

Trimodal Terminal LP

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Table of Contents



Section	Page Number
Property Boundaries	3
Leased Areas	4
Adjacent Properties	5
Traffic Access	6
Barge/Rail Access	7-8
Map of Gas, Water and Sewage Lines	9
Utilities	10
Operational Cost Estimate For Utilities	11
Zoning	12
Site Strengths	13
Overview of Primary Intended Improvements	14
Property Tax Rates	15
Hilltop Site	16

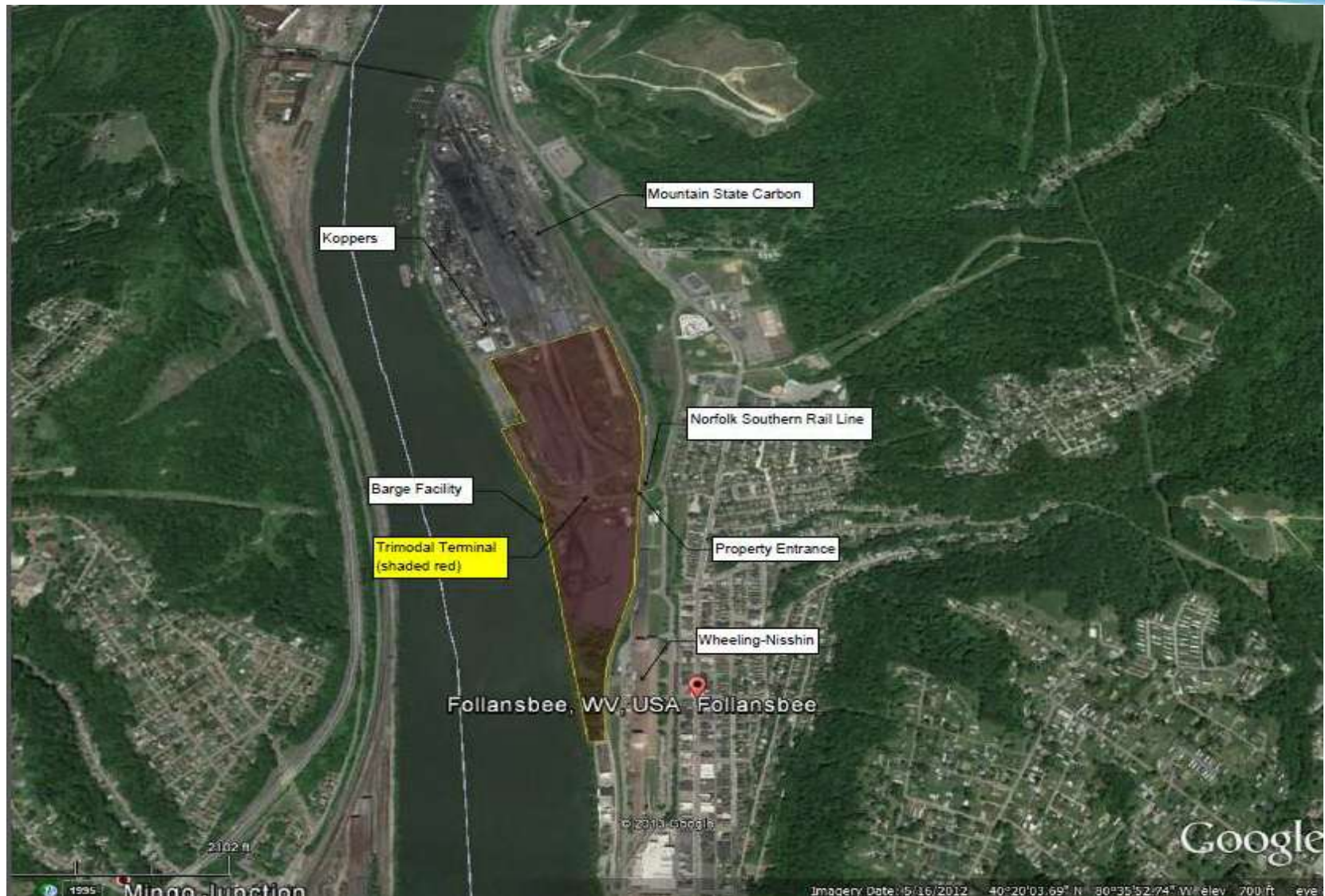
Property Boundaries



Leased Areas



Adjacent Properties



- > 80 acre riverfront site
- > 3 miles south of U.S. Route 22/30 via WV State Route 2
 - › highway access to Pennsylvania and Ohio
- > Ohio River mile marker 70.0

- > USACE Barge Permit # 1989-141
 - › Six (6) 3-column barge mooring dolphins
 - › 3,000 feet of riverfront
 - › Barge loading/unloading
 - › Approved barge mooring width of 105'
- > Approximately 22,000 feet of rail lines on-site served by Norfolk Southern
 - › NS location RO21 DL4

Barge/Rail Access

- = NS Line
- = Trimodal Dedicated Rail
- = No Longer Active



Map of Gas, Water and Sewage Lines



- > Electric provider: Mon Power
 - › Substation within 800 feet of site
 - › 50 + MVA
 - › 10-50 + MVA
- > Water
 - › Line sizes: 8" on the NE side of property, 10" on the South side of property
- > Water provider: City of Follansbee
 - › Capacity: 100,000 + GPD
 - › Wastewater: 1,000,000 + GPD excess wastewater
 - › Gravity Flow
- > Water well on-site to provide a frac water takepoint in addition to water trucks for dust suppression
 - › Well capacity exceeds 1 million gallons per day
- > Natural Gas provider: Mountaineer Gas
 - › Five (5) 8 inch lines, main line 12 inches

Operational Cost Estimate For Utilities



- > Electric TBD based on need*
- > Water \$5.33/1,000 gallons
- > Wastewater \$8.30/1,000 gallons
- > Gas \$4.133/MCF

*West Virginia permits industrial power users to apply for discounted rates. In addition, Mon Power's tariff rates for certain types of industrial service are lower than their general service rates.

> Current Zoning Designation

- › At the present time there are no zoning restrictions

> Permits

- › Building permit for \$5, no approval of plans required by local municipality; other permits TBD based on intended use

> Best Case Schedule

- › Near immediate groundbreaking once shovel-ready subject only to state and federal regulatory compliance depending on intended use

- > Riverfront – Barge Facility with more riverfront than other facilities in area
 - › Lowest transportation costs
 - › Accommodate high volume of barges
- > Railyard and immediately adjacent N-S access
 - › Additional low cost transportation
 - › Large enough to build multiple unit trains
- > Utility infrastructure is sufficient to supply nearly any heavy industrial requirement
- > Close proximity to highways accessing natural gas fields in 3 states
- > 30 minutes to Pittsburgh International Airport
- > Land area is large enough to accommodate large-scale structures
- > No zoning – fast construction timeframe

Overview of Primary Intended Improvements



- > Repair access bridge
- > Construct roadway at the exit located at the southern portion of site
- > Relocate Koppers' access road
- > Relocate water main and install both gas main and the required underground electric
- > Level portions of site to create additional shovel-ready pads
- > Construct a frac sand warehouse and purchase dedicated wheel loader
- > Purchase and install barge facility equipment
- > Garage/Maintenance: Facility with diesel mechanic on-site

Property Tax Rates



- > West Virginia imposes both real property and personal property taxes
- > Class IV Tax Rate is 3.1052%

Hilltop Site



Potential Uses:

- > Lay down area
- > Truck Parking
- > Educational Campus
- > Headquarters
- > Warehouse Distribution
- > Man camp