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## **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.<sup>1</sup> 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

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<sup>1</sup> *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.”<sup>2</sup> Prior to designing Terminal 1, Paderewski, Dean & Associates specialized in schools, office buildings, high-rise apartments, and buildings for the Navy.<sup>3</sup> 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.<sup>4</sup> 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.”<sup>5</sup> 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.<sup>6</sup>
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.<sup>7</sup> 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.<sup>8</sup> 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.<sup>9</sup> 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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<sup>2</sup> *San Diego Union*, Local Briefs: Airport Terminal Planners Chosen, San Diego, California (October 9, 1963).

<sup>3</sup> *San Diego Union*, Realty Roundup: Year Ahead Looks Promising, San Diego, California (January 3, 1965).

<sup>4</sup> Modern San Diego, “C.J. ‘Pat’ Paderewski (1908-2007), Paderewski, Mitchell and Dean,” <http://www.modernsandiego.com/Paderewski.html> (November 9, 2015).

<sup>5</sup> 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.

<sup>6</sup> *San Diego Union*, Architect Achieves Art and Economy at Airport, San Diego, California (February 7, 1967).

<sup>7</sup> 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.

<sup>8</sup> Katrina Pescador, Alan Renga, Pamela Gay, and the San Diego Air and Space Museum, *Images of Aviation: San Diego International Airport, Lindbergh Field*, 114.

<sup>9</sup> 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.<sup>10</sup>

- 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,”<sup>11</sup> 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.”<sup>12</sup> It was decided that the airport needed to be “flexible, capable of expansion without limiting the aesthetic qualities,”<sup>13</sup> 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.<sup>14</sup> 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.<sup>15</sup>

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'.<sup>16</sup>

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

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<sup>10</sup> *San Diego Union*, Terminal Facility to be Dedicated, San Diego, California (February 7, 1967).

<sup>11</sup> San Diego Unified Port District, Port of San Diego Unified Port District Annual Report, 1965-66:15.

<sup>12</sup> *San Diego Union*, Architect Achieves Art and Economy at Airport, X-8.

<sup>13</sup> San Diego Unified Port District, Port of San Diego Unified Port District Annual Report, 1965-66:15.

<sup>14</sup> *San Diego Union*, Architect Achieves Art and Economy at Airport, X-8.

<sup>15</sup> *San Diego Union*, Terminal Facility to be Dedicated, X-18.

<sup>16</sup> 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.<sup>17</sup> 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.

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<sup>17</sup> 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.<sup>18</sup>

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.<sup>19</sup> 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.<sup>20</sup> 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.”<sup>21</sup>

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.<sup>22</sup> 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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<sup>18</sup> Richard F. Pourade, *City of the Dream*, The History of San Diego Volume 7, Union-Tribune Publishing Company, San Diego, 1977.

<sup>19</sup> 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.

<sup>20</sup> San Diego Unified Port District, Port of San Diego Unified Port District Annual Report, 1966-67:99.

<sup>21</sup> *San Diego Union*, Air Terminal Previewed, San Diego, California (February 7, 1967).

<sup>22</sup> 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<sup>23</sup>, 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<sup>24</sup>, 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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<sup>23</sup> City of San Diego, *San Diego Modernism Historic Context Statement*, submitted to the State of California Office of Historic Preservation, 2007.

<sup>24</sup> 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.<sup>25</sup> 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

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<sup>25</sup> *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<sup>26</sup>, 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

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<sup>26</sup> *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.<sup>27</sup>

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

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

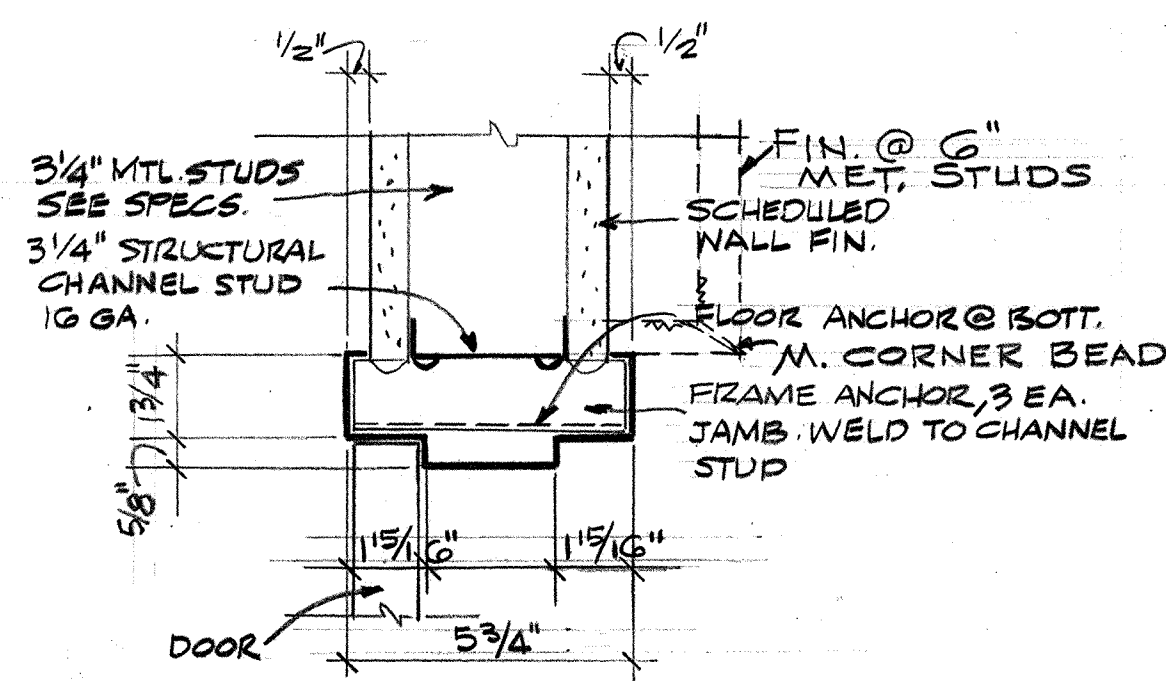


DOOR NO.	TYPE	DIMENSIONS			CONSTRUCTION		DETAILS				REMARKS	DOOR NO.	TYPE	DIMENSIONS			CONSTRUCTION		DETAILS				REMARKS
		WIDTH	HEIGHT	THICK	FRAME	DOOR	HEAD	JAMB	JAMB	SILL				WIDTH	HEIGHT	THICK	FRAME	DOOR	HEAD	JAMB	JAMB	SILL	
E-11	F	9'-0"	7'-0"	—	STL.	STL.	A 67	B 67	C 67	D 67	OVERHEAD												
E-12	O	3'-0"	7'-0"	1 3/4"	STL.	P.L.	V 66	A 63	A 63	H 66													
E-13	O	3'-0"	7'-0"	1 3/4"	STL.	P.L.	V 66	A 63	K 66	H 66													
E-14	O	3'-0"	7'-0"	1 3/4"	STL.	P.L.	V 66	A 63	A 63	H 66													
E-15	O	3'-0"	7'-0"	1 3/4"	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'-5 1/2"	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 68	ROLL-UP *DIMENSIONS GIVEN												
F-11	J	*9'-8"	*8'-0"	—	STL.	STL.	J 68	H 68	H 68	K 68	ROLL-UP ARE FOR FRAMED OPENING												
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"	1 3/4"	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"	1 3/4"	STL.	P.L.	A 63	J 66	M 66	H 66													
F-18	D	3'-0"	7'-0"	1 3/4"	STL.	P.L.	A 63	A 63	K 66	H 66													
F-19	D	2'-6"	7'-0"	1 3/4"	STL.	P.L.	A 63	K 66	A 63	H 66													
F-20	D	2'-6"	7'-0"	1 3/4"	STL.	P.L.	A 63	M 66	A 63	H 66													
F-21	D	3'-0"	7'-0"	1 3/4"	STL.	P.L.	G 66	J 66	M 66	H 66													
F-22	D	3'-0"	7'-0"	1 3/4"	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													

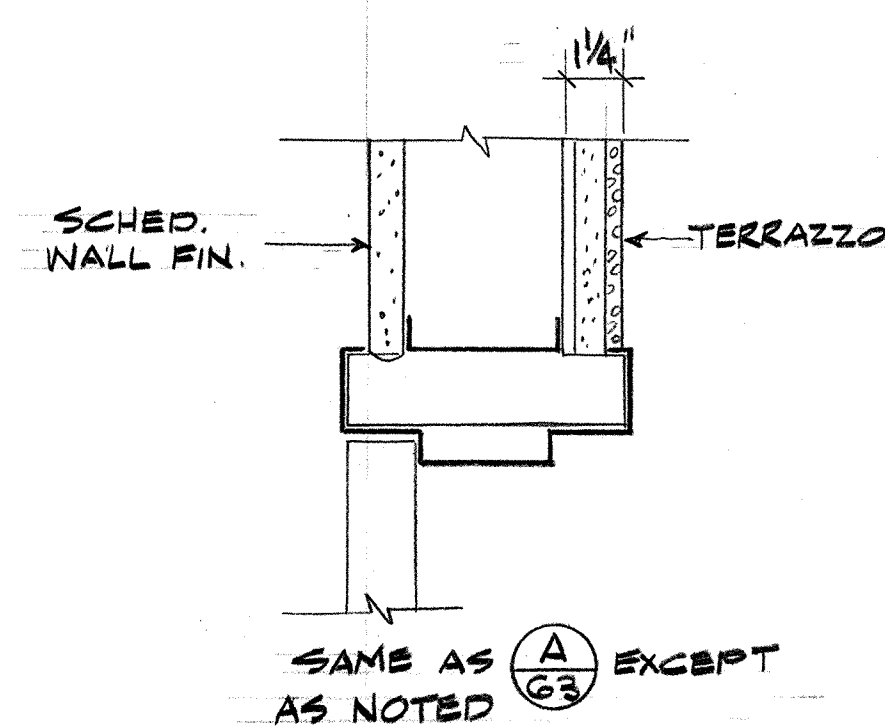
<b>San Diego International Air Terminal</b> Lindbergh Field	* DATUM * MEAN LOWER LOW WATER
	SHEET <b>62</b> OF <b>171</b>
<b>DOOR SCHEDULE</b>	<b>704</b>

# AS BUILT

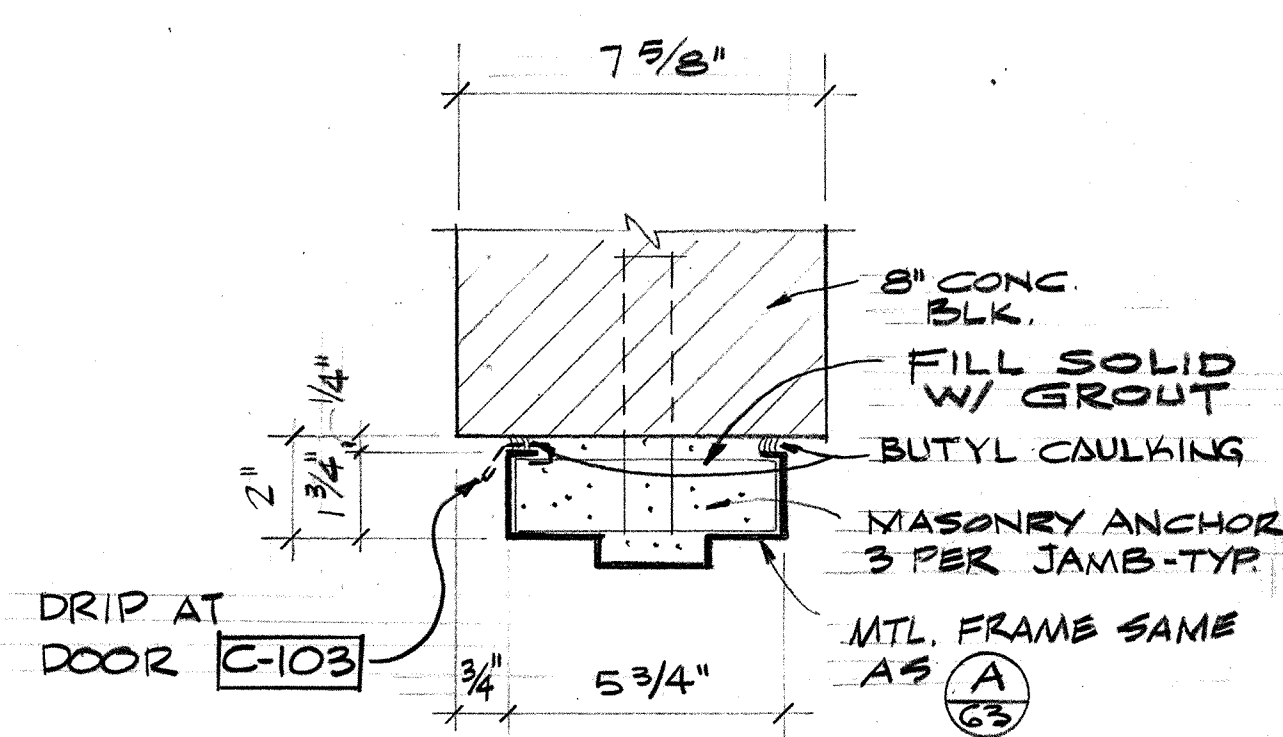




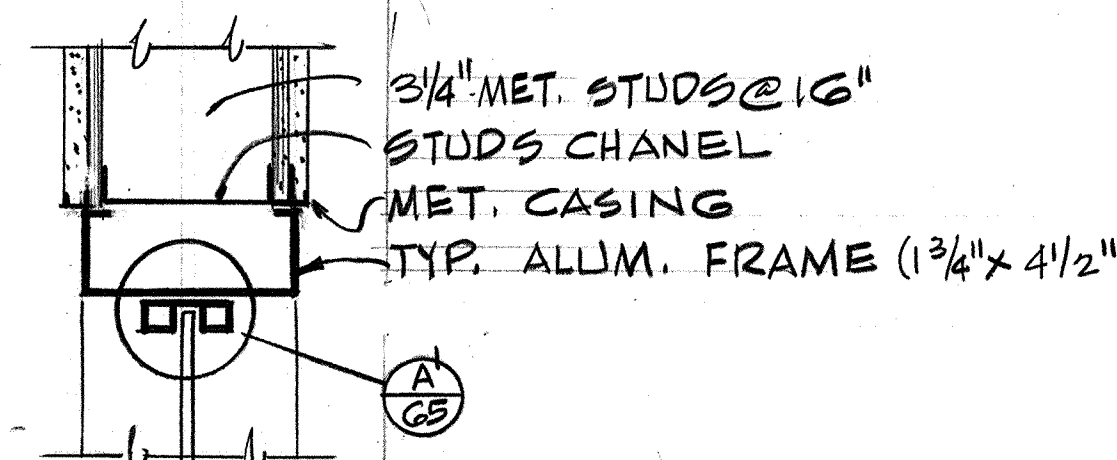
TYP. DOOR JAMB INT.  
(HEAD SIMILAR)



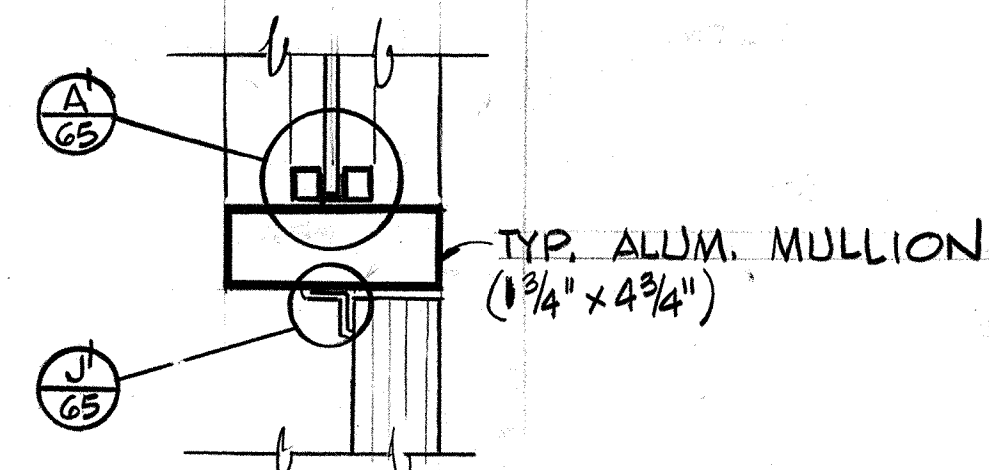
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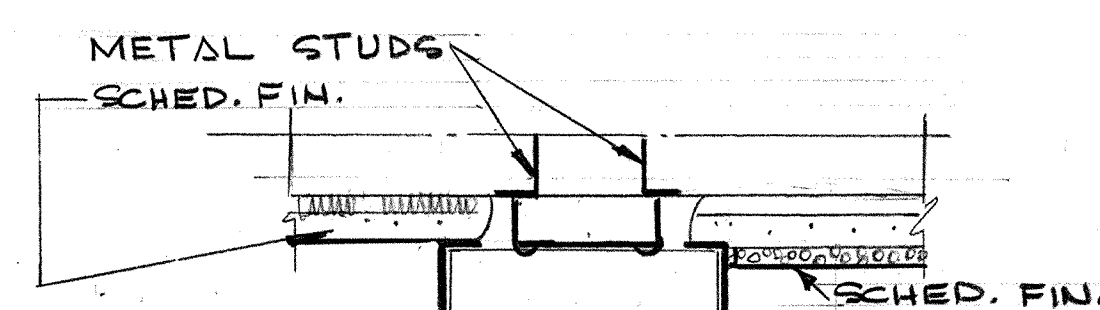
TYP. JAMB @ MASONRY  
HEAD SIMILAR



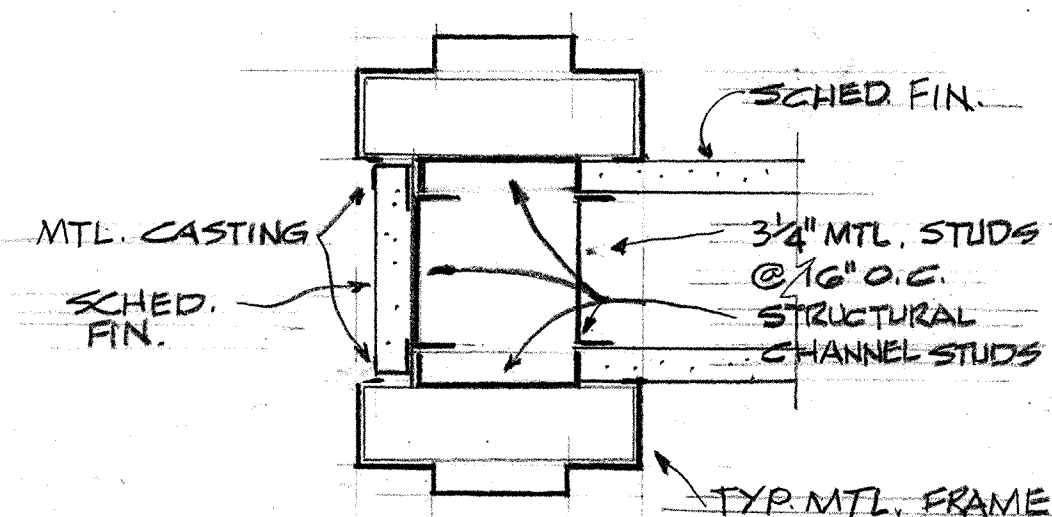
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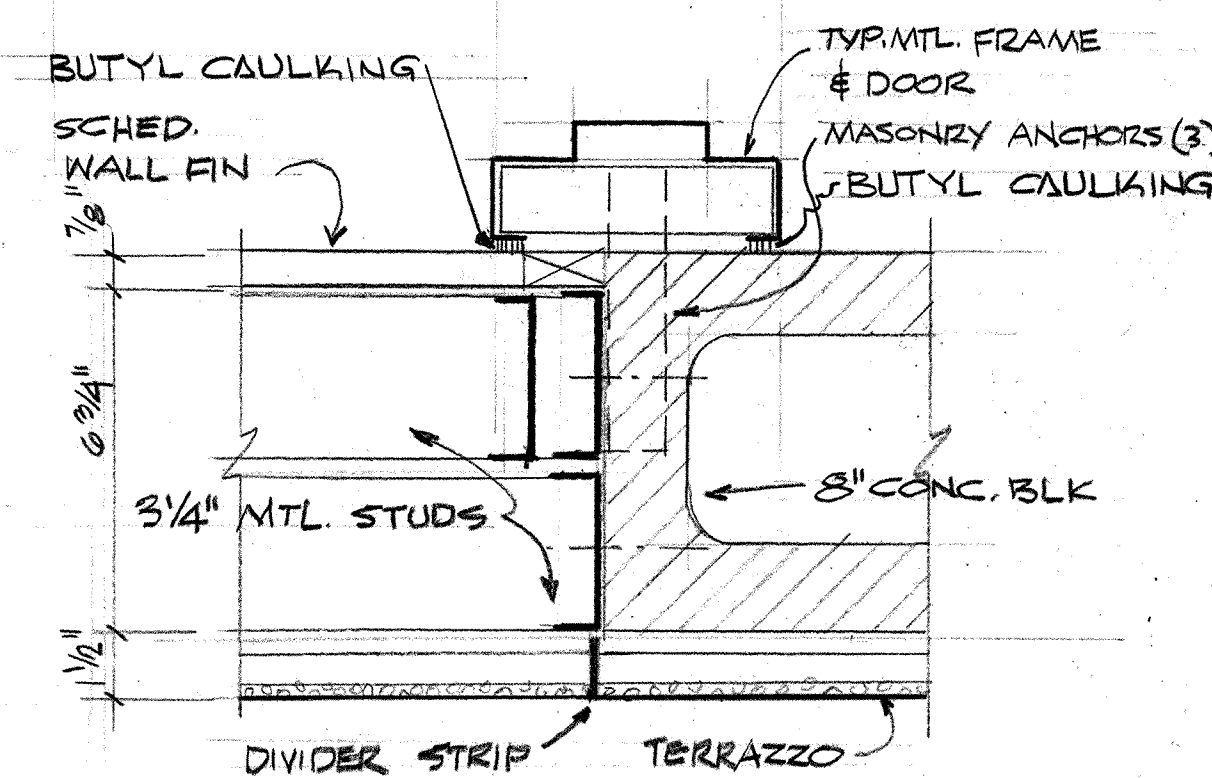
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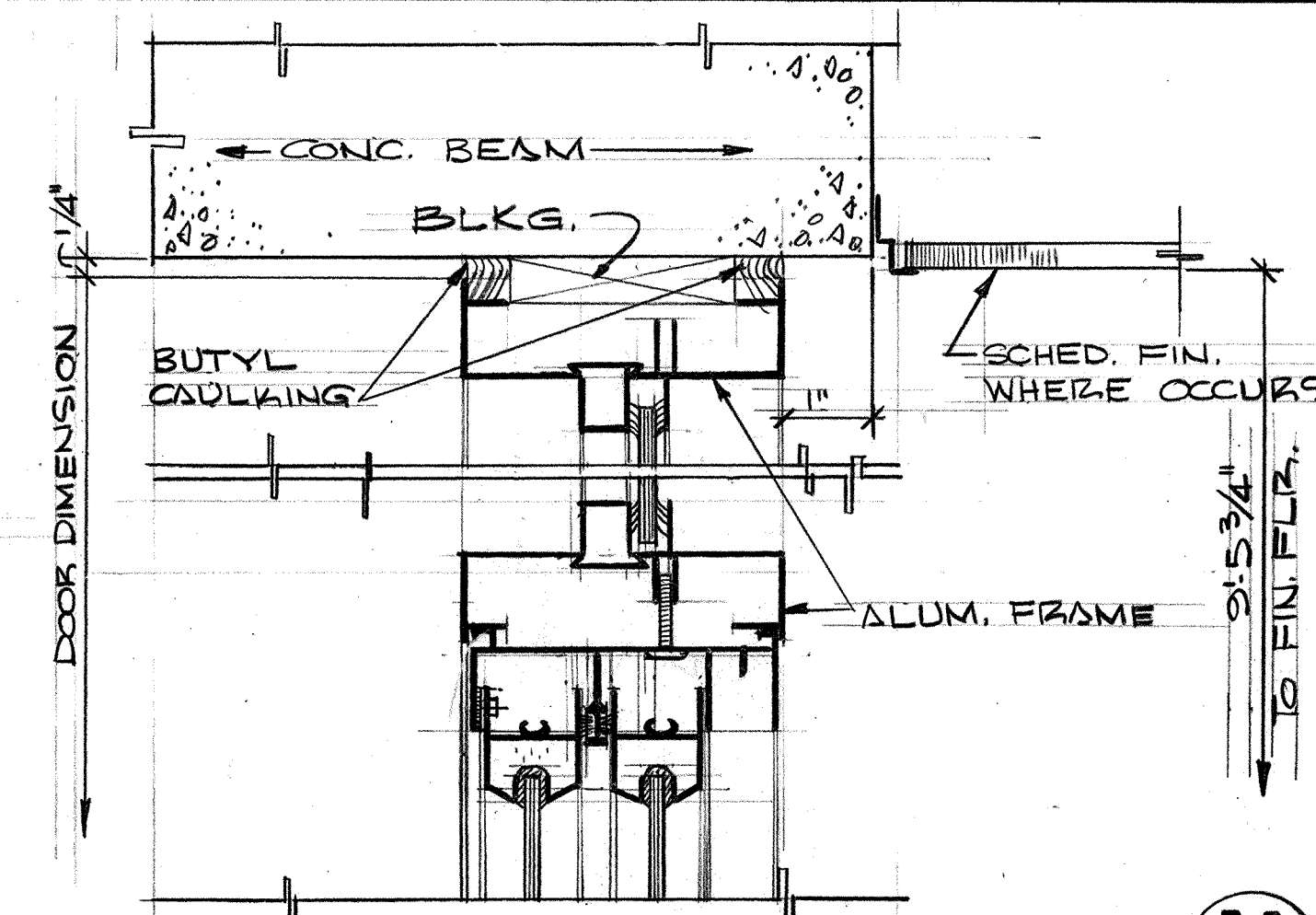
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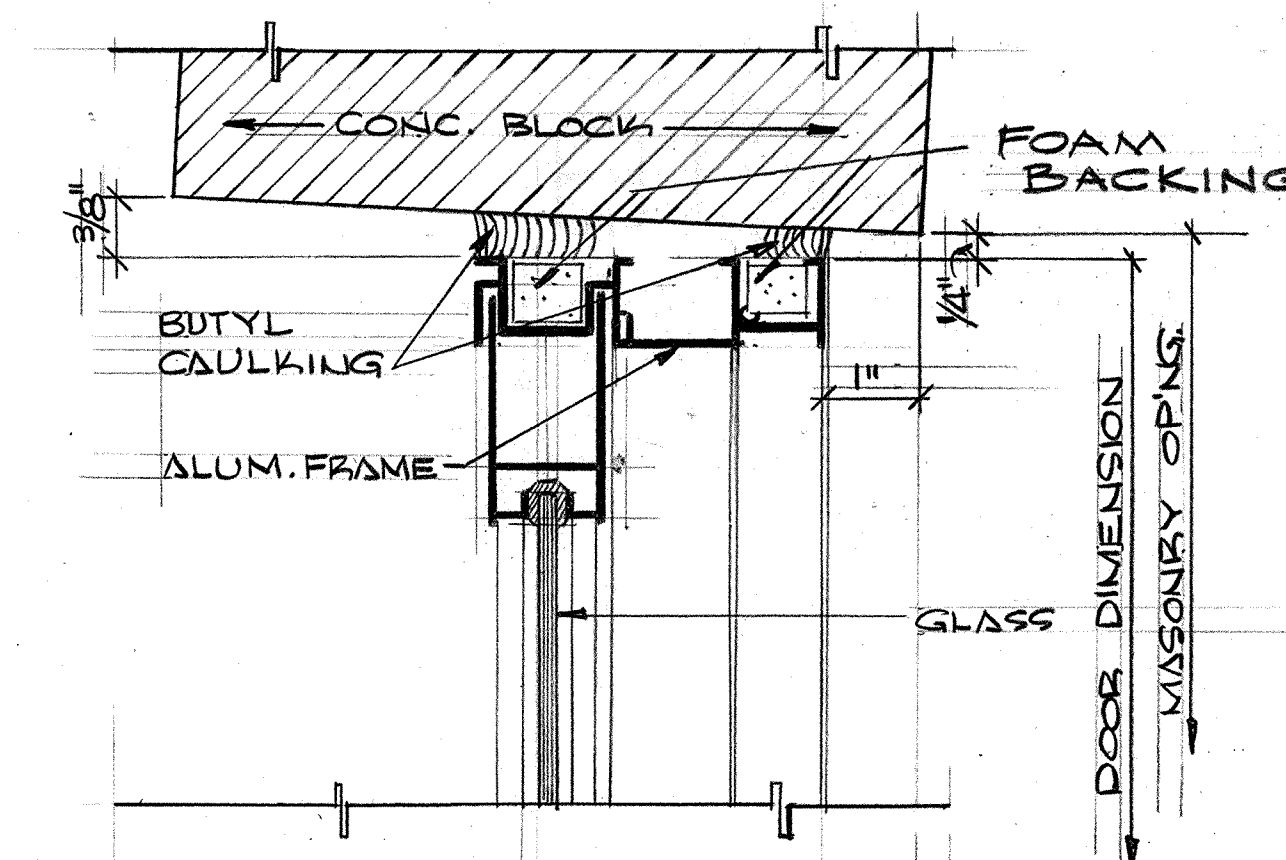
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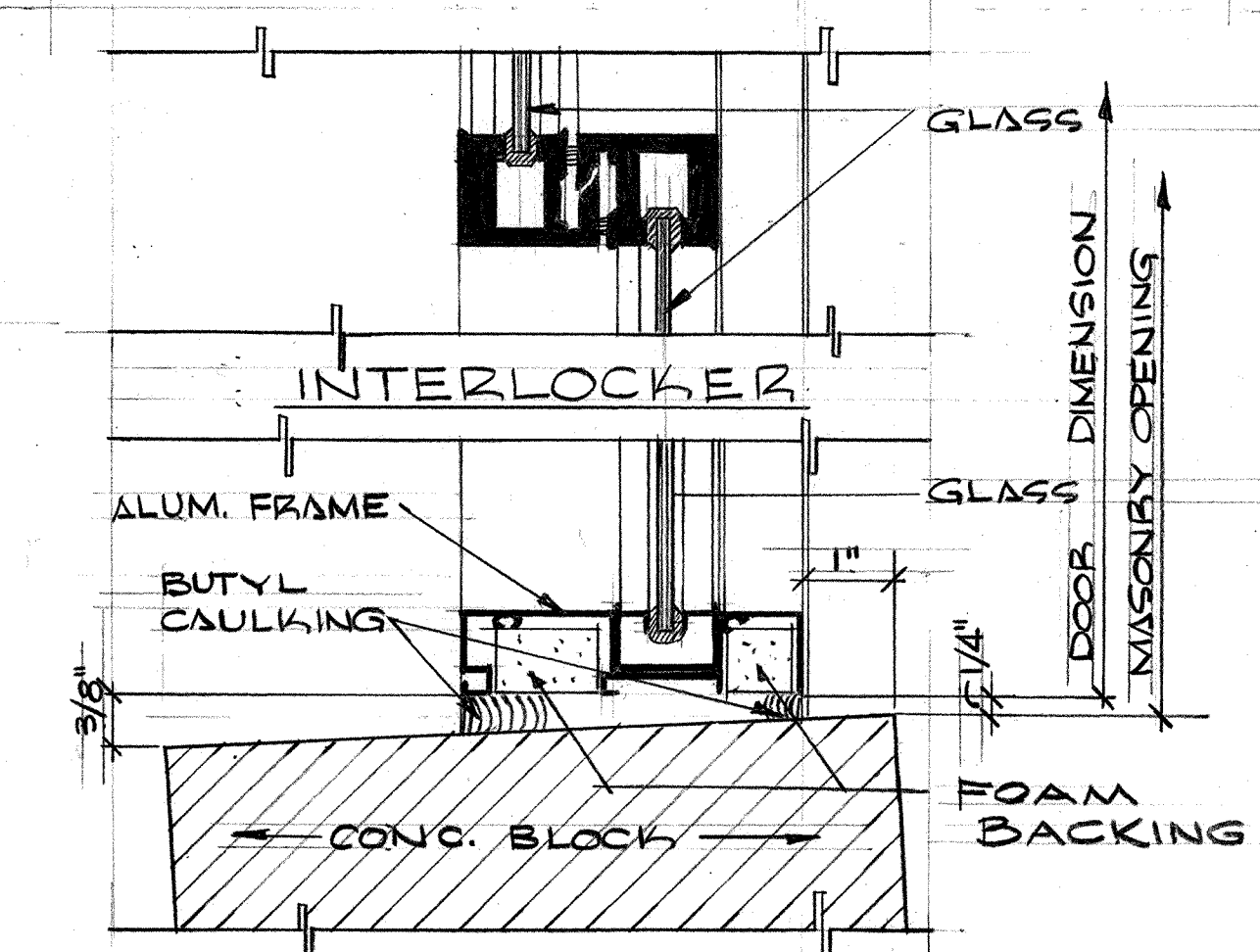
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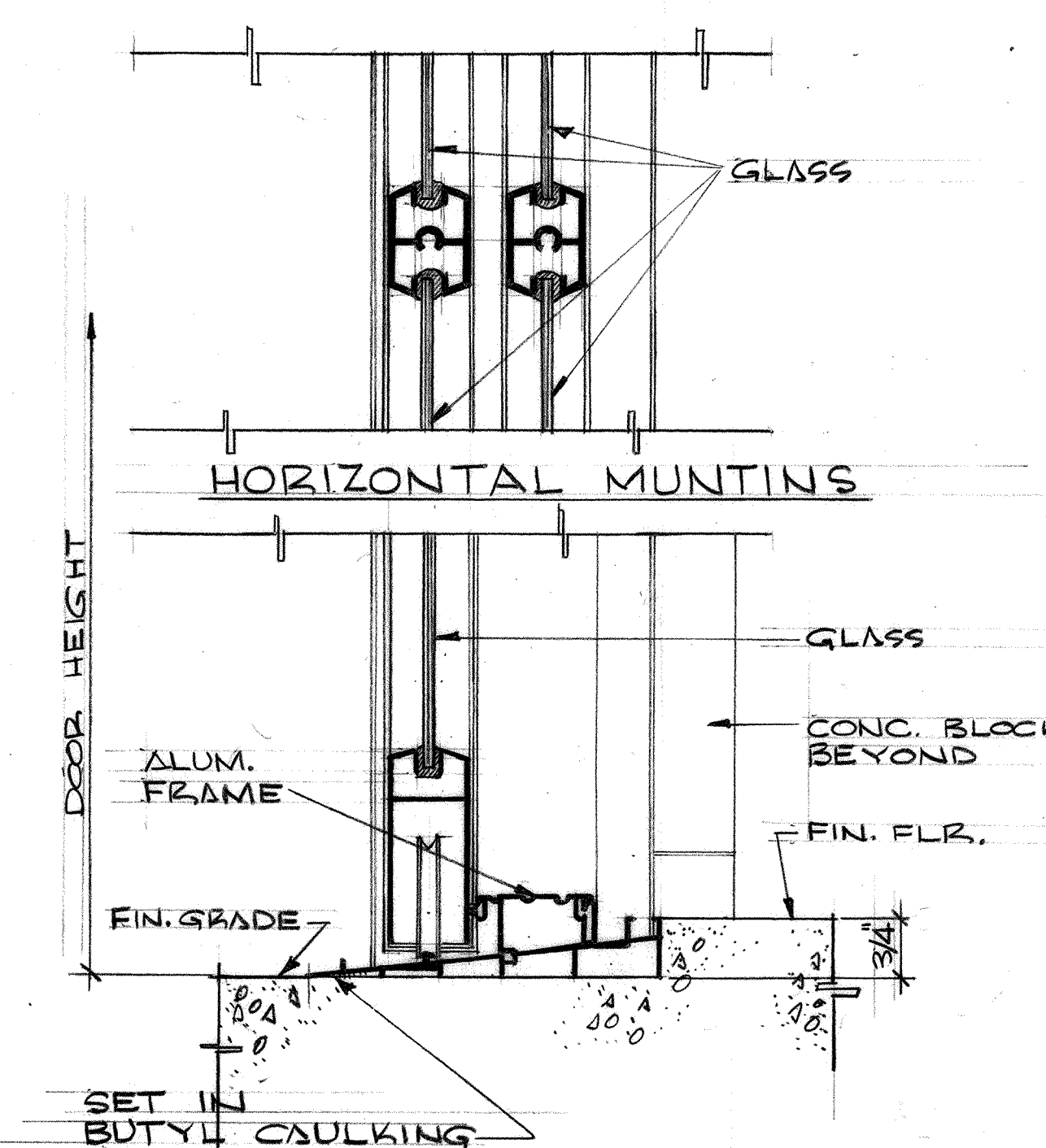
HEAD  
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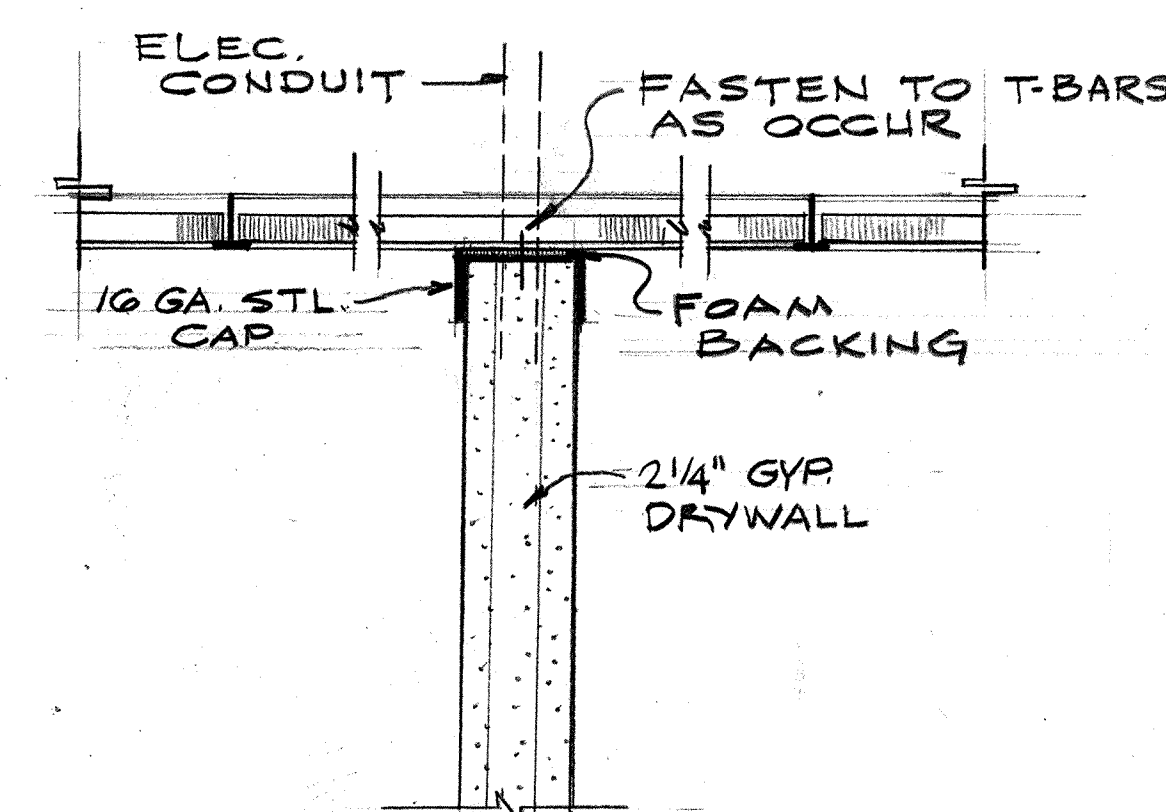
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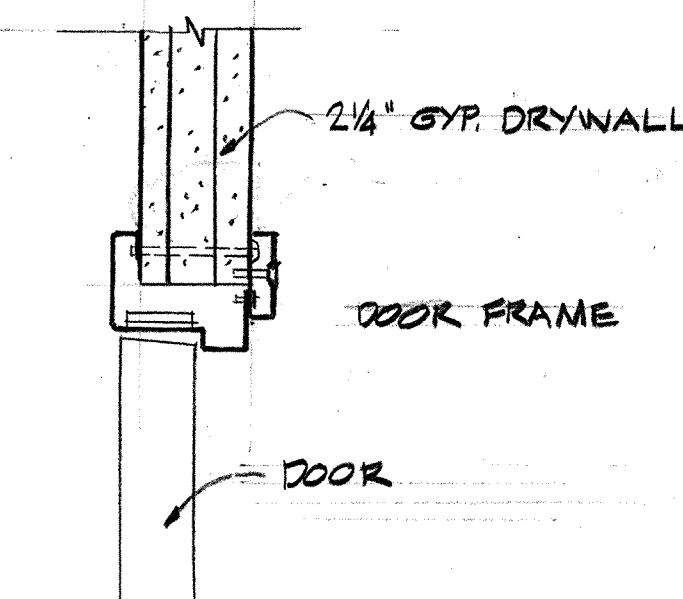
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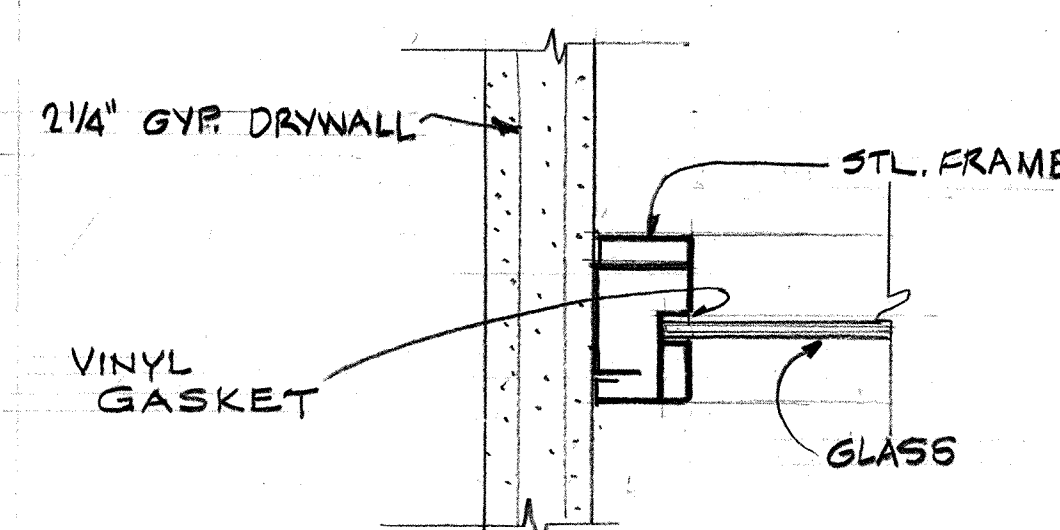
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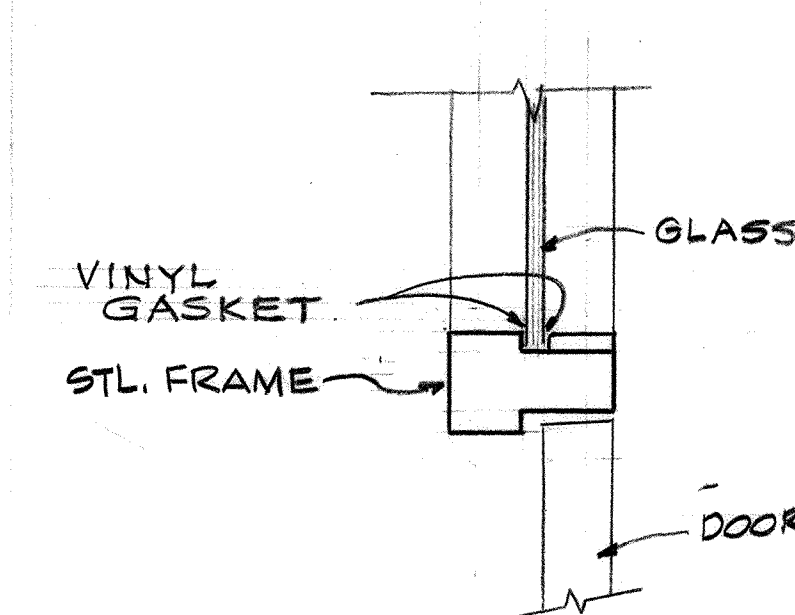
HEAD (JAMB SIM.)



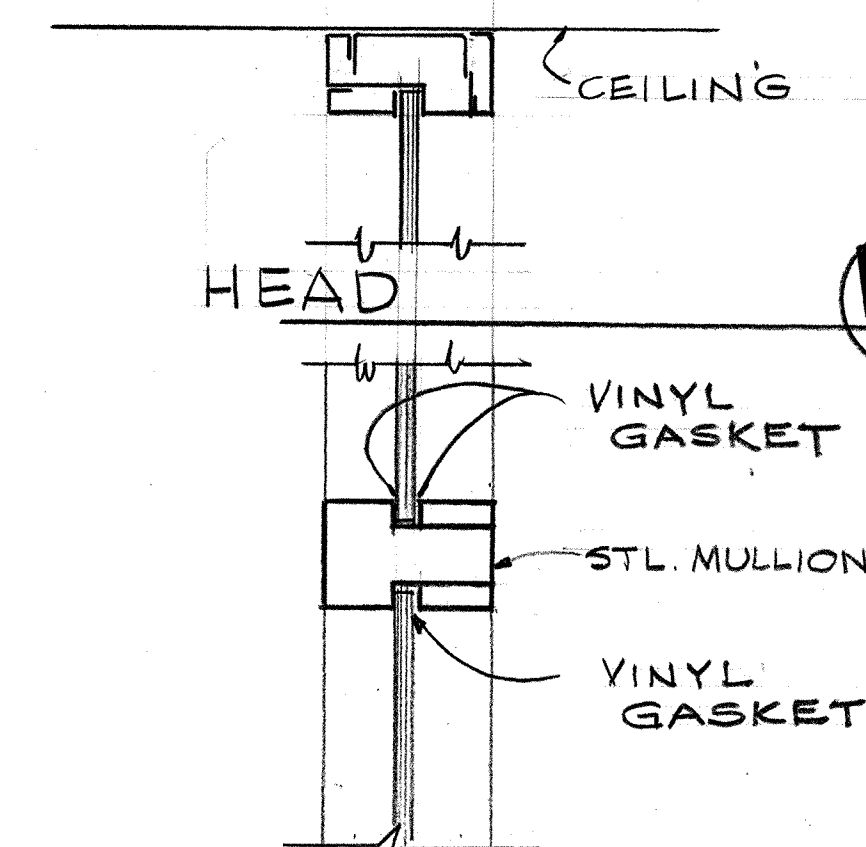
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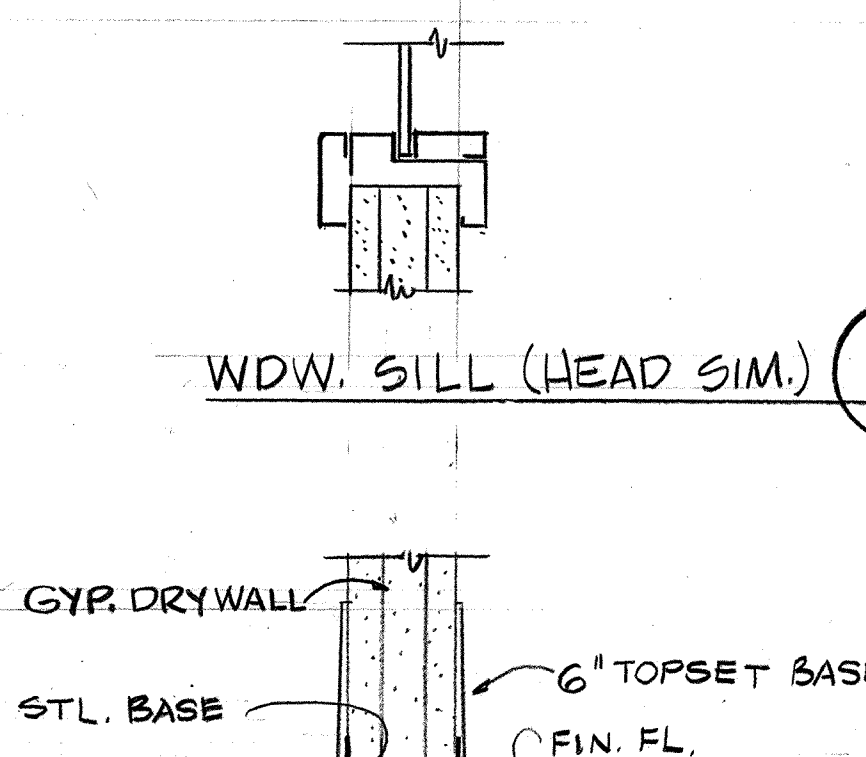
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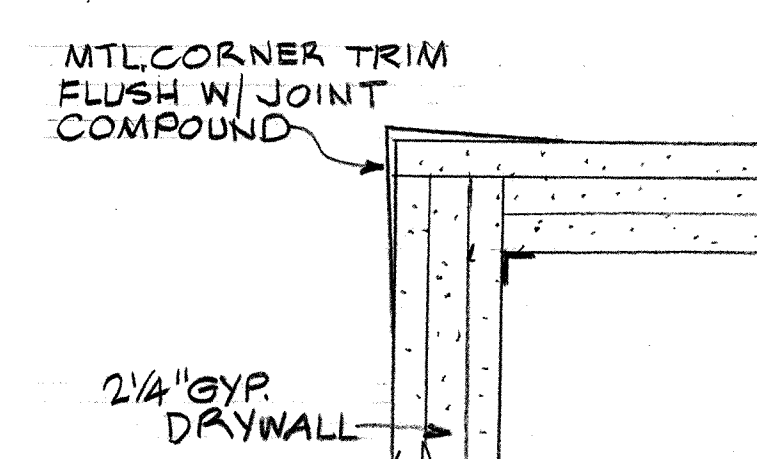
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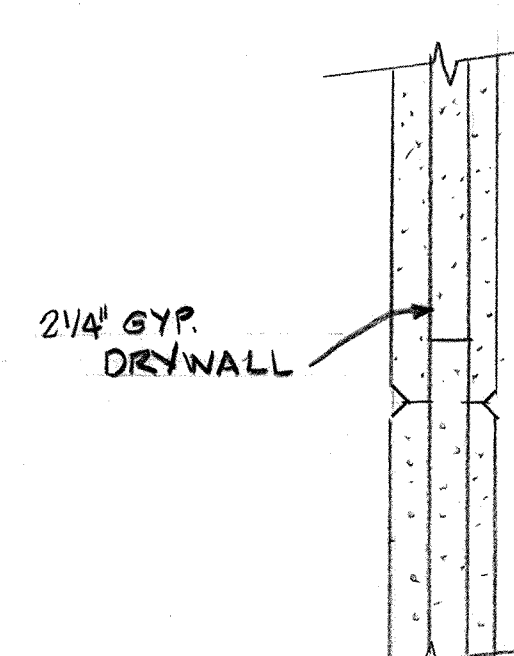
MULLION



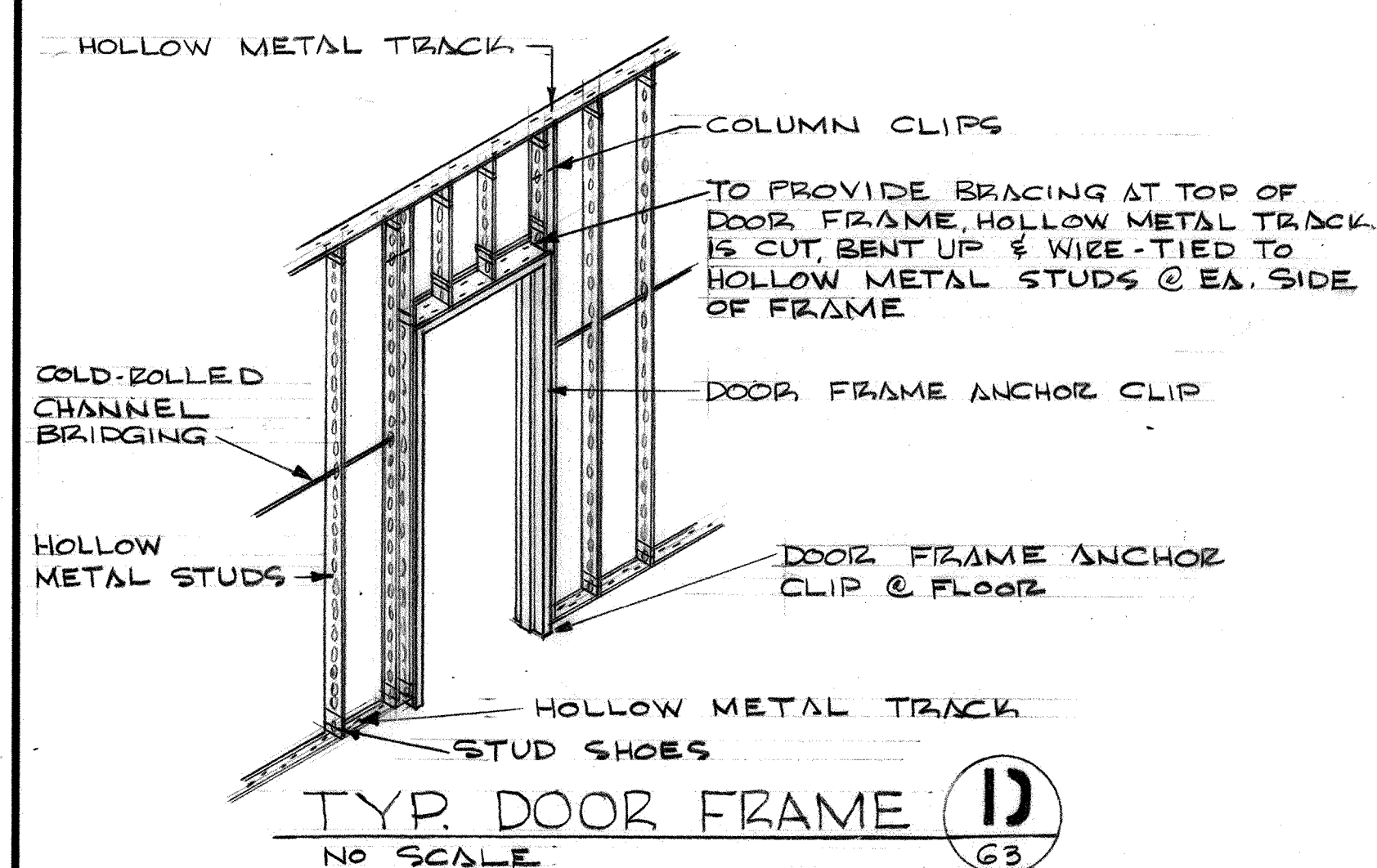
BASE



CORNER DET.

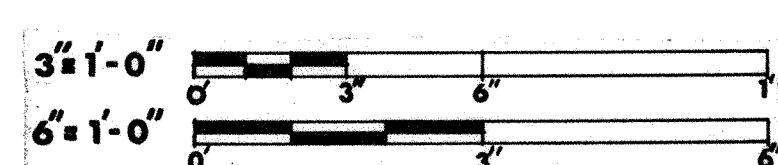


SPLICE



TYP. DOOR FRAME  
NO SCALE

GRAPHIC SCALES

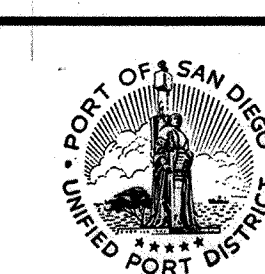


PADEREWSKI, DEAN & ASSOCIATES  
ARCHITECTS  
C. J. PADEREWSKI, F.A.I.A. • LOUIS A. DEAN, A.I.A.  
525 'C' STREET • SAN DIEGO, CALIFORNIA • 234 6183

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

AS BUILT = NORTHROP ARCH'L SYSTEM'S WINDOW WALL  
AND "ARCADIA" SLIDING GL. & ALUM. DOORS.  
REVISIONS \_\_\_\_\_ DATE \_\_\_\_\_ APPROVED \_\_\_\_\_

San Diego Unified  
Port District  
San Diego • California



DESIGNED  
D.L.  
DRAWN  
D.G./R.M.E.  
CHECKED  
RZA

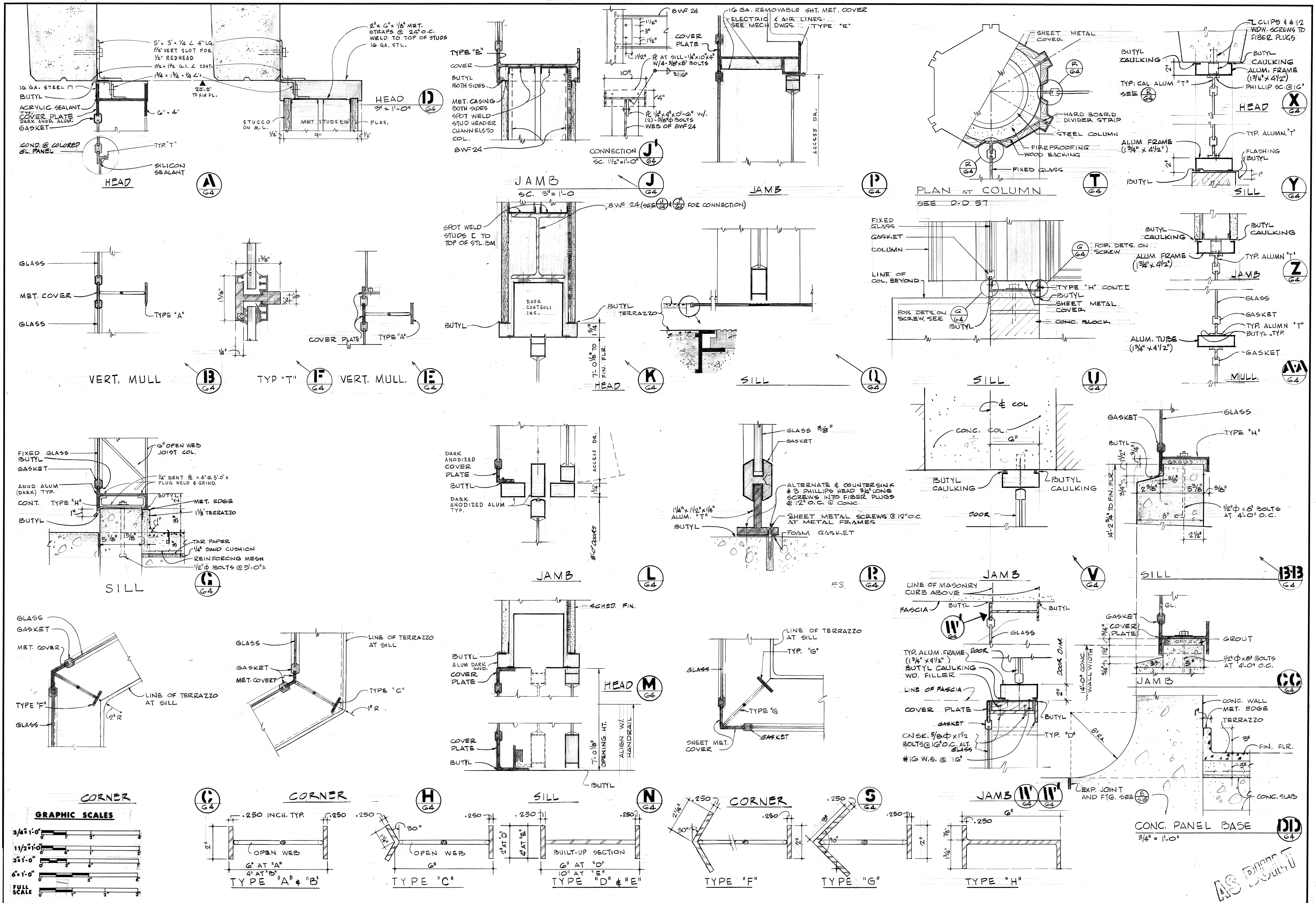
APPROVAL  
RECOMMENDED  
J. E. Lieberman  
AUG 23 1965  
ASST. CHIEF ENGINEER  
APPROVED  
J. E. Lieberman  
AUG 23 1965  
CHIEF ENGINEER

San Diego International Air Terminal  
Lindbergh Field  
DOOR AND WINDOW DETAILS

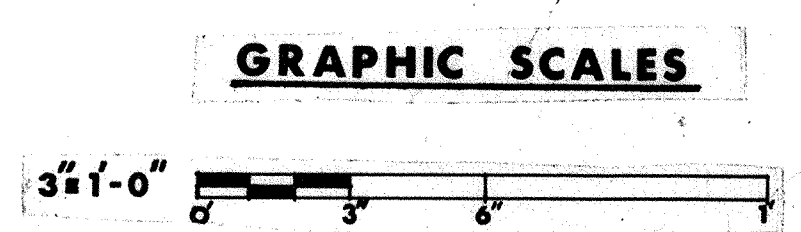
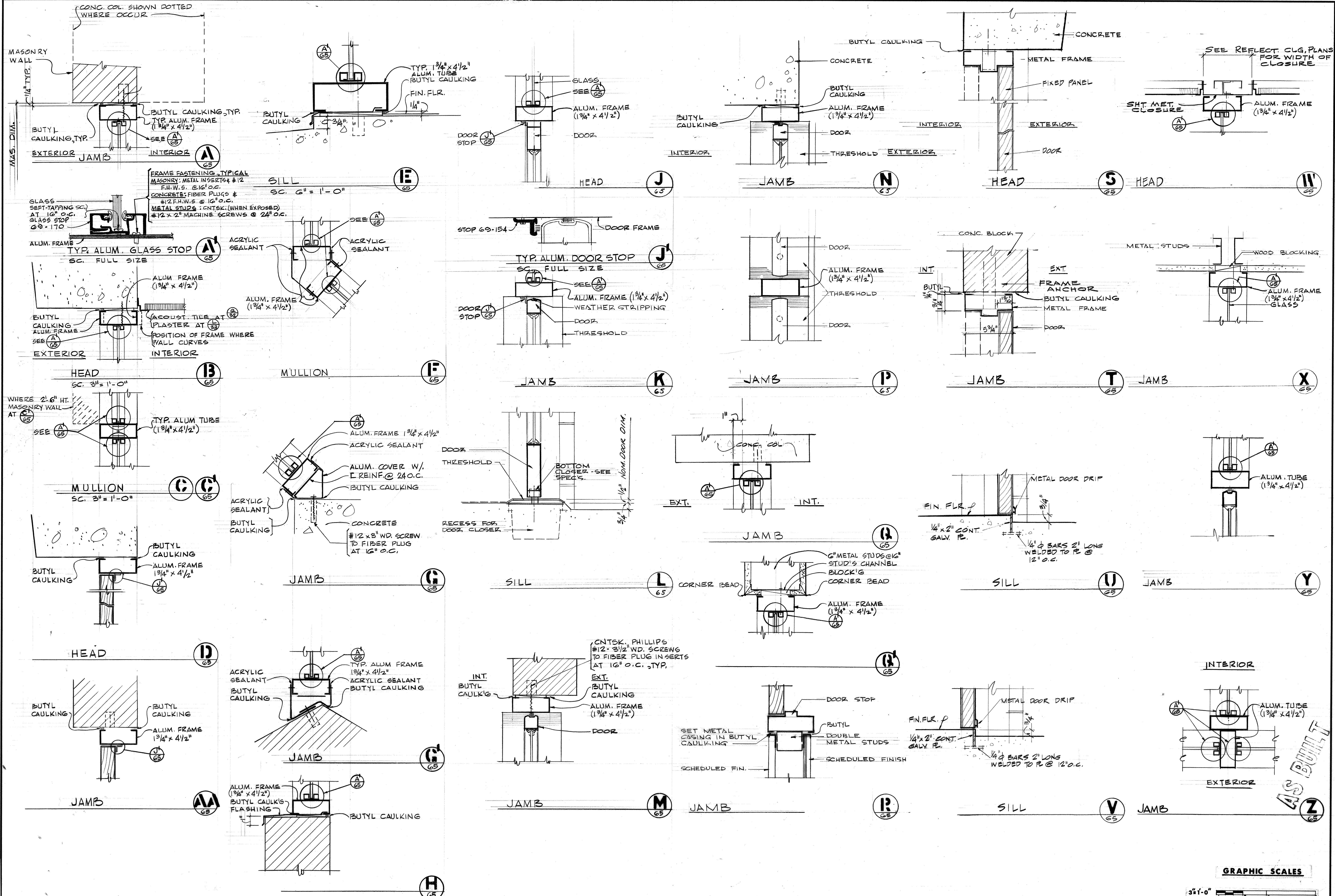
DATUM - MEAN LOWER LOW WATER  
SHEET 63 OF 171  
704

AS BUILT







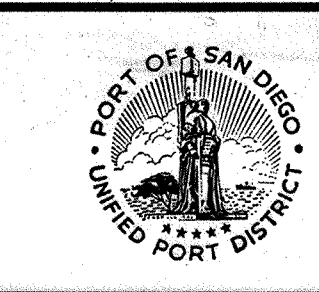


**PADEREWSKI DEAN & ASSOCIATES**  
**ARCHITECTS**  
 C. J. PADEREWSKI, F.A.I.A. · LOUIS A. DEAN, A.I.A.  
 525 'C' STREET · SAN DIEGO, CALIFORNIA · 234 6183

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

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

**San Diego Unified  
 Port District**  
 San Diego · California



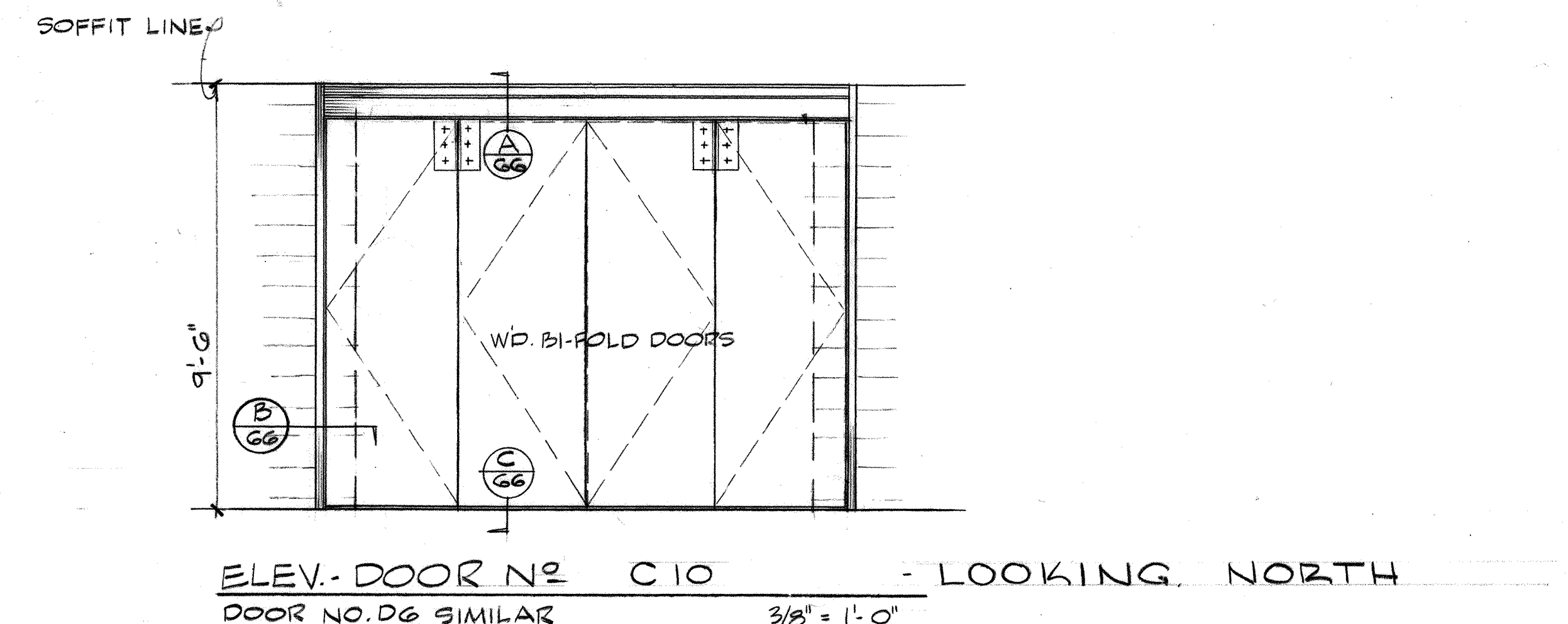
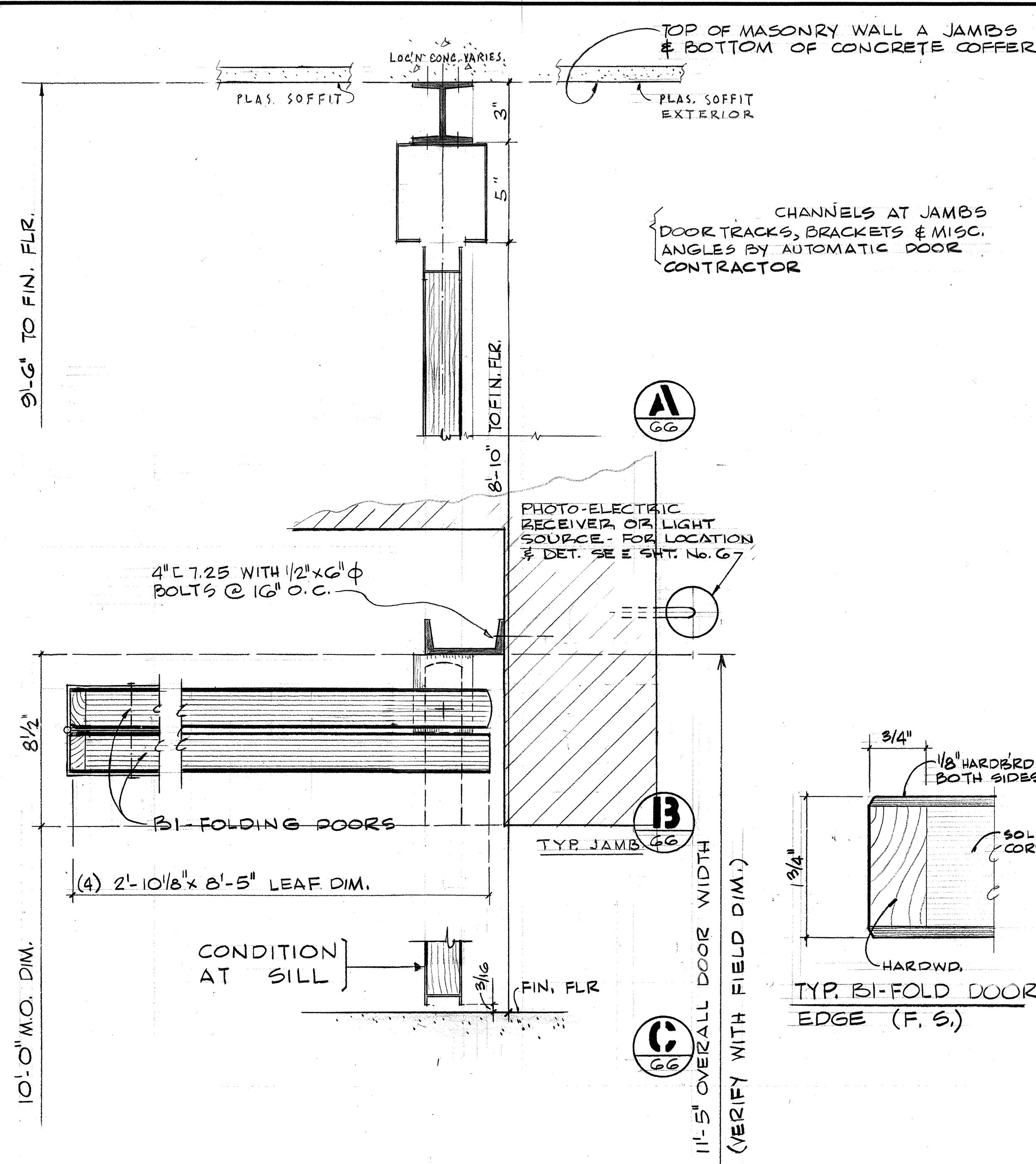
DESIGNED  
 P.I.  
 DRAWN  
 A.M. D.G.  
 CHECKED  
 RZA

APPROVAL  
 RECOMMENDED  
 J. E. Schwab  
 ASST. CHIEF ENGINEER  
 AUG 23 1966  
 APPROVED  
 J. E. Schwab  
 CHIEF ENGINEER

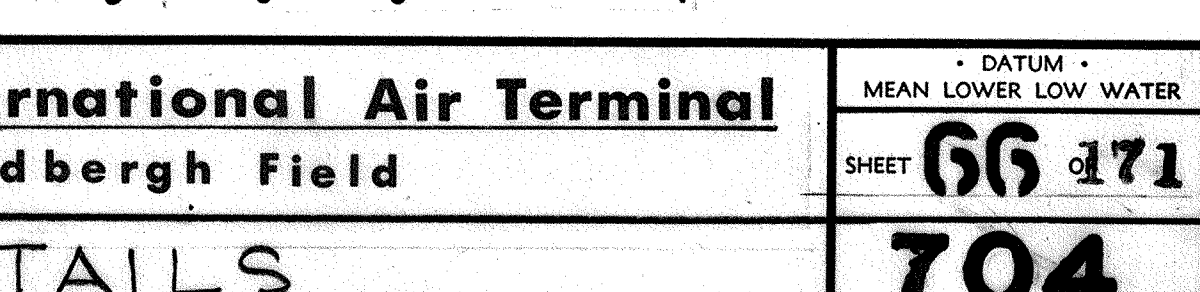
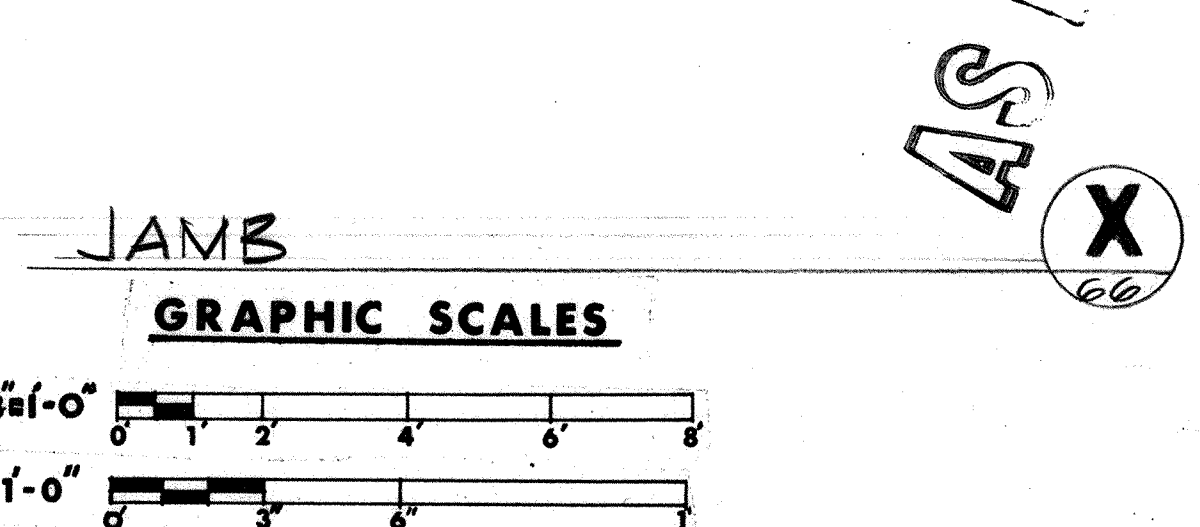
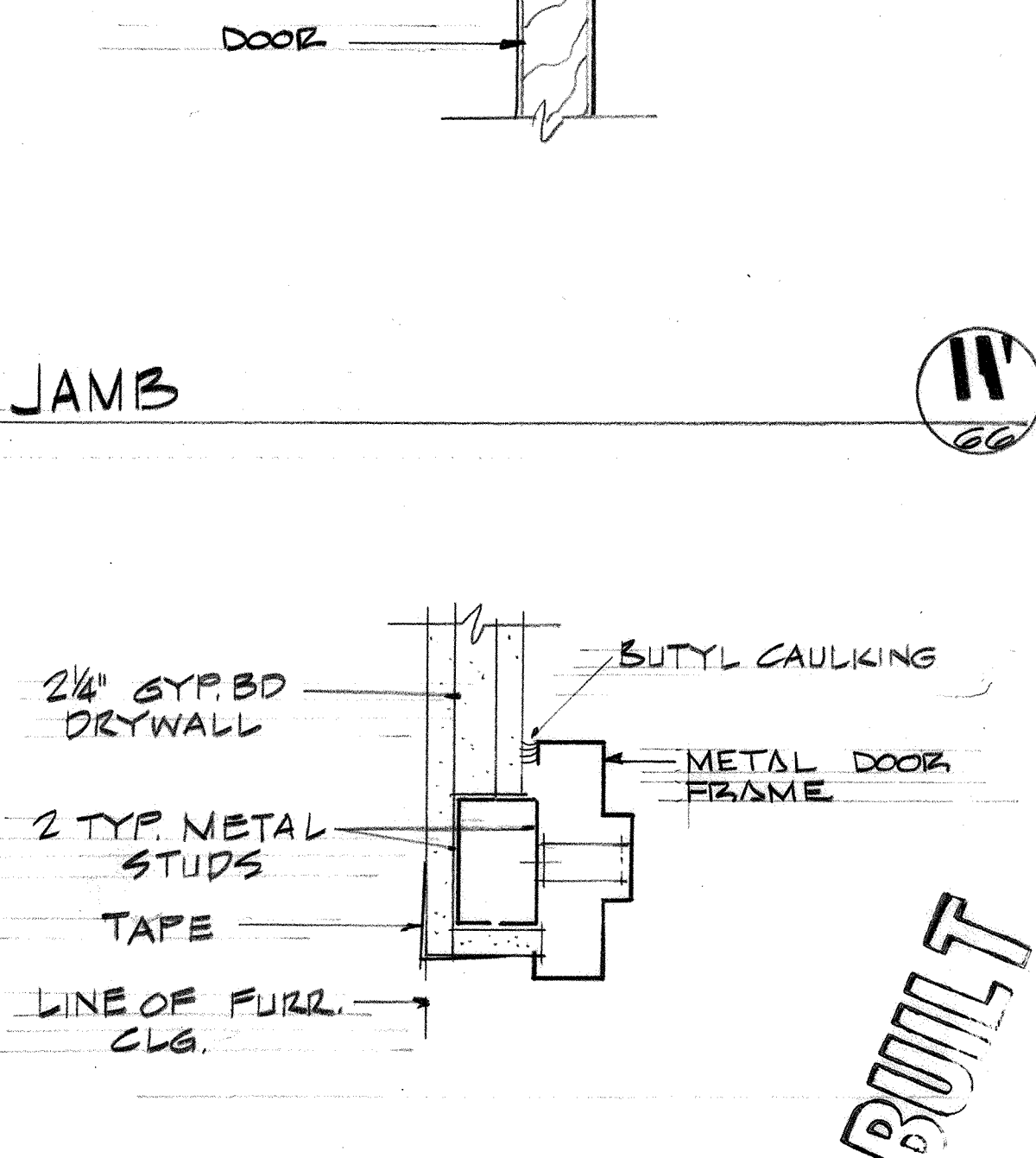
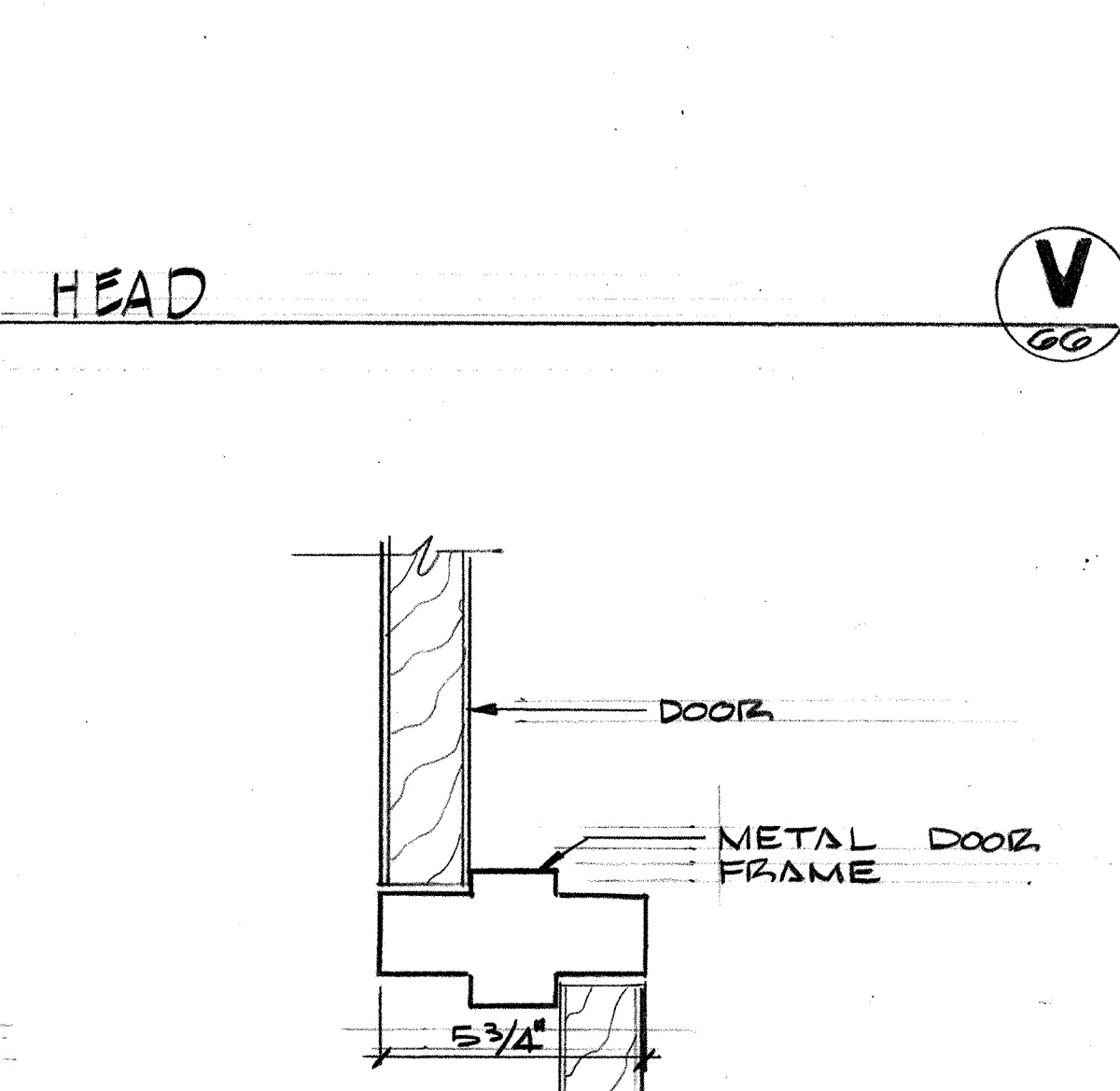
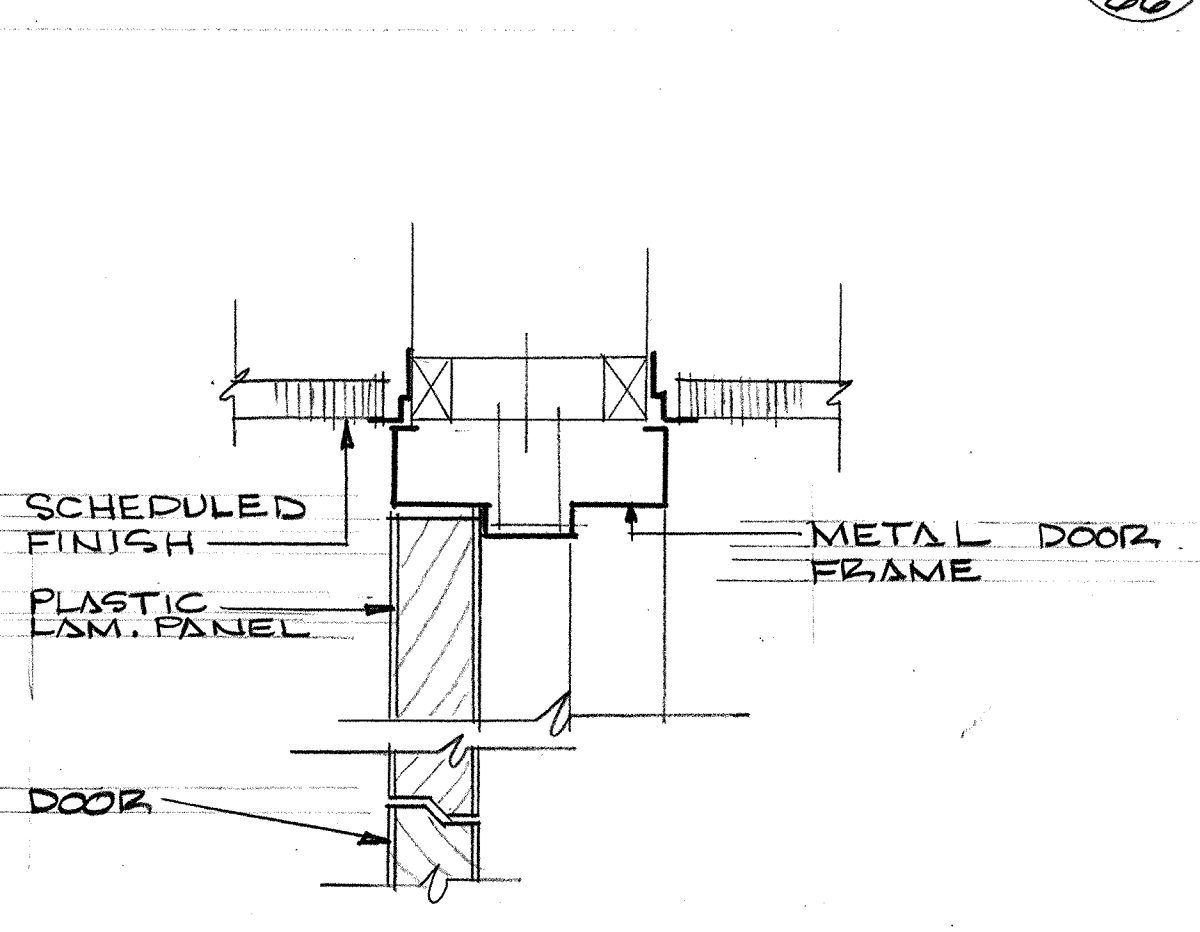
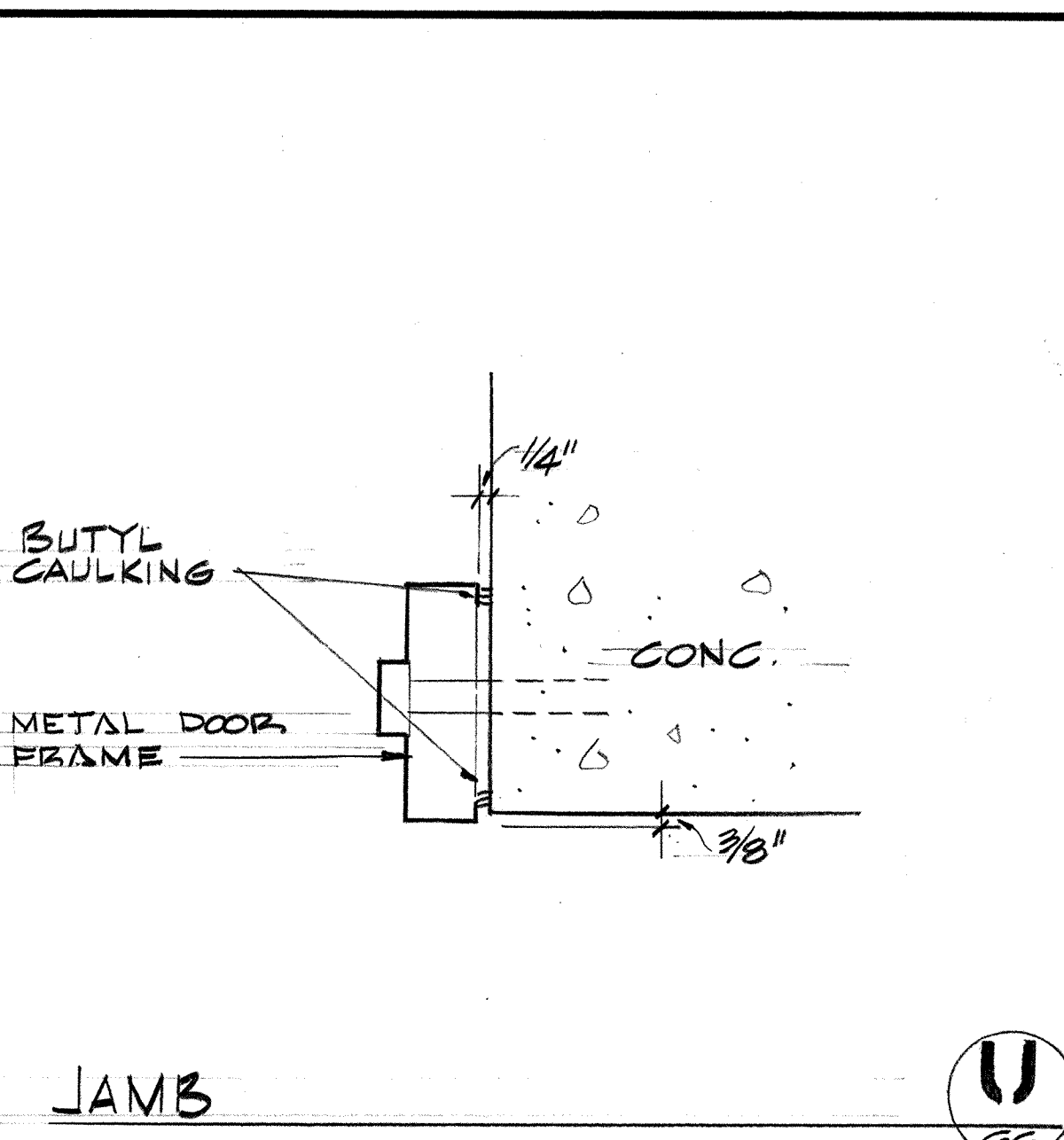
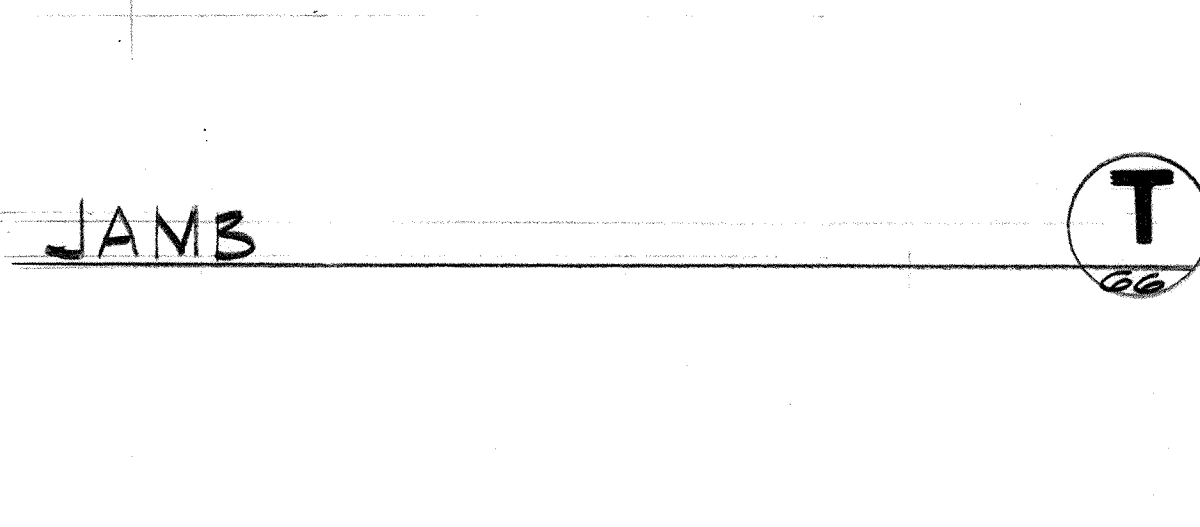
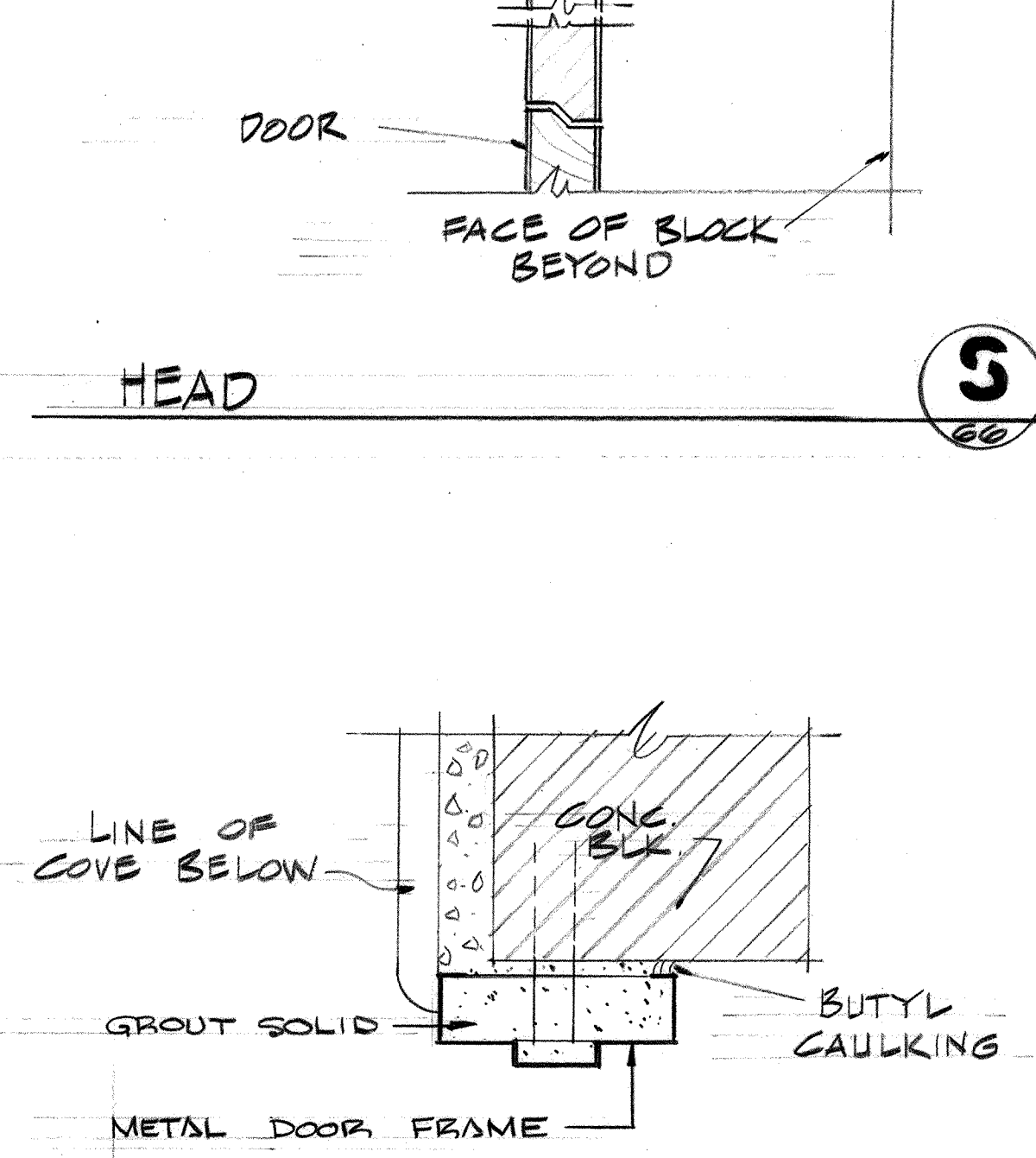
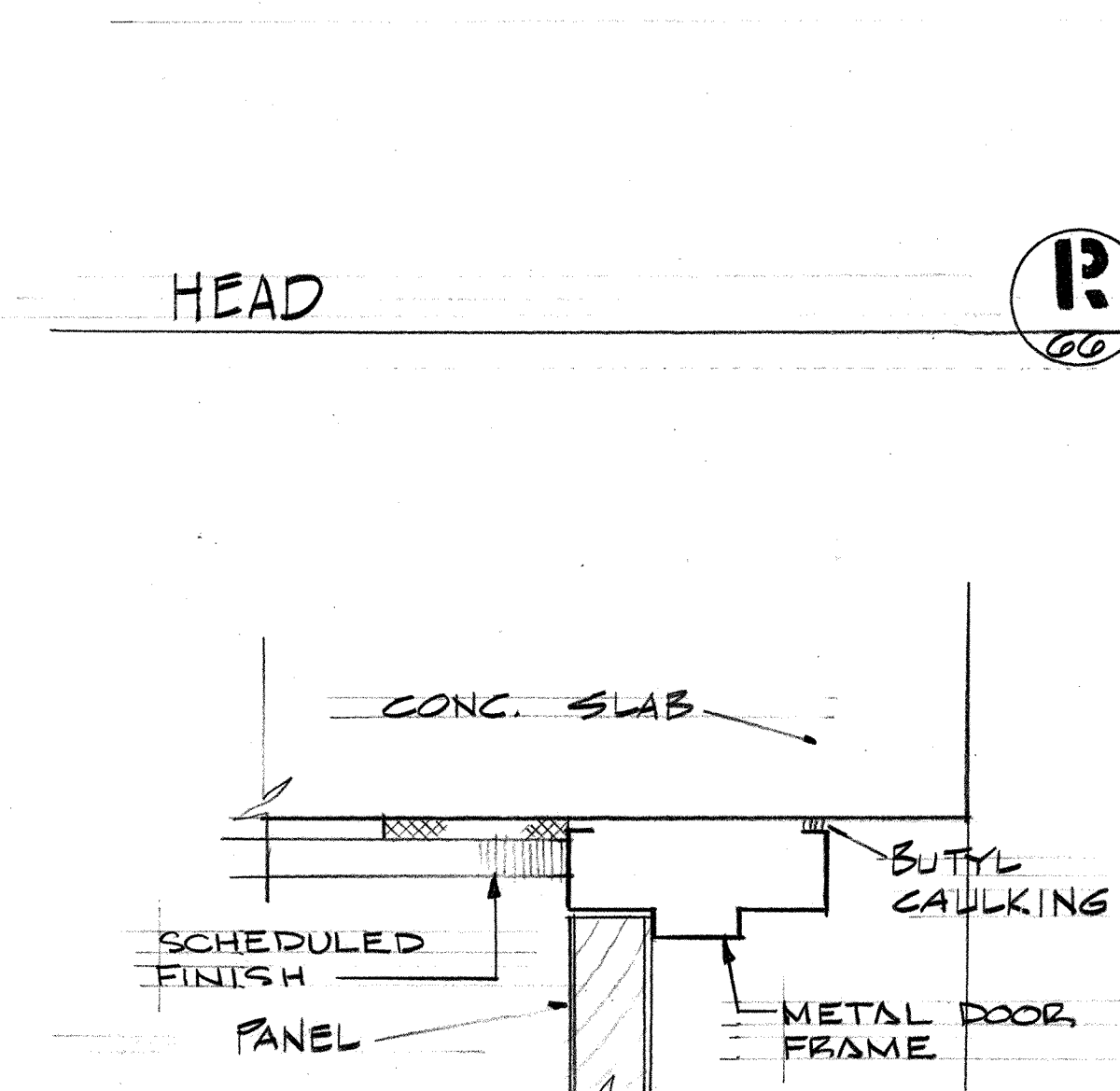
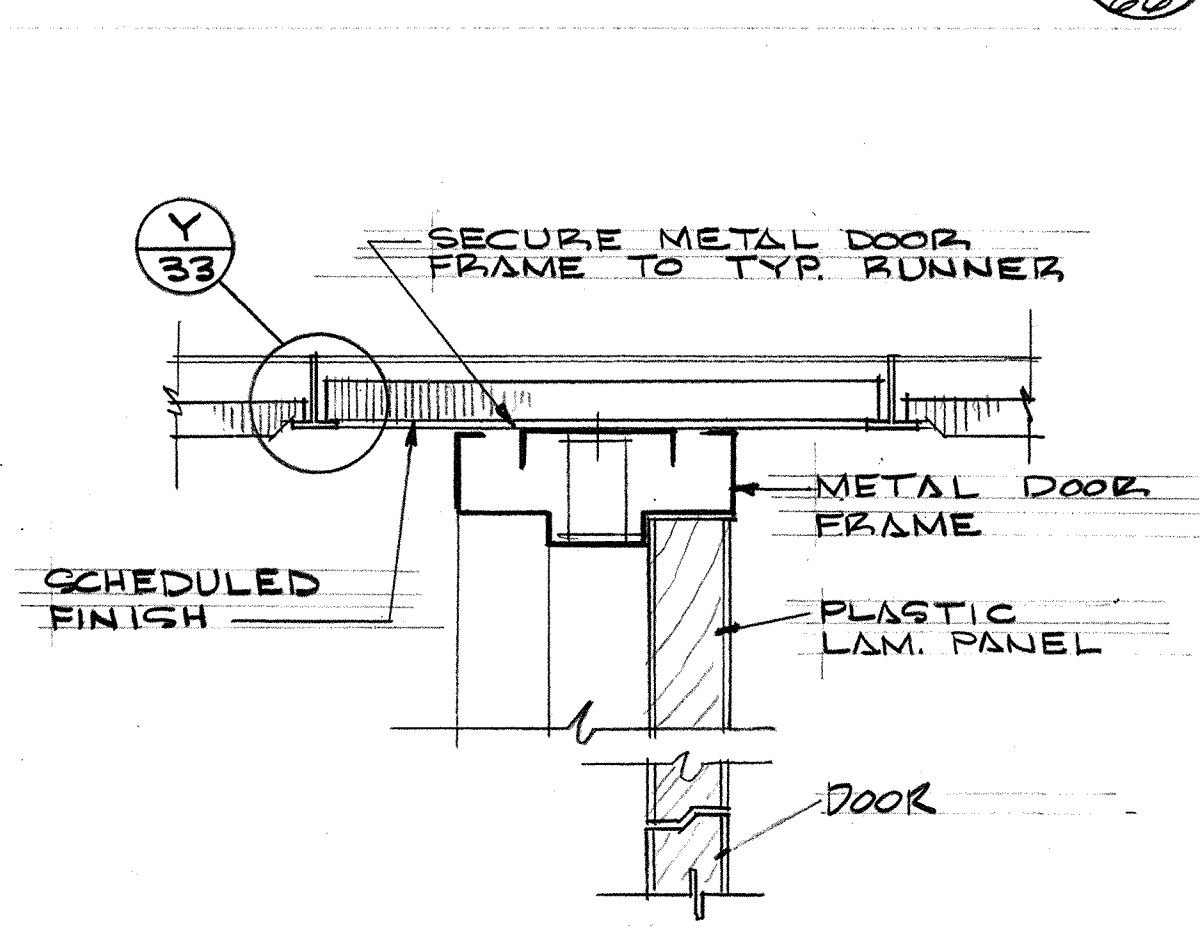
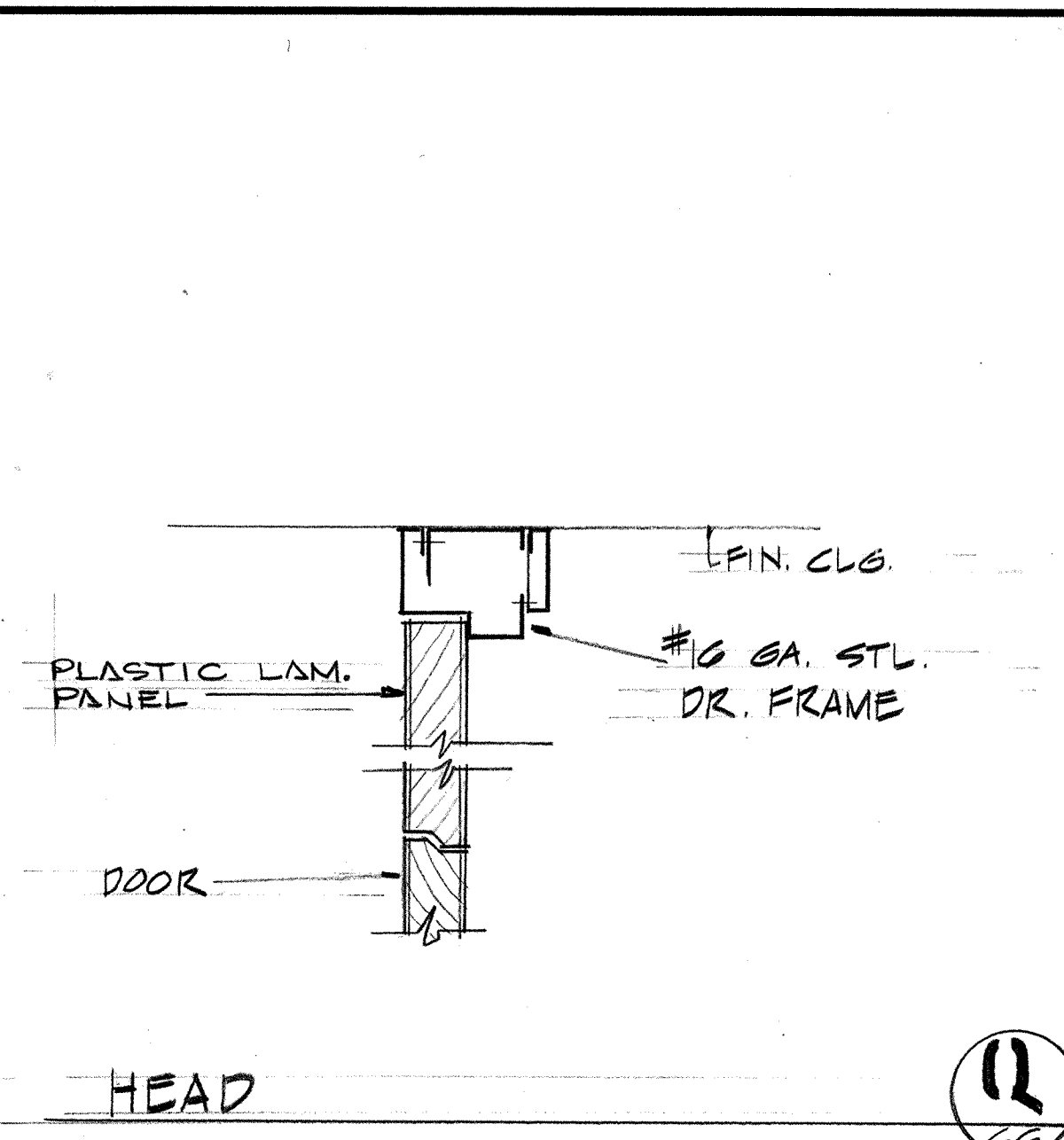
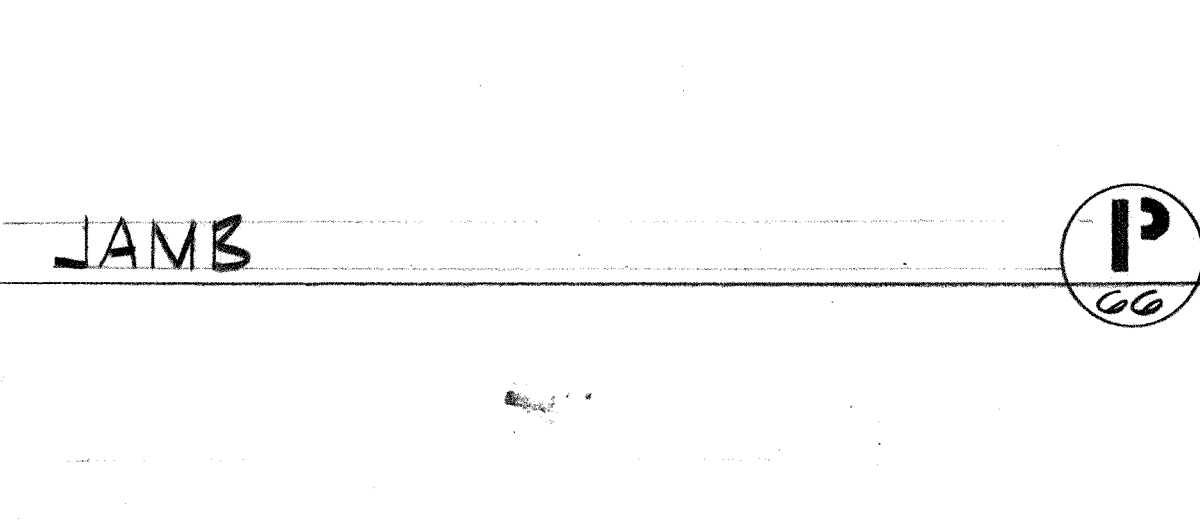
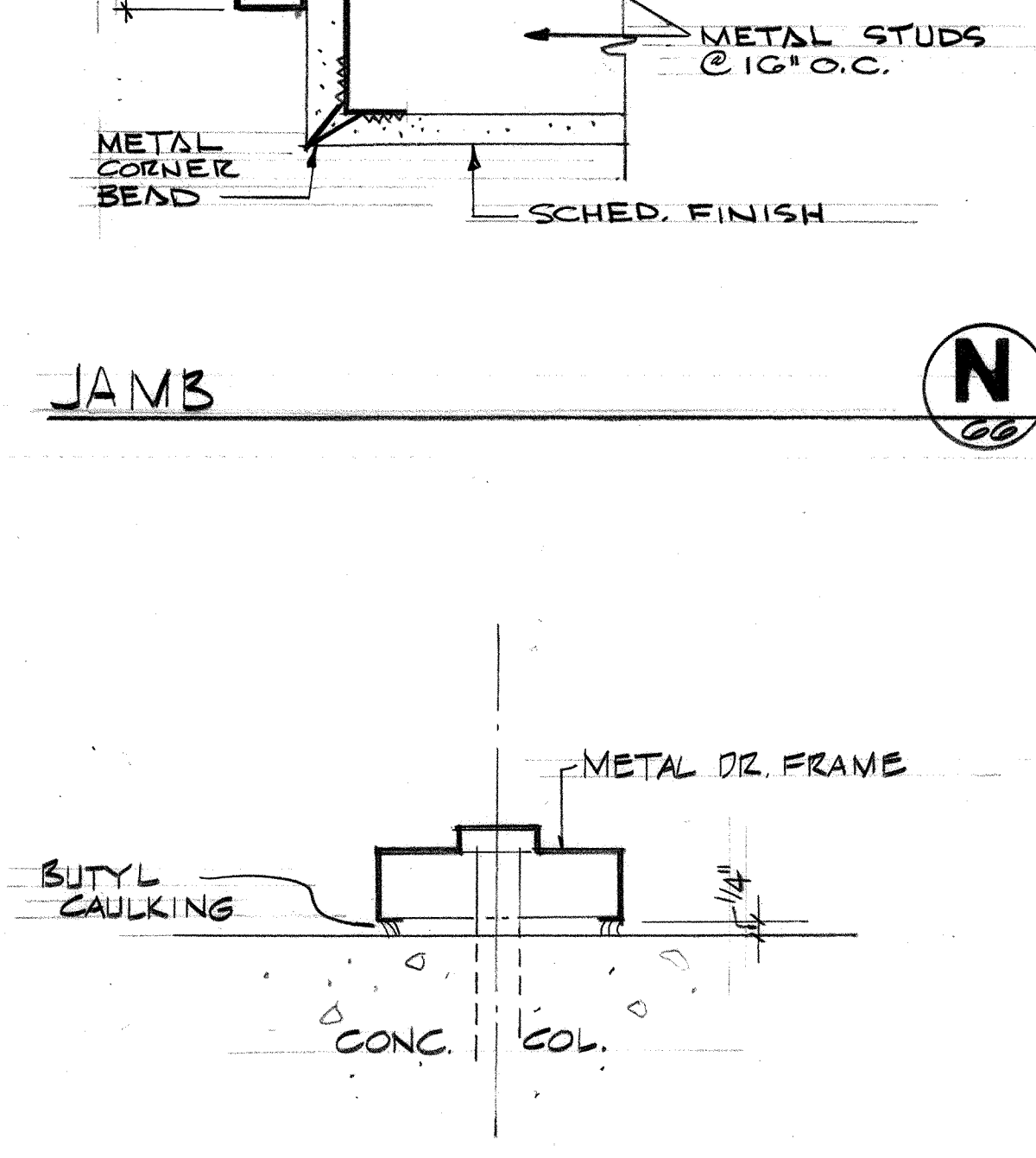
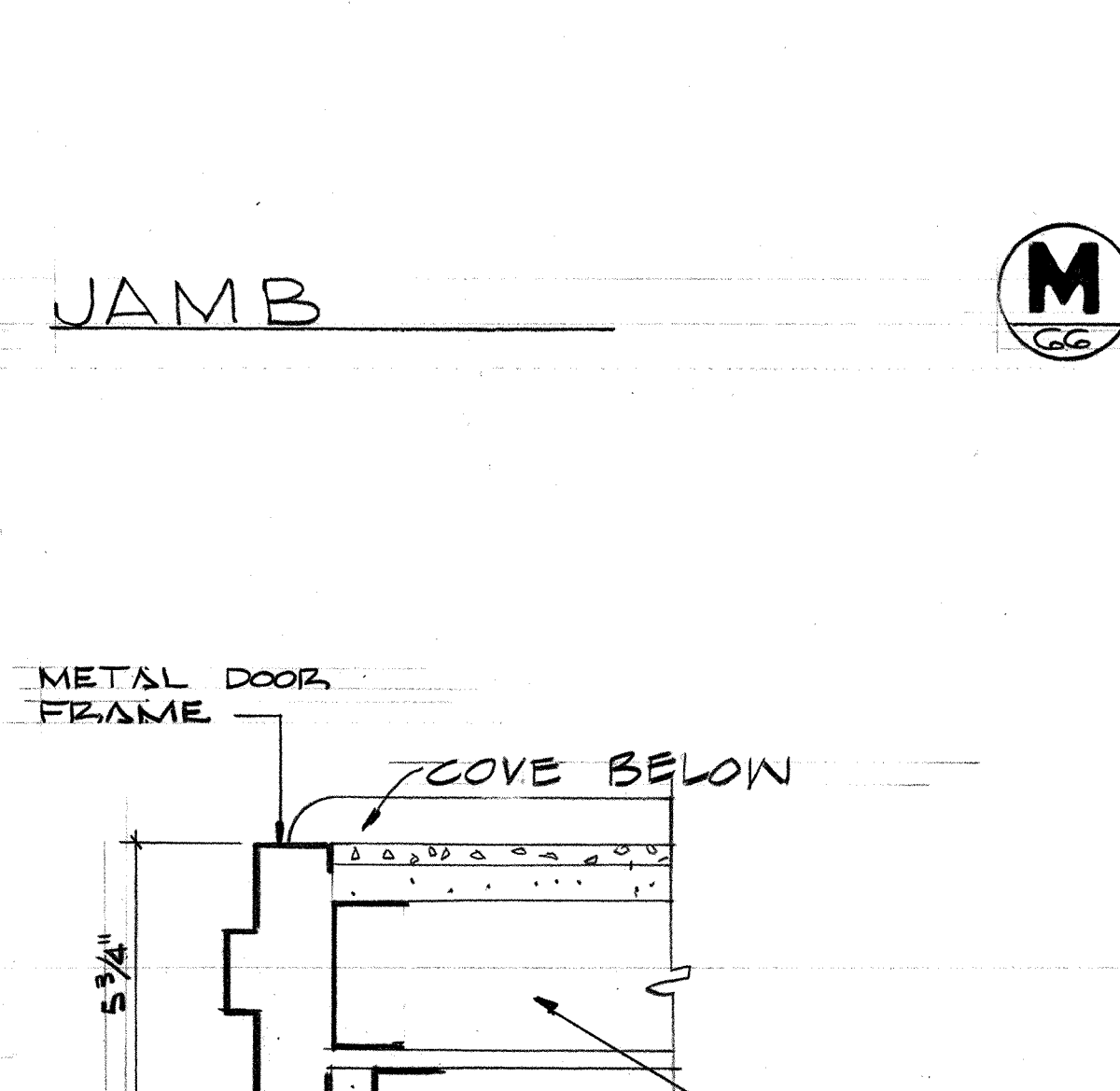
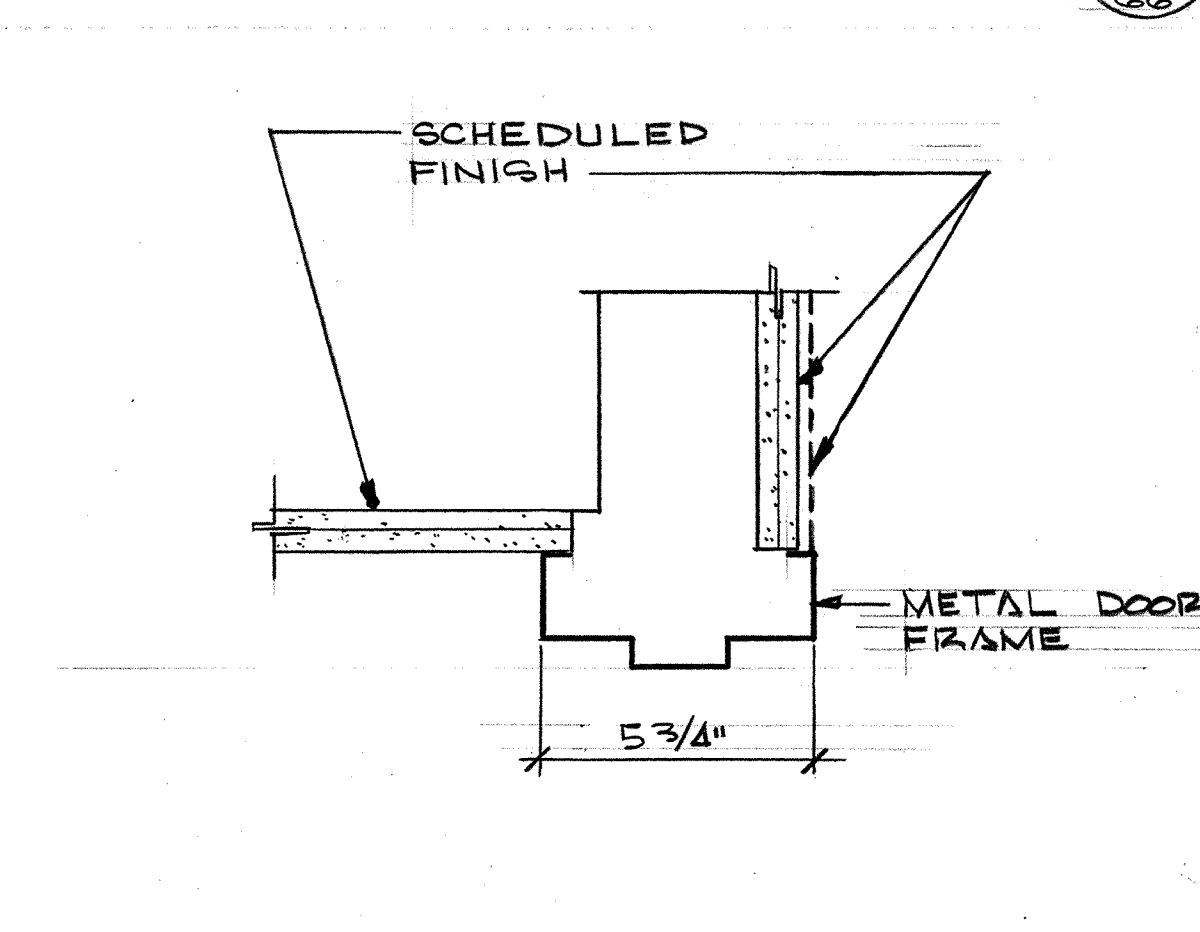
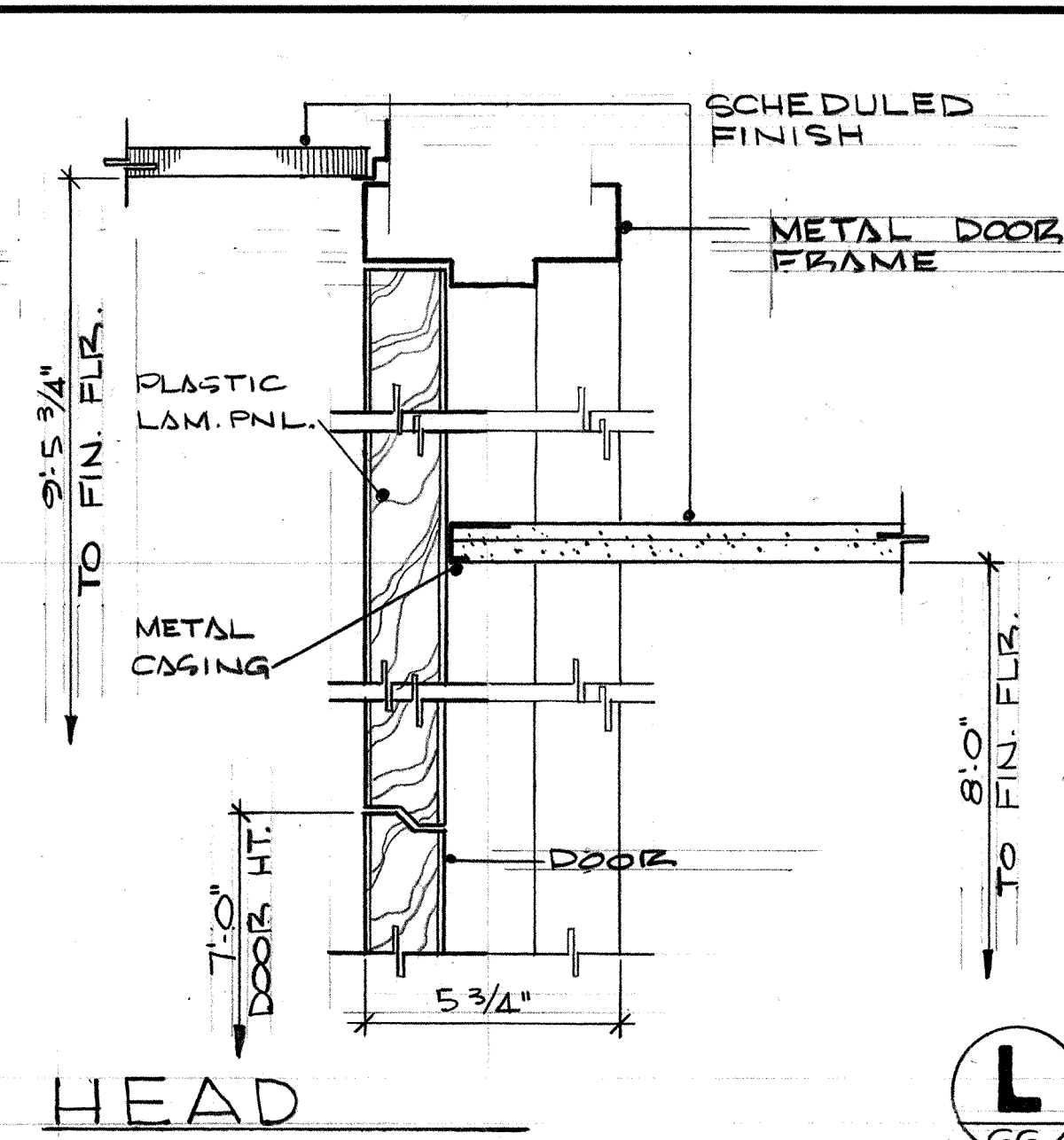
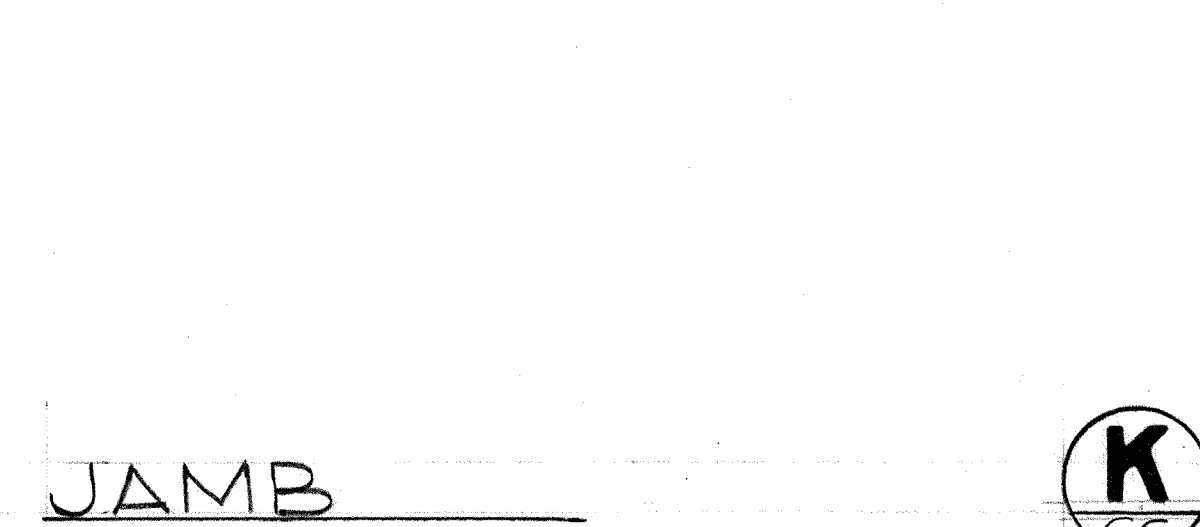
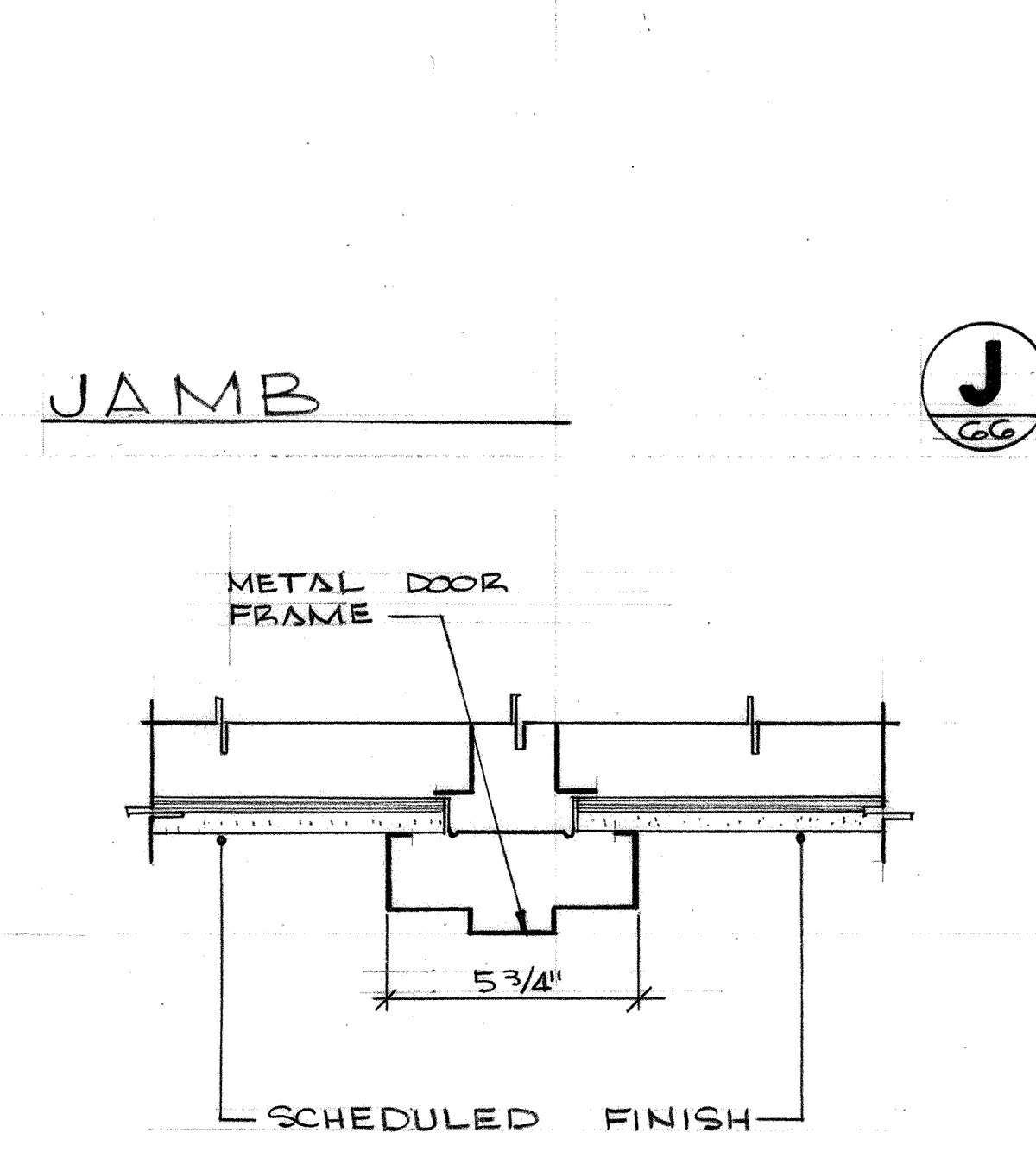
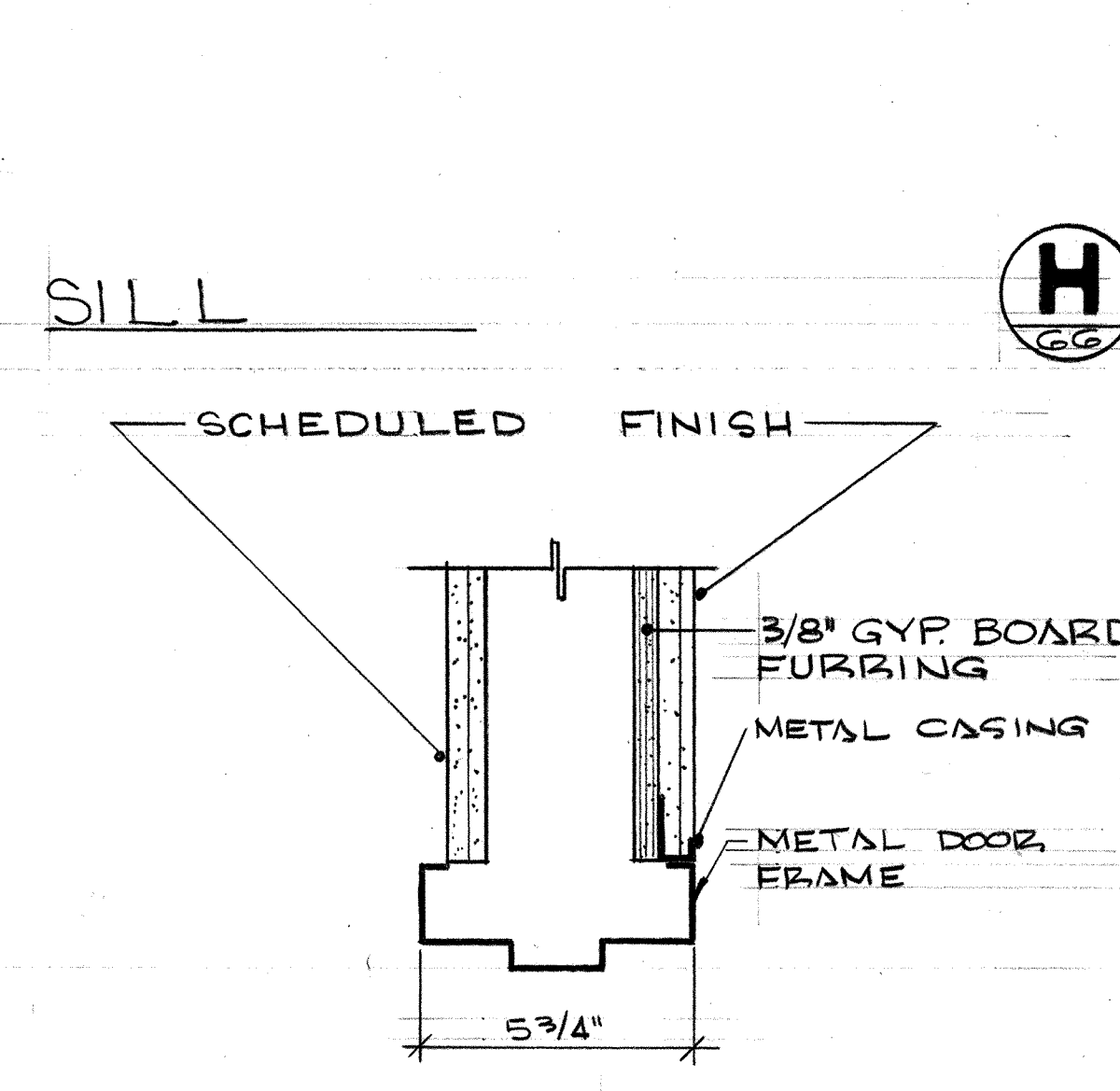
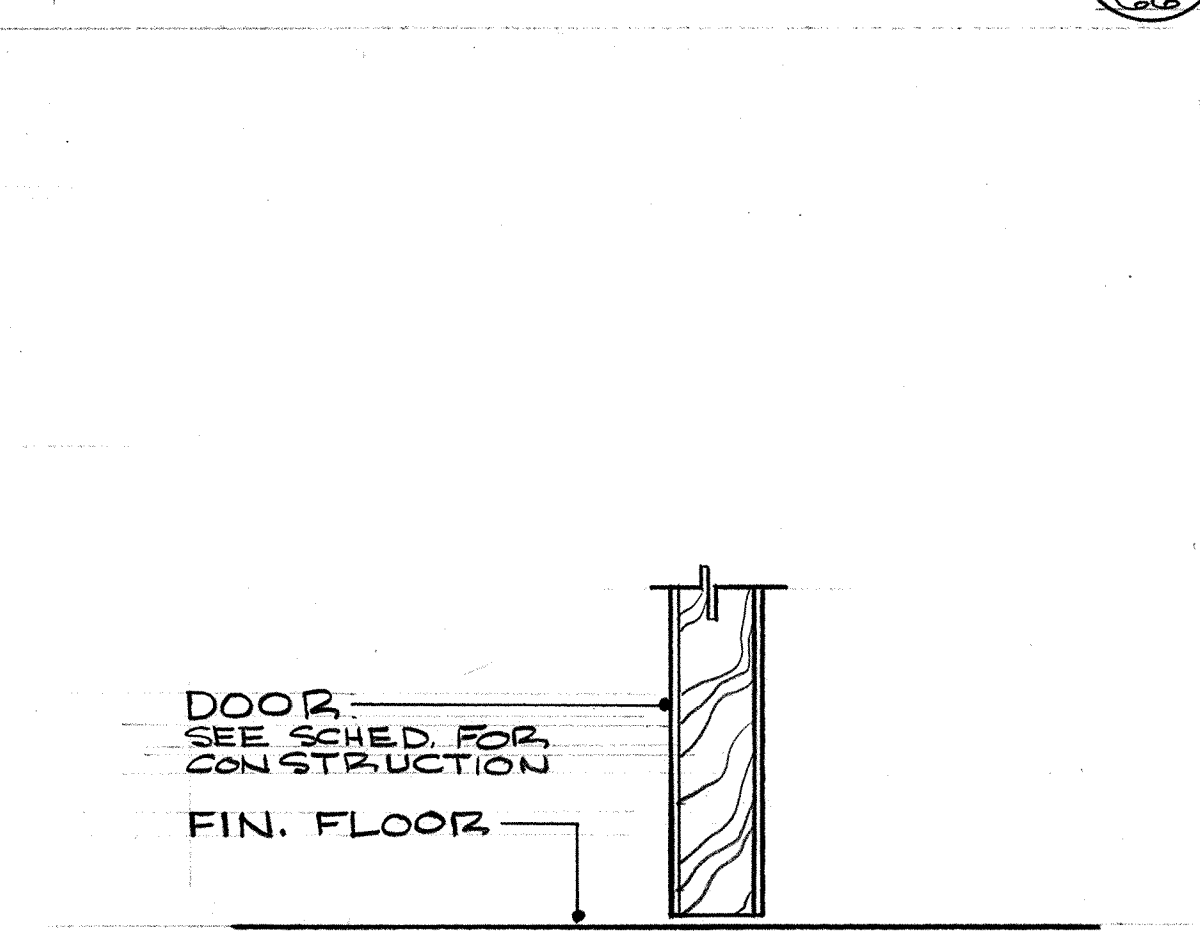
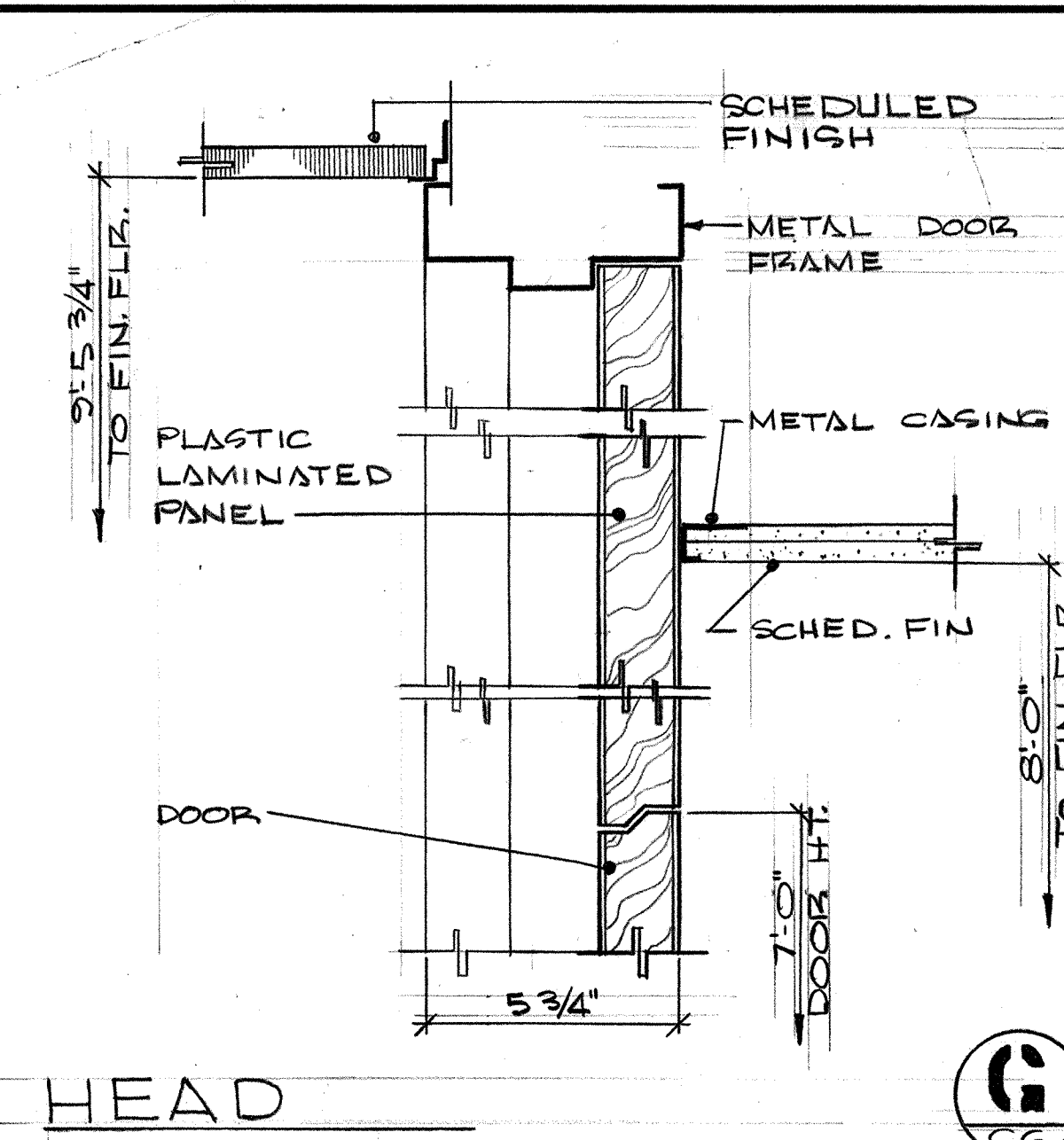
**San Diego International Air Terminal**  
 Lindbergh Field  
 DOOR & WINDOW DETAILS

DATE  
 MEAN LOWER LOW WATER  
 SHEET  
**65** OF **171**  
**704**





**AUTOMATIC BIFOLD DOOR DETAILS**  
3/8" = 1'-0" EXCEPT AS NOTED

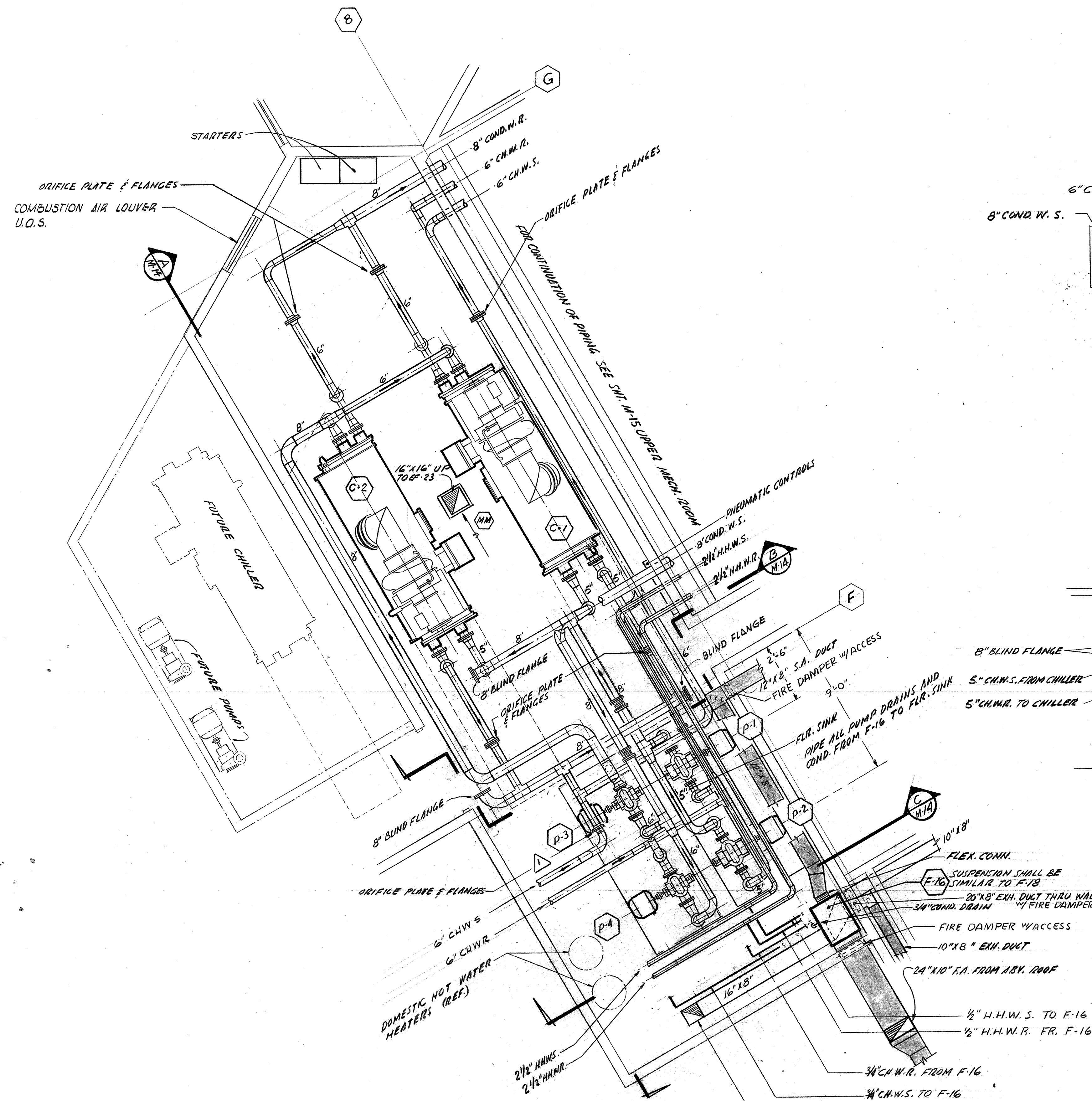




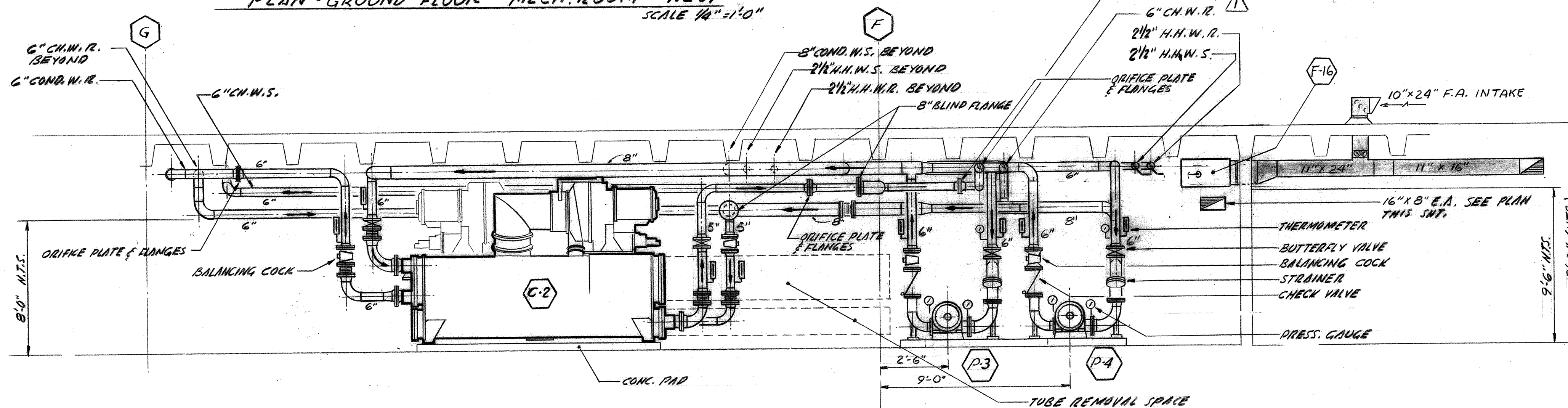
# M E C H A N I C A L E Q U I P M E N T S C H E D U L E

ITEM	SYM	DESCRIPTION	MAKE & MODEL	ELECTRICAL CHARACTERISTICS										CFM	S.P.	O.V.	COIL AREA	WATER TEMP		AIR TEMP				GPM	FT. HD.	BTU COOL'G	BTU HEAT'G	TONS	FILTERS	COILS			COND. WATER				REMARKS	ITEM	SHOWN ON SHEET		
				HP	VOLT	CYCLE	PHASE	FLA	BRK	DRIVE	FLA	BRK	DRIVE					ENT. DB	LVG. DB	ENT. WB	LVG. WB	ENT. DB	LVG. DB							ENT. WB	LVG. WB	SIZE	ROWS	FIN/IN.	GPM	ENT. TEMP				LVG. TEMP	FT. HD.
1	C-1	CENTRIFUGAL CHILLER	CARRIER 19 D		480	60	3	267	3500	3500							57.5	44					450	13		250										TYPE W MOUNTING, 2 LAYERS	1	M-14			
2	C-2	CENTRIFUGAL CHILLER	CARRIER 19 D														57.5	44					450	13		250										TYPE W MOUNTING, 2 LAYERS	2	M-14			
3	CT-1	COOLING TOWER	MARLEY NO. 7245 - H1	2-25																		71	145.0	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 50 S 13		25																			725	90													6	M-14		
7	P-4	CONDENSER WATER PUMP	PEERLESS AQUALINE 50 S 13		25																			725	90													7	M-14		
8	P-5	HOT WATER PUMP	PEERLESS FLUIDYNE PB 2x2 1/2x12		15																			150	130													8	M-15		
9	P-6	HOT WATER PUMP	PEERLESS FLUIDYNE PB 2x2 1/2x12		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	RECORD SIZE 21F	15							963	11,325	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	RECORD TYPE 6HC														23.5	44	58	82	52	66	51	67	15	470,000	39		32 1/2 x 104	6	14					W/ELIMINATORS & DRAIN PAN	13				
14	HC-1	HEATING COIL	RECORD TYPE 2MC														11.8	180	150	65	96			19	3		284,000			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	RECORD SIZE 24F	15							831	13,050	3.4	2085				26.3	44	58	82	52	66	51	83	21	580,000	48		32 1/2 x 116	6	14						CLASS II FORWARD CURVED, TYPE B MOUNTING, 1 1/2" DEF. TYPE G BASE	16		
17	CC-2	COOLING COIL	RECORD TYPE 6HC														13.4	180	150	65	96			23	3		345,000			15 x 116	2	8						W/ELIMINATORS & DRAIN PAN	17		
18	HC-2	HEATING COIL	RECORD TYPE 2MC																																				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	RECORD SIZE 24F	15							832	12,200	3.4	1910				24.9	44	58	82	52	66	51	76	17	530,000	44		32 1/2 x 110	6	14						CLASS II FORWARD CURVED, TYPE B MOUNTING, 1 1/2" DEF. TYPE G BASE	24		
25	CC-4	COOLING COIL	RECORD TYPE 6HC														12.5	180	150	65	96			21	3		310,000			15 x 110	2	8						W/ELIMINATORS & DRAIN PAN	25		
26	HC-4	HEATING COIL	RECORD TYPE 2MC																																					26	
27	AF-4	AIR FILTER	BURKE HIE 40 SERIES 12																										6-24 x 24 x 12											27	
28	F-5	SUPPLY FAN	RECORD SIZE 24F	15							832	12,000	3.4	1879				24.9	44	58	82	52	66	51	70	16	490,000	41		32 1/2 x 110	6	14						CLASS II FORWARD CURVED, TYPE B MOUNTING, 1 1/2" DEF. TYPE G BASE	28		
29	CC-5	COOLING COIL	RECORD TYPE 6HC														12.5	180	150	65	96			20	3		300,000			15 x 110	2	8						W/ELIMINATORS & DRAIN PAN	29		
30	HC-5	HEATING COIL	RECORD TYPE 2MC																																					30	
31	AF-5	AIR FILTER	BURKE HIE 40 SERIES 12																										6-24 x 24 x 12											31	
32	F-6	SUPPLY FAN	RECORD SIZE 21F	10							967	10,550	3.4	2447				20.7	44	58	82	52	66	51	62	10	450,000	32		32 1/2 x 92	6	14						CLASS II FORWARD CURVED, TYPE B MOUNTING, 1 1/2" DEF. TYPE G BASE	32		
33	CC-6	COOLING COIL	RECORD TYPE 6HC						</																																

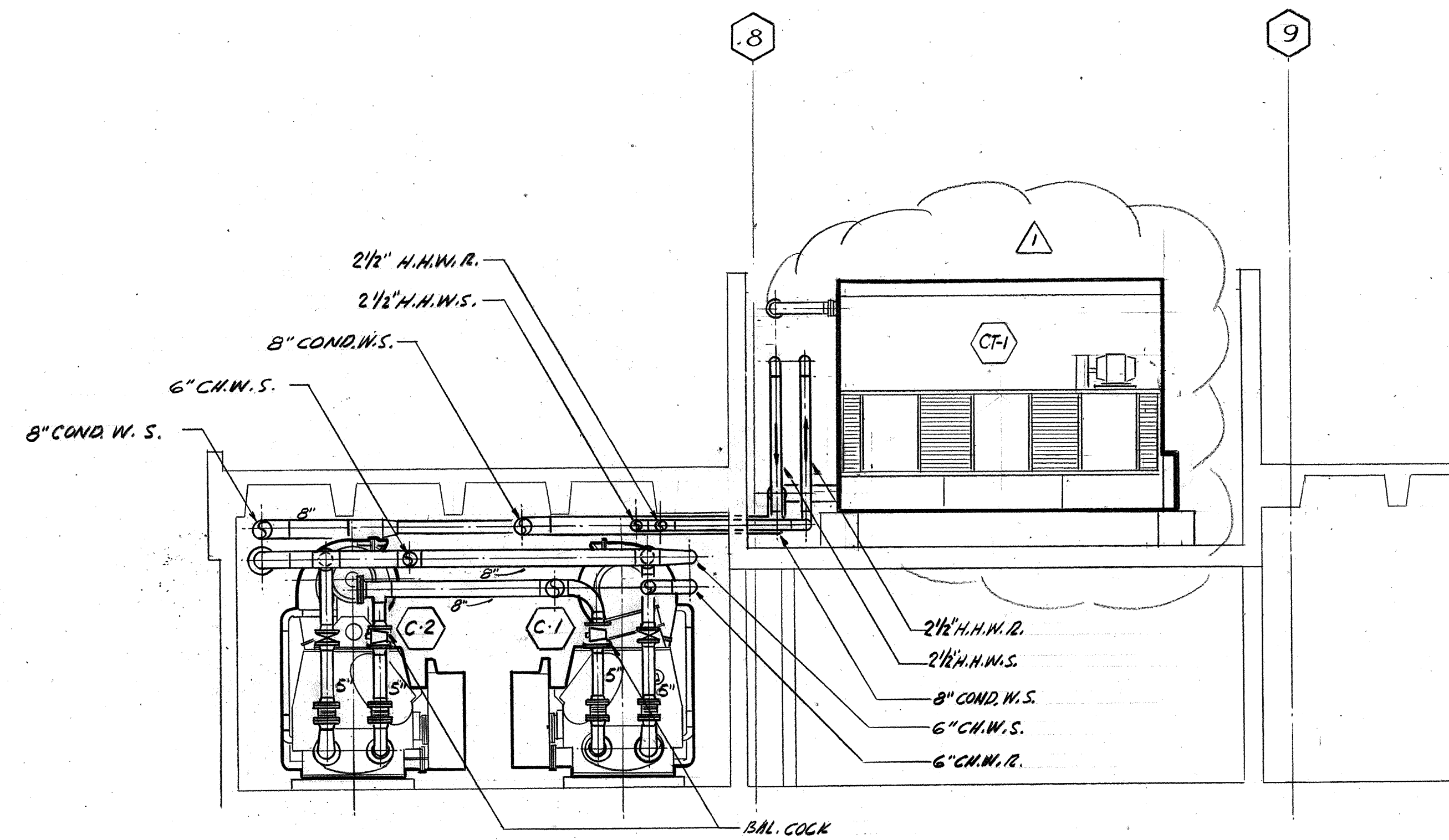




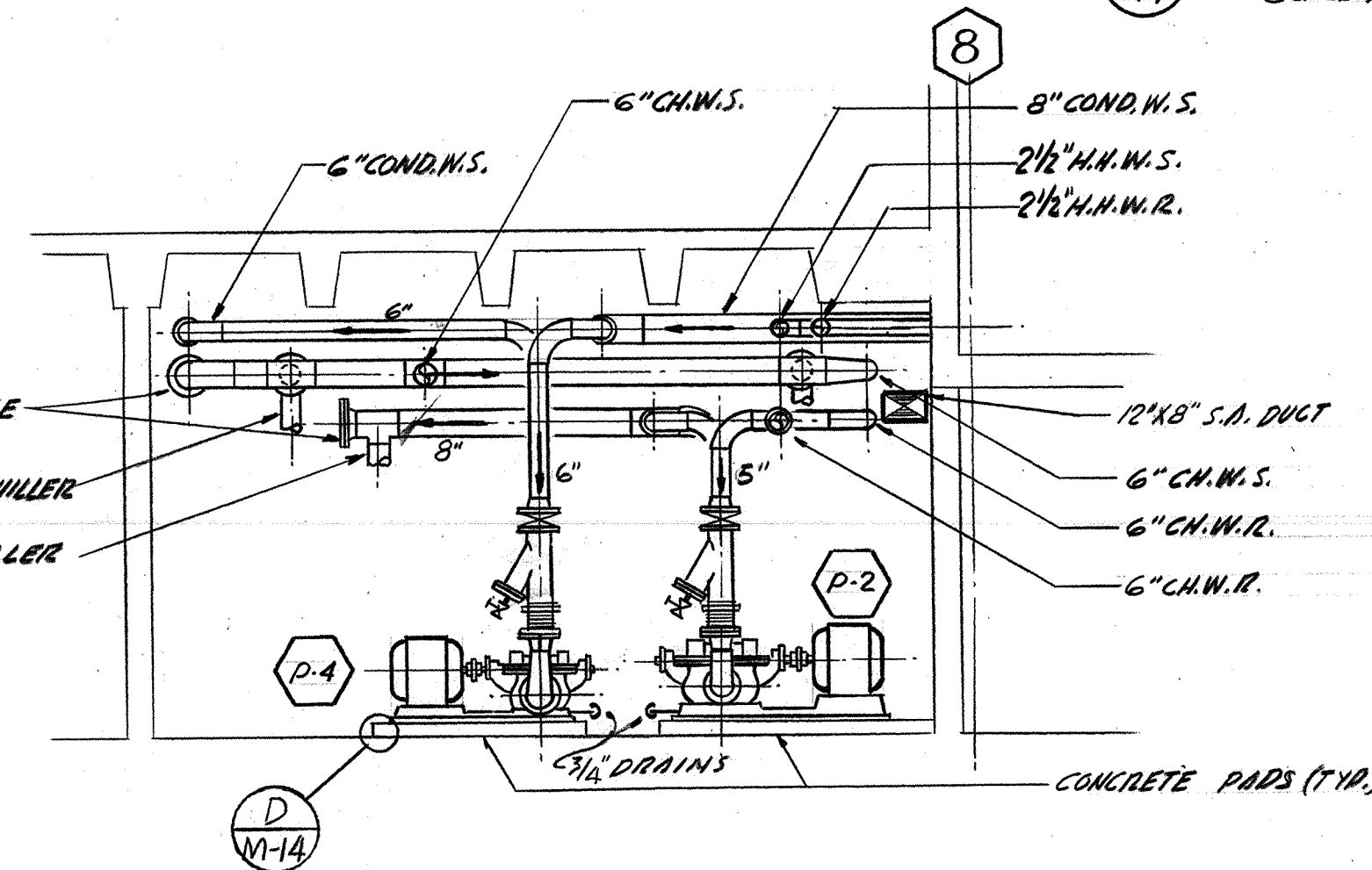
PLAN - GROUND FLOOR MECH. ROOM - WEST  
SCALE 1/4" = 1'-0"



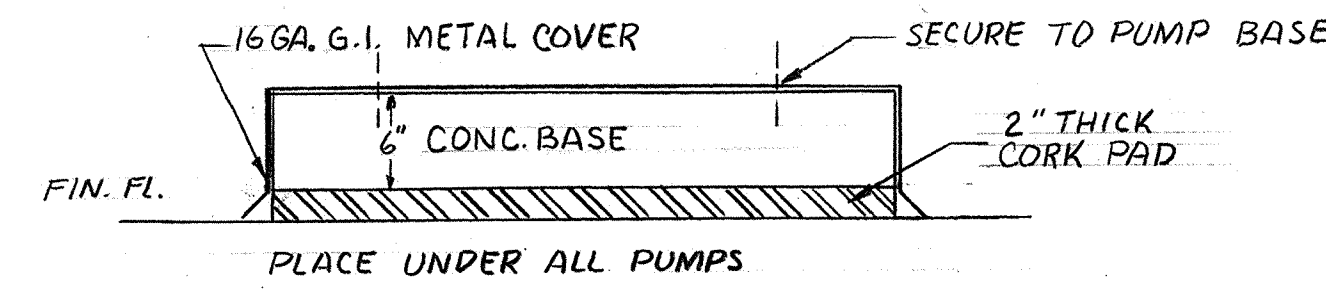
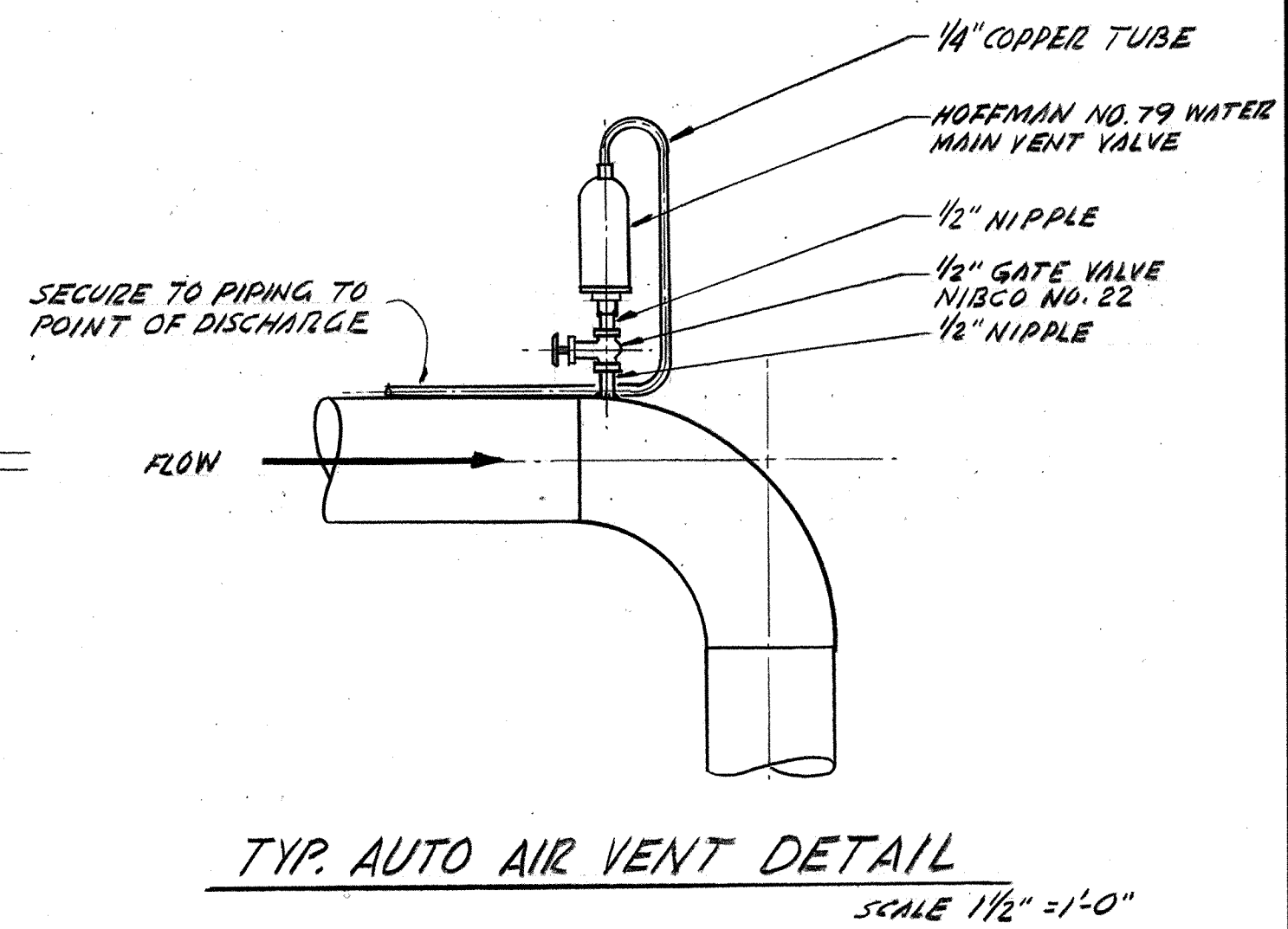
SECTION A  
SCALE 1/4" = 1'-0"



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



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

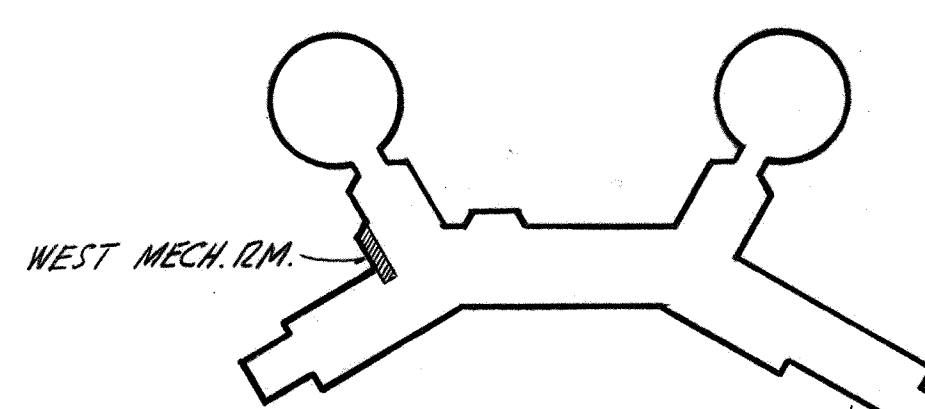


DETAIL D  
NO SCALE

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.



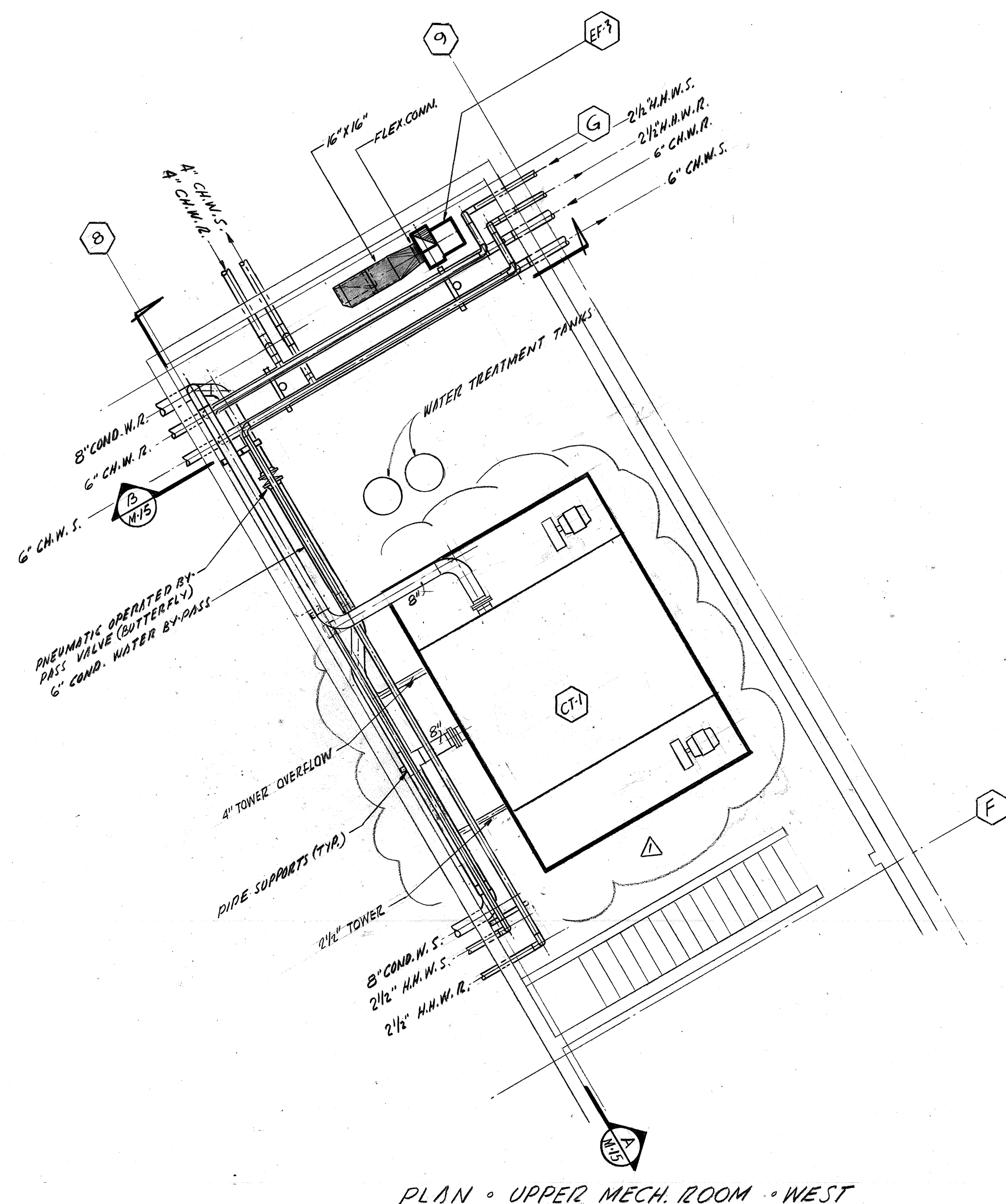
GRAPHIC SCALE  
1/4" = 1'-0"



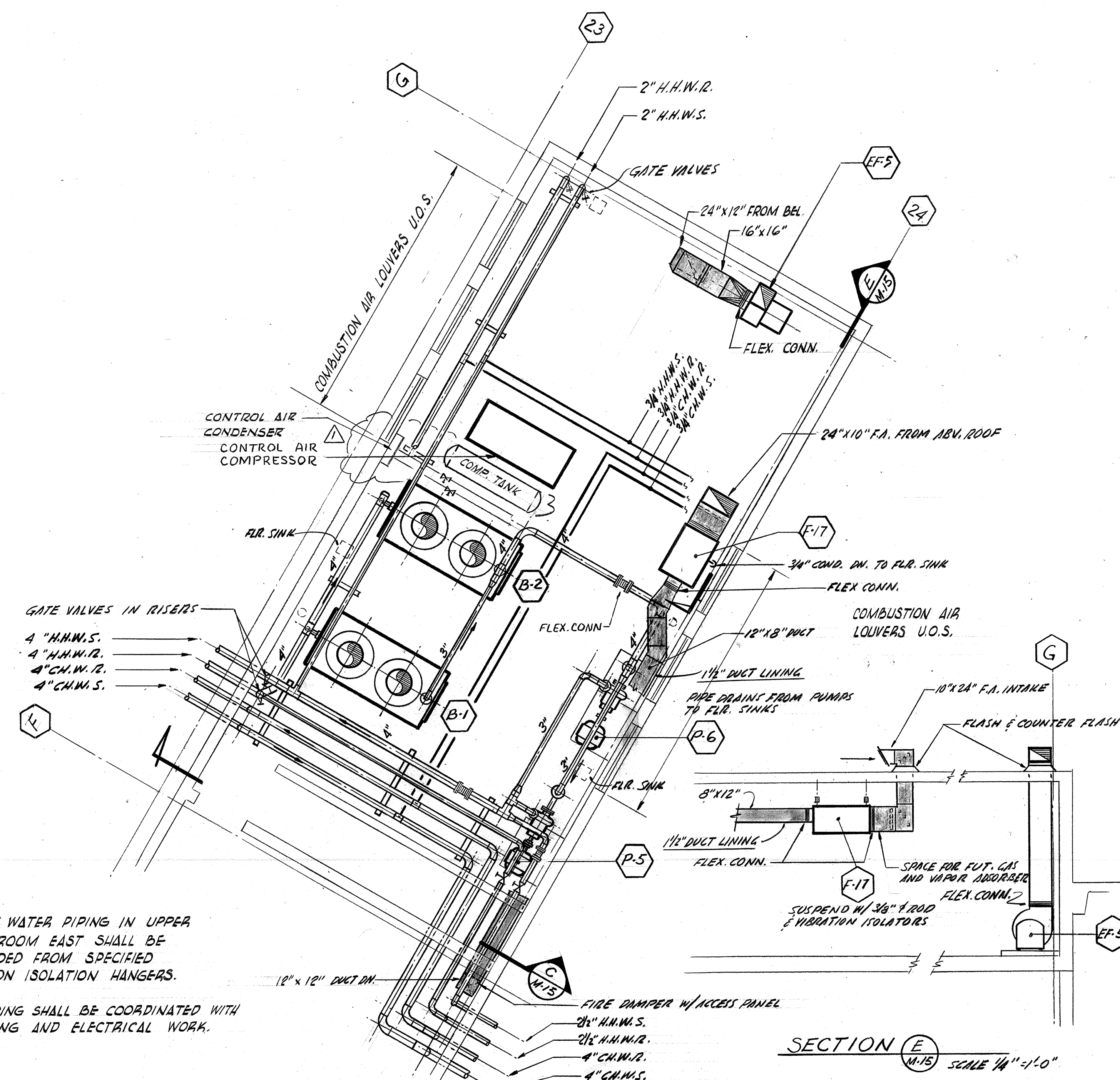
AS BUILT

<b>PADEREWSKI · DEAN &amp; ASSOCIATES</b> <b>ARCHITECTS</b> C. J. PADEREWSKI, F.A.I.A. · LOUIS A. DEAN, A.I.A. 525 'C' STREET · SAN DIEGO, CALIFORNIA · 234 6183	SPEC. NO. _____ REFERENCES _____ CONTRACTOR _____ CONSTRUCTION STARTED _____ CONSTRUCTION COMPLETED _____ COST _____ INSPECTOR _____	AS BUILT REVISIONS _____ DATE _____ APPROVED _____	<b>San Diego Unified</b> <b>Port District</b> San Diego · California	DESIGNED _____ DRAWN _____ CHECKED _____ H.D.F.	APPROVAL AUG 23 1965 J. E. Lohman ASST. CHIEF ENGINEER AUG 23 1965 J. E. Lohman CHIEF ENGINEER	<b>San Diego International Air Terminal</b> Lindbergh Field GROUND FLOOR MECHANICAL ROOM - PLAN & SECTIONS SHEET M-14 OF 174 <b>704</b>
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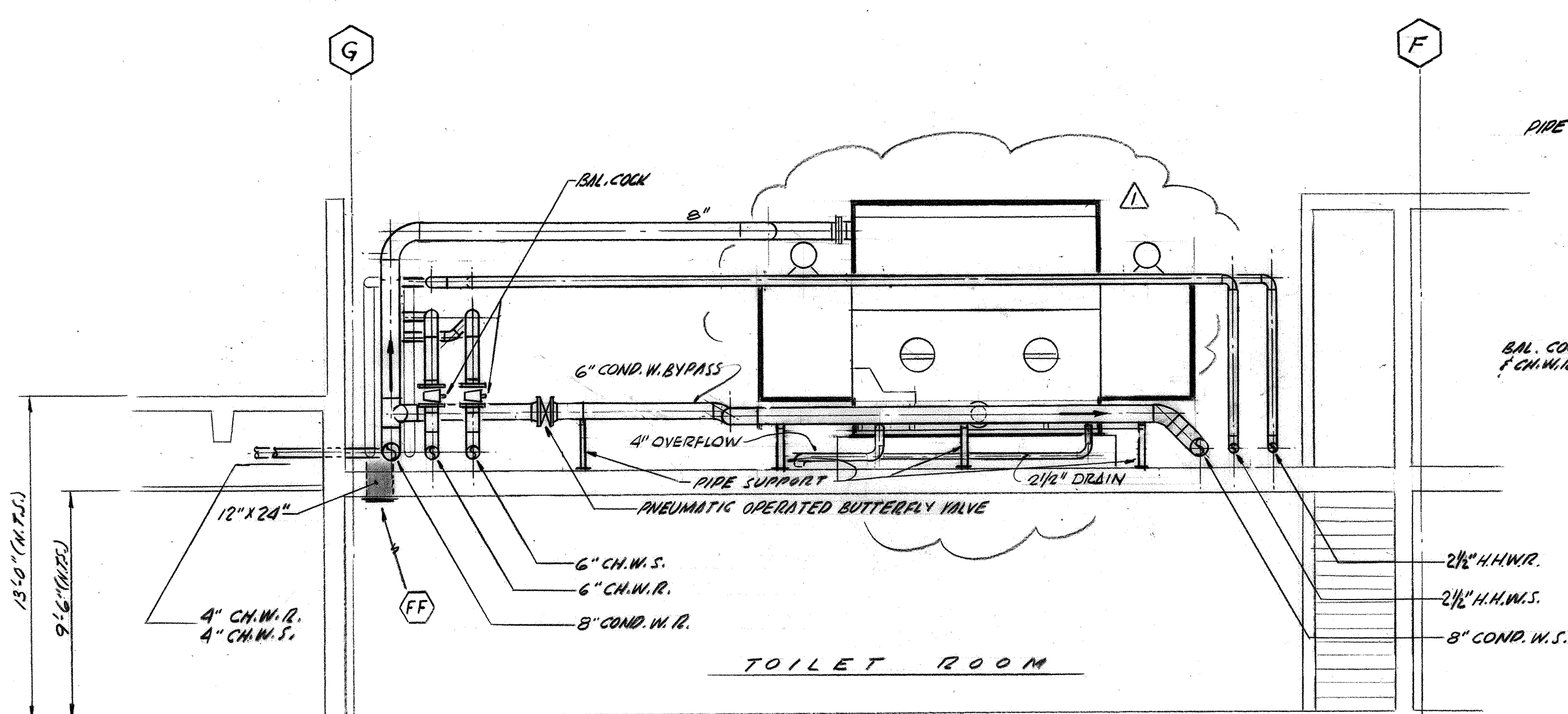
PLAN - UPPER MECH. ROOM - WEST  
SCALE 1/4" = 1'-0"



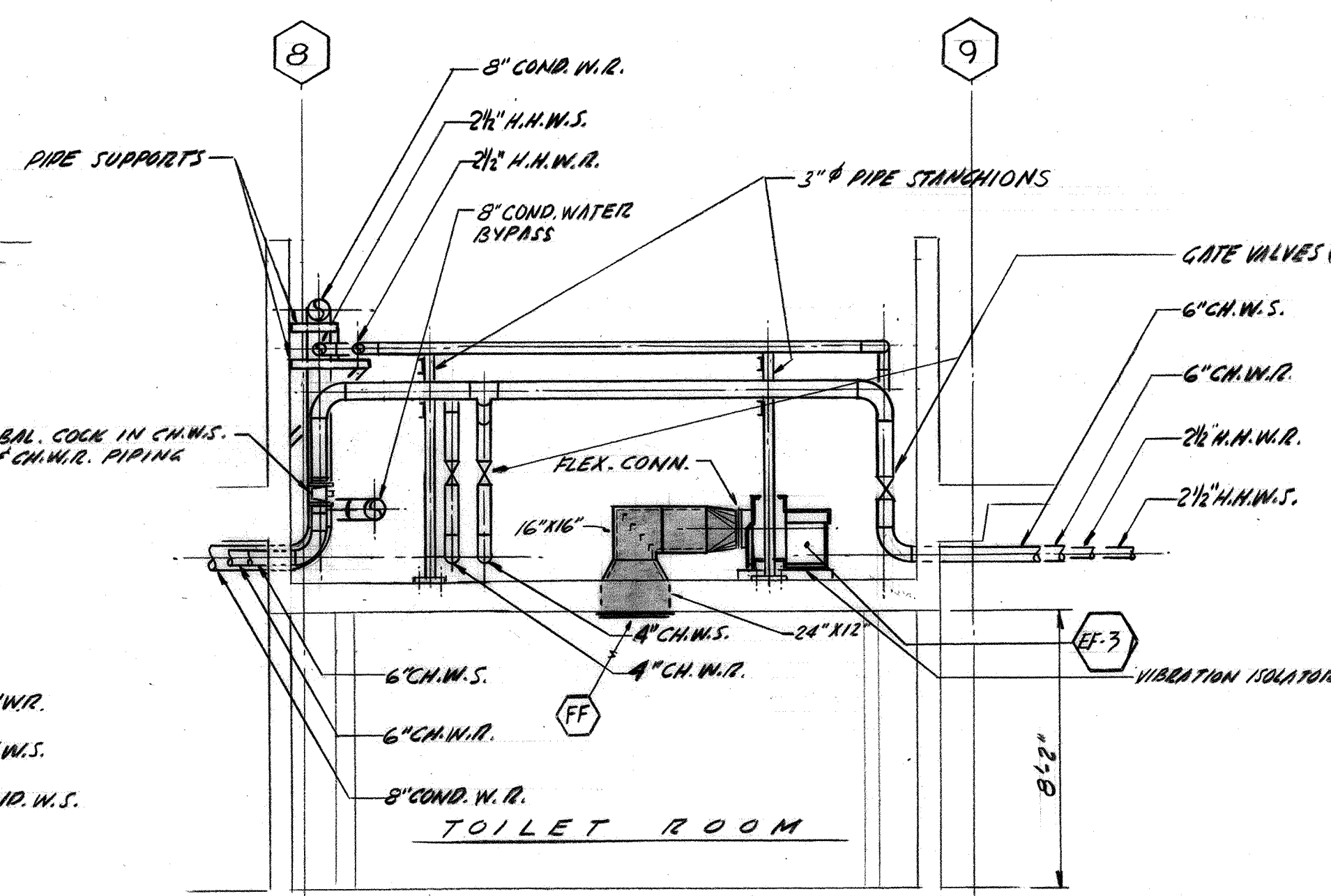
PLAN - UPPER MECH. ROOM - EAST  
SCALE 1/4" = 1'-0"

NOTE:  
ALL HOT WATER PIPING IN UPPER MECH. ROOM EAST SHALL BE SUSPENDED FROM SPECIFIED VIBRATION ISOLATION HANGERS.  
ALL PIPING SHALL BE COORDINATED WITH PLUMBING AND ELECTRICAL WORK.

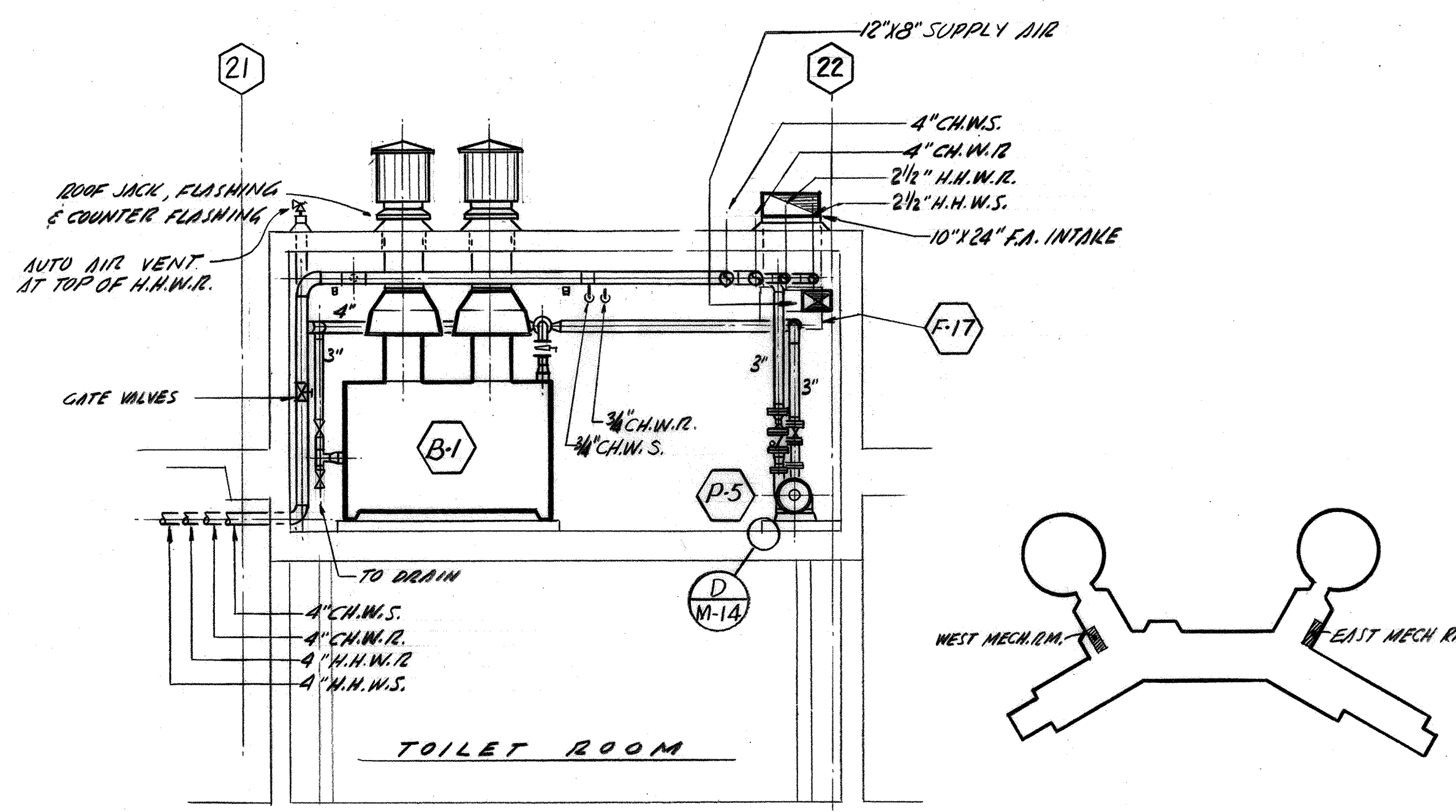
SECTION E  
SCALE 1/4" = 1'-0"



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



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



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



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

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



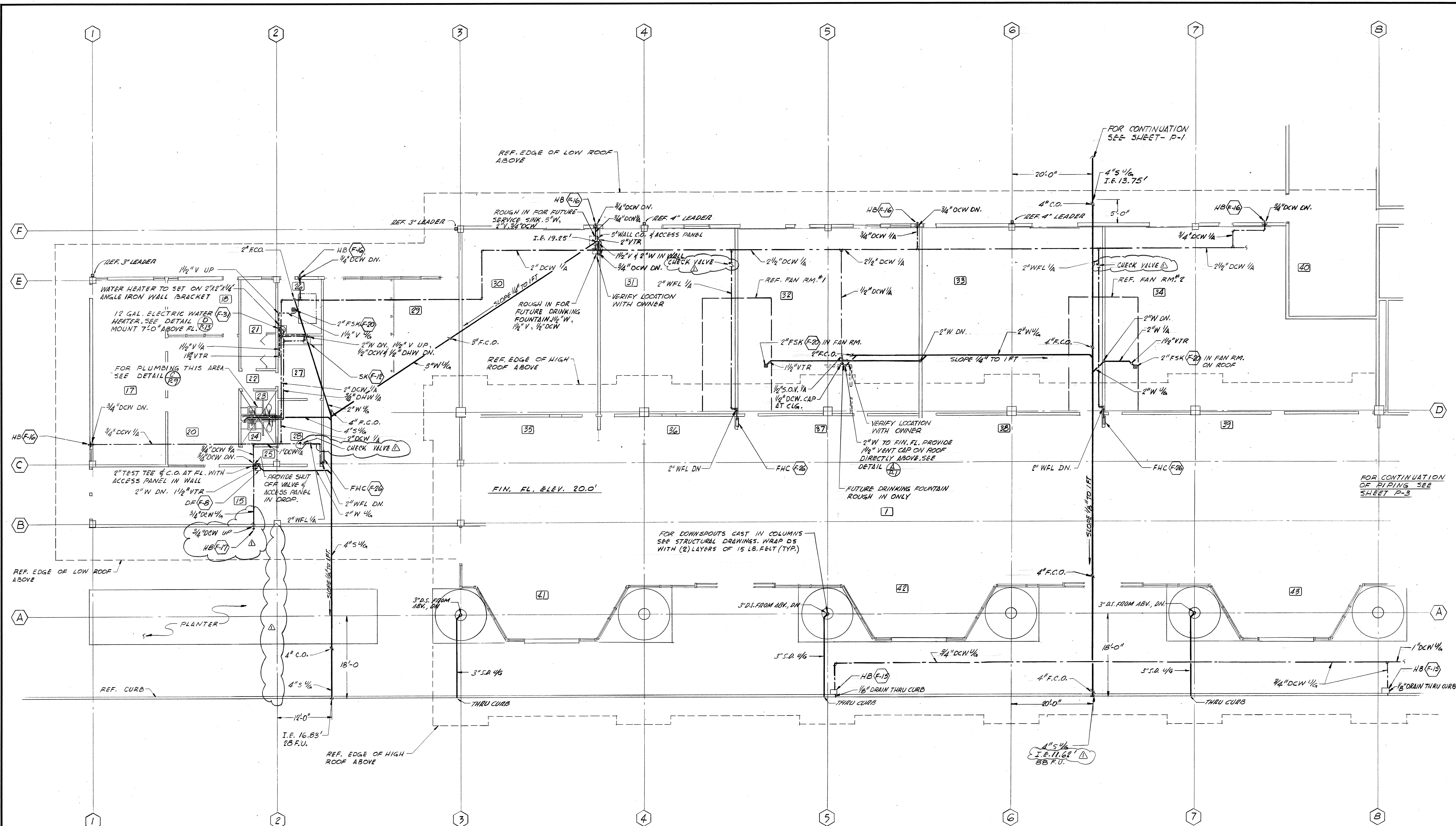
DESIGNED  
DRAWN  
CHECKED  
H.D.F.  
APPROVAL  
RECOMMENDED  
AUG 23 1985  
AUG 23 1985  
AUG 23 1985  
J.E. Liebmann  
CHIEF ENGINEER

San Diego International Air Terminal  
Lindbergh Field  
UPPER MECHANICAL ROOMS PLANS & SECTIONS

DATUM  
MEAN LOWER LOW WATER  
SHEET M-15 OF 171  
704

AS BUILT





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



GRAPHIC SCALE

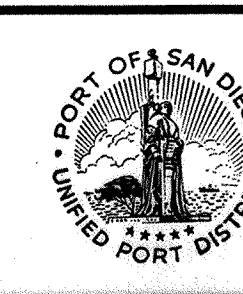
1/8" = 1' - 0"  
0' 5' 10' 15' 20'

**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.
CONTRACTOR	
CONSTRUCTION STARTED	
CONSTRUCTION COMPLETED	
COST	
INSPECTOR	

"AS-BUILT"	
REVISIONS	DATE

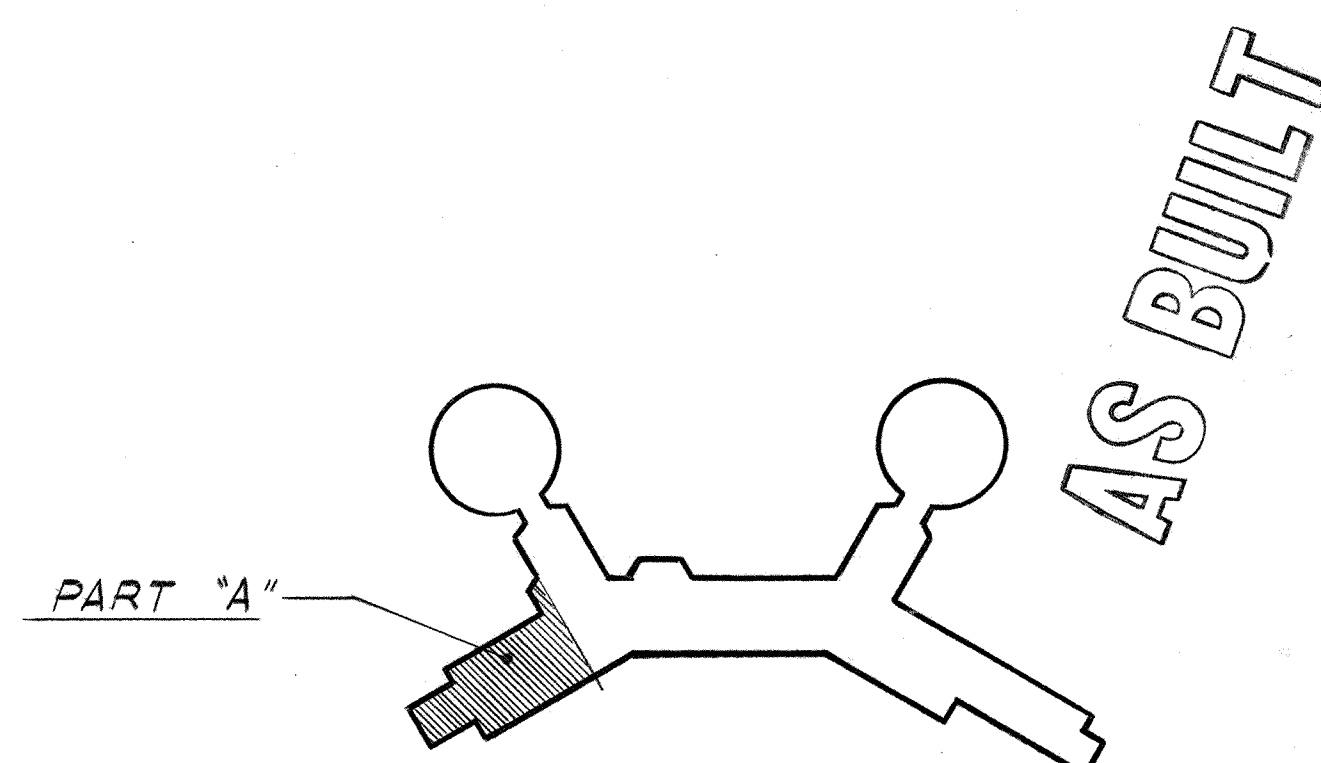
**San Diego Unified**  
**Port District**  
San Diego · California



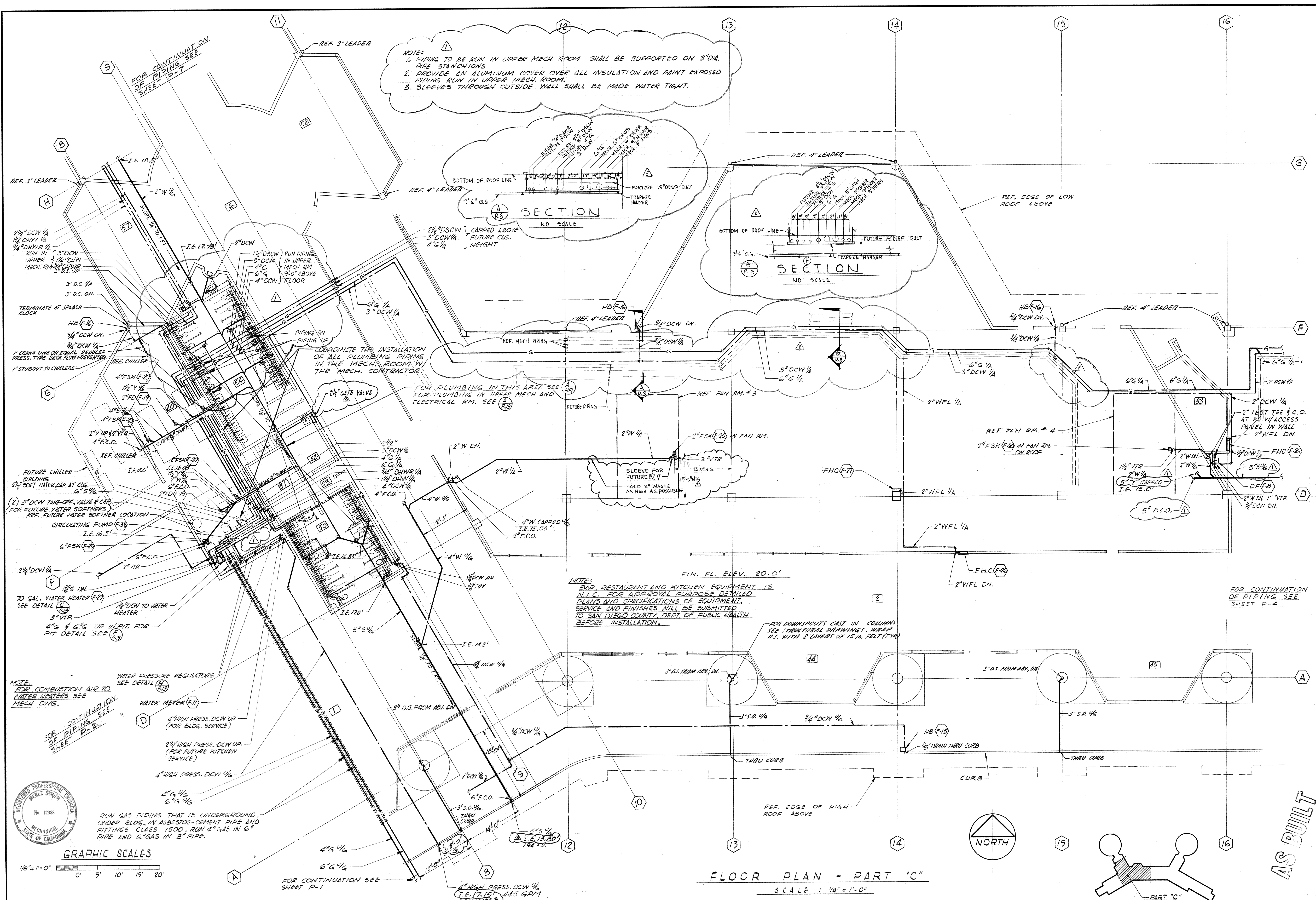
DESIGNED	D.M.B.	APPROVAL	RECOMMENDED	AUG 23 1965
DRAWN	D.M.B.	APPROVED	ASST. CHIEF ENGINEER	
CHECKED	C.F.B.	APPROVED	CHIEF ENGINEER	

**San Diego International Air Terminal**  
Lindbergh Field  
PLUMBING FLOOR PLAN - PART A

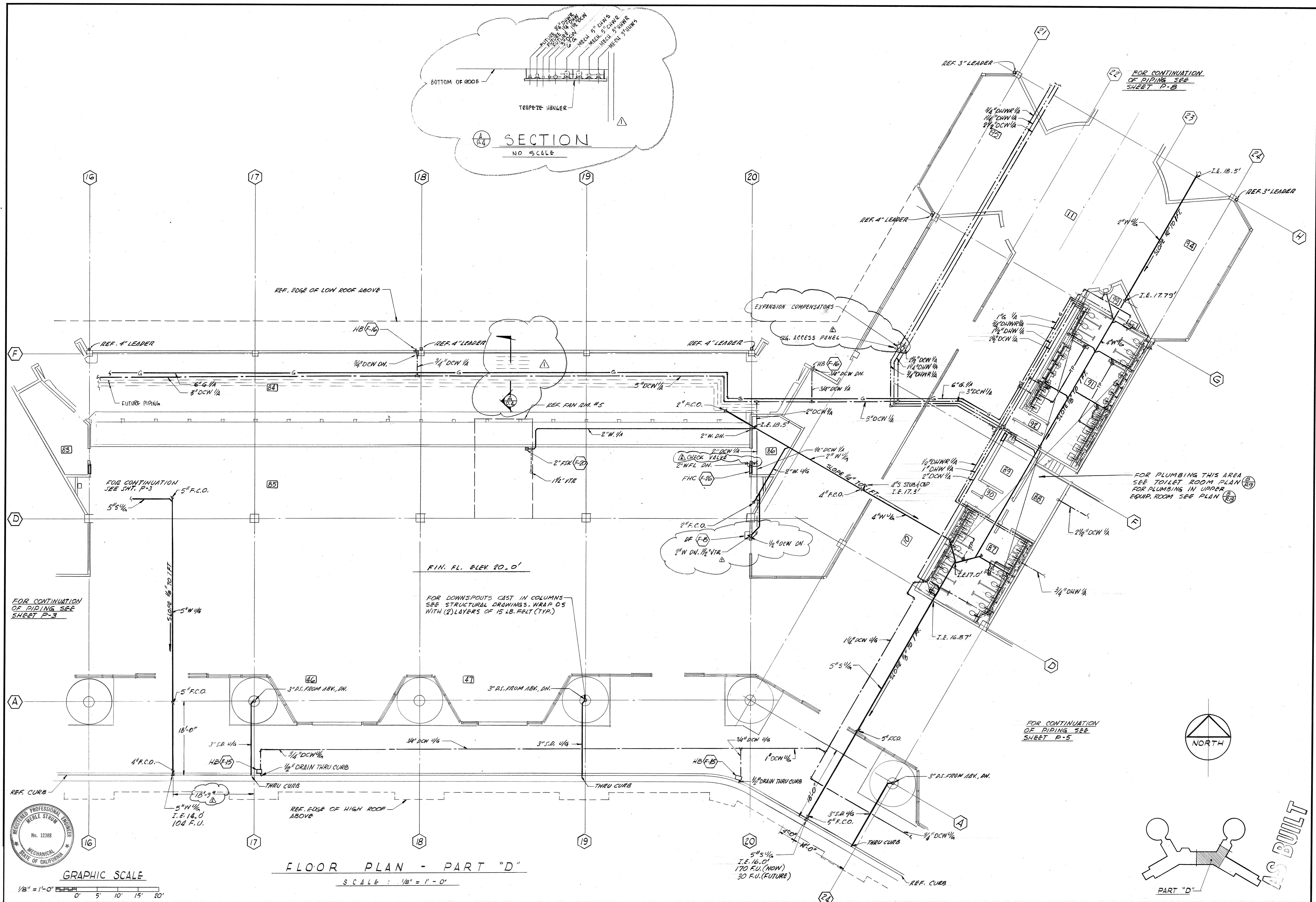
DATUM · MEAN LOWER LOW WATER  
SHEET P-2 of 71  
**704**





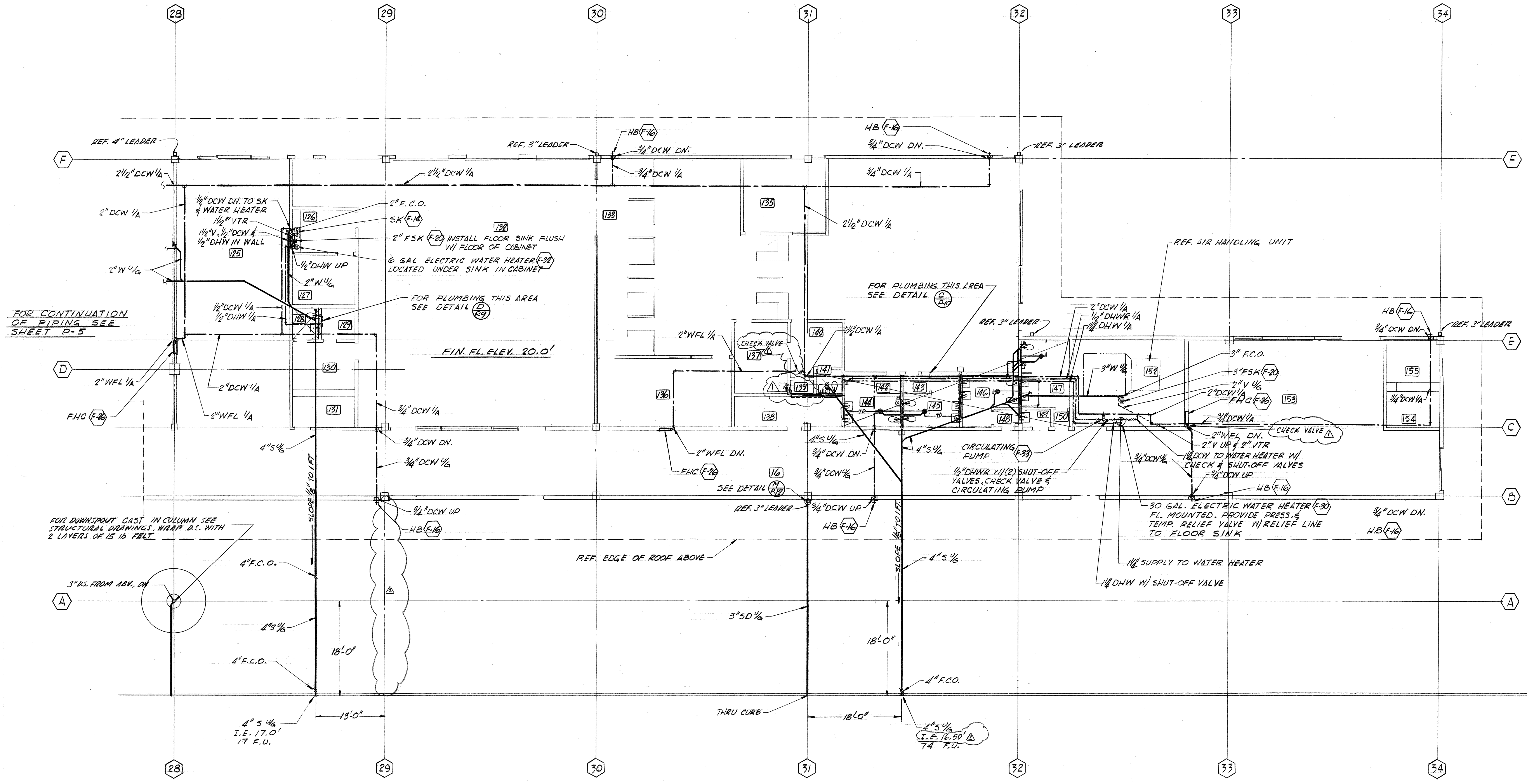






**GRAPHIC SCALE**  
 1/8" = 1'-0"  
 0' 5' 10' 15' 20'

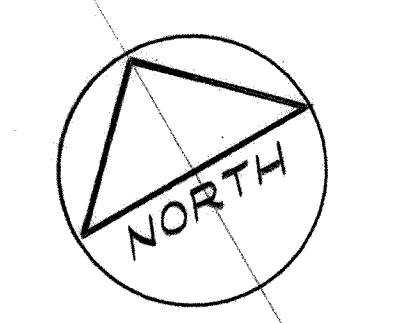




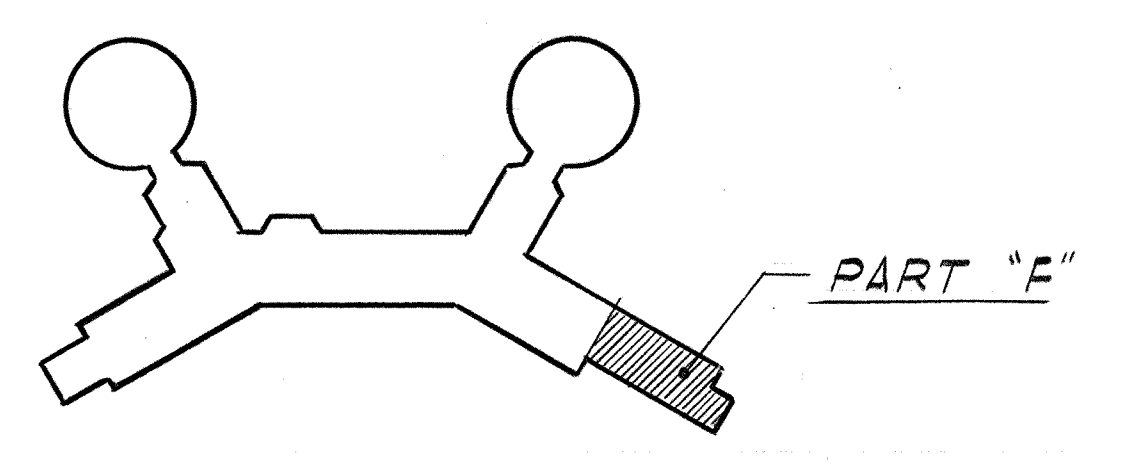
FLOOR PLAN - PART "F"  
SCALE : 1/8" = 1'-0"

**GRAPHIC SCALE**  
1/8" = 1'-0"

0' 5' 10' 15' 20'



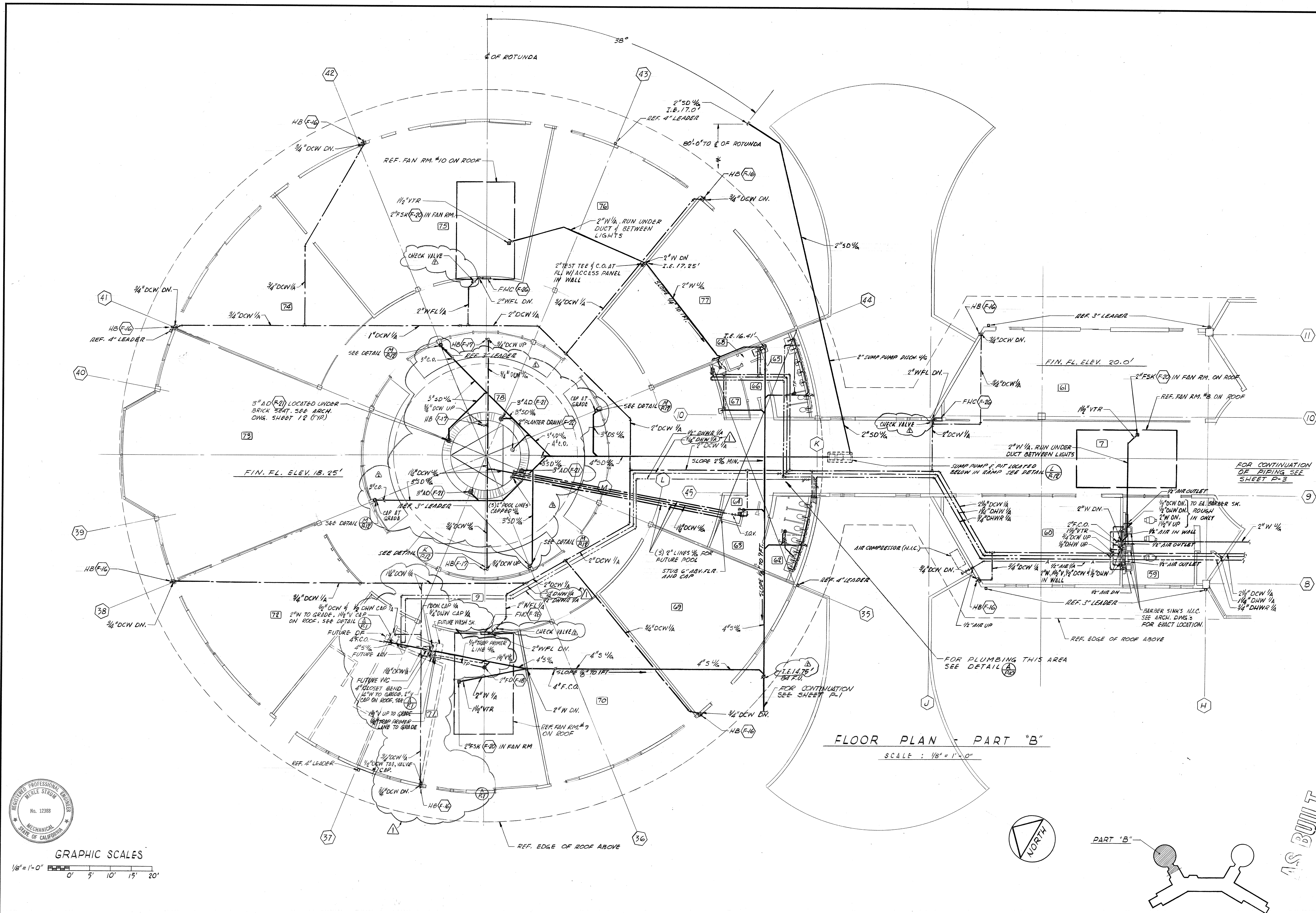
REFERENCE ONLY



AS BUILT

<b>PADEREWSKI · DEAN &amp; ASSOCIATES</b> <b>ARCHITECTS</b> C. J. PADEREWSKI, F.A.I.A. · LOUIS A. DEAN, A.I.A. 525 'C' STREET · SAN DIEGO, CALIFORNIA · 234 6183	SPEC. NO. _____ REFERENCES _____ CONTRACTOR _____ CONSTRUCTION STARTED _____ CONSTRUCTION COMPLETED _____ COST _____ INSPECTOR _____	W.D. NO. _____ ADDED L&V "AS-BUILT" 7/11/66 REVISIONS _____ DATE _____ APPROVED _____	<b>San Diego Unified</b> <b>Port District</b> San Diego · California		DESIGNED <i>DHB</i> DRAWN <i>DHB</i> CHECKED <i>CFA</i> APPROVAL RECOMMENDED <i>James C. ...</i> AUG. 23, 1965 APPROVED <i>J. E. Liebmann</i> AUG. 23, 1965 CHIEF ENGINEER	<b>San Diego International Air Terminal</b> Lindbergh Field PLUMBING FLOOR PLAN - PART "F"	DATUM MEAN LOWER LOW WATER SHEET P-6 OF 171 <b>704</b>
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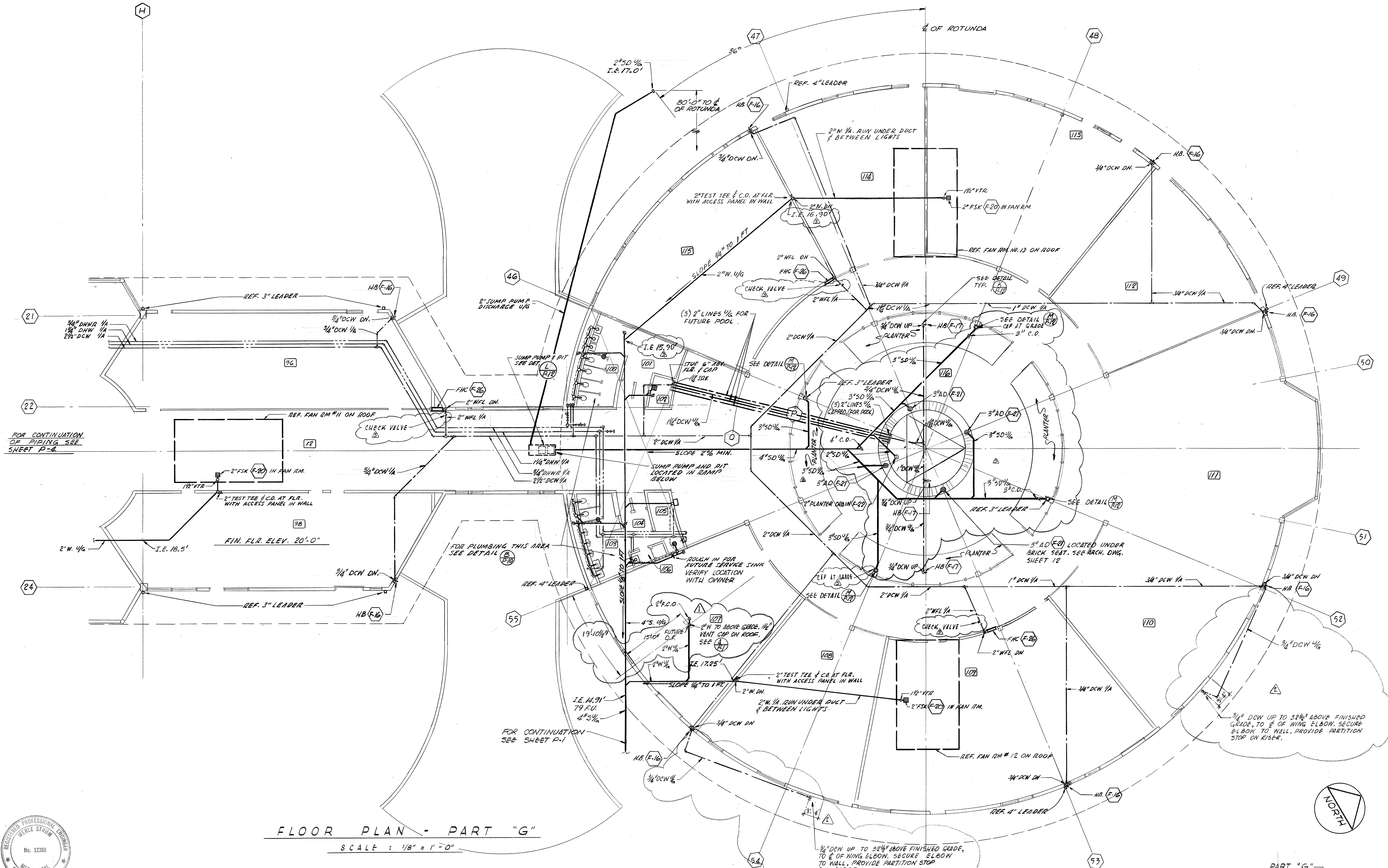
REGISTERED PROFESSIONAL ENGINEER  
No. 12388  
MECHANICAL  
STATE OF CALIFORNIA

**GRAPHIC SCALES**

1/8" = 1'-0"

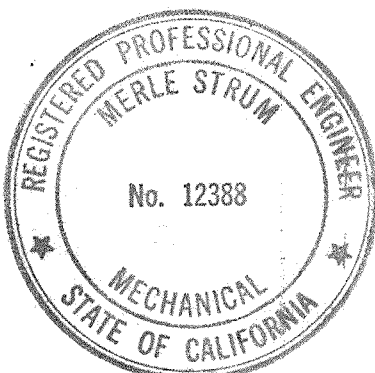
0' 5' 10' 15' 20'





FLOOR PLAN - PART "G"

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



GRAPHIC SCALE

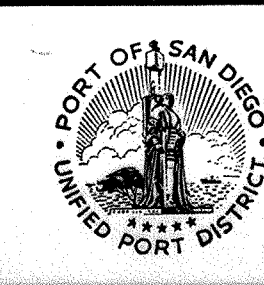
1/8" = 1'-0" 0' 5' 10' 15' 20'

**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.
CONTRACTOR	
CONSTRUCTION STARTED	
CONSTRUCTION COMPLETED	
COST	INSPECTOR

ADDED ROUGH-IN FOR OF	3/15/66
ADDED DCW FOR WATER STATIONS	
"AS-BUILT"	
REVISIONS	DATE
	APPROVED

**San Diego Unified**  
**Port District**  
San Diego · California



DESIGNED  
D.M.B.  
DRAWN  
D.M.B.  
CHECKED  
C.F.R.

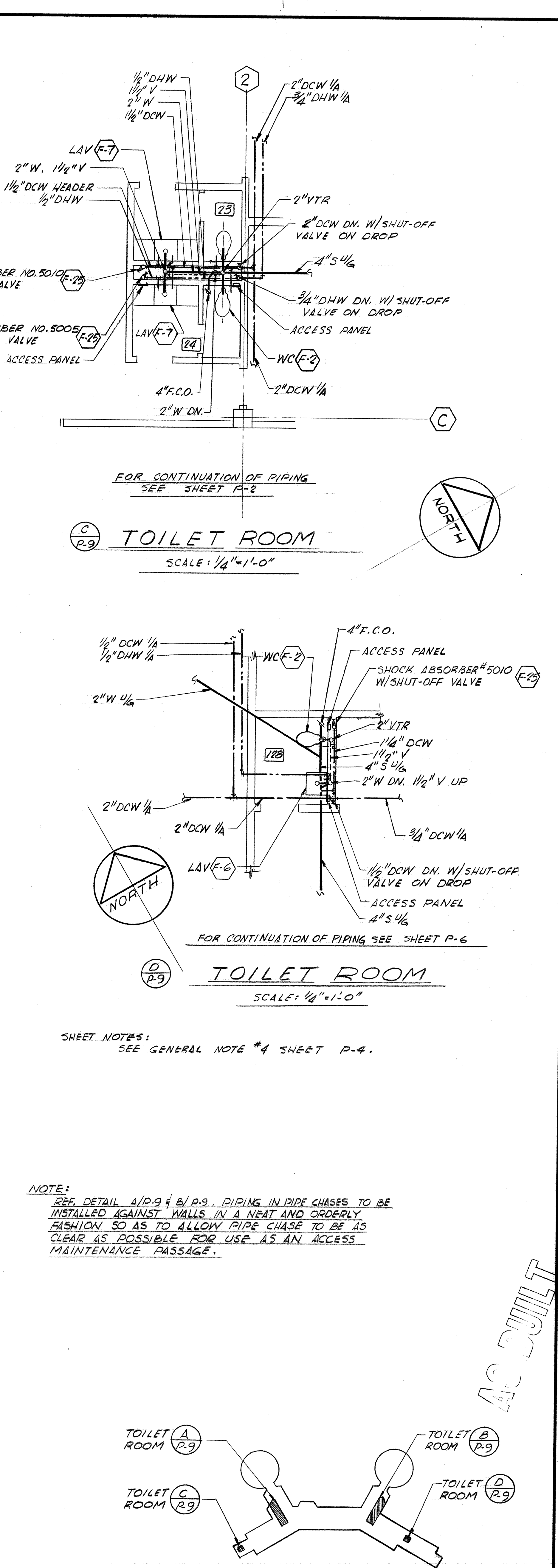
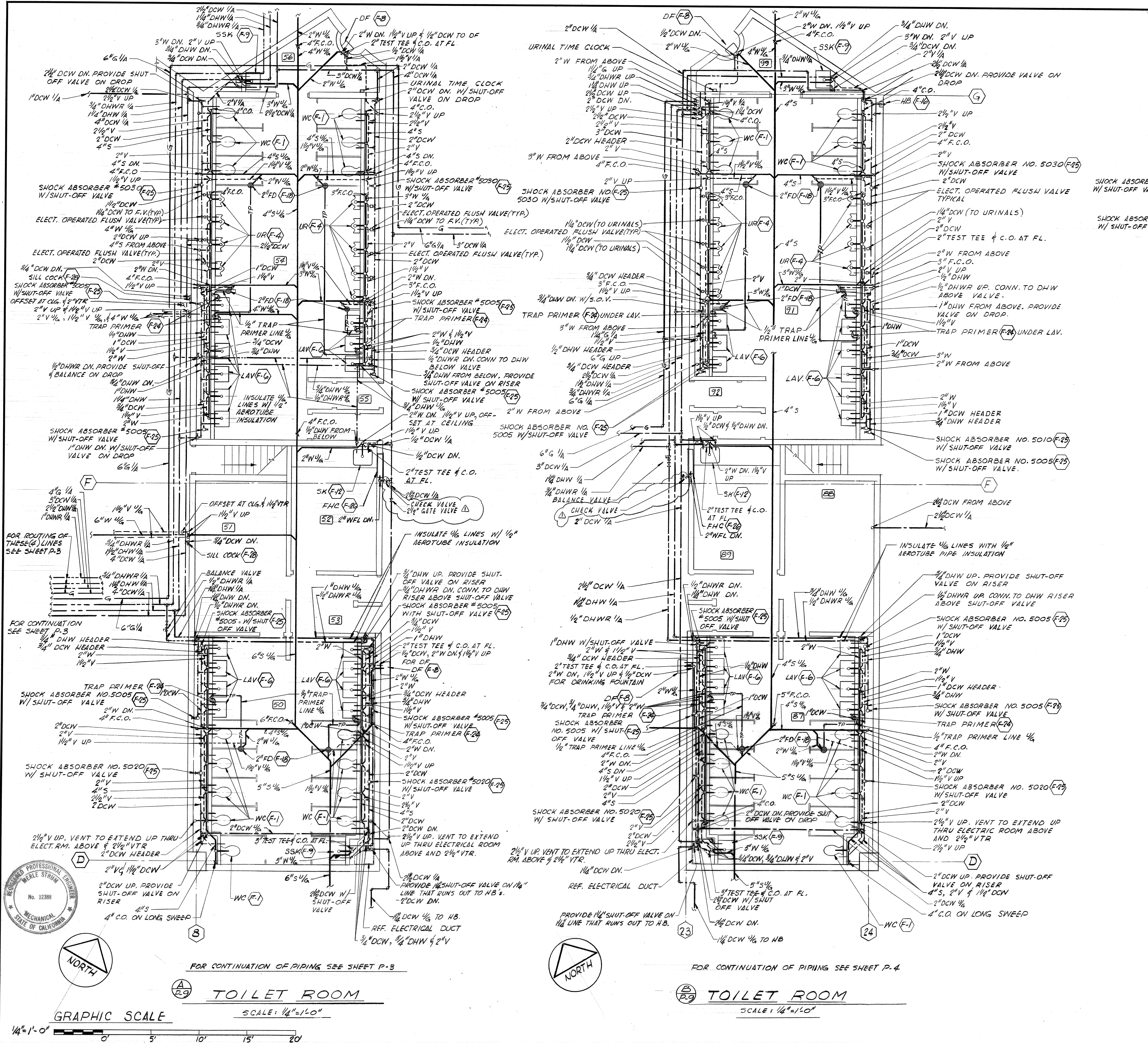
APPROVAL  
RECOMMENDED  
J. E. Lehmman  
AUG 23 1965  
AUG 23 1965  
AUG 23 1965  
J. E. Lehmman  
CHIEF ENGINEER

**San Diego International Air Terminal**  
Lindbergh Field  
PLUMBING FLOOR PLAN - PART G

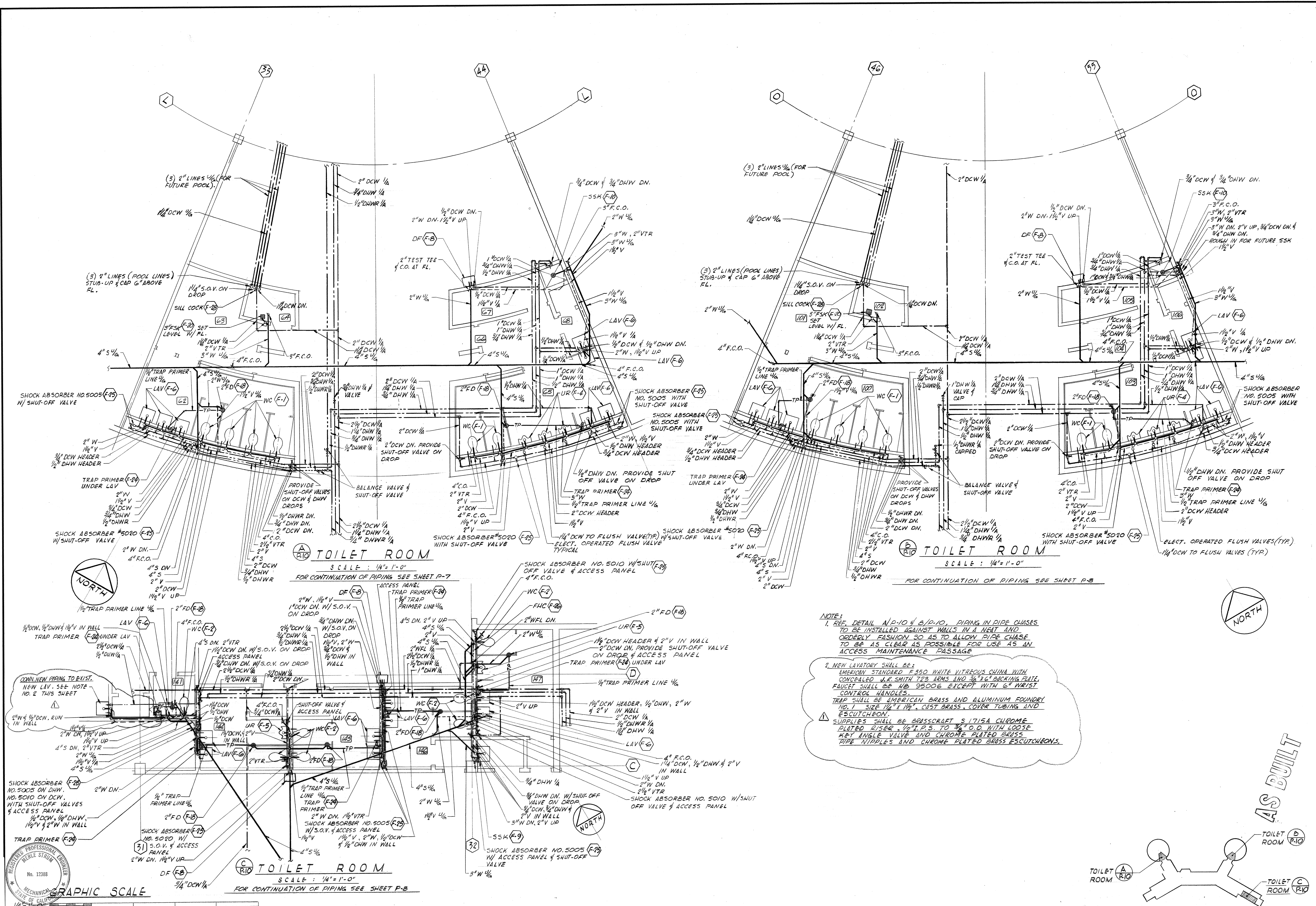
DATUM  
MEAN LOWER LOW WATER  
SHEET P-8 OF 171  
**704**

AS BUILT





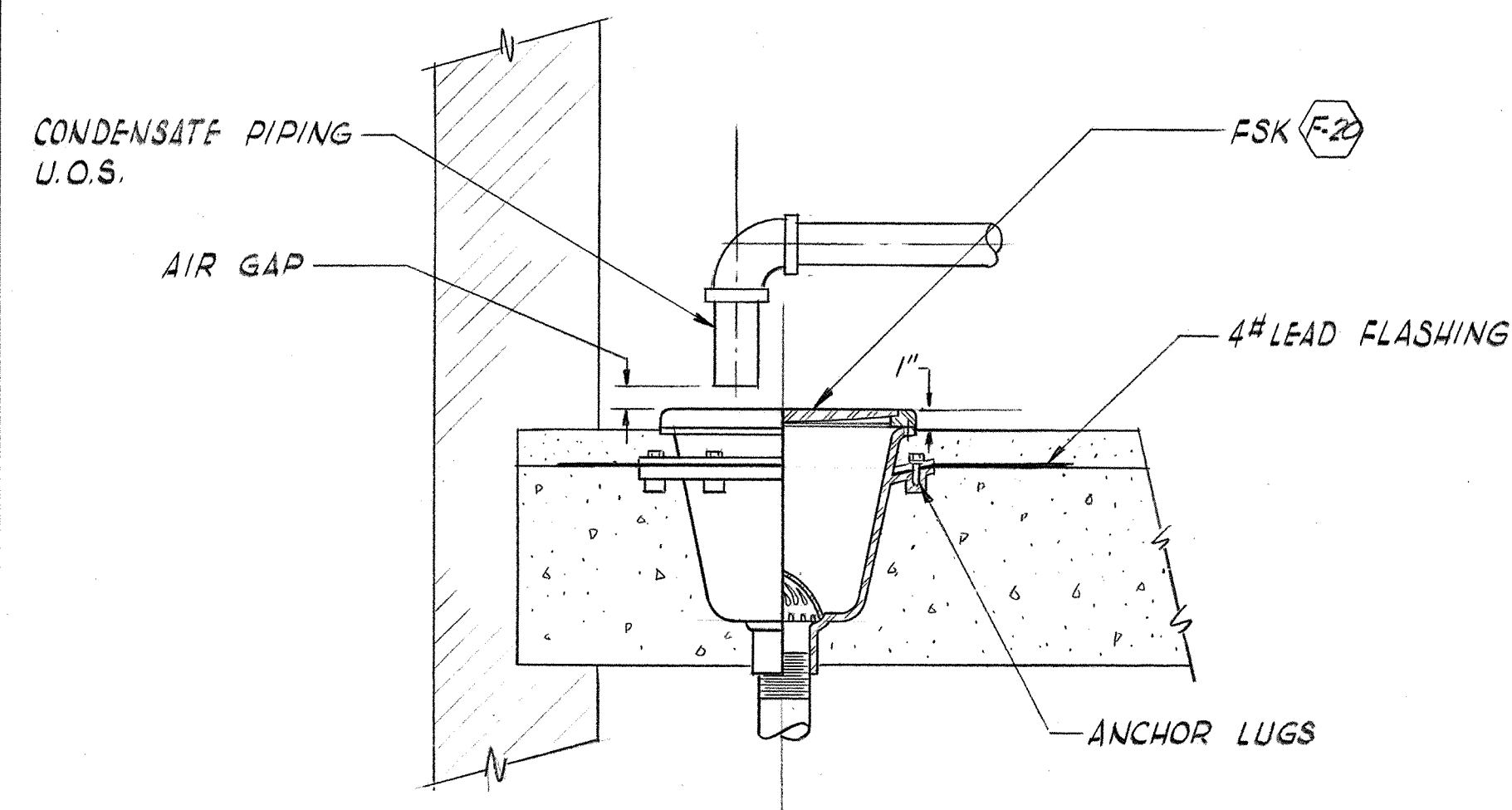




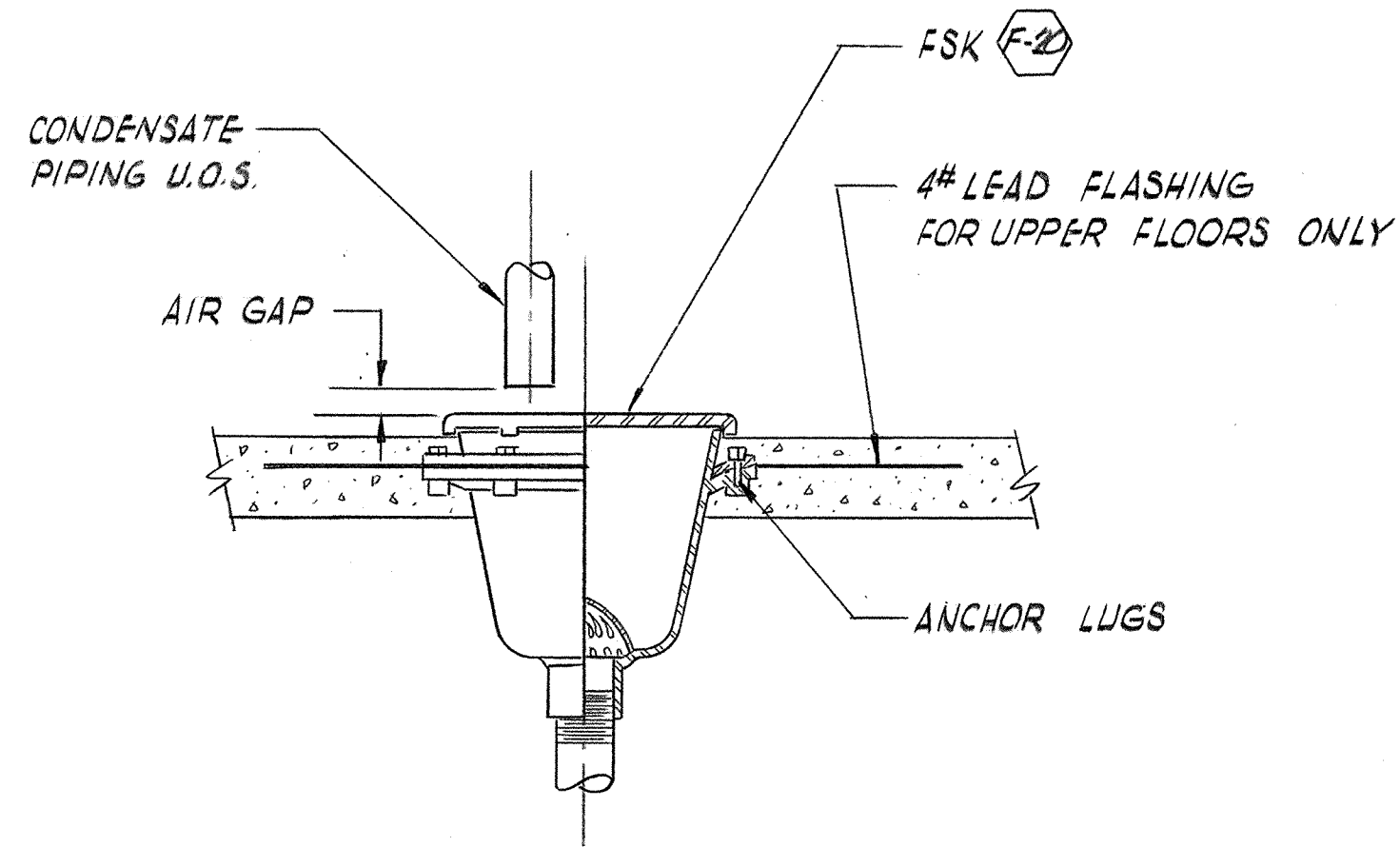




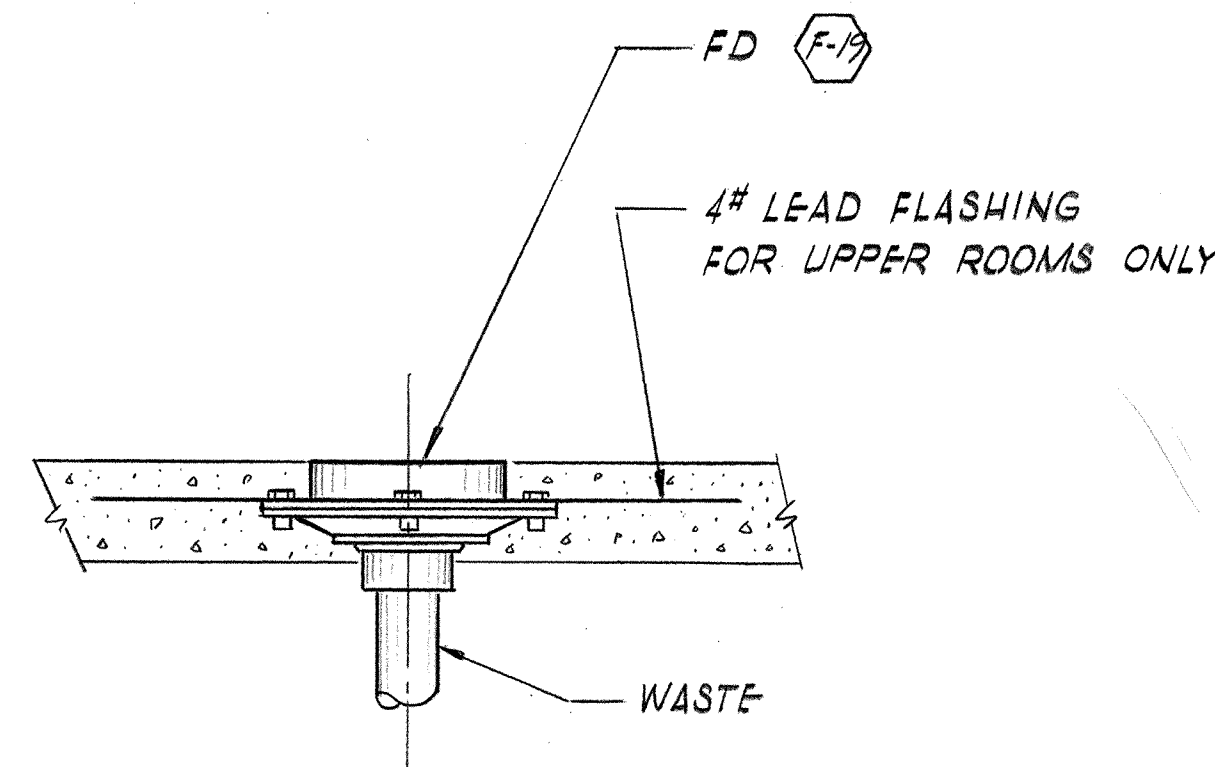




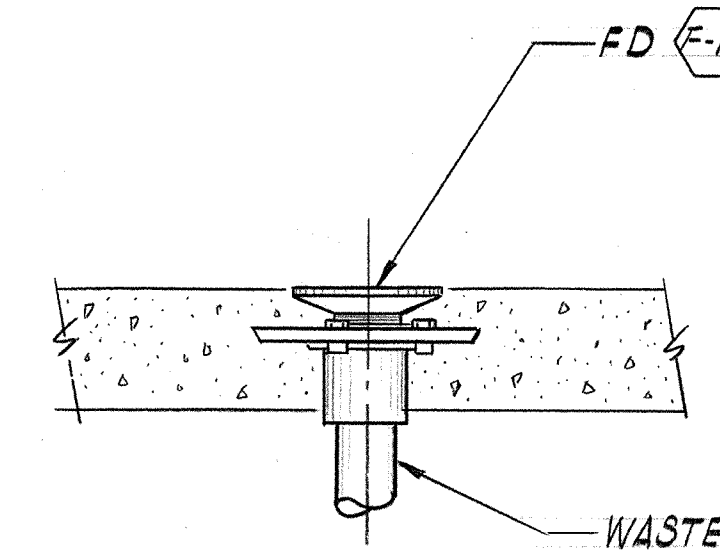
**A**  
FLOOR SINK DETAIL  
SCALE: 1 1/2" = 1'-0"



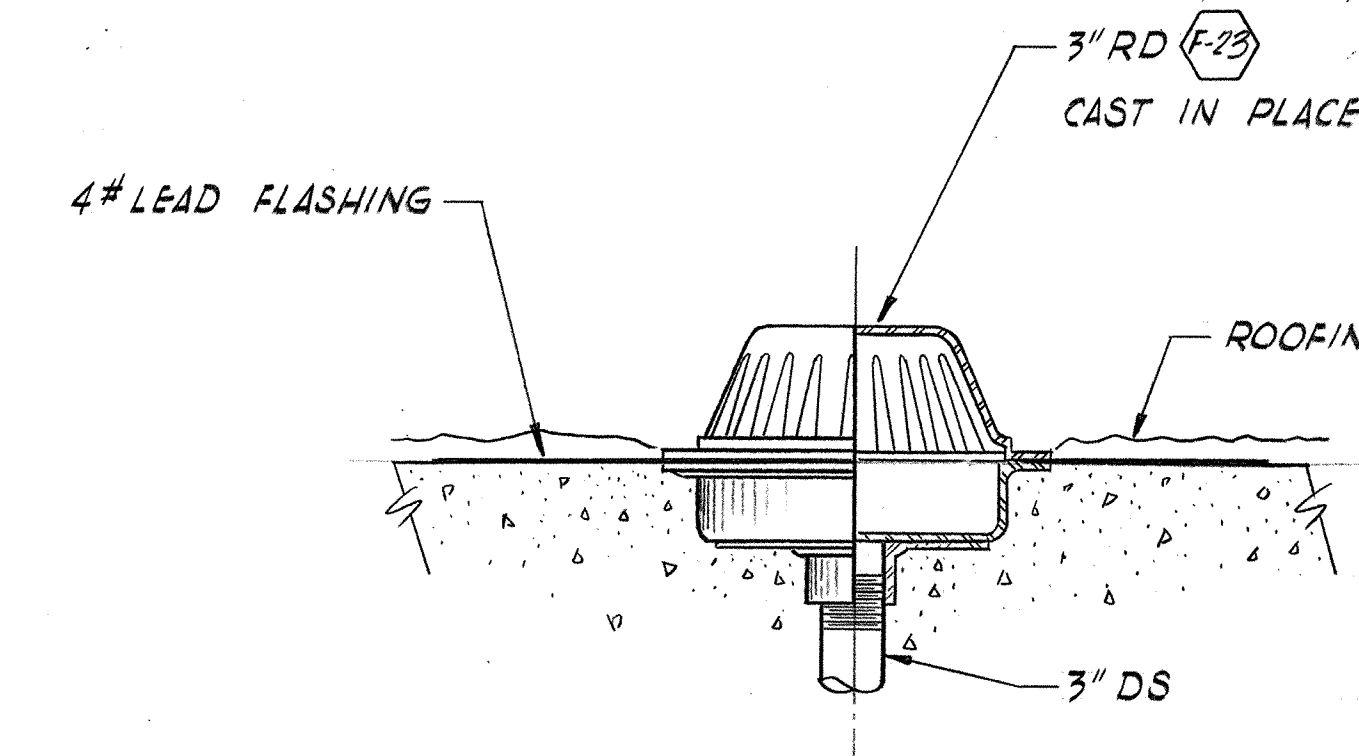
**B**  
FLOOR SINK DETAIL  
SCALE: 1 1/2" = 1'-0"



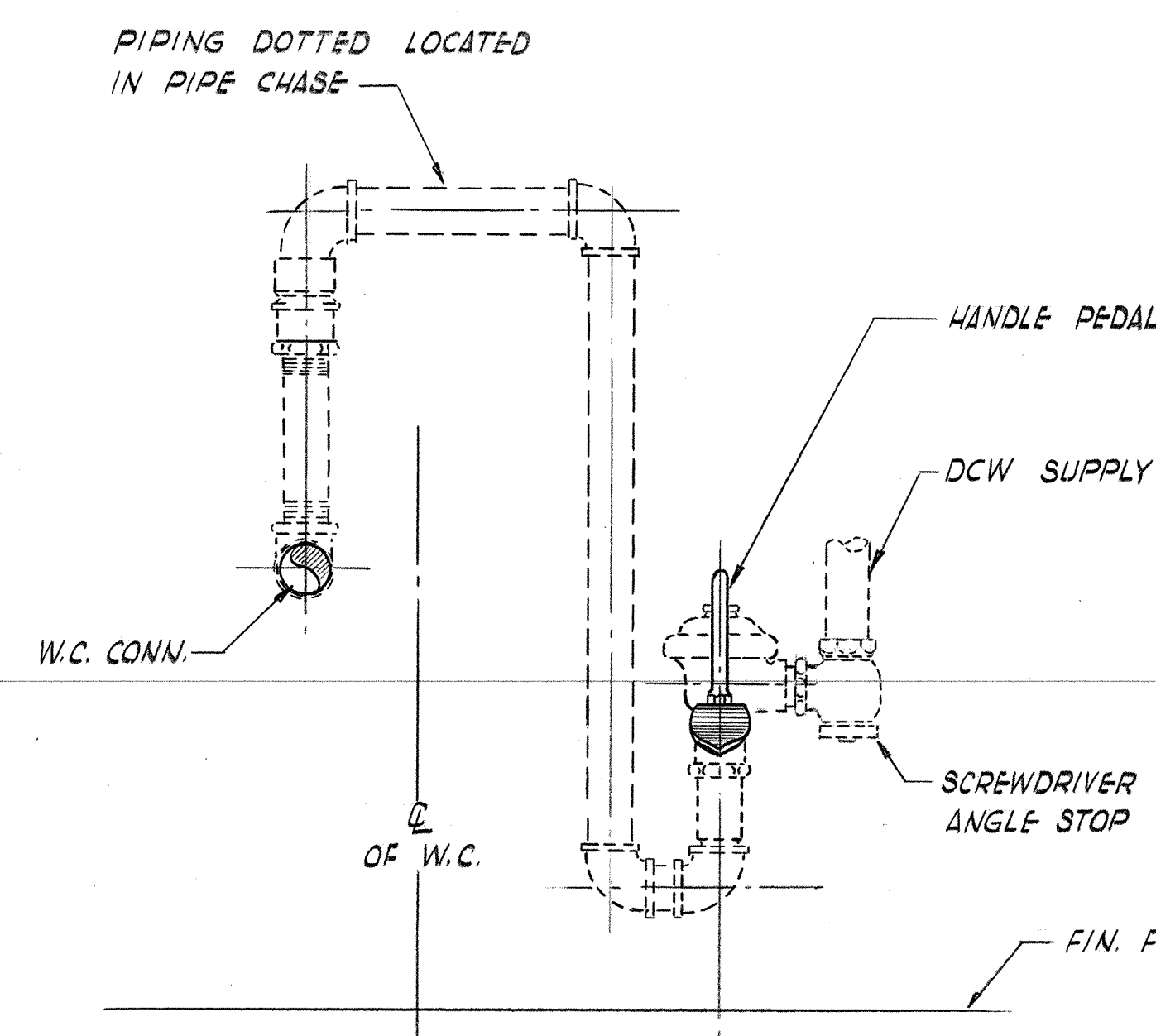
**C**  
FLOOR DRAIN DETAIL - MECH. RM.  
SCALE: 1 1/2" = 1'-0"



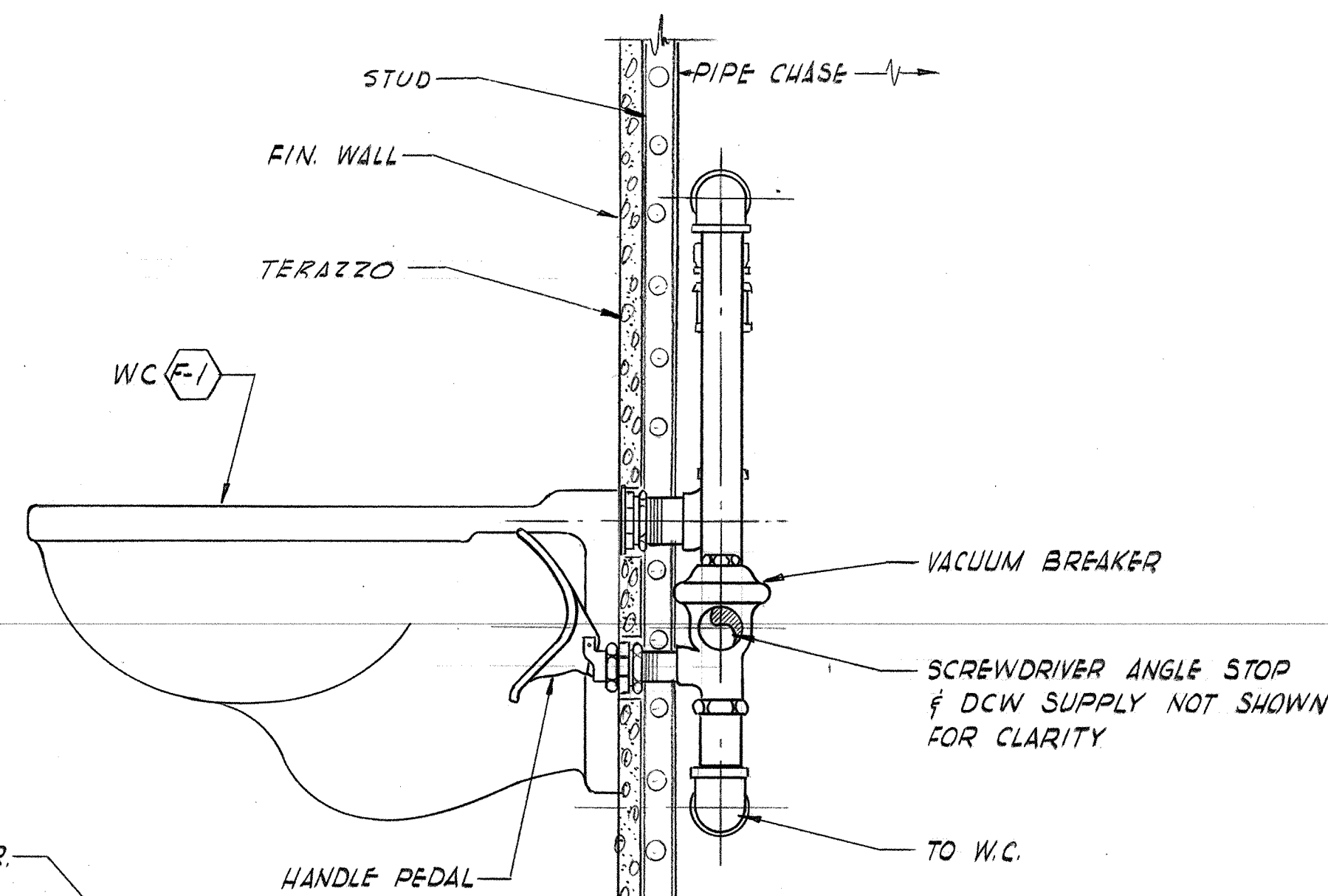
**D**  
FLOOR DRAIN DETAIL - TOILET ROOMS  
SCALE: 1 1/2" = 1'-0"



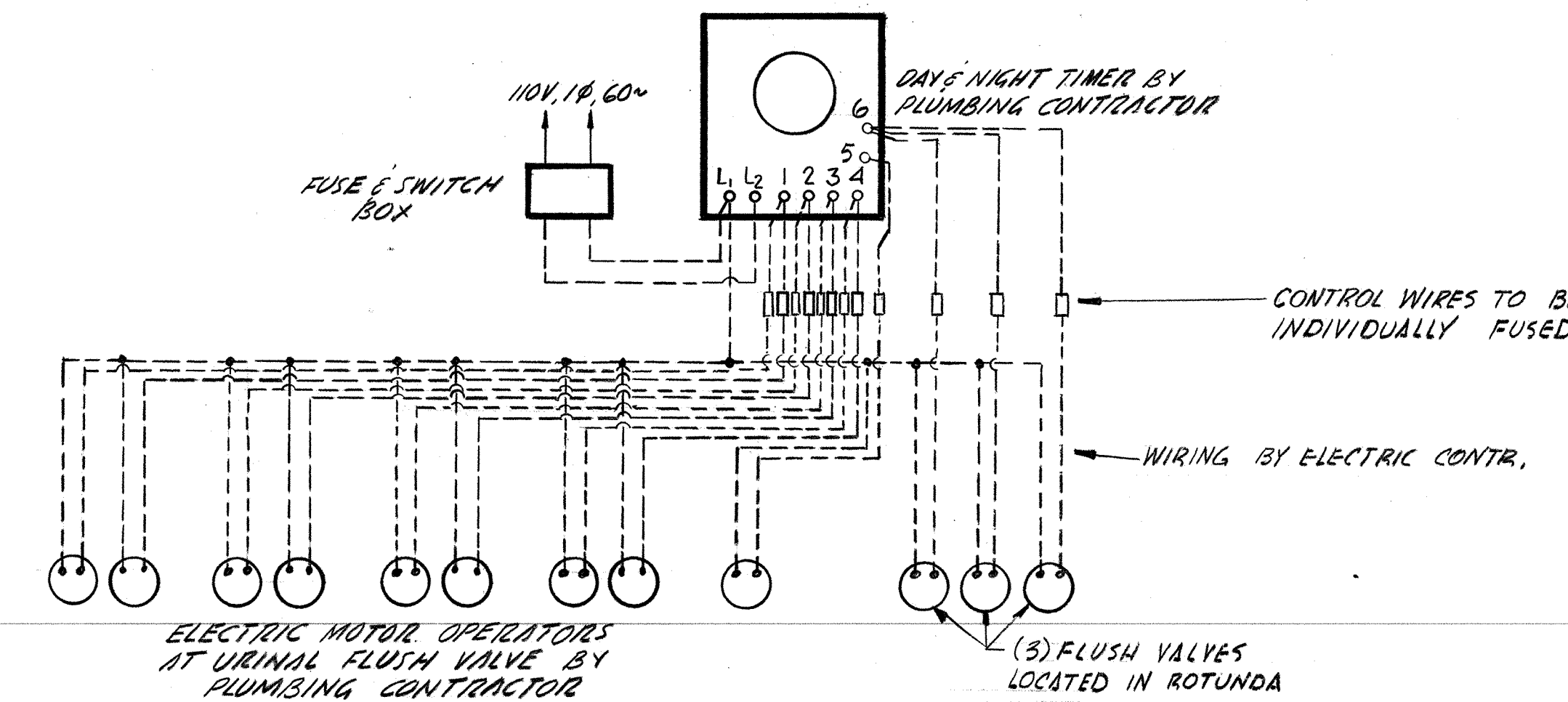
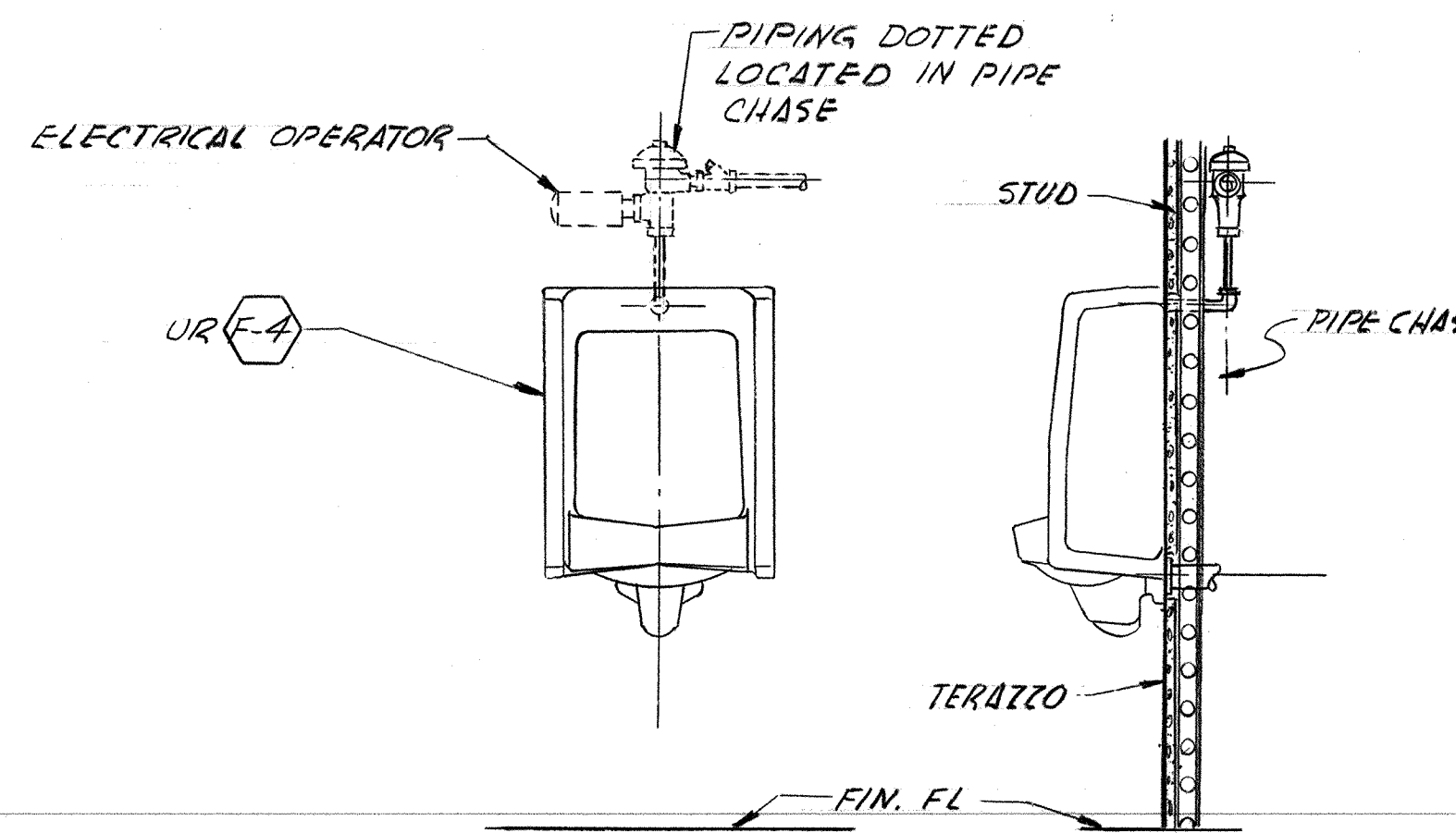
**E**  
ROOF DRAIN DETAIL  
NO SCALE



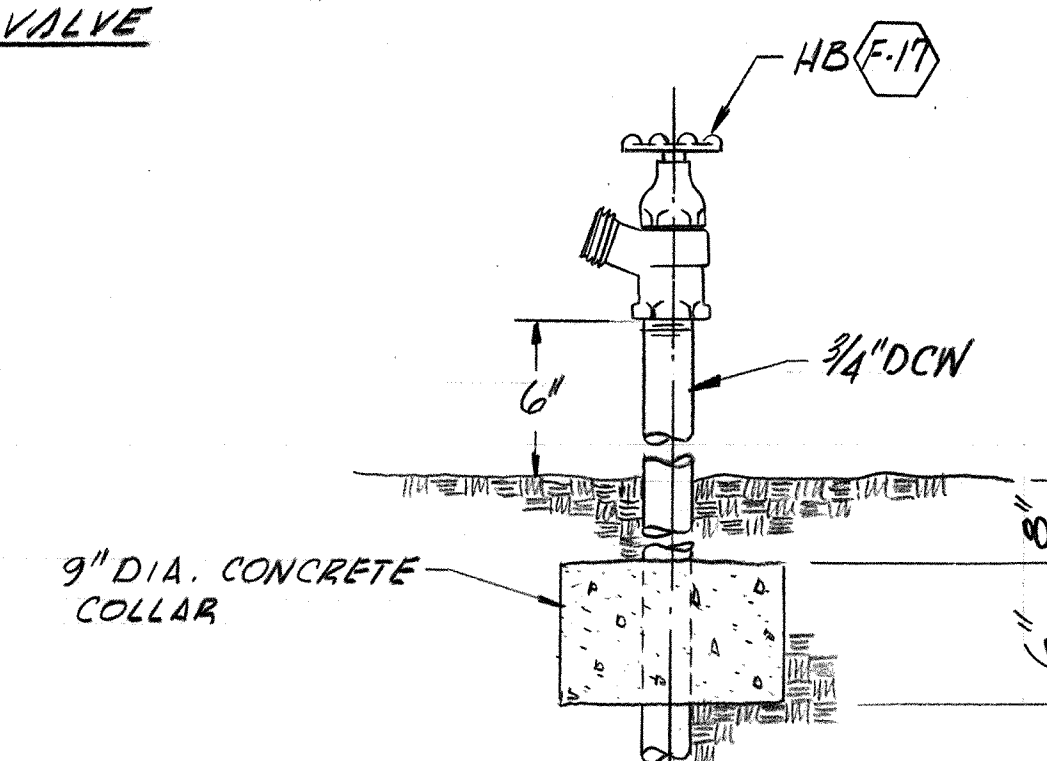
**F**  
WATER CLOSET DETAIL  
NO SCALE



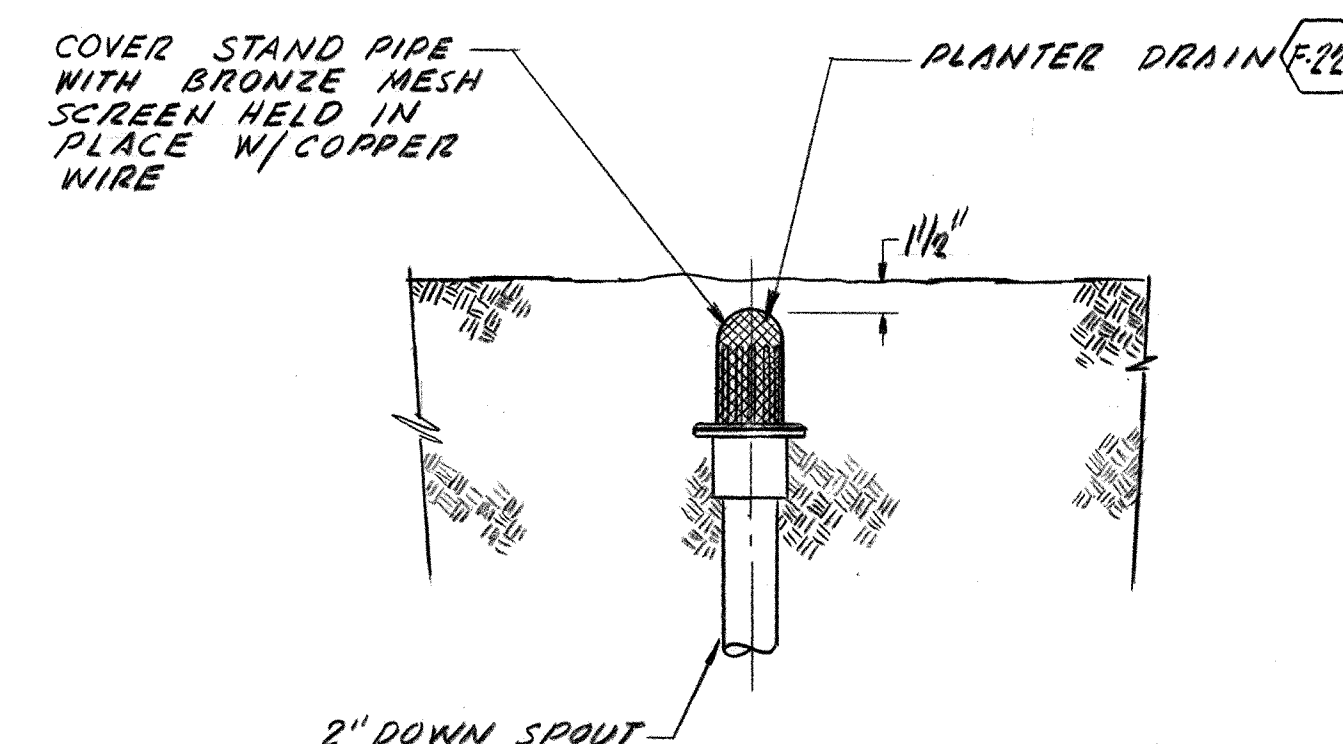
**G**  
URINAL FLUSH VALVE PIPING  
NO SCALE



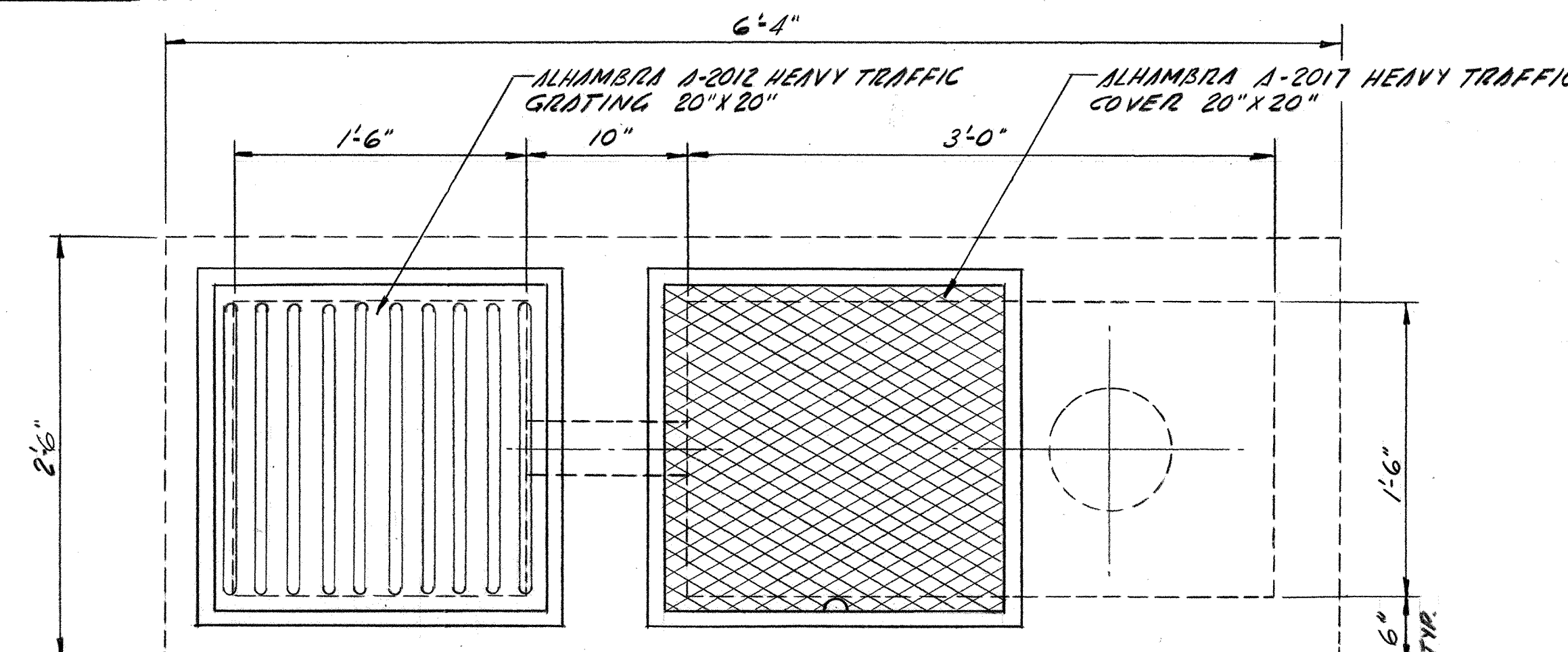
**I**  
ELECTRICAL WIRING DIAGRAM  
ELECTRICAL OPERATED URINAL VALVE  
FOR MAIN TOILET ROOMS



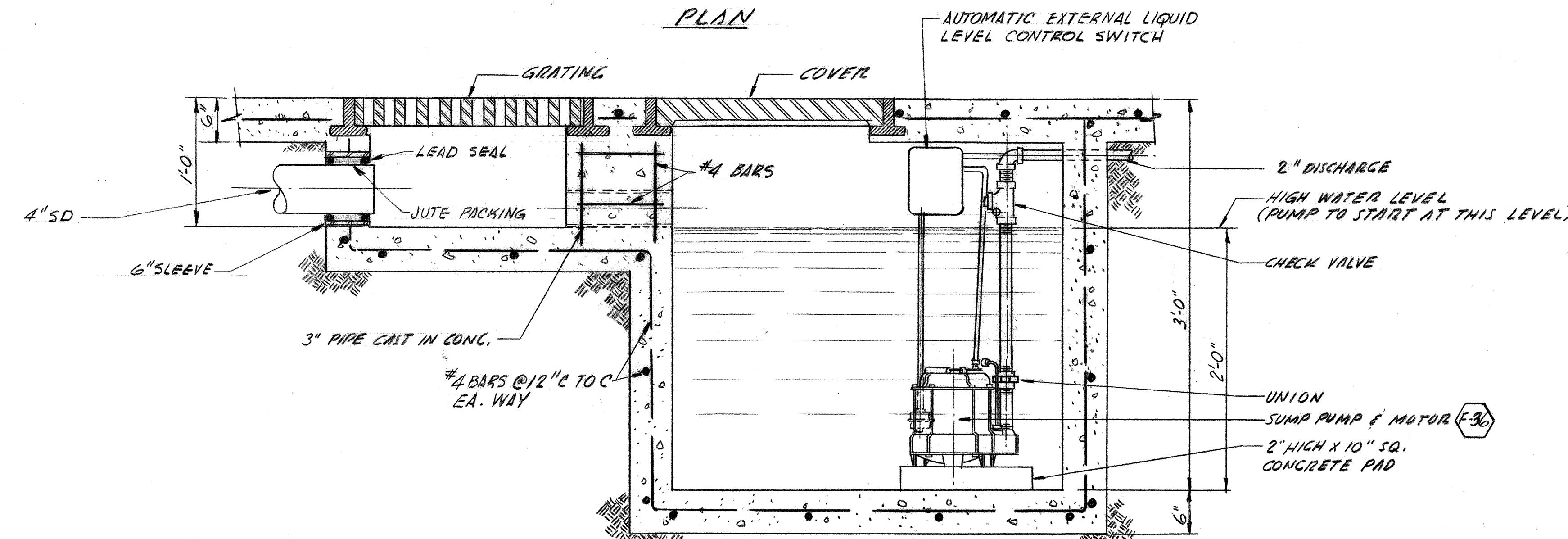
**J**  
HOSE BIBB - STANDPIPE DETAIL  
NO SCALE



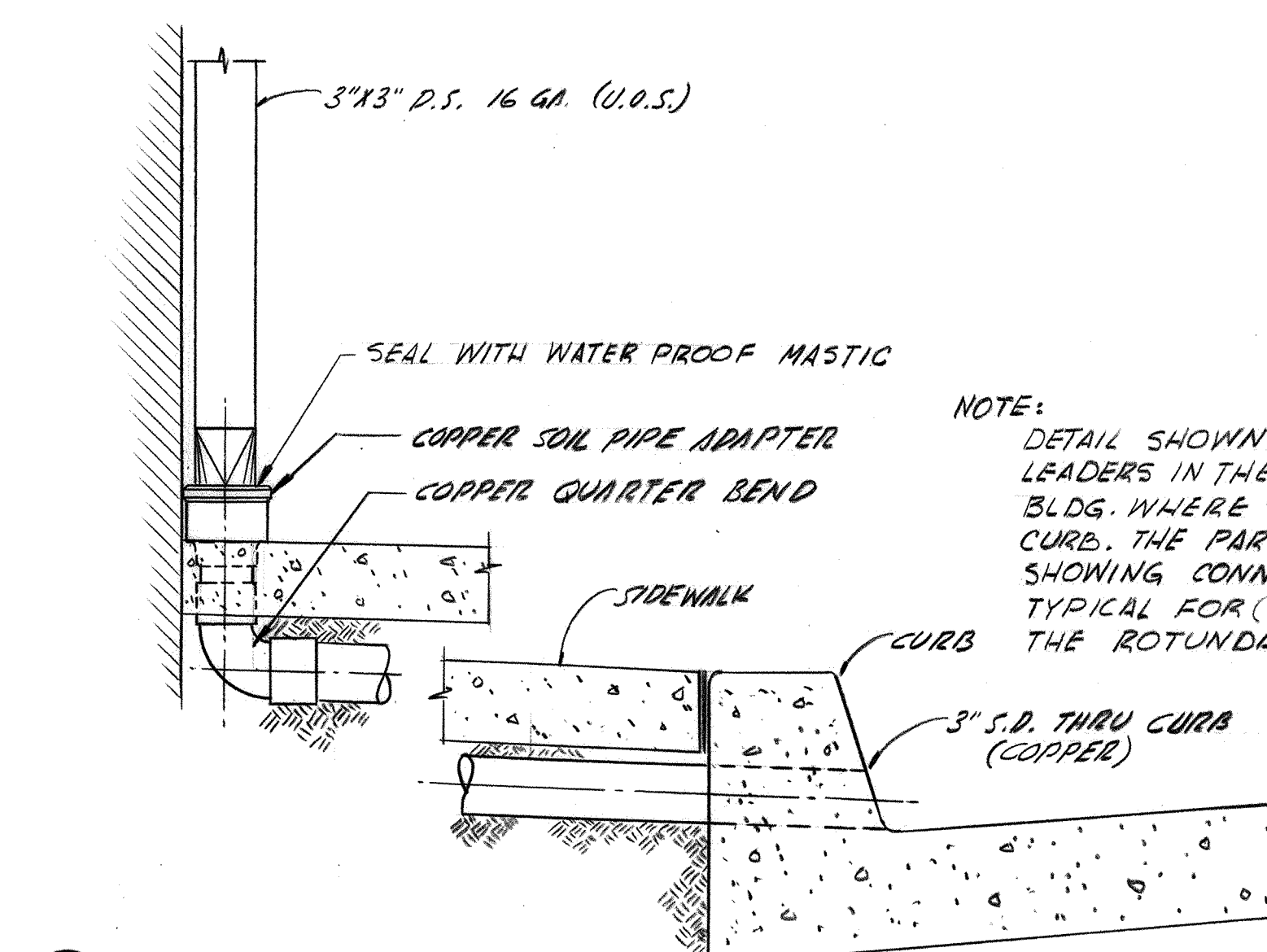
**K**  
PLANTER DRAIN  
SCALE 1 1/2" = 1'-0"



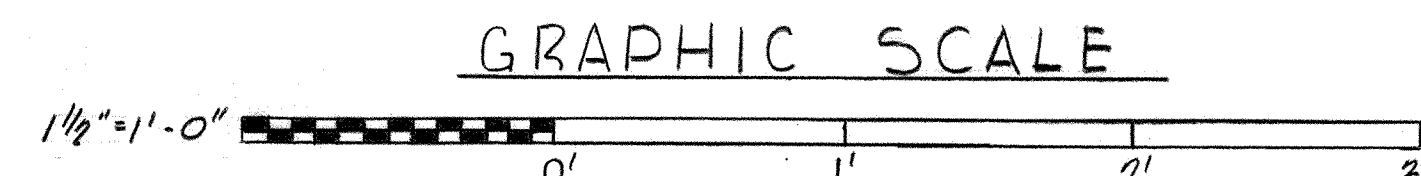
PLAN



**M**  
SUMP PUMP & PIT  
SCALE 1 1/2" = 1'-0"



**N**  
UNDERGROUND RAIN LEADER DETAIL  
NO SCALE

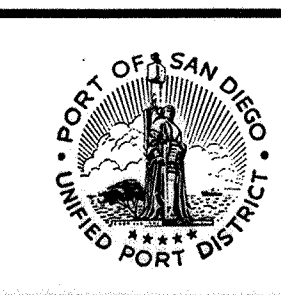


**PADEREWSKI · DEAN & ASSOCIATES**  
ARCHITECTS  
C. J. PADEREWSKI, F.A.I.A. · LOUIS A. DEAN, A.I.A.  
525 'C' STREET · SAN DIEGO, CALIFORNIA · 234 6183

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

REVISIONS	DATE	APPROVED

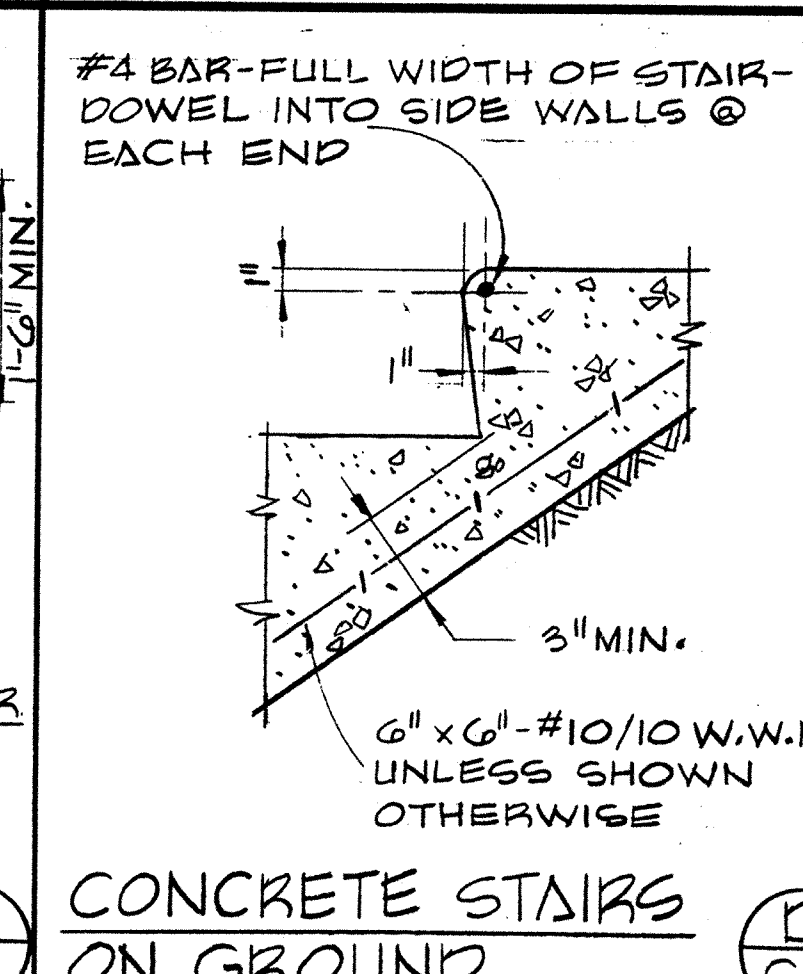
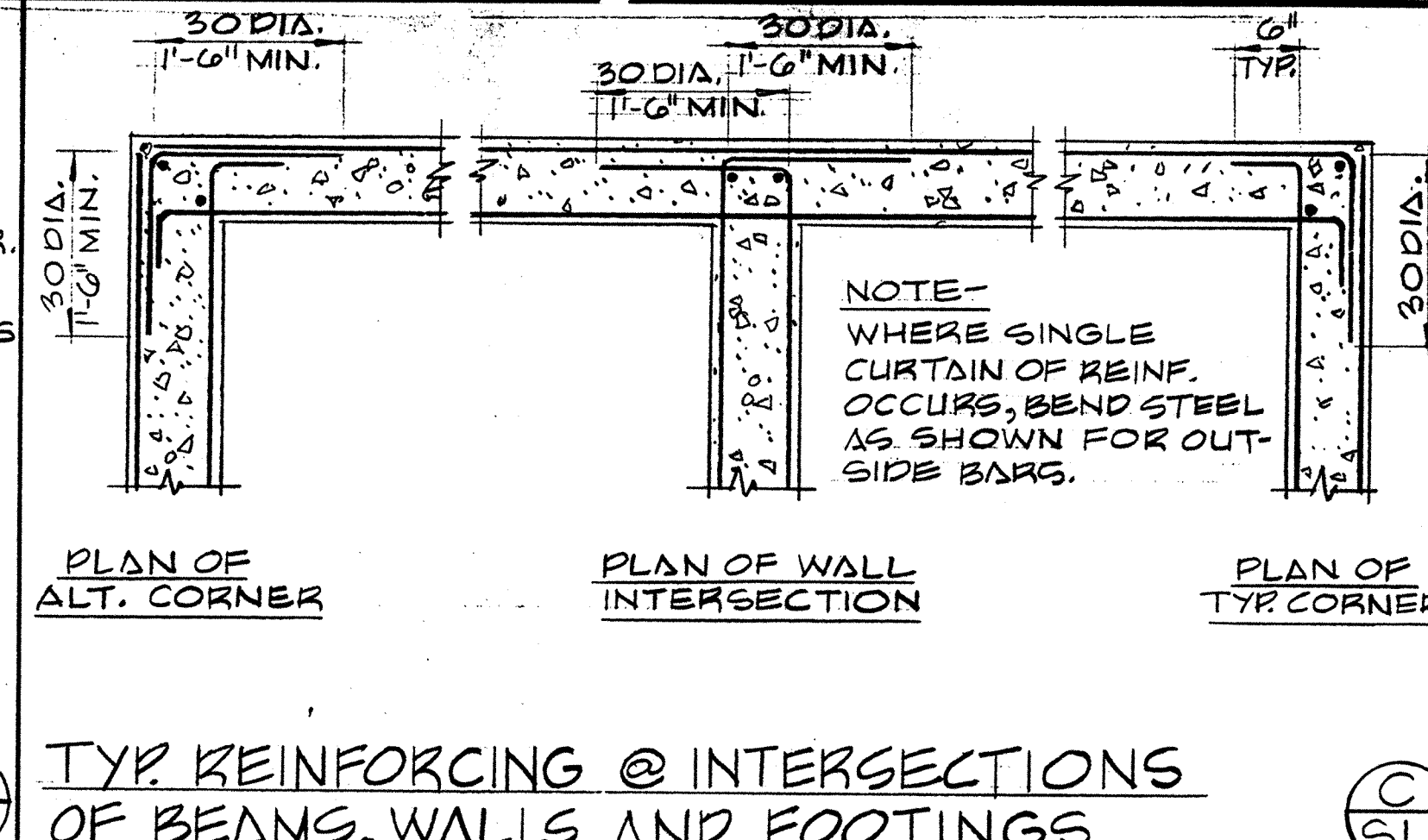
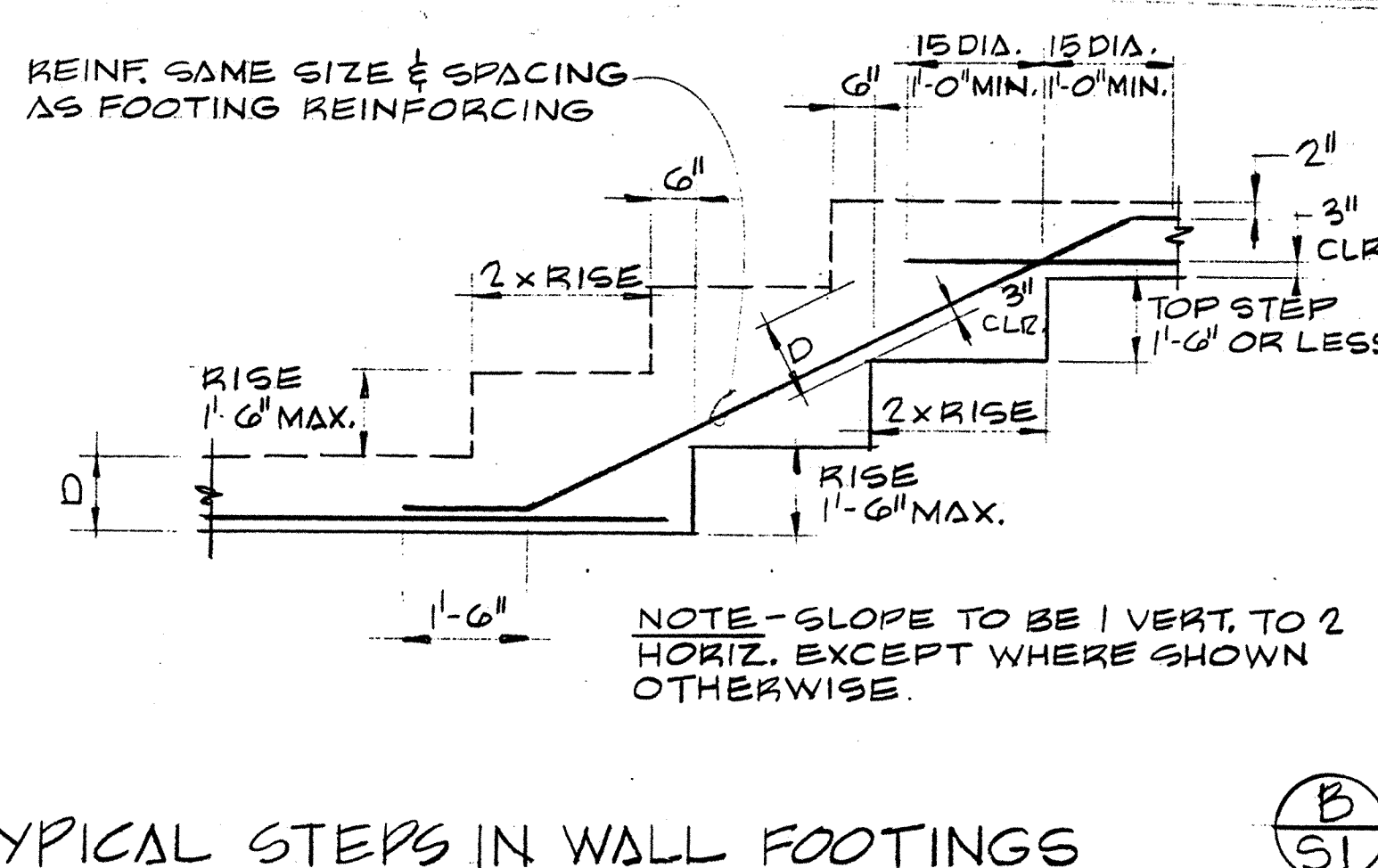
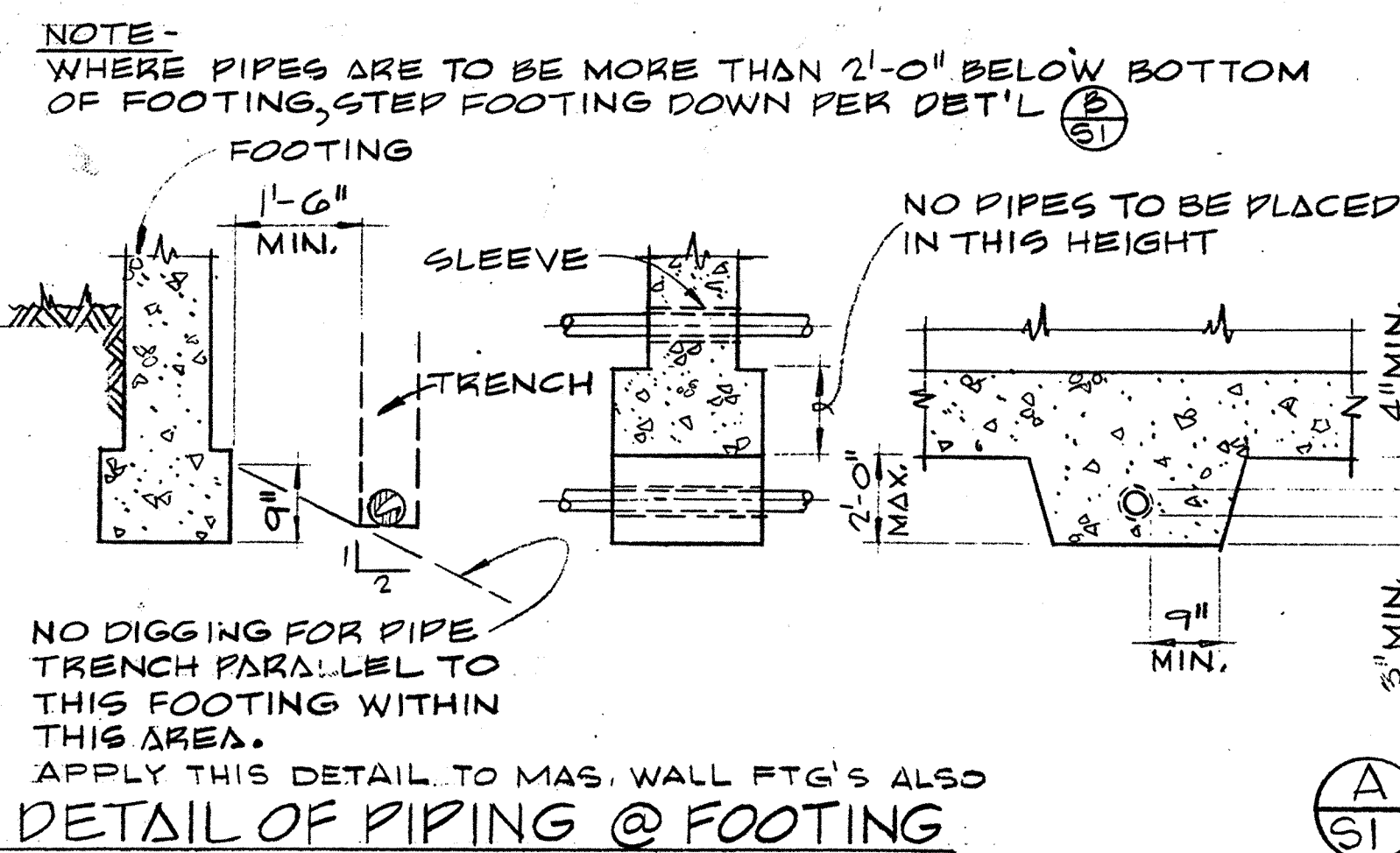
**San Diego Unified Port District**  
San Diego · California



DESIGNED	APPROVAL
D.M.B.	RECOMMENDED
DRAWN	ASST. CHIEF ENGINEER
D.M.B.	APPROVED
CHECKED	CHIEF ENGINEER
C.F.R.	

**San Diego International Air Terminal**  
Lindbergh Field  
PLUMBING DETAILS

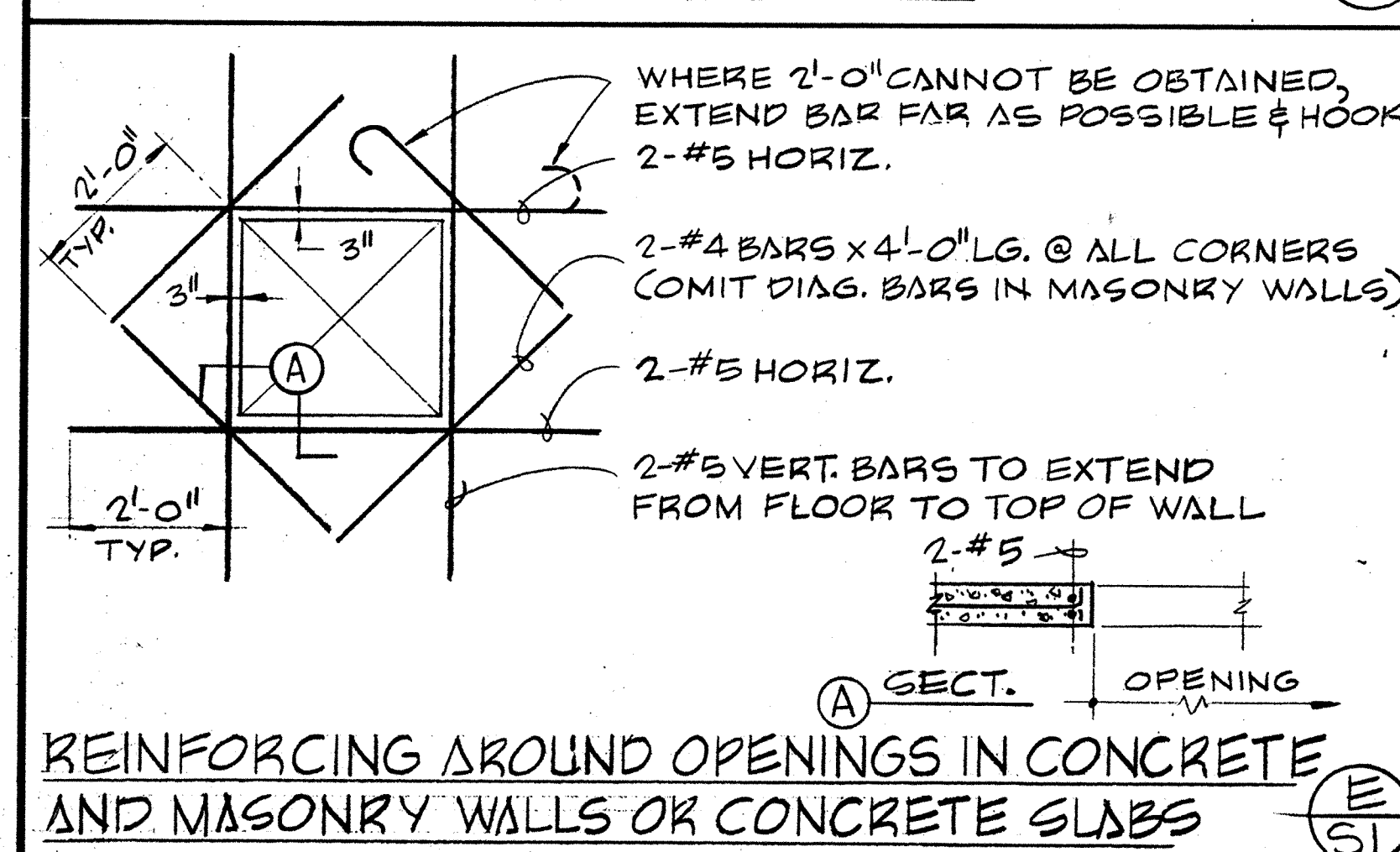




### GENERAL NOTES

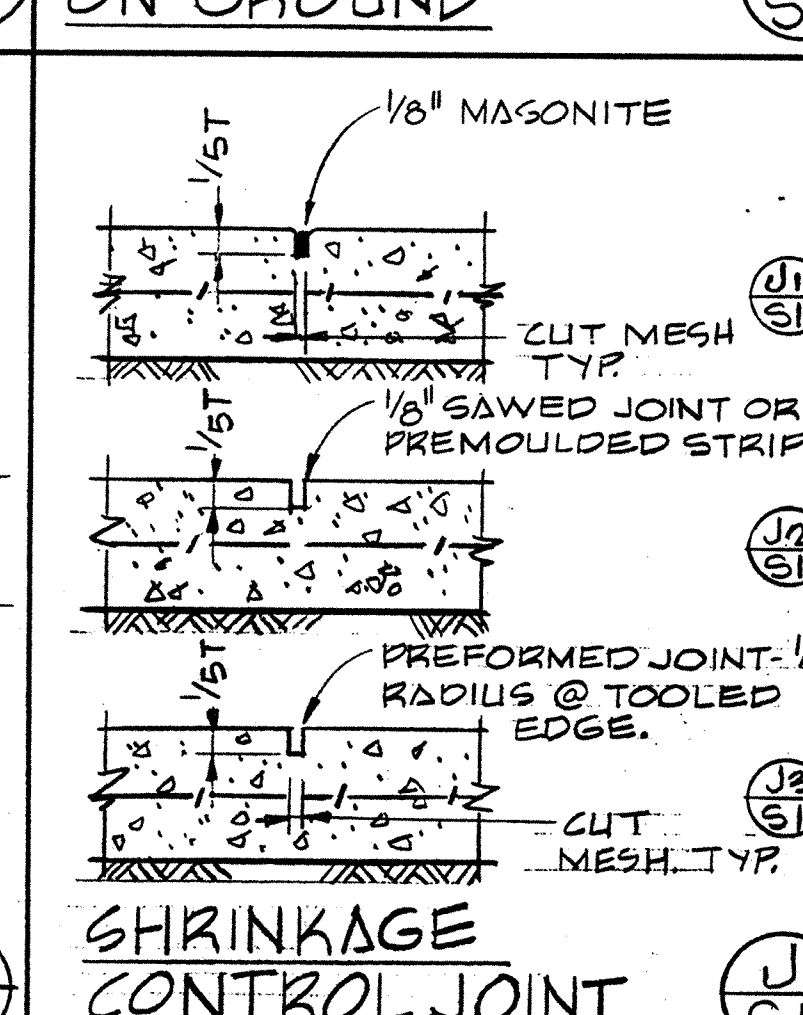
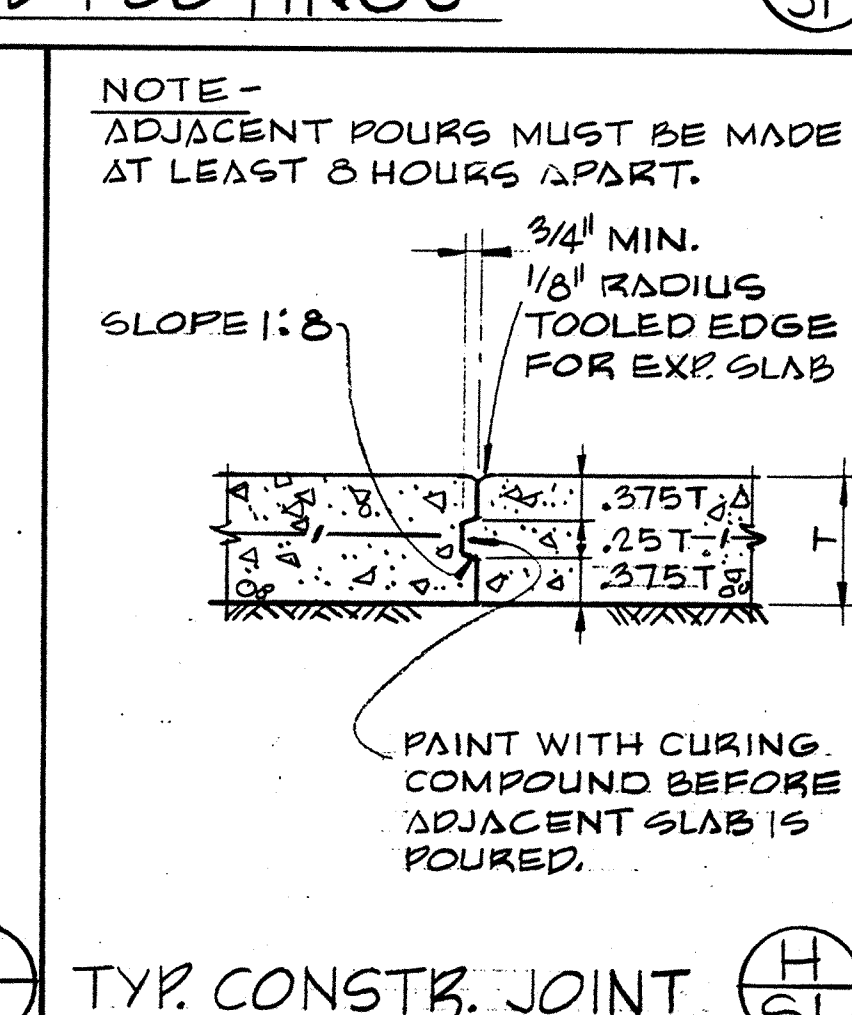
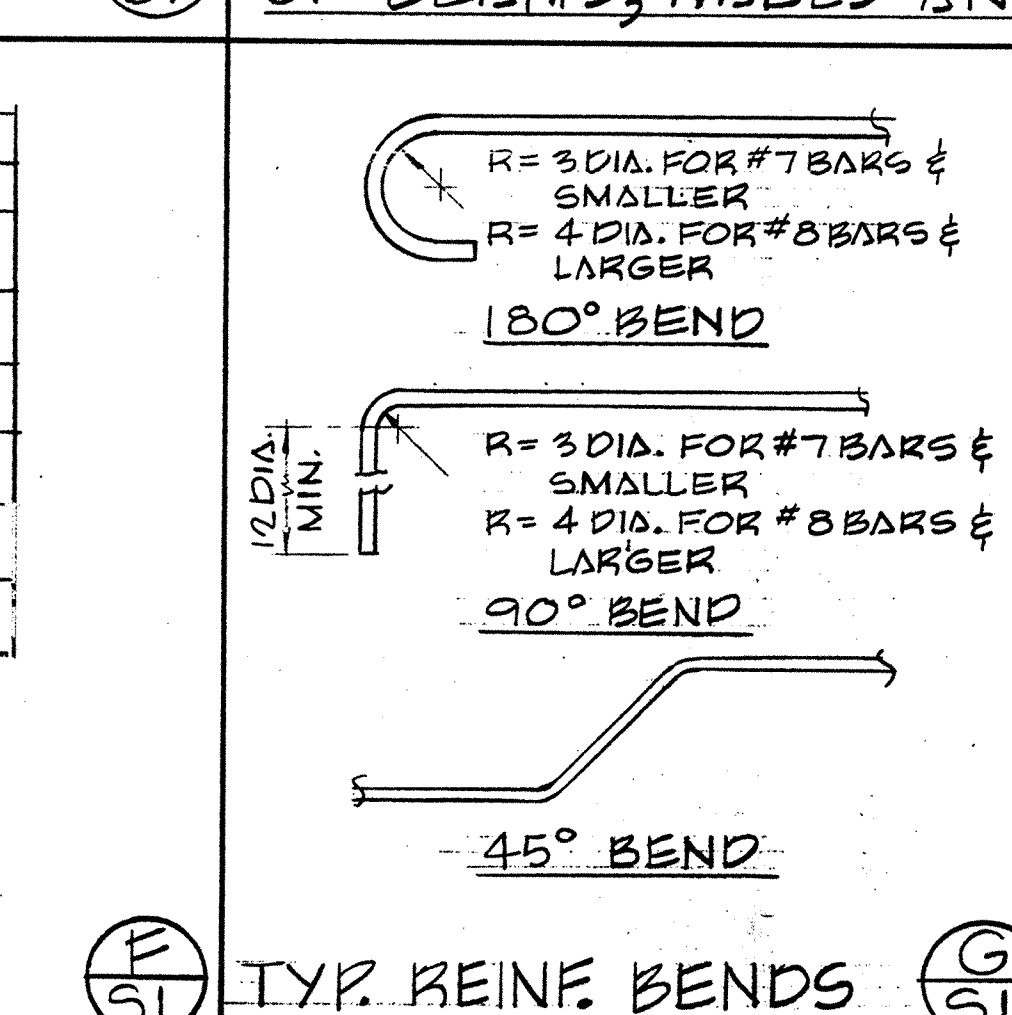
#### GENERAL

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



TYP. WALL REINFORCING - CONCRETE. UNLESS SHOWN OTHERWISE

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

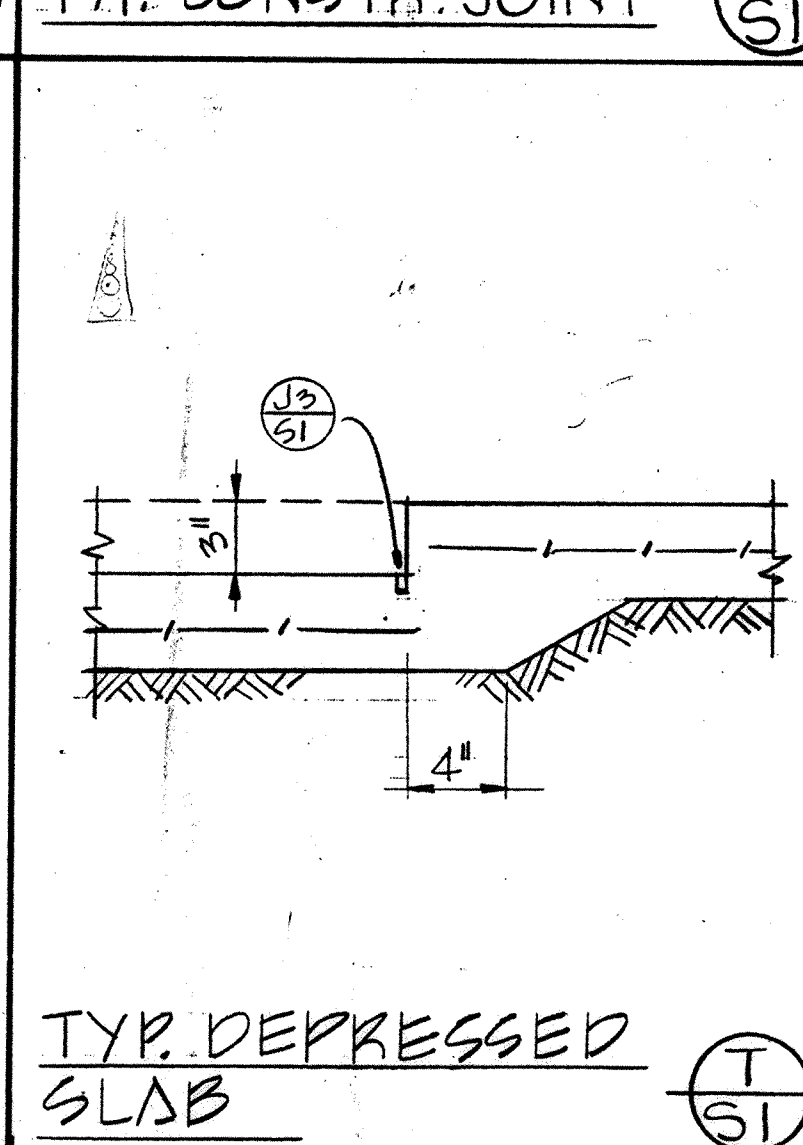
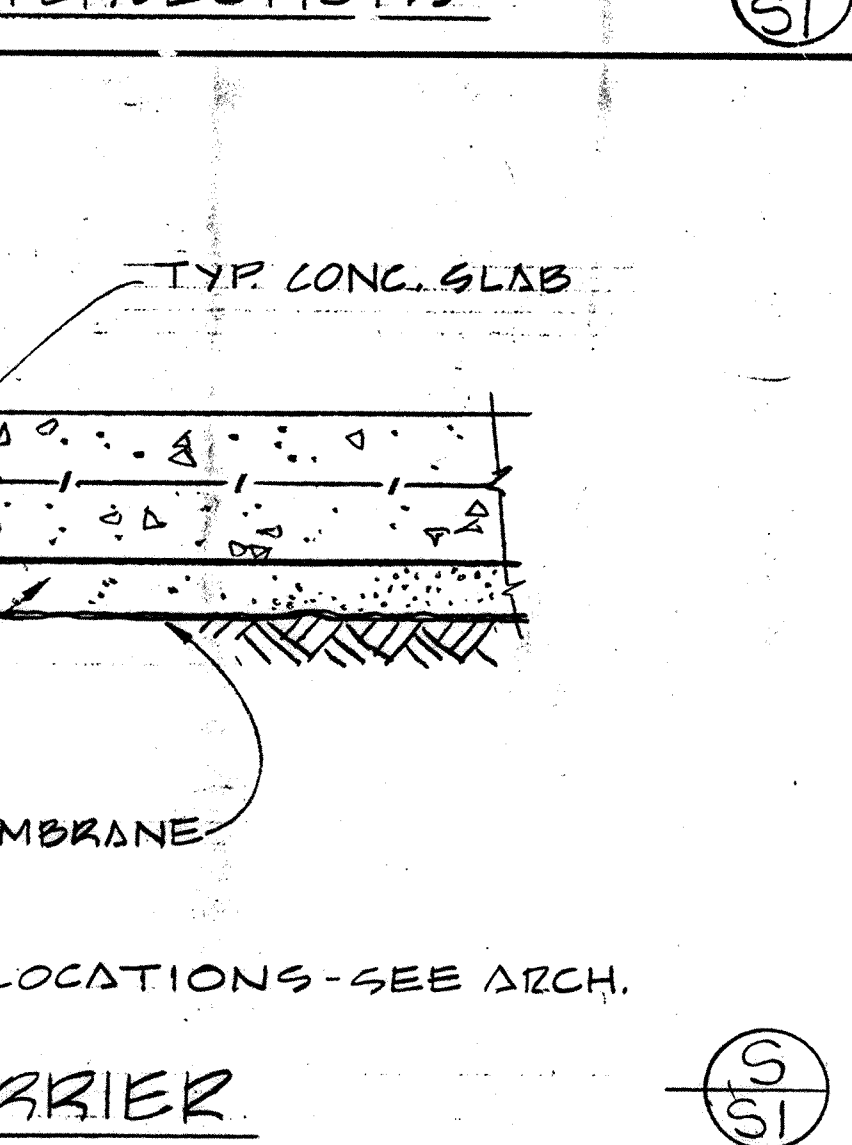
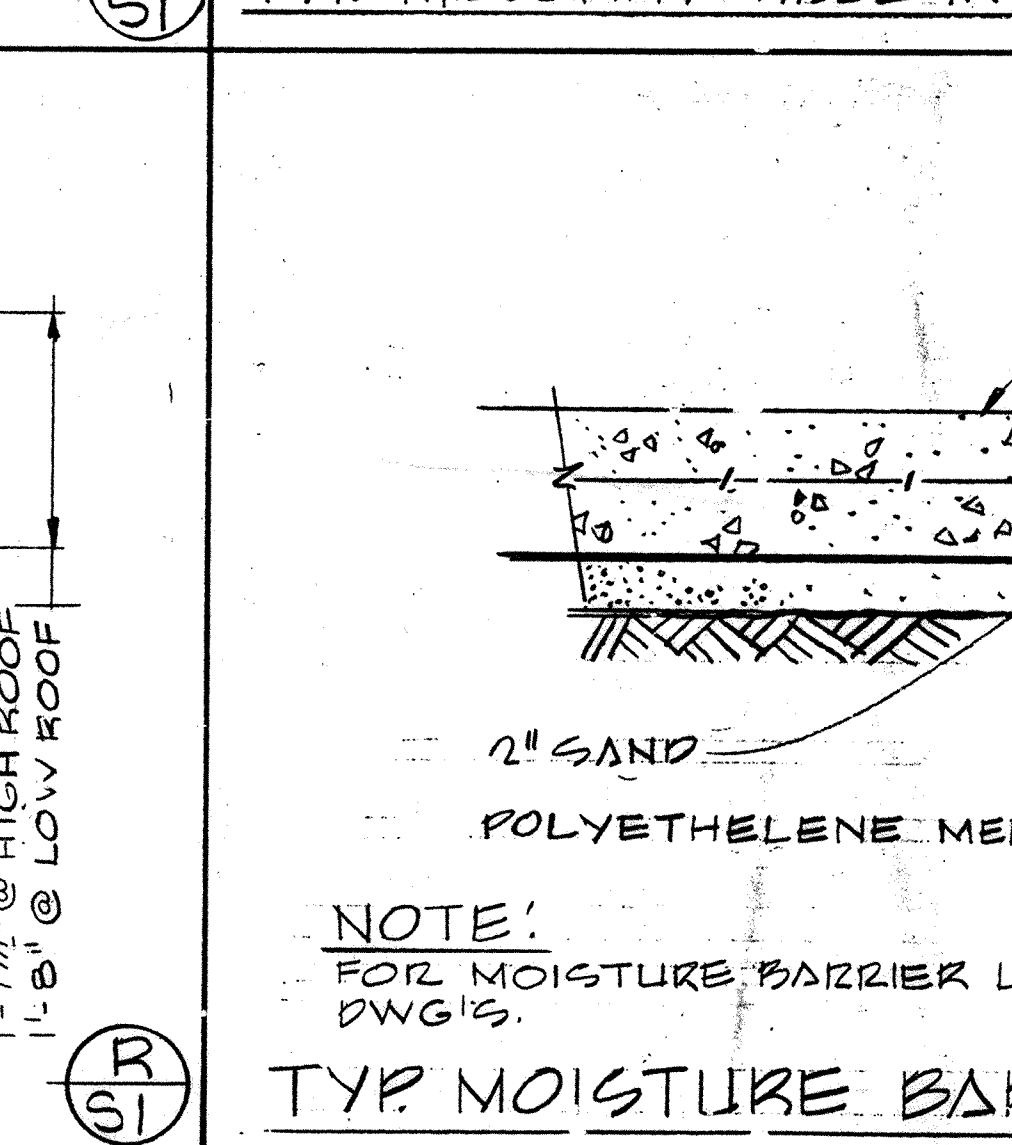
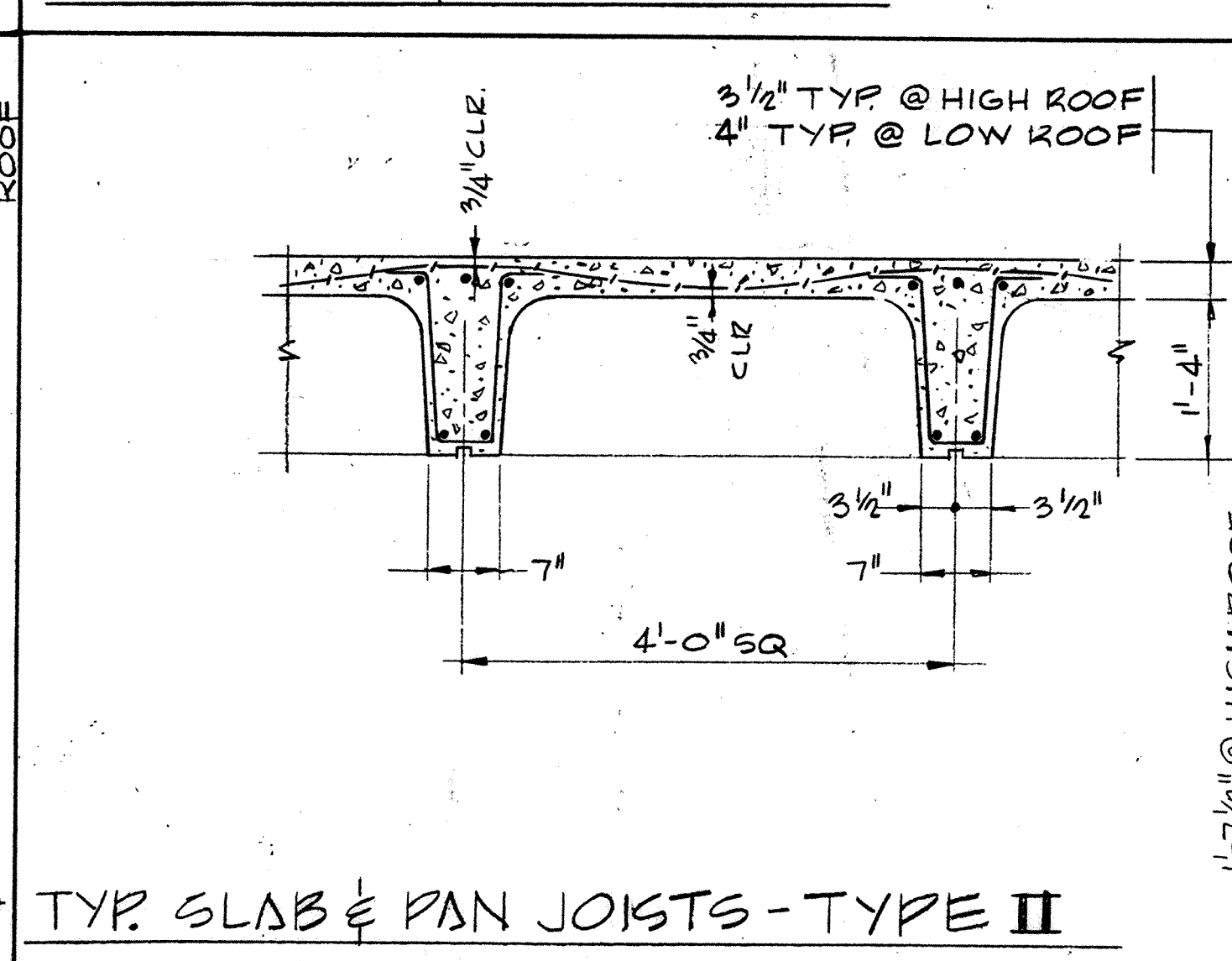
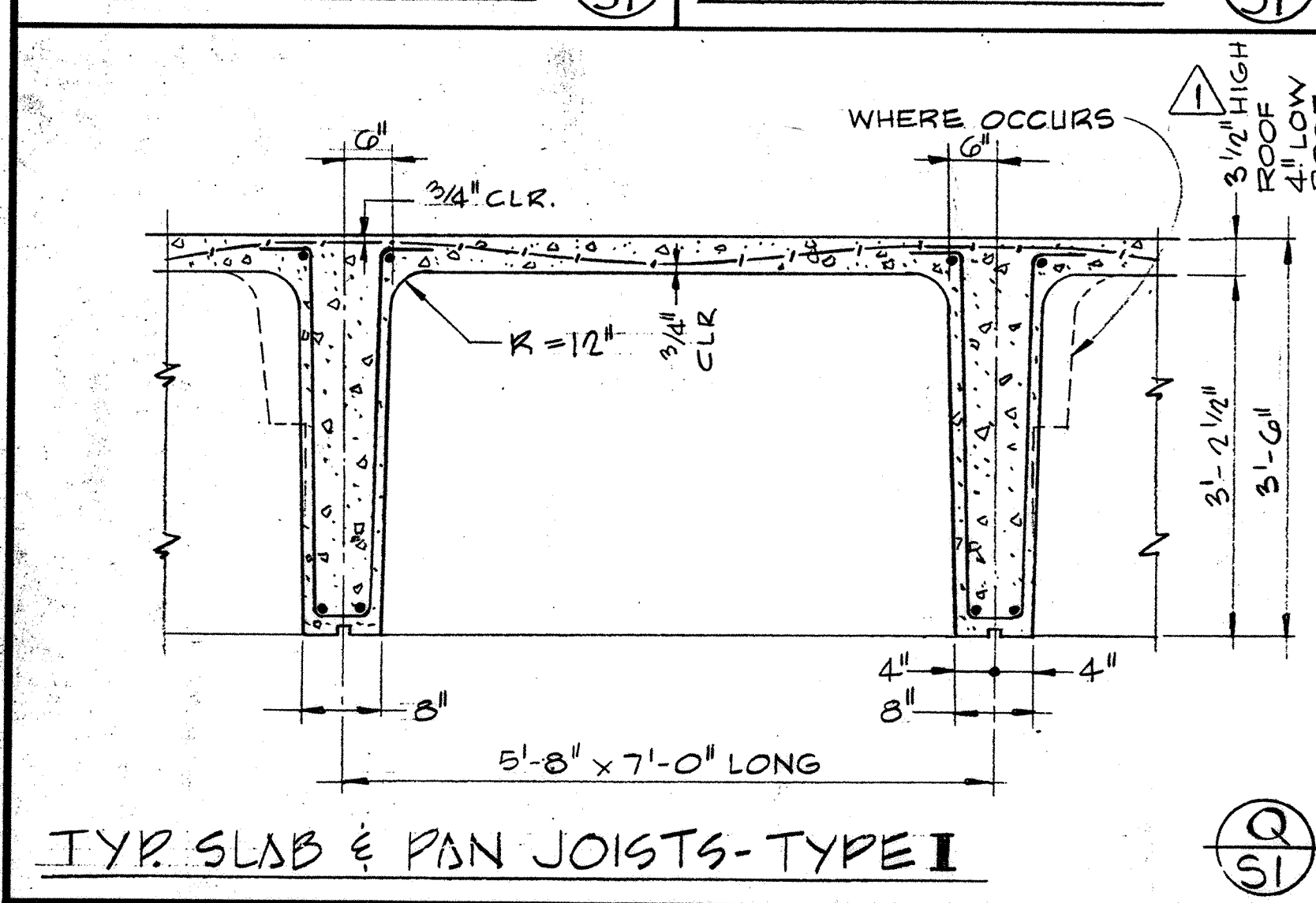
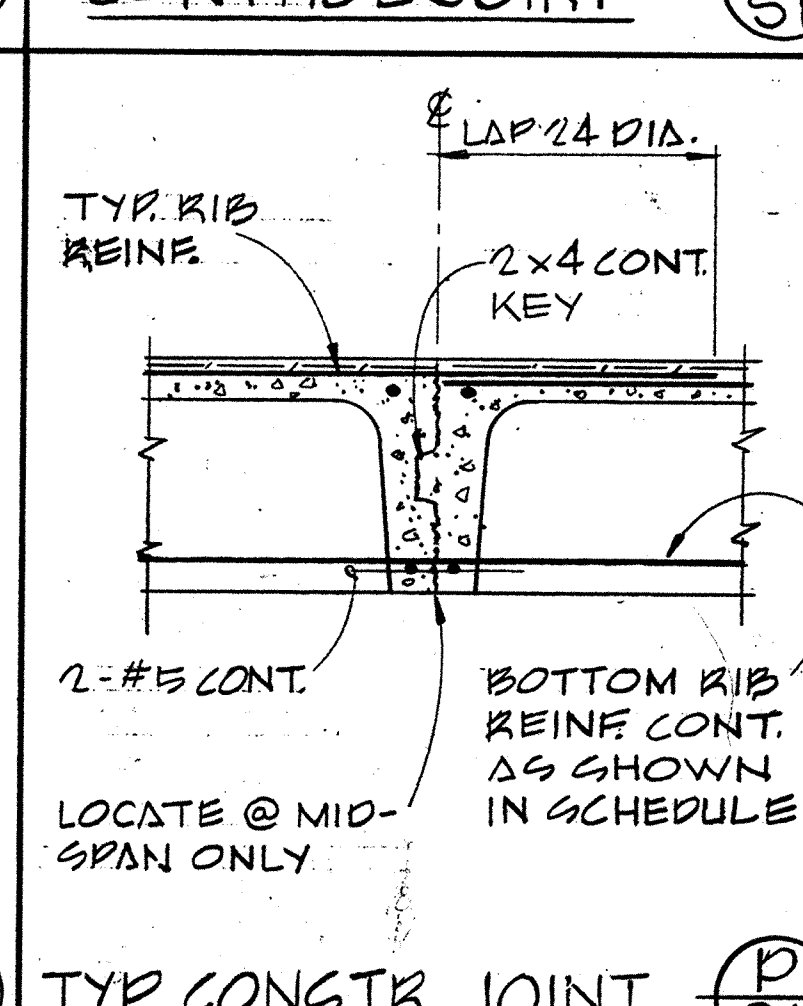
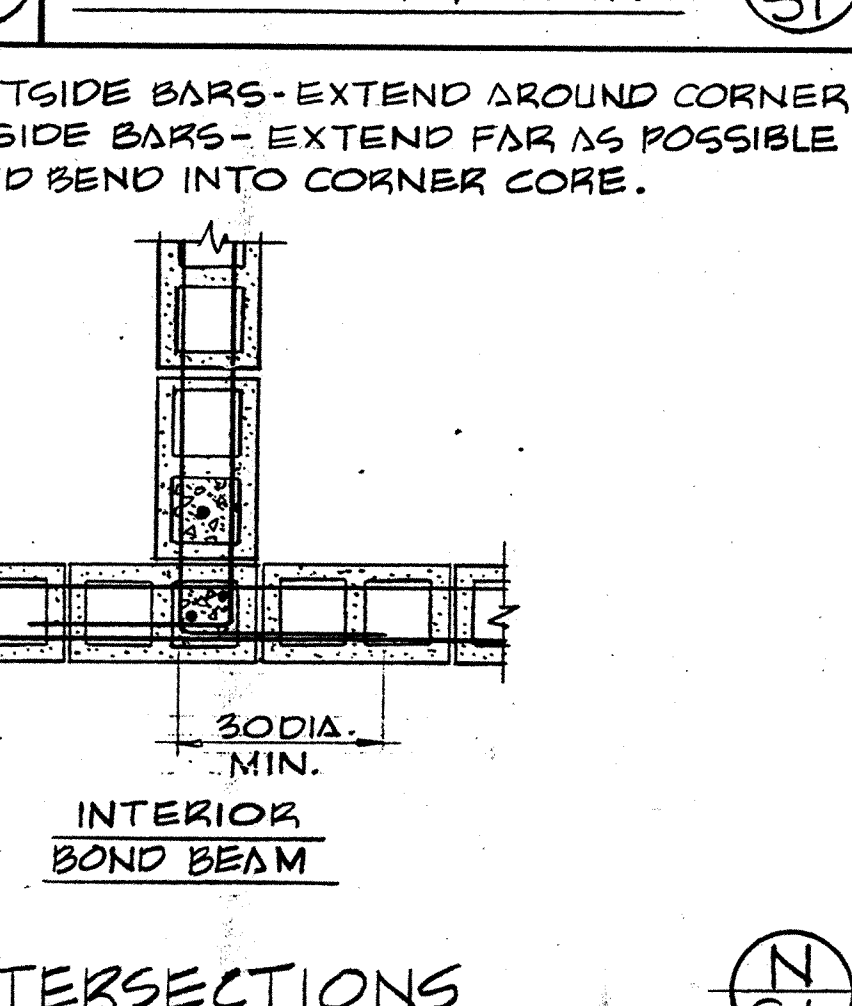
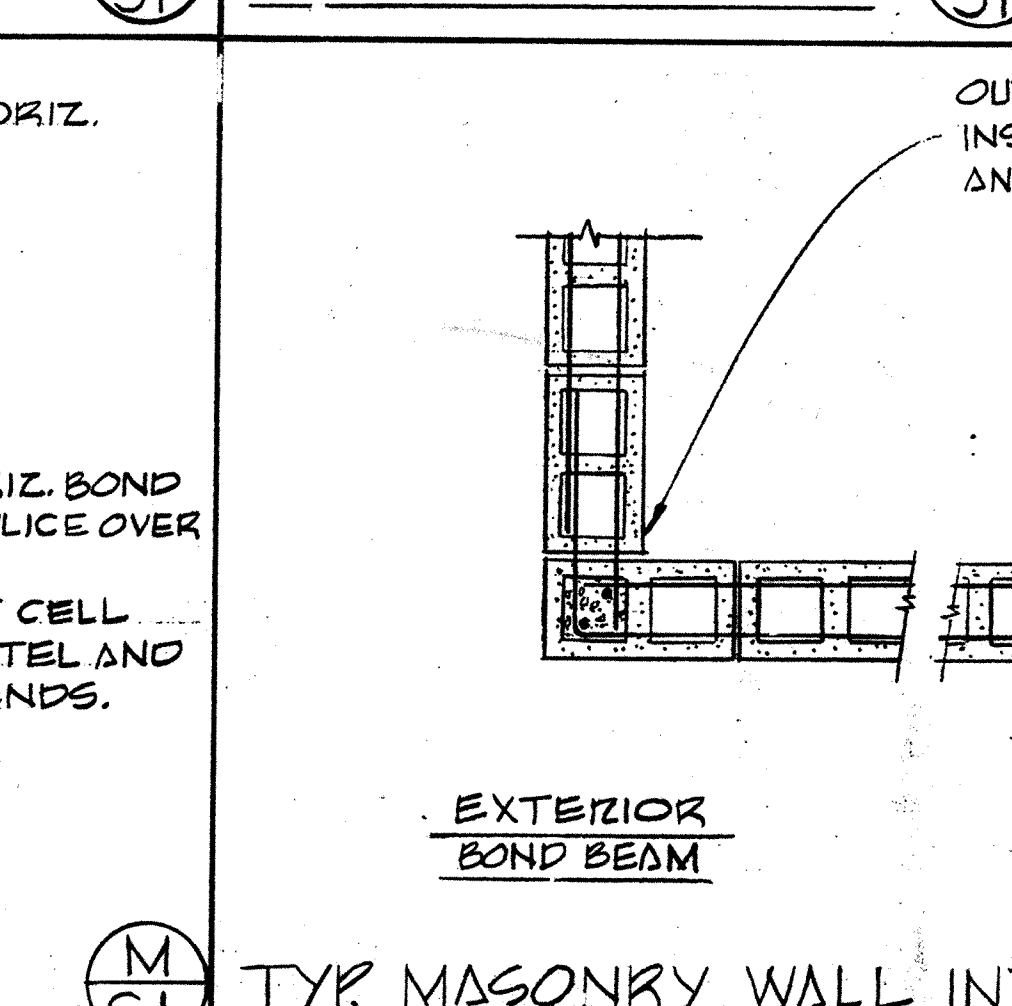
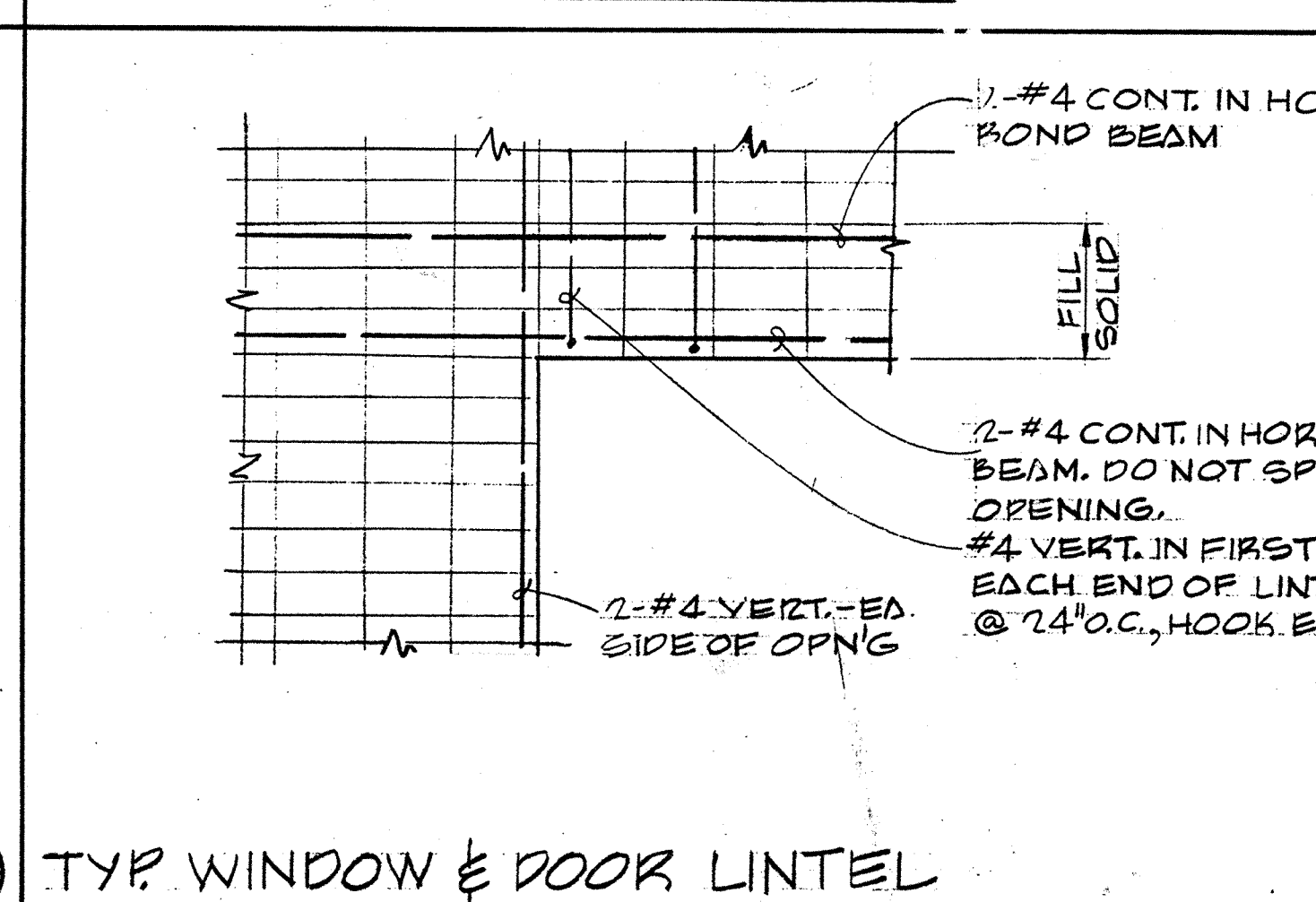
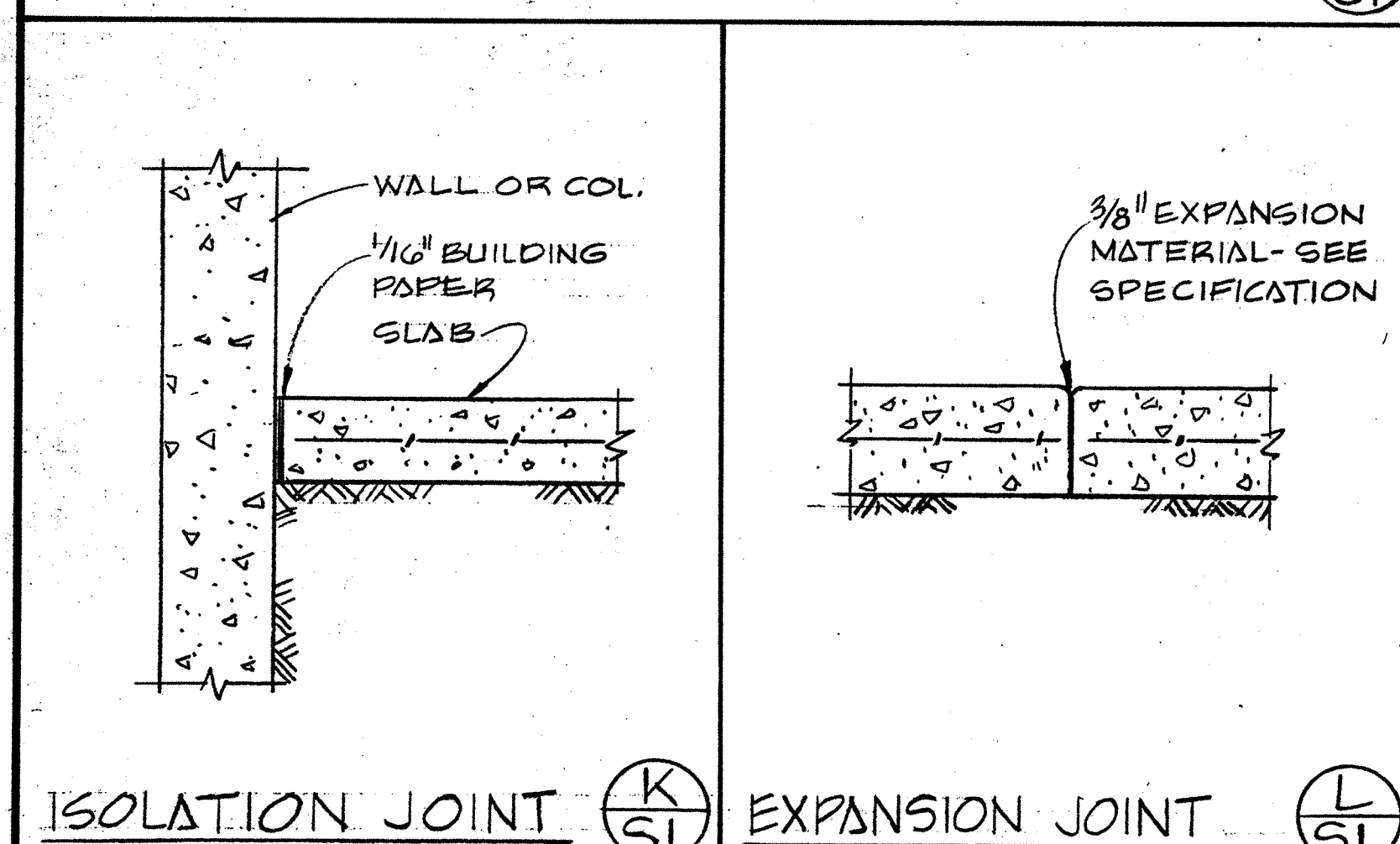


### REINFORCED CONCRETE

- REFER TO SPECIFICATION FOR DETAILS OF CONSTRUCTION.
- 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 R.C.F. AIRCORY.
- ALL REINFORCING STEEL, ANCHOR BOLTS, DOWELS AND INSERTS SHALL BE WELL SECURED IN POSITION PRIOR TO PLACING CONCRETE.
- REFER TO DETAILS ON DRAWINGS FOR MOULDS, ORNAMENTS, GROOVES, CLIPS, GROUNDS, ETC. TO BE CAST IN THE CONCRETE.
- NO PIPE OR DUCTS SHALL BE PLACED IN CONCRETE COLUMNS, WALLS OR SLABS UNLESS SPECIFICALLY DETAILED.
- UNLESS SHOWN OTHERWISE IN DETAILS, FURNISH NO. 2 SPACER TIES AT APPROX. 2'-0" O.C. IN ALL BEAMS AND FOOTINGS TO KEEP REINFORCING IN PLACE.
- 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.
- NO BRICK OR PORUS MATERIAL SHALL BE USED TO SUPPORT FOOTING STEEL OFF THE GROUND.
- 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.
- LAP SPICE CONTINUOUS REINFORCEMENT AT MINIMUM OF 30 DIA. OR 1'-0" MINIMUM UNLESS SHOWN OTHERWISE. SPICE IN ADJACENT BARS SHALL BE STAGGERED @ 1'-0" MIN.
- PROVIDE 3/4" CHAMFER ON ALL EXPOSED CORNERS EXCEPT AS DETAILED OTHERWISE.
- MINIMUM COVER FOR REINFORCING STEEL

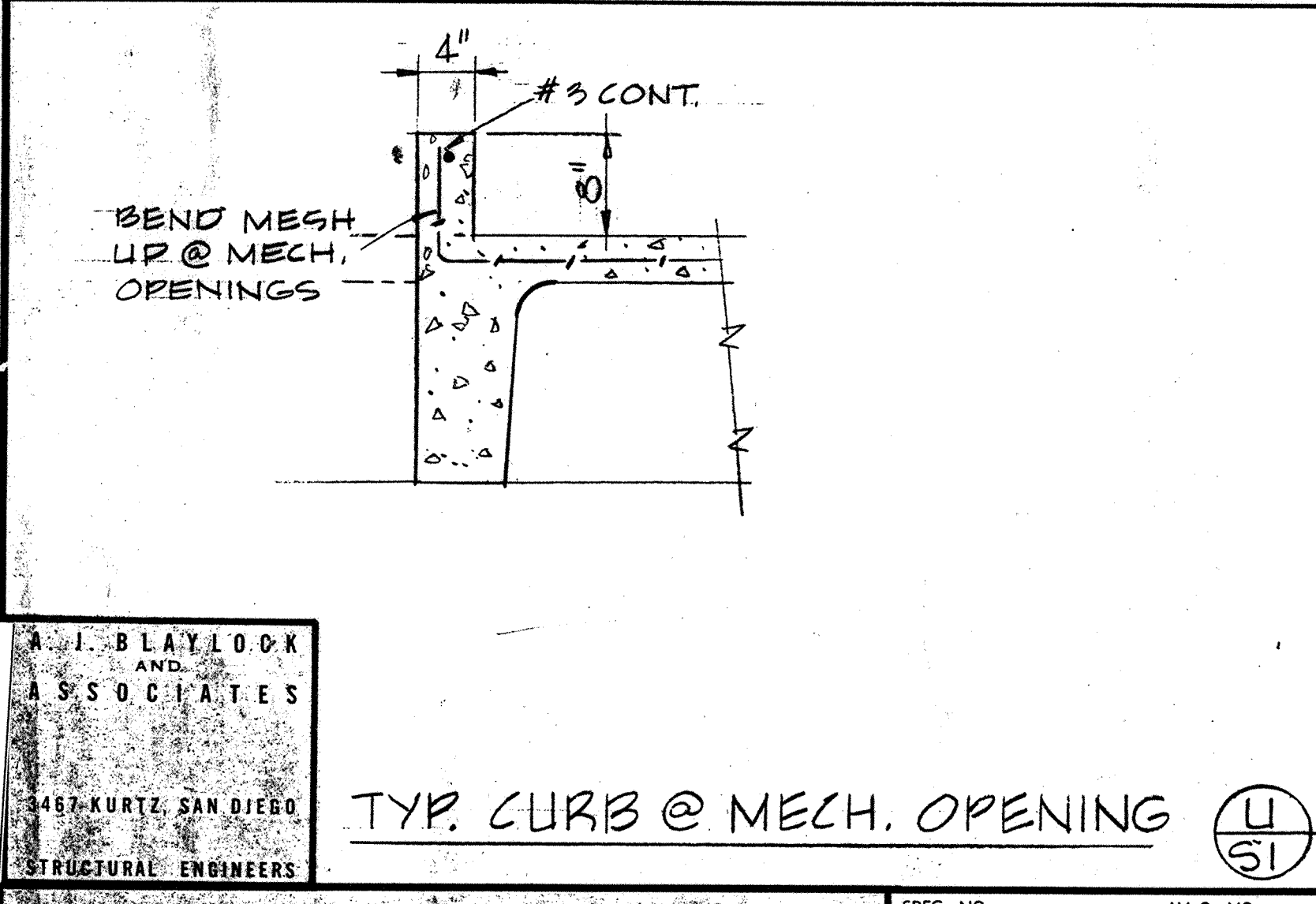
	FOOTINGS	WALLS - INTERIOR FACE	WALLS - EXTERIOR EXPOSED	WALLS - FORMED BOTH SIDES	EXPOSED TO EARTH	PLACED AGAINST EARTH
	3"	3/4"	1"	1 1/2"	2"	3"
	3/4"	3/4"	1"	1 1/2"	2"	3"
	1 1/2"	1 1/2"	1 1/2"	1 1/2"	2"	3"
	1 1/2"	1 1/2"	1 1/2"	1 1/2"	2"	3"

- ALL REINFORCING SHALL BE PLACED IN ACCORDANCE WITH THE RECOMMENDED PRACTICE FOR PLACING REINFORCING BARS, 1963 OF THE CONCRETE REINFORCING STEEL INSTITUTE.
- LIGHTWEIGHT CONCRETE SHALL HAVE A MIN. SPLITTING RATIO,  $R_{sp} = 55$  AS DETERMINED BY TESTS SPECIFIED IN A.C.I. 318 - 63, SEC. 505.



### CONCRETE BLOCK MASONRY

- 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)
- PROVIDE CLEAN-OUT HOLES AT THE BOTTOM OF ALL VERTICAL CELLS.
- ALL VERTICAL CELLS SHALL BE FILLED WITH GROUT UNLESS NOTED.
- VERTICAL BARS IN WALLS TO BE PLACED IN CENTER OF WALL UNLESS OTHERWISE SHOWN.
- VERTICAL BARS IN MASONRY ARE TO BE TIED OR OTHERWISE FIXED IN POSITION AT INTERVALS OF NOT LESS THAN 19/2 DIA. AND AT TOP AND BOTTOM.
- WHEN GROUTING IS STOPPED FOR ONE HOUR OR LONGER, HORIZONTAL CONSTRUCTION JOINTS SHALL BE FORMED BY STOPPING THE POUR OF GROUT 1/2" BELOW THE TOP OF THE UPPERMOST UNIT.
- FILL ALL CELLS SOLID IN LINTELS FROM SOFFIT TO THE FLOOR LEVEL OR ROOF LEVEL ABOVE AND FOR FULL WIDTH OF OPENING.
- FOR GROUT AND MORTAR MIX, SEE SPECIFICATION.



PADEREWSKI, DEAN & ASSOCIATES ARCHITECTS  
C. J. PADEREWSKI, F.A.S.A., LOUIS A. DEAN, A.I.A.  
525 C STREET - SAN DIEGO, CALIFORNIA 92101

CLARIFICATION

REVISIONS	DATE	APPROVED

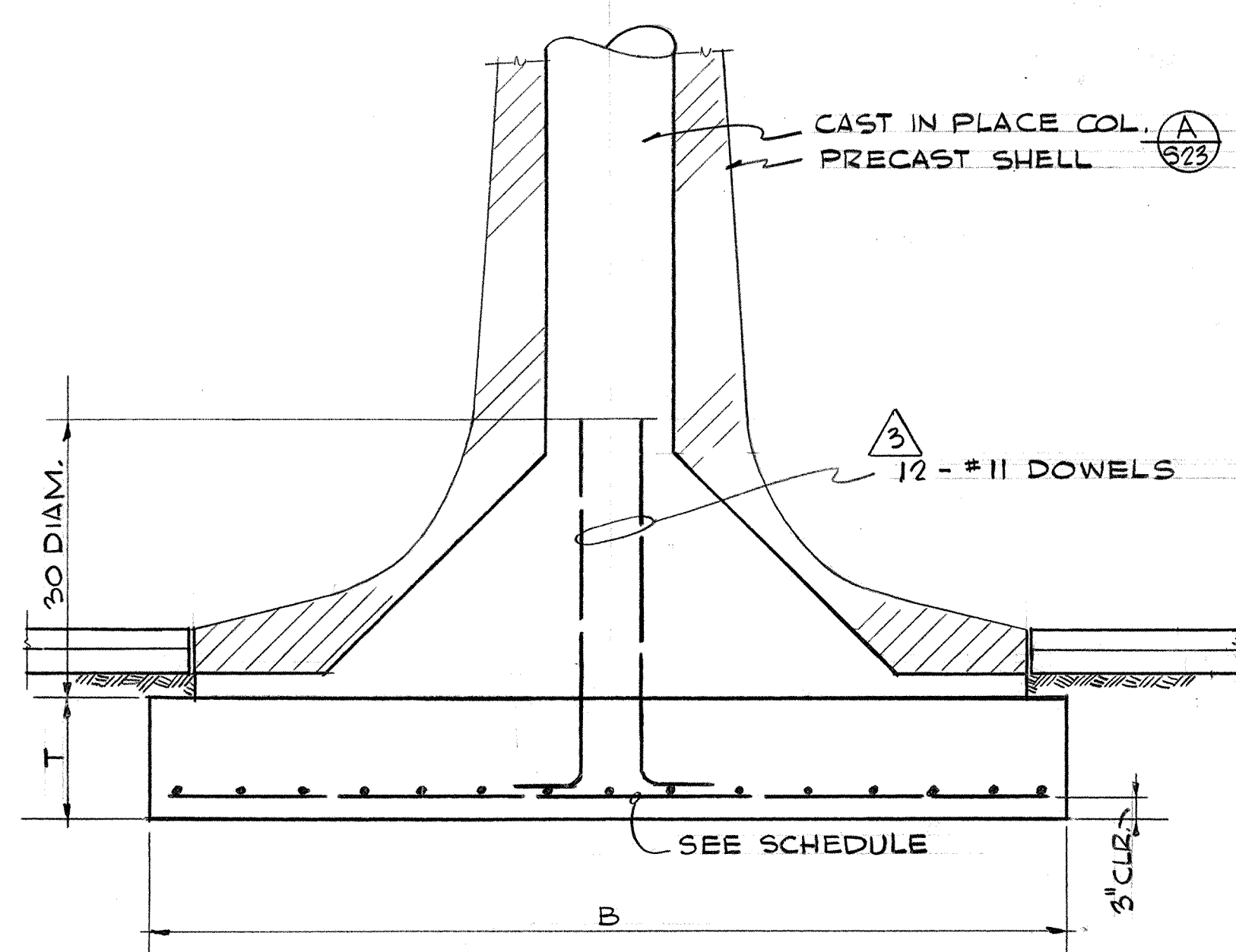
San Diego Unified Port District  
San Diego, California

DESIGNED: AUG 23 1965  
APPROVAL: AUG 23 1965  
DRAWN: E.M.A.  
CHECKED: J.A.W.

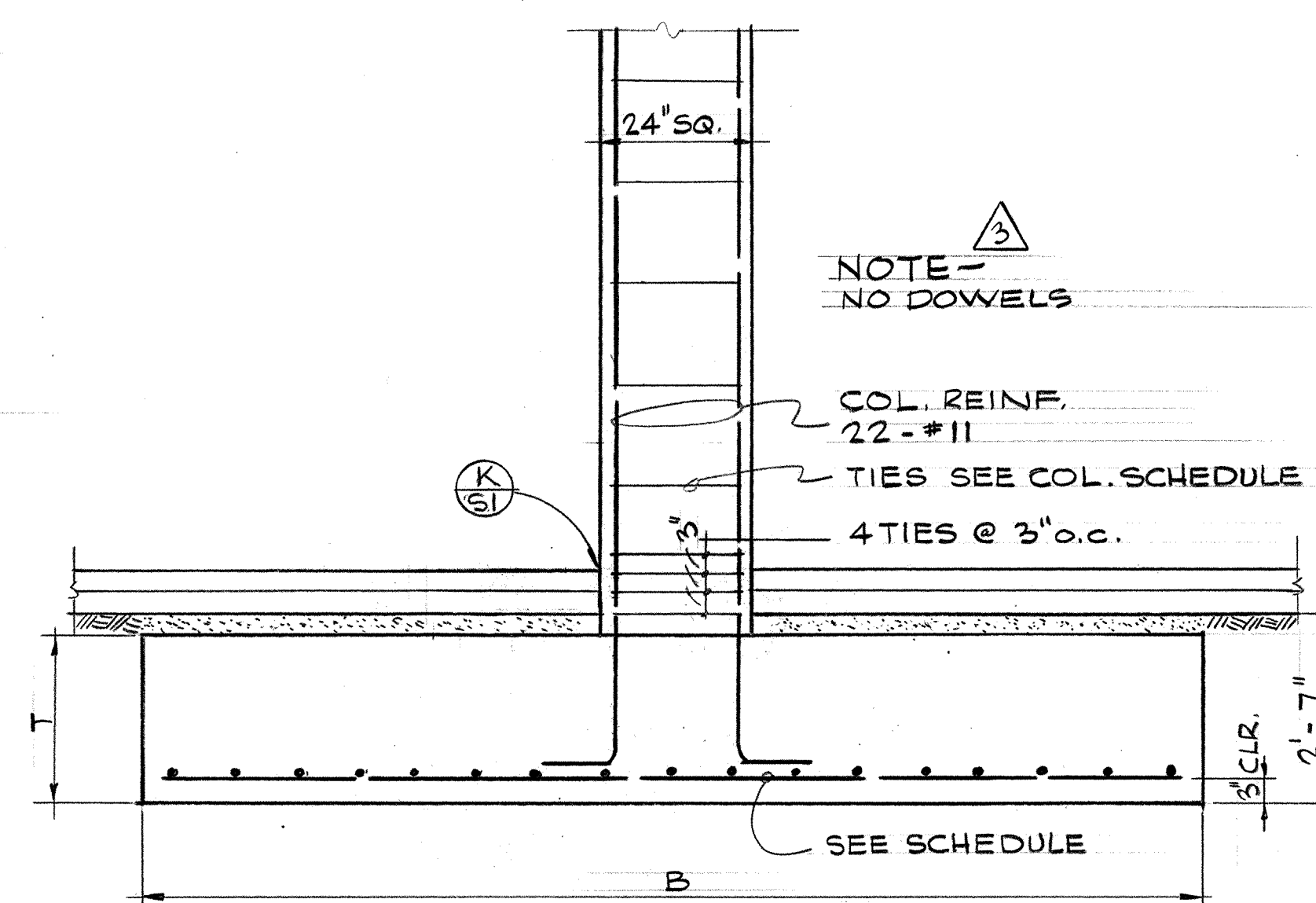
San Diego International Air Terminal  
Lindbergh Field  
GENERAL NOTES - TYPICAL DETAILS

BUILT 1965

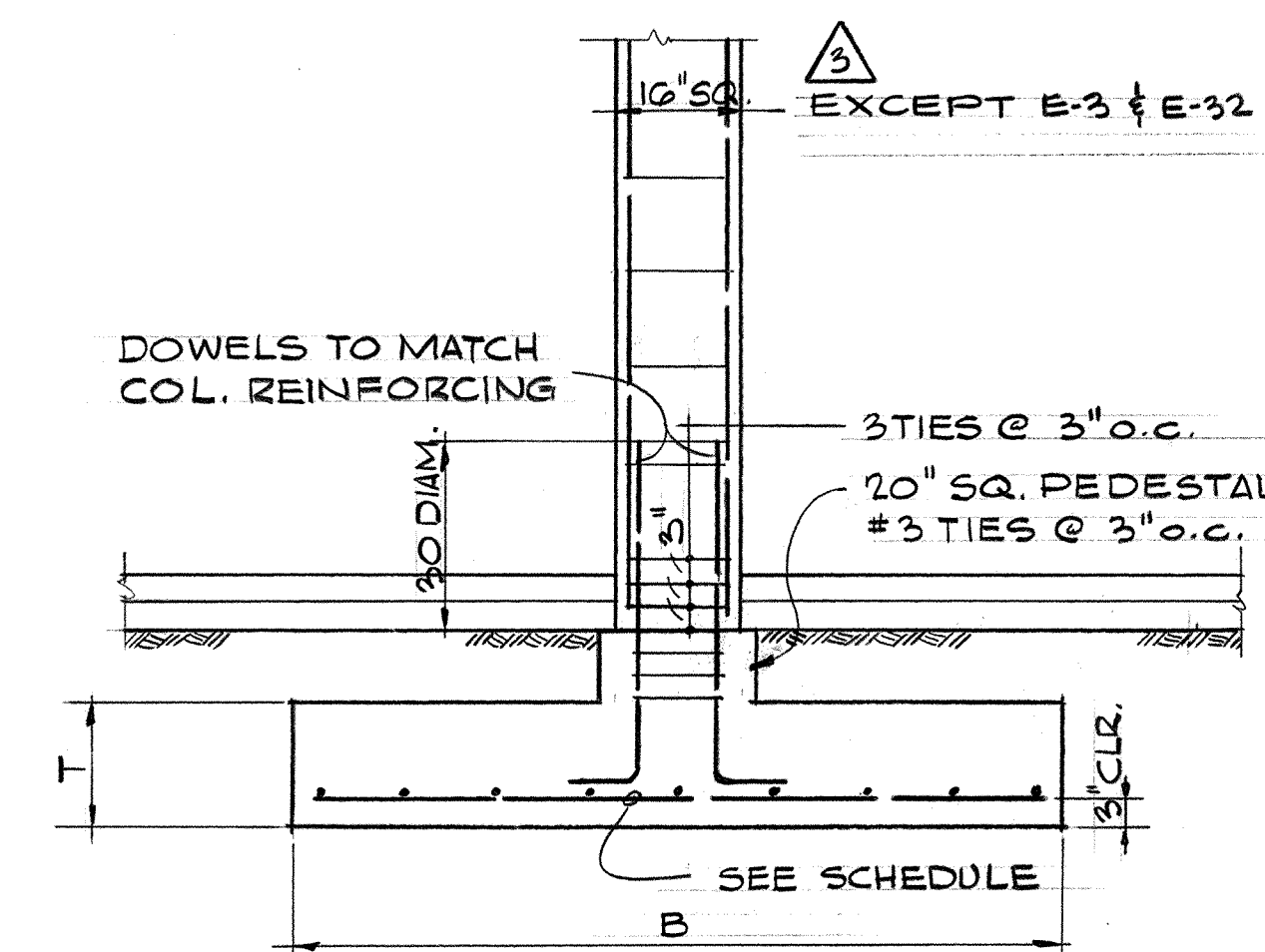




TYPE I



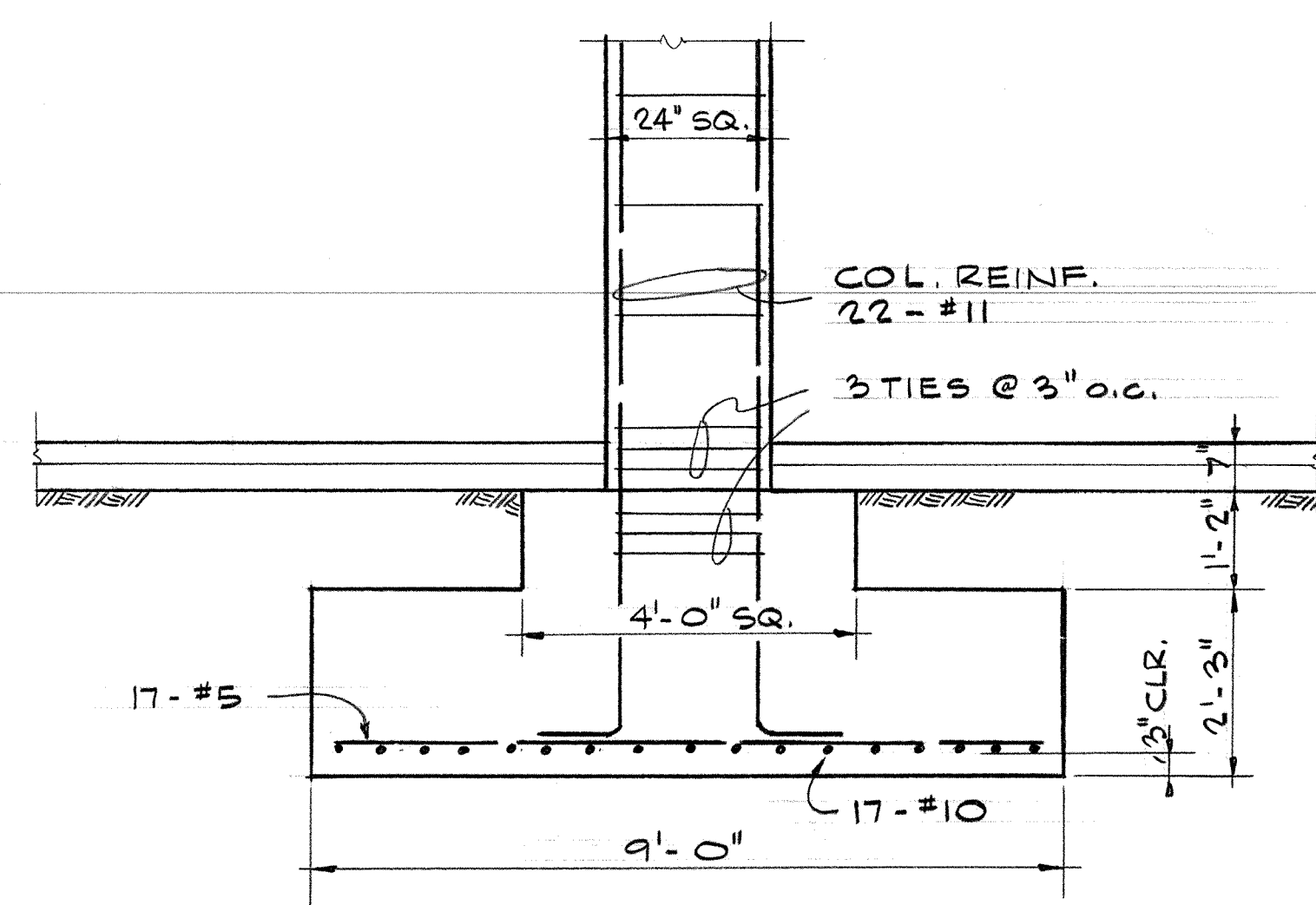
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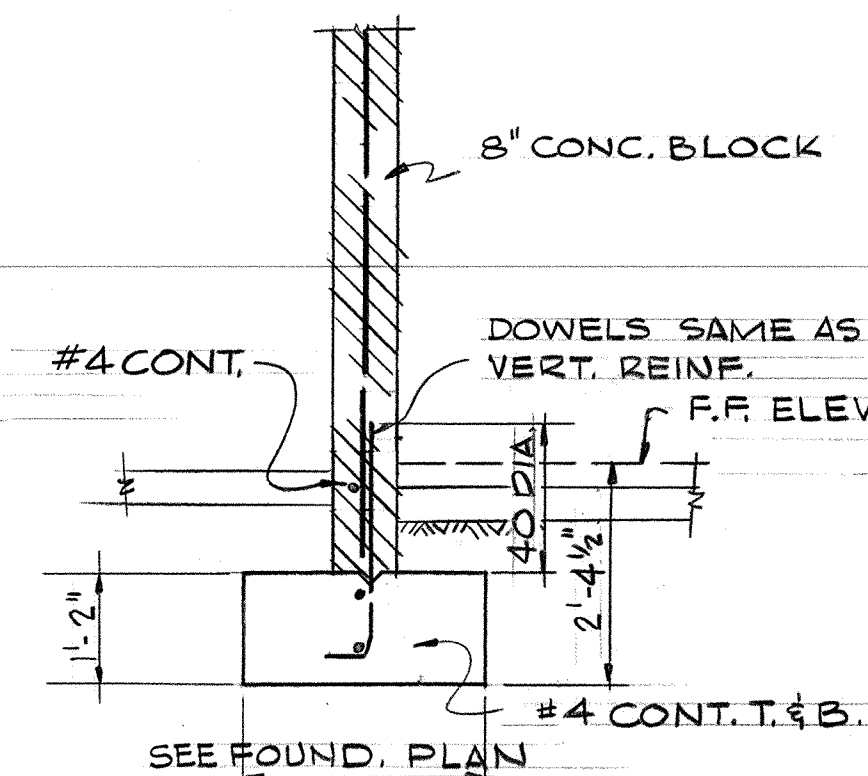
TYPE III

SPREAD FOOTING SCHEDULE				
TYPE	MARK	B	T	BARS EA. WAY
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)	13'-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

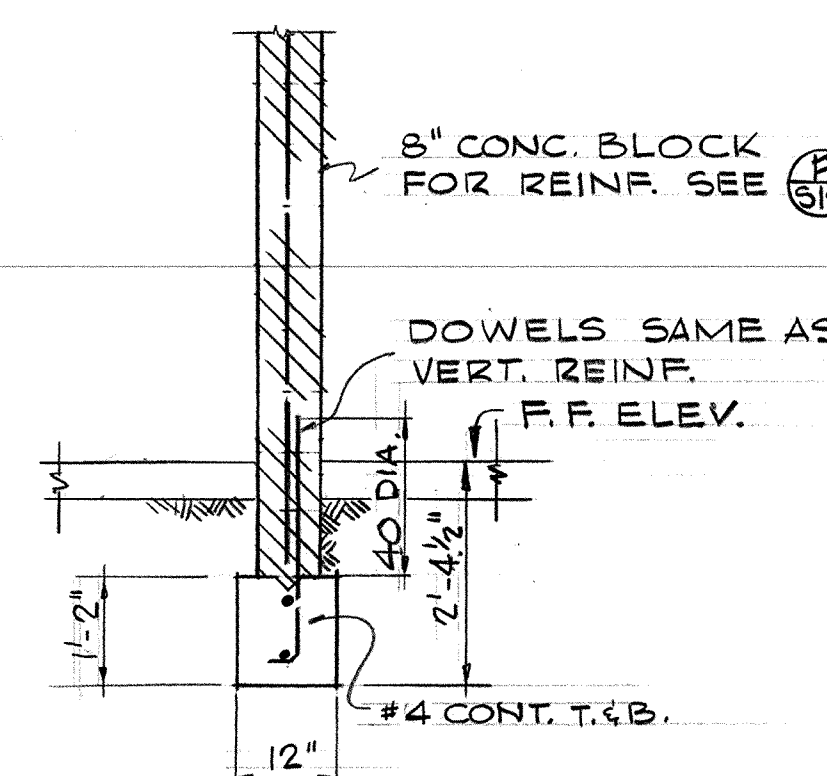
NOTE:  
FOR MOISTURE BARRIER LOCATIONS UNDER SLABS,  
SEE ARCH. DWG'S & DET. (S15)



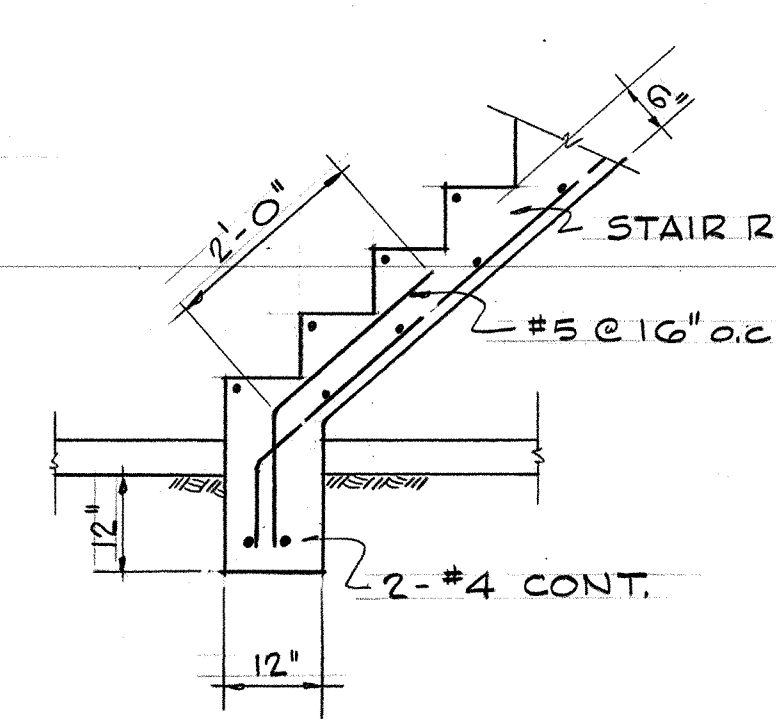
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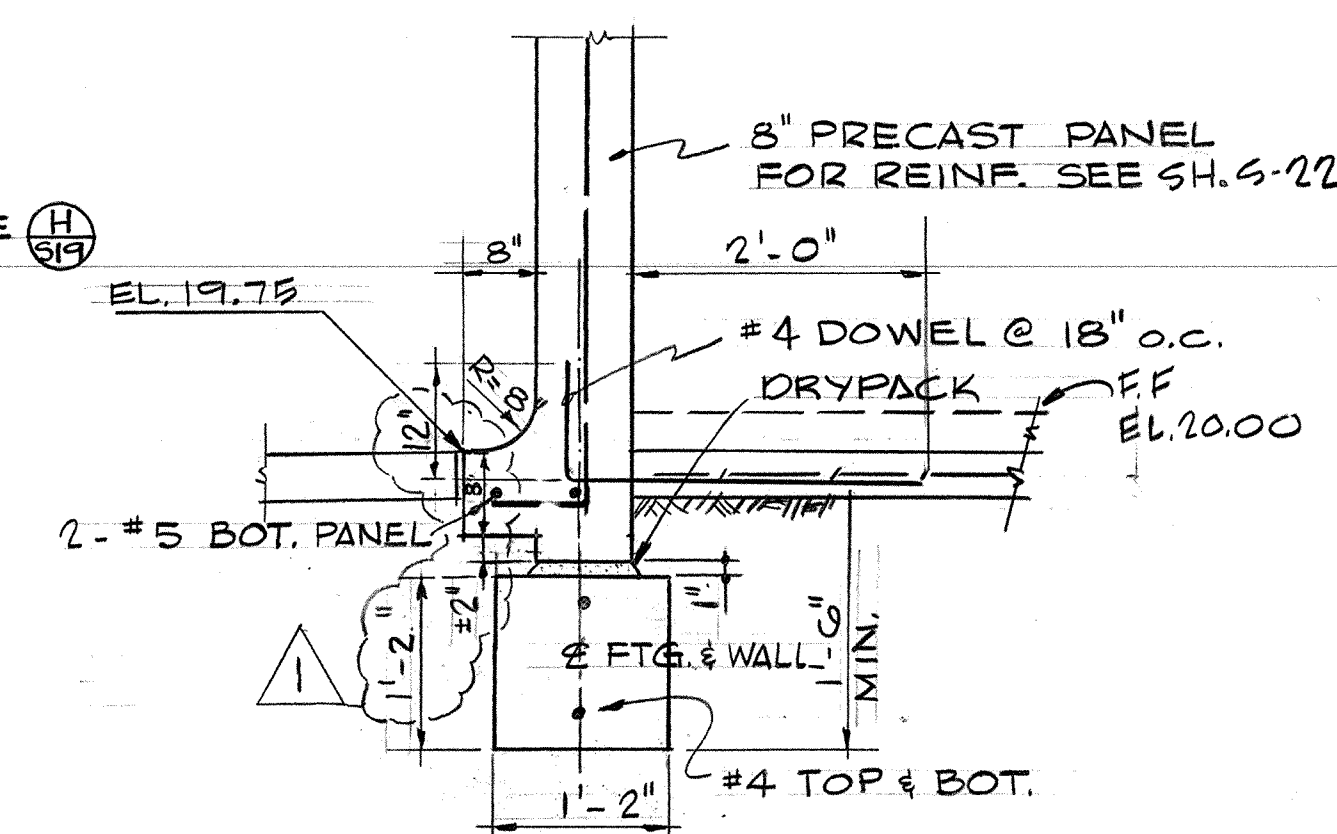
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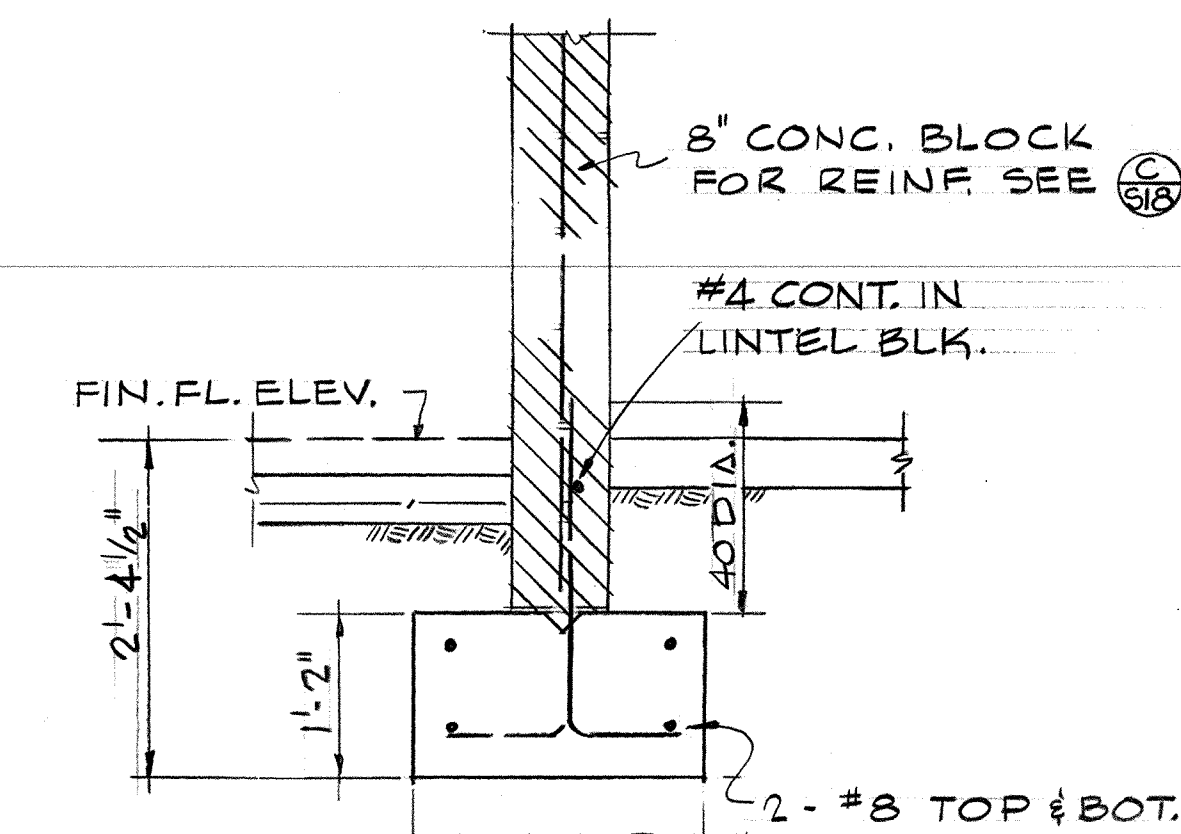
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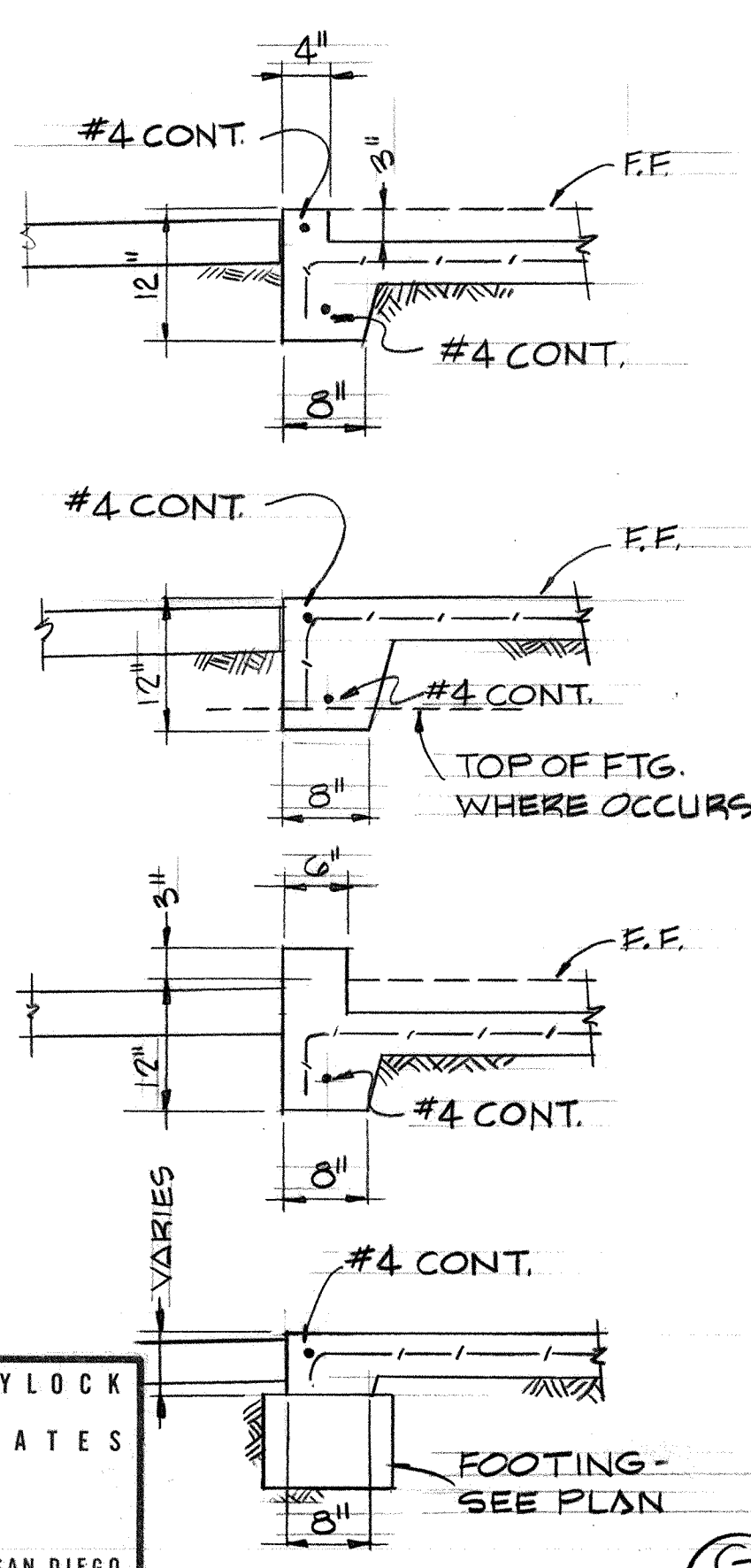
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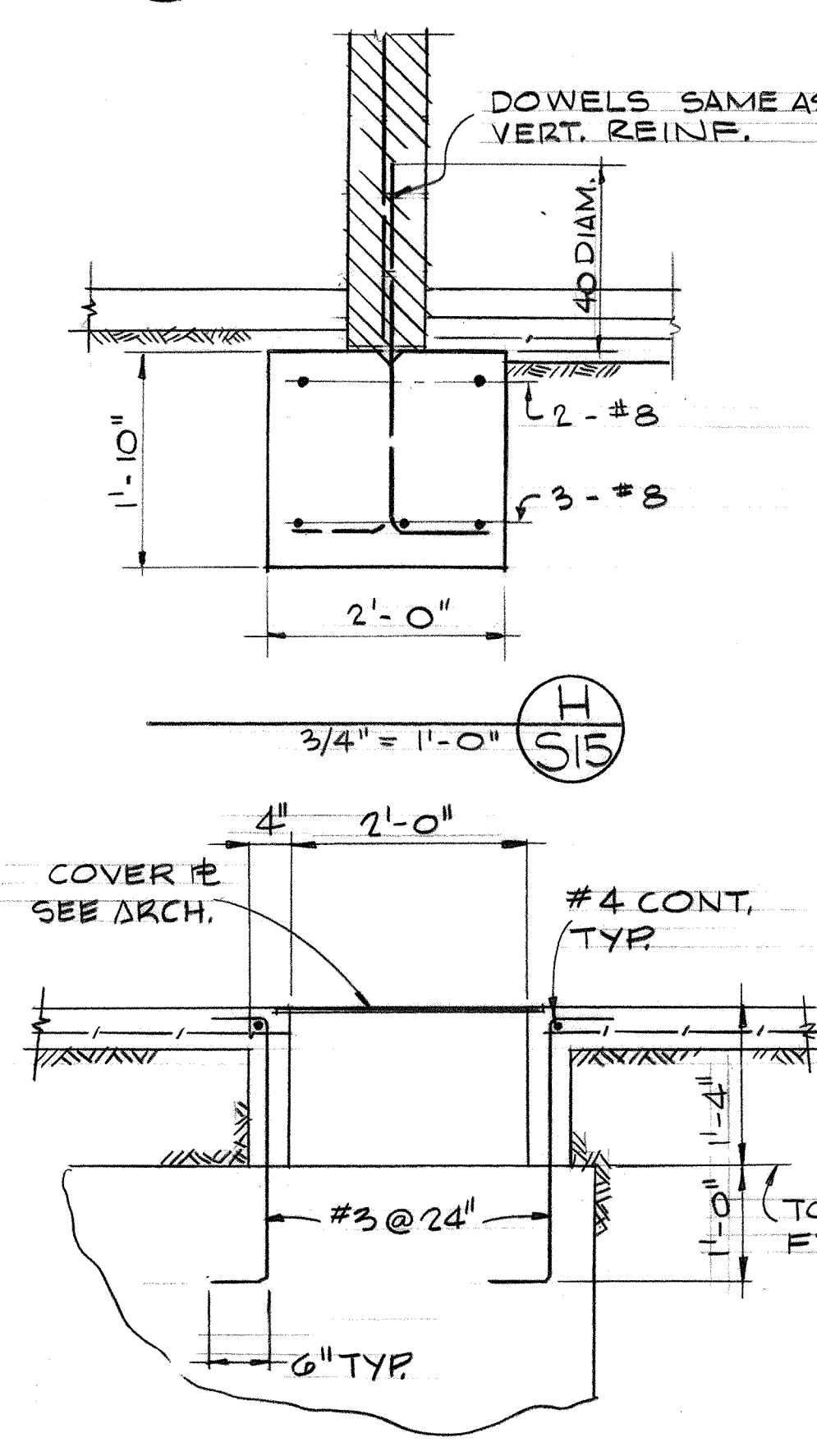
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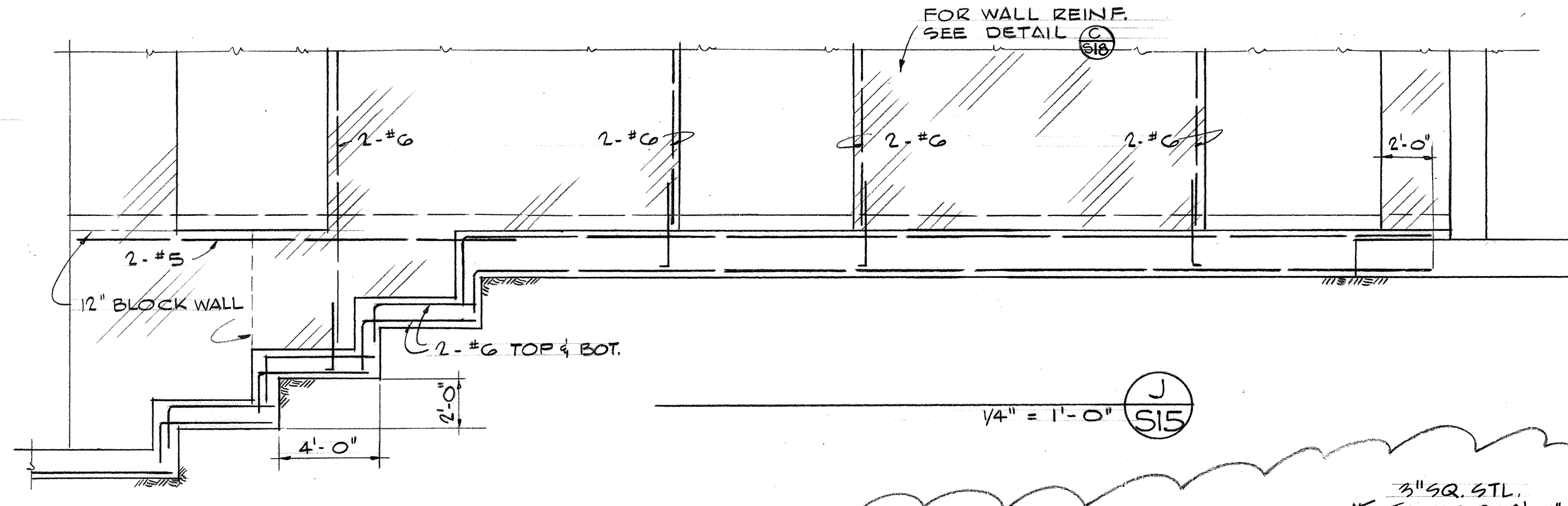
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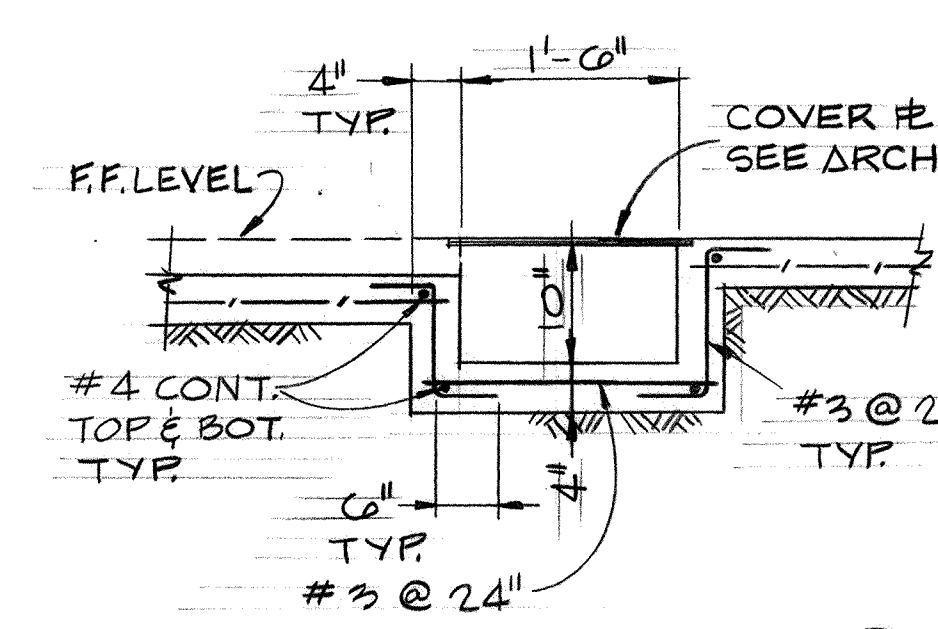
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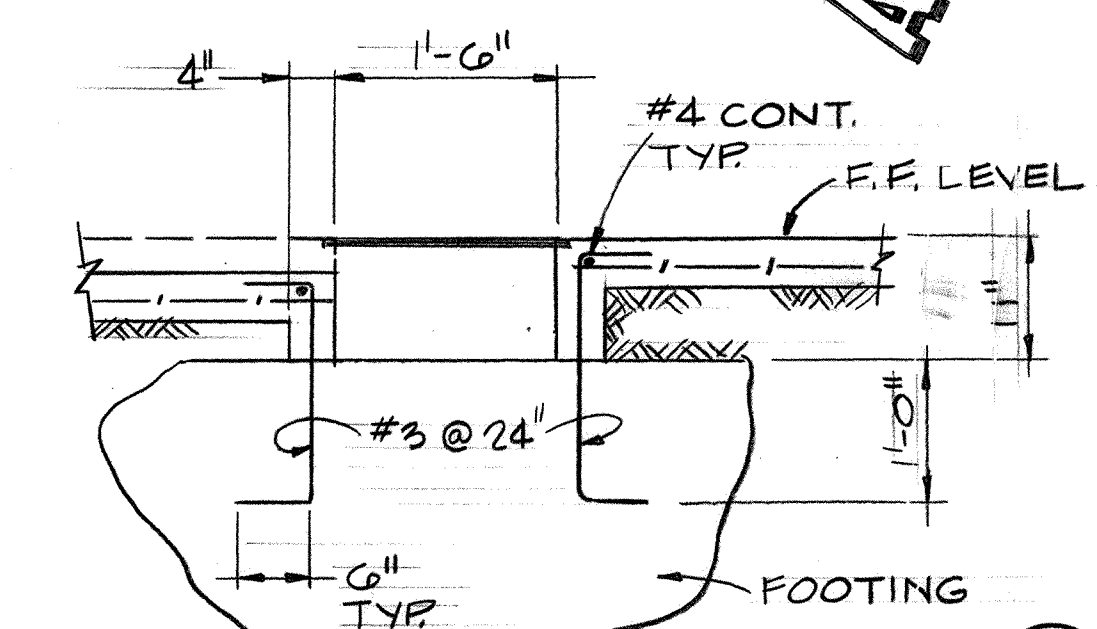
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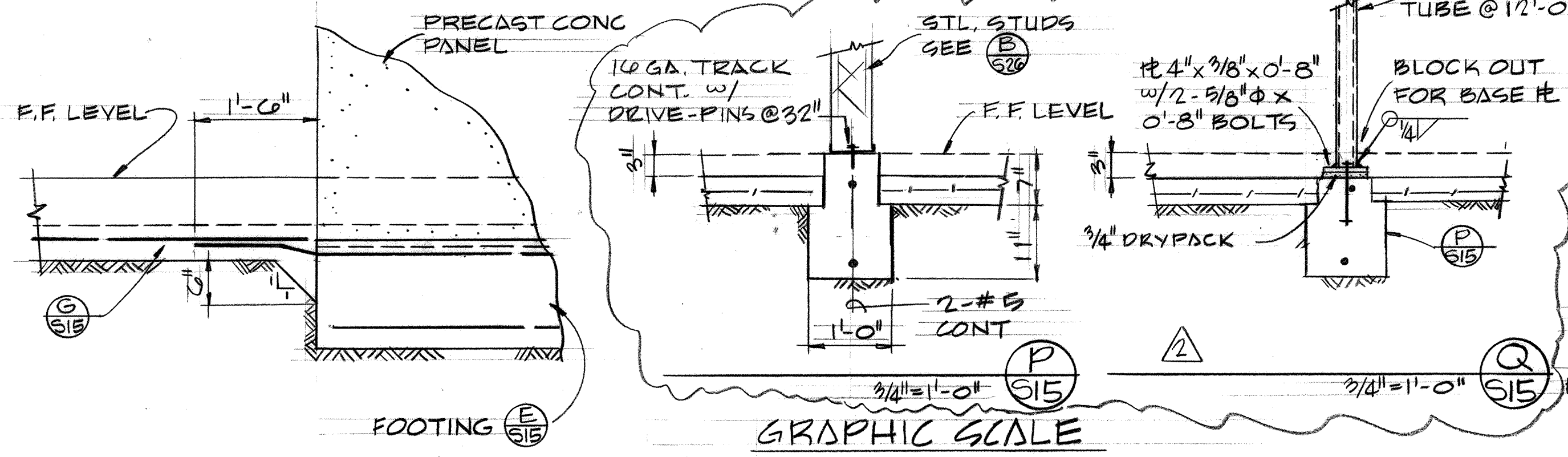
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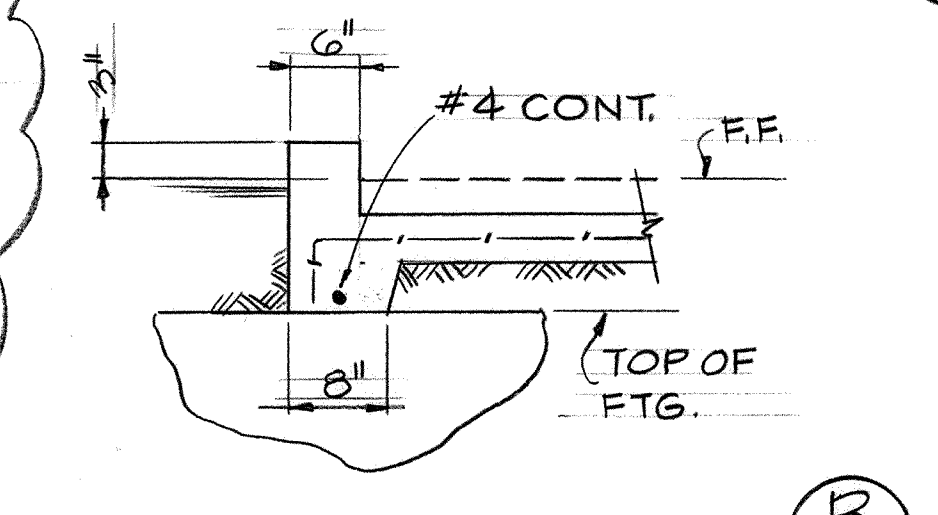
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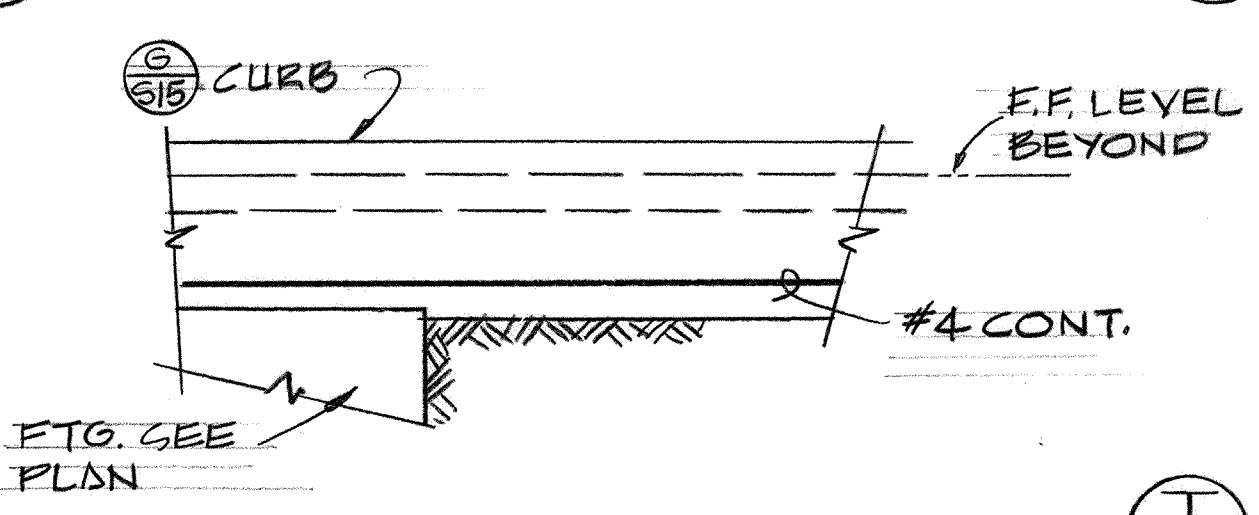
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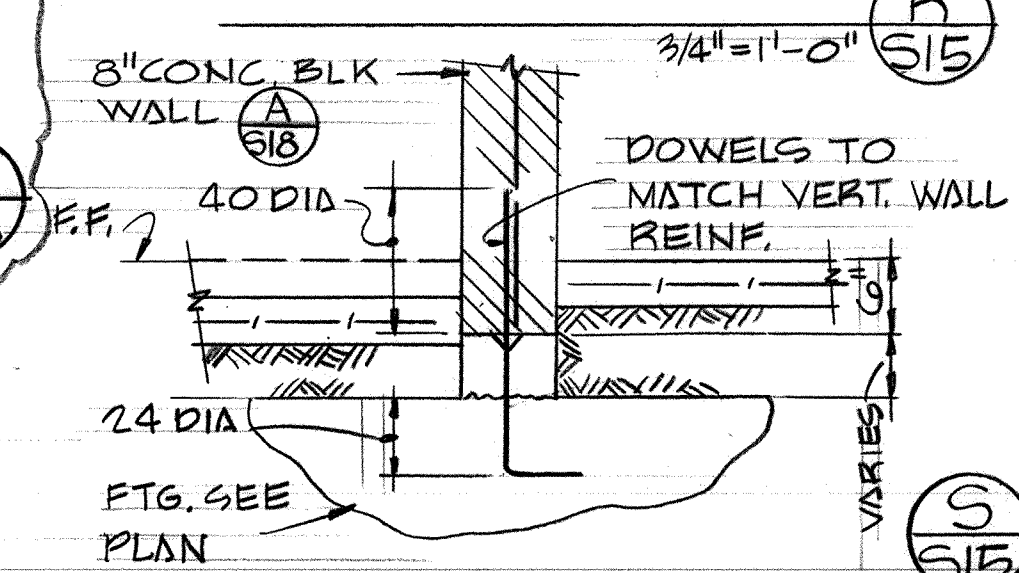
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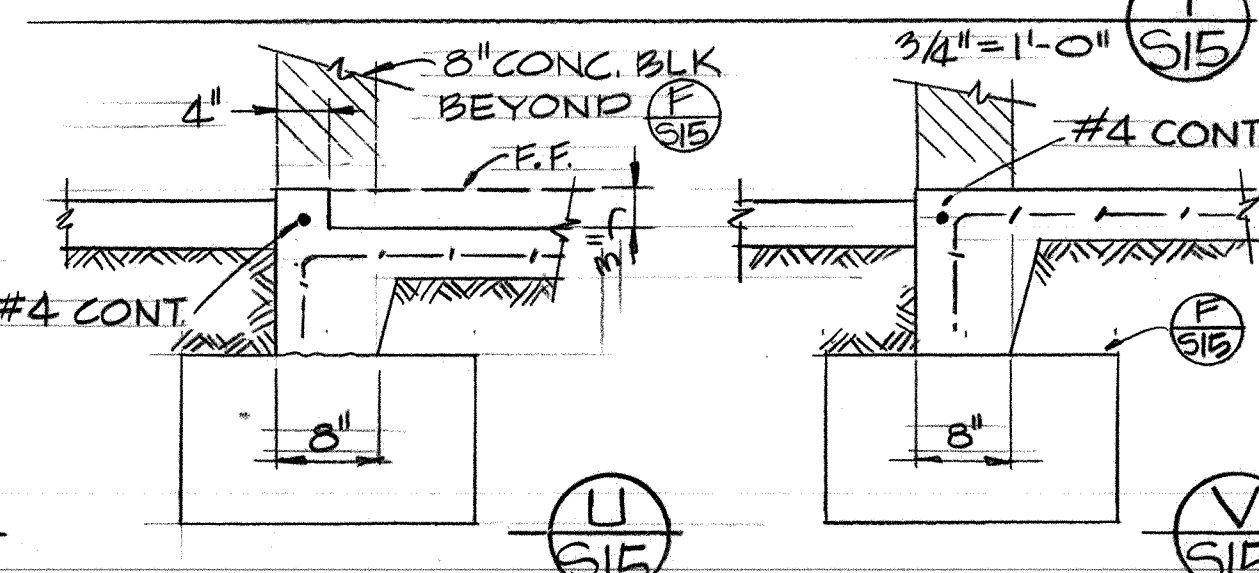
(N) S15



(O) S15



(P) S15



(Q) S15

A. J. BLAYLOCK  
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ASSOCIATES  
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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. REFERENCES  
CONTRACTOR  
CONSTRUCTION STARTED  
CONSTRUCTION COMPLETED  
COST INSPECTOR

CLARIF. DIMEN. AT E/S 15  
RESTAURANT REV.  
"AS BUILT" CHG

NOT PUBLISHED  
1-26-66  
4/1/66  
DATE APPROVED

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  
JAMES WIEBER  
ASST. CHIEF ENGINEER  
APPROVED  
AUG 23 1965  
J.E. Lieberman  
CHIEF ENGINEER

San Diego International Air Terminal  
Lindbergh Field  
FOUNDATION DET'S - FOOTING SCHEDULE

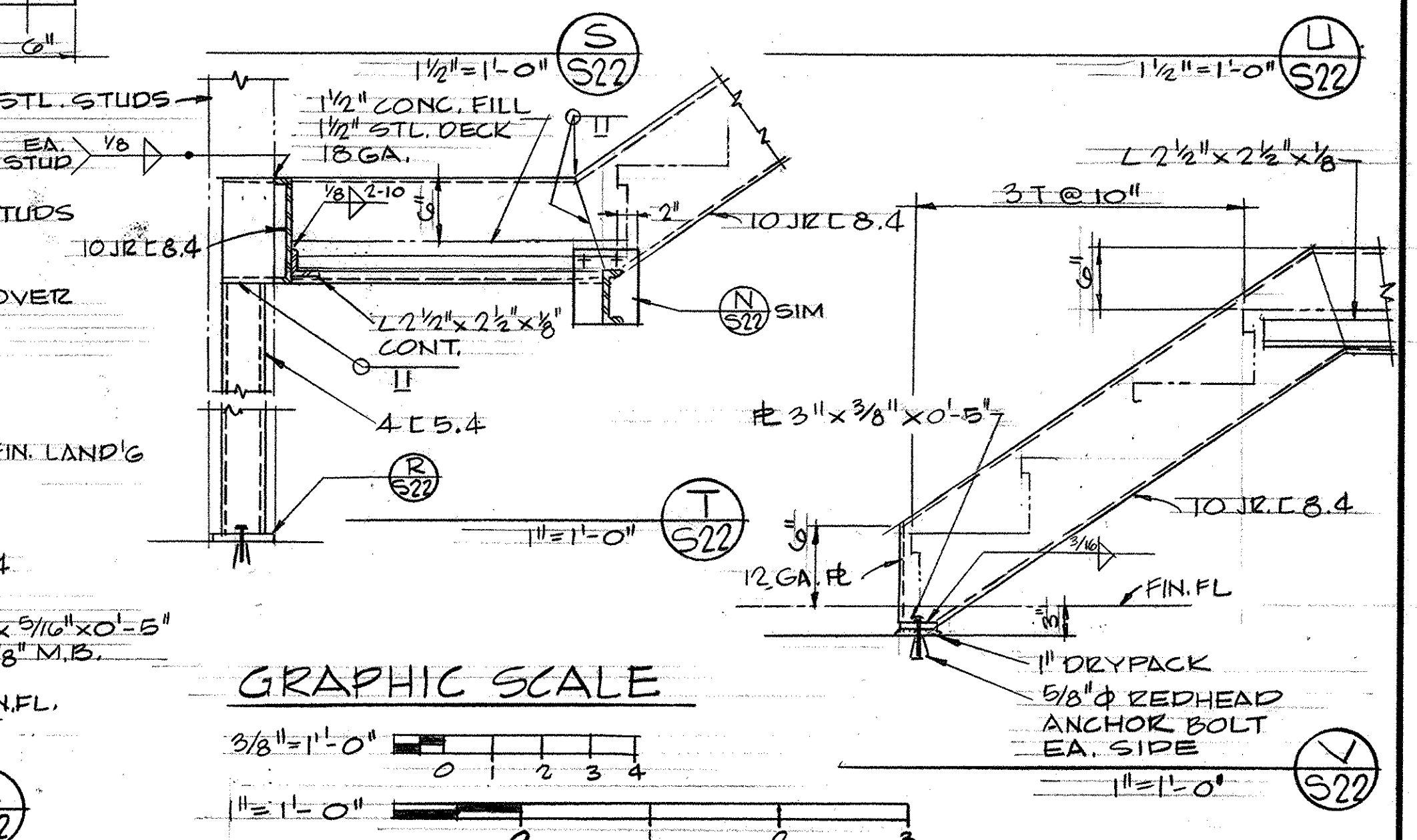
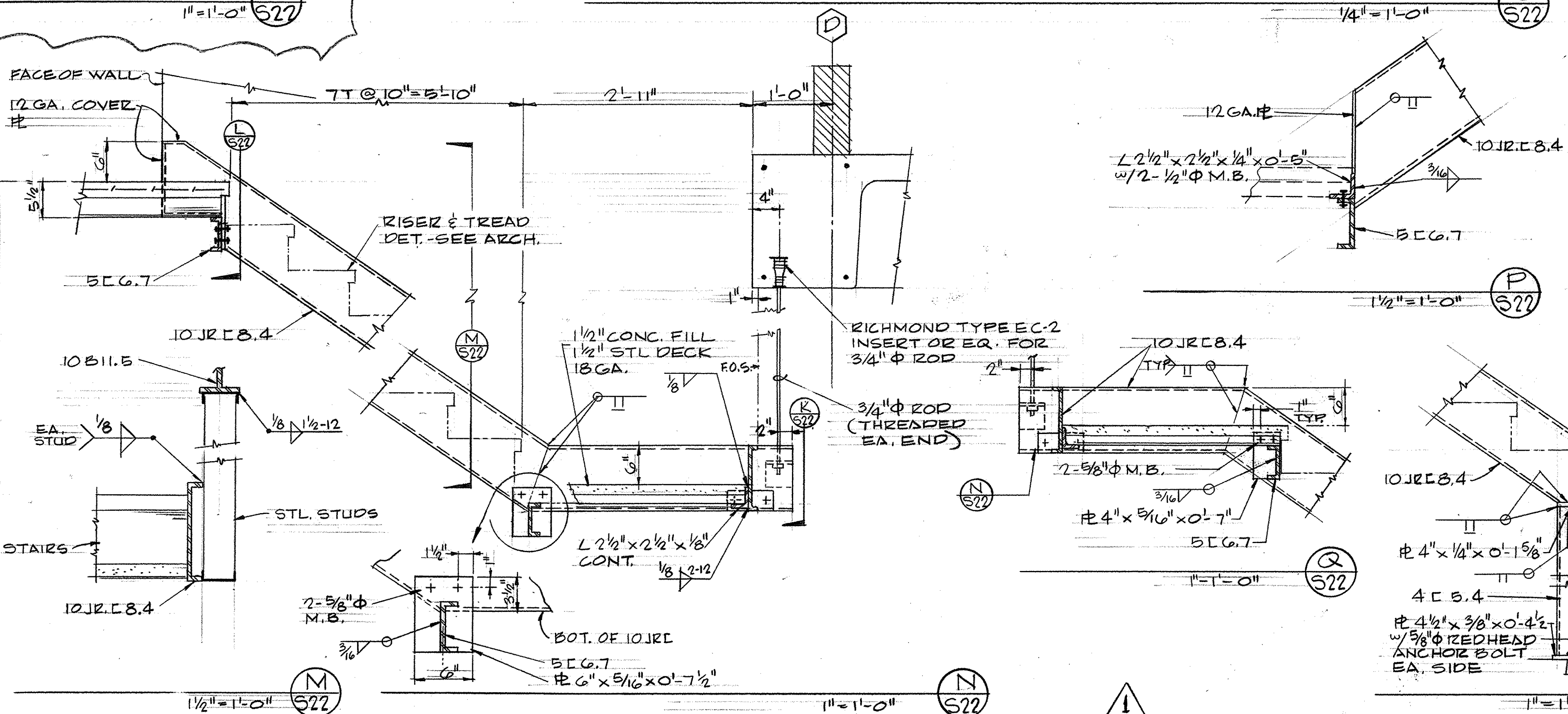
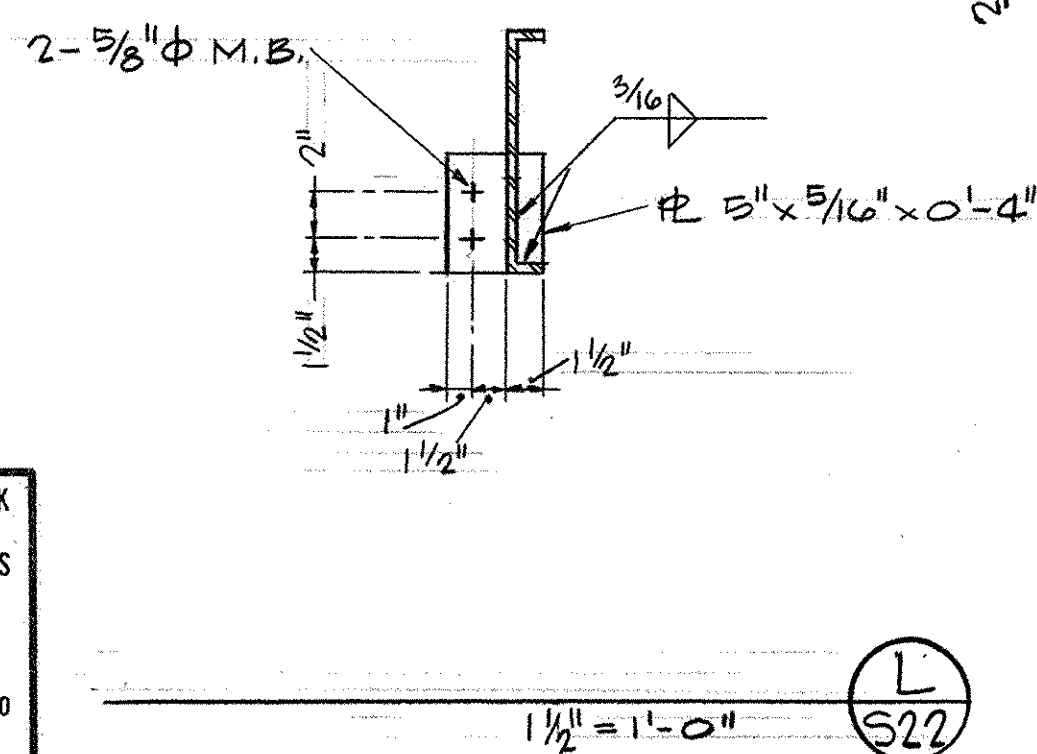
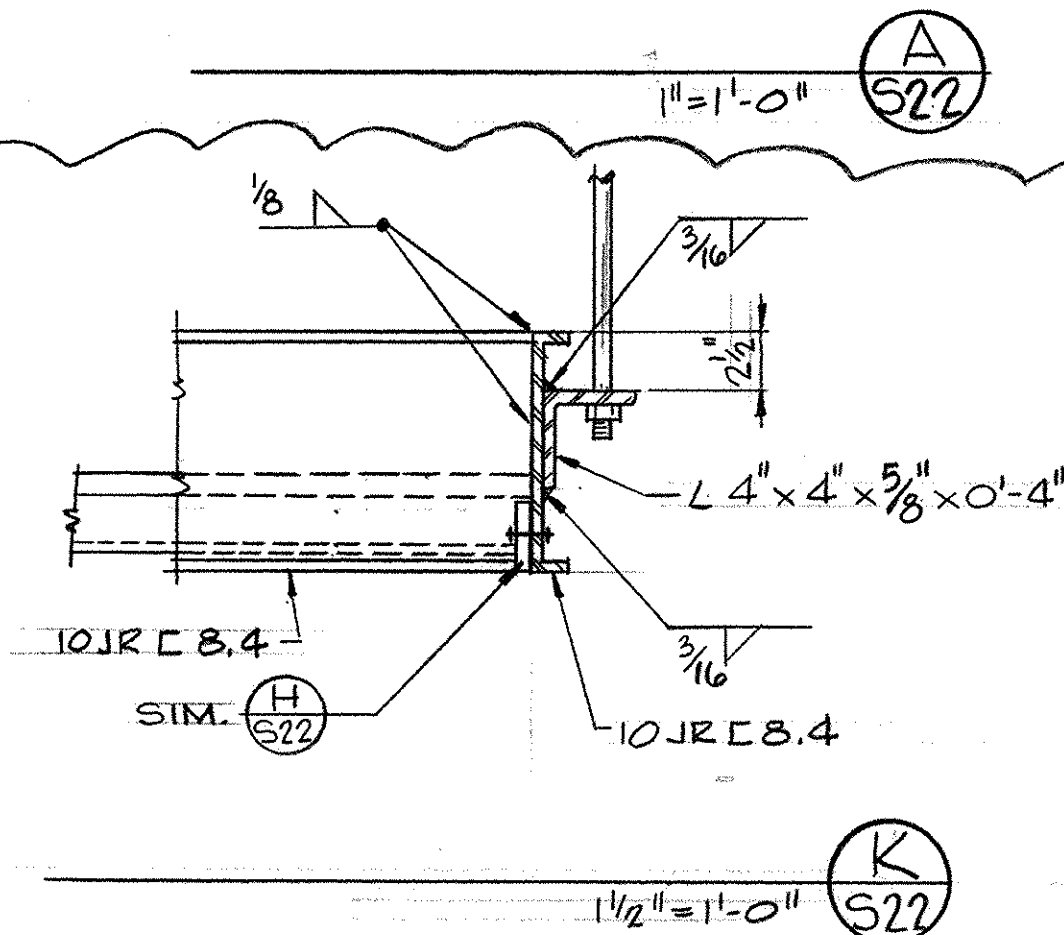
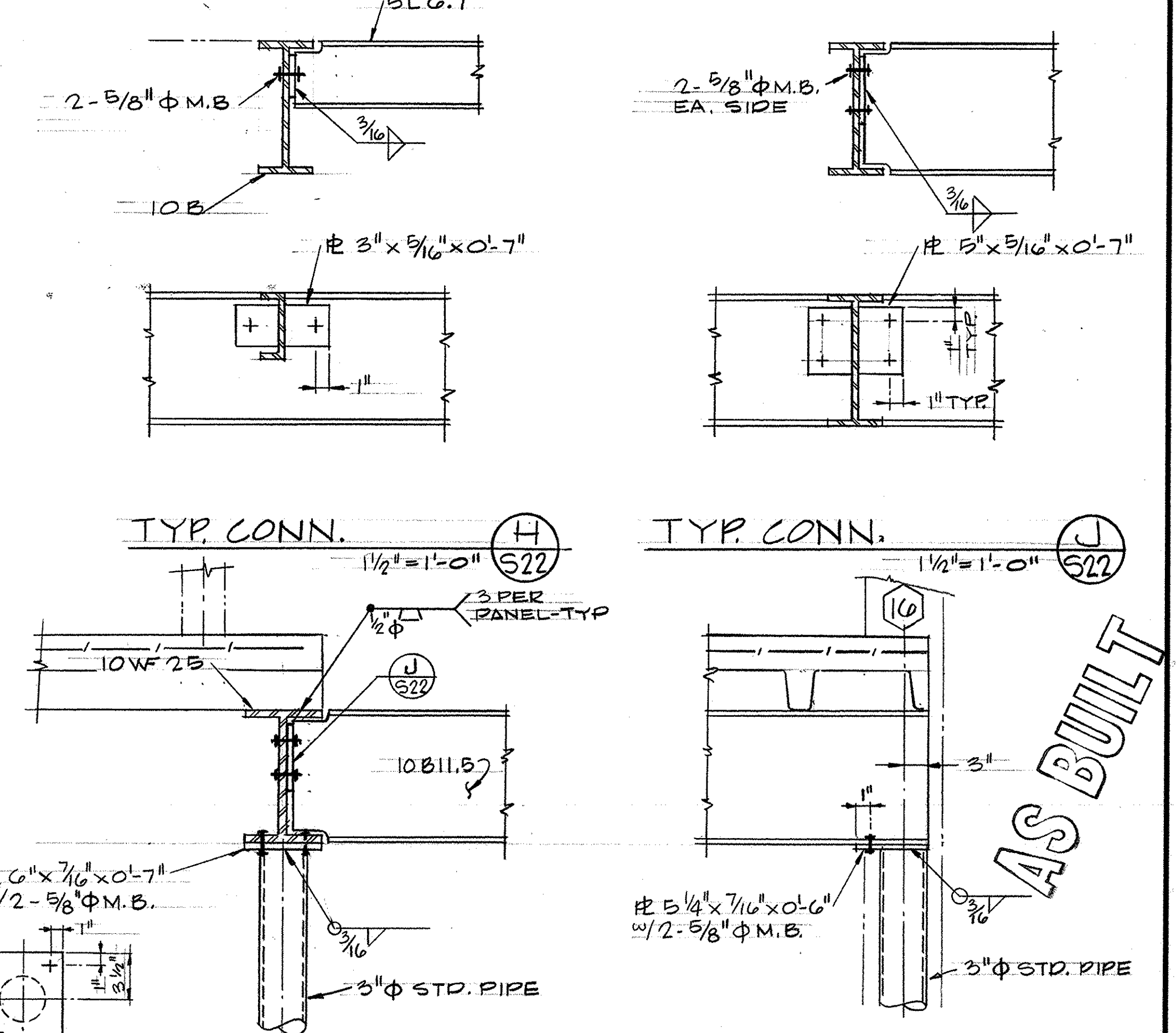
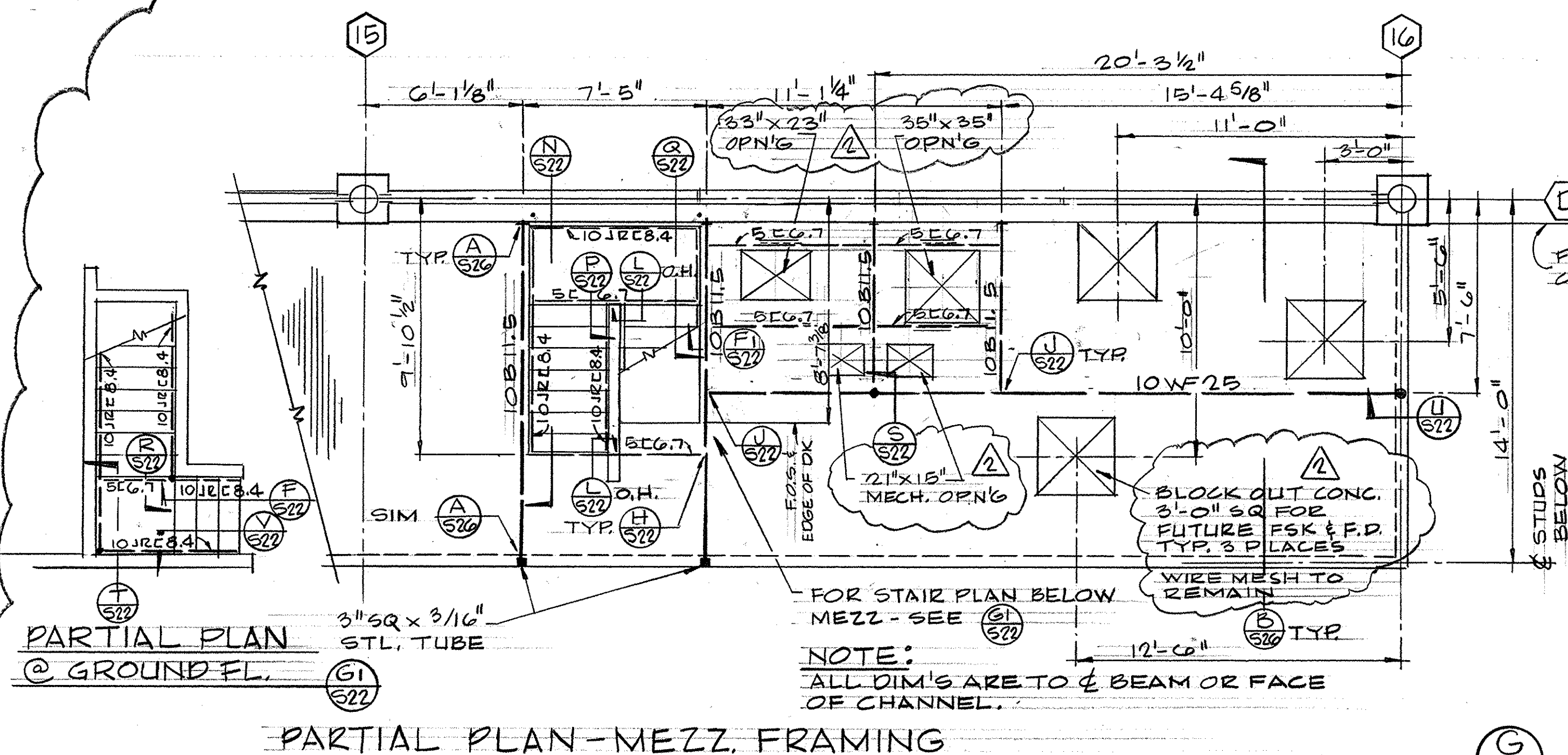
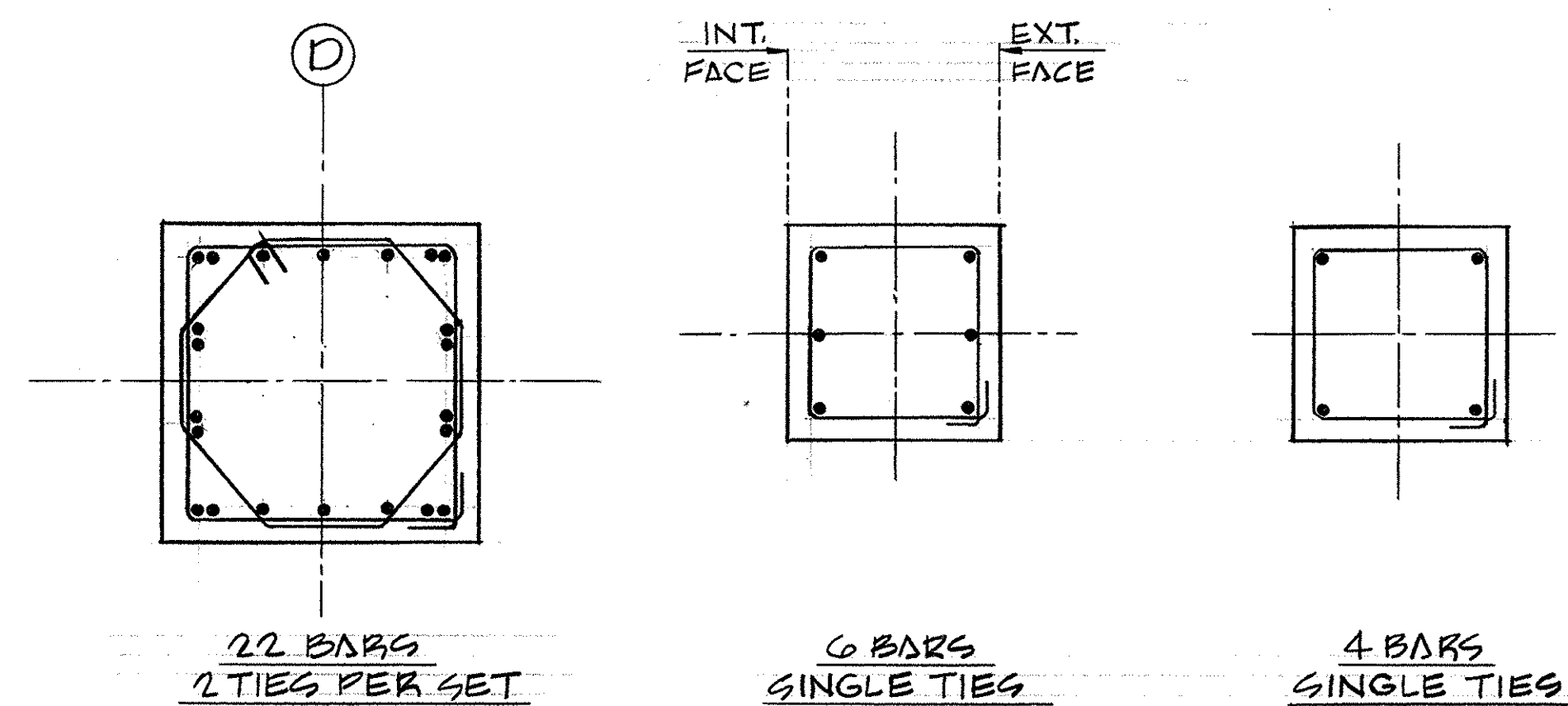
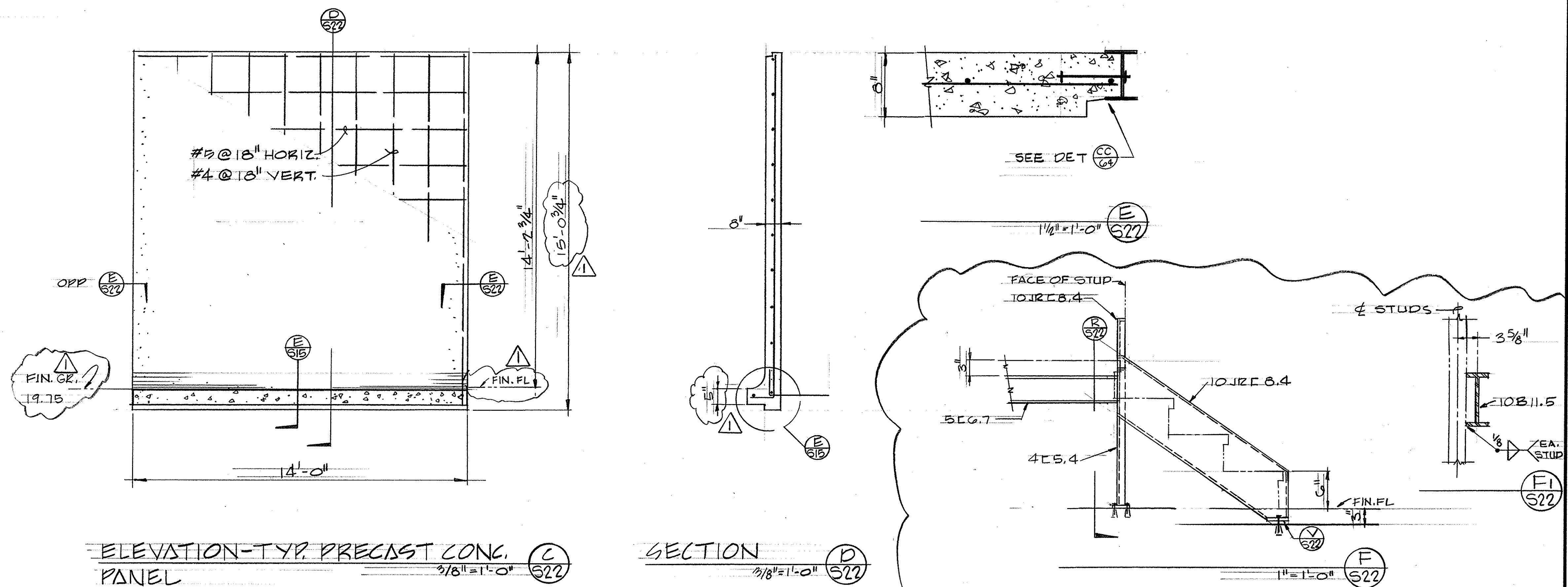
MEAN LOWER LOW WATER  
SHEET  
S15 OF 171  
704







COLUMN SCHEDULE					
LOCATION	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	F-21 G-11,21 H-3,11,21,24,43,50 K-39,40 L-TYP M-TYP N-50,51 O-TYP P-TYP H-45,56	D-TYP	F-11 F-12+ F-14+	G-13,14 E-3,32
SIZE	6" SQ.	16" SQ.	24" SQ.	3-#7	12" SQ.
VERT. REINF.	6-#10	4-#8	22-#11	3-#7	4-#7
TIES	#3 @ 16"	#3 @ 16"	2 SETS-#4 @ 22"	#3 @ 14"	#2 @ 12"
DETAIL			SEE 522	SEE 522	



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525 'C' STREET, SAN DIEGO, CALIFORNIA • 234 6183

SPEC. NO. \_\_\_\_\_  
W.O. NO. \_\_\_\_\_  
CONTRACTOR \_\_\_\_\_  
CONSTRUCTION STARTED \_\_\_\_\_  
CONSTRUCTION COMPLETED \_\_\_\_\_  
COST \_\_\_\_\_  
INSPECTOR \_\_\_\_\_

CHANGE MEZZ. DECK  
CLARIFICATION-RESTAURANT REV. 3/17/66  
REVISIONS \_\_\_\_\_  
DATE \_\_\_\_\_  
APPROVED \_\_\_\_\_

San Diego Unified  
Port District  
San Diego California



DESIGNED \_\_\_\_\_  
DRAWN \_\_\_\_\_  
CHECKED \_\_\_\_\_  
APPROVAL \_\_\_\_\_  
APPROVED \_\_\_\_\_  
APPROVED \_\_\_\_\_

San Diego International Air Terminal  
Lindbergh Field  
COLUMN SCHEDULE & DETAILS  
PRECAST CONC. WALL PANEL & DETAILS

MEAN LOWER LOW WATER  
SHEET 522  
704








HIGH ROOF

LOW ROOF

# RIB SCHEDULE

DATA MARK	L	TYPE	REINFORCING						M	N	P	Q	R	S	T	REMARKS
			A	B	C	D	E	F								
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-#8 BAR 6" BEYOND E 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"		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"	V	2-#8	2-#5	1-#5	2-#5	1-#5		5'-10"	15'-0"			3'-0"			
R-38	DO	V	2-#8	2-#5	1-#5	2-#5	1-#5			15'-0"			3'-0"			
R-39	DO	V	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
R-41	40'-0"	VII	2-#8	2-#8	2-#6	1-#8	1-#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"	5'-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	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 = 3' @ SEPARATION JOINTS
R-53	40'-0"	VII	1-#9	1-#9			1-#9	1-#9	12'-0"	10'-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			2-#10	2-#10	12'-0"	10'-0"			5'-0"	5'-0"		ADD "E" & "F" BARS OVER LINE 2B
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"	3'-10"		DO
R-59	DO	VII	2-#7	2-#7	5-#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" & "B" 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"		
R-64	DO	VII	1-#6	1-#6		1-#6	1-#9	1-#9	12'-0"	10'-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" & "B" BARS TO WALL
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" & "B" BARS TO WALL
R-68	DO	VII	2-#8	2-#8	2-#6		1-#6		10'-0"		8'-0"	4'-0"	5'-0"	5'-0"		EXTEND "C" BARS TO LINES 12 & 20

# RIB SCHEDULE

DATA MARK	L	TYPE	REINFORCING						M	N	P	Q	R	S	T	REMARKS
			A	B	C	D	E	F								
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	VII	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 @ 1'-9" & 1-#9 @ 1'-6" 
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 E RIB
R-78	40'-0"	VII	2-#8	2-#7	2-#6	1-#6					8'-0"	5'-0"	4'-0"	5'-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"	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 E 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 E
R-83	20'-0" OR 28'-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 C. 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'-0" & 20'-0"	VII	1-#5		2-#6						10'-0"				6'-0"	
R-91	18'-0"	VII	1-#5		2-#6										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'-0" & 19'-6"	VII	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"	7'-0" 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	15'-8" TO 18'-0"	VII	1-#5	1-#5	2-#6						12'-0"		3'-0"	3'-0"	6'-0"	



## 1. SCHEDULE ABBREVIATIONS

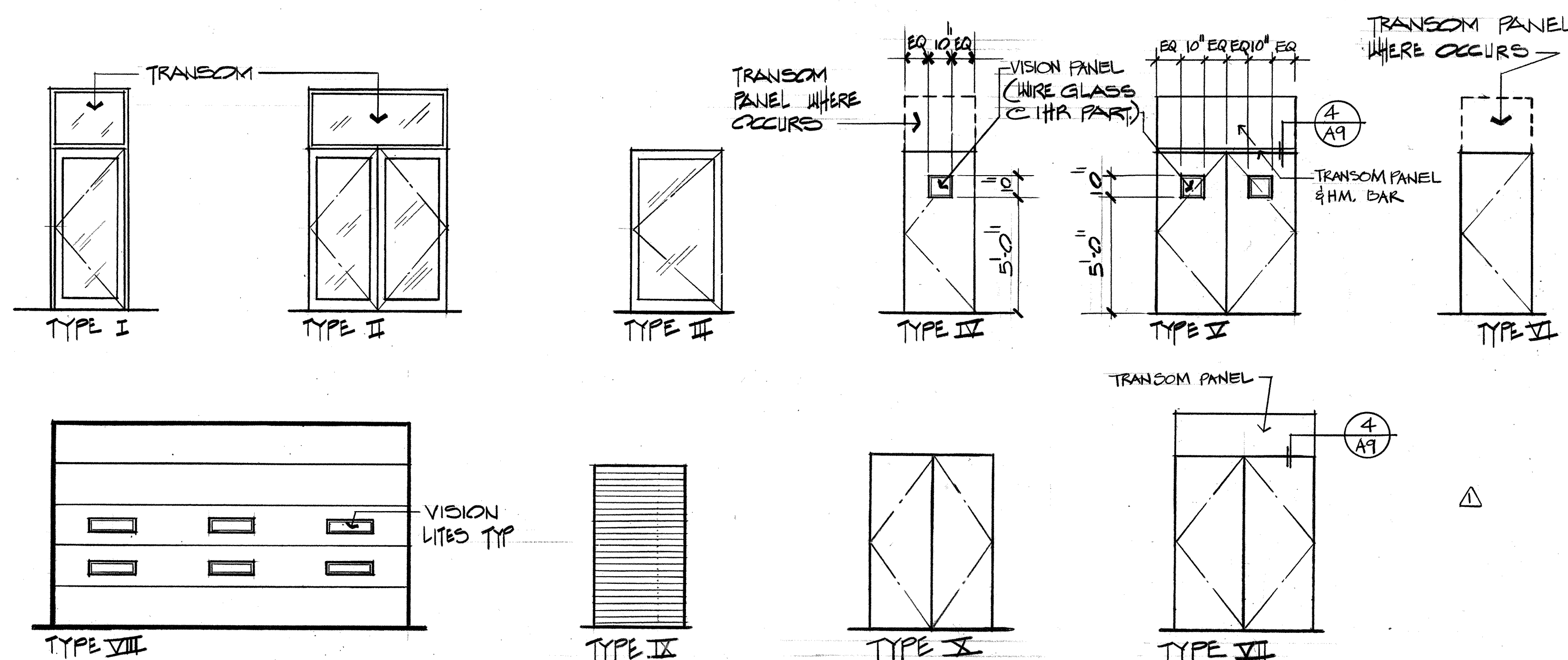
14. ALUM. DOOR DRIP & SILL  
15. DOOR NOT TO BE HINGED BUT FASTENED TO METAL FRAME W/  
#12X3" ROUND HEAD SHEET METAL SCREWS @ EACH CORNER & 12" O.C. MAX  
16. PROVIDE PRESSED STEEL TRANSOM BAR @ 1 HR. DOORS  
17. ADD DOOR REINFORCING AND APPLY STOPS AS INDICATED ON CLIFICATION  
DRAWING AX-29 ACCOMPANYING 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 (1 1/2" HIGH STRIP SIGN ON HEAD DR. FRAME).

LOC	DR NO	DR TYP	DIMENSIONS			DOOR			DETAILS				FRAME		HDW GRD	DOOR SIGN	NOTES				
			WIDTH	HEIGHT	THICK	MAT	FIN	CORE	HEAD	SAAB	JAMB	SILL	MAT	FIN							
BLDG. A - FIRST FLOOR	A101	I	3'-0"	7'-0"	—	GLASS	ANOD		1	A7	7	A7	4	A7	15	AG	ALUM	ANOD	1		(8) (7)
	A101.1	I	3'-0"	7'-0"	—	GLASS	ANOD		1	A7	7	A7	4	A7	15	AG	ALUM	ANOD	3	(B)	(8) (7)
	A104	VII	1'-8"	7'-0"	1 3/4"	WOOD	P.L.	S.C.	3	A9	3	A9	2	A7	15	AG	STEEL	ENAMEL	2		
	A108	I	3'-0"	7'-0"	—	GLASS	ANOD		8	A7	14	A9	2	A7	15	AG	ALUM	ANOD	3	(B)	(8) (7)
	A108.1	III	3'-0"	7'-0"	1 3/4"	WOOD	P.L.	S.C.	3	A9	2	A9	19	A9			STEEL	ENAMEL	4	(A)	(8) (3)
	A082	I	3'-0"	7'-0"	—	GLASS	ANOD		1	A7	2	A7	4	A7	15	AG	ALUM	ANOD	3	(B)	(8) (7)
	A083.1	I	3'-0"	7'-0"	—	GLASS	ANOD		1	A7	4	A7	7	A7	15	AG	ALUM	ANOD	1		(8) (7)
	A111	VIII	15'-4"	9'-0"	—	STEEL	ENAMEL		1	A9	15	AG	13	AG	2	AG	STEEL	ENAMEL	11		(8) (7)
	A111.1	I	3'-0"	7'-0"	1 3/4"	MTL	ENAMEL		17	A9	15	AG	15	AG	27	AG	MTL	ENAMEL	5		(8) (14)
	A114	VIII	14'-11"	9'-0"	—	STEEL	ENAMEL		1	A9	25	AG	13	AG	2	AG	STEEL	ENAMEL	11		
	A114.1	I	3'-0"	7'-0"	1 3/4"	MTL	ENAMEL		17	A9	15	AG	15	AG	27	AG	MTL	ENAMEL	5		(8) (14)
	A117	VIII	14'-11"	9'-0"	—	STEEL	ENAMEL		1	A9	13	AG	23	AG	2	AG	STEEL	ENAMEL	11		(8) (14)
	A117.1	III	3'-0"	7'-0"	1 3/4"	MTL	ENAMEL		17	A9	15	AG	15	AG	27	AG	MTL	ENAMEL	5		(8) (14)
	A120	VIII	15'-4"	9'-0"	—	STEEL	ENAMEL		1	A9	15	AG	13	AG	2	AG	STEEL	ENAMEL	11		
	A120.1	III	3'-0"	7'-0"	1 3/4"	MTL	ENAMEL		17	A9	15	AG	15	AG	27	AG	MTL	ENAMEL	5		(8) (14)
	A123	VIII	19'-10"	9'-0"	—	STEEL	ENAMEL		1	A9	15	AG	13	AG	2	AG	STEEL	ENAMEL	11		12 VISION LITES
	A123.1	I	3'-0"	7'-0"	1 3/4"	MTL	ENAMEL		17	A9	15	AG	15	AG	27	AG	MTL	ENAMEL	5		(8) (14)
	A125	VII	6'-0"	7'-0"	1 3/4"	MTL	ENAMEL		17	A9	15	AG	15	AG	27	AG	MTL	ENAMEL	5		(8) (14)
	A125.1	III	3'-0"	7'-0"	1 3/4"	WOOD	P.L.	S.C.	19	A9	25	AG	19	AG			STEEL	ENAMEL	7		(7) + (10) (8)
	A126	VII	3'-0"	7'-0"	1 3/4"	WOOD	P.L.	S.C.	5	A9	26	AG	9	A9			STEEL	ENAMEL	35		(8) (5)
	A127	III	3'-0"	7'-0"	1 3/4"	GLASS	ANOD		5	A9	4	A7			15	AG	ALUM	ANOD	3	(B)	(8) (17)
	A127.1	III	3'-0"	7'-0"	1 3/4"	GLASS	ANOD		5	A9	4	A7			15	AG	ALUM	ANOD	3	(B)	(8) (3)
	A128	III	3'-0"	7'-0"	1 3/4"	WOOD	P.L.	S.C	5	A9	4	A7			15	AG	STEEL	ENAMEL	10	(A)	(8) (6)
	A129	X	6'-0"	7'-0"	1 3/4"	WOOD	P.L.	S.C.	5	A9	5	A9			STEEL	ENAMEL	8				(7) (5)
A1084	I	3'-0"	7'-0"	—	GLASS	ANOD		1	A7	4	A7	7	A7	15	AG	ALUM	ANOD	1		(8) (7)	
A128.2	VII	4'-0"	7'-0"	1 3/4"	WOOD	P.L.	S.C.	15	A9	15	A9			STEEL	ENAMEL					(8) (4)	

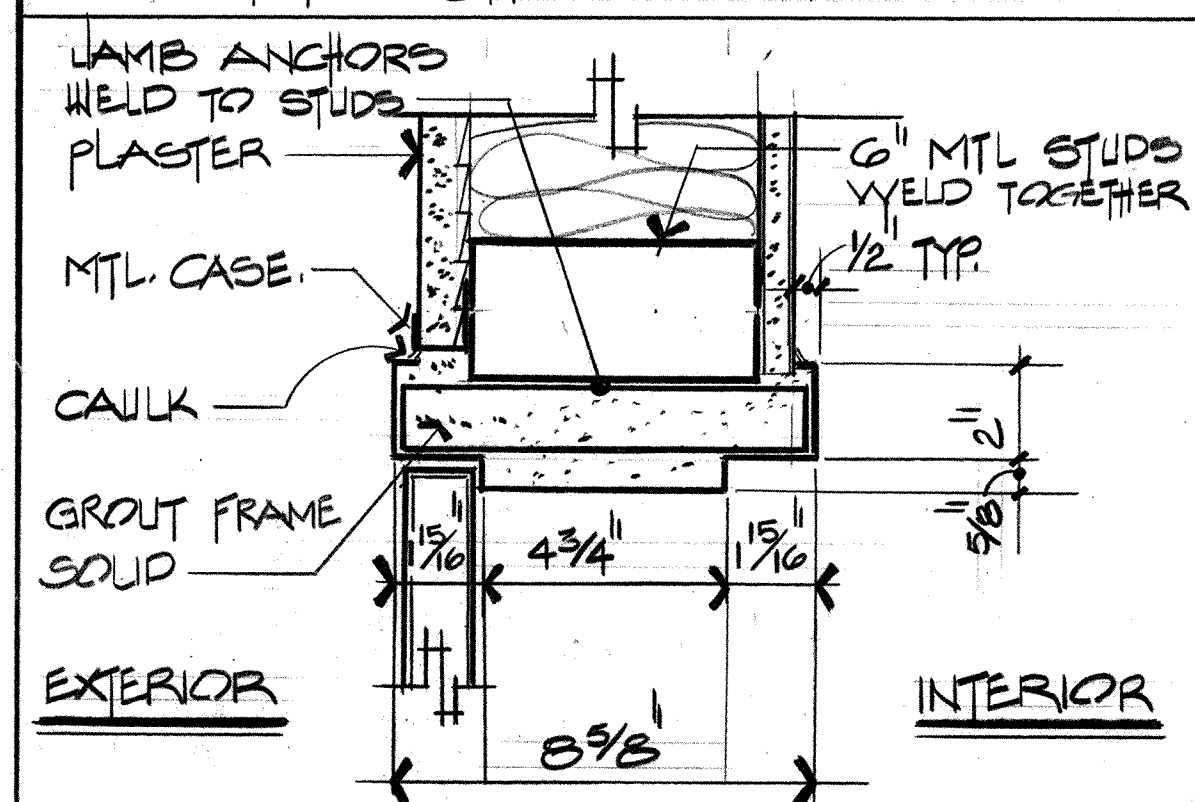
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\* AS BUILT NOTE:

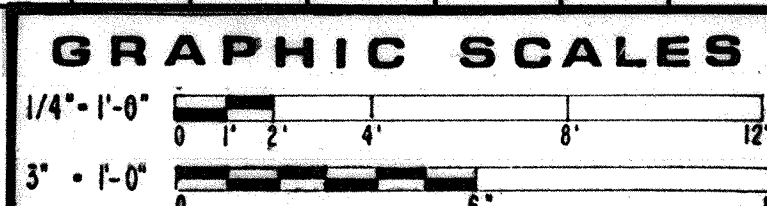
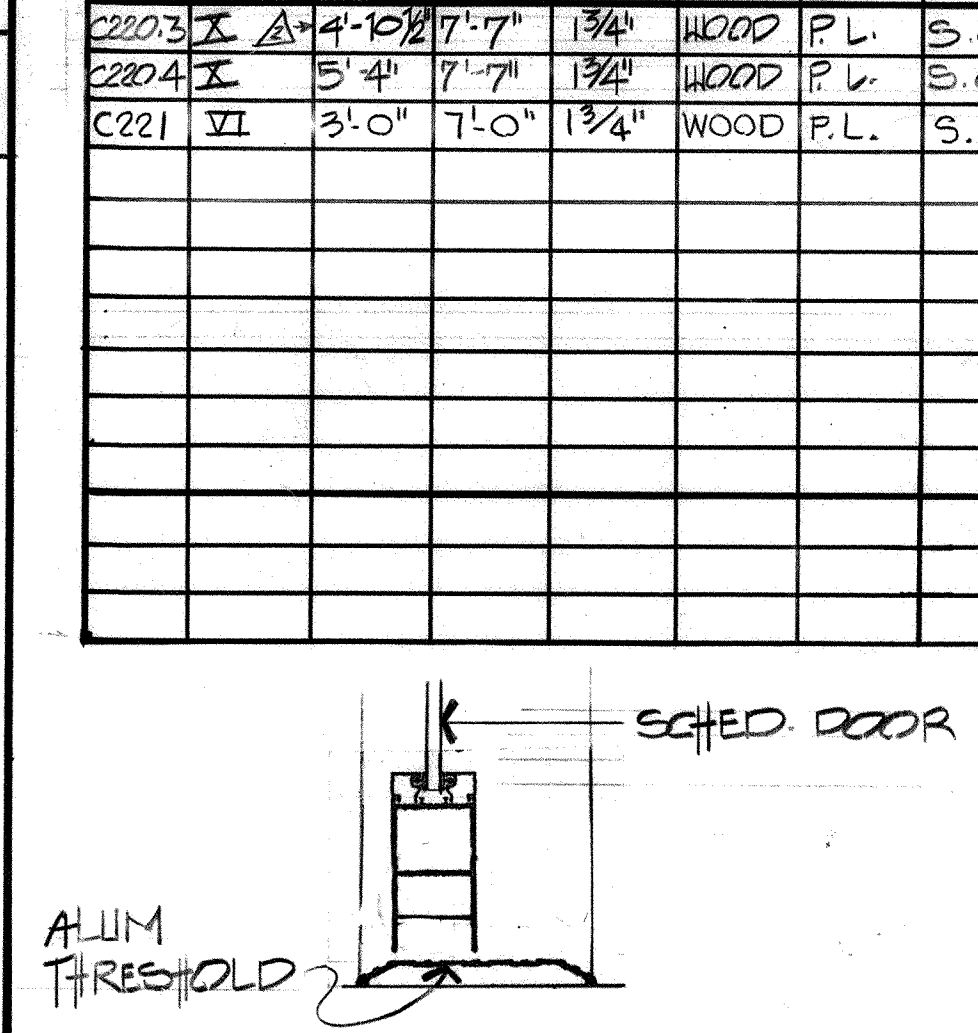
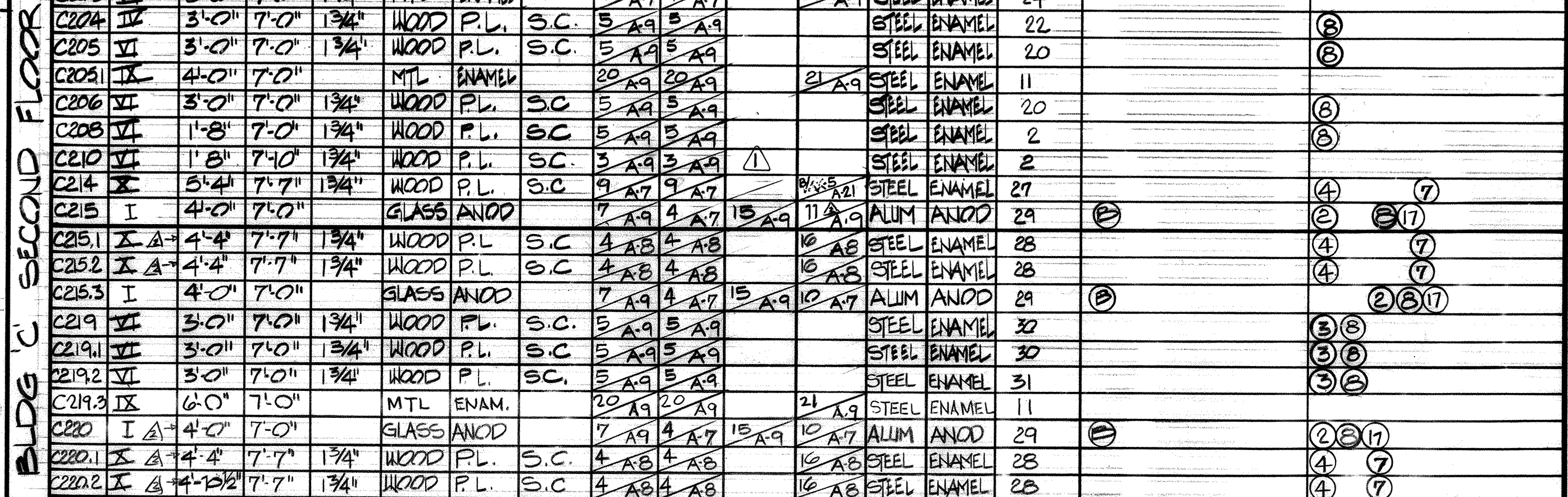
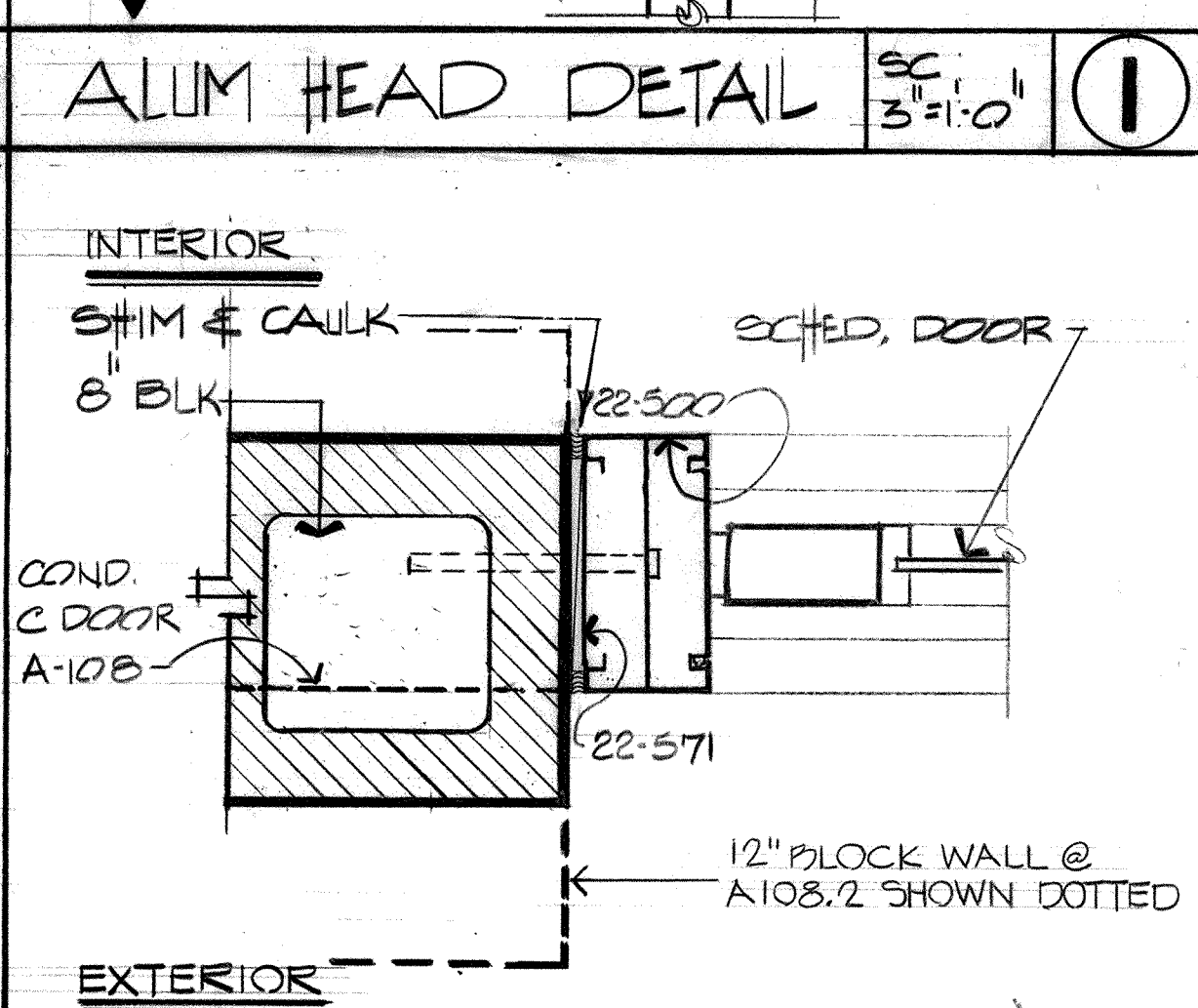
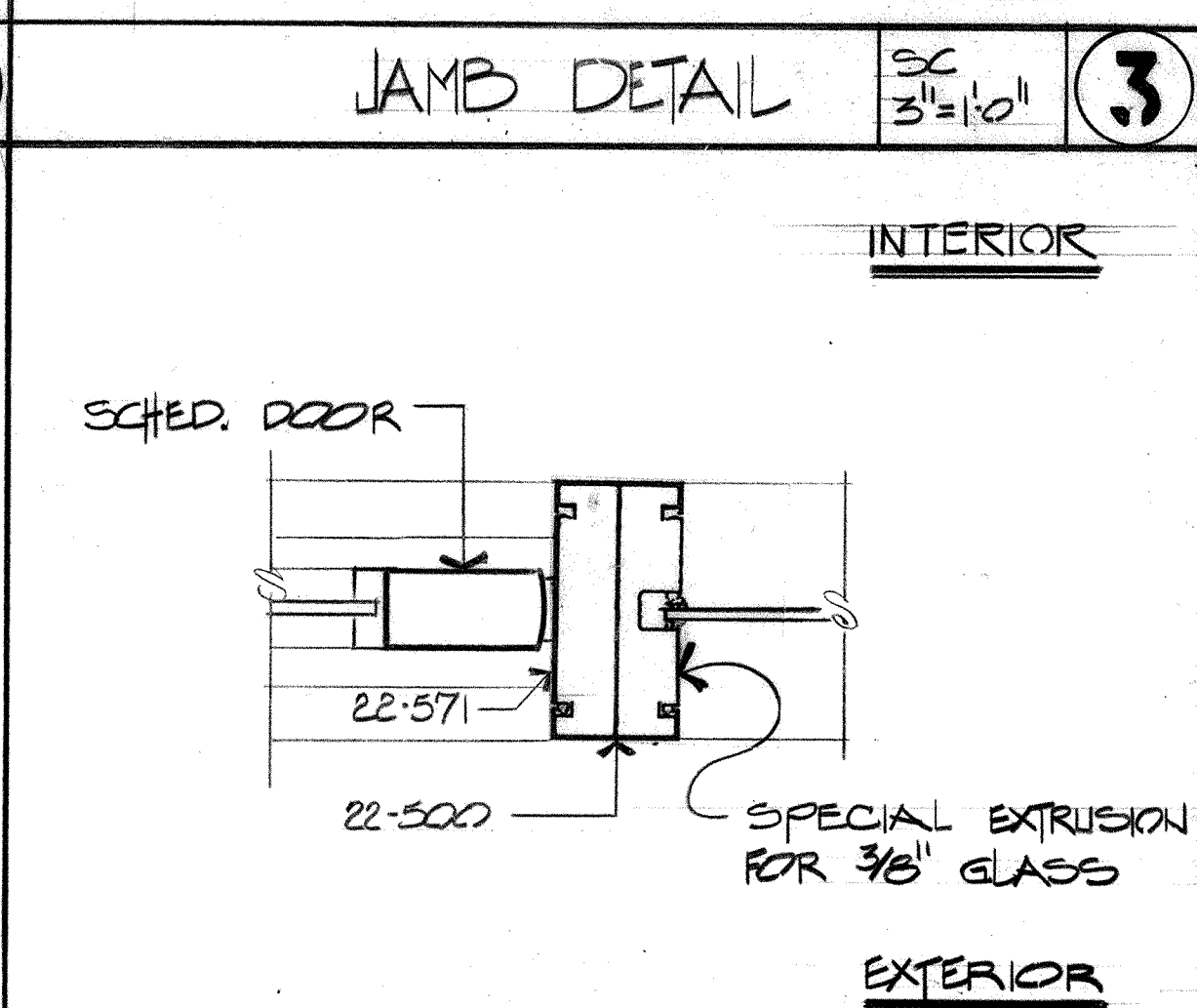
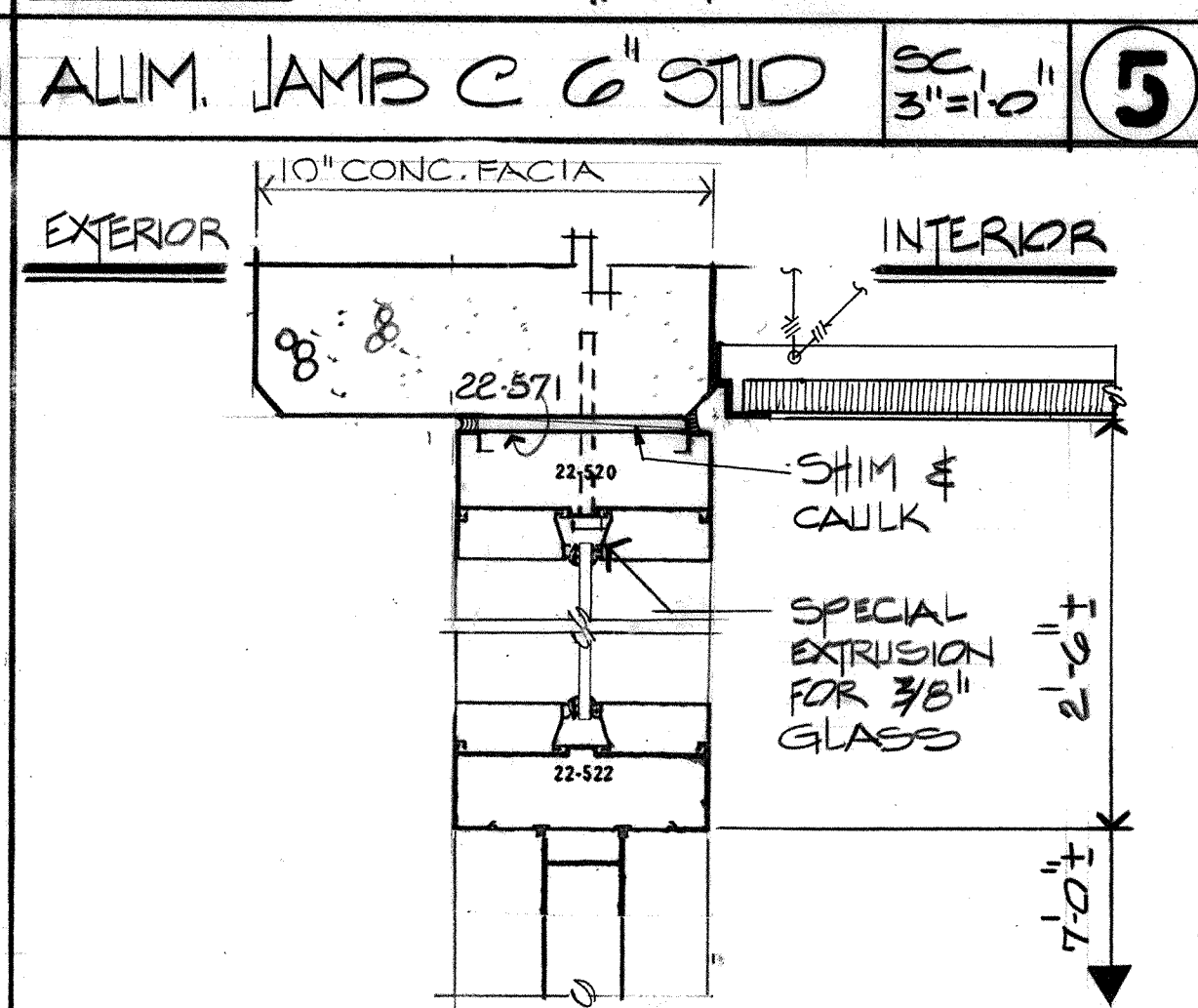
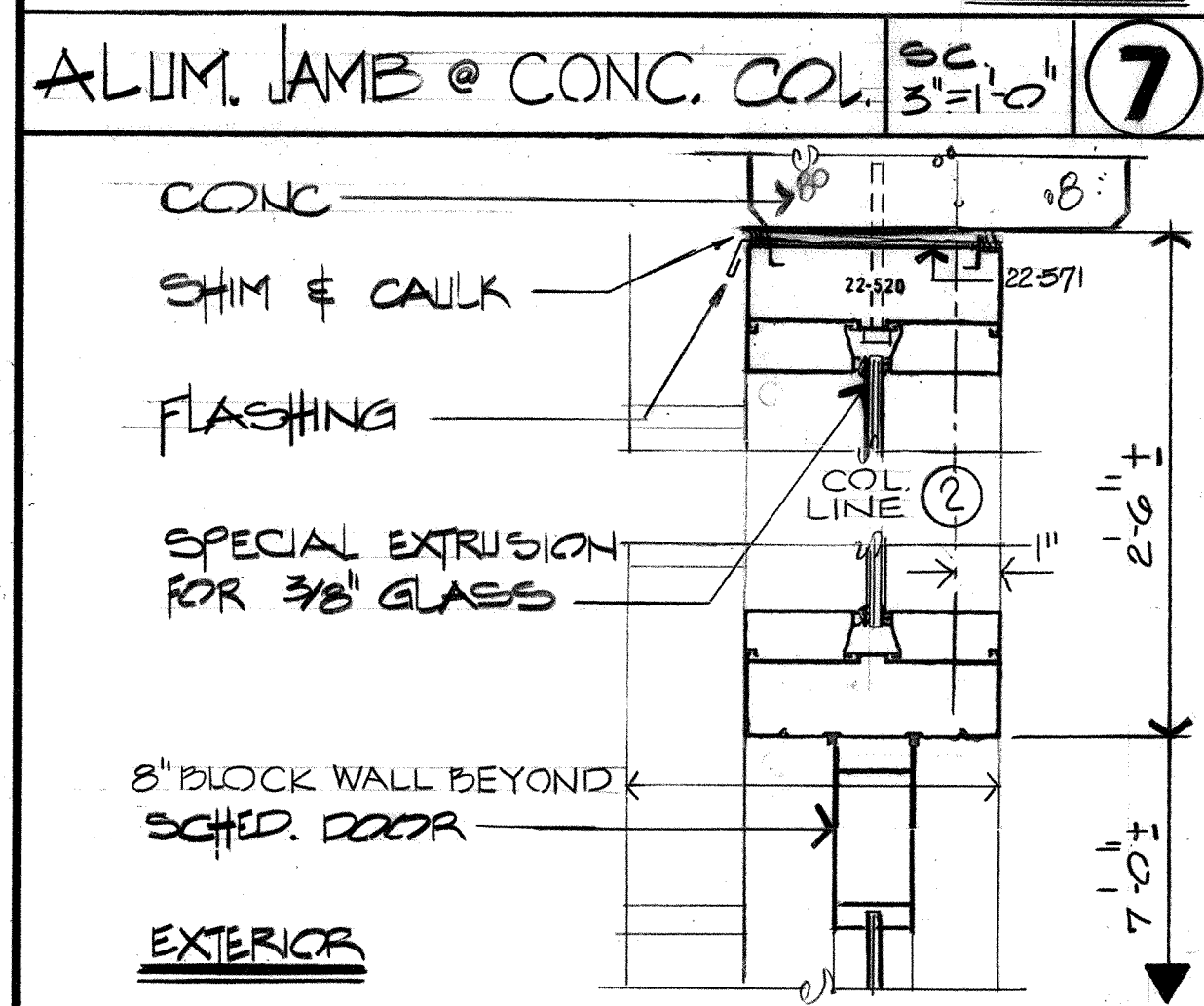
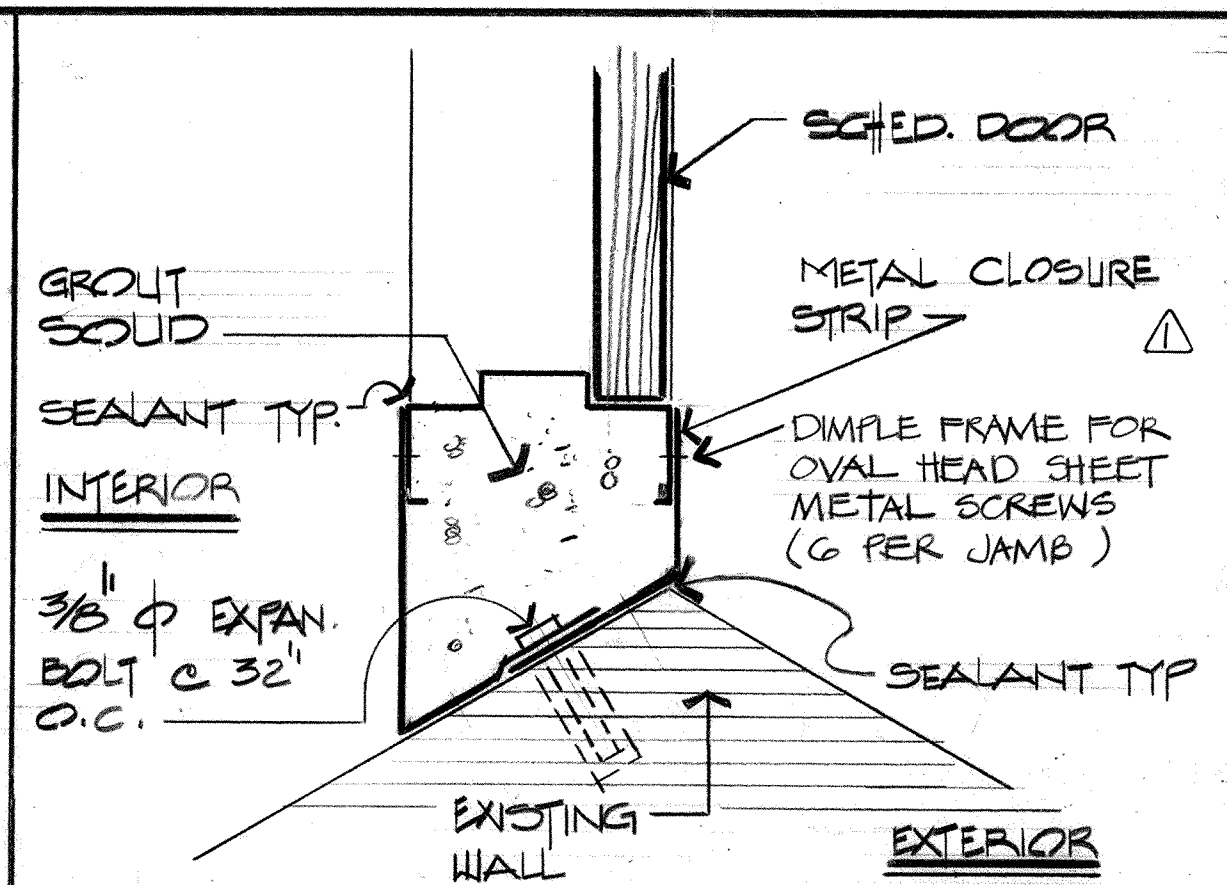
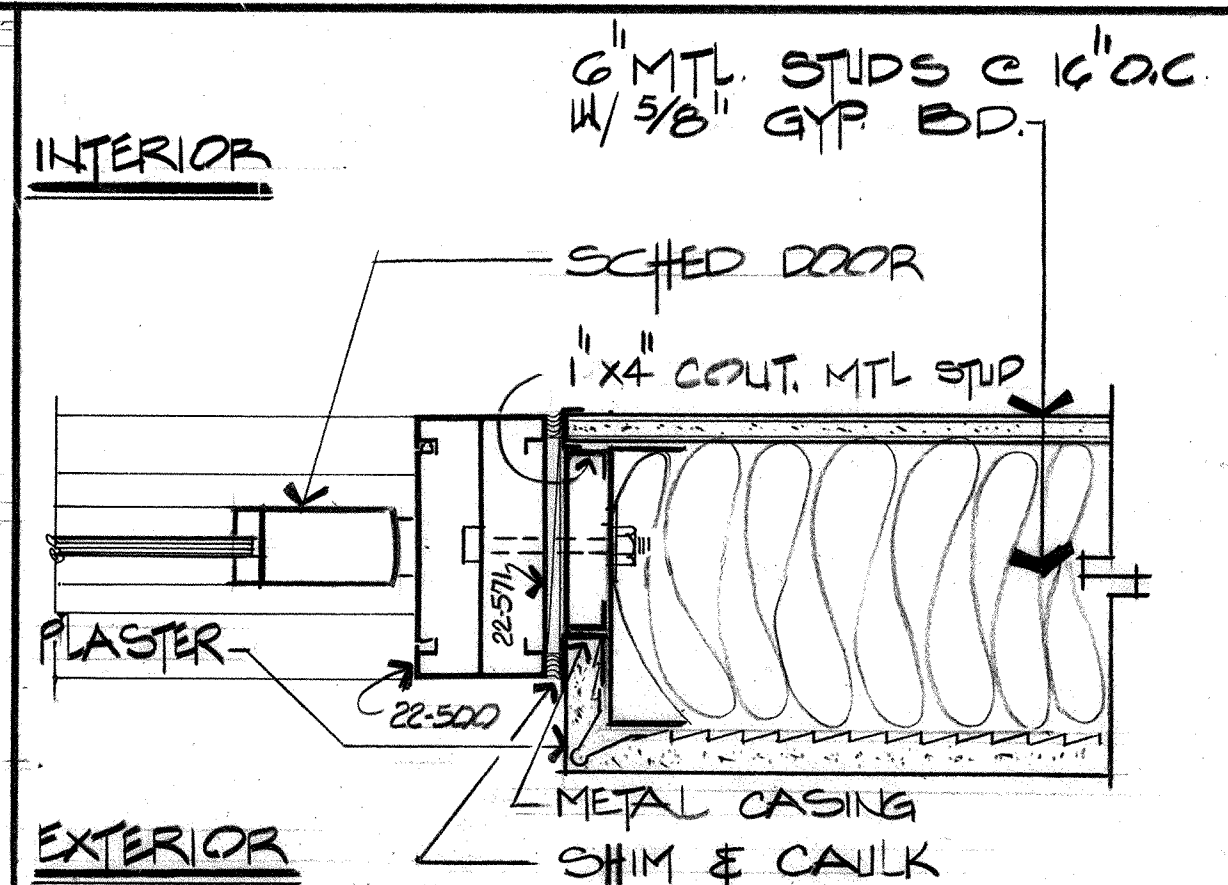
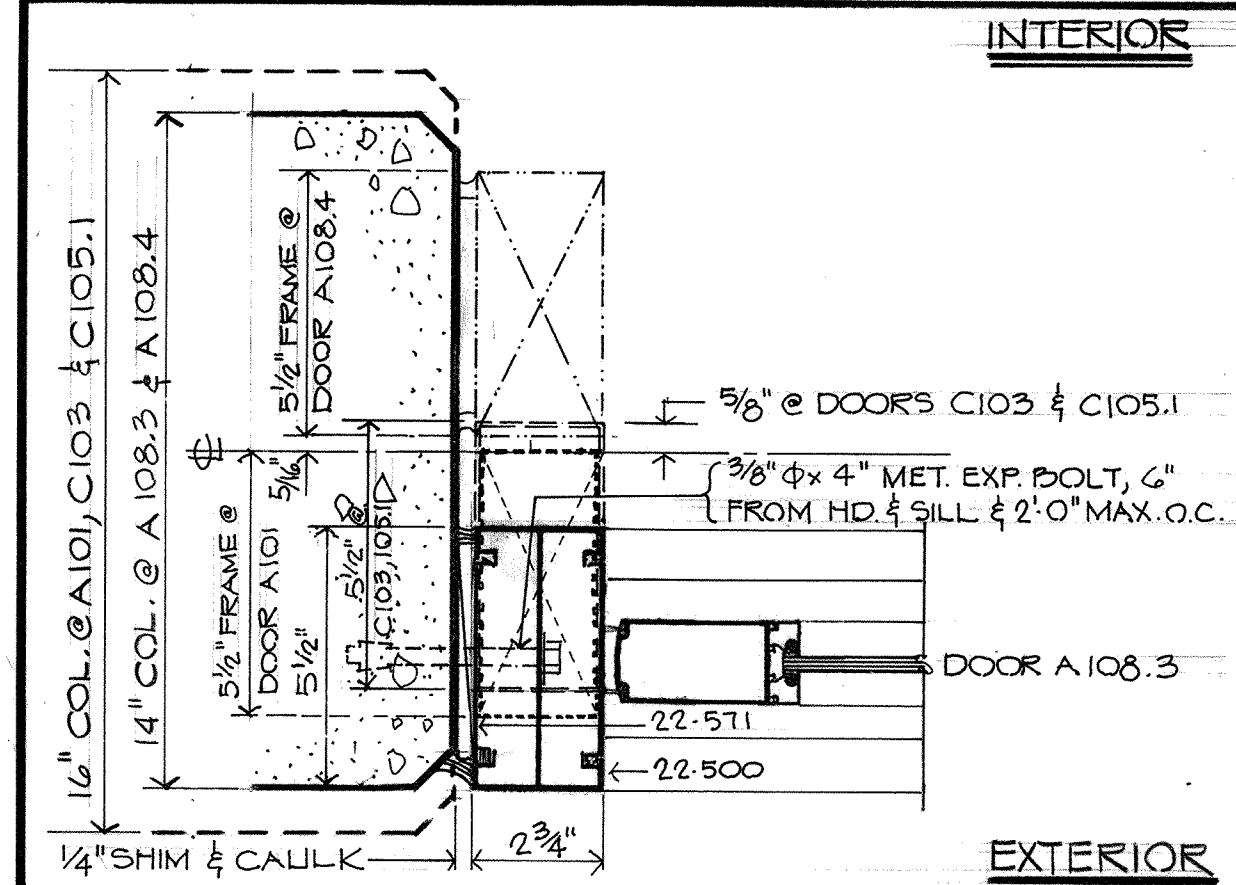
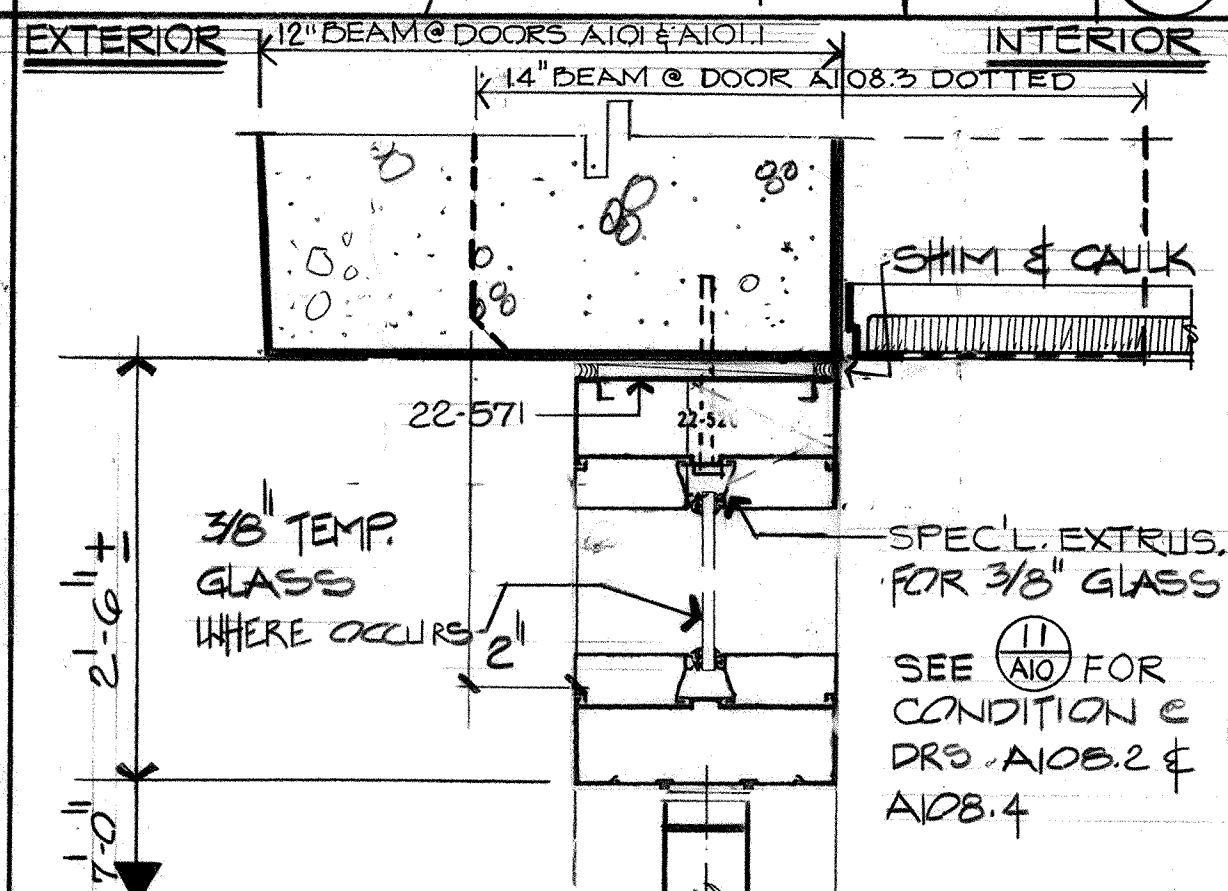
⚠️ TENANT ROOMS SUBDIVIDED WITHIN TENANT LEASE AREAS ARE LABELED WITH NUMBERS THUS A19.2 & DO NOT APPEAR ON THE DOOR SCHEDULE

AS BUILT NOTE

20 MINUTE LABEL	AS PER	(M)
C113	C129.1	16
C119	C135	
C119.1	C139	
C129	C140	



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



**AS - BUILT DRAWING**


These on-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.

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Architects and Planners

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**CLARIFICATION DRAWINGS HAVE BEEN ADDED TO THE BACK OF THIS SET AND REFERENCED THUS**


**M 30**  
**C 22**

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

NO.	W.O. NO.	1	REV. PER ADDENDUM NOS. 2 & 4
ANCES		2	AS BUILT HAND 3/1/93
ACTOR			
STRUCTION STARTED			
STRUCTION COMPLETED			
INSPECTOR			
			REVISIONS

	3-30-81	OWM
CP/MF	1-14-83	OWM
	DATE	APPROVED

**San Diego Unified  
School District  
San Diego, California**

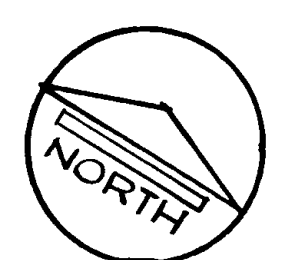
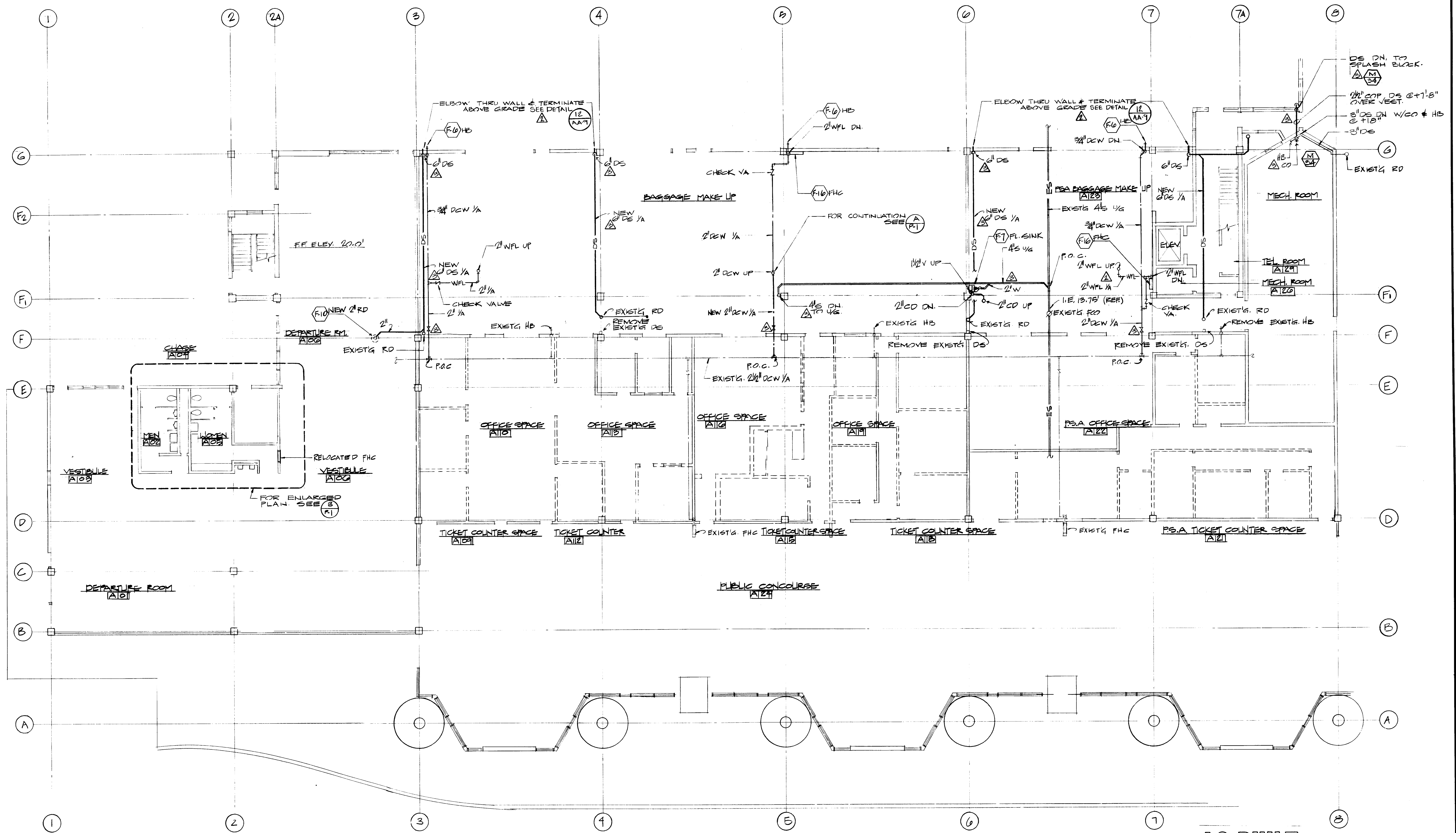
	DESIGNED <i>FWS</i>	APPROVAL RECOMMENDED <i>Manuel J. Giron</i> ASST. CHIEF ENGINEER
	DRAWN <i>JRG</i>	APPROVED <i>James E. Swicker</i>
	CHECKED <i>CEB</i>	

ADDITIONS TO EAST TERMINAL SAN DIEGO INTERNATIONAL AIRPORT LINDBERGH FIELD		• DATUM • MEAN LOWER LOW WATER DATE <u>22 DEC 80</u> SHEET <u>A 7</u> OF <u>129</u>	
DOOR & WINDOW SCHEDULE		DRAWING NO. <u>1340</u> REV. <u>△</u>	







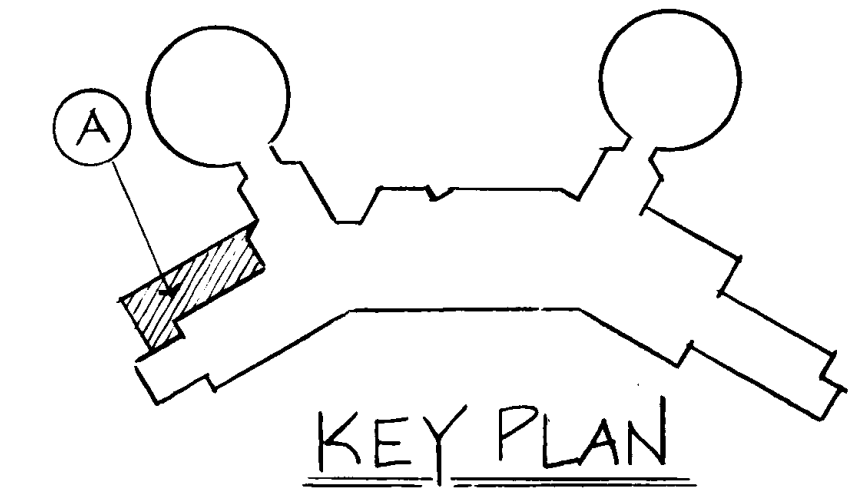
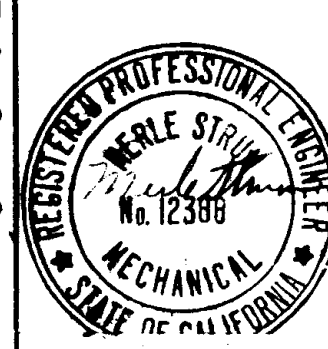


FIRST FLOOR PLAN

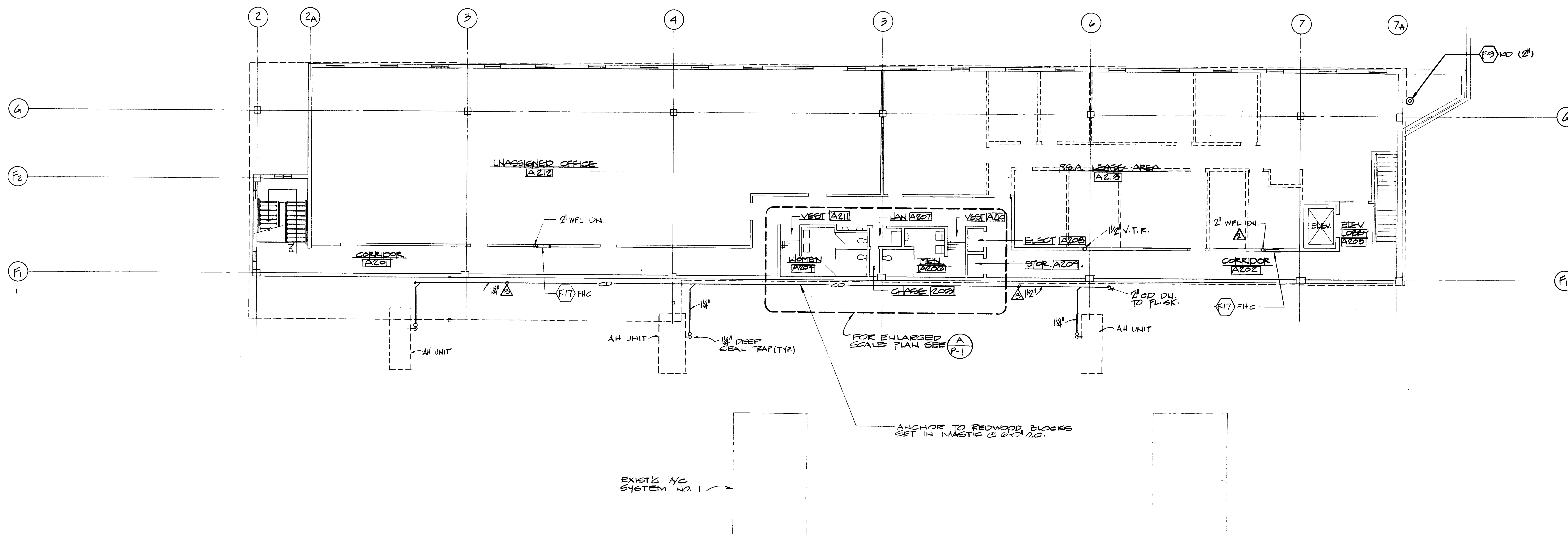
**AS-BUILT**  
APPROVED *[Signature]* DATE *12/12/83*

**AS - BUILT DRAWING**  
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CLARIFICATION DRAWINGS HAVE BEEN ADDED TO THE BACK OF THIS SET AND REFERENCED THUS

**GRAPHIC SCALES**  
1/8" = 1'-0"



<b>PADEREWSKI · DEAN · ALBRECHT · STEVENSON</b> <b>ARCHITECTS A.I.A.</b> <i>P. Albrecht</i> <b>ARCH'T C-1725</b>  645 ASH STREET · SAN DIEGO, CALIFORNIA · 234-6183	SPEC. NO.	W.O. NO.	APPENDUM NO. 2 REVISIONS INCORPORATED		3-30-81	CWM
	REFERENCES		AS BUILT Rg. Hms 3/1/83		1-14-83	CWM
	CONTRACTOR					
	CONSTRUCTION STARTED					
	CONSTRUCTION COMPLETED					
	COST	INSPECTOR	REVISIONS	DATE	APPROVED	
<div><div><div><div>San Diego Unified</div><div>Port District</div><div>San Diego · California</div></div><div></div></div></div>						
				DESIGNED <i>[Signature]</i>		APPROVAL
				DRAWN <i>[Signature]</i>		RECOMMENDED <i>[Signature]</i> ASST. CHIEF ENGINEER
				CHECKED <i>[Signature]</i>		APPROVED <i>[Signature]</i> CHIEF ENGINEER
<div><div><div><div>ADDITIONS TO EAST TERMINAL</div><div>SAN DIEGO INTERNATIONAL AIRPORT</div><div>LINDBERGH FIELD</div></div><div>ADDITION 'A' FIRST FLOOR PLUMBING PLAN</div></div></div>						
				DATE 22 DEC 80		MEAN LOWER LOW WATER
				SHEET PA-1 of 129		
				DRAWING NO. 1740		REV.



SECOND FLOOR PLAN  
SCALE 1/8" = 1'-0"

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

SPEC. NO.	W.D. NO.	APPENDUM NO 2 REVISION INCORPORATED 9-30-81	C.M.
REFERENCES		AS BUILT 24 NOV 3/1/83	C.M.
CONTRACTOR			
CONSTRUCTION STARTED			
CONSTRUCTION COMPLETED			
COST	INSPECTOR	REVISIONS	DATE APPROVED

San Diego Unified  
Port District  
San Diego California



DESIGNED	APPROVAL
DRAWN	RECOMMENDED
CHECKED	APPROVED

**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

CLARIFICATION DRAWINGS HAVE BEEN ADDED TO THE BACK OF THIS SET AND REFERENCED THUS

**GRAPHIC SCALES**

1/8" = 1'-0"

**AS BUILT**

APPROVED *[Signature]* DATE 10/16/83

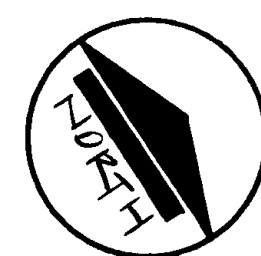
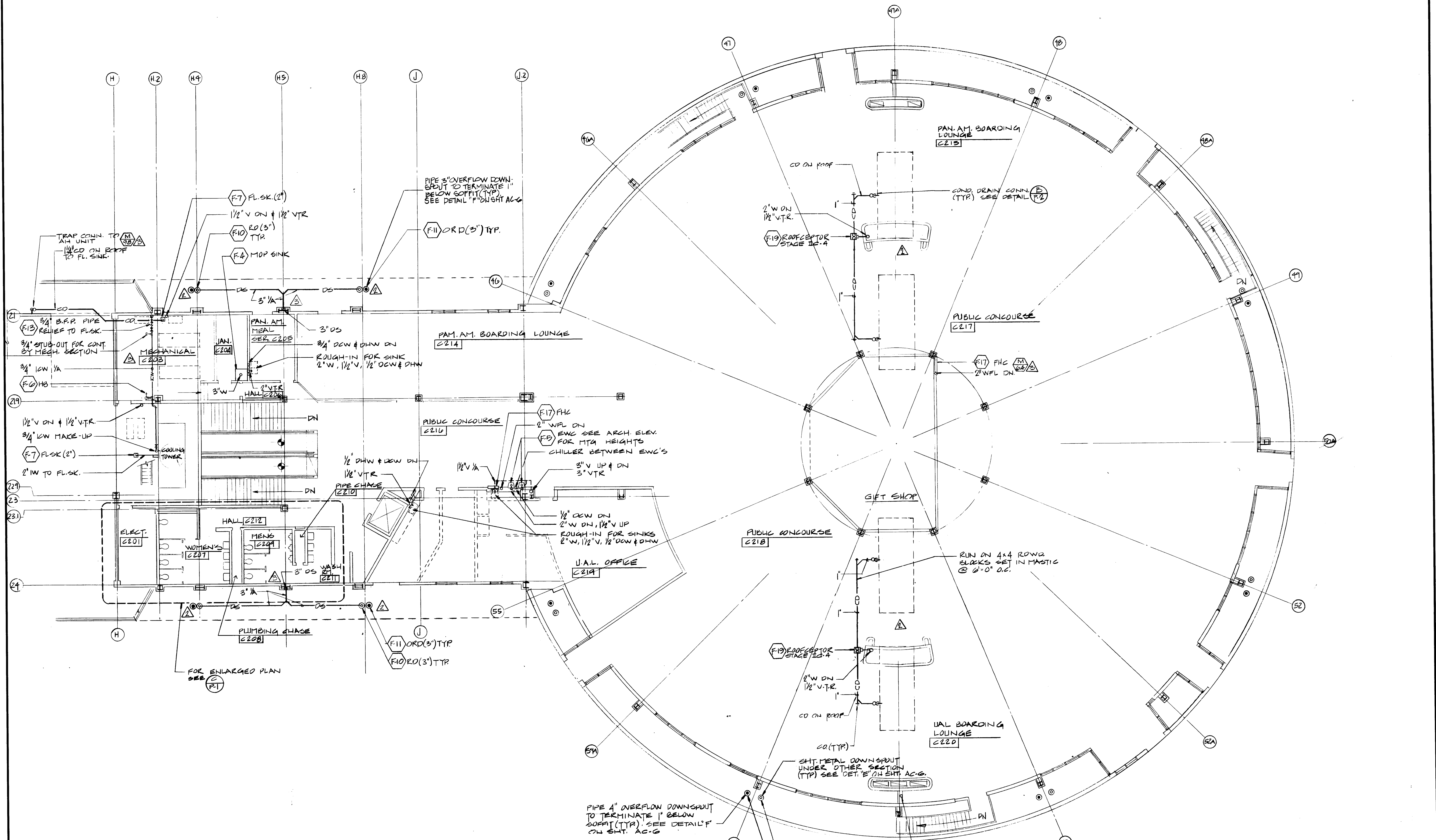
**KEY PLAN**

**ADDITIONS TO EAST TERMINAL  
SAN DIEGO INTERNATIONAL AIRPORT  
LINDBERGH FIELD**

ADDITION 'A' SECOND FLOOR PLUMBING PLAN

DATE 2/28/80  
SHEET PA-2 OF 121  
DRAWING NO. 1740





SECOND FLOOR PLAN  
1/8" = 1'-0"

GRAPHIC SCALES  
1/8" = 1'-0"

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.

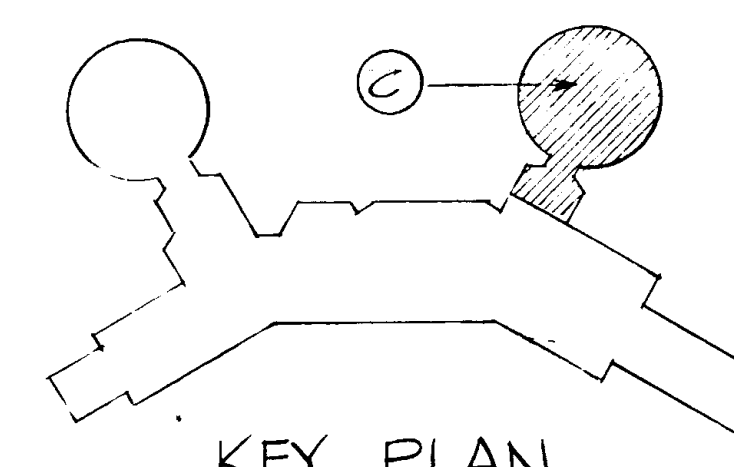
Paderewski • Dean • Albrecht • Stevenson  
Architects and Planners  
AIA  
No. 12388

CHANGES MADE BY MODIFICATION NOTICES ARE REFERENCED THUS WITH MOD. NO. AT BOTTOM

CLASSIFICATION: DRAWINGS HAVE BEEN ADDED TO THE BACK OF THIS SET AND REFERENCED THUS



AS-BUILT  
APPROVED: *[Signature]* DATE: 12/23/80



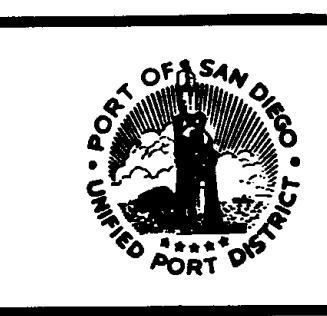
KEY PLAN

PADEREWSKI • DEAN • ALBRECHT • STEVENSON  
ARCHITECTS A.I.A. *[Signature]*  
646 ASH STREET • SAN DIEGO, CALIFORNIA • 234-8183

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

ADDENDUM NO. 2 REVISIONS INCORPORATED	3-30-81	OWN
AS BUILT	11-1-83	OWN
DATE	APPROVED	

San Diego Unified  
Port District  
San Diego • California



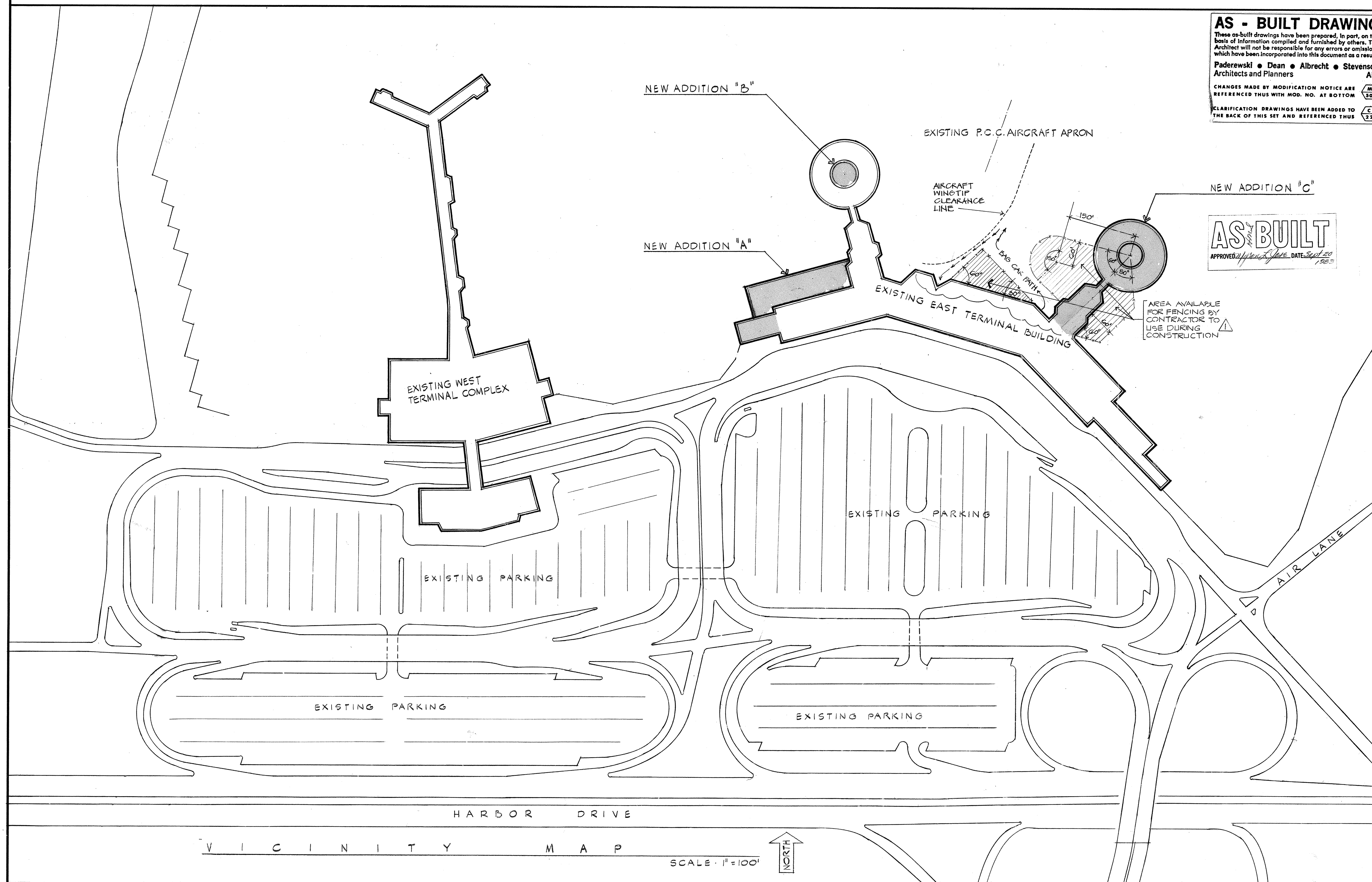
DESIGNED	RG	APPROVAL	RECOMMENDED
DRAWN	ED	APPROVED	<i>[Signature]</i> ASST. CHIEF ENGINEER
CHECKED	DB	APPROVED	<i>[Signature]</i> CHIEF ENGINEER

ADDITIONS TO EAST TERMINAL  
SAN DIEGO INTERNATIONAL AIRPORT  
LINDBERGH FIELD  
ADDITION 'C' SECOND FLOOR PLUMBING PLAN

DATE	22 DEC 80
SHEET	PC-2 OF 129
DRAWING NO.	1740

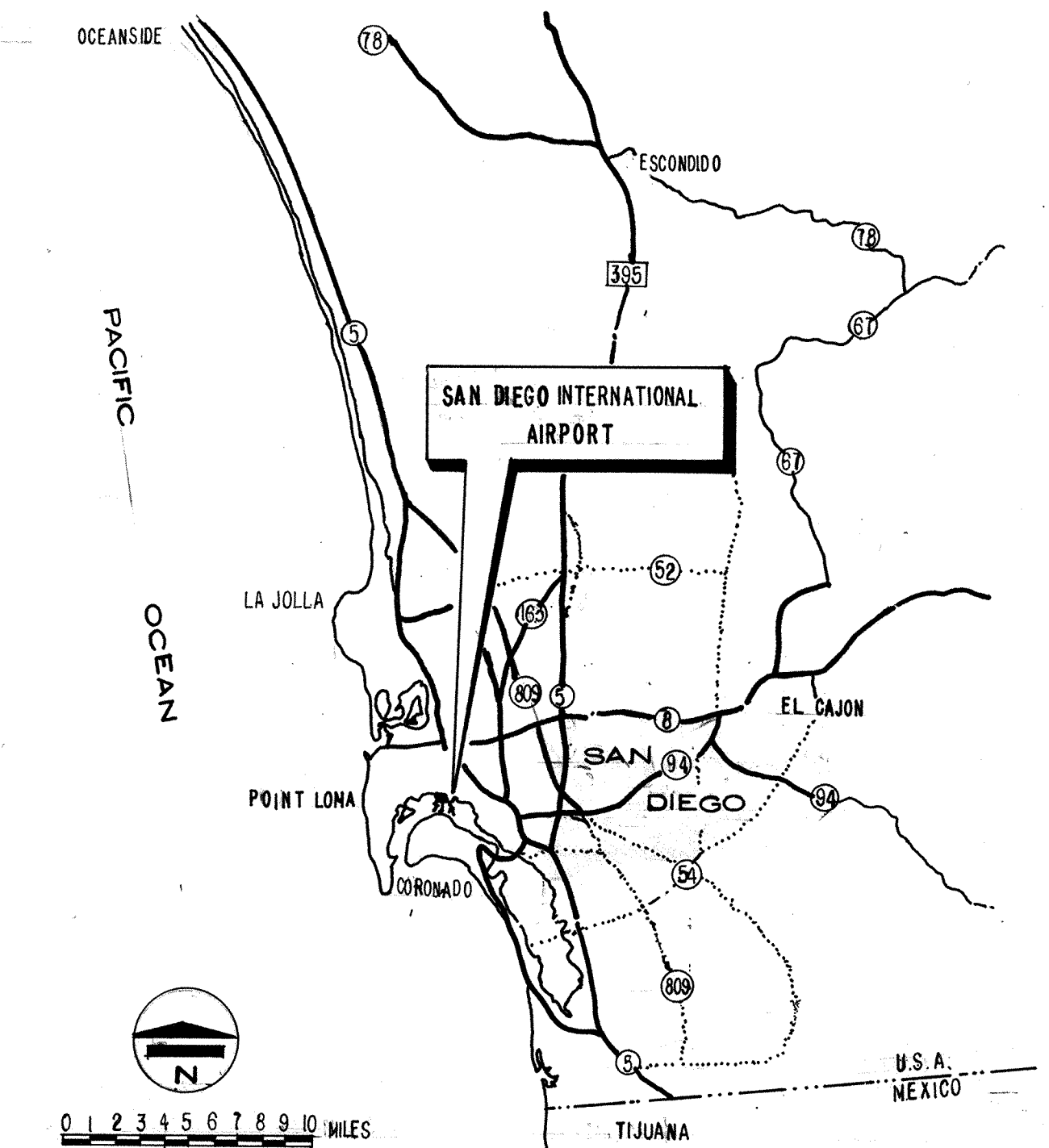


# ADDITIONS TO EAST TERMINAL SAN DIEGO INTERNATIONAL AIRPORT, LINDBERGH FIELD



**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  
CLARIFICATION DRAWINGS HAVE BEEN ADDED TO THE BACK OF THIS SET AND REFERENCED THUS

**AS BUILT**  
APPROVED *[Signature]* DATE: 10/20/80



**LOCATION MAP**

## SCHEDULE OF ABBREVIATIONS

ABBREVIATION	DEFINITION	ABBREVIATION	DEFINITION	ABBREVIATION	DEFINITION
AC.	ACOUSTICAL	EA.	EACH	P.C.	PUTTY COAT
ADJ.	ADJUSTABLE	E.J.	EXPANSION JOINT	P.H.	PAPER HOLDER
ASPH.	ASPHALT	ELEC.	ELECTRICAL	PLAS.	PLASTER
A.T.	ASPHALT TILE	ELEV.	ELEVATION	PL.	PLATE
AIR COND.	AIR CONDITION	ELEVATOR	ELEVATOR	PTD.	PAINTED
AL.	ALUMINUM	ENAM.	ENAMEL	REINF.	REINFORCING
AB.	ANCHOR BOLT	E.W.M.	ELECTRIC WELDED MESH	REQ.	REQUIRED
BD.	BOARD	EXIST.	EXISTING	R.D.	ROOF DRAIN
BLDG.	BUILDING	EXP.	EXPOSED	S.B.	SPLASH BLOCK
BLK.	BLOCK	EXT.	EXTERIOR	S.D.	SOAP DISPENSER
BLKG.	BLOCKING	F.D.	FLOOR DRAIN	SCUP.	SCUPPER
BM.	BEAM	F.E.	FIRE EXTINGUISHER	S.D.S.	SOLID DIAGONAL SHEATHING
BOT.	BOTTOM	F.G.	FUEL GAS	SHT.	SHEET
CAB.	CABINET	FIN.	FINISHED	SHTG.	SHEETING
C.B.	CATCH BASIN	FLR.	FLOOR	SIM.	SIMILAR
CEM.	CEMENT	F.F.	FINISHED FLOOR	S.N.	SPECIAL NAILING
C.I.	CAST IRON	F.G.	FINISHED GRADE	SPEC.	SPECIFICATIONS
C.O.	CLEAN OUT	FTG.	FOOTING	SO.	SQUARE
CLG.	CEILING	G.I.	GALVANIZED IRON	STD.	STANDARD
CL. RM.	CLASS ROOM	GL.	GLASS	STL.	STEEL
C.J.	CONSTRUCTION JOINT	GR.	GRADE	STRL.	STRUCTURAL
CONC.	CONCRETE	GYP.	GYPSUM	ST. STL.	STAINLESS STEEL
CONN.	CONNECTION	H.B.	HOSE BIB	SW. BD.	SWITCHBOARD
CONST.	CONSTRUCTION	HGR.	HANGER	THRESH.	THRESHOLD
CORUS.	CORROSION	H.W.	HOT WATER	T.C.	TONGUE AND GROOVE
CTSK.	COUNTERSINK	HTG.	HEATING	T & G	TONGUE AND GROOVE
C.W.	COLD WATER	H.N.	HOT WATER	T.H.	TOWEL HOLDER
D.A.	DOUBLE ACTING	INT.	INTERIOR	TYP.	TYPICAL
D.F.	DOUBLES FIR	INSUL.	INSULATION	V.C.P.	VITRIFIED CLAY PIPE
DET.	DETAIL	JST.	JOIST	VERT.	VERTICAL
DIAG.	DIAGONAL	LAV.	LAVATORY	V.T.R.	VENT THRU ROOF
DIM.	DIAMETER	L.I.N.O.	LINOLEUM	W.C.	WATER CLOSET
DN.	DOWN	LT.	LIGHT	W.D.	WOOD
D.O.	DITTO OR REPEAT	LT.	LIGHT	W.P.	WATER PROOF
D.F.	DRINKING FOUNTAIN	MAX.	MAXIMUM	OR	OR
D.S.	DOWN SPOUT	MIN.	MINIMUM	WATER PROOFING	WATER PROOFING
DWG.	DRAWING	M.L.	METAL LATH		
DWR.	DRAWER	NAT.	NATURAL		
FHC	FIRE HOSE CABINET				

## REFERENCE

1	DETAIL NUMBER	NEW STRUCTURAL CONCRETE WALL
2	SHEET NUMBER	NEW CONCRETE BLOCK VENEER
3	SECTION NUMBER	NEW MTL. STUD WALL - SOUND INSULATED
4	ELEVATION MARKER	NEW 2 HR FIRE RATED VERT. SHAFT WALL
5	COLUMN GRID NUMBER	CPK - DENOTES COMBED FACE
6	DWG. NOTE - SEE NOTE LISTS	NEW CONC. BLOCK WALL
7	ROOM NUMBER	SP - DENOTES SMOOTH FACE
8	DOOR NUMBER	
9	EXISTING WALL TO REMAIN	
10	NEW METAL STUD WALL	

**GENERAL NOTES**  
1. ALL EXIST. OPENINGS FROM INSIDE WALL, USE OF KEY OR ANY SPECIAL KNOWLEDGE.  
2. PROVIDE ONE 2" X 10" RATED FIRE RESISTANT BARRIER FOR EACH 2000 SQ. FT. OR PORTION THEREOF IN EA. FLOOR TRAVEL DISTANCE NOT TO EXCEED 75 FEET.  
3. INTERIOR FINISH MUST CONFORM TO THE REQUIREMENTS OF CHAPTER 42, UNIFORM BUILDING CODE.  
4. ALL EXIST. PERMITS MUST BE OBTAINED FROM THE FIRE DEPARTMENT BEFORE THE BUILDING IS OCCUPIED.  
5. PLANS FOR ALL FIRE PROTECTION EQUIPMENT, SUCH AS EXTINGUISHERS, SHALL BE SUBMITTED TO THE FIRE DEPARTMENT BEFORE THE EQUIPMENT IS INSTALLED.

<b>STRUCTURAL ENGINEERS</b> <b>BLAYLOCK-WILLIS &amp; ASSOCIATES</b> 1909 MCKEE ST., SAN DIEGO, CA. 92110 291-5460	<b>MECHANICAL ENGINEER</b> <b>MERLE STRUEN &amp; ASSOCIATES</b> 3656 RUFFIN RD., SAN DIEGO, CA. 92123 292-5330	<b>ELECTRICAL ENGINEERS</b> <b>BROWN &amp; ZACHARY ENGINEERS, INC.</b> 4410 RAILROAD AVE., SAN DIEGO, CA. 92120 283-7315	<b>PODS ENGINEER</b> <b>J. JOHNSON &amp; CO. CONSULTANTS</b> 3467 KURTZ ST., SAN DIEGO, CA. 92110 224-2911	<b>ACOUSTICAL ENGINEER</b> <b>SAN DIEGO JUSTICE</b> 600 B ST., SAN DIEGO, CA. 92101 231-8986
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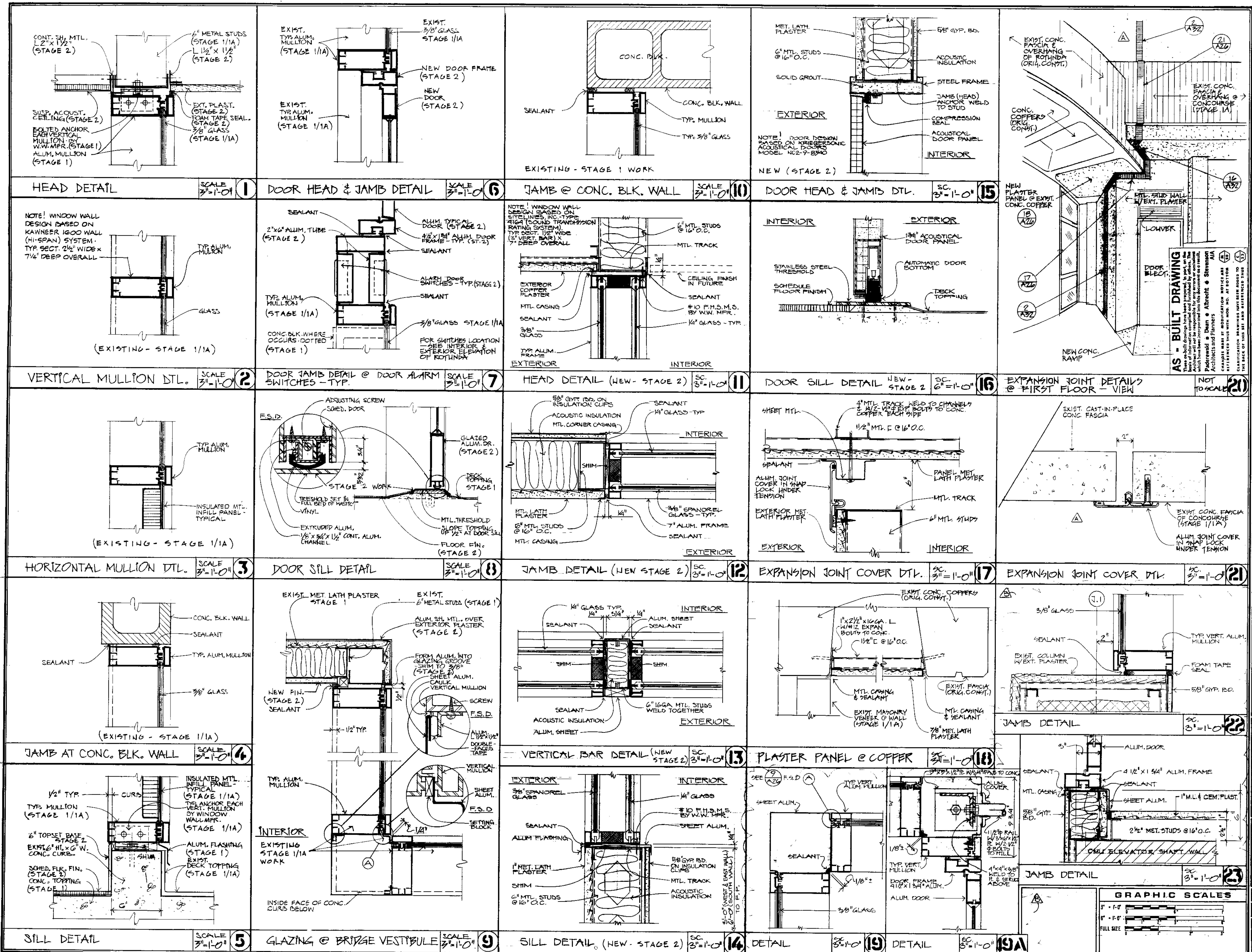
**FOR THE SAN DIEGO UNIFIED PORT DISTRICT**  
**PADEREWSKI • DEAN • ALBRECHT • STEVENSON • ARCHITECTS**

<b>PADEREWSKI • DEAN • ALBRECHT • STEVENSON</b> <b>ARCHITECTS A.I.A.</b> 645 ASH STREET • SAN DIEGO, CALIFORNIA • 234-6183	SPEC. NO. 80-32 CONTRACTOR: ROBERT G. FISHER CO., INC. CONSTRUCTION STARTED: 4-6-81 CONSTRUCTION COMPLETED: 6-3-82 COST: \$5,548,775.00 INSPECTOR: H.M. STANLEY	REV. PER ADDENDUM NO. 2 AS-BUILT H.M.S. 2/28/83 DATE: 1-14-83 APPROVED: [Signature]	<b>San Diego Unified Port District</b> San Diego, California	DESIGNED: [Signature] DRAWN: [Signature] CHECKED: [Signature] APPROVED: [Signature] DATE: 1-14-83 CHIEF ENGINEER	<b>ADDITIONS TO EAST TERMINAL</b> <b>SAN DIEGO INTERNATIONAL AIRPORT</b> <b>LINDBERGH FIELD</b> TITLE SHEET	DATUM: MEAN LOWER LOW WATER DATE: 2/2/80 SHEET: 1 OF 129 DRAWING NO.: 1740
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**PADEREWSKI · DEAN · ALBRECHT · STEVENSON**  
 ARCHITECTS

**A.I.A.**  
 RICHARD Z. ALBRECHT  
 MELVIN L. FORD  
 3801 LEBLANC  
 SAN DIEGO, CALIFORNIA 92103  
 619 294-3358

**USAIR**  
 ADDITION TO WEST ROTUNDA  
 East Terminal  
 3885 North Harbor Drive  
 San Diego, California 92101

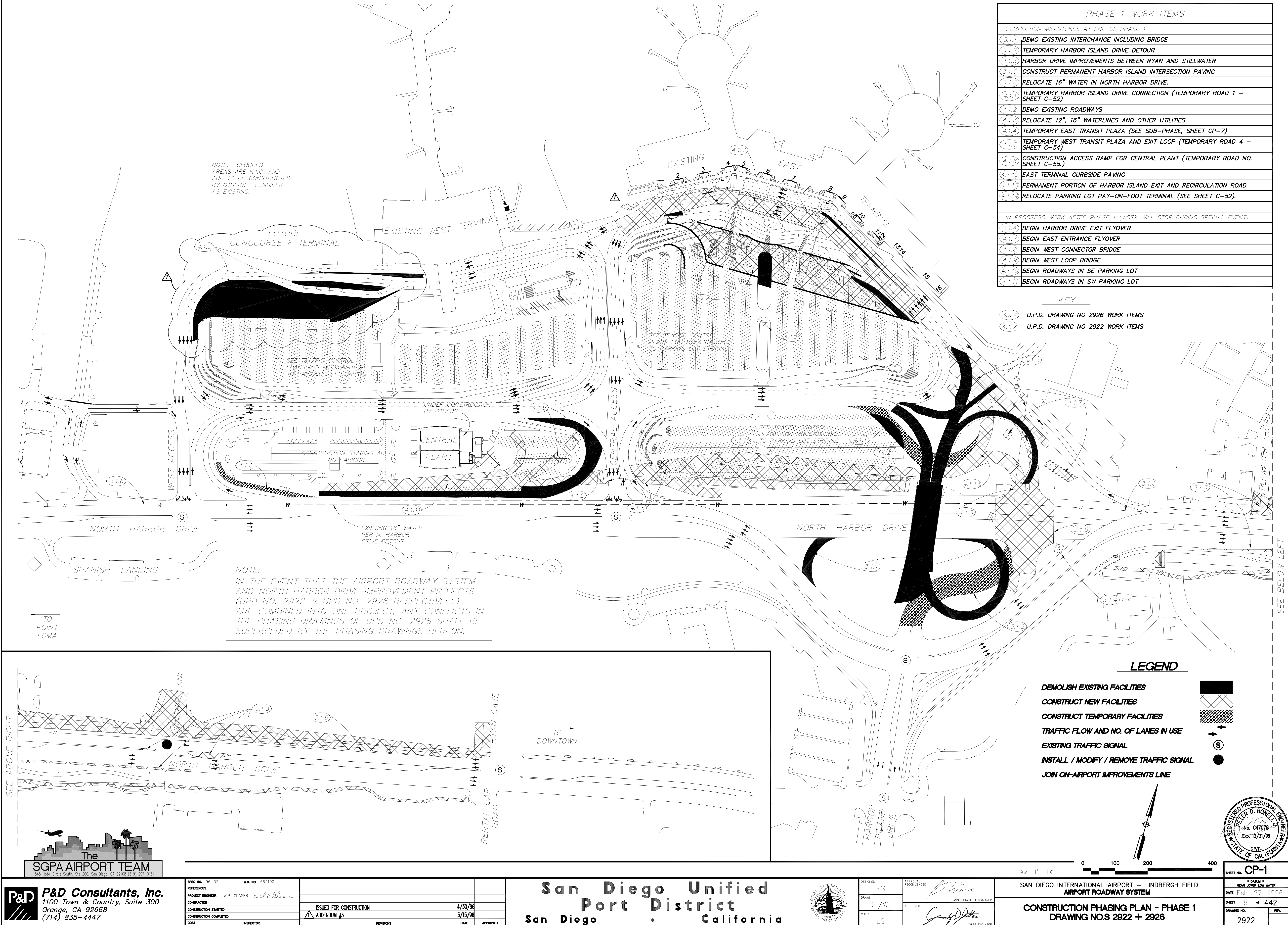
**STAGE 2 WORK**  
 ADDITION TO WEST ROTUNDA  
 Lindbergh Field  
 San Diego, California 92101

PROJECT COORDINATOR  
 DATE 10-25-84  
 JOB NO. 89-55  
 SHEET NO. 126 OF 126

REVISION  
 1. 10-18-84 SIGNING JT. COVER  
 2. 11-14-84 DEPARTMENTS



File Name: --CP01\_A  
Plot Date: 04-26-1996 10:27 am



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

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

SPEC NO. 96-02	W.O. NO. 662100
REFERENCES	
PROJECT ENGINEER	W.P. GLASER
CONTRACTOR	
CONSTRUCTION STARTED	4/30/96
CONSTRUCTION COMPLETED	3/15/96
COST	
INSPECTOR	

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

**San Diego Unified Port District**  
San Diego California

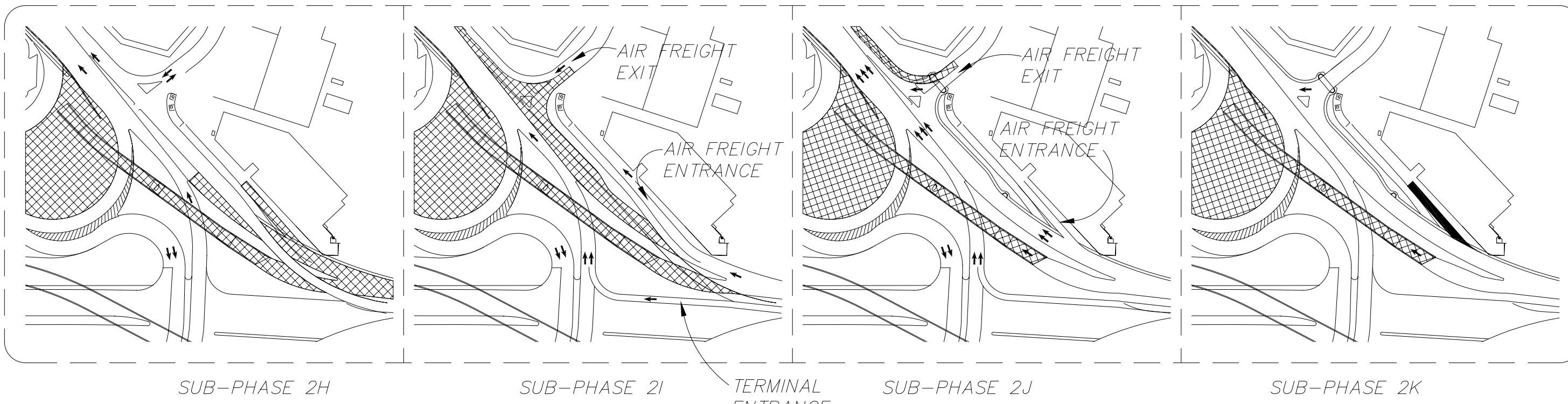
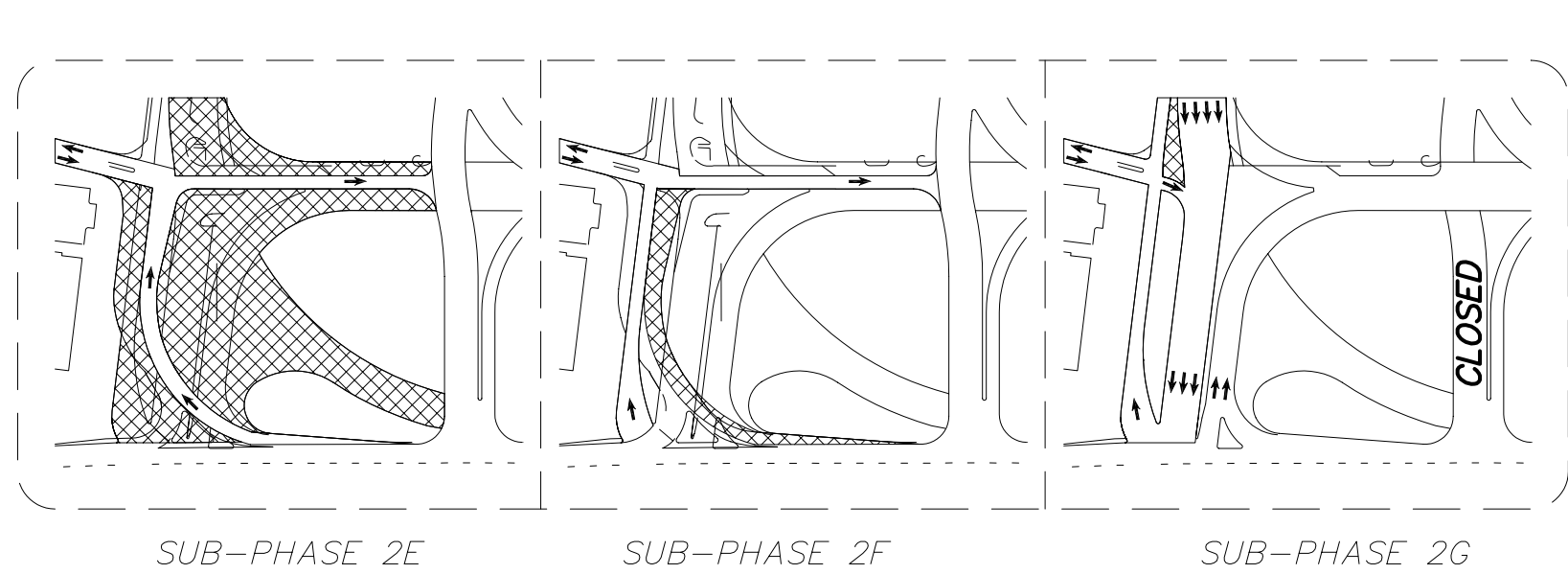
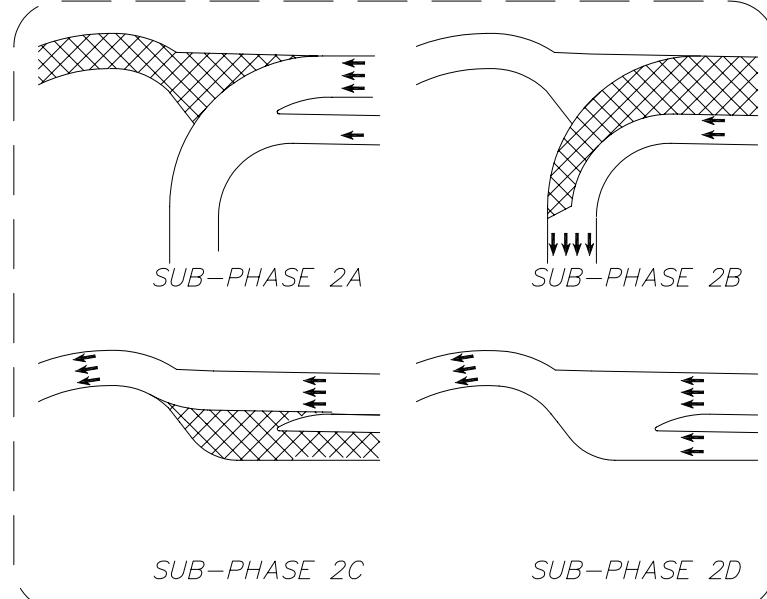


DESIGNED	RS
DRAWN	DL/WT
CHECKED	LG
APPROVAL	
ASST. PROJECT MANAGER	
CHIEF ENGINEER	

SAN DIEGO INTERNATIONAL AIRPORT - LINDBERGH FIELD  
AIRPORT ROADWAY SYSTEM  
CONSTRUCTION PHASING PLAN - PHASE 1  
DRAWING NOS 2922 + 2926

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



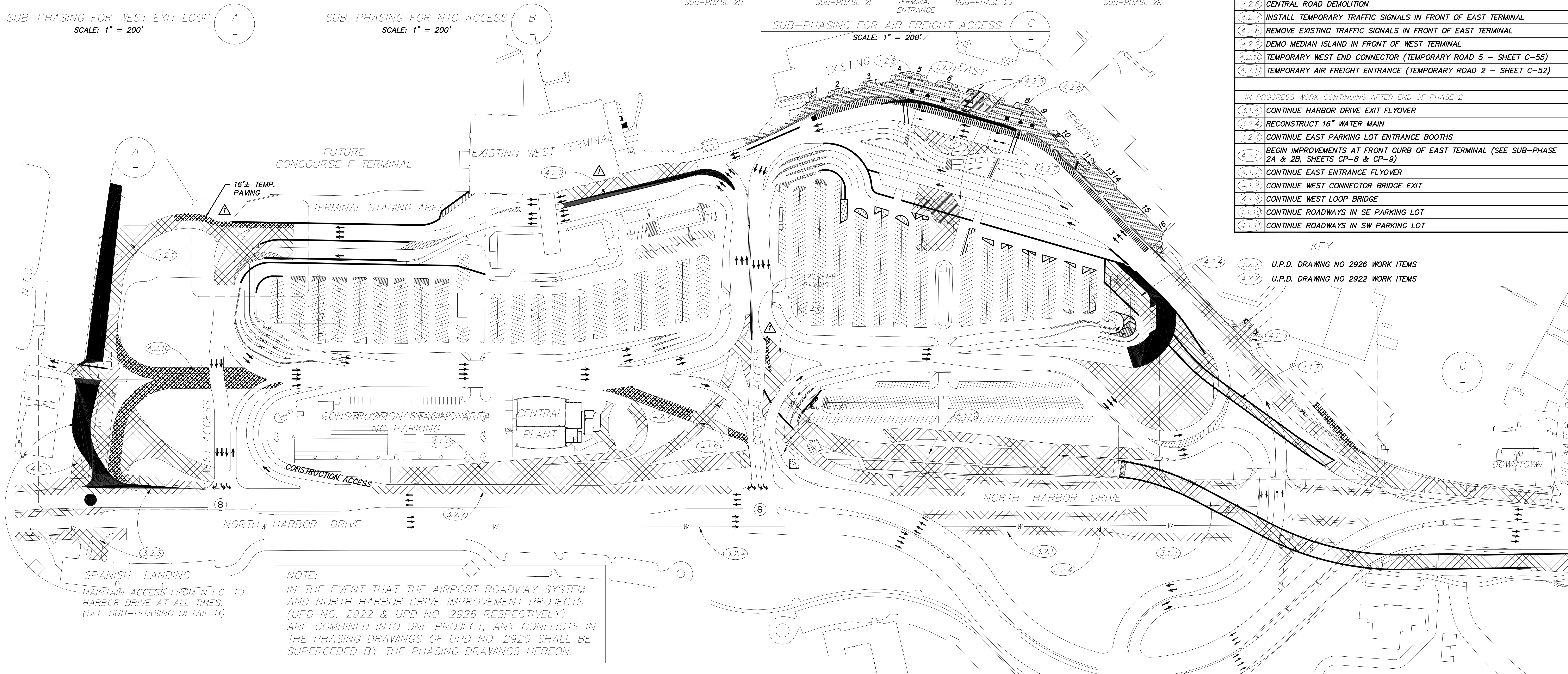


SUB-PHASING FOR WEST EXIT LOOP  
SCALE: 1" = 200'

SUB-PHASING FOR NTC ACCESS  
SCALE: 1" = 200'

SUB-PHASING FOR AIR FREIGHT ACCESS  
SCALE: 1" = 200'

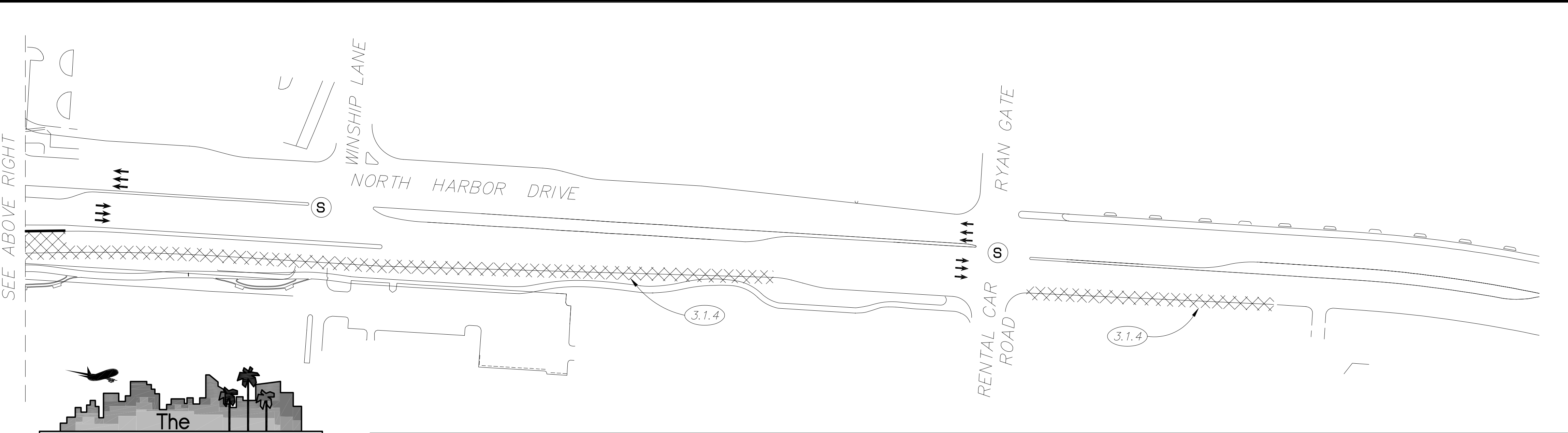
PHASE 2 WORK ITEMS	
COMPLETION MILESTONES AT END OF PHASE 2	
3.2.1	HARBOR DRIVE IMPROVEMENTS IN CLOSED SECTION OF HARBOR DRIVE
3.2.2	HARBOR DRIVE IMPROVEMENTS BETWEEN CENTRAL AND WEST ENTRANCES
3.2.3	WEST END ROAD AND SPANISH LANDING INTERSECTION
4.2.1	WEST END ROAD TO SPANISH LANDING
4.2.2	TEMPORARY 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

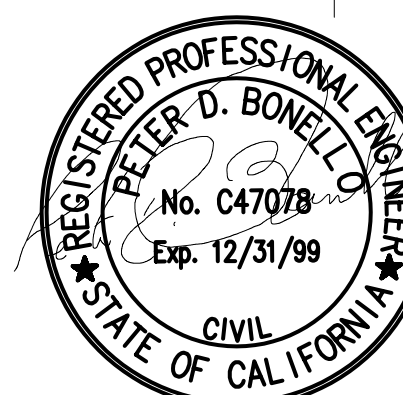
**NOTE:**  
IN THE EVENT THAT THE AIRPORT ROADWAY SYSTEM AND NORTH HARBOR DRIVE IMPROVEMENT PROJECTS (UPD NO. 2922 & UPD NO. 2926 RESPECTIVELY) ARE COMBINED INTO ONE PROJECT, ANY CONFLICTS IN THE PHASING DRAWINGS OF UPD NO. 2926 SHALL BE SUPERCEDED BY THE PHASING DRAWINGS HEREON.

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



# 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'

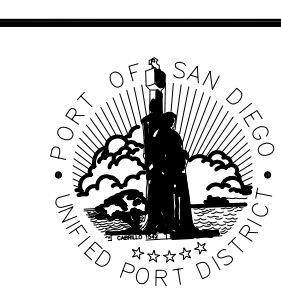


**P&D**  
**P&D Consultants, Inc.**  
1100 Town & Country, Suite 300  
Orange, CA 92668  
(714) 835-4447

SPEC NO. 96-02	W.O. NO. 662100
REFERENCES	
PROJECT ENGINEER	W.P. GLASER
CONTRACTOR	W.P. GLASER
CONSTRUCTION STARTED	4/30/96
CONSTRUCTION COMPLETED	3/29/96
COST	
INSPECTOR	

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

**San Diego Unified Port District**  
San Diego, California

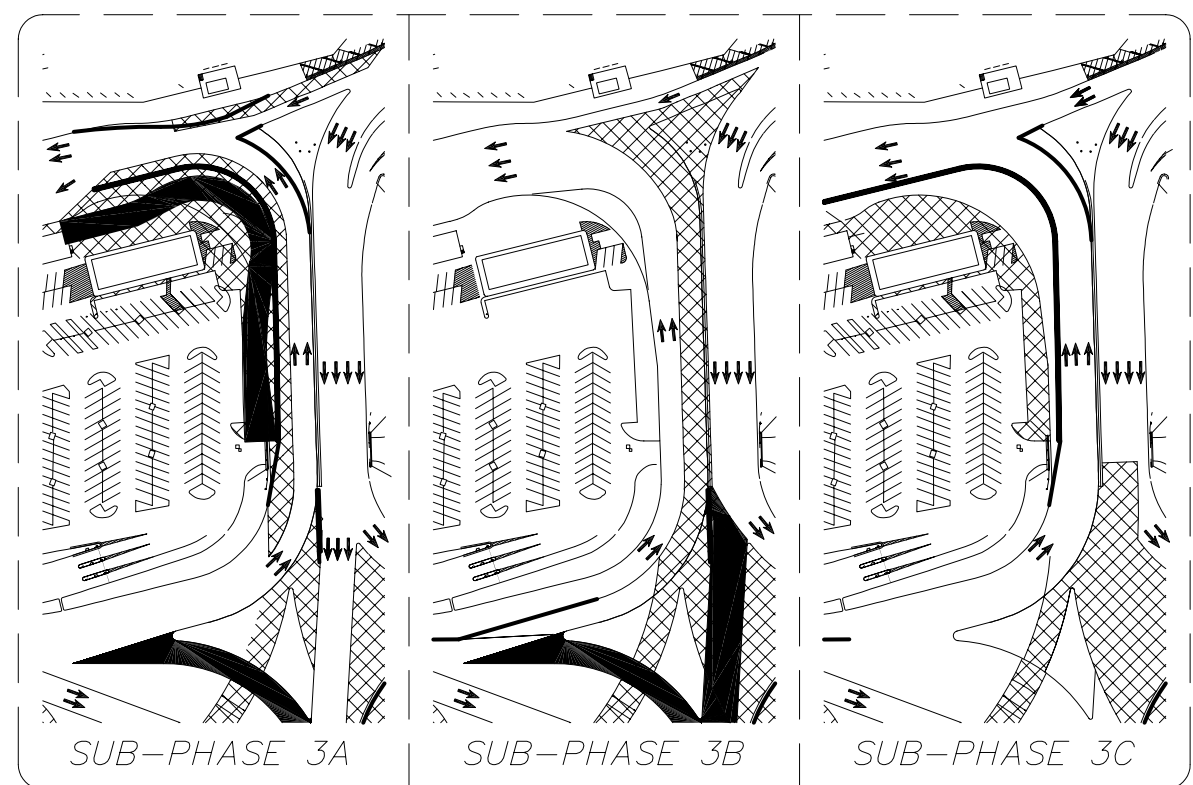


DESIGNED	RS
DRAWN	DL/WT
CHECKED	LG
APPROVED	
ASST. PROJECT MANAGER	
CHIEF ENGINEER	

SAN DIEGO INTERNATIONAL AIRPORT - LINDBERGH FIELD  
AIRPORT ROADWAY SYSTEM  
CONSTRUCTION PHASING PLAN - PHASE 2  
DRAWING NO.S 2922 + 2926

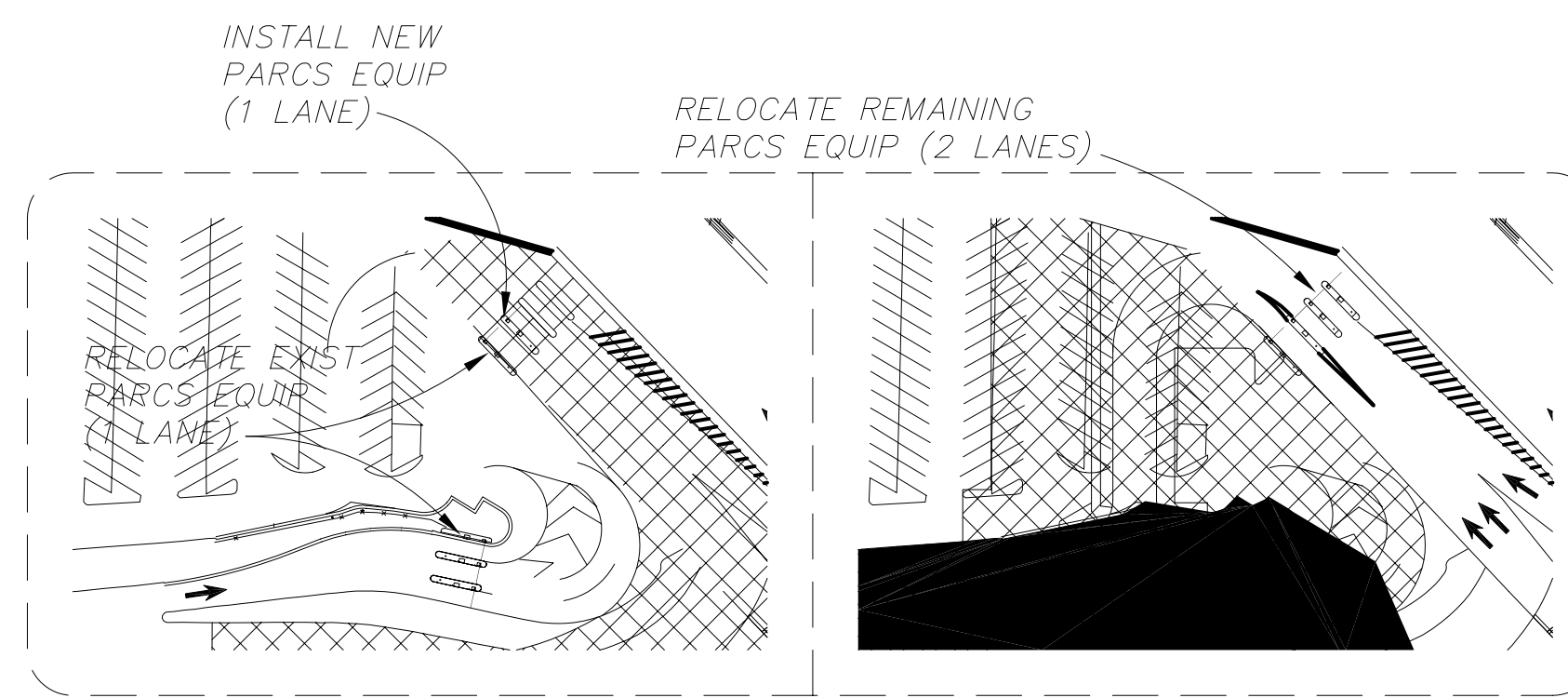
SHEET NO.	CP-2
MEAN LOWER LOW WATER	
DATE	Feb. 27, 1996
SHEET	7 of 442
DRAWING NO.	2922
REV.	





SUB-PHASING FOR  
CENTRAL SPINE ROAD  
SCALE: 1" = 200'

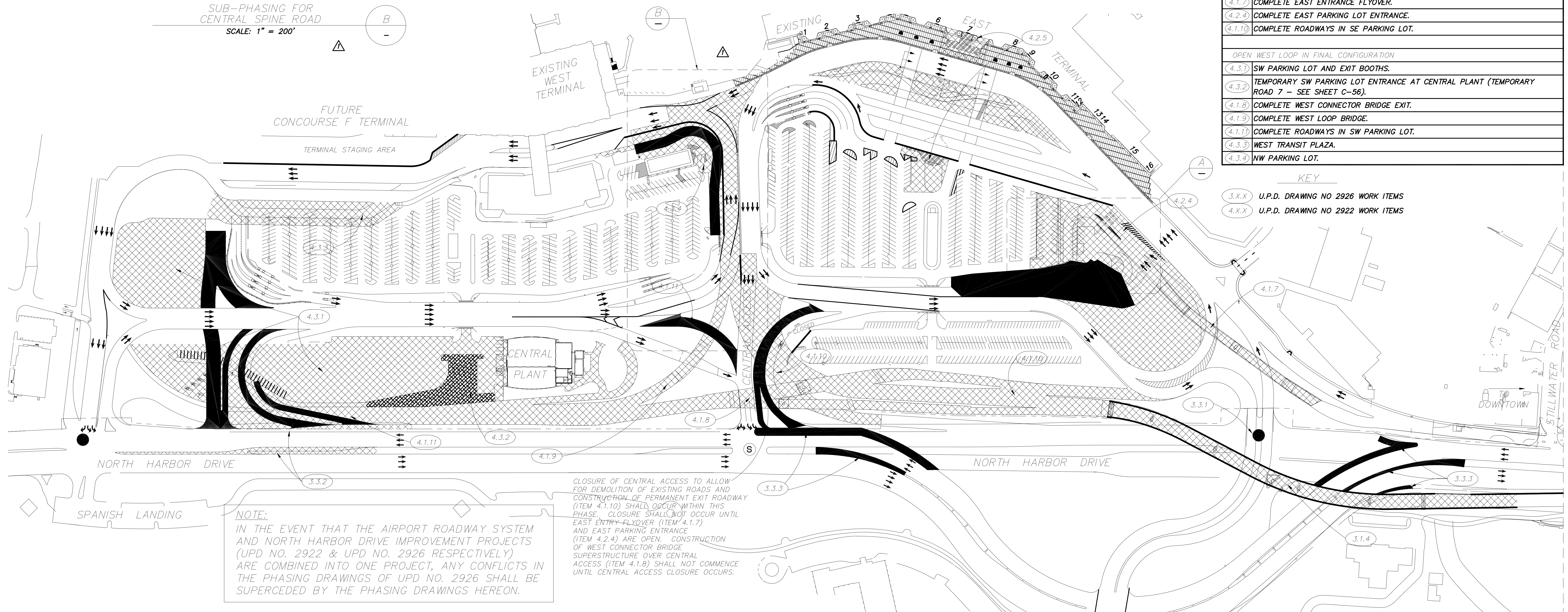
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SUB-PHASING FOR  
EAST PARKING LOT ENTRANCE  
SCALE: 1" = 100'

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

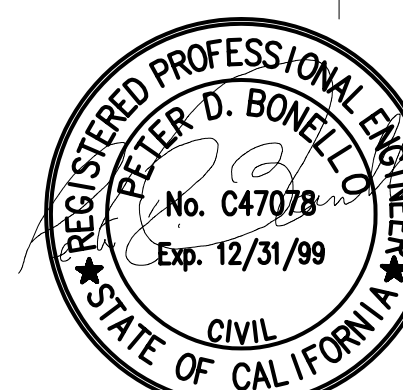


**NOTE:**  
IN THE EVENT THAT THE AIRPORT ROADWAY SYSTEM AND NORTH HARBOR DRIVE IMPROVEMENT PROJECTS (UPD NO. 2922 & UPD NO. 2926 RESPECTIVELY) ARE COMBINED INTO ONE PROJECT, ANY CONFLICTS IN THE PHASING DRAWINGS OF UPD NO. 2926 SHALL BE SUPERCEDED BY THE PHASING DRAWINGS HEREON.

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



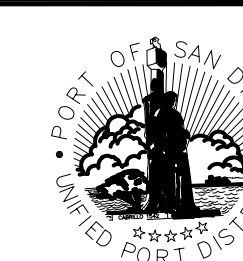
SHEET NO. CP-3	
DATE	Feb. 27, 1996
SHEET	8 of 442
DRAWING NO.	2922
REV.	

SCALE 1" = 100'

SAN DIEGO INTERNATIONAL AIRPORT - LINDBERGH FIELD  
AIRPORT ROADWAY SYSTEM

CONSTRUCTION PHASING PLAN - PHASE 3  
DRAWING NOS 2922 + 2926

San Diego Unified  
Port District  
San Diego California



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

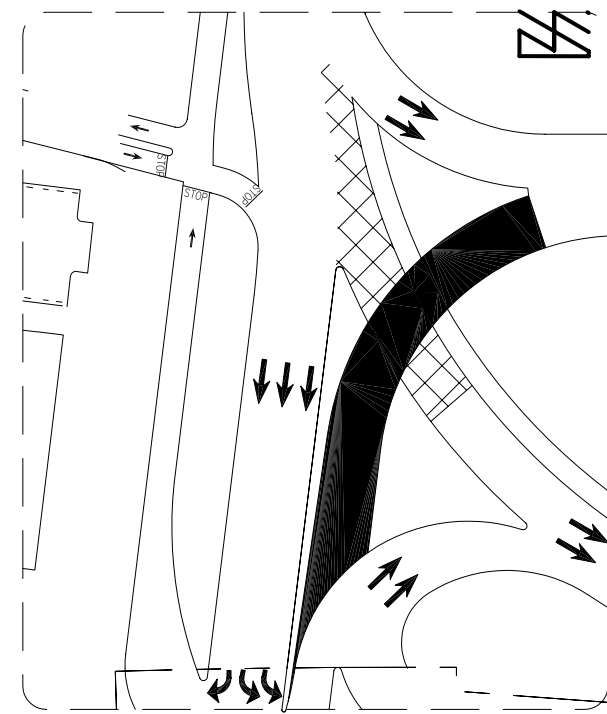
SPEC NO. 96-02	W.G. NO. 662100
PROJECT ENGINEER	W.P. GLASER
CONTRACTOR	
CONSTRUCTION STARTED	4/30/96
CONSTRUCTION COMPLETED	3/29/96
COST	
INSPECTOR	
ISSUED FOR CONSTRUCTION	
ADDENDUM #1	
REVISIONS	
DATE	
APPROVED	



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

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



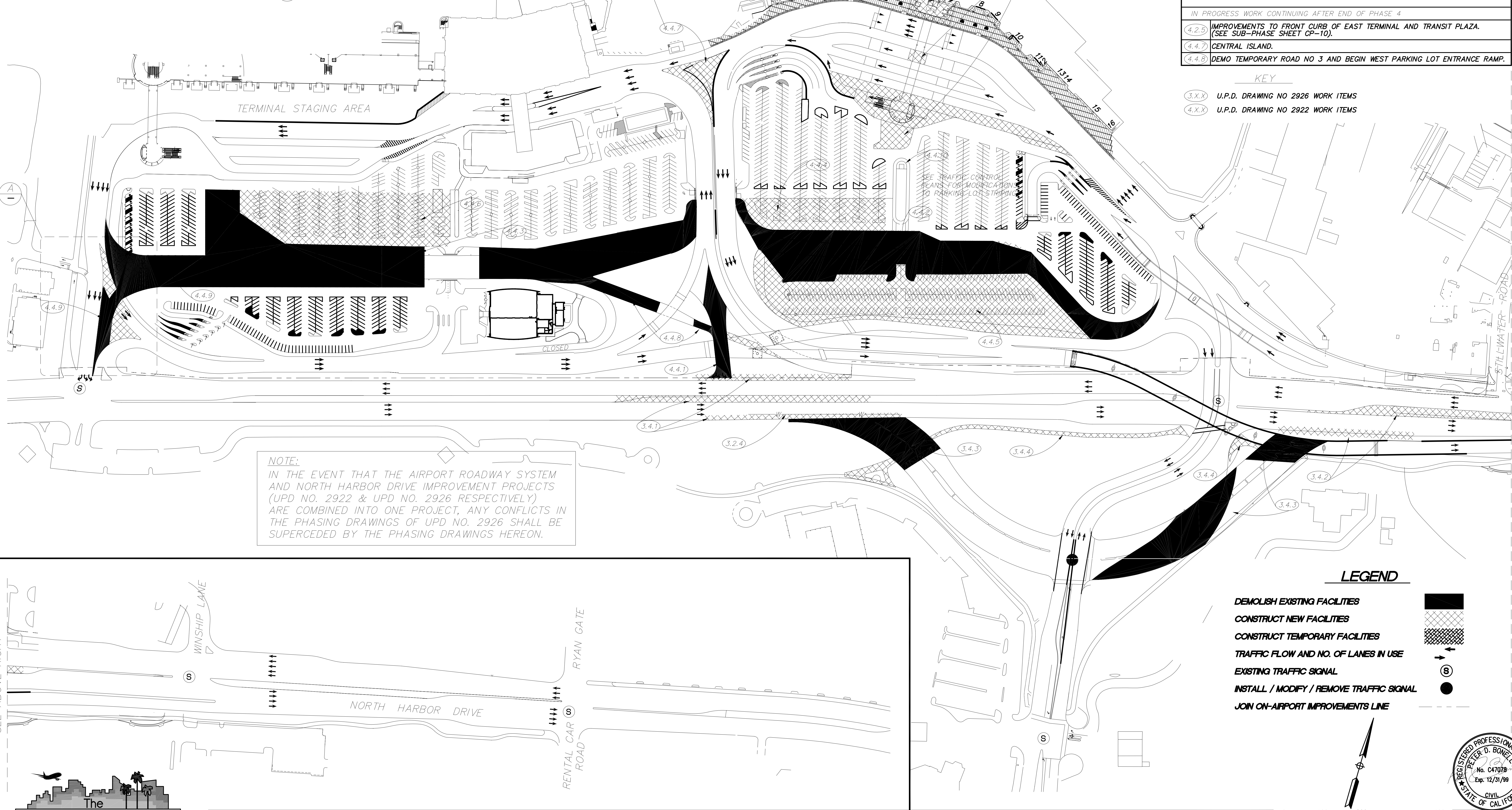


SUB-PHASE A

SUB-PHASE B

SUB-PHASING FOR WEST LOT  
ENTRANCE AND AIRPORT RETURN

SCALE: 1" = 100'



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.

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

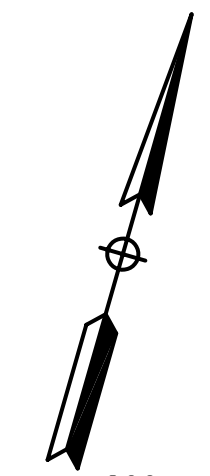
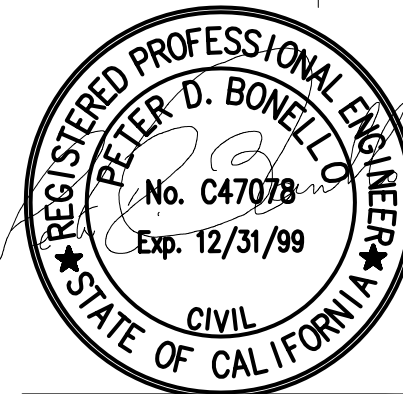
- (4.2.5) IMPROVEMENTS TO FRONT CURB OF EAST TERMINAL AND TRANSIT PLAZA. (SEE SUB-PHASE SHEET CP-10).
- (4.4.7) CENTRAL ISLAND.
- (4.4.8) DEMO TEMPORARY ROAD NO 3 AND BEGIN WEST PARKING LOT ENTRANCE RAMP.

KEY

- (3.X.X) U.P.D. DRAWING NO 2926 WORK ITEMS
- (4.X.X) U.P.D. DRAWING NO 2922 WORK ITEMS

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'



SEE ABOVE RIGHT

SEE BELOW LEFT



**P&D** **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				

**San Diego Unified  
Port District**  
San Diego • California



DESIGNED	RS	APPROVAL	RECOMMENDED
DRAWN	DL/WT	APPROVED	
CHECKED	LG		

SAN DIEGO INTERNATIONAL AIRPORT - LINDBERGH FIELD  
AIRPORT ROADWAY SYSTEM  
**CONSTRUCTION PHASING PLAN - PHASE 4**  
**DRAWING NOS 2922 + 2926**

SHEET NO.	CP-4
DATE	Feb. 27, 1996
SHEET	9 of 442
DRAWING NO.	2922

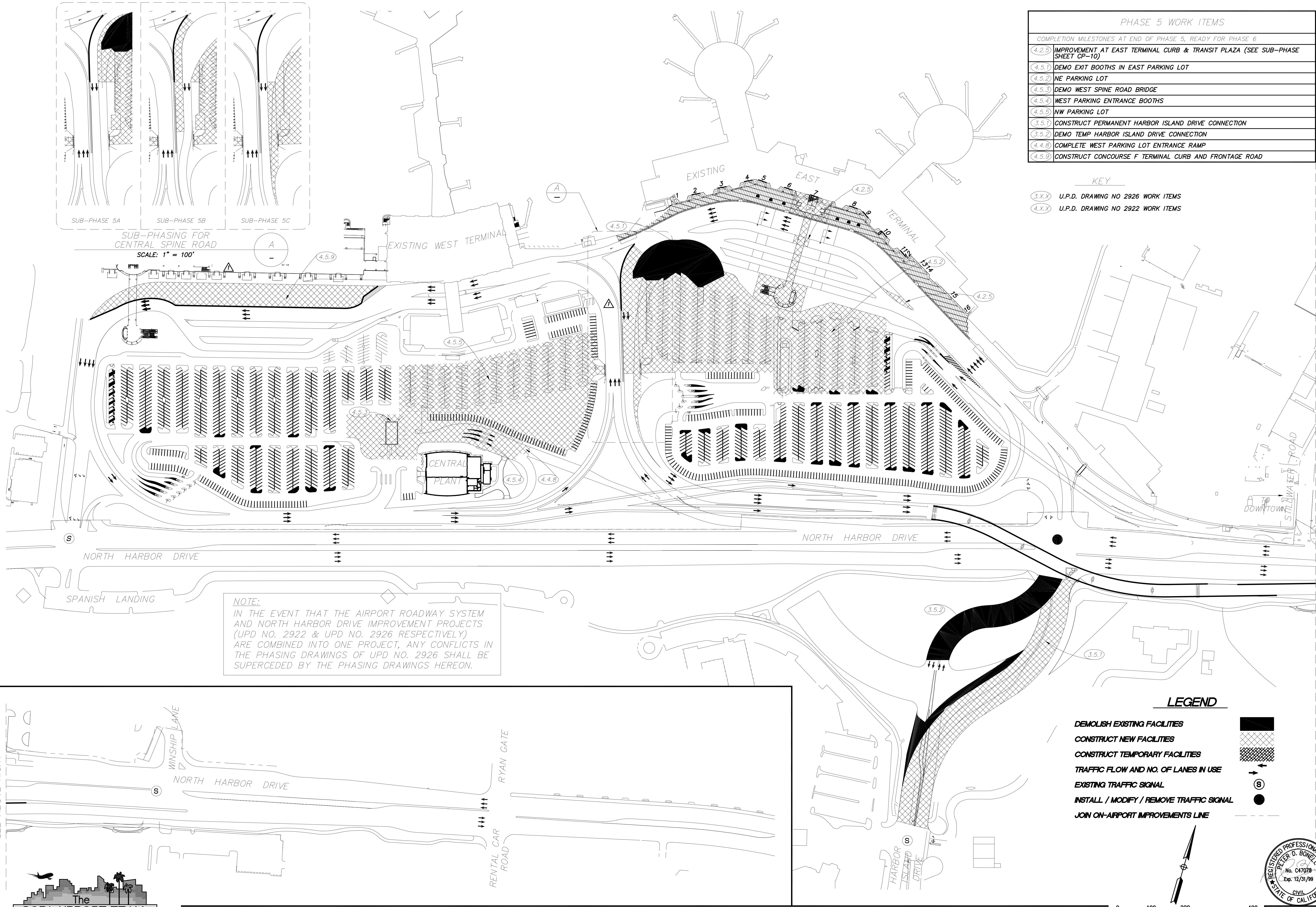


PHASE 5 WORK ITEMS	
COMPLETION MILESTONES AT END OF PHASE 5, READY FOR PHASE 6	
(4.2.5)	IMPROVEMENT AT EAST TERMINAL CURB & TRANSIT PLAZA (SEE SUB-PHASE SHEET CP-10)
(4.5.1)	DEMO EXIT BOOTHS IN EAST PARKING LOT
(4.5.2)	NE PARKING LOT
(4.5.3)	DEMO WEST SPINE ROAD BRIDGE
(4.5.4)	WEST PARKING ENTRANCE BOOTHS
(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

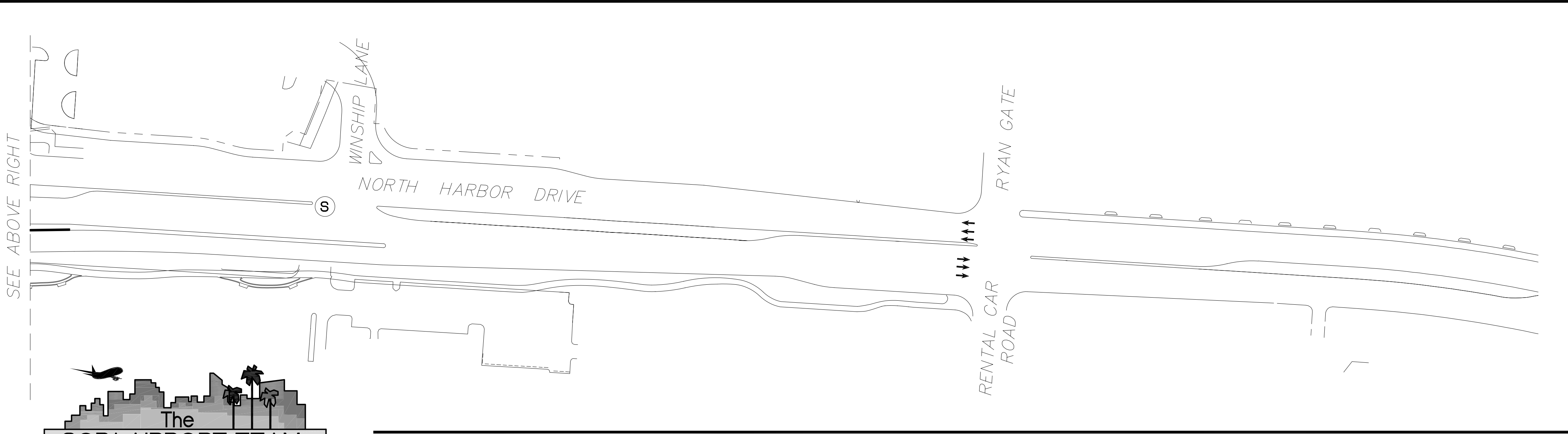
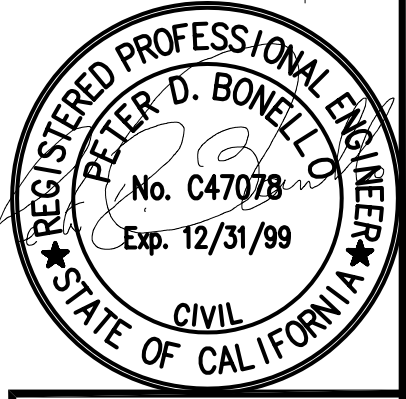
(4.X.X) U.P.D. DRAWING NO 2922 WORK ITEMS



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AND NORTH HARBOR DRIVE IMPROVEMENT PROJECTS  
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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



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Orange, CA 92668  
(714) 835-4447

SPEC NO. 96-02	W.G. NO. 662100
PROJECT ENGINEER	W.P. GLASER
CONTRACTOR	
CONSTRUCTION STARTED	4/30/96
CONSTRUCTION COMPLETED	3/29/96
COST	
INSPECTOR	

ISSUED FOR CONSTRUCTION  
ADDENDUM #1

**San Diego Unified  
Port District**  
San Diego, California



DESIGNED	RS
DRAWN	DL/WT
CHECKED	LG
APPROVED	
APPROVED	

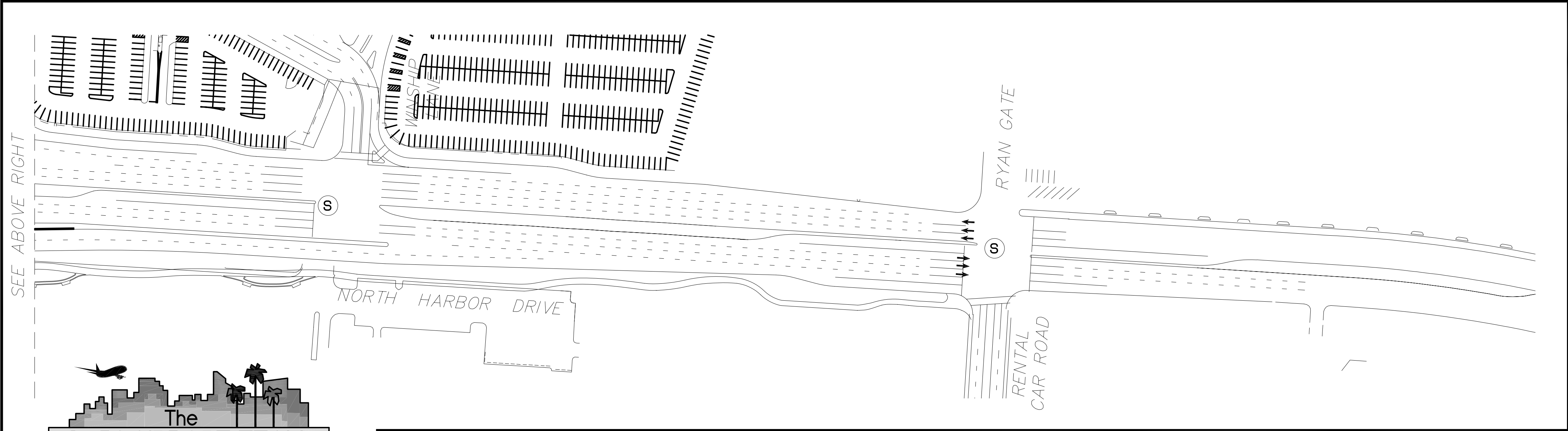
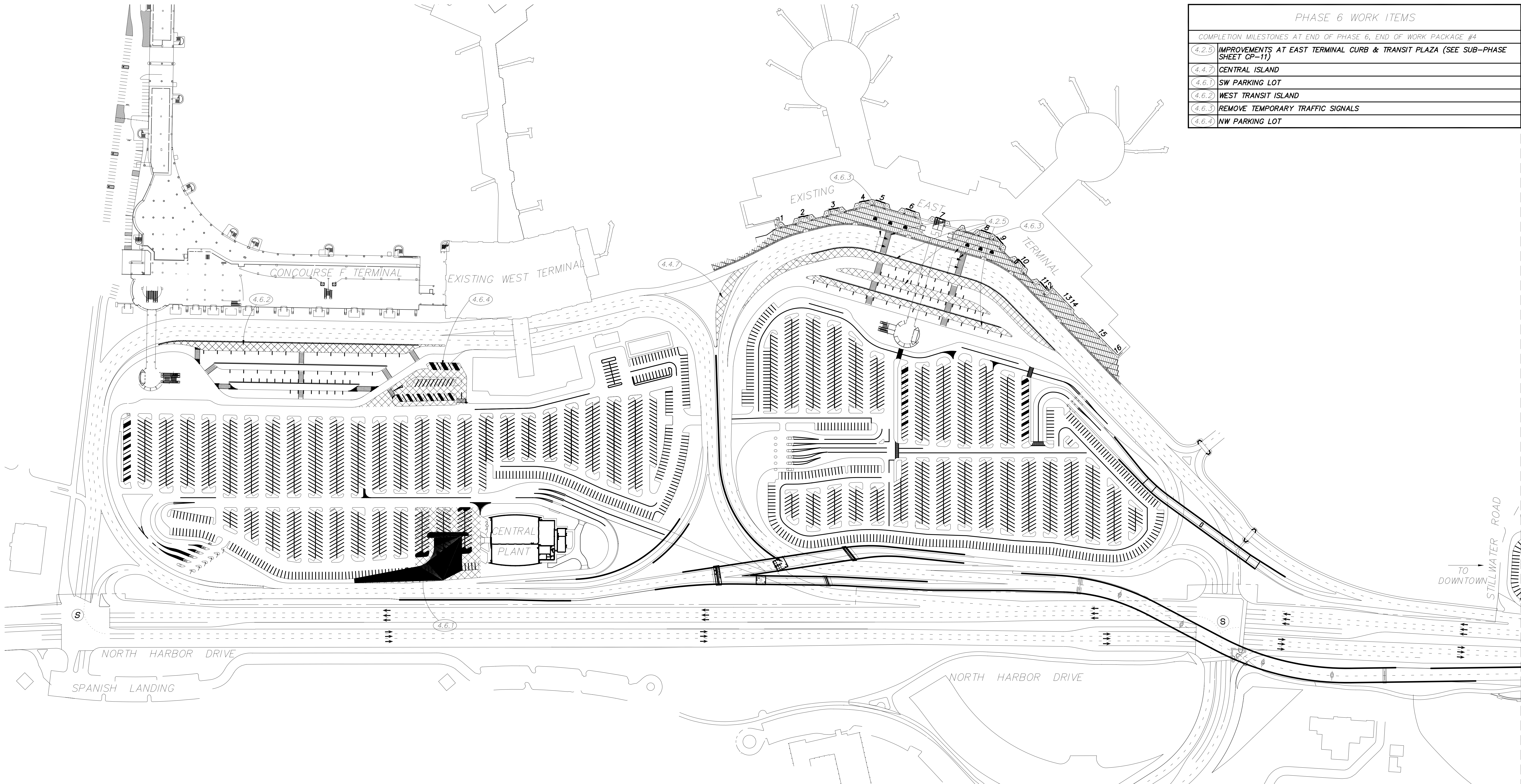
SAN DIEGO INTERNATIONAL AIRPORT - LINDBERGH FIELD  
AIRPORT ROADWAY SYSTEM

CONSTRUCTION PHASING PLAN - PHASE 5  
DRAWING NOS 2922 + 2926

SHEET NO.	CP-5
DATE	Feb. 27, 1996
SHEET	10 of 442
DRAWING NO.	2922



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



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'

SHEET NO. CP-6	
DATE	Feb. 27, 1996
SHEET	11 of 442
DRAWING NO.	2922
REV.	1

SAN DIEGO INTERNATIONAL AIRPORT - LINDBERGH FIELD  
AIRPORT ROADWAY SYSTEM

CONSTRUCTION PHASING PLAN - PHASE 6  
DRAWING NOS 2922 + 2926

San Diego Unified  
Port District  
San Diego California



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

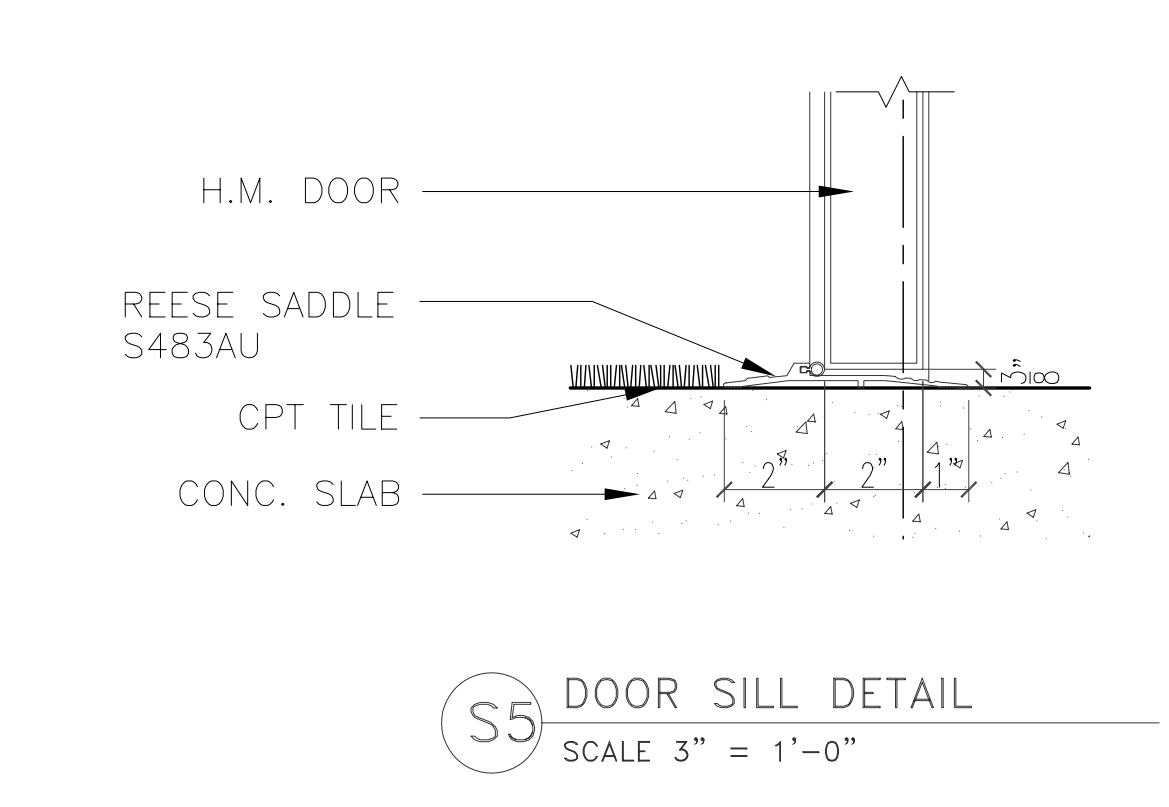
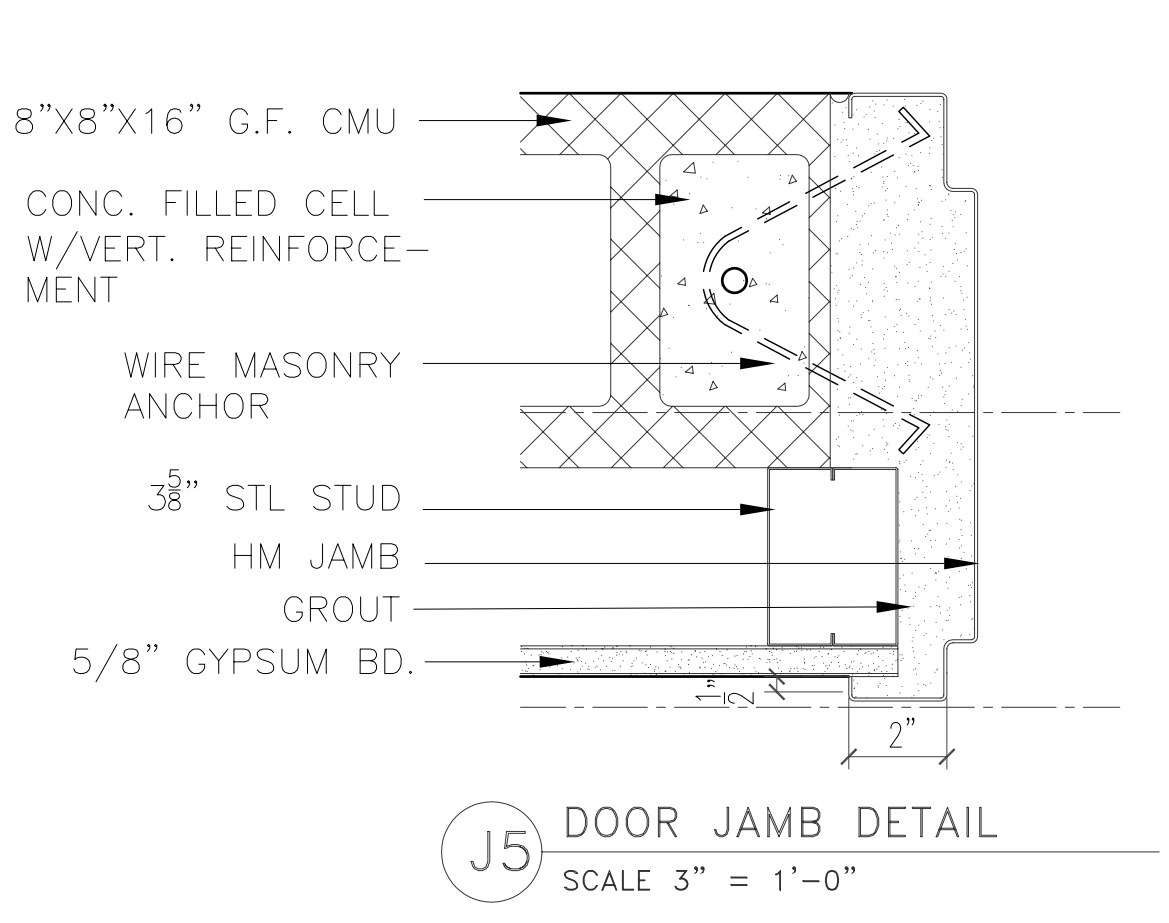
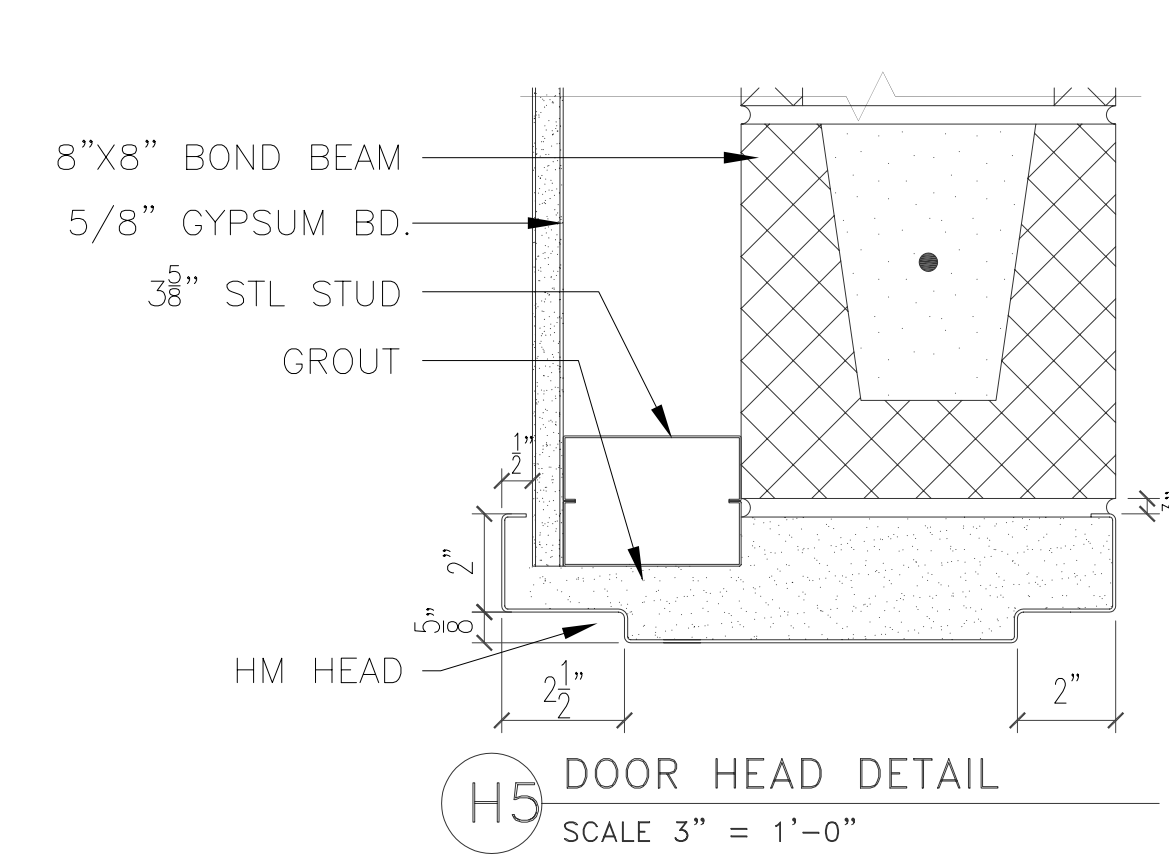
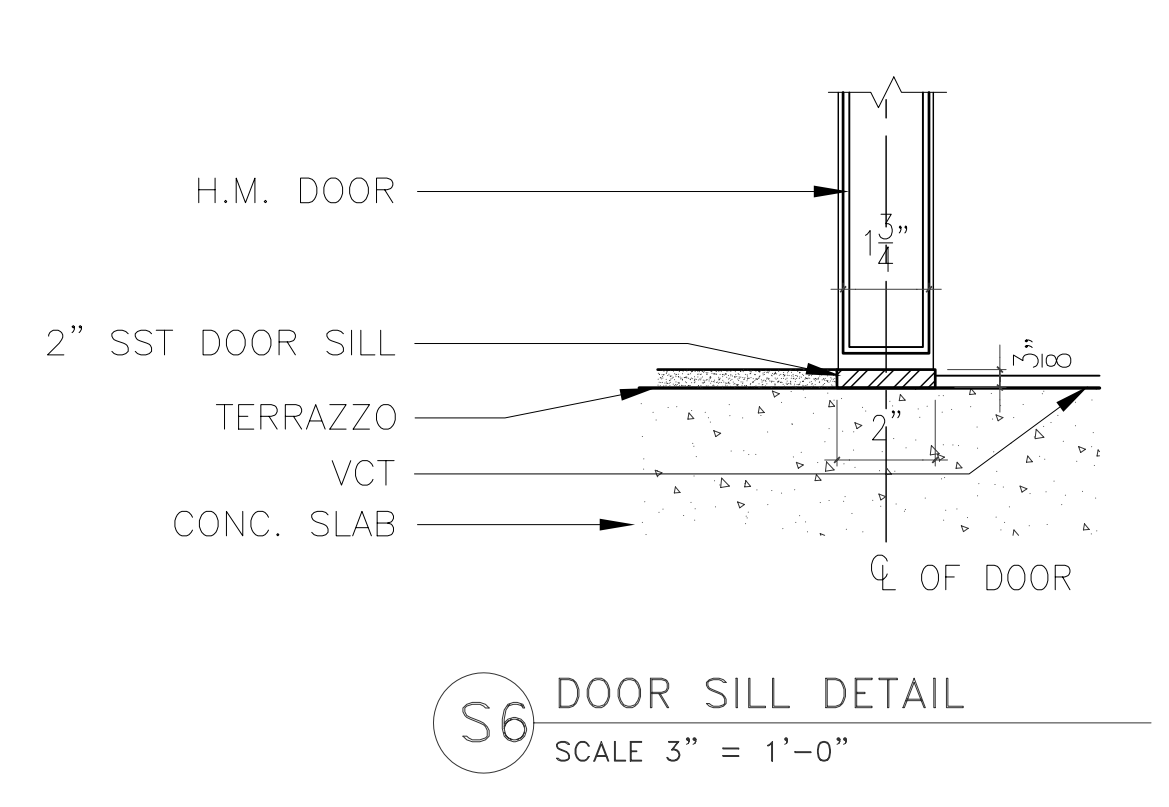
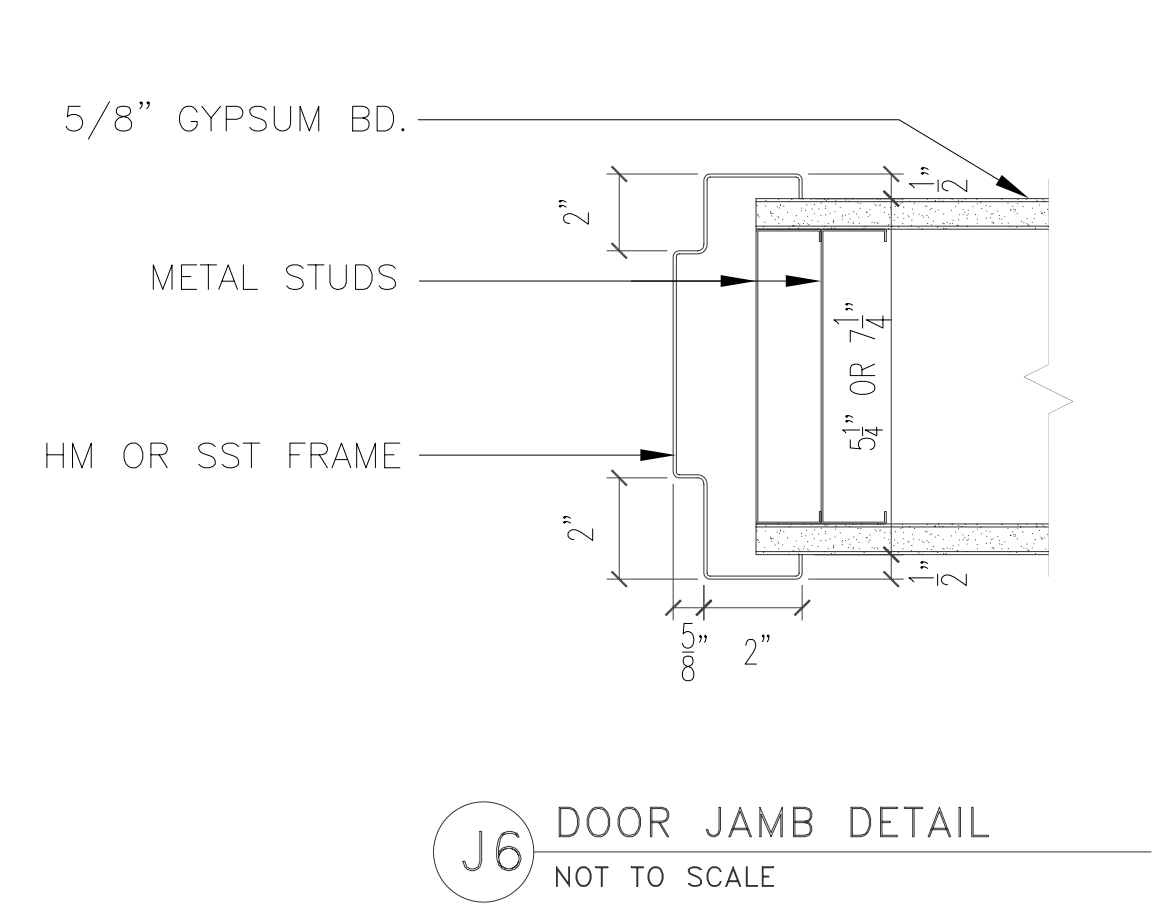
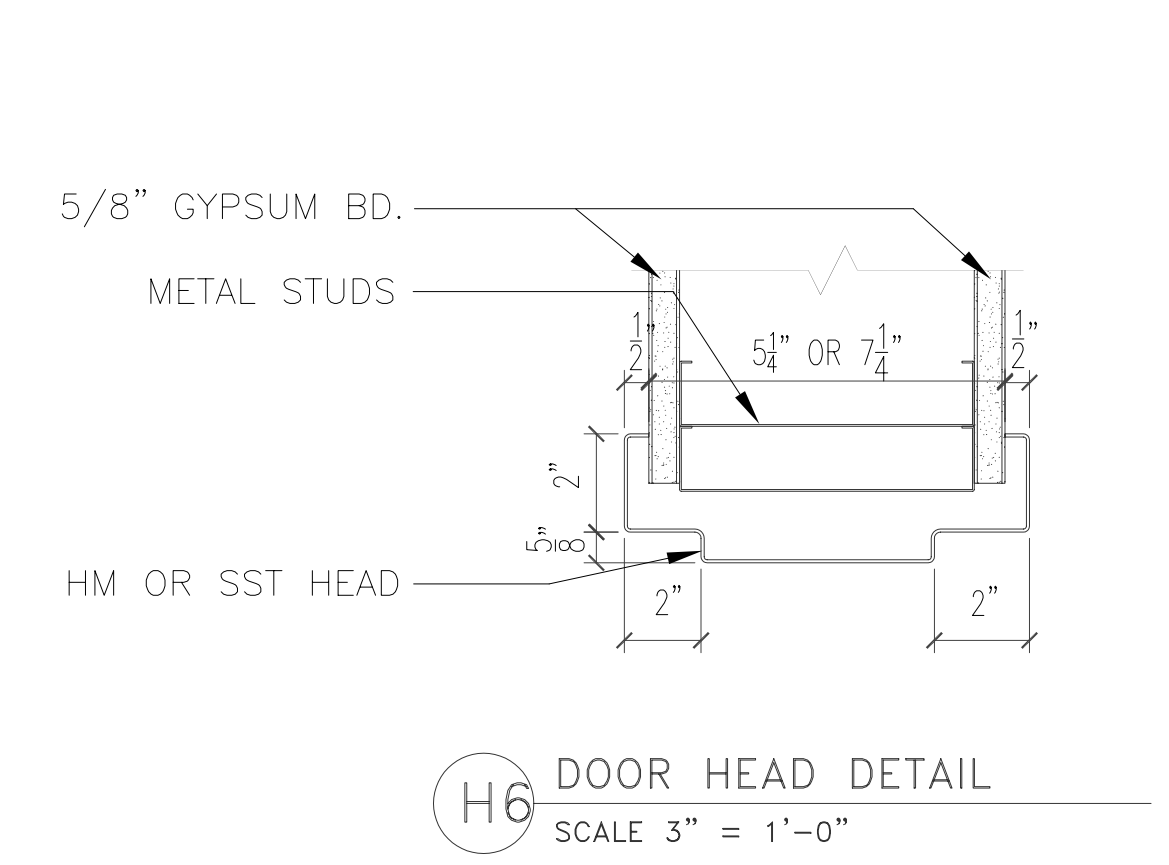
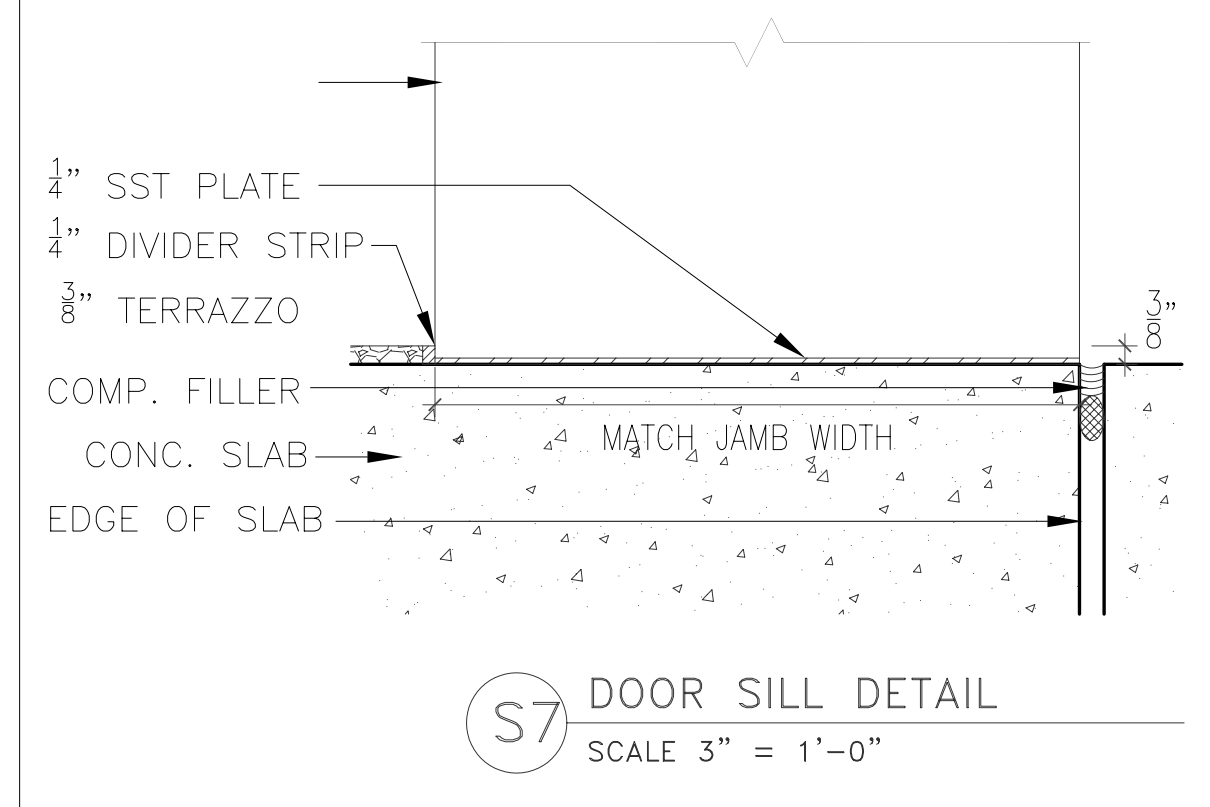
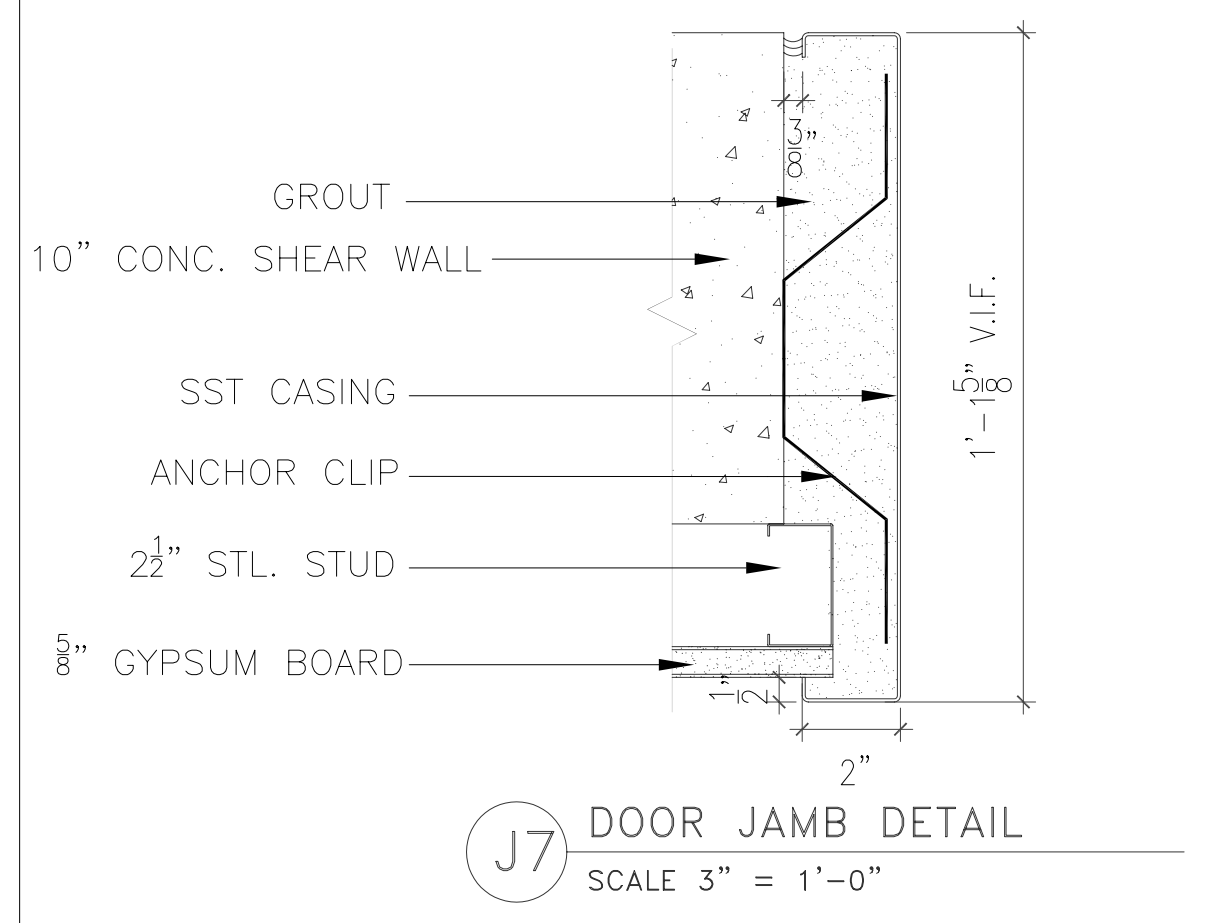
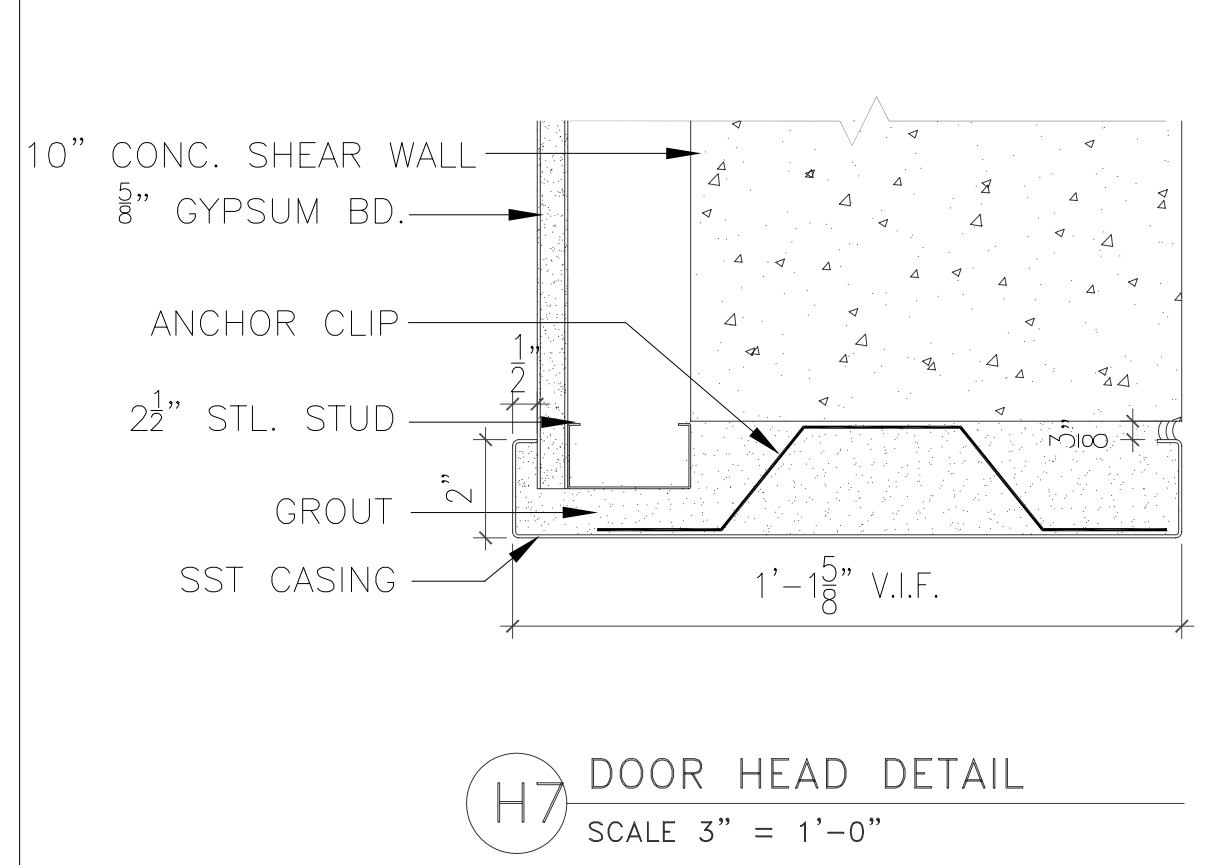
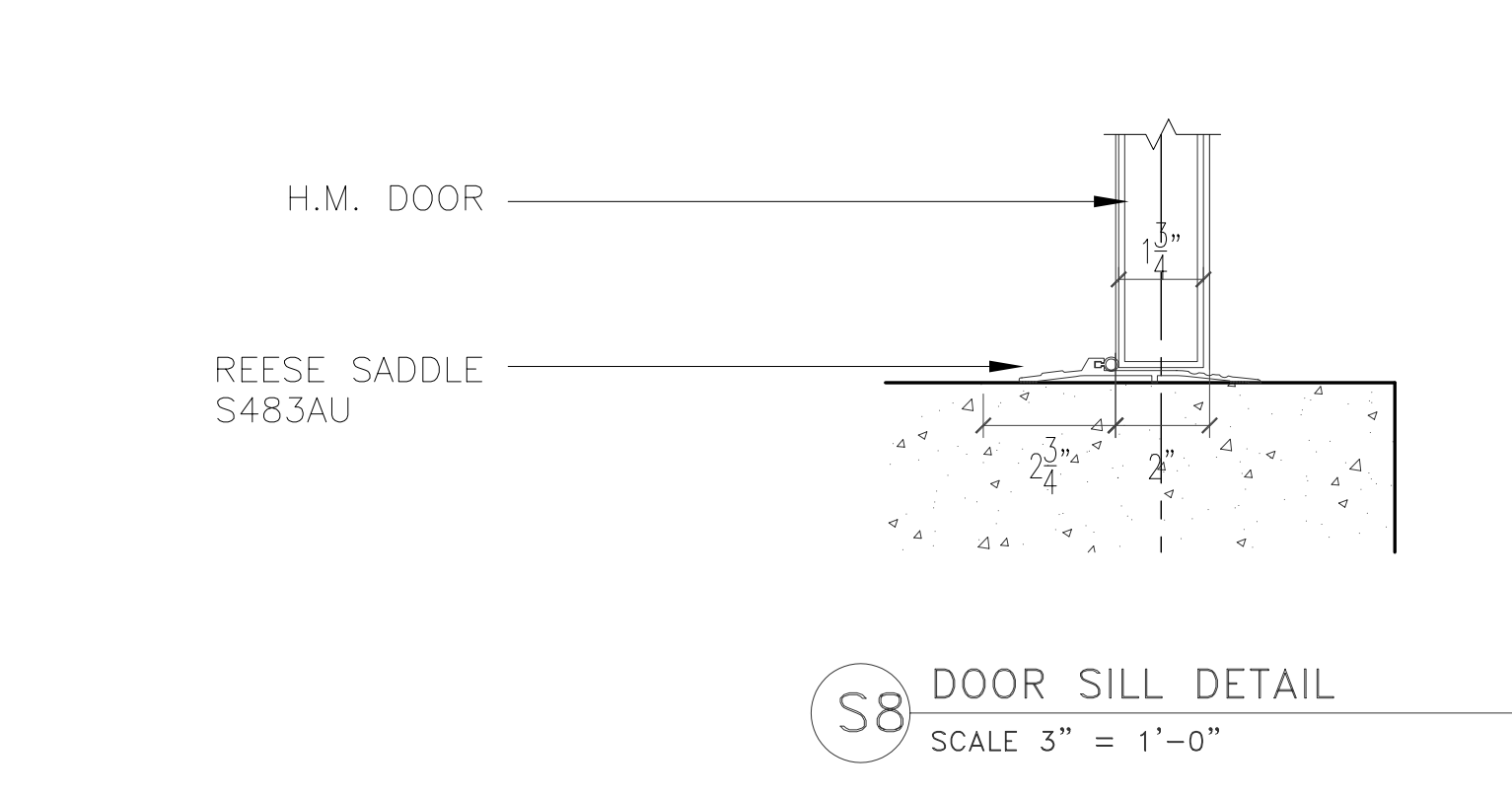
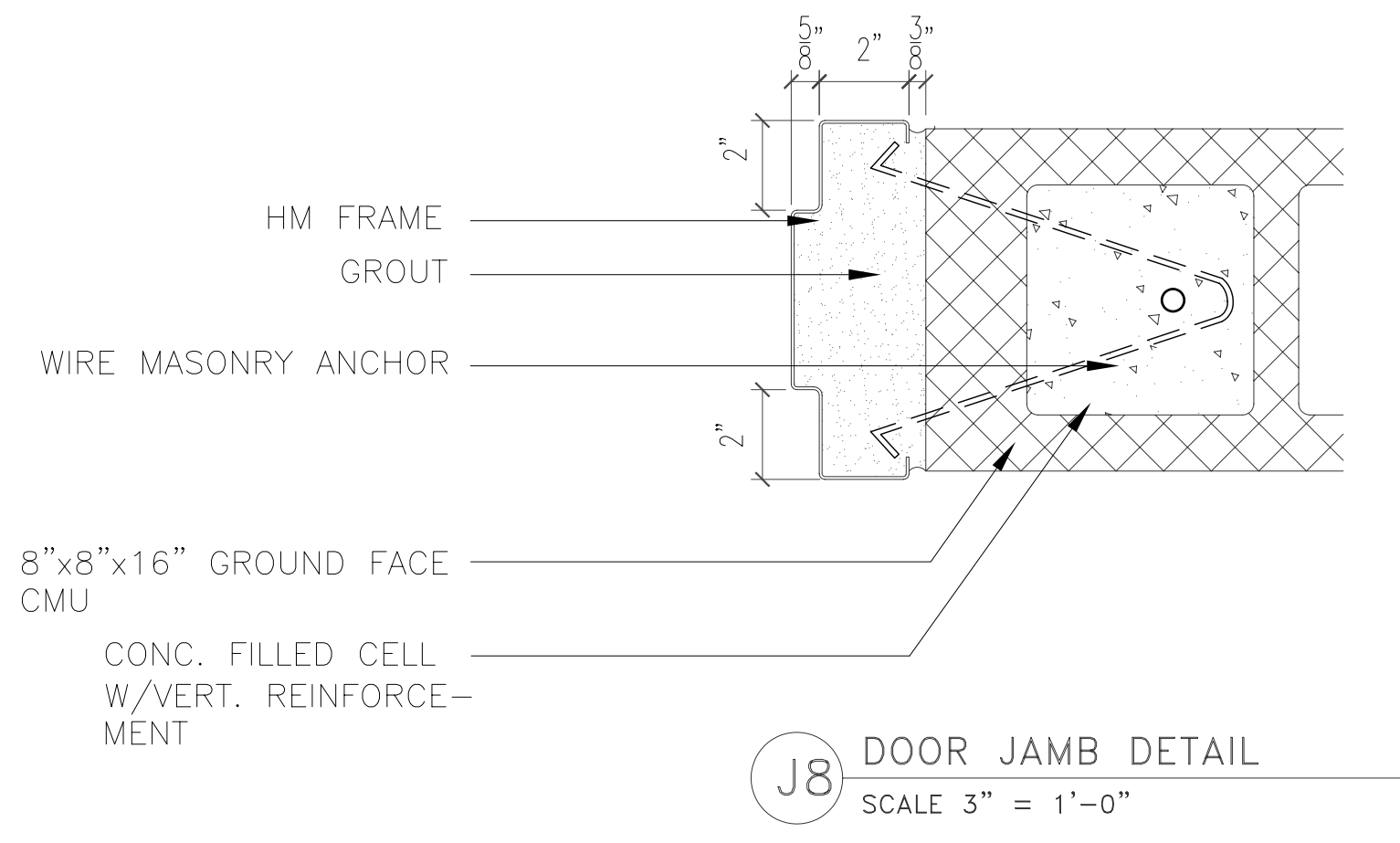
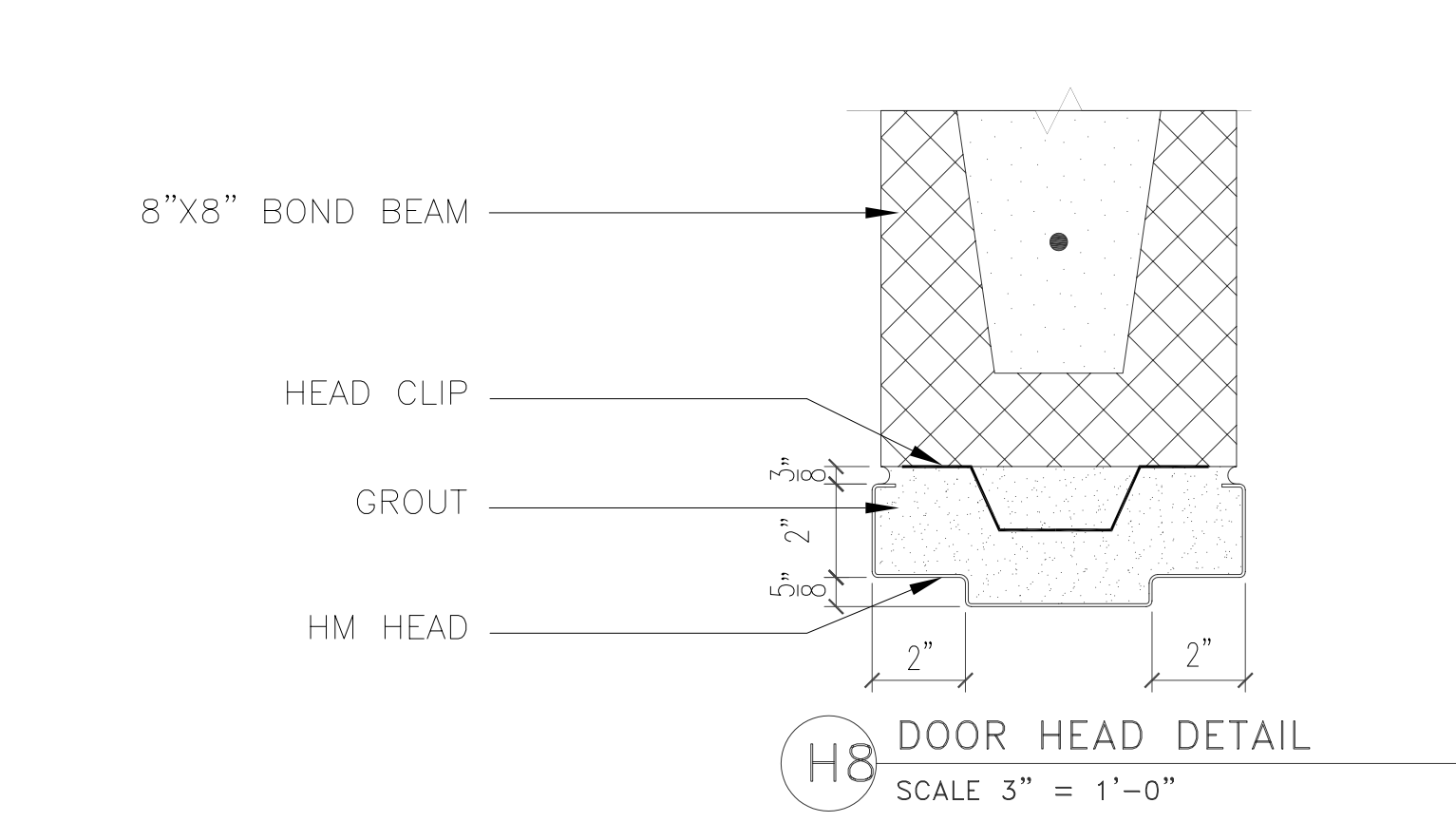
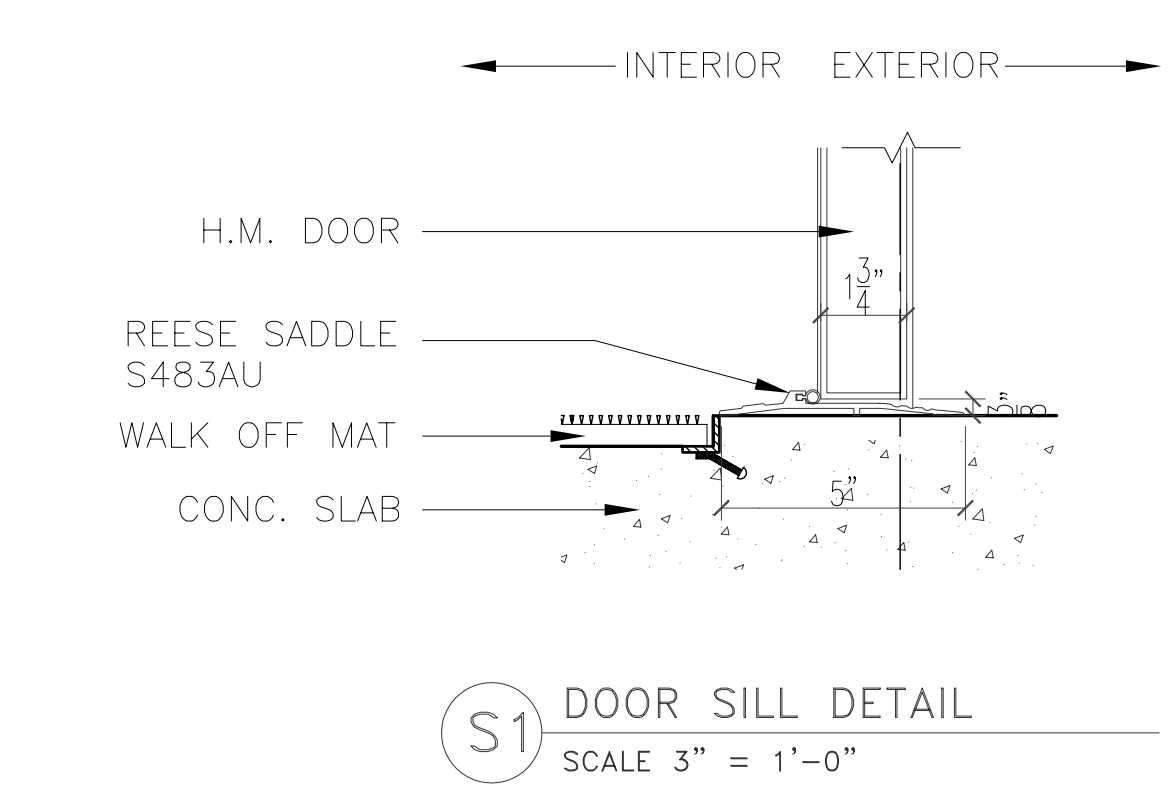
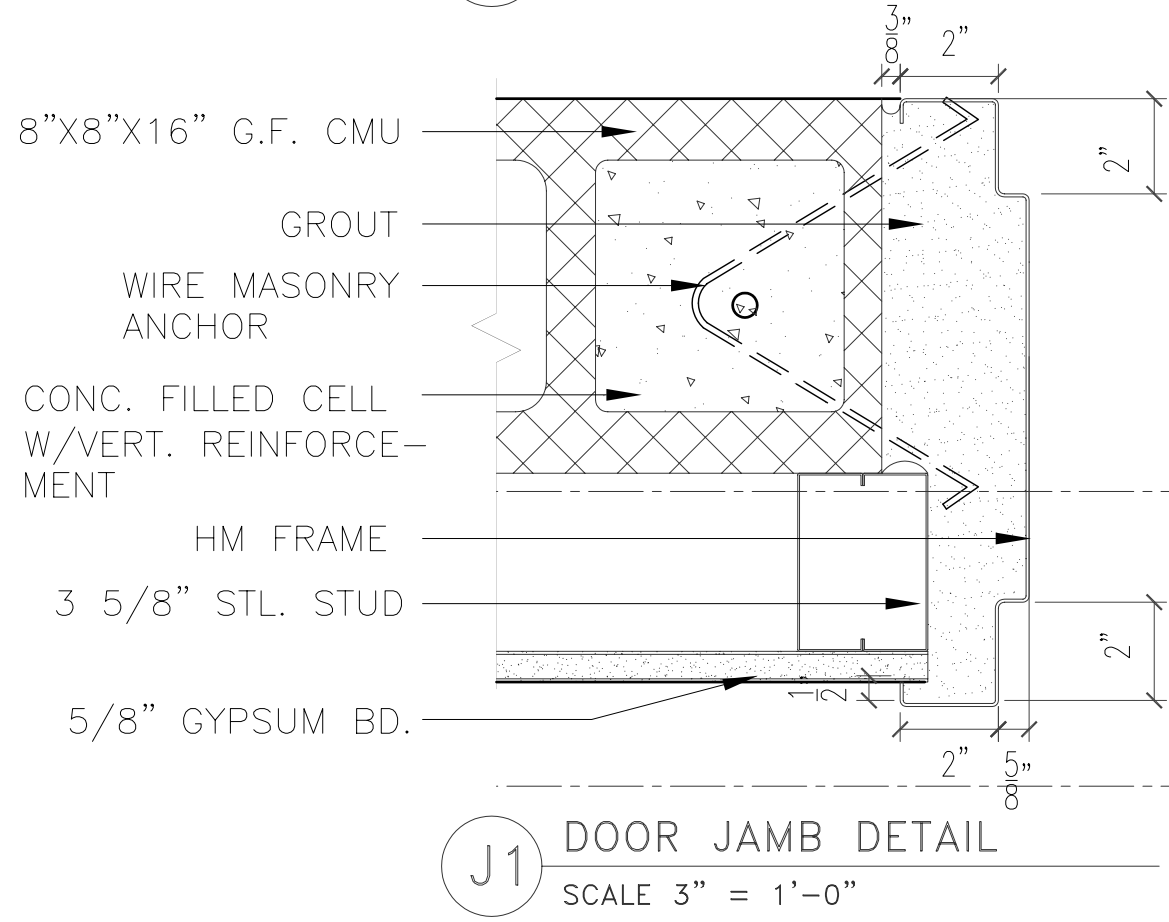
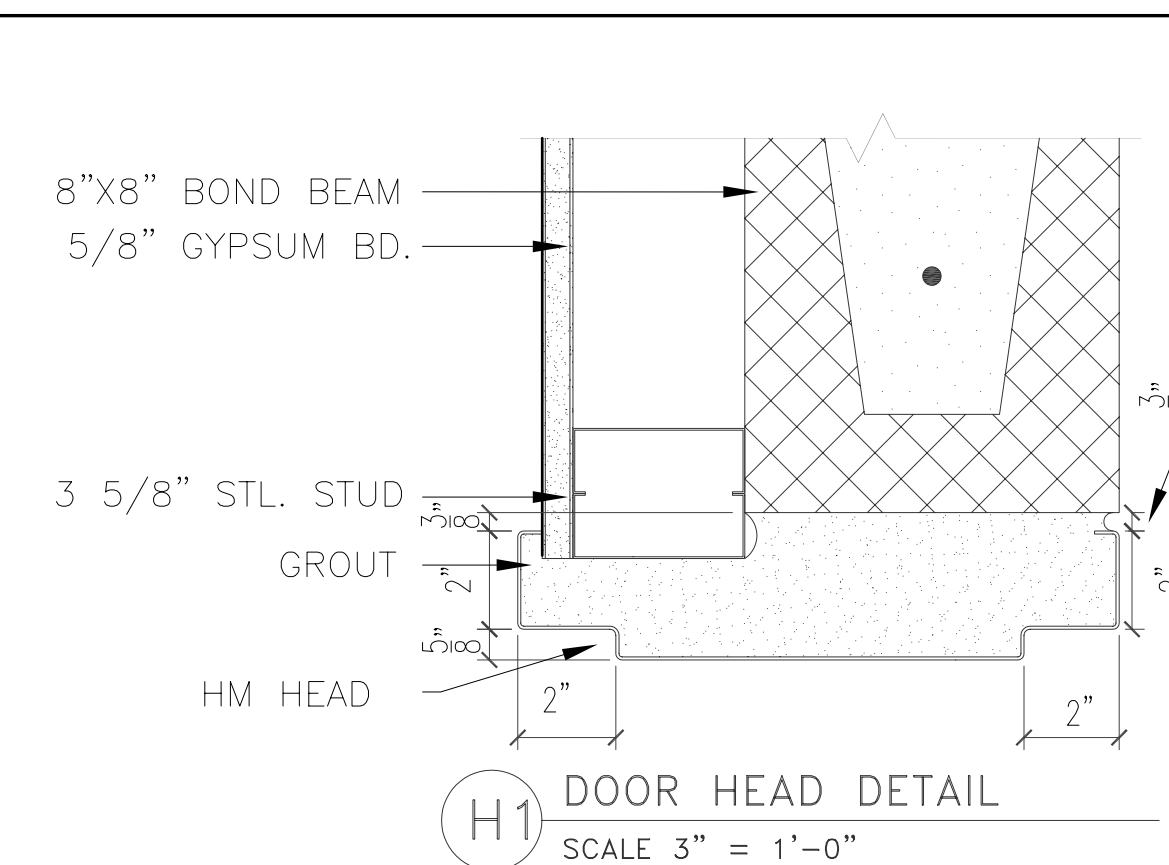
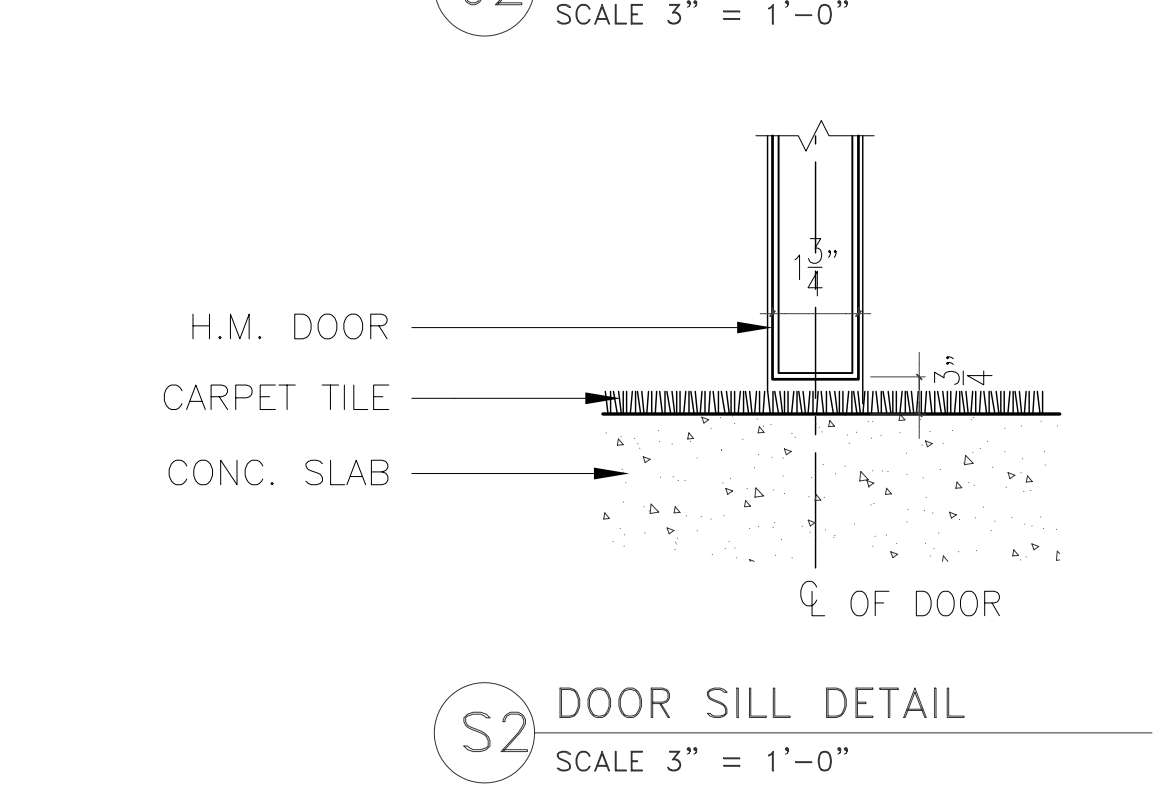
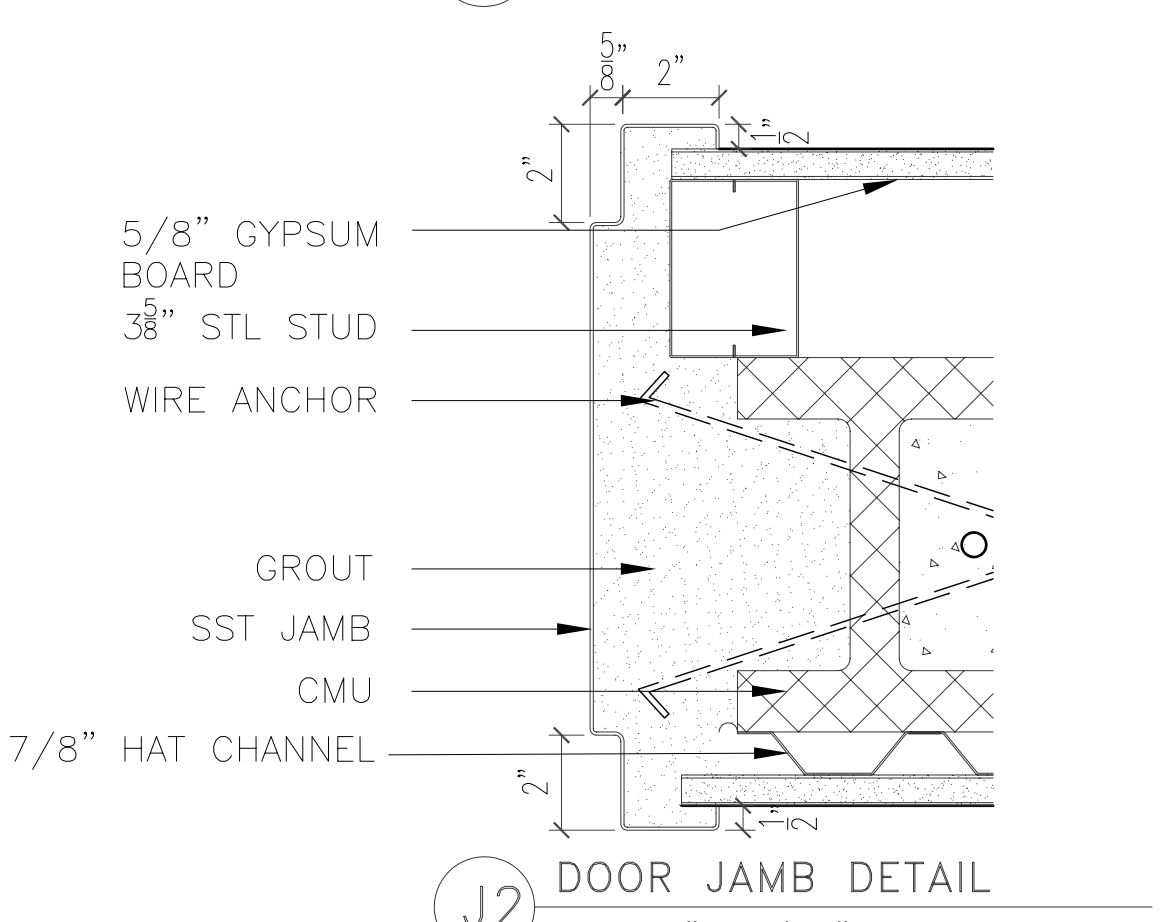
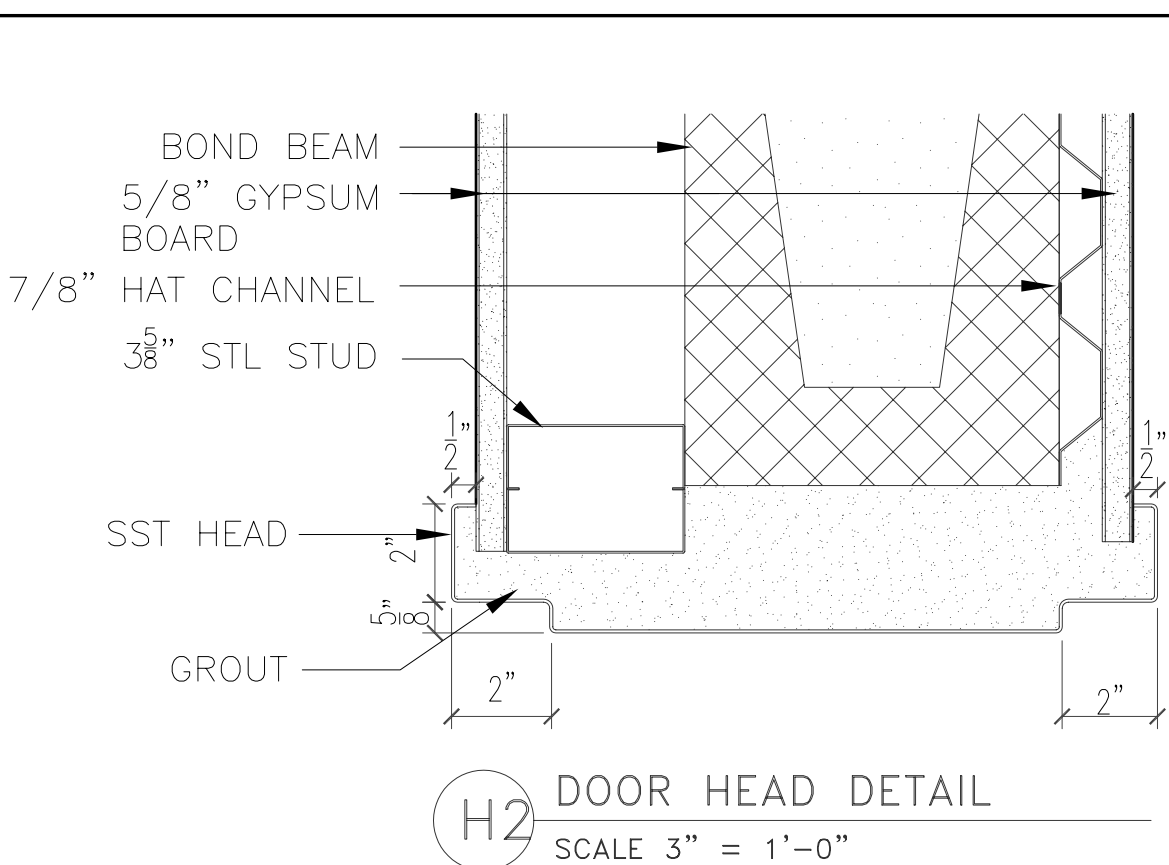
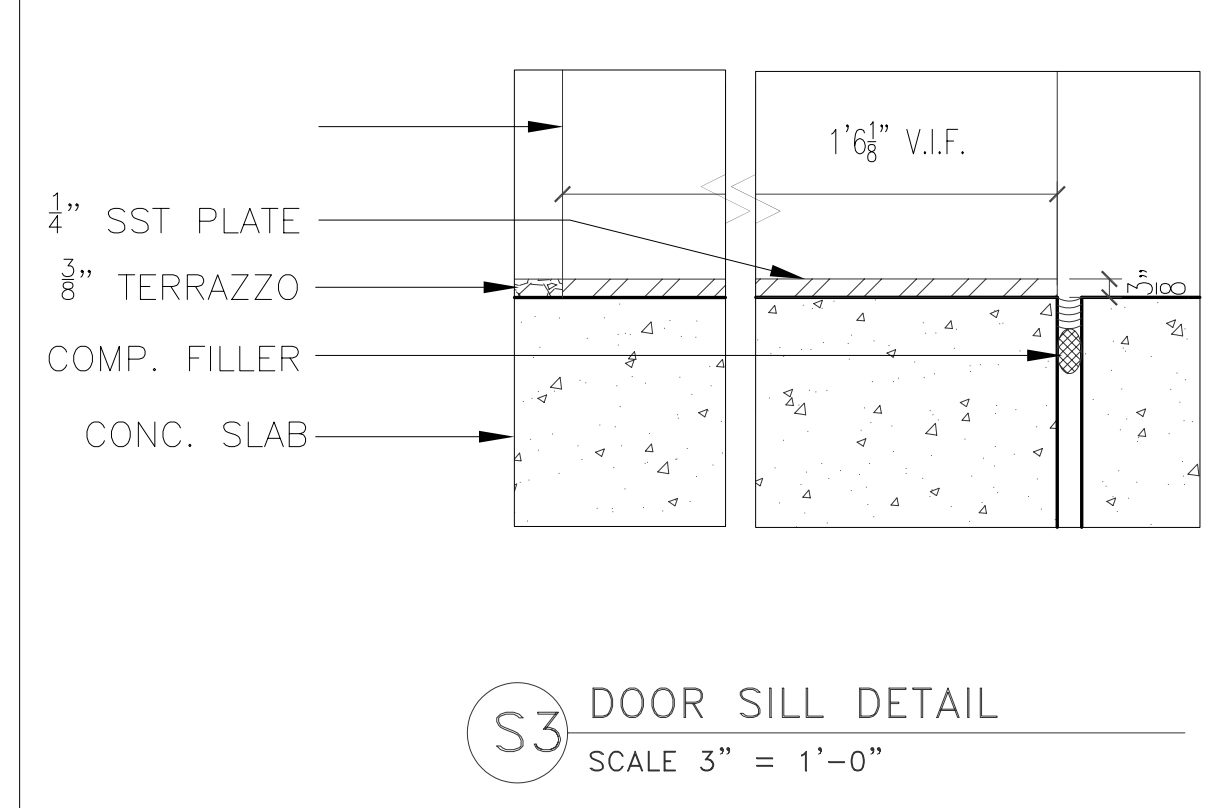
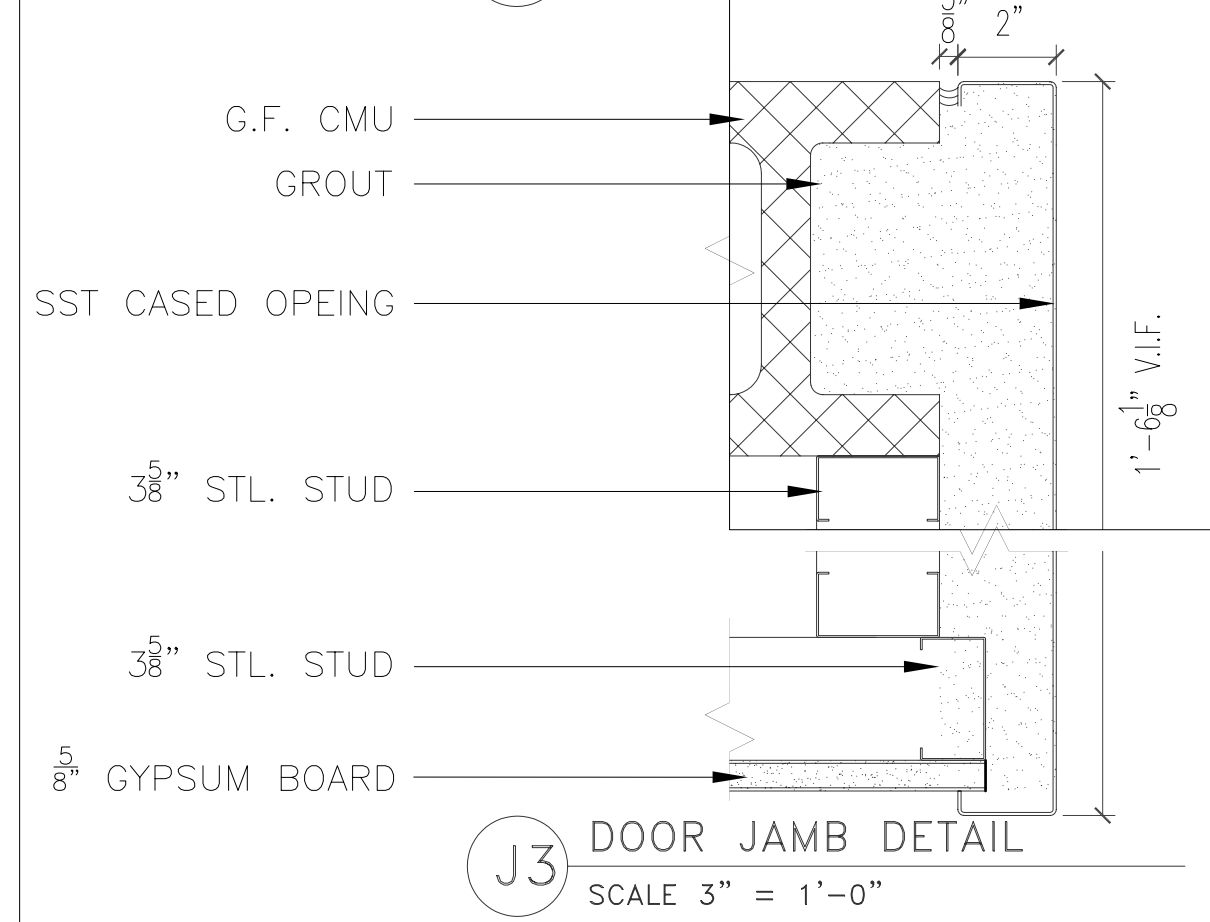
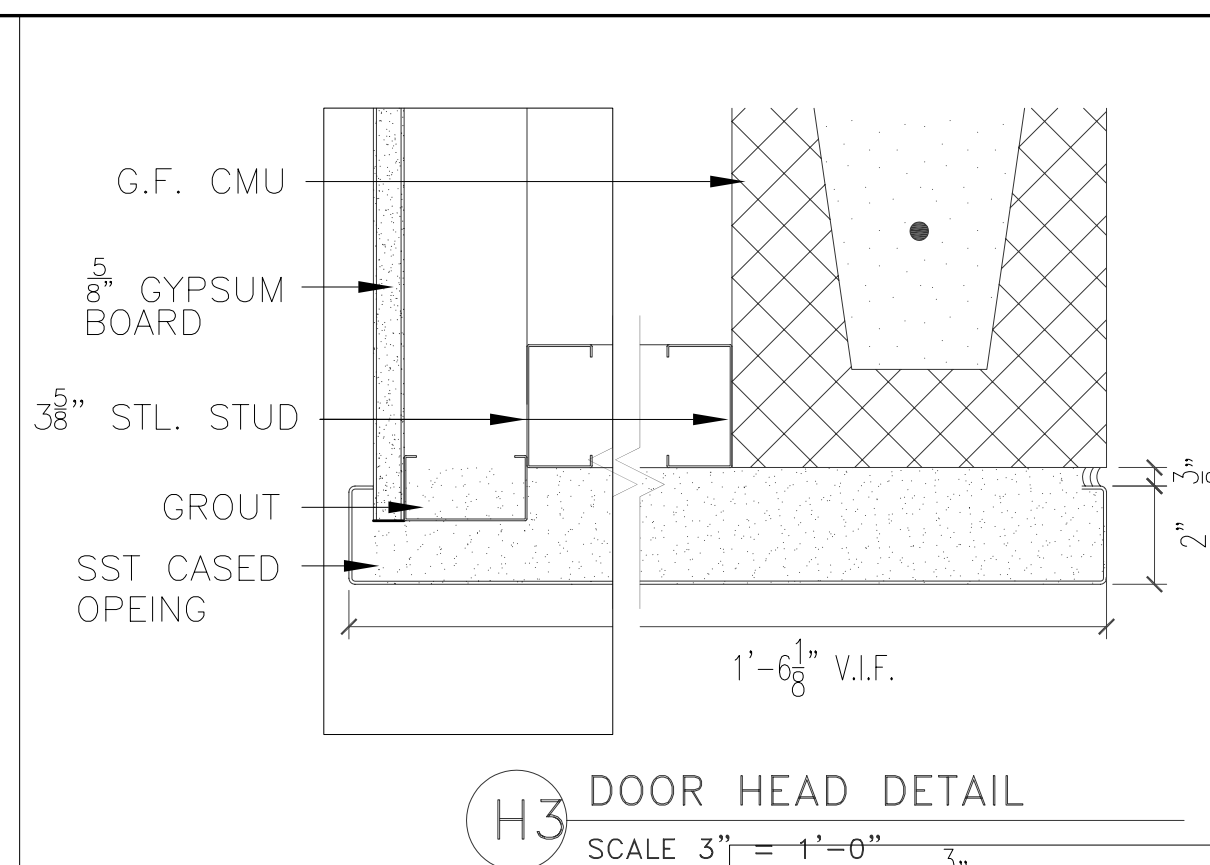
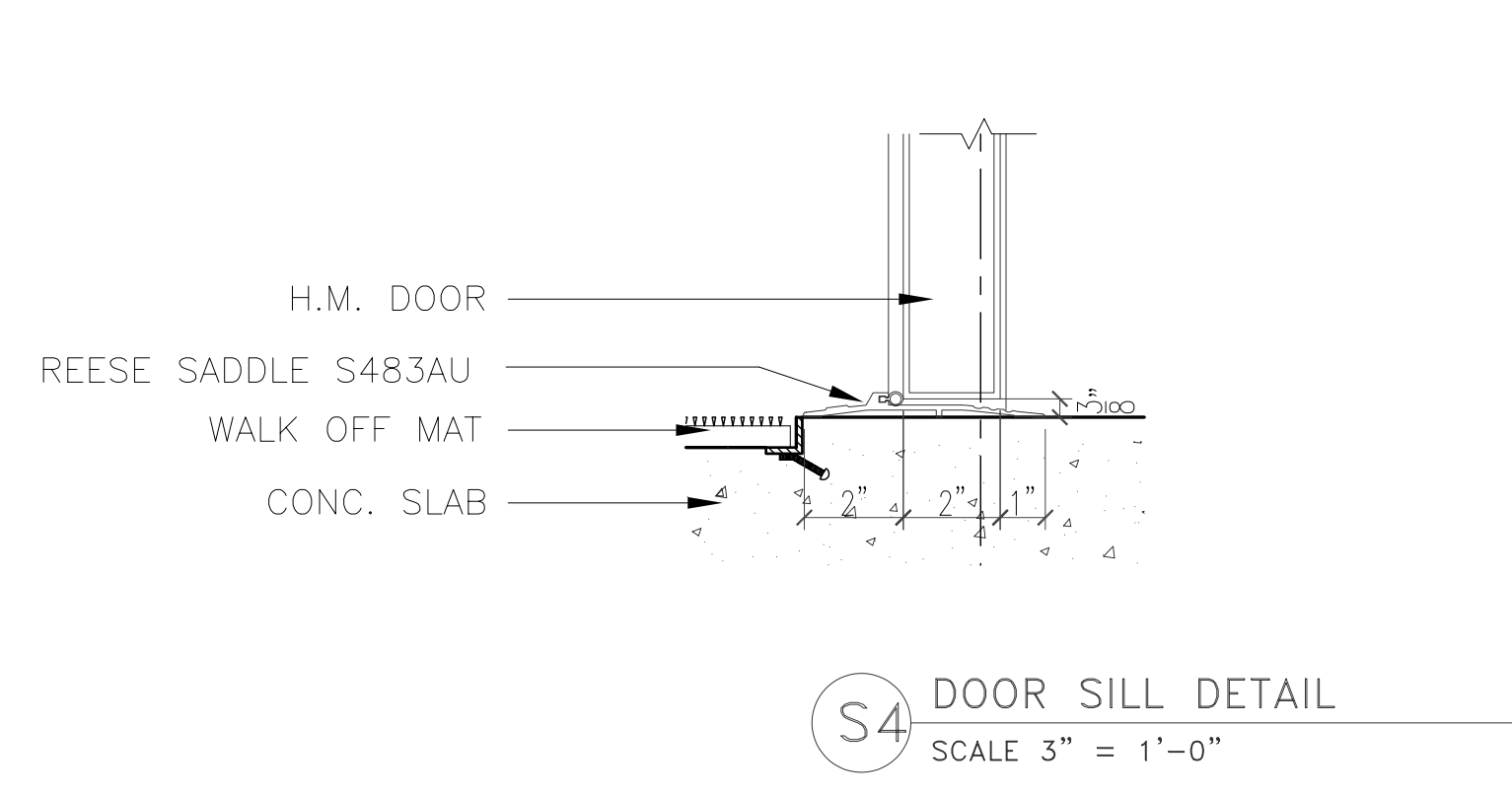
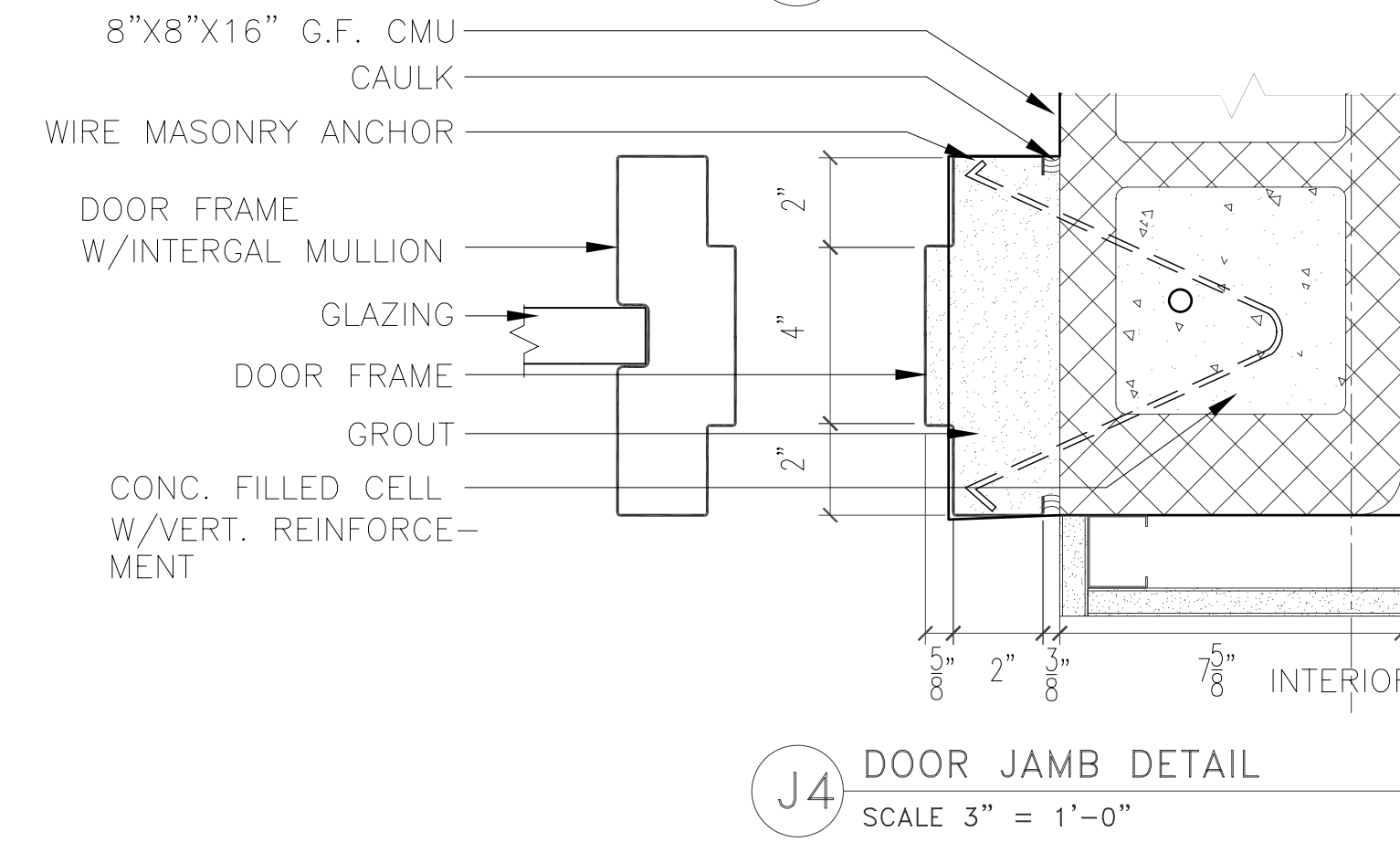
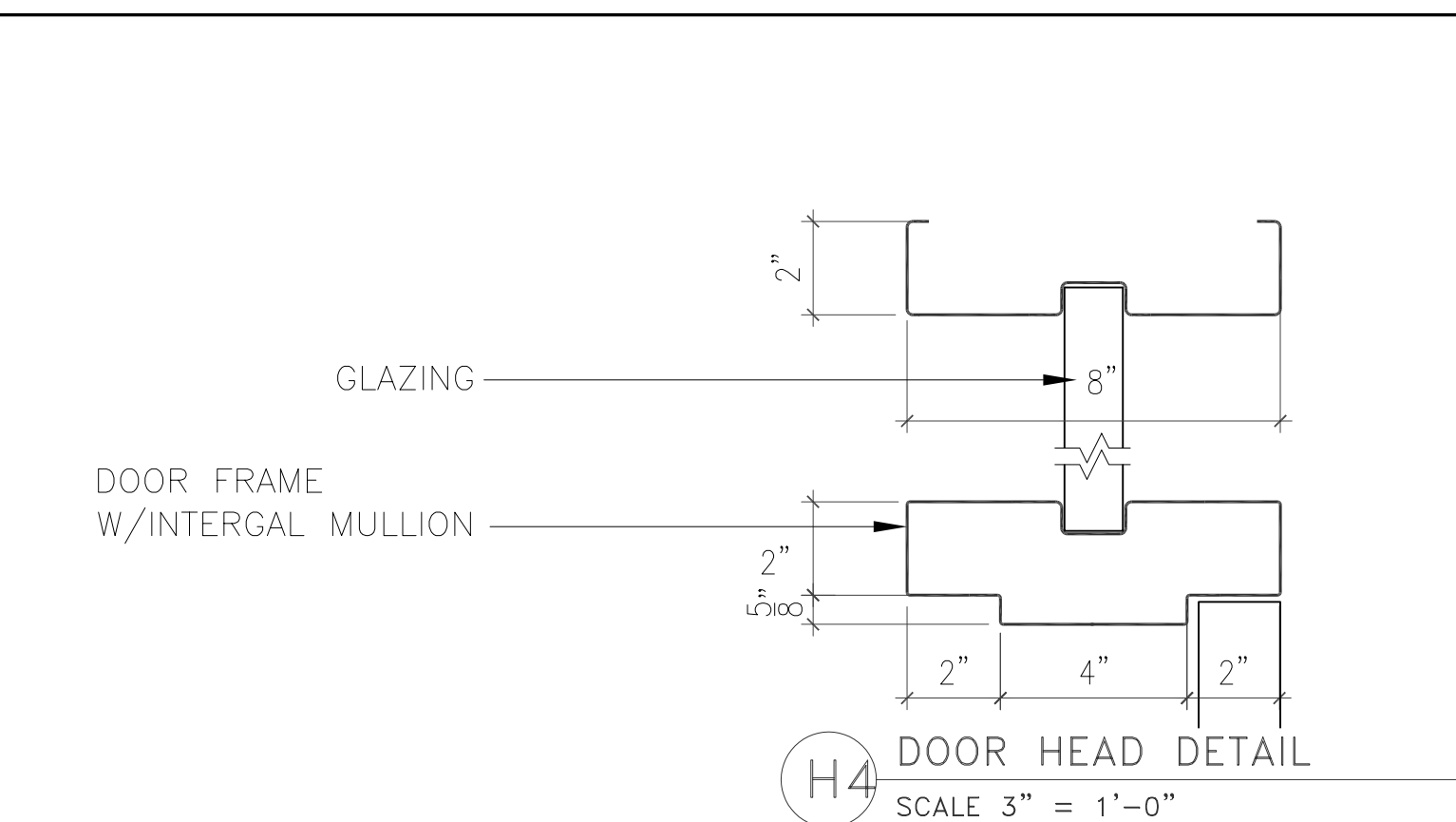


**The SGPA AIRPORT TEAM**  
1545 Hotel Circle South, Ste 200, San Diego, CA 92108 (619) 297-0131

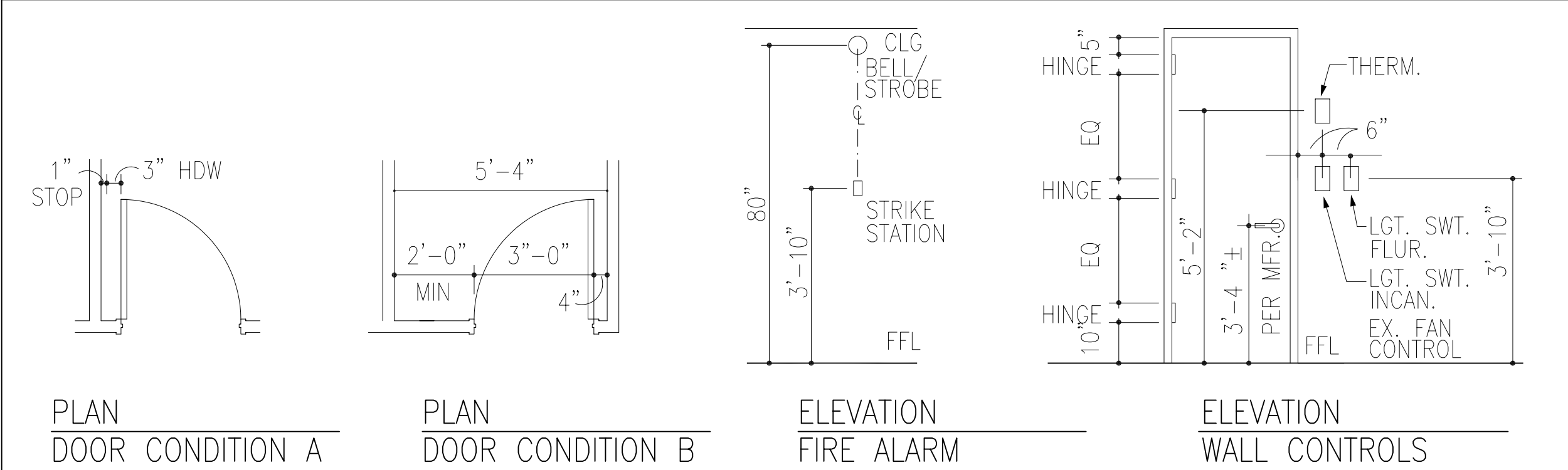
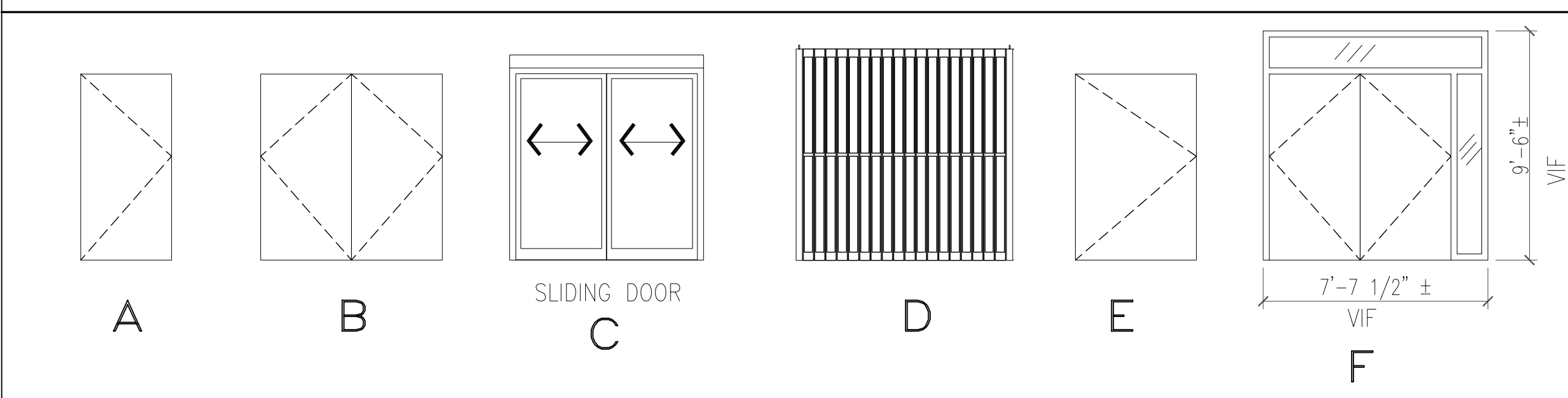
SPEC NO. 96-02	W.O. NO. 662100
PROJECT ENGINEER	W.P. GLASER
CONTRACTOR	
CONSTRUCTION STARTED	
CONSTRUCTION COMPLETED	
COST	
INSPECTOR	

REVISIONS	DATE	APPROVED





STANDARD DETAILS

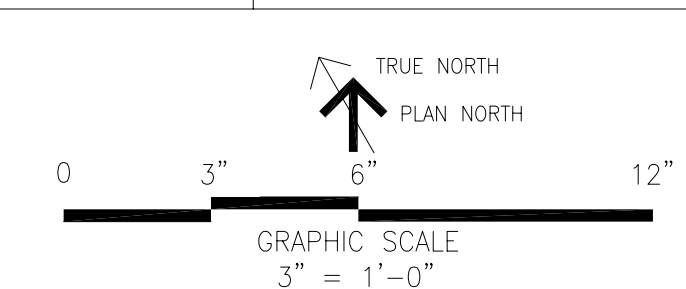
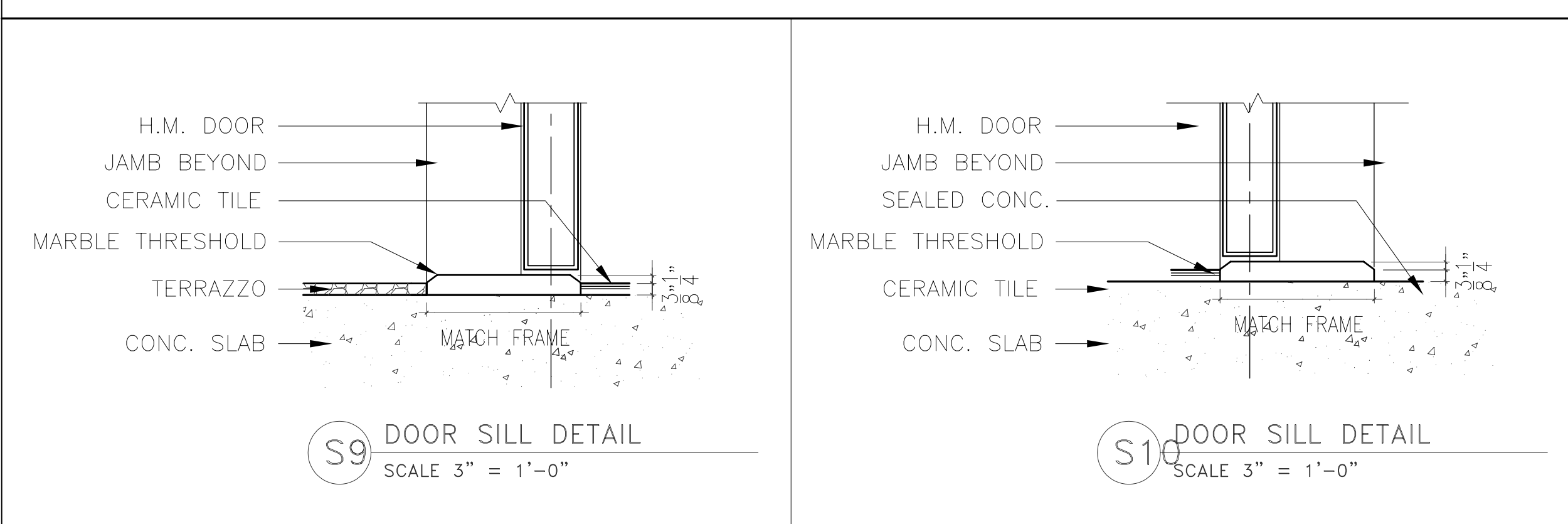
D O O R      T Y P E S<sub>N</sub>T S

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

NO	DOOR						FRAME				THRESH	HW	LABEL	REMARKS
	TYPE	WIDTH	HEIGHT	THICK.	MAT'L	FINISH	MAT'L	HEAD	JAMB	FINISH				
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.
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

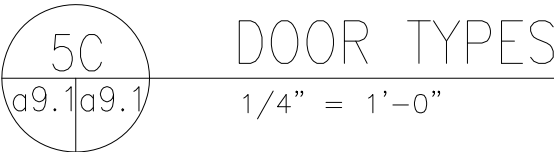
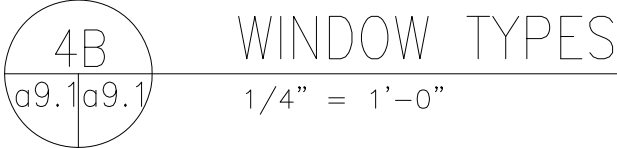
1. ALL SIDES OF INTERIOR AND EXTERIOR HM DOORS AND FRAMES SHALL BE P.2.
2. DOORS IN THE MEANS OF EGRESS SYSTEM TO BE OPENABLE FROM THE INSIDE WITHOUT USE OF A KEY OR ANY SPECIAL KNOWLEDGE OR EFFECT.
- 





## NOTES

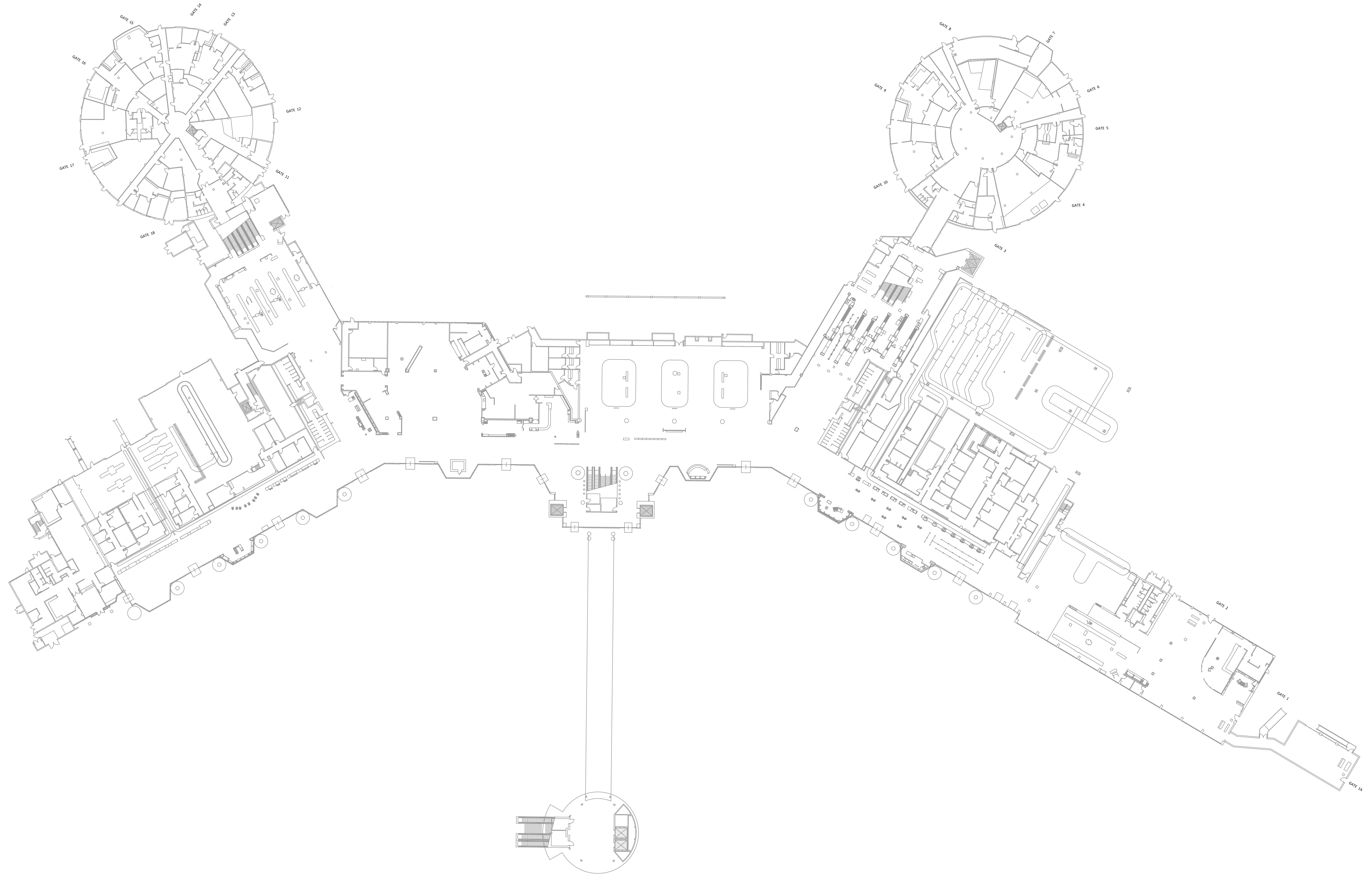
1. SECURE ACCESS CONTROL DOOR WITH CARD READER
2. MAGNETIC HOLD OPEN REQUIRED
3. PAINT HM DOORS AND FRAMES PT-4. REFER TO SPEC SECTION 09900 PAINT SCHEDULE.
4. SALVAGED PANIC DEVICES TO BE INSTALLED









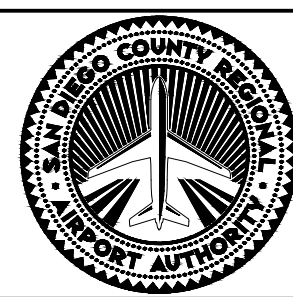


INFORMATION ONLY

THIS DRAWING HAS BEEN PREPARED FOR INFORMATION ONLY. IF ANY DISCREPANCIES, INADEQUACIES OR INACCURACIES ARE DISCOVERED, IT SHOULD BE REPORTED TO THE AIRPORT FACILITIES DEPARTMENT IN WRITING. THE SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY SHALL NOT BE RESPONSIBLE FOR ANY ERRORS OR OMISSIONS WHICH MAY BE INCORPORATED HEREIN AS A RESULT.

ISSUED BY: FACILITIES DEVELOPMENT DEPARTMENT

REVISIONS	DATE	APPROVED	



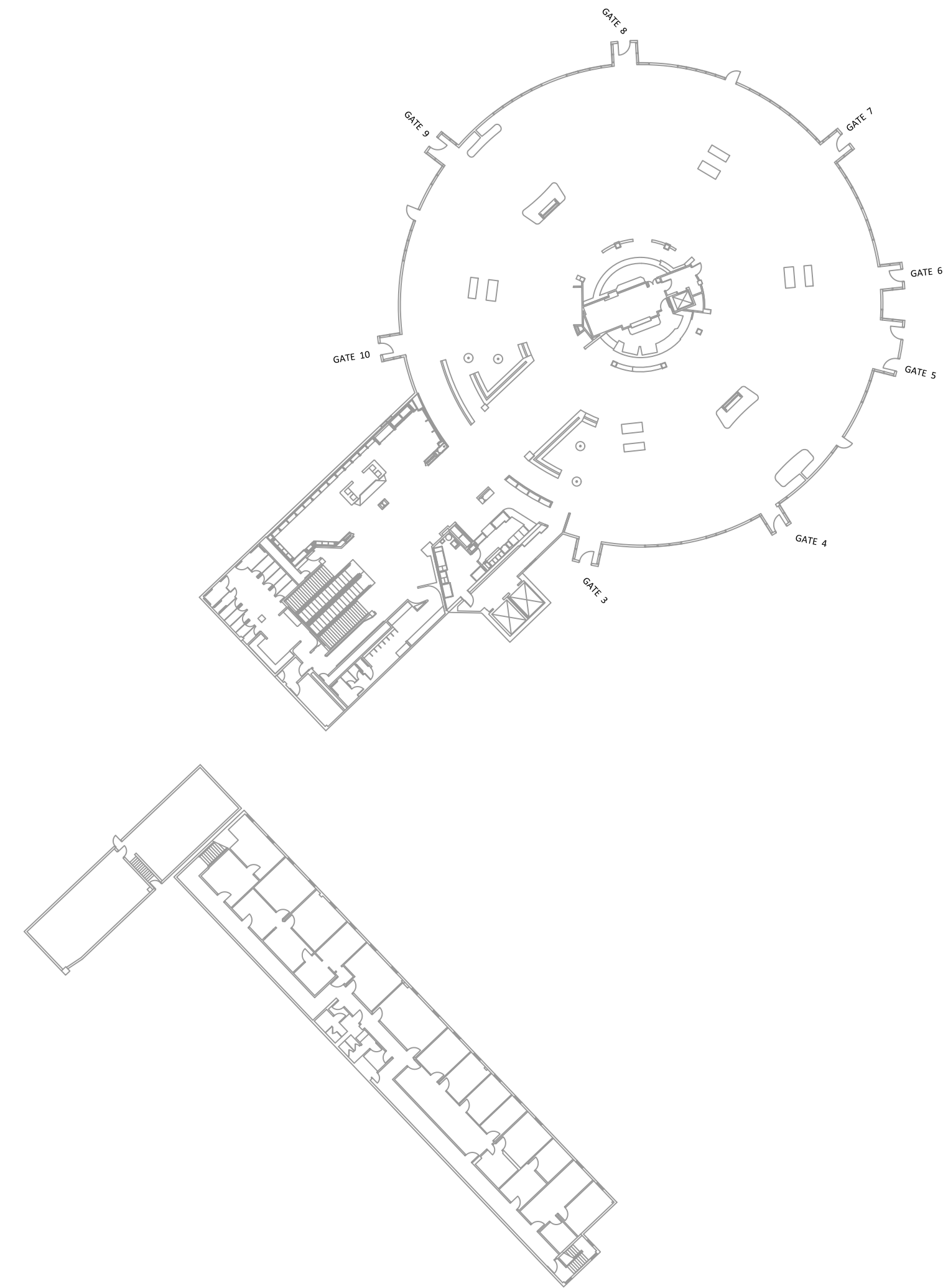
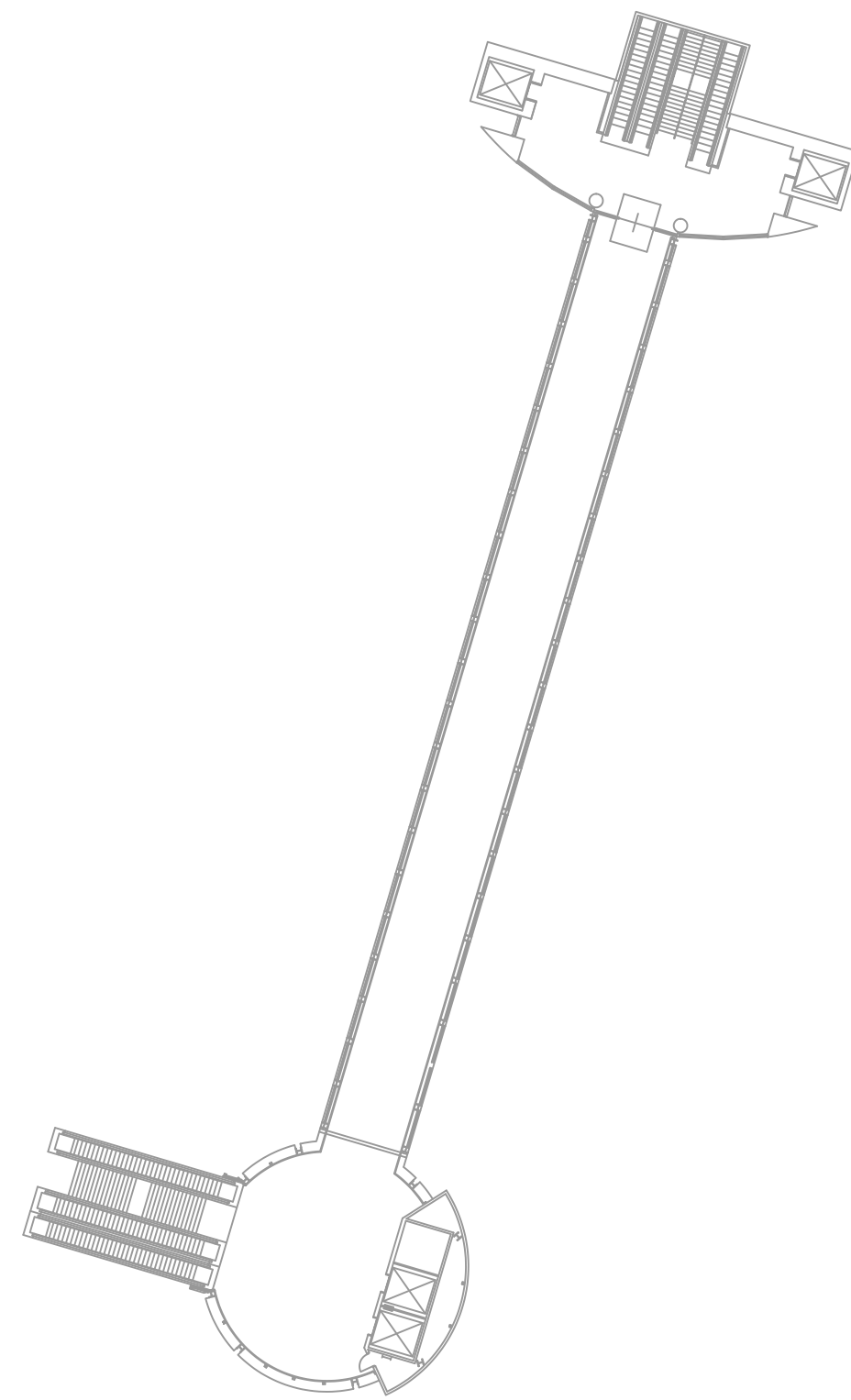
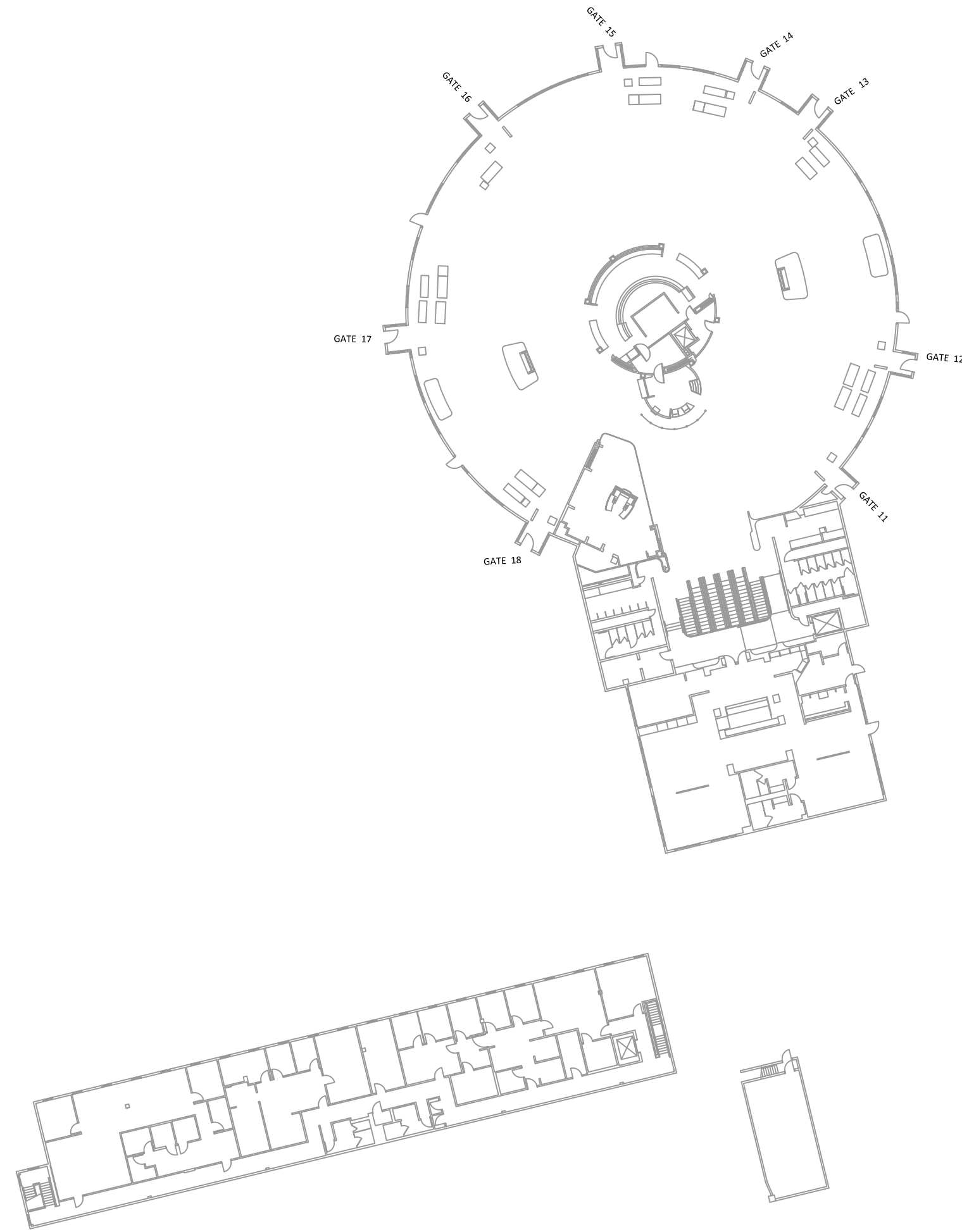
SAN DIEGO INTERNATIONAL AIRPORT  
SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY

DRAWN : FDD TECH SERVICES
CHECKED : -
APPROVED : -

SAN DIEGO INTERNATIONAL AIRPORT
TERMINAL 1, FRIST FLOOR

DATE : 1/17/2018
SCALE : 1" = 40'
EXHIBIT



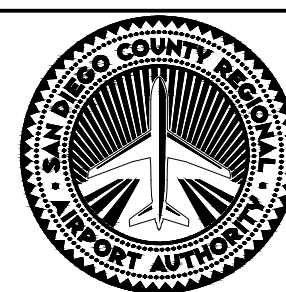


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ISSUED BY: FACILITIES DEVELOPMENT DEPARTMENT

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





## 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**

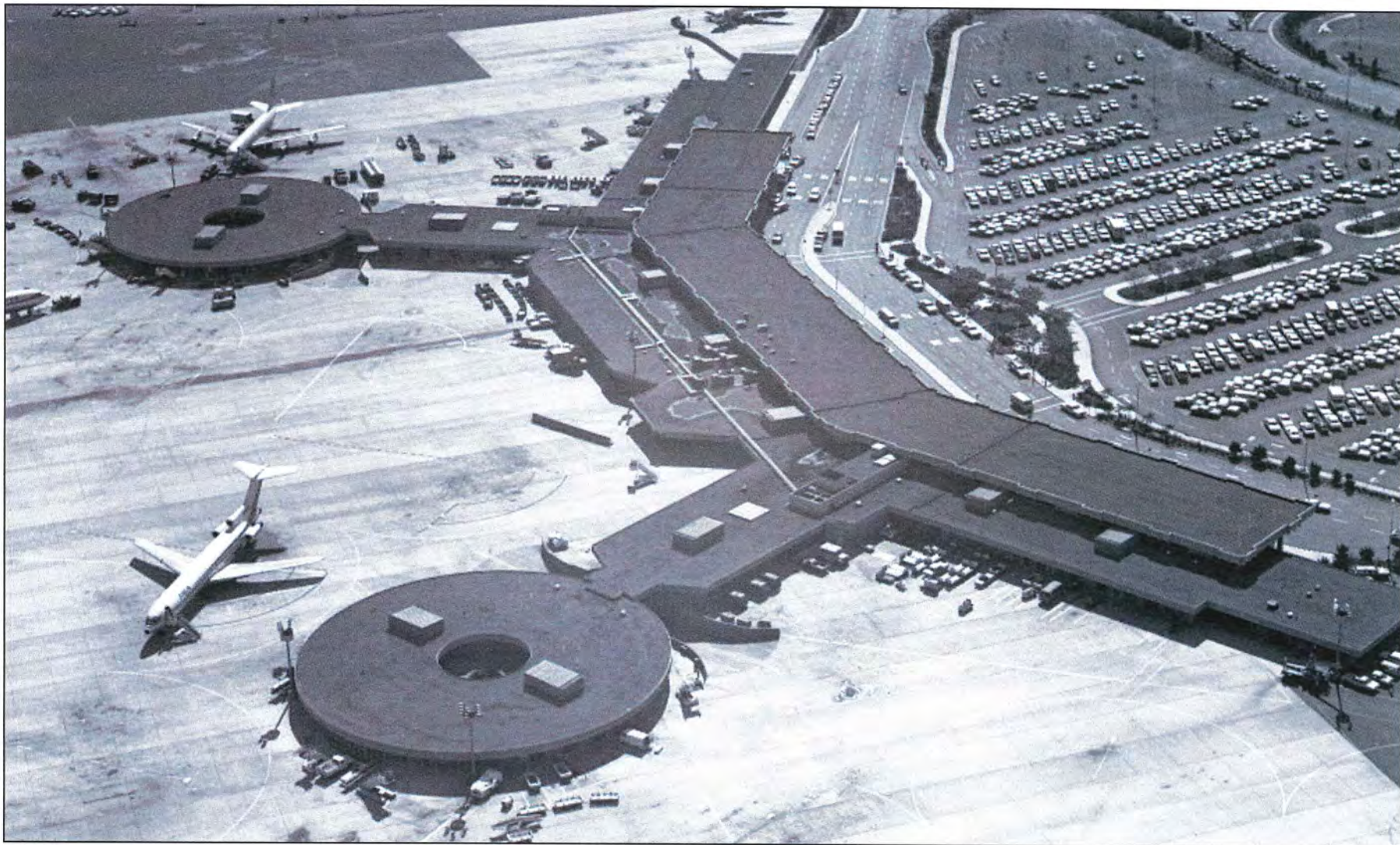
#### **1968 Photograph of the Terminal 1 Interior Public Concourse**

Lindbergh Field Air Terminal

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







## Plate 6

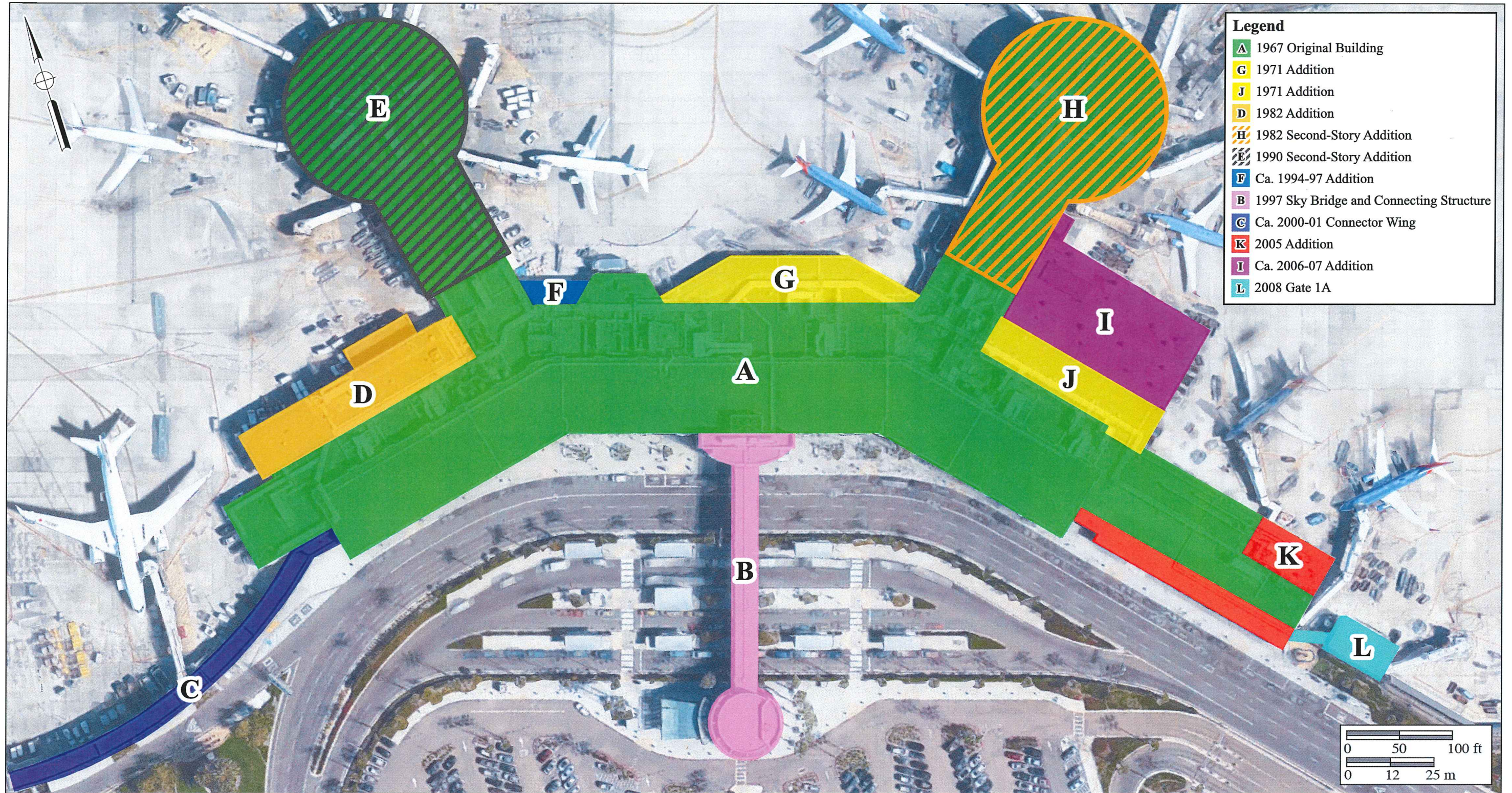
**1970 Aerial Photograph of Terminal 1, Facing Southeast**

Lindbergh Field Air Terminal

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







**Site Plan for Terminal 1**  
Lindbergh Field Air Terminal



# HISTORIC AMERICAN BUILDINGS SURVEY

## INDEX TO PHOTOGRAPHS

LINBERGH FIELD AIR TERMINAL (Terminal 1)  
3225 North Harbor Drive  
San Diego  
San Diego County  
California

HABS No.

## INDEX TO BLACK AND WHITE PHOTOGRAPHS

Ryan B. Anderson, Photographer, November 2017

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- \_\_\_\_\_-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
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- \_\_\_\_\_-10    SECTION E, FACING SOUTHEAST
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- \_\_\_\_\_-14    SECTIONS A, F, AND G, FACING SOUTHWEST
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- \_\_\_\_\_-17     SECTION E, FACING SOUTHEAST
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- \_\_\_\_\_-21     INTERIOR OF THE WEST WING OF SECTION A, FACING NORTHEAST
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- \_\_\_\_\_-23     INTERIOR OF SECTION E, FACING NORTH
- \_\_\_\_\_-24     INTERIOR OF SECTION H, FACING NORTHEAST
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HABS No. \_\_\_\_\_-1





HABS No. \_\_\_\_\_-2





HABS No. \_\_\_\_\_-3





HABS No. \_\_\_\_\_-4





HABS No. \_\_\_\_\_-5





HABS No. \_\_\_\_\_-6





HABS No. \_\_\_\_\_-7





HABS No. \_\_\_\_\_-8





HABS No. \_\_\_\_\_-9





HABS No. \_\_\_\_\_-10





HABS No. \_\_\_\_\_-11





HABS No. \_\_\_\_\_-12





HABS No. \_\_\_\_\_-13





HABS No. \_\_\_\_\_-14





HABS No. \_\_\_\_\_-15





HABS No. \_\_\_\_\_-16





HABS No. \_\_\_\_\_-17





HABS No. \_\_\_\_\_-18





HABS No. \_\_\_\_\_-19





HABS No. \_\_\_\_\_-20





HABS No. \_\_\_\_\_-21





HABS No. \_\_\_\_\_-22





HABS No. \_\_\_\_\_-23





HABS No. \_\_\_\_\_-24





HABS No. \_\_\_\_\_-25

