

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

ABORIGINAL CONSTRUCTION MONITORING

WEEKLY REPORT

SPREAD 1

NOVEMBER 13TH TO NOVEMBER 19TH

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 have been summarized for the week of November 13th to November 19th, 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	Located at 64km+550, 66km+400 - 70km+200, 123km+320, 134km+850, 27km+250 – 50km+900, 60km+800 – 75km+800, 109km+50, 81km+450, 46km+250, 49km+200.		No
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, attended scheduled midweek meeting with Eric Foster from Matrix Solutions Inc.

Weekly activities included spot-checking km 20, 26 to 50, 55 to 59, 60 to 75, 81, 108, 109, 113, 123, 127, 132, 134, 144; and shoofly: 7, 11, 24, 26, 39, 41 to 44, 46, 66, and 70 to 89.

On November 13, the crew went east to km144, drove along the line from shoofly 89 to 70. The following activities were noted: bending crew at km134+850, welding crew at km123+320, booms (lowering-in crew) crossing the highway at km64+550, and observed the ditcher at km69+400. Additionally, excavating was taking place at both km66+400 and km70+200.

The following day, the crew headed to km27+250 and noted that backfilling is complete. They drove along the ROW from km34 to 50+900. The following tie-in crew activities were reported: backfill at km34+000 and km41+650 and tie-in work at km36+000. At 50km+900, the crew observed the pipe being lowered into the ground. Clean up was taking place at km62+100 (pipe in the ground and backfill is complete). They went to view bell holes, but no one was present (km60+700). At km67+300, they observed that the lowering-in crew were waiting to lay pipe. At km74+750, ditcher activity was noted.

On November 15, the monitors headed east to km 108+600 (shoofly 66), in which welding activity was noted (108km+500). Hazardous weather conditions were reported, and visibility was low, so they proceeded west. They continued along the ROW from km64+600, and monitored backfilling at km69+260 and km71+100. At km72+300, pipe was being lowered into the ground.

On November 16, weather conditions were poor with whiteout conditions. The crew drove along the ROW from shoofly 44 to 42 to observe construction. At shoofly 43, booms present with straps up, but were not hooked into pipe. Additionally, the welding crew got shut down. At km75+800 (shoofly 46) monitored tie-in work.

On November 17, the crew proceeded east to km109+50 (shoofly 66) to view welding activity. Bending crew was in action at km127. Viewed welding crew at km132+900. Later headed west to km75 (shoofly 46) to monitor the pipes lowering into the ground. At km79+170 viewed the ditcher, and at km73+400, they checked out backfilling. At km81+450, watched tie-in work, and later continued along the ROW from km 19 to 17.

On November 18, the crew went to shoofly 41 and 42 but there were no crew's at that location. Headed to km69+400 (shoofly 39). Continued along the ROW from km 59 to 55, went to km47+300 to 46+200 and observed backfilling and pipe lowering in. At shoofly 26, monitored tie-in crew backfill. Furthermore, backfill is complete at shoofly 24. At km20+400, backfilling is also taking place.

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. Welding Crew – Km123+320 – Nov 13, 2017



2. Bending Crew – Km 134+850 – Nov 13, 2017



3. Lowering-in Crew – Km64+550 – Nov 13, 2017



4. Welded pipe on skids – Km 68+400 – Nov 13, 2017



5. Tie-in – Km 41+650 – Nov 14, 2017



6. Tie-in Backfill – Km 41+650 – Nov 14, 2017



7. Welded Pipe on Skids – Km 74+750 – Nov 14, 2017



8. Pipe lowering – Km 50+900 – Nov 14, 2017



9. Ditcher activity – Km74+750 – Nov 14, 2017



10. Pipe in the ground – km 62+500- Nov 14, 2017



11. Waiting to lower pipe – km 68+400 – Nov 15, 2017



12. Welding (Low visibility) – km 108+600 – Nov 15, 2017



13. Pipe lowering – km 72+300 – Nov 15, 2017



14. Tie-in activity – Km 75+800 – Nov 16, 2017



15. Tie-in – Km 81+450 – Nov 17, 2017



16. Off side welding – km 109+50 – Nov 17, 2017



17. Off side welding – Km109+50 – Nov 17, 2017

APPROVALS



Virgil Deschamps
Senior Construction Monitor

November 24, 2017

Date



Daniel Tober
Senior Environmental Scientist

November 24, 2017

Date