

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

ABORIGINAL CONSTRUCTION MONITORING

WEEKLY REPORT

SPREAD 2

SEPTEMBER 19TH - SEPTEMBER 21ST

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 19th – September 21st 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	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 144,146,148,149,158,159,163-165,170, 175, 223, 224, 227, 252, 255; and shoofly, 89,91-93,96,97,101-104, 142, 143, 145, 160, 162.

On September 19, the daily safety theme was Slips, Trips and Falls especially with the change of weather. The weather forecast was partly cloudy. At SF 156, the access crew were building ramps. At SF 104, the fuel truck stopped by to fuel equipment, meridian survey was on location and the boring crew were at work. At SF 97, tie-in was observed at the west end of the aqua dam, and later it was backfilled. On the east side, crew was at tie-in but the pup didn't work. The crew took the pipe to the prep truck to get it back bevelled for welding. Excavator and dozer were moving dirt and putting it into the spill pile at km 165+300. Dewatering into the pigpen, which was double filtered, was monitored by a labourer at SF 97. At SF 96, the area was congested. Work was being done on the aqua dam. One crew was backfilling, and cleaning the spill pile from the geotec that was laid down for soil separation. Once crews complete the tie-in, the ramp will be removed. Another crew was working to get the wetland area tie-in completed. The tie-in crew were prepping the last two welds to get the mainline tied in.

September 20, the daily safety theme was defensive driving. The weather forecast was a mix of sun and clouds. At SF 162, picker was offloading bridge off of picker and semi. At SF 160, crews were cleaning equipment. At SF 145, crews were moving dirt. Three dozers and a trackhoe were working on the east side at km 227+750. Two dozers and a grader were on the west side at km 227+200. Equipment crossing was observed at km 224+743; and crews were cleaning equipment at km 223+685. The backfill crew were working on cleaning the spill off of the geotec that was placed on the ground from km 165+140 to 225. Once the tie in weld is completed on the east side of the wetland, the crew will be backfilling the tie in bell hole. At SF 103, the track bore is being worked on, and the auger and bore were being welded together. Crews were working on the auger and casing to move across the train tracks. The track bore was being pushed under the railway at km 175+200. The excavator was getting cleaned at the bore bay. At SF 101, end prep crew were prepping for mainline welding. Labourers were working behind the excavator with prep attachment cleaning the steel shavings. At SF 97, the area was congested. Tie in and welders were working on the first two welds. Dewatering into pigpen was observed at km 165+350. Also, welding at tie-in with hoarding and excavators filling holes at the ramp access was noted at km 165+100. At SF 93, prep crew was prepping pipe. At SF 89, mechanic was servicing equipment and crews were cleaning up the yard.

September 21, the safety themes were to dress for the changing weather while working; and, do not enter crush or swing zones. The weather forecast was rain with snow in the afternoon. At SF 89, crews were offloading a track hoe, booms were being set up and

mechanic was onsite. Crews were unloading equipment at kick off at km 144+395. The coating crew were prepping welds at km 146+076. The coding crew were at km 146+076 At SF 91, welding and x-ray were noted, as well as, mainline welding. At SF 92, crews were on standby, due to weather conditions. Track bore for the railway was monitored at km 175+200. Excavators were filling rock trucks at km 164+400. At SF 96, crews were working on the aqua dam. At SF 141, geo ec was laid at the approach. The crew was working on stiffening up the approach and the road for the stinging crew and heavy trucks to use, so they do not get stuck. An excavator and rock truck were used to complete the job. At SF 142, excavator was being cleaned at the cleaning station. At SF 146, topsoil and transitions were being stripped. At SF 151, crews were digging the contaminated soil, so that soil levels can be monitored. At SF 153, access approach was completed at the north access. The crew was trying to finish the access over the Sasktel line crossing at km 242+907. At SF 158, dozer and excavator were stripping the topsoil but were later shut down due to rain.

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



Backfill at aquadam – SF 97 – Sept 19, 2018



Crew prepping for tie in – SF 97 –Sept 19, 2018



Prepping pipe - Km 158+ 400 – Sept 19, 2018



Prepping bore – km 175+ 245 – Sept 19, 2018



Equipment cleaning – Km165+140 – Sept 19, 2018



Bellhole for tie in at wetland – km 165+230 – Sept 19, 2018



Offloading bridge - Km 255+680– Sept 20, 2018



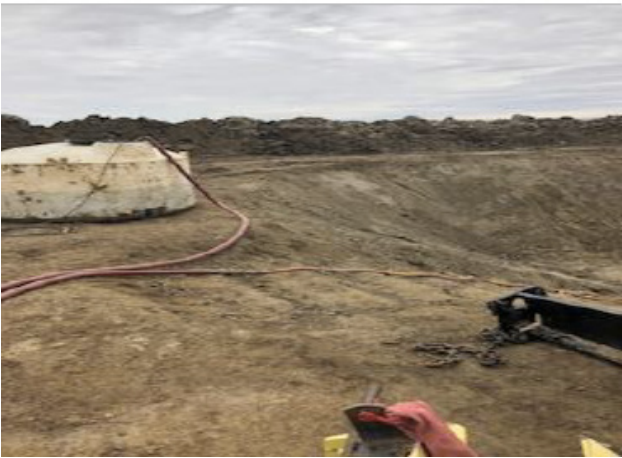
Moving dirt – km 227+543 – Sept 20, 2018



Track bore crew working beneath train tracks – km 175+200 – Sept 20, 2018



Backfill crew cleaning up geo tech – Sept 20, 2018



Water storage to soften soil for track bore – km 175+200 - Sep 20, 2018



Welding tie - in – SF 97 – Sept 20, 2018



Coating Crew – km 146+076 – Sept 21, 2018



Excavators loading rock trucks – km 164+400 – Sept 21, 2018



Putting on cradles - km 144+169 – Sept 21, 2018



Working on aquadam – km 164+500 – Sept 21, 2018

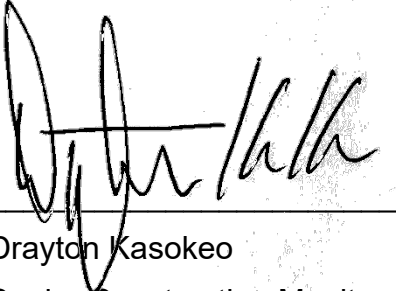


Approach and access approach– SF 141 – Sept 21, 2018



Topsoil being stripped – SF 158 – Sept 21, 2018

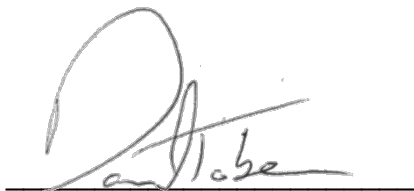
APPROVALS



Drayton Kasokeo
Senior Construction Monitor

September 27, 2018

Date



Daniel Tober
Senior Environmental Scientist

September 27, 2018

Date