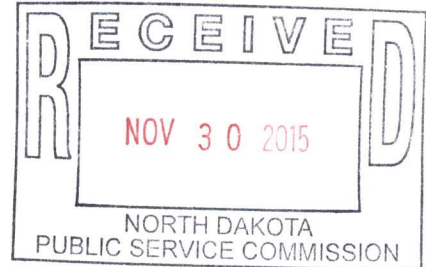


3815 116<sup>th</sup> Avenue SW  
Dickinson, North Dakota 58501  
Phone: 701-456-6900

November 30, 2015



Mr. Patrick Fahn  
Director Compliance & Competitive Markets  
Public Service Commission  
State of North Dakota  
600 East Boulevard, Dept 408  
Bismarck, ND 58505-0480

Mr. Fahn,

RE: Dakota Prairie Refining Petroleum Product Pipelines Post Construction Report  
Case No. PU-13-799

Please find this follow-up communication in compliance with the Commission's Order dated November 2, 2015. That order directed Dakota Prairie Refining LLC to provide a 10 year plan. (ND Admin. Rules 69-06002) attached. Engineering Piping Elevation Drawings are attached to show routing of the transmission lines from DPR to BOE (Certification to Order Provision No. 30)

Sincerely,

Mary Trost  
Refinery Manager

## 49-22-04 Ten Year Plan-Contents

### 1. Description of general location, size and type of facilities

#### **ATB/ATG Storage**

The Atmospheric Bottoms and the Atmospheric Gas Oil Tanks, (TK-1081, TK-1082, TK-1083 and TK-1084) each has a 30 MBBL storage capacity and a coned roof. The tanks are heated with internal coils, served with heated thermal fluid by the hot oil system to maintain proper temperature and viscosity to allow pumping of product(s). The tank temperature is to be maintained between 140°F and 160°F. The ATB/AGO tanks (sidewalls and roof) are insulated. The ATB/AGO Transfer Pumps, P-1081A/B, will transfer the product to the Bakken Oil Express (BOE) loadout terminal via 8" heat traced and insulated lines. The BOE terminal is located northeast of the DPR site. The BOE loadout capacity is 750 GPM. Loadout is controlled by BOE; therefore, the DPR system must be capable of operating on a continuous basis (24hrs/day, 7days/wk, 365days/yr). Additionally, it must include the flexibility to be blocked in by BOE without notice. The transfer line to BOE is electrically traced. This tracing is designed to keep the product between 120 °F and 160 °F. In addition, this heat tracing will be used to reheat the line in the event of loss of power and need to start up the transfer line in the cold state. The ATB/AGO pump recirculation lines can be configured to provide a means to de-inventory each tank. Electric heat tracing and insulation is used to minimize the effects of ATB/AGO cooling in all ancillary lines, pumps, or valve stations with the potential to be stagnant during normal operation. ATB/AGO custody metering will be executed at the BOE facility.

#### **Equipment Descriptions**

##### **TK-1081, 1082, 1083, 1084 ATB/AGO STORAGE TANK**

ATB/AGO Storage Tanks TK-1081, 1082, 1083, 1084 each has the capacity to hold 30 MBBL. The diameters of the tank(s) are 72' and have the height of 40'. They are composed of carbon steel with a coned shaped roof. Tk-1081 has an internal coating; second ring + 1 ft above and below. The tanks will be heated with internal coils supplied with a tempered oil system as the source of heat to the design temperatures in-between 140-160 deg F. to maintain proper temperature and viscosity to allow pumping of product(s). The tanks have a maximum design temperature of 200 deg F. and minimum design temp of -20 Deg. F. The maximum fill rate is 350 gpm and maximum emptying rate of 1500 gpm. The tanks are insulated and have a connection for fire suppression foam. . Electrical Classification: Class 1 Division 2 Group D

##### **P-1081A/B ATB/AGO TRANSFER PUMPS**

ATB/AGO Transfer pumps are a Goulds 3700MX pump. The pump is rated for 750 GPM at 3550 RPM. Its size is 4"x6". The pump is driven by a 125HP Baldor motor. The motor runs off 460 Volts at 137 Amps.

## **Naphtha Storage Tanks**

The Naphtha Storage Tanks, TK-1021, TK-1022 and TK-1023, each has a 25 MBBL design capacity with an internal floating roof. The Naphtha Product Pumps, P-1021A/B, transfers the naphtha product to the BOE loadout terminal via 6" heat traced and insulated lines. Naphtha custody metering is executed at the BOE facility. Naphtha recirculation lines can be configured to provide a means to de-inventory a tank.

### **Equipment Descriptions**

#### **TK-1021, 1022, 1023 NAPHTHA STORAGE TANK**

Naphtha storage tanks TK-1021, TK-1022, TK-1023 each has the capacity to hold 25 MBBL. The diameter of the tank(s) is 60' and has the height of 40'. The tank(s) are composed of carbon steel including an internal coating with an aluminum pontoon internal floating roof. The operating temperature is assumed to be at 60 deg. F. and have a maximum design temperature of 200 deg F. and a minimum design temp of -20 deg F. The maximum fill rate is 400 gpm and a maximum emptying rate of 1400 gpm. The tanks are equipped with a fire suppression foam connection. Electrical Classification Class 1 Division 2 Group D

#### **P-1023A/B NAPHTHA DEWATERING**

Naphtha dewatering pumps P-2023A/B are a Goulds 3700SX pump. The pump is rated for 50 GPM at 3540 RPM. Pump size is 1"x2". The pump is driven by a 15 HP Baldor motor. The motor runs off 460 Volts at 17 Amps. Electrical classification: Class 1 Division 2 Group D

#### **P-1021A/B NAPHTHA PRODUCT PUMP**

Naphtha product pumps P-1021A/B are a Goulds 3700MX pump. The pump is rated for 750 GPM at 3570 RPM. Pump size is 3"x6". The pump is driven by a 150 HP Baldor motor. The motor runs off 460 Volts at 164 Amps. Electrical classification: Class 1 Division 2 Group D

## 49-22-04 Ten Year Plan-Contents (cont.)

### 2. Identification of the location of transmission facilities.

DPR is located at 3815 116th Avenue SW Dickinson, ND 58601. The closest surface water is the Heart River which intersects the center of the facility, and is located approximately 0.31 mile to the east of the crude oil tank farm. The facility is located approximately 4.39 miles upstream of the Edward Arthur Patterson Reservoir.

Piping elevation drawings attached.

#### **Piping Sections West of the Heart River**

5001-PP-0010 OSBL Rack to Truck Terminal/BOE Piping Key Plan  
5001-PP-0011 OSBL Rack to Truck Terminal/BOE Piping Key Plan  
5001-PP-0012 OSBL Rack to Truck Terminal/BOE Piping Key Plan  
5001-PP-0013 OSBL Rack to Truck Terminal/BOE Piping Key Plan  
5001-PP-0014 OSBL Rack to Truck Terminal/BOE Piping Key Plan

#### **Piping Sections East of the Heart River**

5004-PP-0010 OSBL Rack to Truck Terminal/BOE Piping Key Plan  
5004-PP-0011 OSBL Rack to Truck Terminal/BOE Piping Key Plan  
5004-PP-0012 OSBL Rack to Truck Terminal/BOE Piping Key Plan  
5004-PP-0013 OSBL Rack to Truck Terminal/BOE Piping Key Plan  
5004-PP-0014 OSBL Rack to Truck Terminal/BOE Piping Key Plan  
5004-PP-0015 OSBL Rack to Truck Terminal/BOE Piping Key Plan  
5004-PP-0016 OSBL Rack to Truck Terminal/BOE Piping Key Plan

### 3. Description of efforts by DPR to coordinate plan with other utilities.

**Not applicable. This pipeline is designed to move finished product from DPR to BOE for loading.**

#### 49-22-04 Ten Year Plan-Contents (continued)

4. A description of the efforts to involve environmental protection and land-use planning agencies in the planning process, as well as other efforts to identify and minimize environmental problems at the earliest possible stage in the planning process.

DPR has incorporated a Spill Prevention, Control and Countermeasures (SPCC) plan. This plan is intended to minimize the potential for the facility to adversely impact the environment and to attain and maintain compliance with United States Environmental Protection Agency (EPA) standards for oil pollution prevention and response (40 CFR § 112). This plan conforms to the requirements of 40 CFR 112 and does not deviate from the

requirements as found in 112.7(g), (h)(2), (h)(3) or (i) and 112 Sub B and C. This document is a carefully thought out plan and has been prepared in accordance with good engineering practices. This SPCC plan has the full approval of DPR management at a level to commit the necessary resources to carry it out. The required professional engineer's certification is part of this plan.

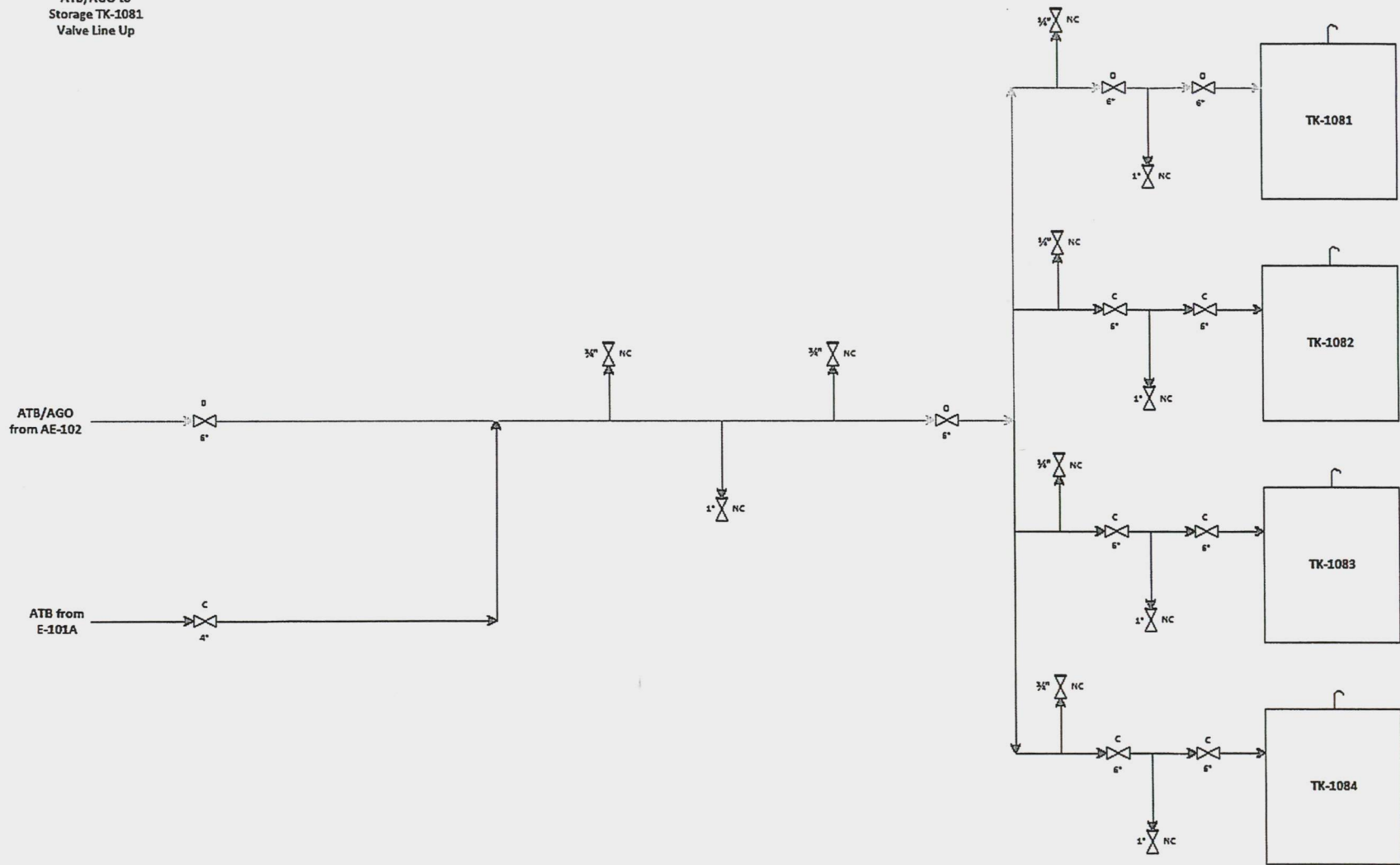
This plan outlines the procedures, methods, and equipment used at the facility to comply with the EPA oil spill prevention, control and countermeasures standards, as well as inspection, training, and record-keeping requirements.

A complete copy of this plan will be maintained at the DPR Administration Building and will be made available upon request.

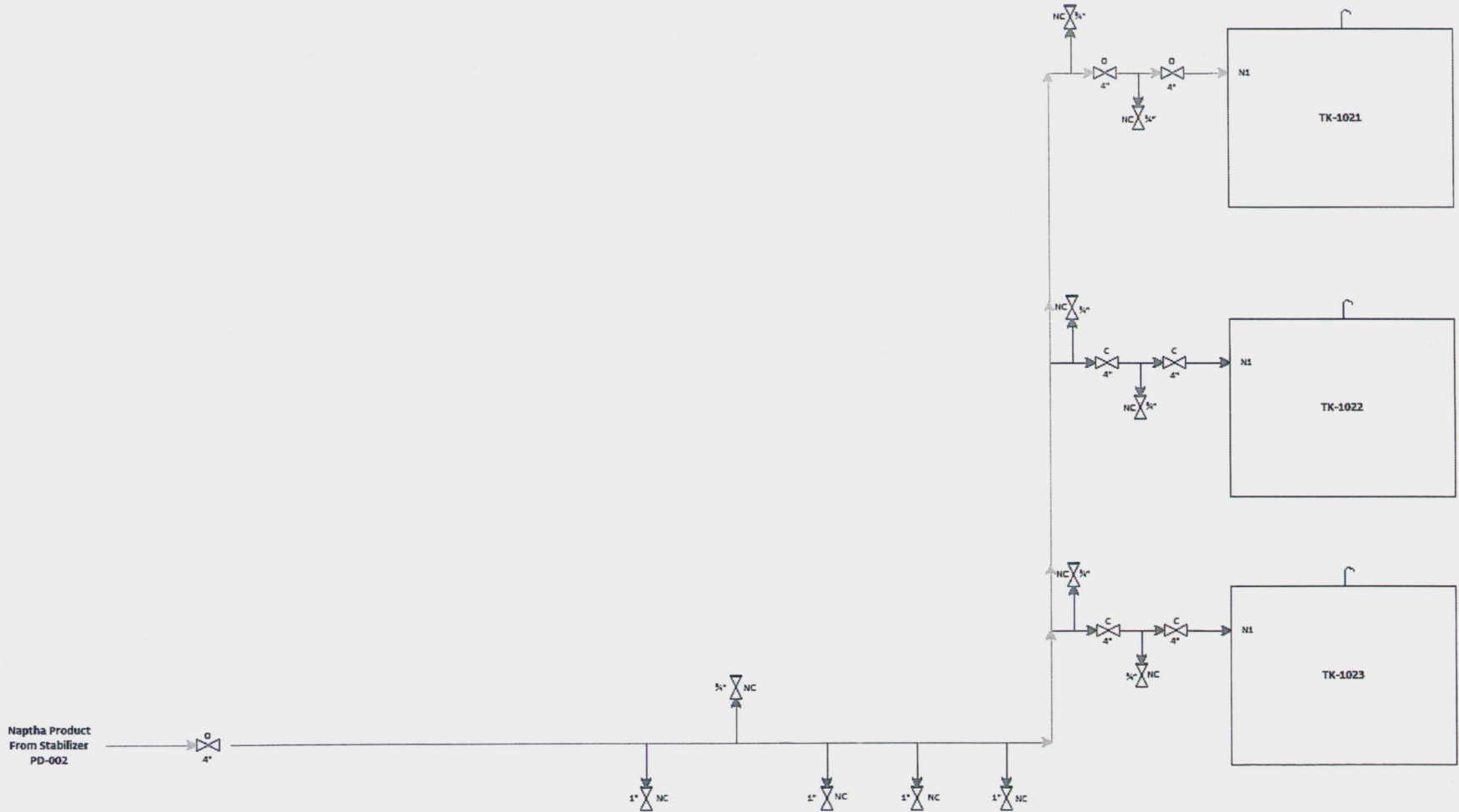
5. A statement of the projected demand for the service rendered by the utility for the ensuing ten years ....

DPR was constructed as a joint effort between WBI Energy and Calumet Specialty Products. The partners contracted product loading with the Bakken Oil Express, a transloading station located immediately adjacent to the DPR property on the east side of 116<sup>th</sup> Avenue SW in rural Dickinson. It is anticipated these lines will remain in these services for the next 10 years.

ATB/AGO to  
Storage TK-1081  
Valve Line Up



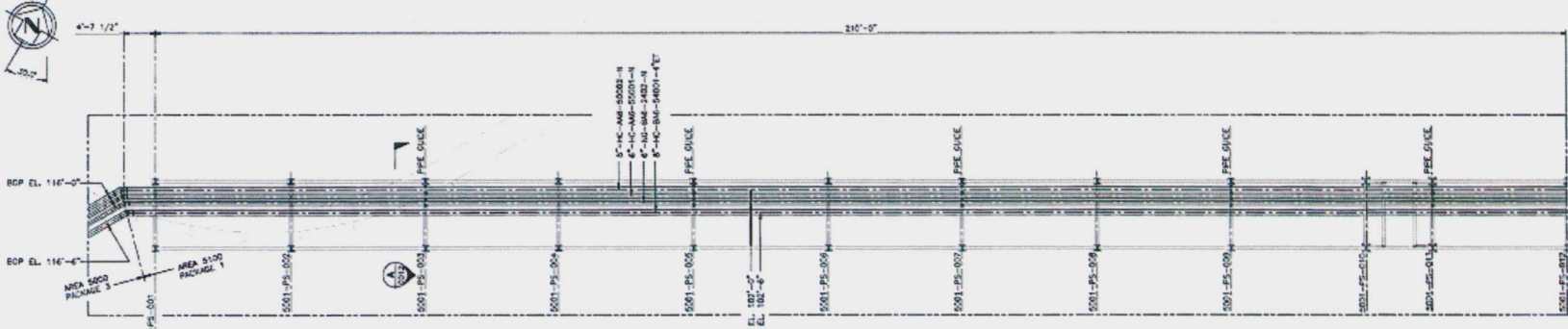
Process Naptha to  
TK-1021





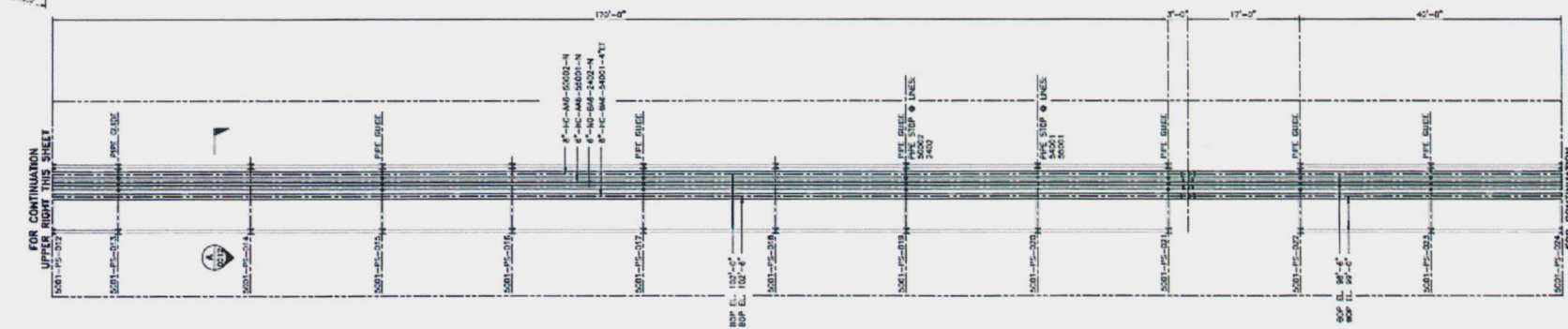






PIPING PLAN VIEW  
1/8"=1'-0"

FOR CONTINUATION  
LOWER LEFT THIS SHEET



PIPING PLAN VIEW  
1/8"=1'-0"

FOR CONTINUATION  
UPPER RIGHT THIS SHEET

FOR CONTINUATION  
FOR CONTINUATION  
SEE DWG 5001-PP-0012

REV.	DATE	DESCRIPTION	DESIGNED	CHECKED	APPROVED
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0	8/11/12	ISSUED FOR CONSTRUCTION	HCY	KDD	DW

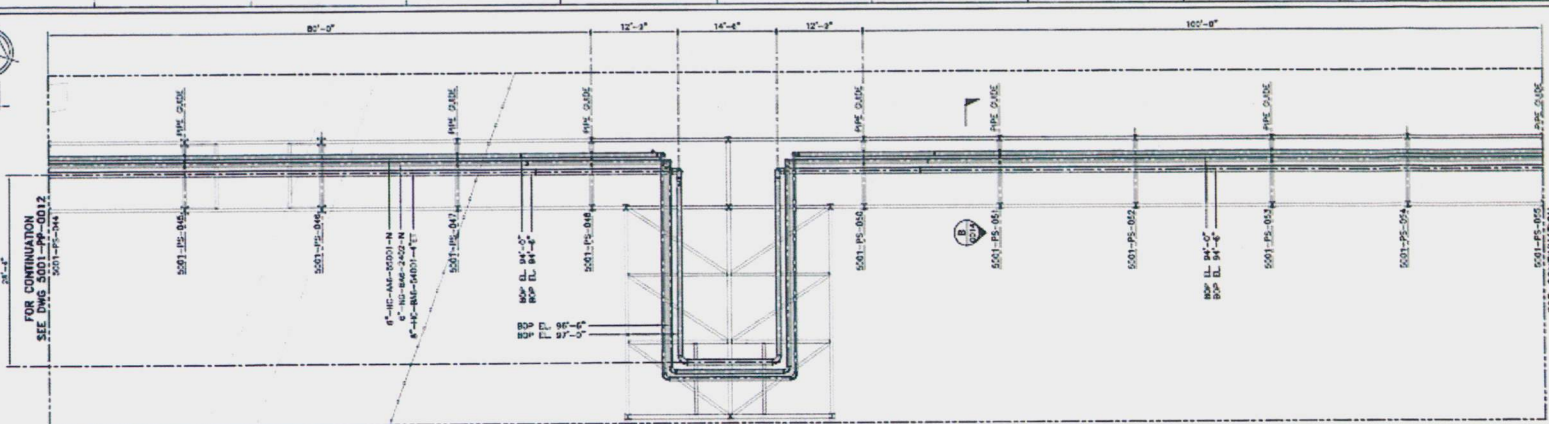
**ISSUED FOR  
CONSTRUCTION**

**KESTREL**  
ENGINEERING GROUP

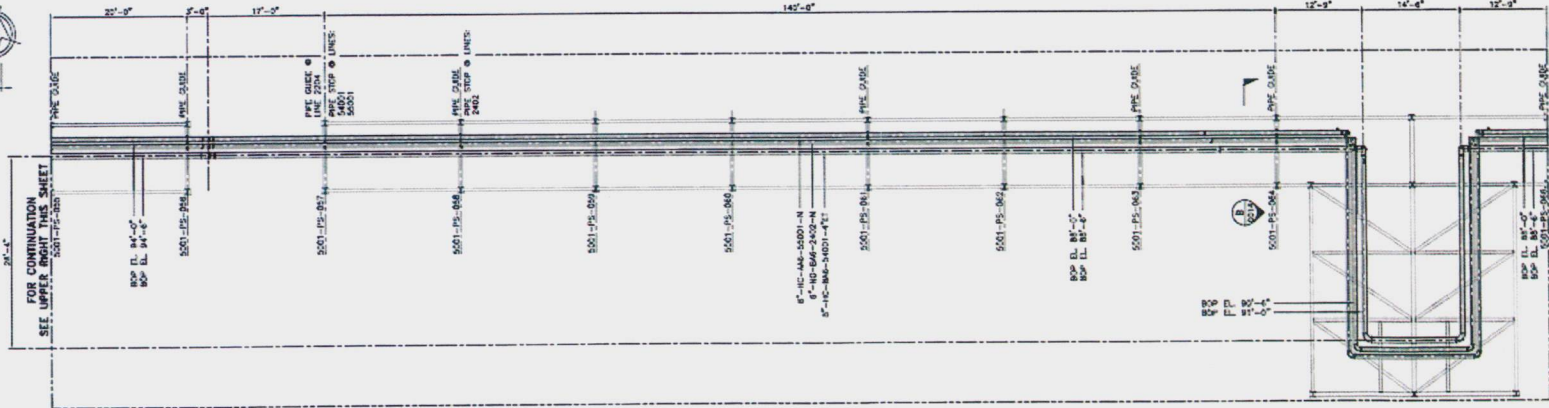
DATE SHEET: 8/24/12  
PROJECT NO: 12-1-10  
SCALE: 1/8"=1'-0"

PROJECT: 20,000 BPSD DAKOTA PRAIRIE REFINERY DICKINSON, NORTH DAKOTA		
SHEET NAME: OSBL PIPE RACK TO TRUCK TERMINAL/BOE - PIPING PLANS		
ISSUING NUMBER: 5001-PP-001	SHEET COUNT: - 07 -	REVISION: 1





PIPING PLAN VIEW  
1/8"=1'-0"



PIPING PLAN VIEW  
1/8"=1'-0"

FOR CONTINUATION  
SEE DWG 5001-PP-0012  
5001-PS-044

FOR CONTINUATION  
SEE LOWER LEFT THIS SHEET  
5001-PS-005

FOR CONTINUATION  
SEE UPPER RIGHT THIS SHEET  
5001-PS-020

FOR CONTINUATION  
SEE DWG 5001-PP-0014  
5001-PS-069

DWG. NO.	REFERENCE DRAWING	NO.	DESCRIPTION	DATE	DESIGNED	CHECKED	DATE	BY

**ISSUED FOR CONSTRUCTION**

**KESTREL**  
ENGINEERING GROUP

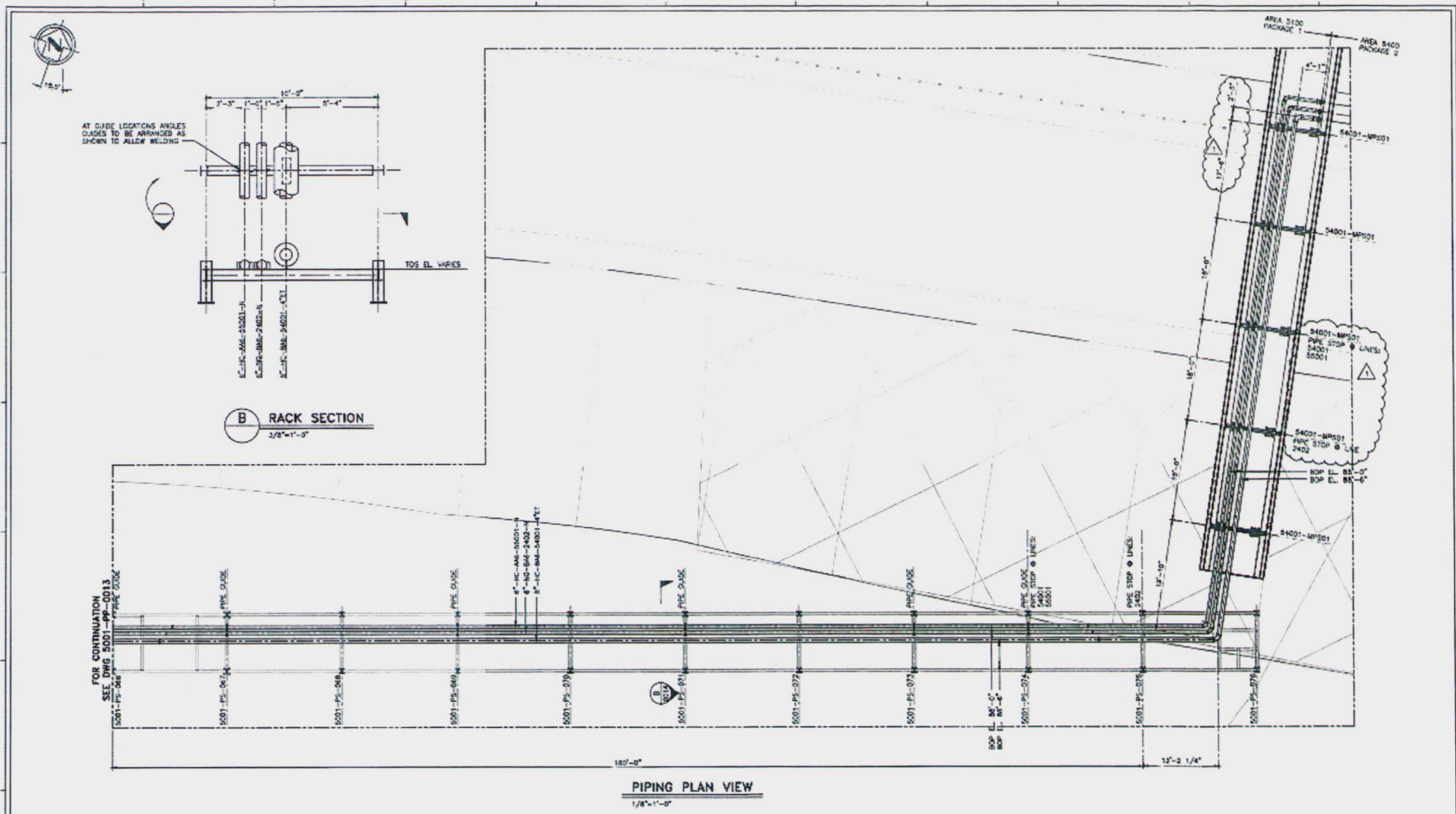
DESIGNED: 6/20/13 BY: HSW  
PROJECT NO: 13-116 SCALE: 1/8"=1'-0"

THE PROJECTOR AND CONTRACTOR ARE RESPONSIBLE FOR VERIFYING THE ACCURACY OF THE INFORMATION SHOWN ON THIS DRAWING. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THE LOCATION OF ALL UTILITIES AND OBSTRUCTIONS PRIOR TO CONSTRUCTION. THIS DRAWING IS THE PROPERTY OF KESTREL ENGINEERING GROUP, INC.

PROJECT: 20,000 BPSD DAKOTA PRAIRIE REFINERY  
DICKINSON, NORTH DAKOTA

DWG NAME: 018L PIPE RACK TO TRUCK TERMINAL/BCE - PIPING PLANS

DRAWING NUMBER: 5001-PP-0013 SHEET COUNT: 8 OF 8



REV	DESCRIPTION	DATE	BY	CHKD	APP'D
1	6'-0" RACKING - HOLD, ADD PIPE STOPS	11/28/12	HEW	CPB	YAO
2	ISSUED FOR CONSTRUCTION	8/7/13	HEW	K21	DNA

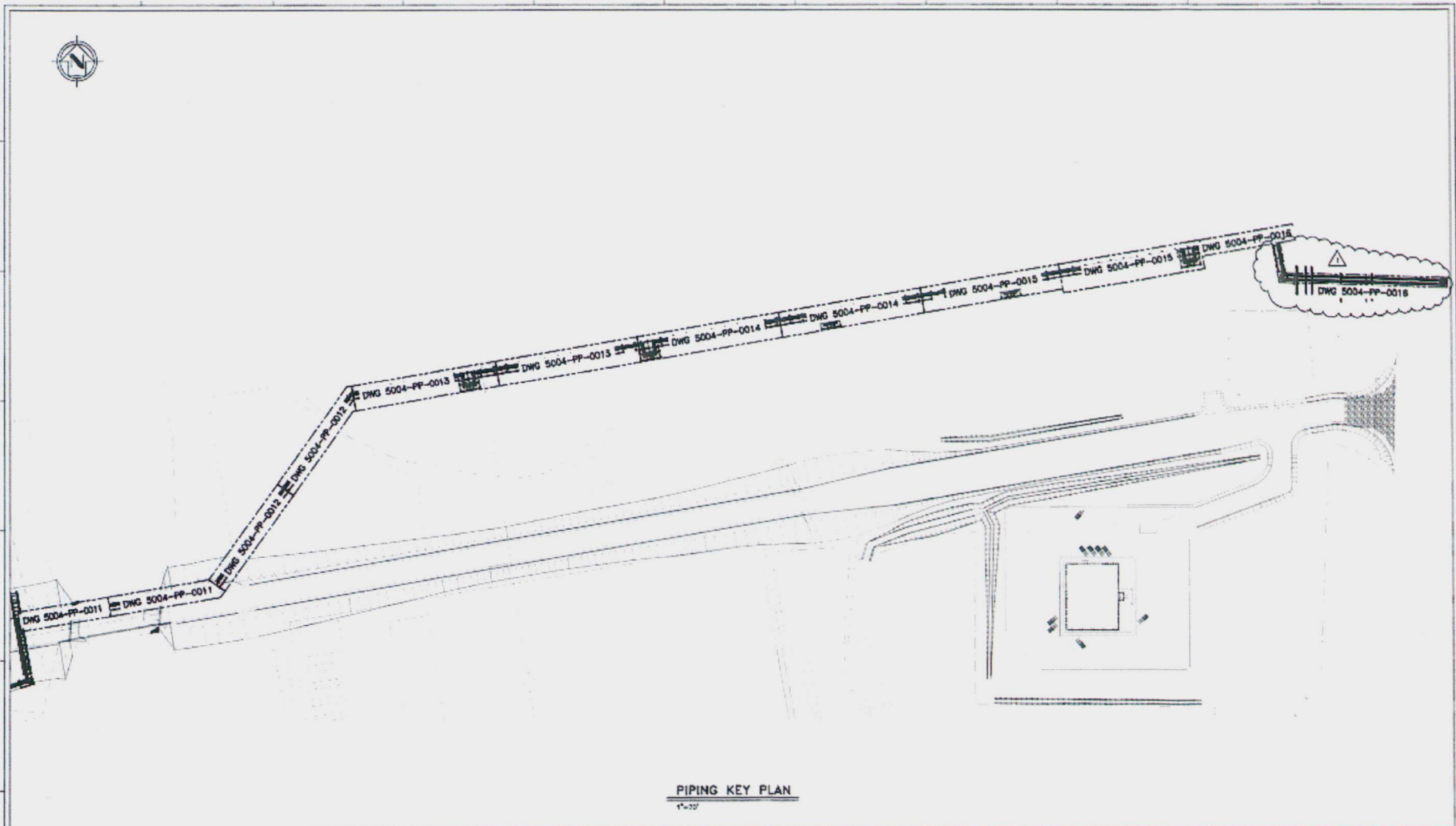
**ISSUED FOR  
CONSTRUCTION**

**KESTREL**  
ENGINEERING GROUP

DATE DRAFTED: 8/24/12 BY: HEW  
PROJECT NO: 13-108 ISSUED: 08/07/13

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PROJECT: 20,000 BPSD DAKOTA PRAIRIE REFINERY DOCKSON, NORTH DAKOTA		
JOB TITLE: OSBL PIPE RACK TO TRUCK TERMINAL/BDE - PIPING PLAN		
DRAWING NUMBER: 2001-PP-0014	SHEET COUNT: - 02 -	REVISION: 1



PIPING KEY PLAN  
1"=70'

DWG. NO.	REFERENCE DRAWINGS	REV.	DESCRIPTION	DATE	DESIGNED	CHECKED	ENGINEER	PROJ. MGR.
		1	ADD 14TH CROSSING	5/25/18	EPB	JCO	TMO	SMH
		2	ISSUED FOR CONSTRUCTION	8/11/18	NEW	JCO	LVN	SMH

**ISSUED FOR  
CONSTRUCTION**



**KESTREL**  
ENGINEERING GROUP

DWG. DATED: 7/24/13 BY: FEW  
PROJECT NO.: 12-158 SCALE: 1"=30'

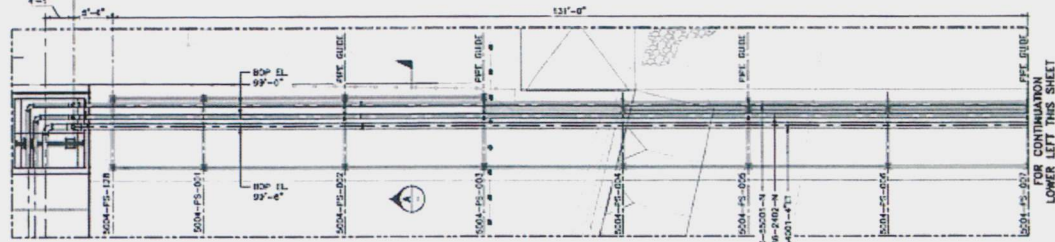
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PROJECT: 20,000 BPSD DAKOTA PRAIRIE REFINERY DICKINSON, NORTH DAKOTA		
DWG. NAME: OSBL PIPE HAZD TO TRUCK TERMINAL/BOC - PIPING KEY PLAN		
DRAWING NUMBER: 5004-PP-0010	SHEET COUNT: OF 1	REVISION: 1

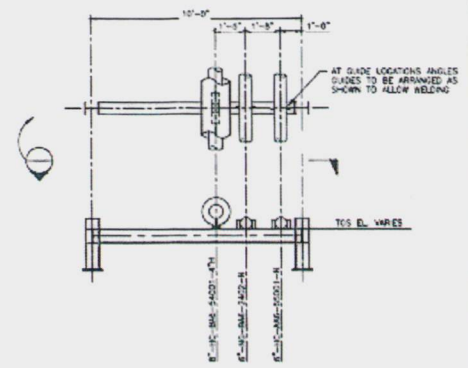
**NOTES:**  
 1. SIGNIFICANT SETTLEMENT UNDER ROADWAY FILL IS ANTICIPATED DURING CONSTRUCTION. PIPING INSTALLED BEFORE SETTLEMENT HAS OCCURRED SHALL BE MONITORED AND ADJUSTED TO PREVENT EXCESSIVE STRESS IN PIPE. CONTACT ENGINEER FOR ADDITIONAL INFORMATION.



AREA 5100  
PACKAGE 1  
AREA 5400  
PACKAGE 2



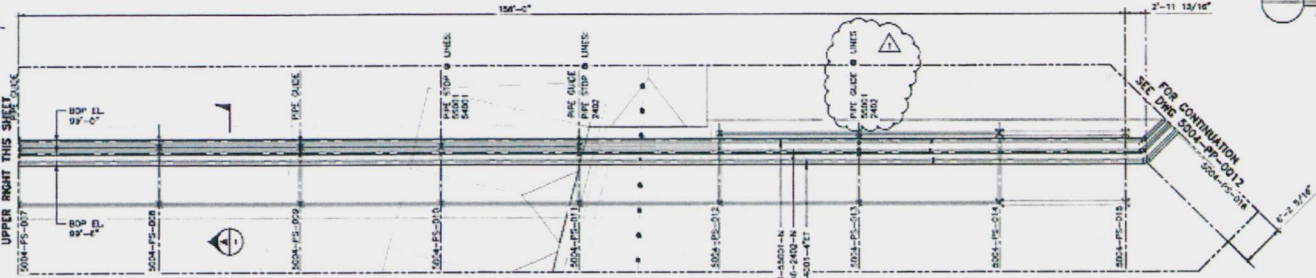
**PIPING PLAN VIEW**  
1/8"=1'-0"



**A RACK SECTION**  
3/8"=1'-0"



FOR CONTINUATION  
UPPER RIGHT THIS SHEET



**PIPING PLAN VIEW**  
1/8"=1'-0"

DWG. NO.	REFERENCE DRAWINGS	REV.	DESCRIPTION	DATE	DESIGNED	CHECKED	ENGINEER	PROJ. MGR.
		1	REVISED GAGE	1/25/13	EPB	JCC	ADV	MBB
		2	GRADE FOR CONSTRUCTION	8/11/13	HEW	ACD	SWH	MBB

**ISSUED FOR  
CONSTRUCTION**

**KESTREL**  
ENGINEERING GROUP

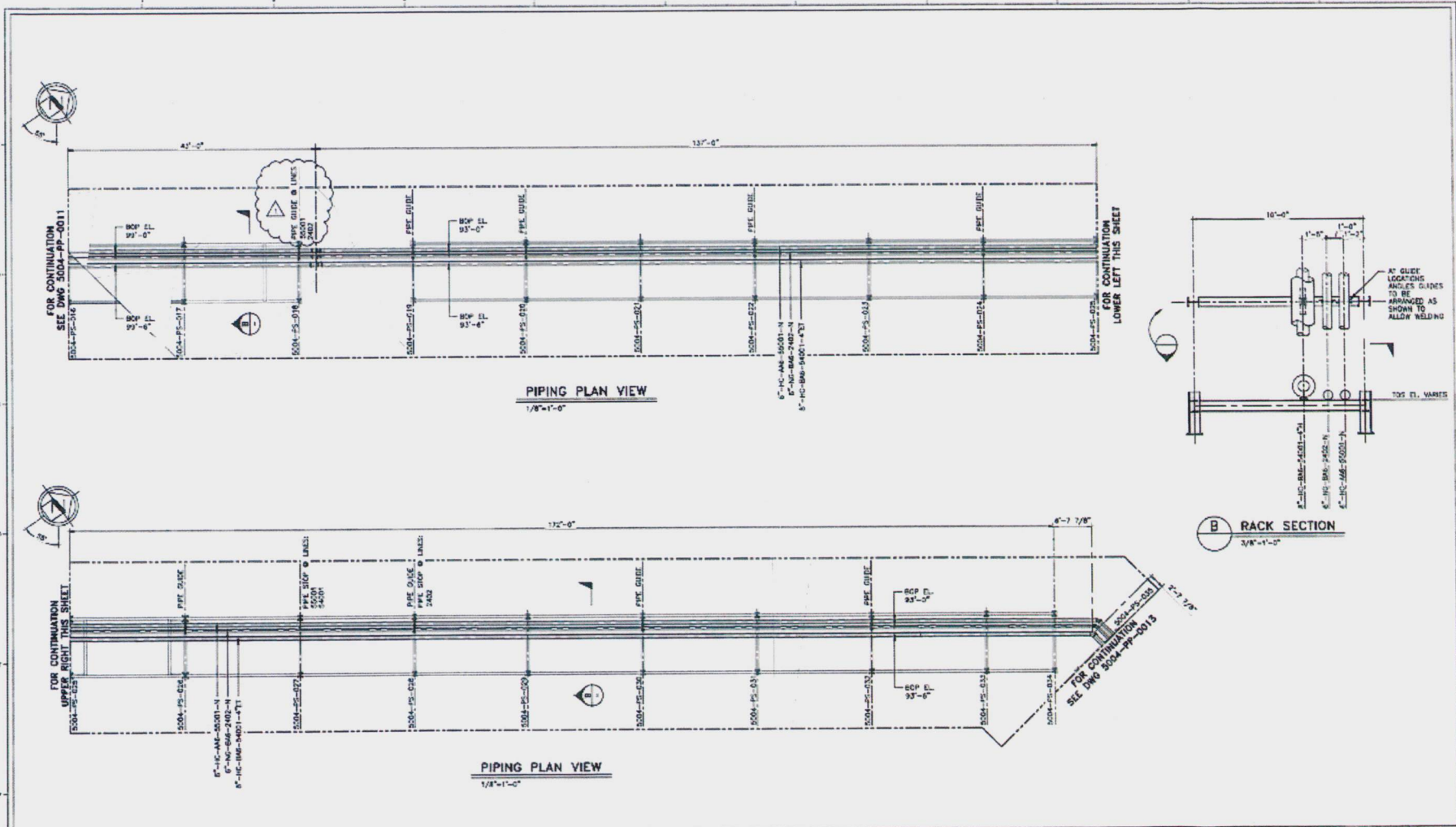
DWG. DATE: 2/24/13 BY: HEW  
 PROJECT NO: 13-108 SCALE: 1/8"=1'-0"

WE warrant only the design and construction of the piping system shown on this drawing. We do not warrant the ground conditions, soil conditions, or the accuracy of the data provided to us. We shall not be responsible for any errors or omissions on this drawing. We shall not be responsible for any damage or injury resulting from the use of this drawing.

**PROJECT: 20,000 BPSD DAKOTA PRAMIE REFINERY**  
DICKINSON, NORTH DAKOTA

DWG. NAME: CSRL FIVE RACK TO TRUCK TERMINAL/BOE - PIPING PLANS

DRAWING NUMBER	SHEET COUNT	REVISION
5004-PP-0011	- OF -	1



PIPING PLAN VIEW  
1/8"=1'-0"

PIPING PLAN VIEW  
1/8"=1'-0"

B RACK SECTION  
3/8"=1'-0"

PIPE NO.	REFERENCE DIMENSION	REV	DESCRIPTION	DATE	DESIGNED	CHECKED	DESIGNED	PROJ. MGR.
		1	REVISED DRAWING	4/22/13	EPB	AKC	AKV	SMG
		2	ISSUED FOR CONSTRUCTION	5/1/13	HEW	AKC	EPB	SMG

**ISSUED FOR CONSTRUCTION**

**KESTREL**  
ENGINEERING GROUP

DATE CREATED: 2/24/13 BY: HEW  
PROJECT NO: 13-108 SCALE: 1/8"=1'-0"

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PROJECT: 20,000 BPSD DAKOTA PRAIRIE REFINERY  
DICKINSON, NORTH DAKOTA

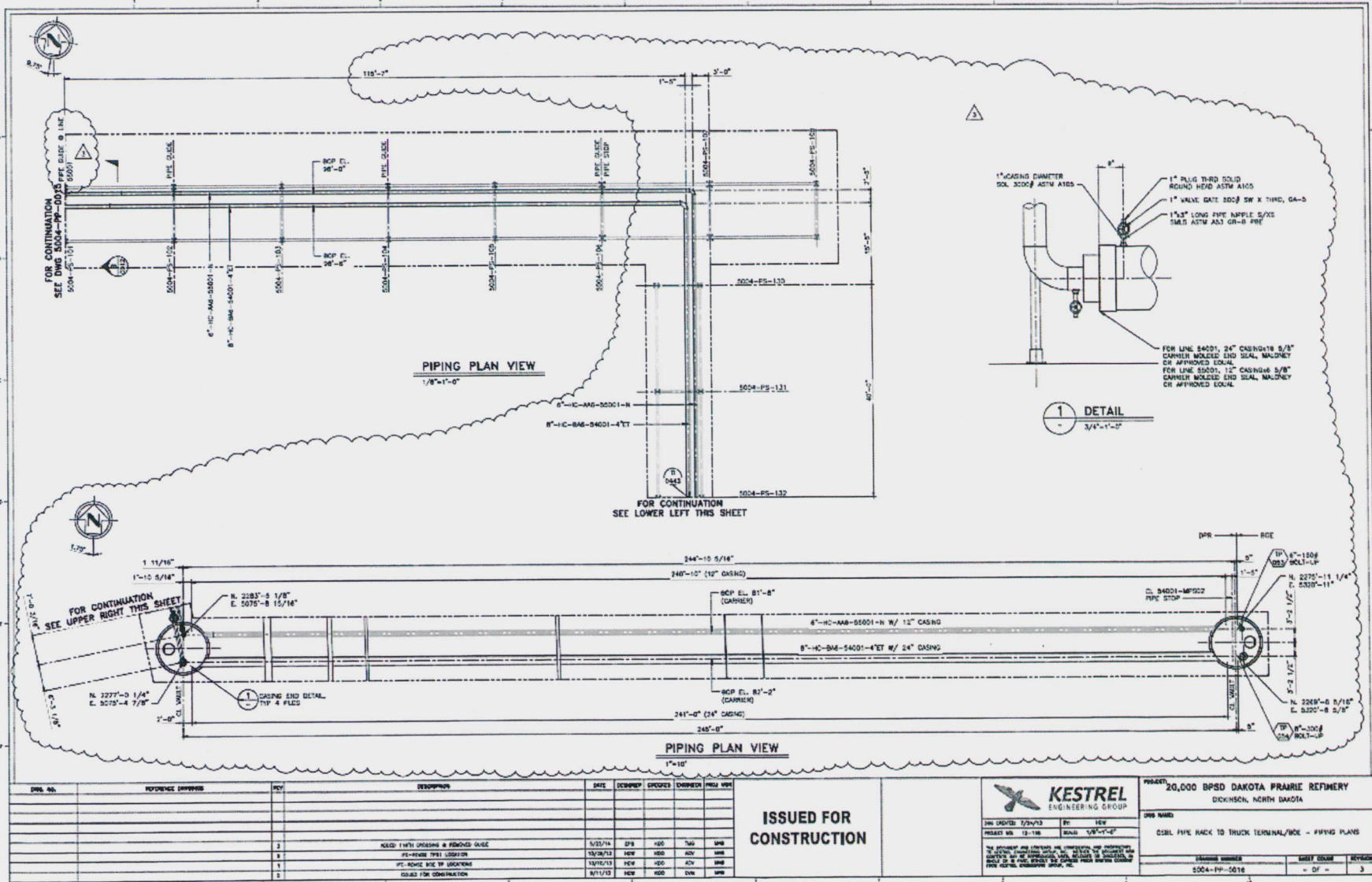
DWG NAME: CDSR PIPE RACK TO TRUCK TERMINAL/BOLE - PIPING PLANS & SECT

DRAWING NUMBER	SHEET COUNT	REVISED
5004-PP-0012	- OF -	1









**ISSUED FOR CONSTRUCTION**



DATE: 1/23/13 BY: NEW  
 PROJECT NO: 13-118 REV: 1/23/13

PROJECT:	20,000 BPSD DAKOTA PRAIRIE REFINERY DICKINSON, NORTH DAKOTA
DWG NAME:	CSBL FIVE BACK TO TRUCK TERMINAL/BOE - PIPING PLANS
ISSUANCE NUMBER:	5004-FP-0016
SHEET NUMBER:	OF -
REVISION:	3

REV	DESCRIPTION	DATE	DESIGNED	CHECKED	APPROVED	BY
1	ISSUED FOR CONSTRUCTION	8/11/13	REV	ROD	DWG	MPH
2	ISSUED FOR CONSTRUCTION	8/11/13	REV	ROD	DWG	MPH
3	ISSUED FOR CONSTRUCTION	8/11/13	REV	ROD	DWG	MPH
4	ISSUED FOR CONSTRUCTION	8/11/13	REV	ROD	DWG	MPH
5	ISSUED FOR CONSTRUCTION	8/11/13	REV	ROD	DWG	MPH

