

# Office of the Inspector General

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*Patrick J. Maley*



## **A Review of the Approval for Lynches River Contracting as a South Carolina Department of Transportation Vendor**

Case # 2015-1219-I

September 2015

## **I. Executive Summary**

During the latter half of 2014, Boggs Paving, Inc. (BPI), a prime road construction contractor based in North Carolina, and its president Carl Andrew “Drew” Boggs pleaded guilty to federal charges in North Carolina, including conspiracy to defraud the Disadvantaged Business Enterprises Program, U.S. Department of Transportation (US DOT). As a result of the guilty pleas, BPI was debarred from participating in highway contracts involving federal funds. Several key BPI managers, including the company president, Drew Boggs III, were also suspended. Based on the federal debarment, the South Carolina Administrative Law Court also debarred BPI and its affiliates from doing business with the agency on any contract, federally funded or not. Suspended BPI affiliated companies included Boggs Materials, Inc. (BMI); Boggs Transport, Inc. (BTI); Buckhorn Materials, LLC; and Construction Materials, LLC. All of these affiliated companies provided equipment, or material, to BPI. At the time, all companies were owned by two brothers, Drew Boggs and David C. “Chris” Boggs. Chris Boggs would also be prevented from doing business as a principal of BPI under SC DOT regulation § 63-306(F)(4).

In September, 2014, shortly after the BPI guilty pleas, Lynches River Contracting (LRC) filed for incorporation in South Carolina. LRC’s ownership included: Thad Preslar (5%); Lee Sanders (5%); The Lynches River Trust (45%); and The David C. Boggs Family Dynasty Trust (45%). Preslar and Sanders were former BPI field managers. The two brothers who owned BPI, Drew Boggs and Chris Boggs, each established and funded one of LRC’s ownership trusts for the benefit of their young children. The brothers then sold their interest in the two debarred affiliated companies, Boggs Transport, Inc. and Boggs Materials, Inc., to these same two trusts in exchange for a down payment and long term payment plan. These two trusts named independent trustees to manage the trusts’ assets for the benefit of the children.

In December, 2014, LRC initially was prequalified by the South Carolina Department of Transportation (SC DOT) to conduct business with the state, however, this was revoked on January 9, 2015. On February 10, 2015, LRC obtained a temporary restraining order against SC DOT to allow LRC to bid on contracts the same day. LRC was subsequently the low bidder on eight contracts, which were held in abeyance awaiting SC DOT’s final adjudication on LRC’s prequalification application. On April 17, 2015, SC DOT approved LRC’s prequalification application to contract with SC DOT and the eight pending contracts were awarded.

The SC DOT’s final prequalification approval was based on the fact that there was no evidence that a debarred company, affiliated company, or key manager had managerial control or ownership of LRC. LRC was owned, in part, by two former BPI managers (5% each; 10% total) who were not debarred, and the residual 90% ownership was split between two irrevocable trusts belonging to the children of the debarred BPI owners. These two trusts were then managed by independent trustees. In addition to SC DOT permitting LRC to contract with the state, both the North Carolina Department of Transportation (NC DOT) and the US DOT also approved doing business with LRC. Three governmental bodies independently legally determined LRC has been structured in a way allowing it to do business without any impact from BPI’s debarment.

Despite LRC being legally structured to do business with SC DOT, complainants in the road construction vendor community still claimed unfairness in SC DOT's prequalification of LRC to do business with SC DOT. It is quite easy to understand this unfairness claim when LRC's business operations and components appear to be materially the same as the debarred BPI with the exception of the general ownership shifting from disqualified fathers to irrevocable trusts benefitting their young children. Further, the deterrent value of the state's debarment regulation is diluted when wrongdoers are debarred, yet the debarred business can essentially continue to generate economic wealth for their families, which indirectly benefits the debarred wrongdoers, by placing the debarred company's assets and business operations in a new company owned by trusts to benefit close family. However, to address this dilution of debarment's deterrent effect, SC DOT would have to establish new regulations to cover similar situations as BPI and LRC in the future.

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## **II. Background**

### **A. Predicate**

The office of State Inspector General (SIG) initiated this review predicated upon two complaints and several public media reports alleging basic unfairness in SC DOT's prequalification of and award of contracts to LRC. The complainants asserted LRC was just a shell company for BPI, which had been recently debarred from doing business with the state.

Reviews by the SIG are conducted in accordance with professional standards set forth by the Association of Inspectors General, often referred to as the "Green Book."

### **B. Scope**

The review was scoped into two objectives:

- Examine LRC's approved prequalification to contract with the SC DOT to determine if it violated the state's debarment regulations, to include its ownership and management, being an "affiliated party" with BPI, which would preclude LRC from doing business with SC DOT; and
- Assess the state's debarment regulation for opportunity for improvement.

### **C. History**

On July 2, 2013, BPI, a prime road construction contractor based in North Carolina, and its president Carl Andrew "Drew" Boggs III, were indicted on federal charges in North Carolina, to include defrauding the Disadvantaged Business Enterprises Program, US DOT. In August, 2014, Drew Boggs pleaded guilty to criminal conspiracy to defraud the US DOT and money laundering. On September 10, 2014, BPI corporately pleaded guilty to criminal conspiracy to defraud US DOT.

After BPI's guilty pleas, BPI was debarred from participating in highway contracts involving federal funds. Several key BPI managers, including Drew Boggs, were suspended. As a result of the federal debarment, SC DOT disqualified BPI and its affiliates from doing business with the agency on any contract, federally funded or not. The disqualified BPI affiliated companies included Boggs Materials, Inc.; Boggs Transport, Inc.; Buckhorn Materials, LLC; and Construction Materials, LLC. All of these affiliated companies provided equipment or material to BPI. Drew Boggs and David C. "Chris" Boggs owned all the companies. As a principal of the disqualified companies, Chris Boggs was also disqualified.

SC DOT's disqualification of BPI was based on an October 10, 2014, Administrative Law Court order which read in part:

“Petitioner (BPI), and its affiliates Boggs Group, BMI, BTI, Buckhorn Materials and Construction Materials Group, LLC, for so long as any have interlocking management with or are owned by petitioner or any disqualified person or have identity of interest among family members, shared facilities and equipment, or common use of employees with petitioner or any disqualified person, are hereby disqualified from bidding as a prime contractor or participating as a subcontractor, supplier or in any role on future contracts with SC DOT for so long as BPI is disqualified from bidding on federal aid projects and/or the affiliates are owned or managed by Carl Drew Boggs, III or have interlocking management with BPI.”

Despite BPI's suspension, it was allowed to finish outstanding contracts with SC DOT. As of August, 2015, there are still three projects still outstanding with SC DOT.

South Carolina state debarment statute is § 11-35-4220 and the SC DOT agency debarment regulations are found in § 63-306.

### **III. Prequalification of Lynches River Contracting by SC DOT**

#### **A. SC DOT Prequalified LRC**

On September 23, 2014, LRC filed for incorporation in South Carolina. None of the principals in the BPI federal indictment were listed on the LRC paperwork filed in South Carolina with the Secretary of State, nor were they in the application for prequalification at SC DOT filed in December, 2014. Financial interests in LRC were listed as: Thad Preslar 5%; Lee Sanders 5%; The Lynches River Trust 45%; and The David C. Boggs Family Dynasty Trust 45%. The prequalification application listed Thad Preslar and Lee Sanders as President and Vice President, respectively, as well as both being LRC employees. However, while both Preslar and Sanders were former field managers of BPI, they were not parties under the federal indictment and were not suspended or debarred from doing work with SC DOT or US DOT.

SC DOT, pursuant to SC State Regulation § 63-301, looked to both the experience of the managers and the ability to perform in order to prequalify a company to contract with SC DOT. LRC's executive management team of Preslar and Sanders reported having 19 and 30 years of experience, respectively. LRC also had a surety bond in place. SC DOT looked for bonds and insurance to make sure the agency is made whole in the event of nonperformance. LRC, having met both those requirements, was prequalified in December, 2014, by SC DOT.

#### **B. SC DOT Revocation of LRC Prequalification**

In January, 2015, SC DOT was made aware of two issues with LRC, which called into question the veracity of the information provided in LRC's prequalification application. First, LRC's application to transact business in North Carolina, filed on October 1, 2014, was signed by David Christopher Boggs as president, who was a

principal with BPI (See Appendix C). Second, LRC's SC DOT prequalification application listed Thad Preslar (5% owner) as president of the company, yet he, as well as LRC Vice President Sanders (5% owner), were still BPI employees (See Appendix B). This created a dual employee issue with BPI and LRC and would not be allowed inasmuch as BPI was a debarred entity. On January 9, 2015, SC DOT met with representatives of LRC to discuss these issues. Based on these two issues, SC DOT revoked LRC's prequalification on January 9, 2015. LRC stated it would resolve the issues and submit a revised application.

#### **IV. Legal Proceedings between SC DOT and LRC**

At the end of January, 2015, LRC provided SC DOT new information pertaining to its prequalification application. On February 10, 2015, while SC DOT was in the process of verifying LRC's new information, LRC obtained a temporary restraining order in state circuit court against SC DOT. The order required SC DOT to allow LRC to bid at the agency's February construction contract letting held that same day. LRC was allowed to bid and was the low bidder on eight contracts.

On February 26, 2015, SC DOT and LRC entered into a settlement agreement, which among other issues, temporarily stopped hearings on pending litigation and allowed LRC to continue to bid while SC DOT thoroughly reviewed the new information presented by LRC. New information included documents demonstrating Thad Preslar, not Chris Boggs, was the president of LRC as of December 5, 2014. The two LRC principals, Preslar and Sanders, also submitted copies of their resignations to BPI, dated January 11, 2015.

To assist with its legal assessment, SC DOT retained outside counsel to review the business organization of LRC, including the two underlying trust agreements holding a combined 90% ownership interest in LRC. Carl Andrew Boggs established and funded the "Lynches River Trust" for the benefit of his minor children, while Chris Boggs created and funded the "David C. Boggs Family Dynasty Trust" for the benefit of his minor child and one child having just reached the age of majority. Each of the trusts named an independent trustee to manage the assets held by both trusts for the benefit of the children. For each trust, when the youngest child reaches age 25, the trust will end and the funds will be split into new trusts, one for each child and their descendants. Between the ages of 25 and 45, the trustee has some discretion as to allocation of assets, but after each child obtains the age of 45, he or she can direct the trustee as to how the assets are distributed.

At the end of December, 2014, both brothers also sold their interest in BPI's affiliated companies, Boggs Materials, Inc. and Boggs Transport Inc., to the two trusts; each trust owned 50% of each company. Boggs Materials Inc. handled manufacturing of asphalt and other construction aggregates and Boggs Transport Inc. was a hauling company supplying the trucks to move materials to job sites.

The SC DOT outside counsel's opinion was, while it was a close call, LRC was not an affiliate of BPI and neither Preslar nor Sanders were 'key employees' of BPI under South Carolina regulations. The opinion identified two key points: the two trusts were irrevocable; and the trustee was an outside independent third party. While the family of the two Boggs brothers could benefit financially from contracts with SC DOT, neither brother would be in a management, ownership, or controlling position with LRC.

On April 17, 2015, subsequent to this outside legal opinion, SC DOT prequalified LRC as a contractor. As a result and on that same day, the SC DOT Commission awarded the eight low bid contracts to LRC, which had been held in abeyance since February, 2014. SC DOT also noted LRC has been cleared for contracting by both US DOT and the North Carolina Department of Transportation.

## **V. Debarment Policy and Intent**

The complainants initiating this review essentially felt justice was not served in the debarment of BPI when it appeared BPI's assets were shifted to a shell company, LRC, and allowed to continue to do business with SC DOT. SC DOT had a similar initial apprehension, which led to regulatory administrative and civil litigation with LRC in determining if it was an affiliated party to BPI. However, SC DOT ultimately determined LRC was, according to the existing state law and regulations, not an affiliated party to BPI and allowed to do business with SC DOT.

The Federal debarment or suspension of an organization or individual from doing business with the government was not designed to be punitive, but a remedy to ensure federally-funded business was conducted legally with responsible persons. Similarly, SC DOT regulations were designed to preserve the integrity of the public contracting process; the privilege of transacting business with the agency should be denied to persons involved in criminal and/or unethical conduct. Both federal and state debarment laws and regulations were remedies to provide immediate protection to the government and taxpayers from those who engage in dishonest or illegal conduct or are lacking in business integrity. Debarment was not a punishment, but a safety mechanism to protect government in future transactions.

Regardless of the strict legal interpretation of debarment laws and regulations, a derivative benefit is its deterrent effect on wrongdoing in SC DOT procurements. For a road construction vendor, the risk of losing the right to conduct business with SC DOT, or any project involving federal funds, would likely be terminal for many companies, which clearly has a deterrent value to discourage wrongdoing. Complainants from the SC DOT vendor community certainly raised the issue of BPI escaping the full consequences of the state's debarment regulations by establishing LRC to do business with SC DOT. Where is the deterrent value, or fairness, when a debarred wrongdoer apparently can materially use the same debarred company's assets and business operations in a new company, or trust, which continues to indirectly benefit the wrongdoer by channeling wealth to close family? In the words of one agency official, "LRC has complied with the letter of the law, but perhaps not the spirit."

Other facts giving pause to understanding the substance of LRC versus its form in distinguishing LRC from BPI included:

- When interviewing the site supervisor for one of the current Boggs projects with SC DOT, he stated several crews had already moved over to LRC and another crew stated they would be 'switched over' to LRC soon;



- The phone number listed on LRC’s prequalification application was registered to Boggs Transport, Inc.;
- LRC and Boggs Transport, Inc., shared the same address in Pageland, South Carolina; and
- The web domain given for LRC on its prequalification application is not active while the BPI site still shows BMI and BTI as affiliates of the greater ‘Boggs Group.’

Under this new type of organization through the use of trusts, a debarred owner apparently can still materially use his existing business models and components to generate wealth for his family, which indirectly benefits the debarred owner. Unfortunately, the debarment and suspension regulations are silent as to the use of trusts in this manner. If SC DOT chooses to increase the effect of debarment to include trusts or similar vehicles which shift a debarred owner’s operations to family members, the state’s regulations would need to be amended.

## **VI. Findings & Recommendations**

**Finding #1:** LRC has been confirmed by a variety of government regulatory authorities to be legally structured in a way that allows it to do business with the South Carolina Department of Transportation.

**Finding #2:** The substance of LRC’s operational business model appears to be materially the same as the debarred BPI with the exception of the general ownership shifting from the two prior owners to trusts benefitting their young children, which has created a perception of unfairness in the SC DOT’s prequalification system within the vendor community, the public, and the media.

**Recommendation #2:** SC DOT should consider establishing regulations to prevent debarred business owners from shifting ownership to a close family member, or associate, through trusts or related party transactions, allowing the debarred business to continue to operate in materially the same form generating wealth for a debarred owner’s close family or associate, all of which undermine public’s confidence in the agency’s prequalification system.

## **Appendix A**

### **Timeline of Events:**

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Boggs Paving, Inc. (BPI) is a prime road construction contractor based in North Carolina, which won several bids for projects from SC DOT. BPI has other affiliated companies: Boggs Materials Inc.; Boggs Transport Inc.; Buckhorn Materials, LLC; and Construction Materials, LLC.

October 16, 2013:

- US Grand Jury in North Carolina indicted BPI, Styx Cuthbertson Trucking Company, Inc. (STYX) and principals, Carl Andrew Boggs, III, aka Drew Boggs, Kevin Hicks, Greg Miller, Greg Tucker, John Cuthbertson, and Arnold Mann on charges of conspiracy and wire and mail fraud, including fraudulent actions concerning the Disadvantaged Business Enterprises program of the US Department of Transportation.
- The federal indictment alleged that Boggs Paving, Inc. fraudulently certified that required payments were made to STYX, a Disadvantaged Business Enterprise (DBE). In reality, the majority of the payments were ultimately kept by BPI and its affiliates.
- The DBE Program is intended to increase the participation of minority and disadvantaged business enterprises (DBE) in federally funded construction projects. For SC DOT construction projects that use US DOT grant funds, bids from prime contractors, who are not themselves a DBE, must certify that it will award a specified percentage of the contract value to eligible DBEs.
- The indictment alleges that BPI misrepresented to SC DOT, NC DOT and other federal grant receiving entities that it had paid approximately \$3.7 million on these contracts to STYX. In fact, BPI really only paid STYX about 10 % of the fabricated amount, or approximately \$375,000, for actual work on those contracts.
- Indictment alleged that in order to create the appearance that STYX performed the work and received the payments, BPI, among other things, ran payments through a nominee bank account in STYX's name but funneled the funds back to BPI and its affiliates.

October, 2013 -- August, 2014:

- Other defendants pleaded guilty to at least one charge of conspiracy.

August, 2014:

- Drew Boggs pleaded guilty to the crime of conspiracy to defraud the US Department of Transportation and to the money laundering.

September 10, 2014:

- BPI pled guilty to the crime of conspiracy to defraud the US Department of Transportation.

September 23, 2014:

- Lynches River Contracting (LRC), was created.

October 10, 2014:

- Boggs Paving, Inc. (BPI) and Carl Drew Boggs, III, one of its owners, were disqualified from bidding on state funded SC DOT projects by order of the SC Administrative Law Court. The disqualification applied to all 'affiliates' of BPI, Drew Boggs, and several key employees of BPI. BPI and its affiliates were allowed to complete their obligations under current contracts with SC DOT. The federal government had also debarred all parties named in the federal indictment.

December 5, 2014:

- Lynches River Contracting, Inc. submits its application to SC DOT for prequalification as a SC DOT contractor. Thad Preslar and Lee Sanders are listed as President and Vice President, respectively, of this new company. Company stock is owned as follows: Preslar 5%, Sanders 5%, Lynches River Trust 45%, and Boggs Dynasty Trust 45%. Lynches River Trust is an irrevocable trust established by Drew Boggs for the benefit of his children and David C. Family Boggs Dynasty Trust is an irrevocable trust established by Chris Boggs for the benefit of his children, there is an independent third party serving as trustee for each trust. Preslar and Sanders were former employees of Boggs Paving but not subject to debarment. Both of them are listed as employees of LRC on the application. SC DOT prequalifies LRC.

January, 2015:

- SC DOT became aware of two issues with LRC, which called into question the veracity of the information provided in LRC's prequalification application.
  - First, LRC application to transact business in NC, filed on October 1, 2014 with the NC Secretary of State was signed by David Christopher Boggs, as president.

- Second, Thad Preslar and Lee Sanders were still employees of BPI. This is a dual employee issue and would not be allowed under the debarment regulations.

January 9, 2015:

- SC DOT met with representatives of LRC to discuss issues. LRC stated it will resolve issues and submit a revised application. SC DOT revoked LRC's prequalification.

January 27, 2015:

- LRC filed a revised application which included evidence that Chris Boggs was removed as president and that both Thad Preslar and Lee Sanders resigned from BPI as of January 11, 2015.

February 10, 2014:

- Prior to SC DOT ruling on the new prequalification application and supporting documentation, LRC received a temporary restraining order from Richland County Circuit Court preventing SC DOT from disallowing LRC to bid at the February construction letting to be held that same day. LRC submitted thirteen bids and was determined to be the low bidder on eight contracts.

February 26, 2014:

- SC DOT and LRC entered into a settlement agreement whereby LRC can continue to bid until SC DOT has time to fully investigate and review the eligibility of LRC.

April 17, 2015:

- SC DOT qualified LRC as a SC DOT contractor. Commission awarded the eight contracts to LRC on which they had been the low bidder.

**Appendix B**  
**North Carolina Secretary of State Filing**

**C2014 269 00356**

State of North Carolina  
Department of the Secretary of State

**APPLICATION FOR CERTIFICATE OF AUTHORITY**

Pursuant to §55-15-03 of the General Statutes of North Carolina, the undersigned corporation hereby applies for a Certificate of Authority to transact business in the State of North Carolina, and for that purpose submits the following:

1. The name of the corporation is Lynches River Contracting, Inc.; and if the corporate name is unavailable for use in the State of North Carolina, the name the corporation wishes to use is:

2. The state or country under whose laws the corporation was organized is: South Carolina.

3. The date of incorporation was 9/23/2014; its period of duration is: perpetual.

4. Principal office information: (Select either a or b.)

a.  The corporation has a principal office.

The street address and county of the principal office of the corporation is:

Number and Street 1104 W. McGregor Street

City, State, Zip Code Chesterfield, SC 29728 County Chesterfield

The mailing address, *if different from the street address*, of the principal office of the corporation is:

b.  The corporation does not have a principal office.

5. The street address and county of the registered office in the State of North Carolina is:

Number and Street 214 N. Tryon Street, Hearst Tower, 47th Floor

City, State, Zip Code Charlotte, NC 28202 County Mecklenburg

6. The mailing address, *if different from the street address*, of the registered office in the State of North Carolina is:

7. The name of the registered agent in the State of North Carolina is: Chad Warpula

8. The names, titles, and usual business addresses of the current officers of the corporation are (attach if necessary):

<u>Name</u>	<u>Title</u>	<u>Business Address</u>
<u>David C. Boggs</u>	<u>President</u>	<u>1104 W. McGregor Street, Pageland, SC 29728</u>

**APPLICATION FOR CERTIFICATE OF AUTHORITY**

**Page 2**

9. Attached is a Certificate of Existence (or document of similar import) duly authenticated by the Secretary of State or other official having custody of corporate records in the state or country of incorporation. **The Certificate of Existence must be an original and less than six months old.**
10. If the corporation is required to use a fictitious name in order to transact business in this State, a copy of the resolution of its board of directors, certified by its secretary, adopting the fictitious name is attached.
11. This application will be effective upon filing, unless a delayed date and/or time is specified:

This is the 25 day of September, 2014

Lynches River Contracting, Inc.

Name of Corporation

*David C. Boggs*

Signature

David C. Boggs, President

Type or Print Name and Title



# BUSINESS CORPORATION ANNUAL REPORT

E-Filed Annual Report  
10631009

Do not data enter manually.

NAME OF BUSINESS CORPORATION: *Lynches River Contracting, Inc.*

FISCAL YEAR ENDING: *12/31/2014*

STATE OF INCORPORATION: *SC*

SECRETARY OF STATE CORPORATE ID NUMBER: *1404096*

NATURE OF BUSINESS: *Contracting*

REGISTERED AGENT: *Warpula, Chad*

REGISTERED OFFICE MAILING ADDRESS: *214 N. Tryon Street  
Hearst Tower 47th Floor  
Charlotte, NC 28202-1078*

REGISTERED OFFICE STREET ADDRESS: *214 N. Tryon Street  
Charlotte, NC 28202-1078 Mecklenburg County*

PRINCIPAL OFFICE TELEPHONE NUMBER: *843-675-4287*

PRINCIPAL OFFICE MAILING ADDRESS: *1104 W. McGregor Street  
Chesterfield, SC 29728-2016*

PRINCIPAL OFFICE STREET ADDRESS: *1104 W. McGregor Street  
Chesterfield, SC 29728-2016*

## PRINCIPAL OFFICERS:

*Name: Thad A. Preslar  
Title: President  
Address:  
1104 W. McGregor Street  
Chesterfield, SC 29728*

*Name: Charles L. Sanders  
Title: Vice President  
Address:  
1104 W. McGregor Street  
Chesterfield, SC 29728*

## CERTIFICATION OF ANNUAL REPORT MUST BE COMPLETED BY ALL BUSINESS CORPORATIONS

Thad A. Preslar

1/12/2015

FORM MUST BE SIGNED BY AN OFFICER OF THE CORPORATION

DATE

Thad A. Preslar

President

TYPE OR PRINT NAME

TYPE OR PRINT TITLE

ANNUAL REPORT FEE: E-Paid MAIL TO: Secretary of State • Corporations Division • Post Office Box 29525 • Raleigh, NC 27626-0525

C2015 072 02635



# AMENDED BUSINESS CORPORATION ANNUAL REPORT

NAME OF BUSINESS CORPORATION: Lynches River Contracting, Inc.

SECRETARY OF STATE ID NUMBER: 1404096 STATE OF FORMATION: SC

REPORT FOR THE FISCAL YEAR END: 12/31/2014 ORIGINAL DOCUMENT ID: CA201501201194

Filing Office Use Only

Changes

## SECTION A: REGISTERED AGENT'S INFORMATION

1. NAME OF REGISTERED AGENT: Christian Chad Warpula

2. SIGNATURE OF THE NEW REGISTERED AGENT: \_\_\_\_\_  
SIGNATURE CONSTITUTES CONSENT TO THE APPOINTMENT

3. REGISTERED OFFICE STREET ADDRESS & COUNTY  
One Wells Fargo Center, 301 S. College Street, Suite 3400  
Charlotte, NC 28202

4. REGISTERED OFFICE MAILING ADDRESS  
One Wells Fargo Center, 301 S. College Street, Suite 3400  
Charlotte, NC 28202

LYNCHES RIVER CONTRACTING, INC. SHALL AT NO TIME BE OWNED, CONTROLLED OR INFLUENCED BY, OR USE AS ANY SUBCONTRACTOR OR SUPPLIER, ANY DEBARRED, SUSPENDED OR INELIGIBLE ENTITY OR PERSON IN VIOLATION OF APPLICABLE LAW, INCLUDING THE EXCLUDED ENTITY BOGGS PAVING, INC., OR ANY OF ITS OWNERS, OR EXCLUDED PERSON CARL ANDREWS BOGGS III.

## SECTION B: PRINCIPAL OFFICE INFORMATION

1. DESCRIPTION OF NATURE OF BUSINESS: Contracting

2. PRINCIPAL OFFICE PHONE NUMBER: 843-675-4285 3. PRINCIPAL OFFICE EMAIL: Privacy Reduction

4. PRINCIPAL OFFICE STREET ADDRESS & COUNTY  
1104 W. McGregor Street  
Chesterfield, SC 29728-2016 Chesterfield County

5. PRINCIPAL OFFICE MAILING ADDRESS  
1104 W. McGregor Street  
Chesterfield, SC 29728-2016

## SECTION C: OFFICERS (Enter additional Officers in Section E.)

NAME: <u>Thad A. Preslar</u>	NAME: <u>Charles L. Sanders</u>	NAME: _____
TITLE: <u>President</u>	TITLE: <u>Vice President</u>	TITLE: _____
ADDRESS: _____	ADDRESS: _____	ADDRESS: _____
<u>1104 W. McGregor Street</u>	<u>1104 W. McGregor Street</u>	_____
<u>Chesterfield, SC 29728</u>	<u>Chesterfield, SC 29728</u>	_____

## SECTION D: CERTIFICATION OF ANNUAL REPORT. Section D must be completed in its entirety by a person/business entity.

[Signature] \_\_\_\_\_ March 13, 2015 \_\_\_\_\_  
SIGNATURE DATE

Form must be signed by an officer listed under Section C of this form.

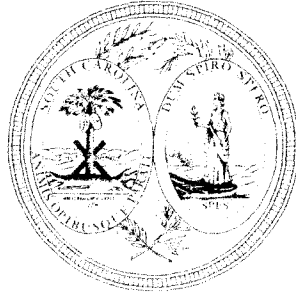
Charles L. Sanders \_\_\_\_\_ Vice President \_\_\_\_\_  
Print or Type Name of Officer TITLE

SUBMIT THIS ANNUAL REPORT WITH THE REQUIRED FILING FEE OF \$10.00

MAIL TO: Secretary of State, Corporations Division, Post Office Box 28525, Raleigh, NC 27626-0525



# *The State of South Carolina*



*Office of Secretary of State Mark Hammond*

## **Certificate of Existence**

**I, Mark Hammond, Secretary of State of South Carolina Hereby certify that:**

LYNCHES RIVER CONTRACTING, INC.,  
a corporation duly organized under the laws of the State of South Carolina on September 23rd, 2014, and having a perpetual duration unless otherwise indicated below, has as of the date hereof filed all reports due this office, paid all fees, taxes and penalties owed to the Secretary of State, that the Secretary of State has not mailed notice to the Corporation that it is subject to being dissolved by administrative action pursuant to section 33-14-210 of the South Carolina Code, and that the corporation has not filed articles of dissolution as of the date hereof.

Given under my Hand and the Great  
Seal of the State of South Carolina this  
24th day of September, 2014.

  
Mark Hammond, Secretary of State

**Appendix C**  
**SC DOT Prequalification Application**

**SOUTH CAROLINA DEPARTMENT of TRANSPORTATION**  
**PRIME CONTRACTOR PREQUALIFICATION APPLICATION**  
for  
**HIGHWAY CONSTRUCTION PROJECTS**

*(When filling-in this application on-line, hover the cursor over the field for help.)*

1. Check one:  The Company is Prequalifying with the SCDOT for the First Time.  
 The Company's Prequalification with the SCDOT is current.  
 The Company's Prequalification with the SCDOT has expired.

2. The full, legal Name of the Company is:

Lynches River Contracting, Inc.

3. Name and telephone number (including Area Code and Extension) of a Contact Person for questions concerning the preparation and information in this application:

Name: Thad Preslar Phone: 7046340232 Ext.: \_\_\_\_\_  
Date Prepared: 12/5/14 E-mail Address: thad.preslar@lynchesrivercontracting.com

4. Company's street address to which letters and packages can be sent using a delivery service:

Street: 1104 W. McGregor St.  
City/Town: Pageland State: SC Zip Code: 29728

5. Company's US Post Office Box, if applicable, for letter size documents:

PO Box: 250 City: Pageland State: SC Zip Code: 29728

6. Company's Main Telephone No.: 8436754285 Fax No: 8436725289

7. Contact person's company e-mail address: thad.preslar@lynchesrivercontracting.com

8. Federal Employer ID No. (FEIN): 47217903

9. DUNS No. (Data Universal Numbering System Number): \_\_\_\_\_ New Co.

10. Since SCDOT only accepts bids through BID EXPRESS, an electronic bidding service, is the Company a subscriber to BID EXPRESS:  YES  NO If NO, why not?

Need Vendor Number in order to complete transaction

11. Name and telephone numbers (including Area Codes and Extensions) of an Emergency Response Contact Person who will be available to take a call from SCDOT 24/7, and is authorized to mobilize Company personnel and equipment.

Name: Thad Preslar

Title: President

Office Phone: 8436754285 Ext.: \_\_\_\_\_

Cell Phone: 7046340232

Home Phone: 7042919285

12. List ALL the Officers of the Company in the table below:

Name First Name, Middle Initial, Last Name	Title or Position
Thad A. Preslar	President
Charles L. Sanders	Vice-President

13. What is/are the primary type(s) of highway construction work performed by the Company?

Asphalt Paving, Full Depth Reclamation, Grading. Storm Drain, Survey, Patching, and Milling

14. Is the Company prequalified for highway construction work as a Prime or Subcontractor with any State DOT other than the SCDOT?

YES       NO      *If YES, provide information in table below.*

State DOT	Prime, Sub, or Both	What Areas of Works and Limits (if any)
	<input type="checkbox"/>	
	<input type="checkbox"/>	
	<input type="checkbox"/>	
	<input type="checkbox"/>	

15. How is the Company presently organized?  Corporation  S-Corporation  LLC  
 Limited Partnership  LLP  Partnership  Sole Proprietorship

If Other, explain: \_\_\_\_\_

16. If the Company is a business Corporation, Limited Partnership, Limited Liability Partnership, or Limited Liability Company, under the laws of what State was it organized? SC

*If the State is one other than SC, ATTACH a copy of the Certificate of Existence or other similar document issued by the Secretary of State of the foreign State.*

17. If the Company is a business Corporation, Limited Partnership, Limited Liability Partnership, or Limited Liability Company, has it filed the required documents with the SC Secretary of State to transact business in South Carolina?  YES  NO

*If NO, be aware that the Company must file appropriate documents with the South Carolina Secretary of State before beginning work on a SCDOT project.*

18. Does the Company owe delinquent taxes to the State of SC or to any County or Municipality in SC?  YES  NO

19. Check the box where the Company's gross receipts would fall for the last full fiscal year:

\$0  \$500,000  \$1,000,000  \$5,000,000  \$10,000,000  \$10,000,000+

20. Company's latest Experience Modification Ratio (EMR or E-Mod) used by the Workers Compensation insurance carrier to modify the Company's premiums: New

EMR was issued by:  NCCI  State Insurance Board  Insurance Agent

Effective Date of EMR: N/A-EMR not yet

Name of Worker's Compensation insurance carrier: Liberty Mutual Fire Insurance

Name of Insurance Agency: Scott Insurance

Name of Agent: Andrew Chambers Telephone No.: 704-644-8981 Ext. \_\_\_\_\_

*Attach a copy of the latest EMR notification and worksheets from the National Council of Compensation Insurance (NCCI), State Insurance Board or Commission, or Insurance Agent. The notification **MUST** show the Company's Name, EMR, and Effective Date of the EMR. If the Company does not qualify for an EMR, attach a copy of a letter from the Company's Workers Compensation Insurance Agent or Carrier stating the reason why the Company does not qualify for an EMR. The letter must include the Effective Date of the Workers Compensation Policy. **A PREQUALIFICATION WILL NOT BE PROCESSED WITHOUT ONE OF THESE TWO SUBSTANTIATING DOCUMENTS.***

21. Name of the last Surety company used by the Company: Arch Insurance  
Name of Agent: Brad Lorenzetti  
Address: 1441 Main Street Columbia  
City/Town: Columbia State: SC Zip Code: 29201  
Telephone No.: 8035403084 Ext.: \_\_\_\_\_

22. Has the Company done work for the SCDOT as a prime contractor or a subcontractor under another name or names?  YES  NO  
If YES, what other names:

23. Has the Company done roadway construction work?  YES  NO

24. How many years of experience does the Company have working as a Prime Contractor? 0

25. How many years of experience does the Company have working as a Subcontractor? 0

26. Does the Company have a current General Contractor's or Mechanical Contractor's license issued by the SC Department of Labor, Licensing, and Regulation?  YES  NO  
If YES, provide the License Number: G119107  
Classifications and Limits: AP5, BT5, MS5, RR5, SS5, and HI5  
Name of Qualifying Person(s): Thad Preslar

27. If the Company is a painting Contractor, answer this question: otherwise, skip to next question:  
Does the Company have a current SSPC-QP1 Certificate?  YES  NO  
*If YES, provide a copy of the certificate with this application.*  
Does the Company have a current SSPC-QP2 Certificate?  YES  NO  
*If YES, provide a copy of the certificate with this application.*

28. In order to evaluate the Company's manpower, provide the following information:  
*(DO NOT INCLUDE Officers or Administrative personnel unless they actually perform the duties of the job titles and work in the Company's Construction Division.)*  
How many employees are in the Construction Division of the Company: 1  
How many employees are: Project Managers 1 Estimators 1  
Field Superintendents 1 Foremen \_\_\_\_\_

29. In the following table, provide the Name, Length of Time Employed (with the Company), and Years of Construction Experience of the three most experienced Project Managers, Estimators, Field Superintendents, and Foremen. **DO NOT SUBMIT RESUMES IN LIEU OF THIS TABLE**

NAME (First Name, MI, Last Name)	Length of Time with Company	Years of Construction Experience
<b>Projects Managers</b>		
Thad A. Preslar	0	19
<b>Estimators</b>		
Thad A. Preslar	0	19
<b>Field Superintendents</b>		
Charles L. Sanders	0	30
<b>Foremen</b>		

30. Has the Company ever failed to complete a construction contract or project for the SCDOT or any Federal, State, County, Municipal, or any other government agency?

YES     NO    *If YES, attach a page with complete details.*

31. Has any principal of the Company ever owned an interest in a company that failed to complete a construction contract or project for SCDOT or any Federal, State, County, Municipal, or any other government agency?

YES     NO    *If YES, attach a page with complete details.*

32. Is the Company, its parent, affiliate, or subsidiary company presently suspended, disqualified, debarred, or prohibited from working or bidding with the SCDOT or any Federal, State, County, Municipal, or any other government agency?

YES     NO    *If YES, attach a page with complete details.*

33. Is any principal of the Company presently suspended, disqualified, debarred, or declared ineligible to do business with the SCDOT or any Federal, State, County, Municipal, or any other government agency?  
 YES  NO *If YES, attach a page with complete details.*
34. In the past three (3) years, has any person or company referred to in Questions 30, 31, 32, or 33 been indicted for, pled guilty to, pled nolo contendere to, or convicted of violation of an Antitrust law or of an act prohibited by a state or federal law committed in any jurisdiction of the United States involving fraud, collusion, or conspiracy with respect to bidding on or the performance of a public contract?  
 YES  NO *If YES, attach a page with complete details.*
35. Is any person or company referred to in Questions 30, 31, 32, or 33 currently serving a sentence or owe restitution as a result of a violation of any acts or omissions prohibited by any State or Federal law with respect to bidding on or performing a public contract?  
 YES  NO *If YES, attach a page with complete details.*
36. In the past three (3) years, has any person or company referred to in Questions 30, 31, 32, or 33 been indicted for, pled guilty to, pled nolo contendere to, or convicted of crimes including, but not limited to: fraud deceit, embezzlement, theft, forgery, bribery, falsification or destruction of records, bid rigging, price fixing, making false statement, receiving stolen property, anti-trust violations, making false claims, or making any unlawful payment or gratuity, obstruction of justice, or conspiracy to commit such violations of ethical standards?  
 YES  NO *If YES, attach a page with complete details.*
37. Is the Company under the protection of a Bankruptcy Court, or does the Company have a pending petition in a Bankruptcy Court, or has there been an assignment for the benefit of creditors?  
 YES  NO *If YES, attach a page with complete details.*
38. Was there ever a contract on which the Company bid, but did not win, but ended up working a subcontractor to the winning bidder?  
 YES  NO
39. Has the Company ever been under investigation for collusion or bid rigging?  
 YES  NO  
*If YES, attach a page with complete details. Include whether or not indictments resulted.*

40. Does the Company have subsidiary, affiliate, and/or parent companies?  YES  NO  
 If YES, enter parent's, affiliate's, or subsidiary's name, city, and state or foreign country in boxes below. Do not include the prequalifying applicant's name in the boxes below.  
*(Use the pull down list to choose Parent, Affiliate, or Subsidiary)*

	Name and Address		Name and Address
Is It Prequalified with SCDOT?		Is It Prequalified with SCDOT?	
<input type="checkbox"/> YES <input type="checkbox"/> NO		<input type="checkbox"/> YES <input type="checkbox"/> NO	
	Name and Address		Name and Address
Is It Prequalified with SCDOT?		Is It Prequalified with SCDOT?	
<input type="checkbox"/> YES <input type="checkbox"/> NO		<input type="checkbox"/> YES <input type="checkbox"/> NO	
	Name and Address		Name and Address
Is It Prequalified with SCDOT?		Is It Prequalified with SCDOT?	
<input type="checkbox"/> YES <input type="checkbox"/> NO		<input type="checkbox"/> YES <input type="checkbox"/> NO	

41. Provide the names of the individuals (internal and external) or companies that have a financial holding of more than five percent (5%) in the Company, and give the amount (%) of the holding.

Name of Person or Company (If Person, First Name, MI, Last Name)	Amount (%) of Financial Holding
Thad A. Preslar	5
Charles L. Sanders	5
The David C. Boggs Family Dynasty Trust	45
The Lynches River Trust	45



42. Is the Company currently certified as a Disadvantaged Business Enterprise (DBE) or a Disadvantaged Woman's Business Enterprise (DWBE) certified by the South Carolina Unified Certification Program?  YES  NO

If YES, check which one:  DBE  DWBE

List certified work areas in the box below:

43. Has the Company ever failed to meet a DBE or DWBE contract goal?  YES  NO  
*If YES, attach a page with complete details. Include whether or not penalties were assessed.*

44. Is the Company currently certified by the SCDOT as a Small Business Enterprise (SBE)?  
 YES  NO

45. Does the Company have ownership in a quarry, asphalt plant, or liquid AC terminal?  
 YES  NO

*If YES, attach a page with complete details. Include name of facility, location, products, other owners, how long has the company been the owner, do you sell material to other contractors?*

46. What is the name, title, and address of the Officer in the Company who is designated to receive the Company's Contractor Performance Score (CPS):

Thad A. Preslar- President- 1104 W. McGregor St., Pageland, SC 29728

The Officer named above, is required to HAVE read the on-line document entitled *CPE POLICIES & PROCEDURES*, which is available on the SCDOT Internet website using the following link:

[http://www.scdot.org/doing/contractor\\_Prequalified.aspx](http://www.scdot.org/doing/contractor_Prequalified.aspx)

On page 16 of this application, the officer designated above must sign a notarized statement, which states that the Officer has read and fully understands the affect that the CPE POLICIES & PROCEDURES may have on the Company's ability to bid on SCDOT projects.

47. In the table below, enter the NUMBER OF PIECES of each type of operational construction equipment that is owned or leased by the Company.

This table must be filled in, attachments are not accepted.

Type of Equipment	O	L	Type of Equipment	O	L	List Addition Equipment (if required)		
						Type of Equipment	O	L
Truck w/Aerial Lift			Pugmill					
Truck w/pole trailer			Joint/Crack Sealer					
Truck, Articulated			Rock Crusher					
Truck, Dump			Rock Saw					
Truck, Flatbed			Roller, Rubber-Tire					
Truck, Off-Road Dump			Roller, Sheepsfoot					
Truck, Pickup			Roller, Vibratory					
Truck, Service/Lube/Fuel			Aerial Lift					
Truck, Tanker			Air Compressor					
Truck, Tractor Trailer			Barge/Safety Boat					
Truck, Utility/Box			Br. Deck Snooper					
Truck, Water			Crane, Rubber Tire					
Trailer, Cable/Wire			Crane, Track					
Trailer, Equipment			Concrete Breaker					
Trailer, Lowboy			Generator					
Trailer, Pole			Jack Hammer					
Trailer, Utility			Industrial Heater/Cooler					
Backhoe, Rubber Tire			Pile Driving Equipment					
Backhoe, Track			Jack & Bore Equipment					
Bulldozer			Pipe Fusion Machine					
Drag-Line			Pipelayer					
Milling Machine			Trench Box					
Motor Grader			Trencher					
Pulverizer			Cultivator/Tractor					
Road Widener			Hydroseeder					
Scraper/Pan			Logging/Clearing Equip.					
Skip Loader			Mower					
Soil Stabilizer			Chipper					
Asphalt Paver			Tub Grinder					
Asphalt Plants			Bridge Painting Equipment					
Grinder			Dust/Paint Contain. Equip.					
Reclaimer			Sand/Shot/Water Blaster					
Sweeper/Broom			Skid Steer/Bobcat					
Liquid Asphalt Sprayer			Crack Sealing Equipment					
Chip Distributer			Line Painting Equipment					
Cold Planer			Arrowboard					
Concrete Barriers			Message Board					
Concrete Batch Plant			RPM Application Equip.					
Concrete Br. Deck Screed			Thermoplastic Applicator					
Concrete Deck Finisher			Truck-Mounted Attenuator					
Concrete Dowel Bar Drill			Light Tower					
Concrete Floats			Power Washer					
Concrete Forms			Snow Plow					
Concrete Mixer, Truck			Motar Mixer					
Concrete Mixer, Portable			Forklift					
Concrete Slipform Paver			Storage Container					
Slipform, Curb/Barrier			Tool Storage Container					
Concrete Pump			Construction Office/Trailer					

**WORK CODES FOR CONTRACTOR WORK EXPERIENCE FOR USE IN QUESTIONS 48, 49, & 50  
(USE ONLY WORK CODES FOR WORK PERFORMED BY YOUR COMPANY'S OWN FORCES AND EQUIPMENT)**

Code	Roadway Experience	Code	Highway Structures Experience	Code	Miscellaneous (Continued)
2	Road Construction - New	40	Bridges - New	68	Fencing
3	Roadway Widening	41	Bridge Replacement & Apprs.	69	Hardscapes or Streetscapes
4	Asphalt Paving & Resurfacing	42	Bridge Rehab & Widening	70	Hauling Construction Material
5	Asphalt Surf. Treat. (Chip Seal)	43	Bridge - Emergency Repair	71	Hazardous Material Removal
6	Full Depth Reclamation	44	Bridge Cleaning and Painting	72	Horizontal Jacking & Boring
7	Base & Subbase Work	45	Bridge Jacking	73	Impact Atten. / Crash Cushions
8	Catch Basins, Manholes, etc	46	Bridge Joint Install. or Repair	74	Landscaping & Planting
9	Clearing and Grubbing	47	Concrete Patching - Structures	75	Milled-In Rumble Strips
10	Concrete Paving - Roadway	48	Dredging or Channel Clearing	76	Mowing or Vegetation Control
11	Concrete Rdwy Joint Seals	49	Drilled Shafts or Pile Foundation	77	Noise Barriers
12	Concrete Sdwks & Driveways	50	Mech. Stabilized Earth Walls	78	Overhead Sign Structures
13	Crack Sealing - Asphalt Rdwy	51	Non-AC Overlay - Br. Decks	79	Drainage & Pipe Installation
14	Curb or Curb & Gutter	52	Pile or Drilled Shaft Testing	80	Shotcreting
15	Roadway Excavation & Grading	53	Rebar - Placing & Tying	81	Sand, Shot, or Water Blasting
16	Asphalt Roadway Patching	54	Retaining Walls - CIP	82	Soil Stabilization
17	Concrete Roadway Patching	55	Structure Excavation	83	Traffic Control Services
18	Guardrail - Stl Bm or Cable Barr.	56	Structure Removal	84	Waterproof. - Substr. or Deck
19	Macro-surfacing	57	Temporary Bridges	85	Railroad Construction
20	Micro-surfacing	58	Culverts - New	90	Airport Runways & Taxiways
21	Milling & Grinding	59	Culverts - Replacement	91	Building Demolition & Removal
22	Pavement Markings		Miscellaneous Experience	92	Buildings - New or Rehab.
23	Raised Pavement Markers	60	Brick, Block, Stone Masonry	93	Site Prep
24	Roller Compacted Concrete	61	Camera & ITMS Cable	94	Concrete Work - Non-Rdwy
25	Roadway Lighting	62	Cofferdams & Sheetpiling	95	Industrial Painting
26	Traffic Signals	63	Concrete Barriers - CIP	96	Marine Docks, Fenders, etc
27	Traffic Signs - Permanent	64	On call services	97	Paving & Resurf. - Non-Highway
28	Perm. or Temp. Vegetation	65	Environmental Mitigation	98	Public Utilities Install & Repair
29	Shoulder Widening	66	Epoxy/Grout Crack Injection	99	Storm Debris Remove
30	Design-Build Projects	67	Erosion Control	100	Water or Sewer Plants

Note: The Department will assign the work experience classification of General Contractor based on diversity of experience and the number and size of completed projects.

**PLEASE DO NOT REMOVE THIS PAGE FROM THE APPLICATION**



49. As of the date of the preparation of this application list the LAST FIVE (5) construction projects the Company has completed as a prime contractor OR a subcontractor.

*This table must be filled-in or only a table with the same headings may be substituted.*

Contract Dollar Amount	Worked as a Prime or Subcontractor	Type of Work Performed (use codes)	Date Company's Project Work Completed	Name of Project Owner Contact Person: Name Address Telephone No.	Project Reference File or No.

50. List the THREE (3) LARGEST construction projects in the history of the Company that were completed as a prime contractor OR a subcontractor Do not include projects listed in Question 49.

*This table must be filled-in, or only a table with the same headings may be substituted.*

Contract Dollar Amount	Worked as a Prime or Subcontractor	Type of Work Performed (use codes)	Date Company's Project Work Completed	Name of Project Owner Contact Person: Name Address Telephone No.	Project Reference File or No.





**AFFIDAVIT**

**Note: The name of the person being sworn and executing this Affidavit must be in the table in Question 52, on the previous page, and must have authority to approve, sign, and execute Code 1 documents as defined on the preceding page.**

Thad A. Preslar, BEING DULY SWORN, IS DEPOSED AND SWEARS THAT HE/SHE IS AUTHORIZED TO EXECUTE THIS AFFIDAVIT FOR AND ON BEHALF OF THE APPLICANT COMPANY, AND THE ANSWERS TO THE FOREGOING QUESTIONS, AND FURTHER THAT ALL STATEMENTS HEREIN CONTAINED, TRUE AND ARE CORRECT TO THE BEST OF HIS/HER KNOWLEDGE.

Sworn and subscribed to before me on this 5th day of December, 2014

[Signature]  
\*\*(Notary Public Signature above)

\*\*Notary cannot be an Officer of the Company

Janie Auret  
(Print Notary Public Name above)

Notary Public for

County of Union

State of North Carolina

My Commission Expires:

10/16/2016



Notary Public seal is not required if all Notary information lines are filled out.

Lynches River Contracting, Inc.

(Print Name of Applicant Company)

[Signature]  
(Authorized Signature)

Thad A. Preslar

(Print Name)

President

(Print Title)



**ACKNOWLEDGEMENT**  
- of the  
**SCDOT CONTRACTOR PERFORMANCE EVALUATION**  
**POLICIES and PROCEDURES**

By signing this form as an Officer of the Company named below, I have read and fully understand and acknowledge the *SCDOT Contractor Performance Evaluation Policies and Procedures* document posted on the SCDOT Internet website; and further, that I fully understand its impact on the Contractor's ability to bid on SCDOT construction projects.

Lynches River Contracting, Inc.

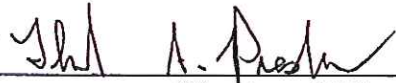
\_\_\_\_\_  
(Print the Name of the Company)

Thad A. Preslar

\_\_\_\_\_  
(Print Name of Officer)

President

\_\_\_\_\_  
(Print Title of Officer)



\_\_\_\_\_  
(Signature of Officer)

*NOTICE: Notary cannot be an Officer of the Company.*

Subscribed and sworn to before me

on December 5th 2014

Janie Auret

Printed Name of Notary

Janie Auret

Signature of Notary

Notary Public for

County of Union

State of North Carolina

My Commission Expires:

on October 16th 2016



*Notary Public seal is not required if all Notary information lines are filled out.*

**ACKNOWLEDGEMENT**  
of the  
**PRIME CONTRACTOR'S RESPONSIBILITIES**

**IF THERE IS ANY CHANGE TO THE INFORMATION PROVIDED IN THIS APPLICATION AFTER IT HAS BEEN SUBMITTED, IT IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR TO SUBMIT A WRITTEN DOCUMENT ADVISING THE DIRECTOR OF CONSTRUCTION'S OFFICE OF THE CHANGE WITHIN FIFTEEN (15) DAYS OF THE OCCURRENCE OF THE CHANGE.**

**IT IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR TO RENEW ITS PREQUALIFICATION BEFORE THE EXPIRATION DATE OF THE CURRENT CERTIFICATE.**

**By signing this form as an Officer of the Company, I acknowledge and accept the responsibilities stated above on behalf of the Company named below:**

\_\_\_\_\_  
Lynches River Contracting, Inc.

(Print Name of Company)

\_\_\_\_\_  
Thad A. Preslar

(Print Name of Officer)

\_\_\_\_\_  
President

(Print Title of Officer)

\_\_\_\_\_  
*Thad A. Preslar*

(Signature of Officer)

*NOTICE: Notary cannot be an Officer  
of the Company.*



Subscribed and sworn to before me

on December 5th 2014

\_\_\_\_\_  
*Janie Auret*  
Printed Name of Notary

\_\_\_\_\_  
*Janie Auret*  
Signature of Notary

Notary Public for  
County of Union

State of North Carolina

My Commission Expires:

on October 16 2016

*Notary Public seal is not required if all Notary  
information lines are filled out.*

