

2.0 TRANSPORTATION SYSTEM ANALYSIS

Historically, the Study Area's regional transportation needs were met by watercraft in summer and tractor trains in winter. This meant that goods required by the various communities had to be transported during three-month windows in both winter and summer.

In the 1960s, the advent of annually constructed winter roads, under government contracts, provided improved reliability of winter freight delivery. Reduced costs followed as a result of increased competition in the transport industry. Relatively favourable weather conditions from 1960 through 1985 meant that there was minimal disruptions to winter road traffic during the crucial February-March period.

However, in the last 30 years, summer transportation by watercraft has declined. Improved air services, due largely to the construction of community and lodge airstrips, have resulted in a large shift to air passenger travel and a smaller shift to air freight movement of some goods in summer. Barge traffic on Lake Winnipeg has declined drastically and is at risk of discontinuation.

The following photographs depict the progressive changes in transport modes:



Dog Teams from Former Era



Tractor Train Operation
Sigfusson Transportation Company 1968



Flextrack – Nodwell Model



Snowmobiles still in use



DHC-6 Twin Otter STOL Aircraft



Unloading Gravel Barge at Berens River



Barge Service for
Construction Equipment



Larger Aircraft in Use Today



Winter Road in Use Today



Winter Road Alignment North of Manigotogan

Analysis of the Historical Population Growth for this region yielded the following selectively grouped community population forecasts based on common road terminal points or nodes:

Population Forecast

	1998	2010	2020
Bloodvein/Berens River/Poplar River	3,452	4,900	7,000
	(3.5%/year growth)		
Little Grand Rapids/Pauingassi	1,533	2,200	3,000
	(3.5%/year growth)		
Ste. Theresa/Wasagamack	3,607	5,300	7,900
	(4.8%/year growth)		
Garden Hill/Red Sucker Lake	3,537	5,000	7,000
	(3.5%/year growth)		
Oxford House/Gods Lake/Gods River	3,523	4,500	5,800
	(2.5%/year growth)		
Total	15,652		30,700

Existing Winter Road and Conceptual All-Weather Route Map



The Existing Winter Road System and a conceptual All-Weather Road are shown on the foregoing map. Existing winter road system travel distances (km) for various communities are identified in the following table:

Study Communities	To Pine Falls	to Winnipeg				to Thompson		to The Pas
		Via Pine Dock	Via Mani-gotogan	Via Norway House ³	Via Cross Lake ³	Via Norway House ⁴	Via Cross Lake ⁴	Via Norway House
Bloodvein	159	216¹	270	—	—	—	—	—
Berens River	239	296	350	—	—	—	—	—
Poplar River	337	392	446	—	—	—	—	—
Little Grand Rapids	299	356	410	—	—	—	—	—
Pauingassi	315 ¹	372¹	426¹	—	—	—	—	—
St. Theresa Point	510	567	621	<u>965</u>	1164 ¹	474	685 ¹	600
Wasagamack	520	577	631	<u>955</u>	1174 ¹	—	—	600
Garden Hill	526 ¹	583¹	637¹	<u>981</u>	1148	490 ¹	675 ¹	616 ¹
Red Sucker Lake	622 ²	679²	733²	<u>1077²</u>	1128	586 ²	—	712 ²
Gods Lake Narrows	626	683	737	1081	1048	590	559	763
Gods River	676 ⁵	733 ⁵	787 ⁵	1141 ⁵	1108⁵	650 ⁵	619 ⁵	703 ⁶
Oxford House	696	753	807	1164	945	673	476	620 ⁶

1 - includes 16± km of lake ice crossing

2 - includes 96± km of lake ice crossings

3 - includes 745 km of All-Weather Road

4 - includes 255 km of All-Weather Road

5 - includes 60 km of lake ice

6 - via Cross Lake (not Norway House)

bold text - primary winter roads

Underlined text - winter road addition 98/99

Existing Gravel Airstrips operated by Manitoba Northern Airports are found in the following communities:

- Bloodvein (3000 feet long) - considered to require upgrading
- Berens River (2900 feet long) - considered to require upgrading/extension
- Poplar River (2450 feet long) - considered to require upgrading/relocation
- Little Grand Rapids (2800 feet long) - considered to require upgrading/relocation
- Pauingassi - has no airstrip
- St. Theresa Point (3400 feet long) - proposed for relocation
- Island Lake (Garden Hill) (4000 feet long)
- Red Sucker Lake (3000 feet long)
- Gods Lake Narrows (3420 feet long)
- Gods River (3520 feet long)
- Oxford House (3270 feet long)

Existing Ferry and Barge Service consists of the following:

- Provincial Ferry between Pine Dock and Bloodvein
- Water Enterprises Charter Freight Services from Selkirk to Poplar River
- Berens River (formerly Poplar River) Community Service
- Freshwater Fish Marketing Corporation Goldfield Fish Barge