

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

ABORIGINAL CONSTRUCTION MONITORING

WEEKLY REPORT

SPREAD 2

SEPTEMBER 30TH - OCTOBER 6TH

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 26th – September 29th 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 144,146-159, 171,175,178,179,182,184,187,190-193,196,197,221,223-225,242,245,247,249-251,255,259,260,262,263,266; and shoofly, 89-94,101,106,108,109,111,112,114-118, 124,140-144,146,148,155-158,160,162,164-167.

On September 30, the daily safety theme was defensive driving. The weather forecast was windy. At SF 91, tie-in crew were welding a 3 joint section onto a bore stub in the ditch, crews were putting in a brace, and an excavator was digging in the bore bay on the east side. At SF 109, tie-in crew were at work, excavators were digging and plugging out the bell hole for tie-in, and two excavators were transitioning pipe ends for welding. At SF 111, prep crew were prepping the mainline and offset for the welding crew. At SF 117, the set up crew were working towards the east. At SF 118, bore bay was being dug. At km 196+610, the track bore crew finished digging the bore bay and they were setting in rig mats on the bottom of the bore bay; and, crews were setting in the equipment for the track bore. At km 196+700, the boring crew was at work. At SF 124, bending was monitored and maintenance work was being done on bending side boom. At SF 141, track hoe was cleaning bore pit. Crews were cleaning equipment at SF 142. At SF 157, grader was moving dirt and topsoil. Crews were moving bridge at SF 162. At SF 162, track hoe and dozer were moving dirt, dozer was building a ramp near to the highway, and mechanic was on location.

October 1, the daily safety themes were fatigue management and slips, trips and falls. The weather forecast was light snow. At SF 89, crews were cleaning and the mechanic was on location. At SF 90, shading was taking place, and the hydrovac was observed. At SF 91, tie-in, lowering in and a crew was crumbing the ditch, as well as, pre-jeeping of pipe were monitored. At SF 92, track hoe was digging the bell hole, and the ditching wheel was being serviced. At SF 109, the ditch was dug out for the tie-in crew. Poor boy was welding the mainline and offsets at km 175+800. At SF 112, two excavators were transitioning ends for mainline welding. Each excavator had a labourer cleaning up steel shavings from the prep machine. At km 192+200, the boring crew were setting up sections for offsets and mainline welding. At SF 118, excavators were digging in the bore bay. At SF 140, the bore bays were being backfilled. At SF 142 the cradle bore crew were prepping the bore bays and cradle bore to cross the road. Bore bays were being dug out at SF 143, and the crew was flagging off the bore bays. At SF 144, bore bay is complete and an excavator was digging on the east side. Four dozers were stripping the ROW at SF 156.

October 3, the daily safety theme was defensive driving. The weather forecast was sunny with wind. At SF 91, final tie in at the Enbridge Valve site was monitored, and later completed. Excavators were shading and backfilling the mainline. At SF 92, bell hole was being dug out for tie-in. Dozer was observed pushing dirt into a spill pile, the backfill was going through the Native Prairie. At km 150+200, the mainline was being shaded. The lowering crew lowered the mainline into the ditch at km 152+280 to 690. The ditching crew were working in the rare plant area of the Few-flowered aster at km 153+200. The crew was prepping the ground for the ditch to be dug. At SF 141, equipment crossing was observed. At SF 142, bore pit was being covered by a track hoe and a dozer, and mechanic was onsite. Boring crew was crossing equipment at SF 143. Welders were welding on pipe, Applus RTD, and coding crew were on location at km 224+543. At SF 155, medics were onsite.

October 4, the safety was fatigue management, be sure to get proper sleep. The weather forecast was cloudy. The heritage sensitive area was monitored for the day. Sandblasting crew was blasting offsets at km 156+400. Coating crew were prepping to coat the mainline at km 156+100. The mainline ditching wheel was monitored, and the monitors walked the spill piles at km 154+400 to 800. The excavator was digging the ditch from km 153+300 to 500. Labourers were laying geotec through the wetland at the dam at km 152+700. At km 152+300, excavators were cleaning up soil from the ditch spill pile. Dozers were pushing dirt in the back end of backfill cleaning up at km 151+400. Tie-in crew completed their work at km 151+400, and the coating crew were sanding weld onto bore stub at km 149+900. At SF 155, 156 and 158 crews were moving dirt. At SF 158, crews were cleaning equipment. At SF 162, crews were moving a bridge. At SF 165, hydrovac was day lighting hotline, and access crew was monitored.

October 5, the daily safety theme was safe driving during the long weekend. The weather forecast was sunny with wind. At SF 93, coating crew, coding crew, ditching wheel, and lowering in was noted. The coding crew were breaking down booms and loading them up. The coating crew were coating the mainline. The monitors walked through the spill pile, but nothing was found. At km 155+000, the ditch was too sandy, so excavators were cleaning the sluff in the ditch. At SF 108, mainline welding was observed, and poor boy was welding through the tank farm in the rare plant area. At km 156+000, the ditching wheel was observed. At km 158+600, the coating crew was curing welds on ML with tiger torches behind coating shacks. At SF 109, the tie-in crew completed the tie on the west side, and started to backfill the bell hole. At SF 114, the monitors walked the area, but nothing was found. At SF 115, the prep crew were crossing the road. At SF 116, crews were prepping the south side of the road before they crossed. At SF 118, track bore was being dug and the spill pile was scanned, but nothing was found. At km 190+400, crews were prepping ends for the welding crew.

October 6, the safety theme was safe driving. The weather forecast was sunny with wind. At SF 92, tie in crew were tying in east bore stub. Two excavators were digging in the ditch. At km 153+100, swamp weights were being unloaded for the watercourse through the Native Prairie. Excavators were backfilling the rare plant area. At SF 93, the ditching wheel and lowering in crew were noted. Clean crew skids were behind backfill with a dozer pulling a slope at km 151+300. At km 150+200, dozer and excavator was loading dirt into rock truck. At SF 101, the coating crew was mobbed in. At SF 146, the cradle bore crew finished the bore, and a heavy wall pipe was running through the bore and mobbed it to the next bore bay. The crew started to backfill the bore bay on the west side of the road. At SF 148, the cradle bore crew were digging the bore bay. The bore bays were marked off with a snow fence, rope with ribbon tape and signage. At SF 160, dozer was stripping topsoil and grader was following stripping the transition. At SF 167, topsoil was being stripped, and access approach was being completed at SF 166.

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



Tie in at bore – SF 91 – Sept 30, 2018



Excavator transitioning welds – km 182+900 –Sept 30, 2018



Building ramp – km 259+141 – Sept 30, 2018



Grader moving dirt– km 247+355 – Sept 30, 2018



Digging bore bay – Km193+075 – Sept 30, 2018



Bore bay – km 196+610 – Sept 30, 2018



Digging bore bay – SF 144 – Oct 1, 2018



Set up crew – km 192+200 – Oct 1, 2018



Shade and backfill – Oct 1, 2018



Digging bell hole –km 150+200– Oct 1, 2018



Backfilling bore bay – SF 140 – Oct 1, 2018



Top soil crew stripping ROW– km 245+200 – Oct 1, 2018



Excavator digging out tie in plug – SF 92 – Oct 3, 2018



Prepping spill pile side– Oct 3, 2018



Covered bore pit - km 223+730 – Oct 3, 2018



Sandblasting – km 224+000 – Oct 3, 2018



Tie in – SF 91 – Oct 3, 2018



Digging ditch and plugging out – SF 92 – Oct 3, 2018



Spill pile from mainline ditcher - km 154+500 – Oct 4, 2018



Prepping wetland area – km 152+960 – Oct 4, 2018



Moving dirt - km 249+900 – Oct 4, 2018



Bridge for Eagle Creek – km 255+350 – Oct 4, 2018



Crew laying geo tec at Heritage site – SF 92 – Oct 4, 2018



Digging ditch on mainline– km 154+900 – Oct 4, 2018



Backfill at tie in - km 179+836 – Oct 5, 2018



End of Native Prairie area – km 157+900 – Oct 5, 2018



Ditching wheel - km 155+800 – Oct 5, 2018



Lowering in – km 155+400 – Oct 5, 2018



Bore bay - km 193+120 – Oct 5, 2018



Bell hole being backfilled at tie in – km 179+650 – Oct 5, 2018



Excavator unloading swamp weights - km 153+100 – Oct 6, 2018



Rare plant area being backfilled – km 153+200 – Oct 6, 2018



Prepping tie in - km 149+940 – Oct 6, 2018



Offloading pipe weights – km 153+100 – Oct 6, 2018

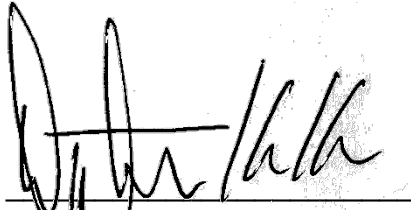


ROW being stripped - km 263+500 – Oct 6, 2018



Topsoil being stripped – km 251+700 – Oct 6, 2018

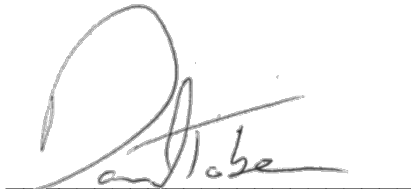
APPROVALS



Drayton Kasokeo
Senior Construction Monitor

October 12, 2018

Date



Daniel Tober
Senior Environmental Scientist

October 12, 2018

Date