

Commercial Parcel For Sale

605 4th Avenue SE, Red Bay, AL



Presented by:

Charlie Sparks

BROKER

386-867-3497

charlie@charliesparks.com

Zoning:

B-2

Lot Size:

1.32 Acres

Pricing:

\$195,000



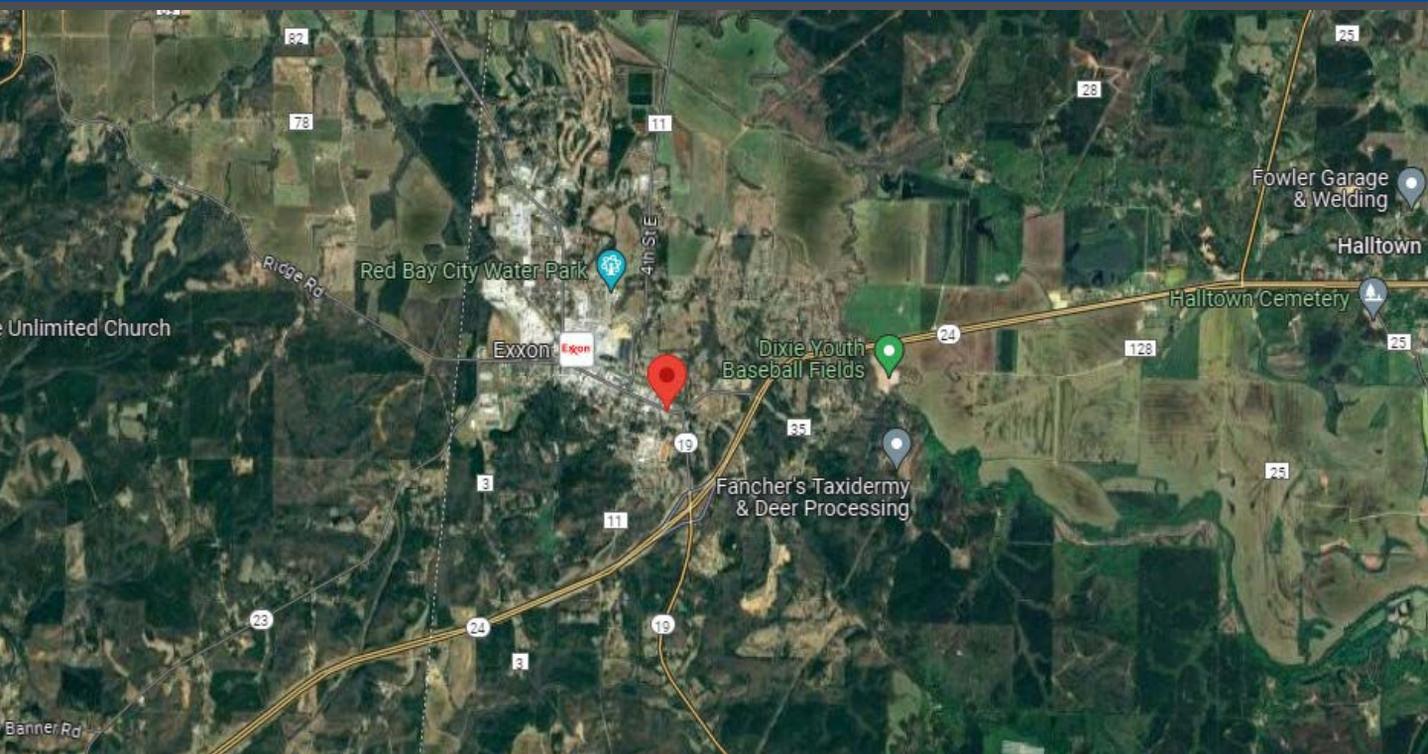
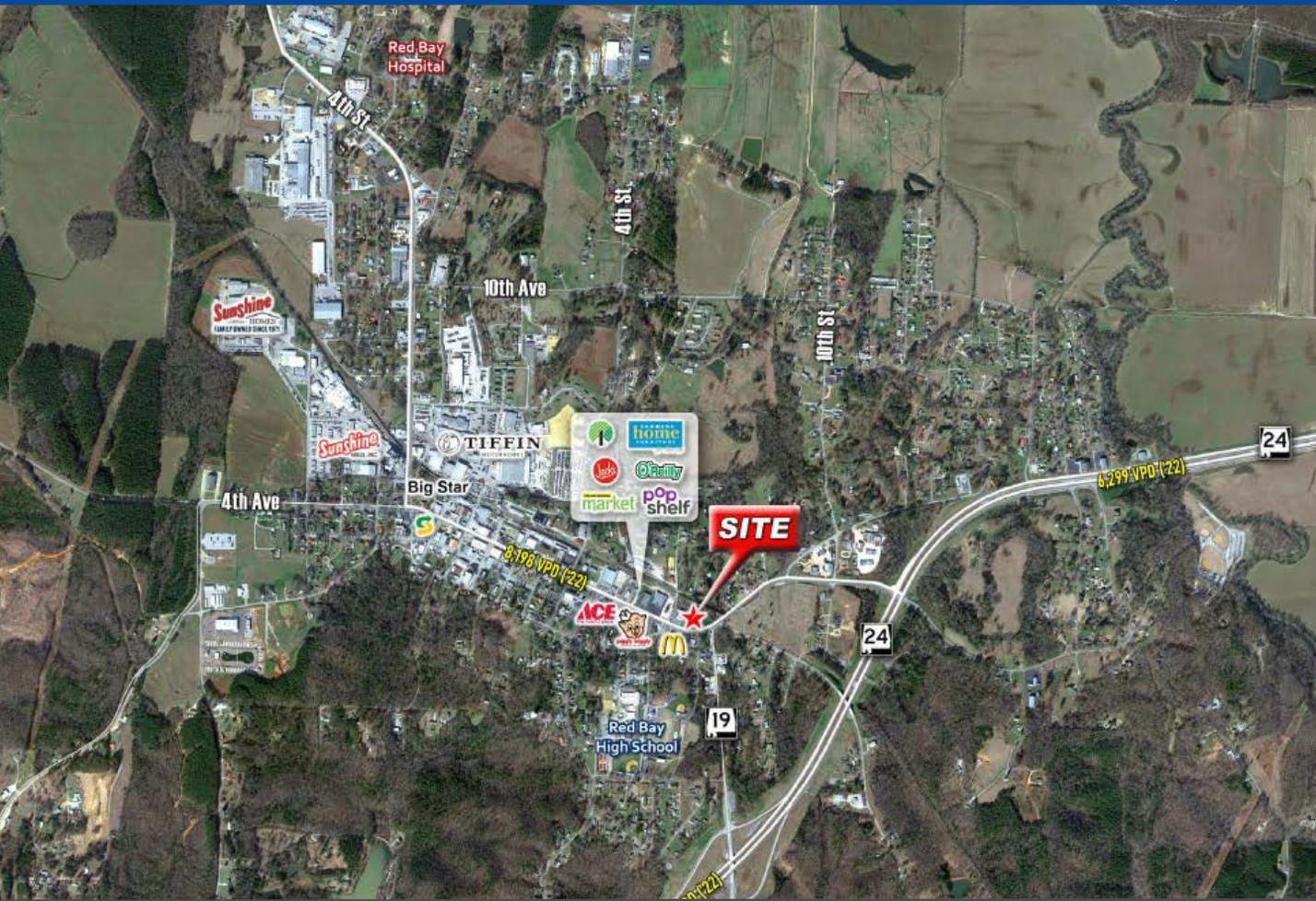
FOR MORE INFORMATION CONTACT

Charlie Sparks, BROKER

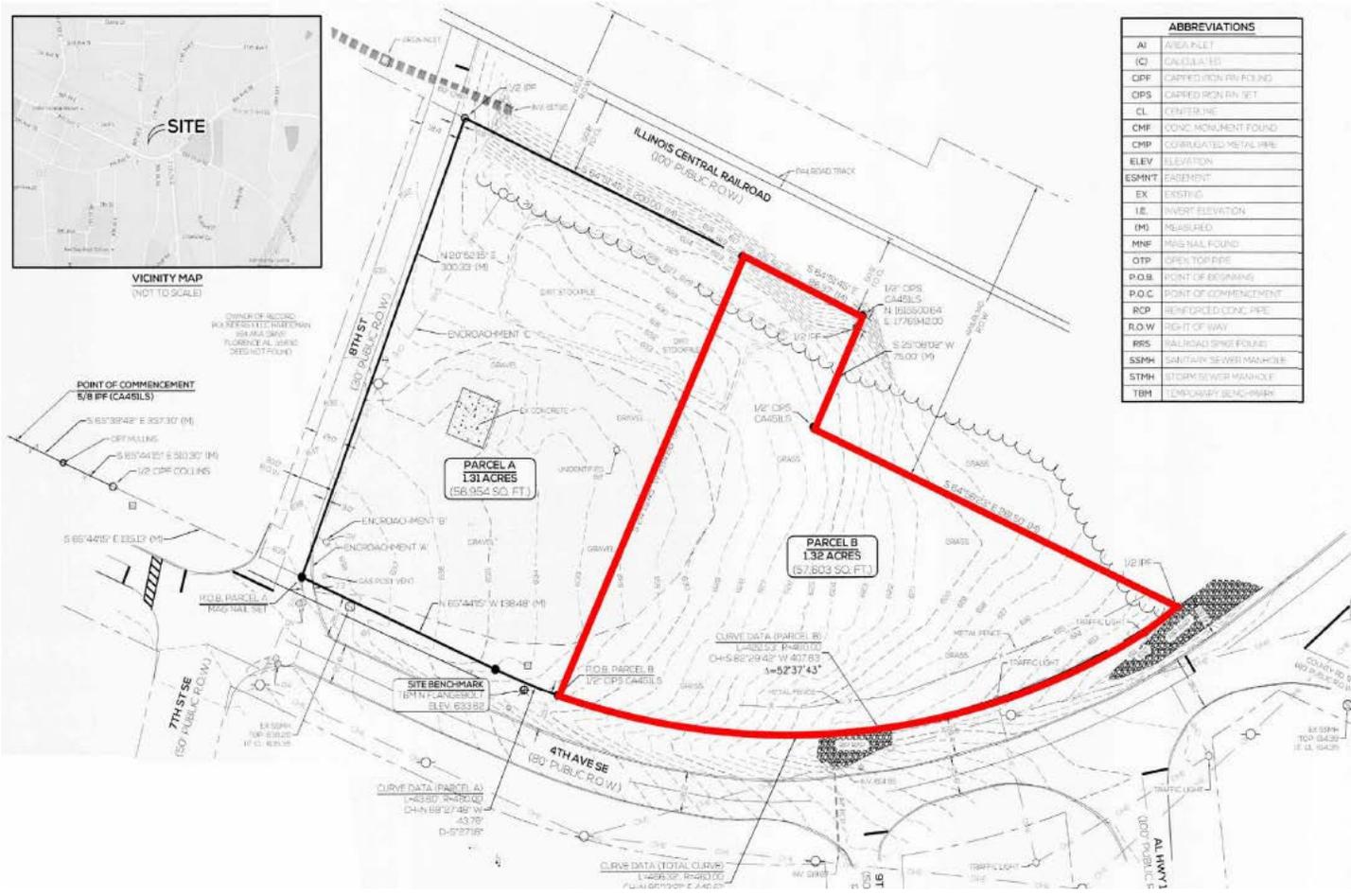
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Site Plan & Property Overview



PROPERTY DETAILS

- Plans completed for cross access road through property with opportunity for the 4th light at the intersection of 4th ave and Route 19
- Adjacent to O'Reilly Auto with shared access easement off 8th Street E
- Shared stormwater detention pond
- Shared utility easement
- B-2 Zoning
- Nearby Retailers: McDonalds, Piggly Wiggly, Ace Hardware, Jack's, O'Reilly Auto Parts, Farmer's Home Furniture, Dollar General Market and Pop Shelf

TRAFFIC COUNTS

4th Ave: 8,198 VPD
 AL-24: 6,299 VPD

2023 DEMOGRAPHICS

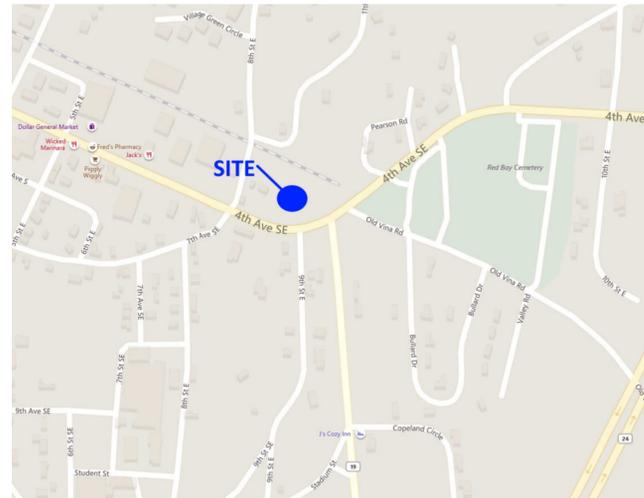
	1-Mile	3-Mile	5-Mile
Population	1,976	3,732	5,445
Daytime Population	4,967	6,664	8,341
2028 Population	1,992	3,758	5,489
Median Age	43.1	43.5	43.7
Total Households	831	1,565	2,275
AVG HH Income	\$52,993	\$53,422	\$57,876

SITE IMPROVEMENTS FOR:

PROPOSED SIGNAL MODIFICATION

4TH AVE AT 11TH ST

RED BAY, AL



VICINITY MAP
N.T.S.

DEVELOPER:

HUTTON
726 CHERRY ST
CHATTANOOGA, TN 37402
423-756-9267

CIVIL
ENGINEER:

BERRY
ENGINEERS LLC

3555 KEITH STREET, SUITE 109
CLEVELAND, TN 37312
(423) 790-5880

INDEX OF SHEETS

- CIVIL ENGINEERING PLANS
- C-00 COVER SHEET
 - C-01 TYPICAL SECTION & DETAILS
 - C-02 PROPOSED DRIVE PLAN
 - C-03 SIGNAL MODIFICATION PLAN
 - C-04 ALDOT NOTES
 - C-05 ALDOT DETAILS

LOCAL CONTACTS

ALDOT – DISTRICT PERMIT COORDINATOR
MR. CASEY RICE
PHONE: 256-974-0648

ALDOT – AREA PERMIT COORDINATOR
MR. RAY TITTLE
PHONE: 256-389-1483

ALDOT – OPERATIONS
MR. MARK DALE
PHONE: 256-389-1401

RED BAY WATER & GAS
PHONE: 256-356-8622

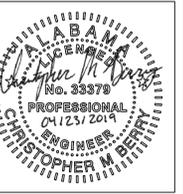
CITY OF RED BAY – SEWER
MR. MIKE SHEWBART
PHONE: 256-356-4473

FRANKLIN ELECTRIC COOP
PHONE: 256-356-4413

CIVIL ENGINEER:
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CLEVELAND, TN 37312
TEL: (423) 790-5880
FIRM AUTHORIZATION: CA-491-E

DEVELOPER:
Hutton
REAL ESTATE DEVELOPMENT CONSTRUCTION
736 CHERRY ST
CHATTANOOGA, TN

PROJECT:
SIGNAL MODIFICATION
E 4TH AVE & 11TH ST
RED BAY, AL



REVISIONS		
1	BULLETIN #1	05/01/19
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SHEET NAME:
COVER SHEET

DATE: 04/23/2019

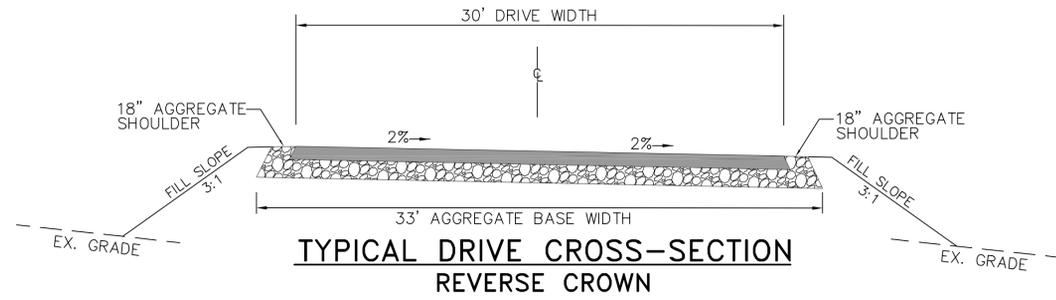
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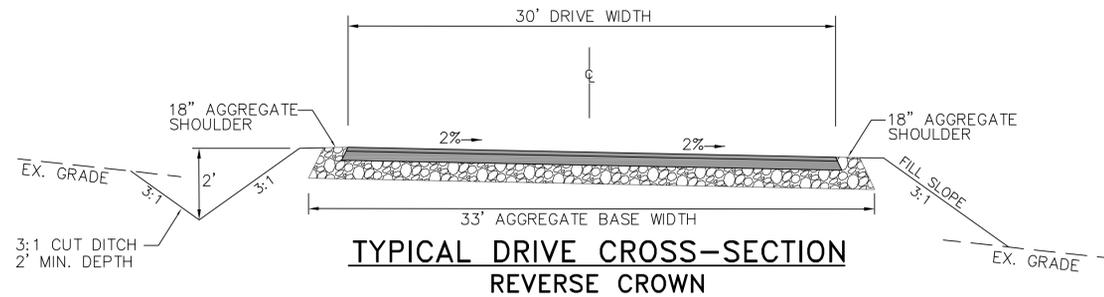
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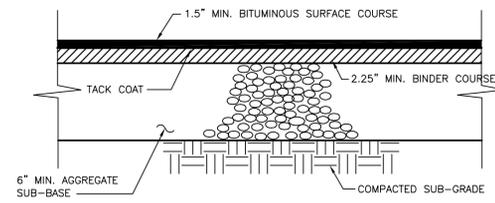
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STA. 0+25 TO 2+25

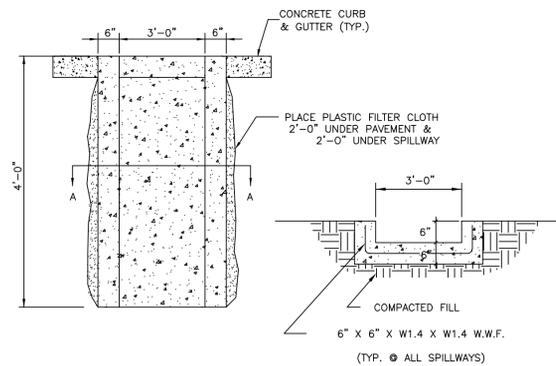


STA. 2+25 TO 3+50

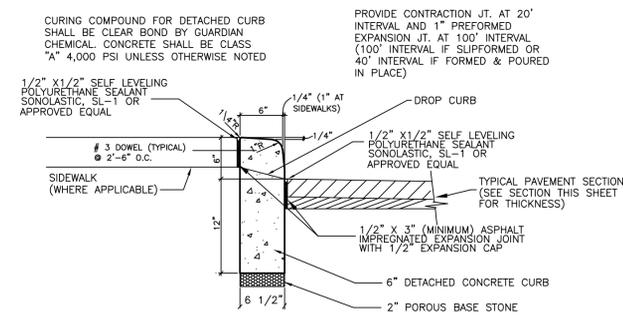


HEAVY DUTY PAVEMENT SECTION

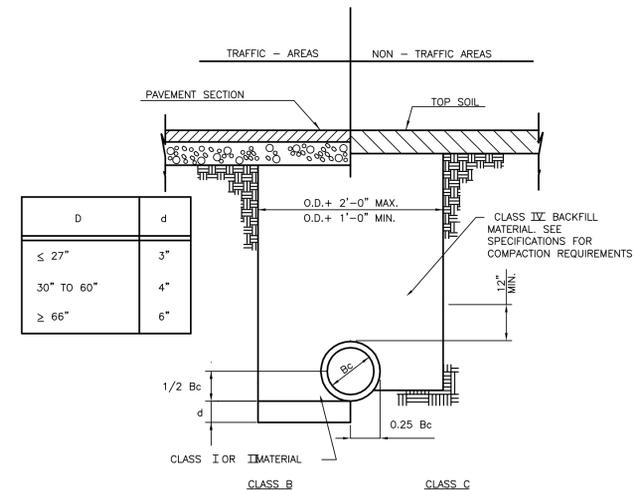
SEE O'REILLY AUTO PARTS GEOTECHNICAL REPORT DATED 01/19/2016 FOR DETAILS



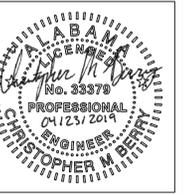
PLAN VIEW SECTION A-A
CONC. SPILLWAY DETAIL



6" HEADER CONCRETE CURB
N.T.S.



RCP PIPE TRENCHING & BACKFILL REQUIREMENTS

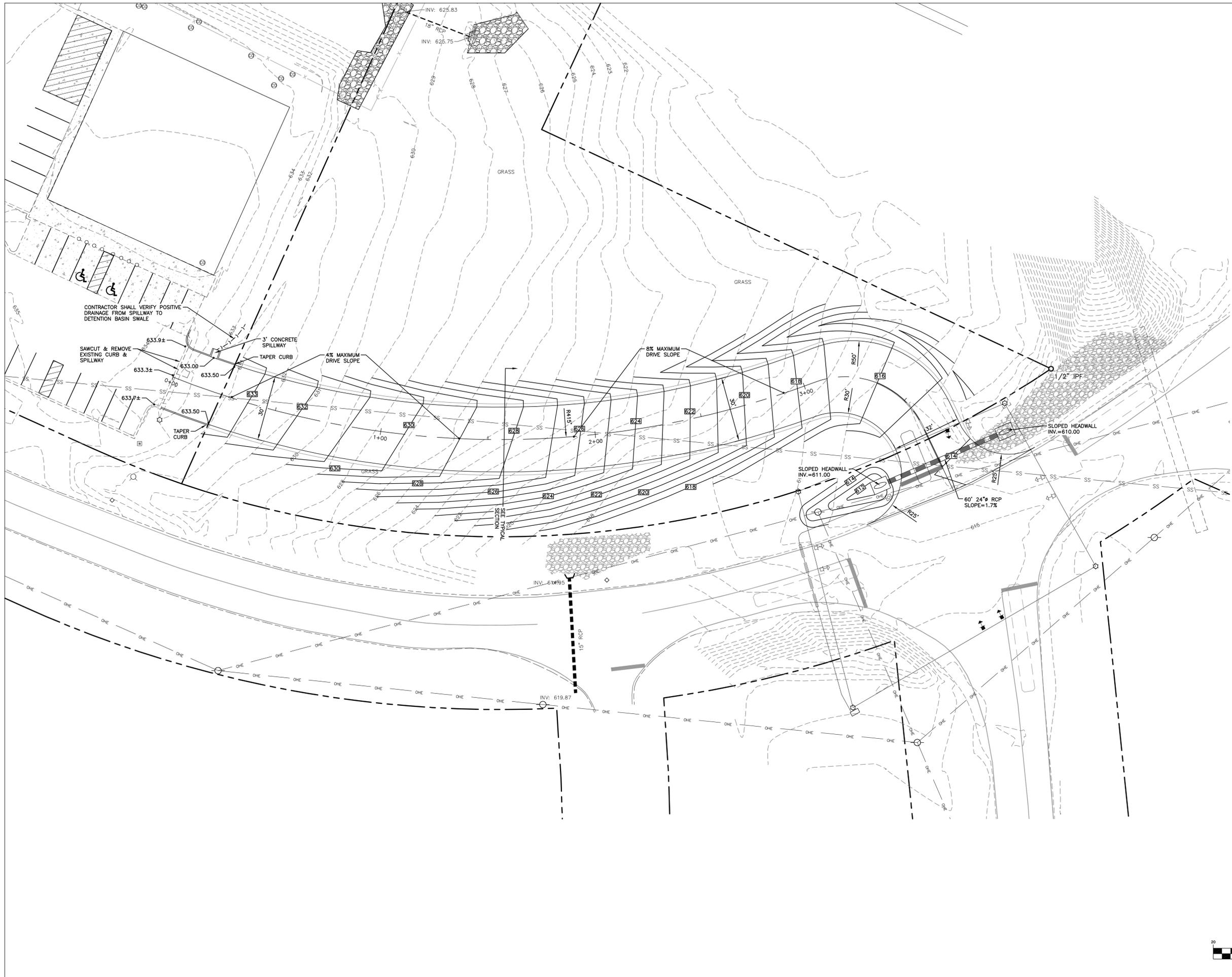


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SHEET NAME:
TYPICAL SECTION & DETAILS

DATE: 04/23/2019
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SHEET NUMBER:
C-01



CONTRACTOR SHALL VERIFY POSITIVE DRAINAGE FROM SPILLWAY TO DETENTION BASIN SWALE

SAWCUT & REMOVE EXISTING CURB & SPILLWAY

3' CONCRETE SPILLWAY

TAPER CURB

4% MAXIMUM DRIVE SLOPE

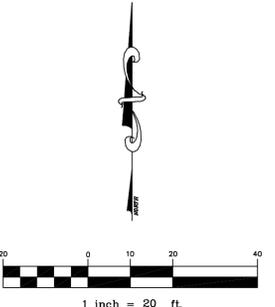
8% MAXIMUM DRIVE SLOPE

SEE TYPICAL SECTION

SLOPED HEADWALL INV.=611.00

SLOPED HEADWALL INV.=610.00

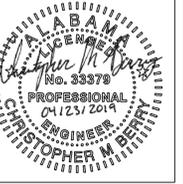
60' 24" RCP SLOPE=1.7%



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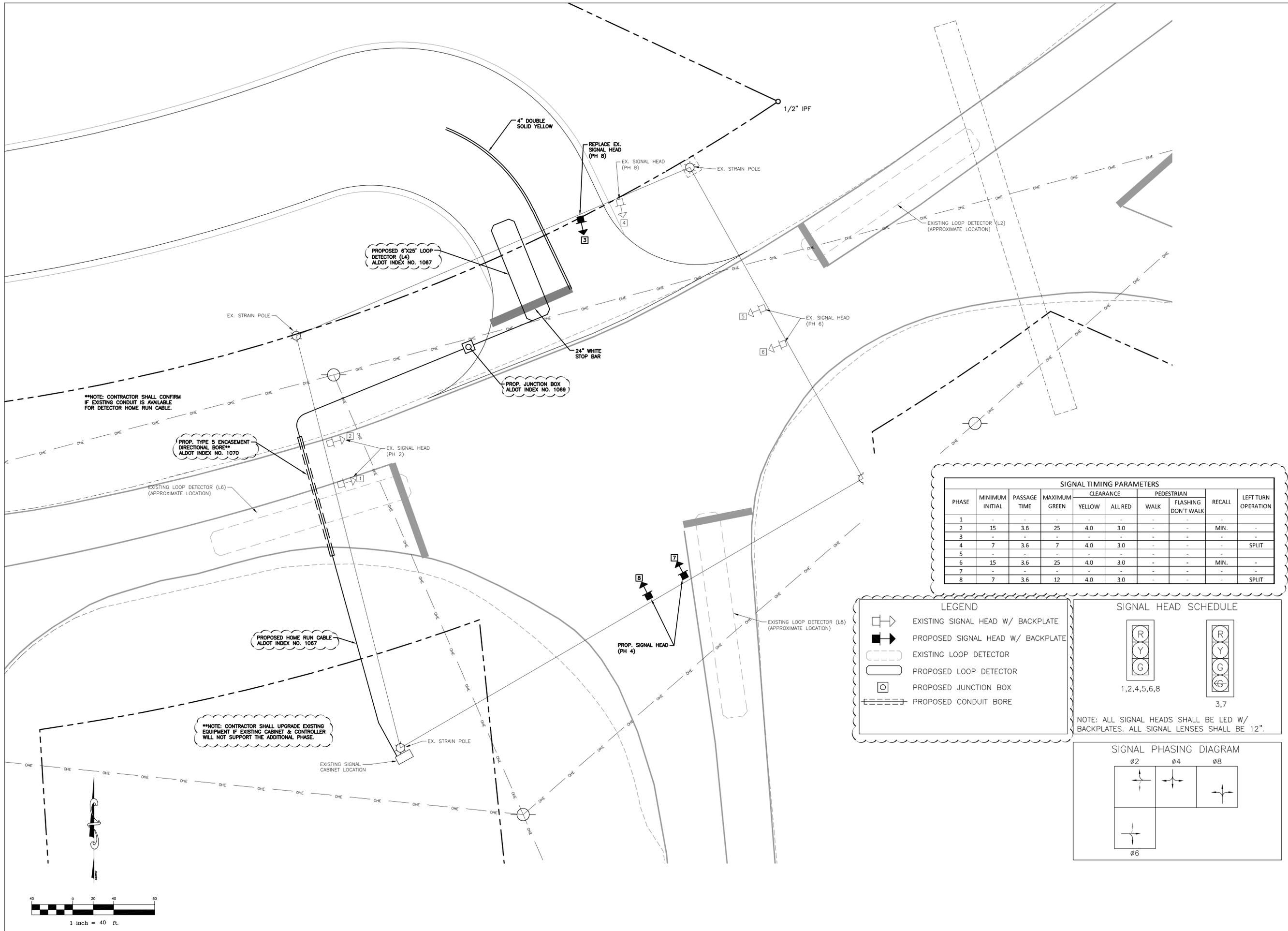


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SHEET NAME:
 PROPOSED DRIVE PLAN

DATE: 04/23/2019
 DRAWN BY: CMB
 CHECKED BY: BMB
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SHEET NUMBER:
C-02



**NOTE: CONTRACTOR SHALL CONFIRM IF EXISTING CONDUIT IS AVAILABLE FOR DETECTOR HOME RUN CABLE.

PROPOSED TYPE 5 ENCASUREMENT DIRECTIONAL BORE**
ALDOT INDEX NO. 1070

PROPOSED HOME RUN CABLE
ALDOT INDEX NO. 1067

**NOTE: CONTRACTOR SHALL UPGRADE EXISTING EQUIPMENT IF EXISTING CABINET & CONTROLLER WILL NOT SUPPORT THE ADDITIONAL PHASE.

PHASE	MINIMUM INITIAL	PASSAGE TIME	MAXIMUM GREEN	CLEARANCE		PEDESTRIAN		RECALL	LEFT TURN OPERATION
				YELLOW	ALL RED	WALK	FLASHING DON'T WALK		
1	-	-	-	-	-	-	-	-	-
2	15	3.6	25	4.0	3.0	-	-	MIN.	-
3	-	-	-	-	-	-	-	-	-
4	7	3.6	7	4.0	3.0	-	-	-	SPLIT
5	-	-	-	-	-	-	-	-	-
6	15	3.6	25	4.0	3.0	-	-	MIN.	-
7	-	-	-	-	-	-	-	-	-
8	7	3.6	12	4.0	3.0	-	-	-	SPLIT

LEGEND

- EXISTING SIGNAL HEAD W/ BACKPLATE
- PROPOSED SIGNAL HEAD W/ BACKPLATE
- EXISTING LOOP DETECTOR
- PROPOSED LOOP DETECTOR
- PROPOSED JUNCTION BOX
- PROPOSED CONDUIT BORE

SIGNAL HEAD SCHEDULE

1,2,4,5,6,8	3,7

NOTE: ALL SIGNAL HEADS SHALL BE LED W/ BACKPLATES. ALL SIGNAL LENSES SHALL BE 12".

SIGNAL PHASING DIAGRAM

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SHEET NAME:
 SIGNAL MODIFICATIONS PLAN

DATE: 04/23/2019
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 CHECKED BY: BMB
 PROJECT NO.: 19016
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C-03

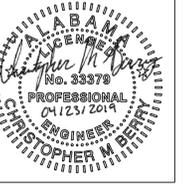
TRAFFIC SIGN PLAN NOTES
IN THE EVENT OF CONFLICT, THE MUTCD WILL GOVERN

- | | | |
|--|--|---|
| <p>500. WHEN THE CONTROLLER IS IN THE FLASHING MODE, THE VEHICULAR SIGNAL HEADS SHALL FLASH RED ON ALL APPROACHES.</p> <p>501. ALL EXISTING TRAFFIC CONTROL EQUIPMENT WHICH IS THE PROPERTY OF THE STATE INCLUDING SIGNAL HEADS, CONTROLLERS, POLES, AND MISCELLANEOUS HARDWARE SHALL BE REMOVED UPON COMPLETION OF THE NEW TRAFFIC CONTROL UNIT (TEMPORARY OR PERMANENT) AND STORED TO COMPLY WITH SECTION 730.03 OF THE STANDARD SPECIFICATIONS. THE SAME SHALL BE DELIVERED TO THE ALABAMA DEPARTMENT OF TRANSPORTATION AS DIRECTED BY THE ENGINEER.</p> <p>502. ALL EXISTING TRAFFIC CONTROL EQUIPMENT WHICH IS THE PROPERTY OF THE CITY OF RED BAY, INCLUDING SIGNAL HEADS, CONTROLLERS, POLES, AND MISCELLANEOUS HARDWARE SHALL BE REMOVED UPON COMPLETION OF THE NEW TRAFFIC CONTROL UNIT (TEMPORARY OR PERMANENT) AND STORED TO COMPLY WITH SECTION 730.03 OF THE STANDARD SPECIFICATIONS. THE SAME SHALL BE DELIVERED TO THE ALABAMA DEPARTMENT OF TRANSPORTATION AS DIRECTED BY THE ENGINEER.</p> <p>503. THE LOCATION OF THE POWER SOURCE AS SHOWN IN THE PLANS IS APPROXIMATE. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF THE POWER SOURCE AND THE SHORTEST ROUTE TO SERVE THE TRAFFIC SIGNAL CONTROLLER CABINET AND LUMINAIRES.</p> <p>504. FROM THE DATE TIME CHARGE BEGINS THE CONTRACTOR SHALL ASSUME TOTAL RESPONSIBILITY FOR ALL EXISTING, TEMPORARY, AND NEW TRAFFIC CONTROL UNIT(S) ON THE PROJECT. THE CONTRACTOR SHALL CONTINUE THE OPERATION AND MAINTENANCE OF THE EXISTING TRAFFIC CONTROL UNIT(S) UNTIL THE ENTIRE NEW PERMANENT TRAFFIC CONTROL UNIT(S) IS(ARE) OPERATIONAL AND ACCEPTED BY THE ALABAMA DEPARTMENT OF TRANSPORTATION.</p> <p>505. THE CONTRACTOR, WITHOUT EXTRA COMPENSATION, SHALL BE RESPONSIBLE TO ENSURE THE CONTINUAL OPERATION AND MAINTENANCE OF THE EXISTING AND TEMPORARY TRAFFIC CONTROL UNIT(S) DURING THE PERIOD OF CONSTRUCTION. MAINTAINING CONTINUAL OPERATION SHALL INCLUDE THE RELOCATION OF VEHICULAR SIGNAL HEADS DURING CONSTRUCTION AND THE MATERIALS AND LABOR NECESSARY TO ENSURE THE CONTINUAL OPERATION OF THE TRAFFIC CONTROL UNIT(S) EQUIPMENT AT ALL TIMES.</p> <p>506. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING ALL UTILITY COMPANIES TO LOCATE ALL OVERHEAD AND UNDERGROUND UTILITIES, WHETHER SHOWN ON THE PLANS OR NOT. DAMAGE TO UTILITIES CAUSED BY THE CONTRACTOR SHALL BE REPAIRED BY THE CONTRACTOR TO THE SATISFACTION OF THE UTILITY COMPANY AND THE ENGINEER. THE CONTRACTOR SHALL BEAR ALL COST TO REPAIR ANY AND ALL DAMAGES TO THE UTILITIES CAUSED BY THE CONTRACTOR.</p> <p>507. THE ALABAMA DEPARTMENT OF TRANSPORTATION RESERVES THE RIGHT TO RESPOND TO TRAFFIC CONTROL UNIT(S) MALFUNCTIONS IN AN EMERGENCY OR NATURAL DISASTER. IN DOING SO THE CONTRACTOR'S LIABILITY AND RESPONSIBILITY RELATED TO MAINTAINING THE TRAFFIC UNIT(S) OR SYSTEM REMAINS IN EFFECT.</p> <p>508. THE CONTRACTOR SHALL HAVE THE APPROVAL OF THE ENGINEER PRIOR TO THE REMOVAL OF ANY EXISTING TRAFFIC CONTROL UNIT. THE CONTRACTOR SHALL NOT REMOVE AN EXISTING TRAFFIC CONTROL UNIT UNTIL THE REQUIRED TRAFFIC CONTROL UNIT IS INSTALLED AND COMPLETELY OPERATIONAL.</p> | <p>509. EACH REQUIRED TRAFFIC SIGNAL STRAIN POLE AND MAST ARM POLE MAY VARY IN LENGTH AND SIZE. THE CONTRACTOR SHALL ASCERTAIN THAT THE POLE HEIGHTS ARE SUFFICIENT TO PROVIDE THE REQUIRED VEHICULAR TRAFFIC SIGNAL CLEARANCE. EXTENSIONS FOR MOUNTING SIGNALS SHALL BE PROVIDED WHEN NECESSARY.</p> <p>510. EACH MAST ARM MAY VARY IN LENGTH. THE CONTRACTOR SHALL ASCERTAIN THAT ALL ARM LENGTHS ARE SUFFICIENT SO THAT EACH VEHICULAR SIGNAL HEAD POSITION CONFORMS TO THE MUTCD.</p> <p>511. THE TRAFFIC SIGNAL POLE LOCATION(S) AS SHOWN IN THE PLANS IS(ARE) APPROXIMATE. THE CONTRACTOR SHALL COORDINATE THE POLE LOCATION(S) WITH THE ENGINEER. THE CONTRACTOR SHALL ASCERTAIN THAT THE FINAL POLE LOCATION(S) PROVIDE FOR THE VEHICULAR TRAFFIC SIGNAL HEADS TO MEET THE DISTANCE REQUIREMENTS TO THE STOP LINE AS REQUIRED BY THE MUTCD. WHEN PEDESTRIAN SIGNAL HEADS AND/OR PEDESTRIAN CROSSWALKS ARE INVOLVED THE SAME SAID POLE LOCATION(S) SHALL ALSO CONFORM TO THE RELATIVE SECTIONS OF THE MUTCD.</p> <p>512. THE CONTRACTOR SHALL LOCATE EACH REQUIRED AND RELOCATED VEHICULAR TRAFFIC IN THE APPROACH LANE FOR WHICH IT APPLIES. LOCATION OF SIGNAL HEADS SHALL CONFORM TO THE MUTCD.</p> <p>513. THE TRAFFIC SIGNAL STRAIN POLE LOCATION(S) AS SHOWN IN THE PLANS IS(ARE) APPROXIMATE. THE ENGINEER SHALL APPROVE ALL FOUNDATION LOCATIONS PRIOR TO THE CONTRACTOR EXCAVATING FOR EACH FOUNDATION.</p> <p>514. BALANCE ADJUSTERS SHALL BE INSTALLED ON TRAFFIC SIGNAL HEADS FOR PROPER THE CONTRACTOR SHALL ALIGN THE SIGNAL HEADS IN ACCORDANCE WITH THE MUTCD AND TO THE SATISFACTION OF THE ENGINEER.</p> <p>515. A 12 INCH DRIP COIL WITH 3 LOOPS SHALL BE PROVIDED TO THE RIGHTS OF EACH VEHICULAR TRAFFIC SIGNAL HEAD. A DRIP LOOP SHALL BE FORMED SO THAT WATER CANNOT ENTER THE ENTRANCE CLAMP. THE WIRE SHALL ENTER THE CLAMP FROM THE BOTTOM OF THE DRIP LOOP.</p> <p>516. WHEN PVC CONDUIT IS USED FROM THE CONTROLLER TO THE STEEL STRAIN POLE OR MAST ARM POLE, THE CONTRACTOR SHALL BOND THE CONTROLLER TO THE POLE WITH A #6-1C BONDING CABLE.</p> <p>517. MARKING TAPE SHALL BE BURIED OVER CONDUIT. THE TAPE SHALL BE 4 INCH POLYETHYLENE, RED IN COLOR WITH BLACK LETTERING.</p> <p>518. WHEN EXISTING LOOP WIRE AND VEHICLE LOOP DETECTORS ARE TO BE RETAINED AND REUSED, OR RELOCATED IN A NEW CONTROLLER CABINET, THE CONTRACTOR SHALL ASCERTAIN THE MANUFACTURER AND MODEL NUMBER OF EACH EXISTING DETECTOR AMPLIFIER AND PROVIDE A NEW WIRING HARNESS COMPLETELY WIRED IN THE CONTROLLER CABINET FOR EACH EXISTING DETECTOR AMPLIFIER.</p> <p>519. WHEN SYSTEM TIMINGS ARE NOT INCLUDED IN THE PLANS FOR TIME BASE OR CLOSED LOOP SYSTEMS, IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO HIRE A LICENSED PROFESSIONAL ENGINEER TO CALCULATE SYSTEM TIMINGS. THE COST OF CALCULATING SYSTEM TIMINGS SHALL BE A SUBSIDIARY OBLIGATION OF 730C.</p> <p>520. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO HIRE A LICENSED PROFESSIONAL ENGINEER TO INPUT THE TIMINGS AND FINE TUNE THE TIMINGS. THE COST OF INPUTTING AND FINE TUNING TIMINGS SHALL BE A SUBSIDIARY OBLIGATION OF 730C.</p> | <p>521. THE AREA TRAFFIC ENGINEER SHALL BE RESPONSIBLE FOR INPUTTING AND FINE TUNING THE TIMINGS.</p> <p>522. WHEN EXISTING SPAN WIRE THAT IS TO BE RETAINED HAS SAGGED, THE CONTRACTOR SHALL ADJUST THE SPAN WIRE SO THAT SIGNAL HEADS COMPLY WITH THE CLEARANCE SHOWN ON THE STANDARD DETAIL DRAWING.</p> <p>523. A NOTICE OF INTENT FOR NPDES PERMIT COVERAGE HAS BEEN FILED WITH ADEM FOR THIS PROJECT. A COPY OF THE CONSTRUCTION BEST MANAGEMENT PRACTICES PLAN SHALL BE MAINTAINED ON-SITE BY THE CONTRACTOR & REVIEWED PRIOR TO BIDDING.</p> <p>524. THE CONTRACTOR SHALL PROVIDE A SET OF AS-BUILT PLANS TO THE AREA TRAFFIC ENGINEER.</p> <p>525. THE CONTRACTOR SHALL INSTALL BACKPLATES WITH A 1 INCH TO 3 INCH FLUORESCENT YELLOW REFLECTIVE BORDER ON ALL SIGNAL HEADS (EXISTING AND REQUIRED).</p> |
|--|--|---|

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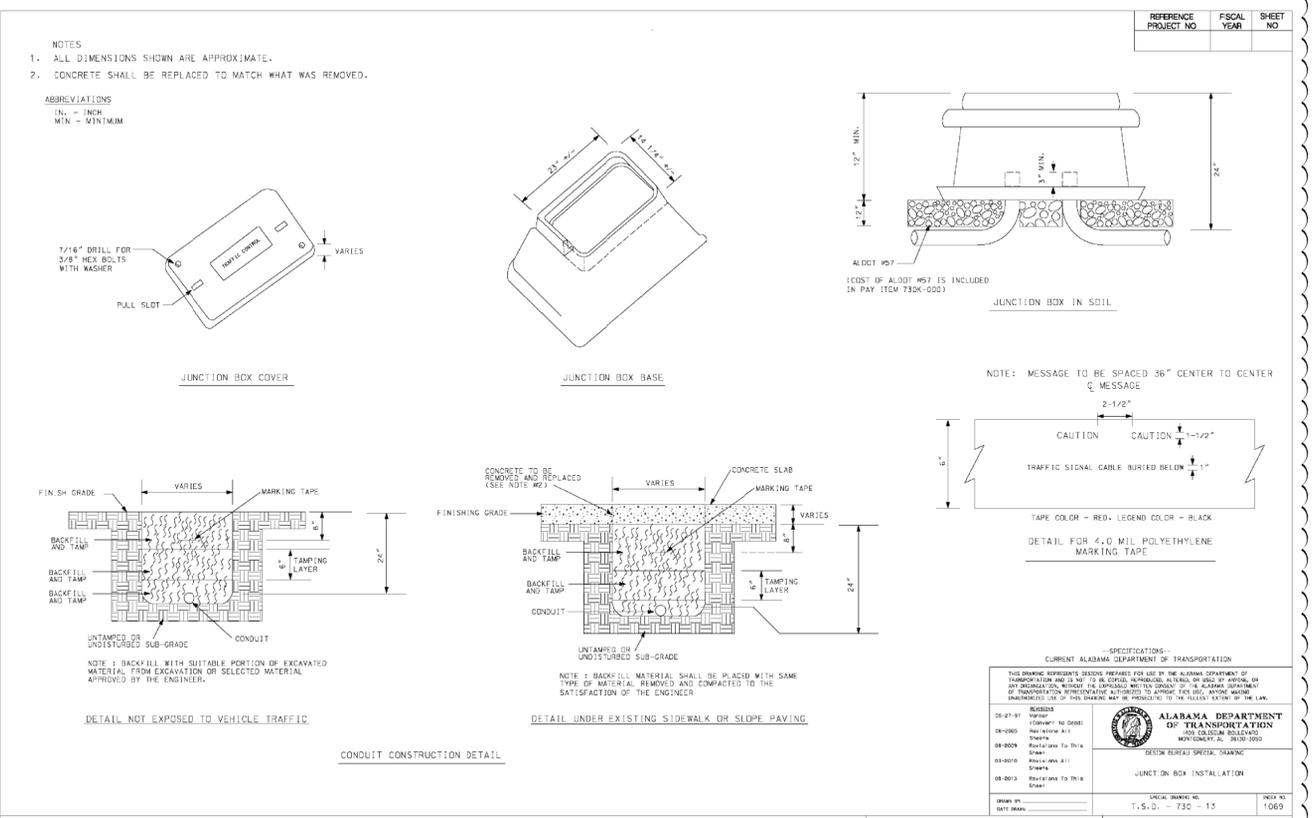
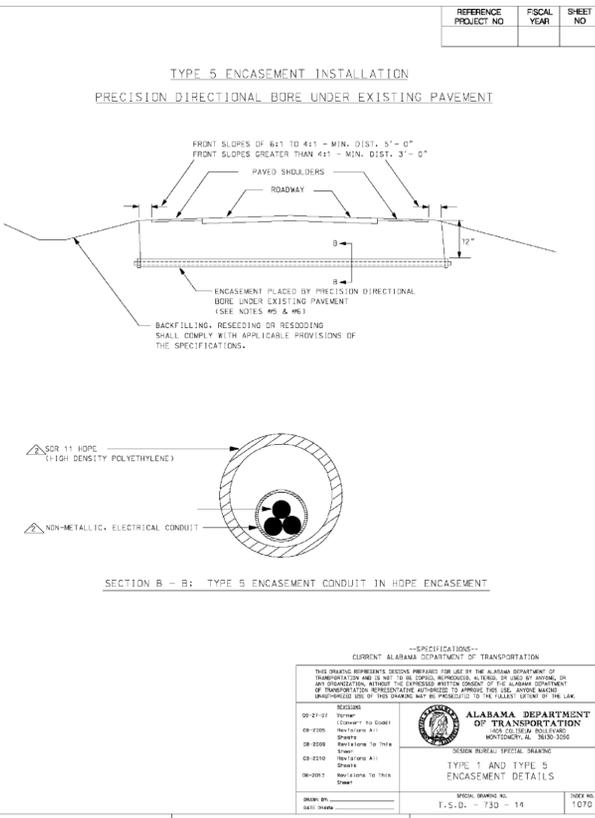
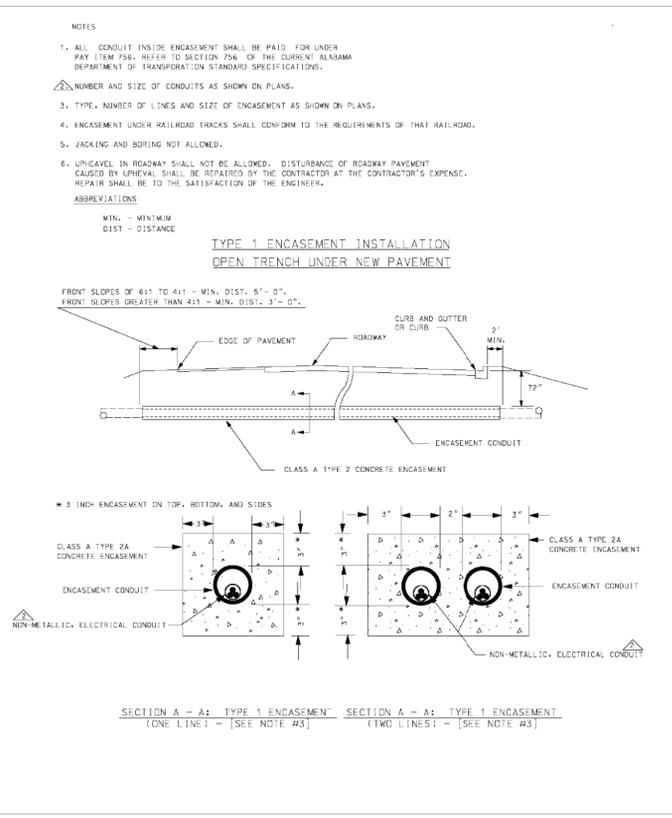
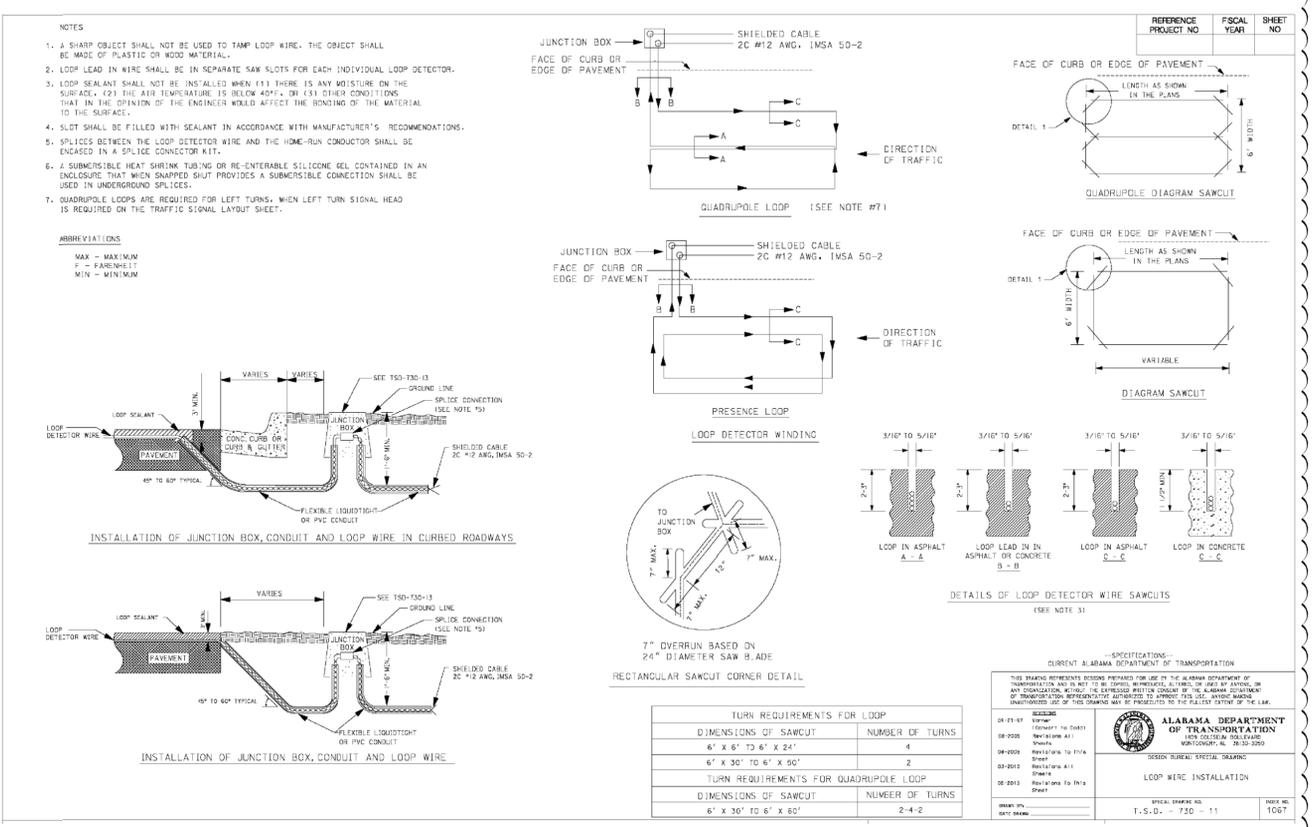
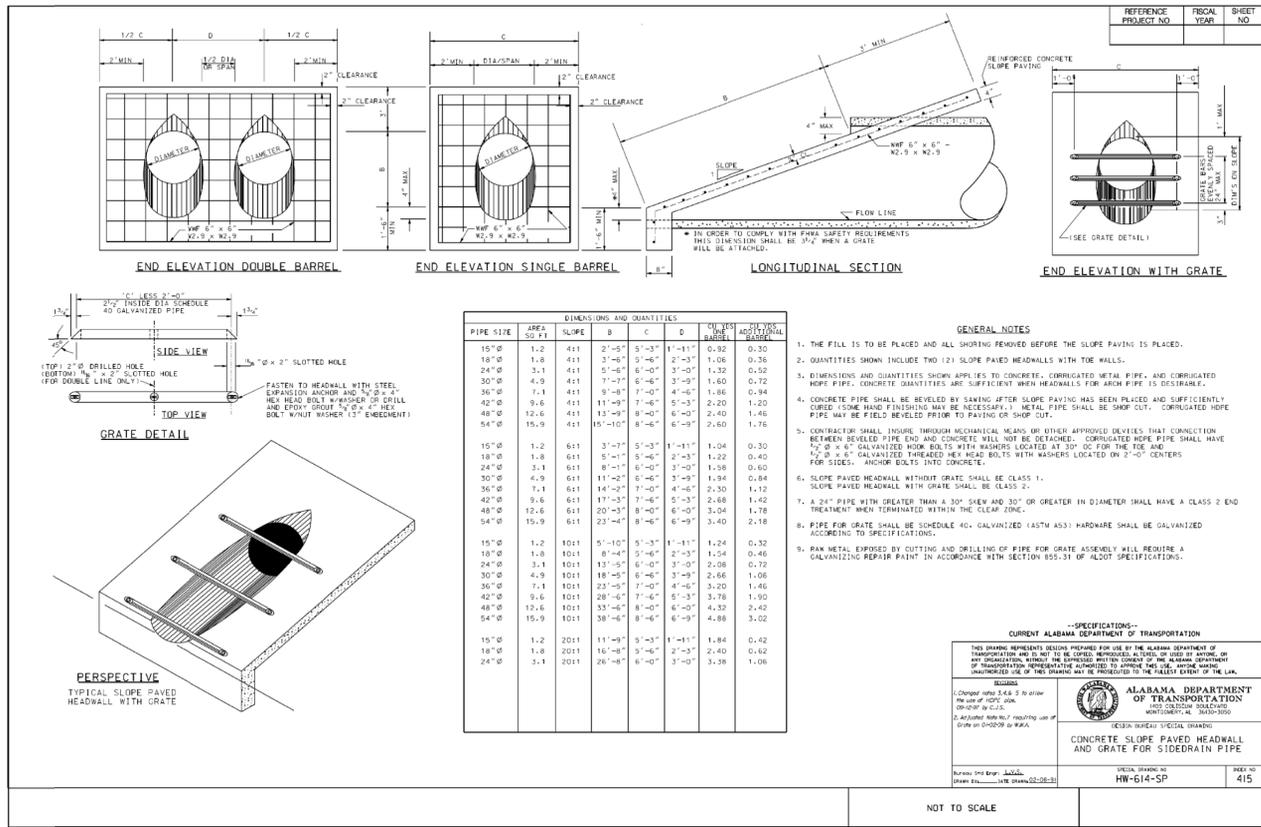
SIGNAL MODIFICATION
E 4TH AVE & 11TH ST
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SHEET NAME:
ALDOT NOTES

DATE: 04/23/2019
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SIGNAL MODIFICATION
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ALABAMA PROFESSIONAL ENGINEER
 No. 33378
 01/23/2019
 CHRISTOPHER M. BEHRE

REVISIONS

BULLETIN #1	DATE
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SHEET NAME:
ALDOT DETAILS

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SHEET NUMBER:
C-05