

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

**ABORIGINAL CONSTRUCTION MONITORING**

**WEEKLY REPORT**

**SPREAD 2**

**OCTOBER 22<sup>ND</sup> - OCTOBER 27<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 22<sup>nd</sup> – October 27<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			

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: 132,153,155-159, 170, 171, 172, 183, 189, 191,192,194-201,204-207,209,222,223,227,230-232, 234, 236, 239, 240, 241, 249, 255, 259, 260; and shoofly: 91,93,101,102,103,106,110-117, 120-124, 126-130,132, 141, 142, 145, 148, 150, 152,154,158,162,164,165.

On October 22, the daily safety theme was foreign bodies, be aware of chemicals and handling of fumes. The weather forecast was sunny. At SF 93, excavator was being loaded onto lowboy. At 153+500, excavator was loading clay onto rock truck for backfill tie-in crew. Dozer was pushing dirt for final backfill at km 155+700. Side booms were being tossed 9 joint sections for tie-in at km 156+200. Tie-in crew was welding in the ditch at km 156+000. Crews were crumbing the ditch at km 156+150. Sandblasting tie-in for backfill in the Native Prairie was noted at km 157+700. At km 158+000, grader was on the ROW. The mechanic was servicing boom at km 159+350, and the clean up crew were working at km 159+600. At SF 101 and 112, tie in crew were noted. Lowering in the straight section at SF 115, and crossed booms across the road on the east side. Equipment crossing occurred at km 189+681. At SF 116 and 117, excavators were digging the main line ditch. At km 196+370, crews were prepping the work area for the boring crew to mob in the bore under highway 31. At km 198+400, the coating crew were working. At SF 142, the hydro mulch crew were spraying the ditch side of the ROW for soil separation. At SF 158, the stringing crew were working on the east side of the ROW. At SF 162, the crew was working on the Eagle Creek Bridge; they were fastening the wood beams to the steel beams. At SF 165, the track bore crew were using the akkerman to bore the pilot for the main bore.

October 23, the daily safety theme was proper lighting on the job site. The weather forecast was sunny with wind. The tie-in crew were at km 155+800. At km 156+100 to 300, final tie-in for backfill, the coating crew were sandblasting tie-in weld, and excavator was shading pipe. At km 157+100 to 600, excavator started backfilling tie-in, crews were picking rocks, and grader was grading on the ROW. Excavators were cleaning up the ROW, and backfilling pipes at km 159+200/250. At km 159+438, crews were breaking down booms, and picker was loading boom sticks. At km 170+700, excavator was digging the ditch for tie-in crew. At SF 112, final weld out and tie-in work was noted. At SF 113, excavators were digging west of the mainline ditch off of the bore bay. Mainline backfill was observed from SF 114 to 117. At SF 117, excavator was digging bell hole. Labourers were laying geotec for excavator to put dirt on at km 192+700. Excavators/wheel ditcher was digging the ditch between SF 120 and 121, for the lowering in crew.

October 24, the daily safety theme was fatigue management. The weather forecast was sunny. At SF 93, side booms were being taken apart, and moved to SF 111, and tie-in backfill crew were backfilling. At SF 101, crews were sandblasting weld in ditch. At SF

103, the ditching wheel was working east on the mainline section that passes through the wetland. At SF 106, tie-in was noted on the south side. At SF 120, lower in crew got past the hotline, excavator was being unloaded, mechanic was servicing the ditching wheel, and crews were backfilling the ditch. At SF 121, track hoe was digging the ditch and mechanic was servicing equipment. At SF 124, excavators were digging the ditch, ditching wheel was monitored, and crews were sandblasting and coding weld. At SF 132, tactifying crew was working east, excavator was crossing and piles were being pounded.

October 25, the safety theme was awareness of your surroundings when working in new areas. The weather forecast was sunny and windy. At SF 93, dozer was pushing dirt. At km 157+000 to 800, picker truck was cleaning up in the heritage sensitive area, and excavator was cleaning up final tie-in backfill, while dozers track pack the ditch. At SF 101, sandblasting weld and prepping it to be coated, and welding tie-in in the ditch was observed. Lowering in on the west was noted, and the mechanic was servicing equipment at SF 125. At SF 126, excavators were digging the mainline ditch out from the bore bay, the ditching machine finished the straight section on the west side, and crumbing and pre-jeeping was noted. At SF 150, hydro mulch was being sprayed. At SF 152, the set-up crew were at work. At SF 164, crews were digging out the bore bay. At SF 165, the track bore crew welded on a section on the bore casing and auger flighting.

October 26, the safety theme was to be aware of wildlife in municipal areas. The weather forecast was sunny with wind. At SF 101, tie-in crew and backfill crew were working. At SF 102, tie-in excavators were digging in plugs at the SaskEnergy line crossing. At SF 106, the bore bay was being backfilled. At SF 111, tie-in backfill crew were working on the south side. At SF 142, welding reverse lays and mainline welding was observed. At km 132+800, crews were prepping for mainline welding crew. At SF 145, poor boy crew was welding. At SF 152, hydro mulch was being sprayed on the spill pile ditch. At SF 154, mainline was being set up. At SF 164, excavator was digging the bell hole at the bore bay. At SF 165, side boom was loading can onto trailer, excavator took the auger out of the ditch at the bore bay to clean the bell hole, and augering through the bore and pulling it. Also, mechanic was onsite.

October 27, the safety theme was to always have a clean windshield, as there is low lighting at dusk and dawn. The weather forecast was sunny. At SF 91, dozers and grader were moving dirt. At SF 102, track hoes were digging the ditch and dozer was moving dirt. At SF 110 and 111, the tie-in crew was noted. At SF 115, track hoes were digging the bore pit. At SF 120, track hoe was crumbing the ditch, booms were being lowered in, track hoe was moving dirt, and welder was welding above the ground. At SF 121, track hoes were digging the ditch for tie-in, excavators were moving dirt, and poor boy was welding. At SF 123, boring crew was at work. At SF 126, backfilling was noted. At SF 127 to 130, the ditching crew was ditching the mainline.

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**



Excavator shading final tie-in backfill – km 155+700 – Oct 22, 2018



Lower-in crew – km 189+300 – Oct 22, 2018



Backfill pipe – km 155+600 – Oct 22, 2018



Welding tie-in section – km 155+800 – Oct 22, 2018



Hydro mulch being sprayed – km 223+400 – Oct 22, 2018



Cutting on ROW for bore crew – km 196+370 – Oct 22, 2018



Laying geotec for ditch – km 192+700 – Oct 23, 2018



Excavator cleaning spill pile– km 159+250 – Oct 23, 2018



Shading pipe – km 156+250 – Oct 23, 2018



Digging ditch and crumbling ditch– km 192+800 – Oct 23, 2018



Dozer shaping mainline ditch– Km188+950 – Oct 23, 2018



Wheel ditcher digging mainline – km 194+600 – Oct 23, 2018





Ditching wheel working through wetland – km 197+850 – Oct 24, 2018



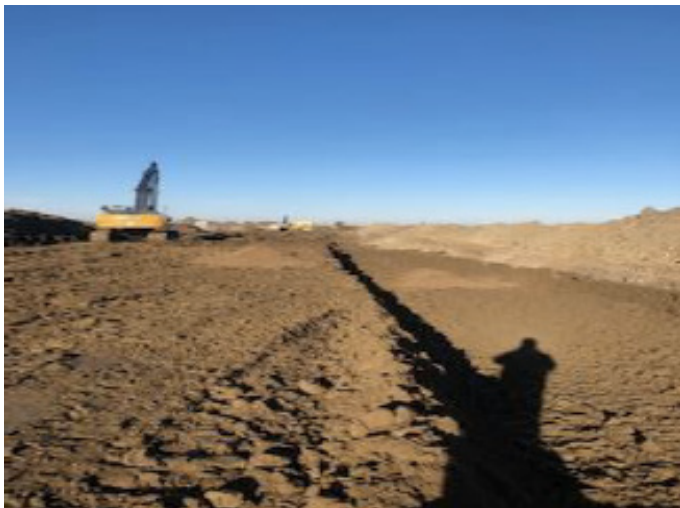
Crew tactifying – km 209+900 – Oct 24, 2018



Crew tactifying topsoil – km 209+950 - Oct 24, 2018



Lowering in pipe – km 194+850– Oct 24, 2018



Backfilling tie in ditch - km 156+270 – Oct 24, 2018



Shading tie-in ditch – km 157+430 – Oct 24, 2018



Final tie-in backfill– km 157+700– Oct 25, 2018



Excavator digging ditch– km 201+000 – Oct 25, 2018



Tie-in backfilled area– km 157+600 – Oct 25, 2018



Ditching wheel – km 200+650 - Oct 25, 2018



Bore bay being dug – km 259+100 – Oct 25, 2018



Last weld – km 222+600 – Oct 25, 2018



Hydro mulch - km 238+170 – Oct 26, 2018



Excavator moving spill pile – km 255+180 – Oct 26, 2018



Tie-in backfill – km 170+880 – Oct 26, 2018



Backfill tie-in (south) – SF 111– Oct 26, 2018



Ditcher wheel - km 207+052 – Oct 27, 2018



D6T following backfill excavators – km 201+112 – Oct 27, 2018



Digging ditch - km 195+580 – Oct 27, 2018



Clean up – km 148+100 – Oct 27, 2018

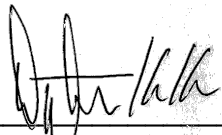


Excavator digging ditch - km 193+050 – Oct 27, 2018



Bore bay – km 196+283 – Oct 27, 2018

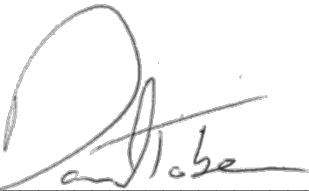
**APPROVALS**



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Drayton Kasokeo  
Senior Construction Monitor

\_\_\_\_\_  
November 5, 2018

Date



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Daniel Tober  
Senior Environmental Scientist

\_\_\_\_\_  
November 8, 2018

Date