

± 838.05 Acres · Ste. Genevieve County, MO

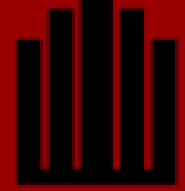
FOR SALE: CONTACT BROKER



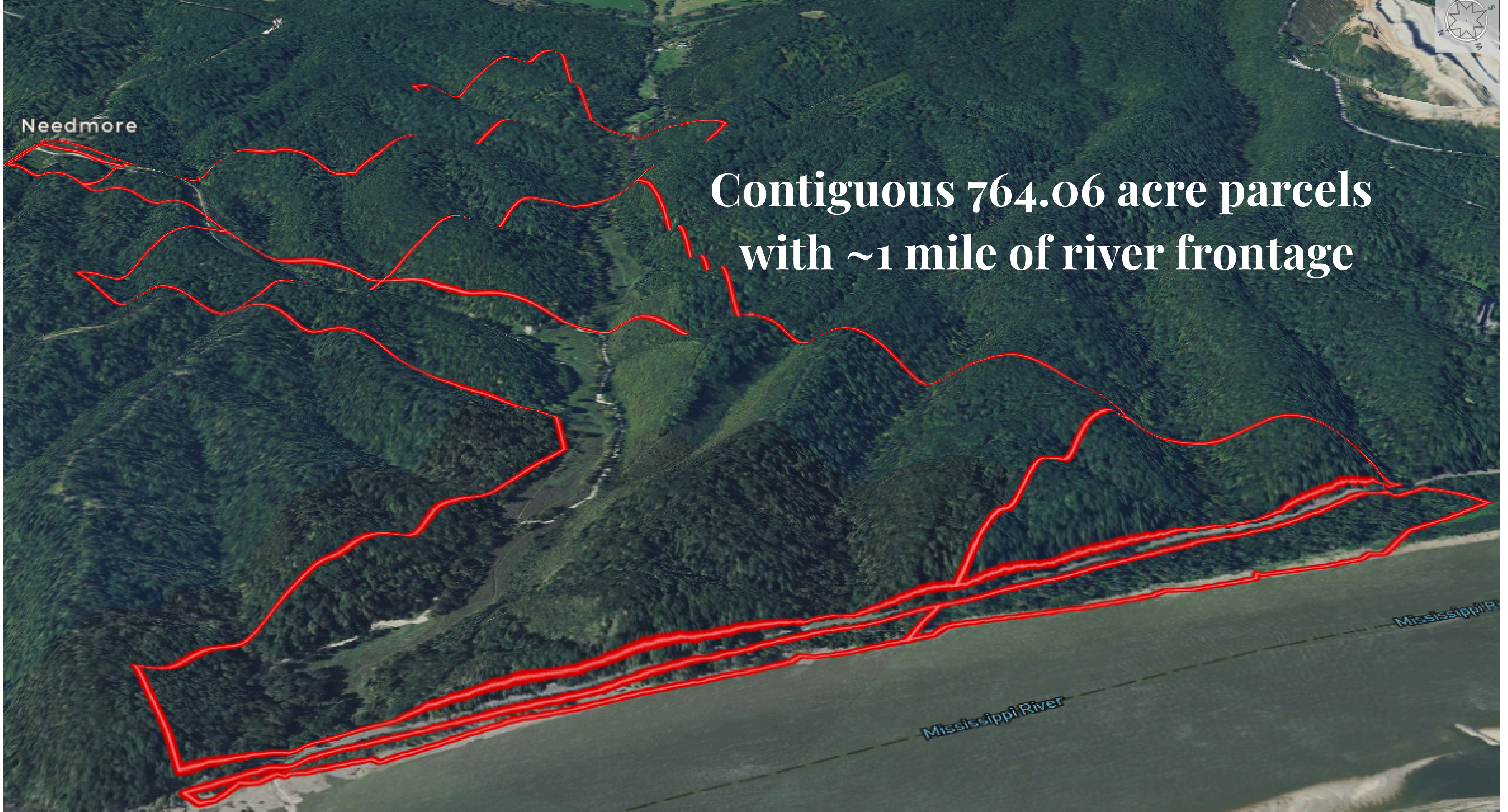
764.06 acres

50.00 acres

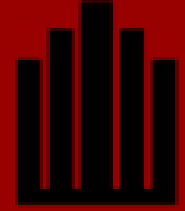
23.99 acres



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**Contiguous 764.06 acre parcels
with ~1 mile of river frontage**



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PROPERTY OVERVIEW

This expansive ±838.05-acre site in northern Ste. Genevieve County offers a rare, large-scale multimodal port development opportunity.

Lock-free Mississippi River access to the Gulf, BNSF mainline rail access, I-55 heavy-haul access, and Tier 1 St. Peter Sandstone reserves together position this site as an ideal logistics and industrial development hub.

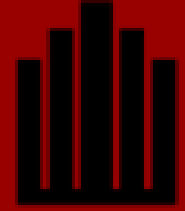
Total Acreage: ±838.05 acres of vacant land

Parcel Breakdown:

- Parcel 1: ±764.06 acres, including ~1 mile of Mississippi River frontage
- Parcel 2: ±73.99 acres along MO Highway 61 (between Old Tt and Holst Roads)

Pricing: Contact broker for pricing





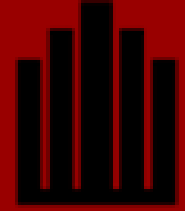
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COMPLETED DEVELOPMENT WORK

This property has extensive design planning, permitting work, and testing reports available including:

- Comprehensive Barr Engineering facility design for production and distribution of 1.2 million tons per year of saleable industrial silica and proppant
- Geotechnology, Inc. subsurface exploration and reserve estimation based on nine borings
- A collection of Stim-Lab proppant testing programs that document premium Northern White specifications that also indicate suitability for industrial silica end markets
- CDG Engineers barge loadout and rail spur design, including BNSF spur coordination



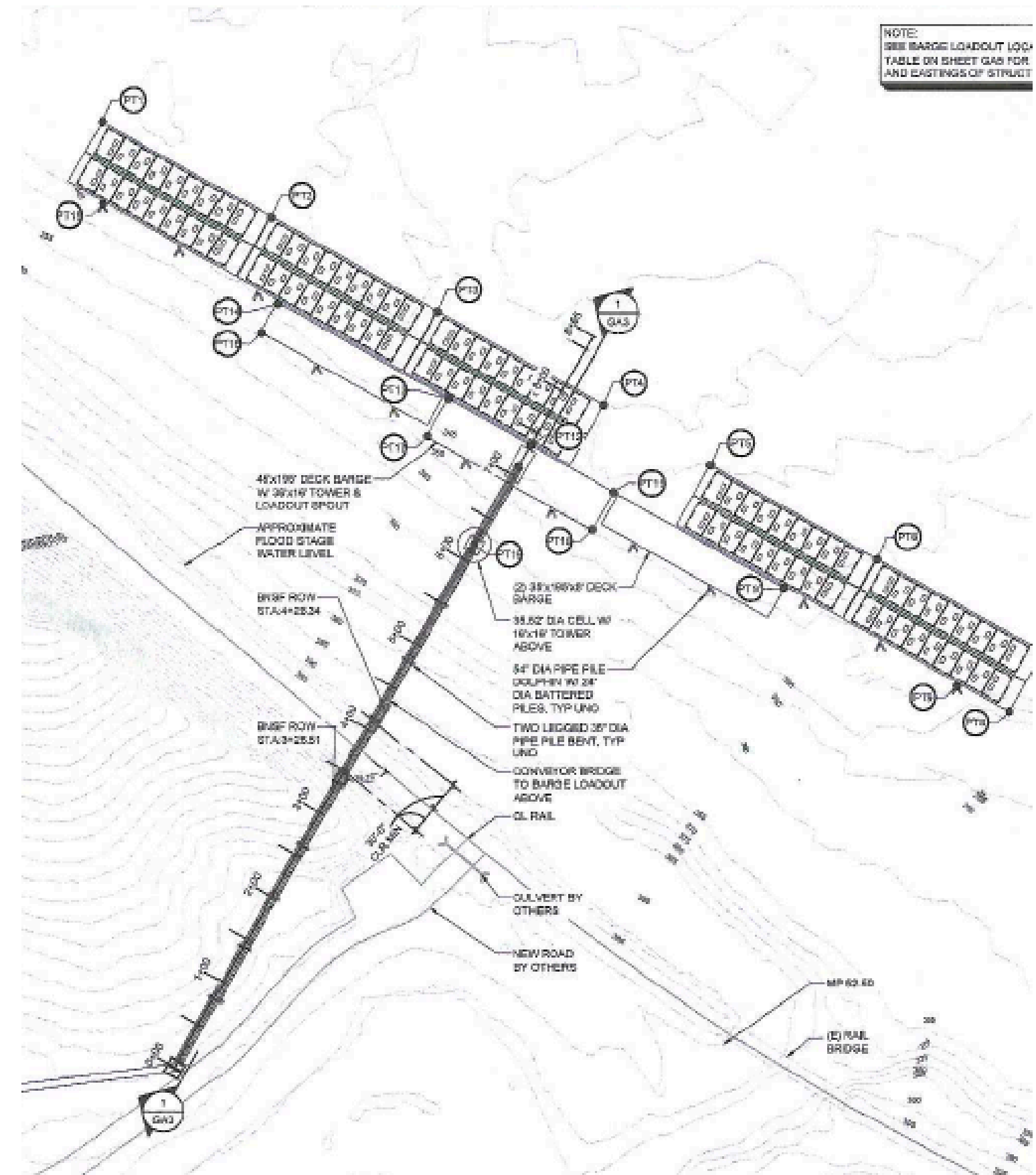


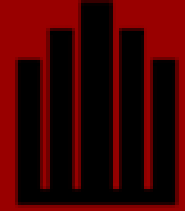
BARGE PORT DETAILS

Owner-controlled barge port along one mile of Mississippi River frontage - the primary and most cost-efficient transportation mode for the site as designed, with 10-barge simultaneous loading capacity and 30-barge fleeting capacity

Strategic Advantages:

- Year round, direct access to Gulf export markets and Midwest distribution routes
- Lock free barge operation all the way to the Gulf
- Permitted by the U.S. Army Corps of Engineers in 2019
- 1.2 Mtpa design throughput with capacity for expansion





RAIL DETAILS

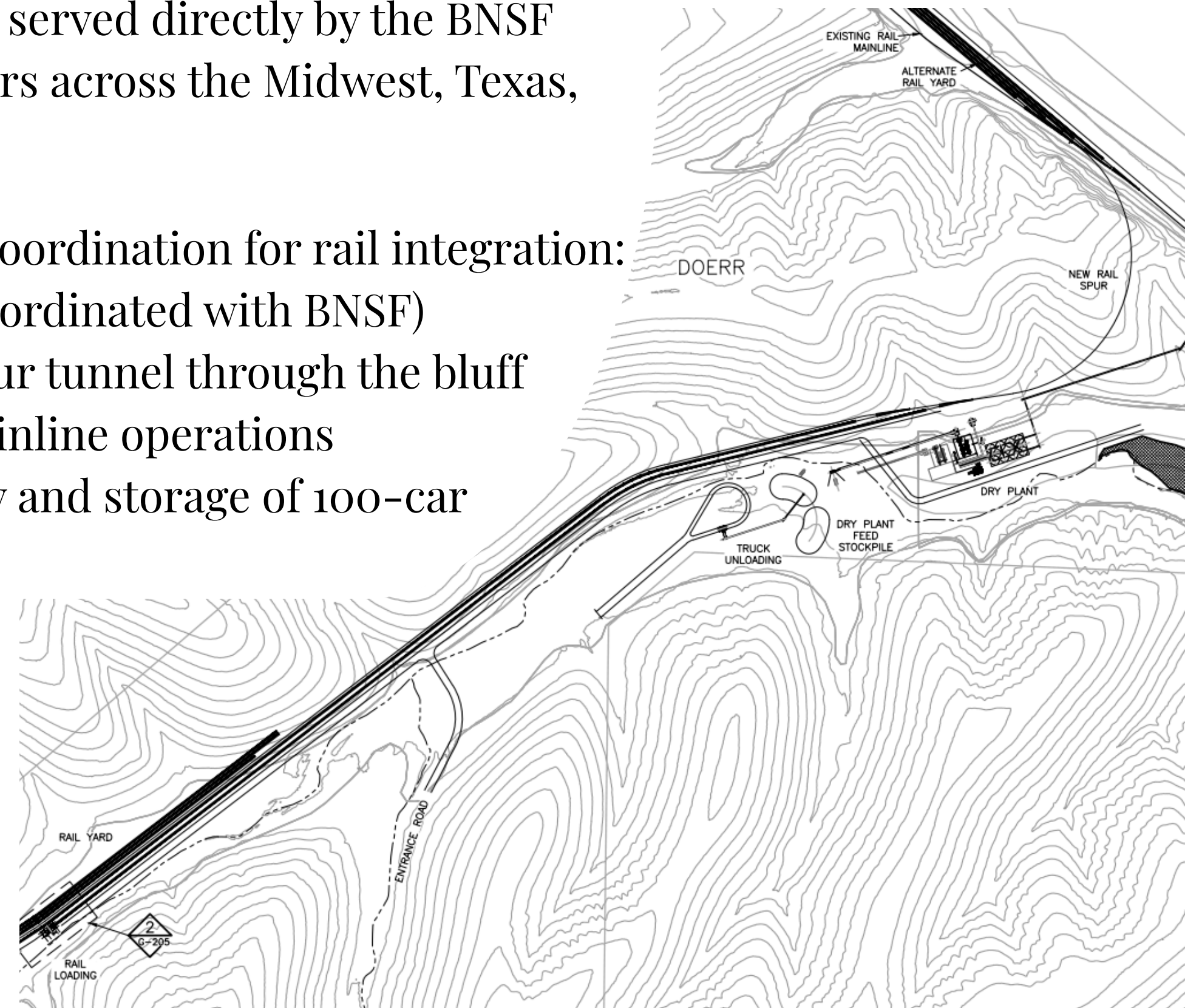
One of the few Mississippi River port sites in the region served directly by the BNSF mainline with the ability to service BNSF captive shippers across the Midwest, Texas, and the Gulf.

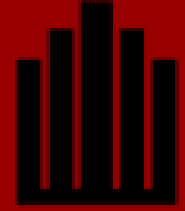
The site includes engineering, design work, and BNSF coordination for rail integration:

- 16,800 linear feet of main rail spur (designed and coordinated with BNSF)
- Engineered and documented 800-1,000 foot rail spur tunnel through the bluff
- Unit train capability without disruption to BNSF mainline operations
- 7,000 linear feet of yard track designed for assembly and storage of 100-car unit trains

BNSF mainline access linking:

- Houston
- Chicago
- Memphis
- Birmingham
- New Orleans





HEAVY-HAUL ROUTE DETAILS

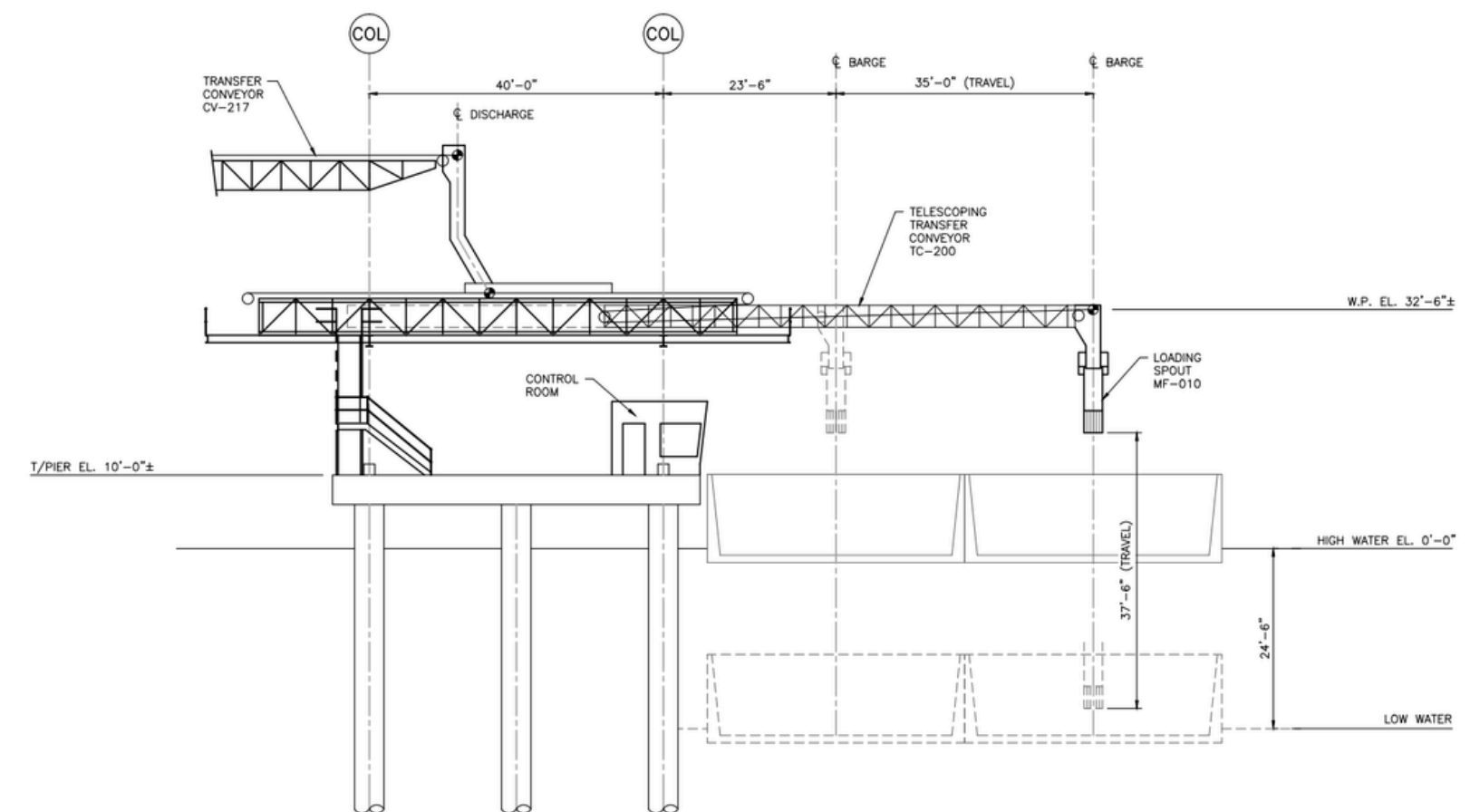
The site has a heavy-haul connection which offers:

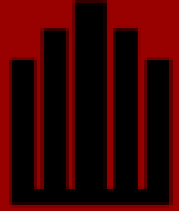
- A short 4.5 mile connection to I-55 via a permitted heavy-haul route
- A designated heavy-haul corridor from the site to St. Louis via I-55
- The I-55 corridor reaches 80% of the U.S. population within a one-day truck haul

MULTIMODAL SUMMARY

The combination of barge, rail, and interstate highway – each with documented engineering and regulatory groundwork – creates a logistics platform capable of serving virtually any bulk commodity end market in North America at a competitive delivered cost.

Few comparable sites exist on the inland waterway system.





SAND RESERVE FEATURES

High-Quality Sand Reserves

- The site contains significant deposits of St. Peter sandstone, ideal for proppant and industrial silica applications
- Estimated Reserves: ~35 million tons
- Measured on 250 of 325 total resource acres

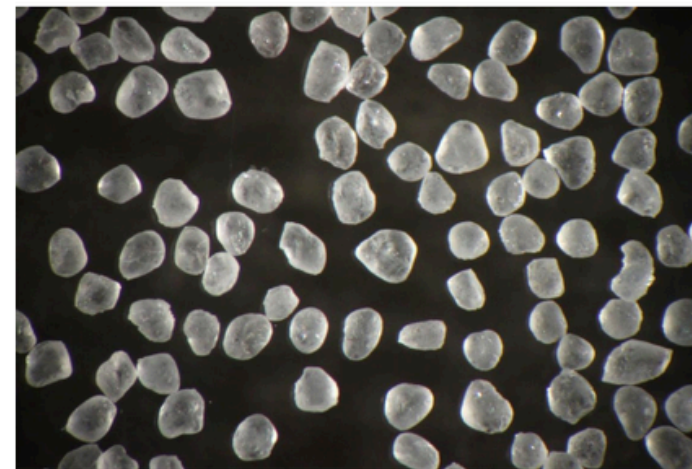
Distribution:

- 20% 30/50
- 50% API-spec 40/70
- 30% 70/140

Material Characteristics:

- High sphericity and roundness
- Low acid solubility
- Low turbidity
- High crush resistance

G3-M 30/50



G3-M 40/70

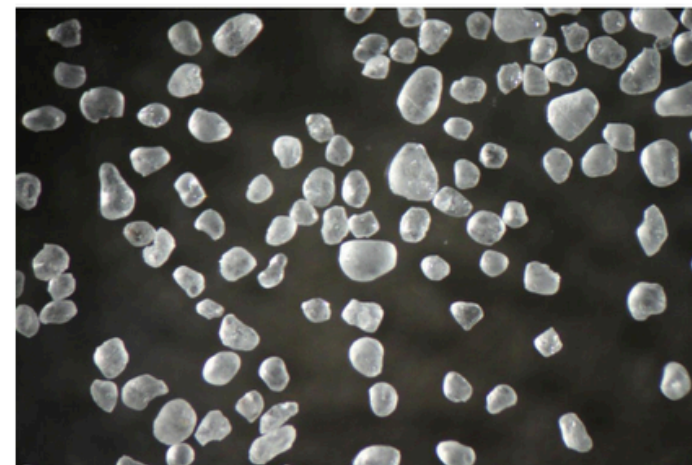
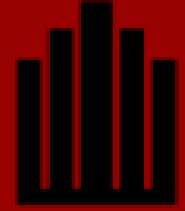
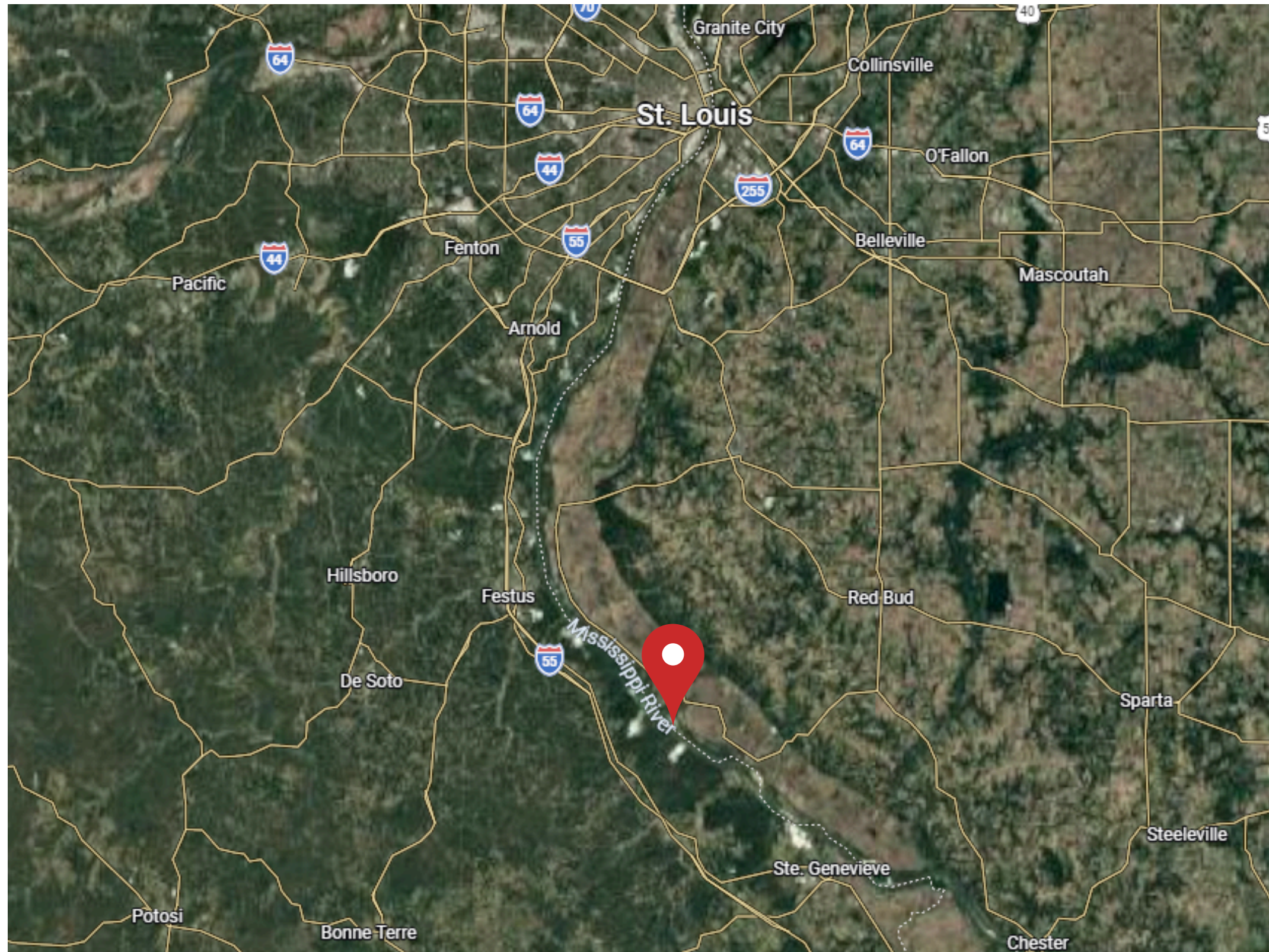


Table 5		
Sample ID: G3-M 70/140 Cave City Sand, LLC April 11, 2017		
Measurement of Properties of Proppants Used In Hydraulic Fracturing and Gravel-Packing Operations		
ISO 13503-2:2006/API RP19C:2016, Section 7, "Proppant Sphericity and Roundness"		
* mean of a 21 count		
<u>Sphericity</u> =	<u>0.7</u>	
<u>Roundness</u> =	<u>0.7</u>	
<u>Clusters</u> =	<u>None Observed in Field of Count</u>	
<small>Recommended Sphericity and Roundness for proppants = 0.6 or greater (ISO/DIS 13503-2/Amd.1:2009)</small>		
ISO 13503-2:2006/API RP19C:2016, Section 8, "Acid Solubility"		
* mean of 3 analyses		
<u>Acid Sol. Percent</u> =	<u>0.8%</u>	
<small>Recommended Maximum Acid Solubility for proppants 40/70 to 70/140 = 3.0% (ISO/DIS 13503-2/Amd.1:2009)</small>		
<small>Tested as per ISO 13503-2:2006/API RP19C:2016, 100ml of 12:3 HCl:HF* with 5 grams of sand or proppant at 150°F for 30 minutes. *Other acids may be specified, depending on desired application</small>		
ISO 13503-2:2006/API RP19C:2016, Section 9, "Turbidity Test"		
<u>Turbidity</u> =	<u>2</u>	<u>NTU</u>
<small>Method 1: Turbidity, suggested maximum proppant turbidity = equal or less than 250 NTU (ISO/DIS 13503-2/Amd.1:2009)</small>		
ISO 13503-2:2006/API RP19C:2016, Section 10, "Procedures for Determining Proppant Bulk Density, Apparent Density"		
<u>Bulk Density</u> =	<u>1.43</u>	<u>g/cm³</u>
<u>Bulk Density</u> =	<u>89.2</u>	<u>lb/ft³</u>
<u>Apparent Density = (Oil)</u>	<u>2.64</u>	<u>g/cm³</u>
ISO 13503-2:2006/API RP19C:2016, Section 11, "Proppant Crush-Resistance Test"		
<u>Stresses Tested (psi)</u>	<u>% Fines</u> <u>-70+140 crush prep</u>	
5000	1.2%	
11000	8.6%	
12000	10.4%	
<u>K-Value</u> =	<u>11K</u>	
<small>The highest stress level which proppant generates no more than 10% crushed material, rounded down to the nearest 1000psi = K-Value</small>		



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LOCATION



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