400	393,800	316,400	26,900	285	1.4	40	0.2
1998	401			UC	340,700	361,100	398,600	323,700	27,300	424	2.0	42	0.2
1999	401			UC	344,900	365,600	403,500	327,700	27,600	619	2.9	85	0.4
2000	401			UC	349,000	369,900	411,800	328,100	27,900	405	1.8	55	0.3
2001	401			UC	353,100	378,200	415,400	331,800	28,200	395	1.8	67	0.3
2002	401			UC	357,200	380,600	420,200	334,400	28,600	481	2.1	59	0.3
2003	401			UC	361,400	381,900	423,300	341,400	28,900	479	2.1	68	0.3
2004	401			UC	365,500	391,500	430,000	343,500	29,200	440	1.9	86	0.4
2005	401			UC	369,600	391,100	432,300	346,600	29,600	339	1.5	64	0.3
2006	401			UC	373,700	395,200	436,700	351,700	29,900	452	1.9	66	0.3
2007	401			UC	377,900	400,800	437,400	354,500	30,200	430	1.8	67	0.3
2008	401			UC	382,000	403,500	378,800	357,400	30,600	290	1.2	43	0.2
2009	401			UC	386,100	409,300	451,700	362,900	30,900	412	1.7	64	0.3
2010	401			UC	380,000	401,700	442,300	357,300	30,400	326	1.4	45	0.2
2011	401			UC	360,000	361,200	373,600	341,600	28,800	300	1.3	42	0.2
2012	401			UC	330,000	332,000	353,300	313,500	26,400	295	1.4	30	0.1
2013	401			UC	340,000	341,100	341,900	322,600	27,200	277	1.3	43	0.2
2014	401			UC	335,000	336,100	322,200	317,900	26,800	274	1.3	48	0.2
2015	401			UC	333,500	334,600	320,700	316,500	26,700	228	1.1	42	0.2
2016	401			UC	332,000	333,100	319,300	315,100	26,600	221	1.1	27	0.1
2017	401			UC	359,100	356,800	360,200	344,100	28,700	306	1.4	37	0.2
2018	401			UC	359,700	356,800	362,500	345,300	28,800	277	1.2	48	0.2
2019	401			UC	360,300	355,000	360,400	347,200	28,800	300	1.3	42	0.2
2021	401			UC	361,500	362,400	367,100	348,300	28,900	278	1.2	49	0.2
1988	401	AVENUE RD IC-367 NORTH YORK	1.1	UC	292,000	306,600	330,000	274,500	29,200	103	0.9	22	0.2
1989	401			UC	310,600	326,100	351,000	295,100	31,100	102	0.8	19	0.2
1990	401			UC	290,000	310,300	336,400	275,500	29,000	91	0.8	12	0.1
1991	401			UC	287,100	304,300	330,200	278,500	23,000	102	0.9	18	0.2
1992	401			UC	288,600	305,900	331,900	277,100	23,100	107	0.9	12	0.1
1993	401			UC	303,900	320,100	345,400	284,700	24,300	122	1.0	16	0.1
1994	401			UC	324,000	343,400	370,400	301,300	25,900	109	0.9	9	0.1
1995	401			UC	326,100	344,100	372,800	304,100	26,100	140	1.1	19	0.1
1996	401			UC	329,000	348,200	384,900	312,900	26,300	177	1.4	19	0.1
1997	401			C	330,100	373,000	376,300	297,100	26,400	165	1.3	14	0.1
1998	401			C	331,300	374,400	374,400	298,200	26,500	191	1.5	20	0.2
1999	401			C	332,000	371,800	375,200	298,800	26,600	217	1.7	32	0.2
2000	401			C	340,300	384,500	384,500	306,300	27,200	189	1.4	28	0.2

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2001	401			C	348,500	392,500	393,300	313,900	27,900	186	1.4	19	0.1
2002	401			C	356,800	399,600	402,600	321,100	28,500	159	1.1	22	0.2
2003	401			UC	360,000	380,400	421,700	340,100	28,800	191	1.3	31	0.2
2004	401			UC	362,100	387,800	426,000	340,300	29,000	124	0.9	23	0.2
2005	401			UC	364,900	386,100	426,800	342,200	29,200	114	0.8	32	0.2
2006	401			UC	349,000	369,100	407,800	328,400	27,900	143	1.0	12	0.1
2007	401			UC	351,000	372,300	406,200	329,300	28,100	144	1.0	16	0.1
2008	401			UC	353,000	372,900	350,000	330,200	28,200	126	0.9	25	0.2
2009	401			UC	355,000	376,300	415,400	333,700	28,400	116	0.8	18	0.1
2010	401			UC	357,000	377,400	415,500	335,700	28,600	99	0.7	9	0.1
2011	401			UC	366,000	367,200	379,900	347,300	29,300	146	1.0	20	0.1
2012	401			UC	340,000	342,000	364,000	323,000	27,200	159	1.2	14	0.1
2013	401			UC	345,000	346,100	346,900	327,400	27,600	185	1.4	30	0.2
2014	401			UC	341,000	342,100	327,900	323,600	27,300	164	1.2	24	0.2
2015	401			UC	342,000	343,100	328,900	324,500	27,400	119	0.9	15	0.1
2016	401			UC	343,000	344,100	329,900	325,500	27,400	135	1.0	27	0.2
2017	401			UC	356,500	354,200	357,600	341,600	28,500	145	1.0	19	0.1
2018	401			UC	357,400	354,500	360,100	343,100	28,600	215	1.5	28	0.2
2019	401			UC	358,300	353,000	358,400	345,200	28,700	208	1.5	37	0.3
2021	401			UC	360,200	361,100	365,800	347,100	28,800	148	1.0	35	0.2
1988	401	BATHURST ST IC-366 NORTH YORK	1.4	UC	282,000	296,100	318,700	265,100	28,200	109	0.8	16	0.1
1989	401			UC	299,300	314,300	338,200	284,300	29,900	97	0.6	19	0.1
1990	401			UC	270,100	289,000	313,300	256,600	27,000	98	0.7	22	0.2
1991	401			UC	267,400	283,400	307,500	259,400	21,400	111	0.8	20	0.1
1992	401			UC	268,900	285,000	309,200	258,100	21,500	130	0.9	21	0.2
1993	401			UC	276,000	290,700	313,700	258,500	22,100	75	0.5	6	0.0
1994	401			UC	283,000	300,000	323,600	263,200	22,600	57	0.4	8	0.1
1995	401			UC	290,000	306,000	331,600	270,400	23,200	74	0.5	11	0.1
1996	401			UC	297,000	314,300	347,500	282,400	23,800	107	0.7	11	0.1
1997	401			UC	304,000	319,200	355,700	285,800	24,300	115	0.7	14	0.1
1998	401			UC	311,100	329,800	364,000	295,500	24,900	118	0.7	21	0.1
1999	401			UC	318,100	337,200	372,200	302,200	25,400	107	0.7	15	0.1
2000	401			UC	325,100	344,600	383,600	305,600	26,000	163	1.0	21	0.1
2001	401			UC	332,100	355,700	390,700	312,100	26,600	157	0.9	21	0.1
2002	401			UC	339,100	361,300	398,900	317,500	27,100	135	0.8	18	0.1
2003	401			UC	346,100	365,700	405,400	326,900	27,700	140	0.8	11	0.1
2004	401			UC	353,100	378,200	415,400	331,800	28,200	105	0.6	20	0.1
2005	401			UC	348,700	369,000	407,800	327,000	27,900	96	0.5	16	0.1
2006	401			UC	352,000	372,200	411,300	331,300	28,200	127	0.7	17	0.1
2007	401			UC	354,300	375,800	410,100	332,400	28,300	87	0.5	11	0.1
2008	401			UC	356,600	376,700	353,600	333,600	28,500	86	0.5	19	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2009	401			C	352,100	387,300	390,800	316,900	28,200	76	0.4	10	0.1
2010	401			C	361,300	398,200	401,800	325,200	28,900	81	0.4	13	0.1
2011	401			C	374,800	413,000	416,800	337,300	30,000	238	1.2	39	0.2
2012	401			C	350,000	385,600	377,500	315,200	28,000	200	1.1	32	0.2
2013	401			C	352,000	387,900	383,000	316,900	28,200	98	0.5	15	0.1
2014	401			C	348,000	382,800	372,400	313,200	27,800	230	1.3	33	0.2
2015	401			C	349,000	383,900	373,400	314,100	27,900	235	1.3	44	0.2
2016	401			C	350,000	385,000	374,500	315,000	28,000	166	0.9	28	0.2
2017	401			C	373,700	408,800	407,900	339,100	29,900	132	0.7	19	0.1
2018	401			C	376,800	413,000	410,700	340,100	30,100	145	0.8	36	0.2
2019	401			C	379,900	415,200	412,800	343,800	30,400	161	0.8	33	0.2
2021	401			C	386,000	419,800	417,600	350,000	30,900	136	0.7	32	0.2
1988	401	ALLEN RD IC-365 NORTH YORK	0.8	UC	268,400	281,800	303,300	252,300	26,800	153	2.1	26	0.3
1989	401			UC	284,000	298,200	320,900	269,800	28,400	171	2.2	22	0.3
1990	401			UC	255,000	272,800	295,800	242,200	25,500	141	2.0	20	0.3
1991	401			UC	252,500	267,600	290,400	244,900	20,200	194	2.8	39	0.6
1992	401			UC	253,900	269,100	292,000	243,700	20,300	198	2.8	36	0.5
1993	401			UC	263,800	277,900	299,900	247,100	21,100	220	3.0	33	0.5
1994	401			UC	273,600	290,000	312,800	254,400	21,900	237	3.1	28	0.4
1995	401			UC	283,500	299,100	324,100	264,400	22,700	263	3.3	42	0.5
1996	401			UC	289,200	306,100	338,300	275,000	23,100	198	2.5	36	0.4
1997	401			UC	291,300	305,900	340,800	273,800	23,300	215	2.7	30	0.4
1998	401			UC	293,500	311,100	343,400	278,800	23,500	273	3.4	43	0.5
1999	401			UC	332,400	352,300	388,900	315,800	26,600	288	3.1	59	0.6
2000	401			UC	335,500	355,600	395,900	315,400	26,800	307	3.3	45	0.5
2001	401			UC	338,700	362,800	398,400	318,300	27,100	282	3.0	48	0.5
2002	401			UC	341,800	364,200	402,100	320,000	27,300	271	2.9	49	0.5
2003	401			UC	345,000	364,600	404,100	325,900	27,600	261	2.7	37	0.4
2004	401			UC	361,400	387,100	425,100	339,600	28,900	237	2.4	46	0.5
2005	401			UC	370,300	391,800	433,100	347,300	29,600	232	2.3	27	0.3
2006	401			UC	369,300	390,500	431,600	347,600	29,500	294	2.9	43	0.4
2007	401			UC	368,400	390,700	426,400	345,600	29,500	273	2.7	43	0.4
2008	401			UC	367,400	388,100	364,300	343,700	29,400	174	1.7	36	0.4
2009	401			UC	366,400	388,400	428,700	344,400	29,300	236	2.3	30	0.3
2010	401			UC	365,500	386,400	425,400	343,700	29,200	198	2.0	37	0.4
2011	401			UC	373,000	374,200	387,100	354,000	29,800	14	0.1	7	0.1
2012	401			UC	370,000	372,200	396,100	351,500	29,600	13	0.1	4	0.0
2013	401			UC	366,000	367,200	368,000	347,300	29,300	107	1.1	17	0.2
2014	401			UC	366,000	367,200	352,000	347,300	29,300	108	1.1	20	0.2
2015	401			UC	367,000	368,200	352,900	348,300	29,400	158	1.6	22	0.2
2016	401			UC	368,000	369,200	353,900	349,200	29,400	150	1.5	17	0.2

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2017	401			UC	395,000	392,400	396,200	378,500	31,600	144	1.3	19	0.2
2018	401			UC	399,300	396,100	402,400	383,300	31,900	210	1.9	36	0.3
2019	401			UC	403,600	397,700	403,800	388,900	32,300	181	1.6	28	0.3
2021	401			UC	412,100	413,100	418,500	397,100	33,000	130	1.1	26	0.2
1988	401	DUFFERIN ST IC-364 NORTH YORK	2.0	UC	304,000	319,200	343,500	285,800	24,300	209	1.0	37	0.2
1989	401			UC	321,700	337,800	363,500	305,600	25,700	230	1.0	37	0.2
1990	401			UC	289,600	309,900	335,900	275,100	23,200	211	1.0	30	0.1
1991	401			UC	288,400	305,700	331,700	279,700	23,100	260	1.3	48	0.2
1992	401			UC	289,800	307,200	333,300	278,200	23,200	223	1.1	43	0.2
1993	401			UC	323,900	341,200	368,200	303,400	25,900	172	0.7	22	0.1
1994	401			UC	331,000	350,900	378,400	307,800	26,500	201	0.9	36	0.2
1995	401			UC	323,100	340,900	369,400	301,300	25,800	200	0.9	20	0.1
1996	401			UC	323,100	341,900	378,000	307,300	25,800	187	0.8	33	0.1
1997	401			UC	325,900	342,200	381,300	306,300	26,100	210	0.9	29	0.1
1998	401			UC	326,900	346,500	382,500	310,600	26,200	204	0.9	34	0.1
1999	401			UC	337,400	357,600	394,800	320,500	27,000	254	1.1	34	0.1
2000	401			UC	340,500	360,900	401,800	320,100	27,200	296	1.2	45	0.2
2001	401			UC	343,700	368,100	404,300	323,000	27,500	224	0.9	32	0.1
2002	401			UC	346,800	369,500	408,000	324,700	27,700	211	0.9	19	0.1
2003	401			UC	350,000	369,800	410,000	330,600	28,000	243	1.0	36	0.1
2004	401			UC	351,900	376,900	414,000	330,700	28,200	210	0.8	34	0.1
2005	401			UC	354,500	375,100	414,600	332,500	28,400	230	0.9	42	0.2
2006	401			UC	357,500	378,100	417,800	336,400	28,600	253	1.0	35	0.1
2007	401			UC	360,600	382,500	417,400	338,300	28,800	250	1.0	46	0.2
2008	401			UC	363,600	384,100	360,500	340,200	29,100	160	0.6	18	0.1
2009	401			C	366,600	403,300	406,900	329,900	29,300	198	0.8	22	0.1
2010	401			C	369,600	407,300	411,000	332,700	29,600	193	0.7	36	0.1
2011	401			C	372,600	410,600	414,300	335,300	29,800	502	1.9	88	0.3
2012	401			C	375,700	414,000	405,200	338,300	30,100	488	1.8	89	0.3
2013	401			C	378,700	417,400	412,100	340,900	30,300	272	1.0	33	0.1
2014	401			C	381,700	419,900	408,400	343,500	30,500	332	1.2	49	0.2
2015	401			C	384,700	423,200	411,600	346,200	30,800	295	1.1	44	0.2
2016	401			C	387,700	426,500	414,800	348,900	31,000	269	1.0	44	0.2
2017	401			C	390,800	427,500	426,500	354,600	31,300	245	0.9	48	0.2
2018	401			C	393,800	431,600	429,200	355,400	31,500	266	0.9	38	0.1
2019	401			C	396,800	433,700	431,100	359,100	31,700	278	1.0	51	0.2
2021	401			C	402,800	438,100	435,800	365,200	32,200	258	0.9	60	0.2
1988	401	KEELE ST IC-362 NORTH YORK	3.1	UC	301,000	316,000	340,100	282,900	33,100	389	1.2	73	0.2
1989	401			UC	318,500	334,400	359,900	302,600	35,000	478	1.3	85	0.2
1990	401			UC	334,400	357,800	387,900	317,700	36,800	388	1.0	69	0.2
1991	401			UC	332,700	352,700	382,600	322,700	26,600	511	1.4	111	0.3

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1992	401			UC	334,100	354,100	384,200	320,700	26,700	447	1.2	58	0.2
1993	401			UC	337,400	355,400	383,500	316,000	27,000	417	1.1	72	0.2
1994	401			UC	340,800	361,200	389,600	316,900	27,300	440	1.2	72	0.2
1995	401			UC	344,100	363,100	393,400	320,900	27,500	434	1.1	79	0.2
1996	401			UC	347,400	367,700	406,400	330,400	27,800	494	1.3	70	0.2
1997	401			C	350,700	396,300	399,800	315,600	28,100	423	1.1	56	0.1
1998	401			C	354,100	400,100	400,100	318,700	28,300	503	1.3	63	0.2
1999	401			C	357,400	400,300	403,900	321,700	28,600	697	1.8	129	0.3
2000	401			C	359,500	406,200	406,200	323,600	28,800	586	1.5	106	0.3
2001	401			C	364,000	409,900	410,800	327,800	29,100	569	1.4	82	0.2
2002	401			C	367,300	411,300	414,500	330,500	29,400	650	1.6	116	0.3
2003	401			C	370,700	414,100	416,800	334,600	29,700	581	1.4	122	0.3
2004	401			C	373,700	420,900	421,700	336,600	29,900	477	1.1	101	0.2
2005	401			C	377,000	419,700	423,200	338,600	30,200	559	1.3	122	0.3
2006	401			C	369,700	410,800	414,000	332,600	29,600	540	1.3	121	0.3
2007	401			C	373,200	414,700	420,500	335,300	29,900	596	1.4	119	0.3
2008	401			C	376,700	415,800	410,000	338,000	30,100	360	0.9	58	0.1
2009	401			C	380,300	418,300	422,100	342,300	30,400	405	1.0	69	0.2
2010	401			C	383,800	423,000	426,800	345,500	30,700	380	0.9	61	0.1
2011	401			C	387,100	426,600	430,500	348,400	31,000	411	1.0	70	0.2
2012	401			C	389,700	429,400	420,300	350,900	31,200	354	0.8	61	0.1
2013	401			C	380,000	418,800	413,500	342,100	30,400	387	0.9	59	0.1
2014	401			C	392,300	431,500	419,800	353,100	31,400	366	0.8	72	0.2
2015	401			C	394,700	434,200	422,300	355,200	31,600	426	1.0	68	0.2
2016	401			C	397,100	436,800	424,900	357,400	31,800	397	0.9	63	0.1
2017	401			C	399,500	437,000	436,000	362,500	32,000	461	1.0	87	0.2
2018	401			C	401,900	440,500	438,000	362,700	32,200	495	1.1	77	0.2
2019	401			C	404,200	441,800	439,200	365,800	32,300	456	1.0	86	0.2
2021	401			C	409,000	444,800	442,500	370,900	32,700	445	1.0	98	0.2
1988	401	HWY 400 IC-359 NORTH YORK	1.5	UC	319,600	335,600	361,100	300,400	32,000	239	1.4	47	0.3
1989	401			UC	338,200	355,100	382,200	321,300	33,800	274	1.5	67	0.4
1990	401			UC	351,700	376,300	408,000	334,100	35,200	304	1.6	79	0.4
1991	401			UC	350,000	371,000	402,500	339,500	35,000	299	1.6	70	0.4
1992	401			UC	351,200	372,300	403,900	337,200	35,100	301	1.6	43	0.2
1993	401			UC	357,500	376,600	406,400	334,900	35,800	440	2.3	67	0.4
1994	401			UC	363,700	385,500	415,800	338,200	36,400	643	3.3	142	0.7
1995	401			UC	370,000	390,400	423,000	345,000	37,000	383	2.0	72	0.4
1996	401			UC	376,200	398,100	440,100	357,800	37,600	379	1.9	74	0.4
1997	401			UC	382,500	401,600	447,500	359,600	38,200	319	1.6	66	0.3
1998	401			UC	388,700	412,000	454,800	369,300	38,900	541	2.6	104	0.5
1999	401			UC	395,000	418,700	462,200	375,200	39,500	546	2.6	92	0.4

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2000	401			UC	401,700	425,800	474,000	377,600	40,200	424	2.0	85	0.4
2001	401			UC	407,800	436,800	479,700	383,200	40,800	417	1.9	77	0.4
2002	401			UC	409,000	435,800	481,100	382,900	40,900	538	2.5	104	0.5
2003	401			UC	410,000	433,200	480,300	387,300	41,000	478	2.2	99	0.5
2004	401			UC	420,800	450,700	495,000	395,400	42,100	464	2.1	106	0.5
2005	401			UC	389,400	412,000	455,400	365,200	38,900	550	2.7	137	0.7
2006	401			UC	392,200	414,800	458,300	369,100	39,200	509	2.5	121	0.6
2007	401			UC	395,000	418,900	457,200	370,600	39,500	504	2.4	126	0.6
2008	401			UC	397,700	420,100	394,400	372,100	39,800	392	1.9	63	0.3
2009	401			C	400,500	440,600	444,600	360,400	40,000	494	2.3	83	0.4
2010	401			C	403,300	444,500	448,500	363,100	40,300	451	2.1	62	0.3
2011	401			C	405,000	446,300	450,400	364,500	40,500	473	2.2	88	0.4
2012	401			C	405,000	446,200	436,800	364,700	40,500	450	2.1	112	0.5
2013	401			C	410,000	451,800	446,100	369,100	41,000	327	1.5	52	0.2
2014	401			C	413,200	454,500	442,100	371,900	41,300	327	1.5	62	0.3
2015	401			C	414,800	456,300	443,800	373,300	41,500	349	1.6	48	0.2
2016	401			C	416,500	458,200	445,700	374,800	41,600	329	1.5	47	0.2
2017	401			C	418,100	457,400	456,300	379,400	41,800	438	2.0	72	0.3
2018	401			C	419,700	460,000	457,400	378,800	42,000	456	2.1	85	0.4
2019	401			C	421,300	460,500	457,700	381,300	42,100	504	2.3	108	0.5
2021	401			C	424,600	461,800	459,400	385,000	42,500	400	1.8	80	0.4
1988	401	WESTON RD IC-357 NORTH YORK	1.4	UC	316,500	332,300	357,600	297,500	31,600	199	1.3	52	0.3
1989	401			UC	334,900	351,600	378,400	318,200	33,500	249	1.5	70	0.4
1990	401			UC	348,300	372,700	404,000	330,900	34,800	218	1.3	57	0.3
1991	401			UC	346,500	367,300	398,500	336,100	34,600	217	1.3	51	0.3
1992	401			UC	347,800	368,700	400,000	333,900	34,800	197	1.1	45	0.3
1993	401			UC	352,400	371,200	400,600	330,100	35,200	223	1.3	46	0.3
1994	401			UC	356,900	378,300	408,100	331,900	35,700	289	1.6	60	0.3
1995	401			UC	361,500	381,400	413,300	337,100	36,200	255	1.4	44	0.2
1996	401			UC	366,000	387,300	428,200	348,100	36,600	273	1.5	58	0.3
1997	401			C	370,600	418,800	422,500	333,500	37,100	170	0.9	30	0.2
1998	401			C	375,100	423,900	423,900	337,600	37,500	240	1.3	45	0.2
1999	401			C	379,700	425,300	429,100	341,700	38,000	280	1.5	62	0.3
2000	401			C	381,000	430,500	430,500	342,900	38,100	322	1.7	51	0.3
2001	401			C	386,900	435,700	436,600	348,500	38,700	348	1.8	53	0.3
2002	401			C	391,200	438,100	441,500	352,000	39,100	376	1.9	70	0.4
2003	401			UC	395,400	417,800	463,200	373,500	39,500	331	1.7	79	0.4
2004	401			UC	399,600	428,000	470,100	375,500	40,000	260	1.3	60	0.3
2005	401			UC	397,900	421,000	465,400	373,200	39,800	330	1.7	76	0.4
2006	401			UC	396,200	419,000	463,000	372,900	39,600	284	1.4	67	0.3
2007	401			UC	394,500	418,400	456,600	370,100	39,400	286	1.5	63	0.3

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2008	401			UC	392,700	414,800	389,400	367,400	39,300	254	1.3	38	0.2
2009	401			C	391,000	430,100	434,000	351,900	39,100	246	1.3	35	0.2
2010	401			C	389,300	429,000	432,900	350,500	38,900	282	1.4	59	0.3
2011	401			C	390,000	429,800	433,700	351,000	39,000	231	1.2	48	0.2
2012	401			C	403,500	444,600	435,200	363,300	40,400	238	1.2	52	0.3
2013	401			C	405,500	446,900	441,200	365,000	40,600	343	1.7	66	0.3
2014	401			C	407,500	448,300	436,000	366,800	40,800	275	1.4	50	0.2
2015	401			C	409,500	450,500	438,200	368,600	41,000	314	1.5	54	0.3
2016	401			C	411,600	452,800	440,400	370,400	41,200	278	1.3	52	0.3
2017	401			C	413,600	452,500	451,400	375,300	41,400	354	1.7	61	0.3
2018	401			C	415,600	455,500	453,000	375,100	41,600	319	1.5	65	0.3
2019	401			C	417,700	456,600	453,800	378,100	41,800	337	1.6	69	0.3
2021	401			C	421,700	458,600	456,200	382,400	42,200	329	1.6	67	0.3
1988	401	ISLINGTON AV IC-356 ETOBICOKE	2.4	UC	213,500	224,200	241,300	200,700	23,500	248	1.3	53	0.3
1989	401			UC	220,800	231,800	249,500	209,800	24,300	374	1.9	69	0.4
1990	401			UC	230,700	246,800	267,600	219,200	25,400	282	1.4	62	0.3
1991	401			UC	229,600	243,400	264,000	222,700	23,000	269	1.3	48	0.2
1992	401			UC	230,800	244,600	265,400	221,600	23,100	292	1.4	46	0.2
1993	401			UC	253,000	266,500	287,600	237,000	25,300	252	1.1	41	0.2
1994	401			UC	275,100	291,600	314,500	255,800	27,500	305	1.2	78	0.3
1995	401			UC	285,800	301,600	326,800	266,500	28,600	325	1.3	78	0.3
1996	401			UC	296,500	313,800	346,900	282,000	29,600	372	1.4	82	0.3
1997	401			UC	307,200	322,600	359,400	288,800	30,700	268	1.0	81	0.3
1998	401			UC	317,900	337,000	371,900	302,000	31,800	298	1.1	67	0.2
1999	401			UC	328,900	348,600	384,800	312,500	32,900	285	1.0	66	0.2
2000	401			UC	339,300	359,700	400,400	318,900	33,900	418	1.4	88	0.3
2001	401			UC	345,000	369,500	405,900	324,200	34,500	465	1.5	85	0.3
2002	401			UC	347,500	370,300	408,800	325,400	34,800	500	1.6	122	0.4
2003	401			UC	350,000	369,800	410,000	330,600	35,000	470	1.5	135	0.4
2004	401			UC	367,800	393,900	432,700	345,600	36,800	397	1.2	98	0.3
2005	401			UC	376,700	398,600	440,600	353,300	37,700	331	1.0	85	0.3
2006	401			UC	369,900	391,200	432,300	348,100	37,000	298	0.9	81	0.2
2007	401			UC	363,100	385,100	420,200	340,700	36,300	297	0.9	81	0.3
2008	401			UC	356,300	376,400	353,300	333,300	35,600	277	0.9	77	0.2
2009	401			UC	349,500	370,500	408,900	328,500	35,000	281	0.9	67	0.2
2010	401			UC	342,700	362,300	398,900	322,200	34,300	273	0.9	56	0.2
2011	401			UC	360,000	361,200	373,600	341,600	36,000	286	0.9	73	0.2
2012	401			UC	360,000	362,200	385,400	342,000	36,000	236	0.7	69	0.2
2013	401			UC	365,000	366,200	367,000	346,400	36,500	330	1.0	66	0.2
2014	401			UC	382,600	383,800	367,900	363,100	38,300	320	0.9	82	0.2
2015	401			UC	386,700	387,900	371,900	367,000	38,700	355	1.0	82	0.2

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2016	401			UC	390,700	392,000	375,700	370,800	39,100	320	0.9	65	0.2
2017	401			UC	394,800	392,200	396,000	378,400	39,500	389	1.1	95	0.3
2018	401			UC	398,800	395,600	401,900	382,800	39,900	428	1.2	109	0.3
2019	401			UC	402,800	396,900	403,000	388,100	40,300	394	1.1	80	0.2
2021	401			UC	410,900	411,900	417,300	395,900	41,100	375	1.0	107	0.3
1988	401	DIXON RD IC-354 ETOBICOKE	2.4	UC	215,000	225,800	242,900	202,100	28,000	157	0.8	56	0.3
1989	401			UC	222,300	233,400	251,200	211,200	28,900	180	0.9	59	0.3
1990	401			UC	232,300	248,600	269,500	220,700	30,200	130	0.6	41	0.2
1991	401			UC	231,100	245,000	265,800	224,200	23,100	172	0.8	44	0.2
1992	401			UC	232,400	246,300	267,300	223,100	23,200	153	0.7	41	0.2
1993	401			UC	241,500	254,400	274,500	226,200	24,200	143	0.7	34	0.2
1994	401			UC	250,600	265,600	286,500	233,100	25,100	221	1.0	50	0.2
1995	401			UC	259,700	274,000	296,900	242,200	26,000	264	1.2	72	0.3
1996	401			UC	264,900	280,300	309,900	251,900	26,500	249	1.1	77	0.3
1997	401			UC	270,800	284,300	316,800	254,600	27,100	204	0.9	52	0.2
1998	401			UC	276,700	293,300	323,700	262,900	27,700	216	0.9	48	0.2
1999	401			UC	282,600	299,600	330,600	268,500	28,300	265	1.1	60	0.2
2000	401			UC	288,500	305,800	340,400	271,200	28,800	323	1.3	92	0.4
2001	401			UC	295,000	316,000	347,000	277,200	29,500	325	1.3	98	0.4
2002	401			UC	301,100	320,800	354,200	281,900	30,100	347	1.3	79	0.3
2003	401			UC	307,200	324,600	359,900	290,200	30,700	451	1.7	97	0.4
2004	401			UC	313,300	335,600	368,600	294,400	31,300	455	1.6	104	0.4
2005	401			UC	327,000	346,000	382,400	306,700	32,700	363	1.3	105	0.4
2006	401			UC	349,800	369,900	408,800	329,200	35,000	257	0.8	68	0.2
2007	401			UC	345,200	366,100	399,500	323,900	34,500	212	0.7	56	0.2
2008	401			UC	340,600	359,800	337,700	318,600	34,100	252	0.8	53	0.2
2009	401			C	311,400	342,500	345,700	280,300	31,100	246	0.9	50	0.2
2010	401			C	236,500	260,600	263,000	212,900	23,600	265	1.3	59	0.3
2011	401			C	240,000	264,500	266,900	216,000	24,000	215	1.0	63	0.3
2012	401			C	240,000	264,400	258,800	216,100	24,000	173	0.8	51	0.2
2013	401			C	244,000	268,900	265,500	219,700	24,400	298	1.4	92	0.4
2014	401			C	252,000	277,200	269,600	226,800	25,200	243	1.1	81	0.4
2015	401			C	260,000	286,000	278,200	234,000	26,000	250	1.1	54	0.2
2016	401			C	275,000	302,500	294,200	247,500	27,500	259	1.1	66	0.3
2017	401			C	277,700	303,800	303,100	252,000	27,800	275	1.1	58	0.2
2018	401			C	277,100	303,700	302,000	250,100	27,700	270	1.1	44	0.2
2019	401			C	276,600	302,300	300,500	250,400	27,700	288	1.2	66	0.3
2021	401			C	275,500	299,600	298,100	249,800	27,600	280	1.2	79	0.3
1988	401	HWY 427 IC-352	0.8	C	143,200	159,000	159,000	128,900	20,000	15	0.4	2	0.1
1989	401			C	148,400	164,700	166,200	133,600	20,800	72	1.7	20	0.5
1990	401			C	147,600	163,800	163,800	132,800	20,700	63	1.5	22	0.5

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1991	401			C	159,500	175,400	177,000	145,100	14,400	57	1.3	9	0.2
1992	401			C	171,300	185,000	190,100	157,600	15,400	97	2.0	22	0.5
1993	401			C	183,200	199,700	202,700	168,500	16,500	84	1.6	18	0.4
1994	401			C	195,100	213,600	217,500	176,600	17,600	139	2.6	26	0.5
1995	401			C	206,900	225,900	231,800	189,200	18,600	172	3.0	35	0.6
1996	401			C	218,800	248,000	248,900	197,500	19,700	193	3.2	65	1.1
1997	401			C	230,700	260,700	263,000	207,600	20,800	143	2.2	30	0.5
1998	401			C	242,500	274,000	274,000	218,200	21,800	143	2.1	33	0.5
1999	401			C	254,400	284,900	287,500	229,000	22,900	146	2.1	21	0.3
2000	401			C	266,300	300,900	300,900	239,700	24,000	238	3.2	44	0.6
2001	401			C	278,100	313,200	313,800	250,500	25,000	217	2.8	45	0.6
2002	401			C	290,000	324,800	327,300	261,000	26,100	233	2.9	50	0.6
2003	401			C	301,900	337,200	339,400	272,500	27,200	232	2.8	53	0.6
2004	401			C	313,700	353,300	354,000	282,500	28,200	190	2.2	40	0.5
2005	401			C	325,600	362,500	365,500	292,500	29,300	168	1.9	32	0.4
2006	401			C	337,500	375,000	378,000	303,700	30,400	152	1.6	35	0.4
2007	401			C	349,300	388,100	393,500	313,800	31,400	126	1.3	31	0.3
2008	401			C	361,200	398,600	393,100	324,100	32,500	137	1.4	20	0.2
2009	401			C	373,100	410,400	414,100	335,800	33,600	125	1.2	19	0.2
2010	401			C	384,900	424,200	428,000	346,500	34,600	131	1.2	20	0.2
2011	401			C	396,800	437,300	441,200	357,100	35,700	67	0.6	7	0.1
2012	401			C	385,000	424,200	415,200	346,700	34,600	56	0.5	15	0.1
2013	401			C	394,200	434,400	428,900	354,900	35,500	105	1.0	25	0.2
2014	401			C	403,400	443,700	431,600	363,100	36,300	132	1.2	31	0.3
2015	401			C	412,600	453,900	441,500	371,300	37,100	88	0.8	20	0.2
2016	401			C	421,800	464,000	451,300	379,600	38,000	107	0.9	20	0.2
2017	401			C	431,000	471,500	470,400	391,100	38,800	134	1.1	20	0.2
2018	401			C	440,600	482,900	480,200	397,600	39,700	151	1.2	32	0.3
2019	401			C	450,300	492,200	489,200	407,600	40,500	151	1.2	23	0.2
2021	401			C	480,900	523,000	520,300	436,000	43,300	63	0.5	12	0.1
1988	401	RENFORTH DR IC-349	4.3	C	188,500	209,200	209,200	169,600	26,400	264	0.9	61	0.2
1989	401			C	195,400	216,900	218,800	175,900	27,400	391	1.3	97	0.3
1990	401			C	194,400	215,800	215,800	175,000	27,200	287	0.9	81	0.3
1991	401			C	200,600	220,700	222,700	182,500	18,100	277	0.9	69	0.2
1992	401			C	207,000	223,600	229,800	190,400	18,600	315	1.0	74	0.2
1993	401			C	213,700	232,900	236,500	196,600	19,200	295	0.9	59	0.2
1994	401			C	220,500	241,400	245,900	199,600	19,800	315	0.9	74	0.2
1995	401			C	227,600	248,500	255,000	208,200	20,500	281	0.8	67	0.2
1996	401			C	234,800	266,100	267,100	212,000	21,100	217	0.6	51	0.1
1997	401			C	242,400	273,900	276,300	218,200	21,800	202	0.5	57	0.1
1998	401			C	250,100	282,600	282,600	225,100	22,500	171	0.4	55	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1999	401			C	270,700	303,200	305,900	243,600	24,400	111	0.3	35	0.1
2000	401			C	282,200	318,900	318,900	254,000	25,400	170	0.4	39	0.1
2001	401			C	293,700	330,800	331,400	264,500	26,400	167	0.4	46	0.1
2002	401			C	305,200	341,800	344,400	274,700	27,500	249	0.5	90	0.2
2003	401			C	322,500	360,200	362,600	291,100	29,000	256	0.5	74	0.1
2004	401			C	328,200	369,600	370,400	295,600	29,500	248	0.5	79	0.2
2005	401			C	327,900	365,100	368,100	294,500	29,500	250	0.5	86	0.2
2006	401			C	333,900	371,000	373,900	300,400	30,100	205	0.4	55	0.1
2007	401			C	339,900	377,700	382,900	305,400	30,600	177	0.3	46	0.1
2008	401			C	345,900	381,800	376,500	310,300	31,100	214	0.4	64	0.1
2009	401			C	385,600	424,200	428,000	347,000	34,700	223	0.4	42	0.1
2010	401			C	381,400	420,300	424,100	343,300	34,300	208	0.3	59	0.1
2011	401			C	391,700	431,700	435,600	352,500	35,300	347	0.6	66	0.1
2012	401			C	350,000	385,600	377,500	315,200	31,500	309	0.6	67	0.1
2013	401			C	352,000	387,900	383,000	316,900	31,700	390	0.7	77	0.1
2014	401			C	363,700	400,100	389,200	327,300	32,700	526	0.9	122	0.2
2015	401			C	375,400	412,900	401,700	337,900	33,800	467	0.8	121	0.2
2016	401			C	387,100	425,800	414,200	348,400	34,800	410	0.7	99	0.2
2017	401			C	398,800	436,300	435,300	361,900	35,900	427	0.7	112	0.2
2018	401			C	405,800	444,800	442,300	366,200	36,500	486	0.8	126	0.2
2019	401			C	412,800	451,200	448,500	373,600	37,200	476	0.7	145	0.2
2021	401			C	435,600	473,700	471,300	395,000	39,200	346	0.5	107	0.2
1988	401	DIXIE RD IC-346	1.5	C	201,000	223,100	223,100	180,900	24,100	45	0.4	6	0.1
1989	401			C	209,000	232,000	234,100	188,100	25,100	86	0.8	25	0.2
1990	401			C	221,600	246,000	246,000	199,400	26,600	90	0.8	17	0.1
1991	401			C	220,500	242,600	244,800	200,700	26,500	95	0.8	22	0.2
1992	401			C	221,000	238,700	245,300	203,300	26,500	93	0.8	18	0.2
1993	401			C	228,700	249,300	253,100	210,400	27,400	111	0.9	28	0.2
1994	401			C	236,500	259,000	263,700	214,000	28,400	132	1.1	31	0.2
1995	401			C	244,200	266,600	273,600	223,400	29,300	120	0.9	27	0.2
1996	401			C	252,000	285,600	286,700	227,500	30,200	189	1.4	41	0.3
1997	401			C	259,700	293,500	296,100	233,700	31,200	161	1.2	45	0.3
1998	401			C	267,500	302,300	302,300	240,800	32,100	114	0.8	25	0.2
1999	401			C	275,200	308,200	311,000	247,700	33,000	169	1.2	49	0.3
2000	401			C	283,000	319,800	319,800	254,700	34,000	247	1.6	50	0.3
2001	401			C	290,700	327,400	328,000	261,800	34,900	199	1.3	43	0.3
2002	401			C	298,500	334,300	336,800	268,600	35,800	194	1.2	46	0.3
2003	401			C	306,200	342,000	344,300	276,400	36,700	213	1.3	45	0.3
2004	401			C	314,000	353,600	354,300	282,800	37,700	146	0.9	34	0.2
2005	401			C	326,600	363,600	366,600	293,400	39,200	148	0.9	43	0.2
2006	401			C	328,500	365,000	367,900	295,600	39,400	151	0.9	47	0.3

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2007	401			C	336,100	373,500	378,700	302,000	40,300	217	1.2	55	0.3
2008	401			C	343,700	379,300	374,100	308,400	41,200	237	1.3	74	0.4
2009	401			C	352,700	388,000	391,500	317,400	42,300	172	0.9	38	0.2
2010	401			C	353,100	389,100	392,600	317,900	42,400	158	0.8	37	0.2
2011	401			C	366,500	403,900	407,500	329,800	44,000	178	0.9	40	0.2
2012	401			C	335,000	369,100	361,300	301,700	40,200	134	0.8	43	0.2
2013	401			C	340,000	374,700	370,000	306,100	40,800	182	1.0	41	0.2
2014	401			C	340,000	374,000	363,800	306,000	40,800	162	0.9	40	0.2
2015	401			C	340,000	374,000	363,800	306,000	40,800	125	0.7	32	0.2
2016	401			C	340,000	374,000	363,800	306,000	40,800	171	0.9	44	0.2
2017	401			C	373,500	408,600	407,700	338,900	44,800	130	0.7	28	0.1
2018	401			C	378,800	415,200	412,800	341,900	45,500	134	0.7	25	0.1
2019	401			C	384,100	419,800	417,300	347,600	46,100	139	0.7	26	0.1
2021	401			C	394,700	429,300	427,000	357,900	47,400	90	0.4	23	0.1
1988	401	HWYS 410 & 403 IC-344 END OF COMPLEX FRWY	2.8	C	108,900	120,900	120,900	98,000	13,100	84	0.8	30	0.3
1989	401			C	113,200	125,700	126,800	101,900	13,600	117	1.0	28	0.2
1990	401			C	120,000	133,200	133,200	108,000	14,400	142	1.2	30	0.2
1991	401			C	119,400	131,300	132,500	108,700	14,300	146	1.2	35	0.3
1992	401			C	119,900	129,500	133,100	110,300	14,400	141	1.2	44	0.4
1993	401			C	123,700	134,800	136,900	113,800	14,800	152	1.2	40	0.3
1994	401			C	127,400	139,500	142,100	115,300	15,300	133	1.0	42	0.3
1995	401			C	131,200	143,200	147,000	120,000	15,700	142	1.1	38	0.3
1996	401			C	135,000	153,000	153,600	121,900	16,200	148	1.1	46	0.3
1997	401			C	138,700	156,700	158,100	124,800	16,600	160	1.1	42	0.3
1998	401			C	142,500	161,000	161,000	128,200	17,100	137	0.9	28	0.2
1999	401			C	146,200	163,700	165,200	131,600	17,500	158	1.1	26	0.2
2000	401			C	150,000	169,500	169,500	135,000	18,000	185	1.2	43	0.3
2001	401			C	153,800	173,200	173,600	138,500	18,500	161	1.0	51	0.3
2002	401			C	157,500	176,400	177,700	141,700	18,900	152	0.9	52	0.3
2003	401			C	161,300	180,200	181,400	145,600	19,400	165	1.0	52	0.3
2004	401			C	165,100	185,900	186,300	148,700	19,800	199	1.2	58	0.3
2005	401			C	168,800	187,900	189,500	151,600	20,300	200	1.2	64	0.4
2006	401			C	172,600	191,800	193,300	155,300	20,700	148	0.8	56	0.3
2007	401			C	176,400	196,000	198,700	158,500	21,200	191	1.1	57	0.3
2008	401			C	180,100	198,800	196,000	161,600	21,600	229	1.2	67	0.4
2009	401			C	183,900	202,300	204,100	165,500	22,100	191	1.0	57	0.3
2010	401			C	187,700	206,900	208,700	169,000	22,500	174	0.9	45	0.2
2011	401			C	191,400	210,900	212,800	172,300	23,000	112	0.6	34	0.2
2012	401			C	195,200	215,100	210,500	175,800	23,400	108	0.5	32	0.2
2013	401			C	200,000	220,400	217,600	180,000	24,000	157	0.8	43	0.2
2014	401			C	202,900	223,200	217,100	182,600	24,300	103	0.5	20	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2015	401			C	206,700	227,400	221,200	186,000	24,800	105	0.5	25	0.1
2016	401			C	210,500	231,600	225,200	189,400	25,300	123	0.6	32	0.1
2017	401			C	214,300	234,400	233,900	194,400	25,700	150	0.7	39	0.2
2018	401			C	218,100	239,100	237,700	196,800	26,200	113	0.5	30	0.1
2019	401			C	221,800	242,400	241,000	200,800	26,600	137	0.6	40	0.2
2021	401			C	229,400	249,500	248,200	208,000	27,500	71	0.3	24	0.1
1988	401	HWY 10 IC-342 HURONTARIO ST MISSISSAUGA	2.1	C	97,100	107,800	107,800	87,400	11,700	109	1.4	33	0.4
1989	401			C	101,300	112,400	113,500	91,200	12,200	140	1.8	41	0.5
1990	401			C	107,300	119,100	119,100	96,600	12,900	126	1.5	42	0.5
1991	401			C	106,900	117,600	118,700	97,300	12,800	111	1.3	34	0.4
1992	401			C	107,000	115,600	118,800	98,400	15,000	94	1.1	25	0.3
1993	401			C	109,400	119,200	121,100	100,600	15,300	120	1.4	34	0.4
1994	401			C	111,800	122,400	124,700	101,200	15,700	134	1.5	55	0.6
1995	401			C	114,100	124,600	127,900	104,400	16,000	138	1.6	46	0.5
1996	401			C	116,500	132,000	132,500	105,200	16,300	142	1.6	41	0.5
1997	401			C	118,900	134,400	135,500	107,000	16,600	136	1.5	62	0.7
1998	401			C	121,300	137,100	137,100	109,200	17,000	115	1.2	44	0.5
1999	401			C	140,000	156,800	158,200	126,000	19,600	120	1.1	44	0.4
2000	401			C	142,500	161,000	161,000	128,200	20,000	94	0.8	25	0.2
2001	401			C	145,000	163,300	163,600	130,600	20,300	94	0.8	34	0.3
2002	401			C	147,500	165,200	166,400	132,700	20,600	101	0.9	40	0.3
2003	401			C	150,000	167,600	168,600	135,400	21,000	122	1.0	48	0.4
2004	401			C	157,700	177,600	178,000	142,000	22,100	127	1.0	44	0.4
2005	401			C	162,600	181,000	182,500	146,000	22,800	137	1.1	31	0.2
2006	401			C	167,500	186,100	187,600	150,700	23,400	105	0.8	43	0.3
2007	401			C	172,400	191,600	194,200	154,900	24,100	163	1.2	46	0.3
2008	401			C	177,300	195,700	193,000	159,100	24,800	206	1.5	63	0.5
2009	401			C	182,200	200,400	202,200	164,000	25,500	128	0.9	35	0.2
2010	401			C	187,100	206,200	208,100	168,400	26,200	121	0.8	32	0.2
2011	401			C	192,000	211,600	213,500	172,800	26,900	158	1.1	48	0.3
2012	401			C	196,900	216,900	212,400	177,300	27,600	131	0.9	40	0.3
2013	401			C	201,800	222,400	219,600	181,700	28,300	166	1.1	46	0.3
2014	401			C	206,700	227,400	221,200	186,000	28,900	211	1.3	58	0.4
2015	401			C	211,600	232,800	226,400	190,400	29,600	171	1.0	47	0.3
2016	401			C	216,500	238,200	231,700	194,800	30,300	162	1.0	37	0.2
2017	401			C	221,400	242,200	241,600	200,900	31,000	181	1.0	37	0.2
2018	401			C	226,300	248,100	246,600	204,200	31,700	206	1.2	59	0.3
2019	401			C	231,200	252,700	251,200	209,300	32,400	208	1.2	58	0.3
2021	401			C	241,000	262,100	260,700	218,500	33,700	135	0.7	33	0.2
2000	401	MAVIS ROAD IC	3.5	C	130,000	146,900	146,900	117,000	19,500	71	0.4	34	0.2
2001	401			C	133,500	150,400	150,600	120,200	20,000	94	0.6	40	0.2

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2002	401			C	136,300	152,600	153,800	122,700	20,400	130	0.8	52	0.3
2003	401			C	141,700	158,300	159,300	127,900	21,300	151	0.8	53	0.3
2004	401			C	144,900	163,200	163,500	130,500	21,700	159	0.9	62	0.3
2005	401			C	145,700	162,200	163,600	130,900	21,900	192	1.0	82	0.4
2006	401			C	152,500	169,400	170,800	137,200	22,900	150	0.8	58	0.3
2007	401			C	146,600	162,900	165,200	131,700	22,000	178	1.0	59	0.3
2008	401			C	154,400	170,400	168,100	138,500	23,200	226	1.2	66	0.3
2009	401			C	157,300	173,000	174,600	141,600	23,600	207	1.0	57	0.3
2010	401			C	160,200	176,600	178,100	144,200	24,000	215	1.1	54	0.3
2011	401			C	163,100	179,700	181,400	146,800	24,500	237	1.1	58	0.3
2012	401			C	166,000	182,900	179,000	149,500	24,900	166	0.8	40	0.2
2013	401			C	144,000	158,700	156,700	129,600	21,300	203	1.1	47	0.3
2014	401			C	164,600	181,100	176,100	148,100	24,400	227	1.1	62	0.3
2015	401			C	155,400	170,900	166,300	139,900	23,000	236	1.2	68	0.3
2016	401			C	166,100	182,700	177,700	149,500	24,600	239	1.1	56	0.3
2017	401			C	168,100	183,900	183,500	152,500	24,900	270	1.3	69	0.3
2018	401			C	170,000	186,300	185,300	153,400	25,200	247	1.1	75	0.3
2019	401			C	171,900	187,900	186,800	155,600	25,400	396	1.8	84	0.4
2021	401			C	175,800	191,200	190,200	159,400	26,400	226	1.0	100	0.4
1988	401	MISSISSAUGA RD IC-336	3.4	C	76,600	85,000	85,000	68,900	15,300	40	0.4	21	0.2
1989	401			C	79,900	88,700	89,500	71,900	16,000	56	0.6	17	0.2
1990	401			C	84,200	93,500	93,500	75,800	16,800	43	0.4	17	0.2
1991	401			C	80,900	89,000	89,800	73,600	16,200	37	0.4	10	0.1
1992	401			C	83,100	89,700	92,200	76,500	16,600	45	0.4	13	0.1
1993	401			C	88,600	96,600	98,100	81,500	17,700	59	0.5	18	0.2
1994	401			C	94,000	102,900	104,800	85,100	18,800	64	0.5	30	0.3
1995	401			C	99,500	108,600	111,500	91,000	19,900	53	0.4	16	0.1
1996	401			C	103,800	117,700	118,100	93,700	20,800	94	0.7	33	0.3
1997	401			C	108,000	122,000	123,100	97,200	21,600	112	0.8	33	0.2
1998	401			C	112,300	126,900	126,900	101,100	22,500	77	0.5	21	0.1
1999	401			C	111,200	124,500	125,700	100,100	22,200	77	0.6	21	0.2
2000	401			C	114,000	128,800	128,800	102,600	23,900	69	0.5	20	0.1
2001	401			C	116,400	131,100	131,400	104,800	24,400	63	0.4	22	0.2
2002	401			C	117,800	131,900	132,900	106,000	24,700	91	0.6	30	0.2
2003	401			C	121,500	135,700	136,600	109,700	25,500	100	0.7	33	0.2
2004	401			C	125,000	140,800	141,100	112,600	26,200	101	0.6	33	0.2
2005	401			C	125,200	139,400	140,600	112,500	26,300	116	0.7	39	0.2
2006	401			C	125,400	139,300	140,400	112,800	26,300	78	0.5	35	0.2
2007	401			C	128,200	142,500	144,400	115,200	20,500	120	0.7	37	0.2
2008	401			C	129,600	143,000	141,100	116,300	20,700	120	0.7	33	0.2
2009	401			C	130,600	143,700	145,000	117,500	19,600	87	0.5	20	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2010	401			C	126,600	139,500	140,800	114,000	19,000	117	0.7	25	0.2
2011	401			C	135,900	149,800	151,100	122,300	20,400	185	1.1	30	0.2
2012	401			C	138,000	152,100	148,800	124,300	20,700	117	0.7	30	0.2
2013	401			C	138,000	152,100	150,200	124,200	20,700	167	1.0	27	0.2
2014	401			UC	131,900	132,300	126,800	125,200	19,800	154	0.9	33	0.2
2015	401			UC	142,000	142,500	136,600	134,800	21,300	183	1.0	33	0.2
2016	401			UC	143,900	144,400	138,400	136,600	21,600	164	0.9	30	0.2
2017	401			C	142,200	155,600	155,200	129,000	22,800	178	1.0	38	0.2
2018	401			C	147,200	161,300	160,400	132,900	23,600	161	0.9	40	0.2
2019	401			C	149,100	163,000	162,000	135,000	26,800	204	1.1	72	0.4
2021	401			C	152,900	166,300	165,400	138,600	27,500	173	0.9	59	0.3
1988	401	WINSTON CHURCHILL BV IC-333	2.3	C	72,100	80,000	80,000	64,900	14,400	41	0.7	11	0.2
1989	401			C	75,200	83,500	84,200	67,700	15,000	46	0.7	13	0.2
1990	401			C	79,000	87,700	87,700	71,100	15,800	41	0.6	9	0.1
1991	401			C	75,000	82,500	83,300	68,200	15,000	54	0.9	14	0.2
1992	401			C	77,900	84,100	86,500	71,700	15,600	32	0.5	7	0.1
1993	401			C	81,000	88,300	89,600	74,500	16,200	39	0.6	6	0.1
1994	401			C	84,300	92,300	94,000	76,300	16,900	53	0.8	20	0.3
1995	401			C	87,200	95,200	97,700	79,800	17,400	58	0.8	20	0.3
1996	401			C	90,100	102,100	102,500	81,300	18,000	63	0.8	24	0.3
1997	401			C	93,000	105,100	106,000	83,700	18,600	76	1.0	42	0.5
1998	401			C	96,000	108,500	108,500	86,400	19,200	53	0.7	11	0.1
1999	401			C	96,200	107,700	108,700	86,600	19,200	27	0.3	8	0.1
2000	401			C	97,600	110,300	110,300	87,800	19,500	51	0.6	11	0.1
2001	401			C	100,600	113,300	113,500	90,600	23,100	43	0.5	7	0.1
2002	401			C	100,400	112,400	113,300	90,400	14,100	35	0.4	8	0.1
2003	401			C	105,000	117,300	118,100	94,800	14,700	53	0.6	14	0.2
2004	401			C	104,800	118,000	118,300	94,400	14,700	50	0.6	18	0.2
2005	401			C	107,800	120,000	121,000	96,800	15,100	38	0.4	7	0.1
2006	401			C	108,500	120,600	121,500	97,600	15,200	41	0.5	16	0.2
2007	401			C	110,300	122,600	124,300	99,100	15,400	71	0.8	16	0.2
2008	401			C	110,100	121,500	119,800	98,800	15,400	59	0.6	14	0.2
2009	401			C	114,200	125,600	126,800	102,800	16,000	58	0.6	15	0.2
2010	401			C	116,100	127,900	129,100	104,500	16,300	56	0.6	17	0.2
2011	401			C	130,000	143,300	144,600	117,000	18,200	101	0.9	26	0.2
2012	401			C	122,500	135,000	132,100	110,300	17,200	68	0.7	22	0.2
2013	401			UC	133,300	133,700	134,000	126,500	18,700	74	0.7	13	0.1
2014	401			UC	128,300	128,700	123,400	121,700	18,000	99	0.9	19	0.2
2015	401			UC	128,600	129,000	123,700	122,000	18,000	74	0.7	25	0.2
2016	401			UC	132,400	132,800	127,300	125,600	18,500	69	0.6	19	0.2
2017	401			UC	134,500	133,600	134,900	128,900	18,800	66	0.6	12	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2018	401			UC	136,700	135,600	137,700	131,200	19,100	80	0.7	22	0.2
2019	401			UC	138,800	136,800	138,900	133,700	19,400	90	0.8	38	0.3
2021	401			UC	143,200	143,500	145,400	138,000	20,000	123	1.0	25	0.2
1997	401	HWY 407 IC	2.4	C	94,800	107,100	108,100	85,300	19,000	3	0.0	2	0.0
1998	401			C	100,800	113,900	113,900	90,700	20,200	6	0.1	2	0.0
1999	401			C	106,900	119,700	120,800	96,200	21,400	14	0.1	5	0.1
2000	401			C	112,900	127,600	127,600	101,600	22,600	22	0.2	9	0.1
2001	401			C	115,200	129,700	130,000	103,800	23,000	48	0.5	14	0.1
2002	401			C	118,100	132,300	133,300	106,300	20,100	51	0.5	23	0.2
2003	401			C	120,800	134,900	135,800	109,000	20,500	42	0.4	9	0.1
2004	401			C	124,500	140,200	140,500	112,100	21,200	68	0.6	18	0.2
2005	401			C	127,400	141,800	143,000	114,400	21,700	44	0.4	13	0.1
2006	401			C	129,300	143,700	144,800	116,300	22,000	51	0.4	21	0.2
2007	401			C	135,700	150,800	152,900	121,900	23,100	66	0.5	12	0.1
2008	401			C	136,600	150,800	148,700	122,600	23,200	70	0.6	13	0.1
2009	401			C	139,200	153,100	154,500	125,300	23,700	67	0.5	23	0.2
2010	401			CTR	138,900	169,100	162,500	118,000	23,600	52	0.4	16	0.1
2011	401			CTR	130,000	158,200	152,100	110,400	22,100	63	0.5	18	0.2
2012	401			CTR	145,600	176,600	174,400	124,000	24,800	55	0.4	14	0.1
2013	401			CTR	130,000	158,200	163,500	110,400	22,100	77	0.7	15	0.1
2014	401			IC	135,400	149,900	149,200	120,100	23,000	82	0.7	21	0.2
2015	401			IC	147,100	162,800	162,100	130,400	25,000	90	0.7	23	0.2
2016	401			IC	149,400	165,400	164,600	132,500	25,400	85	0.6	14	0.1
2017	401			IC	151,800	166,300	167,500	137,800	25,800	92	0.7	19	0.1
2018	401			IC	154,200	169,700	170,600	139,500	26,200	102	0.7	43	0.3
2019	401			IC	156,500	171,900	172,800	141,300	26,600	119	0.9	30	0.2
2021	401			IC	161,300	174,900	176,000	145,900	27,400	125	0.9	53	0.4
1988	401	TRAFALGAR RD IC-328 MILTON	4.2	IC	70,600	81,900	79,800	62,100	14,100	47	0.4	8	0.1
1989	401			IC	73,700	84,800	83,300	65,600	14,700	45	0.4	15	0.1
1990	401			IC	77,400	88,200	86,700	68,900	15,500	62	0.5	26	0.2
1991	401			IC	73,600	83,200	81,700	65,500	14,700	47	0.4	8	0.1
1992	401			IC	76,400	84,800	84,000	69,500	15,300	53	0.5	19	0.2
1993	401			IC	78,000	88,100	87,400	69,400	15,600	57	0.5	23	0.2
1994	401			IC	83,200	93,200	93,200	74,000	16,600	69	0.5	26	0.2
1995	401			IC	88,400	98,900	99,700	79,300	17,700	55	0.4	14	0.1
1996	401			IC	93,600	105,100	105,500	83,300	18,700	59	0.4	29	0.2
1997	401			IC	98,700	110,500	111,500	86,900	19,700	50	0.3	23	0.2
1998	401			IC	103,900	116,400	116,400	92,500	20,800	42	0.3	14	0.1
1999	401			IC	106,500	119,300	119,300	94,800	21,300	38	0.2	8	0.0
2000	401			IC	114,300	128,000	128,000	101,700	22,900	67	0.4	28	0.2
2001	401			IC	113,300	126,700	127,300	100,200	22,700	59	0.3	20	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2002	401			IC	115,900	129,200	130,200	102,100	20,900	73	0.4	30	0.2
2003	401			IC	121,100	134,900	136,300	107,300	21,800	67	0.4	29	0.2
2004	401			IC	128,200	143,400	144,000	113,400	23,100	93	0.5	28	0.1
2005	401			IC	123,400	137,200	138,500	108,800	22,200	84	0.4	23	0.1
2006	401			IC	124,700	138,500	139,800	110,500	22,400	63	0.3	24	0.1
2007	401			IC	125,900	139,900	144,200	111,300	22,700	88	0.5	25	0.1
2008	401			IC	127,800	141,600	137,000	112,700	23,000	109	0.6	24	0.1
2009	401			IC	127,800	141,900	143,100	113,700	23,000	92	0.5	30	0.2
2010	401			IC	125,000	138,400	139,500	110,800	22,500	74	0.4	23	0.1
2011	401			IC	123,500	135,800	140,900	110,800	22,200	48	0.3	14	0.1
2012	401			IC	130,900	145,000	140,600	116,100	23,600	66	0.3	23	0.1
2013	401			IC	138,500	153,300	152,400	122,800	24,900	92	0.4	28	0.1
2014	401			IC	140,900	156,000	155,200	124,900	25,400	133	0.6	41	0.2
2015	401			IC	143,300	158,600	157,900	127,100	25,800	138	0.6	28	0.1
2016	401			IC	145,700	161,300	160,500	129,200	26,200	121	0.5	30	0.1
2017	401			IC	148,100	162,200	163,400	134,400	26,700	127	0.6	26	0.1
2018	401			IC	150,500	165,600	166,500	136,200	27,100	142	0.6	37	0.2
2019	401			IC	152,900	167,900	168,800	138,000	27,500	102	0.4	25	0.1
2021	401			IC	157,700	171,000	172,100	142,600	28,400	126	0.5	55	0.2
1988	401	JAMES SNOW PKWY IC-324 MILTON	3.7	IC	65,300	75,700	73,800	57,500	13,100	30	0.3	8	0.1
1989	401			IC	68,100	78,300	77,000	60,600	13,600	69	0.7	9	0.1
1990	401			IC	71,900	82,000	80,500	64,000	14,400	38	0.4	9	0.1
1991	401			IC	66,800	75,500	74,100	59,500	13,400	77	0.8	21	0.2
1992	401			IC	70,700	78,500	77,800	64,300	14,100	44	0.5	17	0.2
1993	401			IC	74,600	84,300	83,600	66,400	14,900	50	0.5	11	0.1
1994	401			IC	78,500	87,900	87,900	69,900	15,700	64	0.6	12	0.1
1995	401			IC	82,400	92,200	92,900	74,000	16,500	37	0.3	13	0.1
1996	401			IC	86,200	96,800	97,200	76,700	17,200	37	0.3	15	0.1
1997	401			IC	90,100	100,900	101,800	79,300	18,000	47	0.4	19	0.2
1998	401			IC	94,000	105,300	105,300	83,700	18,800	41	0.3	10	0.1
1999	401			IC	93,200	104,400	104,400	82,900	18,600	63	0.5	15	0.1
2000	401			IC	97,000	108,600	108,600	86,300	19,400	72	0.5	23	0.2
2001	401			IC	98,000	109,600	110,100	86,700	19,600	46	0.3	19	0.1
2002	401			IC	100,400	111,900	112,800	88,500	20,100	65	0.5	19	0.1
2003	401			IC	100,000	111,400	112,500	88,600	20,000	83	0.6	24	0.2
2004	401			IC	105,300	117,800	118,300	93,100	21,100	92	0.6	26	0.2
2005	401			IC	107,700	119,700	120,900	94,900	21,500	87	0.6	24	0.2
2006	401			IC	110,100	122,300	123,500	97,500	22,000	83	0.6	31	0.2
2007	401			CR	112,500	136,200	136,100	94,800	22,500	113	0.7	22	0.1
2008	401			CR	114,900	139,100	138,000	96,800	23,000	91	0.6	24	0.2
2009	401			CR	117,300	140,800	136,100	99,700	23,500	98	0.6	22	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2010	401			IC	119,800	132,600	133,700	106,200	24,000	84	0.5	31	0.2
2011	401			IC	119,000	130,900	135,700	106,800	23,800	134	0.8	25	0.2
2012	401			IC	124,600	138,000	133,800	110,600	24,900	94	0.6	31	0.2
2013	401			IC	126,400	139,900	139,100	112,100	25,300	121	0.7	29	0.2
2014	401			IC	128,800	142,600	141,900	114,200	25,800	139	0.8	37	0.2
2015	401			IC	131,100	145,100	144,500	116,200	26,200	101	0.6	21	0.1
2016	401			IC	133,500	147,800	147,100	118,400	26,700	130	0.7	22	0.1
2017	401			IC	135,900	148,900	150,000	123,300	27,200	125	0.7	26	0.1
2018	401			IC	138,300	152,200	153,000	125,100	27,700	151	0.8	34	0.2
2019	401			IC	140,600	154,400	155,200	126,900	28,100	160	0.8	35	0.2
2021	401			IC	145,400	157,700	158,600	131,500	29,100	152	0.8	49	0.2
1988	401	REG. RD 25 IC-320 MILTON	8.2	IC	62,600	72,600	70,700	55,100	12,500	134	0.7	20	0.1
1989	401			IC	65,400	75,200	73,900	58,200	13,100	148	0.8	35	0.2
1990	401			IC	70,400	80,300	78,800	62,700	14,100	167	0.8	29	0.1
1991	401			IC	65,300	73,800	72,500	58,100	13,100	138	0.7	29	0.1
1992	401			IC	69,100	76,700	76,000	62,900	13,800	139	0.7	29	0.1
1993	401			IC	72,800	82,300	81,500	64,800	14,600	172	0.8	46	0.2
1994	401			IC	76,500	85,700	85,700	68,100	15,300	266	1.2	105	0.5
1995	401			IC	79,700	89,200	89,900	71,500	16,700	127	0.5	40	0.2
1996	401			IC	81,700	91,800	92,100	72,700	8,150	76	0.3	20	0.1
1997	401			IC	83,700	93,700	94,600	73,700	8,350	87	0.3	23	0.1
1998	401			IC	89,200	99,900	99,900	79,400	8,900	67	0.3	21	0.1
1999	401			IC	86,500	96,900	96,900	77,000	17,300	139	0.5	43	0.2
2000	401			IC	90,000	100,800	100,800	80,100	16,200	133	0.5	34	0.1
2001	401			IC	90,000	100,600	101,100	79,600	16,200	119	0.4	33	0.1
2002	401			IC	87,000	97,000	97,700	76,700	15,700	128	0.5	31	0.1
2003	401			IC	90,200	100,500	101,500	79,900	16,200	155	0.6	56	0.2
2004	401			IC	96,600	108,000	108,500	85,400	18,400	172	0.6	59	0.2
2005	401			IC	95,800	106,500	107,600	84,400	18,200	174	0.6	65	0.2
2006	401			IC	97,400	108,200	109,200	86,300	18,500	150	0.5	46	0.2
2007	401			IC	99,000	110,000	113,400	87,500	18,800	152	0.5	43	0.1
2008	401			IC	100,500	111,300	107,700	88,600	19,100	217	0.7	69	0.2
2009	401			IC	102,100	113,300	114,400	90,900	19,400	171	0.6	51	0.2
2010	401			IR	103,600	123,300	112,800	88,200	19,700	111	0.4	39	0.1
2011	401			IR	105,200	125,500	122,800	89,800	20,000	99	0.3	24	0.1
2012	401			IC	106,800	118,300	114,700	94,800	20,300	74	0.2	19	0.1
2013	401			IC	108,300	119,900	119,200	96,000	20,600	129	0.4	33	0.1
2014	401			IC	109,900	121,600	121,100	97,500	20,900	129	0.4	35	0.1
2015	401			IC	111,400	123,300	122,700	98,800	21,200	166	0.5	45	0.1
2016	401			IC	113,000	125,100	124,500	100,200	21,500	245	0.7	51	0.2
2017	401			IC	114,600	125,500	126,500	104,000	21,800	326	1.0	66	0.2

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2018	401			IC	116,100	127,800	128,500	105,000	22,100	298	0.9	66	0.2
2019	401			IC	117,700	129,300	129,900	106,300	22,400	280	0.8	68	0.2
2021	401			IC	120,800	131,000	131,800	109,300	23,000	196	0.5	57	0.2
1988	401	GUELPH LINE IC-312 HALTON RD 1 MILTON	4.5	IC	55,100	63,900	62,300	48,500	13,800	76	0.8	17	0.2
1989	401			IC	60,300	69,300	68,100	53,700	15,100	86	0.9	13	0.1
1990	401			IC	61,500	70,100	68,900	54,700	15,400	75	0.7	13	0.1
1991	401			IC	64,100	72,400	71,200	57,000	8,950	55	0.5	15	0.1
1992	401			IC	64,800	71,900	71,300	59,000	9,050	66	0.6	16	0.2
1993	401			IC	65,500	74,000	73,400	58,300	9,150	73	0.7	15	0.1
1994	401			IC	70,800	79,300	79,300	63,000	9,900	94	0.8	39	0.3
1995	401			IC	76,000	85,000	85,700	68,200	10,600	73	0.6	21	0.2
1996	401			IC	79,400	89,200	89,500	70,700	11,100	40	0.3	4	0.0
1997	401			IC	82,800	92,700	93,600	72,900	11,600	30	0.2	4	0.0
1998	401			IC	86,200	96,500	96,500	76,700	12,100	38	0.3	7	0.0
1999	401			IC	91,700	102,700	102,700	81,600	12,800	46	0.3	10	0.1
2000	401			IC	92,500	103,600	103,600	82,300	13,000	65	0.4	15	0.1
2001	401			IC	95,100	106,300	106,800	84,100	17,100	65	0.4	12	0.1
2002	401			IC	96,800	107,900	108,700	85,300	18,400	44	0.3	11	0.1
2003	401			IC	104,400	116,300	117,500	92,500	19,800	69	0.4	27	0.2
2004	401			IC	102,800	115,000	115,500	90,900	19,500	85	0.5	32	0.2
2005	401			IC	97,600	108,500	109,600	86,000	18,500	88	0.5	17	0.1
2006	401			IC	100,500	111,600	112,700	89,000	19,100	59	0.4	14	0.1
2007	401			IC	97,900	108,700	112,100	86,500	18,600	67	0.4	21	0.1
2008	401			IC	103,900	115,100	111,400	91,600	19,700	115	0.7	31	0.2
2009	401			IC	104,500	116,000	117,000	93,000	19,900	75	0.4	21	0.1
2010	401			IC	104,000	115,100	116,100	92,200	19,800	44	0.3	9	0.1
2011	401			IC	105,000	115,500	119,800	94,200	20,000	86	0.5	28	0.2
2012	401			IC	105,000	116,300	112,800	93,200	20,000	85	0.5	18	0.1
2013	401			IC	109,400	121,100	120,400	97,000	20,800	100	0.6	24	0.1
2014	401			IC	111,000	122,900	122,300	98,400	21,100	93	0.5	26	0.1
2015	401			IC	107,100	118,500	118,000	95,000	20,300	83	0.5	18	0.1
2016	401			IC	114,000	126,200	125,600	101,100	21,700	110	0.6	23	0.1
2017	401			CR	111,900	129,700	130,400	100,700	20,100	100	0.5	25	0.1
2018	401			CR	117,100	136,100	137,000	105,100	21,100	94	0.5	25	0.1
2019	401			CR	118,600	137,600	138,500	106,400	21,300	89	0.5	16	0.1
2021	401			CR	121,700	140,000	141,000	109,800	21,900	76	0.4	25	0.1
1988	401	MILTON W LTS	7.3	IC	55,100	63,900	62,300	48,500	13,800	315	2.1	73	0.5
1989	401			IC	60,300	69,300	68,100	53,700	15,100	279	1.7	71	0.4
1990	401			IC	61,500	70,100	68,900	54,700	15,400	245	1.5	68	0.4
1991	401			IC	64,100	72,400	71,200	57,000	8,950	273	1.6	73	0.4
1992	401			IC	64,800	71,900	71,300	59,000	9,050	102	0.6	17	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1993	401			IC	65,500	74,000	73,400	58,300	9,150	107	0.6	17	0.1
1994	401			IC	70,800	79,300	79,300	63,000	9,900	146	0.8	38	0.2
1995	401			IC	76,000	85,000	85,700	68,200	10,600	83	0.4	35	0.2
1996	401			IC	79,400	89,200	89,500	70,700	11,100	108	0.5	29	0.1
1997	401			IC	82,800	92,700	93,600	72,900	11,600	83	0.4	26	0.1
1998	401			IC	86,200	96,500	96,500	76,700	12,100	56	0.2	5	0.0
1999	401			IC	91,700	102,700	102,700	81,600	12,800	55	0.2	15	0.1
2000	401			IC	92,500	103,600	103,600	82,300	13,000	61	0.2	9	0.0
2001	401			IC	95,100	106,300	106,800	84,100	17,100	80	0.3	27	0.1
2002	401			IC	96,800	107,900	108,700	85,300	18,400	66	0.3	21	0.1
2003	401			IC	104,400	116,300	117,500	92,500	19,800	78	0.3	22	0.1
2004	401			IC	102,800	115,000	115,500	90,900	19,500	88	0.3	21	0.1
2005	401			IC	97,600	108,500	109,600	86,000	18,500	117	0.4	42	0.2
2006	401			IC	100,500	111,600	112,700	89,000	19,100	67	0.2	30	0.1
2007	401			IC	97,900	108,700	112,100	86,500	18,600	103	0.4	22	0.1
2008	401			IC	103,900	115,100	111,400	91,600	19,700	126	0.5	36	0.1
2009	401			IC	104,500	116,000	117,000	93,000	19,900	90	0.3	29	0.1
2010	401			IC	104,000	115,100	116,100	92,200	19,800	76	0.3	21	0.1
2011	401			IC	105,000	115,500	119,800	94,200	20,000	93	0.3	18	0.1
2012	401			IC	105,000	116,300	112,800	93,200	20,000	64	0.2	13	0.0
2013	401			IC	105,000	116,200	115,600	93,100	20,000	84	0.3	25	0.1
2014	401			CTR	106,300	129,700	130,700	90,400	19,900	122	0.4	41	0.1
2015	401			CTR	108,400	132,200	133,300	92,100	20,300	82	0.3	21	0.1
2016	401			CTR	110,600	134,900	136,000	94,000	20,700	92	0.3	35	0.1
2017	401			CTR	114,600	153,100	152,400	93,400	21,400	86	0.3	26	0.1
2018	401			CTR	116,000	154,900	154,300	94,500	21,700	90	0.3	33	0.1
2019	401			CTR	117,500	156,500	155,900	95,600	22,000	117	0.4	49	0.2
2021	401			CTR	120,500	157,100	156,200	98,300	22,900	78	0.2	33	0.1
1992	401	E JCT HWY 6 IC-299/BROCK RD WELLINGTON RD. 46	4.4	IC	62,300	69,200	68,500	56,700	8,700	63	0.6	19	0.2
1993	401			IC	63,000	71,200	70,600	56,100	8,800	55	0.5	12	0.1
1994	401			IC	64,300	72,000	72,000	57,200	9,000	71	0.7	30	0.3
1995	401			IC	66,900	74,900	75,500	60,000	9,350	50	0.5	15	0.1
1996	401			IC	69,600	78,200	78,500	62,000	9,750	102	0.9	33	0.3
1997	401			IC	72,400	81,100	81,800	63,700	10,100	64	0.6	20	0.2
1998	401			IC	75,300	84,300	84,300	67,000	10,500	44	0.4	11	0.1
1999	401			IC	78,300	87,700	87,700	69,700	15,700	63	0.5	14	0.1
2000	401			IC	83,800	93,900	93,900	74,600	16,800	63	0.5	9	0.1
2001	401			IC	87,200	97,500	98,000	77,100	26,200	56	0.4	13	0.1
2002	401			IC	90,700	101,100	101,900	79,900	27,200	40	0.3	10	0.1
2003	401			IC	94,100	104,900	105,900	83,400	28,200	65	0.4	13	0.1
2004	401			IC	98,500	110,100	110,700	87,100	24,600	93	0.6	36	0.2

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2005	401			IC	101,100	112,400	113,500	89,100	25,300	68	0.4	27	0.2
2006	401			IC	100,900	112,100	113,100	89,400	25,200	45	0.3	16	0.1
2007	401			IC	102,600	114,000	117,500	90,700	25,600	75	0.5	30	0.2
2008	401			IC	104,200	115,400	111,700	91,900	18,800	89	0.5	18	0.1
2009	401			IC	105,800	117,400	118,500	94,200	19,000	69	0.4	16	0.1
2010	401			IC	107,500	119,000	120,000	95,300	19,400	66	0.4	20	0.1
2011	401			IC	107,500	118,200	122,600	96,400	19,400	67	0.4	23	0.1
2012	401			IC	108,000	119,700	116,000	95,800	19,400	75	0.4	16	0.1
2013	401			IC	108,000	119,500	118,900	95,800	19,400	74	0.4	23	0.1
2014	401			IC	107,600	119,100	118,600	95,400	19,400	110	0.6	44	0.3
2015	401			IC	107,200	118,700	118,100	95,100	19,300	62	0.4	17	0.1
2016	401			IC	106,500	117,900	117,300	94,400	19,200	81	0.5	26	0.2
2017	401			IC	118,900	130,300	131,200	107,900	21,400	59	0.3	16	0.1
2018	401			IC	121,000	133,200	133,900	109,500	21,800	74	0.4	17	0.1
2019	401			IC	123,100	135,200	135,900	111,100	22,200	90	0.5	18	0.1
2021	401			IC	127,400	138,200	139,000	115,200	22,900	55	0.3	13	0.1
1992	401	W JCT HWY 6 IC-295 HANLON EXPWY	9.2	C	63,100	68,100	70,000	58,100	11,400	170	0.8	58	0.3
1993	401			C	63,600	69,300	70,400	58,500	11,400	103	0.5	33	0.2
1994	401			C	64,100	70,200	71,500	58,000	11,500	169	0.8	76	0.4
1995	401			C	66,700	72,800	74,700	61,000	12,000	81	0.4	23	0.1
1996	401			C	69,300	78,500	78,800	62,600	12,500	86	0.4	22	0.1
1997	401			C	71,800	81,100	81,900	64,600	12,900	112	0.5	38	0.2
1998	401			C	74,400	84,100	84,100	67,000	13,400	73	0.3	25	0.1
1999	401			C	80,600	90,300	91,100	72,500	16,100	86	0.3	29	0.1
2000	401			C	82,700	93,500	93,500	74,400	16,500	91	0.3	31	0.1
2001	401			C	84,900	95,600	95,800	76,500	25,500	97	0.3	26	0.1
2002	401			C	87,000	97,400	98,200	78,300	26,100	77	0.3	37	0.1
2003	401			C	90,300	100,900	101,500	81,500	27,100	123	0.4	34	0.1
2004	401			C	91,200	102,700	102,900	82,100	25,500	142	0.5	44	0.1
2005	401			C	93,700	104,300	105,200	84,200	26,200	120	0.4	38	0.1
2006	401			C	94,300	104,800	105,600	84,800	21,700	92	0.3	32	0.1
2007	401			C	96,600	107,300	108,800	86,800	22,200	148	0.5	54	0.2
2008	401			C	99,000	109,300	107,800	88,800	22,800	125	0.4	38	0.1
2009	401			C	101,300	111,400	112,400	91,200	23,300	117	0.3	30	0.1
2010	401			C	97,100	107,000	108,000	87,400	19,400	135	0.4	40	0.1
2011	401			C	97,100	107,000	108,000	87,400	19,400	95	0.3	36	0.1
2012	401			C	101,600	111,900	109,600	91,500	20,300	90	0.3	23	0.1
2013	401			C	101,600	112,000	110,600	91,500	20,300	119	0.3	26	0.1
2014	401			C	108,400	119,200	116,000	97,600	21,700	168	0.5	46	0.1
2015	401			C	110,400	121,400	118,100	99,400	22,100	116	0.3	41	0.1
2016	401			C	112,400	123,600	120,300	101,200	22,500	133	0.4	33	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2017	401			C	112,600	123,200	122,900	102,200	20,300	144	0.4	40	0.1
2018	401			C	116,100	127,300	126,500	104,800	20,900	162	0.4	37	0.1
2019	401			C	118,100	129,100	128,300	106,900	21,300	157	0.4	43	0.1
2021	401			C	122,100	132,800	132,100	110,700	22,000	125	0.3	44	0.1
1993	401	REG RD 33 TOWNLINE RD UP IC-286	2.3	C	63,100	68,800	69,800	58,100	12,600	11	0.2	2	0.0
1994	401			C	70,300	77,000	78,400	63,600	14,100	24	0.4	5	0.1
1995	401			C	73,700	80,500	82,600	67,400	14,700	15	0.2	3	0.0
1996	401			C	77,200	87,500	87,800	69,700	15,400	13	0.2	2	0.0
1997	401			C	80,600	91,100	91,900	72,500	16,100	21	0.3	4	0.1
1998	401			C	84,100	95,000	95,000	75,700	16,800	13	0.2	5	0.1
1999	401			C	83,000	93,000	93,800	74,700	16,600	20	0.3	5	0.1
2000	401			C	85,000	96,000	96,000	76,500	17,000	24	0.3	3	0.0
2001	401			C	87,000	98,000	98,200	78,400	26,100	34	0.5	13	0.2
2002	401			C	89,000	99,700	100,400	80,100	26,700	19	0.3	1	0.0
2003	401			C	89,900	100,400	101,100	81,100	27,000	27	0.4	14	0.2
2004	401			C	91,700	103,300	103,500	82,600	25,700	27	0.4	11	0.1
2005	401			C	107,500	119,700	120,700	96,600	30,100	24	0.3	6	0.1
2006	401			C	95,700	106,300	107,200	86,100	23,900	10	0.1	0	0.0
2007	401			C	96,600	107,300	108,800	86,800	20,300	41	0.5	16	0.2
2008	401			C	114,100	125,900	124,200	102,400	26,200	26	0.3	3	0.0
2009	401			C	98,300	108,100	109,100	88,500	22,600	22	0.3	8	0.1
2010	401			C	99,100	109,200	110,200	89,200	15,900	20	0.2	5	0.1
2011	401			C	100,000	110,200	111,200	90,000	16,000	46	0.6	14	0.2
2012	401			C	100,000	110,200	107,900	90,000	16,000	40	0.5	6	0.1
2013	401			C	100,000	110,200	108,800	90,000	16,000	54	0.7	12	0.1
2014	401			C	102,200	112,400	109,400	92,000	24,200	55	0.6	16	0.2
2015	401			C	103,000	113,300	110,200	92,700	24,400	43	0.5	8	0.1
2016	401			C	105,100	115,600	112,500	94,600	24,900	28	0.3	7	0.1
2017	401			C	107,900	118,000	117,800	97,900	20,500	42	0.5	11	0.1
2018	401			C	111,300	122,000	121,300	100,400	21,100	51	0.6	9	0.1
2019	401			C	112,800	123,300	122,600	102,100	21,400	51	0.5	9	0.1
2021	401			C	115,600	125,700	125,100	104,800	22,000	35	0.4	14	0.1
1993	401	FRANKLIN BV IC-284 REG RD 36	1.7	C	63,100	68,800	69,800	58,100	12,600	13	0.3	1	0.0
1994	401			C	70,300	77,000	78,400	63,600	14,100	17	0.4	5	0.1
1995	401			C	73,700	80,500	82,600	67,400	14,700	17	0.4	2	0.0
1996	401			C	77,200	87,500	87,800	69,700	15,400	28	0.6	3	0.1
1997	401			C	80,600	91,100	91,900	72,500	16,100	14	0.3	5	0.1
1998	401			C	84,100	95,000	95,000	75,700	16,800	24	0.5	8	0.2
1999	401			C	85,300	95,500	96,400	76,800	17,100	23	0.4	7	0.1
2000	401			C	86,600	97,900	97,900	77,900	17,300	21	0.4	6	0.1
2001	401			C	87,800	98,900	99,100	79,100	26,300	31	0.6	15	0.3

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2002	401			C	89,100	99,800	100,500	80,200	26,700	25	0.5	10	0.2
2003	401			C	90,600	101,200	101,900	81,800	27,200	29	0.5	15	0.3
2004	401			C	91,800	103,400	103,600	82,700	25,700	27	0.5	7	0.1
2005	401			C	93,000	103,500	104,400	83,500	26,000	37	0.6	13	0.2
2006	401			C	94,500	105,000	105,800	85,000	21,700	23	0.4	16	0.3
2007	401			C	96,000	106,700	108,200	86,300	20,200	40	0.7	14	0.2
2008	401			C	97,400	107,500	106,000	87,400	20,500	39	0.6	7	0.1
2009	401			C	98,900	108,800	109,800	89,000	20,800	34	0.6	18	0.3
2010	401			C	100,400	110,600	111,600	90,400	21,100	23	0.4	4	0.1
2011	401			C	103,400	113,900	115,000	93,100	21,700	38	0.6	8	0.1
2012	401			C	100,000	110,200	107,900	90,000	21,000	38	0.6	8	0.1
2013	401			C	100,000	110,200	108,800	90,000	21,000	35	0.6	8	0.1
2014	401			C	102,000	112,200	109,100	91,800	21,400	60	1.0	12	0.2
2015	401			C	104,000	114,400	111,300	93,600	21,800	28	0.4	5	0.1
2016	401			C	105,900	116,500	113,300	95,300	22,200	43	0.7	17	0.3
2017	401			C	109,000	119,200	119,000	98,900	22,900	57	0.8	24	0.4
2018	401			C	110,400	121,000	120,300	99,600	23,200	61	0.9	19	0.3
2019	401			C	111,800	122,200	121,500	101,200	23,500	46	0.7	25	0.4
2021	401			C	114,700	124,700	124,100	104,000	24,100	41	0.6	16	0.2
1988	401	HWY 24 IC-282/HESPELER RD REG RD 24 CAMBRIDGE	4.6	IC	50,400	58,500	57,000	44,400	7,550	139	1.7	46	0.5
1989	401			IC	62,300	71,600	70,400	55,400	9,350	75	0.7	18	0.2
1990	401			IC	65,200	74,300	73,000	58,000	13,000	59	0.5	23	0.2
1991	401			IC	68,000	76,800	75,500	60,500	13,600	46	0.4	18	0.2
1992	401			IC	72,900	80,900	80,200	66,300	14,600	55	0.5	16	0.1
1993	401			IC	76,000	85,900	85,100	67,600	15,200	65	0.5	20	0.2
1994	401			IC	79,000	88,500	88,500	70,300	15,800	59	0.4	10	0.1
1995	401			IC	82,100	91,900	92,600	73,700	16,400	52	0.4	10	0.1
1996	401			IC	85,100	95,600	95,900	75,800	17,000	70	0.5	18	0.1
1997	401			IC	87,100	97,600	98,400	76,600	17,400	40	0.3	15	0.1
1998	401			IC	91,100	102,000	102,000	81,100	18,200	57	0.4	23	0.2
1999	401			IC	97,800	109,500	109,500	87,000	19,600	60	0.4	22	0.1
2000	401			IC	101,600	113,800	113,800	90,400	20,300	68	0.4	27	0.2
2001	401			IC	105,600	118,100	118,600	93,400	31,700	77	0.4	23	0.1
2002	401			IC	109,700	122,300	123,200	96,700	32,900	81	0.4	27	0.1
2003	401			IC	117,600	131,000	132,300	104,200	35,300	105	0.5	51	0.3
2004	401			IC	119,400	133,500	134,100	105,600	27,500	103	0.5	31	0.2
2005	401			IC	122,000	135,600	137,000	107,500	28,100	113	0.6	36	0.2
2006	401			IC	123,700	137,400	138,700	109,600	26,000	100	0.5	36	0.2
2007	401			IC	125,600	139,500	143,800	111,000	23,900	122	0.6	38	0.2
2008	401			IC	125,600	139,100	134,600	110,800	20,100	111	0.5	30	0.1
2009	401			IC	125,600	139,400	140,700	111,800	20,100	100	0.5	23	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2010	401			IC	125,600	139,000	140,200	111,400	37,700	135	0.6	42	0.2
2011	401			IC	128,400	141,200	146,500	115,200	38,500	139	0.7	34	0.2
2012	401			IC	128,400	142,300	137,900	113,900	38,500	142	0.7	40	0.2
2013	401			IC	128,400	142,100	141,300	113,900	38,500	136	0.6	30	0.1
2014	401			IC	132,000	146,100	145,400	117,000	39,600	225	1.0	48	0.2
2015	401			IC	134,600	149,000	148,300	119,400	40,400	236	1.1	69	0.3
2016	401			IC	137,300	152,000	151,300	121,700	41,200	242	1.1	59	0.3
2017	401			IC	144,800	158,600	159,800	131,400	43,400	269	1.1	84	0.3
2018	401			IC	147,400	162,200	163,100	133,400	44,200	370	1.5	118	0.5
2019	401			IC	150,000	164,700	165,600	135,400	45,000	271	1.1	77	0.3
2021	401			IC	155,200	168,300	169,300	140,400	46,600	75	0.3	31	0.1
1988	401	REG RD 8 KING ST E/SHANTZ HILL RD IC-278	2.9	IC	32,500	37,700	36,700	28,600	9,750	38	1.1	12	0.4
1989	401			C	34,300	38,100	38,400	30,900	7,200	49	1.4	7	0.2
1990	401			C	35,900	39,800	39,800	32,300	7,550	22	0.6	8	0.2
1991	401			C	37,500	41,200	41,600	34,100	7,900	22	0.6	7	0.2
1992	401			C	38,400	41,500	42,600	35,300	8,050	40	1.0	16	0.4
1993	401			C	38,800	42,300	42,900	35,700	8,150	33	0.8	6	0.1
1994	401			C	39,200	42,900	43,700	35,500	8,250	50	1.2	12	0.3
1995	401			C	39,600	43,200	44,400	36,200	8,300	53	1.3	14	0.3
1996	401			C	40,000	45,300	45,500	36,100	8,400	56	1.3	8	0.2
1997	401			C	41,600	47,000	47,400	37,400	8,750	61	1.4	17	0.4
1998	401			C	43,200	48,800	48,800	38,900	9,050	47	1.0	16	0.4
1999	401			C	49,100	55,000	55,500	44,200	10,300	49	0.9	13	0.3
2000	401			C	51,700	58,400	58,400	46,500	10,900	37	0.7	13	0.2
2001	401			IC	57,400	64,200	64,500	50,800	17,200	47	0.8	15	0.2
2002	401			IC	56,800	63,300	63,800	50,000	17,000	47	0.8	11	0.2
2003	401			IC	59,400	66,200	66,800	52,600	15,400	41	0.7	14	0.2
2004	401			IC	62,000	69,300	69,700	54,800	17,400	51	0.8	20	0.3
2005	401			IC	64,600	71,800	72,500	56,900	18,100	50	0.7	12	0.2
2006	401			IC	65,400	72,700	73,300	57,900	20,300	50	0.7	23	0.3
2007	401			IC	65,700	73,000	75,200	58,100	17,100	58	0.8	17	0.2
2008	401			IC	68,400	75,800	73,300	60,300	17,800	67	0.9	19	0.3
2009	401			IC	69,900	77,600	78,300	62,200	18,200	51	0.7	7	0.1
2010	401			IC	71,900	79,600	80,300	63,800	18,700	51	0.7	18	0.2
2011	401			IC	71,900	79,100	82,000	64,500	18,700	60	0.8	18	0.2
2012	401			IC	71,900	79,700	77,200	63,800	16,800	62	0.8	17	0.2
2013	401			IC	76,800	85,000	84,500	68,100	17,900	52	0.6	12	0.1
2014	401			SC	72,100	76,300	74,400	63,600	19,500	63	0.8	26	0.3
2015	401			SC	80,700	85,400	83,300	71,200	21,800	33	0.4	9	0.1
2016	401			SC	82,700	87,500	85,400	72,900	22,300	47	0.5	15	0.2
2017	401			SC	84,700	90,100	90,100	75,100	17,800	47	0.5	12	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2018	401			SC	86,600	92,500	92,000	76,200	18,200	73	0.8	20	0.2
2019	401			SC	88,600	94,000	93,500	78,300	18,600	62	0.7	24	0.3
2021	401			SC	92,600	98,000	97,600	82,400	20,400	32	0.3	20	0.2
1988	401	HOMER WATSON BV IC-275 (N) FOUNTAIN ST (S) RR 28	7.1	CR	28,000	35,800	33,600	23,200	8,400	40	0.5	5	0.1
1989	401			C	29,500	32,700	33,000	26,600	8,850	42	0.5	11	0.1
1990	401			C	30,200	33,500	33,500	27,200	7,550	40	0.5	10	0.1
1991	401			C	30,500	33,600	33,900	27,800	7,600	30	0.4	4	0.1
1992	401			IR	33,000	40,600	36,300	28,000	8,250	44	0.5	11	0.1
1993	401			IR	34,400	42,300	35,600	28,100	8,600	39	0.4	8	0.1
1994	401			IR	35,700	44,000	39,300	29,900	8,900	48	0.5	13	0.1
1995	401			IR	37,100	45,700	40,900	31,600	9,300	63	0.7	18	0.2
1996	401			IR	38,500	47,800	42,900	32,800	9,600	54	0.5	15	0.1
1997	401			IR	39,900	49,900	44,700	33,900	10,000	49	0.5	12	0.1
1998	401			IR	41,300	51,200	46,300	34,700	10,300	40	0.4	13	0.1
1999	401			IR	43,200	53,600	48,000	36,300	10,800	59	0.5	23	0.2
2000	401			IR	44,700	54,800	49,500	37,800	11,200	66	0.6	23	0.2
2001	401			IR	46,100	57,000	51,100	39,000	13,800	58	0.5	21	0.2
2002	401			IR	47,100	58,100	52,200	40,000	14,100	63	0.5	20	0.2
2003	401			IR	47,700	57,900	52,500	40,500	14,300	94	0.8	37	0.3
2004	401			IR	47,900	59,200	53,100	40,500	14,400	88	0.7	25	0.2
2005	401			IR	49,000	59,100	53,700	41,800	14,700	92	0.7	25	0.2
2006	401			IR	49,900	60,200	54,500	42,400	15,000	43	0.3	8	0.1
2007	401			IR	51,400	62,300	62,100	43,500	16,400	78	0.6	23	0.2
2008	401			IC	49,800	55,200	53,400	43,900	14,900	74	0.6	25	0.2
2009	401			IC	53,100	58,900	59,500	47,300	15,900	56	0.4	17	0.1
2010	401			CR	53,000	63,500	61,300	44,800	14,800	35	0.3	10	0.1
2011	401			CR	53,000	61,700	62,500	47,200	14,800	51	0.4	19	0.1
2012	401			IC	49,900	55,300	53,600	44,300	14,000	46	0.4	14	0.1
2013	401			IC	49,900	55,200	54,900	44,200	14,000	37	0.3	11	0.1
2014	401			IC	50,900	56,300	56,100	45,100	14,300	74	0.6	32	0.2
2015	401			IC	51,900	57,400	57,200	46,000	14,500	42	0.3	17	0.1
2016	401			IC	52,900	58,600	58,300	46,900	14,800	67	0.5	24	0.2
2017	401			IC	55,800	61,100	61,600	50,600	15,600	50	0.3	31	0.2
2018	401			IC	56,600	62,300	62,600	51,200	15,800	50	0.3	21	0.1
2019	401			IC	57,300	62,900	63,300	51,700	16,000	51	0.3	14	0.1
2021	401			IC	58,700	63,700	64,000	53,100	16,400	37	0.2	13	0.1
1988	401	WATERLOO RD 97 IC-268 CEDAR CREEK RD	17.8	IR	24,900	32,400	27,400	19,900	7,450	77	0.5	15	0.1
1989	401			C	26,500	29,400	29,700	23,800	7,950	105	0.6	13	0.1
1990	401			C	27,300	30,300	30,300	24,600	6,800	103	0.6	22	0.1
1991	401			C	28,000	30,800	31,100	25,500	7,000	94	0.5	24	0.1
1992	401			IR	30,400	37,400	33,400	25,800	7,600	107	0.5	31	0.2

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1993	401			IR	31,600	38,900	32,700	25,800	7,900	100	0.5	27	0.1
1994	401			IR	32,400	39,900	35,600	27,200	8,100	110	0.5	35	0.2
1995	401			IR	33,600	41,400	37,000	28,600	8,400	106	0.5	35	0.2
1996	401			IR	34,800	43,200	38,800	29,600	9,750	111	0.5	32	0.1
1997	401			IR	36,100	45,100	40,400	30,700	10,100	119	0.5	48	0.2
1998	401			IR	37,200	46,100	41,700	31,200	10,400	114	0.5	59	0.2
1999	401			IR	38,500	47,700	42,700	32,300	9,600	93	0.4	33	0.1
2000	401			IR	39,700	48,600	44,000	33,500	9,900	78	0.3	44	0.2
2001	401			IR	40,900	50,500	45,300	34,600	12,300	77	0.3	24	0.1
2002	401			IR	42,100	51,900	46,600	35,800	12,600	95	0.3	30	0.1
2003	401			IR	46,900	56,900	51,600	39,800	14,100	115	0.4	35	0.1
2004	401			IR	46,900	58,000	52,000	39,600	14,100	105	0.3	40	0.1
2005	401			IR	46,900	56,600	51,400	40,000	14,100	122	0.4	50	0.2
2006	401			C	46,900	52,100	52,500	42,200	13,600	106	0.3	47	0.2
2007	401			C	46,600	51,800	52,500	41,900	13,500	137	0.5	65	0.2
2008	401			C	46,400	51,200	50,500	41,600	13,000	146	0.5	54	0.2
2009	401			C	46,200	50,800	51,300	41,600	12,900	87	0.3	28	0.1
2010	401			CR	46,000	55,100	53,200	38,900	13,300	108	0.4	26	0.1
2011	401			CR	46,000	53,600	54,200	40,900	13,300	93	0.3	26	0.1
2012	401			IC	46,500	51,500	49,900	41,300	14,100	89	0.3	25	0.1
2013	401			IC	46,500	51,500	51,200	41,200	14,100	109	0.4	33	0.1
2014	401			IC	46,200	51,100	50,900	41,000	15,600	135	0.5	58	0.2
2015	401			IC	47,100	52,100	51,900	41,800	15,900	109	0.4	20	0.1
2016	401			IC	48,000	53,100	52,900	42,600	16,200	97	0.3	34	0.1
2017	401			IC	50,900	55,800	56,200	46,200	17,200	67	0.2	17	0.1
2018	401			IC	51,600	56,800	57,100	46,700	17,400	89	0.3	29	0.1
2019	401			IC	52,200	57,300	57,600	47,100	17,600	107	0.3	45	0.1
2021	401			IC	53,500	58,000	58,400	48,400	18,200	76	0.2	21	0.1
1988	401	OXFORD RD 29 IC-250	12.2	IR	27,600	35,900	30,400	22,100	8,300	94	0.8	22	0.2
1989	401			IR	28,800	37,200	32,000	23,600	8,650	83	0.6	13	0.1
1990	401			IR	29,100	37,000	32,300	23,900	7,300	69	0.5	18	0.1
1991	401			IR	29,000	36,500	32,200	24,100	7,250	65	0.5	16	0.1
1992	401			IR	29,800	36,700	32,800	25,300	7,150	65	0.5	19	0.1
1993	401			IR	31,100	38,300	32,200	25,400	7,450	72	0.5	13	0.1
1994	401			IR	32,600	40,200	35,900	27,300	7,800	81	0.6	25	0.2
1995	401			IR	33,400	41,100	36,800	28,500	8,000	73	0.5	29	0.2
1996	401			IR	33,400	41,500	37,300	28,400	8,000	91	0.6	24	0.2
1997	401			IR	33,400	41,800	37,400	28,400	8,000	78	0.5	23	0.2
1998	401			IR	34,900	43,300	39,100	29,300	8,400	94	0.6	56	0.4
1999	401			IR	36,900	45,800	41,000	31,000	9,200	62	0.4	27	0.2
2000	401			IR	38,700	47,400	42,900	32,700	9,700	62	0.4	37	0.2

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2001	401			IR	39,900	49,300	44,200	33,700	12,000	47	0.3	19	0.1
2002	401			IR	40,700	50,200	45,100	34,600	12,200	50	0.3	12	0.1
2003	401			IR	41,500	50,400	45,700	35,200	12,400	74	0.4	29	0.2
2004	401			IR	42,400	52,400	47,000	35,800	12,700	61	0.3	24	0.1
2005	401			IR	42,800	51,700	46,900	36,500	12,800	64	0.3	25	0.1
2006	401			IR	43,300	52,200	47,300	36,800	13,000	58	0.3	27	0.1
2007	401			IR	43,700	52,900	52,800	37,000	13,100	88	0.5	37	0.2
2008	401			IR	41,900	50,800	49,800	35,800	12,600	104	0.6	39	0.2
2009	401			IR	43,200	51,800	47,100	36,700	13,000	79	0.4	26	0.1
2010	401			IR	43,600	51,900	47,500	37,100	13,100	70	0.4	22	0.1
2011	401			IR	46,200	55,100	54,000	39,500	13,900	69	0.3	13	0.1
2012	401			IR	46,200	55,000	53,500	39,500	13,900	87	0.4	18	0.1
2013	401			IR	46,200	55,000	59,000	39,300	13,900	63	0.3	25	0.1
2014	401			IR	45,200	53,800	53,900	38,500	13,600	58	0.3	33	0.2
2015	401			IR	44,200	52,600	52,700	37,600	13,300	55	0.3	14	0.1
2016	401			IR	43,200	51,400	51,500	36,800	13,000	76	0.4	15	0.1
2017	401			IR	48,000	54,200	54,600	41,400	14,400	48	0.2	11	0.1
2018	401			IR	48,600	55,000	55,400	42,100	14,600	69	0.3	7	0.0
2019	401			IR	49,200	55,700	56,200	42,800	14,800	73	0.3	22	0.1
2021	401			IR	50,500	56,900	57,300	44,500	15,200	46	0.2	10	0.0
1988	401	OXFORD HWY 2 IC-238	2.6	IR	26,600	34,600	29,300	21,300	8,000	40	1.6	6	0.2
1989	401			C	27,000	30,000	30,200	24,300	6,500	20	0.8	3	0.1
1990	401			C	27,400	30,400	30,400	24,700	6,600	20	0.8	7	0.3
1991	401			C	27,000	29,700	30,000	24,600	6,500	23	0.9	4	0.2
1992	401			IR	27,600	33,900	30,400	23,500	6,600	17	0.7	8	0.3
1993	401			IR	28,200	34,700	29,200	23,100	6,750	19	0.7	6	0.2
1994	401			IR	28,700	35,400	31,600	24,100	6,900	20	0.7	6	0.2
1995	401			IR	30,200	37,200	33,300	25,700	7,250	26	0.9	7	0.2
1996	401			IR	30,200	37,500	33,700	25,700	7,250	16	0.6	2	0.1
1997	401			CR	32,000	39,700	37,800	27,200	7,700	14	0.5	4	0.1
1998	401			CR	34,300	42,200	40,100	29,200	8,250	20	0.6	11	0.3
1999	401			CR	34,700	42,700	40,600	29,500	8,700	30	0.9	9	0.3
2000	401			CR	35,600	43,800	41,700	30,300	8,900	22	0.7	4	0.1
2001	401			IR	37,600	46,500	41,700	31,800	11,300	9	0.3	1	0.0
2002	401			IR	37,800	46,600	41,900	32,100	11,300	15	0.4	5	0.1
2003	401			IR	38,100	46,200	41,900	32,300	11,400	33	0.9	17	0.5
2004	401			IR	40,100	49,600	44,400	33,900	12,000	18	0.5	8	0.2
2005	401			IR	41,200	49,700	45,100	35,100	12,400	19	0.5	7	0.2
2006	401			IR	42,100	50,800	46,000	35,800	12,600	8	0.2	4	0.1
2007	401			IR	43,000	52,100	51,900	36,400	12,900	37	0.9	19	0.5
2008	401			IR	43,900	53,200	52,200	37,500	13,200	35	0.9	12	0.3

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2009	401			IR	44,800	53,800	48,800	38,100	13,400	15	0.4	3	0.1
2010	401			IR	45,700	54,400	49,800	38,900	13,300	25	0.6	5	0.1
2011	401			IR	45,700	54,500	53,400	39,000	13,300	31	0.7	14	0.3
2012	401			IC	43,100	47,800	46,300	38,200	13,200	17	0.4	7	0.2
2013	401			IC	43,100	47,700	47,400	38,200	13,200	21	0.5	7	0.2
2014	401			CR	43,300	51,000	50,700	36,900	13,300	13	0.3	9	0.2
2015	401			CR	44,200	52,100	51,800	37,700	13,600	11	0.3	4	0.1
2016	401			CR	45,100	53,100	52,800	38,400	13,800	13	0.3	2	0.0
2017	401			CR	48,400	56,100	56,400	43,600	14,900	16	0.4	6	0.1
2018	401			CR	49,100	57,100	57,400	44,100	15,100	17	0.4	5	0.1
2019	401			CR	49,900	57,900	58,300	44,800	15,300	21	0.5	7	0.2
2021	401			CR	49,400	56,800	57,200	44,600	14,800	10	0.2	4	0.1
1989	401	HWY 403 IC-235	3.4	C	35,100	39,000	39,300	31,600	10,500	17	0.4	3	0.1
1990	401			C	36,500	40,500	40,500	32,800	11,000	26	0.6	6	0.1
1991	401			C	37,800	41,600	42,000	34,400	11,300	13	0.3	9	0.2
1992	401			C	38,400	41,500	42,600	35,300	11,500	11	0.2	2	0.0
1993	401			C	40,200	43,800	44,500	37,000	12,100	16	0.3	6	0.1
1994	401			C	42,000	46,000	46,800	38,000	12,600	11	0.2	1	0.0
1995	401			IR	44,100	54,300	48,600	37,600	13,200	8	0.1	2	0.0
1996	401			IR	46,900	58,300	52,300	39,900	14,100	11	0.2	6	0.1
1997	401			IR	49,700	62,100	55,700	42,200	14,900	10	0.2	5	0.1
1998	401			IR	52,500	65,100	58,800	44,100	15,800	11	0.2	4	0.1
1999	401			IR	53,000	65,700	58,800	44,500	15,900	12	0.2	4	0.1
2000	401			IR	54,900	67,300	60,800	46,400	16,500	13	0.2	8	0.1
2001	401			IR	57,800	71,400	64,000	48,900	17,300	8	0.1	3	0.0
2002	401			IR	59,200	73,000	65,600	50,300	17,800	18	0.2	10	0.1
2003	401			IR	60,300	73,200	66,300	51,200	18,100	18	0.2	6	0.1
2004	401			IR	62,000	76,600	68,700	52,400	22,300	16	0.2	6	0.1
2005	401			IR	61,800	74,600	67,700	52,700	22,200	21	0.3	14	0.2
2006	401			IR	61,500	74,200	67,200	52,200	22,100	15	0.2	5	0.1
2007	401			IR	61,200	74,100	73,900	51,900	22,000	15	0.2	3	0.0
2008	401			IR	60,900	73,800	72,400	52,000	21,900	22	0.3	5	0.1
2009	401			IC	60,900	67,600	68,200	54,200	21,900	13	0.2	0	0.0
2010	401			IR	59,900	71,300	65,200	51,000	15,600	18	0.2	8	0.1
2011	401			IR	59,900	71,500	69,900	51,100	15,600	12	0.2	2	0.0
2012	401			IC	61,000	67,600	65,500	54,100	16,700	16	0.2	7	0.1
2013	401			IC	62,200	68,800	68,500	55,200	17,000	31	0.4	15	0.2
2014	401			CTR	66,100	80,600	81,300	56,200	19,500	18	0.2	7	0.1
2015	401			CTR	66,200	80,800	81,400	56,300	19,500	19	0.2	4	0.0
2016	401			CTR	67,500	82,400	83,000	57,400	19,900	24	0.3	12	0.1
2017	401			CTR	68,800	91,900	91,500	56,100	20,300	29	0.3	14	0.2

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2018	401			CTR	69,700	93,100	92,700	56,800	20,600	24	0.3	11	0.1
2019	401			CTR	70,600	94,100	93,700	57,400	20,800	35	0.4	18	0.2
2021	401			CTR	72,400	94,400	93,900	59,100	21,700	20	0.2	3	0.0
1988	401	OXFORD RD 59 IC-232 NORWICH AV WOODSTOCK	2.1	IR	33,100	43,000	36,400	26,500	9,950	18	0.7	8	0.3
1989	401			C	35,200	39,100	39,400	31,700	10,600	20	0.7	5	0.2
1990	401			C	36,500	40,500	40,500	32,800	11,000	16	0.6	5	0.2
1991	401			IR	37,800	47,600	42,000	31,400	11,300	11	0.4	8	0.3
1992	401			IR	38,400	47,200	42,200	32,600	11,500	8	0.3	5	0.2
1993	401			IR	40,000	49,200	41,400	32,700	12,000	27	0.9	10	0.3
1994	401			IR	41,700	51,400	45,900	34,900	12,500	21	0.7	6	0.2
1995	401			IR	43,300	53,300	47,700	36,900	13,000	21	0.6	6	0.2
1996	401			IR	44,900	55,800	50,100	38,200	13,500	25	0.7	3	0.1
1997	401			IR	46,600	58,200	52,200	39,600	14,000	23	0.6	3	0.1
1998	401			IR	48,200	59,800	54,000	40,500	14,500	20	0.5	4	0.1
1999	401			IR	49,800	61,800	55,300	41,800	14,900	29	0.8	9	0.2
2000	401			IR	51,500	63,100	57,000	43,500	15,400	22	0.6	5	0.1
2001	401			IR	53,300	65,900	59,100	45,100	16,000	27	0.7	14	0.3
2002	401			IR	55,000	67,800	60,900	46,800	16,500	28	0.7	7	0.2
2003	401			IR	56,400	68,500	62,000	47,900	16,400	22	0.5	11	0.3
2004	401			IR	58,000	71,700	64,300	49,000	17,400	28	0.6	8	0.2
2005	401			IR	60,700	73,300	66,500	51,700	18,200	28	0.6	4	0.1
2006	401			IR	62,200	75,000	68,000	52,800	18,700	20	0.4	7	0.1
2007	401			IR	63,800	77,300	77,100	54,100	19,100	33	0.7	12	0.2
2008	401			IR	65,300	79,100	77,600	55,800	11,800	19	0.4	11	0.2
2009	401			IR	66,900	80,300	72,900	56,900	12,000	17	0.3	3	0.1
2010	401			IR	68,400	81,400	74,500	58,200	12,300	21	0.4	4	0.1
2011	401			IR	68,400	81,600	79,900	58,400	12,300	15	0.3	4	0.1
2012	401			IR	68,400	81,400	79,200	58,500	20,800	27	0.5	8	0.2
2013	401			IR	68,400	81,400	87,300	58,200	20,800	22	0.4	4	0.1
2014	401			IR	67,200	80,000	80,200	57,200	22,300	22	0.4	13	0.3
2015	401			IR	68,500	81,500	81,700	58,300	22,700	13	0.2	2	0.0
2016	401			IR	69,900	83,200	83,400	59,500	23,200	14	0.3	1	0.0
2017	401			IR	74,900	90,900	90,300	63,800	24,900	20	0.4	9	0.2
2018	401			IR	76,300	92,600	92,100	64,800	25,300	18	0.3	6	0.1
2019	401			IR	77,600	94,400	93,900	66,100	25,800	12	0.2	4	0.1
2021	401			IR	80,400	96,300	95,900	68,600	26,500	7	0.1	2	0.0
1988	401	SWEABURG RD IC-230 OXFORD RD 12	7.6	IR	34,800	45,200	38,300	27,800	10,400	63	0.7	16	0.2
1989	401			C	36,500	40,500	40,900	32,800	11,000	74	0.7	32	0.3
1990	401			C	37,700	41,800	41,800	33,900	11,300	54	0.5	14	0.1
1991	401			IR	39,000	49,100	43,300	32,400	11,700	46	0.4	12	0.1
1992	401			IR	40,000	49,200	44,000	34,000	12,000	48	0.4	21	0.2

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1993	401			IR	42,000	51,700	43,400	34,400	12,600	86	0.7	35	0.3
1994	401			IR	44,000	54,200	48,400	36,900	13,200	104	0.9	37	0.3
1995	401			IR	46,000	56,700	50,700	39,200	13,800	92	0.7	38	0.3
1996	401			IR	48,000	59,600	53,500	40,900	14,400	68	0.5	9	0.1
1997	401			IR	50,000	62,500	56,000	42,500	15,000	47	0.3	16	0.1
1998	401			IR	51,900	64,400	58,100	43,600	15,600	24	0.2	5	0.0
1999	401			IR	53,600	66,500	59,500	45,000	16,100	50	0.3	19	0.1
2000	401			IR	55,400	67,900	61,400	46,800	16,600	50	0.3	14	0.1
2001	401			IR	57,300	70,800	63,500	48,400	17,200	45	0.3	15	0.1
2002	401			IR	59,200	73,000	65,600	50,300	17,800	43	0.3	17	0.1
2003	401			CTR	61,900	76,900	73,900	52,500	21,000	57	0.3	24	0.1
2004	401			CTR	62,000	78,300	75,000	52,300	23,600	45	0.3	10	0.1
2005	401			IR	64,800	78,200	71,000	55,200	24,600	39	0.2	15	0.1
2006	401			CTR	66,600	82,400	79,000	56,500	21,300	47	0.3	22	0.1
2007	401			IR	66,600	80,700	80,400	56,400	18,600	67	0.4	41	0.2
2008	401			IR	66,600	80,700	79,200	56,900	21,300	57	0.3	14	0.1
2009	401			IR	66,600	79,900	72,600	56,600	21,300	29	0.2	9	0.0
2010	401			IR	66,600	79,300	72,500	56,700	16,000	47	0.3	11	0.1
2011	401			IR	66,600	79,400	77,800	56,900	16,000	41	0.2	20	0.1
2012	401			IC	66,500	73,700	71,400	59,000	16,800	38	0.2	12	0.1
2013	401			IC	70,800	78,400	77,900	62,800	17,900	61	0.3	28	0.1
2014	401			IC	67,200	74,400	74,000	59,600	20,300	71	0.4	23	0.1
2015	401			IC	73,200	81,000	80,700	64,900	22,100	87	0.4	22	0.1
2016	401			IC	74,400	82,400	82,000	66,000	22,500	51	0.2	16	0.1
2017	401			IC	73,600	80,600	81,200	66,800	19,100	57	0.3	17	0.1
2018	401			IC	76,800	84,500	85,000	69,500	20,000	52	0.2	19	0.1
2019	401			IC	78,100	85,800	86,200	70,500	20,300	63	0.3	38	0.2
2021	401			IC	80,500	87,300	87,800	72,800	20,900	46	0.2	13	0.1
1988	401	OXFORD RD 6 FOLDENS LINE IC-222	3.7	IC	33,700	39,100	38,100	29,700	10,100	48	1.1	20	0.4
1989	401			C	35,900	39,800	40,200	32,300	10,800	41	0.9	11	0.2
1990	401			C	37,200	41,300	41,300	33,500	11,200	36	0.7	9	0.2
1991	401			C	38,500	42,400	42,700	35,000	11,600	36	0.7	8	0.2
1992	401			IR	38,800	47,700	42,700	33,000	11,600	29	0.6	10	0.2
1993	401			IR	39,600	48,700	40,900	32,400	11,900	43	0.8	18	0.3
1994	401			IR	42,300	52,100	46,500	35,400	12,700	49	0.9	24	0.4
1995	401			IR	44,400	54,700	48,900	37,800	13,300	45	0.8	17	0.3
1996	401			IR	46,600	57,900	52,000	39,700	14,000	41	0.7	15	0.2
1997	401			IR	48,800	61,000	54,700	41,500	14,600	24	0.4	8	0.1
1998	401			IR	51,000	63,200	57,100	42,800	15,300	16	0.2	3	0.0
1999	401			IR	53,100	65,800	58,900	44,600	15,900	25	0.4	8	0.1
2000	401			IR	55,300	67,700	61,200	46,700	16,600	30	0.4	9	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2001	401			IR	57,500	71,100	63,700	48,600	17,200	37	0.5	14	0.2
2002	401			IR	58,700	72,400	65,000	49,900	17,600	22	0.3	11	0.1
2003	401			IR	60,300	73,200	66,300	51,200	18,100	39	0.5	22	0.3
2004	401			IR	60,000	74,100	66,500	50,700	18,000	28	0.3	16	0.2
2005	401			IR	60,700	73,300	66,500	51,700	18,200	49	0.6	30	0.4
2006	401			IR	61,500	74,200	67,200	52,200	18,400	34	0.4	14	0.2
2007	401			IR	62,000	75,100	74,900	52,500	18,600	32	0.4	7	0.1
2008	401			IR	63,100	76,400	75,000	53,900	17,700	30	0.4	13	0.2
2009	401			IR	63,100	75,700	68,800	53,600	17,700	41	0.5	19	0.2
2010	401			IR	63,100	75,100	68,700	53,700	28,400	19	0.2	16	0.2
2011	401			IR	63,100	75,300	73,700	53,900	28,400	28	0.3	5	0.1
2012	401			IC	63,000	69,800	67,700	55,900	16,100	37	0.4	6	0.1
2013	401			IC	64,300	71,200	70,800	57,000	16,500	24	0.3	6	0.1
2014	401			CR	70,200	82,700	82,200	59,800	18,400	31	0.3	15	0.2
2015	401			CR	70,000	82,500	82,000	59,600	18,300	24	0.3	9	0.1
2016	401			CR	71,200	83,900	83,400	60,700	18,700	22	0.2	6	0.1
2017	401			CR	72,300	83,800	84,300	65,100	18,900	37	0.4	15	0.2
2018	401			CR	73,400	85,300	85,900	65,900	19,200	22	0.2	5	0.1
2019	401			CR	74,500	86,400	87,000	66,800	19,500	36	0.4	22	0.2
2021	401			CR	76,800	88,400	89,000	69,300	20,000	19	0.2	7	0.1
1988	401	HWY 19 IC-218/OXFORD RD 119 PLANK LINE	2.5	IC	33,700	39,100	38,100	29,700	5,750	17	0.5	6	0.2
1989	401			C	36,400	40,400	40,800	32,800	9,850	20	0.6	2	0.1
1990	401			C	37,700	41,800	41,800	33,900	10,200	20	0.6	5	0.1
1991	401			C	39,000	42,900	43,300	35,500	10,500	7	0.2	1	0.0
1992	401			IR	39,700	48,800	43,700	33,700	10,700	16	0.4	9	0.2
1993	401			IR	40,500	49,800	41,900	33,100	10,900	22	0.6	17	0.5
1994	401			IR	41,200	50,800	45,300	34,500	11,100	27	0.7	8	0.2
1995	401			IR	42,800	52,700	47,200	36,500	11,600	20	0.5	12	0.3
1996	401			IR	44,400	55,200	49,500	37,800	12,000	25	0.6	9	0.2
1997	401			IR	45,800	57,200	51,300	38,900	12,400	14	0.3	2	0.0
1998	401			IR	47,300	58,700	53,000	39,700	12,800	12	0.3	3	0.1
1999	401			IR	49,000	60,800	54,400	41,200	14,700	14	0.3	4	0.1
2000	401			IR	52,400	64,200	58,000	44,300	15,700	16	0.3	4	0.1
2001	401			IR	54,500	67,400	60,400	46,100	16,400	17	0.3	4	0.1
2002	401			IR	56,500	69,700	62,600	48,000	17,000	11	0.2	1	0.0
2003	401			IR	58,600	71,100	64,500	49,700	17,000	17	0.3	9	0.2
2004	401			CR	60,000	73,800	70,400	50,700	16,200	15	0.3	12	0.2
2005	401			CR	62,900	76,300	73,400	53,000	17,000	24	0.4	12	0.2
2006	401			IR	66,200	79,900	72,400	56,200	19,900	9	0.1	4	0.1
2007	401			IR	66,800	80,900	80,700	56,600	18,000	13	0.2	6	0.1
2008	401			IR	66,500	80,600	79,100	56,800	20,000	14	0.2	1	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2009	401			IR	68,900	82,700	75,100	58,600	20,700	10	0.2	4	0.1
2010	401			LT	65,700	88,200	86,500	48,500	15,800	6	0.1	1	0.0
2011	401			LT	65,700	84,200	85,800	54,000	15,800	34	0.6	7	0.1
2012	401			IC	61,800	68,500	66,400	54,800	15,400	36	0.6	23	0.4
2013	401			IC	61,800	68,400	68,000	54,800	15,400	20	0.4	4	0.1
2014	401			CTR	70,200	85,600	86,300	59,700	17,200	29	0.4	9	0.1
2015	401			CTR	72,800	88,800	89,500	61,900	17,800	16	0.2	7	0.1
2016	401			CTR	74,200	90,500	91,300	63,100	18,200	11	0.2	3	0.0
2017	401			CTR	75,600	101,000	100,500	61,600	21,900	18	0.3	4	0.1
2018	401			CTR	77,000	102,800	102,400	62,700	22,300	25	0.4	7	0.1
2019	401			CTR	78,400	104,500	104,000	63,800	22,700	18	0.2	2	0.0
2021	401			CTR	81,100	105,700	105,200	66,200	23,500	10	0.1	2	0.0
1988	401	CULLODEN RD IC-216 OXFORD RD 10	7.5	IC	34,000	39,400	38,400	29,900	4,750	69	0.7	11	0.1
1989	401			C	35,700	39,600	40,000	32,100	10,000	73	0.7	17	0.2
1990	401			C	37,000	41,100	41,100	33,300	10,400	46	0.5	9	0.1
1991	401			C	38,300	42,100	42,500	34,900	10,700	54	0.5	39	0.4
1992	401			IR	38,700	47,600	42,600	32,900	10,800	58	0.5	14	0.1
1993	401			IR	39,500	48,600	40,800	32,300	11,100	64	0.6	22	0.2
1994	401			IR	42,200	52,000	46,400	35,400	11,800	50	0.4	15	0.1
1995	401			IR	43,700	53,800	48,200	37,200	12,200	52	0.4	27	0.2
1996	401			IR	45,200	56,100	50,400	38,500	12,700	71	0.6	39	0.3
1997	401			IR	46,700	58,400	52,300	39,700	13,100	37	0.3	12	0.1
1998	401			IR	48,200	59,800	54,000	40,500	13,500	45	0.3	18	0.1
1999	401			IR	49,800	61,800	55,300	41,800	14,900	46	0.3	14	0.1
2000	401			IR	51,300	62,800	56,800	43,300	15,400	43	0.3	10	0.1
2001	401			IR	52,800	65,200	58,500	44,600	15,800	30	0.2	5	0.0
2002	401			IR	54,200	66,800	60,100	46,100	16,300	29	0.2	12	0.1
2003	401			IR	55,500	67,400	61,100	47,100	16,600	37	0.2	12	0.1
2004	401			IR	55,700	68,800	61,700	47,100	16,700	37	0.2	12	0.1
2005	401			IR	59,800	72,200	65,500	51,000	17,900	41	0.3	12	0.1
2006	401			IR	60,400	72,900	66,000	51,300	18,100	30	0.2	13	0.1
2007	401			IR	61,900	75,000	74,800	52,400	18,600	41	0.2	7	0.0
2008	401			IR	59,300	71,800	70,500	50,700	16,000	41	0.3	20	0.1
2009	401			IR	65,000	78,000	70,800	55,200	17,600	31	0.2	11	0.1
2010	401			IR	63,400	75,500	69,000	54,000	15,800	38	0.2	10	0.1
2011	401			IR	63,400	75,600	74,000	54,100	15,800	37	0.2	12	0.1
2012	401			IC	61,000	67,600	65,500	54,100	15,200	26	0.2	10	0.1
2013	401			IC	61,000	67,500	67,100	54,100	15,200	37	0.2	7	0.0
2014	401			CTR	61,700	75,300	75,900	52,400	16,400	55	0.3	21	0.1
2015	401			CTR	62,900	76,700	77,400	53,500	16,700	52	0.3	19	0.1
2016	401			CTR	64,200	78,300	79,000	54,600	17,000	41	0.2	13	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2017	401			CTR	68,000	90,900	90,400	55,400	18,000	44	0.2	7	0.0
2018	401			CTR	69,000	92,200	91,800	56,200	18,300	63	0.3	19	0.1
2019	401			CTR	70,000	93,300	92,900	57,000	18,600	63	0.3	19	0.1
2021	401			CTR	72,000	93,900	93,400	58,700	19,400	32	0.2	13	0.1
1988	401	PUTNAM RD IC-208 MIDDLESEX RD 30	5.5	IC	32,900	38,200	37,200	29,000	11,200	42	0.6	16	0.2
1989	401			C	36,000	40,000	40,300	32,400	9,700	25	0.3	8	0.1
1990	401			C	37,500	41,600	41,600	33,800	10,100	32	0.4	8	0.1
1991	401			CR	39,000	48,000	44,800	35,100	10,500	28	0.4	16	0.2
1992	401			IR	39,000	48,000	42,900	33,200	10,500	25	0.3	9	0.1
1993	401			IR	40,300	49,600	41,700	33,000	10,900	29	0.4	11	0.1
1994	401			IR	41,500	51,100	45,700	34,800	11,200	33	0.4	15	0.2
1995	401			IR	42,800	52,700	47,200	36,500	11,600	53	0.6	28	0.3
1996	401			IR	44,100	54,800	49,200	37,600	11,900	46	0.5	20	0.2
1997	401			IR	45,400	56,800	50,800	38,600	12,300	25	0.3	9	0.1
1998	401			IR	46,600	57,800	52,200	39,100	12,600	26	0.3	8	0.1
1999	401			IR	48,600	60,300	53,900	40,800	14,600	38	0.4	8	0.1
2000	401			CR	49,900	61,400	58,400	42,400	15,000	44	0.4	11	0.1
2001	401			CR	51,200	63,000	60,000	43,200	15,400	25	0.2	11	0.1
2002	401			CR	52,600	64,600	61,700	44,300	15,800	27	0.3	13	0.1
2003	401			CR	53,000	64,600	62,000	44,900	15,400	31	0.3	9	0.1
2004	401			CR	56,200	69,100	65,900	47,500	21,400	23	0.2	9	0.1
2005	401			CR	60,800	73,800	70,900	51,200	23,100	33	0.3	8	0.1
2006	401			CR	59,000	71,600	68,700	49,800	22,400	34	0.3	13	0.1
2007	401			CR	60,700	73,500	73,400	51,100	23,100	31	0.3	14	0.1
2008	401			CR	62,300	75,400	74,800	52,500	23,700	27	0.2	11	0.1
2009	401			CR	64,000	76,800	74,200	54,400	24,300	25	0.2	5	0.0
2010	401			CR	65,700	78,700	76,000	55,600	25,000	25	0.2	6	0.0
2011	401			CR	65,700	76,500	77,400	58,400	25,000	25	0.2	6	0.0
2012	401			CR	62,500	74,900	73,700	52,800	23,800	38	0.3	4	0.0
2013	401			CR	62,500	74,900	76,900	52,800	23,800	43	0.3	7	0.1
2014	401			CR	63,800	75,200	74,700	54,300	24,200	38	0.3	16	0.1
2015	401			CR	65,000	76,600	76,100	55,400	24,700	47	0.4	12	0.1
2016	401			CR	66,300	78,100	77,700	56,500	25,200	32	0.2	16	0.1
2017	401			CR	70,300	81,500	82,000	63,300	26,700	20	0.1	3	0.0
2018	401			CR	71,500	83,100	83,600	64,200	27,200	42	0.3	14	0.1
2019	401			CR	72,700	84,300	84,900	65,200	27,600	66	0.4	13	0.1
2021	401			CR	72,700	83,700	84,200	65,600	18,200	18	0.1	5	0.0
1988	401	ELGIN RD MIDDLESEX RD 73 IC-203	3.7	IC	33,300	38,600	37,600	29,300	10,000	31	0.7	14	0.3
1989	401			C	37,000	41,100	41,400	33,300	11,100	27	0.5	9	0.2
1990	401			C	38,500	42,700	42,700	34,600	11,600	20	0.4	5	0.1
1991	401			C	40,000	44,000	44,400	36,400	12,000	24	0.4	8	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1992	401			IR	39,500	48,600	43,400	33,600	11,800	41	0.8	14	0.3
1993	401			IR	40,300	49,600	41,700	33,000	12,100	30	0.6	5	0.1
1994	401			IR	43,500	53,600	47,900	36,500	13,000	43	0.7	24	0.4
1995	401			IR	45,100	55,500	49,700	38,400	13,500	24	0.4	11	0.2
1996	401			IR	46,700	58,000	52,100	39,800	14,000	29	0.5	9	0.1
1997	401			IR	48,300	60,400	54,100	41,100	14,500	17	0.3	1	0.0
1998	401			IR	49,900	61,900	55,900	41,900	15,000	25	0.4	8	0.1
1999	401			IR	51,500	63,900	57,200	43,300	15,400	27	0.4	5	0.1
2000	401			IR	53,100	65,000	58,800	44,900	15,900	26	0.4	8	0.1
2001	401			IR	54,700	67,600	60,600	46,200	16,400	15	0.2	2	0.0
2002	401			IR	55,800	68,800	61,800	47,400	16,700	17	0.2	6	0.1
2003	401			IR	57,700	70,000	63,500	49,000	17,300	35	0.5	8	0.1
2004	401			IR	58,700	72,500	65,000	49,600	17,600	36	0.5	11	0.1
2005	401			IR	61,800	74,600	67,700	52,700	18,500	32	0.4	15	0.2
2006	401			IR	63,000	76,000	68,900	53,500	18,900	23	0.3	9	0.1
2007	401			IR	64,400	78,000	77,800	54,600	19,300	36	0.4	7	0.1
2008	401			IR	64,100	77,600	76,200	54,800	17,300	33	0.4	10	0.1
2009	401			IR	67,200	80,600	73,200	57,100	18,100	22	0.2	6	0.1
2010	401			IR	66,100	78,700	72,000	56,300	15,900	30	0.3	8	0.1
2011	401			IR	66,100	78,900	77,200	56,400	15,900	13	0.1	4	0.0
2012	401			IC	63,400	70,200	68,100	56,300	15,300	11	0.1	0	0.0
2013	401			IC	63,400	70,200	69,800	56,200	15,300	14	0.2	6	0.1
2014	401			IC	63,200	70,000	69,600	56,000	17,900	14	0.2	2	0.0
2015	401			IC	64,500	71,400	71,100	57,200	18,300	21	0.2	3	0.0
2016	401			IC	65,800	72,800	72,500	58,300	18,600	18	0.2	9	0.1
2017	401			IC	70,600	77,300	77,900	64,100	20,000	20	0.2	4	0.0
2018	401			IC	71,600	78,800	79,200	64,800	20,300	47	0.5	14	0.1
2019	401			IC	72,700	79,800	80,300	65,600	20,600	35	0.4	9	0.1
2021	401			CR	71,800	82,600	83,200	64,800	16,500	16	0.2	5	0.1
1988	401	DORCHESTER RD IC-199 MIDDLESEX RD 32	3.8	IC	34,300	39,800	38,800	30,200	10,300	47	1.0	15	0.3
1989	401			C	36,900	41,000	41,300	33,200	11,100	33	0.7	10	0.2
1990	401			C	38,500	42,700	42,700	34,600	11,600	25	0.5	8	0.2
1991	401			C	40,000	44,000	44,400	36,400	12,000	24	0.4	5	0.1
1992	401			IR	40,100	49,300	44,100	34,100	12,000	49	0.9	16	0.3
1993	401			IR	42,000	51,700	43,400	34,400	12,600	34	0.6	10	0.2
1994	401			IR	44,000	54,200	48,400	36,900	13,200	29	0.5	11	0.2
1995	401			IR	46,500	57,300	51,200	39,600	14,000	22	0.3	8	0.1
1996	401			IR	49,000	60,900	54,700	41,700	14,700	28	0.4	10	0.1
1997	401			IR	50,900	63,600	57,000	43,300	15,300	23	0.3	7	0.1
1998	401			IR	52,900	65,600	59,200	44,400	15,900	22	0.3	9	0.1
1999	401			IR	55,600	68,900	61,700	46,700	16,700	14	0.2	4	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2000	401			IR	56,900	69,700	63,000	48,100	17,100	17	0.2	6	0.1
2001	401			C	57,900	65,200	65,300	52,100	17,400	14	0.2	4	0.1
2002	401			C	59,400	66,500	67,000	53,500	17,800	31	0.4	8	0.1
2003	401			C	60,400	67,500	67,900	54,500	18,100	30	0.4	6	0.1
2004	401			C	63,000	71,000	71,100	56,700	18,900	21	0.2	2	0.0
2005	401			C	63,500	70,700	71,300	57,000	19,000	24	0.3	6	0.1
2006	401			C	64,000	71,100	71,700	57,600	19,200	23	0.3	5	0.1
2007	401			IR	67,400	81,700	81,400	57,100	19,500	36	0.4	6	0.1
2008	401			IR	68,400	82,900	81,300	58,500	18,500	32	0.3	7	0.1
2009	401			IR	70,000	84,000	76,300	59,500	18,900	23	0.2	6	0.1
2010	401			CR	69,700	83,500	80,600	58,900	15,300	27	0.3	6	0.1
2011	401			CR	68,000	79,200	80,200	60,500	15,600	37	0.4	11	0.1
2012	401			CR	66,400	79,500	78,300	56,100	15,300	18	0.2	2	0.0
2013	401			CR	66,000	79,100	81,200	55,800	15,800	21	0.2	7	0.1
2014	401			CR	68,200	80,400	79,900	58,100	16,400	29	0.3	11	0.1
2015	401			IC	70,500	78,000	77,700	62,500	17,600	15	0.2	3	0.0
2016	401			IC	71,900	79,600	79,200	63,800	17,900	20	0.2	6	0.1
2017	401			CR	73,600	85,300	85,800	66,300	19,900	23	0.2	3	0.0
2018	401			CR	76,000	88,300	88,900	68,200	20,500	30	0.3	4	0.0
2019	401			CR	77,200	89,600	90,200	69,300	20,800	31	0.3	6	0.1
2021	401			CR	79,400	91,400	92,000	71,600	21,400	38	0.3	6	0.1
1988	401	WESTCHESTER BOURNE MIDDLESEX RD 74 IC-195	1.9	IC	33,500	38,900	37,900	29,500	10,000	26	1.1	8	0.4
1989	401			C	36,100	40,100	40,400	32,500	10,100	17	0.7	5	0.2
1990	401			C	38,000	42,200	42,200	34,200	10,600	16	0.6	5	0.2
1991	401			C	39,000	42,900	43,300	35,500	10,900	19	0.7	9	0.3
1992	401			IC	38,300	42,500	42,100	34,900	10,700	15	0.6	7	0.3
1993	401			IC	39,100	44,200	43,800	34,800	10,900	8	0.3	2	0.1
1994	401			IC	41,800	46,800	46,800	37,200	11,700	11	0.4	7	0.2
1995	401			IC	43,200	48,300	48,700	38,800	12,100	10	0.3	5	0.2
1996	401			IC	44,500	50,000	50,200	39,600	12,500	19	0.6	7	0.2
1997	401			IC	45,900	51,400	51,900	40,400	12,900	12	0.4	6	0.2
1998	401			IC	47,200	52,900	52,900	42,000	13,200	15	0.5	4	0.1
1999	401			IC	51,000	57,100	57,100	45,400	15,300	7	0.2	1	0.0
2000	401			IC	52,700	59,000	59,000	46,900	15,800	6	0.2	1	0.0
2001	401			IC	54,300	60,700	61,000	48,000	16,300	8	0.2	3	0.1
2002	401			IC	56,000	62,400	62,900	49,300	16,800	10	0.3	3	0.1
2003	401			IC	58,000	64,600	65,300	51,400	17,400	19	0.5	8	0.2
2004	401			IC	59,500	66,500	66,800	52,600	17,800	15	0.4	1	0.0
2005	401			IC	62,100	69,000	69,700	54,700	18,600	12	0.3	3	0.1
2006	401			IC	63,100	70,100	70,800	55,900	18,900	6	0.1	2	0.0
2007	401			IC	64,800	72,000	74,200	57,300	19,400	21	0.5	5	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2008	401			IR	65,300	79,100	77,600	55,800	17,000	13	0.3	5	0.1
2009	401			IR	68,300	82,000	74,400	58,100	17,800	16	0.3	4	0.1
2010	401			IR	68,100	81,100	74,200	58,000	15,000	12	0.3	2	0.0
2011	401			IR	58,800	70,100	68,700	50,200	12,900	28	0.7	4	0.1
2012	401			IR	66,500	79,100	77,000	56,900	14,600	12	0.3	3	0.1
2013	401			IR	66,500	79,200	84,900	56,600	14,600	14	0.3	3	0.1
2014	401			IR	67,800	80,700	80,900	57,700	14,900	18	0.4	5	0.1
2015	401			IR	69,200	82,400	82,500	58,900	15,200	19	0.4	14	0.3
2016	401			IR	70,600	84,000	84,200	60,100	15,500	15	0.3	5	0.1
2017	401			IR	74,000	83,600	84,100	63,900	16,300	17	0.3	5	0.1
2018	401			IR	75,300	85,200	85,900	65,200	16,600	26	0.5	6	0.1
2019	401			IR	76,600	86,800	87,500	66,600	16,900	29	0.6	12	0.2
2021	401			IR	79,200	89,200	89,900	69,800	21,400	28	0.5	8	0.1
1988	401	VETERANS MEMORIAL IC-194	4.5	IC	33,800	39,200	38,200	29,700	6,400	36	0.7	9	0.2
1989	401			C	36,600	40,600	41,000	32,900	9,900	30	0.5	9	0.2
1990	401			C	37,500	41,600	41,600	33,800	10,100	58	0.9	28	0.5
1991	401			C	39,500	43,400	43,800	35,900	10,700	19	0.3	7	0.1
1992	401			IC	38,300	42,500	42,100	34,900	10,300	22	0.4	11	0.2
1993	401			IC	39,100	44,200	43,800	34,800	10,600	14	0.2	3	0.0
1994	401			IC	39,700	44,500	44,500	35,300	10,700	17	0.3	5	0.1
1995	401			IC	40,000	44,800	45,100	35,900	10,800	38	0.6	16	0.2
1996	401			IC	42,400	47,600	47,800	37,800	11,400	36	0.5	12	0.2
1997	401			IC	44,700	50,100	50,500	39,300	12,100	28	0.4	14	0.2
1998	401			IC	47,100	52,800	52,800	41,900	12,700	33	0.4	10	0.1
1999	401			IC	48,600	54,400	54,400	43,300	14,600	20	0.3	8	0.1
2000	401			IC	51,000	57,100	57,100	45,400	15,300	29	0.3	8	0.1
2001	401			IC	53,400	59,700	60,000	47,200	16,000	28	0.3	14	0.2
2002	401			IC	55,900	62,300	62,800	49,300	16,800	18	0.2	6	0.1
2003	401			IC	56,400	62,800	63,500	50,000	21,400	24	0.3	8	0.1
2004	401			IC	63,400	70,900	71,200	56,100	21,600	31	0.3	9	0.1
2005	401			IC	63,300	70,400	71,100	55,800	21,500	23	0.2	8	0.1
2006	401			IC	63,800	70,900	71,500	56,500	17,900	25	0.2	9	0.1
2007	401			IC	64,800	72,000	74,200	57,300	21,400	39	0.4	8	0.1
2008	401			IC	65,800	72,900	70,500	58,000	21,700	29	0.3	10	0.1
2009	401			IC	64,500	71,600	72,200	57,400	21,300	20	0.2	1	0.0
2010	401			IC	69,600	77,000	77,700	61,700	16,000	30	0.3	9	0.1
2011	401			IC	59,200	65,100	67,500	53,100	14,200	22	0.2	3	0.0
2012	401			IC	60,500	67,000	65,000	53,700	14,500	12	0.1	3	0.0
2013	401			CR	60,500	72,500	74,400	51,200	14,900	13	0.1	2	0.0
2014	401			CR	61,700	72,700	72,300	52,600	15,200	35	0.3	17	0.2
2015	401			CR	62,900	74,100	73,700	53,600	15,500	21	0.2	5	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2016	401			CR	64,200	75,700	75,200	54,700	15,800	28	0.3	7	0.1
2017	401			CR	72,800	84,400	84,900	65,500	20,400	35	0.3	20	0.2
2018	401			CR	71,800	83,400	84,000	64,400	20,100	29	0.2	6	0.1
2019	401			CR	72,900	84,600	85,100	65,400	20,400	25	0.2	10	0.1
2021	401			CR	75,200	86,500	87,100	67,900	21,100	34	0.3	13	0.1
1988	401	HIGHBURY AV IC-189	3.2	IC	36,700	42,600	41,500	32,300	11,000	30	0.7	7	0.2
1989	401			C	39,300	43,600	44,000	35,400	11,800	28	0.6	8	0.2
1990	401			C	40,700	45,200	45,200	36,600	12,200	35	0.7	15	0.3
1991	401			C	42,000	46,200	46,600	38,200	12,600	7	0.1	3	0.1
1992	401			IC	42,100	46,700	46,300	38,300	12,600	9	0.2	2	0.0
1993	401			IC	43,500	49,200	48,700	38,700	13,000	16	0.3	6	0.1
1994	401			IC	45,100	50,500	50,500	40,100	13,500	25	0.5	13	0.2
1995	401			IC	46,600	52,100	52,600	41,800	14,000	24	0.4	7	0.1
1996	401			IC	48,200	54,100	54,300	42,900	14,500	38	0.7	15	0.3
1997	401			IC	49,700	55,700	56,200	43,700	14,900	29	0.5	12	0.2
1998	401			IC	51,300	57,500	57,500	45,700	15,400	15	0.2	8	0.1
1999	401			IC	52,700	59,000	59,000	46,900	15,800	21	0.3	6	0.1
2000	401			IC	54,200	60,700	60,700	48,200	16,300	28	0.4	10	0.2
2001	401			IC	55,700	62,300	62,600	49,300	16,700	21	0.3	7	0.1
2002	401			IC	57,200	63,800	64,300	50,400	17,200	23	0.3	8	0.1
2003	401			IC	59,000	65,700	66,400	52,300	17,100	23	0.3	7	0.1
2004	401			IC	60,600	67,800	68,100	53,600	23,600	19	0.3	6	0.1
2005	401			IC	61,000	67,800	68,500	53,800	23,800	19	0.3	4	0.1
2006	401			IC	63,200	70,200	70,900	56,000	18,300	25	0.3	11	0.1
2007	401			IC	63,600	70,600	72,800	56,200	18,400	21	0.3	10	0.1
2008	401			IC	64,600	71,600	69,200	57,000	18,700	29	0.4	9	0.1
2009	401			IC	65,600	72,800	73,500	58,400	19,000	15	0.2	2	0.0
2010	401			IC	66,500	73,600	74,200	59,000	19,300	26	0.3	4	0.1
2011	401			IC	57,700	63,500	65,800	51,800	14,400	37	0.5	3	0.0
2012	401			IC	59,000	65,400	63,400	52,400	14,800	32	0.5	5	0.1
2013	401			IC	66,600	73,700	73,300	59,100	16,800	34	0.4	11	0.1
2014	401			IC	67,500	74,700	74,400	59,900	17,000	37	0.5	11	0.1
2015	401			IC	68,500	75,800	75,500	60,700	17,300	33	0.4	9	0.1
2016	401			IC	69,500	76,900	76,600	61,600	17,500	25	0.3	10	0.1
2017	401			IC	68,200	74,700	75,300	61,900	17,700	31	0.4	9	0.1
2018	401			IC	71,400	78,600	79,000	64,600	18,600	26	0.3	4	0.0
2019	401			IC	72,400	79,500	79,900	65,400	18,800	29	0.3	6	0.1
2021	401			IC	74,400	80,700	81,200	67,300	19,300	28	0.3	11	0.1
1988	401	WELLINGTON RD IC-186	2.7	IC	28,800	33,400	32,500	25,300	8,650	20	0.7	7	0.2
1989	401			C	30,500	33,900	34,200	27,400	9,150	12	0.4	2	0.1
1990	401			C	31,800	35,300	35,300	28,600	9,550	16	0.5	7	0.2

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1991	401			C	33,000	36,300	36,600	30,000	9,900	14	0.4	3	0.1
1992	401			IC	34,500	38,300	38,000	31,400	10,400	18	0.5	4	0.1
1993	401			IC	35,500	40,100	39,800	31,600	10,600	18	0.5	2	0.1
1994	401			IC	36,400	40,800	40,800	32,400	10,900	18	0.5	9	0.3
1995	401			IC	37,400	41,800	42,200	33,600	11,200	13	0.4	5	0.1
1996	401			IC	38,300	43,000	43,200	34,100	11,500	37	1.0	12	0.3
1997	401			IC	39,300	44,000	44,400	34,600	11,800	12	0.3	7	0.2
1998	401			IC	40,200	45,000	45,000	35,800	12,100	6	0.2	3	0.1
1999	401			IC	41,200	46,100	46,100	36,700	12,400	14	0.3	4	0.1
2000	401			IC	43,700	48,900	48,900	38,900	13,100	10	0.2	1	0.0
2001	401			IC	45,900	51,300	51,600	40,600	13,800	19	0.4	5	0.1
2002	401			IC	47,400	52,800	53,200	41,800	14,200	9	0.2	1	0.0
2003	401			IC	48,000	53,500	54,000	42,500	13,900	11	0.2	5	0.1
2004	401			IR	51,800	64,000	57,400	43,800	19,700	10	0.2	6	0.1
2005	401			IC	51,900	57,700	58,300	45,800	19,700	12	0.2	6	0.1
2006	401			IC	52,800	58,700	59,200	46,800	20,100	12	0.2	7	0.1
2007	401			IC	53,600	59,500	61,400	47,400	20,400	19	0.4	10	0.2
2008	401			IC	54,400	60,300	58,300	48,000	8,150	17	0.3	6	0.1
2009	401			IC	55,700	61,800	62,400	49,600	15,000	10	0.2	3	0.1
2010	401			IC	55,700	61,700	62,200	49,400	15,000	14	0.3	5	0.1
2011	401			IC	54,000	59,400	61,600	48,400	14,000	23	0.4	10	0.2
2012	401			IC	54,000	59,800	58,000	47,900	14,000	12	0.2	2	0.0
2013	401			UC	52,800	53,000	53,100	50,100	14,400	17	0.3	8	0.2
2014	401			UC	58,300	58,500	56,100	55,300	15,900	24	0.4	10	0.2
2015	401			UC	57,400	57,600	55,200	54,500	17,000	14	0.3	4	0.1
2016	401			UC	60,300	60,500	58,000	57,200	17,900	15	0.3	6	0.1
2017	401			C	59,600	65,200	65,000	54,100	17,300	18	0.3	6	0.1
2018	401			C	62,400	68,400	68,000	56,300	18,100	29	0.5	10	0.2
2019	401			C	63,400	69,300	68,900	57,400	18,400	17	0.3	8	0.1
2021	401			C	63,300	68,800	68,500	57,400	16,500	16	0.3	9	0.1
1988	401	HWY 402 IC-183	3.9	C	18,000	20,000	20,000	16,200	4,150	10	0.4	4	0.2
1989	401			C	18,600	20,600	20,800	16,700	4,300	17	0.6	3	0.1
1990	401			C	19,100	21,200	21,200	17,200	4,400	11	0.4	1	0.0
1991	401			C	18,500	20,400	20,500	16,800	4,250	10	0.4	3	0.1
1992	401			C	18,700	20,200	20,800	17,200	4,300	12	0.5	4	0.2
1993	401			C	19,100	20,800	21,100	17,600	4,400	14	0.5	5	0.2
1994	401			C	21,000	23,000	23,400	19,000	4,850	13	0.4	4	0.1
1995	401			C	22,900	25,000	25,700	20,900	5,250	15	0.5	1	0.0
1996	401			C	24,000	27,200	27,300	21,700	7,200	17	0.5	2	0.1
1997	401			C	25,000	28,200	28,500	22,500	7,500	12	0.3	0	0.0
1998	401			C	26,000	29,400	29,400	23,400	7,800	15	0.4	2	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1999	401			C	26,100	29,200	29,500	23,500	7,850	10	0.3	2	0.1
2000	401			C	28,000	31,600	31,600	25,200	8,400	8	0.2	2	0.1
2001	401			C	27,700	31,200	31,300	24,900	8,300	11	0.3	3	0.1
2002	401			C	28,400	31,800	32,000	25,600	8,500	10	0.2	5	0.1
2003	401			C	27,800	31,100	31,300	25,100	10,300	5	0.1	5	0.1
2004	401			C	28,300	31,900	31,900	25,500	13,600	6	0.2	2	0.1
2005	401			C	27,900	31,100	31,300	25,100	13,400	14	0.4	11	0.3
2006	401			C	27,600	30,700	30,900	24,800	13,200	6	0.2	5	0.1
2007	401			C	27,300	30,300	30,800	24,500	10,100	17	0.4	4	0.1
2008	401			C	27,300	30,100	29,700	24,500	10,100	8	0.2	2	0.1
2009	401			C	27,000	29,700	30,000	24,300	8,650	11	0.3	2	0.1
2010	401			C	27,000	29,800	30,000	24,300	8,650	13	0.3	6	0.2
2011	401			C	27,000	29,800	30,000	24,300	9,700	8	0.2	3	0.1
2012	401			C	25,700	28,300	27,700	23,100	9,400	4	0.1	0	0.0
2013	401			UC	25,700	25,800	25,800	24,400	9,100	10	0.3	4	0.1
2014	401			UC	28,100	28,200	27,000	26,700	9,950	13	0.3	4	0.1
2015	401			UC	28,300	28,400	27,200	26,900	10,000	17	0.4	6	0.2
2016	401			UC	28,500	28,600	27,400	27,000	10,100	16	0.4	3	0.1
2017	401			UC	28,600	28,400	28,700	27,400	10,100	11	0.3	4	0.1
2018	401			UC	28,800	28,600	29,000	27,600	10,200	13	0.3	5	0.1
2019	401			UC	29,000	28,600	29,000	27,900	10,300	16	0.4	5	0.1
2021	401			SC	28,700	30,400	30,300	25,500	8,900	12	0.3	1	0.0
1988	401	WONDERLAND RD IC-180	2.7	C	18,000	20,000	20,000	16,200	4,150	5	0.3	2	0.1
1989	401			C	18,600	20,600	20,800	16,700	4,300	6	0.3	0	0.0
1990	401			C	19,100	21,200	21,200	17,200	4,400	3	0.2	1	0.1
1991	401			C	18,500	20,400	20,500	16,800	4,250	10	0.6	2	0.1
1992	401			C	18,700	20,200	20,800	17,200	4,300	10	0.5	3	0.2
1993	401			C	19,100	20,800	21,100	17,600	4,400	9	0.5	2	0.1
1994	401			C	21,000	23,000	23,400	19,000	4,850	9	0.4	3	0.1
1995	401			C	22,900	25,000	25,700	20,900	5,250	19	0.9	4	0.2
1996	401			C	24,000	27,200	27,300	21,700	7,200	19	0.8	0	0.0
1997	401			C	25,000	28,200	28,500	22,500	7,500	27	1.1	7	0.3
1998	401			C	26,000	29,400	29,400	23,400	7,800	13	0.5	4	0.2
1999	401			C	26,100	29,200	29,500	23,500	7,850	14	0.6	2	0.1
2000	401			C	28,000	31,600	31,600	25,200	8,400	11	0.4	6	0.2
2001	401			C	27,700	31,200	31,300	24,900	8,300	6	0.2	5	0.2
2002	401			C	28,400	31,800	32,000	25,600	8,500	14	0.5	6	0.2
2003	401			C	27,800	31,100	31,300	25,100	10,300	13	0.5	6	0.2
2004	401			C	28,300	31,900	31,900	25,500	13,600	26	0.9	10	0.4
2005	401			C	27,900	31,100	31,300	25,100	13,400	18	0.7	10	0.4
2006	401			C	27,600	30,700	30,900	24,800	13,200	9	0.3	2	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2007	401			C	27,300	30,300	30,800	24,500	10,100	19	0.7	10	0.4
2008	401			C	27,300	30,100	29,700	24,500	10,100	23	0.9	11	0.4
2009	401			C	27,000	29,700	30,000	24,300	8,650	16	0.6	4	0.2
2010	401			C	27,000	29,800	30,000	24,300	8,650	11	0.4	4	0.2
2011	401			C	27,000	29,800	30,000	24,300	9,700	7	0.3	4	0.2
2012	401			C	25,700	28,300	27,700	23,100	9,400	5	0.2	1	0.0
2013	401			UC	25,700	25,800	25,800	24,400	9,100	15	0.6	2	0.1
2014	401			UC	28,100	28,200	27,000	26,700	9,950	11	0.4	1	0.0
2015	401			UC	28,300	28,400	27,200	26,900	10,000	9	0.3	6	0.2
2016	401			UC	28,500	28,600	27,400	27,000	10,100	14	0.5	5	0.2
2017	401			UC	28,600	28,400	28,700	27,400	10,100	12	0.4	3	0.1
2018	401			UC	28,800	28,600	29,000	27,600	10,100	17	0.6	2	0.1
2019	401			UC	29,000	28,600	29,000	27,900	10,200	11	0.4	7	0.2
2021	401			UC	29,300	29,400	29,800	28,200	10,300	8	0.3	3	0.1
1988	401	HWY 4/COL. TALBOT RD IC-177	12.6	C	18,400	20,400	20,400	16,600	3,300	35	0.4	6	0.1
1989	401			C	18,400	20,400	20,600	16,600	3,300	53	0.6	6	0.1
1990	401			C	18,500	20,500	20,500	16,600	3,350	43	0.5	8	0.1
1991	401			IT	18,500	24,000	22,800	15,900	3,350	32	0.4	10	0.1
1992	401			IT	19,600	25,500	24,300	16,700	3,550	40	0.4	12	0.1
1993	401			IT	20,800	25,600	25,800	17,700	3,750	21	0.2	5	0.1
1994	401			IR	22,000	27,100	24,200	18,400	3,950	27	0.3	1	0.0
1995	401			IR	23,000	28,300	25,300	19,600	4,150	26	0.2	7	0.1
1996	401			IR	24,000	29,800	26,800	20,400	7,200	51	0.5	14	0.1
1997	401			IR	25,000	31,200	28,000	21,200	7,500	24	0.2	9	0.1
1998	401			IR	26,700	33,100	29,900	22,400	8,000	31	0.3	13	0.1
1999	401			IR	25,400	31,500	28,200	21,300	7,600	30	0.3	15	0.1
2000	401			CR	27,500	33,800	32,200	23,400	8,250	23	0.2	7	0.1
2001	401			CR	26,400	32,500	31,000	22,300	10,600	26	0.2	4	0.0
2002	401			CR	26,900	33,000	31,500	22,700	10,800	22	0.2	9	0.1
2003	401			CR	27,000	32,900	31,600	22,800	9,450	24	0.2	8	0.1
2004	401			IC	28,000	31,300	31,500	24,800	11,200	47	0.4	23	0.2
2005	401			IC	28,200	31,400	31,700	24,900	11,300	30	0.2	11	0.1
2006	401			IC	28,300	31,400	31,700	25,100	11,000	25	0.2	10	0.1
2007	401			IC	26,400	29,300	30,200	23,300	9,750	27	0.2	20	0.2
2008	401			IC	27,800	30,800	29,800	24,500	10,300	30	0.2	15	0.1
2009	401			CR	26,200	31,400	30,400	22,300	8,400	26	0.2	5	0.0
2010	401			CR	26,700	32,000	30,900	22,600	8,550	22	0.2	9	0.1
2011	401			CR	23,100	26,900	27,200	20,600	7,400	34	0.3	18	0.2
2012	401			CR	23,700	28,400	27,900	20,000	7,600	27	0.2	11	0.1
2013	401			UC	24,300	24,400	24,400	23,100	8,400	20	0.2	6	0.1
2014	401			UC	24,500	24,600	23,600	23,200	8,450	22	0.2	15	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2015	401			UC	24,600	24,700	23,700	23,300	8,500	23	0.2	10	0.1
2016	401			UC	25,100	25,200	24,100	23,800	8,650	24	0.2	6	0.1
2017	401			UC	25,800	25,600	25,900	24,700	8,900	23	0.2	8	0.1
2018	401			UC	25,800	25,600	26,000	24,800	8,900	38	0.3	28	0.2
2019	401			UC	25,800	25,400	25,800	24,900	8,900	47	0.4	40	0.3
2021	401			UC	25,800	25,900	26,200	24,900	9,050	34	0.3	10	0.1
1988	401	UNION RD IC-164 ELGIN RD 20	6.7	C	17,800	19,800	19,800	16,000	4,100	15	0.3	6	0.1
1989	401			C	17,900	19,900	20,000	16,100	4,100	15	0.3	1	0.0
1990	401			C	18,000	20,000	20,000	16,200	4,150	14	0.3	2	0.0
1991	401			IT	18,700	24,300	23,000	16,100	4,300	18	0.4	4	0.1
1992	401			IT	19,800	25,700	24,600	16,800	4,550	24	0.5	6	0.1
1993	401			IT	20,800	25,600	25,800	17,700	4,800	25	0.5	7	0.1
1994	401			IR	21,900	27,000	24,100	18,400	5,050	16	0.3	7	0.1
1995	401			IR	22,800	28,100	25,100	19,400	5,250	24	0.4	6	0.1
1996	401			IR	23,800	29,600	26,500	20,300	7,150	21	0.4	7	0.1
1997	401			IR	25,300	31,600	28,300	21,500	7,600	25	0.4	6	0.1
1998	401			IR	25,900	32,100	29,000	21,800	7,750	18	0.3	10	0.2
1999	401			IR	25,100	31,100	27,900	21,100	7,550	17	0.3	4	0.1
2000	401			CR	27,000	33,200	31,600	23,000	8,100	15	0.2	8	0.1
2001	401			CR	26,300	32,400	30,800	22,200	10,500	16	0.2	7	0.1
2002	401			CR	26,800	32,900	31,400	22,600	10,700	25	0.4	10	0.2
2003	401			CR	27,100	33,000	31,700	22,900	9,500	19	0.3	14	0.2
2004	401			IR	26,500	32,700	29,400	22,400	10,600	22	0.3	8	0.1
2005	401			IR	28,300	34,200	31,000	24,100	11,300	26	0.4	11	0.2
2006	401			IR	27,000	32,600	29,500	22,900	10,500	23	0.3	13	0.2
2007	401			IR	28,600	34,600	34,500	24,200	12,900	19	0.3	6	0.1
2008	401			IR	27,500	33,300	32,700	23,500	12,400	14	0.2	6	0.1
2009	401			CR	25,200	30,200	29,200	21,400	8,550	16	0.3	4	0.1
2010	401			CR	26,400	31,600	30,500	22,300	8,450	24	0.4	9	0.1
2011	401			CR	23,200	27,000	27,300	20,600	7,650	19	0.3	12	0.2
2012	401			CR	24,200	29,000	28,500	20,500	8,000	17	0.3	12	0.2
2013	401			CTR	25,600	31,200	32,200	21,700	8,900	7	0.1	4	0.1
2014	401			CTR	25,100	30,600	30,900	21,300	8,750	27	0.4	6	0.1
2015	401			CTR	24,500	29,900	30,100	20,800	8,350	13	0.2	14	0.2
2016	401			CTR	25,000	30,500	30,800	21,200	8,500	12	0.2	7	0.1
2017	401			CTR	26,100	34,900	34,700	21,300	8,850	8	0.1	5	0.1
2018	401			CTR	26,100	34,900	34,700	21,300	8,850	13	0.2	10	0.2
2019	401			CTR	26,200	34,900	34,800	21,300	8,900	19	0.3	12	0.2
2021	401			CTR	26,200	34,200	34,000	21,400	8,900	16	0.3	5	0.1
1988	401	IONA RD IC-157 ELGIN RD 14	8.9	C	16,600	18,400	18,400	14,900	5,000	18	0.3	3	0.1
1989	401			C	17,100	19,000	19,200	15,400	5,150	22	0.4	3	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1990	401			C	17,600	19,500	19,500	15,800	4,400	23	0.4	5	0.1
1991	401			IT	17,400	22,600	21,400	15,000	4,350	21	0.4	7	0.1
1992	401			IT	18,600	24,200	23,100	15,800	4,650	14	0.2	1	0.0
1993	401			IT	19,800	24,400	24,600	16,800	4,950	24	0.4	5	0.1
1994	401			IR	21,000	25,900	23,100	17,600	5,250	19	0.3	8	0.1
1995	401			IR	22,200	27,300	24,500	18,900	5,550	21	0.3	8	0.1
1996	401			IR	23,200	28,800	25,900	19,800	6,950	16	0.2	7	0.1
1997	401			IR	24,500	30,600	27,400	20,800	7,350	23	0.3	10	0.1
1998	401			IR	25,200	31,200	28,200	21,200	7,550	37	0.5	17	0.2
1999	401			IR	24,200	30,000	26,900	20,300	7,250	33	0.4	13	0.2
2000	401			CR	24,800	30,500	29,000	21,100	7,450	21	0.3	11	0.1
2001	401			CR	24,900	30,600	29,200	21,000	9,950	20	0.2	6	0.1
2002	401			CR	25,300	31,100	29,700	21,300	10,100	21	0.3	13	0.2
2003	401			IC	25,000	27,900	28,100	22,100	8,500	16	0.2	6	0.1
2004	401			IC	25,600	28,600	28,800	22,600	10,800	22	0.3	8	0.1
2005	401			IC	26,400	29,400	29,600	23,300	11,100	17	0.2	7	0.1
2006	401			IC	26,800	29,800	30,100	23,700	12,100	16	0.2	9	0.1
2007	401			IC	27,200	30,200	31,100	24,000	10,600	23	0.3	12	0.1
2008	401			IC	25,300	28,000	27,100	22,300	9,850	21	0.3	11	0.1
2009	401			IC	24,000	26,600	26,900	21,400	7,450	14	0.2	3	0.0
2010	401			IC	24,000	26,600	26,800	21,300	7,450	24	0.3	11	0.1
2011	401			IC	23,300	25,600	26,600	20,900	7,200	15	0.2	2	0.0
2012	401			IC	23,600	26,100	25,400	20,900	7,300	22	0.3	13	0.2
2013	401			CTR	24,700	30,100	31,100	21,000	8,900	12	0.2	6	0.1
2014	401			CTR	25,500	31,100	31,400	21,700	9,200	18	0.2	6	0.1
2015	401			CTR	26,300	32,100	32,300	22,400	9,000	15	0.2	4	0.0
2016	401			CTR	26,800	32,700	33,000	22,800	9,150	27	0.3	10	0.1
2017	401			CTR	26,100	34,900	34,700	21,300	8,950	14	0.2	3	0.0
2018	401			CTR	26,200	35,000	34,800	21,300	8,950	17	0.2	9	0.1
2019	401			CTR	26,300	35,000	34,900	21,400	9,000	20	0.2	16	0.2
2021	401			CTR	26,500	34,600	34,400	21,600	9,000	23	0.3	10	0.1
1988	401	CURRIE RD IC-149 ELGIN RD 8	11.2	C	17,700	19,600	19,600	15,900	5,300	21	0.3	8	0.1
1989	401			C	17,900	19,900	20,000	16,100	5,350	30	0.4	17	0.2
1990	401			IT	17,700	22,500	21,900	14,900	4,400	20	0.3	9	0.1
1991	401			IT	17,500	22,800	21,500	15,000	4,400	20	0.3	3	0.0
1992	401			IT	17,900	23,300	22,200	15,200	4,500	22	0.3	5	0.1
1993	401			IT	19,500	24,000	24,200	16,600	4,900	26	0.3	7	0.1
1994	401			IR	21,100	26,000	23,200	17,700	5,300	28	0.3	9	0.1
1995	401			IR	22,000	27,100	24,200	18,700	5,500	54	0.6	9	0.1
1996	401			IR	23,000	28,600	25,700	19,600	6,900	39	0.4	17	0.2
1997	401			IR	23,300	29,100	26,100	19,800	7,000	37	0.4	14	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1998	401			IR	23,700	29,400	26,500	19,900	7,100	27	0.3	11	0.1
1999	401			IR	23,700	29,400	26,300	19,900	7,100	22	0.2	7	0.1
2000	401			IR	24,200	29,600	26,800	20,400	7,250	23	0.2	12	0.1
2001	401			IR	24,600	30,400	27,300	20,800	9,850	17	0.2	8	0.1
2002	401			IR	25,100	31,000	27,800	21,300	10,000	15	0.1	9	0.1
2003	401			IR	25,700	31,200	28,300	21,800	10,300	29	0.3	19	0.2
2004	401			IC	25,500	28,500	28,600	22,600	11,000	26	0.2	9	0.1
2005	401			IC	24,500	27,200	27,500	21,600	10,500	27	0.3	14	0.1
2006	401			IC	24,400	27,100	27,400	21,600	10,500	19	0.2	8	0.1
2007	401			IC	24,800	27,500	28,400	21,900	10,200	22	0.2	9	0.1
2008	401			IC	23,400	25,900	25,100	20,600	9,600	17	0.2	8	0.1
2009	401			IC	22,400	24,900	25,100	19,900	7,150	22	0.2	5	0.1
2010	401			IC	22,400	24,800	25,000	19,900	7,150	20	0.2	7	0.1
2011	401			CR	23,500	27,400	27,700	20,900	8,000	19	0.2	7	0.1
2012	401			CR	23,500	28,200	27,700	19,900	8,000	24	0.2	14	0.1
2013	401			UC	23,500	23,600	23,600	22,300	8,700	19	0.2	11	0.1
2014	401			UC	24,100	24,200	23,200	22,900	8,950	29	0.3	19	0.2
2015	401			C	24,500	27,000	26,200	22,000	9,100	21	0.2	6	0.1
2016	401			C	25,000	27,500	26,800	22,500	9,300	22	0.2	15	0.1
2017	401			C	24,400	26,700	26,600	22,100	9,050	14	0.1	3	0.0
2018	401			C	24,500	26,900	26,700	22,100	9,100	20	0.2	8	0.1
2019	401			C	24,500	26,800	26,600	22,200	9,100	24	0.2	12	0.1
2021	401			C	24,600	26,800	26,600	22,300	9,100	25	0.2	13	0.1
1988	401	ELGIN RD 76 GRAHAM RD IC-137	8.1	IT	15,200	22,000	20,200	11,200	4,550	13	0.3	3	0.1
1989	401			IT	15,400	21,400	20,600	12,000	3,700	17	0.4	2	0.0
1990	401			IT	15,500	19,700	19,200	13,000	3,700	18	0.4	6	0.1
1991	401			IT	14,900	19,400	18,300	12,800	3,600	21	0.5	2	0.0
1992	401			IT	15,100	19,600	18,700	12,800	3,800	16	0.4	2	0.0
1993	401			IT	15,900	19,600	19,700	13,500	4,000	28	0.6	10	0.2
1994	401			IT	18,500	24,000	22,900	15,700	4,600	29	0.5	10	0.2
1995	401			IT	19,700	25,200	24,000	16,800	4,900	19	0.3	3	0.1
1996	401			IT	21,000	27,700	26,900	17,300	6,300	25	0.4	13	0.2
1997	401			IT	22,200	29,100	28,600	18,400	6,650	30	0.5	9	0.1
1998	401			IT	23,400	30,200	30,000	19,000	7,000	23	0.3	11	0.2
1999	401			IT	21,400	27,600	27,200	17,300	6,400	14	0.2	4	0.1
2000	401			IT	21,700	28,000	27,600	17,800	6,500	19	0.3	6	0.1
2001	401			IT	22,000	28,700	28,000	17,900	8,800	12	0.2	2	0.0
2002	401			IT	22,200	28,900	28,300	18,300	8,900	3	0.0	1	0.0
2003	401			IT	21,000	26,800	26,700	17,200	7,750	15	0.2	5	0.1
2004	401			IC	22,700	25,400	25,500	20,100	11,100	19	0.3	11	0.2
2005	401			IC	22,900	25,500	25,700	20,200	11,200	16	0.2	7	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2006	401			IC	23,500	26,100	26,400	20,800	10,600	10	0.1	4	0.1
2007	401			IC	23,500	26,100	26,900	20,800	9,850	5	0.1	4	0.1
2008	401			IC	23,200	25,700	24,900	20,500	9,750	21	0.3	8	0.1
2009	401			CTR	23,100	28,200	27,300	19,600	8,100	14	0.2	6	0.1
2010	401			CTR	23,100	28,100	27,000	19,600	8,100	13	0.2	7	0.1
2011	401			CR	22,800	26,600	26,900	20,300	9,100	13	0.2	4	0.1
2012	401			CR	22,800	27,300	26,900	19,300	9,100	21	0.3	7	0.1
2013	401			UC	22,800	22,900	22,900	21,600	8,800	13	0.2	11	0.2
2014	401			UC	22,700	22,800	21,800	21,500	8,750	18	0.3	11	0.2
2015	401			C	22,700	25,000	24,300	20,400	9,050	7	0.1	2	0.0
2016	401			C	23,100	25,400	24,700	20,800	9,200	12	0.2	8	0.1
2017	401			C	23,700	25,900	25,900	21,500	9,450	9	0.1	2	0.0
2018	401			C	23,900	26,200	26,000	21,600	9,550	11	0.2	3	0.0
2019	401			C	24,000	26,200	26,100	21,700	9,600	16	0.2	5	0.1
2021	401			C	24,200	26,300	26,200	21,900	9,700	16	0.2	3	0.0
1988	401	FURNIVAL RD IC-129 ELGIN RD 103	12.9	IT	15,300	22,200	20,300	11,300	4,600	26	0.4	9	0.1
1989	401			IT	15,400	21,400	20,600	12,000	4,600	30	0.4	10	0.1
1990	401			IT	15,500	19,700	19,200	13,000	3,900	25	0.3	9	0.1
1991	401			IT	16,500	21,400	20,300	14,200	4,100	24	0.3	10	0.1
1992	401			IT	16,300	21,200	20,200	13,900	4,100	26	0.3	7	0.1
1993	401			IT	17,100	21,000	21,200	14,500	4,300	26	0.3	7	0.1
1994	401			IT	19,500	25,400	24,200	16,600	4,900	39	0.4	15	0.2
1995	401			IT	20,500	26,200	25,000	17,500	5,100	40	0.4	5	0.1
1996	401			IT	21,400	28,200	27,400	17,600	6,400	20	0.2	7	0.1
1997	401			IT	22,400	29,300	28,900	18,600	6,700	31	0.3	10	0.1
1998	401			IT	22,400	28,900	28,700	18,100	6,700	28	0.3	10	0.1
1999	401			IT	22,000	28,400	27,900	17,800	6,600	26	0.3	5	0.0
2000	401			IT	22,300	28,800	28,300	18,300	6,700	22	0.2	13	0.1
2001	401			IT	22,700	29,700	28,900	18,500	9,100	17	0.2	4	0.0
2002	401			IT	23,000	29,900	29,300	19,000	9,200	23	0.2	12	0.1
2003	401			IC	23,000	25,600	25,900	20,400	8,500	28	0.3	13	0.1
2004	401			IC	23,200	25,900	26,100	20,500	11,400	23	0.2	19	0.2
2005	401			IC	23,900	26,600	26,800	21,100	11,700	28	0.2	16	0.1
2006	401			IC	24,200	26,900	27,100	21,400	11,100	23	0.2	12	0.1
2007	401			IC	22,700	25,200	26,000	20,100	10,000	18	0.2	5	0.0
2008	401			IC	22,300	24,700	23,900	19,700	9,800	31	0.3	21	0.2
2009	401			IC	21,300	23,600	23,900	19,000	7,650	14	0.1	9	0.1
2010	401			IC	21,300	23,600	23,800	18,900	7,650	27	0.3	12	0.1
2011	401			CR	22,400	26,100	26,400	19,900	9,200	21	0.2	9	0.1
2012	401			CR	22,400	26,800	26,400	18,900	9,200	28	0.3	11	0.1
2013	401			C	22,400	24,700	24,400	20,200	8,900	26	0.2	13	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2014	401			C	22,100	24,300	23,600	19,900	8,800	20	0.2	14	0.1
2015	401			C	21,700	23,900	23,200	19,500	8,650	28	0.3	15	0.1
2016	401			C	22,100	24,300	23,600	19,900	8,800	23	0.2	20	0.2
2017	401			C	22,700	24,800	24,800	20,600	9,050	26	0.2	20	0.2
2018	401			C	22,700	24,900	24,700	20,500	9,050	25	0.2	12	0.1
2019	401			C	22,700	24,800	24,700	20,500	9,050	25	0.2	8	0.1
2021	401			C	22,800	24,800	24,700	20,700	9,100	29	0.3	9	0.1
1988	401	CHATHAM KENT RD 20 ORFORD RD IC-117	7.9	IT	15,100	21,900	20,100	11,200	2,850	12	0.3	2	0.0
1989	401			IT	15,200	21,100	20,400	11,900	2,900	19	0.4	11	0.3
1990	401			IT	15,200	19,300	18,800	12,800	2,900	25	0.6	6	0.1
1991	401			IR	16,600	20,900	18,400	13,800	3,150	14	0.3	3	0.1
1992	401			IR	17,700	21,800	19,500	15,000	3,350	18	0.4	11	0.2
1993	401			IR	18,800	23,100	19,400	15,400	3,550	20	0.4	9	0.2
1994	401			IR	20,000	24,600	22,000	16,800	3,800	25	0.4	7	0.1
1995	401			IR	20,000	24,600	22,000	17,000	3,800	23	0.4	6	0.1
1996	401			IR	21,000	26,100	23,400	17,900	6,300	20	0.3	5	0.1
1997	401			IR	22,000	27,500	24,600	18,700	6,600	15	0.2	4	0.1
1998	401			IR	22,400	27,800	25,100	18,800	6,700	15	0.2	7	0.1
1999	401			IR	24,400	30,300	27,100	20,500	7,300	21	0.3	11	0.2
2000	401			IR	24,400	29,900	27,000	20,600	7,300	13	0.2	8	0.1
2001	401			IR	24,400	30,200	27,000	20,600	9,750	6	0.1	5	0.1
2002	401			IR	24,400	30,100	27,000	20,700	9,750	7	0.1	5	0.1
2003	401			IC	24,400	27,200	27,500	21,600	9,050	16	0.2	9	0.1
2004	401			IC	24,400	27,300	27,400	21,600	13,200	17	0.2	9	0.1
2005	401			IC	24,400	27,100	27,400	21,500	13,200	19	0.3	10	0.1
2006	401			IC	24,400	27,100	27,400	21,600	11,200	11	0.2	7	0.1
2007	401			IR	24,500	29,700	29,600	20,800	10,500	15	0.2	2	0.0
2008	401			IR	23,000	27,900	27,300	19,700	9,900	11	0.2	8	0.1
2009	401			CR	21,800	26,200	25,300	18,500	7,850	12	0.2	1	0.0
2010	401			CR	21,800	26,100	25,200	18,400	7,850	6	0.1	3	0.0
2011	401			CR	21,300	24,800	25,100	18,900	8,100	11	0.2	3	0.0
2012	401			CR	21,300	25,500	25,100	18,000	8,100	17	0.3	10	0.2
2013	401			CR	21,300	25,500	26,200	18,000	8,100	22	0.4	8	0.1
2014	401			CR	23,000	27,100	26,900	19,600	8,750	28	0.4	15	0.2
2015	401			CR	23,000	27,100	26,900	19,600	8,750	15	0.2	5	0.1
2016	401			CR	23,000	27,100	26,900	19,600	8,750	18	0.3	9	0.1
2017	401			CR	23,100	26,800	26,900	20,800	8,800	10	0.1	5	0.1
2018	401			CR	23,100	26,800	27,000	20,700	8,800	21	0.3	13	0.2
2019	401			CR	23,100	26,800	27,000	20,700	8,800	17	0.3	5	0.1
2021	401			CR	23,200	26,700	26,900	20,900	8,800	14	0.2	4	0.1
1988	401	CHATHAM KENT RDS 17/21 VICTORIA RD IC-109	7.3	IT	14,500	21,000	19,300	10,700	4,350	14	0.4	5	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1989	401			IT	14,600	20,300	19,600	11,400	4,400	20	0.5	6	0.2
1990	401			IT	14,700	18,700	18,200	12,300	3,700	23	0.6	7	0.2
1991	401			IR	15,900	20,000	17,600	13,200	4,000	16	0.4	0	0.0
1992	401			IR	17,100	21,000	18,800	14,500	4,300	20	0.4	6	0.1
1993	401			IR	18,300	22,500	18,900	15,000	4,600	16	0.3	6	0.1
1994	401			IR	19,500	24,000	21,400	16,300	4,900	19	0.4	6	0.1
1995	401			IR	20,500	25,200	22,600	17,500	5,100	24	0.4	8	0.1
1996	401			IR	21,500	26,700	24,000	18,300	6,450	20	0.3	5	0.1
1997	401			IR	22,500	28,100	25,200	19,100	6,750	15	0.3	6	0.1
1998	401			IR	23,300	28,900	26,100	19,600	7,000	14	0.2	9	0.1
1999	401			IR	22,100	27,400	24,500	18,600	6,650	21	0.4	18	0.3
2000	401			IR	22,400	27,400	24,800	18,900	6,700	18	0.3	8	0.1
2001	401			IR	22,700	28,100	25,200	19,200	9,100	12	0.2	5	0.1
2002	401			IR	22,900	28,200	25,400	19,500	9,150	13	0.2	12	0.2
2003	401			CR	22,200	27,000	26,000	18,800	8,650	19	0.3	8	0.1
2004	401			IC	23,500	26,300	26,400	20,800	11,500	14	0.2	5	0.1
2005	401			CR	23,800	28,900	27,800	20,100	11,700	19	0.3	16	0.3
2006	401			CR	24,100	29,200	28,000	20,400	11,100	11	0.2	3	0.0
2007	401			IC	23,900	26,500	27,400	21,100	10,500	14	0.2	6	0.1
2008	401			IC	23,600	26,100	25,300	20,800	10,400	14	0.2	7	0.1
2009	401			IR	23,400	28,100	25,500	19,900	8,200	13	0.2	4	0.1
2010	401			IR	23,400	27,900	25,500	19,900	8,200	11	0.2	8	0.1
2011	401			IR	20,600	24,600	24,100	17,600	7,850	12	0.2	5	0.1
2012	401			IR	20,600	24,500	23,900	17,600	7,850	16	0.3	9	0.2
2013	401			UC	21,100	21,200	21,200	20,000	8,350	16	0.3	11	0.2
2014	401			UC	21,700	21,800	20,900	20,600	8,550	13	0.2	6	0.1
2015	401			C	22,300	24,500	23,900	20,100	8,800	17	0.3	6	0.1
2016	401			C	22,700	25,000	24,300	20,400	8,950	10	0.2	7	0.1
2017	401			C	22,700	24,800	24,800	20,600	8,950	19	0.3	6	0.1
2018	401			C	22,700	24,900	24,700	20,500	8,950	13	0.2	8	0.1
2019	401			C	22,800	24,900	24,800	20,600	9,000	11	0.2	4	0.1
2021	401			C	22,800	24,800	24,700	20,700	9,100	13	0.2	4	0.1
1988	401	CHATHAM KENT RD 15/KENT BRIDGE RD IC-101	11.7	IT	15,500	22,500	20,600	11,500	4,650	18	0.3	4	0.1
1989	401			IT	15,600	21,700	20,900	12,200	4,700	30	0.5	6	0.1
1990	401			IT	15,700	19,900	19,500	13,200	3,900	26	0.4	6	0.1
1991	401			IR	16,800	21,200	18,600	13,900	4,200	25	0.3	7	0.1
1992	401			IR	17,900	22,000	19,700	15,200	4,500	30	0.4	8	0.1
1993	401			IR	18,900	23,200	19,500	15,500	4,700	37	0.5	15	0.2
1994	401			IR	20,000	24,600	22,000	16,800	5,000	19	0.2	9	0.1
1995	401			IR	20,300	25,000	22,400	17,300	5,100	29	0.3	9	0.1
1996	401			IR	20,600	25,600	23,000	17,500	6,200	28	0.3	14	0.2

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1997	401			IR	20,900	26,100	23,400	17,800	6,250	32	0.4	8	0.1
1998	401			IR	21,200	26,300	23,700	17,800	6,350	23	0.3	6	0.1
1999	401			IR	20,300	25,200	22,500	17,100	6,100	44	0.5	19	0.2
2000	401			IR	20,900	25,600	23,100	17,700	6,250	21	0.2	7	0.1
2001	401			IR	21,400	26,400	23,700	18,100	8,550	14	0.2	5	0.1
2002	401			IR	22,000	27,100	24,400	18,700	8,800	21	0.2	12	0.1
2003	401			IC	22,800	25,400	25,700	20,200	8,450	28	0.3	13	0.1
2004	401			IC	23,100	25,800	26,000	20,400	11,100	22	0.2	7	0.1
2005	401			IC	23,400	26,000	26,300	20,600	11,200	30	0.3	27	0.3
2006	401			IC	24,700	27,400	27,700	21,900	10,400	14	0.1	9	0.1
2007	401			IC	24,000	26,700	27,500	21,200	9,850	17	0.2	9	0.1
2008	401			IC	22,700	25,100	24,300	20,000	9,300	18	0.2	5	0.1
2009	401			IC	21,500	23,900	24,100	19,100	7,500	14	0.2	9	0.1
2010	401			IC	21,500	23,800	24,000	19,100	7,500	20	0.2	6	0.1
2011	401			CR	22,700	26,400	26,800	20,200	8,150	16	0.2	6	0.1
2012	401			CR	22,700	27,200	26,800	19,200	8,150	21	0.2	9	0.1
2013	401			UC	22,700	22,800	22,800	21,500	8,900	21	0.2	11	0.1
2014	401			UC	23,500	23,600	22,600	22,300	9,200	45	0.4	29	0.3
2015	401			C	23,200	25,500	24,800	20,900	9,600	17	0.2	11	0.1
2016	401			C	23,900	26,300	25,600	21,500	9,850	21	0.2	7	0.1
2017	401			C	23,900	26,100	26,100	21,700	9,850	28	0.3	12	0.1
2018	401			C	24,100	26,400	26,300	21,800	9,950	24	0.2	16	0.2
2019	401			C	24,200	26,500	26,300	21,900	10,000	26	0.3	13	0.1
2021	401			C	24,500	26,600	26,500	22,200	10,000	16	0.2	5	0.0
1988	401	HWY 40 IC-90 CHAT KENT RD 11 COMMUNICATION RD	8.4	IT	13,200	19,100	17,600	9,750	3,950	14	0.3	4	0.1
1989	401			IT	13,400	18,600	18,000	10,500	4,000	31	0.8	5	0.1
1990	401			IT	13,500	17,100	16,700	11,300	3,400	14	0.3	5	0.1
1991	401			IT	13,300	17,300	16,400	11,400	3,300	29	0.7	15	0.4
1992	401			IT	14,800	19,200	18,400	12,600	3,700	24	0.5	11	0.2
1993	401			IT	16,200	19,900	20,100	13,800	4,050	20	0.4	6	0.1
1994	401			IR	17,700	21,800	19,500	14,800	4,400	30	0.6	10	0.2
1995	401			IR	18,400	22,700	20,300	15,700	4,600	31	0.6	9	0.2
1996	401			IR	19,100	23,700	21,300	16,300	5,750	30	0.5	15	0.3
1997	401			IR	19,800	24,800	22,200	16,800	5,950	28	0.5	14	0.2
1998	401			IR	20,500	25,400	23,000	17,200	6,150	20	0.3	7	0.1
1999	401			IR	20,000	24,800	22,200	16,800	6,000	21	0.3	12	0.2
2000	401			IR	20,400	25,000	22,600	17,200	6,100	16	0.3	9	0.1
2001	401			IR	20,900	25,800	23,200	17,700	8,350	12	0.2	8	0.1
2002	401			IR	21,300	26,300	23,600	18,100	8,500	13	0.2	3	0.0
2003	401			IR	21,600	26,200	23,800	18,300	8,200	18	0.3	6	0.1
2004	401			IC	22,500	25,200	25,300	19,900	11,700	24	0.3	9	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2005	401			IC	21,300	23,700	23,900	18,800	11,100	11	0.2	3	0.0
2006	401			IC	22,900	25,400	25,700	20,300	10,300	18	0.3	4	0.1
2007	401			IC	22,400	24,900	25,700	19,800	10,100	26	0.4	20	0.3
2008	401			IC	20,000	22,200	21,400	17,600	9,000	22	0.4	6	0.1
2009	401			IC	18,100	20,100	20,300	16,100	7,050	11	0.2	3	0.1
2010	401			IC	18,100	20,000	20,200	16,000	7,050	12	0.2	5	0.1
2011	401			IC	18,600	20,500	21,200	16,700	7,650	14	0.2	9	0.2
2012	401			IC	18,600	20,600	20,000	16,500	7,650	10	0.2	5	0.1
2013	401			UC	19,600	19,700	19,700	18,600	8,450	21	0.4	7	0.1
2014	401			UC	20,200	20,300	19,400	19,200	8,700	28	0.5	19	0.3
2015	401			C	20,500	22,600	21,900	18,400	8,900	11	0.2	4	0.1
2016	401			C	20,900	23,000	22,400	18,800	9,050	19	0.3	8	0.1
2017	401			C	20,400	22,300	22,300	18,500	8,850	21	0.3	21	0.3
2018	401			C	20,400	22,400	22,200	18,400	8,850	10	0.2	5	0.1
2019	401			C	20,400	22,300	22,200	18,500	8,850	25	0.4	14	0.2
2021	401			C	20,400	22,200	22,100	18,500	8,750	11	0.2	5	0.1
1988	401	CHATHAM KENT RD 27 BLOOMFIELD RD IC-81	18.1	IT	14,400	20,900	19,200	10,700	4,300	30	0.3	4	0.0
1989	401			IT	14,500	20,200	19,400	11,300	4,350	44	0.5	6	0.1
1990	401			IT	14,500	18,400	18,000	12,200	3,600	50	0.5	12	0.1
1991	401			IT	14,200	18,500	17,500	12,200	3,550	35	0.4	10	0.1
1992	401			IT	14,600	19,000	18,100	12,400	3,650	31	0.3	12	0.1
1993	401			IT	15,100	18,600	18,700	12,800	3,800	30	0.3	8	0.1
1994	401			IT	15,600	20,300	19,300	13,300	3,900	44	0.4	9	0.1
1995	401			IT	16,100	20,600	19,600	13,700	4,000	46	0.4	11	0.1
1996	401			IT	16,600	21,900	21,200	13,700	5,000	38	0.3	16	0.1
1997	401			IT	17,100	22,400	22,100	14,200	5,150	40	0.4	25	0.2
1998	401			IT	17,600	22,700	22,500	14,300	5,300	23	0.2	11	0.1
1999	401			IT	18,100	23,300	23,000	14,700	5,450	34	0.3	13	0.1
2000	401			IT	18,800	24,300	23,900	15,400	5,650	15	0.1	4	0.0
2001	401			IT	19,400	25,300	24,700	15,800	7,750	26	0.2	13	0.1
2002	401			IT	19,900	25,900	25,400	16,400	7,950	29	0.2	9	0.1
2003	401			IT	20,000	25,500	25,500	16,400	7,200	25	0.2	7	0.1
2004	401			IC	21,500	24,000	24,200	19,000	9,450	34	0.2	16	0.1
2005	401			IC	21,800	24,200	24,500	19,200	9,600	40	0.3	16	0.1
2006	401			IC	21,300	23,700	23,900	18,900	10,200	21	0.1	9	0.1
2007	401			IC	22,700	25,200	26,000	20,100	10,700	31	0.2	23	0.2
2008	401			IC	20,300	22,500	21,800	17,900	9,550	21	0.2	11	0.1
2009	401			IC	18,700	20,800	20,900	16,600	8,800	24	0.2	11	0.1
2010	401			IC	19,300	21,400	21,500	17,100	9,050	26	0.2	8	0.1
2011	401			IC	19,500	21,400	22,200	17,500	11,100	17	0.1	10	0.1
2012	401			IC	19,500	21,600	20,900	17,300	11,100	35	0.3	19	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2013	401			IC	20,000	22,100	22,000	17,700	8,550	22	0.2	8	0.1
2014	401			IC	21,500	23,800	23,700	19,100	9,200	57	0.4	24	0.2
2015	401			IC	21,700	24,000	23,900	19,200	9,250	19	0.1	12	0.1
2016	401			IC	21,900	24,200	24,100	19,400	9,350	48	0.3	31	0.2
2017	401			IC	22,100	24,200	24,400	20,100	9,450	42	0.3	27	0.2
2018	401			IC	22,300	24,500	24,700	20,200	9,500	42	0.3	27	0.2
2019	401			IC	22,600	24,800	25,000	20,400	9,650	43	0.3	29	0.2
2021	401			IC	23,000	24,900	25,100	20,800	9,900	25	0.2	8	0.1
1988	401	CHATHAM KENT RD 2 QUEEN'S LINE IC-63	7.1	IT	14,100	20,400	18,800	10,400	3,250	14	0.4	8	0.2
1989	401			IT	16,000	22,200	21,400	12,500	3,700	28	0.7	8	0.2
1990	401			IR	15,500	19,700	17,200	12,700	3,550	24	0.6	5	0.1
1991	401			IR	16,600	20,900	18,400	13,800	3,800	17	0.4	3	0.1
1992	401			IT	16,800	21,800	20,800	14,300	3,850	21	0.5	7	0.2
1993	401			IT	17,500	21,500	21,700	14,900	4,000	18	0.4	9	0.2
1994	401			IT	18,400	23,900	22,800	15,600	4,250	18	0.4	6	0.1
1995	401			IT	19,100	24,400	23,300	16,300	4,400	21	0.4	7	0.1
1996	401			IT	19,800	26,100	25,300	16,300	5,950	11	0.2	5	0.1
1997	401			IT	20,500	26,900	26,400	17,000	6,150	19	0.4	10	0.2
1998	401			IT	21,200	27,300	27,100	17,200	6,350	11	0.2	11	0.2
1999	401			IT	21,500	27,700	27,300	17,400	6,450	13	0.2	6	0.1
2000	401			IT	22,000	28,400	27,900	18,000	6,600	16	0.3	5	0.1
2001	401			IT	22,600	29,500	28,800	18,400	9,050	17	0.3	5	0.1
2002	401			IT	23,200	30,200	29,600	19,100	9,300	11	0.2	12	0.2
2003	401			IT	26,100	33,300	33,200	21,400	10,400	16	0.2	5	0.1
2004	401			IT	25,800	33,700	32,900	21,000	10,300	19	0.3	10	0.1
2005	401			IT	23,900	30,400	30,300	19,900	9,550	24	0.4	9	0.1
2006	401			IC	25,300	28,100	28,400	22,400	10,900	10	0.2	3	0.0
2007	401			IC	25,100	27,900	28,700	22,200	10,500	19	0.3	6	0.1
2008	401			IC	22,800	25,300	24,400	20,100	9,600	13	0.2	9	0.2
2009	401			IC	21,000	23,300	23,500	18,700	6,700	14	0.3	7	0.1
2010	401			IC	21,000	23,200	23,400	18,600	6,700	15	0.3	9	0.2
2011	401			IC	21,000	23,100	24,000	18,800	8,000	24	0.4	9	0.2
2012	401			IC	21,000	23,300	22,600	18,600	8,000	17	0.3	7	0.1
2013	401			C	21,700	23,900	23,600	19,500	7,650	16	0.3	8	0.1
2014	401			C	23,500	25,900	25,100	21,200	8,250	40	0.7	17	0.3
2015	401			C	24,300	26,700	26,000	21,900	8,550	25	0.4	25	0.4
2016	401			C	24,700	27,200	26,400	22,200	8,700	25	0.4	12	0.2
2017	401			C	24,100	26,400	26,300	21,900	8,500	15	0.2	6	0.1
2018	401			C	24,300	26,600	26,500	21,900	8,550	19	0.3	11	0.2
2019	401			C	24,400	26,700	26,500	22,100	8,600	14	0.2	4	0.1
2021	401			C	24,700	26,900	26,700	22,400	8,650	14	0.2	9	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1988	401	ESSEX RD 42 IC-56	8.4	IT	15,300	22,200	20,300	11,300	4,600	36	0.8	8	0.2
1989	401			IT	15,700	21,800	21,000	12,200	4,700	22	0.5	7	0.1
1990	401			IT	16,000	20,300	19,800	13,400	4,000	25	0.5	7	0.1
1991	401			IR	16,900	21,300	18,800	14,000	4,200	31	0.6	11	0.2
1992	401			IR	17,100	21,000	18,800	14,500	4,300	31	0.6	15	0.3
1993	401			IR	17,800	21,900	18,400	14,600	4,450	24	0.4	8	0.1
1994	401			LT	18,000	26,400	25,400	13,100	4,500	27	0.5	10	0.2
1995	401			LT	18,200	26,100	25,400	13,300	4,550	31	0.6	11	0.2
1996	401			LT	18,400	26,000	25,300	13,500	5,500	24	0.4	10	0.2
1997	401			LT	19,200	27,100	26,500	14,200	5,750	18	0.3	4	0.1
1998	401			LT	20,300	28,400	27,800	14,800	6,100	17	0.3	3	0.0
1999	401			LT	21,100	29,300	28,700	15,400	6,350	27	0.4	18	0.3
2000	401			IR	22,300	27,300	24,700	18,800	6,700	29	0.4	11	0.2
2001	401			IR	22,600	27,900	25,000	19,100	9,050	26	0.4	12	0.2
2002	401			IR	23,300	28,700	25,800	19,800	9,300	13	0.2	5	0.1
2003	401			IC	24,100	26,900	27,100	21,400	10,400	22	0.3	5	0.1
2004	401			IC	24,800	27,700	27,900	21,900	10,200	20	0.3	11	0.1
2005	401			IC	24,100	26,800	27,100	21,200	9,900	17	0.2	6	0.1
2006	401			IC	25,900	28,800	29,000	22,900	10,600	8	0.1	2	0.0
2007	401			IC	26,500	29,400	30,300	23,400	10,900	16	0.2	11	0.1
2008	401			IC	27,000	29,900	28,900	23,800	11,100	22	0.3	12	0.1
2009	401			CTR	21,500	26,200	25,400	18,300	6,900	8	0.1	6	0.1
2010	401			CTR	21,900	26,700	25,600	18,600	7,000	19	0.3	11	0.2
2011	401			CTR	23,600	28,700	27,600	20,000	8,000	7	0.1	1	0.0
2012	401			CTR	23,600	28,600	28,300	20,100	8,000	7	0.1	0	0.0
2013	401			C	24,000	26,400	26,100	21,600	8,350	9	0.1	5	0.1
2014	401			C	25,900	28,500	27,700	23,300	9,000	22	0.3	15	0.2
2015	401			C	26,300	28,900	28,100	23,700	9,150	14	0.2	3	0.0
2016	401			C	26,600	29,300	28,500	23,900	9,250	14	0.2	12	0.1
2017	401			C	26,900	29,400	29,400	24,400	9,350	10	0.1	3	0.0
2018	401			C	27,200	29,800	29,600	24,500	9,450	19	0.2	6	0.1
2019	401			C	27,600	30,200	30,000	25,000	9,600	18	0.2	4	0.0
2021	401			C	28,200	30,700	30,500	25,600	9,850	8	0.1	2	0.0
1988	401	HWY 77 IC-48 (S)/ESSEX RD 35 (N) COMBER RD	7.3	IT	14,100	20,400	18,800	10,400	3,400	12	0.3	1	0.0
1989	401			IT	14,500	20,200	19,400	11,300	3,500	20	0.5	11	0.3
1990	401			IT	15,000	19,000	18,600	12,600	3,600	32	0.8	18	0.4
1991	401			IR	15,800	19,900	17,500	13,100	3,800	22	0.5	4	0.1
1992	401			IR	17,300	21,300	19,000	14,700	4,150	20	0.4	7	0.2
1993	401			IR	18,800	23,100	19,400	15,400	4,500	17	0.3	5	0.1
1994	401			IR	20,300	25,000	22,300	17,000	4,850	19	0.4	6	0.1
1995	401			IR	20,700	25,500	22,800	17,600	4,950	12	0.2	6	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1996	401			IR	20,900	26,000	23,300	17,800	6,250	21	0.4	8	0.1
1997	401			IR	21,900	27,400	24,500	18,600	6,550	28	0.5	6	0.1
1998	401			IR	22,900	28,400	25,600	19,200	6,850	11	0.2	3	0.0
1999	401			IR	24,900	30,900	27,600	20,900	7,450	25	0.4	8	0.1
2000	401			IR	25,000	30,600	27,700	21,100	7,500	15	0.2	5	0.1
2001	401			IR	25,100	31,000	27,800	21,200	10,000	15	0.2	7	0.1
2002	401			IR	25,200	31,100	27,900	21,400	10,100	13	0.2	3	0.0
2003	401			IR	25,300	30,700	27,800	21,500	8,600	9	0.1	2	0.0
2004	401			IR	25,400	31,400	28,100	21,500	8,650	15	0.2	13	0.2
2005	401			IR	24,300	29,300	26,600	20,700	8,250	22	0.3	11	0.2
2006	401			IR	23,500	28,300	25,700	20,000	8,000	9	0.1	3	0.0
2007	401			IR	22,700	27,500	27,400	19,200	7,700	8	0.1	2	0.0
2008	401			IR	22,000	26,600	26,200	18,800	4,200	15	0.3	5	0.1
2009	401			IC	20,800	23,100	23,300	18,500	6,050	9	0.2	2	0.0
2010	401			IC	20,900	23,100	23,300	18,500	6,050	10	0.2	2	0.0
2011	401			IC	22,100	24,300	25,200	19,800	7,050	11	0.2	3	0.1
2012	401			IC	23,200	25,700	24,900	20,600	7,400	8	0.1	0	0.0
2013	401			CTR	23,800	29,000	29,900	20,200	8,050	16	0.3	3	0.0
2014	401			CTR	23,300	28,400	28,700	19,800	7,900	30	0.5	19	0.3
2015	401			CTR	20,800	25,400	25,600	17,700	6,250	17	0.3	5	0.1
2016	401			CTR	21,200	25,900	26,100	18,000	6,350	8	0.1	2	0.0
2017	401			CTR	22,600	30,200	30,000	18,400	6,800	14	0.2	6	0.1
2018	401			CTR	22,600	30,200	30,100	18,400	6,800	15	0.2	11	0.2
2019	401			CTR	22,600	30,100	30,000	18,400	6,800	11	0.2	2	0.0
2021	401			CTR	22,500	29,300	29,200	18,400	6,750	6	0.1	1	0.0
1988	401	ESSEX RD 31/FRENCHLINE RD	6.3	IT	13,900	20,200	18,500	10,300	2,500	12	0.4	4	0.1
1989	401			IT	14,200	19,700	19,000	11,100	2,550	8	0.2	2	0.1
1990	401			IT	14,800	18,800	18,400	12,400	2,650	17	0.5	3	0.1
1991	401			IT	15,300	19,900	18,800	13,200	2,750	10	0.3	0	0.0
1992	401			IT	17,100	22,200	21,200	14,500	3,100	14	0.4	2	0.1
1993	401			IT	18,900	23,200	23,400	16,100	3,400	10	0.2	0	0.0
1994	401			IR	20,000	24,600	22,000	16,800	3,600	13	0.3	3	0.1
1995	401			IR	21,100	26,000	23,300	18,000	3,800	10	0.2	5	0.1
1996	401			IR	22,200	27,600	24,800	18,900	6,650	6	0.1	2	0.0
1997	401			IR	22,900	28,600	25,600	19,500	6,850	16	0.3	5	0.1
1998	401			IR	23,700	29,400	26,500	19,900	7,100	9	0.2	3	0.1
1999	401			IR	22,800	28,300	25,300	19,200	6,850	19	0.4	7	0.1
2000	401			IR	23,800	29,200	26,400	20,100	7,150	18	0.3	6	0.1
2001	401			IR	23,600	29,200	26,100	20,000	9,450	12	0.2	5	0.1
2002	401			IR	24,000	29,600	26,600	20,400	9,600	5	0.1	2	0.0
2003	401			IR	24,400	29,600	26,800	20,700	8,050	7	0.1	2	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2004	401			IR	24,700	30,500	27,400	20,900	8,150	16	0.3	14	0.2
2005	401			IR	25,000	30,200	27,400	21,300	8,250	17	0.3	6	0.1
2006	401			IR	24,800	29,900	27,100	21,100	8,200	12	0.2	10	0.2
2007	401			IR	24,600	29,800	29,700	20,800	8,100	6	0.1	2	0.0
2008	401			IR	24,400	29,600	29,000	20,900	8,050	19	0.3	12	0.2
2009	401			IR	24,200	29,000	26,400	20,600	8,000	11	0.2	3	0.1
2010	401			IR	24,000	28,600	26,100	20,400	7,900	5	0.1	2	0.0
2011	401			IR	21,700	25,900	25,300	18,500	6,500	6	0.1	2	0.0
2012	401			IR	23,000	27,400	26,600	19,700	6,900	7	0.1	1	0.0
2013	401			CTR	22,000	26,800	27,700	18,700	7,300	10	0.2	3	0.1
2014	401			CTR	22,600	27,600	27,800	19,200	7,500	18	0.3	11	0.2
2015	401			IC	23,200	25,700	25,600	20,600	7,050	6	0.1	1	0.0
2016	401			IC	23,600	26,100	26,000	20,900	7,150	7	0.1	3	0.1
2017	401			IC	23,900	26,200	26,400	21,700	7,250	14	0.3	7	0.1
2018	401			IC	24,000	26,400	26,600	21,700	7,300	11	0.2	4	0.1
2019	401			IC	24,000	26,400	26,500	21,700	7,300	6	0.1	1	0.0
2021	401			IC	24,100	26,100	26,300	21,800	7,250	5	0.1	1	0.0
1988	401	ESSEX RD 27 IC-34	6.2	IC	15,100	17,500	17,100	13,300	4,550	10	0.3	2	0.1
1989	401			IC	15,400	17,700	17,400	13,700	4,600	24	0.7	4	0.1
1990	401			IC	15,800	18,000	17,700	14,100	3,950	14	0.4	2	0.1
1991	401			IR	16,200	20,400	18,000	13,400	4,050	15	0.4	6	0.2
1992	401			IR	17,500	21,500	19,200	14,900	4,400	15	0.4	5	0.1
1993	401			IR	18,800	23,100	19,400	15,400	4,700	16	0.4	5	0.1
1994	401			IR	20,100	24,800	22,100	16,800	5,000	23	0.5	11	0.2
1995	401			IR	21,500	26,500	23,700	18,300	5,400	13	0.3	5	0.1
1996	401			IR	22,900	28,400	25,500	19,500	6,850	14	0.3	6	0.1
1997	401			CR	23,400	29,000	27,600	19,900	7,000	20	0.4	8	0.2
1998	401			CR	24,200	29,800	28,300	20,600	7,250	18	0.3	7	0.1
1999	401			CR	23,300	28,700	27,300	19,800	7,000	19	0.4	7	0.1
2000	401			IR	24,000	29,400	26,600	20,300	7,200	21	0.4	8	0.1
2001	401			IR	24,200	29,900	26,800	20,500	9,700	9	0.2	3	0.1
2002	401			IR	24,700	30,500	27,400	21,000	9,900	12	0.2	1	0.0
2003	401			IC	25,400	28,300	28,600	22,500	10,900	14	0.2	2	0.0
2004	401			IC	25,400	28,400	28,500	22,500	10,700	11	0.2	4	0.1
2005	401			IC	24,800	27,600	27,800	21,900	10,400	17	0.3	8	0.1
2006	401			IC	24,200	26,900	27,100	21,400	10,200	9	0.2	7	0.1
2007	401			IC	23,500	26,100	26,900	20,800	8,950	14	0.3	5	0.1
2008	401			IC	22,900	25,400	24,500	20,200	8,700	15	0.3	9	0.2
2009	401			IC	22,300	24,800	25,000	19,800	8,450	8	0.2	4	0.1
2010	401			IC	22,400	24,800	25,000	19,900	6,950	6	0.1	2	0.0
2011	401			IC	22,500	24,700	25,700	20,200	7,000	5	0.1	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2012	401			IC	22,500	24,900	24,200	20,000	7,000	7	0.1	1	0.0
2013	401			UC	22,700	22,800	22,800	21,500	6,800	11	0.2	4	0.1
2014	401			UC	23,500	23,600	22,600	22,300	7,050	4	0.1	1	0.0
2015	401			UC	24,100	24,200	23,200	22,900	6,950	12	0.2	5	0.1
2016	401			UC	24,600	24,700	23,700	23,300	7,100	13	0.2	5	0.1
2017	401			UC	23,800	23,600	23,900	22,800	6,850	10	0.2	4	0.1
2018	401			UC	23,900	23,700	24,100	22,900	6,900	8	0.1	5	0.1
2019	401			UC	23,900	23,500	23,900	23,000	6,900	10	0.2	2	0.0
2021	401			UC	24,000	24,100	24,400	23,100	6,950	9	0.2	3	0.1
1988	401	PUCE RD IC-28 ESSEX RD 25	7.1	IC	14,100	16,400	15,900	12,400	4,250	14	0.4	2	0.1
1989	401			IC	14,300	16,400	16,200	12,700	3,850	18	0.5	1	0.0
1990	401			IC	14,700	16,800	16,500	13,100	3,950	21	0.6	4	0.1
1991	401			IC	15,000	17,000	16,600	13,400	4,050	22	0.6	5	0.1
1992	401			IC	16,000	17,800	17,600	14,600	4,300	20	0.5	8	0.2
1993	401			IC	17,000	19,200	19,000	15,100	4,600	25	0.6	3	0.1
1994	401			SC	18,100	18,800	20,800	16,700	4,900	26	0.6	9	0.2
1995	401			SC	19,100	20,000	22,200	17,400	5,150	28	0.6	8	0.2
1996	401			SC	20,100	21,400	23,500	18,000	6,050	25	0.5	11	0.2
1997	401			SC	21,100	22,400	24,700	18,800	6,350	25	0.5	8	0.1
1998	401			SC	22,100	23,400	25,900	19,700	6,650	20	0.4	3	0.1
1999	401			SC	22,400	23,700	26,200	19,900	6,700	13	0.2	34	0.6
2000	401			IR	23,300	28,500	25,800	19,700	7,000	21	0.3	10	0.2
2001	401			IR	23,300	28,800	25,800	19,700	9,300	14	0.2	5	0.1
2002	401			IR	23,900	29,500	26,500	20,300	9,800	18	0.3	6	0.1
2003	401			IC	24,000	26,700	27,000	21,300	7,200	18	0.3	4	0.1
2004	401			IC	24,000	26,800	27,000	21,200	9,350	8	0.1	1	0.0
2005	401			IC	23,600	26,200	26,500	20,800	9,200	16	0.3	13	0.2
2006	401			IC	23,300	25,900	26,100	20,600	9,100	11	0.2	3	0.0
2007	401			IC	23,000	25,500	26,300	20,300	8,950	16	0.3	3	0.1
2008	401			IC	22,700	25,100	24,300	20,000	8,850	10	0.2	1	0.0
2009	401			IC	22,200	24,600	24,900	19,800	8,650	6	0.1	2	0.0
2010	401			IC	22,200	24,600	24,800	19,700	8,650	9	0.2	3	0.1
2011	401			IC	22,500	24,700	25,700	20,200	8,800	7	0.1	0	0.0
2012	401			IC	22,500	24,900	24,200	20,000	8,800	12	0.2	6	0.1
2013	401			IC	22,700	25,100	25,000	20,100	8,850	4	0.1	1	0.0
2014	401			IC	23,900	26,500	26,300	21,200	9,300	9	0.1	2	0.0
2015	401			IC	24,000	26,600	26,400	21,300	9,350	5	0.1	4	0.1
2016	401			IC	24,200	26,800	26,700	21,500	9,450	16	0.3	2	0.0
2017	401			IC	24,300	26,600	26,800	22,100	9,500	17	0.3	3	0.0
2018	401			IC	24,500	27,000	27,100	22,200	9,550	6	0.1	1	0.0
2019	401			IC	24,600	27,000	27,200	22,200	9,600	17	0.3	3	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2021	401			IC	24,900	27,000	27,200	22,500	9,700	12	0.2	3	0.0
1988	401	ESSEX RD 19 IC-21 MANNING RD	7.0	CTR	14,000	18,200	17,100	11,800	4,200	27	0.8	5	0.1
1989	401			CTR	14,400	18,300	17,400	12,400	4,300	21	0.6	7	0.2
1990	401			CTR	14,800	18,500	17,500	12,900	3,700	31	0.8	8	0.2
1991	401			CTR	15,100	19,000	18,900	13,100	3,800	25	0.6	4	0.1
1992	401			CTR	15,300	18,800	18,200	13,300	3,800	34	0.9	4	0.1
1993	401			CTR	15,900	20,000	19,200	13,500	4,000	29	0.7	6	0.1
1994	401			SC	16,700	17,400	19,200	15,400	4,200	34	0.8	13	0.3
1995	401			SC	17,500	18,300	20,300	15,900	4,400	31	0.7	9	0.2
1996	401			SC	18,500	19,700	21,600	16,600	5,550	41	0.9	9	0.2
1997	401			IC	19,400	21,700	21,900	17,100	5,800	26	0.5	7	0.1
1998	401			IC	20,500	23,000	23,000	18,200	6,150	16	0.3	5	0.1
1999	401			IC	20,500	23,000	23,000	18,200	6,150	17	0.3	5	0.1
2000	401			SC	21,900	23,200	25,600	19,300	6,550	27	0.5	12	0.2
2001	401			SC	21,600	23,000	25,300	19,000	8,650	16	0.3	3	0.1
2002	401			SC	22,200	23,600	26,000	19,600	8,900	15	0.3	5	0.1
2003	401			C	21,900	24,500	24,600	19,800	9,200	27	0.5	12	0.2
2004	401			C	21,900	24,700	24,700	19,700	8,750	26	0.5	5	0.1
2005	401			C	24,700	27,500	27,700	22,200	9,900	19	0.3	8	0.1
2006	401			C	24,100	26,800	27,000	21,700	10,600	13	0.2	7	0.1
2007	401			C	24,200	26,900	27,300	21,700	8,950	21	0.3	6	0.1
2008	401			C	22,100	24,400	24,100	19,800	8,200	14	0.2	9	0.2
2009	401			C	20,200	22,200	22,400	18,200	7,450	13	0.3	9	0.2
2010	401			C	20,200	22,300	22,500	18,200	7,450	18	0.3	5	0.1
2011	401			C	19,300	21,300	21,500	17,400	5,800	14	0.3	4	0.1
2012	401			C	22,000	24,200	23,700	19,800	6,600	7	0.1	2	0.0
2013	401			C	22,300	24,600	24,300	20,100	6,850	19	0.3	9	0.2
2014	401			C	22,400	24,600	24,000	20,200	6,900	9	0.2	0	0.0
2015	401			C	22,500	24,800	24,100	20,200	5,550	7	0.1	2	0.0
2016	401			C	22,900	25,200	24,500	20,600	5,650	9	0.2	5	0.1
2017	401			C	23,300	25,500	25,400	21,100	5,750	14	0.2	2	0.0
2018	401			C	23,500	25,800	25,600	21,200	5,800	15	0.2	8	0.1
2019	401			C	23,700	25,900	25,700	21,500	5,850	26	0.4	8	0.1
2021	401			C	24,000	26,100	26,000	21,800	6,000	7	0.1	1	0.0
1988	401	ESSEX RD 46 IC-14 PROVINCIAL RD	0.8	C	13,200	14,700	14,700	11,900	3,950	6	1.5	1	0.2
1989	401			C	13,600	15,100	15,200	12,200	4,100	7	1.7	0	0.0
1990	401			C	14,100	15,700	15,700	12,700	3,500	6	1.4	3	0.7
1991	401			C	14,400	15,800	16,000	13,100	3,600	1	0.2	2	0.5
1992	401			C	14,600	15,800	16,200	13,400	3,650	3	0.7	1	0.2
1993	401			C	15,200	16,600	16,800	14,000	3,800	6	1.3	2	0.4
1994	401			C	15,800	17,300	17,600	14,300	3,950	6	1.3	3	0.6

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1995	401			C	16,000	17,500	17,900	14,600	4,000	7	1.4	0	0.0
1996	401			C	16,100	18,200	18,300	14,500	4,850	8	1.6	3	0.6
1997	401			C	16,300	18,400	18,600	14,700	4,900	5	1.0	1	0.2
1998	401			C	16,800	19,000	19,000	15,100	5,050	3	0.6	3	0.6
1999	401			C	16,000	17,900	18,100	14,400	4,800	3	0.6	1	0.2
2000	401			C	16,200	18,300	18,300	14,600	4,850	5	1.0	0	0.0
2001	401			C	16,400	18,500	18,500	14,800	6,550	3	0.6	1	0.2
2002	401			C	16,500	18,500	18,600	14,800	6,600	3	0.6	1	0.2
2003	401			C	16,500	18,400	18,600	14,900	6,600	11	2.2	7	1.4
2004	401			C	16,600	18,700	18,700	15,000	6,650	5	1.0	3	0.6
2005	401			C	16,400	18,300	18,400	14,700	6,550	4	0.8	0	0.0
2006	401			C	16,600	18,400	18,600	14,900	6,650	4	0.8	1	0.2
2007	401			C	16,800	18,700	18,900	15,100	6,700	7	1.4	3	0.6
2008	401			C	16,900	18,700	18,400	15,200	6,750	2	0.4	0	0.0
2009	401			C	17,100	18,800	19,000	15,400	6,850	2	0.4	0	0.0
2010	401			C	17,300	19,100	19,200	15,600	6,900	1	0.2	1	0.2
2011	401			C	17,300	19,100	19,200	15,600	6,900	2	0.4	0	0.0
2012	401			C	17,300	19,100	18,700	15,600	6,900	1	0.2	1	0.2
2013	401			C	17,300	19,100	18,800	15,600	6,900	2	0.4	1	0.2
2014	401			C	17,400	19,100	18,600	15,700	6,950	5	0.9	1	0.2
2015	401			C	17,500	19,200	18,700	15,800	7,000	2	0.4	0	0.0
2016	401			C	17,500	19,200	18,700	15,800	7,000	7	1.3	3	0.6
2017	401			C	17,600	19,300	19,200	16,000	7,050	6	1.1	1	0.2
2018	401			C	17,700	19,400	19,300	16,000	7,100	9	1.7	2	0.4
2019	401			C	17,800	19,500	19,300	16,100	7,100	5	0.9	1	0.2
2021	401			C	17,900	19,500	19,400	16,200	7,150	3	0.6	1	0.2
1988	401	DIVERSION TO TUNNEL IC-13	2.4	C	8,400	9,300	9,300	7,550	1,700	4	0.5	0	0.0
1989	401			C	8,600	9,550	9,650	7,750	1,700	7	0.9	4	0.5
1990	401			C	8,850	9,800	9,800	7,950	1,750	4	0.5	2	0.3
1991	401			C	9,050	9,950	10,000	8,250	1,800	8	1.0	2	0.3
1992	401			C	9,500	10,300	10,500	8,750	1,900	6	0.7	2	0.2
1993	401			C	10,100	11,000	11,200	9,300	2,000	9	1.0	4	0.5
1994	401			CTR	10,700	13,700	13,100	9,000	2,150	6	0.6	2	0.2
1995	401			CTR	11,300	14,500	13,900	9,500	2,250	10	1.0	1	0.1
1996	401			CTR	12,500	16,000	15,400	10,500	3,750	5	0.5	2	0.2
1997	401			IC	13,100	14,700	14,800	11,500	3,950	9	0.8	2	0.2
1998	401			IC	13,400	15,000	15,000	11,900	4,000	9	0.8	0	0.0
1999	401			IC	11,900	13,300	13,300	10,600	3,550	12	1.2	6	0.6
2000	401			IC	12,000	13,400	13,400	10,700	3,600	7	0.7	3	0.3
2001	401			IC	12,000	13,400	13,500	10,600	4,800	6	0.6	3	0.3
2002	401			IC	12,100	13,500	13,600	10,700	4,850	8	0.8	1	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2003	401			IC	12,800	14,300	14,400	11,300	5,100	35	3.2	15	1.4
2004	401			IC	13,400	15,000	15,100	11,800	5,350	22	1.9	5	0.4
2005	401			IC	13,700	15,200	15,400	12,100	5,500	10	0.8	7	0.6
2006	401			IC	13,500	15,000	15,100	12,000	5,400	1	0.1	0	0.0
2007	401			IC	14,700	16,300	16,800	13,000	5,900	8	0.6	4	0.3
2008	401			IC	13,100	14,500	14,000	11,600	5,250	3	0.3	3	0.3
2009	401			IC	12,100	13,400	13,600	10,800	4,850	7	0.7	2	0.2
2010	401			IC	12,100	13,400	13,500	10,700	4,850	1	0.1	0	0.0
2011	401			IC	12,100	13,300	13,800	10,900	730	6	0.6	5	0.5
2012	401			IC	12,100	13,400	13,000	10,700	730	6	0.6	4	0.4
2013	401			IC	12,100	13,400	13,300	10,700	730	1	0.1	2	0.2
2014	401			IC	12,900	14,300	14,200	11,400	770	9	0.8	7	0.6
2015	401			IC	13,000	14,400	14,300	11,500	780	5	0.4	0	0.0
2016	401			IC	30,000	33,200	33,100	26,600	1,800	38	1.5	11	0.4
2017	401			IC	16,000	17,500	17,700	14,500	960	4	0.3	2	0.1
2018	401			IC	16,200	17,800	17,900	14,700	970	7	0.5	0	0.0
2019	401			IC	16,400	18,000	18,100	14,800	980	17	1.2	5	0.4
2021	401			IC	16,900	18,300	18,400	15,300	1,000	8	0.5	1	0.1
2017	401	HWY 3 (SR3) UP WEST OF HOWARD AVE (B 13) IC-10	0.9	UNCL	N/A	N/A	N/A	N/A	N/A	5	N/A	1	N/A
2018	401			UNCL	N/A	N/A	N/A	N/A	N/A	9	N/A	4	N/A
2019	401			UNCL	N/A	N/A	N/A	N/A	N/A	12	N/A	3	N/A
2021	401			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2017	401	HWY 3 (SR4) UP EAST OF MONTGOMERY ST (B 11) IC- 9	2.2	UNCL	N/A	N/A	N/A	N/A	N/A	4	N/A	2	N/A
2018	401			UNCL	N/A	N/A	N/A	N/A	N/A	7	N/A	1	N/A
2019	401			UNCL	N/A	N/A	N/A	N/A	N/A	4	N/A	3	N/A
2021	401			UNCL	N/A	N/A	N/A	N/A	N/A	5	N/A	0	N/A
2017	401	HWY 3 (SR3) UP WEST OF GERAEDTS DR (B 10) IC-7	0.9	UNCL	N/A	N/A	N/A	N/A	N/A	1	N/A	1	N/A
2018	401			UNCL	N/A	N/A	N/A	N/A	N/A	4	N/A	0	N/A
2019	401			UNCL	N/A	N/A	N/A	N/A	N/A	3	N/A	0	N/A
2021	401			UNCL	N/A	N/A	N/A	N/A	N/A	5	N/A	3	N/A
2017	401	TODD LANE IC-6	1.5	UNCL	N/A	N/A	N/A	N/A	N/A	8	N/A	6	N/A
2018	401			UNCL	N/A	N/A	N/A	N/A	N/A	4	N/A	1	N/A
2019	401			UNCL	N/A	N/A	N/A	N/A	N/A	16	N/A	8	N/A
2021	401			UNCL	N/A	N/A	N/A	N/A	N/A	5	N/A	1	N/A
2017	401	HWY 3 EBL (SR1) UP W OF LAMBTON RD/GRAND	2.4	UNCL	N/A	N/A	N/A	N/A	N/A	8	N/A	3	N/A
2018	401			UNCL	N/A	N/A	N/A	N/A	N/A	14	N/A	0	N/A
2019	401			UNCL	N/A	N/A	N/A	N/A	N/A	7	N/A	5	N/A
2021	401			UNCL	N/A	N/A	N/A	N/A	N/A	4	N/A	0	N/A
2017	401	EC ROW EBL UP E OF MATCHETTE RD (B 3) IC-2	1.0	UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2018	401			UNCL	N/A	N/A	N/A	N/A	N/A	3	N/A	0	N/A
2019	401			UNCL	N/A	N/A	N/A	N/A	N/A	1	N/A	0	N/A

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2021	401			UNCL	N/A	N/A	N/A	N/A	N/A	1	N/A	0	N/A
2021	401	END OF WINDSOR ESSEX PKWY END OF HWY 401 IC-1											
1988	402	HWY 401 IC LONDON	3.7	C	11,200	12,400	12,400	10,100	2,450	11	0.7	0	0.0
1989	402			C	12,200	13,500	13,700	11,000	3,300	5	0.3	0	0.0
1990	402			C	12,900	14,300	14,300	11,600	3,500	4	0.2	1	0.1
1991	402			C	13,500	14,900	15,000	12,300	3,650	8	0.4	1	0.1
1992	402			C	14,100	15,200	15,700	13,000	3,800	9	0.5	3	0.2
1993	402			C	14,700	16,000	16,300	13,500	3,950	8	0.4	0	0.0
1994	402			IR	15,300	18,800	16,800	12,800	4,150	4	0.2	2	0.1
1995	402			IR	15,900	19,600	17,500	13,500	4,300	6	0.3	1	0.0
1996	402			IR	16,500	20,500	18,400	14,100	4,450	7	0.3	4	0.2
1997	402			IR	16,700	20,900	18,700	14,200	4,500	3	0.1	0	0.0
1998	402			IR	17,600	21,800	19,700	14,800	4,750	7	0.3	0	0.0
1999	402			IR	19,000	23,600	21,100	16,000	5,150	10	0.4	5	0.2
2000	402			IR	19,800	24,300	21,900	16,700	5,350	11	0.4	2	0.1
2001	402			IR	20,700	25,600	22,900	17,500	5,600	3	0.1	2	0.1
2002	402			IR	21,500	26,500	23,800	18,300	5,800	9	0.3	3	0.1
2003	402			IC	21,800	24,300	24,500	19,300	5,000	17	0.6	13	0.4
2004	402			IC	23,600	26,400	26,500	20,900	7,100	10	0.3	1	0.0
2005	402			IC	24,500	27,200	27,500	21,600	7,350	9	0.3	3	0.1
2006	402			IR	24,900	30,000	27,200	21,100	6,200	11	0.3	5	0.1
2007	402			IR	25,700	31,100	31,000	21,800	5,900	13	0.4	3	0.1
2008	402			IR	26,400	32,000	31,400	22,600	6,050	12	0.3	1	0.0
2009	402			CR	27,400	32,900	31,800	23,300	5,500	8	0.2	1	0.0
2010	402			IC	27,400	30,300	30,600	24,300	5,750	10	0.3	0	0.0
2011	402			CR	27,900	32,500	32,900	24,800	5,600	12	0.3	0	0.0
2012	402			CR	28,000	33,500	33,000	23,700	6,050	5	0.1	1	0.0
2013	402			CTR	28,700	34,900	36,100	24,400	5,700	1	0.0	0	0.0
2014	402			CTR	28,300	34,500	34,800	24,100	5,650	15	0.4	1	0.0
2015	402			IC	27,900	30,900	30,700	24,700	5,300	9	0.2	3	0.1
2016	402			IC	28,500	31,500	31,400	25,300	5,400	11	0.3	7	0.2
2017	402			IC	31,300	34,300	34,500	28,400	5,950	11	0.3	0	0.0
2018	402			IC	32,000	35,200	35,400	28,900	6,100	10	0.2	1	0.0
2019	402			IC	32,700	35,900	36,100	29,500	6,200	9	0.2	2	0.0
2021	402			CR	33,000	38,000	38,200	29,800	6,600	11	0.2	3	0.1
1988	402	WONDERLAND RD IC	2.2	C	11,200	12,400	12,400	10,100	2,450	2	0.2	0	0.0
1989	402			C	12,200	13,500	13,700	11,000	3,300	8	0.8	1	0.1
1990	402			C	12,900	14,300	14,300	11,600	3,500	3	0.3	1	0.1
1991	402			C	13,500	14,900	15,000	12,300	3,650	3	0.3	2	0.2
1992	402			C	14,100	15,200	15,700	13,000	3,800	6	0.5	1	0.1
1993	402			C	14,700	16,000	16,300	13,500	3,950	1	0.1	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1994	402			IR	15,300	18,800	16,800	12,800	4,150	10	0.8	4	0.3
1995	402			IR	15,900	19,600	17,500	13,500	4,300	10	0.8	1	0.1
1996	402			IR	16,500	20,500	18,400	14,100	4,450	1	0.1	0	0.0
1997	402			IR	16,700	20,900	18,700	14,200	4,500	7	0.5	3	0.2
1998	402			IR	17,600	21,800	19,700	14,800	4,750	4	0.3	2	0.1
1999	402			IR	18,400	22,800	20,400	15,500	4,950	5	0.3	3	0.2
2000	402			IR	19,000	23,300	21,000	16,100	5,150	7	0.5	1	0.1
2001	402			IR	19,700	24,300	21,800	16,700	5,300	10	0.6	2	0.1
2002	402			IR	20,300	25,000	22,500	17,300	5,500	9	0.6	3	0.2
2003	402			IC	20,700	23,100	23,300	18,300	4,550	7	0.4	3	0.2
2004	402			IC	22,000	24,600	24,700	19,500	7,250	9	0.5	1	0.1
2005	402			IC	22,300	24,800	25,000	19,700	7,350	8	0.4	2	0.1
2006	402			IC	22,900	25,400	25,700	20,300	6,400	9	0.5	1	0.1
2007	402			IC	22,000	24,400	25,200	19,400	5,700	10	0.6	3	0.2
2008	402			IC	23,200	25,700	24,900	20,500	6,050	7	0.4	0	0.0
2009	402			IC	23,900	26,500	26,800	21,300	5,750	6	0.3	1	0.1
2010	402			IC	23,900	26,500	26,700	21,200	5,750	4	0.2	0	0.0
2011	402			IC	23,900	26,300	27,300	21,400	4,800	13	0.7	4	0.2
2012	402			IC	23,900	26,500	25,700	21,200	4,800	5	0.3	2	0.1
2013	402			CTR	24,100	29,300	30,300	20,500	5,500	14	0.7	4	0.2
2014	402			CTR	24,200	29,500	29,800	20,600	5,500	18	0.9	5	0.3
2015	402			IC	24,200	26,800	26,700	21,500	5,200	12	0.6	4	0.2
2016	402			IC	24,700	27,300	27,200	21,900	5,300	13	0.7	4	0.2
2017	402			IC	26,400	28,900	29,100	24,000	5,650	4	0.2	2	0.1
2018	402			IC	26,800	29,500	29,700	24,200	5,750	6	0.3	0	0.0
2019	402			IC	27,300	30,000	30,100	24,600	5,850	7	0.3	1	0.0
2021	402			IC	28,100	30,500	30,700	25,400	5,900	8	0.4	1	0.0
1988	402	HWY 4 IC-98 COL. TALBOT RD	12.3	C	10,900	12,100	12,100	9,800	2,500	18	0.4	6	0.1
1989	402			C	11,900	13,200	13,300	10,700	2,750	21	0.4	5	0.1
1990	402			C	12,900	14,300	14,300	11,600	2,950	14	0.2	0	0.0
1991	402			C	13,500	14,900	15,000	12,300	3,100	19	0.3	3	0.0
1992	402			C	13,800	14,900	15,300	12,700	3,150	24	0.4	6	0.1
1993	402			C	14,300	15,600	15,800	13,200	3,300	21	0.3	3	0.0
1994	402			C	14,800	16,200	16,500	13,400	3,400	26	0.4	5	0.1
1995	402			C	15,000	16,400	16,800	13,700	3,450	22	0.3	6	0.1
1996	402			C	15,200	17,200	17,300	13,700	3,500	42	0.6	6	0.1
1997	402			C	15,900	18,000	18,100	14,300	3,650	22	0.3	5	0.1
1998	402			C	17,300	19,500	19,500	15,600	4,000	21	0.3	4	0.1
1999	402			C	18,600	20,800	21,000	16,700	4,300	21	0.3	7	0.1
2000	402			C	20,000	22,600	22,600	18,000	4,600	36	0.4	12	0.1
2001	402			C	20,200	22,700	22,800	18,200	4,650	23	0.3	9	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2002	402			C	20,700	23,200	23,400	18,600	4,750	28	0.3	4	0.0
2003	402			C	19,600	21,900	22,000	17,700	4,500	32	0.4	8	0.1
2004	402			C	20,000	22,500	22,600	18,000	4,600	38	0.4	8	0.1
2005	402			C	21,400	23,800	24,000	19,200	4,900	34	0.4	6	0.1
2006	402			C	21,600	24,000	24,200	19,400	4,950	21	0.2	4	0.0
2007	402			C	21,700	24,100	24,400	19,500	5,000	26	0.3	7	0.1
2008	402			C	21,900	24,200	23,800	19,600	5,050	27	0.3	5	0.1
2009	402			C	22,000	24,200	24,400	19,800	5,950	29	0.3	4	0.0
2010	402			C	22,200	24,500	24,700	20,000	5,550	47	0.5	10	0.1
2011	402			C	21,400	23,600	23,800	19,300	5,350	25	0.3	2	0.0
2012	402			C	21,400	23,600	23,100	19,300	5,350	27	0.3	4	0.0
2013	402			CTR	22,300	27,100	28,000	18,900	5,600	32	0.3	8	0.1
2014	402			CTR	23,800	29,000	29,300	20,200	5,950	30	0.3	11	0.1
2015	402			IR	24,400	29,000	29,100	20,800	6,050	27	0.2	3	0.0
2016	402			IR	24,800	29,500	29,600	21,100	6,150	20	0.2	4	0.0
2017	402			IR	25,100	29,400	29,400	22,400	6,200	25	0.2	5	0.0
2018	402			IR	25,500	30,000	30,000	22,800	6,300	24	0.2	5	0.0
2019	402			IR	25,900	30,400	30,400	23,200	6,400	28	0.2	3	0.0
2021	402			IR	26,700	31,200	31,300	23,800	6,700	16	0.1	2	0.0
1988	402	MIDDLESEX RD 2 LONGWOODS RD IC-86	3.5	C	10,100	11,200	11,200	9,100	1,000	3	0.2	0	0.0
1989	402			C	10,700	11,900	12,000	9,650	1,600	8	0.6	1	0.1
1990	402			C	11,500	12,800	12,800	10,400	1,700	5	0.3	0	0.0
1991	402			C	12,800	14,100	14,200	11,600	1,900	7	0.4	2	0.1
1992	402			C	13,400	14,500	14,900	12,300	2,000	9	0.5	2	0.1
1993	402			C	13,900	15,200	15,400	12,800	2,100	7	0.4	1	0.1
1994	402			IR	14,500	17,900	16,000	12,200	2,200	10	0.5	2	0.1
1995	402			IR	15,700	19,300	17,300	13,400	2,350	16	0.8	4	0.2
1996	402			IR	16,300	20,200	18,200	13,900	2,450	13	0.6	0	0.0
1997	402			IR	16,800	21,000	18,800	14,300	2,500	5	0.2	5	0.2
1998	402			IR	17,300	21,500	19,400	14,500	2,600	7	0.3	2	0.1
1999	402			IR	17,500	21,700	19,400	14,700	3,500	7	0.3	3	0.1
2000	402			IR	18,000	22,000	19,900	15,200	3,600	15	0.7	5	0.2
2001	402			IR	18,400	22,700	20,400	15,600	3,700	12	0.5	1	0.0
2002	402			IR	18,900	23,300	20,900	16,100	3,800	11	0.5	1	0.0
2003	402			IC	19,400	21,600	21,800	17,200	4,850	20	0.8	2	0.1
2004	402			IC	20,100	22,500	22,600	17,800	7,250	17	0.7	1	0.0
2005	402			IC	20,100	22,300	22,600	17,700	7,250	18	0.7	1	0.0
2006	402			IR	20,600	24,800	22,500	17,500	6,600	16	0.6	5	0.2
2007	402			IC	20,900	23,200	23,900	18,500	6,050	24	0.9	5	0.2
2008	402			IC	20,300	22,500	21,800	17,900	5,900	6	0.2	2	0.1
2009	402			IC	20,000	22,200	22,400	17,800	5,800	14	0.5	2	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2010	402			IC	20,000	22,100	22,300	17,700	5,800	16	0.6	3	0.1
2011	402			CR	20,500	23,900	24,200	18,200	5,750	15	0.6	7	0.3
2012	402			CR	20,500	24,600	24,200	17,300	5,750	7	0.3	2	0.1
2013	402			CR	20,600	24,700	25,300	17,400	5,500	8	0.3	1	0.0
2014	402			CR	19,800	23,300	23,200	16,900	5,300	10	0.4	0	0.0
2015	402			IR	22,600	26,900	27,000	19,200	6,050	9	0.3	2	0.1
2016	402			IR	20,200	24,000	24,100	17,200	5,400	16	0.6	0	0.0
2017	402			IR	22,100	25,900	25,900	19,700	5,900	14	0.5	3	0.1
2018	402			IR	22,400	26,300	26,300	20,000	6,000	13	0.5	3	0.1
2019	402			IR	22,600	26,500	26,500	20,300	6,050	8	0.3	0	0.0
2021	402			IR	22,200	26,800	26,700	19,100	6,200	8	0.3	0	0.0
1988	402	MIDDLESEX RD 14 GLENDON RD IC-82	12.7	C	10,100	11,200	11,200	9,100	1,000	19	0.4	6	0.1
1989	402			C	10,600	11,800	11,900	9,550	1,600	34	0.7	4	0.1
1990	402			C	11,200	12,400	12,400	10,100	1,700	21	0.4	1	0.0
1991	402			C	11,700	12,900	13,000	10,600	1,750	18	0.3	3	0.1
1992	402			C	12,200	13,200	13,500	11,200	1,850	26	0.5	7	0.1
1993	402			C	12,700	13,800	14,100	11,700	1,900	33	0.6	5	0.1
1994	402			C	13,300	14,600	14,800	12,000	2,000	22	0.4	5	0.1
1995	402			C	13,800	15,100	15,500	12,600	2,050	27	0.4	6	0.1
1996	402			C	14,300	16,200	16,300	12,900	2,150	44	0.7	17	0.3
1997	402			C	14,800	16,700	16,900	13,300	2,200	25	0.4	5	0.1
1998	402			C	15,400	17,400	17,400	13,900	2,300	34	0.5	10	0.1
1999	402			C	15,900	17,800	18,000	14,300	3,200	24	0.3	8	0.1
2000	402			C	16,400	18,500	18,500	14,800	3,300	39	0.5	6	0.1
2001	402			C	16,900	19,000	19,100	15,200	3,400	21	0.3	5	0.1
2002	402			C	17,500	19,600	19,700	15,700	3,500	32	0.4	3	0.0
2003	402			C	17,800	19,900	20,000	16,100	3,550	30	0.4	8	0.1
2004	402			C	18,000	20,300	20,300	16,200	6,300	32	0.4	6	0.1
2005	402			C	19,500	21,700	21,900	17,500	6,800	30	0.3	9	0.1
2006	402			C	18,900	21,000	21,200	17,000	6,600	27	0.3	7	0.1
2007	402			C	19,400	21,600	21,900	17,400	6,800	28	0.3	8	0.1
2008	402			C	19,800	21,900	21,600	17,800	6,950	37	0.4	8	0.1
2009	402			IC	19,900	22,100	22,300	17,700	5,550	33	0.4	7	0.1
2010	402			IC	20,000	22,100	22,300	17,700	9,000	41	0.4	7	0.1
2011	402			IC	19,700	21,700	22,500	17,700	5,500	36	0.4	6	0.1
2012	402			IC	19,700	21,800	21,200	17,500	5,500	29	0.3	4	0.0
2013	402			CR	19,700	23,600	24,200	16,700	5,250	50	0.5	10	0.1
2014	402			CR	18,600	21,900	21,800	15,800	4,950	33	0.4	6	0.1
2015	402			CTR	19,800	24,200	24,400	16,800	5,350	23	0.3	5	0.1
2016	402			CTR	21,800	26,600	26,800	18,500	5,850	26	0.3	8	0.1
2017	402			CTR	21,700	29,000	28,800	17,700	5,850	35	0.3	6	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2018	402			CTR	22,000	29,400	29,300	17,900	5,900	35	0.3	8	0.1
2019	402			CTR	22,400	29,800	29,700	18,200	6,050	32	0.3	8	0.1
2021	402			CTR	23,000	30,000	29,800	18,800	6,200	22	0.2	3	0.0
1988	402	MIDDLESEX RD 39 HICKORY DRIVE IC-69	4.3	IC	9,850	11,400	11,100	8,650	980	5	0.3	1	0.1
1989	402			IC	10,800	12,400	12,200	9,600	1,600	10	0.6	3	0.2
1990	402			IC	11,500	13,100	12,900	10,200	1,700	8	0.4	3	0.2
1991	402			IT	12,100	15,700	14,900	10,400	1,800	5	0.3	0	0.0
1992	402			IT	12,600	16,400	15,600	10,700	1,900	10	0.5	1	0.1
1993	402			IT	13,100	16,100	16,200	11,100	1,950	6	0.3	0	0.0
1994	402			IR	13,900	17,100	15,300	11,600	2,100	9	0.4	7	0.3
1995	402			IR	14,300	17,600	15,800	12,200	2,150	12	0.5	4	0.2
1996	402			IR	14,800	18,400	16,500	12,600	2,200	12	0.5	1	0.0
1997	402			IR	15,200	19,000	17,000	12,900	2,300	13	0.5	4	0.2
1998	402			IR	15,600	19,300	17,500	13,100	2,350	11	0.4	3	0.1
1999	402			IR	17,800	22,100	19,800	15,000	3,550	5	0.2	0	0.0
2000	402			IR	17,800	21,800	19,700	15,000	3,550	12	0.4	4	0.1
2001	402			IR	17,900	22,100	19,800	15,100	3,600	8	0.3	2	0.1
2002	402			IR	17,900	22,100	19,800	15,200	3,600	10	0.4	2	0.1
2003	402			IC	17,800	19,800	20,000	15,800	3,550	9	0.3	0	0.0
2004	402			IR	18,200	22,500	20,200	15,400	8,000	5	0.2	1	0.0
2005	402			IR	17,900	21,600	19,600	15,300	7,900	12	0.4	4	0.1
2006	402			IR	18,000	21,700	19,700	15,300	6,850	14	0.5	3	0.1
2007	402			IR	18,000	21,800	21,700	15,300	5,400	13	0.5	6	0.2
2008	402			IR	18,300	22,200	21,800	15,600	5,500	15	0.5	4	0.1
2009	402			IT	19,200	24,200	24,200	15,900	5,400	13	0.4	4	0.1
2010	402			CR	17,800	21,300	20,600	15,100	5,000	16	0.6	2	0.1
2011	402			CR	18,000	21,000	21,200	16,000	4,700	12	0.4	2	0.1
2012	402			CR	18,000	21,600	21,200	15,200	4,700	7	0.2	0	0.0
2013	402			CR	18,400	22,100	22,600	15,600	5,850	18	0.6	5	0.2
2014	402			CR	18,600	21,900	21,800	15,800	5,950	20	0.7	4	0.1
2015	402			CTR	18,800	22,900	23,100	16,000	6,000	11	0.4	5	0.2
2016	402			CTR	19,300	23,500	23,700	16,400	6,150	3	0.1	0	0.0
2017	402			CTR	19,700	26,300	26,200	16,100	6,300	12	0.4	3	0.1
2018	402			CTR	19,900	26,600	26,500	16,200	6,350	18	0.6	8	0.3
2019	402			CTR	20,100	26,800	26,700	16,400	6,400	9	0.3	2	0.1
2021	402			CTR	20,500	26,700	26,600	16,700	6,550	4	0.1	0	0.0
1988	402	MIDDLESEX RD 81 CENTRE RD IC-65	9.2	C	9,850	10,900	10,900	8,850	980	16	0.5	6	0.2
1989	402			C	10,800	12,000	12,100	9,700	1,600	25	0.7	5	0.1
1990	402			C	11,300	12,500	12,500	10,200	1,700	8	0.2	1	0.0
1991	402			IT	11,500	15,000	14,100	9,900	1,700	10	0.3	2	0.1
1992	402			IT	12,000	15,600	14,900	10,200	1,800	22	0.5	14	0.3

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1993	402			IT	12,500	15,400	15,500	10,600	1,900	15	0.4	4	0.1
1994	402			IR	13,000	16,000	14,300	10,900	1,950	35	0.8	11	0.3
1995	402			IR	13,400	16,500	14,800	11,400	2,000	21	0.5	3	0.1
1996	402			IR	13,900	17,300	15,500	11,800	2,100	14	0.3	2	0.0
1997	402			IR	14,400	18,000	16,100	12,200	2,150	22	0.5	9	0.2
1998	402			IR	14,900	18,500	16,700	12,500	2,250	30	0.6	13	0.3
1999	402			IR	15,300	19,000	17,000	12,900	3,050	21	0.4	8	0.2
2000	402			IR	15,800	19,400	17,500	13,400	3,150	16	0.3	3	0.1
2001	402			IR	16,300	20,100	18,100	13,800	3,250	32	0.6	10	0.2
2002	402			IR	16,800	20,700	18,600	14,300	3,350	18	0.3	6	0.1
2003	402			IR	17,300	21,000	19,000	14,700	3,450	25	0.4	5	0.1
2004	402			IR	17,800	22,000	19,700	15,000	8,200	33	0.6	11	0.2
2005	402			IR	18,300	22,100	20,000	15,600	8,400	34	0.6	11	0.2
2006	402			IR	18,400	22,200	20,100	15,600	6,600	22	0.4	6	0.1
2007	402			IR	17,900	21,700	21,600	15,200	5,350	22	0.4	4	0.1
2008	402			IR	18,700	22,700	22,200	16,000	5,600	17	0.3	4	0.1
2009	402			CR	18,800	22,600	21,800	16,000	5,450	21	0.3	5	0.1
2010	402			CR	18,200	21,800	21,100	15,400	5,100	44	0.7	14	0.2
2011	402			CR	18,200	21,200	21,500	16,200	5,100	17	0.3	3	0.0
2012	402			CR	18,200	21,800	21,400	15,400	5,100	15	0.2	5	0.1
2013	402			CR	18,200	21,800	22,400	15,400	6,000	16	0.3	11	0.2
2014	402			CR	19,800	23,300	23,200	16,900	6,550	20	0.3	6	0.1
2015	402			CTR	18,900	23,100	23,200	16,100	6,250	24	0.4	4	0.1
2016	402			CTR	18,800	22,900	23,100	16,000	6,200	10	0.2	2	0.0
2017	402			CTR	20,200	27,000	26,900	16,500	6,700	11	0.2	2	0.0
2018	402			CTR	20,500	27,400	27,300	16,700	6,800	22	0.3	8	0.1
2019	402			CTR	20,800	27,700	27,600	16,900	6,900	24	0.3	5	0.1
2021	402			CTR	21,300	27,800	27,600	17,400	7,050	16	0.2	5	0.1
1988	402	MIDDLESEX RD 6 KERWOOD RD IC-56	11.1	IC	9,550	11,100	10,800	8,400	960	13	0.3	2	0.1
1989	402			IC	10,300	11,800	11,600	9,150	1,550	36	0.9	1	0.0
1990	402			IC	11,000	12,500	12,300	9,800	1,650	27	0.6	2	0.0
1991	402			IT	11,400	14,800	14,000	9,800	1,700	20	0.4	4	0.1
1992	402			IT	12,100	15,700	15,000	10,300	1,800	31	0.6	12	0.2
1993	402			IT	12,900	15,900	16,000	11,000	1,950	20	0.4	4	0.1
1994	402			IR	13,600	16,800	15,000	11,400	2,050	28	0.5	11	0.2
1995	402			IR	14,500	17,900	16,000	12,400	2,200	23	0.4	5	0.1
1996	402			IR	15,300	19,000	17,100	13,000	2,300	30	0.5	4	0.1
1997	402			IR	16,000	20,000	17,900	13,600	2,400	18	0.3	3	0.0
1998	402			IR	16,700	20,700	18,700	14,000	2,500	29	0.4	12	0.2
1999	402			IR	16,300	20,200	18,100	13,700	3,250	29	0.4	4	0.1
2000	402			IR	16,500	20,200	18,300	13,900	3,300	24	0.4	10	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2001	402			IR	16,700	20,600	18,500	14,100	3,350	14	0.2	1	0.0
2002	402			IR	16,900	20,800	18,700	14,400	3,400	26	0.4	10	0.1
2003	402			IC	17,100	19,100	19,200	15,100	4,450	32	0.5	10	0.1
2004	402			IC	17,100	19,100	19,200	15,100	7,000	44	0.6	7	0.1
2005	402			IR	17,600	21,200	19,300	15,000	7,200	31	0.4	9	0.1
2006	402			IR	17,600	21,200	19,200	14,900	5,100	25	0.4	4	0.1
2007	402			CR	16,800	20,300	20,300	14,200	5,200	37	0.5	10	0.1
2008	402			CR	17,000	20,600	20,400	14,300	5,250	26	0.4	5	0.1
2009	402			CR	16,700	20,000	19,400	14,200	5,200	35	0.5	8	0.1
2010	402			CR	16,700	20,000	19,300	14,100	5,200	35	0.5	9	0.1
2011	402			CR	16,800	19,600	19,800	14,900	5,200	22	0.3	1	0.0
2012	402			CR	16,800	20,100	19,800	14,200	5,200	32	0.5	18	0.3
2013	402			C	17,400	19,200	18,900	15,700	5,150	28	0.4	5	0.1
2014	402			C	17,800	19,600	19,000	16,000	5,250	28	0.4	7	0.1
2015	402			C	17,900	19,700	19,200	16,100	5,850	26	0.4	21	0.3
2016	402			C	18,100	19,900	19,400	16,300	5,900	20	0.3	7	0.1
2017	402			C	18,100	19,800	19,800	16,400	5,900	13	0.2	6	0.1
2018	402			C	18,300	20,100	19,900	16,500	6,000	25	0.3	8	0.1
2019	402			C	18,400	20,100	20,000	16,700	6,000	18	0.2	4	0.1
2021	402			C	18,600	20,200	20,100	16,900	7,650	22	0.3	5	0.1
1988	402	LAMBTON RD 79 NAUVOO RD IC-44	10.2	IC	9,700	11,300	11,000	8,550	970	10	0.3	5	0.1
1989	402			IC	10,500	12,100	11,900	9,350	1,600	14	0.4	4	0.1
1990	402			IC	11,000	12,500	12,300	9,700	1,650	11	0.3	5	0.1
1991	402			IT	11,500	14,800	14,000	9,900	1,700	18	0.4	2	0.0
1992	402			IT	12,100	15,700	15,000	10,200	1,800	19	0.4	4	0.1
1993	402			IT	12,900	15,900	16,000	11,000	1,950	12	0.2	2	0.0
1994	402			IR	13,600	16,800	15,000	11,400	2,050	27	0.5	10	0.2
1995	402			IR	13,900	17,100	15,300	11,800	2,350	26	0.5	4	0.1
1996	402			IR	14,300	17,800	16,000	12,200	2,450	18	0.3	6	0.1
1997	402			IR	14,600	18,200	16,400	12,400	2,500	13	0.2	3	0.1
1998	402			IR	14,900	18,500	16,700	12,500	2,550	14	0.3	1	0.0
1999	402			IR	15,300	19,000	17,000	12,900	3,050	15	0.3	5	0.1
2000	402			IR	15,600	19,100	17,300	13,200	3,100	14	0.2	6	0.1
2001	402			IR	15,900	19,600	17,600	13,400	3,200	16	0.3	2	0.0
2002	402			IR	16,300	20,100	18,100	13,900	3,250	27	0.4	3	0.0
2003	402			CR	16,600	20,200	19,400	14,000	4,800	39	0.6	11	0.2
2004	402			CR	17,000	20,900	19,900	14,400	6,800	36	0.6	10	0.2
2005	402			CR	17,300	21,000	20,200	14,600	6,900	24	0.4	8	0.1
2006	402			CR	17,600	21,300	20,500	14,900	6,150	19	0.3	3	0.0
2007	402			CR	16,800	20,300	20,300	14,200	5,050	28	0.4	4	0.1
2008	402			CR	16,900	20,500	20,300	14,200	5,050	29	0.5	9	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2009	402			CR	16,600	19,900	19,300	14,100	5,000	26	0.4	2	0.0
2010	402			CR	16,600	19,900	19,200	14,000	5,000	15	0.2	4	0.1
2011	402			CR	16,700	19,500	19,700	14,900	5,000	22	0.4	4	0.1
2012	402			CR	16,700	20,000	19,700	14,100	5,000	18	0.3	5	0.1
2013	402			C	17,100	18,800	18,600	15,400	4,950	21	0.3	3	0.0
2014	402			C	18,100	19,900	19,400	16,300	5,250	22	0.3	10	0.1
2015	402			C	18,100	19,900	19,400	16,300	5,850	17	0.3	2	0.0
2016	402			C	18,500	20,400	19,800	16,600	6,000	14	0.2	4	0.1
2017	402			C	18,500	20,200	20,200	16,800	6,000	20	0.3	3	0.0
2018	402			C	18,600	20,400	20,300	16,800	6,050	13	0.2	3	0.0
2019	402			C	18,800	20,500	20,400	17,000	6,100	26	0.4	2	0.0
2021	402			C	18,600	20,200	20,100	16,900	6,150	16	0.2	4	0.1
1988	402	HWY 21 IC-34 LAMBTON RD 8 FOREST RD	9.3	IC	10,800	12,500	12,200	9,500	1,100	10	0.3	2	0.1
1989	402			IC	11,900	13,700	13,400	10,600	1,800	10	0.2	2	0.0
1990	402			IC	12,700	14,500	14,200	11,300	1,900	10	0.2	3	0.1
1991	402			IT	12,900	16,800	15,900	11,100	1,950	17	0.4	4	0.1
1992	402			IT	13,400	17,400	16,600	11,400	1,200	12	0.3	2	0.0
1993	402			IT	13,900	17,100	17,200	11,800	1,250	13	0.3	8	0.2
1994	402			IR	14,400	17,700	15,800	12,100	1,300	18	0.4	2	0.0
1995	402			IR	14,800	18,200	16,300	12,600	1,350	11	0.2	0	0.0
1996	402			IR	15,200	18,900	17,000	12,900	1,350	22	0.4	11	0.2
1997	402			IR	15,500	19,400	17,400	13,200	1,400	13	0.2	2	0.0
1998	402			IR	15,900	19,700	17,800	13,400	1,450	9	0.2	1	0.0
1999	402			IR	16,300	20,200	18,100	13,700	3,250	7	0.1	4	0.1
2000	402			IR	16,700	20,500	18,500	14,100	3,350	12	0.2	3	0.1
2001	402			IR	17,000	21,000	18,800	14,400	3,400	15	0.3	3	0.1
2002	402			IR	17,400	21,500	19,300	14,800	3,500	21	0.4	5	0.1
2003	402			CR	17,800	21,700	20,800	15,100	4,250	23	0.4	5	0.1
2004	402			CR	18,100	22,300	21,200	15,300	7,800	30	0.5	11	0.2
2005	402			CR	18,300	22,200	21,300	15,400	7,850	25	0.4	7	0.1
2006	402			CR	18,900	22,900	22,000	16,000	7,350	25	0.4	11	0.2
2007	402			CR	18,800	22,800	22,700	15,800	5,650	23	0.4	5	0.1
2008	402			CR	19,100	23,100	22,900	16,100	5,750	27	0.4	7	0.1
2009	402			CR	19,200	23,000	22,300	16,300	5,200	14	0.2	2	0.0
2010	402			CR	18,900	22,600	21,900	16,000	5,100	23	0.4	7	0.1
2011	402			CR	17,900	20,900	21,100	15,900	5,000	20	0.3	5	0.1
2012	402			CR	17,900	21,400	21,100	15,100	5,000	18	0.3	3	0.0
2013	402			C	18,100	19,900	19,700	16,300	5,050	19	0.3	4	0.1
2014	402			C	18,400	20,200	19,700	16,600	5,150	14	0.2	1	0.0
2015	402			C	18,400	20,200	19,700	16,600	5,850	19	0.3	3	0.0
2016	402			C	18,800	20,700	20,100	16,900	5,950	22	0.3	12	0.2

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2017	402			C	19,700	21,600	21,500	17,900	6,250	16	0.2	0	0.0
2018	402			C	19,900	21,800	21,700	18,000	6,300	17	0.3	3	0.0
2019	402			C	20,000	21,900	21,700	18,100	6,350	28	0.4	9	0.1
2021	402			C	20,400	22,200	22,100	18,500	6,550	7	0.1	1	0.0
1988	402	LAMBTON RDS 21/30 OIL HERITAGE RD IC-25	9.3	IC	11,200	13,000	12,700	9,850	1,900	13	0.3	0	0.0
1989	402			IC	12,100	13,900	13,700	10,800	2,200	16	0.4	4	0.1
1990	402			IC	12,700	14,500	14,200	11,300	2,300	14	0.3	4	0.1
1991	402			IT	12,800	16,600	15,700	11,000	2,300	13	0.3	7	0.2
1992	402			IT	13,500	17,600	16,700	11,500	2,450	19	0.4	2	0.0
1993	402			IT	14,300	17,600	17,700	12,200	2,550	18	0.4	6	0.1
1994	402			IR	15,200	18,700	16,700	12,700	2,750	14	0.3	1	0.0
1995	402			IR	16,100	19,800	17,700	13,700	2,900	11	0.2	2	0.0
1996	402			IR	17,400	21,600	19,400	14,800	3,150	12	0.2	1	0.0
1997	402			IR	18,100	22,600	20,300	15,400	3,250	23	0.4	5	0.1
1998	402			IR	18,400	22,800	20,600	15,500	3,300	7	0.1	1	0.0
1999	402			IR	16,800	20,800	18,600	14,100	4,200	13	0.2	3	0.1
2000	402			IR	17,900	21,900	19,800	15,100	4,500	14	0.2	1	0.0
2001	402			IR	18,000	22,200	19,900	15,200	4,500	21	0.3	6	0.1
2002	402			IR	18,300	22,600	20,300	15,600	4,600	17	0.3	16	0.3
2003	402			IC	18,700	20,800	21,000	16,600	4,100	29	0.5	10	0.2
2004	402			IC	18,700	20,900	21,000	16,500	7,500	31	0.5	8	0.1
2005	402			IC	18,700	20,800	21,000	16,500	7,500	21	0.3	6	0.1
2006	402			IC	18,900	21,000	21,200	16,700	7,550	19	0.3	2	0.0
2007	402			IC	19,100	21,200	21,900	16,900	7,650	22	0.3	13	0.2
2008	402			IC	19,300	21,400	20,700	17,000	7,700	30	0.5	11	0.2
2009	402			IC	19,400	21,500	21,700	17,300	4,650	14	0.2	5	0.1
2010	402			IC	18,900	20,900	21,100	16,800	4,550	19	0.3	5	0.1
2011	402			IC	18,900	20,800	21,600	17,000	4,700	18	0.3	7	0.1
2012	402			IC	18,900	20,900	20,300	16,800	4,700	16	0.2	4	0.1
2013	402			CTR	18,300	22,300	23,000	15,500	4,600	17	0.3	2	0.0
2014	402			CTR	20,800	25,400	25,600	17,700	5,200	50	0.7	34	0.5
2015	402			IC	20,700	22,900	22,800	18,400	5,550	13	0.2	3	0.0
2016	402			IC	21,100	23,400	23,200	18,700	5,650	17	0.2	3	0.0
2017	402			IC	20,600	22,600	22,700	18,700	5,500	9	0.1	1	0.0
2018	402			IC	20,800	22,900	23,000	18,800	5,550	20	0.3	6	0.1
2019	402			IC	21,000	23,100	23,200	19,000	5,600	14	0.2	4	0.1
2021	402			IC	21,300	23,100	23,200	19,300	5,750	8	0.1	2	0.0
1988	402	LAMBTON RD 26 MANDAUMIN RD IC-15	6.5	IC	12,900	15,000	14,600	11,400	1,300	16	0.5	2	0.1
1989	402			IC	14,100	16,200	15,900	12,500	2,100	20	0.6	6	0.2
1990	402			IC	14,500	16,500	16,200	12,900	2,200	19	0.6	4	0.1
1991	402			LT	15,300	21,400	20,700	11,300	2,300	19	0.5	4	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1992	402			LT	15,800	22,000	21,300	12,200	2,350	19	0.5	2	0.1
1993	402			LT	16,500	22,800	20,500	12,100	2,500	18	0.5	4	0.1
1994	402			IR	17,200	21,200	18,900	14,400	2,600	16	0.4	5	0.1
1995	402			IR	17,300	21,300	19,100	14,700	2,600	24	0.6	4	0.1
1996	402			IR	17,400	21,600	19,400	14,800	2,600	20	0.5	2	0.0
1997	402			IR	17,500	21,900	19,600	14,900	2,600	14	0.3	4	0.1
1998	402			IR	17,600	21,800	19,700	14,800	2,650	8	0.2	2	0.0
1999	402			IR	18,300	22,700	20,300	15,400	3,650	9	0.2	0	0.0
2000	402			IR	18,600	22,800	20,600	15,700	3,700	20	0.5	3	0.1
2001	402			IR	18,500	22,900	20,500	15,600	3,700	7	0.2	0	0.0
2002	402			IR	18,700	23,100	20,700	15,900	3,750	26	0.6	8	0.2
2003	402			IR	19,000	23,100	20,900	16,100	3,800	21	0.5	12	0.3
2004	402			IR	19,200	23,700	21,300	16,200	7,700	21	0.5	11	0.2
2005	402			IR	19,500	23,500	21,400	16,600	7,800	22	0.5	4	0.1
2006	402			IR	19,700	23,800	21,500	16,700	7,900	17	0.4	3	0.1
2007	402			IR	19,900	24,100	24,000	16,900	7,950	16	0.3	9	0.2
2008	402			IR	20,000	24,200	23,800	17,100	8,000	12	0.3	5	0.1
2009	402			CR	20,300	24,400	23,500	17,300	4,850	15	0.3	2	0.0
2010	402			CR	20,300	24,300	23,500	17,200	4,850	25	0.5	9	0.2
2011	402			CR	20,300	23,600	23,900	18,100	4,850	18	0.4	8	0.2
2012	402			CR	20,300	24,300	23,900	17,200	4,850	11	0.2	1	0.0
2013	402			UC	21,000	21,100	21,100	19,900	4,800	11	0.2	2	0.0
2014	402			UC	22,200	22,300	21,300	21,100	5,100	12	0.2	9	0.2
2015	402			C	22,500	24,800	24,100	20,200	5,850	10	0.2	2	0.0
2016	402			C	23,000	25,300	24,600	20,700	5,950	10	0.2	2	0.0
2017	402			C	22,300	24,400	24,300	20,200	5,800	6	0.1	4	0.1
2018	402			C	22,600	24,800	24,600	20,400	5,850	10	0.2	6	0.1
2019	402			C	22,800	24,900	24,800	20,600	5,900	6	0.1	1	0.0
2021	402			C	22,900	24,900	24,800	20,800	6,400	7	0.1	2	0.0
1988	402	AIRPORT RD IC-9	2.8	IC	14,400	16,700	16,300	12,700	1,000	8	0.5	2	0.1
1989	402			IC	15,300	17,600	17,300	13,600	2,300	12	0.8	2	0.1
1990	402			IC	16,100	18,400	18,000	14,300	2,400	9	0.5	2	0.1
1991	402			LT	16,400	23,000	22,100	12,100	2,450	2	0.1	0	0.0
1992	402			LT	17,100	23,800	23,100	13,200	2,550	11	0.6	1	0.1
1993	402			LT	18,000	24,900	22,300	13,200	2,700	6	0.3	1	0.1
1994	402			IR	18,900	23,300	20,800	15,800	2,850	4	0.2	0	0.0
1995	402			IR	19,300	23,800	21,300	16,400	2,900	9	0.5	1	0.1
1996	402			IR	19,800	24,600	22,100	16,900	2,950	9	0.4	5	0.2
1997	402			IR	20,200	25,200	22,600	17,200	3,050	2	0.1	0	0.0
1998	402			IR	20,600	25,500	23,100	17,300	3,100	9	0.4	1	0.0
1999	402			IR	21,700	26,900	24,100	18,200	4,350	9	0.4	6	0.3

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2000	402			IR	22,000	27,000	24,400	18,600	4,400	5	0.2	2	0.1
2001	402			IR	22,300	27,600	24,700	18,900	4,450	6	0.3	2	0.1
2002	402			IR	22,600	27,900	25,000	19,200	4,500	3	0.1	0	0.0
2003	402			IR	22,900	27,800	25,200	19,400	4,600	10	0.4	9	0.4
2004	402			IR	22,800	28,200	25,300	19,300	9,100	19	0.8	12	0.5
2005	402			IR	22,700	27,400	24,900	19,400	9,100	9	0.4	4	0.2
2006	402			IR	22,600	27,300	24,700	19,200	9,050	12	0.5	4	0.2
2007	402			IR	22,500	27,300	27,200	19,100	4,700	4	0.2	3	0.1
2008	402			IR	22,600	27,400	26,900	19,300	4,750	8	0.3	3	0.1
2009	402			CR	22,600	27,100	26,200	19,200	5,400	10	0.4	6	0.3
2010	402			CR	22,600	27,100	26,100	19,100	5,400	12	0.5	4	0.2
2011	402			CR	22,600	26,300	26,600	20,100	5,400	8	0.3	1	0.0
2012	402			CR	22,600	27,100	26,600	19,100	5,400	3	0.1	1	0.0
2013	402			UC	21,800	21,900	21,900	20,700	4,700	5	0.2	1	0.0
2014	402			UC	23,500	23,600	22,600	22,300	5,050	6	0.2	0	0.0
2015	402			C	24,700	27,200	26,400	22,200	4,850	2	0.1	2	0.1
2016	402			C	24,000	26,400	25,700	21,600	4,700	2	0.1	0	0.0
2017	402			C	24,200	26,500	26,400	22,000	4,750	2	0.1	0	0.0
2018	402			C	24,400	26,700	26,600	22,000	4,800	5	0.2	0	0.0
2019	402			C	24,600	26,900	26,700	22,300	4,800	4	0.2	0	0.0
2021	402			C	24,100	26,200	26,100	21,900	6,000	4	0.2	2	0.1
1988	402	HWY 40 IC-6 MODELAND RD	2.4	IC	15,000	17,400	17,000	13,200	2,250	9	0.7	2	0.2
1989	402			IC	16,300	18,700	18,400	14,500	2,450	9	0.6	1	0.1
1990	402			IC	17,600	20,100	19,700	15,700	2,650	6	0.4	0	0.0
1991	402			LT	17,900	25,100	24,200	13,200	2,700	9	0.6	4	0.3
1992	402			LT	18,500	25,700	25,000	14,200	2,800	13	0.8	3	0.2
1993	402			LT	19,100	26,400	23,700	14,000	2,850	3	0.2	0	0.0
1994	402			IR	19,700	24,300	21,700	16,500	2,950	9	0.5	2	0.1
1995	402			IR	19,500	24,000	21,500	16,600	2,900	7	0.4	0	0.0
1996	402			IR	19,300	24,000	21,500	16,400	2,900	8	0.5	2	0.1
1997	402			IR	19,100	23,900	21,400	16,200	2,850	5	0.3	2	0.1
1998	402			IR	18,900	23,400	21,200	15,900	2,850	9	0.5	3	0.2
1999	402			IR	20,600	25,500	22,900	17,300	4,100	6	0.3	3	0.2
2000	402			IR	20,600	25,200	22,800	17,400	4,100	5	0.3	3	0.2
2001	402			IR	20,600	25,500	22,800	17,400	4,100	5	0.3	1	0.1
2002	402			IR	20,600	25,400	22,800	17,500	4,100	7	0.4	3	0.2
2003	402			IR	20,600	25,000	22,700	17,500	4,100	17	0.9	13	0.7
2004	402			IR	20,600	25,500	22,800	17,400	8,250	15	0.8	15	0.8
2005	402			IC	20,600	22,900	23,100	18,200	8,250	2	0.1	1	0.1
2006	402			IC	20,600	22,900	23,100	18,200	8,250	8	0.4	5	0.3
2007	402			IC	20,600	22,900	23,600	18,200	8,250	1	0.1	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2008	402			IC	20,700	22,900	22,200	18,300	8,300	7	0.4	4	0.2
2009	402			IC	20,700	23,000	23,200	18,400	4,550	2	0.1	3	0.2
2010	402			IC	20,700	22,900	23,100	18,400	4,550	11	0.6	8	0.4
2011	402			IC	20,700	22,800	23,600	18,600	4,550	5	0.3	0	0.0
2012	402			IC	21,100	23,400	22,700	18,700	4,650	6	0.3	4	0.2
2013	402			UC	21,400	21,500	21,500	20,300	4,650	6	0.3	2	0.1
2014	402			UC	21,300	21,400	20,500	20,200	4,600	2	0.1	1	0.1
2015	402			C	21,500	23,700	23,000	19,400	4,300	2	0.1	0	0.0
2016	402			C	21,500	23,700	23,000	19,400	4,300	4	0.2	1	0.1
2017	402			C	21,600	23,600	23,600	19,600	4,300	8	0.4	1	0.1
2018	402			C	21,700	23,800	23,700	19,600	4,300	7	0.4	1	0.1
2019	402			C	21,800	23,800	23,700	19,700	4,350	10	0.5	6	0.3
2021	402			C	22,000	23,900	23,800	19,900	4,400	6	0.3	0	0.0
1988	402	LAMBTON RD 29 INDIAN RD UP IC-3	1.9	IC	14,300	16,600	16,200	12,600	1,000	1	0.1	0	0.0
1989	402			IC	15,300	17,600	17,300	13,600	2,300	2	0.2	1	0.1
1990	402			IC	17,000	19,400	19,000	15,100	2,550	6	0.5	0	0.0
1991	402			LT	17,300	24,200	23,400	12,800	2,600	2	0.2	0	0.0
1992	402			LT	17,500	24,300	23,600	13,500	2,600	3	0.2	0	0.0
1993	402			LT	17,700	24,500	21,900	13,000	2,650	5	0.4	2	0.2
1994	402			LT	17,900	26,300	25,300	13,000	2,700	4	0.3	3	0.2
1995	402			LT	17,900	25,700	25,000	13,100	2,700	5	0.4	2	0.2
1996	402			LT	17,900	25,300	24,600	13,200	2,700	6	0.5	4	0.3
1997	402			LT	17,900	25,200	24,700	13,200	2,700	6	0.5	4	0.3
1998	402			LT	17,900	25,100	24,500	13,100	2,700	3	0.2	0	0.0
1999	402			LT	20,000	27,800	27,200	14,600	4,000	4	0.3	4	0.3
2000	402			LT	20,000	27,900	27,300	14,600	4,000	2	0.1	2	0.1
2001	402			LT	20,000	28,000	27,200	14,700	4,000	4	0.3	1	0.1
2002	402			LT	20,000	28,000	27,200	14,700	4,000	2	0.1	4	0.3
2003	402			LT	17,900	24,600	24,100	13,200	6,250	10	0.8	11	0.9
2004	402			IC	17,900	20,000	20,100	15,800	7,000	6	0.5	8	0.6
2005	402			IR	18,400	22,200	20,200	15,700	7,200	2	0.2	1	0.1
2006	402			IR	18,300	22,100	20,000	15,500	7,150	1	0.1	0	0.0
2007	402			IR	18,400	22,300	22,200	15,600	7,200	5	0.4	6	0.5
2008	402			IR	18,400	22,300	21,900	15,700	7,200	4	0.3	3	0.2
2009	402			IR	18,800	22,600	20,500	16,000	7,350	3	0.2	2	0.2
2010	402			IR	18,800	22,400	20,500	16,000	7,350	4	0.3	4	0.3
2011	402			IR	18,800	22,400	22,000	16,100	7,350	1	0.1	1	0.1
2012	402			IR	18,800	22,400	21,800	16,100	7,350	3	0.2	0	0.0
2013	402			UC	18,900	19,000	19,000	17,900	4,600	3	0.2	4	0.3
2014	402			UC	18,900	19,000	18,200	17,900	4,600	1	0.1	0	0.0
2015	402			C	18,900	20,800	20,200	17,000	4,950	14	1.1	8	0.6

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2016	402			C	18,900	20,800	20,200	17,000	4,950	8	0.6	11	0.8
2017	402			C	18,900	20,700	20,600	17,100	4,950	4	0.3	10	0.8
2018	402			C	19,000	20,800	20,700	17,100	4,950	4	0.3	7	0.5
2019	402			C	19,000	20,800	20,600	17,200	4,950	10	0.8	11	0.8
2021	402			C	19,000	20,700	20,600	17,200	4,950	6	0.5	7	0.5
1988	402	CHRISTINA ST N UP IC-2 SARNIA	0.4	IC	12,600	14,600	14,200	11,100	880	1	0.5	0	0.0
1989	402			IC	14,300	16,400	16,200	12,700	2,150	0	0.0	0	0.0
1990	402			IC	15,900	18,100	17,800	14,200	2,400	2	0.9	0	0.0
1991	402			LT	17,600	24,600	23,800	13,000	2,650	2	0.8	2	0.8
1992	402			LT	17,700	24,600	23,900	13,600	2,650	3	1.2	3	1.2
1993	402			LT	17,800	24,600	22,100	13,100	2,650	4	1.5	0	0.0
1994	402			IR	17,900	22,100	19,700	15,000	2,700	1	0.4	1	0.4
1995	402			IR	17,600	21,700	19,400	15,000	2,650	1	0.4	1	0.4
1996	402			IR	17,200	21,400	19,200	14,700	2,600	1	0.4	0	0.0
1997	402			IR	16,900	21,100	18,900	14,400	2,550	0	0.0	0	0.0
1998	402			IR	16,600	20,600	18,600	13,900	2,500	0	0.0	0	0.0
1999	402			IR	16,500	20,500	18,300	13,900	3,300	1	0.4	0	0.0
2000	402			IR	16,300	20,000	18,100	13,800	3,250	2	0.8	2	0.8
2001	402			IR	16,000	19,800	17,700	13,500	3,200	1	0.4	0	0.0
2002	402			IR	15,700	19,400	17,400	13,300	3,150	1	0.4	2	0.9
2003	402			IR	15,500	18,800	17,100	13,200	3,100	3	1.3	3	1.3
2004	402			IR	15,300	18,900	17,000	12,900	6,100	1	0.4	1	0.4
2005	402			IR	15,800	19,100	17,300	13,500	6,300	3	1.3	0	0.0
2006	402			IR	15,600	18,800	17,000	13,200	6,250	1	0.4	0	0.0
2007	402			IR	15,500	18,800	18,700	13,100	6,200	1	0.4	1	0.4
2008	402			IR	15,300	18,500	18,200	13,100	6,100	3	1.3	2	0.9
2009	402			IR	15,200	18,200	16,600	12,900	6,100	0	0.0	0	0.0
2010	402			IR	14,700	17,500	16,000	12,500	5,900	2	0.9	0	0.0
2011	402			IR	14,700	17,500	17,200	12,600	5,900	0	0.0	0	0.0
2012	402			IR	14,700	17,500	17,000	12,600	5,900	0	0.0	0	0.0
2013	402			IR	14,800	17,600	18,900	12,600	5,900	3	1.4	2	0.9
2014	402			IR	14,200	16,900	16,900	12,100	5,700	4	1.9	2	1.0
2015	402			IR	14,100	16,800	16,800	12,000	5,650	2	1.0	3	1.5
2016	402			IR	13,900	16,500	16,600	11,800	5,550	3	1.5	4	2.0
2017	402			IR	13,800	15,600	15,700	11,900	5,500	0	0.0	0	0.0
2018	402			IR	13,600	15,400	15,500	11,800	5,450	0	0.0	0	0.0
2019	402			IR	13,500	15,300	15,400	11,700	5,400	6	3.0	6	3.0
2021	402			IR	13,100	14,700	14,900	11,600	5,250	2	1.0	3	1.6
1988	402	LAMBTON RD 33 FRONT ST OP IC-1	0.6	IC	14,100	16,400	15,900	12,400	1,250	2	0.6	1	0.3
1989	402			IC	16,100	18,500	18,200	14,300	2,400	1	0.3	0	0.0
1990	402			IC	17,700	20,200	19,800	15,800	2,650	0	0.0	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1991	402			LT	19,000	26,600	25,600	14,100	2,850	5	1.2	2	0.5
1992	402			LT	18,000	25,000	24,300	13,900	2,700	10	2.5	2	0.5
1993	402			LT	17,200	23,800	21,300	12,600	2,600	4	1.1	1	0.3
1994	402			CTR	16,700	21,400	20,400	14,000	2,500	5	1.4	5	1.4
1995	402			CTR	16,200	20,800	19,900	13,600	2,450	3	0.8	3	0.8
1996	402			CTR	15,800	20,200	19,400	13,300	2,350	4	1.2	2	0.6
1997	402			CTR	15,300	19,600	18,800	12,900	2,300	0	0.0	0	0.0
1998	402			CTR	14,800	18,800	18,100	12,400	2,200	3	0.9	2	0.6
1999	402			CTR	13,700	17,300	16,600	11,500	2,750	3	1.0	3	1.0
2000	402			CTR	10,600	13,400	12,800	8,900	2,100	6	2.6	4	1.7
2001	402			CTR	11,000	13,900	13,300	9,300	2,200	5	2.1	2	0.8
2002	402			CTR	11,500	14,500	13,900	9,700	2,300	2	0.8	3	1.2
2003	402			IC	11,900	13,300	13,400	10,500	4,150	5	1.9	4	1.5
2004	402			IC	12,600	14,100	14,200	11,100	5,900	5	1.8	2	0.7
2005	402			CTR	13,400	16,600	15,900	11,400	6,300	4	1.4	3	1.0
2006	402			CTR	13,400	16,600	15,900	11,400	6,300	6	2.0	0	0.0
2007	402			CTR	13,400	16,600	16,500	11,400	6,300	5	1.7	4	1.4
2008	402			CTR	11,400	14,100	13,800	9,700	5,350	2	0.8	2	0.8
2009	402			CTR	11,100	13,500	13,100	9,450	5,200	4	1.6	4	1.6
2010	402			CTR	10,800	13,100	12,600	9,150	5,100	9	3.8	5	2.1
2011	402			CTR	10,800	13,100	12,600	9,150	5,100	1	0.4	1	0.4
2012	402			CTR	10,800	13,100	12,900	9,200	5,100	0	0.0	0	0.0
2013	402			CTR	11,000	13,400	13,800	9,350	5,150	1	0.4	0	0.0
2014	402			CTR	11,200	13,700	13,800	9,500	5,250	1	0.4	0	0.0
2015	402			CTR	11,200	13,700	13,800	9,500	5,250	2	0.8	2	0.8
2016	402			CTR	11,200	13,700	13,800	9,500	5,250	7	2.8	5	2.0
2017	402			CTR	9,900	13,200	13,200	8,050	4,650	1	0.5	1	0.5
2018	402			CTR	9,700	13,000	12,900	7,900	4,550	3	1.4	3	1.4
2019	402			CTR	9,450	12,600	12,500	7,700	4,450	10	4.8	11	5.3
2021	402			CTR	9,000	11,700	11,700	7,350	4,250	1	0.5	1	0.5
1988	402	BRIDGE ST & MARINA RD IC SARNIA	0.1	IC	11,300	13,100	12,800	9,950	1,250	1	2.4	0	0.0
1989	402			IC	13,500	15,500	15,300	12,000	2,000	0	0.0	0	0.0
1990	402			CTR	15,000	18,800	17,700	13,000	2,250	2	3.7	0	0.0
1991	402			CTR	16,900	21,300	21,100	14,700	2,550	2	3.2	0	0.0
1992	402			CTR	16,600	20,400	19,800	14,400	2,500	0	0.0	0	0.0
1993	402			CTR	16,600	20,900	20,100	14,100	2,500	1	1.7	0	0.0
1994	402			CTR	14,000	17,900	17,100	11,800	2,100	0	0.0	0	0.0
1995	402			CTR	13,400	17,200	16,500	11,200	2,000	1	2.0	0	0.0
1996	402			CTR	13,500	17,300	16,600	11,300	2,000	0	0.0	0	0.0
1997	402			CTR	13,900	17,800	17,100	11,700	3,350	0	0.0	0	0.0
1998	402			CTR	14,100	17,900	17,200	11,800	3,500	1	1.9	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1999	402			CTR	15,000	18,900	18,200	12,600	3,900	4	7.3	2	3.7
2000	402			CTR	16,000	20,200	19,400	13,400	4,000	3	5.1	1	1.7
2001	402			CTR	15,300	19,300	18,500	12,900	4,000	0	0.0	0	0.0
2002	402			CTR	16,300	20,600	19,700	13,800	4,750	2	3.4	2	3.4
2003	402			CTR	14,900	18,500	17,800	12,600	3,150	0	0.0	0	0.0
2004	402			CTR	15,200	19,200	18,400	12,800	3,200	3	5.4	1	1.8
2005	402			CTR	15,100	18,700	18,000	12,800	3,150	1	1.8	0	0.0
2006	402			CTR	16,000	19,800	19,000	13,600	3,350	0	0.0	0	0.0
2007	402			CTR	16,200	20,100	19,900	13,700	3,400	1	1.7	2	3.4
2008	402			CTR	13,500	16,700	16,400	11,500	4,300	1	2.0	2	4.0
2009	402			CTR	12,300	15,000	14,500	10,500	3,700	0	0.0	0	0.0
2010	402			CTR	13,000	15,800	15,200	11,000	3,900	0	0.0	0	0.0
2011	402			CTR	14,000	17,000	16,400	11,900	3,900	5	9.8	8	15.7
2012	402			CTR	14,400	17,500	17,200	12,300	4,050	2	3.8	2	3.8
2013	402			CTR	14,500	17,600	18,200	12,300	4,050	2	3.8	4	7.6
2014	402			CTR	14,700	17,900	18,100	12,500	4,350	2	3.7	0	0.0
2015	402			CTR	13,100	16,000	16,100	11,100	4,400	0	0.0	0	0.0
2016	402			CTR	12,800	15,600	15,700	10,900	4,600	1	2.1	1	2.1
2017	402			CTR	12,600	16,800	16,800	10,300	4,550	2	4.3	2	4.3
2018	402			CTR	12,700	17,000	16,900	10,300	4,600	0	0.0	0	0.0
2019	402			CTR	12,500	16,700	16,600	10,200	4,500	4	8.8	3	6.6
2021	402			CTR	5,400	7,050	7,000	4,400	1,950	0	0.0	0	0.0
2021	402	BLUE WATER BR CAN. CUSTOMS END OF HWY											
1988	403	HWY 401 & HWY 410 IC MISSISSAUGA	2.8	SC	83,300	90,000	98,300	75,000	12,500	42	0.5	9	0.1
1989	403			SC	95,900	105,500	116,000	85,400	14,400	41	0.4	2	0.0
1990	403			SC	102,600	112,900	123,100	91,300	15,400	54	0.5	4	0.0
1991	403			SC	101,000	111,100	122,200	89,900	15,200	53	0.5	4	0.0
1992	403			SC	103,000	108,200	120,500	94,800	15,400	75	0.7	5	0.0
1993	403			SC	105,000	116,600	128,100	93,400	15,800	96	0.9	14	0.1
1994	403			SC	111,400	115,900	128,100	102,500	16,700	111	1.0	16	0.1
1995	403			SC	117,900	123,300	137,000	107,300	17,700	77	0.6	10	0.1
1996	403			SC	124,300	132,100	145,400	111,400	18,600	80	0.6	18	0.1
1997	403			SC	130,700	138,500	152,900	116,300	19,600	106	0.8	11	0.1
1998	403			SC	137,100	145,300	160,400	122,000	20,600	87	0.6	15	0.1
1999	403			SC	143,600	152,200	168,000	127,800	21,500	99	0.7	13	0.1
2000	403			SC	150,000	159,000	175,500	132,000	22,500	74	0.5	8	0.1
2001	403			SC	156,400	166,800	183,100	137,800	23,500	76	0.5	8	0.1
2002	403			SC	162,800	172,700	190,600	143,500	24,400	93	0.6	10	0.1
2003	403			SC	169,300	178,800	197,500	149,800	25,400	110	0.6	16	0.1
2004	403			SC	175,700	187,400	205,700	154,900	26,400	146	0.8	21	0.1
2005	403			SC	182,100	192,800	212,700	160,300	27,300	119	0.6	16	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2006	403			SC	188,500	199,400	220,300	166,300	28,300	91	0.5	13	0.1
2007	403			SC	195,000	206,100	225,400	171,500	29,200	132	0.7	20	0.1
2008	403			SC	201,400	211,300	199,200	177,100	30,200	126	0.6	17	0.1
2009	403			SC	207,800	220,300	243,100	182,900	31,200	126	0.6	12	0.1
2010	403			SC	214,200	226,600	250,700	188,900	32,100	120	0.6	12	0.1
2011	403			SC	220,700	282,400	257,900	175,600	33,100	86	0.4	12	0.1
2012	403			SC	227,100	240,500	226,200	200,400	34,100	79	0.3	5	0.0
2013	403			SC	215,000	227,400	207,200	189,600	32,200	142	0.7	12	0.1
2014	403			SC	200,000	211,600	206,500	176,400	30,000	131	0.6	21	0.1
2015	403			SC	185,000	195,700	191,000	163,200	27,800	147	0.8	18	0.1
2016	403			SC	175,000	185,100	180,700	154,300	26,200	140	0.8	19	0.1
2017	403			SC	227,200	241,600	241,800	201,600	34,100	155	0.7	15	0.1
2018	403			SC	231,700	247,500	246,200	203,800	34,800	175	0.7	17	0.1
2019	403	EGLINTON AV IC MISSISSAUGA	2.7	SC	236,100	250,600	249,100	208,700	35,400	161	0.7	19	0.1
2021	403			SC	245,100	259,300	258,300	218,000	36,800	68	0.3	13	0.1
1988	403			UC	69,800	73,300	78,900	65,600	10,500	37	0.5	3	0.0
1989	403			UC	82,100	86,200	92,800	78,000	12,300	37	0.5	3	0.0
1990	403			UC	87,800	93,900	101,800	83,400	13,200	30	0.3	3	0.0
1991	403			UC	86,100	91,300	99,000	83,500	12,900	46	0.5	9	0.1
1992	403			UC	89,400	94,800	102,800	85,800	13,400	44	0.5	9	0.1
1993	403			UC	92,000	96,900	104,600	86,200	13,800	76	0.8	11	0.1
1994	403			UC	105,100	111,400	120,200	97,700	15,800	72	0.7	15	0.1
1995	403			UC	111,400	117,500	127,400	103,900	16,700	77	0.7	7	0.1
1996	403			UC	117,600	124,500	137,600	111,800	17,600	63	0.5	2	0.0
1997	403			UC	123,800	130,000	144,800	116,400	18,600	82	0.7	12	0.1
1998	403			UC	130,100	137,900	152,200	123,600	19,500	65	0.5	11	0.1
1999	403			UC	136,300	144,500	159,500	129,500	20,400	81	0.6	13	0.1
2000	403			UC	142,600	151,200	168,300	134,000	21,400	74	0.5	15	0.1
2001	403			UC	148,800	159,400	175,000	139,800	22,300	74	0.5	6	0.0
2002	403			UC	155,100	165,300	182,500	145,200	23,300	82	0.5	12	0.1
2003	403			UC	161,300	170,400	188,900	152,400	24,200	88	0.6	14	0.1
2004	403			UC	167,600	179,500	197,200	157,500	25,100	111	0.7	22	0.1
2005	403			UC	173,800	183,900	203,300	163,000	26,100	90	0.5	10	0.1
2006	403			UC	180,100	190,500	210,500	169,500	27,000	103	0.6	10	0.1
2007	403			UC	186,300	197,600	215,600	174,800	27,900	137	0.7	13	0.1
2008	403			UC	192,600	203,400	191,000	180,200	28,900	147	0.8	24	0.1
2009	403			UC	198,800	210,700	232,600	186,900	29,800	117	0.6	11	0.1
2010	403			UC	205,100	216,800	238,700	192,900	30,800	108	0.5	6	0.0
2011	403			UC	211,300	212,000	219,300	200,500	31,700	143	0.7	14	0.1
2012	403			UC	217,600	218,900	232,900	206,700	32,600	112	0.5	16	0.1
2013	403			UC	210,000	210,700	211,200	199,300	31,500	145	0.7	20	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2014	403			UC	200,000	200,600	192,300	189,800	30,000	191	1.0	21	0.1
2015	403			UC	190,000	190,600	182,700	180,300	28,500	145	0.8	12	0.1
2016	403			UC	180,000	180,600	173,100	170,800	27,000	161	0.9	22	0.1
2017	403			UC	224,000	222,600	224,700	214,700	33,600	150	0.7	15	0.1
2018	403			UC	228,700	226,800	230,500	219,500	34,300	206	0.9	31	0.1
2019	403			UC	233,500	230,100	233,600	225,000	35,000	157	0.7	17	0.1
2021	403			UC	242,900	243,500	246,700	234,000	36,400	78	0.3	15	0.1
1988	403	HURONTARIO ST IC MISSISSAUGA	2.1	SC	83,100	89,700	98,100	74,800	12,500	34	0.5	7	0.1
1989	403			SC	89,600	98,600	108,400	79,700	13,400	53	0.8	4	0.1
1990	403			SC	95,900	105,500	115,100	85,400	14,400	32	0.4	4	0.1
1991	403			SC	94,000	103,400	113,700	83,700	14,100	33	0.5	2	0.0
1992	403			UC	97,800	103,700	112,500	93,900	14,700	42	0.6	6	0.1
1993	403			UC	99,800	105,100	113,400	93,500	15,000	57	0.8	8	0.1
1994	403			UC	101,800	107,900	116,400	94,700	15,300	47	0.6	6	0.1
1995	403			UC	103,800	109,500	118,700	96,800	15,600	50	0.6	3	0.0
1996	403			UC	109,300	115,700	127,900	103,900	16,400	50	0.6	7	0.1
1997	403			UC	114,700	120,400	134,200	107,800	17,200	72	0.8	11	0.1
1998	403			UC	123,200	130,600	144,100	117,000	18,500	53	0.6	6	0.1
1999	403			UC	127,400	135,000	149,100	121,000	19,100	56	0.6	5	0.1
2000	403			UC	137,000	145,200	161,700	128,800	13,700	58	0.6	7	0.1
2001	403			UC	140,000	150,000	164,700	131,600	14,000	64	0.6	7	0.1
2002	403			UC	143,800	153,200	169,200	134,600	14,400	52	0.5	11	0.1
2003	403			UC	145,900	154,200	170,900	137,800	14,600	72	0.7	5	0.0
2004	403			UC	154,700	165,700	182,000	145,400	15,500	55	0.5	6	0.1
2005	403			UC	146,700	155,200	171,600	137,600	14,700	87	0.8	14	0.1
2006	403			UC	149,900	158,500	175,200	141,100	15,000	87	0.8	7	0.1
2007	403			UC	153,100	162,400	177,200	143,600	15,300	102	0.9	5	0.0
2008	403			UC	156,200	165,000	154,900	146,100	15,600	99	0.8	8	0.1
2009	403			UC	159,400	169,000	186,500	149,800	15,900	83	0.7	6	0.0
2010	403			UC	162,600	171,900	189,200	152,900	16,300	74	0.6	14	0.1
2011	403			UC	171,300	171,900	177,800	162,600	17,100	98	0.8	8	0.1
2012	403			UC	175,100	176,200	187,400	166,400	17,500	72	0.5	10	0.1
2013	403			UC	178,900	179,500	179,900	169,800	17,900	129	1.0	16	0.1
2014	403			UC	173,000	173,600	166,400	164,200	17,300	119	0.9	11	0.1
2015	403			UC	172,000	172,600	165,400	163,200	17,200	99	0.8	8	0.1
2016	403			UC	170,000	170,500	163,500	161,300	17,000	96	0.7	11	0.1
2017	403			UC	186,800	185,600	187,400	179,000	18,700	112	0.8	9	0.1
2018	403			UC	190,200	188,700	191,700	182,600	19,000	120	0.8	12	0.1
2019	403			UC	193,500	190,700	193,600	186,400	19,400	122	0.8	9	0.1
2021	403			UC	200,200	200,700	203,300	192,900	20,000	58	0.4	11	0.1
1988	403	MAVIS RD IC MISSISSAUGA	4.6	SC	76,700	82,800	90,500	69,000	11,500	59	0.5	10	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1989	403			SC	87,400	96,100	105,800	77,800	13,100	95	0.7	10	0.1
1990	403			SC	95,200	104,700	114,200	84,700	14,300	85	0.5	7	0.0
1991	403			SC	93,300	102,600	112,900	83,000	14,000	71	0.5	10	0.1
1992	403			UC	96,600	102,400	111,100	92,700	14,500	77	0.5	17	0.1
1993	403			UC	98,600	103,900	112,100	92,400	14,800	103	0.6	18	0.1
1994	403			UC	101,500	107,600	116,000	94,400	15,200	96	0.6	12	0.1
1995	403			UC	104,400	110,200	119,400	97,400	15,700	64	0.4	10	0.1
1996	403			UC	107,300	113,600	125,500	102,000	16,100	54	0.3	8	0.0
1997	403			UC	110,200	115,700	128,900	103,600	16,500	64	0.3	10	0.1
1998	403			UC	116,800	123,800	136,700	111,000	17,500	64	0.3	15	0.1
1999	403			UC	120,700	127,900	141,200	114,700	18,100	37	0.2	2	0.0
2000	403			UC	129,900	137,700	153,300	122,100	19,500	59	0.3	4	0.0
2001	403			UC	128,800	138,000	151,500	121,000	19,300	50	0.2	2	0.0
2002	403			UC	132,900	141,600	156,300	124,400	19,900	56	0.3	8	0.0
2003	403			UC	134,500	142,100	157,600	127,100	20,200	66	0.3	11	0.0
2004	403			UC	140,900	150,900	165,800	132,400	21,100	74	0.3	16	0.1
2005	403			UC	143,700	152,100	168,100	134,800	21,600	113	0.5	22	0.1
2006	403			UC	147,500	156,000	172,400	138,800	22,100	157	0.6	13	0.1
2007	403			UC	153,100	162,400	177,200	143,600	23,000	134	0.5	12	0.0
2008	403			C	157,100	173,400	171,000	141,000	23,600	139	0.5	16	0.1
2009	403			C	153,800	169,200	170,700	138,400	23,100	97	0.4	8	0.0
2010	403			C	162,900	179,500	181,100	146,600	24,400	120	0.4	10	0.0
2011	403			C	166,700	183,700	185,400	150,000	25,000	124	0.4	13	0.0
2012	403			C	170,600	188,000	184,000	153,600	25,600	119	0.4	11	0.0
2013	403			C	174,400	192,200	189,800	157,000	26,200	155	0.5	7	0.0
2014	403			C	174,800	192,300	187,000	157,300	26,200	184	0.6	19	0.1
2015	403			C	175,000	192,500	187,200	157,500	26,200	195	0.7	25	0.1
2016	403			C	175,500	193,100	187,800	158,000	26,300	198	0.7	19	0.1
2017	403			C	186,300	203,800	203,300	169,000	27,900	193	0.6	25	0.1
2018	403			C	189,900	208,200	207,000	171,400	28,500	199	0.6	10	0.0
2019	403			C	193,600	211,600	210,300	175,200	29,000	202	0.6	21	0.1
2021	403			C	200,800	218,400	217,200	182,100	30,100	92	0.3	8	0.0
1988	403	ERIN MILLS PKWY IC MISSISSAUGA	1.6	SC	49,000	52,900	57,800	44,100	7,350	20	0.7	0	0.0
1989	403			SC	57,300	63,000	69,300	51,000	8,600	24	0.7	5	0.2
1990	403			SC	73,500	80,800	88,200	65,400	11,000	18	0.4	5	0.1
1991	403			SC	75,800	83,400	91,700	67,500	11,400	31	0.7	6	0.1
1992	403			SC	78,100	82,000	91,400	71,900	11,700	30	0.7	2	0.0
1993	403			SC	80,100	88,900	97,700	71,300	12,000	17	0.4	5	0.1
1994	403			SC	82,100	85,400	94,400	75,500	12,300	31	0.7	4	0.1
1995	403			SC	85,100	89,000	98,900	77,400	12,800	39	0.8	8	0.2
1996	403			SC	88,200	93,800	103,200	79,000	13,200	45	0.9	8	0.2

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1997	403			SC	91,200	96,700	106,700	81,200	13,700	37	0.7	7	0.1
1998	403			SC	98,000	103,900	114,700	87,200	14,700	9	0.2	1	0.0
1999	403			SC	101,900	108,000	119,200	90,700	15,300	30	0.5	4	0.1
2000	403			SC	111,500	118,200	130,500	98,100	16,700	43	0.7	1	0.0
2001	403			SC	108,100	115,300	126,600	95,300	16,200	27	0.4	6	0.1
2002	403			SC	111,800	118,600	130,900	98,600	16,800	42	0.7	7	0.1
2003	403			SC	110,000	116,200	128,300	97,300	16,500	57	0.9	12	0.2
2004	403			SC	115,200	122,900	134,900	101,500	17,300	41	0.6	8	0.1
2005	403			SC	122,800	130,000	143,400	108,100	18,400	60	0.9	8	0.1
2006	403			SC	127,400	134,800	148,900	112,400	19,100	74	1.0	10	0.1
2007	403			SC	118,800	125,600	137,300	104,500	17,800	59	0.9	8	0.1
2008	403			SC	136,700	143,400	135,200	120,200	20,500	72	0.9	7	0.1
2009	403			SC	141,300	149,800	165,300	124,300	21,200	57	0.7	9	0.1
2010	403			SC	146,000	154,400	170,900	128,800	21,900	40	0.5	2	0.0
2011	403			SC	145,100	185,700	169,600	115,500	21,800	77	0.9	7	0.1
2012	403			SC	148,900	157,700	148,300	131,400	22,300	73	0.9	6	0.1
2013	403			SC	152,600	161,400	147,100	134,600	22,900	73	0.8	11	0.1
2014	403			SC	150,000	158,700	154,900	132,300	22,500	97	1.1	9	0.1
2015	403			SC	148,000	156,600	152,800	130,500	22,200	58	0.7	7	0.1
2016	403			SC	146,000	154,400	150,800	128,800	21,900	58	0.7	8	0.1
2017	403			SC	161,500	171,700	171,900	143,300	24,200	60	0.6	7	0.1
2018	403			SC	164,900	176,100	175,200	145,100	24,700	58	0.6	2	0.0
2019	403			SC	168,300	178,600	177,600	148,700	25,200	43	0.4	4	0.0
2021	403			SC	175,000	185,200	184,500	155,600	26,200	33	0.3	6	0.1
1988	403	WINSTON CHURCHILL BV IC MISSISSAUGA	2.0	SC	55,000	59,400	64,900	49,500	8,250	47	1.2	10	0.2
1989	403			SC	64,900	71,400	78,500	57,800	9,750	55	1.1	11	0.2
1990	403			SC	71,300	78,400	85,600	63,500	10,700	31	0.6	5	0.1
1991	403			SC	69,900	76,900	84,600	62,200	10,500	35	0.7	5	0.1
1992	403			SC	67,700	71,100	79,200	62,300	10,200	34	0.7	6	0.1
1993	403			SC	69,700	77,400	85,000	62,000	10,500	22	0.4	3	0.1
1994	403			SC	72,600	75,500	83,500	66,800	10,900	33	0.6	6	0.1
1995	403			SC	75,500	78,900	87,700	68,700	11,300	26	0.5	6	0.1
1996	403			SC	78,400	83,300	91,700	70,200	11,800	30	0.5	4	0.1
1997	403			SC	81,300	86,200	95,100	72,400	12,200	29	0.5	10	0.2
1998	403			SC	84,200	89,300	98,500	74,900	12,600	39	0.6	4	0.1
1999	403			SC	76,700	81,300	89,700	68,300	11,500	32	0.6	7	0.1
2000	403			SC	81,000	85,900	94,800	71,300	12,200	45	0.7	9	0.1
2001	403			SC	85,300	91,000	99,900	75,200	12,800	46	0.7	8	0.1
2002	403			SC	89,700	95,200	105,000	79,100	13,500	69	1.0	16	0.2
2003	403			SC	94,100	99,400	109,800	83,300	14,100	58	0.8	9	0.1
2004	403			SC	99,000	105,600	115,900	87,300	14,800	46	0.6	9	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2005	403			SC	120,900	128,000	141,200	106,400	18,100	51	0.6	11	0.1
2006	403			SC	125,900	133,200	147,200	111,100	18,900	53	0.6	10	0.1
2007	403			SC	130,800	138,300	151,200	115,000	19,600	56	0.6	8	0.1
2008	403			SC	135,800	142,500	134,300	119,400	20,400	60	0.6	17	0.2
2009	403			SC	140,700	149,100	164,600	123,800	21,100	52	0.5	9	0.1
2010	403			SC	145,700	154,100	170,600	128,500	21,900	48	0.4	9	0.1
2011	403			SC	144,700	185,200	169,100	115,200	21,700	51	0.5	2	0.0
2012	403			SC	146,900	155,600	146,300	129,600	22,000	43	0.4	12	0.1
2013	403			SC	153,800	162,700	148,200	135,600	23,100	65	0.6	14	0.1
2014	403			SC	158,600	167,800	163,800	139,900	23,800	50	0.4	6	0.1
2015	403			SC	163,400	172,800	168,700	144,100	24,500	41	0.3	7	0.1
2016	403			SC	168,200	177,900	173,700	148,300	25,200	39	0.3	7	0.1
2017	403			SC	173,000	183,900	184,100	153,500	26,000	35	0.3	5	0.0
2018	403			SC	177,800	189,900	188,900	156,400	26,700	46	0.4	9	0.1
2019	403			SC	182,600	193,800	192,700	161,400	27,400	51	0.4	9	0.1
2021	403			SC	192,200	203,400	202,600	170,900	28,800	20	0.1	2	0.0
1990	403	HWY 407 IC	3.1	SC	71,300	78,400	85,600	63,500	10,700	19	0.2	5	0.1
1991	403			SC	69,800	76,800	84,500	62,100	10,500	16	0.2	3	0.0
1992	403			SC	63,500	66,700	74,300	58,400	9,500	21	0.3	2	0.0
1993	403			SC	65,500	72,700	79,900	58,300	9,800	17	0.2	4	0.1
1994	403			SC	71,300	74,200	82,000	65,600	10,700	31	0.4	8	0.1
1995	403			SC	77,100	80,600	89,600	70,100	11,600	13	0.1	1	0.0
1996	403			SC	79,600	84,600	93,100	71,300	11,900	24	0.3	8	0.1
1997	403			SC	82,100	87,000	96,100	73,100	12,300	25	0.3	4	0.0
1998	403			SC	85,300	90,400	99,800	75,900	12,800	26	0.3	3	0.0
1999	403			SC	88,500	93,800	103,500	78,800	13,300	60	0.6	13	0.1
2000	403			UC	93,600	99,200	110,400	88,000	14,000	52	0.5	14	0.1
2001	403			UC	92,500	99,100	108,800	86,900	8,300	67	0.6	16	0.2
2002	403			UC	93,700	99,800	110,200	87,700	8,450	54	0.5	8	0.1
2003	403			UC	94,800	100,200	111,000	89,600	9,500	42	0.4	8	0.1
2004	403			UC	94,600	101,300	111,300	88,900	9,450	30	0.3	9	0.1
2005	403			UC	97,400	103,100	113,900	91,300	9,750	52	0.5	12	0.1
2006	403			UC	98,900	104,600	115,600	93,100	9,900	45	0.4	15	0.1
2007	403			UC	103,300	109,600	119,600	96,900	10,300	40	0.3	6	0.1
2008	403			UC	105,400	111,300	104,500	98,600	10,500	42	0.3	5	0.0
2009	403			UC	107,500	114,000	125,800	101,000	10,800	53	0.4	7	0.1
2010	403			UC	109,600	115,900	127,600	103,100	11,000	38	0.3	8	0.1
2011	403			UC	111,700	112,100	115,900	106,000	11,200	43	0.3	5	0.0
2012	403			UC	92,500	93,100	99,000	87,900	9,250	42	0.4	6	0.1
2013	403			UC	97,500	97,800	98,000	92,500	9,750	38	0.3	8	0.1
2014	403			UC	96,500	96,800	92,800	91,600	9,650	45	0.4	10	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2015	403			UC	95,500	95,800	91,800	90,600	9,550	47	0.4	9	0.1
2016	403			UC	95,000	95,300	91,400	90,100	9,500	53	0.5	12	0.1
2017	403			UC	107,200	106,500	107,500	102,700	10,700	25	0.2	7	0.1
2018	403			UC	108,300	107,400	109,100	104,000	10,800	39	0.3	11	0.1
2019	403			UC	109,400	107,800	109,400	105,400	10,900	40	0.3	5	0.0
2021	403			UC	111,600	111,900	113,300	107,500	11,200	26	0.2	6	0.0
1988	403	DUNDAS ST. IC MISSISSAUGA OAKVILLE LTS	2.0	SC	50,100	54,100	59,100	45,100	7,500	10	0.3	0	0.0
1989	403			SC	54,400	59,800	65,800	48,400	8,150	11	0.3	2	0.0
1990	403			SC	57,500	63,300	69,000	51,200	8,600	4	0.1	1	0.0
1991	403			SC	55,800	61,400	67,500	49,700	8,350	14	0.3	6	0.1
1992	403			UC	56,700	60,100	65,200	54,400	8,500	13	0.3	1	0.0
1993	403			UC	59,200	62,400	67,300	55,500	8,900	14	0.3	3	0.1
1994	403			SC	63,800	66,400	73,400	58,700	9,550	28	0.6	6	0.1
1995	403			SC	67,200	70,300	78,100	61,100	10,100	10	0.2	2	0.0
1996	403			SC	70,400	74,800	82,300	63,100	10,600	13	0.2	1	0.0
1997	403			UC	74,200	77,900	86,800	69,700	11,100	24	0.4	7	0.1
1998	403			UC	75,900	80,500	88,800	72,100	11,400	19	0.3	3	0.1
1999	403			UC	73,400	77,800	85,900	69,700	11,000	23	0.4	8	0.1
2000	403			UC	81,500	86,400	96,200	76,600	12,200	17	0.3	2	0.0
2001	403			UC	75,200	80,500	88,500	70,700	11,300	24	0.4	2	0.0
2002	403			UC	76,100	81,100	89,500	71,300	11,400	24	0.4	3	0.1
2003	403			UC	77,000	81,400	90,200	72,700	11,600	31	0.5	4	0.1
2004	403			UC	77,600	83,100	91,300	72,900	11,600	29	0.5	6	0.1
2005	403			UC	78,900	83,500	92,300	74,000	11,800	19	0.3	4	0.1
2006	403			UC	75,000	79,300	87,600	70,600	11,200	24	0.4	5	0.1
2007	403			UC	80,700	85,600	93,400	75,700	12,100	36	0.6	7	0.1
2008	403			UC	81,600	86,200	80,900	76,300	12,200	31	0.5	5	0.1
2009	403			UC	82,500	87,400	96,500	77,600	12,400	20	0.3	5	0.1
2010	403			UC	83,400	88,200	97,100	78,400	12,500	29	0.5	10	0.2
2011	403			UC	84,300	84,600	87,500	80,000	12,600	39	0.6	6	0.1
2012	403			UC	90,000	90,500	96,300	85,500	13,500	49	0.7	8	0.1
2013	403			UC	87,100	87,400	87,600	82,700	13,100	61	0.9	8	0.1
2014	403			UC	94,000	94,300	90,400	89,200	14,100	75	1.1	23	0.3
2015	403			C	96,500	106,200	103,300	86,800	14,500	54	0.8	9	0.1
2016	403			C	99,000	108,900	105,900	89,100	14,800	55	0.8	10	0.1
2017	403			C	94,700	103,600	103,400	85,900	14,200	74	1.1	14	0.2
2018	403			C	95,900	105,100	104,500	86,600	14,400	56	0.8	15	0.2
2019	403			C	97,100	106,100	105,500	87,900	14,600	62	0.9	16	0.2
2021	403			C	99,500	108,200	107,600	90,200	14,900	22	0.3	2	0.0
2021	403	UPPER MIDDLE RD IC DISCONTINUITY	22.6										
1988	403	QEW/407 IC BURLINGTON	4.2	UC	64,200	67,400	72,500	60,300	12,800	42	0.4	9	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1989	403			UC	76,000	79,800	85,900	72,200	15,200	43	0.4	8	0.1
1990	403			UC	77,600	83,000	90,000	73,700	15,500	24	0.2	7	0.1
1991	403			UC	79,900	84,700	91,900	77,500	16,000	28	0.2	5	0.0
1992	403			UC	79,900	84,700	91,900	76,700	16,000	33	0.3	7	0.1
1993	403			UC	80,000	84,300	90,900	74,900	16,000	34	0.3	4	0.0
1994	403			UC	80,800	85,600	92,400	75,100	16,200	52	0.4	9	0.1
1995	403			UC	80,800	85,300	92,400	75,300	16,200	33	0.3	8	0.1
1996	403			UC	80,800	85,500	94,500	76,800	16,200	39	0.3	9	0.1
1997	403			UC	85,800	90,100	100,400	80,700	17,200	45	0.3	8	0.1
1998	403			UC	97,200	103,000	113,700	92,300	19,400	54	0.4	10	0.1
1999	403			UC	95,600	101,300	111,900	90,800	19,100	38	0.3	5	0.0
2000	403			UC	100,200	106,200	118,200	94,200	20,000	64	0.4	11	0.1
2001	403			UC	104,000	111,400	122,300	97,700	10,400	95	0.6	18	0.1
2002	403			UC	106,100	113,000	124,800	99,300	10,600	103	0.6	14	0.1
2003	403			UC	107,500	113,600	125,900	101,500	10,800	66	0.4	16	0.1
2004	403			UC	113,000	121,000	132,900	106,200	11,300	50	0.3	8	0.0
2005	403			UC	113,300	119,900	132,500	106,300	11,300	52	0.3	14	0.1
2006	403			UC	120,000	126,900	140,200	112,900	12,000	62	0.3	6	0.0
2007	403			UC	119,300	126,500	138,100	111,900	11,900	78	0.4	17	0.1
2008	403			UC	122,300	129,200	121,300	114,400	12,200	89	0.5	16	0.1
2009	403			UC	117,400	124,400	137,400	110,400	11,700	75	0.4	8	0.0
2010	403			UC	128,300	135,600	149,300	120,600	12,800	73	0.4	13	0.1
2011	403			UC	131,300	131,700	136,300	124,600	13,100	73	0.4	10	0.0
2012	403			UC	126,900	127,700	135,800	120,600	12,700	50	0.3	6	0.0
2013	403			UC	131,900	132,300	132,600	125,200	13,200	51	0.3	9	0.0
2014	403			C	123,000	135,300	131,600	110,700	12,300	63	0.3	9	0.0
2015	403			C	137,000	150,700	146,600	123,300	13,700	90	0.4	10	0.0
2016	403			C	139,600	153,600	149,400	125,600	14,000	86	0.4	12	0.1
2017	403			C	138,600	151,600	151,300	125,800	11,100	108	0.5	10	0.0
2018	403			C	144,800	158,700	157,800	130,700	11,600	99	0.4	11	0.0
2019	403			C	147,300	161,000	160,000	133,300	11,800	123	0.5	16	0.1
2021	403			C	152,500	165,900	165,000	138,300	12,200	103	0.4	10	0.0
1988	403	WATERDOWN RD IC BURLINGTON	3.3	UC	68,500	71,900	77,400	64,400	13,700	33	0.4	14	0.2
1989	403			UC	68,700	72,100	77,600	65,300	13,700	54	0.6	8	0.1
1990	403			UC	69,400	74,300	80,500	65,900	13,900	51	0.6	13	0.2
1991	403			UC	72,300	76,600	83,100	70,100	14,500	56	0.6	8	0.1
1992	403			UC	75,100	79,600	86,400	72,100	15,000	59	0.6	19	0.2
1993	403			UC	78,000	82,200	88,700	73,100	15,600	59	0.6	18	0.2
1994	403			UC	86,800	92,000	99,200	80,700	17,400	51	0.5	11	0.1
1995	403			UC	89,700	94,600	102,600	83,600	17,900	53	0.5	15	0.1
1996	403			UC	92,700	98,100	108,400	88,200	18,500	60	0.5	16	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1997	403			UC	94,700	99,400	110,800	89,000	18,900	71	0.6	15	0.1
1998	403			UC	98,600	104,500	115,400	93,700	19,700	53	0.4	12	0.1
1999	403			UC	107,500	114,000	125,800	102,100	21,500	94	0.7	24	0.2
2000	403			C	115,500	130,500	130,500	104,000	23,100	73	0.5	22	0.2
2001	403			C	117,900	132,800	133,000	106,200	10,600	62	0.4	12	0.1
2002	403			C	121,600	136,200	137,200	109,400	10,900	90	0.6	25	0.2
2003	403			C	126,300	141,100	142,000	114,000	11,400	78	0.5	25	0.2
2004	403			C	131,000	147,500	147,800	118,000	11,800	84	0.5	18	0.1
2005	403			C	124,000	138,100	139,200	111,400	11,200	101	0.7	18	0.1
2006	403			C	125,400	139,300	140,400	112,800	11,300	121	0.8	27	0.2
2007	403			C	128,200	142,500	144,400	115,200	11,500	131	0.8	33	0.2
2008	403			C	131,000	144,600	142,600	117,500	11,800	105	0.7	19	0.1
2009	403			C	133,800	147,200	148,500	120,400	10,700	100	0.6	26	0.2
2010	403			C	116,900	128,800	130,000	105,200	9,350	110	0.8	31	0.2
2011	403			C	139,400	153,600	155,000	125,500	11,200	131	0.8	15	0.1
2012	403			C	122,000	134,400	131,600	109,900	9,750	147	1.0	20	0.1
2013	403			UC	145,000	145,500	145,800	137,600	11,600	106	0.6	25	0.1
2014	403			C	147,800	162,600	158,100	133,000	13,200	103	0.6	27	0.1
2015	403			C	145,800	160,400	156,000	131,200	13,000	129	0.7	26	0.1
2016	403			C	148,200	163,000	158,600	133,400	13,200	123	0.7	27	0.1
2017	403			C	150,700	164,900	164,500	136,700	13,400	113	0.6	25	0.1
2018	403			C	153,200	167,900	167,000	138,300	13,600	110	0.6	22	0.1
2019	403			C	149,700	163,600	162,600	135,500	12,000	121	0.7	31	0.2
2021	403			C	160,600	174,700	173,800	145,600	12,800	88	0.4	19	0.1
1988	403	E JCT HWY 6 IC	1.4	UC	68,300	71,700	77,200	64,200	13,700	9	0.3	2	0.1
1989	403			UC	68,800	72,200	77,700	65,400	13,800	36	1.0	5	0.1
1990	403			UC	69,800	74,700	81,000	66,300	14,000	31	0.9	8	0.2
1991	403			UC	71,900	76,200	82,700	69,700	14,400	34	0.9	4	0.1
1992	403			UC	72,100	76,400	82,900	69,200	14,400	30	0.8	4	0.1
1993	403			UC	72,400	76,300	82,300	67,800	14,500	41	1.1	9	0.2
1994	403			UC	72,600	77,000	83,000	67,500	14,500	47	1.3	11	0.3
1995	403			UC	72,600	76,600	83,000	67,700	14,500	23	0.6	1	0.0
1996	403			UC	72,600	76,800	84,900	69,000	14,500	43	1.1	6	0.2
1997	403			UC	77,600	81,500	90,800	72,900	15,500	55	1.4	7	0.2
1998	403			UC	88,300	93,600	103,300	83,900	17,700	17	0.4	2	0.0
1999	403			UC	87,700	93,000	102,600	83,300	17,500	23	0.5	7	0.2
2000	403			UC	91,300	96,800	107,700	85,800	18,300	31	0.7	10	0.2
2001	403			UC	94,900	101,600	111,600	89,200	19,000	21	0.4	3	0.1
2002	403			UC	98,600	105,100	116,000	92,300	19,700	29	0.6	3	0.1
2003	403			UC	102,200	108,000	119,700	96,500	20,400	37	0.7	8	0.2
2004	403			UC	105,900	113,400	124,600	99,500	21,200	39	0.7	11	0.2

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2005	403			UC	109,500	115,900	128,100	102,700	21,900	36	0.6	8	0.1
2006	403			UC	105,800	111,900	123,600	99,600	21,200	32	0.6	9	0.2
2007	403			UC	108,200	114,800	125,200	101,500	21,600	35	0.6	8	0.1
2008	403			UC	120,400	127,200	119,400	112,600	24,100	37	0.6	3	0.0
2009	403			UC	124,100	131,500	145,200	116,700	24,800	28	0.4	5	0.1
2010	403			UC	115,300	121,900	134,200	108,400	23,100	38	0.6	4	0.1
2011	403			UC	115,000	115,400	119,400	109,100	23,000	52	0.9	8	0.1
2012	403			UC	118,000	118,700	126,300	112,100	23,600	62	1.0	7	0.1
2013	403			UC	127,900	128,300	128,600	121,400	25,600	64	1.0	11	0.2
2014	403			C	118,400	130,200	126,700	106,600	23,700	67	1.1	11	0.2
2015	403			UC	132,000	132,400	126,900	125,300	26,400	40	0.6	1	0.0
2016	403			UC	134,200	134,600	129,100	127,300	26,800	73	1.1	11	0.2
2017	403			UC	136,900	136,000	137,300	131,200	27,400	65	0.9	5	0.1
2018	403			UC	139,700	138,600	140,800	134,100	27,900	46	0.6	4	0.1
2019	403			UC	142,400	140,300	142,500	137,200	28,500	72	1.0	4	0.1
2021	403			UC	147,900	148,300	150,200	142,500	29,600	39	0.5	2	0.0
1988	403	YORK BLVD IC HAMILTON	2.3	UC	67,900	71,300	76,700	63,800	13,600	54	0.9	10	0.2
1989	403			UC	72,500	76,100	81,900	68,900	14,500	75	1.2	8	0.1
1990	403			UC	73,800	79,000	85,600	70,100	14,800	41	0.7	2	0.0
1991	403			UC	75,100	79,600	86,400	72,800	15,000	73	1.2	13	0.2
1992	403			UC	76,300	80,900	87,700	73,200	15,300	66	1.0	8	0.1
1993	403			UC	77,600	81,700	88,200	72,700	15,500	79	1.2	8	0.1
1994	403			UC	78,200	82,900	89,400	72,700	15,600	51	0.8	5	0.1
1995	403			UC	78,200	82,500	89,400	72,900	15,600	50	0.8	13	0.2
1996	403			UC	80,700	85,400	94,400	76,700	16,100	64	0.9	13	0.2
1997	403			UC	82,800	86,900	96,900	77,800	16,600	92	1.3	9	0.1
1998	403			UC	87,100	92,300	101,900	82,700	17,400	25	0.3	5	0.1
1999	403			UC	87,900	93,200	102,800	83,500	17,600	57	0.8	18	0.2
2000	403			UC	90,000	95,400	106,200	84,600	9,000	57	0.8	11	0.1
2001	403			UC	92,600	99,200	108,900	87,000	7,400	51	0.7	8	0.1
2002	403			UC	94,800	101,000	111,500	88,800	6,650	61	0.8	10	0.1
2003	403			UC	97,100	102,600	113,700	91,700	6,800	68	0.8	9	0.1
2004	403			UC	99,300	106,400	116,800	93,300	7,950	72	0.9	18	0.2
2005	403			UC	100,500	106,300	117,500	94,300	8,050	62	0.7	12	0.1
2006	403			UC	100,500	106,300	117,400	94,600	8,050	56	0.7	9	0.1
2007	403			UC	104,700	111,000	121,200	98,200	8,400	71	0.8	9	0.1
2008	403			UC	103,100	108,900	102,200	96,500	8,250	63	0.7	9	0.1
2009	403			UC	104,800	111,100	122,600	98,500	8,400	49	0.6	4	0.0
2010	403			C	97,000	106,900	107,900	87,300	7,750	53	0.7	8	0.1
2011	403			UC	95,800	96,100	99,400	90,900	7,650	57	0.7	5	0.1
2012	403			UC	99,700	100,300	106,700	94,700	8,000	63	0.8	5	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2013	403			UC	105,500	105,800	106,100	100,100	8,450	89	1.0	11	0.1
2014	403			UC	99,900	100,200	96,100	94,800	8,000	41	0.5	2	0.0
2015	403			UC	109,100	109,500	104,900	103,500	8,200	70	0.8	5	0.1
2016	403			UC	109,400	109,800	105,200	103,800	8,200	70	0.8	10	0.1
2017	403			UC	110,600	109,900	110,900	106,000	8,300	60	0.6	3	0.0
2018	403			UC	111,900	111,000	112,800	107,400	8,400	41	0.4	6	0.1
2019	403			UC	113,100	111,400	113,100	109,000	8,500	51	0.5	6	0.1
2021	403			UC	115,600	115,900	117,400	111,400	9,250	61	0.6	9	0.1
1988	403	MAIN ST IC HAMILTON	1.4	UC	52,300	54,900	59,100	49,200	10,500	28	1.1	4	0.2
1989	403			UC	54,300	57,000	61,400	51,600	10,900	41	1.5	12	0.4
1990	403			UC	56,200	60,100	65,200	53,400	11,200	32	1.1	4	0.1
1991	403			UC	58,000	61,500	66,700	56,300	11,600	48	1.6	12	0.4
1992	403			UC	59,900	63,500	68,900	57,500	12,000	26	0.9	4	0.1
1993	403			UC	61,800	65,100	70,200	57,900	12,400	44	1.4	5	0.2
1994	403			UC	63,300	67,100	72,400	58,900	12,700	38	1.2	9	0.3
1995	403			UC	65,600	69,200	75,000	61,200	13,100	36	1.1	12	0.4
1996	403			UC	67,800	71,800	79,300	64,500	13,600	35	1.0	2	0.1
1997	403			UC	70,000	73,500	81,900	65,800	14,000	40	1.1	4	0.1
1998	403			UC	72,300	76,600	84,600	68,700	14,500	21	0.6	12	0.3
1999	403			UC	74,500	79,000	87,200	70,800	14,900	51	1.4	12	0.3
2000	403			UC	81,000	85,900	95,600	76,100	16,200	39	1.0	6	0.1
2001	403			UC	82,300	88,200	96,800	77,300	16,500	26	0.6	5	0.1
2002	403			UC	85,200	90,800	100,200	79,800	17,000	36	0.8	4	0.1
2003	403			UC	95,100	100,500	111,400	89,800	19,000	43	0.9	7	0.1
2004	403			UC	88,700	95,000	104,300	83,400	17,700	37	0.8	6	0.1
2005	403			UC	93,700	99,100	109,600	87,900	18,700	51	1.1	8	0.2
2006	403			UC	94,100	99,500	110,000	88,600	18,800	36	0.8	7	0.1
2007	403			UC	92,300	97,900	106,800	86,600	18,500	36	0.8	10	0.2
2008	403			UC	99,400	105,000	98,600	93,000	19,900	38	0.8	4	0.1
2009	403			UC	98,500	104,400	115,200	92,600	19,700	35	0.7	2	0.0
2010	403			UC	98,500	104,100	114,600	92,600	19,700	45	0.9	5	0.1
2011	403			UC	98,000	98,300	101,700	93,000	19,600	54	1.1	7	0.1
2012	403			UC	98,600	99,200	105,500	93,700	19,700	57	1.1	7	0.1
2013	403			UC	98,700	99,000	99,200	93,700	19,700	32	0.6	3	0.1
2014	403			UC	99,000	99,300	95,200	93,900	19,800	72	1.4	6	0.1
2015	403			UC	102,800	103,100	98,900	97,600	20,600	59	1.1	5	0.1
2016	403			UC	103,000	103,300	99,100	97,700	20,600	52	1.0	3	0.1
2017	403			UC	109,700	109,000	110,000	105,100	21,900	60	1.1	5	0.1
2018	403			UC	111,500	110,600	112,400	107,000	22,300	38	0.7	2	0.0
2019	403			UC	113,400	111,700	113,400	109,300	22,700	58	1.0	5	0.1
2021	403			UC	117,000	117,300	118,800	112,700	23,400	50	0.8	4	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1988	403	ABERDEEN AV UP IC HAMILTON	4.8	UC	41,200	43,300	46,600	38,700	8,250	63	0.9	10	0.1
1989	403			UC	44,100	46,300	49,800	41,900	8,800	79	1.0	11	0.1
1990	403			UC	46,800	50,100	54,300	44,500	9,350	63	0.8	15	0.2
1991	403			UC	48,000	50,900	55,200	46,600	9,600	60	0.7	5	0.1
1992	403			UC	50,000	53,000	57,500	48,000	10,000	50	0.6	7	0.1
1993	403			UC	52,000	54,800	59,100	48,700	10,400	61	0.7	14	0.2
1994	403			C	54,300	59,500	60,500	49,100	10,900	65	0.7	14	0.1
1995	403			C	54,300	59,300	60,800	49,700	10,900	39	0.4	13	0.1
1996	403			C	57,300	64,900	65,200	51,700	11,500	61	0.6	10	0.1
1997	403			UC	60,500	63,500	70,800	56,900	12,100	52	0.5	13	0.1
1998	403			UC	67,200	71,200	78,600	63,800	13,400	70	0.6	24	0.2
1999	403			UC	68,300	72,400	79,900	64,900	13,700	94	0.8	32	0.3
2000	403			SC	71,500	75,800	83,700	62,900	14,300	103	0.8	18	0.1
2001	403			SC	74,700	79,700	87,500	65,800	7,450	114	0.9	22	0.2
2002	403			SC	77,900	82,700	91,200	68,700	7,800	144	1.1	30	0.2
2003	403			SC	81,100	85,600	94,600	71,800	8,100	124	0.9	24	0.2
2004	403			SC	84,300	89,900	98,700	74,300	8,450	122	0.8	26	0.2
2005	403			SC	86,200	91,300	100,700	75,900	8,600	131	0.9	32	0.2
2006	403			SC	90,700	96,000	106,000	80,000	9,050	141	0.9	24	0.2
2007	403			SC	87,300	92,300	100,900	76,800	8,750	149	1.0	35	0.2
2008	403			SC	82,000	86,000	81,100	72,100	8,200	111	0.8	13	0.1
2009	403			SC	92,200	97,700	107,900	81,100	9,200	85	0.5	10	0.1
2010	403			SC	87,700	92,800	102,700	77,300	8,750	96	0.6	15	0.1
2011	403			SC	85,000	108,800	99,300	67,600	8,500	65	0.4	9	0.1
2012	403			UC	92,000	92,600	98,500	87,400	9,200	54	0.3	7	0.0
2013	403			CTR	83,300	101,400	104,700	70,700	8,350	87	0.6	11	0.1
2014	403			CTR	83,400	101,700	102,600	70,900	8,350	111	0.8	28	0.2
2015	403			IR	88,700	105,600	105,800	75,500	8,850	121	0.8	14	0.1
2016	403			IR	83,800	99,800	100,000	71,300	8,400	122	0.8	15	0.1
2017	403			IR	96,300	113,000	113,000	85,900	9,650	157	0.9	18	0.1
2018	403			IR	97,800	114,900	115,000	87,500	9,800	146	0.9	17	0.1
2019	403			IR	99,300	116,500	116,500	89,000	9,950	139	0.8	22	0.1
2021	403			IR	102,400	119,800	120,200	91,400	10,200	155	0.9	21	0.1
1988	403	LINC. AX PKY/ ROUSSEAU ST IC	2.9	UC	30,000	31,500	33,900	28,200	6,000	16	0.5	9	0.3
1989	403			UC	34,500	36,200	39,000	32,800	6,900	20	0.5	1	0.0
1990	403			UC	38,000	40,700	44,100	36,100	7,600	18	0.4	3	0.1
1991	403			UC	35,700	37,800	41,100	34,600	7,150	11	0.3	1	0.0
1992	403			UC	37,500	39,800	43,100	36,000	7,500	17	0.4	4	0.1
1993	403			UC	39,400	41,500	44,800	36,900	7,900	14	0.3	1	0.0
1994	403			UC	36,000	38,200	41,200	33,500	7,200	26	0.7	3	0.1
1995	403			UC	36,000	38,000	41,200	33,600	7,200	16	0.4	4	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1996	403			UC	36,000	38,100	42,100	34,200	7,200	13	0.3	3	0.1
1997	403			UC	42,300	44,400	49,500	39,800	8,450	20	0.4	12	0.3
1998	403			UC	48,100	51,000	56,300	45,700	9,600	14	0.3	1	0.0
1999	403			UC	50,900	54,000	59,600	48,400	10,200	33	0.6	6	0.1
2000	403			SC	54,200	57,500	63,400	47,700	8,150	28	0.5	4	0.1
2001	403			UC	56,000	60,000	65,900	52,600	8,400	16	0.3	3	0.1
2002	403			UC	58,000	61,800	68,200	54,300	8,700	21	0.3	4	0.1
2003	403			SC	60,100	63,500	70,100	53,200	9,000	30	0.5	5	0.1
2004	403			SC	64,700	69,000	75,800	57,000	9,700	35	0.5	7	0.1
2005	403			SC	67,800	71,800	79,200	59,700	10,200	37	0.5	9	0.1
2006	403			SC	70,000	74,100	81,800	61,700	10,500	38	0.5	9	0.1
2007	403			SC	73,000	77,200	84,400	64,200	11,000	58	0.7	18	0.2
2008	403			SC	76,000	79,700	75,200	66,800	11,400	54	0.7	4	0.0
2009	403			SC	77,200	81,800	90,300	67,900	11,600	26	0.3	6	0.1
2010	403			SC	81,900	86,600	95,900	72,200	12,300	39	0.4	5	0.1
2011	403			SC	84,900	108,700	99,200	67,600	12,700	67	0.7	11	0.1
2012	403			UC	87,800	88,300	94,000	83,400	13,200	50	0.5	12	0.1
2013	403			UC	90,800	91,100	91,300	86,200	13,600	76	0.8	9	0.1
2014	403			UC	85,600	85,900	82,300	81,200	9,250	74	0.8	17	0.2
2015	403			UC	95,200	95,500	91,600	90,300	10,300	57	0.6	4	0.0
2016	403			UC	98,100	98,400	94,300	93,100	10,600	64	0.6	5	0.0
2017	403			UC	100,900	100,200	101,200	96,700	10,900	89	0.8	16	0.1
2018	403			UC	103,800	103,000	104,600	99,600	11,200	78	0.7	14	0.1
2019	403			UC	106,700	105,100	106,700	102,800	11,500	96	0.8	15	0.1
2021	403			UC	112,400	112,700	114,100	108,300	12,400	66	0.6	13	0.1
2000	403	W JCT HWY 6/GARNER RD IC	1.1	SC	48,100	51,000	56,300	42,300	0	7	0.3	1	0.0
2001	403			SC	49,800	53,100	58,300	43,900	0	14	0.7	1	0.0
2002	403			SC	50,600	53,700	59,200	44,600	0	4	0.2	1	0.0
2003	403			SC	55,000	58,100	64,200	48,700	0	7	0.3	4	0.2
2004	403			SC	56,300	60,000	65,900	49,600	0	10	0.4	4	0.2
2005	403			UC	58,400	61,800	68,300	54,800	0	10	0.4	1	0.0
2006	403			UC	58,200	61,500	68,000	54,800	0	15	0.6	4	0.2
2007	403			UC	57,500	61,000	66,500	53,900	0	20	0.8	4	0.2
2008	403			UC	61,300	64,800	60,800	57,300	0	17	0.7	2	0.1
2009	403			UC	62,900	66,700	73,600	59,100	0	7	0.3	2	0.1
2010	403			UC	64,500	68,200	75,100	60,600	0	11	0.4	1	0.0
2011	403			UC	66,100	66,300	68,600	62,700	0	16	0.6	0	0.0
2012	403			UC	72,500	72,900	77,600	68,900	0	10	0.3	2	0.1
2013	403			UC	70,700	70,900	71,100	67,100	0	14	0.5	6	0.2
2014	403			UC	70,800	71,000	68,100	67,200	0	14	0.5	4	0.1
2015	403			UC	73,700	73,900	70,900	69,900	0	17	0.6	5	0.2

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2016	403			UC	75,400	75,600	72,500	71,600	0	13	0.4	2	0.1
2017	403			UC	77,100	76,600	77,300	73,900	0	14	0.4	4	0.1
2018	403			UC	78,800	78,200	79,400	75,600	0	15	0.5	2	0.1
2019	403			UC	80,500	79,300	80,500	77,600	12,900	11	0.3	2	0.1
2021	403			UC	83,900	84,100	85,200	80,800	13,400	20	0.6	1	0.0
1988	403	FIDDLERS GREEN RD IC	1.8	UC	23,800	25,000	26,900	22,400	4,750	15	0.9	4	0.3
1989	403			UC	26,200	27,500	29,600	24,900	5,250	16	0.9	0	0.0
1990	403			UC	28,600	30,600	33,200	27,200	5,700	12	0.6	1	0.1
1991	403			UC	26,900	28,500	30,900	26,100	5,400	6	0.3	0	0.0
1992	403			UC	28,500	30,200	32,800	27,400	5,700	14	0.7	1	0.1
1993	403			UC	30,200	31,800	34,300	28,300	6,050	9	0.4	1	0.0
1994	403			UC	27,000	28,600	30,900	25,100	5,400	8	0.4	1	0.1
1995	403			UC	27,000	28,500	30,900	25,200	5,400	13	0.7	0	0.0
1996	403			UC	27,000	28,600	31,600	25,700	5,400	23	1.3	4	0.2
1997	403			UC	32,000	33,600	37,400	30,100	6,400	15	0.7	3	0.1
1998	403			UC	36,800	39,000	43,100	35,000	7,350	9	0.4	2	0.1
1999	403			UC	38,400	40,700	44,900	36,500	7,700	6	0.2	0	0.0
2000	403			SC	42,000	44,500	49,100	37,000	8,400	7	0.3	0	0.0
2001	403			SC	44,000	46,900	51,500	38,800	8,800	8	0.3	0	0.0
2002	403			SC	46,700	49,500	54,700	41,200	9,350	12	0.4	4	0.1
2003	403			LT	49,500	68,100	66,600	36,600	9,900	13	0.4	2	0.1
2004	403			LT	51,800	72,500	70,500	38,000	10,400	15	0.4	3	0.1
2005	403			UC	55,100	58,300	64,400	51,700	11,000	20	0.5	3	0.1
2006	403			UC	54,100	57,200	63,200	50,900	10,800	18	0.5	6	0.2
2007	403			UC	56,400	59,800	65,300	52,900	11,300	19	0.5	10	0.3
2008	403			UC	53,700	56,700	53,200	50,200	10,700	14	0.4	4	0.1
2009	403			C	58,700	64,600	65,200	52,800	11,700	20	0.5	1	0.0
2010	403			C	63,300	69,800	70,400	57,000	12,700	5	0.1	3	0.1
2011	403			C	65,600	72,300	72,900	59,000	13,100	6	0.1	3	0.1
2012	403			C	67,900	74,800	73,200	61,100	13,600	5	0.1	1	0.0
2013	403			UC	63,700	63,900	64,100	60,400	12,700	8	0.2	1	0.0
2014	403			UC	71,200	71,400	68,500	67,600	14,200	7	0.1	4	0.1
2015	403			UC	73,200	73,400	70,400	69,500	14,600	11	0.2	2	0.0
2016	403			UC	75,600	75,800	72,700	71,700	15,100	10	0.2	0	0.0
2017	403			UC	77,800	77,300	78,000	74,600	15,600	13	0.3	7	0.1
2018	403			UC	80,000	79,300	80,600	76,800	16,000	16	0.3	4	0.1
2019	403			UC	82,200	81,000	82,200	79,200	16,400	13	0.2	3	0.1
2021	403			UC	86,600	86,800	87,900	83,400	17,300	11	0.2	3	0.1
1997	403	WILSON ST IC ANCASTER	3.3	UC	33,200	34,900	38,800	31,200	5,000	3	0.1	1	0.0
1998	403			UC	34,600	36,700	40,500	32,900	5,200	11	0.3	2	0.0
1999	403			UC	36,400	38,600	42,600	34,600	5,450	12	0.3	5	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2000	403			UC	37,900	40,200	44,700	35,600	5,700	7	0.2	1	0.0
2001	403			UC	39,400	42,200	46,300	37,000	5,900	10	0.2	4	0.1
2002	403			UC	40,900	43,600	48,100	38,300	6,150	16	0.3	2	0.0
2003	403			UC	43,000	45,400	50,400	40,600	6,450	11	0.2	5	0.1
2004	403			C	44,600	50,200	50,300	40,200	6,700	16	0.3	3	0.1
2005	403			C	45,200	50,300	50,700	40,600	6,800	9	0.2	2	0.0
2006	403			C	46,200	51,300	51,700	41,600	6,950	19	0.3	3	0.1
2007	403			C	48,200	53,600	54,300	43,300	7,250	23	0.4	7	0.1
2008	403			C	50,100	55,300	54,500	45,000	7,500	14	0.2	4	0.1
2009	403			C	50,200	55,200	55,700	45,200	7,550	24	0.4	2	0.0
2010	403			C	52,600	58,000	58,500	47,400	7,900	26	0.4	3	0.0
2011	403			C	54,000	59,500	60,000	48,600	8,100	24	0.4	4	0.1
2012	403			UC	60,100	60,500	64,300	57,100	9,000	15	0.2	1	0.0
2013	403			UC	58,100	58,300	58,400	55,100	8,700	31	0.4	2	0.0
2014	403			C	53,100	58,400	56,800	47,800	7,950	28	0.4	11	0.2
2015	403			C	59,400	65,300	63,600	53,500	8,900	21	0.3	3	0.0
2016	403			C	60,800	66,900	65,100	54,700	9,100	29	0.4	6	0.1
2017	403			C	62,200	68,000	67,900	56,400	9,350	21	0.3	1	0.0
2018	403			C	63,600	69,700	69,300	57,400	9,550	23	0.3	7	0.1
2019	403			C	63,800	69,700	69,300	57,700	9,550	25	0.3	3	0.0
2021	403			C	67,900	73,800	73,500	61,600	10,200	21	0.3	2	0.0
1997	403	HAMILTON 52 TRINITY RD UNDERPASS	6.9	C	29,400	33,200	33,500	26,500	5,900	12	0.2	3	0.0
1998	403			C	30,500	34,500	34,500	27,400	6,100	25	0.3	13	0.2
1999	403			C	32,100	36,000	36,300	28,900	6,400	26	0.3	4	0.0
2000	403			C	33,400	37,700	37,700	30,100	6,700	26	0.3	7	0.1
2001	403			C	34,700	39,100	39,200	31,300	6,950	32	0.4	5	0.1
2002	403			C	36,100	40,400	40,700	32,500	7,200	15	0.2	3	0.0
2003	403			C	37,400	41,800	42,000	33,800	7,500	37	0.4	7	0.1
2004	403			SC	38,800	41,400	45,400	34,200	7,750	27	0.3	4	0.0
2005	403			C	40,200	44,800	45,100	36,100	8,050	45	0.4	8	0.1
2006	403			C	41,200	45,800	46,100	37,100	8,250	27	0.3	1	0.0
2007	403			C	42,200	46,900	47,500	37,900	8,450	41	0.4	21	0.2
2008	403			C	42,900	47,300	46,700	38,500	6,000	39	0.4	10	0.1
2009	403			C	44,900	49,400	49,800	40,400	5,850	28	0.2	3	0.0
2010	403			C	44,900	49,500	49,900	40,400	5,850	25	0.2	1	0.0
2011	403			C	49,300	54,300	54,800	44,400	6,400	29	0.2	8	0.1
2012	403			C	51,000	56,200	55,000	45,900	6,650	30	0.2	2	0.0
2013	403			C	50,000	55,100	54,400	45,000	6,500	42	0.3	10	0.1
2014	403			C	51,900	57,100	55,500	46,700	6,750	27	0.2	4	0.0
2015	403			UC	44,700	44,800	43,000	42,400	5,550	25	0.2	1	0.0
2016	403			UC	52,800	53,000	50,800	50,100	6,550	28	0.2	3	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2017	403			UC	54,000	53,700	54,200	51,800	6,700	30	0.2	5	0.0
2018	403			UC	55,200	54,800	55,600	53,000	6,850	33	0.2	3	0.0
2019	403			UC	56,400	55,600	56,400	54,300	9,000	40	0.3	7	0.0
2021	403			UC	58,800	58,900	59,700	56,700	9,400	30	0.2	5	0.0
1997	403	CITY OF HAMILTON COUNTY OF BRANT BDY	7.6	C	29,400	33,200	33,500	26,500	5,900	11	0.1	5	0.1
1998	403			C	30,500	34,500	34,500	27,400	6,100	25	0.3	3	0.0
1999	403			C	32,100	36,000	36,300	28,900	6,400	19	0.2	7	0.1
2000	403			C	33,400	37,700	37,700	30,100	6,700	33	0.4	8	0.1
2001	403			C	34,700	39,100	39,200	31,300	6,950	25	0.3	2	0.0
2002	403			C	36,100	40,400	40,700	32,500	7,200	28	0.3	6	0.1
2003	403			C	37,400	41,800	42,000	33,800	7,500	45	0.4	9	0.1
2004	403			SC	38,800	41,400	45,400	34,200	7,750	43	0.4	11	0.1
2005	403			C	40,200	44,800	45,100	36,100	8,050	40	0.4	3	0.0
2006	403			C	41,200	45,800	46,100	37,100	8,250	33	0.3	7	0.1
2007	403			C	42,200	46,900	47,500	37,900	8,450	69	0.6	20	0.2
2008	403			C	42,900	47,300	46,700	38,500	6,000	42	0.4	5	0.0
2009	403			C	44,900	49,400	49,800	40,400	5,850	46	0.4	5	0.0
2010	403			C	44,900	49,500	49,900	40,400	5,850	33	0.3	6	0.0
2011	403			C	49,300	54,300	54,800	44,400	6,900	37	0.3	3	0.0
2012	403			C	48,000	52,900	51,800	43,200	6,700	34	0.3	8	0.1
2013	403			C	48,000	52,900	52,200	43,200	6,700	30	0.2	4	0.0
2014	403			UC	46,200	46,300	44,400	43,800	7,200	54	0.4	10	0.1
2015	403			UC	51,000	51,200	49,000	48,400	7,950	37	0.3	9	0.1
2016	403			UC	52,300	52,500	50,300	49,600	9,350	30	0.2	5	0.0
2017	403			UC	53,300	53,000	53,500	51,100	9,550	41	0.3	8	0.1
2018	403			UC	54,500	54,100	54,900	52,300	9,750	45	0.3	9	0.1
2019	403			UC	55,700	54,900	55,700	53,700	9,950	50	0.3	8	0.1
2021	403			SC	56,800	60,100	59,900	50,500	6,250	34	0.2	4	0.0
1988	403	GARDEN AVE. IC-41	2.4	C	19,900	22,100	22,100	17,900	4,000	3	0.2	0	0.0
1989	403			C	21,900	24,300	24,500	19,700	4,400	1	0.1	0	0.0
1990	403			C	23,700	26,300	26,300	21,300	4,750	2	0.1	1	0.0
1991	403			C	21,500	23,700	23,900	19,600	3,000	0	0.0	0	0.0
1992	403			C	22,100	23,900	24,500	20,300	3,100	0	0.0	0	0.0
1993	403			C	22,900	25,000	25,300	21,100	3,200	2	0.1	0	0.0
1994	403			C	25,300	27,700	28,200	22,900	4,800	0	0.0	0	0.0
1995	403			C	27,000	29,500	30,300	24,700	5,150	1	0.0	0	0.0
1996	403			C	28,200	32,000	32,100	25,500	5,350	0	0.0	0	0.0
1997	403			C	29,400	33,200	33,500	26,500	5,600	5	0.2	0	0.0
1998	403			C	30,500	34,500	34,500	27,400	5,800	8	0.3	2	0.1
1999	403			C	32,100	36,000	36,300	28,900	6,400	14	0.5	5	0.2
2000	403			C	33,000	37,300	37,300	29,700	6,600	13	0.4	3	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2001	403			C	34,500	38,900	38,900	31,100	5,200	7	0.2	1	0.0
2002	403			C	35,700	40,000	40,300	32,100	5,350	15	0.5	4	0.1
2003	403			C	37,700	42,100	42,400	34,000	5,650	13	0.4	5	0.2
2004	403			C	38,300	43,100	43,200	34,500	6,900	12	0.4	2	0.1
2005	403			C	39,600	44,100	44,500	35,600	7,150	17	0.5	4	0.1
2006	403			C	40,400	44,900	45,200	36,300	6,450	10	0.3	7	0.2
2007	403			C	41,100	45,700	46,300	36,900	6,150	18	0.5	3	0.1
2008	403			C	41,900	46,200	45,600	37,600	6,300	15	0.4	2	0.1
2009	403			C	42,600	46,900	47,300	38,300	6,400	17	0.5	1	0.0
2010	403			C	43,400	47,800	48,300	39,100	6,500	15	0.4	3	0.1
2011	403			C	43,400	47,800	48,300	39,100	6,500	19	0.5	4	0.1
2012	403			C	43,400	47,800	46,800	39,100	6,500	19	0.5	3	0.1
2013	403			C	43,800	48,300	47,700	39,400	6,550	20	0.5	3	0.1
2014	403			UC	44,500	44,600	42,800	42,200	5,950	26	0.7	2	0.1
2015	403			UC	47,800	48,000	46,000	45,400	6,400	14	0.3	3	0.1
2016	403			UC	49,700	49,900	47,800	47,200	8,050	23	0.5	1	0.0
2017	403			UC	49,900	49,600	50,100	47,800	8,100	12	0.3	2	0.0
2018	403			UC	50,900	50,500	51,300	48,900	8,250	16	0.4	3	0.1
2019	403			UC	51,900	51,100	51,900	50,000	8,400	17	0.4	3	0.1
2021	403			UC	53,900	54,000	54,700	51,900	8,600	20	0.4	6	0.1
1988	403	WAYNE GRETZKY PKWY IC-38 UP	2.6	C	19,100	21,200	21,200	17,200	3,800	2	0.1	0	0.0
1989	403			C	20,600	22,900	23,100	18,500	4,100	9	0.5	1	0.1
1990	403			C	22,000	24,400	24,400	19,800	4,400	8	0.4	0	0.0
1991	403			C	21,600	23,800	24,000	19,700	4,300	6	0.3	1	0.0
1992	403			C	22,200	24,000	24,600	20,400	4,450	10	0.5	1	0.0
1993	403			C	22,900	25,000	25,300	21,100	4,600	6	0.3	2	0.1
1994	403			C	24,800	27,200	27,700	22,400	4,950	13	0.6	3	0.1
1995	403			C	25,900	28,300	29,000	23,700	5,200	9	0.4	3	0.1
1996	403			C	27,100	30,700	30,800	24,500	5,400	7	0.3	2	0.1
1997	403			C	28,200	31,900	32,100	25,400	5,650	7	0.3	0	0.0
1998	403			C	29,400	33,200	33,200	26,500	5,900	14	0.5	3	0.1
1999	403			UC	29,400	31,200	34,400	27,900	5,900	7	0.3	3	0.1
2000	403			UC	31,600	33,500	37,300	29,700	6,300	8	0.3	4	0.1
2001	403			UC	32,700	35,000	38,500	30,700	6,550	7	0.2	0	0.0
2002	403			UC	33,900	36,100	39,900	31,700	6,800	10	0.3	1	0.0
2003	403			UC	36,100	38,100	42,300	34,100	7,200	11	0.3	0	0.0
2004	403			C	36,600	41,200	41,300	33,000	7,700	12	0.3	2	0.1
2005	403			C	37,400	41,600	42,000	33,600	7,850	12	0.3	2	0.1
2006	403			C	38,500	42,800	43,100	34,600	6,950	6	0.2	1	0.0
2007	403			C	39,000	43,300	43,900	35,000	7,000	10	0.3	3	0.1
2008	403			C	39,800	43,900	43,300	35,700	7,150	9	0.2	2	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2009	403			C	40,500	44,600	45,000	36,400	7,300	16	0.4	1	0.0
2010	403			C	41,200	45,400	45,800	37,100	7,400	5	0.1	1	0.0
2011	403			C	43,300	47,700	48,100	39,000	7,800	18	0.4	2	0.0
2012	403			C	43,300	47,700	46,700	39,000	7,800	14	0.3	3	0.1
2013	403			C	43,300	47,700	47,100	39,000	7,800	25	0.6	6	0.1
2014	403			C	45,900	50,500	49,100	41,300	8,250	25	0.6	5	0.1
2015	403			C	46,900	51,600	50,200	42,200	8,450	11	0.2	4	0.1
2016	403			UC	48,700	48,900	46,800	46,200	9,700	14	0.3	4	0.1
2017	403			UC	49,100	48,800	49,300	47,100	9,750	16	0.3	6	0.1
2018	403			UC	50,100	49,700	50,500	48,100	9,950	8	0.2	2	0.0
2019	403			UC	51,200	50,400	51,200	49,300	10,200	17	0.3	5	0.1
2021	403			UC	53,200	53,300	54,000	51,300	10,600	12	0.2	4	0.1
1988	403	HWY 24/KING GEORGE RD IC-36 UP	2.6	C	14,800	16,400	16,400	13,300	2,950	1	0.1	0	0.0
1989	403			C	16,300	18,100	18,300	14,700	3,250	3	0.2	1	0.1
1990	403			C	19,000	21,100	21,100	17,100	3,800	8	0.4	2	0.1
1991	403			C	17,800	19,600	19,800	16,200	3,550	2	0.1	0	0.0
1992	403			C	17,900	19,300	19,900	16,500	3,600	7	0.4	0	0.0
1993	403			C	18,100	19,700	20,000	16,700	3,600	2	0.1	0	0.0
1994	403			IC	19,600	22,000	22,000	17,400	3,900	3	0.2	0	0.0
1995	403			IC	21,500	24,100	24,200	19,300	4,300	2	0.1	1	0.0
1996	403			IC	22,600	25,400	25,500	20,100	4,500	4	0.2	0	0.0
1997	403			IC	23,700	26,500	26,800	20,900	4,750	7	0.3	2	0.1
1998	403			IC	24,700	27,700	27,700	22,000	4,950	6	0.3	3	0.1
1999	403			IC	25,800	28,900	28,900	23,000	5,150	4	0.2	2	0.1
2000	403			IC	27,000	30,200	30,200	24,000	5,400	3	0.1	2	0.1
2001	403			IC	28,100	31,400	31,600	24,800	5,600	1	0.0	0	0.0
2002	403			IC	29,300	32,700	32,900	25,800	5,850	2	0.1	1	0.0
2003	403			IC	31,400	35,000	35,300	27,800	6,300	4	0.1	1	0.0
2004	403			IC	31,400	35,100	35,300	27,800	7,550	5	0.2	1	0.0
2005	403			IC	32,700	36,400	36,700	28,800	7,850	1	0.0	1	0.0
2006	403			CR	33,800	41,000	39,300	28,500	6,400	1	0.0	0	0.0
2007	403			IC	32,700	36,300	37,400	28,900	5,550	8	0.3	1	0.0
2008	403			IC	32,700	36,200	35,100	28,800	5,550	7	0.2	2	0.1
2009	403			IC	32,700	36,300	36,600	29,100	5,250	2	0.1	0	0.0
2010	403			IC	32,700	36,200	36,500	29,000	5,250	3	0.1	0	0.0
2011	403			IC	31,300	34,400	35,700	28,100	5,000	14	0.5	3	0.1
2012	403			IC	31,300	34,700	33,600	27,800	5,000	14	0.5	0	0.0
2013	403			IC	31,300	34,600	34,500	27,800	5,000	13	0.4	3	0.1
2014	403			IC	35,600	39,400	39,200	31,600	5,700	14	0.4	4	0.1
2015	403			IC	36,300	40,200	40,000	32,200	5,800	6	0.2	0	0.0
2016	403			CTR	39,200	47,800	48,200	33,300	6,250	9	0.2	1	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2017	403			CTR	38,000	50,800	50,500	31,000	6,050	8	0.2	2	0.1
2018	403			CTR	38,700	51,700	51,500	31,500	6,150	7	0.2	1	0.0
2019	403			CTR	39,300	52,400	52,100	32,000	6,250	11	0.3	4	0.1
2021	403			CTR	40,700	53,100	52,800	33,200	6,500	3	0.1	0	0.0
1988	403	BRANT RD 202 PARIS RD IC-33 OP	2.9	C	14,700	16,300	16,300	13,200	2,200	5	0.3	0	0.0
1989	403			C	16,600	18,400	18,600	14,900	2,500	10	0.6	1	0.1
1990	403			C	17,200	19,100	19,100	15,500	2,600	10	0.5	1	0.1
1991	403			IR	15,700	19,800	17,400	13,000	2,350	12	0.7	1	0.1
1992	403			IR	15,700	19,300	17,300	13,300	2,350	9	0.5	3	0.2
1993	403			IR	15,700	19,300	16,200	12,800	2,350	12	0.7	0	0.0
1994	403			IR	18,600	22,900	20,500	15,600	2,800	15	0.8	0	0.0
1995	403			IR	19,500	24,000	21,500	16,600	2,900	14	0.7	3	0.1
1996	403			IR	20,400	25,300	22,800	17,400	3,050	14	0.6	2	0.1
1997	403			IR	21,300	26,600	23,900	18,100	3,200	6	0.3	1	0.0
1998	403			IR	22,200	27,500	24,900	18,600	3,350	12	0.5	3	0.1
1999	403			IR	23,500	29,100	26,100	19,700	3,500	6	0.2	3	0.1
2000	403			IR	24,500	30,000	27,100	20,700	3,700	3	0.1	0	0.0
2001	403			IR	25,500	31,500	28,300	21,600	3,800	12	0.4	2	0.1
2002	403			IR	26,500	32,700	29,400	22,500	4,000	22	0.8	4	0.1
2003	403			IR	27,600	33,500	30,400	23,400	4,150	18	0.6	0	0.0
2004	403			CR	29,400	36,200	34,500	24,800	6,750	15	0.5	1	0.0
2005	403			CR	29,000	35,200	33,800	24,400	6,650	20	0.7	6	0.2
2006	403			CR	30,600	37,100	35,600	25,800	6,750	23	0.7	3	0.1
2007	403			CR	30,200	36,500	36,500	25,400	6,650	12	0.4	2	0.1
2008	403			CR	30,500	36,900	36,600	25,700	6,700	18	0.6	3	0.1
2009	403			CR	30,600	36,700	35,500	26,000	6,750	14	0.4	3	0.1
2010	403			CR	31,300	37,500	36,200	26,500	6,900	21	0.6	3	0.1
2011	403			CR	33,600	39,100	39,600	29,900	7,400	18	0.5	2	0.1
2012	403			CR	33,600	40,200	39,600	28,400	7,400	12	0.3	2	0.1
2013	403			CR	33,600	40,300	41,300	28,400	7,400	11	0.3	2	0.1
2014	403			CR	35,600	42,000	41,700	30,300	7,850	24	0.6	5	0.1
2015	403			CR	36,500	43,000	42,800	31,100	8,050	13	0.3	3	0.1
2016	403			CTR	37,800	46,100	46,500	32,100	9,050	16	0.4	2	0.0
2017	403			CTR	38,200	51,000	50,800	31,100	9,150	17	0.4	3	0.1
2018	403			CTR	39,000	52,100	51,900	31,800	9,300	20	0.5	1	0.0
2019	403			CTR	39,800	53,000	52,800	32,400	9,500	8	0.2	1	0.0
2021	403			CTR	41,500	54,100	53,800	33,900	9,950	13	0.3	1	0.0
1988	403	BRANT RD 27/OAK PARK RD IC-30 UP	3.5	C	14,300	15,900	15,900	12,900	2,150	13	0.7	3	0.2
1989	403			C	16,000	17,800	17,900	14,400	2,400	17	0.8	2	0.1
1990	403			C	17,600	19,500	19,500	15,800	2,650	7	0.3	0	0.0
1991	403			IR	15,700	19,800	17,400	13,000	2,350	4	0.2	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1992	403			IR	15,500	19,100	17,000	13,200	2,300	14	0.7	6	0.3
1993	403			IR	15,300	18,800	15,800	12,500	2,300	9	0.5	2	0.1
1994	403			IR	18,400	22,700	20,200	15,400	2,750	17	0.7	2	0.1
1995	403			IR	19,300	23,800	21,300	16,400	2,900	12	0.5	2	0.1
1996	403			IR	20,200	25,100	22,500	17,200	3,050	17	0.7	6	0.2
1997	403			IR	21,100	26,400	23,600	17,900	3,150	10	0.4	5	0.2
1998	403			IR	22,000	27,300	24,600	18,500	3,300	11	0.4	5	0.2
1999	403			IR	25,700	31,900	28,500	21,600	3,850	6	0.2	1	0.0
2000	403			IR	26,600	32,600	29,500	22,500	4,000	11	0.3	0	0.0
2001	403			IR	27,500	34,000	30,500	23,200	4,100	13	0.4	4	0.1
2002	403			IR	28,400	35,000	31,500	24,100	4,250	10	0.3	0	0.0
2003	403			IR	29,600	35,900	32,600	25,100	4,450	16	0.4	4	0.1
2004	403			IR	30,100	37,200	33,400	25,400	7,850	12	0.3	3	0.1
2005	403			IR	30,700	37,100	33,600	26,200	8,000	9	0.2	5	0.1
2006	403			IR	31,900	38,500	34,900	27,100	7,000	8	0.2	1	0.0
2007	403			IR	30,800	37,300	37,200	26,100	6,450	15	0.4	3	0.1
2008	403			IR	30,600	37,100	36,400	26,200	6,450	13	0.3	1	0.0
2009	403			IR	29,800	35,800	32,500	25,300	6,250	9	0.2	2	0.1
2010	403			IR	30,500	36,300	33,200	26,000	6,400	19	0.5	4	0.1
2011	403			IR	30,500	36,400	35,600	26,000	6,400	14	0.4	1	0.0
2012	403			IR	30,500	36,300	35,300	26,100	6,400	11	0.3	1	0.0
2013	403			IR	30,500	36,300	38,900	26,000	6,400	10	0.3	4	0.1
2014	403			IR	34,200	40,700	40,800	29,100	7,200	38	0.9	8	0.2
2015	403			IR	34,900	41,500	41,600	29,700	7,350	16	0.4	5	0.1
2016	403			IR	35,600	42,400	42,500	30,300	7,500	13	0.3	2	0.0
2017	403			IR	36,200	42,500	42,500	32,300	7,600	14	0.3	1	0.0
2018	403			IR	36,900	43,400	43,400	33,000	7,750	10	0.2	4	0.1
2019	403			IR	37,600	44,100	44,100	33,700	7,900	10	0.2	1	0.0
2021	403			IR	38,900	45,500	45,700	34,700	8,150	9	0.2	3	0.1
1988	403	HWY 24 REST ACRES RD IC-27	11.4	C	12,800	14,200	14,200	11,500	1,900	20	0.4	2	0.0
1989	403			C	14,100	15,700	15,800	12,700	2,100	17	0.3	4	0.1
1990	403			C	15,500	17,200	17,200	14,000	2,300	19	0.3	2	0.0
1991	403			IR	14,100	17,800	15,700	11,700	2,100	14	0.2	3	0.1
1992	403			IR	14,300	17,600	15,700	12,200	2,150	20	0.3	1	0.0
1993	403			IR	14,500	17,800	15,000	11,900	2,200	19	0.3	4	0.1
1994	403			IR	16,200	20,000	17,800	13,600	2,450	27	0.4	2	0.0
1995	403			IR	17,800	21,900	19,600	15,200	2,650	27	0.4	3	0.0
1996	403			IR	18,700	23,200	20,900	15,900	2,800	23	0.3	5	0.1
1997	403			IR	19,600	24,500	22,000	16,700	2,950	19	0.2	5	0.1
1998	403			IR	20,500	25,400	23,000	17,200	3,100	30	0.4	8	0.1
1999	403			IR	19,300	23,900	21,400	16,200	2,900	25	0.3	9	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2000	403			IR	19,600	24,000	21,700	16,600	2,950	24	0.3	4	0.0
2001	403			IR	19,900	24,600	22,000	16,800	3,000	30	0.4	4	0.0
2002	403			IR	20,200	24,900	22,400	17,200	3,050	36	0.4	5	0.1
2003	403			IR	20,500	24,900	22,600	17,400	3,100	21	0.2	4	0.0
2004	403			CR	20,200	24,900	23,700	17,100	6,050	35	0.4	6	0.1
2005	403			CR	20,400	24,800	23,800	17,200	6,100	34	0.4	5	0.1
2006	403			IR	21,700	26,200	23,700	18,400	5,650	33	0.4	6	0.1
2007	403			IR	21,700	26,300	26,200	18,400	4,350	36	0.4	9	0.1
2008	403			IR	21,600	26,200	25,700	18,500	4,750	32	0.4	5	0.1
2009	403			IR	21,600	25,900	23,500	18,400	4,750	26	0.3	0	0.0
2010	403			IR	21,600	25,700	23,500	18,400	4,750	30	0.3	4	0.0
2011	403			IR	21,600	25,800	25,200	18,400	3,900	33	0.4	4	0.0
2012	403			IR	21,600	25,700	25,000	18,500	3,900	37	0.4	5	0.1
2013	403			IR	21,600	25,700	27,600	18,400	3,900	23	0.3	3	0.0
2014	403			IR	23,400	27,900	27,900	19,900	5,000	29	0.3	7	0.1
2015	403			IR	23,000	27,400	27,400	19,600	4,900	33	0.3	2	0.0
2016	403			CTR	23,600	28,800	29,000	20,100	4,900	28	0.3	5	0.1
2017	403			CTR	23,500	31,400	31,200	19,100	4,850	32	0.3	5	0.1
2018	403			CTR	23,700	31,700	31,500	19,300	4,900	30	0.3	10	0.1
2019	403			CTR	24,000	32,000	31,800	19,500	4,950	23	0.2	3	0.0
2021	403			CTR	23,800	31,000	30,900	19,400	3,800	28	0.3	9	0.1
1988	403	BRANT RD 25 MIDDLE TOWN LINE RD UP IC-16	9.9	C	12,700	14,100	14,100	11,400	3,800	20	0.4	6	0.1
1989	403			C	14,200	15,800	15,900	12,800	4,250	16	0.3	1	0.0
1990	403			C	15,200	16,900	16,900	13,700	4,550	20	0.4	0	0.0
1991	403			IR	13,800	17,400	15,300	11,500	4,150	15	0.3	2	0.0
1992	403			IR	13,800	17,000	15,200	11,700	4,150	19	0.4	3	0.1
1993	403			IR	13,800	17,000	14,300	11,300	4,150	17	0.3	0	0.0
1994	403			IR	15,300	18,800	16,800	12,800	4,600	36	0.7	4	0.1
1995	403			IR	17,000	20,900	18,700	14,500	5,100	35	0.6	7	0.1
1996	403			IR	17,800	22,100	19,900	15,200	5,350	28	0.4	8	0.1
1997	403			IR	18,600	23,200	20,800	15,800	5,600	11	0.2	1	0.0
1998	403			IR	19,500	24,200	21,800	16,400	5,850	20	0.3	1	0.0
1999	403			IR	18,600	23,100	20,600	15,600	5,600	18	0.3	6	0.1
2000	403			IR	18,900	23,200	20,900	16,000	5,650	21	0.3	2	0.0
2001	403			IR	19,300	23,900	21,400	16,300	5,800	14	0.2	3	0.0
2002	403			IR	19,700	24,300	21,800	16,700	5,900	24	0.3	5	0.1
2003	403			IR	19,500	23,700	21,500	16,600	5,850	28	0.4	7	0.1
2004	403			CR	19,600	24,100	23,000	16,600	6,250	33	0.5	1	0.0
2005	403			CR	20,800	25,200	24,300	17,500	6,650	34	0.5	5	0.1
2006	403			IR	21,100	25,500	23,100	17,900	5,500	30	0.4	3	0.0
2007	403			IC	21,100	23,400	24,200	18,700	4,450	23	0.3	3	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2008	403			IC	21,100	23,400	22,600	18,600	4,200	29	0.4	3	0.0
2009	403			IC	21,900	24,300	24,500	19,500	3,950	22	0.3	4	0.1
2010	403			IC	21,900	24,200	24,400	19,400	3,950	21	0.3	1	0.0
2011	403			IC	21,900	24,100	25,000	19,600	3,950	15	0.2	2	0.0
2012	403			IC	21,900	24,300	23,500	19,400	3,950	17	0.2	1	0.0
2013	403			IC	21,900	24,200	24,100	19,400	3,950	24	0.3	4	0.1
2014	403			IC	23,500	26,000	25,900	20,800	4,700	20	0.2	1	0.0
2015	403			IC	23,300	25,800	25,700	20,700	4,700	22	0.3	3	0.0
2016	403			CTR	24,000	29,300	29,500	20,400	4,700	29	0.3	5	0.1
2017	403			CTR	24,000	32,100	31,900	19,600	4,700	24	0.3	5	0.1
2018	403			CTR	24,300	32,500	32,300	19,800	4,750	19	0.2	4	0.0
2019	403			CTR	24,600	32,800	32,600	20,000	4,800	19	0.2	2	0.0
2021	403			CTR	25,200	32,900	32,700	20,600	5,050	16	0.2	5	0.1
1988	403	OXFORD RD 55 UP IC-6	5.4	C	19,800	22,000	22,000	17,800	5,950	6	0.2	0	0.0
1989	403			C	20,000	22,200	22,400	18,000	6,000	7	0.2	0	0.0
1990	403			C	21,300	23,600	23,600	19,200	6,400	8	0.2	1	0.0
1991	403			C	19,500	21,400	21,600	17,700	5,850	11	0.3	1	0.0
1992	403			C	19,600	21,200	21,800	18,000	5,900	7	0.2	2	0.1
1993	403			C	19,600	21,400	21,700	18,000	5,900	14	0.4	2	0.1
1994	403			C	19,600	21,500	21,900	17,700	5,900	24	0.6	3	0.1
1995	403			C	19,600	21,400	22,000	17,900	5,900	18	0.5	4	0.1
1996	403			C	19,700	22,300	22,400	17,800	5,900	28	0.7	6	0.2
1997	403			C	19,800	22,400	22,600	17,800	5,950	10	0.3	2	0.1
1998	403			C	19,800	22,400	22,400	17,800	5,950	12	0.3	1	0.0
1999	403			C	16,500	18,500	18,600	14,800	4,950	17	0.5	4	0.1
2000	403			C	17,000	19,200	19,200	15,300	5,100	13	0.4	0	0.0
2001	403			C	17,500	19,700	19,700	15,800	5,250	6	0.2	0	0.0
2002	403			C	18,000	20,200	20,300	16,200	5,400	15	0.4	2	0.1
2003	403			C	18,500	20,700	20,800	16,700	5,550	16	0.4	2	0.1
2004	403			C	19,000	21,400	21,400	17,100	6,250	8	0.2	1	0.0
2005	403			C	19,500	21,700	21,900	17,500	6,450	11	0.3	3	0.1
2006	403			IR	20,000	24,100	21,900	17,000	4,800	10	0.3	1	0.0
2007	403			IR	18,500	22,400	22,300	15,700	4,250	13	0.4	3	0.1
2008	403			CR	18,400	22,300	22,100	15,500	3,700	9	0.2	4	0.1
2009	403			IR	18,400	22,100	20,100	15,600	3,300	11	0.3	1	0.0
2010	403			IR	18,400	21,900	20,000	15,700	3,300	11	0.3	2	0.1
2011	403			IR	18,300	21,800	21,400	15,600	3,650	14	0.4	0	0.0
2012	403			IR	18,300	21,800	21,200	15,600	3,650	15	0.4	1	0.0
2013	403			IR	18,500	22,000	23,600	15,700	3,700	9	0.2	0	0.0
2014	403			IC	18,200	20,100	20,100	16,100	3,850	16	0.4	1	0.0
2015	403			IC	18,200	20,100	20,100	16,100	3,850	15	0.4	3	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2016	403			CTR	20,900	25,500	25,700	17,800	4,300	14	0.3	3	0.1
2017	403			CTR	18,600	24,900	24,700	15,200	3,800	13	0.4	3	0.1
2018	403			CTR	18,600	24,800	24,700	15,100	3,800	13	0.4	2	0.1
2019	403			CTR	18,600	24,800	24,700	15,100	3,800	13	0.4	4	0.1
2021	403			CTR	18,600	24,300	24,100	15,200	3,900	4	0.1	2	0.1
2021	403	HWY 401 OP IC END OF HWY											
1988	404	AT RAMPS 24 & 33 TO & FROM HWY 401	0.5	UC	174,000	182,700	196,600	163,600	10,400	31	1.0	4	0.1
1989	404			UC	199,800	209,800	225,800	189,800	12,000	28	0.8	7	0.2
1990	404			UC	207,700	222,200	240,900	197,300	12,500	23	0.6	5	0.1
1991	404			UC	216,000	229,000	248,400	209,500	8,650	22	0.6	5	0.1
1992	404			UC	224,600	238,100	258,300	215,600	9,000	32	0.8	4	0.1
1993	404			UC	226,600	238,700	257,600	212,200	9,050	34	0.8	3	0.1
1994	404			UC	229,500	243,300	262,400	213,400	9,200	42	1.0	0	0.0
1995	404			UC	232,500	245,300	265,800	216,800	9,300	16	0.4	1	0.0
1996	404			UC	235,400	249,100	275,400	223,900	9,400	17	0.4	1	0.0
1997	404			UC	238,300	250,200	278,800	224,000	9,550	26	0.6	5	0.1
1998	404			UC	241,200	255,700	282,200	229,100	9,650	27	0.6	4	0.1
1999	404			UC	244,200	258,900	285,700	232,000	9,750	65	1.5	20	0.4
2000	404			UC	247,100	261,900	291,600	232,300	9,900	45	1.0	5	0.1
2001	404			UC	250,000	267,800	294,100	234,900	10,000	32	0.7	5	0.1
2002	404			UC	252,900	269,500	297,500	236,800	10,100	44	1.0	3	0.1
2003	404			UC	255,900	270,400	299,800	241,700	10,200	33	0.7	4	0.1
2004	404			UC	258,800	277,200	304,400	243,200	10,400	35	0.7	8	0.2
2005	404			UC	261,700	276,900	306,100	245,400	10,500	36	0.8	7	0.1
2006	404			UC	264,600	279,800	309,200	249,000	10,600	46	1.0	8	0.2
2007	404			UC	267,600	283,800	309,700	251,100	10,700	26	0.5	5	0.1
2008	404			UC	270,500	285,700	268,200	253,100	10,800	25	0.5	3	0.1
2009	404			UC	273,400	289,800	319,900	257,000	10,900	28	0.6	1	0.0
2010	404			UC	276,300	292,100	321,600	259,800	11,100	38	0.8	7	0.1
2011	404			UC	279,300	280,200	289,900	265,000	11,200	49	1.0	9	0.2
2012	404			UC	282,200	283,900	302,100	268,100	11,300	29	0.6	3	0.1
2013	404			UC	285,100	286,000	286,700	270,500	11,400	41	0.8	7	0.1
2014	404			UC	288,000	288,900	277,000	273,300	11,500	24	0.5	1	0.0
2015	404			UC	291,000	291,900	279,900	276,100	11,600	41	0.8	6	0.1
2016	404			UC	293,900	294,800	282,600	278,900	11,800	16	0.3	2	0.0
2017	404			UC	296,800	294,900	297,700	284,400	11,900	13	0.2	2	0.0
2018	404			UC	299,700	297,300	302,000	287,700	12,000	22	0.4	4	0.1
2019	404			UC	302,700	298,200	302,800	291,700	12,100	12	0.2	2	0.0
2021	404			UC	308,500	309,200	313,300	297,200	12,300	11	0.2	1	0.0
1988	404	HWY 401 IC-56 DON VALLEY PKWY	0.9	UC	156,900	164,700	177,300	147,500	9,400	40	0.8	9	0.2
1989	404			UC	180,100	189,100	203,500	171,100	10,800	33	0.5	2	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1990	404			UC	187,300	200,400	217,300	177,900	11,200	39	0.6	10	0.2
1991	404			UC	194,800	206,500	224,000	189,000	7,800	46	0.7	7	0.1
1992	404			UC	202,600	214,800	233,000	194,500	8,100	40	0.6	11	0.2
1993	404			UC	204,600	215,500	232,600	191,600	8,200	47	0.7	5	0.1
1994	404			UC	210,400	223,000	240,600	195,700	8,400	41	0.6	5	0.1
1995	404			UC	216,100	228,000	247,100	201,500	8,650	42	0.6	5	0.1
1996	404			UC	221,900	234,800	259,600	211,000	8,900	47	0.6	7	0.1
1997	404			UC	227,700	239,100	266,400	214,000	9,100	113	1.5	8	0.1
1998	404			UC	233,500	247,500	273,200	221,800	9,350	100	1.3	15	0.2
1999	404			UC	239,200	253,600	279,900	227,200	9,550	79	1.0	16	0.2
2000	404			UC	245,000	259,700	289,100	230,300	9,800	132	1.6	18	0.2
2001	404			UC	250,800	268,600	295,000	235,700	10,000	146	1.7	18	0.2
2002	404			UC	256,600	273,400	301,900	240,200	10,300	134	1.6	13	0.2
2003	404			UC	262,400	277,300	307,400	247,900	10,500	209	2.4	20	0.2
2004	404			UC	268,100	287,200	315,400	251,900	10,700	152	1.7	27	0.3
2005	404			UC	273,900	289,800	320,300	256,900	11,000	120	1.3	9	0.1
2006	404			UC	279,700	295,800	326,800	263,200	11,200	156	1.7	10	0.1
2007	404			UC	285,500	302,800	330,400	267,900	11,400	121	1.3	12	0.1
2008	404			UC	291,300	307,700	288,900	272,500	11,700	79	0.8	15	0.2
2009	404			UC	297,000	314,800	347,500	279,200	11,900	102	1.0	7	0.1
2010	404			UC	302,800	320,100	352,400	284,700	12,100	122	1.2	19	0.2
2011	404			UC	308,600	309,600	320,300	292,800	12,300	56	0.5	9	0.1
2012	404			UC	314,400	316,300	336,600	298,700	12,600	63	0.6	9	0.1
2013	404			UC	280,000	280,900	281,600	265,700	11,200	43	0.5	6	0.1
2014	404			UC	317,900	318,900	305,700	301,700	12,700	130	1.2	18	0.2
2015	404			UC	323,100	324,100	310,700	306,600	12,900	187	1.7	25	0.2
2016	404			UC	328,300	329,400	315,700	311,500	13,100	131	1.2	14	0.1
2017	404			UC	333,500	331,300	334,500	319,600	13,300	147	1.3	19	0.2
2018	404			UC	338,700	335,900	341,300	325,100	13,500	161	1.4	27	0.2
2019	404			UC	343,900	338,800	344,000	331,400	13,800	159	1.4	17	0.1
2021	404			UC	354,300	355,200	359,800	341,400	14,200	84	0.7	11	0.1
1988	404	SHEPPARD AV IC-18 NORTH YORK	2.1	UC	145,000	152,200	163,800	136,300	11,600	123	1.1	18	0.2
1989	404			UC	174,100	182,800	196,700	165,400	13,900	121	0.9	13	0.1
1990	404			UC	181,100	193,800	210,100	172,000	14,500	177	1.3	24	0.2
1991	404			UC	188,300	199,600	216,500	182,700	7,550	149	1.0	23	0.2
1992	404			UC	195,500	207,200	224,800	187,700	7,800	136	0.9	12	0.1
1993	404			UC	197,500	208,000	224,500	185,000	7,900	187	1.2	15	0.1
1994	404			UC	202,200	214,300	231,200	188,000	8,100	215	1.4	24	0.2
1995	404			UC	207,000	218,400	236,700	193,000	8,300	172	1.1	18	0.1
1996	404			UC	211,700	224,000	247,700	201,300	8,450	178	1.1	21	0.1
1997	404			UC	216,500	227,300	253,300	203,500	8,650	185	1.1	17	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1998	404			UC	221,200	234,500	258,800	210,100	8,850	210	1.2	28	0.2
1999	404			UC	219,200	232,400	256,500	208,200	8,750	291	1.7	48	0.3
2000	404			UC	221,900	235,200	261,800	208,600	8,900	161	0.9	20	0.1
2001	404			UC	224,700	240,700	264,300	211,200	9,000	165	0.9	16	0.1
2002	404			UC	225,400	240,200	265,200	211,000	9,000	201	1.2	33	0.2
2003	404			UC	226,800	239,700	265,700	214,200	9,050	238	1.4	23	0.1
2004	404			UC	228,200	244,400	268,500	214,400	9,150	194	1.1	25	0.1
2005	404			UC	230,200	243,600	269,200	215,900	9,200	239	1.3	30	0.2
2006	404			UC	227,900	241,000	266,300	214,500	9,100	220	1.2	28	0.2
2007	404			UC	229,300	243,200	265,400	215,100	9,150	206	1.2	29	0.2
2008	404			UC	230,700	243,700	228,800	215,800	9,250	190	1.1	27	0.2
2009	404			SC	233,500	247,500	273,200	205,500	9,350	201	1.1	21	0.1
2010	404			SC	220,300	233,000	257,900	194,300	8,800	191	1.1	29	0.2
2011	404			C	216,200	238,300	240,400	194,600	8,650	202	1.2	35	0.2
2012	404			UC	231,700	233,100	248,000	220,100	9,250	173	1.0	20	0.1
2013	404			UC	233,200	233,900	234,500	221,300	9,350	245	1.4	40	0.2
2014	404			C	234,300	257,700	250,700	210,900	9,350	187	1.0	25	0.1
2015	404			C	235,400	258,900	251,900	211,900	9,400	179	1.0	24	0.1
2016	404			C	236,500	260,200	253,100	212,800	9,450	175	1.0	26	0.1
2017	404			C	237,600	259,900	259,300	215,600	9,500	198	1.1	29	0.2
2018	404			C	238,700	261,600	260,200	215,400	9,550	148	0.8	20	0.1
2019	404			C	239,800	262,100	260,500	217,000	9,600	143	0.8	18	0.1
2021	404			C	242,000	263,200	261,800	219,400	9,700	178	0.9	18	0.1
1988	404	FINCH AV IC-20 NORTH YORK	2.2	UC	121,000	127,000	136,700	113,700	12,100	65	0.7	6	0.1
1989	404			UC	151,200	158,800	170,900	143,600	15,100	81	0.7	8	0.1
1990	404			UC	158,800	169,900	184,200	150,900	15,900	64	0.5	4	0.0
1991	404			UC	166,800	176,800	191,800	161,800	6,650	65	0.5	6	0.0
1992	404			UC	175,100	185,600	201,400	168,100	7,000	86	0.6	6	0.0
1993	404			UC	177,100	186,500	201,300	165,900	7,100	41	0.3	5	0.0
1994	404			UC	184,000	195,000	210,400	171,100	7,350	47	0.3	5	0.0
1995	404			UC	191,000	201,500	218,400	178,100	7,650	86	0.6	13	0.1
1996	404			UC	197,900	209,400	231,500	188,200	7,900	78	0.5	4	0.0
1997	404			C	204,800	231,400	233,500	184,300	8,200	80	0.5	5	0.0
1998	404			C	211,800	239,300	239,300	190,600	8,450	114	0.7	15	0.1
1999	404			C	210,100	235,300	237,400	189,100	8,400	99	0.6	19	0.1
2000	404			C	207,700	234,700	234,700	186,900	8,300	81	0.5	7	0.0
2001	404			C	210,400	237,000	237,400	189,500	8,400	98	0.6	7	0.0
2002	404			C	216,000	241,900	243,700	194,400	8,650	85	0.5	7	0.0
2003	404			C	215,800	241,100	242,600	194,800	8,650	95	0.5	13	0.1
2004	404			C	210,900	237,500	238,000	189,900	8,450	111	0.7	10	0.1
2005	404			C	219,000	243,800	245,900	196,700	8,750	118	0.7	17	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2006	404			C	221,300	245,900	247,800	199,100	8,850	119	0.7	17	0.1
2007	404			C	223,600	248,500	251,900	200,900	8,950	102	0.6	14	0.1
2008	404			C	225,900	249,300	245,900	202,700	9,050	142	0.8	17	0.1
2009	404			SC	224,100	237,500	262,200	197,200	8,950	112	0.6	7	0.0
2010	404			SC	230,500	243,800	269,800	203,300	9,200	97	0.5	5	0.0
2011	404			C	188,300	207,500	209,400	169,500	7,550	111	0.7	18	0.1
2012	404			UC	221,300	222,600	236,900	210,300	8,850	124	0.7	13	0.1
2013	404			UC	224,100	224,800	225,300	212,700	8,750	141	0.8	13	0.1
2014	404			UC	225,500	226,200	216,900	214,000	8,800	137	0.8	16	0.1
2015	404			UC	228,200	228,900	219,500	216,500	8,900	138	0.8	9	0.0
2016	404			UC	229,600	230,300	220,800	217,900	8,950	120	0.7	11	0.1
2017	404			UC	231,000	229,500	231,700	221,400	9,000	111	0.6	12	0.1
2018	404			UC	232,400	230,500	234,200	223,100	9,050	92	0.5	17	0.1
2019	404			UC	233,900	230,500	234,000	225,400	9,100	112	0.6	8	0.0
2021	404			UC	236,700	237,300	240,400	228,100	9,450	81	0.4	4	0.0
1988	404	STEELES AV IC-22 NORTH YORK	3.2	UC	69,000	72,400	78,000	64,900	8,300	74	0.9	13	0.2
1989	404			UC	96,100	100,900	108,600	91,300	11,500	101	0.9	14	0.1
1990	404			UC	100,000	107,000	116,000	95,000	12,000	90	0.8	15	0.1
1991	404			UC	104,000	110,200	119,600	100,900	5,200	122	1.0	16	0.1
1992	404			UC	108,100	114,600	124,300	103,800	5,400	147	1.2	19	0.1
1993	404			UC	113,500	119,600	129,000	106,300	5,700	124	0.9	14	0.1
1994	404			UC	120,600	127,800	137,900	112,200	6,050	177	1.2	10	0.1
1995	404			UC	127,600	134,600	145,900	119,000	6,400	128	0.9	7	0.0
1996	404			UC	134,600	142,400	157,500	128,000	6,750	144	0.9	22	0.1
1997	404			UC	141,700	148,800	165,800	133,200	7,100	100	0.6	8	0.0
1998	404			UC	148,700	157,600	174,000	141,300	7,450	78	0.4	7	0.0
1999	404			UC	151,500	160,600	177,300	143,900	7,600	127	0.7	15	0.1
2000	404			UC	158,200	167,700	186,700	148,700	7,900	94	0.5	6	0.0
2001	404			UC	155,500	166,600	182,900	146,100	7,800	109	0.6	5	0.0
2002	404			UC	164,000	174,700	192,900	153,500	4,900	96	0.5	11	0.1
2003	404			UC	168,400	177,900	197,300	159,100	6,750	111	0.6	13	0.1
2004	404			UC	153,200	164,100	180,200	144,000	6,150	131	0.7	19	0.1
2005	404			UC	167,400	177,100	195,800	157,000	6,700	146	0.7	22	0.1
2006	404			UC	170,800	180,600	199,600	160,700	6,850	104	0.5	1	0.0
2007	404			UC	174,200	184,800	201,600	163,400	6,950	150	0.7	9	0.0
2008	404			UC	177,600	187,600	176,100	166,200	7,100	158	0.8	13	0.1
2009	404			UC	173,300	183,700	202,800	162,900	6,950	150	0.7	13	0.1
2010	404			UC	184,400	194,900	214,600	173,400	7,400	125	0.6	7	0.0
2011	404			C	161,600	178,100	179,700	145,400	6,450	164	0.9	7	0.0
2012	404			UC	184,700	185,800	197,700	175,500	7,400	164	0.8	10	0.0
2013	404			UC	188,200	188,800	189,200	178,600	7,550	180	0.8	14	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2014	404			C	191,100	210,200	204,500	172,000	7,650	164	0.7	9	0.0
2015	404			C	194,100	213,500	207,700	174,700	7,750	142	0.6	14	0.1
2016	404			C	197,000	216,700	210,800	177,300	7,900	136	0.6	12	0.1
2017	404			C	199,900	218,700	218,200	181,400	8,000	122	0.5	10	0.0
2018	404			C	202,900	222,400	221,100	183,100	8,100	148	0.6	18	0.1
2019	404			C	205,800	224,900	223,600	186,300	8,250	147	0.6	20	0.1
2021	404			C	211,700	230,200	229,000	192,000	8,450	105	0.4	8	0.0
1997	404	HWY 407 IC	0.9	UC	119,800	125,800	140,200	112,600	0	39	1.0	4	0.1
1998	404			UC	125,400	132,900	146,700	119,100	0	36	0.9	4	0.1
1999	404			UC	131,000	138,900	153,300	124,400	0	59	1.3	6	0.1
2000	404			UC	136,600	144,800	161,200	128,400	0	38	0.8	3	0.1
2001	404			UC	130,200	139,500	153,200	122,400	0	24	0.5	3	0.1
2002	404			UC	131,600	140,200	154,800	123,200	0	39	0.9	5	0.1
2003	404			UC	133,300	140,900	156,100	125,900	0	62	1.4	7	0.2
2004	404			UC	134,700	144,300	158,500	126,600	0	46	1.0	7	0.2
2005	404			UC	133,100	140,800	155,700	124,800	0	61	1.4	6	0.1
2006	404			UC	137,400	145,300	160,600	129,300	0	60	1.3	5	0.1
2007	404			UC	138,700	147,100	160,500	130,100	0	55	1.2	4	0.1
2008	404			UC	140,100	148,000	138,900	131,100	0	55	1.2	3	0.1
2009	404			UC	141,400	149,900	165,400	132,900	0	61	1.3	6	0.1
2010	404			UC	142,800	151,000	166,200	134,300	0	50	1.0	1	0.0
2011	404			UC	145,100	145,600	150,600	137,700	0	26	0.5	0	0.0
2012	404			UC	146,900	147,800	157,300	139,600	0	24	0.5	1	0.0
2013	404			UC	148,700	149,200	149,500	141,100	0	26	0.5	2	0.0
2014	404			UC	149,100	149,600	143,400	141,500	0	29	0.6	2	0.0
2015	404			UC	150,500	151,000	144,700	142,800	0	46	0.9	4	0.1
2016	404			UC	151,900	152,400	146,100	144,100	0	76	1.5	3	0.1
2017	404			UC	153,400	152,400	153,900	147,000	0	76	1.5	4	0.1
2018	404			UC	154,800	153,500	156,000	148,600	0	91	1.7	6	0.1
2019	404			UC	156,200	153,900	156,300	150,500	0	87	1.7	8	0.2
2021	404			UC	159,100	159,500	161,600	153,300	0	29	0.5	4	0.1
1988	404	HWY 7 IC-27 MARKHAM	2.0	UC	49,700	52,200	56,200	46,700	7,450	28	0.8	5	0.1
1989	404			UC	59,100	62,100	66,800	56,100	8,850	38	0.9	3	0.1
1990	404			UC	61,700	66,000	71,600	58,600	9,250	40	0.9	7	0.2
1991	404			UC	64,100	67,900	73,700	62,200	9,600	39	0.8	9	0.2
1992	404			UC	66,700	70,700	76,700	64,000	10,000	30	0.6	3	0.1
1993	404			UC	68,700	72,400	78,100	64,300	10,300	51	1.0	8	0.2
1994	404			UC	70,700	74,900	80,800	65,800	10,600	36	0.7	2	0.0
1995	404			IC	77,200	86,400	87,100	69,300	11,600	56	1.0	7	0.1
1996	404			IC	84,200	94,600	94,900	75,000	12,600	63	1.0	7	0.1
1997	404			IC	91,600	102,600	103,500	80,600	13,700	64	1.0	4	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1998	404			IC	97,600	109,300	109,300	86,900	14,600	55	0.8	4	0.1
1999	404			IC	101,400	113,600	113,600	90,200	5,050	38	0.5	1	0.0
2000	404			IC	107,200	120,100	120,100	95,400	5,350	26	0.3	3	0.0
2001	404			IC	113,000	126,400	126,900	99,900	5,650	35	0.4	1	0.0
2002	404			IC	117,200	130,700	131,700	103,300	5,850	49	0.6	5	0.1
2003	404			IC	124,700	139,000	140,300	110,500	6,250	61	0.7	11	0.1
2004	404			IC	130,500	145,900	146,600	115,400	5,200	49	0.5	6	0.1
2005	404			IC	129,200	143,600	145,000	113,900	5,150	51	0.5	4	0.0
2006	404			IC	142,200	158,000	159,500	126,000	5,700	51	0.5	5	0.0
2007	404			IC	124,300	138,100	142,300	109,900	4,950	79	0.9	3	0.0
2008	404			IC	143,600	159,100	153,900	126,600	5,750	46	0.4	2	0.0
2009	404			IC	143,100	158,800	160,300	127,400	5,700	48	0.5	2	0.0
2010	404			IC	153,200	169,600	171,000	135,800	6,150	47	0.4	3	0.0
2011	404			IC	158,000	173,800	180,200	141,700	6,300	80	0.7	6	0.1
2012	404			IC	152,000	168,400	163,300	134,900	6,100	90	0.8	10	0.1
2013	404			C	157,000	173,000	170,800	141,300	6,300	87	0.8	5	0.0
2014	404			C	156,000	171,600	166,900	140,400	6,250	80	0.7	10	0.1
2015	404			C	154,000	169,400	164,800	138,600	8,000	83	0.7	8	0.1
2016	404			C	158,000	173,800	169,100	142,200	8,200	104	0.9	10	0.1
2017	404			C	173,600	189,900	189,500	157,500	9,050	93	0.7	4	0.0
2018	404			C	177,600	194,700	193,600	160,300	9,250	114	0.9	14	0.1
2019	404			C	181,600	198,500	197,300	164,400	9,450	104	0.8	13	0.1
2021	404			C	189,600	206,200	205,100	171,900	9,500	65	0.5	11	0.1
1991	404	16TH AV IC-29	2.0	UC	64,500	68,400	74,200	62,600	9,700	12	0.3	3	0.1
1992	404			UC	67,500	71,600	77,600	64,800	10,100	10	0.2	1	0.0
1993	404			UC	68,100	71,700	77,400	63,800	10,200	12	0.2	3	0.1
1994	404			UC	68,500	72,600	78,300	63,700	10,300	12	0.2	3	0.1
1995	404			IC	69,000	77,200	77,800	61,900	10,400	16	0.3	4	0.1
1996	404			IC	78,500	88,200	88,500	69,900	11,800	14	0.2	5	0.1
1997	404			IC	81,700	91,500	92,300	71,900	12,300	14	0.2	1	0.0
1998	404			IC	84,800	95,000	95,000	75,500	12,700	13	0.2	0	0.0
1999	404			IC	89,400	100,100	100,100	79,600	5,350	25	0.4	5	0.1
2000	404			IC	93,300	104,500	104,500	83,000	5,600	25	0.4	1	0.0
2001	404			IC	98,100	109,700	110,200	86,800	5,900	14	0.2	2	0.0
2002	404			IC	102,500	114,300	115,100	90,300	6,150	36	0.5	7	0.1
2003	404			IC	106,800	119,000	120,200	94,600	6,400	32	0.4	6	0.1
2004	404			IC	111,200	124,300	124,900	98,300	6,650	24	0.3	2	0.0
2005	404			IC	106,600	118,500	119,700	94,000	6,400	32	0.4	4	0.1
2006	404			IC	110,800	123,100	124,200	98,100	6,650	21	0.3	4	0.0
2007	404			IC	114,000	126,600	130,500	100,800	6,850	42	0.5	4	0.0
2008	404			IC	104,300	115,500	111,800	92,000	6,250	20	0.3	4	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2009	404			IC	120,500	133,800	135,000	107,200	7,250	25	0.3	2	0.0
2010	404			IC	123,700	136,900	138,100	109,700	7,400	31	0.3	4	0.0
2011	404			IC	130,000	143,000	148,300	116,600	7,800	33	0.3	1	0.0
2012	404			UC	130,200	131,000	139,400	123,700	7,800	30	0.3	3	0.0
2013	404			UC	134,000	134,400	134,700	127,200	8,050	56	0.6	11	0.1
2014	404			UC	136,600	137,000	131,400	129,600	8,200	40	0.4	4	0.0
2015	404			UC	139,900	140,300	134,500	132,800	8,400	37	0.4	6	0.1
2016	404			UC	143,600	144,100	138,100	136,300	8,600	59	0.6	3	0.0
2017	404			UC	146,900	145,900	147,400	140,800	8,800	56	0.5	11	0.1
2018	404			UC	150,100	148,900	151,300	144,100	9,000	56	0.5	7	0.1
2019	404			UC	153,400	151,100	153,500	147,800	9,200	76	0.7	9	0.1
2021	404			UC	159,900	160,300	162,400	154,100	9,600	51	0.4	8	0.1
1988	404	MAJOR MACKENZIE DR YORK RD 25 IC-31 MARKHAM	1.9	C	42,900	47,600	47,600	38,600	4,300	25	0.8	3	0.1
1989	404			C	50,700	56,300	56,800	45,600	5,050	33	0.9	5	0.1
1990	404			C	51,400	57,100	57,100	46,300	5,150	55	1.5	5	0.1
1991	404			C	52,200	57,400	57,900	47,500	5,200	45	1.2	7	0.2
1992	404			C	54,900	59,300	60,900	50,500	5,500	85	2.2	12	0.3
1993	404			C	56,500	61,600	62,500	52,000	5,650	38	0.9	3	0.1
1994	404			C	58,200	63,700	64,900	52,700	5,800	62	1.5	1	0.0
1995	404			C	59,000	64,400	66,100	54,000	5,900	66	1.6	7	0.2
1996	404			C	61,600	69,800	70,100	55,600	6,800	47	1.1	4	0.1
1997	404			C	63,400	71,600	72,300	57,100	6,950	61	1.4	4	0.1
1998	404			C	66,100	74,700	74,700	59,500	7,250	79	1.7	8	0.2
1999	404			UC	69,800	74,000	81,700	66,300	4,200	71	1.4	6	0.1
2000	404			UC	71,600	75,900	84,500	67,300	4,300	75	1.5	6	0.1
2001	404			UC	73,700	78,900	86,700	69,300	4,400	67	1.3	8	0.2
2002	404			UC	76,100	81,100	89,500	71,300	5,350	71	1.3	6	0.1
2003	404			UC	78,500	83,000	92,000	74,200	4,700	91	1.6	11	0.2
2004	404			UC	80,800	86,500	95,100	75,900	4,850	83	1.4	10	0.2
2005	404			UC	83,200	88,000	97,300	78,000	5,000	92	1.6	4	0.1
2006	404			UC	85,600	90,500	100,000	80,600	5,150	83	1.4	3	0.0
2007	404			CR	88,000	106,500	106,500	74,200	5,300	52	0.8	10	0.2
2008	404			CR	90,300	109,300	108,400	76,100	5,400	46	0.7	9	0.1
2009	404			IC	92,700	102,900	103,800	82,500	5,550	33	0.5	4	0.1
2010	404			IC	95,100	105,300	106,100	84,300	5,700	52	0.8	13	0.2
2011	404			IC	97,400	107,100	111,100	87,400	5,850	37	0.5	6	0.1
2012	404			IC	99,800	110,600	107,200	88,600	6,000	51	0.7	6	0.1
2013	404			CR	102,200	122,500	125,700	86,400	6,150	51	0.7	10	0.1
2014	404			CR	104,600	123,300	122,500	89,100	6,300	47	0.6	3	0.0
2015	404			CTR	106,900	130,400	131,500	90,900	6,400	48	0.6	7	0.1
2016	404			CTR	109,300	133,300	134,400	92,900	6,550	54	0.7	6	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2017	404			CTR	111,700	149,300	148,500	91,000	6,700	50	0.6	4	0.1
2018	404			CTR	114,000	152,200	151,600	92,800	6,850	61	0.8	6	0.1
2019	404			CTR	116,400	155,100	154,400	94,700	7,000	59	0.7	6	0.1
2021	404			CTR	121,200	158,000	157,200	98,900	7,250	34	0.4	4	0.0
2007	404	ELGIN MILLS RD IC-33	4.4	UC	74,200	78,700	85,900	69,600	0	48	0.4	5	0.0
2008	404			UC	73,200	77,300	72,600	68,500	0	51	0.4	5	0.0
2009	404			UC	77,500	82,200	90,700	72,800	0	42	0.3	3	0.0
2010	404			UC	79,200	83,700	92,200	74,500	0	47	0.4	4	0.0
2011	404			UC	82,600	82,900	85,700	78,400	0	51	0.4	6	0.0
2012	404			UC	85,600	86,100	91,600	81,300	0	39	0.3	5	0.0
2013	404			UC	88,600	88,900	89,100	84,100	0	60	0.4	6	0.0
2014	404			CTR	84,900	103,600	104,400	72,200	0	90	0.7	6	0.0
2015	404			CTR	90,400	110,300	111,200	76,800	0	54	0.4	3	0.0
2016	404			CTR	92,500	112,800	113,800	78,600	0	66	0.4	2	0.0
2017	404			CTR	94,600	126,400	125,800	77,100	0	62	0.4	10	0.1
2018	404			CTR	96,800	129,300	128,700	78,800	0	69	0.4	5	0.0
2019	404			CTR	98,900	131,800	131,200	80,500	0	81	0.5	2	0.0
2021	404			CTR	103,200	134,600	133,800	84,200	0	54	0.3	6	0.0
1988	404	YORK RD 14 STOUFFVILLE RD IC-37	4.1	C	37,500	41,600	41,600	33,800	3,000	19	0.3	4	0.1
1989	404			C	44,900	49,800	50,300	40,400	3,600	30	0.4	3	0.0
1990	404			C	46,400	51,500	51,500	41,800	3,700	31	0.4	7	0.1
1991	404			C	47,100	51,800	52,300	42,900	3,750	38	0.5	2	0.0
1992	404			C	49,600	53,600	55,100	45,600	3,950	40	0.5	2	0.0
1993	404			C	51,100	55,700	56,600	47,000	4,100	33	0.4	3	0.0
1994	404			C	52,500	57,500	58,500	47,500	4,200	39	0.5	6	0.1
1995	404			C	54,000	59,000	60,500	49,400	4,300	34	0.4	4	0.0
1996	404			C	54,500	61,800	62,000	49,200	4,350	36	0.4	5	0.1
1997	404			UC	55,900	58,700	65,400	52,500	4,450	43	0.5	3	0.0
1998	404			UC	57,400	60,800	67,200	54,500	4,600	43	0.5	4	0.0
1999	404			C	63,000	70,600	71,200	56,700	5,050	46	0.5	3	0.0
2000	404			C	62,600	70,700	70,700	56,300	5,000	32	0.3	5	0.1
2001	404			C	64,500	72,600	72,800	58,100	5,150	53	0.5	5	0.1
2002	404			C	66,300	74,300	74,800	59,700	5,300	49	0.5	1	0.0
2003	404			C	68,200	76,200	76,700	61,600	5,450	52	0.5	5	0.0
2004	404			C	70,000	78,800	79,000	63,000	5,600	55	0.5	5	0.0
2005	404			C	71,800	79,900	80,600	64,500	5,750	49	0.5	3	0.0
2006	404			C	73,700	81,900	82,500	66,300	5,900	44	0.4	6	0.1
2007	404			SC	75,500	79,800	87,300	66,400	6,050	39	0.3	8	0.1
2008	404			SC	77,400	81,200	76,600	68,100	6,200	61	0.5	4	0.0
2009	404			LT	79,200	106,900	104,500	58,600	4,750	41	0.3	3	0.0
2010	404			LT	81,000	108,800	106,700	59,800	4,850	34	0.3	8	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2011	404			IC	82,900	91,200	94,600	74,400	4,950	48	0.4	5	0.0
2012	404			IC	84,700	93,800	91,000	75,200	5,100	48	0.4	4	0.0
2013	404			CTR	74,300	90,400	93,400	63,100	4,450	37	0.3	2	0.0
2014	404			CTR	85,900	104,800	105,700	73,000	5,150	52	0.4	3	0.0
2015	404			IC	87,100	96,400	96,000	77,200	5,250	32	0.2	7	0.1
2016	404			IC	89,200	98,700	98,300	79,100	5,350	41	0.3	3	0.0
2017	404			IC	90,800	99,500	100,200	82,400	5,450	34	0.2	1	0.0
2018	404			IC	92,500	101,800	102,400	83,700	5,550	55	0.4	6	0.0
2019	404			IC	94,100	103,400	103,900	84,900	5,650	52	0.4	1	0.0
2021	404			CR	93,600	107,700	108,400	84,500	1,850	36	0.3	4	0.0
1988	404	YORK RD 40 BLOOMINGTON RD IC-41	4.2	C	28,400	31,500	31,500	25,600	2,000	15	0.3	0	0.0
1989	404			C	31,100	34,500	34,800	28,000	2,200	25	0.5	2	0.0
1990	404			C	34,300	38,100	38,100	30,900	2,400	50	1.0	2	0.0
1991	404			C	38,000	41,800	42,200	34,600	2,650	28	0.5	2	0.0
1992	404			C	42,800	46,200	47,500	39,400	3,000	43	0.7	3	0.0
1993	404			C	44,500	48,500	49,200	40,900	3,100	38	0.6	2	0.0
1994	404			C	46,200	50,600	51,500	41,800	3,250	40	0.6	2	0.0
1995	404			C	47,800	52,200	53,600	43,700	3,350	31	0.4	4	0.1
1996	404			C	48,500	55,000	55,200	43,800	7,750	50	0.7	4	0.1
1997	404			UC	49,400	51,900	57,800	46,400	7,900	52	0.7	4	0.1
1998	404			UC	50,500	53,500	59,100	48,000	8,100	45	0.6	6	0.1
1999	404			UC	51,500	54,600	60,300	48,900	3,600	30	0.4	3	0.0
2000	404			UC	55,900	59,300	66,000	52,500	3,900	43	0.5	1	0.0
2001	404			UC	57,800	61,900	68,000	54,300	4,050	70	0.8	9	0.1
2002	404			UC	60,000	63,900	70,600	56,200	2,400	40	0.4	3	0.0
2003	404			UC	63,600	67,200	74,500	60,100	3,800	66	0.7	5	0.1
2004	404			UC	63,400	67,900	74,600	59,600	3,800	39	0.4	3	0.0
2005	404			UC	65,300	69,100	76,400	61,200	3,900	36	0.4	4	0.0
2006	404			UC	67,200	71,100	78,500	63,200	4,050	30	0.3	2	0.0
2007	404			UC	69,000	73,200	79,900	64,700	4,150	55	0.5	12	0.1
2008	404			UC	70,900	74,900	70,300	66,300	4,250	40	0.4	4	0.0
2009	404			UC	72,800	77,200	85,200	68,400	4,350	43	0.4	3	0.0
2010	404			UC	74,600	78,900	86,800	70,100	4,500	33	0.3	7	0.1
2011	404			UC	76,500	76,700	79,400	72,600	4,600	17	0.1	1	0.0
2012	404			UC	78,400	78,900	83,900	74,500	4,700	29	0.2	3	0.0
2013	404			UC	80,300	80,600	80,700	76,200	4,800	36	0.3	4	0.0
2014	404			IC	82,100	90,900	90,500	72,800	3,350	20	0.2	3	0.0
2015	404			IC	84,000	93,000	92,600	74,500	3,450	47	0.4	2	0.0
2016	404			IC	85,900	95,100	94,600	76,200	3,500	58	0.4	5	0.0
2017	404			IC	87,800	96,200	96,900	79,700	3,600	51	0.4	7	0.1
2018	404			IC	89,600	98,600	99,200	81,100	3,650	54	0.4	5	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2019	404			IC	91,500	100,500	101,000	82,600	3,750	59	0.4	5	0.0
2021	404			IC	95,200	103,200	103,900	86,100	3,800	35	0.2	8	0.1
1989	404	YORK RD 15 AURORA RD IC-45/WELLINGTON STREET E	4.0	C	30,100	33,400	33,700	27,100	2,100	3	0.1	0	0.0
1990	404			C	32,800	36,400	36,400	29,500	2,300	21	0.4	1	0.0
1991	404			C	33,300	36,600	37,000	30,300	2,350	16	0.3	2	0.0
1992	404			C	35,100	37,900	39,000	32,300	2,450	24	0.5	5	0.1
1993	404			C	36,400	39,700	40,300	33,500	2,550	16	0.3	2	0.0
1994	404			C	37,900	41,500	42,300	34,300	2,650	28	0.5	0	0.0
1995	404			C	39,100	42,700	43,800	35,800	2,750	18	0.3	0	0.0
1996	404			C	40,800	46,200	46,400	36,800	3,250	23	0.4	1	0.0
1997	404			C	42,200	47,700	48,100	38,000	3,400	18	0.3	2	0.0
1998	404			C	43,700	49,400	49,400	39,300	3,500	20	0.3	1	0.0
1999	404			UC	45,100	47,800	52,800	42,800	3,150	7	0.1	1	0.0
2000	404			UC	47,200	50,000	55,700	44,400	3,300	14	0.2	1	0.0
2001	404			UC	48,900	52,400	57,500	46,000	3,400	20	0.3	0	0.0
2002	404			UC	49,500	52,700	58,200	46,300	3,450	25	0.3	0	0.0
2003	404			UC	56,200	59,400	65,800	53,100	3,950	13	0.2	1	0.0
2004	404			UC	54,900	58,800	64,600	51,600	3,850	30	0.4	1	0.0
2005	404			UC	53,600	56,700	62,700	50,300	3,750	25	0.3	2	0.0
2006	404			UC	54,400	57,500	63,600	51,200	3,800	25	0.3	4	0.0
2007	404			UC	51,000	54,100	59,000	47,800	3,550	24	0.3	3	0.0
2008	404			UC	56,900	60,100	56,400	53,200	4,000	27	0.3	3	0.0
2009	404			UC	58,200	61,700	68,100	54,700	4,050	17	0.2	1	0.0
2010	404			UC	57,500	60,800	66,900	54,100	4,000	20	0.2	0	0.0
2011	404			UC	60,800	61,000	63,100	57,700	4,250	33	0.4	2	0.0
2012	404			UC	62,000	62,400	66,400	58,900	4,350	35	0.4	4	0.0
2013	404			UC	63,300	63,500	63,700	60,100	4,450	22	0.2	3	0.0
2014	404			CTR	55,800	68,100	68,600	47,400	3,900	41	0.5	9	0.1
2015	404			CTR	64,200	78,300	79,000	54,600	4,500	27	0.3	3	0.0
2016	404			CTR	65,400	79,800	80,400	55,600	4,600	40	0.4	6	0.1
2017	404			CTR	66,500	88,900	88,400	54,200	4,650	49	0.5	4	0.0
2018	404			CTR	67,700	90,400	90,000	55,100	4,750	49	0.5	2	0.0
2019	404			CTR	68,900	91,800	91,400	56,100	4,800	32	0.3	1	0.0
2021	404			CR	68,900	79,300	79,800	62,200	1,400	26	0.3	5	0.0
1989	404	REG RD 74 MULOCK DR (W) VIVIAN RD (E) IC 49	2.1	C	21,800	24,200	24,400	19,600	1,550	2	0.1	0	0.0
1990	404			C	22,900	25,400	25,400	20,600	1,600	6	0.3	0	0.0
1991	404			C	24,100	26,500	26,800	21,900	1,700	7	0.4	1	0.1
1992	404			C	25,400	27,400	28,200	23,400	1,800	11	0.6	0	0.0
1993	404			C	26,400	28,800	29,200	24,300	1,850	8	0.4	0	0.0
1994	404			C	27,300	29,900	30,400	24,700	1,900	7	0.3	0	0.0
1995	404			IC	28,300	31,700	31,900	25,400	2,000	14	0.6	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1996	404			IC	29,400	33,000	33,100	26,200	1,750	12	0.5	1	0.0
1997	404			IC	30,200	33,800	34,100	26,600	1,800	7	0.3	0	0.0
1998	404			IC	31,100	34,800	34,800	27,700	1,850	9	0.4	2	0.1
1999	404			IC	30,500	34,200	34,200	27,100	1,850	14	0.6	0	0.0
2000	404			IC	31,100	34,800	34,800	27,700	2,200	15	0.6	0	0.0
2001	404			IC	32,200	36,000	36,200	28,500	2,250	9	0.4	2	0.1
2002	404			IC	32,800	36,600	36,800	28,900	2,600	15	0.6	0	0.0
2003	404			IC	33,400	37,200	37,600	29,600	2,650	10	0.4	1	0.0
2004	404			IC	34,100	38,100	38,300	30,200	2,750	9	0.3	1	0.0
2005	404			IC	34,700	38,600	39,000	30,600	2,800	7	0.3	0	0.0
2006	404			IC	35,500	39,400	39,800	31,400	2,850	10	0.4	0	0.0
2007	404			IC	36,100	40,100	41,300	31,900	2,900	11	0.4	0	0.0
2008	404			IR	36,500	44,200	43,400	31,200	2,900	11	0.4	2	0.1
2009	404			IC	38,000	42,200	42,600	33,800	2,650	8	0.3	1	0.0
2010	404			IC	38,100	42,200	42,500	33,800	2,650	8	0.3	3	0.1
2011	404			IC	38,700	42,600	44,100	34,700	2,700	7	0.2	1	0.0
2012	404			IC	39,400	43,700	42,300	35,000	2,750	2	0.1	0	0.0
2013	404			IC	40,000	44,300	44,000	35,500	2,800	7	0.2	2	0.1
2014	404			CTR	40,700	49,700	50,100	34,600	2,850	13	0.4	1	0.0
2015	404			IC	41,300	45,700	45,500	36,600	2,900	12	0.4	1	0.0
2016	404			IC	42,000	46,500	46,300	37,200	2,950	15	0.5	1	0.0
2017	404			IC	42,600	46,700	47,000	38,700	3,000	18	0.6	3	0.1
2018	404			IC	43,300	47,700	47,900	39,200	3,050	18	0.5	3	0.1
2019	404			IC	43,900	48,200	48,500	39,600	3,050	21	0.6	2	0.1
2021	404			IC	45,200	49,000	49,300	40,900	3,150	10	0.3	0	0.0
2002	404	DAVIS DR REG RD 31 IC-51	2.1	IC	32,800	36,600	36,800	28,900	2,600	3	0.1	0	0.0
2003	404			IC	33,400	37,200	37,600	29,600	2,650	11	0.4	0	0.0
2004	404			IC	33,100	37,000	37,200	29,300	2,650	5	0.2	0	0.0
2005	404			IC	34,700	38,600	39,000	30,600	2,800	4	0.1	0	0.0
2006	404			IC	28,900	32,100	32,400	25,600	2,300	10	0.4	2	0.1
2007	404			IC	24,400	27,100	27,900	21,600	1,950	6	0.3	0	0.0
2008	404			IC	25,800	28,600	27,700	22,800	2,050	4	0.2	1	0.0
2009	404			IC	24,300	27,000	27,200	21,600	1,450	9	0.5	0	0.0
2010	404			IC	22,700	25,100	25,300	20,100	1,600	3	0.2	0	0.0
2011	404			IC	24,000	26,400	27,400	21,500	1,700	11	0.6	0	0.0
2012	404			IC	20,800	23,000	22,300	18,500	1,450	5	0.3	0	0.0
2013	404			CTR	19,800	24,100	24,900	16,800	1,400	5	0.3	0	0.0
2014	404			CTR	29,600	36,100	36,400	25,200	2,050	4	0.2	0	0.0
2015	404			IC	39,300	43,500	43,300	34,800	2,750	18	0.6	1	0.0
2016	404			IC	42,000	46,500	46,300	37,200	2,950	13	0.4	2	0.1
2017	404			IC	42,600	46,700	47,000	38,700	3,000	13	0.4	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2018	404			IC	45,200	49,700	50,000	40,900	3,150	17	0.5	0	0.0
2019	404			IC	47,800	52,500	52,800	43,200	2,400	9	0.2	0	0.0
2021	404			CR	44,700	51,400	51,800	40,300	890	8	0.2	2	0.1
2014	404	GREEN LANE REG RD 19 IC-53	4.4	CTR	18,100	22,100	22,300	15,400	1,100	0	0.0	0	0.0
2015	404			IC	39,300	43,500	43,300	34,800	2,350	6	0.1	0	0.0
2016	404			IC	33,800	37,400	37,200	30,000	2,050	5	0.1	0	0.0
2017	404			IC	34,300	37,600	37,800	31,100	2,050	12	0.2	2	0.0
2018	404			IC	32,400	35,700	35,900	29,300	1,950	16	0.3	0	0.0
2019	404			IR	30,500	37,700	37,600	26,000	1,850	11	0.2	0	0.0
2021	404			IR	32,700	39,200	39,000	27,900	650	6	0.1	0	0.0
2014	404	DOANE ROAD OVERPASS	2.1	CTR	18,100	22,100	22,300	15,400	0	0	0.0	0	0.0
2015	404			IC	39,300	43,500	43,300	34,800	0	6	0.2	1	0.0
2016	404			IC	31,000	34,300	34,200	27,500	0	7	0.3	0	0.0
2017	404			IC	31,400	34,400	34,600	28,500	0	13	0.5	0	0.0
2018	404			IC	32,100	35,300	35,500	29,000	0	10	0.4	0	0.0
2019	404			IC	32,400	35,600	35,800	29,200	0	11	0.4	1	0.0
2021	404			CR	31,700	36,500	36,700	28,600	630	6	0.3	1	0.0
2014	404	QUEENSVILLE SIDE ROAD REG. RD 77	5.9	CTR	18,100	22,100	22,300	15,400	0	0	0.0	0	0.0
2015	404			IC	39,300	43,500	43,300	34,800	0	9	0.1	0	0.0
2016	404			IC	31,000	34,300	34,200	27,500	0	21	0.3	5	0.1
2017	404			IC	31,500	34,500	34,800	28,600	0	28	0.4	2	0.0
2018	404			IC	32,100	35,300	35,500	29,000	0	23	0.3	0	0.0
2019	404			IC	32,400	35,600	35,800	29,200	0	15	0.2	0	0.0
2021	404			CR	30,200	34,700	35,000	27,200	600	13	0.2	0	0.0
2021	404	WOODBINE AVENUE REG. RD 8 END OF HWY											
1988	405	LEWISTON/QUEENSTON BR NIAGARA ON THE LAKE	3.2	IT	11,400	16,500	15,200	8,450	1,700	11	0.8	4	0.3
1989	405			IT	12,800	17,800	17,200	10,000	1,900	21	1.4	2	0.1
1990	405			IT	14,100	17,900	17,500	11,800	2,100	20	1.2	2	0.1
1991	405			IT	15,500	20,200	19,100	13,300	2,300	24	1.3	2	0.1
1992	405			IT	15,500	20,200	19,200	13,200	2,300	15	0.8	6	0.3
1993	405			IT	15,500	19,100	19,200	13,200	2,300	13	0.7	4	0.2
1994	405			CTR	15,800	20,200	19,300	13,300	2,350	5	0.3	0	0.0
1995	405			CTR	16,900	21,700	20,800	14,200	2,550	4	0.2	1	0.1
1996	405			CTR	17,700	22,600	21,800	14,900	2,650	5	0.2	2	0.1
1997	405			CTR	15,900	20,400	19,600	13,400	2,400	9	0.5	5	0.3
1998	405			CTR	19,400	24,600	23,700	16,300	2,900	9	0.4	5	0.2
1999	405			CTR	14,100	17,800	17,100	11,800	3,500	10	0.6	6	0.4
2000	405			CTR	13,700	17,300	16,600	11,500	3,400	4	0.3	3	0.2
2001	405			CTR	11,800	14,900	14,300	9,950	3,400	10	0.7	9	0.7
2002	405			CTR	11,800	14,900	14,300	9,950	3,400	11	0.8	3	0.2
2003	405			CTR	11,000	13,700	13,100	9,350	3,200	20	1.6	12	0.9

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2004	405			CTR	10,800	13,600	13,100	9,100	3,150	17	1.4	9	0.7
2005	405			CTR	11,200	13,900	13,300	9,500	3,250	7	0.5	3	0.2
2006	405			CTR	11,200	13,900	13,300	9,500	3,250	7	0.5	4	0.3
2007	405			CTR	11,000	13,600	13,500	9,300	2,550	9	0.7	3	0.2
2008	405			CTR	11,000	13,600	13,300	9,350	2,400	11	0.9	4	0.3
2009	405			CTR	9,000	11,000	10,600	7,650	1,900	6	0.6	1	0.1
2010	405			CTR	9,300	11,300	10,900	7,900	1,950	8	0.7	2	0.2
2011	405			CTR	9,500	11,600	11,100	8,050	1,400	2	0.2	0	0.0
2012	405			CTR	8,450	10,300	10,100	7,200	1,250	5	0.5	0	0.0
2013	405			CTR	7,550	9,200	9,500	6,400	1,150	4	0.5	2	0.2
2014	405			CTR	7,000	8,550	8,600	5,950	1,050	5	0.6	0	0.0
2015	405			CTR	8,750	10,700	10,800	7,450	2,000	7	0.7	1	0.1
2016	405			CTR	8,700	10,600	10,700	7,400	2,100	7	0.7	1	0.1
2017	405			CTR	9,550	12,800	12,700	7,800	2,300	8	0.7	4	0.4
2018	405			CTR	9,900	13,200	13,200	8,050	2,400	2	0.2	1	0.1
2019	405			CTR	10,100	13,500	13,400	8,200	2,400	4	0.3	0	0.0
2021	405			CTR	3,100	4,050	4,000	2,550	740	0	0.0	0	0.0
1988	405	STANLEY AV REG. RD. 102 IC NIAGARA FALLS	5.5	CTR	12,200	15,900	14,900	10,200	1,450	9	0.4	2	0.1
1989	405			CTR	13,400	17,000	16,200	11,500	1,600	19	0.7	4	0.2
1990	405			CTR	14,600	18,200	17,200	12,700	1,750	16	0.6	2	0.1
1991	405			CTR	15,700	19,800	19,600	13,700	1,900	12	0.4	4	0.1
1992	405			CTR	15,700	19,300	18,700	13,700	1,900	16	0.5	5	0.2
1993	405			CTR	15,700	19,800	19,000	13,300	1,900	9	0.3	1	0.0
1994	405			CTR	16,400	21,000	20,000	13,800	1,950	15	0.5	2	0.1
1995	405			CTR	18,400	23,600	22,600	15,400	2,200	14	0.4	3	0.1
1996	405			CTR	19,300	24,700	23,800	16,200	2,300	4	0.1	1	0.0
1997	405			CTR	20,300	26,000	25,000	17,100	2,450	12	0.3	2	0.0
1998	405			CTR	21,200	26,900	25,900	17,800	2,550	5	0.1	0	0.0
1999	405			CTR	17,000	21,400	20,600	14,300	3,900	12	0.4	3	0.1
2000	405			CTR	16,500	20,800	20,000	13,900	3,800	15	0.5	3	0.1
2001	405			CTR	15,900	20,100	19,200	13,400	3,650	16	0.5	2	0.1
2002	405			CTR	13,000	16,400	15,700	11,000	3,000	7	0.3	3	0.1
2003	405			CTR	15,500	19,300	18,500	13,100	3,400	15	0.5	5	0.2
2004	405			CTR	14,100	17,800	17,100	11,900	3,100	14	0.5	2	0.1
2005	405			CTR	13,800	17,100	16,400	11,700	3,050	17	0.6	6	0.2
2006	405			CTR	13,300	16,500	15,800	11,300	2,950	13	0.5	2	0.1
2007	405			CTR	11,000	13,600	13,500	9,300	2,400	16	0.7	4	0.2
2008	405			CTR	11,800	14,600	14,300	10,000	2,600	12	0.5	1	0.0
2009	405			CTR	11,200	13,700	13,200	9,500	2,450	12	0.5	2	0.1
2010	405			CTR	10,700	13,000	12,500	9,100	2,350	11	0.5	0	0.0
2011	405			CTR	10,100	12,300	11,800	8,550	2,200	8	0.4	3	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2012	405			CTR	11,400	13,800	13,700	9,700	2,500	15	0.7	1	0.0
2013	405			CTR	9,350	11,400	11,800	7,950	2,050	16	0.9	2	0.1
2014	405			IC	10,600	11,700	11,700	9,400	2,350	16	0.8	1	0.0
2015	405			IC	11,500	12,700	12,700	10,200	2,550	21	0.9	1	0.0
2016	405			IC	13,100	14,500	14,400	11,600	2,900	8	0.3	2	0.1
2017	405			IC	8,900	9,750	9,800	8,100	1,950	13	0.7	3	0.2
2018	405			IC	8,450	9,300	9,350	7,650	1,850	11	0.7	3	0.2
2019	405			IC	8,050	8,850	8,900	7,250	1,700	7	0.4	2	0.1
2021	405			IC	7,150	7,750	7,800	6,450	1,500	5	0.4	0	0.0
2021	405	QEW IC NIAG ON THE LAKE END OF HWY											
1991	406	EAST MAIN ST WELLAND	2.7	UC	14,100	14,900	16,200	13,700	560	1	0.1	0	0.0
1992	406			UC	14,100	14,900	16,200	13,500	560	7	0.5	0	0.0
1993	406			UC	14,100	14,900	16,000	13,200	560	9	0.6	0	0.0
1994	406			UC	13,800	14,600	15,800	12,800	550	8	0.6	0	0.0
1995	406			UC	13,600	14,300	15,500	12,700	820	13	1.0	1	0.1
1996	406			UC	13,500	14,300	15,800	12,800	810	16	1.2	2	0.1
1997	406			UC	13,300	14,000	15,600	12,500	800	14	1.1	0	0.0
1998	406			UC	12,800	13,600	15,000	12,200	770	14	1.1	0	0.0
1999	406			UC	13,000	13,800	15,200	12,400	650	13	1.0	1	0.1
2000	406			UC	13,200	14,000	15,600	12,400	1,050	17	1.3	1	0.1
2001	406			UC	13,600	14,600	16,000	12,800	680	13	1.0	0	0.0
2002	406			UC	13,100	14,000	15,400	12,300	660	7	0.5	0	0.0
2003	406			UC	13,900	14,700	16,300	13,100	700	17	1.2	0	0.0
2004	406			UC	14,400	15,400	16,900	13,500	720	27	1.9	0	0.0
2005	406			UC	13,700	14,500	16,000	12,800	680	21	1.5	1	0.1
2006	406			UC	13,700	14,500	16,000	12,900	680	11	0.8	0	0.0
2007	406			UC	13,800	14,600	16,000	12,900	690	18	1.3	0	0.0
2008	406			UC	13,800	14,600	13,700	12,900	1,100	19	1.4	1	0.1
2009	406			LT	13,900	18,800	18,300	10,300	1,100	16	1.2	1	0.1
2010	406			LT	14,600	19,600	19,200	10,800	1,150	18	1.2	2	0.1
2011	406			LT	15,300	19,600	20,000	12,600	1,200	20	1.3	1	0.1
2012	406			LT	16,100	21,000	20,000	12,200	1,300	20	1.2	0	0.0
2013	406			LT	16,900	22,100	22,000	12,800	1,350	27	1.6	3	0.2
2014	406			LT	17,700	23,100	23,500	13,400	1,400	42	2.4	3	0.2
2015	406			LT	18,600	24,300	24,700	14,000	1,500	30	1.6	2	0.1
2016	406			LT	19,600	25,600	26,000	14,800	1,550	41	2.1	7	0.4
2017	406			LT	20,500	26,000	26,100	17,100	1,650	59	2.9	3	0.1
2018	406			LT	21,600	27,500	27,500	18,100	1,750	63	2.9	7	0.3
2019	406			LT	24,800	31,500	31,500	20,700	3,200	29	1.2	1	0.0
2021	406			LT	19,100	24,000	24,000	16,000	380	45	2.4	3	0.2
1988	406	SOUTH END OF WELLAND RIV BR.	2.1	UC	12,900	13,500	14,600	12,100	640	13	1.3	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1989	406			UC	13,800	14,500	15,600	13,100	690	9	0.9	0	0.0
1990	406			UC	14,700	15,700	17,100	14,000	740	21	1.9	1	0.1
1991	406			UC	14,000	14,800	16,100	13,600	700	10	0.9	1	0.1
1992	406			UC	14,600	15,500	16,800	14,000	730	10	0.9	0	0.0
1993	406			UC	15,100	15,900	17,200	14,100	760	8	0.7	0	0.0
1994	406			SC	15,800	16,400	18,200	14,500	790	17	1.4	0	0.0
1995	406			SC	16,000	16,700	18,600	14,600	960	15	1.2	0	0.0
1996	406			SC	16,500	17,500	19,300	14,800	990	24	1.9	2	0.2
1997	406			SC	17,000	18,000	19,900	15,100	1,000	14	1.1	0	0.0
1998	406			SC	16,300	17,300	19,100	14,500	980	16	1.3	1	0.1
1999	406			SC	16,500	17,500	19,300	14,700	990	17	1.3	1	0.1
2000	406			SC	16,600	17,600	19,400	14,600	1,350	17	1.3	0	0.0
2001	406			SC	17,300	18,400	20,300	15,200	1,400	10	0.8	0	0.0
2002	406			SC	16,100	17,100	18,900	14,200	1,300	17	1.4	1	0.1
2003	406			SC	16,900	17,800	19,700	15,000	1,350	18	1.4	0	0.0
2004	406			IR	16,800	20,800	18,600	14,200	1,350	14	1.1	3	0.2
2005	406			UC	16,900	17,900	19,800	15,800	1,350	17	1.3	1	0.1
2006	406			UC	16,900	17,900	19,700	15,900	1,200	14	1.1	0	0.0
2007	406			UC	17,000	18,000	19,700	15,900	1,200	22	1.7	1	0.1
2008	406			UC	16,900	17,900	16,800	15,800	1,200	18	1.4	1	0.1
2009	406			UC	17,100	18,100	20,000	16,100	1,200	16	1.2	3	0.2
2010	406			UC	17,200	18,200	20,000	16,200	1,200	29	2.2	0	0.0
2011	406			UC	18,100	18,200	18,800	17,200	1,250	17	1.2	1	0.1
2012	406			UC	19,000	19,100	20,300	18,100	1,350	8	0.5	0	0.0
2013	406			UC	19,900	20,000	20,000	18,900	1,400	16	1.1	0	0.0
2014	406			UC	20,900	21,000	20,100	19,800	1,450	15	0.9	2	0.1
2015	406			UC	22,000	22,100	21,200	20,900	1,550	15	0.9	0	0.0
2016	406			UC	23,000	23,100	22,100	21,800	1,600	15	0.9	0	0.0
2017	406			UC	24,200	24,000	24,300	23,200	1,700	8	0.4	1	0.1
2018	406			UC	25,400	25,200	25,600	24,400	1,800	15	0.8	0	0.0
2019	406			UC	24,400	24,000	24,400	23,500	1,200	13	0.7	1	0.1
2021	406			UC	23,400	23,500	23,800	22,500	1,150	10	0.6	0	0.0
1988	406	PORT ROBINSON RD	3.8	UC	13,400	14,100	15,100	12,600	670	9	0.5	0	0.0
1989	406			UC	14,500	15,200	16,400	13,800	720	11	0.6	1	0.1
1990	406			UC	15,700	16,800	18,200	14,900	780	15	0.7	1	0.0
1991	406			UC	14,300	15,200	16,400	13,900	720	11	0.6	2	0.1
1992	406			UC	14,900	15,800	17,100	14,300	740	15	0.7	1	0.0
1993	406			UC	15,600	16,400	17,700	14,600	780	7	0.3	0	0.0
1994	406			UC	16,300	17,300	18,600	15,200	820	20	0.9	1	0.0
1995	406			UC	17,200	18,100	19,700	16,000	860	15	0.6	0	0.0
1996	406			UC	17,800	18,800	20,800	16,900	890	14	0.6	1	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1997	406			UC	18,400	19,300	21,500	17,300	920	12	0.5	0	0.0
1998	406			UC	18,800	19,900	22,000	17,900	940	19	0.7	3	0.1
1999	406			UC	18,600	19,700	21,800	17,700	930	13	0.5	0	0.0
2000	406			UC	19,000	20,100	22,400	17,900	1,150	10	0.4	0	0.0
2001	406			UC	18,800	20,100	22,100	17,700	1,150	20	0.8	0	0.0
2002	406			UC	19,700	21,000	23,200	18,400	1,400	17	0.6	0	0.0
2003	406			UC	20,000	21,100	23,400	18,900	1,400	22	0.8	3	0.1
2004	406			UC	20,200	21,600	23,800	19,000	1,200	17	0.6	3	0.1
2005	406			UC	20,700	21,900	24,200	19,400	1,250	16	0.6	2	0.1
2006	406			UC	22,100	23,400	25,800	20,800	1,350	29	1.0	3	0.1
2007	406			UC	21,400	22,700	24,800	20,100	1,300	13	0.4	1	0.0
2008	406			UC	23,000	24,300	22,800	21,500	1,400	16	0.5	0	0.0
2009	406			UC	23,500	24,900	27,500	22,100	1,400	10	0.3	1	0.0
2010	406			UC	26,800	28,300	31,200	25,200	1,600	16	0.4	1	0.0
2011	406			UC	24,500	24,600	25,400	23,200	1,450	22	0.7	0	0.0
2012	406			UC	25,000	25,200	26,800	23,800	1,500	31	0.9	0	0.0
2013	406			UC	26,200	26,300	26,300	24,900	1,550	16	0.4	2	0.1
2014	406			UC	27,600	27,700	26,500	26,200	1,650	12	0.3	0	0.0
2015	406			UC	28,900	29,000	27,800	27,400	1,750	21	0.5	1	0.0
2016	406			UC	30,400	30,500	29,200	28,800	1,800	16	0.4	2	0.0
2017	406			UC	31,900	31,700	32,000	30,600	1,300	27	0.6	0	0.0
2018	406			UC	33,500	33,200	33,800	32,200	1,350	16	0.3	1	0.0
2019	406			SC	32,300	34,300	34,100	28,500	1,300	17	0.4	1	0.0
2021	406			SC	31,200	33,000	32,900	27,700	1,250	21	0.5	1	0.0
1988	406	NIAGARA RD 20/58 IC CANBORO RD THOROLD	3.2	UC	18,000	18,900	20,300	16,900	1,100	27	1.3	0	0.0
1989	406			UC	19,000	20,000	21,500	18,000	1,150	25	1.1	7	0.3
1990	406			UC	20,000	21,400	23,200	19,000	1,200	18	0.8	0	0.0
1991	406			UC	18,800	19,900	21,600	18,200	940	15	0.7	4	0.2
1992	406			UC	19,500	20,700	22,400	18,700	980	19	0.8	1	0.0
1993	406			UC	20,400	21,500	23,200	19,100	1,000	31	1.3	1	0.0
1994	406			UC	21,200	22,500	24,200	19,700	1,050	32	1.3	2	0.1
1995	406			UC	21,600	22,800	24,700	20,100	1,100	11	0.4	0	0.0
1996	406			UC	22,200	23,500	26,000	21,100	1,100	38	1.5	4	0.2
1997	406			UC	22,900	24,000	26,800	21,500	1,150	21	0.8	2	0.1
1998	406			UC	22,100	23,400	25,900	21,000	1,100	32	1.3	4	0.2
1999	406			UC	23,600	25,000	27,600	22,400	1,200	23	0.8	4	0.1
2000	406			UC	24,100	25,500	28,400	22,700	1,450	26	0.9	2	0.1
2001	406			UC	26,400	28,300	31,100	24,800	1,600	12	0.4	1	0.0
2002	406			UC	25,100	26,700	29,500	23,500	1,500	24	0.8	1	0.0
2003	406			UC	25,600	27,100	30,000	24,200	1,550	22	0.7	0	0.0
2004	406			UC	26,000	27,800	30,600	24,400	1,550	30	1.0	1	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2005	406			UC	24,200	25,600	28,300	22,700	1,450	29	1.0	2	0.1
2006	406			UC	26,300	27,800	30,700	24,800	1,600	24	0.8	2	0.1
2007	406			UC	27,200	28,800	31,500	25,500	1,650	18	0.6	0	0.0
2008	406			UC	28,200	29,800	28,000	26,400	1,950	24	0.7	0	0.0
2009	406			UC	29,200	31,000	34,200	27,400	2,050	13	0.4	0	0.0
2010	406			UC	30,100	31,800	35,000	28,300	2,100	14	0.4	1	0.0
2011	406			UC	29,400	29,500	30,500	27,900	2,050	23	0.7	0	0.0
2012	406			UC	29,800	30,000	31,900	28,300	2,100	25	0.7	3	0.1
2013	406			UC	26,600	26,700	26,700	25,200	1,600	15	0.5	0	0.0
2014	406			UC	28,500	28,600	27,400	27,000	1,750	15	0.5	1	0.0
2015	406			UC	30,500	30,600	29,300	28,900	1,850	19	0.5	0	0.0
2016	406			UC	32,600	32,700	31,400	30,900	2,000	14	0.4	1	0.0
2017	406			UC	34,900	34,700	35,000	33,400	2,150	24	0.6	0	0.0
2018	406			UC	37,300	37,000	37,600	35,800	2,300	19	0.4	1	0.0
2019	406			UC	39,400	38,800	39,400	38,000	3,150	21	0.5	1	0.0
2021	406			UC	37,800	37,900	38,400	36,400	3,000	16	0.4	0	0.0
1988	406	BEAVERDAMS RD IC THOROLD	2.7	UC	18,800	19,700	21,200	17,700	1,150	13	0.7	0	0.0
1989	406			UC	19,100	20,100	21,600	18,100	1,150	20	1.1	2	0.1
1990	406			UC	19,500	20,900	22,600	18,500	1,150	25	1.3	0	0.0
1991	406			UC	18,800	19,900	21,600	18,200	1,150	8	0.4	1	0.1
1992	406			UC	18,900	20,000	21,700	18,100	1,150	9	0.5	0	0.0
1993	406			UC	18,900	19,900	21,500	17,700	1,150	12	0.7	3	0.2
1994	406			UC	20,800	22,000	23,800	19,300	1,250	14	0.7	0	0.0
1995	406			UC	21,500	22,700	24,600	20,000	1,300	10	0.5	0	0.0
1996	406			UC	22,100	23,400	25,900	21,000	660	15	0.7	1	0.0
1997	406			UC	22,800	23,900	26,700	21,400	680	15	0.7	1	0.0
1998	406			UC	23,200	24,600	27,100	22,000	700	12	0.5	2	0.1
1999	406			UC	23,900	25,300	28,000	22,700	720	6	0.3	1	0.0
2000	406			UC	24,500	26,000	28,900	23,000	740	20	0.8	1	0.0
2001	406			UC	25,100	26,900	29,500	23,600	750	15	0.6	0	0.0
2002	406			UC	25,700	27,400	30,200	24,100	770	10	0.4	0	0.0
2003	406			UC	26,300	27,800	30,800	24,800	790	28	1.1	0	0.0
2004	406			UC	26,700	28,600	31,400	25,100	800	29	1.1	2	0.1
2005	406			UC	27,500	29,100	32,200	25,800	820	27	1.0	1	0.0
2006	406			UC	28,100	29,700	32,800	26,400	840	23	0.8	0	0.0
2007	406			UC	28,700	30,400	33,200	26,900	860	30	1.1	0	0.0
2008	406			UC	29,300	31,000	29,100	27,400	880	21	0.7	0	0.0
2009	406			UC	29,900	31,700	35,000	28,100	900	17	0.6	0	0.0
2010	406			UC	30,500	32,200	35,500	28,700	920	30	1.0	0	0.0
2011	406			IC	31,100	34,200	35,500	27,900	930	22	0.7	0	0.0
2012	406			IC	31,700	35,100	34,100	28,100	950	21	0.7	2	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2013	406			IC	32,300	35,800	35,600	28,600	970	20	0.6	1	0.0
2014	406			IC	32,900	36,400	36,300	29,200	990	20	0.6	1	0.0
2015	406			IC	33,500	37,100	36,900	29,700	1,000	21	0.6	0	0.0
2016	406			IC	34,100	37,700	37,600	30,200	1,000	10	0.3	0	0.0
2017	406			IC	34,700	38,000	38,300	31,500	1,050	12	0.4	1	0.0
2018	406			IC	35,300	38,900	39,100	31,900	1,050	20	0.6	2	0.1
2019	406			IC	35,900	39,400	39,600	32,400	1,100	25	0.7	3	0.1
2021	406			IC	34,500	37,400	37,600	31,200	1,050	12	0.4	1	0.0
1988	406	HWY 58 IC	2.1	UC	33,000	34,600	37,300	31,000	2,000	8	0.3	3	0.1
1989	406			UC	34,000	35,700	38,400	32,300	2,050	17	0.7	1	0.0
1990	406			UC	35,100	37,600	40,700	33,300	2,100	15	0.6	0	0.0
1991	406			UC	35,100	37,200	40,400	34,000	2,100	18	0.7	2	0.1
1992	406			UC	35,300	37,400	40,600	33,900	2,100	12	0.4	1	0.0
1993	406			UC	35,300	37,200	40,100	33,100	2,100	13	0.5	0	0.0
1994	406			UC	35,800	37,900	40,900	33,300	2,150	12	0.4	0	0.0
1995	406			UC	36,600	38,600	41,800	34,100	2,200	12	0.4	1	0.0
1996	406			UC	37,300	39,500	43,600	35,500	1,500	26	0.9	1	0.0
1997	406			UC	38,100	40,000	44,600	35,800	1,500	15	0.5	2	0.1
1998	406			UC	35,300	37,400	41,300	33,500	1,400	15	0.6	1	0.0
1999	406			UC	39,600	42,000	46,300	37,600	1,600	13	0.4	1	0.0
2000	406			UC	44,500	47,200	52,500	41,800	1,800	21	0.6	2	0.1
2001	406			UC	43,000	46,100	50,600	40,400	1,700	9	0.3	1	0.0
2002	406			UC	48,300	51,500	56,800	45,200	1,950	13	0.4	0	0.0
2003	406			UC	50,200	53,000	58,800	47,400	2,000	17	0.4	1	0.0
2004	406			UC	48,900	52,400	57,500	46,000	1,950	16	0.4	0	0.0
2005	406			UC	51,100	54,100	59,800	47,900	2,050	21	0.5	1	0.0
2006	406			UC	51,800	54,800	60,500	48,700	2,050	13	0.3	0	0.0
2007	406			UC	53,500	56,700	61,900	50,200	2,150	20	0.5	0	0.0
2008	406			UC	55,300	58,400	54,800	51,700	2,200	17	0.4	1	0.0
2009	406			UC	57,000	60,400	66,700	53,600	2,300	22	0.5	3	0.1
2010	406			UC	58,700	62,100	68,300	55,200	2,350	25	0.6	3	0.1
2011	406			UC	58,700	58,900	60,900	55,700	2,350	18	0.4	1	0.0
2012	406			UC	58,600	59,000	62,700	55,700	2,350	14	0.3	0	0.0
2013	406			CTR	54,000	65,700	67,900	45,900	2,150	10	0.2	0	0.0
2014	406			CTR	54,300	66,200	66,800	46,200	2,150	18	0.4	2	0.0
2015	406			CTR	54,500	66,500	67,000	46,300	2,200	12	0.3	0	0.0
2016	406			CTR	54,800	66,900	67,400	46,600	2,200	21	0.5	0	0.0
2017	406			CTR	55,100	73,600	73,300	44,900	2,200	20	0.5	0	0.0
2018	406			CTR	55,400	74,000	73,700	45,100	2,200	25	0.6	1	0.0
2019	406			CTR	55,600	74,100	73,800	45,200	2,200	31	0.7	4	0.1
2021	406			CR	48,200	55,500	55,800	43,500	960	12	0.3	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1988	406	GLENDALE AV IC(NBL) ST CATHARINES	3.1	UC	34,200	35,900	38,600	32,100	2,050	32	0.8	3	0.1
1989	406			UC	35,300	37,100	39,900	33,500	2,100	39	1.0	3	0.1
1990	406			UC	36,400	38,900	42,200	34,600	2,200	32	0.8	0	0.0
1991	406			UC	37,600	39,900	43,200	36,500	2,250	17	0.4	1	0.0
1992	406			UC	37,900	40,200	43,600	36,400	2,250	20	0.5	0	0.0
1993	406			UC	37,900	39,900	43,100	35,500	2,250	57	1.3	3	0.1
1994	406			UC	40,200	42,600	46,000	37,400	2,400	35	0.8	1	0.0
1995	406			UC	41,300	43,600	47,200	38,500	2,500	37	0.8	0	0.0
1996	406			UC	42,400	44,900	49,600	40,300	2,550	41	0.9	0	0.0
1997	406			UC	43,500	45,700	50,900	40,900	2,600	36	0.7	2	0.0
1998	406			UC	44,600	47,300	52,200	42,400	2,700	26	0.5	4	0.1
1999	406			UC	45,600	48,300	53,400	43,300	2,750	29	0.6	5	0.1
2000	406			UC	46,700	49,500	55,100	43,900	2,350	28	0.5	1	0.0
2001	406			UC	47,800	51,200	56,200	44,900	1,450	25	0.5	5	0.1
2002	406			UC	49,600	52,800	58,300	46,400	1,500	28	0.5	1	0.0
2003	406			UC	50,300	53,200	58,900	47,500	1,500	42	0.7	0	0.0
2004	406			UC	51,400	55,100	60,500	48,300	1,550	28	0.5	0	0.0
2005	406			UC	54,100	57,200	63,300	50,700	1,600	43	0.7	6	0.1
2006	406			UC	52,900	55,900	61,800	49,800	1,600	28	0.5	2	0.0
2007	406			UC	55,400	58,800	64,100	52,000	1,650	46	0.7	1	0.0
2008	406			UC	54,900	58,000	54,400	51,400	1,650	32	0.5	1	0.0
2009	406			LT	52,100	70,300	68,800	38,600	1,550	24	0.4	3	0.1
2010	406			LT	56,900	76,400	74,900	42,000	1,700	35	0.6	0	0.0
2011	406			IC	48,500	53,300	55,300	43,500	1,450	28	0.5	2	0.0
2012	406			IC	56,900	63,000	61,100	50,500	1,700	32	0.5	1	0.0
2013	406			IC	57,700	63,900	63,500	51,200	1,750	30	0.5	0	0.0
2014	406			IR	58,100	69,200	69,300	49,500	1,750	46	0.7	3	0.0
2015	406			IR	51,100	60,800	61,000	43,500	1,550	22	0.4	1	0.0
2016	406			IR	52,000	61,900	62,000	44,300	1,550	49	0.8	4	0.1
2017	406			IR	58,300	68,400	68,400	52,000	1,750	42	0.6	2	0.0
2018	406			IR	58,900	69,200	69,200	52,700	1,750	47	0.7	5	0.1
2019	406			IR	59,600	69,900	69,900	53,400	1,800	39	0.6	2	0.0
2021	406			IR	57,200	66,900	67,100	51,100	1,700	42	0.7	1	0.0
1988	406	WESTCHESTER AV IC ST CATHARINES	2.4	UC	20,100	21,100	22,700	18,900	1,200	10	0.6	1	0.1
1989	406			UC	21,000	22,000	23,700	20,000	1,250	15	0.8	2	0.1
1990	406			UC	21,800	23,300	25,300	20,700	1,300	7	0.4	2	0.1
1991	406			UC	22,500	23,800	25,900	21,800	1,100	11	0.6	1	0.1
1992	406			UC	23,400	24,800	26,900	22,500	1,150	15	0.7	1	0.0
1993	406			UC	24,200	25,500	27,500	22,700	1,200	22	1.1	2	0.1
1994	406			SC	25,100	26,100	28,900	23,100	1,250	7	0.3	0	0.0
1995	406			SC	27,200	28,400	31,600	24,700	1,350	26	1.1	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1996	406			SC	28,200	30,000	33,000	25,300	1,150	17	0.7	1	0.0
1997	406			SC	29,200	31,000	34,200	26,000	1,150	13	0.5	2	0.1
1998	406			SC	31,700	33,600	37,100	28,200	1,250	6	0.2	1	0.0
1999	406			SC	32,400	34,300	37,900	28,800	1,300	12	0.4	2	0.1
2000	406			SC	31,000	32,900	36,300	27,300	1,250	9	0.3	0	0.0
2001	406			C	28,900	32,500	32,600	26,000	1,150	15	0.6	2	0.1
2002	406			C	32,500	36,400	36,700	29,200	1,300	8	0.3	1	0.0
2003	406			C	33,200	37,100	37,300	30,000	1,350	20	0.7	2	0.1
2004	406			C	30,800	34,700	34,800	27,700	1,250	29	1.1	0	0.0
2005	406			C	32,500	36,200	36,500	29,200	1,300	19	0.7	1	0.0
2006	406			C	33,000	36,700	37,000	29,700	1,300	13	0.5	2	0.1
2007	406			C	33,400	37,100	37,600	30,000	1,350	25	0.9	1	0.0
2008	406			C	28,900	31,900	31,500	25,900	870	30	1.2	0	0.0
2009	406			C	37,300	41,000	41,400	33,600	1,100	20	0.6	1	0.0
2010	406			C	34,800	38,400	38,700	31,300	1,050	41	1.4	5	0.2
2011	406			C	35,200	38,800	39,100	31,700	1,050	25	0.8	0	0.0
2012	406			UC	31,600	31,800	33,800	30,000	950	64	2.3	0	0.0
2013	406			UC	35,300	35,400	35,500	33,500	1,050	85	2.8	4	0.1
2014	406			UC	35,700	35,800	34,300	33,900	1,050	46	1.5	1	0.0
2015	406			UC	36,000	36,100	34,600	34,200	1,100	48	1.5	1	0.0
2016	406			UC	36,400	36,500	35,000	34,500	1,100	40	1.3	5	0.2
2017	406			UC	36,800	36,600	36,900	35,300	1,100	42	1.3	3	0.1
2018	406			UC	37,200	36,900	37,500	35,700	1,100	88	2.7	6	0.2
2019	406			UC	37,600	37,000	37,600	36,200	1,150	53	1.6	4	0.1
2021	406			UC	36,100	36,200	36,700	34,800	1,100	70	2.2	1	0.0
1988	406	FOURTH AV IC NIAGARA REG RD 77	3.9	UC	17,000	17,800	19,200	16,000	1,000	13	0.5	1	0.0
1989	406			UC	18,000	18,900	20,300	17,100	1,100	11	0.4	0	0.0
1990	406			UC	18,900	20,200	21,900	18,000	1,150	13	0.5	0	0.0
1991	406			UC	19,500	20,700	22,400	18,900	1,150	6	0.2	0	0.0
1992	406			UC	19,600	20,800	22,500	18,800	1,200	16	0.6	0	0.0
1993	406			UC	19,600	20,600	22,300	18,400	1,200	6	0.2	0	0.0
1994	406			UC	19,400	20,600	22,200	18,000	1,150	10	0.4	0	0.0
1995	406			UC	19,800	20,900	22,600	18,500	1,200	17	0.6	0	0.0
1996	406			UC	20,300	21,500	23,700	19,300	1,850	19	0.7	0	0.0
1997	406			UC	20,700	21,700	24,200	19,500	1,850	7	0.2	2	0.1
1998	406			UC	20,100	21,300	23,500	19,100	1,800	12	0.4	1	0.0
1999	406			UC	20,500	21,700	24,000	19,500	820	17	0.6	0	0.0
2000	406			UC	21,500	22,800	25,400	20,200	860	24	0.8	1	0.0
2001	406			UC	22,500	24,100	26,500	21,100	900	19	0.6	1	0.0
2002	406			UC	22,200	23,700	26,100	20,800	890	19	0.6	0	0.0
2003	406			UC	22,600	23,900	26,500	21,300	1,350	23	0.7	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2004	406			UC	22,900	24,500	26,900	21,500	1,350	29	0.9	0	0.0
2005	406			UC	23,300	24,700	27,300	21,900	1,400	38	1.1	1	0.0
2006	406			UC	23,700	25,100	27,700	22,300	1,400	23	0.7	1	0.0
2007	406			UC	24,000	25,500	27,800	22,500	1,450	24	0.7	4	0.1
2008	406			UC	24,400	25,800	24,200	22,800	1,450	23	0.7	0	0.0
2009	406			UC	24,700	26,200	28,900	23,200	1,500	24	0.7	1	0.0
2010	406			UC	25,000	26,400	29,100	23,500	1,500	28	0.8	2	0.1
2011	406			IC	32,200	35,400	36,700	28,900	1,950	29	0.6	4	0.1
2012	406			IC	27,300	30,200	29,300	24,200	1,650	28	0.7	1	0.0
2013	406			IC	28,100	31,100	30,900	24,900	1,700	26	0.6	3	0.1
2014	406			IC	28,300	31,300	31,200	25,100	1,700	17	0.4	3	0.1
2015	406			IR	28,800	34,300	34,400	24,500	1,750	22	0.5	1	0.0
2016	406			IR	29,300	34,900	35,000	24,900	1,750	14	0.3	0	0.0
2017	406			IR	29,800	33,700	33,900	25,700	1,800	12	0.3	0	0.0
2018	406			IR	30,200	34,200	34,400	26,100	1,800	19	0.4	4	0.1
2019	406			IR	30,700	34,800	35,100	26,700	1,850	20	0.5	3	0.1
2021	406			IR	29,500	33,200	33,500	26,000	1,750	11	0.3	0	0.0
2021	406	QEW IC END OF HWY											
1988	409	HWY 401 ETOBICOKE	0.4	UC	83,000	87,200	93,800	78,000	6,650	31	2.9	6	0.6
1989	409			UC	84,600	88,800	95,600	80,400	6,750	29	2.6	5	0.5
1990	409			UC	86,200	92,200	100,000	81,900	6,900	29	2.6	9	0.8
1991	409			UC	84,500	89,600	97,200	82,000	6,750	24	2.2	5	0.5
1992	409			UC	84,900	90,000	97,600	81,500	6,800	31	2.8	9	0.8
1993	409			UC	85,000	89,500	96,600	79,600	6,800	28	2.5	4	0.4
1994	409			UC	88,900	94,200	101,600	82,700	7,100	21	1.8	3	0.3
1995	409			UC	90,300	95,300	103,200	84,200	7,200	23	2.0	10	0.8
1996	409			UC	91,600	96,900	107,200	87,100	7,350	19	1.6	5	0.4
1997	409			UC	93,000	97,600	108,800	87,400	7,450	24	2.0	5	0.4
1998	409			UC	94,300	100,000	110,300	89,600	7,550	25	2.0	12	1.0
1999	409			UC	95,700	101,400	112,000	90,900	7,650	40	3.2	4	0.3
2000	409			UC	97,000	102,800	114,500	91,200	7,750	21	1.7	8	0.6
2001	409			UC	98,400	105,400	115,800	92,500	7,850	30	2.3	11	0.9
2002	409			UC	99,700	106,200	117,300	93,300	8,000	52	4.0	6	0.5
2003	409			UC	101,100	106,800	118,400	95,500	8,100	50	3.8	13	1.0
2004	409			UC	102,400	109,700	120,500	96,200	8,200	40	3.0	16	1.2
2005	409			UC	103,800	109,800	121,400	97,300	8,300	39	2.9	12	0.9
2006	409			UC	105,100	111,100	122,800	98,900	8,400	42	3.1	8	0.6
2007	409			UC	106,500	113,000	123,300	99,900	8,500	37	2.7	3	0.2
2008	409			UC	107,800	113,900	106,900	100,900	8,600	34	2.4	3	0.2
2009	409			UC	109,200	115,800	127,800	102,600	8,750	45	3.2	14	1.0
2010	409			UC	110,500	116,800	128,600	103,900	8,850	35	2.4	8	0.6

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2011	409			UC	111,900	112,300	116,100	106,200	8,950	27	1.9	7	0.5
2012	409			UC	113,200	113,900	121,200	107,500	9,050	20	1.4	7	0.5
2013	409			UC	114,600	115,000	115,200	108,700	9,150	28	1.9	5	0.3
2014	409			UC	115,900	116,300	111,500	110,000	9,250	30	2.0	6	0.4
2015	409			UC	117,300	117,700	112,800	111,300	9,400	31	2.0	6	0.4
2016	409			UC	118,600	119,000	114,100	112,500	9,500	35	2.3	7	0.5
2017	409			UC	120,000	119,200	120,400	115,000	9,600	40	2.6	11	0.7
2018	409			UC	121,300	120,300	122,200	116,400	9,700	40	2.5	6	0.4
2019	409			UC	122,700	120,900	122,700	118,200	9,800	40	2.5	10	0.6
2021	409			UC	125,400	125,700	127,300	120,800	10,000	26	1.6	7	0.4
1988	409	KIPLING AV IC ETOBICOKE	1.1	UC	65,300	68,600	73,800	61,400	5,200	10	0.4	4	0.2
1989	409			UC	66,600	69,900	75,300	63,300	5,350	10	0.4	3	0.1
1990	409			UC	67,900	72,700	78,800	64,500	5,450	15	0.6	2	0.1
1991	409			UC	66,600	70,600	76,600	64,600	5,350	25	1.0	4	0.2
1992	409			UC	66,200	70,200	76,100	63,600	5,300	12	0.5	2	0.1
1993	409			UC	66,400	69,900	75,500	62,200	5,300	19	0.7	3	0.1
1994	409			UC	70,000	74,200	80,000	65,100	5,600	4	0.1	2	0.1
1995	409			UC	71,200	75,100	81,400	66,400	5,700	11	0.4	0	0.0
1996	409			UC	72,500	76,700	84,800	68,900	5,800	16	0.6	2	0.1
1997	409			UC	73,700	77,400	86,200	69,300	5,900	15	0.5	3	0.1
1998	409			UC	75,000	79,500	87,800	71,200	6,000	8	0.3	2	0.1
1999	409			UC	74,900	79,400	87,600	71,200	8,250	16	0.5	1	0.0
2000	409			UC	78,000	82,700	92,000	73,300	8,600	16	0.5	4	0.1
2001	409			UC	78,500	84,100	92,300	73,800	6,300	20	0.6	0	0.0
2002	409			UC	77,900	83,000	91,600	72,900	6,250	21	0.7	4	0.1
2003	409			UC	80,900	85,500	94,800	76,400	6,450	14	0.4	1	0.0
2004	409			UC	82,100	87,900	96,600	77,200	8,200	16	0.5	2	0.1
2005	409			UC	78,000	82,500	91,200	73,200	7,800	17	0.6	4	0.1
2006	409			UC	73,200	77,400	85,500	68,900	7,300	14	0.5	5	0.2
2007	409			UC	80,600	85,500	93,300	75,600	8,050	12	0.4	3	0.1
2008	409			UC	81,200	85,800	80,500	76,000	8,100	20	0.6	4	0.1
2009	409			UC	81,900	86,800	95,800	77,000	8,200	17	0.5	8	0.2
2010	409			UC	82,600	87,300	96,100	77,700	8,250	17	0.5	5	0.2
2011	409			UC	73,200	73,400	76,000	69,500	7,300	11	0.4	1	0.0
2012	409			UC	81,700	82,200	87,500	77,600	8,150	14	0.4	1	0.0
2013	409			UC	70,900	71,100	71,300	67,300	7,100	27	1.0	6	0.2
2014	409			UC	80,400	80,700	77,300	76,300	8,050	14	0.4	5	0.2
2015	409			UC	80,300	80,600	77,200	76,200	8,050	15	0.5	5	0.2
2016	409			UC	81,000	81,300	77,900	76,900	8,100	21	0.7	7	0.2
2017	409			UC	81,300	80,800	81,600	77,900	8,150	26	0.8	6	0.2
2018	409			UC	81,700	81,000	82,300	78,400	8,150	20	0.6	6	0.2

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2019	409			UC	82,000	80,800	82,000	79,000	8,200	24	0.7	3	0.1
2021	409			UC	82,700	82,900	84,000	79,700	8,250	15	0.5	3	0.1
1988	409	MARTIN GROVE RD IC ETOBICOKE	1.5	UC	68,300	71,700	77,200	64,200	5,450	15	0.4	3	0.1
1989	409			UC	69,500	73,000	78,500	66,000	5,550	24	0.6	0	0.0
1990	409			UC	70,900	75,900	82,200	67,400	5,650	26	0.7	2	0.1
1991	409			UC	69,500	73,700	79,900	67,400	5,550	14	0.4	5	0.1
1992	409			UC	68,900	73,000	79,200	66,100	5,500	15	0.4	1	0.0
1993	409			UC	69,100	72,800	78,500	64,700	5,550	26	0.7	3	0.1
1994	409			UC	72,000	76,300	82,300	67,000	5,750	38	1.0	3	0.1
1995	409			UC	73,300	77,300	83,800	68,400	5,850	16	0.4	5	0.1
1996	409			UC	74,600	78,900	87,300	70,900	5,950	22	0.5	3	0.1
1997	409			UC	75,800	79,600	88,700	71,300	6,050	26	0.6	5	0.1
1998	409			UC	77,100	81,700	90,200	73,200	6,150	20	0.5	6	0.1
1999	409			UC	77,100	81,700	90,200	73,200	8,500	22	0.5	1	0.0
2000	409			UC	77,100	81,700	91,000	72,500	8,500	23	0.5	8	0.2
2001	409			UC	77,400	82,900	91,100	72,700	8,500	33	0.8	1	0.0
2002	409			UC	78,000	83,100	91,800	73,000	8,600	28	0.7	5	0.1
2003	409			UC	80,700	85,300	94,500	76,200	8,900	29	0.7	7	0.2
2004	409			UC	78,100	83,700	91,900	73,400	8,600	24	0.6	6	0.1
2005	409			UC	77,200	81,700	90,300	72,400	8,500	20	0.5	2	0.0
2006	409			UC	78,900	83,400	92,200	74,300	8,700	18	0.4	2	0.0
2007	409			UC	76,600	81,200	88,700	71,900	8,450	16	0.4	5	0.1
2008	409			UC	79,700	84,200	79,000	74,600	8,750	27	0.6	5	0.1
2009	409			UC	80,100	84,900	93,700	75,300	8,800	40	0.9	12	0.3
2010	409			UC	80,500	85,100	93,700	75,700	8,850	19	0.4	6	0.1
2011	409			UC	77,900	78,200	80,900	73,900	8,550	16	0.4	4	0.1
2012	409			UC	80,600	81,100	86,300	76,600	8,850	9	0.2	4	0.1
2013	409			UC	81,000	81,300	81,400	76,900	8,900	23	0.5	6	0.1
2014	409			C	82,100	90,300	87,800	73,900	9,050	21	0.5	2	0.0
2015	409			C	81,800	90,000	87,500	73,600	9,000	7	0.2	2	0.0
2016	409			C	82,200	90,400	88,000	74,000	9,050	11	0.2	3	0.1
2017	409			C	84,000	91,900	91,700	76,200	19,300	19	0.4	3	0.1
2018	409			C	83,100	91,100	90,600	75,000	19,100	21	0.5	7	0.2
2019	409			C	83,500	91,300	90,700	75,600	19,200	21	0.5	5	0.1
2021	409			C	84,200	91,600	91,100	76,300	19,400	21	0.5	3	0.1
1988	409	ATTWELL DR IC ETOBICOKE	0.6	UC	69,500	73,000	78,500	65,300	5,550	2	0.1	0	0.0
1989	409			UC	71,600	75,200	80,900	68,000	5,750	4	0.3	1	0.1
1990	409			UC	73,100	78,200	84,800	69,400	5,850	3	0.2	2	0.1
1991	409			UC	71,600	75,900	82,300	69,500	5,750	3	0.2	1	0.1
1992	409			UC	71,400	75,700	82,100	68,500	5,700	4	0.3	0	0.0
1993	409			UC	71,700	75,500	81,500	67,200	5,750	3	0.2	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1994	409			UC	76,900	81,500	87,900	71,500	6,150	4	0.2	0	0.0
1995	409			UC	78,700	83,000	90,000	73,400	6,300	1	0.1	0	0.0
1996	409			UC	80,500	85,200	94,200	76,600	6,450	3	0.2	2	0.1
1997	409			UC	82,300	86,400	96,300	77,400	6,600	1	0.1	0	0.0
1998	409			UC	84,100	89,100	98,400	79,900	6,750	1	0.1	0	0.0
1999	409			UC	85,800	90,900	100,400	81,500	9,450	1	0.1	0	0.0
2000	409			UC	87,600	92,900	103,400	82,300	9,650	5	0.3	1	0.1
2001	409			UC	84,600	90,600	99,500	79,500	9,300	5	0.3	1	0.1
2002	409			UC	85,500	91,100	100,600	80,100	9,400	7	0.4	2	0.1
2003	409			UC	86,300	91,200	101,100	81,500	9,500	1	0.1	1	0.1
2004	409			UC	87,200	93,400	102,600	81,900	9,600	3	0.2	0	0.0
2005	409			UC	87,000	92,100	101,700	81,600	9,550	2	0.1	0	0.0
2006	409			UC	89,500	94,600	104,600	84,200	9,850	0	0.0	0	0.0
2007	409			UC	90,400	95,900	104,600	84,800	9,950	3	0.2	1	0.1
2008	409			UC	91,200	96,300	90,400	85,300	10,000	4	0.2	1	0.1
2009	409			UC	87,000	92,200	101,800	81,800	9,550	1	0.1	0	0.0
2010	409			UC	86,000	90,900	100,100	80,900	9,450	1	0.1	0	0.0
2011	409			UC	85,000	85,300	88,200	80,700	9,350	4	0.2	1	0.1
2012	409			UC	90,400	90,900	96,800	85,900	9,950	2	0.1	1	0.1
2013	409			IR	90,000	107,100	114,900	76,600	9,900	6	0.3	2	0.1
2014	409			IR	91,300	108,700	108,900	77,700	10,000	4	0.2	0	0.0
2015	409			CTR	93,700	114,300	115,300	79,600	10,300	10	0.5	3	0.1
2016	409			CTR	94,000	114,700	115,600	79,900	10,300	11	0.5	1	0.0
2017	409			CTR	93,400	124,800	124,200	76,100	10,300	10	0.5	0	0.0
2018	409			CTR	94,000	125,500	125,000	76,600	10,300	13	0.6	0	0.0
2019	409			CTR	94,600	126,000	125,500	77,000	10,400	10	0.5	0	0.0
2021	409			CTR	95,700	124,800	124,100	78,100	10,500	16	0.8	4	0.2
2021	409	CARLINGVIEW DR START OF NA	2.0										
2021	409	AIRPORT RD IC PEEL RD 7 END OF NA END OF HWY											
1988	410	HWY 401 & HWY 403 IC MISSISSAUGA	1.9	UC	17,900	18,800	20,200	16,800	1,800	33	2.6	2	0.2
1989	410			UC	19,300	20,300	21,800	18,300	1,950	39	2.8	6	0.4
1990	410			UC	23,200	24,800	26,900	22,000	2,300	13	0.8	2	0.1
1991	410			UC	23,600	25,000	27,100	22,900	2,350	12	0.7	4	0.2
1992	410			UC	74,900	79,400	86,100	71,900	7,500	17	0.3	1	0.0
1993	410			UC	80,200	84,500	91,200	75,100	8,000	27	0.5	5	0.1
1994	410			UC	75,200	79,700	86,000	69,900	7,500	32	0.6	5	0.1
1995	410			UC	83,100	87,700	95,000	77,500	8,300	42	0.7	9	0.2
1996	410			UC	91,100	96,400	106,600	86,600	9,100	45	0.7	10	0.2
1997	410			UC	99,000	104,000	115,800	93,100	9,900	72	1.0	13	0.2
1998	410			UC	107,000	113,400	125,200	101,600	10,700	46	0.6	4	0.1
1999	410			UC	114,900	121,800	134,400	109,200	11,500	45	0.6	5	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2000	410			UC	122,900	130,300	145,000	115,500	12,300	59	0.7	12	0.1
2001	410			UC	130,800	140,100	153,900	122,900	13,100	64	0.7	18	0.2
2002	410			UC	138,800	147,900	163,300	130,000	13,900	62	0.6	13	0.1
2003	410			UC	141,500	149,500	165,800	133,700	14,200	77	0.8	22	0.2
2004	410			UC	144,200	154,500	169,600	135,500	14,400	68	0.7	16	0.2
2005	410			UC	147,700	156,300	172,700	138,500	14,800	64	0.6	13	0.1
2006	410			UC	153,400	162,200	179,300	144,400	15,300	71	0.7	16	0.1
2007	410			UC	159,100	168,700	184,100	149,300	15,900	59	0.5	18	0.2
2008	410			UC	164,800	174,100	163,400	154,200	16,500	67	0.6	16	0.1
2009	410			UC	170,500	180,700	199,500	160,300	17,000	52	0.4	13	0.1
2010	410			UC	180,600	190,900	210,200	169,800	18,100	68	0.5	19	0.1
2011	410			C	192,400	212,000	213,900	173,200	19,200	71	0.5	17	0.1
2012	410			C	194,200	214,000	209,400	174,900	19,400	53	0.4	9	0.1
2013	410			C	180,000	198,400	195,900	162,000	18,000	95	0.7	32	0.3
2014	410			C	202,800	223,100	217,000	182,500	20,300	89	0.6	20	0.1
2015	410			C	208,800	229,700	223,400	187,900	20,900	116	0.8	30	0.2
2016	410			C	214,800	236,300	229,800	193,300	21,500	95	0.6	25	0.2
2017	410			C	220,800	241,500	241,000	200,300	22,100	88	0.6	23	0.1
2018	410			C	226,800	248,600	247,200	204,700	22,700	70	0.4	7	0.0
2019	410			C	232,800	254,500	252,900	210,700	23,300	98	0.6	13	0.1
2021	410			C	244,900	266,300	265,000	222,100	24,500	82	0.5	13	0.1
1990	410	COURTNEY PARK DR IC	1.5	UC	39,000	41,700	45,200	37,000	3,900	13	0.6	2	0.1
1991	410			UC	39,800	42,200	45,800	38,600	4,000	18	0.9	2	0.1
1992	410			UC	68,900	73,000	79,200	66,100	6,900	20	0.5	3	0.1
1993	410			UC	74,400	78,400	84,600	69,700	7,450	27	0.7	5	0.1
1994	410			UC	73,200	77,600	83,700	68,100	7,300	29	0.7	4	0.1
1995	410			UC	80,600	85,000	92,200	75,200	8,050	30	0.7	7	0.2
1996	410			UC	88,000	93,100	103,000	83,700	8,800	29	0.6	6	0.1
1997	410			SC	95,400	101,100	111,600	84,900	9,550	45	0.9	8	0.2
1998	410			SC	102,900	109,100	120,400	91,600	10,300	33	0.6	11	0.2
1999	410			SC	108,500	115,000	126,900	96,600	8,700	39	0.7	9	0.2
2000	410			UC	114,100	120,900	134,600	107,300	9,150	62	1.0	12	0.2
2001	410			UC	122,300	131,000	143,900	114,900	9,800	38	0.6	4	0.1
2002	410			UC	129,200	137,700	152,000	121,000	10,300	24	0.3	6	0.1
2003	410			UC	136,100	143,800	159,400	128,600	10,900	50	0.7	13	0.2
2004	410			UC	143,000	153,200	168,200	134,400	11,400	56	0.7	9	0.1
2005	410			UC	147,200	155,800	172,200	138,100	11,800	31	0.4	10	0.1
2006	410			UC	156,800	165,800	183,200	147,600	12,500	40	0.5	7	0.1
2007	410			UC	154,200	163,500	178,500	144,700	12,300	46	0.6	15	0.2
2008	410			UC	170,600	180,200	169,200	159,600	13,600	69	0.8	14	0.2
2009	410			C	163,300	179,600	181,300	147,000	13,100	59	0.7	9	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2010	410			C	145,800	160,700	162,100	131,300	11,700	45	0.6	18	0.2
2011	410			C	177,300	195,400	197,200	159,600	14,200	71	0.8	22	0.2
2012	410			UC	183,000	184,100	195,900	173,900	14,600	56	0.6	17	0.2
2013	410			UC	188,800	189,400	189,800	179,200	15,100	47	0.5	19	0.2
2014	410			UC	194,600	195,200	187,100	184,700	15,600	68	0.7	14	0.1
2015	410			UC	200,300	200,900	192,600	190,100	16,000	84	0.8	27	0.3
2016	410			UC	206,100	206,800	198,200	195,600	16,500	71	0.6	17	0.2
2017	410			UC	211,900	210,500	212,600	203,100	17,000	74	0.7	14	0.1
2018	410			UC	217,600	215,800	219,300	208,900	17,400	79	0.7	16	0.1
2019	410			UC	223,400	220,100	223,500	215,300	17,900	53	0.4	8	0.1
2021	410			UC	234,900	235,500	238,500	226,300	18,800	47	0.4	11	0.1
1988	410	PEEL RD 5 DERRY RD IC	1.5	UC	23,000	24,200	26,000	21,600	2,300	69	5.7	11	0.9
1989	410			UC	24,900	26,100	28,100	23,700	2,500	31	2.4	3	0.2
1990	410			UC	55,100	59,000	63,900	52,300	5,500	25	0.9	2	0.1
1991	410			UC	56,200	59,600	64,600	54,500	5,600	56	1.9	10	0.3
1992	410			UC	70,400	74,600	81,000	67,600	7,050	46	1.2	6	0.2
1993	410			UC	80,300	84,600	91,300	75,200	8,050	47	1.1	6	0.1
1994	410			UC	77,600	82,300	88,700	72,200	7,750	68	1.7	7	0.2
1995	410			UC	84,700	89,400	96,800	79,000	8,450	61	1.4	12	0.3
1996	410			UC	91,800	97,200	107,400	87,300	9,200	71	1.5	12	0.2
1997	410			UC	98,900	103,800	115,700	93,000	9,900	60	1.1	10	0.2
1998	410			UC	106,100	112,500	124,100	100,800	10,600	48	0.9	6	0.1
1999	410			SC	112,700	119,500	131,900	100,300	11,300	42	0.7	4	0.1
2000	410			UC	100,000	106,000	118,000	94,000	10,000	55	1.0	9	0.2
2001	410			UC	112,700	120,700	132,600	105,900	9,000	38	0.6	4	0.1
2002	410			UC	110,000	117,200	129,400	103,000	8,800	55	0.9	3	0.1
2003	410			UC	124,600	131,700	146,000	117,700	9,950	54	0.8	5	0.1
2004	410			UC	125,700	134,600	147,900	118,100	10,100	65	1.0	5	0.1
2005	410			UC	130,000	137,600	152,000	121,900	10,400	46	0.7	10	0.1
2006	410			UC	129,600	137,100	151,400	122,000	10,400	38	0.6	3	0.0
2007	410			UC	133,300	141,400	154,300	125,100	10,700	73	1.0	13	0.2
2008	410			UC	137,000	144,700	135,800	128,200	11,000	87	1.2	17	0.2
2009	410			UC	140,700	149,100	164,600	132,300	11,300	63	0.8	16	0.2
2010	410			C	135,900	149,800	151,100	122,300	10,900	61	0.8	11	0.2
2011	410			C	142,000	156,500	157,900	127,800	11,400	66	0.9	11	0.1
2012	410			C	150,500	165,800	162,300	135,500	12,000	58	0.7	16	0.2
2013	410			C	154,100	169,800	167,700	138,700	12,300	76	0.9	5	0.1
2014	410			C	157,700	173,500	168,700	141,900	12,600	88	1.1	19	0.2
2015	410			C	161,300	177,400	172,600	145,200	12,900	70	0.8	13	0.2
2016	410			C	164,900	181,400	176,400	148,400	13,200	86	1.0	9	0.1
2017	410			C	168,500	184,300	183,900	152,900	13,500	60	0.7	10	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2018	410			C	172,100	188,600	187,600	155,300	13,800	49	0.5	8	0.1
2019	410			C	175,700	192,000	190,900	159,000	14,100	47	0.5	6	0.1
2021	410			C	182,900	198,900	197,900	165,800	14,600	23	0.2	5	0.1
1997	410	HWY 407 IC	2.1	SC	93,500	99,100	109,400	83,200	6,550	32	0.4	7	0.1
1998	410			SC	100,200	106,200	117,200	89,200	7,000	31	0.4	6	0.1
1999	410			SC	116,400	123,400	136,200	103,600	8,150	45	0.5	1	0.0
2000	410			SC	123,200	130,600	144,100	108,400	8,600	59	0.6	12	0.1
2001	410			SC	129,900	138,500	152,100	114,500	9,100	58	0.6	10	0.1
2002	410			SC	134,900	143,100	158,000	118,900	9,450	54	0.5	10	0.1
2003	410			SC	145,900	154,100	170,200	129,100	10,200	59	0.5	5	0.0
2004	410			SC	150,200	160,200	175,900	132,400	10,500	69	0.6	15	0.1
2005	410			SC	138,400	146,500	161,600	121,800	9,700	73	0.7	23	0.2
2006	410			SC	145,700	154,200	170,300	128,500	10,200	67	0.6	12	0.1
2007	410			SC	150,700	159,300	174,200	132,500	10,500	87	0.8	9	0.1
2008	410			SC	155,600	163,200	153,900	136,900	10,900	93	0.8	14	0.1
2009	410			SC	160,600	170,200	187,900	141,300	11,200	108	0.9	14	0.1
2010	410			SC	171,400	181,300	200,600	151,200	12,000	69	0.5	11	0.1
2011	410			SC	160,000	204,800	187,000	127,300	11,200	75	0.6	10	0.1
2012	410			SC	150,000	158,900	149,400	132,400	10,500	80	0.7	9	0.1
2013	410			UC	156,300	156,800	157,200	148,300	10,900	91	0.8	10	0.1
2014	410			UC	174,200	174,800	167,500	165,300	12,200	100	0.8	16	0.1
2015	410			UC	178,000	178,600	171,200	168,900	12,500	133	1.0	27	0.2
2016	410			UC	181,800	182,400	174,800	172,500	12,700	154	1.1	26	0.2
2017	410			UC	185,600	184,400	186,200	177,900	13,000	125	0.9	26	0.2
2018	410			UC	189,400	187,900	190,900	181,800	13,300	134	0.9	18	0.1
2019	410			UC	193,100	190,300	193,200	186,100	13,500	155	1.1	18	0.1
2021	410			UC	200,700	201,200	203,800	193,400	14,000	106	0.7	16	0.1
1988	410	PEEL RD 15 STEELES AV IC	2.4	UC	22,000	23,100	24,900	20,700	2,650	28	1.4	2	0.1
1989	410			UC	23,800	25,000	26,900	22,600	2,850	34	1.6	4	0.2
1990	410			UC	54,000	57,800	62,600	51,300	6,500	38	0.8	2	0.0
1991	410			UC	55,100	58,400	63,400	53,400	6,600	36	0.7	3	0.1
1992	410			UC	60,600	64,200	69,700	58,200	7,250	26	0.5	6	0.1
1993	410			UC	65,400	68,900	74,300	61,300	7,850	36	0.6	6	0.1
1994	410			UC	69,400	73,600	79,300	64,500	8,350	55	0.9	7	0.1
1995	410			UC	75,600	79,800	86,400	70,500	9,050	61	0.9	6	0.1
1996	410			UC	81,800	86,600	95,700	77,800	9,800	52	0.7	2	0.0
1997	410			SC	88,000	93,300	103,000	78,300	10,600	65	0.8	9	0.1
1998	410			SC	94,200	99,900	110,200	83,800	11,300	71	0.9	7	0.1
1999	410			SC	100,000	106,000	117,000	89,000	9,000	70	0.8	11	0.1
2000	410			SC	106,300	112,700	124,400	93,500	9,550	82	0.9	16	0.2
2001	410			SC	112,500	120,000	131,700	99,100	10,100	58	0.6	11	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2002	410			CTR	118,600	149,600	143,500	100,100	10,700	72	0.7	12	0.1
2003	410			CTR	129,900	161,400	155,200	110,100	11,700	91	0.8	9	0.1
2004	410			SC	130,900	139,600	153,300	115,400	11,800	94	0.8	10	0.1
2005	410			SC	133,100	140,900	155,400	117,100	12,000	89	0.8	11	0.1
2006	410			SC	138,700	146,800	162,100	122,300	12,500	55	0.5	8	0.1
2007	410			SC	144,200	152,400	166,700	126,800	13,000	98	0.8	17	0.1
2008	410			SC	149,800	157,100	148,200	131,800	13,500	98	0.7	13	0.1
2009	410			SC	146,700	155,500	171,600	129,100	13,200	111	0.9	12	0.1
2010	410			SC	160,900	170,200	188,300	141,900	14,500	77	0.5	8	0.1
2011	410			C	148,500	163,600	165,100	133,600	13,400	106	0.8	9	0.1
2012	410			C	155,000	170,800	167,200	139,600	14,000	100	0.7	10	0.1
2013	410			C	160,000	176,300	174,100	144,000	14,400	115	0.8	14	0.1
2014	410			UC	177,500	178,100	170,700	168,400	16,000	122	0.8	18	0.1
2015	410			UC	179,100	179,700	172,200	170,000	16,100	150	1.0	26	0.2
2016	410			UC	184,000	184,600	177,000	174,600	16,600	145	0.9	21	0.1
2017	410			UC	188,900	187,700	189,500	181,000	17,000	150	0.9	20	0.1
2018	410			UC	193,900	192,300	195,400	186,100	17,500	158	0.9	23	0.1
2019	410			UC	198,800	195,900	198,900	191,500	17,900	149	0.9	26	0.1
2021	410			UC	208,700	209,200	211,900	201,100	18,800	145	0.8	26	0.1
1988	410	CLARK BV IC	0.6	UC	19,500	20,500	22,000	18,300	1,950	19	4.2	3	0.7
1989	410			UC	21,100	22,200	23,800	20,000	2,100	34	6.9	4	0.8
1990	410			UC	26,800	28,700	31,100	25,500	2,700	13	2.1	1	0.2
1991	410			UC	27,300	28,900	31,400	26,500	2,750	12	1.9	1	0.2
1992	410			UC	50,600	53,600	58,200	48,600	5,050	15	1.3	2	0.2
1993	410			UC	54,600	57,500	62,100	51,100	5,450	14	1.1	0	0.0
1994	410			UC	53,600	56,800	61,300	49,800	5,350	24	1.9	4	0.3
1995	410			UC	58,500	61,700	66,900	54,600	5,850	9	0.7	1	0.1
1996	410			UC	63,400	67,100	74,200	60,300	6,350	18	1.2	1	0.1
1997	410			SC	68,300	72,400	79,900	60,800	6,850	26	1.6	3	0.2
1998	410			SC	73,200	77,600	85,600	65,100	7,300	15	0.9	0	0.0
1999	410			SC	82,700	87,700	96,800	73,600	7,450	17	0.9	2	0.1
2000	410			SC	95,100	100,800	111,300	83,700	8,550	29	1.3	2	0.1
2001	410			SC	102,900	109,700	120,500	90,700	9,250	22	0.9	7	0.3
2002	410			SC	110,800	117,600	129,700	97,700	9,950	21	0.8	4	0.2
2003	410			SC	123,000	129,900	143,500	108,800	11,100	35	1.2	3	0.1
2004	410			SC	128,000	136,500	149,900	112,800	11,500	35	1.2	0	0.0
2005	410			SC	131,600	139,300	153,700	115,800	11,800	24	0.8	6	0.2
2006	410			SC	142,200	150,500	166,200	125,400	12,800	26	0.8	5	0.2
2007	410			SC	140,700	148,700	162,700	123,700	12,700	40	1.2	3	0.1
2008	410			C	146,700	161,900	159,700	131,600	13,200	23	0.7	2	0.1
2009	410			C	154,200	169,600	171,200	138,800	13,900	17	0.5	1	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2010	410			C	143,100	157,700	159,100	128,800	12,900	22	0.7	6	0.2
2011	410			C	145,000	159,800	161,200	130,500	13,000	9	0.3	2	0.1
2012	410			CTR	146,300	177,500	175,200	124,600	13,200	11	0.3	1	0.0
2013	410			CTR	130,000	158,200	163,500	110,400	11,700	17	0.6	4	0.1
2014	410			CTR	141,000	172,000	173,400	119,800	12,700	35	1.1	5	0.2
2015	410			CTR	166,200	202,800	204,400	141,300	15,000	31	0.8	4	0.1
2016	410			CTR	171,000	208,600	210,300	145,400	15,400	35	0.9	2	0.1
2017	410			CTR	175,900	235,100	233,800	143,300	15,800	61	1.5	8	0.2
2018	410			CTR	180,700	241,300	240,300	147,200	16,300	60	1.4	6	0.1
2019	410			IR	175,400	213,300	212,300	149,500	10,500	57	1.4	2	0.0
2021	410			IR	195,300	233,900	233,000	166,700	11,700	33	0.7	4	0.1
1988	410	S JCT HWY 7 IC (E) QUEEN ST (W)	1.6	UC	24,500	25,700	27,700	23,000	2,450	15	1.1	0	0.0
1989	410			UC	26,500	27,800	29,900	25,200	2,650	19	1.3	2	0.1
1990	410			UC	45,700	48,900	53,000	43,400	4,550	12	0.5	1	0.0
1991	410			UC	46,600	49,400	53,600	45,200	4,650	13	0.5	0	0.0
1992	410			UC	55,500	58,800	63,800	53,300	5,550	16	0.5	2	0.1
1993	410			UC	59,900	63,100	68,100	56,100	6,000	20	0.6	2	0.1
1994	410			UC	59,300	62,900	67,800	55,100	5,950	27	0.8	4	0.1
1995	410			UC	64,000	67,500	73,200	59,700	6,400	36	1.0	5	0.1
1996	410			UC	68,700	72,700	80,400	65,300	6,850	17	0.4	1	0.0
1997	410			UC	73,400	77,100	85,900	69,000	7,350	23	0.6	0	0.0
1998	410			UC	78,100	82,800	91,400	74,200	7,800	17	0.4	1	0.0
1999	410			UC	101,400	107,500	118,600	96,300	9,150	17	0.3	3	0.1
2000	410			UC	105,000	111,300	123,900	98,700	9,450	22	0.4	4	0.1
2001	410			UC	108,500	116,200	127,600	102,000	9,750	27	0.4	3	0.0
2002	410			UC	111,600	118,900	131,300	104,500	10,000	31	0.5	3	0.0
2003	410			UC	114,900	121,400	134,600	108,500	10,300	46	0.7	3	0.0
2004	410			UC	121,500	130,100	142,900	114,200	4,850	25	0.4	4	0.1
2005	410			UC	126,000	133,300	147,400	118,200	5,050	25	0.3	5	0.1
2006	410			UC	140,300	148,400	164,000	132,000	5,600	26	0.3	2	0.0
2007	410			UC	147,300	156,200	170,500	138,200	8,850	35	0.4	2	0.0
2008	410			UC	154,300	163,000	153,000	144,400	9,250	25	0.3	3	0.0
2009	410			UC	161,300	171,000	188,700	151,600	9,700	27	0.3	2	0.0
2010	410			LT	174,800	234,700	230,200	129,000	10,500	29	0.3	3	0.0
2011	410			LT	175,200	224,400	228,900	144,100	10,500	41	0.4	1	0.0
2012	410			IC	159,200	176,400	171,000	141,300	9,550	42	0.5	10	0.1
2013	410			IC	125,000	138,400	137,600	110,800	7,500	60	0.8	8	0.1
2014	410			IC	179,100	198,200	197,300	158,800	10,700	69	0.7	13	0.1
2015	410			IC	184,900	204,700	203,700	164,000	11,100	65	0.6	5	0.0
2016	410			IC	190,700	211,100	210,100	169,100	11,400	81	0.7	7	0.1
2017	410			IC	196,400	215,200	216,700	178,200	11,800	91	0.8	8	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2018	410			IC	202,200	222,500	223,800	182,900	12,100	80	0.7	8	0.1
2019	410			IC	208,000	228,500	229,600	187,800	12,500	77	0.7	5	0.0
2021	410			IC	219,500	238,000	239,500	198,500	13,200	79	0.6	8	0.1
1988	410	WILLIAMS PKWY UP IC	1.5	UC	11,300	11,900	12,800	10,600	1,600	19	3.0	3	0.5
1989	410			UC	12,200	12,800	13,800	11,600	1,700	23	3.4	3	0.4
1990	410			UC	32,700	35,000	37,900	31,100	4,600	16	0.9	3	0.2
1991	410			UC	33,400	35,400	38,400	32,400	4,700	13	0.7	0	0.0
1992	410			UC	39,500	41,900	45,400	37,900	5,550	18	0.8	4	0.2
1993	410			UC	43,000	45,300	48,900	40,300	6,000	16	0.7	3	0.1
1994	410			UC	44,900	47,600	51,300	41,800	6,300	18	0.7	1	0.0
1995	410			UC	49,300	52,000	56,400	46,000	6,900	29	1.1	3	0.1
1996	410			UC	53,700	56,800	62,800	51,100	7,500	12	0.4	1	0.0
1997	410			UC	58,100	61,000	68,000	54,600	8,150	11	0.3	0	0.0
1998	410			UC	64,500	68,400	75,500	61,300	9,050	19	0.5	1	0.0
1999	410			C	65,200	73,000	73,700	58,700	6,500	30	0.8	6	0.2
2000	410			C	79,100	89,400	89,400	71,200	7,900	27	0.6	0	0.0
2001	410			C	85,400	96,200	96,400	76,900	8,550	19	0.4	2	0.0
2002	410			C	98,000	109,800	110,600	88,200	9,800	26	0.5	3	0.1
2003	410			C	98,000	109,500	110,200	88,500	9,800	33	0.6	2	0.0
2004	410			C	98,500	110,900	111,200	88,700	9,850	32	0.6	4	0.1
2005	410			C	111,900	124,600	125,600	100,500	11,200	37	0.6	4	0.1
2006	410			C	118,400	131,600	132,600	106,500	11,800	16	0.2	2	0.0
2007	410			C	125,000	138,900	140,800	112,300	12,500	41	0.6	6	0.1
2008	410			C	112,200	123,800	122,100	100,700	11,200	48	0.8	6	0.1
2009	410			LT	161,100	217,500	212,700	119,200	16,100	35	0.4	4	0.0
2010	410			LT	144,600	194,200	190,400	106,700	14,500	41	0.5	5	0.1
2011	410			LT	118,000	151,200	154,200	97,000	11,800	49	0.7	5	0.1
2012	410			LT	118,000	153,900	146,700	89,300	11,800	44	0.7	10	0.2
2013	410			LT	124,300	162,300	162,100	93,800	6,600	46	0.7	7	0.1
2014	410			LT	149,900	195,700	199,100	113,200	7,950	75	0.9	8	0.1
2015	410			LT	155,000	202,400	205,800	117,000	8,200	62	0.7	10	0.1
2016	410			LT	160,100	209,000	212,600	120,900	8,500	51	0.6	5	0.1
2017	410			LT	165,200	209,800	210,100	138,200	8,750	60	0.7	6	0.1
2018	410			LT	170,300	216,700	217,000	142,800	9,050	58	0.6	5	0.1
2019	410			LT	175,400	222,800	223,100	146,500	9,300	75	0.8	6	0.1
2021	410			LT	185,600	233,000	233,000	155,300	9,300	46	0.4	6	0.1
2007	410	BOVAIRD DR. (THIS IS THE 410 EXTENTION)	1.8	SC	19,700	20,800	22,800	17,300	0	2	0.2	0	0.0
2008	410			SC	19,700	20,700	19,500	17,300	0	26	2.0	2	0.2
2009	410			SC	20,600	21,800	24,100	18,100	0	11	0.8	0	0.0
2010	410			SC	20,600	21,800	24,100	18,200	0	19	1.4	1	0.1
2011	410			C	42,300	46,600	47,000	38,100	0	28	1.0	1	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2012	410			C	80,000	88,100	86,300	72,000	0	16	0.3	0	0.0
2013	410			C	90,000	99,200	97,900	81,000	0	40	0.7	1	0.0
2014	410			C	89,300	98,200	95,600	80,400	0	22	0.4	3	0.1
2015	410			C	103,400	113,700	110,600	93,100	0	28	0.4	1	0.0
2016	410			C	115,800	127,400	123,900	104,200	0	31	0.4	3	0.0
2017	410			C	119,500	130,700	130,400	108,400	0	40	0.5	6	0.1
2018	410			C	137,400	150,600	149,700	124,000	0	43	0.5	8	0.1
2019	410			C	149,400	163,300	162,300	135,200	0	47	0.5	11	0.1
2021	410			C	173,300	188,500	187,500	157,100	0	64	0.6	8	0.1
2007	410	SANDELWOOD PKWY IC	2.7	UNCL	N/A	N/A	N/A	N/A	N/A	2	N/A	0	N/A
2008	410			UNCL	N/A	N/A	N/A	N/A	N/A	11	N/A	0	N/A
2009	410			UNCL	N/A	N/A	N/A	N/A	N/A	8	N/A	0	N/A
2010	410			UNCL	N/A	N/A	N/A	N/A	N/A	10	N/A	1	N/A
2011	410			UNCL	N/A	N/A	N/A	N/A	N/A	12	N/A	0	N/A
2012	410			T	50,000	72,300	72,900	32,100	0	9	0.2	2	0.0
2013	410			T	53,000	77,400	76,000	33,800	0	24	0.5	3	0.1
2014	410			T	51,700	75,500	74,800	33,000	0	21	0.4	0	0.0
2015	410			T	61,000	89,100	88,200	38,900	0	12	0.2	2	0.0
2016	410			T	67,800	99,000	98,000	43,200	0	14	0.2	4	0.1
2017	410			C	70,500	77,100	76,900	64,000	0	28	0.4	2	0.0
2018	410			C	74,600	81,800	81,300	67,300	0	32	0.4	11	0.1
2019	410			C	79,100	86,500	85,900	71,600	0	25	0.3	6	0.1
2021	410			C	88,000	95,700	95,200	79,800	0	28	0.3	5	0.1
2009	410	MAYFIELD RD IC	6.0	UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2010	410			UNCL	N/A	N/A	N/A	N/A	N/A	1	N/A	0	N/A
2011	410			UNCL	N/A	N/A	N/A	N/A	N/A	25	N/A	5	N/A
2012	410			IR	33,000	39,300	38,200	28,200	2,100	14	0.2	2	0.0
2013	410			IR	35,700	42,500	45,600	30,400	2,300	20	0.3	1	0.0
2014	410			IR	45,100	53,700	53,800	38,400	2,900	29	0.3	2	0.0
2015	410			CTR	44,300	54,000	54,500	37,700	2,850	12	0.1	2	0.0
2016	410			CTR	59,600	72,700	73,300	50,700	3,800	17	0.1	3	0.0
2017	410			CTR	62,100	83,000	82,600	50,600	3,950	19	0.1	2	0.0
2018	410			CTR	68,300	91,200	90,800	55,600	4,350	11	0.1	1	0.0
2019	410			CTR	74,500	99,300	98,800	60,600	4,750	22	0.1	3	0.0
2021	410			CTR	86,900	113,300	112,700	70,900	5,200	12	0.1	0	0.0
2021	410	VALLEYWOOD BLVD IC (E)/HWY 10 (S) END OF HWY											
2000	416	HWY 401 BEGINNING OF PARALLEL FOR RAMP TO 416	3.1	IR	9,200	11,300	10,200	7,750	1,200	11	1.1	1	0.1
2001	416			IR	10,300	12,700	11,400	8,700	1,350	12	1.0	1	0.1
2002	416			IR	10,300	12,700	11,400	8,750	1,350	8	0.7	0	0.0
2003	416			IR	10,800	13,100	11,900	9,150	1,400	12	1.0	0	0.0
2004	416			IR	11,000	13,600	12,200	9,300	1,450	9	0.7	1	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2005	416			IR	11,300	13,600	12,400	9,650	1,450	14	1.1	0	0.0
2006	416			IR	11,700	14,100	12,800	9,950	1,500	9	0.7	0	0.0
2007	416			IR	12,000	14,500	14,500	10,200	1,550	13	1.0	1	0.1
2008	416			IR	12,300	14,900	14,600	10,500	1,600	9	0.7	1	0.1
2009	416			IR	12,700	15,200	13,800	10,800	1,650	6	0.4	0	0.0
2010	416			IR	13,100	15,600	14,300	11,200	1,700	14	1.0	0	0.0
2011	416			IR	13,400	16,000	15,600	11,400	1,750	9	0.6	1	0.1
2012	416			IC	12,900	14,300	13,900	11,400	1,700	11	0.8	2	0.1
2013	416			IC	14,100	15,600	15,500	12,500	1,850	8	0.5	0	0.0
2014	416			IC	14,200	15,700	15,600	12,600	1,850	9	0.6	0	0.0
2015	416			CTR	14,800	18,100	18,200	12,600	1,900	1	0.1	0	0.0
2016	416			CTR	14,900	18,200	18,300	12,700	1,950	2	0.1	1	0.1
2017	416			CTR	15,300	20,400	20,300	12,500	2,000	4	0.2	0	0.0
2018	416			CTR	15,600	20,800	20,700	12,700	2,050	3	0.2	0	0.0
2019	416			CTR	15,900	21,200	21,100	12,900	2,050	3	0.2	1	0.1
2021	416			CTR	16,600	21,600	21,500	13,500	2,150	1	0.1	0	0.0
2000	416	STRUCTURE OF RAMP TO HWY 16 OVER NB 416 LANES	10.3	IR	9,300	11,400	10,300	7,850	1,200	9	0.3	1	0.0
2001	416			IR	10,000	12,400	11,100	8,450	1,300	35	0.9	5	0.1
2002	416			IR	10,700	13,200	11,900	9,100	1,400	29	0.7	2	0.0
2003	416			IR	11,400	13,800	12,500	9,700	1,500	23	0.5	1	0.0
2004	416			IR	11,600	14,300	12,900	9,800	1,500	34	0.8	4	0.1
2005	416			IR	11,800	14,200	12,900	10,100	1,550	26	0.6	2	0.0
2006	416			IR	12,700	15,300	13,900	10,800	1,650	26	0.5	1	0.0
2007	416			IR	13,200	16,000	15,900	11,200	1,700	33	0.7	3	0.1
2008	416			IR	13,700	16,600	16,300	11,700	1,800	43	0.8	4	0.1
2009	416			IR	14,300	17,200	15,600	12,200	1,850	28	0.5	1	0.0
2010	416			IR	14,800	17,600	16,100	12,600	1,900	24	0.4	1	0.0
2011	416			IR	15,300	18,300	17,900	13,100	2,000	25	0.4	0	0.0
2012	416			IC	13,700	15,200	14,700	12,200	1,800	44	0.9	0	0.0
2013	416			IC	18,500	20,500	20,400	16,400	2,400	23	0.3	0	0.0
2014	416			CTR	16,900	20,600	20,800	14,400	2,200	19	0.3	2	0.0
2015	416			IC	17,400	19,300	19,200	15,400	2,250	19	0.3	0	0.0
2016	416			IC	18,000	19,900	19,800	16,000	2,350	46	0.7	2	0.0
2017	416			IC	18,500	20,300	20,400	16,800	2,400	29	0.4	2	0.0
2018	416			IC	19,100	21,000	21,100	17,300	2,500	23	0.3	0	0.0
2019	416			IC	19,600	21,500	21,600	17,700	2,550	14	0.2	1	0.0
2021	416			IC	20,700	22,400	22,600	18,700	2,700	12	0.2	1	0.0
2000	416	LEEDS & GRENVILLE RD 21 IC12	12.4	IR	9,950	12,200	11,000	8,400	1,300	18	0.4	3	0.1
2001	416			IR	11,100	13,700	12,300	9,400	1,450	36	0.7	2	0.0
2002	416			IR	11,500	14,200	12,700	9,800	1,500	53	1.0	1	0.0
2003	416			IR	11,600	14,100	12,800	9,850	1,500	45	0.9	1	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2004	416			IR	12,400	15,300	13,700	10,500	1,600	43	0.8	4	0.1
2005	416			IR	12,900	15,600	14,100	11,000	1,700	47	0.8	0	0.0
2006	416			IR	13,400	16,200	14,600	11,400	1,750	36	0.6	1	0.0
2007	416			IR	14,000	17,000	16,900	11,900	1,950	35	0.6	1	0.0
2008	416			IR	14,500	17,600	17,200	12,400	2,050	32	0.5	1	0.0
2009	416			IR	15,000	18,000	16,400	12,800	2,100	35	0.5	2	0.0
2010	416			IR	15,600	18,600	17,000	13,300	2,200	28	0.4	1	0.0
2011	416			IR	16,100	19,200	18,800	13,700	2,250	20	0.3	2	0.0
2012	416			IC	16,700	18,500	17,900	14,800	2,350	39	0.5	3	0.0
2013	416			IC	17,200	19,000	18,900	15,300	2,400	26	0.3	2	0.0
2014	416			IC	15,600	17,300	17,200	13,800	2,200	35	0.5	2	0.0
2015	416			CR	17,600	20,700	20,600	15,000	2,450	25	0.3	0	0.0
2016	416			CR	18,200	21,400	21,300	15,500	2,550	25	0.3	2	0.0
2017	416			CR	18,600	21,600	21,700	16,700	2,600	45	0.5	2	0.0
2018	416			CR	19,100	22,200	22,300	17,100	2,650	26	0.3	3	0.0
2019	416			CR	19,600	22,700	22,900	17,600	2,750	17	0.2	1	0.0
2021	416			CR	20,600	23,700	23,900	18,600	2,900	19	0.2	1	0.0
2000	416	LEEDS & GRENVILLE RD 20 OXFORD STATION RD	4.2	IR	10,100	12,400	11,200	8,550	1,300	9	0.6	3	0.2
2001	416			IR	11,100	13,700	12,300	9,400	1,450	17	1.0	0	0.0
2002	416			IR	12,100	14,900	13,400	10,300	1,550	10	0.5	0	0.0
2003	416			IR	13,100	15,900	14,400	11,100	1,700	7	0.4	0	0.0
2004	416			IR	12,900	15,900	14,300	10,900	1,700	5	0.3	2	0.1
2005	416			IR	13,200	15,900	14,500	11,300	1,700	15	0.7	0	0.0
2006	416			IR	14,100	17,000	15,400	12,000	1,850	18	0.8	2	0.1
2007	416			IR	14,500	17,600	17,500	12,300	2,050	5	0.2	0	0.0
2008	416			IR	15,100	18,300	17,900	12,900	2,100	16	0.7	4	0.2
2009	416			IR	16,000	19,200	17,400	13,600	2,250	9	0.4	0	0.0
2010	416			IR	16,500	19,600	18,000	14,000	2,300	10	0.4	1	0.0
2011	416			IR	17,000	20,300	19,900	14,500	2,400	14	0.5	1	0.0
2012	416			IC	17,600	19,500	18,900	15,600	2,450	17	0.6	1	0.0
2013	416			IC	18,200	20,100	20,000	16,100	2,550	12	0.4	2	0.1
2014	416			IC	18,800	20,800	20,700	16,700	2,650	17	0.6	1	0.0
2015	416			CR	19,400	22,900	22,700	16,500	2,700	12	0.4	1	0.0
2016	416			CR	20,000	23,600	23,400	17,000	2,800	13	0.4	1	0.0
2017	416			CR	20,600	23,900	24,000	18,500	2,900	3	0.1	0	0.0
2018	416			CR	21,200	24,600	24,800	19,000	2,950	6	0.2	0	0.0
2019	416			CR	21,800	25,300	25,500	19,600	3,050	4	0.1	0	0.0
2021	416			CR	22,900	26,300	26,500	20,700	3,200	9	0.3	1	0.0
1997	416	LEEDS & GRENVILLE RD 44 IC-28	5.6	IR	9,350	11,700	10,500	7,950	1,500	0	0.0	0	0.0
1998	416			IR	9,500	11,800	10,600	8,000	1,500	6	0.3	1	0.1
1999	416			IR	9,650	12,000	10,700	8,100	1,550	8	0.4	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2000	416			IR	9,800	12,000	10,900	8,300	1,550	20	1.0	1	0.0
2001	416			IR	10,300	12,700	11,400	8,700	1,650	15	0.7	2	0.1
2002	416			IR	11,300	13,900	12,500	9,600	1,800	25	1.1	0	0.0
2003	416			IR	12,400	15,100	13,600	10,500	2,000	20	0.8	1	0.0
2004	416			IR	12,200	15,100	13,500	10,300	1,950	18	0.7	0	0.0
2005	416			IR	13,000	15,700	14,200	11,100	2,100	15	0.6	0	0.0
2006	416			IR	13,200	15,900	14,400	11,200	1,450	21	0.8	3	0.1
2007	416			IR	14,400	17,400	17,400	12,200	1,600	19	0.6	1	0.0
2008	416			IR	15,600	18,900	18,500	13,300	1,700	21	0.7	2	0.1
2009	416			IR	16,900	20,300	18,400	14,400	1,850	11	0.3	0	0.0
2010	416			IR	17,800	21,200	19,400	15,200	1,950	12	0.3	0	0.0
2011	416			IR	17,400	20,800	20,300	14,900	1,900	21	0.6	2	0.1
2012	416			IR	18,100	21,500	21,000	15,500	2,000	19	0.5	1	0.0
2013	416			IR	18,700	22,300	23,900	15,900	2,050	20	0.5	4	0.1
2014	416			IR	19,400	23,100	23,100	16,500	2,150	12	0.3	1	0.0
2015	416			CR	20,000	23,600	23,400	17,000	2,200	11	0.3	0	0.0
2016	416			CR	20,700	24,400	24,200	17,600	2,300	13	0.3	1	0.0
2017	416			CR	21,300	24,700	24,800	19,200	2,350	11	0.3	0	0.0
2018	416			CR	22,000	25,600	25,700	19,700	2,400	13	0.3	1	0.0
2019	416			CR	22,600	26,200	26,400	20,300	2,500	8	0.2	1	0.0
2021	416			CR	23,900	27,500	27,700	21,600	2,650	10	0.2	3	0.1
1997	416	L&G RD 43 OXFORD ON RIDEAU S GOWER TWP BDY IC-34	6.0	CTR	8,700	11,100	10,700	7,300	1,150	0	0.0	0	0.0
1998	416			CTR	9,400	11,900	11,500	7,900	1,200	10	0.5	1	0.0
1999	416			CTR	10,100	12,700	12,200	8,500	1,300	10	0.4	0	0.0
2000	416			CR	14,000	17,200	16,400	11,900	1,400	33	1.1	2	0.1
2001	416			CTR	14,700	18,600	17,800	12,400	1,450	25	0.8	1	0.0
2002	416			CTR	15,000	18,900	18,100	12,700	1,500	17	0.5	1	0.0
2003	416			CTR	16,100	20,000	19,200	13,700	1,600	22	0.6	1	0.0
2004	416			CTR	17,200	21,700	20,800	14,500	1,700	31	0.8	2	0.1
2005	416			CTR	18,300	22,700	21,800	15,500	1,850	21	0.5	0	0.0
2006	416			CTR	19,000	23,500	22,500	16,100	1,900	19	0.5	0	0.0
2007	416			CTR	20,600	25,500	25,300	17,500	2,050	23	0.5	1	0.0
2008	416			CTR	21,700	26,900	26,300	18,400	2,150	20	0.4	1	0.0
2009	416			IR	22,500	27,000	24,500	19,100	2,250	13	0.3	1	0.0
2010	416			IR	24,100	28,700	26,200	20,500	2,400	14	0.3	0	0.0
2011	416			IR	25,200	30,100	29,400	21,500	2,500	13	0.2	1	0.0
2012	416			IR	26,400	31,400	30,600	22,600	2,650	26	0.4	2	0.0
2013	416			IR	27,500	32,700	35,100	23,400	2,750	19	0.3	2	0.0
2014	416			IR	28,700	34,200	34,200	24,400	2,850	20	0.3	1	0.0
2015	416			IR	26,300	31,300	31,400	22,400	2,650	25	0.4	3	0.1
2016	416			IR	30,300	36,100	36,100	25,800	3,050	24	0.4	1	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2017	416			IR	31,400	38,100	37,900	26,800	3,150	11	0.2	0	0.0
2018	416			IR	32,500	39,400	39,200	27,600	3,250	18	0.3	1	0.0
2019	416			IR	33,600	40,900	40,700	28,600	3,350	14	0.2	1	0.0
2021	416			IR	35,800	42,900	42,700	30,600	3,600	13	0.2	2	0.0
1997	416	L & G RD 19 RIDEAU RIVER ROAD IC-40	2.2	CTR	7,900	10,100	9,700	6,650	870	0	0.0	0	0.0
1998	416			CTR	8,300	10,500	10,100	6,950	910	1	0.2	0	0.0
1999	416			CTR	8,800	11,100	10,600	7,400	970	5	0.7	1	0.1
2000	416			CTR	10,300	13,000	12,500	8,650	1,150	10	1.2	1	0.1
2001	416			CTR	11,700	14,800	14,200	9,850	1,300	5	0.5	0	0.0
2002	416			CTR	13,200	16,700	16,000	11,100	1,450	16	1.5	1	0.1
2003	416			CTR	14,700	18,300	17,600	12,500	1,600	12	1.0	1	0.1
2004	416			CTR	16,200	20,400	19,600	13,700	1,800	12	0.9	0	0.0
2005	416			CTR	17,600	21,800	20,900	14,900	1,950	15	1.1	0	0.0
2006	416			CTR	19,000	23,500	22,500	16,100	2,100	12	0.8	0	0.0
2007	416			CTR	20,100	24,900	24,700	17,000	2,200	16	1.0	1	0.1
2008	416			CTR	21,200	26,200	25,700	18,000	2,350	5	0.3	0	0.0
2009	416			IR	22,000	26,400	24,000	18,700	2,400	5	0.3	1	0.1
2010	416			IR	25,100	29,900	27,300	21,400	2,750	10	0.5	1	0.0
2011	416			IR	25,400	30,300	29,700	21,700	2,800	7	0.3	0	0.0
2012	416			IR	26,800	31,900	31,000	22,900	2,950	8	0.4	1	0.0
2013	416			IR	28,100	33,500	35,900	23,900	3,100	9	0.4	1	0.0
2014	416			IR	29,400	35,000	35,100	25,000	3,250	10	0.4	1	0.0
2015	416			IR	27,400	32,600	32,700	23,300	3,000	8	0.4	2	0.1
2016	416			IR	31,400	37,400	37,500	26,700	3,450	6	0.2	2	0.1
2017	416			IR	32,700	39,700	39,400	27,900	3,600	15	0.6	2	0.1
2018	416			IR	33,900	41,100	40,900	28,800	3,750	5	0.2	0	0.0
2019	416			IR	35,200	42,800	42,600	30,000	3,850	10	0.4	2	0.1
2021	416			IR	37,800	45,300	45,100	32,300	4,150	5	0.2	1	0.0
1997	416	RMOC RD 13 DILWORTH ROAD IC-42	6.5	IR	9,500	11,900	10,600	8,100	760	12	0.5	1	0.0
1998	416			IR	10,000	12,400	11,200	8,400	800	13	0.5	1	0.0
1999	416			IR	10,700	13,300	11,900	9,000	860	17	0.7	1	0.0
2000	416			CR	15,100	18,600	17,700	12,800	1,200	19	0.5	1	0.0
2001	416			CR	14,400	17,700	16,900	12,200	1,150	13	0.4	0	0.0
2002	416			CR	15,500	19,000	18,200	13,100	1,250	23	0.6	1	0.0
2003	416			CR	16,300	19,900	19,100	13,800	1,300	20	0.5	1	0.0
2004	416			CR	16,900	20,800	19,800	14,300	1,350	31	0.8	5	0.1
2005	416			CR	17,900	21,700	20,900	15,100	1,450	12	0.3	0	0.0
2006	416			CR	18,900	22,900	22,000	16,000	1,700	17	0.4	0	0.0
2007	416			CR	20,000	24,200	24,200	16,900	1,800	21	0.4	1	0.0
2008	416			CR	20,000	24,200	24,000	16,900	1,800	20	0.4	0	0.0
2009	416			CR	21,900	26,300	25,400	18,600	1,950	22	0.4	3	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2010	416			CR	22,900	27,400	26,500	19,400	2,050	20	0.4	0	0.0
2011	416			CR	23,900	27,800	28,200	21,300	2,150	15	0.3	0	0.0
2012	416			CR	24,900	29,800	29,300	21,000	2,250	15	0.3	1	0.0
2013	416			CR	23,500	28,200	28,900	19,900	2,100	25	0.4	0	0.0
2014	416			CR	26,900	31,700	31,500	22,900	2,400	8	0.1	0	0.0
2015	416			CR	27,400	32,300	32,100	23,300	2,450	16	0.2	1	0.0
2016	416			CR	28,400	33,500	33,300	24,200	2,550	8	0.1	2	0.0
2017	416			CR	29,300	34,000	34,200	26,400	2,650	11	0.2	1	0.0
2018	416			CR	30,300	35,200	35,400	27,200	2,750	13	0.2	0	0.0
2019	416			CR	31,200	36,200	36,400	28,000	2,800	18	0.2	3	0.0
2021	416			CR	33,200	38,200	38,500	30,000	3,000	7	0.1	0	0.0
1998	416	RMOC RD 6 ROGER STEVENS DRIVE IC-49	8.4	IR	10,000	12,400	11,200	8,400	900	18	0.6	0	0.0
1999	416			IR	10,500	13,000	11,700	8,800	940	21	0.6	0	0.0
2000	416			CR	16,200	19,900	19,000	13,800	1,450	23	0.5	1	0.0
2001	416			CR	15,000	18,500	17,600	12,700	1,350	16	0.3	1	0.0
2002	416			CR	16,100	19,800	18,900	13,600	1,450	14	0.3	0	0.0
2003	416			CR	17,600	21,400	20,600	14,900	1,600	32	0.6	2	0.0
2004	416			CR	18,800	23,100	22,000	15,900	1,700	22	0.4	0	0.0
2005	416			CR	20,300	24,600	23,700	17,100	1,850	24	0.4	1	0.0
2006	416			CR	22,000	26,700	25,600	18,600	2,000	26	0.4	0	0.0
2007	416			CR	22,600	27,400	27,300	19,000	2,050	30	0.4	3	0.0
2008	416			CR	23,800	28,800	28,600	20,100	2,150	23	0.3	4	0.1
2009	416			CR	25,700	30,800	29,800	21,800	2,300	23	0.3	2	0.0
2010	416			CR	25,100	30,100	29,000	21,200	2,250	26	0.3	2	0.0
2011	416			CR	27,800	32,400	32,800	24,700	2,500	39	0.5	4	0.0
2012	416			CR	29,000	34,700	34,200	24,500	2,600	27	0.3	1	0.0
2013	416			CR	30,300	36,300	37,300	25,600	2,750	33	0.4	9	0.1
2014	416			CR	31,600	37,200	37,000	26,900	2,850	25	0.3	4	0.0
2015	416			CR	32,900	38,800	38,500	28,000	2,950	14	0.1	0	0.0
2016	416			CR	34,200	40,300	40,100	29,100	3,100	15	0.1	2	0.0
2017	416			CR	35,500	41,200	41,400	32,000	3,200	11	0.1	0	0.0
2018	416			CR	36,800	42,800	43,000	33,000	3,300	21	0.2	0	0.0
2019	416			CR	38,100	44,200	44,500	34,200	3,450	30	0.3	5	0.0
2021	416			CR	40,600	46,700	47,000	36,600	3,650	13	0.1	0	0.0
1997	416	RMOC RD 8 BANKFIELD RD/BROPHY DR IC-57	8.6	CR	13,500	16,700	15,900	11,500	1,200	14	0.3	0	0.0
1998	416			CR	14,500	17,800	17,000	12,300	1,300	23	0.5	0	0.0
1999	416			CR	15,800	19,400	18,500	13,400	1,400	9	0.2	0	0.0
2000	416			CR	16,600	20,400	19,400	14,100	1,500	34	0.6	0	0.0
2001	416			CR	17,400	21,400	20,400	14,700	1,550	30	0.5	2	0.0
2002	416			CR	18,300	22,500	21,500	15,400	1,650	43	0.7	2	0.0
2003	416			CR	19,100	23,300	22,400	16,200	1,700	38	0.6	3	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2004	416			CR	19,300	23,700	22,600	16,300	1,750	36	0.6	3	0.0
2005	416			CR	19,800	24,000	23,100	16,700	1,800	25	0.4	2	0.0
2006	416			CR	20,800	25,200	24,200	17,600	1,850	37	0.6	0	0.0
2007	416			CR	21,600	26,100	26,100	18,200	1,950	33	0.5	2	0.0
2008	416			CR	21,800	26,400	26,200	18,400	1,950	43	0.6	3	0.0
2009	416			CR	23,100	27,700	26,800	19,600	2,100	30	0.4	2	0.0
2010	416			IC	23,800	26,300	26,600	21,100	2,150	22	0.3	2	0.0
2011	416			IC	24,500	26,900	27,900	22,000	2,200	19	0.2	0	0.0
2012	416			IC	22,100	24,500	23,700	19,600	2,000	8	0.1	0	0.0
2013	416			IC	25,200	27,900	27,700	22,300	2,250	24	0.3	3	0.0
2014	416			IC	25,900	28,700	28,500	23,000	2,350	26	0.3	0	0.0
2015	416			IC	26,400	29,200	29,100	23,400	2,400	23	0.3	4	0.0
2016	416			IC	27,200	30,100	30,000	24,100	2,450	26	0.3	2	0.0
2017	416			IC	27,900	30,600	30,800	25,300	2,500	18	0.2	4	0.0
2018	416			IC	28,600	31,500	31,600	25,900	2,550	33	0.4	0	0.0
2019	416			IC	29,200	32,100	32,200	26,400	2,650	27	0.3	3	0.0
2021	416			IC	30,600	33,200	33,400	27,700	2,750	14	0.1	2	0.0
1997	416	RMOC RD 12 FALLOWFIELD RD IC-66	5.4	C	20,500	23,200	23,400	18,400	1,650	14	0.3	0	0.0
1998	416			C	21,300	24,100	24,100	19,200	1,700	25	0.6	1	0.0
1999	416			C	22,100	24,800	25,000	19,900	1,750	18	0.4	2	0.0
2000	416			C	23,100	26,100	26,100	20,800	1,850	18	0.4	1	0.0
2001	416			C	23,900	26,900	27,000	21,500	1,900	23	0.5	2	0.0
2002	416			C	24,800	27,800	28,000	22,300	2,000	26	0.5	0	0.0
2003	416			C	25,600	28,600	28,800	23,100	2,050	35	0.7	2	0.0
2004	416			C	26,500	29,800	29,900	23,900	2,100	29	0.5	3	0.1
2005	416			C	32,400	36,100	36,400	29,100	2,600	31	0.5	4	0.1
2006	416			C	29,300	32,600	32,800	26,400	2,650	28	0.5	1	0.0
2007	416			C	30,300	33,700	34,100	27,200	3,050	19	0.3	2	0.0
2008	416			C	31,300	34,500	34,100	28,100	3,150	39	0.6	3	0.0
2009	416			C	30,800	33,900	34,200	27,700	3,100	21	0.3	1	0.0
2010	416			C	33,300	36,700	37,000	30,000	3,350	16	0.2	0	0.0
2011	416			C	31,500	34,700	35,000	28,400	3,150	35	0.6	2	0.0
2012	416			C	28,000	30,900	30,200	25,200	2,800	29	0.5	1	0.0
2013	416			CTR	29,400	35,800	37,000	25,000	2,950	25	0.4	1	0.0
2014	416			CTR	30,000	36,600	36,900	25,500	3,000	22	0.4	3	0.1
2015	416			CTR	30,600	37,300	37,600	26,000	3,050	29	0.5	0	0.0
2016	416			CTR	31,200	38,100	38,400	26,500	3,100	27	0.4	2	0.0
2017	416			CTR	31,800	42,500	42,300	25,900	3,200	39	0.6	4	0.1
2018	416			CTR	32,400	43,300	43,100	26,400	3,250	27	0.4	3	0.0
2019	416			CTR	33,000	44,000	43,800	26,800	3,300	28	0.4	0	0.0
2021	416			CTR	34,900	45,500	45,300	28,500	3,500	14	0.2	3	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1997	416	RMOC RD 32 HUNT CLUB RD IC-72	2.7	UC	26,700	28,000	31,200	25,100	2,150	14	0.5	0	0.0
1998	416			UC	27,600	29,300	32,300	26,200	2,200	17	0.6	1	0.0
1999	416			UC	27,500	29,200	32,200	26,100	2,200	16	0.6	1	0.0
2000	416			UC	29,500	31,300	34,800	27,700	2,350	18	0.6	3	0.1
2001	416			UC	30,400	32,600	35,800	28,600	2,450	13	0.4	0	0.0
2002	416			UC	31,900	34,000	37,500	29,900	2,550	14	0.4	1	0.0
2003	416			SC	32,300	34,100	37,700	28,600	2,600	20	0.6	0	0.0
2004	416			SC	34,600	36,900	40,500	30,500	2,750	19	0.6	2	0.1
2005	416			SC	35,800	37,900	41,800	31,500	2,850	22	0.6	1	0.0
2006	416			SC	38,200	40,400	44,700	33,700	3,050	26	0.7	2	0.1
2007	416			SC	38,300	40,500	44,300	33,700	3,050	18	0.5	1	0.0
2008	416			SC	39,600	41,500	39,200	34,800	3,150	28	0.7	3	0.1
2009	416			SC	40,800	43,200	47,700	35,900	3,250	15	0.4	1	0.0
2010	416			SC	43,000	45,500	50,300	37,900	3,450	12	0.3	2	0.0
2011	416			SC	43,600	55,800	51,000	34,700	3,500	18	0.4	2	0.0
2012	416			SC	40,000	42,400	39,800	35,300	3,200	13	0.3	1	0.0
2013	416			SC	44,900	47,500	43,300	39,600	3,600	15	0.3	2	0.0
2014	416			SC	46,100	48,800	47,600	40,700	3,700	23	0.5	2	0.0
2015	416			UC	48,700	48,900	46,800	46,200	3,900	19	0.4	1	0.0
2016	416			UC	50,200	50,400	48,300	47,600	4,000	15	0.3	4	0.1
2017	416			UC	50,200	49,900	50,400	48,100	4,000	17	0.3	1	0.0
2018	416			UC	51,400	51,000	51,800	49,300	4,100	15	0.3	2	0.0
2019	416			UC	52,600	51,800	52,600	50,700	4,200	22	0.4	1	0.0
2021	416			UC	55,100	55,200	56,000	53,100	4,400	10	0.2	1	0.0
1997	416	RMOC RD 36 RICHMOND ROAD IC	0.9	LT	44,200	62,300	61,000	32,700	3,550	8	0.5	0	0.0
1998	416			LT	35,100	49,100	48,100	25,600	2,800	6	0.5	0	0.0
1999	416			LT	39,100	54,300	53,200	28,500	3,150	4	0.3	0	0.0
2000	416			LT	36,000	50,200	49,100	26,300	2,900	4	0.3	0	0.0
2001	416			LT	38,800	54,300	52,800	28,400	3,100	3	0.2	0	0.0
2002	416			LT	38,700	54,100	52,700	28,400	3,100	5	0.4	0	0.0
2003	416			LT	40,800	56,100	54,900	30,100	3,250	3	0.2	0	0.0
2004	416			LT	40,800	57,100	55,500	29,900	3,250	6	0.4	0	0.0
2005	416			LT	41,400	56,800	55,500	30,400	3,300	5	0.4	0	0.0
2006	416			LT	42,000	57,500	56,100	30,900	3,350	6	0.4	0	0.0
2007	416			LT	42,600	58,500	60,100	31,300	3,400	8	0.6	0	0.0
2008	416			LT	43,200	59,200	56,600	31,900	3,450	4	0.3	1	0.1
2009	416			LT	43,800	59,100	57,800	32,400	3,500	7	0.5	0	0.0
2010	416			LT	44,400	59,600	58,500	32,800	3,550	6	0.4	2	0.1
2011	416			LT	45,000	57,600	58,800	37,000	3,600	4	0.3	0	0.0
2012	416			LT	45,600	59,500	56,700	34,500	3,650	4	0.3	0	0.0
2013	416			LT	46,200	60,300	60,300	34,900	3,700	7	0.5	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2014	416			LT	46,800	61,100	62,100	35,300	3,750	4	0.3	1	0.1
2015	416			LT	47,400	61,900	62,900	35,800	3,800	10	0.6	1	0.1
2016	416			LT	47,700	62,300	63,300	36,000	3,800	3	0.2	0	0.0
2017	416			LT	47,700	66,800	66,100	36,700	3,800	5	0.3	0	0.0
2018	416			LT	48,900	68,500	67,800	37,700	3,900	0	0.0	0	0.0
2019	416			LT	50,100	70,200	69,500	38,600	4,000	3	0.2	0	0.0
2021	416			LT	50,300	69,000	68,300	38,700	4,000	1	0.1	0	0.0
2021	416	HWY 417 IC END OF HWY											
1988	417	QUEBEC ONTARIO PROV BDY	5.1	IR	14,600	19,000	16,100	11,700	2,350	32	1.2	2	0.1
1989	417			IR	16,400	21,200	18,200	13,400	2,600	31	1.0	2	0.1
1990	417			IR	16,000	20,300	17,800	13,100	2,550	32	1.1	4	0.1
1991	417			IR	16,200	20,400	18,000	13,400	2,600	30	1.0	0	0.0
1992	417			IR	16,400	20,200	18,000	13,900	2,600	12	0.4	2	0.1
1993	417			IR	16,400	20,200	17,000	13,400	2,600	13	0.4	2	0.1
1994	417			IR	16,700	20,600	18,400	14,000	2,650	11	0.4	0	0.0
1995	417			IR	17,800	21,900	19,600	15,200	2,850	16	0.5	4	0.1
1996	417			IR	18,900	23,500	21,100	16,100	3,000	10	0.3	5	0.1
1997	417			IR	20,000	25,000	22,400	17,000	3,200	16	0.4	1	0.0
1998	417			IR	21,000	26,000	23,500	17,600	3,350	14	0.4	1	0.0
1999	417			IR	18,400	22,800	20,400	15,500	2,950	16	0.5	2	0.1
2000	417			IR	18,400	22,500	20,400	15,500	2,950	10	0.3	0	0.0
2001	417			IR	18,300	22,600	20,300	15,500	2,950	16	0.5	1	0.0
2002	417			IR	18,300	22,600	20,300	15,600	2,950	10	0.3	1	0.0
2003	417			IR	17,000	20,600	18,700	14,400	2,550	13	0.4	2	0.1
2004	417			IR	18,200	22,500	20,200	15,400	2,750	19	0.6	4	0.1
2005	417			IR	18,100	21,800	19,800	15,400	2,700	22	0.7	2	0.1
2006	417			IR	17,800	21,500	19,500	15,100	2,650	14	0.4	1	0.0
2007	417			IR	18,500	22,400	22,300	15,700	2,800	16	0.5	1	0.0
2008	417			IR	18,700	22,700	22,200	16,000	2,800	19	0.5	2	0.1
2009	417			HT	19,100	29,000	25,800	9,150	2,850	14	0.4	3	0.1
2010	417			HT	18,400	27,600	24,500	8,900	2,750	18	0.5	3	0.1
2011	417			HT	18,400	28,500	28,000	11,900	2,750	17	0.5	0	0.0
2012	417			HT	18,400	27,100	27,300	9,000	2,750	8	0.2	0	0.0
2013	417			HT	18,400	27,600	27,800	8,900	2,750	13	0.4	1	0.0
2014	417			HT	18,400	27,600	27,800	8,900	2,750	13	0.4	0	0.0
2015	417			HT	18,400	27,600	27,800	8,900	2,750	11	0.3	2	0.1
2016	417			HT	18,400	27,600	27,800	8,900	2,750	20	0.6	6	0.2
2017	417			HT	19,900	31,200	31,400	12,600	3,000	13	0.4	5	0.1
2018	417			HT	20,100	31,500	31,500	12,800	3,000	13	0.3	1	0.0
2019	417			HT	20,300	31,700	31,700	13,100	3,050	11	0.3	1	0.0
2021	417			HT	19,200	29,000	28,900	12,400	2,900	10	0.3	1	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1992	417	PRESCOTT&RUSSELL. RD 4 (N) P&R RD 14 (S) IC-5	4.4	IR	16,400	20,200	18,000	13,900	2,600	10	0.4	1	0.0
1993	417			IR	16,400	20,200	17,100	13,400	2,600	13	0.5	2	0.1
1994	417			IR	16,700	20,500	18,400	14,000	2,650	8	0.3	1	0.0
1995	417			IR	17,800	21,900	19,600	15,100	2,850	5	0.2	0	0.0
1996	417			IR	18,900	23,400	21,200	16,100	3,000	11	0.4	0	0.0
1997	417			IR	20,000	25,000	22,400	17,000	3,200	18	0.6	3	0.1
1998	417			IR	21,000	26,000	23,500	17,600	3,350	11	0.3	1	0.0
1999	417			IR	16,900	21,000	18,800	14,200	2,700	10	0.4	0	0.0
2000	417			IR	16,900	20,700	18,700	14,300	2,700	11	0.4	1	0.0
2001	417			IR	16,900	20,900	18,700	14,300	2,700	9	0.3	2	0.1
2002	417			IR	17,000	21,000	18,800	14,500	2,700	14	0.5	3	0.1
2003	417			IR	17,000	20,600	18,700	14,400	3,550	14	0.5	4	0.1
2004	417			IR	17,000	21,000	18,800	14,400	3,550	12	0.4	0	0.0
2005	417			IR	16,800	20,300	18,400	14,300	3,550	23	0.9	2	0.1
2006	417			IR	17,100	20,600	18,700	14,500	2,750	12	0.4	0	0.0
2007	417			IR	17,500	21,200	21,100	14,800	2,800	11	0.4	0	0.0
2008	417			IR	17,900	21,700	21,300	15,300	2,850	13	0.5	0	0.0
2009	417			IR	16,200	19,400	17,700	13,800	2,600	15	0.6	2	0.1
2010	417			IR	16,600	19,800	18,100	14,100	2,650	11	0.4	0	0.0
2011	417			IR	16,100	19,200	18,800	13,700	2,600	8	0.3	0	0.0
2012	417			IR	18,000	21,400	20,800	15,400	2,900	12	0.4	0	0.0
2013	417			IR	19,000	22,600	24,300	16,200	2,450	7	0.2	1	0.0
2014	417			IR	19,200	22,900	22,900	16,300	2,500	10	0.3	4	0.1
2015	417			IR	19,400	23,100	23,100	16,500	2,500	11	0.4	1	0.0
2016	417			IR	19,600	23,300	23,400	16,700	2,550	8	0.3	1	0.0
2017	417			IR	19,800	22,400	22,500	17,100	2,550	13	0.4	2	0.1
2018	417			IR	20,000	22,600	22,800	17,300	2,600	14	0.4	1	0.0
2019	417			IR	20,200	22,900	23,100	17,600	2,650	8	0.2	2	0.1
2021	417			IR	17,800	21,300	21,200	15,200	2,500	6	0.2	1	0.0
1988	417	PRESCOTT & RUSSELL CTY RD 17 IC-9	7.3	IR	8,550	11,100	9,400	6,850	1,700	12	0.5	1	0.0
1989	417			IR	8,850	11,400	9,800	7,250	1,750	13	0.6	1	0.0
1990	417			IR	8,700	11,000	9,650	7,150	1,750	12	0.5	2	0.1
1991	417			IR	8,850	11,200	9,800	7,350	1,750	18	0.8	0	0.0
1992	417			IR	9,300	11,400	10,200	7,900	1,850	15	0.6	4	0.2
1993	417			IR	9,550	11,700	9,850	7,800	1,900	19	0.8	3	0.1
1994	417			LT	9,850	14,400	13,900	7,150	1,950	20	0.8	0	0.0
1995	417			LT	10,200	14,700	14,200	7,450	2,050	17	0.6	0	0.0
1996	417			LT	10,500	14,800	14,500	7,700	2,100	20	0.7	2	0.1
1997	417			LT	10,800	15,200	14,900	8,000	2,150	13	0.5	1	0.0
1998	417			LT	11,100	15,500	15,200	8,100	2,200	15	0.5	1	0.0
1999	417			LT	11,000	15,300	15,000	8,050	2,200	21	0.7	2	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2000	417			LT	11,100	15,500	15,100	8,100	2,200	7	0.2	1	0.0
2001	417			LT	11,300	15,800	15,400	8,300	2,250	10	0.3	1	0.0
2002	417			LT	11,500	16,100	15,700	8,450	2,300	18	0.6	0	0.0
2003	417			LT	11,400	15,700	15,300	8,400	2,300	15	0.5	3	0.1
2004	417			LT	11,800	16,500	16,100	8,650	2,350	15	0.5	0	0.0
2005	417			LT	16,700	22,900	22,400	12,300	3,350	14	0.3	2	0.0
2006	417			LT	17,100	23,400	22,800	12,600	2,400	21	0.5	8	0.2
2007	417			LT	17,500	24,000	24,700	12,900	2,450	13	0.3	0	0.0
2008	417			LT	17,800	24,400	23,300	13,100	2,500	16	0.3	3	0.1
2009	417			T	14,100	20,700	20,000	9,000	1,950	18	0.5	1	0.0
2010	417			T	17,000	24,800	23,900	10,800	2,400	10	0.2	2	0.0
2011	417			T	17,500	23,800	23,600	13,700	2,450	22	0.5	2	0.0
2012	417			LT	13,400	17,500	16,700	10,100	1,900	9	0.3	1	0.0
2013	417			LT	13,000	17,000	17,000	9,800	1,800	15	0.4	0	0.0
2014	417			LT	13,200	17,200	17,500	9,950	1,850	13	0.4	0	0.0
2015	417			LT	13,300	17,400	17,700	10,000	1,850	15	0.4	1	0.0
2016	417			LT	13,500	17,600	17,900	10,200	1,900	16	0.4	0	0.0
2017	417			LT	13,600	17,300	17,300	11,400	1,900	12	0.3	2	0.1
2018	417			LT	13,800	17,600	17,600	11,600	1,950	18	0.5	0	0.0
2019	417			LT	13,900	17,700	17,700	11,600	1,950	12	0.3	4	0.1
2021	417			LT	14,900	20,400	20,200	11,500	3,000	8	0.2	1	0.0
1988	417	PRESCOTT&RUSSELL RD 10 BARB RD IC-17	10.7	IR	8,250	10,700	9,100	6,600	1,650	20	0.6	1	0.0
1989	417			IR	9,000	11,600	10,000	7,400	1,800	21	0.6	0	0.0
1990	417			IR	8,850	11,200	9,800	7,250	1,750	22	0.6	3	0.1
1991	417			IR	9,000	11,300	10,000	7,450	1,800	21	0.6	3	0.1
1992	417			IR	9,300	11,400	10,200	7,900	1,850	22	0.6	1	0.0
1993	417			IR	9,300	11,400	9,600	7,600	1,850	36	1.0	2	0.1
1994	417			IR	10,200	12,600	11,200	8,550	2,050	19	0.5	1	0.0
1995	417			IR	10,500	12,900	11,600	8,950	2,100	28	0.7	3	0.1
1996	417			IR	10,900	13,500	12,200	9,300	2,200	31	0.7	2	0.0
1997	417			IR	11,300	14,100	12,700	9,600	2,250	18	0.4	3	0.1
1998	417			IR	11,700	14,500	13,100	9,850	2,350	16	0.4	2	0.0
1999	417			IR	11,700	14,500	13,000	9,850	2,350	16	0.4	1	0.0
2000	417			IR	12,000	14,700	13,300	10,100	2,400	17	0.4	1	0.0
2001	417			IR	12,200	15,100	13,500	10,300	2,450	25	0.5	2	0.0
2002	417			IR	12,500	15,400	13,900	10,600	2,500	27	0.6	6	0.1
2003	417			IR	12,600	15,300	13,900	10,700	2,500	33	0.7	3	0.1
2004	417			IR	13,000	16,100	14,400	11,000	2,600	35	0.7	5	0.1
2005	417			IR	13,300	16,100	14,600	11,300	2,650	22	0.4	0	0.0
2006	417			IR	13,600	16,400	14,900	11,600	1,900	17	0.3	3	0.1
2007	417			IR	13,800	16,700	16,700	11,700	1,950	36	0.7	2	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2008	417			IR	14,100	17,100	16,800	12,100	1,950	21	0.4	1	0.0
2009	417			IR	14,400	17,300	15,700	12,200	2,000	19	0.3	2	0.0
2010	417			IR	14,600	17,400	15,900	12,400	2,050	19	0.3	4	0.1
2011	417			IR	14,900	17,800	17,400	12,700	2,100	24	0.4	3	0.1
2012	417			LT	13,900	18,100	17,300	10,500	1,950	21	0.4	2	0.0
2013	417			LT	13,000	17,000	17,000	9,800	1,800	22	0.4	3	0.1
2014	417			LT	13,400	17,500	17,800	10,100	1,900	25	0.5	4	0.1
2015	417			LT	13,600	17,800	18,100	10,300	1,900	39	0.7	6	0.1
2016	417			LT	13,700	17,900	18,200	10,300	1,900	26	0.5	4	0.1
2017	417			LT	13,900	17,700	17,700	11,600	1,950	30	0.6	2	0.0
2018	417			LT	14,000	17,800	17,800	11,700	1,950	21	0.4	0	0.0
2019	417			LT	14,200	18,000	18,100	11,900	2,000	14	0.3	2	0.0
2021	417			LT	14,800	20,300	20,100	11,400	2,800	7	0.1	3	0.1
1988	417	HWY 34 IC-27	6.3	IR	8,350	10,900	9,200	6,700	1,650	4	0.2	1	0.1
1989	417			IR	8,850	11,400	9,800	7,250	1,750	9	0.4	0	0.0
1990	417			IR	8,700	11,000	9,650	7,150	1,750	7	0.3	2	0.1
1991	417			IR	8,850	11,200	9,800	7,350	1,750	12	0.6	1	0.0
1992	417			IR	9,200	11,300	10,100	7,800	1,850	12	0.6	1	0.0
1993	417			IR	9,200	11,300	9,500	7,550	1,850	20	0.9	3	0.1
1994	417			IR	9,300	11,500	10,200	7,800	1,850	14	0.7	1	0.0
1995	417			IR	10,000	12,300	11,000	8,500	2,000	22	1.0	1	0.0
1996	417			IR	10,600	13,200	11,800	9,050	2,100	17	0.7	1	0.0
1997	417			IR	10,900	13,600	12,200	9,250	2,200	20	0.8	3	0.1
1998	417			IR	11,200	13,900	12,500	9,400	2,250	12	0.5	2	0.1
1999	417			IR	11,800	14,600	13,100	9,900	2,350	17	0.6	1	0.0
2000	417			IR	12,300	15,100	13,600	10,400	2,450	16	0.6	2	0.1
2001	417			IR	12,800	15,800	14,200	10,800	2,550	15	0.5	4	0.1
2002	417			IR	13,200	16,300	14,600	11,200	2,650	21	0.7	5	0.2
2003	417			IR	13,700	16,600	15,100	11,600	2,750	20	0.6	1	0.0
2004	417			IR	14,200	17,500	15,700	12,000	2,850	13	0.4	0	0.0
2005	417			IR	14,700	17,700	16,100	12,500	2,950	14	0.4	5	0.1
2006	417			IR	15,100	18,200	16,500	12,800	2,100	9	0.3	3	0.1
2007	417			IR	15,600	18,900	18,800	13,200	2,500	18	0.5	1	0.0
2008	417			IR	16,100	19,500	19,100	13,800	2,600	14	0.4	0	0.0
2009	417			IR	16,500	19,800	18,000	14,000	2,650	22	0.6	0	0.0
2010	417			IR	17,000	20,200	18,500	14,500	2,700	18	0.5	1	0.0
2011	417			IR	17,500	20,900	20,400	14,900	2,800	20	0.5	3	0.1
2012	417			LT	15,900	20,700	19,800	12,000	2,550	18	0.5	1	0.0
2013	417			LT	16,500	21,500	21,500	12,500	2,600	21	0.6	2	0.1
2014	417			LT	18,100	23,600	24,000	13,700	2,850	24	0.6	0	0.0
2015	417			LT	15,100	19,700	20,100	11,400	2,350	10	0.3	1	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2016	417			LT	15,400	20,100	20,500	11,600	2,400	12	0.3	1	0.0
2017	417			LT	15,700	19,900	20,000	13,100	2,450	11	0.3	1	0.0
2018	417			LT	16,000	20,400	20,400	13,400	2,500	7	0.2	0	0.0
2019	417			LT	16,300	20,700	20,700	13,600	2,550	10	0.3	4	0.1
2021	417			LT	18,400	23,100	23,100	15,400	2,950	4	0.1	1	0.0
1988	417	STORM/DUND.&GLNGRRY RD 31 MCCRIMMON RD IC-35	16.9	IR	9,650	12,500	10,600	7,700	1,950	17	0.3	0	0.0
1989	417			IR	11,000	14,200	12,200	9,000	2,200	31	0.5	1	0.0
1990	417			IR	10,600	13,500	11,800	8,700	2,100	28	0.4	3	0.0
1991	417			IR	11,400	14,400	12,700	9,450	2,300	37	0.5	6	0.1
1992	417			IR	11,400	14,000	12,500	9,700	2,050	32	0.5	5	0.1
1993	417			IR	12,500	15,400	12,900	10,200	2,250	37	0.5	5	0.1
1994	417			IR	12,900	15,900	14,200	10,800	2,300	37	0.5	10	0.1
1995	417			IR	13,400	16,500	14,800	11,400	2,400	31	0.4	2	0.0
1996	417			IR	14,000	17,400	15,600	11,900	2,500	46	0.5	5	0.1
1997	417			IR	14,500	18,100	16,200	12,300	2,600	32	0.4	1	0.0
1998	417			IR	15,000	18,600	16,800	12,600	2,700	35	0.4	2	0.0
1999	417			IR	14,700	18,200	16,300	12,300	2,650	46	0.5	3	0.0
2000	417			IR	15,000	18,400	16,600	12,700	2,700	40	0.4	9	0.1
2001	417			IR	15,300	18,900	17,000	12,900	2,750	36	0.4	4	0.0
2002	417			IR	15,600	19,200	17,300	13,300	2,800	48	0.5	4	0.0
2003	417			IR	15,500	18,800	17,100	13,200	2,800	51	0.5	2	0.0
2004	417			IR	16,100	19,900	17,800	13,600	2,900	39	0.4	3	0.0
2005	417			IR	16,400	19,800	18,000	14,000	2,950	27	0.3	1	0.0
2006	417			IR	16,700	20,100	18,300	14,200	2,150	34	0.3	1	0.0
2007	417			IR	17,000	20,600	20,500	14,400	2,200	31	0.3	5	0.0
2008	417			IR	17,300	21,000	20,600	14,800	2,250	29	0.3	7	0.1
2009	417			IR	17,600	21,100	19,200	15,000	2,300	39	0.4	3	0.0
2010	417			IR	17,800	21,200	19,400	15,200	2,300	35	0.3	4	0.0
2011	417			IR	18,100	21,600	21,100	15,500	2,350	24	0.2	3	0.0
2012	417			IR	18,000	21,400	20,800	15,400	2,350	29	0.3	3	0.0
2013	417			IR	16,700	19,900	21,300	14,200	2,150	37	0.4	2	0.0
2014	417			CR	19,000	22,400	22,300	16,200	2,450	32	0.3	11	0.1
2015	417			CR	18,800	22,200	22,000	16,000	2,450	25	0.2	5	0.0
2016	417			CR	19,100	22,500	22,400	16,300	2,500	31	0.3	2	0.0
2017	417			CR	19,300	22,400	22,500	17,400	2,500	35	0.3	1	0.0
2018	417			CR	19,600	22,800	22,900	17,600	2,550	33	0.3	2	0.0
2019	417			CR	19,800	23,000	23,100	17,800	2,550	20	0.2	2	0.0
2021	417			IR	19,900	23,800	23,700	17,000	3,400	26	0.2	1	0.0
1988	417	HIGHLAND RD IC-51	7.1	IR	9,250	12,000	10,200	7,400	1,850	17	0.7	3	0.1
1989	417			IR	10,600	13,700	11,800	8,700	2,100	13	0.5	2	0.1
1990	417			IR	10,400	13,200	11,500	8,550	2,100	8	0.3	1	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1991	417			IR	10,600	13,400	11,800	8,800	2,100	12	0.4	2	0.1
1992	417			IR	10,900	13,400	12,000	9,250	2,200	11	0.4	1	0.0
1993	417			IR	10,900	13,400	11,300	8,900	2,200	18	0.6	3	0.1
1994	417			IR	11,100	13,700	12,200	9,300	2,200	24	0.8	5	0.2
1995	417			IR	12,000	14,800	13,200	10,200	2,400	14	0.5	1	0.0
1996	417			IR	12,800	15,900	14,300	10,900	2,550	16	0.5	2	0.1
1997	417			IR	13,400	16,800	15,000	11,400	2,700	18	0.5	5	0.1
1998	417			IR	13,800	17,100	15,500	11,600	2,750	8	0.2	2	0.1
1999	417			IR	13,700	17,000	15,200	11,500	2,750	13	0.4	1	0.0
2000	417			IR	14,100	17,300	15,600	11,900	2,800	13	0.4	2	0.1
2001	417			IR	14,500	17,900	16,100	12,300	2,900	10	0.3	0	0.0
2002	417			IR	14,900	18,400	16,500	12,700	3,000	18	0.5	2	0.1
2003	417			IR	15,300	18,600	16,800	13,000	3,050	11	0.3	2	0.1
2004	417			IR	15,700	19,400	17,400	13,300	3,150	25	0.6	1	0.0
2005	417			IR	16,100	19,400	17,600	13,700	3,200	10	0.2	2	0.0
2006	417			IR	16,200	19,500	17,700	13,800	1,950	10	0.2	1	0.0
2007	417			IR	16,900	20,500	20,400	14,300	2,050	17	0.4	1	0.0
2008	417			IR	17,300	21,000	20,600	14,800	2,100	18	0.4	3	0.1
2009	417			IR	17,600	21,100	19,200	15,000	2,100	8	0.2	1	0.0
2010	417			IR	18,000	21,400	19,600	15,300	2,150	23	0.5	5	0.1
2011	417			IR	18,400	21,900	21,500	15,700	2,200	14	0.3	2	0.0
2012	417			IR	20,200	24,000	23,400	17,300	2,400	15	0.3	2	0.0
2013	417			IR	17,700	21,100	22,600	15,100	2,400	21	0.5	2	0.0
2014	417			IR	19,600	23,300	23,400	16,700	2,650	12	0.2	0	0.0
2015	417			IR	19,900	23,700	23,700	16,900	2,700	10	0.2	0	0.0
2016	417			IR	20,300	24,200	24,200	17,300	2,750	5	0.1	1	0.0
2017	417			IR	20,700	23,400	23,500	17,900	2,800	12	0.2	2	0.0
2018	417			IR	21,100	23,900	24,100	18,300	2,850	8	0.1	3	0.1
2019	417			IR	21,500	24,400	24,600	18,700	2,900	18	0.3	2	0.0
2021	417			IR	22,300	25,100	25,300	19,700	3,100	10	0.2	1	0.0
1988	417	HWY 138 IC-58	7.9	IR	12,300	16,000	13,500	9,850	2,350	15	0.4	5	0.1
1989	417			IR	13,000	16,800	14,400	10,700	2,450	11	0.3	3	0.1
1990	417			IR	12,900	16,400	14,300	10,600	2,450	12	0.3	0	0.0
1991	417			IR	13,100	16,500	14,500	10,900	1,950	14	0.4	1	0.0
1992	417			IR	13,600	16,700	15,000	11,600	2,050	20	0.5	6	0.2
1993	417			IR	14,300	17,600	14,800	11,700	2,150	23	0.6	5	0.1
1994	417			IR	15,000	18,500	16,500	12,600	2,250	18	0.4	0	0.0
1995	417			IR	15,600	19,200	17,200	13,300	2,350	25	0.6	1	0.0
1996	417			IR	16,100	20,000	18,000	13,700	2,400	31	0.7	4	0.1
1997	417			IR	16,700	20,900	18,700	14,200	2,500	25	0.5	2	0.0
1998	417			IR	17,200	21,300	19,300	14,400	2,600	17	0.3	4	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1999	417			IR	18,400	22,800	20,400	15,500	2,750	22	0.4	2	0.0
2000	417			IR	18,400	22,500	20,400	15,500	2,750	21	0.4	1	0.0
2001	417			IR	18,300	22,600	20,300	15,500	2,750	21	0.4	3	0.1
2002	417			IR	18,200	22,400	20,200	15,500	2,750	17	0.3	4	0.1
2003	417			IR	18,800	22,800	20,700	16,000	2,250	19	0.4	0	0.0
2004	417			IR	18,900	23,400	20,900	16,000	2,250	22	0.4	2	0.0
2005	417			IR	19,000	22,900	20,800	16,200	2,300	19	0.3	1	0.0
2006	417			IR	19,100	23,000	20,900	16,200	2,300	23	0.4	4	0.1
2007	417			IR	19,100	23,100	23,100	16,200	2,650	24	0.4	0	0.0
2008	417			IR	20,100	24,300	23,900	17,200	2,800	11	0.2	0	0.0
2009	417			IR	20,400	24,500	22,200	17,300	2,850	21	0.4	2	0.0
2010	417			IR	20,700	24,600	22,500	17,600	2,900	27	0.5	4	0.1
2011	417			IR	21,000	25,100	24,500	17,900	2,950	21	0.3	0	0.0
2012	417			IR	22,400	26,600	25,900	19,200	3,150	13	0.2	0	0.0
2013	417			IR	19,300	23,000	24,600	16,400	2,700	20	0.4	2	0.0
2014	417			IR	21,700	25,800	25,900	18,500	3,050	25	0.4	5	0.1
2015	417			IR	22,000	26,200	26,200	18,700	3,100	20	0.3	3	0.0
2016	417			IR	22,300	26,500	26,600	19,000	3,100	28	0.4	1	0.0
2017	417			IR	22,600	27,400	27,200	19,300	3,150	22	0.3	4	0.1
2018	417			IR	22,900	27,800	27,700	19,500	3,200	19	0.3	2	0.0
2019	417			IR	23,200	28,200	28,100	19,800	3,250	23	0.3	4	0.1
2021	417			IR	23,700	28,400	28,300	20,200	3,300	10	0.1	1	0.0
1988	417	ST ALBERT RD IC-66	13.3	IR	12,500	16,200	13,800	10,000	2,100	37	0.6	2	0.0
1989	417			IR	13,200	17,000	14,700	10,800	2,250	37	0.6	6	0.1
1990	417			IR	13,000	16,500	14,400	10,700	2,200	22	0.3	4	0.1
1991	417			IR	13,200	16,600	14,700	11,000	2,000	14	0.2	2	0.0
1992	417			IR	13,700	16,900	15,100	11,600	2,050	32	0.5	2	0.0
1993	417			IR	14,000	17,200	14,500	11,500	2,100	40	0.6	3	0.0
1994	417			IR	16,700	20,600	18,400	14,000	2,500	20	0.2	1	0.0
1995	417			IR	16,000	19,700	17,600	13,600	2,400	38	0.5	2	0.0
1996	417			IR	16,600	20,600	18,500	14,100	2,500	44	0.5	6	0.1
1997	417			IR	17,100	21,400	19,200	14,500	2,550	32	0.4	4	0.0
1998	417			IR	17,700	21,900	19,800	14,900	2,650	24	0.3	3	0.0
1999	417			IR	17,800	22,100	19,800	15,000	2,650	41	0.5	3	0.0
2000	417			IR	18,100	22,200	20,000	15,300	2,700	29	0.3	2	0.0
2001	417			IR	18,400	22,700	20,400	15,600	2,750	37	0.4	1	0.0
2002	417			IR	18,700	23,100	20,700	15,900	2,800	37	0.4	3	0.0
2003	417			IR	19,000	23,100	20,900	16,100	2,850	47	0.5	2	0.0
2004	417			IR	19,300	23,900	21,400	16,300	2,900	39	0.4	4	0.0
2005	417			IR	19,600	23,700	21,500	16,700	2,950	53	0.6	5	0.1
2006	417			IR	19,900	24,000	21,700	16,900	2,400	36	0.4	7	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2007	417			IR	20,300	24,600	24,500	17,200	2,450	33	0.3	7	0.1
2008	417			IR	20,600	25,000	24,500	17,600	2,450	55	0.5	5	0.0
2009	417			IR	20,900	25,100	22,800	17,800	2,500	38	0.4	0	0.0
2010	417			IR	21,200	25,200	23,100	18,000	2,550	41	0.4	1	0.0
2011	417			IR	23,200	27,700	27,100	19,800	2,800	40	0.4	6	0.1
2012	417			IR	24,400	29,000	28,300	20,900	2,950	33	0.3	3	0.0
2013	417			IR	24,500	29,200	31,300	20,900	2,950	39	0.3	3	0.0
2014	417			IR	23,700	28,200	28,300	20,200	2,850	46	0.4	4	0.0
2015	417			IR	24,100	28,700	28,700	20,500	2,900	38	0.3	4	0.0
2016	417			IR	24,500	29,200	29,200	20,900	2,950	36	0.3	2	0.0
2017	417			IR	24,900	28,100	28,300	21,500	3,000	30	0.2	3	0.0
2018	417			IR	25,300	28,600	28,900	21,900	3,050	24	0.2	4	0.0
2019	417			IR	25,700	29,100	29,400	22,300	3,100	23	0.2	3	0.0
2021	417			IR	26,500	29,800	30,100	23,400	3,200	24	0.2	2	0.0
1988	417	RUSSELL RD 5 LIMOGES RD IC-79	8.8	IR	13,200	17,200	14,500	10,600	2,250	16	0.4	0	0.0
1989	417			IR	13,800	17,800	15,300	11,300	2,350	19	0.4	4	0.1
1990	417			IR	13,600	17,300	15,100	11,200	2,300	20	0.5	4	0.1
1991	417			IR	13,800	17,400	15,300	11,500	2,050	15	0.3	1	0.0
1992	417			IR	14,300	17,600	15,700	12,200	2,150	26	0.6	3	0.1
1993	417			IR	14,500	17,800	15,000	11,900	2,200	19	0.4	3	0.1
1994	417			IR	16,100	19,800	17,700	13,500	2,400	13	0.3	2	0.0
1995	417			IR	16,600	20,400	18,300	14,100	2,500	29	0.5	0	0.0
1996	417			IR	17,100	21,200	19,100	14,600	2,550	23	0.4	2	0.0
1997	417			IR	17,500	21,900	19,600	14,900	2,600	13	0.2	2	0.0
1998	417			IR	18,000	22,300	20,200	15,100	2,700	17	0.3	0	0.0
1999	417			IR	18,500	22,900	20,500	15,500	2,800	27	0.5	2	0.0
2000	417			IR	18,900	23,200	20,900	16,000	2,850	18	0.3	2	0.0
2001	417			IR	19,400	24,000	21,500	16,400	2,900	25	0.4	2	0.0
2002	417			IR	19,900	24,500	22,000	16,900	3,000	25	0.4	1	0.0
2003	417			CR	20,400	24,800	23,900	17,300	3,250	26	0.4	1	0.0
2004	417			CR	20,800	25,600	24,400	17,600	3,350	18	0.3	3	0.0
2005	417			CR	22,400	27,200	26,100	18,900	3,600	15	0.2	3	0.0
2006	417			CR	23,100	28,000	26,900	19,500	2,550	16	0.2	0	0.0
2007	417			CR	23,800	28,800	28,800	20,100	2,600	22	0.3	1	0.0
2008	417			CR	24,400	29,500	29,300	20,600	2,700	34	0.4	3	0.0
2009	417			CTR	26,700	32,600	31,500	22,700	2,950	29	0.3	1	0.0
2010	417			CR	25,900	31,000	30,000	21,900	2,850	12	0.1	0	0.0
2011	417			CR	26,300	30,600	31,000	23,400	2,900	28	0.3	5	0.1
2012	417			IR	26,900	32,000	31,200	23,000	2,950	26	0.3	2	0.0
2013	417			IR	26,000	31,000	33,200	22,100	2,600	36	0.4	5	0.1
2014	417			IR	27,900	33,200	33,300	23,700	2,800	35	0.4	1	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2015	417			IR	28,500	33,900	34,000	24,300	2,850	28	0.3	3	0.0
2016	417			IR	29,100	34,600	34,700	24,800	2,900	32	0.3	3	0.0
2017	417			IR	29,700	33,500	33,800	25,600	2,950	29	0.3	0	0.0
2018	417			IR	30,400	34,400	34,700	26,300	3,050	18	0.2	2	0.0
2019	417			IR	31,000	35,100	35,400	27,000	3,100	14	0.1	1	0.0
2021	417			IR	31,600	37,800	37,700	27,000	2,850	20	0.2	2	0.0
1988	417	RMOC RD 33 ROCKDALE RD IC-88	8.0	C	17,100	19,000	19,000	15,400	2,900	20	0.4	0	0.0
1989	417			C	18,900	21,000	21,200	17,000	3,200	22	0.4	1	0.0
1990	417			IR	18,700	23,700	20,800	15,300	3,200	28	0.5	3	0.1
1991	417			IR	18,900	23,800	21,000	15,700	2,850	25	0.5	2	0.0
1992	417			IR	19,900	24,500	21,900	16,900	3,000	39	0.7	4	0.1
1993	417			IR	20,000	24,600	20,700	16,400	3,000	36	0.6	0	0.0
1994	417			UC	20,400	21,600	23,300	19,000	3,050	35	0.6	9	0.2
1995	417			UC	22,700	24,000	26,000	21,200	3,400	23	0.3	3	0.0
1996	417			UC	23,600	25,000	27,600	22,400	3,550	35	0.5	5	0.1
1997	417			UC	24,500	25,700	28,700	23,000	3,700	22	0.3	1	0.0
1998	417			UC	25,900	27,500	30,300	24,600	3,900	28	0.4	2	0.0
1999	417			UC	23,200	24,600	27,100	22,000	3,500	20	0.3	1	0.0
2000	417			UC	23,800	25,200	28,100	22,400	3,550	23	0.3	1	0.0
2001	417			UC	24,400	26,100	28,700	22,900	3,650	35	0.5	2	0.0
2002	417			UC	24,900	26,500	29,300	23,300	3,750	30	0.4	2	0.0
2003	417			IR	25,500	30,900	28,100	21,600	3,800	38	0.5	4	0.1
2004	417			IR	27,100	33,500	30,000	22,900	4,050	37	0.5	1	0.0
2005	417			IR	27,100	32,700	29,700	23,100	4,050	42	0.5	2	0.0
2006	417			IR	28,100	33,900	30,700	23,900	2,800	44	0.5	2	0.0
2007	417			IR	29,400	35,600	35,500	24,900	2,950	35	0.4	2	0.0
2008	417			IR	30,300	36,700	36,000	25,900	3,050	45	0.5	5	0.1
2009	417			IR	33,000	39,600	36,000	28,000	3,300	32	0.3	1	0.0
2010	417			IR	30,500	36,300	33,200	26,000	3,050	34	0.4	2	0.0
2011	417			IR	29,800	35,500	34,800	25,400	3,000	29	0.3	3	0.0
2012	417			IR	35,500	42,200	41,100	30,400	3,550	33	0.3	6	0.1
2013	417			IR	33,100	39,400	42,300	28,200	3,300	39	0.4	6	0.1
2014	417			IR	33,800	40,200	40,300	28,800	3,400	28	0.3	2	0.0
2015	417			IR	34,400	41,000	41,000	29,300	3,450	34	0.3	2	0.0
2016	417			IR	35,000	41,700	41,800	29,800	3,500	33	0.3	3	0.0
2017	417			IR	35,700	41,900	41,900	31,800	3,550	23	0.2	3	0.0
2018	417			IR	36,300	42,700	42,700	32,500	3,650	27	0.3	0	0.0
2019	417			IR	36,900	43,300	43,300	33,100	3,700	21	0.2	2	0.0
2021	417			IR	36,800	44,400	44,300	31,600	2,950	18	0.2	3	0.0
1988	417	BOUNDARY RD IC-96	7.7	C	16,500	18,300	18,300	14,800	2,800	41	0.9	4	0.1
1989	417			C	17,600	19,500	19,700	15,800	3,000	21	0.4	1	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1990	417			C	18,600	20,600	20,600	16,700	3,150	27	0.5	3	0.1
1991	417			C	19,000	20,900	21,100	17,300	2,850	17	0.3	6	0.1
1992	417			C	20,200	21,800	22,400	18,600	3,050	38	0.7	2	0.0
1993	417			C	20,500	22,300	22,700	18,900	3,100	24	0.4	1	0.0
1994	417			C	22,400	24,500	25,000	20,300	3,350	25	0.4	3	0.0
1995	417			C	23,300	25,400	26,100	21,300	3,500	22	0.3	1	0.0
1996	417			C	24,300	27,500	27,600	21,900	3,650	34	0.5	4	0.1
1997	417			C	25,200	28,500	28,700	22,700	3,800	27	0.4	4	0.1
1998	417			C	26,200	29,600	29,600	23,600	3,950	37	0.5	4	0.1
1999	417			C	27,100	30,400	30,600	24,400	4,050	25	0.3	1	0.0
2000	417			C	28,100	31,800	31,800	25,300	4,200	32	0.4	2	0.0
2001	417			C	29,000	32,700	32,700	26,100	4,350	29	0.4	2	0.0
2002	417			C	30,000	33,600	33,900	27,000	4,500	34	0.4	5	0.1
2003	417			C	30,900	34,500	34,700	27,900	3,700	40	0.5	5	0.1
2004	417			C	31,900	35,900	36,000	28,700	3,850	29	0.3	2	0.0
2005	417			C	32,800	36,500	36,800	29,500	3,950	60	0.7	3	0.0
2006	417			C	33,700	37,400	37,700	30,300	3,350	45	0.5	8	0.1
2007	417			C	34,700	38,600	39,100	31,200	3,450	44	0.5	5	0.1
2008	417			C	35,600	39,300	38,700	31,900	3,550	37	0.4	3	0.0
2009	417			HT	36,500	55,500	49,300	17,500	3,650	33	0.3	3	0.0
2010	417			HT	37,500	56,200	50,000	18,200	3,750	39	0.4	4	0.0
2011	417			HT	38,400	59,500	58,400	24,800	3,850	43	0.4	4	0.0
2012	417			HT	44,200	65,100	65,700	21,600	4,400	41	0.3	2	0.0
2013	417			HT	41,300	61,900	62,500	20,000	4,150	43	0.4	8	0.1
2014	417			HT	42,400	63,500	64,000	20,500	4,250	51	0.4	2	0.0
2015	417			HT	43,400	65,000	65,600	21,000	4,350	43	0.4	6	0.0
2016	417			HT	44,400	66,500	67,100	21,500	4,450	70	0.6	5	0.0
2017	417			HT	45,400	71,200	71,600	28,800	4,550	60	0.5	6	0.0
2018	417			HT	46,400	72,700	72,800	29,500	4,650	25	0.2	2	0.0
2019	417			HT	47,400	74,000	74,100	30,500	4,750	42	0.3	2	0.0
2021	417			HT	49,500	74,900	74,600	31,900	4,950	17	0.1	1	0.0
1988	417	ANDERSON RD IC-104	4.1	C	20,200	22,400	22,400	18,200	3,450	34	1.1	3	0.1
1989	417			C	22,200	24,600	24,900	20,000	3,750	24	0.7	1	0.0
1990	417			C	23,400	26,000	26,000	21,100	4,000	22	0.6	0	0.0
1991	417			C	25,000	27,500	27,800	22,800	3,750	40	1.1	5	0.1
1992	417			C	26,800	28,900	29,700	24,700	4,000	29	0.7	3	0.1
1993	417			C	27,000	29,400	29,900	24,800	4,050	30	0.7	2	0.0
1994	417			C	27,100	29,700	30,200	24,500	4,050	23	0.6	2	0.0
1995	417			C	27,800	30,300	31,200	25,400	4,150	24	0.6	2	0.0
1996	417			C	28,800	32,600	32,800	26,000	4,300	39	0.9	1	0.0
1997	417			C	29,900	33,800	34,100	26,900	4,500	48	1.1	4	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1998	417			C	30,900	34,900	34,900	27,800	4,650	33	0.7	3	0.1
1999	417			C	32,100	36,000	36,300	28,900	4,800	35	0.7	4	0.1
2000	417			CR	32,400	39,900	37,900	27,500	2,900	31	0.6	2	0.0
2001	417			CR	32,900	40,500	38,600	27,800	2,950	30	0.6	4	0.1
2002	417			CR	33,400	41,000	39,200	28,100	3,000	39	0.8	2	0.0
2003	417			IC	33,900	37,800	38,100	30,000	3,050	29	0.6	1	0.0
2004	417			IC	34,400	38,500	38,600	30,400	3,100	33	0.6	3	0.1
2005	417			IC	35,200	39,100	39,500	31,000	3,150	30	0.6	2	0.0
2006	417			IC	34,900	38,800	39,100	30,900	3,150	49	0.9	5	0.1
2007	417			IC	36,600	40,700	41,900	32,400	3,300	38	0.7	4	0.1
2008	417			IC	37,300	41,300	40,000	32,900	3,350	36	0.6	4	0.1
2009	417			IC	38,000	42,200	42,600	33,800	3,400	55	1.0	4	0.1
2010	417			IC	38,700	42,800	43,200	34,300	3,500	37	0.6	6	0.1
2011	417			IC	39,300	43,200	44,800	35,300	3,550	33	0.6	2	0.0
2012	417			IC	52,900	58,600	56,800	46,900	4,750	31	0.4	1	0.0
2013	417			IC	53,500	59,200	58,900	47,400	4,800	40	0.5	3	0.0
2014	417			IC	54,000	59,800	59,500	47,900	4,850	32	0.4	2	0.0
2015	417			IC	54,500	60,300	60,000	48,300	4,900	6	0.1	0	0.0
2016	417			IC	55,000	60,900	60,600	48,800	4,950	24	0.3	1	0.0
2017	417			IC	55,500	60,800	61,200	50,400	5,000	25	0.3	1	0.0
2018	417			IC	56,000	61,600	62,000	50,700	5,050	17	0.2	1	0.0
2019	417			IC	56,500	62,100	62,400	51,000	5,100	28	0.3	4	0.0
2021	417			IC	58,700	63,700	64,000	53,100	5,300	10	0.1	1	0.0
2014	417	REG RD 32/HUNT CLUB RD IC-109	1.7	IC	57,600	63,800	63,500	51,100	4,600	4	0.1	0	0.0
2015	417			IC	61,600	68,200	67,900	54,600	4,950	6	0.2	1	0.0
2016	417			IC	65,600	72,600	72,300	58,200	5,250	13	0.3	2	0.0
2017	417			IC	66,900	73,300	73,800	60,700	5,350	15	0.4	2	0.0
2018	417			IC	70,900	78,000	78,500	64,100	5,650	16	0.4	1	0.0
2019	417			IC	74,100	81,400	81,800	66,900	5,950	16	0.4	0	0.0
2021	417			CR	74,100	85,300	85,800	66,900	2,950	12	0.3	2	0.0
1988	417	WALKLEY RD IC-110	5.7	C	25,800	28,600	28,600	23,200	4,150	15	0.3	0	0.0
1989	417			C	28,500	31,600	31,900	25,600	4,550	9	0.2	2	0.0
1990	417			C	30,000	33,300	33,300	27,000	4,800	12	0.2	1	0.0
1991	417			C	31,500	34,600	35,000	28,700	5,050	18	0.3	2	0.0
1992	417			C	35,500	38,300	39,400	32,700	5,700	18	0.2	1	0.0
1993	417			C	36,000	39,200	39,800	33,100	5,750	21	0.3	1	0.0
1994	417			C	38,000	41,600	42,400	34,400	6,100	16	0.2	0	0.0
1995	417			C	40,000	43,700	44,800	36,600	6,400	14	0.2	3	0.0
1996	417			C	41,900	47,500	47,700	37,800	8,400	16	0.2	3	0.0
1997	417			SC	43,700	46,300	51,100	38,900	8,750	19	0.2	1	0.0
1998	417			C	45,900	51,900	51,900	41,300	9,200	8	0.1	1	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1999	417			C	47,800	53,500	54,000	43,000	9,550	13	0.1	0	0.0
2000	417			C	49,700	56,200	56,200	44,700	4,000	13	0.1	2	0.0
2001	417			C	51,700	58,200	58,300	46,600	4,150	8	0.1	0	0.0
2002	417			C	53,600	60,000	60,500	48,200	4,300	18	0.2	4	0.0
2003	417			C	55,600	62,100	62,500	50,200	3,900	17	0.1	1	0.0
2004	417			C	57,500	64,800	64,900	51,800	4,000	10	0.1	0	0.0
2005	417			C	58,400	65,000	65,600	52,500	4,100	19	0.2	1	0.0
2006	417			C	60,200	66,900	67,400	54,200	4,200	15	0.1	3	0.0
2007	417			C	61,900	68,800	69,700	55,600	4,350	18	0.1	3	0.0
2008	417			C	63,700	70,300	69,300	57,200	4,450	15	0.1	0	0.0
2009	417			C	63,800	70,200	70,800	57,400	4,450	15	0.1	4	0.0
2010	417			C	67,300	74,200	74,800	60,600	4,700	15	0.1	5	0.0
2011	417			C	69,100	76,100	76,800	62,200	4,850	33	0.2	6	0.0
2012	417			C	61,500	67,800	66,300	55,400	4,300	18	0.1	1	0.0
2013	417			C	63,500	70,000	69,100	57,200	4,450	30	0.2	3	0.0
2014	417			C	65,000	71,500	69,600	58,500	4,550	16	0.1	0	0.0
2015	417			C	66,500	73,200	71,200	59,800	4,650	30	0.2	5	0.0
2016	417			C	68,000	74,800	72,800	61,200	4,750	30	0.2	3	0.0
2017	417			C	69,500	76,000	75,900	63,100	4,850	31	0.2	2	0.0
2018	417			C	71,000	77,800	77,400	64,100	4,950	28	0.2	1	0.0
2019	417			C	72,500	79,200	78,800	65,600	5,100	38	0.3	6	0.0
2021	417			C	75,200	81,800	81,400	68,200	3,000	17	0.1	2	0.0
1988	417	INNES RD IC-112	1.5	UC	41,000	43,000	46,300	38,500	7,800	39	1.8	12	0.6
1989	417			UC	44,700	46,900	50,500	42,500	8,500	26	1.1	1	0.0
1990	417			UC	46,900	50,200	54,400	44,600	8,900	24	1.0	3	0.1
1991	417			UC	48,300	51,200	55,500	46,900	9,200	24	0.9	2	0.1
1992	417			UC	53,200	56,400	61,200	51,100	10,100	44	1.6	6	0.2
1993	417			UC	55,000	57,900	62,500	51,500	10,400	38	1.3	4	0.1
1994	417			UC	55,300	58,600	63,200	51,400	10,500	32	1.1	2	0.1
1995	417			UC	57,400	60,600	65,600	53,500	10,900	24	0.8	2	0.1
1996	417			UC	59,500	63,000	69,600	56,600	11,300	14	0.4	1	0.0
1997	417			UC	61,600	64,700	72,100	57,900	11,700	23	0.7	1	0.0
1998	417			UC	63,600	67,400	74,400	60,400	12,100	21	0.6	1	0.0
1999	417			UC	65,100	69,000	76,200	61,800	12,400	24	0.7	5	0.1
2000	417			SC	66,600	70,600	77,900	58,600	6,650	23	0.7	3	0.1
2001	417			SC	69,000	73,600	80,800	60,800	6,900	32	0.9	4	0.1
2002	417			SC	70,900	75,200	83,000	62,500	7,100	21	0.6	3	0.1
2003	417			SC	72,800	76,900	84,900	64,400	8,000	18	0.5	0	0.0
2004	417			SC	74,700	79,700	87,500	65,800	8,200	39	1.0	4	0.1
2005	417			SC	76,600	81,100	89,500	67,400	8,450	28	0.7	1	0.0
2006	417			SC	78,500	83,100	91,800	69,200	8,650	33	0.8	7	0.2

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2007	417			SC	80,000	84,600	92,500	70,400	8,800	19	0.4	2	0.0
2008	417			SC	81,000	85,000	80,100	71,200	8,900	35	0.8	4	0.1
2009	417			SC	82,000	86,900	95,900	72,200	9,000	45	1.0	3	0.1
2010	417			SC	83,000	87,800	97,200	73,200	9,150	33	0.8	3	0.1
2011	417			SC	84,000	107,500	98,200	66,900	9,250	24	0.5	5	0.1
2012	417			SC	84,800	89,800	84,500	74,800	9,350	21	0.5	7	0.2
2013	417			SC	86,000	91,000	82,900	75,800	9,450	26	0.6	5	0.1
2014	417			SC	87,500	92,600	90,300	77,200	9,600	22	0.5	5	0.1
2015	417			SC	89,000	94,100	91,900	78,500	9,800	16	0.3	3	0.1
2016	417			SC	90,500	95,700	93,400	79,800	9,950	15	0.3	1	0.0
2017	417			SC	92,000	97,800	97,900	81,600	10,100	24	0.5	4	0.1
2018	417			SC	93,500	99,900	99,400	82,300	10,300	19	0.4	4	0.1
2019	417			SC	95,000	100,800	100,200	84,000	10,400	24	0.5	6	0.1
2021	417			SC	98,600	104,300	103,900	87,700	2,950	22	0.4	1	0.0
1988	417	REG RD 174 IC-113	1.2	UC	69,700	73,200	78,800	65,500	13,200	29	1.0	6	0.2
1989	417			UC	78,800	82,700	89,000	74,900	15,000	27	0.8	3	0.1
1990	417			UC	78,100	83,600	90,600	74,200	14,800	27	0.8	2	0.1
1991	417			UC	79,000	83,700	90,800	76,600	15,000	36	1.1	3	0.1
1992	417			UC	96,300	102,100	110,700	92,400	18,300	37	0.9	2	0.0
1993	417			UC	100,000	105,300	113,700	93,700	19,000	45	1.0	3	0.1
1994	417			UC	92,800	98,400	106,100	86,300	17,600	37	0.9	3	0.1
1995	417			UC	96,100	101,400	109,900	89,600	18,300	29	0.7	3	0.1
1996	417			UC	99,300	105,100	116,200	94,400	18,900	26	0.6	3	0.1
1997	417			UC	102,500	107,600	119,900	96,400	19,500	20	0.5	0	0.0
1998	417			UC	105,800	112,100	123,800	100,500	20,100	16	0.4	5	0.1
1999	417			UC	108,100	114,600	126,500	102,700	20,500	28	0.6	4	0.1
2000	417			UC	110,500	117,100	130,400	103,900	21,000	15	0.3	3	0.1
2001	417			UC	114,100	122,200	134,200	107,200	21,700	26	0.5	5	0.1
2002	417			UC	117,100	124,800	137,800	109,600	22,200	24	0.5	4	0.1
2003	417			UC	120,100	126,900	140,700	113,500	22,800	39	0.8	3	0.1
2004	417			UC	123,100	131,900	144,800	115,700	23,400	34	0.6	7	0.1
2005	417			UC	129,900	137,500	151,900	121,800	24,700	34	0.6	5	0.1
2006	417			UC	132,300	139,900	154,600	124,500	10,600	32	0.6	11	0.2
2007	417			UC	134,700	142,900	155,900	126,400	10,800	37	0.6	10	0.2
2008	417			UC	137,100	144,800	135,900	128,300	11,000	33	0.6	4	0.1
2009	417			UC	131,300	139,200	153,600	123,400	10,500	37	0.7	7	0.1
2010	417			UC	141,900	150,000	165,200	133,400	11,400	44	0.7	12	0.2
2011	417			UC	128,700	129,100	133,600	122,100	10,300	44	0.8	6	0.1
2012	417			UC	130,100	130,900	139,300	123,600	10,400	35	0.6	7	0.1
2013	417			UC	121,000	121,400	121,700	114,800	9,700	34	0.7	8	0.2
2014	417			UC	123,000	123,400	118,300	116,700	9,850	32	0.6	6	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2015	417			UC	125,000	125,400	120,200	118,600	10,000	32	0.6	5	0.1
2016	417			UC	127,000	127,400	122,100	120,500	10,200	31	0.6	9	0.2
2017	417			UC	129,000	128,200	129,400	123,600	10,300	29	0.5	7	0.1
2018	417			UC	131,000	129,900	132,000	125,700	10,500	35	0.6	7	0.1
2019	417			UC	133,000	131,000	133,100	128,100	10,600	38	0.7	7	0.1
2021	417			UC	141,200	141,500	143,400	136,000	11,300	25	0.4	4	0.1
1988	417	ST LAURENT BV IC-115 OTTAWA E LTS	1.7	UC	86,200	90,500	97,400	81,000	17,200	75	1.4	11	0.2
1989	417			UC	94,800	99,500	107,100	90,100	19,000	55	0.9	3	0.1
1990	417			UC	94,500	101,100	109,600	89,800	18,900	59	1.0	6	0.1
1991	417			UC	95,000	100,700	109,200	92,200	19,000	53	0.9	6	0.1
1992	417			UC	115,600	122,500	132,900	111,000	23,100	90	1.2	11	0.2
1993	417			UC	118,000	124,300	134,100	110,500	23,600	97	1.3	8	0.1
1994	417			UC	118,000	125,100	134,900	109,700	23,600	63	0.9	9	0.1
1995	417			UC	120,700	127,400	138,000	112,600	24,100	57	0.8	10	0.1
1996	417			UC	125,200	132,500	146,500	119,100	25,000	86	1.1	10	0.1
1997	417			UC	127,800	134,200	149,500	120,100	25,600	49	0.6	3	0.0
1998	417			UC	134,100	142,100	156,900	127,400	26,800	48	0.6	10	0.1
1999	417			UC	131,700	139,600	154,100	125,100	26,300	66	0.8	3	0.0
2000	417			UC	134,000	142,000	158,100	126,000	26,800	51	0.6	7	0.1
2001	417			UC	136,300	146,000	160,300	128,100	27,300	47	0.5	7	0.1
2002	417			UC	138,600	147,700	163,000	129,800	27,700	57	0.7	5	0.1
2003	417			UC	142,000	150,100	166,300	134,100	8,500	75	0.8	6	0.1
2004	417			UC	143,100	153,300	168,300	134,500	8,600	61	0.7	4	0.0
2005	417			UC	141,700	149,900	165,700	132,900	8,500	58	0.7	8	0.1
2006	417			UC	145,300	153,700	169,800	136,700	8,700	50	0.5	6	0.1
2007	417			UC	145,100	153,900	167,900	136,100	8,700	62	0.7	11	0.1
2008	417			UC	146,900	155,200	145,700	137,400	8,800	80	0.9	14	0.2
2009	417			LT	139,500	188,300	184,100	103,200	8,350	70	0.8	4	0.0
2010	417			LT	139,800	187,700	184,100	103,200	8,400	79	0.9	8	0.1
2011	417			LT	140,000	179,300	182,900	115,100	8,400	63	0.7	10	0.1
2012	417			UC	142,100	143,000	152,100	135,000	8,550	57	0.6	8	0.1
2013	417			UC	136,000	136,400	136,800	129,100	8,150	75	0.9	20	0.2
2014	417			UC	140,000	140,500	134,600	132,900	8,400	92	1.0	18	0.2
2015	417			UC	141,000	141,500	135,600	133,800	8,450	79	0.9	10	0.1
2016	417			UC	142,000	142,500	136,600	134,800	8,500	72	0.8	11	0.1
2017	417			UC	143,000	142,100	143,400	137,000	8,600	51	0.6	10	0.1
2018	417			UC	144,000	142,800	145,100	138,200	8,650	46	0.5	6	0.1
2019	417			UC	145,000	142,900	145,100	139,700	8,700	72	0.8	14	0.2
2021	417			UC	148,600	149,000	150,900	143,200	8,900	45	0.5	10	0.1
1988	417	VANIER PKWY RIVERSIDE DR IC-117	1.4	UC	111,100	116,700	125,500	104,400	22,200	120	2.2	37	0.7
1989	417			UC	116,100	121,900	131,200	110,300	23,200	58	1.0	10	0.2

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1990	417			UC	115,200	123,300	133,600	109,400	23,000	55	1.0	6	0.1
1991	417			UC	116,100	123,100	133,500	112,600	23,200	70	1.2	9	0.2
1992	417			UC	134,200	142,300	154,300	128,800	26,800	105	1.6	8	0.1
1993	417			UC	135,000	142,200	153,500	126,500	27,000	96	1.4	9	0.1
1994	417			UC	135,000	143,100	154,300	125,600	27,000	62	0.9	9	0.1
1995	417			UC	140,000	147,700	160,100	130,500	28,000	52	0.7	8	0.1
1996	417			UC	144,300	152,700	168,800	137,200	28,900	57	0.8	6	0.1
1997	417			UC	147,700	155,100	172,800	138,800	29,500	53	0.7	6	0.1
1998	417			UC	152,600	161,800	178,500	145,000	30,500	31	0.4	3	0.0
1999	417			UC	146,900	155,700	171,900	139,600	29,400	37	0.5	1	0.0
2000	417			UC	148,100	157,000	174,800	139,200	29,600	40	0.5	8	0.1
2001	417			UC	149,300	159,900	175,600	140,300	29,900	44	0.6	6	0.1
2002	417			UC	150,500	160,400	177,000	140,900	30,100	41	0.5	6	0.1
2003	417			UC	150,000	158,500	175,700	141,700	9,000	53	0.7	3	0.0
2004	417			UC	152,900	163,800	179,900	143,700	9,150	64	0.8	15	0.2
2005	417			UC	154,200	163,200	180,300	144,600	9,250	50	0.7	11	0.1
2006	417			UC	153,500	162,300	179,400	144,500	9,200	45	0.6	7	0.1
2007	417			UC	156,600	166,100	181,200	146,900	9,400	48	0.6	12	0.2
2008	417			UC	157,800	166,700	156,500	147,600	9,450	72	0.9	17	0.2
2009	417			UC	159,000	168,500	186,000	149,500	9,550	54	0.7	4	0.1
2010	417			UC	160,200	169,400	186,500	150,600	9,600	52	0.7	6	0.1
2011	417			UC	161,500	162,000	167,600	153,300	9,700	89	1.1	11	0.1
2012	417			UC	162,700	163,700	174,200	154,600	9,750	80	1.0	9	0.1
2013	417			UC	163,900	164,400	164,800	155,500	9,850	149	1.8	20	0.2
2014	417			UC	165,100	165,600	158,800	156,700	9,900	169	2.1	35	0.4
2015	417			UC	166,300	166,800	159,900	157,800	10,000	130	1.6	11	0.1
2016	417			UC	167,500	168,000	161,100	158,900	10,000	90	1.1	10	0.1
2017	417			UC	168,700	167,600	169,200	161,700	10,100	92	1.1	17	0.2
2018	417			UC	170,000	168,600	171,300	163,200	10,200	80	0.9	11	0.1
2019	417			UC	171,200	168,700	171,300	165,000	10,300	95	1.1	12	0.1
2021	417			UC	173,600	174,000	176,300	167,300	10,400	69	0.8	12	0.1
1988	417	NICHOLAS ST IC-118 OTTAWA	1.2	UC	92,300	96,900	104,300	86,800	18,500	115	2.8	14	0.3
1989	417			UC	90,600	95,100	102,400	86,100	18,100	63	1.6	6	0.2
1990	417			UC	95,700	102,400	111,000	90,900	19,100	44	1.0	4	0.1
1991	417			UC	97,000	102,800	111,500	94,100	19,400	46	1.1	7	0.2
1992	417			UC	119,500	126,700	137,400	114,700	23,900	93	1.8	7	0.1
1993	417			UC	120,000	126,400	136,400	112,400	24,000	96	1.8	5	0.1
1994	417			UC	120,000	127,200	137,200	111,600	24,000	66	1.3	5	0.1
1995	417			UC	122,400	129,100	139,900	114,100	24,500	64	1.2	3	0.1
1996	417			UC	124,100	131,300	145,200	118,000	24,800	43	0.8	3	0.1
1997	417			UC	127,700	134,100	149,400	120,000	25,500	87	1.6	13	0.2

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1998	417			UC	131,300	139,200	153,600	124,700	26,300	38	0.7	6	0.1
1999	417			UC	144,900	153,600	169,500	137,700	29,000	49	0.8	4	0.1
2000	417			UC	144,300	153,000	170,300	135,600	28,900	41	0.6	7	0.1
2001	417			UC	143,700	153,900	169,000	135,000	28,700	55	0.9	6	0.1
2002	417			UC	143,100	152,500	168,300	134,000	28,600	61	1.0	5	0.1
2003	417			UC	142,500	150,600	166,900	134,600	8,550	58	0.9	6	0.1
2004	417			UC	141,900	152,000	166,900	133,300	8,500	63	1.0	6	0.1
2005	417			UC	141,200	149,400	165,100	132,400	8,450	65	1.1	8	0.1
2006	417			UC	140,700	148,800	164,400	132,400	8,450	46	0.7	8	0.1
2007	417			UC	142,000	150,600	164,300	133,200	8,500	60	1.0	6	0.1
2008	417			UC	143,500	151,600	142,300	134,300	8,600	53	0.8	5	0.1
2009	417			UC	145,000	153,700	169,600	136,300	8,700	63	1.0	14	0.2
2010	417			UC	146,500	154,900	170,500	137,800	8,800	55	0.9	9	0.1
2011	417			UC	148,000	148,500	153,600	140,400	8,900	63	1.0	6	0.1
2012	417			UC	149,500	150,400	160,000	142,000	8,950	57	0.9	4	0.1
2013	417			UC	151,000	151,500	151,800	143,300	9,050	69	1.0	14	0.2
2014	417			UC	152,500	153,000	146,700	144,700	9,150	91	1.4	21	0.3
2015	417			UC	154,000	154,500	148,100	146,100	9,250	98	1.5	9	0.1
2016	417			UC	155,500	156,000	149,500	147,600	9,350	80	1.2	12	0.2
2017	417			UC	157,000	156,000	157,500	150,500	9,400	79	1.1	5	0.1
2018	417			UC	158,500	157,200	159,700	152,100	9,500	71	1.0	10	0.1
2019	417			UC	160,000	157,600	160,100	154,200	9,600	75	1.1	6	0.1
2021	417			UC	162,300	162,700	164,800	156,400	9,750	32	0.5	5	0.1
1988	417	METCALFE ST IC-119A OTTAWA	0.2	UC	92,300	96,900	104,300	86,800	18,500	13	2.1	2	0.3
1989	417			UC	90,600	95,100	102,400	86,100	18,100	20	3.4	0	0.0
1990	417			UC	95,700	102,400	111,000	90,900	19,100	17	2.7	2	0.3
1991	417			UC	97,000	102,800	111,500	94,100	19,400	8	1.3	0	0.0
1992	417			UC	119,500	126,700	137,400	114,700	23,900	22	2.8	0	0.0
1993	417			UC	120,000	126,400	136,400	112,400	24,000	22	2.8	0	0.0
1994	417			UC	111,400	118,100	127,400	103,600	22,300	20	2.7	3	0.4
1995	417			UC	114,100	120,400	130,500	106,400	22,800	16	2.1	1	0.1
1996	417			UC	116,900	123,700	136,800	111,200	23,400	12	1.6	1	0.1
1997	417			UC	118,700	124,600	138,900	111,600	23,700	29	3.7	5	0.6
1998	417			UC	120,300	127,500	140,800	114,300	24,100	15	1.9	0	0.0
1999	417			UC	121,000	128,300	141,600	115,000	24,200	14	1.8	2	0.3
2000	417			UC	121,700	129,000	143,600	114,400	24,300	14	1.7	1	0.1
2001	417			UC	124,600	133,500	146,600	117,100	24,900	7	0.9	4	0.5
2002	417			UC	127,100	135,400	149,500	119,000	25,400	15	1.8	4	0.5
2003	417			UC	128,400	135,700	150,400	121,300	25,700	20	2.4	2	0.2
2004	417			UC	130,200	139,500	153,200	122,400	26,000	10	1.2	1	0.1
2005	417			UC	146,400	154,900	171,200	137,300	29,300	19	2.0	5	0.5

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2006	417			UC	149,500	158,100	174,700	140,700	8,950	11	1.1	1	0.1
2007	417			UC	152,600	161,900	176,600	143,200	9,150	18	1.8	5	0.5
2008	417			UC	155,700	164,500	154,400	145,700	9,350	11	1.1	2	0.2
2009	417			UC	158,800	168,300	185,800	149,300	9,550	16	1.5	7	0.7
2010	417			UC	161,900	171,200	188,400	152,200	9,700	12	1.1	2	0.2
2011	417			UC	162,300	162,800	168,500	154,000	9,750	11	1.0	0	0.0
2012	417			UC	165,600	166,600	177,300	157,300	9,950	14	1.3	0	0.0
2013	417			UC	168,800	169,300	169,700	160,200	10,100	23	2.1	6	0.5
2014	417			UC	172,100	172,700	165,500	163,300	10,300	17	1.5	2	0.2
2015	417			UC	175,400	176,000	168,700	166,400	10,500	7	0.6	1	0.1
2016	417			UC	178,600	179,200	171,800	169,500	10,700	3	0.3	0	0.0
2017	417			UC	181,900	180,700	182,500	174,300	10,900	9	0.8	0	0.0
2018	417			UC	185,200	183,700	186,600	177,800	11,100	5	0.4	0	0.0
2019	417			UC	188,400	185,600	188,500	181,500	11,300	6	0.5	1	0.1
2021	417			UC	195,000	195,500	198,000	187,900	11,700	3	0.2	0	0.0
1988	417	O'CONNOR ST IC-119B OTTAWA	0.4	UC	84,600	88,800	95,600	79,500	15,200	10	0.8	2	0.2
1989	417			UC	90,500	95,000	102,300	86,000	16,300	11	0.9	1	0.1
1990	417			UC	98,200	105,100	113,900	93,300	17,700	8	0.6	0	0.0
1991	417			UC	99,200	105,200	114,100	96,200	17,900	13	0.9	4	0.3
1992	417			UC	102,600	108,800	118,000	98,500	18,500	22	1.5	1	0.1
1993	417			UC	103,000	108,500	117,100	96,500	18,500	18	1.2	0	0.0
1994	417			UC	109,500	116,100	125,200	101,800	19,700	14	0.9	1	0.1
1995	417			UC	113,600	119,900	129,900	105,900	20,400	12	0.7	0	0.0
1996	417			UC	117,700	124,600	137,700	111,900	21,200	9	0.5	0	0.0
1997	417			UC	121,800	127,900	142,500	114,500	21,900	14	0.8	2	0.1
1998	417			UC	125,900	133,500	147,300	119,600	22,700	13	0.7	0	0.0
1999	417			UC	124,800	132,300	146,000	118,600	22,500	9	0.5	1	0.1
2000	417			UC	132,400	140,300	156,200	124,500	23,800	15	0.8	2	0.1
2001	417			UC	129,500	138,700	152,300	121,700	23,300	2	0.1	1	0.1
2002	417			UC	131,900	140,500	155,200	123,500	23,700	12	0.6	1	0.1
2003	417			UC	128,700	136,000	150,800	121,600	23,200	11	0.6	1	0.1
2004	417			UC	131,000	140,300	154,100	123,100	23,600	10	0.5	4	0.2
2005	417			UC	146,800	155,300	171,700	137,700	26,400	13	0.6	0	0.0
2006	417			UC	150,000	158,600	175,300	141,200	9,000	8	0.4	1	0.0
2007	417			UC	153,200	162,500	177,300	143,700	9,200	15	0.7	3	0.1
2008	417			UC	156,400	165,200	155,100	146,300	9,400	13	0.6	1	0.0
2009	417			UC	159,600	169,200	186,700	150,000	9,600	11	0.5	2	0.1
2010	417			UC	162,800	172,100	189,500	153,100	9,750	14	0.6	5	0.2
2011	417			UC	163,600	164,100	169,800	155,200	9,800	10	0.4	0	0.0
2012	417			UC	166,800	167,800	178,600	158,500	10,000	8	0.3	0	0.0
2013	417			UC	170,000	170,500	170,900	161,300	10,200	13	0.5	2	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2014	417			UC	173,200	173,800	166,600	164,400	10,400	11	0.4	2	0.1
2015	417			UC	176,300	176,900	169,500	167,300	10,600	23	0.9	2	0.1
2016	417			UC	179,500	180,100	172,600	170,300	10,800	16	0.6	1	0.0
2017	417			UC	182,700	181,500	183,300	175,100	11,000	15	0.6	2	0.1
2018	417			UC	185,900	184,400	187,300	178,400	11,200	14	0.5	1	0.0
2019	417			UC	189,000	186,200	189,100	182,100	11,300	12	0.4	3	0.1
2021	417			UC	195,400	195,900	198,400	188,300	11,700	11	0.4	1	0.0
1988	417	KENT ST IC-120A OTTAWA	0.8	UC	97,300	102,200	109,900	91,500	13,600	22	0.8	0	0.0
1989	417			UC	101,700	106,800	114,900	96,600	14,200	30	1.0	3	0.1
1990	417			UC	109,100	116,700	126,600	103,600	15,300	26	0.8	2	0.1
1991	417			UC	110,000	116,600	126,500	106,700	15,400	32	1.0	4	0.1
1992	417			UC	117,400	124,400	135,000	112,700	16,400	31	0.9	2	0.1
1993	417			UC	120,000	126,400	136,400	112,400	16,800	28	0.8	2	0.1
1994	417			UC	124,300	131,800	142,100	115,600	17,400	24	0.7	4	0.1
1995	417			UC	128,600	135,700	147,000	119,900	18,000	30	0.8	0	0.0
1996	417			UC	132,900	140,600	155,500	126,400	18,600	15	0.4	2	0.1
1997	417			UC	137,200	144,100	160,500	129,000	19,200	34	0.8	4	0.1
1998	417			UC	141,500	150,000	165,600	134,400	19,800	24	0.6	4	0.1
1999	417			UC	138,400	146,700	161,900	131,500	19,400	24	0.6	2	0.0
2000	417			UC	140,500	148,900	165,800	132,100	19,700	23	0.6	3	0.1
2001	417			UC	142,500	152,600	167,600	133,900	20,000	29	0.7	7	0.2
2002	417			UC	144,600	154,100	170,100	135,400	20,200	21	0.5	2	0.0
2003	417			UC	143,400	151,500	168,000	135,500	20,100	35	0.8	4	0.1
2004	417			UC	145,000	155,300	170,600	136,300	20,300	35	0.8	3	0.1
2005	417			UC	149,400	158,100	174,700	140,100	20,900	36	0.8	5	0.1
2006	417			UC	151,300	160,000	176,800	142,400	9,100	33	0.7	1	0.0
2007	417			UC	153,200	162,500	177,300	143,700	9,200	35	0.8	3	0.1
2008	417			UC	155,100	163,800	153,800	145,100	9,300	31	0.7	2	0.0
2009	417			UC	157,000	166,400	183,700	147,600	9,400	40	0.9	8	0.2
2010	417			UC	158,900	168,000	184,900	149,400	9,550	28	0.6	1	0.0
2011	417			UC	160,800	161,300	166,900	152,600	9,650	22	0.5	3	0.1
2012	417			UC	162,600	163,600	174,100	154,500	9,750	10	0.2	1	0.0
2013	417			UC	164,500	165,000	165,400	156,100	9,850	12	0.2	3	0.1
2014	417			UC	166,400	166,900	160,000	157,900	10,000	10	0.2	1	0.0
2015	417			UC	168,300	168,800	161,900	159,700	10,100	28	0.6	1	0.0
2016	417			UC	170,200	170,700	163,700	161,500	10,200	27	0.5	0	0.0
2017	417			UC	172,100	171,000	172,600	164,900	10,300	29	0.6	4	0.1
2018	417			UC	174,000	172,600	175,300	167,000	10,400	34	0.7	2	0.0
2019	417			UC	175,900	173,300	176,000	169,500	10,600	38	0.7	2	0.0
2021	417			UC	179,600	180,000	182,400	173,000	10,800	19	0.4	2	0.0
1988	417	BRONSON AV IC-121A OTTAWA	0.6	UC	105,600	110,900	119,300	99,300	20,100	23	1.0	4	0.2

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1989	417			UC	111,300	116,900	125,800	105,700	21,100	32	1.4	1	0.0
1990	417			UC	117,900	126,200	136,800	112,000	22,400	10	0.4	1	0.0
1991	417			UC	120,000	127,200	138,000	116,400	22,800	37	1.5	3	0.1
1992	417			UC	121,100	128,400	139,300	116,300	23,000	35	1.4	2	0.1
1993	417			UC	122,000	128,500	138,700	114,300	23,200	34	1.3	2	0.1
1994	417			UC	131,900	139,800	150,800	122,700	25,100	26	0.9	1	0.0
1995	417			UC	136,700	144,200	156,300	127,500	26,000	30	1.1	2	0.1
1996	417			UC	141,500	149,700	165,500	134,600	26,900	26	0.9	1	0.0
1997	417			UC	146,200	153,500	171,100	137,400	27,800	36	1.2	3	0.1
1998	417			UC	151,000	160,100	176,700	143,400	28,700	24	0.8	0	0.0
1999	417			UC	145,700	154,400	170,500	138,400	27,700	31	1.0	6	0.2
2000	417			UC	147,400	156,200	173,900	138,600	28,000	29	0.9	2	0.1
2001	417			UC	149,100	159,700	175,400	140,100	28,300	25	0.8	1	0.0
2002	417			UC	150,800	160,700	177,400	141,200	28,700	29	0.9	2	0.1
2003	417			UC	148,100	156,500	173,500	139,900	8,900	28	0.9	1	0.0
2004	417			UC	151,000	161,700	177,600	141,900	9,050	26	0.8	2	0.1
2005	417			UC	154,700	163,700	180,900	145,100	9,300	25	0.8	2	0.1
2006	417			UC	156,300	165,300	182,600	147,100	9,400	24	0.7	2	0.1
2007	417			UC	157,800	167,400	182,600	148,000	9,450	20	0.6	0	0.0
2008	417			UC	159,400	168,400	158,100	149,100	9,550	34	1.0	0	0.0
2009	417			UC	160,900	170,600	188,300	151,200	9,650	40	1.2	4	0.1
2010	417			UC	162,500	171,800	189,100	152,800	9,750	26	0.8	4	0.1
2011	417			UC	164,000	164,500	170,200	155,600	9,850	36	1.1	2	0.1
2012	417			UC	165,600	166,600	177,300	157,300	9,950	28	0.8	2	0.1
2013	417			UC	167,200	167,700	168,100	158,700	10,000	39	1.1	2	0.1
2014	417			UC	168,700	169,200	162,200	160,100	10,100	17	0.5	2	0.1
2015	417			UC	170,300	170,800	163,800	161,600	10,200	29	0.8	2	0.1
2016	417			UC	171,800	172,400	165,200	163,000	10,300	38	1.1	3	0.1
2017	417			UC	173,400	172,300	173,900	166,200	10,400	39	1.1	0	0.0
2018	417			UC	174,900	173,500	176,200	167,900	10,500	37	1.0	4	0.1
2019	417			UC	176,500	173,900	176,600	170,100	10,600	31	0.8	3	0.1
2021	417			UC	179,600	180,000	182,400	173,000	10,800	24	0.6	7	0.2
1988	417	ROCHESTER ST IC-121B OTTAWA	1.5	UC	114,400	120,100	129,300	107,500	20,600	45	0.7	4	0.1
1989	417			UC	120,600	126,600	136,300	114,600	21,700	66	1.0	4	0.1
1990	417			UC	127,600	136,500	148,000	121,200	23,000	26	0.4	3	0.0
1991	417			UC	130,000	137,800	149,500	126,100	23,400	46	0.6	2	0.0
1992	417			UC	130,800	138,600	150,400	125,600	23,500	75	1.0	10	0.1
1993	417			UC	131,000	138,000	148,900	122,700	23,600	79	1.1	3	0.0
1994	417			UC	143,100	151,700	163,600	133,100	25,800	48	0.6	6	0.1
1995	417			UC	148,500	156,700	169,800	138,500	26,700	43	0.5	5	0.1
1996	417			UC	153,800	162,800	179,900	146,300	27,700	28	0.3	4	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1997	417			UC	159,200	167,200	186,300	149,600	28,700	51	0.6	3	0.0
1998	417			UC	164,500	174,400	192,500	156,300	29,600	33	0.4	0	0.0
1999	417			UC	158,200	167,700	185,100	150,300	28,500	31	0.4	6	0.1
2000	417			UC	160,000	169,600	188,800	150,400	28,800	37	0.4	1	0.0
2001	417			UC	161,800	173,300	190,300	152,000	29,100	32	0.4	5	0.1
2002	417			UC	163,500	174,200	192,300	153,100	29,400	34	0.4	6	0.1
2003	417			UC	160,200	169,300	187,700	151,300	9,600	46	0.5	3	0.0
2004	417			UC	162,000	173,500	190,600	152,200	9,700	44	0.5	2	0.0
2005	417			UC	167,000	176,700	195,300	156,600	10,000	33	0.4	1	0.0
2006	417			UC	168,600	178,300	197,000	158,700	10,100	31	0.3	2	0.0
2007	417			UC	170,100	180,400	196,900	159,600	10,200	35	0.4	1	0.0
2008	417			UC	171,700	181,400	170,300	160,600	10,300	45	0.5	14	0.1
2009	417			UC	173,200	183,600	202,600	162,800	10,400	52	0.5	3	0.0
2010	417			UC	174,800	184,800	203,400	164,400	10,500	38	0.4	5	0.1
2011	417			UC	176,300	176,900	183,000	167,300	10,600	49	0.5	1	0.0
2012	417			UC	177,900	179,000	190,400	169,000	10,700	43	0.4	6	0.1
2013	417			UC	179,400	180,000	180,400	170,200	10,800	71	0.7	7	0.1
2014	417			UC	181,000	181,600	174,100	171,800	10,900	51	0.5	3	0.0
2015	417			UC	182,500	183,100	175,500	173,200	11,000	65	0.6	7	0.1
2016	417			UC	184,100	184,700	177,000	174,700	11,000	81	0.8	7	0.1
2017	417			UC	185,600	184,400	186,200	177,900	11,100	90	0.9	4	0.0
2018	417			UC	187,200	185,700	188,600	179,700	11,200	96	0.9	15	0.1
2019	417			UC	188,700	185,900	188,800	181,800	11,300	100	1.0	13	0.1
2021	417			UC	191,800	192,300	194,800	184,800	11,500	84	0.8	9	0.1
1988	417	PARKDALE AV IC-122 OTTAWA	1.0	UC	110,600	116,100	125,000	104,000	19,900	57	1.4	3	0.1
1989	417			UC	116,700	122,500	131,900	110,900	21,000	110	2.6	8	0.2
1990	417			UC	120,600	129,000	139,900	114,600	21,700	53	1.2	5	0.1
1991	417			UC	121,000	128,300	139,200	117,400	21,800	46	1.1	3	0.1
1992	417			UC	125,400	132,900	144,200	120,400	22,600	85	1.9	6	0.1
1993	417			UC	126,000	132,700	143,200	118,000	22,700	96	2.1	7	0.2
1994	417			UC	135,900	144,100	155,400	126,400	24,500	77	1.6	7	0.1
1995	417			UC	140,800	148,600	161,000	131,300	25,300	69	1.4	6	0.1
1996	417			UC	145,700	154,200	170,500	138,600	26,200	69	1.3	10	0.2
1997	417			UC	150,600	158,100	176,200	141,600	27,100	61	1.1	3	0.1
1998	417			UC	155,500	164,800	181,900	147,700	28,000	51	0.9	5	0.1
1999	417			UC	149,200	158,200	174,600	141,700	26,900	55	1.0	2	0.0
2000	417			UC	150,700	159,700	177,800	141,700	27,100	63	1.2	2	0.0
2001	417			UC	152,200	163,000	179,000	143,000	27,400	61	1.1	8	0.1
2002	417			UC	153,700	163,800	180,800	143,900	27,700	48	0.9	3	0.1
2003	417			UC	150,400	158,900	176,200	142,100	27,100	63	1.2	6	0.1
2004	417			UC	152,000	162,800	178,800	142,800	27,400	54	1.0	5	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2005	417			UC	156,500	165,600	183,000	146,800	28,200	55	1.0	3	0.1
2006	417			UC	157,800	166,900	184,400	148,500	9,450	54	0.9	3	0.1
2007	417			UC	159,100	168,700	184,100	149,300	9,550	84	1.5	10	0.2
2008	417			UC	160,400	169,400	159,100	150,100	9,600	58	1.0	1	0.0
2009	417			UC	161,700	171,400	189,200	152,000	9,700	65	1.1	7	0.1
2010	417			UC	163,000	172,300	189,700	153,300	9,800	64	1.1	4	0.1
2011	417			UC	164,300	164,800	170,500	155,900	9,850	42	0.7	4	0.1
2012	417			UC	165,500	166,500	177,200	157,200	9,950	35	0.6	2	0.0
2013	417			UC	166,800	167,300	167,700	158,300	10,000	72	1.2	9	0.1
2014	417			UC	168,100	168,600	161,700	159,500	10,100	38	0.6	1	0.0
2015	417			UC	169,400	169,900	162,900	160,800	10,200	60	1.0	5	0.1
2016	417			UC	170,700	171,200	164,200	162,000	10,200	68	1.1	3	0.0
2017	417			UC	172,000	170,900	172,500	164,800	10,300	87	1.4	8	0.1
2018	417			UC	173,300	171,900	174,600	166,300	10,400	97	1.5	6	0.1
2019	417			UC	174,600	172,000	174,700	168,200	10,500	89	1.4	8	0.1
2021	417			UC	177,100	177,500	179,800	170,600	10,600	110	1.7	7	0.1
1988	417	ISLAND PARK DR IC-123 OTTAWA	0.8	UC	106,500	111,800	120,300	100,100	19,200	14	0.4	0	0.0
1989	417			UC	112,800	118,400	127,500	107,200	20,300	30	0.9	6	0.2
1990	417			UC	117,100	125,300	135,800	111,200	21,100	16	0.5	2	0.1
1991	417			UC	119,000	126,100	136,800	115,400	21,400	23	0.7	4	0.1
1992	417			UC	121,500	128,800	139,700	116,600	21,900	34	1.0	4	0.1
1993	417			UC	122,000	128,500	138,700	114,300	22,000	26	0.7	1	0.0
1994	417			UC	132,300	140,200	151,300	123,000	23,800	16	0.4	0	0.0
1995	417			UC	137,100	144,700	156,700	127,800	24,700	26	0.6	6	0.1
1996	417			UC	141,900	150,200	166,000	134,900	25,500	32	0.8	1	0.0
1997	417			UC	146,700	154,000	171,600	137,900	26,400	27	0.6	2	0.0
1998	417			UC	151,600	160,700	177,400	144,000	27,300	15	0.3	0	0.0
1999	417			UC	145,500	154,200	170,200	138,200	26,200	15	0.4	3	0.1
2000	417			UC	147,100	155,900	173,600	138,300	26,500	22	0.5	3	0.1
2001	417			UC	148,600	159,200	174,800	139,600	26,700	15	0.3	2	0.0
2002	417			UC	150,100	159,900	176,600	140,500	27,000	15	0.3	1	0.0
2003	417			UC	146,900	155,200	172,100	138,800	26,400	21	0.5	3	0.1
2004	417			UC	150,000	160,700	176,500	141,000	27,000	21	0.5	3	0.1
2005	417			UC	153,500	162,400	179,500	144,000	27,600	24	0.5	3	0.1
2006	417			UC	154,900	163,800	181,000	145,800	9,300	17	0.4	2	0.0
2007	417			UC	156,300	165,800	180,900	146,600	9,400	17	0.4	2	0.0
2008	417			UC	157,700	166,600	156,400	147,500	9,450	16	0.3	3	0.1
2009	417			UC	159,000	168,500	186,000	149,500	9,550	30	0.6	1	0.0
2010	417			UC	160,400	169,600	186,700	150,800	9,600	14	0.3	0	0.0
2011	417			UC	161,800	162,300	167,900	153,500	9,700	38	0.8	4	0.1
2012	417			UC	163,200	164,200	174,700	155,100	9,800	24	0.5	3	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2013	417			UC	164,600	165,100	165,500	156,200	9,900	35	0.7	2	0.0
2014	417			UC	165,900	166,400	159,500	157,400	9,950	22	0.5	2	0.0
2015	417			UC	167,300	167,800	160,900	158,800	10,000	32	0.7	2	0.0
2016	417			UC	168,700	169,200	162,200	160,100	10,100	37	0.7	3	0.1
2017	417			UC	170,100	169,000	170,600	163,000	10,200	40	0.8	6	0.1
2018	417			UC	171,500	170,100	172,800	164,600	10,300	63	1.3	9	0.2
2019	417			UC	172,800	170,300	172,900	166,500	10,400	56	1.1	7	0.1
2021	417			UC	175,600	176,000	178,300	169,200	10,500	38	0.7	1	0.0
1988	417	CARLING & KIRKWOOD AV IC-124 OTTAWA	1.9	UC	95,000	99,800	107,300	89,300	18,000	70	1.1	5	0.1
1989	417			UC	101,200	106,300	114,400	96,100	19,200	82	1.2	1	0.0
1990	417			UC	105,000	112,400	121,800	99,800	20,000	45	0.6	4	0.1
1991	417			UC	106,800	113,200	122,800	103,600	20,300	50	0.7	3	0.0
1992	417			UC	109,200	115,800	125,600	104,800	20,700	78	1.0	4	0.1
1993	417			UC	110,000	115,900	125,000	103,000	20,900	88	1.2	11	0.1
1994	417			UC	119,100	126,200	136,200	110,800	22,600	75	0.9	6	0.1
1995	417			UC	123,500	130,300	141,200	115,200	23,500	105	1.2	4	0.0
1996	417			UC	127,900	135,400	149,600	121,600	24,300	40	0.5	2	0.0
1997	417			UC	132,300	138,900	154,800	124,400	25,100	90	1.0	10	0.1
1998	417			UC	136,700	144,900	159,900	129,900	26,000	83	0.9	8	0.1
1999	417			UC	118,000	125,100	138,100	112,100	22,400	72	0.9	7	0.1
2000	417			UC	121,000	128,300	142,800	113,700	23,000	83	1.0	3	0.0
2001	417			UC	124,000	132,800	145,900	116,500	23,600	65	0.8	12	0.1
2002	417			UC	127,000	135,300	149,400	118,900	24,100	77	0.9	8	0.1
2003	417			UC	133,500	141,100	156,400	126,100	8,000	93	1.0	9	0.1
2004	417			UC	135,200	144,800	159,000	127,100	8,100	70	0.8	12	0.1
2005	417			UC	133,800	141,600	156,500	125,500	8,050	87	1.0	10	0.1
2006	417			UC	139,000	147,000	162,400	130,800	8,350	63	0.7	10	0.1
2007	417			UC	135,800	144,000	157,200	127,400	8,150	84	0.9	7	0.1
2008	417			UC	136,900	144,600	135,700	128,100	8,200	71	0.8	8	0.1
2009	417			UC	137,900	146,200	161,300	129,600	8,250	73	0.8	3	0.0
2010	417			UC	139,000	146,900	161,800	130,700	8,350	94	1.0	5	0.1
2011	417			UC	140,000	140,500	145,300	132,900	8,400	85	0.9	12	0.1
2012	417			UC	141,100	142,000	151,000	134,100	8,450	76	0.8	5	0.1
2013	417			UC	137,000	137,400	137,800	130,000	8,200	82	0.9	5	0.1
2014	417			UC	142,100	142,600	136,700	134,800	8,550	71	0.7	3	0.0
2015	417			UC	143,100	143,600	137,600	135,800	8,600	86	0.9	6	0.1
2016	417			UC	144,100	144,600	138,600	136,700	8,650	77	0.8	6	0.1
2017	417			UC	145,000	144,100	145,500	139,000	8,700	83	0.8	10	0.1
2018	417			UC	146,000	144,800	147,100	140,100	8,750	85	0.9	4	0.0
2019	417			UC	147,000	144,800	147,100	141,600	8,800	124	1.2	10	0.1
2021	417			UC	148,900	149,300	151,200	143,500	8,950	71	0.7	9	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1988	417	MAITLAND AV IC-126 OTTAWA	1.5	UC	90,400	94,900	102,200	85,000	17,200	75	1.5	7	0.1
1989	417			UC	94,900	99,600	107,200	90,200	18,000	91	1.8	9	0.2
1990	417			UC	101,600	108,700	117,900	96,500	19,300	57	1.0	9	0.2
1991	417			UC	103,000	109,200	118,400	99,900	19,600	45	0.8	1	0.0
1992	417			UC	105,600	111,900	121,400	101,400	20,100	38	0.7	1	0.0
1993	417			UC	106,000	111,700	120,500	99,300	20,100	51	0.9	4	0.1
1994	417			UC	106,000	112,400	121,200	98,600	20,100	35	0.6	3	0.1
1995	417			UC	108,000	114,000	123,500	100,700	20,500	55	0.9	4	0.1
1996	417			UC	111,000	117,500	129,900	105,600	21,100	27	0.4	1	0.0
1997	417			UC	113,300	119,000	132,600	106,500	21,500	36	0.6	5	0.1
1998	417			UC	115,500	122,400	135,100	109,700	21,900	49	0.8	4	0.1
1999	417			UC	121,000	128,300	141,600	115,000	23,000	53	0.8	1	0.0
2000	417			UC	128,000	135,700	151,000	120,300	24,300	39	0.6	4	0.1
2001	417			UC	132,000	141,400	155,300	124,000	25,100	31	0.4	3	0.0
2002	417			UC	138,000	147,000	162,300	129,200	26,200	33	0.4	1	0.0
2003	417			UC	141,000	149,000	165,200	133,200	26,800	33	0.4	2	0.0
2004	417			UC	134,500	144,100	158,200	126,400	25,600	38	0.5	3	0.0
2005	417			UC	144,700	153,100	169,200	135,700	27,500	37	0.5	5	0.1
2006	417			UC	127,400	134,700	148,900	119,900	8,900	33	0.5	3	0.0
2007	417			UC	128,800	136,600	149,100	120,800	9,000	58	0.8	6	0.1
2008	417			UC	130,100	137,400	129,000	121,700	9,100	68	1.0	8	0.1
2009	417			UC	131,500	139,400	153,900	123,600	9,200	53	0.7	8	0.1
2010	417			UC	132,800	140,400	154,600	124,900	9,300	74	1.0	4	0.1
2011	417			UC	141,800	142,300	147,200	134,600	9,950	66	0.9	6	0.1
2012	417			UC	143,500	144,400	153,600	136,300	10,000	62	0.8	7	0.1
2013	417			UC	145,300	145,800	146,100	137,900	10,200	63	0.8	2	0.0
2014	417			UC	147,000	147,500	141,400	139,500	10,300	57	0.7	3	0.0
2015	417			UC	148,800	149,300	143,100	141,200	10,400	62	0.8	2	0.0
2016	417			UC	150,500	151,000	144,700	142,800	10,500	74	0.9	5	0.1
2017	417			UC	152,300	151,300	152,800	146,000	10,700	96	1.2	5	0.1
2018	417			UC	154,000	152,700	155,200	147,800	10,800	93	1.1	6	0.1
2019	417			UC	155,800	153,500	155,900	150,100	10,900	76	0.9	11	0.1
2021	417			UC	159,200	159,600	161,700	153,400	11,100	42	0.5	2	0.0
1988	417	WOODROFFE AV IC-127 OTTAWA	2.1	UC	84,400	88,600	95,400	79,300	16,000	83	1.3	7	0.1
1989	417			UC	85,200	89,500	96,300	80,900	16,200	107	1.6	6	0.1
1990	417			UC	89,500	95,800	103,800	85,000	17,000	73	1.1	11	0.2
1991	417			UC	91,500	97,000	105,200	88,800	17,400	35	0.5	5	0.1
1992	417			UC	94,200	99,900	108,300	90,400	17,900	46	0.6	2	0.0
1993	417			UC	99,000	104,300	112,500	92,700	18,800	31	0.4	0	0.0
1994	417			UC	103,800	110,000	118,700	96,500	19,700	25	0.3	1	0.0
1995	417			UC	106,100	111,900	121,300	98,900	20,200	48	0.6	4	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1996	417			UC	109,600	116,000	128,200	104,200	20,800	28	0.3	4	0.0
1997	417			UC	113,100	118,800	132,300	106,300	21,500	24	0.3	1	0.0
1998	417			UC	116,600	123,600	136,400	110,800	22,200	20	0.2	1	0.0
1999	417			UC	117,200	124,200	137,100	111,300	22,300	42	0.5	1	0.0
2000	417			UC	119,800	127,000	141,400	112,600	22,800	27	0.3	3	0.0
2001	417			UC	122,300	131,000	143,900	114,900	23,200	29	0.3	4	0.0
2002	417			UC	124,800	133,000	146,800	116,800	23,700	36	0.4	2	0.0
2003	417			UC	126,300	133,500	147,900	119,300	24,000	31	0.3	4	0.0
2004	417			UC	129,900	139,100	152,800	122,100	24,700	37	0.4	2	0.0
2005	417			UC	126,800	134,200	148,300	118,900	24,100	18	0.2	1	0.0
2006	417			UC	127,500	134,800	149,000	120,000	10,200	28	0.3	2	0.0
2007	417			UC	128,000	135,800	148,100	120,100	10,200	32	0.3	2	0.0
2008	417			UC	125,300	132,400	124,200	117,200	10,000	30	0.3	3	0.0
2009	417			UC	125,400	132,900	146,700	117,900	10,000	30	0.3	1	0.0
2010	417			UC	127,600	134,900	148,500	120,000	10,200	59	0.6	4	0.0
2011	417			UC	133,600	134,000	138,700	126,800	10,700	86	0.8	10	0.1
2012	417			UC	135,100	135,900	144,600	128,400	10,800	45	0.4	0	0.0
2013	417			UC	136,500	136,900	137,300	129,500	10,900	77	0.7	9	0.1
2014	417			UC	138,000	138,400	132,700	131,000	11,000	53	0.5	6	0.1
2015	417			UC	139,400	139,800	134,100	132,300	11,200	57	0.5	6	0.1
2016	417			UC	140,900	141,400	135,500	133,700	11,300	61	0.6	6	0.1
2017	417			UC	142,300	141,400	142,700	136,400	11,400	72	0.7	7	0.1
2018	417			UC	143,800	142,600	144,900	138,000	11,500	77	0.7	7	0.1
2019	417			UC	145,200	143,100	145,300	139,900	11,600	72	0.6	12	0.1
2021	417			UC	148,100	148,500	150,400	142,700	11,800	34	0.3	2	0.0
1988	417	PINECREST RD UP IC-129	1.3	UC	73,100	76,800	82,600	68,700	13,900	48	1.3	3	0.1
1989	417			UC	74,600	78,300	84,300	70,900	14,200	39	1.1	2	0.1
1990	417			UC	77,600	83,000	90,000	73,700	14,700	46	1.2	4	0.1
1991	417			UC	79,200	84,000	91,100	76,800	15,000	59	1.5	5	0.1
1992	417			UC	79,000	83,700	90,800	75,800	15,000	47	1.2	4	0.1
1993	417			UC	79,000	83,200	89,800	74,000	15,000	25	0.7	0	0.0
1994	417			UC	86,000	91,200	98,300	80,000	16,300	18	0.4	1	0.0
1995	417			UC	88,800	93,700	101,500	82,800	16,900	17	0.4	1	0.0
1996	417			UC	91,600	96,900	107,200	87,100	17,400	21	0.5	2	0.0
1997	417			UC	94,400	99,100	110,400	88,700	17,900	24	0.5	1	0.0
1998	417			UC	97,200	103,000	113,700	92,300	18,500	20	0.4	3	0.1
1999	417			UC	96,500	102,300	112,900	91,700	18,300	25	0.5	4	0.1
2000	417			UC	102,000	108,100	120,400	95,900	19,400	21	0.4	3	0.1
2001	417			UC	107,500	115,100	126,500	101,000	20,400	22	0.4	2	0.0
2002	417			UC	113,100	120,500	133,000	105,900	21,500	24	0.4	2	0.0
2003	417			SC	118,600	125,200	138,400	104,900	22,500	27	0.5	6	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2004	417			SC	118,400	126,300	138,600	104,300	22,500	33	0.6	3	0.1
2005	417			SC	124,400	131,700	145,300	109,500	23,600	27	0.4	3	0.0
2006	417			SC	118,500	125,400	138,500	104,500	9,500	19	0.3	3	0.1
2007	417			SC	120,800	127,700	139,700	106,200	9,650	26	0.4	3	0.1
2008	417			SC	123,100	129,100	121,800	108,300	9,850	23	0.4	2	0.0
2009	417			SC	125,400	132,900	146,700	110,400	10,000	29	0.5	2	0.0
2010	417			SC	127,700	135,100	149,500	112,600	10,200	42	0.7	7	0.1
2011	417			SC	133,800	171,200	156,400	106,500	10,700	44	0.7	5	0.1
2012	417			SC	136,600	144,700	136,000	120,600	10,900	19	0.3	3	0.0
2013	417			SC	139,400	147,500	134,400	122,900	11,200	34	0.5	3	0.0
2014	417			SC	142,100	150,300	146,700	125,300	11,400	31	0.4	8	0.1
2015	417			SC	144,900	153,300	149,600	127,800	11,600	25	0.4	2	0.0
2016	417			SC	147,600	156,100	152,400	130,200	11,800	56	0.8	4	0.1
2017	417			SC	150,400	159,900	160,100	133,400	12,000	40	0.5	6	0.1
2018	417			SC	153,100	163,500	162,700	134,700	12,200	26	0.3	2	0.0
2019	417			SC	155,900	165,500	164,500	137,800	7,800	42	0.6	2	0.0
2021	417			SC	161,400	170,800	170,100	143,500	8,050	18	0.2	1	0.0
1988	417	RICHMOND RD BAYSHORE DR IC	2.9	UC	63,800	67,000	72,100	60,000	12,100	14	0.2	1	0.0
1989	417			UC	65,800	69,100	74,400	62,500	12,500	7	0.1	1	0.0
1990	417			UC	68,700	73,500	79,700	65,300	13,100	11	0.2	4	0.1
1991	417			UC	70,300	74,500	80,800	68,200	13,400	34	0.5	6	0.1
1992	417			UC	66,900	70,900	76,900	64,200	12,700	48	0.7	6	0.1
1993	417			UC	66,900	70,500	76,000	62,700	12,700	74	1.0	6	0.1
1994	417			UC	74,800	79,300	85,500	69,600	14,200	39	0.5	5	0.1
1995	417			UC	77,200	81,500	88,300	72,000	14,700	34	0.4	1	0.0
1996	417			UC	79,700	84,300	93,200	75,800	15,100	36	0.4	3	0.0
1997	417			SC	82,100	87,000	96,100	73,100	15,600	34	0.4	1	0.0
1998	417			SC	84,700	89,800	99,100	75,400	16,100	28	0.3	5	0.1
1999	417			SC	87,100	92,300	101,900	77,500	16,500	62	0.7	6	0.1
2000	417			SC	89,600	95,000	104,800	78,800	17,000	60	0.6	12	0.1
2001	417			SC	92,100	98,200	107,800	81,200	17,500	54	0.6	8	0.1
2002	417			SC	94,500	100,300	110,600	83,300	18,000	49	0.5	4	0.0
2003	417			SC	97,000	102,400	113,200	85,800	18,400	49	0.5	1	0.0
2004	417			SC	99,500	106,100	116,500	87,700	18,900	61	0.6	6	0.1
2005	417			SC	102,000	108,000	119,100	89,800	19,400	66	0.6	5	0.0
2006	417			SC	105,000	111,100	122,700	92,600	9,450	62	0.6	8	0.1
2007	417			SC	108,000	114,200	124,900	95,000	9,700	52	0.5	6	0.1
2008	417			SC	111,000	116,400	109,800	97,600	10,000	68	0.6	9	0.1
2009	417			SC	114,000	120,800	133,400	100,300	10,300	57	0.5	8	0.1
2010	417			SC	117,000	123,800	137,000	103,200	10,500	40	0.3	2	0.0
2011	417			SC	120,000	153,600	140,200	95,500	10,800	55	0.4	4	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2012	417			SC	123,000	130,300	122,500	108,600	11,100	35	0.3	7	0.1
2013	417			SC	126,000	133,300	121,400	111,100	11,300	51	0.4	3	0.0
2014	417			SC	129,000	136,500	133,200	113,800	11,600	29	0.2	2	0.0
2015	417			SC	132,000	139,600	136,300	116,400	11,900	42	0.3	5	0.0
2016	417			SC	135,000	142,800	139,400	119,100	12,200	73	0.5	9	0.1
2017	417			SC	138,000	146,700	146,900	122,400	12,400	51	0.3	6	0.0
2018	417			SC	141,000	150,600	149,800	124,000	12,700	57	0.4	8	0.1
2019	417			SC	144,000	152,800	151,900	127,300	13,000	68	0.4	8	0.1
2021	417			SC	148,200	156,800	156,200	131,800	13,300	36	0.2	5	0.0
1988	417	MOODIE DR IC-134	4.0	C	52,300	58,100	58,100	47,100	9,950	42	0.5	5	0.1
1989	417			C	54,000	59,900	60,500	48,600	10,300	45	0.6	9	0.1
1990	417			C	57,600	63,900	63,900	51,800	10,900	56	0.7	10	0.1
1991	417			C	59,000	64,900	65,500	53,700	11,200	74	0.9	8	0.1
1992	417			C	57,500	62,100	63,800	52,900	10,900	86	1.0	10	0.1
1993	417			C	58,000	63,200	64,200	53,400	11,000	59	0.7	6	0.1
1994	417			C	64,600	70,700	72,000	58,500	12,300	37	0.4	5	0.1
1995	417			UC	67,100	70,800	76,700	62,600	12,700	45	0.5	4	0.0
1996	417			UC	69,600	73,700	81,400	66,200	13,200	44	0.4	5	0.0
1997	417			UC	72,100	75,700	84,400	67,800	13,700	38	0.4	7	0.1
1998	417			UC	74,600	79,100	87,300	70,900	14,200	39	0.4	3	0.0
1999	417			UC	77,100	81,700	90,200	73,200	14,600	58	0.5	4	0.0
2000	417			UC	79,600	84,400	93,900	74,800	15,100	57	0.5	3	0.0
2001	417			UC	82,100	87,900	96,600	77,200	15,600	56	0.5	5	0.0
2002	417			UC	84,600	90,100	99,500	79,200	16,100	46	0.4	8	0.1
2003	417			UC	87,100	92,000	102,000	82,300	7,850	60	0.5	7	0.1
2004	417			UC	89,600	96,000	105,400	84,200	8,050	73	0.6	3	0.0
2005	417			UC	92,100	97,500	107,700	86,400	8,300	71	0.5	8	0.1
2006	417			UC	94,800	100,300	110,800	89,200	8,550	66	0.5	6	0.0
2007	417			UC	97,400	103,300	112,700	91,400	8,750	56	0.4	6	0.0
2008	417			UC	100,000	105,600	99,200	93,600	9,000	112	0.8	22	0.1
2009	417			UC	102,700	108,900	120,200	96,500	9,250	96	0.6	13	0.1
2010	417			UC	105,400	111,400	122,700	99,100	9,500	71	0.5	8	0.1
2011	417			UC	108,100	108,400	112,200	102,600	9,750	50	0.3	2	0.0
2012	417			UC	109,800	110,500	117,500	104,300	9,900	59	0.4	5	0.0
2013	417			UC	106,500	106,800	107,100	101,100	9,600	67	0.4	7	0.0
2014	417			UC	114,000	114,400	109,600	108,200	10,300	53	0.3	12	0.1
2015	417			UC	116,400	116,800	111,900	110,500	10,500	54	0.3	4	0.0
2016	417			UC	118,900	119,300	114,300	112,800	10,700	58	0.3	9	0.1
2017	417			UC	121,300	120,500	121,700	116,200	10,900	54	0.3	6	0.0
2018	417			UC	123,800	122,800	124,700	118,800	11,100	62	0.3	11	0.1
2019	417			UC	126,200	124,300	126,200	121,600	11,400	86	0.5	8	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2021	417			UC	131,100	131,400	133,100	126,300	11,800	25	0.1	4	0.0
1988	417	EAGLESON RD IC-138	2.6	C	31,300	34,700	34,700	28,200	5,950	15	0.5	3	0.1
1989	417			C	32,300	35,900	36,200	29,100	6,150	18	0.6	2	0.1
1990	417			C	35,100	39,000	39,000	31,600	6,650	8	0.2	1	0.0
1991	417			C	36,500	40,200	40,500	33,200	6,950	9	0.3	2	0.1
1992	417			C	36,400	39,300	40,400	33,500	6,900	16	0.5	3	0.1
1993	417			C	36,400	39,700	40,300	33,500	6,900	11	0.3	0	0.0
1994	417			C	41,500	45,400	46,300	37,600	7,900	5	0.1	0	0.0
1995	417			UC	43,600	46,000	49,800	40,700	8,300	11	0.3	1	0.0
1996	417			UC	45,700	48,400	53,500	43,500	8,700	11	0.2	0	0.0
1997	417			UC	47,700	50,100	55,800	44,800	9,050	15	0.3	0	0.0
1998	417			UC	49,800	52,800	58,300	47,300	9,450	10	0.2	1	0.0
1999	417			UC	51,900	55,000	60,700	49,300	9,850	15	0.3	2	0.0
2000	417			UC	53,900	57,100	63,600	50,700	10,200	17	0.3	0	0.0
2001	417			UC	56,000	60,000	65,900	52,600	10,600	18	0.3	0	0.0
2002	417			UC	57,200	60,900	67,300	53,600	10,900	20	0.4	1	0.0
2003	417			UC	59,800	63,200	70,000	56,500	11,400	21	0.4	2	0.0
2004	417			UC	61,800	66,200	72,700	58,100	11,700	21	0.4	5	0.1
2005	417			UC	63,800	67,500	74,600	59,800	12,100	14	0.2	2	0.0
2006	417			UC	65,800	69,600	76,900	61,900	5,900	16	0.3	0	0.0
2007	417			UC	67,800	71,900	78,500	63,600	6,100	25	0.4	3	0.0
2008	417			UC	69,800	73,700	69,200	65,300	6,300	32	0.5	4	0.1
2009	417			UC	71,800	76,100	84,000	67,500	6,450	25	0.4	2	0.0
2010	417			UC	73,800	78,000	85,900	69,400	6,650	12	0.2	0	0.0
2011	417			UC	75,800	76,000	78,700	71,900	6,800	35	0.5	3	0.0
2012	417			UC	77,800	78,300	83,300	73,900	7,000	33	0.4	2	0.0
2013	417			UC	79,800	80,100	80,200	75,700	7,200	67	0.9	3	0.0
2014	417			UC	81,800	82,100	78,700	77,600	7,350	36	0.5	5	0.1
2015	417			UC	83,800	84,100	80,600	79,500	7,550	30	0.4	3	0.0
2016	417			UC	85,800	86,100	82,500	81,400	7,700	34	0.4	6	0.1
2017	417			UC	87,800	87,200	88,100	84,100	7,900	27	0.3	3	0.0
2018	417			UC	89,800	89,100	90,500	86,200	8,100	22	0.3	1	0.0
2019	417			UC	91,800	90,400	91,800	88,500	8,250	23	0.3	1	0.0
2021	417			UC	95,800	96,000	97,300	92,300	8,600	16	0.2	1	0.0
1988	417	TERRY FOX DR IC-140	2.4	C	26,400	29,300	29,300	23,800	5,000	29	1.2	19	0.8
1989	417			C	27,600	30,600	30,900	24,800	5,250	17	0.7	4	0.2
1990	417			C	29,000	32,200	32,200	26,100	5,500	14	0.5	3	0.1
1991	417			C	30,500	33,600	33,900	27,800	5,800	15	0.6	2	0.1
1992	417			C	30,400	32,800	33,700	28,000	5,800	24	0.9	1	0.0
1993	417			C	30,400	33,100	33,600	28,000	5,800	21	0.8	3	0.1
1994	417			C	34,100	37,300	38,000	30,900	6,500	18	0.6	1	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1995	417			UC	35,700	37,700	40,800	33,300	6,800	14	0.4	3	0.1
1996	417			UC	37,200	39,400	43,500	35,400	7,050	24	0.7	0	0.0
1997	417			UC	38,800	40,700	45,400	36,500	7,350	17	0.5	0	0.0
1998	417			UC	40,300	42,700	47,200	38,300	7,650	20	0.6	4	0.1
1999	417			UC	41,500	44,000	48,600	39,400	7,900	23	0.6	1	0.0
2000	417			UC	43,000	45,600	50,700	40,400	8,150	20	0.5	3	0.1
2001	417			UC	44,400	47,600	52,200	41,700	8,450	22	0.6	1	0.0
2002	417			UC	45,800	48,800	53,900	42,900	8,700	17	0.4	0	0.0
2003	417			C	48,100	53,700	54,100	43,400	9,150	26	0.6	1	0.0
2004	417			C	48,700	54,800	55,000	43,900	9,250	19	0.4	5	0.1
2005	417			C	49,800	55,400	55,900	44,700	9,450	17	0.4	3	0.1
2006	417			C	50,800	56,400	56,900	45,700	5,100	19	0.4	2	0.0
2007	417			C	54,400	60,400	61,300	48,900	5,450	30	0.6	4	0.1
2008	417			C	50,600	55,800	55,100	45,400	5,050	13	0.3	2	0.0
2009	417			C	50,800	55,900	56,400	45,700	5,100	14	0.3	3	0.1
2010	417			C	57,200	63,000	63,600	51,500	5,700	21	0.4	2	0.0
2011	417			C	58,600	64,600	65,200	52,700	5,850	12	0.2	1	0.0
2012	417			C	66,100	72,800	71,300	59,500	6,600	19	0.3	3	0.1
2013	417			C	62,700	69,100	68,200	56,400	6,250	23	0.4	3	0.1
2014	417			C	64,200	70,600	68,700	57,800	6,400	21	0.4	4	0.1
2015	417			C	64,200	70,600	68,700	57,800	6,400	18	0.3	1	0.0
2016	417			C	66,900	73,600	71,600	60,200	6,700	26	0.4	3	0.1
2017	417			C	68,400	74,800	74,700	62,100	6,850	32	0.5	4	0.1
2018	417			C	69,800	76,500	76,100	63,000	7,000	30	0.5	4	0.1
2019	417			C	71,300	77,900	77,500	64,500	5,700	23	0.4	3	0.0
2021	417			C	74,000	80,500	80,100	67,100	5,900	16	0.2	1	0.0
1997	417	PALLADIUM DR IC-142	2.1	IC	41,100	46,000	46,400	36,200	8,200	2	0.1	0	0.0
1998	417			IC	41,200	46,100	46,100	36,700	8,250	9	0.3	0	0.0
1999	417			IC	41,300	46,300	46,300	36,800	8,250	8	0.3	3	0.1
2000	417			IC	41,400	46,400	46,400	36,800	8,300	12	0.4	0	0.0
2001	417			IC	41,500	46,400	46,600	36,700	8,300	8	0.3	1	0.0
2002	417			IC	42,400	47,300	47,600	37,400	8,500	6	0.2	0	0.0
2003	417			IC	42,200	47,000	47,500	37,400	8,450	9	0.3	0	0.0
2004	417			IC	42,400	47,400	47,600	37,500	8,500	17	0.5	2	0.1
2005	417			IC	42,600	47,400	47,800	37,600	8,500	8	0.2	0	0.0
2006	417			IC	42,800	47,500	48,000	37,900	4,300	9	0.3	1	0.0
2007	417			IC	43,000	47,800	49,200	38,000	4,300	10	0.3	1	0.0
2008	417			IC	43,200	47,900	46,300	38,100	4,300	9	0.3	0	0.0
2009	417			IC	43,400	48,200	48,600	38,600	4,350	6	0.2	0	0.0
2010	417			IC	43,600	48,300	48,700	38,700	4,350	6	0.2	0	0.0
2011	417			IC	43,800	48,200	50,000	39,300	4,400	16	0.5	1	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2012	417			IC	50,200	55,600	53,900	44,500	5,000	15	0.4	1	0.0
2013	417			IC	51,000	56,500	56,100	45,200	5,100	24	0.6	1	0.0
2014	417			IC	51,800	57,300	57,100	45,900	5,200	29	0.7	7	0.2
2015	417			IC	52,500	58,100	57,800	46,600	5,250	15	0.4	0	0.0
2016	417			IC	53,300	59,000	58,700	47,300	5,350	22	0.5	4	0.1
2017	417			IC	54,000	59,200	59,600	49,000	5,400	18	0.4	1	0.0
2018	417			IC	54,800	60,300	60,600	49,600	5,500	11	0.3	1	0.0
2019	417			IC	55,500	61,000	61,300	50,100	5,550	16	0.4	2	0.0
2021	417			CR	56,000	64,400	64,900	50,500	1,700	11	0.3	1	0.0
1988	417	CARP RD IC-144	0.9	CR	21,800	27,900	26,200	18,100	3,900	53	7.2	8	1.1
1989	417			CR	22,900	29,300	27,300	19,200	4,100	41	5.3	4	0.5
1990	417			CR	23,000	28,500	26,400	20,700	5,050	42	5.4	3	0.4
1991	417			CR	24,500	30,100	28,200	22,000	5,400	37	4.5	10	1.2
1992	417			CR	24,900	30,600	28,400	22,400	5,500	58	6.9	7	0.8
1993	417			CR	24,900	30,600	28,600	22,400	5,500	56	6.7	8	1.0
1994	417			CR	24,900	30,600	28,400	22,400	5,500	44	5.3	5	0.6
1995	417			CR	26,100	32,300	30,800	22,500	5,750	50	5.7	4	0.5
1996	417			CR	27,300	33,700	32,000	23,300	6,000	5	0.5	0	0.0
1997	417			CR	28,500	35,300	33,600	24,200	6,250	6	0.6	0	0.0
1998	417			CR	29,700	36,500	34,700	25,200	6,550	13	1.3	1	0.1
1999	417			CR	30,700	37,800	35,900	26,100	6,750	12	1.2	3	0.3
2000	417			CR	32,000	39,400	37,400	27,200	7,050	7	0.6	0	0.0
2001	417			CR	33,000	40,600	38,700	27,900	7,250	9	0.8	1	0.1
2002	417			CR	34,100	41,900	40,000	28,700	7,500	16	1.4	0	0.0
2003	417			CR	35,600	43,400	41,700	30,100	3,550	18	1.5	2	0.2
2004	417			CR	36,400	44,800	42,700	30,700	3,650	11	0.9	0	0.0
2005	417			CR	37,500	45,500	43,700	31,600	3,750	12	1.0	1	0.1
2006	417			IC	38,200	42,400	42,800	33,800	3,800	17	1.3	1	0.1
2007	417			IC	39,800	44,200	45,600	35,200	4,000	16	1.2	1	0.1
2008	417			IC	40,900	45,300	43,800	36,100	4,100	16	1.2	1	0.1
2009	417			IC	42,000	46,600	47,000	37,400	4,200	17	1.2	0	0.0
2010	417			IC	43,200	47,800	48,200	38,300	4,300	11	0.8	0	0.0
2011	417			IC	44,300	48,700	50,500	39,700	4,450	4	0.3	0	0.0
2012	417			IC	36,400	40,300	39,100	32,300	3,650	7	0.6	0	0.0
2013	417			IC	44,700	49,500	49,200	39,600	4,450	16	1.1	2	0.1
2014	417			IC	45,700	50,600	50,400	40,500	4,550	8	0.5	0	0.0
2015	417			CTR	46,000	56,100	56,600	39,100	4,600	5	0.3	0	0.0
2016	417			CTR	47,500	58,000	58,400	40,400	4,750	7	0.4	0	0.0
2017	417			CTR	48,500	64,800	64,500	39,500	4,850	9	0.6	0	0.0
2018	417			CTR	49,500	66,100	65,800	40,300	4,950	9	0.5	1	0.1
2019	417			CTR	50,500	67,300	67,000	41,100	5,050	6	0.4	1	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2021	417			CTR	52,400	68,300	67,900	42,700	5,250	5	0.3	0	0.0
1996	417	HWY 7 IC-145	9.2	C	25,200	28,600	28,700	22,700	2,000	16	0.2	2	0.0
1997	417			C	26,400	29,800	30,100	23,800	2,100	19	0.2	2	0.0
1998	417			C	27,600	31,200	31,200	24,800	2,200	17	0.2	0	0.0
1999	417			C	10,600	11,900	12,000	9,550	850	10	0.3	0	0.0
2000	417			C	12,300	13,900	13,900	11,100	980	24	0.6	1	0.0
2001	417			C	14,000	15,800	15,800	12,600	1,100	17	0.4	2	0.0
2002	417			C	15,700	17,600	17,700	14,100	1,250	26	0.5	2	0.0
2003	417			IR	17,400	21,100	19,100	14,800	1,400	32	0.5	0	0.0
2004	417			IR	19,100	23,600	21,200	16,100	1,550	31	0.5	0	0.0
2005	417			IR	20,100	24,300	22,000	17,100	1,600	25	0.4	1	0.0
2006	417			IR	21,100	25,500	23,100	17,900	1,700	25	0.4	3	0.0
2007	417			IR	22,100	26,800	26,700	18,700	1,750	23	0.3	1	0.0
2008	417			IR	23,100	28,000	27,500	19,700	1,850	36	0.5	2	0.0
2009	417			IC	24,100	26,800	27,000	21,400	1,950	27	0.3	0	0.0
2010	417			IC	20,400	22,600	22,800	18,100	1,650	27	0.4	1	0.0
2011	417			IC	20,500	22,500	23,400	18,400	1,650	28	0.4	3	0.0
2012	417			IC	22,700	25,200	24,400	20,100	1,800	24	0.3	1	0.0
2013	417			IC	21,100	23,400	23,200	18,700	1,700	28	0.4	0	0.0
2014	417			CTR	20,700	25,300	25,500	17,600	1,650	31	0.4	1	0.0
2015	417			CTR	23,800	29,000	29,300	20,200	1,900	27	0.3	2	0.0
2016	417			CTR	21,800	26,600	26,800	18,500	1,750	34	0.5	3	0.0
2017	417			CTR	22,000	29,400	29,200	17,900	1,750	30	0.4	3	0.0
2018	417			CTR	22,100	29,500	29,400	18,000	1,750	45	0.6	0	0.0
2019	417			CTR	22,200	29,600	29,400	18,100	1,800	27	0.4	0	0.0
2021	417			CR	22,200	25,500	25,700	20,000	890	43	0.6	1	0.0
1996	417	OTTAWA/CARLETON ROAD 49 MARCH RD IC	8.7	IR	23,200	28,800	25,900	19,800	2,100	28	0.4	2	0.0
1997	417			IR	24,400	30,500	27,300	20,700	2,200	10	0.1	1	0.0
1998	417			IR	25,600	31,700	28,700	21,500	2,300	5	0.1	0	0.0
1999	417			IR	18,200	22,600	20,200	15,300	1,650	4	0.1	0	0.0
2000	417			IR	18,000	22,000	19,900	15,200	1,600	26	0.5	1	0.0
2001	417			IR	17,800	22,000	19,700	15,000	1,600	16	0.3	0	0.0
2002	417			IR	17,600	21,700	19,500	15,000	1,600	20	0.4	0	0.0
2003	417			IR	17,400	21,100	19,100	14,800	1,550	49	0.9	3	0.1
2004	417			IR	17,200	21,300	19,100	14,500	1,550	35	0.6	1	0.0
2005	417			IR	17,400	21,000	19,100	14,800	1,550	21	0.4	2	0.0
2006	417			IR	17,600	21,200	19,200	14,900	1,600	27	0.5	1	0.0
2007	417			IR	17,900	21,700	21,600	15,200	1,600	24	0.4	1	0.0
2008	417			IR	18,100	21,900	21,500	15,500	1,650	22	0.4	1	0.0
2009	417			CR	18,300	22,000	21,200	15,600	1,650	31	0.5	1	0.0
2010	417			CR	15,700	18,800	18,200	13,300	1,400	22	0.4	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2011	417			CR	18,800	21,900	22,200	16,700	1,700	20	0.3	0	0.0
2012	417			CR	19,300	23,100	22,700	16,300	1,750	26	0.4	1	0.0
2013	417			LT	18,500	24,200	24,100	14,000	1,650	33	0.6	2	0.0
2014	417			LT	18,800	24,500	25,000	14,200	1,700	15	0.3	1	0.0
2015	417			LT	19,000	24,800	25,200	14,300	1,700	25	0.4	1	0.0
2016	417			LT	19,300	25,200	25,600	14,600	1,750	25	0.4	1	0.0
2017	417			LT	19,500	24,800	24,800	16,300	1,750	18	0.3	4	0.1
2018	417			LT	19,800	25,200	25,200	16,600	1,800	14	0.2	1	0.0
2019	417			LT	20,000	25,400	25,400	16,700	1,800	26	0.4	0	0.0
2021	417			LT	17,300	23,700	23,500	13,300	860	11	0.2	1	0.0
1997	417	PANMURE ROAD IC-163	6.8	IR	22,400	28,000	25,100	19,000	2,250	29	0.5	3	0.1
1998	417			IR	23,600	29,300	26,400	19,800	2,350	27	0.5	1	0.0
1999	417			IR	24,800	30,800	27,500	20,800	2,500	19	0.3	3	0.0
2000	417			IR	26,000	31,900	28,800	22,000	2,600	22	0.3	2	0.0
2001	417			IR	27,200	33,600	30,100	23,000	2,700	25	0.4	4	0.1
2002	417			IR	27,800	34,300	30,800	23,600	2,800	29	0.4	6	0.1
2003	417			IR	29,200	35,400	32,100	24,800	2,900	36	0.5	5	0.1
2004	417			IR	30,300	37,400	33,600	25,600	3,050	7	0.1	1	0.0
2005	417			IR	31,400	37,900	34,400	26,800	3,150	12	0.2	1	0.0
2006	417			IR	32,500	39,200	35,500	27,600	3,250	16	0.2	0	0.0
2007	417			IR	33,600	40,700	40,600	28,500	3,350	12	0.1	1	0.0
2008	417			IR	34,700	42,000	41,200	29,700	3,450	12	0.1	1	0.0
2009	417			CR	35,800	43,000	41,500	30,400	3,600	8	0.1	0	0.0
2010	417			CR	36,900	44,200	42,700	31,200	3,700	15	0.2	1	0.0
2011	417			CR	18,000	21,000	21,200	16,000	1,800	11	0.2	1	0.0
2012	417			CR	17,500	21,000	20,600	14,800	1,750	18	0.4	1	0.0
2013	417			LT	16,900	22,100	22,000	12,800	1,600	14	0.3	2	0.0
2014	417			LT	19,200	25,100	25,500	14,500	1,800	8	0.2	1	0.0
2015	417			LT	21,400	27,900	28,400	16,200	2,050	11	0.2	1	0.0
2016	417			LT	23,000	30,000	30,500	17,400	2,200	16	0.3	2	0.0
2017	417			LT	23,300	29,600	29,600	19,500	2,200	21	0.4	1	0.0
2018	417			LT	23,500	29,900	29,900	19,700	2,250	12	0.2	0	0.0
2019	417			LT	23,800	30,200	30,300	19,900	2,250	11	0.2	0	0.0
2021	417			LT	22,900	28,800	28,700	19,200	2,300	12	0.2	1	0.0
2004	417	KINBURN SIDE RD IC-169	10.1	IR	14,600	18,000	16,200	12,300	2,200	0	0.0	0	0.0
2005	417			IR	14,600	17,600	16,000	12,400	2,200	18	0.3	0	0.0
2006	417			CR	14,600	17,700	17,000	12,300	2,200	18	0.3	4	0.1
2007	417			CR	14,600	17,700	17,700	12,300	2,200	22	0.4	1	0.0
2008	417			CR	14,600	17,700	17,500	12,300	2,200	15	0.3	0	0.0
2009	417			CR	14,600	17,500	16,900	12,400	2,200	8	0.1	0	0.0
2010	417			CR	14,600	17,500	16,900	12,300	2,200	9	0.2	1	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2011	417			CR	16,100	18,800	19,000	14,300	2,400	8	0.1	0	0.0
2012	417			CR	16,400	19,600	19,300	13,900	2,450	19	0.3	1	0.0
2013	417			LT	16,700	21,800	21,800	12,600	1,550	14	0.2	4	0.1
2014	417			LT	13,900	18,100	18,500	10,500	1,300	18	0.4	3	0.1
2015	417			LT	20,400	26,600	27,100	15,400	1,900	7	0.1	2	0.0
2016	417			LT	17,400	22,700	23,100	13,100	1,650	14	0.2	1	0.0
2017	417			LT	17,700	24,000	24,200	13,900	1,650	11	0.2	0	0.0
2018	417			LT	18,000	24,500	24,600	14,200	1,700	19	0.3	3	0.0
2019	417			LT	18,300	24,800	25,000	14,500	1,700	5	0.1	1	0.0
2021	417			LT	18,300	25,100	24,900	14,100	1,100	10	0.1	0	0.0
2004	417	OTTAWA RD 29 IC-180	3.5	IR	14,600	18,000	16,200	12,300	2,200	36	2.0	3	0.2
2005	417			IR	14,600	17,600	16,000	12,400	2,200	37	2.0	6	0.3
2006	417			CR	14,600	17,700	17,000	12,300	2,200	36	2.0	3	0.2
2007	417			CR	14,600	17,700	17,700	12,300	2,200	22	1.2	3	0.2
2008	417			CR	14,600	17,700	17,500	12,300	2,200	15	0.8	1	0.1
2009	417			CR	14,600	17,500	16,900	12,400	2,200	16	0.9	2	0.1
2010	417			CR	14,600	17,500	16,900	12,300	2,200	29	1.6	5	0.3
2011	417			CR	16,100	18,800	19,000	14,300	2,400	29	1.4	2	0.1
2012	417			CR	16,400	19,600	19,300	13,900	2,450	4	0.2	1	0.0
2013	417			LT	16,700	21,800	21,800	12,600	2,500	4	0.2	0	0.0
2014	417			LT	14,400	18,800	19,100	10,900	2,150	7	0.4	1	0.1
2015	417			LT	15,100	19,700	20,100	11,400	2,250	11	0.6	0	0.0
2016	417			LT	15,900	20,800	21,100	12,000	2,400	8	0.4	0	0.0
2017	417			LT	16,200	22,000	22,100	12,800	2,450	3	0.1	0	0.0
2018	417			LT	16,100	21,900	22,000	12,700	2,400	6	0.3	0	0.0
2019	417			LT	16,200	22,000	22,100	12,800	2,450	9	0.4	0	0.0
2021	417			LT	16,500	21,800	21,900	13,100	2,500	3	0.1	0	0.0
2012	417	WHITE LAKE RD IC-183	2.9	CR	16,400	19,600	19,300	13,900	2,450	4	0.2	2	0.1
2013	417			LT	16,700	21,800	21,800	12,600	2,500	1	0.1	0	0.0
2014	417			LT	17,000	22,200	22,600	12,800	2,550	4	0.2	2	0.1
2015	417			LT	17,300	22,600	23,000	13,100	2,600	6	0.3	2	0.1
2016	417			LT	17,600	23,000	23,400	13,300	2,650	6	0.3	1	0.1
2017	417			LT	17,900	24,300	24,400	14,100	2,700	7	0.4	0	0.0
2018	417			LT	18,200	24,700	24,900	14,400	2,750	3	0.2	0	0.0
2019	417			LT	18,500	25,100	25,300	14,600	2,800	8	0.4	1	0.1
2021	417			LT	19,100	26,200	25,900	14,700	1,350	2	0.1	0	0.0
2021	417	END OF HWY 417 END OF HWY											
2021	420	NIAGARA FALLS RAINBOW BRIDGE ENTR START OF NA	1.5										
1988	420	STANLEY AV (NIAGARA RD 102)	1.1	CTR	23,700	30,800	28,900	19,900	1,200	29	3.1	1	0.1
1989	420			CTR	25,100	31,900	30,400	21,600	1,250	18	1.8	1	0.1
1990	420			CTR	26,300	32,900	31,000	22,900	1,300	25	2.4	2	0.2

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1991	420			CTR	24,600	31,000	30,800	21,400	1,250	13	1.4	0	0.0
1992	420			CTR	24,800	30,500	29,500	21,600	1,250	19	2.0	0	0.0
1993	420			CTR	24,400	30,700	29,500	20,700	1,200	13	1.4	1	0.1
1994	420			IR	25,400	31,300	27,900	21,300	1,250	15	1.5	2	0.2
1995	420			IR	27,500	33,900	30,300	23,400	1,400	7	0.7	0	0.0
1996	420			IR	28,300	35,200	31,600	24,100	850	11	1.0	1	0.1
1997	420			CTR	29,000	37,100	35,700	24,400	870	16	1.4	0	0.0
1998	420			CTR	29,700	37,700	36,200	24,900	890	19	1.6	1	0.1
1999	420			CTR	30,000	37,800	36,300	25,200	1,500	19	1.6	0	0.0
2000	420			CTR	32,000	40,300	38,700	26,900	1,600	11	0.9	1	0.1
2001	420			CTR	32,600	41,100	39,400	27,500	1,650	9	0.7	1	0.1
2002	420			CTR	33,500	42,300	40,500	28,300	1,700	22	1.7	1	0.1
2003	420			CTR	33,800	42,000	40,400	28,700	1,700	40	3.0	0	0.0
2004	420			CTR	34,600	43,700	41,900	29,200	1,750	12	0.9	0	0.0
2005	420			CTR	34,500	42,700	41,000	29,300	2,050	4	0.3	0	0.0
2006	420			CTR	36,300	44,900	43,100	30,800	2,200	13	0.9	2	0.1
2007	420			CTR	37,100	46,000	45,600	31,400	2,250	13	0.9	2	0.1
2008	420			CTR	37,900	46,900	46,000	32,200	1,500	9	0.6	0	0.0
2009	420			CTR	38,700	47,200	45,700	32,900	1,550	5	0.3	0	0.0
2010	420			CTR	39,600	48,200	46,300	33,600	1,600	8	0.5	0	0.0
2011	420			CTR	40,400	49,200	47,300	34,300	1,600	7	0.4	0	0.0
2012	420			CTR	38,000	46,100	45,500	32,400	1,500	8	0.5	0	0.0
2013	420			CTR	36,900	44,900	46,400	31,300	1,050	4	0.3	0	0.0
2014	420			CTR	41,200	50,300	50,700	35,000	1,200	12	0.7	0	0.0
2015	420			CR	42,400	50,000	49,700	36,100	1,250	21	1.3	0	0.0
2016	420			CR	42,700	50,300	50,000	36,400	1,250	15	0.9	0	0.0
2017	420			CR	43,400	50,300	50,600	39,100	1,250	30	1.8	0	0.0
2018	420			CR	44,200	51,400	51,700	39,700	1,300	42	2.4	0	0.0
2019	420			CR	44,900	52,100	52,400	40,300	1,300	44	2.5	1	0.1
2021	420			CR	46,300	53,300	53,600	41,800	1,400	22	1.2	2	0.1
1988	420	DRUMMOND RD IC NIAGARA FALLS	1.1	CTR	22,200	28,900	27,100	18,600	890	6	0.7	0	0.0
1989	420			CTR	23,500	29,800	28,400	20,200	940	6	0.7	0	0.0
1990	420			CTR	24,700	30,900	29,100	21,500	990	3	0.3	0	0.0
1991	420			CTR	24,200	30,500	30,200	21,100	970	2	0.2	0	0.0
1992	420			CTR	24,400	30,000	29,000	21,200	980	3	0.3	0	0.0
1993	420			CTR	24,600	31,000	29,800	20,900	980	3	0.3	0	0.0
1994	420			CTR	25,100	32,100	30,600	21,100	1,000	4	0.4	0	0.0
1995	420			CTR	25,600	32,900	31,500	21,500	1,000	4	0.4	0	0.0
1996	420			CTR	26,200	33,500	32,200	22,000	1,050	1	0.1	0	0.0
1997	420			CTR	26,800	34,300	33,000	22,500	1,050	6	0.6	1	0.1
1998	420			CTR	27,400	34,800	33,400	23,000	1,100	1	0.1	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1999	420			CTR	30,400	38,300	36,800	25,500	1,200	1	0.1	0	0.0
2000	420			CTR	31,700	39,900	38,400	26,600	1,250	5	0.4	0	0.0
2001	420			CTR	34,400	43,400	41,600	29,000	1,400	1	0.1	0	0.0
2002	420			CTR	34,300	43,300	41,500	29,000	1,350	3	0.2	0	0.0
2003	420			CTR	35,600	44,200	42,500	30,200	1,400	15	1.1	0	0.0
2004	420			CTR	36,900	46,600	44,600	31,100	1,500	12	0.8	1	0.1
2005	420			CTR	35,800	44,400	42,600	30,400	1,450	13	0.9	0	0.0
2006	420			CTR	38,700	47,900	45,900	32,800	1,550	3	0.2	0	0.0
2007	420			CTR	39,900	49,400	49,000	33,800	1,600	2	0.1	0	0.0
2008	420			CTR	42,100	52,100	51,100	35,800	1,700	6	0.4	0	0.0
2009	420			CTR	41,500	50,600	49,000	35,300	1,650	0	0.0	0	0.0
2010	420			CTR	43,500	52,900	50,900	36,900	1,750	5	0.3	0	0.0
2011	420			CTR	44,700	54,400	52,300	38,000	1,800	7	0.4	0	0.0
2012	420			CTR	45,900	55,700	55,000	39,100	1,850	6	0.3	0	0.0
2013	420			CTR	47,100	57,300	59,200	40,000	1,900	6	0.3	0	0.0
2014	420			CTR	41,600	50,800	51,200	35,400	1,650	7	0.4	0	0.0
2015	420			CTR	47,900	58,400	58,900	40,700	1,900	11	0.6	0	0.0
2016	420			CTR	49,000	59,800	60,300	41,600	1,950	18	0.9	1	0.1
2017	420			CTR	50,100	67,000	66,600	40,800	2,000	17	0.9	0	0.0
2018	420			CTR	51,200	68,400	68,100	41,700	2,050	12	0.6	0	0.0
2019	420			CTR	51,100	68,100	67,800	41,600	1,550	13	0.7	1	0.1
2021	420			CTR	54,500	71,100	70,700	44,500	1,650	7	0.3	0	0.0
1988	420	DORCHESTER RD IC NIAGARA FALLS	0.7	CTR	22,200	28,900	27,100	18,600	890	0	0.0	0	0.0
1989	420			CTR	23,500	29,800	28,400	20,200	940	2	0.3	0	0.0
1990	420			CTR	24,800	31,000	29,300	21,600	990	4	0.6	0	0.0
1991	420			CTR	24,900	31,400	31,100	21,700	1,000	0	0.0	0	0.0
1992	420			CTR	25,100	30,900	29,900	21,800	1,000	1	0.2	0	0.0
1993	420			CTR	25,300	31,900	30,600	21,500	1,000	3	0.5	0	0.0
1994	420			CTR	24,300	31,100	29,600	20,400	970	2	0.3	0	0.0
1995	420			CTR	24,700	31,700	30,400	20,700	990	3	0.5	1	0.2
1996	420			CTR	25,200	32,200	31,000	21,100	1,000	6	1.0	0	0.0
1997	420			CTR	25,600	32,800	31,500	21,500	1,000	0	0.0	0	0.0
1998	420			CTR	26,100	33,100	31,800	21,900	1,050	2	0.3	0	0.0
1999	420			CTR	26,500	33,400	32,100	22,300	1,050	7	1.1	1	0.2
2000	420			CTR	27,000	34,000	32,700	22,700	1,100	3	0.4	0	0.0
2001	420			CTR	27,400	34,600	33,200	23,100	1,100	3	0.4	1	0.1
2002	420			CTR	27,900	35,200	33,800	23,600	1,100	1	0.1	0	0.0
2003	420			CTR	30,400	37,800	36,300	25,800	1,200	5	0.7	0	0.0
2004	420			CTR	29,800	37,600	36,100	25,100	1,200	3	0.4	0	0.0
2005	420			CTR	29,200	36,200	34,700	24,800	1,150	6	0.8	0	0.0
2006	420			CTR	22,100	27,400	26,200	18,800	880	5	0.9	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2007	420			IC	21,500	23,900	24,600	19,000	860	8	1.5	0	0.0
2008	420			IC	21,000	23,300	22,500	18,500	840	4	0.8	0	0.0
2009	420			CTR	11,900	14,500	14,000	10,100	480	1	0.3	0	0.0
2010	420			CTR	12,700	15,500	14,900	10,800	510	4	1.3	0	0.0
2011	420			CTR	20,000	24,300	23,400	17,000	800	4	0.8	0	0.0
2012	420			CTR	13,900	16,900	16,700	11,800	560	3	0.9	0	0.0
2013	420			CTR	17,300	21,100	21,800	14,700	690	2	0.5	1	0.2
2014	420			CTR	21,400	26,100	26,300	18,200	860	1	0.2	0	0.0
2015	420			CTR	23,000	28,100	28,300	19,600	920	5	0.9	0	0.0
2016	420			CTR	29,000	35,400	35,700	24,600	1,150	9	1.2	0	0.0
2017	420			CTR	19,000	25,400	25,300	15,500	760	4	0.8	0	0.0
2018	420			CTR	18,600	24,800	24,700	15,100	740	4	0.9	0	0.0
2019	420			CTR	18,300	24,400	24,300	14,900	730	5	1.1	1	0.2
2021	420			CTR	17,500	22,800	22,700	14,300	700	4	0.9	1	0.2
1988	420	QEW IC NIAGARA FALLS	0.4	UC	11,000	11,600	12,400	10,300	440	1	0.6	0	0.0
1989	420			UC	11,900	12,500	13,400	11,300	480	3	1.7	1	0.6
1990	420			UC	12,700	13,600	14,700	12,100	510	3	1.6	1	0.5
1991	420			UC	12,900	13,700	14,800	12,500	520	6	3.2	0	0.0
1992	420			UC	13,000	13,800	14,900	12,500	520	3	1.6	0	0.0
1993	420			UC	13,200	13,900	15,000	12,400	530	2	1.0	0	0.0
1994	420			UC	13,600	14,400	15,500	12,600	540	5	2.5	0	0.0
1995	420			UC	14,900	15,700	17,000	13,900	600	5	2.3	2	0.9
1996	420			UC	15,500	16,400	18,100	14,700	620	2	0.9	0	0.0
1997	420			UC	16,100	16,900	18,800	15,100	480	8	3.4	1	0.4
1998	420			UC	16,700	17,700	19,500	15,900	500	5	2.1	0	0.0
1999	420			UC	16,900	17,900	19,800	16,100	510	7	2.8	0	0.0
2000	420			UC	17,000	18,000	20,100	16,000	510	8	3.2	0	0.0
2001	420			C	17,100	19,300	19,300	15,400	510	4	1.6	1	0.4
2002	420			C	17,300	19,400	19,500	15,600	690	7	2.8	0	0.0
2003	420			C	17,400	19,400	19,600	15,700	700	4	1.6	0	0.0
2004	420			C	18,300	20,600	20,700	16,500	730	7	2.6	1	0.4
2005	420			C	29,000	32,300	32,600	26,000	1,150	4	0.9	0	0.0
2006	420			C	24,900	27,700	27,900	22,400	1,000	6	1.7	1	0.3
2007	420			C	23,800	26,400	26,800	21,400	950	2	0.6	0	0.0
2008	420			C	22,700	25,100	24,700	20,400	680	4	1.2	0	0.0
2009	420			C	21,600	23,800	24,000	19,400	650	1	0.3	0	0.0
2010	420			C	20,500	22,600	22,800	18,500	620	4	1.3	0	0.0
2011	420			C	25,000	27,600	27,800	22,500	750	3	0.8	0	0.0
2012	420			C	25,400	28,000	27,400	22,900	760	2	0.5	0	0.0
2013	420			UC	38,000	38,100	38,200	36,100	1,150	0	0.0	0	0.0
2014	420			UC	29,000	29,100	27,900	27,500	870	3	0.7	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2015	420			UC	29,800	29,900	28,700	28,300	890	2	0.5	0	0.0
2016	420			UC	30,600	30,700	29,400	29,000	920	5	1.1	2	0.4
2017	420			UC	31,400	31,200	31,500	30,100	940	1	0.2	1	0.2
2018	420			UC	32,200	31,900	32,400	30,900	970	3	0.6	0	0.0
2019	420			UC	33,000	32,500	33,000	31,800	990	3	0.6	0	0.0
2021	420			UC	34,600	34,700	35,100	33,300	1,050	0	0.0	0	0.0
2021	420	NIAG RD 106 MONTROSE AVE END OF HWY											
2021	427	COULES CT ETOBICOKE START OF NA	0.3										
1988	427	EVANS AV IC ETOBICOKE	0.3	UC	29,400	30,900	33,200	27,600	4,400	13	3.6	2	0.6
1989	427			UC	30,000	31,500	33,900	28,500	4,500	16	4.3	1	0.3
1990	427			UC	30,600	32,700	35,500	29,100	4,600	19	5.1	2	0.5
1991	427			UC	31,200	33,100	35,900	30,300	4,700	18	4.7	2	0.5
1992	427			UC	31,500	33,400	36,200	30,200	4,700	9	2.3	3	0.8
1993	427			UC	31,500	33,200	35,800	29,500	4,700	30	7.8	5	1.3
1994	427			UC	32,100	34,000	36,700	29,900	4,800	22	5.6	1	0.3
1995	427			UC	32,700	34,500	37,400	30,500	4,900	12	3.0	0	0.0
1996	427			UC	35,600	37,700	41,600	33,900	5,350	39	8.9	3	0.7
1997	427			UC	38,400	40,300	44,900	36,100	5,750	30	6.4	2	0.4
1998	427			UC	39,700	42,100	46,400	37,700	5,950	28	5.8	3	0.6
1999	427			UC	41,000	43,500	48,000	39,000	6,150	49	9.7	5	1.0
2000	427			UC	42,300	44,800	49,900	39,800	6,350	37	7.1	5	1.0
2001	427			UC	44,700	47,900	52,600	42,000	6,700	39	7.1	3	0.5
2002	427			UC	46,500	49,500	54,700	43,500	7,000	32	5.6	3	0.5
2003	427			UC	48,400	51,100	56,700	45,700	7,250	18	3.0	5	0.8
2004	427			UC	50,200	53,800	59,100	47,200	7,550	26	4.2	1	0.2
2005	427			UC	119,200	126,100	139,400	111,800	17,900	32	2.2	7	0.5
2006	427			UC	120,600	127,500	140,900	113,500	18,100	35	2.4	7	0.5
2007	427			UC	127,600	135,300	147,700	119,700	19,100	67	4.3	9	0.6
2008	427			UC	134,700	142,300	133,600	126,000	20,200	46	2.8	5	0.3
2009	427			UC	141,700	150,200	165,800	133,200	21,300	21	1.2	2	0.1
2010	427			UC	148,700	157,200	173,100	139,800	22,300	19	1.0	1	0.1
2011	427			UC	146,300	146,800	151,800	138,800	21,900	4	0.2	0	0.0
2012	427			UC	154,400	155,300	165,300	146,700	23,200	13	0.7	2	0.1
2013	427			UC	162,500	163,000	163,400	154,200	24,400	9	0.5	0	0.0
2014	427			UC	170,600	171,100	164,100	161,900	25,600	4	0.2	0	0.0
2015	427			UC	178,800	179,400	172,000	169,700	26,800	9	0.4	0	0.0
2016	427			UC	186,900	187,500	179,700	177,400	28,000	5	0.2	2	0.1
2017	427			UC	195,000	193,700	195,600	186,900	29,200	9	0.4	0	0.0
2018	427			UC	203,100	201,400	204,700	194,900	30,500	8	0.3	0	0.0
2019	427			UC	211,300	208,200	211,400	203,600	31,700	8	0.3	0	0.0
2021	427			UC	227,500	228,100	231,000	219,200	34,100	4	0.1	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1988	427	QEW IC START OF COMPLEX FREEWAY	1.8	UC	214,700	225,400	242,600	201,800	21,500	73	0.5	11	0.1
1989	427			UC	221,200	232,300	250,000	210,100	22,100	118	0.8	35	0.2
1990	427			UC	225,600	241,400	261,700	214,300	22,600	130	0.9	31	0.2
1991	427			UC	230,100	243,900	264,600	223,200	23,000	97	0.7	20	0.1
1992	427			UC	210,600	223,200	242,200	202,200	21,100	99	0.7	18	0.1
1993	427			UC	210,600	221,800	239,400	197,300	21,100	110	0.8	19	0.1
1994	427			UC	227,100	240,700	259,700	211,200	22,700	176	1.2	32	0.2
1995	427			UC	243,600	257,000	278,500	227,200	24,400	92	0.6	13	0.1
1996	427			UC	249,400	263,900	291,800	237,200	24,900	107	0.7	17	0.1
1997	427			UC	255,300	268,100	298,700	240,000	25,500	147	0.9	24	0.1
1998	427			UC	261,200	276,900	305,600	248,100	26,100	125	0.7	15	0.1
1999	427			UC	267,000	283,000	312,400	253,600	21,400	148	0.9	18	0.1
2000	427			UC	272,900	289,300	322,000	256,500	21,800	165	0.9	20	0.1
2001	427			UC	281,800	301,800	331,500	264,800	22,500	191	1.1	28	0.2
2002	427			UC	288,800	307,700	339,700	270,400	23,100	139	0.7	38	0.2
2003	427			UC	295,800	312,600	346,500	279,400	23,700	208	1.1	32	0.2
2004	427			UC	302,800	324,300	356,200	284,600	24,200	162	0.8	37	0.2
2005	427			UC	309,800	327,800	362,300	290,500	24,800	144	0.7	30	0.2
2006	427			UC	316,800	335,000	370,200	298,100	25,300	126	0.6	23	0.1
2007	427			UC	323,800	343,400	374,800	303,800	25,900	236	1.1	33	0.2
2008	427			UC	330,800	349,400	328,000	309,500	26,500	262	1.2	49	0.2
2009	427			UC	337,800	358,100	395,200	317,500	27,000	164	0.8	17	0.1
2010	427			UC	344,800	364,500	401,300	324,200	27,600	99	0.4	12	0.1
2011	427			UC	351,800	352,900	365,100	333,800	28,100	110	0.5	18	0.1
2012	427			UC	358,800	361,000	384,100	340,900	28,700	91	0.4	18	0.1
2013	427			UC	365,800	367,000	367,800	347,100	29,300	138	0.6	19	0.1
2014	427			UC	372,800	374,000	358,500	353,800	29,800	81	0.3	15	0.1
2015	427			UC	379,800	381,000	365,300	360,400	30,400	145	0.6	12	0.0
2016	427			UC	386,800	388,000	372,000	367,100	30,900	137	0.5	26	0.1
2017	427			UC	393,800	391,300	395,000	377,400	31,500	177	0.7	31	0.1
2018	427			UC	400,800	397,500	403,900	384,700	32,100	143	0.6	40	0.2
2019	427			UC	407,800	401,800	408,000	392,900	32,600	203	0.8	47	0.2
2021	427			UC	421,800	422,800	428,300	406,400	33,700	124	0.5	17	0.1
1988	427	HWY 5 IC DUNDAS ST ETOBICOKE	1.9	UC	238,400	250,300	269,400	224,100	23,800	87	0.5	17	0.1
1989	427			UC	245,600	257,900	277,500	233,300	24,600	106	0.6	12	0.1
1990	427			UC	250,500	268,000	290,600	238,000	25,000	111	0.6	23	0.1
1991	427			UC	255,500	270,800	293,800	247,800	25,600	86	0.5	13	0.1
1992	427			UC	246,000	260,800	282,900	236,200	24,600	87	0.5	10	0.1
1993	427			UC	252,200	265,700	286,700	236,200	25,200	91	0.5	23	0.1
1994	427			UC	258,300	273,800	295,300	240,200	25,800	105	0.6	20	0.1
1995	427			UC	264,500	279,100	302,400	246,600	26,400	71	0.4	9	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1996	427			UC	270,600	286,400	316,600	257,300	27,100	76	0.4	20	0.1
1997	427			UC	276,800	290,600	323,900	260,200	27,700	120	0.6	19	0.1
1998	427			UC	282,900	299,900	331,000	268,800	28,300	102	0.5	20	0.1
1999	427			UC	289,100	306,400	338,200	274,600	23,100	126	0.6	31	0.2
2000	427			UC	295,200	312,900	348,300	277,500	23,600	97	0.5	18	0.1
2001	427			UC	301,400	322,800	354,600	283,200	24,100	123	0.6	20	0.1
2002	427			UC	307,500	327,600	361,700	287,900	24,600	127	0.6	25	0.1
2003	427			UC	313,700	331,500	367,500	296,300	25,100	162	0.7	23	0.1
2004	427			UC	319,800	342,500	376,200	300,500	25,600	115	0.5	23	0.1
2005	427			UC	326,000	345,000	381,300	305,700	26,100	101	0.4	16	0.1
2006	427			UC	332,100	351,200	388,100	312,500	26,600	86	0.4	19	0.1
2007	427			UC	338,300	358,800	391,500	317,400	27,100	95	0.4	20	0.1
2008	427			UC	344,400	363,800	341,500	322,200	27,600	109	0.4	18	0.1
2009	427			UC	350,600	371,600	410,200	329,600	28,000	77	0.3	11	0.0
2010	427			UC	356,700	377,100	415,200	335,400	28,500	78	0.3	14	0.1
2011	427			UC	362,900	364,100	376,700	344,400	29,000	155	0.6	21	0.1
2012	427			UC	369,000	371,200	395,000	350,600	29,500	132	0.5	29	0.1
2013	427			UC	375,200	376,400	377,300	356,000	30,000	106	0.4	16	0.1
2014	427			UC	381,300	382,500	366,700	361,800	30,500	97	0.4	20	0.1
2015	427			UC	387,500	388,700	372,700	367,700	31,000	79	0.3	7	0.0
2016	427			UC	393,600	394,900	378,500	373,500	31,500	71	0.3	19	0.1
2017	427			UC	399,800	397,200	401,000	383,100	32,000	95	0.3	14	0.0
2018	427			UC	405,900	402,600	409,000	389,600	32,500	93	0.3	16	0.1
2019	427			UC	412,100	406,000	412,300	397,100	33,000	105	0.4	18	0.1
2021	427			UC	424,400	425,400	431,000	408,900	34,000	75	0.2	22	0.1
1988	427	BURNHAMTHORPE RD IC ETOBICOKE	1.0	UC	237,000	248,800	267,800	222,800	23,700	45	0.5	7	0.1
1989	427			UC	244,100	256,300	275,800	231,900	24,400	77	0.9	8	0.1
1990	427			UC	249,000	266,400	288,800	236,600	24,900	58	0.6	9	0.1
1991	427			UC	253,400	268,600	291,400	245,800	25,300	77	0.8	26	0.3
1992	427			UC	263,300	279,100	302,800	252,800	26,300	66	0.7	8	0.1
1993	427			UC	263,900	278,000	300,000	247,200	26,400	69	0.7	8	0.1
1994	427			UC	269,800	286,000	308,500	250,900	27,000	133	1.3	16	0.2
1995	427			UC	275,700	290,900	315,200	257,100	27,600	81	0.8	8	0.1
1996	427			UC	281,700	298,100	329,600	267,900	28,200	88	0.8	14	0.1
1997	427			UC	287,600	302,000	336,500	270,300	28,800	89	0.8	22	0.2
1998	427			UC	293,600	311,200	343,500	278,900	29,400	58	0.5	11	0.1
1999	427			UC	299,500	317,500	350,400	284,500	24,000	115	1.0	25	0.2
2000	427			UC	305,500	323,800	360,500	287,200	24,400	154	1.4	31	0.3
2001	427			UC	311,400	333,500	366,300	292,600	24,900	84	0.7	16	0.1
2002	427			UC	317,400	338,200	373,400	297,200	25,400	104	0.9	19	0.2
2003	427			UC	323,300	341,600	378,700	305,400	25,900	109	0.9	24	0.2

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2004	427			UC	329,300	352,700	387,400	309,500	26,300	84	0.7	13	0.1
2005	427			UC	335,200	354,700	392,000	314,400	26,800	87	0.7	15	0.1
2006	427			UC	341,200	360,800	398,700	321,100	27,300	69	0.5	20	0.2
2007	427			UC	347,100	368,100	401,700	325,600	27,800	121	0.9	19	0.1
2008	427			UC	353,100	373,000	350,100	330,300	28,200	93	0.7	10	0.1
2009	427			UC	359,000	380,500	420,000	337,500	28,700	98	0.7	9	0.1
2010	427			UC	365,000	385,900	424,800	343,200	29,200	80	0.6	15	0.1
2011	427			UC	370,900	372,100	385,000	352,000	29,700	87	0.6	11	0.1
2012	427			UC	376,900	379,200	403,500	358,100	30,200	92	0.7	16	0.1
2013	427			UC	382,800	384,000	384,900	363,300	30,600	77	0.5	7	0.0
2014	427			UC	388,800	390,100	373,900	369,000	31,100	72	0.5	14	0.1
2015	427			UC	394,700	396,000	379,600	374,500	31,600	73	0.5	15	0.1
2016	427			UC	400,700	402,000	385,400	380,200	32,100	47	0.3	10	0.1
2017	427			UC	406,600	404,000	407,900	389,700	32,500	35	0.2	10	0.1
2018	427			UC	412,600	409,200	415,800	396,000	33,000	56	0.4	4	0.0
2019	427			UC	418,500	412,300	418,700	403,200	33,500	65	0.4	11	0.1
2021	427			UC	430,400	431,400	437,100	414,700	34,400	39	0.2	7	0.0
1988	427	RATHBURN RD IC ETOBICOKE	2.6	UC	233,400	245,100	263,700	219,400	23,300	132	0.6	38	0.2
1989	427			UC	240,400	252,400	271,700	228,400	24,000	154	0.7	20	0.1
1990	427			UC	245,200	262,400	284,400	232,900	24,500	105	0.5	19	0.1
1991	427			UC	250,100	265,100	287,600	242,600	25,000	115	0.5	26	0.1
1992	427			UC	253,400	268,600	291,400	243,300	25,300	106	0.4	12	0.0
1993	427			UC	263,900	278,000	300,000	247,200	26,400	97	0.4	21	0.1
1994	427			UC	267,400	283,400	305,700	248,700	26,700	108	0.4	14	0.1
1995	427			UC	271,000	285,900	309,800	252,700	27,100	72	0.3	7	0.0
1996	427			UC	274,600	290,600	321,300	261,100	27,500	82	0.3	16	0.1
1997	427			UC	278,200	292,100	325,500	261,500	27,800	95	0.4	19	0.1
1998	427			UC	281,800	298,700	329,700	267,700	28,200	65	0.2	13	0.0
1999	427			UC	285,400	302,500	333,900	271,100	22,800	63	0.2	16	0.1
2000	427			UC	289,000	306,300	341,000	271,700	23,100	120	0.4	18	0.1
2001	427			UC	292,600	313,400	344,200	275,000	23,400	107	0.4	15	0.1
2002	427			UC	296,200	315,600	348,400	277,300	23,700	135	0.5	28	0.1
2003	427			UC	299,800	316,800	351,200	283,200	24,000	155	0.5	25	0.1
2004	427			UC	303,400	325,000	356,900	285,100	24,300	125	0.4	23	0.1
2005	427			UC	307,000	324,900	359,000	287,900	24,600	95	0.3	27	0.1
2006	427			UC	310,600	328,500	363,000	292,300	24,800	82	0.3	22	0.1
2007	427			UC	314,200	333,200	363,700	294,800	25,100	125	0.4	30	0.1
2008	427			UC	317,800	335,700	315,100	297,300	25,400	115	0.4	23	0.1
2009	427			UC	321,400	340,700	376,000	302,100	25,700	94	0.3	14	0.0
2010	427			UC	325,000	343,600	378,300	305,600	26,000	74	0.2	9	0.0
2011	427			UC	328,600	329,700	341,100	311,800	26,300	104	0.3	17	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2012	427			UC	332,200	334,200	355,600	315,600	26,600	98	0.3	19	0.1
2013	427			UC	335,800	336,900	337,700	318,700	26,900	100	0.3	17	0.1
2014	427			UC	339,400	340,500	326,400	322,100	27,200	105	0.3	23	0.1
2015	427			UC	343,000	344,100	329,900	325,500	27,400	141	0.4	21	0.1
2016	427			UC	346,600	347,700	333,300	328,900	27,700	130	0.4	33	0.1
2017	427			UC	350,200	347,900	351,300	335,600	28,000	98	0.3	23	0.1
2018	427			UC	353,800	350,900	356,500	339,600	28,300	101	0.3	26	0.1
2019	427			UC	357,400	352,100	357,500	344,400	28,600	105	0.3	22	0.1
2021	427			UC	364,600	365,500	370,200	351,300	29,200	98	0.3	24	0.1
1988	427	HWY 401 IC	2.5	C	116,500	129,300	129,300	104,800	17,500	78	0.7	12	0.1
1989	427			C	121,200	134,500	135,700	109,100	18,200	68	0.6	9	0.1
1990	427			C	124,800	138,500	138,500	112,300	18,700	76	0.7	9	0.1
1991	427			C	127,300	140,000	141,300	115,800	19,100	77	0.7	9	0.1
1992	427			C	128,600	138,900	142,700	118,300	19,300	97	0.8	30	0.3
1993	427			C	129,800	141,500	143,600	119,400	19,500	57	0.5	8	0.1
1994	427			C	131,100	143,600	146,200	118,600	19,700	85	0.7	18	0.2
1995	427			C	135,700	148,100	152,100	124,100	20,400	94	0.8	11	0.1
1996	427			C	140,300	159,000	159,600	126,600	21,000	110	0.9	19	0.1
1997	427			C	144,900	163,700	165,200	130,400	21,700	129	1.0	40	0.3
1998	427			C	149,500	168,900	168,900	134,600	22,400	106	0.8	28	0.2
1999	427			C	154,100	172,600	174,100	138,700	12,300	133	1.0	33	0.2
2000	427			C	158,700	179,300	179,300	142,800	12,700	108	0.8	26	0.2
2001	427			C	163,300	183,900	184,300	147,100	13,100	96	0.7	13	0.1
2002	427			C	167,900	188,000	189,500	151,100	13,400	117	0.8	16	0.1
2003	427			C	172,500	192,700	193,900	155,700	13,800	136	0.9	22	0.1
2004	427			C	169,400	190,800	191,200	152,600	13,600	110	0.7	32	0.2
2005	427			C	159,100	177,100	178,600	142,900	12,700	102	0.7	32	0.2
2006	427			C	150,300	167,000	168,300	135,200	12,000	76	0.6	11	0.1
2007	427			C	168,100	186,800	189,400	151,000	13,400	97	0.6	27	0.2
2008	427			C	150,300	165,900	163,600	134,900	12,000	115	0.8	14	0.1
2009	427			C	128,600	141,500	142,700	115,700	10,300	86	0.7	11	0.1
2010	427			C	109,800	121,000	122,100	98,800	8,800	103	1.0	15	0.2
2011	427			C	150,300	165,600	167,100	135,300	12,000	97	0.7	18	0.1
2012	427			UC	150,300	151,200	160,900	142,800	12,000	75	0.6	21	0.2
2013	427			UC	137,500	137,900	138,300	130,500	11,000	107	0.9	28	0.2
2014	427			UC	150,300	150,800	144,500	142,600	12,000	95	0.7	22	0.2
2015	427			UC	148,100	148,600	142,400	140,500	11,800	70	0.5	14	0.1
2016	427			UC	147,900	148,400	142,200	140,300	11,800	87	0.7	21	0.2
2017	427			UC	147,800	146,800	148,300	141,600	11,800	81	0.6	12	0.1
2018	427			UC	147,700	146,500	148,800	141,800	11,800	106	0.8	18	0.1
2019	427			UC	147,500	145,300	147,600	142,100	11,800	117	0.9	16	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2021	427			UC	147,200	147,600	149,500	141,800	11,800	61	0.5	10	0.1
1988	427	DIXON RD IC ETOBICOKE	1.3	C	54,000	59,900	59,900	48,600	8,100	22	0.9	2	0.1
1989	427			C	56,600	62,800	63,400	50,900	8,500	20	0.8	8	0.3
1990	427			C	58,900	65,400	65,400	53,000	8,850	15	0.5	5	0.2
1991	427			C	60,100	66,100	66,700	54,700	9,000	20	0.7	4	0.1
1992	427			C	55,900	60,400	62,000	51,400	8,400	10	0.4	0	0.0
1993	427			C	60,900	66,400	67,400	56,000	9,150	13	0.5	6	0.2
1994	427			C	65,900	72,200	73,500	59,600	9,900	24	0.8	4	0.1
1995	427			C	68,600	74,900	76,900	62,700	10,300	12	0.4	5	0.2
1996	427			C	71,400	80,900	81,200	64,500	10,700	14	0.4	4	0.1
1997	427			C	74,100	83,700	84,500	66,700	11,100	26	0.7	7	0.2
1998	427			C	76,900	86,900	86,900	69,200	11,500	13	0.4	5	0.1
1999	427			C	81,800	91,600	92,400	73,600	6,550	17	0.4	3	0.1
2000	427			C	85,200	96,300	96,300	76,700	6,800	34	0.8	6	0.1
2001	427			C	88,600	99,800	100,000	79,800	7,100	40	1.0	7	0.2
2002	427			C	92,000	103,000	103,800	82,800	7,350	31	0.7	10	0.2
2003	427			C	95,400	106,600	107,300	86,100	7,650	44	1.0	4	0.1
2004	427			SC	101,600	108,300	119,000	89,500	9,150	35	0.7	11	0.2
2005	427			SC	100,400	106,300	117,300	88,400	9,050	32	0.7	10	0.2
2006	427			SC	104,000	110,000	121,600	91,700	9,350	27	0.6	8	0.2
2007	427			SC	105,100	111,100	121,500	92,400	9,450	31	0.6	4	0.1
2008	427			SC	108,000	113,300	106,800	95,000	9,700	29	0.6	10	0.2
2009	427			SC	110,100	116,700	128,800	96,900	9,900	34	0.7	6	0.1
2010	427			SC	107,100	113,300	125,400	94,500	9,650	24	0.5	4	0.1
2011	427			SC	116,800	149,500	136,500	93,000	10,500	55	1.0	14	0.3
2012	427			UC	119,700	120,400	128,100	113,700	10,800	48	0.9	12	0.2
2013	427			UC	122,700	123,100	123,400	116,400	11,000	34	0.6	7	0.1
2014	427			UC	109,800	110,200	105,600	104,200	11,200	68	1.3	16	0.3
2015	427			UC	125,500	125,900	120,700	119,100	12,800	69	1.2	20	0.3
2016	427			UC	128,300	128,700	123,400	121,700	13,100	36	0.6	7	0.1
2017	427			UC	131,000	130,200	131,400	125,500	13,400	33	0.5	6	0.1
2018	427			UC	133,700	132,600	134,700	128,300	13,600	27	0.4	5	0.1
2019	427			UC	136,500	134,500	136,600	131,500	13,900	49	0.8	10	0.2
2021	427			UC	141,900	142,200	144,100	136,700	14,200	26	0.4	3	0.0
1988	427	HWY 409 IC ETOBICOKE	2.6	UC	62,000	65,100	70,100	58,300	9,300	36	0.6	9	0.2
1989	427			UC	69,900	73,400	79,000	66,400	10,500	60	0.9	11	0.2
1990	427			UC	76,800	82,200	89,100	73,000	11,500	53	0.7	13	0.2
1991	427			UC	76,500	81,100	88,000	74,200	11,500	51	0.7	10	0.1
1992	427			UC	76,500	81,100	88,000	73,400	11,500	53	0.7	19	0.3
1993	427			UC	81,400	85,700	92,500	76,200	12,200	62	0.8	4	0.1
1994	427			UC	86,300	91,500	98,700	80,300	12,900	42	0.5	6	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1995	427			UC	90,300	95,300	103,200	84,200	13,500	42	0.5	8	0.1
1996	427			UC	94,400	99,900	110,400	89,800	14,200	58	0.7	10	0.1
1997	427			UC	98,400	103,300	115,100	92,500	14,800	48	0.5	10	0.1
1998	427			UC	102,400	108,500	119,800	97,300	15,400	52	0.5	17	0.2
1999	427			UC	124,200	131,700	145,300	118,000	9,950	65	0.6	12	0.1
2000	427			UC	124,200	131,700	146,600	116,700	9,950	83	0.7	20	0.2
2001	427			UC	124,200	133,000	146,100	116,700	9,950	65	0.6	14	0.1
2002	427			UC	124,200	132,300	146,100	116,300	9,950	58	0.5	15	0.1
2003	427			SC	122,600	129,500	143,000	108,500	9,800	68	0.6	23	0.2
2004	427			SC	126,600	135,000	148,200	111,600	10,100	61	0.5	11	0.1
2005	427			SC	125,500	132,900	146,600	110,500	10,000	77	0.7	21	0.2
2006	427			SC	113,400	120,000	132,600	100,000	9,050	57	0.5	16	0.2
2007	427			SC	111,300	117,700	128,700	97,900	8,900	67	0.6	16	0.2
2008	427			SC	109,100	114,500	107,900	96,000	8,750	74	0.7	18	0.2
2009	427			SC	107,000	113,400	125,200	94,200	8,550	54	0.5	13	0.1
2010	427			SC	104,900	111,000	122,800	92,500	8,400	65	0.7	14	0.1
2011	427			SC	125,000	160,000	146,100	99,500	10,000	58	0.5	13	0.1
2012	427			UC	135,900	136,700	145,500	129,100	10,900	44	0.3	18	0.1
2013	427			UC	127,300	127,700	128,000	120,800	10,200	72	0.6	19	0.2
2014	427			UC	128,700	129,100	123,800	122,100	10,300	68	0.6	12	0.1
2015	427			UC	130,100	130,500	125,100	123,500	10,400	102	0.8	29	0.2
2016	427			UC	131,500	131,900	126,500	124,800	10,500	80	0.6	15	0.1
2017	427			UC	132,900	132,000	133,300	127,400	10,600	94	0.8	15	0.1
2018	427			UC	134,300	133,200	135,300	128,900	10,700	83	0.7	22	0.2
2019	427			UC	135,700	133,700	135,800	130,800	10,900	83	0.7	20	0.2
2021	427			UC	138,500	138,800	140,600	133,400	11,100	48	0.4	4	0.0
1988	427	REXDALE BV IC ETOBICOKE	1.8	UC	48,500	50,900	54,800	45,600	7,300	30	0.9	4	0.1
1989	427			UC	50,700	53,200	57,300	48,200	7,600	24	0.7	4	0.1
1990	427			UC	52,700	56,400	61,100	50,100	7,900	32	0.9	6	0.2
1991	427			UC	53,800	57,000	61,900	52,200	8,050	23	0.6	10	0.3
1992	427			UC	55,600	58,900	63,900	53,400	8,350	26	0.7	7	0.2
1993	427			UC	59,700	62,900	67,900	55,900	8,950	43	1.1	10	0.3
1994	427			UC	63,700	67,500	72,800	59,200	9,550	41	1.0	8	0.2
1995	427			UC	66,800	70,500	76,400	62,300	10,000	27	0.6	6	0.1
1996	427			UC	69,900	74,000	81,800	66,500	10,500	30	0.6	10	0.2
1997	427			UC	73,100	76,800	85,500	68,700	11,000	16	0.3	2	0.0
1998	427			UC	76,200	80,800	89,200	72,400	11,400	19	0.4	6	0.1
1999	427			UC	86,700	91,900	101,400	82,400	7,800	31	0.5	5	0.1
2000	427			UC	87,600	92,900	103,400	82,300	7,900	46	0.8	9	0.2
2001	427			UC	92,700	99,300	109,100	87,100	8,350	33	0.5	9	0.1
2002	427			UC	97,200	103,600	114,300	91,000	8,750	29	0.4	11	0.2

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2003	427			UC	102,700	108,500	120,300	97,000	9,250	44	0.6	10	0.1
2004	427			UC	106,900	114,500	125,800	100,500	9,600	34	0.5	12	0.2
2005	427			UC	110,600	117,000	129,400	103,700	9,950	52	0.7	19	0.3
2006	427			UC	109,500	115,800	128,000	103,100	9,850	28	0.4	5	0.1
2007	427			UC	113,300	120,200	131,100	106,300	10,200	52	0.7	12	0.2
2008	427			UC	117,000	123,600	116,000	109,500	10,500	36	0.5	8	0.1
2009	427			UC	120,700	127,900	141,200	113,500	10,900	53	0.7	6	0.1
2010	427			UC	114,300	120,800	133,000	107,500	10,300	44	0.6	7	0.1
2011	427			UC	128,100	128,500	133,000	121,600	11,500	37	0.4	12	0.1
2012	427			UC	131,900	132,700	141,200	125,300	11,900	26	0.3	7	0.1
2013	427			UC	117,400	117,800	118,100	111,400	13,000	57	0.7	12	0.2
2014	427			UC	135,700	136,100	130,500	128,800	15,100	56	0.6	17	0.2
2015	427			UC	139,200	139,600	133,900	132,100	15,500	52	0.6	12	0.1
2016	427			UC	142,600	143,100	137,100	135,300	15,800	47	0.5	19	0.2
2017	427			UC	146,100	145,200	146,600	140,000	16,200	80	0.8	18	0.2
2018	427			UC	149,500	148,300	150,600	143,500	16,600	93	0.9	15	0.2
2019	427			UC	153,000	150,700	153,100	147,400	17,000	107	1.0	20	0.2
2021	427			UC	159,900	160,300	162,400	154,100	17,600	30	0.3	6	0.1
1988	427	FINCH AV EXT IC ETOBICOKE	2.3	UC	23,500	24,700	26,600	22,100	3,500	3	0.2	2	0.1
1989	427			UC	25,500	26,800	28,800	24,200	3,800	6	0.3	0	0.0
1990	427			UC	27,600	29,500	32,000	26,200	4,150	11	0.5	3	0.1
1991	427			UC	28,100	29,800	32,300	27,300	4,200	7	0.3	0	0.0
1992	427			UC	29,700	31,500	34,200	28,500	4,450	7	0.3	2	0.1
1993	427			UC	31,500	33,200	35,800	29,500	4,700	31	1.2	4	0.2
1994	427			UC	34,600	36,700	39,600	32,200	5,200	25	0.9	1	0.0
1995	427			UC	37,700	39,800	43,100	35,200	5,650	24	0.8	5	0.2
1996	427			UC	39,100	41,400	45,700	37,200	5,850	30	0.9	2	0.1
1997	427			UC	40,500	42,500	47,400	38,100	6,100	10	0.3	3	0.1
1998	427			UC	42,000	44,500	49,100	39,900	6,300	31	0.9	6	0.2
1999	427			UC	45,700	48,400	53,500	43,400	4,550	28	0.7	3	0.1
2000	427			C	44,800	50,600	50,600	40,300	4,500	28	0.7	3	0.1
2001	427			C	51,000	57,400	57,600	45,900	5,100	22	0.5	5	0.1
2002	427			C	53,600	60,000	60,500	48,200	5,350	25	0.6	4	0.1
2003	427			UC	50,000	52,800	58,600	47,200	5,000	32	0.8	5	0.1
2004	427			UC	51,600	55,300	60,700	48,500	5,150	33	0.8	7	0.2
2005	427			UC	74,400	78,700	87,000	69,800	7,450	31	0.5	6	0.1
2006	427			UC	76,500	80,900	89,400	72,000	7,650	28	0.4	4	0.1
2007	427			UC	73,400	77,800	85,000	68,900	7,350	24	0.4	9	0.1
2008	427			UC	76,800	81,100	76,200	71,800	7,700	35	0.5	10	0.2
2009	427			UC	80,100	84,900	93,700	75,300	8,000	26	0.4	4	0.1
2010	427			UC	90,500	95,700	105,300	85,100	9,050	22	0.3	4	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2011	427			UC	105,600	105,900	109,600	100,200	10,600	36	0.4	7	0.1
2012	427			UC	95,800	96,400	102,600	91,000	9,600	51	0.6	10	0.1
2013	427			UC	99,000	99,300	99,500	93,900	9,900	54	0.7	12	0.1
2014	427			UC	102,200	102,500	98,300	97,000	10,200	38	0.4	8	0.1
2015	427			UC	105,900	106,200	101,800	100,500	10,600	58	0.7	9	0.1
2016	427			UC	109,600	110,000	105,400	104,000	11,000	43	0.5	10	0.1
2017	427			UC	113,400	112,700	113,800	108,700	11,300	31	0.3	10	0.1
2018	427			UC	117,100	116,100	118,000	112,400	11,700	44	0.5	13	0.1
2019	427			UC	120,800	119,000	120,800	116,400	12,100	59	0.6	14	0.1
2021	427			UC	128,200	128,500	130,200	123,500	12,800	29	0.3	10	0.1
1997	427	HWY 407 IC OVERPASS	1.6	UC	43,900	46,100	51,400	41,300	3,500	13	0.5	2	0.1
1998	427			UC	44,100	46,700	51,600	41,900	3,550	16	0.6	5	0.2
1999	427			UC	44,400	47,100	51,900	42,200	3,550	20	0.8	0	0.0
2000	427			UC	44,600	47,300	52,600	41,900	3,550	22	0.8	7	0.3
2001	427			UC	48,300	51,700	56,800	45,400	3,850	27	0.9	3	0.1
2002	427			UC	50,200	53,500	59,100	47,000	4,000	23	0.8	3	0.1
2003	427			UC	50,000	52,800	58,600	47,200	4,000	27	0.9	4	0.1
2004	427			UC	53,600	57,400	63,100	50,400	4,300	15	0.5	1	0.0
2005	427			UC	56,200	59,500	65,700	52,700	4,500	17	0.5	1	0.0
2006	427			UC	57,600	60,900	67,300	54,200	4,600	20	0.6	6	0.2
2007	427			UC	60,000	63,600	69,400	56,300	4,800	25	0.7	6	0.2
2008	427			UC	61,200	64,600	60,700	57,300	4,900	18	0.5	4	0.1
2009	427			UC	63,000	66,800	73,700	59,200	5,050	17	0.5	8	0.2
2010	427			UC	65,900	69,700	76,700	62,000	5,250	24	0.6	5	0.1
2011	427			UC	75,000	75,200	77,800	71,200	6,000	28	0.6	8	0.2
2012	427			UC	85,200	85,700	91,200	80,900	6,800	26	0.5	6	0.1
2013	427			UC	76,100	76,300	76,500	72,200	6,100	40	0.9	9	0.2
2014	427			UC	77,600	77,800	74,600	73,600	6,200	20	0.4	3	0.1
2015	427			UC	80,700	81,000	77,600	76,600	6,450	23	0.5	7	0.1
2016	427			UC	83,000	83,300	79,800	78,800	6,650	31	0.6	11	0.2
2017	427			UC	85,300	84,700	85,600	81,700	9,400	24	0.5	5	0.1
2018	427			UC	87,600	86,900	88,300	84,100	9,650	25	0.5	3	0.1
2019	427			UC	89,900	88,600	89,900	86,600	9,900	34	0.6	7	0.1
2021	427			UC	94,600	94,800	96,100	91,100	10,400	43	0.8	16	0.3
2021	427	HWY 7 UP END OF HWY											
1988	502	HWY 11	48.6	LR	600	1,050	760	370	180	8	0.7	1	0.1
1989	502			LR	600	1,000	780	400	180	10	0.9	2	0.2
1990	502			LR	600	1,050	830	380	180	10	0.9	3	0.3
1991	502			LR	600	1,050	830	380	180	9	0.8	2	0.2
1992	502			LR	600	970	770	400	180	17	1.6	5	0.5
1993	502			LR	600	970	770	390	180	14	1.3	2	0.2

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1994	502			LR	620	1,000	820	410	190	11	1.0	5	0.5
1995	502			LR	610	1,000	830	400	160	16	1.5	5	0.5
1996	502			LR	630	1,050	850	420	160	11	1.0	3	0.3
1997	502			LR	640	1,100	860	430	170	7	0.6	0	0.0
1998	502			LR	640	1,050	850	420	80	10	0.9	0	0.0
1999	502			LR	610	1,000	810	400	80	12	1.1	2	0.2
2000	502			LR	600	970	780	400	80	15	1.4	5	0.5
2001	502			LT	570	800	780	420	220	7	0.7	1	0.1
2002	502			LT	590	820	800	430	230	18	1.7	3	0.3
2003	502			LT	590	810	790	440	230	12	1.1	3	0.3
2004	502			LT	580	810	790	420	190	16	1.6	3	0.3
2005	502			LT	580	800	780	430	190	13	1.3	2	0.2
2006	502			LR	570	890	710	380	80	7	0.7	1	0.1
2007	502			LR	570	890	860	380	80	14	1.4	0	0.0
2008	502			LR	560	870	850	380	110	9	0.9	3	0.3
2009	502			LR	560	850	690	380	110	6	0.6	3	0.3
2010	502			LR	550	820	670	370	170	10	1.0	3	0.3
2011	502			LR	550	850	800	390	170	7	0.7	1	0.1
2012	502			LR	550	820	800	380	150	14	1.4	2	0.2
2013	502			T	540	790	770	340	280	6	0.6	1	0.1
2014	502			T	530	770	770	340	270	5	0.5	1	0.1
2015	502			T	530	770	770	340	270	3	0.3	0	0.0
2016	502			T	520	760	750	330	270	5	0.5	0	0.0
2017	502			T	520	710	720	410	270	6	0.7	1	0.1
2018	502			T	510	700	700	400	260	5	0.6	0	0.0
2019	502			T	510	700	700	400	260	12	1.3	1	0.1
2021	502			T	500	670	670	400	260	2	0.2	1	0.1
1988	502	BEARPAW RD (E)	92.7	LR	350	620	440	220	70	20	1.7	0	0.0
1989	502			T	350	630	610	220	140	20	1.7	1	0.1
1990	502			T	350	640	610	220	140	27	2.3	5	0.4
1991	502			T	380	690	660	240	150	23	1.8	3	0.2
1992	502			LR	380	610	490	250	150	38	2.9	4	0.3
1993	502			LR	380	610	490	250	150	30	2.3	3	0.2
1994	502			LR	380	620	500	250	150	21	1.6	3	0.2
1995	502			R	400	730	580	220	160	34	2.5	5	0.4
1996	502			R	390	740	560	210	160	19	1.4	4	0.3
1997	502			R	400	770	580	220	160	19	1.4	1	0.1
1998	502			R	410	760	590	220	90	23	1.7	1	0.1
1999	502			R	560	1,050	790	300	120	31	1.6	4	0.2
2000	502			R	440	810	620	240	90	28	1.9	3	0.2
2001	502			R	400	740	560	220	80	34	2.5	2	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2002	502			R	470	870	660	260	100	24	1.5	6	0.4
2003	502			R	480	860	650	260	100	29	1.8	8	0.5
2004	502			R	540	1,000	760	290	110	21	1.1	3	0.2
2005	502			R	560	990	750	310	120	23	1.2	9	0.5
2006	502			R	570	1,000	760	310	120	26	1.3	8	0.4
2007	502			R	580	1,050	980	310	120	11	0.6	3	0.2
2008	502			R	590	1,050	1,000	330	120	14	0.7	2	0.1
2009	502			R	600	1,050	790	330	130	15	0.7	3	0.1
2010	502			R	300	510	390	160	60	20	2.0	3	0.3
2011	502			R	320	560	640	190	70	12	1.1	0	0.0
2012	502			R	320	540	520	180	70	20	1.8	1	0.1
2013	502			T	380	560	540	240	120	24	1.9	3	0.2
2014	502			T	440	640	640	280	140	6	0.4	1	0.1
2015	502			T	440	640	640	280	140	10	0.7	0	0.0
2016	502			T	440	640	640	280	140	12	0.8	0	0.0
2017	502			LT	360	500	500	280	110	15	1.2	2	0.2
2018	502			LT	440	620	610	340	140	7	0.5	0	0.0
2019	502			LT	440	620	610	340	140	10	0.7	1	0.1
2021	502			LT	440	600	600	340	140	6	0.4	0	0.0
1988	502	CENTURY RD (W)	10.0	SC	650	700	770	580	130	0	0.0	0	0.0
1989	502			R	700	1,300	960	390	100	7	2.7	1	0.4
1990	502			R	680	1,250	990	370	100	7	2.8	0	0.0
1991	502			R	650	1,150	910	380	100	7	2.9	2	0.8
1992	502			R	600	1,050	800	340	80	8	3.6	0	0.0
1993	502			R	600	1,050	800	340	90	4	1.8	0	0.0
1994	502			R	640	1,200	930	350	100	3	1.3	1	0.4
1995	502			R	640	1,150	920	350	80	0	0.0	0	0.0
1996	502			R	650	1,250	940	350	80	2	0.8	0	0.0
1997	502			LR	650	1,100	880	440	80	0	0.0	0	0.0
1998	502			LR	650	1,050	860	430	70	0	0.0	0	0.0
1999	502			LR	660	1,100	870	440	70	2	0.8	0	0.0
2000	502			LR	670	1,100	880	450	70	5	2.0	0	0.0
2001	502			IR	680	840	750	570	100	1	0.4	0	0.0
2002	502			IR	680	840	750	580	230	2	0.8	1	0.4
2003	502			IR	690	840	760	590	230	3	1.2	1	0.4
2004	502			IR	690	850	760	580	230	6	2.4	0	0.0
2005	502			IR	700	840	770	600	240	3	1.2	0	0.0
2006	502			IR	700	840	770	590	240	10	3.9	1	0.4
2007	502			IR	590	710	710	500	200	7	3.2	3	1.4
2008	502			IR	580	700	690	500	50	6	2.8	0	0.0
2009	502			IR	580	700	630	490	50	5	2.4	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2010	502			IR	310	370	340	260	70	5	4.4	0	0.0
2011	502			IR	320	380	370	270	80	2	1.7	0	0.0
2012	502			IR	310	370	360	270	60	8	7.0	0	0.0
2013	502			CTR	540	660	680	460	210	8	4.0	0	0.0
2014	502			CTR	450	550	550	380	170	1	0.6	0	0.0
2015	502			CTR	430	520	530	370	160	1	0.6	0	0.0
2016	502			CTR	420	510	520	360	160	4	2.6	1	0.6
2017	502			CTR	850	1,150	1,150	690	320	7	2.2	1	0.3
2018	502			CTR	850	1,150	1,150	690	320	6	1.9	0	0.0
2019	502			CTR	850	1,150	1,150	690	320	9	2.9	0	0.0
2021	502			CTR	900	1,150	1,150	730	340	2	0.6	0	0.0
2021	502	SEC HWY 594 END OF HWY											
1988	510	SEC HWY 520 SPARKS ST MAGNETAWAN	2.8	LT	350	500	490	270	10	1	2.8	0	0.0
1989	510			LT	350	490	480	260	10	0	0.0	0	0.0
1990	510			LT	300	440	420	220	10	1	3.3	0	0.0
1991	510			LT	250	350	340	180	0	0	0.0	0	0.0
1992	510			LT	250	350	340	190	0	1	3.9	0	0.0
1993	510			LT	250	350	310	180	0	0	0.0	0	0.0
1994	510			LT	250	370	350	180	0	0	0.0	0	0.0
1995	510			LT	250	360	350	180	0	2	7.8	0	0.0
1996	510			LT	250	350	340	180	0	0	0.0	0	0.0
1997	510			LT	250	350	340	180	0	0	0.0	0	0.0
1998	510			LT	240	340	330	180	0	0	0.0	0	0.0
1999	510			LT	210	290	290	150	0	0	0.0	0	0.0
2000	510			LT	210	290	290	150	10	0	0.0	0	0.0
2001	510			LT	190	270	260	140	10	0	0.0	0	0.0
2002	510			LT	170	240	230	120	10	4	23.0	0	0.0
2003	510			LT	140	190	190	100	0	0	0.0	0	0.0
2004	510			LT	150	210	200	110	0	1	6.5	0	0.0
2005	510			LT	190	260	250	140	10	2	10.3	0	0.0
2006	510			LT	130	180	170	100	0	1	7.5	1	7.5
2007	510			LT	180	250	250	130	10	1	5.4	0	0.0
2008	510			LT	170	230	220	130	10	0	0.0	0	0.0
2009	510			LT	280	380	370	210	10	0	0.0	0	0.0
2010	510			LT	160	210	210	120	0	0	0.0	0	0.0
2011	510			LT	350	450	460	290	10	1	2.8	0	0.0
2012	510			LT	300	390	370	230	10	1	3.3	0	0.0
2013	510			CTR	220	270	280	190	10	1	4.4	0	0.0
2014	510			CTR	270	330	330	230	10	0	0.0	0	0.0
2015	510			CTR	250	300	310	210	10	0	0.0	0	0.0
2016	510			CTR	350	430	430	300	10	0	0.0	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2017	510			CTR	450	600	600	370	20	0	0.0	0	0.0
2018	510			CTR	420	560	560	340	20	1	2.3	0	0.0
2019	510			CTR	400	530	530	330	20	0	0.0	0	0.0
2021	510			IR	380	460	450	320	0	0	0.0	0	0.0
2021	510	HWY 124 END OF HWY											
1988	516	SEC HWY 599	73.6	IT	150	220	200	110	40	9	2.2	0	0.0
1989	516			CTR	150	190	180	130	40	8	2.0	5	1.2
1990	516			CTR	150	190	180	130	40	8	2.0	2	0.5
1991	516			CTR	150	190	190	130	40	7	1.7	2	0.5
1992	516			IT	150	200	190	130	40	3	0.7	0	0.0
1993	516			IT	150	180	190	130	30	8	2.0	1	0.2
1994	516			IT	150	200	190	130	30	4	1.0	0	0.0
1995	516			IT	150	190	180	130	30	9	2.2	0	0.0
1996	516			IT	150	200	190	120	90	4	1.0	2	0.5
1997	516			IT	150	200	190	120	90	5	1.2	0	0.0
1998	516			IT	150	190	190	120	20	6	1.5	2	0.5
1999	516			IT	150	190	190	120	40	4	1.0	1	0.2
2000	516			IT	170	220	220	140	40	8	1.7	1	0.2
2001	516			IT	150	200	190	120	40	7	1.7	2	0.5
2002	516			IT	180	230	230	150	40	9	1.9	0	0.0
2003	516			IT	180	230	230	150	40	9	1.9	0	0.0
2004	516			IR	210	260	230	180	50	7	1.2	0	0.0
2005	516			IR	190	230	210	160	80	5	1.0	1	0.2
2006	516			IR	200	240	220	170	90	5	0.9	2	0.4
2007	516			IR	200	240	240	170	70	8	1.5	1	0.2
2008	516			IR	210	250	250	180	80	8	1.4	0	0.0
2009	516			IR	210	250	230	180	80	6	1.1	0	0.0
2010	516			IR	220	260	240	190	80	4	0.7	0	0.0
2011	516			IR	130	160	150	110	50	4	1.1	0	0.0
2012	516			CTR	140	170	170	120	50	3	0.8	0	0.0
2013	516			CTR	200	240	250	170	70	3	0.6	0	0.0
2014	516			CTR	190	230	230	160	70	4	0.8	2	0.4
2015	516			CTR	200	240	250	170	70	2	0.4	0	0.0
2016	516			CTR	200	240	250	170	70	3	0.6	0	0.0
2017	516			CTR	200	270	270	160	70	3	0.6	0	0.0
2018	516			CTR	210	280	280	170	80	6	1.1	1	0.2
2019	516			CTR	210	280	280	170	80	4	0.7	2	0.4
2021	516			CTR	210	270	270	170	80	3	0.5	0	0.0
1988	516	VERMILION RIVER RD (N)	28.1	IT	300	440	400	220	80	4	1.3	2	0.6
1989	516			IC	400	460	450	360	100	5	1.2	3	0.7
1990	516			IC	400	460	450	360	100	7	1.7	1	0.2

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1991	516			IC	400	450	440	360	100	5	1.2	1	0.2
1992	516			LT	300	420	400	230	80	7	2.3	4	1.3
1993	516			LT	400	550	500	290	100	3	0.7	1	0.2
1994	516			LT	420	620	590	310	100	6	1.4	0	0.0
1995	516			C	420	460	470	380	100	5	1.2	1	0.2
1996	516			C	450	510	510	410	110	9	1.9	4	0.9
1997	516			C	460	520	520	410	120	5	1.1	0	0.0
1998	516			C	480	540	540	430	120	3	0.6	1	0.2
1999	516			C	490	550	550	440	120	8	1.6	1	0.2
2000	516			C	510	580	580	460	130	5	1.0	3	0.6
2001	516			C	530	600	600	480	130	6	1.1	1	0.2
2002	516			C	540	600	610	490	130	6	1.1	0	0.0
2003	516			C	560	630	630	510	130	4	0.7	2	0.3
2004	516			C	570	640	640	510	140	1	0.2	0	0.0
2005	516			C	510	570	570	460	120	5	1.0	0	0.0
2006	516			C	440	490	490	400	110	5	1.1	1	0.2
2007	516			C	400	440	450	360	100	2	0.5	0	0.0
2008	516			LT	300	410	390	220	70	5	1.6	3	1.0
2009	516			LT	310	420	410	230	70	5	1.6	0	0.0
2010	516			LT	300	400	400	220	80	8	2.6	1	0.3
2011	516			LT	300	380	390	250	80	5	1.6	0	0.0
2012	516			CTR	300	360	360	260	110	3	1.0	0	0.0
2013	516			CTR	340	410	430	290	130	4	1.1	1	0.3
2014	516			IR	340	400	410	290	160	6	1.7	2	0.6
2015	516			IR	320	380	380	270	150	7	2.1	0	0.0
2016	516			IR	310	370	370	260	150	3	0.9	0	0.0
2017	516			IR	350	410	410	310	160	2	0.6	0	0.0
2018	516			IR	350	410	410	310	160	7	2.0	1	0.3
2019	516			IR	350	410	410	310	160	2	0.6	2	0.6
2021	516			IR	360	410	410	320	60	2	0.5	0	0.0
1988	516	AIRPORT RD (N)	2.0	CTR	1,250	1,600	1,500	1,050	150	2	2.2	0	0.0
1989	516			SC	1,300	1,450	1,550	1,150	130	2	2.1	0	0.0
1990	516			SC	1,350	1,500	1,600	1,200	140	4	4.0	0	0.0
1991	516			SC	1,350	1,500	1,650	1,200	140	3	3.0	1	1.0
1992	516			SC	1,300	1,350	1,500	1,200	210	1	1.0	0	0.0
1993	516			SC	1,500	1,650	1,850	1,350	240	2	1.8	2	1.8
1994	516			SC	1,600	1,650	1,850	1,450	260	3	2.5	1	0.8
1995	516			UC	1,700	1,800	1,950	1,600	140	1	0.8	0	0.0
1996	516			UC	1,700	1,800	2,000	1,600	140	3	2.4	1	0.8
1997	516			UC	1,750	1,850	2,050	1,650	140	2	1.6	0	0.0
1998	516			UC	1,900	2,000	2,200	1,800	230	3	2.1	1	0.7

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1999	516			UC	2,150	2,300	2,500	2,050	260	2	1.3	1	0.6
2000	516			UC	2,100	2,250	2,500	1,950	250	3	1.9	0	0.0
2001	516			UC	2,050	2,200	2,400	1,950	120	1	0.7	0	0.0
2002	516			UC	2,000	2,150	2,350	1,850	120	1	0.7	1	0.7
2003	516			UC	1,950	2,050	2,300	1,850	120	4	2.8	0	0.0
2004	516			UC	1,900	2,050	2,250	1,800	110	1	0.7	0	0.0
2005	516			UC	1,900	2,000	2,200	1,800	110	4	2.9	0	0.0
2006	516			UC	1,800	1,900	2,100	1,700	110	4	3.0	1	0.8
2007	516			UC	1,850	1,950	2,150	1,750	110	1	0.7	0	0.0
2008	516			UC	1,600	1,700	1,600	1,500	140	2	1.7	0	0.0
2009	516			UC	1,800	1,900	2,100	1,700	160	1	0.8	0	0.0
2010	516			UC	1,650	1,750	1,900	1,550	120	1	0.8	0	0.0
2011	516			UC	1,700	1,700	1,750	1,600	120	2	1.6	0	0.0
2012	516			UC	1,700	1,700	1,800	1,600	270	1	0.8	0	0.0
2013	516			UC	1,800	1,800	1,800	1,700	290	0	0.0	0	0.0
2014	516			IR	1,850	2,200	2,200	1,550	560	0	0.0	0	0.0
2015	516			IR	1,800	2,150	2,150	1,550	540	0	0.0	0	0.0
2016	516			IR	1,800	2,150	2,150	1,550	540	1	0.8	1	0.8
2017	516			IR	1,950	2,350	2,350	1,650	580	0	0.0	0	0.0
2018	516			IR	1,900	2,300	2,300	1,600	570	2	1.4	0	0.0
2019	516			IR	1,950	2,350	2,350	1,650	580	0	0.0	0	0.0
2021	516			IR	1,950	2,350	2,350	1,650	580	1	0.7	0	0.0
2021	516	SEC HWY 642 END OF HWY											
2021	518	SAND LAKE START OF NA	15.1										
1988	518	KEARNEY W LTS END OF NA	7.5	CTR	1,050	1,350	1,300	880	100	12	4.2	0	0.0
1989	518			CTR	1,200	1,500	1,450	1,050	120	6	1.8	0	0.0
1990	518			CTR	1,300	1,600	1,550	1,150	130	5	1.4	0	0.0
1991	518			LT	1,300	1,800	1,750	960	130	8	2.2	1	0.3
1992	518			LT	1,300	1,800	1,750	1,000	130	6	1.7	0	0.0
1993	518			LT	1,300	1,800	1,600	950	130	3	0.8	0	0.0
1994	518			LT	1,250	1,850	1,750	910	120	2	0.6	0	0.0
1995	518			LT	1,300	1,850	1,800	950	130	5	1.4	0	0.0
1996	518			LT	1,350	1,900	1,850	990	140	1	0.3	0	0.0
1997	518			LT	1,300	1,850	1,800	960	130	5	1.4	0	0.0
1998	518			LT	1,400	1,950	1,900	1,000	140	4	1.0	0	0.0
1999	518			LT	1,250	1,750	1,700	910	120	6	1.8	0	0.0
2000	518			LT	1,100	1,550	1,500	800	110	3	1.0	0	0.0
2001	518			LT	1,250	1,750	1,700	920	120	0	0.0	0	0.0
2002	518			LT	1,250	1,750	1,700	920	120	7	2.0	0	0.0
2003	518			LT	1,250	1,700	1,700	920	120	15	4.4	0	0.0
2004	518			LT	1,200	1,700	1,650	880	120	3	0.9	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2005	518			LT	1,200	1,650	1,600	880	120	7	2.1	0	0.0
2006	518			LT	1,200	1,650	1,600	880	120	7	2.1	0	0.0
2007	518			LT	1,200	1,650	1,700	880	120	9	2.7	0	0.0
2008	518			LT	1,150	1,600	1,500	850	120	4	1.3	0	0.0
2009	518			LT	1,150	1,550	1,500	850	120	5	1.6	0	0.0
2010	518			LT	1,150	1,550	1,500	850	120	4	1.3	0	0.0
2011	518			CTR	1,250	1,500	1,450	1,050	120	7	2.0	0	0.0
2012	518			CTR	1,150	1,400	1,400	980	120	2	0.6	0	0.0
2013	518			CTR	1,400	1,700	1,750	1,200	140	4	1.0	0	0.0
2014	518			CTR	1,200	1,450	1,500	1,000	120	3	0.9	0	0.0
2015	518			CTR	1,200	1,450	1,500	1,000	90	2	0.6	0	0.0
2016	518			CTR	1,200	1,450	1,500	1,000	90	3	0.9	0	0.0
2017	518			CTR	1,200	1,600	1,600	980	80	2	0.6	0	0.0
2018	518			CTR	1,200	1,600	1,600	980	90	4	1.2	0	0.0
2019	518			CTR	1,200	1,600	1,600	980	90	9	2.7	0	0.0
2021	518			CTR	1,150	1,500	1,500	940	80	2	0.6	0	0.0
1988	518	SEC HWY 592 EMSDALE	2.8	CTR	1,050	1,350	1,300	880	100	4	3.8	0	0.0
1989	518			CTR	1,200	1,500	1,450	1,050	120	14	11.5	1	0.8
1990	518			CTR	1,300	1,600	1,550	1,150	130	7	5.3	0	0.0
1991	518			LT	1,300	1,800	1,750	960	130	6	4.6	1	0.8
1992	518			LT	1,300	1,800	1,750	1,000	130	7	5.3	3	2.3
1993	518			LT	1,300	1,800	1,600	950	130	14	10.7	0	0.0
1994	518			LT	1,250	1,850	1,750	910	120	6	4.7	0	0.0
1995	518			LT	1,300	1,850	1,800	950	130	9	6.8	4	3.0
1996	518			LT	1,350	1,900	1,850	990	140	8	5.8	1	0.7
1997	518			LT	1,300	1,850	1,800	960	130	8	6.1	0	0.0
1998	518			LT	1,400	1,950	1,900	1,000	140	5	3.5	0	0.0
1999	518			LT	1,400	1,950	1,900	1,000	140	3	2.1	0	0.0
2000	518			LT	1,450	2,000	2,000	1,050	120	4	2.7	0	0.0
2001	518			LT	1,400	1,950	1,900	1,050	110	10	7.1	1	0.7
2002	518			LT	1,450	2,050	1,950	1,050	120	6	4.1	0	0.0
2003	518			LT	1,400	1,950	1,900	1,050	110	9	6.4	1	0.7
2004	518			LT	1,450	2,050	1,950	1,050	120	6	4.1	1	0.7
2005	518			LT	1,450	2,000	1,950	1,050	120	9	6.1	0	0.0
2006	518			LT	1,500	2,050	2,000	1,100	120	2	1.3	1	0.7
2007	518			LT	1,450	2,000	2,050	1,050	70	2	1.4	1	0.7
2008	518			LT	1,500	2,050	1,950	1,100	80	0	0.0	0	0.0
2009	518			LT	1,400	1,900	1,850	1,050	70	2	1.4	0	0.0
2010	518			LT	1,500	2,000	2,000	1,100	80	1	0.7	0	0.0
2011	518			CTR	1,450	1,750	1,700	1,250	70	2	1.4	0	0.0
2012	518			CTR	1,500	1,800	1,800	1,300	80	1	0.7	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2013	518			CTR	1,500	1,850	1,900	1,250	80	3	2.0	0	0.0
2014	518			CTR	1,550	1,900	1,900	1,300	80	2	1.3	0	0.0
2015	518			IT	1,550	1,950	1,900	1,300	250	0	0.0	0	0.0
2016	518			IT	1,550	1,950	1,900	1,300	250	1	0.6	0	0.0
2017	518			CTR	1,550	2,050	2,050	1,250	200	0	0.0	0	0.0
2018	518			CTR	1,550	2,050	2,050	1,250	200	0	0.0	0	0.0
2019	518			CTR	1,600	2,150	2,100	1,300	210	0	0.0	0	0.0
2021	518			CTR	1,600	2,100	2,050	1,300	210	0	0.0	0	0.0
1988	518	HWY 11 DEER LK RD (E) IC	12.4	CTR	1,050	1,350	1,300	880	100	2	0.4	0	0.0
1989	518			CTR	1,200	1,500	1,450	1,050	120	5	0.9	0	0.0
1990	518			CTR	1,300	1,600	1,550	1,150	130	9	1.5	0	0.0
1991	518			LT	1,300	1,800	1,750	960	130	4	0.7	0	0.0
1992	518			LT	1,300	1,800	1,750	1,000	130	9	1.5	0	0.0
1993	518			LT	1,300	1,800	1,600	950	130	10	1.7	0	0.0
1994	518			LT	1,250	1,850	1,750	910	120	9	1.6	0	0.0
1995	518			LT	1,300	1,850	1,800	950	130	7	1.2	0	0.0
1996	518			LT	1,350	1,900	1,850	990	140	4	0.7	0	0.0
1997	518			LT	1,300	1,850	1,800	960	130	3	0.5	0	0.0
1998	518			LT	1,400	1,950	1,900	1,000	140	5	0.8	0	0.0
1999	518			LT	1,250	1,750	1,700	910	120	8	1.4	0	0.0
2000	518			LT	1,450	2,000	2,000	1,050	120	3	0.5	0	0.0
2001	518			LT	1,250	1,750	1,700	920	100	8	1.4	0	0.0
2002	518			LT	1,200	1,700	1,650	880	100	6	1.1	0	0.0
2003	518			LT	1,200	1,650	1,600	890	100	5	0.9	0	0.0
2004	518			LT	1,200	1,700	1,650	880	100	11	2.0	0	0.0
2005	518			LT	1,100	1,500	1,450	810	90	6	1.2	0	0.0
2006	518			LT	1,050	1,450	1,400	770	80	9	1.9	0	0.0
2007	518			LT	1,050	1,450	1,500	770	40	5	1.1	0	0.0
2008	518			LT	1,050	1,450	1,400	770	40	8	1.7	0	0.0
2009	518			HT	850	1,300	1,150	410	30	4	1.0	0	0.0
2010	518			HT	980	1,450	1,300	470	40	4	0.9	0	0.0
2011	518			CTR	950	1,150	1,100	810	40	9	2.1	0	0.0
2012	518			CTR	930	1,150	1,100	790	40	5	1.2	0	0.0
2013	518			CTR	900	1,100	1,150	760	40	7	1.7	0	0.0
2014	518			CTR	870	1,050	1,050	740	30	5	1.3	0	0.0
2015	518			CTR	850	1,050	1,050	720	60	5	1.3	0	0.0
2016	518			CTR	800	980	980	680	60	2	0.6	0	0.0
2017	518			CTR	790	1,050	1,050	640	120	3	0.8	0	0.0
2018	518			CTR	760	1,000	1,000	620	110	6	1.7	0	0.0
2019	518			CTR	740	990	980	600	110	4	1.2	0	0.0
2021	518			CTR	680	890	880	550	100	7	2.3	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1988	518	STISTED ST SPRUCEDALE	5.1	LT	400	570	560	300	40	0	0.0	0	0.0
1989	518			LT	450	630	620	330	40	4	4.8	0	0.0
1990	518			LT	450	660	630	330	40	1	1.2	0	0.0
1991	518			T	300	540	520	190	30	2	3.6	0	0.0
1992	518			T	300	540	530	190	30	2	3.6	0	0.0
1993	518			T	300	540	530	190	30	4	7.2	0	0.0
1994	518			T	310	560	550	190	30	2	3.5	0	0.0
1995	518			T	360	630	610	220	40	2	3.0	0	0.0
1996	518			T	360	630	610	220	40	3	4.5	0	0.0
1997	518			LT	400	560	550	300	40	3	4.0	0	0.0
1998	518			LT	360	500	490	260	40	0	0.0	0	0.0
1999	518			LT	360	500	490	260	40	0	0.0	0	0.0
2000	518			LT	350	490	480	260	30	1	1.5	0	0.0
2001	518			LT	360	500	490	260	30	1	1.5	0	0.0
2002	518			LT	360	500	490	260	30	1	1.5	0	0.0
2003	518			LT	340	470	460	250	30	4	6.3	0	0.0
2004	518			LT	360	500	490	260	30	2	3.0	0	0.0
2005	518			LT	360	490	480	260	30	2	3.0	0	0.0
2006	518			LT	360	490	480	270	30	2	3.0	0	0.0
2007	518			LT	360	490	510	260	30	2	3.0	0	0.0
2008	518			LT	360	490	470	270	30	2	3.0	0	0.0
2009	518			LT	360	490	480	270	30	1	1.5	0	0.0
2010	518			LT	360	480	470	270	30	1	1.5	0	0.0
2011	518			LR	360	560	520	250	30	0	0.0	0	0.0
2012	518			LR	360	540	520	250	30	2	3.0	0	0.0
2013	518			CTR	360	440	450	310	30	2	3.0	0	0.0
2014	518			CTR	360	440	440	310	30	3	4.5	0	0.0
2015	518			CTR	360	440	440	310	30	0	0.0	0	0.0
2016	518			CTR	360	440	440	310	30	0	0.0	0	0.0
2017	518			CTR	360	480	480	290	30	1	1.5	0	0.0
2018	518			CTR	360	480	480	290	30	1	1.5	0	0.0
2019	518			CTR	360	480	480	290	30	1	1.5	0	0.0
2021	518			CTR	360	470	470	290	0	2	3.0	0	0.0
1988	518	BORDEAU RD MCMURRICH TWP	15.0	LT	200	280	280	150	20	4	3.6	0	0.0
1989	518			LT	200	280	280	150	20	1	0.9	0	0.0
1990	518			LT	200	290	280	150	20	2	1.8	0	0.0
1991	518			T	100	180	170	60	10	2	3.7	0	0.0
1992	518			T	100	180	180	60	10	0	0.0	0	0.0
1993	518			T	100	180	180	60	10	4	7.3	0	0.0
1994	518			T	140	250	250	90	10	1	1.3	0	0.0
1995	518			T	130	230	220	80	10	0	0.0	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1996	518			T	120	210	200	70	10	0	0.0	0	0.0
1997	518			HR	90	160	130	50	10	2	4.1	0	0.0
1998	518			HR	120	200	170	70	10	2	3.0	1	1.5
1999	518			HR	120	200	170	70	10	1	1.5	0	0.0
2000	518			HR	130	220	180	80	10	3	4.2	2	2.8
2001	518			HR	110	180	150	70	10	2	3.3	0	0.0
2002	518			HR	110	180	150	70	10	0	0.0	0	0.0
2003	518			LR	110	170	140	70	10	1	1.7	0	0.0
2004	518			LR	110	180	140	70	10	2	3.3	0	0.0
2005	518			LR	110	170	140	70	10	0	0.0	0	0.0
2006	518			LT	100	140	130	70	10	1	1.8	2	3.7
2007	518			LT	100	140	140	70	10	0	0.0	0	0.0
2008	518			LT	100	140	130	70	10	2	3.6	0	0.0
2009	518			LT	100	140	130	70	10	3	5.5	1	1.8
2010	518			LT	100	130	130	70	10	2	3.7	0	0.0
2011	518			LR	100	150	150	70	10	2	3.7	0	0.0
2012	518			LR	90	130	130	60	10	2	4.0	0	0.0
2013	518			CTR	130	160	160	110	10	0	0.0	0	0.0
2014	518			CTR	100	120	120	80	10	0	0.0	0	0.0
2015	518			IT	150	190	180	120	20	1	1.2	0	0.0
2016	518			IT	100	130	120	80	10	2	3.6	0	0.0
2017	518			IT	100	130	130	80	10	4	7.3	0	0.0
2018	518			IT	100	130	130	80	10	4	7.3	0	0.0
2019	518			IT	100	130	130	80	10	3	5.5	0	0.0
2021	518			IT	100	130	130	90	0	3	5.5	0	0.0
1988	518	NIPissing RD MONTEITH TWP(IN L 25)	13.2	LT	200	280	280	150	20	7	7.2	2	2.1
1989	518			LT	200	280	280	150	20	2	2.1	0	0.0
1990	518			LT	200	290	280	150	20	2	2.1	0	0.0
1991	518			T	150	270	260	90	20	3	4.1	0	0.0
1992	518			T	150	270	260	90	20	2	2.8	0	0.0
1993	518			T	150	270	260	90	20	1	1.4	0	0.0
1994	518			LR	170	280	220	110	20	1	1.2	0	0.0
1995	518			LR	200	340	270	130	20	4	4.1	0	0.0
1996	518			LR	200	330	270	130	20	1	1.0	0	0.0
1997	518			IT	210	280	270	170	20	4	3.9	0	0.0
1998	518			IT	210	270	270	170	20	3	3.0	0	0.0
1999	518			IT	220	280	280	180	20	8	7.5	0	0.0
2000	518			LR	250	400	330	170	20	2	1.7	0	0.0
2001	518			LR	230	380	300	150	20	1	0.9	0	0.0
2002	518			LR	240	390	310	160	20	5	4.3	0	0.0
2003	518			LR	240	380	310	160	20	1	0.9	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2004	518			LR	250	410	330	170	20	4	3.3	0	0.0
2005	518			LR	260	410	330	180	20	2	1.6	0	0.0
2006	518			LR	250	390	310	170	20	2	1.7	0	0.0
2007	518			LR	270	420	410	180	20	2	1.5	0	0.0
2008	518			LR	270	420	410	180	20	2	1.5	0	0.0
2009	518			LR	280	430	350	190	20	0	0.0	0	0.0
2010	518			LR	290	430	350	200	20	0	0.0	0	0.0
2011	518			LR	290	450	420	200	20	1	0.7	0	0.0
2012	518			LR	300	450	440	210	20	1	0.7	0	0.0
2013	518			CTR	310	380	390	260	20	2	1.3	0	0.0
2014	518			CTR	310	380	380	260	20	1	0.7	0	0.0
2015	518			IT	320	400	390	260	30	2	1.3	0	0.0
2016	518			IT	330	410	410	270	30	8	5.0	1	0.6
2017	518			IT	330	440	440	280	30	4	2.5	1	0.6
2018	518			IT	340	450	450	290	30	4	2.4	0	0.0
2019	518			IT	340	450	450	290	30	0	0.0	0	0.0
2021	518			IT	360	470	470	310	10	3	1.7	0	0.0
1988	518	STAR LAKE RD ORRVILLE	16.7	LT	850	1,200	1,200	650	20	6	1.2	2	0.4
1989	518			LT	1,000	1,400	1,400	740	20	9	1.5	0	0.0
1990	518			LT	1,100	1,600	1,550	800	20	7	1.0	0	0.0
1991	518			LT	1,050	1,450	1,400	780	20	6	0.9	0	0.0
1992	518			LT	1,050	1,450	1,400	810	20	9	1.4	0	0.0
1993	518			LT	1,100	1,500	1,350	810	20	2	0.3	0	0.0
1994	518			HR	1,150	2,050	1,650	700	20	6	0.9	0	0.0
1995	518			HR	1,150	2,050	1,650	680	20	6	0.9	0	0.0
1996	518			HR	1,200	2,100	1,700	710	20	11	1.5	0	0.0
1997	518			LT	1,150	1,600	1,600	850	130	3	0.4	0	0.0
1998	518			LT	1,300	1,800	1,800	950	140	6	0.8	0	0.0
1999	518			LT	1,300	1,800	1,750	950	140	13	1.6	0	0.0
2000	518			LT	1,150	1,600	1,550	840	70	8	1.1	0	0.0
2001	518			LT	1,150	1,600	1,550	840	70	8	1.1	0	0.0
2002	518			LT	1,050	1,450	1,450	770	40	6	0.9	0	0.0
2003	518			LT	1,150	1,600	1,550	850	50	8	1.1	0	0.0
2004	518			LT	920	1,300	1,250	670	40	7	1.2	0	0.0
2005	518			LT	890	1,200	1,200	650	40	7	1.3	0	0.0
2006	518			LT	690	940	920	510	30	6	1.4	0	0.0
2007	518			LT	810	1,100	1,150	600	30	7	1.4	0	0.0
2008	518			LT	770	1,050	1,000	570	30	10	2.1	0	0.0
2009	518			LT	580	780	770	430	20	6	1.7	0	0.0
2010	518			LT	690	930	910	510	30	7	1.7	0	0.0
2011	518			LT	590	760	770	490	20	3	0.8	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2012	518			LT	600	780	750	450	20	5	1.4	0	0.0
2013	518			CTR	1,050	1,300	1,300	890	40	11	1.7	0	0.0
2014	518			CTR	750	920	920	640	30	7	1.5	0	0.0
2015	518			CTR	1,300	1,600	1,600	1,100	90	5	0.6	0	0.0
2016	518			CTR	700	850	860	600	50	6	1.4	0	0.0
2017	518			CTR	680	910	900	550	60	6	1.4	0	0.0
2018	518			CTR	660	880	880	540	60	6	1.5	0	0.0
2019	518			CTR	630	840	840	510	60	6	1.6	0	0.0
2021	518			CTR	590	770	770	480	50	4	1.1	0	0.0
2021	518	START OF NA	1.8										
2021	518	HWY 7241 OASTLER PARK DR END OF NA END OF HWY											
1988	519	HWY 17 DAMBROSSIO TWP	30.5	UC	350	370	400	330	120	10	2.6	1	0.3
1989	519			UC	400	420	450	380	140	14	3.1	3	0.7
1990	519			C	400	440	440	360	150	9	2.0	3	0.7
1991	519			C	350	390	390	320	90	7	1.8	1	0.3
1992	519			C	300	320	330	280	80	17	5.1	5	1.5
1993	519			C	300	330	330	280	80	6	1.8	1	0.3
1994	519			C	350	380	390	320	90	12	3.1	3	0.8
1995	519			C	430	470	480	390	30	9	1.9	1	0.2
1996	519			C	440	500	500	400	30	16	3.3	5	1.0
1997	519			C	450	510	510	400	30	10	2.0	6	1.2
1998	519			C	460	520	520	410	30	6	1.2	2	0.4
1999	519			C	470	530	530	420	30	14	2.7	1	0.2
2000	519			SC	620	660	730	550	140	15	2.2	2	0.3
2001	519			SC	530	570	620	470	120	7	1.2	2	0.3
2002	519			SC	550	580	640	480	120	18	2.9	7	1.1
2003	519			SC	450	480	530	400	100	4	0.8	0	0.0
2004	519			SC	490	520	570	430	110	8	1.5	2	0.4
2005	519			SC	650	690	760	570	140	10	1.4	5	0.7
2006	519			SC	420	440	490	370	90	11	2.4	1	0.2
2007	519			SC	420	440	490	370	90	3	0.6	2	0.4
2008	519			SC	290	300	290	260	110	6	1.9	0	0.0
2009	519			SC	410	430	480	360	150	5	1.1	0	0.0
2010	519			SC	190	200	220	170	70	8	3.8	0	0.0
2011	519			SC	220	280	260	180	80	1	0.4	0	0.0
2012	519			UC	250	250	270	240	90	6	2.2	0	0.0
2013	519			UC	320	320	320	300	120	5	1.4	0	0.0
2014	519			C	310	340	330	280	110	3	0.9	0	0.0
2015	519			C	300	330	320	270	110	4	1.2	0	0.0
2016	519			C	290	320	310	260	110	3	0.9	0	0.0
2017	519			C	280	310	310	250	100	7	2.2	1	0.3

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2018	519			C	270	300	290	240	100	3	1.0	1	0.3
2019	519			C	350	380	380	320	130	7	1.8	0	0.0
2021	519			C	480	520	520	440	50	5	0.9	0	0.0
2021	519	GREEN LAKE RD DUNPHY TWP END OF HWY											
1988	520	HWY 11	1.3	LT	2,000	2,850	2,800	1,500	80	3	3.2	0	0.0
1989	520			LT	2,300	3,200	3,150	1,700	90	1	0.9	0	0.0
1990	520			LT	2,450	3,600	3,450	1,800	100	1	0.9	0	0.0
1991	520			LT	2,450	3,450	3,300	1,800	100	0	0.0	0	0.0
1992	520			LT	2,450	3,400	3,300	1,900	100	1	0.9	0	0.0
1993	520			LT	2,500	3,450	3,100	1,850	100	1	0.8	0	0.0
1994	520			LT	2,500	3,650	3,550	1,800	100	0	0.0	0	0.0
1995	520			LT	2,600	3,750	3,650	1,900	100	1	0.8	0	0.0
1996	520			LT	2,700	3,800	3,700	2,000	110	0	0.0	0	0.0
1997	520			SC	2,400	2,550	2,800	2,150	70	0	0.0	0	0.0
1998	520			SC	2,850	3,000	3,350	2,550	90	0	0.0	0	0.0
1999	520			SC	2,900	3,050	3,400	2,600	90	0	0.0	0	0.0
2000	520			LT	3,100	4,300	4,250	2,250	90	0	0.0	0	0.0
2001	520			LT	3,100	4,350	4,200	2,250	90	2	1.4	0	0.0
2002	520			LT	3,150	4,400	4,300	2,300	90	0	0.0	0	0.0
2003	520			LT	3,250	4,450	4,350	2,400	100	1	0.6	0	0.0
2004	520			LT	3,350	4,700	4,550	2,450	100	0	0.0	0	0.0
2005	520			LT	3,400	4,650	4,550	2,500	100	0	0.0	0	0.0
2006	520			LT	3,550	4,850	4,750	2,600	640	0	0.0	0	0.0
2007	520			LT	3,600	4,950	5,100	2,650	650	0	0.0	0	0.0
2008	520			LT	3,650	5,000	4,800	2,700	660	1	0.6	0	0.0
2009	520			LT	3,650	4,950	4,800	2,700	660	0	0.0	0	0.0
2010	520			LT	3,850	5,150	5,050	2,850	690	0	0.0	0	0.0
2011	520			LT	4,400	5,650	5,750	3,600	790	0	0.0	0	0.0
2012	520			LT	4,100	5,350	5,100	3,100	740	0	0.0	0	0.0
2013	520			CTR	4,250	5,150	5,350	3,600	760	0	0.0	0	0.0
2014	520			CTR	4,350	5,300	5,350	3,700	780	0	0.0	0	0.0
2015	520			CTR	4,400	5,350	5,400	3,750	790	0	0.0	0	0.0
2016	520			CTR	4,500	5,500	5,550	3,800	810	0	0.0	0	0.0
2017	520			CR	4,700	5,450	5,500	4,250	380	1	0.4	0	0.0
2018	520			CR	4,700	5,450	5,500	4,200	380	1	0.4	0	0.0
2019	520			CR	4,800	5,550	5,600	4,300	380	0	0.0	0	0.0
2021	520			CR	4,450	5,100	5,150	4,000	130	0	0.0	0	0.0
2021	520	BURKS FALLS S LTS START OF NA	1.0										
1988	520	ONTARIO ST BURK'S FALLS	1.2	LT	1,150	1,650	1,600	870	60	0	0.0	0	0.0
1989	520			LT	1,250	1,750	1,700	920	60	0	0.0	0	0.0
1990	520			LT	1,350	1,950	1,900	990	70	0	0.0	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1991	520			LT	1,350	1,900	1,800	1,000	70	0	0.0	0	0.0
1992	520			LT	1,350	1,900	1,800	1,050	70	2	3.4	0	0.0
1993	520			LT	1,400	1,950	1,750	1,050	70	2	3.3	0	0.0
1994	520			LT	1,400	2,050	2,000	1,000	70	3	4.9	0	0.0
1995	520			LT	1,500	2,150	2,100	1,100	80	1	1.5	0	0.0
1996	520			LT	1,550	2,200	2,150	1,150	80	2	2.9	0	0.0
1997	520			LT	1,550	2,200	2,150	1,150	80	1	1.5	0	0.0
1998	520			LT	1,650	2,300	2,250	1,200	80	2	2.8	0	0.0
1999	520			LT	1,550	2,150	2,100	1,150	80	0	0.0	0	0.0
2000	520			LT	1,700	2,350	2,300	1,250	80	1	1.3	0	0.0
2001	520			LT	1,600	2,250	2,200	1,150	80	0	0.0	0	0.0
2002	520			LT	1,600	2,250	2,200	1,150	80	0	0.0	0	0.0
2003	520			LT	1,600	2,200	2,150	1,200	80	0	0.0	0	0.0
2004	520			LT	1,650	2,300	2,250	1,200	80	0	0.0	0	0.0
2005	520			LT	1,650	2,250	2,200	1,200	80	1	1.4	0	0.0
2006	520			LT	1,650	2,250	2,200	1,200	80	0	0.0	0	0.0
2007	520			LT	1,650	2,250	2,350	1,200	80	0	0.0	0	0.0
2008	520			LT	1,650	2,250	2,150	1,200	80	0	0.0	0	0.0
2009	520			LT	1,600	2,150	2,100	1,200	80	1	1.4	0	0.0
2010	520			LT	1,700	2,300	2,250	1,250	80	1	1.3	0	0.0
2011	520			CTR	1,700	2,050	2,000	1,450	80	1	1.3	0	0.0
2012	520			CTR	1,700	2,050	2,050	1,450	80	1	1.3	0	0.0
2013	520			CTR	1,700	2,050	2,150	1,450	80	1	1.3	0	0.0
2014	520			CTR	1,700	2,050	2,100	1,450	80	0	0.0	0	0.0
2015	520			CTR	1,550	1,900	1,900	1,300	80	0	0.0	0	0.0
2016	520			CTR	1,700	2,050	2,100	1,450	80	0	0.0	0	0.0
2017	520			CTR	1,650	2,200	2,200	1,350	100	0	0.0	0	0.0
2018	520			CTR	1,700	2,250	2,250	1,400	100	1	1.3	0	0.0
2019	520			CTR	1,700	2,250	2,250	1,400	100	1	1.3	0	0.0
2021	520			CTR	1,750	2,300	2,250	1,450	20	0	0.0	0	0.0
1988	520	BURKS FALLS W LTS(ARMOUR TWP BDY)	21.6	LT	750	1,050	1,050	570	40	12	2.0	0	0.0
1989	520			LT	750	1,050	1,050	560	40	12	2.0	1	0.2
1990	520			LT	800	1,150	1,100	580	40	10	1.6	0	0.0
1991	520			LR	800	1,400	1,100	500	40	4	0.6	0	0.0
1992	520			LR	800	1,300	1,050	530	40	13	2.1	0	0.0
1993	520			LR	800	1,300	1,050	520	40	9	1.4	0	0.0
1994	520			LR	770	1,250	1,000	500	20	10	1.6	0	0.0
1995	520			LR	810	1,350	1,100	530	20	9	1.4	0	0.0
1996	520			LR	820	1,350	1,100	550	20	5	0.8	0	0.0
1997	520			LT	770	1,100	1,050	570	20	7	1.2	0	0.0
1998	520			LT	840	1,200	1,150	610	30	6	0.9	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1999	520			LT	860	1,200	1,150	630	30	7	1.0	0	0.0
2000	520			LT	900	1,250	1,250	660	80	7	1.0	1	0.1
2001	520			LT	900	1,250	1,250	660	80	9	1.3	0	0.0
2002	520			LT	910	1,250	1,250	670	80	11	1.5	0	0.0
2003	520			LT	930	1,300	1,250	690	80	6	0.8	1	0.1
2004	520			LT	950	1,350	1,300	700	90	9	1.2	0	0.0
2005	520			LT	960	1,300	1,300	710	90	8	1.1	0	0.0
2006	520			LT	990	1,350	1,300	730	90	11	1.4	0	0.0
2007	520			LT	990	1,350	1,400	730	90	21	2.7	0	0.0
2008	520			LT	1,000	1,350	1,300	740	90	8	1.0	0	0.0
2009	520			LT	990	1,350	1,300	730	90	8	1.0	0	0.0
2010	520			LT	1,050	1,400	1,400	780	90	13	1.6	0	0.0
2011	520			LR	870	1,350	1,250	610	80	13	1.9	1	0.1
2012	520			LR	1,050	1,550	1,500	720	90	9	1.1	1	0.1
2013	520			CTR	1,050	1,300	1,300	890	90	12	1.4	0	0.0
2014	520			CTR	1,050	1,300	1,300	890	90	16	1.9	0	0.0
2015	520			IT	930	1,150	1,150	770	60	11	1.5	0	0.0
2016	520			IT	1,050	1,300	1,300	870	60	8	1.0	0	0.0
2017	520			IT	860	1,150	1,150	730	70	8	1.2	0	0.0
2018	520			IT	890	1,200	1,200	750	70	6	0.9	0	0.0
2019	520			IT	930	1,250	1,250	790	70	7	1.0	0	0.0
2021	520			CTR	960	1,250	1,250	780	10	12	1.6	0	0.0
1988	520	SEC HWY 510 CHAPMAN TWP	2.7	HT	600	1,200	1,100	260	50	0	0.0	0	0.0
1989	520			HT	700	1,400	1,250	320	60	1	1.4	0	0.0
1990	520			HT	800	1,600	1,450	360	60	0	0.0	0	0.0
1991	520			T	800	1,450	1,400	500	60	0	0.0	0	0.0
1992	520			T	800	1,450	1,400	500	60	0	0.0	0	0.0
1993	520			T	800	1,450	1,400	500	60	2	2.5	0	0.0
1994	520			LR	810	1,350	1,050	530	60	0	0.0	0	0.0
1995	520			LR	850	1,450	1,150	560	60	2	2.4	0	0.0
1996	520			LR	880	1,450	1,200	590	60	0	0.0	0	0.0
1997	520			LR	800	1,350	1,100	540	60	0	0.0	0	0.0
1998	520			LR	940	1,550	1,250	620	70	2	2.2	0	0.0
1999	520			LR	940	1,550	1,250	620	70	1	1.1	0	0.0
2000	520			LT	1,000	1,400	1,350	730	80	0	0.0	0	0.0
2001	520			LT	1,000	1,400	1,350	730	80	0	0.0	0	0.0
2002	520			LT	1,050	1,450	1,450	770	80	1	1.0	0	0.0
2003	520			LT	1,050	1,450	1,400	780	80	1	1.0	0	0.0
2004	520			LT	1,100	1,550	1,500	810	90	0	0.0	0	0.0
2005	520			LT	1,100	1,500	1,450	810	90	1	0.9	0	0.0
2006	520			LT	1,150	1,550	1,550	850	90	0	0.0	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2007	520			LT	1,150	1,600	1,600	840	50	0	0.0	0	0.0
2008	520			LT	1,200	1,650	1,550	890	50	0	0.0	0	0.0
2009	520			LT	1,150	1,550	1,500	850	50	1	0.9	0	0.0
2010	520			LT	1,250	1,700	1,650	920	50	0	0.0	0	0.0
2011	520			LR	1,050	1,600	1,500	740	40	2	1.9	0	0.0
2012	520			LR	950	1,400	1,400	650	40	2	2.1	0	0.0
2013	520			CTR	870	1,050	1,100	740	30	4	4.7	1	1.2
2014	520			CTR	950	1,150	1,150	810	40	1	1.1	0	0.0
2015	520			IT	1,050	1,300	1,300	870	40	1	1.0	0	0.0
2016	520			IT	1,000	1,250	1,250	830	40	2	2.0	0	0.0
2017	520			IT	850	1,100	1,150	720	70	2	2.4	0	0.0
2018	520			IT	900	1,200	1,200	760	70	0	0.0	0	0.0
2019	520			IT	950	1,250	1,250	810	80	1	1.1	0	0.0
2021	520			CTR	1,000	1,300	1,300	820	20	1	1.0	0	0.0
2021	520	E JCT HWY 124 CHAPMAN/CROFT TWP BDY	15.4										
1988	520	W JCT HWY 124	6.3	HT	400	800	720	180	10	2	2.2	0	0.0
1989	520			HT	400	800	720	180	10	3	3.3	0	0.0
1990	520			HT	450	900	810	200	10	3	2.9	0	0.0
1991	520			T	450	810	780	280	10	4	3.9	0	0.0
1992	520			T	450	810	790	280	10	2	1.9	0	0.0
1993	520			T	450	810	790	280	10	7	6.8	0	0.0
1994	520			T	480	870	840	300	10	6	5.4	0	0.0
1995	520			T	540	940	910	330	10	0	0.0	0	0.0
1996	520			T	560	970	950	340	10	2	1.5	0	0.0
1997	520			IT	590	770	760	490	10	4	2.9	0	0.0
1998	520			IT	610	790	780	490	10	0	0.0	0	0.0
1999	520			IT	600	770	760	490	10	1	0.7	0	0.0
2000	520			IT	680	880	860	560	50	2	1.3	1	0.6
2001	520			IT	630	820	800	510	40	1	0.7	0	0.0
2002	520			IT	640	830	820	530	40	1	0.7	0	0.0
2003	520			CTR	640	800	760	540	60	2	1.4	0	0.0
2004	520			CTR	670	850	810	560	70	1	0.6	0	0.0
2005	520			CTR	670	830	800	570	70	2	1.3	0	0.0
2006	520			T	660	1,000	980	410	70	0	0.0	0	0.0
2007	520			T	690	1,050	1,000	430	70	3	1.9	0	0.0
2008	520			T	710	1,100	1,050	450	70	1	0.6	0	0.0
2009	520			LT	690	930	910	510	70	2	1.3	0	0.0
2010	520			LT	730	980	960	540	70	2	1.2	0	0.0
2011	520			LR	610	940	880	430	60	0	0.0	0	0.0
2012	520			LR	670	1,000	970	460	70	1	0.6	0	0.0
2013	520			LT	730	950	950	550	70	2	1.2	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2014	520			LT	700	910	930	530	70	1	0.6	0	0.0
2015	520			LT	600	780	800	450	40	1	0.7	0	0.0
2016	520			LT	580	760	770	440	40	1	0.7	0	0.0
2017	520			LT	540	730	740	430	40	0	0.0	0	0.0
2018	520			LT	550	750	750	430	40	2	1.6	0	0.0
2019	520			LT	560	760	770	440	40	0	0.0	0	0.0
2021	520			LT	580	800	790	450	10	0	0.0	0	0.0
1994	520	6.300 KM N OF W JCT HWY 124	11.7	T	480	870	840	300	10	2	1.0	0	0.0
1995	520			T	540	940	910	330	10	1	0.4	0	0.0
1996	520			T	560	970	950	340	10	0	0.0	0	0.0
1997	520			IT	590	770	760	490	10	1	0.4	0	0.0
1998	520			IT	610	790	780	490	10	0	0.0	0	0.0
1999	520			IT	600	770	760	490	10	3	1.2	0	0.0
2000	520			IT	680	880	860	560	50	0	0.0	0	0.0
2001	520			IT	630	820	800	510	40	0	0.0	0	0.0
2002	520			IT	640	830	820	530	40	2	0.7	0	0.0
2003	520			CTR	640	800	760	540	60	1	0.4	0	0.0
2004	520			CTR	670	850	810	560	70	0	0.0	0	0.0
2005	520			CTR	670	830	800	570	70	0	0.0	0	0.0
2006	520			T	660	1,000	980	410	70	2	0.7	0	0.0
2007	520			T	590	910	870	370	60	1	0.4	0	0.0
2008	520			T	590	890	880	370	60	1	0.4	0	0.0
2009	520			LT	690	930	910	510	70	2	0.7	0	0.0
2010	520			LT	240	320	320	180	20	0	0.0	0	0.0
2011	520			LT	590	760	770	490	60	0	0.0	0	0.0
2012	520			LT	590	770	730	450	60	1	0.4	1	0.4
2013	520			LT	530	690	690	400	50	2	0.9	0	0.0
2014	520			LT	520	680	690	390	50	1	0.5	1	0.5
2015	520			LT	380	500	500	290	30	2	1.2	0	0.0
2016	520			LT	510	670	680	390	40	1	0.5	0	0.0
2017	520			LT	420	590	580	320	40	0	0.0	0	0.0
2018	520			LT	500	700	690	390	50	0	0.0	0	0.0
2019	520			LT	490	690	680	380	50	0	0.0	0	0.0
2021	520			LT	480	660	650	370	0	1	0.5	0	0.0
1994	520	18.000 KM N OF W JCT HWY 124	7.3	T	480	870	840	300	10	1	0.8	0	0.0
1995	520			T	540	940	910	330	10	2	1.4	0	0.0
1996	520			T	560	970	950	340	10	1	0.7	0	0.0
1997	520			IT	590	770	760	490	10	0	0.0	0	0.0
1998	520			IT	610	790	780	490	10	0	0.0	0	0.0
1999	520			IT	600	770	760	490	10	0	0.0	0	0.0
2000	520			IT	680	880	860	560	50	0	0.0	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2001	520			IT	630	820	800	510	40	0	0.0	0	0.0
2002	520			IT	640	830	820	530	40	2	1.2	0	0.0
2003	520			CTR	640	800	760	540	60	0	0.0	0	0.0
2004	520			CTR	670	850	810	560	70	0	0.0	0	0.0
2005	520			CTR	670	830	800	570	70	0	0.0	0	0.0
2006	520			T	660	1,000	980	410	70	0	0.0	0	0.0
2007	520			T	600	930	890	380	60	0	0.0	0	0.0
2008	520			T	600	910	890	380	60	2	1.2	1	0.6
2009	520			LT	690	930	910	510	70	0	0.0	0	0.0
2010	520			LR	310	460	380	210	30	0	0.0	0	0.0
2011	520			LR	310	480	450	220	30	0	0.0	0	0.0
2012	520			LR	300	450	440	210	30	1	1.2	0	0.0
2013	520			LR	300	450	510	200	30	1	1.3	0	0.0
2014	520			LR	290	430	440	200	30	0	0.0	0	0.0
2015	520			LR	290	430	440	200	20	0	0.0	0	0.0
2016	520			LR	260	390	400	180	20	0	0.0	0	0.0
2017	520			LR	240	360	360	170	20	0	0.0	0	0.0
2018	520			LR	220	330	330	160	10	0	0.0	0	0.0
2019	520			LR	200	300	300	140	10	0	0.0	0	0.0
2021	520			LR	160	260	250	110	0	1	2.3	0	0.0
2021	520	END OF HWY											
1988	522	HWY 11/ MCFADDEN LINE IC	2.6	IT	700	1,000	930	520	110	0	0.0	0	0.0
1989	522			IT	800	1,100	1,050	620	130	0	0.0	0	0.0
1990	522			IT	850	1,100	1,050	710	50	0	0.0	0	0.0
1991	522			IT	850	1,100	1,050	730	50	0	0.0	0	0.0
1992	522			IT	1,000	1,300	1,250	850	60	0	0.0	0	0.0
1993	522			IT	1,200	1,500	1,500	1,000	70	0	0.0	0	0.0
1994	522			HT	990	1,950	1,800	450	60	0	0.0	0	0.0
1995	522			HT	1,000	1,900	1,700	450	60	0	0.0	0	0.0
1996	522			HT	1,050	2,000	1,800	480	60	0	0.0	0	0.0
1997	522			LT	1,050	1,500	1,450	780	60	0	0.0	0	0.0
1998	522			LT	1,100	1,550	1,500	800	70	0	0.0	0	0.0
1999	522			LT	1,000	1,400	1,350	730	50	0	0.0	0	0.0
2000	522			LT	1,100	1,550	1,500	800	150	0	0.0	0	0.0
2001	522			LT	1,000	1,400	1,350	730	140	0	0.0	0	0.0
2002	522			LT	990	1,400	1,350	730	90	0	0.0	0	0.0
2003	522			LT	880	1,200	1,200	650	50	0	0.0	0	0.0
2004	522			LT	980	1,350	1,350	720	60	0	0.0	0	0.0
2005	522			LT	950	1,300	1,250	700	60	0	0.0	0	0.0
2006	522			LT	960	1,300	1,300	710	180	0	0.0	0	0.0
2007	522			LT	920	1,250	1,300	680	170	0	0.0	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2008	522			LT	910	1,250	1,200	670	170	1	1.2	0	0.0
2009	522			LT	900	1,200	1,200	670	170	0	0.0	0	0.0
2010	522			LT	880	1,200	1,150	650	170	0	0.0	0	0.0
2011	522			LT	650	830	850	530	120	1	1.6	0	0.0
2012	522			LT	830	1,100	1,050	630	160	0	0.0	0	0.0
2013	522			CTR	880	1,050	1,100	750	170	1	1.2	0	0.0
2014	522			CTR	830	1,000	1,000	710	160	1	1.3	0	0.0
2015	522			CTR	850	1,050	1,050	720	160	1	1.3	0	0.0
2016	522			CTR	790	960	970	670	150	1	1.4	0	0.0
2017	522			IR	850	1,050	1,000	720	90	0	0.0	0	0.0
2018	522			IR	780	950	940	660	90	1	1.4	0	0.0
2019	522			IR	770	940	930	660	80	0	0.0	0	0.0
2021	522			IR	750	900	890	640	80	0	0.0	0	0.0
2021	522	HWY 522B/MAIN ST START OF NA	0.6										
2010	522	BARRETT ST END OF NA	20.7	LT	880	1,200	1,150	650	170	9	1.4	0	0.0
2011	522			LT	650	830	850	530	120	10	2.0	0	0.0
2012	522			LT	830	1,100	1,050	630	160	10	1.6	0	0.0
2013	522			CTR	880	1,050	1,100	750	170	15	2.3	1	0.2
2014	522			CTR	810	990	1,000	690	150	10	1.6	0	0.0
2015	522			CTR	850	1,050	1,050	720	160	11	1.7	0	0.0
2016	522			CTR	790	960	970	670	150	7	1.2	0	0.0
2017	522			IR	800	970	960	680	90	13	2.1	0	0.0
2018	522			IR	820	1,000	990	700	90	11	1.8	0	0.0
2019	522			IR	820	1,000	990	700	90	10	1.6	0	0.0
2021	522			IR	820	980	980	700	90	7	1.1	0	0.0
1988	522	COMMANDA CK BR	5.2	IT	700	1,000	930	520	110	2	1.5	0	0.0
1989	522			IT	700	970	940	550	110	0	0.0	0	0.0
1990	522			IT	700	890	870	590	110	2	1.5	0	0.0
1991	522			LR	550	970	760	350	90	1	1.0	0	0.0
1992	522			LR	650	1,050	840	430	100	2	1.6	0	0.0
1993	522			LR	750	1,200	970	490	120	1	0.7	0	0.0
1994	522			IT	670	870	830	570	110	0	0.0	0	0.0
1995	522			IT	680	870	830	580	110	1	0.8	0	0.0
1996	522			IT	680	900	870	560	110	4	3.1	0	0.0
1997	522			LT	650	920	900	480	100	0	0.0	0	0.0
1998	522			LT	690	970	950	500	110	3	2.3	2	1.5
1999	522			LT	650	900	880	470	100	3	2.4	0	0.0
2000	522			LT	690	960	940	500	70	2	1.5	1	0.8
2001	522			LT	640	900	870	470	60	2	1.7	0	0.0
2002	522			LT	630	880	860	460	60	3	2.5	0	0.0
2003	522			LT	590	810	790	440	40	4	3.6	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2004	522			LT	620	870	840	450	40	5	4.3	0	0.0
2005	522			LT	610	840	820	450	40	5	4.3	0	0.0
2006	522			LT	610	840	810	450	40	5	4.3	0	0.0
2007	522			LT	600	820	850	440	40	6	5.3	0	0.0
2008	522			LT	590	810	770	440	40	0	0.0	0	0.0
2009	522			LT	590	800	780	440	40	2	1.8	0	0.0
2010	522			LT	580	780	760	430	30	2	1.8	0	0.0
2011	522			LT	570	730	740	470	30	4	3.7	0	0.0
2012	522			LT	570	740	710	430	30	0	0.0	0	0.0
2013	522			LT	650	850	850	490	40	5	4.1	0	0.0
2014	522			LT	570	740	760	430	30	6	5.6	0	0.0
2015	522			LT	570	740	760	430	30	3	2.8	0	0.0
2016	522			LT	560	730	740	420	30	2	1.9	0	0.0
2017	522			LT	560	710	710	470	60	3	2.8	0	0.0
2018	522			LT	550	700	700	460	60	3	2.9	0	0.0
2019	522			LT	540	690	690	450	60	0	0.0	0	0.0
2021	522			LT	530	670	670	440	60	0	0.0	0	0.0
1988	522	SEC HWY 524 (N)	32.5	IT	500	720	660	370	80	11	1.8	1	0.2
1989	522			IT	500	700	670	390	80	16	2.7	1	0.2
1990	522			IT	500	640	620	420	80	12	2.0	0	0.0
1991	522			LR	500	880	700	320	80	8	1.3	0	0.0
1992	522			LR	700	1,150	900	460	110	15	1.8	1	0.1
1993	522			LR	850	1,350	1,100	560	140	14	1.4	0	0.0
1994	522			IT	630	820	780	540	80	13	1.7	0	0.0
1995	522			IT	650	830	790	560	80	20	2.6	0	0.0
1996	522			IT	670	880	860	550	80	17	2.1	0	0.0
1997	522			LT	600	850	830	440	70	8	1.1	0	0.0
1998	522			LT	710	990	970	520	90	10	1.2	0	0.0
1999	522			LT	660	920	900	480	80	10	1.3	0	0.0
2000	522			LT	710	990	970	520	80	12	1.4	0	0.0
2001	522			LT	670	940	910	490	70	10	1.3	0	0.0
2002	522			LT	670	940	910	490	70	17	2.1	0	0.0
2003	522			LT	630	870	850	470	80	12	1.6	0	0.0
2004	522			LT	670	940	910	490	80	22	2.8	0	0.0
2005	522			LT	680	930	910	500	80	19	2.4	2	0.2
2006	522			IT	680	870	860	560	60	23	2.8	1	0.1
2007	522			IT	680	870	910	560	60	17	2.1	0	0.0
2008	522			IT	680	870	830	570	60	14	1.7	2	0.2
2009	522			IT	690	870	870	570	60	13	1.6	0	0.0
2010	522			IT	690	860	870	570	60	10	1.2	0	0.0
2011	522			LT	690	880	900	570	60	15	1.8	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2012	522			LT	690	900	860	520	60	14	1.7	1	0.1
2013	522			CTR	700	850	880	590	60	15	1.8	0	0.0
2014	522			CTR	680	830	840	580	60	14	1.7	0	0.0
2015	522			CTR	610	740	750	520	50	8	1.1	0	0.0
2016	522			CTR	680	830	840	580	60	15	1.9	1	0.1
2017	522			CTR	690	920	920	560	60	13	1.6	0	0.0
2018	522			CTR	690	920	920	560	60	27	3.3	1	0.1
2019	522			CTR	690	920	920	560	60	9	1.1	0	0.0
2021	522			CTR	690	900	890	560	60	5	0.6	0	0.0
1988	522	EAST RD NORTH RD WILSON & HARDY TWPS	46.8	IT	400	580	530	300	60	6	0.9	1	0.1
1989	522			IT	400	560	540	310	60	2	0.3	0	0.0
1990	522			IT	400	510	500	340	60	6	0.9	1	0.1
1991	522			LR	300	530	420	190	50	4	0.8	0	0.0
1992	522			LR	300	480	390	200	50	5	1.0	0	0.0
1993	522			LR	350	560	450	230	60	1	0.2	0	0.0
1994	522			R	370	680	540	200	30	5	0.8	0	0.0
1995	522			R	350	640	500	190	20	2	0.3	1	0.2
1996	522			R	350	670	500	190	20	2	0.3	1	0.2
1997	522			LR	330	550	450	220	20	4	0.7	0	0.0
1998	522			LR	350	580	470	230	20	4	0.7	0	0.0
1999	522			LR	370	610	490	240	30	4	0.6	0	0.0
2000	522			LR	350	570	460	230	40	4	0.7	1	0.2
2001	522			LR	390	640	510	260	40	4	0.6	1	0.2
2002	522			LR	390	640	510	260	40	8	1.2	0	0.0
2003	522			IT	470	600	600	380	40	5	0.6	0	0.0
2004	522			IT	410	540	520	330	30	8	1.1	0	0.0
2005	522			IT	420	530	530	350	30	3	0.4	0	0.0
2006	522			LR	400	620	500	270	30	9	1.3	0	0.0
2007	522			LR	430	670	650	290	30	10	1.4	1	0.1
2008	522			LR	440	690	670	300	40	4	0.5	0	0.0
2009	522			LR	440	670	550	300	40	6	0.8	0	0.0
2010	522			LR	450	670	550	310	40	7	0.9	0	0.0
2011	522			LR	350	540	510	250	30	11	1.8	0	0.0
2012	522			LR	440	660	640	300	40	3	0.4	0	0.0
2013	522			CTR	360	440	450	310	30	8	1.3	0	0.0
2014	522			CTR	430	520	530	370	30	6	0.8	1	0.1
2015	522			IT	430	540	530	360	30	9	1.2	0	0.0
2016	522			IT	440	550	540	360	40	6	0.8	0	0.0
2017	522			IT	440	580	580	370	40	6	0.8	0	0.0
2018	522			IT	450	590	590	380	40	13	1.7	2	0.3
2019	522			IT	450	600	600	380	40	5	0.7	1	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2021	522			CTR	370	480	480	300	10	7	1.1	0	0.0
1988	522	GRUNDY LK PROV PARK RD (N) MOWAT TWP	1.0	R	400	750	550	210	70	0	0.0	0	0.0
1989	522			R	550	1,000	750	300	60	0	0.0	0	0.0
1990	522			R	650	1,200	940	350	10	1	4.2	0	0.0
1991	522			LR	650	1,150	900	410	10	0	0.0	0	0.0
1992	522			LR	600	970	770	400	10	1	4.5	0	0.0
1993	522			LR	550	890	710	360	10	0	0.0	0	0.0
1994	522			T	560	1,000	990	350	10	0	0.0	0	0.0
1995	522			T	640	1,100	1,100	390	10	0	0.0	0	0.0
1996	522			T	650	1,150	1,100	400	10	1	4.2	0	0.0
1997	522			T	650	1,100	1,100	400	10	0	0.0	0	0.0
1998	522			T	690	1,150	1,150	420	10	0	0.0	0	0.0
1999	522			T	690	1,150	1,150	430	10	0	0.0	0	0.0
2000	522			T	750	1,250	1,200	460	40	0	0.0	0	0.0
2001	522			T	720	1,200	1,150	450	40	1	3.8	0	0.0
2002	522			T	740	1,200	1,150	460	40	0	0.0	0	0.0
2003	522			LR	710	1,100	900	480	40	0	0.0	0	0.0
2004	522			LR	770	1,250	1,000	510	40	2	7.0	0	0.0
2005	522			LR	780	1,200	980	530	40	1	3.5	0	0.0
2006	522			LR	800	1,250	1,000	540	40	0	0.0	0	0.0
2007	522			LR	820	1,300	1,250	550	40	0	0.0	0	0.0
2008	522			LR	830	1,300	1,250	570	40	0	0.0	0	0.0
2009	522			LR	850	1,300	1,050	580	40	0	0.0	0	0.0
2010	522			LR	870	1,300	1,050	590	40	0	0.0	0	0.0
2011	522			LR	880	1,350	1,300	620	40	0	0.0	0	0.0
2012	522			LR	900	1,350	1,300	620	40	0	0.0	0	0.0
2013	522			R	910	1,550	1,800	500	50	0	0.0	0	0.0
2014	522			R	930	1,550	1,600	510	50	0	0.0	0	0.0
2015	522			LR	950	1,400	1,450	640	50	1	2.9	0	0.0
2016	522			LR	960	1,450	1,450	650	50	1	2.8	0	0.0
2017	522			LR	980	1,650	1,600	670	130	1	2.8	0	0.0
2018	522			LR	1,000	1,650	1,600	690	130	0	0.0	0	0.0
2019	522			LR	1,000	1,650	1,650	680	130	0	0.0	0	0.0
2021	522			LR	1,050	1,700	1,650	720	140	0	0.0	0	0.0
2021	522	HWY 69 END OF HWY											
2004	522B	HWY 522/MAIN ST TROUT CREEK	1.9	UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2005	522B			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2006	522B			UNCL	N/A	N/A	N/A	N/A	N/A	1	N/A	0	N/A
2007	522B			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2008	522B			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2009	522B			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2010	522B			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2011	522B			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2012	522B			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2013	522B			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2014	522B			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2015	522B			UNCL	N/A	N/A	N/A	N/A	N/A	2	N/A	0	N/A
2016	522B			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2017	522B			UNCL	N/A	N/A	N/A	N/A	N/A	2	N/A	0	N/A
2018	522B			C	1,400	1,550	1,550	1,250	110	0	0.0	0	0.0
2019	522B			C	1,450	1,600	1,600	1,300	120	1	1.0	0	0.0
2021	522B			C	1,550	1,700	1,700	1,400	120	2	1.8	0	0.0
2021	522B	HEMLOCK RD END OF HWY											
1988	523	HASTINGS CTY NIPISSING DIST BDY	20.1	LT	300	430	420	230	50	1	0.5	0	0.0
1989	523			LT	300	420	410	220	50	1	0.5	0	0.0
1990	523			LT	300	440	420	220	50	3	1.4	0	0.0
1991	523			LT	300	420	400	220	50	2	0.9	0	0.0
1992	523			LT	300	420	400	230	50	1	0.5	0	0.0
1993	523			LT	300	410	370	220	50	2	0.9	0	0.0
1994	523			LT	340	500	480	250	50	2	0.8	0	0.0
1995	523			IR	350	430	390	300	60	4	1.6	0	0.0
1996	523			IR	360	450	400	310	60	1	0.4	0	0.0
1997	523			IR	370	460	410	310	60	3	1.1	1	0.4
1998	523			IR	380	470	430	320	60	2	0.7	0	0.0
1999	523			IR	370	460	410	310	60	0	0.0	0	0.0
2000	523			IR	380	470	420	320	60	3	1.1	0	0.0
2001	523			IR	370	460	410	310	60	2	0.7	0	0.0
2002	523			IR	410	510	450	350	70	3	1.0	0	0.0
2003	523			IR	430	520	470	370	70	3	1.0	0	0.0
2004	523			CR	550	680	640	460	90	3	0.7	0	0.0
2005	523			CR	450	550	520	380	70	4	1.2	0	0.0
2006	523			CR	450	550	520	380	70	1	0.3	0	0.0
2007	523			CTR	410	510	500	350	70	2	0.7	0	0.0
2008	523			CTR	480	590	580	410	80	3	0.8	0	0.0
2009	523			CTR	490	600	580	420	80	0	0.0	0	0.0
2010	523			CTR	500	610	580	420	80	3	0.8	0	0.0
2011	523			CTR	510	620	600	430	80	1	0.3	0	0.0
2012	523			CTR	520	630	620	440	80	1	0.3	0	0.0
2013	523			CTR	530	650	670	450	80	1	0.3	0	0.0
2014	523			CTR	400	490	490	340	60	0	0.0	0	0.0
2015	523			CTR	390	480	480	330	40	1	0.3	0	0.0
2016	523			CTR	420	510	520	360	40	1	0.3	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2017	523			CTR	500	670	660	410	40	0	0.0	0	0.0
2018	523			CTR	500	670	670	410	40	1	0.3	0	0.0
2019	523			CTR	510	680	680	410	50	2	0.5	0	0.0
2021	523			CTR	520	680	670	420	50	4	1.0	0	0.0
2021	523	HWY 60 MADAWASKA END OF HWY											
1988	524	SEC HWY 522	4.6	T	250	460	440	150	40	0	0.0	0	0.0
1989	524			T	250	450	440	160	40	2	4.8	1	2.4
1990	524			T	250	460	440	160	40	0	0.0	0	0.0
1991	524			T	250	450	430	160	40	0	0.0	0	0.0
1992	524			T	250	450	440	160	40	0	0.0	0	0.0
1993	524			T	300	540	530	190	40	1	2.0	0	0.0
1994	524			R	330	610	480	180	50	2	3.6	0	0.0
1995	524			R	280	510	400	150	40	1	2.1	0	0.0
1996	524			R	290	550	420	160	40	0	0.0	0	0.0
1997	524			T	270	460	460	170	40	0	0.0	0	0.0
1998	524			T	300	510	500	180	40	2	4.0	0	0.0
1999	524			T	290	490	480	180	40	1	2.1	0	0.0
2000	524			T	300	500	470	190	30	0	0.0	0	0.0
2001	524			T	290	480	460	180	30	0	0.0	0	0.0
2002	524			T	280	460	440	170	30	3	6.4	0	0.0
2003	524			LT	280	390	380	210	40	1	2.1	0	0.0
2004	524			LT	280	390	380	210	40	0	0.0	0	0.0
2005	524			LT	280	380	380	210	40	1	2.1	0	0.0
2006	524			LT	280	380	370	210	40	0	0.0	0	0.0
2007	524			LT	270	370	380	200	40	0	0.0	0	0.0
2008	524			LT	270	370	350	200	40	1	2.2	0	0.0
2009	524			LT	270	360	360	200	40	1	2.2	0	0.0
2010	524			LT	270	360	360	200	40	1	2.2	0	0.0
2011	524			LT	270	350	350	220	40	0	0.0	0	0.0
2012	524			LT	260	340	320	200	30	1	2.3	0	0.0
2013	524			CTR	260	320	330	220	30	1	2.3	1	2.3
2014	524			CTR	260	320	320	220	30	0	0.0	0	0.0
2015	524			CTR	260	320	320	220	30	1	2.3	0	0.0
2016	524			CTR	260	320	320	220	30	0	0.0	0	0.0
2017	524			CTR	250	330	330	200	30	0	0.0	0	0.0
2018	524			CTR	250	330	330	200	30	2	4.8	0	0.0
2019	524			CTR	250	330	330	200	30	0	0.0	0	0.0
2021	524			CTR	250	330	320	200	30	1	2.4	0	0.0
2021	524	SEC HWY 534 END OF HWY											
1988	525	SEC HWY 596	35.4	IT	200	290	270	150	20	9	3.5	1	0.4
1989	525			CTR	250	320	300	220	30	12	3.7	3	0.9

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1990	525			CTR	250	310	300	220	30	5	1.5	0	0.0
1991	525			CTR	250	320	310	220	30	14	4.3	1	0.3
1992	525			CTR	200	250	240	170	30	9	3.5	0	0.0
1993	525			CTR	200	250	240	170	30	11	4.3	0	0.0
1994	525			CTR	240	310	290	200	30	14	4.5	0	0.0
1995	525			CTR	230	300	280	190	10	9	3.0	0	0.0
1996	525			CTR	250	320	310	210	20	8	2.5	0	0.0
1997	525			LR	250	420	340	170	20	8	2.5	0	0.0
1998	525			LR	260	430	350	170	20	6	1.8	2	0.6
1999	525			LR	230	380	300	150	10	3	1.0	0	0.0
2000	525			LR	230	370	300	150	10	6	2.0	0	0.0
2001	525			LR	200	330	260	130	10	13	5.0	1	0.4
2002	525			LR	220	360	290	150	10	11	3.9	0	0.0
2003	525			LR	200	320	250	130	10	8	3.1	2	0.8
2004	525			LR	210	340	270	140	10	8	2.9	0	0.0
2005	525			LR	200	310	250	140	10	7	2.7	0	0.0
2006	525			LR	200	310	250	140	40	15	5.8	0	0.0
2007	525			LR	190	300	290	130	40	12	4.9	1	0.4
2008	525			LR	190	300	290	130	30	8	3.2	1	0.4
2009	525			LR	180	270	220	120	30	5	2.1	1	0.4
2010	525			CTR	180	220	210	150	30	8	3.4	1	0.4
2011	525			CTR	170	210	200	140	20	4	1.8	0	0.0
2012	525			CTR	260	320	310	220	40	1	0.3	0	0.0
2013	525			CTR	170	210	210	140	20	0	0.0	0	0.0
2014	525			CTR	180	220	220	150	30	3	1.3	2	0.9
2015	525			CTR	180	220	220	150	30	7	3.0	2	0.9
2016	525			CTR	170	210	210	140	20	5	2.3	0	0.0
2017	525			CTR	170	230	230	140	20	2	0.9	0	0.0
2018	525			CTR	170	230	230	140	20	4	1.8	0	0.0
2019	525			CTR	160	210	210	130	20	1	0.5	0	0.0
2021	525			IC	300	330	330	270	10	2	0.5	1	0.3
2021	525	ISLINGTON IND.RESERV.S LTS END OF HWY											
1988	526	HWY 69	3.6	CTR	500	650	610	420	10	1	1.5	0	0.0
1989	526			CTR	500	640	600	430	10	0	0.0	0	0.0
1990	526			CTR	500	620	590	440	10	1	1.5	0	0.0
1991	526			CTR	500	630	620	440	40	1	1.5	0	0.0
1992	526			CTR	500	620	600	440	40	0	0.0	0	0.0
1993	526			CTR	500	630	600	420	40	0	0.0	0	0.0
1994	526			LT	500	730	710	360	40	1	1.5	0	0.0
1995	526			LT	500	720	700	370	40	1	1.5	0	0.0
1996	526			LT	500	710	690	370	40	1	1.5	1	1.5

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1997	526			IT	450	590	580	370	120	1	1.7	0	0.0
1998	526			IT	500	640	640	400	140	4	6.1	1	1.5
1999	526			IT	520	670	660	420	140	2	2.9	0	0.0
2000	526			LT	560	780	760	410	40	1	1.4	0	0.0
2001	526			LT	540	760	740	400	40	1	1.4	0	0.0
2002	526			LT	540	750	740	400	40	1	1.4	0	0.0
2003	526			LT	550	760	740	410	40	0	0.0	0	0.0
2004	526			LT	560	780	760	410	40	0	0.0	0	0.0
2005	526			LT	560	770	750	410	40	0	0.0	0	0.0
2006	526			LT	570	780	760	420	40	0	0.0	0	0.0
2007	526			LT	580	800	820	430	40	0	0.0	0	0.0
2008	526			LT	580	790	760	430	40	0	0.0	0	0.0
2009	526			LT	580	780	770	430	40	0	0.0	0	0.0
2010	526			LT	600	810	790	440	40	0	0.0	0	0.0
2011	526			LT	540	690	710	440	40	0	0.0	0	0.0
2012	526			LT	600	780	750	450	40	0	0.0	0	0.0
2013	526			UC	590	590	590	560	40	0	0.0	0	0.0
2014	526			UC	610	610	590	580	40	0	0.0	0	0.0
2015	526			UC	610	610	590	580	40	0	0.0	0	0.0
2016	526			UC	620	620	600	590	40	0	0.0	0	0.0
2017	526			UC	620	620	620	590	40	2	2.5	0	0.0
2018	526			UC	630	620	630	600	40	1	1.2	1	1.2
2019	526			UC	640	630	640	620	40	0	0.0	0	0.0
2021	526			UC	650	650	660	630	50	0	0.0	0	0.0
2021	526	BRITT POST OFFICE END OF HWY											
1988	527	HWYS 11/17	6.7	CR	1,350	1,750	1,600	1,100	120	14	4.3	3	0.9
1989	527			CR	1,350	1,750	1,600	1,150	120	23	7.0	6	1.8
1990	527			CR	1,200	1,500	1,400	1,100	110	15	5.1	4	1.4
1991	527			CR	1,200	1,500	1,400	1,100	110	17	5.8	3	1.0
1992	527			CR	1,150	1,400	1,300	1,050	100	20	7.1	6	2.1
1993	527			IR	1,200	1,500	1,250	980	110	18	6.2	5	1.7
1994	527			IR	1,300	1,600	1,450	1,100	120	19	6.0	3	0.9
1995	527			IR	1,300	1,600	1,450	1,100	120	8	2.5	1	0.3
1996	527			IR	1,550	1,950	1,750	1,300	140	11	2.9	2	0.5
1997	527			CR	1,300	1,600	1,550	1,100	120	1	0.3	0	0.0
1998	527			CR	1,300	1,600	1,500	1,100	270	2	0.6	0	0.0
1999	527			CR	1,350	1,650	1,600	1,150	310	3	0.9	0	0.0
2000	527			CR	1,350	1,650	1,600	1,150	310	7	2.1	1	0.3
2001	527			CR	1,300	1,600	1,500	1,100	300	6	1.9	2	0.6
2002	527			CR	1,350	1,650	1,600	1,150	300	4	1.2	3	0.9
2003	527			CR	1,300	1,600	1,500	1,100	290	3	0.9	2	0.6

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2004	527			CR	1,300	1,600	1,500	1,100	360	3	0.9	0	0.0
2005	527			CR	1,200	1,450	1,400	1,000	350	4	1.4	1	0.3
2006	527			CR	1,200	1,450	1,400	1,000	350	5	1.7	0	0.0
2007	527			CR	1,200	1,450	1,450	1,000	170	6	2.1	0	0.0
2008	527			CR	1,150	1,400	1,400	970	160	2	0.7	0	0.0
2009	527			CR	960	1,150	1,100	820	120	0	0.0	0	0.0
2010	527			CR	1,100	1,300	1,250	930	130	1	0.4	0	0.0
2011	527			CR	950	1,100	1,100	850	120	4	1.7	0	0.0
2012	527			CR	980	1,150	1,150	830	130	5	2.1	0	0.0
2013	527			CR	1,000	1,200	1,250	850	220	4	1.6	0	0.0
2014	527			CTR	990	1,200	1,200	840	190	1	0.4	1	0.4
2015	527			CTR	960	1,150	1,200	820	190	5	2.1	1	0.4
2016	527			CTR	940	1,150	1,150	800	180	0	0.0	0	0.0
2017	527			CTR	1,150	1,550	1,550	940	220	4	1.4	0	0.0
2018	527			CTR	1,150	1,550	1,550	940	220	5	1.8	1	0.4
2019	527			CTR	1,150	1,550	1,550	940	220	5	1.8	0	0.0
2021	527			CTR	1,100	1,450	1,450	900	220	4	1.5	0	0.0
1997	527	TCPL COMP STA 68 RD (W) MACGREGOR TWP	28.6	IR	520	650	580	440	120	7	1.3	0	0.0
1998	527			IR	550	680	620	460	130	9	1.6	1	0.2
1999	527			IR	300	370	330	250	70	10	3.2	2	0.6
2000	527			IR	490	600	540	410	110	17	3.3	3	0.6
2001	527			IR	580	720	640	490	130	13	2.1	3	0.5
2002	527			IR	900	1,100	1,000	770	210	11	1.2	0	0.0
2003	527			IR	800	970	880	680	180	11	1.3	1	0.1
2004	527			IR	830	1,050	920	700	190	14	1.6	3	0.3
2005	527			IT	850	1,100	1,100	710	200	8	0.9	1	0.1
2006	527			IT	1,000	1,250	1,250	820	230	9	0.9	3	0.3
2007	527			IR	900	1,100	1,100	760	320	11	1.2	1	0.1
2008	527			IR	820	990	970	700	290	11	1.3	0	0.0
2009	527			IT	770	970	970	640	130	12	1.5	4	0.5
2010	527			IT	600	750	750	500	100	7	1.1	0	0.0
2011	527			IT	1,050	1,400	1,400	860	180	9	0.8	1	0.1
2012	527			IT	630	790	760	520	110	15	2.3	0	0.0
2013	527			IT	890	1,100	1,100	740	150	6	0.6	1	0.1
2014	527			IT	960	1,200	1,200	790	320	6	0.6	3	0.3
2015	527			IT	940	1,200	1,150	780	320	5	0.5	1	0.1
2016	527			IT	960	1,200	1,200	790	320	7	0.7	2	0.2
2017	527			CTR	850	1,150	1,150	690	280	9	1.0	1	0.1
2018	527			CTR	1,000	1,350	1,350	810	330	5	0.5	0	0.0
2019	527			CTR	1,000	1,350	1,350	810	330	5	0.5	2	0.2
2021	527			CTR	1,050	1,350	1,350	860	350	10	0.9	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1988	527	DORION RD (E) DORION CUT OFF RD (E)	48.5	C	600	670	670	540	220	17	1.6	4	0.4
1989	527			C	600	670	670	540	220	16	1.5	3	0.3
1990	527			LT	500	730	700	360	180	12	1.4	1	0.1
1991	527			LT	500	700	680	370	180	7	0.8	3	0.3
1992	527			LT	500	700	680	380	180	17	1.9	2	0.2
1993	527			LT	450	620	560	330	170	15	1.9	2	0.3
1994	527			LT	590	870	830	430	220	24	2.3	4	0.4
1995	527			LT	600	860	840	440	220	19	1.8	5	0.5
1996	527			LT	820	1,150	1,150	600	300	18	1.2	1	0.1
1997	527			LT	600	850	830	440	220	10	0.9	2	0.2
1998	527			LT	600	840	820	440	230	8	0.8	3	0.3
1999	527			LT	630	880	860	460	260	15	1.3	5	0.4
2000	527			LT	620	860	850	450	250	20	1.8	5	0.5
2001	527			LT	620	870	840	450	250	15	1.4	6	0.5
2002	527			LT	600	840	820	440	250	24	2.3	7	0.7
2003	527			LT	610	840	820	450	250	15	1.4	4	0.4
2004	527			LT	600	840	820	440	250	20	1.9	4	0.4
2005	527			LT	600	820	800	440	250	20	1.9	2	0.2
2006	527			LT	650	890	870	480	270	9	0.8	1	0.1
2007	527			IR	590	710	710	500	190	12	1.1	1	0.1
2008	527			IR	530	640	630	450	170	8	0.9	1	0.1
2009	527			IT	460	580	580	380	70	4	0.5	0	0.0
2010	527			IT	400	500	500	330	60	7	1.0	0	0.0
2011	527			IT	540	720	730	440	80	8	0.8	1	0.1
2012	527			IT	370	460	450	310	60	8	1.2	0	0.0
2013	527			IT	460	580	580	380	70	9	1.1	1	0.1
2014	527			IT	390	490	480	320	150	8	1.2	1	0.1
2015	527			IT	440	550	540	360	170	9	1.2	0	0.0
2016	527			IT	430	540	530	360	160	9	1.2	0	0.0
2017	527			IT	470	620	620	400	200	11	1.3	2	0.2
2018	527			IT	410	540	540	350	170	5	0.7	0	0.0
2019	527			IT	390	520	520	330	160	13	1.9	1	0.1
2021	527			IT	370	480	480	320	160	5	0.8	0	0.0
2007	527	LAC DES ILES MINE RD (W)	19.0	IR	400	480	480	340	150	3	1.1	1	0.4
2008	527			IR	360	440	430	310	130	1	0.4	0	0.0
2009	527			IT	320	400	400	270	40	1	0.5	0	0.0
2010	527			IT	290	360	360	240	40	2	1.0	0	0.0
2011	527			IT	360	480	480	300	50	3	1.2	0	0.0
2012	527			IT	280	350	340	230	40	0	0.0	0	0.0
2013	527			IT	320	400	400	260	40	2	0.9	1	0.5
2014	527			IT	280	350	340	230	70	1	0.5	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2015	527			IT	300	380	370	250	80	3	1.4	0	0.0
2016	527			IT	300	380	370	250	80	1	0.5	0	0.0
2017	527			CR	330	380	380	300	80	0	0.0	0	0.0
2018	527			CR	470	550	550	420	140	4	1.2	0	0.0
2019	527			CR	470	550	550	420	140	4	1.2	0	0.0
2021	527			CR	480	550	560	430	140	2	0.6	0	0.0
1988	527	TERTIARY RD 811 (W)	32.1	LT	250	360	350	190	120	8	2.7	1	0.3
1989	527			LT	250	350	340	180	120	6	2.1	0	0.0
1990	527			LT	200	290	280	150	100	8	3.4	5	2.1
1991	527			LT	200	280	270	150	100	5	2.1	0	0.0
1992	527			LT	200	280	270	150	100	3	1.3	0	0.0
1993	527			LT	200	280	250	150	100	6	2.6	2	0.9
1994	527			LT	210	310	300	150	100	4	1.6	1	0.4
1995	527			LT	210	300	290	150	100	4	1.6	1	0.4
1996	527			LT	240	340	330	180	120	6	2.1	2	0.7
1997	527			LT	200	280	280	150	100	9	3.8	1	0.4
1998	527			LT	190	270	260	140	100	1	0.4	0	0.0
1999	527			LT	190	260	260	140	90	6	2.7	1	0.4
2000	527			LT	200	280	270	150	100	3	1.3	1	0.4
2001	527			LT	200	280	270	150	100	3	1.3	0	0.0
2002	527			LT	190	270	260	140	90	5	2.2	1	0.4
2003	527			LT	190	260	260	140	90	3	1.3	0	0.0
2004	527			LT	190	270	260	140	90	3	1.3	0	0.0
2005	527			LT	180	250	240	130	90	3	1.4	1	0.5
2006	527			LT	190	260	250	140	90	5	2.2	0	0.0
2007	527			CTR	210	260	260	180	90	3	1.2	0	0.0
2008	527			CTR	190	240	230	160	80	6	2.7	0	0.0
2009	527			IC	180	200	200	160	20	3	1.4	0	0.0
2010	527			IC	180	200	200	160	20	1	0.5	0	0.0
2011	527			IC	180	200	210	160	20	3	1.4	0	0.0
2012	527			IC	180	200	190	160	20	2	0.9	1	0.5
2013	527			IC	180	200	200	160	20	5	2.4	0	0.0
2014	527			CR	170	200	200	140	20	5	2.5	0	0.0
2015	527			CR	170	200	200	140	20	4	2.0	0	0.0
2016	527			CR	170	200	200	140	20	2	1.0	0	0.0
2017	527			CR	170	200	200	150	20	1	0.5	0	0.0
2018	527			CR	170	200	200	150	20	4	2.0	2	1.0
2019	527			CR	170	200	200	150	20	3	1.5	1	0.5
2021	527			CR	230	260	270	210	30	0	0.0	0	0.0
1988	527	HURKETT RD (E)	59.5	LT	150	210	210	110	80	14	4.3	1	0.3
1989	527			LT	150	210	210	110	80	19	5.8	2	0.6

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1990	527			LT	200	290	280	150	100	10	2.3	2	0.5
1991	527			LT	200	280	270	150	100	6	1.4	0	0.0
1992	527			LT	200	280	270	150	100	7	1.6	1	0.2
1993	527			LT	250	350	310	180	120	12	2.2	1	0.2
1994	527			LT	240	350	340	170	120	18	3.5	7	1.3
1995	527			LT	250	360	350	180	120	13	2.4	4	0.7
1996	527			LT	280	400	390	210	140	10	1.6	3	0.5
1997	527			LT	280	390	390	210	140	7	1.2	1	0.2
1998	527			LT	290	410	400	210	140	17	2.7	6	1.0
1999	527			LT	280	390	380	200	140	12	2.0	2	0.3
2000	527			LT	280	390	380	200	140	12	2.0	2	0.3
2001	527			LT	280	390	380	210	140	11	1.8	2	0.3
2002	527			LT	270	380	370	200	40	12	2.0	2	0.3
2003	527			LT	290	400	390	210	50	16	2.5	9	1.4
2004	527			LT	290	410	390	210	50	7	1.1	1	0.2
2005	527			LT	300	410	400	220	50	8	1.2	2	0.3
2006	527			LT	290	400	390	210	50	5	0.8	0	0.0
2007	527			LT	270	370	380	200	40	10	1.7	1	0.2
2008	527			LT	250	340	330	180	40	9	1.7	0	0.0
2009	527			LT	260	350	340	190	40	7	1.2	0	0.0
2010	527			LT	200	270	260	150	30	3	0.7	0	0.0
2011	527			LT	260	330	340	210	40	5	0.9	0	0.0
2012	527			LT	250	330	310	190	40	8	1.5	0	0.0
2013	527			LT	240	310	310	180	40	6	1.2	0	0.0
2014	527			UC	230	230	220	220	40	8	1.6	0	0.0
2015	527			UC	230	230	220	220	40	7	1.4	1	0.2
2016	527			UC	230	230	220	220	40	5	1.0	0	0.0
2017	527			UC	230	230	230	220	40	8	1.6	2	0.4
2018	527			UC	230	230	230	220	40	6	1.2	1	0.2
2019	527			UC	220	220	220	210	40	0	0.0	0	0.0
2021	527			UC	220	220	220	210	40	7	1.5	0	0.0
2019	527	OBONGA LAKE RD/WABAKIMI WILDERNESS LODGE (W)	30.6	UNCL	N/A	N/A	N/A	N/A	N/A	2	N/A	0	N/A
2021	527	1ST AVE ARMSTRONG END OF HWY											
1988	528	HWY 64 LAFRENIERE'S CORS	11.9	T	350	640	610	210	10	2	1.3	0	0.0
1989	528			T	400	720	700	250	10	2	1.2	0	0.0
1990	528			T	400	730	700	250	10	3	1.7	0	0.0
1991	528			T	400	720	690	250	10	1	0.6	0	0.0
1992	528			LR	450	720	580	300	50	1	0.5	0	0.0
1993	528			LR	450	720	580	290	50	1	0.5	0	0.0
1994	528			LR	500	820	660	330	60	3	1.4	0	0.0
1995	528			LR	480	810	650	310	60	1	0.5	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1996	528			LR	550	920	740	370	70	1	0.4	0	0.0
1997	528			LT	570	800	790	420	70	0	0.0	0	0.0
1998	528			LT	640	900	880	470	30	1	0.4	0	0.0
1999	528			LT	570	790	780	420	30	0	0.0	0	0.0
2000	528			LT	580	810	790	420	50	1	0.4	0	0.0
2001	528			LT	550	770	750	400	40	1	0.4	0	0.0
2002	528			LT	600	840	820	440	50	0	0.0	0	0.0
2003	528			LT	610	840	820	450	50	0	0.0	0	0.0
2004	528			LT	640	900	870	470	50	0	0.0	0	0.0
2005	528			LT	610	840	820	450	50	0	0.0	0	0.0
2006	528			LT	620	850	830	460	20	1	0.4	0	0.0
2007	528			LT	620	850	870	460	20	1	0.4	0	0.0
2008	528			LT	630	860	830	460	20	1	0.4	0	0.0
2009	528			LT	580	780	770	430	20	0	0.0	0	0.0
2010	528			LT	640	860	840	470	20	1	0.4	0	0.0
2011	528			LT	550	700	720	450	20	0	0.0	0	0.0
2012	528			LT	630	820	780	480	20	0	0.0	0	0.0
2013	528			LT	630	820	820	480	20	1	0.4	0	0.0
2014	528			LT	640	840	850	480	20	0	0.0	0	0.0
2015	528			LT	650	850	860	490	20	0	0.0	0	0.0
2016	528			LT	650	850	860	490	20	1	0.4	0	0.0
2017	528			LT	660	840	840	550	50	0	0.0	0	0.0
2018	528			LT	660	840	840	550	50	0	0.0	0	0.0
2019	528			LT	670	850	850	560	50	0	0.0	0	0.0
2021	528			LT	680	850	850	570	50	2	0.7	0	0.0
1988	528	SEC HWY 528A	1.6	T	180	330	320	110	20	0	0.0	0	0.0
1989	528			T	180	330	320	110	20	0	0.0	0	0.0
1990	528			T	180	330	310	110	20	1	9.5	0	0.0
1991	528			T	180	330	310	110	20	0	0.0	0	0.0
1992	528			LR	150	240	190	100	20	0	0.0	0	0.0
1993	528			LR	150	240	190	100	20	0	0.0	0	0.0
1994	528			LR	170	280	220	110	20	0	0.0	0	0.0
1995	528			LR	140	240	190	90	20	1	12.2	0	0.0
1996	528			LR	170	280	230	110	20	0	0.0	0	0.0
1997	528			LR	170	290	230	110	20	0	0.0	0	0.0
1998	528			LR	210	350	280	140	30	0	0.0	0	0.0
1999	528			LR	180	300	240	120	20	0	0.0	0	0.0
2000	528			LR	180	290	240	120	20	1	9.5	0	0.0
2001	528			LR	170	280	220	110	20	0	0.0	0	0.0
2002	528			LR	190	310	250	130	20	1	9.0	0	0.0
2003	528			LR	200	320	250	130	20	0	0.0	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2004	528			LR	200	330	260	130	20	0	0.0	0	0.0
2005	528			LR	200	310	250	140	20	0	0.0	0	0.0
2006	528			LR	210	330	260	140	30	1	8.2	0	0.0
2007	528			LR	210	330	320	140	30	0	0.0	0	0.0
2008	528			LR	220	340	330	150	30	0	0.0	0	0.0
2009	528			LR	220	330	270	150	30	0	0.0	0	0.0
2010	528			LR	220	330	270	150	30	0	0.0	0	0.0
2011	528			LR	230	360	330	160	30	0	0.0	0	0.0
2012	528			LR	230	340	330	160	30	1	7.4	0	0.0
2013	528			LT	240	310	310	180	30	0	0.0	0	0.0
2014	528			LT	240	310	320	180	30	0	0.0	0	0.0
2015	528			LT	240	310	320	180	30	0	0.0	0	0.0
2016	528			LT	250	330	330	190	30	0	0.0	0	0.0
2017	528			LT	250	320	320	210	30	0	0.0	0	0.0
2018	528			LT	260	330	330	220	30	0	0.0	0	0.0
2019	528			LT	260	330	330	220	30	0	0.0	0	0.0
2021	528			LT	270	340	340	230	30	0	0.0	0	0.0
2021	528	WOLSELEY BAY END OF HWY											
1988	528A	SEC HWY 528	5.1	R	100	190	140	50	10	0	0.0	0	0.0
1989	528A			R	100	180	140	60	10	1	5.4	0	0.0
1990	528A			R	100	190	140	50	10	0	0.0	0	0.0
1991	528A			R	100	180	140	60	10	0	0.0	0	0.0
1992	528A			LR	100	160	130	70	10	0	0.0	0	0.0
1993	528A			LR	100	160	130	70	10	1	5.4	0	0.0
1994	528A			LR	110	180	150	70	10	0	0.0	0	0.0
1995	528A			LR	110	180	150	70	10	0	0.0	0	0.0
1996	528A			LR	120	200	160	80	20	0	0.0	0	0.0
1997	528A			LR	120	200	160	80	20	1	4.5	0	0.0
1998	528A			LR	120	200	160	80	20	0	0.0	0	0.0
1999	528A			LR	100	160	130	70	10	0	0.0	0	0.0
2000	528A			LR	100	160	130	70	10	0	0.0	0	0.0
2001	528A			LR	70	110	90	50	10	0	0.0	0	0.0
2002	528A			LR	90	150	120	60	10	0	0.0	0	0.0
2003	528A			LR	80	130	100	50	10	0	0.0	0	0.0
2004	528A			LR	70	110	90	50	10	0	0.0	0	0.0
2005	528A			LR	80	120	100	50	10	0	0.0	0	0.0
2006	528A			LR	80	120	100	50	10	0	0.0	0	0.0
2007	528A			LR	70	110	110	50	10	0	0.0	0	0.0
2008	528A			LR	60	90	90	40	10	0	0.0	0	0.0
2009	528A			LR	60	90	70	40	10	0	0.0	0	0.0
2010	528A			LR	60	90	70	40	10	0	0.0	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2011	528A			LR	50	80	70	40	10	0	0.0	0	0.0
2012	528A			LR	50	70	70	30	10	0	0.0	0	0.0
2013	528A			R	80	140	160	40	10	0	0.0	0	0.0
2014	528A			R	50	80	90	30	10	0	0.0	0	0.0
2015	528A			LR	80	120	120	50	10	0	0.0	0	0.0
2016	528A			LR	50	70	80	30	10	0	0.0	0	0.0
2017	528A			LR	40	70	60	30	10	0	0.0	0	0.0
2018	528A			LR	40	70	60	30	10	0	0.0	0	0.0
2019	528A			LR	80	130	130	50	10	0	0.0	0	0.0
2021	528A			LR	40	60	60	30	10	0	0.0	0	0.0
2021	528A	PINE COVE END OF HWY											
1988	529	S JCT HWY 69	6.8	T	250	460	440	150	10	2	3.2	0	0.0
1989	529			T	250	450	440	160	10	1	1.6	0	0.0
1990	529			T	250	460	440	160	10	1	1.6	0	0.0
1991	529			T	300	540	520	190	20	0	0.0	0	0.0
1992	529			T	300	540	530	190	20	1	1.3	0	0.0
1993	529			T	300	540	530	190	20	2	2.7	0	0.0
1994	529			IR	330	410	360	280	20	1	1.2	0	0.0
1995	529			IR	340	420	370	290	20	0	0.0	0	0.0
1996	529			IR	350	430	390	300	20	1	1.1	0	0.0
1997	529			LR	380	640	510	250	40	2	2.1	0	0.0
1998	529			LR	380	630	510	250	10	1	1.1	0	0.0
1999	529			LR	370	610	490	240	10	0	0.0	0	0.0
2000	529			LR	400	650	520	270	60	1	1.0	1	1.0
2001	529			LR	380	620	500	250	60	0	0.0	0	0.0
2002	529			LR	380	620	500	260	60	0	0.0	0	0.0
2003	529			LR	380	600	480	260	10	0	0.0	0	0.0
2004	529			LR	390	640	510	260	10	1	1.0	0	0.0
2005	529			LR	360	560	450	250	10	3	3.4	0	0.0
2006	529			LR	380	590	480	260	20	0	0.0	0	0.0
2007	529			LR	360	560	540	240	10	0	0.0	0	0.0
2008	529			LR	360	560	550	250	10	0	0.0	0	0.0
2009	529			LR	270	410	330	180	10	0	0.0	0	0.0
2010	529			LR	360	540	440	240	10	1	1.1	0	0.0
2011	529			LR	350	540	510	250	10	0	0.0	0	0.0
2012	529			LR	350	520	510	240	10	1	1.1	0	0.0
2013	529			LR	350	520	600	240	10	0	0.0	0	0.0
2014	529			LR	350	520	530	240	10	0	0.0	0	0.0
2015	529			LR	260	390	400	180	10	3	4.6	0	0.0
2016	529			LR	330	490	500	220	10	0	0.0	0	0.0
2017	529			LR	330	550	530	230	10	0	0.0	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2018	529			LR	330	550	530	230	10	1	1.2	0	0.0
2019	529			LR	330	550	540	230	10	1	1.2	0	0.0
2021	529			LR	320	510	500	220	10	2	2.5	0	0.0
1988	529	SEC HWY 529A BAYFIELD RD	16.9	T	50	90	90	30	10	0	0.0	0	0.0
1989	529			T	50	90	90	30	10	0	0.0	0	0.0
1990	529			T	50	90	90	30	10	1	3.2	0	0.0
1991	529			T	50	90	90	30	10	0	0.0	0	0.0
1992	529			T	50	90	90	30	10	0	0.0	0	0.0
1993	529			T	50	90	90	30	10	0	0.0	0	0.0
1994	529			LT	40	60	60	30	10	0	0.0	0	0.0
1995	529			LT	50	70	70	40	10	2	6.5	0	0.0
1996	529			LT	50	70	70	40	10	0	0.0	0	0.0
1997	529			LR	40	70	50	30	10	0	0.0	0	0.0
1998	529			LR	50	80	70	30	10	0	0.0	0	0.0
1999	529			LR	50	80	70	30	10	0	0.0	0	0.0
2000	529			LR	50	80	70	30	10	0	0.0	0	0.0
2001	529			LR	50	80	70	30	10	0	0.0	0	0.0
2002	529			LR	50	80	70	30	10	3	9.7	2	6.5
2003	529			LR	50	80	60	30	10	0	0.0	0	0.0
2004	529			LR	50	80	70	30	10	2	6.5	0	0.0
2005	529			LR	50	80	60	30	10	1	3.2	0	0.0
2006	529			LT	50	70	70	40	10	0	0.0	0	0.0
2007	529			LT	50	70	70	40	10	0	0.0	0	0.0
2008	529			LT	50	70	70	40	10	1	3.2	0	0.0
2009	529			LT	50	70	70	40	10	1	3.2	0	0.0
2010	529			LT	50	70	70	40	10	0	0.0	0	0.0
2011	529			LT	50	60	70	40	10	0	0.0	0	0.0
2012	529			LT	50	70	60	40	10	0	0.0	0	0.0
2013	529			CTR	50	60	60	40	10	1	3.2	0	0.0
2014	529			CTR	50	60	60	40	10	0	0.0	0	0.0
2015	529			CTR	50	60	60	40	10	0	0.0	0	0.0
2016	529			CTR	50	60	60	40	10	0	0.0	0	0.0
2017	529			CTR	50	70	70	40	10	1	3.2	0	0.0
2018	529			CTR	50	70	70	40	10	0	0.0	0	0.0
2019	529			CTR	50	70	70	40	10	0	0.0	0	0.0
2021	529			IR	50	60	60	40	0	0	0.0	0	0.0
1988	529	SEC HWY 645	2.1	CTR	150	200	180	130	20	0	0.0	0	0.0
1989	529			CTR	150	190	180	130	0	0	0.0	0	0.0
1990	529			CTR	150	190	180	130	0	1	8.7	0	0.0
1991	529			IR	200	250	220	170	10	2	13.1	0	0.0
1992	529			IR	200	250	220	170	10	0	0.0	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1993	529			IR	200	250	210	160	10	1	6.5	0	0.0
1994	529			CTR	200	260	240	170	10	1	6.5	0	0.0
1995	529			CTR	200	260	250	170	10	0	0.0	0	0.0
1996	529			CTR	210	270	260	180	10	0	0.0	0	0.0
1997	529			LT	220	310	300	160	10	0	0.0	0	0.0
1998	529			LT	220	310	300	160	10	0	0.0	0	0.0
1999	529			LT	220	310	300	160	10	0	0.0	0	0.0
2000	529			LT	230	320	310	170	10	0	0.0	0	0.0
2001	529			LT	220	310	300	160	10	0	0.0	0	0.0
2002	529			LT	230	320	310	170	10	0	0.0	0	0.0
2003	529			LT	230	320	310	170	10	1	5.7	1	5.7
2004	529			LT	230	320	310	170	10	1	5.7	0	0.0
2005	529			LT	230	320	310	170	10	0	0.0	0	0.0
2006	529			LT	230	310	310	170	10	1	5.7	0	0.0
2007	529			LT	230	320	320	170	10	1	5.7	0	0.0
2008	529			LT	240	330	310	180	10	0	0.0	0	0.0
2009	529			LT	230	310	300	170	10	1	5.7	0	0.0
2010	529			LT	240	320	320	180	10	0	0.0	0	0.0
2011	529			LT	220	280	290	180	10	0	0.0	0	0.0
2012	529			LT	240	310	300	180	10	1	5.4	0	0.0
2013	529			CTR	240	290	300	200	10	0	0.0	0	0.0
2014	529			CTR	240	290	300	200	10	0	0.0	0	0.0
2015	529			CR	210	250	250	180	10	1	6.2	0	0.0
2016	529			CR	240	280	280	200	10	0	0.0	0	0.0
2017	529			CR	240	280	280	220	10	1	5.5	0	0.0
2018	529			CR	240	280	280	220	10	1	5.5	2	10.9
2019	529			CR	240	280	280	220	10	1	5.5	0	0.0
2021	529			IR	420	500	500	360	0	0	0.0	0	0.0
2021	529	N JCT HWY 69 END OF HWY											
1988	529A	SEC HWY 529	4.5	T	150	270	260	90	10	0	0.0	0	0.0
1989	529A			T	150	270	260	90	10	0	0.0	0	0.0
1990	529A			T	150	270	260	90	10	0	0.0	0	0.0
1991	529A			T	150	270	260	90	10	0	0.0	0	0.0
1992	529A			T	150	270	260	90	10	2	8.1	0	0.0
1993	529A			T	150	270	260	90	10	0	0.0	0	0.0
1994	529A			T	140	250	250	90	10	0	0.0	0	0.0
1995	529A			T	150	260	250	90	10	0	0.0	0	0.0
1996	529A			T	150	260	250	90	10	0	0.0	0	0.0
1997	529A			LR	160	270	220	110	10	0	0.0	0	0.0
1998	529A			LR	150	250	200	100	10	1	4.1	0	0.0
1999	529A			LR	150	250	200	100	10	0	0.0	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2000	529A			LR	150	240	200	100	10	0	0.0	0	0.0
2001	529A			LR	160	260	210	110	10	0	0.0	0	0.0
2002	529A			LR	160	260	210	110	10	0	0.0	0	0.0
2003	529A			LR	160	250	200	110	10	1	3.8	0	0.0
2004	529A			LR	160	260	210	110	10	0	0.0	0	0.0
2005	529A			LR	160	250	200	110	10	0	0.0	0	0.0
2006	529A			LR	160	250	200	110	10	0	0.0	0	0.0
2007	529A			LR	160	250	240	110	10	0	0.0	0	0.0
2008	529A			LR	160	250	240	110	10	0	0.0	0	0.0
2009	529A			LR	140	210	170	100	10	0	0.0	0	0.0
2010	529A			LR	160	240	200	110	10	0	0.0	0	0.0
2011	529A			LR	160	250	230	110	10	0	0.0	0	0.0
2012	529A			LR	160	240	230	110	10	0	0.0	0	0.0
2013	529A			R	160	270	320	90	10	0	0.0	0	0.0
2014	529A			R	160	270	280	90	10	0	0.0	0	0.0
2015	529A			LR	160	240	240	110	10	0	0.0	0	0.0
2016	529A			LR	160	240	240	110	10	0	0.0	0	0.0
2017	529A			LR	160	270	260	110	10	0	0.0	0	0.0
2018	529A			LR	160	270	260	110	10	0	0.0	0	0.0
2019	529A			LR	160	270	260	110	10	0	0.0	0	0.0
2021	529A			LR	140	230	220	100	0	0	0.0	0	0.0
2021	529A	BAYFIELD LODGE BAYFIELD END OF HWY											
1988	531	BONFIELD TWP RD C 8 9 BONFIELD	3.5	IC	1,000	1,150	1,150	880	50	1	0.8	0	0.0
1989	531			IC	1,100	1,250	1,250	980	60	2	1.4	0	0.0
1990	531			IC	1,100	1,250	1,250	980	60	1	0.7	0	0.0
1991	531			IC	1,100	1,250	1,200	980	60	2	1.4	0	0.0
1992	531			IC	1,100	1,200	1,200	1,000	40	3	2.1	1	0.7
1993	531			IC	1,100	1,250	1,250	980	40	1	0.7	0	0.0
1994	531			IC	1,200	1,350	1,350	1,050	50	1	0.7	0	0.0
1995	531			IC	1,200	1,350	1,350	1,100	50	1	0.7	0	0.0
1996	531			IC	1,250	1,400	1,400	1,100	50	3	1.9	1	0.6
1997	531			IR	1,300	1,600	1,450	1,100	50	0	0.0	0	0.0
1998	531			IR	1,350	1,650	1,500	1,150	50	0	0.0	0	0.0
1999	531			IR	1,250	1,550	1,400	1,050	50	0	0.0	0	0.0
2000	531			IR	1,300	1,600	1,450	1,100	50	4	2.4	0	0.0
2001	531			IR	1,300	1,600	1,450	1,100	50	1	0.6	0	0.0
2002	531			IR	1,300	1,600	1,450	1,100	90	4	2.4	0	0.0
2003	531			IR	1,300	1,600	1,450	1,100	90	2	1.2	0	0.0
2004	531			IR	1,250	1,550	1,400	1,050	90	3	1.9	0	0.0
2005	531			IR	1,300	1,550	1,400	1,100	90	1	0.6	0	0.0
2006	531			IR	1,300	1,550	1,400	1,100	90	1	0.6	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2007	531			IR	1,300	1,550	1,550	1,100	90	3	1.8	0	0.0
2008	531			IR	1,350	1,650	1,600	1,150	90	4	2.3	0	0.0
2009	531			IC	1,350	1,500	1,500	1,200	90	2	1.2	1	0.6
2010	531			IC	1,350	1,500	1,500	1,200	90	0	0.0	0	0.0
2011	531			IC	1,150	1,250	1,300	1,050	80	1	0.7	0	0.0
2012	531			IC	1,300	1,450	1,400	1,150	90	2	1.2	0	0.0
2013	531			UC	1,300	1,300	1,300	1,250	90	0	0.0	0	0.0
2014	531			UC	1,300	1,300	1,250	1,250	90	1	0.6	0	0.0
2015	531			UC	1,150	1,150	1,100	1,100	80	1	0.7	0	0.0
2016	531			UC	1,300	1,300	1,250	1,250	90	1	0.6	0	0.0
2017	531			UC	1,300	1,300	1,300	1,250	80	0	0.0	0	0.0
2018	531			UC	1,300	1,300	1,300	1,250	80	1	0.6	0	0.0
2019	531			UC	1,300	1,300	1,300	1,250	80	1	0.6	0	0.0
2021	531			UC	1,300	1,300	1,300	1,250	80	0	0.0	0	0.0
2021	531	HWY 17 END OF HWY											
1988	532	SEC HWY 556	14.2	CTR	450	580	550	380	40	1	0.4	0	0.0
1989	532			CTR	450	570	540	390	40	6	2.6	0	0.0
1990	532			CTR	450	560	530	390	40	3	1.3	0	0.0
1991	532			CTR	550	690	690	480	50	1	0.4	0	0.0
1992	532			CTR	550	680	650	480	50	3	1.0	0	0.0
1993	532			CTR	550	690	670	470	50	5	1.8	2	0.7
1994	532			SC	560	580	640	520	90	7	2.4	0	0.0
1995	532			SC	560	590	650	510	90	2	0.7	0	0.0
1996	532			SC	570	610	670	510	90	1	0.3	0	0.0
1997	532			SC	590	630	690	530	30	2	0.7	0	0.0
1998	532			SC	600	640	700	530	30	2	0.6	0	0.0
1999	532			SC	620	660	730	550	30	1	0.3	0	0.0
2000	532			SC	590	630	690	520	30	2	0.7	0	0.0
2001	532			SC	560	600	660	490	30	5	1.7	0	0.0
2002	532			SC	550	580	640	480	30	0	0.0	0	0.0
2003	532			SC	620	650	720	550	30	3	0.9	0	0.0
2004	532			SC	540	580	630	480	30	6	2.1	0	0.0
2005	532			CTR	450	560	540	380	80	1	0.4	0	0.0
2006	532			CTR	540	670	640	460	90	2	0.7	0	0.0
2007	532			CTR	530	660	650	450	90	0	0.0	0	0.0
2008	532			CR	530	640	640	450	80	3	1.1	0	0.0
2009	532			CR	520	620	600	440	80	3	1.1	0	0.0
2010	532			CTR	520	630	610	440	80	3	1.1	0	0.0
2011	532			CTR	510	620	600	430	80	0	0.0	0	0.0
2012	532			IC	450	500	480	400	70	2	0.9	0	0.0
2013	532			IC	490	540	540	430	80	0	0.0	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2014	532			IC	440	490	480	390	70	0	0.0	0	0.0
2015	532			IC	470	520	520	420	80	1	0.4	0	0.0
2016	532			IC	460	510	510	410	70	3	1.3	0	0.0
2017	532			IC	460	500	510	420	60	1	0.4	0	0.0
2018	532			IC	450	500	500	410	60	0	0.0	0	0.0
2019	532			IC	440	480	490	400	60	0	0.0	0	0.0
2021	532			IC	430	470	470	390	60	2	0.9	0	0.0
2021	532	CHRISTINA MINE RD END OF HWY											
2021	533	HWY 17 MCCONNELL ST START OF NA	1.0										
1988	533	MATTAWA END OF NA	3.8	LT	400	570	560	300	30	1	1.8	0	0.0
1989	533			LT	500	700	690	370	40	1	1.4	0	0.0
1990	533			LT	500	730	700	360	40	6	8.7	0	0.0
1991	533			LT	500	700	680	370	40	1	1.4	0	0.0
1992	533			LT	600	830	810	460	50	2	2.4	0	0.0
1993	533			LT	600	830	740	440	50	3	3.6	0	0.0
1994	533			LT	620	910	880	450	50	1	1.2	0	0.0
1995	533			LT	640	920	890	470	50	1	1.1	0	0.0
1996	533			LT	670	950	920	490	50	1	1.1	0	0.0
1997	533			LT	690	970	950	510	60	0	0.0	0	0.0
1998	533			LT	770	1,100	1,050	560	60	2	1.9	1	0.9
1999	533			LT	720	1,000	980	530	60	0	0.0	0	0.0
2000	533			LT	740	1,050	1,000	540	60	0	0.0	0	0.0
2001	533			IR	790	980	880	670	60	1	0.9	0	0.0
2002	533			IR	830	1,000	920	710	70	1	0.9	0	0.0
2003	533			IR	750	910	830	640	120	0	0.0	0	0.0
2004	533			IR	770	950	850	650	110	0	0.0	0	0.0
2005	533			IR	740	890	810	630	100	1	1.0	0	0.0
2006	533			IR	790	950	860	670	80	0	0.0	0	0.0
2007	533			IT	710	910	950	580	90	0	0.0	0	0.0
2008	533			CR	640	770	770	540	80	1	1.1	0	0.0
2009	533			CR	750	900	870	640	100	1	1.0	0	0.0
2010	533			CR	770	920	890	650	120	0	0.0	0	0.0
2011	533			LT	660	850	860	540	90	0	0.0	0	0.0
2012	533			LT	640	830	800	480	150	1	1.1	1	1.1
2013	533			CTR	640	780	800	540	180	0	0.0	0	0.0
2014	533			IR	720	860	860	610	130	1	1.0	0	0.0
2015	533			IR	700	830	840	600	130	2	2.1	0	0.0
2016	533			IR	700	830	840	600	130	1	1.0	0	0.0
2017	533			IR	650	790	780	550	90	1	1.1	0	0.0
2018	533			IR	700	850	850	590	100	0	0.0	0	0.0
2019	533			IR	700	850	850	600	100	2	2.1	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2021	533			IR	700	840	840	600	100	1	1.0	0	0.0
1988	533	SEC HWY 656 LA CAVE RD	48.6	LT	200	280	280	150	20	5	1.4	1	0.3
1989	533			LT	200	280	280	150	20	9	2.5	1	0.3
1990	533			LT	200	290	280	150	20	8	2.3	2	0.6
1991	533			LT	200	280	270	150	20	7	2.0	0	0.0
1992	533			LT	200	280	270	150	20	10	2.8	3	0.8
1993	533			LT	200	280	250	150	20	12	3.4	0	0.0
1994	533			LT	210	310	300	150	20	2	0.5	1	0.3
1995	533			LT	270	390	380	200	30	5	1.0	2	0.4
1996	533			LT	200	280	280	150	20	9	2.5	1	0.3
1997	533			LR	200	340	270	130	20	6	1.7	2	0.6
1998	533			LR	190	310	250	130	30	8	2.4	0	0.0
1999	533			LR	210	340	280	140	30	5	1.3	0	0.0
2000	533			LR	210	340	270	140	30	5	1.3	0	0.0
2001	533			LR	200	330	260	130	40	12	3.4	0	0.0
2002	533			LR	200	330	260	140	40	10	2.8	1	0.3
2003	533			LR	200	320	250	130	40	8	2.3	0	0.0
2004	533			LT	170	240	230	120	30	5	1.7	0	0.0
2005	533			LT	210	290	280	150	40	13	3.5	2	0.5
2006	533			IR	220	270	240	190	20	11	2.8	2	0.5
2007	533			IR	200	240	240	170	20	7	2.0	0	0.0
2008	533			IR	200	240	240	170	20	8	2.2	0	0.0
2009	533			IR	230	280	250	200	30	9	2.2	2	0.5
2010	533			IR	200	240	220	170	20	4	1.1	0	0.0
2011	533			LT	310	400	400	250	30	6	1.1	1	0.2
2012	533			LT	220	290	270	170	20	3	0.8	0	0.0
2013	533			CTR	230	280	290	200	30	6	1.5	2	0.5
2014	533			CTR	230	280	280	200	30	6	1.5	3	0.7
2015	533			CTR	290	350	360	250	30	9	1.7	2	0.4
2016	533			CTR	240	290	300	200	30	3	0.7	0	0.0
2017	533			CTR	240	320	320	200	30	3	0.7	1	0.2
2018	533			CTR	240	320	320	200	30	12	2.8	4	0.9
2019	533			CTR	250	330	330	200	30	6	1.4	0	0.0
2021	533			CTR	250	330	320	200	30	8	1.8	1	0.2
2021	533	HWY 63 END OF HWY											
1997	534	NORTHERN MTO REGION	0.2	CTR	500	640	620	420	0	0	0.0	0	0.0
1998	534			CTR	500	640	610	420	0	0	0.0	0	0.0
1999	534			CTR	500	630	600	420	0	0	0.0	0	0.0
2000	534			CTR	500	630	600	420	0	0	0.0	0	0.0
2001	534			CTR	500	630	600	420	0	0	0.0	0	0.0
2002	534			CTR	500	630	600	420	0	0	0.0	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2003	534			CTR	500	620	600	420	0	0	0.0	0	0.0
2004	534			CTR	500	630	600	420	0	0	0.0	0	0.0
2005	534			CTR	500	620	590	420	0	0	0.0	0	0.0
2006	534			CTR	500	620	590	420	0	0	0.0	0	0.0
2007	534			CTR	500	620	610	420	0	0	0.0	0	0.0
2008	534			CTR	500	620	610	420	0	0	0.0	0	0.0
2009	534			CTR	500	610	590	420	0	0	0.0	0	0.0
2010	534			CTR	500	610	580	420	0	0	0.0	0	0.0
2011	534			CTR	500	610	580	420	0	0	0.0	0	0.0
2012	534			CTR	600	730	720	510	0	1	26.8	0	0.0
2013	534			CTR	520	630	650	440	0	0	0.0	0	0.0
2014	534			CTR	1,100	1,350	1,350	940	0	0	0.0	0	0.0
2015	534			CTR	2,100	2,550	2,600	1,800	0	1	7.7	0	0.0
2016	534			CTR	2,100	2,550	2,600	1,800	0	0	0.0	0	0.0
2017	534			CTR	1,250	1,650	1,650	1,000	100	0	0.0	0	0.0
2018	534			CTR	1,300	1,750	1,750	1,050	100	0	0.0	0	0.0
2019	534			CTR	1,350	1,800	1,800	1,100	110	1	11.9	0	0.0
2021	534			CTR	1,450	1,900	1,900	1,200	120	0	0.0	0	0.0
1988	534	HWY 11 POWASSAN	13.2	CTR	600	780	730	500	20	7	2.4	0	0.0
1989	534			CTR	600	760	730	520	30	4	1.4	1	0.3
1990	534			CTR	600	750	710	520	30	9	3.1	0	0.0
1991	534			CTR	600	760	750	520	30	7	2.4	1	0.3
1992	534			CTR	600	740	710	520	30	6	2.1	0	0.0
1993	534			CTR	550	690	670	470	30	6	2.3	0	0.0
1994	534			CTR	660	840	810	550	30	1	0.3	0	0.0
1995	534			CTR	680	870	840	570	30	3	0.9	1	0.3
1996	534			CTR	690	880	850	580	30	9	2.7	0	0.0
1997	534			CTR	730	930	900	610	30	5	1.4	0	0.0
1998	534			CTR	730	930	890	610	30	6	1.7	0	0.0
1999	534			CTR	740	930	900	620	30	2	0.6	0	0.0
2000	534			CTR	800	1,000	970	670	30	5	1.3	0	0.0
2001	534			CTR	770	970	930	650	30	5	1.4	0	0.0
2002	534			CTR	780	980	940	660	30	4	1.1	0	0.0
2003	534			CTR	860	1,050	1,050	730	30	5	1.2	0	0.0
2004	534			CTR	800	1,000	970	670	30	7	1.8	0	0.0
2005	534			CTR	790	980	940	670	30	13	3.4	1	0.3
2006	534			CTR	750	930	890	640	120	8	2.2	0	0.0
2007	534			CTR	810	1,000	990	690	130	2	0.5	1	0.3
2008	534			CTR	820	1,000	1,000	700	130	8	2.0	2	0.5
2009	534			CTR	770	940	910	650	120	9	2.4	0	0.0
2010	534			CTR	840	1,000	980	710	130	3	0.7	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2011	534			CTR	750	910	880	640	120	4	1.1	0	0.0
2012	534			CTR	830	1,000	990	710	130	12	3.0	0	0.0
2013	534			CTR	710	860	890	600	110	4	1.2	0	0.0
2014	534			CTR	820	1,000	1,000	700	130	1	0.3	0	0.0
2015	534			CTR	820	1,000	1,000	700	130	11	2.8	0	0.0
2016	534			CTR	830	1,000	1,000	710	130	3	0.8	0	0.0
2017	534			IR	830	1,000	1,000	710	60	5	1.3	0	0.0
2018	534			IR	840	1,000	1,000	710	60	11	2.7	0	0.0
2019	534			IR	840	1,000	1,000	720	60	11	2.7	0	0.0
2021	534			IR	850	1,000	1,000	730	60	7	1.7	0	0.0
1988	534	SEC HWY 654	17.0	LT	300	430	420	230	20	1	0.5	0	0.0
1989	534			LT	400	560	550	300	30	2	0.8	0	0.0
1990	534			LT	450	660	630	330	30	2	0.7	0	0.0
1991	534			LT	450	630	610	330	30	3	1.1	0	0.0
1992	534			LT	450	630	610	350	30	1	0.4	0	0.0
1993	534			LT	450	620	560	330	30	4	1.4	0	0.0
1994	534			LR	450	740	600	290	30	5	1.8	0	0.0
1995	534			LR	480	810	650	310	30	8	2.7	0	0.0
1996	534			LR	490	820	660	330	30	2	0.7	0	0.0
1997	534			LT	500	700	690	370	40	0	0.0	0	0.0
1998	534			LT	520	730	710	380	40	0	0.0	0	0.0
1999	534			LT	530	740	720	390	40	5	1.5	0	0.0
2000	534			LT	550	770	750	400	90	5	1.5	0	0.0
2001	534			LT	550	770	750	400	90	5	1.5	0	0.0
2002	534			LT	570	800	780	420	90	6	1.7	0	0.0
2003	534			LT	600	830	810	440	30	6	1.6	0	0.0
2004	534			LT	590	830	800	430	30	7	1.9	0	0.0
2005	534			LT	570	780	760	420	30	5	1.4	1	0.3
2006	534			LT	600	820	800	440	30	7	1.9	0	0.0
2007	534			LT	590	810	830	430	30	5	1.4	0	0.0
2008	534			LT	600	820	790	440	30	6	1.6	0	0.0
2009	534			LT	530	720	700	390	30	3	0.9	0	0.0
2010	534			LT	620	830	820	460	30	5	1.3	0	0.0
2011	534			LT	530	680	690	440	30	8	2.4	0	0.0
2012	534			LT	610	800	760	460	30	10	2.6	0	0.0
2013	534			CTR	500	610	630	420	20	7	2.3	0	0.0
2014	534			CTR	600	730	740	510	30	6	1.6	0	0.0
2015	534			CTR	570	700	700	480	30	7	2.0	0	0.0
2016	534			CTR	600	730	740	510	30	3	0.8	0	0.0
2017	534			CTR	610	820	810	500	40	7	1.9	0	0.0
2018	534			CTR	610	810	810	500	40	6	1.6	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2019	534			CTR	620	830	820	500	40	6	1.6	0	0.0
2021	534			CTR	630	820	820	510	40	7	1.8	0	0.0
1988	534	SEC HWY 524	4.5	T	350	640	610	210	20	2	3.5	0	0.0
1989	534			T	400	720	700	250	30	1	1.5	0	0.0
1990	534			T	450	820	780	280	30	4	5.4	0	0.0
1991	534			T	450	810	780	280	30	2	2.7	0	0.0
1992	534			T	450	810	790	280	30	0	0.0	0	0.0
1993	534			T	450	810	790	280	30	2	2.7	0	0.0
1994	534			LR	470	770	620	310	30	1	1.3	0	0.0
1995	534			LR	480	810	650	310	30	0	0.0	0	0.0
1996	534			LR	500	840	670	330	40	1	1.2	0	0.0
1997	534			T	500	860	840	310	40	0	0.0	0	0.0
1998	534			T	530	900	890	320	40	0	0.0	0	0.0
1999	534			T	520	870	850	320	40	1	1.2	0	0.0
2000	534			T	550	910	870	340	80	3	3.3	0	0.0
2001	534			T	530	870	840	330	80	2	2.3	1	1.1
2002	534			T	540	880	850	340	80	1	1.1	0	0.0
2003	534			T	520	820	780	330	30	1	1.2	0	0.0
2004	534			T	550	900	870	340	30	1	1.1	0	0.0
2005	534			T	560	870	840	350	30	1	1.1	0	0.0
2006	534			LR	570	890	710	380	30	3	3.2	0	0.0
2007	534			LR	570	890	860	380	30	0	0.0	0	0.0
2008	534			LR	580	910	880	400	30	1	1.0	0	0.0
2009	534			LR	590	900	730	400	40	4	4.1	0	0.0
2010	534			LR	600	900	730	410	40	2	2.0	0	0.0
2011	534			LR	530	820	770	370	30	1	1.1	0	0.0
2012	534			LR	590	880	860	400	40	1	1.0	1	1.0
2013	534			CTR	600	730	750	510	40	2	2.0	0	0.0
2014	534			CTR	610	740	750	520	40	1	1.0	0	0.0
2015	534			CTR	610	740	750	520	40	2	2.0	0	0.0
2016	534			CTR	620	760	760	530	40	1	1.0	0	0.0
2017	534			CTR	620	830	820	510	60	1	1.0	0	0.0
2018	534			CTR	630	840	840	510	60	0	0.0	0	0.0
2019	534			CTR	630	840	840	510	60	0	0.0	0	0.0
2021	534			CTR	650	850	840	530	60	0	0.0	0	0.0
1988	534	COMMANDA LAKE RD RESTOULE	9.0	T	200	370	350	120	10	1	1.5	0	0.0
1989	534			T	250	450	440	160	20	0	0.0	0	0.0
1990	534			T	250	460	440	160	20	0	0.0	0	0.0
1991	534			T	250	450	430	160	20	2	2.4	0	0.0
1992	534			T	250	450	440	160	20	0	0.0	0	0.0
1993	534			T	300	540	530	190	20	0	0.0	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1994	534			LR	290	480	380	190	20	1	1.0	0	0.0
1995	534			LR	250	420	340	160	20	2	2.4	0	0.0
1996	534			LR	250	420	340	170	20	1	1.2	0	0.0
1997	534			T	220	380	370	140	20	0	0.0	0	0.0
1998	534			T	240	410	400	150	20	2	2.5	0	0.0
1999	534			T	240	400	390	150	20	0	0.0	0	0.0
2000	534			T	250	410	400	160	20	0	0.0	0	0.0
2001	534			T	230	380	360	140	20	0	0.0	0	0.0
2002	534			T	220	360	350	140	20	1	1.4	0	0.0
2003	534			LR	220	350	280	150	20	0	0.0	0	0.0
2004	534			LR	210	340	270	140	20	0	0.0	0	0.0
2005	534			LR	210	330	260	140	20	0	0.0	0	0.0
2006	534			LR	200	310	250	140	20	0	0.0	0	0.0
2007	534			LR	200	310	300	130	0	0	0.0	0	0.0
2008	534			LR	190	300	290	130	0	2	3.2	0	0.0
2009	534			LR	190	290	240	130	0	1	1.6	0	0.0
2010	534			LR	180	270	220	120	0	1	1.7	0	0.0
2011	534			LR	180	280	260	130	0	1	1.7	0	0.0
2012	534			LR	170	250	250	120	0	2	3.6	1	1.8
2013	534			CTR	170	210	210	140	0	2	3.6	0	0.0
2014	534			CTR	160	200	200	140	0	1	1.9	0	0.0
2015	534			CTR	160	200	200	140	0	2	3.8	0	0.0
2016	534			CTR	150	180	180	130	0	0	0.0	0	0.0
2017	534			CTR	150	200	200	120	0	0	0.0	0	0.0
2018	534			CTR	140	190	190	110	0	0	0.0	0	0.0
2019	534			CTR	140	190	190	110	0	1	2.2	0	0.0
2021	534			CTR	130	170	170	110	0	2	4.7	0	0.0
2021	534	PATTERSON LK RD END OF HWY											
1988	535	HWY 64 NOELVILLE	38.5	CTR	700	910	850	590	40	19	1.9	0	0.0
1989	535			T	750	1,350	1,300	470	40	14	1.3	0	0.0
1990	535			T	800	1,450	1,400	500	40	23	2.0	1	0.1
1991	535			T	800	1,450	1,400	500	40	19	1.7	1	0.1
1992	535			LR	750	1,200	970	500	40	14	1.3	0	0.0
1993	535			LR	750	1,200	970	490	40	20	1.9	0	0.0
1994	535			LR	860	1,400	1,150	560	50	19	1.6	1	0.1
1995	535			LR	860	1,450	1,150	560	50	13	1.1	1	0.1
1996	535			LR	930	1,550	1,250	620	60	11	0.8	1	0.1
1997	535			LR	960	1,600	1,300	640	60	13	1.0	0	0.0
1998	535			LR	1,000	1,650	1,350	660	30	13	0.9	1	0.1
1999	535			LR	930	1,550	1,250	610	30	11	0.8	1	0.1
2000	535			LR	930	1,500	1,200	620	30	13	1.0	2	0.2

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2001	535			LR	940	1,550	1,200	630	60	18	1.4	0	0.0
2002	535			LR	940	1,550	1,200	640	60	20	1.5	2	0.2
2003	535			LR	940	1,500	1,200	630	60	14	1.1	1	0.1
2004	535			CTR	940	1,200	1,150	790	60	23	1.7	0	0.0
2005	535			CTR	950	1,200	1,150	810	60	21	1.6	1	0.1
2006	535			IT	930	1,200	1,200	760	70	9	0.7	0	0.0
2007	535			IT	960	1,250	1,300	790	70	13	1.0	0	0.0
2008	535			IT	970	1,250	1,200	810	70	17	1.2	1	0.1
2009	535			IR	970	1,150	1,050	820	70	15	1.1	1	0.1
2010	535			IR	970	1,150	1,050	830	70	10	0.7	1	0.1
2011	535			IR	980	1,150	1,150	840	70	10	0.7	0	0.0
2012	535			IR	980	1,150	1,150	840	70	13	0.9	1	0.1
2013	535			IR	990	1,200	1,250	840	70	11	0.8	1	0.1
2014	535			IR	990	1,200	1,200	840	70	10	0.7	0	0.0
2015	535			CTR	990	1,200	1,200	840	70	13	0.9	0	0.0
2016	535			CTR	1,000	1,200	1,250	850	70	17	1.2	1	0.1
2017	535			CTR	1,000	1,350	1,350	810	100	11	0.8	0	0.0
2018	535			CTR	1,000	1,350	1,350	810	100	13	0.9	0	0.0
2019	535			CTR	1,000	1,350	1,350	810	100	9	0.6	0	0.0
2021	535			CTR	1,000	1,300	1,300	820	100	17	1.2	0	0.0
1988	535	HWY 17 HAGAR	10.3	IC	350	410	400	310	20	4	3.0	0	0.0
1989	535			IC	400	460	450	360	40	3	2.0	0	0.0
1990	535			IC	450	510	500	400	40	4	2.4	1	0.6
1991	535			IC	450	510	500	400	40	4	2.4	0	0.0
1992	535			IC	350	390	390	320	50	1	0.8	0	0.0
1993	535			IC	400	450	450	360	50	3	2.0	0	0.0
1994	535			IC	420	470	470	370	50	1	0.6	0	0.0
1995	535			LR	430	720	580	280	60	4	2.5	3	1.9
1996	535			LR	430	720	580	290	60	3	1.9	0	0.0
1997	535			LT	440	620	610	330	60	2	1.2	0	0.0
1998	535			LT	430	600	590	310	60	1	0.6	0	0.0
1999	535			LT	440	610	600	320	60	1	0.6	0	0.0
2000	535			LT	450	630	610	330	60	3	1.8	0	0.0
2001	535			CTR	450	570	540	380	60	3	1.8	0	0.0
2002	535			CTR	450	570	540	380	60	1	0.6	0	0.0
2003	535			CTR	460	570	550	390	60	2	1.2	0	0.0
2004	535			CTR	460	580	560	390	60	0	0.0	0	0.0
2005	535			CTR	460	570	550	390	60	0	0.0	0	0.0
2006	535			IT	470	600	590	390	80	1	0.6	0	0.0
2007	535			IT	460	590	620	380	70	1	0.6	0	0.0
2008	535			IT	470	600	570	390	80	1	0.6	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2009	535			CTR	460	560	540	390	70	1	0.6	0	0.0
2010	535			CTR	480	580	560	410	80	0	0.0	0	0.0
2011	535			CTR	420	510	490	360	70	4	2.5	0	0.0
2012	535			CTR	470	570	560	400	80	1	0.6	0	0.0
2013	535			CTR	410	500	520	350	70	3	1.9	0	0.0
2014	535			CTR	460	560	570	390	70	1	0.6	0	0.0
2015	535			CR	460	540	540	390	70	1	0.6	1	0.6
2016	535			CR	460	540	540	390	70	0	0.0	0	0.0
2017	535			CR	450	520	520	410	30	3	1.8	0	0.0
2018	535			CR	460	530	540	410	30	2	1.2	0	0.0
2019	535			CR	460	530	540	410	30	1	0.6	0	0.0
2021	535			CR	460	530	530	420	30	2	1.2	0	0.0
2021	535	RIVIERE VEUVE END OF HWY											
1988	537	JCT HWY 7279	5.5	C	800	890	890	720	50	3	1.9	1	0.6
1989	537			C	850	940	950	760	50	7	4.1	1	0.6
1990	537			C	900	1,000	1,000	810	50	2	1.1	0	0.0
1991	537			C	900	990	1,000	820	90	6	3.3	0	0.0
1992	537			C	850	920	940	780	80	0	0.0	0	0.0
1993	537			C	800	870	890	740	80	3	1.9	0	0.0
1994	537			C	810	890	900	730	80	1	0.6	0	0.0
1995	537			C	770	840	860	700	80	1	0.6	0	0.0
1996	537			C	830	940	940	750	80	1	0.6	0	0.0
1997	537			C	850	960	970	760	120	3	1.8	0	0.0
1998	537			C	680	770	770	610	100	2	1.5	0	0.0
1999	537			C	740	830	840	670	100	2	1.3	0	0.0
2000	537			C	730	820	820	660	100	2	1.4	0	0.0
2001	537			IC	700	780	790	620	100	0	0.0	0	0.0
2002	537			IC	690	770	780	610	100	4	2.9	0	0.0
2003	537			IC	680	760	770	600	100	5	3.7	0	0.0
2004	537			CTR	650	820	790	550	90	3	2.3	0	0.0
2005	537			CTR	680	840	810	580	100	2	1.5	0	0.0
2006	537			IC	650	720	730	580	230	2	1.5	0	0.0
2007	537			IC	660	730	760	580	240	0	0.0	0	0.0
2008	537			IC	650	720	700	570	230	3	2.3	2	1.5
2009	537			IC	720	800	810	640	260	1	0.7	0	0.0
2010	537			IC	630	700	700	560	230	0	0.0	0	0.0
2011	537			IC	620	680	710	560	220	2	1.6	0	0.0
2012	537			IC	610	680	660	540	220	3	2.4	0	0.0
2013	537			IC	600	660	660	530	220	2	1.7	0	0.0
2014	537			IC	590	650	650	520	210	2	1.7	0	0.0
2015	537			IC	580	640	640	510	210	3	2.6	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2016	537			IC	570	630	630	510	210	2	1.7	0	0.0
2017	537			IC	560	610	620	510	80	0	0.0	0	0.0
2018	537			IC	550	610	610	500	80	2	1.8	0	0.0
2019	537			IC	540	590	600	490	80	1	0.9	0	0.0
2021	537			IC	520	560	570	470	80	0	0.0	0	0.0
1988	537	WANAPITEI R BR CLELAND	10.6	C	1,500	1,650	1,650	1,350	90	3	0.5	0	0.0
1989	537			C	1,600	1,800	1,800	1,450	60	6	1.0	1	0.2
1990	537			C	1,700	1,900	1,900	1,550	70	4	0.6	1	0.2
1991	537			C	1,800	2,000	2,000	1,650	70	12	1.7	1	0.1
1992	537			C	1,800	1,950	2,000	1,650	70	5	0.7	2	0.3
1993	537			C	2,100	2,300	2,300	1,950	80	8	1.0	0	0.0
1994	537			C	2,400	2,650	2,700	2,150	100	10	1.1	1	0.1
1995	537			C	2,900	3,150	3,250	2,650	120	6	0.5	0	0.0
1996	537			C	2,750	3,100	3,150	2,500	110	5	0.5	0	0.0
1997	537			C	2,900	3,300	3,300	2,600	120	2	0.2	0	0.0
1998	537			C	3,100	3,500	3,500	2,800	120	2	0.2	0	0.0
1999	537			C	2,850	3,200	3,200	2,550	110	4	0.4	0	0.0
2000	537			C	2,850	3,200	3,200	2,550	110	0	0.0	0	0.0
2001	537			UC	2,950	3,150	3,450	2,750	120	2	0.2	0	0.0
2002	537			UC	2,900	3,100	3,400	2,700	120	4	0.4	0	0.0
2003	537			UC	2,900	3,050	3,400	2,750	120	6	0.5	0	0.0
2004	537			UC	2,750	2,950	3,250	2,600	110	3	0.3	1	0.1
2005	537			UC	2,950	3,100	3,450	2,750	120	5	0.4	0	0.0
2006	537			C	3,000	3,350	3,350	2,700	120	1	0.1	0	0.0
2007	537			C	3,000	3,350	3,400	2,700	120	6	0.5	1	0.1
2008	537			C	3,000	3,300	3,250	2,700	120	2	0.2	0	0.0
2009	537			C	3,050	3,350	3,400	2,750	120	2	0.2	0	0.0
2010	537			C	3,050	3,350	3,400	2,750	120	6	0.5	0	0.0
2011	537			C	3,100	3,400	3,450	2,800	120	2	0.2	0	0.0
2012	537			C	3,100	3,400	3,350	2,800	120	1	0.1	0	0.0
2013	537			CTR	3,100	3,750	3,900	2,650	120	3	0.3	2	0.2
2014	537			CTR	3,150	3,850	3,850	2,700	130	3	0.2	0	0.0
2015	537			CTR	3,150	3,850	3,850	2,700	130	1	0.1	0	0.0
2016	537			CTR	3,150	3,850	3,850	2,700	130	1	0.1	0	0.0
2017	537			CTR	3,200	4,300	4,250	2,600	220	1	0.1	0	0.0
2018	537			CTR	3,200	4,250	4,250	2,600	220	1	0.1	0	0.0
2019	537			CTR	3,250	4,350	4,300	2,650	230	5	0.4	0	0.0
2021	537			CTR	3,250	4,250	4,200	2,650	230	2	0.2	0	0.0
2021	537	FINNI RD DRYDEN TWP START OF NA	3.6										
2021	537	HWY 17 END OF NA END OF HWY											
1988	538	E JCT HWY 17	4.7	HT	50	100	90	20	0	0	0.0	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1989	538			HT	50	100	90	20	0	2	23.3	0	0.0
1990	538			HT	50	100	90	20	0	0	0.0	0	0.0
1991	538			HT	40	80	70	20	0	1	14.6	0	0.0
1992	538			HT	40	80	70	20	0	1	14.5	0	0.0
1993	538			HT	40	80	70	20	0	1	14.6	0	0.0
1994	538			LT	40	60	60	30	0	1	14.6	0	0.0
1995	538			LT	50	70	70	40	0	0	0.0	0	0.0
1996	538			LT	50	70	70	40	0	0	0.0	0	0.0
1997	538			HT	90	170	150	40	0	0	0.0	0	0.0
1998	538			HT	60	110	100	30	0	0	0.0	0	0.0
1999	538			HT	60	110	100	30	0	0	0.0	0	0.0
2000	538			HT	60	110	90	30	0	0	0.0	0	0.0
2001	538			HT	60	110	90	30	0	0	0.0	0	0.0
2002	538			HT	60	110	90	30	0	0	0.0	0	0.0
2003	538			IT	70	90	90	60	0	0	0.0	0	0.0
2004	538			IT	60	80	80	50	0	0	0.0	0	0.0
2005	538			IR	60	70	70	50	0	0	0.0	0	0.0
2006	538			IR	60	70	70	50	0	0	0.0	0	0.0
2007	538			IR	60	70	70	50	10	0	0.0	0	0.0
2008	538			IR	60	70	70	50	10	0	0.0	0	0.0
2009	538			IR	60	70	70	50	10	0	0.0	0	0.0
2010	538			CTR	60	70	70	50	10	0	0.0	0	0.0
2011	538			CTR	60	70	70	50	10	0	0.0	0	0.0
2012	538			UC	60	60	60	60	10	0	0.0	0	0.0
2013	538			UC	60	60	60	60	10	0	0.0	0	0.0
2014	538			C	50	60	50	40	10	0	0.0	0	0.0
2015	538			C	60	70	60	50	10	0	0.0	0	0.0
2016	538			C	60	70	60	50	10	1	9.7	0	0.0
2017	538			C	60	70	70	50	10	1	9.7	0	0.0
2018	538			C	60	70	70	50	10	1	9.7	0	0.0
2019	538			C	60	70	70	50	10	0	0.0	0	0.0
2021	538			C	60	70	60	50	10	0	0.0	0	0.0
1997	538	MIRANDA BLVD (N)	0.9	LT	200	280	280	150	0	0	0.0	0	0.0
1998	538			LT	200	280	270	150	0	0	0.0	0	0.0
1999	538			LT	200	280	270	150	0	0	0.0	0	0.0
2000	538			LT	200	280	270	150	0	0	0.0	0	0.0
2001	538			LT	180	250	250	130	0	0	0.0	0	0.0
2002	538			LT	170	240	230	120	0	0	0.0	0	0.0
2003	538			LT	120	170	160	90	0	0	0.0	0	0.0
2004	538			LT	160	220	220	120	0	0	0.0	0	0.0
2005	538			CTR	190	240	230	160	0	0	0.0	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2006	538			CTR	150	190	180	130	0	0	0.0	0	0.0
2007	538			CTR	150	190	180	130	0	0	0.0	0	0.0
2008	538			CTR	140	170	170	120	0	0	0.0	0	0.0
2009	538			CTR	140	170	170	120	0	0	0.0	0	0.0
2010	538			IT	140	180	180	120	0	0	0.0	0	0.0
2011	538			IT	130	170	170	110	0	0	0.0	0	0.0
2012	538			SC	200	210	200	180	0	0	0.0	0	0.0
2013	538			SC	140	150	130	120	0	0	0.0	0	0.0
2014	538			UC	230	230	220	220	0	0	0.0	0	0.0
2015	538			UC	150	150	140	140	0	0	0.0	0	0.0
2016	538			UC	150	150	140	140	0	0	0.0	0	0.0
2017	538			UC	150	150	150	140	0	0	0.0	0	0.0
2018	538			UC	150	150	150	140	0	0	0.0	0	0.0
2019	538			UC	150	150	150	140	0	0	0.0	0	0.0
2021	538			C	140	150	150	130	0	0	0.0	0	0.0
2021	538	W JCT HWY 17 END OF HWY											
1988	539	HWY 17 WARREN	23.4	IC	450	520	510	400	40	1	0.3	0	0.0
1989	539			IC	500	580	560	440	100	5	1.2	0	0.0
1990	539			IC	500	570	560	440	100	3	0.7	0	0.0
1991	539			IC	500	560	560	440	100	4	0.9	0	0.0
1992	539			IC	600	670	660	550	130	3	0.6	0	0.0
1993	539			IC	600	680	670	530	130	1	0.2	0	0.0
1994	539			IC	580	650	650	520	130	1	0.2	0	0.0
1995	539			IC	600	670	680	540	130	2	0.4	0	0.0
1996	539			IC	620	700	700	550	140	1	0.2	0	0.0
1997	539			IC	630	710	710	550	140	1	0.2	0	0.0
1998	539			IC	640	720	720	570	60	1	0.2	0	0.0
1999	539			IC	620	690	690	550	60	2	0.4	0	0.0
2000	539			IC	620	690	690	550	60	1	0.2	0	0.0
2001	539			IC	650	730	730	570	120	2	0.4	0	0.0
2002	539			IC	620	690	700	550	120	2	0.4	0	0.0
2003	539			IC	620	690	700	550	120	2	0.4	1	0.2
2004	539			IC	600	670	670	530	110	2	0.4	1	0.2
2005	539			IC	610	680	680	540	120	3	0.6	0	0.0
2006	539			IC	600	670	670	530	40	2	0.4	0	0.0
2007	539			IC	610	680	700	540	40	1	0.2	0	0.0
2008	539			IC	610	680	650	540	40	3	0.6	1	0.2
2009	539			IC	600	670	670	530	40	1	0.2	0	0.0
2010	539			IC	610	680	680	540	40	5	1.0	0	0.0
2011	539			IC	610	670	700	550	40	4	0.8	0	0.0
2012	539			IC	610	680	660	540	40	1	0.2	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2013	539			CTR	610	740	770	520	40	0	0.0	0	0.0
2014	539			CTR	610	740	750	520	40	3	0.6	0	0.0
2015	539			CTR	610	740	750	520	40	1	0.2	0	0.0
2016	539			CTR	610	740	750	520	40	4	0.8	1	0.2
2017	539			CTR	610	820	810	500	40	0	0.0	0	0.0
2018	539			CTR	610	810	810	500	40	3	0.6	0	0.0
2019	539			CTR	610	810	810	500	40	1	0.2	0	0.0
2021	539			CTR	610	800	790	500	40	3	0.6	0	0.0
1988	539	SEC HWY 539A RIVER VALLEY	13.6	IC	450	520	510	400	80	1	0.4	0	0.0
1989	539			IC	500	580	560	440	80	0	0.0	0	0.0
1990	539			IC	500	570	560	440	80	2	0.8	0	0.0
1991	539			IC	500	560	560	440	80	4	1.6	0	0.0
1992	539			LT	450	630	610	350	80	3	1.3	0	0.0
1993	539			LT	450	620	560	330	80	4	1.8	1	0.4
1994	539			LT	490	720	690	360	80	4	1.6	0	0.0
1995	539			LT	510	730	710	370	90	4	1.6	0	0.0
1996	539			LT	520	730	720	380	90	0	0.0	0	0.0
1997	539			LT	540	760	750	400	90	1	0.4	0	0.0
1998	539			LT	470	660	640	340	30	3	1.3	0	0.0
1999	539			LT	500	700	680	360	40	1	0.4	0	0.0
2000	539			LT	500	700	680	360	40	2	0.8	0	0.0
2001	539			LT	500	700	680	370	90	1	0.4	0	0.0
2002	539			LT	500	700	680	370	60	2	0.8	0	0.0
2003	539			LT	500	690	670	370	60	2	0.8	0	0.0
2004	539			IC	500	560	560	440	60	0	0.0	0	0.0
2005	539			IC	500	560	560	440	60	1	0.4	0	0.0
2006	539			IC	500	560	560	440	100	3	1.2	0	0.0
2007	539			IC	500	560	570	440	100	1	0.4	0	0.0
2008	539			IC	500	550	540	440	100	0	0.0	0	0.0
2009	539			IT	490	620	620	410	100	1	0.4	0	0.0
2010	539			IT	500	630	630	410	100	2	0.8	0	0.0
2011	539			IT	500	670	670	410	100	1	0.4	0	0.0
2012	539			IT	490	610	590	410	100	2	0.8	0	0.0
2013	539			UC	490	490	490	460	100	2	0.8	0	0.0
2014	539			UC	490	490	470	460	100	1	0.4	0	0.0
2015	539			CTR	490	600	600	420	100	0	0.0	0	0.0
2016	539			CTR	490	600	600	420	100	4	1.6	0	0.0
2017	539			CTR	490	650	650	400	100	4	1.6	0	0.0
2018	539			CTR	490	650	650	400	100	3	1.2	0	0.0
2019	539			CTR	490	650	650	400	100	0	0.0	0	0.0
2021	539			CTR	490	640	640	400	100	2	0.8	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2021	539	HWY 64 FIELD END OF HWY											
1988	539A	SEC HWY 539	5.8	IC	500	580	560	440	80	2	1.9	0	0.0
1989	539A			IC	450	520	510	400	70	0	0.0	0	0.0
1990	539A			IC	450	510	500	400	70	1	1.0	0	0.0
1991	539A			IC	450	510	500	400	70	1	1.0	0	0.0
1992	539A			LT	450	630	610	350	70	1	1.0	0	0.0
1993	539A			LT	450	620	560	330	70	1	1.0	0	0.0
1994	539A			LT	450	660	640	330	70	1	1.0	0	0.0
1995	539A			LT	430	620	600	310	60	1	1.1	0	0.0
1996	539A			LT	430	610	590	320	60	0	0.0	0	0.0
1997	539A			LT	420	590	580	310	60	0	0.0	0	0.0
1998	539A			LT	450	630	620	330	70	1	1.0	0	0.0
1999	539A			LT	430	600	580	310	60	0	0.0	0	0.0
2000	539A			LT	430	600	590	310	60	0	0.0	0	0.0
2001	539A			LT	430	600	590	320	100	1	1.1	0	0.0
2002	539A			LT	430	600	590	320	100	1	1.1	0	0.0
2003	539A			LT	430	590	580	320	100	1	1.1	0	0.0
2004	539A			LT	430	600	590	320	100	1	1.1	0	0.0
2005	539A			LT	440	600	590	320	100	0	0.0	0	0.0
2006	539A			LT	430	590	570	320	50	1	1.1	0	0.0
2007	539A			LT	440	600	620	320	50	0	0.0	0	0.0
2008	539A			LT	440	600	580	320	50	1	1.1	0	0.0
2009	539A			LT	470	630	620	350	50	0	0.0	0	0.0
2010	539A			LT	440	590	580	320	50	1	1.1	1	1.1
2011	539A			LT	440	560	570	360	50	1	1.1	0	0.0
2012	539A			LT	440	570	550	330	50	0	0.0	0	0.0
2013	539A			CTR	530	650	670	450	60	1	0.9	0	0.0
2014	539A			CTR	460	560	570	390	50	0	0.0	0	0.0
2015	539A			CTR	470	570	580	400	50	2	2.0	0	0.0
2016	539A			CTR	560	680	690	480	60	0	0.0	0	0.0
2017	539A			CTR	480	640	640	390	50	0	0.0	0	0.0
2018	539A			CTR	490	650	650	400	50	2	1.9	0	0.0
2019	539A			CTR	490	650	650	400	50	0	0.0	0	0.0
2021	539A			IR	200	230	230	180	0	0	0.0	0	0.0
2021	539A	TERTIARY RD 805 END OF HWY											
2021	540	HWY 6 MANITOWANING ST START OF NA	1.0										
1988	540	HOWLAND ST (S)	29.5	LT	1,150	1,650	1,600	870	60	22	1.8	1	0.1
1989	540			LT	1,200	1,650	1,650	890	70	21	1.6	1	0.1
1990	540			LT	1,250	1,800	1,750	910	80	21	1.6	2	0.1
1991	540			LT	1,300	1,800	1,750	960	80	26	1.9	1	0.1
1992	540			LT	1,400	1,950	1,900	1,100	80	20	1.3	1	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1993	540			LT	1,400	1,950	1,750	1,050	80	22	1.5	2	0.1
1994	540			LT	1,500	2,200	2,100	1,100	90	31	1.9	1	0.1
1995	540			LT	1,500	2,150	2,100	1,100	90	20	1.2	0	0.0
1996	540			LT	1,600	2,250	2,200	1,200	100	24	1.4	1	0.1
1997	540			LT	1,650	2,350	2,300	1,200	100	26	1.5	0	0.0
1998	540			LT	1,750	2,450	2,400	1,300	120	14	0.7	1	0.1
1999	540			LT	1,750	2,450	2,400	1,300	120	30	1.6	1	0.1
2000	540			LT	1,800	2,500	2,450	1,300	130	20	1.0	2	0.1
2001	540			LT	1,850	2,600	2,500	1,350	130	29	1.5	1	0.1
2002	540			LT	1,950	2,750	2,650	1,450	100	27	1.3	2	0.1
2003	540			LT	2,000	2,750	2,700	1,500	140	47	2.2	0	0.0
2004	540			LT	2,050	2,850	2,800	1,500	140	37	1.7	0	0.0
2005	540			LT	2,000	2,750	2,700	1,450	140	34	1.6	2	0.1
2006	540			LT	2,050	2,800	2,750	1,500	160	34	1.5	1	0.0
2007	540			CR	2,150	2,600	2,600	1,800	190	31	1.3	0	0.0
2008	540			CR	2,000	2,400	2,400	1,700	220	45	2.1	2	0.1
2009	540			CTR	2,200	2,700	2,600	1,850	240	43	1.8	0	0.0
2010	540			CTR	2,250	2,750	2,650	1,900	250	34	1.4	0	0.0
2011	540			CTR	2,300	2,800	2,700	1,950	250	32	1.3	2	0.1
2012	540			LT	2,000	2,600	2,500	1,500	350	35	1.6	0	0.0
2013	540			CTR	2,300	2,800	2,900	1,950	520	40	1.6	0	0.0
2014	540			CTR	2,050	2,500	2,500	1,750	210	43	1.9	2	0.1
2015	540			CTR	2,350	2,850	2,900	2,000	240	32	1.3	2	0.1
2016	540			CTR	2,400	2,950	2,950	2,050	240	42	1.6	3	0.1
2017	540			CTR	2,450	3,250	3,250	2,000	250	28	1.1	2	0.1
2018	540			IR	2,550	3,100	3,100	2,150	870	36	1.3	1	0.0
2019	540			IR	2,500	3,050	3,050	2,150	850	27	1.0	1	0.0
2021	540			IR	2,600	3,100	3,100	2,200	880	28	1.0	0	0.0
1988	540	SEC HWY 551 M'CHIGNEEG	14.8	IC	1,050	1,200	1,200	920	60	11	1.9	1	0.2
1989	540			IC	1,100	1,250	1,250	980	80	4	0.7	0	0.0
1990	540			IC	1,150	1,300	1,300	1,000	80	4	0.6	0	0.0
1991	540			IC	1,150	1,300	1,300	1,000	80	3	0.5	0	0.0
1992	540			LT	1,200	1,650	1,600	920	80	7	1.1	2	0.3
1993	540			LT	1,300	1,800	1,600	950	90	14	2.0	0	0.0
1994	540			LT	1,250	1,850	1,750	910	90	2	0.3	0	0.0
1995	540			LT	1,350	1,950	1,900	990	140	12	1.6	1	0.1
1996	540			LT	1,300	1,850	1,800	960	130	10	1.4	1	0.1
1997	540			LT	1,350	1,900	1,850	1,000	140	11	1.5	0	0.0
1998	540			LT	1,250	1,750	1,700	910	100	7	1.0	1	0.1
1999	540			LT	1,300	1,800	1,750	950	100	7	1.0	2	0.3
2000	540			LT	1,300	1,800	1,750	950	100	12	1.7	1	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2001	540			LT	1,300	1,800	1,750	950	100	13	1.9	1	0.1
2002	540			LT	1,300	1,800	1,750	950	100	13	1.9	0	0.0
2003	540			LT	1,300	1,800	1,750	960	100	17	2.4	1	0.1
2004	540			LT	1,300	1,800	1,750	950	100	17	2.4	1	0.1
2005	540			LT	1,300	1,800	1,750	960	80	9	1.3	0	0.0
2006	540			LT	1,300	1,800	1,750	960	80	11	1.6	0	0.0
2007	540			LT	1,300	1,800	1,850	960	80	14	2.0	0	0.0
2008	540			LT	1,300	1,800	1,700	960	120	9	1.3	0	0.0
2009	540			LT	1,250	1,700	1,650	920	110	10	1.5	0	0.0
2010	540			IT	1,200	1,500	1,500	990	110	11	1.7	0	0.0
2011	540			IT	1,250	1,700	1,700	1,050	110	15	2.2	0	0.0
2012	540			LT	1,250	1,650	1,550	950	110	12	1.8	1	0.1
2013	540			LT	1,250	1,650	1,650	940	110	14	2.1	0	0.0
2014	540			LT	1,250	1,650	1,650	940	110	14	2.1	1	0.1
2015	540			LT	1,250	1,650	1,650	940	110	14	2.1	0	0.0
2016	540			LT	1,250	1,650	1,650	940	110	12	1.8	0	0.0
2017	540			LT	1,250	1,600	1,600	1,050	140	15	2.2	0	0.0
2018	540			LT	1,250	1,600	1,600	1,050	140	13	1.9	1	0.1
2019	540			LT	1,250	1,600	1,600	1,050	140	10	1.5	2	0.3
2021	540			LT	1,250	1,550	1,550	1,050	140	17	2.5	1	0.1
1988	540	MAPLE POINT RD KAGAWONG	16.6	IC	1,100	1,300	1,250	970	100	5	0.7	0	0.0
1989	540			IC	1,150	1,300	1,300	1,000	100	6	0.9	1	0.1
1990	540			IC	1,200	1,350	1,350	1,050	110	7	1.0	0	0.0
1991	540			IC	1,200	1,350	1,350	1,050	110	7	1.0	1	0.1
1992	540			LT	1,200	1,650	1,600	920	110	9	1.2	0	0.0
1993	540			LT	1,200	1,650	1,500	880	110	10	1.4	0	0.0
1994	540			LT	1,200	1,750	1,700	870	110	5	0.7	0	0.0
1995	540			LT	1,250	1,800	1,750	910	110	15	2.0	0	0.0
1996	540			LT	1,250	1,750	1,700	920	110	13	1.7	0	0.0
1997	540			LT	1,300	1,850	1,800	960	120	25	3.2	1	0.1
1998	540			LT	1,250	1,750	1,700	910	90	28	3.7	0	0.0
1999	540			LT	1,300	1,800	1,750	950	90	22	2.8	1	0.1
2000	540			LT	1,350	1,900	1,850	990	90	17	2.1	2	0.2
2001	540			LT	1,350	1,900	1,850	990	90	12	1.5	0	0.0
2002	540			LT	1,350	1,900	1,850	990	90	27	3.3	0	0.0
2003	540			LT	1,350	1,850	1,800	1,000	90	28	3.4	0	0.0
2004	540			LT	1,400	1,950	1,900	1,050	100	17	2.0	0	0.0
2005	540			LT	1,350	1,850	1,800	990	90	18	2.2	1	0.1
2006	540			LT	1,350	1,850	1,800	990	90	15	1.8	0	0.0
2007	540			LT	1,350	1,850	1,900	990	90	21	2.6	0	0.0
2008	540			LT	1,350	1,850	1,750	1,000	90	16	2.0	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2009	540			LT	1,350	1,800	1,800	1,000	90	15	1.8	0	0.0
2010	540			UC	1,200	1,250	1,400	1,150	80	10	1.4	1	0.1
2011	540			UC	1,350	1,350	1,400	1,300	90	20	2.4	0	0.0
2012	540			LT	1,350	1,750	1,700	1,000	90	20	2.4	0	0.0
2013	540			LT	1,350	1,750	1,750	1,000	90	16	2.0	1	0.1
2014	540			LT	1,350	1,750	1,800	1,000	90	21	2.6	1	0.1
2015	540			LT	1,400	1,850	1,850	1,050	100	15	1.8	0	0.0
2016	540			LT	1,400	1,850	1,850	1,050	100	20	2.4	0	0.0
2017	540			LT	1,450	2,050	2,000	1,100	160	20	2.3	0	0.0
2018	540			LT	1,400	1,950	1,950	1,100	150	16	1.9	0	0.0
2019	540			LT	1,400	1,950	1,950	1,100	150	9	1.1	0	0.0
2021	540			LT	1,400	1,900	1,900	1,100	150	12	1.4	0	0.0
1988	540	E JCT SEC HWYS 540B/542	1.2	LT	450	640	630	340	80	0	0.0	0	0.0
1989	540			LT	500	700	690	370	70	0	0.0	0	0.0
1990	540			LT	500	730	700	360	70	0	0.0	0	0.0
1991	540			LT	500	700	680	370	70	0	0.0	0	0.0
1992	540			LT	500	700	680	380	70	0	0.0	0	0.0
1993	540			LT	500	690	620	370	70	1	4.6	0	0.0
1994	540			LT	530	780	750	390	70	0	0.0	0	0.0
1995	540			LT	520	750	730	380	70	1	4.4	0	0.0
1996	540			LT	530	750	730	390	70	2	8.6	0	0.0
1997	540			LT	530	750	730	390	70	2	8.6	0	0.0
1998	540			LT	670	940	920	490	140	0	0.0	0	0.0
1999	540			LT	640	890	870	470	130	0	0.0	0	0.0
2000	540			LT	710	990	970	520	150	1	3.2	0	0.0
2001	540			CR	700	860	820	590	60	4	13.0	0	0.0
2002	540			CR	770	950	900	650	60	1	3.0	0	0.0
2003	540			CR	810	990	950	690	60	3	8.5	1	2.8
2004	540			CR	910	1,100	1,050	770	70	0	0.0	0	0.0
2005	540			LT	860	1,200	1,150	630	90	0	0.0	0	0.0
2006	540			LT	840	1,150	1,100	620	80	2	5.4	0	0.0
2007	540			LT	860	1,200	1,200	630	90	0	0.0	0	0.0
2008	540			LT	850	1,150	1,100	630	80	0	0.0	0	0.0
2009	540			LT	910	1,250	1,200	670	90	0	0.0	0	0.0
2010	540			UC	820	870	950	770	80	3	8.4	0	0.0
2011	540			UC	960	960	1,000	910	100	2	4.8	0	0.0
2012	540			LT	970	1,250	1,200	730	100	1	2.3	1	2.3
2013	540			LT	1,000	1,300	1,300	750	100	0	0.0	0	0.0
2014	540			LT	860	1,100	1,150	650	100	1	2.7	0	0.0
2015	540			LT	1,050	1,350	1,400	790	120	1	2.2	0	0.0
2016	540			LT	1,050	1,350	1,400	790	120	0	0.0	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2017	540			LT	1,100	1,400	1,400	920	150	2	4.2	0	0.0
2018	540			LT	1,100	1,400	1,400	920	150	2	4.2	0	0.0
2019	540			LT	1,150	1,450	1,450	960	160	0	0.0	0	0.0
2021	540			LT	1,200	1,500	1,500	1,000	170	4	7.6	0	0.0
1988	540	W JCT SEC HWY 540B POPLAR RD	5.5	LT	750	1,050	1,050	570	70	2	1.3	0	0.0
1989	540			LT	800	1,100	1,100	590	70	2	1.2	0	0.0
1990	540			LT	850	1,250	1,200	620	80	1	0.6	0	0.0
1991	540			LT	850	1,200	1,150	630	80	2	1.2	0	0.0
1992	540			LT	800	1,100	1,100	620	70	1	0.6	0	0.0
1993	540			LT	800	1,100	990	590	70	3	1.9	0	0.0
1994	540			LT	920	1,350	1,300	670	80	0	0.0	0	0.0
1995	540			LT	910	1,300	1,250	670	80	0	0.0	0	0.0
1996	540			LT	970	1,350	1,350	710	90	2	1.0	0	0.0
1997	540			LT	990	1,400	1,350	730	90	5	2.5	0	0.0
1998	540			LT	1,100	1,550	1,500	800	90	5	2.3	0	0.0
1999	540			LT	1,050	1,450	1,450	770	80	4	1.9	0	0.0
2000	540			LT	1,100	1,550	1,500	800	90	6	2.7	0	0.0
2001	540			LT	1,100	1,550	1,500	810	90	2	0.9	0	0.0
2002	540			LT	1,100	1,550	1,500	810	90	7	3.2	0	0.0
2003	540			LT	1,100	1,500	1,500	810	90	8	3.6	0	0.0
2004	540			LT	1,200	1,700	1,650	880	100	6	2.5	0	0.0
2005	540			LT	1,050	1,450	1,400	770	80	4	1.9	0	0.0
2006	540			LT	1,100	1,500	1,450	810	90	5	2.3	0	0.0
2007	540			LT	1,100	1,500	1,550	810	90	1	0.5	0	0.0
2008	540			LT	1,100	1,500	1,450	810	80	1	0.5	0	0.0
2009	540			LT	1,100	1,500	1,450	810	80	4	1.8	0	0.0
2010	540			SC	990	1,050	1,150	870	70	10	5.0	1	0.5
2011	540			SC	1,150	1,450	1,350	920	80	5	2.2	1	0.4
2012	540			CTR	1,150	1,400	1,400	980	80	8	3.5	0	0.0
2013	540			CTR	1,100	1,350	1,400	930	80	6	2.7	0	0.0
2014	540			CTR	1,000	1,200	1,250	850	70	5	2.5	0	0.0
2015	540			CTR	1,100	1,350	1,350	940	80	5	2.3	0	0.0
2016	540			CTR	1,150	1,400	1,400	980	80	5	2.2	0	0.0
2017	540			CTR	1,100	1,450	1,450	900	90	7	3.2	0	0.0
2018	540			CTR	1,150	1,550	1,550	940	90	6	2.6	0	0.0
2019	540			CTR	1,150	1,550	1,550	940	90	2	0.9	0	0.0
2021	540			CTR	1,150	1,500	1,500	940	90	4	1.7	0	0.0
1988	540	SEC HWY 540A AIRPORT RD	14.7	LT	500	710	700	380	60	0	0.0	0	0.0
1989	540			LT	580	810	800	430	70	7	2.2	0	0.0
1990	540			LT	600	880	840	440	70	2	0.6	0	0.0
1991	540			LT	600	840	810	440	70	0	0.0	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1992	540			LT	600	830	810	460	70	1	0.3	0	0.0
1993	540			LT	600	830	740	440	70	3	0.9	0	0.0
1994	540			LT	670	980	950	490	80	2	0.6	0	0.0
1995	540			LT	640	920	890	470	80	2	0.6	0	0.0
1996	540			LT	710	1,000	980	520	90	1	0.3	0	0.0
1997	540			LT	730	1,050	1,000	540	90	8	2.0	0	0.0
1998	540			LT	840	1,200	1,150	610	80	5	1.1	0	0.0
1999	540			LT	770	1,050	1,050	560	70	9	2.2	0	0.0
2000	540			LT	820	1,150	1,100	600	70	4	0.9	0	0.0
2001	540			LT	790	1,100	1,100	580	70	5	1.2	0	0.0
2002	540			LT	800	1,100	1,100	590	50	5	1.2	0	0.0
2003	540			LT	820	1,150	1,100	610	50	5	1.1	0	0.0
2004	540			LT	900	1,250	1,250	660	50	5	1.0	0	0.0
2005	540			LT	760	1,050	1,000	560	50	7	1.7	0	0.0
2006	540			LT	770	1,050	1,050	570	50	5	1.2	0	0.0
2007	540			LT	770	1,050	1,100	570	50	2	0.5	0	0.0
2008	540			LT	740	1,000	970	550	40	4	1.0	0	0.0
2009	540			LT	770	1,050	1,000	570	40	3	0.7	0	0.0
2010	540			LT	620	830	820	460	30	3	0.9	0	0.0
2011	540			LT	780	1,000	1,000	640	40	6	1.4	0	0.0
2012	540			CTR	680	820	810	580	30	6	1.6	0	0.0
2013	540			CTR	730	890	920	620	40	3	0.8	0	0.0
2014	540			CTR	650	790	800	550	60	7	2.0	0	0.0
2015	540			CTR	720	880	890	610	60	8	2.1	0	0.0
2016	540			CTR	720	880	890	610	60	8	2.1	0	0.0
2017	540			CTR	660	880	880	540	70	2	0.6	0	0.0
2018	540			CTR	710	950	940	580	70	8	2.1	0	0.0
2019	540			CTR	710	950	940	580	70	5	1.3	0	0.0
2021	540			CTR	710	930	920	580	70	5	1.3	0	0.0
1988	540	EVANSVILLE RD BURPEE TWP RD L 25 26	48.1	LT	200	280	280	150	10	8	2.3	0	0.0
1989	540			LT	230	320	320	170	10	4	1.0	1	0.2
1990	540			LT	230	340	320	170	10	1	0.2	1	0.2
1991	540			LT	230	320	310	170	10	3	0.7	1	0.2
1992	540			LT	200	280	270	150	10	8	2.3	0	0.0
1993	540			LT	300	410	370	220	20	12	2.3	0	0.0
1994	540			LT	330	480	470	240	20	6	1.0	0	0.0
1995	540			LT	390	560	540	290	30	10	1.5	0	0.0
1996	540			LT	370	520	510	270	30	10	1.5	0	0.0
1997	540			LT	390	550	540	290	30	15	2.2	0	0.0
1998	540			LT	480	670	660	350	80	8	0.9	1	0.1
1999	540			LT	480	670	650	350	80	22	2.6	2	0.2

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2000	540			LT	510	710	700	370	80	19	2.1	0	0.0
2001	540			LT	540	760	740	400	40	14	1.5	1	0.1
2002	540			LT	550	770	750	400	70	12	1.2	0	0.0
2003	540			LT	580	800	780	430	70	18	1.8	0	0.0
2004	540			LT	630	880	860	460	80	20	1.8	0	0.0
2005	540			LT	600	820	800	440	50	17	1.6	1	0.1
2006	540			LT	560	770	750	410	40	9	0.9	0	0.0
2007	540			LT	580	800	820	430	50	8	0.8	0	0.0
2008	540			LT	530	730	690	390	40	15	1.6	0	0.0
2009	540			LT	600	810	790	440	50	14	1.3	0	0.0
2010	540			IC	490	540	550	430	40	10	1.2	0	0.0
2011	540			IC	630	690	720	570	50	14	1.3	0	0.0
2012	540			CTR	530	640	630	450	40	15	1.6	0	0.0
2013	540			CTR	630	770	790	540	50	11	1.0	1	0.1
2014	540			CTR	550	670	680	470	40	11	1.1	0	0.0
2015	540			CTR	640	780	790	540	50	9	0.8	1	0.1
2016	540			CTR	650	790	800	550	50	8	0.7	0	0.0
2017	540			CTR	660	880	880	540	70	15	1.3	0	0.0
2018	540			CTR	670	890	890	550	70	11	0.9	0	0.0
2019	540			CTR	680	910	900	550	70	7	0.6	0	0.0
2021	540			CTR	700	910	910	570	80	11	0.9	0	0.0
2021	540	MELDRUM BAY DOCKS END OF HWY											
1988	540A	SEC HWY 540	5.8	CTR	150	200	180	130	10	0	0.0	0	0.0
1989	540A			CTR	180	230	220	150	10	0	0.0	0	0.0
1990	540A			CTR	180	220	210	160	10	3	7.9	0	0.0
1991	540A			CTR	180	230	220	160	10	2	5.2	0	0.0
1992	540A			CTR	180	220	210	160	10	0	0.0	0	0.0
1993	540A			CTR	180	230	220	150	10	0	0.0	0	0.0
1994	540A			CTR	180	230	220	150	10	0	0.0	0	0.0
1995	540A			CTR	180	230	220	150	10	2	5.2	0	0.0
1996	540A			CTR	180	230	220	150	10	3	7.9	0	0.0
1997	540A			LT	180	250	250	130	10	0	0.0	0	0.0
1998	540A			LT	180	250	250	130	30	0	0.0	0	0.0
1999	540A			LT	180	250	240	130	30	0	0.0	0	0.0
2000	540A			LT	180	250	250	130	30	1	2.6	0	0.0
2001	540A			LT	180	250	250	130	30	0	0.0	0	0.0
2002	540A			LT	180	250	250	130	10	0	0.0	0	0.0
2003	540A			LT	180	250	240	130	10	2	5.2	0	0.0
2004	540A			LT	180	250	250	130	10	3	7.9	0	0.0
2005	540A			LT	180	250	240	130	10	0	0.0	0	0.0
2006	540A			LT	180	250	240	130	10	1	2.6	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2007	540A			LT	180	250	250	130	10	1	2.6	0	0.0
2008	540A			LT	180	250	240	130	20	2	5.2	0	0.0
2009	540A			LT	180	240	240	130	20	0	0.0	0	0.0
2010	540A			CTR	180	220	210	150	20	1	2.6	0	0.0
2011	540A			CTR	180	220	210	150	20	0	0.0	0	0.0
2012	540A			CTR	180	220	220	150	20	1	2.6	0	0.0
2013	540A			CTR	180	220	230	150	20	1	2.6	0	0.0
2014	540A			CTR	180	220	220	150	20	1	2.6	0	0.0
2015	540A			CTR	180	220	220	150	20	1	2.6	0	0.0
2016	540A			CTR	180	220	220	150	20	2	5.2	0	0.0
2017	540A			CTR	180	240	240	150	20	1	2.6	0	0.0
2018	540A			CTR	180	240	240	150	20	1	2.6	0	0.0
2019	540A			CTR	180	240	240	150	20	0	0.0	0	0.0
2021	540A			CTR	180	230	230	150	20	1	2.6	0	0.0
2021	540A	BARRIE ISLAND RD L 5 6 END OF HWY											
1988	540B	E JCT SEC HWY 540 & SEC HWY 542	1.0	IC	1,200	1,400	1,350	1,050	70	2	4.6	0	0.0
1989	540B			IC	1,200	1,400	1,350	1,050	70	1	2.3	0	0.0
1990	540B			IC	1,200	1,350	1,350	1,050	70	0	0.0	0	0.0
1991	540B			IC	1,200	1,350	1,350	1,050	70	2	4.6	0	0.0
1992	540B			IC	1,300	1,450	1,450	1,200	90	0	0.0	0	0.0
1993	540B			IC	1,300	1,450	1,450	1,150	90	2	4.2	0	0.0
1994	540B			IC	1,350	1,500	1,500	1,200	90	1	2.0	0	0.0
1995	540B			T	1,400	2,450	2,350	860	80	1	2.0	0	0.0
1996	540B			T	1,400	2,450	2,400	860	80	0	0.0	0	0.0
1997	540B			T	1,450	2,500	2,450	900	90	1	1.9	0	0.0
1998	540B			T	1,600	2,700	2,650	980	140	0	0.0	0	0.0
1999	540B			T	1,600	2,700	2,600	990	140	0	0.0	0	0.0
2000	540B			T	1,650	2,700	2,600	1,000	150	3	5.0	0	0.0
2001	540B			T	1,700	2,800	2,700	1,050	150	1	1.6	0	0.0
2002	540B			T	1,700	2,800	2,700	1,050	150	0	0.0	0	0.0
2003	540B			T	1,750	2,750	2,650	1,100	160	2	3.1	0	0.0
2004	540B			LT	1,850	2,600	2,500	1,350	170	1	1.5	0	0.0
2005	540B			LT	1,750	2,400	2,350	1,300	50	1	1.6	0	0.0
2006	540B			LT	1,700	2,350	2,250	1,250	50	2	3.2	0	0.0
2007	540B			LT	1,750	2,400	2,450	1,300	50	0	0.0	0	0.0
2008	540B			LT	1,750	2,400	2,300	1,300	90	0	0.0	0	0.0
2009	540B			LT	1,800	2,450	2,400	1,350	90	0	0.0	0	0.0
2010	540B			UC	1,550	1,650	1,800	1,450	80	0	0.0	0	0.0
2011	540B			UC	1,850	1,850	1,900	1,750	90	0	0.0	0	0.0
2012	540B			CTR	1,600	1,950	1,900	1,350	80	1	1.7	0	0.0
2013	540B			CTR	1,750	2,150	2,200	1,500	90	1	1.6	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2014	540B			IR	1,550	1,850	1,850	1,300	80	1	1.8	0	0.0
2015	540B			IR	1,800	2,150	2,150	1,550	90	2	3.0	0	0.0
2016	540B			IR	1,800	2,150	2,150	1,550	90	0	0.0	0	0.0
2017	540B			IR	1,850	2,150	2,150	1,650	110	1	1.5	0	0.0
2018	540B			IR	1,850	2,150	2,150	1,650	110	3	4.4	0	0.0
2019	540B			IR	1,850	2,150	2,150	1,650	110	1	1.5	0	0.0
2021	540B			IR	1,900	2,200	2,250	1,700	110	0	0.0	0	0.0
2021	540B	GORE BAY E LTS START OF NA	2.7										
1988	540B	GORE BAY W LTS END OF NA	1.4	IC	750	870	850	660	40	0	0.0	0	0.0
1989	540B			IC	750	860	850	670	20	1	2.6	0	0.0
1990	540B			IC	750	850	840	670	20	0	0.0	0	0.0
1991	540B			IC	750	850	830	670	20	0	0.0	0	0.0
1992	540B			IC	750	830	830	680	20	0	0.0	0	0.0
1993	540B			IC	750	850	840	670	20	0	0.0	0	0.0
1994	540B			IC	780	870	870	690	20	0	0.0	0	0.0
1995	540B			T	750	1,300	1,250	460	20	0	0.0	0	0.0
1996	540B			T	790	1,350	1,350	490	20	1	2.5	0	0.0
1997	540B			LT	800	1,150	1,100	590	20	0	0.0	0	0.0
1998	540B			LT	880	1,250	1,200	640	40	2	4.4	0	0.0
1999	540B			LT	880	1,200	1,200	640	40	1	2.2	0	0.0
2000	540B			LT	930	1,300	1,250	680	40	0	0.0	0	0.0
2001	540B			CTR	930	1,150	1,150	780	50	0	0.0	0	0.0
2002	540B			CTR	1,000	1,250	1,200	840	50	1	2.0	0	0.0
2003	540B			CTR	1,050	1,300	1,250	890	50	2	3.7	0	0.0
2004	540B			IC	1,100	1,250	1,250	970	60	3	5.3	0	0.0
2005	540B			IC	1,100	1,200	1,250	970	60	1	1.8	0	0.0
2006	540B			IC	1,050	1,150	1,200	930	50	0	0.0	0	0.0
2007	540B			IC	1,100	1,200	1,250	970	60	2	3.6	0	0.0
2008	540B			IC	1,100	1,200	1,200	970	60	1	1.8	0	0.0
2009	540B			IC	1,150	1,300	1,300	1,000	60	2	3.4	0	0.0
2010	540B			IC	1,000	1,100	1,100	890	50	0	0.0	0	0.0
2011	540B			IC	1,200	1,300	1,350	1,100	60	1	1.6	0	0.0
2012	540B			CTR	1,100	1,350	1,300	940	60	1	1.8	0	0.0
2013	540B			CTR	1,200	1,450	1,500	1,000	60	1	1.6	0	0.0
2014	540B			CTR	1,050	1,300	1,300	890	70	1	1.9	0	0.0
2015	540B			CTR	1,200	1,450	1,500	1,000	80	0	0.0	0	0.0
2016	540B			CTR	1,250	1,500	1,550	1,050	80	1	1.6	0	0.0
2017	540B			CTR	1,250	1,650	1,650	1,000	90	2	3.1	0	0.0
2018	540B			CTR	1,300	1,750	1,750	1,050	90	0	0.0	0	0.0
2019	540B			CTR	1,300	1,750	1,700	1,050	90	0	0.0	0	0.0
2021	540B			CTR	1,350	1,750	1,750	1,100	90	0	0.0	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2021	540B	W JCT SEC HWY 540 END OF HWY											
1988	542	HWY 6	25.6	LT	550	780	780	420	20	14	2.7	0	0.0
1989	542			HT	600	1,200	1,100	280	20	12	2.1	2	0.4
1990	542			HT	600	1,200	1,100	270	20	7	1.2	0	0.0
1991	542			HT	600	1,200	1,050	280	20	4	0.7	0	0.0
1992	542			LR	550	890	710	360	20	8	1.6	0	0.0
1993	542			LR	550	890	710	360	20	8	1.6	0	0.0
1994	542			LR	600	990	790	390	20	10	1.8	0	0.0
1995	542			LR	610	1,000	830	400	20	6	1.1	0	0.0
1996	542			LR	630	1,050	850	420	30	6	1.0	0	0.0
1997	542			T	640	1,100	1,100	400	30	8	1.3	0	0.0
1998	542			T	600	1,000	1,000	370	70	5	0.9	0	0.0
1999	542			T	630	1,050	1,050	390	70	6	1.0	0	0.0
2000	542			T	630	1,050	1,000	390	70	7	1.2	0	0.0
2001	542			T	630	1,050	990	390	40	11	1.9	0	0.0
2002	542			T	630	1,050	990	390	40	6	1.0	0	0.0
2003	542			T	640	1,000	970	400	40	12	2.0	0	0.0
2004	542			LT	640	900	870	470	40	9	1.5	0	0.0
2005	542			LT	640	880	860	470	20	8	1.3	0	0.0
2006	542			LT	670	920	890	490	20	8	1.3	0	0.0
2007	542			LT	670	920	950	490	20	9	1.4	0	0.0
2008	542			LR	760	1,200	1,150	520	20	7	1.0	0	0.0
2009	542			LR	680	1,050	840	460	20	9	1.4	0	0.0
2010	542			LT	660	890	870	490	20	6	1.0	0	0.0
2011	542			LT	690	880	900	570	20	10	1.6	1	0.2
2012	542			T	570	820	830	370	20	9	1.7	0	0.0
2013	542			T	680	990	980	430	20	6	0.9	2	0.3
2014	542			IT	680	850	840	560	50	9	1.4	0	0.0
2015	542			IT	690	860	850	570	60	3	0.5	0	0.0
2016	542			IT	700	880	860	580	60	15	2.3	0	0.0
2017	542			CTR	730	980	970	590	80	9	1.3	0	0.0
2018	542			CTR	700	930	930	570	80	7	1.1	0	0.0
2019	542			CTR	710	950	940	580	80	1	0.2	0	0.0
2021	542			CTR	720	940	930	590	80	2	0.3	0	0.0
1991	542	E JCT SEC HWY 551 MINDEMOYA	10.3	LT	550	770	740	410	30	4	1.9	0	0.0
1992	542			LT	550	760	740	420	30	2	1.0	0	0.0
1993	542			LT	650	900	810	480	40	4	1.6	0	0.0
1994	542			LT	780	1,150	1,100	570	50	2	0.7	0	0.0
1995	542			LT	860	1,250	1,200	630	50	6	1.9	0	0.0
1996	542			LT	900	1,250	1,250	660	50	6	1.8	1	0.3
1997	542			LT	960	1,350	1,300	710	60	3	0.8	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1998	542			LT	1,100	1,550	1,500	800	70	9	2.2	1	0.2
1999	542			LT	1,150	1,600	1,550	840	70	7	1.6	1	0.2
2000	542			LT	1,200	1,650	1,650	880	70	9	2.0	0	0.0
2001	542			LT	1,300	1,800	1,750	950	50	3	0.6	0	0.0
2002	542			LT	1,350	1,900	1,850	990	50	6	1.2	0	0.0
2003	542			LT	1,400	1,950	1,900	1,050	60	4	0.8	0	0.0
2004	542			LR	1,500	2,450	1,950	1,000	60	8	1.4	0	0.0
2005	542			T	1,500	2,350	2,250	940	40	6	1.1	0	0.0
2006	542			T	1,400	2,150	2,050	880	40	12	2.3	1	0.2
2007	542			T	1,450	2,250	2,150	910	40	6	1.1	1	0.2
2008	542			LT	1,100	1,500	1,450	810	430	4	1.0	1	0.2
2009	542			LT	1,550	2,100	2,050	1,150	600	4	0.7	1	0.2
2010	542			LT	1,600	2,150	2,100	1,200	620	8	1.3	0	0.0
2011	542			LT	1,650	2,100	2,150	1,350	640	6	1.0	0	0.0
2012	542			T	1,500	2,150	2,200	960	580	6	1.1	0	0.0
2013	542			T	1,700	2,500	2,450	1,100	660	5	0.8	1	0.2
2014	542			T	1,250	1,850	1,800	800	90	5	1.1	0	0.0
2015	542			T	1,500	2,200	2,150	960	100	9	1.6	0	0.0
2016	542			T	1,500	2,200	2,150	960	100	6	1.1	1	0.2
2017	542			T	1,700	2,350	2,350	1,350	100	2	0.3	0	0.0
2018	542			T	1,700	2,350	2,350	1,350	100	3	0.5	0	0.0
2019	542			T	1,750	2,400	2,400	1,400	100	2	0.3	0	0.0
2021	542			T	1,800	2,400	2,400	1,450	110	6	0.9	0	0.0
1988	542	W JCT SEC HWY 551(TO PROVIDENCE BAY)	20.6	LT	250	360	350	190	20	3	1.6	0	0.0
1989	542			LT	250	350	340	180	10	5	2.7	0	0.0
1990	542			LT	250	360	350	180	10	1	0.5	0	0.0
1991	542			LT	250	350	340	180	10	3	1.6	0	0.0
1992	542			LT	250	350	340	190	10	2	1.1	0	0.0
1993	542			LT	250	350	310	180	10	3	1.6	0	0.0
1994	542			LT	300	440	420	220	10	0	0.0	0	0.0
1995	542			LT	390	560	540	290	20	0	0.0	0	0.0
1996	542			LT	310	440	430	230	20	4	1.7	0	0.0
1997	542			LT	320	450	440	240	20	3	1.2	1	0.4
1998	542			LT	320	450	440	230	20	5	2.1	0	0.0
1999	542			LT	350	490	480	260	20	2	0.8	0	0.0
2000	542			LT	420	590	570	310	20	6	1.9	0	0.0
2001	542			LT	380	530	520	280	20	9	3.1	0	0.0
2002	542			LT	460	640	630	340	20	6	1.7	1	0.3
2003	542			LT	480	660	650	350	20	8	2.2	0	0.0
2004	542			LT	570	800	780	420	20	8	1.9	0	0.0
2005	542			LT	520	710	700	380	20	7	1.8	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2006	542			LT	480	660	640	350	20	6	1.7	0	0.0
2007	542			LT	490	670	690	360	20	9	2.4	1	0.3
2008	542			LT	470	640	620	350	20	8	2.3	0	0.0
2009	542			LT	550	740	730	410	20	3	0.7	0	0.0
2010	542			LT	560	750	740	410	20	6	1.4	0	0.0
2011	542			LT	580	740	760	480	20	7	1.6	0	0.0
2012	542			T	480	690	700	310	20	9	2.5	0	0.0
2013	542			T	590	860	850	380	20	9	2.0	0	0.0
2014	542			LT	590	770	780	450	20	4	0.9	0	0.0
2015	542			LT	610	800	810	460	20	5	1.1	0	0.0
2016	542			LT	630	820	840	480	30	8	1.7	0	0.0
2017	542			LT	640	900	890	490	40	9	1.9	0	0.0
2018	542			LT	660	920	910	510	40	3	0.6	0	0.0
2019	542			LT	670	940	930	520	40	4	0.8	0	0.0
2021	542			LT	700	960	950	540	40	3	0.6	0	0.0
1988	542	LONG BAY CORS CAMPBELL TWP RD C 2 3	13.1	LT	150	210	210	110	10	4	5.6	0	0.0
1989	542			LT	150	210	210	110	10	0	0.0	0	0.0
1990	542			LT	150	220	210	110	10	2	2.8	0	0.0
1991	542			LT	150	210	200	110	10	1	1.4	0	0.0
1992	542			LT	150	210	200	120	10	0	0.0	0	0.0
1993	542			LT	300	410	370	220	20	3	2.1	0	0.0
1994	542			LT	290	430	410	210	20	3	2.2	0	0.0
1995	542			LT	420	600	590	310	30	4	2.0	1	0.5
1996	542			LT	330	470	450	240	30	4	2.5	0	0.0
1997	542			LT	340	480	470	250	30	3	1.8	0	0.0
1998	542			LT	390	550	530	280	20	3	1.6	0	0.0
1999	542			LT	390	540	530	280	20	5	2.7	0	0.0
2000	542			LT	400	560	550	290	20	4	2.1	0	0.0
2001	542			LT	410	570	560	300	10	6	3.1	1	0.5
2002	542			LT	430	600	590	320	10	2	1.0	0	0.0
2003	542			LT	440	610	590	320	10	7	3.3	0	0.0
2004	542			LT	450	630	610	330	10	4	1.9	0	0.0
2005	542			LT	460	630	620	340	10	2	0.9	0	0.0
2006	542			LT	420	570	560	310	10	3	1.5	0	0.0
2007	542			LT	430	590	610	320	10	8	3.9	0	0.0
2008	542			LT	440	600	580	320	10	3	1.4	0	0.0
2009	542			LT	440	590	580	330	10	4	1.9	0	0.0
2010	542			LT	340	460	450	250	10	8	4.9	0	0.0
2011	542			LT	450	580	590	370	10	10	4.6	0	0.0
2012	542			T	450	650	660	290	10	7	3.2	0	0.0
2013	542			T	440	640	630	280	10	7	3.3	1	0.5

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2014	542			LT	360	470	480	270	20	5	2.9	0	0.0
2015	542			LT	450	590	600	340	30	2	0.9	0	0.0
2016	542			LT	450	590	600	340	30	6	2.8	0	0.0
2017	542			LT	450	630	620	350	40	4	1.9	0	0.0
2018	542			LT	460	640	640	350	40	4	1.8	0	0.0
2019	542			LT	460	640	640	350	40	5	2.3	1	0.5
2021	542			LT	470	640	640	360	40	3	1.3	0	0.0
2021	542	SEC HWYS 540/540B END OF HWY											
1988	542A	SEC HWY 542	2.4	LT	250	360	350	190	20	0	0.0	0	0.0
1989	542A			LT	250	350	340	180	20	0	0.0	0	0.0
1990	542A			LT	250	360	350	180	20	0	0.0	0	0.0
1991	542A			LT	250	350	340	180	20	0	0.0	0	0.0
1992	542A			LT	300	420	400	230	20	0	0.0	0	0.0
1993	542A			LT	300	410	370	220	20	1	3.8	0	0.0
1994	542A			LT	290	430	410	210	20	2	7.9	0	0.0
1995	542A			LT	290	420	400	210	50	0	0.0	0	0.0
1996	542A			LT	290	410	400	210	50	0	0.0	0	0.0
1997	542A			LT	300	420	410	220	50	0	0.0	0	0.0
1998	542A			LT	300	420	410	220	50	2	7.6	0	0.0
1999	542A			LT	300	420	410	220	50	0	0.0	0	0.0
2000	542A			LT	310	430	420	230	60	0	0.0	0	0.0
2001	542A			LT	310	430	420	230	20	0	0.0	0	0.0
2002	542A			LT	300	420	410	220	20	0	0.0	0	0.0
2003	542A			LT	310	430	420	230	20	0	0.0	0	0.0
2004	542A			LT	320	450	440	230	30	1	3.6	0	0.0
2005	542A			LT	290	400	390	210	20	0	0.0	0	0.0
2006	542A			LT	300	410	400	220	20	0	0.0	0	0.0
2007	542A			LT	300	410	420	220	20	1	3.8	0	0.0
2008	542A			LT	290	400	380	210	20	1	3.9	0	0.0
2009	542A			LT	300	400	400	220	20	0	0.0	0	0.0
2010	542A			LT	300	400	400	220	20	1	3.8	0	0.0
2011	542A			LT	300	380	390	250	20	1	3.8	0	0.0
2012	542A			LT	310	400	390	230	20	0	0.0	0	0.0
2013	542A			LT	310	400	400	230	20	1	3.7	0	0.0
2014	542A			LT	310	400	410	230	20	0	0.0	0	0.0
2015	542A			LT	310	400	410	230	20	1	3.7	0	0.0
2016	542A			LT	310	400	410	230	20	1	3.7	0	0.0
2017	542A			LT	310	420	420	240	20	0	0.0	0	0.0
2018	542A			LT	310	420	420	240	20	1	3.7	0	0.0
2019	542A			LT	310	420	420	250	20	1	3.7	0	0.0
2021	542A			LT	310	410	410	250	20	0	0.0	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2021	542A	TEHKUMMAH TWP RD L 10 11 END OF HWY											
1988	546	HWY 17 IRON BRIDGE	10.9	LT	300	430	420	230	70	3	2.5	1	0.8
1989	546			LT	330	460	460	240	80	2	1.5	1	0.8
1990	546			LT	330	480	460	240	80	5	3.8	0	0.0
1991	546			LT	350	490	470	260	40	4	2.9	0	0.0
1992	546			LT	350	490	470	270	40	3	2.1	0	0.0
1993	546			LT	350	480	430	260	40	1	0.7	0	0.0
1994	546			LT	380	560	540	280	40	5	3.3	0	0.0
1995	546			LT	360	520	500	260	40	6	4.2	1	0.7
1996	546			LT	370	520	510	270	40	3	2.0	0	0.0
1997	546			LT	380	540	520	280	50	2	1.3	0	0.0
1998	546			LT	380	530	520	280	50	2	1.3	0	0.0
1999	546			LT	390	540	530	280	50	4	2.6	0	0.0
2000	546			LT	370	520	500	270	40	2	1.4	0	0.0
2001	546			LT	370	520	500	270	40	2	1.4	0	0.0
2002	546			LT	370	520	500	270	40	4	2.7	0	0.0
2003	546			LT	380	520	510	280	40	4	2.6	0	0.0
2004	546			LT	360	500	490	260	40	3	2.1	0	0.0
2005	546			LT	350	480	470	260	40	0	0.0	0	0.0
2006	546			LT	360	490	480	270	40	3	2.1	0	0.0
2007	546			LT	360	490	510	260	40	4	2.8	0	0.0
2008	546			LT	340	470	450	250	30	3	2.2	0	0.0
2009	546			LT	350	470	460	260	30	1	0.7	0	0.0
2010	546			IT	350	440	440	290	30	4	2.9	0	0.0
2011	546			IT	350	470	470	290	30	3	2.2	0	0.0
2012	546			CTR	350	420	420	300	30	1	0.7	0	0.0
2013	546			CTR	350	430	440	300	30	7	5.0	1	0.7
2014	546			CTR	340	410	420	290	30	3	2.2	1	0.7
2015	546			CTR	340	410	420	290	30	0	0.0	0	0.0
2016	546			CTR	340	410	420	290	30	3	2.2	0	0.0
2017	546			CTR	340	450	450	280	30	0	0.0	0	0.0
2018	546			CTR	340	450	450	280	30	0	0.0	0	0.0
2019	546			CTR	340	450	450	280	30	3	2.2	1	0.7
2021	546			CTR	330	430	430	270	30	0	0.0	0	0.0
1988	546	SEC HWY 554	53.2	LT	100	140	140	80	30	2	1.0	1	0.5
1989	546			LT	150	210	210	110	40	1	0.3	0	0.0
1990	546			LT	150	220	210	110	40	4	1.4	2	0.7
1991	546			LT	150	210	200	110	40	5	1.7	2	0.7
1992	546			LT	150	210	200	120	40	2	0.7	1	0.3
1993	546			LT	150	210	190	110	40	1	0.3	0	0.0
1994	546			LT	150	220	210	110	20	2	0.7	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1995	546			LT	150	220	210	110	20	5	1.7	2	0.7
1996	546			LT	150	210	210	110	20	1	0.3	1	0.3
1997	546			LT	150	210	210	110	30	2	0.7	0	0.0
1998	546			LT	150	210	210	110	30	1	0.3	0	0.0
1999	546			LT	160	220	220	120	30	1	0.3	1	0.3
2000	546			LT	160	220	220	120	30	3	1.0	1	0.3
2001	546			LT	160	220	220	120	30	1	0.3	1	0.3
2002	546			LT	160	220	220	120	30	0	0.0	0	0.0
2003	546			T	230	360	350	150	40	4	0.9	0	0.0
2004	546			T	150	250	240	90	30	0	0.0	0	0.0
2005	546			LT	120	160	160	90	20	1	0.4	0	0.0
2006	546			LT	150	210	200	110	30	2	0.7	1	0.3
2007	546			LT	140	190	200	100	30	3	1.1	0	0.0
2008	546			LT	120	160	160	90	20	2	0.9	0	0.0
2009	546			LT	140	190	180	100	30	0	0.0	0	0.0
2010	546			LT	120	160	160	90	20	2	0.9	0	0.0
2011	546			LT	140	180	180	120	30	0	0.0	0	0.0
2012	546			CTR	120	150	140	100	20	2	0.9	1	0.4
2013	546			CTR	130	160	160	110	20	0	0.0	0	0.0
2014	546			CTR	110	130	140	90	20	1	0.5	0	0.0
2015	546			CTR	120	150	150	100	20	0	0.0	0	0.0
2016	546			CTR	120	150	150	100	20	0	0.0	0	0.0
2017	546			CTR	120	160	160	100	20	2	0.9	0	0.0
2018	546			CTR	120	160	160	100	20	0	0.0	0	0.0
2019	546			CTR	120	160	160	100	20	0	0.0	0	0.0
2021	546			CTR	110	140	140	90	20	0	0.0	0	0.0
1988	546	SEC HWY 639	12.5	IT	50	70	70	40	10	1	4.4	0	0.0
1989	546			IT	50	70	70	40	10	4	17.5	1	4.4
1990	546			IT	50	60	60	40	10	2	8.8	3	13.2
1991	546			IT	50	60	60	40	10	3	13.2	2	8.8
1992	546			IT	100	130	120	80	20	3	6.6	0	0.0
1993	546			IT	100	120	120	80	20	0	0.0	0	0.0
1994	546			IT	90	120	110	80	20	0	0.0	0	0.0
1995	546			IR	80	100	90	70	20	3	8.2	0	0.0
1996	546			IR	100	120	110	90	20	0	0.0	0	0.0
1997	546			IR	100	120	110	80	20	0	0.0	0	0.0
1998	546			IR	120	150	130	100	20	0	0.0	0	0.0
1999	546			IR	120	150	130	100	20	0	0.0	0	0.0
2000	546			IR	120	150	130	100	20	0	0.0	0	0.0
2001	546			IT	140	180	180	110	30	1	1.6	0	0.0
2002	546			IT	130	170	170	110	30	1	1.7	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2003	546			IT	140	180	180	110	30	1	1.6	0	0.0
2004	546			LT	140	200	190	100	30	1	1.6	0	0.0
2005	546			LT	140	190	190	100	30	0	0.0	0	0.0
2006	546			LT	140	190	190	100	30	0	0.0	0	0.0
2007	546			LT	150	210	210	110	30	0	0.0	0	0.0
2008	546			CR	170	210	200	140	30	0	0.0	0	0.0
2009	546			CR	160	190	190	140	30	0	0.0	0	0.0
2010	546			IR	120	140	130	100	20	1	1.8	0	0.0
2011	546			IR	160	190	190	140	30	0	0.0	0	0.0
2012	546			CTR	120	150	140	100	20	0	0.0	0	0.0
2013	546			CTR	160	190	200	140	30	1	1.4	0	0.0
2014	546			IT	130	160	160	110	30	0	0.0	0	0.0
2015	546			IT	160	200	200	130	30	0	0.0	0	0.0
2016	546			IT	160	200	200	130	30	0	0.0	0	0.0
2017	546			IT	170	220	230	140	30	0	0.0	0	0.0
2018	546			IT	170	220	220	140	30	0	0.0	0	0.0
2019	546			IT	170	230	230	140	30	1	1.3	0	0.0
2021	546			IT	180	230	230	150	40	0	0.0	0	0.0
2021	546	MOUNT LAKE END OF HWY											
1988	547	HWY 101	5.6	LT	300	430	420	230	20	0	0.0	0	0.0
1989	547			LT	330	460	460	240	30	4	5.9	0	0.0
1990	547			LT	330	480	460	240	30	2	3.0	0	0.0
1991	547			CTR	350	440	440	300	30	0	0.0	0	0.0
1992	547			CTR	350	430	420	300	30	0	0.0	0	0.0
1993	547			CTR	350	440	420	300	30	1	1.4	0	0.0
1994	547			LT	350	510	490	250	30	0	0.0	0	0.0
1995	547			LT	360	520	500	260	30	2	2.7	0	0.0
1996	547			LT	370	520	510	270	30	1	1.3	0	0.0
1997	547			CTR	380	490	470	320	40	3	3.9	0	0.0
1998	547			CTR	380	480	460	320	40	0	0.0	0	0.0
1999	547			CTR	390	490	470	330	10	0	0.0	0	0.0
2000	547			CTR	400	500	480	340	20	0	0.0	0	0.0
2001	547			CTR	410	520	500	350	20	0	0.0	0	0.0
2002	547			CTR	420	530	510	350	20	0	0.0	0	0.0
2003	547			CTR	420	520	500	360	20	1	1.2	0	0.0
2004	547			CTR	390	490	470	330	20	1	1.3	0	0.0
2005	547			CTR	440	550	520	370	20	2	2.2	0	0.0
2006	547			CTR	370	460	440	310	10	2	2.6	0	0.0
2007	547			CTR	370	460	450	310	10	0	0.0	0	0.0
2008	547			IC	320	350	340	280	10	0	0.0	0	0.0
2009	547			IC	370	410	410	330	10	0	0.0	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2010	547			IC	300	330	330	270	10	1	1.6	0	0.0
2011	547			IC	320	350	370	290	10	0	0.0	0	0.0
2012	547			IC	300	330	320	270	10	0	0.0	0	0.0
2013	547			UC	300	300	300	280	10	0	0.0	0	0.0
2014	547			IC	310	340	340	270	10	1	1.6	0	0.0
2015	547			IC	320	350	350	280	10	0	0.0	0	0.0
2016	547			IC	320	350	350	280	10	0	0.0	0	0.0
2017	547			IC	310	340	340	280	10	0	0.0	0	0.0
2018	547			IC	310	340	340	280	10	0	0.0	0	0.0
2019	547			IC	310	340	340	280	10	2	3.2	0	0.0
2021	547			IC	300	330	330	270	10	0	0.0	0	0.0
2021	547	CEDAR ST HAWK JCT END OF HWY											
1988	548	HWY 17	5.5	CTR	1,700	2,200	2,050	1,450	170	7	2.0	0	0.0
1989	548			CTR	1,750	2,200	2,100	1,500	180	3	0.9	0	0.0
1990	548			CTR	1,850	2,300	2,200	1,600	180	5	1.3	0	0.0
1991	548			IR	2,100	2,650	2,350	1,750	100	4	0.9	0	0.0
1992	548			IR	2,100	2,600	2,300	1,800	100	5	1.2	2	0.5
1993	548			IR	2,100	2,600	2,150	1,700	100	7	1.7	0	0.0
1994	548			LT	2,200	3,250	3,100	1,600	110	4	0.9	0	0.0
1995	548			LT	2,300	3,300	3,200	1,700	120	6	1.3	0	0.0
1996	548			LT	2,400	3,400	3,300	1,750	120	1	0.2	0	0.0
1997	548			LT	2,500	3,500	3,450	1,850	120	2	0.4	0	0.0
1998	548			LT	2,600	3,650	3,550	1,900	130	4	0.8	0	0.0
1999	548			LT	2,650	3,700	3,600	1,950	130	6	1.1	0	0.0
2000	548			LT	2,750	3,850	3,750	2,000	140	4	0.7	0	0.0
2001	548			LT	2,250	3,150	3,050	1,650	110	3	0.7	0	0.0
2002	548			LT	2,250	3,150	3,050	1,650	110	4	0.9	1	0.2
2003	548			LT	2,050	2,800	2,750	1,500	100	7	1.7	0	0.0
2004	548			LT	2,250	3,150	3,050	1,650	110	6	1.3	0	0.0
2005	548			LT	2,200	3,000	2,950	1,600	110	3	0.7	0	0.0
2006	548			LT	2,250	3,100	3,000	1,650	110	4	0.9	0	0.0
2007	548			LT	2,200	3,000	3,100	1,600	110	1	0.2	0	0.0
2008	548			LT	2,150	2,950	2,800	1,600	240	2	0.5	0	0.0
2009	548			LT	2,150	2,900	2,850	1,600	240	3	0.7	0	0.0
2010	548			CTR	2,150	2,600	2,500	1,850	240	2	0.5	0	0.0
2011	548			CTR	2,150	2,600	2,500	1,850	240	2	0.5	0	0.0
2012	548			CTR	2,100	2,550	2,500	1,800	230	3	0.7	0	0.0
2013	548			CTR	2,100	2,550	2,650	1,800	230	2	0.5	0	0.0
2014	548			CTR	2,050	2,500	2,500	1,750	230	1	0.2	0	0.0
2015	548			CTR	2,050	2,500	2,500	1,750	230	0	0.0	0	0.0
2016	548			CTR	2,000	2,450	2,450	1,700	220	3	0.7	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2017	548			CTR	2,000	2,650	2,650	1,650	160	4	1.0	1	0.2
2018	548			CTR	2,100	2,800	2,800	1,700	170	2	0.5	0	0.0
2019	548			CTR	2,150	2,850	2,850	1,750	170	3	0.7	0	0.0
2021	548			CTR	2,250	2,950	2,900	1,850	40	2	0.4	1	0.2
1988	548	SEC HWY 548 (FROM W)20TH SDRD KENT'S CORS (W)	12.6	CTR	650	840	790	550	30	3	1.0	0	0.0
1989	548			CTR	680	860	820	580	30	6	1.9	0	0.0
1990	548			CTR	680	850	800	590	30	1	0.3	0	0.0
1991	548			IR	800	1,000	890	660	30	13	3.5	0	0.0
1992	548			IR	800	980	880	680	60	11	3.0	0	0.0
1993	548			IR	800	980	830	650	60	10	2.7	1	0.3
1994	548			IR	780	960	860	650	50	16	4.5	0	0.0
1995	548			IR	840	1,050	930	720	60	9	2.3	0	0.0
1996	548			IR	860	1,050	960	730	60	10	2.5	2	0.5
1997	548			LR	880	1,500	1,200	590	50	7	1.7	0	0.0
1998	548			LR	910	1,500	1,200	600	50	5	1.2	0	0.0
1999	548			LR	880	1,450	1,150	580	50	8	2.0	0	0.0
2000	548			LR	890	1,450	1,150	590	50	3	0.7	0	0.0
2001	548			LR	900	1,450	1,150	600	50	9	2.2	1	0.2
2002	548			LR	910	1,500	1,200	620	50	2	0.5	0	0.0
2003	548			IR	960	1,150	1,050	810	60	5	1.1	0	0.0
2004	548			IR	890	1,100	990	750	50	4	1.0	0	0.0
2005	548			IR	910	1,100	1,000	780	70	2	0.5	0	0.0
2006	548			IR	910	1,100	990	770	40	4	1.0	0	0.0
2007	548			IR	880	1,050	1,050	750	40	6	1.5	0	0.0
2008	548			IR	810	980	960	690	30	5	1.3	0	0.0
2009	548			CTR	800	980	940	680	50	3	0.8	0	0.0
2010	548			CTR	880	1,050	1,050	750	50	7	1.7	0	0.0
2011	548			CTR	750	910	880	640	40	9	2.6	0	0.0
2012	548			CTR	860	1,050	1,050	730	40	7	1.8	0	0.0
2013	548			CTR	750	910	940	640	40	7	2.0	0	0.0
2014	548			IT	820	1,050	1,000	680	60	3	0.8	0	0.0
2015	548			IT	830	1,050	1,000	690	60	3	0.8	0	0.0
2016	548			IT	820	1,050	1,000	680	60	4	1.1	1	0.3
2017	548			IT	820	1,100	1,100	690	70	2	0.5	0	0.0
2018	548			IT	820	1,100	1,100	690	70	4	1.1	0	0.0
2019	548			IT	810	1,100	1,100	690	70	7	1.9	0	0.0
2021	548			IT	810	1,050	1,050	690	70	5	1.3	0	0.0
1988	548	HILTON BEACH S LTS SIGN	28.7	CTR	50	60	60	40	0	4	7.6	0	0.0
1989	548			CTR	50	60	60	40	0	4	7.6	0	0.0
1990	548			CTR	50	60	60	40	0	8	15.3	0	0.0
1991	548			IR	100	130	110	80	10	3	2.9	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1992	548			IR	100	120	110	80	10	8	7.6	0	0.0
1993	548			IR	100	120	100	80	10	6	5.7	0	0.0
1994	548			LT	100	150	140	70	10	8	7.6	0	0.0
1995	548			LT	110	160	150	80	10	18	15.6	1	0.9
1996	548			LT	110	160	150	80	10	4	3.5	0	0.0
1997	548			HR	120	210	170	70	0	3	2.4	0	0.0
1998	548			HR	130	220	180	80	0	3	2.2	0	0.0
1999	548			HR	120	200	170	70	0	5	4.0	0	0.0
2000	548			HR	120	200	160	70	0	2	1.6	0	0.0
2001	548			HR	120	200	160	70	0	6	4.8	0	0.0
2002	548			HR	120	200	160	70	0	6	4.8	0	0.0
2003	548			HR	120	190	160	70	0	5	4.0	0	0.0
2004	548			HR	100	170	130	60	0	1	1.0	1	1.0
2005	548			HR	110	170	140	70	0	2	1.7	0	0.0
2006	548			HR	90	140	110	50	0	2	2.1	0	0.0
2007	548			HR	90	140	130	50	0	2	2.1	0	0.0
2008	548			CTR	60	70	70	50	0	2	3.2	0	0.0
2009	548			CTR	90	110	110	80	0	4	4.2	0	0.0
2010	548			HR	70	110	90	40	0	1	1.4	0	0.0
2011	548			HR	80	130	140	50	0	4	4.8	0	0.0
2012	548			HR	80	120	120	50	0	3	3.6	0	0.0
2013	548			CTR	60	70	80	50	0	4	6.4	0	0.0
2014	548			IT	90	110	110	70	0	2	2.1	0	0.0
2015	548			IT	70	90	90	60	0	1	1.4	0	0.0
2016	548			IT	70	90	90	60	0	0	0.0	0	0.0
2017	548			IT	70	90	90	60	0	1	1.4	0	0.0
2018	548			IT	60	80	80	50	0	0	0.0	0	0.0
2019	548			IT	60	80	80	50	0	1	1.6	0	0.0
2021	548			IT	60	80	80	50	0	0	0.0	0	0.0
1988	548	0.5 KM N OF P.LINE RD	24.1	IC	300	350	340	260	20	4	1.5	1	0.4
1989	548			IC	300	340	340	270	20	7	2.7	0	0.0
1990	548			IC	300	340	340	270	20	7	2.7	0	0.0
1991	548			IR	350	440	390	290	20	5	1.6	0	0.0
1992	548			IR	350	430	390	300	20	8	2.6	0	0.0
1993	548			IR	350	430	360	290	20	10	3.2	0	0.0
1994	548			LT	350	510	490	250	20	9	2.9	0	0.0
1995	548			LT	350	500	490	260	20	6	1.9	0	0.0
1996	548			LT	350	490	480	260	20	7	2.3	0	0.0
1997	548			LT	360	510	500	270	30	9	2.8	0	0.0
1998	548			LT	360	500	490	260	30	9	2.8	0	0.0
1999	548			LT	370	510	500	270	30	11	3.4	2	0.6

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2000	548			LT	370	520	500	270	30	15	4.6	0	0.0
2001	548			LT	380	530	520	280	30	6	1.8	0	0.0
2002	548			LT	380	530	520	280	30	5	1.5	0	0.0
2003	548			IR	440	530	480	370	30	4	1.0	0	0.0
2004	548			IR	370	460	410	310	30	11	3.4	0	0.0
2005	548			LT	390	530	520	290	30	7	2.0	0	0.0
2006	548			LT	360	490	480	270	30	3	0.9	0	0.0
2007	548			LT	370	510	520	270	30	4	1.2	0	0.0
2008	548			LT	330	450	430	240	20	4	1.4	0	0.0
2009	548			LT	360	490	480	270	10	6	1.9	0	0.0
2010	548			LT	380	510	500	280	10	3	0.9	0	0.0
2011	548			LT	380	490	500	310	10	4	1.2	0	0.0
2012	548			LT	380	500	470	290	10	5	1.5	0	0.0
2013	548			CTR	380	460	480	320	10	8	2.4	0	0.0
2014	548			CTR	380	460	470	320	10	7	2.1	0	0.0
2015	548			CTR	380	460	470	320	10	6	1.8	0	0.0
2016	548			CTR	380	460	470	320	10	4	1.2	0	0.0
2017	548			CTR	380	510	510	310	10	6	1.8	0	0.0
2018	548			CTR	380	510	510	310	10	3	0.9	0	0.0
2019	548			CTR	380	510	500	310	10	5	1.5	0	0.0
2021	548			CTR	380	500	490	310	10	2	0.6	0	0.0
1988	548	RICHARDS LANDING E LTS	4.1	C	1,200	1,350	1,350	1,100	60	1	0.6	0	0.0
1989	548			C	1,250	1,400	1,400	1,100	60	4	2.1	0	0.0
1990	548			C	1,250	1,400	1,400	1,100	60	3	1.6	0	0.0
1991	548			IR	1,700	2,150	1,900	1,400	80	1	0.4	0	0.0
1992	548			IR	1,700	2,100	1,850	1,450	80	5	2.0	0	0.0
1993	548			IR	1,700	2,100	1,750	1,400	80	3	1.2	0	0.0
1994	548			LT	1,750	2,550	2,450	1,250	90	3	1.1	1	0.4
1995	548			LT	1,800	2,600	2,500	1,300	90	5	1.9	0	0.0
1996	548			LT	1,850	2,600	2,550	1,350	90	7	2.5	1	0.4
1997	548			LT	1,800	2,550	2,500	1,350	70	2	0.7	0	0.0
1998	548			LT	2,000	2,800	2,750	1,450	80	4	1.3	0	0.0
1999	548			LT	2,100	2,900	2,850	1,550	80	9	2.9	0	0.0
2000	548			LT	2,150	3,000	2,950	1,550	90	7	2.2	0	0.0
2001	548			LT	1,900	2,650	2,600	1,400	80	1	0.4	0	0.0
2002	548			LT	1,950	2,750	2,650	1,450	80	4	1.4	0	0.0
2003	548			LT	1,950	2,700	2,600	1,450	80	1	0.3	0	0.0
2004	548			LT	1,900	2,650	2,600	1,400	80	3	1.1	0	0.0
2005	548			LT	1,950	2,650	2,600	1,450	80	2	0.7	0	0.0
2006	548			LT	1,850	2,550	2,450	1,350	70	2	0.7	0	0.0
2007	548			LT	1,850	2,550	2,600	1,350	70	5	1.8	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2008	548			LT	1,700	2,350	2,250	1,250	70	0	0.0	0	0.0
2009	548			LT	1,800	2,450	2,400	1,350	70	2	0.7	0	0.0
2010	548			LT	1,550	2,100	2,050	1,150	60	3	1.3	0	0.0
2011	548			LT	1,800	2,300	2,350	1,500	70	1	0.4	0	0.0
2012	548			LT	1,800	2,350	2,250	1,350	70	1	0.4	0	0.0
2013	548			CTR	1,800	2,200	2,250	1,550	70	0	0.0	0	0.0
2014	548			CTR	1,750	2,150	2,150	1,500	70	1	0.4	0	0.0
2015	548			CTR	1,750	2,150	2,150	1,500	70	3	1.1	0	0.0
2016	548			CTR	1,750	2,150	2,150	1,500	70	2	0.8	0	0.0
2017	548			CTR	1,750	2,350	2,350	1,450	100	2	0.8	0	0.0
2018	548			CTR	1,750	2,350	2,350	1,450	100	4	1.5	0	0.0
2019	548			CTR	1,750	2,350	2,300	1,400	100	5	1.9	0	0.0
2021	548			CR	1,700	1,950	1,950	1,550	20	2	0.8	0	0.0
2021	548	SEC HWY 548 (FROM N) END OF HWY											
2021	550	HWY 17 S.S. MARIE START OF NA	11.1										
1988	550	SAULT STE. M TO ALGOMA MANITOU	1.6	LT	3,400	4,850	4,800	2,600	140	2	1.0	0	0.0
1989	550			LT	3,450	4,800	4,750	2,550	140	2	1.0	0	0.0
1990	550			LT	3,300	4,800	4,600	2,400	130	1	0.5	0	0.0
1991	550			LT	3,150	4,400	4,250	2,350	130	0	0.0	0	0.0
1992	550			LT	3,150	4,400	4,250	2,450	130	3	1.6	0	0.0
1993	550			LT	3,150	4,350	3,900	2,300	130	1	0.5	0	0.0
1994	550			LT	3,350	4,900	4,750	2,450	130	0	0.0	0	0.0
1995	550			LT	3,350	4,800	4,650	2,450	130	1	0.5	0	0.0
1996	550			LT	3,350	4,750	4,600	2,450	130	1	0.5	0	0.0
1997	550			LT	3,350	4,700	4,600	2,500	130	2	1.0	0	0.0
1998	550			LT	3,350	4,700	4,600	2,450	130	0	0.0	0	0.0
1999	550			LT	3,350	4,650	4,550	2,450	130	1	0.5	0	0.0
2000	550			C	3,500	3,950	3,950	3,150	140	0	0.0	0	0.0
2001	550			C	3,450	3,900	3,900	3,100	140	1	0.5	0	0.0
2002	550			C	3,500	3,900	3,950	3,150	140	0	0.0	0	0.0
2003	550			C	3,500	3,900	3,950	3,150	140	0	0.0	0	0.0
2004	550			C	3,500	3,950	3,950	3,150	140	0	0.0	0	0.0
2005	550			C	3,550	3,950	4,000	3,200	140	0	0.0	0	0.0
2006	550			C	3,550	3,950	4,000	3,200	140	0	0.0	0	0.0
2007	550			C	3,600	4,000	4,050	3,250	140	1	0.5	0	0.0
2008	550			C	3,600	3,950	3,900	3,250	140	0	0.0	0	0.0
2009	550			C	3,600	3,950	4,000	3,250	140	0	0.0	0	0.0
2010	550			C	3,650	4,000	4,050	3,300	150	0	0.0	0	0.0
2011	550			C	3,650	4,000	4,050	3,300	150	0	0.0	0	0.0
2012	550			CTR	3,700	4,500	4,450	3,150	150	0	0.0	0	0.0
2013	550			CTR	3,700	4,500	4,650	3,150	150	0	0.0	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2014	550			CTR	3,750	4,600	4,600	3,200	150	0	0.0	0	0.0
2015	550			CTR	3,750	4,600	4,600	3,200	150	0	0.0	0	0.0
2016	550			CTR	3,750	4,600	4,600	3,200	150	0	0.0	0	0.0
2017	550			CTR	3,800	5,100	5,050	3,100	190	1	0.5	0	0.0
2018	550			CTR	3,800	5,050	5,050	3,100	190	1	0.5	0	0.0
2019	550			CTR	3,850	5,150	5,100	3,150	190	0	0.0	0	0.0
2021	550			CR	3,550	4,100	4,100	3,200	40	1	0.5	0	0.0
1988	550	SEC HWY 565 PRINCE TWP SDRD	7.7	LT	1,300	1,850	1,850	990	50	4	1.1	0	0.0
1989	550			LT	1,300	1,800	1,800	960	50	6	1.6	0	0.0
1990	550			LT	1,300	1,900	1,800	950	50	4	1.1	0	0.0
1991	550			LT	1,350	1,900	1,800	1,000	70	7	1.8	1	0.3
1992	550			LT	1,350	1,900	1,800	1,050	70	5	1.3	0	0.0
1993	550			LT	1,350	1,850	1,650	990	70	5	1.3	0	0.0
1994	550			UC	1,400	1,500	1,600	1,300	60	9	2.3	1	0.3
1995	550			UC	1,400	1,500	1,600	1,300	60	6	1.5	0	0.0
1996	550			UC	1,450	1,550	1,700	1,400	60	5	1.2	0	0.0
1997	550			CTR	1,500	1,900	1,850	1,250	80	2	0.5	0	0.0
1998	550			CTR	1,450	1,850	1,750	1,200	70	3	0.7	0	0.0
1999	550			CTR	1,450	1,850	1,750	1,200	70	2	0.5	0	0.0
2000	550			CTR	1,450	1,850	1,750	1,200	70	2	0.5	0	0.0
2001	550			CTR	1,500	1,900	1,800	1,250	80	2	0.5	0	0.0
2002	550			CTR	1,550	1,950	1,900	1,300	80	3	0.7	0	0.0
2003	550			CTR	1,550	1,950	1,850	1,300	80	4	0.9	0	0.0
2004	550			CTR	1,550	1,950	1,900	1,300	80	1	0.2	0	0.0
2005	550			CTR	1,600	2,000	1,900	1,350	50	0	0.0	0	0.0
2006	550			CTR	1,600	2,000	1,900	1,350	50	3	0.7	0	0.0
2007	550			CTR	1,600	2,000	1,950	1,350	50	1	0.2	0	0.0
2008	550			IC	1,650	1,850	1,750	1,450	230	1	0.2	0	0.0
2009	550			IC	1,650	1,850	1,850	1,450	230	1	0.2	0	0.0
2010	550			IC	1,650	1,850	1,850	1,450	230	1	0.2	0	0.0
2011	550			IC	1,700	1,850	1,950	1,550	240	0	0.0	0	0.0
2012	550			C	1,700	1,850	1,850	1,550	240	1	0.2	0	0.0
2013	550			C	1,700	1,850	1,850	1,550	240	1	0.2	0	0.0
2014	550			CTR	1,750	2,150	2,150	1,500	240	2	0.4	0	0.0
2015	550			CTR	1,750	2,150	2,150	1,500	240	0	0.0	0	0.0
2016	550			CTR	1,750	2,150	2,150	1,500	240	2	0.4	0	0.0
2017	550			CR	1,800	2,100	2,100	1,600	70	3	0.6	0	0.0
2018	550			CR	1,800	2,100	2,100	1,600	70	1	0.2	0	0.0
2019	550			CR	1,800	2,100	2,100	1,600	70	4	0.8	0	0.0
2021	550			CR	1,850	2,150	2,150	1,650	20	1	0.2	0	0.0
2021	550	GROS CAP END OF HWY											

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2021	551	GOVT DOCK PROV. BAY START OF NA	0.4										
1988	551	OLD GOVERNMENT RD END OF NA	6.5	LT	500	710	700	380	30	2	1.7	0	0.0
1989	551			LT	550	760	760	410	20	1	0.8	0	0.0
1990	551			LT	550	800	770	400	20	0	0.0	0	0.0
1991	551			LT	550	770	740	410	30	0	0.0	0	0.0
1992	551			LT	500	700	680	380	30	2	1.7	0	0.0
1993	551			LT	750	1,050	930	550	40	1	0.6	0	0.0
1994	551			LT	760	1,100	1,050	550	50	0	0.0	0	0.0
1995	551			T	850	1,500	1,450	520	30	3	1.5	1	0.5
1996	551			T	830	1,450	1,400	510	80	2	1.0	1	0.5
1997	551			T	870	1,500	1,450	540	90	4	1.9	0	0.0
1998	551			T	1,050	1,800	1,750	640	40	1	0.4	0	0.0
1999	551			T	1,000	1,700	1,650	620	40	2	0.8	0	0.0
2000	551			T	1,050	1,750	1,650	650	40	3	1.2	0	0.0
2001	551			T	1,050	1,700	1,650	650	40	3	1.2	0	0.0
2002	551			T	1,050	1,700	1,650	650	40	3	1.2	0	0.0
2003	551			T	1,100	1,750	1,650	690	40	0	0.0	0	0.0
2004	551			LT	1,200	1,700	1,650	880	50	5	1.8	0	0.0
2005	551			LT	1,050	1,450	1,400	770	60	2	0.8	1	0.4
2006	551			LT	1,050	1,450	1,400	770	60	1	0.4	0	0.0
2007	551			LT	1,050	1,450	1,500	770	60	0	0.0	0	0.0
2008	551			LT	820	1,100	1,050	600	50	4	2.1	0	0.0
2009	551			LT	1,100	1,500	1,450	810	70	0	0.0	0	0.0
2010	551			LT	1,100	1,500	1,450	810	70	0	0.0	0	0.0
2011	551			LT	1,150	1,450	1,500	950	70	4	1.5	0	0.0
2012	551			T	1,150	1,650	1,700	740	70	2	0.7	0	0.0
2013	551			T	1,150	1,700	1,650	730	70	0	0.0	0	0.0
2014	551			LT	760	990	1,000	570	60	3	1.7	0	0.0
2015	551			LT	1,000	1,300	1,350	750	80	3	1.3	0	0.0
2016	551			LT	1,000	1,300	1,350	750	80	3	1.3	0	0.0
2017	551			LT	600	840	830	460	30	0	0.0	0	0.0
2018	551			LT	520	730	720	400	30	0	0.0	0	0.0
2019	551			LT	440	620	610	340	20	0	0.0	0	0.0
2021	551			LT	360	450	450	300	0	2	2.3	0	0.0
2021	551	W JCT SEC HWY 542	10.3										
1988	551	E JCT SEC HWY 542 MINDEMOYA	11.8	LT	1,400	2,000	1,950	1,050	80	10	1.7	0	0.0
1989	551			LT	1,500	2,100	2,050	1,100	90	9	1.4	0	0.0
1990	551			LT	1,500	2,200	2,100	1,100	90	6	0.9	0	0.0
1991	551			LT	1,500	2,100	2,050	1,100	90	6	0.9	0	0.0
1992	551			LT	1,500	2,100	2,050	1,150	80	12	1.9	1	0.2
1993	551			LT	1,500	2,050	1,850	1,100	80	12	1.9	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1994	551			LT	1,500	2,200	2,100	1,100	80	10	1.5	1	0.2
1995	551			LT	1,450	2,100	2,000	1,050	120	8	1.3	0	0.0
1996	551			LT	1,550	2,200	2,150	1,150	120	6	0.9	1	0.1
1997	551			LT	1,550	2,200	2,150	1,150	120	10	1.5	0	0.0
1998	551			LT	1,550	2,150	2,100	1,150	110	5	0.7	0	0.0
1999	551			LT	1,600	2,200	2,200	1,150	110	6	0.9	0	0.0
2000	551			LT	1,600	2,250	2,200	1,150	110	14	2.0	0	0.0
2001	551			LT	1,600	2,250	2,200	1,150	80	5	0.7	0	0.0
2002	551			LT	1,600	2,250	2,200	1,150	80	8	1.2	0	0.0
2003	551			LT	1,650	2,250	2,200	1,200	80	13	1.8	0	0.0
2004	551			LT	1,650	2,300	2,250	1,200	80	12	1.7	0	0.0
2005	551			LT	1,700	2,350	2,300	1,250	80	10	1.4	0	0.0
2006	551			LT	1,700	2,350	2,250	1,250	80	14	1.9	1	0.1
2007	551			LT	1,700	2,350	2,400	1,250	80	9	1.2	0	0.0
2008	551			LT	1,750	2,400	2,300	1,300	90	9	1.2	0	0.0
2009	551			LT	1,750	2,350	2,300	1,300	90	4	0.5	1	0.1
2010	551			LT	1,800	2,400	2,350	1,350	90	5	0.6	0	0.0
2011	551			LT	1,800	2,300	2,350	1,500	90	5	0.6	0	0.0
2012	551			LT	1,800	2,350	2,250	1,350	90	6	0.8	0	0.0
2013	551			LT	1,850	2,400	2,400	1,400	90	10	1.3	0	0.0
2014	551			LT	1,850	2,400	2,450	1,400	90	7	0.9	1	0.1
2015	551			LT	1,850	2,400	2,450	1,400	90	11	1.4	1	0.1
2016	551			LT	1,900	2,500	2,500	1,450	100	7	0.9	1	0.1
2017	551			LT	1,900	2,400	2,400	1,600	100	7	0.9	0	0.0
2018	551			LT	2,000	2,550	2,550	1,700	100	11	1.3	1	0.1
2019	551			LT	2,050	2,600	2,600	1,700	100	12	1.4	0	0.0
2021	551			LT	2,150	2,700	2,700	1,800	20	7	0.8	0	0.0
2021	551	SEC HWY 540 WEST BAY END OF HWY											
1988	552	SEC HWY 556	11.9	CTR	400	520	490	340	0	8	4.6	0	0.0
1989	552			CTR	450	570	540	390	0	10	5.1	0	0.0
1990	552			CTR	450	560	530	390	0	3	1.5	0	0.0
1991	552			CTR	450	570	560	390	10	6	3.1	0	0.0
1992	552			CTR	450	550	540	390	10	6	3.1	0	0.0
1993	552			CTR	450	570	540	380	10	4	2.0	0	0.0
1994	552			CTR	450	580	550	380	40	9	4.6	0	0.0
1995	552			CTR	480	620	590	400	50	7	3.4	0	0.0
1996	552			CTR	490	630	600	410	50	7	3.3	1	0.5
1997	552			LT	500	700	690	370	30	5	2.3	0	0.0
1998	552			LT	510	710	700	370	30	3	1.4	0	0.0
1999	552			LT	520	720	710	380	20	7	3.1	1	0.4
2000	552			IC	520	580	580	460	20	3	1.3	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2001	552			IC	530	590	600	470	20	2	0.9	0	0.0
2002	552			IC	540	600	610	480	20	3	1.3	0	0.0
2003	552			IC	560	620	630	500	20	2	0.8	0	0.0
2004	552			IC	530	590	600	470	20	7	3.0	0	0.0
2005	552			IC	540	600	610	480	40	3	1.3	0	0.0
2006	552			IC	540	600	610	480	40	5	2.1	0	0.0
2007	552			IC	540	600	620	480	40	5	2.1	3	1.3
2008	552			IC	500	550	540	440	40	3	1.4	0	0.0
2009	552			IC	550	610	620	490	40	4	1.7	0	0.0
2010	552			IC	540	600	600	480	40	4	1.7	0	0.0
2011	552			IC	560	620	640	500	40	5	2.1	0	0.0
2012	552			IC	560	620	600	500	40	3	1.2	0	0.0
2013	552			IC	570	630	630	510	50	2	0.8	0	0.0
2014	552			IC	510	560	560	450	40	0	0.0	0	0.0
2015	552			IC	560	620	620	500	40	3	1.2	0	0.0
2016	552			IC	570	630	630	510	50	3	1.2	0	0.0
2017	552			IC	570	620	630	520	50	4	1.6	0	0.0
2018	552			IC	570	630	630	520	50	1	0.4	0	0.0
2019	552			IC	580	640	640	520	50	3	1.2	1	0.4
2021	552			IC	580	630	630	520	50	6	2.4	0	0.0
1988	552	HWY 17	4.6	CTR	450	580	550	380	60	3	4.0	0	0.0
1989	552			CTR	550	700	670	470	80	7	7.6	0	0.0
1990	552			CTR	600	750	710	520	80	3	3.0	0	0.0
1991	552			CTR	800	1,000	1,000	700	110	4	3.0	0	0.0
1992	552			CTR	800	980	950	700	110	2	1.5	0	0.0
1993	552			CTR	800	1,000	970	680	110	3	2.2	0	0.0
1994	552			CTR	680	870	830	570	100	0	0.0	0	0.0
1995	552			CTR	710	910	870	600	100	2	1.7	0	0.0
1996	552			CTR	750	960	920	630	100	5	4.0	0	0.0
1997	552			CTR	780	1,000	960	660	50	2	1.5	0	0.0
1998	552			CTR	820	1,050	1,000	690	60	3	2.2	0	0.0
1999	552			CTR	850	1,050	1,050	710	60	4	2.8	0	0.0
2000	552			CTR	600	760	730	500	40	1	1.0	0	0.0
2001	552			CTR	580	730	700	490	40	3	3.1	0	0.0
2002	552			CTR	550	690	670	460	40	1	1.1	0	0.0
2003	552			IC	400	450	450	350	30	1	1.5	0	0.0
2004	552			IC	660	740	740	580	50	3	2.7	0	0.0
2005	552			CTR	480	590	570	410	40	2	2.5	0	0.0
2006	552			CTR	620	770	740	530	50	0	0.0	0	0.0
2007	552			CTR	640	790	790	540	50	1	0.9	0	0.0
2008	552			CTR	960	1,200	1,150	820	70	2	1.2	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2009	552			CTR	670	820	790	570	50	2	1.8	0	0.0
2010	552			CTR	500	610	580	420	40	1	1.2	0	0.0
2011	552			CTR	590	720	690	500	40	0	0.0	0	0.0
2012	552			IC	500	550	540	440	40	2	2.4	0	0.0
2013	552			IC	550	610	610	490	40	1	1.1	0	0.0
2014	552			IC	480	530	530	430	140	0	0.0	0	0.0
2015	552			IC	530	590	580	470	160	2	2.2	0	0.0
2016	552			IC	520	580	570	460	150	1	1.1	0	0.0
2017	552			IC	500	550	550	450	50	2	2.4	0	0.0
2018	552			IC	500	550	550	450	50	0	0.0	0	0.0
2019	552			IC	490	540	540	440	50	2	2.4	1	1.2
2021	552			IC	470	510	510	430	50	3	3.8	0	0.0
1988	552	ISLAND RD FENWICK TWP (S)	2.0	CTR	800	1,050	980	670	110	2	3.4	0	0.0
1989	552			CTR	850	1,100	1,050	730	120	1	1.6	0	0.0
1990	552			CTR	900	1,100	1,050	780	130	3	4.6	0	0.0
1991	552			CTR	1,000	1,250	1,250	870	140	1	1.4	0	0.0
1992	552			CTR	1,000	1,250	1,200	870	140	0	0.0	0	0.0
1993	552			CTR	1,000	1,250	1,200	850	140	0	0.0	0	0.0
1994	552			CTR	1,150	1,450	1,400	970	160	0	0.0	0	0.0
1995	552			CTR	1,100	1,400	1,350	920	150	0	0.0	0	0.0
1996	552			CTR	1,150	1,450	1,400	970	160	2	2.4	0	0.0
1997	552			CTR	1,200	1,550	1,500	1,000	170	0	0.0	0	0.0
1998	552			CTR	1,250	1,600	1,500	1,050	180	0	0.0	0	0.0
1999	552			CTR	1,350	1,700	1,650	1,150	190	0	0.0	0	0.0
2000	552			LT	1,200	1,650	1,650	880	170	0	0.0	0	0.0
2001	552			LT	1,050	1,450	1,450	770	150	0	0.0	0	0.0
2002	552			LT	1,050	1,450	1,450	770	150	0	0.0	0	0.0
2003	552			LT	920	1,250	1,250	680	130	2	3.0	0	0.0
2004	552			LT	1,050	1,450	1,450	770	150	1	1.3	0	0.0
2005	552			LT	960	1,300	1,300	710	130	1	1.4	0	0.0
2006	552			LT	1,000	1,350	1,350	740	140	1	1.4	0	0.0
2007	552			LT	980	1,350	1,400	720	140	3	4.2	0	0.0
2008	552			LT	940	1,300	1,250	690	130	0	0.0	0	0.0
2009	552			LT	940	1,250	1,250	700	130	0	0.0	0	0.0
2010	552			IR	960	1,150	1,050	820	130	0	0.0	0	0.0
2011	552			IR	910	1,100	1,050	780	130	1	1.5	0	0.0
2012	552			LT	890	1,150	1,100	670	120	0	0.0	0	0.0
2013	552			LT	870	1,150	1,150	660	120	0	0.0	0	0.0
2014	552			T	850	1,250	1,250	540	250	0	0.0	0	0.0
2015	552			T	830	1,200	1,200	530	240	0	0.0	0	0.0
2016	552			T	810	1,200	1,150	520	230	1	1.7	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2017	552			T	790	1,100	1,100	630	70	0	0.0	0	0.0
2018	552			T	780	1,050	1,050	620	70	0	0.0	0	0.0
2019	552			T	760	1,050	1,050	600	70	0	0.0	0	0.0
2021	552			T	720	960	970	570	60	0	0.0	0	0.0
2021	552	GRANTS RD FENWICK TWP END OF HWY											
2021	553	HWY 17 MASSEY START OF NA	1.5										
1988	553	1.5 KM N OF HWY 17 END OF NA	31.8	IC	300	350	340	260	20	2	0.6	0	0.0
1989	553			IR	300	390	330	250	20	2	0.6	2	0.6
1990	553			IR	300	380	330	250	20	0	0.0	0	0.0
1991	553			IR	300	380	330	250	20	5	1.4	3	0.9
1992	553			IR	300	370	330	260	20	0	0.0	0	0.0
1993	553			IR	300	370	310	250	20	0	0.0	0	0.0
1994	553			IR	300	370	330	250	20	0	0.0	0	0.0
1995	553			IR	300	370	330	260	20	1	0.3	0	0.0
1996	553			IR	300	370	330	260	20	1	0.3	0	0.0
1997	553			IR	300	380	340	260	20	0	0.0	0	0.0
1998	553			IR	300	370	340	250	20	1	0.3	0	0.0
1999	553			IR	300	370	330	250	10	1	0.3	0	0.0
2000	553			IR	240	290	270	200	10	0	0.0	0	0.0
2001	553			CR	280	340	330	240	10	2	0.6	0	0.0
2002	553			CR	230	280	270	190	10	1	0.4	0	0.0
2003	553			IR	180	220	200	150	30	2	1.0	0	0.0
2004	553			CR	120	150	140	100	20	2	1.4	1	0.7
2005	553			CR	170	210	200	140	30	0	0.0	0	0.0
2006	553			CR	130	160	150	110	10	2	1.3	0	0.0
2007	553			LT	120	160	170	90	10	0	0.0	0	0.0
2008	553			IC	150	170	160	130	20	1	0.6	0	0.0
2009	553			IT	120	150	150	100	20	1	0.7	0	0.0
2010	553			IT	90	110	110	70	20	0	0.0	0	0.0
2011	553			CTR	90	110	110	80	10	1	1.0	0	0.0
2012	553			IC	100	110	110	90	30	1	0.9	0	0.0
2013	553			IC	120	130	130	110	40	0	0.0	0	0.0
2014	553			CTR	90	110	110	80	10	2	1.9	0	0.0
2015	553			CTR	90	110	110	80	10	2	1.9	0	0.0
2016	553			CTR	90	110	110	80	10	0	0.0	0	0.0
2017	553			CTR	90	120	120	70	10	2	1.9	0	0.0
2018	553			CTR	100	130	130	80	20	1	0.9	0	0.0
2019	553			CTR	100	130	130	80	20	0	0.0	0	0.0
2021	553			CTR	100	130	130	80	20	3	2.6	0	0.0
2021	553	TERTIARY RD 810 END OF HWY											
1988	554	SEC HWY 546	16.6	IC	250	290	280	220	70	1	0.7	1	0.7

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1989	554			IC	280	320	320	250	80	3	1.8	1	0.6
1990	554			IC	280	320	310	250	80	0	0.0	0	0.0
1991	554			C	250	280	280	230	70	2	1.3	0	0.0
1992	554			C	250	270	280	230	70	3	2.0	2	1.3
1993	554			C	250	270	280	230	70	2	1.3	0	0.0
1994	554			C	270	300	300	240	80	0	0.0	0	0.0
1995	554			C	280	310	310	260	80	0	0.0	0	0.0
1996	554			C	290	330	330	260	80	0	0.0	0	0.0
1997	554			C	300	340	340	270	50	3	1.7	1	0.6
1998	554			C	300	340	340	270	50	1	0.6	0	0.0
1999	554			C	310	350	350	280	60	1	0.5	0	0.0
2000	554			C	320	360	360	290	60	1	0.5	0	0.0
2001	554			C	270	300	300	240	50	3	1.8	0	0.0
2002	554			C	270	300	300	240	50	0	0.0	0	0.0
2003	554			C	230	260	260	210	40	1	0.7	0	0.0
2004	554			C	270	300	300	240	50	1	0.6	1	0.6
2005	554			C	280	310	310	250	50	1	0.6	0	0.0
2006	554			C	270	300	300	240	50	1	0.6	0	0.0
2007	554			C	260	290	290	230	50	2	1.3	0	0.0
2008	554			C	270	300	290	240	80	1	0.6	1	0.6
2009	554			C	260	290	290	230	70	2	1.3	0	0.0
2010	554			SC	240	250	280	210	70	0	0.0	0	0.0
2011	554			SC	250	320	290	200	70	0	0.0	0	0.0
2012	554			CTR	250	300	300	210	70	0	0.0	0	0.0
2013	554			CTR	250	300	310	210	70	1	0.7	1	0.7
2014	554			CTR	240	290	300	200	70	0	0.0	0	0.0
2015	554			CTR	240	290	300	200	70	0	0.0	0	0.0
2016	554			CTR	240	290	300	200	70	1	0.7	1	0.7
2017	554			CTR	240	320	320	200	70	2	1.4	0	0.0
2018	554			CTR	230	310	310	190	60	2	1.4	0	0.0
2019	554			CTR	230	310	310	190	60	0	0.0	0	0.0
2021	554			CTR	230	300	300	190	60	2	1.4	1	0.7
2021	554	HWY 129 END OF HWYS											
1988	556	HWY 17 HEYDEN	4.4	CR	1,600	2,050	1,900	1,350	80	3	1.2	0	0.0
1989	556			CR	1,650	2,100	1,950	1,400	80	2	0.8	0	0.0
1990	556			CR	1,850	2,300	2,150	1,650	90	2	0.7	0	0.0
1991	556			IC	2,050	2,300	2,300	1,800	100	4	1.2	0	0.0
1992	556			IC	2,050	2,300	2,250	1,850	100	4	1.2	0	0.0
1993	556			IC	2,050	2,300	2,300	1,800	100	7	2.1	0	0.0
1994	556			IC	1,950	2,200	2,200	1,750	100	2	0.6	0	0.0
1995	556			IC	1,950	2,200	2,200	1,750	100	4	1.3	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1996	556			IC	2,000	2,250	2,250	1,800	100	1	0.3	0	0.0
1997	556			LT	2,050	2,900	2,850	1,500	120	1	0.3	0	0.0
1998	556			LT	2,050	2,850	2,800	1,500	120	6	1.8	0	0.0
1999	556			LT	2,100	2,900	2,850	1,550	130	3	0.9	0	0.0
2000	556			CR	1,850	2,300	2,150	1,550	110	3	1.0	0	0.0
2001	556			CR	1,900	2,350	2,250	1,600	110	8	2.6	0	0.0
2002	556			CR	1,850	2,250	2,150	1,550	110	2	0.7	0	0.0
2003	556			CR	1,800	2,200	2,100	1,500	110	1	0.3	0	0.0
2004	556			CR	1,850	2,300	2,150	1,550	110	4	1.3	0	0.0
2005	556			CR	1,800	2,200	2,100	1,500	140	2	0.7	0	0.0
2006	556			CR	1,800	2,200	2,100	1,500	140	3	1.0	0	0.0
2007	556			CR	1,800	2,200	2,200	1,500	140	5	1.7	0	0.0
2008	556			CTR	1,750	2,150	2,100	1,500	90	2	0.7	0	0.0
2009	556			CTR	1,750	2,150	2,050	1,500	90	3	1.1	0	0.0
2010	556			IC	1,700	1,900	1,900	1,500	80	1	0.4	1	0.4
2011	556			IC	1,700	1,850	1,950	1,550	80	6	2.2	0	0.0
2012	556			CTR	1,700	2,050	2,050	1,450	80	2	0.7	0	0.0
2013	556			CTR	1,650	2,000	2,050	1,400	80	1	0.4	0	0.0
2014	556			CTR	1,650	2,000	2,050	1,400	80	2	0.8	0	0.0
2015	556			CTR	1,650	2,000	2,050	1,400	80	2	0.8	0	0.0
2016	556			CTR	1,600	1,950	1,950	1,350	80	1	0.4	0	0.0
2017	556			CTR	1,600	2,150	2,150	1,300	110	1	0.4	0	0.0
2018	556			CTR	1,650	2,200	2,200	1,350	120	3	1.1	0	0.0
2019	556			CTR	1,650	2,200	2,200	1,350	120	0	0.0	0	0.0
2021	556			CTR	1,700	2,200	2,200	1,400	30	2	0.7	0	0.0
1988	556	SEC HWY 552 (N)	21.1	IC	700	810	790	620	40	21	3.9	1	0.2
1989	556			IC	700	800	790	620	40	12	2.2	0	0.0
1990	556			IC	750	850	840	670	40	10	1.7	1	0.2
1991	556			IC	750	850	830	670	40	15	2.6	0	0.0
1992	556			IC	750	830	830	680	40	17	2.9	0	0.0
1993	556			IC	750	850	840	670	40	15	2.6	2	0.3
1994	556			SC	660	690	760	610	40	9	1.8	0	0.0
1995	556			SC	700	730	810	640	40	17	3.2	1	0.2
1996	556			SC	700	740	820	630	40	11	2.0	0	0.0
1997	556			LT	640	900	880	470	50	6	1.2	1	0.2
1998	556			LT	700	980	960	510	60	14	2.6	0	0.0
1999	556			LT	700	970	950	510	60	11	2.0	0	0.0
2000	556			IR	660	810	730	560	50	7	1.4	0	0.0
2001	556			IR	620	770	690	520	50	14	2.9	0	0.0
2002	556			IR	610	750	680	520	50	6	1.3	0	0.0
2003	556			LT	570	780	770	420	50	9	2.1	2	0.5

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2004	556			LT	620	870	840	450	50	5	1.0	1	0.2
2005	556			LT	580	800	780	430	50	7	1.6	0	0.0
2006	556			LT	610	840	810	450	50	9	1.9	0	0.0
2007	556			LT	600	820	850	440	50	7	1.5	0	0.0
2008	556			LT	650	890	850	480	80	11	2.2	1	0.2
2009	556			LT	590	800	780	440	80	10	2.2	1	0.2
2010	556			IR	580	690	630	490	80	3	0.7	0	0.0
2011	556			IR	570	680	670	490	70	7	1.6	0	0.0
2012	556			CTR	570	690	680	490	70	5	1.1	0	0.0
2013	556			CTR	560	680	700	480	70	7	1.6	1	0.2
2014	556			CTR	550	670	680	470	70	4	0.9	0	0.0
2015	556			CTR	550	670	680	470	70	7	1.7	0	0.0
2016	556			CTR	540	660	660	460	70	11	2.6	0	0.0
2017	556			CTR	530	710	700	430	60	5	1.2	0	0.0
2018	556			CTR	530	710	700	430	60	4	1.0	0	0.0
2019	556			CTR	520	690	690	420	60	10	2.5	0	0.0
2021	556			CTR	510	660	660	420	60	1	0.3	0	0.0
1988	556	SEC HWY 532	48.7	T	150	270	260	90	10	12	4.5	1	0.4
1989	556			T	150	270	260	90	10	12	4.5	3	1.1
1990	556			T	150	270	260	90	10	9	3.4	2	0.8
1991	556			IR	250	320	280	210	20	14	3.2	6	1.4
1992	556			IR	250	310	280	210	20	5	1.1	1	0.2
1993	556			IR	250	310	260	200	20	10	2.3	2	0.5
1994	556			IR	250	310	280	210	20	7	1.6	0	0.0
1995	556			IR	280	340	310	240	30	9	1.8	2	0.4
1996	556			IR	300	370	330	260	30	6	1.1	0	0.0
1997	556			R	320	610	460	180	30	6	1.1	1	0.2
1998	556			R	340	630	490	180	30	4	0.7	0	0.0
1999	556			R	360	670	510	190	10	4	0.6	0	0.0
2000	556			R	370	680	520	200	10	4	0.6	0	0.0
2001	556			R	250	460	350	130	10	3	0.7	0	0.0
2002	556			R	240	440	340	130	10	5	1.2	1	0.2
2003	556			LR	190	300	240	130	10	5	1.5	0	0.0
2004	556			LR	250	410	330	170	10	3	0.7	0	0.0
2005	556			R	220	390	300	120	30	5	1.3	0	0.0
2006	556			R	240	420	320	130	30	2	0.5	1	0.2
2007	556			R	230	410	390	120	30	2	0.5	0	0.0
2008	556			IR	220	270	260	190	10	4	1.0	1	0.3
2009	556			IR	210	250	230	180	10	6	1.6	1	0.3
2010	556			IR	210	250	230	180	10	2	0.5	2	0.5
2011	556			IR	200	240	230	170	10	3	0.8	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2012	556			IT	190	240	230	160	10	4	1.2	0	0.0
2013	556			IT	190	240	240	160	10	8	2.4	0	0.0
2014	556			CTR	180	220	220	150	10	4	1.3	0	0.0
2015	556			CTR	170	210	210	140	10	5	1.7	0	0.0
2016	556			CTR	170	210	210	140	10	5	1.7	0	0.0
2017	556			CTR	160	210	210	130	10	3	1.1	1	0.4
2018	556			CTR	150	200	200	120	10	5	1.9	0	0.0
2019	556			CTR	140	190	190	110	10	7	2.8	0	0.0
2021	556			CTR	130	170	170	110	10	9	3.9	1	0.4
1988	556	GARDEN R BR RANGER LAKE	29.8	SC	100	110	120	90	20	3	2.8	0	0.0
1989	556			SC	100	110	120	90	20	2	1.8	2	1.8
1990	556			SC	100	110	120	90	20	7	6.4	1	0.9
1991	556			LT	100	140	140	70	20	2	1.8	1	0.9
1992	556			LT	100	140	140	80	20	6	5.5	1	0.9
1993	556			LT	100	140	120	70	20	6	5.5	0	0.0
1994	556			LT	120	180	170	90	20	6	4.6	2	1.5
1995	556			LT	130	190	180	100	20	4	2.8	0	0.0
1996	556			LT	130	180	180	100	20	3	2.1	0	0.0
1997	556			LT	140	200	190	100	30	3	2.0	0	0.0
1998	556			LT	140	200	190	100	30	0	0.0	0	0.0
1999	556			LT	150	210	200	110	30	5	3.1	0	0.0
2000	556			LT	160	220	220	120	30	1	0.6	0	0.0
2001	556			LT	110	150	150	80	20	3	2.5	0	0.0
2002	556			LT	100	140	140	70	20	3	2.8	2	1.8
2003	556			LT	100	140	130	70	20	4	3.7	0	0.0
2004	556			LT	100	140	140	70	20	2	1.8	1	0.9
2005	556			LT	80	110	110	60	20	2	2.3	0	0.0
2006	556			LT	90	120	120	70	20	2	2.0	0	0.0
2007	556			LT	90	120	130	70	20	0	0.0	0	0.0
2008	556			SC	70	70	70	60	10	4	5.2	0	0.0
2009	556			SC	80	80	90	70	10	2	2.3	0	0.0
2010	556			CTR	70	90	80	60	10	4	5.3	0	0.0
2011	556			CTR	70	90	80	60	10	5	6.6	0	0.0
2012	556			IT	60	80	70	50	10	3	4.6	0	0.0
2013	556			IT	60	80	80	50	10	0	0.0	0	0.0
2014	556			CTR	50	60	60	40	10	1	1.8	0	0.0
2015	556			CTR	50	60	60	40	10	0	0.0	0	0.0
2016	556			CTR	40	50	50	30	0	1	2.3	1	2.3
2017	556			CTR	40	50	50	30	0	0	0.0	0	0.0
2018	556			CTR	30	40	40	20	0	2	6.1	1	3.1
2019	556			CTR	30	40	40	20	0	4	12.3	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2021	556			CTR	20	30	30	20	0	0	0.0	0	0.0
2021	556	HWY 129 END OF HWY											
2021	557	HWY 17 CAUSLEY ST START OF NA	3.3										
1988	557	GRANARY LAKE RD	19.7	T	450	820	790	270	30	7	2.2	2	0.6
1989	557			T	450	810	790	280	30	1	0.3	0	0.0
1990	557			T	450	820	780	280	30	4	1.2	0	0.0
1991	557			T	450	810	780	280	30	3	0.9	0	0.0
1992	557			T	450	810	790	280	30	5	1.5	0	0.0
1993	557			T	450	810	790	280	30	3	0.9	0	0.0
1994	557			LT	470	690	660	340	30	2	0.6	0	0.0
1995	557			LT	480	690	670	350	30	4	1.2	0	0.0
1996	557			LT	490	690	670	360	30	2	0.6	1	0.3
1997	557			LT	560	790	770	410	30	3	0.7	0	0.0
1998	557			LT	500	700	680	360	30	2	0.6	0	0.0
1999	557			LT	500	700	680	360	30	2	0.6	0	0.0
2000	557			LT	490	680	670	360	30	3	0.8	0	0.0
2001	557			LT	530	740	720	390	30	3	0.8	1	0.3
2002	557			LT	530	740	720	390	30	2	0.5	0	0.0
2003	557			LT	530	730	710	390	30	2	0.5	0	0.0
2004	557			LT	540	760	740	400	30	6	1.5	0	0.0
2005	557			LT	560	770	750	410	30	0	0.0	0	0.0
2006	557			LT	560	770	750	410	30	1	0.2	0	0.0
2007	557			LT	560	770	790	410	30	2	0.5	0	0.0
2008	557			LT	570	780	750	420	30	0	0.0	0	0.0
2009	557			LT	570	770	750	420	30	0	0.0	0	0.0
2010	557			LT	580	780	760	430	30	1	0.2	0	0.0
2011	557			LT	590	760	770	490	40	1	0.2	0	0.0
2012	557			CTR	590	720	710	500	40	0	0.0	0	0.0
2013	557			CTR	590	720	740	500	40	1	0.2	0	0.0
2014	557			CTR	600	730	740	510	40	2	0.5	0	0.0
2015	557			CTR	610	740	750	520	40	0	0.0	0	0.0
2016	557			CTR	610	740	750	520	40	2	0.5	0	0.0
2017	557			CTR	610	820	810	500	30	2	0.5	0	0.0
2018	557			CTR	620	830	820	500	30	1	0.2	0	0.0
2019	557			CTR	630	840	840	510	30	0	0.0	0	0.0
2021	557			CTR	640	830	830	520	30	5	1.1	0	0.0
2021	557	MATINENDA LAKE END OF HWY											
2021	558	HWY 11B RORKE AVE START OF NA	10.1										
1988	558	HAILEYBURY W LTS END OF NA	16.9	LT	250	360	350	190	20	2	1.3	1	0.6
1989	558			LT	250	350	340	180	40	0	0.0	0	0.0
1990	558			LT	200	290	280	150	30	0	0.0	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1991	558			LT	200	280	270	150	30	1	0.8	0	0.0
1992	558			LT	200	280	270	150	30	0	0.0	0	0.0
1993	558			LT	200	280	250	150	30	0	0.0	0	0.0
1994	558			LT	210	310	300	150	30	1	0.8	0	0.0
1995	558			LT	210	300	290	150	30	0	0.0	0	0.0
1996	558			LT	200	280	280	150	30	0	0.0	0	0.0
1997	558			LT	200	280	280	150	30	2	1.6	0	0.0
1998	558			LT	200	280	270	150	30	0	0.0	0	0.0
1999	558			LT	220	310	300	160	10	0	0.0	0	0.0
2000	558			LT	220	310	300	160	10	0	0.0	0	0.0
2001	558			LT	220	310	300	160	10	2	1.5	0	0.0
2002	558			LT	230	320	310	170	20	2	1.4	0	0.0
2003	558			LT	230	320	310	170	20	2	1.4	0	0.0
2004	558			LT	230	320	310	170	20	1	0.7	0	0.0
2005	558			LT	220	300	290	160	20	0	0.0	0	0.0
2006	558			LT	230	310	310	170	20	0	0.0	0	0.0
2007	558			LT	230	320	320	170	20	2	1.4	0	0.0
2008	558			LT	230	320	300	170	20	0	0.0	0	0.0
2009	558			LT	210	280	280	160	20	0	0.0	0	0.0
2010	558			LT	230	310	300	170	20	0	0.0	0	0.0
2011	558			LT	230	290	300	190	20	0	0.0	0	0.0
2012	558			CTR	230	280	280	200	20	0	0.0	0	0.0
2013	558			CTR	230	280	290	200	20	0	0.0	0	0.0
2014	558			IC	240	270	260	210	20	1	0.7	1	0.7
2015	558			IC	240	270	260	210	20	0	0.0	0	0.0
2016	558			IC	240	270	260	210	20	0	0.0	0	0.0
2017	558			IC	240	260	260	220	20	0	0.0	0	0.0
2018	558			IC	240	260	270	220	20	0	0.0	0	0.0
2019	558			IC	240	260	260	220	20	0	0.0	0	0.0
2021	558			IC	250	270	270	230	20	0	0.0	0	0.0
2021	558	MOWAT LANDING MONTREAL R BR END OF HWY											
2010	559	JCT HWY 400/69	1.1	LR	2,400	3,600	2,950	1,650	100	0	0.0	0	0.0
2011	559			LR	2,450	3,800	3,550	1,700	100	2	2.0	0	0.0
2012	559			LR	2,500	3,750	3,650	1,700	100	0	0.0	0	0.0
2013	559			LT	3,350	4,350	4,350	2,550	130	3	2.2	0	0.0
2014	559			LT	4,600	6,000	6,100	3,450	180	3	1.6	0	0.0
2015	559			LT	5,850	7,650	7,750	4,400	470	1	0.4	0	0.0
2016	559			LT	7,100	9,250	9,450	5,350	580	1	0.3	0	0.0
2017	559			LT	7,100	9,950	9,850	5,450	580	1	0.3	0	0.0
2018	559			LT	8,050	11,300	11,200	6,200	650	1	0.3	1	0.3
2019	559			LT	8,850	12,400	12,300	6,800	720	1	0.3	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2021	559			LT	10,500	14,400	14,300	8,100	840	0	0.0	0	0.0
1988	559	HWY 7182 SHEBESHEKONG RD	8.1	T	1,350	2,450	2,350	820	40	7	1.7	0	0.0
1989	559			T	1,450	2,600	2,550	910	40	9	2.1	0	0.0
1990	559			T	1,550	2,800	2,700	960	50	2	0.4	0	0.0
1991	559			T	1,650	3,000	2,850	1,000	50	2	0.4	1	0.2
1992	559			T	1,650	3,000	2,900	1,000	70	6	1.2	1	0.2
1993	559			T	1,600	2,900	2,800	990	60	6	1.3	0	0.0
1994	559			T	1,650	3,000	2,900	1,000	70	9	1.8	0	0.0
1995	559			T	1,700	2,950	2,900	1,050	70	4	0.8	0	0.0
1996	559			T	1,750	3,050	2,950	1,100	70	2	0.4	0	0.0
1997	559			LR	1,750	2,950	2,350	1,150	70	6	1.2	0	0.0
1998	559			LR	1,750	2,900	2,350	1,150	70	3	0.6	0	0.0
1999	559			LR	1,850	3,050	2,450	1,200	70	2	0.4	0	0.0
2000	559			LR	1,950	3,150	2,550	1,300	80	4	0.7	0	0.0
2001	559			LR	1,950	3,200	2,550	1,300	80	4	0.7	0	0.0
2002	559			LR	2,000	3,250	2,600	1,350	80	4	0.7	0	0.0
2003	559			LR	2,050	3,250	2,600	1,400	80	8	1.3	1	0.2
2004	559			LR	2,100	3,450	2,750	1,400	80	5	0.8	0	0.0
2005	559			LR	2,150	3,350	2,700	1,450	90	1	0.2	0	0.0
2006	559			LR	2,200	3,450	2,750	1,500	90	7	1.1	0	0.0
2007	559			LR	2,250	3,550	3,400	1,500	90	6	0.9	0	0.0
2008	559			LR	2,300	3,600	3,500	1,600	90	3	0.4	0	0.0
2009	559			LR	2,350	3,550	2,900	1,600	90	7	1.0	0	0.0
2010	559			LR	2,400	3,600	2,950	1,650	100	7	1.0	0	0.0
2011	559			LR	2,450	3,800	3,550	1,700	100	6	0.8	0	0.0
2012	559			LR	2,500	3,750	3,650	1,700	100	6	0.8	1	0.1
2013	559			LT	2,550	3,350	3,350	1,950	100	5	0.7	0	0.0
2014	559			LT	2,600	3,400	3,450	1,950	100	5	0.7	1	0.1
2015	559			LT	2,650	3,450	3,500	2,000	210	5	0.6	0	0.0
2016	559			LT	2,650	3,450	3,500	2,000	210	8	1.0	1	0.1
2017	559			LT	2,650	3,700	3,650	2,050	190	2	0.3	0	0.0
2018	559			LT	2,650	3,700	3,650	2,050	190	3	0.4	0	0.0
2019	559			LT	2,700	3,800	3,750	2,100	190	6	0.8	1	0.1
2021	559			LT	2,700	3,700	3,650	2,100	50	4	0.5	1	0.1
1988	559	DILLON RD (N)	9.2	T	500	920	880	300	20	2	1.2	0	0.0
1989	559			T	750	1,350	1,300	470	20	2	0.8	0	0.0
1990	559			T	950	1,750	1,650	590	30	2	0.6	0	0.0
1991	559			T	1,050	1,900	1,800	650	30	2	0.6	0	0.0
1992	559			T	950	1,700	1,650	590	40	3	0.9	0	0.0
1993	559			T	950	1,700	1,650	590	40	1	0.3	0	0.0
1994	559			T	940	1,700	1,650	580	50	3	1.0	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1995	559			T	980	1,700	1,650	600	50	4	1.2	0	0.0
1996	559			T	1,000	1,750	1,700	620	50	1	0.3	0	0.0
1997	559			LR	950	1,600	1,300	640	50	1	0.3	0	0.0
1998	559			LR	1,100	1,800	1,450	730	60	3	0.8	0	0.0
1999	559			LR	1,100	1,800	1,450	730	60	2	0.5	0	0.0
2000	559			LR	1,100	1,800	1,450	730	60	2	0.5	0	0.0
2001	559			LR	1,150	1,900	1,500	770	60	7	1.8	1	0.3
2002	559			LR	1,150	1,850	1,500	780	60	2	0.5	0	0.0
2003	559			LR	1,200	1,900	1,550	810	60	5	1.2	0	0.0
2004	559			LR	1,200	1,950	1,550	800	60	4	1.0	0	0.0
2005	559			LR	1,200	1,850	1,500	820	60	4	1.0	0	0.0
2006	559			LR	1,300	2,050	1,650	880	60	3	0.7	0	0.0
2007	559			LR	1,250	1,950	1,900	840	50	2	0.5	0	0.0
2008	559			LR	1,300	2,050	2,000	890	50	4	0.9	0	0.0
2009	559			LR	1,250	1,900	1,550	850	50	2	0.5	0	0.0
2010	559			LR	1,350	2,000	1,650	920	50	0	0.0	0	0.0
2011	559			LR	1,350	2,100	1,950	950	50	3	0.7	0	0.0
2012	559			LR	1,400	2,100	2,050	960	60	1	0.2	0	0.0
2013	559			CTR	1,400	1,700	1,750	1,200	60	2	0.4	0	0.0
2014	559			CTR	1,450	1,750	1,800	1,250	60	5	1.0	0	0.0
2015	559			CTR	1,450	1,750	1,800	1,250	130	3	0.6	0	0.0
2016	559			CTR	1,500	1,850	1,850	1,300	130	2	0.4	0	0.0
2017	559			CTR	1,100	1,450	1,450	900	110	5	1.4	0	0.0
2018	559			CTR	1,100	1,450	1,450	900	110	9	2.4	1	0.3
2019	559			CTR	1,150	1,550	1,550	940	120	5	1.3	0	0.0
2021	559			CTR	1,150	1,500	1,500	940	10	2	0.5	0	0.0
2021	559	KILLBEAR PROV PK BDY END OF HWY											
1988	560	HWY 11	9.2	IC	1,100	1,300	1,250	970	90	7	1.9	0	0.0
1989	560			IC	1,150	1,300	1,300	1,000	140	9	2.3	3	0.8
1990	560			IC	1,200	1,350	1,350	1,050	140	7	1.7	0	0.0
1991	560			IC	1,200	1,350	1,350	1,050	140	9	2.2	1	0.2
1992	560			IC	1,200	1,350	1,300	1,100	140	8	2.0	1	0.2
1993	560			LT	1,250	1,750	1,550	920	150	5	1.2	0	0.0
1994	560			LT	1,100	1,600	1,550	800	130	8	2.2	4	1.1
1995	560			LT	1,150	1,650	1,600	840	140	8	2.1	0	0.0
1996	560			LT	1,150	1,600	1,600	850	140	6	1.5	0	0.0
1997	560			LT	1,150	1,600	1,600	850	140	5	1.3	1	0.3
1998	560			LT	1,150	1,600	1,600	840	140	5	1.3	0	0.0
1999	560			LT	920	1,300	1,250	670	240	6	1.9	2	0.6
2000	560			LT	1,100	1,550	1,500	800	290	7	1.9	1	0.3
2001	560			LT	1,100	1,550	1,500	810	290	5	1.4	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2002	560			LT	1,200	1,700	1,650	880	190	6	1.5	0	0.0
2003	560			LT	1,100	1,500	1,500	810	180	5	1.4	1	0.3
2004	560			LT	1,100	1,550	1,500	810	180	4	1.1	1	0.3
2005	560			LT	1,100	1,500	1,450	810	190	6	1.6	1	0.3
2006	560			LT	1,100	1,500	1,450	810	190	5	1.4	0	0.0
2007	560			LT	1,100	1,500	1,550	810	190	8	2.2	0	0.0
2008	560			LT	1,100	1,500	1,450	810	190	3	0.8	1	0.3
2009	560			LT	1,100	1,500	1,450	810	190	3	0.8	1	0.3
2010	560			LT	1,100	1,500	1,450	810	190	3	0.8	0	0.0
2011	560			LT	1,100	1,400	1,450	900	190	7	1.9	0	0.0
2012	560			UC	1,100	1,100	1,200	1,050	190	4	1.1	0	0.0
2013	560			UC	1,100	1,100	1,100	1,050	190	1	0.3	0	0.0
2014	560			C	1,100	1,200	1,200	990	190	6	1.6	0	0.0
2015	560			C	1,200	1,300	1,300	1,100	200	7	1.7	0	0.0
2016	560			C	1,300	1,450	1,400	1,150	220	4	0.9	1	0.2
2017	560			C	1,400	1,550	1,550	1,250	420	6	1.3	1	0.2
2018	560			C	1,400	1,550	1,550	1,250	420	1	0.2	1	0.2
2019	560			C	1,400	1,550	1,500	1,250	420	2	0.4	1	0.2
2021	560			C	1,350	1,450	1,450	1,200	90	4	0.9	1	0.2
1988	560	SEC HWY 573 BAY ST CHARLTON	30.6	IC	300	350	340	260	80	3	0.9	0	0.0
1989	560			IC	330	380	370	290	90	3	0.8	1	0.3
1990	560			T	300	550	520	190	80	1	0.3	0	0.0
1991	560			T	300	540	520	190	80	1	0.3	1	0.3
1992	560			T	300	540	530	190	80	4	1.2	0	0.0
1993	560			LT	400	550	500	290	110	2	0.4	0	0.0
1994	560			LT	310	450	440	230	90	6	1.7	1	0.3
1995	560			LT	320	460	450	230	90	4	1.1	0	0.0
1996	560			LT	320	450	440	240	90	5	1.4	0	0.0
1997	560			LT	330	470	460	240	90	0	0.0	0	0.0
1998	560			LT	340	480	470	250	100	0	0.0	0	0.0
1999	560			LT	240	330	330	180	90	2	0.7	1	0.4
2000	560			LT	280	390	380	200	110	2	0.6	0	0.0
2001	560			LT	280	390	380	210	110	3	1.0	1	0.3
2002	560			LT	270	380	370	200	60	4	1.3	0	0.0
2003	560			LT	260	360	350	190	60	7	2.4	1	0.3
2004	560			LT	250	350	340	180	60	1	0.4	0	0.0
2005	560			LT	250	340	330	180	60	5	1.8	0	0.0
2006	560			LT	240	330	320	180	50	8	3.0	4	1.5
2007	560			LT	230	320	320	170	50	1	0.4	0	0.0
2008	560			LT	220	300	290	160	50	2	0.8	0	0.0
2009	560			LT	210	280	280	160	40	5	2.1	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2010	560			LT	210	280	280	160	40	1	0.4	0	0.0
2011	560			LT	200	260	260	160	40	2	0.9	0	0.0
2012	560			UC	270	270	290	260	60	1	0.3	0	0.0
2013	560			UC	200	200	200	190	40	2	0.9	0	0.0
2014	560			UC	190	190	180	180	40	2	0.9	0	0.0
2015	560			UC	190	190	180	180	40	6	2.8	0	0.0
2016	560			UC	180	180	170	170	40	3	1.5	1	0.5
2017	560			UC	170	170	170	160	40	4	2.1	1	0.5
2018	560			UC	170	170	170	160	40	2	1.1	0	0.0
2019	560			UC	160	160	160	150	30	4	2.2	0	0.0
2021	560			UC	150	150	150	140	30	4	2.4	1	0.6
2021	560	E JCT HWY 65 ELK LAKE	1.0										
1988	560	W JCT HWY 65 ELK LAKE	42.4	T	300	550	520	180	50	9	1.9	6	1.3
1989	560			T	300	540	520	190	50	6	1.3	1	0.2
1990	560			LT	300	440	420	220	50	3	0.6	2	0.4
1991	560			LT	300	420	400	220	50	3	0.6	0	0.0
1992	560			LT	300	420	400	230	60	3	0.6	2	0.4
1993	560			SC	350	390	430	310	70	7	1.3	2	0.4
1994	560			SC	350	360	400	320	70	3	0.6	1	0.2
1995	560			SC	360	380	420	330	70	3	0.5	2	0.4
1996	560			SC	370	390	430	330	70	3	0.5	1	0.2
1997	560			LT	380	540	520	280	80	1	0.2	1	0.2
1998	560			LT	390	550	530	280	80	0	0.0	0	0.0
1999	560			LT	400	560	540	290	100	3	0.5	0	0.0
2000	560			LT	410	570	560	300	110	2	0.3	0	0.0
2001	560			LT	430	600	590	320	110	1	0.2	2	0.3
2002	560			LT	440	610	600	320	140	2	0.3	1	0.1
2003	560			LT	450	620	610	330	140	3	0.4	2	0.3
2004	560			LT	460	640	630	340	150	6	0.8	6	0.8
2005	560			LT	470	640	630	350	150	6	0.8	3	0.4
2006	560			LT	480	660	640	350	120	6	0.8	3	0.4
2007	560			LT	490	670	690	360	120	9	1.2	4	0.5
2008	560			LT	500	690	660	370	120	5	0.6	3	0.4
2009	560			LT	520	700	690	380	120	2	0.2	2	0.2
2010	560			LT	530	710	700	390	130	7	0.9	1	0.1
2011	560			LT	540	690	710	440	130	4	0.5	2	0.2
2012	560			LR	400	600	580	270	100	4	0.6	2	0.3
2013	560			LR	530	790	910	360	130	6	0.7	2	0.2
2014	560			IR	370	440	440	310	90	4	0.7	3	0.5
2015	560			IR	510	610	610	430	120	7	0.9	4	0.5
2016	560			IR	520	620	620	440	120	9	1.1	1	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2017	560			IR	530	620	620	470	200	10	1.2	2	0.2
2018	560			IR	530	620	620	470	200	3	0.4	0	0.0
2019	560			IR	540	630	630	480	210	5	0.6	2	0.2
2021	560			IR	550	640	650	490	210	4	0.5	2	0.2
1988	560	GOWGANDA CK BR	100.9	T	250	460	440	150	80	15	1.6	6	0.6
1989	560			T	300	540	520	190	90	10	0.9	6	0.5
1990	560			HT	350	700	630	160	100	12	0.9	2	0.2
1991	560			HT	350	700	630	160	100	5	0.4	2	0.2
1992	560			HT	300	590	550	140	90	6	0.5	0	0.0
1993	560			SC	300	330	370	270	90	4	0.4	0	0.0
1994	560			SC	350	360	400	320	100	6	0.5	3	0.2
1995	560			SC	370	390	430	340	110	14	1.0	7	0.5
1996	560			SC	400	430	470	360	120	12	0.8	6	0.4
1997	560			SC	420	450	490	370	130	3	0.2	1	0.1
1998	560			SC	440	470	510	390	100	7	0.4	3	0.2
1999	560			SC	410	430	480	360	90	10	0.7	2	0.1
2000	560			SC	440	470	510	390	200	6	0.4	1	0.1
2001	560			SC	450	480	530	400	140	4	0.2	1	0.1
2002	560			SC	480	510	560	420	150	8	0.5	1	0.1
2003	560			SC	470	500	550	420	150	6	0.3	3	0.2
2004	560			SC	480	510	560	420	150	3	0.2	1	0.1
2005	560			SC	490	520	570	430	150	2	0.1	1	0.1
2006	560			SC	480	510	560	420	150	3	0.2	1	0.1
2007	560			SC	510	540	590	450	160	3	0.2	3	0.2
2008	560			SC	520	550	510	460	160	4	0.2	1	0.1
2009	560			UC	540	570	630	510	170	5	0.3	3	0.2
2010	560			UC	550	580	640	520	170	5	0.2	3	0.1
2011	560			UC	560	560	580	530	170	3	0.1	1	0.0
2012	560			UC	440	440	470	420	140	5	0.3	0	0.0
2013	560			UC	550	550	550	520	170	6	0.3	3	0.1
2014	560			IR	420	500	500	360	130	8	0.5	2	0.1
2015	560			IR	540	640	640	460	170	7	0.4	2	0.1
2016	560			IR	550	650	660	470	170	8	0.4	9	0.4
2017	560			IR	560	630	640	480	270	7	0.3	3	0.1
2018	560			IR	560	630	640	480	270	7	0.3	2	0.1
2019	560			IR	570	650	650	500	280	4	0.2	0	0.0
2021	560			IR	580	650	660	510	280	4	0.2	3	0.1
2021	560	HWY 144 END OF HWY											
1988	560A	SEC HWY 560	9.5	T	50	90	90	30	10	1	5.8	0	0.0
1989	560A			T	50	90	90	30	10	2	11.5	1	5.8
1990	560A			T	50	90	90	30	10	2	11.5	1	5.8

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1991	560A			T	50	90	90	30	10	0	0.0	0	0.0
1992	560A			T	50	90	90	30	10	5	28.8	1	5.8
1993	560A			LT	150	210	190	110	40	0	0.0	0	0.0
1994	560A			LT	90	130	130	70	20	0	0.0	0	0.0
1995	560A			LT	100	140	140	70	20	1	2.9	0	0.0
1996	560A			LT	110	160	150	80	30	0	0.0	0	0.0
1997	560A			LT	110	160	150	80	30	0	0.0	0	0.0
1998	560A			LT	120	170	160	90	30	0	0.0	0	0.0
1999	560A			LT	130	180	180	90	30	1	2.2	0	0.0
2000	560A			LT	130	180	180	90	30	0	0.0	0	0.0
2001	560A			LT	130	180	180	100	30	1	2.2	1	2.2
2002	560A			LT	130	180	180	100	10	0	0.0	0	0.0
2003	560A			LT	140	190	190	100	10	1	2.1	0	0.0
2004	560A			LT	150	210	200	110	10	2	3.8	0	0.0
2005	560A			LT	140	190	190	100	10	0	0.0	0	0.0
2006	560A			LT	150	210	200	110	10	0	0.0	0	0.0
2007	560A			SC	160	170	180	140	10	1	1.8	0	0.0
2008	560A			SC	160	170	160	140	10	1	1.8	1	1.8
2009	560A			LT	140	190	180	100	10	0	0.0	0	0.0
2010	560A			LT	170	230	220	130	10	0	0.0	0	0.0
2011	560A			LT	170	220	220	140	10	0	0.0	0	0.0
2012	560A			IT	170	210	210	140	10	1	1.7	0	0.0
2013	560A			IT	180	230	230	150	10	0	0.0	0	0.0
2014	560A			IR	180	210	210	150	10	0	0.0	0	0.0
2015	560A			IR	190	230	230	160	10	0	0.0	0	0.0
2016	560A			IR	190	230	230	160	10	0	0.0	0	0.0
2017	560A			IR	190	230	230	160	10	0	0.0	0	0.0
2018	560A			IR	200	240	240	170	10	0	0.0	0	0.0
2019	560A			IR	200	240	240	170	10	0	0.0	0	0.0
2021	560A			IR	210	250	250	180	10	0	0.0	0	0.0
2021	560A	WESTREE CNR CROSSING L 1 END OF HWY											
1988	562	HWY 11	6.4	SC	250	270	300	220	20	0	0.0	0	0.0
1989	562			SC	250	280	300	220	20	2	3.4	0	0.0
1990	562			UC	250	270	290	240	20	1	1.7	0	0.0
1991	562			UC	250	260	290	240	20	0	0.0	0	0.0
1992	562			UC	250	260	290	240	20	0	0.0	0	0.0
1993	562			LT	300	410	370	220	20	1	1.4	0	0.0
1994	562			LT	250	370	350	180	20	4	6.8	0	0.0
1995	562			LT	240	340	330	180	20	1	1.8	0	0.0
1996	562			LT	210	300	290	150	10	2	4.1	0	0.0
1997	562			LT	240	340	330	180	20	1	1.8	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1998	562			LT	240	340	330	180	20	1	1.8	0	0.0
1999	562			LT	230	320	310	170	30	0	0.0	0	0.0
2000	562			LT	240	330	330	180	30	1	1.8	0	0.0
2001	562			LT	250	350	340	180	40	5	8.6	0	0.0
2002	562			LT	260	360	350	190	40	3	4.9	0	0.0
2003	562			LT	250	340	340	180	40	1	1.7	1	1.7
2004	562			LT	250	350	340	180	40	1	1.7	0	0.0
2005	562			LT	270	370	360	200	20	0	0.0	0	0.0
2006	562			LT	270	370	360	200	20	1	1.6	1	1.6
2007	562			LT	280	380	400	210	30	3	4.6	0	0.0
2008	562			LT	280	380	370	210	30	1	1.5	0	0.0
2009	562			C	310	340	340	280	30	1	1.4	0	0.0
2010	562			C	290	320	320	260	30	1	1.5	0	0.0
2011	562			C	290	320	320	260	30	2	3.0	0	0.0
2012	562			UC	300	300	320	290	30	0	0.0	0	0.0
2013	562			UC	300	300	300	280	30	1	1.4	1	1.4
2014	562			UC	390	390	380	370	40	1	1.1	0	0.0
2015	562			UC	330	330	320	310	30	1	1.3	0	0.0
2016	562			UC	330	330	320	310	30	0	0.0	0	0.0
2017	562			UC	340	340	340	330	30	1	1.3	0	0.0
2018	562			UC	340	340	340	330	30	3	3.8	0	0.0
2019	562			UC	350	340	350	340	30	1	1.2	0	0.0
2021	562			UC	360	360	370	350	30	0	0.0	0	0.0
1988	562	SEC HWY 571 EARLTON RD	8.1	SC	300	320	350	270	30	2	2.2	0	0.0
1989	562			SC	300	330	360	270	30	0	0.0	0	0.0
1990	562			UC	300	320	350	280	30	1	1.1	0	0.0
1991	562			UC	300	320	340	290	30	1	1.1	1	1.1
1992	562			UC	300	320	340	290	30	1	1.1	0	0.0
1993	562			LT	300	410	370	220	30	1	1.1	0	0.0
1994	562			LT	290	430	410	210	30	0	0.0	0	0.0
1995	562			LT	290	420	400	210	30	0	0.0	0	0.0
1996	562			UC	310	330	360	290	30	0	0.0	0	0.0
1997	562			LT	280	390	390	210	30	1	1.2	0	0.0
1998	562			LT	280	390	380	200	30	0	0.0	0	0.0
1999	562			LT	230	320	310	170	60	0	0.0	0	0.0
2000	562			LT	270	380	370	200	70	0	0.0	0	0.0
2001	562			LT	270	380	370	200	70	2	2.5	1	1.3
2002	562			LT	270	380	370	200	20	2	2.5	0	0.0
2003	562			LT	270	370	360	200	20	1	1.3	0	0.0
2004	562			LT	270	380	370	200	20	0	0.0	0	0.0
2005	562			LT	260	360	350	190	20	0	0.0	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2006	562			LT	270	370	360	200	20	0	0.0	0	0.0
2007	562			LT	260	360	370	190	20	2	2.6	0	0.0
2008	562			LT	260	360	340	190	20	1	1.3	0	0.0
2009	562			IT	250	320	320	210	20	0	0.0	0	0.0
2010	562			IT	250	310	310	210	20	1	1.4	0	0.0
2011	562			IT	250	340	340	210	20	0	0.0	0	0.0
2012	562			UC	350	350	370	330	30	1	1.0	0	0.0
2013	562			UC	270	270	270	260	20	2	2.5	0	0.0
2014	562			UC	280	280	270	270	20	0	0.0	0	0.0
2015	562			UC	270	270	260	260	20	0	0.0	0	0.0
2016	562			UC	270	270	260	260	20	1	1.2	0	0.0
2017	562			UC	270	270	270	260	20	1	1.3	0	0.0
2018	562			UC	270	270	270	260	20	2	2.5	0	0.0
2019	562			UC	270	270	270	260	20	1	1.3	0	0.0
2021	562			UC	270	270	270	260	20	2	2.5	0	0.0
2021	562	HWY 65 END OF HWY											
1988	563	HWY 17	5.5	LT	450	640	630	340	20	0	0.0	0	0.0
1989	563			LT	450	630	620	330	20	1	1.1	0	0.0
1990	563			LT	450	660	630	330	20	5	5.5	0	0.0
1991	563			LT	400	560	540	300	20	3	3.7	0	0.0
1992	563			LT	400	560	540	310	20	2	2.5	0	0.0
1993	563			LT	400	550	500	290	20	0	0.0	0	0.0
1994	563			LT	400	590	570	290	20	1	1.2	0	0.0
1995	563			LT	390	560	540	290	20	0	0.0	0	0.0
1996	563			LT	370	520	510	270	10	2	2.7	0	0.0
1997	563			LT	360	510	500	270	10	2	2.8	0	0.0
1998	563			LT	350	490	480	260	10	1	1.4	0	0.0
1999	563			LT	340	470	460	250	10	0	0.0	0	0.0
2000	563			LT	370	520	500	270	10	0	0.0	0	0.0
2001	563			LT	340	480	460	250	10	1	1.5	0	0.0
2002	563			LT	330	460	450	240	10	1	1.5	0	0.0
2003	563			LT	370	510	500	270	10	0	0.0	0	0.0
2004	563			LT	340	480	460	250	10	1	1.5	0	0.0
2005	563			LT	340	470	460	250	10	0	0.0	0	0.0
2006	563			LT	330	450	440	240	10	1	1.5	0	0.0
2007	563			LT	320	440	450	240	10	0	0.0	0	0.0
2008	563			LT	330	450	430	240	10	0	0.0	0	0.0
2009	563			LT	340	460	450	250	10	1	1.5	0	0.0
2010	563			LT	320	430	420	240	10	1	1.6	0	0.0
2011	563			LT	320	410	420	260	10	0	0.0	0	0.0
2012	563			LT	310	400	390	230	10	0	0.0	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2013	563			LT	310	400	400	230	10	0	0.0	0	0.0
2014	563			LT	300	390	400	230	10	0	0.0	0	0.0
2015	563			LT	300	390	400	230	10	1	1.7	0	0.0
2016	563			LT	300	390	400	230	10	1	1.7	0	0.0
2017	563			LT	290	370	370	240	10	1	1.7	0	0.0
2018	563			LT	290	370	370	240	10	0	0.0	0	0.0
2019	563			LT	290	370	370	240	10	1	1.7	0	0.0
2021	563			LT	280	350	350	230	10	1	1.8	0	0.0
2021	563	GOVMNT DOCK BATCHAWANA END OF HWY											
1988	564	HWY 112	7.0	IC	50	60	60	40	0	1	7.8	0	0.0
1989	564			IC	50	60	60	40	0	0	0.0	0	0.0
1990	564			IC	50	60	60	40	0	0	0.0	0	0.0
1991	564			IC	50	60	60	40	0	1	7.8	0	0.0
1992	564			IC	50	60	60	50	0	0	0.0	0	0.0
1993	564			UC	50	50	60	50	0	1	7.8	0	0.0
1994	564			UC	80	80	90	70	10	0	0.0	0	0.0
1995	564			UC	90	90	100	80	10	0	0.0	0	0.0
1996	564			UC	90	100	110	90	10	0	0.0	0	0.0
1997	564			UC	100	100	120	90	10	1	3.9	0	0.0
1998	564			UC	100	110	120	100	10	0	0.0	0	0.0
1999	564			UC	150	160	180	140	10	1	2.6	0	0.0
2000	564			UC	110	120	130	100	10	0	0.0	0	0.0
2001	564			UC	130	140	150	120	10	0	0.0	0	0.0
2002	564			UC	140	150	160	130	10	0	0.0	0	0.0
2003	564			UC	150	160	180	140	10	1	2.6	0	0.0
2004	564			UC	160	170	190	150	10	0	0.0	0	0.0
2005	564			UC	120	130	140	110	10	0	0.0	0	0.0
2006	564			UC	110	120	130	100	10	0	0.0	0	0.0
2007	564			UC	100	110	120	90	10	0	0.0	0	0.0
2008	564			UC	90	100	90	80	10	0	0.0	0	0.0
2009	564			IT	60	80	80	50	0	0	0.0	0	0.0
2010	564			IT	80	100	100	70	10	1	4.9	0	0.0
2011	564			IT	110	150	150	90	10	1	3.5	0	0.0
2012	564			LT	120	160	150	90	10	1	3.2	0	0.0
2013	564			LT	110	140	140	80	10	0	0.0	0	0.0
2014	564			LT	90	120	120	70	10	0	0.0	0	0.0
2015	564			LT	80	100	110	60	10	0	0.0	0	0.0
2016	564			LT	70	90	90	50	10	0	0.0	0	0.0
2017	564			LT	70	90	90	60	10	0	0.0	0	0.0
2018	564			LT	60	80	80	50	0	1	6.5	0	0.0
2019	564			LT	50	60	60	40	0	0	0.0	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2021	564			LT	40	50	50	30	0	0	0.0	0	0.0
2021	564	PACAUD TWP C6 L5 END OF HWY											
1988	565	SEC HWY 550	1.6	C	2,150	2,400	2,400	1,950	60	2	1.6	1	0.8
1989	565			C	2,050	2,300	2,300	1,850	60	1	0.8	0	0.0
1990	565			C	2,000	2,200	2,200	1,800	60	0	0.0	0	0.0
1991	565			CTR	1,900	2,400	2,400	1,650	60	0	0.0	0	0.0
1992	565			CTR	1,900	2,350	2,250	1,650	60	0	0.0	0	0.0
1993	565			CTR	1,900	2,400	2,300	1,600	60	0	0.0	0	0.0
1994	565			CTR	1,900	2,450	2,300	1,600	60	1	0.9	0	0.0
1995	565			CTR	1,950	2,500	2,400	1,650	60	1	0.9	0	0.0
1996	565			CTR	1,950	2,500	2,400	1,650	60	0	0.0	0	0.0
1997	565			CTR	1,950	2,500	2,400	1,650	60	1	0.9	0	0.0
1998	565			CTR	1,950	2,500	2,400	1,650	60	0	0.0	0	0.0
1999	565			CTR	1,950	2,450	2,350	1,650	60	0	0.0	0	0.0
2000	565			CTR	1,950	2,450	2,350	1,650	60	0	0.0	0	0.0
2001	565			CTR	2,000	2,500	2,400	1,700	60	0	0.0	0	0.0
2002	565			CTR	2,000	2,500	2,400	1,700	60	0	0.0	0	0.0
2003	565			CTR	2,000	2,500	2,400	1,700	60	2	1.7	0	0.0
2004	565			CTR	2,000	2,500	2,400	1,700	60	0	0.0	0	0.0
2005	565			CTR	2,000	2,500	2,400	1,700	60	0	0.0	0	0.0
2006	565			CTR	2,000	2,500	2,350	1,700	60	0	0.0	0	0.0
2007	565			CTR	2,000	2,500	2,450	1,700	60	0	0.0	0	0.0
2008	565			CTR	1,950	2,400	2,350	1,650	60	0	0.0	0	0.0
2009	565			CTR	2,000	2,450	2,350	1,700	60	0	0.0	0	0.0
2010	565			CTR	1,950	2,350	2,300	1,650	60	0	0.0	0	0.0
2011	565			CTR	2,000	2,450	2,350	1,700	60	0	0.0	0	0.0
2012	565			LT	2,000	2,600	2,500	1,500	60	0	0.0	0	0.0
2013	565			LT	2,100	2,750	2,750	1,600	60	0	0.0	0	0.0
2014	565			LT	2,500	3,250	3,300	1,900	80	0	0.0	0	0.0
2015	565			LT	2,100	2,750	2,800	1,600	60	0	0.0	0	0.0
2016	565			LT	2,150	2,800	2,850	1,600	60	0	0.0	0	0.0
2017	565			LT	2,150	2,900	2,950	1,700	90	0	0.0	0	0.0
2018	565			LT	2,150	2,900	2,950	1,700	90	0	0.0	0	0.0
2019	565			LT	2,150	2,900	2,950	1,700	90	0	0.0	0	0.0
2021	565			LT	2,200	2,900	2,950	1,750	90	0	0.0	0	0.0
2021	565	SAULT STE MARIE N LTS START OF NA	2.8										
2021	565	SAULT STE MARIE END OF NA END OF HWY											
1988	566	HWY 66 MATACHEWAN	25.9	IC	80	90	90	70	10	2	2.6	0	0.0
1989	566			IC	100	110	110	90	10	2	2.1	0	0.0
1990	566			IC	150	170	170	130	10	5	3.5	0	0.0
1991	566			IC	150	170	170	130	10	0	0.0	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1992	566			IC	150	170	160	140	10	1	0.7	0	0.0
1993	566			IC	150	170	170	130	10	2	1.4	0	0.0
1994	566			IC	130	150	150	120	10	2	1.6	1	0.8
1995	566			IC	130	150	150	120	10	0	0.0	0	0.0
1996	566			IC	140	160	160	120	10	2	1.5	0	0.0
1997	566			IC	150	170	170	130	10	0	0.0	0	0.0
1998	566			IC	150	170	170	130	10	4	2.8	1	0.7
1999	566			IC	90	100	100	80	10	0	0.0	0	0.0
2000	566			IC	120	130	130	110	10	1	0.9	0	0.0
2001	566			IC	110	120	120	100	10	0	0.0	0	0.0
2002	566			IC	110	120	120	100	10	0	0.0	0	0.0
2003	566			IC	110	120	120	100	10	1	1.0	0	0.0
2004	566			IC	100	110	110	90	10	0	0.0	0	0.0
2005	566			IC	110	120	120	100	10	1	1.0	0	0.0
2006	566			IC	110	120	120	100	10	0	0.0	0	0.0
2007	566			IC	110	120	130	100	10	2	1.9	1	1.0
2008	566			IC	110	120	120	100	10	0	0.0	0	0.0
2009	566			IT	130	160	160	110	10	0	0.0	0	0.0
2010	566			IT	100	130	130	80	10	0	0.0	0	0.0
2011	566			IT	100	130	130	80	10	0	0.0	0	0.0
2012	566			UC	950	960	1,000	900	80	2	0.2	0	0.0
2013	566			UC	700	700	700	660	60	2	0.3	1	0.2
2014	566			UC	750	750	720	710	60	1	0.1	0	0.0
2015	566			UC	750	750	720	710	60	2	0.3	1	0.1
2016	566			UC	750	750	720	710	60	0	0.0	0	0.0
2017	566			UC	600	600	600	580	50	2	0.4	0	0.0
2018	566			UC	630	620	630	600	50	1	0.2	1	0.2
2019	566			UC	750	740	750	720	60	2	0.3	1	0.1
2021	566			UC	730	730	740	700	60	0	0.0	0	0.0
2021	566	ASHLEY MINES END OF HWY											
2021	567	HWY 11B HAILEYBURY START OF NA	3.7										
1988	567	HAILEYBURY S LTS END OF NA	34.6	T	200	370	350	120	10	3	1.2	0	0.0
1989	567			T	200	360	350	130	10	6	2.4	0	0.0
1990	567			T	250	460	440	160	20	5	1.6	1	0.3
1991	567			T	250	450	430	160	20	1	0.3	0	0.0
1992	567			T	300	540	530	190	20	5	1.3	2	0.5
1993	567			CTR	350	440	420	300	20	3	0.7	0	0.0
1994	567			CTR	350	450	430	290	20	3	0.7	0	0.0
1995	567			CTR	370	470	460	310	30	4	0.9	0	0.0
1996	567			CTR	390	500	480	330	30	6	1.2	1	0.2
1997	567			CTR	410	520	500	340	30	2	0.4	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1998	567			CTR	430	550	520	360	30	3	0.6	0	0.0
1999	567			CTR	480	600	580	400	30	2	0.3	0	0.0
2000	567			CTR	460	580	560	390	30	2	0.3	1	0.2
2001	567			CTR	500	630	600	420	40	4	0.6	0	0.0
2002	567			CTR	520	660	630	440	40	1	0.2	0	0.0
2003	567			CTR	540	670	640	460	40	1	0.1	0	0.0
2004	567			CTR	560	710	680	470	40	0	0.0	0	0.0
2005	567			CTR	560	690	670	470	40	2	0.3	0	0.0
2006	567			CTR	570	710	680	480	40	0	0.0	0	0.0
2007	567			CTR	590	730	720	500	40	5	0.7	0	0.0
2008	567			CTR	610	750	740	520	40	3	0.4	0	0.0
2009	567			IT	580	730	730	480	40	3	0.4	0	0.0
2010	567			IT	640	800	800	530	40	1	0.1	0	0.0
2011	567			IT	660	890	890	540	50	1	0.1	0	0.0
2012	567			CTR	550	670	660	470	40	4	0.6	0	0.0
2013	567			CTR	670	820	840	570	50	0	0.0	0	0.0
2014	567			CTR	490	600	600	420	30	2	0.3	0	0.0
2015	567			CTR	660	810	810	560	50	1	0.1	0	0.0
2016	567			CTR	670	820	820	570	50	1	0.1	0	0.0
2017	567			CTR	690	920	920	560	140	1	0.1	0	0.0
2018	567			CTR	700	930	930	570	140	0	0.0	0	0.0
2019	567			CTR	710	950	940	580	140	0	0.0	0	0.0
2021	567			CTR	740	960	960	600	150	6	0.6	0	0.0
2021	567	LOWER NOTCH DAM END OF HWY											
1988	568	HWY 11	2.4	C	450	500	500	400	130	0	0.0	0	0.0
1989	568			C	450	500	500	400	130	0	0.0	0	0.0
1990	568			C	450	500	500	400	130	0	0.0	0	0.0
1991	568			C	450	500	500	410	130	0	0.0	0	0.0
1992	568			C	450	490	500	410	130	1	2.5	0	0.0
1993	568			SC	500	560	610	440	140	0	0.0	0	0.0
1994	568			SC	460	480	530	420	130	1	2.5	0	0.0
1995	568			SC	460	480	530	420	130	0	0.0	0	0.0
1996	568			SC	460	490	540	410	130	1	2.5	2	4.9
1997	568			SC	460	490	540	410	130	0	0.0	0	0.0
1998	568			SC	460	490	540	410	130	0	0.0	0	0.0
1999	568			SC	440	470	510	390	70	0	0.0	0	0.0
2000	568			SC	450	480	530	400	70	1	2.5	1	2.5
2001	568			SC	440	470	520	390	70	0	0.0	0	0.0
2002	568			SC	440	470	520	390	100	0	0.0	0	0.0
2003	568			SC	440	460	510	390	100	0	0.0	0	0.0
2004	568			SC	440	470	520	390	100	0	0.0	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2005	568			SC	340	360	400	300	50	0	0.0	0	0.0
2006	568			SC	290	310	340	260	40	0	0.0	0	0.0
2007	568			SC	240	250	280	210	30	0	0.0	0	0.0
2008	568			SC	200	210	200	180	30	0	0.0	0	0.0
2009	568			SC	120	130	140	110	20	0	0.0	0	0.0
2010	568			SC	130	140	150	110	20	0	0.0	0	0.0
2011	568			SC	180	230	210	140	30	0	0.0	0	0.0
2012	568			UC	150	150	160	140	20	0	0.0	0	0.0
2013	568			UC	130	130	130	120	20	0	0.0	0	0.0
2014	568			UC	130	130	130	120	20	1	8.8	0	0.0
2015	568			UC	150	150	140	140	20	0	0.0	0	0.0
2016	568			UC	130	130	130	120	20	0	0.0	0	0.0
2017	568			UC	70	70	70	70	10	0	0.0	0	0.0
2018	568			UC	50	50	50	50	10	1	22.8	0	0.0
2019	568			UC	150	150	150	140	20	0	0.0	0	0.0
2021	568			SC	170	180	180	150	10	0	0.0	0	0.0
2021	568	KENOGAMI ONR CROSSING END OF HWY											
1988	569	S JCT HWY 11	13.7	IC	450	520	510	400	40	4	1.8	0	0.0
1989	569			IC	450	520	510	400	40	3	1.3	0	0.0
1990	569			IR	450	570	500	370	40	2	0.9	0	0.0
1991	569			IR	450	570	500	370	40	3	1.3	1	0.4
1992	569			IR	450	550	500	380	40	1	0.4	1	0.4
1993	569			IR	450	550	470	370	40	5	2.2	0	0.0
1994	569			IR	490	600	540	410	40	3	1.2	1	0.4
1995	569			IR	500	620	550	430	40	2	0.8	2	0.8
1996	569			IC	490	550	550	440	40	2	0.8	1	0.4
1997	569			IC	510	570	580	450	50	3	1.2	1	0.4
1998	569			IC	520	580	580	460	50	1	0.4	1	0.4
1999	569			IC	590	660	660	530	70	4	1.4	0	0.0
2000	569			IC	560	630	630	500	70	2	0.7	1	0.4
2001	569			IC	580	650	650	510	70	3	1.0	0	0.0
2002	569			IC	580	650	650	510	30	1	0.3	0	0.0
2003	569			IC	600	670	680	530	40	0	0.0	0	0.0
2004	569			IC	620	690	700	550	40	3	1.0	0	0.0
2005	569			IC	630	700	710	560	30	2	0.6	0	0.0
2006	569			IC	640	710	720	570	30	3	0.9	0	0.0
2007	569			IC	660	730	760	580	30	6	1.8	0	0.0
2008	569			IC	670	740	720	590	30	2	0.6	0	0.0
2009	569			IC	680	750	760	610	30	1	0.3	0	0.0
2010	569			IC	700	770	780	620	30	1	0.3	0	0.0
2011	569			IC	710	780	810	640	30	0	0.0	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2012	569			UC	630	630	670	600	30	4	1.3	1	0.3
2013	569			UC	720	720	720	680	30	0	0.0	0	0.0
2014	569			UC	670	670	640	640	30	0	0.0	0	0.0
2015	569			UC	730	730	700	690	30	1	0.3	0	0.0
2016	569			UC	740	740	710	700	30	2	0.5	0	0.0
2017	569			UC	750	750	750	720	70	1	0.3	0	0.0
2018	569			UC	760	750	770	730	70	3	0.8	0	0.0
2019	569			UC	770	760	770	740	70	3	0.8	1	0.3
2021	569			UC	800	800	810	770	70	1	0.2	0	0.0
1988	569	PENSE RD HILLIARD INGRAM TWP BDY	14.5	IC	500	580	560	440	20	3	1.1	0	0.0
1989	569			IC	500	580	560	440	20	3	1.1	1	0.4
1990	569			IR	550	700	610	450	30	1	0.3	0	0.0
1991	569			IR	550	690	610	460	30	1	0.3	0	0.0
1992	569			IR	600	740	660	510	50	1	0.3	0	0.0
1993	569			C	600	650	660	550	50	2	0.6	0	0.0
1994	569			C	580	640	650	520	50	0	0.0	0	0.0
1995	569			C	590	640	660	540	50	3	1.0	1	0.3
1996	569			C	600	680	680	540	50	3	0.9	0	0.0
1997	569			C	610	690	700	550	50	0	0.0	0	0.0
1998	569			C	620	700	700	560	60	0	0.0	0	0.0
1999	569			C	610	680	690	550	50	1	0.3	0	0.0
2000	569			C	610	690	690	550	50	2	0.6	0	0.0
2001	569			C	610	690	690	550	50	1	0.3	0	0.0
2002	569			C	640	720	720	580	60	1	0.3	0	0.0
2003	569			C	620	690	700	560	60	1	0.3	0	0.0
2004	569			C	620	700	700	560	60	1	0.3	0	0.0
2005	569			C	620	690	700	560	60	1	0.3	0	0.0
2006	569			C	600	670	670	540	60	3	0.9	1	0.3
2007	569			C	630	700	710	570	60	0	0.0	0	0.0
2008	569			C	630	700	690	570	60	1	0.3	0	0.0
2009	569			C	630	690	700	570	60	1	0.3	0	0.0
2010	569			C	630	690	700	570	60	1	0.3	0	0.0
2011	569			C	640	710	710	580	60	0	0.0	0	0.0
2012	569			IC	540	600	580	480	50	1	0.3	0	0.0
2013	569			IC	620	690	680	550	60	1	0.3	0	0.0
2014	569			C	530	580	570	480	50	3	1.1	0	0.0
2015	569			C	600	660	640	540	50	0	0.0	0	0.0
2016	569			C	600	660	640	540	50	0	0.0	0	0.0
2017	569			C	600	660	650	540	40	0	0.0	0	0.0
2018	569			C	600	660	650	540	40	2	0.6	0	0.0
2019	569			C	600	660	650	540	40	2	0.6	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2021	569			C	600	650	650	540	40	1	0.3	0	0.0
1988	569	SEC HWY 624	0.1	IC	800	930	900	700	60	0	0.0	0	0.0
1989	569			IC	800	920	900	710	60	0	0.0	0	0.0
1990	569			IR	850	1,100	940	700	60	0	0.0	0	0.0
1991	569			IR	850	1,050	940	710	60	0	0.0	0	0.0
1992	569			IR	850	1,050	940	720	150	0	0.0	0	0.0
1993	569			C	850	930	940	780	150	0	0.0	0	0.0
1994	569			C	830	910	930	750	150	0	0.0	0	0.0
1995	569			C	830	910	930	760	150	0	0.0	0	0.0
1996	569			C	840	950	960	760	150	0	0.0	0	0.0
1997	569			C	840	950	960	760	150	0	0.0	0	0.0
1998	569			C	840	950	950	760	150	0	0.0	0	0.0
1999	569			C	820	920	930	740	90	0	0.0	0	0.0
2000	569			C	860	970	970	770	90	0	0.0	0	0.0
2001	569			C	870	980	980	780	100	0	0.0	0	0.0
2002	569			C	880	990	990	790	100	0	0.0	0	0.0
2003	569			C	880	980	990	790	100	0	0.0	0	0.0
2004	569			C	890	1,000	1,000	800	100	0	0.0	0	0.0
2005	569			C	780	870	880	700	90	0	0.0	0	0.0
2006	569			C	920	1,000	1,050	830	100	0	0.0	0	0.0
2007	569			C	800	890	900	720	70	0	0.0	0	0.0
2008	569			C	820	910	890	740	70	0	0.0	0	0.0
2009	569			C	930	1,000	1,050	840	80	0	0.0	0	0.0
2010	569			C	840	930	930	760	80	0	0.0	0	0.0
2011	569			C	870	960	970	780	80	0	0.0	0	0.0
2012	569			IC	890	990	960	790	80	0	0.0	0	0.0
2013	569			IC	880	970	970	780	80	0	0.0	0	0.0
2014	569			CTR	890	1,100	1,100	760	80	0	0.0	0	0.0
2015	569			CTR	880	1,050	1,100	750	80	0	0.0	0	0.0
2016	569			CTR	880	1,050	1,100	750	80	0	0.0	0	0.0
2017	569			CTR	890	1,200	1,200	730	90	0	0.0	0	0.0
2018	569			CTR	890	1,200	1,200	720	90	0	0.0	0	0.0
2019	569			CTR	890	1,200	1,200	720	90	0	0.0	0	0.0
2021	569			CTR	900	1,150	1,150	730	90	0	0.0	0	0.0
2021	569	N JCT HWY 11 END OF HWY											
1988	570	HWY 11	4.5	CTR	150	200	180	130	30	0	0.0	0	0.0
1989	570			CTR	150	190	180	130	30	1	4.1	1	4.1
1990	570			CTR	150	190	180	130	30	0	0.0	0	0.0
1991	570			CTR	150	190	190	130	30	1	4.1	1	4.1
1992	570			CTR	150	180	180	130	10	2	8.2	0	0.0
1993	570			T	150	270	260	90	10	0	0.0	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1994	570			T	210	380	370	130	10	0	0.0	0	0.0
1995	570			T	210	370	360	130	10	0	0.0	0	0.0
1996	570			T	220	380	370	140	10	0	0.0	0	0.0
1997	570			T	230	400	390	140	10	0	0.0	0	0.0
1998	570			T	240	410	400	150	10	0	0.0	0	0.0
1999	570			T	320	540	520	200	20	1	1.9	0	0.0
2000	570			T	260	430	410	160	10	0	0.0	0	0.0
2001	570			T	300	490	470	190	20	0	0.0	0	0.0
2002	570			T	310	510	490	190	70	0	0.0	0	0.0
2003	570			T	330	520	500	210	70	0	0.0	0	0.0
2004	570			T	340	560	540	210	70	0	0.0	0	0.0
2005	570			T	270	420	400	170	10	0	0.0	0	0.0
2006	570			T	270	420	400	170	10	0	0.0	0	0.0
2007	570			T	270	420	400	170	10	1	2.3	0	0.0
2008	570			T	270	410	400	170	10	0	0.0	0	0.0
2009	570			LT	140	190	180	100	0	0	0.0	0	0.0
2010	570			LT	150	200	200	110	0	0	0.0	0	0.0
2011	570			LT	160	200	210	130	0	0	0.0	0	0.0
2012	570			LT	170	220	210	130	10	0	0.0	0	0.0
2013	570			LT	180	240	230	140	10	0	0.0	0	0.0
2014	570			LT	190	250	250	140	10	1	3.2	0	0.0
2015	570			LT	170	220	230	130	10	0	0.0	0	0.0
2016	570			LT	160	210	210	120	0	0	0.0	0	0.0
2017	570			LT	150	190	190	130	0	0	0.0	0	0.0
2018	570			LT	140	180	180	120	0	1	4.4	0	0.0
2019	570			LT	130	170	170	110	0	1	4.7	0	0.0
2021	570			LT	120	160	160	90	0	0	0.0	0	0.0
2021	570	MAISONVILLE TWP (IN C 1) END OF HWY											
1988	571	SEC HWY 562	4.5	LT	500	710	700	380	80	2	2.4	0	0.0
1989	571			LT	550	760	760	410	80	1	1.1	0	0.0
1990	571			LT	550	800	770	400	80	1	1.1	0	0.0
1991	571			LT	550	770	740	410	80	1	1.1	1	1.1
1992	571			LT	550	760	740	420	80	1	1.1	0	0.0
1993	571			UC	550	580	630	520	80	1	1.1	0	0.0
1994	571			UC	550	580	630	510	80	0	0.0	0	0.0
1995	571			UC	560	590	640	520	80	0	0.0	0	0.0
1996	571			UC	580	610	680	550	90	2	2.1	0	0.0
1997	571			LT	580	820	800	430	90	1	1.0	0	0.0
1998	571			LT	590	830	810	430	90	1	1.0	0	0.0
1999	571			LT	530	740	720	390	80	3	3.4	0	0.0
2000	571			LT	560	780	760	410	80	2	2.2	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2001	571			LT	560	780	760	410	80	0	0.0	0	0.0
2002	571			LT	560	780	760	410	80	2	2.2	1	1.1
2003	571			LT	560	770	750	410	80	1	1.1	0	0.0
2004	571			LT	560	780	760	410	80	2	2.2	1	1.1
2005	571			LT	560	770	750	410	20	0	0.0	0	0.0
2006	571			LT	560	770	750	410	20	0	0.0	0	0.0
2007	571			LT	560	770	790	410	20	0	0.0	0	0.0
2008	571			LT	560	770	730	410	20	2	2.2	0	0.0
2009	571			LT	560	760	740	410	20	0	0.0	0	0.0
2010	571			LT	560	750	740	410	20	1	1.1	0	0.0
2011	571			LT	560	720	730	460	20	0	0.0	0	0.0
2012	571			UC	560	560	600	530	20	0	0.0	0	0.0
2013	571			UC	560	560	560	530	20	0	0.0	0	0.0
2014	571			UC	560	560	540	530	20	0	0.0	0	0.0
2015	571			UC	560	560	540	530	20	0	0.0	0	0.0
2016	571			UC	560	560	540	530	20	1	1.1	0	0.0
2017	571			UC	560	560	560	540	60	0	0.0	0	0.0
2018	571			UC	560	560	560	540	60	1	1.1	0	0.0
2019	571			UC	560	550	560	540	60	1	1.1	1	1.1
2021	571			UC	560	560	570	540	60	1	1.1	0	0.0
1988	571	SEC HWY 640 AIRPORT RD	1.3	IC	900	1,050	1,000	790	90	1	2.3	0	0.0
1989	571			IC	950	1,100	1,050	850	100	0	0.0	0	0.0
1990	571			IC	950	1,100	1,050	850	100	0	0.0	0	0.0
1991	571			IC	950	1,050	1,050	850	100	0	0.0	0	0.0
1992	571			IC	950	1,050	1,050	860	100	0	0.0	0	0.0
1993	571			CR	900	1,100	1,050	810	90	1	2.3	1	2.3
1994	571			CR	960	1,200	1,100	860	100	1	2.2	0	0.0
1995	571			CR	970	1,200	1,150	840	100	1	2.2	0	0.0
1996	571			SC	940	1,000	1,100	840	90	1	2.2	0	0.0
1997	571			IC	990	1,100	1,100	870	100	0	0.0	0	0.0
1998	571			IC	1,000	1,100	1,100	890	100	0	0.0	0	0.0
1999	571			IC	1,000	1,100	1,100	890	110	1	2.1	0	0.0
2000	571			IC	1,000	1,100	1,100	890	110	0	0.0	0	0.0
2001	571			IC	1,050	1,150	1,200	930	120	0	0.0	0	0.0
2002	571			IC	1,050	1,150	1,200	930	80	0	0.0	0	0.0
2003	571			IC	1,050	1,150	1,200	930	80	0	0.0	0	0.0
2004	571			IC	1,050	1,150	1,200	930	80	1	2.0	0	0.0
2005	571			IC	1,100	1,200	1,250	970	90	0	0.0	0	0.0
2006	571			IC	1,100	1,200	1,250	970	90	1	1.9	0	0.0
2007	571			IC	1,100	1,200	1,250	970	90	0	0.0	0	0.0
2008	571			IC	1,100	1,200	1,200	970	90	0	0.0	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2009	571			CR	1,100	1,300	1,300	940	90	1	1.9	0	0.0
2010	571			CR	1,150	1,400	1,350	970	90	0	0.0	0	0.0
2011	571			CR	1,150	1,350	1,350	1,000	90	1	1.8	0	0.0
2012	571			UC	1,150	1,150	1,250	1,100	90	1	1.8	0	0.0
2013	571			UC	1,150	1,150	1,150	1,100	90	0	0.0	0	0.0
2014	571			UC	1,150	1,150	1,100	1,100	90	0	0.0	0	0.0
2015	571			UC	1,200	1,200	1,150	1,150	100	2	3.5	0	0.0
2016	571			UC	1,200	1,200	1,150	1,150	100	2	3.5	0	0.0
2017	571			UC	1,200	1,200	1,200	1,150	110	0	0.0	0	0.0
2018	571			UC	1,200	1,200	1,200	1,150	110	0	0.0	0	0.0
2019	571			UC	1,250	1,250	1,250	1,200	110	1	1.7	0	0.0
2021	571			UC	1,250	1,250	1,250	1,200	110	0	0.0	0	0.0
2021	571	HWY 11 EARLTON BYPASS END OF HWY											
1988	572	HWY 11	8.5	UC	550	580	620	520	60	7	4.1	1	0.6
1989	572			UC	550	580	620	520	60	0	0.0	0	0.0
1990	572			UC	450	480	520	430	40	1	0.7	0	0.0
1991	572			UC	450	480	520	440	40	5	3.6	0	0.0
1992	572			UC	450	480	520	430	40	5	3.6	1	0.7
1993	572			SC	450	500	550	400	40	4	2.9	0	0.0
1994	572			SC	430	450	490	400	40	8	6.0	2	1.5
1995	572			SC	420	440	490	380	40	3	2.3	1	0.8
1996	572			SC	400	430	470	360	40	1	0.8	0	0.0
1997	572			UC	390	410	460	370	40	2	1.7	0	0.0
1998	572			UC	370	390	430	350	40	0	0.0	0	0.0
1999	572			UC	370	390	430	350	40	2	1.7	1	0.9
2000	572			UC	370	390	440	350	40	2	1.7	1	0.9
2001	572			UC	360	390	420	340	40	0	0.0	0	0.0
2002	572			UC	360	380	420	340	50	0	0.0	0	0.0
2003	572			UC	340	360	400	320	40	0	0.0	0	0.0
2004	572			UC	330	350	390	310	40	0	0.0	0	0.0
2005	572			UC	330	350	390	310	50	1	1.0	0	0.0
2006	572			IC	310	340	350	270	40	1	1.0	0	0.0
2007	572			IC	310	340	350	270	40	0	0.0	0	0.0
2008	572			IC	300	330	320	260	40	1	1.1	0	0.0
2009	572			IC	310	340	350	280	40	3	3.1	0	0.0
2010	572			IC	290	320	320	260	40	1	1.1	0	0.0
2011	572			IC	280	310	320	250	40	0	0.0	0	0.0
2012	572			UC	330	330	350	310	50	0	0.0	0	0.0
2013	572			UC	270	270	270	260	40	0	0.0	0	0.0
2014	572			C	350	390	370	320	50	1	0.9	0	0.0
2015	572			C	270	300	290	240	40	1	1.2	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2016	572			C	270	300	290	240	40	0	0.0	0	0.0
2017	572			C	260	280	280	240	40	1	1.2	0	0.0
2018	572			C	260	280	280	230	40	1	1.2	0	0.0
2019	572			C	300	330	330	270	40	2	2.1	0	0.0
2021	572			C	250	270	270	230	40	1	1.3	0	0.0
1997	572	HISLOP GUIBORD TWP BDY	8.1	UC	250	260	290	240	20	1	1.3	0	0.0
1998	572			UC	250	260	290	240	20	0	0.0	0	0.0
1999	572			UC	250	260	290	240	20	0	0.0	0	0.0
2000	572			UC	230	240	270	220	20	0	0.0	0	0.0
2001	572			UC	220	240	260	210	20	0	0.0	0	0.0
2002	572			UC	210	220	250	200	30	1	1.6	0	0.0
2003	572			UC	200	210	230	190	30	1	1.7	0	0.0
2004	572			UC	190	200	220	180	30	0	0.0	0	0.0
2005	572			UC	170	180	200	160	30	1	2.0	0	0.0
2006	572			UC	170	180	200	160	30	0	0.0	0	0.0
2007	572			UC	150	160	170	140	20	0	0.0	0	0.0
2008	572			UC	140	150	140	130	20	0	0.0	0	0.0
2009	572			C	110	120	120	100	20	0	0.0	0	0.0
2010	572			C	150	170	170	140	20	0	0.0	0	0.0
2011	572			C	200	220	220	180	30	0	0.0	0	0.0
2012	572			CTR	240	290	290	200	40	0	0.0	0	0.0
2013	572			CTR	120	150	150	100	20	0	0.0	0	0.0
2014	572			IC	110	120	120	100	20	0	0.0	0	0.0
2015	572			IC	100	110	110	90	20	2	6.7	0	0.0
2016	572			IC	110	120	120	100	20	0	0.0	0	0.0
2017	572			IC	120	130	130	110	20	0	0.0	0	0.0
2018	572			IC	130	140	140	120	20	1	2.6	0	0.0
2019	572			IC	140	150	150	130	20	0	0.0	0	0.0
2021	572			IR	150	170	170	130	10	0	0.0	0	0.0
2021	572	HWY 101 END OF HWY											
1988	573	SEC HWY 560 ROBERT ST CHARLTON	19.7	IC	100	120	110	90	20	0	0.0	0	0.0
1989	573			IC	100	110	110	90	20	2	2.8	1	1.4
1990	573			IC	130	150	150	120	20	5	5.3	1	1.1
1991	573			IC	130	150	140	120	20	2	2.1	0	0.0
1992	573			IC	130	140	140	120	20	3	3.2	1	1.1
1993	573			LT	150	210	190	110	20	1	0.9	0	0.0
1994	573			LT	130	190	180	90	20	3	3.2	0	0.0
1995	573			LT	130	190	180	100	20	2	2.1	0	0.0
1996	573			HR	160	280	230	100	30	1	0.9	0	0.0
1997	573			HR	140	250	200	80	20	1	1.0	1	1.0
1998	573			HR	140	240	200	80	20	1	1.0	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1999	573			HR	110	190	150	70	0	2	2.5	0	0.0
2000	573			HR	120	200	160	70	0	0	0.0	0	0.0
2001	573			HR	120	200	160	70	0	0	0.0	0	0.0
2002	573			HR	110	180	150	70	0	1	1.3	0	0.0
2003	573			HR	110	180	140	70	0	0	0.0	0	0.0
2004	573			HR	110	180	150	70	0	3	3.8	1	1.3
2005	573			HR	100	160	130	60	0	2	2.8	0	0.0
2006	573			LT	100	140	130	70	0	2	2.8	0	0.0
2007	573			LT	100	140	140	70	10	3	4.2	0	0.0
2008	573			LT	90	120	120	70	10	1	1.5	0	0.0
2009	573			LT	90	120	120	70	10	4	6.2	2	3.1
2010	573			LT	90	120	120	70	10	1	1.5	0	0.0
2011	573			LT	80	100	100	70	10	4	7.0	0	0.0
2012	573			CTR	140	170	170	120	10	1	1.0	0	0.0
2013	573			CTR	90	110	110	80	10	2	3.1	2	3.1
2014	573			CTR	90	110	110	80	10	2	3.1	0	0.0
2015	573			CTR	80	100	100	70	10	1	1.7	1	1.7
2016	573			CTR	80	100	100	70	10	3	5.2	1	1.7
2017	573			CTR	80	110	110	70	10	2	3.5	0	0.0
2018	573			CTR	80	110	110	70	10	1	1.7	0	0.0
2019	573			CTR	70	90	90	60	10	1	2.0	0	0.0
2021	573			CTR	70	90	90	60	10	1	2.0	0	0.0
2021	573	HWY 11 END OF HWY											
1988	574	FOX TWP RD C 1 2 NOREMBEGA	11.1	SC	150	160	180	140	20	0	0.0	0	0.0
1989	574			SC	150	160	180	130	20	2	3.3	0	0.0
1990	574			SC	50	60	60	40	10	0	0.0	0	0.0
1991	574			SC	50	60	60	40	10	0	0.0	0	0.0
1992	574			SC	50	50	60	50	10	0	0.0	0	0.0
1993	574			C	50	50	60	50	10	0	0.0	0	0.0
1994	574			C	50	50	60	50	10	1	4.9	0	0.0
1995	574			C	50	50	60	50	10	0	0.0	0	0.0
1996	574			HR	50	90	70	30	10	1	4.9	0	0.0
1997	574			HR	50	90	70	30	10	0	0.0	0	0.0
1998	574			HR	40	70	60	20	0	1	6.2	0	0.0
1999	574			HR	40	70	60	20	0	1	6.2	0	0.0
2000	574			HR	40	70	50	20	0	0	0.0	0	0.0
2001	574			HR	40	70	50	20	0	0	0.0	0	0.0
2002	574			HR	40	70	50	20	0	0	0.0	0	0.0
2003	574			HR	40	60	50	20	0	0	0.0	0	0.0
2004	574			HR	40	70	50	20	0	0	0.0	0	0.0
2005	574			HR	40	60	50	20	0	0	0.0	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2006	574			CR	40	50	50	30	0	1	6.2	0	0.0
2007	574			CR	40	50	50	30	0	0	0.0	0	0.0
2008	574			CR	40	50	50	30	0	0	0.0	0	0.0
2009	574			CR	40	50	50	30	0	0	0.0	0	0.0
2010	574			CR	40	50	50	30	0	0	0.0	0	0.0
2011	574			CR	50	60	60	40	10	0	0.0	0	0.0
2012	574			CR	70	80	80	60	10	0	0.0	0	0.0
2013	574			IR	100	120	130	90	10	1	2.5	0	0.0
2014	574			IR	60	70	70	50	10	0	0.0	0	0.0
2015	574			IR	100	120	120	90	10	0	0.0	0	0.0
2016	574			IR	120	140	140	100	10	0	0.0	0	0.0
2017	574			IR	70	80	80	60	10	0	0.0	0	0.0
2018	574			IR	160	180	180	140	20	0	0.0	0	0.0
2019	574			IR	180	200	210	160	20	0	0.0	0	0.0
2021	574			IR	200	230	230	180	0	1	1.2	2	2.5
1988	574	BIRCHILL PARK RD BROWER TWP RD C 3 4	4.8	C	250	280	280	220	30	0	0.0	0	0.0
1989	574			C	250	280	280	220	30	3	6.8	0	0.0
1990	574			C	300	330	330	270	40	2	3.8	0	0.0
1991	574			C	300	330	330	270	40	0	0.0	0	0.0
1992	574			C	300	320	330	280	40	0	0.0	0	0.0
1993	574			C	300	330	330	280	40	0	0.0	0	0.0
1994	574			C	290	320	320	260	30	2	3.9	0	0.0
1995	574			C	290	320	320	270	30	1	2.0	0	0.0
1996	574			C	300	340	340	270	40	4	7.6	0	0.0
1997	574			C	300	340	340	270	40	0	0.0	0	0.0
1998	574			C	300	340	340	270	40	0	0.0	0	0.0
1999	574			C	280	310	320	250	30	1	2.0	0	0.0
2000	574			C	290	330	330	260	30	0	0.0	0	0.0
2001	574			C	290	330	330	260	30	0	0.0	0	0.0
2002	574			C	290	320	330	260	30	0	0.0	0	0.0
2003	574			C	280	310	310	250	30	1	2.0	0	0.0
2004	574			C	280	320	320	250	30	0	0.0	0	0.0
2005	574			C	280	310	310	250	30	0	0.0	0	0.0
2006	574			C	270	300	300	240	30	0	0.0	0	0.0
2007	574			C	280	310	320	250	30	0	0.0	0	0.0
2008	574			C	280	310	300	250	30	1	2.0	0	0.0
2009	574			C	270	300	300	240	30	1	2.1	0	0.0
2010	574			C	270	300	300	240	30	0	0.0	0	0.0
2011	574			C	270	300	300	240	30	0	0.0	0	0.0
2012	574			C	270	300	290	240	30	0	0.0	0	0.0
2013	574			CTR	270	330	340	230	30	0	0.0	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2014	574			CTR	270	330	330	230	30	0	0.0	0	0.0
2015	574			IC	320	350	350	280	40	0	0.0	0	0.0
2016	574			IC	270	300	300	240	30	0	0.0	0	0.0
2017	574			IC	270	300	300	250	30	0	0.0	0	0.0
2018	574			IC	270	300	300	240	30	2	4.2	0	0.0
2019	574			IC	270	300	300	240	30	0	0.0	0	0.0
2021	574			IC	270	290	290	240	30	0	0.0	0	0.0
2021	574	SEC HWY 652 END OF HWY											
1988	575	HWY 17	14.6	CR	1,000	1,300	1,200	830	130	3	0.6	0	0.0
1989	575			CR	1,050	1,350	1,250	880	140	3	0.5	0	0.0
1990	575			CR	1,100	1,350	1,250	990	140	5	0.9	2	0.3
1991	575			CR	1,100	1,350	1,250	990	140	10	1.7	1	0.2
1992	575			CR	1,000	1,250	1,150	900	130	9	1.7	1	0.2
1993	575			CR	1,000	1,250	1,150	900	130	7	1.3	1	0.2
1994	575			CR	1,100	1,350	1,250	990	140	1	0.2	0	0.0
1995	575			CR	1,150	1,400	1,350	990	150	5	0.8	2	0.3
1996	575			CR	1,200	1,500	1,400	1,000	160	9	1.4	0	0.0
1997	575			LT	1,250	1,750	1,700	920	160	9	1.3	3	0.4
1998	575			LT	1,050	1,450	1,450	770	170	7	1.2	1	0.2
1999	575			LT	1,100	1,550	1,500	800	180	6	1.0	3	0.5
2000	575			LT	1,100	1,550	1,500	800	180	11	1.9	0	0.0
2001	575			LT	1,050	1,450	1,450	770	140	6	1.1	2	0.4
2002	575			LT	1,050	1,450	1,450	770	140	2	0.4	0	0.0
2003	575			LT	1,050	1,450	1,400	780	140	8	1.4	0	0.0
2004	575			CR	1,050	1,300	1,250	890	140	2	0.4	0	0.0
2005	575			CR	1,050	1,250	1,200	880	140	2	0.4	1	0.2
2006	575			LT	1,000	1,350	1,350	740	60	4	0.7	1	0.2
2007	575			LT	1,050	1,450	1,500	770	60	8	1.4	1	0.2
2008	575			LT	1,000	1,350	1,300	740	60	4	0.7	2	0.4
2009	575			IC	1,100	1,200	1,250	980	70	5	0.9	0	0.0
2010	575			IC	1,000	1,100	1,100	890	60	2	0.4	0	0.0
2011	575			LT	1,000	1,300	1,300	820	60	4	0.7	1	0.2
2012	575			LT	990	1,300	1,250	750	60	4	0.8	0	0.0
2013	575			SC	980	1,050	940	860	60	3	0.6	0	0.0
2014	575			SC	970	1,050	1,000	860	60	2	0.4	3	0.6
2015	575			C	1,150	1,250	1,250	1,050	70	9	1.5	1	0.2
2016	575			C	990	1,100	1,050	890	60	4	0.8	1	0.2
2017	575			C	980	1,050	1,050	890	180	4	0.8	1	0.2
2018	575			C	970	1,050	1,050	880	170	11	2.1	0	0.0
2019	575			C	970	1,050	1,050	880	170	8	1.5	1	0.2
2021	575			C	950	1,050	1,050	860	170	6	1.2	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1988	575	BADGEROW TWP RD(TO DESAULNIERS)	5.5	CR	700	900	840	580	90	1	0.7	0	0.0
1989	575			CR	600	770	710	500	80	2	1.7	0	0.0
1990	575			CR	650	810	750	580	80	1	0.8	0	0.0
1991	575			CR	650	800	750	580	80	4	3.1	1	0.8
1992	575			CR	750	920	850	680	100	2	1.3	0	0.0
1993	575			CR	750	920	860	680	100	4	2.7	0	0.0
1994	575			CR	740	910	840	670	100	1	0.7	0	0.0
1995	575			CR	760	940	900	650	100	0	0.0	0	0.0
1996	575			CR	770	950	900	660	100	0	0.0	0	0.0
1997	575			CR	790	980	930	670	130	0	0.0	0	0.0
1998	575			CR	800	980	940	680	140	1	0.6	0	0.0
1999	575			CR	810	1,000	950	690	110	3	1.9	0	0.0
2000	575			CR	820	1,000	960	700	110	0	0.0	0	0.0
2001	575			CR	830	1,000	970	700	120	1	0.6	0	0.0
2002	575			CR	850	1,050	1,000	720	80	0	0.0	0	0.0
2003	575			CR	860	1,050	1,000	730	80	1	0.6	0	0.0
2004	575			CR	890	1,100	1,050	750	80	0	0.0	0	0.0
2005	575			CR	880	1,050	1,050	740	80	0	0.0	0	0.0
2006	575			CR	880	1,050	1,000	740	80	1	0.6	0	0.0
2007	575			CR	910	1,100	1,100	770	80	1	0.6	0	0.0
2008	575			CR	920	1,100	1,100	780	80	1	0.5	0	0.0
2009	575			CR	930	1,100	1,100	790	80	0	0.0	0	0.0
2010	575			CR	950	1,150	1,100	800	90	1	0.5	0	0.0
2011	575			CR	960	1,100	1,150	850	90	0	0.0	0	0.0
2012	575			CR	970	1,150	1,150	820	90	1	0.5	1	0.5
2013	575			CTR	850	1,050	1,050	720	80	3	1.8	2	1.2
2014	575			CTR	970	1,200	1,200	820	90	0	0.0	0	0.0
2015	575			CTR	810	990	1,000	690	70	0	0.0	0	0.0
2016	575			CTR	960	1,150	1,200	820	90	5	2.6	0	0.0
2017	575			CTR	970	1,300	1,300	790	220	1	0.5	0	0.0
2018	575			CTR	980	1,300	1,300	800	230	0	0.0	0	0.0
2019	575			CTR	990	1,300	1,300	810	230	2	1.0	0	0.0
2021	575			CTR	1,000	1,300	1,300	820	230	1	0.5	1	0.5
2021	575	HWY 64 END OF HWY											
1988	577	HWY 101 SHILLINGTON	10.6	CTR	250	320	300	210	30	0	0.0	0	0.0
1989	577			CTR	250	320	300	220	30	3	3.1	0	0.0
1990	577			CTR	250	310	300	220	30	2	2.1	0	0.0
1991	577			CTR	250	320	310	220	30	0	0.0	0	0.0
1992	577			CTR	250	310	300	220	30	0	0.0	0	0.0
1993	577			SC	250	280	300	220	30	0	0.0	0	0.0
1994	577			SC	270	280	310	250	30	0	0.0	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1995	577			SC	270	280	310	250	30	1	1.0	0	0.0
1996	577			SC	280	300	330	250	30	0	0.0	0	0.0
1997	577			SC	280	300	330	250	30	4	3.7	0	0.0
1998	577			SC	290	310	340	260	30	0	0.0	0	0.0
1999	577			SC	290	310	340	260	60	0	0.0	0	0.0
2000	577			SC	280	300	330	250	60	0	0.0	0	0.0
2001	577			SC	280	300	330	250	60	0	0.0	0	0.0
2002	577			SC	280	300	330	250	10	1	0.9	0	0.0
2003	577			SC	270	290	320	240	10	0	0.0	0	0.0
2004	577			SC	270	290	320	240	10	0	0.0	0	0.0
2005	577			SC	280	300	330	250	10	1	0.9	0	0.0
2006	577			SC	270	290	320	240	40	1	1.0	0	0.0
2007	577			SC	280	300	320	250	40	0	0.0	0	0.0
2008	577			SC	270	280	270	240	40	1	1.0	0	0.0
2009	577			SC	270	290	320	240	40	1	1.0	0	0.0
2010	577			SC	270	290	320	240	40	1	1.0	0	0.0
2011	577			SC	270	350	320	210	40	1	1.0	0	0.0
2012	577			UC	270	270	290	260	40	0	0.0	0	0.0
2013	577			UC	270	270	270	260	40	0	0.0	0	0.0
2014	577			C	270	300	290	240	40	0	0.0	0	0.0
2015	577			C	270	300	290	240	40	2	1.9	1	1.0
2016	577			C	270	300	290	240	40	1	1.0	0	0.0
2017	577			C	270	300	290	240	40	0	0.0	0	0.0
2018	577			C	270	300	290	240	40	0	0.0	0	0.0
2019	577			C	270	300	290	240	40	0	0.0	0	0.0
2021	577			C	270	290	290	240	40	0	0.0	0	0.0
2021	577	OVERLAP HWY 11 FROM S JCT TO N JCT START OF NA	0.3										
2021	577	N JCT HWY 11 IROQUOIS FALLS START OF NA											
2016	577	WALKER TEEFY TWP BDY END OF NA	4.5	C	270	300	290	240	40	0	0.0	0	0.0
2017	577			C	270	300	290	240	40	0	0.0	0	0.0
2018	577			C	270	300	290	240	40	0	0.0	0	0.0
2019	577			C	270	300	290	240	40	0	0.0	0	0.0
2021	577			C	270	290	290	240	40	0	0.0	0	0.0
2021	577	HWY 67 SYNAGOGUE ST IROQUOIS FALLS END OF NA END OF HWY											
2021	579	JCT OF HWY 11 & THIRD AVE START OF NA	1.6										
1988	579	WESTERN AV COCHRANE END OF NA	15.1	CTR	400	520	490	340	100	4	1.8	1	0.5
1989	579			CTR	450	570	540	390	120	2	0.8	0	0.0
1990	579			CTR	500	620	590	440	130	2	0.7	0	0.0
1991	579			CTR	500	630	620	440	130	5	1.8	0	0.0
1992	579			CTR	500	620	600	440	130	0	0.0	0	0.0
1993	579			IC	500	560	560	440	130	2	0.7	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1994	579			IC	540	600	600	480	140	6	2.0	0	0.0
1995	579			IC	560	630	630	500	150	1	0.3	0	0.0
1996	579			IC	590	660	670	530	150	1	0.3	0	0.0
1997	579			IC	610	680	690	540	160	3	0.9	0	0.0
1998	579			IC	630	710	710	560	160	1	0.3	0	0.0
1999	579			IC	650	730	730	580	40	0	0.0	0	0.0
2000	579			IC	680	760	760	610	40	0	0.0	0	0.0
2001	579			IC	700	780	790	620	40	1	0.3	0	0.0
2002	579			SC	720	760	840	630	40	2	0.5	0	0.0
2003	579			SC	740	780	860	650	40	1	0.2	0	0.0
2004	579			SC	760	810	890	670	50	2	0.5	0	0.0
2005	579			SC	750	790	880	660	40	3	0.7	0	0.0
2006	579			UC	810	860	950	760	50	3	0.7	0	0.0
2007	579			UC	780	830	900	730	50	4	0.9	0	0.0
2008	579			UC	800	850	790	750	50	1	0.2	0	0.0
2009	579			SC	730	770	850	640	40	5	1.2	0	0.0
2010	579			SC	830	880	970	730	50	0	0.0	0	0.0
2011	579			UC	850	850	880	810	50	0	0.0	0	0.0
2012	579			UC	830	840	890	790	50	2	0.4	0	0.0
2013	579			CR	800	960	980	680	210	1	0.2	0	0.0
2014	579			CR	880	1,050	1,050	750	230	1	0.2	0	0.0
2015	579			IC	920	1,000	1,000	820	240	2	0.4	0	0.0
2016	579			IC	910	1,000	1,000	810	240	0	0.0	0	0.0
2017	579			IC	930	1,000	1,050	840	250	0	0.0	0	0.0
2018	579			IC	940	1,050	1,050	850	250	0	0.0	0	0.0
2019	579			IC	960	1,050	1,050	870	250	3	0.6	1	0.2
2021	579			IC	990	1,050	1,100	900	260	1	0.2	0	0.0
1988	579	DEV RD 620 GENIER	16.2	CR	200	260	240	170	50	1	0.8	0	0.0
1989	579			CR	200	260	240	170	50	0	0.0	0	0.0
1990	579			CR	250	310	290	220	60	1	0.7	0	0.0
1991	579			CR	250	310	290	220	60	0	0.0	0	0.0
1992	579			CR	250	310	280	220	60	0	0.0	0	0.0
1993	579			LT	200	280	250	150	50	0	0.0	0	0.0
1994	579			LT	210	310	300	150	50	0	0.0	0	0.0
1995	579			LT	210	300	290	150	50	0	0.0	0	0.0
1996	579			LT	210	300	290	150	50	1	0.8	0	0.0
1997	579			LT	200	280	280	150	50	0	0.0	0	0.0
1998	579			LT	200	280	270	150	50	0	0.0	0	0.0
1999	579			LT	190	260	260	140	50	0	0.0	0	0.0
2000	579			LT	190	260	260	140	50	0	0.0	0	0.0
2001	579			LT	190	270	260	140	50	1	0.9	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2002	579			LT	180	250	250	130	50	0	0.0	0	0.0
2003	579			LT	180	250	240	130	50	1	0.9	0	0.0
2004	579			LT	180	250	250	130	50	0	0.0	0	0.0
2005	579			LT	170	230	230	120	40	0	0.0	0	0.0
2006	579			LT	170	230	230	130	40	0	0.0	0	0.0
2007	579			LT	160	220	230	120	40	0	0.0	0	0.0
2008	579			LT	160	220	210	120	40	0	0.0	0	0.0
2009	579			LT	160	220	210	120	40	0	0.0	0	0.0
2010	579			LT	150	200	200	110	40	0	0.0	0	0.0
2011	579			LT	190	240	250	160	50	0	0.0	0	0.0
2012	579			LT	150	200	190	110	40	1	1.1	0	0.0
2013	579			LT	150	200	200	110	40	0	0.0	0	0.0
2014	579			LT	150	200	200	110	40	0	0.0	0	0.0
2015	579			T	140	200	200	90	60	0	0.0	0	0.0
2016	579			T	140	200	200	90	60	0	0.0	0	0.0
2017	579			T	140	190	190	110	60	1	1.2	0	0.0
2018	579			T	130	180	180	100	50	0	0.0	0	0.0
2019	579			T	130	180	180	100	50	0	0.0	0	0.0
2021	579			T	120	160	160	100	50	0	0.0	0	0.0
2021	579	LUMBER YARD ENT GARDINER END OF HWY											
1988	580	HWY 11	12.5	HT	100	200	180	40	20	1	2.2	0	0.0
1989	580			HT	100	200	180	50	20	0	0.0	0	0.0
1990	580			HT	100	200	180	40	20	2	4.4	0	0.0
1991	580			HT	100	200	180	50	20	0	0.0	0	0.0
1992	580			HT	100	200	180	40	20	0	0.0	0	0.0
1993	580			HT	150	300	270	70	10	2	2.9	0	0.0
1994	580			HT	120	240	220	50	10	1	1.8	0	0.0
1995	580			HT	120	230	210	50	10	0	0.0	0	0.0
1996	580			HT	130	250	220	60	10	1	1.7	1	1.7
1997	580			HT	130	250	220	60	10	0	0.0	0	0.0
1998	580			HT	130	240	220	60	10	0	0.0	0	0.0
1999	580			HT	130	240	210	60	10	0	0.0	0	0.0
2000	580			HT	140	250	220	60	10	0	0.0	0	0.0
2001	580			HT	190	330	300	90	20	0	0.0	0	0.0
2002	580			HT	200	350	310	90	10	0	0.0	0	0.0
2003	580			HT	210	350	310	100	10	1	1.0	0	0.0
2004	580			HT	220	390	350	100	10	0	0.0	0	0.0
2005	580			HT	250	410	360	120	0	0	0.0	0	0.0
2006	580			HT	230	370	330	110	0	0	0.0	0	0.0
2007	580			HT	210	340	310	100	30	0	0.0	0	0.0
2008	580			HT	190	300	300	90	30	0	0.0	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2009	580			T	130	190	180	80	20	1	1.7	0	0.0
2010	580			T	120	180	170	80	20	0	0.0	0	0.0
2011	580			T	100	140	130	80	20	0	0.0	0	0.0
2012	580			T	100	140	150	60	20	0	0.0	0	0.0
2013	580			T	100	150	140	60	20	2	4.4	1	2.2
2014	580			LT	100	130	130	80	20	0	0.0	0	0.0
2015	580			LT	100	130	130	80	20	0	0.0	0	0.0
2016	580			LT	100	130	130	80	20	1	2.2	0	0.0
2017	580			LT	100	140	140	80	20	0	0.0	0	0.0
2018	580			LT	100	140	140	80	20	0	0.0	0	0.0
2019	580			LT	100	140	140	80	20	1	2.2	0	0.0
2021	580			LT	110	150	150	80	0	0	0.0	0	0.0
2021	580	POPLAR LODGE PARK ENT END OF HWY											
1988	581	HWY 11	4.6	HR	850	1,750	1,250	420	80	0	0.0	0	0.0
1989	581			HR	1,000	1,900	1,500	590	90	1	0.6	0	0.0
1990	581			HR	1,100	2,000	1,600	650	100	1	0.5	0	0.0
1991	581			HR	1,000	1,850	1,500	580	90	0	0.0	0	0.0
1992	581			HR	1,000	1,800	1,400	590	90	0	0.0	0	0.0
1993	581			HR	900	1,600	1,300	550	80	1	0.7	0	0.0
1994	581			HR	930	1,650	1,350	570	80	2	1.3	1	0.6
1995	581			HR	950	1,700	1,350	560	90	1	0.6	0	0.0
1996	581			HR	970	1,700	1,400	580	90	0	0.0	0	0.0
1997	581			HR	980	1,750	1,400	590	90	2	1.2	0	0.0
1998	581			HR	1,000	1,700	1,400	600	90	0	0.0	0	0.0
1999	581			HR	820	1,400	1,150	490	40	1	0.7	0	0.0
2000	581			HR	1,000	1,650	1,350	600	50	0	0.0	0	0.0
2001	581			HR	1,050	1,750	1,400	640	50	2	1.1	0	0.0
2002	581			HR	1,150	1,900	1,550	700	60	1	0.5	1	0.5
2003	581			HR	1,100	1,750	1,450	670	60	1	0.5	0	0.0
2004	581			HR	1,100	1,850	1,500	670	60	1	0.5	0	0.0
2005	581			HR	1,100	1,750	1,400	680	60	0	0.0	0	0.0
2006	581			HR	1,100	1,750	1,400	670	60	1	0.5	0	0.0
2007	581			HR	1,150	1,800	1,650	700	60	1	0.5	1	0.5
2008	581			HR	1,150	1,850	1,850	710	60	1	0.5	0	0.0
2009	581			HR	1,200	1,800	1,500	740	60	1	0.5	0	0.0
2010	581			HR	1,200	1,800	1,450	740	60	0	0.0	0	0.0
2011	581			HR	1,200	1,900	2,100	810	60	0	0.0	0	0.0
2012	581			LR	1,250	1,850	1,800	860	60	1	0.5	0	0.0
2013	581			LR	1,250	1,850	2,150	850	60	1	0.5	0	0.0
2014	581			LR	1,300	1,950	2,000	880	60	0	0.0	0	0.0
2015	581			LR	1,300	1,950	2,000	880	60	0	0.0	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2016	581			LR	1,300	1,950	2,000	880	60	0	0.0	0	0.0
2017	581			LR	1,350	2,250	2,200	920	70	1	0.4	0	0.0
2018	581			LR	1,350	2,250	2,200	930	70	0	0.0	0	0.0
2019	581			LR	1,350	2,250	2,200	920	80	1	0.4	0	0.0
2021	581			LR	1,400	2,250	2,200	960	80	2	0.9	0	0.0
1988	581	HWY 7181	6.0	HR	250	510	370	120	40	1	1.8	0	0.0
1989	581			HR	300	580	450	180	40	2	3.0	0	0.0
1990	581			HR	350	640	510	210	50	1	1.3	0	0.0
1991	581			HR	350	650	520	200	50	0	0.0	0	0.0
1992	581			HR	350	630	500	210	50	0	0.0	0	0.0
1993	581			HR	300	540	430	180	40	0	0.0	0	0.0
1994	581			HR	300	530	430	180	40	0	0.0	0	0.0
1995	581			HR	300	530	430	180	40	1	1.5	0	0.0
1996	581			HR	310	540	440	180	50	0	0.0	0	0.0
1997	581			HR	310	550	440	190	50	0	0.0	0	0.0
1998	581			HR	320	540	450	190	50	0	0.0	0	0.0
1999	581			HR	250	420	340	150	40	0	0.0	0	0.0
2000	581			HR	330	550	450	200	50	0	0.0	0	0.0
2001	581			HR	270	450	360	160	40	0	0.0	0	0.0
2002	581			HR	270	450	360	160	40	1	1.7	0	0.0
2003	581			HR	260	420	340	160	40	0	0.0	0	0.0
2004	581			HR	260	430	350	160	40	0	0.0	0	0.0
2005	581			HR	250	400	320	150	40	0	0.0	0	0.0
2006	581			HR	250	390	320	150	40	0	0.0	0	0.0
2007	581			HR	240	380	340	150	40	0	0.0	0	0.0
2008	581			HR	240	380	390	150	40	1	1.9	0	0.0
2009	581			HR	230	350	290	140	30	0	0.0	0	0.0
2010	581			IR	220	260	240	190	30	0	0.0	0	0.0
2011	581			IR	220	260	260	190	30	1	2.1	0	0.0
2012	581			LR	210	310	300	140	30	0	0.0	0	0.0
2013	581			LR	210	310	360	140	30	0	0.0	0	0.0
2014	581			IR	340	400	410	290	50	0	0.0	0	0.0
2015	581			IR	360	430	430	310	50	0	0.0	0	0.0
2016	581			IR	380	450	450	320	60	0	0.0	0	0.0
2017	581			IR	400	450	450	350	60	0	0.0	0	0.0
2018	581			IR	420	470	480	360	60	0	0.0	0	0.0
2019	581			IR	450	510	510	390	40	0	0.0	0	0.0
2021	581			IT	490	640	640	420	0	0	0.0	0	0.0
2021	581	REMI LAKE PROV PARK END OF HWY											
1988	582	N JCT HWYS 11/17	6.4	IC	250	290	280	220	30	0	0.0	0	0.0
1989	582			IC	250	290	280	220	30	0	0.0	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1990	582			IC	250	280	280	220	30	0	0.0	0	0.0
1991	582			IC	250	280	280	220	30	0	0.0	0	0.0
1992	582			IC	250	280	280	230	30	0	0.0	0	0.0
1993	582			LR	150	240	190	100	10	1	2.8	0	0.0
1994	582			LR	200	330	260	130	20	0	0.0	0	0.0
1995	582			LR	200	340	270	130	20	3	6.4	0	0.0
1996	582			IT	180	240	230	150	10	0	0.0	0	0.0
1997	582			IT	180	240	230	150	10	0	0.0	0	0.0
1998	582			IT	180	230	230	150	10	0	0.0	0	0.0
1999	582			IT	150	190	190	120	10	0	0.0	0	0.0
2000	582			IT	140	180	180	110	10	0	0.0	0	0.0
2001	582			IT	130	170	170	110	10	0	0.0	0	0.0
2002	582			IT	100	130	130	80	0	1	4.3	0	0.0
2003	582			IT	110	140	140	90	0	0	0.0	0	0.0
2004	582			IT	100	130	130	80	0	0	0.0	0	0.0
2005	582			IT	90	110	110	70	0	0	0.0	0	0.0
2006	582			IT	90	110	110	70	0	0	0.0	0	0.0
2007	582			IT	80	100	110	70	0	0	0.0	0	0.0
2008	582			IT	70	90	90	60	0	0	0.0	0	0.0
2009	582			IT	80	100	100	70	0	0	0.0	0	0.0
2010	582			IT	50	60	60	40	0	0	0.0	0	0.0
2011	582			IT	100	130	130	80	0	0	0.0	0	0.0
2012	582			IT	100	130	120	80	0	0	0.0	0	0.0
2013	582			IT	50	60	60	40	0	1	8.5	0	0.0
2014	582			IC	100	110	110	90	0	0	0.0	0	0.0
2015	582			IC	40	40	40	40	0	2	21.3	0	0.0
2016	582			IC	40	40	40	40	0	0	0.0	0	0.0
2017	582			IC	100	110	110	90	0	1	4.3	0	0.0
2018	582			IC	100	110	110	90	0	0	0.0	0	0.0
2019	582			IC	100	110	110	90	0	1	4.3	0	0.0
2021	582			CR	90	100	100	80	0	0	0.0	0	0.0
2021	582	S JCT HWYS 11/17 END OF HWY											
1988	583	MEAD POST OFFICE	27.8	C	300	330	330	270	50	2	0.7	1	0.3
1989	583			C	330	370	370	300	60	4	1.2	2	0.6
1990	583			IC	200	230	220	180	30	2	1.0	0	0.0
1991	583			IC	200	230	220	180	30	6	3.0	2	1.0
1992	583			IC	200	220	220	180	30	1	0.5	0	0.0
1993	583			LT	150	210	190	110	30	1	0.7	0	0.0
1994	583			LT	210	310	300	150	40	1	0.5	1	0.5
1995	583			LT	210	300	290	150	40	3	1.4	1	0.5
1996	583			LT	200	280	280	150	30	1	0.5	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1997	583			LT	200	280	280	150	30	1	0.5	0	0.0
1998	583			LT	200	280	270	150	30	0	0.0	0	0.0
1999	583			LT	190	260	260	140	30	5	2.6	2	1.0
2000	583			LT	180	250	250	130	30	0	0.0	0	0.0
2001	583			LT	180	250	250	130	30	0	0.0	0	0.0
2002	583			LT	160	220	220	120	30	2	1.2	0	0.0
2003	583			LT	170	230	230	130	30	4	2.3	1	0.6
2004	583			LT	160	220	220	120	30	3	1.8	0	0.0
2005	583			LT	180	250	240	130	30	1	0.5	0	0.0
2006	583			LT	150	210	200	110	30	2	1.3	0	0.0
2007	583			LT	140	190	200	100	20	1	0.7	0	0.0
2008	583			LT	130	180	170	100	20	2	1.5	0	0.0
2009	583			LT	130	180	170	100	20	2	1.5	0	0.0
2010	583			LT	120	160	160	90	20	2	1.6	0	0.0
2011	583			LT	120	150	160	100	20	2	1.6	0	0.0
2012	583			CTR	120	150	140	100	20	1	0.8	0	0.0
2013	583			CTR	110	130	140	90	20	2	1.8	0	0.0
2014	583			CTR	140	170	170	120	20	1	0.7	0	0.0
2015	583			CTR	110	130	140	90	20	1	0.9	0	0.0
2016	583			CTR	100	120	120	80	20	0	0.0	0	0.0
2017	583			CTR	100	130	130	80	20	0	0.0	0	0.0
2018	583			CTR	90	120	120	70	20	1	1.1	0	0.0
2019	583			CTR	90	120	120	70	20	0	0.0	0	0.0
2021	583			CTR	80	100	100	70	10	0	0.0	0	0.0
1988	583	GRAVEL RD KENDAL TWP C 4 5 (E)	3.5	IC	1,250	1,450	1,400	1,100	210	2	1.2	0	0.0
1989	583			IC	1,300	1,500	1,450	1,150	220	1	0.6	0	0.0
1990	583			IC	1,250	1,400	1,400	1,100	210	1	0.6	0	0.0
1991	583			IC	1,250	1,400	1,400	1,100	210	1	0.6	0	0.0
1992	583			IC	1,200	1,350	1,300	1,100	200	0	0.0	0	0.0
1993	583			IC	1,150	1,300	1,300	1,000	200	4	2.7	2	1.4
1994	583			IC	1,150	1,300	1,300	1,000	200	1	0.7	0	0.0
1995	583			IC	1,150	1,300	1,300	1,050	200	2	1.4	0	0.0
1996	583			IC	1,200	1,350	1,350	1,050	200	1	0.7	0	0.0
1997	583			IC	1,200	1,350	1,350	1,050	200	2	1.3	0	0.0
1998	583			IC	1,200	1,350	1,350	1,050	200	0	0.0	0	0.0
1999	583			IC	1,000	1,100	1,100	890	170	1	0.8	0	0.0
2000	583			IC	1,050	1,200	1,200	930	180	1	0.7	0	0.0
2001	583			IC	1,000	1,100	1,100	880	170	0	0.0	0	0.0
2002	583			IC	960	1,050	1,100	850	160	0	0.0	0	0.0
2003	583			IC	970	1,100	1,100	860	160	0	0.0	0	0.0
2004	583			IC	930	1,050	1,050	820	160	1	0.8	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2005	583			IC	910	1,000	1,000	800	150	1	0.9	0	0.0
2006	583			IC	860	960	960	760	150	1	0.9	0	0.0
2007	583			IC	820	910	940	720	140	2	1.9	0	0.0
2008	583			IC	820	910	880	720	140	2	1.9	0	0.0
2009	583			IC	760	840	850	680	130	0	0.0	0	0.0
2010	583			IC	670	740	750	590	110	0	0.0	0	0.0
2011	583			IC	700	770	800	630	120	1	1.1	0	0.0
2012	583			UC	850	860	910	810	140	0	0.0	0	0.0
2013	583			UC	850	850	850	810	140	1	0.9	0	0.0
2014	583			UC	780	780	750	740	130	2	2.0	1	1.0
2015	583			UC	680	680	650	650	120	1	1.2	0	0.0
2016	583			UC	650	650	630	620	110	2	2.4	0	0.0
2017	583			UC	630	630	630	600	110	1	1.2	0	0.0
2018	583			UC	600	600	600	580	100	0	0.0	0	0.0
2019	583			UC	580	570	580	560	100	1	1.3	0	0.0
2021	583			UC	530	530	540	510	90	0	0.0	0	0.0
2021	583	HEARST S LTS START OF NA	9.6										
1988	583	HEARST N LTS CASGRAIN TWP C1 2 END OF NA	1.6	LT	1,050	1,500	1,500	800	140	1	1.6	0	0.0
1989	583			LT	1,100	1,550	1,500	810	290	2	3.1	0	0.0
1990	583			LT	1,100	1,600	1,550	800	290	0	0.0	0	0.0
1991	583			LT	1,100	1,550	1,500	810	290	1	1.6	0	0.0
1992	583			LT	1,100	1,550	1,500	850	290	0	0.0	0	0.0
1993	583			LT	1,150	1,600	1,450	840	300	5	7.4	0	0.0
1994	583			LT	960	1,400	1,350	700	250	1	1.8	0	0.0
1995	583			LT	950	1,350	1,350	700	250	2	3.6	0	0.0
1996	583			LT	930	1,300	1,300	680	240	2	3.7	0	0.0
1997	583			LT	920	1,300	1,250	680	240	0	0.0	0	0.0
1998	583			LT	900	1,250	1,250	660	230	0	0.0	0	0.0
1999	583			LT	640	890	870	470	170	0	0.0	0	0.0
2000	583			LT	740	1,050	1,000	540	190	0	0.0	0	0.0
2001	583			LT	770	1,100	1,050	560	200	0	0.0	0	0.0
2002	583			LT	690	960	940	510	30	2	5.0	0	0.0
2003	583			LT	710	980	960	520	30	0	0.0	0	0.0
2004	583			LT	700	980	950	510	30	0	0.0	0	0.0
2005	583			LT	730	1,000	980	540	30	1	2.3	0	0.0
2006	583			LT	650	890	870	480	30	0	0.0	0	0.0
2007	583			LT	630	870	890	460	30	0	0.0	0	0.0
2008	583			LT	660	900	870	490	30	0	0.0	0	0.0
2009	583			LT	580	780	770	430	20	0	0.0	0	0.0
2010	583			LT	560	750	740	410	20	0	0.0	0	0.0
2011	583			LT	530	680	690	440	20	1	3.2	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2012	583			LR	630	940	910	430	30	0	0.0	0	0.0
2013	583			LR	600	900	1,000	410	20	0	0.0	0	0.0
2014	583			LT	490	640	650	370	20	0	0.0	0	0.0
2015	583			LT	480	630	640	360	20	0	0.0	0	0.0
2016	583			LT	460	600	610	350	20	0	0.0	0	0.0
2017	583			LT	460	580	580	380	20	0	0.0	0	0.0
2018	583			LT	450	570	570	380	20	0	0.0	0	0.0
2019	583			LT	430	550	550	360	20	0	0.0	0	0.0
2021	583			LT	370	460	460	310	10	0	0.0	0	0.0
1997	583	GRAVEL RD (W) TO HEARST GOLF CLUB	6.7	LT	700	990	970	520	0	0	0.0	0	0.0
1998	583			LT	650	910	890	470	0	1	0.6	1	0.6
1999	583			LT	600	830	820	440	0	0	0.0	0	0.0
2000	583			LT	650	910	890	470	0	2	1.3	0	0.0
2001	583			LT	640	900	870	470	0	0	0.0	0	0.0
2002	583			LT	660	920	900	480	0	0	0.0	0	0.0
2003	583			LT	630	870	850	470	0	1	0.6	1	0.6
2004	583			LT	630	880	860	460	0	1	0.6	0	0.0
2005	583			LT	620	850	830	460	0	0	0.0	0	0.0
2006	583			LT	620	850	830	460	0	2	1.3	0	0.0
2007	583			LT	610	840	860	450	0	0	0.0	0	0.0
2008	583			LT	600	820	790	440	0	0	0.0	0	0.0
2009	583			LT	600	810	790	440	0	0	0.0	0	0.0
2010	583			LT	520	700	680	380	0	1	0.8	0	0.0
2011	583			LT	570	730	740	470	0	1	0.7	0	0.0
2012	583			LR	550	820	800	380	0	0	0.0	0	0.0
2013	583			LR	550	820	940	370	0	0	0.0	0	0.0
2014	583			LT	540	710	720	410	0	0	0.0	0	0.0
2015	583			LT	530	690	700	400	0	0	0.0	0	0.0
2016	583			LT	530	690	700	400	0	2	1.5	0	0.0
2017	583			LT	460	580	580	380	20	0	0.0	0	0.0
2018	583			LT	450	570	570	380	20	0	0.0	0	0.0
2019	583			LT	430	550	550	360	20	0	0.0	0	0.0
2021	583			LT	450	570	560	380	20	0	0.0	0	0.0
2021	583	END OF HWY											
2021	584	HARDROCK MINE ENT START OF NA	0.3										
2021	584	HWY 11 NA	15.6										
1997	584	1.5 KM N OF BURROUGHS CK CULV END OF NA	46.8	SC	360	380	420	320	90	9	1.5	1	0.2
1998	584			SC	370	390	430	330	100	5	0.8	1	0.2
1999	584			SC	380	400	440	340	100	13	2.0	1	0.2
2000	584			SC	390	410	460	340	100	6	0.9	3	0.4
2001	584			SC	390	420	460	340	100	12	1.8	1	0.2

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2002	584			SC	410	440	480	360	110	14	2.0	3	0.4
2003	584			SC	400	420	470	350	100	7	1.0	0	0.0
2004	584			SC	400	430	470	350	100	7	1.0	1	0.1
2005	584			SC	410	430	480	360	110	4	0.6	0	0.0
2006	584			SC	420	440	490	370	110	4	0.6	1	0.1
2007	584			SC	390	410	450	340	100	7	1.1	1	0.2
2008	584			SC	330	350	330	290	90	3	0.5	1	0.2
2009	584			SC	240	250	280	210	30	3	0.7	0	0.0
2010	584			SC	260	280	300	230	30	5	1.1	0	0.0
2011	584			SC	350	450	410	280	50	3	0.5	0	0.0
2012	584			SC	260	280	260	230	30	5	1.1	2	0.4
2013	584			SC	300	320	290	260	40	6	1.2	0	0.0
2014	584			C	280	310	300	250	60	6	1.3	0	0.0
2015	584			C	280	310	300	250	60	4	0.8	0	0.0
2016	584			C	270	300	290	240	60	1	0.2	0	0.0
2017	584			C	300	330	330	270	70	2	0.4	0	0.0
2018	584			C	300	330	330	270	70	5	1.0	0	0.0
2019	584			C	300	330	330	270	70	5	1.0	0	0.0
2021	584			C	320	350	350	290	40	7	1.3	1	0.2
1988	584	SEC HWY 643 (W) TO AROLAND & CAVELL	6.3	SC	300	320	350	270	30	4	5.8	0	0.0
1989	584			SC	300	330	360	270	30	2	2.9	0	0.0
1990	584			IC	250	280	280	220	30	1	1.7	0	0.0
1991	584			IC	250	280	280	220	30	3	5.2	0	0.0
1992	584			IC	300	330	330	270	30	2	2.9	0	0.0
1993	584			SC	350	390	430	310	50	0	0.0	0	0.0
1994	584			SC	340	350	390	310	40	2	2.5	0	0.0
1995	584			SC	350	370	410	320	50	1	1.2	1	1.2
1996	584			IC	320	360	360	280	30	2	2.7	0	0.0
1997	584			SC	360	380	420	320	30	3	3.6	0	0.0
1998	584			SC	370	390	430	330	30	0	0.0	0	0.0
1999	584			SC	470	500	550	420	60	3	2.8	1	0.9
2000	584			SC	460	490	540	400	60	1	0.9	1	0.9
2001	584			SC	470	500	550	410	60	3	2.8	0	0.0
2002	584			SC	530	560	620	470	100	1	0.8	0	0.0
2003	584			SC	490	520	570	430	90	2	1.8	0	0.0
2004	584			SC	500	530	590	440	100	2	1.7	0	0.0
2005	584			SC	520	550	610	460	60	0	0.0	0	0.0
2006	584			SC	570	600	670	500	60	4	3.0	0	0.0
2007	584			SC	510	540	590	450	60	1	0.8	0	0.0
2008	584			SC	420	440	420	370	50	1	1.0	0	0.0
2009	584			SC	310	330	360	270	30	0	0.0	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2010	584			SC	300	320	350	260	30	0	0.0	0	0.0
2011	584			SC	540	690	630	430	70	0	0.0	0	0.0
2012	584			SC	280	300	280	250	40	1	1.5	1	1.5
2013	584			SC	420	440	400	370	50	0	0.0	0	0.0
2014	584			IC	370	410	410	330	50	1	1.2	0	0.0
2015	584			IC	420	460	460	370	50	2	2.1	0	0.0
2016	584			IC	420	460	460	370	50	0	0.0	0	0.0
2017	584			CR	400	460	470	360	50	0	0.0	0	0.0
2018	584			CR	420	490	490	380	50	0	0.0	0	0.0
2019	584			CR	420	490	490	380	50	1	1.0	0	0.0
2021	584			CR	420	480	490	380	50	0	0.0	0	0.0
2021	584	HOWARD CR CULV NAKINA END OF HWY											
1988	585	HWYS 11/17	37.1	T	350	640	610	210	30	4	0.8	0	0.0
1989	585			T	400	720	700	250	40	2	0.4	0	0.0
1990	585			LT	450	660	630	330	40	0	0.0	0	0.0
1991	585			LT	450	630	610	330	40	2	0.3	0	0.0
1992	585			LT	500	700	680	380	40	2	0.3	0	0.0
1993	585			HT	500	990	910	220	70	3	0.4	0	0.0
1994	585			HT	500	990	910	220	70	2	0.3	0	0.0
1995	585			HT	510	970	880	230	70	4	0.6	0	0.0
1996	585			HT	490	930	840	220	70	1	0.2	0	0.0
1997	585			HT	550	1,050	940	250	80	3	0.4	0	0.0
1998	585			HT	570	1,050	960	260	80	1	0.1	0	0.0
1999	585			HT	520	940	860	240	250	0	0.0	0	0.0
2000	585			HT	520	920	820	240	250	0	0.0	0	0.0
2001	585			HT	480	840	750	220	240	2	0.3	1	0.2
2002	585			HT	490	860	770	230	70	2	0.3	1	0.2
2003	585			HT	470	780	690	220	70	2	0.3	0	0.0
2004	585			HT	470	830	740	220	70	0	0.0	0	0.0
2005	585			HT	410	670	590	190	60	1	0.2	0	0.0
2006	585			HT	410	660	580	190	60	2	0.4	0	0.0
2007	585			LT	440	600	620	320	70	2	0.3	0	0.0
2008	585			LT	450	620	590	330	70	1	0.2	0	0.0
2009	585			LT	430	580	570	320	60	2	0.3	3	0.5
2010	585			LT	500	670	660	370	80	3	0.4	1	0.1
2011	585			CTR	400	490	470	340	60	1	0.2	0	0.0
2012	585			CTR	470	570	560	400	70	2	0.3	1	0.2
2013	585			CTR	420	510	530	360	60	1	0.2	0	0.0
2014	585			CTR	390	480	480	330	60	1	0.2	0	0.0
2015	585			CTR	400	490	490	340	60	0	0.0	0	0.0
2016	585			CTR	400	490	490	340	60	1	0.2	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2017	585			CTR	390	520	520	320	50	4	0.8	0	0.0
2018	585			CTR	390	520	520	320	50	1	0.2	0	0.0
2019	585			CTR	380	510	500	310	50	1	0.2	0	0.0
2021	585			CTR	370	480	480	300	40	0	0.0	0	0.0
2021	585	PINE PORTAGE END OF HWY											
1988	586	HWY 11	5.3	HR	200	410	300	100	20	0	0.0	0	0.0
1989	586			HR	200	380	300	120	40	1	2.6	0	0.0
1990	586			HR	200	370	290	120	40	1	2.6	0	0.0
1991	586			HR	200	370	300	120	40	0	0.0	0	0.0
1992	586			HR	200	360	280	120	40	1	2.6	0	0.0
1993	586			HR	200	360	290	120	40	0	0.0	0	0.0
1994	586			HR	210	370	300	130	40	0	0.0	0	0.0
1995	586			HR	210	370	300	120	40	1	2.5	0	0.0
1996	586			HR	210	370	300	120	40	1	2.5	0	0.0
1997	586			HR	210	370	300	130	40	0	0.0	0	0.0
1998	586			HR	210	360	290	130	40	1	2.5	1	2.5
1999	586			HR	210	350	290	130	30	0	0.0	0	0.0
2000	586			HR	210	350	280	130	30	0	0.0	0	0.0
2001	586			HR	210	350	280	130	30	0	0.0	0	0.0
2002	586			HR	210	350	280	130	10	0	0.0	0	0.0
2003	586			HR	210	340	270	130	10	1	2.5	0	0.0
2004	586			HR	210	350	280	130	10	0	0.0	0	0.0
2005	586			HR	210	330	270	130	10	0	0.0	0	0.0
2006	586			HR	210	330	270	130	10	0	0.0	0	0.0
2007	586			HR	210	330	300	130	0	0	0.0	0	0.0
2008	586			HR	210	330	340	130	0	0	0.0	0	0.0
2009	586			HR	210	320	260	130	0	0	0.0	0	0.0
2010	586			HR	210	320	260	130	0	0	0.0	0	0.0
2011	586			HR	110	180	190	70	0	0	0.0	0	0.0
2012	586			HR	110	160	170	70	0	1	4.7	0	0.0
2013	586			HR	170	260	290	100	0	0	0.0	0	0.0
2014	586			LR	210	310	320	140	0	0	0.0	0	0.0
2015	586			LR	170	250	260	120	0	0	0.0	0	0.0
2016	586			LR	170	250	260	120	0	0	0.0	0	0.0
2017	586			LR	210	350	340	140	0	0	0.0	0	0.0
2018	586			LR	210	350	340	140	0	0	0.0	0	0.0
2019	586			LR	210	350	340	140	0	1	2.5	1	2.5
2021	586			LR	180	290	280	120	0	0	0.0	0	0.0
2021	586	SHELTER BAY END OF HWY											
1988	587	HWYS 11/17	16.9	T	400	730	700	240	30	4	1.6	0	0.0
1989	587			T	400	720	700	250	30	3	1.2	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1990	587			LR	450	790	630	280	30	2	0.7	1	0.4
1991	587			LR	450	790	630	280	40	5	1.8	1	0.4
1992	587			LR	500	800	640	330	40	5	1.6	0	0.0
1993	587			LR	550	890	710	360	40	5	1.5	0	0.0
1994	587			LR	520	850	690	340	40	7	2.2	0	0.0
1995	587			LR	540	910	730	350	40	6	1.8	0	0.0
1996	587			T	530	920	900	330	40	3	0.9	1	0.3
1997	587			LR	580	970	780	390	50	3	0.8	0	0.0
1998	587			LR	600	990	800	400	50	6	1.6	0	0.0
1999	587			LR	600	980	790	400	30	4	1.1	0	0.0
2000	587			LR	620	1,000	810	410	30	3	0.8	0	0.0
2001	587			LR	600	980	780	400	30	3	0.8	0	0.0
2002	587			LR	650	1,050	850	440	50	5	1.2	0	0.0
2003	587			LR	630	1,000	800	430	50	8	2.1	1	0.3
2004	587			LR	630	1,050	820	420	50	9	2.3	1	0.3
2005	587			LR	610	950	770	420	50	6	1.6	1	0.3
2006	587			LR	700	1,100	880	470	60	7	1.6	0	0.0
2007	587			LR	670	1,050	1,000	450	120	5	1.2	0	0.0
2008	587			LR	670	1,050	1,000	460	120	10	2.4	0	0.0
2009	587			LR	690	1,050	860	470	30	0	0.0	0	0.0
2010	587			LR	600	900	730	410	20	5	1.4	0	0.0
2011	587			LR	720	1,100	1,050	500	50	1	0.2	0	0.0
2012	587			LR	450	670	650	310	30	4	1.4	0	0.0
2013	587			LR	640	960	1,100	430	40	2	0.5	0	0.0
2014	587			CTR	600	730	740	510	60	4	1.1	0	0.0
2015	587			CTR	640	780	790	540	60	2	0.5	0	0.0
2016	587			CTR	650	790	800	550	70	1	0.2	0	0.0
2017	587			IT	600	790	790	510	50	4	1.1	0	0.0
2018	587			IT	650	860	860	550	60	4	1.0	0	0.0
2019	587			IT	660	880	880	560	60	1	0.2	0	0.0
2021	587			IT	660	860	860	570	60	7	1.7	0	0.0
1988	587	PORTAGE DRIVE (E) SIBLEY TWP	24.2	T	400	730	700	240	30	4	1.1	0	0.0
1989	587			T	400	720	700	250	30	3	0.8	0	0.0
1990	587			LR	450	790	630	280	30	1	0.3	0	0.0
1991	587			LR	400	700	560	250	30	0	0.0	0	0.0
1992	587			LR	350	560	450	230	20	4	1.3	0	0.0
1993	587			LR	300	480	390	200	20	3	1.1	0	0.0
1994	587			LR	330	540	440	220	20	3	1.0	0	0.0
1995	587			LR	310	520	420	200	20	2	0.7	0	0.0
1996	587			LT	310	440	430	230	20	1	0.4	0	0.0
1997	587			LT	280	390	390	210	20	1	0.4	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1998	587			LT	270	380	370	200	20	1	0.4	0	0.0
1999	587			LT	310	430	420	230	20	1	0.4	0	0.0
2000	587			LT	310	430	420	230	20	2	0.7	0	0.0
2001	587			LT	270	380	370	200	20	0	0.0	0	0.0
2002	587			LT	260	360	350	190	20	2	0.9	0	0.0
2003	587			LT	260	360	350	190	20	3	1.3	0	0.0
2004	587			LT	250	350	340	180	20	1	0.5	0	0.0
2005	587			LR	250	390	320	170	20	1	0.5	0	0.0
2006	587			LR	240	370	300	160	20	5	2.4	0	0.0
2007	587			LR	240	380	360	160	20	4	1.9	0	0.0
2008	587			LR	230	360	350	160	20	1	0.5	0	0.0
2009	587			LR	220	330	270	150	20	2	1.0	0	0.0
2010	587			LR	220	330	270	150	20	8	4.1	0	0.0
2011	587			LR	150	230	220	110	10	4	3.0	0	0.0
2012	587			LR	150	220	220	100	10	2	1.5	0	0.0
2013	587			LR	170	250	290	120	10	2	1.3	0	0.0
2014	587			LR	190	280	290	130	10	1	0.6	0	0.0
2015	587			LR	160	240	240	110	10	2	1.4	0	0.0
2016	587			LR	150	220	230	100	10	2	1.5	0	0.0
2017	587			LR	160	270	260	110	10	2	1.4	0	0.0
2018	587			LR	160	270	260	110	10	0	0.0	0	0.0
2019	587			LR	160	270	260	110	10	1	0.7	0	0.0
2021	587			LR	250	380	380	180	0	1	0.5	0	0.0
2021	587	SILVER ISLET HWY END (SIGN) JCT HWY 587 WITH ITSELF END OF HWY											
1988	588	HWYS 11/17	1.8	CTR	1,200	1,550	1,450	1,000	180	3	3.8	1	1.3
1989	588			CTR	1,200	1,500	1,450	1,050	180	2	2.5	0	0.0
1990	588			CTR	1,200	1,500	1,400	1,050	180	1	1.3	0	0.0
1991	588			CTR	1,250	1,600	1,550	1,100	190	3	3.6	0	0.0
1992	588			CTR	1,250	1,550	1,500	1,100	190	0	0.0	0	0.0
1993	588			CTR	1,250	1,600	1,500	1,050	460	3	3.6	1	1.2
1994	588			CTR	1,350	1,750	1,650	1,150	500	1	1.1	0	0.0
1995	588			CTR	1,450	1,850	1,800	1,200	540	0	0.0	0	0.0
1996	588			CTR	1,450	1,850	1,800	1,200	540	3	3.1	1	1.0
1997	588			CTR	1,550	2,000	1,900	1,300	570	2	2.0	0	0.0
1998	588			CTR	1,600	2,050	1,950	1,350	590	1	0.9	0	0.0
1999	588			CTR	1,600	2,000	1,950	1,350	590	0	0.0	0	0.0
2000	588			CTR	1,550	1,950	1,900	1,300	570	3	2.9	1	1.0
2001	588			CTR	1,500	1,900	1,800	1,250	560	1	1.0	0	0.0
2002	588			CTR	1,500	1,900	1,800	1,250	300	1	1.0	1	1.0
2003	588			CTR	1,650	2,050	1,950	1,400	330	2	1.8	0	0.0
2004	588			CTR	1,550	1,950	1,900	1,300	310	1	1.0	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2005	588			CTR	1,450	1,800	1,700	1,250	330	2	2.1	0	0.0
2006	588			CTR	1,500	1,850	1,800	1,250	340	1	1.0	0	0.0
2007	588			CR	1,300	1,550	1,550	1,100	310	0	0.0	0	0.0
2008	588			CR	1,500	1,800	1,800	1,250	360	1	1.0	0	0.0
2009	588			CTR	1,500	1,850	1,750	1,300	360	3	3.0	0	0.0
2010	588			CTR	1,500	1,850	1,750	1,250	360	2	2.0	0	0.0
2011	588			CTR	1,500	1,850	1,750	1,250	100	0	0.0	0	0.0
2012	588			CTR	1,450	1,750	1,750	1,250	100	1	1.0	0	0.0
2013	588			CTR	1,600	1,950	2,000	1,350	80	1	0.9	0	0.0
2014	588			CTR	1,500	1,850	1,850	1,300	330	0	0.0	0	0.0
2015	588			CTR	1,550	1,900	1,900	1,300	340	0	0.0	0	0.0
2016	588			CTR	1,600	1,950	1,950	1,350	350	1	0.9	0	0.0
2017	588			CTR	1,700	2,250	2,250	1,400	290	2	1.8	0	0.0
2018	588			CTR	1,750	2,350	2,350	1,450	300	3	2.6	0	0.0
2019	588			CTR	1,800	2,400	2,400	1,450	310	2	1.7	0	0.0
2021	588			CTR	1,800	2,350	2,350	1,450	310	0	0.0	0	0.0
1988	588	RIVER RD (E)	13.3	CTR	550	720	670	460	60	5	1.9	0	0.0
1989	588			CTR	550	700	670	470	60	7	2.6	0	0.0
1990	588			CTR	550	690	650	480	60	8	3.0	1	0.4
1991	588			CTR	550	690	690	480	60	6	2.2	0	0.0
1992	588			CTR	550	680	650	480	60	5	1.9	0	0.0
1993	588			CTR	600	760	730	510	70	10	3.4	2	0.7
1994	588			CTR	570	730	700	480	60	8	2.9	1	0.4
1995	588			CTR	570	730	700	480	60	6	2.2	0	0.0
1996	588			SC	580	620	680	520	60	9	3.2	0	0.0
1997	588			CR	580	720	680	490	60	4	1.4	0	0.0
1998	588			CR	580	710	680	490	60	7	2.5	0	0.0
1999	588			CR	630	770	740	540	40	3	1.0	0	0.0
2000	588			CR	640	790	750	540	40	3	1.0	0	0.0
2001	588			CR	650	800	760	550	40	2	0.6	0	0.0
2002	588			CR	660	810	770	560	40	7	2.2	0	0.0
2003	588			CR	680	830	800	580	40	8	2.4	0	0.0
2004	588			CR	700	860	820	590	40	4	1.2	0	0.0
2005	588			C	710	790	800	640	40	9	2.6	0	0.0
2006	588			C	720	800	810	650	40	3	0.9	0	0.0
2007	588			C	730	810	820	660	40	7	2.0	0	0.0
2008	588			C	750	830	820	670	40	5	1.4	0	0.0
2009	588			C	760	840	840	680	50	4	1.1	0	0.0
2010	588			C	780	860	870	700	50	4	1.1	0	0.0
2011	588			LT	730	940	950	600	40	6	1.7	0	0.0
2012	588			LT	780	1,000	970	590	50	8	2.1	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2013	588			LT	800	1,050	1,050	600	50	8	2.1	0	0.0
2014	588			CTR	810	990	1,000	690	50	9	2.3	0	0.0
2015	588			CTR	830	1,000	1,000	710	50	10	2.5	1	0.2
2016	588			CTR	840	1,000	1,050	710	50	5	1.2	0	0.0
2017	588			CTR	950	1,250	1,250	770	60	6	1.3	0	0.0
2018	588			CTR	1,000	1,350	1,350	810	60	7	1.4	0	0.0
2019	588			CTR	1,050	1,400	1,400	850	60	4	0.8	0	0.0
2021	588			CTR	1,100	1,450	1,450	900	70	9	1.7	0	0.0
1988	588	SEC HWY 595 (E&W)	9.1	IR	400	520	440	320	40	5	3.7	1	0.7
1989	588			IR	400	520	440	330	40	3	2.3	0	0.0
1990	588			IR	400	510	440	330	40	2	1.5	0	0.0
1991	588			IR	400	500	440	330	40	1	0.8	0	0.0
1992	588			IR	350	430	390	300	40	1	0.9	0	0.0
1993	588			IR	300	370	310	250	80	1	1.0	0	0.0
1994	588			IR	360	440	400	300	90	1	0.8	0	0.0
1995	588			IR	350	430	390	300	90	2	1.7	0	0.0
1996	588			C	370	420	420	330	90	1	0.8	1	0.8
1997	588			C	340	380	390	310	80	4	3.5	0	0.0
1998	588			C	340	380	380	310	80	3	2.6	0	0.0
1999	588			C	450	500	510	400	30	1	0.7	0	0.0
2000	588			C	470	530	530	420	30	7	4.5	3	1.9
2001	588			C	370	420	420	330	20	1	0.8	0	0.0
2002	588			C	380	430	430	340	20	4	3.2	0	0.0
2003	588			C	410	460	460	370	20	4	2.9	0	0.0
2004	588			C	410	460	460	370	20	4	2.9	0	0.0
2005	588			CR	400	490	470	340	30	5	3.8	0	0.0
2006	588			CR	420	510	490	350	30	3	2.1	0	0.0
2007	588			CR	430	520	520	360	20	4	2.8	0	0.0
2008	588			CR	440	530	530	370	20	5	3.4	1	0.7
2009	588			CR	440	530	510	370	20	7	4.8	0	0.0
2010	588			CR	450	540	520	380	20	2	1.3	0	0.0
2011	588			LT	450	580	590	370	20	2	1.3	0	0.0
2012	588			LT	450	590	560	340	20	5	3.3	0	0.0
2013	588			LT	460	600	600	350	20	2	1.3	0	0.0
2014	588			LT	470	610	620	350	20	2	1.3	0	0.0
2015	588			LT	470	610	620	350	20	2	1.3	0	0.0
2016	588			LT	480	630	640	360	20	7	4.4	2	1.2
2017	588			LT	500	640	640	420	40	6	3.6	0	0.0
2018	588			LT	550	700	700	460	40	1	0.5	0	0.0
2019	588			LT	550	700	700	460	40	4	2.2	0	0.0
2021	588			LT	550	690	690	460	40	4	2.2	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1988	588	SEC HWY 590 (N)	8.9	CTR	550	720	670	460	80	0	0.0	0	0.0
1989	588			CTR	550	700	670	470	80	1	0.6	0	0.0
1990	588			CTR	550	690	650	480	80	2	1.1	0	0.0
1991	588			CTR	550	690	690	480	80	3	1.7	0	0.0
1992	588			CTR	550	680	650	480	80	4	2.2	0	0.0
1993	588			HR	550	980	790	340	80	3	1.7	0	0.0
1994	588			HR	530	940	760	320	70	3	1.7	0	0.0
1995	588			HR	520	920	740	310	70	5	3.0	0	0.0
1996	588			IR	480	600	540	410	140	3	1.9	0	0.0
1997	588			HR	520	920	740	310	160	3	1.8	0	0.0
1998	588			HR	510	870	710	310	150	5	3.0	0	0.0
1999	588			HR	500	840	690	300	40	2	1.2	0	0.0
2000	588			HR	500	840	680	300	40	1	0.6	0	0.0
2001	588			HR	490	820	660	300	40	5	3.1	1	0.6
2002	588			HR	490	820	660	300	40	5	3.1	0	0.0
2003	588			HR	490	790	640	300	40	4	2.5	1	0.6
2004	588			HR	480	800	650	290	40	1	0.6	0	0.0
2005	588			C	480	530	540	430	30	4	2.6	1	0.6
2006	588			C	460	510	520	410	30	5	3.4	0	0.0
2007	588			HR	470	740	670	290	20	1	0.7	0	0.0
2008	588			HR	470	750	760	290	20	4	2.6	0	0.0
2009	588			HR	460	700	570	290	20	3	2.0	0	0.0
2010	588			HR	500	750	610	310	20	3	1.9	0	0.0
2011	588			LR	450	700	650	320	20	2	1.4	0	0.0
2012	588			LR	530	790	770	360	20	0	0.0	0	0.0
2013	588			LR	470	700	800	320	20	6	3.9	0	0.0
2014	588			LR	470	700	720	320	20	4	2.6	0	0.0
2015	588			LR	470	700	720	320	20	4	2.6	0	0.0
2016	588			LR	460	690	700	310	20	6	4.0	0	0.0
2017	588			LR	470	790	760	320	70	5	3.3	1	0.7
2018	588			LR	470	780	760	320	70	6	3.9	1	0.7
2019	588			LR	480	800	780	330	70	6	3.9	0	0.0
2021	588			LR	490	790	770	330	70	4	2.5	1	0.6
1988	588	SEC HWY 593 (S)	21.0	HR	350	720	520	170	40	4	1.5	1	0.4
1989	588			HR	350	670	520	210	40	3	1.1	1	0.4
1990	588			HR	350	640	510	210	40	1	0.4	0	0.0
1991	588			HR	350	650	520	200	40	4	1.5	1	0.4
1992	588			HR	350	630	500	210	40	6	2.2	0	0.0
1993	588			HR	400	720	570	240	40	5	1.6	0	0.0
1994	588			HR	360	640	520	220	40	2	0.7	0	0.0
1995	588			HR	360	640	510	210	40	2	0.7	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1996	588			LR	380	640	510	250	40	4	1.4	2	0.7
1997	588			HR	360	640	510	220	40	2	0.7	0	0.0
1998	588			HR	350	600	490	210	40	8	3.0	0	0.0
1999	588			HR	460	780	630	280	50	6	1.7	0	0.0
2000	588			HR	490	820	660	290	50	7	1.9	0	0.0
2001	588			HR	400	670	540	240	40	3	1.0	1	0.3
2002	588			HR	600	1,000	810	370	80	1	0.2	1	0.2
2003	588			HR	430	690	560	260	60	5	1.5	1	0.3
2004	588			HR	440	730	590	270	60	3	0.9	0	0.0
2005	588			HR	290	460	370	180	20	3	1.3	0	0.0
2006	588			HR	440	690	560	270	30	5	1.5	0	0.0
2007	588			HR	450	710	640	270	20	10	2.9	2	0.6
2008	588			HR	450	720	730	280	20	1	0.3	0	0.0
2009	588			HR	430	650	530	270	20	2	0.6	0	0.0
2010	588			HR	460	690	560	280	20	3	0.9	0	0.0
2011	588			LR	460	710	670	320	20	5	1.4	0	0.0
2012	588			LR	420	630	610	290	20	8	2.5	0	0.0
2013	588			LR	450	670	770	310	20	2	0.6	0	0.0
2014	588			LR	480	720	730	330	20	7	1.9	0	0.0
2015	588			LR	460	690	700	310	20	2	0.6	0	0.0
2016	588			LR	460	690	700	310	20	3	0.8	0	0.0
2017	588			LR	420	700	680	290	70	2	0.6	0	0.0
2018	588			LR	470	780	760	320	80	2	0.6	0	0.0
2019	588			LR	470	790	760	320	80	4	1.1	0	0.0
2021	588			LR	480	770	750	330	80	5	1.4	1	0.3
2021	588	END OF HWY SIGN											
2021	589	HWY 102 START OF NA	3.9										
1992	589	THUNDER ATIKOK TO THUNDER SUP N END OF NA	6.1	LT	2,300	3,200	3,100	1,750	410	13	2.5	3	0.6
1993	589			LT	2,400	3,300	3,000	1,750	460	9	1.7	1	0.2
1994	589			LT	2,300	3,350	3,250	1,650	440	3	0.6	0	0.0
1995	589			LT	2,250	3,250	3,150	1,650	430	5	1.0	0	0.0
1996	589			LT	2,200	3,100	3,050	1,600	420	6	1.2	0	0.0
1997	589			LT	2,200	3,100	3,050	1,650	420	1	0.2	0	0.0
1998	589			LT	2,150	3,000	2,950	1,550	410	7	1.5	0	0.0
1999	589			LT	2,100	2,900	2,850	1,550	340	3	0.6	0	0.0
2000	589			LT	2,200	3,050	3,000	1,600	350	0	0.0	0	0.0
2001	589			LT	2,150	3,000	2,950	1,600	170	1	0.2	0	0.0
2002	589			LT	2,000	2,800	2,700	1,450	360	6	1.4	0	0.0
2003	589			LT	2,150	2,950	2,900	1,600	390	6	1.3	0	0.0
2004	589			LT	2,300	3,200	3,150	1,700	410	5	1.0	0	0.0
2005	589			LT	2,150	2,950	2,900	1,600	540	4	0.8	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2006	589			LT	2,100	2,850	2,800	1,550	520	2	0.4	0	0.0
2007	589			LT	2,100	2,900	2,950	1,550	320	4	0.9	0	0.0
2008	589			LT	2,100	2,900	2,750	1,550	320	3	0.6	0	0.0
2009	589			LT	2,100	2,850	2,750	1,550	210	4	0.9	0	0.0
2010	589			LT	2,100	2,800	2,750	1,550	210	4	0.9	1	0.2
2011	589			LT	2,050	2,650	2,700	1,700	180	5	1.1	0	0.0
2012	589			LT	2,150	2,800	2,650	1,650	190	4	0.8	0	0.0
2013	589			LT	2,050	2,700	2,650	1,550	170	5	1.1	0	0.0
2014	589			LT	2,050	2,700	2,700	1,550	330	2	0.4	0	0.0
2015	589			LT	2,050	2,700	2,700	1,550	330	7	1.5	0	0.0
2017	589			LT	2,200	2,800	2,800	1,850	350	2	0.4	0	0.0
2018	589			LT	2,150	2,750	2,750	1,800	350	5	1.0	0	0.0
2019	589			LT	2,150	2,750	2,750	1,800	350	2	0.4	0	0.0
2021	589			LT	2,200	2,750	2,750	1,850	350	4	0.8	0	0.0
1997	589	KAM CURRENT RD (E&W) LAPPE CHURCH	1.6	LT	1,350	1,900	1,850	1,000	120	1	1.3	0	0.0
1998	589			LT	1,400	1,950	1,900	1,000	130	0	0.0	0	0.0
1999	589			LT	1,450	2,000	1,950	1,050	130	0	0.0	0	0.0
2000	589			LT	1,500	2,100	2,050	1,100	140	2	2.3	0	0.0
2001	589			LT	1,500	2,100	2,050	1,100	140	1	1.2	0	0.0
2002	589			LT	1,600	2,250	2,200	1,150	140	0	0.0	0	0.0
2003	589			LT	1,550	2,150	2,100	1,150	140	1	1.1	0	0.0
2004	589			LT	1,550	2,150	2,100	1,150	140	2	2.2	0	0.0
2005	589			LT	1,550	2,150	2,100	1,150	140	2	2.3	0	0.0
2006	589			LT	1,600	2,200	2,150	1,200	140	1	1.1	0	0.0
2007	589			LT	1,600	2,200	2,250	1,200	320	0	0.0	0	0.0
2008	589			LT	1,650	2,250	2,150	1,200	330	2	2.1	0	0.0
2009	589			LT	1,700	2,300	2,250	1,250	660	2	2.1	0	0.0
2010	589			LT	1,700	2,300	2,250	1,250	660	0	0.0	0	0.0
2011	589			T	1,750	2,400	2,350	1,350	120	0	0.0	0	0.0
2012	589			T	1,650	2,400	2,400	1,050	120	1	1.1	0	0.0
2013	589			T	1,750	2,550	2,500	1,100	120	0	0.0	0	0.0
2014	589			LT	1,800	2,350	2,400	1,350	460	1	1.0	0	0.0
2015	589			LT	1,800	2,350	2,400	1,350	460	1	1.0	0	0.0
2016	589			LT	1,800	2,350	2,400	1,350	460	0	0.0	0	0.0
2017	589			LT	1,750	2,200	2,250	1,450	190	1	1.0	0	0.0
2018	589			LT	1,800	2,300	2,300	1,500	200	1	1.0	0	0.0
2019	589			LT	1,750	2,200	2,250	1,450	190	0	0.0	0	0.0
2021	589			LT	1,800	2,250	2,250	1,500	200	2	1.9	0	0.0
1988	589	SEC HWY 591 (W) MOVING POST RD (E) (LAPPE)	9.5	HT	500	1,000	900	220	100	4	2.3	0	0.0
1989	589			HT	550	1,100	1,000	250	120	10	5.2	1	0.5
1990	589			T	550	1,000	960	340	100	2	1.0	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1991	589			T	550	1,000	950	340	100	5	2.6	1	0.5
1992	589			T	550	1,000	970	340	100	4	2.1	0	0.0
1993	589			HR	600	1,050	860	370	100	2	1.0	0	0.0
1994	589			HR	610	1,100	880	370	100	4	1.9	0	0.0
1995	589			HR	630	1,100	890	370	100	3	1.4	0	0.0
1996	589			LR	640	1,050	860	430	130	4	1.8	0	0.0
1997	589			LT	670	940	920	500	140	1	0.4	0	0.0
1998	589			LT	690	970	950	500	140	3	1.2	0	0.0
1999	589			LT	710	990	970	520	150	3	1.2	0	0.0
2000	589			LT	730	1,000	1,000	530	150	0	0.0	0	0.0
2001	589			LT	750	1,050	1,000	550	160	3	1.1	0	0.0
2002	589			LT	770	1,100	1,050	560	40	2	0.7	0	0.0
2003	589			LT	740	1,000	1,000	550	40	1	0.4	0	0.0
2004	589			LT	750	1,050	1,000	550	40	5	1.9	0	0.0
2005	589			LT	830	1,150	1,100	610	170	2	0.7	0	0.0
2006	589			LT	770	1,050	1,050	570	160	8	3.0	0	0.0
2007	589			LT	660	910	930	480	10	1	0.4	0	0.0
2008	589			LT	790	1,100	1,050	580	20	4	1.5	0	0.0
2009	589			LT	800	1,100	1,050	590	20	2	0.7	0	0.0
2010	589			LT	810	1,100	1,050	600	20	3	1.1	0	0.0
2011	589			LT	820	1,050	1,050	670	20	3	1.1	0	0.0
2012	589			LT	820	1,050	1,000	620	20	3	1.0	0	0.0
2013	589			LT	840	1,100	1,100	630	20	2	0.7	0	0.0
2014	589			LT	860	1,100	1,150	650	20	2	0.7	0	0.0
2015	589			LT	860	1,100	1,150	650	20	2	0.7	0	0.0
2016	589			LT	840	1,100	1,100	630	20	2	0.7	0	0.0
2017	589			LT	800	1,000	1,000	670	100	0	0.0	0	0.0
2018	589			LT	780	990	990	650	90	6	2.2	0	0.0
2019	589			LT	770	980	980	640	90	3	1.1	0	0.0
2021	589			LT	750	940	940	630	90	1	0.4	0	0.0
1993	589	HOWCUM LAKE RD (E) JACQUES TWP	8.7	HR	150	270	210	90	20	0	0.0	0	0.0
1994	589			HR	280	500	400	170	30	0	0.0	0	0.0
1995	589			HR	220	390	310	130	20	0	0.0	0	0.0
1996	589			HR	150	260	210	90	20	2	4.2	0	0.0
1997	589			SC	110	120	130	100	10	2	5.7	0	0.0
1998	589			SC	60	60	70	50	10	0	0.0	0	0.0
1999	589			SC	180	190	210	160	20	0	0.0	0	0.0
2000	589			SC	180	190	210	160	20	0	0.0	0	0.0
2001	589			SC	300	320	350	260	30	1	1.0	0	0.0
2002	589			SC	350	370	410	310	40	0	0.0	0	0.0
2003	589			SC	260	270	300	230	30	1	1.2	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2004	589			SC	270	290	320	240	30	1	1.2	0	0.0
2005	589			SC	260	280	300	230	30	0	0.0	0	0.0
2006	589			SC	260	280	300	230	30	1	1.2	0	0.0
2007	589			SC	240	250	280	210	20	0	0.0	0	0.0
2008	589			SC	230	240	230	200	20	0	0.0	0	0.0
2009	589			LR	270	410	330	180	30	1	1.2	0	0.0
2010	589			LR	150	220	180	100	20	0	0.0	0	0.0
2011	589			LR	260	400	380	180	30	1	1.2	0	0.0
2012	589			LR	150	220	220	100	20	0	0.0	0	0.0
2013	589			LR	240	360	410	160	20	2	2.6	0	0.0
2014	589			CTR	230	280	280	200	20	0	0.0	0	0.0
2015	589			CTR	240	290	300	200	20	0	0.0	0	0.0
2016	589			CTR	240	290	300	200	20	0	0.0	0	0.0
2017	589			CTR	250	330	330	200	20	0	0.0	0	0.0
2018	589			CTR	250	330	330	200	20	1	1.3	0	0.0
2019	589			CTR	250	330	330	200	20	1	1.3	0	0.0
2021	589			CTR	200	260	260	160	0	1	1.6	0	0.0
2021	589	MARY LK RD HWY END (MTO) SIGN END OF HWY											
1988	590	HWYS 11/17	5.7	CR	1,300	1,650	1,550	1,100	160	6	2.2	1	0.4
1989	590			CR	1,350	1,750	1,600	1,150	160	5	1.8	1	0.4
1990	590			CR	1,400	1,750	1,600	1,250	170	1	0.3	0	0.0
1991	590			CR	1,550	1,900	1,800	1,400	190	0	0.0	0	0.0
1992	590			CR	1,650	2,050	1,900	1,500	200	3	0.9	0	0.0
1993	590			LT	1,750	2,400	2,150	1,300	120	8	2.2	0	0.0
1994	590			LT	1,600	2,350	2,250	1,150	110	6	1.8	1	0.3
1995	590			LT	1,650	2,350	2,300	1,200	120	8	2.3	0	0.0
1996	590			LT	1,400	2,000	1,950	1,050	100	1	0.3	0	0.0
1997	590			CR	1,700	2,100	2,000	1,450	120	4	1.1	0	0.0
1998	590			CR	1,750	2,150	2,050	1,500	120	3	0.8	0	0.0
1999	590			CR	1,800	2,200	2,100	1,550	200	4	1.1	0	0.0
2000	590			CR	1,650	2,050	1,950	1,400	180	6	1.7	0	0.0
2001	590			CR	1,600	1,950	1,900	1,350	180	7	2.1	0	0.0
2002	590			CR	1,600	1,950	1,900	1,350	140	7	2.1	0	0.0
2003	590			CR	1,600	1,950	1,850	1,350	140	8	2.4	0	0.0
2004	590			IR	1,650	2,050	1,850	1,400	280	3	0.9	1	0.3
2005	590			CR	1,450	1,750	1,700	1,200	140	4	1.3	0	0.0
2006	590			CR	1,550	1,900	1,800	1,300	140	1	0.3	0	0.0
2007	590			CR	1,500	1,800	1,800	1,250	150	3	1.0	0	0.0
2008	590			CR	1,550	1,900	1,850	1,300	190	7	2.2	0	0.0
2009	590			CR	1,500	1,800	1,750	1,300	140	6	1.9	0	0.0
2010	590			CR	1,500	1,800	1,750	1,250	140	2	0.6	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2011	590			LT	1,350	1,750	1,750	1,100	140	5	1.8	0	0.0
2012	590			LT	1,500	1,950	1,850	1,150	150	0	0.0	0	0.0
2013	590			LT	1,450	1,900	1,900	1,100	160	2	0.7	0	0.0
2014	590			LT	1,450	1,900	1,950	1,100	200	7	2.3	0	0.0
2015	590			LT	1,450	1,900	1,950	1,100	200	4	1.3	0	0.0
2016	590			LT	1,450	1,900	1,950	1,100	200	3	1.0	0	0.0
2017	590			LT	1,500	1,900	1,900	1,250	220	4	1.3	0	0.0
2018	590			LT	1,550	1,950	1,950	1,300	230	4	1.2	0	0.0
2019	590			LT	1,500	1,900	1,900	1,250	220	2	0.6	0	0.0
2021	590			LT	1,550	1,950	1,950	1,300	230	1	0.3	0	0.0
1988	590	SEC HWY 595 (S) TO HYMERS SOVEREIGN RD (N)	18.0	CR	900	1,150	1,100	750	100	2	0.3	0	0.0
1989	590			CR	900	1,150	1,050	760	100	3	0.5	0	0.0
1990	590			CR	900	1,100	1,050	810	100	5	0.8	0	0.0
1991	590			CR	950	1,150	1,100	860	100	9	1.4	0	0.0
1992	590			CR	950	1,150	1,100	860	100	5	0.8	0	0.0
1993	590			LT	950	1,300	1,200	700	100	6	1.0	0	0.0
1994	590			LT	990	1,450	1,400	720	110	12	1.8	0	0.0
1995	590			LT	1,000	1,450	1,400	730	110	10	1.5	2	0.3
1996	590			CR	950	1,150	1,100	810	50	4	0.6	0	0.0
1997	590			CR	1,100	1,350	1,300	940	60	6	0.8	0	0.0
1998	590			CR	1,100	1,350	1,300	940	60	4	0.6	0	0.0
1999	590			CR	1,150	1,400	1,350	980	130	7	0.9	0	0.0
2000	590			CR	1,200	1,500	1,400	1,000	130	8	1.0	1	0.1
2001	590			CR	1,100	1,350	1,300	930	120	12	1.7	0	0.0
2002	590			CR	1,300	1,600	1,500	1,100	130	11	1.3	0	0.0
2003	590			CR	1,150	1,400	1,350	970	120	7	0.9	0	0.0
2004	590			CR	1,050	1,300	1,250	890	100	10	1.4	1	0.1
2005	590			CR	980	1,200	1,150	830	110	7	1.1	0	0.0
2006	590			CR	1,050	1,250	1,200	890	120	11	1.6	0	0.0
2007	590			IR	800	970	970	680	50	7	1.3	0	0.0
2008	590			IR	1,000	1,200	1,200	850	60	4	0.6	0	0.0
2009	590			CR	940	1,150	1,100	800	130	8	1.3	0	0.0
2010	590			CR	1,000	1,200	1,150	850	140	4	0.6	0	0.0
2011	590			LT	900	1,150	1,200	740	110	6	1.0	1	0.2
2012	590			LT	890	1,150	1,100	670	110	10	1.7	1	0.2
2013	590			LT	940	1,250	1,250	710	110	9	1.5	1	0.2
2014	590			LT	950	1,250	1,250	720	200	7	1.1	0	0.0
2015	590			LT	930	1,200	1,250	700	200	9	1.5	1	0.2
2016	590			LT	920	1,200	1,200	690	200	5	0.8	0	0.0
2017	590			LT	910	1,250	1,250	700	190	7	1.2	0	0.0
2018	590			LT	900	1,250	1,250	690	190	6	1.0	1	0.2

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2019	590			LT	890	1,250	1,250	690	190	10	1.7	0	0.0
2021	590			LT	870	1,200	1,200	670	180	7	1.2	0	0.0
2021	590	SEC HWY 588 END OF HWY											
1988	591	SEC HWY 589	2.0	HR	600	1,250	890	290	40	2	4.5	1	2.2
1989	591			HR	650	1,250	980	380	40	2	4.1	1	2.1
1990	591			HR	700	1,300	1,000	410	40	2	3.8	0	0.0
1991	591			HR	700	1,300	1,050	410	40	1	1.9	0	0.0
1992	591			HR	750	1,350	1,050	440	40	3	5.4	0	0.0
1993	591			HR	800	1,450	1,150	490	220	6	10.1	0	0.0
1994	591			HR	820	1,450	1,200	500	220	3	4.9	0	0.0
1995	591			HR	860	1,500	1,200	510	230	0	0.0	0	0.0
1996	591			LR	920	1,550	1,250	610	250	1	1.5	0	0.0
1997	591			LR	920	1,550	1,250	620	250	2	2.9	0	0.0
1998	591			LR	950	1,550	1,250	630	260	0	0.0	0	0.0
1999	591			LR	910	1,500	1,200	600	130	2	3.0	0	0.0
2000	591			LR	920	1,500	1,200	610	130	0	0.0	0	0.0
2001	591			LR	890	1,450	1,150	590	120	1	1.5	0	0.0
2002	591			LR	890	1,450	1,150	600	70	2	3.0	1	1.5
2003	591			LR	900	1,400	1,150	610	70	5	7.5	0	0.0
2004	591			LR	900	1,450	1,150	600	70	0	0.0	0	0.0
2005	591			LR	870	1,350	1,100	590	20	4	6.2	0	0.0
2006	591			LR	910	1,400	1,150	610	20	3	4.4	0	0.0
2007	591			LR	910	1,450	1,350	610	10	3	4.4	0	0.0
2008	591			LR	910	1,400	1,400	620	10	1	1.5	0	0.0
2009	591			LR	910	1,400	1,150	620	40	1	1.5	0	0.0
2010	591			LR	910	1,350	1,100	620	40	2	3.0	0	0.0
2011	591			T	920	1,250	1,250	720	40	2	2.9	0	0.0
2012	591			T	910	1,300	1,350	580	40	1	1.5	0	0.0
2013	591			T	920	1,350	1,300	590	40	5	7.3	0	0.0
2014	591			LT	920	1,200	1,200	690	50	0	0.0	0	0.0
2015	591			LT	920	1,200	1,200	690	50	2	2.9	0	0.0
2016	591			LT	920	1,200	1,200	690	50	1	1.5	0	0.0
2017	591			LT	920	1,300	1,250	710	50	1	1.5	0	0.0
2018	591			LT	920	1,300	1,300	710	50	3	4.4	0	0.0
2019	591			LT	930	1,300	1,300	720	50	0	0.0	0	0.0
2021	591			LT	930	1,300	1,250	720	50	3	4.3	0	0.0
2019	591	MAPLEWARD RD	5.8	UNCL	N/A	N/A	N/A	N/A	N/A	1	N/A	0	N/A
2021	591	TROUT LAKE RD WARE TWP END OF HWY											
1997	592	HWY 11 NOVAR RD IC	12.6	T	940	1,600	1,600	580	20	0	0.0	0	0.0
1998	592			T	980	1,650	1,650	600	20	0	0.0	0	0.0
1999	592			T	1,050	1,750	1,700	650	20	0	0.0	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2000	592			T	1,100	1,800	1,750	680	20	0	0.0	0	0.0
2001	592			T	1,150	1,900	1,800	710	20	0	0.0	0	0.0
2002	592			T	1,250	2,050	1,950	780	20	0	0.0	0	0.0
2003	592			LT	1,300	1,800	1,750	960	60	0	0.0	0	0.0
2004	592			LT	1,350	1,900	1,850	990	70	3	0.5	0	0.0
2005	592			LT	1,350	1,850	1,800	990	70	4	0.6	0	0.0
2006	592			LT	1,450	2,000	1,950	1,050	60	8	1.2	1	0.2
2007	592			LT	1,450	2,000	2,050	1,050	60	4	0.6	0	0.0
2008	592			LT	1,500	2,050	1,950	1,100	60	3	0.4	0	0.0
2009	592			LT	1,500	2,050	2,000	1,100	60	3	0.4	0	0.0
2010	592			LT	1,600	2,150	2,100	1,200	60	1	0.1	0	0.0
2011	592			CTR	1,550	1,900	1,800	1,300	60	6	0.8	0	0.0
2012	592			CTR	1,650	2,000	2,000	1,400	70	1	0.1	0	0.0
2013	592			CTR	1,500	1,850	1,900	1,250	60	1	0.1	0	0.0
2014	592			CTR	1,700	2,050	2,100	1,450	70	1	0.1	0	0.0
2015	592			CTR	1,500	1,850	1,850	1,300	60	4	0.6	0	0.0
2016	592			CTR	1,750	2,150	2,150	1,500	70	2	0.2	0	0.0
2017	592			CTR	1,800	2,400	2,400	1,450	70	2	0.2	0	0.0
2018	592			CTR	1,800	2,400	2,400	1,450	70	4	0.5	0	0.0
2019	592			CTR	1,850	2,450	2,450	1,500	70	2	0.2	0	0.0
2021	592			CTR	1,950	2,550	2,550	1,600	80	3	0.3	0	0.0
1988	592	HWY 518 EMSDALE	3.9	T	200	370	350	120	10	5	17.5	0	0.0
1989	592			T	230	420	400	140	10	6	18.3	0	0.0
1990	592			T	230	420	400	140	10	10	30.5	0	0.0
1991	592			T	200	360	350	120	10	3	10.5	1	3.5
1992	592			T	200	360	350	120	10	13	45.5	1	3.5
1993	592			T	200	360	350	120	10	5	17.6	0	0.0
1994	592			T	200	360	350	120	10	3	10.5	0	0.0
1995	592			T	190	330	320	120	10	4	14.8	1	3.7
1996	592			T	180	310	310	110	10	10	38.9	0	0.0
1997	592			T	220	380	370	140	10	6	19.2	0	0.0
1998	592			T	160	270	270	100	10	2	8.8	0	0.0
1999	592			T	150	250	250	90	10	5	23.4	0	0.0
2000	592			T	140	230	220	90	10	5	25.0	0	0.0
2001	592			T	140	230	220	90	10	7	35.1	0	0.0
2002	592			T	130	210	210	80	10	3	16.2	0	0.0
2003	592			T	120	190	180	80	10	4	23.4	0	0.0
2004	592			T	110	180	170	70	10	5	31.8	0	0.0
2005	592			T	110	170	160	70	10	1	6.4	0	0.0
2006	592			T	100	150	150	60	10	2	14.0	0	0.0
2007	592			T	90	140	130	60	0	0	0.0	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2008	592			T	80	120	120	50	0	1	8.8	0	0.0
2009	592			LT	90	120	120	70	0	1	7.8	0	0.0
2010	592			LT	200	270	260	150	0	1	3.5	0	0.0
2011	592			LT	200	260	260	160	0	0	0.0	0	0.0
2012	592			LT	200	260	250	150	0	2	7.0	0	0.0
2013	592			CTR	200	240	250	170	0	1	3.5	0	0.0
2014	592			CTR	140	170	170	120	0	1	5.0	0	0.0
2015	592			CTR	250	300	310	210	0	3	8.4	0	0.0
2016	592			CTR	260	320	320	220	10	4	10.8	0	0.0
2017	592			CTR	270	360	360	220	10	3	7.8	0	0.0
2018	592			CTR	290	390	390	240	10	1	2.4	1	2.4
2019	592			CTR	300	400	400	240	10	1	2.3	0	0.0
2021	592			CTR	320	420	410	260	0	0	0.0	0	0.0
2021	592	N JCT HWY 11 END OF HWY											
1988	593	HWY 61	47.9	HR	150	310	220	70	10	3	1.1	0	0.0
1989	593			HR	150	290	220	90	10	2	0.8	1	0.4
1990	593			HR	150	280	220	90	10	0	0.0	0	0.0
1991	593			HR	150	280	220	90	10	1	0.4	1	0.4
1992	593			HR	150	270	210	90	10	0	0.0	0	0.0
1993	593			HR	150	270	210	90	20	5	1.9	1	0.4
1994	593			HR	140	250	200	90	20	1	0.4	0	0.0
1995	593			HR	140	250	200	80	20	1	0.4	1	0.4
1996	593			HR	130	230	180	80	20	4	1.8	1	0.4
1997	593			HR	140	250	200	80	20	0	0.0	0	0.0
1998	593			HR	140	240	200	80	20	1	0.4	0	0.0
1999	593			HR	140	240	190	80	20	3	1.2	2	0.8
2000	593			HR	130	220	180	80	20	2	0.9	0	0.0
2001	593			HR	120	200	160	70	20	1	0.5	0	0.0
2002	593			HR	120	200	160	70	0	3	1.4	0	0.0
2003	593			HR	120	190	160	70	0	0	0.0	0	0.0
2004	593			HR	110	180	150	70	0	1	0.5	0	0.0
2005	593			LT	110	150	150	80	10	1	0.5	0	0.0
2006	593			LT	110	150	150	80	10	1	0.5	0	0.0
2007	593			LT	110	150	160	80	20	2	1.0	1	0.5
2008	593			LT	100	140	130	70	10	0	0.0	0	0.0
2009	593			LT	100	140	130	70	10	1	0.6	0	0.0
2010	593			LT	100	130	130	70	10	1	0.6	1	0.6
2011	593			LT	100	130	130	80	10	0	0.0	0	0.0
2012	593			LT	90	120	110	70	10	1	0.6	0	0.0
2013	593			LT	90	120	120	70	10	2	1.3	0	0.0
2014	593			LT	90	120	120	70	10	1	0.6	1	0.6

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2015	593			LT	80	100	110	60	10	1	0.7	0	0.0
2016	593			LT	80	100	110	60	10	1	0.7	0	0.0
2017	593			LT	80	110	110	60	10	1	0.7	0	0.0
2018	593			LT	80	110	110	60	10	1	0.7	0	0.0
2019	593			LT	70	100	100	60	10	1	0.8	0	0.0
2021	593			LT	70	90	90	60	0	1	0.8	0	0.0
2021	593	SEC HWY 588 END OF HWY											
2021	594	E JCT HWY 17 START OF NA	3.7										
1988	594	OLSON LANDING RD (S) GORDON RD (N) TO HWY 17	4.4	LT	1,000	1,400	1,400	760	190	3	1.9	2	1.3
1989	594			LT	1,100	1,550	1,500	810	200	3	1.7	0	0.0
1990	594			LT	1,200	1,750	1,700	880	220	2	1.0	0	0.0
1991	594			LT	1,200	1,700	1,600	890	220	5	2.6	0	0.0
1992	594			LT	1,200	1,650	1,600	920	220	0	0.0	0	0.0
1993	594			LT	1,400	1,950	1,750	1,050	250	4	1.8	0	0.0
1994	594			LT	1,500	2,200	2,100	1,100	270	2	0.8	0	0.0
1995	594			HR	1,800	3,200	2,550	1,050	320	4	1.4	0	0.0
1996	594			HR	1,650	2,900	2,350	980	300	1	0.4	0	0.0
1997	594			HR	1,750	3,100	2,500	1,050	320	2	0.7	1	0.4
1998	594			HR	1,800	3,050	2,500	1,100	160	9	3.1	1	0.3
1999	594			HR	1,800	3,050	2,500	1,100	160	5	1.7	0	0.0
2000	594			HR	1,850	3,100	2,500	1,100	170	9	3.0	1	0.3
2001	594			HR	1,850	3,100	2,500	1,100	170	1	0.3	0	0.0
2002	594			HR	1,900	3,150	2,550	1,150	210	4	1.3	1	0.3
2003	594			HR	1,950	3,150	2,550	1,200	210	7	2.3	0	0.0
2004	594			LT	1,950	2,750	2,650	1,450	140	8	2.6	0	0.0
2005	594			LT	1,900	2,600	2,550	1,400	130	8	2.6	0	0.0
2006	594			IR	2,050	2,450	2,250	1,750	140	11	3.4	1	0.3
2007	594			IR	1,900	2,300	2,300	1,600	130	10	3.3	0	0.0
2008	594			IR	1,650	2,000	1,950	1,400	360	7	2.7	0	0.0
2009	594			IR	1,850	2,200	2,000	1,550	410	4	1.4	0	0.0
2010	594			CTR	1,700	2,050	2,000	1,450	240	9	3.3	0	0.0
2011	594			CTR	1,850	2,250	2,150	1,550	260	6	2.0	0	0.0
2012	594			CTR	1,850	2,250	2,200	1,600	250	8	2.7	0	0.0
2013	594			CTR	1,550	1,900	1,950	1,300	210	11	4.5	0	0.0
2014	594			CTR	1,850	2,250	2,300	1,550	250	5	1.7	0	0.0
2015	594			CTR	1,900	2,300	2,350	1,600	260	5	1.7	0	0.0
2016	594			CTR	1,900	2,300	2,350	1,600	260	13	4.3	1	0.3
2017	594			CTR	2,000	2,650	2,650	1,650	240	5	1.6	0	0.0
2018	594			CTR	1,900	2,550	2,550	1,550	230	4	1.3	1	0.3
2019	594			CTR	1,900	2,550	2,500	1,550	230	5	1.7	0	0.0
2021	594			CTR	1,900	2,500	2,450	1,550	230	8	2.6	1	0.3

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1988	594	SEC HWY 502	21.5	CTR	200	260	240	170	40	1	0.6	0	0.0
1989	594			LT	300	420	410	220	80	2	0.8	0	0.0
1990	594			LT	300	440	420	220	80	2	0.8	0	0.0
1991	594			LT	250	350	340	180	70	4	2.0	0	0.0
1992	594			LT	200	280	270	150	50	3	1.9	0	0.0
1993	594			LT	200	280	250	150	50	1	0.6	0	0.0
1994	594			LT	190	280	270	140	50	1	0.7	0	0.0
1995	594			LT	200	290	280	150	50	2	1.3	0	0.0
1996	594			LT	170	240	230	120	50	1	0.7	0	0.0
1997	594			LT	160	230	220	120	40	1	0.8	0	0.0
1998	594			LT	140	200	190	100	10	2	1.8	0	0.0
1999	594			LT	130	180	180	90	10	2	2.0	0	0.0
2000	594			LT	200	280	270	150	20	2	1.3	1	0.6
2001	594			LT	200	280	270	150	10	4	2.5	0	0.0
2002	594			LT	210	290	290	150	10	3	1.8	0	0.0
2003	594			LT	210	290	280	160	10	7	4.2	0	0.0
2004	594			T	240	390	380	150	20	9	4.8	0	0.0
2005	594			T	220	340	330	140	20	6	3.5	0	0.0
2006	594			T	220	340	330	140	40	6	3.5	0	0.0
2007	594			T	230	360	340	140	40	3	1.7	0	0.0
2008	594			T	230	350	340	150	20	6	3.3	0	0.0
2009	594			T	240	350	340	150	20	6	3.2	1	0.5
2010	594			CTR	240	290	280	200	20	4	2.1	0	0.0
2011	594			CTR	260	320	300	220	30	3	1.5	0	0.0
2012	594			CTR	260	320	310	220	30	8	3.9	0	0.0
2013	594			CTR	330	400	410	280	30	4	1.5	0	0.0
2014	594			CTR	280	340	340	240	30	5	2.3	0	0.0
2015	594			CTR	290	350	360	250	30	3	1.3	0	0.0
2016	594			CTR	290	350	360	250	30	6	2.6	1	0.4
2017	594			CTR	300	400	400	240	30	7	3.0	2	0.8
2018	594			CTR	310	410	410	250	30	4	1.6	0	0.0
2019	594			CTR	310	410	410	250	30	2	0.8	0	0.0
2021	594			IR	310	350	350	270	0	5	2.1	0	0.0
1988	594	AIRPORT ROAD (S)	8.1	LT	400	570	560	300	60	0	0.0	0	0.0
1989	594			LT	450	630	620	330	70	2	1.5	0	0.0
1990	594			LT	450	660	630	330	70	1	0.8	0	0.0
1991	594			LT	400	560	540	300	60	2	1.7	0	0.0
1992	594			LT	400	560	540	310	60	1	0.8	0	0.0
1993	594			LT	400	550	500	290	60	1	0.8	0	0.0
1994	594			LT	470	690	660	340	70	4	2.9	0	0.0
1995	594			LT	480	690	670	350	70	3	2.1	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1996	594			LT	500	710	690	370	80	3	2.0	0	0.0
1997	594			LT	510	720	700	380	80	1	0.7	0	0.0
1998	594			LT	530	740	730	390	80	0	0.0	0	0.0
1999	594			LT	510	710	690	370	80	0	0.0	0	0.0
2000	594			LT	510	710	700	370	80	2	1.3	0	0.0
2001	594			LT	490	690	670	360	70	4	2.8	0	0.0
2002	594			LT	520	730	710	380	80	3	2.0	1	0.7
2003	594			LT	520	720	700	380	80	3	2.0	0	0.0
2004	594			LT	520	730	710	380	80	6	3.9	0	0.0
2005	594			LT	460	630	620	340	70	3	2.2	0	0.0
2006	594			LT	430	590	570	320	60	2	1.6	0	0.0
2007	594			LT	400	550	560	290	60	4	3.4	0	0.0
2008	594			LT	420	580	550	310	60	1	0.8	0	0.0
2009	594			LT	410	550	540	300	60	2	1.7	0	0.0
2010	594			LT	300	400	400	220	40	2	2.3	0	0.0
2011	594			LT	330	420	430	270	50	3	3.1	0	0.0
2012	594			CTR	330	400	400	280	50	1	1.0	0	0.0
2013	594			CTR	380	460	480	320	60	1	0.9	0	0.0
2014	594			CTR	350	430	430	300	50	2	1.9	0	0.0
2015	594			CTR	340	410	420	290	50	4	4.0	1	1.0
2016	594			CTR	330	400	410	280	50	2	2.1	0	0.0
2017	594			CTR	350	470	470	290	50	0	0.0	0	0.0
2018	594			CTR	350	470	470	290	50	2	1.9	0	0.0
2019	594			CTR	350	470	460	280	50	1	1.0	0	0.0
2021	594			CR	350	400	410	320	0	0	0.0	0	0.0
2021	594	W JCT HWY 17 END OF HWY											
1988	595	SEC HWY 597	20.9	CTR	150	200	180	130	30	0	0.0	0	0.0
1989	595			CTR	150	190	180	130	30	2	1.7	0	0.0
1990	595			CTR	150	190	180	130	30	0	0.0	0	0.0
1991	595			CTR	150	190	190	130	30	0	0.0	0	0.0
1992	595			CTR	150	180	180	130	30	2	1.7	0	0.0
1993	595			UC	150	160	170	140	30	0	0.0	0	0.0
1994	595			UC	150	160	170	140	30	0	0.0	0	0.0
1995	595			UC	150	160	170	140	30	2	1.7	0	0.0
1996	595			C	110	120	130	100	30	1	1.2	0	0.0
1997	595			C	160	180	180	140	40	1	0.8	0	0.0
1998	595			C	160	180	180	140	40	1	0.8	0	0.0
1999	595			C	190	210	210	170	10	3	2.1	0	0.0
2000	595			C	210	240	240	190	10	4	2.5	1	0.6
2001	595			C	220	250	250	200	10	1	0.6	0	0.0
2002	595			C	180	200	200	160	10	1	0.7	1	0.7

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2003	595			C	180	200	200	160	10	1	0.7	0	0.0
2004	595			C	170	190	190	150	10	0	0.0	0	0.0
2005	595			C	190	210	210	170	20	1	0.7	0	0.0
2006	595			C	190	210	210	170	20	1	0.7	0	0.0
2007	595			C	200	220	230	180	60	1	0.7	0	0.0
2008	595			C	200	220	220	180	60	0	0.0	0	0.0
2009	595			C	190	210	210	170	60	0	0.0	0	0.0
2010	595			C	210	230	230	190	60	3	1.9	0	0.0
2011	595			C	210	230	230	190	60	1	0.6	0	0.0
2012	595			C	150	170	160	140	40	0	0.0	0	0.0
2013	595			C	210	230	230	190	60	0	0.0	0	0.0
2014	595			C	210	230	220	190	60	2	1.2	0	0.0
2015	595			C	210	230	220	190	60	0	0.0	0	0.0
2016	595			C	210	230	220	190	60	1	0.6	0	0.0
2017	595			C	220	240	240	200	70	0	0.0	0	0.0
2018	595			C	220	240	240	200	70	3	1.8	1	0.6
2019	595			C	220	240	240	200	70	2	1.2	1	0.6
2021	595			C	230	250	250	210	70	1	0.6	0	0.0
1988	595	SEC HWY 608 (E) SOUTH GILLIES	6.2	CTR	300	390	370	250	40	1	1.5	1	1.5
1989	595			CTR	300	380	360	260	40	2	3.0	0	0.0
1990	595			CTR	300	380	350	260	40	2	3.0	0	0.0
1991	595			CTR	280	350	350	240	30	5	7.9	0	0.0
1992	595			CTR	280	340	330	240	30	1	1.6	0	0.0
1993	595			UC	250	260	280	230	20	1	1.8	0	0.0
1994	595			UC	260	280	300	240	20	7	12.0	0	0.0
1995	595			UC	260	270	300	240	20	7	12.0	0	0.0
1996	595			C	250	280	280	230	50	3	5.3	0	0.0
1997	595			C	250	280	280	220	50	4	7.1	0	0.0
1998	595			C	240	270	270	220	50	4	7.4	0	0.0
1999	595			C	250	280	280	220	20	3	5.3	1	1.8
2000	595			C	250	280	280	220	20	1	1.8	0	0.0
2001	595			C	260	290	290	230	20	5	8.6	0	0.0
2002	595			C	260	290	290	230	20	7	12.0	0	0.0
2003	595			C	260	290	290	230	20	3	5.1	0	0.0
2004	595			C	270	300	300	240	20	5	8.2	0	0.0
2005	595			C	280	310	310	250	0	7	11.1	0	0.0
2006	595			C	280	310	310	250	0	3	4.8	0	0.0
2007	595			C	280	310	320	250	20	7	11.1	1	1.6
2008	595			C	280	310	300	250	20	4	6.3	0	0.0
2009	595			IR	310	370	340	260	20	0	0.0	0	0.0
2010	595			IR	290	350	320	250	20	4	6.1	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2011	595			IR	290	350	340	250	20	1	1.5	0	0.0
2012	595			IR	300	360	350	260	20	6	8.9	0	0.0
2013	595			IR	300	360	380	260	20	1	1.5	0	0.0
2014	595			IC	350	390	390	310	20	2	2.5	0	0.0
2015	595			IC	310	340	340	270	20	2	2.9	0	0.0
2016	595			IC	320	350	350	280	20	5	6.9	0	0.0
2017	595			IC	320	350	350	290	20	7	9.7	1	1.4
2018	595			IC	320	350	350	290	20	6	8.3	0	0.0
2019	595			IC	330	360	360	300	20	3	4.0	0	0.0
2021	595			IC	330	360	360	300	20	1	1.3	0	0.0
2019	595	SEC HWY 588	12.3	UNCL	N/A	N/A	N/A	N/A	N/A	2	N/A	0	N/A
2021	595	SEC HWY 590 (E&W) END OF HWY											
2021	596	HWY 17 START ON NA	5.8										
1988	596	HWY 17A	8.7	LT	1,150	1,650	1,600	870	60	8	2.2	2	0.5
1989	596			LT	1,250	1,750	1,700	920	60	4	1.0	0	0.0
1990	596			LT	1,350	1,950	1,900	990	70	4	0.9	1	0.2
1991	596			LT	1,400	1,950	1,900	1,050	30	3	0.7	0	0.0
1992	596			LT	1,400	1,950	1,900	1,100	30	7	1.6	0	0.0
1993	596			LT	1,400	1,950	1,750	1,050	30	7	1.6	0	0.0
1994	596			LT	1,500	2,200	2,100	1,100	30	7	1.5	0	0.0
1995	596			LT	1,500	2,150	2,100	1,100	30	6	1.3	0	0.0
1996	596			LT	1,650	2,350	2,250	1,200	30	8	1.5	0	0.0
1997	596			LT	1,700	2,400	2,350	1,250	30	11	2.0	0	0.0
1998	596			LT	1,800	2,500	2,450	1,300	90	6	1.1	0	0.0
1999	596			LT	2,200	3,050	3,000	1,600	110	10	1.4	0	0.0
2000	596			LT	2,050	2,850	2,800	1,500	100	4	0.6	0	0.0
2001	596			LT	1,950	2,750	2,650	1,450	80	15	2.4	0	0.0
2002	596			LT	1,800	2,500	2,450	1,300	70	9	1.6	0	0.0
2003	596			LT	1,700	2,350	2,300	1,250	70	12	2.2	0	0.0
2004	596			LT	1,550	2,150	2,100	1,150	60	9	1.8	0	0.0
2005	596			LT	1,650	2,250	2,200	1,200	70	16	3.1	0	0.0
2006	596			LT	1,300	1,800	1,750	960	60	13	3.2	0	0.0
2007	596			LT	1,600	2,200	2,250	1,200	80	18	3.6	0	0.0
2008	596			LT	1,450	2,000	1,900	1,050	70	12	2.6	0	0.0
2009	596			LT	1,550	2,100	2,050	1,150	80	12	2.4	0	0.0
2010	596			LT	1,600	2,150	2,100	1,200	140	11	2.2	0	0.0
2011	596			LT	1,250	1,600	1,650	1,050	110	9	2.3	0	0.0
2012	596			CTR	1,250	1,500	1,500	1,050	70	10	2.5	0	0.0
2013	596			CTR	1,200	1,450	1,500	1,000	120	10	2.6	0	0.0
2014	596			CTR	1,350	1,650	1,650	1,150	130	8	1.9	1	0.2
2015	596			CTR	1,300	1,600	1,600	1,100	120	8	1.9	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2016	596			CTR	1,300	1,600	1,600	1,100	120	6	1.5	0	0.0
2017	596			CTR	1,250	1,650	1,650	1,000	120	4	1.0	0	0.0
2018	596			CTR	1,250	1,650	1,650	1,000	120	3	0.8	0	0.0
2019	596			CTR	1,200	1,600	1,600	980	120	3	0.8	0	0.0
2021	596			CTR	1,150	1,500	1,500	940	120	3	0.8	0	0.0
1988	596	SEC HWY 641	30.0	T	600	1,100	1,050	370	70	12	1.8	1	0.2
1989	596			T	650	1,200	1,150	410	70	6	0.8	0	0.0
1990	596			T	680	1,250	1,200	420	70	7	0.9	0	0.0
1991	596			T	700	1,250	1,200	430	80	11	1.4	2	0.3
1992	596			T	700	1,250	1,250	430	80	7	0.9	0	0.0
1993	596			T	700	1,250	1,250	430	80	20	2.6	0	0.0
1994	596			T	730	1,300	1,300	450	80	7	0.9	0	0.0
1995	596			LR	730	1,250	990	480	40	12	1.5	0	0.0
1996	596			LR	770	1,300	1,050	510	40	12	1.4	0	0.0
1997	596			LR	790	1,350	1,050	530	40	10	1.2	0	0.0
1998	596			LR	810	1,350	1,100	530	40	9	1.0	0	0.0
1999	596			LR	790	1,300	1,050	520	40	14	1.6	0	0.0
2000	596			LR	800	1,300	1,050	530	50	12	1.4	1	0.1
2001	596			LR	830	1,350	1,100	550	20	21	2.3	0	0.0
2002	596			LR	810	1,300	1,050	550	20	20	2.3	0	0.0
2003	596			LR	820	1,300	1,050	550	20	15	1.7	1	0.1
2004	596			LR	820	1,350	1,050	550	30	22	2.4	0	0.0
2005	596			LR	780	1,200	980	530	30	23	2.7	0	0.0
2006	596			LR	820	1,300	1,050	550	150	16	1.8	1	0.1
2007	596			LR	750	1,200	1,150	510	140	17	2.1	0	0.0
2008	596			LR	650	1,000	990	450	40	22	3.1	0	0.0
2009	596			LR	750	1,150	930	510	40	20	2.4	0	0.0
2010	596			LR	650	970	800	440	30	11	1.5	0	0.0
2011	596			LR	750	1,150	1,100	530	40	10	1.2	0	0.0
2012	596			LT	750	980	930	570	40	11	1.3	0	0.0
2013	596			CTR	730	890	920	620	160	9	1.1	0	0.0
2014	596			CTR	730	890	900	620	160	8	1.0	0	0.0
2015	596			CTR	730	890	900	620	160	10	1.2	0	0.0
2016	596			CTR	730	890	900	620	160	9	1.1	0	0.0
2017	596			CTR	720	960	960	590	80	3	0.4	0	0.0
2018	596			CTR	720	960	960	590	80	3	0.4	0	0.0
2019	596			CTR	720	960	960	590	80	4	0.5	0	0.0
2021	596			CTR	710	930	920	580	80	4	0.5	0	0.0
1988	596	SEC HWY 525	3.7	T	400	730	700	240	50	0	0.0	0	0.0
1989	596			T	400	720	700	250	50	1	1.9	0	0.0
1990	596			T	400	730	700	250	50	1	1.9	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1991	596			T	400	720	690	250	50	0	0.0	0	0.0
1992	596			T	400	720	700	250	50	0	0.0	0	0.0
1993	596			T	400	720	700	250	50	1	1.9	0	0.0
1994	596			T	430	780	760	270	50	0	0.0	0	0.0
1995	596			T	420	730	710	260	20	0	0.0	0	0.0
1996	596			T	440	770	750	270	20	1	1.7	0	0.0
1997	596			T	450	770	760	280	20	1	1.6	0	0.0
1998	596			T	460	780	770	280	20	0	0.0	0	0.0
1999	596			T	390	660	640	240	20	3	5.7	1	1.9
2000	596			T	380	630	600	240	20	0	0.0	0	0.0
2001	596			T	370	610	580	230	10	0	0.0	0	0.0
2002	596			T	350	570	550	220	10	1	2.1	0	0.0
2003	596			T	340	540	510	210	10	4	8.7	0	0.0
2004	596			HT	310	540	490	140	20	1	2.4	1	2.4
2005	596			HT	300	490	430	140	20	0	0.0	0	0.0
2006	596			LT	280	380	370	210	40	3	7.9	0	0.0
2007	596			LT	310	430	440	230	40	3	7.2	1	2.4
2008	596			LT	300	410	390	220	40	3	7.4	0	0.0
2009	596			LT	420	570	550	310	60	5	8.8	0	0.0
2010	596			T	500	730	700	320	40	1	1.5	0	0.0
2011	596			T	330	450	440	260	20	3	6.7	0	0.0
2012	596			T	330	480	480	210	20	2	4.5	0	0.0
2013	596			CTR	300	370	380	250	60	1	2.5	0	0.0
2014	596			CTR	310	380	380	260	60	0	0.0	0	0.0
2015	596			CTR	310	380	380	260	60	0	0.0	0	0.0
2016	596			CTR	300	370	370	260	60	0	0.0	0	0.0
2017	596			CTR	300	400	400	240	60	0	0.0	0	0.0
2018	596			CTR	290	390	390	240	60	1	2.6	0	0.0
2019	596			CTR	290	390	380	240	60	1	2.6	0	0.0
2021	596			IR	320	370	380	290	10	1	2.3	0	0.0
2021	596	MINAKI MTO SIGN HWY END											
1988	597	SEC HWY 608	10.9	IC	250	290	280	220	20	1	1.0	0	0.0
1989	597			IC	280	320	320	250	30	0	0.0	0	0.0
1990	597			IC	280	320	310	250	30	5	4.5	1	0.9
1991	597			IC	280	320	310	250	30	3	2.7	0	0.0
1992	597			IC	280	310	310	250	30	1	0.9	0	0.0
1993	597			IC	300	340	340	270	10	2	1.7	0	0.0
1994	597			IC	310	350	350	280	10	0	0.0	0	0.0
1995	597			IC	320	360	360	290	10	1	0.8	0	0.0
1996	597			C	320	360	360	290	10	1	0.8	0	0.0
1997	597			C	340	380	390	310	10	1	0.7	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1998	597			C	350	400	400	320	10	2	1.4	1	0.7
1999	597			C	350	390	400	320	40	1	0.7	0	0.0
2000	597			C	350	400	400	320	40	3	2.2	0	0.0
2001	597			C	320	360	360	290	40	2	1.6	0	0.0
2002	597			C	360	400	410	320	10	1	0.7	0	0.0
2003	597			C	310	350	350	280	10	4	3.2	0	0.0
2004	597			C	310	350	350	280	10	1	0.8	0	0.0
2005	597			C	260	290	290	230	10	0	0.0	0	0.0
2006	597			C	300	330	340	270	10	0	0.0	0	0.0
2007	597			LT	270	370	380	200	20	2	1.9	0	0.0
2008	597			LT	290	400	380	210	20	1	0.9	0	0.0
2009	597			C	270	300	300	240	20	0	0.0	0	0.0
2010	597			C	280	310	310	250	20	1	0.9	0	0.0
2011	597			C	280	310	310	250	20	0	0.0	0	0.0
2012	597			C	270	300	290	240	20	0	0.0	0	0.0
2013	597			C	270	300	290	240	20	2	1.9	0	0.0
2014	597			UC	340	340	330	320	20	1	0.7	0	0.0
2015	597			UC	270	270	260	260	20	3	2.8	0	0.0
2016	597			UC	270	270	260	260	20	0	0.0	0	0.0
2017	597			UC	270	270	270	260	20	1	0.9	0	0.0
2018	597			UC	260	260	260	250	20	2	1.9	0	0.0
2019	597			UC	260	260	260	250	20	4	3.9	2	1.9
2021	597			C	260	280	280	240	0	1	1.0	0	0.0
2019	597	SEC HWY 595 (W)	4.5	UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2021	597				N/A	N/A	N/A	N/A	N/A	1	N/A	0	N/A
2021	597	CLOUD LAKE RD (E) PARDEE RD (S) END OF HWY											
1988	599	HWY 17	59.6	LT	650	920	920	490	110	12	0.8	4	0.3
1989	599			LT	700	970	970	520	80	9	0.6	0	0.0
1990	599			LT	700	1,000	980	510	80	11	0.7	1	0.1
1991	599			LT	650	910	880	480	80	3	0.2	0	0.0
1992	599			LT	600	830	810	460	60	7	0.5	0	0.0
1993	599			LT	550	760	680	400	100	9	0.8	2	0.2
1994	599			LT	560	820	790	410	110	10	0.8	2	0.2
1995	599			LT	550	790	770	400	100	10	0.8	1	0.1
1996	599			LT	500	710	690	370	100	8	0.7	0	0.0
1997	599			LT	510	720	700	380	100	9	0.8	2	0.2
1998	599			LT	500	700	680	360	120	9	0.8	0	0.0
1999	599			LT	500	700	680	360	70	11	1.0	1	0.1
2000	599			LT	500	700	680	360	70	12	1.1	4	0.4
2001	599			LT	500	700	680	370	70	11	1.0	0	0.0
2002	599			LT	480	670	650	350	70	9	0.9	1	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2003	599			LT	480	660	650	350	70	16	1.5	2	0.2
2004	599			LT	500	700	680	370	70	6	0.5	2	0.2
2005	599			LT	470	640	630	350	40	6	0.6	1	0.1
2006	599			LT	450	620	600	330	40	8	0.8	2	0.2
2007	599			LT	460	630	650	340	50	6	0.6	2	0.2
2008	599			LT	380	520	500	280	40	8	1.0	1	0.1
2009	599			LT	220	300	290	160	40	1	0.2	0	0.0
2010	599			LT	400	540	530	300	70	6	0.7	0	0.0
2011	599			LT	360	460	470	300	60	7	0.9	3	0.4
2012	599			LT	230	300	290	170	40	2	0.4	0	0.0
2013	599			LT	330	430	430	250	130	5	0.7	0	0.0
2014	599			LT	300	390	400	230	120	2	0.3	0	0.0
2015	599			LT	290	380	390	220	110	6	1.0	0	0.0
2016	599			LT	270	350	360	200	110	6	1.0	1	0.2
2017	599			LT	300	420	420	230	120	7	1.1	1	0.2
2018	599			LT	300	420	420	230	120	7	1.1	2	0.3
2019	599			LT	300	420	420	230	120	10	1.5	2	0.3
2021	599			LT	310	430	420	240	120	4	0.6	0	0.0
1988	599	SEC HWY 642	76.1	IT	200	290	270	150	40	3	0.5	1	0.2
1989	599			LT	200	280	280	150	50	8	1.4	1	0.2
1990	599			LT	180	260	250	130	40	2	0.4	1	0.2
1991	599			LT	150	210	200	110	40	3	0.7	0	0.0
1992	599			LT	130	180	180	100	10	10	2.8	2	0.6
1993	599			LT	100	140	120	70	0	5	1.8	0	0.0
1994	599			LT	120	180	170	90	10	5	1.5	2	0.6
1995	599			LT	110	160	150	80	10	5	1.6	1	0.3
1996	599			LT	100	140	140	70	20	5	1.8	0	0.0
1997	599			LT	90	130	120	70	10	5	2.0	2	0.8
1998	599			LT	80	110	110	60	10	5	2.3	0	0.0
1999	599			LT	100	140	140	70	20	5	1.8	2	0.7
2000	599			LT	100	140	140	70	20	6	2.2	1	0.4
2001	599			LT	120	170	160	90	20	5	1.5	1	0.3
2002	599			LT	120	170	160	90	30	5	1.5	1	0.3
2003	599			LT	130	180	170	100	40	6	1.7	1	0.3
2004	599			LT	130	180	180	100	40	4	1.1	1	0.3
2005	599			LT	160	220	210	120	30	2	0.5	0	0.0
2006	599			LT	130	180	170	100	30	5	1.4	2	0.6
2007	599			T	140	220	210	90	40	4	1.0	0	0.0
2008	599			T	140	210	210	90	40	4	1.0	1	0.3
2009	599			LT	120	160	160	90	20	4	1.2	0	0.0
2010	599			LT	140	190	180	100	30	6	1.5	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2011	599			LT	120	150	160	100	30	6	1.8	0	0.0
2012	599			LT	120	160	150	90	30	3	0.9	1	0.3
2013	599			LT	300	390	390	230	180	4	0.5	1	0.1
2014	599			LT	170	220	230	130	100	4	0.8	0	0.0
2015	599			LT	180	240	240	140	110	6	1.2	1	0.2
2016	599			LT	180	240	240	140	110	2	0.4	0	0.0
2017	599			LT	190	270	260	150	120	6	1.1	0	0.0
2018	599			LT	190	270	260	150	120	2	0.4	0	0.0
2019	599			LT	200	280	280	150	120	9	1.6	3	0.5
2021	599			LT	180	230	230	150	30	5	1.0	1	0.2
1988	599	SEC HWY 516 (W) MNR SILVICULTURAL CAMP (E)	104.7	IT	150	220	200	110	30	14	2.4	4	0.7
1989	599			LT	200	280	280	150	60	20	2.6	4	0.5
1990	599			LT	180	260	250	130	50	22	3.2	3	0.4
1991	599			LT	150	210	200	110	40	23	4.0	1	0.2
1992	599			LT	130	180	180	100	40	27	5.4	0	0.0
1993	599			LT	100	140	120	70	30	26	6.8	3	0.8
1994	599			LT	100	150	140	70	30	13	3.4	2	0.5
1995	599			LT	90	130	130	70	30	13	3.8	3	0.9
1996	599			LT	70	100	100	50	20	24	8.9	2	0.7
1997	599			CTR	60	80	70	50	20	7	3.1	1	0.4
1998	599			CTR	50	60	60	40	10	3	1.6	1	0.5
1999	599			CTR	50	60	60	40	10	6	3.1	1	0.5
2000	599			CTR	50	60	60	40	10	6	3.1	0	0.0
2001	599			CTR	30	40	40	30	10	3	2.6	0	0.0
2002	599			CTR	130	160	160	110	40	7	1.4	1	0.2
2003	599			CTR	130	160	160	110	40	4	0.8	0	0.0
2004	599			CTR	90	110	110	80	30	6	1.7	2	0.6
2005	599			CTR	100	120	120	80	30	2	0.5	0	0.0
2006	599			CTR	100	120	120	80	30	9	2.4	0	0.0
2007	599			CTR	110	140	140	90	30	5	1.2	0	0.0
2008	599			CTR	110	140	130	90	30	12	2.8	1	0.2
2009	599			CTR	130	160	150	110	40	6	1.2	0	0.0
2010	599			CTR	120	150	140	100	30	4	0.9	0	0.0
2011	599			CTR	150	180	180	130	40	3	0.5	1	0.2
2012	599			CTR	150	180	180	130	40	8	1.4	1	0.2
2013	599			CTR	130	160	160	110	40	6	1.2	1	0.2
2014	599			CTR	140	170	170	120	50	8	1.5	0	0.0
2015	599			CTR	150	180	180	130	50	5	0.9	0	0.0
2016	599			CTR	150	180	180	130	50	9	1.6	0	0.0
2017	599			CTR	150	200	200	120	50	6	1.0	0	0.0
2018	599			CTR	160	210	210	130	50	7	1.1	2	0.3

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2019	599			CTR	160	210	210	130	50	10	1.6	3	0.5
2021	599			IR	220	250	250	190	50	3	0.4	1	0.1
1997	599	BAND ADMIN OFFICE RD (W)	50.3	IC	60	70	70	50	10	9	8.2	4	3.6
1998	599			IC	50	60	60	40	10	9	9.8	1	1.1
1999	599			IC	50	60	60	40	10	9	9.8	1	1.1
2000	599			IC	50	60	60	40	10	7	7.6	0	0.0
2001	599			IC	130	150	150	110	20	3	1.3	0	0.0
2002	599			IC	150	170	170	130	20	9	3.3	0	0.0
2003	599			IC	170	190	190	150	20	9	2.9	1	0.3
2004	599			IC	200	220	220	180	30	9	2.4	0	0.0
2005	599			IC	220	240	250	190	30	4	1.0	1	0.2
2006	599			IC	410	460	460	360	60	7	0.9	0	0.0
2007	599			IC	360	400	410	320	50	7	1.1	4	0.6
2008	599			IC	320	350	340	280	40	7	1.2	1	0.2
2009	599			IC	310	340	350	280	40	7	1.2	3	0.5
2010	599			IC	230	250	260	200	30	10	2.4	2	0.5
2011	599			IC	280	310	320	250	40	5	1.0	1	0.2
2012	599			IC	280	310	300	250	40	2	0.4	2	0.4
2013	599			IC	280	310	310	250	40	2	0.4	1	0.2
2014	599			IC	370	410	410	330	50	5	0.7	1	0.1
2015	599			IC	390	430	430	350	50	4	0.6	1	0.1
2016	599			IC	380	420	420	340	50	3	0.4	1	0.1
2017	599			IC	360	390	400	330	50	5	0.8	2	0.3
2018	599			IC	350	390	390	320	50	9	1.4	3	0.5
2019	599			IC	340	370	380	310	50	7	1.1	3	0.5
2021	599			IR	330	370	370	290	40	8	1.3	4	0.7
1988	599	PICKLE LAKE RD (W)	0.6	IC	600	700	680	530	50	0	0.0	0	0.0
1989	599			IC	700	800	790	620	110	0	0.0	0	0.0
1990	599			IC	750	850	840	670	120	0	0.0	0	0.0
1991	599			IC	800	900	890	710	130	0	0.0	0	0.0
1992	599			IC	850	940	940	770	140	0	0.0	0	0.0
1993	599			IC	900	1,000	1,000	800	130	1	5.1	0	0.0
1994	599			IC	850	950	950	760	120	0	0.0	0	0.0
1995	599			IC	870	970	980	780	120	0	0.0	0	0.0
1996	599			IC	900	1,000	1,000	800	40	3	15.2	1	5.1
1997	599			IC	910	1,000	1,050	800	50	0	0.0	0	0.0
1998	599			IC	930	1,050	1,050	830	100	0	0.0	0	0.0
1999	599			IC	950	1,050	1,050	850	110	0	0.0	0	0.0
2000	599			IC	970	1,100	1,100	860	120	0	0.0	0	0.0
2001	599			IC	750	840	840	660	90	0	0.0	0	0.0
2002	599			IC	720	800	810	630	90	1	6.4	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2003	599			IC	740	820	830	660	90	0	0.0	0	0.0
2004	599			IC	720	810	810	640	90	1	6.3	2	12.7
2005	599			IC	590	660	660	520	70	0	0.0	0	0.0
2006	599			IC	640	710	720	570	80	0	0.0	0	0.0
2007	599			IC	650	720	740	570	80	0	0.0	0	0.0
2008	599			IC	640	710	690	560	80	0	0.0	0	0.0
2009	599			IC	600	670	670	530	70	0	0.0	0	0.0
2010	599			IC	650	720	730	580	80	0	0.0	0	0.0
2011	599			IC	550	600	630	490	70	3	24.9	1	8.3
2012	599			IC	670	740	720	590	80	1	6.8	0	0.0
2013	599			IC	500	550	550	440	100	2	18.3	1	9.1
2014	599			IC	520	580	570	460	110	2	17.6	0	0.0
2015	599			IC	500	550	550	440	100	0	0.0	0	0.0
2016	599			IC	470	520	520	420	100	0	0.0	0	0.0
2017	599			IC	450	490	500	410	130	2	20.3	2	20.3
2018	599			IC	430	470	480	390	120	2	21.3	1	10.6
2019	599			IC	410	450	450	370	120	1	11.2	0	0.0
2021	599			IC	370	400	400	330	110	0	0.0	0	0.0
2021	599	CENTRAL PATRICIA END OF HWY											
1988	600	HWY 71 (N&S) & SEC HWY 615 (E)	5.1	IT	150	220	200	110	30	1	3.6	0	0.0
1989	600			IT	150	210	200	120	30	7	25.0	1	3.6
1990	600			IT	150	190	190	130	30	2	7.1	0	0.0
1991	600			IT	150	200	180	130	30	0	0.0	0	0.0
1992	600			CTR	150	180	180	130	30	3	10.7	0	0.0
1993	600			CTR	150	190	180	130	30	6	21.4	0	0.0
1994	600			CTR	150	190	180	130	30	4	14.3	0	0.0
1995	600			CTR	150	190	180	130	10	5	17.8	1	3.6
1996	600			CTR	150	190	180	130	10	2	7.1	0	0.0
1997	600			CTR	150	190	180	130	10	3	10.7	1	3.6
1998	600			CTR	150	190	180	130	20	4	14.3	1	3.6
1999	600			CTR	150	190	180	130	20	6	21.4	0	0.0
2000	600			CTR	140	180	170	120	20	4	15.2	0	0.0
2001	600			CTR	150	190	180	130	80	2	7.1	0	0.0
2002	600			CTR	130	160	160	110	70	10	41.2	1	4.1
2003	600			CTR	130	160	160	110	70	10	41.2	0	0.0
2004	600			CTR	110	140	130	90	0	7	34.0	0	0.0
2005	600			CTR	120	150	140	100	0	1	4.5	0	0.0
2006	600			CTR	120	150	140	100	10	1	4.5	0	0.0
2007	600			CTR	120	150	150	100	10	8	35.7	0	0.0
2008	600			CTR	110	140	130	90	10	2	9.7	0	0.0
2009	600			CTR	110	130	130	90	10	7	34.1	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2010	600			IC	110	120	120	100	10	2	9.7	0	0.0
2011	600			IC	90	100	100	80	0	2	11.9	0	0.0
2012	600			IC	90	100	100	80	0	8	47.4	0	0.0
2013	600			IC	100	110	110	90	0	3	16.1	1	5.4
2014	600			IC	90	100	100	80	0	4	23.8	0	0.0
2015	600			IC	90	100	100	80	0	1	5.9	0	0.0
2016	600			IC	80	90	90	70	0	8	53.4	0	0.0
2017	600			IC	450	490	500	410	20	5	5.9	0	0.0
2018	600			IC	450	500	500	410	20	1	1.2	1	1.2
2019	600			IC	450	490	500	410	20	0	0.0	0	0.0
2021	600			IC	460	500	500	420	20	2	2.3	0	0.0
2019	600	TAIT RD (W) SIFTON TWP RD L 6 7	37.5	UNCL	N/A	N/A	N/A	N/A	N/A	3	N/A	0	N/A
2021	600				N/A	N/A	N/A	N/A	N/A	2	N/A	0	N/A
1988	600	SEC HWY 619 (N&S) COZY CORNERS	29.4	IT	150	220	200	110	30	1	0.6	0	0.0
1989	600			IT	150	210	200	120	30	5	3.1	0	0.0
1990	600			IT	150	190	190	130	30	6	3.7	0	0.0
1991	600			IT	150	200	180	130	30	2	1.2	0	0.0
1992	600			CTR	100	120	120	90	10	4	3.7	0	0.0
1993	600			CTR	100	130	120	80	10	5	4.7	0	0.0
1994	600			CTR	110	140	130	90	10	3	2.5	0	0.0
1995	600			CTR	100	130	120	80	30	7	6.5	0	0.0
1996	600			CTR	100	130	120	80	30	7	6.5	0	0.0
1997	600			CTR	100	130	120	80	30	3	2.8	0	0.0
1998	600			CTR	90	110	110	80	10	4	4.1	1	1.0
1999	600			CTR	110	140	130	90	10	6	5.1	0	0.0
2000	600			CTR	110	140	130	90	10	3	2.5	0	0.0
2001	600			CTR	130	160	160	110	40	7	5.0	0	0.0
2002	600			CTR	110	140	130	90	40	8	6.8	0	0.0
2003	600			CTR	120	150	140	100	40	7	5.4	0	0.0
2004	600			LT	110	150	150	80	10	1	0.8	0	0.0
2005	600			LT	120	160	160	90	10	6	4.7	0	0.0
2006	600			LT	100	140	130	70	20	5	4.7	0	0.0
2007	600			LT	100	140	140	70	20	5	4.7	0	0.0
2008	600			LT	100	140	130	70	10	10	9.3	1	0.9
2009	600			LT	100	140	130	70	10	0	0.0	0	0.0
2010	600			IR	60	70	70	50	10	9	14.0	0	0.0
2011	600			IR	60	70	70	50	10	0	0.0	0	0.0
2012	600			IR	60	70	70	50	10	7	10.9	0	0.0
2013	600			IR	90	110	110	80	10	2	2.1	0	0.0
2014	600			IR	80	100	100	70	10	2	2.3	0	0.0
2015	600			IR	80	100	100	70	10	2	2.3	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2016	600			IR	80	100	100	70	10	3	3.5	1	1.2
2017	600			IR	80	90	90	70	10	1	1.2	0	0.0
2018	600			IR	80	90	90	70	10	2	2.3	0	0.0
2019	600			IR	90	110	110	80	10	0	0.0	0	0.0
2021	600			IR	100	120	120	90	10	1	0.9	0	0.0
1988	600	RIVER RD N JCT (W)	15.1	IC	100	120	110	90	10	1	1.8	0	0.0
1989	600			IC	100	110	110	90	10	2	3.6	0	0.0
1990	600			IC	100	110	110	90	10	2	3.6	0	0.0
1991	600			IC	100	110	110	90	10	3	5.4	0	0.0
1992	600			LR	150	240	190	100	20	1	1.2	0	0.0
1993	600			LR	200	320	260	130	30	2	1.8	0	0.0
1994	600			LR	210	350	280	140	30	0	0.0	0	0.0
1995	600			LT	320	460	450	230	40	3	1.7	0	0.0
1996	600			LT	240	340	330	180	30	1	0.8	0	0.0
1997	600			LT	250	350	340	180	40	3	2.2	0	0.0
1998	600			LT	270	380	370	200	40	1	0.7	0	0.0
1999	600			LT	300	420	410	220	40	1	0.6	0	0.0
2000	600			LT	290	400	400	210	40	0	0.0	0	0.0
2001	600			HT	350	610	550	160	50	2	1.0	0	0.0
2002	600			HT	300	530	470	140	40	7	4.2	0	0.0
2003	600			HT	310	510	450	150	40	2	1.2	0	0.0
2004	600			LT	290	410	390	210	40	1	0.6	0	0.0
2005	600			LT	240	330	320	180	30	2	1.5	0	0.0
2006	600			LT	220	300	290	160	30	4	3.3	0	0.0
2007	600			LT	200	270	280	150	30	2	1.8	0	0.0
2008	600			LT	190	260	250	140	30	3	2.9	0	0.0
2009	600			LT	170	230	220	130	20	2	2.1	0	0.0
2010	600			HT	150	220	200	70	20	1	1.2	0	0.0
2011	600			HT	130	200	200	80	20	3	4.2	0	0.0
2012	600			HT	130	190	190	60	20	1	1.4	0	0.0
2013	600			CTR	230	280	290	200	30	2	1.6	0	0.0
2014	600			CTR	170	210	210	140	20	1	1.1	0	0.0
2015	600			CTR	170	210	210	140	20	0	0.0	0	0.0
2016	600			CTR	160	200	200	140	20	3	3.4	0	0.0
2017	600			CTR	170	230	230	140	20	3	3.2	0	0.0
2018	600			CTR	190	250	250	150	30	3	2.9	0	0.0
2019	600			CTR	200	270	270	160	20	2	1.8	0	0.0
2021	600			CTR	220	290	290	180	20	1	0.8	0	0.0
2021	600	RAINY RIVER N LIMITS START OF NA	0.4										
2021	600	HWY 11 RAINY RV END OF NA END OF HWY											
2021	601	W JCT HWY 17 START OF NA	1.6										

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1988	601	CITY OF DRYDEN N LTS END OF NA	13.5	IC	650	750	730	570	80	7	2.2	0	0.0
1989	601			SC	700	770	850	620	90	8	2.3	1	0.3
1990	601			SC	750	830	900	670	100	3	0.8	0	0.0
1991	601			SC	750	830	910	670	100	8	2.2	1	0.3
1992	601			SC	750	790	880	690	30	7	1.9	0	0.0
1993	601			SC	750	830	920	670	30	8	2.2	0	0.0
1994	601			SC	810	840	930	750	30	7	1.8	0	0.0
1995	601			UC	780	820	890	730	30	13	3.4	0	0.0
1996	601			UC	860	910	1,000	820	30	6	1.4	0	0.0
1997	601			UC	890	930	1,050	840	40	11	2.5	0	0.0
1998	601			UC	920	980	1,100	870	40	4	0.9	1	0.2
1999	601			UC	820	870	960	780	30	6	1.5	0	0.0
2000	601			UC	820	870	970	770	30	12	3.0	1	0.2
2001	601			UC	830	890	980	780	170	7	1.7	0	0.0
2002	601			UC	840	900	990	790	180	10	2.4	0	0.0
2003	601			UC	850	900	1,000	800	180	8	1.9	0	0.0
2004	601			SC	870	930	1,000	770	180	8	1.9	0	0.0
2005	601			SC	860	910	1,000	760	180	13	3.1	0	0.0
2006	601			C	860	960	960	770	180	16	3.8	0	0.0
2007	601			C	870	970	980	780	180	11	2.6	0	0.0
2008	601			C	870	960	950	780	180	6	1.4	0	0.0
2009	601			C	870	960	970	780	180	10	2.3	0	0.0
2010	601			C	870	960	970	780	180	12	2.8	0	0.0
2011	601			C	820	900	910	740	170	7	1.7	0	0.0
2012	601			C	820	900	880	740	170	12	3.0	0	0.0
2013	601			CTR	880	1,050	1,100	750	180	3	0.7	0	0.0
2014	601			CTR	860	1,050	1,050	730	180	5	1.2	0	0.0
2015	601			CTR	860	1,050	1,050	730	180	8	1.9	0	0.0
2016	601			CTR	870	1,050	1,050	740	180	5	1.2	0	0.0
2017	601			CTR	870	1,150	1,150	710	180	4	0.9	0	0.0
2018	601			CTR	870	1,150	1,150	710	110	4	0.9	0	0.0
2019	601			CTR	870	1,150	1,150	710	110	5	1.2	1	0.2
2021	601			CTR	870	1,150	1,150	710	110	3	0.7	0	0.0
2006	601	PRONGER LAKE RD (E)	6.7	C	50	60	60	40	0	0	0.0	0	0.0
2007	601			C	50	60	60	40	0	3	24.6	0	0.0
2008	601			C	50	60	50	40	0	0	0.0	0	0.0
2009	601			C	50	60	60	40	0	0	0.0	0	0.0
2010	601			C	50	60	60	50	0	0	0.0	0	0.0
2011	601			C	100	110	110	90	0	0	0.0	0	0.0
2012	601			C	80	90	90	70	0	1	5.1	0	0.0
2013	601			UC	100	100	100	90	0	1	4.1	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2014	601			UC	100	100	100	90	0	0	0.0	0	0.0
2015	601			UC	110	110	110	100	0	1	3.7	0	0.0
2016	601			UC	120	120	120	110	0	0	0.0	0	0.0
2017	601			UC	130	130	130	120	0	0	0.0	0	0.0
2018	601			UC	140	140	140	130	0	0	0.0	0	0.0
2019	601			UC	140	140	140	130	0	0	0.0	0	0.0
2021	601			UC	150	150	150	140	0	0	0.0	0	0.0
2006	601	DRYDEN AIRPORT ENTR (N) (HWY TURNS SOUTH)	5.0	LT	300	410	400	220	30	0	0.0	0	0.0
2007	601			LT	500	690	710	370	50	1	1.1	0	0.0
2008	601			LT	700	960	920	520	70	3	2.3	1	0.8
2009	601			LT	900	1,200	1,200	670	90	3	1.8	0	0.0
2010	601			HT	1,100	1,650	1,450	530	290	2	1.0	0	0.0
2011	601			HT	1,300	2,000	2,000	840	340	4	1.7	0	0.0
2012	601			CTR	750	910	900	640	60	0	0.0	0	0.0
2013	601			CTR	650	790	820	550	90	1	0.8	0	0.0
2014	601			CTR	700	850	860	600	90	2	1.6	0	0.0
2015	601			CTR	750	920	920	640	100	0	0.0	0	0.0
2016	601			CTR	730	890	900	620	100	1	0.7	0	0.0
2017	601			CTR	740	990	980	600	100	1	0.7	0	0.0
2018	601			CR	770	890	900	690	50	0	0.0	0	0.0
2019	601			CR	780	900	910	700	50	0	0.0	0	0.0
2021	601			CR	780	900	900	700	50	0	0.0	0	0.0
2021	601	E JCT HWY 17 (E&W) END OF HWY											
2021	602	E JCT HWY 11/71 START OF NA	2.5										
1988	602	SEC HWY 613 (N) (TO DEVLIN) PRUYS RD (S)	9.9	IC	100	120	110	90	0	9	24.8	0	0.0
1989	602			IC	100	110	110	90	0	5	13.8	0	0.0
1990	602			IC	100	110	110	90	0	4	11.0	0	0.0
1991	602			IC	100	110	110	90	0	13	35.9	0	0.0
1992	602			IC	100	110	110	90	10	7	19.3	0	0.0
1993	602			IC	100	110	110	90	10	6	16.6	0	0.0
1994	602			IC	80	90	90	70	10	7	24.2	0	0.0
1995	602			IC	60	70	70	50	0	6	27.6	0	0.0
1996	602			IC	60	70	70	50	0	7	32.1	0	0.0
1997	602			IC	50	60	60	40	0	7	38.7	0	0.0
1998	602			IC	50	60	60	40	0	1	5.5	0	0.0
1999	602			IC	50	60	60	40	0	5	27.6	1	5.5
2000	602			IC	70	80	80	60	10	5	19.7	0	0.0
2001	602			IC	70	80	80	60	0	8	31.6	0	0.0
2002	602			IC	70	80	80	60	0	5	19.7	0	0.0
2003	602			IC	70	80	80	60	0	13	51.3	0	0.0
2004	602			IC	90	100	100	80	0	12	36.7	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2005	602			IC	80	90	90	70	0	11	38.0	0	0.0
2006	602			IC	80	90	90	70	10	13	44.9	0	0.0
2007	602			IC	80	90	90	70	10	4	13.8	0	0.0
2008	602			IC	80	90	90	70	0	13	44.8	0	0.0
2009	602			IC	80	90	90	70	0	11	38.0	0	0.0
2010	602			IC	70	80	80	60	0	11	43.4	0	0.0
2011	602			IC	70	80	80	60	0	9	35.5	0	0.0
2012	602			IC	70	80	80	60	0	6	23.6	0	0.0
2013	602			LT	60	80	80	50	0	4	18.4	0	0.0
2014	602			LT	80	100	110	60	0	3	10.4	0	0.0
2015	602			LT	80	100	110	60	0	9	31.1	0	0.0
2016	602			LT	80	100	110	60	0	13	44.8	0	0.0
2017	602			LT	80	100	100	70	0	10	34.5	0	0.0
2018	602			LT	80	100	100	70	0	10	34.5	0	0.0
2019	602			LT	80	100	100	70	0	2	6.9	0	0.0
2021	602			LT	80	100	100	70	0	2	6.9	0	0.0
2019	602	OAKWOOD RD (N) FORT FRANCES W LTS	12.5	LT	200	250	250	170	10	2	2.2	0	0.0
2021	602			LT	210	260	260	180	10	5	5.2	0	0.0
2019	602	SEC HWY 611 (N)	22.2	IC	950	1,050	1,050	860	30	8	1.0	0	0.0
2021	602			IC	1,000	1,100	1,100	900	30	3	0.4	0	0.0
2021	602	HWYS 11/17 EMO END OF HWY											
1988	603	HWY 17 BORUPS CORS	4.6	SC	50	50	60	40	10	0	0.0	0	0.0
1989	603			SC	60	70	70	50	10	0	0.0	0	0.0
1990	603			SC	60	70	70	50	10	0	0.0	0	0.0
1991	603			SC	60	70	70	50	10	0	0.0	0	0.0
1992	603			SC	50	50	60	50	10	0	0.0	0	0.0
1993	603			SC	50	60	60	40	10	1	11.9	0	0.0
1994	603			SC	60	60	70	60	10	0	0.0	0	0.0
1995	603			SC	50	50	60	50	0	0	0.0	0	0.0
1996	603			SC	60	60	70	50	0	0	0.0	0	0.0
1997	603			SC	60	60	70	50	0	0	0.0	0	0.0
1998	603			SC	60	60	70	50	20	0	0.0	0	0.0
1999	603			SC	50	50	60	40	20	0	0.0	0	0.0
2000	603			SC	50	50	60	40	20	0	0.0	0	0.0
2001	603			SC	40	40	50	40	0	0	0.0	0	0.0
2002	603			SC	50	50	60	40	0	0	0.0	0	0.0
2003	603			SC	50	50	60	40	0	0	0.0	0	0.0
2004	603			SC	50	50	60	40	0	1	11.9	0	0.0
2005	603			SC	50	50	60	40	0	0	0.0	0	0.0
2006	603			SC	50	50	60	40	0	1	11.9	1	11.9
2007	603			SC	50	50	60	40	0	0	0.0	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2008	603			SC	50	50	50	40	0	0	0.0	0	0.0
2009	603			SC	50	50	60	40	0	0	0.0	0	0.0
2010	603			SC	50	50	60	40	0	0	0.0	0	0.0
2011	603			SC	40	50	50	30	0	0	0.0	0	0.0
2012	603			SC	40	40	40	40	0	0	0.0	0	0.0
2013	603			SC	40	40	40	40	0	0	0.0	0	0.0
2014	603			CTR	40	50	50	30	0	0	0.0	0	0.0
2015	603			CTR	40	50	50	30	0	0	0.0	0	0.0
2016	603			CTR	40	50	50	30	0	0	0.0	0	0.0
2017	603			CTR	40	50	50	30	0	0	0.0	0	0.0
2018	603			CTR	40	50	50	30	0	0	0.0	0	0.0
2019	603			CTR	40	50	50	30	0	0	0.0	0	0.0
2021	603			CTR	40	50	50	30	0	0	0.0	0	0.0
2021	603	CPR CROSSING L1 DYMENT END OF HWY											
1988	605	HWY 17	12.5	IC	250	290	280	220	40	4	3.5	0	0.0
1989	605			CTR	300	380	360	260	40	2	1.5	0	0.0
1990	605			CTR	300	380	350	260	40	3	2.2	0	0.0
1991	605			CTR	300	380	380	260	40	2	1.5	0	0.0
1992	605			C	300	320	330	280	40	5	3.7	0	0.0
1993	605			C	300	330	330	280	40	3	2.2	0	0.0
1994	605			C	310	340	350	280	50	1	0.7	0	0.0
1995	605			C	300	330	340	270	20	3	2.2	0	0.0
1996	605			C	320	360	360	290	20	2	1.4	0	0.0
1997	605			C	330	370	380	300	20	1	0.7	0	0.0
1998	605			C	330	370	370	300	30	2	1.3	0	0.0
1999	605			C	330	370	370	300	30	3	2.0	0	0.0
2000	605			C	330	370	370	300	30	7	4.7	0	0.0
2001	605			C	340	380	380	310	10	3	1.9	0	0.0
2002	605			C	340	380	380	310	10	3	1.9	0	0.0
2003	605			C	340	380	380	310	10	10	6.5	0	0.0
2004	605			C	330	370	370	300	20	3	2.0	0	0.0
2005	605			C	350	390	390	310	20	1	0.6	0	0.0
2006	605			C	350	390	390	310	40	5	3.1	0	0.0
2007	605			C	350	390	390	310	40	7	4.4	0	0.0
2008	605			C	360	400	390	320	10	5	3.0	0	0.0
2009	605			C	360	400	400	320	10	2	1.2	0	0.0
2010	605			C	360	400	400	320	10	1	0.6	0	0.0
2011	605			C	360	400	400	320	10	5	3.1	0	0.0
2012	605			C	360	400	390	320	10	5	3.0	0	0.0
2013	605			UC	330	330	330	310	10	4	2.7	0	0.0
2014	605			UC	360	360	350	340	10	6	3.7	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2015	605			UC	370	370	360	350	10	2	1.2	1	0.6
2016	605			UC	370	370	360	350	10	1	0.6	0	0.0
2017	605			UC	370	370	370	350	10	5	3.0	0	0.0
2018	605			UC	370	370	370	360	10	3	1.8	0	0.0
2019	605			UC	380	370	380	370	10	2	1.2	0	0.0
2021	605			UC	380	380	390	370	10	1	0.6	0	0.0
2021	605	RUGBY LAKE END OF HWY											
1988	607	HWY 69	0.6	T	250	460	440	150	20	0	0.0	0	0.0
1989	607			T	300	540	520	190	40	0	0.0	0	0.0
1990	607			T	300	550	520	190	40	0	0.0	0	0.0
1991	607			T	300	540	520	190	40	0	0.0	0	0.0
1992	607			LR	350	560	450	230	50	0	0.0	0	0.0
1993	607			LR	350	560	450	230	50	2	26.1	0	0.0
1994	607			LR	330	540	440	220	40	1	13.8	0	0.0
1995	607			LR	350	590	480	230	50	0	0.0	0	0.0
1996	607			LR	340	570	460	230	40	0	0.0	0	0.0
1997	607			LR	340	570	460	230	40	2	26.9	0	0.0
1998	607			LR	350	580	470	230	40	0	0.0	0	0.0
1999	607			LR	340	560	450	220	40	0	0.0	0	0.0
2000	607			LR	340	550	440	230	50	0	0.0	0	0.0
2001	607			LR	360	590	470	240	30	0	0.0	0	0.0
2002	607			LR	340	550	440	230	20	0	0.0	0	0.0
2003	607			LR	340	540	430	230	20	0	0.0	0	0.0
2004	607			LR	330	540	430	220	20	0	0.0	0	0.0
2005	607			LR	340	530	430	230	20	0	0.0	0	0.0
2006	607			LR	340	530	430	230	60	0	0.0	0	0.0
2007	607			LR	340	530	510	230	60	1	13.4	0	0.0
2008	607			LR	340	530	520	230	60	0	0.0	0	0.0
2009	607			IT	340	430	430	280	60	1	13.4	0	0.0
2010	607			IT	340	430	430	280	60	0	0.0	0	0.0
2011	607			LR	340	530	490	240	60	0	0.0	0	0.0
2012	607			LR	340	510	490	230	60	0	0.0	0	0.0
2013	607			LR	430	640	730	290	70	0	0.0	0	0.0
2014	607			LR	360	540	550	240	60	0	0.0	0	0.0
2015	607			IT	360	450	440	300	60	0	0.0	0	0.0
2016	607			IT	360	450	440	300	60	1	12.6	2	25.3
2017	607			IT	360	480	480	300	60	0	0.0	0	0.0
2018	607			IT	360	480	480	300	60	0	0.0	0	0.0
2019	607			IT	360	480	480	310	60	1	12.7	0	0.0
2021	607			IT	360	470	470	310	60	0	0.0	0	0.0
1988	607	SEC HWY 607A	8.9	T	400	730	700	240	40	1	0.8	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1989	607			T	450	810	790	280	40	0	0.0	0	0.0
1990	607			T	450	820	780	280	40	5	3.4	0	0.0
1991	607			T	450	810	780	280	40	2	1.4	0	0.0
1992	607			LR	500	800	640	330	10	3	1.8	0	0.0
1993	607			LR	500	800	640	330	10	2	1.2	0	0.0
1994	607			LR	490	810	650	320	10	0	0.0	0	0.0
1995	607			LR	500	840	680	330	10	2	1.2	1	0.6
1996	607			LR	520	870	700	350	10	1	0.6	0	0.0
1997	607			LR	530	890	720	360	10	1	0.6	0	0.0
1998	607			LR	500	820	660	330	10	1	0.6	0	0.0
1999	607			LR	520	850	690	340	10	1	0.6	0	0.0
2000	607			LR	530	860	690	350	10	2	1.2	0	0.0
2001	607			LR	530	870	690	350	50	0	0.0	0	0.0
2002	607			LR	540	880	700	370	50	0	0.0	0	0.0
2003	607			LR	540	850	690	360	50	2	1.1	0	0.0
2004	607			LR	550	900	720	370	60	1	0.6	0	0.0
2005	607			LR	550	860	690	370	60	1	0.6	0	0.0
2006	607			LT	560	770	750	410	60	3	1.6	1	0.5
2007	607			LT	560	770	790	410	60	1	0.5	0	0.0
2008	607			LT	570	780	750	420	60	0	0.0	0	0.0
2009	607			LT	570	770	750	420	60	0	0.0	0	0.0
2010	607			LT	580	780	760	430	60	1	0.5	0	0.0
2011	607			LT	580	740	760	480	60	0	0.0	0	0.0
2012	607			LT	590	770	730	450	60	2	1.0	0	0.0
2013	607			LT	800	1,050	1,050	600	80	1	0.4	0	0.0
2014	607			LT	640	840	850	480	60	4	1.9	0	0.0
2015	607			LT	660	860	880	500	70	4	1.9	0	0.0
2016	607			LT	660	860	880	500	70	0	0.0	0	0.0
2017	607			LT	670	850	850	560	70	0	0.0	0	0.0
2018	607			LT	670	850	850	560	50	5	2.3	0	0.0
2019	607			LT	680	860	860	570	50	6	2.7	0	0.0
2021	607			LT	700	880	880	590	50	1	0.4	0	0.0
2021	607	HWY 64 END OF HWY											
1988	607A	SEC HWY 607 BIGWOOD	2.6	T	200	370	350	120	20	1	5.3	0	0.0
1989	607A			T	200	360	350	130	20	0	0.0	0	0.0
1990	607A			T	200	360	350	120	20	0	0.0	0	0.0
1991	607A			T	200	360	350	120	20	0	0.0	0	0.0
1992	607A			LR	350	560	450	230	40	0	0.0	0	0.0
1993	607A			LR	350	560	450	230	40	0	0.0	0	0.0
1994	607A			LR	290	480	380	190	30	1	3.6	1	3.6
1995	607A			LR	320	540	430	210	30	0	0.0	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1996	607A			LR	310	520	420	210	30	0	0.0	0	0.0
1997	607A			LR	320	540	430	210	30	0	0.0	0	0.0
1998	607A			LR	270	450	360	180	30	0	0.0	0	0.0
1999	607A			LR	280	460	370	180	30	1	3.8	0	0.0
2000	607A			LR	280	450	370	190	30	1	3.8	0	0.0
2001	607A			LR	280	460	360	190	40	0	0.0	0	0.0
2002	607A			LR	260	420	340	180	40	1	4.1	0	0.0
2003	607A			LR	260	410	330	180	40	0	0.0	0	0.0
2004	607A			LR	240	390	310	160	40	0	0.0	0	0.0
2005	607A			LR	250	390	320	170	40	0	0.0	0	0.0
2006	607A			LR	240	370	300	160	40	0	0.0	0	0.0
2007	607A			LR	230	360	350	150	30	0	0.0	0	0.0
2008	607A			LR	230	360	350	160	30	0	0.0	0	0.0
2009	607A			LR	220	330	270	150	30	0	0.0	0	0.0
2010	607A			LR	220	330	270	150	30	0	0.0	0	0.0
2011	607A			LR	210	320	300	150	30	0	0.0	0	0.0
2012	607A			LR	200	300	290	140	30	1	5.3	0	0.0
2013	607A			LT	200	260	260	150	30	0	0.0	0	0.0
2014	607A			LT	190	250	250	140	30	0	0.0	0	0.0
2015	607A			LT	190	250	250	140	30	0	0.0	0	0.0
2016	607A			LT	180	240	240	140	30	0	0.0	0	0.0
2017	607A			LT	170	220	220	140	30	0	0.0	0	0.0
2018	607A			LT	170	220	220	140	30	0	0.0	0	0.0
2019	607A			LT	160	200	200	130	20	0	0.0	0	0.0
2021	607A			LT	150	190	190	130	20	0	0.0	0	0.0
2021	607A	FRENCH RIV SCHELLS CAMP END OF HWY											
1988	608	HWY 61	8.3	IC	550	640	620	480	40	4	2.4	0	0.0
1989	608			IC	600	690	680	530	40	2	1.1	0	0.0
1990	608			IC	650	740	730	580	50	6	3.0	0	0.0
1991	608			IC	700	790	780	620	50	2	0.9	0	0.0
1992	608			IC	750	830	830	680	50	6	2.6	1	0.4
1993	608			IC	800	900	900	710	80	4	1.7	1	0.4
1994	608			IC	790	880	880	700	80	10	4.2	0	0.0
1995	608			IC	820	920	920	740	80	2	0.8	0	0.0
1996	608			IC	840	940	950	750	80	3	1.2	0	0.0
1997	608			IC	890	1,000	1,000	780	90	1	0.4	0	0.0
1998	608			IC	930	1,050	1,050	830	90	2	0.7	0	0.0
1999	608			IC	860	960	960	770	80	4	1.5	0	0.0
2000	608			IC	870	970	970	770	80	7	2.6	0	0.0
2001	608			IC	840	940	940	740	80	3	1.2	0	0.0
2002	608			IC	830	930	930	730	40	1	0.4	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2003	608			IC	820	910	920	730	40	7	2.8	0	0.0
2004	608			IC	810	910	910	720	40	3	1.2	0	0.0
2005	608			IC	810	900	910	710	30	4	1.6	0	0.0
2006	608			IC	790	880	890	700	30	1	0.4	0	0.0
2007	608			IC	750	830	860	660	40	2	0.9	0	0.0
2008	608			IC	780	860	840	690	50	5	2.1	1	0.4
2009	608			IC	720	800	810	640	40	5	2.3	0	0.0
2010	608			IC	760	840	850	670	50	4	1.7	0	0.0
2011	608			IC	760	840	870	680	50	5	2.2	0	0.0
2012	608			IC	700	780	750	620	40	5	2.4	0	0.0
2013	608			IC	730	810	800	650	40	6	2.7	0	0.0
2014	608			IC	730	810	800	650	40	3	1.4	0	0.0
2015	608			IC	720	800	790	640	40	4	1.8	0	0.0
2016	608			IC	710	790	780	630	40	4	1.9	0	0.0
2017	608			IC	700	770	770	640	40	3	1.4	0	0.0
2018	608			IR	680	770	780	590	40	4	1.9	1	0.5
2019	608			IR	690	780	790	600	40	3	1.4	0	0.0
2021	608			IR	700	790	790	620	40	0	0.0	0	0.0
1988	608	SEC HWY 597 (S)	10.8	IR	300	390	330	240	10	6	5.1	0	0.0
1989	608			IR	300	390	330	250	10	4	3.4	0	0.0
1990	608			IR	330	420	370	270	10	2	1.5	0	0.0
1991	608			IR	350	440	390	290	10	0	0.0	0	0.0
1992	608			IR	380	470	420	320	10	6	4.0	0	0.0
1993	608			IR	400	490	410	330	20	1	0.6	0	0.0
1994	608			IR	390	480	430	330	20	5	3.3	0	0.0
1995	608			IR	410	500	450	350	20	2	1.2	0	0.0
1996	608			CTR	400	510	490	340	20	3	1.9	1	0.6
1997	608			IR	440	550	490	370	20	2	1.2	0	0.0
1998	608			IR	450	560	500	380	20	0	0.0	0	0.0
1999	608			IR	470	580	520	390	30	2	1.1	0	0.0
2000	608			IR	480	590	530	410	30	2	1.1	0	0.0
2001	608			IR	420	520	470	360	30	1	0.6	0	0.0
2002	608			IR	420	520	470	360	30	1	0.6	0	0.0
2003	608			IR	420	510	460	360	30	4	2.4	0	0.0
2004	608			IR	410	510	450	350	30	5	3.1	0	0.0
2005	608			CTR	400	500	480	340	50	3	1.9	0	0.0
2006	608			CTR	400	500	470	340	50	3	1.9	0	0.0
2007	608			CTR	400	500	490	340	30	1	0.6	0	0.0
2008	608			CTR	390	480	470	330	30	2	1.3	0	0.0
2009	608			IR	330	400	360	280	30	2	1.5	0	0.0
2010	608			IR	390	460	420	330	30	9	5.9	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2011	608			IR	350	420	410	300	30	6	4.4	0	0.0
2012	608			IR	310	370	360	270	20	4	3.3	0	0.0
2013	608			IR	360	430	460	310	30	3	2.1	0	0.0
2014	608			CTR	360	440	440	310	30	1	0.7	1	0.7
2015	608			CTR	350	430	430	300	30	2	1.5	0	0.0
2016	608			CTR	340	410	420	290	30	4	3.0	0	0.0
2017	608			CTR	340	450	450	280	30	6	4.5	0	0.0
2018	608			CTR	330	440	440	270	30	2	1.5	0	0.0
2019	608			CTR	330	440	440	270	30	2	1.5	0	0.0
2021	608			CTR	320	420	410	260	30	2	1.6	1	0.8
2021	608	SEC HWY 595 SOUTH GILLIES END OF HWY											
1988	609	HWY 105	4.7	IC	100	120	110	90	10	2	11.5	0	0.0
1989	609			C	130	140	150	120	10	1	4.4	2	8.9
1990	609			C	130	140	140	120	10	2	8.9	1	4.4
1991	609			C	130	140	140	120	10	3	13.3	2	8.9
1992	609			IC	100	110	110	90	10	3	17.3	1	5.8
1993	609			IC	100	110	110	90	10	3	17.3	0	0.0
1994	609			IC	110	120	120	100	10	0	0.0	0	0.0
1995	609			CTR	100	130	120	80	0	1	5.8	0	0.0
1996	609			CTR	110	140	140	90	0	0	0.0	0	0.0
1997	609			CTR	110	140	140	90	0	1	5.2	0	0.0
1998	609			CTR	100	130	120	80	0	0	0.0	0	0.0
1999	609			CTR	100	130	120	80	0	0	0.0	0	0.0
2000	609			CTR	100	130	120	80	0	0	0.0	0	0.0
2001	609			IR	100	120	110	80	0	0	0.0	0	0.0
2002	609			IR	100	120	110	90	0	0	0.0	0	0.0
2003	609			IR	100	120	110	80	0	1	5.8	0	0.0
2004	609			CTR	100	130	120	80	10	0	0.0	0	0.0
2005	609			CTR	100	120	120	80	10	0	0.0	0	0.0
2006	609			CTR	100	120	120	80	10	0	0.0	0	0.0
2007	609			CTR	100	120	120	80	10	0	0.0	0	0.0
2008	609			CTR	100	120	120	80	10	1	5.8	0	0.0
2009	609			CTR	100	120	120	80	10	0	0.0	0	0.0
2010	609			CTR	90	110	110	80	10	0	0.0	0	0.0
2011	609			CTR	100	120	120	80	10	0	0.0	0	0.0
2012	609			CTR	90	110	110	80	10	0	0.0	0	0.0
2013	609			CTR	90	110	110	80	10	0	0.0	0	0.0
2014	609			CTR	90	110	110	80	10	0	0.0	0	0.0
2015	609			CTR	90	110	110	80	10	0	0.0	0	0.0
2016	609			CTR	90	110	110	80	10	0	0.0	0	0.0
2017	609			CTR	90	120	120	70	10	0	0.0	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2018	609			CTR	90	120	120	70	10	0	0.0	0	0.0
2019	609			CTR	90	120	120	70	10	0	0.0	0	0.0
2021	609			CTR	90	120	120	70	10	0	0.0	0	0.0
1995	609	QUIBELL RD	10.9	IC	100	110	110	90	10	1	2.5	0	0.0
1996	609			IC	100	110	110	90	10	1	2.5	0	0.0
1997	609			IC	100	110	110	90	10	0	0.0	0	0.0
1998	609			IC	100	110	110	90	10	0	0.0	0	0.0
1999	609			IC	100	110	110	90	10	0	0.0	0	0.0
2000	609			IC	100	110	110	90	10	1	2.5	0	0.0
2001	609			CR	100	120	120	80	10	1	2.5	0	0.0
2002	609			CR	100	120	120	80	10	0	0.0	0	0.0
2003	609			CR	100	120	120	80	10	2	5.0	0	0.0
2004	609			CR	100	120	120	80	10	0	0.0	0	0.0
2005	609			CR	100	120	120	80	10	1	2.5	0	0.0
2006	609			CR	100	120	120	80	10	0	0.0	0	0.0
2007	609			CR	100	120	120	80	10	1	2.5	0	0.0
2008	609			CR	100	120	120	80	10	0	0.0	0	0.0
2009	609			CR	100	120	120	80	10	0	0.0	0	0.0
2010	609			CR	100	120	120	80	10	0	0.0	0	0.0
2011	609			CR	100	120	120	90	10	0	0.0	0	0.0
2012	609			CR	100	120	120	80	10	1	2.5	0	0.0
2013	609			CR	100	120	120	80	10	1	2.5	0	0.0
2014	609			CR	100	120	120	90	10	0	0.0	0	0.0
2015	609			CR	100	120	120	90	10	0	0.0	0	0.0
2016	609			CR	100	120	120	90	10	1	2.5	0	0.0
2017	609			CR	100	120	120	90	10	1	2.5	1	2.5
2018	609			CR	100	120	120	90	10	0	0.0	0	0.0
2019	609			CR	100	120	120	90	10	0	0.0	0	0.0
2021	609			CR	100	120	120	90	10	0	0.0	0	0.0
2021	609	CLAY LAKE END OF HWY											
1988	611	SEC HWY 602	7.4	C	150	170	170	140	20	0	0.0	0	0.0
1989	611			C	150	170	170	140	20	0	0.0	0	0.0
1990	611			C	150	170	170	140	20	0	0.0	0	0.0
1991	611			C	150	160	170	140	20	1	2.5	0	0.0
1992	611			LT	150	210	200	120	30	0	0.0	0	0.0
1993	611			LT	150	210	190	110	30	2	4.9	0	0.0
1994	611			LT	160	230	230	120	30	0	0.0	0	0.0
1995	611			IR	190	230	210	160	10	2	3.9	0	0.0
1996	611			IR	170	210	190	140	10	2	4.3	0	0.0
1997	611			IR	170	210	190	140	10	0	0.0	0	0.0
1998	611			IR	170	210	190	140	10	2	4.3	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1999	611			IR	190	240	210	160	20	1	1.9	0	0.0
2000	611			IR	190	230	210	160	20	0	0.0	0	0.0
2001	611			IR	200	250	220	170	20	0	0.0	0	0.0
2002	611			IR	200	250	220	170	20	1	1.8	0	0.0
2003	611			IR	200	240	220	170	20	3	5.5	0	0.0
2004	611			CTR	200	250	240	170	10	0	0.0	0	0.0
2005	611			CTR	210	260	250	180	10	2	3.5	0	0.0
2006	611			CTR	210	260	250	180	10	1	1.8	0	0.0
2007	611			CTR	210	260	260	180	10	2	3.5	0	0.0
2008	611			CTR	220	270	270	190	10	0	0.0	0	0.0
2009	611			CTR	220	270	260	190	10	0	0.0	0	0.0
2010	611			CTR	220	270	260	190	10	3	5.0	0	0.0
2011	611			CTR	180	220	210	150	10	2	4.1	0	0.0
2012	611			CTR	180	220	220	150	10	0	0.0	0	0.0
2013	611			CTR	200	240	250	170	10	2	3.7	0	0.0
2014	611			CTR	210	260	260	180	10	0	0.0	0	0.0
2015	611			CTR	210	260	260	180	10	1	1.8	0	0.0
2016	611			CTR	220	270	270	190	10	0	0.0	0	0.0
2017	611			CTR	220	290	290	180	10	0	0.0	0	0.0
2018	611			CTR	220	290	290	180	10	0	0.0	0	0.0
2019	611			CTR	220	290	290	180	10	3	5.0	0	0.0
2021	611			CTR	230	300	300	190	10	0	0.0	0	0.0
2021	611	E JCT HWY 11 OVERLAPS HWY 11 AH D	2.0										
1988	611	W JCT HWYS 11/71	12.8	IC	250	290	280	220	20	2	1.7	0	0.0
1989	611			IC	250	290	280	220	20	0	0.0	0	0.0
1990	611			IC	250	280	280	220	20	1	0.9	0	0.0
1991	611			IC	230	260	260	200	20	2	1.9	0	0.0
1992	611			C	200	220	220	180	10	0	0.0	0	0.0
1993	611			C	200	220	220	180	10	2	2.1	0	0.0
1994	611			C	220	240	250	200	20	1	1.0	0	0.0
1995	611			SC	220	230	260	200	20	1	1.0	0	0.0
1996	611			SC	220	230	260	200	20	0	0.0	0	0.0
1997	611			SC	200	210	230	180	10	3	3.2	0	0.0
1998	611			SC	200	210	230	180	10	2	2.1	0	0.0
1999	611			SC	200	210	230	180	10	1	1.1	0	0.0
2000	611			SC	220	230	260	190	10	2	1.9	0	0.0
2001	611			SC	220	230	260	190	20	2	1.9	0	0.0
2002	611			SC	220	230	260	190	20	3	2.9	1	1.0
2003	611			SC	220	230	260	190	20	2	1.9	0	0.0
2004	611			SC	230	250	270	200	10	2	1.9	0	0.0
2005	611			SC	220	230	260	190	10	0	0.0	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2006	611			SC	220	230	260	190	10	0	0.0	0	0.0
2007	611			SC	220	230	250	190	10	3	2.9	0	0.0
2008	611			SC	220	230	220	190	10	1	1.0	0	0.0
2009	611			SC	220	230	260	190	10	1	1.0	0	0.0
2010	611			SC	230	240	270	200	10	1	0.9	0	0.0
2011	611			SC	230	290	270	180	10	1	0.9	0	0.0
2012	611			SC	230	240	230	200	10	1	0.9	0	0.0
2013	611			UC	250	250	250	240	10	3	2.6	0	0.0
2014	611			UC	230	230	220	220	10	1	0.9	0	0.0
2015	611			UC	230	230	220	220	10	0	0.0	0	0.0
2016	611			UC	230	230	220	220	10	3	2.8	0	0.0
2017	611			UC	220	220	220	210	10	0	0.0	0	0.0
2018	611			SC	220	230	230	190	10	3	2.9	0	0.0
2019	611			SC	220	230	230	190	10	2	1.9	0	0.0
2021	611			SC	230	240	240	200	10	4	3.7	0	0.0
2021	611	LAKE WASAW RD END OF HWY											
1988	612	MUSKOKA REG PARRY SOUND DIST BDY	4.4	LT	350	500	490	270	20	2	3.5	0	0.0
1989	612			LT	350	490	480	260	20	1	1.8	0	0.0
1990	612			LT	350	510	490	260	10	2	3.5	0	0.0
1991	612			LT	350	490	470	260	10	2	3.5	0	0.0
1992	612			LT	350	490	470	270	10	2	3.5	0	0.0
1993	612			LT	350	480	430	260	10	0	0.0	0	0.0
1994	612			LT	400	590	570	290	20	1	1.5	0	0.0
1995	612			LT	420	600	590	310	20	0	0.0	0	0.0
1996	612			LT	430	610	590	320	20	2	2.9	0	0.0
1997	612			LT	460	650	630	340	10	3	4.0	0	0.0
1998	612			LT	450	630	620	330	10	2	2.8	0	0.0
1999	612			LT	480	670	650	350	10	1	1.3	0	0.0
2000	612			LT	510	710	700	370	40	1	1.2	0	0.0
2001	612			LT	520	730	710	380	40	2	2.4	0	0.0
2002	612			LT	530	740	720	390	40	3	3.5	0	0.0
2003	612			LT	550	760	740	410	40	3	3.4	0	0.0
2004	612			LT	570	800	780	420	40	1	1.1	0	0.0
2005	612			LT	570	780	760	420	40	1	1.1	0	0.0
2006	612			LT	600	820	800	440	40	1	1.0	0	0.0
2007	612			LT	600	820	850	440	50	1	1.0	1	1.0
2008	612			LT	620	850	810	460	50	1	1.0	0	0.0
2009	612			LT	600	810	790	440	50	3	3.1	0	0.0
2010	612			LT	650	870	860	480	50	2	1.9	0	0.0
2011	612			LT	590	760	770	490	50	1	1.0	0	0.0
2012	612			LT	660	860	820	500	50	3	2.8	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2013	612			IR	670	800	860	570	50	0	0.0	0	0.0
2014	612			IR	690	820	820	590	60	0	0.0	0	0.0
2015	612			CTR	620	760	760	530	50	0	0.0	0	0.0
2016	612			CTR	700	850	860	600	60	1	0.9	0	0.0
2017	612			CTR	710	950	940	580	60	2	1.7	0	0.0
2018	612			CTR	730	970	970	590	70	1	0.8	0	0.0
2019	612			CTR	740	990	980	600	70	0	0.0	0	0.0
2021	612			CTR	760	990	990	620	70	2	1.6	0	0.0
2021	612	HWY 69 GORDON BAY END OF HWY											
1988	613	SEC HWY 602	11.1	IC	100	120	110	90	10	2	4.9	0	0.0
1989	613			IC	100	110	110	90	10	3	7.4	0	0.0
1990	613			IC	100	110	110	90	10	0	0.0	0	0.0
1991	613			IC	100	110	110	90	10	1	2.5	0	0.0
1992	613			IC	100	110	110	90	10	2	4.9	0	0.0
1993	613			IC	100	110	110	90	10	2	4.9	0	0.0
1994	613			IC	100	110	110	90	10	1	2.5	0	0.0
1995	613			IC	100	110	110	90	10	2	4.9	0	0.0
1996	613			IC	100	110	110	90	10	1	2.5	0	0.0
1997	613			IC	100	110	110	90	10	0	0.0	0	0.0
1998	613			IC	100	110	110	90	0	1	2.5	0	0.0
1999	613			IC	110	120	120	100	0	0	0.0	0	0.0
2000	613			IC	110	120	120	100	0	1	2.2	0	0.0
2001	613			IR	110	140	120	90	10	2	4.5	0	0.0
2002	613			IR	110	140	120	90	10	0	0.0	0	0.0
2003	613			IR	110	130	120	90	10	1	2.2	0	0.0
2004	613			IR	110	140	120	90	10	2	4.5	0	0.0
2005	613			IR	110	130	120	90	10	1	2.2	0	0.0
2006	613			IR	110	130	120	90	10	0	0.0	0	0.0
2007	613			IR	110	130	130	90	10	2	4.5	0	0.0
2008	613			IR	110	130	130	90	10	0	0.0	0	0.0
2009	613			IR	110	130	120	90	10	2	4.5	0	0.0
2010	613			IR	110	130	120	90	10	0	0.0	0	0.0
2011	613			IR	110	130	130	90	10	0	0.0	0	0.0
2012	613			IR	110	130	130	90	10	2	4.5	0	0.0
2013	613			IC	140	150	150	120	10	1	1.8	0	0.0
2014	613			IC	120	130	130	110	10	0	0.0	0	0.0
2015	613			IC	120	130	130	110	10	4	8.2	1	2.1
2016	613			IC	120	130	130	110	10	1	2.0	0	0.0
2017	613			IC	120	130	130	110	10	3	6.2	0	0.0
2018	613			IC	120	130	130	110	10	1	2.1	0	0.0
2019	613			IC	120	130	130	110	10	1	2.1	1	2.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2021	613			IC	120	130	130	110	10	2	4.1	0	0.0
1988	613	HWYS 11/71 (E&W)	28.8	IC	500	580	560	440	40	5	0.9	0	0.0
1989	613			IC	530	610	600	470	50	6	1.1	0	0.0
1990	613			IC	530	600	590	470	50	3	0.5	0	0.0
1991	613			IC	530	600	590	470	50	6	1.1	0	0.0
1992	613			IR	550	680	600	470	50	7	1.2	1	0.2
1993	613			IR	550	680	570	450	50	8	1.4	0	0.0
1994	613			IR	590	730	650	490	50	12	1.9	1	0.2
1995	613			IC	640	720	720	570	50	12	1.8	2	0.3
1996	613			IC	620	700	700	550	50	10	1.5	1	0.2
1997	613			IC	640	720	720	560	50	8	1.2	0	0.0
1998	613			IC	650	730	730	580	30	4	0.6	0	0.0
1999	613			IC	620	690	690	550	30	4	0.6	1	0.2
2000	613			IC	620	690	690	550	30	5	0.8	0	0.0
2001	613			IC	600	670	670	530	110	13	2.1	1	0.2
2002	613			IC	620	690	700	550	110	9	1.4	0	0.0
2003	613			IC	620	690	700	550	110	10	1.5	1	0.2
2004	613			IT	620	810	790	500	60	9	1.4	0	0.0
2005	613			IT	620	790	790	510	60	12	1.8	0	0.0
2006	613			IT	620	790	780	510	10	10	1.5	1	0.2
2007	613			IT	620	790	830	510	10	13	2.0	0	0.0
2008	613			IT	620	800	750	520	10	8	1.2	0	0.0
2009	613			IT	620	780	780	510	10	3	0.5	0	0.0
2010	613			IC	620	690	690	550	10	10	1.5	0	0.0
2011	613			IC	620	680	710	560	10	7	1.1	0	0.0
2012	613			IC	650	720	700	580	10	8	1.2	1	0.1
2013	613			CTR	720	880	910	610	10	8	1.1	0	0.0
2014	613			CTR	710	870	870	600	10	3	0.4	0	0.0
2015	613			CTR	700	850	860	600	10	2	0.3	0	0.0
2016	613			CTR	720	880	890	610	10	9	1.2	0	0.0
2017	613			CTR	730	980	970	590	10	4	0.5	0	0.0
2018	613			CTR	740	990	980	600	120	8	1.0	0	0.0
2019	613			CTR	750	1,000	990	610	120	2	0.3	0	0.0
2021	613			CTR	750	980	970	610	120	2	0.3	0	0.0
2021	613	LAKE DESPAIR GOVT DOCK END OF HWY											
1988	614	HWY 17 BOMBY TWP	51.8	IC	650	750	730	570	140	22	1.8	6	0.5
1989	614			IC	700	800	790	620	150	14	1.1	1	0.1
1990	614			IC	700	800	780	620	100	14	1.1	1	0.1
1991	614			IC	600	680	670	530	80	19	1.7	3	0.3
1992	614			IC	600	670	660	550	80	18	1.6	3	0.3
1993	614			IC	600	680	670	530	170	16	1.4	3	0.3

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1994	614			IC	670	750	750	600	190	18	1.4	2	0.2
1995	614			IC	690	770	780	620	200	22	1.7	0	0.0
1996	614			IC	650	730	730	580	190	15	1.2	5	0.4
1997	614			IC	720	810	810	630	210	11	0.8	1	0.1
1998	614			IC	740	830	830	660	210	12	0.9	1	0.1
1999	614			IC	690	770	770	610	320	10	0.8	3	0.2
2000	614			IC	690	770	770	610	110	19	1.5	2	0.2
2001	614			IC	700	780	790	620	110	18	1.4	6	0.5
2002	614			IC	670	750	750	590	110	20	1.6	5	0.4
2003	614			IC	800	890	900	710	220	18	1.2	4	0.3
2004	614			IC	700	780	790	620	200	14	1.1	1	0.1
2005	614			IC	700	780	790	620	60	19	1.4	1	0.1
2006	614			IC	530	590	590	470	50	12	1.2	1	0.1
2007	614			IT	500	640	670	410	80	15	1.6	1	0.1
2008	614			IT	460	590	560	390	80	8	0.9	0	0.0
2009	614			IC	410	460	460	360	40	13	1.7	0	0.0
2010	614			IC	400	440	450	350	40	12	1.6	0	0.0
2011	614			IC	480	530	550	430	50	9	1.0	1	0.1
2012	614			IC	440	490	470	390	40	10	1.2	0	0.0
2013	614			IC	440	490	480	390	40	9	1.1	0	0.0
2014	614			IC	450	500	500	400	110	7	0.8	2	0.2
2015	614			IC	450	500	500	400	110	11	1.3	0	0.0
2016	614			IC	450	500	500	400	110	9	1.1	0	0.0
2017	614			IC	450	490	500	410	110	9	1.1	1	0.1
2018	614			IR	460	570	560	390	90	9	1.0	0	0.0
2019	614			IR	450	560	550	380	90	8	0.9	0	0.0
2021	614			IR	460	560	550	400	90	15	1.7	0	0.0
2021	614	MTO PATROL YARD END OF HWY											
1988	615	HWY 71 & SEC HWY 600	4.8	IR	150	200	160	120	30	1	3.8	0	0.0
1989	615			IR	150	190	170	120	30	0	0.0	0	0.0
1990	615			IR	150	190	170	120	30	0	0.0	0	0.0
1991	615			IR	150	190	170	120	30	1	3.8	0	0.0
1992	615			LR	150	240	190	100	30	0	0.0	0	0.0
1993	615			LR	150	240	190	100	30	2	7.6	0	0.0
1994	615			LR	140	230	190	90	30	0	0.0	0	0.0
1995	615			IR	120	150	130	100	30	0	0.0	0	0.0
1996	615			IR	140	170	160	120	30	0	0.0	0	0.0
1997	615			IR	140	180	160	120	30	1	4.1	0	0.0
1998	615			IR	130	160	150	110	30	0	0.0	0	0.0
1999	615			IR	130	160	140	110	30	0	0.0	0	0.0
2000	615			IR	130	160	140	110	30	4	17.6	1	4.4

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2001	615			IT	130	170	170	110	30	0	0.0	0	0.0
2002	615			IT	130	170	170	110	30	0	0.0	0	0.0
2003	615			IT	130	170	170	110	30	0	0.0	0	0.0
2004	615			IT	130	170	170	110	20	1	4.4	0	0.0
2005	615			IT	140	180	180	120	50	0	0.0	0	0.0
2006	615			IT	130	170	160	110	20	0	0.0	0	0.0
2007	615			IT	140	180	190	110	30	1	4.1	0	0.0
2008	615			IT	150	190	180	130	30	0	0.0	0	0.0
2009	615			IT	140	180	180	120	30	1	4.1	0	0.0
2010	615			IT	150	190	190	120	30	1	3.8	0	0.0
2011	615			IT	160	210	210	130	30	0	0.0	0	0.0
2012	615			IT	170	210	210	140	30	1	3.4	0	0.0
2013	615			IT	180	230	230	150	30	0	0.0	0	0.0
2014	615			IT	170	210	210	140	30	0	0.0	0	0.0
2015	615			IT	180	230	220	150	30	0	0.0	0	0.0
2016	615			IT	180	230	220	150	30	0	0.0	0	0.0
2017	615			IT	190	250	250	160	40	0	0.0	0	0.0
2018	615			IT	180	240	240	150	30	1	3.2	0	0.0
2019	615			IT	180	240	240	150	30	1	3.2	1	3.2
2021	615			IT	190	250	250	160	40	0	0.0	0	0.0
1988	615	OFF LAKE CORNER MATHER TWP (HWY TURNS N)	16.7	HR	200	410	300	100	40	2	1.6	0	0.0
1989	615			HR	200	380	300	120	40	0	0.0	0	0.0
1990	615			HR	200	370	290	120	40	6	4.9	0	0.0
1991	615			HR	200	370	300	120	40	4	3.3	0	0.0
1992	615			IR	200	250	220	170	40	2	1.6	0	0.0
1993	615			IR	200	250	210	160	40	3	2.5	1	0.8
1994	615			IR	190	230	210	160	40	0	0.0	0	0.0
1995	615			T	160	280	270	100	30	4	4.1	0	0.0
1996	615			T	180	310	310	110	40	3	2.7	0	0.0
1997	615			T	180	310	300	110	40	3	2.7	0	0.0
1998	615			T	180	310	300	110	40	1	0.9	0	0.0
1999	615			T	180	300	300	110	40	2	1.8	0	0.0
2000	615			T	190	310	300	120	40	3	2.6	0	0.0
2001	615			T	190	310	300	120	40	1	0.9	0	0.0
2002	615			T	190	310	300	120	40	4	3.5	0	0.0
2003	615			T	190	300	290	120	40	3	2.6	0	0.0
2004	615			LT	190	270	260	140	40	2	1.7	0	0.0
2005	615			LT	180	250	240	130	40	4	3.7	0	0.0
2006	615			LT	190	260	250	140	40	7	6.1	0	0.0
2007	615			LT	190	260	270	140	40	3	2.6	0	0.0
2008	615			LT	190	260	250	140	40	1	0.9	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2009	615			LT	190	260	250	140	40	2	1.7	0	0.0
2010	615			LT	180	240	240	130	40	1	0.9	0	0.0
2011	615			LT	190	240	250	160	40	2	1.7	0	0.0
2012	615			LT	190	250	240	140	40	1	0.9	0	0.0
2013	615			LT	190	250	250	140	40	3	2.6	0	0.0
2014	615			LT	190	250	250	140	40	4	3.5	0	0.0
2015	615			LT	190	250	250	140	40	2	1.7	0	0.0
2016	615			LT	190	250	250	140	40	0	0.0	0	0.0
2017	615			LT	190	260	260	150	40	2	1.7	0	0.0
2018	615			LT	190	260	260	150	40	3	2.6	0	0.0
2019	615			LT	190	260	260	150	40	2	1.7	0	0.0
2021	615			LT	190	250	250	150	40	2	1.7	2	1.7
2021	615	CLEARWATER LAKE END OF HWY											
1988	617	HWY 11 STRATTON	24.1	CTR	300	390	370	250	60	4	1.5	0	0.0
1989	617			CTR	350	440	420	300	70	2	0.6	0	0.0
1990	617			CTR	350	440	410	300	70	3	1.0	0	0.0
1991	617			CTR	350	440	440	300	70	1	0.3	0	0.0
1992	617			CTR	300	370	360	260	60	3	1.1	0	0.0
1993	617			CTR	300	380	360	260	60	2	0.8	0	0.0
1994	617			CTR	360	460	440	300	70	3	0.9	0	0.0
1995	617			IC	350	390	390	310	50	7	2.3	0	0.0
1996	617			IC	390	440	440	350	50	2	0.6	0	0.0
1997	617			IC	400	450	450	350	60	2	0.6	0	0.0
1998	617			IC	420	470	470	370	80	3	0.8	0	0.0
1999	617			IC	380	430	430	340	80	6	1.8	0	0.0
2000	617			IC	390	440	440	350	80	2	0.6	0	0.0
2001	617			CR	360	440	420	300	60	2	0.6	0	0.0
2002	617			CR	390	480	460	330	70	4	1.2	0	0.0
2003	617			CR	390	480	460	330	70	6	1.7	0	0.0
2004	617			CTR	400	500	480	340	20	3	0.8	0	0.0
2005	617			CTR	780	970	930	660	40	3	0.4	0	0.0
2006	617			CTR	450	560	530	380	30	3	0.8	0	0.0
2007	617			CTR	460	570	560	390	30	6	1.5	0	0.0
2008	617			CTR	470	580	570	400	30	4	1.0	0	0.0
2009	617			CTR	470	570	550	400	30	4	1.0	0	0.0
2010	617			CTR	350	430	410	300	20	8	2.6	0	0.0
2011	617			CTR	300	370	350	250	20	2	0.8	0	0.0
2012	617			CTR	300	360	360	260	20	2	0.8	0	0.0
2013	617			UC	290	290	290	280	20	4	1.6	0	0.0
2014	617			UC	300	300	290	280	20	1	0.4	1	0.4
2015	617			UC	300	300	290	280	20	2	0.8	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2016	617			UC	310	310	300	290	20	4	1.5	1	0.4
2017	617			UC	320	320	320	310	20	3	1.1	0	0.0
2018	617			C	330	360	360	300	30	2	0.7	0	0.0
2019	617			C	330	360	360	300	30	0	0.0	0	0.0
2021	617			C	340	370	370	310	30	4	1.3	0	0.0
2021	617	SEC HWY 600 (N&E) NORTH BRANCH END OF HWY											
1988	618	HWY 105 RED LAKE	1.5	IC	900	1,050	1,000	790	180	12	24.0	1	2.0
1989	618			IC	1,000	1,150	1,150	890	200	14	25.2	1	1.8
1990	618			IC	1,000	1,150	1,100	890	200	1	1.8	0	0.0
1991	618			IC	1,000	1,150	1,100	890	200	3	5.4	1	1.8
1992	618			IC	1,000	1,100	1,100	910	200	10	18.0	1	1.8
1993	618			IC	1,000	1,150	1,100	890	200	11	19.8	0	0.0
1994	618			IC	1,050	1,200	1,200	930	210	11	18.9	1	1.7
1995	618			IC	1,050	1,150	1,200	940	30	10	17.2	0	0.0
1996	618			IC	1,150	1,300	1,300	1,000	30	6	9.4	0	0.0
1997	618			IC	1,150	1,300	1,300	1,000	30	4	6.3	1	1.6
1998	618			IC	1,200	1,350	1,350	1,050	20	2	3.0	0	0.0
1999	618			IC	1,050	1,200	1,200	930	20	5	8.6	0	0.0
2000	618			IC	1,050	1,200	1,200	930	20	1	1.7	0	0.0
2001	618			IT	990	1,300	1,250	810	20	5	9.1	0	0.0
2002	618			IT	1,050	1,350	1,350	870	20	1	1.7	0	0.0
2003	618			IT	1,050	1,350	1,350	860	20	5	8.6	0	0.0
2004	618			CR	1,000	1,250	1,150	840	20	7	12.6	1	1.8
2005	618			CR	1,000	1,200	1,150	840	20	4	7.2	1	1.8
2006	618			CR	1,000	1,200	1,150	840	20	1	1.8	0	0.0
2007	618			CR	990	1,200	1,200	830	20	1	1.8	0	0.0
2008	618			IC	980	1,100	1,050	860	20	2	3.7	0	0.0
2009	618			IC	990	1,100	1,100	880	20	3	5.5	0	0.0
2010	618			IC	1,000	1,100	1,100	890	30	4	7.2	0	0.0
2011	618			IC	960	1,050	1,100	860	30	2	3.8	0	0.0
2012	618			UC	1,050	1,050	1,100	1,000	50	3	5.1	0	0.0
2013	618			UC	940	940	950	890	100	2	3.8	1	1.9
2014	618			UC	950	950	910	900	100	7	13.3	0	0.0
2015	618			UC	950	950	910	900	100	7	13.3	0	0.0
2016	618			UC	940	940	900	890	100	2	3.8	0	0.0
2017	618			UC	930	920	930	890	100	1	1.9	1	1.9
2018	618			C	960	1,050	1,050	870	50	7	13.1	1	1.9
2019	618			C	970	1,050	1,050	880	50	4	7.4	0	0.0
2021	618			C	980	1,050	1,050	890	50	3	5.5	0	0.0
1995	618	STARRATT ST (S) RED LAKE	10.2	UC	450	470	510	420	20	5	3.0	0	0.0
1996	618			UC	450	480	530	430	20	4	2.4	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1997	618			C	450	510	510	400	20	5	3.0	0	0.0
1998	618			C	450	510	510	400	20	5	3.0	0	0.0
1999	618			C	470	530	530	420	20	5	2.9	0	0.0
2000	618			C	470	530	530	420	20	3	1.7	0	0.0
2001	618			C	490	550	550	440	20	6	3.3	0	0.0
2002	618			C	480	540	540	430	20	5	2.8	0	0.0
2003	618			C	480	540	540	430	20	3	1.7	0	0.0
2004	618			C	480	540	540	430	20	2	1.1	0	0.0
2005	618			C	490	550	550	440	20	1	0.5	0	0.0
2006	618			C	510	570	570	460	20	1	0.5	0	0.0
2007	618			C	530	590	600	480	20	1	0.5	0	0.0
2008	618			C	530	580	580	480	20	3	1.5	0	0.0
2009	618			C	540	590	600	490	20	6	3.0	0	0.0
2010	618			C	600	660	670	540	50	2	0.9	0	0.0
2011	618			C	500	550	560	450	40	0	0.0	0	0.0
2012	618			UC	500	500	540	480	40	2	1.1	0	0.0
2013	618			UC	450	450	450	430	110	0	0.0	0	0.0
2014	618			UC	530	530	510	500	130	2	1.0	0	0.0
2015	618			UC	540	540	520	510	140	2	1.0	0	0.0
2016	618			UC	540	540	520	510	140	3	1.5	0	0.0
2017	618			UC	550	550	550	530	140	2	1.0	0	0.0
2018	618			UC	550	550	550	530	30	2	1.0	0	0.0
2019	618			UC	550	540	550	530	30	1	0.5	0	0.0
2021	618			UC	560	560	570	540	30	0	0.0	0	0.0
2021	618	OLSEN MINE RD STARRATT END OF HWY											
1988	619	HWY 11 PINEWOOD	40.7	IC	100	120	110	90	20	2	1.3	0	0.0
1989	619			IC	100	110	110	90	20	3	2.0	0	0.0
1990	619			IC	100	110	110	90	20	3	2.0	0	0.0
1991	619			IC	80	90	90	70	20	4	3.4	0	0.0
1992	619			UC	50	50	60	50	10	2	2.7	0	0.0
1993	619			UC	50	50	60	50	10	3	4.0	0	0.0
1994	619			UC	60	60	70	60	10	4	4.5	0	0.0
1995	619			LR	50	80	70	30	10	6	8.1	0	0.0
1996	619			LR	50	80	70	30	10	1	1.3	0	0.0
1997	619			LR	40	70	50	30	0	3	5.1	0	0.0
1998	619			LR	30	50	40	20	0	2	4.5	0	0.0
1999	619			LR	30	50	40	20	0	3	6.7	0	0.0
2000	619			LR	40	60	50	30	10	2	3.4	0	0.0
2001	619			LR	30	50	40	20	10	5	11.2	0	0.0
2002	619			LR	30	50	40	20	10	5	11.2	0	0.0
2003	619			LR	30	50	40	20	10	0	0.0	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2004	619			LR	30	50	40	20	0	4	9.0	0	0.0
2005	619			LR	40	60	50	30	0	0	0.0	0	0.0
2006	619			LR	30	50	40	20	0	2	4.5	0	0.0
2007	619			LR	30	50	50	20	0	5	11.2	0	0.0
2008	619			LR	30	50	50	20	0	2	4.5	0	0.0
2009	619			LR	30	50	40	20	0	1	2.2	0	0.0
2010	619			LT	40	50	50	30	0	2	3.4	0	0.0
2011	619			LT	60	80	80	50	0	1	1.1	0	0.0
2012	619			LT	60	80	70	50	0	6	6.7	0	0.0
2013	619			LT	50	70	70	40	0	2	2.7	0	0.0
2014	619			LT	40	50	50	30	0	0	0.0	0	0.0
2015	619			LT	40	50	50	30	0	1	1.7	0	0.0
2016	619			LT	40	50	50	30	0	1	1.7	0	0.0
2017	619			LT	40	50	50	30	0	0	0.0	0	0.0
2018	619			LT	40	50	50	30	0	1	1.7	0	0.0
2019	619			LT	40	50	50	30	0	5	8.4	0	0.0
2021	619			LT	40	50	50	30	0	2	3.4	0	0.0
2021	619	SEC HWY 621 (N&S) END OF HWY											
1988	621	HWY 11 SLEEMAN	26.1	IT	300	440	400	220	30	6	2.1	0	0.0
1989	621			IT	300	420	400	230	30	6	2.1	1	0.3
1990	621			IT	300	380	370	250	30	10	3.5	0	0.0
1991	621			IT	330	430	410	280	40	2	0.6	0	0.0
1992	621			LT	350	490	470	270	40	14	4.2	0	0.0
1993	621			LT	350	480	430	260	40	19	5.7	0	0.0
1994	621			LT	370	540	520	270	40	12	3.4	1	0.3
1995	621			IR	440	540	480	370	60	7	1.7	0	0.0
1996	621			IR	390	480	440	330	50	5	1.3	0	0.0
1997	621			IR	400	500	450	340	60	5	1.3	0	0.0
1998	621			IR	410	510	460	340	40	7	1.8	0	0.0
1999	621			IR	450	560	500	380	40	7	1.6	0	0.0
2000	621			IR	460	560	510	390	40	11	2.5	0	0.0
2001	621			IR	490	610	540	410	70	14	3.0	0	0.0
2002	621			IR	490	600	540	420	70	15	3.2	0	0.0
2003	621			IR	500	610	550	420	70	6	1.3	1	0.2
2004	621			IR	510	630	570	430	90	7	1.4	1	0.2
2005	621			IR	430	520	470	370	70	22	5.4	0	0.0
2006	621			IR	380	460	420	320	30	9	2.5	0	0.0
2007	621			IR	340	410	410	290	30	11	3.4	0	0.0
2008	621			IR	290	350	340	250	20	13	4.7	0	0.0
2009	621			IR	250	300	270	210	20	11	4.6	0	0.0
2010	621			IC	200	220	220	180	10	12	6.3	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2011	621			IC	200	220	230	180	10	13	6.8	0	0.0
2012	621			IC	200	220	210	180	10	9	4.7	0	0.0
2013	621			IC	420	460	460	370	30	11	2.7	0	0.0
2014	621			IC	430	480	470	380	30	9	2.2	0	0.0
2015	621			IC	440	490	480	390	30	9	2.1	0	0.0
2016	621			IC	440	490	480	390	30	10	2.4	0	0.0
2017	621			IC	450	490	500	410	30	14	3.3	0	0.0
2018	621			IC	450	500	500	410	30	6	1.4	0	0.0
2019	621			IC	450	490	500	410	30	16	3.7	0	0.0
2021	621			IC	440	480	480	400	30	7	1.7	1	0.2
1988	621	SEC HWY 600 (W TO BERGLAND HALL & E) BERGLAND	24.4	IT	300	440	400	220	30	4	1.5	0	0.0
1989	621			IT	300	420	400	230	30	5	1.9	0	0.0
1990	621			IT	300	380	370	250	30	5	1.9	0	0.0
1991	621			IT	330	430	410	280	30	7	2.4	0	0.0
1992	621			LT	350	490	470	270	40	6	1.9	0	0.0
1993	621			LT	350	480	430	260	40	10	3.2	0	0.0
1994	621			LT	360	530	510	260	40	10	3.1	0	0.0
1995	621			IR	430	530	470	370	50	6	1.6	0	0.0
1996	621			IR	360	450	400	310	40	7	2.2	1	0.3
1997	621			IR	370	460	410	310	40	7	2.1	0	0.0
1998	621			IR	370	460	410	310	70	9	2.7	0	0.0
1999	621			IR	400	500	440	340	80	8	2.2	0	0.0
2000	621			IR	410	500	450	350	80	6	1.6	0	0.0
2001	621			CTR	430	540	520	360	60	8	2.1	0	0.0
2002	621			CTR	420	530	510	350	60	8	2.1	0	0.0
2003	621			CTR	420	520	500	360	60	11	2.9	0	0.0
2004	621			CTR	430	540	520	360	30	12	3.1	0	0.0
2005	621			CTR	400	500	480	340	30	5	1.4	0	0.0
2006	621			CTR	400	500	470	340	40	6	1.7	0	0.0
2007	621			CTR	400	500	490	340	40	10	2.8	0	0.0
2008	621			CTR	390	480	470	330	40	12	3.4	0	0.0
2009	621			CTR	390	480	460	330	40	9	2.6	0	0.0
2010	621			LR	340	510	420	230	30	12	4.0	0	0.0
2011	621			LR	300	460	440	210	30	7	2.6	0	0.0
2012	621			CTR	300	360	360	260	30	12	4.5	3	1.1
2013	621			CTR	400	490	500	340	40	10	2.8	0	0.0
2014	621			CTR	420	510	520	360	40	3	0.8	0	0.0
2015	621			CTR	440	540	540	370	40	6	1.5	0	0.0
2016	621			CTR	450	550	550	380	40	8	2.0	0	0.0
2017	621			CTR	470	630	620	380	50	8	1.9	0	0.0
2018	621			CTR	500	670	670	410	70	3	0.7	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2019	621			CTR	480	640	640	390	70	3	0.7	0	0.0
2021	621			CTR	480	630	620	390	70	3	0.7	0	0.0
2021	621	LAKE OF THE WOODS DOCK END OF HWY											
1988	622	HWY 11B ATIKOKAN	2.1	UC	700	740	790	660	30	0	0.0	0	0.0
1989	622			UC	750	790	850	710	30	2	3.5	0	0.0
1990	622			UC	750	800	870	710	30	3	5.2	0	0.0
1991	622			LT	550	770	740	410	40	1	2.4	0	0.0
1992	622			LT	500	700	680	380	40	1	2.6	0	0.0
1993	622			IC	450	510	500	400	40	0	0.0	0	0.0
1994	622			IC	510	570	570	450	40	0	0.0	0	0.0
1995	622			IC	480	540	540	430	40	1	2.7	0	0.0
1996	622			IC	450	510	510	400	40	0	0.0	0	0.0
1997	622			CTR	430	550	530	360	30	0	0.0	0	0.0
1998	622			CTR	400	510	490	340	20	2	6.5	0	0.0
1999	622			CTR	370	470	450	310	30	1	3.5	0	0.0
2000	622			CTR	420	530	510	350	30	0	0.0	0	0.0
2001	622			CTR	430	540	520	360	30	3	9.1	0	0.0
2002	622			CTR	430	540	520	360	40	0	0.0	0	0.0
2003	622			CTR	430	530	510	360	40	0	0.0	0	0.0
2004	622			CTR	400	500	480	340	40	2	6.5	0	0.0
2005	622			CTR	440	550	520	370	20	0	0.0	0	0.0
2006	622			CTR	430	530	510	360	20	0	0.0	0	0.0
2007	622			IR	470	570	570	400	20	0	0.0	0	0.0
2008	622			IR	460	560	550	390	20	1	2.8	0	0.0
2009	622			CR	410	490	480	350	40	1	3.2	0	0.0
2010	622			CR	550	660	640	470	60	1	2.4	0	0.0
2011	622			CR	410	480	480	360	60	2	6.3	0	0.0
2012	622			CR	570	680	670	480	90	3	6.8	0	0.0
2013	622			LT	590	770	770	450	220	1	2.2	0	0.0
2014	622			LT	580	760	770	440	210	1	2.2	0	0.0
2015	622			LT	590	770	780	450	220	1	2.2	0	0.0
2016	622			LT	590	770	780	450	220	3	6.6	0	0.0
2017	622			LT	590	830	820	450	220	2	4.4	0	0.0
2018	622			LT	600	840	830	460	210	0	0.0	0	0.0
2019	622			LT	610	860	850	470	210	0	0.0	0	0.0
2021	622			LT	600	820	820	460	210	1	2.2	0	0.0
1988	622	RAWN RESERVOIR RD HARDY DAM RD	6.5	UC	700	740	790	660	30	3	1.8	0	0.0
1989	622			UC	750	790	850	710	30	0	0.0	0	0.0
1990	622			UC	750	800	870	710	30	2	1.1	0	0.0
1991	622			LT	550	770	740	410	40	1	0.8	0	0.0
1992	622			LT	500	700	680	380	40	3	2.5	1	0.8

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1993	622			IC	450	510	500	400	40	5	4.7	0	0.0
1994	622			IC	510	570	570	450	40	1	0.8	0	0.0
1995	622			IC	480	540	540	430	40	0	0.0	0	0.0
1996	622			IC	450	510	510	400	40	0	0.0	0	0.0
1997	622			CTR	430	550	530	360	30	1	1.0	0	0.0
1998	622			CTR	400	510	490	340	20	2	2.1	0	0.0
1999	622			CTR	370	470	450	310	30	1	1.1	0	0.0
2000	622			CTR	420	530	510	350	30	0	0.0	0	0.0
2001	622			CTR	430	540	520	360	30	0	0.0	0	0.0
2002	622			CTR	430	540	520	360	40	2	2.0	0	0.0
2003	622			CTR	420	520	500	360	40	2	2.0	0	0.0
2004	622			CTR	400	500	480	340	40	0	0.0	0	0.0
2005	622			CTR	440	550	520	370	20	3	2.9	0	0.0
2006	622			CTR	400	500	470	340	20	3	3.2	1	1.1
2007	622			IR	390	470	470	330	20	1	1.1	0	0.0
2008	622			IR	390	470	460	330	20	3	3.3	0	0.0
2009	622			IT	380	480	480	320	60	0	0.0	0	0.0
2010	622			IT	380	480	480	310	60	2	2.2	0	0.0
2011	622			IT	370	500	500	300	60	0	0.0	0	0.0
2012	622			IT	370	460	450	310	60	1	1.1	0	0.0
2013	622			IT	360	450	450	300	60	0	0.0	0	0.0
2014	622			IT	360	450	440	300	60	1	1.2	0	0.0
2015	622			IT	350	440	430	290	60	2	2.4	0	0.0
2016	622			IT	350	440	430	290	60	0	0.0	0	0.0
2017	622			IT	510	670	680	430	80	2	1.7	0	0.0
2018	622			IT	510	670	670	430	80	0	0.0	0	0.0
2019	622			IT	510	680	680	430	80	2	1.7	0	0.0
2021	622			IT	500	650	650	430	80	3	2.5	0	0.0
1988	622	FOOTHILLS TIMBER RD OLD 7177 SKI AREA (W)	6.5	UC	700	740	790	660	60	2	1.2	1	0.6
1989	622			UC	750	790	850	710	60	2	1.1	0	0.0
1990	622			UC	750	800	870	710	60	0	0.0	0	0.0
1991	622			LT	550	770	740	410	40	2	1.5	0	0.0
1992	622			LT	450	630	610	350	40	0	0.0	0	0.0
1993	622			IC	450	510	500	400	40	0	0.0	0	0.0
1994	622			IC	480	540	540	430	40	0	0.0	0	0.0
1995	622			IC	460	510	520	410	40	2	1.8	0	0.0
1996	622			LT	410	580	560	300	30	1	1.0	0	0.0
1997	622			LT	400	560	550	300	30	0	0.0	0	0.0
1998	622			LT	370	520	510	270	30	0	0.0	0	0.0
1999	622			LT	340	470	460	250	30	1	1.2	0	0.0
2000	622			LT	370	520	500	270	30	0	0.0	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2001	622			LT	360	500	490	260	30	1	1.2	0	0.0
2002	622			LT	340	480	460	250	30	0	0.0	0	0.0
2003	622			LT	330	450	440	240	30	0	0.0	0	0.0
2004	622			LT	320	450	440	230	30	0	0.0	0	0.0
2005	622			LT	320	440	430	240	30	0	0.0	0	0.0
2006	622			LT	310	420	410	230	20	1	1.4	0	0.0
2007	622			LT	300	410	420	220	20	1	1.4	0	0.0
2008	622			LT	290	400	380	210	20	0	0.0	0	0.0
2009	622			LT	250	340	330	180	30	0	0.0	0	0.0
2010	622			LT	290	390	380	210	30	1	1.4	0	0.0
2011	622			LT	230	290	300	190	30	2	3.6	0	0.0
2012	622			LT	290	380	360	220	40	1	1.4	0	0.0
2013	622			LT	360	470	470	270	120	0	0.0	0	0.0
2014	622			LT	250	330	330	190	80	0	0.0	0	0.0
2015	622			LT	240	310	320	180	80	1	1.7	0	0.0
2016	622			LT	230	300	310	170	80	1	1.8	0	0.0
2017	622			LT	300	420	420	230	100	2	2.8	0	0.0
2018	622			LT	300	420	420	230	100	0	0.0	0	0.0
2019	622			LT	300	420	420	230	100	1	1.4	0	0.0
2021	622			LT	320	440	430	250	110	1	1.3	0	0.0
1988	622	HYDRO GENERATING STA ENT (W)	66.9	T	100	180	180	60	10	7	2.9	0	0.0
1989	622			T	150	270	260	90	10	2	0.5	1	0.3
1990	622			T	200	360	350	120	20	4	0.8	0	0.0
1991	622			T	150	270	260	90	10	7	1.9	2	0.5
1992	622			LT	150	210	200	120	10	6	1.6	1	0.3
1993	622			LT	150	210	190	110	10	4	1.1	2	0.5
1994	622			LT	170	250	240	120	10	7	1.7	0	0.0
1995	622			LT	180	260	250	130	10	6	1.4	1	0.2
1996	622			LT	200	280	280	150	20	9	1.8	3	0.6
1997	622			LT	200	280	280	150	20	9	1.8	0	0.0
1998	622			LT	200	280	270	150	40	6	1.2	1	0.2
1999	622			LT	220	310	300	160	40	7	1.3	0	0.0
2000	622			LT	220	310	300	160	40	7	1.3	2	0.4
2001	622			LT	200	280	270	150	40	3	0.6	1	0.2
2002	622			LT	240	340	330	180	50	5	0.9	1	0.2
2003	622			LT	210	290	280	160	40	7	1.4	0	0.0
2004	622			LT	200	280	270	150	40	4	0.8	0	0.0
2005	622			LT	180	250	240	130	30	4	0.9	1	0.2
2006	622			LT	210	290	280	150	40	9	1.8	3	0.6
2007	622			LT	210	290	300	150	40	8	1.6	0	0.0
2008	622			LT	210	290	280	150	40	9	1.8	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2009	622			LT	200	270	260	150	40	4	0.8	0	0.0
2010	622			LT	210	280	280	160	40	8	1.6	0	0.0
2011	622			LT	120	150	160	100	20	4	1.4	0	0.0
2012	622			LT	120	160	150	90	20	4	1.4	0	0.0
2013	622			LT	180	240	230	140	50	1	0.2	0	0.0
2014	622			LT	180	240	240	140	50	1	0.2	0	0.0
2015	622			LT	180	240	240	140	50	3	0.7	0	0.0
2016	622			LT	170	220	230	130	50	5	1.2	1	0.2
2017	622			LT	170	220	220	140	50	4	1.0	1	0.2
2018	622			LT	170	220	220	140	50	3	0.7	2	0.5
2019	622			LT	170	220	220	140	50	3	0.7	0	0.0
2021	622			LT	170	210	210	140	50	4	1.0	0	0.0
1991	622	MANION RD (W)	48.3	T	150	270	260	90	80	0	0.0	0	0.0
1992	622			IT	100	130	120	80	50	0	0.0	0	0.0
1993	622			IT	100	120	120	80	50	3	1.7	0	0.0
1994	622			IT	120	160	150	100	60	2	0.9	0	0.0
1995	622			IT	120	150	150	100	60	4	1.9	1	0.5
1996	622			IT	130	170	170	110	70	5	2.2	1	0.4
1997	622			IT	120	160	150	100	60	6	2.8	1	0.5
1998	622			IT	120	150	150	100	30	0	0.0	0	0.0
1999	622			IT	120	150	150	100	20	4	1.9	1	0.5
2000	622			IT	120	150	150	100	20	1	0.5	0	0.0
2001	622			IT	120	160	150	100	20	2	0.9	0	0.0
2002	622			IT	120	160	150	100	20	4	1.9	0	0.0
2003	622			IT	120	150	150	100	20	2	0.9	0	0.0
2004	622			IT	120	160	150	100	20	3	1.4	0	0.0
2005	622			LT	120	160	160	90	20	2	0.9	1	0.5
2006	622			LT	120	160	160	90	20	3	1.4	1	0.5
2007	622			LT	120	160	170	90	20	4	1.9	1	0.5
2008	622			LT	120	160	160	90	20	2	0.9	0	0.0
2009	622			LT	110	150	150	80	30	3	1.5	0	0.0
2010	622			LT	120	160	160	90	30	4	1.9	1	0.5
2011	622			IR	110	130	130	90	30	1	0.5	0	0.0
2012	622			IR	90	110	100	80	20	2	1.3	0	0.0
2013	622			LT	70	90	90	50	30	0	0.0	0	0.0
2014	622			LT	100	130	130	80	40	1	0.6	0	0.0
2015	622			LT	100	130	130	80	40	3	1.7	1	0.6
2016	622			LT	100	130	130	80	40	3	1.7	1	0.6
2017	622			LT	100	140	140	80	40	5	2.8	1	0.6
2018	622			LT	100	140	140	80	40	0	0.0	0	0.0
2019	622			LT	100	140	140	80	40	6	3.4	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2021	622			LT	90	120	120	70	40	1	0.6	1	0.6
2021	622	HWY 17 END OF HWY											
1988	623	HWY 11	5.1	SC	400	430	470	360	80	1	1.3	0	0.0
1989	623			SC	500	550	600	440	100	1	1.1	0	0.0
1990	623			SC	530	580	640	470	100	2	2.0	0	0.0
1991	623			SC	550	600	670	490	100	0	0.0	0	0.0
1992	623			SC	580	610	680	530	110	0	0.0	0	0.0
1993	623			SC	600	670	730	530	70	0	0.0	0	0.0
1994	623			SC	640	670	740	590	70	3	2.5	0	0.0
1995	623			SC	670	700	780	610	70	0	0.0	0	0.0
1996	623			SC	710	750	830	640	80	1	0.8	0	0.0
1997	623			SC	740	780	870	660	80	0	0.0	0	0.0
1998	623			SC	770	820	900	690	80	1	0.7	0	0.0
1999	623			SC	660	700	770	590	70	0	0.0	0	0.0
2000	623			SC	650	690	760	570	70	5	4.1	0	0.0
2001	623			SC	640	680	750	560	70	2	1.7	1	0.8
2002	623			SC	550	580	640	480	190	1	1.0	0	0.0
2003	623			SC	600	630	700	530	200	0	0.0	0	0.0
2004	623			SC	590	630	690	520	200	0	0.0	0	0.0
2005	623			SC	590	620	690	520	220	0	0.0	0	0.0
2006	623			SC	600	630	700	530	230	1	0.9	0	0.0
2007	623			SC	500	530	580	440	160	0	0.0	0	0.0
2008	623			SC	360	380	360	320	120	0	0.0	0	0.0
2009	623			LT	180	240	240	130	20	0	0.0	0	0.0
2010	623			LT	150	200	200	110	10	0	0.0	0	0.0
2011	623			LT	380	490	500	310	50	1	1.4	0	0.0
2012	623			LT	170	220	210	130	20	0	0.0	0	0.0
2013	623			UC	140	140	140	130	20	0	0.0	0	0.0
2014	623			UC	190	190	180	180	30	0	0.0	0	0.0
2015	623			UC	160	160	150	150	20	0	0.0	0	0.0
2016	623			UC	130	130	130	120	20	2	8.3	0	0.0
2017	623			UC	140	140	140	130	20	3	11.5	2	7.7
2018	623			UC	140	140	140	130	20	1	3.8	1	3.8
2019	623			UC	140	140	140	130	20	2	7.7	0	0.0
2021	623			UC	150	150	150	140	20	2	7.2	1	3.6
2021	623	BUSH RD END OF HWY											
1988	624	SEC HWY 569 (E)	24.5	LT	300	430	420	230	30	5	1.9	0	0.0
1989	624			LT	300	420	410	220	30	3	1.1	0	0.0
1990	624			IR	300	380	330	250	30	8	3.0	0	0.0
1991	624			IR	300	380	330	250	30	10	3.7	0	0.0
1992	624			IR	300	370	330	260	30	10	3.7	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1993	624			IR	300	370	310	250	30	6	2.2	1	0.4
1994	624			IR	300	370	330	250	30	6	2.2	1	0.4
1995	624			IR	300	370	330	260	30	6	2.2	1	0.4
1996	624			IR	300	370	330	260	30	4	1.5	0	0.0
1997	624			IR	300	380	340	260	30	2	0.7	0	0.0
1998	624			IR	310	380	350	260	30	5	1.8	0	0.0
1999	624			IR	310	380	340	260	40	4	1.4	0	0.0
2000	624			IR	310	380	340	260	20	5	1.8	0	0.0
2001	624			IR	320	400	350	270	20	2	0.7	0	0.0
2002	624			IR	320	390	350	270	50	11	3.8	1	0.3
2003	624			IR	320	390	350	270	50	2	0.7	0	0.0
2004	624			IR	320	400	350	270	50	2	0.7	0	0.0
2005	624			IR	330	400	360	280	50	2	0.7	1	0.3
2006	624			IR	330	400	360	280	50	7	2.4	2	0.7
2007	624			IR	330	400	400	280	20	8	2.7	1	0.3
2008	624			IR	330	400	390	280	20	2	0.7	0	0.0
2009	624			CR	340	410	390	290	20	3	1.0	0	0.0
2010	624			CR	340	410	390	290	20	2	0.7	0	0.0
2011	624			CR	340	400	400	300	20	4	1.3	0	0.0
2012	624			CTR	350	420	420	300	20	3	1.0	0	0.0
2013	624			CTR	350	430	440	300	20	3	1.0	2	0.6
2014	624			CTR	350	430	430	300	20	2	0.6	0	0.0
2015	624			CTR	350	430	430	300	20	2	0.6	0	0.0
2016	624			CTR	360	440	440	310	20	3	0.9	0	0.0
2017	624			CTR	360	480	480	290	20	2	0.6	0	0.0
2018	624			CTR	360	480	480	290	20	4	1.2	3	0.9
2019	624			CTR	360	480	480	290	20	3	0.9	0	0.0
2021	624			CTR	370	480	480	300	20	3	0.9	1	0.3
1997	624	CATHERINE SKEAD TWP BDY	17.4	UC	350	370	410	330	40	3	1.3	0	0.0
1998	624			UC	350	370	410	330	40	1	0.4	0	0.0
1999	624			UC	350	370	410	330	40	2	0.9	0	0.0
2000	624			UC	350	370	410	330	40	6	2.7	1	0.4
2001	624			UC	350	370	410	330	40	0	0.0	0	0.0
2002	624			UC	350	370	410	330	40	3	1.3	0	0.0
2003	624			UC	350	370	410	330	40	5	2.2	0	0.0
2004	624			UC	350	370	410	330	40	2	0.9	1	0.4
2005	624			UC	350	370	410	330	40	4	1.8	2	0.9
2006	624			IC	350	390	390	310	40	3	1.3	1	0.4
2007	624			IC	350	390	400	310	40	4	1.8	0	0.0
2008	624			IC	350	390	380	310	40	5	2.2	0	0.0
2009	624			IC	350	390	390	310	40	2	0.9	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2010	624			IC	350	390	390	310	40	2	0.9	1	0.4
2011	624			IC	350	380	400	310	40	3	1.3	0	0.0
2012	624			CTR	350	420	420	300	40	0	0.0	0	0.0
2013	624			CTR	350	430	440	300	40	0	0.0	0	0.0
2014	624			IC	350	390	390	310	40	1	0.4	0	0.0
2015	624			IC	350	390	390	310	40	4	1.8	0	0.0
2016	624			IC	350	390	390	310	40	1	0.4	0	0.0
2017	624			IC	350	380	390	320	40	0	0.0	0	0.0
2018	624			IC	350	390	390	320	40	2	0.9	0	0.0
2019	624			IC	350	380	390	320	40	2	0.9	1	0.4
2021	624			IC	350	380	380	320	40	3	1.3	0	0.0
2021	624	HWY 66 LARDER LAKE END OF HWY											
1988	625	HWY 11	29.7	IC	200	230	230	180	20	2	0.9	0	0.0
1989	625			IC	200	230	230	180	20	3	1.4	0	0.0
1990	625			IC	200	230	220	180	20	3	1.4	0	0.0
1991	625			IC	200	230	220	180	20	3	1.4	0	0.0
1992	625			IC	200	220	220	180	20	2	0.9	1	0.5
1993	625			HR	200	360	290	120	20	3	1.4	1	0.5
1994	625			HR	200	360	290	120	20	6	2.8	1	0.5
1995	625			HR	200	350	280	120	20	3	1.4	0	0.0
1996	625			LT	200	280	280	150	20	1	0.5	0	0.0
1997	625			LT	200	280	280	150	20	0	0.0	0	0.0
1998	625			LT	200	280	270	150	20	4	1.8	1	0.5
1999	625			LT	200	280	270	150	20	3	1.4	0	0.0
2000	625			LT	200	280	270	150	20	3	1.4	3	1.4
2001	625			LT	200	280	270	150	20	2	0.9	1	0.5
2002	625			LT	200	280	270	150	30	1	0.5	0	0.0
2003	625			LT	200	280	270	150	30	0	0.0	0	0.0
2004	625			LT	200	280	270	150	30	1	0.5	0	0.0
2005	625			LT	200	270	270	150	40	1	0.5	0	0.0
2006	625			LT	180	250	240	130	40	4	2.1	1	0.5
2007	625			LT	180	250	250	130	10	2	1.0	1	0.5
2008	625			LT	170	230	220	130	10	1	0.5	1	0.5
2009	625			LT	130	180	170	100	10	2	1.4	0	0.0
2010	625			LT	170	230	220	130	10	0	0.0	0	0.0
2011	625			LT	130	170	170	110	10	0	0.0	0	0.0
2012	625			LT	130	170	160	100	10	0	0.0	0	0.0
2013	625			LT	150	200	200	110	10	2	1.2	0	0.0
2014	625			LT	160	210	210	120	10	1	0.6	0	0.0
2015	625			LT	150	200	200	110	10	1	0.6	0	0.0
2016	625			LT	150	200	200	110	10	0	0.0	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2017	625			LT	160	220	220	120	10	0	0.0	0	0.0
2018	625			LT	150	210	210	120	10	0	0.0	0	0.0
2019	625			LT	160	220	220	120	10	0	0.0	0	0.0
2021	625			LT	160	220	220	120	10	0	0.0	0	0.0
2021	625	TAMARAC RD (W) CARAMAT END OF HWY											
1988	627	HWY 17	13.2	CTR	650	840	790	550	40	4	1.3	0	0.0
1989	627			CTR	600	760	730	520	40	3	1.0	0	0.0
1990	627			CTR	550	690	650	480	30	6	2.3	1	0.4
1991	627			CTR	550	690	690	480	70	2	0.8	0	0.0
1992	627			CTR	550	680	650	480	70	7	2.6	1	0.4
1993	627			CTR	600	760	730	510	80	4	1.4	0	0.0
1994	627			IR	600	740	660	500	80	2	0.7	0	0.0
1995	627			IR	640	790	710	550	90	6	1.9	0	0.0
1996	627			CTR	640	820	790	540	90	2	0.6	0	0.0
1997	627			CTR	660	840	810	550	90	2	0.6	0	0.0
1998	627			CTR	680	860	830	570	100	2	0.6	0	0.0
1999	627			CTR	670	840	810	560	70	1	0.3	0	0.0
2000	627			CTR	680	860	820	570	70	3	0.9	1	0.3
2001	627			CTR	670	850	810	560	70	1	0.3	0	0.0
2002	627			CTR	690	870	830	580	10	0	0.0	0	0.0
2003	627			CTR	690	860	820	590	10	2	0.6	0	0.0
2004	627			CTR	690	870	830	580	10	1	0.3	0	0.0
2005	627			IC	670	740	750	590	50	2	0.6	0	0.0
2006	627			IC	680	760	760	600	50	1	0.3	0	0.0
2007	627			CR	710	860	860	600	110	2	0.6	0	0.0
2008	627			CR	690	840	830	580	110	2	0.6	0	0.0
2009	627			IC	620	690	690	550	40	2	0.7	0	0.0
2010	627			IC	690	760	770	610	40	3	0.9	1	0.3
2011	627			IC	640	700	730	570	40	1	0.3	0	0.0
2012	627			IC	590	650	630	520	40	4	1.4	0	0.0
2013	627			IC	670	740	740	590	50	2	0.6	0	0.0
2014	627			CTR	690	840	850	590	50	1	0.3	0	0.0
2015	627			CTR	670	820	820	570	50	0	0.0	0	0.0
2016	627			CTR	670	820	820	570	50	0	0.0	0	0.0
2017	627			CTR	670	900	890	550	50	1	0.3	0	0.0
2018	627			CTR	670	890	890	550	30	2	0.6	0	0.0
2019	627			CTR	670	890	890	550	30	1	0.3	0	0.0
2021	627			CTR	670	870	870	550	30	2	0.6	0	0.0
2021	627	SEC HWY 627 END OF HWY											
1988	628	HWYS 11/17	7.0	UC	1,750	1,850	2,000	1,650	520	11	2.5	1	0.2
1989	628			UC	1,800	1,900	2,050	1,700	540	5	1.1	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1990	628			UC	1,900	2,050	2,200	1,800	570	5	1.0	1	0.2
1991	628			UC	1,900	2,000	2,200	1,850	570	5	1.0	2	0.4
1992	628			UC	1,900	2,000	2,200	1,800	570	3	0.6	1	0.2
1993	628			UC	1,800	1,900	2,050	1,700	310	6	1.3	0	0.0
1994	628			UC	1,800	1,900	2,050	1,650	310	5	1.1	1	0.2
1995	628			UC	1,800	1,900	2,050	1,700	310	8	1.7	3	0.7
1996	628			UC	1,600	1,700	1,850	1,500	270	6	1.5	2	0.5
1997	628			UC	1,850	1,950	2,150	1,750	310	2	0.4	1	0.2
1998	628			UC	1,850	1,950	2,150	1,750	310	3	0.6	1	0.2
1999	628			UC	1,800	1,900	2,100	1,700	310	5	1.1	4	0.9
2000	628			UC	1,850	1,950	2,200	1,750	310	9	1.9	0	0.0
2001	628			UC	1,700	1,800	2,000	1,600	290	7	1.6	1	0.2
2002	628			UC	1,850	1,950	2,200	1,750	260	5	1.1	1	0.2
2003	628			UC	1,550	1,650	1,800	1,450	220	4	1.0	0	0.0
2004	628			UC	1,500	1,600	1,750	1,400	240	4	1.0	0	0.0
2005	628			UC	1,550	1,650	1,800	1,450	250	3	0.8	0	0.0
2006	628			UC	1,350	1,450	1,600	1,250	220	6	1.7	0	0.0
2007	628			UC	1,000	1,050	1,150	940	50	2	0.8	0	0.0
2008	628			UC	1,250	1,300	1,250	1,150	60	6	1.9	0	0.0
2009	628			LT	1,000	1,350	1,300	740	40	1	0.4	0	0.0
2010	628			LT	1,150	1,550	1,500	850	50	0	0.0	0	0.0
2011	628			LT	1,100	1,400	1,450	900	40	0	0.0	0	0.0
2012	628			LT	970	1,250	1,200	730	40	0	0.0	0	0.0
2013	628			LT	980	1,300	1,300	740	40	0	0.0	0	0.0
2014	628			LT	950	1,250	1,250	720	70	3	1.2	0	0.0
2015	628			LT	880	1,150	1,150	660	70	0	0.0	0	0.0
2016	628			LT	830	1,100	1,100	630	60	0	0.0	0	0.0
2017	628			LT	1,000	1,250	1,250	840	80	0	0.0	0	0.0
2018	628			LT	1,000	1,250	1,250	840	80	0	0.0	0	0.0
2019	628			LT	1,000	1,250	1,250	840	80	0	0.0	0	0.0
2021	628			LT	950	1,200	1,200	790	80	0	0.0	0	0.0
2021	628	CNR S REDDITT END OF HWY											
1988	630	KIOSK HWY SIGN	27.8	LT	300	430	420	230	30	0	0.0	0	0.0
1989	630			LT	300	420	410	220	30	1	0.3	0	0.0
1990	630			LT	300	440	420	220	30	3	1.0	0	0.0
1991	630			LT	300	420	400	220	30	1	0.3	0	0.0
1992	630			LT	300	420	400	230	30	0	0.0	0	0.0
1993	630			LT	300	410	370	220	30	2	0.7	0	0.0
1994	630			LT	330	480	470	240	30	0	0.0	0	0.0
1995	630			LT	320	460	450	230	30	1	0.3	0	0.0
1996	630			LT	340	480	470	250	30	1	0.3	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1997	630			LR	350	590	470	230	40	3	0.8	2	0.6
1998	630			LR	420	690	560	280	40	0	0.0	0	0.0
1999	630			LR	360	590	480	240	40	1	0.3	0	0.0
2000	630			LR	360	580	470	240	40	1	0.3	0	0.0
2001	630			LT	410	570	560	300	40	1	0.2	0	0.0
2002	630			LT	370	520	500	270	40	2	0.5	0	0.0
2003	630			LT	370	510	500	270	40	1	0.3	1	0.3
2004	630			LT	330	460	450	240	30	1	0.3	0	0.0
2005	630			LT	370	510	500	270	40	4	1.1	1	0.3
2006	630			LT	370	510	490	270	40	4	1.1	0	0.0
2007	630			LT	370	510	520	270	40	3	0.8	0	0.0
2008	630			LT	370	510	490	270	40	0	0.0	0	0.0
2009	630			LT	350	470	460	260	40	0	0.0	0	0.0
2010	630			LT	370	500	490	270	40	0	0.0	0	0.0
2011	630			LT	300	380	390	250	30	5	1.6	0	0.0
2012	630			LT	360	470	450	270	40	1	0.3	0	0.0
2013	630			CTR	310	380	390	260	30	2	0.6	1	0.3
2014	630			CTR	350	430	430	300	40	2	0.6	0	0.0
2015	630			CTR	310	380	380	260	30	2	0.6	0	0.0
2016	630			CTR	340	410	420	290	30	1	0.3	0	0.0
2017	630			CTR	340	450	450	280	30	3	0.9	0	0.0
2018	630			CTR	340	450	450	280	30	2	0.6	0	0.0
2019	630			CTR	340	450	450	280	30	1	0.3	0	0.0
2021	630			CTR	340	440	440	280	30	1	0.3	0	0.0
2021	630	HWY 17 END OF HWY											
1988	631	HWY 17 WHITE RIVER	97.3	LT	250	360	350	190	50	17	1.9	7	0.8
1989	631			LT	250	350	340	180	50	10	1.1	3	0.3
1990	631			LT	200	290	280	150	40	10	1.4	1	0.1
1991	631			LT	280	390	380	210	60	11	1.1	5	0.5
1992	631			LT	350	490	470	270	70	16	1.3	6	0.5
1993	631			LT	450	620	560	330	80	26	1.6	7	0.4
1994	631			C	400	440	450	360	70	17	1.2	4	0.3
1995	631			C	360	390	400	330	60	11	0.9	3	0.2
1996	631			C	380	430	430	340	60	16	1.2	4	0.3
1997	631			LT	400	560	550	300	70	19	1.3	10	0.7
1998	631			LT	420	590	580	310	70	15	1.0	5	0.3
1999	631			LT	370	510	500	270	50	19	1.4	7	0.5
2000	631			LT	350	490	480	260	50	20	1.6	7	0.6
2001	631			LT	360	500	490	260	50	12	0.9	6	0.5
2002	631			LT	350	490	480	260	40	19	1.5	5	0.4
2003	631			UC	370	390	430	350	40	14	1.1	1	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2004	631			UC	330	350	390	310	40	14	1.2	3	0.3
2005	631			UC	370	390	430	350	40	13	1.0	6	0.5
2006	631			UC	270	290	320	250	100	17	1.8	8	0.8
2007	631			LT	290	400	410	210	120	21	2.0	3	0.3
2008	631			UC	290	310	290	270	120	9	0.9	0	0.0
2009	631			UC	250	260	290	240	60	7	0.8	1	0.1
2010	631			UC	280	300	330	260	70	7	0.7	3	0.3
2011	631			LT	230	290	300	190	60	4	0.5	2	0.2
2012	631			CTR	250	300	300	210	70	11	1.2	0	0.0
2013	631			LT	240	310	310	180	100	15	1.8	4	0.5
2014	631			LT	230	300	310	170	110	13	1.6	6	0.7
2015	631			LT	220	290	290	170	80	13	1.7	4	0.5
2016	631			LT	210	270	280	160	80	6	0.8	2	0.3
2017	631			LT	200	250	250	170	70	10	1.4	5	0.7
2018	631			LT	190	240	240	160	70	8	1.2	3	0.4
2019	631			LT	220	280	280	180	80	13	1.7	1	0.1
2021	631			LT	170	210	210	140	60	11	1.8	3	0.5
2021	631	SECOND ST HORNEPAYNE START OF NA	0.8										
1988	631	BECKER RD HORNEPAYNE	69.3	LT	300	430	420	230	80	16	2.1	5	0.7
1989	631			LT	300	420	410	220	80	8	1.1	0	0.0
1990	631			LT	300	440	420	220	80	8	1.1	3	0.4
1991	631			LT	350	490	470	260	90	11	1.2	4	0.5
1992	631			LT	400	560	540	310	100	14	1.4	7	0.7
1993	631			LT	450	620	560	330	110	10	0.9	4	0.4
1994	631			LT	440	650	620	320	110	7	0.6	3	0.3
1995	631			LT	460	660	640	340	120	17	1.5	8	0.7
1996	631			LT	490	690	670	360	120	11	0.9	3	0.2
1997	631			LT	500	680	680	380	120	11	0.9	4	0.3
1998	631			LT	540	730	730	400	130	4	0.3	1	0.1
1999	631			LT	520	700	700	390	150	8	0.6	3	0.2
2000	631			LT	540	730	730	400	140	10	0.7	5	0.4
2001	631			LT	550	740	740	410	150	7	0.5	0	0.0
2002	631			LT	540	750	740	400	140	11	0.8	3	0.2
2003	631			LT	580	800	780	430	140	5	0.3	2	0.1
2004	631			LT	590	780	790	450	150	4	0.3	2	0.1
2005	631			LT	440	600	590	320	110	6	0.5	1	0.1
2006	631			LT	450	620	600	330	110	3	0.3	3	0.3
2007	631			LT	450	620	630	330	110	10	0.9	5	0.4
2008	631			LT	350	480	460	260	90	3	0.3	0	0.0
2009	631			LT	430	580	570	320	110	8	0.7	0	0.0
2010	631			IT	300	380	380	250	80	8	1.1	3	0.4

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2011	631			IT	400	540	540	330	100	6	0.6	1	0.1
2012	631			CTR	330	400	400	280	80	8	1.0	1	0.1
2013	631			CTR	370	450	470	310	90	8	0.9	3	0.3
2014	631			CTR	350	430	430	300	90	10	1.1	1	0.1
2015	631			CTR	340	410	420	290	80	11	1.3	4	0.5
2016	631			CTR	340	410	420	290	80	7	0.8	1	0.1
2017	631			CTR	330	440	440	270	80	3	0.4	0	0.0
2018	631			IT	270	360	360	230	90	3	0.4	1	0.1
2019	631			IT	310	410	410	260	110	7	0.9	3	0.4
2021	631			IT	290	380	380	250	100	9	1.2	4	0.5
2021	631	HWY 11 END OF HWY											
1988	632	MUSKOKA REG PARRY SOUND DIST BDY	10.3	HT	300	600	540	130	60	2	1.8	0	0.0
1989	632			HT	350	700	630	160	70	1	0.8	0	0.0
1990	632			HT	400	800	720	180	80	5	3.3	0	0.0
1991	632			T	400	720	690	250	80	1	0.7	0	0.0
1992	632			T	400	720	700	250	80	4	2.7	1	0.7
1993	632			T	400	720	700	250	80	7	4.7	0	0.0
1994	632			T	350	630	620	220	70	5	3.8	1	0.8
1995	632			T	410	720	690	250	80	2	1.3	1	0.6
1996	632			T	410	710	700	250	80	0	0.0	0	0.0
1997	632			LR	440	740	590	290	90	3	1.8	1	0.6
1998	632			LR	430	710	570	280	90	0	0.0	0	0.0
1999	632			LR	450	740	590	300	90	5	3.0	0	0.0
2000	632			LT	450	630	610	330	90	2	1.2	0	0.0
2001	632			LT	480	670	650	350	100	2	1.1	0	0.0
2002	632			LT	490	680	670	360	100	4	2.2	0	0.0
2003	632			T	510	800	770	320	100	2	1.0	0	0.0
2004	632			T	520	850	820	320	100	4	2.0	1	0.5
2005	632			T	540	840	810	340	110	3	1.5	0	0.0
2006	632			T	550	850	810	350	110	6	2.9	1	0.5
2007	632			T	570	880	840	360	110	3	1.4	1	0.5
2008	632			T	580	880	860	370	120	3	1.4	1	0.5
2009	632			T	590	870	840	380	120	1	0.5	0	0.0
2010	632			T	610	890	860	390	120	5	2.2	0	0.0
2011	632			LR	620	960	900	430	120	5	2.1	0	0.0
2012	632			LR	640	960	930	440	130	7	2.9	1	0.4
2013	632			LR	890	1,350	1,500	600	180	0	0.0	0	0.0
2014	632			LR	710	1,050	1,100	480	140	4	1.5	0	0.0
2015	632			LR	740	1,100	1,150	500	150	6	2.2	0	0.0
2016	632			LR	750	1,100	1,150	510	150	3	1.1	0	0.0
2017	632			LR	770	1,300	1,250	530	150	1	0.3	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2018	632			LR	790	1,300	1,300	540	70	5	1.7	1	0.3
2019	632			LR	810	1,350	1,300	550	70	4	1.3	0	0.0
2021	632			LR	840	1,350	1,300	570	80	6	1.9	0	0.0
1988	632	ROSSEAU W LTS	0.6	HT	450	900	810	200	40	0	0.0	0	0.0
1989	632			HT	550	1,100	1,000	250	60	0	0.0	0	0.0
1990	632			HT	650	1,300	1,150	290	60	1	7.0	0	0.0
1991	632			T	650	1,200	1,100	400	60	0	0.0	0	0.0
1992	632			T	650	1,200	1,150	400	60	0	0.0	0	0.0
1993	632			T	700	1,250	1,250	430	70	1	6.5	0	0.0
1994	632			T	670	1,200	1,200	420	70	0	0.0	0	0.0
1995	632			T	740	1,300	1,250	460	70	0	0.0	0	0.0
1996	632			T	770	1,350	1,300	470	80	0	0.0	0	0.0
1997	632			LR	810	1,350	1,100	540	80	0	0.0	0	0.0
1998	632			LR	830	1,350	1,100	550	80	0	0.0	0	0.0
1999	632			LR	870	1,450	1,150	570	90	0	0.0	0	0.0
2000	632			LR	900	1,450	1,200	600	40	2	10.1	0	0.0
2001	632			LR	940	1,550	1,200	630	40	0	0.0	0	0.0
2002	632			LR	970	1,600	1,250	660	40	2	9.4	0	0.0
2003	632			T	1,000	1,550	1,500	630	40	0	0.0	0	0.0
2004	632			T	1,050	1,700	1,650	650	40	0	0.0	0	0.0
2005	632			T	1,100	1,700	1,650	690	40	0	0.0	0	0.0
2006	632			LT	1,100	1,500	1,450	810	40	0	0.0	0	0.0
2007	632			LT	1,150	1,600	1,600	840	50	0	0.0	0	0.0
2008	632			LT	1,200	1,650	1,550	890	50	0	0.0	0	0.0
2009	632			LT	1,200	1,600	1,600	890	50	0	0.0	0	0.0
2010	632			LT	1,250	1,700	1,650	920	50	0	0.0	0	0.0
2011	632			LR	1,100	1,700	1,600	770	40	1	4.2	0	0.0
2012	632			LR	1,300	1,950	1,900	890	50	0	0.0	0	0.0
2013	632			LR	1,300	1,950	2,200	880	50	0	0.0	0	0.0
2014	632			LR	1,350	2,000	2,050	920	50	0	0.0	0	0.0
2015	632			LT	1,350	1,750	1,800	1,000	60	1	3.4	0	0.0
2016	632			LT	1,400	1,850	1,850	1,050	70	0	0.0	0	0.0
2017	632			LT	1,450	2,050	2,000	1,100	70	1	3.1	0	0.0
2018	632			LT	1,450	2,050	2,000	1,100	140	0	0.0	0	0.0
2019	632			LT	1,500	2,100	2,100	1,150	150	0	0.0	0	0.0
2021	632			LT	1,550	2,150	2,100	1,200	160	0	0.0	0	0.0
2021	632	HWY 141 ROSSEAU END OF HWY											
1988	633	HWY 11	5.2	LT	150	210	210	110	20	0	0.0	0	0.0
1989	633			LT	150	210	210	110	20	0	0.0	0	0.0
1990	633			LT	150	220	210	110	20	1	3.5	0	0.0
1991	633			LT	150	210	200	110	20	0	0.0	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1992	633			LT	130	180	180	100	10	0	0.0	0	0.0
1993	633			LT	100	140	120	70	0	0	0.0	0	0.0
1994	633			LT	120	180	170	90	0	0	0.0	0	0.0
1995	633			LT	120	170	170	90	0	0	0.0	0	0.0
1996	633			LT	110	160	150	80	0	0	0.0	0	0.0
1997	633			LT	110	160	150	80	0	0	0.0	0	0.0
1998	633			LT	110	150	150	80	0	0	0.0	0	0.0
1999	633			LT	120	170	160	90	10	1	4.4	0	0.0
2000	633			LT	120	170	160	90	10	0	0.0	0	0.0
2001	633			LT	120	170	160	90	10	0	0.0	0	0.0
2002	633			LT	120	170	160	90	10	0	0.0	0	0.0
2003	633			LT	130	180	170	100	10	0	0.0	0	0.0
2004	633			LT	130	180	180	100	10	0	0.0	0	0.0
2005	633			LT	140	190	190	100	10	0	0.0	0	0.0
2006	633			LT	130	180	170	100	10	1	4.1	0	0.0
2007	633			LT	140	190	200	100	20	0	0.0	0	0.0
2008	633			LT	140	190	180	100	20	0	0.0	0	0.0
2009	633			LT	140	190	180	100	10	0	0.0	0	0.0
2010	633			LT	140	190	180	100	10	0	0.0	0	0.0
2011	633			LT	110	140	140	90	20	0	0.0	0	0.0
2012	633			LT	100	130	120	80	10	0	0.0	0	0.0
2013	633			LT	110	140	140	80	10	0	0.0	0	0.0
2014	633			LT	130	170	170	100	20	0	0.0	0	0.0
2015	633			LT	130	170	170	100	20	0	0.0	0	0.0
2016	633			LT	130	170	170	100	20	0	0.0	0	0.0
2017	633			LT	130	170	170	110	20	0	0.0	0	0.0
2018	633			LT	130	170	170	110	20	0	0.0	0	0.0
2019	633			LT	130	170	170	110	20	0	0.0	0	0.0
2021	633			LT	130	160	160	110	20	0	0.0	0	0.0
2021	633	END OF HWY											
2021	634	HWY 11 SMOOTH ROCK FALLS START OF NA	3.4										
1988	634	CLOUTIERVILLE RD (E) END OF NA	76.9	SC	180	190	210	160	20	1	0.2	0	0.0
1989	634			SC	200	220	240	180	20	6	1.1	4	0.7
1990	634			T	250	460	440	160	20	6	0.9	1	0.1
1991	634			T	300	540	520	190	30	2	0.2	3	0.4
1992	634			T	350	630	620	220	40	2	0.2	1	0.1
1993	634			T	400	720	700	250	40	2	0.2	0	0.0
1994	634			T	390	710	690	240	40	6	0.5	2	0.2
1995	634			T	410	720	690	250	40	4	0.3	2	0.2
1996	634			T	440	770	750	270	40	1	0.1	0	0.0
1997	634			T	470	810	790	290	50	2	0.2	1	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1998	634			T	500	850	840	300	50	1	0.1	0	0.0
1999	634			T	380	640	620	240	40	3	0.3	1	0.1
2000	634			T	360	590	570	220	40	4	0.4	2	0.2
2001	634			T	290	480	460	180	30	0	0.0	0	0.0
2002	634			T	250	410	390	160	140	0	0.0	0	0.0
2003	634			T	230	360	350	150	130	3	0.5	0	0.0
2004	634			T	220	360	350	140	130	2	0.3	0	0.0
2005	634			LT	120	160	160	90	70	0	0.0	0	0.0
2006	634			LT	170	230	230	130	100	0	0.0	0	0.0
2007	634			LT	150	210	210	110	90	1	0.2	2	0.5
2008	634			SC	100	100	100	90	60	2	0.7	0	0.0
2009	634			SC	100	110	120	90	60	3	1.1	0	0.0
2010	634			SC	120	130	140	110	70	0	0.0	0	0.0
2011	634			SC	50	60	60	40	30	0	0.0	0	0.0
2012	634			UC	200	200	210	190	120	0	0.0	0	0.0
2013	634			UC	200	200	200	190	120	1	0.2	0	0.0
2014	634			IC	120	130	130	110	70	1	0.3	0	0.0
2015	634			IC	150	170	170	130	90	1	0.2	0	0.0
2016	634			IC	150	170	170	130	90	1	0.2	0	0.0
2017	634			IC	40	40	40	40	20	0	0.0	0	0.0
2018	634			IC	20	20	20	20	10	5	8.9	0	0.0
2019	634			IC	120	130	130	110	70	4	1.2	1	0.3
2021	634			IC	120	130	130	110	70	1	0.3	0	0.0
2021	634	ABITIBI CANYON DAM END OF HWY											
1988	636	HWY 11	4.8	IC	300	350	340	260	30	1	1.9	0	0.0
1989	636			IC	300	340	340	270	30	0	0.0	0	0.0
1990	636			CTR	300	380	350	260	30	1	1.9	0	0.0
1991	636			CTR	300	380	380	260	30	1	1.9	0	0.0
1992	636			CTR	300	370	360	260	30	1	1.9	0	0.0
1993	636			UC	250	260	280	230	20	0	0.0	0	0.0
1994	636			UC	280	300	320	260	30	0	0.0	0	0.0
1995	636			UC	280	300	320	260	30	0	0.0	0	0.0
1996	636			UC	280	300	330	270	30	1	2.0	0	0.0
1997	636			CTR	270	350	330	230	20	0	0.0	0	0.0
1998	636			CTR	270	340	330	230	20	0	0.0	0	0.0
1999	636			CTR	290	370	350	240	20	0	0.0	0	0.0
2000	636			CTR	290	370	350	240	20	0	0.0	0	0.0
2001	636			CTR	290	370	350	240	20	0	0.0	0	0.0
2002	636			CTR	300	380	360	250	20	0	0.0	0	0.0
2003	636			CTR	300	370	360	250	20	1	1.9	0	0.0
2004	636			CTR	300	380	360	250	20	0	0.0	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2005	636			CTR	300	370	360	250	10	0	0.0	0	0.0
2006	636			CTR	310	380	370	260	10	1	1.8	0	0.0
2007	636			CTR	310	380	380	260	10	0	0.0	0	0.0
2008	636			CTR	310	380	380	260	10	1	1.8	1	1.8
2009	636			CR	310	370	360	260	10	1	1.8	0	0.0
2010	636			CR	320	380	370	270	10	0	0.0	0	0.0
2011	636			CR	320	370	380	280	10	1	1.8	0	0.0
2012	636			CR	320	380	380	270	10	0	0.0	0	0.0
2013	636			CR	320	380	390	270	10	0	0.0	0	0.0
2014	636			CR	330	390	390	280	10	0	0.0	0	0.0
2015	636			CR	330	390	390	280	10	1	1.7	0	0.0
2016	636			CR	330	390	390	280	10	1	1.7	0	0.0
2017	636			CR	330	380	380	300	10	0	0.0	0	0.0
2018	636			CR	340	400	400	310	10	0	0.0	0	0.0
2019	636			CR	340	390	400	310	10	0	0.0	0	0.0
2021	636			CR	350	400	410	320	10	1	1.6	0	0.0
2021	636	CLUTE TWP RD C 4 5 END OF HWY											
1988	637	HWY 69	67.8	HT	350	700	630	150	40	4	0.5	0	0.0
1989	637			HT	400	800	720	180	50	8	0.8	0	0.0
1990	637			HT	350	700	630	160	40	5	0.6	1	0.1
1991	637			HT	350	700	630	160	40	7	0.8	0	0.0
1992	637			LR	350	560	450	230	40	19	2.2	3	0.3
1993	637			LR	350	560	450	230	40	19	2.2	1	0.1
1994	637			LR	350	580	460	230	40	23	2.7	1	0.1
1995	637			LR	350	590	480	230	40	16	1.8	0	0.0
1996	637			LR	360	600	480	240	40	13	1.5	1	0.1
1997	637			LR	360	600	490	240	40	15	1.7	0	0.0
1998	637			LR	350	580	470	230	20	20	2.3	2	0.2
1999	637			LR	390	640	510	260	30	14	1.5	0	0.0
2000	637			LR	400	650	520	270	30	14	1.4	1	0.1
2001	637			LR	430	700	560	290	30	14	1.3	0	0.0
2002	637			LR	420	680	550	280	30	10	1.0	0	0.0
2003	637			LR	430	680	550	290	30	18	1.7	0	0.0
2004	637			LR	440	720	570	290	30	14	1.3	0	0.0
2005	637			LR	450	700	570	310	20	18	1.6	0	0.0
2006	637			LR	460	720	580	310	70	13	1.1	1	0.1
2007	637			LR	470	740	710	320	70	22	1.9	0	0.0
2008	637			LR	480	750	730	330	70	17	1.4	0	0.0
2009	637			LR	490	740	610	330	70	12	1.0	0	0.0
2010	637			LR	500	750	610	340	80	11	0.9	0	0.0
2011	637			LR	510	790	740	360	80	16	1.3	3	0.2

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2012	637			LR	520	780	750	360	80	8	0.6	0	0.0
2013	637			CTR	530	650	670	450	80	11	0.8	1	0.1
2014	637			CTR	540	660	660	460	80	10	0.7	0	0.0
2015	637			IT	550	690	680	450	50	22	1.6	0	0.0
2016	637			IT	560	700	690	460	50	14	1.0	0	0.0
2017	637			IT	570	750	760	480	60	6	0.4	0	0.0
2018	637			IT	580	770	770	490	80	15	1.0	0	0.0
2019	637			IT	590	780	780	500	80	10	0.7	1	0.1
2021	637			IT	610	800	790	520	90	8	0.5	0	0.0
2021	637	KILLARNEY END OF HWY											
2021	638	HWY 17 BRUCE MINES START OF NA	1.1										
1988	638	BRUCE MINES N LTS END OF NA	7.3	IR	250	320	280	200	20	7	10.5	0	0.0
1989	638			IR	250	320	280	200	20	4	6.0	0	0.0
1990	638			IR	250	320	280	200	20	9	13.5	1	1.5
1991	638			IR	300	380	330	250	110	6	7.5	1	1.3
1992	638			IR	300	370	330	260	110	10	12.5	0	0.0
1993	638			IR	300	370	310	250	110	7	8.8	1	1.3
1994	638			CTR	360	460	440	300	130	7	7.3	0	0.0
1995	638			CTR	400	510	490	340	140	9	8.4	0	0.0
1996	638			CTR	420	540	520	350	150	11	9.8	1	0.9
1997	638			IR	380	480	430	320	140	5	4.9	0	0.0
1998	638			IR	470	580	530	390	170	0	0.0	0	0.0
1999	638			IR	490	610	540	410	180	2	1.5	1	0.8
2000	638			IR	640	780	710	540	230	3	1.8	1	0.6
2001	638			IR	590	730	650	500	210	2	1.3	0	0.0
2002	638			IR	630	780	700	540	230	0	0.0	0	0.0
2003	638			CTR	710	880	850	600	260	0	0.0	0	0.0
2004	638			CTR	690	870	830	580	250	0	0.0	0	0.0
2005	638			CTR	670	830	800	570	240	2	1.1	0	0.0
2006	638			CTR	750	930	890	640	270	2	1.0	1	0.5
2007	638			CTR	780	970	960	660	280	1	0.5	1	0.5
2008	638			IC	830	920	890	730	300	0	0.0	0	0.0
2009	638			IC	840	930	940	750	300	1	0.4	0	0.0
2010	638			IC	830	920	930	740	300	2	0.9	0	0.0
2011	638			IC	910	1,000	1,050	820	330	1	0.4	0	0.0
2012	638			CTR	810	980	970	690	290	0	0.0	0	0.0
2013	638			CTR	940	1,150	1,200	800	340	0	0.0	0	0.0
2014	638			IC	970	1,050	1,050	860	350	1	0.4	0	0.0
2015	638			IC	1,000	1,100	1,100	890	360	0	0.0	0	0.0
2016	638			IC	890	990	980	790	180	4	1.7	0	0.0
2017	638			IC	1,050	1,150	1,150	950	210	1	0.4	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2018	638			IC	1,050	1,150	1,150	950	70	0	0.0	0	0.0
2019	638			IC	1,100	1,200	1,200	990	80	1	0.3	0	0.0
2021	638			IC	1,150	1,250	1,250	1,050	80	3	1.0	0	0.0
1997	638	THESSALON R BR	34.6	IR	400	500	450	340	60	5	1.0	1	0.2
1998	638			IR	420	520	470	350	60	2	0.4	0	0.0
1999	638			IR	440	550	490	370	60	5	0.9	0	0.0
2000	638			IR	460	560	510	390	60	5	0.9	1	0.2
2001	638			IR	340	420	380	290	50	5	1.2	0	0.0
2002	638			IR	340	420	380	290	50	7	1.6	1	0.2
2003	638			IR	330	400	360	280	50	4	1.0	0	0.0
2004	638			IR	340	420	380	290	50	5	1.2	0	0.0
2005	638			IR	290	350	320	250	40	4	1.1	0	0.0
2006	638			IR	330	400	360	280	50	5	1.2	0	0.0
2007	638			IR	320	390	390	270	40	6	1.5	0	0.0
2008	638			IT	300	390	370	250	10	5	1.3	0	0.0
2009	638			IT	310	390	390	260	10	5	1.3	1	0.3
2010	638			CTR	290	350	340	250	10	7	1.9	0	0.0
2011	638			CTR	270	330	320	230	10	4	1.2	0	0.0
2012	638			CTR	210	250	250	180	10	6	2.3	0	0.0
2013	638			CTR	230	280	290	200	10	7	2.4	0	0.0
2014	638			IT	220	280	270	180	10	6	2.2	0	0.0
2015	638			IT	210	260	260	170	10	2	0.8	0	0.0
2016	638			CTR	200	240	250	170	10	3	1.2	0	0.0
2017	638			CTR	190	250	250	150	10	2	0.8	0	0.0
2018	638			CTR	170	230	230	140	10	4	1.9	0	0.0
2019	638			CTR	160	210	210	130	0	4	2.0	0	0.0
2021	638			CTR	140	180	180	110	0	5	2.8	0	0.0
1988	638	CEMETERY RD MACDONALD TWP (S)	5.2	CTR	1,200	1,550	1,450	1,000	50	5	2.2	0	0.0
1989	638			CTR	1,250	1,600	1,500	1,100	50	3	1.3	1	0.4
1990	638			CTR	1,300	1,600	1,550	1,150	50	3	1.2	0	0.0
1991	638			LT	1,200	1,700	1,600	890	50	7	3.1	0	0.0
1992	638			LT	1,200	1,650	1,600	920	50	6	2.6	0	0.0
1993	638			LT	1,200	1,650	1,500	880	50	7	3.1	0	0.0
1994	638			LT	1,250	1,850	1,750	910	50	7	3.0	0	0.0
1995	638			LT	1,250	1,800	1,750	910	50	1	0.4	0	0.0
1996	638			LT	1,300	1,850	1,800	960	50	4	1.6	0	0.0
1997	638			IR	1,300	1,600	1,450	1,100	40	1	0.4	0	0.0
1998	638			IR	1,300	1,600	1,450	1,100	40	2	0.8	0	0.0
1999	638			IR	1,350	1,650	1,500	1,150	40	2	0.8	0	0.0
2000	638			IR	1,350	1,650	1,500	1,150	40	2	0.8	1	0.4
2001	638			IR	1,350	1,650	1,500	1,150	40	3	1.2	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2002	638			IR	1,400	1,750	1,550	1,200	40	3	1.1	0	0.0
2003	638			IR	1,400	1,700	1,550	1,200	40	2	0.8	0	0.0
2004	638			IR	1,400	1,750	1,550	1,200	40	1	0.4	0	0.0
2005	638			IR	1,550	1,850	1,700	1,300	50	2	0.7	0	0.0
2006	638			IR	1,500	1,800	1,650	1,250	40	2	0.7	0	0.0
2007	638			IR	1,600	1,950	1,950	1,350	50	4	1.3	1	0.3
2008	638			IR	1,550	1,900	1,850	1,300	50	1	0.3	0	0.0
2009	638			IR	1,600	1,900	1,750	1,350	50	1	0.3	0	0.0
2010	638			IR	1,600	1,900	1,750	1,350	50	0	0.0	0	0.0
2011	638			IR	1,650	1,950	1,950	1,400	50	0	0.0	0	0.0
2012	638			IR	1,650	1,950	1,900	1,400	50	1	0.3	0	0.0
2013	638			IR	1,700	2,000	2,150	1,450	50	1	0.3	0	0.0
2014	638			IR	1,700	2,000	2,050	1,450	50	0	0.0	0	0.0
2015	638			IR	1,750	2,100	2,100	1,500	50	2	0.6	0	0.0
2016	638			IR	540	640	640	460	20	1	1.0	0	0.0
2017	638			IR	560	680	680	480	20	0	0.0	0	0.0
2018	638			IR	1,400	1,700	1,700	1,200	40	0	0.0	0	0.0
2019	638			IR	1,400	1,700	1,700	1,200	40	2	0.8	0	0.0
2021	638			IR	1,400	1,700	1,650	1,200	40	4	1.5	0	0.0
2007	638	LAKEVIEW RD S	1.3	UNCL	N/A	N/A	N/A	N/A	N/A	1	N/A	0	N/A
2008	638			UNCL	N/A	N/A	N/A	N/A	N/A	6	N/A	0	N/A
2009	638			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2010	638			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2011	638			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2012	638			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2013	638			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2014	638			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2015	638			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2016	638			CTR	950	1,150	1,150	810	60	0	0.0	0	0.0
2017	638			CTR	980	1,300	1,300	800	60	1	2.1	0	0.0
2018	638			CTR	1,000	1,350	1,350	810	60	1	2.0	0	0.0
2019	638			CTR	1,000	1,350	1,350	810	60	0	0.0	0	0.0
2021	638			CTR	1,050	1,350	1,350	860	60	0	0.0	0	0.0
2007	638	HWY 17	1.8	UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2008	638			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2009	638			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2010	638			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2011	638			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2012	638			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2013	638			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2014	638			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2015	638			UNCL	N/A	N/A	N/A	N/A	N/A	1	N/A	0	N/A
2016	638			CTR	630	770	770	540	30	0	0.0	0	0.0
2017	638			CTR	650	870	860	530	30	3	7.1	1	2.4
2018	638			CTR	670	890	890	550	30	2	4.6	1	2.3
2019	638			CTR	690	920	920	560	40	0	0.0	0	0.0
2021	638			CTR	730	950	950	600	40	0	0.0	0	0.0
2021	638	HWY 17B CHURCH ST ECHO BAY (N&S) END OF HWY											
1988	639	HWY 108 ALGOM QUIRKE MINE RD	23.3	C	400	440	440	360	160	4	1.2	1	0.3
1989	639			IR	450	580	500	370	180	3	0.8	2	0.5
1990	639			IR	350	440	390	290	140	6	2.0	1	0.3
1991	639			IR	300	380	330	250	120	4	1.6	0	0.0
1992	639			IR	300	370	330	260	120	10	3.9	0	0.0
1993	639			IR	300	370	310	250	120	6	2.4	2	0.8
1994	639			IR	290	360	320	240	110	4	1.6	0	0.0
1995	639			IR	270	330	300	230	110	4	1.7	0	0.0
1996	639			IR	260	320	290	220	100	3	1.4	0	0.0
1997	639			IR	240	300	270	200	90	2	1.0	0	0.0
1998	639			IR	220	270	250	180	90	1	0.5	0	0.0
1999	639			IR	210	260	230	180	80	0	0.0	0	0.0
2000	639			IR	190	230	210	160	70	1	0.6	0	0.0
2001	639			IR	170	210	190	140	70	3	2.1	0	0.0
2002	639			IR	160	200	180	140	60	0	0.0	0	0.0
2003	639			IR	140	170	150	120	50	0	0.0	0	0.0
2004	639			IR	120	150	130	100	50	3	2.9	0	0.0
2005	639			IR	130	160	140	110	50	0	0.0	0	0.0
2006	639			IR	120	140	130	100	50	0	0.0	0	0.0
2007	639			IR	100	120	120	80	40	1	1.2	0	0.0
2008	639			IR	90	110	110	80	40	0	0.0	0	0.0
2009	639			IR	120	140	130	100	50	1	1.0	0	0.0
2010	639			IR	70	80	80	60	30	1	1.7	0	0.0
2011	639			IR	200	240	230	170	80	0	0.0	0	0.0
2012	639			IR	70	80	80	60	30	1	1.7	0	0.0
2013	639			CTR	150	180	190	130	60	1	0.8	0	0.0
2014	639			CTR	190	230	230	160	70	2	1.2	0	0.0
2015	639			CTR	190	230	230	160	70	1	0.6	0	0.0
2016	639			CTR	190	230	230	160	70	2	1.2	1	0.6
2017	639			CTR	100	130	130	80	40	2	2.4	0	0.0
2018	639			CTR	100	130	130	80	40	3	3.5	0	0.0
2019	639			CTR	180	240	240	150	70	1	0.7	0	0.0
2021	639			CTR	100	130	130	80	40	2	2.4	1	1.2
2021	639	SEC HWY 546 END OF HWY											

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1988	641	HWY 17	13.4	T	400	730	700	240	30	3	1.5	1	0.5
1989	641			T	450	810	790	280	60	4	1.8	0	0.0
1990	641			T	480	870	840	300	70	3	1.3	0	0.0
1991	641			T	480	870	830	300	70	7	3.0	0	0.0
1992	641			LR	400	640	520	260	60	9	4.6	1	0.5
1993	641			LR	400	640	510	260	20	4	2.0	0	0.0
1994	641			LR	450	740	600	290	20	1	0.5	0	0.0
1995	641			LR	440	740	600	290	0	4	1.9	0	0.0
1996	641			LR	460	770	620	310	0	2	0.9	0	0.0
1997	641			LR	470	790	630	310	0	3	1.3	0	0.0
1998	641			LR	470	780	630	310	30	6	2.6	0	0.0
1999	641			LR	480	790	630	320	30	5	2.1	0	0.0
2000	641			LR	470	760	610	310	30	10	4.3	1	0.4
2001	641			LR	490	800	640	330	20	4	1.7	1	0.4
2002	641			LR	480	780	630	320	20	9	3.8	0	0.0
2003	641			LR	490	770	620	330	20	8	3.3	0	0.0
2004	641			LT	480	670	650	350	20	8	3.4	0	0.0
2005	641			LT	460	630	620	340	20	2	0.9	0	0.0
2006	641			LT	490	670	650	360	20	6	2.5	0	0.0
2007	641			LT	490	670	690	360	20	7	2.9	0	0.0
2008	641			LT	480	660	630	350	10	7	3.0	0	0.0
2009	641			LT	480	650	630	360	10	4	1.7	0	0.0
2010	641			LT	500	670	660	370	10	2	0.8	0	0.0
2011	641			LT	390	500	510	320	10	5	2.6	0	0.0
2012	641			CTR	390	470	470	330	10	10	5.2	0	0.0
2013	641			CTR	500	610	630	420	10	6	2.5	0	0.0
2014	641			CTR	460	560	570	390	10	1	0.4	0	0.0
2015	641			CTR	460	560	570	390	10	2	0.9	0	0.0
2016	641			CTR	460	560	570	390	10	3	1.3	0	0.0
2017	641			CTR	460	610	610	370	10	1	0.4	0	0.0
2018	641			CTR	460	610	610	370	30	7	3.1	0	0.0
2019	641			CTR	460	610	610	370	30	1	0.4	0	0.0
2021	641			CTR	460	600	600	380	30	0	0.0	0	0.0
2021	641	SEC HWY 596 PELLATT END OF HWY											
1988	642	SEC HWY 599	56.0	SC	50	50	60	40	0	2	2.0	0	0.0
1989	642			SC	50	60	60	40	0	7	6.9	0	0.0
1990	642			SC	50	60	60	40	0	4	3.9	0	0.0
1991	642			SC	50	60	60	40	0	3	2.9	1	1.0
1992	642			SC	50	50	60	50	0	4	3.9	0	0.0
1993	642			SC	50	60	60	40	0	2	2.0	1	1.0
1994	642			SC	50	50	60	50	0	6	5.9	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1995	642			LT	50	70	70	40	0	9	8.8	2	2.0
1996	642			LT	50	70	70	40	0	1	1.0	0	0.0
1997	642			LT	50	70	70	40	0	2	2.0	1	1.0
1998	642			LT	50	70	70	40	0	5	4.9	1	1.0
1999	642			LT	50	70	70	40	0	6	5.9	0	0.0
2000	642			LT	50	70	70	40	0	3	2.9	0	0.0
2001	642			LT	50	70	70	40	20	3	2.9	0	0.0
2002	642			LT	50	70	70	40	10	6	5.9	0	0.0
2003	642			LT	50	70	70	40	10	4	3.9	0	0.0
2004	642			LT	50	70	70	40	10	3	2.9	0	0.0
2005	642			LT	50	70	70	40	10	3	2.9	0	0.0
2006	642			LT	50	70	70	40	10	4	3.9	0	0.0
2007	642			LT	50	70	70	40	0	6	5.9	0	0.0
2008	642			LT	50	70	70	40	0	3	2.9	0	0.0
2009	642			LT	50	70	70	40	0	3	2.9	0	0.0
2010	642			LT	50	70	70	40	0	1	1.0	0	0.0
2011	642			LT	50	60	70	40	0	0	0.0	0	0.0
2012	642			LT	190	250	240	140	10	3	0.8	1	0.3
2013	642			LT	90	120	120	70	0	0	0.0	0	0.0
2014	642			LT	80	100	110	60	0	1	0.6	0	0.0
2015	642			LT	90	120	120	70	0	3	1.6	0	0.0
2016	642			LT	90	120	120	70	0	3	1.6	0	0.0
2017	642			LT	90	130	120	70	0	2	1.1	1	0.5
2018	642			LT	90	130	120	70	0	2	1.1	0	0.0
2019	642			LT	100	140	140	80	0	3	1.5	0	0.0
2021	642			LT	100	140	140	80	0	0	0.0	0	0.0
2010	642	SIDEROAD (W)	17.2	LT	450	600	590	330	30	1	0.4	0	0.0
2011	642			LT	460	590	600	380	30	1	0.3	0	0.0
2012	642			UC	480	480	510	460	20	1	0.3	0	0.0
2013	642			UC	490	490	490	460	20	1	0.3	1	0.3
2014	642			LT	1,950	2,550	2,600	1,450	100	3	0.2	2	0.2
2015	642			LT	1,650	2,150	2,200	1,250	80	0	0.0	0	0.0
2016	642			LT	1,950	2,550	2,600	1,450	100	0	0.0	0	0.0
2017	642			LT	1,900	2,400	2,400	1,600	90	3	0.3	1	0.1
2018	642			LT	1,950	2,500	2,500	1,650	120	5	0.4	1	0.1
2019	642			LT	2,000	2,550	2,550	1,650	120	0	0.0	0	0.0
2021	642			LT	2,050	2,550	2,550	1,700	120	2	0.2	0	0.0
2021	642	HWY 516 (N) HWY 72 (S) KING ST (W) END OF HWY											
1988	643	SEC HWY 584	19.7	HR	150	310	220	70	20	2	1.9	0	0.0
1989	643			HR	150	290	220	90	20	3	2.8	2	1.9
1990	643			HR	150	280	220	90	20	1	0.9	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1991	643			HR	150	280	220	90	20	1	0.9	0	0.0
1992	643			HR	200	360	280	120	20	3	2.1	0	0.0
1993	643			UC	250	260	280	230	40	4	2.2	0	0.0
1994	643			UC	190	200	220	180	30	1	0.7	0	0.0
1995	643			UC	200	210	230	190	40	3	2.1	0	0.0
1996	643			SC	180	190	210	160	30	2	1.5	0	0.0
1997	643			SC	210	220	250	190	40	0	0.0	0	0.0
1998	643			SC	210	220	250	190	40	3	2.0	2	1.3
1999	643			SC	220	230	260	200	70	2	1.3	0	0.0
2000	643			SC	220	230	260	190	70	3	1.9	0	0.0
2001	643			SC	220	230	260	190	70	1	0.6	0	0.0
2002	643			SC	230	240	270	200	60	2	1.2	1	0.6
2003	643			SC	230	240	270	200	60	5	3.0	2	1.2
2004	643			SC	240	260	280	210	60	3	1.7	2	1.2
2005	643			SC	240	250	280	210	50	2	1.2	0	0.0
2006	643			SC	220	230	260	190	40	1	0.6	0	0.0
2007	643			SC	240	250	280	210	50	1	0.6	1	0.6
2008	643			SC	230	240	230	200	40	1	0.6	0	0.0
2009	643			SC	170	180	200	150	30	0	0.0	0	0.0
2010	643			SC	230	240	270	200	40	2	1.2	0	0.0
2011	643			SC	130	170	150	100	20	0	0.0	0	0.0
2012	643			SC	130	140	130	110	20	0	0.0	0	0.0
2013	643			SC	190	200	180	170	40	0	0.0	0	0.0
2014	643			C	240	260	260	220	50	0	0.0	0	0.0
2015	643			C	200	220	210	180	40	0	0.0	0	0.0
2016	643			C	200	220	210	180	40	1	0.7	0	0.0
2017	643			C	200	220	220	180	40	1	0.7	0	0.0
2018	643			C	200	220	220	180	40	1	0.7	0	0.0
2019	643			C	200	220	220	180	40	1	0.7	0	0.0
2021	643			C	200	220	220	180	40	3	2.1	0	0.0
2021	643	CAVELL RD AROLAND END OF HWY											
1988	645	SEC HWY 529	4.0	CTR	150	200	180	130	10	0	0.0	0	0.0
1989	645			CTR	150	190	180	130	10	0	0.0	0	0.0
1990	645			CTR	150	190	180	130	10	1	4.6	0	0.0
1991	645			CTR	150	190	190	130	10	2	9.1	0	0.0
1992	645			CTR	150	180	180	130	10	0	0.0	0	0.0
1993	645			CTR	150	190	180	130	10	0	0.0	0	0.0
1994	645			CTR	150	190	180	130	10	0	0.0	0	0.0
1995	645			CTR	150	190	180	130	10	0	0.0	0	0.0
1996	645			CTR	150	190	180	130	10	0	0.0	0	0.0
1997	645			CTR	140	180	170	120	10	0	0.0	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1998	645			CTR	150	190	180	130	10	0	0.0	0	0.0
1999	645			CTR	160	200	190	130	10	1	4.3	0	0.0
2000	645			CTR	150	190	180	130	10	0	0.0	0	0.0
2001	645			CTR	160	200	190	130	10	0	0.0	0	0.0
2002	645			CTR	170	210	210	140	20	0	0.0	0	0.0
2003	645			CTR	180	220	210	150	20	0	0.0	0	0.0
2004	645			CTR	170	210	210	140	20	0	0.0	0	0.0
2005	645			CTR	180	220	210	150	20	1	3.8	0	0.0
2006	645			CTR	180	220	210	150	20	0	0.0	0	0.0
2007	645			CTR	180	220	220	150	20	1	3.8	0	0.0
2008	645			CTR	180	220	220	150	20	0	0.0	0	0.0
2009	645			CTR	190	230	220	160	20	1	3.6	0	0.0
2010	645			CTR	190	230	220	160	20	0	0.0	0	0.0
2011	645			CTR	200	240	230	170	20	0	0.0	0	0.0
2012	645			CTR	200	240	240	170	20	0	0.0	0	0.0
2013	645			CTR	200	240	250	170	20	0	0.0	0	0.0
2014	645			CTR	200	240	250	170	20	0	0.0	0	0.0
2015	645			CTR	170	210	210	140	20	0	0.0	0	0.0
2016	645			CTR	200	240	250	170	20	0	0.0	0	0.0
2017	645			CTR	210	280	280	170	20	0	0.0	0	0.0
2018	645			CTR	210	280	280	170	20	1	3.3	0	0.0
2019	645			CTR	210	280	280	170	20	0	0.0	0	0.0
2021	645			CTR	220	290	290	180	20	1	3.1	0	0.0
2021	645	BYNG INLET END OF HWY											
1988	647	HWY 17	8.3	HT	550	1,100	990	240	30	1	0.6	0	0.0
1989	647			HT	600	1,200	1,100	280	50	0	0.0	0	0.0
1990	647			HT	580	1,150	1,050	260	50	2	1.1	0	0.0
1991	647			HT	580	1,150	1,050	270	50	1	0.6	0	0.0
1992	647			HT	550	1,100	1,000	250	50	1	0.6	0	0.0
1993	647			HT	550	1,100	1,000	250	50	2	1.2	0	0.0
1994	647			HT	640	1,250	1,150	290	60	3	1.6	0	0.0
1995	647			HT	660	1,250	1,150	300	70	0	0.0	0	0.0
1996	647			HT	680	1,300	1,150	310	70	3	1.5	0	0.0
1997	647			HT	700	1,300	1,200	320	70	2	0.9	0	0.0
1998	647			HT	730	1,350	1,250	340	60	0	0.0	0	0.0
1999	647			HT	700	1,250	1,150	320	60	0	0.0	0	0.0
2000	647			HT	700	1,250	1,100	320	60	1	0.5	0	0.0
2001	647			HT	740	1,300	1,150	340	20	5	2.2	0	0.0
2002	647			HT	710	1,250	1,100	330	20	5	2.3	0	0.0
2003	647			HT	710	1,150	1,050	330	20	4	1.9	0	0.0
2004	647			T	720	1,200	1,150	450	40	2	0.9	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2005	647			T	680	1,050	1,000	430	30	1	0.5	0	0.0
2006	647			T	690	1,050	1,000	430	10	3	1.4	0	0.0
2007	647			T	660	1,000	970	420	10	4	2.0	0	0.0
2008	647			T	730	1,100	1,100	460	30	3	1.4	1	0.5
2009	647			LT	530	720	700	390	20	6	3.7	0	0.0
2010	647			LT	550	740	720	410	20	5	3.0	0	0.0
2011	647			LT	640	820	840	530	30	1	0.5	0	0.0
2012	647			LT	410	530	510	310	20	2	1.6	0	0.0
2013	647			LT	480	630	630	360	20	2	1.4	0	0.0
2014	647			LT	560	730	740	420	20	1	0.6	0	0.0
2015	647			LT	550	720	730	420	20	1	0.6	0	0.0
2016	647			LT	540	710	720	410	20	2	1.2	0	0.0
2017	647			LT	530	740	730	410	20	1	0.6	0	0.0
2018	647			LT	520	730	720	400	70	1	0.6	0	0.0
2019	647			LT	510	710	710	390	70	1	0.6	0	0.0
2021	647			LT	490	670	670	380	60	0	0.0	0	0.0
2021	647	MCINTOSH RD END OF HWY											
1988	650	HWY 112 DANE	7.6	UC	300	320	340	280	100	0	0.0	0	0.0
1989	650			UC	300	320	340	280	100	0	0.0	0	0.0
1990	650			UC	150	160	170	140	50	1	2.4	0	0.0
1991	650			UC	150	160	170	150	50	0	0.0	0	0.0
1992	650			UC	150	160	170	140	50	0	0.0	0	0.0
1993	650			UC	150	160	170	140	50	1	2.4	0	0.0
1994	650			UC	110	120	130	100	40	0	0.0	0	0.0
1995	650			UC	80	80	90	70	30	0	0.0	0	0.0
1996	650			UC	50	50	60	50	20	0	0.0	0	0.0
1997	650			UC	50	50	60	50	20	0	0.0	0	0.0
1998	650			UC	50	50	60	50	20	0	0.0	0	0.0
1999	650			UC	50	50	60	50	20	0	0.0	0	0.0
2000	650			UC	60	60	70	60	20	0	0.0	0	0.0
2001	650			UC	50	50	60	50	20	0	0.0	0	0.0
2002	650			UC	70	70	80	70	20	1	5.1	1	5.1
2003	650			UC	50	50	60	50	20	0	0.0	0	0.0
2004	650			UC	40	40	50	40	10	0	0.0	0	0.0
2005	650			UC	50	50	60	50	20	0	0.0	0	0.0
2006	650			UC	40	40	50	40	10	0	0.0	0	0.0
2007	650			UC	50	50	60	50	20	0	0.0	0	0.0
2008	650			UC	50	50	50	50	20	0	0.0	0	0.0
2009	650			UC	80	80	90	80	30	0	0.0	0	0.0
2010	650			UC	50	50	60	50	20	0	0.0	0	0.0
2011	650			UC	50	50	50	50	20	0	0.0	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2012	650			UC	70	70	70	70	20	0	0.0	0	0.0
2013	650			UC	50	50	50	50	20	0	0.0	0	0.0
2014	650			IC	110	120	120	100	20	0	0.0	0	0.0
2015	650			IC	110	120	120	100	20	0	0.0	0	0.0
2016	650			IC	110	120	120	100	20	1	3.3	0	0.0
2017	650			IC	80	90	90	70	10	0	0.0	0	0.0
2018	650			IC	80	90	90	70	10	0	0.0	0	0.0
2019	650			IC	80	90	90	70	10	1	4.5	0	0.0
2021	650			IC	80	90	90	70	10	0	0.0	0	0.0
2021	650	ADAMS MINE ONR X ING END OF HWY											
1988	651	HWY 101 NADJIWON TWP	52.9	IC	100	120	110	90	20	4	2.1	0	0.0
1989	651			IC	100	110	110	90	20	5	2.6	1	0.5
1990	651			IC	100	110	110	90	20	6	3.1	0	0.0
1991	651			IC	100	110	110	90	10	8	4.1	0	0.0
1992	651			IC	100	110	110	90	10	2	1.0	0	0.0
1993	651			IC	100	110	110	90	10	3	1.6	0	0.0
1994	651			IC	120	130	130	110	10	3	1.3	0	0.0
1995	651			IC	130	150	150	120	10	0	0.0	0	0.0
1996	651			IC	130	150	150	120	10	2	0.8	0	0.0
1997	651			LT	140	200	190	100	10	3	1.1	1	0.4
1998	651			LT	150	210	210	110	10	2	0.7	0	0.0
1999	651			LT	150	210	200	110	10	4	1.4	1	0.3
2000	651			LT	160	220	220	120	10	0	0.0	0	0.0
2001	651			LT	170	240	230	120	10	0	0.0	0	0.0
2002	651			LT	180	250	250	130	10	2	0.6	0	0.0
2003	651			LT	180	250	240	130	10	2	0.6	0	0.0
2004	651			LT	180	250	250	130	10	0	0.0	0	0.0
2005	651			SC	200	210	230	180	10	0	0.0	0	0.0
2006	651			SC	340	360	400	300	10	2	0.3	0	0.0
2007	651			SC	310	330	360	270	80	0	0.0	0	0.0
2008	651			SC	180	190	180	160	40	1	0.3	0	0.0
2009	651			SC	250	260	290	220	60	1	0.2	0	0.0
2010	651			SC	90	100	110	80	20	1	0.6	0	0.0
2011	651			SC	130	170	150	100	30	1	0.4	0	0.0
2012	651			SC	120	130	120	110	30	3	1.3	0	0.0
2013	651			IT	90	110	110	70	20	1	0.6	0	0.0
2014	651			LT	50	70	70	40	10	1	1.0	0	0.0
2015	651			LT	160	210	210	120	40	0	0.0	0	0.0
2016	651			LT	160	210	210	120	40	0	0.0	0	0.0
2017	651			LT	160	220	220	120	40	1	0.3	1	0.3
2018	651			LT	160	220	220	120	40	2	0.6	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2019	651			LT	160	220	220	120	40	2	0.6	0	0.0
2021	651			LT	160	220	220	120	40	0	0.0	0	0.0
2021	651	MISSANABIE CPR CROSSING END OF HWY											
2021	652	JCT OF HWY 11 & THIRD AVE START OF NA	3.0										
1988	652	COCHRANE E LTS END OF NA	12.3	LT	850	1,200	1,200	650	100	4	1.0	0	0.0
1989	652			LT	900	1,250	1,250	670	110	10	2.5	4	1.0
1990	652			LT	900	1,300	1,250	660	110	4	1.0	0	0.0
1991	652			LT	900	1,250	1,200	670	110	4	1.0	1	0.2
1992	652			LT	900	1,250	1,200	690	110	5	1.2	0	0.0
1993	652			IC	1,000	1,150	1,100	890	120	7	1.6	1	0.2
1994	652			IC	980	1,100	1,100	870	120	5	1.1	1	0.2
1995	652			IC	1,000	1,100	1,150	900	120	4	0.9	2	0.4
1996	652			IC	1,000	1,100	1,150	890	120	4	0.9	2	0.4
1997	652			IC	1,050	1,200	1,200	920	130	3	0.6	2	0.4
1998	652			IC	1,050	1,200	1,200	930	130	2	0.4	0	0.0
1999	652			IC	1,100	1,250	1,250	980	130	4	0.8	3	0.6
2000	652			IC	1,100	1,250	1,250	980	130	1	0.2	0	0.0
2001	652			IC	1,100	1,250	1,250	970	130	5	1.0	0	0.0
2002	652			IC	1,150	1,300	1,300	1,000	140	3	0.6	1	0.2
2003	652			IC	1,100	1,250	1,250	970	130	3	0.6	0	0.0
2004	652			IC	1,100	1,250	1,250	970	130	1	0.2	0	0.0
2005	652			IC	1,100	1,200	1,250	970	130	2	0.4	0	0.0
2006	652			SC	1,150	1,200	1,350	1,000	140	4	0.8	1	0.2
2007	652			IC	1,050	1,150	1,200	930	130	1	0.2	0	0.0
2008	652			IC	1,100	1,200	1,200	970	130	1	0.2	0	0.0
2009	652			IC	1,000	1,100	1,100	890	120	4	0.9	0	0.0
2010	652			IC	1,100	1,200	1,250	980	130	2	0.4	0	0.0
2011	652			IC	1,100	1,200	1,250	990	130	11	2.2	2	0.4
2012	652			IC	1,100	1,200	1,200	980	130	1	0.2	0	0.0
2013	652			IR	1,150	1,350	1,450	980	140	1	0.2	0	0.0
2014	652			IC	1,050	1,150	1,150	930	140	0	0.0	0	0.0
2015	652			CTR	1,100	1,350	1,350	940	150	2	0.4	2	0.4
2016	652			CTR	1,100	1,350	1,350	940	150	3	0.6	1	0.2
2017	652			CTR	1,100	1,450	1,450	900	150	1	0.2	1	0.2
2018	652			IC	1,150	1,250	1,250	1,050	160	6	1.2	2	0.4
2019	652			IC	1,150	1,250	1,250	1,050	160	2	0.4	0	0.0
2021	652			IC	1,150	1,250	1,250	1,050	160	2	0.4	0	0.0
1988	652	SEC HWY 574 BROWER TWP	17.8	LT	150	210	210	110	20	0	0.0	0	0.0
1989	652			LT	150	210	210	110	20	1	1.0	0	0.0
1990	652			LT	200	290	280	150	20	2	1.5	1	0.8
1991	652			LT	200	280	270	150	20	2	1.5	2	1.5

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1992	652			LT	200	280	270	150	20	4	3.1	2	1.5
1993	652			LT	250	350	310	180	20	2	1.2	1	0.6
1994	652			LT	220	320	310	160	20	1	0.7	1	0.7
1995	652			LT	230	330	320	170	20	0	0.0	0	0.0
1996	652			LT	230	320	320	170	30	1	0.7	0	0.0
1997	652			LT	240	340	330	180	30	0	0.0	0	0.0
1998	652			LT	250	350	340	180	30	1	0.6	0	0.0
1999	652			LT	240	330	330	180	30	0	0.0	0	0.0
2000	652			LT	250	350	340	180	30	4	2.5	2	1.2
2001	652			LT	250	350	340	180	30	3	1.8	3	1.8
2002	652			LT	260	360	350	190	30	0	0.0	0	0.0
2003	652			LT	260	360	350	190	30	3	1.8	5	3.0
2004	652			LT	260	360	350	190	30	0	0.0	0	0.0
2005	652			LT	250	340	330	180	30	0	0.0	0	0.0
2006	652			LT	260	360	350	190	30	1	0.6	0	0.0
2007	652			LT	270	370	380	200	30	1	0.6	1	0.6
2008	652			LT	260	360	340	190	30	0	0.0	0	0.0
2009	652			LT	230	310	300	170	30	0	0.0	0	0.0
2010	652			LT	260	350	340	190	30	2	1.2	0	0.0
2011	652			LT	270	350	350	220	30	0	0.0	0	0.0
2012	652			LT	270	350	340	200	30	1	0.6	1	0.6
2013	652			IR	370	440	470	310	40	0	0.0	0	0.0
2014	652			IR	300	360	360	260	110	0	0.0	0	0.0
2015	652			CTR	300	370	370	260	110	2	1.0	1	0.5
2016	652			CTR	300	370	370	260	110	1	0.5	1	0.5
2017	652			CTR	300	400	400	240	110	1	0.5	0	0.0
2018	652			IC	310	340	340	280	110	2	1.0	1	0.5
2019	652			IC	310	340	340	280	110	2	1.0	1	0.5
2021	652			IC	320	350	350	290	110	0	0.0	0	0.0
1988	652	N.W.INDUSTRIAL RD DEMPSAY TWP	20.9	LT	100	140	140	80	10	3	3.9	0	0.0
1989	652			LT	150	210	210	110	20	0	0.0	0	0.0
1990	652			IT	150	190	190	130	20	2	1.7	1	0.9
1991	652			IT	200	260	250	170	20	0	0.0	0	0.0
1992	652			IT	200	260	250	170	20	0	0.0	0	0.0
1993	652			LT	250	350	310	180	20	2	1.0	0	0.0
1994	652			LT	190	280	270	140	20	1	0.7	1	0.7
1995	652			LT	200	290	280	150	20	1	0.7	0	0.0
1996	652			LT	210	300	290	150	20	3	1.9	0	0.0
1997	652			LT	220	310	300	160	20	0	0.0	0	0.0
1998	652			LT	230	320	320	170	20	0	0.0	0	0.0
1999	652			LT	180	250	240	130	20	0	0.0	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2000	652			LT	190	260	260	140	20	0	0.0	0	0.0
2001	652			LT	190	270	260	140	20	1	0.7	1	0.7
2002	652			LT	210	290	290	150	20	0	0.0	0	0.0
2003	652			LT	170	230	230	130	20	0	0.0	0	0.0
2004	652			LT	160	220	220	120	20	0	0.0	0	0.0
2005	652			LT	160	220	210	120	20	0	0.0	0	0.0
2006	652			LT	140	190	190	100	10	1	0.9	0	0.0
2007	652			HR	120	190	170	70	10	0	0.0	0	0.0
2008	652			HR	140	220	230	90	10	0	0.0	0	0.0
2009	652			LR	130	200	160	90	10	1	1.0	0	0.0
2010	652			LR	130	190	160	90	10	1	1.0	0	0.0
2011	652			LT	170	220	220	140	20	0	0.0	0	0.0
2012	652			LT	130	170	160	100	10	1	1.0	0	0.0
2013	652			IR	120	140	150	100	60	0	0.0	0	0.0
2014	652			IR	120	140	140	100	60	0	0.0	0	0.0
2015	652			CTR	110	130	140	90	60	0	0.0	0	0.0
2016	652			CTR	110	130	140	90	60	2	2.4	1	1.2
2017	652			CTR	100	130	130	80	50	0	0.0	0	0.0
2018	652			CTR	100	130	130	80	50	1	1.3	1	1.3
2019	652			CTR	100	130	130	80	50	0	0.0	0	0.0
2021	652			CTR	80	100	100	70	40	0	0.0	0	0.0
1988	652	ABITIBI CO RD HEIGHINGTON TWP	41.1	UC	100	100	110	90	10	0	0.0	0	0.0
1989	652			UC	100	100	110	100	10	3	2.0	2	1.3
1990	652			T	100	180	170	60	10	2	1.3	0	0.0
1991	652			T	100	180	170	60	10	1	0.7	0	0.0
1992	652			T	100	180	180	60	10	2	1.3	0	0.0
1993	652			LT	100	140	120	70	10	1	0.7	0	0.0
1994	652			LT	100	150	140	70	10	0	0.0	0	0.0
1995	652			LT	100	140	140	70	10	2	1.3	2	1.3
1996	652			LT	100	140	140	70	10	2	1.3	2	1.3
1997	652			LT	100	140	140	70	10	2	1.3	2	1.3
1998	652			LT	100	140	140	70	10	1	0.7	2	1.3
1999	652			LT	110	150	150	80	10	0	0.0	0	0.0
2000	652			LT	110	150	150	80	10	2	1.2	3	1.8
2001	652			LT	110	150	150	80	10	2	1.2	2	1.2
2002	652			LT	110	150	150	80	10	2	1.2	0	0.0
2003	652			LT	90	120	120	70	10	0	0.0	0	0.0
2004	652			LT	90	130	120	70	10	0	0.0	0	0.0
2005	652			LT	90	120	120	70	10	0	0.0	0	0.0
2006	652			LT	80	110	110	60	10	2	1.7	1	0.8
2007	652			HR	60	90	90	40	10	0	0.0	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2008	652			HR	80	130	130	50	10	0	0.0	0	0.0
2009	652			LR	70	110	90	50	10	0	0.0	0	0.0
2010	652			LR	70	100	90	50	10	0	0.0	0	0.0
2011	652			LT	90	120	120	70	10	2	1.5	1	0.7
2012	652			LT	70	90	90	50	10	1	0.9	0	0.0
2013	652			IR	70	80	90	60	10	1	1.0	2	1.9
2014	652			IR	70	80	80	60	10	0	0.0	0	0.0
2015	652			CTR	100	120	120	80	10	1	0.7	0	0.0
2016	652			CTR	70	90	90	60	10	0	0.0	0	0.0
2017	652			CTR	70	90	90	60	10	1	1.0	0	0.0
2018	652			CTR	70	90	90	60	10	0	0.0	0	0.0
2019	652			CTR	100	130	130	80	10	2	1.3	0	0.0
2021	652			CTR	70	90	90	60	10	1	1.0	0	0.0
1988	652	S.FLOODWOOD R BR TWEED TWP	58.1	UC	50	50	60	50	0	0	0.0	0	0.0
1989	652			UC	50	50	60	50	0	3	2.8	1	0.9
1990	652			T	50	90	90	30	0	1	0.9	0	0.0
1991	652			T	50	90	90	30	0	2	1.9	0	0.0
1992	652			T	50	90	90	30	0	3	2.8	0	0.0
1993	652			T	50	90	90	30	0	1	0.9	0	0.0
1994	652			T	60	110	110	40	10	2	1.6	0	0.0
1995	652			T	60	100	100	40	10	4	3.1	2	1.6
1996	652			T	70	120	120	40	10	2	1.3	0	0.0
1997	652			IT	70	90	90	60	10	2	1.3	1	0.7
1998	652			IT	70	90	90	60	10	1	0.7	0	0.0
1999	652			IT	90	120	110	70	10	2	1.0	3	1.6
2000	652			IT	80	100	100	70	10	0	0.0	0	0.0
2001	652			IT	80	100	100	70	10	0	0.0	0	0.0
2002	652			IT	100	130	130	80	10	1	0.5	0	0.0
2003	652			IT	80	100	100	70	10	3	1.8	2	1.2
2004	652			IT	80	100	100	70	10	4	2.4	1	0.6
2005	652			IT	80	100	100	70	10	0	0.0	0	0.0
2006	652			CR	70	80	80	60	10	0	0.0	0	0.0
2007	652			CR	80	100	100	70	10	1	0.6	0	0.0
2008	652			CR	80	100	100	70	10	1	0.6	0	0.0
2009	652			CR	70	80	80	60	10	0	0.0	0	0.0
2010	652			CR	80	100	90	70	10	0	0.0	0	0.0
2011	652			CR	80	90	90	70	10	3	1.8	2	1.2
2012	652			CR	80	100	90	70	10	4	2.4	3	1.8
2013	652			IR	150	180	190	130	20	4	1.3	2	0.6
2014	652			IR	100	120	120	90	10	4	1.9	2	0.9
2015	652			CTR	100	120	120	80	10	1	0.5	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2016	652			CTR	100	120	120	80	10	0	0.0	0	0.0
2017	652			CTR	100	130	130	80	10	0	0.0	0	0.0
2018	652			CTR	100	130	130	80	10	2	0.9	2	0.9
2019	652			CTR	100	130	130	80	10	0	0.0	0	0.0
2021	652			CTR	110	140	140	90	10	0	0.0	0	0.0
2021	652	KATTAWAGAMI R BR END OF HWY											
1988	654	SEC HWY 534	12.2	LT	700	990	990	530	30	5	1.6	0	0.0
1989	654			LT	700	970	970	520	30	1	0.3	1	0.3
1990	654			LT	700	1,000	980	510	30	3	1.0	0	0.0
1991	654			LT	700	980	950	520	30	7	2.2	0	0.0
1992	654			LT	700	970	950	540	30	2	0.6	0	0.0
1993	654			LT	700	970	870	510	30	7	2.2	0	0.0
1994	654			LT	780	1,150	1,100	570	30	2	0.6	0	0.0
1995	654			LT	800	1,150	1,100	590	30	1	0.3	0	0.0
1996	654			LT	830	1,150	1,150	610	30	3	0.8	0	0.0
1997	654			T	850	1,450	1,450	530	30	5	1.3	0	0.0
1998	654			T	880	1,500	1,450	540	40	6	1.5	0	0.0
1999	654			T	900	1,500	1,500	560	40	10	2.5	1	0.2
2000	654			LT	950	1,300	1,300	690	80	3	0.7	0	0.0
2001	654			LT	920	1,300	1,250	670	70	2	0.5	0	0.0
2002	654			LT	930	1,300	1,250	680	70	3	0.7	0	0.0
2003	654			LT	950	1,300	1,300	700	60	6	1.4	0	0.0
2004	654			LT	950	1,350	1,300	700	60	6	1.4	0	0.0
2005	654			LT	970	1,350	1,300	710	60	19	4.4	1	0.2
2006	654			LT	950	1,300	1,250	700	70	4	0.9	0	0.0
2007	654			LT	1,000	1,350	1,400	730	70	7	1.6	0	0.0
2008	654			LT	1,000	1,350	1,300	740	70	5	1.1	0	0.0
2009	654			LT	1,050	1,400	1,400	780	70	11	2.4	1	0.2
2010	654			LT	1,050	1,400	1,400	780	70	7	1.5	0	0.0
2011	654			LT	960	1,250	1,250	790	70	5	1.2	0	0.0
2012	654			LT	1,050	1,350	1,300	790	70	6	1.3	1	0.2
2013	654			CTR	1,050	1,300	1,300	890	70	7	1.5	0	0.0
2014	654			CTR	1,100	1,350	1,350	940	80	7	1.4	0	0.0
2015	654			CTR	1,100	1,350	1,350	940	80	7	1.4	0	0.0
2016	654			CTR	1,100	1,350	1,350	940	80	4	0.8	0	0.0
2017	654			CTR	1,100	1,450	1,450	900	80	3	0.6	0	0.0
2018	654			CTR	1,150	1,550	1,550	940	140	4	0.8	0	0.0
2019	654			CTR	1,150	1,550	1,550	940	140	9	1.8	0	0.0
2021	654			CTR	1,150	1,500	1,500	940	140	15	2.9	0	0.0
1988	654	NIPISSING N HIMSWORTH TWP BDY	10.5	LT	2,350	3,350	3,300	1,800	120	10	1.1	3	0.3
1989	654			LT	2,450	3,400	3,400	1,800	120	4	0.4	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1990	654			LT	2,550	3,700	3,550	1,850	130	7	0.7	2	0.2
1991	654			LT	2,600	3,650	3,500	1,900	80	7	0.7	0	0.0
1992	654			LT	2,650	3,700	3,600	2,050	80	9	0.9	0	0.0
1993	654			LT	2,700	3,750	3,350	2,000	80	18	1.7	0	0.0
1994	654			LT	2,750	4,050	3,900	2,000	80	13	1.2	0	0.0
1995	654			LT	2,850	4,100	4,000	2,100	90	9	0.8	0	0.0
1996	654			LT	2,950	4,150	4,050	2,150	90	17	1.5	0	0.0
1997	654			LT	2,950	4,150	4,050	2,200	90	3	0.3	0	0.0
1998	654			LT	3,100	4,350	4,250	2,250	90	8	0.7	0	0.0
1999	654			LT	3,150	4,400	4,300	2,300	90	12	1.0	0	0.0
2000	654			LT	3,200	4,450	4,350	2,350	220	13	1.1	0	0.0
2001	654			LT	3,300	4,600	4,500	2,400	230	9	0.7	0	0.0
2002	654			LT	3,350	4,700	4,550	2,450	230	21	1.6	1	0.1
2003	654			LT	3,450	4,750	4,650	2,550	170	15	1.1	0	0.0
2004	654			LT	3,500	4,900	4,750	2,550	180	11	0.8	0	0.0
2005	654			LT	3,600	4,950	4,800	2,650	180	15	1.1	0	0.0
2006	654			LT	3,650	5,000	4,850	2,700	110	17	1.2	0	0.0
2007	654			LT	3,750	5,150	5,300	2,750	110	10	0.7	0	0.0
2008	654			LT	3,800	5,200	5,000	2,800	110	17	1.2	2	0.1
2009	654			LT	3,900	5,250	5,150	2,900	120	12	0.8	0	0.0
2010	654			LT	3,950	5,300	5,200	2,900	120	20	1.3	0	0.0
2011	654			LT	3,500	4,500	4,550	2,900	100	12	0.9	0	0.0
2012	654			LT	4,000	5,200	4,950	3,050	120	19	1.2	1	0.1
2013	654			CTR	3,550	4,300	4,450	3,000	110	21	1.5	0	0.0
2014	654			CTR	3,900	4,750	4,800	3,300	120	16	1.1	0	0.0
2015	654			CTR	3,700	4,500	4,550	3,150	110	13	0.9	0	0.0
2016	654			CTR	4,000	4,900	4,900	3,400	120	14	0.9	0	0.0
2017	654			CTR	4,050	5,400	5,400	3,300	120	15	1.0	0	0.0
2018	654			CR	4,000	4,650	4,700	3,600	240	17	1.1	0	0.0
2019	654			CR	4,150	4,800	4,850	3,700	250	11	0.7	0	0.0
2021	654			CR	4,250	4,900	4,900	3,850	260	12	0.7	0	0.0
1988	654	HWY 94 (N) STONE RD (S)	0.4	LT	2,750	3,900	3,900	2,100	140	0	0.0	0	0.0
1989	654			LT	3,000	4,150	4,150	2,200	150	0	0.0	0	0.0
1990	654			LT	3,150	4,600	4,400	2,300	160	0	0.0	0	0.0
1991	654			LT	3,250	4,550	4,400	2,400	160	0	0.0	0	0.0
1992	654			LT	3,250	4,500	4,400	2,500	160	0	0.0	0	0.0
1993	654			LT	3,300	4,550	4,100	2,400	160	1	2.1	0	0.0
1994	654			LT	3,250	4,750	4,600	2,350	160	0	0.0	0	0.0
1995	654			LT	3,350	4,800	4,650	2,450	170	0	0.0	0	0.0
1996	654			LT	3,400	4,800	4,700	2,500	170	0	0.0	0	0.0
1997	654			LT	3,350	4,700	4,600	2,500	170	0	0.0	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1998	654			LT	3,500	4,900	4,800	2,550	180	0	0.0	0	0.0
1999	654			LT	3,500	4,850	4,750	2,550	210	0	0.0	0	0.0
2000	654			LT	3,550	4,950	4,850	2,600	210	0	0.0	0	0.0
2001	654			LT	3,600	5,050	4,900	2,650	220	0	0.0	0	0.0
2002	654			LT	3,650	5,100	4,950	2,700	220	2	3.8	0	0.0
2003	654			LT	3,700	5,100	5,000	2,750	150	0	0.0	0	0.0
2004	654			LT	3,750	5,250	5,100	2,750	150	0	0.0	0	0.0
2005	654			LT	3,800	5,200	5,100	2,800	150	0	0.0	0	0.0
2006	654			CTR	3,850	4,750	4,550	3,250	150	0	0.0	0	0.0
2007	654			CTR	3,900	4,850	4,800	3,300	160	1	1.8	0	0.0
2008	654			CTR	3,950	4,900	4,800	3,350	160	1	1.7	0	0.0
2009	654			IC	4,100	4,550	4,600	3,650	160	0	0.0	0	0.0
2010	654			IC	4,050	4,500	4,500	3,600	160	1	1.7	0	0.0
2011	654			IC	4,400	4,850	5,000	3,950	180	1	1.6	0	0.0
2012	654			IC	4,250	4,700	4,550	3,750	170	1	1.6	0	0.0
2013	654			CTR	4,300	5,250	5,400	3,650	170	1	1.6	0	0.0
2014	654			CTR	4,350	5,300	5,350	3,700	170	1	1.6	0	0.0
2015	654			CTR	4,400	5,350	5,400	3,750	180	0	0.0	0	0.0
2016	654			CTR	4,450	5,450	5,450	3,800	180	1	1.5	1	1.5
2017	654			CTR	4,500	6,000	6,000	3,650	180	0	0.0	0	0.0
2018	654			CR	4,500	5,250	5,250	4,050	360	2	3.0	0	0.0
2019	654			CR	4,600	5,350	5,350	4,150	370	0	0.0	0	0.0
2021	654			CR	4,700	5,400	5,450	4,250	380	0	0.0	0	0.0
2021	654	HWY 11 IC END OF HWY											
1988	655	HWY 101 ALGONQUIN BV TIMMINS	1.0	SC	5,350	5,800	6,300	4,800	1,050	0	0.0	0	0.0
1989	655			SC	5,400	5,950	6,550	4,800	1,100	2	1.0	0	0.0
1990	655			SC	5,600	6,150	6,700	5,000	1,100	2	1.0	0	0.0
1991	655			SC	5,700	6,250	6,900	5,050	1,150	0	0.0	0	0.0
1992	655			SC	5,400	5,650	6,300	4,950	490	1	0.5	0	0.0
1993	655			SC	5,650	6,250	6,900	5,050	510	0	0.0	0	0.0
1994	655			SC	6,500	6,750	7,450	6,000	580	2	0.8	0	0.0
1995	655			SC	6,650	6,950	7,700	6,050	600	1	0.4	0	0.0
1996	655			LT	7,800	11,000	10,700	5,750	700	3	1.1	0	0.0
1997	655			SC	7,050	7,450	8,250	6,250	630	1	0.4	0	0.0
1998	655			SC	7,250	7,700	8,500	6,450	650	1	0.4	0	0.0
1999	655			SC	7,600	8,050	8,900	6,750	680	2	0.7	0	0.0
2000	655			SC	7,500	7,950	8,800	6,600	680	0	0.0	0	0.0
2001	655			SC	7,600	8,100	8,900	6,700	680	2	0.7	0	0.0
2002	655			SC	7,450	7,900	8,700	6,550	670	0	0.0	0	0.0
2003	655			SC	7,800	8,250	9,100	6,900	700	4	1.4	0	0.0
2004	655			SC	7,800	8,300	9,150	6,850	700	4	1.4	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2005	655			SC	8,050	8,500	9,400	7,100	800	1	0.3	0	0.0
2006	655			SC	8,000	8,450	9,350	7,050	800	3	1.0	1	0.3
2007	655			SC	8,100	8,550	9,350	7,100	810	1	0.3	0	0.0
2008	655			SC	8,000	8,400	7,900	7,050	800	5	1.7	1	0.3
2009	655			SC	8,300	8,800	9,700	7,300	830	4	1.3	0	0.0
2010	655			SC	8,400	8,900	9,850	7,400	840	1	0.3	0	0.0
2011	655			SC	8,500	10,900	9,950	6,750	850	2	0.6	1	0.3
2012	655			UC	8,600	8,650	9,200	8,150	860	1	0.3	0	0.0
2013	655			UC	8,700	8,750	8,750	8,250	870	2	0.6	0	0.0
2014	655			UC	8,750	8,800	8,400	8,300	880	1	0.3	0	0.0
2015	655			UC	8,850	8,900	8,500	8,400	880	1	0.3	0	0.0
2016	655			UC	8,950	9,000	8,600	8,500	900	1	0.3	0	0.0
2017	655			UC	9,050	9,000	9,100	8,650	900	0	0.0	0	0.0
2018	655			C	9,150	10,000	9,950	8,250	1,100	3	0.9	0	0.0
2019	655			C	9,250	10,100	10,000	8,350	1,100	1	0.3	0	0.0
2021	655			C	9,450	10,300	10,200	8,550	1,150	3	0.9	3	0.9
1988	655	ROSS ST	4.3	IC	2,950	3,400	3,350	2,600	180	12	2.6	1	0.2
1989	655			IC	3,000	3,450	3,400	2,650	180	10	2.1	2	0.4
1990	655			SC	3,050	3,350	3,650	2,700	180	7	1.5	0	0.0
1991	655			SC	3,150	3,450	3,800	2,800	190	6	1.2	1	0.2
1992	655			SC	3,100	3,250	3,650	2,850	530	4	0.8	0	0.0
1993	655			IC	3,300	3,750	3,700	2,950	560	6	1.2	1	0.2
1994	655			IC	3,250	3,650	3,650	2,900	620	4	0.8	0	0.0
1995	655			IC	3,300	3,700	3,700	2,950	630	8	1.5	1	0.2
1996	655			SC	3,350	3,550	3,900	3,000	640	6	1.1	3	0.6
1997	655			IC	3,400	3,800	3,850	3,000	650	5	0.9	0	0.0
1998	655			IC	3,450	3,850	3,850	3,050	660	2	0.4	0	0.0
1999	655			IC	3,450	3,850	3,850	3,050	550	3	0.6	0	0.0
2000	655			IC	3,400	3,800	3,800	3,050	540	3	0.6	2	0.4
2001	655			IC	3,400	3,800	3,800	3,000	540	2	0.4	0	0.0
2002	655			IC	3,350	3,750	3,750	2,950	540	6	1.1	1	0.2
2003	655			IC	3,450	3,850	3,900	3,050	550	7	1.3	0	0.0
2004	655			IC	3,450	3,850	3,900	3,050	550	6	1.1	0	0.0
2005	655			IC	3,500	3,900	3,950	3,100	560	3	0.5	1	0.2
2006	655			IC	3,500	3,900	3,900	3,100	560	2	0.4	0	0.0
2007	655			IC	3,500	3,900	4,000	3,100	560	2	0.4	0	0.0
2008	655			IC	3,550	3,950	3,800	3,150	570	2	0.4	0	0.0
2009	655			IC	3,550	3,950	4,000	3,150	570	0	0.0	0	0.0
2010	655			IC	3,550	3,950	3,950	3,150	570	2	0.4	0	0.0
2011	655			IC	3,600	3,950	4,100	3,250	580	4	0.7	1	0.2
2012	655			UC	3,600	3,600	3,850	3,400	580	2	0.4	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2013	655			UC	3,600	3,600	3,600	3,400	580	3	0.5	1	0.2
2014	655			UC	3,600	3,600	3,450	3,400	580	0	0.0	0	0.0
2015	655			UC	3,650	3,650	3,500	3,450	580	2	0.3	1	0.2
2016	655			UC	3,650	3,650	3,500	3,450	580	0	0.0	0	0.0
2017	655			UC	3,650	3,650	3,650	3,500	580	0	0.0	0	0.0
2018	655			UC	3,700	3,650	3,750	3,550	590	5	0.9	3	0.5
2019	655			UC	3,700	3,650	3,700	3,550	590	4	0.7	3	0.5
2021	655			UC	3,750	3,750	3,800	3,600	600	2	0.3	0	0.0
1988	655	LAFOREST RD	16.1	IC	2,350	2,750	2,650	2,050	330	9	0.6	0	0.0
1989	655			IC	2,500	2,900	2,800	2,200	350	5	0.3	2	0.1
1990	655			IC	2,600	2,950	2,900	2,300	360	12	0.8	1	0.1
1991	655			IC	2,500	2,800	2,800	2,200	350	5	0.3	1	0.1
1992	655			IC	2,400	2,650	2,650	2,200	340	4	0.3	0	0.0
1993	655			IC	2,250	2,550	2,500	2,000	320	4	0.3	0	0.0
1994	655			IC	2,550	2,850	2,850	2,250	360	4	0.3	2	0.1
1995	655			IC	2,600	2,900	2,950	2,350	310	8	0.5	3	0.2
1996	655			CTR	2,700	3,450	3,300	2,250	490	8	0.5	2	0.1
1997	655			CTR	2,700	3,450	3,300	2,250	490	10	0.6	3	0.2
1998	655			CTR	2,750	3,500	3,350	2,300	500	6	0.4	0	0.0
1999	655			CTR	2,700	3,400	3,250	2,250	570	4	0.3	1	0.1
2000	655			CTR	2,800	3,550	3,400	2,350	530	5	0.3	1	0.1
2001	655			CTR	2,800	3,550	3,400	2,350	530	6	0.4	2	0.1
2002	655			CTR	2,850	3,600	3,450	2,400	430	7	0.4	0	0.0
2003	655			CTR	2,900	3,600	3,450	2,450	440	4	0.2	0	0.0
2004	655			CTR	2,900	3,650	3,500	2,450	440	13	0.8	2	0.1
2005	655			IC	2,950	3,300	3,300	2,600	440	6	0.3	0	0.0
2006	655			IC	3,000	3,350	3,350	2,650	450	3	0.2	2	0.1
2007	655			IC	3,000	3,350	3,450	2,650	450	3	0.2	0	0.0
2008	655			IC	3,050	3,400	3,250	2,700	460	2	0.1	1	0.1
2009	655			IC	3,100	3,450	3,450	2,750	460	2	0.1	1	0.1
2010	655			IC	3,100	3,450	3,450	2,750	460	7	0.4	0	0.0
2011	655			IC	3,150	3,450	3,600	2,850	470	6	0.3	0	0.0
2012	655			UC	3,200	3,200	3,450	3,050	480	4	0.2	1	0.1
2013	655			UC	3,200	3,200	3,200	3,050	480	3	0.2	1	0.1
2014	655			UC	3,250	3,250	3,150	3,100	490	5	0.3	1	0.1
2015	655			UC	3,300	3,300	3,150	3,150	500	6	0.3	1	0.1
2016	655			UC	3,300	3,300	3,150	3,150	500	5	0.3	4	0.2
2017	655			UC	3,350	3,350	3,350	3,200	500	4	0.2	1	0.1
2018	655			UC	3,400	3,350	3,450	3,250	510	8	0.4	1	0.1
2019	655			UC	3,400	3,350	3,400	3,300	510	7	0.4	1	0.1
2021	655			UC	3,500	3,500	3,550	3,350	520	8	0.4	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1988	655	KIDD CK MINE RD TEXASGULF	53.7	IC	850	990	960	750	160	14	0.8	9	0.5
1989	655			IC	900	1,050	1,000	800	170	23	1.3	8	0.5
1990	655			UC	1,000	1,050	1,150	950	190	21	1.1	2	0.1
1991	655			UC	1,100	1,150	1,250	1,050	210	23	1.1	7	0.3
1992	655			UC	1,100	1,150	1,250	1,050	210	26	1.2	8	0.4
1993	655			UC	1,150	1,200	1,300	1,100	220	16	0.7	2	0.1
1994	655			UC	1,200	1,250	1,350	1,100	230	24	1.0	11	0.5
1995	655			UC	1,250	1,300	1,450	1,150	280	18	0.7	5	0.2
1996	655			UC	1,600	1,700	1,850	1,500	160	29	0.9	11	0.3
1997	655			UC	1,350	1,400	1,600	1,250	140	18	0.7	3	0.1
1998	655			UC	1,400	1,500	1,650	1,350	140	18	0.7	1	0.0
1999	655			UC	1,300	1,400	1,500	1,250	220	27	1.1	2	0.1
2000	655			UC	1,300	1,400	1,550	1,200	320	18	0.7	8	0.3
2001	655			UC	1,250	1,350	1,450	1,150	310	17	0.7	5	0.2
2002	655			UC	1,250	1,350	1,450	1,150	210	25	1.0	8	0.3
2003	655			UC	1,250	1,300	1,450	1,200	280	16	0.7	5	0.2
2004	655			UC	1,250	1,350	1,450	1,150	280	12	0.5	2	0.1
2005	655			UC	1,250	1,300	1,450	1,150	280	12	0.5	3	0.1
2006	655			UC	1,200	1,250	1,400	1,150	220	23	1.0	4	0.2
2007	655			UC	1,150	1,200	1,350	1,100	210	15	0.7	1	0.0
2008	655			C	1,200	1,300	1,300	1,100	200	19	0.8	0	0.0
2009	655			IT	1,150	1,450	1,450	950	180	11	0.5	3	0.1
2010	655			IT	1,150	1,450	1,450	950	180	8	0.4	4	0.2
2011	655			IC	1,250	1,350	1,450	1,100	200	8	0.3	0	0.0
2012	655			UC	1,150	1,150	1,250	1,100	270	14	0.6	3	0.1
2013	655			CR	1,150	1,400	1,400	970	260	14	0.6	2	0.1
2014	655			CTR	1,300	1,600	1,600	1,100	280	12	0.5	3	0.1
2015	655			CTR	1,350	1,650	1,650	1,150	300	12	0.5	2	0.1
2016	655			CTR	1,200	1,450	1,500	1,000	270	9	0.4	1	0.0
2017	655			CTR	1,150	1,550	1,550	940	260	13	0.6	0	0.0
2018	655			CTR	1,150	1,550	1,550	940	260	14	0.6	0	0.0
2019	655			CTR	1,150	1,550	1,550	940	260	14	0.6	2	0.1
2021	655			CTR	1,150	1,500	1,500	940	250	5	0.2	1	0.0
2021	655	HWY 11 END OF HWY											
1988	656	SEC HWY 533 MATTAWAN TWP	3.8	LT	100	140	140	80	0	1	7.2	0	0.0
1989	656			LT	100	140	140	70	0	0	0.0	0	0.0
1990	656			LT	100	150	140	70	0	0	0.0	0	0.0
1991	656			LT	100	140	140	70	0	0	0.0	0	0.0
1992	656			LT	150	210	200	120	0	0	0.0	0	0.0
1993	656			LT	150	210	190	110	0	0	0.0	0	0.0
1994	656			LT	140	210	200	100	0	0	0.0	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1995	656			LT	140	200	200	100	0	0	0.0	0	0.0
1996	656			LT	150	210	210	110	0	0	0.0	0	0.0
1997	656			CR	150	190	180	130	0	0	0.0	0	0.0
1998	656			CR	180	220	210	150	0	0	0.0	0	0.0
1999	656			CR	180	220	210	150	0	1	4.0	0	0.0
2000	656			CR	190	230	220	160	0	0	0.0	0	0.0
2001	656			CTR	200	250	240	170	20	0	0.0	0	0.0
2002	656			CTR	200	250	240	170	20	0	0.0	0	0.0
2003	656			CTR	210	260	250	180	30	0	0.0	0	0.0
2004	656			CTR	230	290	280	190	30	0	0.0	0	0.0
2005	656			CTR	230	280	270	200	30	0	0.0	0	0.0
2006	656			LT	230	310	310	170	20	0	0.0	0	0.0
2007	656			LT	190	260	270	140	20	0	0.0	0	0.0
2008	656			LT	180	250	240	130	20	0	0.0	0	0.0
2009	656			LT	150	200	200	110	10	0	0.0	0	0.0
2010	656			LT	220	300	290	160	20	0	0.0	0	0.0
2011	656			LT	120	150	160	100	10	0	0.0	0	0.0
2012	656			LT	200	260	250	150	20	0	0.0	0	0.0
2013	656			LR	180	270	310	120	20	0	0.0	0	0.0
2014	656			LR	200	300	300	140	20	0	0.0	0	0.0
2015	656			LT	170	220	230	130	20	0	0.0	0	0.0
2016	656			LT	200	260	270	150	20	1	3.6	0	0.0
2017	656			LT	200	250	250	170	20	1	3.6	0	0.0
2018	656			LT	200	250	250	170	20	0	0.0	0	0.0
2019	656			LT	200	250	250	170	20	1	3.6	0	0.0
2021	656			LT	200	250	250	170	20	0	0.0	0	0.0
2021	656	HOLDEN GENERATING STATION END OF HWYS											
1988	657	HWY 105	6.0	SC	400	430	470	360	40	1	1.1	0	0.0
1989	657			SC	400	440	480	360	40	1	1.1	0	0.0
1990	657			SC	400	440	480	360	40	1	1.1	0	0.0
1991	657			SC	400	440	480	360	40	1	1.1	0	0.0
1992	657			SC	400	420	470	370	40	1	1.1	0	0.0
1993	657			SC	400	440	490	360	40	2	2.3	0	0.0
1994	657			SC	400	420	460	370	40	0	0.0	0	0.0
1995	657			UC	400	420	460	370	40	1	1.1	0	0.0
1996	657			UC	400	420	470	380	40	0	0.0	0	0.0
1997	657			UC	400	420	470	380	0	0	0.0	0	0.0
1998	657			UC	400	420	470	380	60	0	0.0	0	0.0
1999	657			UC	400	420	470	380	60	0	0.0	0	0.0
2000	657			UC	400	420	470	380	60	1	1.1	0	0.0
2001	657			UC	400	430	470	380	40	1	1.1	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2002	657			UC	400	430	470	370	40	2	2.3	0	0.0
2003	657			UC	400	420	470	380	40	0	0.0	0	0.0
2004	657			LT	400	560	540	290	60	0	0.0	0	0.0
2005	657			LT	380	520	510	280	60	1	1.2	1	1.2
2006	657			LT	380	520	510	280	80	2	2.4	0	0.0
2007	657			LT	380	520	540	280	80	1	1.2	0	0.0
2008	657			LT	360	490	470	270	80	0	0.0	0	0.0
2009	657			LT	360	490	480	270	80	0	0.0	0	0.0
2010	657			LT	340	460	450	250	70	0	0.0	0	0.0
2011	657			LT	320	410	420	260	70	0	0.0	0	0.0
2012	657			CTR	320	390	380	270	70	0	0.0	0	0.0
2013	657			CTR	350	430	440	300	70	1	1.3	0	0.0
2014	657			CTR	340	410	420	290	70	0	0.0	0	0.0
2015	657			CTR	330	400	410	280	70	1	1.4	0	0.0
2016	657			CTR	330	400	410	280	70	1	1.4	1	1.4
2017	657			CTR	320	430	430	260	70	0	0.0	0	0.0
2018	657			CTR	320	430	430	260	70	0	0.0	0	0.0
2019	657			CTR	320	430	420	260	70	1	1.4	0	0.0
2021	657			CTR	310	400	400	250	70	0	0.0	0	0.0
2021	657	WEIRS GOLD PINES CAMP END OF HWY											
2021	658	HWY 17 START OF NA	3.8										
1992	658	HWY 17A	4.2	SC	1,500	1,600	1,750	1,400	210	6	2.6	0	0.0
1993	658			SC	1,600	1,800	1,950	1,400	220	8	3.3	1	0.4
1994	658			SC	1,650	1,700	1,900	1,500	230	2	0.8	0	0.0
1995	658			C	1,750	1,900	1,950	1,600	120	2	0.7	0	0.0
1996	658			C	1,850	2,100	2,100	1,650	130	3	1.1	0	0.0
1997	658			C	1,900	2,150	2,150	1,700	130	2	0.7	0	0.0
1998	658			C	2,000	2,250	2,250	1,800	200	3	1.0	0	0.0
1999	658			C	1,850	2,050	2,100	1,650	180	2	0.7	0	0.0
2000	658			C	1,800	2,050	2,050	1,600	180	3	1.1	1	0.4
2001	658			CTR	1,700	2,150	2,050	1,450	80	5	1.9	0	0.0
2002	658			CTR	1,650	2,100	2,000	1,400	80	8	3.2	1	0.4
2003	658			CTR	1,600	2,000	1,900	1,350	80	3	1.2	1	0.4
2004	658			IC	1,600	1,800	1,800	1,400	180	10	4.1	0	0.0
2005	658			IC	1,500	1,650	1,700	1,300	160	9	3.9	1	0.4
2006	658			CTR	1,350	1,650	1,600	1,150	160	12	5.8	0	0.0
2007	658			CTR	1,400	1,750	1,700	1,200	170	7	3.3	0	0.0
2008	658			CTR	1,200	1,500	1,450	1,000	80	10	5.4	0	0.0
2009	658			CTR	1,300	1,600	1,550	1,100	90	11	5.5	1	0.5
2010	658			CTR	1,300	1,600	1,500	1,100	120	4	2.0	1	0.5
2011	658			CTR	1,250	1,500	1,450	1,050	110	3	1.6	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2012	658			CTR	1,350	1,650	1,600	1,150	100	5	2.4	0	0.0
2013	658			CTR	1,300	1,600	1,650	1,100	170	0	0.0	0	0.0
2014	658			CTR	1,200	1,450	1,500	1,000	150	3	1.6	0	0.0
2015	658			CTR	1,150	1,400	1,400	980	150	10	5.7	0	0.0
2016	658			CTR	1,100	1,350	1,350	940	140	9	5.3	0	0.0
2017	658			CTR	1,850	2,450	2,450	1,500	230	2	0.7	0	0.0
2018	658			CTR	1,850	2,450	2,450	1,500	230	5	1.8	0	0.0
2019	658			CTR	1,850	2,450	2,450	1,500	230	1	0.4	0	0.0
2021	658			CTR	1,900	2,500	2,450	1,550	250	1	0.3	0	0.0
1988	658	PETERSON RD JAFFRAY & MELICK TWP (E)	8.3	SC	500	540	590	450	60	6	4.0	0	0.0
1989	658			SC	650	720	790	580	100	6	3.1	1	0.5
1990	658			SC	650	720	780	580	100	4	2.0	0	0.0
1991	658			SC	650	720	790	580	100	5	2.5	1	0.5
1992	658			SC	650	680	760	600	100	6	3.0	1	0.5
1993	658			SC	650	720	790	580	100	4	2.0	0	0.0
1994	658			SC	680	710	780	630	110	10	4.9	1	0.5
1995	658			C	680	740	760	620	70	4	1.9	0	0.0
1996	658			C	720	820	820	650	70	5	2.3	0	0.0
1997	658			CTR	730	930	900	610	70	2	0.9	0	0.0
1998	658			CTR	750	950	920	630	40	3	1.3	1	0.4
1999	658			CTR	790	1,000	960	660	50	5	2.1	0	0.0
2000	658			CTR	820	1,050	990	690	50	4	1.6	0	0.0
2001	658			IT	830	1,100	1,050	680	50	4	1.6	0	0.0
2002	658			IT	870	1,150	1,100	720	50	5	1.9	0	0.0
2003	658			IT	900	1,150	1,150	740	50	5	1.8	1	0.4
2004	658			IC	1,000	1,100	1,100	880	60	6	2.0	1	0.3
2005	658			IC	900	1,000	1,000	790	50	9	3.3	0	0.0
2006	658			CTR	920	1,150	1,100	780	60	11	4.0	1	0.4
2007	658			CTR	920	1,150	1,150	780	60	8	2.9	0	0.0
2008	658			CTR	850	1,050	1,050	720	50	4	1.6	0	0.0
2009	658			CTR	960	1,150	1,150	820	60	10	3.4	0	0.0
2010	658			CTR	920	1,100	1,100	780	60	5	1.8	0	0.0
2011	658			CTR	900	1,100	1,050	760	60	10	3.7	0	0.0
2012	658			CTR	900	1,100	1,100	770	70	3	1.1	0	0.0
2013	658			LT	800	1,050	1,050	600	100	4	1.7	0	0.0
2014	658			LT	950	1,250	1,250	720	120	0	0.0	0	0.0
2015	658			LT	960	1,250	1,250	720	120	3	1.0	0	0.0
2016	658			LT	970	1,250	1,300	730	120	2	0.7	0	0.0
2017	658			LT	980	1,350	1,350	750	120	7	2.4	0	0.0
2018	658			LT	940	1,300	1,300	720	80	3	1.1	0	0.0
2019	658			LT	1,000	1,400	1,400	770	90	3	1.0	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2021	658			LT	1,000	1,350	1,350	770	90	3	1.0	0	0.0
1988	658	SEC HWY 659 COKER RD (E)	13.0	LT	300	430	420	230	60	4	2.8	0	0.0
1989	658			C	350	390	390	320	100	3	1.8	0	0.0
1990	658			C	380	420	420	340	110	3	1.7	0	0.0
1991	658			C	400	440	440	360	110	5	2.6	0	0.0
1992	658			C	400	430	440	370	80	8	4.2	2	1.0
1993	658			C	400	440	440	370	80	7	3.7	2	1.0
1994	658			C	430	470	480	390	90	2	1.0	0	0.0
1995	658			C	420	460	470	380	80	5	2.5	1	0.5
1996	658			C	480	540	550	430	90	1	0.4	0	0.0
1997	658			C	500	560	570	450	90	4	1.7	0	0.0
1998	658			C	520	590	590	470	90	2	0.8	0	0.0
1999	658			C	460	520	520	410	80	3	1.4	0	0.0
2000	658			C	460	520	520	410	80	2	0.9	0	0.0
2001	658			SC	400	430	470	350	40	1	0.5	0	0.0
2002	658			SC	450	480	530	400	40	4	1.9	0	0.0
2003	658			SC	450	480	530	400	40	7	3.3	0	0.0
2004	658			IT	410	540	520	330	50	6	3.1	0	0.0
2005	658			IT	370	470	470	310	50	5	2.8	0	0.0
2006	658			IT	380	480	480	310	60	2	1.1	1	0.6
2007	658			IT	370	470	490	300	60	3	1.7	0	0.0
2008	658			IT	360	460	440	300	30	3	1.7	0	0.0
2009	658			IT	350	440	440	290	20	2	1.2	0	0.0
2010	658			IC	280	310	310	250	30	3	2.2	0	0.0
2011	658			IC	280	310	320	250	30	3	2.2	0	0.0
2012	658			CTR	280	340	340	240	30	4	3.0	0	0.0
2013	658			LT	270	350	350	200	40	5	3.9	0	0.0
2014	658			LT	280	370	370	210	40	1	0.7	0	0.0
2015	658			LT	270	350	360	200	40	6	4.7	1	0.8
2016	658			LT	280	370	370	210	40	3	2.2	0	0.0
2017	658			LT	280	390	390	220	40	0	0.0	0	0.0
2018	658			LT	290	410	400	220	50	4	2.9	0	0.0
2019	658			LT	280	390	390	220	40	2	1.5	0	0.0
2021	658			LT	290	400	390	220	50	1	0.7	0	0.0
2021	658	REDDITT CNR STATION END OF HWY											
1988	661	HWY 144 JACK TWP	4.6	IC	400	460	450	350	20	0	0.0	0	0.0
1989	661			IC	400	460	450	360	20	0	0.0	0	0.0
1990	661			IC	400	460	450	360	20	0	0.0	0	0.0
1991	661			IC	400	450	440	360	20	2	3.0	0	0.0
1992	661			IC	400	440	440	360	20	0	0.0	0	0.0
1993	661			LT	400	550	500	290	20	0	0.0	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1994	661			LT	410	600	580	300	20	0	0.0	0	0.0
1995	661			LT	410	590	570	300	20	1	1.5	0	0.0
1996	661			LT	420	590	580	310	30	1	1.4	0	0.0
1997	661			LT	430	610	590	320	30	1	1.4	0	0.0
1998	661			LT	430	600	590	310	30	2	2.8	0	0.0
1999	661			LT	400	560	540	290	30	0	0.0	0	0.0
2000	661			LT	420	590	570	310	30	0	0.0	0	0.0
2001	661			LT	420	590	570	310	30	0	0.0	0	0.0
2002	661			LT	420	590	570	310	30	2	2.8	0	0.0
2003	661			LT	420	580	570	310	30	1	1.4	0	0.0
2004	661			LT	410	570	560	300	30	0	0.0	0	0.0
2005	661			LT	420	580	560	310	30	0	0.0	0	0.0
2006	661			LT	410	560	550	300	30	0	0.0	0	0.0
2007	661			LT	410	560	580	300	30	0	0.0	0	0.0
2008	661			LT	400	550	520	300	30	0	0.0	0	0.0
2009	661			LT	410	550	540	300	30	0	0.0	0	0.0
2010	661			LT	410	550	540	300	30	0	0.0	0	0.0
2011	661			LT	410	530	540	340	30	0	0.0	0	0.0
2012	661			CTR	410	500	490	350	30	0	0.0	0	0.0
2013	661			CTR	410	500	520	350	30	0	0.0	0	0.0
2014	661			CTR	370	450	460	310	30	0	0.0	0	0.0
2015	661			CTR	400	490	490	340	30	0	0.0	0	0.0
2016	661			CTR	400	490	490	340	30	0	0.0	0	0.0
2017	661			CTR	400	530	530	330	30	0	0.0	0	0.0
2018	661			CTR	400	530	530	330	40	0	0.0	0	0.0
2019	661			CTR	400	530	530	330	40	0	0.0	0	0.0
2021	661			CTR	400	520	520	330	40	2	3.0	0	0.0
2021	661	END OF HWY JACK TWP END OF HWY											
1988	663	HWY 11	5.3	SC	450	490	530	400	60	2	2.3	0	0.0
1989	663			SC	450	500	540	400	60	1	1.1	0	0.0
1990	663			UC	400	430	460	380	60	0	0.0	0	0.0
1991	663			UC	400	420	460	390	60	0	0.0	0	0.0
1992	663			UC	400	420	460	380	60	1	1.3	0	0.0
1993	663			SC	500	560	610	440	70	3	3.1	0	0.0
1994	663			SC	490	510	560	450	70	1	1.1	0	0.0
1995	663			SC	490	510	570	450	70	0	0.0	0	0.0
1996	663			SC	500	530	580	450	70	1	1.0	1	1.0
1997	663			SC	510	540	600	450	70	0	0.0	0	0.0
1998	663			SC	510	540	600	450	70	3	3.0	2	2.0
1999	663			SC	590	630	690	530	40	0	0.0	0	0.0
2000	663			SC	530	560	620	470	40	2	1.9	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2001	663			SC	560	600	660	490	40	2	1.8	0	0.0
2002	663			SC	510	540	600	450	50	0	0.0	0	0.0
2003	663			SC	580	610	680	510	50	1	0.9	0	0.0
2004	663			SC	570	610	670	500	20	0	0.0	0	0.0
2005	663			SC	630	670	740	550	30	2	1.6	0	0.0
2006	663			SC	550	580	640	490	100	0	0.0	0	0.0
2007	663			SC	550	580	640	480	100	0	0.0	0	0.0
2008	663			CR	550	670	660	460	100	1	0.9	1	0.9
2009	663			CR	550	660	640	470	100	0	0.0	0	0.0
2010	663			IT	450	560	560	370	90	1	1.1	0	0.0
2011	663			IT	560	750	750	460	110	2	1.8	0	0.0
2012	663			UC	560	560	600	530	110	0	0.0	0	0.0
2013	663			UC	560	560	560	530	110	0	0.0	0	0.0
2014	663			UC	570	570	550	540	110	1	0.9	0	0.0
2015	663			UC	570	570	550	540	110	1	0.9	0	0.0
2016	663			UC	570	570	550	540	110	0	0.0	0	0.0
2017	663			UC	570	570	570	550	110	0	0.0	0	0.0
2018	663			UC	580	580	580	560	240	0	0.0	0	0.0
2019	663			UC	580	570	580	560	240	2	1.8	0	0.0
2021	663			UC	580	580	590	560	240	0	0.0	0	0.0
2021	663	CALSTOCK CNR X ING END OF HWY											
1988	664	HWY 72 PATRICIA CORS	17.0	UC	800	840	900	750	110	7	1.4	3	0.6
1989	664			UC	850	890	960	810	240	13	2.5	6	1.1
1990	664			UC	850	910	990	810	240	11	2.1	1	0.2
1991	664			UC	900	950	1,050	870	250	10	1.8	1	0.2
1992	664			UC	900	950	1,050	860	250	11	2.0	2	0.4
1993	664			UC	950	1,000	1,100	890	270	7	1.2	3	0.5
1994	664			UC	970	1,050	1,100	900	270	13	2.2	0	0.0
1995	664			UC	1,050	1,100	1,200	980	120	7	1.1	3	0.5
1996	664			UC	1,000	1,050	1,150	950	110	8	1.3	0	0.0
1997	664			UC	1,050	1,100	1,250	990	120	6	0.9	1	0.2
1998	664			UC	1,050	1,100	1,250	1,000	220	13	2.0	1	0.2
1999	664			UC	1,150	1,200	1,350	1,100	240	10	1.4	2	0.3
2000	664			UC	1,150	1,200	1,350	1,100	210	12	1.7	2	0.3
2001	664			C	1,200	1,350	1,350	1,100	240	12	1.6	1	0.1
2002	664			C	1,250	1,400	1,400	1,100	250	8	1.0	2	0.3
2003	664			C	1,250	1,400	1,400	1,150	250	10	1.3	4	0.5
2004	664			C	1,250	1,400	1,400	1,150	480	7	0.9	1	0.1
2005	664			C	1,400	1,550	1,550	1,250	530	15	1.7	6	0.7
2006	664			C	1,350	1,500	1,500	1,200	180	14	1.7	4	0.5
2007	664			C	1,200	1,350	1,350	1,100	160	6	0.8	3	0.4

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2008	664			C	950	1,050	1,050	850	100	7	1.2	0	0.0
2009	664			C	1,200	1,300	1,350	1,100	130	6	0.8	0	0.0
2010	664			C	1,000	1,100	1,100	900	80	7	1.1	0	0.0
2011	664			C	1,050	1,150	1,150	940	80	2	0.3	0	0.0
2012	664			UC	1,050	1,050	1,100	1,000	190	7	1.1	1	0.2
2013	664			UC	1,200	1,200	1,200	1,150	210	5	0.7	0	0.0
2014	664			C	1,200	1,300	1,300	1,100	230	3	0.4	0	0.0
2015	664			C	1,200	1,300	1,300	1,100	230	3	0.4	0	0.0
2016	664			C	1,200	1,300	1,300	1,100	230	6	0.8	1	0.1
2017	664			C	1,200	1,300	1,300	1,100	230	4	0.5	0	0.0
2018	664			C	1,200	1,300	1,300	1,100	130	2	0.3	0	0.0
2019	664			C	1,200	1,300	1,300	1,100	130	4	0.5	0	0.0
2021	664			C	1,200	1,300	1,300	1,100	130	1	0.1	0	0.0
2021	664	END OF HWY											
1988	665	HWY 17	8.5	IC	900	1,050	1,000	790	50	7	2.5	1	0.4
1989	665			C	950	1,050	1,050	860	100	2	0.7	0	0.0
1990	665			C	950	1,050	1,050	860	100	11	3.8	1	0.3
1991	665			C	1,000	1,100	1,100	910	100	5	1.6	0	0.0
1992	665			IC	900	1,000	990	820	90	10	3.6	2	0.7
1993	665			IC	900	1,000	1,000	800	90	8	2.9	0	0.0
1994	665			IC	880	990	990	780	90	5	1.8	1	0.4
1995	665			IC	890	1,000	1,000	800	70	4	1.5	0	0.0
1996	665			IC	850	950	960	760	70	2	0.8	0	0.0
1997	665			IC	830	930	940	730	70	3	1.2	0	0.0
1998	665			IC	820	920	920	730	60	5	2.0	0	0.0
1999	665			IC	900	1,000	1,000	800	60	4	1.4	0	0.0
2000	665			IC	910	1,000	1,000	810	60	6	2.1	0	0.0
2001	665			IC	920	1,050	1,050	810	60	4	1.4	0	0.0
2002	665			IC	940	1,050	1,050	830	60	7	2.4	0	0.0
2003	665			IC	950	1,050	1,050	840	60	4	1.4	0	0.0
2004	665			IC	1,000	1,100	1,100	880	90	4	1.3	1	0.3
2005	665			IC	990	1,100	1,100	870	90	8	2.6	0	0.0
2006	665			IC	990	1,100	1,100	880	80	2	0.7	0	0.0
2007	665			IC	930	1,050	1,050	820	70	5	1.7	0	0.0
2008	665			IC	900	1,000	960	790	50	8	2.9	0	0.0
2009	665			IC	850	940	950	760	50	9	3.4	0	0.0
2010	665			LR	650	970	800	440	40	6	3.0	0	0.0
2011	665			LR	580	900	840	410	30	2	1.1	0	0.0
2012	665			CTR	580	700	690	490	30	6	3.3	0	0.0
2013	665			CTR	900	1,100	1,150	760	50	11	4.0	0	0.0
2014	665			CTR	780	950	960	660	50	3	1.2	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2015	665			CTR	770	940	950	650	50	4	1.7	0	0.0
2016	665			CTR	780	950	960	660	50	4	1.7	0	0.0
2017	665			CTR	790	1,050	1,050	640	50	4	1.6	0	0.0
2018	665			IT	810	1,050	1,050	690	60	2	0.8	0	0.0
2019	665			IT	800	1,050	1,050	680	60	9	3.6	0	0.0
2021	665			IT	810	1,050	1,050	690	60	2	0.8	0	0.0
1988	665	WAINWRIGHT BRITTON TWP BDY	12.7	IC	900	1,050	1,000	790	50	1	0.2	0	0.0
1989	665			C	950	1,050	1,050	860	100	1	0.2	0	0.0
1990	665			C	950	1,050	1,050	860	100	0	0.0	0	0.0
1991	665			C	1,000	1,100	1,100	910	100	2	0.4	0	0.0
1992	665			IC	900	1,000	990	820	90	3	0.7	0	0.0
1993	665			IC	900	1,000	1,000	800	90	2	0.5	0	0.0
1994	665			IC	880	990	990	780	90	2	0.5	0	0.0
1995	665			IC	890	1,000	1,000	800	70	1	0.2	0	0.0
1996	665			IC	850	950	960	760	70	2	0.5	1	0.3
1997	665			IC	830	930	940	730	70	0	0.0	0	0.0
1998	665			IC	820	920	920	730	60	2	0.5	0	0.0
1999	665			IC	800	900	900	710	60	3	0.8	0	0.0
2000	665			IC	790	880	880	700	60	3	0.8	0	0.0
2001	665			IC	1,100	1,250	1,250	970	70	4	0.8	0	0.0
2002	665			IC	920	1,050	1,050	810	60	2	0.5	0	0.0
2003	665			IC	1,100	1,250	1,250	970	70	0	0.0	0	0.0
2004	665			IC	910	1,000	1,000	800	50	3	0.7	0	0.0
2005	665			IC	720	800	810	630	40	2	0.6	0	0.0
2006	665			IC	590	660	660	520	40	3	1.1	0	0.0
2007	665			IC	550	610	630	490	30	5	2.0	0	0.0
2008	665			HT	150	240	230	70	10	4	5.7	0	0.0
2009	665			HT	480	730	650	230	30	2	0.9	0	0.0
2010	665			LT	170	230	220	130	10	6	7.6	0	0.0
2011	665			LT	170	220	220	140	10	4	5.1	0	0.0
2012	665			LT	170	220	210	130	20	3	3.8	0	0.0
2013	665			LT	130	170	170	100	20	2	3.3	0	0.0
2014	665			LT	180	240	240	140	30	3	3.6	0	0.0
2015	665			LT	130	170	170	100	20	2	3.3	0	0.0
2016	665			LT	150	200	200	110	20	0	0.0	0	0.0
2017	665			LT	160	200	200	130	20	1	1.3	0	0.0
2018	665			LT	160	200	200	130	20	2	2.7	0	0.0
2019	665			LT	170	220	220	140	30	1	1.3	0	0.0
2021	665			LT	180	230	230	150	30	0	0.0	0	0.0
2021	665	RICHAN CNR STATION END OF HWY											
1988	667	EDDY RD SULTAN	35.3	LT	150	210	210	110	20	4	2.1	1	0.5

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1989	667			LT	150	210	210	110	20	4	2.1	1	0.5
1990	667			LT	180	260	250	130	20	2	0.9	1	0.4
1991	667			LT	250	350	340	180	30	5	1.6	0	0.0
1992	667			LT	250	350	340	190	30	5	1.5	1	0.3
1993	667			LT	250	350	310	180	30	2	0.6	0	0.0
1994	667			LT	280	410	400	200	30	2	0.6	1	0.3
1995	667			LT	300	430	420	220	40	2	0.5	0	0.0
1996	667			LT	320	450	440	240	40	2	0.5	0	0.0
1997	667			SC	350	370	410	310	40	1	0.2	0	0.0
1998	667			SC	360	380	420	320	40	0	0.0	0	0.0
1999	667			SC	300	320	350	270	30	3	0.8	2	0.5
2000	667			SC	300	320	350	260	30	2	0.5	0	0.0
2001	667			SC	290	310	340	260	30	3	0.8	2	0.5
2002	667			SC	290	310	340	260	30	1	0.3	0	0.0
2003	667			LT	250	340	340	180	20	2	0.6	0	0.0
2004	667			LT	260	360	350	190	30	0	0.0	0	0.0
2005	667			LT	280	380	380	210	30	5	1.4	0	0.0
2006	667			LT	250	340	330	180	40	3	0.9	0	0.0
2007	667			LT	200	270	280	150	30	4	1.6	1	0.4
2008	667			SC	240	250	240	210	30	2	0.6	1	0.3
2009	667			SC	230	240	270	200	60	3	1.0	1	0.3
2010	667			SC	220	230	260	190	60	0	0.0	0	0.0
2011	667			SC	220	280	260	180	50	1	0.4	1	0.4
2012	667			CTR	210	250	250	180	60	0	0.0	0	0.0
2013	667			CTR	200	240	250	170	80	2	0.8	0	0.0
2014	667			IC	200	220	220	180	70	1	0.4	0	0.0
2015	667			CTR	190	230	230	160	50	2	0.8	0	0.0
2016	667			CTR	180	220	220	150	40	2	0.9	0	0.0
2017	667			CTR	180	240	240	150	40	0	0.0	0	0.0
2018	667			CTR	170	230	230	140	40	2	0.9	0	0.0
2019	667			CTR	200	270	270	160	50	0	0.0	0	0.0
2021	667			CTR	160	210	210	130	40	4	1.9	1	0.5
2021	667	HWY 129 END OF HWY											
1988	668	HWY 11	13.3	T	130	240	230	80	10	0	0.0	0	0.0
1989	668			T	130	240	230	80	10	0	0.0	0	0.0
1990	668			T	150	270	260	90	20	1	1.4	0	0.0
1991	668			T	150	270	260	90	20	2	2.7	0	0.0
1992	668			T	150	270	260	90	20	0	0.0	0	0.0
1993	668			HT	200	400	360	90	20	0	0.0	0	0.0
1994	668			HT	160	320	290	70	20	1	1.3	0	0.0
1995	668			HT	160	300	270	70	20	0	0.0	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1996	668			HT	160	300	280	70	20	0	0.0	0	0.0
1997	668			HT	170	320	290	80	20	1	1.2	0	0.0
1998	668			HT	170	310	290	80	20	0	0.0	0	0.0
1999	668			HT	160	290	260	70	10	0	0.0	0	0.0
2000	668			HT	150	270	240	70	10	0	0.0	0	0.0
2001	668			HT	150	260	240	70	10	0	0.0	0	0.0
2002	668			HT	130	230	200	60	20	1	1.6	0	0.0
2003	668			HT	140	230	210	70	20	0	0.0	0	0.0
2004	668			HT	130	230	200	60	20	1	1.6	0	0.0
2005	668			HT	130	210	190	60	20	0	0.0	0	0.0
2006	668			HT	130	210	190	60	20	0	0.0	0	0.0
2007	668			LT	120	160	170	90	20	0	0.0	0	0.0
2008	668			LT	120	160	160	90	20	0	0.0	0	0.0
2009	668			LT	120	160	160	90	20	0	0.0	0	0.0
2010	668			LT	110	150	140	80	20	0	0.0	0	0.0
2011	668			LT	110	140	140	90	20	0	0.0	0	0.0
2012	668			LT	110	140	140	80	20	0	0.0	0	0.0
2013	668			LT	100	130	130	80	10	1	2.1	0	0.0
2014	668			LT	100	130	130	80	10	0	0.0	0	0.0
2015	668			LT	200	260	270	150	30	0	0.0	0	0.0
2016	668			LT	220	290	290	170	30	0	0.0	0	0.0
2017	668			LT	130	180	180	100	20	1	1.6	0	0.0
2018	668			LT	130	180	180	100	20	0	0.0	0	0.0
2019	668			LT	130	180	180	100	20	0	0.0	0	0.0
2021	668			LT	120	160	160	90	20	0	0.0	0	0.0
2021	668	GREENWATER PROV PK ENT END OF HWY											
1988	670	SEC HWY 638	9.3	CTR	100	130	120	80	10	1	2.9	0	0.0
1989	670			CTR	100	130	120	90	10	0	0.0	0	0.0
1990	670			CTR	100	120	120	90	10	0	0.0	0	0.0
1991	670			LT	100	140	140	70	10	3	8.8	0	0.0
1992	670			LT	100	140	140	80	10	0	0.0	0	0.0
1993	670			LT	100	140	120	70	10	0	0.0	0	0.0
1994	670			LT	80	120	110	60	10	2	7.4	0	0.0
1995	670			LT	70	100	100	50	10	0	0.0	0	0.0
1996	670			LT	70	100	100	50	10	0	0.0	0	0.0
1997	670			LT	60	80	80	40	10	1	4.9	0	0.0
1998	670			LT	60	80	80	40	10	0	0.0	0	0.0
1999	670			LT	50	70	70	40	0	0	0.0	0	0.0
2000	670			LT	40	60	50	30	0	0	0.0	0	0.0
2001	670			LT	80	110	110	60	10	0	0.0	0	0.0
2002	670			LT	80	110	110	60	10	0	0.0	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2003	670			LT	80	110	110	60	10	0	0.0	0	0.0
2004	670			LT	80	110	110	60	10	0	0.0	0	0.0
2005	670			LT	90	120	120	70	10	2	6.5	0	0.0
2006	670			LT	80	110	110	60	10	2	7.4	0	0.0
2007	670			LT	80	110	110	60	10	1	3.7	0	0.0
2008	670			LT	80	110	100	60	10	1	3.7	0	0.0
2009	670			LT	80	110	110	60	10	1	3.7	0	0.0
2010	670			LT	80	110	110	60	10	0	0.0	0	0.0
2011	670			LT	80	100	100	70	10	0	0.0	0	0.0
2012	670			LT	90	120	110	70	10	0	0.0	0	0.0
2013	670			LT	90	120	120	70	10	0	0.0	0	0.0
2014	670			LT	90	120	120	70	10	0	0.0	0	0.0
2015	670			LT	90	120	120	70	10	0	0.0	0	0.0
2016	670			LT	90	120	120	70	10	1	3.3	0	0.0
2017	670			LT	90	110	110	80	10	0	0.0	0	0.0
2018	670			LT	90	110	110	80	10	0	0.0	0	0.0
2019	670			LT	90	110	110	80	10	0	0.0	0	0.0
2021	670			LT	100	130	130	80	10	0	0.0	0	0.0
2021	670	BAILEY BRIDGE END OF HWY											
1989	671	HWY 17A	36.8	CTR	300	380	360	260	30	3	0.7	2	0.5
1990	671			CTR	300	380	350	260	30	8	2.0	0	0.0
1991	671			CTR	300	380	380	260	30	9	2.2	2	0.5
1992	671			SC	200	210	230	180	20	10	3.7	1	0.4
1993	671			SC	200	220	240	180	10	8	3.0	1	0.4
1994	671			SC	210	220	240	190	10	10	3.5	2	0.7
1995	671			LT	220	320	310	160	30	12	4.1	2	0.7
1996	671			LT	170	240	230	120	30	8	3.5	0	0.0
1997	671			LT	150	210	210	110	20	2	1.0	2	1.0
1998	671			LT	130	180	180	90	30	6	3.4	0	0.0
1999	671			LT	120	170	160	90	30	4	2.5	0	0.0
2000	671			LT	200	280	270	150	50	8	3.0	1	0.4
2001	671			LT	210	290	290	150	30	15	5.3	1	0.4
2002	671			LT	210	290	290	150	50	16	5.7	0	0.0
2003	671			LT	220	300	300	160	50	14	4.7	1	0.3
2004	671			CTR	260	330	310	220	60	12	3.4	0	0.0
2005	671			CTR	220	270	260	190	50	9	3.0	2	0.7
2006	671			CTR	230	280	270	200	30	8	2.6	0	0.0
2007	671			CTR	230	280	280	190	30	9	2.9	2	0.6
2008	671			CTR	240	300	290	200	110	8	2.5	0	0.0
2009	671			CTR	240	290	280	200	110	3	0.9	0	0.0
2010	671			CTR	250	300	290	210	120	7	2.1	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2011	671			CTR	250	300	290	210	120	9	2.7	0	0.0
2012	671			CTR	250	300	300	210	120	7	2.1	0	0.0
2013	671			CTR	260	320	330	220	120	3	0.9	0	0.0
2014	671			CTR	270	330	330	230	130	5	1.4	0	0.0
2015	671			CTR	270	330	330	230	130	2	0.6	0	0.0
2016	671			CTR	280	340	340	240	130	8	2.1	2	0.5
2017	671			CTR	280	370	370	230	130	8	2.1	1	0.3
2018	671			CTR	290	390	390	240	140	2	0.5	0	0.0
2019	671			CTR	290	390	380	240	140	4	1.0	0	0.0
2021	671			CTR	300	390	390	240	140	2	0.5	0	0.0
1989	671	CNR X ING JONES STATION	32.0	CTR	100	130	120	90	10	7	6.0	0	0.0
1990	671			CTR	100	120	120	90	10	6	5.1	0	0.0
1991	671			CTR	150	190	190	130	10	4	2.3	0	0.0
1992	671			SC	150	160	180	140	10	8	4.6	3	1.7
1993	671			SC	150	170	180	130	10	11	6.3	1	0.6
1994	671			SC	180	190	210	170	10	7	3.3	1	0.5
1995	671			LT	200	290	280	150	10	17	7.3	1	0.4
1996	671			LT	210	300	290	150	10	7	2.8	0	0.0
1997	671			LT	230	320	320	170	20	3	1.1	2	0.7
1998	671			LT	250	350	340	180	20	2	0.7	0	0.0
1999	671			LT	260	360	350	190	20	6	2.0	1	0.3
2000	671			LT	280	390	380	200	20	6	1.8	0	0.0
2001	671			LT	220	310	300	160	20	2	0.8	0	0.0
2002	671			LT	270	380	370	200	20	11	3.5	0	0.0
2003	671			LT	220	300	300	160	20	8	3.1	0	0.0
2004	671			LT	210	290	290	150	10	7	2.8	0	0.0
2005	671			LT	190	260	250	140	10	6	2.7	0	0.0
2006	671			LT	220	300	290	160	20	3	1.2	0	0.0
2007	671			LT	210	290	300	150	10	1	0.4	0	0.0
2008	671			LT	210	290	280	150	10	6	2.4	0	0.0
2009	671			LT	210	280	280	160	10	7	2.9	0	0.0
2010	671			IC	170	190	190	150	10	2	1.0	0	0.0
2011	671			IC	150	160	170	130	10	6	3.4	0	0.0
2012	671			IC	150	170	160	130	10	2	1.1	0	0.0
2013	671			IC	140	150	150	120	10	2	1.2	0	0.0
2014	671			IC	170	190	190	150	10	2	1.0	0	0.0
2015	671			IC	170	190	190	150	10	2	1.0	0	0.0
2016	671			IC	160	180	180	140	10	3	1.6	0	0.0
2017	671			IC	160	180	180	150	10	1	0.5	0	0.0
2018	671			IC	160	180	180	140	10	2	1.1	0	0.0
2019	671			IC	150	160	170	140	10	4	2.3	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2021	671			IC	140	150	150	130	10	3	1.8	0	0.0
2021	671	HUDSON BAY STORE ENT END OF HWY											
1990	672	HWY 66	3.4	T	450	820	780	280	110	0	0.0	0	0.0
1991	672			T	450	810	780	280	110	0	0.0	0	0.0
1992	672			T	400	720	700	250	100	2	4.0	1	2.0
1993	672			CR	350	430	400	320	80	0	0.0	0	0.0
1994	672			CR	400	490	460	360	100	1	2.0	0	0.0
1995	672			CR	390	480	460	340	90	1	2.1	0	0.0
1996	672			CR	380	470	450	320	90	1	2.1	0	0.0
1997	672			CR	380	470	450	320	90	1	2.1	0	0.0
1998	672			CR	370	460	430	310	90	0	0.0	0	0.0
1999	672			CR	380	470	440	320	40	2	4.2	1	2.1
2000	672			CR	360	440	420	310	40	0	0.0	0	0.0
2001	672			CR	350	430	410	300	40	1	2.3	0	0.0
2002	672			CR	360	440	420	300	40	0	0.0	0	0.0
2003	672			CR	330	400	390	280	40	0	0.0	0	0.0
2004	672			CR	320	390	380	270	40	0	0.0	0	0.0
2005	672			CR	320	390	370	270	40	0	0.0	0	0.0
2006	672			CR	290	350	340	240	40	0	0.0	0	0.0
2007	672			CR	300	360	360	250	40	0	0.0	0	0.0
2008	672			CR	290	350	350	240	40	0	0.0	0	0.0
2009	672			CR	280	340	320	240	40	0	0.0	0	0.0
2010	672			CR	280	340	320	240	40	0	0.0	0	0.0
2011	672			CR	270	310	320	240	40	3	9.0	1	3.0
2012	672			CR	260	310	310	220	40	0	0.0	0	0.0
2013	672			CR	250	300	310	210	40	0	0.0	0	0.0
2014	672			CR	340	400	400	290	50	0	0.0	0	0.0
2015	672			CR	250	290	290	210	40	0	0.0	0	0.0
2016	672			CR	250	290	290	210	40	0	0.0	0	0.0
2017	672			CR	240	280	280	220	30	2	6.7	0	0.0
2018	672			CR	230	270	270	210	30	0	0.0	0	0.0
2019	672			CR	230	270	270	210	30	1	3.5	0	0.0
2021	672			CR	210	240	240	190	30	0	0.0	0	0.0
1990	672	ESKER LAKE PROV PK (S LTS)	14.2	UC	200	210	230	190	60	1	1.0	0	0.0
1991	672			UC	200	210	230	190	60	0	0.0	0	0.0
1992	672			UC	250	260	290	240	80	2	1.5	0	0.0
1993	672			LR	300	480	390	200	90	2	1.3	1	0.6
1994	672			LR	300	490	400	200	90	5	3.2	2	1.3
1995	672			LR	330	550	450	220	100	0	0.0	0	0.0
1996	672			LR	360	600	480	240	110	1	0.5	0	0.0
1997	672			LR	380	640	510	250	120	2	1.0	2	1.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1998	672			LR	410	680	550	270	130	0	0.0	0	0.0
1999	672			LR	430	710	570	280	130	2	0.9	0	0.0
2000	672			LR	410	660	540	270	130	1	0.5	0	0.0
2001	672			LR	420	690	550	280	130	1	0.5	1	0.5
2002	672			LR	420	680	550	280	130	4	1.8	0	0.0
2003	672			LR	450	710	570	300	140	0	0.0	0	0.0
2004	672			LR	460	750	600	310	140	1	0.4	2	0.8
2005	672			LR	300	470	380	200	90	0	0.0	0	0.0
2006	672			LR	280	440	350	190	90	1	0.7	0	0.0
2007	672			LR	260	410	390	180	80	0	0.0	0	0.0
2008	672			LR	230	360	350	160	70	1	0.8	0	0.0
2009	672			IT	130	160	160	110	40	2	3.0	0	0.0
2010	672			IT	190	240	240	160	60	3	3.0	0	0.0
2011	672			IT	240	320	320	200	70	0	0.0	0	0.0
2012	672			T	230	330	340	150	70	2	1.7	0	0.0
2013	672			T	220	320	320	140	70	1	0.9	0	0.0
2014	672			LT	220	290	290	170	70	0	0.0	0	0.0
2015	672			LT	200	260	270	150	60	0	0.0	0	0.0
2016	672			LT	190	250	250	140	60	4	4.1	0	0.0
2017	672			LT	180	240	250	140	60	3	3.2	0	0.0
2018	672			LT	170	230	230	130	50	2	2.3	0	0.0
2019	672			LT	160	220	220	130	50	1	1.2	0	0.0
2021	672			LT	140	190	190	110	40	1	1.4	0	0.0
1990	672	TIMISKAMING COCHRANE DIST BDY	30.0	UC	150	160	170	140	20	0	0.0	0	0.0
1991	672			UC	150	160	170	150	20	2	1.2	0	0.0
1992	672			UC	150	160	170	140	20	2	1.2	2	1.2
1993	672			UC	200	210	230	190	30	0	0.0	0	0.0
1994	672			UC	200	210	230	190	30	5	2.3	0	0.0
1995	672			UC	220	230	250	210	30	2	0.8	2	0.8
1996	672			UC	230	240	270	220	30	1	0.4	0	0.0
1997	672			UC	250	260	290	240	30	1	0.4	0	0.0
1998	672			UC	270	290	320	260	40	6	2.0	3	1.0
1999	672			UC	280	300	330	270	40	2	0.7	1	0.3
2000	672			UC	260	280	310	240	30	2	0.7	0	0.0
2001	672			UC	240	260	280	230	30	5	1.9	1	0.4
2002	672			UC	220	230	260	210	40	0	0.0	0	0.0
2003	672			UC	200	210	230	190	40	1	0.5	1	0.5
2004	672			UC	190	200	220	180	40	2	1.0	0	0.0
2005	672			UC	180	190	210	170	40	4	2.0	0	0.0
2006	672			UC	120	130	140	110	20	1	0.8	0	0.0
2007	672			SC	140	150	160	120	30	0	0.0	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2008	672			SC	160	170	160	140	30	1	0.6	0	0.0
2009	672			SC	150	160	180	130	30	1	0.6	0	0.0
2010	672			SC	150	160	180	130	30	1	0.6	0	0.0
2011	672			SC	140	180	160	110	30	2	1.3	0	0.0
2012	672			UC	180	180	190	170	40	3	1.5	1	0.5
2013	672			UC	180	180	180	170	40	1	0.5	0	0.0
2014	672			C	190	210	200	170	40	3	1.4	1	0.5
2015	672			C	140	150	150	130	30	2	1.3	0	0.0
2016	672			C	140	150	150	130	30	1	0.7	0	0.0
2017	672			C	130	140	140	120	30	1	0.7	0	0.0
2018	672			C	130	140	140	120	30	2	1.4	0	0.0
2019	672			C	120	130	130	110	20	4	3.0	0	0.0
2021	672			C	110	120	120	100	20	0	0.0	0	0.0
2021	672	HWY 101 END OF HWY											
1993	673	HWY 17 EWART TWP	8.1	CTR	200	250	240	170	20	1	1.7	0	0.0
1994	673			LR	230	380	300	150	20	3	4.4	1	1.5
1995	673			IR	280	340	310	240	30	1	1.2	0	0.0
1996	673			IR	330	410	370	280	30	3	3.1	0	0.0
1997	673			IR	380	480	430	320	40	1	0.9	0	0.0
1998	673			IR	430	530	480	360	40	1	0.8	0	0.0
1999	673			IR	480	600	530	400	50	0	0.0	0	0.0
2000	673			IR	530	650	590	450	50	1	0.6	0	0.0
2001	673			IR	280	350	310	240	30	1	1.2	0	0.0
2002	673			IR	480	590	530	410	50	2	1.4	0	0.0
2003	673			IR	280	340	310	240	30	1	1.2	0	0.0
2004	673			IR	270	330	300	230	20	3	3.8	0	0.0
2005	673			IR	250	300	270	210	20	2	2.7	0	0.0
2006	673			IR	240	290	260	200	20	3	4.2	0	0.0
2007	673			IR	230	280	280	190	20	2	3.0	0	0.0
2008	673			IR	270	330	320	230	20	1	1.3	0	0.0
2009	673			IR	260	310	280	220	20	2	2.6	1	1.3
2010	673			IR	210	250	230	180	10	2	3.2	0	0.0
2011	673			IR	250	300	290	210	20	2	2.7	0	0.0
2012	673			CR	250	300	290	210	20	3	4.1	0	0.0
2013	673			CR	230	280	280	190	10	0	0.0	0	0.0
2014	673			CR	220	260	260	190	10	1	1.5	0	0.0
2015	673			CR	210	250	250	180	10	2	3.2	0	0.0
2016	673			CR	210	250	250	180	10	0	0.0	0	0.0
2017	673			CR	200	230	230	180	10	1	1.7	0	0.0
2018	673			CR	190	220	220	170	10	2	3.6	0	0.0
2019	673			CR	190	220	220	170	10	3	5.4	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2021	673			CR	200	230	230	180	10	0	0.0	0	0.0
2021	673	SHOAL LAKE END OF HWY											
1988	802	KASHABOWIE CNR X ING	1.1	LT	150	210	210	110	20	0	0.0	0	0.0
1989	802			LT	150	210	210	110	20	0	0.0	0	0.0
1990	802			LT	130	190	180	90	20	1	19.7	1	19.7
1991	802			LT	100	140	140	70	20	0	0.0	0	0.0
1992	802			LT	80	110	110	60	10	0	0.0	0	0.0
1993	802			LT	50	70	60	40	10	0	0.0	0	0.0
1994	802			LT	80	120	110	60	10	0	0.0	0	0.0
1995	802			LT	70	100	100	50	10	0	0.0	0	0.0
1996	802			LT	50	70	70	40	10	0	0.0	0	0.0
1997	802			LT	60	80	80	40	10	0	0.0	0	0.0
1998	802			LT	60	80	80	40	10	0	0.0	0	0.0
1999	802			LT	60	80	80	40	10	0	0.0	0	0.0
2000	802			LT	60	80	80	40	10	0	0.0	0	0.0
2001	802			LT	60	80	80	40	10	0	0.0	0	0.0
2002	802			LT	60	80	80	40	10	0	0.0	0	0.0
2003	802			LT	50	70	70	40	10	0	0.0	0	0.0
2004	802			LT	50	70	70	40	10	0	0.0	0	0.0
2005	802			LR	50	80	60	30	10	0	0.0	0	0.0
2006	802			LR	50	80	60	30	10	0	0.0	0	0.0
2007	802			LR	50	80	80	30	10	0	0.0	0	0.0
2008	802			LR	50	80	80	30	10	0	0.0	0	0.0
2009	802			LR	50	80	60	30	10	0	0.0	0	0.0
2010	802			LR	50	70	60	30	10	0	0.0	0	0.0
2011	802			LR	40	60	60	30	10	0	0.0	0	0.0
2012	802			LR	60	90	90	40	10	0	0.0	0	0.0
2013	802			LR	40	60	70	30	10	0	0.0	0	0.0
2014	802			LR	40	60	60	30	10	0	0.0	0	0.0
2015	802			LR	40	60	60	30	10	0	0.0	0	0.0
2016	802			IT	40	50	50	30	10	0	0.0	0	0.0
2017	802			IT	40	50	50	30	10	0	0.0	0	0.0
2018	802			IT	40	50	50	30	10	0	0.0	0	0.0
2019	802			IT	40	50	50	30	10	0	0.0	0	0.0
2021	802			IT	30	40	40	30	0	0	0.0	0	0.0
2021	802	E JCT HWY 11 OVERLAPS HWY 11 AH D	1.8										
1988	802	W JCT HWY 11	10.9	LT	150	210	210	110	20	1	1.7	0	0.0
1989	802			LT	150	210	210	110	20	4	6.7	2	3.4
1990	802			LT	130	190	180	90	20	1	1.9	1	1.9
1991	802			LT	100	140	140	70	20	1	2.5	0	0.0
1992	802			LT	80	110	110	60	10	2	6.3	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1993	802			LR	50	80	60	30	10	0	0.0	0	0.0
1994	802			LR	70	120	90	50	10	0	0.0	0	0.0
1995	802			LR	60	100	80	40	10	0	0.0	0	0.0
1996	802			LR	50	80	70	30	10	0	0.0	0	0.0
1997	802			LR	50	80	70	30	10	0	0.0	0	0.0
1998	802			LR	50	80	70	30	10	0	0.0	0	0.0
1999	802			LR	50	80	70	30	10	0	0.0	0	0.0
2000	802			LR	40	60	50	30	10	0	0.0	0	0.0
2001	802			LR	50	80	70	30	10	0	0.0	0	0.0
2002	802			LR	40	70	50	30	10	0	0.0	0	0.0
2003	802			LR	40	60	50	30	10	1	6.3	0	0.0
2004	802			LR	40	70	50	30	10	0	0.0	0	0.0
2005	802			LR	40	60	50	30	10	0	0.0	0	0.0
2006	802			LR	30	50	40	20	0	1	8.4	0	0.0
2007	802			LR	30	50	50	20	0	0	0.0	0	0.0
2008	802			LR	30	50	50	20	0	0	0.0	0	0.0
2009	802			LR	30	50	40	20	0	0	0.0	0	0.0
2010	802			LR	30	40	40	20	0	0	0.0	0	0.0
2011	802			LR	30	50	40	20	0	1	8.4	2	16.8
2012	802			LR	30	40	40	20	0	0	0.0	0	0.0
2013	802			LR	20	30	30	10	0	0	0.0	0	0.0
2014	802			IR	20	20	20	20	0	0	0.0	0	0.0
2015	802			IR	20	20	20	20	0	0	0.0	0	0.0
2016	802			IT	30	40	40	20	0	0	0.0	0	0.0
2017	802			IT	20	30	30	20	0	0	0.0	0	0.0
2018	802			IT	20	30	30	20	0	0	0.0	0	0.0
2019	802			IT	10	10	10	10	0	0	0.0	0	0.0
2021	802			IT	10	10	10	10	0	0	0.0	0	0.0
2021	802	BURCHELL LAKE END OF HWY											
1988	804	HWY 105	21.4	SC	200	220	240	180	30	0	0.0	0	0.0
1989	804			C	100	110	110	90	20	1	1.3	0	0.0
1990	804			C	100	110	110	90	20	1	1.3	0	0.0
1991	804			C	100	110	110	90	20	2	2.6	0	0.0
1992	804			SC	100	100	120	90	20	1	1.3	0	0.0
1993	804			SC	100	110	120	90	20	4	5.1	0	0.0
1994	804			SC	60	60	70	60	10	0	0.0	0	0.0
1995	804			SC	50	50	60	50	10	1	2.6	0	0.0
1996	804			SC	50	50	60	40	10	0	0.0	0	0.0
1997	804			SC	50	50	60	40	10	0	0.0	0	0.0
1998	804			SC	50	50	60	40	0	0	0.0	0	0.0
1999	804			SC	50	50	60	40	0	0	0.0	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2000	804			SC	60	60	70	50	0	0	0.0	0	0.0
2001	804			SC	60	60	70	50	0	1	2.1	0	0.0
2002	804			SC	60	60	70	50	0	2	4.3	1	2.1
2003	804			SC	60	60	70	50	0	1	2.1	0	0.0
2004	804			SC	70	70	80	60	30	1	1.8	0	0.0
2005	804			SC	70	70	80	60	30	0	0.0	0	0.0
2006	804			SC	70	70	80	60	30	1	1.8	0	0.0
2007	804			SC	70	70	80	60	30	0	0.0	0	0.0
2008	804			SC	70	70	70	60	10	0	0.0	0	0.0
2009	804			SC	70	70	80	60	10	0	0.0	0	0.0
2010	804			SC	70	70	80	60	10	0	0.0	0	0.0
2011	804			SC	70	90	80	60	10	1	1.8	0	0.0
2012	804			SC	70	70	70	60	10	2	3.6	0	0.0
2013	804			C	50	60	50	50	10	1	2.6	0	0.0
2014	804			C	70	80	70	60	10	0	0.0	0	0.0
2015	804			C	70	80	70	60	10	0	0.0	0	0.0
2016	804			IT	60	80	70	50	10	1	2.1	0	0.0
2017	804			IT	70	90	90	60	10	0	0.0	0	0.0
2018	804			IT	70	90	90	60	10	0	0.0	0	0.0
2019	804			IT	70	90	90	60	10	0	0.0	0	0.0
2021	804			IT	70	90	90	60	10	1	1.8	0	0.0
2021	804	LOWER MANITOU FALLS DAM END OF HWY											
1988	805	SEC HWY 539A	52.5	IC	100	120	110	90	20	22	11.4	5	2.6
1989	805			T	100	180	180	60	20	0	0.0	0	0.0
1990	805			T	100	180	170	60	20	7	3.7	2	1.0
1991	805			T	100	180	170	60	20	7	3.7	1	0.5
1992	805			LR	100	160	130	70	20	5	2.6	2	1.0
1993	805			LR	100	160	130	70	20	6	3.1	0	0.0
1994	805			LR	80	130	110	50	10	4	2.6	0	0.0
1995	805			LR	70	120	100	50	10	0	0.0	0	0.0
1996	805			LR	70	120	90	50	10	3	2.2	1	0.7
1997	805			LR	60	100	80	40	10	4	3.5	1	0.9
1998	805			LR	70	120	90	50	10	1	0.7	0	0.0
1999	805			LR	80	130	110	50	10	1	0.7	0	0.0
2000	805			LR	80	130	100	50	10	5	3.3	1	0.7
2001	805			LR	80	130	100	50	10	5	3.3	2	1.3
2002	805			LR	90	150	120	60	10	5	2.9	2	1.2
2003	805			LR	90	140	110	60	10	2	1.2	1	0.6
2004	805			IR	70	90	80	60	10	0	0.0	0	0.0
2005	805			IR	100	120	110	90	20	2	1.0	0	0.0
2006	805			LR	120	190	150	80	20	0	0.0	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2007	805			LR	100	160	150	70	20	1	0.5	0	0.0
2008	805			LR	100	160	150	70	20	1	0.5	0	0.0
2009	805			LR	110	170	140	70	20	4	1.9	0	0.0
2010	805			LR	110	160	130	70	20	2	0.9	0	0.0
2011	805			LR	170	260	250	120	30	0	0.0	0	0.0
2012	805			LR	130	190	190	90	20	1	0.4	0	0.0
2013	805			CTR	200	240	250	170	30	3	0.8	0	0.0
2014	805			CTR	150	180	180	130	20	1	0.3	0	0.0
2015	805			IT	160	200	200	130	20	0	0.0	0	0.0
2016	805			IT	160	200	200	130	20	1	0.3	0	0.0
2017	805			IT	170	220	230	140	30	1	0.3	0	0.0
2018	805			IT	170	220	220	140	30	4	1.2	2	0.6
2019	805			IT	180	240	240	150	30	1	0.3	0	0.0
2021	805			IT	190	250	250	160	30	4	1.1	0	0.0
2021	805	POND LAKE END OF HWY											
2019	808	JCT SEC HWY 599 & 808 AT CENTRAL PATRICIA	200.5	UNCL	N/A	N/A	N/A	N/A	N/A	1	N/A	0	N/A
2021	808			UNCL	N/A	N/A	N/A	N/A	N/A	1	N/A	0	N/A
2021	808	PIPESTONE RIV. BAILEY BRIDGE END OF HWY											
1988	810	SEC HWY 553	42.6	IC	50	60	60	40	0	2	2.6	0	0.0
1989	810			HR	50	100	80	30	0	1	1.3	0	0.0
1990	810			HR	50	90	70	30	0	0	0.0	0	0.0
1991	810			HR	50	90	80	30	0	1	1.3	0	0.0
1992	810			HR	50	90	70	30	0	1	1.3	0	0.0
1993	810			HR	50	90	70	30	0	0	0.0	0	0.0
1994	810			HR	50	90	70	30	0	2	2.6	0	0.0
1995	810			HR	50	90	70	30	0	1	1.3	0	0.0
1996	810			HR	50	90	70	30	0	1	1.3	0	0.0
1997	810			HR	50	90	70	30	0	1	1.3	0	0.0
1998	810			HR	50	80	70	30	0	0	0.0	0	0.0
1999	810			HR	50	80	70	30	0	1	1.3	0	0.0
2000	810			HR	50	80	70	30	0	0	0.0	0	0.0
2001	810			IT	50	70	60	40	0	0	0.0	0	0.0
2002	810			IT	50	70	60	40	0	0	0.0	0	0.0
2003	810			IT	50	60	60	40	0	0	0.0	0	0.0
2004	810			HR	50	80	70	30	0	0	0.0	0	0.0
2005	810			R	50	90	70	30	0	1	1.3	0	0.0
2006	810			R	50	90	70	30	0	0	0.0	0	0.0
2007	810			R	50	90	80	30	0	1	1.3	0	0.0
2008	810			IR	50	60	60	40	0	0	0.0	0	0.0
2009	810			IR	50	60	50	40	0	0	0.0	0	0.0
2010	810			IR	50	60	50	40	0	1	1.3	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2011	810			IR	50	60	60	40	0	0	0.0	0	0.0
2012	810			CTR	50	60	60	40	10	0	0.0	0	0.0
2013	810			CTR	50	60	60	40	10	0	0.0	0	0.0
2014	810			CTR	50	60	60	40	10	0	0.0	0	0.0
2015	810			CTR	50	60	60	40	10	0	0.0	0	0.0
2016	810			CTR	50	60	60	40	10	0	0.0	0	0.0
2017	810			CTR	50	70	70	40	10	0	0.0	0	0.0
2018	810			CTR	50	70	70	40	10	3	3.9	1	1.3
2019	810			CTR	50	70	70	40	10	1	1.3	0	0.0
2021	810			CTR	50	70	60	40	10	1	1.3	0	0.0
2021	810	RICHEL FALLS END OF HWY											
1988	811	SEC HWY 527	59.0	LT	150	210	210	110	10	0	0.0	0	0.0
1989	811			LT	150	210	210	110	10	1	0.3	0	0.0
1990	811			LT	50	70	70	40	0	3	2.8	1	0.9
1991	811			LT	50	70	70	40	0	1	0.9	0	0.0
1992	811			LT	50	70	70	40	0	1	0.9	0	0.0
1993	811			LT	50	70	60	40	0	1	0.9	0	0.0
1994	811			LT	90	130	130	70	10	1	0.5	0	0.0
1995	811			LT	80	110	110	60	10	1	0.6	0	0.0
1996	811			LT	170	240	230	120	10	2	0.5	0	0.0
1997	811			LT	70	100	100	50	0	1	0.7	0	0.0
1998	811			LT	60	80	80	40	0	2	1.5	0	0.0
1999	811			LT	120	170	160	90	10	1	0.4	0	0.0
2000	811			LT	130	180	180	90	10	2	0.7	0	0.0
2001	811			LT	130	180	180	100	10	2	0.7	0	0.0
2002	811			LT	160	220	220	120	10	5	1.5	2	0.6
2003	811			LT	140	190	190	100	10	0	0.0	0	0.0
2004	811			LT	150	210	200	110	10	1	0.3	0	0.0
2005	811			LT	160	220	210	120	10	0	0.0	0	0.0
2006	811			LT	160	220	210	120	10	0	0.0	0	0.0
2007	811			LT	170	230	240	120	10	0	0.0	0	0.0
2008	811			LT	180	250	240	130	10	1	0.3	0	0.0
2009	811			LT	180	240	240	130	10	1	0.3	0	0.0
2010	811			LT	190	260	250	140	10	0	0.0	0	0.0
2011	811			LT	100	130	130	80	10	0	0.0	0	0.0
2012	811			LT	100	130	120	80	10	1	0.5	0	0.0
2013	811			LT	170	220	220	130	10	1	0.3	0	0.0
2014	811			LT	100	130	130	80	10	1	0.5	0	0.0
2015	811			LT	160	210	210	120	10	1	0.3	0	0.0
2016	811			LT	160	210	210	120	10	0	0.0	0	0.0
2017	811			LT	170	220	220	140	10	5	1.4	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2018	811			LT	170	220	220	140	10	0	0.0	0	0.0
2019	811			LT	170	220	220	140	10	1	0.3	0	0.0
2021	811			LT	180	230	230	150	10	1	0.3	0	0.0
2021	811	WEAVER RIVER BR END OF HWY											
2013	7025	SHRINE HILL DR EAST JCT (S) HWY 60	0.8	UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2014	7025			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2015	7025			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2016	7025			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2017	7025			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2018	7025			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2019	7025			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2021	7025			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2021	7025	HILLCREST AV (S) END OF HWY											
1997	7036	HWY 11 (N & S) NEWMARKET TWP RD C 5 6 (E)	4.4	SC	40	40	50	40	0	0	0.0	0	0.0
1998	7036			SC	40	40	50	40	0	0	0.0	0	0.0
1999	7036			SC	40	40	50	40	0	0	0.0	0	0.0
2000	7036			SC	40	40	50	40	0	0	0.0	0	0.0
2001	7036			SC	40	40	50	40	0	0	0.0	0	0.0
2002	7036			SC	40	40	50	40	0	0	0.0	0	0.0
2003	7036			SC	40	40	50	40	0	0	0.0	0	0.0
2004	7036			SC	40	40	50	40	0	0	0.0	0	0.0
2005	7036			SC	40	40	50	40	0	0	0.0	0	0.0
2006	7036			SC	40	40	50	40	0	0	0.0	0	0.0
2007	7036			SC	40	40	50	40	0	0	0.0	0	0.0
2008	7036			SC	40	40	40	40	0	0	0.0	0	0.0
2009	7036			SC	40	40	50	40	0	0	0.0	0	0.0
2010	7036			SC	40	40	50	40	0	0	0.0	0	0.0
2011	7036			SC	50	60	60	40	0	0	0.0	0	0.0
2012	7036			SC	50	50	50	40	0	0	0.0	0	0.0
2013	7036			SC	60	60	60	50	0	0	0.0	0	0.0
2014	7036			SC	50	50	50	40	0	0	0.0	0	0.0
2015	7036			SC	50	50	50	40	0	0	0.0	0	0.0
2016	7036			UC	40	40	40	40	0	0	0.0	0	0.0
2017	7036			UC	50	50	50	50	0	0	0.0	0	0.0
2018	7036			UC	50	50	50	50	0	0	0.0	0	0.0
2019	7036			UC	50	50	50	50	0	0	0.0	0	0.0
2021	7036			UC	50	50	50	50	0	0	0.0	0	0.0
2021	7036	NEWMARKET TWP RD END OF HWY											
1997	7037	S JCT HWY 11 HANNA TWP RD L 5	4.8	UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
1998	7037			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
1999	7037			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2000	7037			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2001	7037			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2002	7037			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2003	7037			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2004	7037			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2005	7037			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2006	7037			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2007	7037			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2008	7037			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2009	7037			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2010	7037			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2011	7037			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2012	7037			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2013	7037			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2014	7037			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2015	7037			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2016	7037			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2017	7037			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2018	7037			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2019	7037			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2021	7037			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2016	7037	4.800 KM N OF S JCT HWY 11 HANNA TWP RD L 5	4.7	UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2017	7037			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2018	7037			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2019	7037			UNCL	N/A	N/A	N/A	N/A	N/A	1	N/A	0	N/A
2021	7037			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2021	7037	N JCT HWY 11 END OF HWY											
1988	7041	S JCT HWY 6 WHITEFISH FALLS	1.3	LT	280	400	390	210	30	0	0.0	0	0.0
1989	7041			LT	280	390	390	210	30	0	0.0	0	0.0
1990	7041			LT	280	410	390	200	30	0	0.0	0	0.0
1991	7041			LT	280	390	380	210	30	0	0.0	0	0.0
1992	7041			LT	280	390	380	220	30	0	0.0	0	0.0
1993	7041			LT	280	390	350	210	30	0	0.0	0	0.0
1994	7041			LT	280	410	400	200	30	0	0.0	0	0.0
1995	7041			LT	280	400	390	200	30	0	0.0	0	0.0
1996	7041			LT	280	400	390	210	30	0	0.0	0	0.0
1997	7041			LT	280	390	390	210	30	0	0.0	0	0.0
1998	7041			LT	280	390	380	200	30	0	0.0	0	0.0
1999	7041			LT	280	390	380	200	30	0	0.0	0	0.0
2000	7041			LT	280	390	380	200	30	0	0.0	0	0.0
2001	7041			LT	280	390	380	210	30	0	0.0	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2002	7041			LT	280	390	380	210	30	0	0.0	0	0.0
2003	7041			LT	280	390	380	210	30	0	0.0	0	0.0
2004	7041			LT	280	390	380	210	30	0	0.0	0	0.0
2005	7041			LT	280	380	380	210	30	0	0.0	0	0.0
2006	7041			LT	280	380	370	210	30	0	0.0	0	0.0
2007	7041			LT	280	380	400	210	30	0	0.0	0	0.0
2008	7041			LT	280	380	370	210	30	0	0.0	0	0.0
2009	7041			LT	280	380	370	210	30	0	0.0	0	0.0
2010	7041			LT	280	380	370	210	30	0	0.0	0	0.0
2011	7041			LT	280	360	370	230	30	0	0.0	0	0.0
2012	7041			LT	280	370	350	210	30	0	0.0	0	0.0
2013	7041			LT	280	370	370	210	30	0	0.0	0	0.0
2014	7041			LT	280	370	370	210	30	0	0.0	0	0.0
2015	7041			LT	280	370	370	210	30	0	0.0	0	0.0
2016	7041			LT	280	370	370	210	30	0	0.0	0	0.0
2017	7041			LT	280	360	360	230	30	0	0.0	0	0.0
2018	7041			LT	280	360	360	230	30	0	0.0	0	0.0
2019	7041			LT	280	360	360	230	30	0	0.0	0	0.0
2021	7041			LT	280	350	350	230	30	0	0.0	0	0.0
2021	7041	N JCT HWY 6 END OF HWY											
2000	7042	ESTAIRE RD	1.0	CTR	100	130	120	80	0	0	0.0	0	0.0
2001	7042			CTR	100	130	120	80	0	0	0.0	0	0.0
2002	7042			CTR	100	130	120	80	0	0	0.0	0	0.0
2003	7042			CTR	100	120	120	80	0	0	0.0	0	0.0
2004	7042			CTR	100	130	120	80	0	0	0.0	0	0.0
2005	7042			CTR	80	100	100	70	0	0	0.0	0	0.0
2006	7042			CTR	100	120	120	80	0	0	0.0	0	0.0
2007	7042			CTR	120	150	150	100	0	0	0.0	0	0.0
2008	7042			CTR	140	170	170	120	0	0	0.0	0	0.0
2009	7042			CTR	160	200	190	140	0	0	0.0	0	0.0
2010	7042			CTR	180	220	210	150	0	0	0.0	0	0.0
2011	7042			CTR	190	230	220	160	0	0	0.0	0	0.0
2012	7042			CTR	200	240	240	170	0	0	0.0	0	0.0
2013	7042			CTR	220	270	280	190	0	0	0.0	0	0.0
2014	7042			CTR	210	260	260	180	0	0	0.0	0	0.0
2015	7042			CTR	220	270	270	190	0	0	0.0	0	0.0
2016	7042			CTR	230	280	280	200	0	0	0.0	0	0.0
2017	7042			CTR	240	320	320	200	0	0	0.0	0	0.0
2018	7042			CTR	250	330	330	200	0	0	0.0	0	0.0
2019	7042			CTR	260	350	340	210	0	0	0.0	0	0.0
2021	7042			CTR	280	370	360	230	0	0	0.0	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2000	7042	HWY 69 NELSON RD IC	8.5	CTR	100	130	120	80	0	0	0.0	0	0.0
2001	7042			CTR	100	130	120	80	0	0	0.0	0	0.0
2002	7042			CTR	100	130	120	80	0	0	0.0	0	0.0
2003	7042			CTR	100	120	120	80	0	0	0.0	0	0.0
2004	7042			CTR	100	130	120	80	0	0	0.0	0	0.0
2005	7042			CTR	80	100	100	70	0	0	0.0	0	0.0
2006	7042			CTR	100	120	120	80	0	0	0.0	0	0.0
2007	7042			CTR	120	150	150	100	0	0	0.0	0	0.0
2008	7042			CTR	140	170	170	120	0	0	0.0	0	0.0
2009	7042			CTR	160	200	190	140	0	0	0.0	0	0.0
2010	7042			CTR	180	220	210	150	0	0	0.0	0	0.0
2011	7042			CTR	190	230	220	160	0	0	0.0	0	0.0
2012	7042			CTR	200	240	240	170	0	0	0.0	0	0.0
2013	7042			CTR	220	270	280	190	0	0	0.0	0	0.0
2014	7042			CTR	210	260	260	180	0	0	0.0	0	0.0
2015	7042			CTR	220	270	270	190	0	0	0.0	0	0.0
2016	7042			CTR	230	280	280	200	0	0	0.0	0	0.0
2017	7042			CTR	240	320	320	200	0	0	0.0	0	0.0
2018	7042			CTR	250	330	330	200	20	0	0.0	0	0.0
2019	7042			CTR	260	350	340	210	20	0	0.0	0	0.0
2021	7042			CTR	280	370	360	230	30	0	0.0	0	0.0
2000	7042	JCT 69 AND OLD 69	7.5	CTR	100	130	120	80	0	0	0.0	0	0.0
2001	7042			CTR	100	130	120	80	0	0	0.0	0	0.0
2002	7042			CTR	100	130	120	80	0	0	0.0	0	0.0
2003	7042			CTR	100	120	120	80	0	0	0.0	0	0.0
2004	7042			CTR	100	130	120	80	0	0	0.0	0	0.0
2005	7042			CTR	80	100	100	70	0	0	0.0	0	0.0
2006	7042			CTR	100	120	120	80	0	0	0.0	0	0.0
2007	7042			CTR	120	150	150	100	0	0	0.0	0	0.0
2008	7042			CTR	140	170	170	120	0	0	0.0	0	0.0
2009	7042			CTR	160	200	190	140	0	0	0.0	0	0.0
2010	7042			CTR	180	220	210	150	0	0	0.0	0	0.0
2011	7042			CTR	190	230	220	160	0	0	0.0	0	0.0
2012	7042			CTR	200	240	240	170	0	0	0.0	0	0.0
2013	7042			CTR	220	270	280	190	0	0	0.0	0	0.0
2014	7042			CTR	210	260	260	180	0	0	0.0	0	0.0
2015	7042			CTR	220	270	270	190	0	0	0.0	0	0.0
2016	7042			CTR	230	280	280	200	0	0	0.0	0	0.0
2017	7042			CTR	240	320	320	200	0	0	0.0	0	0.0
2018	7042			CTR	250	330	330	200	20	0	0.0	0	0.0
2019	7042			CTR	260	350	340	210	20	0	0.0	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2021	7042			CTR	280	370	360	230	20	0	0.0	0	0.0
2000	7042	OLD WANUP RD	4.7	CTR	100	130	120	80	0	0	0.0	0	0.0
2001	7042			CTR	100	130	120	80	0	0	0.0	0	0.0
2002	7042			CTR	100	130	120	80	0	0	0.0	0	0.0
2003	7042			CTR	100	120	120	80	0	0	0.0	0	0.0
2004	7042			CTR	100	130	120	80	0	0	0.0	0	0.0
2005	7042			CTR	80	100	100	70	0	0	0.0	0	0.0
2006	7042			CTR	100	120	120	80	0	0	0.0	0	0.0
2007	7042			CTR	120	150	150	100	0	0	0.0	0	0.0
2008	7042			CTR	140	170	170	120	0	0	0.0	0	0.0
2009	7042			CTR	160	200	190	140	0	0	0.0	0	0.0
2010	7042			CTR	180	220	210	150	0	0	0.0	0	0.0
2011	7042			CTR	190	230	220	160	0	0	0.0	0	0.0
2012	7042			CTR	200	240	240	170	0	0	0.0	0	0.0
2013	7042			CTR	220	270	280	190	0	0	0.0	0	0.0
2014	7042			CTR	210	260	260	180	0	0	0.0	0	0.0
2015	7042			CTR	220	270	270	190	0	0	0.0	0	0.0
2016	7042			CTR	230	280	280	200	0	0	0.0	0	0.0
2017	7042			CTR	240	320	320	200	0	0	0.0	0	0.0
2018	7042			CTR	250	330	330	200	20	0	0.0	0	0.0
2019	7042			CTR	260	350	340	210	20	0	0.0	0	0.0
2021	7042			CTR	280	370	360	230	20	0	0.0	0	0.0
2021	7042	HWY 69 END OF HWY											
1997	7044	HWY 144 WINDY LAKE	11.0	IT	330	430	430	270	30	0	0.0	0	0.0
1998	7044			IT	330	430	420	270	30	0	0.0	0	0.0
1999	7044			IT	330	430	420	270	30	0	0.0	0	0.0
2000	7044			IT	330	430	420	270	30	0	0.0	0	0.0
2001	7044			IT	330	430	420	270	30	0	0.0	0	0.0
2002	7044			IT	330	430	420	270	30	0	0.0	0	0.0
2003	7044			IT	330	420	420	270	30	0	0.0	0	0.0
2004	7044			IT	330	430	420	270	30	0	0.0	0	0.0
2005	7044			IT	330	420	420	270	30	0	0.0	0	0.0
2006	7044			IT	330	420	420	270	30	0	0.0	0	0.0
2007	7044			IT	330	420	440	270	30	0	0.0	0	0.0
2008	7044			IT	330	420	400	280	30	0	0.0	0	0.0
2009	7044			IT	330	420	420	270	30	0	0.0	0	0.0
2010	7044			IT	330	410	410	270	30	0	0.0	0	0.0
2011	7044			IT	330	440	440	270	30	0	0.0	0	0.0
2012	7044			IT	330	410	400	270	30	0	0.0	0	0.0
2013	7044			IT	330	410	420	270	30	0	0.0	0	0.0
2014	7044			IT	330	410	410	270	30	0	0.0	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2015	7044			IT	330	410	410	270	30	0	0.0	0	0.0
2016	7044			LR	330	490	500	220	30	0	0.0	0	0.0
2017	7044			LR	330	550	530	230	30	0	0.0	0	0.0
2018	7044			LR	330	550	530	230	30	0	0.0	0	0.0
2019	7044			LR	330	550	540	230	30	0	0.0	0	0.0
2021	7044			LR	330	530	520	230	30	0	0.0	0	0.0
1997	7044	11.000 KM N OF HWY 144 WINDY LAKE	12.2	IT	330	430	430	270	30	0	0.0	0	0.0
1998	7044			IT	330	430	420	270	30	0	0.0	0	0.0
1999	7044			IT	330	430	420	270	30	0	0.0	0	0.0
2000	7044			IT	330	430	420	270	30	0	0.0	0	0.0
2001	7044			IT	330	430	420	270	30	0	0.0	0	0.0
2002	7044			IT	330	430	420	270	30	0	0.0	0	0.0
2003	7044			IT	330	420	420	270	30	0	0.0	0	0.0
2004	7044			IT	330	430	420	270	30	1	0.7	0	0.0
2005	7044			IT	330	420	420	270	30	0	0.0	0	0.0
2006	7044			IT	330	420	420	270	30	0	0.0	0	0.0
2007	7044			IT	330	420	440	270	30	0	0.0	0	0.0
2008	7044			IT	330	420	400	280	30	0	0.0	0	0.0
2009	7044			IT	330	420	420	270	30	0	0.0	0	0.0
2010	7044			IT	330	410	410	270	30	0	0.0	0	0.0
2011	7044			IT	330	440	440	270	30	0	0.0	0	0.0
2012	7044			IT	330	410	400	270	30	0	0.0	0	0.0
2013	7044			IT	330	410	420	270	30	0	0.0	0	0.0
2014	7044			IT	330	410	410	270	30	0	0.0	0	0.0
2015	7044			IT	330	410	410	270	30	0	0.0	0	0.0
2016	7044			IT	330	410	410	270	30	0	0.0	0	0.0
2017	7044			IT	330	440	440	280	30	0	0.0	0	0.0
2018	7044			IR	50	60	60	40	0	3	13.5	0	0.0
2019	7044			IR	50	60	60	40	0	2	9.0	0	0.0
2021	7044			IR	50	60	60	40	0	0	0.0	0	0.0
2021	7044	HWY 144 CATIER END OF HWY											
2009	7045	HWY 17 MACINTYRE RD	1.5	UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2010	7045			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2011	7045			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2012	7045			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2013	7045			CTR	150	180	190	130	10	0	0.0	0	0.0
2014	7045			IC	200	220	220	180	10	0	0.0	0	0.0
2015	7045			IC	200	220	220	180	10	0	0.0	0	0.0
2016	7045			CTR	160	200	200	140	10	0	0.0	0	0.0
2017	7045			CTR	180	240	240	150	10	0	0.0	0	0.0
2018	7045			CTR	180	240	240	150	10	0	0.0	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2019	7045			CTR	180	240	240	150	10	0	0.0	0	0.0
2021	7045			CTR	180	230	230	150	10	0	0.0	0	0.0
2021	7045	TROUT LAKE RD END OF HWY											
1997	7048	HWY 11 RAINY LAKE	1.0	UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
1998	7048			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
1999	7048			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2000	7048			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2001	7048			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2002	7048			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2003	7048			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2004	7048			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2005	7048			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2006	7048			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2007	7048			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2008	7048			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2009	7048			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2010	7048			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2011	7048			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2012	7048			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2013	7048			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2014	7048			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2015	7048			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2016	7048			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2017	7048			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2018	7048			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2019	7048			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2021	7048			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2021	7048	RAINY LAKE LANDING END OF HWY											
2017	7049	SELIM LOOP (LAKESHORE RD) E JCT HWY 17	5.0	UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2018	7049			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2019	7049			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2021	7049			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2021	7049	1 KM E OF HEWLITSON RIVER END OF HWY											
1997	7057	HWY 17 WILLARD LAKE	1.3	UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
1998	7057			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
1999	7057			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2000	7057			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2001	7057			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2002	7057			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2003	7057			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2004	7057			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2005	7057			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2006	7057			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2007	7057			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2008	7057			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2009	7057			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2010	7057			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2011	7057			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2012	7057			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2013	7057			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2014	7057			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2015	7057			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2016	7057			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2017	7057			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2018	7057			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2019	7057			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2021	7057			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2021	7057	END OF HWY											
1997	7059	E JCT HWY 17 (LONGBOW LAKE RD)	4.3	UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
1998	7059			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
1999	7059			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2000	7059			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2001	7059			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2002	7059			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2003	7059			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2004	7059			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2005	7059			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2006	7059			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2007	7059			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2008	7059			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2009	7059			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2010	7059			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2011	7059			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2012	7059			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2013	7059			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2014	7059			UNCL	N/A	N/A	N/A	N/A	N/A	1	N/A	0	N/A
2015	7059			UNCL	N/A	N/A	N/A	N/A	N/A	1	N/A	0	N/A
2016	7059			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2017	7059			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2018	7059			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2019	7059			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2021	7059			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2021	7059	W JCT HWY 17 END OF HWY											
2009	7085	HWY 129 AUBREY FALLS RD	0.7	UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2010	7085			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2011	7085			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2012	7085			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2013	7085			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2014	7085			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2015	7085			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2016	7085			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2017	7085			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2018	7085			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2019	7085			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2021	7085			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2021	7085	END OF HWY											
2009	7087	2.400 KM W OF DOUGALL AV IC	0.3	UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2010	7087			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2011	7087			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2012	7087			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2013	7087			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2014	7087			UNCL	N/A	N/A	N/A	N/A	N/A	3	N/A	0	N/A
2015	7087			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2016	7087			UNCL	N/A	N/A	N/A	N/A	N/A	1	N/A	0	N/A
2017	7087			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2018	7087			UNCL	N/A	N/A	N/A	N/A	N/A	3	N/A	0	N/A
2019	7087			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2021	7087			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2015	7087	HWY 3 IC (HURON CHURCH RD)	1.0	UNCL	N/A	N/A	N/A	N/A	N/A	1	N/A	0	N/A
2016	7087			IC	21,300	23,600	23,500	18,900	3,450	1	0.1	0	0.0
2017	7087			IC	21,400	23,400	23,600	19,400	3,500	4	0.5	1	0.1
2018	7087			IC	21,500	23,700	23,800	19,500	3,500	5	0.6	0	0.0
2019	7087			IC	21,600	23,700	23,800	19,500	3,500	2	0.3	1	0.1
2021	7087			IC	21,800	23,600	23,800	19,700	3,500	0	0.0	0	0.0
2015	7087	1.000 KM W OF HWY 3 IC (HURON CHURCH RD)	1.7	UNCL	N/A	N/A	N/A	N/A	N/A	6	N/A	0	N/A
2016	7087			IC	14,400	15,900	15,900	12,800	2,800	8	0.9	1	0.1
2017	7087			IC	14,500	15,900	16,000	13,200	2,800	7	0.8	0	0.0
2018	7087			IC	14,600	16,100	16,200	13,200	2,800	4	0.4	0	0.0
2019	7087			IC	14,700	16,100	16,200	13,300	2,850	7	0.8	1	0.1
2021	7087			IC	14,900	16,200	16,300	13,500	2,850	2	0.2	1	0.1
2021	7087	HWY 7902 (OJIBWAY PKWY) END OF HWY											
2009	7088	HAVILLAND SHORES DR	1.6	UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2010	7088			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2011	7088			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2012	7088			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2013	7088			LT	500	650	650	380	40	0	0.0	0	0.0
2014	7088			LT	500	650	660	380	40	0	0.0	0	0.0
2015	7088			LT	570	740	760	430	50	0	0.0	0	0.0
2016	7088			LT	630	820	840	480	50	0	0.0	0	0.0
2017	7088			LT	660	900	900	520	50	0	0.0	0	0.0
2018	7088			LT	710	960	970	560	60	0	0.0	0	0.0
2019	7088			LT	750	1,000	1,050	590	60	0	0.0	0	0.0
2021	7088			LT	840	1,100	1,100	670	70	0	0.0	0	0.0
2021	7088	HWY 17 HAVILLAND SHORES DR END OF HWY											
2009	7089	HAVILLAND CAUSEWAY RD	0.7	UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2010	7089			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2011	7089			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2012	7089			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2013	7089			IR	50	60	60	40	0	0	0.0	0	0.0
2014	7089			IR	50	60	60	40	0	0	0.0	0	0.0
2015	7089			IR	60	70	70	50	0	0	0.0	0	0.0
2016	7089			UC	60	60	60	60	0	0	0.0	0	0.0
2017	7089			UC	60	60	60	60	0	0	0.0	0	0.0
2018	7089			UC	60	60	60	60	0	0	0.0	0	0.0
2019	7089			UC	60	60	60	60	0	0	0.0	0	0.0
2021	7089			UC	70	70	70	70	0	0	0.0	0	0.0
2021	7089	END OF HWY											
2009	7090	HARMONY BEACH RD	0.6	UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2010	7090			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2011	7090			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2012	7090			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2013	7090			LT	200	260	260	150	10	0	0.0	0	0.0
2014	7090			HT	250	370	380	120	10	0	0.0	0	0.0
2015	7090			HT	260	390	390	130	10	0	0.0	0	0.0
2016	7090			R	350	590	610	190	10	0	0.0	0	0.0
2017	7090			R	380	680	670	230	20	0	0.0	0	0.0
2018	7090			R	430	770	760	260	20	0	0.0	0	0.0
2019	7090			R	470	840	830	290	20	0	0.0	0	0.0
2021	7090			R	560	980	970	340	20	0	0.0	0	0.0
2013	7090	0.647 KM N OF HARMONY BEACH RD	1.0	LT	100	130	130	80	10	0	0.0	0	0.0
2014	7090			HT	100	150	150	50	10	0	0.0	0	0.0
2015	7090			HT	100	150	150	50	10	0	0.0	0	0.0
2016	7090			R	100	170	170	50	10	0	0.0	0	0.0
2017	7090			R	100	180	180	60	10	0	0.0	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2018	7090			R	100	180	180	60	10	0	0.0	0	0.0
2019	7090			R	100	180	180	60	10	0	0.0	0	0.0
2021	7090			R	100	170	170	60	10	0	0.0	0	0.0
2021	7090	N.JCT HWY 17/HARMONY BEACH RD END OF HWY											
1997	7102	S JCT HWY 71 GODSON TWP	0.4	UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
1998	7102			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
1999	7102			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2000	7102			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2001	7102			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2002	7102			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2003	7102			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2004	7102			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2005	7102			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2006	7102			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2007	7102			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2008	7102			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2009	7102			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2010	7102			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2011	7102			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2012	7102			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2013	7102			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2014	7102			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2015	7102			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2016	7102			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2017	7102			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2018	7102			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2019	7102			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2021	7102			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2021	7102	N JCT HWY 71 END OF HWY											
1997	7104	HWY 105 APPELS CORS	3.1	UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
1998	7104			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
1999	7104			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2000	7104			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2001	7104			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2002	7104			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2003	7104			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2004	7104			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2005	7104			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2006	7104			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2007	7104			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2008	7104			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2009	7104			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2010	7104			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2011	7104			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2012	7104			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2013	7104			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2014	7104			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2015	7104			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2016	7104			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2017	7104			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2018	7104			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2019	7104			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2021	7104			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2021	7104	END OF HWY											
2009	7122	HWY 129 S.JCT OLD HWY 129/MILL RD	0.3	UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2010	7122			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2011	7122			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2012	7122			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2013	7122			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2014	7122			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2015	7122			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2016	7122			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2017	7122			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2018	7122			LT	40	50	50	30	0	0	0.0	0	0.0
2019	7122			LT	40	50	50	30	0	0	0.0	0	0.0
2021	7122			LT	40	50	50	30	0	0	0.0	0	0.0
2009	7122	0.254 KM N OF HWY 129 S.JCT OLD HWY 129/MILL RD	0.4	UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2010	7122			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2011	7122			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2012	7122			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2013	7122			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2014	7122			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2015	7122			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2016	7122			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2017	7122			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2018	7122			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2019	7122			LT	60	80	80	50	0	0	0.0	0	0.0
2021	7122			LT	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2021	7122	NAIRN/LORNE TWP BDY END OF HWY											
1997	7125	HWY 17 CLEARWATER BAY	0.6	UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
1998	7125			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
1999	7125			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2000	7125			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2001	7125			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2002	7125			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2003	7125			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2004	7125			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2005	7125			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2006	7125			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2007	7125			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2008	7125			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2009	7125			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2010	7125			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2011	7125			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2012	7125			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2013	7125			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2014	7125			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2015	7125			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2016	7125			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2017	7125			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2018	7125			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2019	7125			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2021	7125			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2021	7125	GATE ROAD CLOSED END OF HWY											
2014	7140	ST HWY 7140 (GENEVA LAKE MINE RD)	2.7	UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2015	7140			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2016	7140			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2017	7140			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2018	7140			IR	30	30	30	30	0	0	0.0	0	0.0
2019	7140			IR	30	30	30	30	0	0	0.0	0	0.0
2021	7140			IR	30	30	30	30	0	0	0.0	0	0.0
2021	7140	GENAVA LAKE MINE RD END OF HWY											
1988	7146	HWY 140 (S) FARR RD (N)	1.7	IC	10,500	12,200	11,900	9,250	520	8	1.2	0	0.0
1989	7146			IC	10,700	12,300	12,100	9,500	540	6	0.9	0	0.0
1990	7146			IC	10,900	12,400	12,200	9,700	540	6	0.9	0	0.0
1991	7146			IC	10,800	12,200	12,000	9,600	540	2	0.3	1	0.2
1992	7146			IC	10,800	12,000	11,900	9,850	540	8	1.2	2	0.3
1993	7146			IC	10,800	12,200	12,100	9,600	540	7	1.1	2	0.3
1994	7146			IC	10,900	12,200	12,200	9,700	540	3	0.4	0	0.0
1995	7146			IC	11,000	12,300	12,400	9,850	550	6	0.9	0	0.0
1996	7146			IC	11,000	12,400	12,400	9,800	550	8	1.2	1	0.1
1997	7146			IC	11,100	12,400	12,500	9,750	560	5	0.7	1	0.1
1998	7146			IC	11,100	12,400	12,400	9,900	560	1	0.1	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1999	7146			IC	11,200	12,500	12,500	9,950	560	3	0.4	0	0.0
2000	7146			IC	11,200	12,500	12,500	9,950	560	3	0.4	0	0.0
2001	7146			IC	11,300	12,600	12,700	10,000	560	3	0.4	0	0.0
2002	7146			IC	11,300	12,600	12,700	9,950	560	2	0.3	0	0.0
2003	7146			IC	11,400	12,700	12,800	10,100	570	7	1.0	0	0.0
2004	7146			IC	11,400	12,700	12,800	10,100	570	4	0.6	0	0.0
2005	7146			IC	11,500	12,800	12,900	10,100	580	11	1.6	1	0.1
2006	7146			IC	11,500	12,800	12,900	10,200	580	9	1.3	0	0.0
2007	7146			IC	11,600	12,900	13,300	10,300	580	8	1.1	2	0.3
2008	7146			IC	11,600	12,900	12,400	10,200	580	6	0.8	0	0.0
2009	7146			IC	11,700	13,000	13,100	10,400	580	6	0.8	0	0.0
2010	7146			IC	11,700	13,000	13,100	10,400	580	5	0.7	0	0.0
2011	7146			IC	11,800	13,000	13,500	10,600	590	0	0.0	0	0.0
2012	7146			IC	11,800	13,100	12,700	10,500	590	0	0.0	0	0.0
2013	7146			IC	11,900	13,200	13,100	10,600	600	0	0.0	0	0.0
2014	7146			IC	11,900	13,200	13,100	10,600	600	11	1.5	2	0.3
2015	7146			IC	12,000	13,300	13,200	10,600	600	30	4.1	3	0.4
2016	7146			IC	12,000	13,300	13,200	10,600	600	29	3.9	6	0.8
2017	7146			IC	12,100	13,300	13,400	11,000	600	29	3.9	3	0.4
2018	7146			IC	12,100	13,300	13,400	10,900	600	26	3.5	3	0.4
2019	7146			IC	12,200	13,400	13,500	11,000	610	33	4.4	2	0.3
2021	7146			IC	12,300	13,300	13,400	11,100	620	18	2.4	5	0.7
2021	7146	WELLAND WELLINGTON ST END OF HWY											
2010	7147	MAIN ST ROSSPORT S JCT HWY 17	4.3	UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2011	7147			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2012	7147			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2013	7147			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2014	7147			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2015	7147			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2016	7147			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2017	7147			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2018	7147			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2019	7147			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2021	7147			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2021	7147	MAIN ST N JCT HWY 17 END OF HWY											
2012	7148	START OF HWY 7148	1.5	UNCL	N/A	N/A	N/A	N/A	N/A	5	N/A	0	N/A
2013	7148			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2014	7148			IC	18,600	20,600	20,500	16,500	0	0	0.0	0	0.0
2015	7148			IC	24,800	27,500	27,300	22,000	0	2	0.2	0	0.0
2016	7148			IC	34,100	37,700	37,600	30,200	0	6	0.3	0	0.0
2017	7148			IC	41,300	45,200	45,600	37,500	0	4	0.2	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2018	7148			IC	49,000	53,900	54,200	44,300	0	3	0.1	1	0.0
2019	7148			IC	56,800	62,400	62,700	51,300	0	0	0.0	0	0.0
2021	7148			IC	72,300	78,400	78,900	65,400	0	2	0.1	0	0.0
1988	7148	SIMCOE RD 92 MOSLEY ST (E) WASAGA BEACH	6.1	CR	11,800	15,100	14,200	9,800	590	48	1.8	3	0.1
1989	7148			CR	12,300	15,700	14,600	10,300	620	44	1.6	3	0.1
1990	7148			LT	12,600	18,400	17,600	9,200	630	40	1.4	2	0.1
1991	7148			LT	13,000	18,200	17,600	9,600	650	28	1.0	3	0.1
1992	7148			LT	13,200	18,300	17,800	10,200	660	44	1.5	3	0.1
1993	7148			CTR	13,300	16,800	16,100	11,300	660	45	1.5	3	0.1
1994	7148			CTR	13,300	17,000	16,200	11,200	800	27	0.9	1	0.0
1995	7148			CTR	13,600	17,500	16,700	11,400	820	17	0.6	0	0.0
1996	7148			CTR	13,800	17,700	17,000	11,600	830	21	0.7	2	0.1
1997	7148			CTR	14,100	18,000	17,300	11,800	700	32	1.0	2	0.1
1998	7148			CTR	14,300	18,200	17,400	12,000	720	26	0.8	2	0.1
1999	7148			CTR	14,500	18,300	17,500	12,200	870	26	0.8	0	0.0
2000	7148			CTR	15,300	19,300	18,500	12,900	920	39	1.1	1	0.0
2001	7148			CTR	15,700	19,800	19,000	13,200	940	31	0.9	3	0.1
2002	7148			CTR	16,500	20,800	20,000	13,900	660	51	1.4	3	0.1
2003	7148			CTR	16,500	20,500	19,700	14,000	660	42	1.1	2	0.1
2004	7148			CTR	16,800	21,200	20,300	14,200	670	30	0.8	1	0.0
2005	7148			CTR	17,200	21,300	20,500	14,600	1,400	37	1.0	1	0.0
2006	7148			CTR	17,600	21,800	20,900	14,900	1,400	40	1.0	0	0.0
2007	7148			CTR	18,000	22,300	22,100	15,300	1,250	38	0.9	3	0.1
2008	7148			CTR	18,800	23,300	22,800	16,000	940	63	1.5	6	0.1
2009	7148			CTR	19,200	23,400	22,700	16,300	960	30	0.7	4	0.1
2010	7148			IT	19,500	24,400	24,500	16,100	980	32	0.7	1	0.0
2011	7148			IT	18,000	24,200	24,200	14,800	900	41	1.0	1	0.0
2012	7148			CTR	14,800	18,000	17,700	12,600	740	49	1.5	3	0.1
2013	7148			IC	15,100	16,700	16,600	13,400	760	0	0.0	0	0.0
2014	7148			IC	18,600	20,600	20,500	16,500	930	0	0.0	0	0.0
2015	7148			IC	15,300	16,900	16,900	13,600	760	2	0.1	0	0.0
2016	7148			IC	18,400	20,400	20,300	16,300	920	2	0.0	0	0.0
2017	7148			IC	18,600	20,400	20,500	16,900	930	2	0.0	0	0.0
2018	7148			IC	18,800	20,700	20,800	17,000	940	3	0.1	0	0.0
2019	7148			IC	19,000	20,900	21,000	17,200	950	1	0.0	0	0.0
2021	7148			IC	19,400	21,000	21,200	17,500	970	5	0.1	0	0.0
2021	7148	300 M WEST OF LAKEVIEW AVE START OF NA	0.5										
2021	7148	END OF NA END OF HWY											
2012	7149	START OF HWY 7149	0.7	UNCL	N/A	N/A	N/A	N/A	N/A	11	N/A	0	N/A
2013	7149			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2014	7149			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2015	7149			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2016	7149			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2017	7149			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2018	7149			UNCL	N/A	N/A	N/A	N/A	N/A	2	N/A	0	N/A
2019	7149			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2021	7149			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2012	7149	HWY 26 ROUNDABOUT	1.3	UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2013	7149			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2014	7149			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2015	7149			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2016	7149			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2017	7149			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2018	7149			UNCL	N/A	N/A	N/A	N/A	N/A	1	N/A	0	N/A
2019	7149			UNCL	N/A	N/A	N/A	N/A	N/A	2	N/A	0	N/A
2021	7149			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2021	7149	END HWY											
2012	7150	START OF HWY 7150 SOUTH SERVICE RD (MIGHTON COURT)	0.3	UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2013	7150			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2014	7150			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2015	7150			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2016	7150			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2017	7150			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2018	7150			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2019	7150			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2021	7150			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2021	7150	END OF HWY 7150 (MIGHTON COURT)											
2010	7151	HWY 144 (S JCT)	2.4	UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2011	7151			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2012	7151			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2013	7151			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2014	7151			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2015	7151			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2016	7151			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2017	7151			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2018	7151			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2019	7151			LT	30	40	40	30	0	0	0.0	0	0.0
2021	7151			LT	30	40	40	30	0	0	0.0	0	0.0
2010	7151	2.420 KM N OF HWY 144 (S JCT)	2.5	UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2011	7151			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2012	7151			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2013	7151			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2014	7151			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2015	7151			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2016	7151			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2017	7151			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2018	7151			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2019	7151			LT	20	30	30	20	0	0	0.0	0	0.0
2021	7151			LT	20	30	30	20	0	0	0.0	0	0.0
2021	7151	HWY 144 (N JCT) END OF HWY											
2014	7152	S JCT HWY 112	1.0	UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2015	7152			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2016	7152			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2017	7152			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2018	7152			IT	20	30	30	20	0	0	0.0	0	0.0
2019	7152			IT	20	30	30	20	0	0	0.0	0	0.0
2021	7152			IT	20	30	30	20	0	0	0.0	0	0.0
2021	7152	N JCT HWY 112 END OF HWY											
2009	7162	HWY 520 ONTARIO ST	0.9	UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2010	7162			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2011	7162			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2012	7162			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2013	7162			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2014	7162			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2015	7162			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2016	7162			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2017	7162			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2018	7162			HT	1,450	2,250	2,250	920	100	0	0.0	0	0.0
2019	7162			HT	1,500	2,350	2,350	960	100	0	0.0	0	0.0
2021	7162			HT	1,600	2,400	2,400	1,050	110	0	0.0	0	0.0
2021	7162	END OF HWY											
2010	7169	E JCT HWY 11 / 17 SUNSHINE LOOP RD .2 K N OF HWY 102	2.6	UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2011	7169			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2012	7169			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2013	7169			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2014	7169			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2015	7169			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2016	7169			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2017	7169			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2018	7169			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2019	7169			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2021	7169			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2021	7169	W JCT HWY 11 / 17 END OF HWY											

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2010	7171	S JCT 17 RAITH RD LOOP 25 K N HWY 11	1.0	UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2011	7171			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2012	7171			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2013	7171			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2014	7171			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2015	7171			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2016	7171			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2017	7171			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2018	7171			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2019	7171			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2021	7171			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2021	7171	N JCT HWY 17 RAITH RD GOLDIE TWP END OF HWY											
2012	7172	ST HWY 7172 (YOUNG ST)	0.7	UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2013	7172			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2014	7172			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2015	7172			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2016	7172			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2017	7172			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2018	7172			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2019	7172			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2021	7172			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2021	7172	END HWY 7172 (YOUNG ST)											
1988	7182	SEC HWY 559	8.9	T	100	180	180	60	10	0	0.0	0	0.0
1989	7182			T	100	180	180	60	10	0	0.0	0	0.0
1990	7182			T	100	180	170	60	10	0	0.0	0	0.0
1991	7182			CTR	150	190	190	130	10	1	2.1	0	0.0
1992	7182			CTR	150	180	180	130	10	0	0.0	0	0.0
1993	7182			CTR	150	190	180	130	10	0	0.0	0	0.0
1994	7182			IT	140	180	170	120	10	0	0.0	0	0.0
1995	7182			IT	140	180	170	120	10	0	0.0	0	0.0
1996	7182			IT	150	200	190	120	10	0	0.0	0	0.0
1997	7182			IT	150	200	190	120	10	0	0.0	0	0.0
1998	7182			IT	160	210	200	130	10	1	1.9	0	0.0
1999	7182			IT	170	220	220	140	20	1	1.8	0	0.0
2000	7182			LT	150	210	200	110	10	1	2.0	0	0.0
2001	7182			LT	180	250	250	130	20	0	0.0	0	0.0
2002	7182			LT	190	270	260	140	20	0	0.0	0	0.0
2003	7182			LT	220	300	300	160	20	0	0.0	0	0.0
2004	7182			LT	210	290	290	150	20	0	0.0	0	0.0
2005	7182			LT	220	300	290	160	20	0	0.0	0	0.0
2006	7182			LT	230	310	310	170	20	0	0.0	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2007	7182			LT	240	330	340	180	20	0	0.0	0	0.0
2008	7182			LT	250	340	330	180	20	0	0.0	0	0.0
2009	7182			IC	270	300	300	240	20	0	0.0	0	0.0
2010	7182			IC	270	300	300	240	20	0	0.0	0	0.0
2011	7182			IC	270	300	310	240	20	0	0.0	0	0.0
2012	7182			IC	280	310	300	250	30	0	0.0	0	0.0
2013	7182			CTR	290	350	360	250	30	0	0.0	0	0.0
2014	7182			CTR	300	370	370	260	30	0	0.0	0	0.0
2015	7182			CTR	310	380	380	260	30	0	0.0	0	0.0
2016	7182			CTR	320	390	390	270	30	0	0.0	0	0.0
2017	7182			CTR	330	440	440	270	30	0	0.0	0	0.0
2018	7182			CTR	340	450	450	280	30	0	0.0	0	0.0
2019	7182			CTR	350	470	460	280	30	0	0.0	0	0.0
2021	7182			CTR	360	470	470	290	30	0	0.0	0	0.0
1988	7182	WOODS RD CARLING TWP	9.9	T	100	180	180	60	10	0	0.0	0	0.0
1989	7182			T	100	180	180	60	10	2	5.5	0	0.0
1990	7182			T	100	180	170	60	10	0	0.0	0	0.0
1991	7182			CTR	150	190	190	130	10	0	0.0	0	0.0
1992	7182			CTR	150	180	180	130	10	3	5.5	0	0.0
1993	7182			CTR	150	190	180	130	10	0	0.0	0	0.0
1994	7182			IT	140	180	170	120	10	2	4.0	0	0.0
1995	7182			IT	140	180	170	120	10	0	0.0	0	0.0
1996	7182			IT	150	200	190	120	10	0	0.0	0	0.0
1997	7182			IT	150	200	190	120	10	0	0.0	0	0.0
1998	7182			IT	160	210	200	130	10	0	0.0	0	0.0
1999	7182			IT	170	220	220	140	20	0	0.0	0	0.0
2000	7182			LT	150	210	200	110	10	1	1.8	0	0.0
2001	7182			LT	180	250	250	130	20	0	0.0	0	0.0
2002	7182			LT	190	270	260	140	20	0	0.0	0	0.0
2003	7182			LT	220	300	300	160	20	0	0.0	0	0.0
2004	7182			LT	210	290	290	150	20	0	0.0	0	0.0
2005	7182			LT	220	300	290	160	20	0	0.0	0	0.0
2006	7182			LT	230	310	310	170	20	0	0.0	0	0.0
2007	7182			LT	240	330	340	180	20	0	0.0	0	0.0
2008	7182			LT	250	340	330	180	20	1	1.1	0	0.0
2009	7182			IC	270	300	300	240	20	1	1.0	0	0.0
2010	7182			IC	270	300	300	240	20	0	0.0	0	0.0
2011	7182			IC	270	300	310	240	20	0	0.0	0	0.0
2012	7182			IC	280	310	300	250	30	0	0.0	0	0.0
2013	7182			CTR	290	350	360	250	30	0	0.0	0	0.0
2014	7182			CTR	300	370	370	260	30	0	0.0	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2015	7182			CTR	310	380	380	260	30	0	0.0	0	0.0
2016	7182			CTR	320	390	390	270	30	0	0.0	0	0.0
2017	7182			CTR	330	440	440	270	30	0	0.0	0	0.0
2018	7182			CTR	340	450	450	280	30	0	0.0	0	0.0
2019	7182			CTR	350	470	460	280	30	0	0.0	0	0.0
2021	7182			CTR	360	470	470	290	30	0	0.0	0	0.0
2021	7182	HWY 69 END OF HWY											
1988	7186	NIAGARA RD 70	0.8	UC	12,000	12,600	13,600	11,300	1,200	0	0.0	0	0.0
1989	7186			UC	12,500	13,100	14,100	11,900	1,250	0	0.0	0	0.0
1990	7186			UC	12,900	13,800	15,000	12,300	1,300	0	0.0	0	0.0
1991	7186			UC	13,200	14,000	15,200	12,800	1,300	0	0.0	0	0.0
1992	7186			UC	13,400	14,200	15,400	12,900	1,350	0	0.0	0	0.0
1993	7186			UC	13,400	14,100	15,200	12,600	1,350	0	0.0	0	0.0
1994	7186			UC	14,300	15,200	16,300	13,300	1,450	0	0.0	0	0.0
1995	7186			UC	14,700	15,500	16,800	13,700	1,450	1	0.2	0	0.0
1996	7186			UC	15,200	16,100	17,800	14,500	1,500	1	0.2	0	0.0
1997	7186			UC	15,600	16,400	18,300	14,700	2,950	0	0.0	0	0.0
1998	7186			UC	16,000	17,000	18,700	15,200	3,050	0	0.0	0	0.0
1999	7186			UC	16,100	17,100	18,800	15,300	1,300	0	0.0	0	0.0
2000	7186			UC	16,500	17,500	19,500	15,500	1,300	0	0.0	0	0.0
2001	7186			UC	16,800	18,000	19,800	15,800	1,350	0	0.0	0	0.0
2002	7186			UC	17,100	18,200	20,100	16,000	1,350	0	0.0	0	0.0
2003	7186			UC	17,400	18,400	20,400	16,400	1,400	0	0.0	0	0.0
2004	7186			UC	17,700	19,000	20,800	16,600	1,400	0	0.0	0	0.0
2005	7186			UC	21,500	22,800	25,100	20,200	1,700	0	0.0	0	0.0
2006	7186			UC	18,300	19,400	21,400	17,200	1,100	0	0.0	0	0.0
2007	7186			UC	21,000	22,300	24,300	19,700	1,250	0	0.0	0	0.0
2008	7186			UC	20,400	21,500	20,200	19,100	1,200	1	0.2	0	0.0
2009	7186			UC	19,900	21,100	23,300	18,700	1,200	1	0.2	1	0.2
2010	7186			UC	20,300	21,500	23,600	19,100	1,200	1	0.2	0	0.0
2011	7186			UC	21,300	21,400	22,100	20,200	1,300	0	0.0	0	0.0
2012	7186			UC	21,800	21,900	23,300	20,700	1,300	0	0.0	0	0.0
2013	7186			UC	22,400	22,500	22,500	21,300	1,350	0	0.0	0	0.0
2014	7186			UC	22,700	22,800	21,800	21,500	1,350	0	0.0	0	0.0
2015	7186			UC	23,100	23,200	22,200	21,900	1,400	0	0.0	0	0.0
2016	7186			UC	23,500	23,600	22,600	22,300	1,400	0	0.0	0	0.0
2017	7186			UC	23,900	23,700	24,000	22,900	1,450	3	0.4	1	0.1
2018	7186			UC	24,300	24,100	24,500	23,300	1,450	2	0.3	0	0.0
2019	7186			UC	24,800	24,400	24,800	23,900	1,500	3	0.4	2	0.3
2021	7186			UC	25,600	25,700	26,000	24,700	1,550	1	0.1	0	0.0
2021	7186	HWY 58 DAVIS DR THOROLD END OF HWY											

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2010	7188	OLD HWY 11 SUNSET PASS DR.	3.0	UNCL	N/A	N/A	N/A	N/A	N/A	8	N/A	2	N/A
2011	7188			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2012	7188			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2013	7188			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2014	7188			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2015	7188			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2016	7188			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2017	7188			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2018	7188			CR	400	460	470	360	20	1	2.3	0	0.0
2019	7188			CR	420	490	490	380	30	0	0.0	0	0.0
2021	7188			CR	460	530	530	420	30	0	0.0	0	0.0
2012	7188	HWY 11 UP	4.8	UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2013	7188			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2014	7188			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2015	7188			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2016	7188			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2017	7188			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2018	7188			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2019	7188			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2021	7188			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2021	7188	S JCT HWY 520 END OF HWY											
2009	7189	QEW OFF RAMP TO EASTPORT	2.1	UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2010	7189			UNCL	N/A	N/A	N/A	N/A	N/A	2	N/A	0	N/A
2011	7189			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2012	7189			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2013	7189			CTR	8,400	10,200	10,600	7,150	0	0	0.0	0	0.0
2014	7189			CTR	6,700	8,150	8,250	5,700	0	8	1.6	0	0.0
2015	7189			CTR	10,200	12,400	12,500	8,650	0	21	2.7	7	0.9
2016	7189			CTR	11,100	13,500	13,700	9,450	0	6	0.7	0	0.0
2017	7189			CTR	12,000	16,000	16,000	9,800	0	12	1.3	0	0.0
2018	7189			CTR	13,200	17,600	17,600	10,700	0	9	0.9	2	0.2
2019	7189			CTR	14,300	19,100	19,000	11,600	0	15	1.4	2	0.2
2021	7189			CTR	16,600	21,600	21,500	13,500	0	5	0.4	2	0.2
2021	7189	HWY 2 RAMPS 72 & 83 END OF HWY											
2010	7190	SERVICE RD (OFF HURONTARIO ST)	0.8	UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2011	7190			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2012	7190			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2013	7190			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2014	7190			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2015	7190			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2016	7190			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2017	7190			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2018	7190			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2019	7190			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2021	7190			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2021	7190	END OF SERVICE RD (BRAMPTON CHRISTIAN SCHOOL) END OF HWY											
2021	7191	S JCT HWY 6 HALDIMAND START OF NA	3.0										
2014	7191	3.004 KM N OF S JCT HWY 6 HALDIMAND	0.3	UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2015	7191			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2016	7191			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2017	7191			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2018	7191			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2019	7191			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2021	7191			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2021	7191	1.4 KM N OF HADDINGTON ST (E) START OF NA	1.9										
2021	7191	N JCT HWY 6 GREENS RD (W) REG RD 66 (E) END OF NA END OF HWY											
2014	7195	YORK RD 53 DUFFERIN ST	0.7	UNCL	N/A	N/A	N/A	N/A	N/A	1	N/A	0	N/A
2015	7195			UNCL	N/A	N/A	N/A	N/A	N/A	5	N/A	0	N/A
2016	7195			UNCL	N/A	N/A	N/A	N/A	N/A	1	N/A	0	N/A
2017	7195			UNCL	N/A	N/A	N/A	N/A	N/A	1	N/A	1	N/A
2018	7195			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2019	7195			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2021	7195			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2021	7195	HWY 7 NORTH RIVERMEDDE RD END OF HWY											
2014	7202	PEEL RD 5 DERRY RD	3.1	UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2015	7202			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2016	7202			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2017	7202			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2018	7202			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2019	7202			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2021	7202			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2021	7202	PEEL RD 15 STEELE AV START OF NA	6.1										
2021	7202	BOVAIRD DR HEART LAKE RD END OF NA END OF HWY											
1993	7236	HWY 406	0.6	UC	14,000	14,700	15,900	13,100	420	1	0.3	0	0.0
1994	7236			UC	14,000	14,800	16,000	13,000	420	1	0.3	0	0.0
1995	7236			UC	14,000	14,800	16,000	13,100	420	1	0.3	0	0.0
1996	7236			UC	14,000	14,800	16,400	13,300	420	4	1.3	1	0.3
1997	7236			UC	14,000	14,700	16,400	13,200	420	1	0.3	0	0.0
1998	7236			UC	14,000	14,800	16,400	13,300	420	0	0.0	0	0.0
1999	7236			UC	14,000	14,800	16,400	13,300	420	0	0.0	0	0.0
2000	7236			UC	14,000	14,800	16,500	13,200	420	3	1.0	1	0.3
2001	7236			UC	14,000	15,000	16,500	13,200	420	0	0.0	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2002	7236			UC	14,000	14,900	16,500	13,100	420	1	0.3	1	0.3
2003	7236			UC	14,000	14,800	16,400	13,200	420	2	0.6	0	0.0
2004	7236			UC	14,000	15,000	16,500	13,200	420	0	0.0	0	0.0
2005	7236			UC	14,000	14,800	16,400	13,100	420	1	0.3	0	0.0
2006	7236			UC	14,000	14,800	16,400	13,200	560	4	1.3	0	0.0
2007	7236			UC	14,000	14,800	16,200	13,100	560	1	0.3	0	0.0
2008	7236			UC	14,000	14,800	13,900	13,100	560	1	0.3	0	0.0
2009	7236			UC	14,000	14,800	16,400	13,200	560	0	0.0	0	0.0
2010	7236			UC	14,000	14,800	16,300	13,200	560	0	0.0	0	0.0
2011	7236			UC	14,000	14,000	14,500	13,300	560	0	0.0	0	0.0
2012	7236			UC	14,000	14,100	15,000	13,300	560	0	0.0	0	0.0
2013	7236			UC	14,000	14,000	14,100	13,300	560	0	0.0	0	0.0
2014	7236			UC	14,000	14,000	13,500	13,300	560	2	0.6	1	0.3
2015	7236			UC	14,000	14,000	13,500	13,300	560	3	1.0	1	0.3
2016	7236			UC	14,000	14,000	13,500	13,300	560	0	0.0	0	0.0
2017	7236			UC	14,000	13,900	14,000	13,400	560	0	0.0	0	0.0
2018	7236			UC	14,000	13,900	14,100	13,400	560	0	0.0	0	0.0
2019	7236			UC	14,000	13,800	14,000	13,500	560	0	0.0	0	0.0
2021	7236			UC	14,000	14,000	14,200	13,500	560	0	0.0	0	0.0
2021	7236	NIAGARA REGION START OF NA	1.5										
2021	7236	SEAWAY MALL DR END OF NA END OF HWY											
2013	7237	HWY 48 (N & S)YORK RD 14 (W)	1.0	UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2014	7237			UNCL	N/A	N/A	N/A	N/A	N/A	1	N/A	1	N/A
2015	7237			UNCL	N/A	N/A	N/A	N/A	N/A	2	N/A	0	N/A
2016	7237			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2017	7237			UNCL	N/A	N/A	N/A	N/A	N/A	1	N/A	0	N/A
2018	7237			UNCL	N/A	N/A	N/A	N/A	N/A	3	N/A	1	N/A
2019	7237			UNCL	N/A	N/A	N/A	N/A	N/A	7	N/A	0	N/A
2021	7237			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2021	7237	END OF HWY											
2010	7242	HWY 11/17 (LAKESHORE DRIVE EAST CONNECTION)	0.4	UNCL	N/A	N/A	N/A	N/A	N/A	18	N/A	2	N/A
2011	7242			UNCL	N/A	N/A	N/A	N/A	N/A	18	N/A	2	N/A
2012	7242			UNCL	N/A	N/A	N/A	N/A	N/A	16	N/A	0	N/A
2013	7242			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2014	7242			IT	450	560	550	370	0	0	0.0	0	0.0
2015	7242			IT	500	630	620	410	0	1	14.0	0	0.0
2016	7242			IT	520	650	640	430	0	0	0.0	0	0.0
2017	7242			IT	540	710	720	460	0	0	0.0	0	0.0
2018	7242			IT	530	700	700	450	0	0	0.0	0	0.0
2019	7242			IT	540	720	720	460	0	0	0.0	0	0.0
2021	7242			IT	550	720	710	470	0	0	0.0	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2013	7242	BIRCH BEACH RD	8.4	UNCL	N/A	N/A	N/A	N/A	N/A	16	N/A	5	N/A
2014	7242			IT	450	560	550	370	40	7	5.1	1	0.7
2015	7242			IT	360	450	440	300	30	0	0.0	0	0.0
2016	7242			IT	450	560	550	370	40	3	2.2	0	0.0
2017	7242			IT	450	590	600	380	40	1	0.7	0	0.0
2018	7242			IT	450	590	590	380	40	1	0.7	0	0.0
2019	7242			IT	460	610	610	390	40	0	0.0	0	0.0
2021	7242			IT	480	630	620	410	40	0	0.0	0	0.0
2021	7242	NEW MACKENZIE STATION RD END OF HWY											
2004	7274	HWY 6 AIRPORT RD CONNECTION (HWY 7274)	0.6	SC	2,600	2,750	3,050	2,300	0	0	0.0	0	0.0
2005	7274			SC	2,600	2,750	3,050	2,300	0	0	0.0	0	0.0
2006	7274			SC	2,600	2,750	3,050	2,300	0	0	0.0	0	0.0
2007	7274			SC	2,600	2,750	3,000	2,300	0	0	0.0	0	0.0
2008	7274			SC	2,600	2,750	2,550	2,300	0	0	0.0	0	0.0
2009	7274			SC	2,600	2,750	3,050	2,300	0	0	0.0	0	0.0
2010	7274			SC	2,600	2,750	3,050	2,300	0	0	0.0	0	0.0
2011	7274			C	2,700	3,000	3,000	2,450	0	0	0.0	0	0.0
2012	7274			C	2,750	3,050	2,950	2,500	0	0	0.0	0	0.0
2013	7274			C	2,800	3,100	3,050	2,500	0	0	0.0	0	0.0
2014	7274			C	2,750	3,050	2,950	2,500	0	1	1.6	0	0.0
2015	7274			C	2,650	2,900	2,850	2,400	0	0	0.0	0	0.0
2016	7274			C	2,750	3,050	2,950	2,500	0	0	0.0	0	0.0
2017	7274			C	2,750	3,000	3,000	2,500	0	1	1.6	1	1.6
2018	7274			C	2,800	3,050	3,050	2,550	0	1	1.5	0	0.0
2019	7274			C	2,800	3,050	3,050	2,550	0	0	0.0	0	0.0
2021	7274			C	2,850	3,100	3,100	2,600	0	0	0.0	0	0.0
2021	7274	AIRPORT RD END OF HWY											
2014	7276	MAYFIELD RD IC	4.3	UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2015	7276			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2016	7276			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2017	7276			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2018	7276			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2019	7276			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2021	7276			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2021	7276	HWY 10 SNELGROVE END OF HWY											
2021	7277	HWY 11B/17B ARTHUR ST (E) HWY 61 (S) START OF NA	8.6										
2021	7277	HWY 130 TWIN CITY CROSSROADS END OF NA END OF HWY											
2009	7278	PUSLINCH TOWNLINE RD (E) MORRISTON BYPASS	5.8	UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2010	7278			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2011	7278			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2012	7278			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2013	7278			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2014	7278			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2015	7278			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2016	7278			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2017	7278			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2018	7278			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2019	7278			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2021	7278			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2021	7278	HWY 6 & HWY 401 END OF HWY											
2010	7279	JCT HWY 69 HWY 7279	2.3	LT	6,950	9,350	9,150	5,150	970	0	0.0	0	0.0
2011	7279			LT	7,000	8,950	9,150	5,750	980	0	0.0	0	0.0
2012	7279			LT	7,050	9,200	8,750	5,350	990	0	0.0	0	0.0
2013	7279			LT	9,400	12,300	12,300	7,100	1,300	0	0.0	0	0.0
2014	7279			LT	12,900	16,800	17,100	9,750	1,800	0	0.0	0	0.0
2015	7279			LT	16,400	21,400	21,800	12,400	2,300	0	0.0	0	0.0
2016	7279			LT	19,900	26,000	26,400	15,000	2,800	0	0.0	0	0.0
2017	7279			LT	290	410	400	220	40	0	0.0	0	0.0
2018	7279			LT	12,600	17,600	17,500	9,700	1,750	0	0.0	0	0.0
2019	7279			LT	13,200	18,500	18,300	10,200	1,850	0	0.0	0	0.0
2021	7279			LT	14,400	19,800	19,600	11,100	2,000	0	0.0	0	0.0
1988	7279	NEPEWASSI LAKE RD (E) BURWASH TWP	6.8	CR	5,300	6,800	6,350	4,400	690	14	1.1	2	0.2
1989	7279			IR	5,650	7,300	6,250	4,650	730	12	0.9	1	0.1
1990	7279			IR	5,800	7,350	6,450	4,750	750	7	0.5	1	0.1
1991	7279			IR	5,950	7,500	6,600	4,950	890	9	0.6	3	0.2
1992	7279			LR	6,050	9,750	7,800	4,000	910	5	0.3	1	0.1
1993	7279			LR	6,050	9,750	7,800	3,950	910	24	1.6	5	0.3
1994	7279			LR	6,050	9,950	8,000	3,950	910	12	0.8	2	0.1
1995	7279			LT	6,050	8,700	8,450	4,450	730	15	1.0	3	0.2
1996	7279			LT	6,050	8,550	8,350	4,450	730	10	0.7	1	0.1
1997	7279			CR	6,100	7,550	7,200	5,200	670	10	0.7	1	0.1
1998	7279			CR	6,200	7,650	7,250	5,250	680	10	0.6	1	0.1
1999	7279			CR	6,250	7,700	7,300	5,300	690	3	0.2	0	0.0
2000	7279			CR	6,350	7,800	7,450	5,400	700	15	0.9	4	0.3
2001	7279			CR	6,400	7,850	7,500	5,400	900	17	1.1	3	0.2
2002	7279			LT	6,450	9,000	8,800	4,750	900	10	0.6	2	0.1
2003	7279			LT	6,500	8,950	8,750	4,800	910	13	0.8	3	0.2
2004	7279			LT	6,350	8,900	8,650	4,650	890	14	0.9	5	0.3
2005	7279			LT	6,650	9,100	8,900	4,900	930	13	0.8	2	0.1
2006	7279			LT	6,900	9,450	9,200	5,100	970	9	0.5	0	0.0
2007	7279			LT	6,750	9,250	9,500	4,950	940	6	0.4	3	0.2
2008	7279			LT	6,800	9,300	8,900	5,000	950	15	0.9	3	0.2

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2009	7279			LT	6,850	9,250	9,050	5,050	960	14	0.8	2	0.1
2010	7279			LT	6,950	9,350	9,150	5,150	970	2	0.1	0	0.0
2011	7279			LT	7,000	8,950	9,150	5,750	980	0	0.0	0	0.0
2012	7279			LT	7,050	9,200	8,750	5,350	990	0	0.0	0	0.0
2013	7279			LT	7,100	9,250	9,250	5,350	990	0	0.0	0	0.0
2014	7279			LT	7,150	9,350	9,500	5,400	1,000	0	0.0	0	0.0
2015	7279			LT	7,250	9,450	9,650	5,450	1,000	0	0.0	0	0.0
2016	7279			LT	7,300	9,550	9,700	5,500	1,000	0	0.0	0	0.0
2017	7279			LT	7,350	10,300	10,200	5,650	660	0	0.0	0	0.0
2018	7279			LT	7,400	10,400	10,300	5,700	670	0	0.0	0	0.0
2019	7279			LT	7,450	10,400	10,300	5,750	670	0	0.0	0	0.0
2021	7279			LT	7,600	10,400	10,300	5,850	680	0	0.0	0	0.0
1988	7279	SEC HWY 537 (E) SECORD RD (W)	8.5	CR	5,600	7,150	6,700	4,650	950	25	1.4	5	0.3
1989	7279			IR	6,000	7,750	6,650	4,900	840	23	1.2	10	0.5
1990	7279			IR	6,150	7,800	6,850	5,050	860	12	0.6	7	0.4
1991	7279			IR	6,300	7,950	7,000	5,250	880	12	0.6	3	0.2
1992	7279			LR	6,100	9,800	7,850	4,050	850	28	1.5	10	0.5
1993	7279			LR	6,100	9,800	7,850	4,000	850	24	1.3	4	0.2
1994	7279			LR	6,350	10,400	8,400	4,150	890	13	0.7	3	0.2
1995	7279			LR	6,500	10,900	8,850	4,250	720	16	0.8	2	0.1
1996	7279			LR	6,700	11,200	9,000	4,450	740	15	0.7	5	0.2
1997	7279			LT	6,850	9,650	9,450	5,050	750	20	0.9	8	0.4
1998	7279			LT	7,000	9,800	9,600	5,100	770	18	0.8	4	0.2
1999	7279			LT	7,000	9,750	9,500	5,100	770	19	0.9	6	0.3
2000	7279			LT	7,050	9,800	9,600	5,150	780	12	0.5	2	0.1
2001	7279			LT	8,250	11,500	11,200	6,050	1,150	19	0.7	6	0.2
2002	7279			LT	7,200	10,100	9,800	5,300	1,000	10	0.4	4	0.2
2003	7279			LT	7,300	10,000	9,850	5,400	1,300	16	0.7	5	0.2
2004	7279			LT	6,850	9,600	9,350	5,000	1,300	12	0.6	4	0.2
2005	7279			LT	7,450	10,200	10,000	5,500	1,400	17	0.7	4	0.2
2006	7279			IR	7,300	8,800	8,000	6,200	1,550	11	0.5	2	0.1
2007	7279			IR	7,600	9,200	9,200	6,450	1,600	14	0.6	1	0.0
2008	7279			IR	7,700	9,350	9,150	6,600	1,600	9	0.4	0	0.0
2009	7279			IR	7,750	9,300	8,450	6,600	1,650	9	0.4	1	0.0
2010	7279			IR	7,850	9,350	8,550	6,700	1,650	3	0.1	1	0.0
2011	7279			IR	7,900	9,400	9,250	6,750	1,650	0	0.0	0	0.0
2012	7279			IR	8,000	9,500	9,250	6,850	1,700	0	0.0	0	0.0
2013	7279			IR	8,050	9,600	10,300	6,850	1,700	0	0.0	0	0.0
2014	7279			IR	8,150	9,700	9,700	6,950	1,700	0	0.0	0	0.0
2015	7279			IR	8,200	9,750	9,800	7,000	1,700	0	0.0	0	0.0
2016	7279			IR	8,300	9,900	9,900	7,050	1,750	0	0.0	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2017	7279			IR	500	560	570	430	40	0	0.0	0	0.0
2018	7279			IR	500	570	570	430	40	0	0.0	0	0.0
2019	7279			IR	500	570	570	430	40	0	0.0	0	0.0
2021	7279			IR	500	560	570	440	40	0	0.0	0	0.0
1997	7279	GLADU RD	1.1	IR	11,500	14,400	12,900	9,800	1,050	0	0.0	0	0.0
1998	7279			IR	11,800	14,600	13,200	9,900	1,050	0	0.0	0	0.0
1999	7279			IR	11,700	14,500	13,000	9,850	1,050	0	0.0	0	0.0
2000	7279			IR	11,700	14,300	13,000	9,900	1,050	0	0.0	0	0.0
2001	7279			IR	11,700	14,500	13,000	9,900	1,050	0	0.0	0	0.0
2002	7279			IR	11,800	14,600	13,100	10,000	1,050	0	0.0	0	0.0
2003	7279			IR	11,800	14,300	13,000	10,000	1,050	0	0.0	0	0.0
2004	7279			IR	11,800	14,600	13,100	10,000	1,050	0	0.0	0	0.0
2005	7279			IR	11,900	14,400	13,000	10,100	1,050	0	0.0	0	0.0
2006	7279			IR	11,900	14,400	13,000	10,100	1,050	0	0.0	0	0.0
2007	7279			IR	11,900	14,400	14,400	10,100	1,050	0	0.0	0	0.0
2008	7279			IR	12,000	14,500	14,300	10,300	1,100	0	0.0	0	0.0
2009	7279			IC	12,000	13,300	13,400	10,700	1,100	0	0.0	0	0.0
2010	7279			IC	12,000	13,300	13,400	10,600	1,100	0	0.0	0	0.0
2011	7279			IC	12,100	13,300	13,800	10,900	1,100	0	0.0	0	0.0
2012	7279			IC	12,100	13,400	13,000	10,700	1,100	0	0.0	0	0.0
2013	7279			IC	12,100	13,400	13,300	10,700	1,100	0	0.0	0	0.0
2014	7279			IC	12,100	13,400	13,300	10,700	1,100	0	0.0	0	0.0
2015	7279			IC	12,200	13,500	13,400	10,800	1,100	0	0.0	0	0.0
2016	7279			IC	12,200	13,500	13,400	10,800	1,100	0	0.0	0	0.0
2017	7279			IC	12,200	13,400	13,500	11,100	1,100	0	0.0	0	0.0
2018	7279			IC	12,300	13,500	13,600	11,100	1,100	0	0.0	0	0.0
2019	7279			IC	12,300	13,500	13,600	11,100	1,100	0	0.0	0	0.0
2021	7279			IC	12,400	13,400	13,500	11,200	1,100	0	0.0	0	0.0
2021	7279	END OF HWY											
2010	7280	407 FLOW EASTERN SECTION HWY 35/115	16.8	UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2011	7280			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2012	7280			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2013	7280			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2014	7280			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2015	7280			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2016	7280			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2017	7280			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2018	7280			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2019	7280			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2021	7280			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2021	7280	407 FLOW EASTERN SECTION COURTICE RD END OF HWY											

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2010	7281	407 FLOW CENTRAL SECTION COURTICE RD	14.9	UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2011	7281			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2012	7281			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2013	7281			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2014	7281			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2015	7281			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2016	7281			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2017	7281			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2018	7281			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2019	7281			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2021	7281			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2021	7281	407 FLOW CENTRAL SECTION ASHBURN RD END OF HWY											
2010	7282	407 FLOW WESTERN SECTION ASHBURN RD	13.4	UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2011	7282			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2012	7282			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2013	7282			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2014	7282			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2015	7282			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2016	7282			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2017	7282			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2018	7282			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2019	7282			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2021	7282			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2021	7282	407 FLOW WESTER SECTION W OF BROCK RD END OF HWY											
2010	7283	407 FLOW EAST DURHAM LINK HWY 401/OSBOURNE RD	10.4	UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2011	7283			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2012	7283			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2013	7283			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2014	7283			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2015	7283			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2016	7283			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2017	7283			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2018	7283			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2019	7283			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2021	7283			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2021	7283	407 FLOW EAST DURHAM LINK HWY 401/RUNDLE RD END OF HWY											
2010	7284	407 FLOW WEST DURHAM LINK E OF LAKE RIDGE RD S	10.3	UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2011	7284			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2012	7284			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2013	7284			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2014	7284			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2015	7284			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2016	7284			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2017	7284			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2018	7284			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2019	7284			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2021	7284			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2021	7284	407 FLOW WEST DURHAM LINK E OF HALLS RD N END OF HWY											
2010	7285	SECORD RD S INTERSECTION WITH HWY 7279 ESTARIE RD	1.0	UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2011	7285			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2012	7285			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2013	7285			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2014	7285			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2015	7285			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2016	7285			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2017	7285			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2018	7285			CR	680	790	800	610	40	0	0.0	0	0.0
2019	7285			CR	700	810	820	630	40	0	0.0	0	0.0
2021	7285			CR	740	850	860	670	40	0	0.0	0	0.0
2021	7285	NELSON RD AND OLD HWY 69 END OF HWY											
2010	7286	GLANDU RD	0.7	UNCL	N/A	N/A	N/A	N/A	N/A	7	N/A	1	N/A
2011	7286			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2012	7286			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2013	7286			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2014	7286			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2015	7286			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2016	7286			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2017	7286			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2018	7286			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2019	7286			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2021	7286			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2021	7286	N JCT 69/7279 END OF HWY											
1988	7287	HWY 69	2.3	T	1,400	2,550	2,450	850	40	1	0.8	0	0.0
1989	7287			T	1,500	2,700	2,600	940	40	2	1.6	0	0.0
1990	7287			T	1,600	2,900	2,800	990	60	1	0.7	0	0.0
1991	7287			T	1,750	3,150	3,050	1,100	70	3	2.0	0	0.0
1992	7287			T	1,750	3,150	3,100	1,100	70	0	0.0	0	0.0
1993	7287			T	1,700	3,100	3,000	1,050	70	2	1.4	0	0.0
1994	7287			T	1,750	3,150	3,100	1,100	70	7	4.7	0	0.0
1995	7287			T	1,800	3,150	3,050	1,100	70	3	2.0	0	0.0
1996	7287			T	1,850	3,200	3,150	1,150	70	3	1.9	0	0.0
1997	7287			LR	1,850	3,100	2,500	1,250	70	1	0.6	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
1998	7287			LR	1,850	3,050	2,450	1,200	70	3	1.9	0	0.0
1999	7287			LR	2,000	3,300	2,650	1,300	80	2	1.2	0	0.0
2000	7287			LR	2,100	3,400	2,750	1,400	80	1	0.6	1	0.6
2001	7287			LR	2,100	3,450	2,750	1,400	80	0	0.0	0	0.0
2002	7287			LR	2,150	3,500	2,800	1,450	90	0	0.0	0	0.0
2003	7287			LR	2,200	3,500	2,800	1,500	130	2	1.1	0	0.0
2004	7287			LR	2,250	3,700	2,950	1,500	140	0	0.0	0	0.0
2005	7287			LR	2,300	3,600	2,900	1,550	140	1	0.5	0	0.0
2006	7287			LR	2,350	3,650	2,950	1,600	90	4	2.0	0	0.0
2007	7287			LR	2,400	3,750	3,600	1,600	100	3	1.5	0	0.0
2008	7287			LR	2,450	3,800	3,700	1,700	100	1	0.5	0	0.0
2009	7287			LR	2,500	3,800	3,100	1,700	100	2	0.9	0	0.0
2010	7287			LR	2,550	3,800	3,100	1,750	100	1	0.5	0	0.0
2011	7287			LR	2,600	4,000	3,750	1,800	100	0	0.0	0	0.0
2012	7287			LR	2,650	3,950	3,850	1,800	110	0	0.0	0	0.0
2013	7287			LR	2,700	4,050	4,600	1,850	110	0	0.0	0	0.0
2014	7287			LR	2,750	4,100	4,200	1,850	110	0	0.0	0	0.0
2015	7287			LR	2,800	4,200	4,250	1,900	110	0	0.0	0	0.0
2016	7287			LR	2,850	4,250	4,350	1,950	110	0	0.0	0	0.0
2017	7287			LR	2,900	4,850	4,700	2,000	120	0	0.0	0	0.0
2018	7287			LR	2,950	4,900	4,750	2,050	120	0	0.0	0	0.0
2019	7287			LR	3,000	5,000	4,900	2,050	120	0	0.0	0	0.0
2021	7287			LR	3,100	5,000	4,850	2,100	120	0	0.0	0	0.0
2021	7287	END OF OLD 559 JCT HWY 7182 END OF HWY											
2012	7288	JCT HWY 125 NUNGESSER SERVICE RD	96.5	UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2013	7288			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2014	7288			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2015	7288			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2016	7288			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2017	7288			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2018	7288			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2019	7288			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2021	7288			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2021	7288	NUNGESSER SERVICE RD END OF HWY											
2014	7289	HWY 400/7289 (F HWY 69) IC-189	6.1	UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2015	7289			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2016	7289			CTR	2,700	3,300	3,300	2,300	210	0	0.0	0	0.0
2017	7289			CTR	2,750	3,650	3,650	2,250	210	1	0.2	0	0.0
2018	7289			CTR	2,900	3,850	3,850	2,350	230	0	0.0	0	0.0
2019	7289			CTR	3,000	4,000	4,000	2,450	240	4	0.6	0	0.0
2021	7289			CTR	2,950	3,850	3,850	2,400	60	0	0.0	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2014	7289	HWY 169 (E) S JCT BUCKEYE RD (W)	5.2	UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2015	7289			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2016	7289			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2017	7289			UNCL	N/A	N/A	N/A	N/A	N/A	1	N/A	0	N/A
2018	7289			CTR	1,850	2,450	2,450	1,500	180	0	0.0	0	0.0
2019	7289			CTR	2,000	2,650	2,650	1,650	200	2	0.5	1	0.3
2021	7289			CTR	2,300	3,000	3,000	1,900	230	1	0.2	0	0.0
2014	7289	MURPHY RD (E) HUMPHREY TWP	3.9	UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2015	7289			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2016	7289			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2017	7289			UNCL	N/A	N/A	N/A	N/A	N/A	1	N/A	0	N/A
2018	7289			CTR	1,700	2,250	2,250	1,400	170	0	0.0	0	0.0
2019	7289			CTR	2,000	2,650	2,650	1,650	200	1	0.4	0	0.0
2021	7289			CTR	2,600	3,400	3,350	2,100	260	0	0.0	0	0.0
2014	7289	SEC HWY 612 (W) HUMPHREY TWP	6.7	UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2015	7289			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2016	7289			CTR	2,250	2,750	2,750	1,900	220	0	0.0	0	0.0
2017	7289			CTR	2,300	3,050	3,050	1,850	220	0	0.0	0	0.0
2018	7289			CTR	2,400	3,200	3,200	1,950	240	4	0.7	0	0.0
2019	7289			CTR	2,500	3,350	3,300	2,050	250	6	1.0	0	0.0
2021	7289			CTR	2,450	3,200	3,200	2,000	50	3	0.5	0	0.0
2021	7289	HWY 7289/HWY 141 S JCT END OF HWY											
2014	7290	HWY 7290 (F HWY 69)/141 N JCT	2.6	UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2015	7290			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2016	7290			CTR	1,850	2,250	2,300	1,550	200	1	0.6	0	0.0
2017	7290			CTR	1,900	2,550	2,550	1,550	210	0	0.0	0	0.0
2018	7290			CTR	1,950	2,600	2,600	1,600	210	0	0.0	0	0.0
2019	7290			CTR	2,000	2,650	2,650	1,650	220	0	0.0	0	0.0
2021	7290			CTR	2,100	2,750	2,700	1,700	230	0	0.0	0	0.0
2021	7290	HWY 7290 N JCT HWY 400 END OF HWY											
2014	7291	ST HWY 7291 (MUSKOKA RD)/HWY 11	2.3	UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2015	7291			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2016	7291			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2017	7291			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2018	7291			CR	250	290	290	220	10	0	0.0	0	0.0
2019	7291			CR	250	290	290	220	10	0	0.0	0	0.0
2021	7291			CR	250	290	290	230	10	0	0.0	0	0.0
2014	7291	JCT HWY 7291 (MUSKOKA RD)/SINCLAIR LN (F HWY 124)	0.4	UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2015	7291			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2016	7291			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2017	7291			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2018	7291			IR	300	370	370	260	20	0	0.0	0	0.0
2019	7291			IR	300	370	370	260	20	0	0.0	0	0.0
2021	7291			IR	300	360	360	260	20	0	0.0	0	0.0
2021	7291	JCT HWY 7291 (MUSKOKA RD)/HWY 124 END OF HWY											
2014	7292	JCT HWY 7292 (SINCLAIR LN F HWY 124)/MUSKOKA RD	0.6	UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2015	7292			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2016	7292			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2017	7292			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2018	7292			CR	1,550	1,800	1,800	1,400	160	0	0.0	0	0.0
2019	7292			CR	1,600	1,850	1,850	1,450	160	0	0.0	0	0.0
2021	7292			CR	1,700	1,950	1,950	1,550	170	0	0.0	0	0.0
2021	7292	SINCLAIR LN FORMERLY HWY 124 END OF HWY											
2014	7293	JCT HWY 7293 (GREEN RD F HWY 124)/SUNNY RIDGE RD	0.2	UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2015	7293			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2016	7293			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2017	7293			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2018	7293			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2019	7293			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2021	7293			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2021	7293	GREEN RD FORMERLY HWY 124 END OF HWY											
2014	7294	ST HWY 7294 (SUNNY RIDGE RD)/HWY 124	0.4	UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2015	7294			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2016	7294			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2017	7294			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2018	7294			T	30	40	40	20	0	0	0.0	0	0.0
2019	7294			T	50	70	70	40	0	0	0.0	0	0.0
2021	7294			T	90	120	120	70	0	0	0.0	0	0.0
2014	7294	JCT HWY 7294 (F HWY 11)/HWY 7293 (GREEN RD)	0.5	UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2015	7294			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2016	7294			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2017	7294			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2018	7294			HT	120	190	190	80	0	0	0.0	0	0.0
2019	7294			HT	150	230	230	100	0	0	0.0	0	0.0
2021	7294			HT	210	320	320	140	0	0	0.0	0	0.0
2021	7294	END OF HWY											
2014	7295	ST HWY 7295 (NORTH HORN LAKE RD)	1.1	UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2015	7295			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2016	7295			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2017	7295			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2018	7295			LT	150	210	210	120	10	0	0.0	0	0.0
2019	7295			LT	150	210	210	120	10	0	0.0	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2021	7295			LT	150	210	200	120	10	0	0.0	0	0.0
2021	7295	END OF HWY											
2014	7296	ST HWY 7296 (VALLEY VIEW RD)	2.6	UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2015	7296			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2016	7296			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2017	7296			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2018	7296			IR	90	110	110	80	10	0	0.0	0	0.0
2019	7296			IR	90	110	110	80	10	0	0.0	0	0.0
2021	7296			IR	90	110	110	80	10	0	0.0	0	0.0
2021	7296	END OF HWY											
2014	7297	JCT HWY 7297 (SOUTH SERVICE RD)/OKE DR	0.9	UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2015	7297			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2016	7297			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2017	7297			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2018	7297			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2019	7297			UNCL	N/A	N/A	N/A	N/A	N/A	1	N/A	1	N/A
2021	7297			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2021	7297	END OF HWY											
2014	7298	ST HWY 7298 ONTARIO ST IC	2.0	UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2015	7298			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2016	7298			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2017	7298			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2018	7298			CTR	990	1,300	1,300	810	50	0	0.0	0	0.0
2019	7298			CTR	1,000	1,350	1,350	810	50	0	0.0	0	0.0
2021	7298			CTR	1,000	1,300	1,300	820	50	0	0.0	0	0.0
2021	7298	END OF HWY											
2017	7299	START OF HWY 7299 – 75M S OF LOVERING LAKE RD	2.0	UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2018	7299			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2019	7299			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2021	7299			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2017	7299	INTERSECTION OF HWY 637 AND HWY 7299	5.3	UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2018	7299			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2019	7299			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2021	7299			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2021	7299	BURWASH CORRECT RD END OF HWY											
2017	7300	GOVERNMENT RD AT NORTH END OF BRIDGE OVER SPANISH RIVER	5.1	UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2018	7300			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2019	7300			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2021	7300			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2021	7300	SAGAMOC FIRST NATION BOUNDARY END OF HWY											
2017	7303	WINSTON CHURCHILL BLVD AT UNITY DR	2.0	UNCL	N/A	N/A	N/A	N/A	N/A	10	N/A	2	N/A

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2018	7303			UNCL	N/A	N/A	N/A	N/A	N/A	14	N/A	1	N/A
2019	7303			UNCL	N/A	N/A	N/A	N/A	N/A	22	N/A	11	N/A
2021	7303			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2021	7303	WINSTON CHURCHILL BLVD AT CREDIT VALLEY	5.1	UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2021	7303	JCT HWY 11 AND FLANDERS RD END OF HWY											
2021	7901	END OF WINDSOR ESSEX PKWY END OF HWY											
2021	7902	OJIBWAY PKWY/RR18 START OF NA	2.2										
2015	7902	1M N OF ESSEX TERMINAL RAILWAY XING START OF NA	2.0	UNCL	N/A	N/A	N/A	N/A	N/A	1	N/A	0	N/A
2016	7902			UNCL	N/A	N/A	N/A	N/A	N/A	3	N/A	0	N/A
2017	7902			UNCL	N/A	N/A	N/A	N/A	N/A	4	N/A	1	N/A
2018	7902			UNCL	N/A	N/A	N/A	N/A	N/A	5	N/A	1	N/A
2019	7902			UNCL	N/A	N/A	N/A	N/A	N/A	7	N/A	4	N/A
2021	7902			UNCL	N/A	N/A	N/A	N/A	N/A	3	N/A	0	N/A
2021	7902	SANDWICH ST END OF OJIBWAY PKWY END OF NA END OF HWY											
2009	7908	START HOWARD AVE DIVERSION AT SOUTH TALBOT RD	0.4	UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2010	7908			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2011	7908			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2012	7908			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2013	7908			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2014	7908			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2015	7908			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2016	7908			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2017	7908			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2018	7908			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2019	7908			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2021	7908			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2015	7908	HOWARD AVE CONNECTOR	0.5	UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2016	7908			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2017	7908			UNCL	N/A	N/A	N/A	N/A	N/A	5	N/A	2	N/A
2018	7908			UNCL	N/A	N/A	N/A	N/A	N/A	2	N/A	0	N/A
2019	7908			UNCL	N/A	N/A	N/A	N/A	N/A	5	N/A	0	N/A
2021	7908			UNCL	N/A	N/A	N/A	N/A	N/A	1	N/A	0	N/A
2021	7908	HWY 3/HWY 401 ROUNDABOUT END OF HWY											
2010	7909	START OF HWY 7909	3.5	UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2011	7909			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2012	7909			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2013	7909			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2014	7909			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2015	7909			UNCL	N/A	N/A	N/A	N/A	N/A	2	N/A	0	N/A
2016	7909			LT	1,750	2,300	2,300	1,300	100	1	0.4	0	0.0
2017	7909			LT	1,800	2,300	2,300	1,500	100	3	1.3	0	0.0

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2018	7909			LT	1,850	2,350	2,350	1,550	100	2	0.8	0	0.0
2019	7909			LT	1,900	2,400	2,400	1,600	110	2	0.8	0	0.0
2021	7909			LT	2,000	2,500	2,500	1,650	120	0	0.0	0	0.0
2016	7909	HWY 7910 AVRO ARROW RD/69 IC	2.6	LT	850	1,100	1,150	640	0	1	1.2	0	0.0
2017	7909			LT	880	1,100	1,100	740	0	0	0.0	0	0.0
2018	7909			LT	900	1,150	1,150	750	0	2	2.3	0	0.0
2019	7909			LT	920	1,150	1,150	770	0	0	0.0	0	0.0
2021	7909			LT	970	1,200	1,200	810	0	0	0.0	0	0.0
2021	7909	HWY 69 END OF HWY 7909											
2010	7910	START OF HWY 7910 AVRO ARROW RD/69 IC	1.6	UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2011	7910			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2012	7910			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2013	7910			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2014	7910			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2015	7910			UNCL	N/A	N/A	N/A	N/A	N/A	0	N/A	0	N/A
2016	7910			CTR	390	480	480	330	30	0	0.0	0	0.0
2017	7910			CTR	410	550	550	330	30	0	0.0	0	0.0
2018	7910			CTR	420	560	560	340	30	0	0.0	0	0.0
2019	7910			CTR	440	590	580	360	30	0	0.0	0	0.0
2021	7910			CTR	470	610	610	380	30	0	0.0	0	0.0
2021	7910	SEC HWY 7909 END OF HWY 7910											