

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

**ABORIGINAL CONSTRUCTION MONITORING**

**WEEKLY REPORT**

**SPREAD 2**

**OCTOBER 29<sup>TH</sup> - NOVEMBER 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 October 29<sup>th</sup> – November 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)	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: 146-150,152,156,161,164,165,170-176,178,179,182,183,185,187,193,195,196,208-215,217-222,225,227; and shoofly: 90,91,92,93,95,96,101-111,113,114,115,120-123,131-139,140,141,142,144,145.

On October 29, the daily safety theme was to park away from congested areas. The weather forecast was cloudy. At SF 90 and 91, dozer was reclaiming the natural grade in the field. At SF 92, the back end crew were installing a fine clean station, and there was a loader and a semi hauling out rig mats that were used at the wetland. At SF 93, excavator and labourers were cleaning the ROW, and dozer was reclaiming the natural grade. At SF 101, dozer was backfilling the ditch, and excavator was shading the mainline. At SF 102, excavators were digging the tie-in ditch. At SF 120, track hoe was digging the ditch for tie-in. At SF 121, crews were coding pipe, and the track hoe was loading dirt into rock truck. At SF 123, boring crew was at work, and flaggers were on traffic control. At SF 131, the lowering in crew and the backfill crew were monitored. At km 208+800, the mechanic was servicing crumbing track hoe, and crews were pre-jeeping. At km 209+300, the crumbing track hoe was crumbing the ditch. At km 210+900, the track hoe was digging the ditch. At SF 132, Medcor services were on location, crew was crossing equipment, and the mechanic was servicing the ditching wheel.

October 30, the daily safety theme was to perform a walk around your vehicle each morning to ensure that everything is in working order. Keep a winter safety kit in your vehicles. The weather forecast was windy. At SF 90, dozers were cleaning up. At SF 91, grader was on the ROW. At SF 92, crews were offloading pipe weights. At SF 101, track hoes were backfilling at tie-in, and dozer was cleaning up the ROW. The tie-in crew were at km 171+850. AT SF 102, track hoe was digging the ditch for tie-in. At SF 104, tie-in crew were at work and crews were pumping water. At SF 106, the long stick excavator was moving dirt, and two dozers were moving dirt at tie-in. At SF 108, two hydrovacs were day lighting hotlines. Excavators were shading the mainline ditch, and pulling soil away from the north boundary at km 210 to 211+219. At SF 132, backfill crew were pulling soil, and dozers were following behind cleaning up the ditch line. At SF 134, excavator was digging. At SF 135, the ditching wheel was noted, and excavators were digging in the bell hole. The spill pile was monitored at km 215+135, but nothing of significance was found.

October 31, the daily safety theme the safety theme was hearing protection. The weather forecast was overcast. At SF 95, dozers were putting back natural grade. At SF 101, the backfill tie-in crew were shading and backfilling the Alliance Pipeline crossing and the Kinder Morgan Pipeline crossing. One excavator was shading and the other was bulking clay. At SF 102, the tie-in crew was working to finish the tie-in weld. At SF 115, the crew was back filing the road after the crew cut the road to recover the track

bore casing, and then set in the mainline ditch that was dug. At SF 133, dozer was moving dirt; crew was picking up skids, and backfill crew were working on ROW. At SF 134, lower in crew lowered in section, and crews were crossing equipment. At SF 135, track hoes were digging the ditch, the long stick excavator was crumbling the ditch, crews were pre-jeeping pipe and equipment crossing was observed. At SF 136, crew was welding. At SF 137, the two ditching wheels were monitored.

November 1, the safety theme was to make sure that there are two points of access and egress when entering open ditches. The weather forecast was cloudy. At SF 111, track hoes and dozer were moving dirt. At SF 113, crews were pumping water, and crews were prepping for tie-in. At SF 120, tie-in crew and welders were welding for tie-in. At SF 121, crews were shading and backfilling pipe. Meridian survey was on location. At SF 122, boring crew, and crews were prepping to test bore pipe. At SF 123, hydrovacs were day lighting hotlines. At SF 139, ditcher wheel was digging the mainline ditch in the heritage area. Drayton and Kara sifted through spill piles but nothing of cultural significance was found. At km 220+238, wheel ditcher was digging the mainline ditch, it broke down and the mechanic had to spend time servicing it. Excavator was digging mainline tie-in bell hole at km 219+550 to 610. At SF 136, mainline backfill crew were pulling soil and packing the ditch and building the roach on the mainline. At SF 137, equipment crossing was noted.

November 2, the safety theme was to be aware of footing when walking on uneven surfaces. The weather forecast was cloudy with snow. At SF 96, dozer was reclaiming the natural slope of the land that was cut and built into the ROW. At SF 110, the tie-in backfill crew were at work, excavators were shading and backfilling the tied in mainline. At SF 114, crews were digging in the tie-in ditch. At SF 120, excavator was shading and backfilling the mainline ditch after the tie-in crew completed x-ray and coating. At SF 138, track hoe was digging the ditch, crews were crumbling, lowering in, and the ditcher was on the ROW. At SF 139, equipment crossing was observed, and picker was offloading joints of pipe. At SF 141, track hoe was digging the ditch at the heritage sensitive area. At SF 144, crew was coding pipe. The ditching wheel was working west at SF 145.

November 3, the safety theme was complacency; never underestimate the risks of a task, even if it seems to be routine/repetitive. The weather forecast was cloudy. At SF 102, coding crew was coding pipe, and backfill crew were cleaning up. At SF 103, crew was warming up equipment, tie-in crew were on the ROW, crew was pumping water, stairs were being cleaned up before welders go into the ditch, and Meridian survey was on location. At SF 105, tie-in crew were monitored. At SF 107, the mechanic was servicing equipment and crews were crossing equipment. At SF 109, picker was offloading test head. At SF 110, track hoe was shading pipe. At SF 114, tie-in crew was prepping to lower in tie-in section. At SF 138, dozer was cleaning up after/behind backfill excavators. At SF 139, front end of the backfill crew were working at the bottom of the hill. At SF 140, excavators were digging in the heritage sensitive area. At SF 142 and 145, wheel ditcher was digging the mainline ditch.

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**



Reclaimed wetland after mainline was installed - km 152+700 - Oct 29, 2018



Excavator packing clay into bell hole - km 171+064 - Oct 29, 2018



Crossing equipment – km 209+789 – Oct 29, 2018



Digging ditch– km 211+100 – Oct 29, 2018



Excavators digging mainline ditch – km 210+900 – Oct 29, 2018



Excavator digging ditch – SF 120 – Oct 29, 2018



Excavator digging out bends in mainline ditch– km 211 – Oct 30, 2018



Shading crew pulling soil– km 209+200 – Oct 30, 2018



Backfill tie-in – km 171+600 – Oct 30, 2018



Discharge hose for pumping water– km 175+250 – Oct 30, 2018



Dozer pushing clay– Km183+007 – Oct 30, 2018



Excavator digging bend for tie-in– km 172+140 – Oct 30, 2018





Ditch before lowering in – km 218+900 – Oct 31, 2018



Excavator shading pipe – km 213+300 – Oct 31, 2018



Dozer reclaiming natural grade – km 162+900 - Oct 31, 2018



Open cut on access road – SF 115– Oct 31, 2018



Ditch - km 218+900 – Oct 31, 2018



Dozer moving dirt – km 212+200 – Oct 31, 2018



Pulling bore– km 196+000– Nov 1, 2018



Shading and backfill tie-in– km 195+200 – Nov 1, 2018



Final tie-in weld – SF 113 – Nov 1, 2018



Testing crew – km 195+700 – Nov 1, 2018



Ditcher digging in Heritage area – km 259+100 – Nov 1, 2018



Excavator digging on the west side – km 219+415 – Nov 1, 2018



Excavator digging ditch in Heritage area - km 222+300 – Nov 2, 2018



Excavator digging ditch – km 220+198 – Nov 2, 2018



Excavator digging ditch – km 220+050 – Nov 2, 2018



Digging in Heritage area – km220+300– Nov 2, 2018



Dozer reclaiming natural grade - km 164+360 – Nov 2, 2018



Backfill crew shading – km 182+172 – Nov 2, 2018



Tie-in weld - km 175+073 – Nov 3, 2018



Excavator shading pipe in wetland – SF 110 – Nov 3, 2018



Prepping pipe for tie-in - km 193+050 – Nov 3, 2018



Shading tie-in section – km 182+100 – Nov 3, 2018

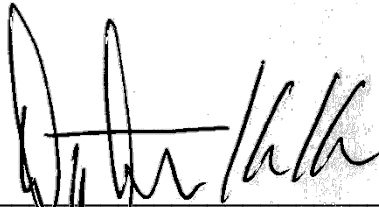


Digging bell hole in Heritage area- km 222+275 – Nov 3, 2018



Shading mainline – km 220+980 – Nov 3, 2018

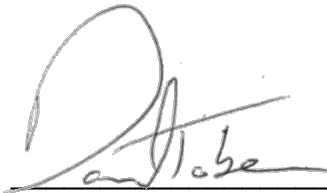
**APPROVALS**



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Drayton Kasokeo  
Senior Construction Monitor

\_\_\_\_\_  
November 13, 2018

Date



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Daniel Tober  
Senior Environmental Scientist

\_\_\_\_\_  
November 13, 2018

Date