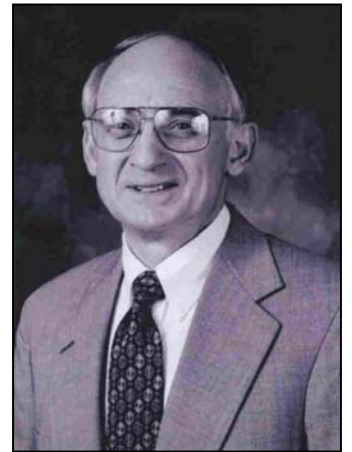


Dennis R. Garrett, P.E.

Dennis Garrett worked for the City of Overland Park from 1965-94. He served in a number of capacities: City Engineer, Interim City Manager, Director of Transportation and finally Director of Public Works. He was the city's first Director of Public Works. Joining a young city, with a very small staff, Mr. Garrett literally had a hands-on involvement in designing, managing and field-checking construction projects. For example, the original South Lake dam and lake were designed and constructed in-house.



Dennis Garrett is recognized as person most responsible for development of the city's four-lane thoroughfare system, including improvements to College Boulevard, which led to the development of Corporate Woods and other commercial development in the corridor area. He was responsible for thoroughfare widening north of I-435, and thoroughfare design and system development south of I-435. He also was instrumental in acquiring right-of-way for the development of US69 and I-435 highways. Mr. Garrett obtained millions of dollars in federal grants for both capacity and safety improvements to the city's street system. Three such intersections that benefited from federal grants were 63rd Street and Santa Fe Drive, 79th Street and Metcalf Avenue, and 87th and Metcalf.

As Overland Park grew, Mr. Garrett was responsible for hiring city staff and developing the technical competence and vision to help plan and oversee development of the community and the public infrastructure. Under his direction, engineering standards for streets and storm sewers were developed.

He managed the city's Capital Improvements Program and oversaw programs for stormwater system improvements, park and city building construction projects and developed the street maintenance program. He was designated as the project manager for the Justice Center that would later bear the name of W. Jack Sanders. He managed expansion, renovation and remodeling projects for city hall. Another facility that Mr. Garrett knew very well is the 91st Street public works maintenance facility. He was involved in the initial building as well as multiple additions and 1979 expansion.

As the city developed to the south, Mr. Garrett recognized infrastructure needs in other parts of the city. He began the initial Residential Street Program that upgraded ditched streets to city curb and gutter streets in the north part of the Overland Park.

Under his guidance, major improvements were made to the city's street lighting and traffic signal program. The city purchased its leased traffic signals and used early-model computers to develop a traffic actuated control system for coordinating traffic movements. This was the forerunner to the city's current OPTCS program.

From 1968 to 1975, he also directed the city planning and building departments. He was a proponent of land use planning and standards for future development standards. During this timeframe, Overland Park began to change from single family to mixed use of multifamily, commercial retail, hotel and office building uses we see today. The first city transportation planner was hired by Mr. Garrett.

Since 1995, Mr. Garrett has been employed by HNTB where he has managed numerous improvement and rehabilitation projects for metropolitan area cities.