

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

**ABORIGINAL CONSTRUCTION MONITORING**

**WEEKLY REPORT**

**SPREAD 2**

**OCTOBER 15<sup>TH</sup> - OCTOBER 20<sup>TH</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 October 15<sup>th</sup> – October 20<sup>th</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)	No Occurrence			
Rock Formations (rocks of significance, tipi rings, etc.)	No Occurrence			
Artifacts	No Occurrence			
Bones	No Occurrence			
Potential Gravesites	No Occurrence			

### Environmental Features

Field Observation	# of occurrences	Description and Mitigation Measures	Mitigation Status	Further Action Required (Yes/No)
Medicinal or Cultural Plants	No Occurrence			
Aquatic Life	No Occurrence			
Animal Observations or Burrows	No Occurrence			

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Bird Nests	No Occurrence			
Trees (Red Willow)	No Occurrence			
Wetlands	No Occurrence			
Watercourse Crossing	No Occurrence			

## Additional Observations and Summary of Activities or Concerns

Attended daily safety meetings and discussed daily scopes each morning with the Contractor Liaison Dean Pooyak, and/or the Senior Construction monitor Drayton Kasokeo.

Weekly activities included spot-checking km: 149-153,155,157,159,170-174,176-181, 182,184,186,187,191,193,195,197,204,214,220,225,241,242,249,252-255,259,260,266; and shoofly: 92,93,101,108-139,144,154,155,156,158,161,162,164,165,168,

On October 15, the daily safety theme was wet conditions on the ROW. The weather forecast was sunny and windy. At SF 101, dozer was levelling ROW access, and two dozers were digging the ditch on the mainline. At SF 103, the ditching crew were digging the mainline ditch for lowering in. The lowering in crew was crumbing the ditch for pre-jeeping. At SF 104, excavators were digging the ditch behind the ditching wheel. Crews pre-jeeped a straight section on the mainline between km 172+300 to 173+750. At SF 108, the tie-in crew were welding a pig catcher to dewater the HDD bore section. At SF 110, the coating crew were coating the reverse lay on the mainline. At SF 118, the track bore crew hit a rock and they were pulling out a damaged auger flighting so they could clean out the bore casing. At SF 120, excavator was digging the bore pit. At km 195+200, the poor boy crew were welding. Hydro mulch was being sprayed at km 204+000, and at km 204+100, three excavators were doing transitions on pipe for mainline welding crew. At SF 154, the boring crew was monitored. At SF 161, (heritage area) track hoe was working on grade, and the archaeologist was onsite. At SF 162, medcor services were on location and crews were installing a ramp on the bridge. At SF 164, hydrovac was observed. At SF 168, crews were cleaning equipment and another crew was loading equipment.

October 16, the daily safety theme was distracted driving on highways and on the job site. The weather forecast was sunny with wind. The monitors welcomed a First Nation Bus Tour. The visitors were from Moosomin First Nation and were hosted by the Enbridge team. At SF 101, the coating crew were sandblasting a 2 joint section. At SF 102, lowering in crew was working, and the backfill crew were shading the mainline. The ditching wheel was working east at km 177+300. At SF 100, grader was working. At SF 124, the poor boy welding crew were working on the east side. The hydro mulch crew were working east of SF 133. The bending crew were working at the Native Prairie between SF 138 and 139. At SF 144, boring crew was noted. The bending crew was at km 220+200. Excavators were digging the bore pit for mainline welding at km 241+819. Crew was pulling the track bore at km 242+700. At SF 161, dozer was grading and was monitored by the archaeologist, and crews were working by the bridge.

October 17, the daily safety theme was wet conditions on the ROW. The weather forecast was sunny. At SF 101, mechanic was servicing the dozer and boom. At SF 102, three hydrovacs were exposing hot lines. At km 172+812, excavators and dozers were moving dirt; and, excavators were cleaning up spill piles on backfill, as they were working behind the lower in crew at km 173+600. At SF 104, crews were moving equipment across the road (safety measures were used). The ditcher was noted

working east at km 174+100. At SF 106, lowering in crew was onsite, and crews were crumbing the ditch. Pipe testing was taking place at SF 109. At SF 108, mainline ditch was being dug, and the lower in crew crossed at SF 110. At the heritage area at SF 161, the archaeologist and senior monitor were monitoring grading. The ripped area was scanned, but nothing was found. Grading and stock piling were taking place between km 253+600 to 253+860. Crews were backfilling at SF 156. At SF 158, the excavators were working on the cradle bore to dig the catch pit. At SF 142, the bending crew were setting up, Drayton walked on the disturbed ground from the tracks left behind from the side boom, but nothing was found.

October 18, the safety theme was to treat all intersections as four-way stops. The weather forecast was sunny. At SF 92, after the tie-in welds passed the x-ray, surveyed and then coated, the tie-in backfill crew had excavators shading the mainline. At SF 93, excavator was digging in the tie-in ditch. At SF 110, the backfill crew were cleaning up. At SF 111, the backfill crew and the lowering in crew were monitored. At km 191+688, hydro mulch and coating crew were working east. At SF 120, the picker was loading augers. At SF 123, excavator was cleaning up dirt and loading it into the rock truck. At SF 124, crews were moving dirt. At SF 155, track bore was being pulled. At SF 158, excavators were digging the bore pit. Three dozers were pushing the dirt east of SF 161. At SF 162, Kara Wolfe was on location, excavator was being fuelled, bridge was being completed over the watercourse in the Native Prairie, and medcor services were onsite. At SF 165, stringing crew was stringing pipe.

October 19, the safety theme was to be aware of railway crossings and uncontrolled intersections. The weather forecast was sunny with wind. At SF 93, tie-in crew was moving panels and building a fence on the Native Prairie, and boring crew was at work. The hydro vac was day lighting the hotline at km 181+800 to 182+200. At SF 108, crews were crossing equipment. Lowering crew was lowering in pipe at SF 109. An excavator was being unloaded at SF 111, and the ditching wheel was working towards east. At SF 112, track hoes were digging in the ditch. At SF 113, excavators were digging the mainline and the ditching wheel was completed on the west side. At km 193+700, chemical is being sprayed on soil so it doesn't blow away. Hydro mulch was being sprayed at km 193+300. At SF 134, the end prep crew were working and labourers were prompt at cleaning up shavings. At SF 144, the bending crew were at work, and the set up crew were working on the east side. At SF 155, the track bore crew were welding a joint of heavy wall pipe onto the road bore. At SF 162, Kara and Drayton observed the excavator moving the clay spill pile to make room on the work side of the ROW.

October 20, the safety theme was hunting season, be aware of wildlife and traffic on the roads. The weather forecast was sunny. At SF 92, the tie-in backfill crew were backfilling. One excavator was shading the pipe and the second one loaded a rock truck from a stockpile and hauled it to the dozer. At SF 93, booms were being loaded onto lowboy. Excavators and dozer tie-in bell holes are being backfilled west of SF 92. The long stick excavator was cleaning up clay around the aqua dam at km 152+450. Dozer was pushing dirt and clay for tie-in backfill crew at km 153+800. Sandblasting tie-in welds in ditch were heading east through the heritage sensitive area at km 155+600. Side booms were being broken down at SF 93 to be loaded to SF 101. At km 184+600,

the mainline ditch was being backfilled. At km 185+100, mainline backfill crew were pulling soils from the north boundary and shading the mainline. Excavators were mainline ditch for final tie-in at km 186+000. At SF 112, the tie-in crew were digging out the tie-in plugs. Excavators were digging mainline ditch between SF 114 and 115. At km 187+000, the ditcher machine broke down.

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**



Track bore crew – km 193+300 – Oct 15, 2018



Excavator digging ditch for mainline crew – SF 103 – Oct 15, 2018



Loading equipment – km 266+700 – Oct 15, 2018



Grading sensitive area with Archaeologist onsite – km 254+300 – Oct 15, 2018



Ditched mainline – km 172 to 173 – Oct 15, 2018



Welding on pig catcher – km 178+300 – Oct 15, 2018





Bending crew working at the Native Prairie – km 220+300 – Oct 16, 2018



Bore pit dig– km 241+819 – Oct 16, 2018



Bending Crew – km 220+200 – Oct 16, 2018



Grading– km 254+300 – Oct 16, 2018



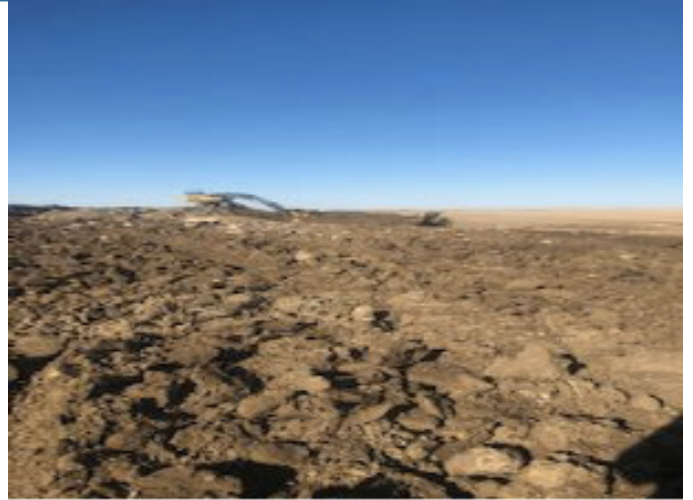
First Nation visitors on ROW– Km177+700 – Oct 16, 2018



Shading mainline – km 172+670 – Oct 16, 2018



Dozer grading on Native Prairie – km 254+178 – Oct 17, 2018



Grading and stock piling clay – km 253 – Oct 17, 2018



Excavator digging hot bend – SF 110 - Oct 17, 2018



Ditcher working east – km 174+100– Oct 17, 2018



Shading pipe - km 173+900 – Oct 17, 2018



Digging ditch – km 179+830 – Oct 17, 2018



Excavator backfilling tie-in– km 152+640– Oct 18, 2018



Mainline lowered into ditch– km 181+900 – Oct 18, 2018



Working on bridge– km 255+150 – Oct 18, 2018



Prepping bore – km 249+105 - Oct 18, 2018



Dozers cutting soil – SF 162 – Oct 18, 2018



Track bore at railway crossing– km 193+200 – Oct 18, 2018



End prep crew - km 214+700 – Oct 19, 2018



Excavator moving spill pile – km 255+180 – Oct 19, 2018



Dozer clearing work space – SF 111 – Oct 19, 2018



Digging mainline ditch – km 184+050– Oct 19, 2018



Lowered in pipe - km 179+850 – Oct 19, 2018



Ditching wheel – km 185+500 – Oct 19, 2018



Load of clay for tie-in - km 153+800 – Oct 20, 2018



Dozer pushing clay into tie-in backfill – km 151+800 – Oct 20, 2018

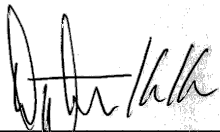


Backfill and shading bell holle - km 151+840 – Oct 20, 2018



Main line backfill crew pulling soil – km 185+100 – Oct 20, 2018

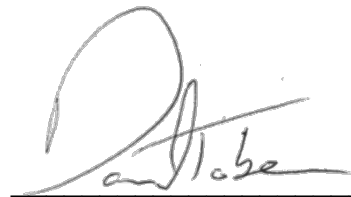
**APPROVALS**



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Drayton Kasokeo  
Senior Construction Monitor

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October 25, 2018

Date



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Daniel Tober  
Senior Environmental Scientist

\_\_\_\_\_  
October 25, 2018

Date