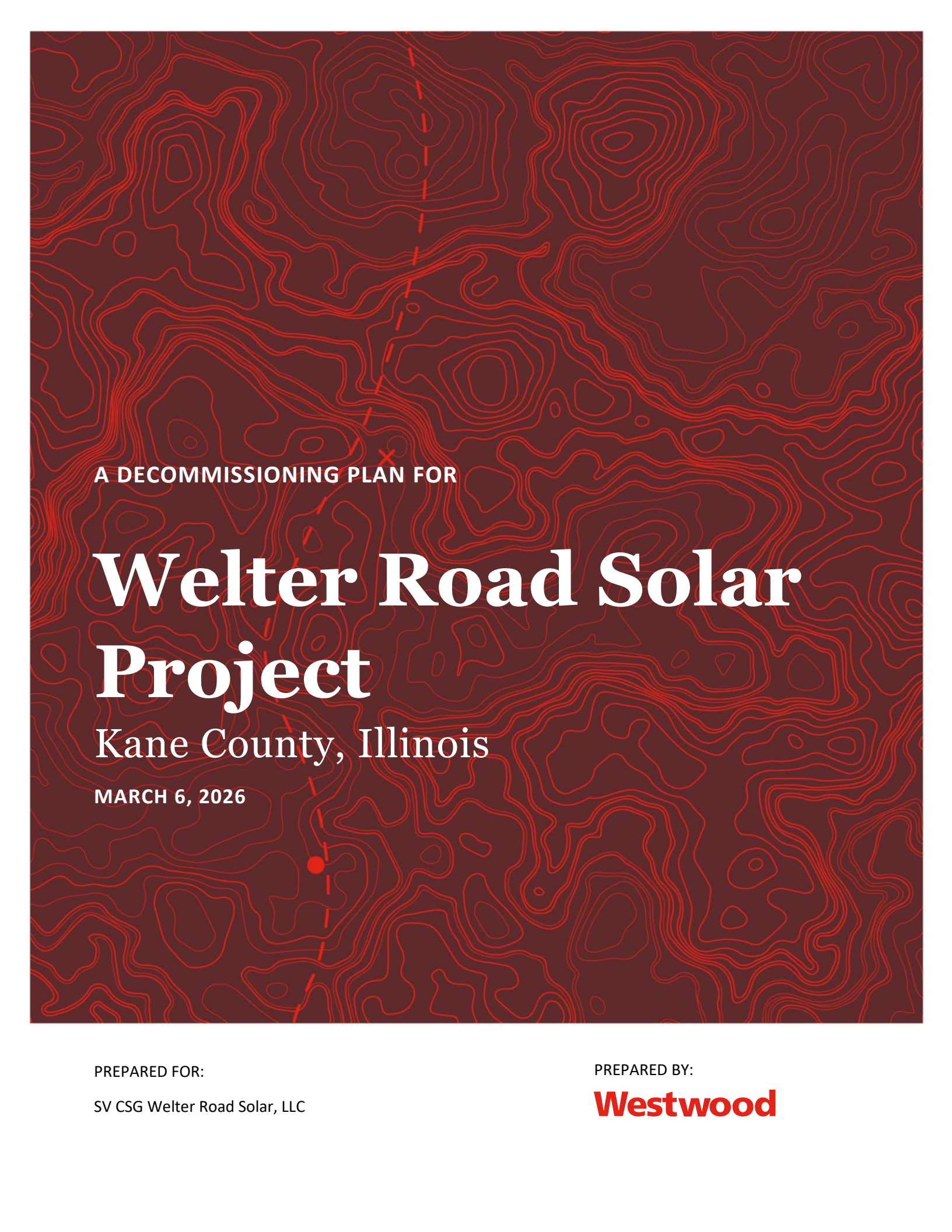




A DECOMMISSIONING PLAN FOR

# Welter Road Solar Project

Kane County, Illinois

MARCH 6, 2026

PREPARED FOR:

SV CSG Welter Road Solar, LLC

PREPARED BY:

**Westwood**

# Decommissioning Plan

**Welter Road Solar Project**

Kane County, Illinois

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Project Number: 0078301.00

Date: March 6, 2026

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## Attachments

Attachment A: Decommissioning Cost Estimate

## 1.0 Introduction / Project Description

This Decommissioning Plan (“Plan”) has been prepared for the Welter Road Solar Project in accordance with the Illinois Department of Agriculture’s (IDOA) Standard Solar Agriculture Impact Mitigation Agreement (AIMA) as well as the Kane County, IL Code of Ordinances (“Kane County Ordinance”). The purpose of the Plan is to describe the means and methods that can be used to remove all structures, foundations, underground cables, and equipment and to reclaim and restore the land altered during the construction and operation of the solar Project to its predevelopment condition to the extent feasible.

The Welter Road Solar Project (“Project”) is a solar power generation Project proposed by SV CSG Welter Road Solar, LLC (“Applicant”) in Kane County, Illinois. The Project will have an aggregate nameplate capacity of up to 1.5-megawatt (MW) alternating current (AC), 2.3-MW direct current (DC). Upon completion, the Project will comprise a solar array consisting of solar modules, tracking systems, inverters, transformers, underground collection lines, an access road, vegetative screening, and fencing. The Project will be built within a general Project Area of approximately 45 acres.

The useful life of solar panels is generally considered to be thirty-five (35) years. At that time, the Project will either be decommissioned or repowered with newer technology. The Plan identifies components which may be removed and areas that may be restored once the Project Applicant has not paid the landowner amounts owed for six (6) consecutive months in accordance with the AIMA, or when the Project has surpassed the useful lifespan of the modules and facilities.

## 2.0 Proposed Future Land Use

Prior to the development of the Project, the land use of the Project Area was primarily agricultural production. After all equipment and infrastructure is removed during decommissioning, any holes or voids created by poles, concrete pads, and other equipment will be filled in with native soil to the surrounding grade, and the site will be restored to pre-construction conditions to the extent practicable. Access roads and other areas compacted by equipment may be decompacted to a depth necessary to ensure drainage of the soil and root penetration prior to fine grading and tilling to a farmable condition. Please refer to Section 3.4 for a detailed description of reclamation activities.

## 3.0 Decommissioning Activities

Decommissioning of the Project will include removing the solar panels, solar panel racking, steel foundation posts and beams, inverters, transformers, underground cables and lines, equipment pads and foundations, equipment cabinets, and ancillary equipment. The access road, security fencing, and drainage structures are included in the scope. Standard decommissioning practices will be utilized, including dismantling and repurposing, salvaging/recycling, or disposing of the solar energy improvements.

During decommissioning, the landowners will be consulted to identify the extent and type of work to be completed. Some Project infrastructure, such as the access roads and fencing, may be removed at the discretion of the landowner. Underground utility lines, if deeper than sixty (60) inches below ground



surface elevation, may be left in place to minimize land disturbance and associated impacts to future land use.

Decommissioning will include the removal and transportation of all Project components from the Project site. All dismantling, removal, recycling, and disposal of materials generated during decommissioning will comply with rules, regulations, and prevailing Federal, State, and local laws at the time decommissioning is initiated and will use approved local or regional disposal or recycling sites as available. Recyclable materials will be recycled to the furthest extent practicable. Non-recyclable materials will be disposed of in accordance with State and Federal law.

### **3.1 Decommissioning of Project Components**

#### **3.1.1 Solar Panels**

Solar panels will be inspected for physical damage, tested for functionality, and disconnected and removed from racking. Functioning panels will be packed, palletized, and shipped to an off-site facility for reuse or resale. Non-functioning panels will be shipped to the manufacturer or a third party for recycling or resale.

#### **3.1.2 Panel Racking System**

The panel racking system and racking components will be disassembled and removed from the steel foundation posts, processed to appropriate size, and sent to a metal recycling facility.

#### **3.1.3 Steel Foundation Posts**

Structural foundation steel posts will be pulled out to full depth, removed, processed to appropriate size, and shipped to a recycling facility. The posts can be removed using back hoes or similar equipment. During decommissioning, the area around the foundation posts may be compacted by equipment and, if compacted, the area will be decompacted in a manner to adequately restore the topsoil and sub-grade material to a density consistent for vegetation.

#### **3.1.4 Underground Cables and Lines**

All underground cables and conduits will be removed to a depth of sixty (60) inches. For the purposes of this decommissioning cost estimate, it has been assumed that all cables will be installed deeper than sixty (60) inches below ground and may therefore be abandoned in place, with the exception of those cables running to surface equipment. Topsoil will be segregated and stockpiled for later use prior to any excavation and the subsurface soils will be staged next to the excavation. The subgrade will be compacted per IDOA standards. Topsoil will be redistributed across the disturbed area.

#### **3.1.5 Inverters, Transformers, and Ancillary Equipment**

All electrical equipment will be disconnected and disassembled. All parts will be removed from the site and reconditioned and reused, sold as scrap, recycled, or disposed of appropriately, at the Applicant's sole discretion, consistent with applicable regulations and industry standards.

#### **3.1.6 Equipment Foundations and Ancillary Foundations**

The ancillary foundations are concrete foundations for the equipment pad. The foundation piles will be

broken up and removed completely. Duct banks will be excavated to full depth. All unexcavated areas compacted by equipment used in decommissioning will be decompacted in a manner to adequately restore the topsoil and sub-grade material to a density similar to the surrounding soils. All materials will be removed from the site and reconditioned and reused, sold as scrap, recycled, or disposed of appropriately, at the Applicant's sole discretion, consistent with applicable regulations and industry standards.

### **3.1.7 Fence**

Fence parts and foundations, if necessary, will be removed from the site and reconditioned and reused, sold as scrap, recycled, or disposed of appropriately, at the Applicant's sole discretion, consistent with applicable regulations and industry standards. The surrounding areas will be restored to pre-solar farm conditions to the extent feasible.

### **3.1.8 Access Roads**

The Project access road will be used for decommissioning purposes, after which removal of roads will be discussed with the landowner and one of the following options will be pursued:

1. After final clean-up, the road may be left intact through mutual agreement of the landowner and the Applicant unless otherwise restricted by federal, state, or local regulations.
2. If the road is to be removed, aggregate will be removed and shipped from the site to be reused, sold, or disposed of appropriately, at the Applicant's sole discretion, consistent with applicable regulations and industry standards. Clean aggregate can often be used as "daily cover" at landfills for no disposal cost. The access roads is constructed with geotextile fabric and eight (8) inches of aggregate over compacted subgrade. Any ditch crossing connecting access the road to the public road will be removed unless the landowner requests it remains. The subgrade will be decompacted in a manner to adequately restore the topsoil and sub-grade material to a reintroduction of farming. Topsoil that was stockpiled during the original construction will be distributed across the open area. Finally, the access road corridor will be tilled to an agricultural condition.

### **3.1.9 Vegetative Screening**

Unless requested to remain in place by the landowner, all vegetative screening installed for the Facility will be removed. All vegetation and associated geotextile fabrics or other ground covers will be excavated and hauled off-site to an approved landfill facility. It is also possible that these trees or shrubs could be transplanted to another location such that agricultural activities can efficiently resume on the parcel. Depending on the vegetative screening species type, either a tree truck, backhoe, or bulldozer will excavate the screening. Following removal, topsoil and subsoil will be decompacted in a manner to adequately restore the topsoil and sub-grade to a density consistent for the reintroduction of farming.

## **3.2 Component Disposal**

Project components removed from the Project site will be resold, reused, recycled, or scrapped to the greatest extent possible.

- Metal components will be processed to size, sorted, and hauled to a recycling facility

(Zimmerman Recycling) in Dekalb, Illinois, approximately 17 miles from the Project site to be processed as scrap. This includes:

- Steel components, including steel piles and trackers, fencing, and smaller components from recycled equipment.
  - Underground collection and grounding cables, typically composed of aluminum and copper.
  - Copper windings from transformers and inverters.
- Other electrical equipment may be assessed for its condition and either sold for reuse or scrapped from its components.
- Fluids, such as transformer oils, will be drained and shipped off-site to an approved recycling facility.
- Solar panels will be resold or recycled to the greatest extent possible, based on their age and condition, as well as market conditions around resale of solar panels and advancements in recycling technologies. For the purposes of this cost estimate, it is assumed that all panels will be sent to third party for reuse or recycling. The estimate further assumes that 5% will be damaged beyond repair and will be recycled, incurring recycling fees.
- Concrete will be hauled to a concrete recycling facility. Concrete will be crushed and rebar or other metals will be separated out for recycling. The remaining concrete will then be processed into aggregate that may be used as a building material again in the future.
- If possible, clean gravel removed from the site may be re-used to improve public roads or used by local landowners to improve driveways or be used as clean fill. For the purposes of this cost estimate, it's assumed that the gravel will be hauled to a landfill, where it may be accepted as "daily cover" at \$40.00 per ton.

Project components that are not recyclable may include items composed of mixed materials, certain plastic components, materials that have been contaminated, and certain general municipal wastes. For the purposes of this Plan, it is assumed that these materials will be hauled to WM - DeKalb County Security Landfill located in DeKalb, Illinois, approximately 15 miles from the site.

### 3.3 Re-Establishing Subsurface Drainage

In accordance with the AIMA Section 6.D, if underground drainage tile lines present within the footprint of the Project are severed or damaged during construction, operation, or decommissioning activities, the Applicant will repair existing drainage tiles or install new drainage tile lines of comparable quality and cost to the original within twelve (12) months of the end of Project life, as part of the decommissioning efforts. Any permanent drainage tile line repairs beyond those described above (that is, that are discovered after the fact) will be made within thirty (30) days of identification or notification of the damage, weather and soil conditions permitting.

Following completion of the repair work, the Applicant will be responsible for correcting any drainage tile line repairs that fail for one (1) year following the completion of decommissioning, provided those repairs were made by the Applicant. The Applicant will not be responsible for drainage tile repairs that they paid the Landowner to perform.

### 3.4 Reclamation

The Applicant will restore and reclaim the site to the pre-solar farm condition consistent with the site lease agreement. The Applicant assumes that most of the site will be returned to farmland and/or pasture after decommissioning through implementation of appropriate measures to facilitate such uses. If no specific use is identified, the Applicant will vegetate the site with a seed mix approved by the local soil and water conservation district or similar agency. The goal of restoration will be to restore natural hydrology and plant communities to the greatest extent practicable while minimizing new disturbance and removal of native vegetation. In addition to the reclamation activities described above for each decommissioning activity, all unexcavated areas compacted by equipment and activity during the decommissioning will be decompacted as required in Section 8 of the AIMA. Cropland shall be ripped at least eighteen (18) inches or to the extent practicable. The existence of underground utilities may necessitate less ripping depth. Following ripping, the disturbed area shall then be disced. Additionally, ruts caused by operation of the facility or decommissioning activities will be corrected. All materials and debris associated with Project decommissioning will be removed and properly recycled or disposed of at off-site facilities.

## 4.0 Best Management Practices (BMPs)

### 4.1 Construction Stormwater Practices

During decommissioning, erosion and sediment control BMPs will be implemented to minimize potential for erosion of site soils and sedimentation of surface waters and waters of the state. Because decommissioning will entail disturbance of more than one (1) acre of soil, the Applicant will prepare a Stormwater Pollution Prevention Plan (SWPPP) and obtain coverage with the Illinois Environmental Protection Agency (EPA) under the Illinois General National Pollutant Discharge Elimination System (NPDES) permit No. ILR10 prior to initiating soil disturbing activities. Potential BMPs to be implemented during decommissioning activities are described below and will be subject to refinement in the SWPPP. The decommissioning team will review the permitting requirements at the time of decommissioning and obtain any other necessary permits, which may include a US Army Corps of Engineers (USACE) Section 404 Permit to Discharge Dredged or Fill Material.

#### 4.1.1 Erosion Control

Erosion control measures will be refined based on the standard of practice current at the time the SWPPP is developed for decommissioning. All disturbed areas without permanent impermeable or gravel surfaces, or planned for use as crop land, will be vegetated for final stabilization. All slopes steeper than 4:1 should be protected with erosion control blankets. Restoration should include seed application prior to application of the blanket. All slopes 4:1 or flatter should be restored with seed and mulch, which will be disc anchored.

#### 4.1.2 Sediment Control

Sediment controls, such as silt fences, fiber logs, dewatering practices, construction entrances, and sedimentation traps and/or basins will be implemented during construction to prevent the transport of sediment off-site during decommissioning activities. Street sweeping/scraping will also be implemented



to mitigate potential tracking of sediment onto public roadways.

#### 4.1.3 Controlling Stormwater Flowing onto and Through the Project

Given the low gradient of the slopes in the Project Area, controlling stormwater flow that enters the Project Area will likely require minimal effort during decommissioning activities. Only newly disturbed areas may require new, temporary stormwater control. If necessary, water may be diverted around the Project site using diversion berms.

## 4.2 Permitting

All decommissioning and reclamation activities will comply with Federal and State permit requirements. Decommissioning activities that will disturb more than one (1) acre of soil will require coverage under the Illinois General NPDES permit No. ILR10 for construction stormwater. A soil erosion control plan may also need to be approved by the County Soil and Water Conservation District. The permits will be applied for and received prior to decommissioning construction activities commencing. A SWPPP will be developed prior to filing for construction stormwater permit coverage.

If necessary for decommissioning activities, wetlands and waters permits will be obtained from the USACE or Illinois EPA. A Spill Prevention, Control, and Countermeasure (SPCC) Plan for decommissioning will likely also be required for decommissioning work. See below for a table listing the potentially necessary permits for decommissioning the Facility.

#### **POTENTIALLY NECESSARY PERMITS FOR DECOMMISSIONING**

| ENTITY       | Type of Permit                                                                                    | Description                                                                                                                                                                                                                                            |
|--------------|---------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| US EPA/USACE | Wetland and water quality protection under Clean Water Act §§ 401 and 404                         | Section 401/404 permit or coverage under a nationwide permit if the decommissioning will impact wetlands or waters of the United States                                                                                                                |
| ILLINOIS EPA | NPDES permit for construction activities, including Storm Water Pollution Prevention Plan (SWPPP) | Preparation and electronic submittal of SWPPP and Notice of Intent, as well as permit fee, to Illinois EPA for coverage under Illinois General Storm Water NPDES Permit for Construction Activities (ILR10).                                           |
| KANE COUNTY  | Stormwater Management Permit                                                                      | Preparation and submittal of the Plan Set Submittal (Article II), Soil Erosion and Sedimentation Control, Performance Security (Article VIII) and Maintenance Schedule (Article IX), as applicable, according to the Kane County Stormwater Ordinance. |

## 4.3 Health and Safety Standards

Work will be conducted in strict accordance with the Applicant's health and safety plan. The construction contractor hired to perform the decommissioning will also be required to prepare a site-specific health and safety plan. All site workers, including subcontractors, will be required to read, understand, and abide by the plans. A site safety officer will be designated by the construction contractor to ensure compliance. This official will have stop-work authority over all activities on the site.

should unsafe conditions or lapses in the safety plan be observed.

## 5.0 Timeline

Decommissioning of the Project will be initiated if the Project Applicant has not paid the Landowner amounts owed for six (6) consecutive months in accordance with the AIMA, or when the Project has surpassed the useful lifespan of the modules and facilities. It is anticipated that the decommissioning activities for the Project can be completed in a 12-week period. The estimated costs for decommissioning are tied to assumptions about the amount of equipment mobilized, the crew sizes, weather and climate conditions, and the productivity of the equipment and crews.

## 6.0 Decommissioning Costs

The decommissioning costs are calculated using current pricing. In keeping with the Requirements of the IDOA's AIMA and the Kane County Ordinance, updates to the decommissioning costs shall be submitted every five (5) years after the initial ten (10) years of operation to recognize price trends for both decommissioning costs and the salvage and resale values of the components.

There are currently active markets for scrap steel, aluminum, and copper, used transformers and electrical equipment, and used solar panels. Scrap metal prices have been discounted from posted spot prices found on [www.scrapmonster.com](http://www.scrapmonster.com). Pricing for used panels has been discounted from the average price of used panels, as published in EnergyBin's 2024 "Module Price Index."

The total estimated cost of decommissioning the Welter Road Solar Project is approximately \$353,195 (\$152,095 per MW-DC). Estimated salvage/scrap value of the modules, racking, transformers, and other materials is approximately \$183,550. The net decommissioning cost after accounting for resale and salvage values is approximately \$169,700, or \$73,077 per MW-DC.

## 7.0 Financial Assurance

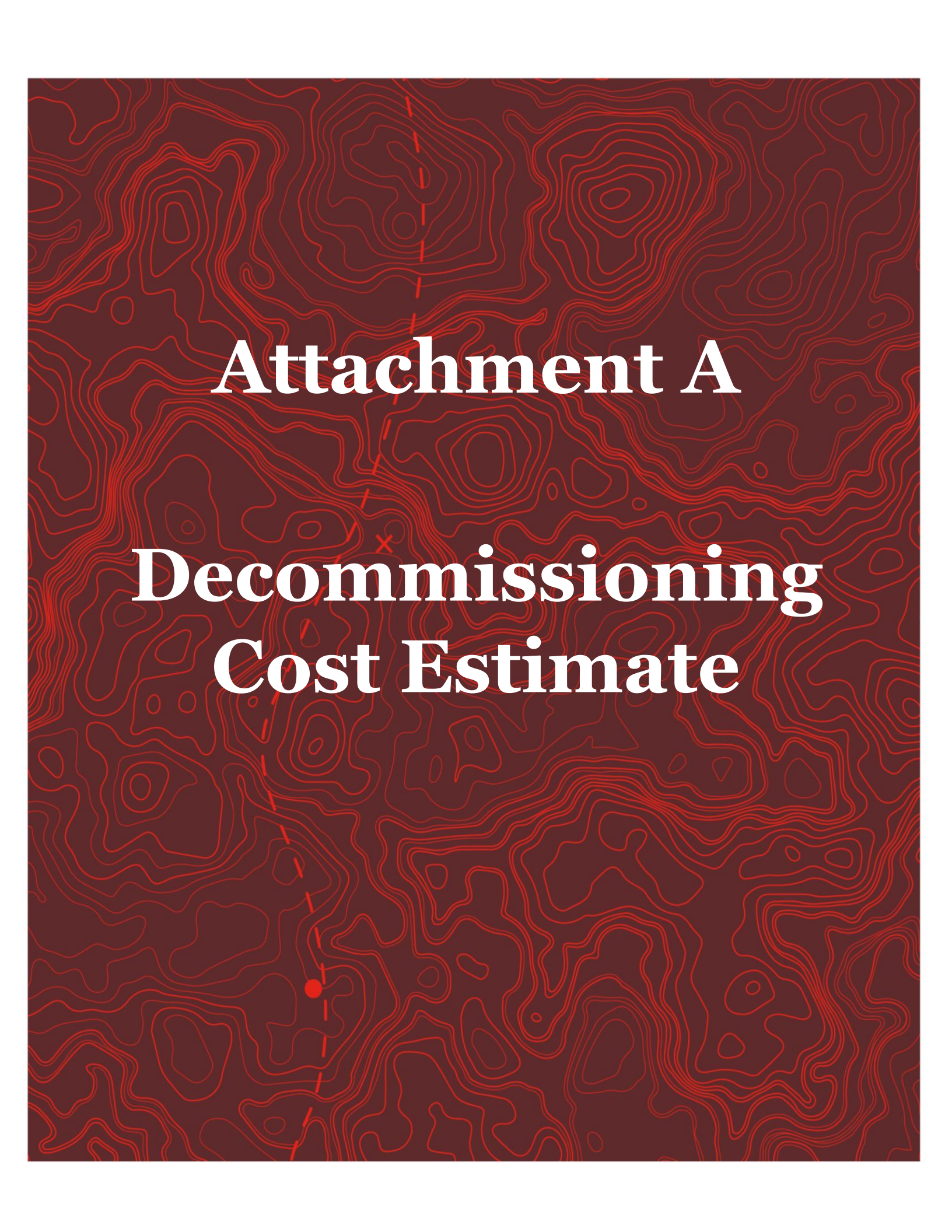
The Applicant shall be responsible for submittal of a financial assurance to cover the cost of decommissioning the Project. The financial assurance is defined as "a reclamation of surety bond or other commercially available assurance that is acceptable to the County, with the County as beneficiary. In accordance with the Kane County Ordinance, adjustments to the financial assurance amount that reflect changes in the decommissioning costs shall be submitted every five (5) years after the initial ten (10) years of operation and shall be adjusted for inflation and other factors. The amount of the Decommission Security shall be adjusted accordingly within six (6) months of receiving the updated information as determined by an Illinois professional engineer. The financial assurance shall be implemented as follows:

1. On or before the first (1<sup>st</sup>) anniversary of the COD, the Applicant shall provide the County with Financial Security to cover ten percent (10%) of the estimate decommissioning costs, as presented in this Plan;
2. On or before the sixth (6<sup>th</sup>) anniversary of the COD, the Applicant shall provide fifty percent

(50%) of the estimate decommissioning costs to the County; and

3. On or before the eleventh (11<sup>th</sup>) anniversary of the COD, the Applicant shall provide one hundred percent (100%) of the estimated decommissioning costs to the County, as determined by the Decommissioning Plan provided in the tenth year after the COD.



The background of the entire page is a dark red topographic map. It features intricate, swirling contour lines in a lighter red shade. A dashed red line runs vertically through the left side of the page, starting from the top and ending near the bottom. A solid red dot is positioned on this dashed line, approximately one-third of the way up from the bottom.

# **Attachment A**

## **Decommissioning Cost Estimate**

## Welter Road Solar Project

|                                    | Quantity | Unit     | Unit Cost   | Total Cost |
|------------------------------------|----------|----------|-------------|------------|
| <b>Mobilization/Demobilization</b> | 1        | Lump Sum | \$15,200.00 | \$15,200   |

*Mobilization was estimated to be approximately 7% of total cost of other items.*

### Permitting

|                            |   |          |             |                 |
|----------------------------|---|----------|-------------|-----------------|
| County Permits             | 1 | Lump Sum | \$10,000.00 | \$10,000        |
| State Permits              | 1 | Lump Sum | \$20,000.00 | \$20,000        |
| <b>Subtotal Permitting</b> |   |          |             | <b>\$30,000</b> |

*Decommissioning will require SWPPP and SPCC Plans. Cost is an estimate of the permit preparation cost.*

### Civil Infrastructure

|                                                                    |       |                  |            |                 |
|--------------------------------------------------------------------|-------|------------------|------------|-----------------|
| Remove Gravel Surfacing from Road                                  | 508   | Cubic Yards (BV) | \$3.01     | \$1,529         |
| Haul Gravel Removed from Road to Landfill (DeKalb, IL)             | 635   | Cubic Yards (LV) | \$16.15    | \$10,255        |
| Dispose of Gravel Removed from Road (Landfill uses as Daily Cover) | 823   | Tons             | \$40.00    | \$32,920        |
| Remove Geotextile Fabric from Beneath Access Roads                 | 2,858 | Square Yards     | \$1.40     | \$4,001         |
| Haul Geotech Fabric to Landfill (DeKalb, IL)                       | 1     | Tons             | \$11.84    | \$12            |
| Dispose of Geotech Fabric                                          | 1     | Tons             | \$81.00    | \$81            |
| Remove and Load Culvert from Beneath Access Roads                  | 1     | Each             | \$420.00   | \$420           |
| Haul Culvert Removed from Access Roads to Landfill (DeKalb, IL)    | 1     | Each             | \$52.13    | \$52            |
| Dispose of Culvert                                                 | 0.3   | Tons             | \$81.00    | \$24            |
| Grade Road Corridor (Re-spread Topsoil)                            | 1,286 | Linear Feet      | \$1.99     | \$2,559         |
| Decompact Road Area                                                | 0.6   | Acres            | \$249.40   | \$150           |
| Remove Agricultural Fence                                          | 2,917 | Linear Feet      | \$2.68     | \$7,818         |
| Haul Agricultural Fence to Metal Recycling (DeKalb, IL)            | 5     | Tons             | \$13.09    | \$65            |
| Clear and Grub Vegetative Buffer                                   | 0.9   | Acres            | \$5,784.03 | \$5,206         |
| Haul Cleared Vegetation to Landfill (DeKalb, IL)                   | 23    | Tons             | \$11.84    | \$266           |
| Dispose of Cleared Vegetation                                      | 23    | Tons             | \$81.00    | \$1,823         |
| <b>Subtotal Civil Infrastructure</b>                               |       |                  |            | <b>\$67,181</b> |

*Civil removal costs are a combination of MNDOT unit costs where applicable, RSMeans cost for Rockford, Illinois, and industry standards provided to Westwood.*

### Structural Infrastructure

|                                                      |     |      |          |                 |
|------------------------------------------------------|-----|------|----------|-----------------|
| Remove Steel Foundation Posts (Arrays)               | 744 | Each | \$17.08  | \$12,708        |
| Haul Steel Post to Metal Recycling (DeKalb, IL)      | 67  | Tons | \$13.09  | \$877           |
| Remove Tracker Racking per String                    | 164 | Each | \$173.70 | \$28,487        |
| Haul Tracker Racking to Metal Recycling (DeKalb, IL) | 113 | Tons | \$13.09  | \$1,479         |
| <b>Subtotal Structural Infrastructure</b>            |     |      |          | <b>\$43,551</b> |

*Steel removal costs were calculated by using RSMeans information for demolition of steel members. Hauling calculations are based on the locations of metals recyclers.*

### Electrical Collection System

|                                                               |       |           |             |                 |
|---------------------------------------------------------------|-------|-----------|-------------|-----------------|
| Remove PV Panels                                              | 3,936 | Each      | \$12.97     | \$51,050        |
| Haul PV Panels to Reseller (Morris, IL)                       | 151   | Tons      | \$17.61     | \$2,659         |
| Recycle PV Panels                                             | 8     | Tons      | \$520.00    | \$4,160         |
| Remove Combiner Boxes                                         | 12    | Each      | \$60.00     | \$720           |
| Remove Equipment Skids                                        | 1     | Each      | \$1,241.98  | \$1,242         |
| Remove Equipment Pad Concrete Foundations                     | 1     | Each      | \$19,444.71 | \$19,445        |
| Haul Concrete Foundations                                     | 180   | Tons      | \$11.06     | \$1,991         |
| Dispose Concrete Foundations                                  | 180   | Tons      | \$40.00     | \$7,200         |
| Haul Equipment to Transformer Disposal (New Lenox, IL)        | 1     | Each      | \$225.00    | \$225           |
| Remove SCADA Equipment                                        | 1     | Each      | \$2,000.00  | \$2,000         |
| Remove DC Collector System Cables (copper)                    | 2.32  | Per MW    | \$2,000.00  | \$4,640         |
| Remove Underground (AC) Collector System Cables & Fiber Optic | 1     | Locations | \$400.00    | \$400           |
| Load and Haul Cables for Recycling                            | 2.0   | Tons      | \$15.05     | \$30            |
| Dispose of Fiber Optic Cables                                 | 0.1   | Tons      | \$81.00     | \$6             |
| <b>Subtotal Electrical Collection</b>                         |       |           |             | <b>\$95,840</b> |

*Electrical removal costs of PV Panels and Combiner Boxes were based industry standard installation rates. Equipment pads, MV Equipment, and SCADA Equipment removal cost are based on removal of equipment, concrete pads, and conduits using a truck mounted crane and RSMeans information on crew production rates.*



**Site Restoration**

|                                                   |       |             |            |                 |
|---------------------------------------------------|-------|-------------|------------|-----------------|
| Stabilized Construction Entrance                  | 1     | Each        | \$2,000.00 | \$2,000         |
| Perimeter Controls (Erosion and Sediment Control) | 1,459 | Linear Feet | \$4.02     | \$5,865         |
| Permanent Seeding on Roadway Areas                | 0.6   | Acres       | \$1,871.47 | \$1,123         |
| Till Array Areas to Agricultural Condition        | 10    | Acres       | \$216.22   | \$2,184         |
| <b>Subtotal Site Restoration</b>                  |       |             |            | <b>\$11,172</b> |

**Project Management**

|                                    |    |       |            |                 |
|------------------------------------|----|-------|------------|-----------------|
| Project Manager                    | 12 | Weeks | \$3,749.00 | \$44,988        |
| Superintendent (half-time)         | 12 | Weeks | \$1,762.50 | \$21,150        |
| Field Engineer (half-time)         | 12 | Weeks | \$1,634.50 | \$19,614        |
| Clerk (half-time)                  | 12 | Weeks | \$375.00   | \$4,500         |
| <b>Subtotal Project Management</b> |    |       |            | <b>\$90,252</b> |

*Standard industry weekly rates from RSMeans.*

|                                     |  |  |  |                  |
|-------------------------------------|--|--|--|------------------|
| <b>Subtotal Demolition/Removals</b> |  |  |  | <b>\$353,195</b> |
|-------------------------------------|--|--|--|------------------|

**Salvage**

|                                 |       |         |          |                  |
|---------------------------------|-------|---------|----------|------------------|
| Fencing (Wire/Agricultural)     | 5     | Tons    | \$236.25 | \$1,181          |
| Steel Posts                     | 54    | Tons    | \$236.25 | \$12,758         |
| Module Racking                  | 113   | Tons    | \$236.25 | \$26,696         |
| PV Modules                      | 3,739 | Each    | \$36.40  | \$136,091        |
| Transformers and Inverters      | 1,606 | Pounds  | \$0.42   | \$675            |
| Transformers (Oil)              | 760   | Gallons | \$0.70   | \$532            |
| DC Collection Lines (Copper)    | 1,680 | Pounds  | \$1.80   | \$3,024          |
| AC Collection Lines (Aluminum)  | 2,250 | Pounds  | \$0.97   | \$2,183          |
| Ground Conductor Lines (Copper) | 229   | Pounds  | \$1.80   | \$411            |
| <b>Subtotal Salvage</b>         |       |         |          | <b>\$183,550</b> |

*Salvage values are a combination of the following factors; current market metal salvage prices, current secondary market for solar panel module recycling, discussions with national companies that specialize in recycling and reselling electrical transformers and inverters, and the assumption that care is taken to prevent any damage or breakage of equipment.*

|                                       |  |  |  |                  |
|---------------------------------------|--|--|--|------------------|
| <b>Total Demolition Minus Salvage</b> |  |  |  | <b>\$169,700</b> |
|---------------------------------------|--|--|--|------------------|

**Notes:**

1. Prices used in analysis are estimated based on research of current average costs and salvage values.
2. Prices provided are estimates and may fluctuate over the life of the project.
3. Contractor means and methods may vary and price will be affected by these.

**Cost Estimate Assumptions**

To develop a cost estimate for the decommissioning of the Welter Road Solar Project, Westwood engineers made the following assumptions and used the following pricing references. Costs were estimated based on current pricing, technology, and regulatory requirements. The assumptions are listed in order from top to bottom of the estimate spreadsheet. When publicly available bid prices or State Department of Transportation bid summaries were not available for particular work items, we developed time- and material-based estimates considering composition of work crews and equipment and material required. While materials may have a salvage value at the end of the Project life, the construction activity costs and the hauling/freight costs are separated from the disposal costs or salvage value to make revisions to salvage values more transparent.

1. Project quantities are based on Welter Road Solar Project Site Plans, dated February 16, 2026. Project quantities not yet determined in the Civil Permitting Plans were extrapolated from projects of similar size.

2. A Project of this size and complexity requires a full-time project manager with half-time support staff.
3. RS Means pricing was used for the Rockford, Illinois region for the 1<sup>st</sup> Quarter of 2026.
4. Common labor will be used for the majority of tasks, supplemented by electricians, steel workers, and equipment operators where labor rules may require. The labor rates reflect union labor rates.
5. Mobilization was estimated at approximately seven percent (7%) of total cost of other items.
6. Permit applications will require the preparation of a SWPPP and an SPCC Plan.
7. Road gravel removal was estimated on a time and material basis. Since the material will not remain on-site, a hauling cost is added to the removal cost. Clean aggregate may be used as “daily cover” at landfills without incurring a disposal cost. The road gravel may also be used to fortify local driveways and roads, lowering hauling costs but incurring placing and compaction costs. The hauling costs to a landfill represents an upper limit to costs for disposal of the road gravel.
8. The selected disposal facility (DeKalb County Security Landfill) is located in DeKalb, Illinois, approximately 15 miles from the Project site. Hauling costs to the landfill are estimated to be \$11.84 per ton.
9. Erosion and sediment control along road reflects the cost of silt fence on the downgradient side of the proposed roads. As such, the length of controls has been estimated to be approximately fifty percent (50%) of the road length.
10. Topsoil is required to be stockpiled on site during construction, so no topsoil replacement is expected to replace the road aggregate. Subsoiling cost to decompact roadway areas is estimated as \$249.4 per acre, and tilling to an agriculture-ready condition is estimated as \$216.22 per acre.
11. The selected metal recycling facility (Zimmerman Recycling) is located in DeKalb, IL, approximately 16.4 miles from the project site. Hauling costs to the recycling facility are approximately \$0.8 per ton mile, or \$13.09 per ton.
12. Tracker foundation posts are lightweight “I” beam sections installed with a specialized piece of equipment and can be removed with a standard backhoe with an attachment for gripping the piles. We estimate crew productivity at 240 posts per day, resulting in a per post cost of approximately \$17.08. The posts weigh approximately one hundred fifty (150) pounds each.
13. It is assumed that the racking structures weigh approximately fifteen (15) pounds per linear foot of array. Each solar panel has a width of 44.65 inches. The facility has 3936 modules, 15109 feet of array, weighing 151 tons. The arrays are made of steel pipes; a crew with hand tools can disassemble and cut the pieces to sizes for recycling at a rate of about 1800 pounds per person per hour, or about 252.1 per ton.
14. The solar panels for this project measure approximately 3.72 feet by 8.08 feet and weigh 76.94 pounds. They can easily be disconnected, removed, and packed by a three- (3-) person crew at a rate we estimate at eighteen (18) panels per hour.
15. The equipment skids will consist of transformers and a panel on a metal frame approximately 40 feet long by 20 feet wide by 8 feet 6 inches tall. The skids weigh approximately 11,800 pounds and can be disconnected by a crew of electricians. They must be lifted by a mobile crane for transport to the recycler. They contain copper or aluminum windings.
16. The transformers contain copper windings that have significant salvage value. They are typically oil filled, but most transformer recyclers will accept the transformers with oil. The estimated costs include removal of metal frame and conduits feeding the equipment.

17. Medium voltage (MV) equipment and SCADA equipment are mounted on the same steel racking and piles as the inverters, and they are enclosed in weatherproof cabinets. Their size requires light equipment to remove them. The costs for the removal of the pile foundations are included in the "Remove Steel Foundation Posts" estimate.
18. The underground collector system cables are placed in trenches with a minimum of eighteen (18) inches of cover. Several cables/circuits are placed side by side in each trench. The conduits and cables can be removed by trenching.
19. Perimeter control pricing is based on silt fence installation around downgradient sides of the project perimeter.
20. Metal salvage prices (steel, aluminum, copper) are based on 46084 quotes from [www.scrapmonster.com](http://www.scrapmonster.com) for the U.S. Midwest region. Posted prices are three months old. These prices are based on delivery to the recycling facility with the material prepared to meet size, thickness, cleanliness, and other specifications.
21. A reduction of twenty-five percent (25%) has been taken from all pricing obtained from [www.scrapmonster.com](http://www.scrapmonster.com) to reflect the processing by the contractor to meet the specifications.
22. The salvage value for steel uses pricing from the U.S. Midwest United States at \$ per metric ton, or \$315 for U.S. ton.
23. Solar module salvage values are shown in current values, assuming near-new conditions for the first few years of operations. Pricing for used panels has been discounted from the average resale price of used panels, as published in EnergyBin's 2024 "Module Price Index." Module values will decline over time as a function of loss of output and age.
24. There is an active market for reselling and recycling electrical transformers and inverters with several national companies specializing in recycling. However, we have assumed that the electrical equipment will be obsolete at the time of decommissioning, so we have based the pricing on a percentage of the weight that reflects the copper windings that can be salvaged. Pricing was used for Copper Transformer Scrap for the U.S. Midwest United States, at \$0.56 per pound.
25. The collection lines are priced assuming copper conductor wire for the direct current circuits and aluminum wire for the alternating current circuits. The prices reflect a reduced yield of copper or aluminum resulting from the stripping of insulation and other materials from the wire prior to recycling. The estimate uses the U.S. Midwest prices of #2 insulated copper wire with a 50% recovery rate (\$2.4/pound) and E.C. Aluminum Wire (\$1.29/pound).
26. Care to prevent damage and breakage of equipment, PV modules, inverters, capacitors, and SCADA must be exercised, but removal assumes unskilled common labor under supervision.