

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

ABORIGINAL CONSTRUCTION MONITORING

WEEKLY REPORT

SPREAD 1

NOVEMBER 27TH TO DECEMBER 2ND

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 27th to December 2nd, 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 89km+000 - 90km+900, 72km+000 - 81km+550, 100km+250 - 99km+250, 98km+350 - 102km+350, 143km+850 - 137+000, 125+550 - 119+950, 113+100, 111+750-109km+400		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.

Weekly activities included spot-checking km 0, 10, 21-34, 36, 50, 72-90, 96, 98-126, 129-143; and shoofly: 2, 8-39, 54, and 61.

This week's activities started with a drive from km 90+900 to 72+000 on the ROW. At km 72+000, the excavator was active. Tie in work was taking place at km73+000 and the area was mostly backfilled. The backfilled mainline picture taken at km 73+300 and 72+000. At km 89+000 (shoofly 54) the monitors viewed track bore work; then, they headed to km 81+550 to 75+950.

On November 28, the crew drove to kick off in Hardisty. They viewed highway crossing at km 34+000 and 21+650. They entered the ROW at km 36+300 (shoofly 26) but there was no access as the gates were closed. At km 33+900, tie in backfill is complete. The crew proceeded to km 10+200 (shoofly 8) and again, there was no access. They then drove to km 0+800 (shoofly 2) whereby the line is in the ground and complete. The crew tried to locate the burning brush but could not find it, so they headed to km 50+800 (shoofly 32). Lowering was evident at km 96+750 and the ditcher was in action at km 100+600.

The following day, the monitors headed to km 100+200 and drove on the ROW to km 102+350 where excavators were at work. The ditcher was undergoing maintenance at km 102+300. The dozer was seen clearing snow at km 103+250. Side booms were moving pipes at km 106+550, and bell hole work being done at km106+000. Excavators were seen working at the road crossing at km107+750. At km126+600 crews were working the jeepers, additionally, welding off sides was evident at km 126+800. The monitors drove on the ROW from 129+650 to 139+600, where the coating crew was at work.

On November 30, the monitoring crew entered the ROW at km100+250 (shoofly 61). Lowering was taking place at km 99+050. Not too far away, the excavator was clearing the ditch for pipes to be lowered into the ground (km 99+100). Met with Eric Foster (Matrix) and he joined Wennell for a ride along the line. At km99+025, monitored the soil-separating/sifter machine and then monitored mainline backfill at km 99+500.

On December 1, the monitors observed construction at km98+100 and headed east on the ROW to km114+200, and continued along until km109+300. At km 101+950, the crew monitored lowering in. They continued driving on ROW from km 143+800 to Km 137. At km 137+300, welding off sides was noted and picture was taken of finished pipe on skids at km 143+750.

On December 2, the monitors checked out the construction activity at shoofly 39, continued onto shoofly 8. Drove on ROW from km 100+000 – 125+500 and repair crew

was present. The excavator was seen digging in bell holes and side booms on ROW at km 113+100. The dozer was clearing snow at km 109+200 and wrapped up the day by monitoring lowering in at km 105+700.

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. Tie-in work – Km73+000 – Nov 27, 2017



2. Backfilled Mainline – Km 73+300 – Nov 27, 2017



3. Tie-in work – Km 89+000 – Nov 27, 2017



4. Completed work – Km 0+700 – Nov 28, 2017



5. Completed Work – km0+800 – Nov 28, 2017



6. Pipe lowering in – Km 96+750 – Nov 28, 2017



KP100+600
Nov 28/17

7. Lowering in – Km 100+600 – Nov 28, 2017



KP106+550
Nov 29/17

8. Side booms moving pipes – km 106+550 – Nov 29, 2017



11.29.17
KP107+750

9. Booms and excavators – km107+750 – Nov 29, 2017



KP129+700
Nov 29/17

10. ROW – km 129+700 – Nov 29, 2017



11.29.17
KP131+050

11. ROW - km 131+050 - Nov 29, 2017



KP131+850
Nov 29/17

12. Pipe on skids - km 131+850 – Nov 29, 2017

KP99+025
Nov 30/17



13. Soil Sifter – km 99+025 – Nov 30, 2017

11.30.17
KP99+050



14. Lowering – in – km 99+050 – Nov 30, 2017

KP99+100
Nov 30/17



15. Excavator clearing ditch – Km 99+100 – Nov 30, 2017

11.30.17
KP99+025



16. Soil Sifter – Km99+025 – Nov 30, 2017

11.30.17
KP100+225



17. Ditch and pipe – km 100+225 – Nov 30, 2017

12.01.17
KP137+000



18. ROW (field) – Km 137+000 – Dec 1, 2017



19. Finished pipe on skids – Km143+750 – Dec 2, 2017



20. Bell hole work – Km113+100 – Dec 2, 2017

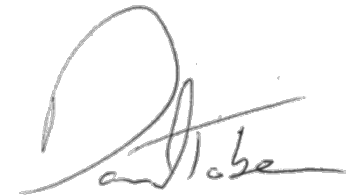
APPROVALS



Virgil Deschamps
Senior Construction Monitor

December 7, 2017

Date



Daniel Tober
Senior Environmental Scientist

December 7, 2017

Date