

**SAMSON CREE NATION – MATRIX SOLUTIONS INC.
PARTNERSHIP**

ABORIGINAL CONSTRUCTION MONITORING

WEEKLY REPORT

SPREAD 1

DECEMBER 4TH TO DECEMBER 9TH

1. PURPOSE OF THIS REPORT

The report is a weekly summary of the daily reports submitted by the Aboriginal Monitors that are working on spread one. The social and cultural findings have been tabulated with locations and mitigation measures below. A summary of the construction activities has been summarized for the week of December 4th to December 9th, 2017.

Social and Cultural Features

Field Observation	# of occurrences	Description and Mitigation Measures	Mitigation Status	Further Action Required (Yes/No)
Traditional Use Area (hunting, fishing, gathering, trapping)	Several	58km+900- 69km+000, 143km+850-111km+600, 138km+650-144+150, 108km+600-113km+100, 69km+000-81km+550, 98km+350-102km+950, 137km+000-143km+850, 143km+900, 73km+900- 75km+800		
Rock Formations (rocks of significance, tipi rings, etc.)	N/A			
Artifacts	N/A			
Bones	N/A			
Potential Gravesites	N/A			

Environmental Features

Field Observation	# of occurrences	Description and Mitigation Measures	Mitigation Status	Further Action Required (Yes/No)
Medicinal or Cultural Plants	N/A			
Aquatic Life	N/A			
Animal Observations or Burrows	N/A			
Bird Nests	N/A			
Trees (Red Willow)	N/A			
Wetlands	N/A			
Watercourse Crossing	N/A			

Additional Observations and Summary of Activities or Concerns

Attended daily safety meetings and discussed daily scopes each morning with the Contractor Liaison, Mel Abraham and/or the Senior Construction Monitor, Virgil Deschamps. Additionally, the crew attended scheduled midweek meeting with Eric Foster from Matrix Solutions.

Weekly activities included spot-checking km 55,58-92,98-102,108-113,116-121,125,129-188, and shoofly 35,37,38,40,42,44,58,66,70,71,74,82,88, and 89.

This week the monitors headed to km 55+300 (shoofly 35), where tie-in work and sandblasting were taking place. At km 59+900 (shoofly 37), the excavator was at work flattening/covering up the pre-existing bell hole with a plate packer (clean up crew). At km 60+800 (shoofly 38) a dozer was seen transporting flat deck skids. Tie-in work was observed at a number of locations: at km 61+950, km 62+250, km 62+950 km and 69+000 (shoofly 42). Later the crew headed to shoofly 40 and drove on the ROW, the clean up crew was picking up skids and backfill work was being done (km 66+400). It was noted that the area was mostly backfilled (pipe in the ground), with topsoil (transition piles) waiting for reclamation work to be done.

On December 5, Virgil and Aaron checked out shoofly 88, equipment was being transported around the area. They then met with the monitors from Spread 2 at km 144+000 – 188+000. Virgil noticed that a cover blew off at shoofly 82 and one pipe was found, he informed the inspector of the incident. Tie-in work was being done at shoofly 74 and lowering work at km 111. Wennel went to km 143+700 (shoofly 88) and watched the track bore set up. Later she drove along the ROW from km 139+900 to km 129. Repair crews were at work on the ROW at km 125+500 and the ditcher was observed at km 111+500.

The following day, the monitors set out to km 144+150 (shoofly 88), the track bore was seen waiting they proceeded to km 142+350, where pipes were on skids. At shoofly 89 (km 144+200), equipment was being transported in on the ROW. They drove on the ROW from km 142+350 to km 138+650 and noticed that the area was mostly welded and coated with pipe on skids. Welding was observed at km 141+300. Lowering-in was taking place at km 112+300 (shoofly 70). The ditcher was monitored at km 113+100 (shoofly 70) on the east side and lowering-in and mainline backfill on the west side. At km 108+600 (shoofly 66) track bore work was being done. The excavator was at work at km 69+100 and dozers were moving dirt over the ROW at km 69+700. Sandblasting work and tie-in was noted at km 70+450. At km 73+900 (shoofly 44) they monitored the excavator remove snow out of the bell hole. At km 81+550, noticed that the line was mostly backfilled with transition and topsoil piles.

On December 7, the crew drove to km 144+150 and parked at km 143+950 and watched track bore at work digging/setup. The track bore was also noted at location km 73+900. Backfilled mainline was observed from km 73+900, mostly bore work and excavating in the area, all the way to km 92+750.

On December 8, track bore dig/setup was monitored at km 143+900. The monitors drove on the ROW from km73+900 to 81km+500. Track bore dig and excavating was also taking place at location km73+900. Mostly backfilled mainline on the ROW with some tie-in work to be done.

On December 9, the crew drove west to shoofly 42 where tie-in work was observed. They headed east to shoofly 71 and drove along the ROW at km 116+300. Backfilling was noted at km 117+600. The dozer was seen crossing the road at km 118+050 (shoofly 72). They entered the ROW at km 119+950 and drove to km 121+000 to monitor the ditcher.

The location of these features was documented and photos were collected (see below). No additional cultural or environmental features were observed within the scanned areas.

Photos of Sites Visited & Topics Discussed This Week



1. Sandblasting – km 55+300 – Dec 4, 2017



2. Sandblasting in bellhole – Km 55+350 – Dec 4, 2017



3. Tie-in work – km 55+900 – Dec 4, 2017



4. Tie-in work – Km 62+250 – Dec 4, 2017



5. Tie-in backfill – Km 62+950 – Dec 4, 2017



6. Welded and coated pipe on skids – Km 142+300 – Dec 6, 2017



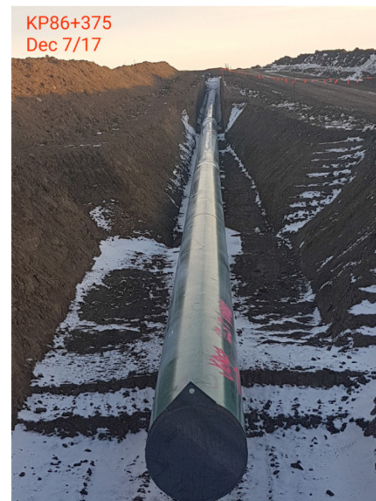
7. Welded and coated pipe on skids – Km 142+400 – Dec 6, 2017



8. Excavator removing snow– Km73+900 – Dec 6, 2017



9. Track bore dig - km73+900 – Dec 7, 2017



10. Pipe in ground - Km 86+375 – Dec 7, 2017



11. Track bore dig - 143km+900 – Dec 7, 2017



12. Set up - 143km+950 – Dec 7, 2017



13. Pipe waiting to be tied-in - 72km+500 – Dec 8, 2017



14. 121km+700 – Dec 9, 2017



15. Ditcher - 121km+000 – Dec 9, 2017

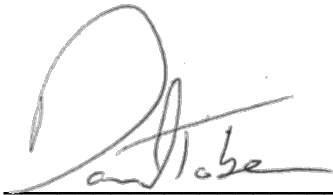
APPROVALS



Virgil Deschamps
Senior Construction Monitor

December 14, 2017

Date



Daniel Tober
Senior Environmental Scientist

December 14, 2017

Date