R-F1 – Historic Resources Study (Continued)

HISTORIC AMERICAN BUILDINGS SURVEY

LINDBERGH FIELD AIR TERMINAL
(Terminal 1)

Location: 3225 North Harbor Dr., San Diego, San Diego County, California 92101

Present Owner/ Occupant: San Diego County Regional Airport Authority

Present Use: Airport terminal

Significance: The significance of the Lindbergh Field Air Terminal (referred to as Terminal 1 in this document) is identified as the year 1967, when the terminal building was completed and officially opened to the public.

Terminal 1 was constructed in 1967 as a Brutalist-style airport terminal with Futurist influences on the primary (south) façade and International influences on the north, west, and east façades. Terminal 1 is reflective of the modernization of Lindbergh Field during the commercial air traffic boom of the 1960s and 1970s and continues to be used as a large volume airport.

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PART I: HISTORICAL INFORMATION

A. Physical History

1. **Date of erection:** Terminal 1 was built in 1967. On March 5, 1967, the terminal became operational and was officially opened to the public. Terminal 1 was constructed in response to an increase in passengers traveling through Lindbergh Field. By 1964, approximately 1.4 million airline passengers passed through Lindbergh Field annually, despite the fact that the terminal had a capacity rating of only 500,000 per year. Although previous planners focused upon the possibility of relocating the airport, the San Diego City Council and the Harbor Commission ordered that plans be drawn for a new terminal in 1961.[1] The Federal Aviation Administration (FAA) allowed that Lindbergh Field could be used for all jet-powered aircraft in the foreseeable future. The firm of F.E. Young Construction Co. of San Diego began construction on the new terminal building in November 1965. By the

[1] *San Diego Union*, Road Problem Seen in Move of Terminal, San Diego, California (July 18, 1961).

end of the 1965 fiscal year, the total cost of the new terminal and ancillary facilities was close to $7 million.

2. **Architect:** In 1963, the Unified Port District selected Paderewski, Dean & Associates to design the "new city airport terminal to be located on Harbor Drive opposite Harbor Island."[2] Prior to designing Terminal 1, Paderewski, Dean & Associates specialized in schools, office buildings, high-rise apartments, and buildings for the Navy.[3] Paderewski, Dean & Associates were responsible for a number of construction designs in San Diego, including: the first school to utilize radiant heat in 1947; the first prefabricated plywood wall and roof panel system used in several schools; an all-glass elevator at the El Cortez Hotel in 1956; and the Buckminster Fuller-inspired geodesic dome on the Physical Education Building at Palomar College.[4] In designing the new airport terminal, Louis Dean, vice president of Paderewski, Dean & Associates, stated that they needed to "make the airport flexible, capable of expansion without limiting the aesthetic qualities."[5] Dean also acknowledged that as the airline passenger is usually in a hurry, loading zones, ticket counters, baggage claim, and parking must all be designed to facilitate maximum efficiency.[6]

3. **Original and subsequent owners, occupants, uses:** Terminal 1 was constructed under the ownership of the Unified Port District. On October 14, 2001, California Assembly Bill 93 established the San Diego County Regional Airport Authority (SDCRAA) as a local entity of regional government in charge of overseeing airport operations; the bill also required the SDCRAA to generate a comprehensive airport land use plan and submit a site selection for a future regional airport.[7] In December 2002, the SDCRAA Board conducted its first meeting, and on January 1, 2003, airport ownership and operations were transferred from the Unified Port District to the SDCRAA.[8] After the SDCRAA was formed, then-President/CEO Thella Bowens officially dropped the name "Lindbergh Field" in favor of the "San Diego International Airport" when applying for a new operating certificate from the FAA.[9] Terminal 1 has been used as an airport terminal since its date of construction.

4. **Builder, contractor, suppliers:** The firm of F.E. Young Construction Co. of San Diego began construction on Terminal 1 in November 1965, completing the building

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[2] *San Diego Union*, Local Briefs: Airport Terminal Planners Chosen, San Diego, California (October 9, 1963).
[3] *San Diego Union*, Realty Roundup: Year Ahead Looks Promising, San Diego, California (January 3, 1965).
[4] Modern San Diego, "C.J. 'Pat' Paderewski (1908-2007), Paderewski, Mitchell and Dean," http://www.modernsandiego.com/Paderewski.html (November 9, 2015).
[5] San Diego Unified Port District, Port of San Diego Unified Port District Annual Report, on file at the San Diego Historical Society Library and Manuscripts Collection, 1965-66.
[6] *San Diego Union*, Architect Achieves Art and Economy at Airport, San Diego, California (February 7, 1967).
[7] Katrina Pescador, Alan Renga, Pamela Gay, and the San Diego Air and Space Museum, *Images of Aviation: San Diego International Airport, Lindbergh Field*, Arcadia Publishing, Charleston, South Carolina, 2012.
[8] Katrina Pescador, Alan Renga, Pamela Gay, and the San Diego Air and Space Museum, *Images of Aviation: San Diego International Airport, Lindbergh Field*, 114.
[9] San Diego International Airport, "San Diego County Regional Airport Authority," http://www.san.org/ (November 9, 2017).

in 1967. San Diego Consolidated Company provided concrete services. Radford Overhead Doors supplied doors for the new facility.[10]

5. **Original plans and construction:** Original plans for Terminal 1, which were approved on August 23, 1965, were drawn by C.J. Paderewski and Louis Dean. Dean, vice president of Paderewski, Dean & Associates, stated that "[t]he only thing certain about the air travel picture is change,"[11] and the design of Terminal 1 "took its artistic cues from the needs of the air traveling public and the flat topography of San Diego's tidelands."[12] It was decided that the airport needed to be "flexible, capable of expansion without limiting the aesthetic qualities,"[13] and Dean acknowledged that as the airline passenger is usually in a hurry, loading zones, ticket counters, baggage claim, and parking all needed to be designed to facilitate maximum efficiency.[14] The traveler's experience was described in the *San Diego Union* as:

> … utilizing the spacious ticket counters of the airlines [passengers] move directly out of the passenger concourse closest to the counter. They go directly into the waiting room of individual airlines. A small, closed-in landscaped area is centered in each concourse corridor, and in the spacious rotunda, which is composed of the waiting rooms and operational areas.[15]

The firm of F.E. Young Construction Co. of San Diego began construction on Terminal 1 in November 1965, and by the end of the 1965 fiscal year, the total cost of the new terminal and ancillary facilities was close to $7 million. Construction of Terminal 1 was completed in 1967 and was almost 400 percent larger than the original 1951 terminal, with a 36,000-square-foot lobby, 300 seats for waiting passengers, an 8,000-square-foot baggage claim area, and 1,450 new parking spaces. The walking distance from the parking lots to the ticket counters was also reduced from 750' to 400', and from the unloading curbs to the ticket counters from 100' to 45'.[16]

When originally constructed, Terminal 1 was comprised of a crescent-shaped portion positioned on an east-west axis, with two wings that formed separate concourses and terminated at two identical, single-story rotundas. The exterior walls on the primary (south) façade were comprised of floor-to-ceiling, 1/4" gray glass windows infilled by sealed, sandblast-finished, concrete panels. The primary (south) façade of Terminal 1 provided public access under a wide concrete overhang supported by eighteen evenly spaced, poured-concrete columns. The columns tapered toward the top where they

[10] *San Diego Union,* Terminal Facility to be Dedicated, San Diego, California (February 7, 1967).
[11] San Diego Unified Port District, Port of San Diego Unified Port District Annual Report, 1965-66:15.
[12] *San Diego Union,* Architect Achieves Art and Economy at Airport, X-8.
[13] San Diego Unified Port District, Port of San Diego Unified Port District Annual Report, 1965-66:15.
[14] *San Diego Union,* Architect Achieves Art and Economy at Airport, X-8.
[15] *San Diego Union,* Terminal Facility to be Dedicated, X-18.
[16] San Diego Unified Port District, Port of San Diego Unified Port District Annual Report, on file at the San Diego Historical Society Library and Manuscripts Collection, 1966-67.

reached their narrowest point and revealed structural steel.

The concrete ceiling featured a deeply coffered waffle-slab roof system that exhibited curved, concave, square indentations that extended from the main structure past the roof overhang. The coffered indentations on the cantilevered roof overhang were evenly spaced and created a repetitive pattern. Walls on the north, west, and east exterior façades, as well as the concourses and rotundas, were composed of concrete block. A cantilevered overhang with a sandblast-finished concrete fascia was present along the roofline on the north, west, and east façades.

Doors at the main entrances on the south façade consisted of aluminum-framed, fixed, sliding glass doors with 1/4" gray plate glass. These doors measured 7'-1-1/2" wide and 7' tall. Doors on the north, east, and west façades included: aluminum-framed, sliding, double glass doors with 1/4" tempered glass; aluminum-framed, double glass doors with push bars; aluminum-framed, single glass doors with push bars; steel-framed, plastic laminate, mineral core doors; sets of steel-framed, plastic laminate, mineral core, double doors; steel-framed, steel roll-up doors; steel-framed, plastic laminate doors with sheet glass vision panel inserts; bi-folding, steel-framed wooden doors; and sets of double, steel-framed, plastic laminate doors with sheet glass vision panel inserts.

6. **Alterations and additions:** A site plan has been provided in Part III-F that color-codes all original and modified portions of Terminal 1. In addition, due to the extensive modifications, all portions of the building have also been assigned a letter designation (*i.e.*, A, B, C, etc.), which will be used in all further discussion.

   The only modifications made to the primary (south) façade of Section A since its construction in 1967 include those on the east and central portions of the building. In 1997, Section B, a smooth concrete and metal sky bridge, which was designed by SGPA Architecture and Planning (SGPA), was constructed off of a new two-story rectangular structure on the central portion of the primary (south) façade of Section A to allow pedestrians easy access to a parking area across the street on the south side of the passenger loading zone. According to building plans, additional modifications were made to the roadway system, bridges, and traffic right-of-ways immediately in front of Terminals 1 and 2 in 1997, and the original, single band of clerestory windows at the southeast façade of Terminal 1 was removed and replaced with a glass wall of fixed-pane windows with metal trim in 2005. The architect for the 2005 modifications was Pierce Goodwin Alexander & Linville of Los Angeles, California.

   The east, north, and west façades of Terminal 1 are generally closed to the public. Since the building's completion in 1967, several modifications have been made to these façades.

   In 1971, both sections G and J were added to Section A. Section J, a two-story addition, was constructed on the east façade of the Section A east concourse wing,

between Section I and the north façade of the Section A terminal building. Section J provided more airline baggage handling space and office space. Section G was constructed on the north façade of Section A, east of an original 1967 projecting bay, to house baggage facilities.

Section H, a second story, was added to the Section A east concourse wing in 1982, which allowed passengers to board the wide-bodied aircraft through convenient jet bridges, provided a larger waiting/seating area, expanded the baggage area, created a second-story office space, and enclosed the west rotunda portion of the wing.[17] Also in 1982, Section D, a two-story baggage service and office space addition, was constructed on the westernmost section of the north façade of Section A, which features five open bays that lead to baggage facilities. According to building plans, these additions were designed by the firm of Paderewski, Dean, Albrecht, Stevenson Architects in 1980 with structural engineers Blaylock-Willis & Associates.

In 1990, Section E, a 25,000-square-foot, second-story addition was added to the Section A west concourse wing that included eight passenger loading bridges, improvements for Gates 11 through 18, the location for the USAir Club, and a 4,100-square-foot lounge area for USAir passengers. On the building plans, the Section E addition was titled the "USAir Addition to West Rotunda," drawn by architects Richard Z. Albrecht and Melvin L. Ford of Paderewski, Dean, Albrecht, Stevenson Architects.

Section F, a single-story addition, was constructed on the north façade of Section A, immediately east of the Section A west concourse wing ca. 1994-97.

Constructed ca. 2000-01, Section C, a connector wing, was built on the west façade of Section A, which extends from Terminal 1 to Terminal 2 East and contains a covered walkway and two international gates.

Section K, a rectangular addition, was constructed on the easternmost corner of Section A as the location of Gates 1 and 2 in 2005. According to building plans, Section K was designed by Pierce Goodwin Alexander & Linville.

Ca. 2006-07, Section I, a large, rectangular, open-air baggage canopy, was constructed along the east façade of the Section A east concourse wing, terminating at the rotunda.

Section L, Gate 1A, was constructed east of Section A in 2008 as a rectangular, concrete block addition. This addition is connected to the east façade of Section A by a narrow passageway also made of concrete block. The plans for Section L were drawn by Architectural Alliance International with contractor Marcotte + Hearne Builders, Inc.

[17] San Diego Unified Port District, *The History and Development of Lindbergh Field, San Diego's International Airport,* San Diego Unified Port District, San Diego, 1991.

B. Historical Context

Around the 1960s, national news magazines were publishing articles calling San Diego a "bust" town with no growth potential. The California state legislature proposed an act that would create a San Diego Unified Port District, which, upon approval, would require five cities (National City, Chula Vista, Imperial Beach, Coronado, and San Diego) within the new district to turn over their tidelands to a new Board of Port Commissioners for development. The measure passed by a majority in all cities except Coronado, but despite their vote, the Unified Port District was created and a development plan for the waterfront was underway.[18]

One of the most pressing issues for the Unified Port District to address was the future of Lindbergh Field. By 1964, approximately 1.4 million airline passengers passed through Lindbergh Field annually, despite the fact that the terminal had a capacity rating of only 500,000 per year. In response, the Unified Port District board passed a development plan that allotted a $4.7 million bond for the construction of a new passenger terminal and associated facilities at Lindbergh Field. Port of San Diego planners conceived a new terminal design that could handle the growth potential beyond two million passengers per year.[19] This time, the Federal Aviation Administration allowed that Lindbergh Field could be used for all jet-powered aircraft in the foreseeable future and construction of Terminal 1 began in 1965.

On February 8, 1967, then-California Governor Ronald Reagan was the first passenger to land at Terminal 1 at Lindbergh Field, where he then delivered the dedicatory address.[20] The terminal was officially opened to the public and became operational on March 5, 1967. *The San Diego Union* described Terminal 1 as possessing "beauty, utility and convenience."[21]

The new terminal served 801,212 passengers in the remaining four months of the fiscal year; through the entire fiscal year, the 1951 terminal (former Ryan Aeronautical Administration building) and the new Terminal 1 served a total of 2,177,110 passengers, handled 5,384 tons of air freight, and saw a 22.9 percent increase in air mail.[22] This was quadruple the number of passengers in 1956, indicating a growth rate for air travel in San Diego that was above the national average. However, this soon proved to be problematic, as Terminal 1 rapidly became unable to handle the growing volume of passengers. The 1951 terminal had been razed, which put additional pressure on Terminal 1. Between 1967 and 1968, 2,719,584 passengers traveled through Lindbergh Field, and the Unified Port District anticipated the number to increase to over 3 million the following year.

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[18] Richard F. Pourade, *City of the Dream*, The History of San Diego Volume 7, Union-Tribune Publishing Company, San Diego, 1977.
[19] San Diego Unified Port District, Port of San Diego Unified Port District Annual Report, on file at the San Diego Historical Society Library and Manuscripts Collection, 1964-65.
[20] San Diego Unified Port District, Port of San Diego Unified Port District Annual Report, 1966-67:99.
[21] *San Diego Union,* Air Terminal Previewed, San Diego, California (February 7, 1967).
[22] San Diego Unified Port District, Port of San Diego Unified Port District Annual Report, 1966-67.

PART II: ARCHITECTURAL INFORMATION

A. General Statement

1. **Architectural character:** Terminal 1 exhibits two different architectural styles. The primary (south) façade of Section A exhibits traits of the Brutalist architectural style with Futurist influences and the east, north, and west façades (Sections A through L) exhibit traits of the International architectural style. Because over 90 percent of the east, north, and west façades have been modified, only the western 3/4 of the south façade retains its original architecture character.

   According to the San Diego Modernism Historic Context Statement[23], primary character-defining features of Brutalism that the primary (south) façade of Section A possesses include: an exposed and expressive structural system, including "Jetsons"-esque supports, which are also a Primary character-defining feature of the Futurist architectural style; monumental massing; and angular and rectilinear forms. The use of angular shapes is also a Primary character-defining feature of the Futurist architectural style, which blends seamlessly with the Brutalist style of Terminal 1.

   Secondary character-defining features of Brutalism that the primary (south) façade of Section A possesses include: repetitive patterns and international avoidance of traditional elements or ornament.

   The primary (south) façade of Section A has been minimally altered and still reflects the distinctive characteristics of Brutalism and Futurism that it originally exhibited in 1967. According to the San Diego Modernism Historic Context Statement[24], Brutalist-style buildings are rare in San Diego, but modifications that have significantly altered or obscured any character-defining features may render a building ineligible for designation. Modifications made to the primary (south) façade of Section A, however, have not significantly altered or obscured the character-defining features of the original Brutalist style.

   The only major alterations made to the primary (south) façade of Section A include the sky bridge and the vinyl ceiling soffit along the coffered concrete overhang. Section B (the sky bridge) connects Section A via a two-story structure, which is referred to as the receptor (see Section B on attached site plan), and allows passengers easy access to the parking pavilion portion of the bridge across the street; however, Section B does not mask the Brutalist or Futurist elements of the primary (south) façade of Section A. Similarly, the introduction of vinyl soffit in the coffered concrete overhang detracts from, but does not completely change, the nature of this façade of Section A.

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[23] City of San Diego, *San Diego Modernism Historic Context Statement*, submitted to the State of California Office of Historic Preservation, 2007.
[24] City of San Diego, *San Diego Modernism Historic Context Statement*, 2007.

2. **Condition of fabric:** Terminal 1 has been well maintained and is in good condition. No deterioration or weathering of any exterior or interior portions is visible.

B. Description of Exterior

1. **Overall dimensions:** Terminal 1 is comprised of the crescent-shaped portion of Section A, which is positioned on an east-west axis, with two wings that form separate concourses and terminate at two identical rotundas. When built, Terminal 1 was almost 400 percent larger than the 1951 terminal that it was meant to replace, and included a 36,000-square-foot lobby, an 8,000-square-foot baggage claim area, and 1,450 new parking spaces.[25] Since the building's completion in 1967, the east, north, and west façades of the terminal have gone through several modifications/additions (Sections C through L) that have increased the overall square footage of the building and modified the exterior appearance. The construction of a second story on both the Section A west and east concourse wings (Sections E and H) has also altered the overall massing of the building. Although Terminal 1 is only two stories tall, it was specifically designed to accommodate large jet engine aircraft with an expansive, 1,039' x 450' horizontal footprint

2. **Foundations:** Terminal 1 was constructed on artificial fill created by the dredging of San Diego Bay. According to building plans, the maximum soil pressure at grade was measured at 3,000 P.S.F. Three different types of concrete spread footings were placed 40 feet apart and the foundation includes a moisture barrier and 4" concrete slab-on-grade.

3. **Walls:** The exterior walls on the primary (south) façade of Section A are comprised of floor-to-ceiling windows and 8", tan, smooth-face, concrete block bricks laid in courses. To the west, the south façade of Section C consists of poured concrete on the first floor and a covered walkway covered in metal and glass panels. Immediately north of Section C is an additional portion of the original 1967 Section A that also features concrete block and sandblast-finished, poured concrete.

   The walls of Section B consist of glass fiber-reinforced concrete (GFRC) panels, a perforated metal screen system, and exposed structural framing. According to building plans, Section B is painted "PPG Duranar XL Silver Gray UC50958."

   The walls of Section D feature 8", tan, smooth-face, concrete block walls laid in courses with a coffered concrete overhang. The north façade of Section D features five open bays and evenly spaced, rectangular, fixed-pane windows that run the length of the second story.

   The first story of the Section A west concourse wing is a mix of 8", tan, smooth-face concrete block laid in courses and smooth stucco and the upper story is smooth stucco. Section E also features a mix of concrete block and smooth stucco. A

[25] *San Diego Union,* Architect Achieves Art and Economy at Airport, X-8.

sandblast-finished, concrete band separates the two stories and transitions into a coffered overhang on the rotunda portion of the wing. Most of Section E also exhibits a coffered concrete overhang, except in the areas around the eight gates, which were built out to accommodate the jet bridges added in the 1980s.

The exterior of Section F is concrete and features a wall of fixed-pane windows that are inset in sandblast-finished concrete. Immediately east of Section F is an original 1967 projecting bay (Section A) that once housed the Interstate Hosts Restaurant[26], which exhibits 8", tan, smooth-face concrete block walls laid in courses, a row of fixed-pane windows, and a coffered concrete overhang that matches the overhang on the primary (south) façade of Section A.

Section G is constructed of 8", tan, smooth-face concrete block laid in courses. The baggage facilities addition features two wide openings: one on the west side and one on the east side. Immediately east is the west façade first story of the Section A east concourse wing, which is a mix of concrete block on the first story and smooth stucco on the second. The floors are separated by a sandblast-finished concrete band. The concrete band at the top of the first story extends into a coffered overhang only on the rotunda portion of the wing. Section H features the same mix of concrete block and smooth stucco with a coffered concrete overhang, except in areas around the eight gates, which were built out to accommodate the jet bridges.

The east façade of the Section A east concourse wing, before the wing terminates at the rotunda, is comprised of: Section J, which exhibits 8", tan, smooth-face concrete block walls with a sandblast finish; Section I, which exhibits unadorned, square, concrete supports and smooth stucco walls; an original portion of the 1967 Section A terminal building, which exhibits the original 8", tan, smooth-face concrete block and has no windows; and Section K, which exhibits 8", tan, smooth-face concrete block walls and metal panels.

Section L, located off the east façade of Section A, is comprised of 8", tan, smooth-face concrete block walls laid in courses. Section L is connected to Section A by a narrow passageway also made of concrete block.

4. **Structural system, framing:** The southern portion of the Section A roof is primarily supported by precast concrete columns spaced at 40' intervals. The precast concrete surrounds 8" x 8' “double extra strong pipe” with 3/4" x 3" welded head studs. According to building plans, additional supports throughout the interior of the building include square concrete columns that measure 6", 12", and 24". Load-bearing walls are composed of 8" concrete block with wire ladder mesh at alternating courses. The load-bearing walls are connected to concrete columns on either end via dowels that are inserted into the wall and column. Non-load-bearing walls are affixed at the top to horizontal concrete beams via 4-1/2" studs welded to 3" pipes inside the walls. The roof is composed of a concrete waffle-slab system. Metal bars extend

[26] *San Diego Union,* Architect Achieves Art and Economy at Airport, X-8.

from the concrete beams and columns vertically into the 8"-wide concrete roof ribs of the waffle-slab roof. The voids in the roof system were created using 30" Sonovoid concrete void forms. Additions utilize similar framing and structural systems for the load-bearing walls.

5. Openings:

a. Doorways and doors: Doors at the main entrances on the primary (south) façade of Section A consist of aluminum-framed, fixed, sliding glass doors with 1/4" gray plate glass. These doors measure 7'-1-1/2" wide and 7' tall. Doors on the north, east, and west façades of Terminal 1 include: aluminum-framed, sliding, double glass doors with 1/4" tempered glass; aluminum-framed, double glass doors with push bars; aluminum-framed, single glass doors with push bars; steel-framed, plastic laminate, mineral core doors; sets of steel-framed, plastic laminate, mineral core, double doors; steel-framed, steel roll-up doors; steel-framed, plastic laminate doors with sheet glass vision panel inserts; bi-folding, steel-framed wooden doors; and sets of double, steel-framed, plastic laminate doors with sheet glass vision panel inserts. See Sheets 61 through 66 of the San Diego International Air Terminal Plans in Part III-A for original door details and locations.

Doors were added to Sections D and H in 1982 and include: anodized, aluminum-framed, single and double glass doors with glass transom panels above; single and double wood doors finished in plastic laminate with vision panel inserts and steel, enamel-finished framing; single and double wood doors finished in plastic laminate with steel, enamel-finished framing; metal double doors with enamel finish and steel, enamel-finished framing; metal roll-top doors with enamel finish and steel, enamel-finished framing; and metal roll-top doors with enamel finish, vision panel inserts, and enamel-finished framing. See Sheets A-7 and A-8 of the Additions to East Terminal Plans in Part III-A for door details and locations.

Doors were added to Section E in 1990 and include: anodized, aluminum-framed, single and double glass doors with glass transom panels above; single and double wood doors finished in plastic laminate with vision panel inserts and steel, enamel-finished framing; single and double wood doors finished in plastic laminate with steel, enamel-finished framing; and metal double doors with enamel finish and steel, enamel-finished framing. See Sheets A-25 and A-26 of the USAir Additions to West Rotunda Plans in Part III-A for door details and locations.

Doors installed in Section K in 2005 include: single and double, painted, hollow metal doors with hollow metal framing; aluminum-framed, sliding glass doors; aluminum sliding security grilles; stainless steel gate doors; and hollow metal, alarmed, egress doors with hollow metal frames and a glass

sidelight and transom. See Sheet 12 of the Terminal 1 East Upgrades Gates 1 & 2 Conversion Plans in Part III-A for a door schedule.

Doors installed in Section L in 2008 include: flush, hollow metal doors with hollow metal frames; and aluminum, medium stile doors with hollow metal frames. See Sheet 17 of the Gate 1A Reconfiguration Plans in Part III-A for a door schedule.

b. Windows and shutters: According to building plans, in 2005, the original, single band of windows on the primary (south) façade of Section A was removed and replaced with a glass wall of fixed-pane windows with metal trim and shaded panes. The remainder of the primary (south) façade of Section A exhibits original, aluminum-framed, floor-to-ceiling windows that are flush with the building and projecting bays of trapezoidal, floor-to-ceiling windows. All original windows on the south façade exhibit 1/4" gray glass. The west façade of Section A and the original 1967 projecting bay on the north façade of Section A also include fixed-pane, aluminum-framed windows.

Section B exhibits half-height, Pilkington clear glass along the entire length of the pedestrian bridge at the railings. The top half of the “window” openings along the bridge are open. The same glass is present in the openings of the pavilion (south) and receptor (north) portions of Section B.

Section C, the west and north façades of Section D, the first and second (Section E) stories of the Section A west concourse wing, Section F, the west façade first story and the second story (Section H) of the Section A east concourse wing, Section J, Section K, and the north façade of Section L all possess fixed-pane, metal-framed windows.

6. Roof:

a. Shape, covering: Section A has an irregular-shaped footprint, a flat roof, and is comprised of a main crescent-shaped portion with two concourse wings that project off the eastern and western portions of the north façade. The crescent-shaped portion of Section A is positioned on an east-west axis. The two wings form separate concourses that each terminate at two identical rotundas. The primary (south) façade of Section A provides public access to the terminal under a wide overhang supported by eighteen evenly spaced, poured-concrete columns. The columns taper toward the top where they reach their narrowest point and reveal structural steel. When constructed, the wide overhang was entirely comprised of concrete. The concrete ceiling features a coffered waffle-slab roof system that exhibits curved, concave, square indentations that extend from the main structure past the roof overhang. The coffered indentations on the cantilevered roof overhang are evenly spaced and

create a repetitive pattern. The cantilevered concrete slab roof sits at a 90-degree angle. At an unknown date, vinyl soffit was installed on the underside of the cantilevered overhang on the primary (south) façade of Section A, alternating with sections of the curved, concave, square indentations. The overhang currently features a mixture of vinyl and concrete.

Both Sections I and J exhibit flat concrete roofs. Immediately east of Section J is an original portion of the 1967 Section A terminal building. This section is rectangular and features a concrete roof overhang.

C. Description of Interior

1. **Floor plans:** The interior of the building is primarily a large public concourse area in the southern portion of the building with a two-story ceiling, and two smaller concourses that extend to the northeast (Section E) and northwest (Section H), terminating in circular rotundas. The public concourses include waiting areas and access to the jet bridges. Smaller rooms that are utilized as staff offices are located on the first floor along the perimeters of Sections E and H, as well as in the northeast and northwest portions of Section A. Sections K and L are located on the eastern end of Section A and include small gates with waiting areas. All other sections of the building are used for office space or baggage handling and are not open to the public.

2. **Stairways:** A total of eight staircases and eight reversible escalators are located inside of Terminal 1. Inside the two-story structure that connects Section B to Section A is a stairway flanked by two sets of escalators, which allow access to and from the ground-level public concourse to the two-story pedestrian overpass (Section B).

   Inside the Section A east concourse wing leading from the ground-level public concourse to the second story of the rotunda (Section E) are two escalators leading upstairs flanked by three stairways: one in the middle and one on either side of the escalators.

   Inside the Section A west concourse wing leading from the ground-level public concourse to the second story of the rotunda (Section H) are four reversible escalators with a stairway located on either side.

   Two additional stairways are located in both the western and eastern portions of the terminal that allow restricted access from the lower level to the east and west ends of the second story.

3. **Flooring:** The Terminal 1 public concourse floors are primarily covered with grey- and white-based epoxy terrazzo panels separated by 1/8" stainless steel divider strips. Some concession and vendor spaces are floored with 8" x 8" (or greater) smooth porcelain tiles with dark brown epoxy grout. Passenger holding areas are floored

with a mixture of terrazzo and grey-based, multi-color-accented, broadloom Lees Commercial Carpet Tiles, pattern T-74488-TB, textured patterned loop. These materials, however, are not original to Terminal 1 and were updated circa 2003.

4. **Wall and ceiling finish:** Interior walls consist of sealed concrete or drywall and plaster. Most walls possess wainscoting of stainless steel panels with no trim or composite panels with a stainless steel base and corner/edge profile trim. Walls enclosing the escalator housings are clad in stainless steel panels. The restroom walls are covered in porcelain tile. Two 10" stacked tiles, which create a stone wall base, are found on the walls clad in tile, but have no wainscot. A 6" Black Cambrian Granite Base is found in all other areas where a stacked tile base or wainscoting are not used. Carpet and vinyl wall bases are found in restricted access areas.

   The ceilings of Sections E and H, the restrooms, the baggage claim area, and the eastern end of the terminal near Gates 1, 1A, and 2 consist of an aluminum-framed drop ceiling with fiberboard tiles. Plaster-clad drywall encases support beams that run between square or round, stainless steel or vinyl-covered support columns. The ceiling of the two-story, public concourse matches the ceiling on the exterior of the primary (south) façade of Section A and includes an exposed concrete waffle-slab and a vinyl soffit. Aluminum paneling is found on the ceiling of Section B.

5. **Openings:**

   a. **Doorways and doors:** Few doors are found on the interior of Terminal 1. Most interior doors are hollow metal with metal framing and lead to restricted areas. Hollow metal doors located in high traffic areas exhibit 18"-tall, stainless steel kick plates with hidden fasteners. On the north wall of the baggage claim area are aluminum-framed, sliding, double doors with four thick, opaque glass insets per door. Stainless steel or hollow metal boarding bridge portal doors lead to the jet bridges at each gate. Restroom stall doors are made of stainless steel.

   b. **Windows:** The only interior windows within Terminal 1 are located in the vendor spaces and public baggage offices. These windows are metal-framed and allow the public to view display items or office interiors from the public concourses.

6. **Decorative features and trim:** The exposed concrete, waffle-slab ceiling and exposed concrete and metal, tapered, “Jetsons”-esque-style pillars, like those found along the exterior south façade of Section A, are also located inside the public concourse. These elements are original to the building. A non-original art installation titled “Signalscape” was installed across the entryway to the baggage claim area in 2011. “Signalscape” was designed by Miki Iwasaki and consists of sixteen panels of thirty-seven boxes that illuminate depending upon the movement of

passengers passing below.[27]

7. **Hardware:** The architectural as-built plans do not provide information about the hardware used in the construction of Terminal 1. No notable original hardware was observed during the interior survey.

8. **Mechanical equipment:**

    a. **Heating, air conditioning, ventilation:** Terminal 1 is equipped with forced central air heating and cooling ducts. Two centrifugal chillers, two chilled water pumps, two condenser water pumps, and one cooling tower can be seen on Sheets M-14 and M-15, two hot water pumps and two hot water boilers can be seen on Sheet M-15, and the complete schedule of mechanical equipment can be found on Sheet M-1 of the original building plans in Part III-A.

    b. **Lighting:** The majority of the lighting within Terminal 1 consists of recessed fluorescent and incandescent light fixtures, with some pendant- and surface-mounted fluorescent light fixtures within the east and west rotundas and the public restroom facilities. Fluorescent striplighting is present in the westernmost and easternmost portions of Section A.

    Lighting installed within Section L consists of Lithonia Gotham Series recessed lighting and Lightolier Quantum Series surface lighting. See Sheet 39 of the Gate 1A Reconfiguration Plans in Part III-A for lighting details and locations.

    c. **Plumbing:** When originally constructed, Terminal 1 contained 14 restrooms within Section A: three in the main public concourse area; two small, single-stall restrooms in the very westernmost portion; one small, single restroom with one toilet and one sink in the center of the eastern arm; two large, multi-stall restrooms with multiple fixtures in the central portion of the eastern arm; two multi-stall restrooms on either side of the areas where both the east and west concourse wings and rotundas connect; and two within the east and west concourse wings. In 1982, one pair of restrooms was added in the west end of the first floor of Section D and another pair was added in the central portion of the second floor of Section D. Also in 1982, one restroom was added to either side of the stairs/escalators on the second floor of Section H, where the east concourse wing meets the east rotunda. In 1990, one restroom was added to either side of the stairs/escalators on the second floor of Section E where the west concourse wing meets the west rotunda. Various sizes of piping are used throughout the terminal. One gas and three electric water heaters are present. A sump pump and pit system are located in both the west concourse wing and the east concourse wing, below the ramps that connect to the

[27] James Chute, San Diego's airport gets serious about art, *The San Diego Union-Tribune,* San Diego, California (November 26, 2011).

rotundas. The pit is three feet deep and is covered by a 20" x 20" Alhambra A-2012 heavy traffic grating and a 20" by 20" Alhambra A-2017 heavy traffic cover, with an automatic external liquid level control switch. See Sheet P-12 of the San Diego International Air Terminal, Lindbergh Field Plans in Part III-A for a detailed view of the sump pump and pit.

9. **Original furnishings:** None of the furnishings inside Terminal 1 are original and were updated in the early 2000s.

D. Site

1. **Historic landscape design:** There is no historic landscaping associated with Terminal 1. Original landscaping was located in the rotundas and within the main concourse; however, these interior landscaping features were removed during the various improvements that Terminal 1 has been subjected to since its construction. Landscaping located within the parking lots and medians was added during the 2010 upgrades to the parking area.

PART III: SOURCES OF INFORMATION

A. Architectural drawings:

1. **San Diego International Air Terminal, Lindbergh Field: Door Schedule, Paderewski, Dean & Associates (Sheet 61, Drawing No. 704, August 23, 1965)**
2. **San Diego International Air Terminal, Lindbergh Field: Door Schedule, Paderewski, Dean & Associates (Sheet 62, Drawing No. 704, August 23, 1965)**
3. **San Diego International Air Terminal, Lindbergh Field: Door and Window Details, Paderewski, Dean & Associates (Sheet 63, Drawing No. 704, August 23, 1965)**
4. **San Diego International Air Terminal, Lindbergh Field: Door and Window Details, Paderewski, Dean & Associates (Sheet 64, Drawing No. 704, August 23, 1965)**
5. **San Diego International Air Terminal, Lindbergh Field: Door and Window Details, Paderewski, Dean & Associates (Sheet 65, Drawing No. 704, August 23, 1965)**
6. **San Diego International Air Terminal, Lindbergh Field: Door Details, Paderewski, Dean & Associates (Sheet 66, Drawing No. 704, August 23, 1965)**
7. **San Diego International Air Terminal, Lindbergh Field: Mechanical Equipment Schedule, Paderewski, Dean & Associates (Sheet M-1, Drawing No. 704, August 23, 1965)**
8. **San Diego International Air Terminal, Lindbergh Field: Ground Floor Mechanical Room – Plan & Sections, Paderewski, Dean & Associates (Sheet M-14, Drawing No. 704, August 23, 1965)**
9. **San Diego International Air Terminal, Lindbergh Field: Upper Mechanical Rooms – Plans & Sections, Paderewski, Dean & Associates (Sheet M-15,**

Drawing No. 704, August 23, 1965)

10. **San Diego International Air Terminal, Lindbergh Field: Plumbing Floor Plan – Part A, Paderewski, Dean & Associates (Sheet P-2, Drawing No. 704, August 23, 1965)**
11. **San Diego International Air Terminal, Lindbergh Field: Plumbing Floor Plan – Part "C," Paderewski, Dean & Associates (Sheet P-3, Drawing No. 704, August 23, 1965)**
12. **San Diego International Air Terminal, Lindbergh Field: Plumbing Floor Plan – Part "D," Paderewski, Dean & Associates (Sheet P-4, Drawing No. 704, August 23, 1965)**
13. **San Diego International Air Terminal, Lindbergh Field: Plumbing Floor Plan – Part "F," Paderewski, Dean & Associates (Sheet P-6, Drawing No. 704, August 23, 1965)**
14. **San Diego International Air Terminal, Lindbergh Field: Plumbing Floor Plan – Part B, Paderewski, Dean & Associates (Sheet P-7, Drawing No. 704, August 23, 1965)**
15. **San Diego International Air Terminal, Lindbergh Field: Plumbing Floor Plan – Part G, Paderewski, Dean & Associates (Sheet P-8, Drawing No. 704, August 23, 1965)**
16. **San Diego International Air Terminal, Lindbergh Field: Toilet Rooms – 1/4" Floor Plan, Paderewski, Dean & Associates (Sheet P-9, Drawing No. 704, August 23, 1965)**
17. **San Diego International Air Terminal, Lindbergh Field: Toilet Rooms – 1/4" Floor Plan, Paderewski, Dean & Associates (Sheet P-10, Drawing No. 704, August 23, 1965)**
18. **San Diego International Air Terminal, Lindbergh Field: Legend and Fixture Schedule, Paderewski, Dean & Associates (Sheet P-11, Drawing No. 704, August 23, 1965)**
19. **San Diego International Air Terminal, Lindbergh Field: Plumbing Details, Paderewski, Dean & Associates (Sheet P-12, Drawing No. 704, August 23, 1965)**
20. **San Diego International Air Terminal, Lindbergh Field: General Notes – Typical Details, Paderewski, Dean & Associates (Sheet S1, Drawing No. 704, August 23, 1965)**
21. **San Diego International Air Terminal, Lindbergh Field: Foundation Det's – Footing Schedule, Paderewski, Dean & Associates (Sheet S15, Drawing No. 704, August 23, 1965)**
22. **San Diego International Air Terminal, Lindbergh Field: Wall Sections & Details, Paderewski, Dean & Associates (Sheet S18, Drawing No. 704, August 23, 1965)**
23. **San Diego International Air Terminal, Lindbergh Field: Column Schedule & Details, Precast Conc. Wall Panel & Details, Paderewski, Dean & Associates (Sheet S22, Drawing No. 704, August 23, 1965)**
24. **San Diego International Air Terminal, Lindbergh Field: Precast Conc. Col's. & Details, Paderewski, Dean & Associates (Sheet S23, Drawing No. 704, August 23, 1965)**

25. **San Diego International Air Terminal, Lindbergh Field: Rib & Drop Panel Schedules, Paderewski, Dean & Associates (Sheet S24, Drawing No. 704, August 23, 1965)**
26. **Additions to East Terminal, San Diego International Airport, Lindbergh Field: Door & Window Schedule, Paderewski, Dean, Albrecht, Stevenson (Sheet A7, Drawing No. 1740, December 22, 1980)**
27. **Additions to East Terminal, San Diego International Airport, Lindbergh Field: Loading Bridge Vestibule and Misc. Details, Paderewski, Dean, Albrecht, Stevenson (Sheet A-8, Drawing No. 1740, December 22, 1980)**
28. **Additions to East Terminal, San Diego International Airport, Lindbergh Field: Addition 'A' First Floor Plumbing Plan, Paderewski, Dean, Albrecht, Stevenson (Sheet PA-1, Drawing No. 1740, December 22, 1980)**
29. **Additions to East Terminal, San Diego International Airport, Lindbergh Field: Addition 'A' Second Floor Plumbing Plan, Paderewski, Dean, Albrecht, Stevenson (Sheet PA-2, Drawing No. 1740, December 22, 1980)**
30. **Additions to East Terminal, San Diego International Airport, Lindbergh Field: Addition 'C' Second Floor Plumbing Plan, Paderewski, Dean, Albrecht, Stevenson (Sheet PC-2, Drawing No. 1740, December 22, 1980)**
31. **Additions to East Terminal, San Diego International Airport, Lindbergh Field: Title Sheet, Paderewski, Dean, Albrecht, Stevenson (Sheet T-1, Drawing No. 1740, December 22, 1980)**
32. **USAir Addition to West Rotunda, East Terminal, San Diego International Airport, Lindbergh Field: Door Schedule & Details, Paderewski, Dean, Albrecht, Stevenson (Sheet A25, Drawing No. 2773, October 25, 1989)**
33. **USAir Addition to West Rotunda, East Terminal, San Diego International Airport, Lindbergh Field: Door & Window Details, Paderewski, Dean, Albrecht, Stevenson (Sheet A26, Drawing No. 2773, October 25, 1989; Revised December 18, 1989; Revised May 14, 1990)**
34. **Airport Roadway System, San Diego International Airport – Lindbergh Field: Construction Phasing Plan – Phase 1, P&D Consultants, Inc. (Sheet 6, Drawing No. 2922, February 27, 1996)**
35. **Airport Roadway System, San Diego International Airport – Lindbergh Field: Construction Phasing Plan – Phase 2, P&D Consultants, Inc. (Sheet 7, Drawing No. 2922, February 27, 1996)**
36. **Airport Roadway System, San Diego International Airport – Lindbergh Field: Construction Phasing Plan – Phase 3, P&D Consultants, Inc. (Sheet 8, Drawing No. 2922, February 27, 1996)**
37. **Airport Roadway System, San Diego International Airport – Lindbergh Field: Construction Phasing Plan – Phase 4, P&D Consultants, Inc. (Sheet 9, Drawing No. 2922, February 27, 1996)**
38. **Airport Roadway System, San Diego International Airport – Lindbergh Field: Construction Phasing Plan – Phase 5, P&D Consultants, Inc. (Sheet 10, Drawing No. 2922, February 27, 1996)**
39. **Airport Roadway System, San Diego International Airport – Lindbergh Field: Construction Phasing Plan – Phase 6, P&D Consultants, Inc. (Sheet 11, Drawing**

No. 2922, February 27, 1996)

40. **Terminal 1 East Upgrades, Gates 1 & 2 Conversion, San Diego International Airport: Door Schedule, Types and Detail, Pierce Goodwin Alexander & Linville (Sheet 12, Drawing No. 3047, August 23, 2004)**
41. **Gate 1A Reconfiguration, Corridor and Holdroom, San Diego International Airport: Door and Frame Schedule, Architectural Alliance International (Sheet 17, Drawing No. 4065A, December 31, 2008)**
42. **Gate 1A Reconfiguration, Corridor and Holdroom, San Diego International Airport: Symbol Legend, Lighting Fixture Schedule, Abbreviations, Architectural Alliance International (Sheet 39, Drawing No. 4065A, December 31, 2008)**
43. **Terminal 1, First Floor, San Diego International Airport, Facilities Development Department Tech Services (Exhibit, Information Only)**
44. **Terminal 1, Second Floor, San Diego International Airport, Facilities Development Department Tech Services (Exhibit, Information Only)**

B. Early views:

1. **San Diego Air and Space Museum Archives, San Diego, California:** Photographs of the construction and early operations of Terminal 1 from ca. the late 1960s-70 curated and available at https://www.flickr.com/photos/sdasmarchives.

C. Interviews: No interviews were conducted.

D. Selected sources: All sources are included herein.

E. Likely sources not yet investigated: There are no known sources to be investigated.

F. Supplemental material:

1. **Site Plan for Terminal 1, Prepared by Brian F. Smith and Associates, Inc. (2017)**

D O O R S C H E D U L E

DOOR NO.	TYPE	DIMENSIONS WIDTH	HEIGHT	THICK	CONSTRUCTION FRAME	DOOR	DETAILS HEAD	JAMB	JAMB	SILL	REMARKS
A-1	A	8'-0"	6'-11⅞"	—	ALUM.	ALUM.	K 64	L 64	L 64	Q 64	
A-2	A	8'-0"	6'-11⅞"	—	ALUM.	ALUM.	K 64	L 64	L 64	Q 64	
A-3	B	7'-0"	7'-0"	—	ALUM.*	ALUM.	J 65	V 64	N 64	L 65	(*Adden. #3)
A-4	B	5'-7"	7'-0"	—	ALUM.*	ALUM.	J 65	N 65	P 65	L 65	"
A-5	B	5'-7"	7'-0"	—	ALUM.*	ALUM.	J 65	N 65	P 65	L 65	"
A-6	D	3'-0"	7'-0"	1¾"	STL.	P.L.	S 65	T 65	R 65	U 65	
A-7	G	3'-0"	7'-0"	1¾"	STL.	P.L.	S 65	T 65	T 65	V 65	
A-8	G	3'-0"	7'-0"	1¾"	STL.	P.L.	S 65	T 65	T 65	V 65	
A-9	C	3'-0"	7'-0"	—	ALUM.	ALUM.	J 65	K 65	M 65	L 65	
A-10	C	3'-0"	7'-0"	—	ALUM.	ALUM.	J 65	K 65	M 65	L 65	
A-11	G	3'-0"	7'-0"	1¾"	STL.	P.L.	S 65	T 65	T 65	U 65	
A-12	F	7'-10"	9'-4"	—	STL.	STL.	A 67	B 67	B 67	A 67	OVERHEAD
A-13	F	7'-10"	9'-4"	—	STL.	STL.	A 67	B 67	B 67	A 67	OVERHEAD
A-14	G	3'-0"	7'-0"	1¾"	STL.	P.L.	S 65	T 65	T 65	U 65	
A-15	F	9'-2"	9'-4"	—	STL.	STL.	A 67	B 67	B 67	A 67	OVERHEAD
A-16	G	3'-0"	7'-0"	1¾"	STL.	P.L.	S 65	T 65	T 65	U 65	
A-17	E	5'-11½"	7'-0"	—	ALUM.	ALUM.	N 63	P 63	Q 63	R 63	SLIDING
A-18	G	3'-0"	7'-0"	1¾"	STL.	P.L.	S 65	T 65	T 65	U 65	
A-19	F	9'-10"	9'-4"	—	STL.	STL.	A 67	B 67	B 67	A 67	OVERHEAD
A-20	F	8'-6"*	9'-4"	—	STL.	STL.	A 67	B 67	B 67	A 67	OVERHEAD (* Changed to agree w/ plan)
A-21	G	3'-0"	7'-0"	1¾"	STL.	P.L.	S 65	T 65	T 65	U 65	
A-22	L	6'-0"	7'-0"	1¾"	STL.	P.L.	S 65	T 65	T 65	U 65	MINERAL CORE 1-HR PAINT
A-23	D	3'-0"	7'-0"	1⅜"	STL	P.L.	Q 66	T 63	T 63	H 66	
A-24	D	3'-0"	7'-0"	1⅜"	STL	P.L.	Q 66	T 63	T 63	H 66	
A-25	D	3'-0"	7'-0"	1⅜"	STL	P.L.	Q 66	T 63	V 63	H 66	
A-26	D	2'-6"	7'-0"	1¾"	STL.	P.L.	B 63	B 63	M 66	H 66	
A-27	D	2'-6"	7'-0"	1¾"	STL.	P.L.	B 63	B 63	M 66	H 66	
A-28	D	3'-0"	7'-0"	1¾"	ALUM	P.L.	Z 67	G 63	F 63	H 66	
A-29	D	3'-0"	7'-0"	1¾"	STL.	P.L.	A 63	A 63	X 66	H 66	
A-30	D	3'-0"	7'-0"	1¾"	STL.	P.L.	G 66	J 66	J 66	H 66	
A-31	D	2'-8"	7'-0"	1¾"	STL.	P.L.	G 66	J 66	P 66	H 66	
A-32	D	3'-0"	7'-0"	1¾"	STL.	P.L.	V 66	A 63	K 66	H 66	
A-33	D	3'-0"	7'-0"	1¾"	STL.	P.L.	V 66	A 63	A 66	H 66	
A-34	D	3'-0"	7'-0"	1¾"	STL.	P.L.	V 66	A 63	K 66	H 66	
A-35	D	3'-0"	7'-0"	1¾"	STL.	P.L.	V 66	A 63	K 66	H 66	
A-36	D	3'-0"	7'-0"	1¾"	STL.	P.L.	V 66	A 63	A 63	H 66	
A-37	D	3'-0"	7'-0"	1¾"	STL.	P.L.	V 66	A 63	K 66	H 66	
A-38	D	3'-0"	7'-0"	1¾"	STL.	P.L.	V 66	A 63	A 63	H 66	
A-39	D	3'-0"	7'-0"	1¾"	STL.	P.L.	V 66	A 63	C 67	H 66	
A-40	D	3'-0"	7'-0"	1¾"	STL.	P.L.	V 66	A 63	C 67	H 66	
B-1	E	7'-1½"	7'-0"	—	ALUM.	ALUM.	N 63	P 63	Q 63	R 63	SLIDING
B-2	K	*6'-10½"	7'-0"	1¾"	STL.	P.L.	S 65	T 65	T 65	U 65	(* Changed to agree w/ plan)
B-3	C	3'-0"	7'-0"	—	ALUM.	ALUM.	J 65	K 65	M 65	L 65	
B-4	E	7'-1½"	7'-0"	—	ALUM.	ALUM.	N 63	P 63	Q 63	R 63	SLIDING DOOR FIXED
B-5	C	3'-0"	7'-0"	—	ALUM.	ALUM.	J 65	K 65	M 65	L 65	
B-6	F	9'-1"	9'-4"	—	STL.	STL.	A 67	B 67	B 67	A 67	OVERHEAD
B-7	G	3'-0"	7'-0"	1¾"	ALUM.	P.L.	S 65	T 65	M 65	U 65	
B-8	K	6'-3"	7'-0"	1¾"	STL.	P.L.	S 65	T 65	T 65	U 65	
B-9	C	3'-0"	7'-0"	—	ALUM.	ALUM.	J 65	K 65	M 65	L 65	
B-10	E	7'-1½"	7'-0"	—	ALUM.	ALUM.	N 63	P 63	Q 63	R 63	SLIDING DOOR FIXED
B-11	C	3'-0"	7'-0"	—	ALUM	ALUM.	J 65	K 65	M 65	L 65	
B-12	C	3'-0"	7'-0"	—	ALUM	ALUM.	J 65	K 65	M 65	L 65	
B-13	E	7'-1½"	7'-0"	—	ALUM.	ALUM.	N 63	P 63	Q 63	R 63	SLIDING DOOR FIXED
B-14	C	3'-0"	7'-0"	—	ALUM	ALUM.	J 65	K 65	M 65	L 65	
B-15	G	3'-0"	7'-0"	1¾"	STL.	P.L.	S 65	T 65	T 65	U 65	
B-16	G	3'-0"	7'-0"	1¾"	STL.	P.L.	S 65	T 65	T 65	U 65	
B-17	G	3'-0"	7'-0"	1¾"	STL.	P.L.	S 65	T 65	T 65	U 65	
B-18	F	8'-3"	9'-7"	—	STL.	STL.	A 67	B 67	B 67	A 67	
B-19	F	8'-3"	9'-7"	—	STL.	STL.	A 67	B 67	B 67	A 67	
B-20	G	3'-0"	7'-0"	1¾"	STL.	P.L.	S 65	T 65	T 65	U 65	
B-21	C	3'-0"	7'-0"	—	ALUM	ALUM.	J 65	K 65	L 65	M 65	
B-22	E	7'-1½"	7'-0"	—	ALUM.	ALUM.	N 63	P 63	Q 63	R 63	
B-23	C	3'-0"	7'-0"	—	ALUM	ALUM.	J 65	K 65	L 65	M 65	
B-24	K	*6'-10½"	7'-0"	1¾"	STL.	P.L.	S 65	T 65	T 65	U 65	
B-25	E	7'-1½"	7'-0"	—	ALUM.	ALUM.	N 63	P 63	Q 63	R 63	
B-26	C	3'-0"	7'-0"	—	ALUM	ALUM.	J 65	K 65	M 65	L 65	
B-27	E	7'-1½"	7'-0"	—	ALUM	ALUM.	N 63	P 63	Q 63	R 63	
B-28	C	3'-0"	7'-0"	—	ALUM	ALUM.	J 65	K 65	M 65	L 65	
B-29	B	5'-8"	7'-0"	—	ALUM	ALUM.	J 65	K 65	K 65	L 65	
B-30	B	5'-8"	7'-0"	—	ALUM	ALUM.	J 65	K 65	K 65	L 65	
B-31	B	5'-8"	7'-0"	—	ALUM	ALUM.	J 65	K 65	K 65	L 65	
B-32	B	5'-8"	7'-0"	—	ALUM	ALUM.	J 65	K 65	K 65	L 65	
B-33	D	3'-0"	7'-0"	1¾"	STL.	P.L.	R 66	A 63	U 66	H 66	
B-34	D	3'-0"	7'-0"	1¾"	STL.	P.L.	R 66	A 63	U 66	H 66	
B-35	D	3'-0"	7'-0"	1¾"	STL.	P.L.	R 66	A 63	U 66	H 66	
B-36	D	3'-0"	7'-0"	1¾"	STL.	P.L.	R 66	A 63	U 66	H 66	
B-37	D	2'-0"	7'-0"	1¾"	STL.	P.L.	B 63	B 63	B 63	H 66	
B-38	D	2'-6"	7'-0"	1¾"	STL.	P.L.	B 63	W 66	M 66	H 66	
B-39	D	2'-6"	7'-0"	1¾"	STL.	P.L.	B 63	W 66	N 66	H 66	
B-40	D	2'-6"	7'-0"	1¾"	STL.	P.L.	A 63	A 63	A 63	H 66	
B-41	D	2'-6"	7'-0"	1¾"	STL.	P.L.	L 66	K 66	K 63	H 66	
B-42	D	2'-6"	7'-0"	1¾"	STL.	P.L.	G 66	L 63	K 63	H 66	
B-43	D	2'-8"	7'-0"	1¾"	STL.	P.L.	A 63	A 63	A 63	H 66	
B-44	D	2'-6"	7'-0"	1¾"	STL.	P.L.	G 66	K 66	K 63	H 66	
B-45	D	2'-6"	7'-0"	1¾"	STL.	P.L.	L 66	L 63	K 63	H 66	
B-46	D	2'-6"	7'-0"	1¾"	STL.	P.L.	B 63	W 66	N 66	H 66	
B-47	D	2'-6"	7'-0"	1¾"	STL.	P.L.	B 63	W 66	J 63	H 66	
B-48	C	3'-0"	7'-0"	—	ALUM	ALUM.	Z 67	F 63	F 63	H 66	
B-49	D	3'-0"	7'-0"	1¾"	STL.	P.L.	V 66	A 63	A 63	H 66	
B-50	E	7'-1½"	7'-0"	—	ALUM.	ALUM.	N 63	P 63	Q 63	R 63	
B-51	D	3'-0"	7'-0"	1¾"	STL.	P.L.	R 66	A 63	A 63	H 66	
C-1	A	8'-0"	6'-11⅞"	—	ALUM.	ALUM.	K 64	L 64	L 64	Q 64	
C-2	A	8'-0"	6'-11⅞"	—	ALUM.	ALUM.	K 64	L 64	L 64	Q 64	
C-3	A	8'-0"	6'-11⅞"	—	ALUM.	ALUM.	K 64	L 64	L 64	Q 64	
C-4	C	3'-0"	7'-0"	—	ALUM	ALUM.	J 65	A 65	M 65	L 65	
C-5	B	5'-0"	7'-0"	—	ALUM	ALUM.	J 65	K 65	M 65	L 65	
C-6	B	5'-6"	7'-0"	—	ALUM	ALUM.					
C-7											
C-8											
C-9											
C-10	H	11'-5"	8'-5¾"	—	STL.	WD.	A 66	B 66	D 66	C 66	B1-FOLDING-HARDBD. FACE, PAINT
C-12	D	3'-0"	7'-0"	1¾"	STL.	P.L.	S 66	T 66	T 66	H 66	
C-13	D	2'-6"	7'-0"	1¾"	STL.	P.L.	B 63	J 63	J 63	H 66	
C-14	D	2'-6"	7'-0"	1¾"	STL	P.L.	G 67	M 66	H 67	H 66	
C-15	D	2'-6"	7'-0"	1¾"	STL.	P.L.	B 63	M 66	Q 67	H 66	
C-16	D	2'-6"	7'-0"	1¾"	STL.	P.L.	A 63	J 63	R 67	H 66	
C-17	D	2'-6"	7'-0"	1¾"	STL.	P.L.	A 63	K 66	A 63	H 66	
C-18	D	2'-6"	7'-0"	1¾"	STL.	P.L.	A 63	K 66	K 63	H 66	
C-19	D	2'-6"	7'-0"	1¾"	STL.	P.L.	A 63	K 66	K 63	H 66	
C-20	D	2'-6"	7'-0"	1¾"	STL.	P.L.	B 63	B 63	J 63	H 66	
C-21	D	2'-6"	7'-0"	1¾"	STL.	P.L.	B 63	B 63	J 63	H 66	
C-22	D	2'-8"	7'-0"	1¾"	STL.	P.L.	C 63	C 66	C 63	H 66	
C-23	D	3'-0"	7'-0"	1¾"	STL.	P.L.	GG 67	A 63	A 63	H 66	
C-24	D	3'-0"	7'-0"	1¾"	STL.	P.L.	V 66	A 63	A 63	H 66	
C-25	D	3'-0"	7'-0"	1¾"	STL.	P.L.	A 63	A 63	A 63	H 66	OVERHEAD
C-26	K	5'-0"	7'-0"	1¾"	STL.	WD.	D 65	A 65	A 65	U 65	OVERHEAD
C-27											DELETED
C-28	C	3'-0"	7'-0"		STL.	ALUM.	J 65	FF 67	FF 67	H 66	
C-29	D	2'-6"	7'-0"	1¾"	STL.	P.L.	A 63	A 63	A 63	H 66	SLIDING DOOR FIXED
C-101	D	3'-0"	6'-8"	1¾"	STL	P.L.	C 63	C 63	C 63	S 67	MINERAL CORE, 1HR
C-102	D	2'-8"	4'-8"	1¾"	STL.	WD.	D 67	D 67	D 67	E 67	ACCESS DOOR - PAINT
C-103	D	3'-0"	6'-8"	1¾"	STL.	WD	C 63	C 63	C 63	T 67	PAINT
C-104	D	3'-0"	7'-0"	1¾"	STL.	P.L.	A 63	A 63	A 63	H 66	MINERAL CORE 1-HR
D-1	A	8'-0"	6'-11⅞"	—	ALUM.	ALUM.	K 64	L 64	L 64	Q 64	
D-2	A	8'-0"	6'-11⅞"	—	ALUM.	ALUM.	K 64	L 64	L 64	Q 64	
D-3	A	8'-0"	6'-11⅞"	—	ALUM.	ALUM.	K 64	L 64	L 64	Q 64	
D-4	D	2'-8"	7'-0"	1¾"	STL.	P.L.	S 65	T 65	T 65	U 65	MINERAL CORE 1-HR
D-5	B	5'-0"	7'-0"	—	ALUM*	ALUM.	J 65	M 65	M 65	L 65	(*Adden #3)
D-6	H	11'-5"	8'-5¾"	—	STL	WD.	A 66	B 66	D 66	C 66	B1-FOLDING. HARDBD. FACE, PAINT
D-7											DELETED
D-8	D	3'-0"	7'-0"	1¾"	STL.	P.L.	V 66	A 63	A 63	H 66	
D-9	C	3'-0"	7'-0"	—	ALUM	ALUM					
D-10	D	3'-0"	7'-0"	1¾"	STL.	P.L.	S 66	T 66	T 66	H 66	
D-11	D	2'-6"	7'-0"	1¾"	STL.	P.L.	B 63	M 66	M 66	H 66	
D-12	D	2'-6"	7'-0"	1¾"	STL.	P.L.	A 63	K 66	K 66	H 66	
D-13	D	2'-6"	7'-0"	1¾"	STL.	P.L.	B 63	J 63	Q 67	H 66	
D-14	D	2'-6"	7'-0"	1¾"	STL.	P.L.	G 67	M 66	H 67	H 66	
D-15	D	2'-6"	7'-0"	1¾"	STL.	P.L.	A 63	K 66	A 63	H 66	
D-16	D	2'-6"	7'-0"	1¾"	STL.	P.L.	A 63	A 63	A 63	H 66	
D-17	D	2'-6"	7'-0"	1¾"	STL.	P.L.	A 63	K 66	K 63	H 66	
D-18	D	2'-6"	7'-0"	1¾"	STL.	P.L.	B 63	B 63	J 63	H 66	
D-19	D	2'-6"	7'-0"	1¾"	STL.	P.L.	B 63	B 63	J 63	H 66	
D-20	D	2'-6"	7'-0"	1¾"	STL.	P.L.	A 63	K 66	K 63	H 66	
D-101	D	3'-0"	6'-8"	1¾"	STL	P.L.	C 63	C 63	C 63	S 67	MINERAL CORE, 1HR
D-102	D	2'-8"	4'-8"	1¾"	STL.	WD.	D 67	D 67	D 67	E 67	ACCESS DOOR - PAINT
D-103	D	3'-0"	7'-0"	1¾"	STL	P.L	A 63	A 63	A 63	H 66	MINERAL CORE, 1 HR
E-1	A	8'-0"	6'-11⅞"	—	ALUM.	ALUM.	K 64	L 64	L 64	Q 64	
E-2	A	8'-0"	6'-11⅞"	—	ALUM.	ALUM.	K 64	L 64	L 64	Q 64	
E-3	B	7'-0"	7'-0"	—	ALUM.	ALUM.	J 65	V 64	W 64	L 65	
E-4	F	9'-10"	9'-4"	—	STL.	STL.	A 67	B 67	B 67	A 67	OVERHEAD
E-5	F	9'-10"	9'-4"	—	STL.	STL.	A 67	B 67	B 67	A 67	OVERHEAD
E-6	F	9'-10"	9'-4"	—	STL.	STL.	A 67	B 67	B 67	A 67	OVERHEAD
E-7	G	3'-0"	7'-0"	1¾"	STL.	P.L.	S 65	T 65	T 65	V 65	
E-8	F	9'-10"	9'-4"	—	STL.	STL.	A 67	B 67	B 67	A 67	OVERHEAD
E-9	F	9'-10"	9'-4"	—	STL.	STL.	A 67	B 67	B 67	A 67	OVERHEAD
E-10	G	3'-0"	7'-0"	1¾"	STL.	P.L.	S 65	T 65	T 65	V 65	

NOTES:
1. P.L. - PLASTIC LAMINATE DOOR
2. ALL ALUMINUM DOORS AND FRAMES SHALL BE FACTORY FINISH
3. ALL STEEL DOORS AND FRAMES SHALL BE FIELD ENAMELED
4. PLASTIC LAMINATE DOORS SHALL BE FACTORY FINISH
5. EXTERIOR OF WOOD DOORS SHALL BE ENAMELED, INTERIOR OF WOOD DOORS SHALL BE STAINED.
6. ALL WOOD DOORS AND ALL PLASTIC LAMINATE DOORS SHALL BE OF SOLID CORE CONSTRUCTION
7. ALL HOLLOW MET. DOOR FRAMES OCCURING @ PLASTER WALLS SHALL BE FILLED SOLID WITH PLASTER.

AS BUILT

PADEREWSKI · DEAN & ASSOCIATES
ARCHITECTS
C. J. PADEREWSKI, F.A.I.A. · LOUIS A. DEAN, A.I.A.
525 'C' STREET · SAN DIEGO, CALIFORNIA · 234 6183

SPEC. NO. W.O. NO.
REFERENCES
CONTRACTOR
CONSTRUCTION STARTED
CONSTRUCTION COMPLETED
COST INSPECTOR

REVISIONS	DATE	APPROVED
1		

San Diego Unified Port District
San Diego · California

DESIGNED DL
DRAWN DG
CHECKED RZA

APPROVAL RECOMMENDED AUG 23 1965
ASST. CHIEF ENGINEER
APPROVED AUG 23 1965
CHIEF ENGINEER

San Diego International Air Terminal
Lindbergh Field
DOOR SCHEDULE

DATUM · MEAN LOWER LOW WATER
SHEET 61 of 171
704

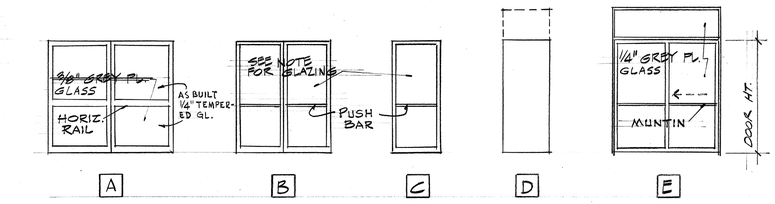
DOOR SCHEDULE

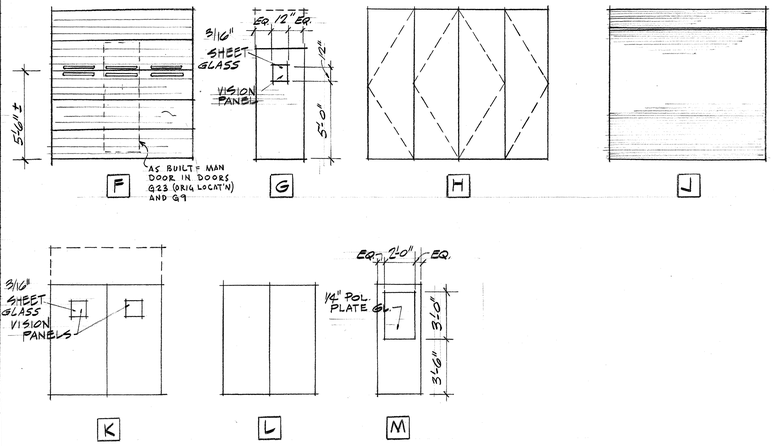
DOOR NO.	TYPE	DIMENSIONS WIDTH	HEIGHT	THICK	CONSTRUCTION FRAME	DOOR	DETAILS HEAD	JAMB	JAMB	SILL	REMARKS
E-11	F	9'-10"	9'-4"	—	STL.	STL.	A 67	B 67	B 67	A 67	OVERHEAD
E-12	O	3'-0"	7'-0"	1¾"	STL.	P.L.	V 66	A 63	A 63	H 66	
E-13	O	3'-0"	7'-0"	1¾"	STL.	P.L.	V 66	A 63	K 66	H 66	
E-14	O	3'-0"	7'-0"	1¾"	STL.	P.L.	V 66	A 63	A 63	H 66	
E-15	O	3'-0"	7'-0"	1¾"	STL.	P.L.	V 66	A 63	C 67	H 66	
F-1	B	5'-0"	7'-0"	—	ALUM	ALUM.	J 65	M 65	M 65	L 65	
F-2	B	5'-0"	7'-0"	—	ALUM	ALUM.	J 65	M 65	M 65	L 65	
F-3	B	5'-0"	7'-0"	—	ALUM	ALUM.	J 65	M 65	M 65	L 65	
F-4	B	8'-0"	7'-0"	—	ALUM	ALUM.	J 65	M 65	N 65	L 65	
F-5	E	6'-5½"	7'-0"	—	ALUM.	ALUM.	N 63	P 63	Q 63	R 63	SLIDING
F-6	C	3'-0"	7'-0"	—	ALUM	ALUM.	J 65	K 65	M 65	L 65	
F-7	C	3'-0"	7'-0"	—	ALUM	ALUM.	J 65	K 65	M 65	L 65	
F-8	B	5'-0"	7'-0"	—	ALUM	ALUM.	J 65	K 65	M 65	L 65	
F-9	B	5'-0"	7'-0"	—	ALUM	ALUM.	J 65	K 65	N 65	L 65	
F-10	J	*9'-8"	*8'-0"	—	STL.	STL.	J 68	H 68	H 68	K 66	ROLL-UP
F-11	J	*9'-8"	*8'-0"	—	STL.	STL.	J 68	H 68	H 68	K 68	ROLL-UP
F-12	J	*9'-8"	*8'-0"	—	STL.	STL.	J 68	H 68	H 68	K 68	ROLL-UP
F-13	J	*9'-8"	*8'-0"	—	STL.	STL.	J 68	H 68	H 68	K 68	ROLL-UP
F-14	G	3'-0"	7'-0"	1¾"	STL.	P.L.	S 65	T 65	T 65	U 65	
F-15	C	3'-0"	7'-0"	—	ALUM	ALUM.	J 65	K 65	M 65	L 65	
F-16	C	3'-0"	7'-0"	—	ALUM	ALUM	J 65	K 65	M 65	L 65	
F-17	D	3'-0"	7'-0"	1¾"	STL.	P.L.	A 63	J 66	M 66	H 66	
F-18	D	3'-0"	7'-0"	1¾"	STL.	P.L.	A 63	A 63	K 66	H 66	
F-19	D	2'-6"	7'-0"	1¾"	STL.	P.L.	A 63	K 66	A 63	H 66	
F-20	D	2'-6"	7'-0"	1¾"	STL.	P.L.	A 63	M 66	A 63	H 66	
F-21	D	3'-0"	7'-0"	1¾"	STL.	P.L.	G 66	J 66	M 66	H 66	
F-22	D	3'-0"	7'-0"	1¾"	STL.	P.L.	G 66	J 66	M 66	H 66	
F-23	B	5'-0"	7'-0"	—	ALUM	ALUM.	J 65	Y 65	EE 67	H 66	
F-24	B	5'-0"	7'-0"	—	ALUM	ALUM.	J 65	Y 65	G 63	H 66	
F-25	D	3'-0"	7'-0"	1¾"	STL.	P.L.	V 66	A 63	K 66	H 66	
F-26	D	3'-0"	7'-0"	1¾"	ALUM	P.L.	Z 67	F 63	J 67	H 66	
F-27	D	3'-0"	7'-0"	1¾"	STL.	P.L.	V 66	A 63	M 66	H 66	
F-28	D	3'-0"	7'-0"	1¾"	STL.	P.L.	V 66	A 63	M 66	H 66	
F-29	D	3'-0"	7'-0"	1¾"	STL.	P.L.	A 63	A 63	A 63	H 66	
F-30	D	2'-6"	7'-0"	1¾"	STL.	P.L.	A 63	A 63	M 66	H 66	
F-31	D	3'-0"	7'-0"	1¾"	STL.	P.L.	G 66	A 63	C 67	H 66	
F-32	D	2'-6"	7'-0"	1¾"	STL.	P.L.	B 63	J 63	M 66	H 66	
F-33	D	2'-6"	7'-0"	1¾"	STL.	P.L.	B 63	J 63	M 66	H 66	
F-34	D	2'-6"	7'-0"	1¾"	STL.	P.L.	G 66	J 66	K 66	H 66	
F-35	D	2'-6"	7'-0"	1¾"	STL.	P.L.	G 66	J 66	K 63	H 66	
F-36	D	2'-6"	7'-0"	1¾"	STL.	P.L.	B 63	M 66	J 63	H 66	
F-37	D	2'-6"	7'-0"	1¾"	STL.	P.L.	G 66	J 66	C 67	H 66	
F-38	D	3'-0"	7'-0"	1¾"	STL.	P.L.	L 66	J 66	K 63	H 66	
F-39	D	2'-6"	7'-0"	1¾"	STL.	P.L.	B 63	J 66	Q 67	H 66	
F-40	D	2'-6"	7'-0"	1¾"	STL.	P.L.	G 66	L 67	K 63	H 66	
F-41	L	6'-0"	7'-0"	1¾"	STL.	P.L.	L 67	M 67	M 67	H 66	MINERAL CORE-1 HR-PAINT
F-42	D	3'-0"	7'-0"	1¾"	STL.	P.L.	V 66	A 63	M 66	H 66	
F-43	M	2'-6"	6'-10"	1⅜"	STL.	P.L.	G 70	E 70	F 70	H 66	
F-44	M	2'-6"	6'-10"	1⅜"	STL.	P.L.	G 70	E 70	F 70	H 66	
F-45	M	2'-6"	6'-10"	1⅜"	STL.	P.L.	G 70	E 70	F 70	H 66	
F-46	M	2'-6"	6'-10"	1⅜"	STL.	P.L.	G 70	E 70	F 70	H 66	
F-47	M	2'-6"	6'-10"	1⅜"	STL.	P.L.	G 70	E 70	F 70	H 66	
F-48	B	6'-0"	7'-0"	—	ALUM	ALUM.	W 65	Y 65	Y 65	H 66	
F-49	D	3'-0"	7'-0"	1¾"	STL.	P.L.	V 66	A 63	A 63	H 66	
G-1	G	3'-0"	7'-0"	1¾"	ALUM	P.L.	D 65	AA 65	W 67	U 65	
G-2	K	6'-0"	7'-0"	1¾"	STL.	P.L.	S 65	T 65	T 65	V 65	
G-3	G	3'-0"	7'-0"	1¾"	ALUM	P.L.	D 65	AA 65	W 67	V 65	
G-4	K	6'-10"	7'-0"	1¾"	STL.	P.L.	S 65	T 65	T 65	V 65	
G-5	C	3'-0"	7'-0"	—	ALUM	ALUM.	J 65	K 65	M 65	L 65	
G-6	E	7'-1½"	7'-0"	—	ALUM.	ALUM.	N 63	P 63	Q 63	R 63	SLIDING-FIXED
G-7	C	3'-0"	7'-0"	—	ALUM	ALUM.	J 65	K 65	M 65	L 65	
G-8	G	3'-0"	7'-0"	1¾"	STL.	P.L.	S 65	T 65	T 65	V 65	
G-9	F	7'-0"	9'-4"	—	STL.	STL.	A 67	B 67	B 67	A 67	OVERHEAD
G-10	C	3'-0"	7'-0"	—	ALUM	ALUM.	J 65	K 65	M 65	L 65	
G-11	E	7'-1½"	7'-0"	—	ALUM.	ALUM.	N 63	P 63	Q 63	R 63	SLIDING DOOR-FIXED
G-12	C	3'-0"	7'-0"	—	ALUM	ALUM.	J 65	K 65	M 65	L 65	
G-13	C	3'-0"	7'-0"	—	ALUM	ALUM.	J 65	K 65	M 65	L 65	
G-14	E	7'-1½"	7'-0"	—	ALUM.	ALUM.	N 63	P 63	Q 63	R 63	SLIDING DOOR-FIXED
G-15	C	3'-0"	7'-0"	—	ALUM	ALUM.	J 65	K 65	M 65	L 65	
G-16	G	3'-0"	7'-0"	1¾"	STL.	P.L.	S 65	T 65	T 65	U 65	
G-17	G	3'-0"	7'-0"	1¾"	ALUM	P.L.	D 65	AA 65	W 67	U 65	
G-18	F	8'-4"	9'-4"	—	STL.	STL.	A 67	B 67	B 67	A 67	OVERHEAD
G-19	G	3'-0"	7'-0"	1¾"	STL.	P.L.	S 65	T 65	T 65	U 65	
G-20	C	3'-0"	7'-0"	—	ALUM	ALUM.	J 65	K 65	M 65	L 65	
G-21	E	7'-1½"	7'-0"	—	ALUM.	ALUM.	N 63	P 63	Q 63	R 63	SLIDING DOOR-FIXED
G-22	C	3'-0"	7'-0"	—	ALUM	ALUM.	J 65	K 65	M 65	L 65	
G-23	K	6'-10"	7'-0"	1¾"	STL.	P.L.	S 65	T 65	T 65	U 65	
G-24	E	7'-1½"	7'-0"	—	ALUM.	ALUM.	N 63	P 63	Q 63	R 63	SLIDING DOOR-FIXED
G-25	C	3'-0"	7'-0"	—	ALUM	ALUM.	S 65	T 65	T 65	U 65	
G-26	E	7'-1½"	7'-0"	—	ALUM.	ALUM.	N 63	P 63	Q 63	R 63	SLIDING DOOR-FIXED
G-27	C	3'-0"	7'-0"	—	ALUM	ALUM.	J 65	K 65	M 65	L 65	
G-28	B	5'-8"	7'-0"	—	ALUM	ALUM.	J 65	K 65	K 65	L 65	
G-29	B	5'-8"	7'-0"	—	ALUM	ALUM.	J 65	K 65	K 65	L 65	
G-30	B	5'-8"	7'-0"	—	ALUM	ALUM.	J 65	K 65	K 65	L 65	
G-31	B	5'-8"	7'-0"	—	ALUM	ALUM.	J 65	K 65	K 65	L 65	
G-32	D	3'-0"	7'-0"	1¾"	STL.	P.L.	R 66	A 63	A 63	H 66	
G-33	D	3'-0"	7'-0"	1¾"	STL.	P.L.	R 66	A 63	A 63	H 66	
G-34	D	3'-0"	7'-0"	1¾"	STL.	P.L.	R 66	A 63	M 66	H 66	
G-35	D	3'-0"	7'-0"	1¾"	STL.	P.L.	R 66	A 63	A 63	H 66	
G-36	D	3'-0"	7'-0"	1¾"	STL.	P.L.	R 66	A 63	U 66	H 66	
G-37	D	3'-0"	7'-0"	1¾"	STL.	P.L.	R 66	A 63	A 63	H 66	
G-38	D	2'-6"	7'-0"	1¾"	STL.	P.L.	B 63	W 66	J 63	H 66	
G-39	D	2'-6"	7'-0"	1¾"	STL.	P.L.	B 63	W 66	N 66	H 66	
G-40	D	2'-6"	7'-0"	1¾"	STL.	P.L.	L 66	L 63	K 63	H 66	
G-41	D	2'-6"	7'-0"	1¾"	STL.	P.L.	G 66	K 63	K 66	H 66	
G-42	D	2'-8"	7'-0"	1¾"	STL.	P.L.	A 63	A 63	M 66	H 66	
G-43	D	2'-6"	7'-0"	1¾"	STL.	P.L.	G 66	L 63	K 63	H 66	
G-44	D	2'-6"	7'-0"	1¾"	STL.	P.L.	L 66	K 63	K 66	H 66	
G-45	D	2'-6"	7'-0"	1¾"	STL.	P.L.	B 63	W 66	N 66	H 66	
G-46	D	2'-6"	7'-0"	1¾"	STL.	P.L.	B 63	W 66	N 66	H 66	
G-47	D	2'-0"	7'-0"	1¾"	STL.	P.L.	B 63	B 63	B 63	H 66	
G-48	D	2'-6"	7'-0"	1¾"	STL.	P.L.	A 63	A 63	A 63	H 66	
G-49	D	3'-0"	7'-0"	1¾"	STL.	P.L.	V 66	A 63	A 63	H 66	
G-50	D	3'-0"	7'-0"	1¾"	STL.	P.L.	V 66	A 63	A 63	H 66	
G-51	D	3'-0"	7'-0"	1¾"	STL.	P.L.	V 66	A 63	A 63	H 66	

*DIMENSIONS GIVEN ARE FOR FRAMED OPENING

DOOR NO.	TYPE	DIMENSIONS WIDTH	HEIGHT	THICK	CONSTRUCTION FRAME	DOOR	DETAILS HEAD	JAMB	JAMB	SILL	REMARKS

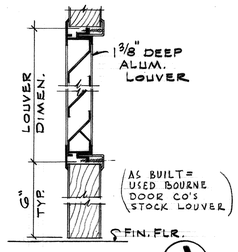
DOOR TYPE





NOTE:
WHERE DOOR TYPES B & C OCCUR IN EXTERIOR WALLS, THEY SHALL BE GLAZED WITH ¼" GREY TEMPERED GLASS. WHERE THEY OCCUR IN INTERIOR WALLS THEY SHALL BE GLAZED WITH ¼" CLEAR TEMPERED GLASS.
EXCEPTION: DOORS B29, B30, B31, B32 AND DOORS G28, G29, G30, AND G31 WHICH OCCUR AT THE ATRIUMS SHALL BE GLAZED WITH ¼" CLEAR TEMPERED GLASS.

FOR DOORS WHICH RECEIVE LOUVERS AND FOR LOUVER SIZES, SEE MECHANICAL DRAWINGS. FOR LOUVER DETAIL, SEE A/G2



DOOR LOUVER A/G2
NO SCALE

AS BUILT

PADEREWSKI · DEAN & ASSOCIATES ARCHITECTS
C. J. PADEREWSKI, F.A.I.A. · LOUIS A. DEAN, A.I.A.
525 'C' STREET · SAN DIEGO, CALIFORNIA · 234 6183

SPEC. NO. W.O. NO.
REFERENCES
CONTRACTOR
CONSTRUCTION STARTED
CONSTRUCTION COMPLETED
COST INSPECTOR

REVISIONS | DATE | APPROVED

San Diego Unified Port District
San Diego · California

DESIGNED D. I.
DRAWN D.G.G.
CHECKED R.Z.A.

APPROVAL RECOMMENDED AUG 23 1965 — ASST. CHIEF ENGINEER
APPROVED AUG 23 1965 — CHIEF ENGINEER

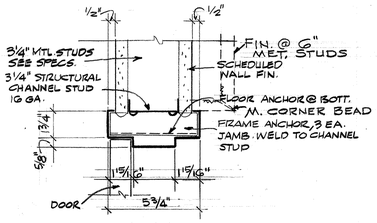
San Diego International Air Terminal
Lindbergh Field

DOOR SCHEDULE

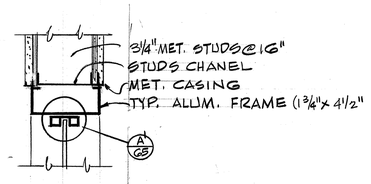
· DATUM · MEAN LOWER LOW WATER

SHEET 62 OF 171

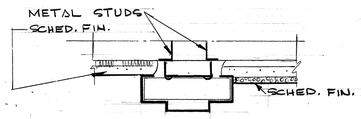
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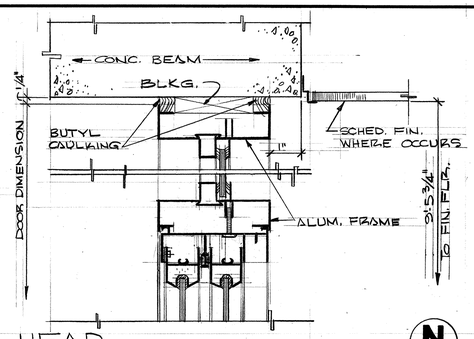
TYP. DOOR JAMB INT. (A/G3)
(HEAD SIMILAR)



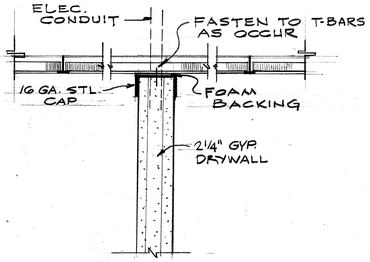
HEAD (E/G3)



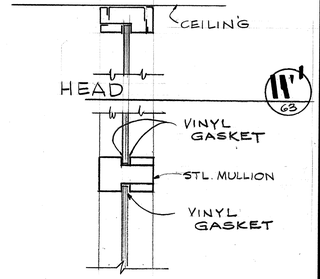
JAMB (J/G3)



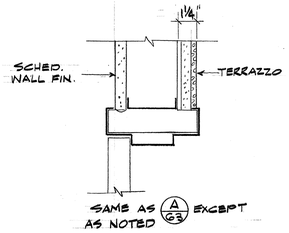
HEAD (N/G3)
SCALE: 6" = 1'-0"



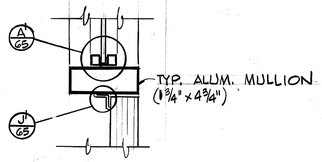
HEAD (JAMB SIM.) (S/G3)



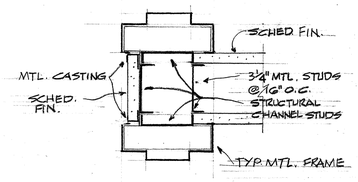
MULLION (W/G3)



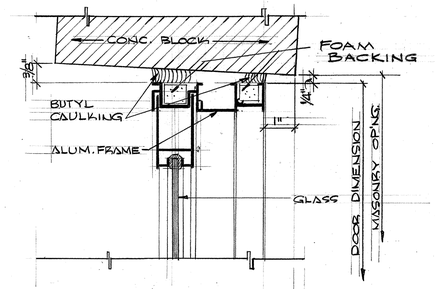
TYP. JAMB @ TERRAZZO (B/G3)



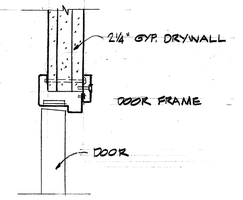
MULLION (F/G3)



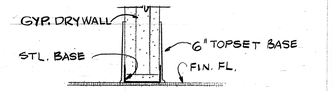
JAMB (K/G3)



JAMB (P/G3)
SCALE: 6" = 1'-0"



JAMB (T/G3)



WDW. SILL (HEAD SIM.) (X'/G3)

BASE (X/G3)

TYP. JAMB @ MASONRY
HEAD SIMILAR (C/G3)

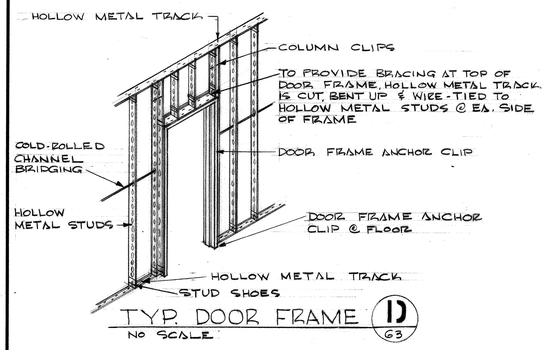
JAMB
SC. 6" = 1'-0" (G/G3)

JAMB

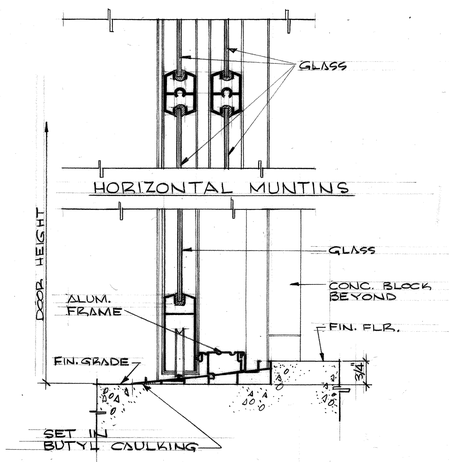
JAMB (L/G3)
SCALE: 6" = 1'-0" (Q/G3)

JAMB (U/G3)

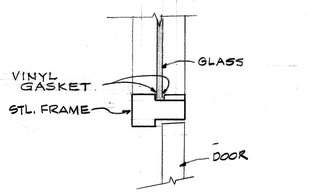
CORNER DET. (Y/G3)



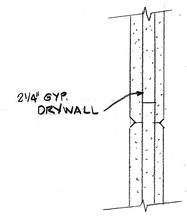
TYP. DOOR FRAME (D/G3)
NO SCALE



SILL (P/G3)
SCALE: 6" = 1'-0"



JAMB (V/G3)



SPLICE (Z/G3)

GRAPHIC SCALES

3" = 1'-0"
6" = 1'-0"

AS BUILT

PADEREWSKI · DEAN & ASSOCIATES
ARCHITECTS
C. J. PADEREWSKI, F.A.I.A. · LOUIS A. DEAN, A.I.A.
525 'C' STREET · SAN DIEGO, CALIFORNIA · 234 6183

SPEC. NO. W.O. NO.
REFERENCES
CONTRACTOR
CONSTRUCTION STARTED
CONSTRUCTION COMPLETED
COST INSPECTOR

AS BUILT = NORTHRUP ARCH'L SYSTEM'S WINDOWALL AND "ARCADIA" SLIDING GL. & ALUM DOORS.

REVISIONS | DATE | APPROVED

San Diego Unified Port District
San Diego · California

PORT OF SAN DIEGO · UNIFIED PORT DISTRICT

DESIGNED D.I.
DRAWN DCG./P.A.E.
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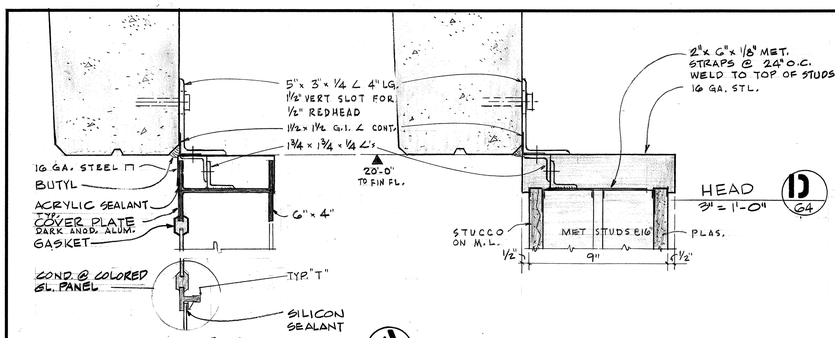
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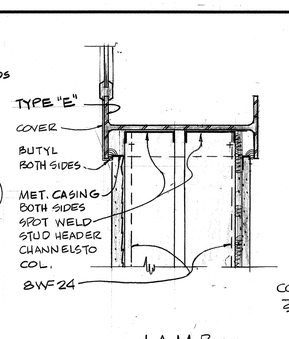
DOOR AND WINDOW DETAILS

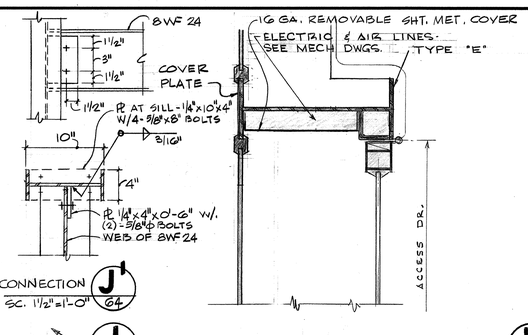
DATUM · MEAN LOWER LOW WATER

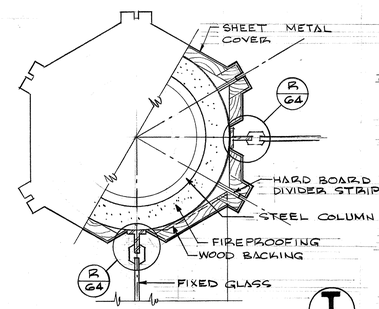
SHEET 63 OF 171

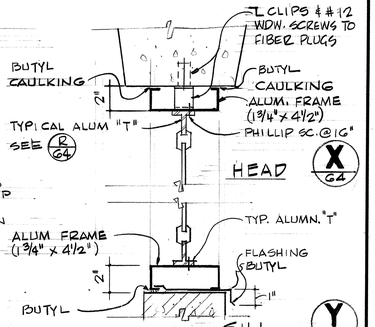
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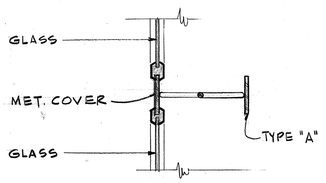


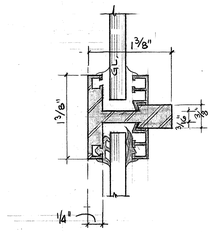


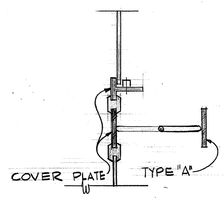


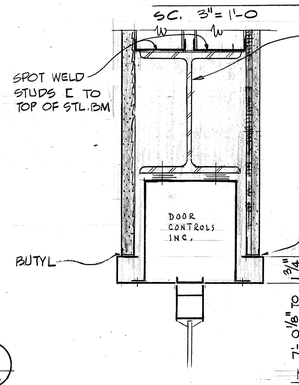


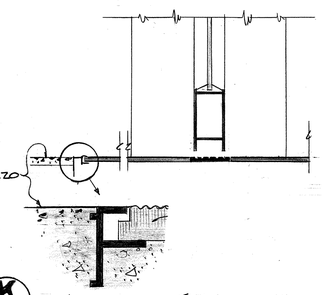


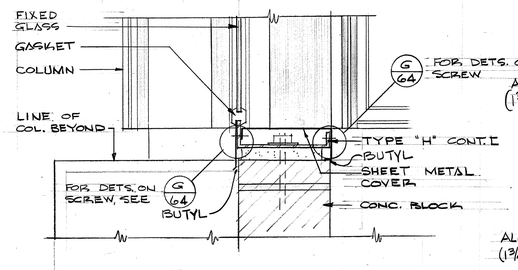


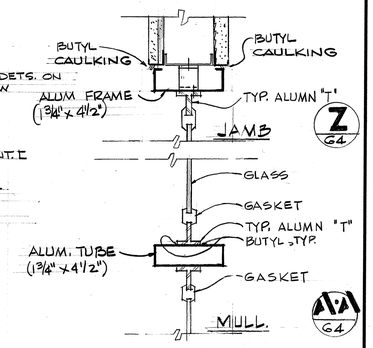


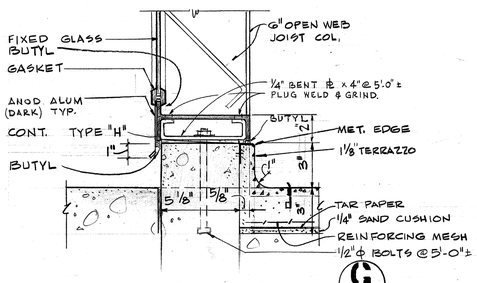


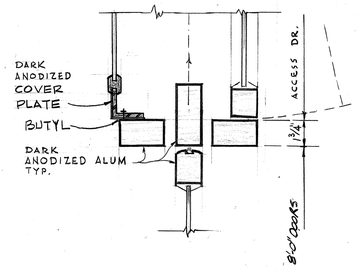


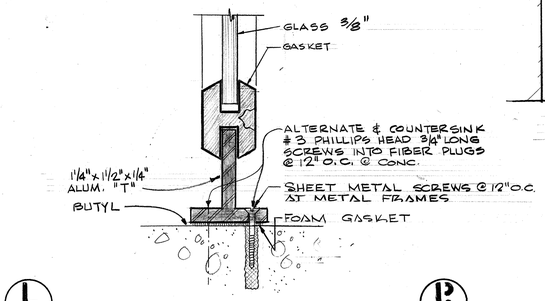


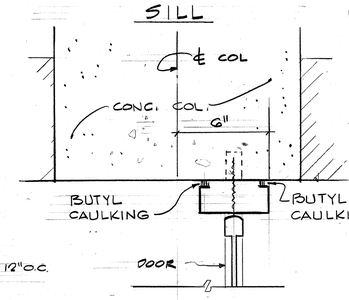


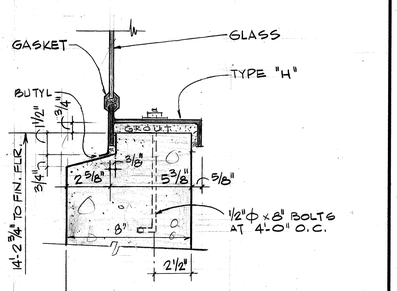


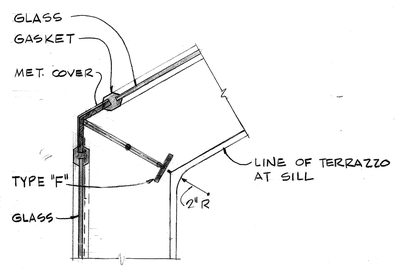


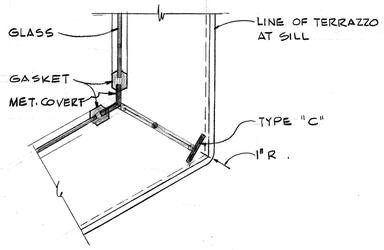


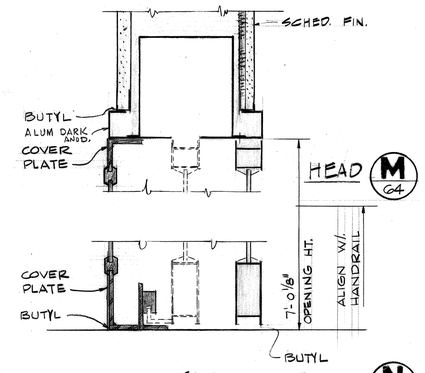


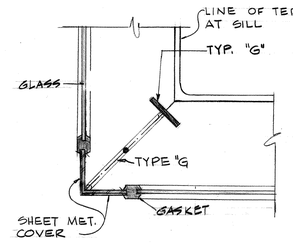


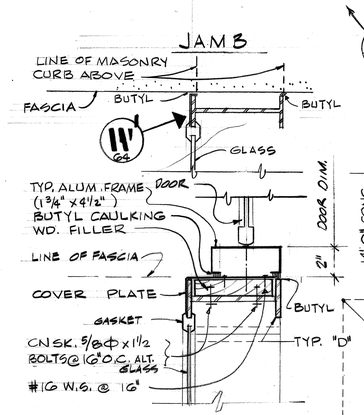


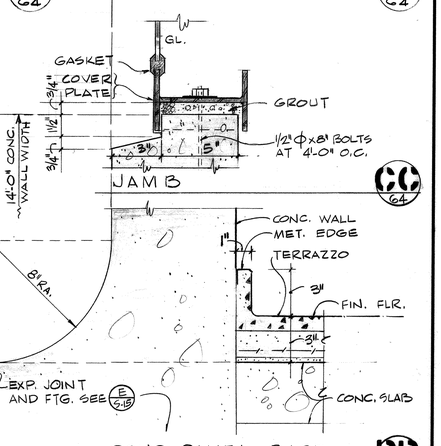


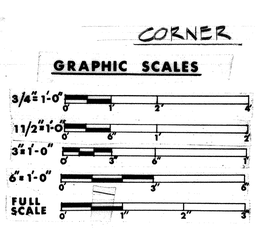


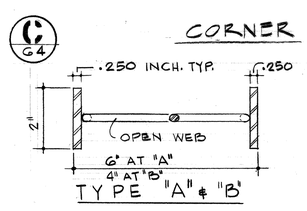


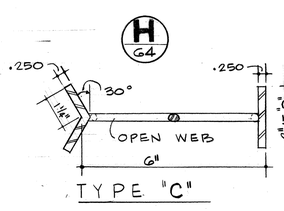


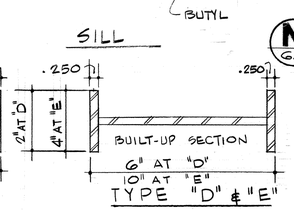


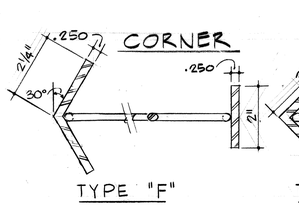


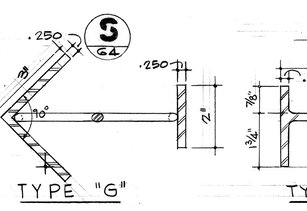


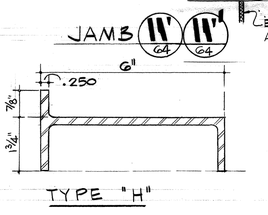












AS BUILT

PADEREWSKI · DEAN & ASSOCIATES ARCHITECTS	SPEC. NO.	W. O. NO.	San Diego Unified Port District
C. J. PADEREWSKI, F.A.I.A. · LOUIS A. DEAN, A.I.A.	REFERENCES		San Diego · California
525 'C' STREET · SAN DIEGO, CALIFORNIA · 234 6183	CONTRACTOR		
	CONSTRUCTION STARTED		
	CONSTRUCTION COMPLETED		
	COST	INSPECTOR	

REVISIONS	DATE	APPROVED

DESIGNED D.I.	APPROVAL RECOMMENDED	AUG 23 1965
DRAWN A.M. & P.A.E.		ASST. CHIEF ENGINEER
CHECKED R.Z.A.	APPROVED	AUG 26 1965
		CHIEF ENGINEER

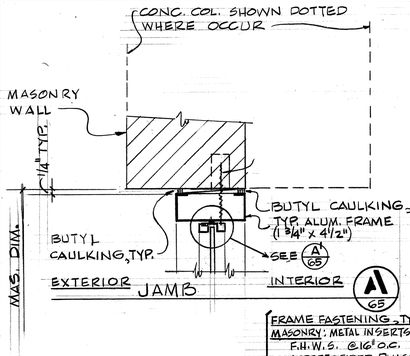
San Diego International Air Terminal
Lindbergh Field

DOOR & WINDOW DETAILS

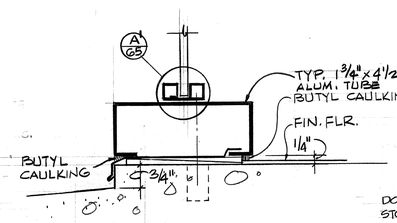
DATUM · MEAN LOWER LOW WATER

SHEET G4 OF 171

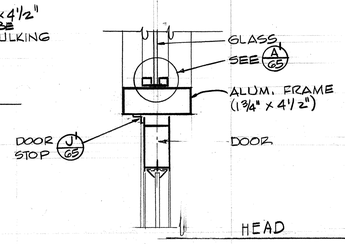
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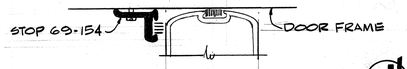
JAMB A/65



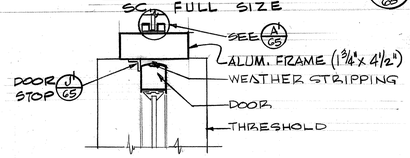
SILL E/65
SC. 6" = 1'-0"



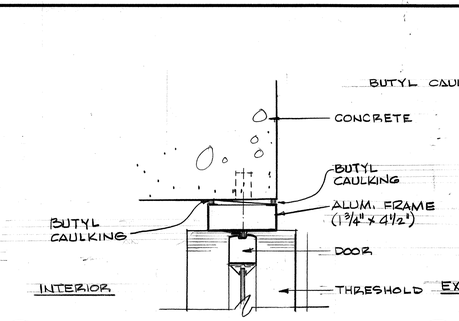
HEAD J/65



TYP. ALUM. DOOR STOP J'/65
SC. FULL SIZE

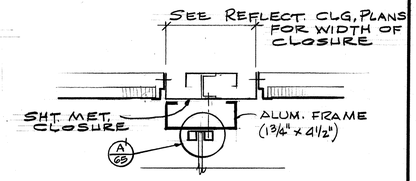


JAMB K/65

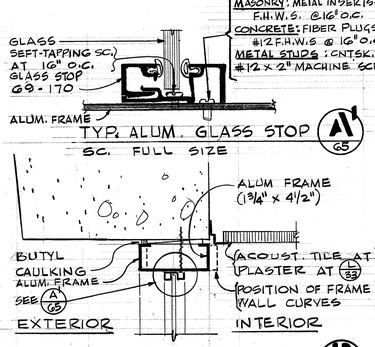


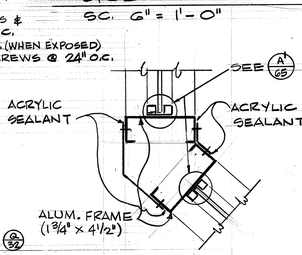
JAMB N/65

HEAD S/65



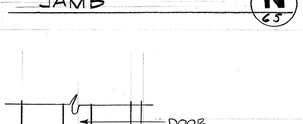
HEAD W'/65



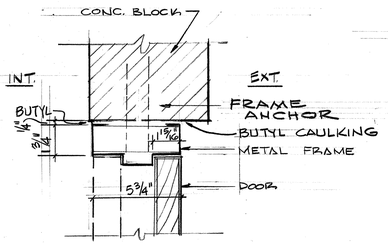


HEAD B/65
SC. 3" = 1'-0"

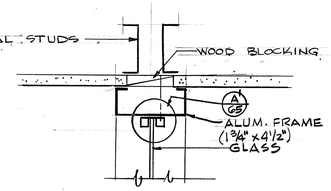
MULLION F/65



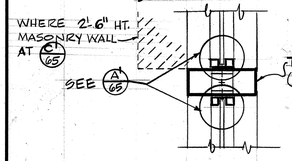
JAMB P'/65



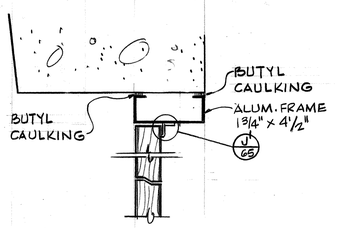
JAMB T/65

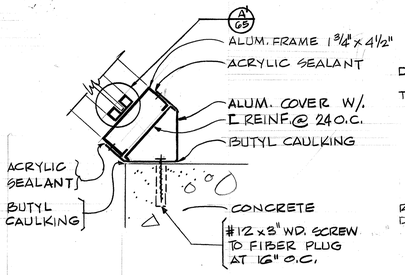


JAMB X/65

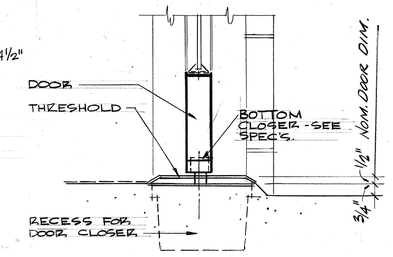


MULLION C/C'/65
SC. 3" = 1'-0"

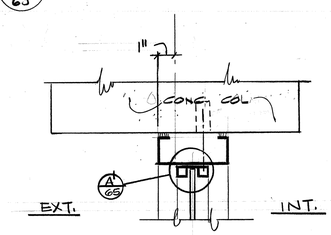




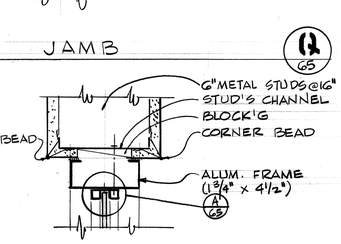
JAMB G/65

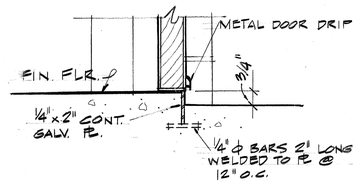


SILL L/65

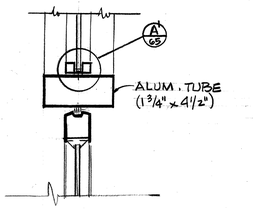


JAMB Q/65



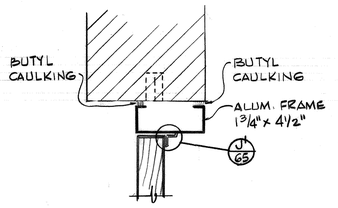


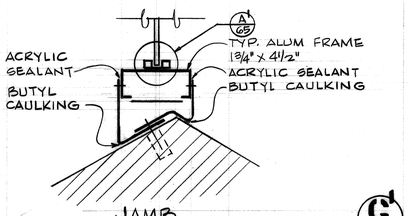
SILL U/65



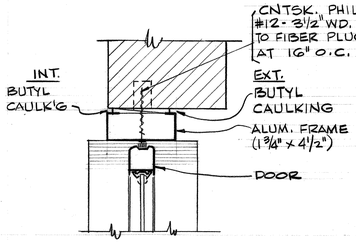
JAMB Y/65

HEAD D/65

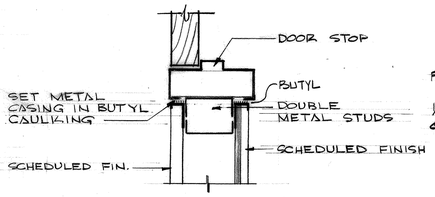




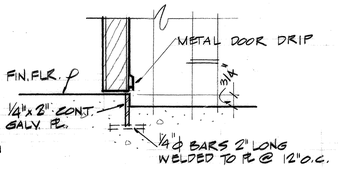
JAMB G'/65



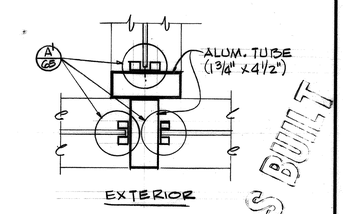
JAMB M/65



JAMB P/65



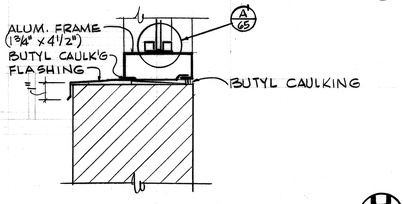
SILL V/65



JAMB Z/65

AS BUILT

JAMB AA/65



JAMB H/65

GRAPHIC SCALES
3"=1'-0"

51

PADEREWSKI · DEAN & ASSOCIATES
ARCHITECTS
C. J. PADEREWSKI, F.A.I.A. · LOUIS A. DEAN, A.I.A.
525 'C' STREET · SAN DIEGO, CALIFORNIA · 234 6183

SPEC. NO.	W.O. NO.
REFERENCES	
CONTRACTOR	
CONSTRUCTION STARTED	
CONSTRUCTION COMPLETED	
COST	INSPECTOR

REVISIONS	DATE	APPROVED
AS BUILT = SUBSTITUTED NORTHRUP ARCH'L SYSTEM WINDOWALL FOR ALUM TUBE & STOPS		

San Diego Unified Port District
San Diego · California

DESIGNED	D. I
DRAWN	A.M. & D.G.
CHECKED	R.C.A.
APPROVAL RECOMMENDED	AUG 23 1965 — ASST. CHIEF ENGINEER
APPROVED	AUG 30 1965 — CHIEF ENGINEER

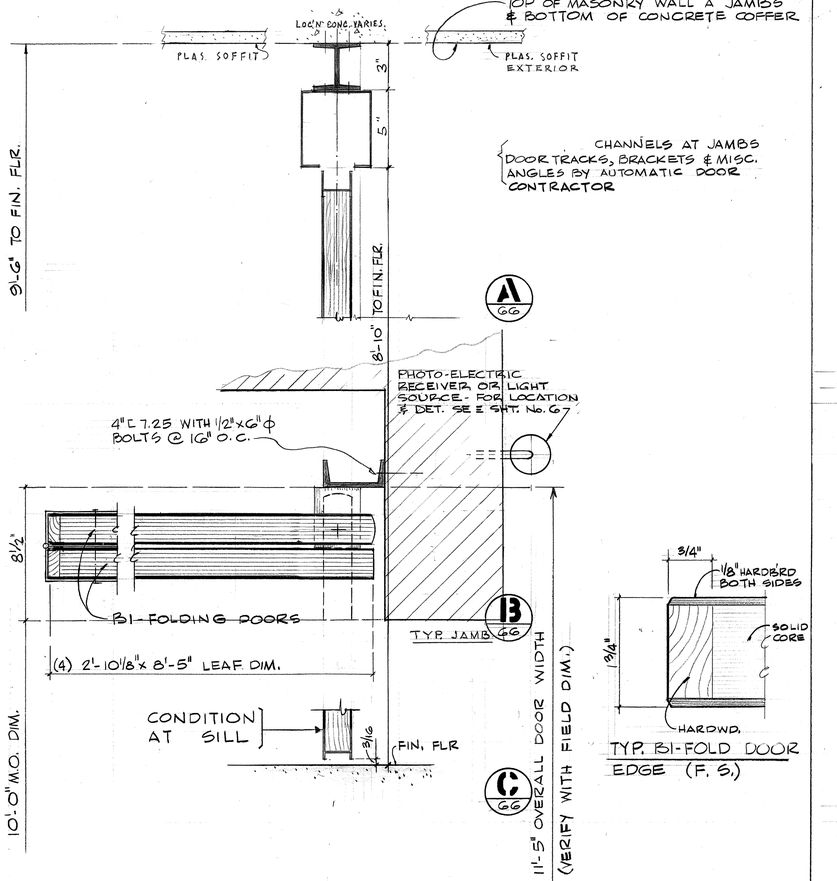
San Diego International Air Terminal
Lindbergh Field

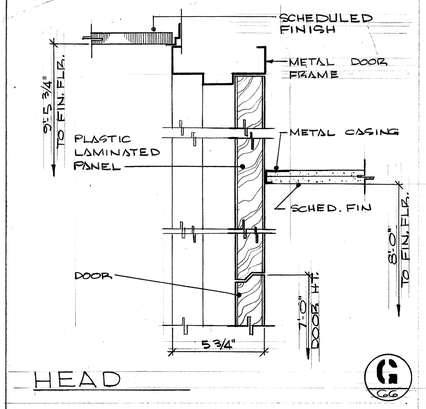
DOOR & WINDOW DETAILS

DATUM · MEAN LOWER LOW WATER

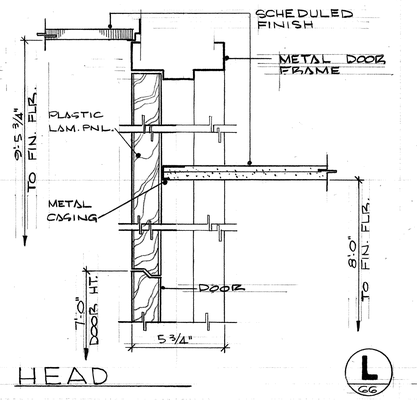
SHEET 65 of 171

704

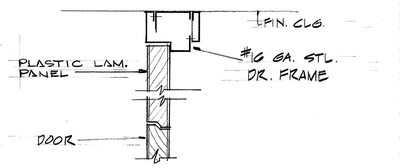




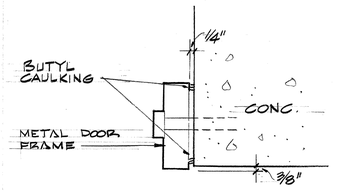
HEAD — G GG



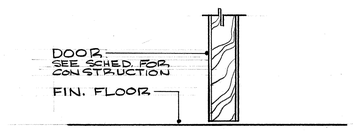
HEAD — L GG



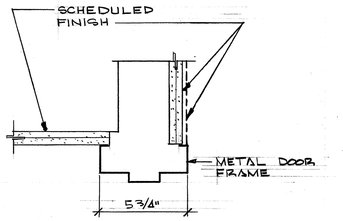
HEAD — Q GG



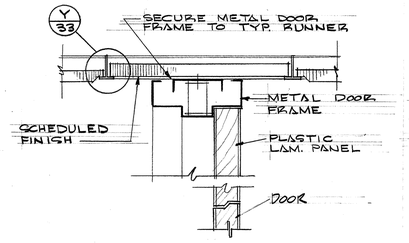
JAMB — U GG



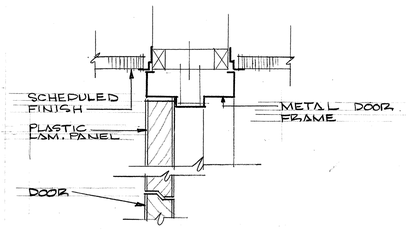
SILL — H GG



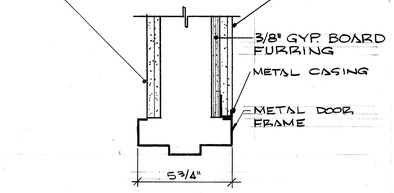
JAMB — M GG



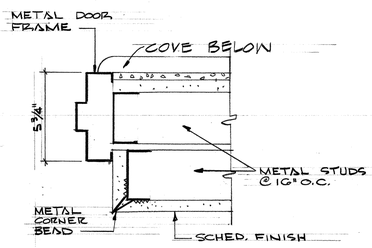
HEAD — P GG



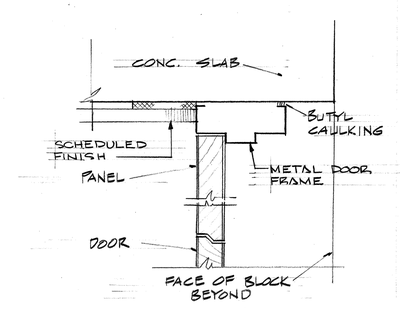
HEAD — V GG



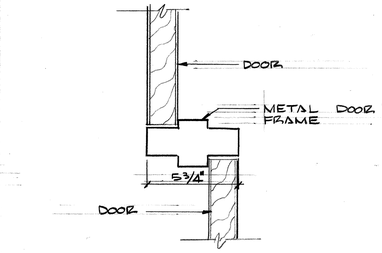
JAMB — J GG



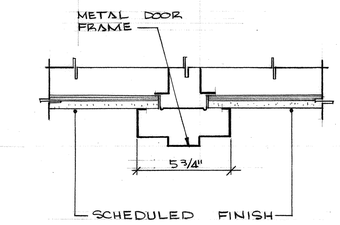
JAMB — N GG



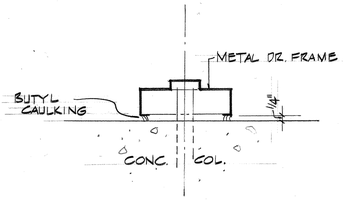
HEAD — S GG



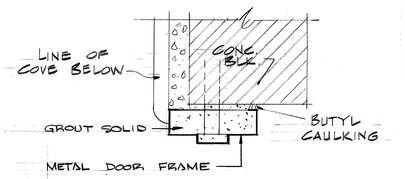
JAMB — W GG



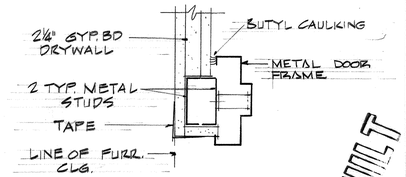
JAMB — K GG



JAMB — P GG

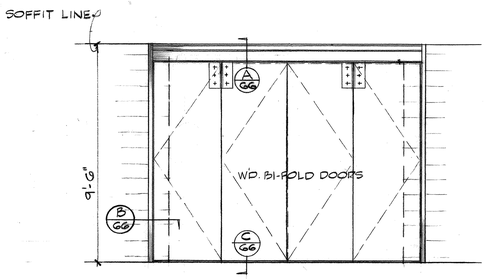


JAMB — T GG



JAMB — X GG

AS BUILT



ELEV. - DOOR Nº C10 - LOOKING NORTH
DOOR NO. D6 SIMILAR 3/8" = 1'-0"

AUTOMATIC BIFOLD DOOR DETAILS

3" = 1'-0" EXCEPT AS NOTED

GRAPHIC SCALES

3/8"=1'-0" 0 1 2 4 6 8

3"=1'-0" 0 3 6 1'

PADEREWSKI · DEAN & ASSOCIATES ARCHITECTS
C. J. PADEREWSKI, F.A.I.A. · LOUIS A. DEAN, A.I.A.
525 'C' STREET · SAN DIEGO, CALIFORNIA · 234 6183

SPEC. NO. · W.O. NO.
REFERENCES
CONTRACTOR
CONSTRUCTION STARTED
CONSTRUCTION COMPLETED
COST · INSPECTOR

REVISIONS	DATE	APPROVED

San Diego Unified Port District
San Diego · California

PORT OF SAN DIEGO UNIFIED PORT DISTRICT

DESIGNED D. I.
DRAWN A.M. & P.A.E.
CHECKED R.Z.A.

APPROVAL RECOMMENDED AUG 23 1965 — ASST. CHIEF ENGINEER
APPROVED AUG 23 1965 — CHIEF ENGINEER

San Diego International Air Terminal
Lindbergh Field
DOOR DETAILS

DATUM · MEAN LOWER LOW WATER
SHEET 66 of 171
704

EQUIPMENT SCHEDULE

ITEM	SYM	DESCRIPTION	MAKE & MODEL	ELECTRICAL CHARACTERISTICS HP	VOLT	CYCLE	PHASE	FLA	RPM DRIVER	RPM DRIVEN	CFM	S.P.	O.V.	COIL AREA	WATER TEMP ENT.	WATER TEMP LVG.	AIR TEMP ENT. D.B	AIR TEMP LVG. D.B	AIR TEMP ENT. W.B.	AIR TEMP LVG. W.B.	GPM	FT. HD.	BTU COOL'G	BTU HEAT'G.	TONS	FILTERS	COILS SIZE	COILS ROWS	COILS FIN/IN	COND. WATER GPM	COND. WATER ENT. TEMP	COND. WATER LVG. TEMP	COND. WATER FT. HD.	REMARKS	ITEM	SHOWN ON SHEET
1	C-1	CENTRIFUGAL CHILLER	CARRIER 19 D		480	60	3	267	3500	3500					57.5	44					450	13			250					725	82.5	92.5	18'	TYPE W MOUNTING, 2 LAYERS	1	M-14
2	C-2	CENTRIFUGAL CHILLER	CARRIER 19 D					267	3500	3500					57.5	44					450	13			250					725	82.5	92.5	18'	TYPE W MOUNTING, 2 LAYERS	2	M-14
3	CT-1	COOLING TOWER	MARLEY NO. 7245 - H1	2-25															71		1950	12												TYPE W MOUNTING, 2 LAYERS	3	M-14 & 15
4	P-1	CHILLED WATER PUMP	PEERLESS AQUALINE 40 S 13	30					1750	1750											450	150													4	M-14
5	P-2	CHILLED WATER PUMP	PEERLESS AQUALINE 40 S 13	30																	450	150													5	M-14
6	P-3	CONDENSER WATER PUMP	PEERLESS AQUALINE 30 S 13	25																	725	90													6	M-14
7	P-4	CONDENSER WATER PUMP	PEERLESS AQUALINE 30 S 13	25																	725	90													7	M-14
8	P-5	HOT WATER PUMP	PEERLESS FLUIDYNE PB 8x2 1/2 x 12	15																	150	130													8	M-15
9	P-6	HOT WATER PUMP	PEERLESS FLUIDYNE PB 8x2 1/2 x 12	15					1750	1750											150	130													9	M-15
10	B-1	HOT WATER BOILER	RITE 275												150	180					150			2,200,000									2,750 000 BTU INPUT TYPE W MOUNTING, 2 LAYERS	10	M-15
11	B-2	HOT WATER BOILER	RITE 275												150	180					150			2,200,000									2,750 000 BTU INPUT TYPE W MOUNTING, 2 LAYERS	11	M-15
12	F-1	SUPPLY FAN	RECOLD SIZE 21F	15						963	11325	3.4	2423																				CLASS II FORWARD CURVED, TYPE B MOUNTING, 1 1/2" DEF. TYPE G BASE	12	M-11
13	CC-1	COOLING COIL	RECOLD TYPE 6HC								10600			23.5	44	58	82	52	66	51	67	15	470000		39		32 1/2 x 104	6	14					W/ELIMINATORS & DRAIN PAN	13	
14	HC-1	HEATING COIL	RECOLD TYPE 2MC								8500			11.8	180	150	65	98			19	3		284000			15 x 104	2	8						14	
15	AF-1	AIR FILTER	BURKE HIE 40 SERIES 12																							6-24 x 24 x 12								SEE NOTE ON TEMPORARY DISPOSABLE FILTER INSTALLATION (TYP. ALL SYSTEMS)	15	
16	F-2	SUPPLY FAN	RECOLD SIZE 24F	15						831	13050	3.4	2085																				CLASS II FORWARD CURVED, TYPE B MOUNTING, 1 1/2" DEF. TYPE G BASE	16	
17	CC-2	COOLING COIL	RECOLD TYPE 6HC								12800			26.3	44	58	82	52	66	51	83	21	580 000		48		32 1/2 x 116	6	14					W/ELIMINATORS & DRAIN PAN	17	
18	HC-2	HEATING COIL	RECOLD TYPE 2MC								10000			13.4	180	150	65	96			23	3		345000			15 x 116	2	8						18	
19	AF-2	AIR FILTER	BURKE HIE 40 SERIES 12																							8-24 x 24 x 12									19	
20	F-3																																		20	
21	CC-3																																		21	
22	HC-3																																		22	
23	AF-3																																		23	
24	F-4	SUPPLY FAN	RECOLD SIZE 24F	15						832	12200	3.4	1910																				CLASS II FORWARD CURVED, TYPE B MOUNTING, 1 1/2" DEF. TYPE G BASE	24	
25	CC-4	COOLING COIL	RECOLD TYPE 6HC								11700			24.9	44	58	82	52	66	51	76	17	530 000		44		32 1/2 x 110	6	14					W/ELIMINATORS & DRAIN PAN	25	
26	HC-4	HEATING COIL	RECOLD TYPE 2MC								9200			18.5	180	150	65	96			21	3		310 000			15 x 110	2	8						26	
27	AF-4	AIR FILTER	BURKE HIE 40 SERIES 12																							6-24 x 24 x 12									27	
28	F-5	SUPPLY FAN	RECOLD SIZE 24F	15						832	12000	3.4	1879																				CLASS II FORWARD CURVED, TYPE B MOUNTING, 1 1/2" DEF. TYPE G BASE	28	
29	CC-5	COOLING COIL	RECOLD TYPE 6HC								10800			24.9	44	58	82	52	66	51	70	16	490 000		41		32 1/2 x 110	6	14					W/ELIMINATORS & DRAIN PAN	29	
30	HC-5	HEATING COIL	RECOLD TYPE 2MC								9000			12.5	180	150	65	96			20	3		300 000			15 x 110	2	8						30	
31	AF-5	AIR FILTER	BURKE HIE 40 SERIES 12																							6-24 x 24 x 12									31	
32	F-6	SUPPLY FAN	RECOLD SIZE 21F	10						967	10550	3.4	2447																				CLASS II FORWARD CUAVED, TYPE B MOUNTING, 1 1/2" DEF. TYPE G BASE	32	
33	CC-6	COOLING COIL	RECOLD TYPE 6HC								10,000			20.7	44	58	82	52	66	51	62	10	450 000		37		32 1/2 x 92	6	14					W/ELIMINATORS & DRAIN PAN	33	
34	HC-6	HEATING COIL	RECOLD TYPE 2MC								8000			10.4	180	150	65	98			17	3		265000			15 x 92	2	8						34	
35	AF-6	AIR FILTER	BURKE HIE 40 SERIES 12																							6-24 x 24 x 12									35	
36	F-7	SUPPLY FAN	RECOLD SIZE 24F	15						829	13700	3.5	2144																				CLASS II FORWARD CURVED, TYPE B MOUNTING, 1 1/2" DEF. TYPE G BASE	36	
37	CC-7	COOLING COIL	RECOLD TYPE 6HC								12700			27.7	44	58	82	52	66	51	82	21	572 000		48		32 1/2 x 122	6	14					W/ELIMINATORS & DRAIN PAN	37	
38	HC-7	HEATING COIL	RECOLD TYPE 2MC								10300			13.9	180	150	65	96			23	3		344 000			15 x 122	2	8						38	
39	AF-7	AIR FILTER	BURKE HIE 40 SERIES 12																							8-24 x 24 x 12									39	M-11
40	F-8	SUPPLY FAN	RECOLD SIZE 21F	15						965	11450	3.4	2437																				CLASS II FORWARD CURVED, TYPE B MOUNTING, 1 1/2" DEF. TYPE G BASE	40	M-12
41	CC-8	COOLING COIL	RECOLD TYPE 6HC								10000			23.5	44	58	82	52	66	51	66	13	460 000		39		32 1/2 x 104	6	14					W/ELIMINATORS & DRAIN PAN	41	
42	HC-8	HEATING COIL	RECOLD TYPE 2 MC								8600			11.8	180	150	65	97			20	3		300 000			15 x 104	2	8						42	
43	AF-8	AIR FILTER	BURKE HIE 40 SERIES 12																							6-24 x 24 x 12									43	
44	F-9	SUPPLY FAN	RECOLD SIZE 24F	15						831	13300	3.4	2081																				CLASS II FORWARD CURVED, TYPE B MOUNTING, 1 1/2" DEF. TYPE G BASE	44	
45	CC-9	COOLING COIL	RECOLD TYPE 6HC								12400			27.7	44	58	82	52	66	51	80	20	560 000		47		32 1/2 x 122	6	14					W/ELIMINATORS & DRAIN PAN	45	
46	HC-9	HEATING COIL	RECOLD TYPE 2 MC								10000			13.9	180	150	65	96			22	3		330 000			15 x 122	2	8						46	
47	AF-9	AIR FILTER	BURKE HIE 40 SERIES 12																							8-24 x 24 x 12									47	
48	F-10	SUPPLY FAN	RECOLD SIZE 21F	10						921	11750	3.1	2469																				CLASS I FORWARD CURVED, TYPE B MOUNTING, 1 1/2" DEF. TYPE G BASE	48	
49	CC-10	COOLING COIL	RECOLD TYPE 6HC								9400			23.5	44	58	82	56	67	54	52	9	363 000		30		32 1/2 x 104	6	8					W/ELIMINATORS & DRAIN PAN	49	
50	HC-10	HEATING COIL	RECOLD TYPE 2 MC								8800			11.8	180	150	65	96			20	3		293 000			15 x 104	2	8						50	
51	AF-10	AIR FILTER	BURKE HIE 40 SERIES 12																							6-24 x 24 x 12									51	
52	F-11	SUPPLY FAN	RECOLD SIZE 21F	15						957	11100	3.4	2400																				CLASS II FORWARD CURVED, TYPE B MOUNTING, 1 1/2" DEF. TYPE G BASE	52	
53	CC-11	COOLING COIL	RECOLD TYPE 6HC								10000			22.1	44	58	82	52	66	51	65	8	450 000		38		32 1/2 x 98	6	14					W/ELIMINATORS & DRAIN PAN	53	
54	HC-11	HEATING COIL	RECOLD TYPE 2MC								8400			11.1	180	150	65	97			19	3		291 000			15 x 98	2	8						54	
55	AF-11	AIR FILTER	BURKE HIE 40 SERIES 12																							6-24 x 24 x 12									55	
56	F-12	SUPPLY FAN	RECOLD SIZE 24 D	15						832	12750	3.4	2000																				CLASS II FORWARD CURAVED, TYPE B MOUNTING, 1 1/2" DEF. TYPE G BASE	56	
57	CC-12	COOLING COIL	RECOLD TYPE 6HC								12100			26.3	44	58	82	52	66	51	79	18	550 000		46		32 1/2 x 116	6	14					W/ELIMINATORS & DRAIN PAN	57	
58	HC-12	HEATING COIL	RECOLD TYPE 2 MC								9600			13.4	180	150	65	96			21	3		320 000			15 x 116	2	8						58	
59	AF-12	AIR FILTER	BURKE HIE 40 SERIES 12																							8-24 x 24 x 12									59	
60	F-13	SUPPLY FAN	RECOLD SIZE 24 D	15						834	11750	3.4	1840																				CLASS II FORWARD CURVED, TYPE B MOUNTING, 1 1/2" DEF. TYPE G BASE	60	
61	CC-13	COOLING COIL	RECOLD TYPE 6HC								10900			23.5	44	58	82	52	66	51	70	14	490 000		41		32 1/2 x 104	6	14					W/ELIMINATORS & DRAIN PAN	61	
62	HC-13	HEATING COIL	RECOLD TYPE 2 MC								8800			11.8	180	150	65	96			20	3		293 000			15 x 104	2	8						62	
63	AF-13	AIR FILTER	BURKE HIE 40 SERIES 12 -																							6-24 x 24 x 12									63	M-12
64	F-14	MULTIZONE AIR HANDLER	RECOLD MH 70	3						1070	4000	2.5									3500												FORWARD CURVED TYPE B MOUNTING, 1" DEF.	64	M-13
65	CC-14	COOLING COIL	RECOLD TYPE 6HC								3500			7.8	44	55	82	53	66	52	22	3	154 000		13		18T x 45	6	14						65	
66	HC-14	HEATING COIL	RECOLD TYPE 2MC								3400			4.4	180	150	65	96			8	2		114 000			11T x 45	2	8						66	
67	AF-14	AIR FILTER	BURKE HIE 40 SERIES 12																							2-24 x 24 x 12								W/ SURE SEAL MODULAR UNIT, SERIES 3, NO. 312-15012	67	
68	F-15	MULTIZONE AIR HANDLER	RECOLD MH 200	7.5	480		3			965	7825	2.6																				FORWARD CURVED TYPE B MOUNTING, 1" DEF.	68	
69	CC-15	COOLING COIL	RECOLD TYPE 6HC								7000			21.9	44	58	82	52	66	51	49	6	340 000		28		26T x 87	6	14						69	
70	HC-15	HEATING COIL	RECOLD TYPE 2M2								7000			9.7	180	160	65	96			16	3		240,000			13T x 87	2	8						70	
71	AF-15	AIR FILTER	BURKE HIE 40 SERIES 12																							4-24 x 24 x 12								W/ SURE SEAL MODULAR UNIT, SERIES 3, NO. 322-15012	71	M-13
72	F-16	AIR HANDLER	DUNHAM-BUSH CC 800	1/3	120		1			1300	450	1.4																				TYPE D SUSPENSION, 1 1/4" DEF.	72	M-14
73	CC-16	COOLING COIL	DUNHAM-BUSH SY 42.B.26 3/4 (5/8)											1.49	44	53	78	57	69	55	3	2	13600		1.2		15 x 20	4	9						73	M-14
74	HC-16	HEATING COIL	DUNHAM-BUSH SY 42.B.26 3/4 (5/8)											1.49	180	150	65	97			1	1		16,000			15 x 20	2	9						74	M-14
75	AF-16	AIR FILTER	BURKE HIE 40 SERIES 2																							16 x 25 x 2									75	M-14
76	F-17	AIR HANDLER	DUNHAM-BUSH CC 800	1/3	120		1			1325	450	1.5																				TYPE D SUSPENSION, 1 1/4" DEF.	76	M-15
77	CC-17	COOLING COIL	DUNHAM-BUSH SY 42.B.26 3/4 (5/8)											1.49	44	56	85	60	70	58	4	3	17200		1.5		15 x 20	4	9						77	M-15
78	HC-17	HEATING COIL	DUNHAM-BUSH SY 42.B.26 3/4 (5/8)											1.49	180	150	33	97			2	1		32,000			15 x 20	2	9						78	M-15
79	AF-17	AIR FILTER	BURKE HIE 40 SERIES 2																							16 x 25 x 2									79	M-15
80																																			80	
81																																			81	
82																																			82	
83	UH-1-11	UNIT HEATER	MODINE HS - 280	1/15	120		1		1625	1625	1000				180	160					3	1		38 000									THROW 35 FT. 3 - SPEED	83	M-4
84																																			84	
85																																			85	
86	EF-1,2&12	EXHAUST FAN	TRADEWIND 1501	1/5W	120		1				250																								86	M-4 & 8
87	EF-3&5	EXHAUST FAN	RECOLD U 155 F	1/4	120		1		1750	480	1100	3/8	1050																				TYPE DN MOUNTING	87	M-15
88	EF-4&6	EXHAUST FAN	POWER LINE 14 BEL BB-2	1/6	120		1		1750	1300	600	3/8																							88	M-2,5 & 7
89	EF-7	EXHAUST FAN	POWER LINE 16 BEL BB	1/6	120		1		1750	1000	1075	3/8																							89	M-2,8 & 13
90	EF-8&10	EXHAUST FAN	POWER LINE 14 BEL BB	1/6	120		1		1750	1160	400	3/8																							90	M-3 & 9
91	EF-9&11	EXHAUST FAN	POWER LINE 14 BEL BB	1/6	120		1		1750	1180	475	3/8																							91	M-3 & 10
92	EF-13	EXHAUST FAN	POWER LINE 12 BEL BB	1/6	120		1		860	860	300	1/4																							92	M-3 & 4
93	EF-14to17	EXHAUST FAN	POWER LINE 14 BEL BB	1/6	120		1		1750	1300	650	3/8																							93	M-3 & 4
94	EF-18to22	EXHAUST FAN	POWER LINE 14 BEL BC	1/4	120		1		1750	1470	800	3/8																							94	M-3,4 & 7
95	EF-23	EXHAUST FAN	POWER LINE 16 BEL BC	1/4	120	60	1		1750	1100	1300	3/8																							95	M-5 & 14

REGISTERED PROFESSIONAL ENGINEER MERLE STRUM No. 12388 MECHANICAL STATE OF CALIFORNIA

AS BUILT

PADEREWSKI · DEAN & ASSOCIATES ARCHITECTS

C. J. PADEREWSKI, F.A.I.A. · LOUIS A. DEAN, A.I.A.
525 'C' STREET · SAN DIEGO, CALIFORNIA · 234 6183

SPEC. NO. | W. O. NO.
REFERENCES
CONTRACTOR
CONSTRUCTION STARTED
CONSTRUCTION COMPLETED

⚠ AS BUILT

DIVISIONS	DATE	APPROVED

San Diego Unified Port District
San Diego · California

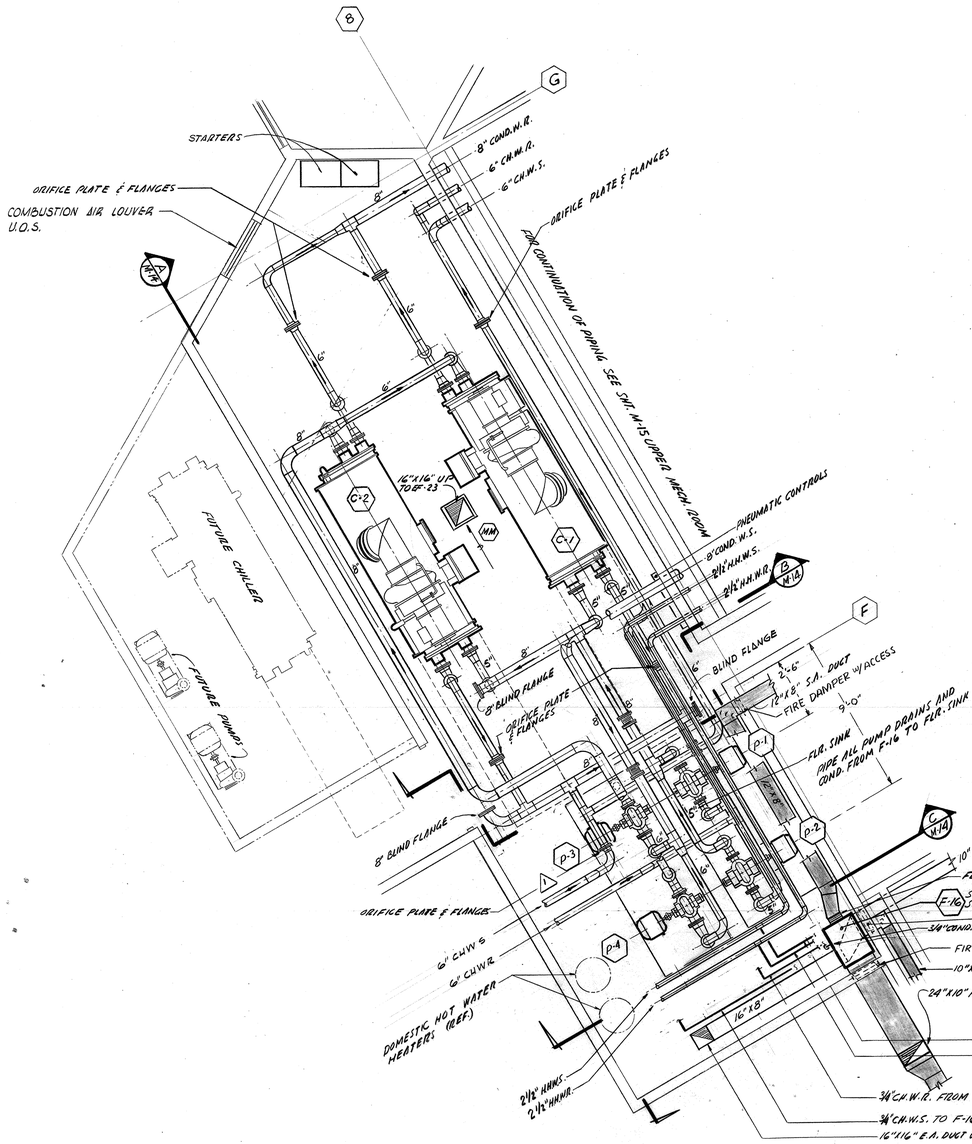
DESIGNED M.S.
DRAWN A.G.M.
CHECKED H.P.F.

APPROVAL RECOMMENDED AUG 23 1965 — ASST. CHIEF ENGINEER
APPROVED AUG 23 1965 — CHIEF ENGINEER

San Diego International Air Terminal
Lindbergh Field

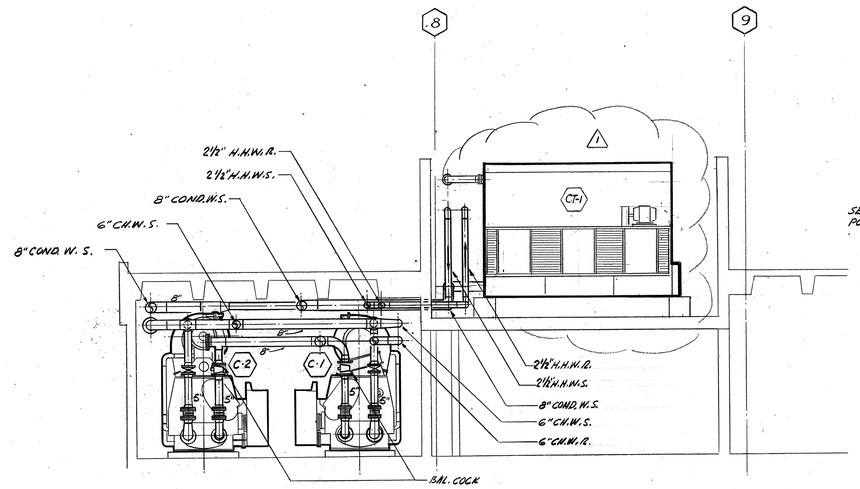
MECHANICAL EQUIPMENT SCHEDULE

DATUM = MEAN LOWER LOW WATER
SHEET M-1 OF 171
704



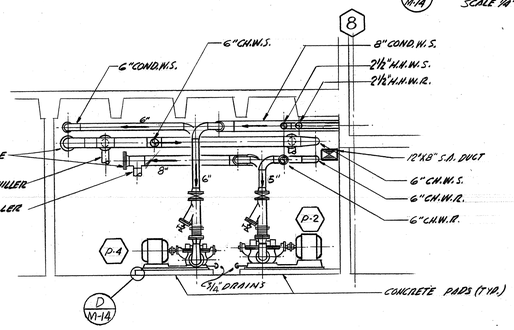
PLAN • GROUND FLOOR MECH. ROOM • WEST

SCALE 1/4" = 1'-0"



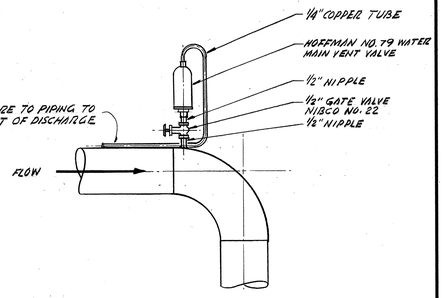
SECTION B M-14

SCALE 1/4" = 1'-0"



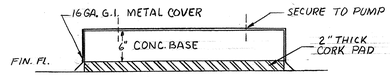
SECTION C M-14

SCALE 1/4" = 1'-0"



TYP. AUTO AIR VENT DETAIL

SCALE 1½" = 1'-0"

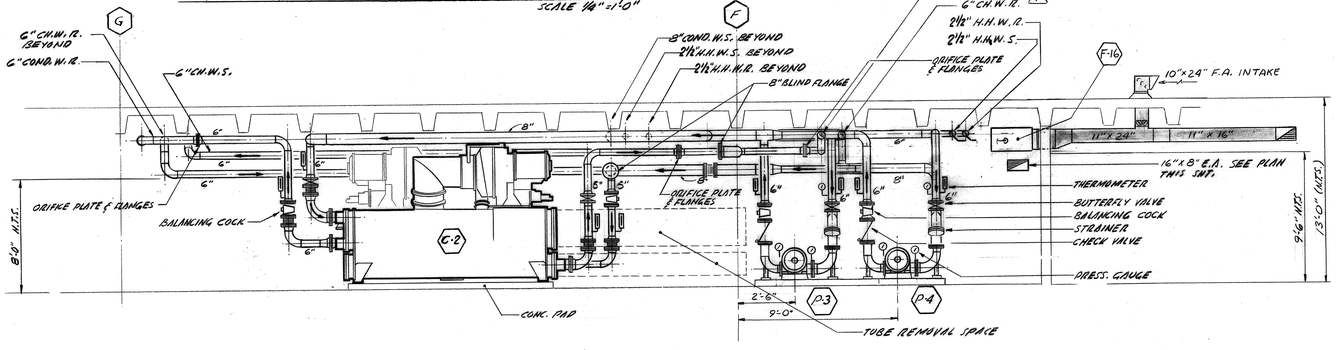


DETAIL D M-14

NO SCALE

NOTE ALL PIPING IN GROUND FLOOR MECHANICAL ROOM SHALL BE SUSPENDED FROM SPECIFIED VIBRATION ISOLATION HANGERS.

ALL PIPING SHALL BE COORDINATED WITH PLUMBING AND ELECTRICAL WORK.



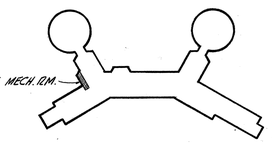
SECTION A M-14

SCALE 1/4" = 1'-0"

REGISTERED PROFESSIONAL ENGINEER — MERLE STRUM — No. 12388 — MECHANICAL — STATE OF CALIFORNIA

GRAPHIC SCALE

1/4" = 1'-0" 0 4 8



AS BUILT

PADEREWSKI · DEAN & ASSOCIATES
ARCHITECTS
C. J. PADEREWSKI, F.A.I.A. · LOUIS A. DEAN, A.I.A.
525 'C' STREET · SAN DIEGO, CALIFORNIA · 234 6183

SPEC. NO.	W. O. NO.
REFERENCES	
CONTRACTOR	
CONSTRUCTION STARTED	
CONSTRUCTION COMPLETED	
COST	INSPECTOR

⚠ AS BUILT			
REVISIONS		DATE	APPROVED

San Diego Unified Port District

San Diego • California

PORT OF SAN DIEGO · UNIFIED PORT DISTRICT

DESIGNED	M.S.
DRAWN	R. L. P.
CHECKED	H. D. F.
APPROVAL RECOMMENDED	AUG 23 1965 — ASST. CHIEF ENGINEER
APPROVED	AUG 23 1965 — CHIEF ENGINEER

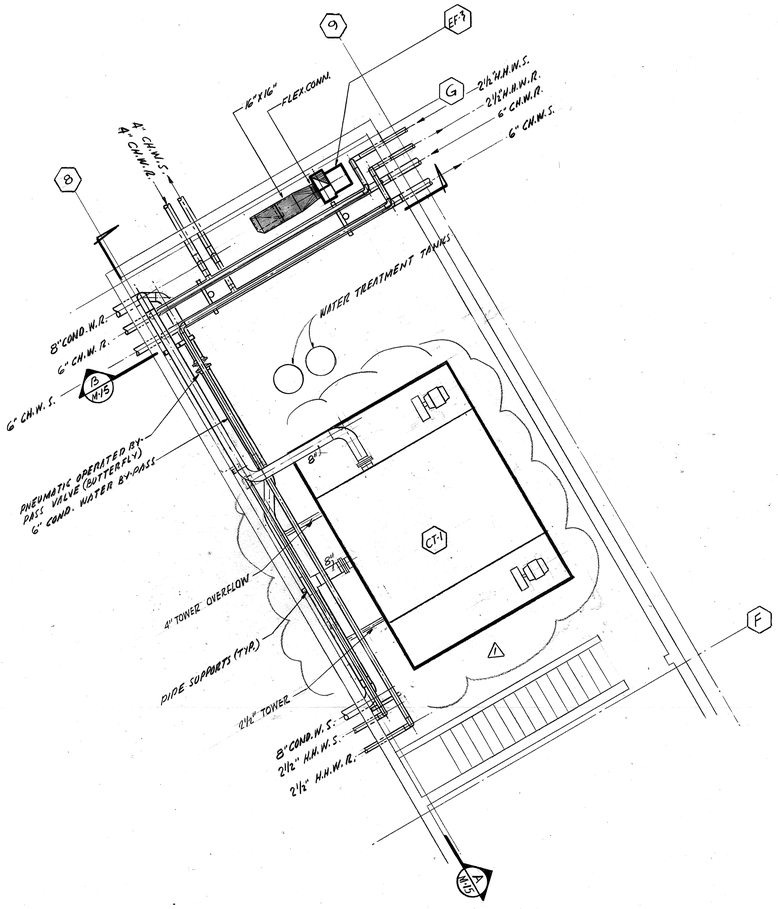
San Diego International Air Terminal
Lindbergh Field

GROUND FLOOR MECHANICAL ROOM - PLAN & SECTIONS

DATUM = MEAN LOWER LOW WATER

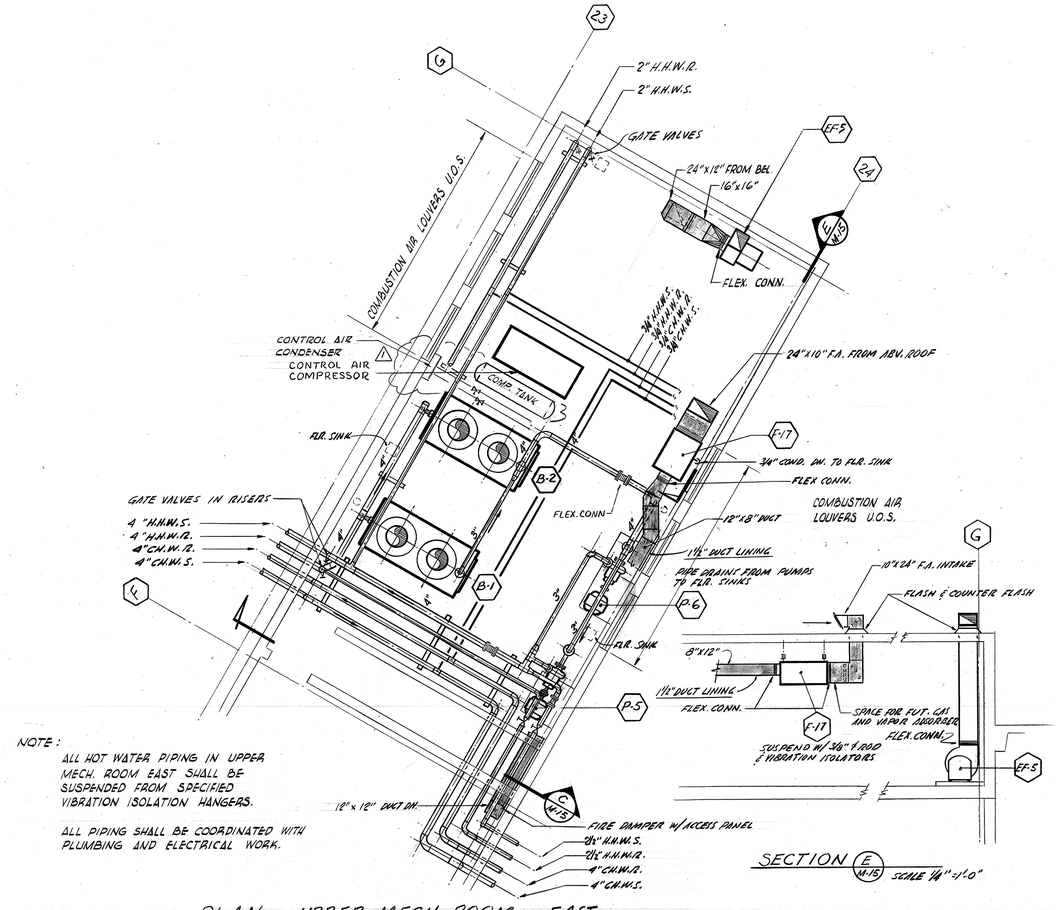
SHEET M-14 OF 171

704



PLAN ◦ UPPER MECH. ROOM ◦ WEST

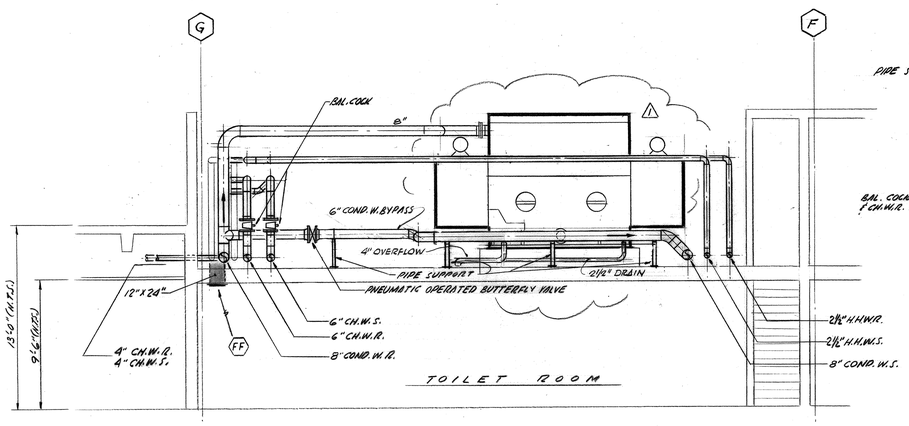
SCALE 1/4"=1'-0"



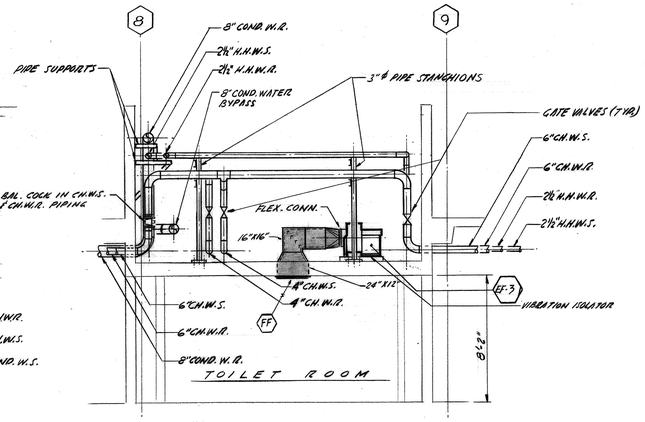
PLAN ◦ UPPER MECH. ROOM ◦ EAST

SCALE 1/4"=1'-0"

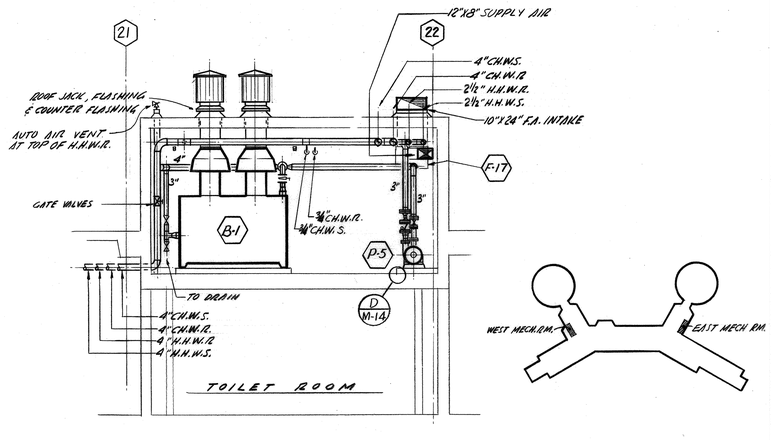
SECTION E M-15 SCALE 1/4"=1'-0"



SECTION A M-15 SCALE 1/4"=1'-0"



SECTION B M-15 SCALE 1/4"=1'-0"



SECTION C M-15 SCALE 1/4"=1'-0"

REGISTERED PROFESSIONAL ENGINEER
MERLE STRUM
No. 12388
MECHANICAL
STATE OF CALIFORNIA

GRAPHIC SCALE
1/4"=1'-0" 1 2 4 8 12

AS BUILT

PADEREWSKI · DEAN & ASSOCIATES ARCHITECTS	SPEC. NO.	W.O. NO.	
C. J. PADEREWSKI, F.A.I.A. · LOUIS A. DEAN, A.I.A.	REFERENCES		
525 'C' STREET · SAN DIEGO, CALIFORNIA · 234 6183	CONTRACTOR		
	CONSTRUCTION STARTED		
	CONSTRUCTION COMPLETED		
	COST	INSPECTOR	

REVISIONS	DATE	APPROVED
AS BUILT		

San Diego Unified Port District
San Diego · California

PORT OF SAN DIEGO UNIFIED PORT DISTRICT

DESIGNED	M.S.	APPROVAL RECOMMENDED AUG 23 1966 ASST. CHIEF ENGINEER
DRAWN	B.L.P.	
CHECKED	H.B.F.	APPROVED AUG 23 1966 CHIEF ENGINEER

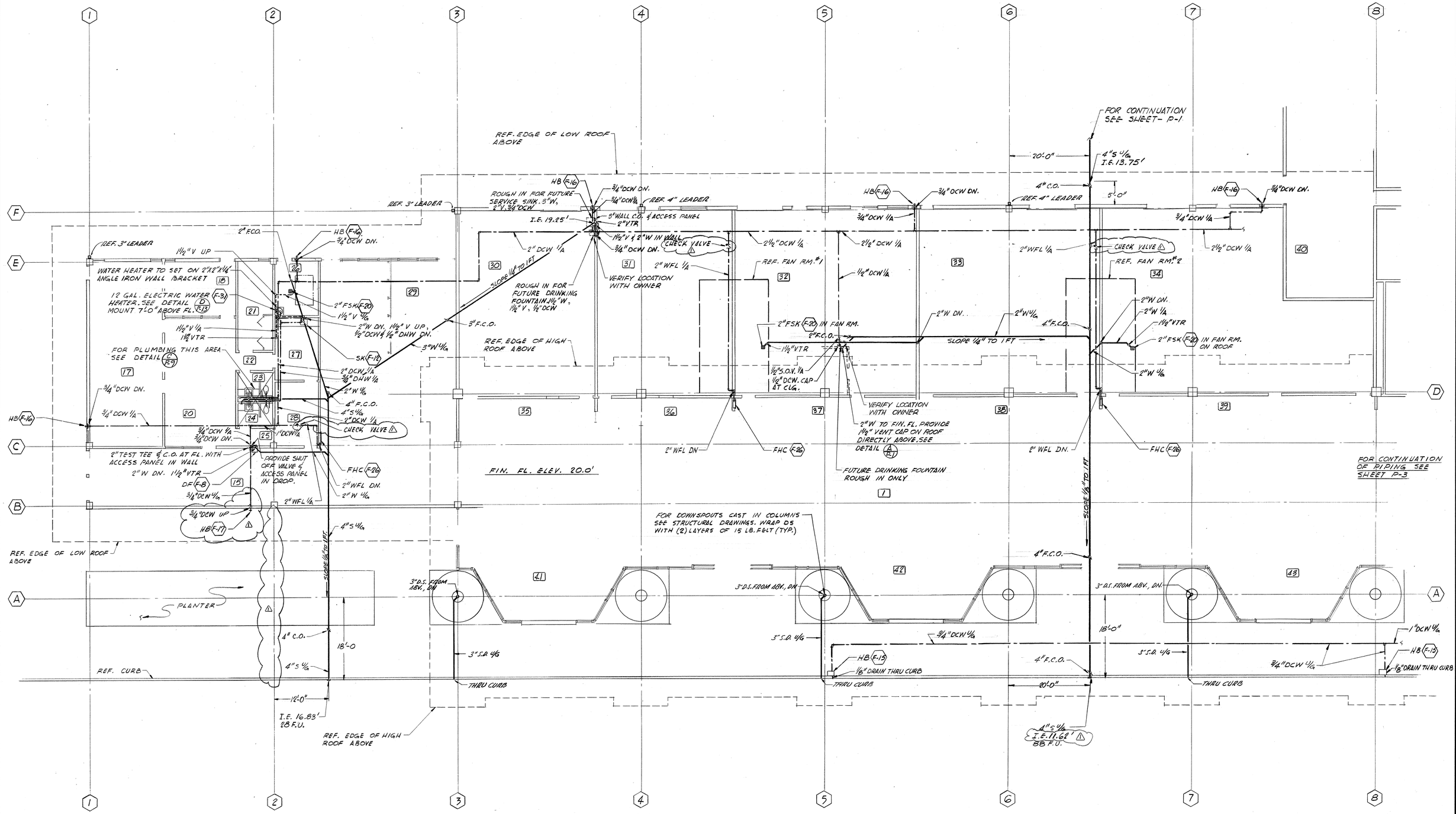
San Diego International Air Terminal
Lindbergh Field

UPPER MECHANICAL ROOMS PLANS & SECTIONS

DATUM · MEAN LOWER LOW WATER

SHEET M-15 OF 171

704



FLOOR PLAN - PART "A"

SCALE : 1/8" = 1'-0"

REGISTERED PROFESSIONAL ENGINEER
MERLE STRUM
No. 12388
MECHANICAL
STATE OF CALIFORNIA

GRAPHIC SCALE

1/8" = 1'-0" 0' 5' 10' 15' 20'

NORTH

PART "A"

AS BUILT

PADEREWSKI · DEAN & ASSOCIATES ARCHITECTS	SPEC. NO.	W.O. NO.	⚠ 1 "AS-BUILT"		
C. J. PADEREWSKI, F.A.I.A. · LOUIS A. DEAN, A.I.A.	REFERENCES				
525 'C' STREET · SAN DIEGO, CALIFORNIA · 234 6183	CONTRACTOR				
	CONSTRUCTION STARTED				
	CONSTRUCTION COMPLETED				
	COST	INSPECTOR	REVISIONS	DATE	APPROVED

San Diego Unified Port District
San Diego · California

PORT OF SAN DIEGO UNIFIED PORT DISTRICT

DESIGNED D.M.B.	APPROVAL RECOMMENDED	AUG 23 1966 John E. Wickiser ASST. CHIEF ENGINEER
DRAWN D.M.B.	APPROVED	AUG 23 1966 J. E. Liebmann CHIEF ENGINEER
CHECKED C.F.B.		

San Diego International Air Terminal
Lindbergh Field

PLUMBING FLOOR PLAN - PART A

DATUM · MEAN LOWER LOW WATER

SHEET P-2 OF 171

704

FOR CONTINUATION OF PIPING SEE SHEET P-7

REF. 3" LEADER

NOTE:
1. PIPING TO BE RUN IN UPPER MECH. ROOM SHALL BE SUPPORTED ON 3" DIA. PIPE STANCHIONS
2. PROVIDE AN ALUMINUM COVER OVER ALL INSULATION AND PAINT EXPOSED PIPING RUN IN UPPER MECH. ROOM.
3. SLEEVES THROUGH OUTSIDE WALL SHALL BE MADE WATER TIGHT.

FUTURE 3/4" DHWR, FUTURE 3/4" DHW, FUTURE 2 1/2" DSCW, FUTURE 3" DCW, 4" G, 6" G, MECH. 6" G LWS, MECH. 6" G CHWR, MECH. 3" LWR, MECH. 3" LWS

BOTTOM OF ROOF LINE — 9'-6" CLG. — FUTURE 18" DEEP DUCT — TRAPEZE HANGER

SECTION
NO SCALE

REF. 4" LEADER

REF. EDGE OF LOW ROOF ABOVE

FUTURE 2 1/2" DSCW, FUTURE 3" DCW, 4" G, 6" G, MECH. 6" G LWS, MECH. 5" G HWR, MECH. 3" LWR, MECH. 3" LWS

BOTTOM OF ROOF LINE — 9'-6" CLG. — FUTURE 18" DEEP DUCT — TRAPEZE HANGER

SECTION
NO SCALE

REF. 3" LEADER — I.E. 18.5 — 2" W 1/8 — SLOPE 1/8" TO 1 FT

REF. 4" LEADER

2 1/2" DCW 1/4
1 1/2" DHW 1/4
3/4" DHWR 1/4
RUN IN UPPER MECH. RM { 3" DCW, 1 1/4" DHW, 3/4" DHWR, 3" D.S. UP
3" D.S. 1/4
3" D.S. DN.
TERMINATE AT SPLASH BLOCK
HB F-16
3/4" DCW DN.
3/4" DCW 1/4
1" CRANE LINE OR EQUAL REDUCED PRESS. TYPE BACK FLOW PREVENTER
1" STUBOUT TO CHILLERS

I.E. 17.79 — 2" DCW

2 1/2" DSCW, 3" DCW, 4" G, 6" G, 4" DCW } RUN PIPING IN UPPER MECH. RM 9'-0" ABOVE FLOOR

2 1/2" DSCW, 3" DCW 1/4, 4" G, 6" G 1/4, 3" DCW 1/4 } CAPPED ABOVE FUTURE CLG. HEIGHT

6" G 1/4
3" DCW 1/4

PIPING DN
PIPING UP

COORDINATE THE INSTALLATION OF ALL PLUMBING PIPING IN THE MECH. ROOM W/ THE MECH. CONTRACTOR.

REF. CHILLER
4" FSH F-20
1 1/2" V UP
2" FD F-19
4" S 1/16
4" FSH F-20
2" V UP & 8' VTR
4" F.C.O.
SLOPE 1/8" TO FT
REF. CHILLER
I.E. 18.0'
FUTURE CHILLER BUILDING
2 1/2" SOFT WATER, CAP AT CLG.
6" S 1/16
(2) 3" DCW TAKE-OFF, VALVE & CAP (FOR FUTURE WATER SOFTNERS)
REF. FUTURE WATER SOFTNER LOCATION
CIRCULATING PUMP F-32
I.E. 18.5'
6" FSH F-20
6" F.C.O.
2" VTR
2 1/2" DCW 1/4
1 1/2" G DN.
70 GAL. WATER HEATER F-29
SEE DETAIL G A/13
3" VTR
4" G & 6" G UP IN PIT. FOR PIT DETAIL SEE E A/13
1 1/2" DCW TO WATER HEATER

I.E. 18.0' — 2" FSH F-20 — 1 1/2" V UP — 2" FD F-19 — 6" F.C.O.

I.E. 16.83' — 2" W DN. — 4" W 1/8 — 12'-3" — 4" W CAPPED 1/8, I.E. 15.00', 4" F.C.O. — 4" W 1/8 — 1 1/2" DCW DN. — 1 1/2" SOV

I.E. 17.0' — 5" S 1/16 — SLOPE 1/8" TO 1 FT — I.E. 14.5' — 1 1/2" DCW 1/8

2 1/2" — 3" DCW 1/2 — 4" G 1/8 — 6" G 1/8 — 2" W DN. — 2" W 1/8 — 4" F.C.O.

SLEEVE FOR FUTURE 1 1/2" V — HOLD 2" WASTE AS HIGH AS POSSIBLE — 2" VTR — 13'0" NTS — 15'0" NTS

2" FSH F-20 IN FAN RM.

REF. FAN RM. # 3

FUTURE PIPING

REF. MECH PIPING

HB F-16 — 3/4" DCW DN. — 3/4" DCW 1/8

3" DCW 1/8 — 6" G 1/8

2" WFL 1/8

REF. FAN RM. # 4

2" FSH F-20 IN FAN RM. ON ROOF

FHC F-27

2" WFL 1/8

FHC F-26

2" WFL DN.

HB F-16 — 3/4" DCW DN. — 3/4" DCW 1/8 — REF. 4" LEADER

6" G 1/8 — 3" DCW 1/8 — 6" G 1/8 — 3" DCW 1/8 — 2" DCW 1/8

2" TEST TEE & C.O. AT FLR. W/ ACCESS PANEL IN WALL

2" WFL DN.

1 1/4" VTR — 2" W 1/8 — 5" CAPPED I.E. 18.0' — 5" F.C.O.

1 1/2" DCW 1/8 — FHC F-26 — 5" S 1/16 — DF F-8 — 2" W DN. 1" VTR — 1 1/2" DCW DN.

NOTE:
BAR, RESTAURANT AND KITCHEN EQUIPMENT IS N.I.C. FOR APPROVAL PURPOSE DETAILED PLANS AND SPECIFICATIONS OF EQUIPMENT, SERVICE AND FINISHES WILL BE SUBMITTED TO SAN DIEGO COUNTY, DEPT. OF PUBLIC WEALTH BEFORE INSTALLATION.

FIN. FL. ELEV. 20.0'

FOR DOWNSPOUTS CAST IN COLUMNS SEE STRUCTURAL DRAWINGS. WRAP D.S. WITH 2 LAYERS OF 15 lb. FELT (TYP.)

3" D.S. FROM ABV. DN. — 3" S.D. 1/8 — 3/4" DCW 1/8 — HB F-15 — 1/8" DRAIN THRU CURB — THRU CURB — CURB

REF. EDGE OF HIGH ROOF ABOVE

FOR CONTINUATION OF PIPING SEE SHEET P-4

NOTE:
FOR COMBUSTION AIR TO WATER HEATERS SEE MECH DWG.

FOR CONTINUATION OF PIPING SEE SHEET P-2

WATER PRESSURE REGULATORS SEE DETAIL H A/13

WATER METER F-11

4" HIGH PRESS. DCW UP. (FOR BLDG. SERVICE)

2 1/2" HIGH PRESS. DCW UP. (FOR FUTURE KITCHEN SERVICE)

4" HIGH PRESS. DCW 1/8

4" G 1/8 — 6" G 1/8

RUN GAS PIPING THAT IS UNDERGROUND, UNDER BLDG., IN ASBESTOS-CEMENT PIPE AND FITTINGS CLASS 1500, RUN 4" GAS IN 6" PIPE AND 6" GAS IN 8" PIPE.

REGISTERED PROFESSIONAL ENGINEER — MERLE STRUM — No. 12388 — MECHANICAL — STATE OF CALIFORNIA

GRAPHIC SCALES
1/8"=1'-0" — 0' 5' 10' 15' 20'

18'-0" — 1" DCW 1/8 — 6" F.C.O. — 3" S.D. 1/8 — THRU CURB — 14'-0" — 18'-0" — 15'-0"

5" S 1/16 — I.E. 13.80' — 194 V.I.

4" G 1/8 — 6" G 1/8

FOR CONTINUATION SEE SHEET P-1

4" HIGH PRESS. DCW 1/8 — I.E. 17.18' — 445 GPM DEMAND

FLOOR PLAN - PART "C"
SCALE : 1/8" = 1'-0"

NORTH

PART "C"

AS BUILT

PADEREWSKI · DEAN & ASSOCIATES
ARCHITECTS
C. J. PADEREWSKI, F.A.I.A. · LOUIS A. DEAN, A.I.A.
525 'C' STREET · SAN DIEGO, CALIFORNIA · 234 6183

SPEC. NO. — W. O. NO.
REFERENCES
CONTRACTOR
CONSTRUCTION STARTED
CONSTRUCTION COMPLETED
COST — INSPECTOR

REVISIONS	DATE	APPROVED
1 RELOCATED PIPING, REMOVED 2 1/2" DHW & 1" DHWR LINE	2/28/66	
ADDED 2 1/2" SOFT WATER LINE, REMOVED 10" VENT CAPS		
2 MOVED FSH & CHANGE PIPE ROUTING, ADDED SECTIONS	3/31/66	
3 "AS-BUILT"		

San Diego Unified Port District
San Diego · California

PORT OF SAN DIEGO UNITED PORT DISTRICT

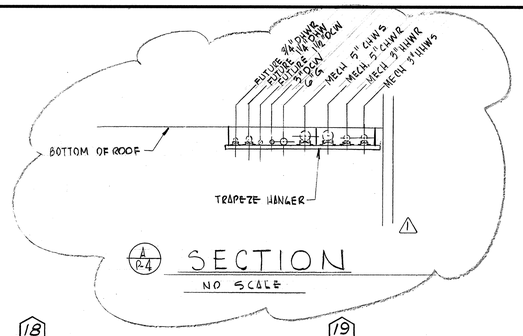
DESIGNED DMB
DRAWN DMB
CHECKED CFR

APPROVAL RECOMMENDED AUG 23 1965 — ASST. CHIEF ENGINEER
APPROVED AUG 23 1965 — CHIEF ENGINEER

San Diego International Air Terminal
Lindbergh Field.

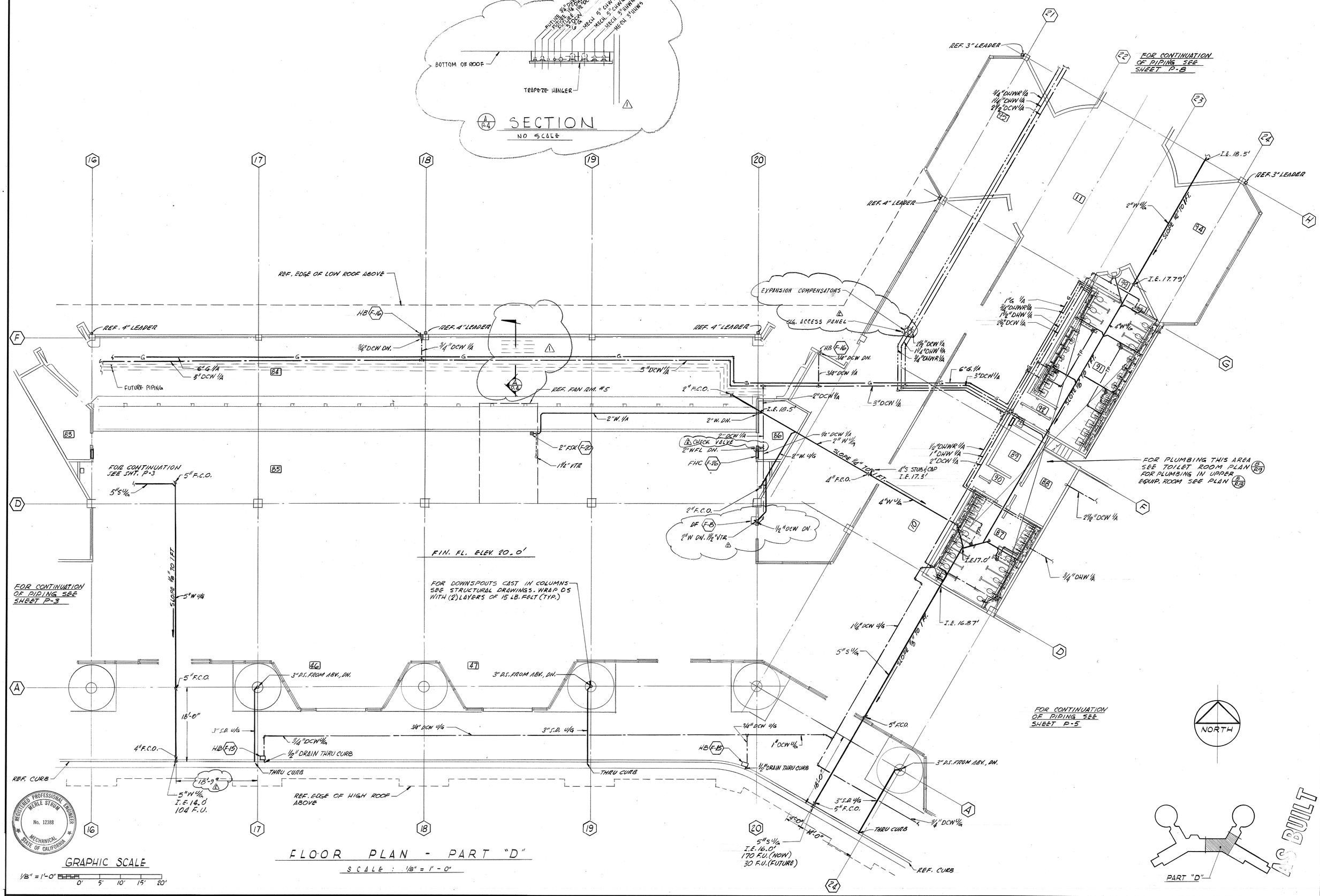
PLUMBING FLOOR PLAN - PART "C"

DATUM = MEAN LOWER LOW WATER
SHEET P-3 OF 171
704



A/D-4 SECTION

NO SCALE



REGISTERED PROFESSIONAL ENGINEER
MERLE STRUM
No. 12388
MECHANICAL
STATE OF CALIFORNIA

GRAPHIC SCALE

1/8" = 1'-0" 0' 5' 10' 15' 20'

FLOOR PLAN - PART "D"

SCALE : 1/8" = 1'-0"

PADEREWSKI · DEAN & ASSOCIATES
ARCHITECTS
C. J. PADEREWSKI, F.A.I.A. · LOUIS A. DEAN, A.I.A.
525 'C' STREET · SAN DIEGO, CALIFORNIA · 234 6183

SPEC. NO.	W. O. NO.
REFERENCES	
CONTRACTOR	
CONSTRUCTION STARTED	
CONSTRUCTION COMPLETED	
COST -	INSPECTOR

REVISIONS	DATE	APPROVED
⚠ ADDED SECTION	3/3/66	
⚠ "AS-BUILT"		

San Diego Unified Port District
San Diego · California

PORT OF SAN DIEGO UNIFIED PORT DISTRICT

DESIGNED	D.M.B.
DRAWN	D.M.B.
CHECKED	C.F.R.
APPROVAL RECOMMENDED	AUG 23 1965 John E. Wilbur, ASST. CHIEF ENGINEER
APPROVED	AUG 23 1965 J. E. Lehmann, CHIEF ENGINEER

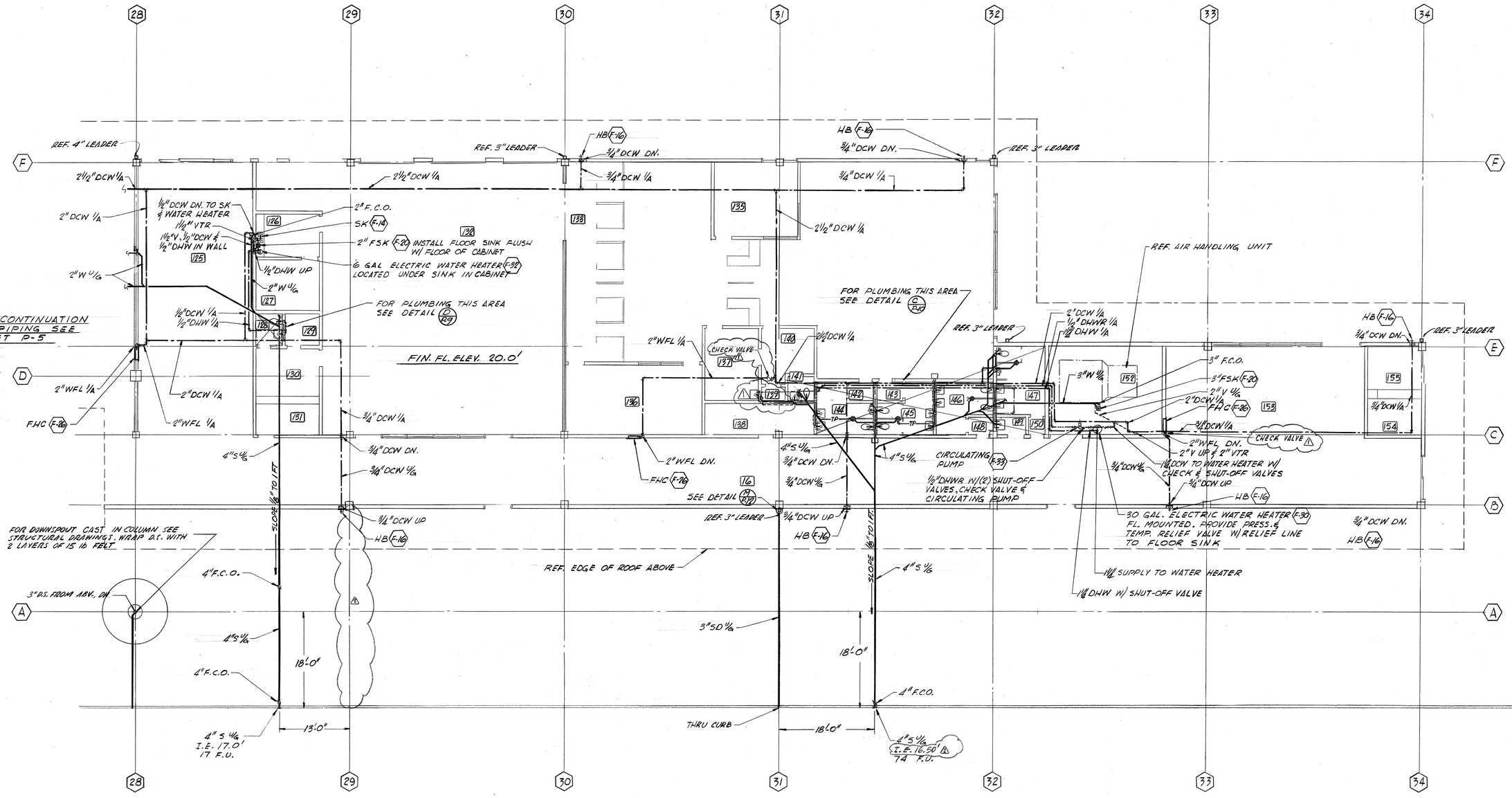
San Diego International Air Terminal
Lindbergh Field

PLUMBING FLOOR PLAN - PART "D"

DATUM · MEAN LOWER LOW WATER

SHEET P-4 OF 171

704



FLOOR PLAN - PART "F"

SCALE : 1/8" = 1'-0"

REGISTERED PROFESSIONAL ENGINEER
MERLE STRUM
No. 12388
MECHANICAL
STATE OF CALIFORNIA

GRAPHIC SCALE
1/8"=1-0" 0' 5' 10' 15' 20'

NORTH

REFERENCE ONLY

PART "F"

AS BUILT

PADEREWSKI · DEAN & ASSOCIATES
ARCHITECTS
C. J. PADEREWSKI, F.A.I.A. · LOUIS A. DEAN, A.I.A.
525 'C' STREET · SAN DIEGO, CALIFORNIA · 234 6183

SPEC. NO.	W.O. NO.
REFERENCES	
CONTRACTOR	
CONSTRUCTION STARTED	
CONSTRUCTION COMPLETED	
COST	INSPECTOR

REVISIONS	DATE	APPROVED
⚠1 ADDED LAV	7/11/66	
⚠2 "AS-BUILT"		

San Diego Unified Port District
San Diego · California

DESIGNED	DMB
DRAWN	DMB
CHECKED	CFR
APPROVAL RECOMMENDED	AUG 23 1965 — ASST. CHIEF ENGINEER
APPROVED	AUG 23 1965 — CHIEF ENGINEER

San Diego International Air Terminal
Lindbergh Field

PLUMBING FLOOR PLAN - PART "F"

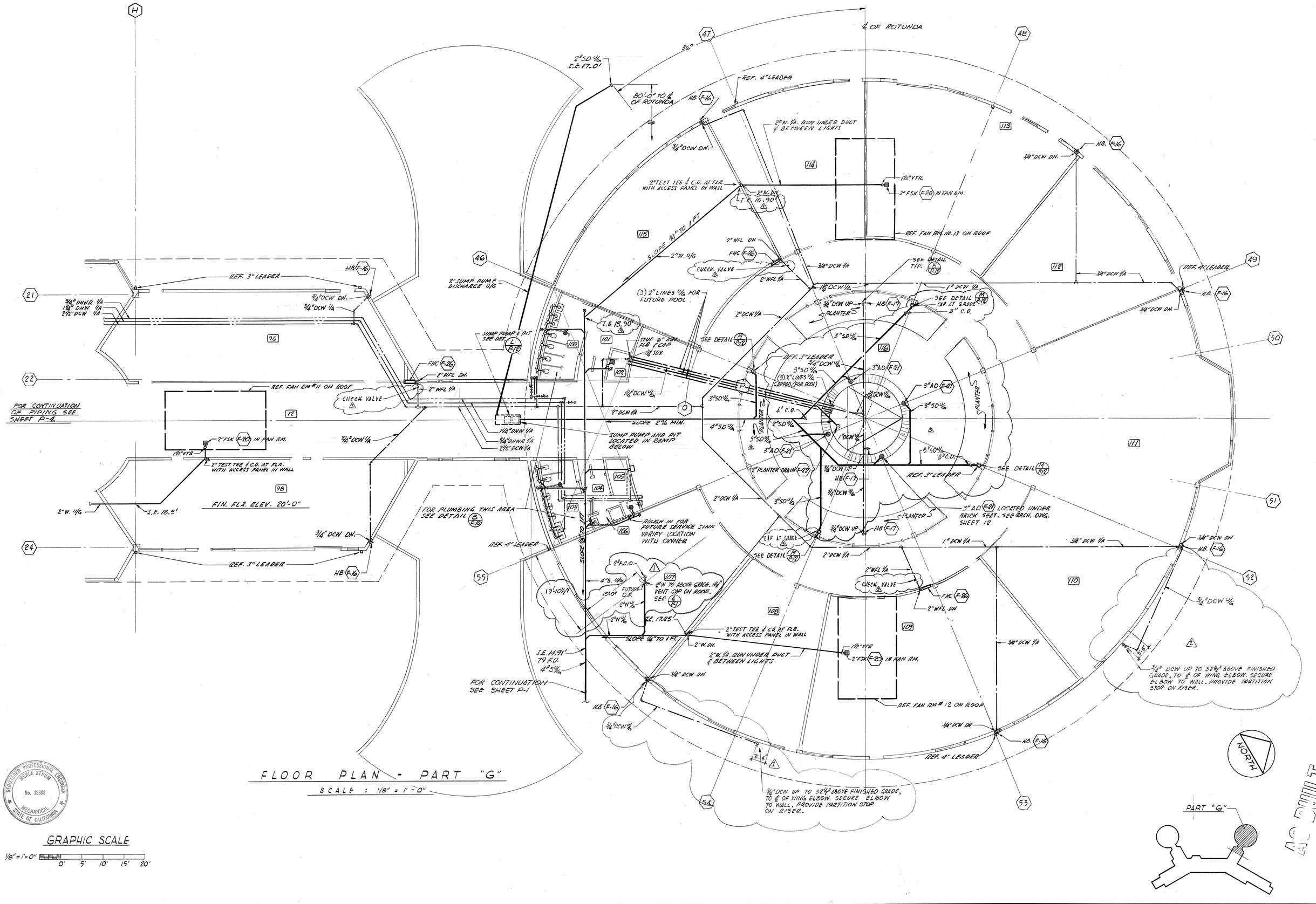
DATUM · MEAN LOWER LOW WATER

SHEET P-6 OF 171

704

29-21

38°
℄ OF ROTUNDA
80'-0" TO ℄ OF ROTUNDA
REF. FAN RM. #10 ON ROOF
REF. FAN RM. #8 ON ROOF
REF. FAN RM. #9 ON ROOF
REF. 4" LEADER
REF. 3" LEADER
HB F-16
FHC F-20
CHECK VALVE
2"SD ¼ I.E. 17.0'
2"W DN I.E. 17.25'
I.E. 16.41'
I.E. 14.76' BY P.U.
2"W ¼ RUN UNDER DUCT & BETWEEN LIGHTS
2"W ¼ RUN UNDER DUCT BETWEEN LIGHTS
2"TEST TEE & C.O. AT FL. W/ ACCESS PANEL IN WALL
SLOPE ¼" TO FT.
SLOPE 2% MIN.
SLOPE ⅛" TO FT.
2"SUMP PUMP DISCH. ¼
SUMP PUMP & PIT LOCATED BELOW IN RAMP SEE DETAIL L/R.12
3"AD F-21 LOCATED UNDER BRICK SEAT. SEE ARCH. DWG. SHEET 12 (TYP.)
2"PLANTER DRAIN F-22
(3) 2" LINES ¾ FOR FUTURE POOL
STUB 6" ABV. FLR. AND CAP
(3) 2" POOL LINES CAPPED ¾
FUTURE WASH SK.
FUTURE DF
FUTURE WC
FUTURE LAV
FUTURE WASH SK.
2"FSK F-20 IN FAN RM.
2"FSK F-20 IN FAN RM. ON ROOF
1½"VTR
2"WFL DN.
2"WFL ¼
2"DCW ¼
2"DCW ¼
1"DCW ¼
1"DCW CAP ¼
¾"DCW UP
¾"DCW DN.
¾"DCW ¼
¾"DCW ¼
¾"DCW ¼
¾"DCW ¼
¾"DCW UP
¾"DCW DN.
¾"DCW ¼
¾"DCW ¼
¾"DCW ¼
¾"DCW ¼



FLOOR PLAN - PART "G"

SCALE : 1/8" = 1'-0"

REGISTERED PROFESSIONAL ENGINEER MERLE STRUM No. 12388 MECHANICAL STATE OF CALIFORNIA

GRAPHIC SCALE

1/8"=1'-0" 0' 5' 10' 15' 20'

AS BUILT

PADEREWSKI · DEAN & ASSOCIATES ARCHITECTS	SPEC. NO.	W.O. NO.	⚠ ADDED ROUGH-IN FOR DF	3/15/66
C. J. PADEREWSKI, F.A.I.A. · LOUIS A. DEAN, A.I.A.	REFERENCES		⚠ ADDED DCW FOR WATER STATIONS	
525 'C' STREET · SAN DIEGO, CALIFORNIA · 234 6183	CONTRACTOR		⚠ "AS-BUILT"	
	CONSTRUCTION STARTED			
	CONSTRUCTION COMPLETED			
	COST	INSPECTOR	REVISIONS	DATE APPROVED

San Diego Unified Port District

San Diego · California

POST OF A SAN DIEGO UNIFIED PORT DISTRICT

DESIGNED DMB	APPROVAL RECOMMENDED	AUG 23 1965
DRAWN DMB		ASST. CHIEF ENGINEER
CHECKED GFR	APPROVED	AUG 23 1965
		CHIEF ENGINEER

San Diego International Air Terminal

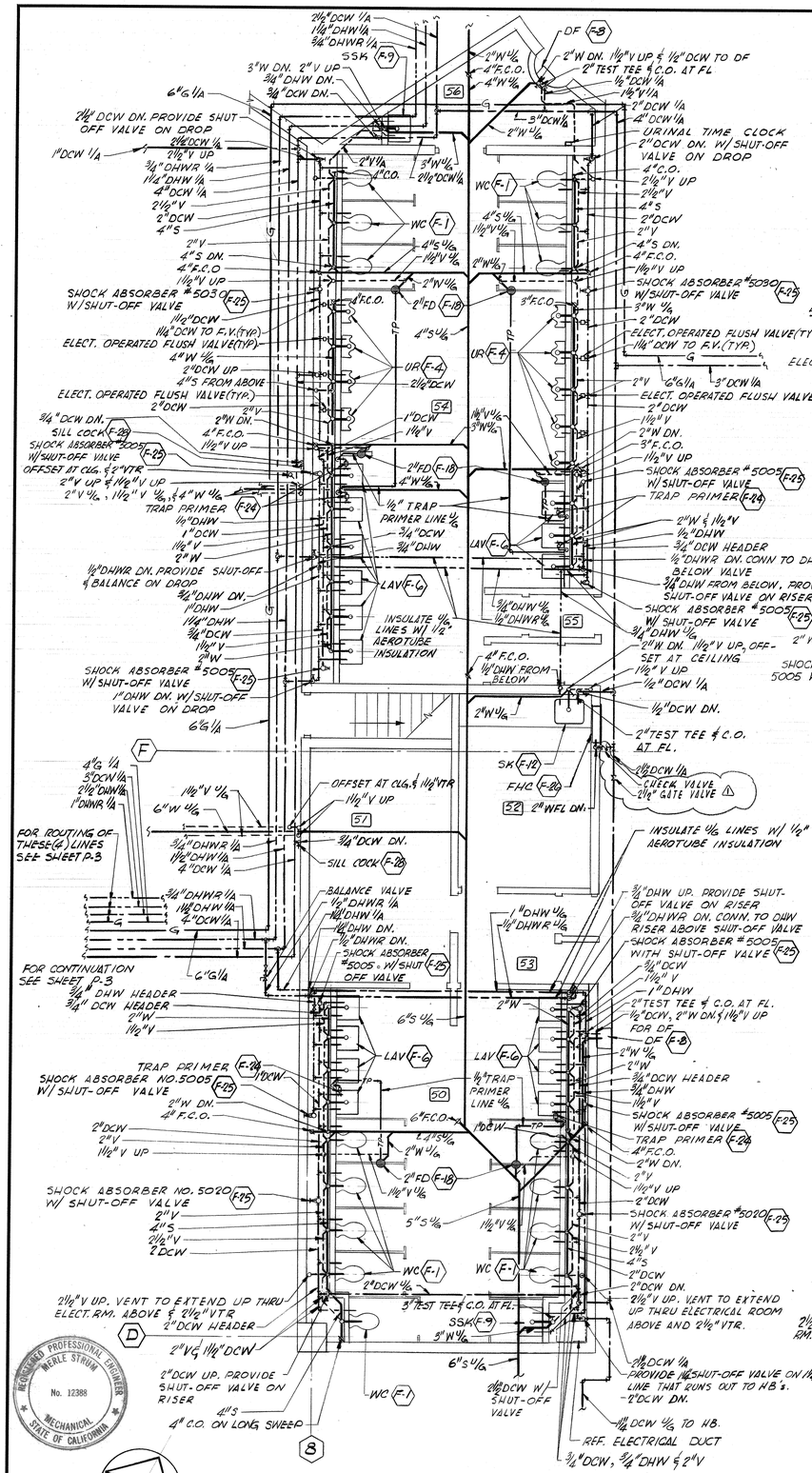
Lindbergh Field

PLUMBING FLOOR PLAN - PART G

DATUM · MEAN LOWER LOW WATER

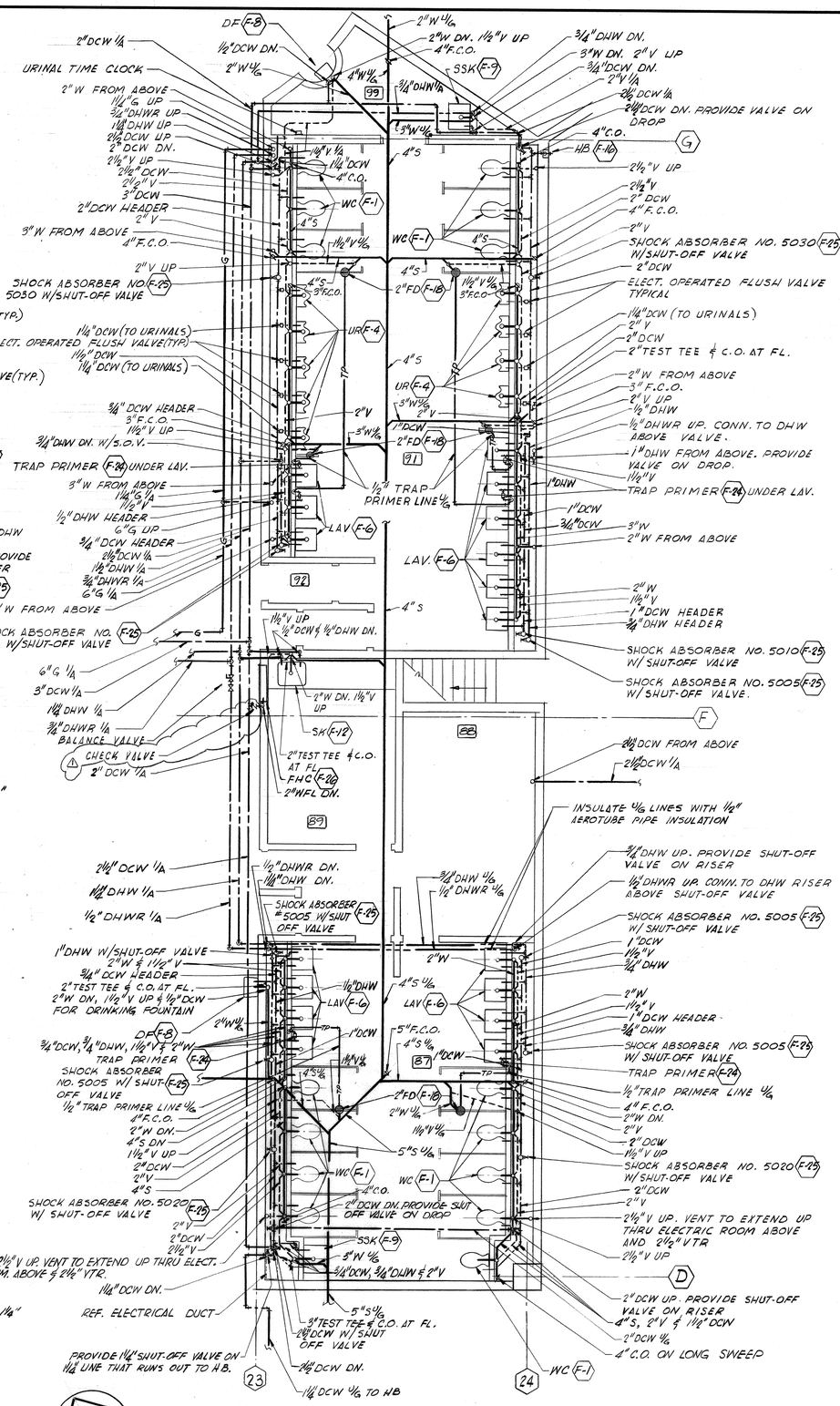
SHEET P-8 of 171

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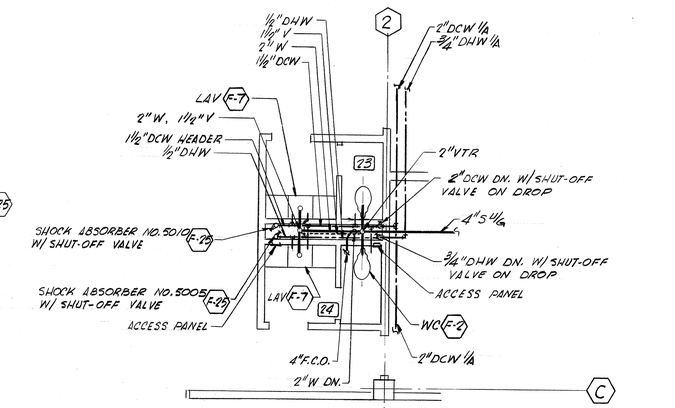
A/P-9 TOILET ROOM

SCALE: 1/4" = 1'-0"



B/P-9 TOILET ROOM

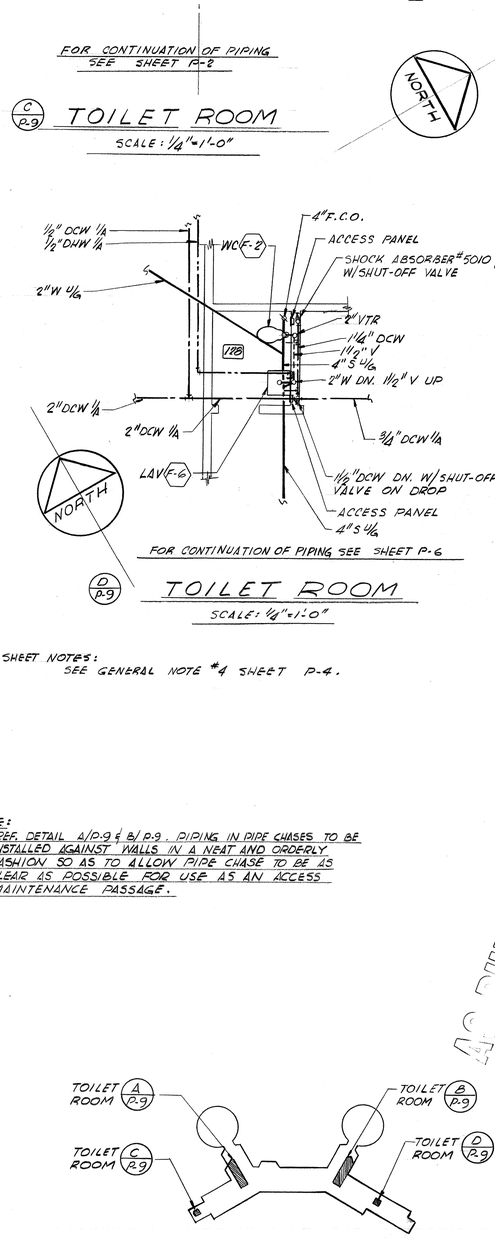
SCALE: 1/4" = 1'-0"



FOR CONTINUATION OF PIPING SEE SHEET P-2

C/P-9 TOILET ROOM

SCALE: 1/4" = 1'-0"



FOR CONTINUATION OF PIPING SEE SHEET P-6

D/P-9 TOILET ROOM

SCALE: 1/4" = 1'-0"

SHEET NOTES:
SEE GENERAL NOTE #4 SHEET P-4.

NOTE:
REF. DETAIL A/P-9 & B/P-9. PIPING IN PIPE CHASES TO BE INSTALLED AGAINST WALLS IN A NEAT AND ORDERLY FASHION SO AS TO ALLOW PIPE CHASE TO BE AS CLEAR AS POSSIBLE FOR USE AS AN ACCESS MAINTENANCE PASSAGE.

AS BUILT

REGISTERED PROFESSIONAL ENGINEER MERLE STROM No. 12388 MECHANICAL STATE OF CALIFORNIA

PADEREWSKI · DEAN & ASSOCIATES ARCHITECTS

C. J. PADEREWSKI, F.A.I.A. · LOUIS A. DEAN, A.I.A.
525 'C' STREET · SAN DIEGO, CALIFORNIA · 234 6183

SPEC. NO.	W. O. NO.
REFERENCES	
CONTRACTOR	
CONSTRUCTION STARTED	
CONSTRUCTION COMPLETED	
COST	INSPECTOR

⚠	"AS-BUILT"		
	REVISIONS	DATE	APPROVED

San Diego Unified Port District

San Diego · California

PORT OF SAN DIEGO · UNIFIED PORT DISTRICT

DESIGNED D.M.B.	APPROVAL RECOMMENDED	AUG 23 1965
DRAWN D.M.B.		ASST. CHIEF ENGINEER
CHECKED C.F.B.	APPROVED	AUG 23 1965

San Diego International Air Terminal
Lindbergh Field

TOILET ROOMS - 1/4" FLOOR PLAN

DATUM = MEAN LOWER LOW WATER

SHEET P-9 OF 171

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(3) 2" LINES 1/16 (FOR FUTURE POOL).
1 1/4" DCW 1/16
(3) 2" LINES (POOL LINES) STUB-UP & CAP 6" ABOVE FL.
1 1/4" S.O.V. ON DROP
SILL COCK F-22
5" FSK F-21 SET LEVEL W/ FL.
1 1/2" DCW DN.
1 1/2" DCW 1/4
2" VTR
3" W 1/16
4" F.C.O.
3" F.C.O.
2" DCW 1/4
1 1/2" DCW 1/4
4" S 1/16
4" S 1/16
1 1/2" TRAP PRIMER LINE 1/16
LAV F-6
2" W
1 1/2" V
3/4" DCW HEADER
1/2" DHW HEADER
TRAP PRIMER F-24 UNDER LAV
2" W
1 1/2" V
3/4" DCW
3/4" DHW
1/2" DHWR
SHOCK ABSORBER #5020 F-25 W/ SHUT-OFF VALVE
2" W DN.
4" F.C.O.
4" S DN
4" S
2" V
2" DCW
1 1/2" V UP
SHOCK ABSORBER NO. 5005 F-25 W/ SHUT-OFF VALVE
2" DCW 1/4
3/4" DHW 1/4
1/2" DHWR 1/4
3/4" DHW 1/4 & VALVE
2 1/2" DCW 1/4
1 1/4" DHW 1/4
3/4" DHW 1/4
1/2" DHWR 1/4
PROVIDE SHUT-OFF VALVES ON DCW & DHW DROPS
1/2" DHWR DN.
3/4" DHW DN.
2" DCW DN.
4" C.O.
2 1/2" VTR
4" S
2" DCW
3/4" DHW
1/2" DHWR
1 1/2" V UP
BALANCE VALVE & SHUT-OFF VALVE
2 1/2" DCW 1/4
1 1/4" DHW 1/4
3/4" DHWR 1/4
A P.10 TOILET ROOM
SCALE : 1/4" = 1'-0"
FOR CONTINUATION OF PIPING SEE SHEET P-7
1/2" DCW DN.
2" W DN. 1 1/2" V UP
DF F-8
2" TEST TEE & C.O. AT FL.
2" W 1/16
1" DCW 1/4
1" DHW 1/4
3/4" DHW 1/4
1/2" DHW 1/4
1 1/2" V 1/4
1 1/2" DCW 1/4
3/4" DHW 1/4
1 1/2" DHW 1/4
4" S 1/16
2" FD F-18
WC F-1
TP
UR F-4
LAV F-6
3/4" DCW & 3/4" DHW DN.
SSK F-10
3" F.C.O.
2" W 1/16
3" W, 2" VTR
3" W 1/16
1 1/2" V
1 1/2" V
3" W 1/16
LAV F-6
1 1/2" V 1/4
1/2" DCW & 1/2" DHW DN.
2" W, 1 1/2" V UP
LAV F-6
4" F.C.O.
4" S 1/16
SHOCK ABSORBER NO. 5005 F-25 WITH SHUT-OFF VALVE
SHOCK ABSORBER NO. 5005 F-25 WITH SHUT-OFF VALVE
2" W, 1 1/2" V
1/2" DHW HEADER
3/4" DCW HEADER
1 1/2" DHW DN. PROVIDE SHUT OFF VALVE ON DROP
TRAP PRIMER F-24
3" W
1/2" TRAP PRIMER LINE 1/16
2" DCW HEADER
1 1/2" V
1/16" DCW TO FLUSH VALVE (TYP.)
ELECT. OPERATED FLUSH VALVE TYPICAL
SHOCK ABSORBER #5020 F-25 W/ SHUT-OFF VALVE
2" DCW 1/4
2" DCW DN. PROVIDE SHUT-OFF VALVE ON DROP
4" C.O.
2" VTR
2" V
2" DCW
4" F.C.O.
1 1/2" V UP
2" V
SHOCK ABSORBER #5020 F-25 WITH SHUT-OFF VALVE
B P.10 TOILET ROOM
SCALE : 1/4" = 1'-0"
FOR CONTINUATION OF PIPING SEE SHEET P-8
(3) 2" LINES 1/16 (FOR FUTURE POOL)
2" DCW 1/4
1 1/4" DCW 1/16
(3) 2" LINES (POOL LINES) STUB-UP & CAP 6" ABOVE FL.
1 1/4" S.O.V. ON DROP
SILL COCK F-22
5" FSK F-21 SET LEVEL W/ FL.
1 1/2" DCW DN.
1 1/4" DCW 1/4
2" VTR
3" W 1/16
2" DCW 1/4
1 1/4" DCW 1/4
4" S 1/16
3" F.C.O.
4" F.C.O.
1 1/2" TRAP PRIMER LINE 1/16
LAV F-6
2" W
1 1/2" V
3/4" DCW HEADER
1/2" DHW HEADER
TRAP PRIMER F-24 UNDER LAV
2" W
1 1/2" V
3/4" DCW
3/4" DHW
1/2" DHWR
SHOCK ABSORBER #5020 F-25 W/ SHUT-OFF VALVE
2" W DN.
4" F.C.O.
4" S DN.
4" S
2" V
2" DCW
1 1/2" V UP
SHOCK ABSORBER NO. 5005 F-25 W/ SHUT-OFF VALVE
2" DCW 1/4
1 1/4" DHW 1/4
3/4" DHWR 1/4 CAPPED
1" DHW 1/4 VALVE & CAP
2 1/2" DCW 1/4
1 1/4" DHW 1/4
3/4" DHWR 1/4
PROVIDE SHUT-OFF VALVES ON DCW & DHW DROPS
1/2" DHWR DN.
3/4" DHW DN.
2" DCW DN.
4" C.O.
2 1/2" VTR
2" V
4" S
2" DCW
3/4" DHW
1/2" DHWR
BALANCE VALVE & SHUT-OFF VALVE
2 1/2" DCW 1/4
1 1/4" DHW 1/4
3/4" DHWR 1/4
B P.10 TOILET ROOM
SCALE : 1/4" = 1'-0"
FOR CONTINUATION OF PIPING SEE SHEET P-8
3/4" DCW & 3/4" DHW DN.
SSK F-10
3" F.C.O.
3" W, 2" VTR
3" W 1/16
3" W DN. 2" V UP, 3/4" DCW DN. & 3/4" DHW DN.
ROUGH IN FOR FUTURE SSK
1 1/2" V
1/2" DCW DN.
2" W DN. 1 1/2" V UP
DF F-8
2" TEST TEE & C.O. AT FL.
1" DCW 1/4
3/4" DHW 1/4
1" DCW 1/4
3/4" DHW 1/4
1/2" DCW 1/4
1 1/2" V 1/4
2" W 1/16
1 1/2" V
3" W 1/16
LAV F-6
1 1/2" V 1/4
1/2" DCW & 1/2" DHW DN.
2" W, 1 1/2" V UP
4" F.C.O.
4" S 1/16
4" S 1/16
1 1/2" DCW 1/4
2" FD F-18
WC F-1
TP
UR F-4
LAV F-6
SHOCK ABSORBER NO. 5005 WITH SHUT-OFF VALVE
2" DCW 1/4
2" W, 1 1/2" V
1/2" DHW HEADER
3/4" DCW HEADER
1 1/2" DHW DN. PROVIDE SHUT OFF VALVE ON DROP
TRAP PRIMER F-24
3" W
1/2" TRAP PRIMER LINE 1/16
2" DCW HEADER
1 1/2" V
ELECT. OPERATED FLUSH VALVES (TYP.)
1/4" DCW TO FLUSH VALVES (TYP.)
SHOCK ABSORBER #5020 F-25 WITH SHUT-OFF VALVE
2" DCW 1/4
2" DCW DN. PROVIDE SHUT-OFF VALVE ON DROP
4" C.O.
2" VTR
2" V
2" DCW
1 1/16" V UP
4" F.C.O.
2" V
1 1/2" TRAP PRIMER LINE 1/16
2" W
1 1/2" V
3/4" DCW HEADER
1/2" DHW HEADER
TRAP PRIMER F-24 UNDER LAV
2" W
1 1/2" V
3/4" DCW
3/4" DHW
1/2" DHWR
SHOCK ABSORBER #5020 F-25 W/ SHUT-OFF VALVE
2" W DN.
4" F.C.O.
4" S DN.
4" S
2" V
2" DCW
1 1/2" V UP
SHOCK ABSORBER NO. 5005 F-25 W/ SHUT-OFF VALVE
2" DCW 1/4
1 1/4" DHW 1/4
3/4" DHWR 1/4 CAPPED
1" DHW 1/4 VALVE & CAP
2 1/2" DCW 1/4
1 1/4" DHW 1/4
3/4" DHWR 1/4
PROVIDE SHUT-OFF VALVES ON DCW & DHW DROPS
1/2" DHWR DN.
3/4" DHW DN.
2" DCW DN.
4" C.O.
2 1/2" VTR
2" V
4" S
2" DCW
3/4" DHW
1/2" DHWR
BALANCE VALVE & SHUT-OFF VALVE
2 1/2" DCW 1/4
1 1/4" DHW 1/4
3/4" DHWR 1/4
B P.10 TOILET ROOM
SCALE : 1/4" = 1'-0"
FOR CONTINUATION OF PIPING SEE SHEET P-8
1/2" TRAP PRIMER LINE 1/16
2" FD F-18
LAV F-6
4" F.C.O.
WC F-2
1 1/2" DCW DN. W/ S.O.V. ON DROP
ACCESS PANEL
3/4" DHW DN. W/ S.O.V. ON DROP
2 1/16" DCW 1/4
1/2" DHWR 1/4
3/4" DHW DN.
2" DCW DN.
4" S DN. 2" VTR
1 1/2" DCW DN. W/ S.O.V. ON DROP
ACCESS PANEL
3/4" DHW DN. W/ S.O.V. ON DROP
2 1/16" DCW 1/4
1/2" DHWR 1/4
CONN. NEW PIPING TO EXIST. NEW LAV. SEE NOTE NO. 2 THIS SHEET
2" W & 1/2" DCW. RUN IN WALL
1 1/16" V 1/4
2" W DN. 1 1/2" V UP
4" S DN. 2" VTR
2" W 1/16
1 1/16" V 1/4
4" S 1/16
SHOCK ABSORBER NO. 5005 ON DHW. NO. 5010 ON DCW. WITH SHUT-OFF VALVES & ACCESS PANEL
1/2" DCW, 1/2" DHW, 1 1/2" V & 2" W IN WALL
TRAP PRIMER F-24
2" W DN.
1/2" TRAP PRIMER LINE 1/16
2" FD F-18
SHOCK ABSORBER F-25 NO. 5020 W/ 31 S.O.V. & ACCESS PANEL
2" W DN. 1 1/2" V UP
DF F-8
3/4" DCW 1/4
1 1/2" TRAP PRIMER LINE 1/16
2" FD F-18
4" F.C.O.
WC F-2
4" S DN. 2" VTR
1 1/2" DCW DN. W/ S.O.V. ON DROP
ACCESS PANEL
3/4" DHW DN. W/ S.O.V. ON DROP
2 1/16" DCW 1/4
1/2" DHW 1/4
3/4" DHW 1/4
2" DCW DN.
141
1 1/2" DCW
1/2" DHW
142
1/2" DCW, 2" V IN WALL
LAV F-6
2" VTR
UR F-5
WC F-2
145
TP
1/4" FD F-18
SHUT-OFF VALVE & ACCESS PANEL
LAV F-6
2" FD F-18
146
WC F-2
TP
LAV F-6
4" S 1/16
1/2" TRAP PRIMER LINE 1/16
TRAP PRIMER F-24
2" W DN. 1 1/16" VTR
SHOCK ABSORBER NO. 5005 W/ S.O.V. & ACCESS PANEL F-25
1 1/16" V
4" S 1/16
1 1/16" V, 2" W, 1/2" DCW & 1/2" DHW IN WALL
32
SSK F-9
SHOCK ABSORBER NO. 5005 W/ ACCESS PANEL & SHUT-OFF VALVE F-25
3" W 1/16
4" S 1/16
2" W 1/16
1 1/16" V 1/16
C P.10 TOILET ROOM
SCALE : 1/4" = 1'-0"
FOR CONTINUATION OF PIPING SEE SHEET P-8
SHOCK ABSORBER NO. 5010 W/ SHUT OFF VALVE & ACCESS PANEL F-25
4" F.C.O.
WC F-2
FHC F-16
2" WFL DN.
2" W 1/16
2" FD F-18
UR F-5
1 1/2" DCW HEADER & 2" V IN WALL
2" DCW DN. PROVIDE SHUT-OFF VALVE ON DROP & ACCESS PANEL
TRAP PRIMER F-24 UNDER LAV
147
1/2" TRAP PRIMER LINE 1/16
2" V UP
1/2" DCW HEADER, 1/2" DHW, 2" W & 2" V IN WALL
2" DCW 1/4
1/2" DHWR 1/4
1/2" DHW 1/4
LAV F-6
4" F.C.O.
1 1/4" DCW, 1/2" DHW & 2" V IN WALL
1 1/2" V UP
2" W DN.
2 1/16" VTR
SHOCK ABSORBER NO. 5010 W/ SHUT OFF VALVE & ACCESS PANEL
3/4" DHW 1/4
3/8" DHW DN. W/ SHUT-OFF VALVE ON DROP
3/4" DCW, 3/4" DHW & 2" V IN WALL
3" W DN. 2" V UP
NORTH
NOTE:
1. REF. DETAIL A/P-10 & B/P-10, PIPING IN PIPE CHASES TO BE INSTALLED AGAINST WALLS IN A NEAT AND ORDERLY FASHION SO AS TO ALLOW PIPE CHASE TO BE AS CLEAR AS POSSIBLE FOR USE AS AN ACCESS MAINTENANCE PASSAGE
2. NEW LAVATORY SHALL BE: AMERICAN STANDARD F 350 WHITE VITREOUS CHINA WITH CONCEALED J.R SMITH 723 ARMS AND 3/8" X 6" BACKING PLATE. FAUCET SHALL BE HB 95006 EXCEPT WITH 6" WRIST CONTROL HANDLES. TRAP SHALL BE AMERICAN BRASS AND ALUMINUM FOUNDRY NO. 1 SIZE 1 1/4" X 1 1/2", CAST BRASS, COVER TUBING AND ESCUTCHEON.
⚠ SUPPLIES SHALL BE BRASSCRAFT S 1715A CHROME PLATED RISER, 1/2" I.P.S. TO 3/8" O.D. WITH LOOSE KEY ANGLE VALVE AND CHROME PLATED BRASS PIPE NIPPLES AND CHROME PLATED BRASS ESCUTCHEONS.
NORTH
AS BUILT
TOILET ROOM A P.10
TOILET ROOM B P.10
TOILET ROOM C P.10
GRAPHIC SCALE
1/4" = 1'-0"
0' 5' 10' 15' 20'
REGISTERED PROFESSIONAL ENGINEER ARLE STRUM No. 12388 MECHANICAL STATE OF CALIFORNIA

PADEREWSKI · DEAN & ASSOCIATES ARCHITECTS
C. J. PADEREWSKI, F.A.I.A. · LOUIS A. DEAN, A.I.A.
525 'C' STREET · SAN DIEGO, CALIFORNIA · 234 6183

SPEC. NO.	W. O. NO.
REFERENCES	
CONTRACTOR	
CONSTRUCTION STARTED	
CONSTRUCTION COMPLETED	
COST	INSPECTOR

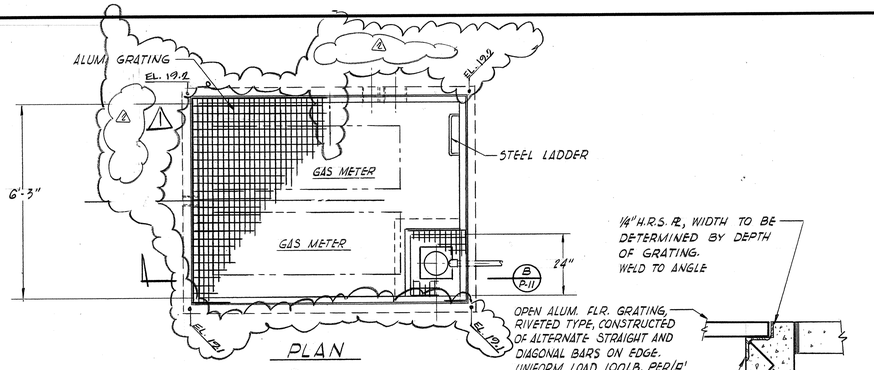
REVISIONS	DATE	APPROVED
⚠ ADDED LAV	7/11/66	
⚠ "AS - BUILT"		

San Diego Unified Port District
San Diego · California

DESIGNED D.M.B.
DRAWN D.M.B.
CHECKED C.F.R.
APPROVAL RECOMMENDED AUG 23 1965 James C. Swiecki ASST. CHIEF ENGINEER
APPROVED AUG 23 1965 J. E. Liebmann CHIEF ENGINEER

San Diego International Air Terminal
Lindbergh Field
TOILET ROOMS - 1/4" FLOOR PLANS

DATUM · MEAN LOWER LOW WATER
SHEET P-10 OF 171
704



A P-11 DETAIL OF GAS METER VAULT

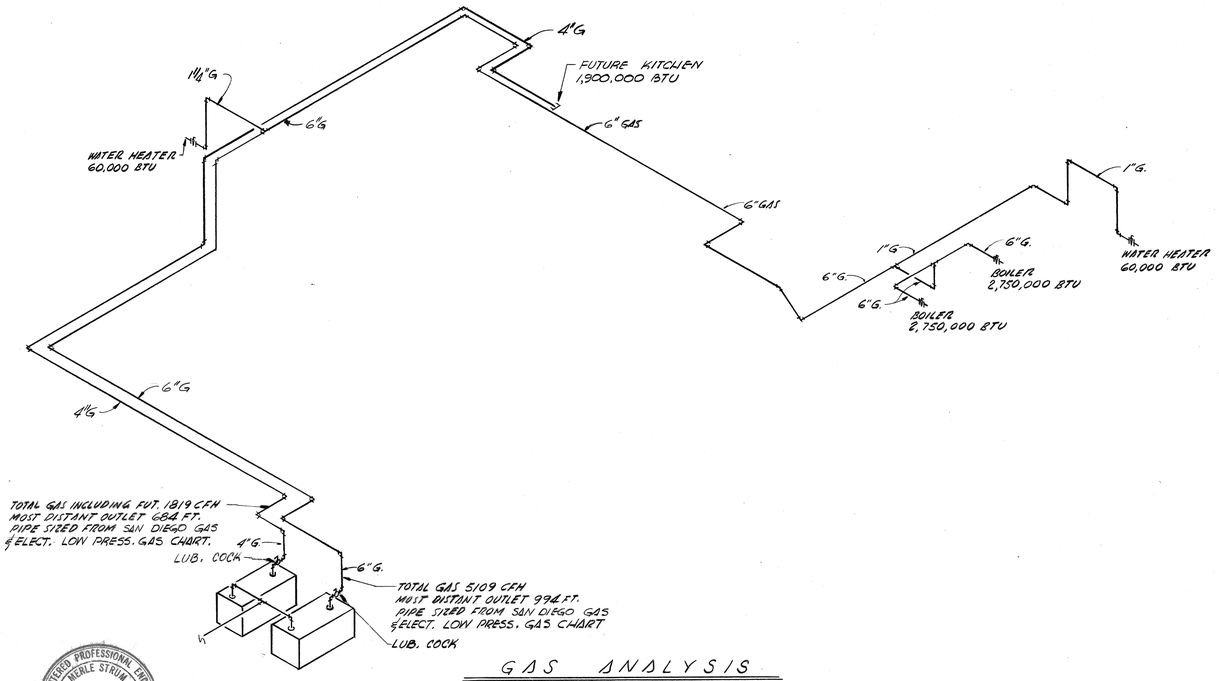
SCALE : 1/8" = 1'-0"

TYPE OF FIXTURE	BUILDING SUPPLY			BRANCH TO HEATER	
	NO. FIX.	FIX. UNITS	TOTAL UNITS	NO. FIX.	FIX. UNITS TOTAL UNITS
WATER CLOSET	52	10	520		
WATER CLOSET	1	5	5		
URINAL	26	10	260		
LAVATORY	59	2	118	24	(3/4 x 48) = 96
SERVICE SINK	10	4	40	4	(3/8 x 16) = 12
SINK	6	4	24	1	(3/4 x 4) = 3
HOSE BIBB	54	5	270		
DRINKING FOUNTAIN	15	2	30		
TOTAL UNITS			1277		54
G P M			245		31

MECH. 75 G.P.M - TOTAL 320
80 P.S.I. AT POINT OF CONN.
30 P.S.I. AT MOST DISTANT OUTLET
14 FT. TO HIGHEST FIXTURE ABOVE POINT OF CONN.
1200 FT. TO MOST DISTANT OUTLET

80-(30+14 x 0.43) = 44
100 x 44 ÷ 1200 = 3.6 P.S.I. DROP PER 100 FT.

PIPE SIZING CHART				
PIPE SIZE	G.P.M.	VELOCITY	F.T.	F.V.
1/2"	2 1/4	2 1/2	2	0
3/4"	5	3	6	1
1"	9 1/8	3 1/2	13	2
1 1/4"	20	4 1/4	30	5
1 1/2"	29	4 3/4	50	12
2"	56	5 1/2	155	62
2 1/2"	90	6	330	197
3"	162 1/2	7	705	642
4"	325	8 1/2	1975	1975



GAS ANALYSIS

REGISTERED PROFESSIONAL ENGINEER MERLE STRUM No. 12388 MECHANICAL STATE OF CALIFORNIA

FIXTURE AND EQUIPMENT SCHEDULE

MARK NO.	DESCRIPTION	WASTE	VENT	CW	HW	REMARKS
F-1	WATER CLOSET	4"	2"	1"		
F-2	WATER CLOSET	4"	2"	1"		
F-3	WATER CLOSET	4"	2"	1/2"		N.I.C. FOR REF ONLY
F-4	URINAL	2"	1 1/2"	1"		
F-5	URINAL	2"	1 1/2"	1"		
F-6	LAVATORY	2"	1 1/2"	1/2"	1/2"	
F-7	LAVATORY	2"	1 1/2"	1/2"	1/2"	
F-8	DRINKING FOUNTAIN	2"	1 1/2"	1/2"		
F-9	SERVICE SINK	3"	2"	3/4"	3/4"	
F-10	SERVICE SINK	3"	2"	3/4"	3/4"	
F-11	WATER METER			2"		
F-12	SINK	2"	1 1/2"	1/2"	1/2"	
F-13	SINK	2"	1 1/2"	1/2"	1/2"	
F-14	SINK	2"	1 1/2"	1/2"	1/2"	
F-15	HOSE BIBB			3/4"		
F-16	HOSE BIBB			3/4"		
F-17	HOSE BIBB			3/4"		
F-18	FLOOR DRAIN	2"	1 1/2"			
F-19	FLOOR DRAIN	2"	1 1/2"			
F-20	FLOOR SINK	4"-3"-2"	1 1/2"-2"			
F-21	AREA DRAIN	3"				
F-22	PLANTER DRAIN	2"				
F-23	ROOF DRAIN	3"				
F-24	TRAP PRIMER			1/2"		
F-25	SHOCK ABSORBER					
F-26	FIRE HOSE CABINET			2"		
F-27	FIRE HOSE CABINET			2"		
F-28	SILL COCK			3/4"		
F-29	WATER HEATER			1 1/2"	1 1/2"	
F-30	ELECTRIC WATER HEATER			1"	1"	
F-31	ELECTRIC WATER HEATER			1/2"	1/2"	
F-32	ELECTRIC WATER HEATER			1/2"	1/2"	
F-33	CIRCULATING PUMP				1/2"	
F-34	NOT USED					
F-35	SUMP PUMP	2"				
F-36	SUMP PUMP	3"				
F-37	PRESSURE REGULATORS					
F-38						
F-39						
F-40						
F-41						
F-42						

PLUMBING LEGEND

S & W	S & W	SOIL AND WASTE
V	V	VENT
D S	D.S.	DOWN SPOUT
S D	S.D.	STORM DRAIN
D C W	DCW	DOMESTIC COLD WATER
D H W	DHW	DOMESTIC HOT WATER
D H W R	DHWR	DOMESTIC HOT WATER RETURN
G	G	GAS
A	A	AIR
W F L	WFL	WET FIRE LINE
T P	T.P.	TRAP PRIMER LINE
		GATE VALVE
		GLOBE VALVE
		BALANCING COCK
		SWING CHECK VALVE
		STRAINER
		UNION
		CONCENTRIC REDUCER
H.B	H.B.	HOSE BIBB
F.C.O.	F.C.O.	FLOOR CLEAN OUT
H P C W		HIGH PRESSURE COLD WATER
F.D.	F.D.	FLOOR DRAIN
R.D.	R.D.	ROOF DRAIN
F S K	F.SK.	FLOOR SINK
		PRESSURE GAUGE
		THERMOMETER
F-		FIXTURE AND EQUIPMENT MARK NO.
1		ROOM NUMBER
AD		AREA DRAIN
AC		ACCESS PANEL
B/F		BELOW FLOOR
C B		CATCH BASIN
C F F		CAP FOR FUTURE
C I		CAST IRON
CLG.		CEILING
D F		DRINKING FOUNTAIN
D N		DOWN
F E		FIRE EXTINGUISHER
F D		FLOOR DRAIN
F H & C		FIRE HOSE AND CABINET
FLR		FLOOR
I/A		IN ATTIC OR ABOVE CEILING
I.E		INVERT ELEVATION
L		LAVATORY
SK		SINK
SHR		SHOWER
SSK		SERVICE SINK
UR		URINAL
U/G		UNDERGROUND
V		VENT
VTR		VENT THRU ROOF
WC		WATER CLOSET
U.O.S.		UNDER OTHER SECTION
S.O.V		SHUT OFF VALVE
N.I.C.		NOT IN CONTRACT

AS BUILT

PADEREWSKI · DEAN & ASSOCIATES ARCHITECTS
C. J. PADEREWSKI, F.A.I.A. · LOUIS A. DEAN, A.I.A.
525 'C' STREET · SAN DIEGO, CALIFORNIA · 234 6183

SPEC. NO.	W. O. NO.
REFERENCES	
CONTRACTOR	
CONSTRUCTION STARTED	
CONSTRUCTION COMPLETED	
COST	INSPECTOR

REVISIONS	DATE	APPROVED
⚠ GAS METER VAULT LOCATION	6-21-66	
⚠ "AS-BUILT"		

San Diego Unified Port District
San Diego · California

PORT OF SAN DIEGO UNIFIED PORT DISTRICT

DESIGNED	DMB
DRAWN	DMB
CHECKED	CFR
APPROVAL RECOMMENDED	AUG 23 1966 — John E. Bwiehm, ASST. CHIEF ENGINEER
APPROVED	AUG 23 1966 — J. E. Liebmann, CHIEF ENGINEER

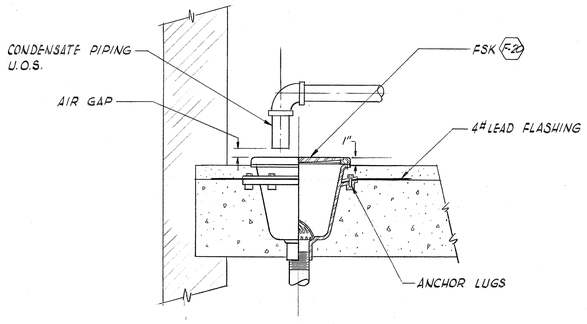
San Diego International Air Terminal
Lindbergh Field

LEGEND AND FIXTURE SCHEDULE

DATUM · MEAN LOWER LOW WATER

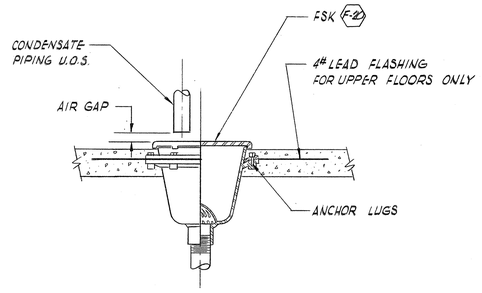
SHEET P-11 OF 171

704



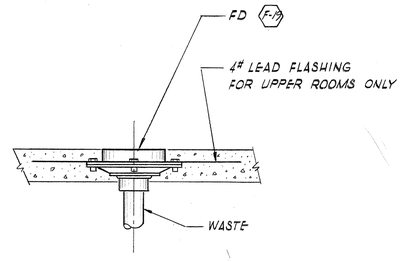
A P-12 FLOOR SINK DETAIL

SCALE : 1½"=1'-0"



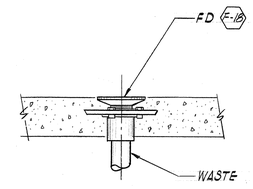
B P-12 FLOOR SINK DETAIL

SCALE : 1½" = 1'-0"



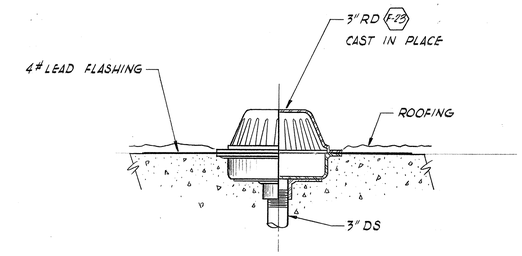
C P-12 FLOOR DRAIN DETAIL - MECH. RM.

SCALE : 1½" = 1'-0"



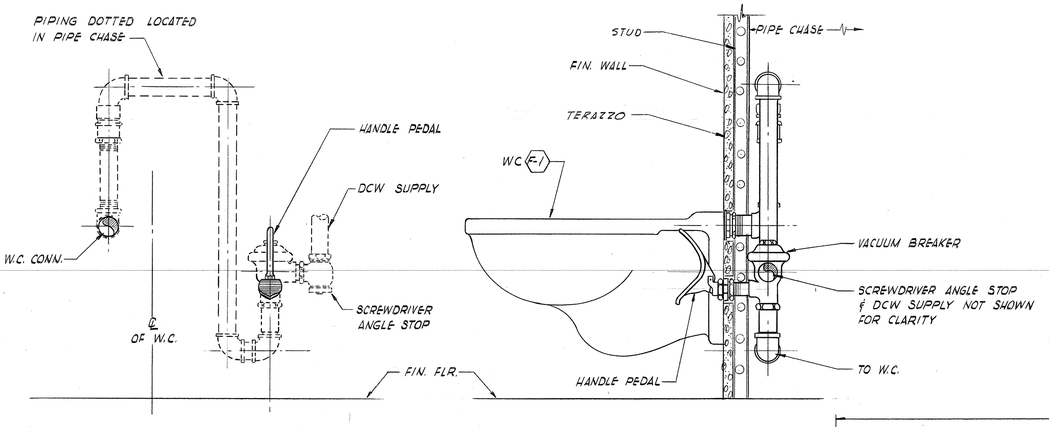
D P-12 FLOOR DRAIN DETAIL - TOILET ROOMS

SCALE : 1½" = 1'-0"



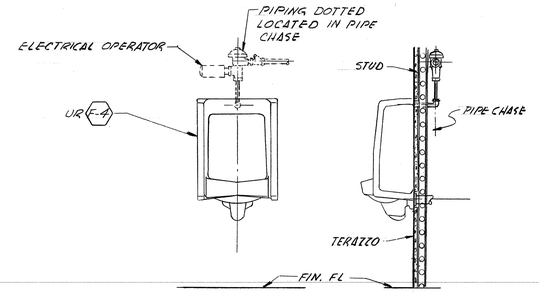
E P-12 ROOF DRAIN DETAIL

NO SCALE



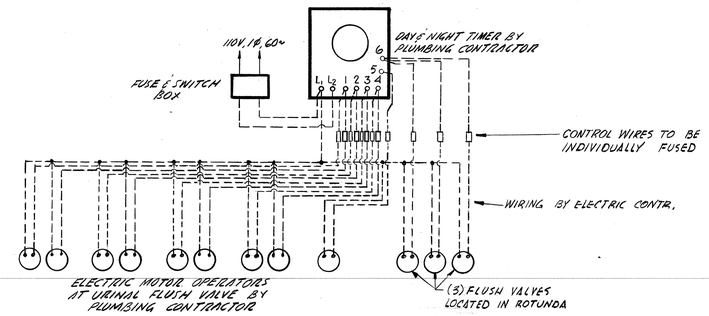
E P-12 WATER CLOSET DETAIL

NO SCALE



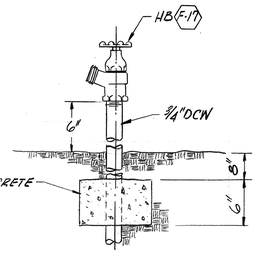
G P-12 URINAL FLUSH VALVE PIPING

NO SCALE



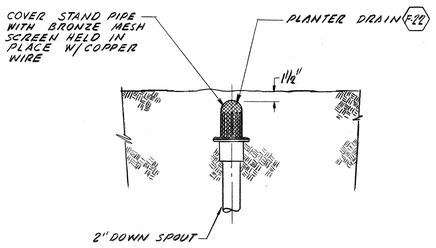
H P-12 ELECTRICAL WIRING DIAGRAM

ELECTRICAL OPERATED URINAL VALVE FOR MAIN TOILET ROOMS



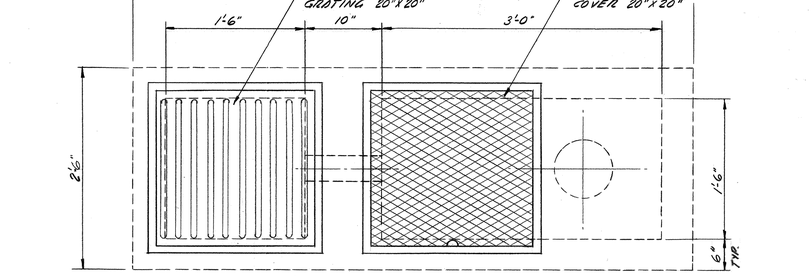
K P-12 HOSE BIBB - STANDPIPE DETAIL

NO SCALE

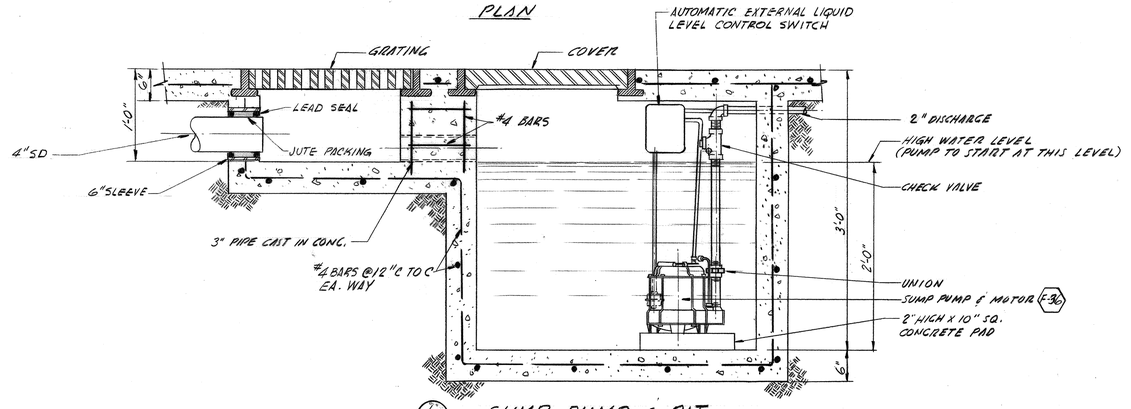


J P-12 PLANTER DRAIN

SCALE 1½"=1'-0"

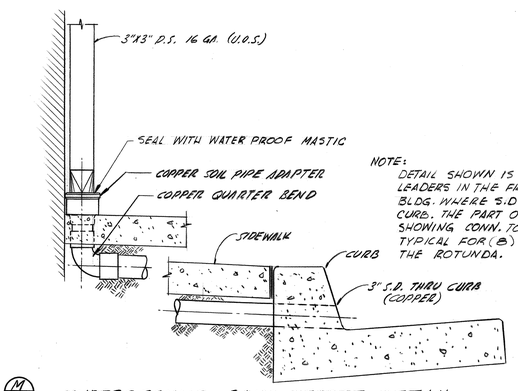


PLAN



L P-12 SUMP PUMP & PIT

SCALE 1½"=1'-0"



NOTE:
DETAIL SHOWN IS FOR CONN. TO LEADERS IN THE FRONT OF THE BLDG. WHERE S.D. MUST GO THRU CURB. THE PART OF THIS DETAIL SHOWING CONN. TO LEADER IS TYPICAL FOR (8) LEADERS IN THE ROTUNDA.

M P-12 UNDERGROUND RAIN LEADER DETAIL

NO SCALE

REGISTERED PROFESSIONAL ENGINEER
MERLE STRUB
No. 12388
MECHANICAL
STATE OF CALIFORNIA

GRAPHIC SCALE

1½"=1'-0"

0' 1' 2' 3'

AS BUILT

PADEREWSKI · DEAN & ASSOCIATES
ARCHITECTS
C. J. PADEREWSKI, F.A.I.A. · LOUIS A. DEAN, A.I.A.
525 'C' STREET · SAN DIEGO, CALIFORNIA · 234 6183

SPEC. NO.	W.O. NO.
REFERENCES	
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CONSTRUCTION COMPLETED	
COST	INSPECTOR

REVISIONS	DATE	APPROVED
"AS-BUILT"		

San Diego Unified Port District

San Diego · California

DESIGNED	D.M.B.
DRAWN	D.M.B.
CHECKED	C.F.B.
APPROVAL RECOMMENDED	AUG 23 1965 — ASST. CHIEF ENGINEER
APPROVED	AUG 23 1965 — CHIEF ENGINEER

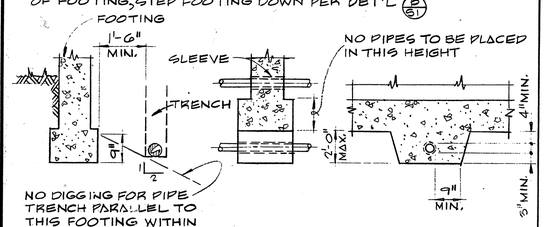
San Diego International Air Terminal
Lindbergh Field

PLUMBING DETAILS

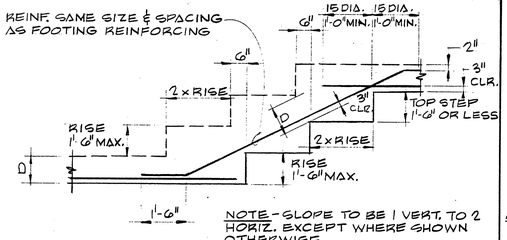
DATUM · MEAN LOWER LOW WATER

SHEET P-12 OF 171

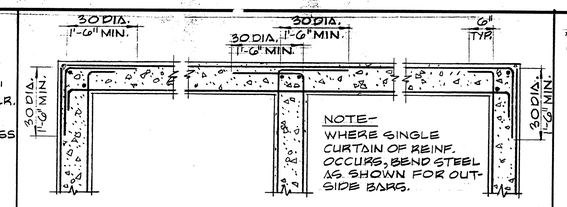
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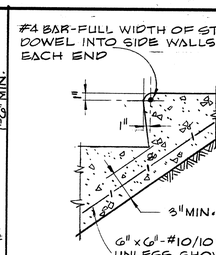
DETAIL OF PIPING @ FOOTING A/S1



TYPICAL STEPS IN WALL FOOTINGS B/S1



TYP. REINFORCING @ INTERSECTIONS OF BEAMS, WALLS AND FOOTINGS C/S1

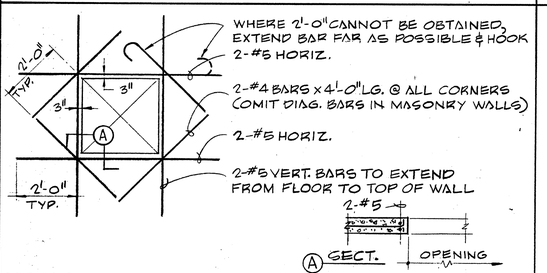


CONCRETE STAIRS ON GROUND D/S1

GENERAL NOTES

GENERAL

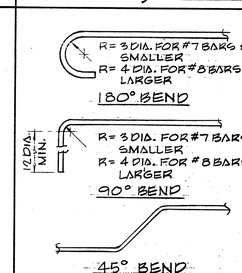
1. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS BEFORE STARTING WORK AND THE ARCHITECT NOTIFIED IMMEDIATELY OF ANY DESCREPANCIES FOUND.
2. NOTES AND DETAILS ON DRAWINGS SHALL TAKE PRECEDENCE OVER THESE GENERAL NOTES AND THE TYPICAL DETAILS ON THIS SHEET IN CASE OF CONFLICT.
3. CHARACTER OF FOUNDATION SOIL: COMPACTED FILL (SANDY SILT)
4. MAXIMUM SOIL PRESSURE: 3000 P.S.F.
5. FOOTING SHALL EXTEND - BELOW NATURAL GRADE OR - BELOW FINISH GRADE, AS SHOWN ON THE PLANS.
6. WHERE NO CONSTRUCTION DETAILS ARE SHOWN OR NOTED FOR ANY PART OF WORK, THE DETAILS SHALL BE THE SAME AS FOR OTHER SIMILAR WORK.



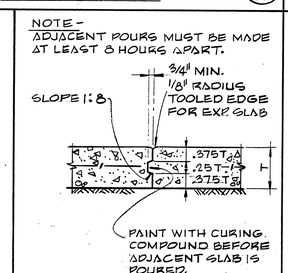
REINFORCING AROUND OPENINGS IN CONCRETE AND MASONRY WALLS OR CONCRETE SLABS E/S1

WALL	REINFORCING	
	VERTICAL	HORIZONTAL
6"	#4 @ 16" ON ℄	#4 @ 13" ON ℄
8"	#4 @ 13" ON ℄	#4 @ 10" ON ℄
10"	#5 @ 15" ON ℄	#5 @ 13" ON ℄
12"	#4 @ 16" EA. FACE	#4 @ 13" EA. FACE
14"	#4 @ 14" EA. FACE	#4 @ 11" EA. FACE

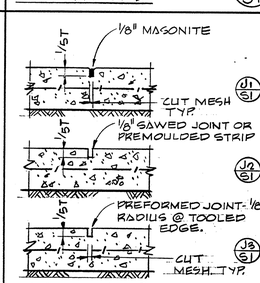
TYP. WALL REINFORCING - CONCRETE. UNLESS SHOWN OTHERWISE F/S1



TYP. REINF. BENDS G/S1



TYP. CONSTR. JOINT H/S1



SHRINKAGE CONTROL JOINT J/S1

REINFORCED CONCRETE

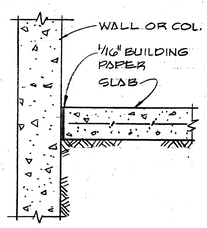
1. REFER TO SPECIFICATION FOR DETAILS OF CONSTRUCTION.
2. CONCRETE SHALL HAVE A MINIMUM COMPRESSIVE STRENGTH IN 28 DAYS AS FOLLOWS: 3000 P.S.I.
   → ROOF STRUCTURE & ALL COLUMNS EXCEPT CORE OF COLUMNS LINE A SHALL BE LIGHTWEIGHT 110 P.C.F. AIRDRY.
3. ALL REINFORCING STEEL, ANCHOR BOLTS, DOWELS AND INSERTS SHALL BE WELL SECURED IN POSITION PRIOR TO PLACING CONCRETE.
4. REFER TO DETAILS ON DRAWINGS FOR MOULDS, ORNAMENTS, GROOVES, CLIPS, GROUND, ETC. TO BE CAST IN THE CONCRETE.
5. NO PIPE OR DUCTS SHALL BE PLACED IN CONCRETE COLUMNS, WALLS OR SLABS UNLESS SPECIFICALLY DETAILED.
6. UNLESS SHOWN OTHERWISE IN DETAILS, FURNISH NO. 2 SPACER TIES AT APPROX. 2'-6" O.C. IN ALL BEAMS AND FOOTINGS TO KEEP REINFORCING IN PLACE.
7. IF THE CONTRACTOR DESIRES TO MAKE ANY CONSTRUCTION JOINTS OTHER THAN THOSE SHOWN ON THESE DRAWINGS, HE SHALL SUBMIT DETAILS OF SAME TO THE ARCHITECT-ENGINEER FOR APPROVAL BEFORE STARTING
8. NO BRICK OR PORUS MATERIAL SHALL BE USED TO SUPPORT FOOTING STEEL OFF THE GROUND.
9. ALL MASONRY OR CONCRETE WALLS OR COLUMNS SHALL BE DOWELED TO SUPPORTING FOOTINGS, BEAMS OR PADS WITH BARS OF SAME SIZE AND SPACING AS VERTICAL BARS IN THE WALLS AND COLUMNS.
10. LAP SPLICE CONTINUOUS REINFORCEMENT AT MINIMUM OF 30 DIA. OR 1'-6" MINIMUM UNLESS SHOWN OTHERWISE. SPLICE IN ADJACENT BARS SHALL BE STAGGERED @ 1'-6" MIN.
11. PROVIDE 3/4" CHAMFER ON ALL EXPOSED CORNERS EXCEPT AS DETAILED OTHERWISE.
12. MINIMUM COVER FOR REINFORCING STEEL

FOOTINGS	3"	WALLS - INTERIOR FACE	3/4"
SLABS	3/4"	WALLS - EXTERIOR EXPOSED	1"
COLUMNS	1 1/2"	WALLS - FORMED BOTH SIDES	
BEAMS	1 1/2"	EXPOSED TO EARTH	2"
JOISTS	1 1/4"	PLACED AGAINST EARTH	3"

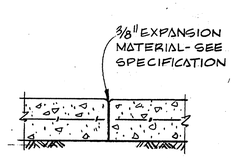
13. ALL REINFORCING SHALL BE PLACED IN ACCORDANCE WITH THE RECOMMENDED PRACTICE FOR PLACING REINFORCING BARS, 1963 OF THE CONCRETE REINFORCING STEEL INSTITUTE.
14. LIGHTWEIGHT CONCRETE SHALL HAVE A MIN. SPLITTING RATIO, $F_{sp} = 5.5$ AS DETERMINED BY TESTS SPECIFIED IN A.C.I 318-63, SEC. 505.

CONCRETE BLOCK MASONRY

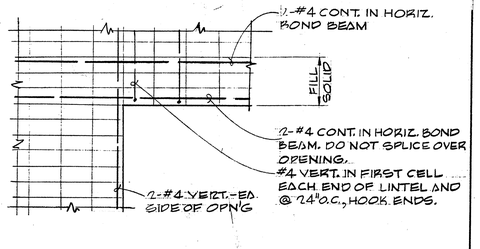
1. CONCRETE BLOCK UNITS ARE TO BE GRADE A STD. WEIGHT UNITS IN ACCORDANCE WITH A.S.T.M. SPECIFICATION C90-52. (SEE SPECIFICATIONS FOR SPECIAL BLOCK)
2. PROVIDE CLEAN-OUT HOLES AT THE BOTTOM OF ALL VERTICAL CELLS.
3. ALL VERTICAL CELLS SHALL BE FILLED WITH GROUT UNLESS NOTED.
4. VERTICAL BARS IN WALLS TO BE PLACED IN CENTER OF WALL UNLESS OTHERWISE SHOWN.
5.
6. VERTICAL BARS IN MASONRY ARE TO BE TIED OR OTHERWISE FIXED IN POSITION AT INTERVALS OF NOT LESS THAN 192 DIA. AND AT TOP AND BOTTOM.
7. WHEN GROUTING IS STOPPED FOR ONE HOUR OR LONGER, HORIZONTAL CONSTRUCTION JOINTS SHALL BE FORMED BY STOPPING THE POUR OF GROUT 1 1/2" BELOW THE TOP OF THE UPPERMOST UNIT.
8. FILL ALL CELLS SOLID IN LINTELS FROM SOFFIT TO THE FLOOR LEVEL OR ROOF LEVEL ABOVE AND FOR FULL WIDTH OF OPENING.
9. FOR GROUT AND MORTAR MIX, SEE SPECIFICATION.



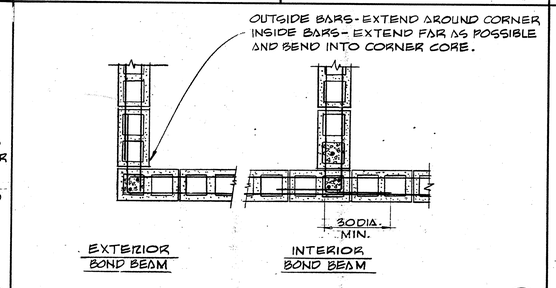
ISOLATION JOINT K/S1



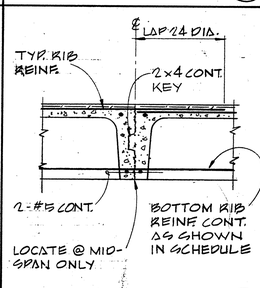
EXPANSION JOINT L/S1



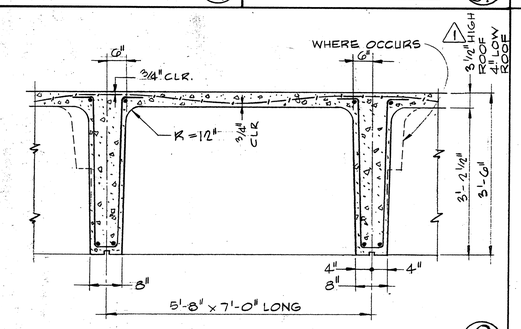
TYP. WINDOW & DOOR LINTEL M/S1



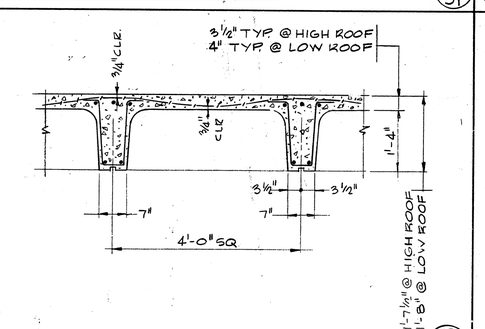
TYP. MASONRY WALL INTERSECTIONS N/S1



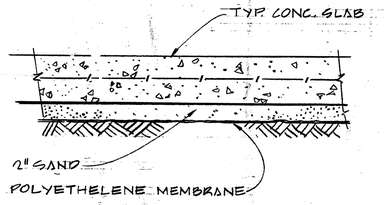
TYP. CONSTR. JOINT P/S1



TYP. SLAB & PAN JOISTS - TYPE I Q/S1

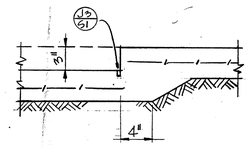


TYP. SLAB & PAN JOISTS - TYPE II R/S1

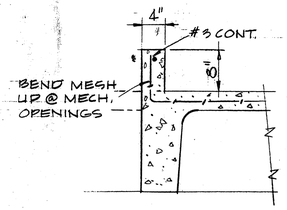


NOTE:
FOR MOISTURE BARRIER LOCATIONS - SEE ARCH. DWG'S.

TYP. MOISTURE BARRIER S/S1



TYP. DEPRESSED SLAB T/S1



TYP. CURB @ MECH. OPENING U/S1

DESIGN DATA

1. 1961 UNIFORM BUILDING CODE & 1963 A.C.I. CODE.
2. ROOF LIVE LOAD 20 P.S.F. (REDUCED)
3. FLOOR LIVE LOAD 100 P.S.F.

CONTINUOUS INSPECTION

1. ALL CONCRETE (EXCEPT SLABS ON GRADE.)
2. ALL CONCRETE MASONRY.
3. ALL STRUCTURAL FIELD WELDING.

1965 AS BUILT

DUPLICATE

EAST TERMINAL

559

1358

A. J. BLAYLOCK AND ASSOCIATES
3467 KURTZ, SAN DIEGO
STRUCTURAL ENGINEERS

PADEREWSKI · DEAN & ASSOCIATES
ARCHITECTS
C. A. PADEREWSKI, F.A.I.A. · LOUIS A. DEAN, A.I.A.
525 'C' STREET · SAN DIEGO, CALIFORNIA · 234 5183

SPEC. NO.	W.O. NO.
REFERENCES	
CONTRACTOR	
CONSTRUCTION STARTED	
CONSTRUCTION COMPLETED	
COST	INSPECTOR

CLARIFICATION.			
REVISIONS	DATE	APPROVED	

San Diego Unified Port District
San Diego · California

DESIGNED	APPROVAL RECOMMENDED	AUG 23 1965
DRAWN E.M.A.	ASST. CHIEF ENGINEER	
CHECKED J.A.W.	APPROVED	AUG 23 1965
	CHIEF ENGINEER	

San Diego International Air Terminal
Lindbergh Field

GENERAL NOTES - TYPICAL DETAILS

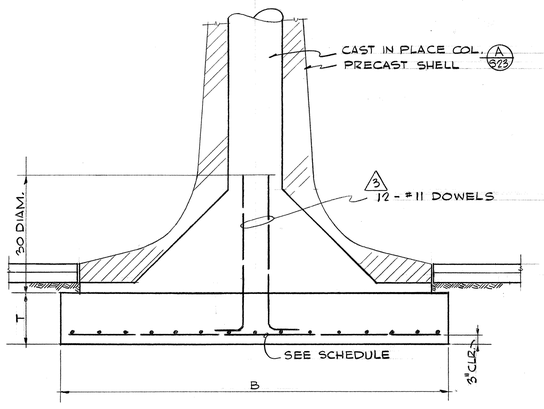
DATUM: MEAN LOWER LOW WATER

SHEET 61 OF 171

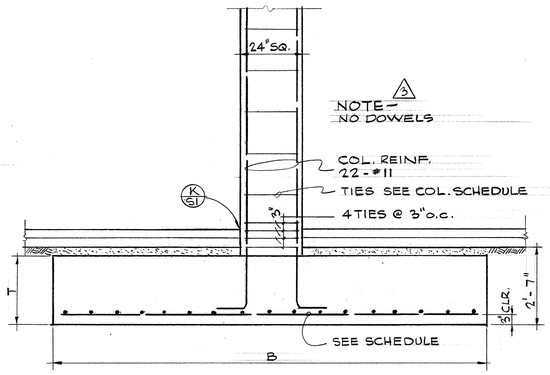
70

SPREAD FOOTING SCHEDULE

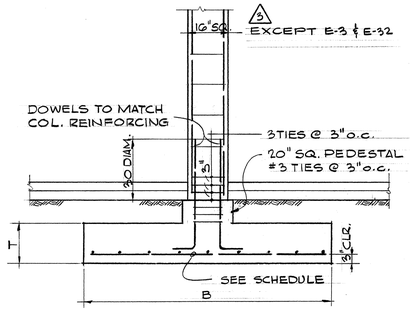
TYPE	MARK	B	T		BARS EA. WAY	REMARKS
I	(A)	12'-6" SQ.	20"		12 - #8	
II	(B)	14'-0" SQ.	27"		17 - #10	
II	(C)	13'-4" SQ.	27"		15 - #10	
II	(D)	12'-0" SQ.	27"		13 - #10	
II	(E)	11'-6" SQ.	27"		9 - #10	
III	(F)	11'-0" SQ.	21"		11 - #10	
III	(G)	10'-0" SQ.	21"		11 - #9	
III	(H)	9'-0" SQ.	18"		12 - #8	
III	(J)	8'-0" SQ.	16"		9 - #8	
III	(K)	7'-0" SQ.	14"		8 - #7	
III	(L)	6'-0" SQ.	12"		8 - #6	
III	(M)	5'-0" SQ.	12"		6 - #5	
III	(N)	4'-0" SQ.	12"		6 - #4	



TYPE I

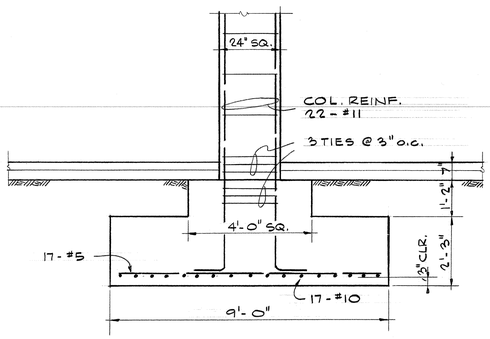


TYPE II

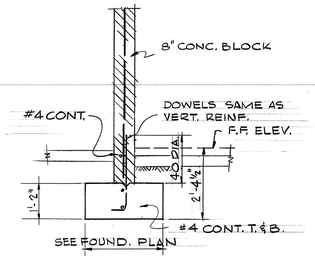


TYPE III

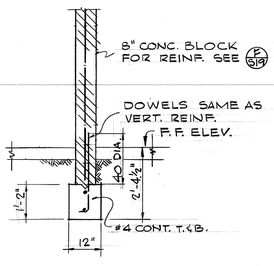
NOTE:
FOR MOISTURE BARRIER LOCATIONS UNDER SLABS, SEE ARCH. DWG'S & DET. S S1



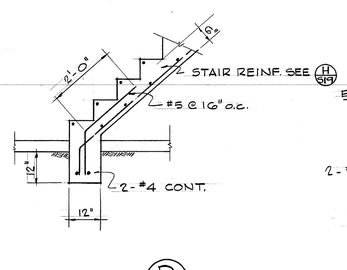
A S15 1/2" = 1'-0"



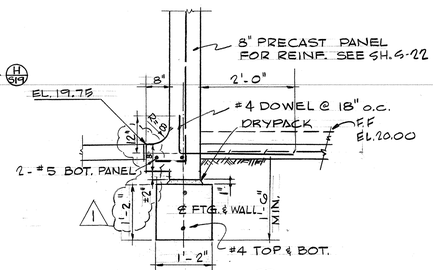
B S15 1/2" = 1'-0"



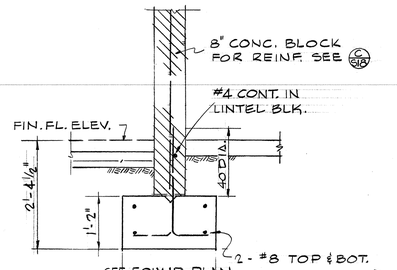
C S15 1/2" = 1'-0"



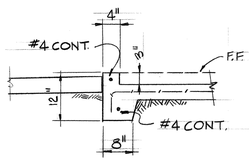
D S15 1/2" = 1'-0"

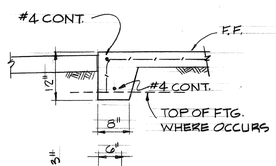


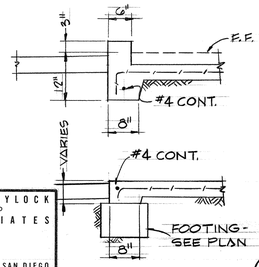
E S15 3/4" = 1'-0"



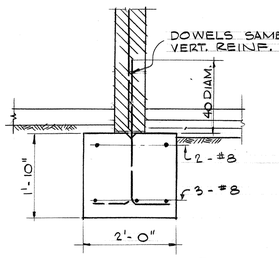
F S15 3/4" = 1'-0"



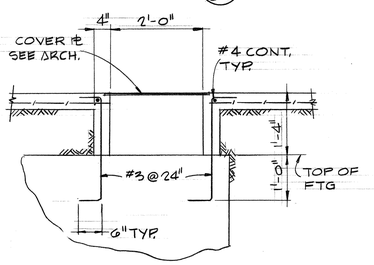




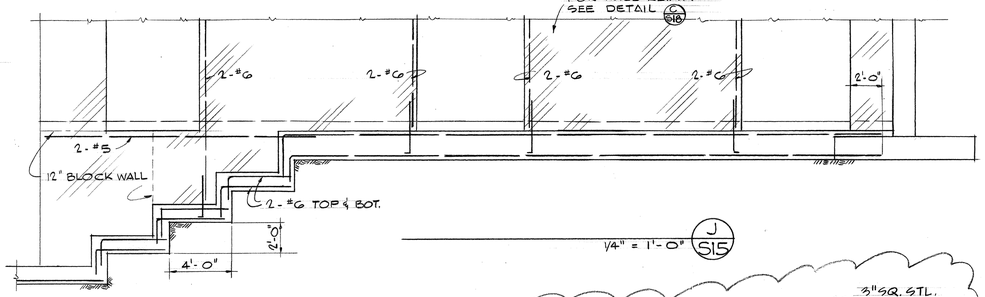
G S15 3/4" = 1'-0"



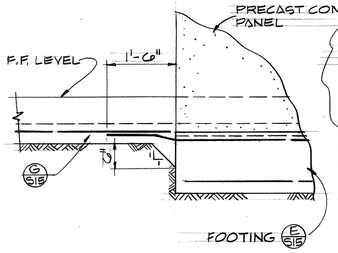
H S15 3/4" = 1'-0"

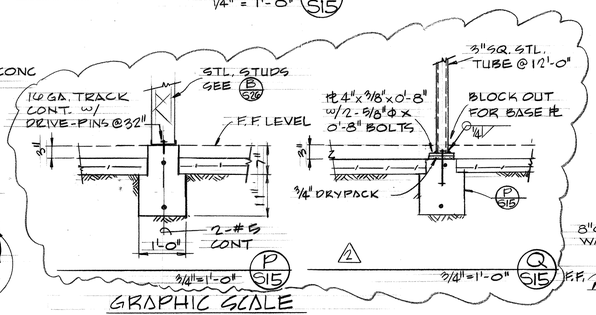


M S15 3/4" = 1'-0"



J S15 1/4" = 1'-0"

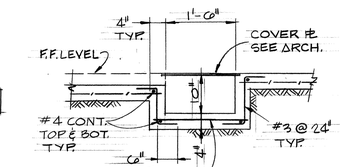




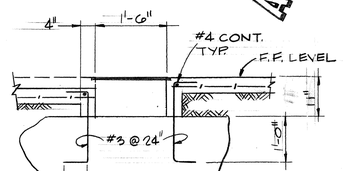
P S15 3/4" = 1'-0"

Q S15 3/4" = 1'-0"

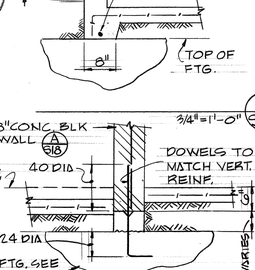
GRAPHIC SCALE
1/4" = 1'-0" 0 2 4 6
1/2" = 1'-0" 0 1 2 3 4
3/4" = 1'-0" 0 1 2 3 4



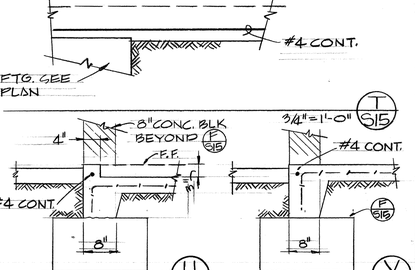
K S15 3/4" = 1'-0"



L S15 3/4" = 1'-0"



R S15 3/4" = 1'-0"



AS BUILT

A. J. BLAYLOCK AND ASSOCIATES
3467 KURTZ, SAN DIEGO
STRUCTURAL ENGINEERS

PADEREWSKI · DEAN & ASSOCIATES
ARCHITECTS
C. J. PADEREWSKI, F.A.I.A. · LOUIS A. DEAN, A.I.A.
525 'C' STREET · SAN DIEGO, CALIFORNIA · 234 6183

SPEC. NO.	W.O. NO.
REFERENCES	
CONTRACTOR	
CONSTRUCTION STARTED	
CONSTRUCTION COMPLETED	
COST	INSPECTOR

REVISIONS	DATE	APPROVED
1 CLARIF. DIMEN. AT E/S 15 (NOT PUBLISHED BUT TR'D. TO MAR.) Blaylock's	1-26-66	
2 RESTAURANT REV.	4/6/66	
3 "AS BUILT" CHG		

San Diego Unified Port District

San Diego • California

PORT OF SAN DIEGO UNIFIED PORT DISTRICT

DESIGNED	R.S.	
DRAWN	R.S.	
CHECKED	J.A.W.	
APPROVAL RECOMMENDED	AUG 23 1965	ASST. CHIEF ENGINEER
APPROVED	AUG 23 1965	CHIEF ENGINEER

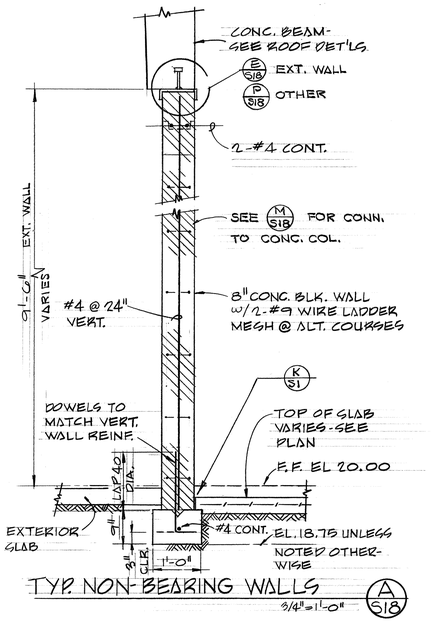
San Diego International Air Terminal
Lindbergh Field

FOUNDATION DET'S — FOOTING SCHEDULE

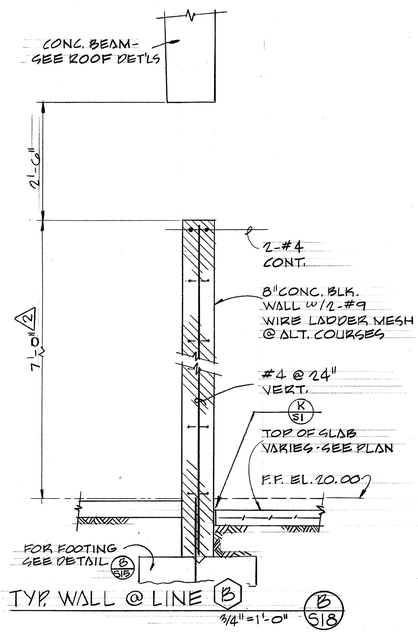
DATUM - MEAN LOWER LOW WATER

SHEET S15 OF 171

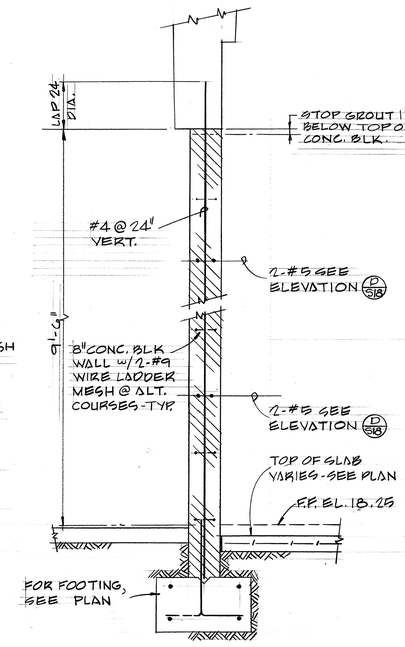
704



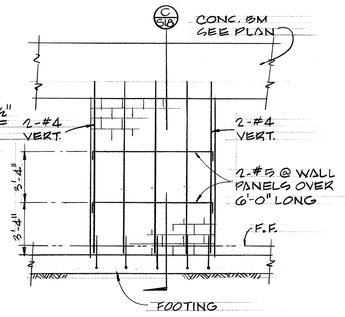
TYP. NON-BEARING WALLS A 518
3/4"=1'-0"



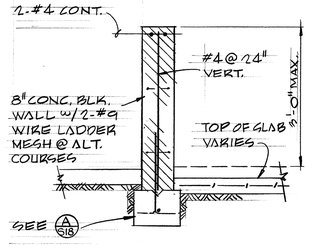
TYP. WALL @ LINE B
3/4"=1'-0" B 518



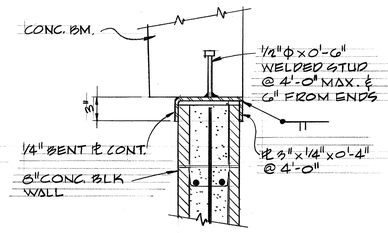
TYP. BEARING WALL C
3/4"=1'-0" 518



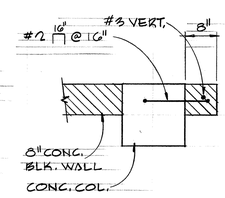
TYP. WALL ELEVATION @ LINE K & N
1/4"=1'-0" D 518



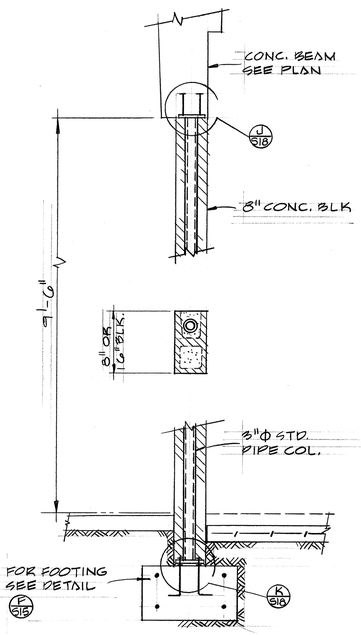
TYP. LOW WALL F
3/4"=1'-0" 518



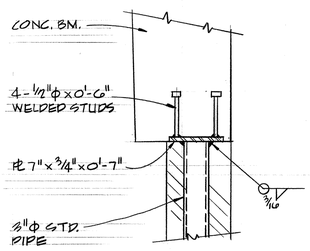
TYP. CONN. @ NON-BRG. NON-SHEAR WALL
1½"=1'-0" E 518



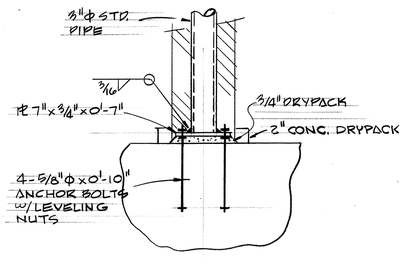
PLAN @ OPN'G
3/4"=1'-0" G 518



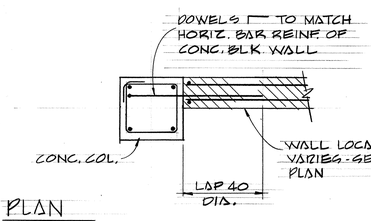
PIPE COLUMN-BLOCK WALL CONN.-TYP. LINE K N H
3/4"=1'-0" 518



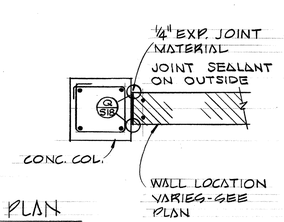
1½"=1'-0" J 518



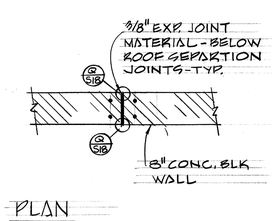
1½"=1'-0" K 518



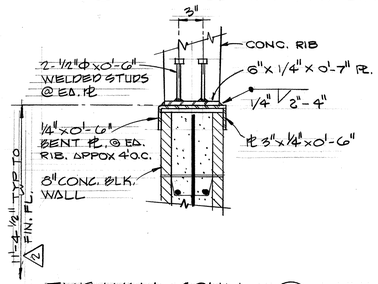
PLAN



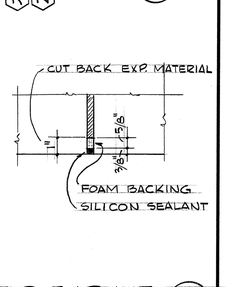
PLAN



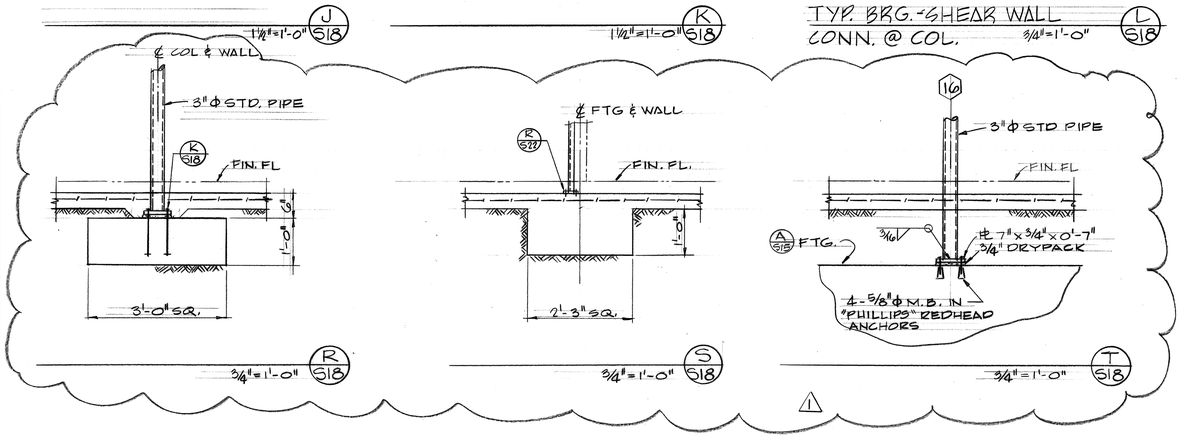
PLAN



TYP. WALL CONN. P
1½"=1'-0" 518



TYP. EXP. JNT. Q
3" = 1'-0" 518



TYP. BRG.-SHEAR WALL CONN. @ COL.
3/4"=1'-0" L 518

TYP. NON-BRG., NON-SHEAR WALL CONN. @ COL.
3/4"=1'-0" M 518

TYP. WALL SEPARATION JOINTS
3/4"=1'-0" N 518

R 518 3/4"=1'-0"

S 518 3/4"=1'-0"

T 518 3/4"=1'-0"

GRAPHIC SCALE
1/4"=1'-0" 0 2 4 6 8
3/4"=1'-0" 0 1 2 3 4
1½"=1'-0" 0 1 2

AS BUILT

A. J. BLAYLOCK AND ASSOCIATES
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STRUCTURAL ENGINEERS

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SPEC. NO. | W. O. NO.
REFERENCES
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REVISIONS	DATE	APPROVED
1 RESTUARANT REV.		
2 "AS BUILT" CHG		

San Diego Unified Port District
San Diego · California

DESIGNED R.K.B.
DRAWN E.M.A.
CHECKED J.A.W.

APPROVAL RECOMMENDED AUG 23 1965 John E.B. Wilbur ASST. CHIEF ENGINEER
APPROVED AUG 23 1965 J.E. Liebmann CHIEF ENGINEER

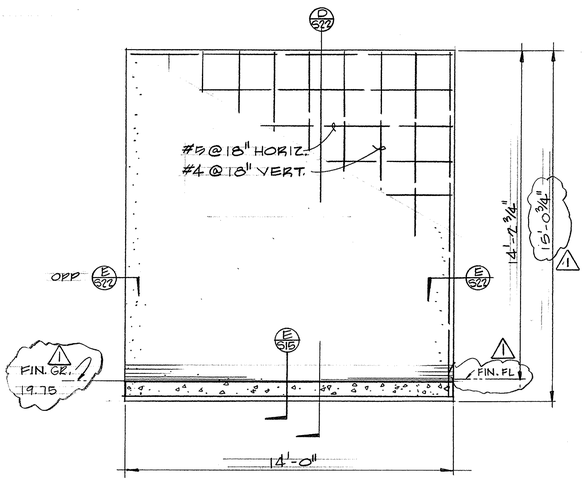
San Diego International Air Terminal
Lindbergh Field

WALL SECTIONS & DETAILS

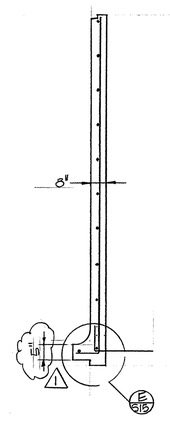
DATUM · MEAN LOWER LOW WATER
SHEET S18 OF 171
704

COLUMN SCHEDULE

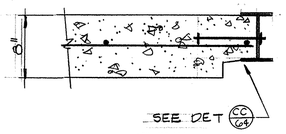
LOCATION / DATA						
	B-1,2,3,28 thru 34 C-1,2,29 thru 32 E-1,2,33,34 F-3 thru 7, 12, 15 thru 20, 25 thru 32. F-13, F-14 (1)	F-21 G-11,21 H-8,11,21,24,43,56 K-39,40 L-TYP M-TYP N-50,51 O-TYP P-TYP H-45,56 (1)	D-TYP.	E-11 F-12 † F-14 †	G-13,14	E-3,52
SIZE	16" SQ.	16" SQ.	24" SQ.			12" SQ.
VERT. REINF	6-#10	4-#8	22-#11	5-#7	5-#7	4-#7
TIES	#3 @ 16"	#3 @ 16"	7 SETS-#4 @ 22"	7 SETS-#2 @ 12"	#3 @ 14"	#2 @ 12"
DETAIL				SEE E/S22	SEE A/S22	



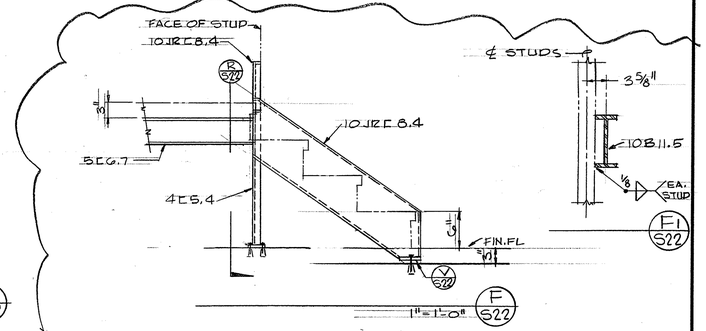
ELEVATION-TYP. PRECAST CONC. PANEL
3/8"=1'-0" C/S22



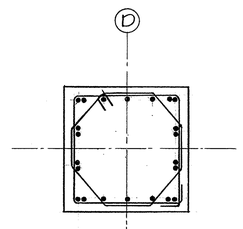
SECTION
3/8"=1'-0" D/S22

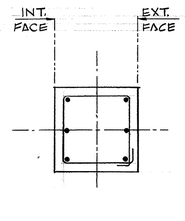


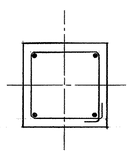
1 1/2"=1'-0" E/S22

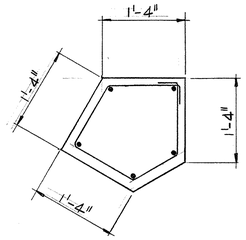


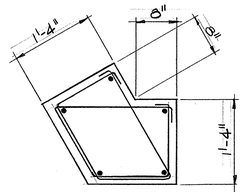
1"=1'-0" F/S22

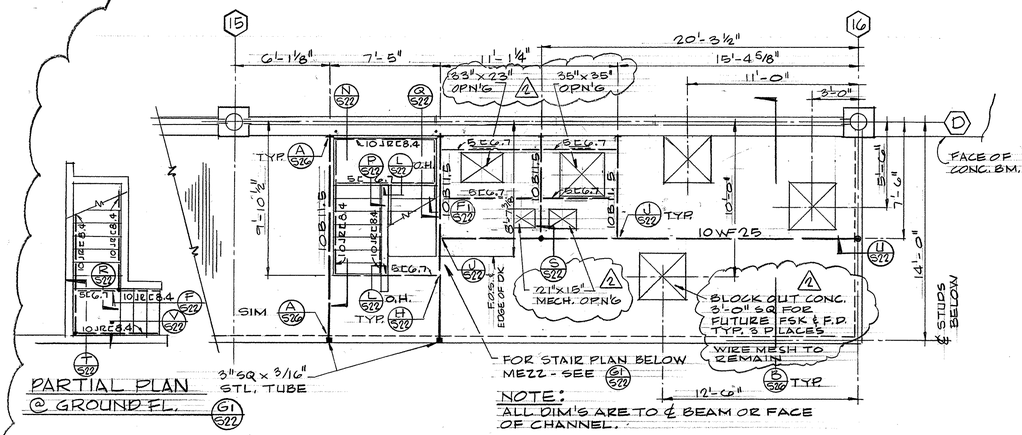


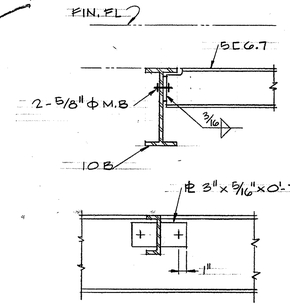


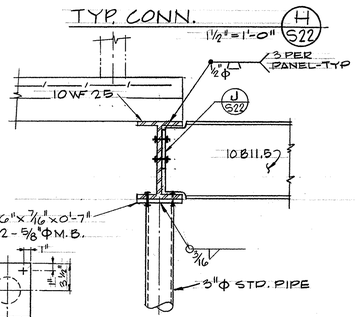


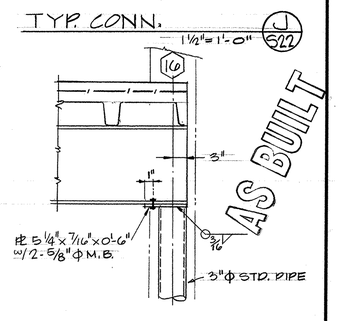




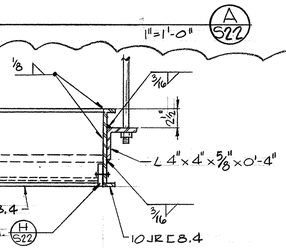




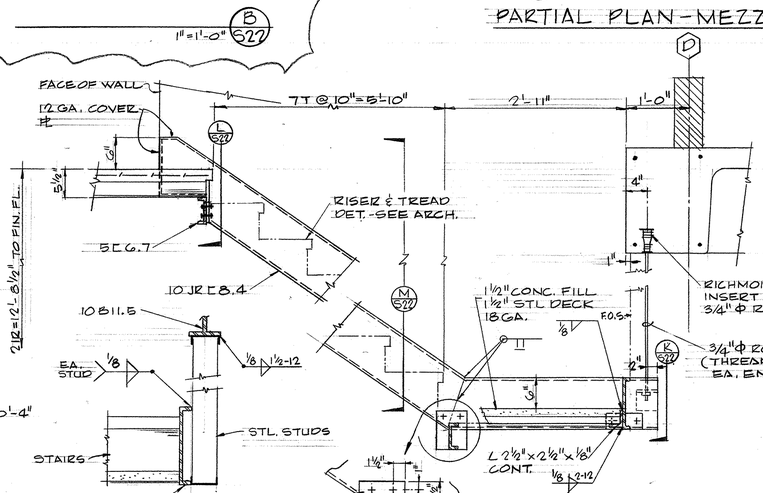




AS BUILT



1 1/2"=1'-0" K/S22

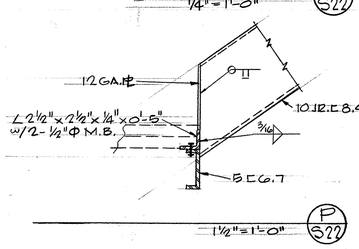


1 1/2"=1'-0" L/S22

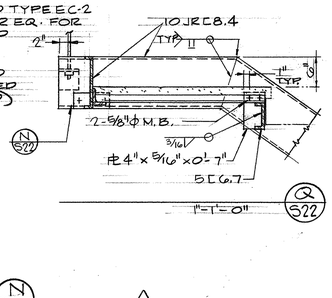
1"=1'-0" M/S22

1"=1'-0" N/S22

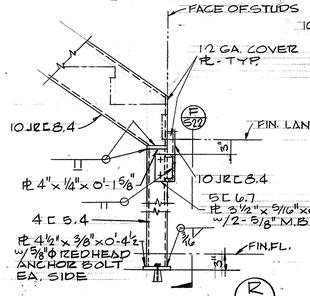
PARTIAL PLAN-MEZZ. FRAMING
1/4"=1'-0" G/S22



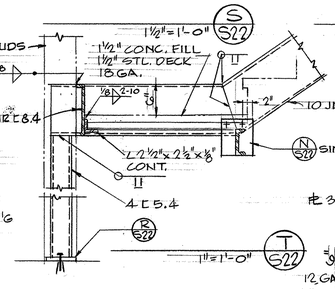
1 1/2"=1'-0" P/S22



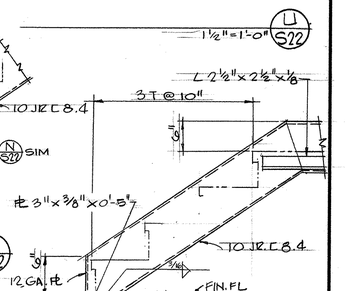
1"=1'-0" Q/S22



1"=1'-0" R/S22



1"=1'-0" T/S22



1"=1'-0" V/S22

STL. STUDS
EA. STUD
1/8

1 1/2"=1'-0" S/S22

1 1/2"=1'-0" U/S22

GRAPHIC SCALE
3/8"=1'-0"
0 1 2 3 4
1"=1'-0"
0 2 3

1

A. J. BLAYLOCK AND ASSOCIATES
3467 KURTZ, SAN DIEGO
STRUCTURAL ENGINEERS

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ARCHITECTS
C. J. PADEREWSKI, F.A.I.A. · LOUIS A. DEAN, A.I.A.
525 'C' STREET · SAN DIEGO, CALIFORNIA · 234 6183

SPEC. NO.	W.O. NO.
REFERENCES	
CONTRACTOR	
CONSTRUCTION STARTED	
CONSTRUCTION COMPLETED	
COST	INSPECTOR

REVISIONS	DATE	APPROVED
2 CHANGE MEZZ. DECK	5-16-66	
1 CLARIFICATION-RESTAURANT REV.	8/17/66	

San Diego Unified Port District
San Diego · California

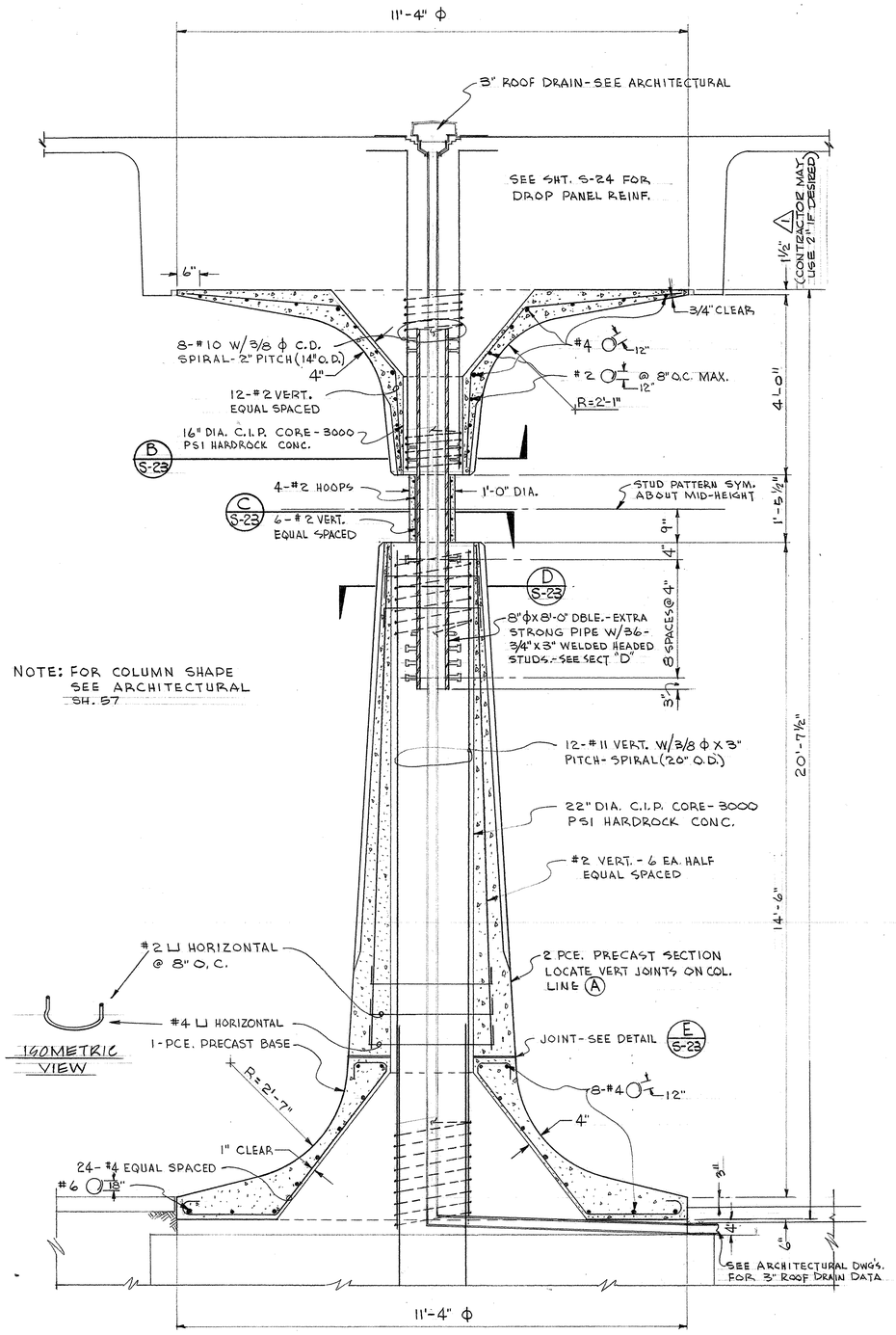
PORT OF SAN DIEGO UNIFIED PORT DISTRICT

DESIGNED K.K.B.	APPROVAL RECOMMENDED	AUG 23 1966
DRAWN E.M.A.		ASST. CHIEF ENGINEER
CHECKED J.A.W.	APPROVED	AUG 23 1966
		CHIEF ENGINEER

San Diego International Air Terminal
Lindbergh Field

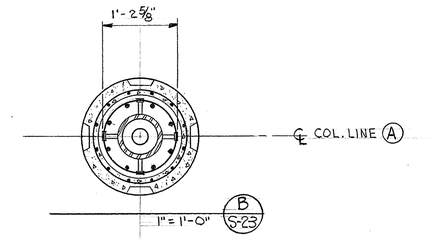
COLUMN SCHEDULE & DETAILS
PRECAST CONC. WALL PANEL & DETAILS

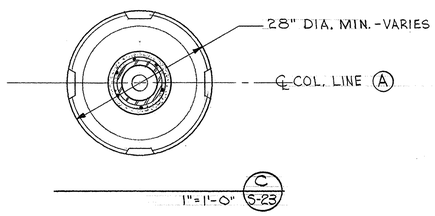
DATUM · MEAN LOWER LOW WATER
SHEET S22 of 171
704

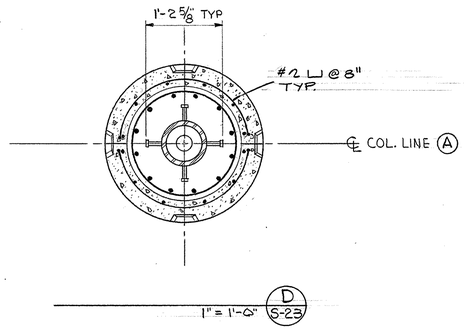


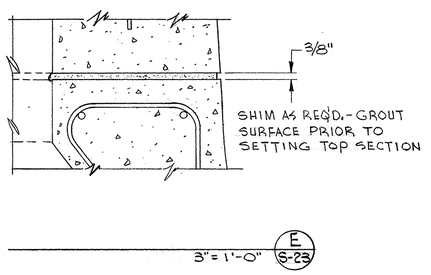
TYP. SECT. THRU CONCRETE COL'S. @ LINE (A)
3/4" = 1'-0"
A S-23

NOTE: FOR COLUMN SHAPE SEE ARCHITECTURAL SH. 57



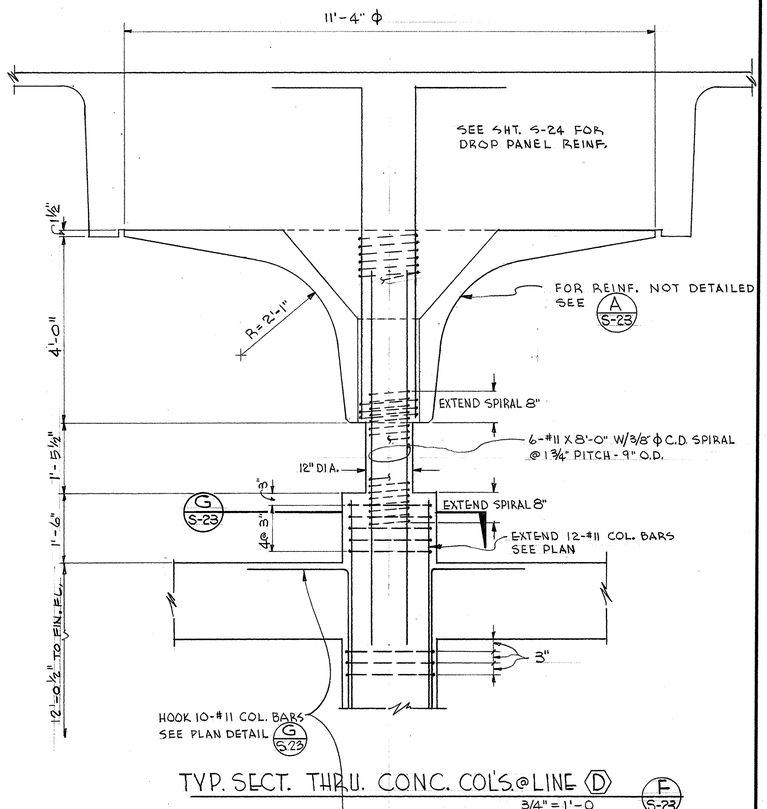




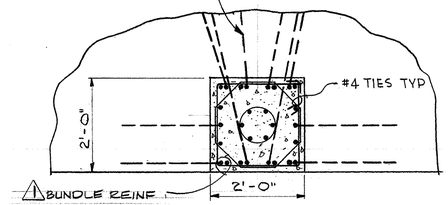


GRAPHIC SCALE

3/4"=1'-0"
1"=1'-0"
1½"=1'-0"



TYP. SECT. THRU. CONC. COL'S. @ LINE (D)
3/4" = 1'-0
F S-23



3/4" = 1'-0"
G S-23

AS BUILT

A. J. BLAYLOCK AND ASSOCIATES
3467 KURTZ, SAN DIEGO
STRUCTURAL ENGINEERS

PADEREWSKI · DEAN & ASSOCIATES
ARCHITECTS
C. J. PADEREWSKI, F.A.I.A. · LOUIS A. DEAN, A.I.A.
525 'C' STREET · SAN DIEGO, CALIFORNIA · 234 6183

SPEC. NO.	W.O. NO.
REFERENCES	
CONTRACTOR	
CONSTRUCTION STARTED	
CONSTRUCTION COMPLETED	
COST	INSPECTOR

⚠ "AS BUILT" CHG		
REVISIONS	DATE	APPROVED

San Diego Unified Port District
San Diego · California

DESIGNED	B.K.B.	APPROVAL RECOMMENDED AUG 23 1965 James B. Wilcox ASST. CHIEF ENGINEER
DRAWN	B.S.	
CHECKED	J.A.W.	APPROVED AUG 23 1965 J. E. Liebmann CHIEF ENGINEER

San Diego International Air Terminal
Lindbergh Field

PRECAST CONC. COL'S. & DETAILS

- DATUM - MEAN LOWER LOW WATER

SHEET 523 OF 171

704

RIB SCHEDULE

HIGH ROOF

DATA MARK	L	TYPE	REINFORCING A	B	C	D	E	F	M	N	P	Q	R	S	T	REMARKS
R-1	44'-0"	I	2-#8	2-#10	2-#10	2-#8	2-#6	2-#6	23'-10"	15'-0"	8'-6"	6'-0"	7'-10"	10'-0"	4'-0"	
R-2	40'-0"	II	1-#10	1-#10	2-#6		2-#9				14'-0"	21'-0"	7'-10"	6'-0"	9'-0"	
R-3	DO.	III	1-#8	1-#8			2-#8					21'-0"	9'-0"	9'-0"		
R-4	DO	III	1-#9	1-#9			2-#9					21'-0"	8'-0"	8'-0"		
R-5	DO	II	1-#9	1-#9	2-#8						20'-0"		5'-5"	10'-0"	9'-0"	
R-6	DO	III		2-#9	2-#6		2-#9					21'-0"	6'-3"	8'-0"		EXTEND 1-"B" BAR 6" BEYOND ℄ OF COL.
R-7	DO	II	1-#9	1-#9	2-#5		2-#8				14'-0"	21'-0"	7'-10"	5'-0"	8'-0"	
R-8	DO	III	1-#8	1-#7			2-#7					21'-0"	8'-0"	8'-0"		
R-9	DO	II	1-#8	1-#8	2-#7						20'-0"		5'-5"	8'-0"	9'-0"	
R-10	DO	III		2-#8	2-#6		2-#8					21'-0"	6'-3"	8'-0"		
R-11	DO	III	1-#8	1-#8			2-#7					21'-0"	8'-0"	8'-0"		
R-12	DO	II	1-#8	1-#8	2-#7						20'-0"		X	8'-0"	9'-0"	EXTEND "C" & "A" BARS TO LAP 24 DIAM. AT INTERSECTION.
R-13	28'-8"	V	1-#4	1-#4	1-#6	1-#6	1-#6	1-#6	5'-10"	15'-0"		13'-0"	3'-6"			
R-14	DO	V	1-#5		1-#5	1-#5	1-#5	1-#5	5'-10"	15'-0"		13'-0"				
R-15	DO	V	1-#4		1-#5		1-#5		5'-10"	15'-0"						NO STIRRUPS REQUIRED
R-16	32'-8"	IV	1-#5		1-#5	1-#6			5'-10"	16'-0"	1'-0"	14'-0"				NORTH END OF "C" BAR TO HAVE STD. HOOK- NO STIRRUPS REQ'D.
R-17	DO	IV	1-#4		1-#5	1-#4			5'-10"	16'-0"	1'-0"	14'-0"				DO
R-18	DO	IV	1-#4		1-#5				5'-10"	16'-0"						DO
R-19	28'-8"	IV	1-#4	1-#4	1-#6	1-#6			15'-0"	15'-0"	13'-0"	13'-0"	3'-6"			
R-20	DO	IV	1-#5		1-#5	1-#5			15'-0"	15'-0"	13'-0"	13'-0"				
R-21	DO	IV	1-#4		1-#5				15'-0"	15'-0"						
R-22	DO	IV	1-#5	1-#4	1-#6	1-#5			15'-0"	14'-0"	13'-0"	12'-0"	3'-0"			NO STIRRUPS REQ'D.
R-23	DO	IV	1-#5		1-#5	1-#4			15'-0"	14'-0"	13'-0"	12'-0"				DO
R-24	DO	IV	1-#4		1-#5				15'-0"	14'-0"	13'-0"	12'-0"				DO
R-25	32'-8"	IV	1-#4	1-#4	1-#6	1-#7			5'-10"	16'-0"	1'-0"	14'-0"	3'-6"			NORTH END OF "C" BAR HAS STD. HOOK
R-26	DO	IV	1-#5		1-#5	1-#5			5'-10"	16'-0"	1'-0"	14'-0"				DO
R-27	DO	IV	1-#4		1-#5				5'-10"	16'-0"						NO STIRRUPS REQ'D.
R-28	16'-4"	IV	1-#5		1-#6		1-#5		16'-0"	11' 0"				14'-0"		
R-29	DO	IV	1-#4		1-#5		1-#4		16'-0"	11'-0"				14'-0"		
R-30	DO	IV	1-#4		1-#5				16'-0"	11'-0"						
R-31	28'-8"	V	1-#4		1-#5		1-#5		5'-10"	15'-0"						
R-32	DO	V	1-#4		1-#4		1-#4		5'-10"	15'-0"						
R-33	DO	IV	1-#4		1-#5				15'-0"	15'-0"						
R-34	DO	IV	1-#4		1-#4				15'-0"	15'-0"						
R-35	16'-4"	IV	1-#5		1-#5	1-#4	1-#6		16'-0"	11'-0"	14'-0"	9'-0"		12'-0"		
R-36	DO	IV	1-#4		1-#5		1-#5		16'-0"	11'-0"				14'-0"		
R-37	28'-8"	VI	2-#8	2-#5	1-#5	2-#5	1-#5		5'-10"	15'-0"			3'-0"			
R-38	DO	VI	2-#8	2-#5	1-#5	2-#5				15'-0"			3'-0"			
R-39	DO	VI	2-#8	2-#5		2-#5	1-#5		5'-10"	15'-0"			3'-0"			READ TYPE VI OPP. HAND
R-40	11'-4"	X	1-#5			2-#5				4'-4"						TYP. CROSS RIB REINF. @ HIGH ROOF

LOW ROOF

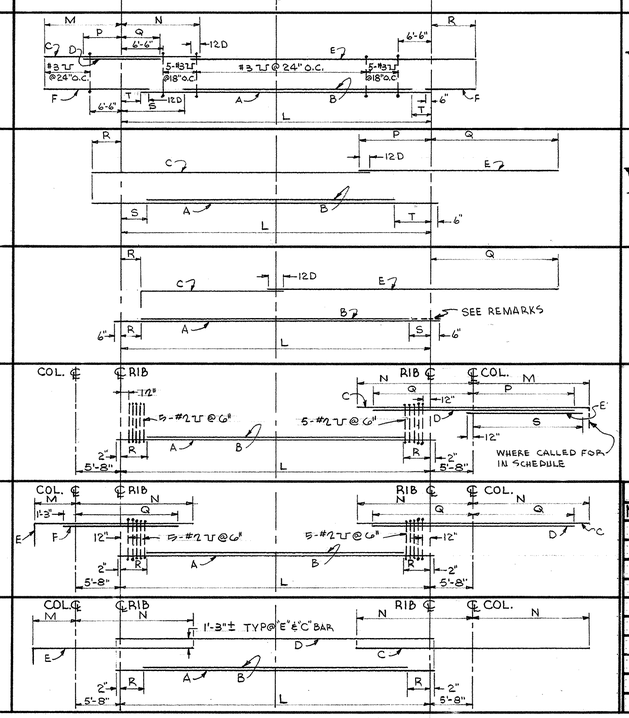
DATA MARK	L	TYPE	REINFORCING A	B	C	D	E	F	M	N	P	Q	R	S	T	REMARKS
R-41	40'-0"	VII	2-#8	2-#8	2-#6	1-#8	2-#8	1-#8	7'-0"	4'-0"	8'-0"	5'-0"	6'-0"	6'-0"	5'-0"	BUNDLE 1-"A" BAR & 1-"B" BAR
R-42	DO	VII	2-#7	1-#8	2-#6	1-#5	1-#7		6'-0"		7'-0"	4'-0"	6'-0"	7'-0"	5'-0"	
R-43	DO	VII	2-#8	2-#7	2-#6	1-#7					8'-0"	5'-0"	6'-0"	6'-0"	5'-0"	BUNDLE "A" & "B" BARS (2-#7 & #8)
R-44	DO	VII	1-#9	1-#8	2-#6	1-#5					7'-0"	4'-0"	6'-0"	7'-0"	5'-0"	
R-45	DO	VII	1-#7	1-#7	1-#5						8'-0"		6'-0"	6'-0"	5'-0"	
R-46	13'-0"	VIII	1-#5		2-#6		1-#8	1-#7	7'-0"	4'-0"	5'-0"				5'-0"	
R-47	DO	VIII	1-#5	1-#5	2-#6	1-#6	2-#9	1-#10	8'-0"	5'-0"	4'-0"		1'-6"		5'-0"	
R-48	DO	VIII	1-#5		2-#6		1-#9	1-#9	8'-0"	5'-0"	5'-0"				5'-0"	
R-49	40'-0"	VII	1-#9	1-#9	2-#6	1-#5	2-#9	1-#9	12'-0"	10'-0"	8'-0"	5'-0"	4'-0"	6'-0"	5'-0"	
R-50	DO	VII	1-#9	1-#9	2-#6	1-#5	2-#9		10'-0"		7'-0"	4'-0"	5'-0"	7'-0"	5'-0"	
R-51	DO	VII	1-#9	1-#9	2-#6	1-#5					8'-0"	5'-0"	4'-0"	6'-0"	5'-0"	
R-52	36'-0" & 40'-0"	VII	1-#8	1-#7			2-#8		10'-0"				6'-0"	6'-0"		"L" = 36' @ SEPARATION JOINTS ⚠1
R-53	40'-0"	VII	1-#9	1-#9			1-#9	1-#9	12'-0"	10'-0"			5'-0"	5'-0"		
R-54	DO	VII	1-#8	1-#7			1-#8	1-#7	10'-0"	10'-0"			6'-0"	6'-0"		
R-55	DO	VII	1-#5	1-#5			1-#8	1-#8	12'-0"	10'-0"			5'-0"	5'-0"		
R-56	DO	VII	2-#7	2-#7			3-#10	2-#10	12'-0"	10'-0"			5'-0"	5'-0"		ADD "E" & "F" BARS OVER LINE 28 ⚠1
R-57	DO	VII	1-#7	1-#7	2-#10						10'-0"		5'-0"	5'-0"	3'-10"	"C" BARS AT EAST END OF RIB
R-58	DO	VII	1-#8	1-#7	2-#8						8'-0"		6'-0"	6'-0"	3'-10"	DO
R-59	DO	VII	2-#7	2-#7	3-#10						10'-0"		5'-0"	5'-0"	3'-10"	DO
R-60	32'-0"	VII	1-#7	1-#6		1-#5	1-#5		8'-0"			8'-0"	2'-0"	4'-0"		EAST END OF RIB, EXTEND "A" & "E" BARS TO WALL.
R-61	DO	VII	1-#6	1-#5		1-#5	1-#5		8'-0"			8'-0"	2'-0"	4'-0"		DO
R-62	DO	VII	2-#7	2-#7		2-#6	2-#6		8'-0"			8'-0"	2'-0"	4'-0"		DO
R-63	40'-0"	VII	1-#6	1-#6	2-#6	1-#7	2-#6		10'-0"		8'-0"	5'-0"	5'-0"	5'-0"	5'-0"	
R-64	DO	VII	1-#6	1-#6		1-#6	1-#9	1-#9	12'-0"	10'-0"		5'-0"	5'-0"	5'-0"		
R-65	40'-0"	VII	1-#5	1-#4									6'-0"	6'-0"		
R-66	16'-0"	VII	1-#6	1-#6		1-#4	1-#4		5'-0"			5'-0"	0'-0"	2'-0"		EAST END OF RIB, EXTEND "A" & "D" BARS TO WALL ⚠1
R-67	40'-0"	VII	2-#9	2-#8	2-#6		1-#6		10'-0"		8'-0"		4'-0"	5'-0"	5'-0"	WEST END OF RIB, EXTEND "A" & "E" BARS TO WALL
R-68	DO	VII	2-#8	2-#8	2-#6		1-#6		10'-0"		8'-0"		4'-0"	5'-0"	8'-0" TO 21'-0"	EXTEND "C" BARS TO LINES 12 & 20

RIB SCHEDULE

LOW ROOF

DATA MARK	L	TYPE	REINFORCING A	B	C	D	E	F	M	N	P	Q	R	S	T	REMARKS
R-69	40'-0"	VI	1-#6	1-#6		2-#6										EXTEND "A", "B", & "D" BARS TO LINES 12 & 20. OPP. END CONT. TO WALL
R-70	DO	VIII	1-#10	1-#10		1-#6	1-#9	1-#9	10'-0"	10'-0"		10'-0"	6'-0"	5'-0"		@ LINE "D", ADD 1-#9 ⌜12'-6"⌝ & 1-#9 ⌜10'-6"⌝ ⚠1
R-71	DO	VII	1-#10	1-#10		1-#6	2-#9	1-#9	12'-0"	10'-0"		12'-0"	5'-0"	4'-0"		
R-72	SEE PLAN	VI	1-#5	1-#5		1-#5										EXTEND "A", "B", & "D" BARS TO LINES 12 & F
R-73	40'-0"	VII	1-#9	1-#9			1-#9	1-#9	12'-0"	10'-0"			5'-0"	5'-0"		STD. HOOK ON "E" BAR @ SKYLIGHT -(1) RIB @ SKYLIGHT "M" DIM. = 16'-0"
R-74	DO	VII	1-#8	1-#7			1-#8	1-#8	12'-0"	10'-0"			6'-0"	6'-0"		DO.
R-75	DO	VII	2-#9	2-#9			1-#10	1-#10	12'-0"	10'-0"			5'-0"	5'-0"		DO.
R-76	12'-0"	VII	1-#5	1-#5									0'-0"	0'-0"		
R-77	DO	VII	1-#5	1-#5			1-#8	1-#8	24'-0"	22'-0"						SO. END OF RIBS, STD HOOK 2" SOUTH OF ℄ RIB
R-78	40'-0"	VII	2-#8	2-#7	2-#6	1-#6						8'-0"	5'-0"	4'-0"	5'-0"	"A" & "B" BARS TO BE BUNDLED. EACH BUNDLE CONSIST OF (1) "A" BAR & (1) "B" BAR.
R-79	DO	VII	2-#9	2-#9	2-#7	1-#7						24'-0"	10'-0"	4'-0"	5'-0"	
R-80	20'-0"	VII	1-#5	1-#4	2-#6		1-#6		10'-0"			12'-0"		3'-0"	4'-0"	5'-0" WEST END OF RIBS, STD. HOOK 2" WEST OF ℄ RIB.
R-81	DO	VIII	1-#7	1-#7	2-#6	1-#6	2-#9	1-#10	8'-0"	8'-0"	5'-0"			3'-0"		5'-0"
R-82	DO	VIII	1-#5	1-#5	2-#6		2-#6		4'-0"					0'-0"		5'-0" STD. HOOK ON "E" BARS. EXTEND "A" BAR 4'-0" EAST OF ℄
R-83	20'-0" OR 24'-0"	VIII	1-#6	1-#6	2-#6	1-#6	2-#9	1-#10	12'-0"	10'-0"	5'-0"			3'-0"		5'-0"
R-84	20'-0"	VIII	1-#5	1-#5	2-#6		1-#8	1-#7	10'-0"	10'-0"	5'-0"			3'-0"		5'-0"
R-85	40'-0"	VII	1-#9	1-#8	2-#6									6'-0"	6'-0"	5'-0"
R-86	31'-4"	VII	1-#8	1-#7	2-#6									4'-0"	4'-0"	9'-0"
R-87	11'-0"	VIII	1-#5	1-#5	2-#6									1'-6"		9'-0" EXTEND "C" BARS 10'-0" BEYOND ℄ COL. SUPPORT.
R-88	24'-0"	VII	1-#5	1-#5	2-#6							16'-0"		3'-0"	3'-0"	7'-0"
R-89	DO	VII	1-#5	1-#5	2-#7							14'-0"		3'-0"	3'-0"	7'-0"
R-90	17'-6" & 20'-0"	VII	1-#5		2-#6							10'-0"				6'-0"
R-91	18'-0"	VII	1-#5		2-#6							SEE REMARKS				5'-0" CANTILEVER BOTH ENDS OF REINF. EXTEND "C" BARS TO OPP. SIDE
R-92	28'-0"	VII	1-#5	1-#5									4'-0"	4'-0"		
R-93	40'-0"	VII	1-#9	1-#9		2-#9	2-#10	1-#9	12'-0"	10'-0"		12'-0"	5'-0"	5'-0"		
R-94	DO	VII	1-#8	1-#7		1-#7	1-#8	1-#8	10'-0"	10'-0"		10'-0"	6'-0"	6'-0"		
R-95	DO	VII	1-#8	1-#8	2-#6	1-#6						12'-0"	10'-0"	SEE REMARKS	5'-0"	5'-0" EXTEND "A" & "B" BARS 4'-0" SOUTH OF LINE F
R-96	DO	VII	1-#8	1-#7	2-#6							10'-0"		6'-0"	6'-0"	5'-0"
R-97	28'-0" & 33'-0"	VII	1-#8	1-#8	2-#6	1-#6						16'-0"	10'-0"	SEE REMARKS	4'-0"	9'-0" SEE R-95
R-98	12'-6" & 19'-6"	VIII	1-#5	1-#5	2-#6							12'-0"		2'-0"	2'-0"	9'-0"
R-99	36'-0"	VIII	1-#8	1-#7		2-#8						25'-0"		5'-0"		
R-100	40'-0"	IX	1-#9	1-#9	2-#9	1-#9			13'-0"	12'-0"	10'-0"	10'-0"	5'-0"			
R-101	DO	IX	1-#8	1-#7	2-#6	1-#9		1-#5	13'-0" TO 22'-0"	10'-0"	8'-0" TO 17'-0"	10'-0"	6'-0"	9'-6" TO 16'-6"		
R-102	DO	IX	1-#7	1-#7	2-#6				8'-0" TO 11'-0"	12'-0"			5'-0"			EXTEND "A" BARS 6" INTO MARGINAL BEAM
R-103	18'-6" TO 24'-0"	VII	1-#5	1-#5	2-#6							12'-0"		3'-0"	3'-0"	6'-0"

TYPE



DROP PANEL SCHEDULE

MARK	BARS-NORTH SOUTH	BARS-EAST WEST
1	10 #8	6 #6
2	12 #8	12 #8
3	12 #8	9 #8
4	6 #6	4 #5
5	6 #6	8 #8
6	6 #6	8 #7
7	6 #6	10 #7
8	4 #9	4 #9
9	4 #10	4 #8

AS BUILT

PADEREWSKI · DEAN & ASSOCIATES
ARCHITECTS
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525 'C' STREET · SAN DIEGO, CALIFORNIA · 234 6183

SPEC. NO. | W. O. NO.
REFERENCES
CONTRACTOR
CONSTRUCTION STARTED
CONSTRUCTION COMPLETED
COST | INSPECTOR

REVISIONS	DATE	APPROVED
⚠1 "AS BUILT" CHG	5-29-67	

San Diego Unified Port District
San Diego · California

DESIGNED B.S.
DRAWN B.S.
CHECKED J.A.W.

APPROVAL RECOMMENDED AUG 23 1966 — ASST. CHIEF ENGINEER
APPROVED AUG 23 1966 — CHIEF ENGINEER

San Diego International Air Terminal
Lindbergh Field
RIB & DROP PANEL SCHEDULES

DATUM · MEAN LOWER LOW WATER
SHEET 52 OF 171
704

NOTES

1. SCHEDULE ABBREVIATIONS

WD. = WOOD, MET. = METAL, PL = PLASTIC LAMINATE, SC. = SOLID CORE, M.C. = MINERAL CORE, ANOD = ANODIZE, H.C. = HOLLOW CORE, H.M. = HOLLOW METAL

2. OFFSET DOOR.
3. PROVIDE 20 MIN UNDERWRITER'S LABORATORIES LABEL.
4. PROVIDE 1 HOUR UNDERWRITER'S LABORATORIES LABEL (DOOR & FRAME)
5.
6.
7. PAIR OF DOORS
8. W/ TRANSOM PANEL
9.
10. RE-USE EXISTING JAMB
11.
12.
13.
14. ALUM. DOOR DRIP & SILL
15. DOOR NOT TO BE HINGED BUT FASTENED TO METAL FRAME W/ #12 X 3/4" ROUND HEAD SHEET METAL SCREWS @ EACH CORNER & 12" O.C. MAX.
16. PROVIDE PRESSED STEEL TRANSOM BAR @ 1 HR. DOORS
17. ADD DOOR REINFORCING AND APPLIED SIGNS AS INDICATED ON CLARIFICATION DRAWING AX-29 ACCOMPANYING THIS ADDENDUM.

△ GENERAL NOTE: FOR LOCATIONS OF DOOR ALARM SWITCHES, IN ELEVATION SEE CLARIFICATION DWGS. AX-3/A-21 & AX-4/A-21.

DOOR SIGNS

A. AUTHORIZED PERSONNEL ONLY.
B. EMERGENCY EXIT ONLY. OPENING DOOR SOUNDS ALARM.
C. THIS DOOR TO REMAIN UNLOCKED DURING BUSINESS HOURS (1½" HIGH STRIP SIGN ON HEAD OF DR. FRAME.)

BLDG. 'A' FIRST FLOOR

LOC	DR NO	DR TYP	DIMENSIONS WIDTH	HEIGHT	THICK	DOOR MAT	FIN	CORE	DETAILS HEAD	JAMB	JAMB	SILL	FRAME MAT	FIN	HDW GRD	DOOR SIGN	NOTES
	A101	I	3'-0"	7'-0"	—	GLASS	ANOD		1 A7	7 A7	4 A7	16 A9	ALUM	ANOD	1		⑧⑰
	A101.1	I	3'-0"	7'-0"	—	GLASS	ANOD		1 A7	4 A7	2 A7	16 A9	ALUM	ANOD	3	Ⓑ	⑧⑰
	A104	VI	1'-8"	7'-0"	1¾"	WOOD	P.L.	S.C.	3 A9	3 A9			STEEL	ENAMEL	2		
	A108	I	3'-0"	7'-0"		GLASS	ANOD		8 A9	14 A9	2 A7	16 A9	ALUM	ANOD	3	Ⓑ	⑧⑰
	A108.1	III	3'-0"	7'-0"	1¾"	WOOD	P.L.	S.C.	5 A9	8 A9	19 A9		STEEL	ENAMEL	4	Ⓐ	⑧⑤
	A108.2	I	3'-0"	7'-0"		GLASS	ANOD		1 A7	2 A7	7 A7	16 A9	ALUM	ANOD	3	Ⓑ	⑧⑰
	A108.3	I	3'-0"	7'-0"		GLASS	ANOD		1 A7	4 A7	7 A7	16 A9	ALUM	ANOD	1		⑧⑰
	A111	VIII	15'-4"	9'-0"		STEEL	ENAMEL		1 A9	18 A9	13 A9	2 A9	STEEL	ENAMEL	11		
	A111.1	III	3'-0"	7'-0"	1¾"	MTL	ENAMEL		17 A9	15 A9	15 A9	27 A9	MTL	ENAMEL	5		⑧⑭
	A114	VIII	14'-11"	9'-0"		STEEL	ENAMEL		1 A9	25 A9	13 A9	2 A9	STEEL	ENAMEL	11		
	A114.1	III	3'-0"	7'-0"	1¾"	MTL	ENAMEL		17 A9	15 A9	15 A9	27 A9	MTL	ENAMEL	5		⑧⑭
	A117	VIII	14'-11"	9'-0"		STEEL	ENAMEL		1 A9	13 A9	23 A9	8 A9	STEEL	ENAMEL	11		
	A117.1	IV	3'-0"	7'-0"	1¾"	MTL	ENAMEL		17 A9	15 A9	13 A9	27 A9	MTL	ENAMEL	5		⑧⑭
	A120	VIII	15'-4"	9'-0"		STEEL	ENAMEL		1 A9	18 A9	13 A9	2 A9	STEEL	ENAMEL	11		
	A120.1	IV	3'-0"	7'-0"	1¾"	MTL	ENAMEL		17 A9	15 A9	9 A9	27 A9	MTL	ENAMEL	5		⑧⑭
	A123	VIII	19'-10"	9'-0"		STEEL	ENAMEL		1 A9	18 A9		2 A9	STEEL	ENAMEL	11		10 VISION LITES
	A123.1	IV	3'-0"	7'-0"	1¾"	MTL	ENAMEL		17 A9	18 A9		27 A9	MTL	ENAMEL	5		⑧⑭
	A125	VII	6'-0"	7'-0"	1¾"	MTL	ENAMEL						STEEL	ENAMEL	8		⑦⑩⑧
	A126	VII	3'-0"	7'-0"	1¾"	WOOD	P.L.	S.C.	19 A9	25 A9	19 A9		STEEL	ENAMEL	7		⑧㉕
	A127	IX	3'-0"	7'-0"	1¾"	WOOD	P.L.	S.C.	5 A9	20 A9	9 A9		STEEL	ENAMEL	35		⑧
	A127.1	I	3'-0"	7'-0"		GLASS	ANOD		6 A7	4 A7		16 A9	ALUM	ANOD	3	Ⓑ	⑧⑰
	A128	IV	3'-0"	7'-0"	1¾"	WOOD	P.L.	S.C.	5 A9	6 A9	18 A9		ALUM	ENAMEL	9		⑧⑤
	A128.1	VI	3'-4"	7'-0"	1¾"	WOOD	P.L.	S.C.	5 A9	3 A7	18 A8		STEEL	ENAMEL	10	Ⓐ	⑧⑯
	A129	X	6'-0"	7'-0"	1¾"	WOOD	P.L.	S.C.	5 A9	5 A9			STEEL	ENAMEL	8		⑦⑤
	A108.4	I	3'-0"	7'-0"	—	GLASS	ANOD		1 A7	4 A7	7 A7	16 A9	ALUM	ANOD	1		⑧⑰
	A128.2	VI	4'-0"	7'-0"	1¾"	WOOD	P.L.	S.C.	15 A9	15 A9			STEEL	ENAMEL			⑮⑭

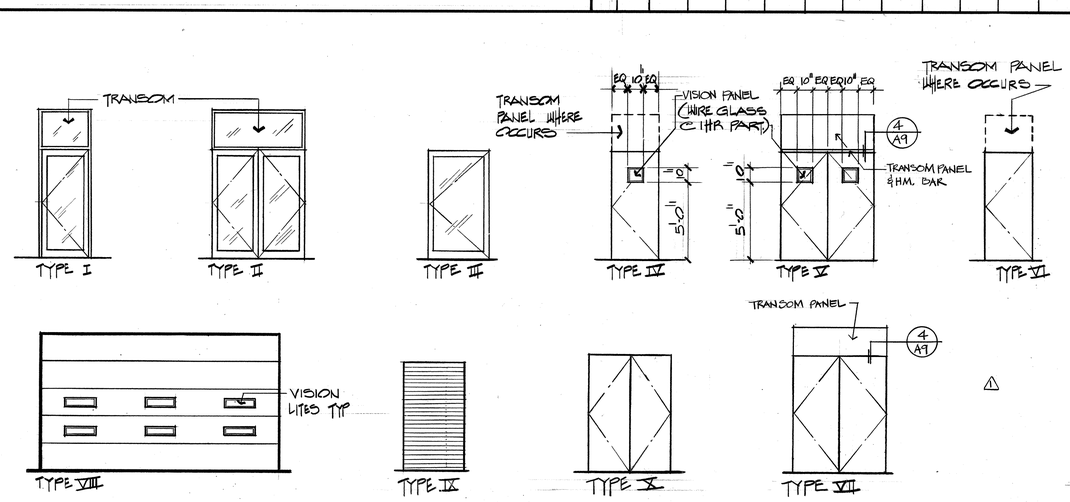
BLDG. 'A' SECOND FLOOR
BLDG. 'B' FIRST FLOOR
BLDG. 'C' SECOND FLOOR

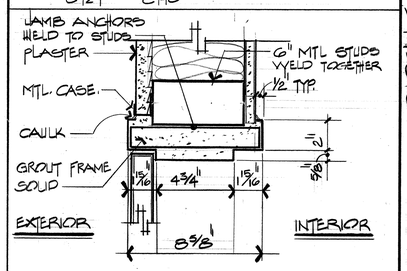
LOC	DR NO	DR TYP	DIMENSIONS WIDTH	HEIGHT	THICK	DOOR MAT	FIN	CORE	DETAILS HEAD	JAMB	JAMB	SILL	FRAME MAT	FIN	HDW GRD	DOOR SIGN	NOTES
	A204	VI	3'-0"	7'-10"	1¾"	WOOD	P.L.	S.C.	5 A9	3 A9			STEEL	ENAMEL	13		③
	A205	VI	1'-8"	7'-10"	1¾"	WOOD	P.L.	S.C.	5 A9	5 A9			STEEL	ENAMEL	15		
	A206	VI	3'-0"	7'-10"	1¾"	WOOD	P.L.	S.C.	5 A9	3 A9			STEEL	ENAMEL	13		③
	A207	VI	3'-0"	7'-10"	1¾"	WOOD	P.L.	S.C.	5 A9	5 A9			STEEL	ENAMEL	14		③
	A208	VI	3'-0"	7'-10"	1¾"	WOOD	P.L.	S.C.	5 A9	5 A9			STEEL	ENAMEL	14		③
	A209	VI	3'-0"	7'-10"	1¾"	WOOD	P.L.	S.C.	5 A9	5 A9			STEEL	ENAMEL	14		③
	A212	VI	3'-0"	7'-10"	1¾"	WOOD	P.L.	S.C.	10 A9	10 A9			STEEL	ENAMEL	12		③
	A212.1	VI	3'-0"	7'-10"	1¾"	WOOD	P.L.	S.C.	10 A9	10 A9			STEEL	ENAMEL	12		③
	A213	VI ✱	3'-0"	7'-10"	1¾"	WOOD	P.L.	S.C.	10 A9	10 A9			STEEL	ENAMEL	12		③
	A213.1	VI	3'-0"	7'-10"	1¾"	WOOD	P.L.	S.C.	10 A9	10 A9			STEEL	ENAMEL	12		③
	A213.2	VI	3'-0"	7'-10"	1¾"	WOOD	P.L.	S.C.	10 A9	10 A9			STEEL	ENAMEL	12		③
	A213.3	VI	3'-0"	7'-10"	1¾"	WOOD	P.L.	S.C.	10 A9	10 A9			STEEL	ENAMEL	12		③
	A212.2	VI	5'-0"	7'-10"	1¾"	WOOD	P.L.	S.C.	10 A9	10 A9			STEEL	ENAMEL	12		③
	A212.3	VI	5'-0"	7'-10"	1¾"	WOOD	P.L.	S.C.	10 A9	10 A9			STEEL	ENAMEL	12		③
	A212.4	VI	5'-0"	7'-10"	1¾"	WOOD	P.L.	S.C.	10 A9	10 A9			STEEL	ENAMEL	12		③
	C103	II	6'-0"	7'-0"		GLASS	ANOD		1 A7	5 A7	7 A7	16 A9	ALUM	ANOD	16	Ⓑ	⑰⑧
	C103.1	II	5'-11"	7'-0"		GLASS	ANOD		1 A7	5 A7	5 A7	16 A9	ALUM	ANOD	16	Ⓑ	⑰⑧
	C104	VI	3'-0"	8'-0"	1¾"	WOOD	P.L.	S.C.	5 A9	5 A9			STEEL	ENAMEL	14		④
	C104.1	VI	3'-0"	7'-0"	1¾"	WOOD	P.L.	S.C.	5 A9	5 A9			STEEL	ENAMEL	14		④
	C105	VI	3'-0"	7'-0"	1¾"	WOOD	P.L.	S.C.	5 A9	5 A9	23 A9		STEEL	ENAMEL	19		⑧
	C105.1	II	6'-0"	7'-0"		GLASS	ANOD		1 A7	5 A7	7 A7	16 A9	ALUM	ANOD	34		⑧⑰
	C105.2	VI	3'-0"	7'-10"	1¾"	WOOD	P.L.	S.C.	5 A9	5 A9			STEEL	ENAMEL	19		
	C106	VI	6'-0"	7'-10"	1¾"	WOOD	P.L.	S.C.	5 A9	5 A9			STEEL	ENAMEL	35		④
	C106.1	VIII	6'-0"	7'-10"	1¾"	WOOD	P.L.	S.C.	5 A9	5 A9			STEEL	ENAMEL	32	Ⓑ	④
	C113	VI	2'-8"	7'-0"	1¾"	WOOD	P.L.	S.C.	5 A9	5 A9			STEEL	ENAMEL	25		
	C118	IV	3'-0"	7'-0"	1¾"	WOOD	P.L.	S.C.	5 A9	5 A9			STEEL	ENAMEL	20		
	C119	IV ✱	3'-0"	7'-0"	1¾"	WOOD	P.L.	S.C.	5 A9	5 A9	24 A9		STEEL	ENAMEL	20		⑧
	C119.1	IV	3'-0"	7'-0"	1¾"	WOOD	P.L.	S.C.	5 A9	5 A9	24 A9		STEEL	ENAMEL	20		⑧
	C120	V	6'-0"	7'-0"	1¾"	WOOD	P.L.	S.C.	5 A9	5 A9			STEEL	ENAMEL	21		⑧⑦④⑯
	C120.1	V	6'-0"	7'-0"	1¾"	WOOD	P.L.	S.C.	5 A9	5 A9			STEEL	ENAMEL	21		⑧⑦④⑯
	C129	VI	3'-0"	7'-0"	1¾"	WOOD	P.L.	S.C.	5 A9	5 A9	24 A9		STEEL	ENAMEL	20		⑧
	C129.1	VI	3'-0"	7'-0"	1¾"	WOOD	P.L.	S.C.	5 A9	5 A9			STEEL	ENAMEL	20		⑧
	C135	VI	3'-0"	7'-0"	1¾"	WOOD	P.L.	S.C.	5 A9	5 A9			STEEL	ENAMEL	25		
	C139	VI	3'-0"	7'-0"	1¾"	WOOD	P.L.	S.C.	5 A9	5 A9			STEEL	ENAMEL	25		⑧
	C140	VI	3'-0"	7'-0"	1¾"	WOOD	P.L.	S.C.	5 A9	5 A9	24 A9		STEEL	ENAMEL	25		⑧
	C201	VI	3'-0"	7'-0"	1¾"	MTL	ENAMEL		9 A7	9 A7		27 A9	STEEL	ENAMEL	24		
	C203	VI	3'-0"	7'-0"	1¾"	MTL	ENAMEL		9 A7	9 A7		27 A9	STEEL	ENAMEL	24		
	C204	IV	3'-0"	7'-0"	1¾"	WOOD	P.L.	S.C.	5 A9	5 A9			STEEL	ENAMEL	22		⑧
	C205	VI	3'-0"	7'-0"	1¾"	WOOD	P.L.	S.C.	5 A9	5 A9			STEEL	ENAMEL	20		⑧
	C205.1	IX	4'-0"	7'-0"		MTL	ENAMEL		20 A9	20 A9		21 A9	STEEL	ENAMEL	11		
	C206	VI	3'-0"	7'-0"	1¾"	WOOD	P.L.	S.C.	5 A9	5 A9			STEEL	ENAMEL	20		⑧
	C208	VI	1'-8"	7'-0"	1¾"	WOOD	P.L.	S.C.	5 A9	5 A9			STEEL	ENAMEL	2		⑧
	C210	VI	1'-8"	7'-0"	1¾"	WOOD	P.L.	S.C.	3 A9	3 A9	△		STEEL	ENAMEL	2		
	C214	X	5'-4"	7'-7"	1¾"	WOOD	P.L.	S.C.	9 A7	9 A7			STEEL	ENAMEL	27		④ ⑦
	C215	I	4'-0"	7'-0"		GLASS	ANOD		7 A9	4 A7	15 A9	11 A9	ALUM	ANOD	29	Ⓔ	Ⓔ Ⓔ⑰
	C215.1	X △	4'-4"	7'-7"	1¾"	WOOD	P.L.	S.C.	4 A8	4 A8		16 A8	STEEL	ENAMEL	28		④ ⑦
	C215.2	X △	4'-4"	7'-7"	1¾"	WOOD	P.L.	S.C.	4 A8	4 A8		16 A8	STEEL	ENAMEL	28		④ ⑦
	C215.3	I	4'-0"	7'-0"		GLASS	ANOD		7 A9	4 A7	15 A9	10 A7	ALUM	ANOD	29	Ⓔ	②Ⓑ⑰
	C219	VII	3'-0"	7'-0"	1¾"	WOOD	P.L.	S.C.	5 A9	5 A9			STEEL	ENAMEL	32		⑧⑧
	C219.1	VII	3'-0"	7'-0"	1¾"	WOOD	P.L.	S.C.	5 A9	5 A9			STEEL	ENAMEL	30		⑧⑧
	C219.2	VI	3'-0"	7'-0"	1¾"	WOOD	P.L.	S.C.	5 A9	5 A9			STEEL	ENAMEL	31		⑧Ⓔ
	C219.3	IX	6'-0"	7'-0"		MTL	ENAM.		20 A9	20 A9		21 A9	STEEL	ENAMEL	11		
	C220	I △	4'-0"	7'-0"		GLASS	ANOD		7 A9	4 A7	15 A9	10 A7	ALUM	ANOD	29	Ⓔ	②Ⓑ⑰
	C220.1	X △	4'-4"	7'-7"	1¾"	WOOD	P.L.	S.C.	4 A8	4 A8		16 A8	STEEL	ENAMEL	28		④ ⑦
	C220.2	X △	4'-5½"	7'-7"	1¾"	WOOD	P.L.	S.C.	4 A8	4 A8		16 A8	STEEL	ENAMEL	28		④ ⑦
	C220.3	X △	4'-10½"	7'-7"	1¾"	WOOD	P.L.	S.C.	4 A8	4 A8		16 A8	STEEL	ENAMEL	28		④ ⑦
	C220.4	X	5'-4"	7'-7"	1¾"	WOOD	P.L.	S.C.	4 A8	4 A8		16 A8	STEEL	ENAMEL	28		④ ⑦
	C221	VI	3'-0"	7'-0"	1¾"	WOOD	P.L.	S.C.	5 A9	5 A9			STEEL	ENAMEL	26	Ⓒ	⑧

✱ AS BUILT NOTE:
△ TENANT ROOMS SUBDIVIDED WITHIN TENANT LEASE AREAS ARE LABELED WITH NUMBERS THUS [AM.2] & DO NOT APPEAR ON THE DOOR SCHEDULE

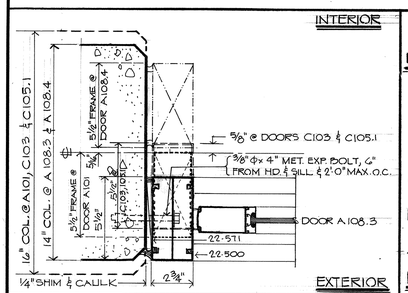
AS BUILT NOTE

20 MINUTE LABEL AS PER (AM 18)
C113 C129.1 C121
C119 C135
C119.1 C139
C129 C140

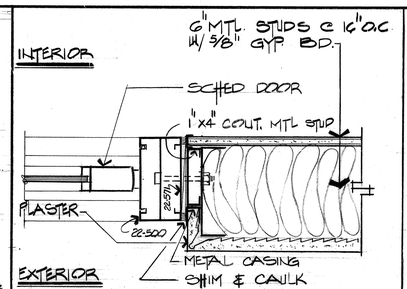




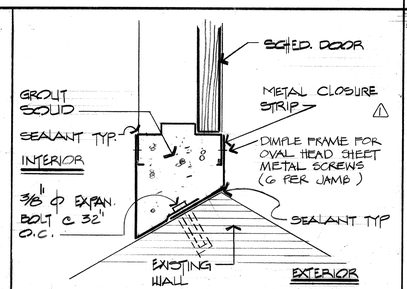
DOOR JAMB/HEAD DETAIL — SC 3"=1'-0" — 9



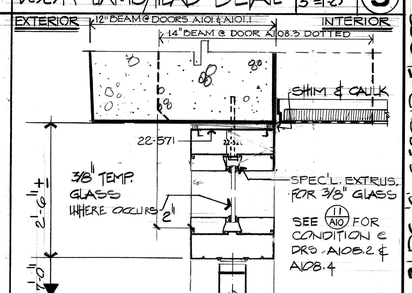
ALUM. JAMB @ CONC. COL. — SC 3"=1'-0" — 7



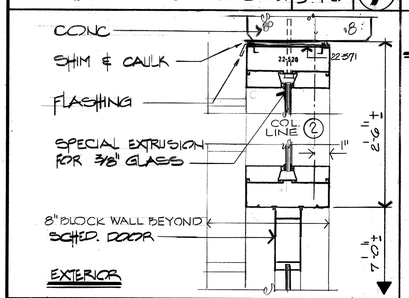
ALUM. JAMB @ 6" STUD — SC 3"=1'-0" — 5



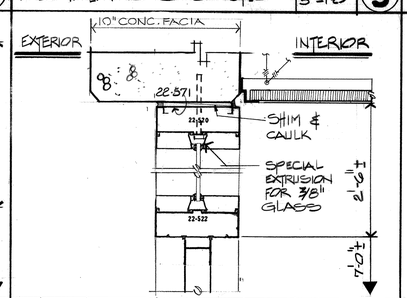
JAMB DETAIL — SC 3"=1'-0" — 3



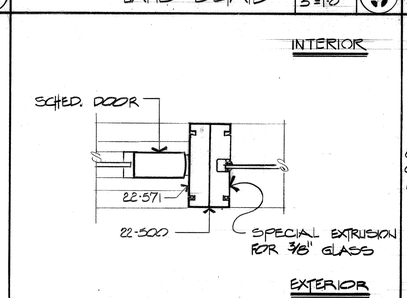
ALUM HEAD DETAIL — SC 3"=1'-0" — 1



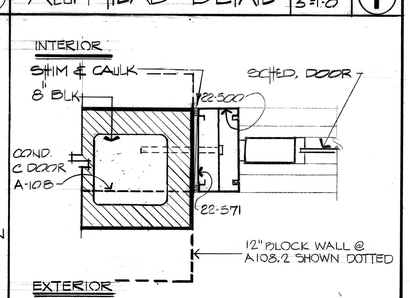
ALUM. HEAD DTL. — SC 3"=1'-0" — 8



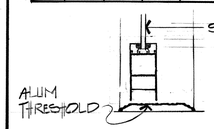
HEAD DETAIL — SC 3"=1'-0" — 6



ALUM JAMB DTL — SC 3"=1'-0" — 4



ALUM. JAMB DETAIL — SC 3"=1'-0" — 2



SILL DETAIL — SC 3"=1'-0" — 10

GRAPHIC SCALES
1/4" = 1'-0" 0 1 2 4 8 12
3" = 1'-0" 0 6 1'

AS - BUILT DRAWING

These as-built drawings have been prepared in part, on the basis of information compiled and furnished by others. The Architect will not be responsible for any errors or omissions which have been incorporated into this document as a result.

Paderewski • Dean • Albrecht • Stevenson
Architects and Planners AIA

CHANGES MADE BY MODIFICATION NOTICE ARE REFERENCED THUS WITH MOD. NO. AT BOTTOM (M 20)

CLARIFICATION DRAWINGS HAVE BEEN ADDED TO THE BACK OF THIS SET AND REFERENCED THUS (C 23)

AS BUILT
APPROVED Myron L. Yost DATE Sept 21, 1983

PADEREWSKI · DEAN · ALBRECHT · STEVENSON
ARCHITECTS A.I.A. ARCHT. C-1725
645 ASH STREET · SAN DIEGO, CALIFORNIA · 234-6183

SPEC. NO.	W.O. NO.
REFERENCES	
CONTRACTOR	
CONSTRUCTION STARTED	
CONSTRUCTION COMPLETED	
COST	INSPECTOR

REVISIONS	DATE	APPROVED
△ REV. PER ADDENDUM NOS. 2 & 4	3-20-81	GW/M
△ AS BUILT Mods 3/1/83 CP/MF	1-14-83	GW/M

San Diego Unified Port District
San Diego • California

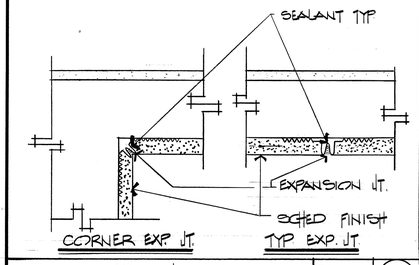
PORT OF SAN DIEGO UNIFIED PORT DISTRICT

DESIGNED	FWS
DRAWN	JRG
CHECKED	CEB
APPROVAL RECOMMENDED	Manuel J. Lewis, ASST. CHIEF ENGINEER
APPROVED	John E. Swieher, CHIEF ENGINEER

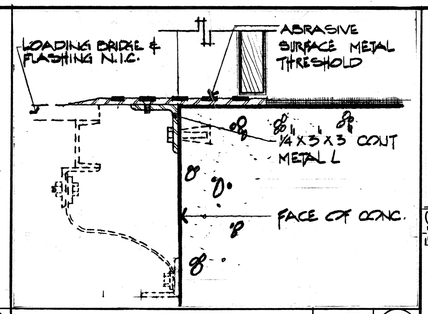
ADDITIONS TO EAST TERMINAL
SAN DIEGO INTERNATIONAL AIRPORT
LINDBERGH FIELD

DOOR & WINDOW SCHEDULE

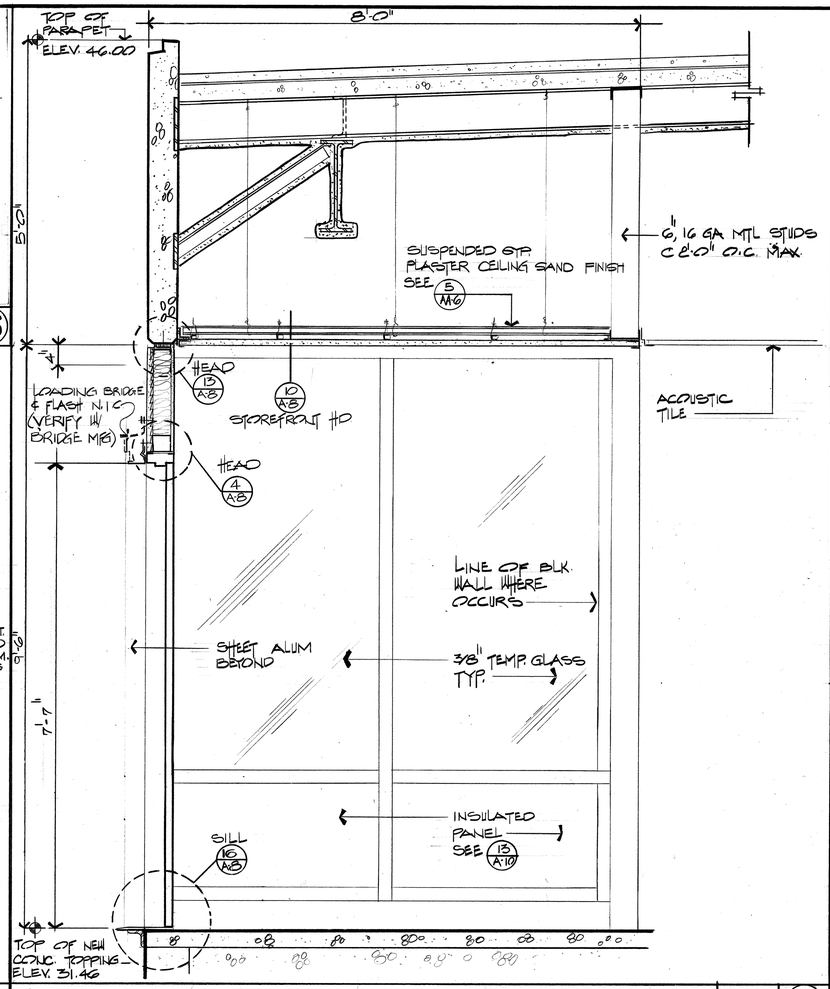
DATUM: MEAN LOWER LOW WATER
DATE 22 DEC. 80
SHEET A7 OF 129
DRAWING NO. 1740
REV. △



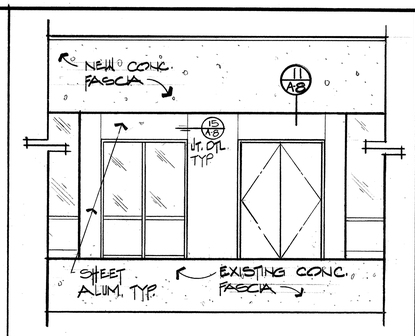
CONTROL JOINT DTLS | SC 3"=1'-0" | 21



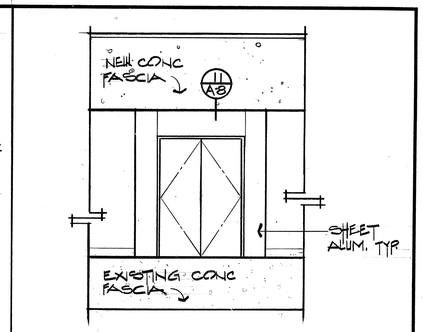
SILL DETAIL | SC 3"=1'-0" | 16



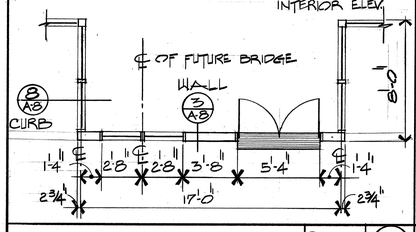
SECTION THRU VESTIBULE | SC 1"=1'-0" | 11



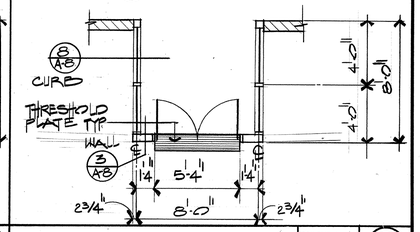
DOUBLE VESTIBULE ELEVATION | SC 1/4"=1'-0" | 6



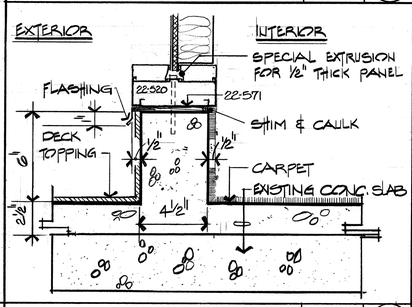
SINGLE VESTIBULE ELEVATION | SC. 1/4"=1'-0" | 1

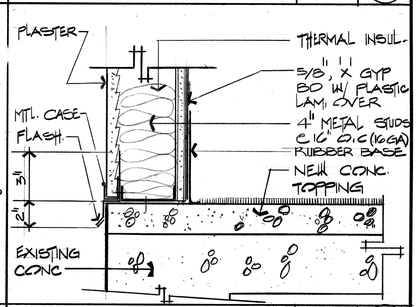


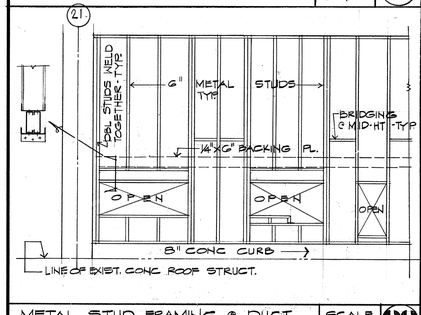
DOUBLE VESTIBULE PLAN | SC 1/4"=1'-0" | 7



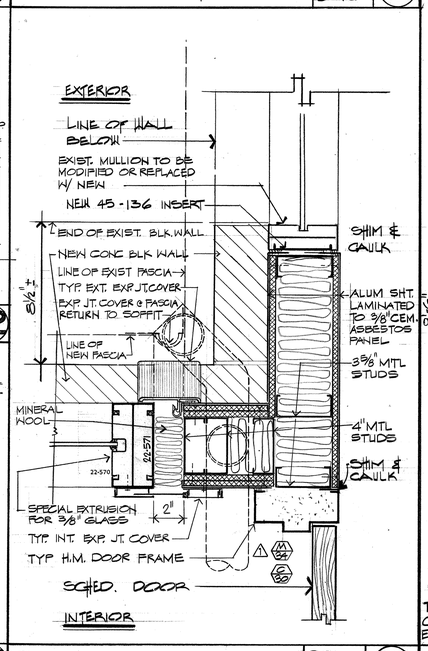
SINGLE VESTIBULE PLAN | SC 1/4"=1'-0" | 2





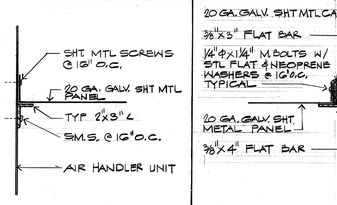


METAL STUD FRAMING & DUCT OPENINGS | SCALE 3/8"=1'-0" | 22

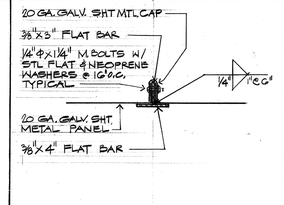


JAMB DETAIL | SC 3"=1'-0" | 18

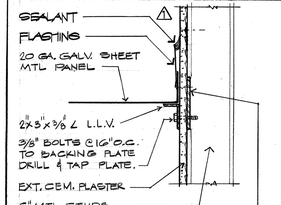
PARTIAL PLAN @ DUCT ENCLOSURE | SCALE 1/4"=1'-0" | 23



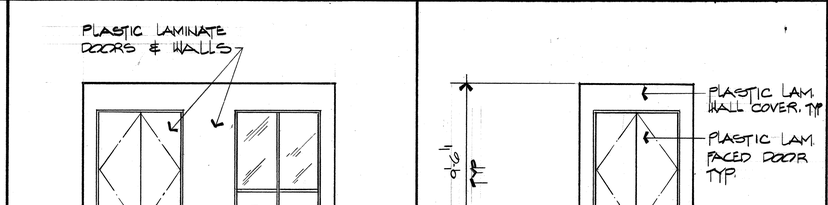
DETAIL | SCALE 1 1/2"=1'-0" | 26



DETAIL | SCALE 1 1/2"=1'-0" | 24

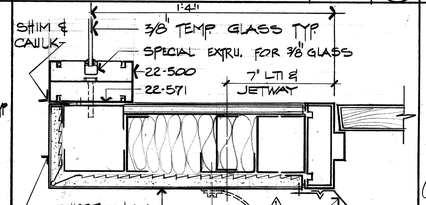


DETAIL | SCALE 1 1/2"=1'-0" | 19

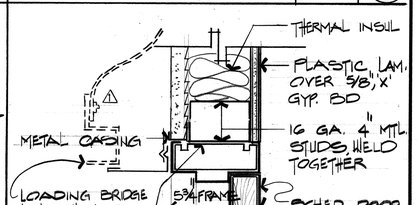


INTERIOR ELEVATION | SC 1/4"=1'-0" | 14

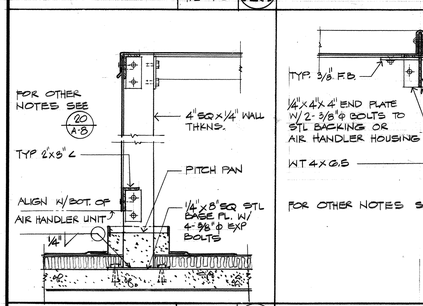
INTERIOR ELEVATION | SC 1/4"=1'-0" | 12



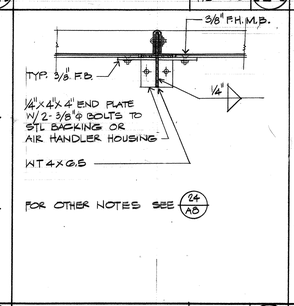
CURB DETAIL | SC 3"=1'-0" | 8



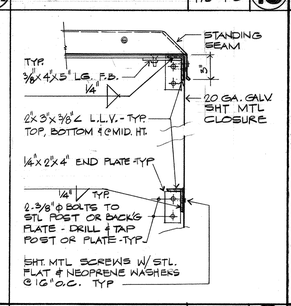
WALL DETAIL | SC 3"=1'-0" | 3



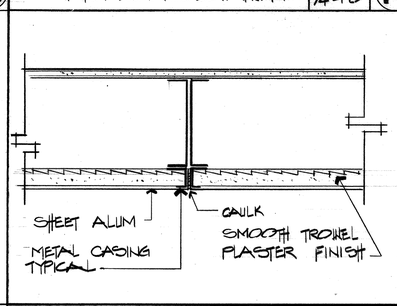
DETAIL | SCALE 1 1/2"=1'-0" | 27



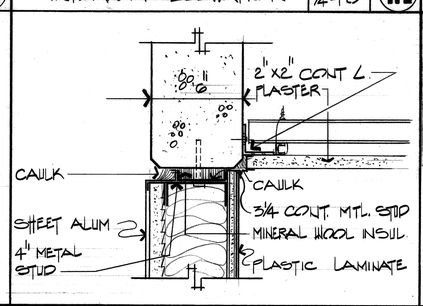
DETAIL | SCALE 1 1/2"=1'-0" | 25



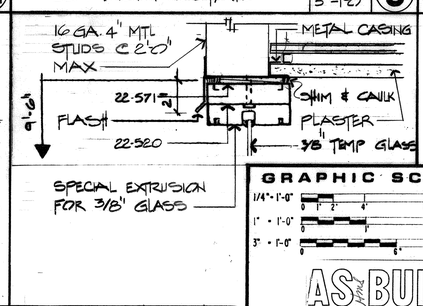
DETAIL | SCALE 1 1/2"=1'-0" | 21



SHEET ALUM. JOINT DETAIL | SC 3"=1'-0" | 15



HEAD DETAIL | SC 3"=1'-0" | 13



HEAD DTL | SC 3"=1'-0" | 10

AS - BUILT DRAWING

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Paderewski • Dean • Albrecht • Stevenson
Architects and Planners AIA

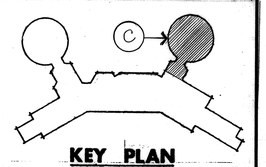
CHANGES MADE BY MODIFICATION NOTICE ARE REFERENCED THUS WITH MOD. NO. AT BOTTOM (M 30)

CLARIFICATION DRAWINGS HAVE BEEN ADDED TO THE BACK OF THIS SET AND REFERENCED THUS (C 22)

GRAPHIC SCALES

1/4" = 1'-0"
1" = 1'-0"
3" = 1'-0"

AS BUILT
APPROVED Maynard Jones DATE 4/26/83



KEY PLAN

HEAD/JAMB DETAIL | SC 3"=1'-0" | 4

PADEREWSKI · DEAN · ALBRECHT · STEVENSON
ARCHITECTS A.I.A. ARCHITECT-1775
645 ASH STREET · SAN DIEGO, CALIFORNIA · 234-6183

SPEC. NO.	W. O. NO.
REFERENCES	
CONTRACTOR	
CONSTRUCTION STARTED	
CONSTRUCTION COMPLETED	
COST	INSPECTOR

REVISIONS	DATE	APPROVED
AS BUILT Hms 3/11/83	CP/MF 1-14-83	OWM

San Diego Unified Port District

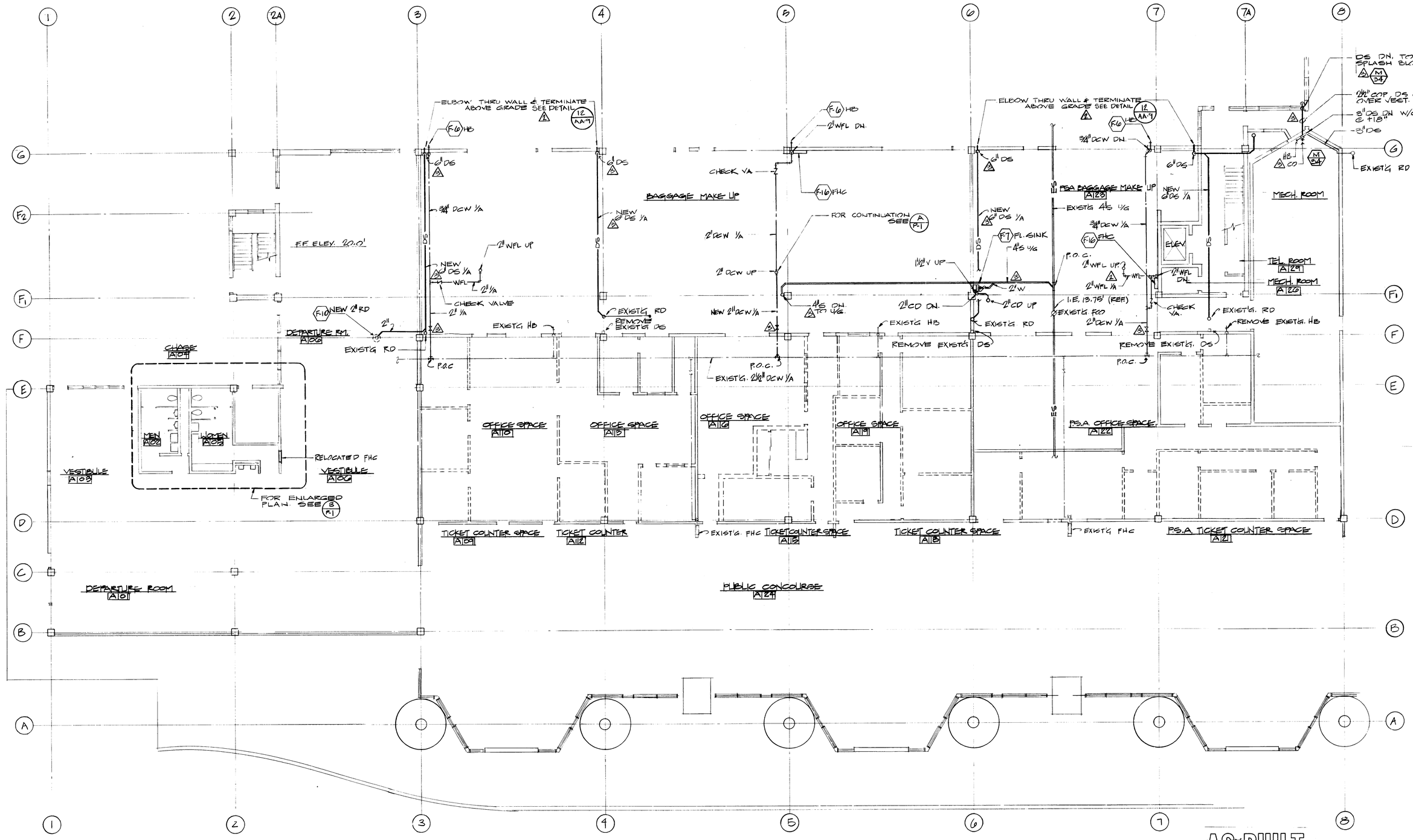
San Diego • California

DESIGNED	FWS	APPROVAL RECOMMENDED Manuel J. Gomez, ASST. CHIEF ENGINEER
DRAWN	LRS	APPROVED John E. Sevrich, CHIEF ENGINEER
CHECKED	CEB	

ADDITIONS TO EAST TERMINAL
SAN DIEGO INTERNATIONAL AIRPORT
LINDBERGH FIELD

LOADING BRIDGE VESTIBULE AND MISC. DETAILS

DATUM: MEAN LOWER LOW WATER
DATE 22 DEC. 80
SHEET A-8 OF 129
DRAWING NO. 1740
REV.



NORTH

FIRST FLOOR PLAN

AS BUILT
APPROVED [signature] DATE Nov 16 1983

AS - BUILT DRAWING

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Paderewski • Dean • Albrecht • Stevenson
Architects and Planners AIA

CHANGES MADE BY MODIFICATION NOTICE ARE REFERENCED THUS WITH MOD. NO. AT BOTTOM (B/20)

CLARIFICATION DRAWINGS HAVE BEEN ADDED TO THE BACK OF THIS SET AND REFERENCED THUS (C/23)

GRAPHIC SCALES
1/8"-1'-0" 0 4' 8' 16' 24'

REGISTERED PROFESSIONAL ENGINEER NEALE STEVENSON No. 12386 MECHANICAL STATE OF CALIFORNIA

KEY PLAN

PADEREWSKI · DEAN · ALBRECHT · STEVENSON
ARCHITECTS A.I.A. [signature] MACH'T. C-1725
645 ASH STREET · SAN DIEGO, CALIFORNIA · 234-6183

SPEC. NO.	W. O. NO.
REFERENCES	
CONTRACTOR	
CONSTRUCTION STARTED	
CONSTRUCTION COMPLETED	
COST	INSPECTOR

REVISIONS	DATE	APPROVED
1 ADDENDUM NO 2 REVISIONS INCORPORATED	3-30-81	CWM
2 AS BUILT Rg. Hmd 3/1/83	1-19-83	CWM

San Diego Unified Port District
San Diego • California

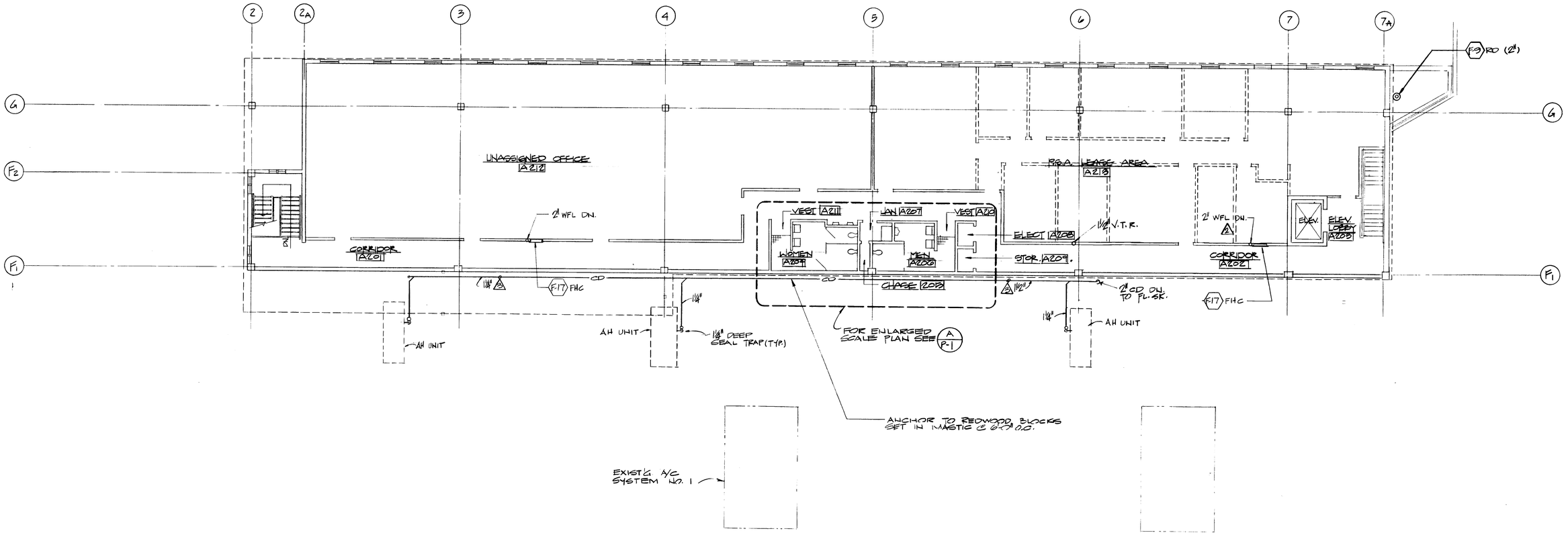
PORT OF SAN DIEGO UNIFIED PORT DISTRICT

DESIGNED	Rg.
DRAWN	ED
CHECKED	DE

APPROVAL RECOMMENDED [signature] ASST. CHIEF ENGINEER
APPROVED [signature] CHIEF ENGINEER

ADDITIONS TO EAST TERMINAL
SAN DIEGO INTERNATIONAL AIRPORT
LINDBERGH FIELD
ADDITION 'A' FIRST FLOOR PLUMBING PLAN

DATUM · MEAN LOWER LOW WATER
DATE 22 DEC 80
SHEET PA-1 OF 129
DRAWING NO. 1740
REV. 2



SECOND FLOOR PLAN

SCALE 1/8" = 1'-0"

AS - BUILT DRAWING

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Architects and Planners AIA

CHANGES MADE BY MODIFICATION NOTICE ARE REFERENCED THUS WITH MOD. NO. AT BOTTOM (B 60)

CLARIFICATION DRAWINGS HAVE BEEN ADDED TO THE BACK OF THIS SET AND REFERENCED THUS (A 97)

GRAPHIC SCALES

1/8"=1'-0" 0 1 4' 8' 16' 24'

REGISTERED PROFESSIONAL ENGINEER — EARLE STRAUSS No. 12308 — MECHANICAL — STATE OF CALIFORNIA

AS BUILT APPROVED [signature] DATE May 16, 1983

KEY PLAN

PADEREWSKI · DEAN · ALBRECHT · STEVENSON
ARCHITECTS A.I.A. [signature] ARCH'T. C-1725
645 ASH STREET · SAN DIEGO, CALIFORNIA · 234-6183

SPEC. NO.	W. O. NO.
REFERENCES	
CONTRACTOR	
CONSTRUCTION STARTED	
CONSTRUCTION COMPLETED	
COST	INSPECTOR

REVISIONS	DATE	APPROVED
⚠A ADDENDUM NO. 2 REVISION INCORPORATED	3-30-81	CWM
⚠B AS BUILT Rev. Hms. 3/1/83	1-14-83	CWM

San Diego Unified Port District
San Diego • California

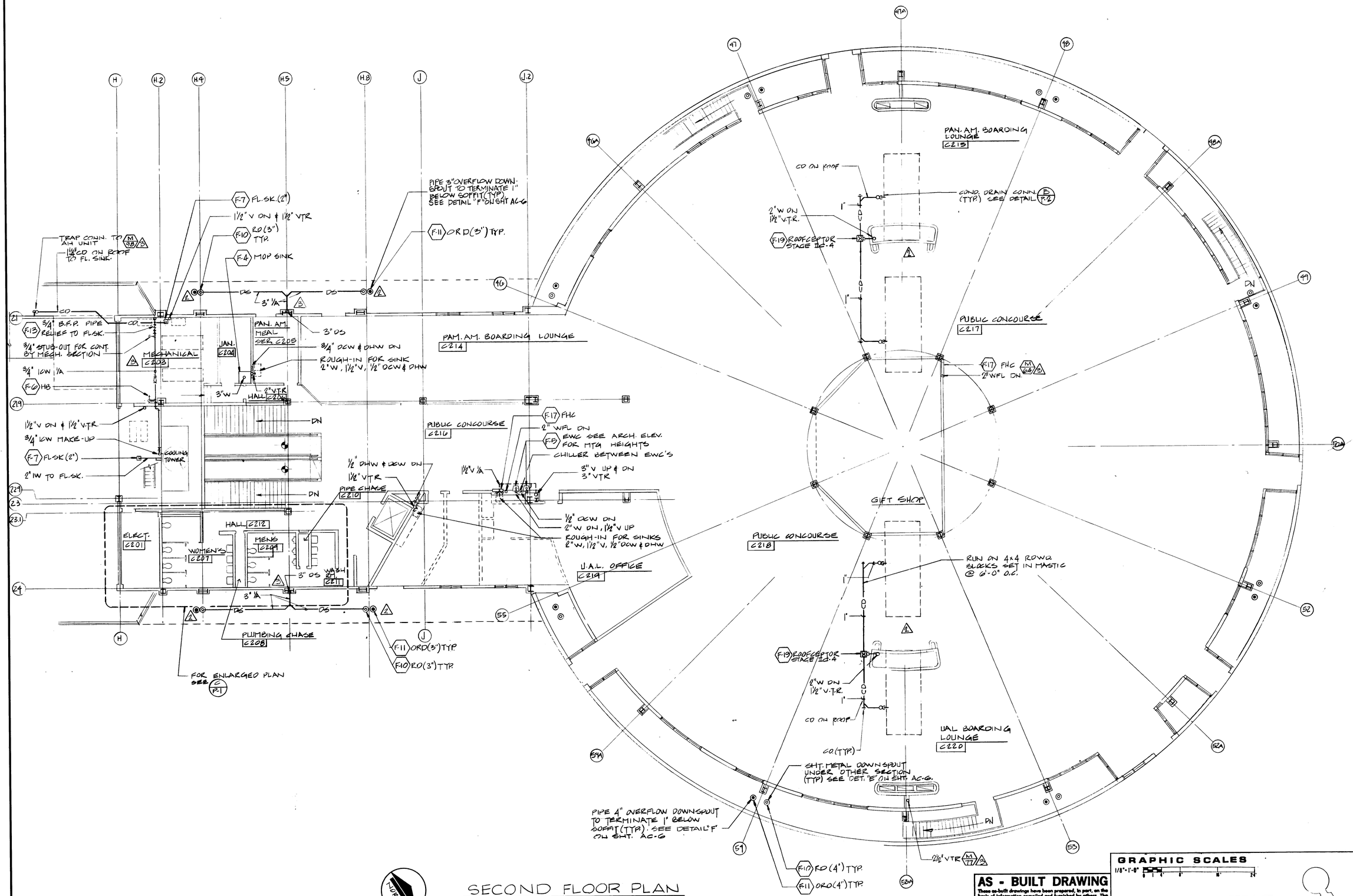
DESIGNED RL
DRAWN ED
CHECKED DB

APPROVAL RECOMMENDED [signature] ASST. CHIEF ENGINEER
APPROVED [signature] CHIEF ENGINEER

ADDITIONS TO EAST TERMINAL
SAN DIEGO INTERNATIONAL AIRPORT
LINDBERGH FIELD

ADDITION 'A' SECOND FLOOR PLUMBING PLAN

DATUM • MEAN LOWER LOW WATER
DATE 22 DEC. 80
SHEET FA-2 OF 129
DRAWING NO. 1740
REV. 2



SECOND FLOOR PLAN

1/8"=1'-0"

NORTH

AS - BUILT DRAWING

These as-built drawings have been prepared, in part, on the basis of information compiled and furnished by others. The Architect will not be responsible for any errors or omissions which have been incorporated into this document as a result.

Paderewski • Dean • Albrecht • Stevenson
Architects and Planners AIA

CHANGES MADE BY MODIFICATION NOTICE ARE REFERENCED THUS WITH MOD. NO. AT BOTTOM (A 20)

CLARIFICATION DRAWINGS HAVE BEEN ADDED TO THE BACK OF THIS SET AND REFERENCED THUS (C 23)

GRAPHIC SCALES

1/8"-1'-0" 0 4' 8' 16' 24'

REGISTERED PROFESSIONAL ENGINEER — CARLE STRUBLE — No 12388 — MECHANICAL — STATE OF CALIFORNIA

AS BUILT — APPROVED — DATE 1983

KEY PLAN

PADEREWSKI · DEAN · ALBRECHT · STEVENSON
ARCHITECTS A.I.A. — NO. T C-1725
645 ASH STREET · SAN DIEGO, CALIFORNIA · 234-6183

SPEC. NO.	W.O. NO.
REFERENCES	
CONTRACTOR	
CONSTRUCTION STARTED	
CONSTRUCTION COMPLETED	
COST	INSPECTOR

REVISIONS	DATE	APPROVED
A ADDENDUM NO. 2 REVISIONS INCORPORATED	3-30-81	DWM
B AS BUILT Re: MHJ 3/1/83	7-19-83	DWM

San Diego Unified Port District
San Diego • California

PORT OF SAN DIEGO — UNIFIED PORT DISTRICT

DESIGNED	R.G.
DRAWN	SD
CHECKED	DB

APPROVAL RECOMMENDED — ASST. CHIEF ENGINEER
APPROVED — CHIEF ENGINEER

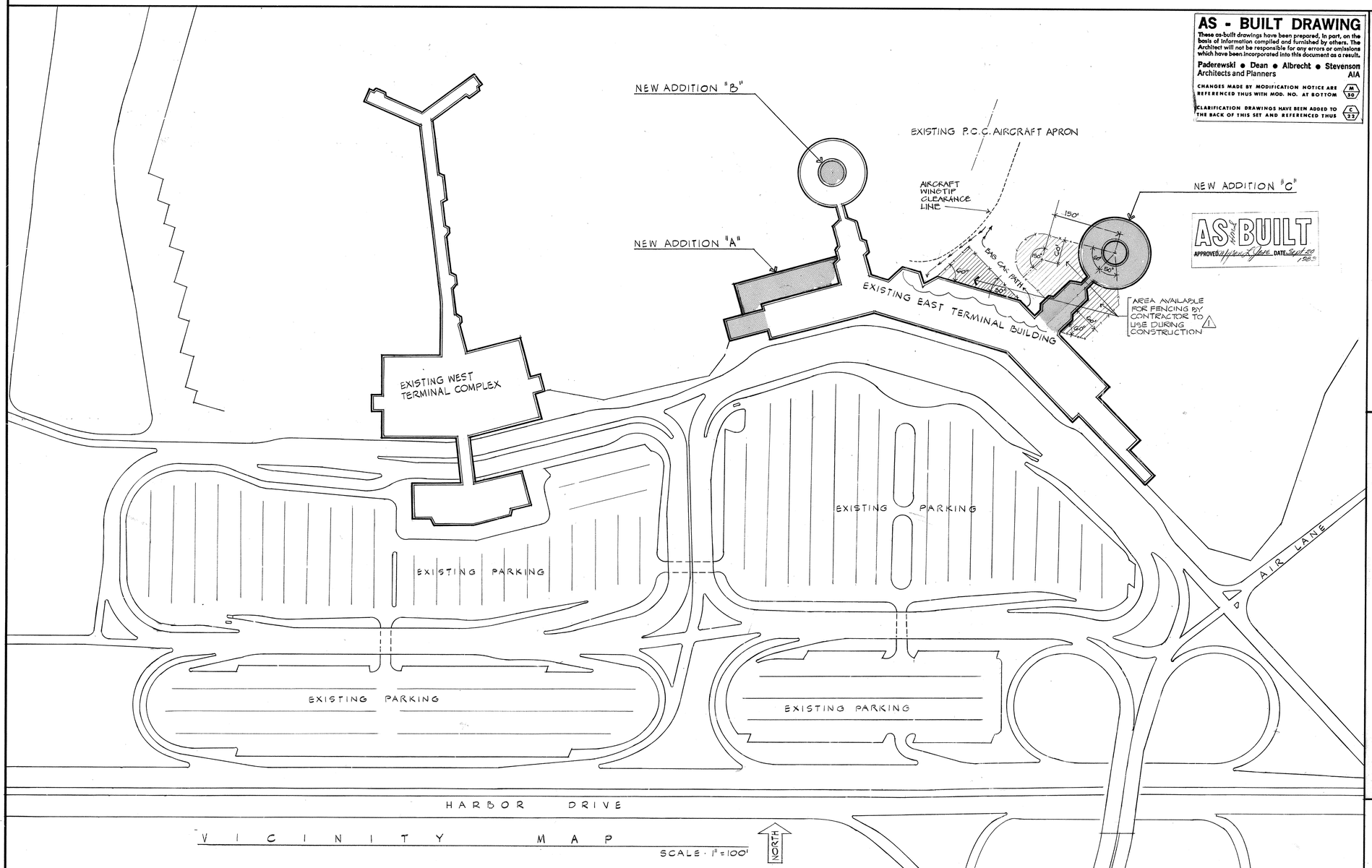
ADDITIONS TO EAST TERMINAL
SAN DIEGO INTERNATIONAL AIRPORT
LINDBERGH FIELD

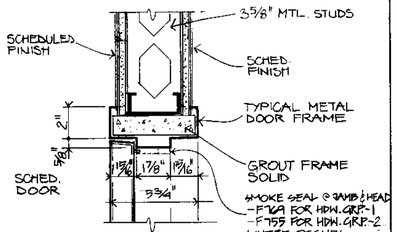
ADDITION 'C' SECOND FLOOR PLUMBING PLAN

DATUM: MEAN LOWER LOW WATER
DATE 22 DEC 82
SHEET FC-2 OF 129
DRAWING NO. 1740
REV. B

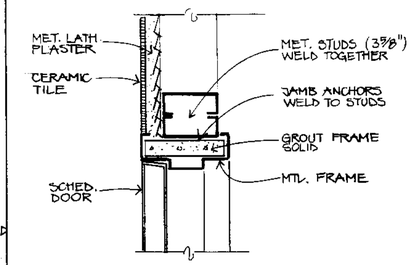
ADDITIONS TO EAST TERMINAL

SAN DIEGO INTERNATIONAL AIRPORT, LINDBERGH FIELD

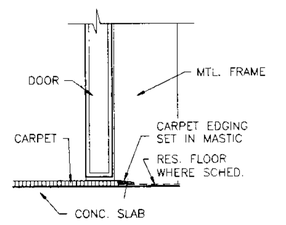

NEW ADDITION "B"
NEW ADDITION "A"
NEW ADDITION "C"
EXISTING P.C.C. AIRCRAFT APRON
AIRCRAFT WINGTIP CLEARANCE LINE
AS BUILT
APPROVED
DATE Sept 20, 1982
150'
60'
30'
50'
60'
60'
60



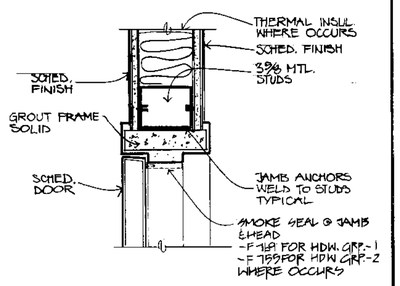
HEAD @ GYP. BD. WALL — SC. 3"=1'-0" — (1)



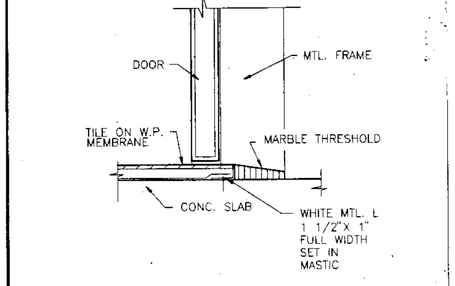
DOOR JAMB/HEAD @ CER. TILE — SC. 3"=1'-0" — (6)



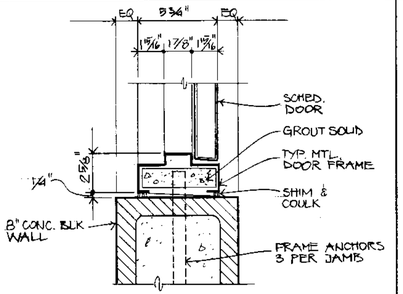
SILL DETAIL — SCALE 3"=1'-0" — (8)



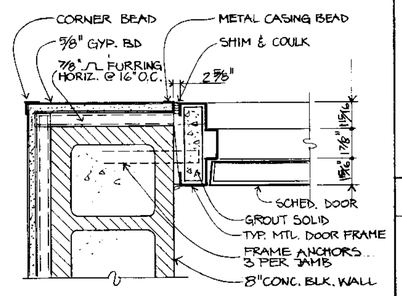
JAMB @ GYP. BD. WALL — SC. 3"=1'-0" — (2)



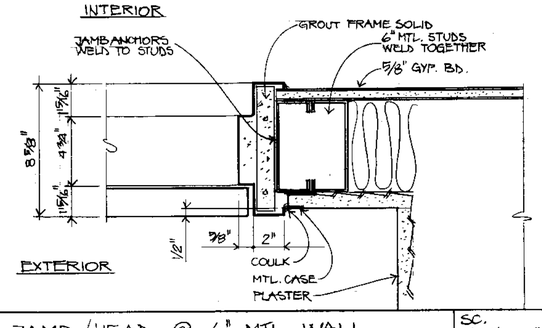
SILL DETAIL — SCALE 3"=1'-0" — (7)



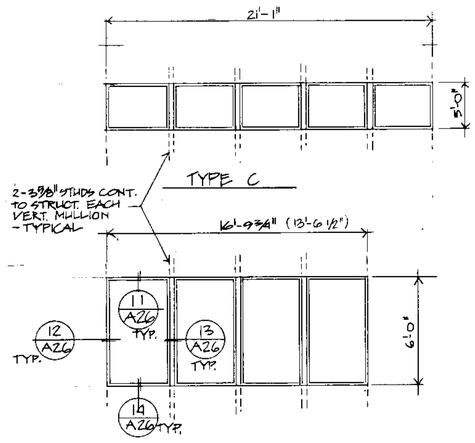
JAMB @ 8"CONC. BLOCK WALL HEAD SIMULAR — SC. 3"=1'-0" — (3)



JAMB @ 8"CONC. BLK. WALL — SC. 3"=1'-0" — (4)



DOOR JAMB./HEAD @ 6" MTL. WALL — SC. 3"=1'-0" — (5)

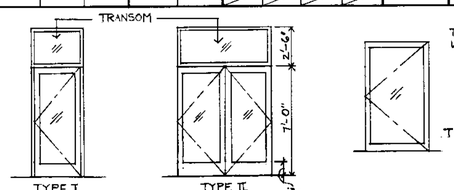


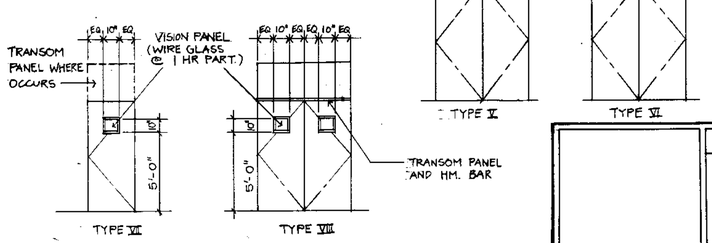
NOTE! WINDOW DESIGN BASED ON SITELINES, INC. - TYPE 4164 (SOUND TRANSMISSION RATTING SYSTEM).

WINDOW SCHEDULE — SC. 1/4"=1'-0"

DOOR SCHEDULE

LOCATION	No	TYPE	DIMENSIONS WIDTH	HEIGHT	THICK.	DOOR MAT	FIN	CORE	FRAME MAT	FIN	DETAILS HEAD	JAMB	JAMB	SILL	HDW. GRP.	DOOR SIGNS	NOTES
1ST FLOOR	101	~	6'-0"	7'-0"		ALUM.	ANOD.	—	ALUM.	ANOD.	~	~	~	~	—		10
	101.1	~	3'-0"	7'-0"		ALUM.		—	ALUM.		~	~	~	~	—		10
	101.2	~	3'-0"	7'-0"		ALUM.		—	ALUM.		~	~	~	~	—		10
	101.3	~	3'-0"	7'-0"		ALUM.	ANOD.	—	ALUM.	ANOD.	~	~	~	~	—		10
	102	IV	3'-0"	7'-0"	1¾"	WD	P.L	S.C	STL.	ENAMEL	1 A29	2 A29	~	~	1	C	4,5
	103	V	6'-0"	7'-0"	1¾"	WD	P.L	S.C.	STL.	ENAMEL	1 A29	2 A29	~	~	2		4,5
	109	IV	3'-0"	7'-0"	1¾"	WD	P.L.	S.C	STL.	ENAMEL	1 A29	2 A29	~	~	3	A	3
	110	IV	3'-0"	7'-0"	1¾"	WD	P.L.	S.C.	STL.	ENAMEL	1 A29	2 A29	~	~	4		3
	114	IV	3'-6"	7'-0"	1¾"	ALUM.	ANOD.	P.C.	ALUM.	ANOD.	5 A29	5 A29	~	~	5		
	114.1	IV	3'-0"	7'-0"	1¾"	STL.	ENAMEL	H.C.	STL.	ENAMEL	5 A29	5 A29	~	~	5		
	116.2	~	3'-0"	7'-0"		ALUM.	ANOD.	~	ALUM.	ANOD.	~	~	~	~	—		10
	116.3	~	2'-8"	7'-0"		ALUM.		~	ALUM.		~	~	~	~	—		10
	116.4	~	6'-0"	7'-0"		ALUM.		~	ALUM.		~	~	~	~	—		10
	116.5	~	3'-6"	7'-0"		ALUM.		~	ALUM.		~	~	~	~	—		10
	116.6	~	3'-0"	7'-0"		ALUM.		~	ALUM.		~	~	~	~	—		10
	116.7	~	6'-0"	7'-0"		ALUM.		~	ALUM.		~	~	~	~	—		10
	116.8	~	3'-6"	7'-0"		ALUM.		~	ALUM.		~	~	~	~	—		10
	116.9	~	6'-0"	7'-0"		ALUM.		~	ALUM.		~	~	~	~	—		10
	116.10	~	3'-0"	7'-0"		ALUM.		~	ALUM.		~	~	~	~	—		10
	116.11	~	6'-0"	7'-0"		ALUM.		~	ALUM.		~	~	~	~	—		10
	116.12	~	3'-0"	7'-0"		ALUM.		~	ALUM.		~	~	~	~	—		10
	116.13	~	3'-0"	7'-0"		ALUM.		~	ALUM.		~	~	~	~	—		10
	116.14	~	3'-0"	7'-0"		ALUM.		~	ALUM.		~	~	~	~	—		10
	116.15	~	3'-0"	7'-0"		ALUM.	ANOD.	~	ALUM.	ANOD.	~	~	~	~	—		10
	116.16	~	3'-0"	7'-0"		ALUM.	ANOD.	~	ALUM.	ANOD.	~	~	~	~	—		10
	116.17	~	6'-0"	7'-0"		ALUM.	ANOD.	~	ALUM.	ANOD.	~	~	~	~	—		10
	116.18	~	3'-0"	7'-0"		ALUM.	ANOD.	~	ALUM.	ANOD.	~	~	~	~	—		10
	116.19	~	3'-0"	7'-0"		ALUM.	ANOD.	~	ALUM.	ANOD.	~	~	~	~	—		10
	116.20	~	3'-0"	7'-0"		ALUM.	ANOD.	~	ALUM.	ANOD.	~	~	~	~	—		10
	120	~	2'-6"	7'-0"	1¾"	P.L.	ENAMEL	~	STL.	ENAMEL	~	~	~	~	—		10
	122	~	3'-0"	7'-0"	1¾"	P.L.	ENAMEL	~	STL.	ENAMEL	~	~	~	~	—		10
	122.1	~	3'-6"	7'-0"	1¾"	P.L.	ENAMEL	~	STL.	ENAMEL	~	~	~	~	—		10
	123	~	3'-0"	7'-0"		ALUM	ANOD.	~	ALUM	ANOD.	~	~	~	~	—		10
	123.1	~	3'-0"	7'-0"	1¾"	P.L.	ENAMEL	~	STL.	ENAMEL	~	~	~	~	—		10
	124	~	3'-0"	7'-0"	1¾"	WD	P.L.	~	STL.	ENAMEL	~	~	~	~	—		10
	127	~	2'-6"	7'-0"	1¾"	WD.	P.L.	~	STL.	ENAMEL	~	~	~	~	—		10
	131	~	3'-6"	7'-0"	1¾"	WD	P.L.	~	STL.	ENAMEL	~	~	~	~	—		10
	131.1	~	3'-0"	7'-0"		ALUM.	ANOD.	~	ALUM.	ANOD.	~	~	~	~	—		10
	132	~	3'-0"	7'-0"	1¾"	WD	P.L.	~	STL.	ENAMEL	~	~	~	~	—		10
	133	~	3'-0"	7'-0"	1¾"	WD	P.L.	~	STL.	ENAMEL	~	~	~	~	—		10
	133.1	~	6'-0"	7'-0"		ALUM.	ANOD.	~	ALUM.	ANOD.	~	~	~	~	—		10
	133.2	~	6'-0"	7'-0"		ALUM	ANOD	~	ALUM.	ANOD.	~	~	~	~	—		10
	133.3	~	3'-0"	7'-0"		ALUM.	ANOD.	~	ALUM.	ANOD.	~	~	~	~	—		10
2ND FLOOR	201	IV	3'-6"	7'-0"	1¾"	ALUM.	ANOD	~	ALUM.	ANOD.	15 A26	15 A26	~	16 A26	6		11, 12
	202	IV	3'-0"	7'-0"	1¾"	WD.	STAIN	S.C.	WD.	STAIN	~	~	~	~	12		3,5
	203	IV	2'-0"	7'-0"	1¾"	WD	P.L.	S.C.	STL.	ENAMEL	1 A25	2 A25	~	8 A25	7		3
	204	IV	2'-0"	7'-0"	1¾"	WD	P.L.	S.C.	STL.	ENAMEL	1 A29	4 A29	2 A29	8 A29	7		
	205	IV	2'-0"	7'-0"	1¾"	WD	P.L.	S.C.	STL.	ENAMEL	6 A29	6 A29	~	7 A29	7		
	208	IV	2'-0"	7'-0"	1¾"	WD.	P.L.	S.C.	STL.	ENAMEL	1 A29	2 A29	~	7 A29	7		
	210	IV	2'-0"	7'-0"	1¾"	WD.	P.L.	S.C.	STL.	ENAMEL	6 A29	6 A29	~	7 A29	7		
	211	IV	3'-0"	7'-0"	1¾"	WD	P.L.	S.C.	STL.	ENAMEL	1 A25	2 A25	~	8 A25	3	★	3
	212	IV	3'-0"	7'-0"	1¾"	WD.	P.L.	S.C.	STL.	ENAMEL	1 A29	2 A29	~	~	8		3
	218	IV	3'-0"	7'-0"	1¾"	WD.	P.L.	S.C.	STL.	ENAMEL	1 A29	2 A29	~	~	10		3
	218.1	IV	3'-0"	7'-0"	1¾"	WD	P.L.	S.C.	STL.	ENAMEL	1 A29	2 A29	~	~	10		3
	220	IV	4'-0"	7'-0"	1¾"	WD.	P.L.	S.C.	STL.	ENAMEL	10 A17	7 A17	10 A17	8 A17	8		4
	221	I	4'-0"	7'-0"	—	ALUM	ANOD.	—	ALUM.	ANOD.	6 A26	7 A26	~	8 A26	9	15	11
	222	IV	4'-0"	7'-0"	1¾"	WD.	P.L.	S.C.	STL.	ENAMEL	10 A17	7 A17	10 A17	8 A17	8		4
	224	IV	4'-0"	7'-0"	1¾"	WD.	P.L.	S.C.	STL.	ENAMEL	10 A17	7 A17	10 A17	8 A17	8		4
	225	I	4'-0"	7'-0"	—	ALUM.	ANOD.	—	ALUM.	ANOD.	6 A26	7 A26	~	8 A26	9	13	11
	226	IV	4'-0"	7'-0"	1¾"	WD.	P.L.	S.C.	STL.	ENAMEL	10 A17	7 A17	10 A17	8 A17	8		4
	228	IV	4'-0"	7'-0"	1¾"	WD.	P.L.	S.C.	STL.	ENAMEL	10 A17	7 A17	10 A17	8 A17	8		4
	229	I	4'-0"	7'-0"	—	ALUM.	ANOD.	—	ALUM.	ANOD.	6 A26	7 A26	~	8 A26	9	B	11
	230	IV	4'-0"	7'-0"	1¾"	WD.	P.L.	S.C.	STL.	ENAMEL	10 A17	7 A17	10 A17	8 A17	8		4
	232	IV	4'-0"	7'-0"	1¾"	WD	P.L.	S.C.	STL.	ENAMEL	10 A17	7 A17	10 A17	8 A17	8		4
	233	I	4'-0"	7'-0"	—	ALUM.	ANOD.	—	ALUM.	ANOD.	6 A26	7 A26	~	8 A26	9	B	11
	234	IV	4'-0"	7'-0"	1¾"	WD.	P.L.	S.C.	STL.	ENAMEL	10 A17	7 A17	10 A17	8 A17	8		4
	236	IV	3'-0"	7'-0"	1¾"	WD.	P.L.	S.C.	STL.	ENAMEL	10 A17	7 A17	10 A17	8 A17	10		8
	202.1	IV	3'-0"	7'-0"	1 3/4	WD	STAIN	S.C.	WD	STAIN					13		





NOTES

1 SCHEDULE ABBREVIATIONS
WD = WOOD, MET. = METAL, PL. = PLASTIC LAMINATE, SC. = SOLID CORE, MC = MINERAL CORE, ANOD. = ANODIZE, H.C. = HOLLOW CORE, H.M. = HOLLOW METAL,
2. OFFSET DOOR
3. PROVIDE 20 MIN. UNDERWRITER'S LABORATORIES LABEL
4. PROVIDE 1 HOUR UNDERWRITER'S LABORATORIES LABEL
5. PAIR OF DOORS
6. WITH TRANSOM PANEL
7. RE-USE EXISTING JAMB
8. PROVIDE PRESSED STEEL TRANSOM BAR @ 1 HOUR DOORS
9. FOR LOCATIONS OF DOOR ALARM SWITCHES, IN ELEVATION SEE (1/A7)
10. EXISTING DOOR TO REMAIN
11. PANIC HARDWARE & ALARM
12. ACOUSTIC DOOR & FRAME

DOOR SIGNS
A. AUTHORIZED PERSONNEL ONLY
B. EMERGENCY EXIT ONLY. OPENING DOOR SOUNDS ALARM.
C. SECURITY OFFICE

AS - BUILT DRAWING
These as-built drawings have been prepared, in part, on the basis of information compiled and furnished by others. The Architect will not be responsible for any errors or omissions which have been incorporated into this document as a result.
Paderewski • Dean • Albrecht • Stevenson
Architects and Planners AIA
CHANGES MADE BY MODIFICATION NOTICE ARE REFERENCED THUS WITH MOD. NO. AT BOTTOM (M 30)
CLARIFICATION DRAWINGS HAVE BEEN ADDED TO THE BACK OF THIS SET AND REFERENCED THUS (C 33)
NOTE: ALL WORK THIS SHEET IS STAGE 2, EXCEPT AS NOTED OTHERWISE.

GRAPHIC SCALES
1/4"-1'-0" 0" 1' 2' 4' 8'

RICHARD Z. ALBRECHT A.I.A.
MELVIN L. FORD A.I.A.
2901 FIFTH AVENUE SAN DIEGO, CALIFORNIA 92103 619 294-3356

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DOOR SCHEDULE & DETAILS

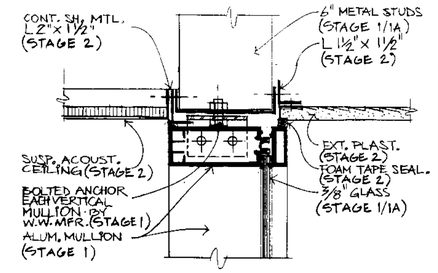
STAGE 2 WORK
USAIR ADDITION TO WEST ROTUNDA
East Terminal San Diego International Airport Lindbergh Field
3885 North Harbor Drive San Diego California 92101

REVISION
4 MISC. REV.

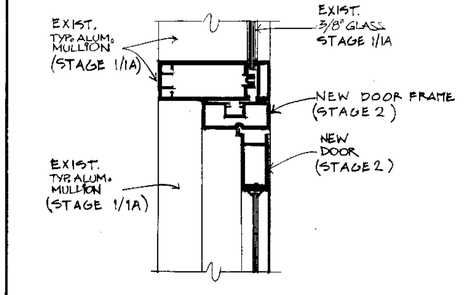
PROJECT COORDINATOR
DESIGNED
DRAWN
CHECKED

DATE 10-25-89
JOB NO. 89-55
SHEET NO. A25 OF

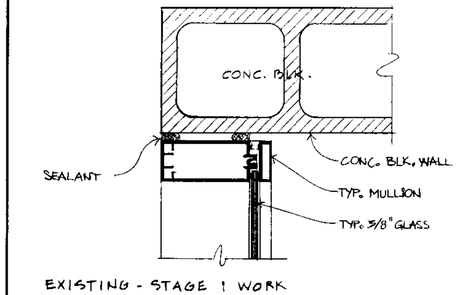
PADEREWSKI · DEAN · ALBRECHT · STEVENSON A.I.A. ARCHITECTS



HEAD DETAIL | SCALE 3"=1'-0" | 1

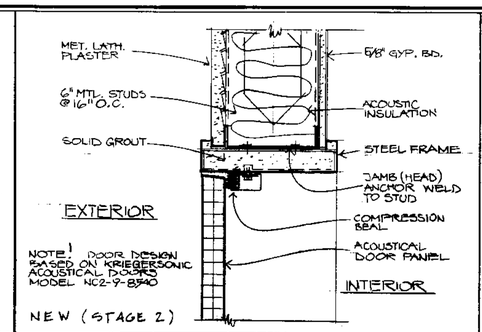


DOOR HEAD & JAMB DETAIL | SCALE 3"=1'-0" | 6



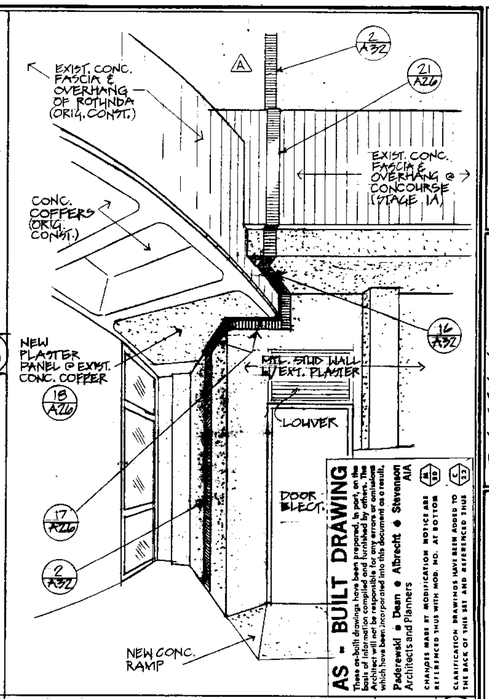
EXISTING - STAGE 1 WORK

JAMB @ CONC. BLK. WALL | SCALE 3"=1'-0" | 10

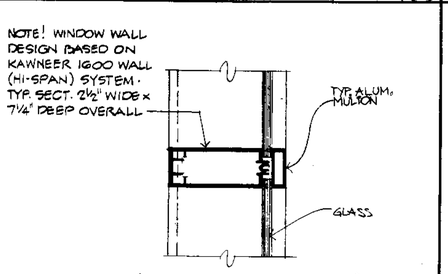


NEW (STAGE 2)

DOOR HEAD & JAMB DTL. | SC. 3"=1'-0" | 15

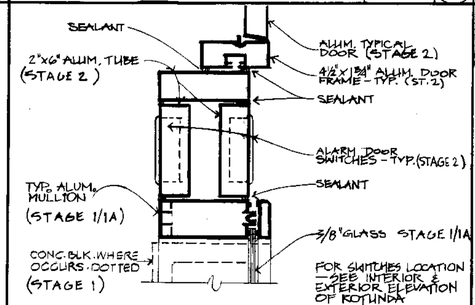


EXPANSION JOINT DETAILS @ FIRST FLOOR - VIEW | NOT TO SCALE | 20

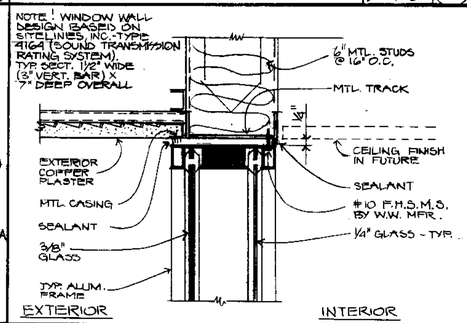


(EXISTING - STAGE 1/1A)

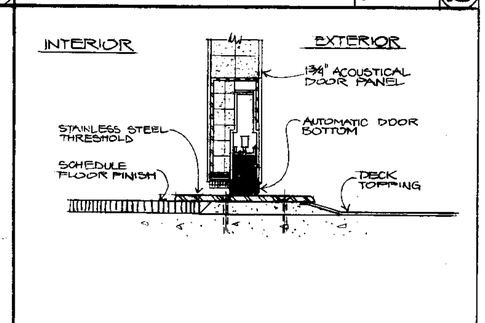
VERTICAL MULLION DTL. | SCALE 3"=1'-0" | 2



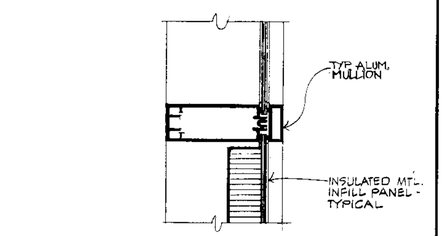
DOOR JAMB DETAIL @ DOOR ALARM SWITCHES - TYP. | SCALE 3"=1'-0" | 7



HEAD DETAIL (NEW - STAGE 2) | SC. 3"=1'-0" | 11

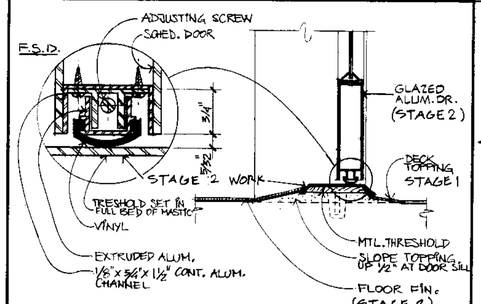


DOOR SILL DETAIL NEW - STAGE 2 | SC. 6"=1'-0" | 16

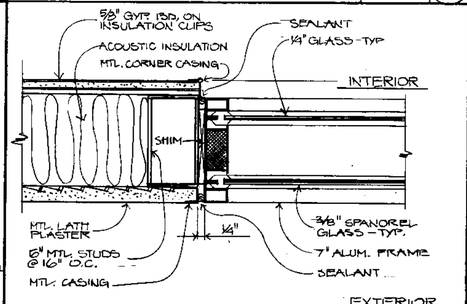


(EXISTING - STAGE 1/1A)

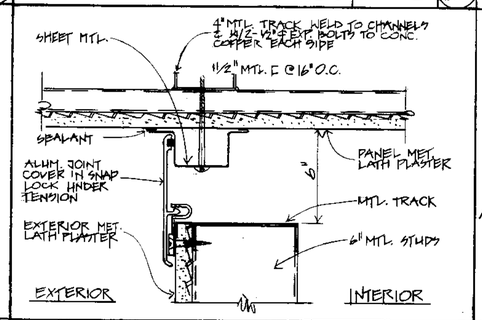
HORIZONTAL MULLION DTL. | SCALE 3"=1'-0" | 3



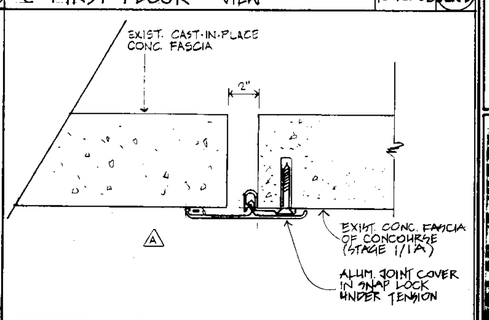
DOOR SILL DETAIL | SCALE 3"=1'-0" | 8



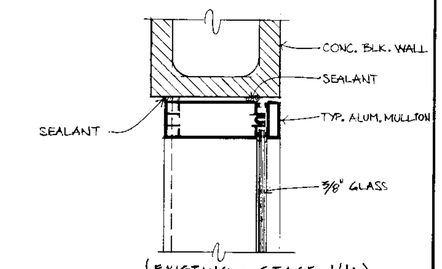
JAMB DETAIL (NEW STAGE 2) | SC. 3"=1'-0" | 12



EXPANSION JOINT COVER DTL. | SC. 3"=1'-0" | 17

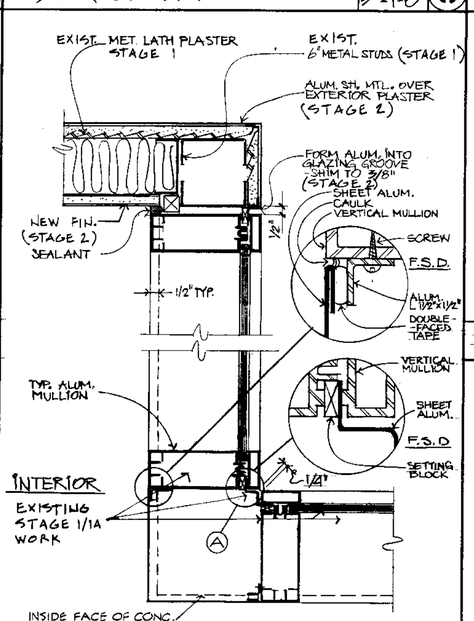


EXPANSION JOINT COVER DTL. | SC. 3"=1'-0" | 21

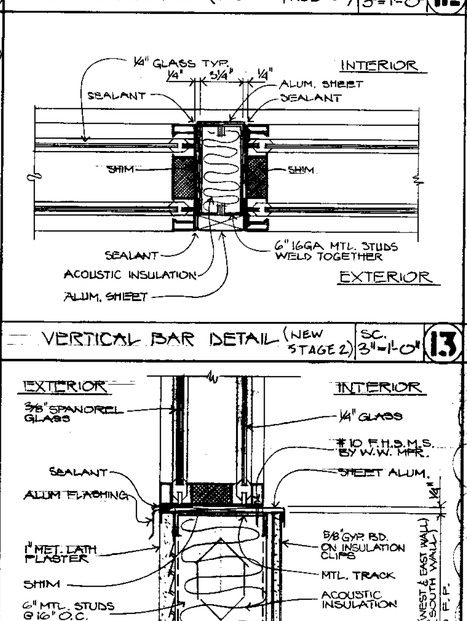


(EXISTING - STAGE 1/1A)

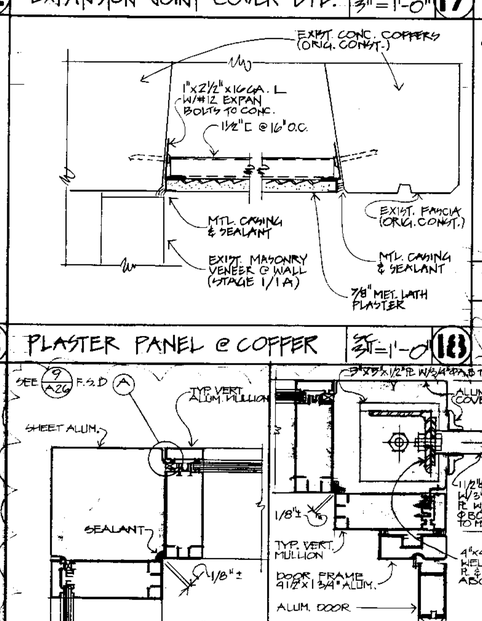
JAMB AT CONC. BLK. WALL | SCALE 3"=1'-0" | 4



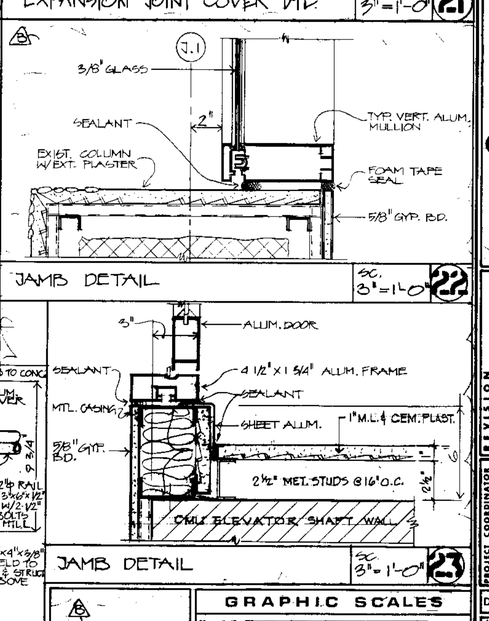
GLAZING @ BRIDGE VESTIBULE | SCALE 3"=1'-0" | 9



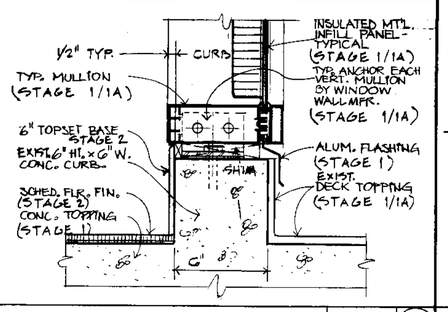
VERTICAL BAR DETAIL (NEW STAGE 2) | SC. 3"=1'-0" | 13



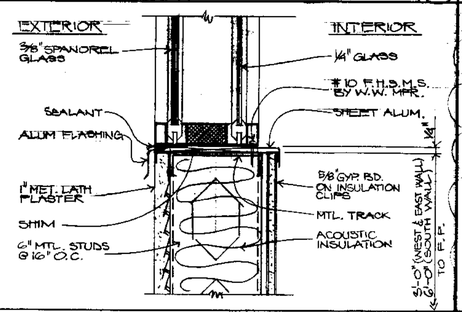
PLASTER PANEL @ COPPER | SC. 3"=1'-0" | 18



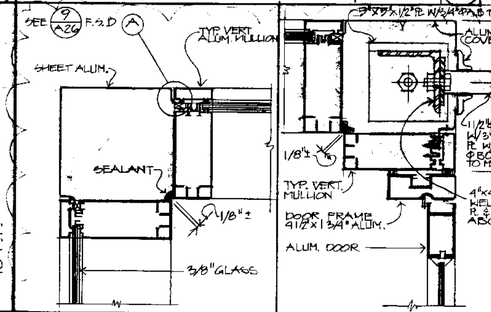
JAMB DETAIL | SC. 3"=1'-0" | 22



SILL DETAIL | SCALE 3"=1'-0" | 5

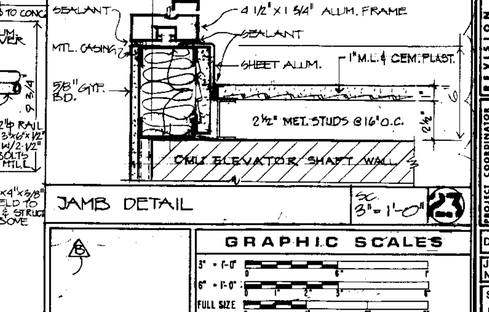


SILL DETAIL (NEW - STAGE 2) | SC. 3"=1'-0" | 14



DETAIL | SC. 3"=1'-0" | 19

DETAIL | SC. 3"=1'-0" | 19A



JAMB DETAIL | SC. 3"=1'-0" | 23

GRAPHIC SCALES
3" = 1'-0"
6" = 1'-0"
FULL SIZE

REVISION
12-16-89 SEISMIC JT. COVER
3-14-90 PER ARCHITECT'S REVISED SKETCH

PROJECT COORDINATOR
DESIGNED
DRAWN
CHECKED

DATE 10-25-89
JOB NO. 89-55
SHEET NO. A26 OF

DOOR & WINDOW DETAILS

USAIR
STAGE 2 WORK
ADDITION TO WEST ROTUNDA
East Terminal San Diego International Airport Lindbergh Field
3885 North Harbor Drive San Diego California 92101

RICHARD Z. ALBRECHT A.I.A.
MELVIN L. FORD A.I.A.
2961 FIFTH AVENUE SAN DIEGO, CALIFORNIA 619 294-3356 92103

Frederick Liebhardt Assoc. c. 1935

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AS - BUILT DRAWING
These as-built drawings have been prepared, in part, on the basis of information furnished by others. The Architect will not be responsible for any errors or omissions which have been incorporated into these documents as a result.

Padereweski ● Dean ● Albrecht ● Stevenson AIA
Architects and Planners

CLASSIFICATION: MARKINGS MAY BE ADDED TO THIS DRAWING BUT NO INFORMATION RECORDED BEFORE CHANGES MADE IN MODIFICATION REJECTED AS ATTACHED HERETO AND MADE A PART HEREOF.

PADEREWSKI - DEAN - ALBRECHT - STEVENSON A.I.A. ARCHITECTS

PHASE 1 WORK ITEMS

	COMPLETION MILESTONES AT END OF PHASE 1
3.1.1	DEMO EXISTING INTERCHANGE INCLUDING BRIDGE
3.1.2	TEMPORARY HARBOR ISLAND DRIVE DETOUR
3.1.3	HARBOR DRIVE IMPROVEMENTS BETWEEN RYAN AND STILLWATER
3.1.5	CONSTRUCT PERMANENT HARBOR ISLAND INTERSECTION PAVING
3.1.6	RELOCATE 16" WATER IN NORTH HARBOR DRIVE.
4.1.1	TEMPORARY HARBOR ISLAND DRIVE CONNECTION (TEMPORARY ROAD 1 – SHEET C–52)
4.1.2	DEMO EXISTING ROADWAYS
4.1.3	RELOCATE 12", 16" WATERLINES AND OTHER UTILITIES
4.1.4	TEMPORARY EAST TRANSIT PLAZA (SEE SUB–PHASE, SHEET CP–7)
4.1.5	TEMPORARY WEST TRANSIT PLAZA AND EXIT LOOP (TEMPORARY ROAD 4 – SHEET C–54)
4.1.6	CONSTRUCTION ACCESS RAMP FOR CENTRAL PLANT (TEMPORARY ROAD NO. SHEET C–55.)
4.1.12	EAST TERMINAL CURBSIDE PAVING
4.1.13	PERMANENT PORTION OF HARBOR ISLAND EXIT AND RECIRCULATION ROAD.
4.1.14	RELOCATE PARKING LOT PAY–ON–FOOT TERMINAL (SEE SHEET C–52).
	IN PROGRESS WORK AFTER PHASE 1 (WORK WILL STOP DURING SPECIAL EVENT)
3.1.4	BEGIN HARBOR DRIVE EXIT FLYOVER
4.1.7	BEGIN EAST ENTRANCE FLYOVER
4.1.8	BEGIN WEST CONNECTOR BRIDGE
4.1.9	BEGIN WEST LOOP BRIDGE
4.1.10	BEGIN ROADWAYS IN SE PARKING LOT
4.1.11	BEGIN ROADWAYS IN SW PARKING LOT

KEY

(3.X.X) U.P.D. DRAWING NO 2926 WORK ITEMS

(4.X.X) U.P.D. DRAWING NO 2922 WORK ITEMS

NOTE: CLOUDED AREAS ARE N.I.C. AND ARE TO BE CONSTRUCTED BY OTHERS. CONSIDER AS EXISTING.

EXISTING EAST TERMINAL

EXISTING WEST TERMINAL

FUTURE CONCOURSE F TERMINAL

SEE TRAFFIC CONTROL PLANS FOR MODIFICATIONS TO PARKING LOT STRIPING

UNDER CONSTRUCTION BY OTHERS

CONSTRUCTION STAGING AREA NO PARKING

CENTRAL PLANT

WEST ACCESS

CENTRAL ACCESS

STILLWATER ROAD

NORTH HARBOR DRIVE

EXISTING 16" WATER PER N. HARBOR DRIVE DETOUR

SPANISH LANDING

TO POINT LOMA

SEE BELOW LEFT

SEE ABOVE RIGHT

RYAN GATE

RENTAL CAR ROAD

TO DOWNTOWN

HARBOR ISLAND DRIVE

3.1.4 TYP.

NOTE:
IN THE EVENT THAT THE AIRPORT ROADWAY SYSTEM AND NORTH HARBOR DRIVE IMPROVEMENT PROJECTS (UPD NO. 2922 & UPD NO. 2926 RESPECTIVELY) ARE COMBINED INTO ONE PROJECT, ANY CONFLICTS IN THE PHASING DRAWINGS OF UPD NO. 2926 SHALL BE SUPERCEDED BY THE PHASING DRAWINGS HEREON.

LEGEND

- DEMOLISH EXISTING FACILITIES
- CONSTRUCT NEW FACILITIES
- CONSTRUCT TEMPORARY FACILITIES
- TRAFFIC FLOW AND NO. OF LANES IN USE
- EXISTING TRAFFIC SIGNAL
- INSTALL / MODIFY / REMOVE TRAFFIC SIGNAL
- JOIN ON-AIRPORT IMPROVEMENTS LINE

REGISTERED PROFESSIONAL ENGINEER PETER D. BONETTO No. C47078 Exp. 12/31/99 CIVIL STATE OF CALIFORNIA

SCALE 1" = 100'

0 100 200 400

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SPEC NO.	96-02
W.O. NO.	662100
REFERENCES	
PROJECT ENGINEER	W.P. GLASER
CONTRACTOR	
CONSTRUCTION STARTED	
CONSTRUCTION COMPLETED	
COST	INSPECTOR

REVISIONS	DATE	APPROVED
ISSUED FOR CONSTRUCTION	4/30/96	
⚠1 ADDENDUM #3	3/15/96	

San Diego Unified Port District
San Diego • California

PORT OF SAN DIEGO BOARD OF PORT COMMISSIONERS

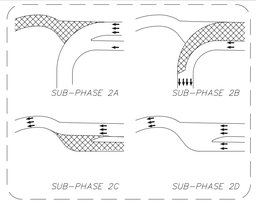
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DRAWN	DL/WT
CHECKED	LG
APPROVAL RECOMMENDED	ASST. PROJECT MANAGER
APPROVED	CHIEF ENGINEER

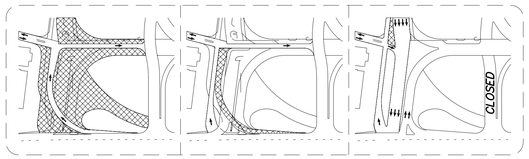
SAN DIEGO INTERNATIONAL AIRPORT – LINDBERGH FIELD
AIRPORT ROADWAY SYSTEM

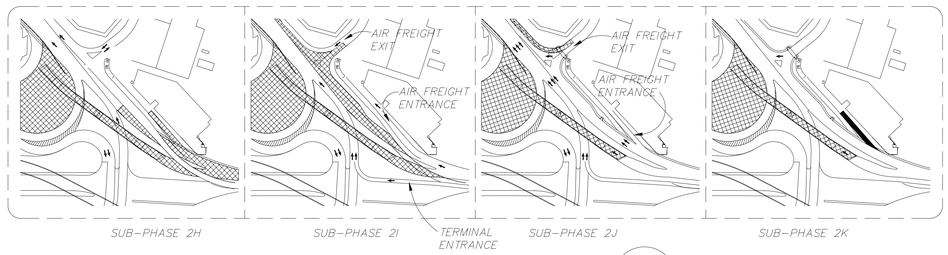
CONSTRUCTION PHASING PLAN - PHASE 1
DRAWING NO.S 2922 + 2926

SHEET NO.	CP-1
* DATUM *	MEAN LOWER LOW WATER
DATE	Feb. 27, 1996
SHEET	6 of 442
DRAWING NO.	2922
REV.	

File Name: -CP01_A
Plot Date: 04-26-1996 10:27 am







SUB-PHASING FOR WEST EXIT LOOP (A)

SCALE: 1" = 200'

SUB-PHASING FOR NTC ACCESS (B)

SCALE: 1" = 200'

SUB-PHASING FOR AIR FREIGHT ACCESS (C)

SCALE: 1" = 200'

PHASE 2 WORK ITEMS	
	COMPLETION MILESTONES AT END OF PHASE 2
(3.2.1)	HARBOR DRIVE IMPROVEMENTS IN CLOSED SECTION OF HARBOR DRIVE
(3.2.2)	HARBOR DRIVE IMPROVEMENTS BETWEEN CENTRAL AND WEST ENTRANCES
(3.2.3)	WEST END ROAD AND SPANISH LANDING INTERSECTION
(4.2.1)	WEST END ROAD TO SPANISH LANDING
(4.2.2)	TEMPORARY WEST EXIT RAMP TO CENTRAL ACCESS (TEMPORARY ROAD 3 – SHEET C-53)
(4.2.3)	EAST TERMINAL ENTRANCE ROAD AND AIR FREIGHT ACCESS
(4.2.6)	CENTRAL ROAD DEMOLITION
(4.2.7)	INSTALL TEMPORARY TRAFFIC SIGNALS IN FRONT OF EAST TERMINAL
(4.2.8)	REMOVE EXISTING TRAFFIC SIGNALS IN FRONT OF EAST TERMINAL
(4.2.9)	DEMO MEDIAN ISLAND IN FRONT OF WEST TERMINAL
(4.2.10)	TEMPORARY WEST END CONNECTOR (TEMPORARY ROAD 5 – SHEET C-55)
(4.2.11)	TEMPORARY AIR FREIGHT ENTRANCE (TEMPORARY ROAD 2 – SHEET C-52)
	IN PROGRESS WORK CONTINUING AFTER END OF PHASE 2
(3.1.4)	CONTINUE HARBOR DRIVE EXIT FLYOVER
(3.2.4)	RECONSTRUCT 16" WATER MAIN
(4.2.4)	CONTINUE EAST PARKING LOT ENTRANCE BOOTHS
(4.2.5)	BEGIN IMPROVEMENTS AT FRONT CURB OF EAST TERMINAL (SEE SUB-PHASE 2A & 2B, SHEETS CP-8 & CP-9)
(4.1.7)	CONTINUE EAST ENTRANCE FLYOVER
(4.1.8)	CONTINUE WEST CONNECTOR BRIDGE EXIT
(4.1.9)	CONTINUE WEST LOOP BRIDGE
(4.1.10)	CONTINUE ROADWAYS IN SE PARKING LOT
(4.1.11)	CONTINUE ROADWAYS IN SW PARKING LOT

KEY

(3.X.X) U.P.D. DRAWING NO 2926 WORK ITEMS

(4.X.X) U.P.D. DRAWING NO 2922 WORK ITEMS

FUTURE CONCOURSE F TERMINAL

EXISTING WEST TERMINAL

EXISTING EAST TERMINAL

16'± TEMP. PAVING

TERMINAL STAGING AREA

12" TEMP. PAVING

CONSTRUCTION STAGING AREA
NO PARKING

CENTRAL PLANT

CONSTRUCTION ACCESS

CENTRAL ACCESS

WEST ACCESS

N.T.C.

NORTH HARBOR DRIVE

SPANISH LANDING

MAINTAIN ACCESS FROM N.T.C. TO HARBOR DRIVE AT ALL TIMES. (SEE SUB-PHASING DETAIL B)

NOTE:
IN THE EVENT THAT THE AIRPORT ROADWAY SYSTEM AND NORTH HARBOR DRIVE IMPROVEMENT PROJECTS (UPD NO. 2922 & UPD NO. 2926 RESPECTIVELY) ARE COMBINED INTO ONE PROJECT, ANY CONFLICTS IN THE PHASING DRAWINGS OF UPD NO. 2926 SHALL BE SUPERCEDED BY THE PHASING DRAWINGS HEREON.

SEE ABOVE RIGHT

WINSHIP LANE

RYAN GATE

RENTAL CAR ROAD

HARBOR ISLAND DRIVE

TO DOWNTOWN

STILLWATER ROAD

SEE BELOW LEFT

LEGEND

- DEMOLISH EXISTING FACILITIES
- CONSTRUCT NEW FACILITIES
- CONSTRUCT TEMPORARY FACILITIES
- TRAFFIC FLOW AND NO. OF LANES IN USE
- EXISTING TRAFFIC SIGNAL (S)
- INSTALL / MODIFY / REMOVE TRAFFIC SIGNAL
- JOIN ON-AIRPORT IMPROVEMENTS LINE

SCALE 1" = 100'

0 100 200 400

REGISTERED PROFESSIONAL ENGINEER
PETER D. BONELLO
No. C47078
Exp. 12/31/99
CIVIL
STATE OF CALIFORNIA

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P&D Consultants, Inc.
1100 Town & Country, Suite 300
Orange, CA 92668
(714) 835-4447

SPEC NO. 96-02	W.O. NO. 662100
REFERENCES	
PROJECT ENGINEER W.P. GLASER	
CONTRACTOR	
CONSTRUCTION STARTED	
CONSTRUCTION COMPLETED	
COST	INSPECTOR

REVISIONS	DATE	APPROVED
ISSUED FOR CONSTRUCTION	4/30/96	
1 ADDENDUM #1	3/29/96	

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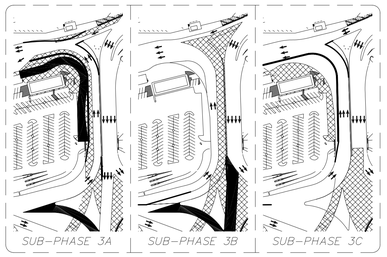
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DRAWN	DL/WT
CHECKED	LG
APPROVAL RECOMMENDED	ASST. PROJECT MANAGER
APPROVED	CHIEF ENGINEER

SAN DIEGO INTERNATIONAL AIRPORT – LINDBERGH FIELD
AIRPORT ROADWAY SYSTEM

CONSTRUCTION PHASING PLAN - PHASE 2
DRAWING NO.S 2922 + 2926

SHEET NO. CP-2
DATUM: MEAN LOWER LOW WATER
DATE Feb. 27, 1996
SHEET 7 of 442
DRAWING NO. 2922
REV.

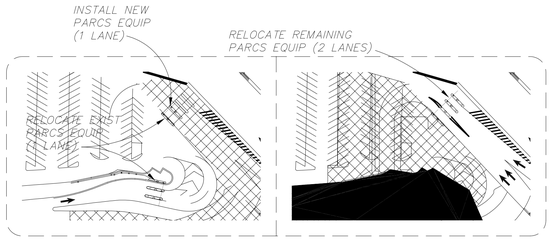
File Name: -CP02_A1
Plot Date: 04-25-1996 11:34 am



SUB-PHASING FOR CENTRAL SPINE ROAD

SCALE: 1" = 200'

B



SUB-PHASING FOR EAST PARKING LOT ENTRANCE

SCALE: 1" = 100'

A

PHASE 3 WORK ITEMS	
COMPLETION MILESTONES AT END OF PHASE 3	
3.3.1	HARBOR ISLAND DRIVE / HARBOR DRIVE SIGNAL.
3.3.2	HARBOR DRIVE IMPROVEMENTS NEAR SPANISH LANDING.
3.3.3	DEMO TEMPORARY HARBOR DRIVE DETOUR IMPROVEMENTS WITHIN NORTH HARBOR DRIVE R/W.
PACKAGE #3 – WAITING FOR PACKAGE #4, PHASE 3 TO COMPLETE	
3.1.4	COMPLETE HARBOR DRIVE EXIT FLYOVER.
4.2.5	IMPROVEMENTS AT FRONT CURB OF EAST TERMINAL (SEE SUB-PHASE SHEET CP-9).
OPEN EAST LOOP IN FINAL CONFIGURATION	
4.1.7	COMPLETE EAST ENTRANCE FLYOVER.
4.2.4	COMPLETE EAST PARKING LOT ENTRANCE.
4.1.10	COMPLETE ROADWAYS IN SE PARKING LOT.
OPEN WEST LOOP IN FINAL CONFIGURATION	
4.3.1	SW PARKING LOT AND EXIT BOOTHS.
4.3.2	TEMPORARY SW PARKING LOT ENTRANCE AT CENTRAL PLANT (TEMPORARY ROAD 7 – SEE SHEET C-56).
4.1.8	COMPLETE WEST CONNECTOR BRIDGE EXIT.
4.1.9	COMPLETE WEST LOOP BRIDGE.
4.1.11	COMPLETE ROADWAYS IN SW PARKING LOT.
4.3.3	WEST TRANSIT PLAZA.
4.3.4	NW PARKING LOT.

KEY

3.X.X U.P.D. DRAWING NO 2926 WORK ITEMS

4.X.X U.P.D. DRAWING NO 2922 WORK ITEMS

EXISTING WEST TERMINAL

FUTURE CONCOURSE F TERMINAL

TERMINAL STAGING AREA

EXISTING EAST TERMINAL

CENTRAL PLANT

NORTH HARBOR DRIVE

SPANISH LANDING

STILLWATER ROAD

TO DOWNTOWN

SEE BELOW LEFT

SEE ABOVE RIGHT

WINSHIP LANE

RENTAL CAR

HARBOR ISLAND DRIVE

NOTE:

IN THE EVENT THAT THE AIRPORT ROADWAY SYSTEM AND NORTH HARBOR DRIVE IMPROVEMENT PROJECTS (UPD NO. 2922 & UPD NO. 2926 RESPECTIVELY) ARE COMBINED INTO ONE PROJECT, ANY CONFLICTS IN THE PHASING DRAWINGS OF UPD NO. 2926 SHALL BE SUPERCEDED BY THE PHASING DRAWINGS HEREON.

CLOSURE OF CENTRAL ACCESS TO ALLOW FOR DEMOLITION OF EXISTING ROADS AND CONSTRUCTION OF PERMANENT EXIT ROADWAY (ITEM 4.1.10) SHALL OCCUR WITHIN THIS PHASE. CLOSURE SHALL NOT OCCUR UNTIL EAST ENTRY FLYOVER (ITEM 4.1.7) AND EAST PARKING ENTRANCE (ITEM 4.2.4) ARE OPEN. CONSTRUCTION OF WEST CONNECTOR BRIDGE SUPERSTRUCTURE OVER CENTRAL ACCESS (ITEM 4.1.8) SHALL NOT COMMENCE UNTIL CENTRAL ACCESS CLOSURE OCCURS.

LEGEND

- DEMOLISH EXISTING FACILITIES
- CONSTRUCT NEW FACILITIES
- CONSTRUCT TEMPORARY FACILITIES
- TRAFFIC FLOW AND NO. OF LANES IN USE
- EXISTING TRAFFIC SIGNAL
- INSTALL / MODIFY / REMOVE TRAFFIC SIGNAL
- JOIN ON-AIRPORT IMPROVEMENTS LINE

SCALE 1" = 100'

0 100 200 400

REGISTERED PROFESSIONAL ENGINEER PETER D. BONELLO No. C47078 Exp. 12/31/99 CIVIL STATE OF CALIFORNIA

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SPEC NO.	96-02
W.O. NO.	662100
REFERENCES	
PROJECT ENGINEER	W.P. GLASER
CONTRACTOR	
CONSTRUCTION STARTED	
CONSTRUCTION COMPLETED	
COST	
INSPECTOR	

REVISIONS	DATE	APPROVED
ISSUED FOR CONSTRUCTION	4/30/96	
1 ADDENDUM #1	3/29/96	

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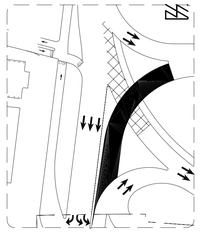
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DRAWN	DL/WT
CHECKED	LG
APPROVAL RECOMMENDED	ASST. PROJECT MANAGER
APPROVED	CHIEF ENGINEER

SAN DIEGO INTERNATIONAL AIRPORT – LINDBERGH FIELD
AIRPORT ROADWAY SYSTEM

CONSTRUCTION PHASING PLAN - PHASE 3
DRAWING NO.S 2922 + 2926

SHEET NO.	CP-3
* DATUM *	MEAN LOWER LOW WATER
DATE	Feb. 27, 1996
SHEET	8 of 442
DRAWING NO.	2922
REV.	

File Name: -CP03_A
Plot Date: 04-25-1996 11:56 am



SUB–PHASE A



SUB–PHASE B

SUB–PHASING FOR WEST LOT ENTRANCE AND AIRPORT RETURN

A / –

SCALE: 1" = 100'

PHASE 4 WORK ITEMS	
COMPLETION MILESTONES AT END OF PHASE 4	
(3.2.4)	COMPLETE 16" WATER RELOCATION.
(3.4.1)	COMPLETE HARBOR DRIVE AT TEMPORARY CENTRAL EXIT.
(3.4.2)	COMPLETE HARBOR DRIVE BETWEEN HARBOR ISLAND AND STILLWATER.
(3.4.3)	DEMO PORTIONS OF TEMPORARY NORTH HARBOR DRIVE DETOUR.
(3.4.4)	CONSTRUCT PERMANENT PEDESTRIAN PATH.
(4.4.1)	DEMO EXISTING CENTRAL EXIT.
(4.4.2)	DEMO EAST SPINE ROAD.
(4.4.3)	DEMO WEST SPINE ROAD (EXCEPT BRIDGE).
(4.4.4)	EAST PARKING LOT EXIT BOOTHS.
(4.4.5)	SE PARKING LOT.
(4.4.6)	NW PARKING LOT.
(4.4.9)	DEMO TEMPORARY WEST END CONNECTOR TO RECIRC. ROAD.
(4.4.10)	RELOCATE PARKING LOT PAY ON FOOT TERMINALS TO PERMANENT LOCATION. (SEE SHEET L–30.)
IN PROGRESS WORK CONTINUING AFTER END OF PHASE 4	
(4.2.5)	IMPROVEMENTS TO FRONT CURB OF EAST TERMINAL AND TRANSIT PLAZA. (SEE SUB–PHASE SHEET CP–10).
(4.4.7)	CENTRAL ISLAND.
(4.4.8)	DEMO TEMPORARY ROAD NO 3 AND BEGIN WEST PARKING LOT ENTRANCE RAMP.

KEY

(3.X.X) U.P.D. DRAWING NO 2926 WORK ITEMS

(4.X.X) U.P.D. DRAWING NO 2922 WORK ITEMS

TERMINAL STAGING AREA

SEE TRAFFIC CONTROL PLANS FOR MODIFICATIONS TO PARKING LOT STRIPING

CLOSED

NOTE:
IN THE EVENT THAT THE AIRPORT ROADWAY SYSTEM AND NORTH HARBOR DRIVE IMPROVEMENT PROJECTS (UPD NO. 2922 & UPD NO. 2926 RESPECTIVELY) ARE COMBINED INTO ONE PROJECT, ANY CONFLICTS IN THE PHASING DRAWINGS OF UPD NO. 2926 SHALL BE SUPERCEDED BY THE PHASING DRAWINGS HEREON.

SEE ABOVE RIGHT

WINSHIP LANE

NORTH HARBOR DRIVE

RYAN GATE

RENTAL CAR ROAD

STILLWATER ROAD

SEE BELOW LEFT

LEGEND

- DEMOLISH EXISTING FACILITIES
- CONSTRUCT NEW FACILITIES
- CONSTRUCT TEMPORARY FACILITIES
- TRAFFIC FLOW AND NO. OF LANES IN USE
- EXISTING TRAFFIC SIGNAL
- INSTALL / MODIFY / REMOVE TRAFFIC SIGNAL
- JOIN ON-AIRPORT IMPROVEMENTS LINE

SCALE 1" = 100'

0 100 200 400

REGISTERED PROFESSIONAL ENGINEER — PETER D. BONELLO — No. C47078 — Exp. 12/31/99 — CIVIL — STATE OF CALIFORNIA

The SGPA AIRPORT TEAM
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1100 Town & Country, Suite 300
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SPEC NO. 96–02	W.O. NO. 662100
REFERENCES	
PROJECT ENGINEER W.P. GLASER	
CONTRACTOR	
CONSTRUCTION STARTED	
CONSTRUCTION COMPLETED	
COST	INSPECTOR

REVISIONS	DATE	APPROVED

San Diego Unified Port District
San Diego • California

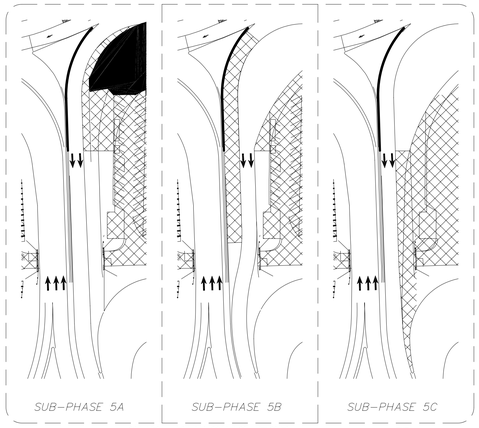
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DRAWN	DL/WT
CHECKED	LG
APPROVAL RECOMMENDED	ASST. PROJECT MANAGER
APPROVED	CHIEF ENGINEER

SAN DIEGO INTERNATIONAL AIRPORT – LINDBERGH FIELD
AIRPORT ROADWAY SYSTEM

CONSTRUCTION PHASING PLAN – PHASE 4
DRAWING NO.S 2922 + 2926

SHEET NO.	CP-4
* DATUM * MEAN LOWER LOW WATER	
DATE	Feb. 27, 1996
SHEET	9 of 442
DRAWING NO.	2922
REV.	

File Name: –CP04
Plot Date: 03–13–1996 3:30 pm



SUB-PHASING FOR CENTRAL SPINE ROAD

SCALE: 1" = 100'

PHASE 5 WORK ITEMS	
COMPLETION MILESTONES AT END OF PHASE 5, READY FOR PHASE 6	
(4.2.5)	IMPROVEMENT AT EAST TERMINAL CURB & TRANSIT PLAZA (SEE SUB-PHASE SHEET CP-10)
(4.5.1)	DEMO EXIT BOOTHS IN EAST PARKING LOT
(4.5.2)	NE PARKING LOT
(4.5.3)	DEMO WEST SPINE ROAD BRIDGE
(4.5.4)	WEST PARKING ENTRANCE BOOTHS
(4.5.5)	NW PARKING LOT
(3.5.1)	CONSTRUCT PERMANENT HARBOR ISLAND DRIVE CONNECTION
(3.5.2)	DEMO TEMP HARBOR ISLAND DRIVE CONNECTION
(4.4.8)	COMPLETE WEST PARKING LOT ENTRANCE RAMP
(4.5.9)	CONSTRUCT CONCOURSE F TERMINAL CURB AND FRONTAGE ROAD

KEY

(3.X.X) U.P.D. DRAWING NO 2926 WORK ITEMS

(4.X.X) U.P.D. DRAWING NO 2922 WORK ITEMS

EXISTING EAST TERMINAL

EXISTING WEST TERMINAL

CENTRAL PLANT

NORTH HARBOR DRIVE

SPANISH LANDING

TO DOWNTOWN STINGAREE ROAD

SEE BELOW LEFT

SEE ABOVE RIGHT

WINSHIP LANE

RYAN GATE

RENTAL CAR ROAD

HARBOR ISLAND DRIVE

NOTE:
IN THE EVENT THAT THE AIRPORT ROADWAY SYSTEM AND NORTH HARBOR DRIVE IMPROVEMENT PROJECTS (UPD NO. 2922 & UPD NO. 2926 RESPECTIVELY) ARE COMBINED INTO ONE PROJECT, ANY CONFLICTS IN THE PHASING DRAWINGS OF UPD NO. 2926 SHALL BE SUPERCEDED BY THE PHASING DRAWINGS HEREON.

LEGEND

- DEMOLISH EXISTING FACILITIES
- CONSTRUCT NEW FACILITIES
- CONSTRUCT TEMPORARY FACILITIES
- TRAFFIC FLOW AND NO. OF LANES IN USE
- EXISTING TRAFFIC SIGNAL
- INSTALL / MODIFY / REMOVE TRAFFIC SIGNAL
- JOIN ON-AIRPORT IMPROVEMENTS LINE

SCALE 1" = 100'

0 100 200 400

REGISTERED PROFESSIONAL ENGINEER PETER D. BONELLI No. C47078 Exp. 12/31/99 CIVIL STATE OF CALIFORNIA

The SGPA AIRPORT TEAM
1545 Hotel Circle South, Ste 200, San Diego, CA 92108 (619) 297-0131

P&D Consultants, Inc.
1100 Town & Country, Suite 300
Orange, CA 92668
(714) 835-4447

SPEC NO. 96-02 W.O. NO. 662100
REFERENCES
PROJECT ENGINEER W.P. GLASER
CONTRACTOR
CONSTRUCTION STARTED
CONSTRUCTION COMPLETED
COST INSPECTOR

REVISIONS	DATE	APPROVED
ISSUED FOR CONSTRUCTION	4/30/96	
1 ADDENDUM #1	3/29/96	

San Diego Unified Port District
San Diego • California

DESIGNED RS
DRAWN DL/WT
CHECKED LG

APPROVAL RECOMMENDED ASST. PROJECT MANAGER
APPROVED CHIEF ENGINEER

SAN DIEGO INTERNATIONAL AIRPORT – LINDBERGH FIELD
AIRPORT ROADWAY SYSTEM

CONSTRUCTION PHASING PLAN - PHASE 5
DRAWING NO.S 2922 + 2926

SHEET NO. CP-5
* DATUM * MEAN LOWER LOW WATER
DATE Feb. 27, 1996
SHEET 10 of 442
DRAWING NO. 2922
REV.

File Name: -CP05_A
Plot Date: 04-25-1996 11:57 am

PHASE 6 WORK ITEMS

COMPLETION MILESTONES AT END OF PHASE 6, END OF WORK PACKAGE #4

4.2.5	IMPROVEMENTS AT EAST TERMINAL CURB & TRANSIT PLAZA (SEE SUB-PHASE SHEET CP-11)
4.4.7	CENTRAL ISLAND
4.6.1	SW PARKING LOT
4.6.2	WEST TRANSIT ISLAND
4.6.3	REMOVE TEMPORARY TRAFFIC SIGNALS
4.6.4	NW PARKING LOT

CONCOURSE F TERMINAL
EXISTING WEST TERMINAL
EXISTING EAST TERMINAL
CENTRAL PLANT
NORTH HARBOR DRIVE
SPANISH LANDING
TO DOWNTOWN
STILLWATER ROAD
SEE BELOW LEFT
SEE ABOVE RIGHT
RYAN GATE
RENTAL CAR ROAD
HARBOR ISLAND DRIVE

LEGEND

- DEMOLISH EXISTING FACILITIES
- CONSTRUCT NEW FACILITIES
- CONSTRUCT TEMPORARY FACILITIES
- TRAFFIC FLOW AND NO. OF LANES IN USE
- EXISTING TRAFFIC SIGNAL
- INSTALL / MODIFY / REMOVE TRAFFIC SIGNAL
- JOIN ON-AIRPORT IMPROVEMENTS LINE

SCALE 1" = 100'
0 100 200 400

REGISTERED PROFESSIONAL ENGINEER
PETER D. BONELLO
No. C47078
Exp. 12/31/99
CIVIL
STATE OF CALIFORNIA

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SPEC NO. 96-02	W.O. NO. 662100	REVISIONS	DATE / APPROVED
REFERENCES			
PROJECT ENGINEER W.P. GLASER			
CONTRACTOR			
CONSTRUCTION STARTED			
CONSTRUCTION COMPLETED			
COST	INSPECTOR		

San Diego Unified Port District
San Diego • California

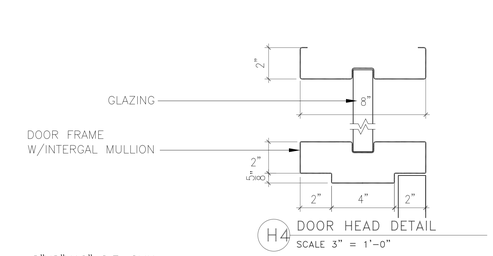
DESIGNED RS	APPROVAL RECOMMENDED	ASST. PROJECT MANAGER
DRAWN DL/WT	APPROVED	CHIEF ENGINEER
CHECKED LG		

SAN DIEGO INTERNATIONAL AIRPORT – LINDBERGH FIELD
AIRPORT ROADWAY SYSTEM

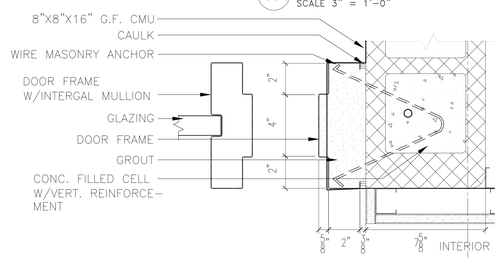
CONSTRUCTION PHASING PLAN - PHASE 6
DRAWING NO.S 2922 + 2926

SHEET NO.	CP-6
* DATUM *	MEAN LOWER LOW WATER
DATE	Feb. 27, 1996
SHEET	11 of 442
DRAWING NO.	2922
REV.	1

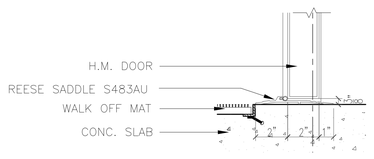
File Name: -CP06
Plot Date: 03-13-1996 3:42 pm



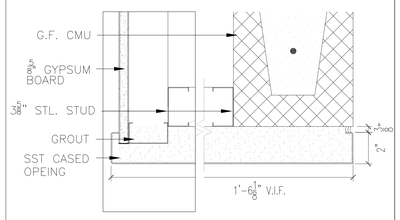
H4 DOOR HEAD DETAIL
SCALE 3" = 1'-0"



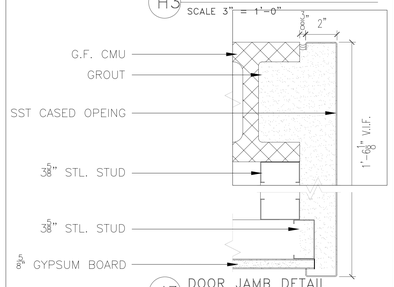
J4 DOOR JAMB DETAIL
SCALE 3" = 1'-0"



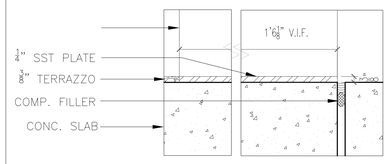
S4 DOOR SILL DETAIL
SCALE 3" = 1'-0"



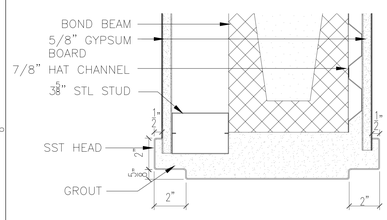
H3 DOOR HEAD DETAIL
SCALE 3" = 1'-0"



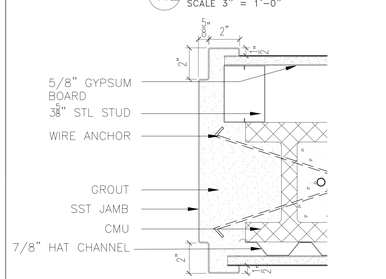
J3 DOOR JAMB DETAIL
SCALE 3" = 1'-0"



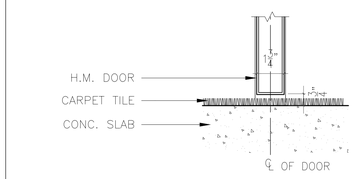
S3 DOOR SILL DETAIL
SCALE 3" = 1'-0"



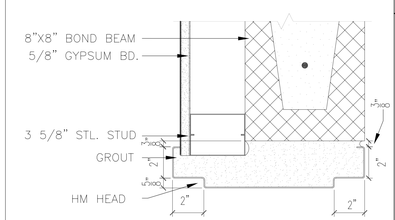
H2 DOOR HEAD DETAIL
SCALE 3" = 1'-0"



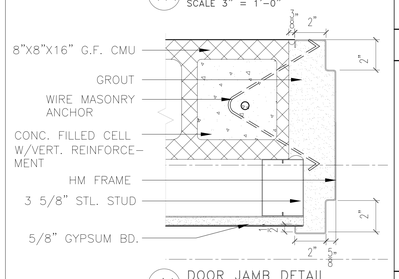
J2 DOOR JAMB DETAIL
SCALE 3" = 1'-0"



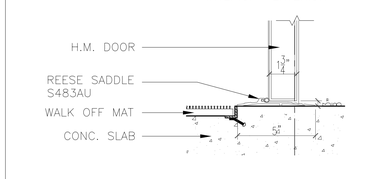
S2 DOOR SILL DETAIL
SCALE 3" = 1'-0"



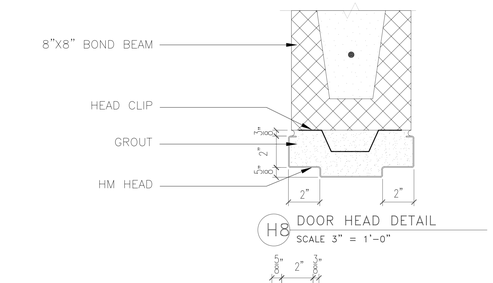
H1 DOOR HEAD DETAIL
SCALE 3" = 1'-0"



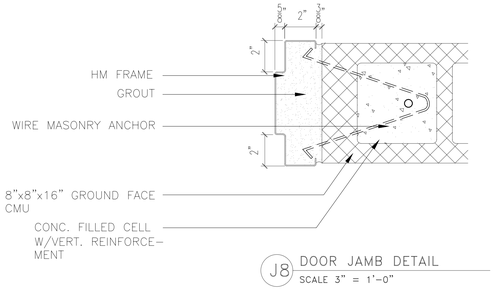
J1 DOOR JAMB DETAIL
SCALE 3" = 1'-0"



S1 DOOR SILL DETAIL
SCALE 3" = 1'-0"



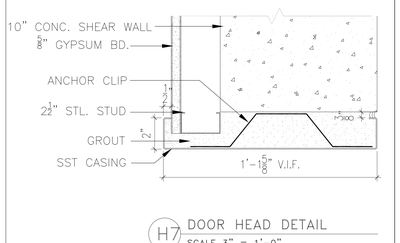
H8 DOOR HEAD DETAIL
SCALE 3" = 1'-0"



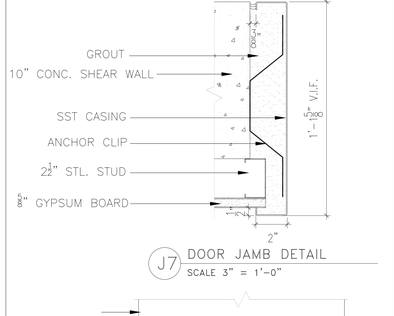
J8 DOOR JAMB DETAIL
SCALE 3" = 1'-0"



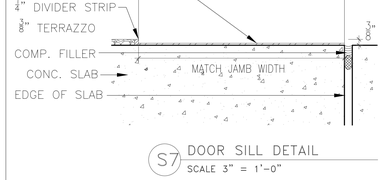
S8 DOOR SILL DETAIL
SCALE 3" = 1'-0"



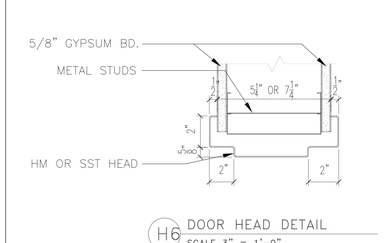
H7 DOOR HEAD DETAIL
SCALE 3" = 1'-0"



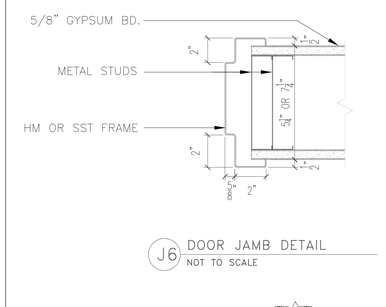
J7 DOOR JAMB DETAIL
SCALE 3" = 1'-0"



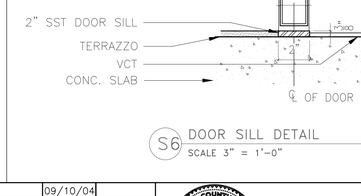
S7 DOOR SILL DETAIL
SCALE 3" = 1'-0"



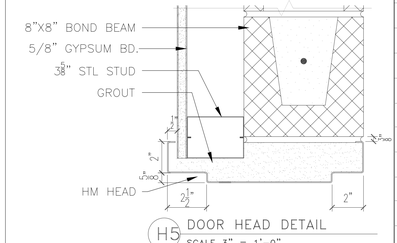
H6 DOOR HEAD DETAIL
SCALE 3" = 1'-0"



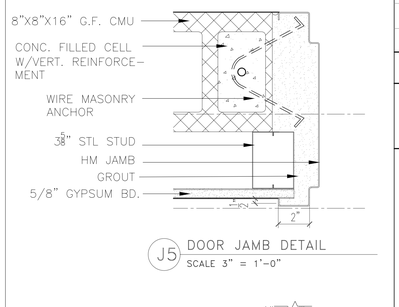
J6 DOOR JAMB DETAIL
NOT TO SCALE



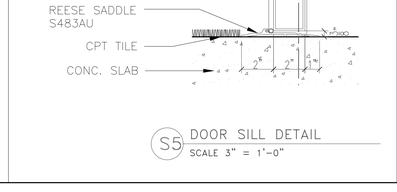
S6 DOOR SILL DETAIL
SCALE 3" = 1'-0"



H5 DOOR HEAD DETAIL
SCALE 3" = 1'-0"

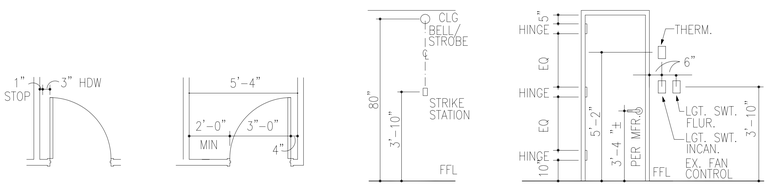


J5 DOOR JAMB DETAIL
SCALE 3" = 1'-0"



S5 DOOR SILL DETAIL
SCALE 3" = 1'-0"

STANDARD DETAILS



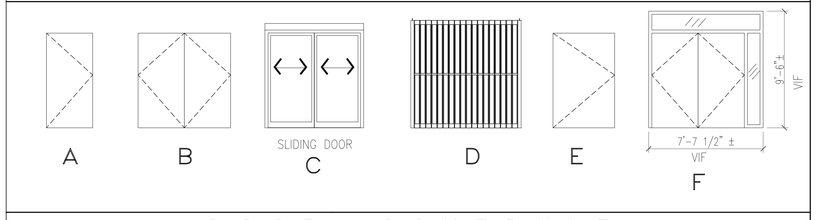
PLAN
DOOR CONDITION A

PLAN
DOOR CONDITION B

ELEVATION
FIRE ALARM

ELEVATION
WALL CONTROLS

DOOR TYPES SNTS

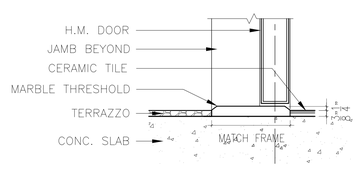


DOOR SCHEDULE

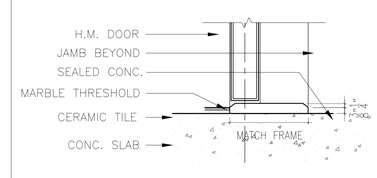
NO	DOOR TYPE	DOOR WIDTH	DOOR HEIGHT	DOOR THICK.	DOOR MAT'L	DOOR FINISH	FRAME MAT'L	FRAME HEAD	FRAME JAMB	FRAME FINISH	THRESH	HW	LABEL	REMARKS
01	F	6' – 0"	7' – 0"	1 3/4"	HM	PTD	HM	H4	J4	PTD	S4	SH1		HM FRAME WITH GLASS. SIDELIGHT AND TRANSOM VERIFY OVERALL UNIT DIMENSION IN FIELD; ALARMED EGRESS
02	–	4' – 6"	5' – 0"	--	--	NO.4	SST	H3	J3	NO.4	S3	--		CASED OPENING AT BAGGAGE CLAIM SHUTTER BY OTHERS
03	–	4' – 6"	5' – 0"	--	--	NO.4	SST	H7	J7	NO.4	S7	--		CASED OPENING AT BAGGAGE CLAIM SHUTTER BY OTHERS
04	–	4' – 0"	5' – 0"	--	--	NO.4	SST	H7	J7	NO.4	S7	--		CASED OPENING AT BAGGAGE CLAIM. PROVIDE AND INSTALL OVERHEAD COILING DOOR. SEE DETAIL 7/A5.30 AND SPECIFICATION SECTION 08331. 1
05	A	3' – 0"	7' – 0"	1 3/4"	HM	PTD	HM	H6	J6		S6	HW3	C	
06	A	3' – 0"	7' – 0"	1 3/4"	HM	PTD	HM	H6	J6		S6	HW3	C	
07	C	12' – 0"	7' – 8"		AL/GL	HP	ALUM	--	--	HP	--	HW1		SLIDING GLASS DOORS – 5'-0" OPENING WIDTH
08	C	12' – 0"	7' – 8"		AL/GL	HP	ALUM	--	--	HP	--	HW1		SLIDING GLASS DOORS – 5'-0" OPENING WIDTH
09	D	14' – 0"±	9' – 0"		ALUM		ALUM	--	--	ADZ	--	HW2		SLIDING SECURITY GRILLE – EXACT DIMENSIONS TO BE COORDINATED WITH MFR.
10	D	38' – 0"±	9' – 0"		ALUM		ALUM	--	--	ADZ	--	HW2		SLIDING SECURITY GRILLE – EXACT DIMENSIONS TO BE COORDINATED WITH MFR.
11	B	6' – 0"	7' – 0"	1 3/4"	HM	PTD	HM	H8	J8		S8	HW4	C	
12	A	3' – 0"	7' – 0"	1 3/4"	HM	PTD	HM	H8	J8		S8	HW5	C	
13	A	3' – 0"	7' – 0"	1 3/4"	HM	PTD	HM	H8	J8		S8	HW5	C	
14	A	3' – 0"	7' – 0"	1 3/4"	SST	NO.4	SST	H6	J6	NO.4	S9	HW6		
15	A	3' – 0"	7' – 0"	1 3/4"	HM	PTD	HM	H6	J6		S2	HW7		
16	A	3' – 0"	7' – 0"	1 3/4"	HM	PTD	HM	H6	J6		S2	HW7		
17	B	6' – 0"	7' – 0"	1 3/4"	HM	PTD	HM	H1	J1		S1	SH1		ALARMED EGRESS
18	E	4' – 0"	7' – 0"	1 3/4"	SST	NO.4	SST	H6	J6	NO.4	S2	SH3		GATE DOOR
19	E	4' – 0"	7' – 0"	1 3/4"	SST	NO.4	SST	H2	J2	NO.4	S2	SH3		GATE DOOR
20	B	6' – 0"	7' – 0"	1 3/4"	HM	PTD	HM	H5	J5	PTD	S5	SH2		ALARMED EGRESS
21	A	2' – 0"	7' – 0"	1 3/4"	HM	PTD	HM	H6	J6	PTD	S10	HW8		
22	--	3' – 0"	7' – 0"	--	STL	PTD	--	--	--	--	--	SH4		WIRE MESH GATE

GENERAL NOTES

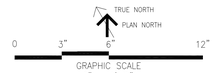
1. ALL SIDES OF INTERIOR AND EXTERIOR HM DOORS AND FRAMES SHALL BE P.2.
2. DOORS IN THE MEANS OF EGRESS SYSTEM TO BE OPENABLE FROM THE INSIDE WITHOUT USE OF A KEY OR ANY SPECIAL KNOWLEDGE OR EFFTECT. 2



S9 DOOR SILL DETAIL
SCALE 3" = 1'-0"



S10 DOOR SILL DETAIL
SCALE 3" = 1'-0"



PGAL
PIERCE GOODWIN ALEXANDER & LINVILLE
5933 WEST CENTURY BLVD., SUITE 1050
LOS ANGELES, CA 90045
(310) 645 3276 FAX (310) 645 3026

SPEC NO.	LF04–06
W.O. NO.	674100
REFERENCES	
PROJECT MANAGER	G. ABADJIS
CONTRACTOR	
CONSTRUCTION STARTED	
CONSTRUCTION COMPLETED	
COST	INSPECTOR

REVISIONS	DATE	APPROVED
1 Addendum No. 2	09/10/04	
2 City Plan Check	11/02/04	
Record Drawing	08/26/05	

SAN DIEGO INTERNATIONAL AIRPORT
SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY

DESIGNED	A. HEDAYAT
DRAWN	M. DeBOLD
CHECKED	K. BROWN/D. COMISKEY

SAN DIEGO INTERNATIONAL AIRPORT

TERMINAL 1 EAST UPGRADES
GATES 1 & 2 CONVERSION

DOOR SCHEDULE, TYPES AND DETAIL

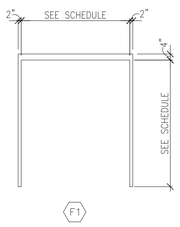
	A0.30
* DATUM * MEAN LOWER LOW WATER	
DATE	08/23/04
SHEET	12 OF 140
DRAWING NO.	3047
REV.	1

DOOR AND INTERIOR OPENING SCHEDULE

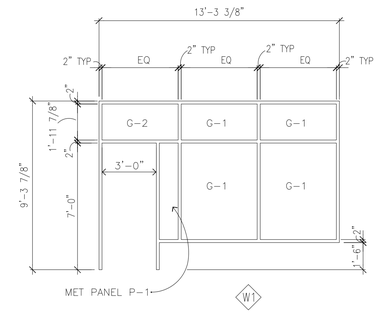
DOOR/INTERIOR OPENING							FRAME					FIRE RATING LABEL	HARDWARE		NOTES
OPENING NO	SIZE			MATL	GLAZ	TYPE	MATL	TYPE	DETAILS				GROUP NO	KEYSIDE RM NO	
	WIDTH	HEIGHT	THK						HEAD	JAMB	THRESH				
100	PAIR 3'-0"	7'-0"	1 3/4"	HM	G-2	D1	HM	F1	1A/a7.2	--	4C/a7.2	--	1	--	3, 4
101A	3'-8"	7'-0"	1 3/4"	HM	--	D1	HM	F1	1A/a7.2	--	4C/a7.2	--	3	101	1, 2, 3
101B	3'-0"	7'-0"	1 3/4"	ALUM	G-2	D2	ALUM	W1	--	1C/a7.2	3C/a7.2	--	2	--	1

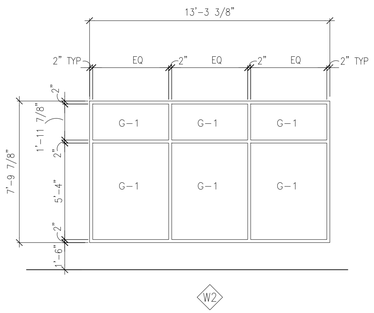
NOTES

1. SECURE ACCESS CONTROL DOOR WITH CARD READER
2. MAGNETIC HOLD OPEN REQUIRED
3. PAINT HM DOORS AND FRAMES PT-4. REFER TO SPEC SECTION 09900 PAINT SCHEDULE.
4. SALVAGED PANIC DEVICES TO BE INSTALLED



3B a9.1/a9.1 FRAME TYPES
1/4" = 1'-0"

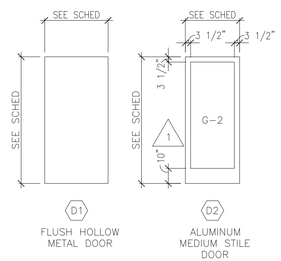




4B a9.1/a9.1 WINDOW TYPES
1/4" = 1'-0"

GLASS TYPE G-1 DATA:
U-FACTOR = .310 NFRC
SHADING COEFFICIENT (SHGC) = 0.54

GLASS TYPE G-2 DATA:
U-FACTOR = .310 NFRC
SHADING COEFFICIENT (SHGC) = 0.54



5C a9.1/a9.1 DOOR TYPES
1/4" = 1'-0"

LICENSED ARCHITECT
DENNIS W. LAFRANCE
NO. C-25353
REN. 4-30-09
OF CALIFORNIA

0 2' 4' 8'
1/4"=1'-0"

ARCHITECTURAL ALLIANCE INTERNATIONAL
964 FIFTH AVENUE, SUITE 509
SAN DIEGO, CALIFORNIA 92101
TELEPHONE 619-699-6923
FAX 619-544-1485

SPEC NO. 4065A	C.I.P. NO. 104065
REFERENCES 3047	
PROJECT MANAGER GUS ABADJIS	
CONTRACTOR	
CONSTRUCTION STARTED	
CONSTRUCTION COMPLETED	
COST	INSPECTOR

⚠ RECORD DRAWING REVISIONS	DATE	APPROVED
	12/31/08	
REVISIONS	DATE	APPROVED

SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY

SAN DIEGO INTERNATIONAL AIRPORT

SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY

DESIGNED	
DRAWN	GM
REVIEWED	EO

SAN DIEGO INTERNATIONAL AIRPORT

GATE 1A RECONFIGURATION
Corridor and Holdroom

DOOR AND FRAME SCHEDULE

COMM. NO.	2008063
SHEET NO.	A9.1
* DATUM *	NORTH AMERICAN VERTICAL DATUM 1988
DATE	12-31-08
SHEET	17 OF 47
DRAWING NO.	4065A
REV.	

TYPICAL ELECTRICAL SYMBOLS LIST

SYMBOL	DESCRIPTION
M_{ab}	CEILING MOUNTED MOTION SENSOR SWITCH.
M_{ab}	WALL MOUNTED MOTION SENSOR SWITCH.
PC_a	PHOTOCELL FOR DAYLIGHT CONTROL, "a" DENOTES PHOTOCELL CONNECTED TO FIXTURE WITH LABEL "a". MOUNTED AS PER PLAN.
$	SWITCH, SINGLE POLE, TOGGLE, MOUNT AT +48"UNO
$²	SWITCH, TWO POLE, TOGGLE, MOUNT AT +48" UNO
$ᴹ	SWITCH WITH "M" DENOTES MOTOR, "D" DENOTES DIMMER, "T" DENOTES FRACTIONAL HORSEPOWER MANUAL MOTER STARTER, "PL" DENOTES PILOT LIGHT. MOUNT AT +48" UNO.
$³	SWITCH, THREE WAY, TOGGLE, MOUNT AT +48" UNO
$ᴰ	DIMMER SWITCH, SLIDER TYPE UNO. MOUNT AT +48" UNO
$ᴷ	SWITCH, KEY OPERATED. MOUNT AT +48" UNO
$ᴹ	SWITCH, SINGLE POLE, TOGGLE FOR MOTOR, MOUNT AT +48" UNO
$ᵃᵇ	SWITCH, LETTERS INDICATING ab SWITCHING FOR DESIGNATED LIGHT FIXTURES CONTROLLED, MOUNT AT +48" UNO
	MOTOR CONTROLLER/DISCONNECT SWITCH.
	MOTOR CONTROLLER/DISCONNECT SWITCH FURNISHED WITH EQUIPMENT.
F	DISCONNECT SWITCH, F=FUSED, C=CIRCUIT BREAKER, BLANK=NON FUSED, RATING AND NO. OF POLES AS INDICATED ON DRAWINGS
	MOTOR, SIZE AND RATING AS INDICATED.
GFI	GFI DUPLEX RECEPTACLE WITH TEST & RESET BUTTONS. MOUNT AT +18" UNO.
	DUPLEX CONVENIENCE RECEPTACLE, MOUNT AT +18" UNO.
	SINGLE RECEPTACLE. MOUNT AT +18" UNO
	RECESSED FLOOR OUTLET– DEVICE(S) AS INDICATED.
J	JUNCTION BOX, SURFACE MOUNTED.
J	JUNCTION BOX, CONCEALED ABOVE CEILING
+42"	DEVICE MOUNTING HEIGHT (INDICATED ON PLAN). FINISH FLOOR TO CENTER
	PANEL, FLUSH MOUNTED IN WALL
	PANEL, SURFACE MOUNTED ON WALL
	CONDUIT CONCEALED IN WALL OR ABOVE CEILING.
	CONDUIT RISER UP
	CONDUIT RISER DOWN
	CONDUIT STUBOUT WITH BUSHINGS AS REQUIRED.
▲	*PHONE/DATA OUTLET. MOUNT AT +18" UNO. PROVIDE 2-GANG BACK BOX WITH SINGLE GANG PLASTER RING. ROUTE CONDUIT AND CABLING FROM BACK BOX TO POINT OF CONNECTION AS INDICATED.*
HD	HEAT DETECTOR, CEILING MOUNTED.
SD	SMOKE DETECTOR, CEILING MOUNTED.
TS	TAMPER SWITCH.
FS	FIRE ALARM RISER FLOW SWITCH
S	FIRE ALARM STROBE LIGHT, WALL MOUNTED. MOUNT 80" AFF OR 6" BELOW FINISHED CEILING, WHICHEVER IS LOWER.
F	FIRE ALARM HORN & STROBE LIGHT, WALL MOUNTED. MOUNT 80" AFF OR 6" BELOW FINISHED CEILING, WHICHEVER IS LOWER.
F	FIRE ALARM PULL STATION, WALL MOUNTED. MOUNT 48" AFF.
FS	FIRE ALARM SPEAKER.
D	SECURITY DOOR CONTACT.

SYMBOL	DESCRIPTION
5 / E6.0	SECTION DETAIL REFERENCE. SAMPLE DETAIL A ON SHEET E5.1
A / E5.1	LARGE SCALE PLAN DETAIL REFERENCE. SAMPLE DETAIL A ON SHEET E5.1
EF 2	MECHANICAL SCHEDULE REFERENCE. SEE SCHEDULE ON MECHANICAL DRAWINGS.
1	SHEET KEYNOTE. NOTE NUMBER AS DESIGNATED
	FLEXIBLE CONDUIT
PB–1,3	*HOMERUN TO PANELBOARD, SLASH MARKS INDICATE WIRE COUNTS. FEEDER OR CIRCUIT NUMBERS AS NOTED ON PLAN. NO SLASH MARKS INDICATE 2#12 + 1#12 GND IN 3/4"C UNO. 4#12 + 1#12 GND IN 3/4"C SHOWN.*
G	GROUNDING CONDUIT, OR WIRE
	SURFACE MOUNTED CYLINDER LIGHT FIXTURE.
	RECESSED/SURFACE MOUNT DOWNLIGHT/WALL WASH DOWNLIGHT. SEE FIXTURE SCHEDULE AND PLAN FOR TYPE.
	PENDANT MOUNTED LOWBAY LIGHT.
	HIBAY METAL HALIDE WITH GLASS REFLECTOR OVER LOBBY AREA. C/W CUSTOM SHADE (BY OTHERS).
	WALL SCONCE/WALL MOUNTED LIGHT FIXTURE.
	1' x 4' LIGHT FIXTURE RECESSED, C/W PRISMATIC LENS UNO.
	2'x4' LIGHT FIXTURE, RECESSED. C/W PRISMATIC LENSE UNO.
	WALL MOUNTED LIGHT FIXTURE.
	SHADED FIXTURES ARE CONNECTED TO EMERGENCY CIRCUIT
	MAIN RECEPTION LIGHT FIXTURE, POLE MOUNTED WITH SHADE
	4' LONG FLUORESCENT INDUSTRIAL STRIP LIGHT FIXTURE SURFACE MOUNTED UNO.
	4' LONG SURFACE MOUNTED STRIP LIGHT FIXTURE.
	2' LONG SURFACE MOUNTED STRIP LIGHT FIXTURE.
	2' LONG FLUORESCENT INDUSTRIAL STRIP LIGHT FIXTURE. SURFACE MOUNTED UNO.
	SURFACE MOUNTED FLOOD/SPOTLIGHT.
	EXIT SIGN. WALL MOUNTED. MOUNTING HEIGHT AS PER ARCHITECTURAL. WITH DIRECTIONAL ARROW IF REQUIRED, SEE PLAN FOR LOCATIONS.
	EXIT SIGN. CEILING MOUNTED. SINGLE OR DOUBLE SIDED AS PER PLAN. WITH DIRECTIONAL ARROW IF REQUIRED, SEE PLAN FOR LOCATIONS.
	CEILING/WALL TRACKLIGHT. SEE FIXTURE SCHEDULE FOR MOUNTING TYPE. SEE PLAN FOR NUMBER OF TRACK HEADS AND TRACK LENGTH
D (TYP)	LIGHT FIXTURE SCHEDULE REFERENCE TAG, TYPE "D" OR AS INDICATED ON PLAN. SEE LIGHT FIXTURE SCHEDULE FOR FIXTURE TYPES. TYP. INDICATES TYPICAL FIXTURE PER ROOM OR AREA AS PER PLAN
1ab / A / 1ab	*LINEAR SUSPENDED FIXTURE, SEE SCHEDULE FOR TYPE. EXAMPLE FIXTURE TYPE "A" DENOTES 2–4 FOOT SECTIONS WITH a,b SWITCHING ON CIRCUIT 1. SEE PLAN FOR CIRCUIT AND FIXTURE LENGTHS.*
	LINEAR WALLWASH LIGHT, WALL MOUNTED. LENGTH AS PER PLAN AND FIXTURE SCHEDULE.
	STEP OR PATHWAY LIGHT. SEE SCHEDULE FOR TYPE AND MOUNTING.
	IN–GRADE UPLIGHT. SEE SCHEDULE FOR TYPES.
	IN–GRADE CROSSWALK SIGNAL LIGHT. ARROW INDICATES LIGHT DIRECTION. SEE SCHEDULE FOR TYPE AND MOUNTING.

TYPICAL ABBREVIATIONS

AFF	ABOVE FINISHED FLOOR
ATS	AUTOMATIC TRANSFER SWITCH
C	CONDUIT
C.O.	CONDUIT ONLY
C/W	COMPLETE WITH.
CU	COPPER
EF	EXHAUST FAN
EVIDS	ELECTRONIC VISUAL INFORMATION DISPLAY SYSTEM.
FIDS	FLIGHT INFO DISLAY SYSTEM
FACP	FIRE ALARM CONTROL PANEL
GFI	GROUND FAULT INTERRUPTER
GND	GROUND
KS	KNEE SPACE
LV	LOW VOLTAGE.
MTD	MOUNTED
PNL	PANELBOARD
SDCRAA	SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY
SWBD	SWITCHBOARD
TYP	TYPICAL
UNO	UNLESS NOTED OTHERWISE
WP	WEATHERPROOF

NOTE:

THE TERM PROVIDE SHALL BE UNDERSTOOD AS PROVIDE & INSTALL. ALL EQUIPMENT INDICATED ON ELECTRICAL PLANS AND NOT NOTED AS PROVIDED BY OTHERS SHALL BE PROVIDED UNDER THE SCOPE OF THIS PROJECT.

LIGHTING FIXTURE SCHEDULE

MARK	MANUFACTURER	CAT. NO.	LAMPS	MOUNTING	VOLTS	WATTS	REMARKS
A	*LITHONIA GOTHAM SERIES*	*AF142TRT8 AR120*	*(1) 42W TRT*	*RECESSED*	*120*	*46*	
AE	*LITHONIA GOTHAM SERIES*	*AF142TRT8 AR120EL*	*(1) 42W TRT*	*RECESSED*	*120*	*46*	*PROVIDE FIXTURE WITH FACTORY INSTALLED EMERGENCY POWER BATTERY PACK WITH CHARGER, INVERTER AND TEST SWITCH.*
E	*LIGHTOLIER QUANTUM SERIES*	*LQMSW1G 120/277ELN*	*LED*	*SURFACE*	*120*	*.05*	*PROVIDE FIXTURE WITH FACTORY INSTALLED EMERGENCY POWER BATTERY PACK WITH CHARGER, INVERTER AND TEST SWITCH.*
1 RFI 002	*LITHONIA*	*L81/41FTRT801 AZ1520*	*(1) 42W TRT*	*RECESSED*	*120*	*46*	

REGISTERED PROFESSIONAL ENGINEER · NEAL ALAGIA · NO. 13829 Exp: 6/30/10 · ELECTRICAL · STATE OF CALIFORNIA

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SPEC NO.	4065A
C.I.P. NO.	104065
REFERENCES	3047
PROJECT MANAGER	GUS ABADJIS
CONTRACTOR	
CONSTRUCTION STARTED	
CONSTRUCTION COMPLETED	
COST	
INSPECTOR	

REVISIONS	DATE	APPROVED
1 RECORD DRAWING REVISIONS	12/31/08	

SAN DIEGO INTERNATIONAL AIRPORT
SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY

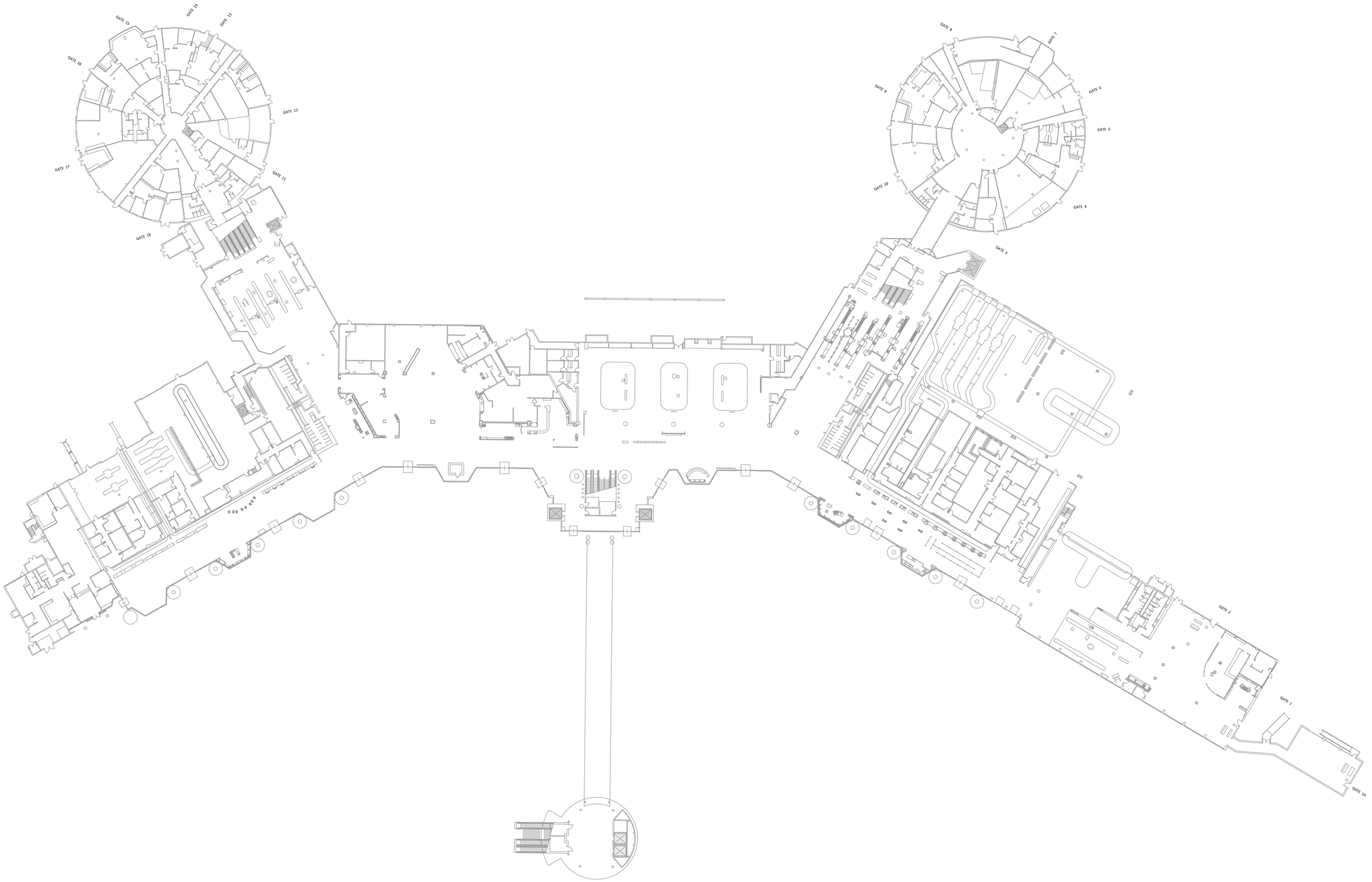
DESIGNED	
DRAWN	
REVIEWED	

SAN DIEGO INTERNATIONAL AIRPORT

GATE 1A RECONFIGURATION
Corridor and Holdroom

SYMBOL LEGEND, LIGHTING FIXTURE SCHEDULE, ABBREVIATIONS

COMM. NO.	2008063
SHEET NO.	E1.01
* DATUM *	NORTH AMERICAN VERTICAL DATUM 1988
DATE	12-31-08
SHEET	39 OF 47
DRAWING NO.	4065A
REV.	



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ISSUED BY FACILITIES DEVELOPMENT DEPARTMENT

REVISIONS	DATE	APPROVED

SAN DIEGO INTERNATIONAL AIRPORT

SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY

DRAWN : FDD TECH SERVICES

CHECKED : -

APPROVED : -

SAN DIEGO INTERNATIONAL AIRPORT

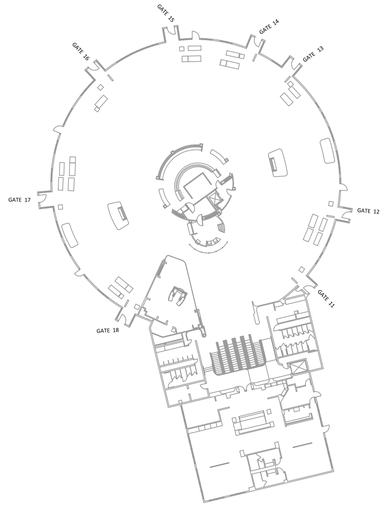
TERMINAL 1, FRIST FLOOR

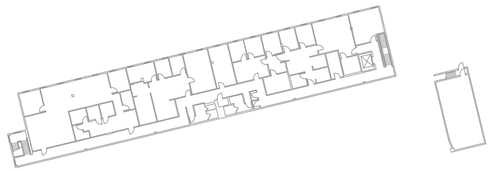
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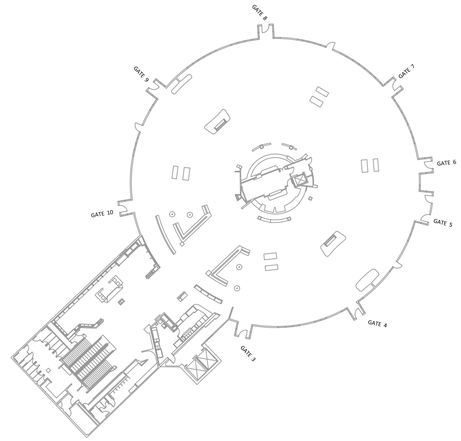
SCALE : 1" = 40'

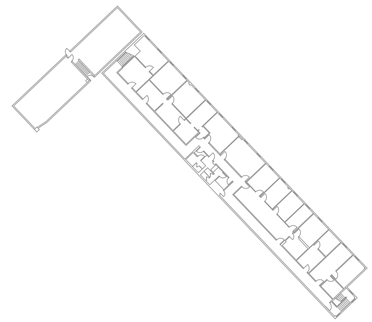
EXHIBIT

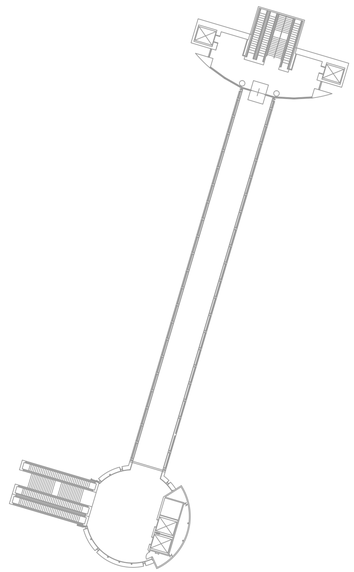
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INFORMATION ONLY

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ISSUED BY FACILITIES DEVELOPMENT DEPARTMENT

REVISIONS	DATE	APPROVED

SAN DIEGO INTERNATIONAL AIRPORT

SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY

DRAWN : FDD TECH SERVICES

CHECKED : -

APPROVED : -

SAN DIEGO INTERNATIONAL AIRPORT

TERMINAL 1, SECOND FLOOR

DATE : 1/17/2018

SCALE : 1" = 40'

EXHIBIT

PATH Z:\MIKE\$$Projects\$Work_People\Lynda Tamura\Current Conditions\T1 FloorPlans F2.dwg



Plate 1

Ca. 1966 Aerial Photograph of Terminal 1 During Construction, Facing East

Lindbergh Field Air Terminal

(Photograph courtesy of the San Diego Air and Space Museum)

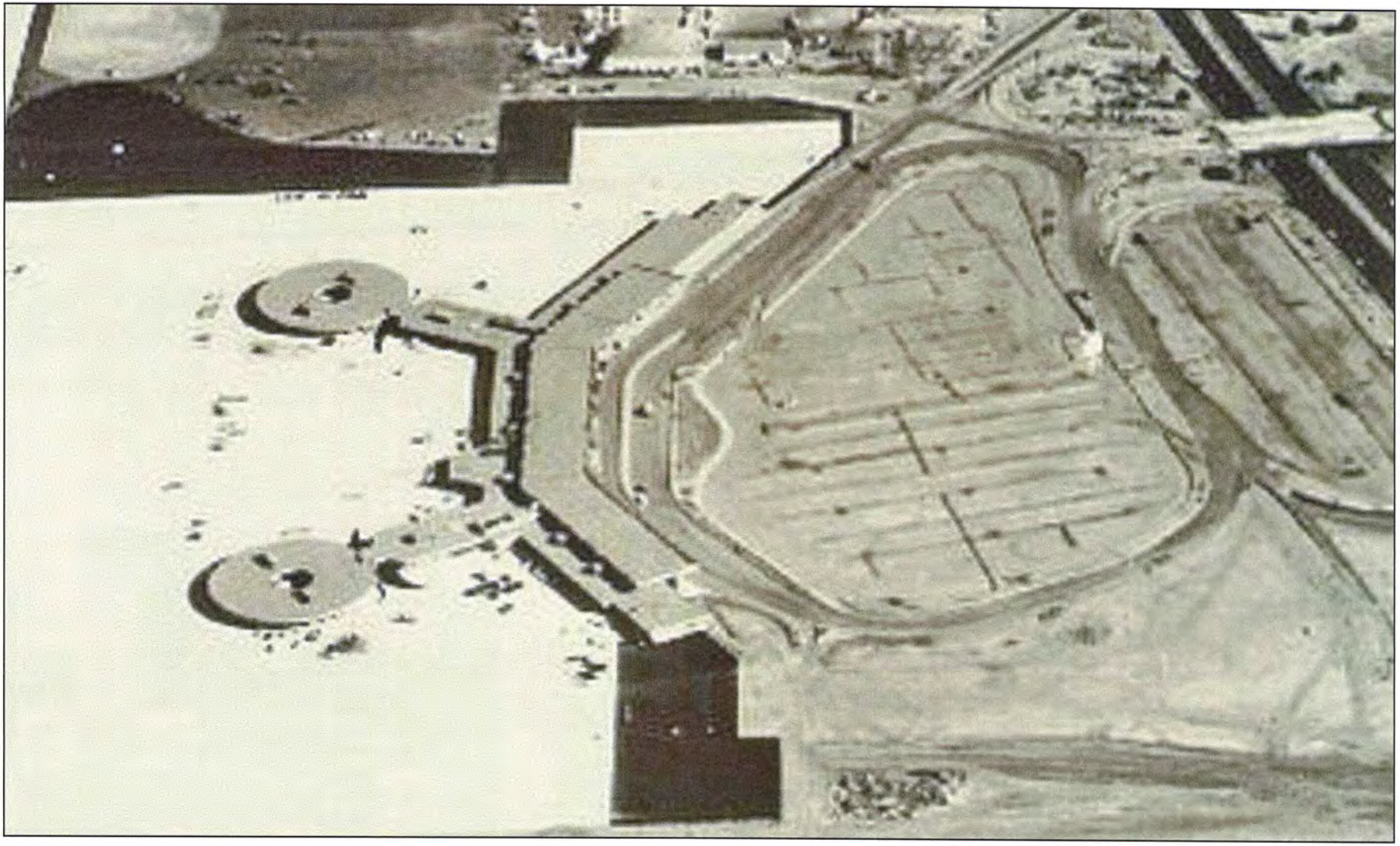


Plate 2

1967 Aerial Photograph of Terminal 1, Facing East

Lindbergh Field Air Terminal

(Photograph courtesy of the San Diego Air and Space Museum)



Plate 3

1967 Photograph of the Terminal 1 Interior Public Concourse

Lindbergh Field Air Terminal

(Photograph courtesy of the San Diego Air and Space Museum)



Plate 4

1968 View of the Primary (South) Façade of Terminal 1, Facing Northwest

Lindbergh Field Air Terminal

(Photograph courtesy of the San Diego Air and Space Museum)



Plate 5

1968 Photograph of the Terminal 1 Interior Public Concourse

Lindbergh Field Air Terminal

(Photograph courtesy of the San Diego Air and Space Museum)

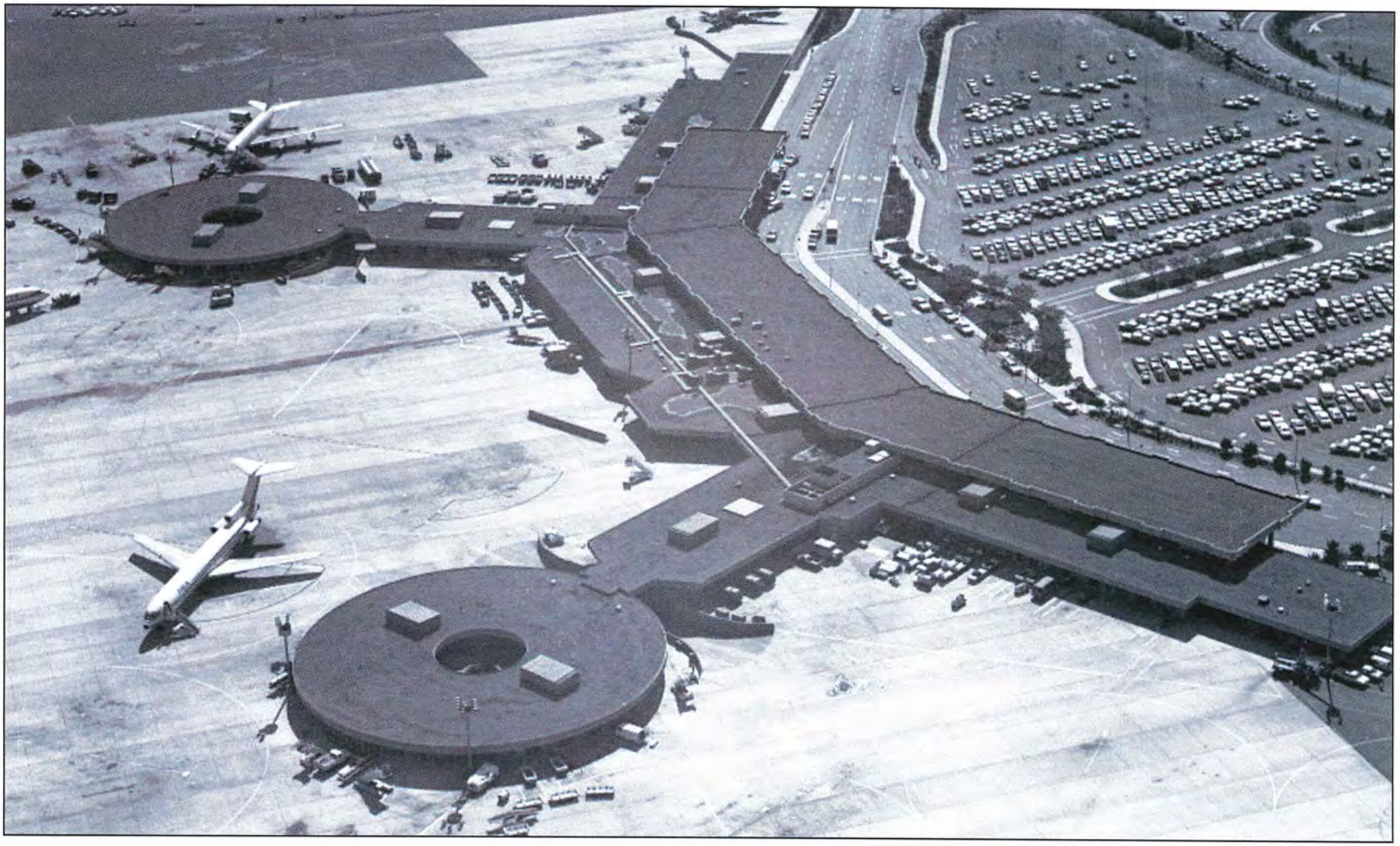
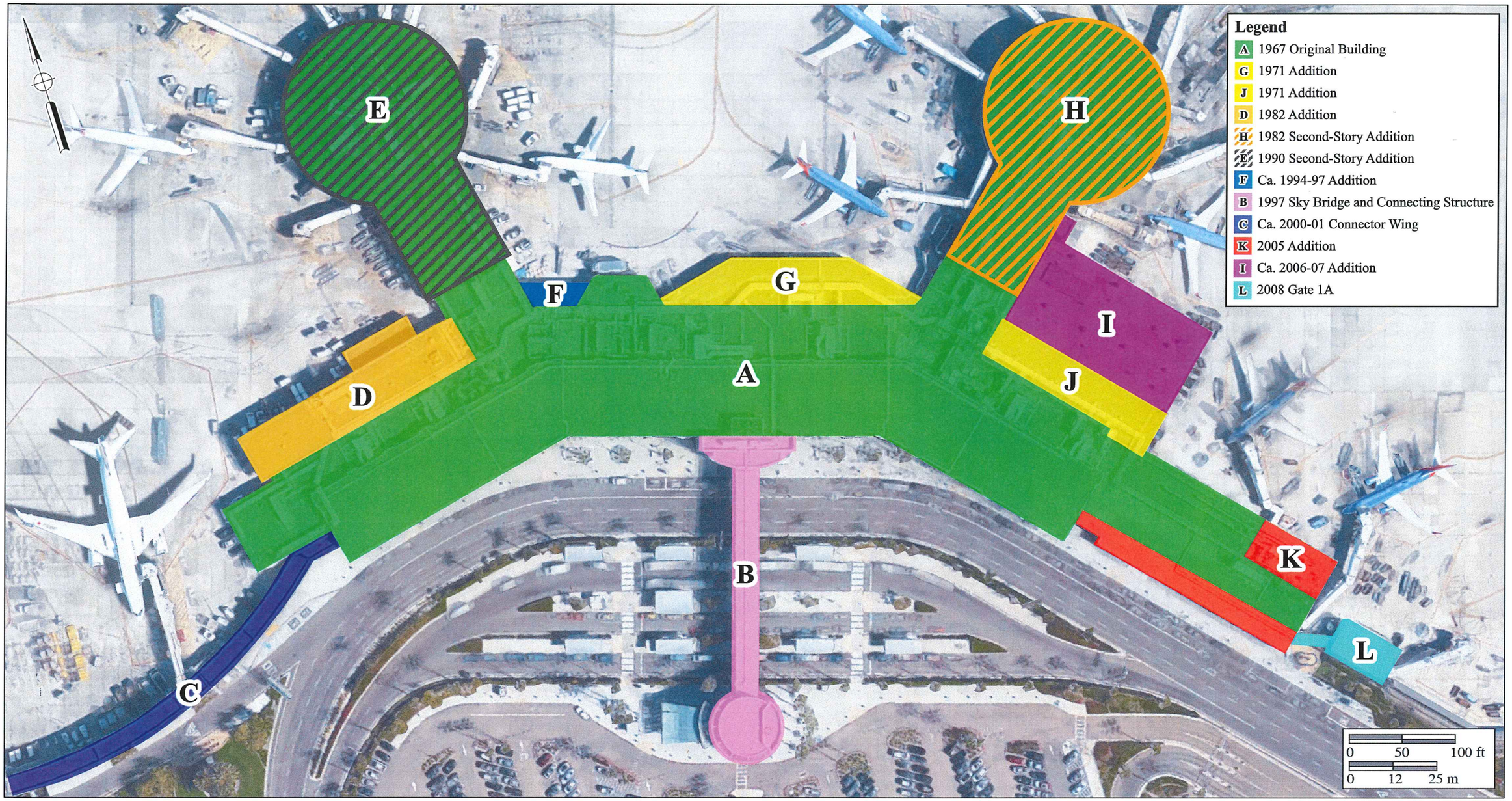


Plate 6

1970 Aerial Photograph of Terminal 1, Facing Southeast

Lindbergh Field Air Terminal

(Photograph courtesy of the San Diego Air and Space Museum)



Legend

- A 1967 Original Building
- G 1971 Addition
- J 1971 Addition
- D 1982 Addition
- H 1982 Second-Story Addition
- E 1990 Second-Story Addition
- F Ca. 1994-97 Addition
- B 1997 Sky Bridge and Connecting Structure
- C Ca. 2000-01 Connector Wing
- K 2005 Addition
- I Ca. 2006-07 Addition
- L 2008 Gate 1A

Brian F. Smith & Associates, Inc. · Archaeology · History · Paleontology · Biology

Site Plan for Terminal 1

Lindbergh Field Air Terminal

HISTORIC AMERICAN BUILDINGS SURVEY

INDEX TO PHOTOGRAPHS

LINBERGH FIELD AIR TERMINAL (Terminal 1) HABS No.
3225 North Harbor Drive
San Diego
San Diego County
California

INDEX TO BLACK AND WHITE PHOTOGRAPHS

Ryan B. Anderson, Photographer, November 2017

_____-1 SOUTH FAÇADE OF SECTION A, FACING NORTHEAST

_____-2 SOUTH FAÇADE OF SECTION A, FACING NORTH

_____-3 SECTION A, FACING NORTHEAST

_____-4 SOUTHEAST CORNER OF SECTION K, FACING NORTHWEST

_____-5 SECTION B, FACING WEST

_____-6 NORTH FAÇADE OF SECTION L, FACING SOUTHWEST

_____-7 SECTIONS A AND K, FACING SOUTHWEST

_____-8 SECTIONS I AND J, FACING SOUTHWEST

_____-9 SECTIONS A, I, AND J, FACING SOUTHWEST

_____-10 SECTION E, FACING SOUTHEAST

_____-11 SECTION H, FACING SOUTH

_____-12 SECTION E, FACING SOUTH

_____-13 SECTIONS G AND H, FACING SOUTH

_____-14 SECTIONS A, F, AND G, FACING SOUTHWEST

_____-15 SECTION E, FACING WEST

_____-16 SECTION E, FACING SOUTHWEST

_____-17 SECTION E, FACING SOUTHEAST

_____-18 SECTION E, FACING EAST

_____-19 SECTIONS A, D, AND E, FACING SOUTHEAST

_____-20 SECTIONS A AND D, FACING SOUTH

_____-21 INTERIOR OF THE WEST WING OF SECTION A, FACING NORTHEAST

_____-22 INTERIOR OF SECTION A, FACING NORTH

_____-23 INTERIOR OF SECTION E, FACING NORTH

_____-24 INTERIOR OF SECTION H, FACING NORTHEAST

_____-25 INTERIOR OF SECTION H, FACING WEST

HISTORIC AMERICAN BUILDING SURVEY
SEE INDEX TO PHOTOGRAPHS FOR CAPTION

HABS No. _____-1



HISTORIC AMERICAN BUILDING SURVEY
SEE INDEX TO PHOTOGRAPHS FOR CAPTION

HABS No. _____-2



HISTORIC AMERICAN BUILDING SURVEY
SEE INDEX TO PHOTOGRAPHS FOR CAPTION

HABS No. _____-3



HISTORIC AMERICAN BUILDING SURVEY
SEE INDEX TO PHOTOGRAPHS FOR CAPTION

HABS No. _____-4



HISTORIC AMERICAN BUILDING SURVEY
SEE INDEX TO PHOTOGRAPHS FOR CAPTION

HABS No. _____-5



HISTORIC AMERICAN BUILDING SURVEY
SEE INDEX TO PHOTOGRAPHS FOR CAPTION

HABS No. _____-6



HISTORIC AMERICAN BUILDING SURVEY
SEE INDEX TO PHOTOGRAPHS FOR CAPTION

HABS No. _____-7



HISTORIC AMERICAN BUILDING SURVEY
SEE INDEX TO PHOTOGRAPHS FOR CAPTION

HABS No. _____-8



HISTORIC AMERICAN BUILDING SURVEY
SEE INDEX TO PHOTOGRAPHS FOR CAPTION

HABS No. _____-9



HISTORIC AMERICAN BUILDING SURVEY
SEE INDEX TO PHOTOGRAPHS FOR CAPTION

HABS No. _____-10



HISTORIC AMERICAN BUILDING SURVEY
SEE INDEX TO PHOTOGRAPHS FOR CAPTION

HABS No. _____-11



HISTORIC AMERICAN BUILDING SURVEY
SEE INDEX TO PHOTOGRAPHS FOR CAPTION

HABS No. _____-12



HISTORIC AMERICAN BUILDING SURVEY
SEE INDEX TO PHOTOGRAPHS FOR CAPTION

HABS No. _____-13



HISTORIC AMERICAN BUILDING SURVEY
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HABS No. _____-14



HISTORIC AMERICAN BUILDING SURVEY
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HABS No. _____-15



HISTORIC AMERICAN BUILDING SURVEY
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HABS No. _____-16



HISTORIC AMERICAN BUILDING SURVEY
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HABS No. _____-17



HISTORIC AMERICAN BUILDING SURVEY
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HISTORIC AMERICAN BUILDING SURVEY
SEE INDEX TO PHOTOGRAPHS FOR CAPTION

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HISTORIC AMERICAN BUILDING SURVEY
SEE INDEX TO PHOTOGRAPHS FOR CAPTION

HABS No. _____-20



HISTORIC AMERICAN BUILDING SURVEY
SEE INDEX TO PHOTOGRAPHS FOR CAPTION

HABS No. _____-21



HISTORIC AMERICAN BUILDING SURVEY
SEE INDEX TO PHOTOGRAPHS FOR CAPTION

HABS No. _____-22



HISTORIC AMERICAN BUILDING SURVEY
SEE INDEX TO PHOTOGRAPHS FOR CAPTION

HABS No. _____-23



HISTORIC AMERICAN BUILDING SURVEY
SEE INDEX TO PHOTOGRAPHS FOR CAPTION

HABS No. _____-24



HISTORIC AMERICAN BUILDING SURVEY
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HABS No. _____-25

