

DLE

DENNY LOCKARD ENTERPRISES, INC.

21 East Chatsworth Avenue ~ Reisterstown, MD 21136

Home & Office Phone, FAX, & Voice Mail #: (410) 833-1477

Website: www.geocities.com/dleinc ~ e-mail: dleinc@yahoo.com

RESUME'/BACKGROUND WORK HISTORY FOR DENNY LOCKARD

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Legal Name: Gordon Dennis Lockard

CURRENT STATUS

- I started my own company in 1990, but didn't make it official until, in early 1998, I incorporated my own Traffic Safety Consulting firm, specializing in Temporary Traffic Control (TTC), formerly known as Work Zone Traffic Control (WZTC). Through my company, I have testified as an expert witness on traffic safety for both Plaintiffs and Defendants in court proceedings, and given my expert opinion to lawyers, insurance companies, employers, workers, and other persons close to traffic. I've also conducted, and continue to conduct, lectures and seminars for all types of persons working/standing close to traffic, and have worked directly with employers and personnel, on the jobsite and in the classroom, training them, through a hands-on approach, how to make their work environment safer for all workers, motorists, and pedestrians, as required by law, on every roadway open to public travel throughout the U. S. I've also conducted, and continue to conduct, lectures and seminars for non-roadway workers, motorists, and pedestrians, about what precautions they should take when encountering workers and/or other persons close to traffic. I've also driven in all 48 contiguous U. S. states, Canada, and Mexico observing traffic safety, especially areas where persons are close to the hazard of traffic. Hopefully, my information, knowledge, and experience will lessen crashes and save lives, injuries, and lawsuits.

Through September 7, 1999, my only full-time employment, for more than 39 years, was with the Maryland Department of Transportation (MDOT), State Highway Administration (SHA). They have indicated that they may want to use my expertise to represent them in TTC matters on a part-time basis in the future. At the present time, I am retraining flagger instructors in Maryland (in both the public and private workforce) due to Maryland's implementation of a new, more comprehensive national flagger training program, which I helped develop, and am currently using to train flagger instructors throughout the United States. The following will explain my background leading up to my present status.

***Traffic Safety Consultant Division
Specializing in Temporary Traffic Control (TTC)***

SHA AND RELATED EXPERIENCE

July 1, 1990 through September 7, 1999

- Prior to July 1, 1990, I was a full-time SHA employee, just like most others working for SHA. The Office Of Traffic & Safety (OOTTS) wanted me to conduct safety classes and reviews throughout the entire State of Maryland, instead of only in the 3 county district where I had been working since 1977, and conducting classes since 1983. Since OOTS couldn't get me through any of the normal channels of transfer or promotion, and since I had completed 30 faithful and dedicated years of service to SHA, OOTS suggested that I should retire from active service as of June 30, 1990, and start with them (OOTTS) on July 1, 1990. After much thought, and lots of discussion with the parties involved, I decided to make the change. This started my company and a more-than full-time job!
- At OOTS, my first task, along with 3 other SHA employees, was to develop a statewide TTC training course that would teach the general principles of TTC. I was the only trainer statewide to teach this course from its inception in July of 1990 through September 7, 1999, my last full-time day with the SHA. I taught the course using the Federal Highway Administration (FHWA) Manual on Uniform Traffic Control Devices (MUTCD), which sets forth minimum requirements, standards, and guidelines that are required to be followed in all 50 states. I also emphasized the specifications of the SHA, which are higher safety standards, and required to be followed, by law, on all Maryland roads. The goal, of course, was to reduce crashes, deaths, and injuries to workers, motorists, and pedestrians, and to get them to think, in a common sense manner, about their life and how much it can be placed in jeopardy when any of them are exposed to the hazard of traffic close to workers, pedestrians, work areas, and/or any other personnel conducting roadside activities close to traffic.
- After starting off the course by training SHA personnel, I then expanded to train contractors, utility companies, county and city agencies, tow truck operators, surveyors, and emergency responders including law enforcement personnel; i.e. everyone and anyone who may find themselves close to the hazard of traffic. Beginning in 1997, and continuing through my last full-time day, I also trained every Maryland State Police (MSP) academy cadet class, prior to their graduation. The International Municipal Signal Association (IMSA) also recognized this course as a course that their members could take for a credit within their association. The class was a one-day course and I'm told I taught around 25,000 to 30,000 students. It was very successful and received high praise. In fact, I also taught the class in Virginia (before they developed their own course), and, in 1997, taught it in Indiana, because a contractor requested me to do so, since Indiana had no similar training. Of course, I stayed up-to-date with the latest thinking from not only the FHWA, but also other states, and continued to update the class and class materials as often as needed.

- I fought for and completely set up an Approved Flagger Program (AFP) for the SHA and chaired a committee to raise the program to a higher safety standard.
- I worked closely with the Maryland Highway Contractors Association (MHCA) by training all member and non-member contractors, participating in their annual conference by being on panel discussions, and talking with the supervisory and field personnel to discuss their questions, comments, complaints, etc.
- I constantly reviewed as many work areas as possible throughout the entire State of Maryland, 24 hours any day, 365 ¼ days per year, to make sure they were set up safely and correctly. I also reviewed TTC related crashes, on-site, if possible, and on paper after the fact, any time, when called upon. Additionally, I helped develop and constantly reviewed SHA's Standards and Specifications as a member of SHA's Maintenance Of Traffic (MOT) Task Force. All of the above allowed SHA to decide whether or not revisions needed to be made to the work areas, Standards, and/or Specifications, in order to make all work areas safer.
- I have testified as an expert witness on behalf of both Plaintiffs and Defendants in trials, and reviewed depositions and crash information for attorneys, insurance companies, and employers in order to allow them to use my expert opinion. They have valued my opinion and strongly considered it when making determinations about whether or not to take their case to court. They have also told me that my trial testimony has helped them prevail in their cases.
- On May 11, 1998, I was qualified as an expert witness about TTC by a Judge in a Maryland Occupational Safety and Health (MOSH) administrative hearing. MOSH won their case against a very prominent contractor, and, in letters of thanks, both the Judge and the Assistant Attorney General, who prosecuted the case, indicated my testimony was a key factor to MOSH winning the case.
- I am a member in good standing of the American Traffic Safety Services Association (ATSSA), and many of their committees and sub-committees. ATSSA is the only trade association trying to make work areas safer along all roads in the world. I was certified as a Worksite Traffic Supervisor (WTS) in 1992. I am a member of the Safety committee (since 1994), and am a founding, and still active, member of the Education committee (since 1996). In 1997, the Education committee introduced a National Flagger Program, which I helped develop, and I became the first person in MD to become a Master Flagger Instructor Trainer (FIT). In 1998, I helped develop a one-day basic TTC course for workers, the Traffic Control Technician (TCT) course, and a more advanced course, the Traffic Control Supervisor (TCS) course, which upgrades and replaces the older WTS course. In 1998, I became the first person in MD to be certified as a TCT and TCS and am now certified to, and do instruct the TCT, TCS, FIT, and Flagger training courses throughout the United States. In 1999, I became a founding member of the Public Awareness committee, which directs a TTC safety media campaign toward drivers every April.

- I have attended functions in other states to add input to their TTC programs, and have traveled around the U. S., mostly at my own expense, to attend meetings and functions in order to further the cause for safer work areas everywhere.
- I have worked with the FHWA on formulating and critiquing new classes, and on forming a National Work Zone Clearinghouse, among other things. I was also a member of the committee formed to decide how the clearinghouse will operate, and was the chairman of a sub-committee to oversee clearinghouse operation.
- I attended and participated in the last two National Highway Work Zone Conferences held in conjunction with the FHWA (Dec. 1994, & Oct. 1997).
- In Dec. 1998, I was invited to, and attended a conference held by the National Institute of Occupational Safety and Health (NIOSH) that identified TTC safety issues which may be improved by combining our safety efforts. Everyone involved agreed that the final report issued from this effort will be a major step toward improving safety for highway workers, and foster a cooperative attitude toward any changes needed to attain our common safety goals.
- I was asked to, and reviewed a draft document by the National Safety Council (NSC) that they are now using. It reinforces and better focuses their direction and commitment toward traffic safety with a special emphasis on safety in work areas along the nation's highways.
- On June 11, 1998, I was interviewed by the Chicago bureau of NBC-TV Network News for a program about traffic safety in work areas that aired on the Today Show on July 12, 1998. Also, I have done several radio public service programs (15 minutes in length) to get motorists to think about safety as they travel through work areas.
- I reviewed a draft document by the International Safety Equipment Association (ISEA) trying to set guidelines to make worker apparel more visible to motorists.
- Since 1995, I have been a member of the Baltimore County Coalition for Traffic Safety, which is comprised of police and other safety-dedicated personnel.
- In 1995, I was nominated for the Public Official of the Year Award, and although an FHWA person won, I am very honored to have been nominated, and receive a plaque and letter of thanks.
- I am named in past, current, and future editions of Strathmore's Who's-Who and in past, current, and future editions of Marquis' Who's-Who.
- I conduct 1 to 2 hour lectures for Safety Councils, Safety Associations, and regular motorists, about what they should do when encountering a work area while traveling, or find themselves standing or working close to highway traffic.

November 2, 1977 through June 30, 1990

- I worked as the Deputy Assistant District Engineer of Traffic for SHA's District #7 (Carroll, Frederick, and Howard counties). My boss and I were responsible for all traffic safety in those 3 counties, primarily on SHA roadways. We also assisted the counties and municipalities in our area with their traffic safety issues. Our aim was to make all roads safer, and to achieve more consistency and uniformity for the traveling public when driving through different jurisdictions. While in this position, I attended many classes concerning all aspects of Traffic Engineering [usually put on by the University of Maryland (U of M), Northwestern University, the National Highway Institute (NHI), the FHWA, etc]. Also, my boss asked me to get more involved in reviewing work areas and Traffic Control Plans (TCP's) in order to make our workers and work areas safer. I put together classes for contractors, SHA & local government personnel, utility companies, etc., in order to try to make all work areas safer and show the motorist more uniformity and consistency. It was these classes that led OOTS to ask me to do the same for the entire State. During this time, another person and I completely re-wrote the MOT section of the Maryland Specification Book.
- In April 1983, I successfully completed a 70-hour Train-the-Trainer program and became a Driver Improvement Program (DIP) Instructor. Another person and I taught a one day course using a program put together by AAA, and trained all SHA personnel in District # 7 from April 1983 through June 30, 1990.

June 29, 1960 through November 1, 1977

- I worked at SHA's Office of Materials and Research (OMR). In December 1966, I transferred to a field unit, which did sub-surface explorations and non-destructive bridge testing. Sometimes we had SHA maintenance crews to shut down traffic lanes for us while testing bridges; sometimes we had to do it ourselves. From 1966 through 1977, I was a flagger and worker along our roads and tried to develop a common sense attitude about how to keep my fellow workers and myself alive. In recent years, my responsibilities have kept me out along the road close to traffic, and I still try to keep my main focus on saving my life and the lives of other workers with whom I come in contact. Also, during this time, I graduated from a 3-year night school, put on by the SHA and the U of M called the SHA In-Service Highway Engineering Course. It was deemed to be equal to 1 year of credit toward an engineering degree at the U of M.

OTHER EXPERIENCE

- I have worked part-time at night and on weekends for more than 36 years to help supplement my SHA income. Many of these part-time jobs have sharpened my TTC experience and communication skills, and have contributed to my success.

April, 1994 through October, 1994

- I worked part-time, at night, for a TTC sub-contractor on the Washington and Baltimore Beltways. I helped the crew place and remove Traffic Control Devices (TCD's) in order to make a safer and more correct work area. This valuable experience allowed me to hear and discuss the workers questions, comments, concerns, and complaints and made me think of ways to use their information in a positive way. With the knowledge I gained, I revised some of my training methods, and developed new classroom instructional materials.

April 1990 through November 1992

- I worked on weekends as a Race Track Announcer at Summit Point Raceway near Charlestown, WV.

March 1982 through November 1989

- I worked nights and weekends as a Race Track Announcer at 75 & 80 Dragway in Monrovia, MD.

March 1973 through September 1990

- I Disc-Jockeyed Record Hops for various organizations and establishments.

August 1972 through October 1992

- I worked as a part-time Radio Announcer at WTTR AM & FM, Westminster, MD.

December 1969 through November 1974

- I worked as a part-time Radio Announcer at WBMD AM & FM, and WKTK-FM, Catonsville, MD.

November 1962 through December 1969

- I worked nights and weekends at various gasoline service stations as a mechanic and pump attendant (good experience for dealing with the public).

MILITARY EXPERIENCE

November 1961 through November 1969

- I enlisted and served in the United States Coast Guard Reserve (6 mos. active duty, 1 weekend/mo., 2 wks/year, etc.) and received an Honorable Discharge.

FORMAL EDUCATION

November 2, 1977 through September 7, 1999

- I completed many training courses (1 day to 2 wks.) to learn about traffic safety.

September 1969 through June 1970

- I attended 4 hours per night, 4 nights per week and graduated with Honors from the Broadcasting Institute of Maryland (BIM)(greatly helped my public speaking).

September 1962 through June 1967

- I graduated from a 3-year night school, put on by the SHA and the U of M called the SHA In-Service Highway Engineering Course. It was deemed to be equal to 1 year of credit toward an engineering degree at the U of M.

June 5, 1960

- I graduated with an Academic Degree from Franklin H. S., Reisterstown, MD.

AVOCATIONS, HOBBIES, AND INTERESTS

- I collect and work on cars and motorcycles; many are antique. I am very proud of my 11 Corvette collection, including a 1962 convertible with matching hardtop, and 4-1963 split-window coupes (2 with the very rare air conditioning and backup light options & 10 other options). Also, I have 4-1955 Chevrolet Nomad wagons (a very special factory styled sport wagon). I also have a good-sized collection of Corvette collectible memorabilia, and other memorabilia pertaining to cars and motorcycles. My motorcycles include a 1994 Boss Hoss (a custom built 2 wheel motorcycle with a 375 horsepower Corvette V-8 engine), a 1992 Harley Softail Custom with low miles, and 2 Kawasaki Z-1 900cc motorcycles (the fastest in their day; a 1974 with only 26,000 original miles that I bought new, and a 1975).
- I collect and fix vehicle flashing and rotating warning lights (light bars, strobes, arrow sticks, etc.) I do not re-sell them, just collect, repair, modify, and use them.
- I “tinker” with electronics, especially audio stereo and video equipment. I also like music from 1955 through present and have lots of 45’s from 1955 – early 1970’s.
- I like all motor sports, but am a fanatic about NHRA Drag Racing and it’s history.

References are available upon request.

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