



**SGS MUSCOWPETUNG**

**ABORIGINAL CONSTRUCTION MONITORING**

**WEEKLY REPORT**

**SPREAD # 3**

**JULY 16<sup>TH</sup> TO JULY 22<sup>ND</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)	0			
Rock Formations (rocks of significance, tipi rings, etc.)	0			
Artifacts	0			
Bones	0			
Potential Gravesites	0			

### Environmental Features

Field Observation	# of occurrences	Description and Mitigation Measures	Mitigation Status	Further Action Required (Yes/No)
Medicinal or Cultural Plants	0			
Aquatic Life	0			
Animal Observations or Burrows	0			
Bird Nests	0			
Trees (Red Willow)	0			
Wetlands	0			
Watercourse Crossing	0			

## Additional Observations and Summary of Activities or Concerns

This week is still ongoing with two front end crews which are called the machine clean-up crew. They have the task of de-compacting the right of way with dozers that have rippers and graders that rip up the right of way it is then levelled again and then the ground is disked (disking breaks up all big lumps of soil).

The final clean-up crew then starts pulling the second soils onto the right of way and then the top soil. If there is rocks again after this process they rock pick it again and level it further. After this process is completed they do a decompaction test. Also, they have been removing temporary ramps over wet lands and access approaches. There are some areas of line three that they cannot touch until August 15<sup>th</sup> as they are sensitive areas. Before you enter certain areas, you must go thru a fine cleaning station which includes washing your whole vehicle, bleaching your tires and your boots.

In February valve number seven was just covered up with sand and was never compacted to specifications so it was dug up and the sand was removed. They used gravel as the base compacted it and then added a foot of sand on-top of that and compacted it again. The compaction test was performed then repeat the process using water to moisturize the sand for better compaction until it is reached ground level.

The area of the line where valve number nine is was dug up and the valve was installed and welded onto the line. Next week they will start compacting the sand at the valve. Where valve number eleven is going to be has been just dug up at this point.

Also, there is a crew that is spreading and shredding straw across the completed areas of the right of way. They are also crimping the straw which acts as a soil erosion prevention technique. When the straw is crimped it allows it to obtain moisture within the straw. Also this crew is re-seeding native grass areas to as close to its natural state.

## Photos of Sites Visited & Topics Discussed This Week



Sweeping right of way. Road 73-74



Hydrovacing underneath valve. Road 19



Compacting soil at MLBV #7 Road 19



Rock rake. SSKP 403+600 to SSKP 404+900



Performing compaction test. MLBV #7 Road 19

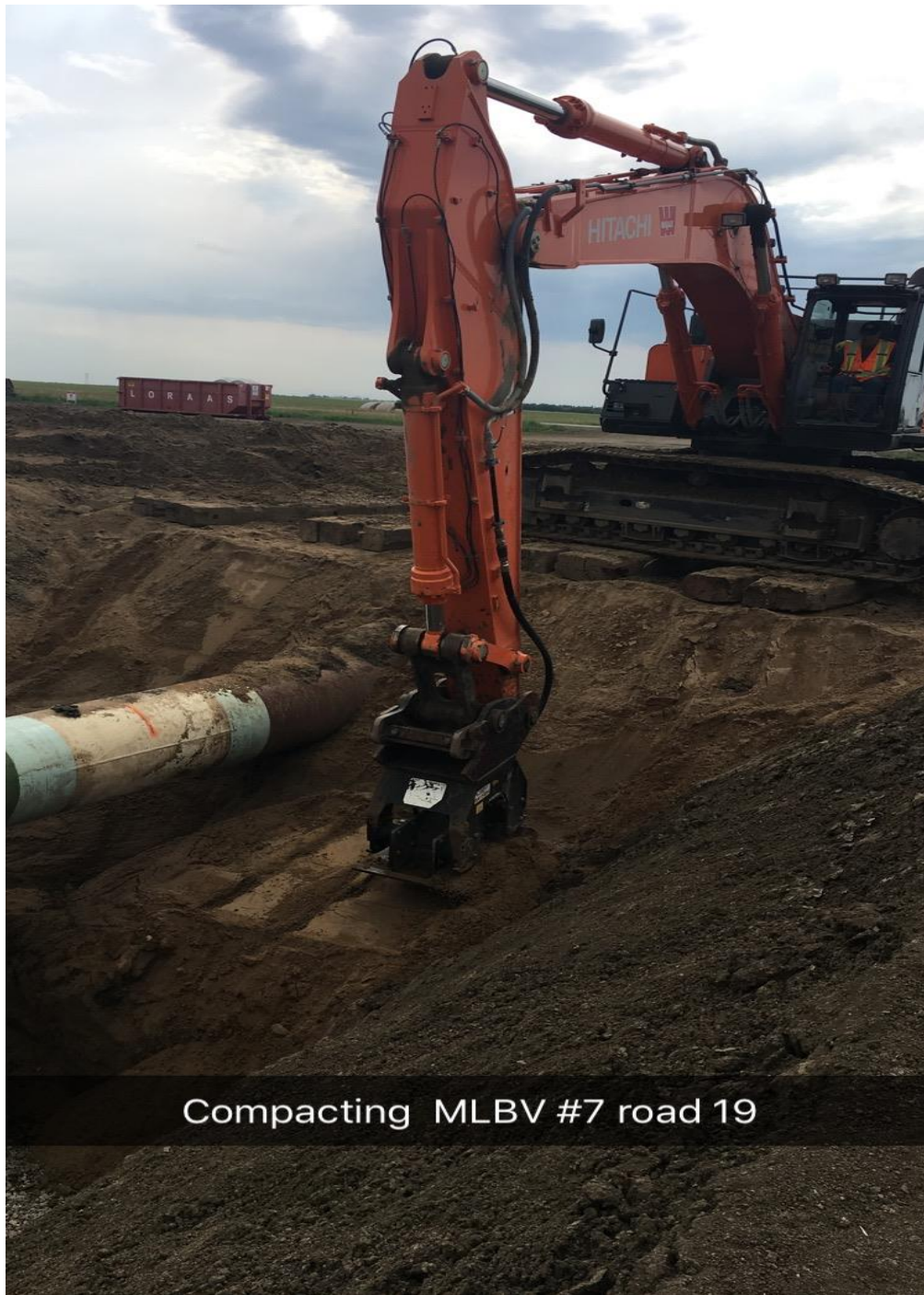




Exposing valve #7



Decompacting



Compacting MLBV #7 road 19



Setting MLBV #9 in place SSKP 335+099



Cleaning up wet land. Road 73











Welding valve #9 SSKP 335+099





## Approvals

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July 22, 2018

### Reviewed by



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Project Manager

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July 25, 2018

### Approved by



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July 25, 2018

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