

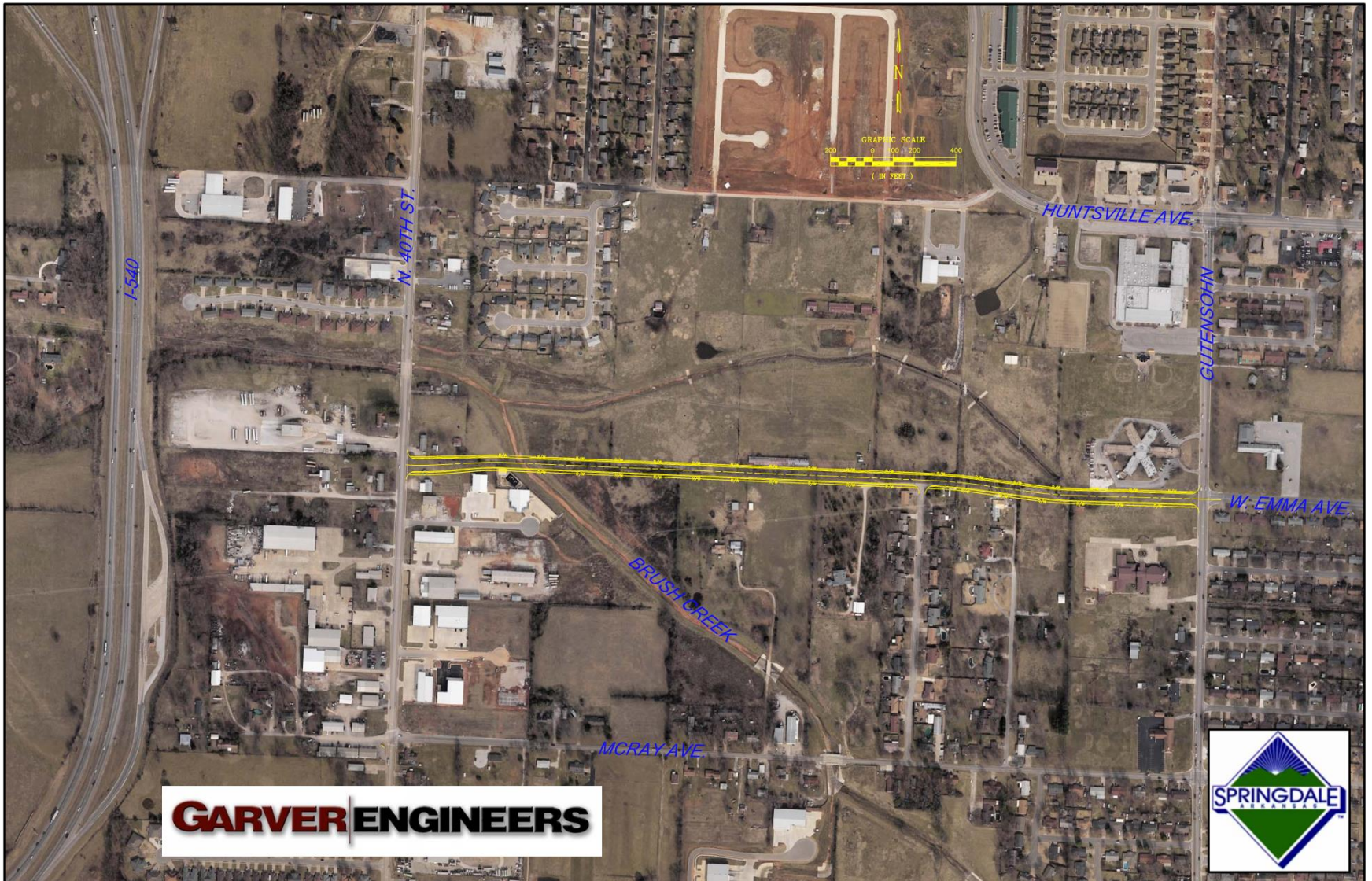
Har-ber Ave. from 48<sup>th</sup> to  
Gutensohn







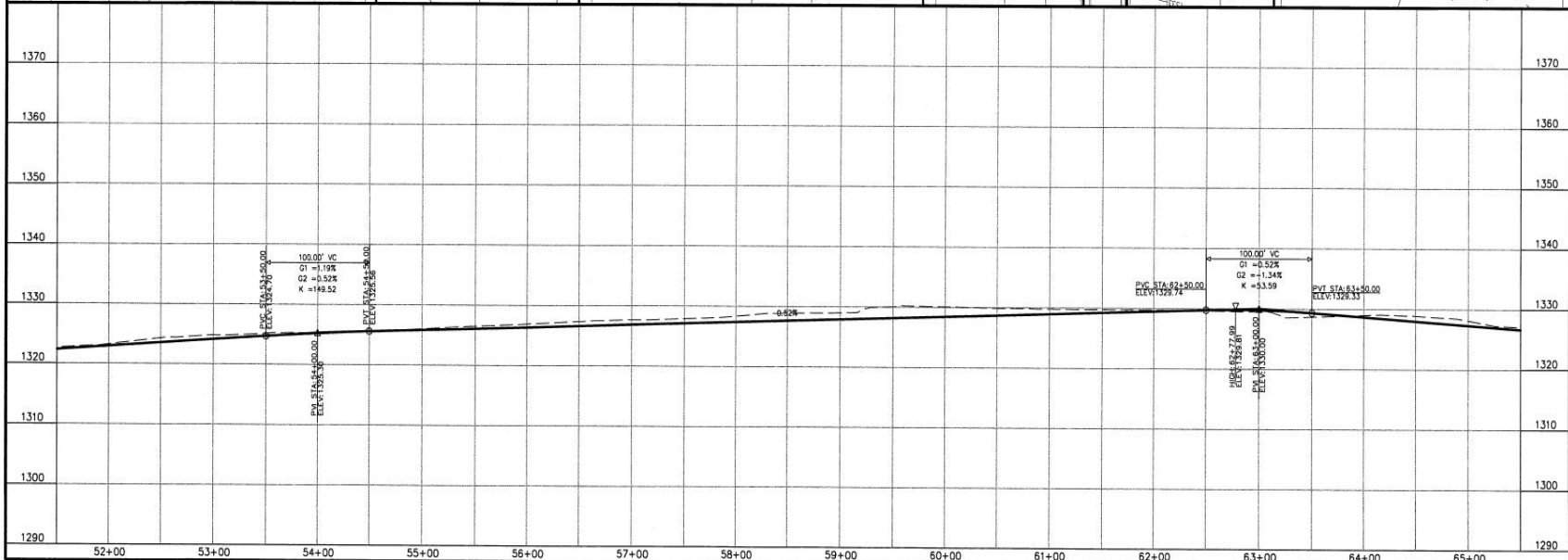
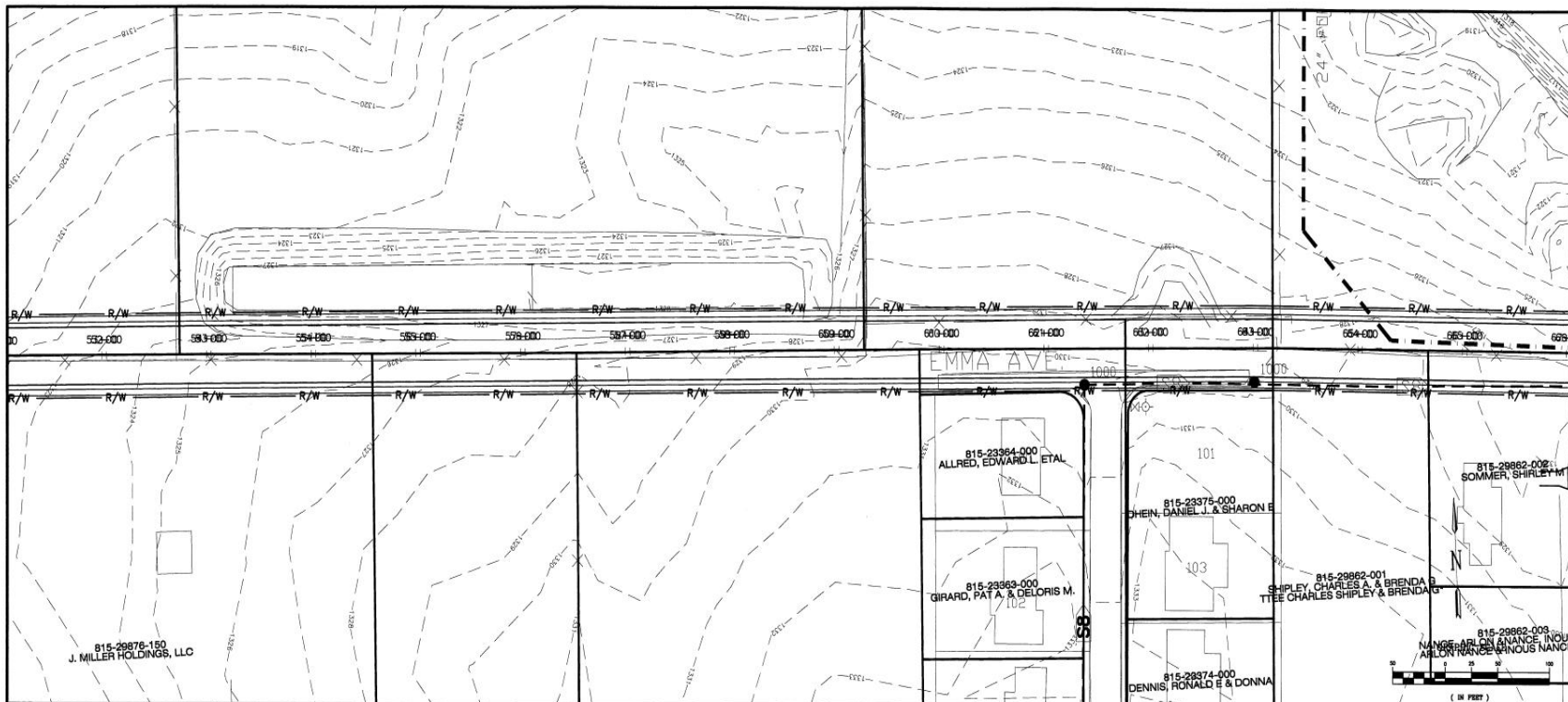
# 2006 Public Meeting Exhibit





# 2006 Har-Ber to Emma Plan





**GARVER ENGINEERS**

1008 EAST MILL GAP ROAD, FAYETTEVILLE, ARKANSAS 72703 (479) 827-9100



**CITY OF SPRINGDALE**  
SPRINGDALE, ARKANSAS

PLAN & PROFILE 4

Job No: 0605-2000  
Date: MAY, 2006  
Designed by: DJW  
Drawn by: BAA

Sheet Number

**6**

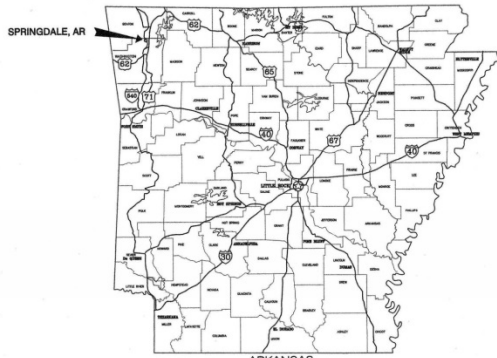
HAR-BER AVENUE  
48TH STREET TO GUTENSOHN



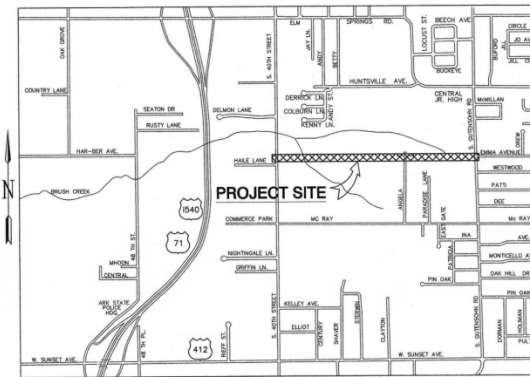
2007 Emma 40<sup>th</sup> to Gutensohn



# EMMA AVE.- GUTENSOHN TO 40TH ST CITY OF SPRINGDALE SPRINGDALE, ARKANSAS CONCEPTUAL PLANS



ARKANSAS  
LOCATION MAP



VICINITY MAP  
NO SCALE

SHEET INDEX	
SHEET	TITLE
1	COVER SHEET
2	GENERAL NOTES, LEGEND, SURVEY
3	TYPICAL SECTION
PP1	EMMA AVENUE PLAN AND PROFILE 1
PP2	EMMA AVENUE PLAN AND PROFILE 2
PP3	EMMA AVENUE PLAN AND PROFILE 3
PP4	EMMA AVENUE PLAN AND PROFILE 4
PP5	EMMA AVENUE PLAN AND PROFILE 5
PP6	EMMA AVENUE PLAN AND PROFILE 6
PP7	EMMA AVENUE PLAN AND PROFILE 7
PP8	EMMA AVENUE PLAN AND PROFILE 8
PP9	EMMA AVENUE PLAN AND PROFILE 9
PP10	ANGELA STREET PLAN AND PROFILE 1
DA1	DRAINAGE AREA MAP
CX1	EMMA AVENUE CROSS SECTIONS 1
CX2	EMMA AVENUE CROSS SECTIONS 2
CX3	EMMA AVENUE CROSS SECTIONS 3
CX4	EMMA AVENUE CROSS SECTIONS 4
CX5	EMMA AVENUE CROSS SECTIONS 5
CX6	EMMA AVENUE CROSS SECTIONS 6
CX7	EMMA AVENUE CROSS SECTIONS 7
CX8	EMMA AVENUE CROSS SECTIONS 8

CITY PROJECT: CP-0510  
GARVER PROJECT NO. 06052000  
SEPTEMBER, 2007

# GARVERENGINEERS


CITY OF SPRINGDALE SPRINGDALE, ARKANSAS	REVISION	DATE	DESCRIPTION	BY	APPROVED
EMMA AVE.-GUTENSOHN TO 40TH ST.				<b>GARVERENGINEERS</b> <small>1008 EAST MILL SAW ROAD, FAYETTEVILLE, ARKANSAS 72701, 479.527-9100</small>	
COVER SHEET					
Job No. 06052000 Date: SEPT., 2007 Designed by: LSH Drawn by: ATW					
Sheet Number <b>1</b>					



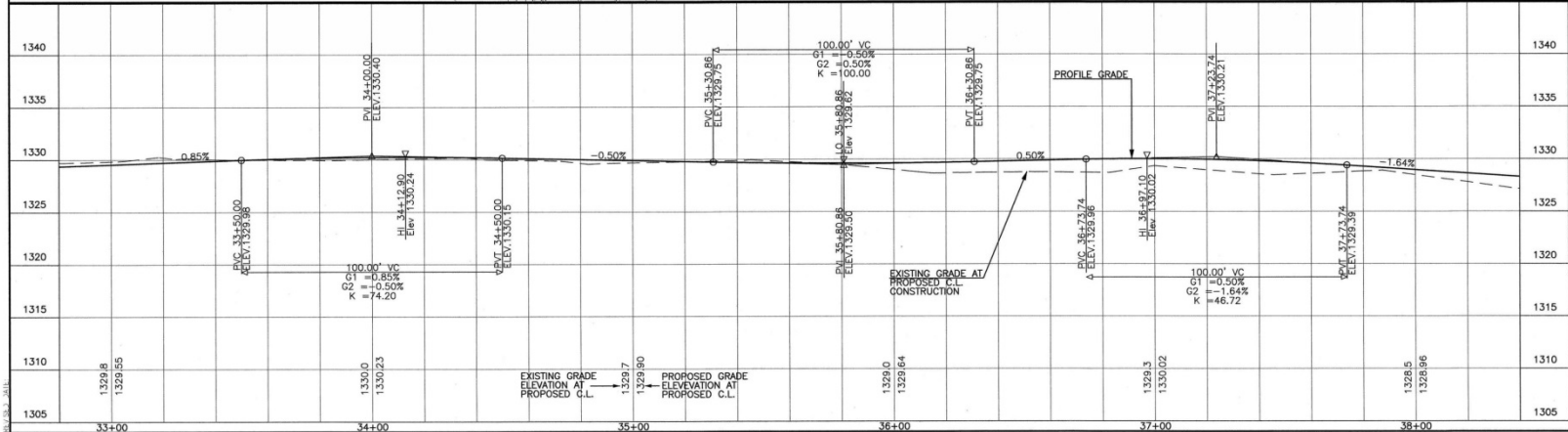
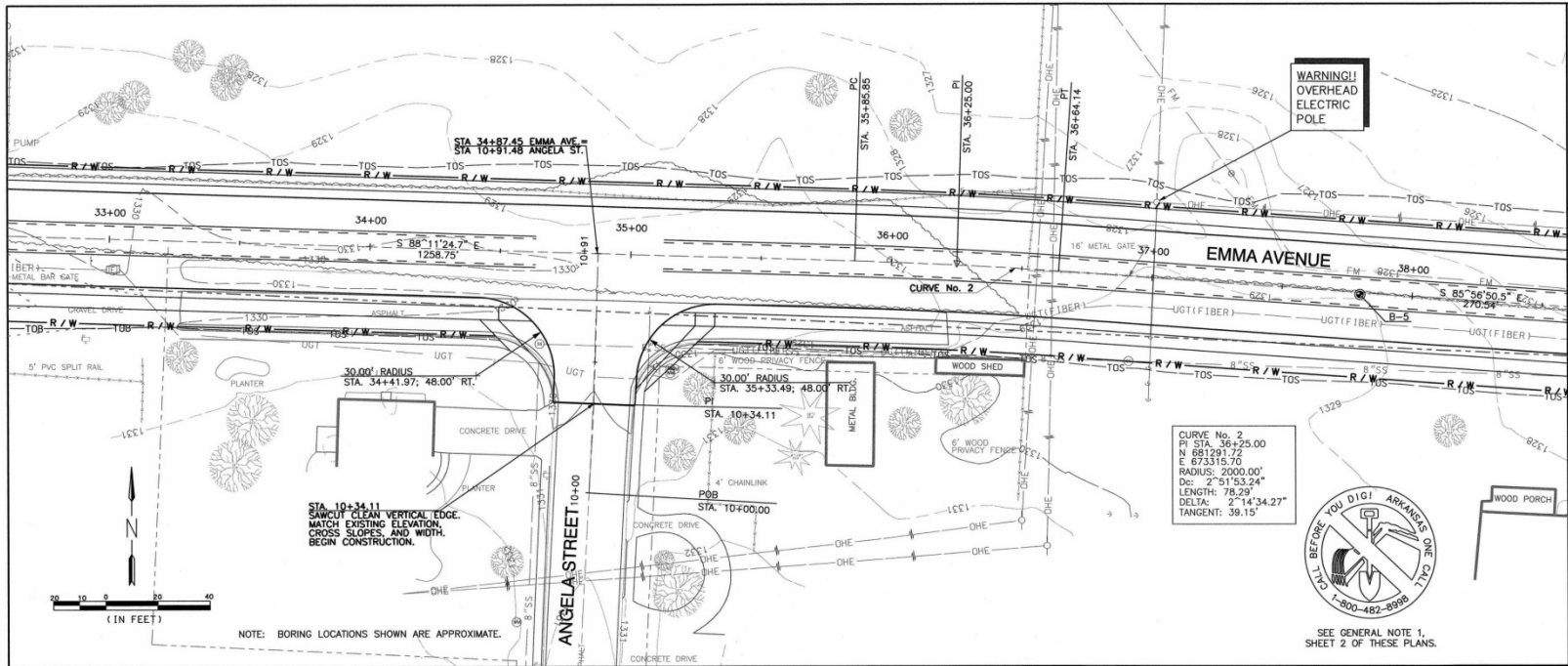
twncormic4 8/30/2007 1:15:36 PM



EMMA AVENUE.

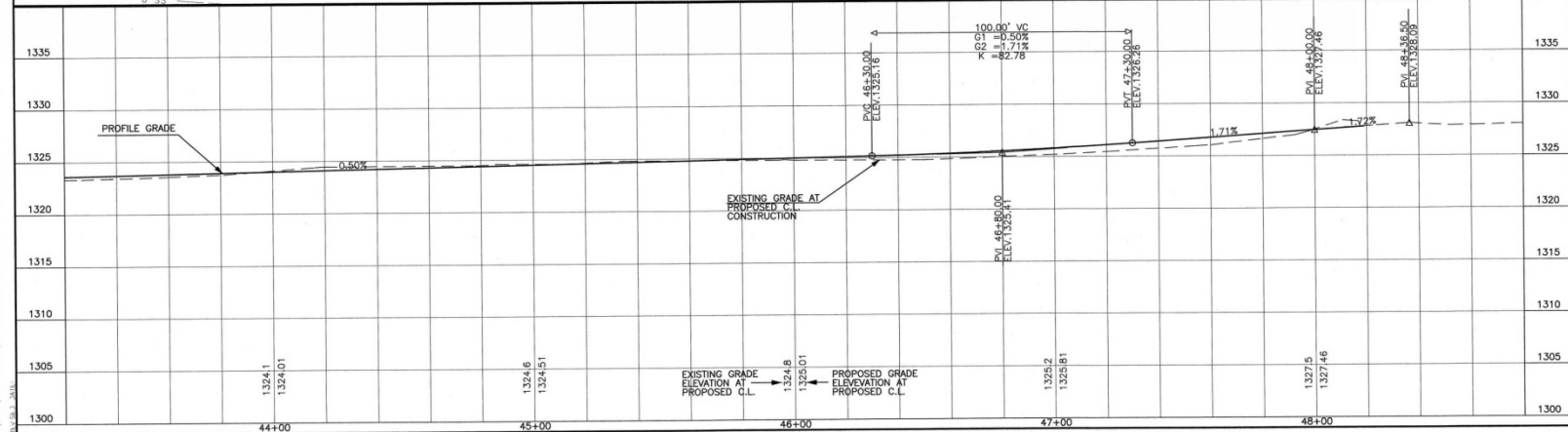
CITY OF SPRINGDALE SPRINGDALE, ARKANSAS				EMMA AVE. -GUTENSOHN TO 40TH ST.	
Job No.:06052000 Date:SEPT., 2007 Designed by: LSH Drawn by: TWM		REV. DATE DESCRIPTION BY APPROVED		1088 EAST MILEAP ROAD FAYETTEVILLE, ARKANSAS 72703-6278 (937-6710)	
Sheet Number		<b>GARVERENGINEERS</b>			
<b>3</b>					






<b>Garver Engineers</b> <small>1000 EAST MILLER ROAD, SUITE 100, SPRINGDALE, ARKANSAS 72761-4700</small>	
CITY OF SPRINGDALE SPRINGDALE, ARKANSAS	EMMA AVE - GUTENSOHN TO 40TH ST.
EMMA AVENUE PLAN AND PROFILE 6	
Job No.: 06052000 Date: SEPT., 2007 Designed by: LSH Drawn by: TWM	
Sheet Number <b>PP6</b>	

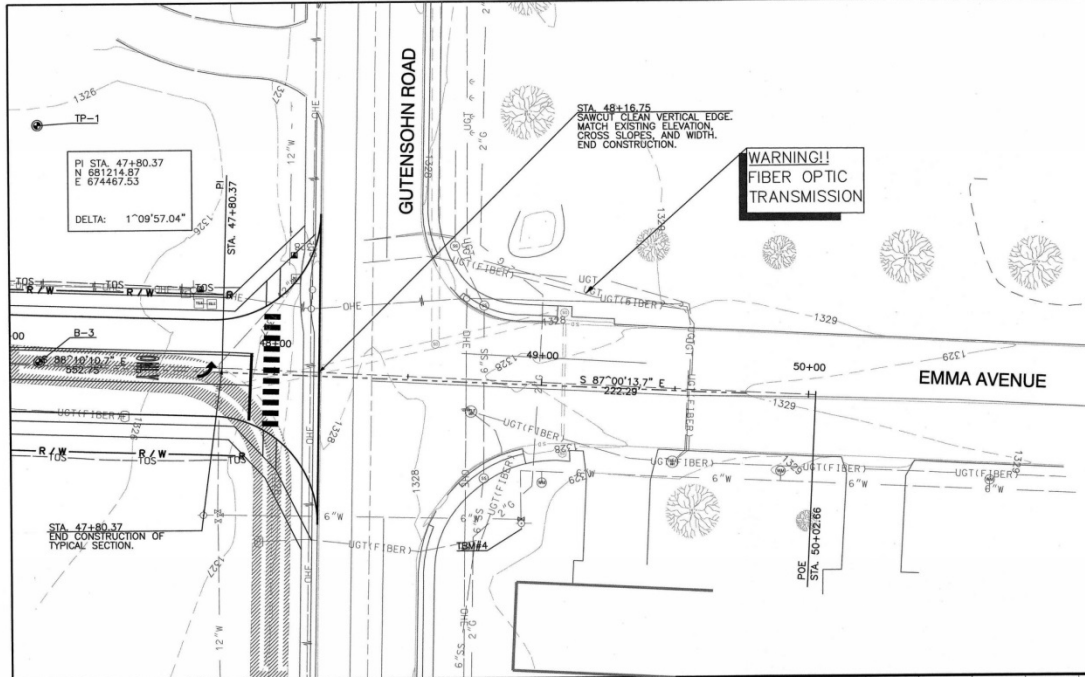




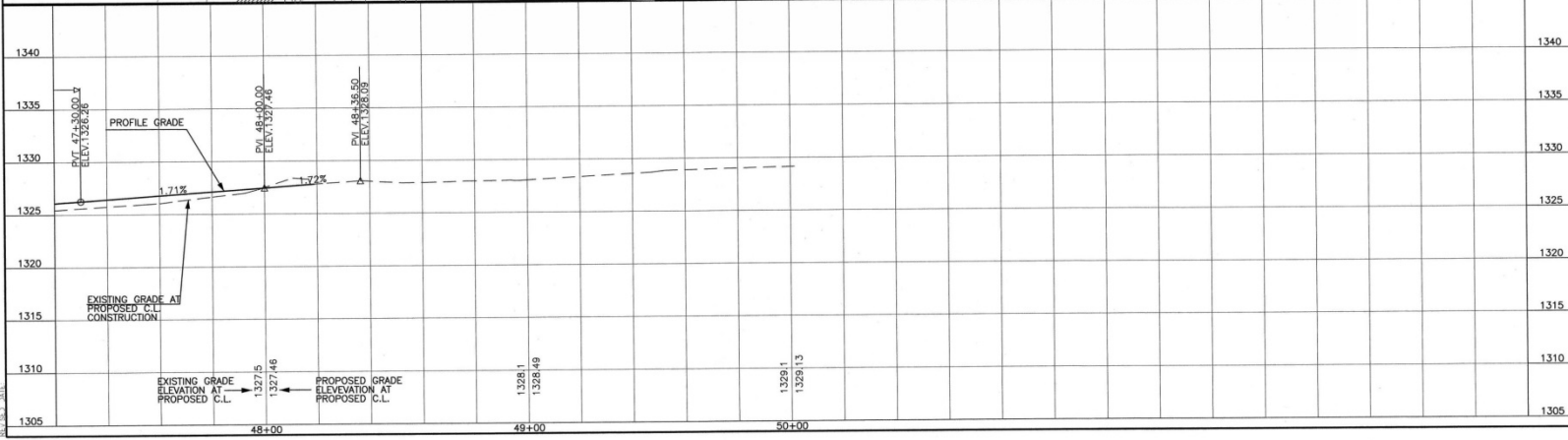
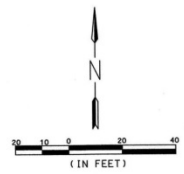
CITY OF SPRINGDALE SPRINGDALE, ARKANSAS				REV. DATE DESCRIPTION BY APPROVED	
EMMA AVENUE PLAN AND PROFILE 8		EMMA AVE. -GUTENSOHN TO 40TH ST.		<b>GARVER ENGINEERS</b> 1008 EAST HILLSDALE PKWY, FAYETTEVILLE, ARKANSAS 72703, (479) 827-9100	
Job No.: 06052000 Date: SEPT., 2007 Designed by: LSH Drawn by: TWM					
Sheet Number <b>PP8</b>					



8/20/2007 10:25:22 AM  
 C:\Users\jgallagher\Documents\Drawings\A-75-2259.dwg  
 1:5000 Scale 7000 Top of Profile from Construction Study Drawing A-75-2259.dwg  
 1:5000 Scale 7000 Top of Profile from Construction Study Drawing A-75-2259.dwg



SEE GENERAL NOTE 1,  
 SHEET 2 OF THESE PLANS.  
 NOTE: BORING LOCATIONS SHOWN ARE APPROXIMATE.



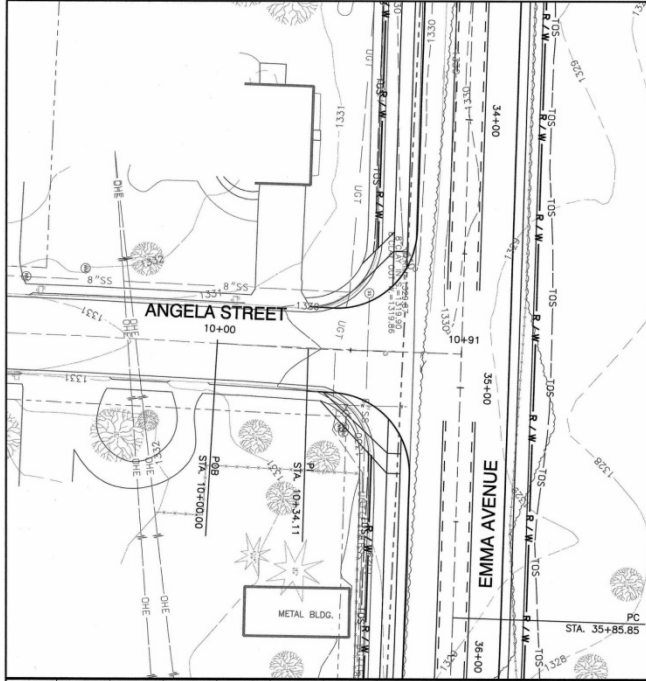
	<b>CITY OF SPRINGDALE</b> SPRINGDALE, ARKANSAS		<b>EMMA AVENUE - GUTENSOHN TO 40TH ST.</b>
	EMMA AVENUE PLAN AND PROFILE 9		
Job No.: 06052000 Date: SEPT., 2007 Designed by: LSH Drawn by: TWM		Sheet Number <b>PP9</b>	

REV.	DATE	DESCRIPTION	BY	APPROVED

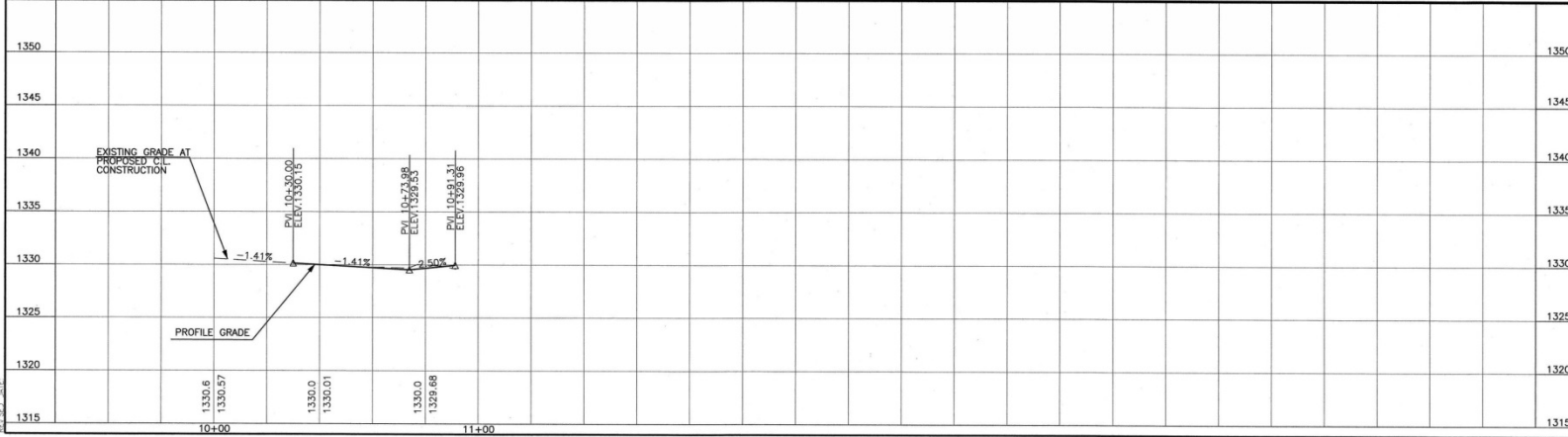
1000 EAST HILLSIDE ROAD, PAVETTAVILLE, ARKANSAS 72078-4700

**GARVER ENGINEERS**





SEE GENERAL NOTE 1,  
 SHEET 2 OF THESE PLANS.  
 NOTE: BORING LOCATIONS SHOWN ARE APPROXIMATE.



REV.	DATE	DESCRIPTION	BY	APPROVED

<b>CITY OF SPRINGDALE</b> SPRINGDALE, ARKANSAS ANGELA STREET PLAN AND PROFILE 1	<b>EMMA AVE - GUTENSOHN TO 40TH ST.</b>
---	---

Job No. 06052000 Date: SEPT., 2007 Designed by: LSH Drawn by: TWM	Sheet Number <b>PP10</b>
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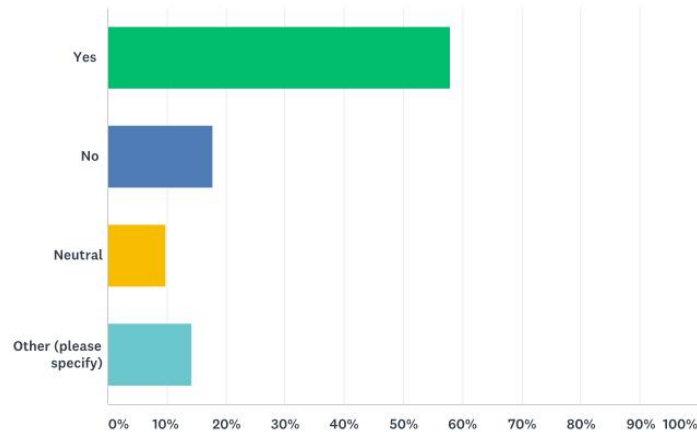
<b>GARVER ENGINEERS</b> 1008 EAST VALLEY ROAD, FAYETTEVILLE, ARKANSAS 72703, (870) 887-9700
--



# Public Meeting Survey

## Q1 Are you excited about the Har-Ber Extension project?

Answered: 112 Skipped: 0



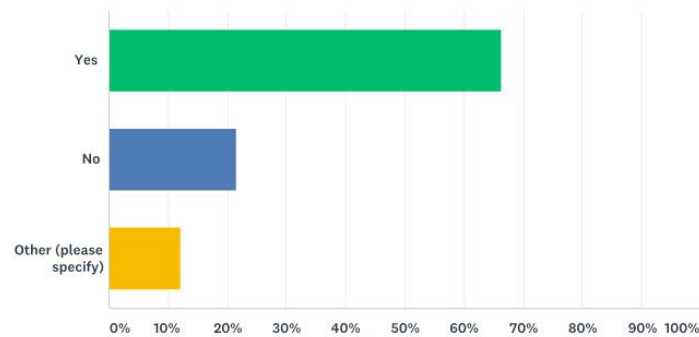
ANSWER CHOICES	RESPONSES	
Yes	58.04%	65
No	17.86%	20
Neutral	9.82%	11
Other (please specify)	14.29%	16
TOTAL		112

#	OTHER (PLEASE SPECIFY)	DATE
1	Indicated "no" and stated "I don't believe it is going to accomplish the revealed goal and will cause further traffic congestion at Har-Ber and Gutensohn Road"	11/5/2019 7:10 AM
2	I was speaking to you the other day about using Huntsville instead of Emma to connect the Har-Ber, and wanted to follow up with you and give you the attachment of the picture I threw together. The Huntsville thoroughfare would go past the high school, down town, and Jones center in a direct line without clogging side streets with lost vehicles trying to find their way off of Emma after it terminates at the high school.	10/29/2019 3:55 PM
3	Emma dead ends at SHS	10/26/2019 7:38 AM
4	We think traffic will be more congested on 40th & Gutensohn and Emma is not a through street due to high school. Should be another way from Huntsville st maybe thru vacant land north. See no benefit just cost lots of money for a dead end street and create more traffic problems. And why 3 lanes and then changes to 2 lanes west? If this goes forward this will definitely change our privacy we currently have on our private lane and request a sound barrier wall for our property. We feel this the least the city can provide due to our privacy being comprised. Also we definitely do NOT want no access to Paradise Lane. We live at 110 Paradise Lane and represent 106 Paradise, my mothers home also. We definitely oppose. Charles & Brenda Shipley	10/25/2019 12:26 PM



## Q2 Do you think these pedestrian connections will be a benefit to the City of Springdale?

Answered: 107 Skipped: 5



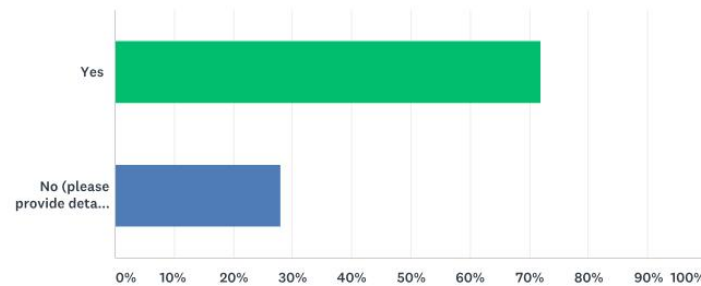
ANSWER CHOICES	RESPONSES	
Yes	66.36%	71
No	21.50%	23
Other (please specify)	12.15%	13
TOTAL		107

#	OTHER (PLEASE SPECIFY)	DATE
1	not really clear on the handout	11/5/2019 7:21 AM
2	"No" At the most, the bike path may be used, however, there is nothing between 40th and Gutensohn Road to warrant pedestrian foot traffic.	11/5/2019 7:12 AM
3	This is a leading question which will skew data from the previous question.	10/28/2019 8:46 PM
4	Only for homeless	10/26/2019 7:40 AM
5	?	10/25/2019 2:44 PM
6	I am concerned about adding these along Backus as shown on the map. Is there room? I don't think it's worth destroying the walls or side yards there.	10/25/2019 1:32 PM
7	Not on our property	10/25/2019 12:27 PM
8	Need sidewalks along McRay	10/25/2019 8:10 AM
9	unsure	10/25/2019 8:01 AM
10	No, see little to no pedestrian traffic in this area.	10/25/2019 7:58 AM
11	It would be nice for west Springdale to have access to Central Springdale, but with limited business along a trail directly... Use may be limited	10/24/2019 5:45 PM
12	It will be a benefit to some citizens but not to very many.	10/24/2019 4:30 PM
13	Don't see many walking that portion, but biking yes.	10/22/2019 2:38 PM



### Q3 Are you satisfied with the pedestrian and bicycle elements provided with this project?

Answered: 107 Skipped: 5



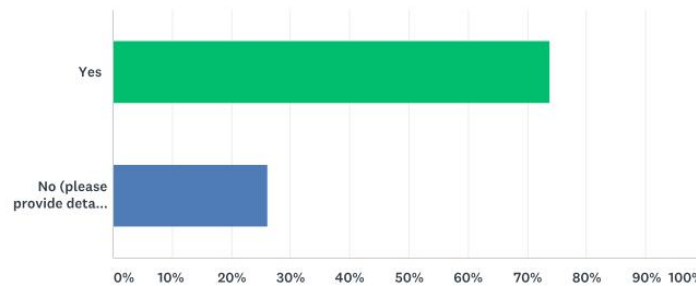
ANSWER CHOICES	RESPONSES	
Yes	71.96%	77
No (please provide details below)	28.04%	30
<b>TOTAL</b>		<b>107</b>

#	NO (PLEASE PROVIDE DETAILS BELOW)	DATE
1	uncertain	11/5/2019 7:21 AM
2	The bike trail would be more enjoyable and scenic if it followed its original 2007 plan along the east/west drain/creek further north of its currently planned route.	11/5/2019 7:12 AM
3	See previous response	10/28/2019 8:46 PM
4	The biking trail on Holcomb & Maple are a disaster for vehicles, pedestrians and bikers. Why would we think this will be any different?	10/26/2019 10:33 AM
5	Traffic too busy for bikes	10/26/2019 7:40 AM
6	We are wasting entirely too much money on bike lanes, when people just need to learn to follow the laws on how to ride a bike.	10/25/2019 6:39 PM
7	No	10/25/2019 4:10 PM
8	Is the pedestrian/bicycle elements cost effective? Is it worth the extra expense to provide these benefits to the few that use them? I want to see a cost ratio on this.	10/25/2019 3:37 PM
9	I don't think there are enough pedestrians for this in that area	10/25/2019 2:48 PM
10	?	10/25/2019 2:44 PM
11	Seems like it might be overkill.	10/25/2019 1:32 PM
12	Need a different street	10/25/2019 12:27 PM
13	Edge	10/25/2019 12:05 PM
14	See little bicycle traffic here. Needs to be spent on City streets, not trails.	10/25/2019 7:58 AM
15	We spend too much money on trails	10/25/2019 7:31 AM
16	Tax	10/24/2019 8:59 PM



## Q4 Do you feel like this will be a good additional route to cross I-49 within the City?

Answered: 103 Skipped: 9



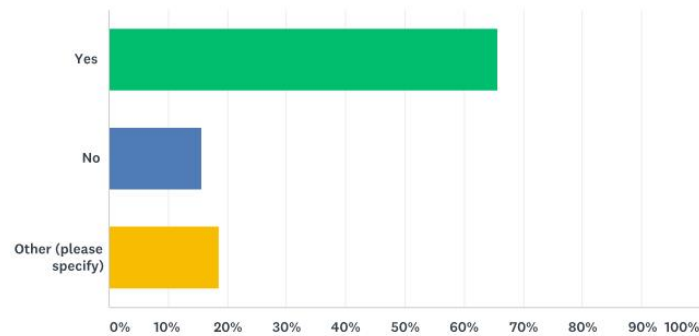
ANSWER CHOICES	RESPONSES	
Yes	73.79%	76
No (please provide details below)	26.21%	27
<b>TOTAL</b>		<b>103</b>

#	NO (PLEASE PROVIDE DETAILS BELOW)	DATE
1	Across the bridge on I-49. Yes, to only 40th street. The section from 40th to Gutensohn will cause more congestion where it ends on Gutensohn, flowing into the residential Emma Ave.	11/5/2019 7:14 AM
2	Why not use Huntsville that already goes the entire east west route?	10/26/2019 10:34 AM
3	Elm Springs & 48th lights need to be adjusted to handle traffic leaving Walmart	10/26/2019 7:44 AM
4	Depends on who you are taking the land from.	10/25/2019 6:41 PM
5	No	10/25/2019 4:10 PM
6	Because Emma dead ends at the High School. It does not provide access to 71. So you bring more traffic on Emma (a mainly residential area) without providing access to 71.	10/25/2019 3:39 PM
7	Extend Huntsville road to har-ber from 40th	10/25/2019 2:49 PM
8	?	10/25/2019 2:45 PM
9	No should go another route	10/25/2019 12:28 PM
10	I am guardedly excited about the part of this project from Har-Ber west of I-49 to 40th Street east of I 49, but am confused about how this deviates from previous plans I had seen. What happened to the part where 48th Street (east of I-49) was supposed to be extended north to where Har-Ber lands on the east side of I-49? At one point there was supposed to be a traffic circle at this spot to allow interconnection, so one could drive from south 48th to north 48th without having to access 412. I also empathize with folks who see all this traffic being injected into their neighborhoods where it joins up to Emma. I think it should stop at 40th Street. If you want to decrease congestion on 412, press your legislators to fund the remaining, long undone portions of the 412 bypass. THAT will decrease the congestion.	10/25/2019 11:24 AM
11	This route continues to Emma which is blocked at the high school. How can it be a good east west route when you built a school across Emma? Unless there is a plan to relocate the school and/or open up Emma again, it will be a road to nowhere.	10/25/2019 8:26 AM
12	Is work on 40th and McRay planned?	10/25/2019 8:10 AM



### Q5 Do you think you will utilize this new route as an alternative to using Sunset Avenue or Elm Springs Road to get across town?

Answered: 102 Skipped: 10

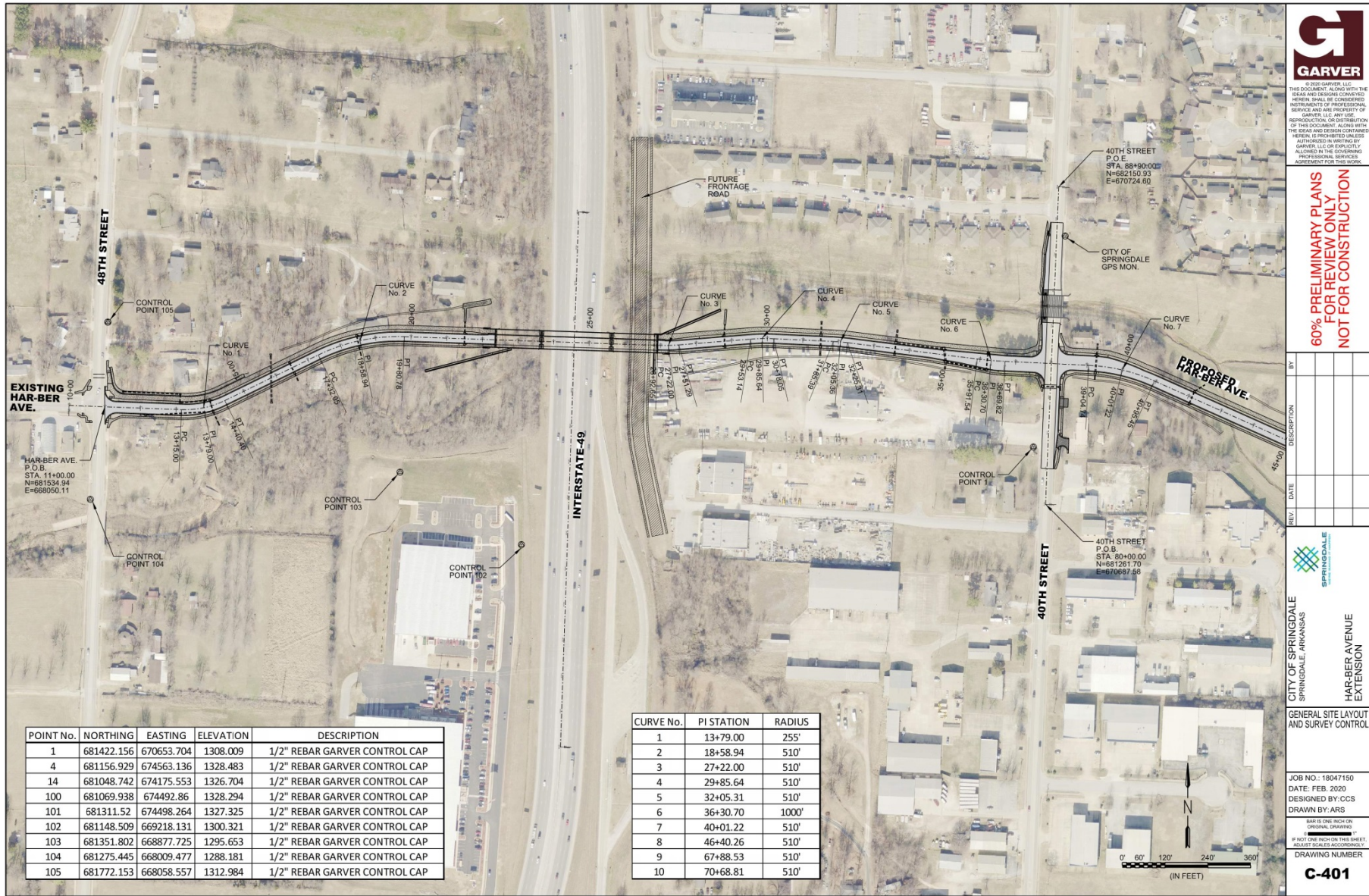


ANSWER CHOICES	RESPONSES	
Yes	65.69%	67
No	15.69%	16
Other (please specify)	18.63%	19
<b>TOTAL</b>		<b>102</b>

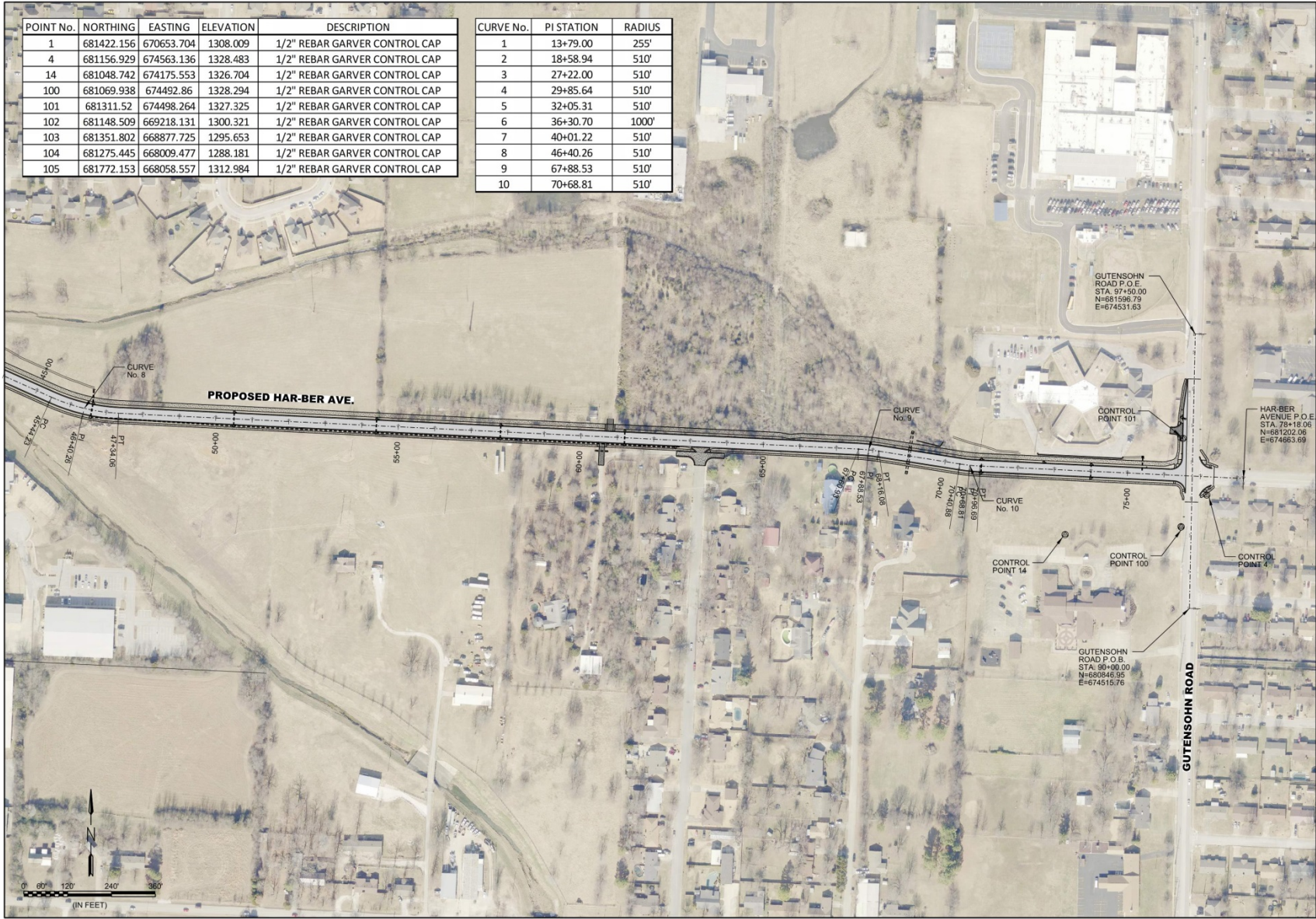
#	OTHER (PLEASE SPECIFY)	DATE
1	No. Simply put, you can't get across town on this newly proposed road. It only dumps into the residential area of Emma Ave. and SHS blocks it off from further travel east bound.	11/5/2019 7:15 AM
2	As a resident who uses Gutensohn on a daily basis I don't see how dropping traffic in an already congested and well used road will help. Yes it may alleviate traffic on Huntsville and 412, but it will only cause more problems right in a residential area. A better plan would be to extend Huntsville Road over to Har-Ber as the below image suggests. I was not able to attend the public input session last night however I did want to express my concerns.	10/29/2019 3:56 PM
3	I was speaking to you the other day about using Huntsville instead of Emma to connect the Har-Ber, and wanted to follow up with you and give you the attachment of the picture I threw together. The Huntsville thoroughfare would go past the high school, down town, and Jones center in a direct line without clogging side streets with lost vehicles trying to find their way off of Emma after it terminates at the high school.	10/29/2019 3:55 PM
4	Dont know since I live at 48th street &harber	10/26/2019 7:46 AM
5	This is a horrible idea	10/25/2019 2:46 PM
6	No, but I use Elm Springs because of where I live and would appreciate a reduction in traffic.	10/25/2019 1:33 PM
7	Another route.	10/25/2019 12:28 PM



# Preliminary 60% alignment







POINT No.	NORTHING	EASTING	ELEVATION	DESCRIPTION
1	681422.156	670653.704	1308.009	1/2" REBAR GARVER CONTROL CAP
4	681156.929	674563.136	1328.483	1/2" REBAR GARVER CONTROL CAP
14	681048.742	674175.553	1326.704	1/2" REBAR GARVER CONTROL CAP
100	681069.938	674492.86	1328.294	1/2" REBAR GARVER CONTROL CAP
101	681311.52	674498.264	1327.325	1/2" REBAR GARVER CONTROL CAP
102	681148.509	669218.131	1300.321	1/2" REBAR GARVER CONTROL CAP
103	681351.802	668877.725	1295.653	1/2" REBAR GARVER CONTROL CAP
104	681275.445	668009.477	1288.181	1/2" REBAR GARVER CONTROL CAP
105	681772.153	668058.557	1312.984	1/2" REBAR GARVER CONTROL CAP

CURVE No.	PI STATION	RADIUS
1	13+79.00	255'
2	18+58.94	510'
3	27+22.00	510'
4	29+85.64	510'
5	32+05.31	510'
6	36+30.70	1000'
7	40+01.22	510'
8	46+40.26	510'
9	67+88.53	510'
10	70+68.81	510'



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60% PRELIMINARY PLANS  
 FOR REVIEW ONLY  
 NOT FOR CONSTRUCTION

REV.	DATE	DESCRIPTION	BY



CITY OF SPRINGDALE  
 SPRINGDALE, ARKANSAS

HARBOR AVENUE  
 EXTENSION

GENERAL SITE LAYOUT  
 AND SURVEY CONTROL

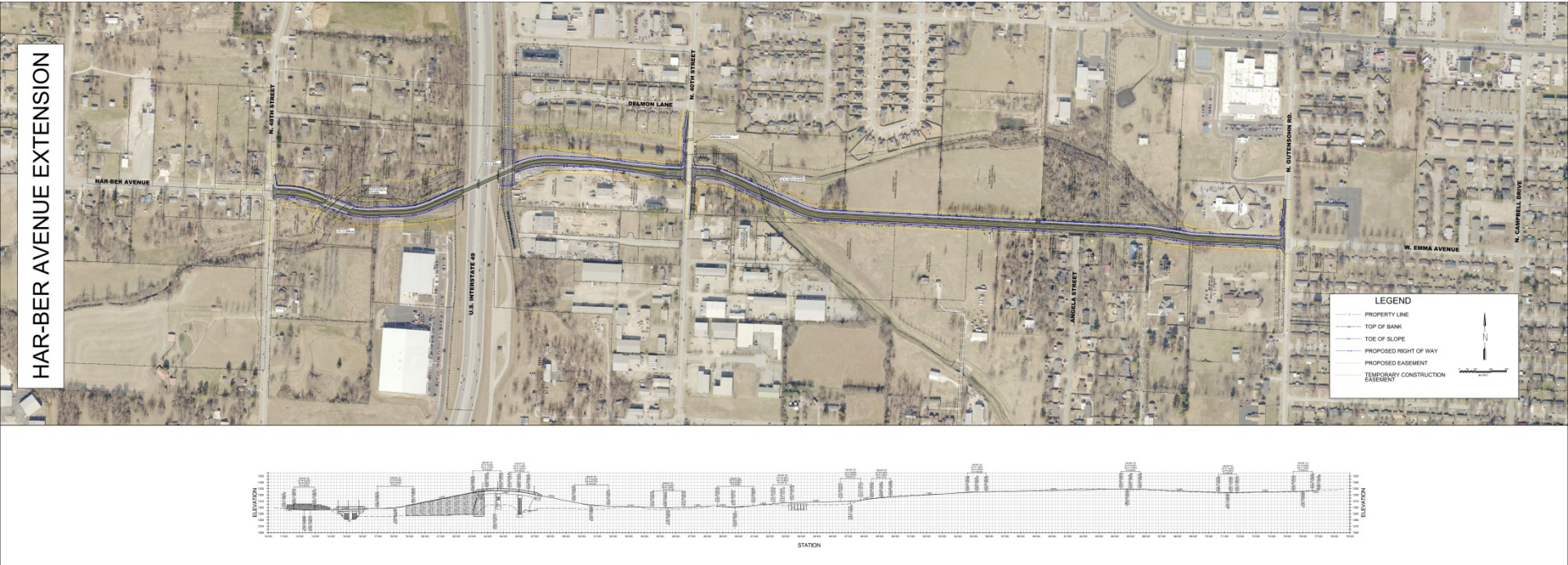
JOB NO.: 18047150  
 DATE: FEB. 2020  
 DESIGNED BY: CCS  
 DRAWN BY: ARS

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 IF NOT ONE INCH ON THIS SHEET  
 ADJUST SCALES ACCORDINGLY

DRAWING NUMBER  
**C-402**

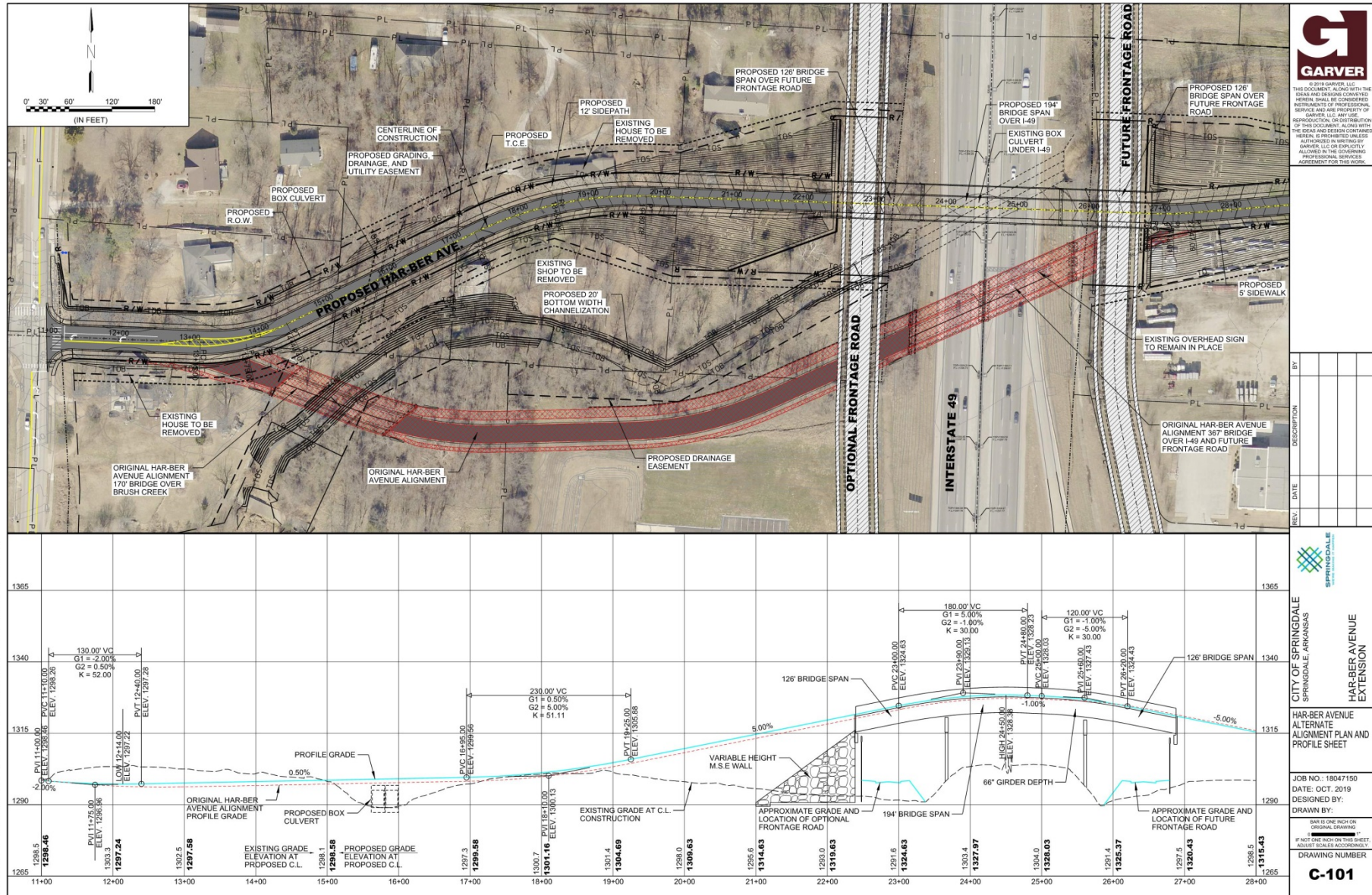


# Conceptual scroll plot



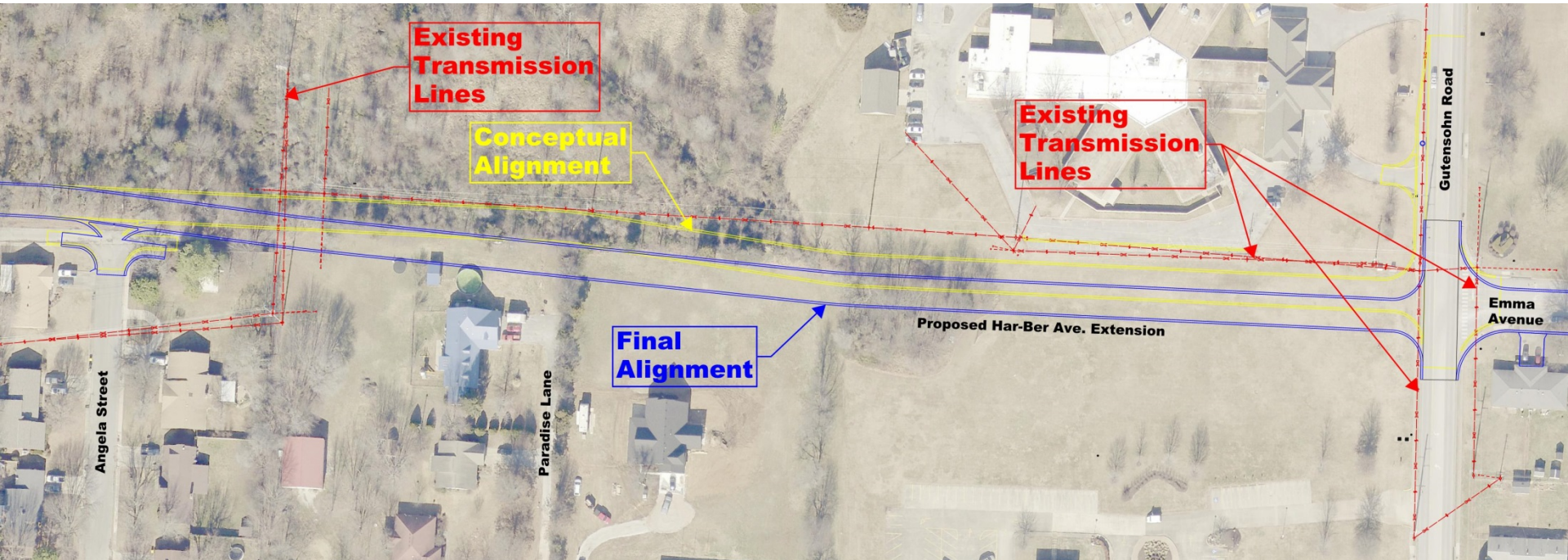


# Alt. Western Alignment Exhibit



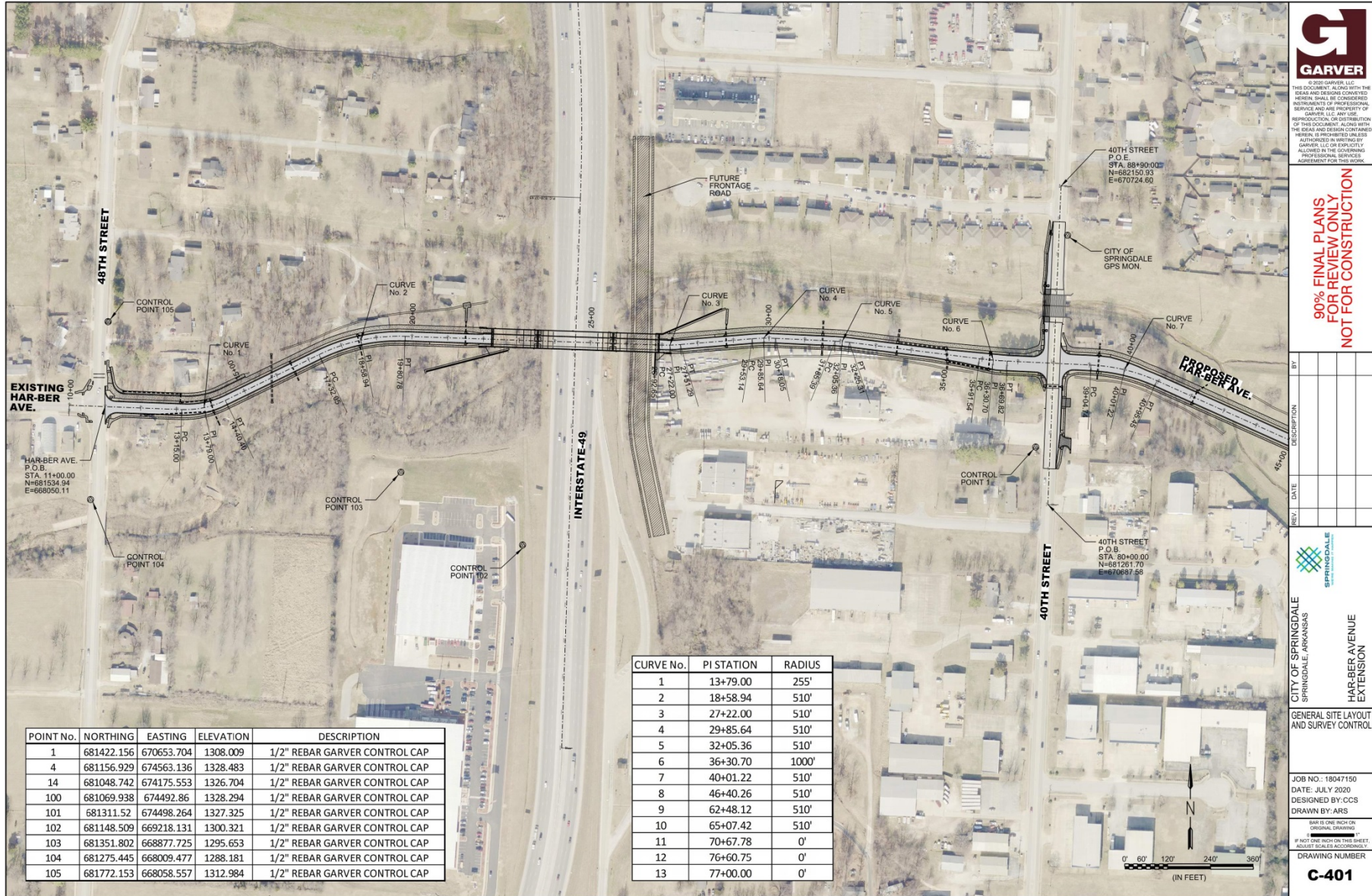


# Har-Ber East End Alignment Shift Exhibit





# Har-Ber Ave 90% alignment



POINT No.	NORTHING	EASTING	ELEVATION	DESCRIPTION
1	681422.156	670653.704	1308.009	1/2" REBAR GARVER CONTROL CAP
4	681156.929	674563.136	1328.483	1/2" REBAR GARVER CONTROL CAP
14	681048.742	674175.553	1326.704	1/2" REBAR GARVER CONTROL CAP
100	681069.938	674492.86	1328.294	1/2" REBAR GARVER CONTROL CAP
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105	681772.153	668058.557	1312.984	1/2" REBAR GARVER CONTROL CAP

CURVE No.	PI STATION	RADIUS
1	13+79.00	255'
2	18+58.94	510'
3	27+22.00	510'
4	29+85.64	510'
5	32+05.36	510'
6	36+30.70	1000'
7	40+01.22	510'
8	46+40.26	510'
9	62+48.12	510'
10	65+07.42	510'
11	70+67.78	0'
12	76+60.75	0'
13	77+00.00	0'



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**90% FINAL PLANS  
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NOT FOR CONSTRUCTION**

REV.	DATE	DESCRIPTION	BY



**CITY OF SPRINGDALE**  
SPRINGDALE, ARKANSAS

**HAR-BER AVENUE  
EXTENSION**

GENERAL SITE LAYOUT  
AND SURVEY CONTROL

JOB NO.: 18047150  
DATE: JULY 2020  
DESIGNED BY: CCS  
DRAWN BY: ARS

BAR IS ONE INCH ON  
ORIGINAL DRAWING  
IF NOT ONE INCH ON THIS SHEET  
ADJUST SCALE ACCORDINGLY

DRAWING NUMBER

**C-401**




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4:35:57 PM

POINT No.	NORTHING	EASTING	ELEVATION	DESCRIPTION
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4	681156.929	674563.136	1328.483	1/2" REBAR GARVER CONTROL CAP
14	681048.742	674175.553	1326.704	1/2" REBAR GARVER CONTROL CAP
100	681069.938	674492.86	1328.294	1/2" REBAR GARVER CONTROL CAP
101	681311.52	674498.264	1327.325	1/2" REBAR GARVER CONTROL CAP
102	681148.509	669218.131	1300.321	1/2" REBAR GARVER CONTROL CAP
103	681351.802	668877.725	1295.653	1/2" REBAR GARVER CONTROL CAP
104	681275.445	668009.477	1288.181	1/2" REBAR GARVER CONTROL CAP
105	681772.153	668058.557	1312.984	1/2" REBAR GARVER CONTROL CAP

CURVE No.	PI STATION	RADIUS
1	13+79.00	255'
2	18+58.94	510'
3	27+22.00	510'
4	29+85.64	510'
5	32+05.36	510'
6	36+30.70	1000'
7	40+01.22	510'
8	46+40.26	510'
9	62+48.12	510'
10	65+07.42	510'
11	70+67.78	0'
12	76+60.75	0'
13	77+00.00	0'






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REV.	DATE	DESCRIPTION	BY



CITY OF SPRINGDALE  
SPRINGDALE, ARKANSAS

HARBER AVENUE  
EXTENSION

GENERAL SITE LAYOUT AND  
SURVEY CONTROL

JOB NO.: 18047150  
DATE: JULY 2020  
DESIGNED BY: CCS  
DRAWN BY: ARS

BAR IS ONE INCH ON  
ORIGINAL. SCALE 1"=100'  
IF NOT ONE INCH ON THIS SHEET,  
ADJUST SCALE ACCORDINGLY.

DRAWING NUMBER  
**C-402**



## Gate w/ Fire Department Knox Lock





Fire Department Knox Lock

