

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

**ABORIGINAL CONSTRUCTION MONITORING**

**WEEKLY REPORT**

**SPREAD 2**

**SEPTEMBER 10<sup>TH</sup> - SEPTEMBER 15<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 September 10<sup>th</sup> – September 15<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)	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			

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Wetlands	Yes			
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 Dean Pooyak, and/or the Senior Construction monitor Drayton Kasokeo.

Weekly activities included spot-checking km 144,145-150,157,161,164-166,172,174-176,178-180,193,195,197,211,212,216,218,219,222,223,229,232,234-236,255,257,; and shoofly 89-92, 94,96,97,101,103,105-107,109,120,121,124-128,133,136, 137,141,142,146,148-151,157,162,163,

On September 10, the daily safety theme was to ensure that proper PPE is worn. The weather forecast was partly cloudy. At SF 163, topsoil was being stripped for access. At SF 151, topsoil was being stripped, and contaminated soil was dug out from km 236+450 to 560. Soil sampler for trace testing was set up at km 236+750. At km 235+800, two dozers were stripping topsoil. At SF 150, two dozers and a tractor were discing on the ROW. At SF 149, equipment crossing was observed. A cleaning station was constructed. Tractor was discing topsoil between SF 148 and 149 and equipment cleaning was being done. Hotline access ramp was being completed over the NAL Resources line crossing at km 229+135.8. At SF 146, excavators and dozers were building access ramp over hotline. At SF 141, geotec and clay was being placed at the edge of topsoil that was being stripped. A platform was being constructed for the two winch truck to park. Screw pile crew were on hold at the location. At SF 124, two excavators were digging at the bore bay. At SF 120, bore crew were at work. At SF 94, four booms, two track hoes, a dozer and a rock truck were parked, and inspected for leaks, but nothing was noted. At SF 91, track hoes were moving dirt, hydro vac was on location and prep crew were working. At SF 89, picker was offloading equipment, and welders were getting tested and crews were setting up booms.

September 11, the safety theme was open ditches. Always make sure it is safe. Use two points of access and egress. Weather forecast was a mixture of sun and cloud. At kick off, mainline crew is prepping to weld the mainline. At SF 91, tie in crew was digging out the bore bay for tie in at the valve station. Hydro-vac was daylighting and using a rock truck to move dirt out of the congested work area. At SF 92, prep crew were at work. At km 165+200, aqua dam was being de-watered (SF 97). AT SF 101, the bending crew were pulling bends for tie at the road bore. A second bending crew were working at km 172+600. Site resources crew were working at km 175+000. They were spraying topsoil to minimize wind erosion. Excavator was working at SF 109. At km 175+200, an excavator and lab were digging the bore bay on the west side of the train tracks. At SF 121, track bore crew were at work installing a trench box. AT SF 124, bore bay was being dug with excavators for tie-in. At SF 125, the slip bore crew were digging the bore bay on the west side. It caved in and an excavator had to clean the dirt that fell in, and slope the sidewall for the slip bore operator. Crews were moving dirt at SF 133. Mechanic was on location. At 212+300, dozer was moving dirt. At SF 136 and 137, crews were cleaning equipment. At SF 162, welders were onsite, picker truck dropped off digging mats, and two dozers and two track hoes were moving dirt. Bridge construction was on going. At SF 163, crews were stripping the road and the approach.

September 12, the daily safety theme was driving to suit the changing weather conditions. The weather forecast was rain and hail. At SF 145, dozer and graders were stripping, later the area was shut down. SF 152 and SF 157 were shut down. At SF 162, work in the heritage area was shut down. At SF 126, excavators were digging bore pits out on the east and west of the road. Backfilling was noted at SF 125, and welding was taking place at SF 121. The crew was installing a heavy wall under the road. Bending crew were at work, and bore bay was being dug at SF 105. At SF 106, bore crew and welding were taking place. Medcor was stationed at SF 107, and crews offloaded a dozer off of a semi, flaggers were used. At SF 91, crews were moving dirt. At SF 97, crews were working on the aqua dam.

September 13, the safety theme was slips, trips and fall. Remember that there are hidden hazards in congested areas. The weather forecast was overcast. At SF 89, mainline and poor boy was getting ready to weld, but it was very congested. At SF 90, welding crew was noted. At SF 97, excavators were stripping to make extra workspace. Geotec was being placed down to build the ramp leading to the aqua dam at SF 96. Trucks were hauling eco bag pipe weights to be unloaded at the aqua dam. Rock trucks were hauling dirt to build the access ramp at km 165+100. A high spot was noted on the ROW, so it was stripped to build the ramp at km 164+800. At SF 103, crews were setting up pipe on the offside to weld; and, maintenance on side boom to create extra workspace. At SF 106, welding at the ditch for bore pit. Bending crew was at km 175+800. At SF 107, medcor, bending crew, coding crew and meridian survey were on location. No crews were present at the following: SF 121, 126 to 128. Many crews were shut down due to poor conditions on the ROW.

On September 14, the safety theme was to ensure that there are proper slopes in bore bays and bell holes before entering. Proper slope and trench boxes are the best way to ensure the safety of co-workers. The weather forecast was cloudy with intermittent rain. At SF 89, coding crew was setting up shacks and rigging up. At SF 90, mainline welding was monitored, and mechanic was onsite. At SF 91, poor boy crew was crossing equipment. At SF 92, poor boy crew was welding off sides. At SF 97, the picker truck was offloading pipe weights, and booms were being lowered in. Ditch was being dug out for the aqua dam. There was dewatering of the ditch, during the dig. After crews completed the dig, crews lowered in the section and will proceed with tie in. At SF 106, bore pit was being dug out. At SF 107, the crew had hydro vac from keeping the fluid from overflowing the catch pit. The crew had four booms with cradles holding up the bore section, and aligning the bore to the borehole. Bending crew was at SF 109.

On September 15, the safety theme covered the tragic incident that occurred the day before. Complacency was discussed. The weather conditions were windy and cloudy. At SF 162, meridian survey onsite, crews were working on the bridge, and the welder was cutting pieces for the railing. At SF 142, mechanic was servicing equipment, crews were cleaning equipment, whilst dozers and track hoe were moving dirt. At SF 121, bore crew and hydro vac were onsite, and crew was pumping water. At SF 109, bending crew was working near the Enbridge tank farm, and crews were pulling the last few bends. The second bending crew was working at km 180+500. At SF 97, the area was congested. Crews were trying to complete the first tie in, so that the mainline can be backfilled, and the ramp can be removed from the wetland. The excavator and dozer

were moving dirt into the spill pile to create extra workspace, so the excavator can continue to dig out the existing mainline sub that was previously ditched in and buried. At km 175+200, crews were mobbing in equipment and prepping, excavators were making room for boom to lower in equipment, in order to perform bore work. Bore casing and augers were being unloaded. The set up crew were working at km 176+800.

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 stripping topsoil – km 222+781 – Sept 10, 2018



Digging bore bay – SF 124 –Sept 10, 2018



Prep crew - Km 148+ 700 – Sept 10, 2018



Bore – km 193+ 810 – Sept 10, 2018



Dozer stripping (S.E) – Sf 151 – Sept 10, 2018



Contaminated spill pile (N.E) – km 236+400 – Sept 10, 2018





Tie in crew digging - Km 147+970- Sept 11, 2018



Trench box installed – SF 121 – Sept 11, 2018



Equipment moving dirt – km 211+360 – Sept 11, 2018



Equipment moving dirt – km 219+450 – Sept 11, 2018



Excavator digging in bore pit for tie in – km 147+950 - Sep 11, 2018



De-watering the aqua dam – km 165+100 – Sept 11, 2018



Stripping topsoil – SF 145 – Sept 12, 2018



Crew tightening up bore bay – SF 125 – Sept 12, 2018



Loading rock truck - km 148+006 – Sept 12, 2018



Bending pipe – km 175+300 – Sept 12, 2018



Excavator digging bore pit – SF 126 – Sept 12, 2018



Shutting down due to conditions on ROW – SF 145 – Sept 12, 2018



Booms prepping pipe – km 178+023 – Sept 13, 2018



Welding Shack - km 146+076 – Sept 13, 2018



Geo tec for ramp access (aquadam) - km 165+100 – Sept 13, 2018



Prep – km 165+300 – Sept 13, 2018



Stripping on ROW – km 164+800 – Sept 13, 2018



Crew building ramp across the wetland – km 165+200 – Sept 13, 2018



Mainline welding – km 146+076 - Sept 14, 2018



Equipment crossing with reach rod – km 149+936 – Sept 14, 2018



Bore being pulled – km 178+000 - Sept 14, 2018



Aquadam about to be lifted and put into ditch – km 165+100 – Sept 14, 2018



Bore section being pulled on west side of SF 107 – Sept 14, 2018



Digging ditch on east side of aqua dam – km 165+200 – Sept 14, 2018



Mainline section lowered into ditch - km 165+200 – Sept 15, 2018



Unloading of bore casing and auger – km 222+300  
Sept 15, 2018



Dozer and backhoe moving dirt – km 165+300 – Sept 15, 2018



Side boom ready for tie in– km 165+200 – Sept 15, 2018

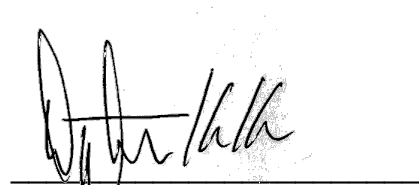


Crews working on bridge – km 255+200 – Sept 15, 2018



Bore is getting ready to be pulled– km 195+590 – Sept 15, 2018

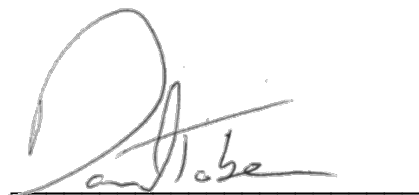
**APPROVALS**



Drayton Kasokeo  
Senior Construction Monitor

September 21, 2018

Date



Daniel Tober  
Senior Environmental Scientist

September 21, 2018

Date