FHWA REGION	STATE	PROJECT	
5	OHIO	I-480-4(30)173	

1 / 478

I-480-4(30) 173

CUYAHOGA COUNTY
CUY-480-19.43

Sheets 412, 413, 418 revised 9-23-76 EBL

STATE OF OHIO
DEPARTMENT OF TRANSPORTATION
CUY-480-19.43

CUYAHOGA COUNTY
CITY OF GARFIELD HEIGHTS
CITY OF MAPLE HEIGHTS

LIMITED ACCESS

THIS IMPROVEMENT IS ESPECIALLY DESIGNED FOR THROUGH TRAFFIC AND HAS BEEN DECLARED A LIMITED ACCESS HIGHWAY OR FREEWAY BY ACTION OF THE DIRECTOR OF TRANSPORTATION IN ACCORDANCE WITH THE PROVISIONS OF SECTION 5511.02, REVISED CODE OF OHIO

PART 1- FOR PART 2 SEE PLANS FOR SECTION CUY- CR 448

Sheet Nos. 1, 330, 331, 332, 368 & 369 Revised 12-29-75 S.M.K.

Sheets 388, 388A, 396, 397, 398, 400, 401, 404 revised 1-15-76 EBL
Sheets 390 & 392 revised 2-2-76.

Sheets 390, 399, 405, 406, 414A, 415 & 417 revised 2-10-76 EBL
Sheets 392, 416, 417, & 418 revised 3-18-76 EBL
Sheets 388, 388A, 389, 398, 408, 408A, 409, 410, 411, 412, 413, 416, 422 revised 4-22-76 EBL
Sheet 394 revised 7-29-76 C.P.D.

1975 SPECIFICATIONS

THE STANDARD SPECIFICATIONS OF THE STATE OF OHIO DEPARTMENT OF TRANSPORTATION, INCLUDING CHANGES AND SUPPLEMENTAL SPECIFICATIONS LISTED IN THE PROPOSAL GOVERN THIS IMPROVEMENT

THE RIGHT OF WAY FOR THIS IMPROVEMENT WILL BE PROVIDED BY THE STATE OF OHIO

I HEREBY APPROVE THESE PLANS AND DECLARE THAT THE MAKING OF THIS IMPROVEMENT WILL NOT REQUIRE THE CLOSING OF THE HIGHWAY TO TRAFFIC AND THAT PROVISIONS FOR THE MAINTENANCE AND SAFETY OF TRAFFIC WILL BE AS SET FORTH ON THE PLANS AND ESTIMATES.

APPROVED DATE 9-16-75 — Thomas M. Krall — DISTRICT DEPUTY DIRECTOR OF TRANSPORTATION

APPROVED DATE 11/5/75 — Robert B. Pfeifer — ENGINEER, BUREAU OF BRIDGES

APPROVED DATE 11-17-75 — C. J. Shaffer — ENGINEER, BUREAU OF ROADWAY DESIGN

APPROVED DATE 11-17-75 — John B. Ellis — ASSISTANT DEPUTY DIRECTOR FOR HIGHWAY DESIGN

APPROVED DATE 11/17/75 — Lewis Billingsley — ASSISTANT DEPUTY DIRECTOR FOR REAL ESTATE

APPROVED DATE 11-17-75 — Howard E. Nolan — ASSISTANT DEPUTY DIRECTOR FOR PROGRAM DEVELOPMENT

APPROVED DATE 11-17-75 — R. E. Gatlin — CHIEF ENGINEER, DESIGN

APPROVED DATE 11-17-75 — L. D. Hickerman — CHIEF ENGINEER, CONSTRUCTION

APPROVED DATE _____ — CHIEF ENGINEER, OPERATIONS

APPROVED DATE _____ — ASSISTANT DIRECTOR, DEPARTMENT OF TRANSPORTATION

APPROVED DATE 11-17-75 — Rudolph Leach — DIRECTOR, DEPARTMENT OF TRANSPORTATION

Made by AHS 10-27-75
Checked JNS 10-28-75

CONVENTIONAL SIGNS

PROPERTY LINE — R
EXISTING RIGHT OF WAY
SUBDIVISION LINE
COMMON OWNERSHIP LINE — Z — Z
ORIGINAL TOWNSHIP LOT LINE
CORPORATION LINE
LIMITED ACCESS LINE — LA
LIMITED ACCESS LINE AND RIGHT OF WAY LINE — LA & RW
RIGHT OF WAY LINE AND HIGHWAY EASEMENT LINE — R/W
AERIAL EASEMENT LINE — AERIAL
TEMPORARY RIGHT OF WAY — T
SEWER EASEMENT LINE — S — S
SLOPE EASEMENT LINE — SL — SL
CHANNEL EASEMENT — X — X
PARTICIPATION LINE — P — P — P
CENTER LINE
FENCE LINE — x — x
GUARD RAIL (EXISTING)
GUARD RAIL (PROPOSED)
RAILROAD — OR
POWER POLES
TELEPHONE POLES
POWER AND TELEPHONE POLES
LIGHT POLES
TREES (EXISTING)
ELECTRICAL TOWER
WATER LINE — / — /
GAS LINE — G — G
TELEPHONE CONDUIT — T — T
SEWER LINES (PROPOSED)
STORM SEWER (EXISTING)
SANITARY SEWER (EXISTING)
OIL LINE — O — O
FIRE HYDRANT (EXISTING)
FIRE HYDRANT (PROPOSED)
MANHOLE (EXISTING)
STORM MANHOLES (PROPOSED)
SANITARY MANHOLES (PROPOSED)
CATCH BASIN OR INLET (EXISTING)
CATCH BASIN OR INLET (PROPOSED) — OR
CONSTRUCTION LIMITS

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TITLE SHEET	1	MISCELLANEOUS AND DRAINAGE DETAILS	253-261, 263, 263A-C
SCHEMATIC PLAN	2	CULVERT DETAILS	264-265
SCHEMATIC GEOMETRIC PLAN	3-4	RETAINING WALL DETAILS	266-268
GEOMETRIC TABLE	5	WATERWORK PLANS	269-290, 292-305, 277A-B, 283A, 286A, 287A, 295A-D, 303A
BENCH MARKS AND TRAVERSE TIES	6-7		
DESIGN DESIGNATION	8	TRAFFIC CONTROL PLANS	315-342, 327A
TYPICAL SECTIONS	9-22		
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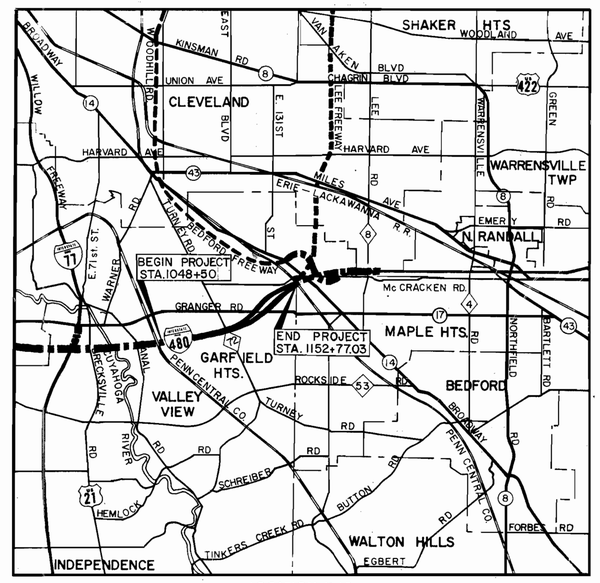
TEMPORARY TURNEY ROAD	251		
TEMPORARY GRANGER ROAD	252		
EAST 126th Street	52A-52G		

PREPARED AND RECOMMENDED BY

HOWARD NEEDLES TAMMEN & BERGENDOFF
CONSULTING ENGINEERS
CLEVELAND

Browning Crow
BROWNING CROW

FILE NO.	CUY-480-19.43
	DATE OF LETTING
	CONTRACT NO. 00350



LOCATION MAP
SCALE
0 1 2 3 MILES

PORTION TO BE IMPROVED
STATE ROADS
OTHER ROADS
FUTURE CONSTRUCTION
UNDER CONSTRUCTION

SCALE
PLAN 1" = 50' PROFILE HOR 1" = 100'
CROSS SECTIONS 1" = 10' PROFILE VERT 1" = 10'

SUPPLEMENTAL SPECIFICATIONS

NUMBER	DATE	NUMBER	DATE
		934	1-1-69
808	1-1-71		
		1001	9-20-72
		S 625	1-11-74
		S 713	1-11-74
836	3-12-75	842	8-29-74
838	3-18-70	844	11-8-74
839	11-25-70		

LINE DATA

	WORK		PROJECT	
I-480	1040+35.00 to 1040+50.00	= 15.00 Lin. Ft.	I-480	
I-480	1040+25.85 to 1153+08.41	= 11,282.56 Lin. Ft.	BEGIN	1048+50.00
East 98th Street	4+00.00 to 29+50.00	= 2,550.00 Lin. Ft.	END	1152+77.03
Turney Road	11+44.18 to 23+83.50	= 1,239.32 Lin. Ft.	Length	10,427.03 Lin. Ft.
Granger Road	9+24.50 to 24+53.39	= 1,528.89 Lin. Ft.	Miles	1.974
East 126th Street	10+57.16 to 23+26.00	= 1,268.84 Lin. Ft.		
Service Rd. (E 129th ST to E 131st ST)	7+24.80 to 11+11.24	= 386.44 Lin. Ft.		
NET Length Project	10,427.03 Lin. Ft. or 1.974 Miles			
NET Length Work	18,271.05 Lin. Ft. or 3.460 Miles			

TC-7.65	10-1-74
TC-12.30	10-1-74
TC-15.115	10-1-74
TC-21.10	10-1-74
TC-22.10	10-1-74
TC-51.10	6-2-75
TC-51.11	6-2-75

STANDARD DRAWINGS

NUMBER	DATE	NUMBER	DATE
AS-1-72	6-30-72	BR-1-67	10-15-71
BP-1	6-1-65	HL-1	9-6-73
BP-2	12-1-66	HL-2 & 3	7-27-73
BP-3, 4 & 9	1-1-71	HL-4, 5, 6, & 7	9-6-73
BP-5	[illegible]	HL-8, 9 & 10	9-6-73
BP-6	6-1-65	HL-11 & 12	4-6-73
BP-7	1-1-66	HL-15 & 16	4-6-73
BP-10	1-3-75	HW-4	1-1-70
CB-2-2-A & B	6-1-65	I-1	6-1-65
CB-2-3 & 2-4	6-1-65	I-2 & 2A	6-6-69
CB-3, 3A & 7	6-1-65	HW-3	6-1-65
CB-4 & 5	9-1-69	L-1	6-1-73
CB-6	6-1-65	MC-1	6-13-69
CB-45BA	6-6-68	MC-3	6-1-73
F-1	6-1-72	MC-4	6-13-69
F-6	6-12-75	MC-5	6-12-75
F-3 & 5	3-10-69	MC-6	6-1-75
F-4	6-1-65	MC-8	6-12-75
GR-2A	1-1-71	MC-9	1-1-74
GR-2B, 3 & 4	11-9-71	MH-1, 2, 3 & 5	3-12-75
GR-5, 6 & 7	1-1-71	BP-12	8-11-75
RB-1-55	2-2-59	SD-1-69	6-12-69

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED

DIVISION ADMINISTRATOR — **DATE**

Rev. 12-29-75 S.M.K.

SCHEMATIC PLAN

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

2 / 478

CUYAHOGA COUNTY
CUY-480-19.43

PROPOSED STRUCTURE BR. NO. CUY-480-1955

TYPE: Continuous welded steel girder with reinforced concrete deck and substructure.
SPANS: 65'-0", 95'-2 3/8", 91'-4 1/2", 95'-2 3/8", and 57'-0" (Measured along ℄ E. 98th St.)
ROADWAY: 52'-0" Curb to Curb, Sta. 18+14.28 to Sta. 20+62.50, widens to 53'-0" at North End, widens to 56'-5" at South End, with two 5'-0" sidewalks
LOADING: HS-20-44 and Interstate Alternate Loading.
SKEW: 9°56'47" Right Forward
WEARING SURFACE: 2 1/2" Asphalt Concrete
APPROACH SLABS: AS-1-72 (20' and 25' long) (Modified)
ALIGNMENT: Tangent
SUPERELEVATION: Normal cross slope = 3/8" per ft.

Note:
Construction limits, Limited Access lines and Right of Way lines are shown on Grading and Drainage plan sheets.

MICROFILMED
DEC 28 1982

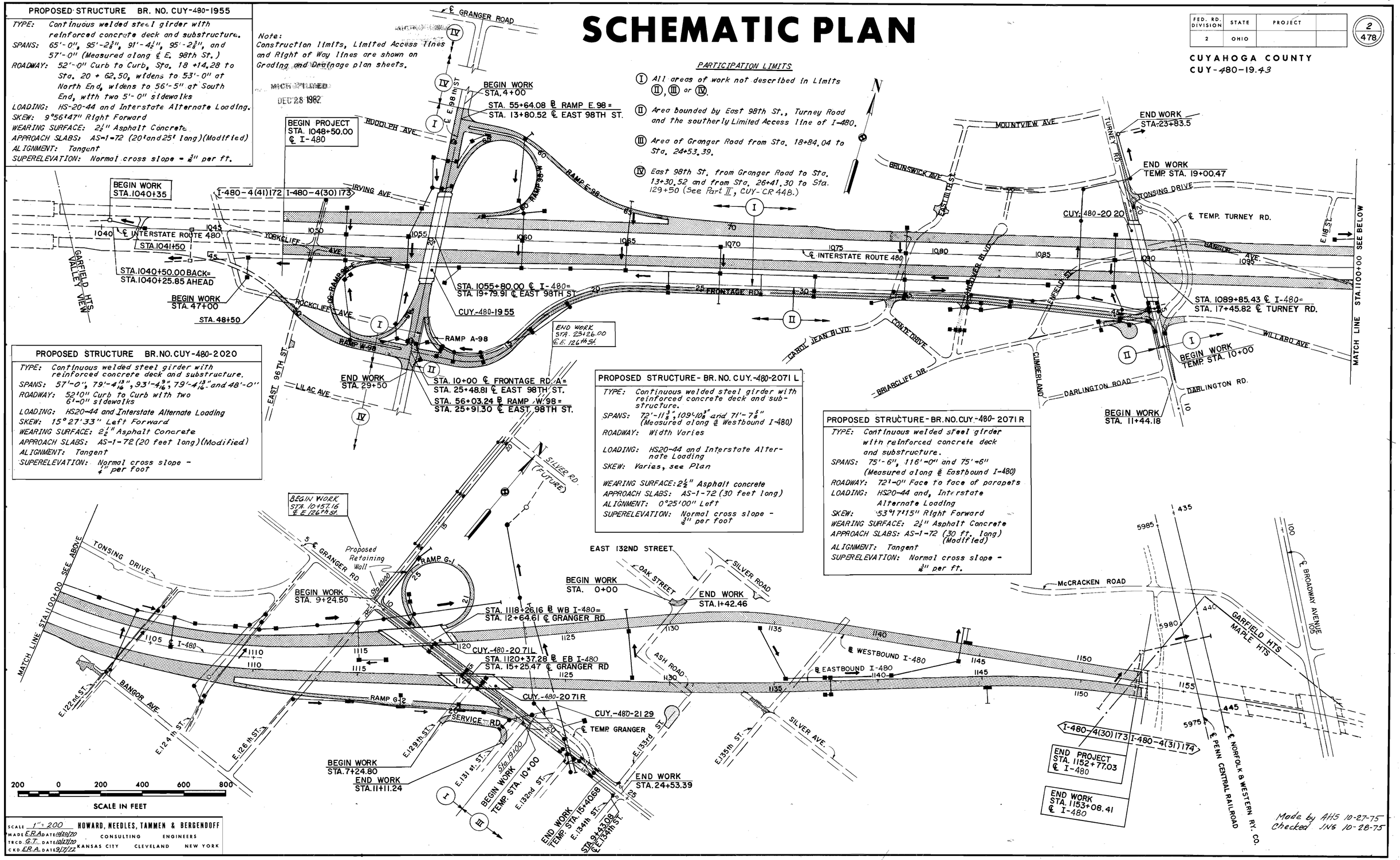
PARTICIPATION LIMITS

(I) All areas of work not described in Limits (II), (III) or (IV).

(II) Area bounded by East 98th St., Turney Road and the southerly Limited Access line of I-480.

(III) Area of Granger Road from Sta. 18+84.04 to Sta. 24+53.39.

(IV) East 98th St. from Granger Road to Sta. 13+30.52 and from Sta. 26+41.30 to Sta. 129+50 (See Part II, CUY-CR 448.)



PROPOSED STRUCTURE BR. NO. CUY-480-2020

TYPE: Continuous welded steel girder with reinforced concrete deck and substructure.
SPANS: 57'-0", 79'-4 13/16", 93'-4 9/16", 79'-4 13/16" and 48'-0"
ROADWAY: 52'-0" Curb to Curb with two 6'-0" sidewalks
LOADING: HS20-44 and Interstate Alternate Loading
SKEW: 15°27'33" Left Forward
WEARING SURFACE: 2 1/2" Asphalt Concrete
APPROACH SLABS: AS-1-72 (20 feet long) (Modified)
ALIGNMENT: Tangent
SUPERELEVATION: Normal cross slope - 1/4" per foot

PROPOSED STRUCTURE - BR. NO. CUY.-480-2071 L

TYPE: Continuous welded steel girder with reinforced concrete deck and substructure.
SPANS: 72'-11 3/8", 109'-10 3/8" and 71'-7 5/8" (Measured along ℄ Westbound I-480)
ROADWAY: Width Varies
LOADING: HS20-44 and Interstate Alternate Loading
SKEW: Varies, see Plan
WEARING SURFACE: 2 1/2" Asphalt concrete
APPROACH SLABS: AS-1-72 (30 feet long)
ALIGNMENT: 0°25'00" Left
SUPERELEVATION: Normal cross slope - 3/8" per foot

PROPOSED STRUCTURE - BR. NO. CUY.-480-2071 R

TYPE: Continuous welded steel girder with reinforced concrete deck and substructure.
SPANS: 75'-6", 116'-0" and 75'-6" (Measured along ℄ Eastbound I-480)
ROADWAY: 72'-0" Face to face of parapets
LOADING: HS20-44 and, Interstate Alternate Loading
SKEW: 53°17'15" Right Forward
WEARING SURFACE: 2 1/2" Asphalt Concrete
APPROACH SLABS: AS-1-72 (30 ft. long) (Modified)
ALIGNMENT: Tangent
SUPERELEVATION: Normal cross slope - 3/8" per ft.

SCALE 1" = 200 HOWARD, NEEDLES, TAMMEN & BERGENDOFF
MADE E.R.A. DATE 10/10/70 CONSULTING ENGINEERS
TRCD. G.T. DATE 10/17/70 KANSAS CITY CLEVELAND NEW YORK
CKD. E.R.A. DATE 9/17/72

Made by AHS 10-27-75
Checked JNS 10-28-75

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

405
478

CUYAHOGA COUNTY
CUY - 480 - 19.43

PROPOSED STRUCTURE - BR.NO.CUY-480-2071 L

TYPE: Continuous welded steel girder with reinforced concrete deck and substructure.
SPANS: 72'-11 3/8", 109'-10 3/8" and 71'-7 5/8" (Measured along ℄ Westbound I-480)
ROADWAY: Width Varies
LOADING: HS20-44 and Interstate Alternate Loading
SKEW: Varies, see Plan.
WEARING SURFACE: 2 1/2" Asphalt Concrete
APPROACH SLABS: AS-1-72 (30 ft. long) (modified)
ALIGNMENT: 0°25'00" Left
SUPERELEVATION: Normal cross slope - 3/4" per ft.

PROPOSED STRUCTURE - BR.NO.CUY-480-2071 R

TYPE: Continuous welded steel girder with reinforced concrete deck and substructure.
SPANS: 75'-6", 116'-0" and 75'-6" (Measured along ℄ Eastbound I-480)
ROADWAY: 72'-0" Face to face of parapets
LOADING: HS20-44 and, Interstate Alternate Loading
SKEW: 53°17'15" Right Forward
WEARING SURFACE: 2 1/2" Asphalt Concrete
APPROACH SLABS: AS-1-72 (30 ft. long) (Modified)
ALIGNMENT: Tangent
SUPERELEVATION: Normal cross slope - 3/4" per ft.

Modify Std. Drwg. AS-1-72 by providing 3" clear over the top rebars instead of the 2" shown on the Std. Drwg.

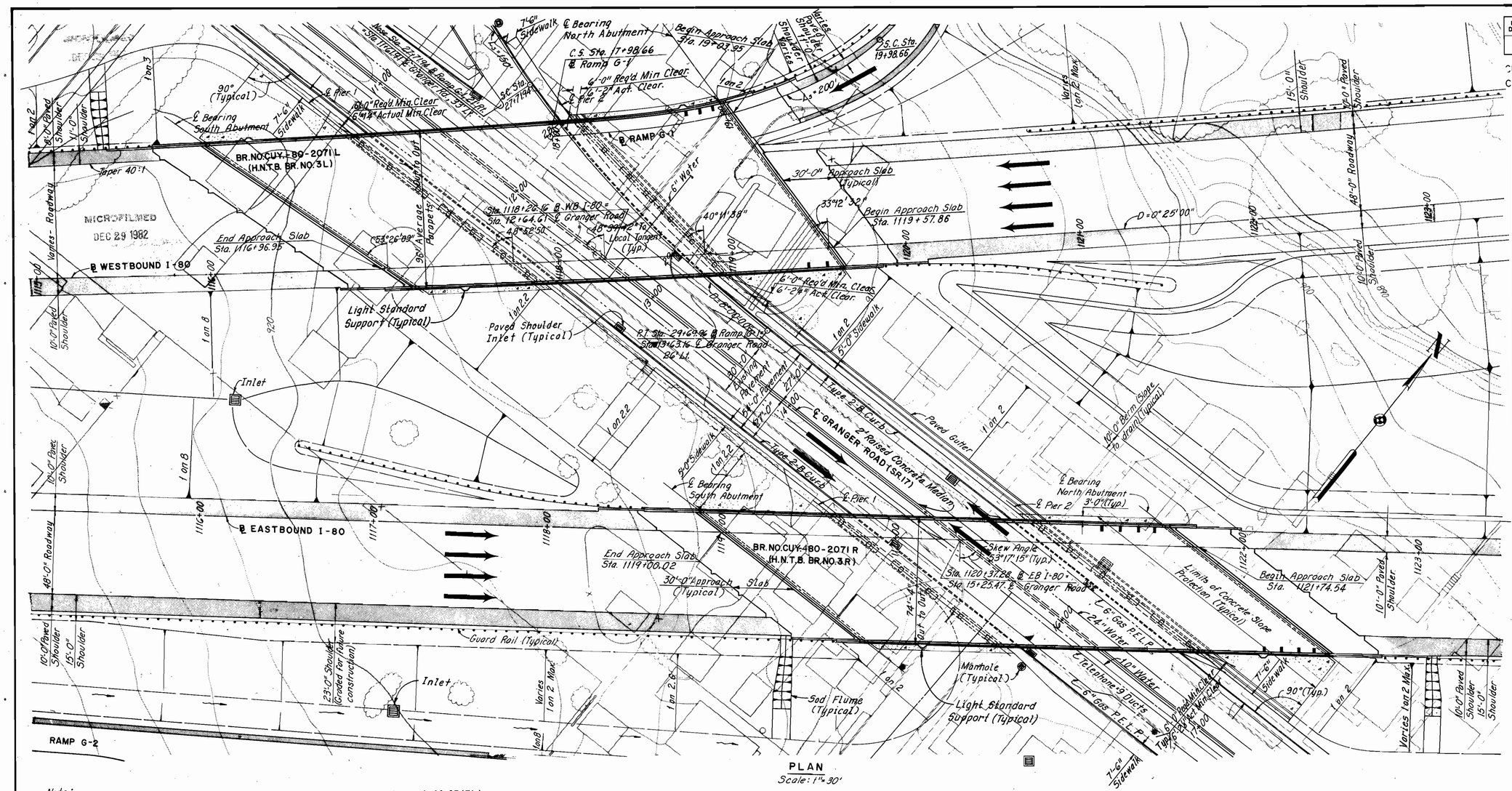
TRAFFIC DATA: (1995)
Br. No. 3L - 37,812 A.D.T.
4,359 D.D.H.V.
Br. No. 3R - 29,481 A.D.T.
3,243 D.D.H.V.

Notes:

The embankments shall be placed and compacted to the finish spill-thru slopes and to the level of the subgrades for a minimum distance of 200 feet back of the abutments before excavating or driving piles for the abutments.

Pier footings are founded in firm shale and are designed for a maximum bearing pressure of 6 tons per square foot. Footings shall extend 3 inches into firm shale or to the elevation shown, whichever is lower.

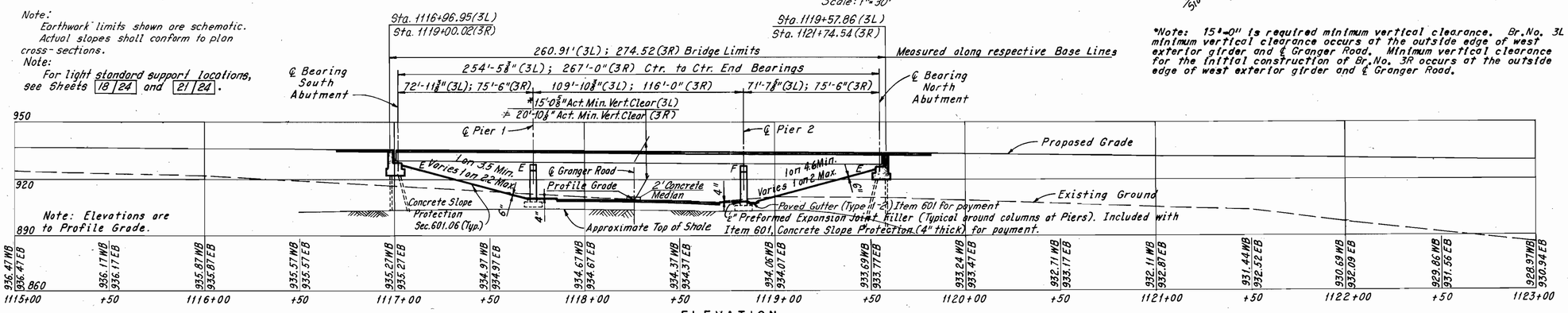
Abutments are founded on HP10x42 piles with a minimum bearing capacity of 35 tons per pile and estimated pay lengths as follows:
South Abutment (Br.3L) 19 ft.
North Abutment (Br.3L) 26 ft.
South Abutment (Br.3R) 22 ft.
North Abutment (Br.3R) 30 ft.



PLAN
Scale: 1" = 30'

Note:
Earthwork limits shown are schematic. Actual slopes shall conform to plan cross-sections.
Note:
For light standard support locations, see Sheets 18/24 and 21/24.

*Note: 15'-0" is required minimum vertical clearance. Br.No. 3L minimum vertical clearance occurs at the outside edge of west exterior girder and ℄ Granger Road. Minimum vertical clearance for the initial construction of Br.No. 3R occurs at the outside edge of west exterior girder and ℄ Granger Road.



ELEVATION
Scale: 1" = 30'

* See Note A, sheet 2/24

H.N.T.B. BR.NO. 3L & R

HOWARD, NEEDLES, TAMMEN & BERGENDOFF
CONSULTING ENGINEERS
KANSAS CITY CLEVELAND NEW YORK

SITE PLAN

I-480 OVER GRANGER ROAD

BR.NO.CUY-480-2071 L & R — STA. 1116+96.95 TO STA. 1119+57.86 (℄ W.B. I-480)

CUYAHOGA COUNTY — OHIO

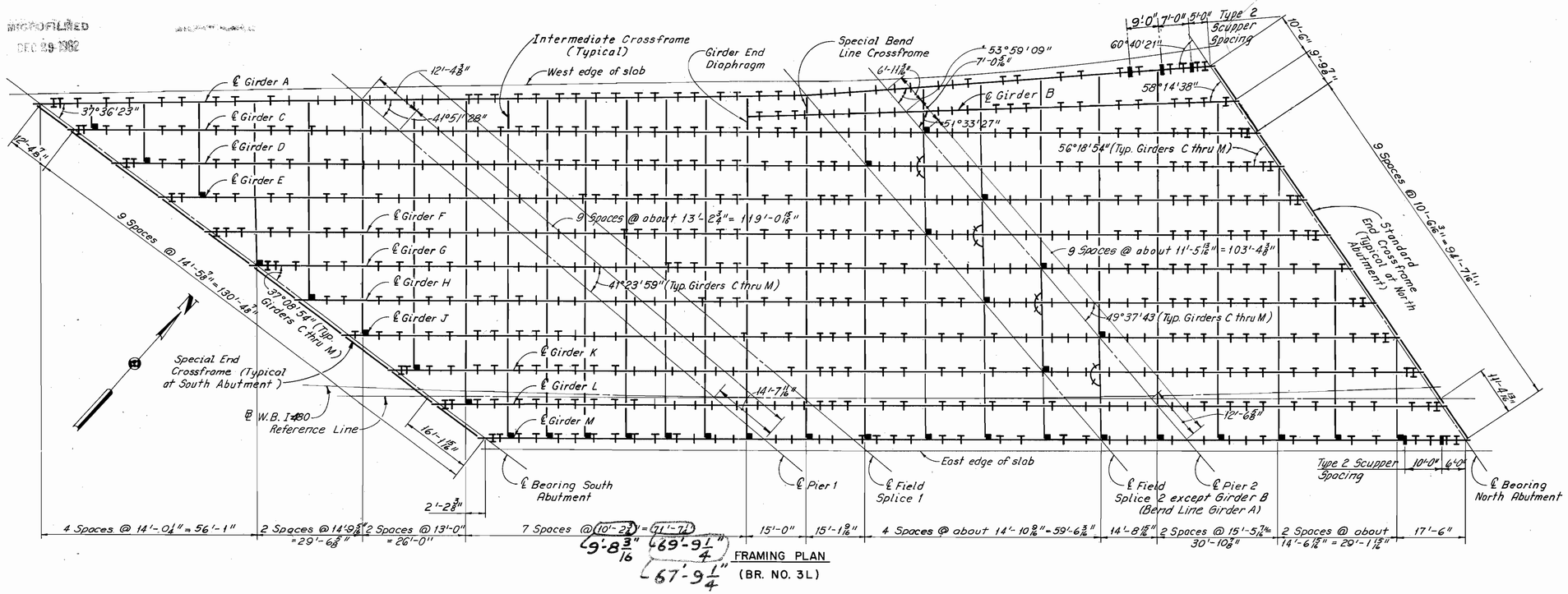
DRAWN LED	TRACED DLR	CHECKED K.Y.H.	REVIEWED	REVISED
DATE 5-28-66	DATE 6-10-68	DATE 6-6-70	DATE	SHEET 1/24

Rev. 2-10-76

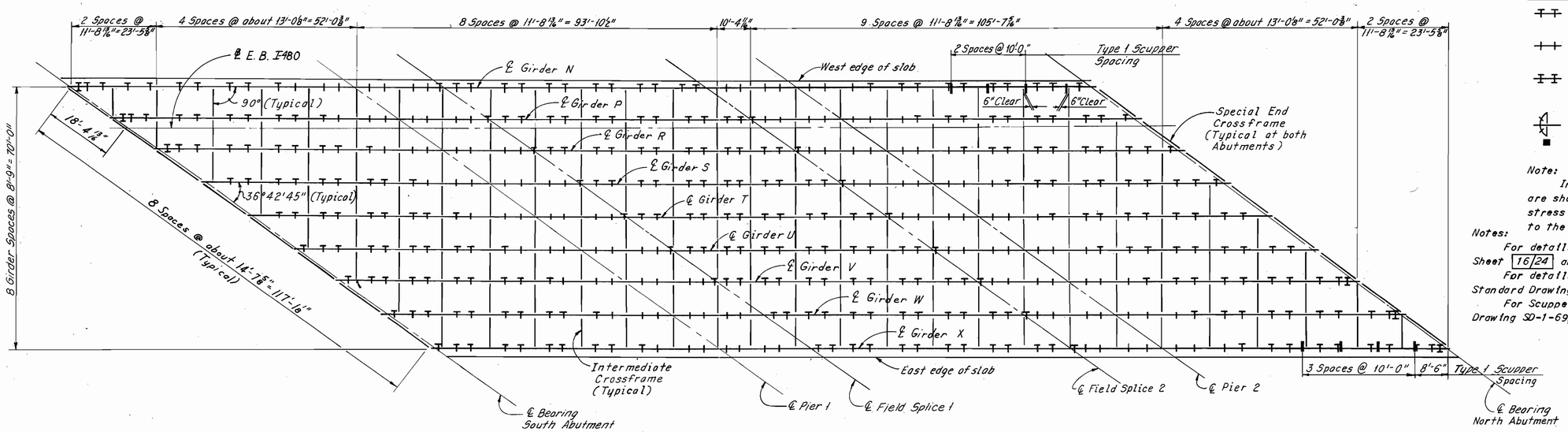
MICROFILMED
DEC 29 1982

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

CUYAHOGA COUNTY
CUY.-480-19.43



FRAMING PLAN
(BR. NO. 3L)



FRAMING PLAN
(BR. NO. 3R)

GIRDER NOTES:

The girders shall be fabricated to compensate or the effects of dead load deflections, vertical curvature and superelevation. The top of the girder webs shall parallel the profile of the roadway surface directly over the centerline of the girders.

Top and bottom flange plates are to be the same and shall be spliced at points shown on the girder elevation. The web plates may be shop spliced as required by available plate lengths. The location of shop web splices and the locations and details of any additional shop flange splices shall be submitted to the Director for approval prior to ordering of materials.

Intermediate stiffeners shall be placed as shown on the framing plan equally spaced between crossframes, or crossframes and bearing stiffeners, or crossframes and field splices, except the first two stiffener spaces from the abutments shall be one-half of this spacing. Intermediate stiffeners shall be placed at each field splice. Stiffeners shall be placed in pairs and shall have a tight fit with the tension flange and may have either a tight fit or be welded to the compression flange with a ¼" fillet weld.

Bearing stiffeners at piers and abutments shall be placed in pairs on all girders. Intermediate stiffeners and bearing stiffeners at piers shall be normal to the top flange. Bearing stiffeners at abutments shall be vertical.

All girder field splices shall be made with 1" ϕ high strength steel bolts. The bolts shall be placed with their heads on the outside face of the exterior girders and on the bottom of the flange plates.

The Contractor shall submit to the Director for approval three prints showing his proposed erection procedure.

LEGEND:

- Indicates intermediate stiffeners where the top flange is in compression.
- Indicates intermediate stiffeners where the bottom flange is in compression.
- Indicates intermediate stiffeners at one-half normal stiffener spacing and where the top flange is in compression.
- Indicates crossframe direction change.
- Indicates 90°.

Note:

Intermediate stiffeners located at crossframes are shown in the "Framing Plan" only where the flange stress changes from compression to tension adjacent to the crossframe.

Notes:

For details of crossframes and girder end diaphragm see Sheet 16/24 and Ohio Standard Drawing SD-1-69, Sheet 1 of 4.

For details of roadway end dam see Sheet GN-1 and Ohio Standard Drawing SD-1-69, Sheets 1 and 2 of 4.

For Scupper Details see Sheet 16/24 and Ohio Standard Drawing SD-1-69, Sheet 3 of 4.

H.N.T.B. BR. NO. 3L & R

HOWARD, NEEDLES, TAMMEN & BERGENDOFF
CONSULTING ENGINEERS
KANSAS CITY CLEVELAND NEW YORK

FRAMING PLAN

I-480 OVER GRANGER ROAD

BR. NO. CUY-480-2071 L & R — STA. 1116+96.95 TO STA. 1119+57.86 (℄ W.B. I-480)

CUYAHOGA COUNTY — OHIO

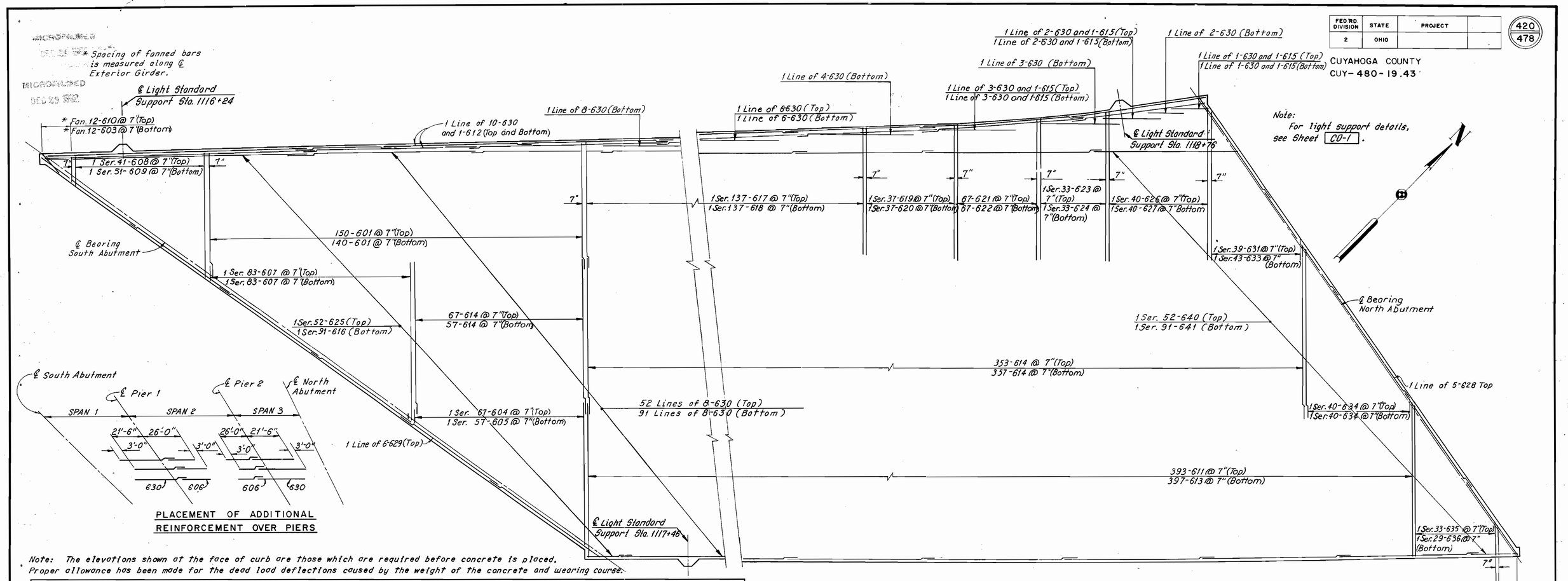
DRAWN LJW	TRACED CP	CHECKED KCB	REVIEWED	REVISED 3-18-76
DATE 7-8-69	DATE 7-15-69	DATE 8-4-69	DATE	SHEET 14/24

Revised 4-22-76

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

420
478

CUYAHOGA COUNTY
CUY-480-19.43



PLACEMENT OF ADDITIONAL REINFORCEMENT OVER PIERS

SLAB PLAN

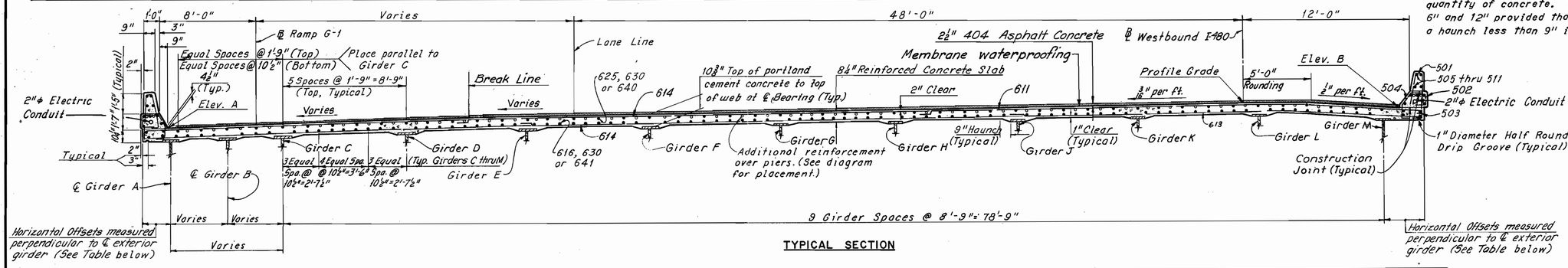
Note: All reinforcing bar marks shall be prefixed SL.

Note: The elevations shown at the face of curb are those which are required before concrete is placed. Proper allowance has been made for the dead load deflections caused by the weight of the concrete and wearing course.

TOP OF PORTLAND CEMENT CONCRETE ELEVATIONS AT GUTTER LINES

Elev.	Span 1					Span 2					Span 3				
	℄ Bearing South Abut.	1/4	1/2	3/4	℄ Pier 1	1/5	2/5	3/5	4/5	℄ Pier 2	1/4	1/2	3/4	℄ Bearing North Abut.
A	934.50	934.38	934.23	934.08	933.95	933.83	933.73	933.56	933.32	932.95	932.59	932.22	931.86	931.30
B	934.64	934.54	934.44	934.31	934.22	934.12	934.03	933.90	933.73	933.57	933.45	933.34	933.20	933.04

Note: A typical haunch width of 9" shall be used for computing quantity of concrete. However, the haunch width may vary between 6" and 12" provided that the slope shall be not more than 1:4 for a haunch less than 9" in width.



TYPICAL SECTION

Note: For Curb and Parapet Details see Sheet 19/24.

For subdrainage details, See Sheet CO-2
For Reinforcement Schedule, see Sheet 24/24.

H.N.T.B. BR. NO. 3 L & R

HOWARD, NEEDLES, TAMMEN & BERGENDOFF
CONSULTING ENGINEERS
KANSAS CITY CLEVELAND NEW YORK

SLAB PLAN - LEFT BRIDGE

I-480 OVER GRANGER ROAD

STA. 1116+96.95 TO STA. 1119+57.86 (℄ W.B. I-480)

BR. NO. CUY-480-2071 L & R

CUYAHOGA COUNTY OHIO

DRAWN LJW	TRACED GM	CHECKED WLB	REVIEWED	REVISED
DATE 7-23-60	DATE 7-30-60	DATE 8-24-60	DATE	SHEET 18/24

HORIZONTAL OFFSETS TO EDGE OF SLAB (One tenth points between Field Splice 2 and the Abutments)

Location	℄ Bearing South Abut.	.1	.2	.3	.4	.5	.6	.7	.8	.9	℄ Field Splice 2	.1	.2	.3	.4	.5	.6	.7	.8	.9	℄ Bearing North Abut.
℄ Girder A to West Edge of Slab	2'-6"	2'-6 1/16"	2'-6 7/16"	2'-7 3/16"	2'-8 1/4"	2'-9 3/8"	2'-11 3/8"	3'-1 7/16"	3'-3 15/16"	3'-6 3/16"	3'-9 3/8"	3'-3 1/16"	2'-9 3/16"	2'-4 1/16"	1'-11 15/16"	1'-8 1/4"	1'-6 3/16"	1'-7 15/16"	2'-1 1/16"	2'-9 11/16"	3'-9 7/8"
℄ Girder M to East Edge of Slab	2'-0 3/8"	2'-11 7/16"	3'-0 5/16"	3'-1 15/16"	3'-2 3/4"	3'-3 9/16"	3'-4 1/8"	3'-4 7/16"	3'-4 9/16"	3'-4 1/2"	3'-4 1/4"	3'-3 15/16"	3'-3 5/16"	3'-3 3/16"	3'-2 11/16"	3'-2 5/16"	3'-1 1/2"	3'-0 15/16"	3'-0"	2'-11 1/8"	2'-10 3/16"