

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

ABORIGINAL CONSTRUCTION MONITORING

WEEKLY REPORT

SPREAD 1

JANUARY 23RD TO JANUARY 27TH

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 January 23rd to January 27th, 2018.

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	118km+100 - 120km+800, 125km+500- 125km+550, 143km+850-136km+800, 123km+700-125km+550, 119km+500- 119km+700, 114km+900, 118km+050- 124km+100, 140km+500- 141km+500,		
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			No
Bird Nests	N/A			
Trees (Red Willow)	N/A			
Wetlands	SF 71,119+500	Ravine, frozen wetlands		No
Watercourse Crossing	N/A			No

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 97,98,103,112-114,118-127,129,131,135,136-143, and shoofly 71,72,75,76,78,88,

On January 23, the monitors were informed to keep a keen eye on backfilling. There are concerns about the operators rushing to backfill, as rushing the work can cause potential damage to the pipelines, if it's covered with uncrushed dirt and rocks. The monitors entered the ROW at km 118+100 (SF 72). Welding, tie-in, and lowering in were noted at km 120+800. Backfilling was taking place at km 121+650; and, at km 122+500 (SF75), the excavator was digging out the ditch for tie-in. Later, the monitors met with Gord Moffat and Wayne Rhyason, regarding the concerns with backfilling. The monitors were given a summary of what to look out for, and to call immediately should they suspect that the work is being rushed. At km 122+500 an excavator was working alone with a spotter, crushing of dirt and backfill was monitored. At km 125+500, excavator was seen crushing dirt with bucket and tracks and backfilling over pipe in tie-in ditch. Congestion was noted at SF 78, they drove to SF 76 and monitored backfill for the remainder of the day.

On January 24, the monitors entered the ROW at km143+850 (SF 88). Excavators were warming up their equipment and moving equipment on flat bed at km 141+500. At km 136+900(SF84), tie-in was observed and again at SF 75. At km 125+550, excavator and dozer were at work. At km 123+700, two excavators were digging the ditch and dozers were clearing dirt piles. The following activities were monitored: welding at km 122+100, clean up crew at km 121+500, dirt piles were pounded and ripped up by dozers on the ROW, and dozer was moving dirt at km 119+500. At Cactus lake station (SF 71), backfilling was noted (km114+900), also the dozer arrived where the excavator was working and the crews were seen dismantling the fence line.

The following day, the monitors noted that ripped dirt was left on the ROW from the previous day, and was cleaned up at km 119+500; additionally, excavator and dozer were crushing dirt over mainline (wetland area). At km120+700, clean up crews were picking up materials, excavator and dozer were working the dirt pile to prep for tie-in. Tie-in was going was observed at km 122+200, NDE testing at km 122+600, and the crew was setting up materials for trench. Excavators were monitored digging in the ditch and the roadway was blocked with dirt piles at km 124+100. At km 140+200, dozer was moving dirt on ROW and excavator was backfilling. Virgil noted two occurrences of concern: at the creek (km 98+000), a hauling truck (for dirt) was idling its engine for the entire day, and didn't move until 3p.m, and a dozer was idling its engine (all day) and only moved from the creek to the wash station (truck number AT 22 B1M02355).

On January 26, dozers were working on dirt piles at km 143+900 (SF 89). Excavators and dozer backfilling was taking place at km 141+500, the monitors had to leave the area as operators were dumping dirt at both in and out access roads. Sifter backfilling and excavator was noted at km 136+500, Wennell was approached by Oiler to warm up in her vehicle, as there was no bus in the area at the time. Side boom and excavator were crossing at km 136+600; and, side booms were suspending pipe for excavators to backfill at km 136+600. Welding at tie-in was taking place at km 131+200; also, tie-in at SF 69. At km 121+800, the dozer was seen sitting with operator in the machine, excavator was working dirt piles and the dozer was smoothing out dirt where backfilling was completed (km 126+200). Lowered in pipe was noted at km 126+900 and tie-in work was at km 127+200. At km 113+700, three track hoes were spotted and 1 dozer was working on backfill.

On January 27, the monitors went to km 141+400, where two excavators were backfilling, and another was seen breaking up dirt piles. At km 136+600, another excavator was noted breaking up frozen dirt piles. Welding at tie-in was observed at km 135+100, and, an excavator was spotted cleaning out the tie-in ditch at km 131+250. At km 129+400, welding at tie-in was observed and excavators were scraping dirt and cleaning dirt piles at km 129+400.

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

Photos of Sites Visited & Topics Discussed This Week



1. Excavator digging tie-in ditch- Km 122+550 – Jan 23, 2018



2. Tie-in – Km 122+500 – Jan 23, 2018



3. Backfill – Km 125+550 – Jan 23, 2018



4. Chunk of dirt next to pipe – km 125+500 – Jan 23, 2018



5. Tie-in ditch – Km 136+700 – Jan 24, 2018



6. Tie-in – km 122+500 – Jan 24, 2018

BACKFILL
KP114+900
Jan 24/18



7. Backfill – Km 114+900 – Jan 24, 2018

DIGGING
KP124+100
Jan 25/18

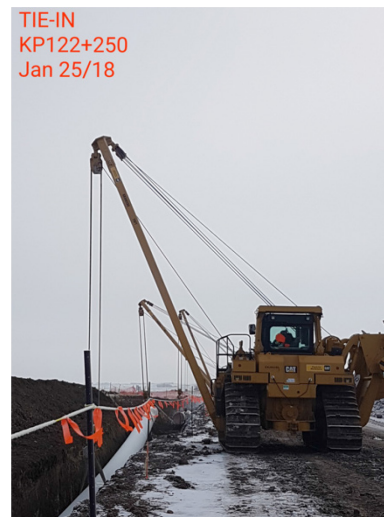


8. Digging - Km 124+100 – Jan 25, 2018



01.25.18
KP119+500

9. Brush pile (black material for wetland area)- Km 119+500 – Jan 25, 2018



TIE-IN
KP122+250
Jan 25/18

10. Tie-in – Km 122+250 – Jan 25, 2018



TIE-IN
KP126+900
Jan 26/18

11. Tie-in – Km 126+900 – Jan 26, 2018



BACKFILL
KP136+500
Jan 26/18

12. Backfill – Km 136+500 – Jan 26, 2018

WELDING
KP129+400
Jan 27/18



13. Welding– Km 129+400 – Jan 27, 2018

FROZEN DIRT PILE
KP136+600
Jan 27/18



14. Frozen dirt pile – 136km+600 – Jan 27, 2018

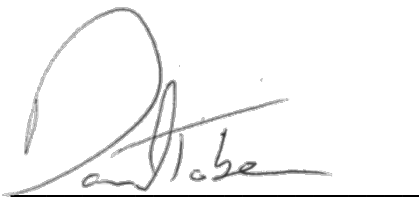
APPROVALS



Virgil Deschamps
Senior Construction Monitor

February 2, 2018

Date



Daniel Tober
Senior Environmental Scientist

February 2, 2018

Date