EXHIBIT C

CONTRACT # WYP08-TS-2025.0001
Stateline TS Road Specifications

Stateline TS Roadwork (reference Exhibit C roadwork map)

All roadwork included below as part of contract will be completed, inspected and improved prior to timber sale cutting.

New-Construction Admin
New segment of road will be constructed to connect two current BLM surface road systems for this project and future management. This new segment is approximately 1,672' long will be native surface and utilized for this project when dry or frozen, and seeded with native seed post project completion.

Road notes as follows:
Segment 1
Re-construct 790' of existing orphaned roadbed by blading off vegetation and organics, shape road prism and cut fill material back to 10' driving surface, in-slope without sloped drivable dips for runoff control approximately every 100'-150'.

Segment 2
New Construction 491' of cut fill to an overall drive slope of less than 5% and drive width averaging 10'.

Segment 3
New construction 770' of steep side slope road. Culvert crossing and turn radius will need to be filled to bring approach in switch back to 5-7% with a 48"x40' culvert installed in dry channel to drain any future high flow events thru large fill of crossing and radius turn of switch back. Max drivable slope over individual 100' station<14%, average overall across all stations of this segment 8-10% drivable slope, in-slope road 2-5% crossroad slope without sloped drivable dips for runoff control approximately every 100'-150'.

Segment 4
New construction 1,478' of Cut/fill, drivable dips in low spots.

New construction Temp spur
New construction approximately 275' cut-fill, Max drivable slope over individual 100' station<10%, average overall across all stations of this segment 5-10% drivable slope, in-slope road 2-5% crossroad slope without sloped drivable dips for runoff control approximately every 100'-150'. Operator can adjust centerline for best lay for loaded truck on whole of spur layout and specifically adjust design for lowering slope% to build initial speed for trucks from landing.

**All segments no stumps or organics in fill material of roadbed, vegetation and organics should be scraped prior to cut fill. Side cast and fill shall be free of organic material, such as stumps, logs etc. All stumps and logs and woody material from road lay construction and pioneering road shall be pilled and as free from dirt material as reasonably possible, i.e. piles constructed with loader/shovel/excavator, skidder or dozer with brush blade to keep piles free from dirt pushes.