

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

**ABORIGINAL CONSTRUCTION MONITORING**

**WEEKLY REPORT**

**SPREAD 2**

**JANUARY 29<sup>TH</sup> TO FEBRUARY 3<sup>RD</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 29<sup>th</sup> to February 3<sup>rd</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			

---

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 159,161,163-170 and shoofly 94,96-101.

On January 29, the monitors observed the excavator working at SF 94; they were digging through the road for tie-in crew to lower in sections of the mainline. Backfill was monitored at km163+450 to km163+560. After coating is finished, the crew will backfill at km 163+550. Prep work was noted at SF94, and tie-in again at km 163+650. Track bore crew and meridian surveys were at location SF 98. Excavators were digging near the hotline at SF 100; slip bore to follow. At km 167+250, tie-in was noted. The boring crew was at work at km 168+900. Three excavators were moving soil at km 169+500; and two hydrovacs were daylighting the hotlines at km 169+580. An excavator was spotted digging at km 169+450 and the dozer was ripping at km 170+300.

On January 30, freezing rain was reported and work was shut down for the day.

On January 31, the monitors observed side booms holding up tie-in, at km 163+600 for x-ray and coating. The mechanic was spotted servicing equipment at km 160+450. Meridian survey was noted at SF98. At km 161+700, tie-in crew was lowering in a section; and at km 161+800, hydrovac was at work. Backfill crew was waiting for tie-in at km 163+600; and, the excavator was working at km 163+700. At km 164+600 the excavator was digging. Two excavators were digging in the ditch for tie-in at km 169+580. Three hydrovacs were daylighting hotlines at km 169+640. Backfill was monitored at km 167+330 to km 167+520. Excavator was digging in the ditch for tie-in at km 164+600. A crew was spotted working nearby to the wetland at km 170+500.

The following day, the crew monitored the excavators digging in the ditch at km 164+560 and km 165+250. At km 159+225 and km163+700, the mechanic was servicing equipment. Tie-in was observed at km 161+700, and backfilling at tie-in was in action at km 163+600. The excavator was digging in the ditch at km 164+600. The mechanic was setting up booms at km 166+000. The bore crew was welding on heavy wall pipe to push beneath SF98 and hotlines. The excavator and the bore crew were starting to dig in the ditch for tie-in. The backfill crew were shading pipe and backfilling at SF96; and, backfill was noted at km167+330 to km167+520. Crews were unloading equipment at SF 97 and prep work was taking place at km 165+400. Tie-in was observed at km 167+680 (near to the wetlands). Prep work was observed by excavator and hydrovac; at km 170+550 for the ditching crew. The ditcher was moved to the wash bay at SF 100.

On February 2, backfilling was monitored at: km 159+325, km 161+700 and km 163+600. Additionally, the backfill crew was shading near hotlines at km 163+630 and at km 161+805. The mechanic was servicing equipment at km 163+700. Booms were holding pipe for coating at km 163+649. At km 166+625, hydrovac was daylighting hotline for the excavator. Backfill was completed was km 159+400. The backfill crew

were beginning to backfill at SF94 where they started at hotlines and then worked there way out. Two excavators were digging at km 165+200. Lowering in was noted at km 166+440 (SF 98). The hydro vac was at work at km 166+600. Bore crew were spotted at SF 98, coding was noted at SF99 and, tie-in crew were at SF 100 and 101.

On February 3, backfilling was monitored at SF 94. Two excavators were shading at location km 161+805. Booms were holding up pipe at km 163+649. Tie-ins were noted at the following locations: km 164+600, km 165+300, km 166+350, km 168+860 and SF100. Excavator and hydrovac were digging tie-in ditch with a Sasktel line in the middle of the ditch at km 166+560; and, also doing some prep work at km 170+200 to km170+650 (Wetlands).

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. Hydrovac– km 169+650 – Jan 29, 2018



2. Backfill– km 163+500 – Jan 29, 2018



3. Excavator in ditch- km 161+780 – Jan 29, 2018



4. Tie-in - Km 167+450 – Jan 29, 2018



5. Spill pile – Km 159+300 – Jan 29, 2018



6. Equipment working by wetland – Km 170+750 – Jan 31, 2018





7. Tie-in – Km 161+700 – Jan 31, 2018



8. Backfill - Km 167+520 – Jan 31, 2018



9. Excavator and hydrovac - km 169+580 – Jan 31, 2018



10. Backfill – km 167+420 – Jan 31, 2018



11. Mechanic setting up boom– Km 166+000 – Feb 1, 2018



12. Prep work – km 170+290 – Feb 1, 2018





13. Backfill shading – Km 163+590 – Feb 1, 2018



14. Tie-in - Km 162+000 – Feb 1, 2018



15. Tie-in (digging) - km 165+400 – Feb 1, 2018



16. Soil gap – km 162+699 – Feb 2, 2018



17. Gap for wildlife -162+700 - Feb 2, 2018



18. Shading tie-in - km 161+900 – Feb 2, 2018



19. Excavator digging Sasktel line in the ditch - km166+450 – Feb 3, 2018



20. Backfill - km159+200 – Feb 3, 2018

## APPROVALS



---

Drayton Kasokeo  
Senior Construction Monitor

---

February 7, 2018

Date



---

Daniel Tober  
Senior Environmental Scientist

---

February 7, 2018

Date