

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

**ABORIGINAL CONSTRUCTION MONITORING**

**WEEKLY REPORT**

**SPREAD 2**

**JANUARY 15<sup>TH</sup> TO JANUARY 21<sup>ST</sup>**

## 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 two. 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 15<sup>th</sup> to January 21<sup>st</sup>, 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)	N/A			
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			

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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 and Dean Pooyak from Enbridge.

Weekly activities included spot-checking km 161-170 and shoofly 93,98,99.

On January 15, the track bore was seen at the bore bay at SF93, and the crew walked the spill pile at this location, nothing significant was found. At km 163+400, x-ray was working at tie-in. Four excavators and two dozers were backfilling at km163+900. The backfill crew cleared a pathway for spring run-off and wildlife (km162+000). At km 165+400, excavator and dozer were pre-ripping, this area was scanned and nothing of significance was found. The crew observed the mechanic servicing equipment at km 165+700; the fuel truck came by to fuel equipment. The ditcher was at work at km 166+250. The boring crew moved from km 161+000 (SF93) to SF 94. The ditching crew was at km 165+300 and the picker was on the ROW.

On January 16, the monitors observed backfill crew at km164+100. Medics were at location km163+400. Tie-in was taking place at km 164+310, the backfill crew created a path for wildlife to cross, the area was scanned but nothing was found. The pathways were located at km 162 to km163. Backfill crew was at work at km 164+050. At SF 93, mechanics were servicing equipment; also, the boring crew were pumping water at this location, Hydrovac was on site. At km 161+350, there is an access route for wildlife, as well as for the spring thaw.

On January 17, work was shut down due to rain.

On January 18, at km 164+580 and km 166+500, the mechanic was at work. Excavator and dozer were being serviced at km 164+125. Medics were located at km 163+400. Backfilling was observed at km 164+280 and sandblasting at tie-in was taking place at km 164+325. Backfilling crew were shading mainline at km 164+260. Median surveys were on site at SF93, and offloading of equipment was taking place at this location. At SF98, the mechanic was servicing the trackhoe. At km 166+368.7 two excavators were digging the ditch. Boring work was taking place at km 163+400, ditching work was observed at km 166+400 and lowering in at km 166+200.

The following day, excavators were shading the mainline at km 165+800 and the hydrovac was observed day-lighting the lines at km 166+610. Lowering in was monitored at km 166+650 to km167+470. Hydrovac was noted at km 166+610. At SF93, track bore crew was at work, they were setting up the bore bay and the excavator was finishing up the catch pit. The long stick excavator was seen cleaning up soil at the wetlands located at km 165+790 and backfilling at km 165+880. Additionally, a tractor was seen clearing frost at km 165+190. At Sf98, backfill excavators were crossing and then backfilling started at km 166+700. The ditcher was at work at km 167+400 and lowering in at km 167+045. At kickoff, the ditch was monitored (km144+300). The monitors walked from km 150+100 to km 150+900, but nothing was found. The boring crew were at km 159+450.

On January 20, the monitors observed the excavator and dozers widen the catch pit at km 159+400 (SF93). Hydrovac day-lighting lines were noted at km 166+610. The monitors walked the area after equipment left at km 164+325, nothing was found. Lowering in was taking place at km 167+675 to km168+850 (SF99). Backfill shading was observed at km 167+790, and backfilling at km 168+296. The ditcher was observed at km 167+296.

On January 21, the crew observed the excavator pre-ripping frost on the ditch line at km 170+200. The mechanic was observed at km 170+100. The ditcher was seen working towards East at km 169+900 and lowering in was noted at km 169+000 to km169+420. At km 169+000, the bell hole was flagged, as there was an open ditch. Backfill crew was at km 168+530, it was noted that the ditch was prepared for the tie in crew to hook up side booms.

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.



1. Mechanic – km 165+900 – Jan 15, 2018



2. Bore bay – SF 93 – Jan 15, 2018



3. Backfill Crew - 164km+050 – Jan 16, 2018



4. Wildlife and run-off pathway - Km 162+010 – Jan 16, 2018



5. Access route (wildlife and run-off) – Km 161+350 – Jan 16, 2018



6. Median Survey – SF 93 (N.E) – Jan 18, 2018



7. Mechanic servicing excavator – Km 164+125 – Jan 18, 2018



8. Backfill - Km 164+244 – Jan 18, 2018



9. Backfill shading mainline - km 162+260 – Jan 18, 2018



10. Long stick excavator clearing wetland - Km 165+190 – Jan 19, 2018



11. Ditch – Km 144+300 – Jan 19, 2018



12. Topsoil where monitors walked – km 150+800 – Jan 19, 2018





13. Lowering in – Km 166+650 – Jan 19, 2018



14. Hydrovac - Km 166+610 – Jan 19, 2018



15. Tie-in backfill - km 164+325 – Jan 20, 2018



16. Excavator dig – km 159+428 – Jan 20, 2018



17. Flagging bell hole -169+000 - Jan 21, 2018



18. Pre-ripped ditch line - km170+200 – Jan 21, 2018



19. Side booms lowering in- km169+200 – Jan 21, 2018



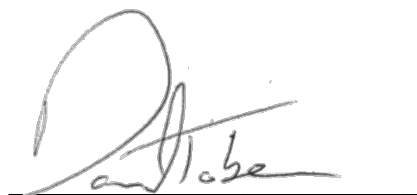
20. Excavators - km170+300 – Jan 21, 2018

**APPROVALS**



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Drayton Kasokeo  
Senior Construction Monitor

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Date



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Daniel Tober  
Senior Environmental Scientist

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Date