



November 22, 2013

Mr. Patrick Fahn
Director of Division
North Dakota bureau of weights and measures

Re: Request for variance permit to use a self contained pitless scale for commercial weighing

Dear Mr. Patrick Fahn,

Please let this letter serve as an application for a variance permit to use a self contained pitless scale for commercial weighing at the Unimin Terminal facility in New Town, ND for a period of approximately six (6) months, would like to begin to use this portable scale for weighing loaded trucks by December 10, 2013.

Directions to the Site:

The site is located south of New Town, approximately 0.50 miles south State Highway 23, and directly west of College Drive. Directions from Bismarck, North Dakota are as follows: North from Bismarck on U.S. Highway 83 to State Highway 23, West on State Highway 23 to New Town, south on College Drive for 0.25 miles, Site is on the right (west side of College Drive).

Project Purpose

Unimin is currently constructing a terminal facility to provide a rail to truck loading facility for frac sand for use in Bakken Formation oil production. Rail cars are anticipated to offload the silica sand for loading into semi trailer trucks that will deliver the frac sand to well locations.

Reason for variance

Because the permanent scales located under the silos will not be accessible during construction and that Unimin would like to go into business in December 10, 2013 using tracks A and B, a variance is needed to use the portable scale for commercial purpose. The silos and all associated material handling construction is expected to be completed in May 2014.



Portable scale description

The scale serial number: **SO300536**
The scale description is 13570-EPRLF
Portable self-contained Electronic motor truck scale
135 ton Capacity
70' x 11' platform, 4-section
Checkered steel Deck
NTEP Certified for 45 ton CLC
With lower frame and spreader bars
eMIN=20lb, nMAX=10K, CoC 97-093

Please see attached information about the portable scale and the Unimin Frac Sand Terminal Facility.

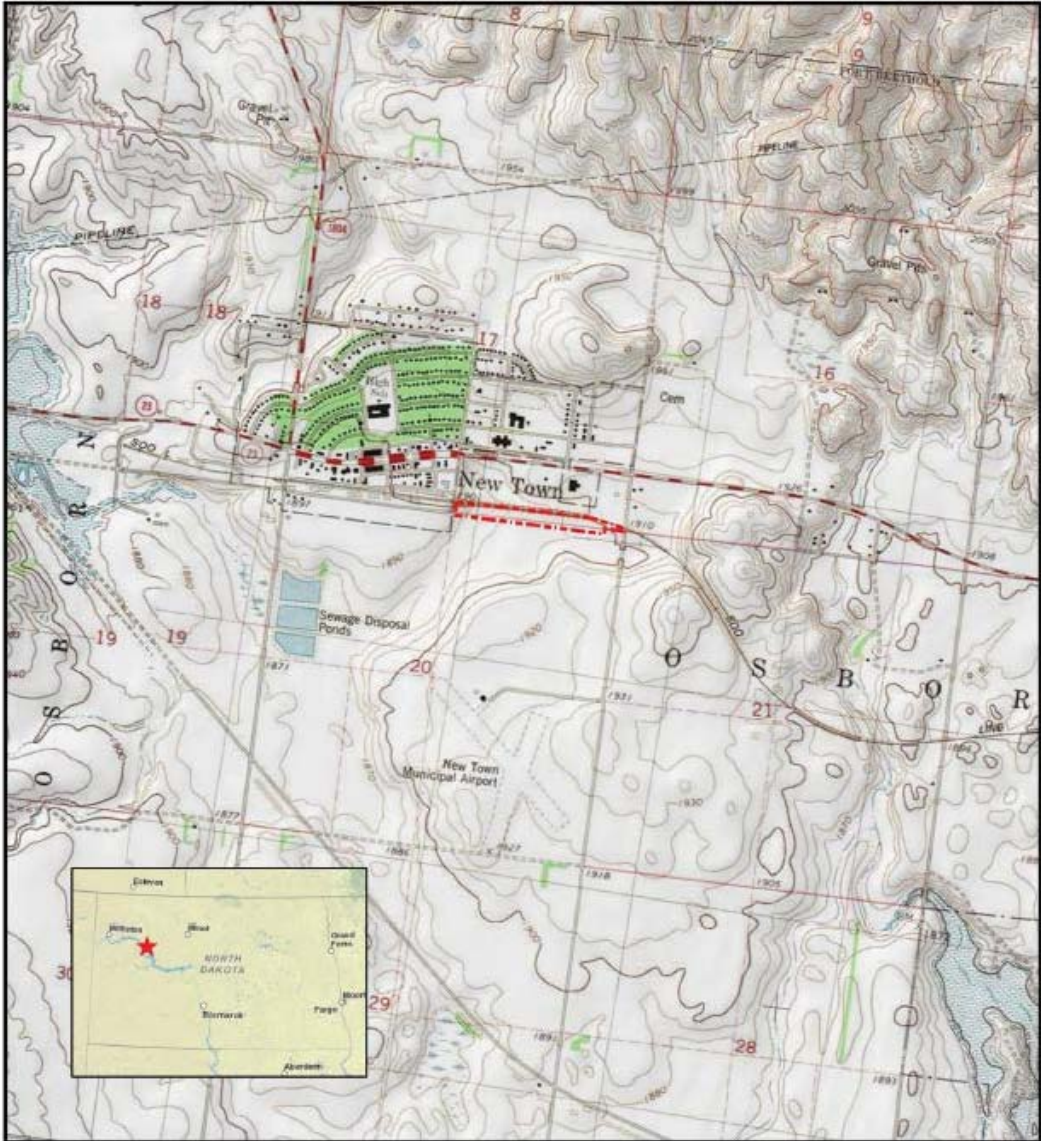
Sincerely,

Jerome Mikombo
Project Engineer
Unimin Corporation
149-A Houston Rd
Troutman, NC 28166
Office: (704) 528-5545 Ext. 25
Cell: (704) 775- 6101
email: jmikombo@unimin.com

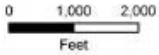
Mailing Address:
258 Elm Street
New Canaan
CT 06840

FIGURES

FIGURE 1
Site Location Map



Proj. No.: N013224.000
 Date: August 7, 2013
 GIS Analyst: ST
 Reviewed By: KR



Pinnacle Engineering
 11341 39th Avenue North
 Minneapolis, Minnesota 55430
 Tel: (763) 315-4901 Fax: (763) 315-4907

Figure 1:
 Site Location

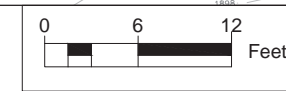
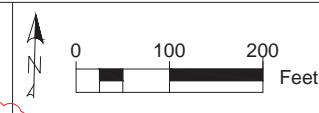
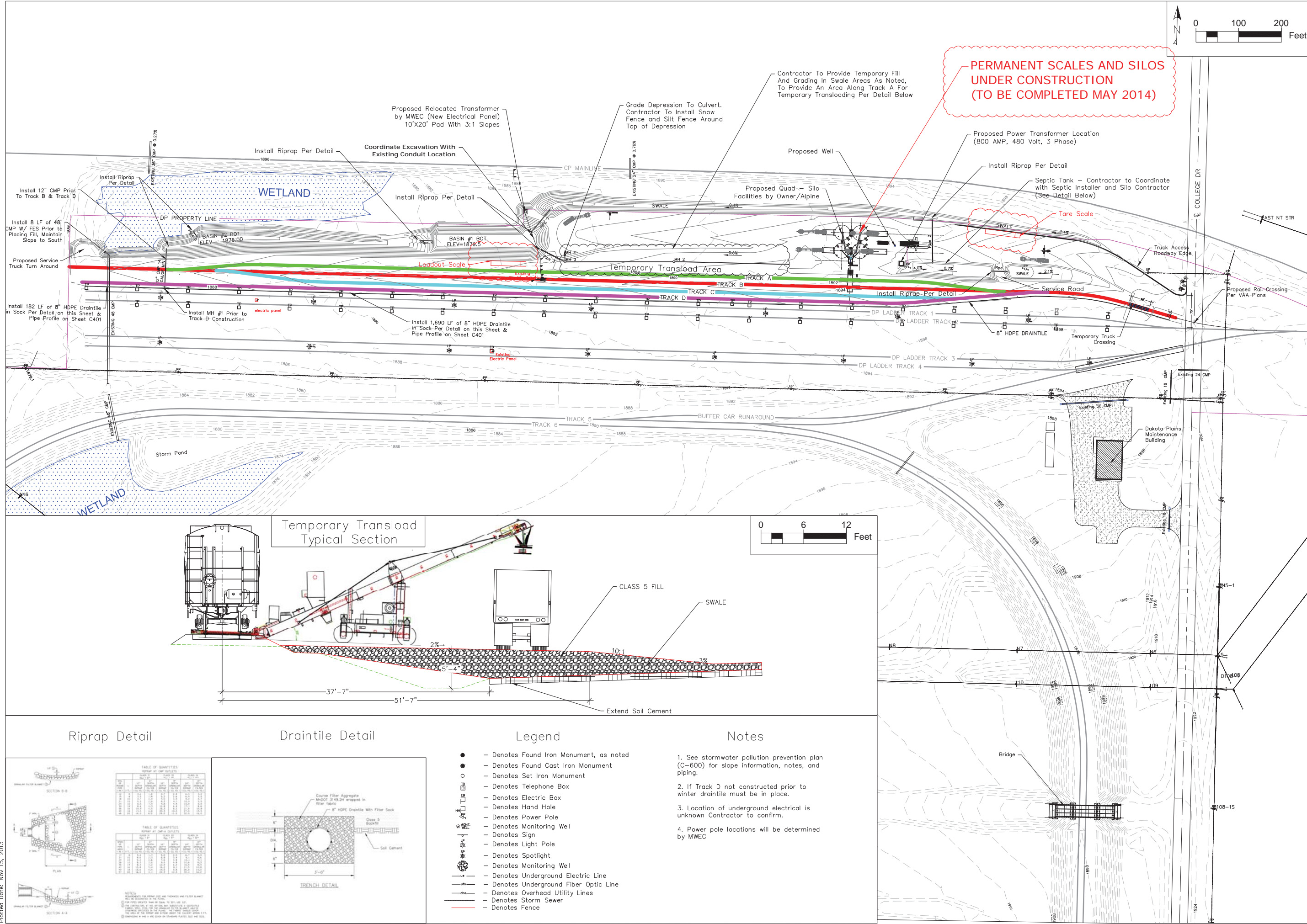
Uminin Corporation
 Sand Transload Facility
 New Town, North Dakota

Legend
 Site Boundary

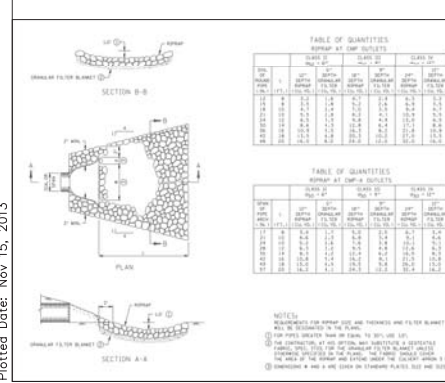
FIGURE 2

Site Layout and Silos General Arrangement Drawings

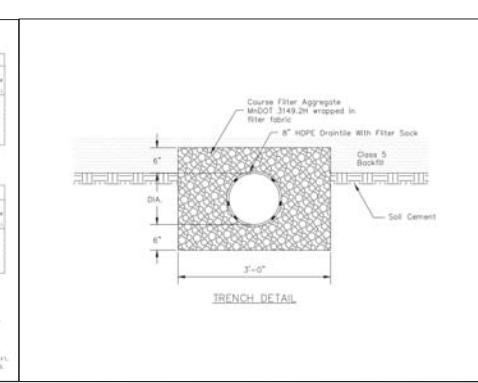
Drawing File: N:\Projects\C-D Clients\Dakota Plains Holding Inc\2012 Projects\N012467.003 Loop Track Design and Planning\Civil 3D Drawings\FINAN013224_PHASE1_GRADING.dwg
 Plotted Date: Nov 15, 2013



Riprap Detail



Drain Tile Detail



Legend

- - Denotes Found Iron Monument, as noted
- - Denotes Found Cast Iron Monument
- - Denotes Set Iron Monument
- - Denotes Telephone Box
- - Denotes Electric Box
- - Denotes Hand Hole
- - Denotes Power Pole
- - Denotes Monitoring Well
- - Denotes Sign
- - Denotes Light Pole
- - Denotes Spotlight
- - Denotes Monitoring Well
- - Denotes Underground Electric Line
- - Denotes Underground Fiber Optic Line
- - Denotes Overhead Utility Lines
- - Denotes Storm Sewer
- - Denotes Fence

Notes

1. See stormwater pollution prevention plan (C-600) for slope information, notes, and piping.
2. If Track D not constructed prior to winter drain tile must be in place.
3. Location of underground electrical is unknown Contractor to confirm.
4. Power pole locations will be determined by MVEC

NO.	DATE	ISSUE/REVISION	DRWN	CHKD
1	8/14/13	Alignment Shift North	MJB	GEB
2	8/28/13	Site Entrance & Temporary Crossing	MJB	GEB
3	9/19/13	Truck Road West Extension	MJB	MJC
4	10/18/13	Phase 1 Gravel Fill	MJB	MJC

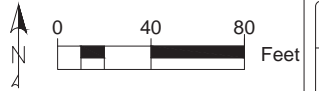
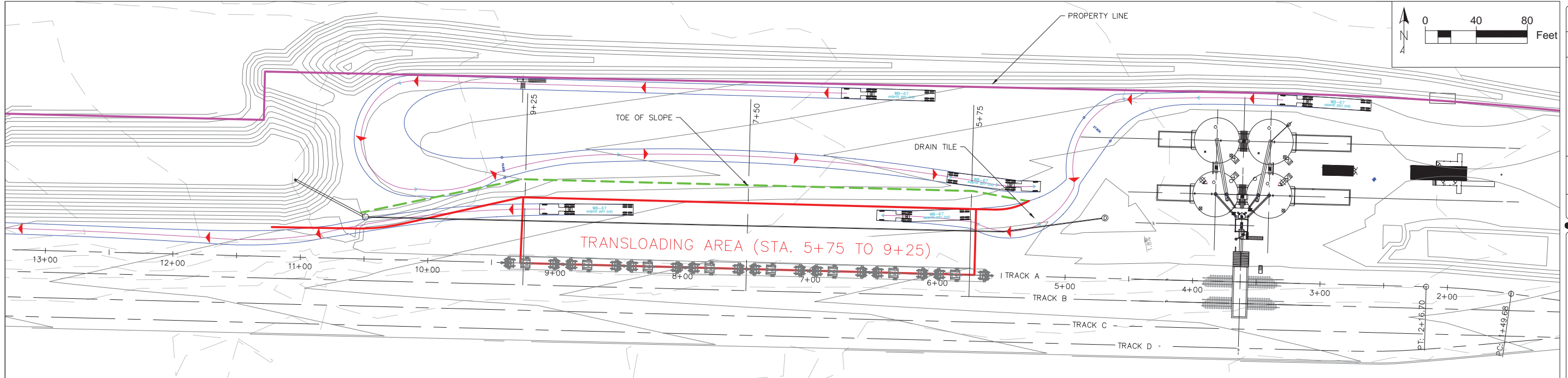
Pinnacle Engineering
 11541 95th Ave N.
 Minneapolis, MN 55369
 (763) 315-4501
 www.pineg.com

DATE:	DRAWN:	DESIGNED:	CHECKED:	APPROVED:
9/9/13	MJB	GEB	GEB	GEB

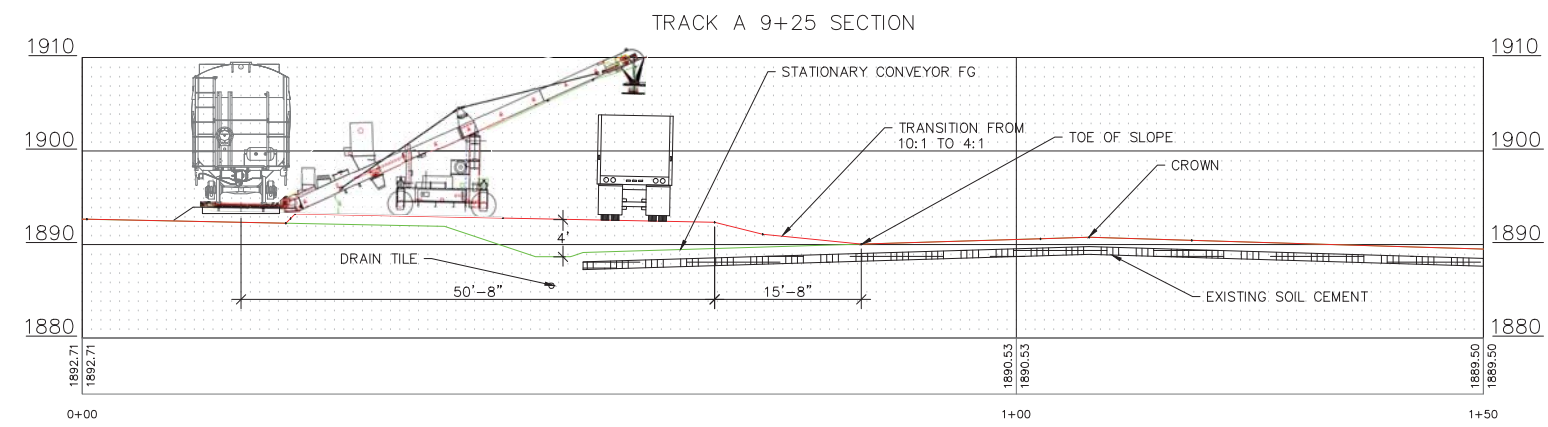
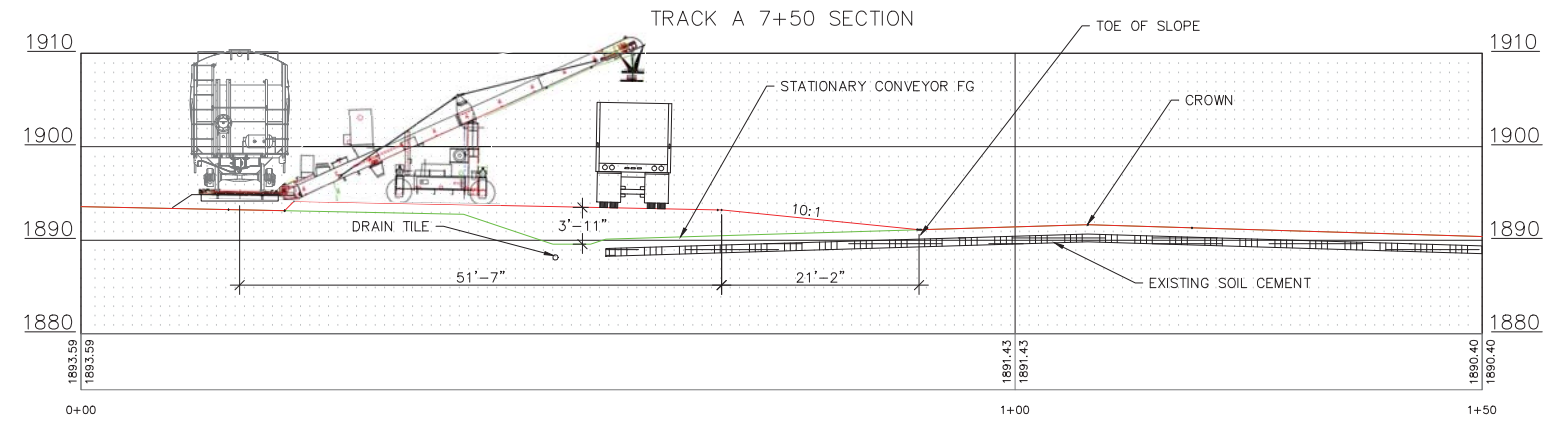
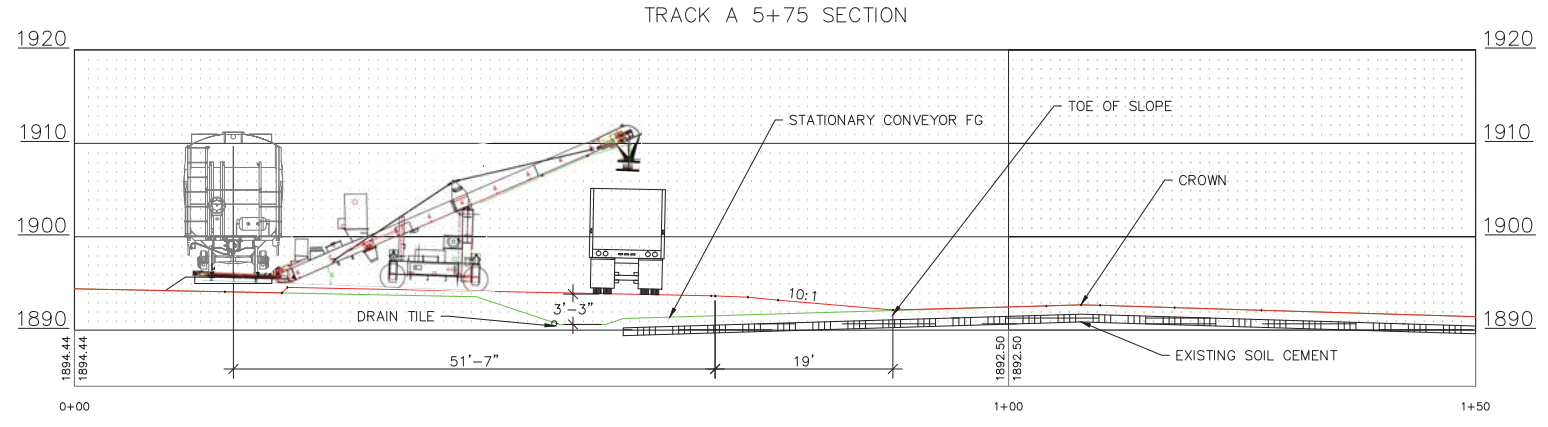
PROJECT: **FRAC SAND SIDING FACILITY NEW TOWN, ND**
 CLIENT: **UNIMIN CORPORATION**

DRAWING TITLE: **SITE, GRADING, & STORM DRAIN PLAN PHASE 1**
 PROJECT NO.: N013224.000
 DRAWING NO.: **C110**
 SCALE: AS NOTED

Drawing File: N:\Projects\C-D Clients\Dakota Plains Holding Inc\2012 Projects\N012467.003 Loop Track Design and Planning\Civil 3D Drawings\N012467.003_PORT_INSL.dwg
Plotted Date: Oct 17, 2013



NO.	DATE	ISSUE/REVISION	DRWN	CHKD



PRELIMINARY
NOT FOR CONSTRUCTION

DATE:	10/16/2013
DRAWN:	MJB
DESIGNED:	GEB
CHECKED:	GEB
APPROVED:	GEB

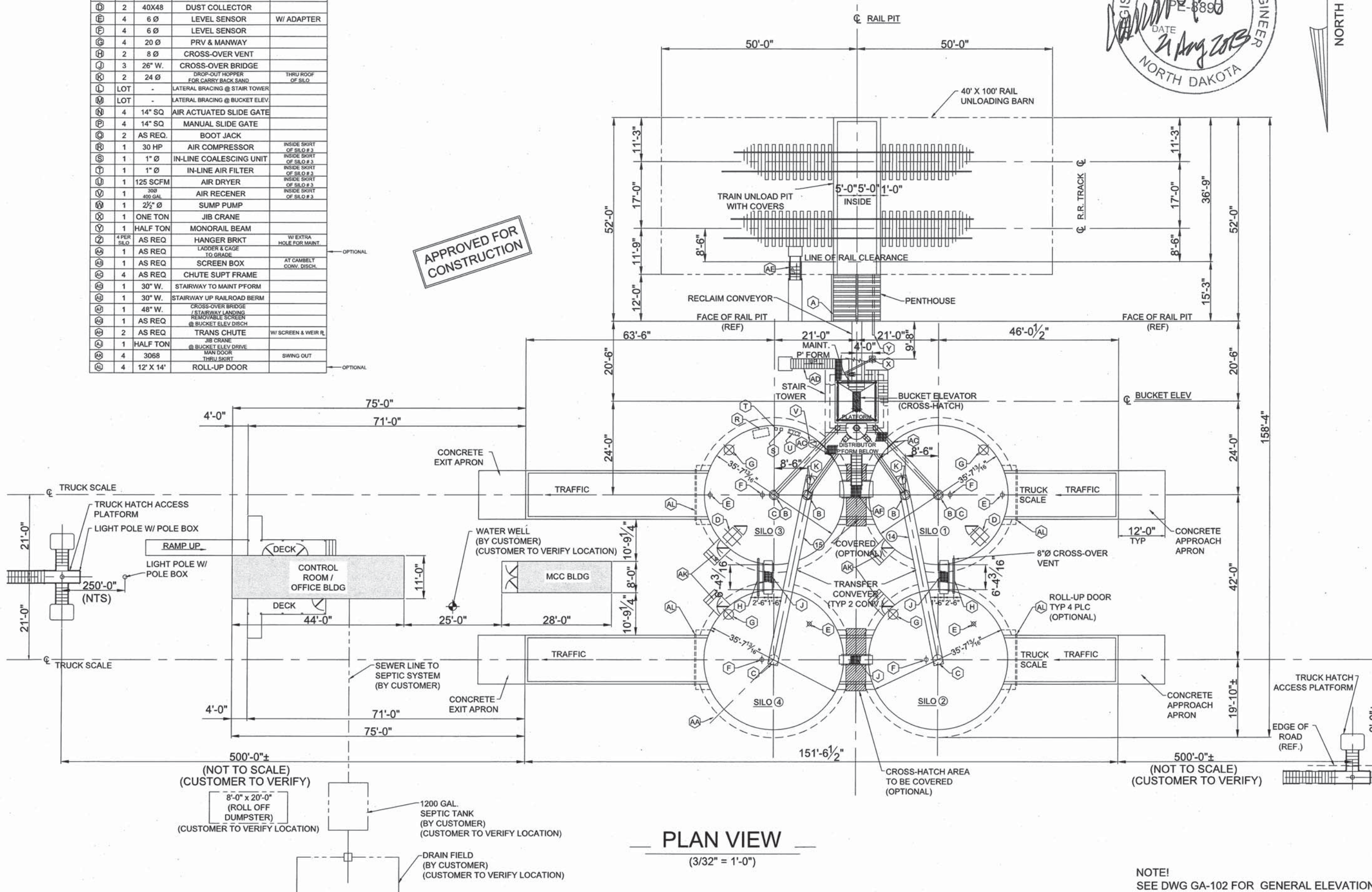
PROJECT:	FRAC SAND SIDING FACILITY NEW TOWN, ND
CLIENT:	UNIMIN CORPORATION

DRAWING TITLE:	219D TRANSLOAD OPTION
DRAWING NO.:	PROJECT NO. N013224.000
SCALE:	AS NOTED



FITTING SCHEDULE				
MARK	No REQ	SIZE	SERVICE	REMARKS
(A)	1	12'X12'	PENTHOUSE	W/ METAL SIDING
(B)	4	AS REQ.	TARGET BOX	
(C)	4	36 Ø	CENTER DOME	W/ COVER
(D)	2	40X48	DUST COLLECTOR	
(E)	4	6 Ø	LEVEL SENSOR	W/ ADAPTER
(F)	4	6 Ø	LEVEL SENSOR	
(G)	4	20 Ø	PRV & MANWAY	
(H)	2	8 Ø	CROSS-OVER VENT	
(I)	3	26" W.	CROSS-OVER BRIDGE	
(J)	2	24 Ø	DROP-OUT HOPPER FOR CARRY BACK SAND	THRU ROOF OF SILO
(K)	LOT	-	LATERAL BRACING @ STAIR TOWER	
(L)	LOT	-	LATERAL BRACING @ BUCKET ELEV.	
(M)	4	14" SQ	AIR ACTUATED SLIDE GATE	
(N)	4	14" SQ	MANUAL SLIDE GATE	
(O)	2	AS REQ.	BOOT JACK	
(P)	1	30 HP	AIR COMPRESSOR	INSIDE SKIRT OF SILO #3
(Q)	1	1" Ø	IN-LINE COALESCING UNIT	INSIDE SKIRT OF SILO #3
(R)	1	1" Ø	IN-LINE AIR FILTER	INSIDE SKIRT OF SILO #3
(S)	1	125 SCFM	AIR DRYER	INSIDE SKIRT OF SILO #3
(T)	1	400 GAL	AIR RECENER	INSIDE SKIRT OF SILO #3
(U)	1	2 1/2" Ø	SUMP PUMP	
(V)	1	ONE TON	JIB CRANE	
(W)	1	HALF TON	MONORAIL BEAM	
(X)	4 PER SILO	AS REQ.	HANGER BRKT	W/ EXTRA HOLE FOR MAINT.
(Y)	1	AS REQ.	LADDER & CAGE TO GRADE	
(Z)	1	AS REQ.	SCREEN BOX	AT CAMBELT CONV. DISCH.
(AA)	4	AS REQ.	CHUTE SUPT FRAME	
(AB)	1	30" W.	STAIRWAY TO MAINT P'FORM	
(AC)	1	30" W.	STAIRWAY UP RAILROAD BERM	
(AD)	1	48" W.	CROSS-OVER BRIDGE (STAIRWAY LANDING)	
(AE)	1	AS REQ.	REMOVABLE SCREEN @ BUCKET ELEV DISCH	
(AF)	2	AS REQ.	TRANS CHUTE	W/ SCREEN & WEIR R.
(AG)	1	HALF TON	JIB CRANE @ BUCKET ELEV DRIVE	
(AH)	4	3068	THRU SKIRT	SWING OUT
(AI)	4	12' X 14'	ROLL-UP DOOR	

APPROVED FOR CONSTRUCTION



PLAN VIEW
(3/32" = 1'-0")

UNIMIN.
UNION CORPORATION
255 1/2 M STREET
NEW CANAAN, CT 06840

FRAC-SAND TRANSLOAD
NEW TOWN, NORTH DAKOTA

DATE	NO.	REVISION DESCRIPTION	BY
08-05-13	1	ADD DUMPSTER LOCATION/ DKC	DKC
08-07-13	2	REVISE CROSS-OVER LOC.	DKC

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ALPINE
INDUSTRIAL SYSTEMS INC.
P.O. BOX 343573 AUSTIN, TX 78734 801.566.1400

GENERAL ARRANGMENT
FRAC-SAND TRANSLOAD
NEW TOWN, NORTH DAKOTA

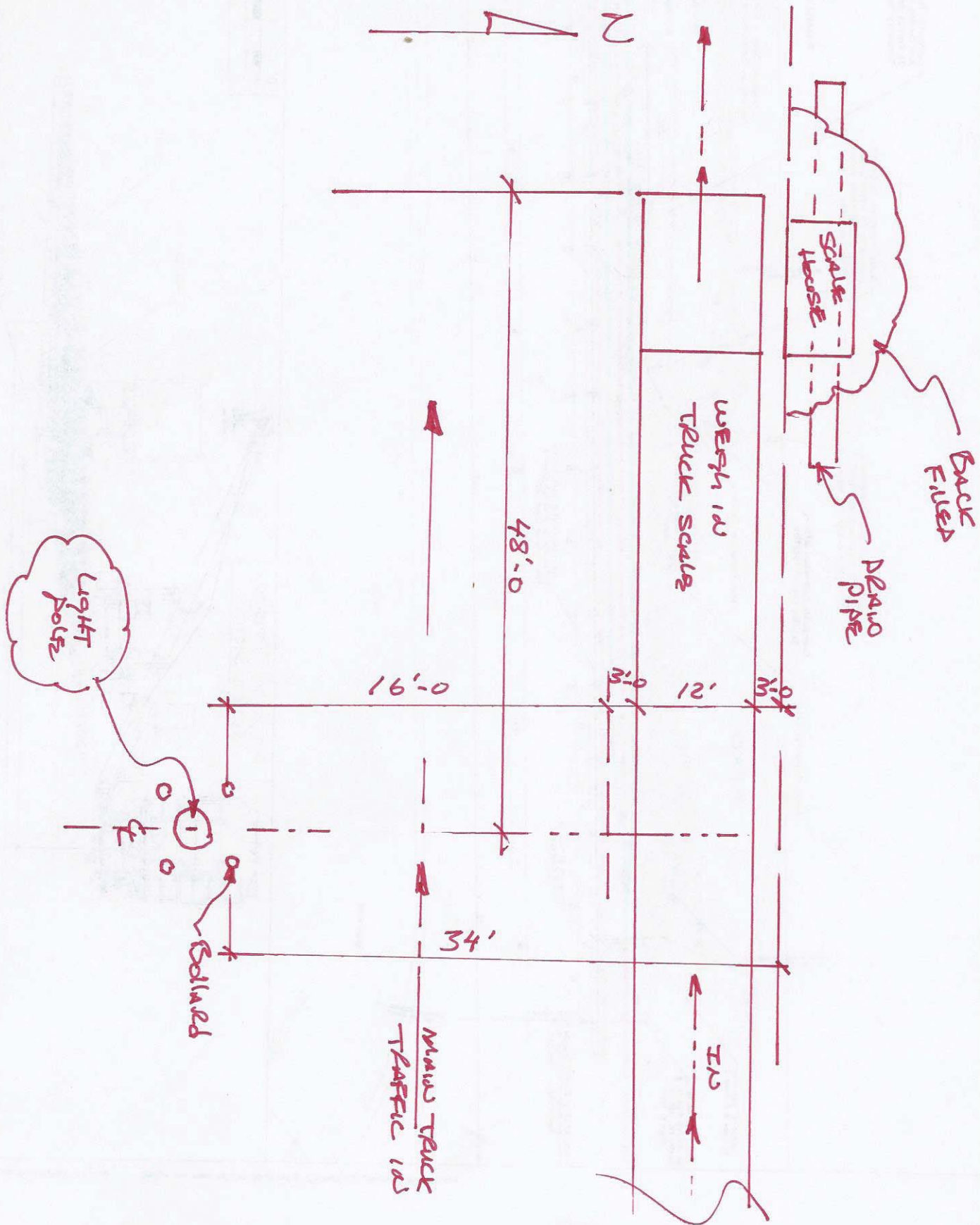
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DATE: 07-25-13

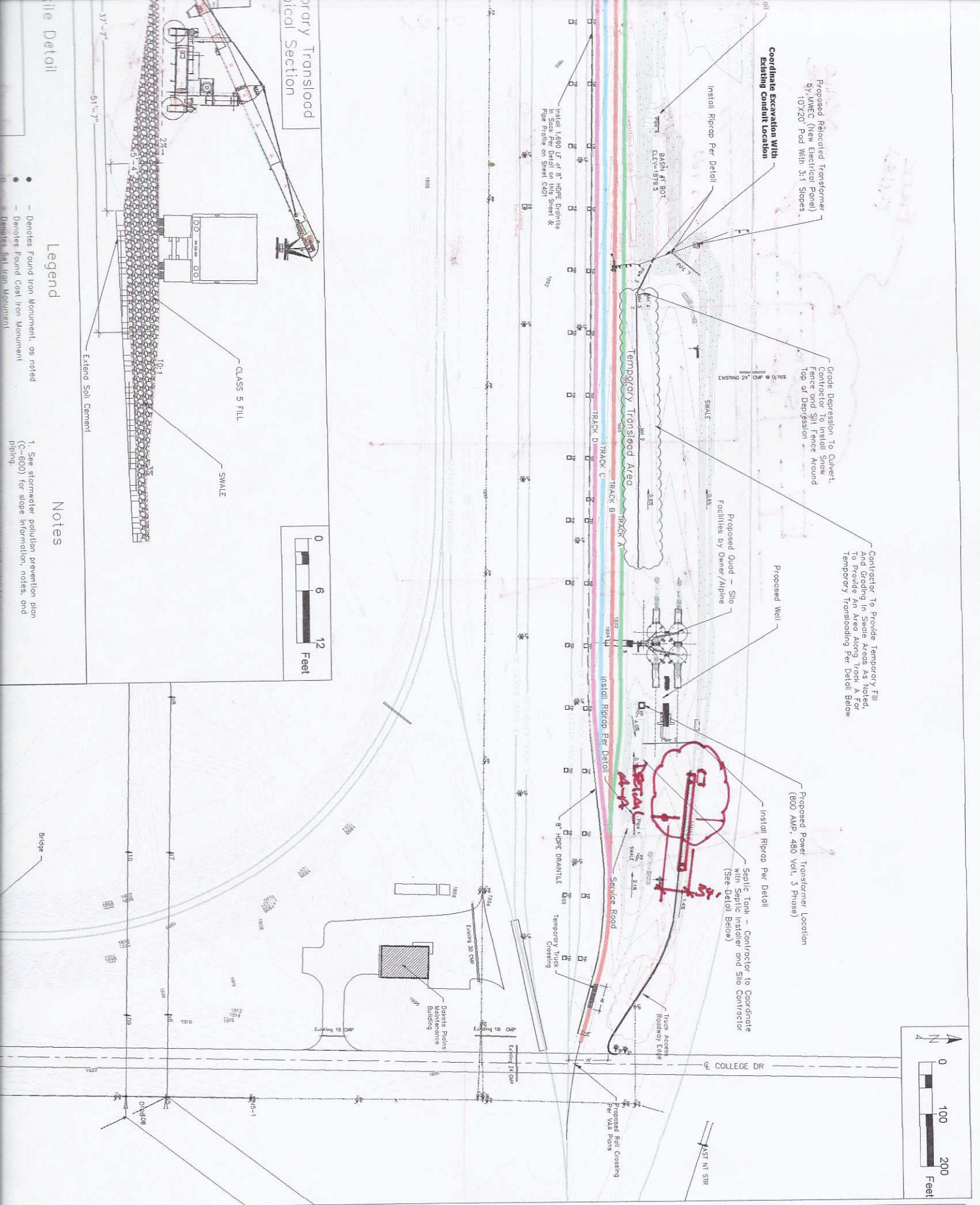
DESIGN BY: TSS
DRAWN BY: DLG
CHECKED BY: TSS
APPROVED BY: DKC

SHEET NO. **GA-101**
REVISION **2**

NOTE!
SEE DWG GA-102 FOR GENERAL ELEVATION



Detail A-A



Proposed Relocated Transformer by MWEC (New Electrical Panel) 10'x20' Pad With 3:1 Slopes

Grade Depression To Culvert. Contractor To Install Snow Fence and Silt Fence Around Top of Depression

Contractor To Provide Temporary Fill And Grading In Swale Areas Noted To Provide Adequate Flood Track A For Temporary Transloading Per Detail Below

Proposed Power Transformer Location (800 AMP, 480 Volt, 3 Phase)

Install Riprap Per Detail
Septic Tank - Contractor to Coordinate with Septic Installer and Silt Contractor (See Detail Below)

Install Riprap Per Detail

Proposed Well

Proposed Durd - Silt Facilities by Owner/Alpine

SWALE

Install Riprap Per Detail

Install 1,890 LF of 8" HDPE Drip/Irrigation Pipe Per Detail on this Sheet & Pipe Profile on Sheet C401

Temporary Transload Area
TRACK A
TRACK B
TRACK C
TRACK D

Install Riprap Per Detail

Service Road

Truck Access Roadway Edge

Proposed Rail Crossing Per V&A Plans

Existing 15 CMP

Existing 18 CMP

Existing 21 CMP

Existing 24 CMP

Existing 30 CMP

Existing 36 CMP

Existing 42 CMP

Existing 48 CMP

Existing 54 CMP

Existing 60 CMP

Existing 66 CMP

Existing 72 CMP

Existing 78 CMP

Existing 84 CMP

Existing 90 CMP

Existing 96 CMP

Existing 102 CMP

Existing 108 CMP

Existing 114 CMP

Existing 120 CMP

Existing 126 CMP

Existing 132 CMP

Existing 138 CMP

Existing 144 CMP

Existing 150 CMP

Existing 156 CMP

Existing 162 CMP

Existing 168 CMP

Existing 174 CMP

Existing 180 CMP

Existing 186 CMP

Existing 192 CMP

Existing 198 CMP

Existing 204 CMP

Existing 210 CMP

Existing 216 CMP

Existing 222 CMP

Existing 228 CMP

Existing 234 CMP

Existing 240 CMP

Existing 246 CMP

Existing 252 CMP

Existing 258 CMP

Existing 264 CMP

Existing 270 CMP

Existing 276 CMP

Existing 282 CMP

Existing 288 CMP

Existing 294 CMP

Existing 300 CMP

Existing 306 CMP

Existing 312 CMP

Existing 318 CMP

Existing 324 CMP

Existing 330 CMP

Existing 336 CMP

Existing 342 CMP

Existing 348 CMP

Existing 354 CMP

Existing 360 CMP

Existing 366 CMP

Existing 372 CMP

Existing 378 CMP

Existing 384 CMP

Existing 390 CMP

Existing 396 CMP

Existing 402 CMP

Existing 408 CMP

Existing 414 CMP

Existing 420 CMP

Existing 426 CMP

Existing 432 CMP

Existing 438 CMP

Existing 444 CMP

Existing 450 CMP

Existing 456 CMP

Existing 462 CMP

Existing 468 CMP

Existing 474 CMP

Existing 480 CMP

Existing 486 CMP

Existing 492 CMP

Existing 498 CMP

Existing 504 CMP

Existing 510 CMP

Existing 516 CMP

Existing 522 CMP

Existing 528 CMP

Existing 534 CMP

Existing 540 CMP

Existing 546 CMP

Existing 552 CMP

Existing 558 CMP

Existing 564 CMP

Existing 570 CMP

Existing 576 CMP

Existing 582 CMP

Existing 588 CMP

Existing 594 CMP

Existing 600 CMP

Existing 606 CMP

Existing 612 CMP

Existing 618 CMP

Existing 624 CMP

Existing 630 CMP

Existing 636 CMP

Existing 642 CMP

Existing 648 CMP

Existing 654 CMP

Existing 660 CMP

Existing 666 CMP

Existing 672 CMP

Existing 678 CMP

Existing 684 CMP

Existing 690 CMP

Existing 696 CMP

Existing 702 CMP

Existing 708 CMP

Existing 714 CMP

Existing 720 CMP

Existing 726 CMP

Existing 732 CMP

Existing 738 CMP

Existing 744 CMP

Existing 750 CMP

Existing 756 CMP

Existing 762 CMP

Existing 768 CMP

Existing 774 CMP

Existing 780 CMP

Existing 786 CMP

Existing 792 CMP

Existing 798 CMP

Existing 804 CMP

Existing 810 CMP

Existing 816 CMP

Existing 822 CMP

Existing 828 CMP

Existing 834 CMP

Existing 840 CMP

Existing 846 CMP

Existing 852 CMP

Existing 858 CMP

Existing 864 CMP

Existing 870 CMP

Existing 876 CMP

Existing 882 CMP

Existing 888 CMP

Existing 894 CMP

Existing 900 CMP

Existing 906 CMP

Existing 912 CMP

Existing 918 CMP

Existing 924 CMP

Existing 930 CMP

Existing 936 CMP

Existing 942 CMP

Existing 948 CMP

Existing 954 CMP

Existing 960 CMP

Existing 966 CMP

Existing 972 CMP

Existing 978 CMP

Existing 984 CMP

Existing 990 CMP

Existing 996 CMP

Existing 1002 CMP

Existing 1008 CMP

Existing 1014 CMP

Existing 1020 CMP

Existing 1026 CMP

Existing 1032 CMP

Existing 1038 CMP

Existing 1044 CMP

Existing 1050 CMP

Existing 1056 CMP

Existing 1062 CMP

Existing 1068 CMP

Existing 1074 CMP

Existing 1080 CMP

Existing 1086 CMP

Existing 1092 CMP

Existing 1098 CMP

Existing 1104 CMP

Existing 1110 CMP

Existing 1116 CMP

Existing 1122 CMP

Existing 1128 CMP

Existing 1134 CMP

Existing 1140 CMP

Existing 1146 CMP

Existing 1152 CMP

Existing 1158 CMP

Existing 1164 CMP

Existing 1170 CMP

Existing 1176 CMP

Existing 1182 CMP

Existing 1188 CMP

Existing 1194 CMP

Existing 1200 CMP

Existing 1206 CMP

Existing 1212 CMP

Existing 1218 CMP

Existing 1224 CMP

Existing 1230 CMP

Existing 1236 CMP

Existing 1242 CMP

Existing 1248 CMP

Existing 1254 CMP

Existing 1260 CMP

Existing 1266 CMP

Existing 1272 CMP

Existing 1278 CMP

Existing 1284 CMP

Existing 1290 CMP

Existing 1296 CMP

Existing 1302 CMP

Existing 1308 CMP

Existing 1314 CMP

Existing 1320 CMP

Existing 1326 CMP

Existing 1332 CMP

Existing 1338 CMP

Existing 1344 CMP

Existing 1350 CMP

Existing 1356 CMP

Existing 1362 CMP

Existing 1368 CMP

Existing 1374 CMP

Existing 1380 CMP

Existing 1386 CMP

Existing 1392 CMP

Existing 1398 CMP

Existing 1404 CMP

Existing 1410 CMP

Existing 1416 CMP

Existing 1422 CMP

Existing 1428 CMP

Existing 1434 CMP

Existing 1440 CMP

Existing 1446 CMP

Existing 1452 CMP

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Existing 1494 CMP

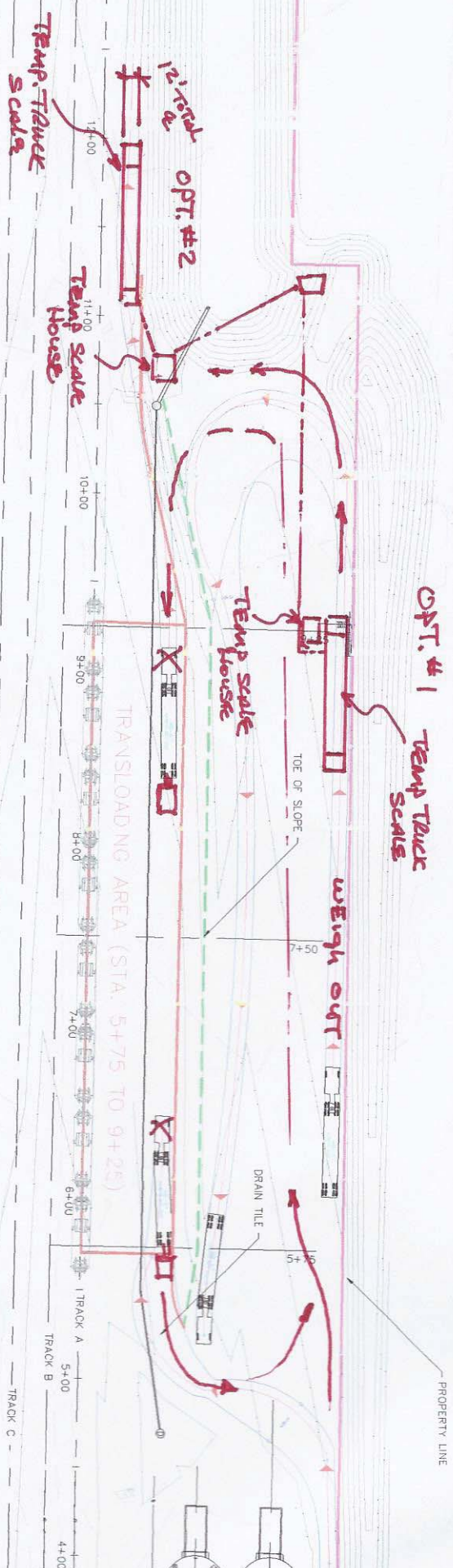
Existing 1500 CMP

Existing 1506 CMP

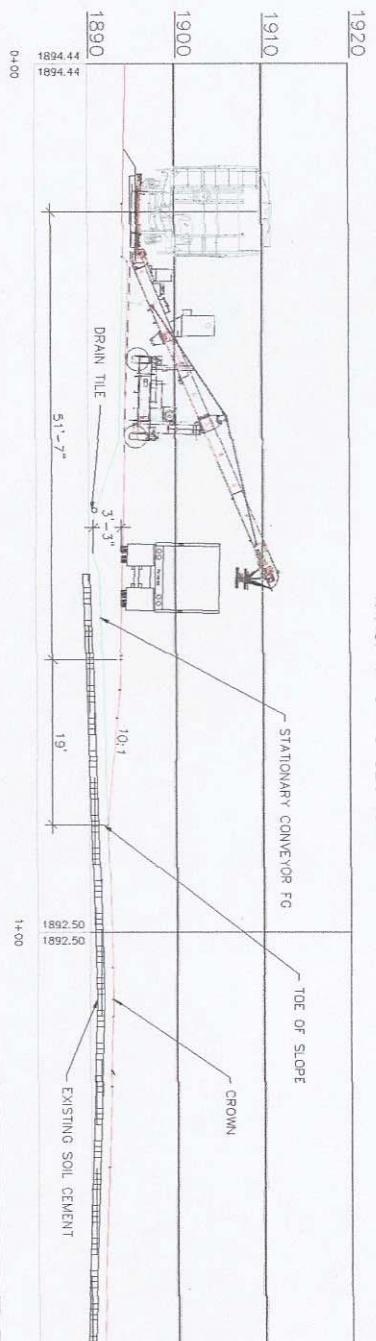
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Existing 1518 CMP

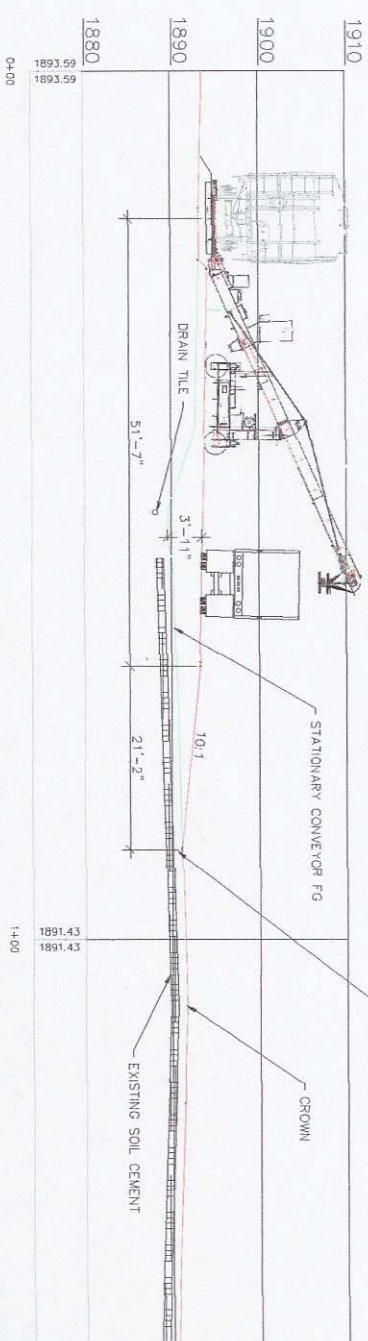
OPTION #2 AREA
 CURBILITY BEAMS USED
 FOR TRACK WORK



TRACK A 5+75 SECTION



TRACK A 7+50 SECTION



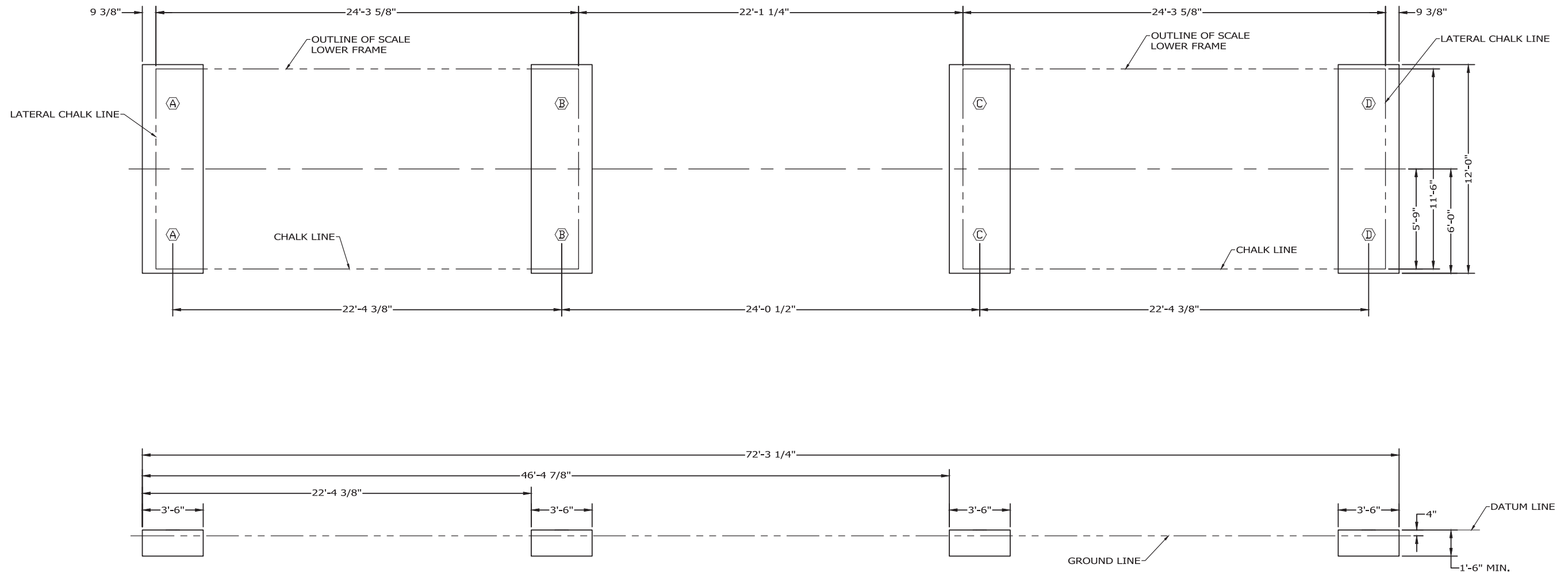
TRACK A 9+25 SECTION



FIGURE 3
Truck Scale Drawings

REVISION HISTORY			
LTR	DESCRIPTION	DATE	BY
A	RELEASE FOR PRODUCTION	03/26/10	24996 ADB
B	REMOVED CONDUIT REVISED NOTE 9	9/26/11	25308 TPY

PIER LOADINGS AT SECTIONAL CAPACITY	
PIER	LOADING
A	51.0 KIPS
B	56.0 KIPS
C	56.0 KIPS
D	51.0 KIPS



NOTES:

1. THE SCALE PIER PLAN AS SHOWN IS SUFFICIENT FOR FIRM SOIL AND GOOD CONCRETE. THE MINIMUM SOIL BEARING SHALL BE 4,000 POUNDS PER SQUARE FOOT AND THE MINIMUM CONCRETE STRENGTH SHALL BE 3,000 POUNDS PER SQUARE INCH, 28 DAY. FOR UNUSUAL SOIL CONDITIONS OR DEEP FROST PENETRATION, ALTER THE FOUNDATION AS REQUIRED. THE FOOTING SHALL BE BELOW THE FROST LINE.
2. TOP OF PIERS SHALL BE IN A LEVEL PLANE AND A MINIMUM OF 4 INCHES ABOVE THE GROUND LINE.
3. A MINIMUM REINFORCING SCHEDULE OF #4 RODS ON 6 INCH CENTERS SHALL EXTENDED THE ENTIRE WIDTH OF THE PIERS. REINFORCING RODS SHALL BE PLACED 3 INCHES FROM THE TOP AND BOTTOM OF SURFACE OF THE PIERS.
4. THE CONTRACTOR SHALL CONTACT THE STATE WEIGHT AND MEASURES DIVISION FOR STATE FOUNDATION REQUIREMENTS. (SOME STATES REQUIRE SPECIAL PIER DEPTHS.)
5. CARDINAL SCALE MFG. CO. SHALL NOT BE RESPONSIBLE FOR THE STABILITY OF THE PIERS.
6. APPROXIMATELY 9.4 CUBIC YARDS OF CONCRETE REQUIRED.

NOTES CONTINUED:

7. ON THE APPROACH END OR ENDS OF A VEHICLE SCALE INSTALLED IN ANY ONE LOCATION FOR A PERIOD OF SIX MONTHS OR MORE, THERE SHALL BE A STRAIGHT APPROACH AS FOLLOWS:
(A) AT LEAST THE WIDTH OF THE PLATFORM AND
(B) AT LEAST ONE-HALF THE LENGTH OF THE PLATFORM BUT NOT REQUIRED TO BE MORE THAN 40 FEET, AND
(C) NOT LESS THAN 10 FEET OF ANY APPROACH ADJACENT TO THE PLATFORM SHALL BE CONSTRUCTED OF CONCRETE OR SIMILAR DURABLE MATERIAL TO INSURE THAT THIS PORTION REMAINS SMOOTH AND LEVEL AND IN THE SAME PLANE AS THE PLATFORM. HOWEVER, GRATING OF SUFFICIENT STRENGTH TO WITHSTAND ALL LOADS MAY BE INSTALLED IN THIS PORTION; AND FURTHER WHERE DEEMED NECESSARY FOR DRAINAGE PURPOSES, THE REMAINING PORTION OF THE APPROACH MAY SLOPE SLIGHTLY.
8. CONSTRUCT CHALK LINES AS SHOWN BEFORE PLACING THE SCALE.
9. THE SUMMING CABLES, FROM THE LOWER FRAMES TO THE SUMMING JUNCTION BOX, MUST BE INSTALLED IN A PROTECTIVE 1" MINIMUM SIZE CONDUIT OR COVER. THE INDICATOR CABLE MUST BE INSTALLED IN A PROTECTIVE 1 1/2" MINIMUM SIZE CONDUIT OR COVER. THE CABLE MUST BE A MINIMUM OF 24" FROM ALL A.C. ELECTRICAL LINES. (THEY MAY CROSS AT 90° ONLY.)

FOR REFERENCE ONLY

QTY.	QTY.	QTY.	ITEM	PART/DWG. NUMBER	DESCRIPTION	MATERIAL OR SOURCE	WT. EACH
			-0A	ASSY.			
PARTS/MATERIAL LIST							
UNLESS OTHERWISE SPECIFIED TOLERANCE ON DIMENSIONS ARE: ANGLES ± 1/2° INTEGERS/FRACTIONS ± 1/16 IN. DECIMALS (X) ± .03 IN. DECIMALS (XXX) ± .01 IN. DECIMALS (XXXX) ± .005 IN. NOTE: WHOLE NUMBERS MUST BE WRITTEN XX,000 TO INVOKE DECIMAL TOLERANCES.							
Cardinal Cardinal Scale Manufacturing Co. WEBB CITY, MISSOURI 64489				CARDINAL DETECTO FULLER WEIGHING SYSTEMS			
TITLE: PIER PLAN: 4-SECTION STEEL SCALE; SELF-CONTAINED ELECTRONIC MOTOR TRUCK SCALE							
SCALE	NTS	DO NOT SCALE	NEXT	0102-D295-0A			
DR. ADB	DATE	3/26/2010	ASSEMBLY				
CH.	DATE						
MODEL	13570 EPR-LF	SHEET	1	DWG. NO.	0102-D296-0A	REV.	B

FIGURES 4

Photos

