

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

ABORIGINAL CONSTRUCTION MONITORING

WEEKLY REPORT

SPREAD 2

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 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 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)	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			

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 159-161,163,165-170 and shoofly 93-100.

On January 23, the monitors observed unloading of pipes off of the picker at km 159+300. Crews were crossing with equipment at km 159+450, and the mechanic was on site. Medcor services were stationed at km 163+400. Tie-in was taking place at km 163+350, the hydrovac was located at km 163+600, and the boring crew were located at km 163+550 (SF 96). Meridian survey was on site at km 163+350. Backfill crew was monitored at tie-in at km 168+530, and mainline backfill at km 169+790. Hydrovac were day-lighting lines at km 165+300 and the track bore was digging at km 166+450.

On January 24, the monitors observed the excavator and dozer digging in bore bays at km 167+525(SF 99). The hydrovac was day lighting the line at km 165+300, and the monitors observed the dozer ripping frost at km 165+540 (SF 98). The excavator and rock truck were observed digging the bore bay to set up track bore at km 166+430. The rock truck was there to move the spill pile to create more workspace. The boring crew was cleaning auger at km163+700. Medics were at location km163+400. Coding crew was observed at km 163+350, tie-in was monitored at km 160+400. The monitors walked on the spill piles to see if there was anything of concern, but nothing was found at km 160+400 to 160+500. Meridian survey was noted at km 163+550. Backfill was monitored at km 159+600 and at km 163+350

On January 25, tie-in and backfill were completed at km 159+430; tie-in crew was at work at km167+500 and 160+400. The hydrovac was day lighting hotlines at km 161+750 (SF 94). Excavator and dozer were monitored digging in bore bay at km 161+700 (SF94). Track bore spud was noted in SF 98, the hydrovac was digging in a site hole to check the depth before they proceed with bore. Slip bore was completed and moved from SF 99 to SF 100. Medics were located at km 163+400. Meridian survey was on site at 160+400. Tie-in backfill was monitored at km 163+300. From km 163+300 to km 163+350, the monitors walked to check if there were any leaking vehicles, as they were parked overnight, but the area was clean. Crews were preparing for lowering in at km 163+500. The slip bore crew was observed digging in the bore bay at km 168+900.

The following day, the monitors observed crews covering bore pits at km 160+900, and two hydrovacs were day lighting hotlines at location km161+750(SF 94). Meridian surveys were stationed at km 160+400. Bore pits were being backfilled and coding crew was present at km 161+400. Crews were observed prepping for tie-in at km 159+300. Medics were noted at km 163+400. At km 163+400, tie-in was taking place. The bore crew was setting up bore pipe and auger at km 166+450. Hydrovac was day lighting hotlines at km 168+940 (SF100), in order for the track bore to start underground boring. Once completed, the slip bore excavators started to dig in catch pit at km 168+950.

Hydro vac moved to day light hotline at km 169+000. At SF 98, track bore crew set up bore pipe and augers, and welders were joining them together.

On January 27, the crew observed equipment crossing at SF 93. At km 159+600, the excavator was observed opening up soils for the spring run-off and wildlife paths. Meridian survey was on location at SF 93. Backfilling was monitored and completed at km 160+400. Crews were prepping for tie-in at km 160+900 (SF 99). The bore crew was at SF 98; they were adding length to the bore pipe and auger to bore under the road. Hydrovac was at work at km 161+800. Excavator was noted digging in the catch pit at SF 98. The dozer was ripping at SF 99. The tie-in crew was noted at km 163+500 and km 166+650. Hydrovac was cutting a slot on a hotline at km 169+000 (SF100), and tie-ins were working on hot bend section of the mainline at km 169+455. The excavator was digging at km 169+450 and the slip bore was noted at km 169+920.

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. Backfill tie-in– km 168+530 – Jan 23, 2018



2. Hydrovac day lighting– km165+300 – Jan 23, 2018



3. Unloading pipes - km159+450 – Jan 23, 2018



4. Tie-in - Km 159+450 – Jan 23, 2018



5. Tie-in weld – Km 163+370 – Jan 23, 2018



6. Excavator and dozer – Km 163+550 – Jan 23, 2018



7. Tie-in – Km 160+300 – Jan 24, 2018



8. Spill pile - Km 163+550 – Jan 24, 2018



9. Bore pit - km 166 (SF 98)– Jan 24, 2018



10. Dozer – SF 99 – Jan 24, 2018



11. Hydrovac – Km 161+800 – Jan 25, 2018



12. Bore bay – km 162+910 – Jan 25, 2018



13. Catch pit – Km 166+550 – Jan 25, 2018



14. Tie-in Backfill- Km 163+300 – Jan 25, 2018



15. Tie-in - km 160+450 – Jan 26, 2018



16. Bore pits being covered – km 161+000 – Jan 26, 2018



17. Uncovered bend -160+450 - Jan 26, 2018



18. Slip bore digging catch pit - km168+950 – Jan 26, 2018



19. Booms on bore crew- km166+450 – Jan 26, 2018



20. Excavator dig - km160+467 – Jan 26, 2018



21. Dozer pushing dirt – km 166+450 – Jan 27, 2018



22. Booms on tie-in - km 169+500 – Jan 27, 2018



23. Excavator digging in soils for spring run-off – km 159+600 – Jan 27, 2018

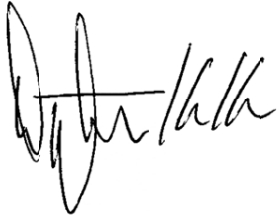


24. Tie-in backfill – Km 160+900 – Jan 27, 2018



25. Tie-in Backfill – km 160+400 – Jan 27, 2018

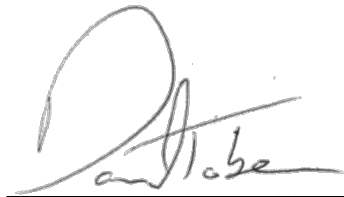
APPROVALS



Drayton Kasokeo
Senior Construction Monitor

February 2, 2018

Date



Daniel Tober
Senior Environmental Scientist

February 2, 2018

Date