

Inspection of PSC case PU-13-799

Dakota Prairie Refinery Pipeline

Wenck Project #2579-22

8/12/2014 11:00 am Central Time

Contact/inspection guide: Randy Harris; Westcon Industries

Inspector: Jeffrey Lorsung; Wenck Associates

Pipeline Status: Under construction (estimated finish date 9/1/2014)

Refinery Status: Under Construction (Estimated finish date 12/30/2014)

Upon arrival the Inspector noticed that the Pipeline Rack had been assembled and installed from the refinery up to the underground portion. Randy drove the inspector to the east end of the property where the underground road crossing occurs. The underground pipe had been delivered and was waiting to be assembled before being placed in the 24 inch bore underneath the roadway. Pictures were taken of the planned road crossing (stakes provide visual layout of where the pipe will run). A 10ft diameter vault is going to be constructed on both sides of the roadway to provide access to the underground pipe. Randy noted that Lario Shipping is responsible for permitting of the road crossing. Randy mentioned there will be some infrastructure built on the east side of the road by Lario. Randy noted that Dave Linn of WBI would be the contact for the Lario portion of the lines.

From there we drove down the above ground pipeline, which was fairly short. There were teams of welders working on attaching heat tracing to the ATB (10inch) pipeline which will then receive insulation due to low viscosity problems in winter. Naphtha lines will be primed and painted. The pipeline crossed over the Heart River via a bridge previously constructed by Westcon. The pipeline is in a concrete box that diverts fluid off the bridge and to the shore. It was not clear that there was any type of storage for off-flow or if any valves existed that could be closed to prevent oil from entering the river after running off the bridge. The pipeline then ran down a large vault and under the roadway and to the plant. Waddles and blankets were placed along the shore of the river, which may have been from the previous construction of the bridge, but were in good working condition.

The pipeline gets lifted up onto a much higher rack as it approaches the actual refinery. The GPS points I took are as noted:

31-24inch bore to go under roadway

33- Approximately where the pipe will turn down and enter the ground

34 & 35-East side of road about where 10inch and 6inch pipe will leave the ground

36- Location of the pipeline on the south side of the culvert under the bridge

37- North Turn in pipe on the east side of the bridge on the south perimeter of the pipeline

38-east turn in pipeline on the north perimeter of the line

39- East side of retention pond near outfall valve

40- Outfall onto the Heart River

-31- 24" bore to go under roadway
pipe

- 32- downturn into ground

34- 8" east side of road -

35- 6"

- 10ft diameter

Vault on both sides of road

Dave Linn
WBI - BOE
portion
of lines

- permit

36- Pipe on south side of culvert under
bridge

37- North turn in pipe east side of
bridge - south perimeter of line

38- east turn in pipe - north perimeter of line

39- east side of retention pond - outfall valve

40- outfall onto Heart River



Above: Figure1. End of Pipe before it turns down and goes underground and under roadway

Below: Figure 2. Road Crossing, Bore hole fenced off with tape





Above: Figure 3. Looking West along pipeline

Below: Figure 4. East side of 116th Ave- BOE loading site





Above: Figure 5. Approach to bridge and river crossing on east side

Below: Figure 6. Bridge Crossing Heart River





Above: Figure 7. Erosion control on the banks of the Heart River

Below: Figure 8. South side of Entrance Road into Plant (Opposite Pipeline)

