A DECOMMISSIONING PLAN FOR

USS Webb Solar LLC

Kane County, Illinois

DECEMBER 2, 2025

PREPARED FOR:

USS Webb Solar LLC

PREPARED BY:

Westwood

Westwood

Decommissioning Plan

USS Webb Solar LLC

Kane County, Illinois

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1.0 Introduction / Project Description

This Decommissioning Plan ("Plan") has been prepared for USS Webb Solar LLC in accordance with the Illinois Department of Agriculture's (IDOA) Standard Solar Agriculture Impact Mitigation Agreement (AIMA) and the Kane County Code of Ordinances Section 25-5-4-9. 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.

USS Webb Solar LLC ("Project") is a solar power generation project proposed by USS Webb Solar LLC ("Applicant") in Kane County, Illinois. The Project will have an aggregate nameplate capacity of up to 1.3-megawatt (MW) alternating current (AC), 1.7-MW direct current (DC). Upon completion, the Project will comprise a solar array consisting of solar modules, tracking systems, inverters, transformers, underground and overhead collection lines, an access road, and fencing. The Project will be built within a general Project Area of approximately 8.1 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. The access road 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 to match preconstruction conditions. Please refer to Section 3.2 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, gen-tie line, equipment pads and foundations, equipment cabinets, and ancillary equipment. The civil facilities, access road, security fencing, and drainage structures and sedimentation basins 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 road, and fencing, may be removed at the discretion of the landowner(s). Underground utility lines, if deeper than five (5) feet 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 disposal.

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 five (5) feet. For the purposes of this decommissioning cost estimate, it has been assumed that all cables will be installed deeper than five (5) feet 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 standards. Topsoil will be redistributed across the disturbed area.

3.1.5 Overhead Collection Lines

The overhead collection lines, consisting of a ground conductor, and SCADA line, will be destrung in the opposite manner that the conductor was installed, using pull trucks, reel trucks, tensioners, and pullers, in addition to standard equipment. Insulators and insulator gangs will also be removed from each tower. It is anticipated that one (1) crew will work on removing the conductors while another crew works on the ground conductor and SCADA. Once the wires are removed, the towers will be brought to the ground for disassembly. All removed equipment will be disassembled to sizes suitable for hauling, then

loaded onto standard hauling trucks for off-site recycling or disposal. Disturbed areas will be decompacted to facilitate revegetation.

3.1.6 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.

3.1.7 Equipment Foundations and Ancillary Foundations

The ancillary foundations are concrete foundations for the equipment pads. The concrete foundations will be broken up into smaller pieces 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.

3.1.8 Fence

Fence parts and foundations 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.

3.1.9 Access Road

The Project access road will be used for decommissioning purposes, after which removal of the road will be discussed with the landowner(s) 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 a 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 internal service road is assumed to be constructed with geotextile fabric and eight (8) inches of aggregate over compacted subgrade. Any ditch crossing the connecting access road to public roads 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 density consistent for reintroduction of farming. Topsoil that was stockpiled during the original construction will be distributed across the open area. Finally, the access road corridors will be tilled to an agricultural condition.

3.1.10 Vegetative Screening

Unless requested to remain in place by the landowner, all vegetative screening installed for the Project 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 and/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 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.

3.3 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. 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.

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 an eight (8) 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, the estimate of net costs should be reevaluated after the tenth (10th) anniversary and every five (5) years thereafter the Commercial Operation Date (COD) 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. 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 USS Webb Solar LLC is approximately $334,695 ($192,997 per MW). Estimated salvage/scrap value of the modules, racking, transformers, and other materials is approximately $141,699. The net decommissioning costs after accounting for resale and salvage values is approximately $193,000, or $111,291 per MW.

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. The financial assurance shall be implemented as follows:

1. On or before the first (1st) 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 (6th) 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 (11th) 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.

Attachment A

Decommissioning Cost Estimate

USS Webb Solar LLC

	Quantity	Unit	Unit Cost	Total Cost
Mobilization/Demobilization	1	Lump Sum	$16,000.00	$16,000
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
Subtotal Permitting				**$30,000**
Decommissioning will require SWPPP and SPCC Plans. Cost is an estimate of the permit preparation cost.				
Civil Infrastructure				
Remove Gravel Surfacing from Road	356	Cubic Yards (BV)	$2.96	$1,054
Haul Gravel Removed from Road to Landfill (DeKalb, IL)	445	Cubic Yards (LV)	$22.86	$10,173
Dispose of Gravel Removed from Road (Landfill uses as Daily Cover)	577	Tons	$81.00	$46,737
Remove Geotextile Fabric from Beneath Access Roads	2,137	Square Yards	$1.40	$2,992
Haul Geotech Fabric to Landfill (DeKalb, IL)	1	Tons	$13.72	$14
Dispose of Geotech Fabric	1	Tons	$81.00	$81
Grade Road Corridor (Re-spread Topsoil)	1,202	Linear Feet	$1.49	$1,791
Decompact Road Area	0.4	Acres	$249.40	$100
Remove Chainlink Fence	3,099	Linear Feet	$7.52	$23,304
Haul Chainlink Fence to Metal Recycling (Gilberts, IL)	17	Tons	$10.06	$171
Subtotal Civil Infrastructure				**$86,416**
Civil removal costs are a combination of MNDOT unit costs where applicable, RSMeans cost for Rockford, IL, and industry standards provided to Westwood.				
Structural Infrastructure				
Remove Steel Foundation Posts (Arrays)	677	Each	$16.90	$11,441
Haul Steel Post to Metal Recycling (Gilberts, IL)	61	Tons	$10.06	$614
Remove Tracker Racking per String	115	Each	$250.41	$28,797
Haul Tracker Racking to Metal Recycling (Gilberts, IL)	88	Tons	$10.06	$885
Subtotal Structural Infrastructure				**$41,737**
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	2,990	Each	$12.94	$38,691
Haul PV 95% of Panels to Reseller (Morris, IL)	97	Tons	$35.91	$3,483
Haul 5% of PV Panels to Landfill (DeKalb, IL)	5	Tons	$20.57	$103
Dispose of PV Panels	5	Tons	$81.00	$405
Remove Equipment Skids	1	Each	$1,210.20	$1,210
Remove Equipment Pad Concrete Foundations	1	Each	$4,948.24	$4,948
Haul Concrete Foundations	46	Tons	$6.54	$301
Dispose Concrete Foundations	46	Tons	$40.00	$1,840
Haul Equipment to Transformer Disposal (New Lenox, IL)	1	Each	$305.75	$306
Remove SCADA Equipment	1	Each	$2,000.00	$2,000
Remove DC Collector System Cables (copper)	1.73	Per MW	$2,000.00	$3,460
Remove Underground (AC) Collector System Cables & Fiber Optic	1	Locations	$400.00	$400
Load and Haul Cables for Recycling	1.0	Tons	$11.57	$12
Dispose of Fiber Optic Cables	0.03	Tons	$81.00	$2
Subtotal Electrical Collection				**$57,161**
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.				

Overhead Collection System				
Remove Overhead Cables	120.0	Feet	$4.23	$508
Loadout Overhead Cables	2.4	Tons	$6.27	$15
Haul Overhead Cables to Metals Recycling (Gilberts, IL)	2.4	Tons	$10.06	$24
Remove Insulators and Gangs	15	Each	$577.48	$8,662
Remove and Load Timber Poles	5	Each	$946.11	$4,731
Haul Timber Poles to Landfill (DeKalb, IL)	5	Each	$350.34	$1,752
Remove and Load Concrete Piles	47	Cubic Yards	$218.30	$10,260
Haul Concrete Piles to Landfill (Morris, IL)	95	Tons	$6.54	$621
Dispose of Concrete Piles	95	Tons	$40.00	$3,800
Backfill Pile Locations	47	Cubic Yards	$43.07	$2,024
Erosion and Sediment Controls	30	LF	$4.00	$120
Subtotal Overhead Collection System				**$32,517**
Site Restoration				
Stabilized Construction Entrance	1	Each	$2,000.00	$2,000
Perimeter Controls (Erosion and Sediment Control)	1,549	Linear Feet	$4.00	$6,196
Permanent Seeding on Roadway Areas	0.4	Acres	$1,871.47	$749
Till Array Areas to Agricultural Condition	8.1	Acres	$216.22	$1,751
Subtotal Site Restoration				**$10,696**
Project Management				
Project Manager	8	Weeks	$3,749.00	$29,992
Superintendent (half-time)	8	Weeks	$1,762.50	$14,100
Field Engineer (half-time)	8	Weeks	$1,634.50	$13,076
Clerk (half-time)	8	Weeks	$375.00	$3,000
Subtotal Project Management				**$60,168**
Standard industry weekly rates from RSMeans.				
Subtotal Demolition/Removals				**$334,695**
Salvage				
Fencing (Chain Link)	17	Tons	$217.72	$3,701
Steel Posts	49	Tons	$217.72	$10,668
Module Racking	88	Tons	$217.72	$19,159
PV Modules	2,841	Each	$35.78	$101,630
Transformers and Inverters	3,804	Pounds	$0.37	$1,407
Transformers (Oil)	760	Gallons	$0.70	$532
DC Collection Lines (Copper)	500	Pounds	$1.57	$785
AC Collection Lines (Aluminum)	938	Pounds	$0.87	$816
Ground Conductor Lines (Copper)	95	Pounds	$1.57	$150
Overhead Collection Lines (Steel)	0.9	Tons	$272.16	$245
Overhead Collection Lines (Aluminum)	2,995	Pounds	$0.87	$2,606
Subtotal Salvage				**$141,699**
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.				
Total Demolition Minus Salvage				**$193,000**

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 USS Webb Solar LLC, 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 the Conditional Use Permit (CUP) Site Plan prepared for USS Webb Solar LLC, dated November 18, 2025.
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 fourth (4^{th}) quarter of 2025.
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 can typically 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 concrete recycler represents an upper limit to costs for disposal of the road gravel. As a conservative measure, a disposal fee for gravel has been included in the estimate.
8. The selected disposal facility (DeKalb County Security Landfill) is located in DeKalb, Illinois, approximately 25 miles from the Project site. Hauling costs to the landfill are estimated to be $13.72 per ton.
9. Erosion and sediment control along road reflects the cost of silt fence on the downgradient side of the proposed road. 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 $249.40 per acre, and tilling to an agriculture-ready condition is estimated as $216.22 per acre.
11. The selected metal recycling facility (Elgin Recycling) is located in Gilberts, Illinois, approximately 7.7 miles from the Project site. Hauling costs to the recycling facility are approximately $1.31 per ton mile, or $10.06 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 two hundred forty (240) posts per day, resulting in a per post cost of approximately $16.90. 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 Project will have approximately 2,990 modules and 11,671 feet of array. 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 1,800 pounds per person per hour, or about $327.24 per ton.
14. The solar panels for the Project measure approximately 3.72 feet by 7.47 feet and weigh 68.34 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 inverters, a transformer, and a panel on a metal frame mounted on a concrete pad approximately twenty-five and a half (25.5) feet long by eight (8) feet wide by three (3) feet tall. The skids weigh approximately 21,800 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 equipment skids as the inverters and transformers, 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 November 2025 quotes from www.scrapmonster.com for the Midwest. Posted prices are three (3) 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 to reflect the processing by the contractor to meet the specifications.
22. The salvage value for steel uses pricing from the Midwest United States at $320 per metric ton, or $290.30 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 Midwest United States, at $0.49 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 Midwest prices of #2 insulated copper wire with a fifty percent (50%) recovery rate ($2.09 /pound) and E.C. Aluminum Wire ($1.16 /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.