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.
Historians:	Brian F. Smith, M.A., Senior Historian, Jennifer R.K. Stropes, M.S., Associate Historian, Elena C. Goralogia, B.A., Courtney J. Accardy, B.A., and Caitlin A.M. Foote, B.A., of Brian F. Smith and Associates, Inc. Photography by Ryan B. Anderson, Ph.D. This report was completed on June 7, 2018.

PART I: HISTORICAL INFORMATION

A. Physical History

1. Date of erection: Terminal 1 was built in 1967. On March 5, 1967, the terminal became operational and was officially opened to the public. Terminal 1 was constructed in response to an increase in passengers traveling through Lindbergh Field. By 1964, approximately 1.4 million airline passengers passed through Lindbergh Field annually, despite the fact that the terminal had a capacity rating of only 500,000 per year. Although previous planners focused upon the possibility of relocating the airport, the San Diego City Council and the Harbor Commission ordered that plans be drawn for a new terminal in 1961.¹ The Federal Aviation Administration (FAA) allowed that Lindbergh Field could be used for all jet-powered aircraft in the foreseeable future. The firm of F.E. Young Construction Co. of San Diego began construction on the new terminal building in November 1965. By the

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

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

- 2. Architect: In 1963, the Unified Port District selected Paderewski, Dean & Associates to design the "new city airport terminal to be located on Harbor Drive opposite Harbor Island."² Prior to designing Terminal 1, Paderewski, Dean & Associates specialized in schools, office buildings, high-rise apartments, and buildings for the Navy.³ Paderewski, Dean & Associates were responsible for a number of construction designs in San Diego, including: the first school to utilize radiant heat in 1947; the first prefabricated plywood wall and roof panel system used in several schools; an all-glass elevator at the El Cortez Hotel in 1956; and the Buckminster Fuller-inspired geodesic dome on the Physical Education Building at Palomar College.⁴ In designing the new airport terminal, Louis Dean, vice president of Paderewski, Dean & Associates, stated that they needed to "make the airport flexible, capable of expansion without limiting the aesthetic qualities."⁵ Dean also acknowledged that as the airline passenger is usually in a hurry, loading zones, ticket counters, baggage claim, and parking must all be designed to facilitate maximum efficiency.⁶
- **3. Original and subsequent owners, occupants, uses:** Terminal 1 was constructed under the ownership of the Unified Port District. On October 14, 2001, California Assembly Bill 93 established the San Diego County Regional Airport Authority (SDCRAA) as a local entity of regional government in charge of overseeing airport operations; the bill also required the SDCRAA to generate a comprehensive airport land use plan and submit a site selection for a future regional airport.⁷ In December 2002, the SDCRAA Board conducted its first meeting, and on January 1, 2003, airport ownership and operations were transferred from the Unified Port District to the SDCRAA.⁸ After the SDCRAA was formed, then-President/CEO Thella Bowens officially dropped the name "Lindbergh Field" in favor of the "San Diego International Airport" when applying for a new operating certificate from the FAA.⁹ Terminal 1 has been used as an airport terminal since its date of construction.
- **4. Builder, contractor, suppliers:** The firm of F.E. Young Construction Co. of San Diego began construction on Terminal 1 in November 1965, completing the building

http://www.modernsandiego.com/Paderewski.html (November 9, 2015).

² San Diego Union, Local Briefs: Airport Terminal Planners Chosen, San Diego, California (October 9, 1963).

³ San Diego Union, Realty Roundup: Year Ahead Looks Promising, San Diego, California (January 3, 1965).

⁴ Modern San Diego, "C.J. 'Pat' Paderewski (1908-2007), Paderewski, Mitchell and Dean,"

⁵ San Diego Unified Port District, Port of San Diego Unified Port District Annual Report, on file at the San Diego Historical Society Library and Manuscripts Collection, 1965-66.

 ⁶ San Diego Union, Architect Achieves Art and Economy at Airport, San Diego, California (February 7, 1967).
 ⁷ Katrina Pescador, Alan Renga, Pamela Gay, and the San Diego Air and Space Museum, *Images of Aviation: San Diego International Airport, Lindbergh Field*, Arcadia Publishing, Charleston, South Carolina, 2012.

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

⁹ San Diego International Airport, "San Diego County Regional Airport Authority," http://www.san.org/ (November 9, 2017).

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

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

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

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

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

¹⁰ San Diego Union, Terminal Facility to be Dedicated, San Diego, California (February 7, 1967).

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

¹² San Diego Union, Architect Achieves Art and Economy at Airport, X-8.

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

¹⁴ San Diego Union, Architect Achieves Art and Economy at Airport, X-8.

¹⁵ San Diego Union, Terminal Facility to be Dedicated, X-18.

¹⁶ San Diego Unified Port District, Port of San Diego Unified Port District Annual Report, on file at the San Diego Historical Society Library and Manuscripts Collection, 1966-67.

reached their narrowest point and revealed structural steel.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

B. Historical Context

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

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

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

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

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

¹⁹ San Diego Unified Port District, Port of San Diego Unified Port District Annual Report, on file at the San Diego Historical Society Library and Manuscripts Collection, 1964-65.

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

²¹ San Diego Union, Air Terminal Previewed, San Diego, California (February 7, 1967).

²² San Diego Unified Port District, Port of San Diego Unified Port District Annual Report, 1966-67.

PART II: ARCHITECTURAL INFORMATION

A. General Statement

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

According to the San Diego Modernism Historic Context Statement²³, 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 Statement²⁴, 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.

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

²⁴ City of San Diego, San Diego Modernism Historic Context Statement, 2007.

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

B. Description of Exterior

- Overall dimensions: Terminal 1 is comprised of the crescent-shaped portion of Section A, which is positioned on an east-west axis, with two wings that form separate concourses and terminate at two identical rotundas. When built, Terminal 1 was almost 400 percent larger than the 1951 terminal that it was meant to replace, and included a 36,000-square-foot lobby, an 8,000-square-foot baggage claim area, and 1,450 new parking spaces.²⁵ Since the building's completion in 1967, the east, north, and west façades of the terminal have gone through several modifications/additions (Sections C through L) that have increased the overall square footage of the building and modified the exterior appearance. The construction of a second story on both the Section A west and east concourse wings (Sections E and H) has also altered the overall massing of the building. Although Terminal 1 is only two stories tall, it was specifically designed to accommodate large jet engine aircraft with an expansive, 1,039' x 450' horizontal footprint
- **2.** Foundations: Terminal 1 was constructed on artificial fill created by the dredging of San Diego Bay. According to building plans, the maximum soil pressure at grade was measured at 3,000 P.S.F. Three different types of concrete spread footings were placed 40 feet apart and the foundation includes a moisture barrier and 4" concrete slab-on-grade.
- **3. Walls:** The exterior walls on the primary (south) façade of Section A are comprised of floor-to-ceiling windows and 8", tan, smooth-face, concrete block bricks laid in courses. To the west, the south façade of Section C consists of poured concrete on the first floor and a covered walkway covered in metal and glass panels. Immediately north of Section C is an additional portion of the original 1967 Section A that also features concrete block and sandblast-finished, poured concrete.

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

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

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

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

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

The exterior of Section F is concrete and features a wall of fixed-pane windows that are inset in sandblast-finished concrete. Immediately east of Section F is an original 1967 projecting bay (Section A) that once housed the Interstate Hosts Restaurant²⁶, 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, smoothface concrete block walls laid in courses. Section L is connected to Section A by a narrow passageway also made of concrete block.

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

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

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

5. Openings:

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

Doors were added to Sections D and H in 1982 and include: anodized, aluminum-framed, single and double glass doors with glass transom panels above; single and double wood doors finished in plastic laminate with vision panel inserts and steel, enamel-finished framing; single and double wood doors finished in plastic laminate with steel, enamel-finished framing; metal double doors with enamel finish and steel, enamel-finished framing; metal roll-top doors with enamel finish and steel, enamel-finished framing; and metal roll-top doors with enamel finish, vision panel inserts, and enamelfinished 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, aluminumframed, 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 90degree 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 greyand white-based epoxy terrazzo panels separated by 1/8" stainless steel divider strips. Some concession and vendor spaces are floored with 8" x 8" (or greater) smooth porcelain tiles with dark brown epoxy grout. Passenger holding areas are floored with a mixture of terrazzo and grey-based, multi-color-accented, broadloom Lees Commercial Carpet Tiles, pattern T-74488-TB, textured patterned loop. These materials, however, are not original to Terminal 1 and were updated circa 2003.

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

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

5. Openings:

- **a. Doorways and doors:** Few doors are found on the interior of Terminal 1. Most interior doors are hollow metal with metal framing and lead to restricted areas. Hollow metal doors located in high traffic areas exhibit 18"-tall, stainless steel kick plates with hidden fasteners. On the north wall of the baggage claim area are aluminum-framed, sliding, double doors with four thick, opaque glass insets per door. Stainless steel or hollow metal boarding bridge portal doors lead to the jet bridges at each gate. Restroom stall doors are made of stainless steel.
- **b. Windows:** The only interior windows within Terminal 1 are located in the vendor spaces and public baggage offices. These windows are metal-framed and allow the public to view display items or office interiors from the public concourses.
- 6. Decorative features and trim: The exposed concrete, waffle-slab ceiling and exposed concrete and metal, tapered, "Jetsons"-esque-style pillars, like those found along the exterior south façade of Section A, are also located inside the public concourse. These elements are original to the building. A non-original art installation titled "Signalscape" was installed across the entryway to the baggage claim area in 2011. "Signalscape" was designed by Miki Iwasaki and consists of sixteen panels of thirty-seven boxes that illuminate depending upon the movement of

passengers passing below.²⁷

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

8. Mechanical equipment:

- **a.** Heating, air conditioning, ventilation: Terminal 1 is equipped with forced central air heating and cooling ducts. Two centrifugal chillers, two chilled water pumps, two condenser water pumps, and one cooling tower can be seen on Sheets M-14 and M-15, two hot water pumps and two hot water boilers can be seen on Sheet M-15, and the complete schedule of mechanical equipment can be found on Sheet M-1 of the original building plans in Part III-A.
- **b.** Lighting: The majority of the lighting within Terminal 1 consists of recessed fluorescent and incandescent light fixtures, with some pendant- and surface-mounted fluorescent light fixtures within the east and west rotundas and the public restroom facilities. Fluorescent striplighting is present in the westernmost and easternmost portions of Section A.

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

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

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

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

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

D. Site

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

PART III: SOURCES OF INFORMATION

- A. Architectural drawings:
 - 1. San Diego International Air Terminal, Lindbergh Field: Door Schedule, Paderewski, Dean & Associates (Sheet 61, Drawing No. 704, August 23, 1965)
 - 2. San Diego International Air Terminal, Lindbergh Field: Door Schedule, Paderewski, Dean & Associates (Sheet 62, Drawing No. 704, August 23, 1965)
 - 3. San Diego International Air Terminal, Lindbergh Field: Door and Window Details, Paderewski, Dean & Associates (Sheet 63, Drawing No. 704, August 23, 1965)
 - 4. San Diego International Air Terminal, Lindbergh Field: Door and Window Details, Paderewski, Dean & Associates (Sheet 64, Drawing No. 704, August 23, 1965)
 - 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)
 - 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)

- 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)
- 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)
- 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)

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12 C 3'-0" 7'-0" - ALUM ALUM, - 65 K 65 M 65 L 65	CPP D 21-6" 7-0" 134" STL, P.L. A 63 K 66 K 63 H 66	EG F 9-1011 9-41 - STL, STL, A 67 B 67 A 67 OVERHEAD
-13 E 7-1/2" 7-0" - ALUM. ALUM. N 63 P 63 Q 63 R 63 SLIDING DOOR FIXED 14 C 3-0" 7-0" - ALUM ALUM. N 65 K 65 M 65 65	C:20 D $2!-6!'$ $7!-0!'$ $134!'$ $5TL$ P.L. B B G3 J G3 H G6 C:21 D $2!-6!'$ $7!-0!'$ $134!'$ $5TL$ P.L. B G3 J G3 H G6	E-7 6 3-0" 7-0" 134" STL, P.L. 265 T65 T65 V65 E-8 F 9-10" 9-4" - STL. STL. A 67 B 67 A 67 OVERHEAD
15 6 3-0" 7-0" 13/4" STL. P.L. 5 5 T 55 T 55 4	C-22 D 2'-8" 7'-0" 134" STL. P.L. C 63 6 63 4 66	
16 G 3-0" 7-0" 13/4" STL. P.L. 5 65 T 65 4 65	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	E-9 F 9-10" 9-4" - STL, STL, A 67 B 67 B 67 A 67 OVERHEAD E-10 G 3-0" 7-0" 134" STL, P.L. 5 65 T 65 T 65 V 65
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2 ALL ALUMINIUM DODES AND ERAMES SHALL BE EACTORY EINISH CORE CONSTRI		
	L BE FILLED SOLID WITH PLASTER.	
4. PLASTIC LAMINATE DOORS SHALL BE FACTORY FINISH		
SEXTERIOR OF WOOD DOORS SHALL BE ENAMELED, INTERIOR OF WOOD DOORS SHALL BE STAINED.		
PADEREWSKI · DEAN & ASSOCIATES REFERENCES	San Diego Unified	DESIGNED APPROVAL AUG 23 1965
ARCHITECTS James Q Dean CONTRACTOR	San Diego Unified Port District San Diego California	DRAWN DG APPROVED AUG 23 1965
J. PADEREWSKI, F.A.I.A. · LOUIS A. DEAN, A.I.A. CONSTRUCTION STARTED 25 'C' STREET · SAN DIEGO, CALIFORNIA · 234 6183 CONSTRUCTION COMPLETED CONSTRUCTION COMPLETED CONSTRUCTION COMPLETED CONSTRUCTION COMPLETED REVISIONS	DATE APPROVED San Diego · California	CHECKED RZA JE Liebmanne DOOR SCHEDULE CHIEF ENGINEER

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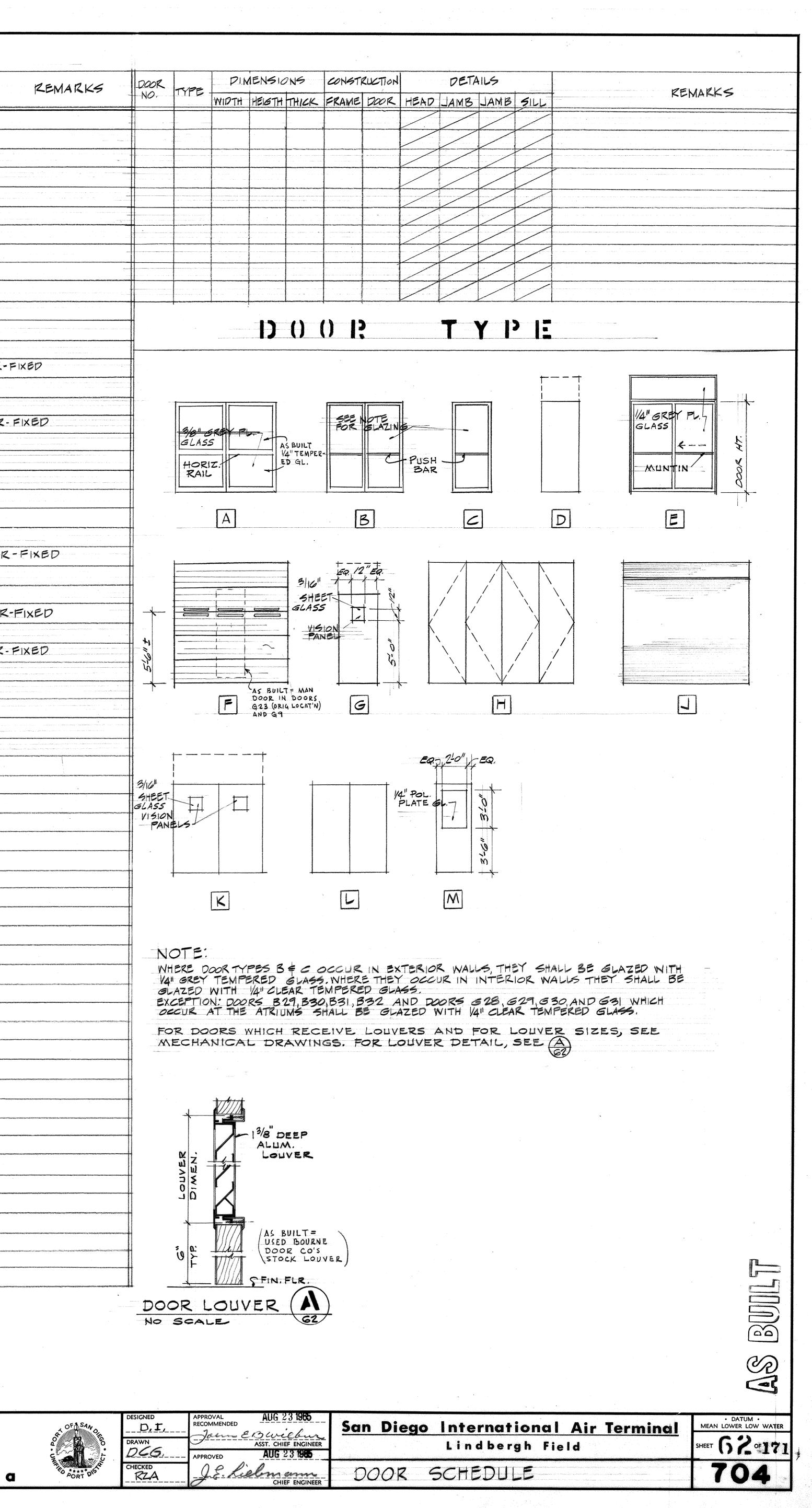
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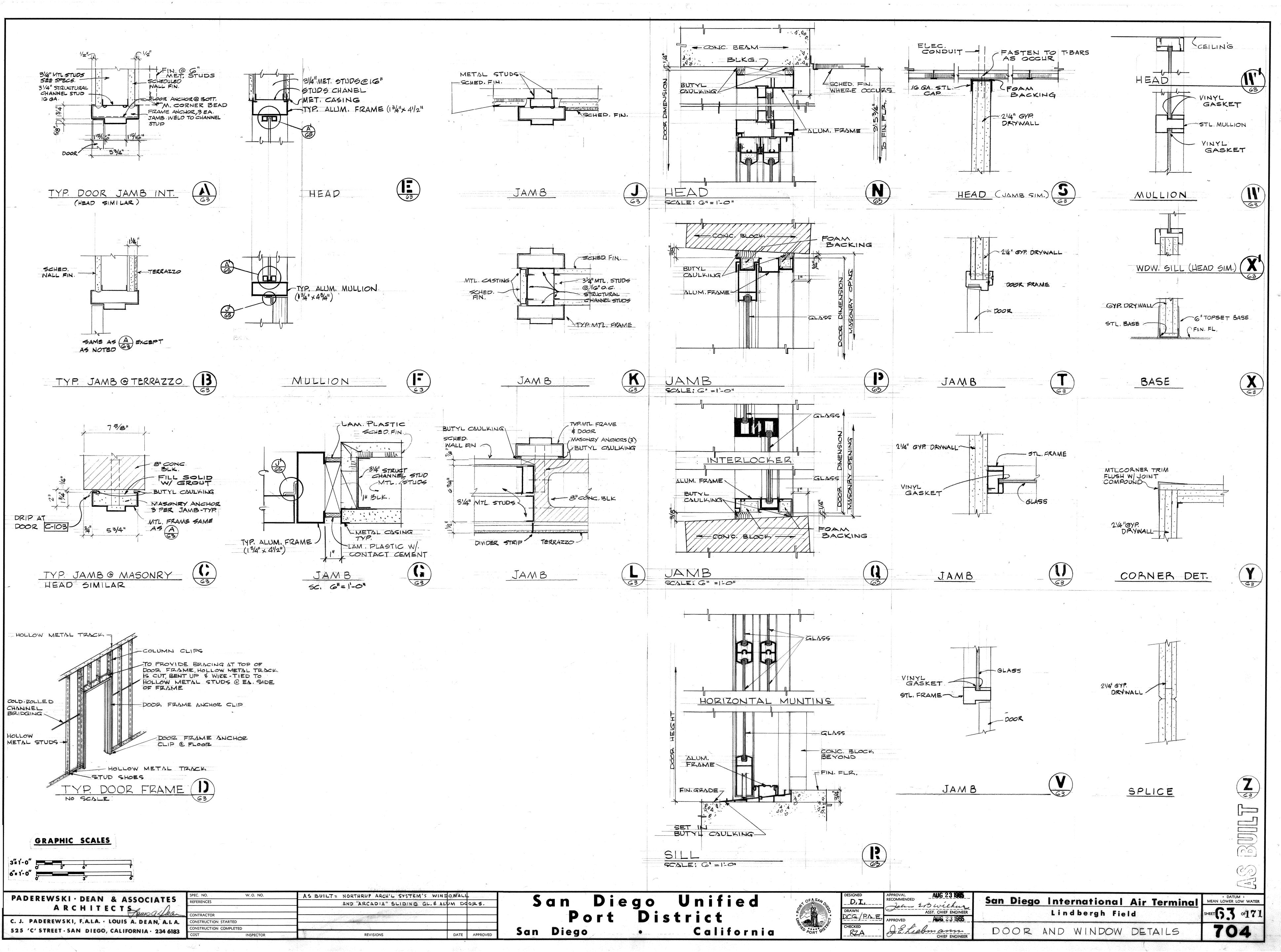
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	U E	/63 T/r	TE	5/15	ALUM					6	6-25			M65 M66			1 1	STL.	1	7-0"	31.01		F-17
LIDING DOOR-	R	R/13	P 13	N 63	ALUM.			7-0"	7-11/2"	E	6-24			K66		X /	P.L.	STL.	3/4"	1-011	31-04		F-8
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ĸ			AB		PL,	an the second	13/4"	7±011	31-011	P	6-36		4	M 66			RL.	STL.	13/4"	71-01	31-011	D	F-28
₩₩₩₩₩\$	# 66	1	AGB	10	P.L.	STb.	13/4"	71-01	36011	D	6-37			A 63 1				5TL.	13/4"	7-0"	31-011	Þ	F-29
**				B 63	P.L.	576.	13/4"	71-011	21-61	P	6-38			M 66			P.L.	STL.	13/4"	7-0"	2-61	D	F-30
nangawang managang managang managang managang di panamat di pangkan	H 66	N 66	W 66	B 63	P.L.	STL.	13/4"	71011	21-611	D	6-39		Contraction of the second s	4/67	and the second of the second	Construction and the second	P.L.	STL,	1941	7601	31-011	D and	E-3
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819412-0014-002-00-00-00-00-00-00-00-00-00-00-00-00	H 66		B 63	B 63	P.L.	STL.	(3/4.11	71-011	2'-0"	D	6-47		H GG		- 66 J 66	and a conjugation of the second s	P.L.	STU.	1341	71-011	2-6"		F-39
Entre entre entre Sandenbergenen entre Sandenbergenen en son entre en anderen	H 66	A 63		A 63	P.L.	STL.	13/4 1	7'-0"	2-6"	D	6-48		+ 66	K 63	1 7		P.L.	STL,	13411	7-011	2!-6"	D	F-40
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nterestymbownerdd Theynenedd megologolaeth ne ymwar wertyn artefal yn deganaethar								1999 - ACTOR BUILDING	******				66	-10	KI X	970 W	P.L.	STL.	36"	6-10"	2-6"	M	F-47
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					1999 1992 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 19	والمعاد المحمد معارضين والمتحاد وعاره والمعتوى		an tha an fair film a than a ta t	un martin ann an 1970 a				HGG	<u>~ 63</u>	A 63	66	9.6.	STL.	174				F-49
ดสระนะเทศสาสเร็จไปเรื่องมีสารที่รางการเป็นของการเรียกของไหลงการแก่งหมางเป็นกร้องสุมชุมชุมชุมชุม					- Administra			Comed			*			· · · ·			1 .	1		1	1	1	

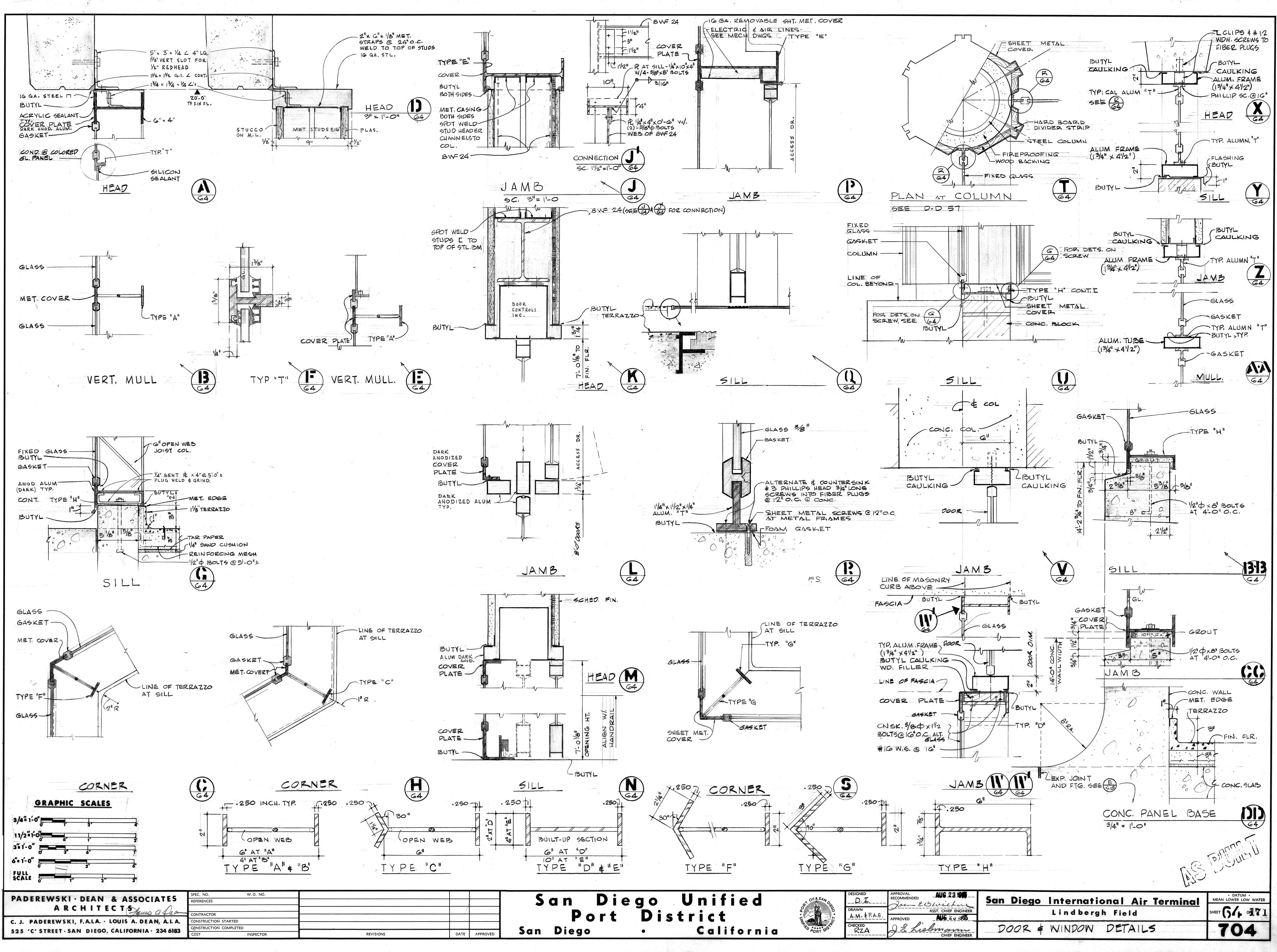
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	SPEC. NO. W.O. NO.	
PADEREWSKI · DEAN & ASSOCIATES	REFERENCES	
ARCHITECTS		· .
Thereas a free	CONTRACTOR	
C. J. PADEREWSKI, F.A.I.A. · LOUIS A. DEAN, A.I.A.	CONSTRUCTION STARTED	
525 'C' STREET · SAN DIEGO, CALIFORNIA · 234 6183	CONSTRUCTION COMPLETED	
525 C SIREET SAN DIEGO, CALIFORNIA 204 0105	COST INSPECTOR	REVISIONS

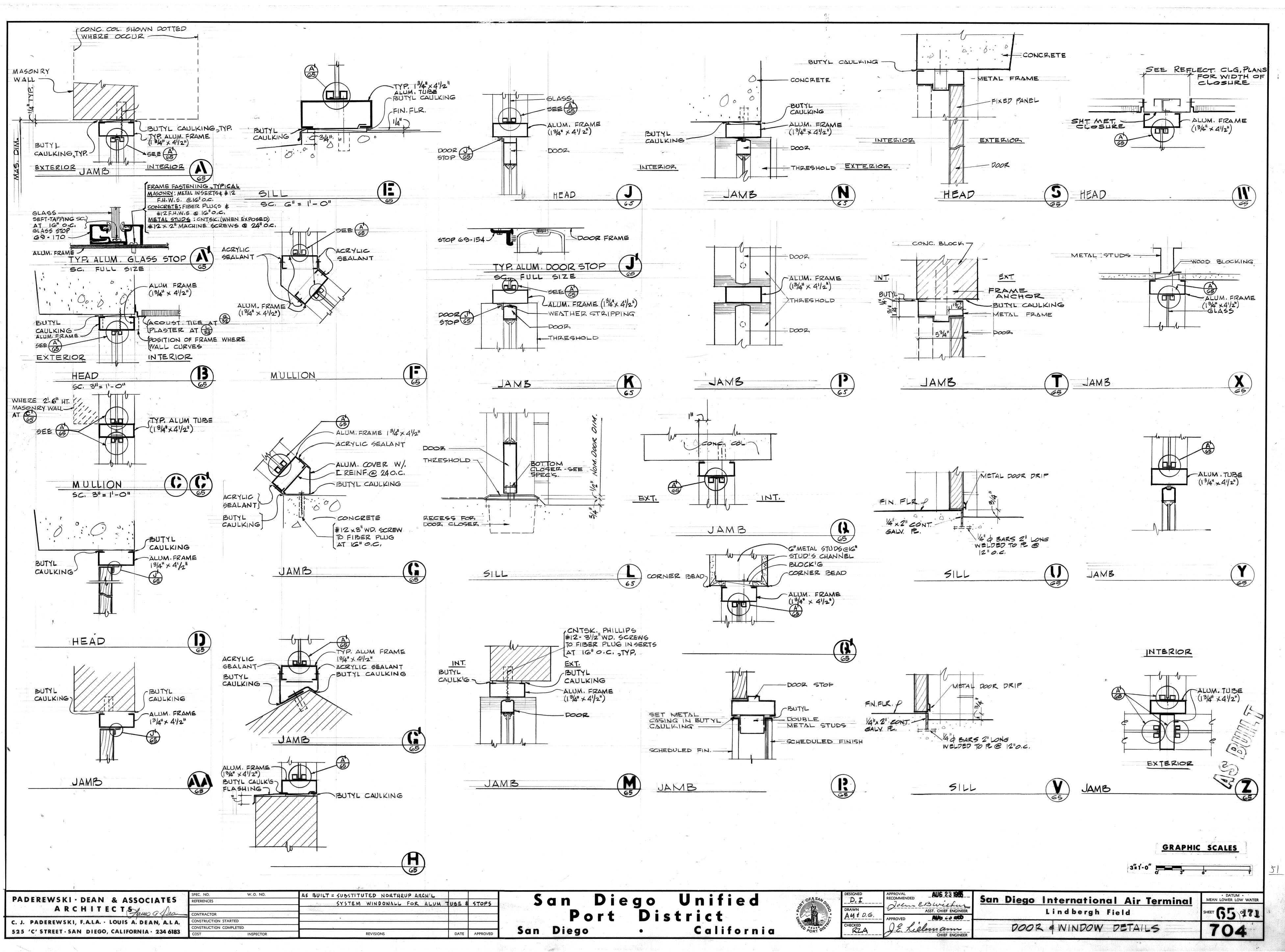
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San Diego Unified Port District an Diego · California San Diego

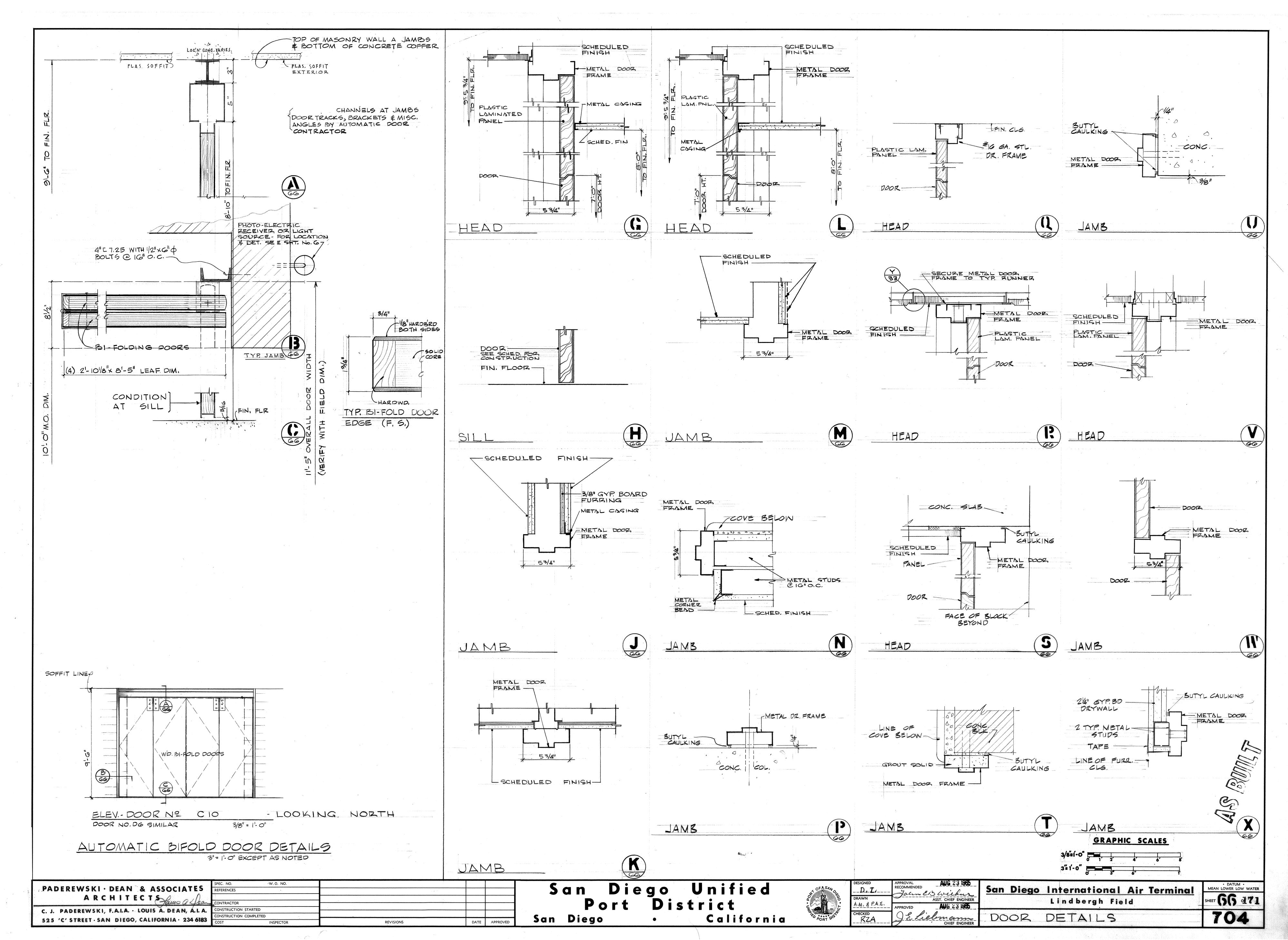








	OF SAN OK	DESIGNED	APPROVAL RECOMMENDED John EBwiehur	San Diego	International	Air Ter
	04. U	DRAWN AM & D.G.	ASST. CHIEF ENGINEER		Lindbergh Fie	ld
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		P M E N	7	5 (; H		
M SYM DESCRIPTION	MAKE & MODEL ELECTRICAL CHARA	SE FLA DRIVER DRIVEN CFM. S.P. U.V. AREA ENT. L	AIR TEMP. ENT. D.B. LVG. D.B. ENT. W.B. LVG. W.B. GPM FT. HD. BTU COOL'G BTU HEAT'G. 7	ONS FILTERS COILS SIZE ROWS FIN/IN	COND. WATER GPM ENT. TEMP. LVG. TEMP. FT. HD.	REMARKS
C-1 CENTRIFUGAL CHILLER C-2 CENTRIFUGAL CHILLER	CARRIER 19 D 480 60 3 CARRIER 19 D 1 1 1	267 3500 57.5 4 267 3500 3500 57.5 4	450 13 2	250 250	725 82.5 92.5 18' 725 82.5 92.5 18'	TYPE W MOUNTING, 2 LAYERS TYPE W MOUNTING, 2 LAYERS
CT-1 COOLING TOWER P-1 CHILLED WATER PUMP	MARLEY NO. 7245 - ΗΙ 2-25 PEERLESS AQUALINE 405/3 30	1750 1750	71 1450 12 450 150			TYPE W MOUNTING, 2 LAYERS
P-2 CHILLED WATER PUMP	PEERLESS AQUALINE 40513 30		450 150			
P-3 CONDENSER WATER PUMP P-4 CONDENSER WATER PUMP	PEERLESSAQUALINE50 S 1325PEERLESSAQUALINE50 S 1325		725 90 725 90			
P-5 HOT WATER PUMP P-6 HOT WATER PUMP	PEERLESSFLUIDYNEPB2 x 21/2 x 121.5PEERLESSFLUIDYNEPB2 x 21/2 x 1215	1750 1750	150 130 150 130			
B-1 HOT WATER BOILER B-2 HOT WATER BOILER	RITE 275 RITE 275	150 18 150 18	/50 /50 /50 2.200,000			2,750 000 BTU INPUT TYPE W MOUNTING, 2 LAYERS 2,750 000 BTU INPUT TYPE W MOUNTING, 2 LAYERS
F-1 SUPPLY FAN CC-1 COOLING COIL	RECOLD SIZE 21 F 15 RECOLD TYPE 6HC	963 11325 3.4 2423 10600 23.5 44 5	82 52 66 51 67 15 470000	39 321/2×104 6 14		CLASS I FORWARD CURVED, TYPE B MOUNTING, 11/2" DEF. TYPE G BASE
HC-1 HEATING COIL	RECOLD TYPE 2MC	8500 11.8 180 15	65 96 19 3 284 000	15 x 104 2 8		W/ELIMINATORS & DRAIN PAN
AF-1 AIR FILTER F-2 SUPPLY FAN	BURKE HIE 40 SERIES 12 RECOLD SIZE 24 F 15	831 13050 3,4 2085		6-24 × 24 × 12	,	SEE NOTE ON TEMPORARY DISPOSABLE FILTER INSTALLATION (TYP. ALL SYSTEMS, CLASS II FORWARD CURVED, TYPE B MOUNTING, I'M DEF. TYPE G BASE
CC-2 COOLING COIL HC-2 HEATING COIL	RECOLD TYPE GHC	12800 26.3 44 5 10000 13.4 180 15		48 <u>321/2 x 116 6 14</u> 15 x 116 2 8		W/ELIMINATORS & DRAIN PAN
AF-2 AIR FILTER F-3	BURKE HIE 40 SERIES 12			8-24 x 24 x 12		
CC-3 HC-3						
F-4 SUPPLY FAN	RECOLD SIZE 24F 15	832 12200 3.4 1910				CLASS II FORWARD CURVED, TYPE B MOUNTING, 11/2" DEF. TYPE G BASE
CC-4 COOLING COIL	RECOLD TYPE GHC	11 700 24.9 44 5.	82 52 66 51 76 17 530 000 65 96 21 3 70 000	44 321/2 × 110 6 14		W/ELIMINATORS & DRAIN PAN
HC-4 HEATING COIL AF-4 AIR FILTER	RECOLD TYPE 2MC BURKE HIE 40 SERIES 12		65 96 21 3 310 000	6-24 x 24 x 12		
CC-5 SUPPLY FAN CC-5 COOLING COIL	RECOLD SIZE 24 F 15 RECOLD TYPE GHC			41 321/2 × 110 6 14		CLASS II FORWARD CURVED, TYPE B MOUNTING, 11/2" DEF, TYPE G BASE W/ELIMINATORS & DRAIN PAN
HC-5 HEATING COIL AF-5 AIR FILTER	BURKE HIE 40 SERIES 12	9 000 12.5 180 15		6-24 × 24 × 12		
F- 6 SUPPLY FAN CC-6 COOLING COIL	RECOLD SIZE ZIF 10 RECOLD TYPE GHC	967 10550 3.4 2447 10,000 20.7 44 5	82 52 66 51 62 10 450 000	37 321/2 × 92 6 14		CLASS I FORWARD CURVED, TYPE B MOUNTING, 142" DEF. TYPE G BASE W/ELIMINATORS & DRAIN PAN
HC-6 HEATING COIL AF-6 AIR FILTER	RECOLD TYPE 2MC BURKE HIE 40 SERIES 12	8000 10.4 180 15	82 72 66 71 62 70 470 000 65 96 17 3 265000 265000	15 x 92 2 8		
* F-7 SUPPLY FAN	RECOLD SIZE 24F 15	82.9 13 700 3.5 2144		6-24 x 24 x 12		CLASS I FORWARD CURVED, TYPE B MOUNTING, 11/2" DEF. TYPE G BASE
CC-7 COOLING COIL HC-7 HEATING COIL	RECOLD TYPE 64C RECOLD TYPE 2MC	12 700 27.7 44 50 10 300 13.9** 180 15		48 32½ x 122 6 14 15 x 122 2 8		W/ELIMINATORS & DRAIN PAN
AF-7AIR FILTERF-8SUPPLY FAN	BURKE HIE 40 SERIES 12 RECOLD SIZE 21F 15	965 11450 3,4 2437		8-24 × 24 × 12		CLASS I FORWARD CURVED, TYPE B MOUNTING, 11/2" DEF. TYPE G BASE
CC-B COOLING COIL HC-B HEATING COIL	RECOLD TYPE GHC	10 000 23.5 44 52 8 600 11.8 180 150		39 321/2 × 104 6 14 15 × 104 2 8		W/ELIMINATORS & DRAIN PAN
AF-8 AIR FILTER F-9 SUPPLY FAN	BURKE HIE 40 SERIES 12 RECOLD SIZE 24F 15	B31 13 300 3.4 2081		6-24 × 24 × 12		CLASS TI EORWARD CHRYER TYPE & MOUNTING WINDLE TYPE C BASE
CC-9 COOLING COIL	RECOLD TYPE 6HC	12 400 27.7 44 51		47 321/2 × 122 6 14		CLASS IL FORWARD CURVED, TYPE B MOUNTING, 11/2" DEF. TYPE G BASE W/ELIMINATORS & DRAIN PAN
HC-9 HEATING COIL AF-9 AIR FILTER	RECOLD TYPE 2 MC BURKE HIE 40 SERIES 12	10 000 13.9 180 15	65 96 22 3 330 000	B-24 x 24 x 12		
F-10 SUPPLY FAN CC-10 COOLING COIL	RECOLD SIZE 2IF 10 RECOLD TYPE GHC	921 // 750 3.1 2469 9400 23.5 44 5		30 321/2 x 104 G 8		CLASS I FORWARD CURVED, TYPE B MOUNTING, 11/2" DEF. TYPE G BASE W/ELIMINATORS & DRAIN PAN
HC-10 HEATING COIL AF-10 AIR FILTER	RECOLD TYPE 2 MC BURKE HIE 40 SERIES 12	8800 11.8 180 15	65 96 20 3 293 000	6-24×24×12 15×104 2 8		
F-11 SUPPLY FAN CC-11 COOLING COIL	RECOLD SIZE 21F 15 RECOLD TYPE 64C	957 11 100 3.4 2400 22.1 44 52	82 72 66 71 67 8 470 000	78 321/2 x 98 6 14		CLASS II FORWARD CURVED, TYPE B MOUNTING, I'R" DEF. TYPE G BASE W/ELIMINATORS & DRAIN PAN
HC-11 HEATING COIL	RECOLD TYPE GAC RECOLD TYPE 2MC BURKE HIE 40 SERIES 12	B 400 11.1 180 150		15 x 98 2 8		W/ELINVINATURO & DRAIN PAN
F-12 SUPPLY FAN	RECOLD SIZE 24 D 15	832 12 750 3.4 2000		6-24 × 24 × 12		CLASS I FORWARD CURVED, TYPE & MOUNTING, 11/2" DEF. TYPE G BASE
CC-12 COOLING COIL HC-12 HEATING COIL	RECOLD TYPE GHC RECOLD TYPE 2 MC	12 100 26,3 44 51 9 600 13.4 180 15		46 321/2 × 116 6 14 15 × 116 2 8		W/ELIMINATORS & DRAIN PAN
AF-12 AIR FILTER F-13 SUPPLY FAN	BURKE HIE 40 SERIES 12 RECOLD SIZE 24D 15	.83.4 11 750 3.4 1840		B-24 x 24 x 12		CLASS I FORWARD CURVED, TYPE B MOUNTING, 11/2" DEF. TYPE G BASE
CC-13 COOLING COIL HC-13 HEATING COIL	RECOLD TYPE 64C RECOLD TYPE 2MC			41 321/2×104 6 14 15×104 2 8		W/ELIMINATORS & DRAIN PAN
AF-13 AIR FILTER F-14 MULTIZONE AIR HANDLER	BURKE HIE 40 SERIES 12 - RECOLD MH 70 3	1070 4000 2.5		6-24 × 24 × 12		FORWARD CURVED TYPE & MOUNTING, I" DEF.
CC-14 COOLING COIL HC-14 HEATING COIL	RECOLD TYPE 6HC	3 500 7.8 44 5	B2 53 GG 52 22 3 154 000 G5 96 B 2 114 000	13 18T x 45 6 14 11T x 45 2 8		
AF-14 AIR FILTER	BURKE HIE 40 SERIES 12			2-24 × 24 × 12		W/ SURE SEAL MODULAR UNIT, SERIES 3, NO. 312-15012 FORWARD CURVED TYPE B MOUNTING, 1" DEF.
F - 15 MULTIZONE AIR HANDLER CC-15 COOLING COIL	RECOLD MH 200 7.5 480 3 RECOLD TYPE 6HC 5			28 267 x 87 6 14		FORWARD CURVED TYPE B MOUNTING, I" DEF.
HC-15 HEATING COIL AF-15 AIR FILTER	BURKE HIE 40 SERIES 12	7000 9.7 180 160	65 96 16 3 240,000	4-24 × 24 × 12 8		W/ SURE SEAL MODULAR UNIT, SERIES 3, NO. 322-15012
F-16 AIR HANDLER CC-16 COOLING COIL	DUNHAM-BUSH CC 800 1/3 120 1 DUNHAM-BUSH SY 4.2.8.26 3/4 (5/2)	1300 450 1.4 1.49 44 51	78 57 65 55 3 2 13600 1	.2		TYPE D SUSPENSION, 11/4" DEF.
HC-16 HEATING COIL AF-16 AIR FILTER	DUNHAM-BUSH SY 4.2.8.26 3/4 (5/8) BURKE HIE 40 SERIES 2	1.49 180 15		15 × 20 2 9 16 × 25 × 2		
F-17 AIR HANDLER	DUNHAM-BUSH CC 800 1/3 120 1 DUNHAM-BUSH SY 4.2.B.26 3/4 (5/8)	1325 450 1.5	85 60 70 58 4 3 17200 1.	5 15 × 20 4 9		TYPE D SUSPENSION, 144" DEF.
HC-17 HEATING COIL	DUNHAM-BUSH SY 4.2.8.26 3/4 (3/3)	1.49 44 70		15×20 2 9		
AF-17 AIR FILTER	BURKE HIE 40 SERIES 2			16 × 25 × 2		
UH-I-U UNIT HEATER	MODINE HS - 280 1/15 120 1	1625 1625 1000 180 16	3 1 38.000			THROW 35 FT. 3 - SPEED
EF-1,2\$12 EXHALIST FAN	TRADEWIND 1501 105W 120 1	250				
EF-3&5 EXHAUST FAN EF-4&6 EXHAUST FAN	RECOLD U 155 F 1/4 120 1 POWER LINE 14 BEL 8B-2 1/6 120 1	1750 480 1100 3/8 1050 1750 1300 600 3/8 1050				TYPE DN MOUNTING
EF-7 EXHAUST FAN	POWER LINE, 16 BEL 88 16 120 1	1750 1000 1075 3/8				
EF-B\$10 EXHAUST FAN EF-9\$11 EXHAUST FAN	POWER LINE 14 BEL 8B 1/6 120 1 POWER LINE 14 BEL 8B 1/6 120 1	1750 1160 400 3/8 1750 1180 475 3/8				
EF-13 EXHAUST FAN EF-14TOIT EXHAUST FAN	POWER LINE 12 BEL 8B 1/6 120 1 POWER LINE 14 BEL 8B 1/6 120 1	860 860 300 1/4 1750 1300 650 3/8				
EF-18TO22 EXHAUST FAN EF-23 EXHALIST FAN	POWER LINE 14 BEL BC 1/4 120 1 POWER LINE 16 BEL BC 1/4 120 60 1	1750 1470 800 3/8 1750 1100 1300 3/8				
PROFESSION						
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PADEREWSKI · DEAN & ASSOCIATES ARCHITECTS ARCHITECTS CONTRACTOR CONSTRUCTION STARTED C. J. PADEREWSKI, F.A.LA. · LOUIS A. DEAN, A.LA. CONSTRUCTION COMPLETED 525 'C' STREET · SAN DIEGO, CALIFORNIA · 234 6183

San Diego Unified Port District an Diego · California San Diego

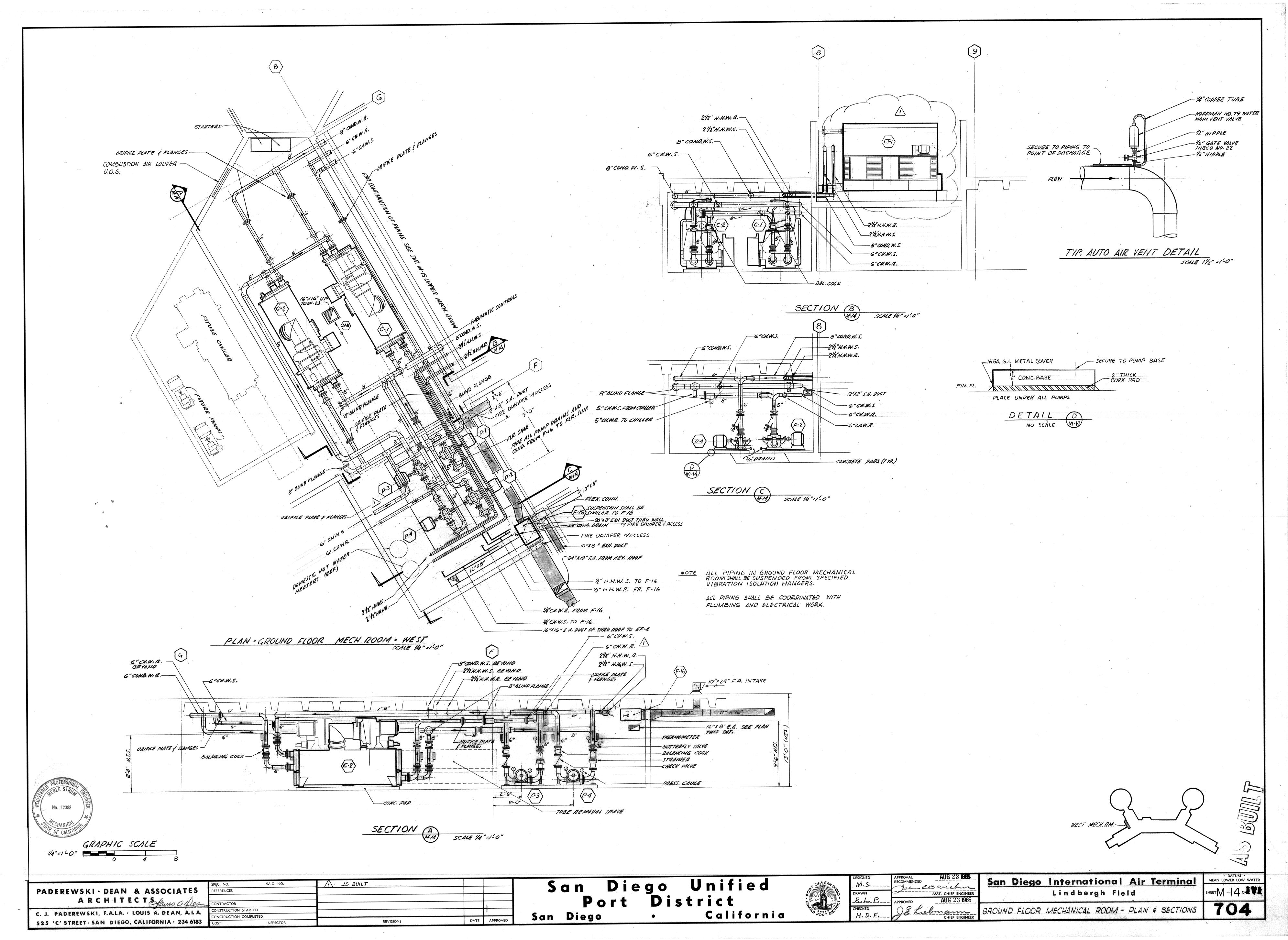


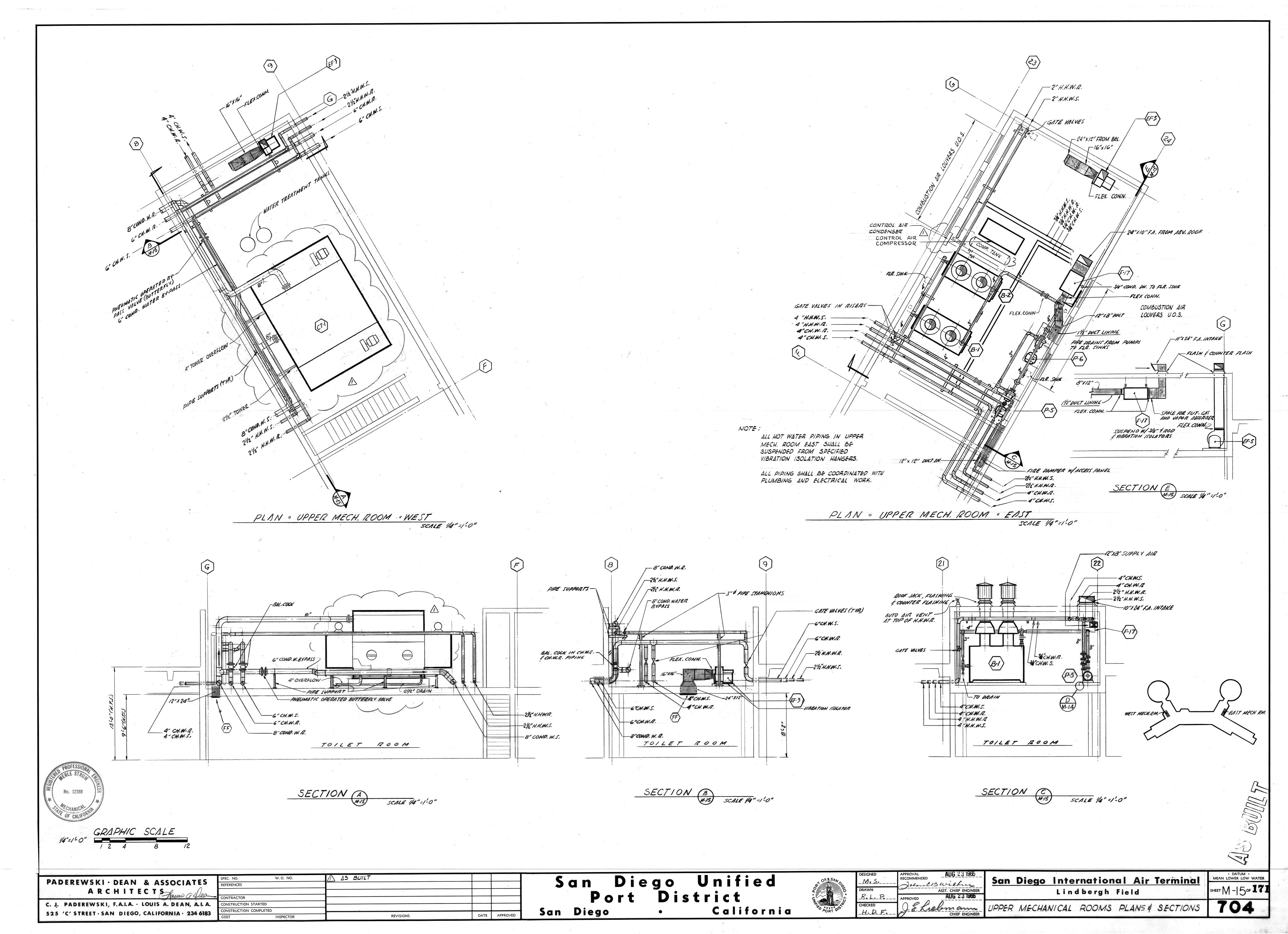


San Diego International Air Terminal Lindbergh Field

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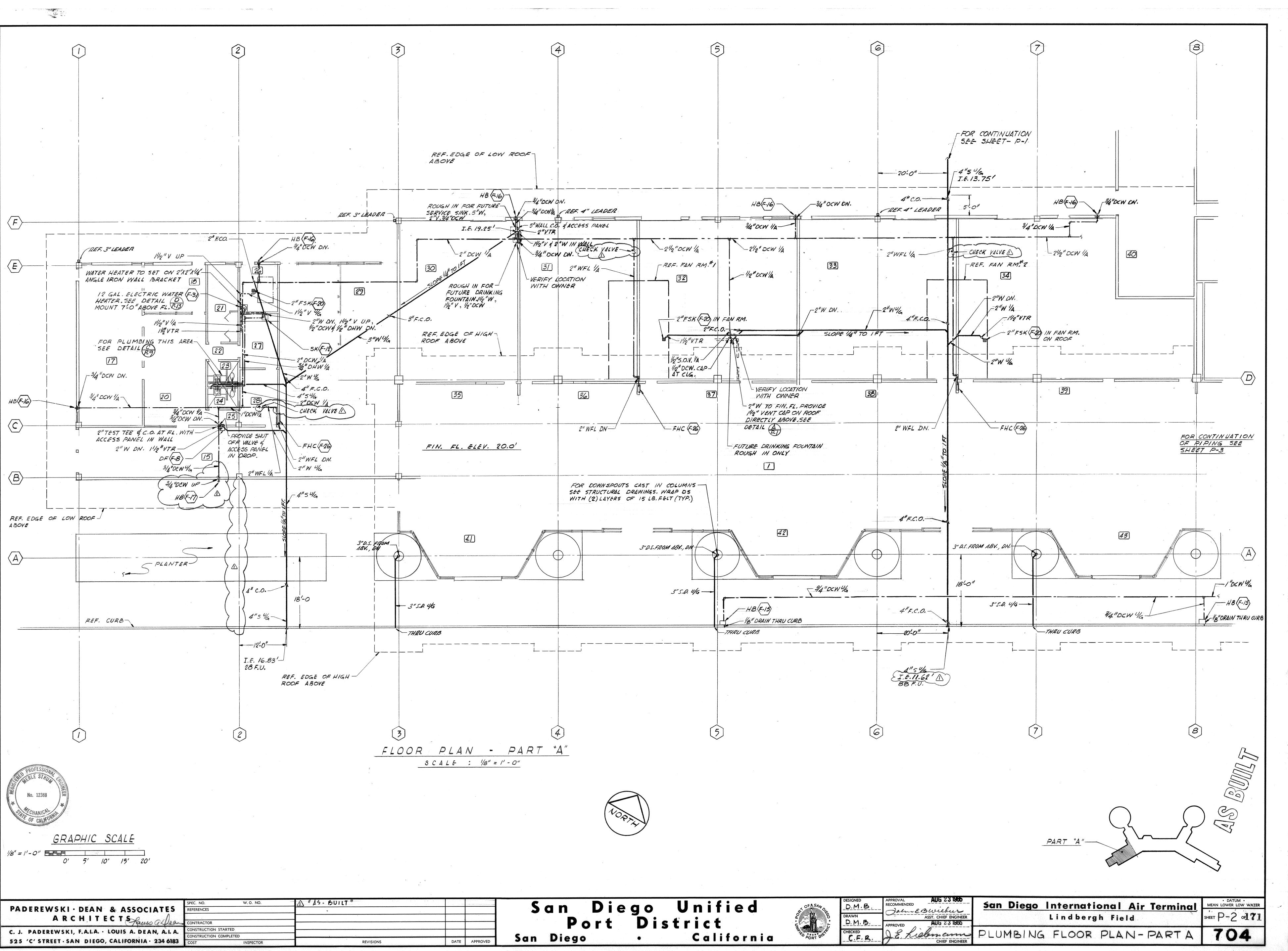
MECHANICAL EQUIPMENT SCHEDULE





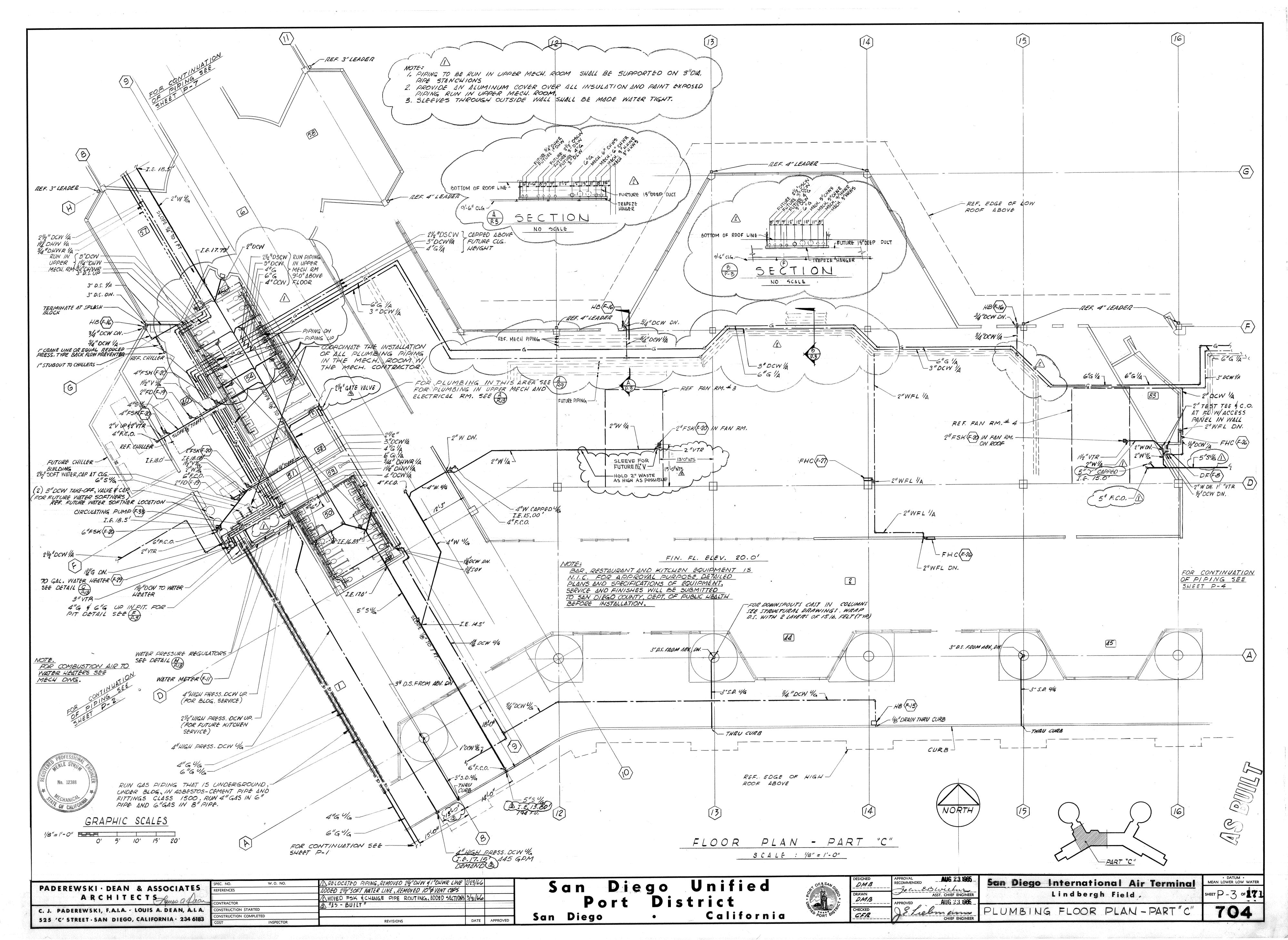
	San Diego Unified Port District	A OF SAN	DESIGNED <u>M.S.</u> DRAWN Recommended <u>AUG 23 1965</u> <u>AUG 23 1965</u>	San Diego International Air Lindbergh Field
REVISIONS DATE APPROVED	Port District San Diego • California	ENTRE ACTION ACT	<u>R.L. P.</u> <u>CHECKED</u> <u>H.D.F.</u> <u>CHIEF ENGINEER</u>	UPPER MECHANICAL ROOMS PLANS &

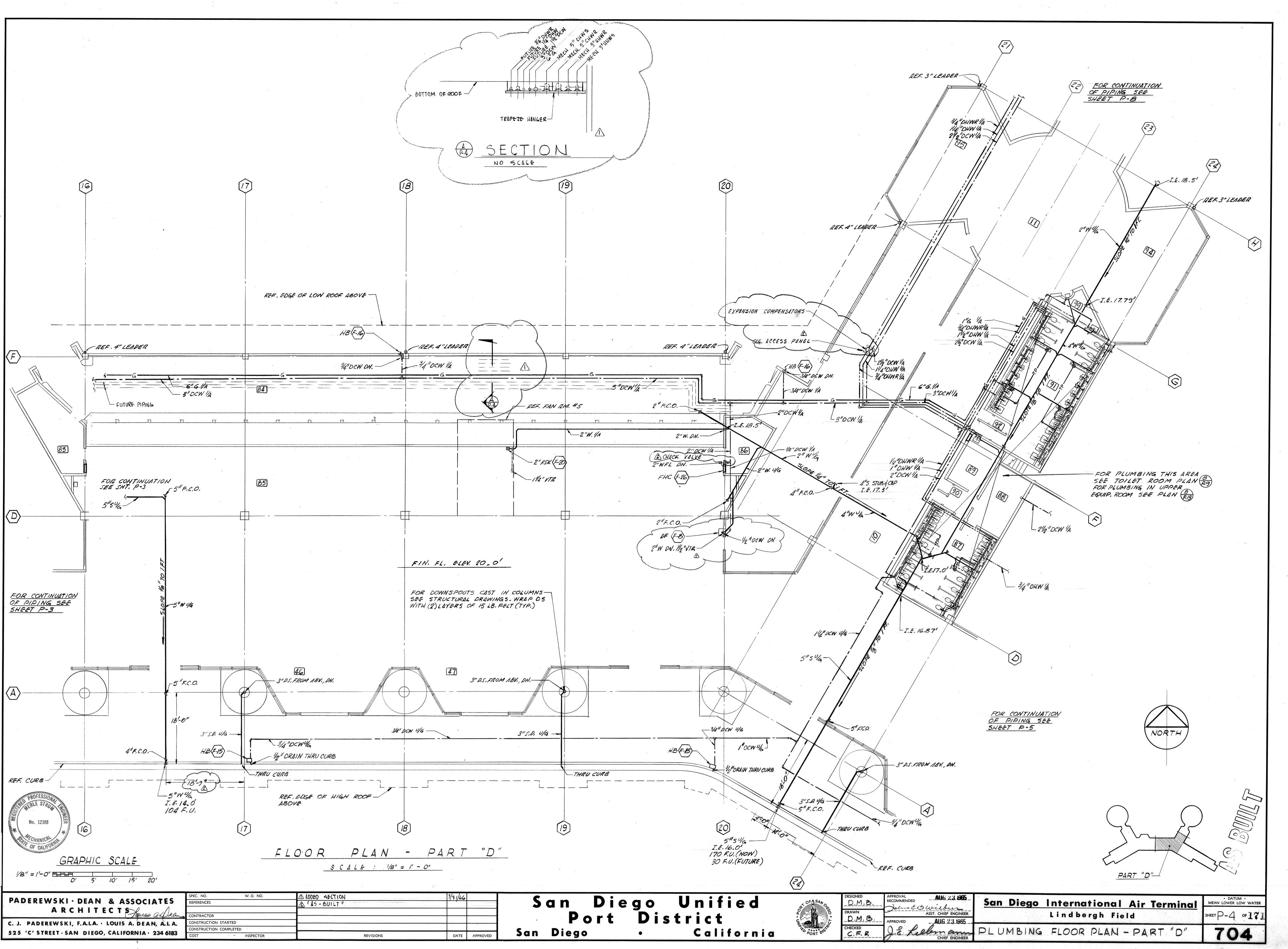




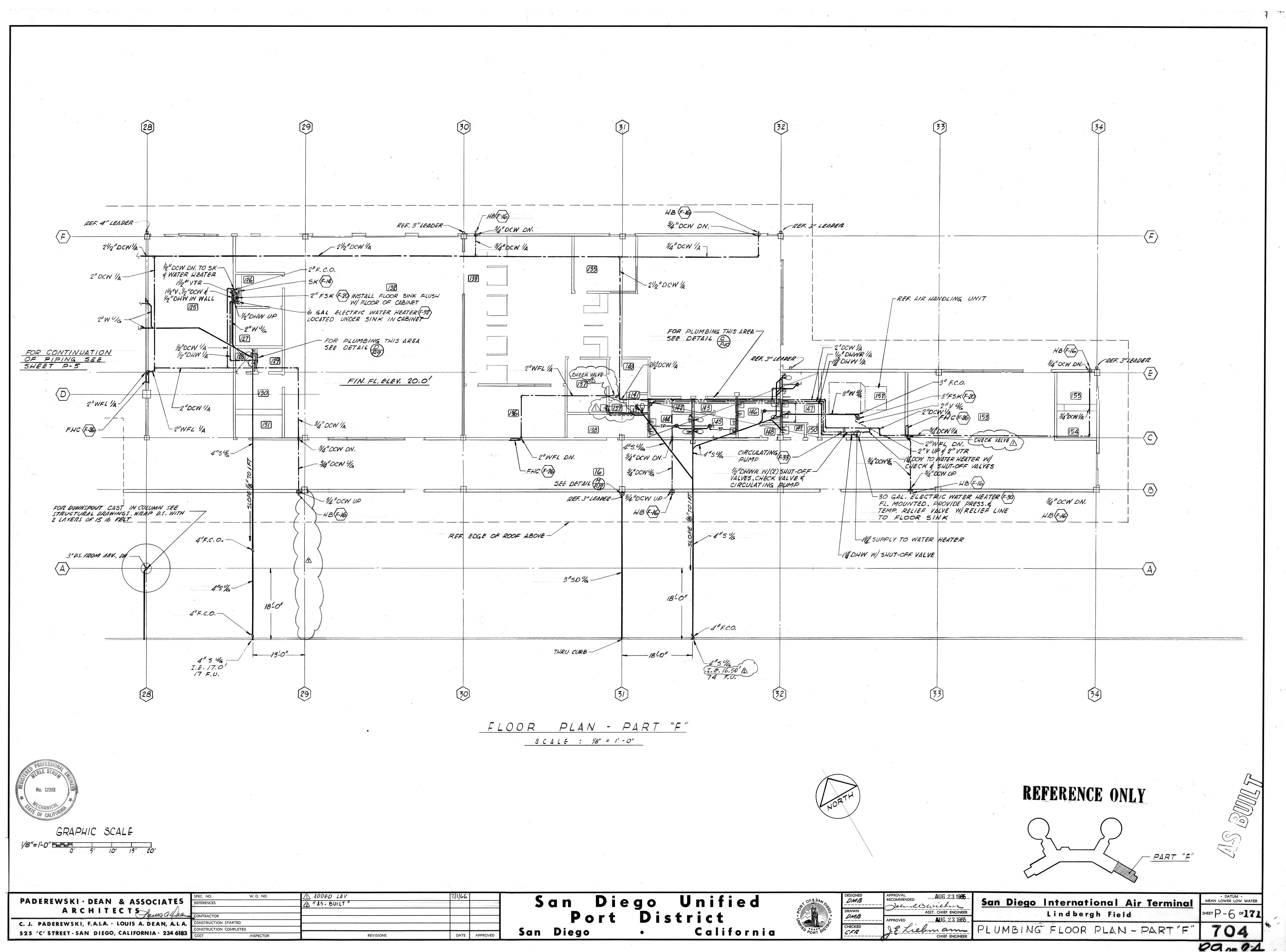
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		DRAWN D. M, B,	APPROVED ASST. CHIEF ENGINEER			Lindbergh Fig		
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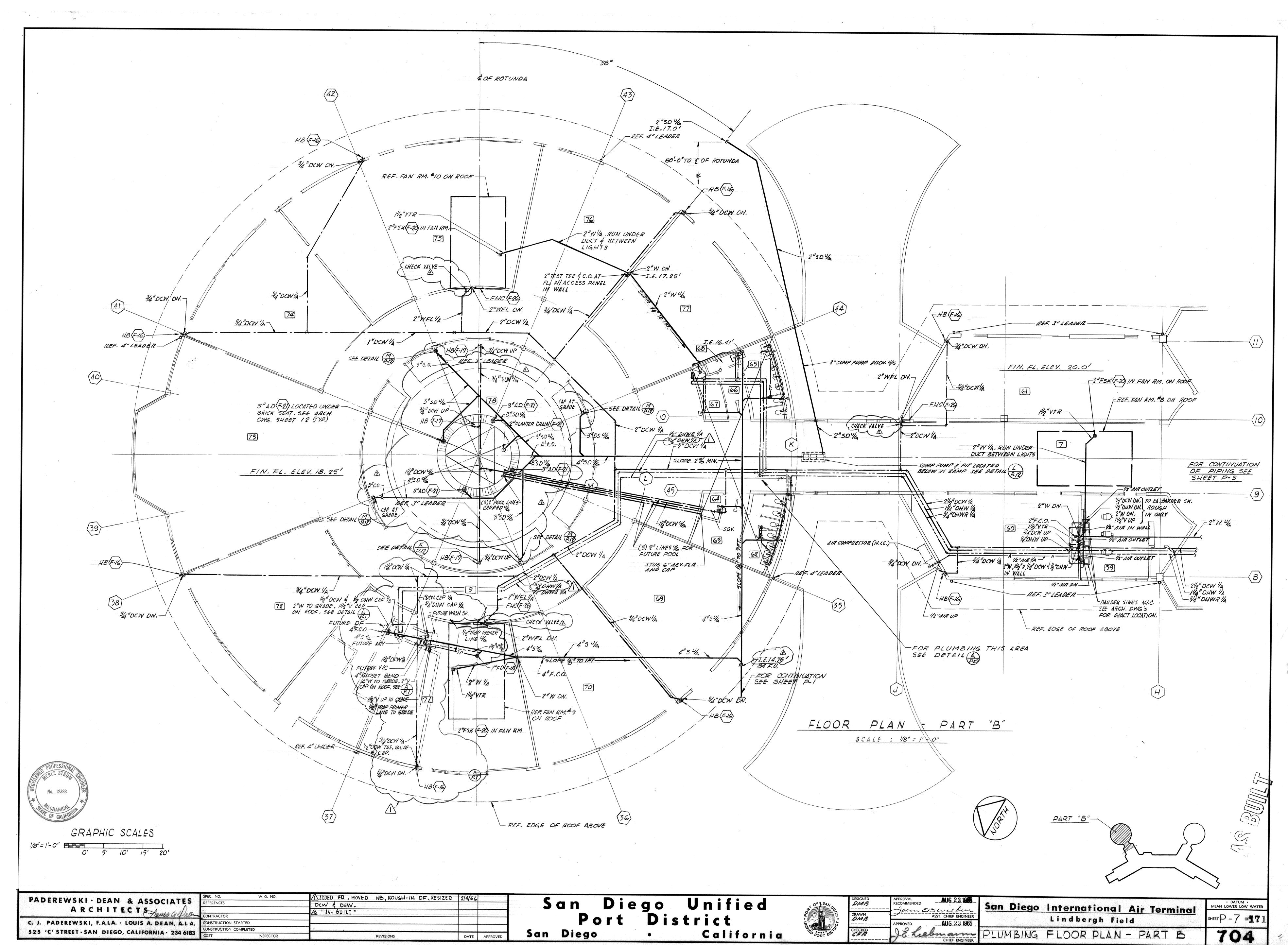


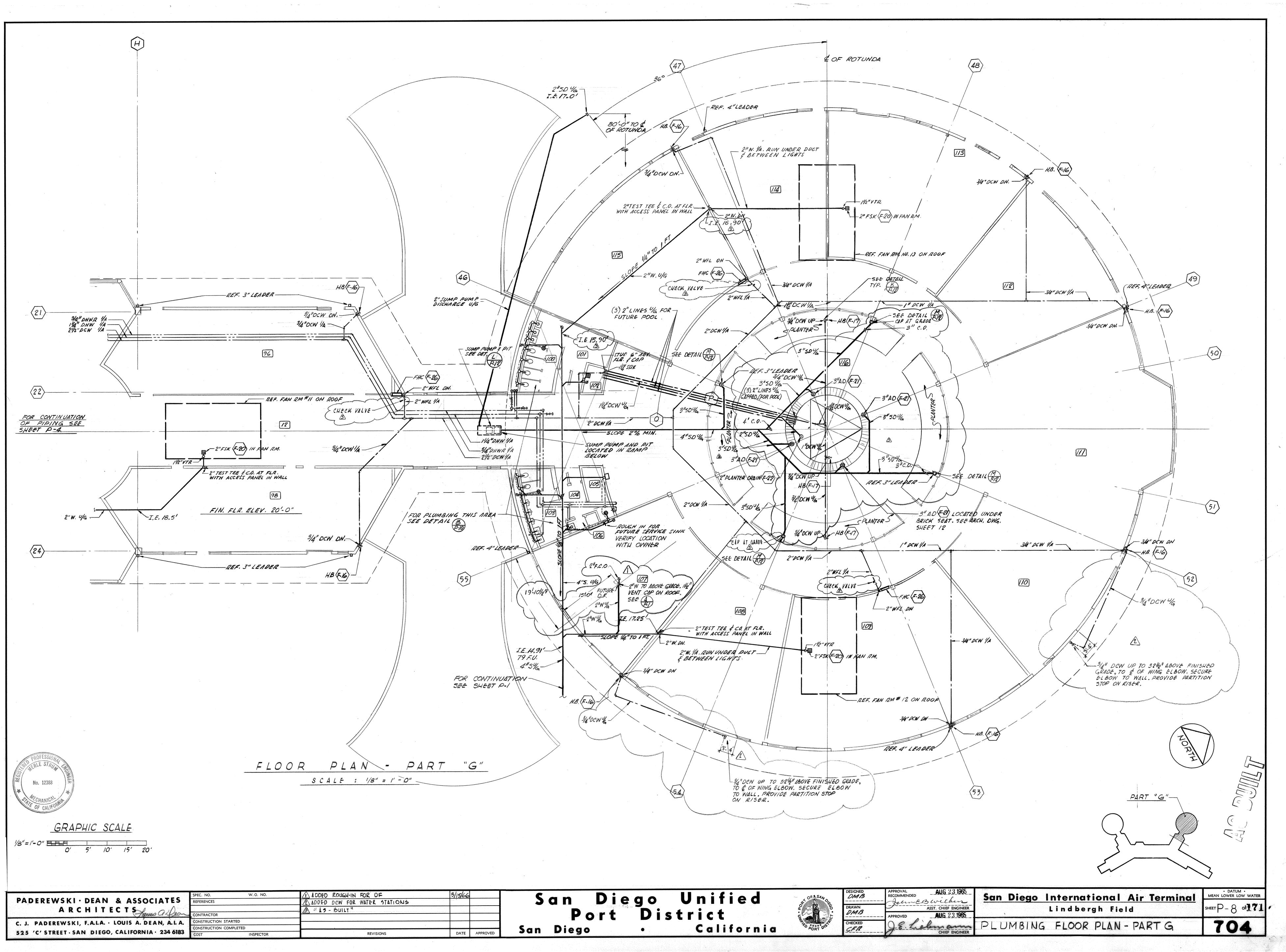
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C ACRT DIS C	DMB CHECKED CFR	APPROVEDAUG_231965_	PLUMBING FLOOR PLAN - PA		

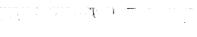


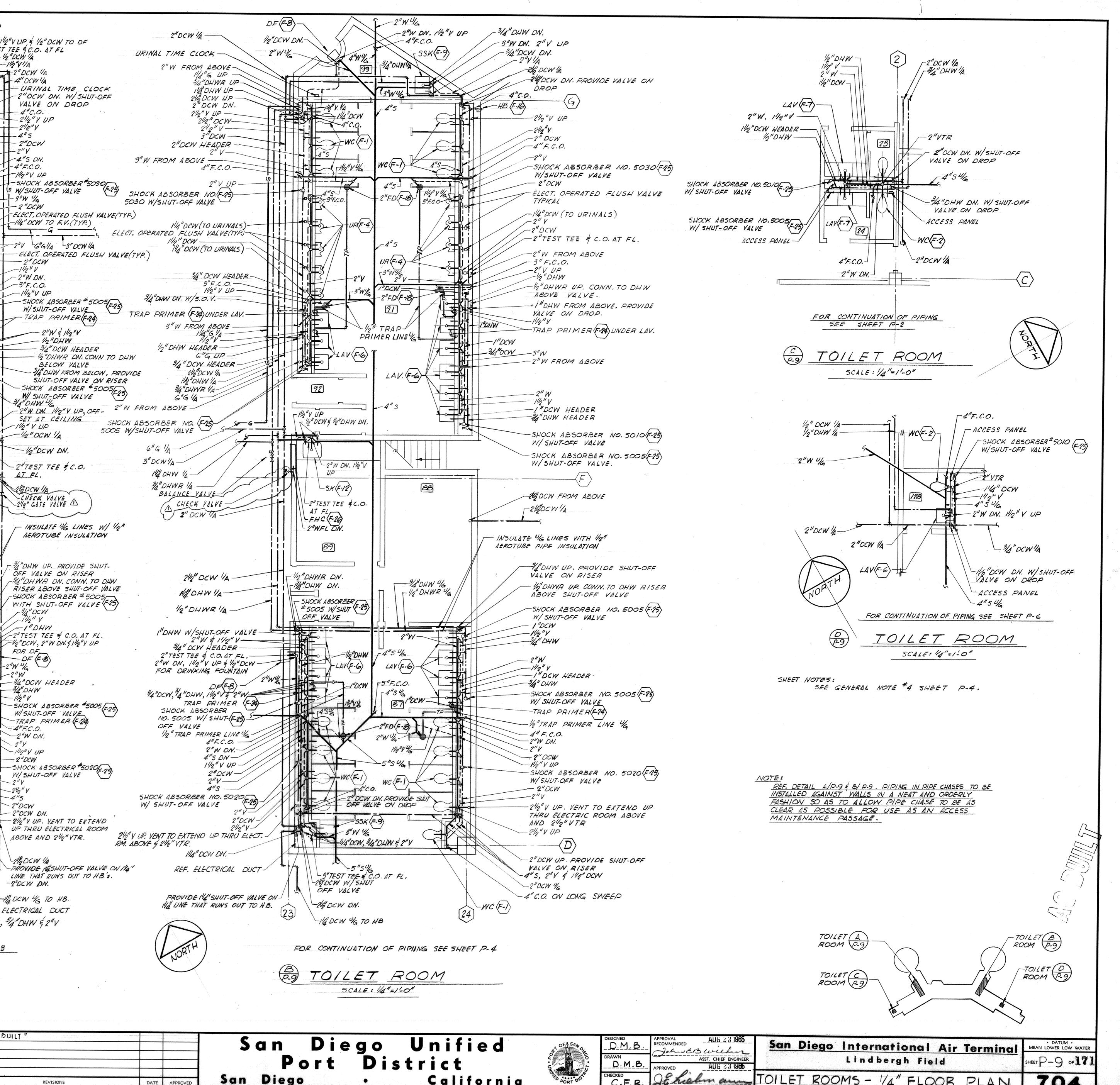


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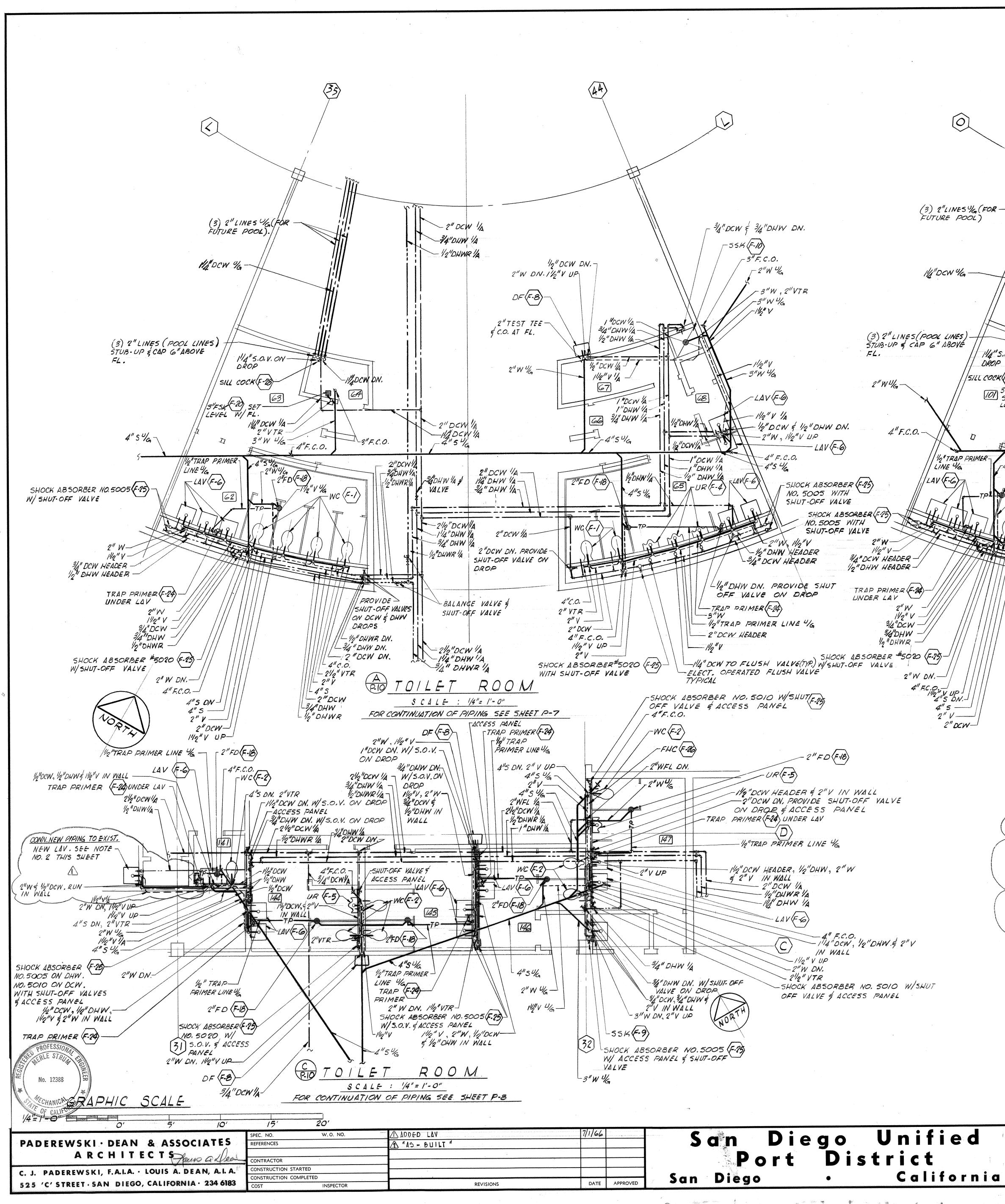
	a jo	DRAWN	ASST. CHIEF ENGINEER	Lindbergh Field
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C PORT DIS	CHECKED CFR	JE. Liebmann CHIEF ENGINEER	PLUMBING FLOOR PLAN - PART	
shishe una 17th			CHIEF ENDINEER	

21/2"DCW 1/A-1/4"DHW1/Ar DF (**F-8**) 3/4"DHWR 1/A - 2"W DN. 1/2" V UP, \$ 1/2" DCW TO DF 55K (F.9) <2"WUG 3"W DN. 2" V UP--2" TEST TEE & C.O. AT FL -4"F.C.O. 314" DHW DN.-_1/2"DCW //A -11/5"V1/A 3/4" DCW DN.~ 6"G 1/A-2" DCW 1/4 X 21/ DCW DN. PROVIDE SHUT -4" OCW 1/A -3"DCW// OFF VALVE ON DROP 212 DCW 21/2" V UP 1OCW 1/A-4"C.O. 2"1/2"OCW/4 14" OHWR 1/4. 4"C.O. 1/14" DHW 1/A -21/2" V UP NC(F-1 4"DCW 1/A 21/0" V -2"DCW -4"5%-- 2"DCW 4"5---2"1--4"S DN, 4"5 DN. --4"F.C.O. 2"W4/67_ - My UP 4"F.C.O-Illo"VUP-E-----SHOCK ABSORBER # 503 (F-25)-W/SHUT-OFF VALVE W/SHUT-OFF VALVE + 101 - 4 F.C.O. W/SHUT-OFF VALVE ~2"FD (F-18) + 3"W 1/g -2"DCW 1/12"DCW-4"5U/G-114" DCW TO F.V. (TYP) ELECT. OPERATED FLUSH VALVE(TYP)-UR(F-4)4"W 4/6-URF-A 2"DCW UP--21/2"DCW 4"5 FROM ABOVE ELECT. OPERATED FLUSH VALVE(TYP.) x-1"DCW 2"OCW ------2"DCW 1/2"V 1/6--3"W 1/6-4"DCW DN. SILL COCK F-28 SHOCK ABSORBER #5005 SHOCK ABSORBER #5005 F-25 A 3/4" DEW DN. 2"W DN -11/2"V - 11/2"V -2"W DN. 4"F.C.O.-11/2" VUP--3''F.C.O.HE 1/1/2"V UP -2"FD (F-18)-OFFSET AT CLG. & 2"VTR = 4"W467 2" V UP \$ 1/12" V UP -2"V 1/6, 11/2" V 1/6, \$4" W 1/6 TRAP PRIMER (F.24) 1/2" TRAP-PRIMER LINE % 1/2"DHW - 3/4"OCW 1"OCW-- 3/4" OHW 2"W-1/2"DHWR DN. PROVIDE SHUT-OFF. & BALANCE ON DROP AV F.G 34" DHW DN. 13/4"OHWY 1DHW-16"DHWR4 INSULATE YG 114" DHW LINES WI 1/2' 3/4"DHW UG 34"DCW-AEROTUBE 1/10/1 1-INSULATION -4" F.C.O. 7//W-SHOCK ABSORBER # 5005F-25-W/SHUT-OFF VALVE "// DHW FROM-BELOW 1/2" VUP W/ SHUT-OFF VALVE -1/2" OCW 1/A I" DHW DN. W/ SHUT-OFF - 1/2"DCW DN. VALVE ON DROP 2"WU/g] 6'G1/4-AT FL. SK(F-12)-4"G 1/A -212 DCW 11A 3"DCW 1/4-7 21/2"DHW 1/4-7 FHC F-20-- OFFSET AT CLG. & My VTR -21/2" GATE VALVE 11/2"V 1/6-- Illy" V UP 1"DHWR 1/4-52 2" WEL DN .. 6"W 4/6-51 FOR ROUTING OF - 3/4" DCW DN. THESE(4) LINES 3/4" OHWR 1/4-1/2" DHW 1/A -SEE SHEET P.3 -SILL COCK (F-28) 4"DCW 1/4-BALANCE VALVE ------L_I 1/2" DHWR /A -1"DHW U/G -NA DHW 1/A -"12" DHWRUG - BOHW DN. -1/2" DHWR DN. FSHOCK ABSORBER #5005 . W/SHUT (F-25) 53 3/1" DCW FOR CONTINUATION 6'G1/4 SEE SHEET P-3 OFF VALVE -11/0" V -I"DHW DHW HEADER 3/4" DCW HEADER -7"W-6"5 1/g-+ 112"1-FOR DF_ --- OF (F.8) -LAV (F-G) -2"W "/G LAV (F.G) TRAP PRIMER F.14 SHOCK ABSORBER NO.5005 F.25 W/SHUT-OFF VALVE 2"W - 1/2 TRAP-SHOCK ABSORDER W/SHUT-OFF VALVE -3/4" DOW HEADER PRIMER 3/1 DHW 50 -1/2"V INE 4/G - 6"F.C.O. 4" F.C.O.-2"DCW-2"1-L4"5% -2"W U/G 11/2" V UP -- 4" F.C.O. -2"W DN. 1"V 2"FD(F-18) SHOCK ABSORBER NO. 5020 F.25 -112"V UP W/ SHUT-OFF VALVE -2"DCW 2"V-W/SHUT-OFF VALVE 4"5 21/2"V -2 DCW WC (F.) WC(F-) -2"DCW 2"DCW U/G -2"DCW DN. 21/2" VUP. VENT TO EXTEND UP THRU-3 TEST TELE G.O. AT FL. ELECT. RM. ABOVE & 21/2"VTR SSK(F-9) 2"DOW HEADER-ABOVE AND 21/2" VTR. 2"VE 11/2"DCW-6"su/g-2"DCW UP. PROVIDE SHUT-OFF VALVE ON 212DCW W/ -WC (F-T) No. 12388 SHUT-OFF RISER -2"DCW DN. 4"5----VALVE -1/4 DCW 4/6 TO HB. 4" C.O. ON LONG SWEEP + OF CALIFOR -REF. ELECTRICAL DUCT 8 34"DCW, 34"DHW \$2"V FOR CONTINUATION OF PIPING SEE SHEET P-3 $\begin{pmatrix} A \\ e - g \end{pmatrix}$ TOILET ROOM SCALE: 1/4"=1-0" GRAPHIC SCALE 1/4"=1'-0" "AS - BUILT " W.O. NO. PADEREWSKI · DEAN & ASSOCIATES REFERENCES ARCHITECTS James alles CONTRACTOR C. J. PADEREWSKI, F.A.LA. . LOUIS A. DEAN, A.LA. ONSTRUCTION STARTED 525 'C' STREET · SAN DIEGO, CALIFORNIA · 234 6183 NSTRUCTION COMPLETED INSPECTOR

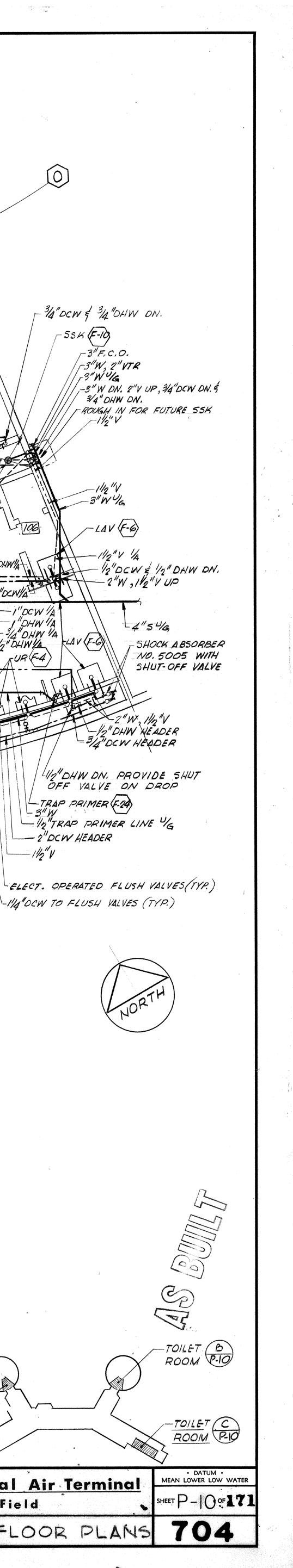


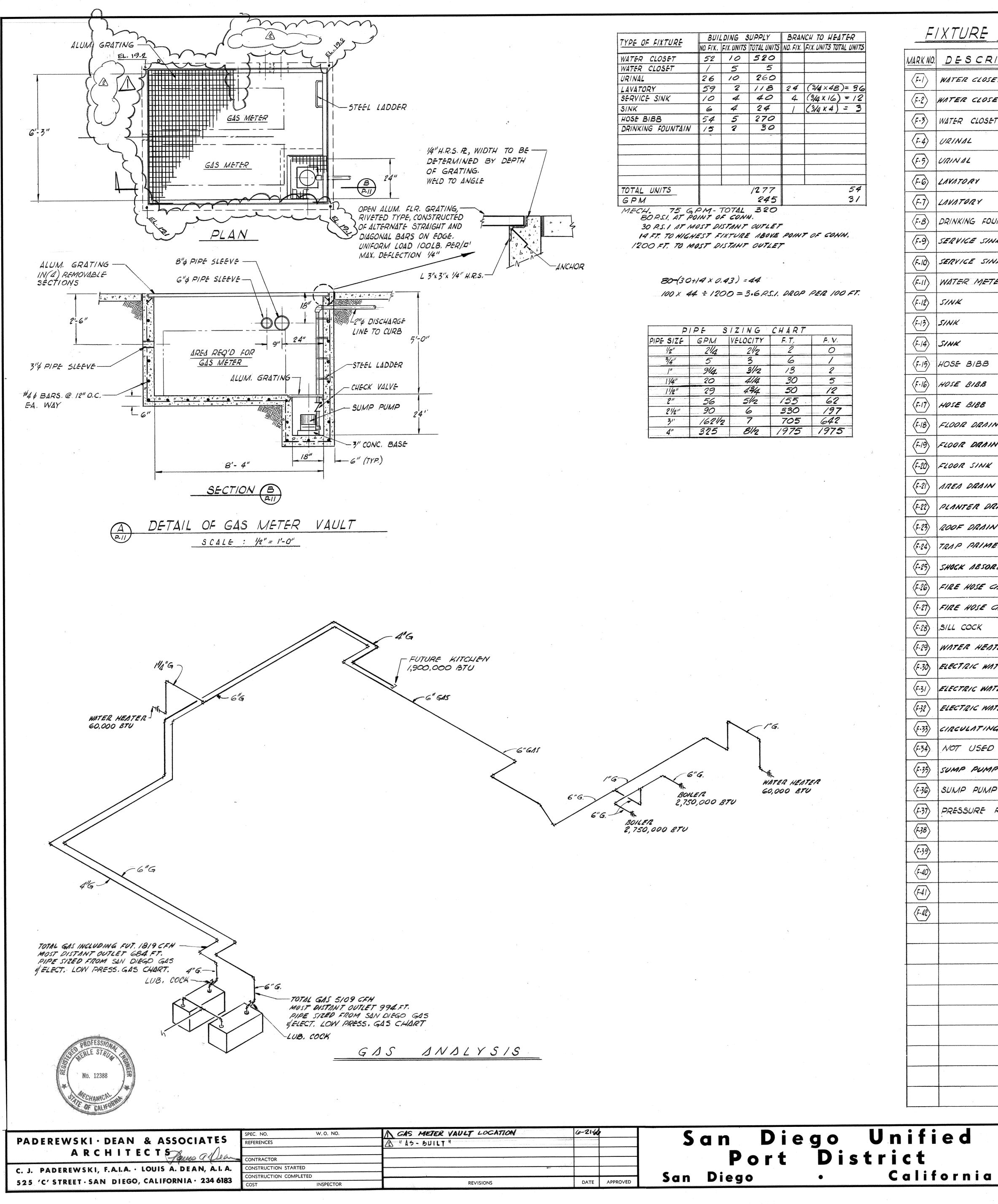


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(55) (46) -2"DCW "/y" DCW DN. 2"W DN. The"V UPT DF (F-8)-2"TEST TEE -\$ C.O. AT FL. "DHW 14"5.0.V. ON-"DOW TA-2" W 1/6 -11/2" V 1/A - 105 SILL COCK (F-28)-MOCW DN. VO2 101 3"FSK (F-20 -SET 5106 1"DHW 1/4-1"DHW 1/4 3/4"DHW 1/4 LEVEL W/ FL. 114" DCW 1/A-4"F.C.O. 154/6 104 2" VTR-3"W UG-54"5UG -3" F.C.O. - 2"DCW1/A -3/2"DHW1/A 1/2"DHWR1/A 1"DHW1/A VALVE 4 "DHW " -4"51G 2"DOW 1/A 114 DHW 1/A-34" DHW 1/A-2"FDF-18 -11/2" U/G - 3/4" DHW 14 1/2" DHW 1/4 103 4"50/G 100 - WC (F-1) FUR(F-4) 2"FD (F-18) CAP and the second 21/2"DCW/A - ILDHW 2" DCW /A--1/2" DHW VA 2"DEW DN. PROVIDE-CAPPED SHUT-OFF VALVE ON DROP 4"C,O. -|PROVIDE -BALANCE VALVES SHUT-OFF VALVES 2" VTR ---SHUT-OFF VALVE 1/ON DOW & DHW 2"V -----DROPS 2"DCW-- 1/2" OHWR DN. 11/2" V UP--112"V 4"F.C.O. ---34" DHW DN. -2"2"DCW A -14"DHW A 2"V-------- 2"DCW DN. SHOCK ABSORBER #5020 (F.15) -4"C.O. 31/ DHWR 1/ - 21/2" VTR WITH SHUT-OFF VALVE (P-10 ROOM 2"1 UILE 4"5 SCALE : 1/4"= 1' - 0" -2"DCW 34"DHW "DHWR FOR CONTINUATION OF PIPING SEE SHEET P-8 1. REF. DETAIL A/P-10 & B/P-10, PIPING IN PIPE CHIASES TO BE INSTALLED AGAINST WALLS IN A NEAT AND ORDERLY FASHION SO AS TO ALLOW PIPE CHASE TO BE AS CLEAR AS POSSIBLE FOR USE AS AN ACCESS MAINTENANCE PASSAGE 2. NEW LAVATORY SHALL BE: AMERICAN STANDARD F 350 WHITE VITREOUS CHINA WITH CONCEALED J.R. SMITH 723 ARMS AND 3%"X6" BACKING PLATE, FAUCET SHALL BE HB 95006 EXCEPT WITH 6" WRIST CONTROL HANDLES. TRAP SHALL BE AMERICAN BRASS AND ALUMINUM FOUNDRY NO. 1 SIZE 114" X 112", CAST BRASS, COVER TUBING AND ESCUTCHEON. UPPLIES SHALL BE BRASSCRAFT S 1715A CHROME PLATED RISER, 1/2"I.P.S. TO 36" O.D. WITH LOOSE KEY ANGLE VALVE AND CHROME PLATED BRASS PIPE NIPPLES AND CHROME PLATED BRASS ESCUTCHEONS. TOILET A ROOM P-10 AUG 23 1965 RECOMMENDED San Diego International Air Terminal D.M.B. Jacon EB wiebur Lindbergh Field DRAWN ASST. CHIEF ENGINEER D.M.B. ANG 23195 PPROVED J& Kielmann ' CHECKED TOILET ROOMS - 1/4" FLOOR PLANS





TYPE OF FIRTURE	BUI	LDING S	SUPPLY	BRA	VCH TO HEATER
TYPE OF FIXTURE	NO. FIX,	FIX. UNITS	TOTAL UNITS	NO, FIX,	FIX. UNITS TOTAL UNITS
WATER CLOSET	52	10	520		
WATER CLOSET	1	5	5		
URINAL	26	10	260		
LAVATORY	59	2	118	24	(3/4×48)= 36
SERVICE SINK	10	4	40	4	$(3/4 \times 16) = 12$
SINK	6	4	24	1	$(3/4 \times 4) = 3$
HOSE BIBB	54	5	270		
DRINKING FOUNTAIN	15	2	30		
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TOTAL UNITS	1		1277		54
GPM			245		31

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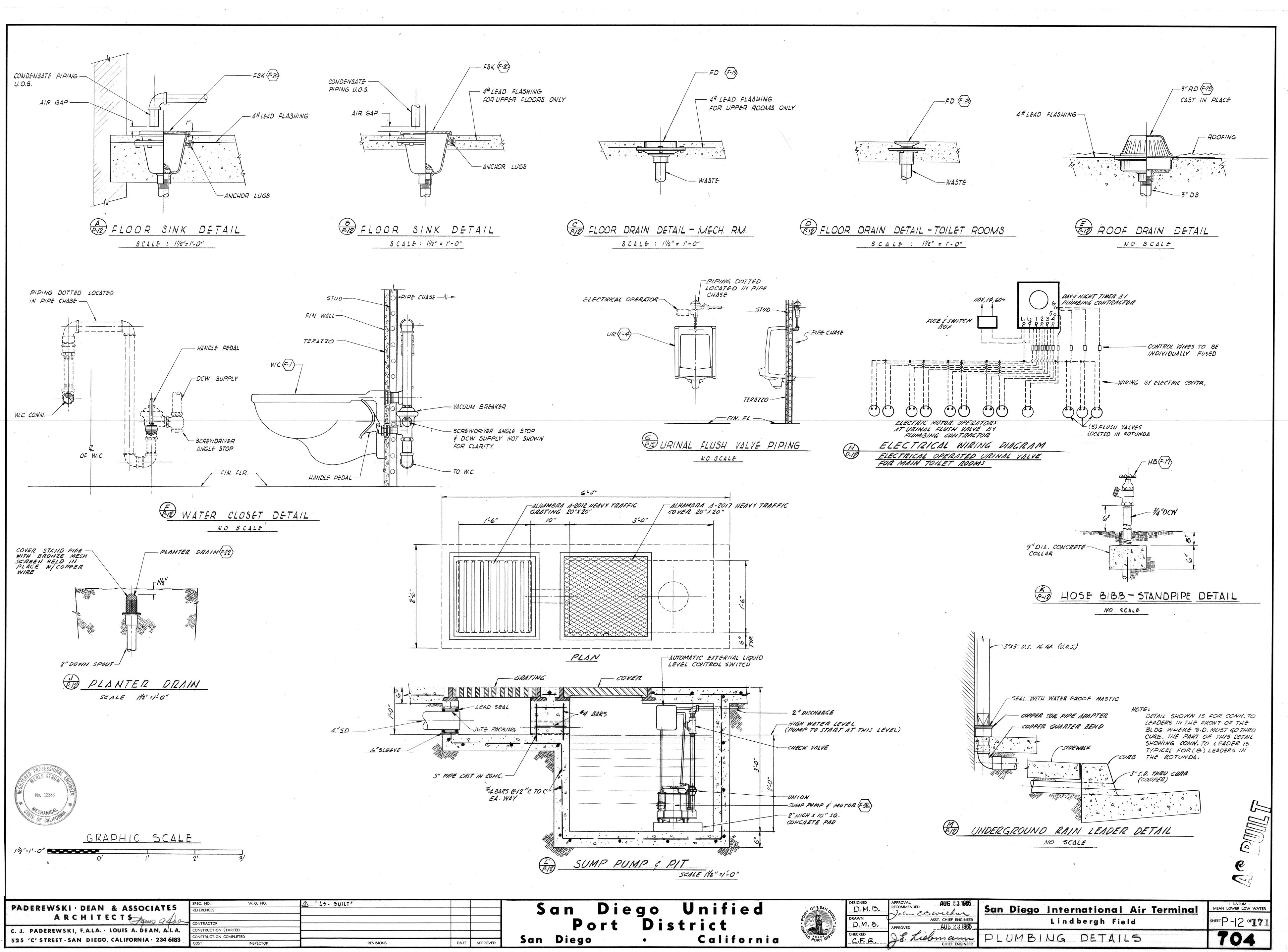
- 1.86 - 1971 (1974)

P	IPE S	BIZING	CHART	
PIPE SIZE	GPM	VELOCITY	F.T.	F. V.
1/2"	21/4	21/2	2	0
3/4"	андалагын кайлалын колтон байш колтон кактала 5 андалагын жылган колтон байтаг колтон какталар	3	6	1
and a second	9/14.	3/2	13	2
11/4"	20	4/14	30	5
11/2"	29	43/4	50	12
, and a set of the set	56	5/2	155 .	62
21/2"	90	6	330	197
3"	1621/2	7	705	642
4"	325	8/12	1975	1975

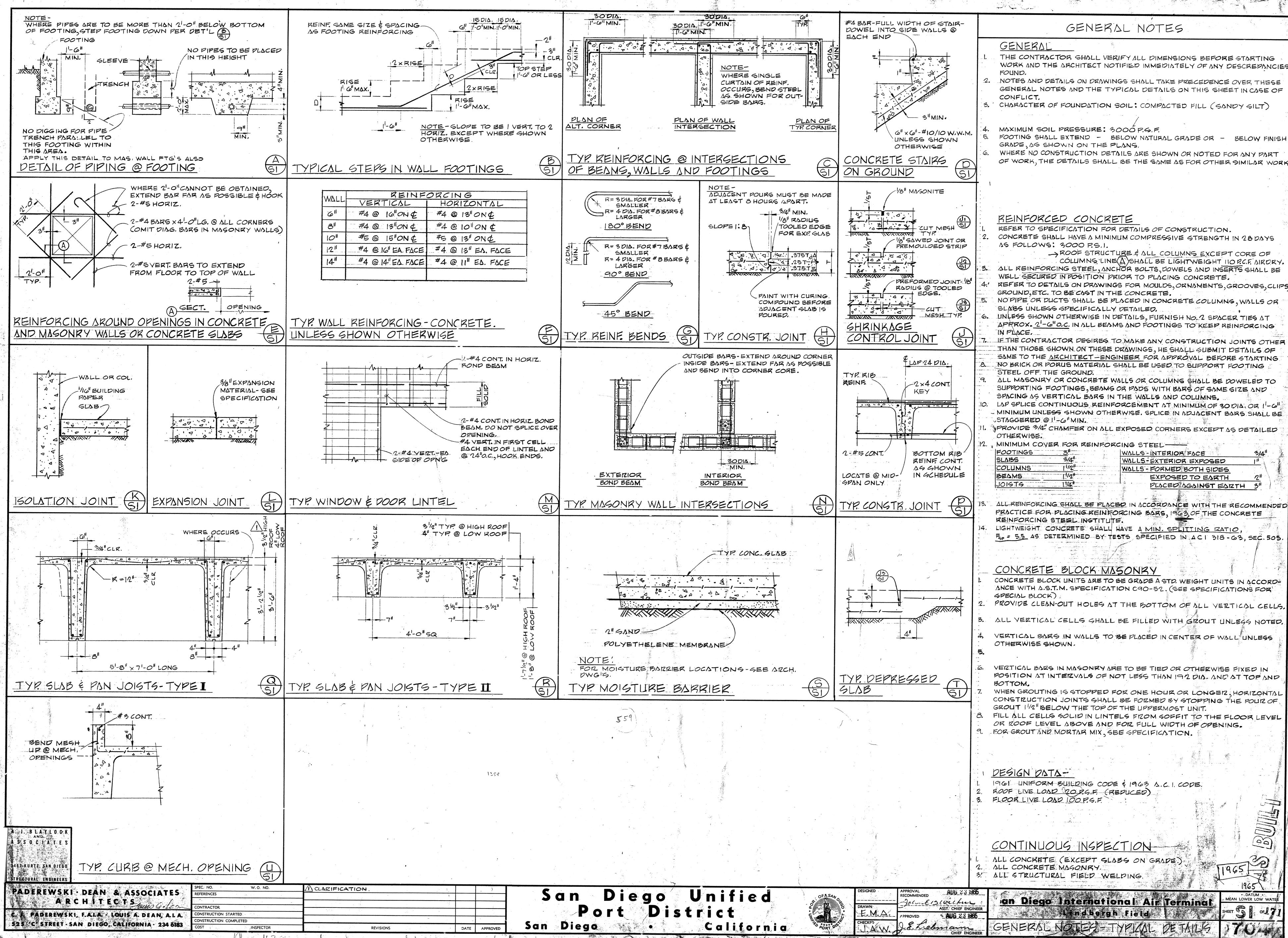
<u>re and eq</u>	UIPN	1 <u>EN7</u>	S	CHE	DULE		JMBI	
CRIPTION	WASTE	VENT	CW	HW	REMARKS		S¢W V	SOIL AND WASTE VENT
CLOSET	4"	2"	<i>["</i>			<i>Ds</i>	D. S.	DOWN SPOUT
	4"	2"	, ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		- 		S.D.	STORM DRAIN
CLOSET	-						DCW	DOMESTIC COLD
LOSET	4"	2"	1/2"		N.I.C. FOR REF. ONLY		DHW DHWR	DOMESTIC HOT W DOMESTIC HOT W
	2"	11/2"	ļ"			G	G	GAS
	2"	1/2"	/"			A	Δ	AIR
Y	2"	11/2"	1/2"	1/2"			WFL	WET FIRE LINE
γ γ	2"	11/2"	1/2"	1/2"			T.P.	TRAP PRIMER LI
FOUNTAIN	2"	11/2"	1/2"		an for a superior of the			GATE VALVE GLOBE VALVE
SINK	3"	2"	3/4"	3/4 "				BALANCING COCK
SINK	3"	2"	3/4"	3/4"		·		SWING CHECK VAL
	5		2"					STRAINER
METER			1				·	UNION CONCENTRIC REDL
	2"	11/2"	1/2"	. 1/2 "		Gtt-	H. B.	HOSE BIBB
	2"	11/2"	1/2"	1/2"		øø	F. C.O.	FLOOR CLEAN OU
	2"	112"	1/2"	1/2"		HPCW		HIGH PRESSURE (
BB			3/4"					
BB			3/4"				F, D, R.D.	FLOOR DRAIN ROOF DRAIN
88			3/4"				FSK	FLOOR SINK
ORAIN	2"	11/2"		· · · · ·		φ		PRESSURE GAUGE
			· · · · · · · · · · · ·			ц р		THERMOMETER
DRAIN	s 2"	11/2"				(F)		FIXTURE AND EQU
INK	4"-3"-2"	1/2"-2"					•	ROOM NUMBER
RAIN	3."			14		AD		AREA DRAIN
R DRAIN	2"					AC		ACCESS PANEL
RAIN	3"					B/F	a second	BELOW FLOOR
RIMER	-		1/2"			СВ		CATCH BASIN CAP FOR FUTURE
BSORBER	· · · · · · · · · · · · · · · · · · ·				· ·	C FF C I		CAST IRON
SE CABINET			2"			CLG.		CEILING
						DF		DRINKING FOUNTA
DSE CABINET			2"	· · · ·		DN		DOWN
ΞΚ			3/4"			F E F D		FIRE EXTINGUISHE FLOOR DRAIN
HENTER		-	11/2"	1/2"		FD FH¢C		FIRE HOSE AND CA
WATER HEATER			. /"	1"		FLR		FLOOR
, WATER HEATER			1/2"	1/2"		1/4		IN ATTIC OR ABOV
C WATER HEATER			1/2"	1/2"		/. E		INVERT ELEVATIO
TING PUMP				1/2"		L SK		LAVATORY SINK
'SED	· · · · · ·		· · · · · ·	· · · ·		SA SHR		SHOWER
PUMP	2"					SSK		SERVICE SINK
						UR		URINAL
PUMP	3"					U/G	· .	UNDERGROUND
RE REGULATORS						V VTR		VENT VENT THRU ROOM
nananta di taman da garanangan kanangan kanan kanan taman taman taman taman sa taman sa	0					WC		WATER CLOSET
						U. O. S.		UNDER OTHER SE
•	• • • • • •					5.0.V		SHUT OFF VALVE
						$\sum_{n=1}^{\infty} N_n f_n C_n$		NOT IN CONTRACT
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OF SAN	DMB	APPROVAL RECOMMENDED <u>AUG 23 1965</u> John EB Wiebur	San Diego	International	Air Ter
	DMB	ASST. CHIEF ENGINEER		Lindbergh Fie	ld
TO PORT DIST	CHECKED	J.E. Lielmann CHIEF ENGINEER	LEGEND	AND FIXTURE	SCHEDUL

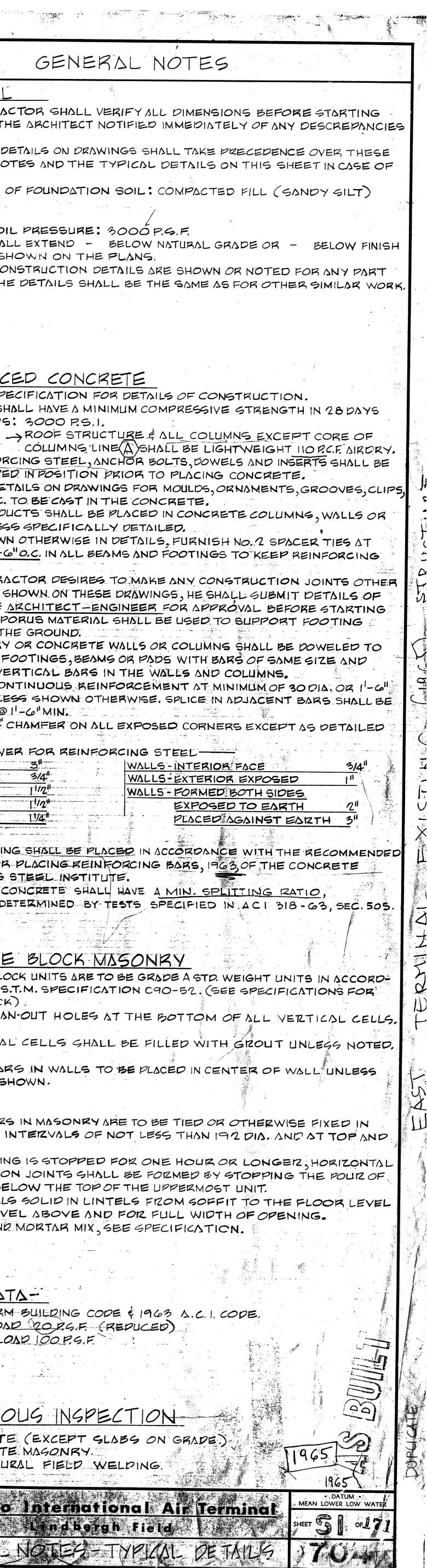
LEGEND		
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COLD WATER		
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HOT WATER RETL	IRN	
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OR ABOVE CEILING LEVATION		•
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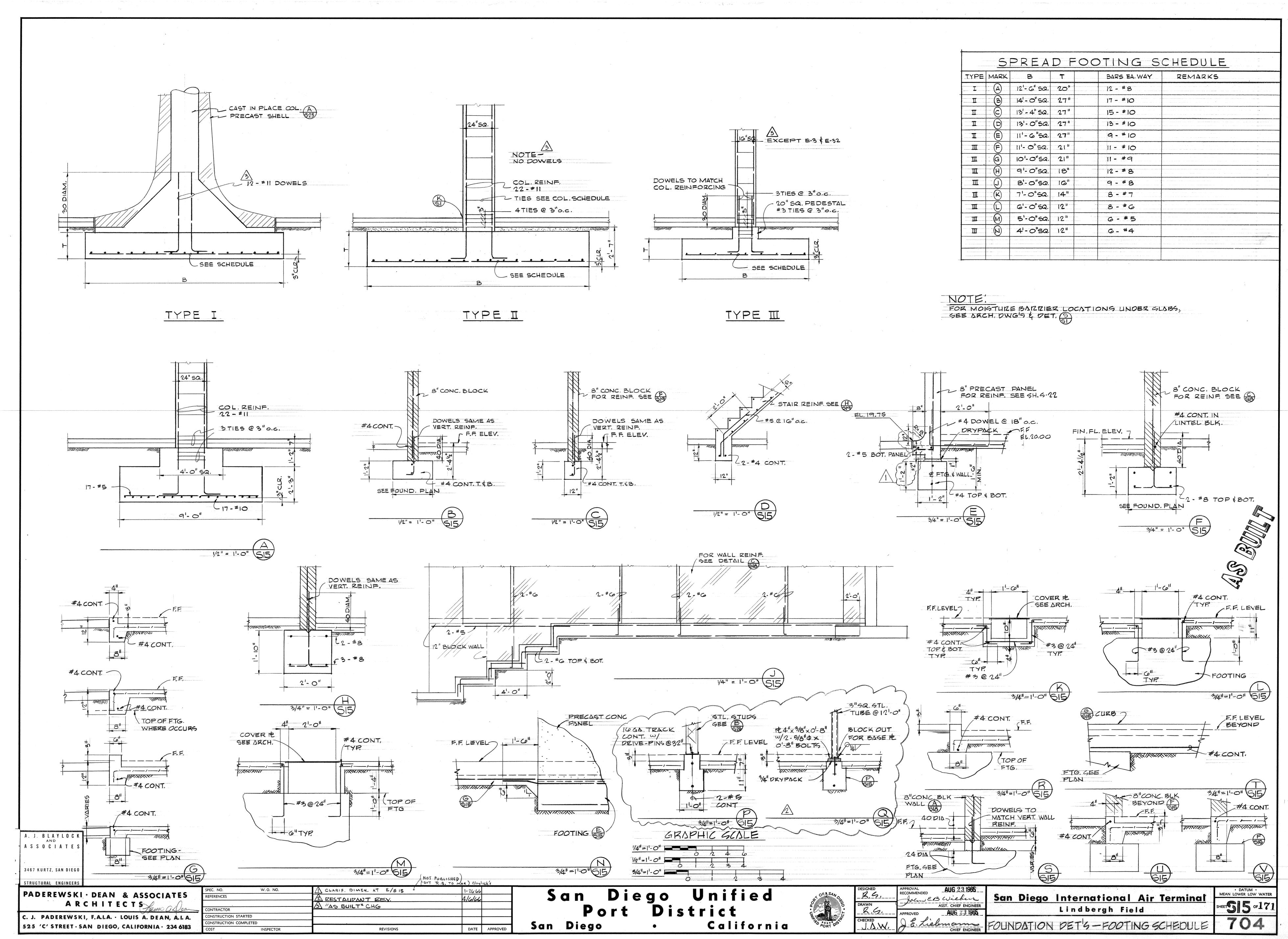


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		DRAWN (D.M.B.	ASST. CHIEF ENGINEER APPROVED AUG 23 1965			Lindbergh Fie	ld	
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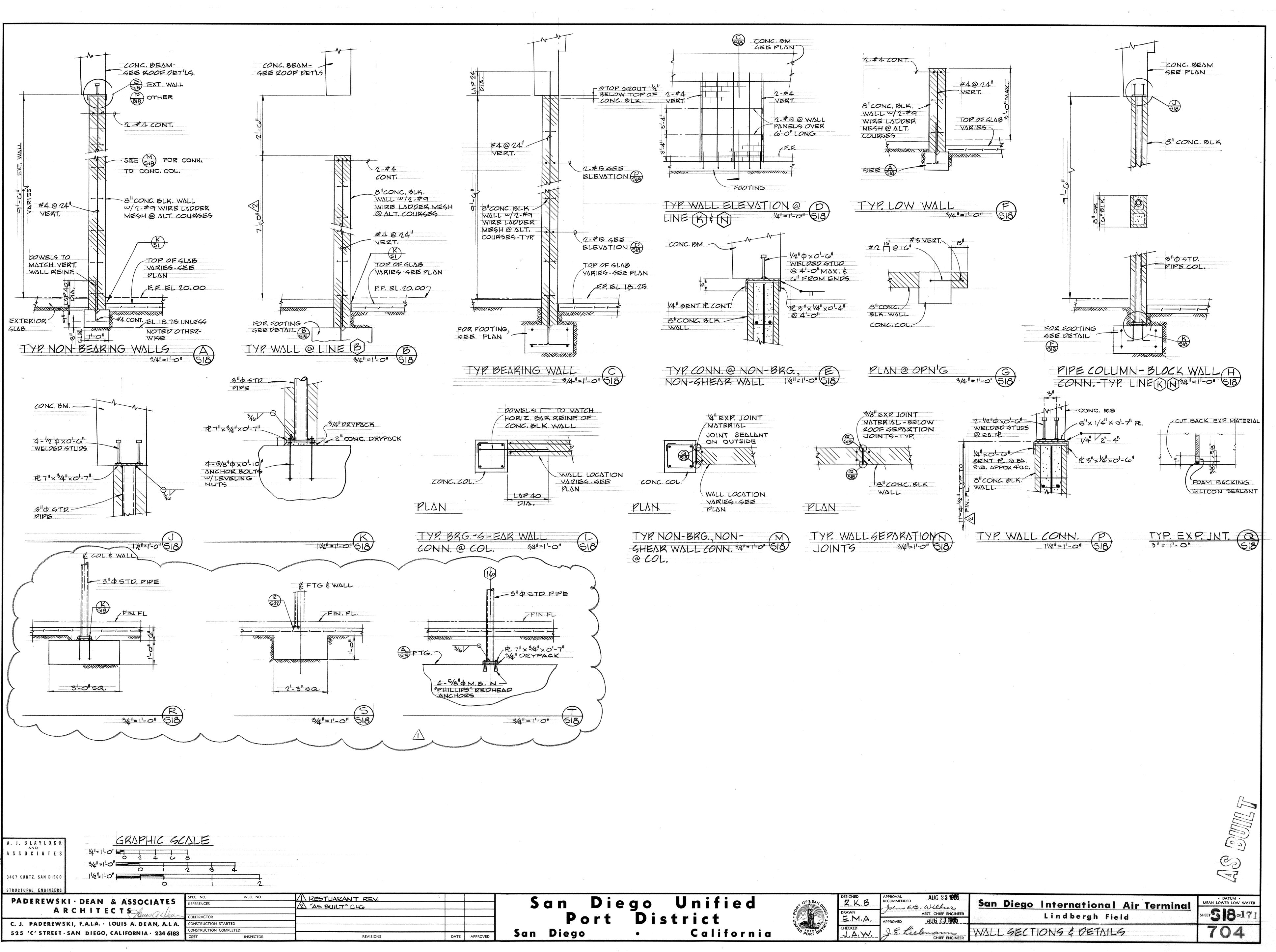


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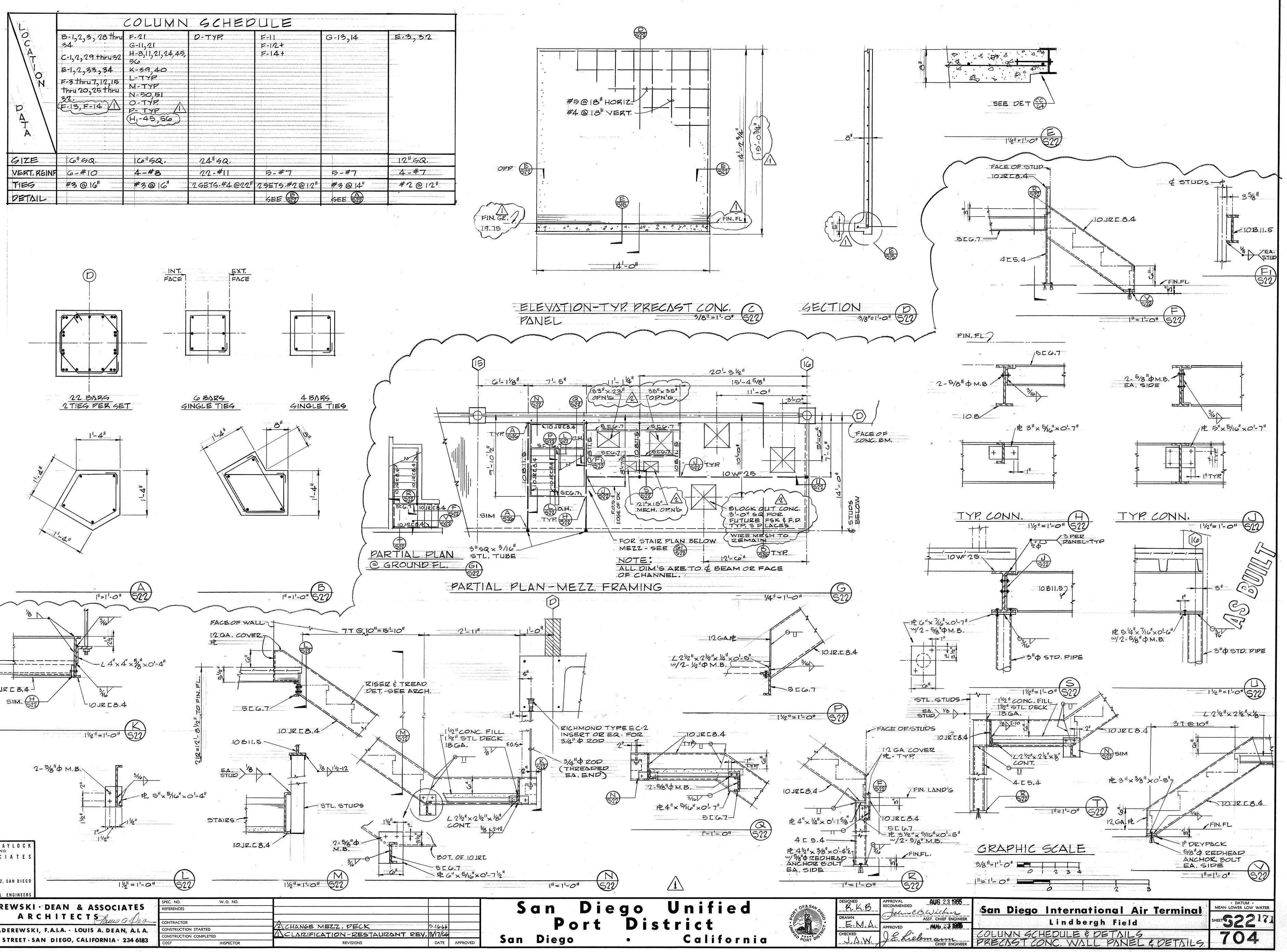


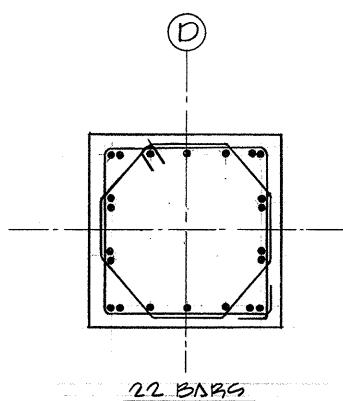
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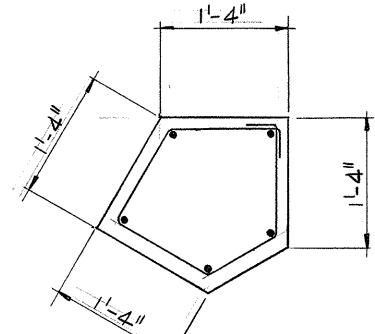


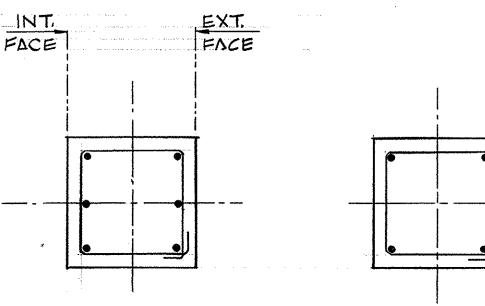
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REVISIONS	DATE	APPROVED	San Die	y o	•	Californi

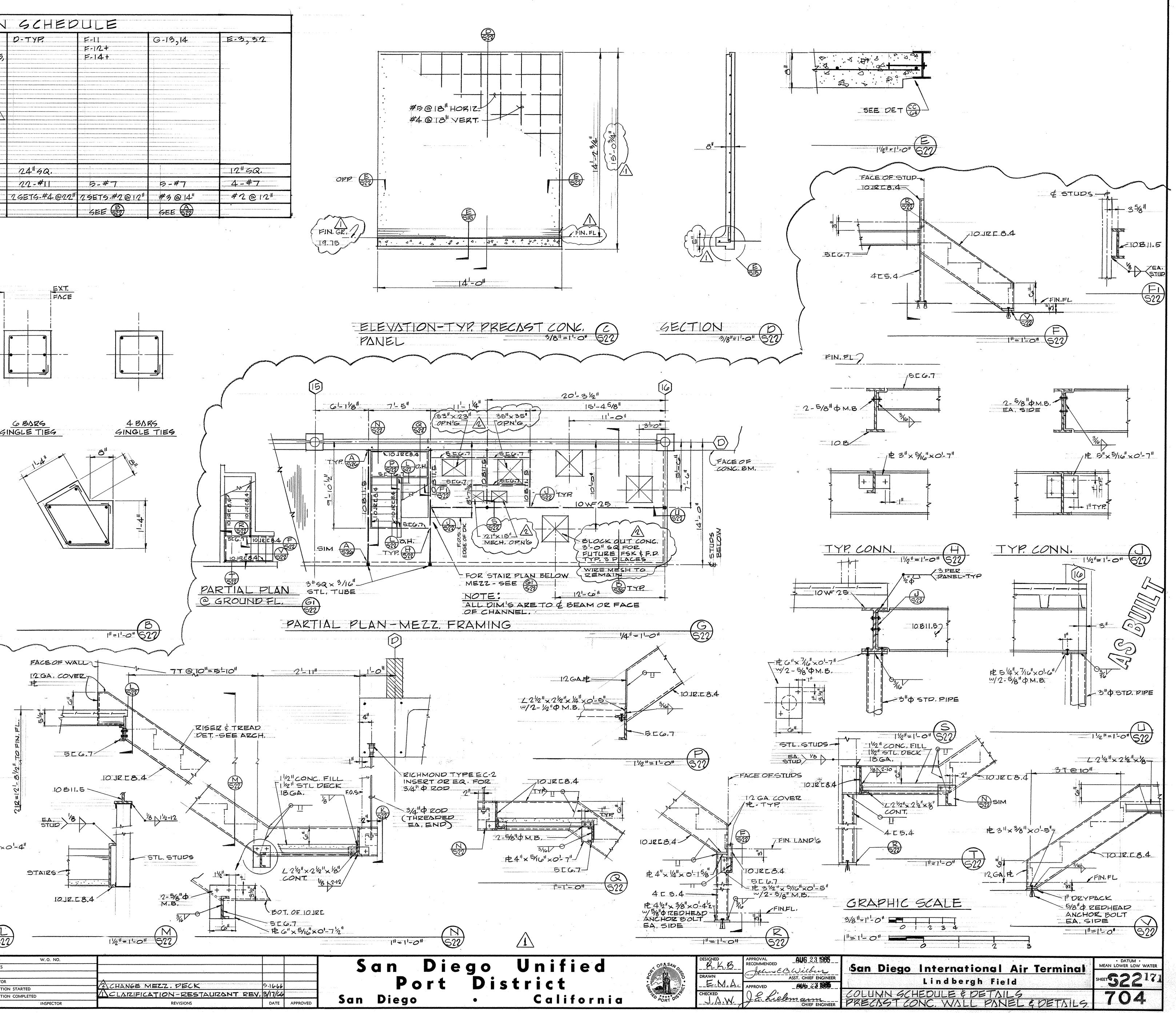
OF SAN	B_R_K_B	APPROVAL RECOMMENDED	_AUG 23 1965 . Wilbur	San	Diego	Inter	natio
00 · L · · · · · · · · · · · · · · · · ·	E,M.A,	APPROVED	ASST. CHIEF ENGINEER			Lind	bergh
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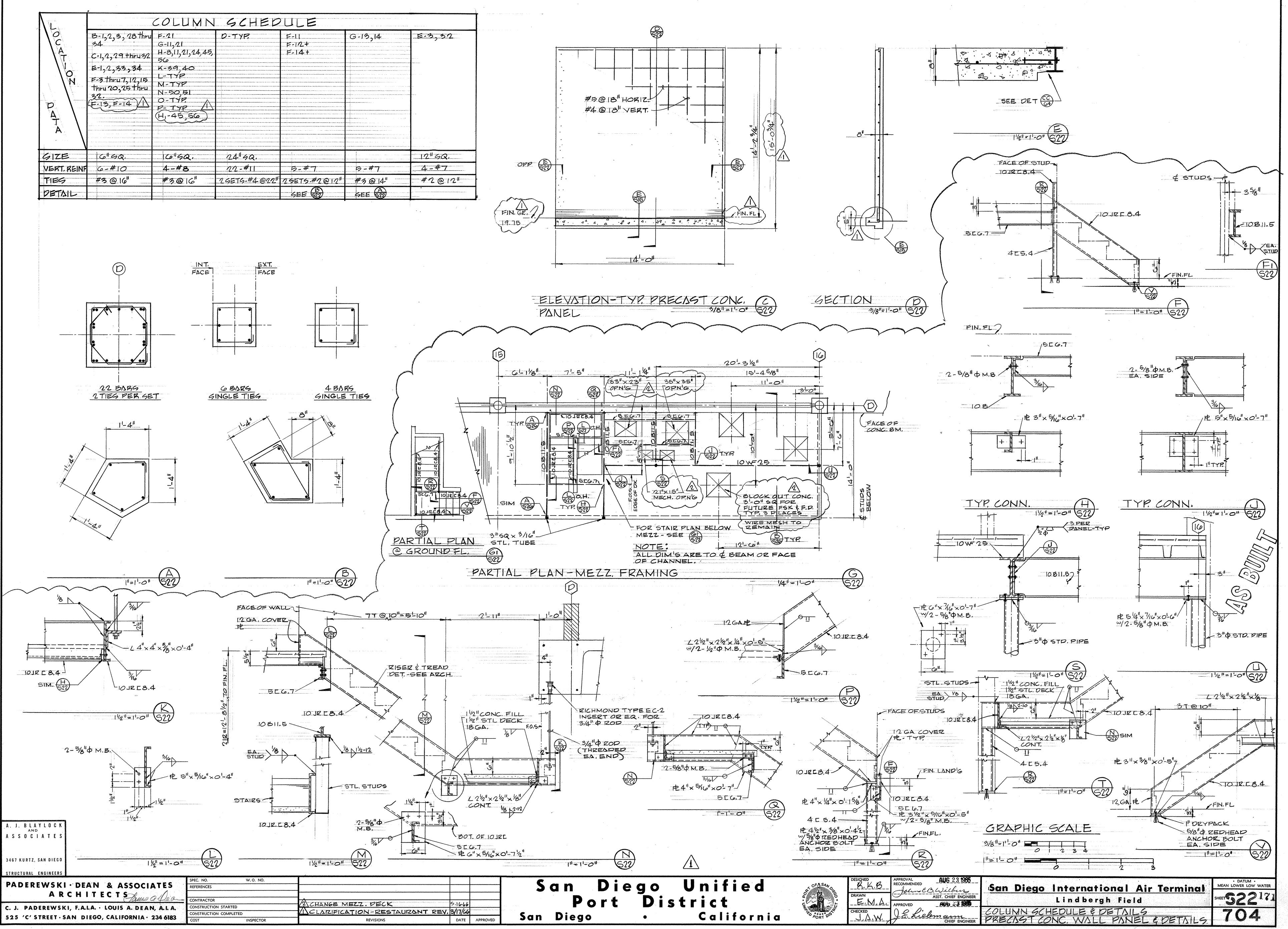


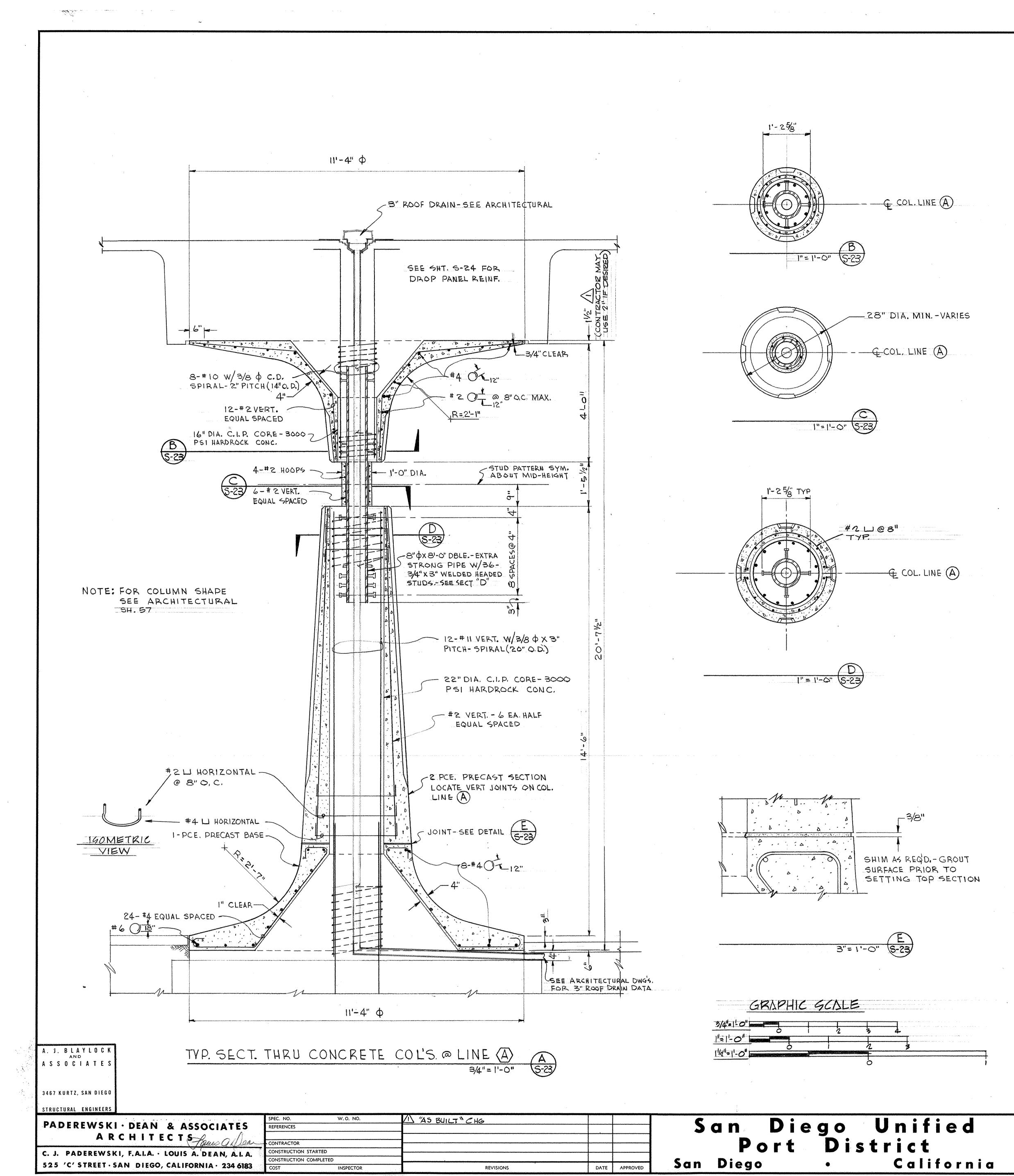


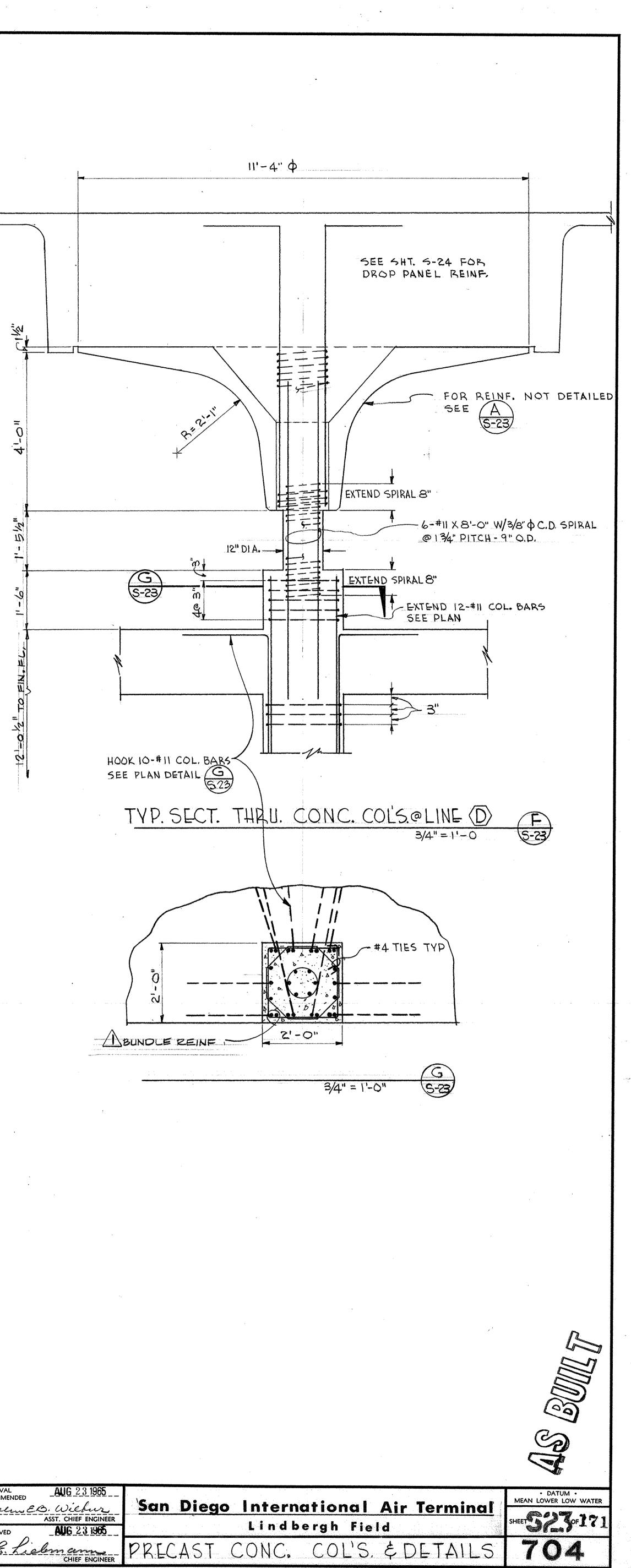






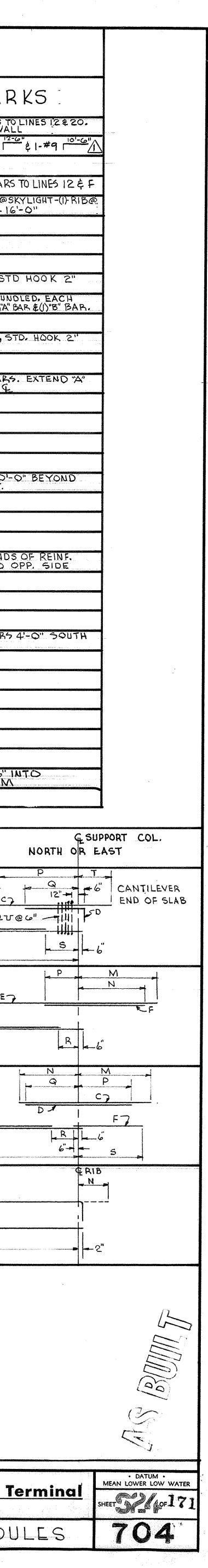


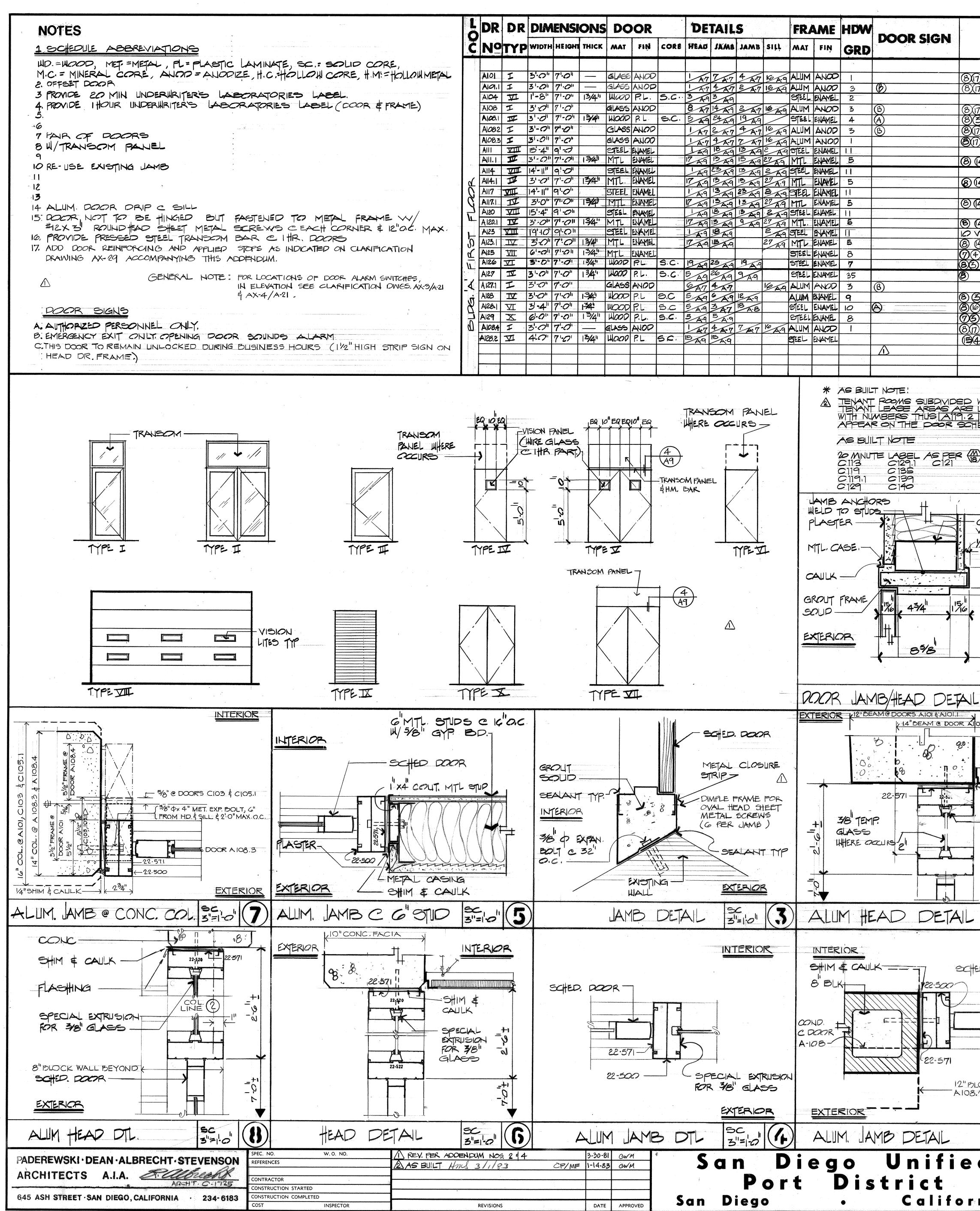




OF SAN	DESIGNED B.K.B.	APPROVAL RECOMMENDED Jacus EB. (WG 23 1965 Wiebur	San	Diego	Intern	ational	Air	Ter
	drawn B, G,	ASST	CHIEF ENGINEER	2011 - 279 - Alexandro Constantina de Constantina de			ergh Fie		
TIE PORT DIS	CHECKED	J.E. Lieler	CHIEF ENGINEER	PREC	AST (CONC.	COĽS.	ξ[)ET

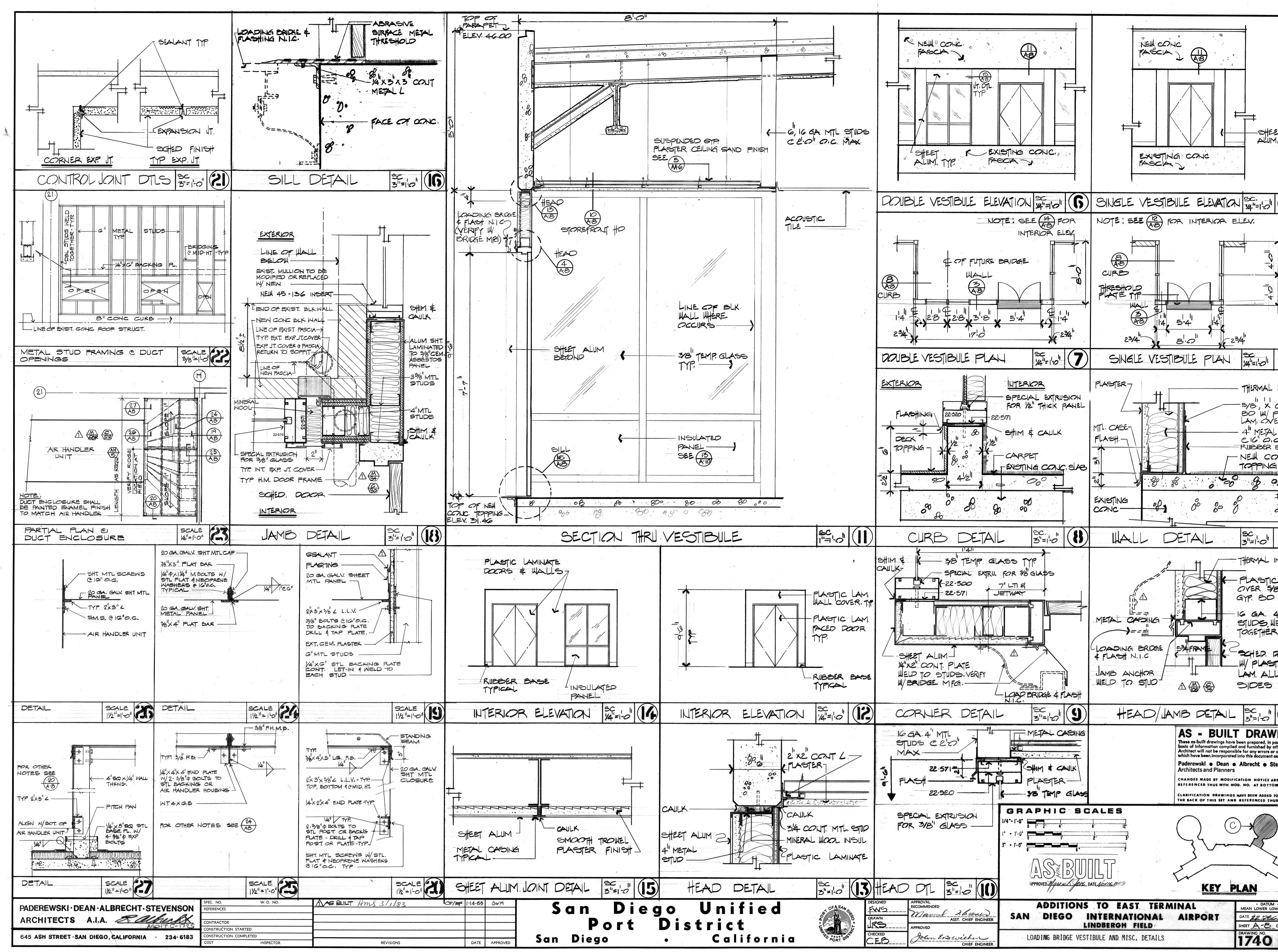
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		DATA	L	TYP£	R	EINF	ORC	ING	I r	l r	MN	P	Q	R	S	Т	REMARKS				DATA L TVP		REIN	FOR	CINC		T C	M	N	Р	Q	R	S	T	R	EMARK
		: R-1	44'-0"	I		2-#10	<u> </u>		2 -#6	4	23'-10" 15'							·		-	R-69 40'-0" VI	1-#6	1-#6		2-#6					· ·					EXTEND A P	B. & D BARS TO LIN CONT. TO WALL
		: R-2 : R-3	40'-0" D0.	I II		1-#10	_		2-#9 2-#8					" 7'-10 " 9'-0'							R-70 DO VII R-71 DO VII	1 - #10 1 - #10	1-#10		1-#6	5-#9	-#9 -#9	10'-0" 12'-0"	1			6'-0" 6 5'-0" 6			@ LINE"D",	ADD 1-#9 5
		: R-4 : R-5		Ш. т	-#q -#9	-#9 -#9	2-#8		2-#9			20'-0		" 8'-0'		" " 9'-0"					R-72 SEE PLAN VI R-73 40'-0" VII	1-#5)-#9	1-#5		1-#5	1-#9	1-#9	12'-0"	101.00			5 ¹ -0"	5-0"		STD. HOOK	,"B", & D" BARS TO
		R-0		ш Ш	1 1		2-#6		2-#9					" 6-3	" <u> 8</u> '-c	5 .	EXTEND I-"B" BAR 6" BEYOND Q	OF COL.			R-73 40-0 VII R-74 DO VII	1-49				1-#8		12-0"				6-0"			<u>SKYLIGHT "</u>	"M" DIM. = 16'-0" DO:
		R-7 R-8	DO DO	Ш Ш	-#9 -#8		2-#5		2-#8			141-0"	21'-0		5'-0 " 8'-0	"8'-0" "					R-75 DO VII R-76 12'-0" VII	2-#9	2-#9 1-#5			1 - #10	1 - #10	12'-0"	10'-0"			5'-0"			2022-00-00-00-00-00-00-00-00-00-00-00-00	DO.
		R-9	DO	IL	1-#8							20'-0'		5'-5	" 8'-0	" 9'-0'					R-77 DO VII	1-#5				1-#8	1-#8	24'-0"	2240				· · · · · · · · · · · · · · · · · · ·		SO. END C	OF RIBS, STD HU F & RIB RG TO BE BUNDLET DNSIST OF (1) "A" BAR
		R-10 R-11	DO DO	Ш Щ	1-#8	1-#8	2-#6		2-#8 2-#7					" 6'-3 " 8'-0'						•	R-78 40'-0" VII R-79 DO VII	2-#8 2-#9		2-#6	1-#6 1-#7			· · · · · · · · · · · · · · · · · · ·	·····	1 K	<u>101-0"</u>	4'-0"	5-0"	5'-0"		
		R-12 R-13	D0 28'-8"	ц V	-#8 -#4	1-#8		1-#6	1-#6	1-#6	5-10" 15	20'-0	" [3'-0	× * 3'-6	8'-0 "	" 9'-0'	EXTEND "C" & "A" BARS TO LA DIAM, AT INTERSECTION.	AP 24	O)	R-80 20'-0" VII R-81 D0 VIII	1-#5	1-#4	2-#6	1-#6	1-#6	1 - #10	101-0" 8'-0"	8'-0"	12'-0"		3'-0"	8	5'-0" 5'-0"	WEST EN WEST OF	ND OF RIBS, STD. F & RIB.
	·	R-14	DO	<u>ــ</u> ۷	1-#5	,	1-#5		1-#5		5'-10" 15'		13'-0							1994 - 1994 - 1994 1995 - 1994 1996 - 1994 - 1994 1996 - 1996 - 1996 1996 - 1996 - 1996 - 1996 1996 - 1996 - 1996 - 1996 - 1996 - 1996 1996 - 199 - 1996 - 199	R-82 DO VIII	1-#5	1-#5	2-#6		2-#6		4'-0"				0'-0"	· · · · · · · · · · · ·		STD, НООК ВАВ 4'-Q"	CON"E' BARS. E.
		R-15 R-16	D0 32'-8"	V V	1 - #4		-#5 -#5	1-#6	1-#5	х тил 	5'-10" 15' 5'-10" 16		14'-0	ана и на на на на на 1997 година и на на на 1997 година и на на на на	· · · · · · · · · · · · · · · · · · ·		NO STIRRUPS REQUIR NORTH END OF"C" BAR TO HAN HOOK- NO STIRRUPS REQ'D			-	R-83 20'-0" VIII 0R 24'-0" VIII R-84 20'-0" VIII	1-#6	1-#6	2-#6	1-#6	2-#9	1-#10 1-#7:	12-0"				3'-0"		5'-0" 5'-0"	netwinkenten ander som ander so	dijeciningstramasi integratijska marana marana i postana marina marana marina marina postana piranjego i posta
	4	R-17	DO	IV —	1-#4		1-#5	1-#4	· ·		5'-10" 16		14'-0		· · · · · · · · · · · · · · · · · ·	·	DO				R-85 40'-0" VII	1-#9	1-#8	2-#6								6'-0"				Alematikas - Antonen - Antone
		R-18 R-19	28'-8"	IV.	1-#4	1-#4	1-#5	1-#6		· · · · · · · · · · · · · · · · · · ·	5'-10" 16' 15'-0" 15'		" 13'-0	" 3'-6	1999 - 1997 - 19	ne v se	DO			-	R-86 31'-4" VII R-87 11'-0" VIII	-#8)-#7 -#5	2-#6					· · · · ·			4'-0" '-6"	4 - 0"	9'-0" 9'-0"	EXTEND (C COL	C" BARS 101-0" I SUPPORT.
		R-20 R-21		IV IV	l - #5 l - #4		1-#5	1-#5			15'-0" 15' 15'-0" 15		"13'-0								R-88 24'-0" VII R-89 DO VII	1-#5	l - #5	2-#6					· · · · · ·	16'-0" 14'-0"		3'-0" 3'-0"			gan marina di San	en e
	α	R-22	DO	ĪV	1-#5	i-#4	1-#6				15'-0" 14'	:	12'-0	" 3'-0"			NO STIRRUPS REQD.		2		R-90 17-6 & VII	-#5		2-#6						1.0 1 .01		· · · · · · · · · · · · · · · · · · ·		6-0"		
		R-23	DO DO		1-#5		1-#5	1-#4			15'-0" 14' 15'-0" 14'						DO				R-91 18'-0" VII R-92 28'-0" VII	1-#5	1-#5	2-#6						SEE REMARKS		4'-0"	4 ¹ -0"	5'-0"	ANTILEVER	R BOTH ENDS OF "BARG TO OPP.
		R-25	32'-8"	IV IV	1-#4	1-#4	1-#6				5'-10" 16			3-6	• • • • • • • • • • • • • • • • • • •		NORTH END OF "C" BAR HAS ST	D. HOOK	O		R-93 40'-0" VII	-#9	1-#9		2-#9	2 - # 10			10'-0"		12'-0"	5'-0"	5'-0"	· · · · · · · · ·	förd av fan skons sok földe da det av det	
	J	: R-26 : R-27	DO DO		1-#5	· · · ·	1-#5				5'-10" 16'		" 14'-0				DO NO STIRRUPS REQ'D.	· · · · · · · · · · · · · · · · · · ·			R-94 DO Ⅶ R-95 DO Ⅶ	1-#8		2-#6	1-#7	- +8	1 - #8					6'-0" SEE REMARKS		5'-0"	EXTEND V OF LINE	A" \$"B" BAR5 4'-0 F
		R-28 R-29	16'-4" DO		1-#5		1-#6		1-#5		16'-0" II'		 • • • • • • • • • • • • • • • • • • •		14'-0' 14'-0						R-96 DO VII R-97 28'-0" ^{(‡} VII	-#8 -#8		2-#6	1-#6					10'-0"		6'-0"	6-0"	5'-0"	SEE R-	
	7	: R-30	DO	11	1-#4	· · · · · · · · · · · · · · · · · · ·	1-#5			· · · · · · · · · · · · · · · · · · ·	16-0" 11"		1 1	1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.1							R-98 12'-6" # VII	-#5							an ann an an an an ann an Anns an Anns an Anns an Anns an Anns an Anns an	12'-0"	and a significant sector of a sector of a sector of the	SEE REMARKS 2'-0"				
		: R-31 : R-32	28'-8" DO	V V	1-#4	· · · · · · · · · · · · · · · · · · ·	1-#5 1~#4		1-#5 1-#4		5'-10" 15' 5'-10" 15'										R-99 36'-0" VIII R-100 40'-0" IX			2-#9	2-#8 -#9			13:-0"		25-0" 10'-0"	-	5'-0" 5'-0"				
		(R-33)	00	IV.	1-#4	· · · · · · · · · · · · · · · · · · ·	1-#5				15'-0" 15'	-0"		y na se		 				- -	R-101 DO IX	1-#8		2-#6	1-#9			13'-0" TO 22'-0"	10'-0"	1 <u>8'-0"</u> то 17'-0"		6'-0" 7 1/	''-6" TO 6'-6"		FXTENDY	4" BARS /" INT
		∑R-34 ∑R-35	D0 16'-4"		1-#4 1-#5	· · · · · · ·	-#4 -#5		<u>1</u> -#6	· · · · · · · · · · · · · · · ·	15'-0" 15' 16'-0" 11'		9'-0	на анала на типана и стала се на се на Права — с	12'-0					L	R-102 DO IX R-103 18-6" TO VII	1-#7		2-#6 2-#6				8'-0" To 11'-0"		12'-0"		5'-0" 3'-0"	3'-0"		MARGINI	4" BARS 6" INTO AL BEAM
		R-36	DO 28'-8"		-#4 2-#8	2-#5	1-#5		1-#5		16'-0" 11'- 5'-10" 15'		·····	3'-0'	14'-0'	• •					GUPP	ORT COL.		······		G SUPPO	BT COL.					C	SUPPOP	RT COL.		
		:R-38	DO	VI	2-#8	2-#5	1-#5	2-#5			15'	-0"		3'-0'	■ A state of the state of t		·····		TYPE		SOUTH OR WE		Ę.	SPAN	NORT	H OR EAST				TYPE			WEST			ESPAN N
		:R-39 R-40	DO 11'-4"	VI X	2-#8	2-#5	· · · · · · · · · · · · · · · · · · ·	2-#5 2-#5	1-#5		5'-10" 15' 4'	-0" -4"		3-0		en la company de	READ TYPE VI OPP. HAND TYP. CROSS RIB REINF.@HIGH	ROOF	-		P Q C7 D7 6'-6"		a	٤J	6	6"						N 12"	<u></u> `E	<u>ب</u> <u>ب</u>		c7
			40'-0"		2- #8 2- # 7	2- #8			2-#8		17'-0" 4 ¹ . 6'-0"			" G-0"			BUNDLE 1-"A" BAR & 1-"B" BAR				¢7 D7 <u>6'-6''</u> #3 75 @24"0.C.	5-#325 @18"0.C.	#3.J.@3	24" O.C.	5-#315 618"0,C						EXTEND E	BARS	╪╪╪┊╞ ╽└╽╽┢┱╼ <u>╴</u> ╒ ╁╁╢┟╉╶═══	5-#2.0	e c"	5-#27@6
		R-42 R-43	DO DO	VII.	2-#8						6-0	8'-0	" 5-0	1 6-0	" 6'-0'	1 5'-0"	BUNDLE A & B BARS (2-#7\$	8)	·		F _ 6'-6''	-120	A-4	B/	• • • [n marka di sanga dan tangga di sa			CONTINUE	6	R	A-4	D	
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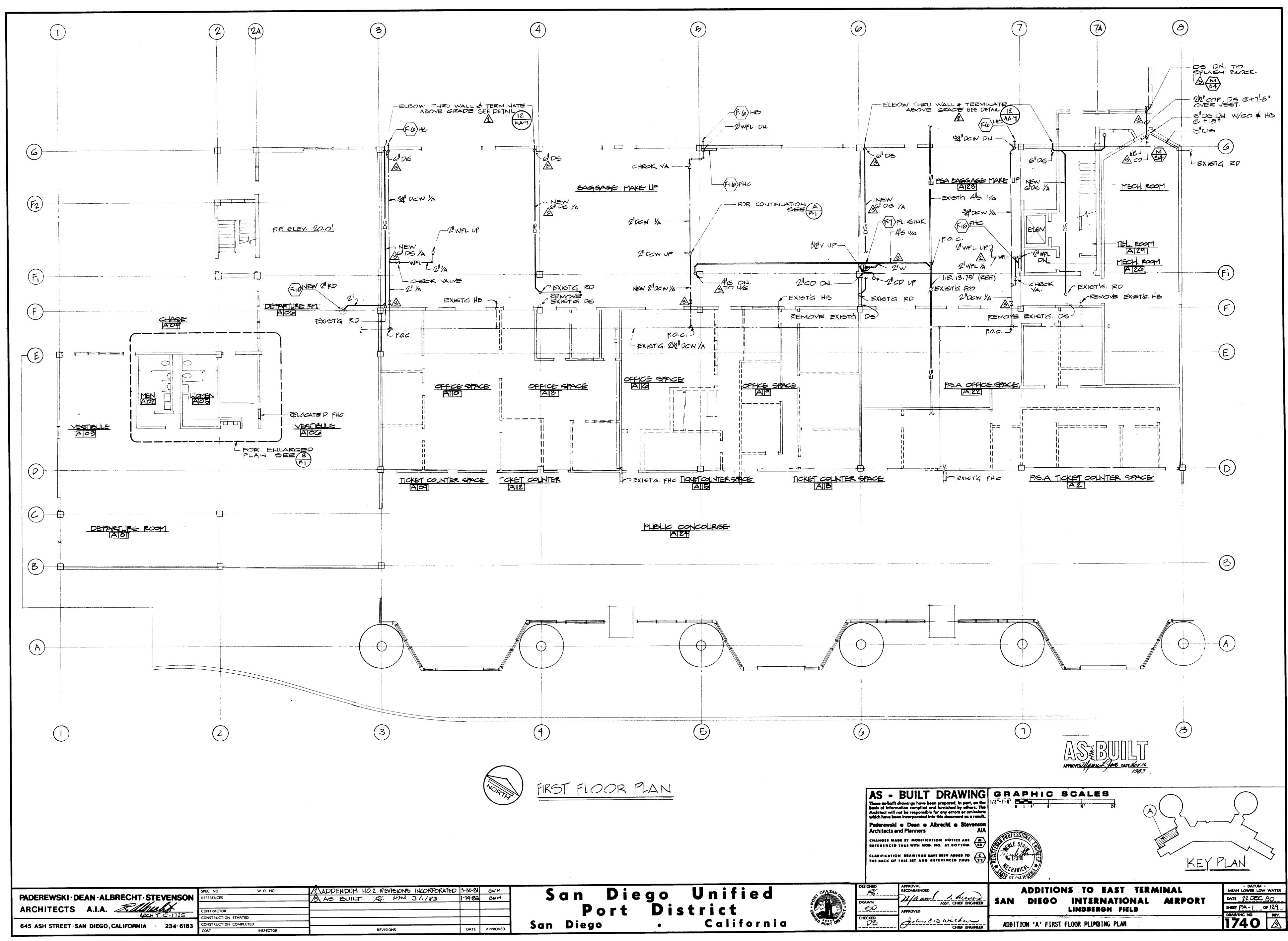


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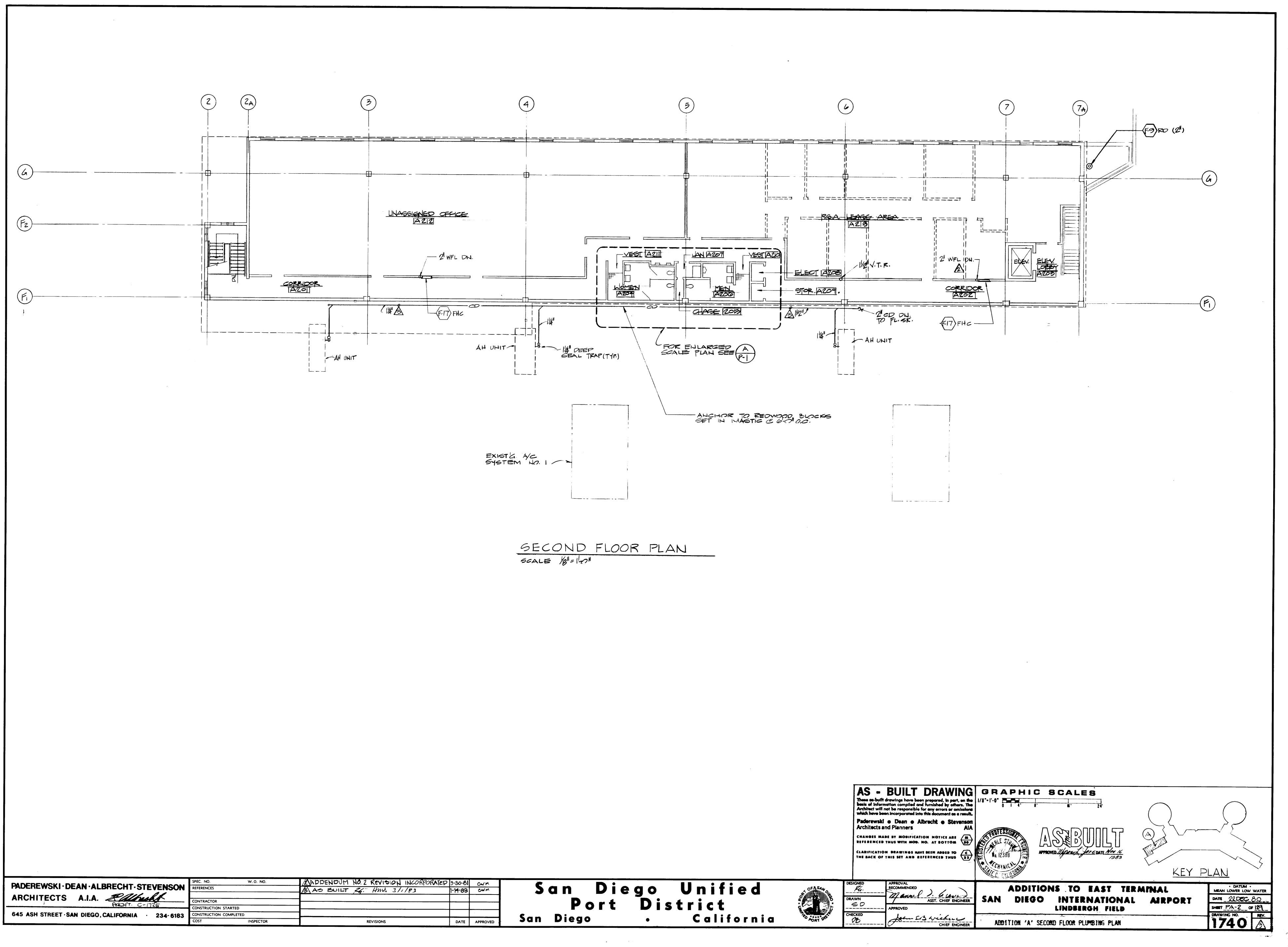
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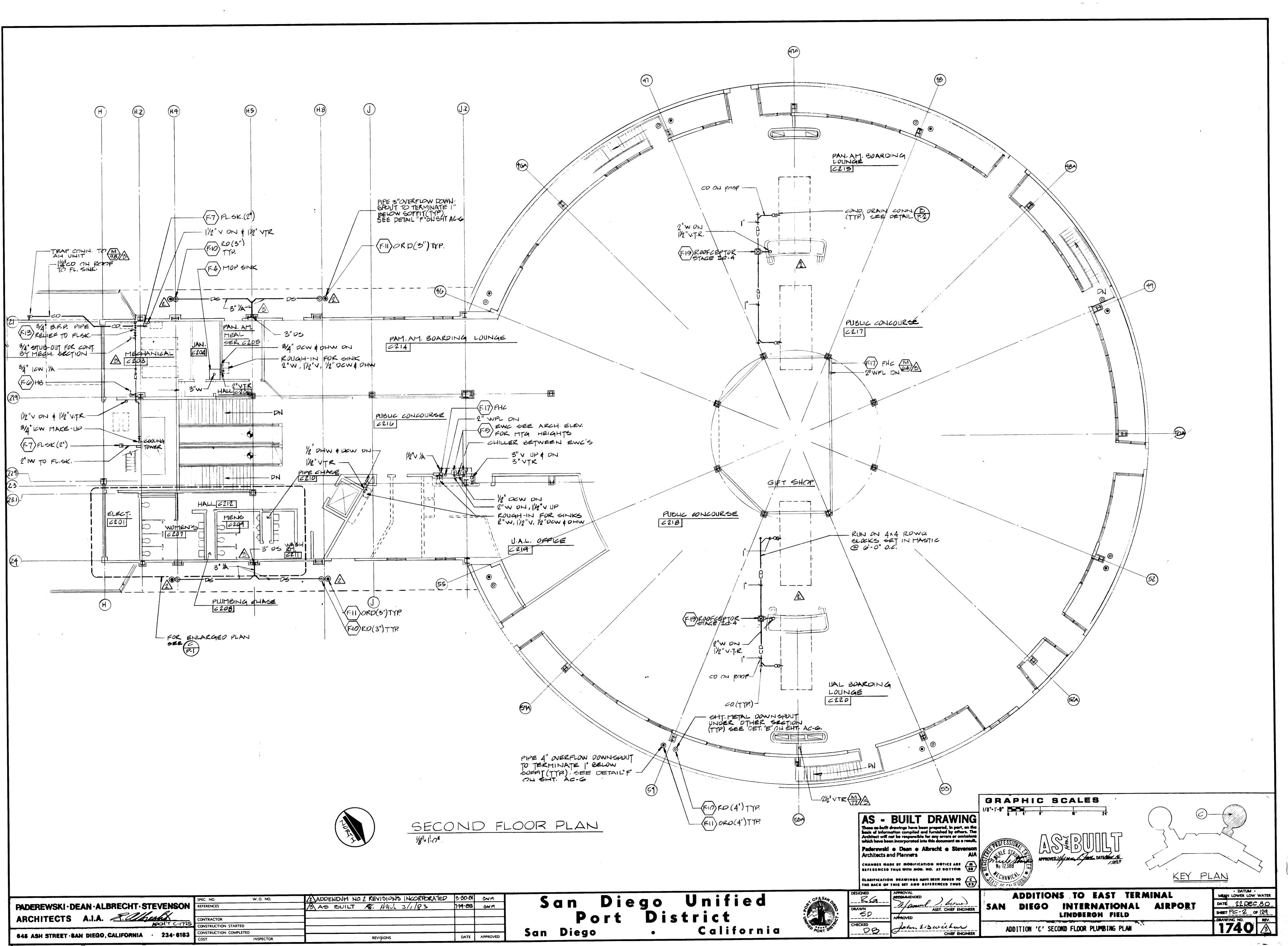
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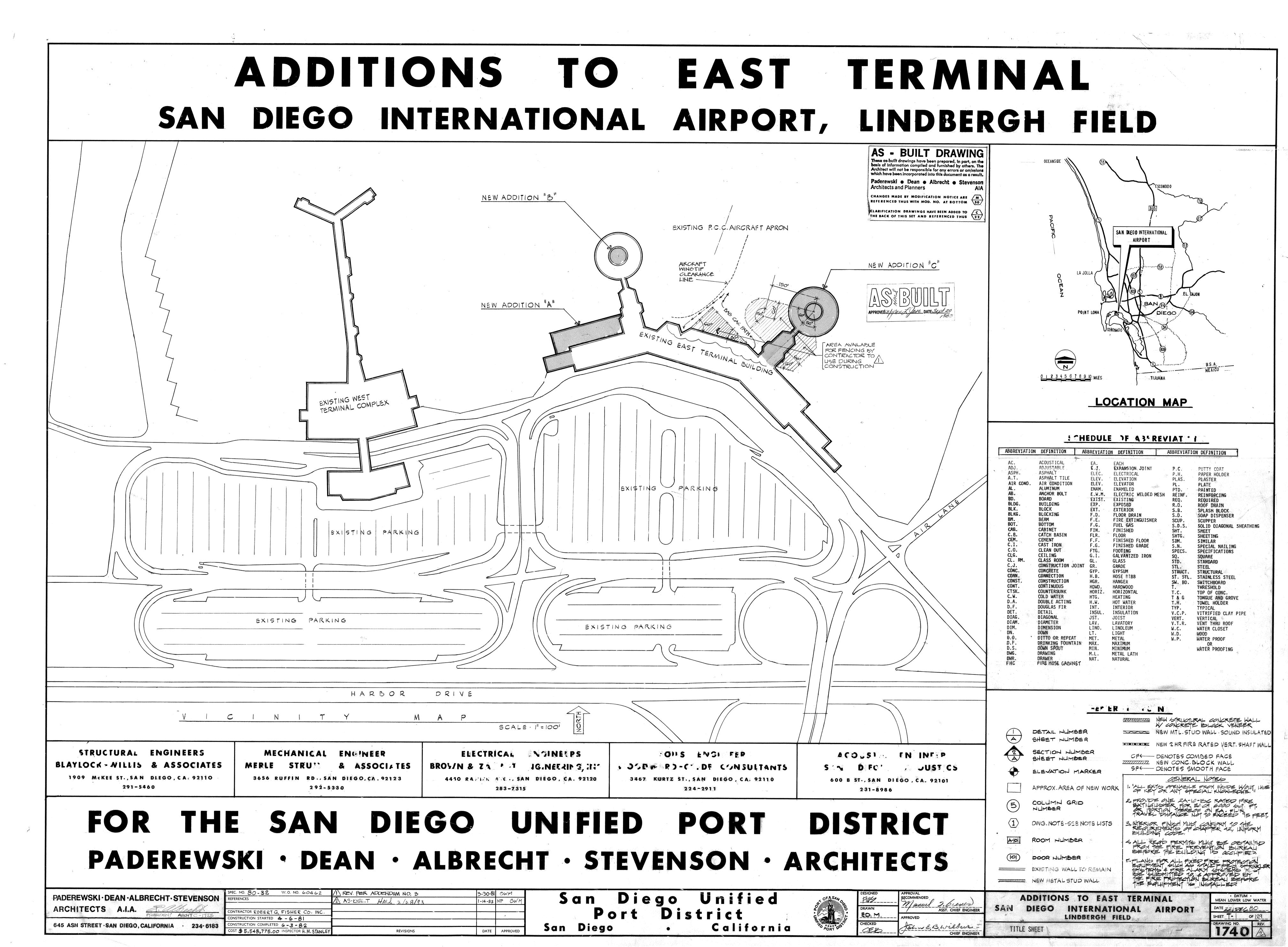
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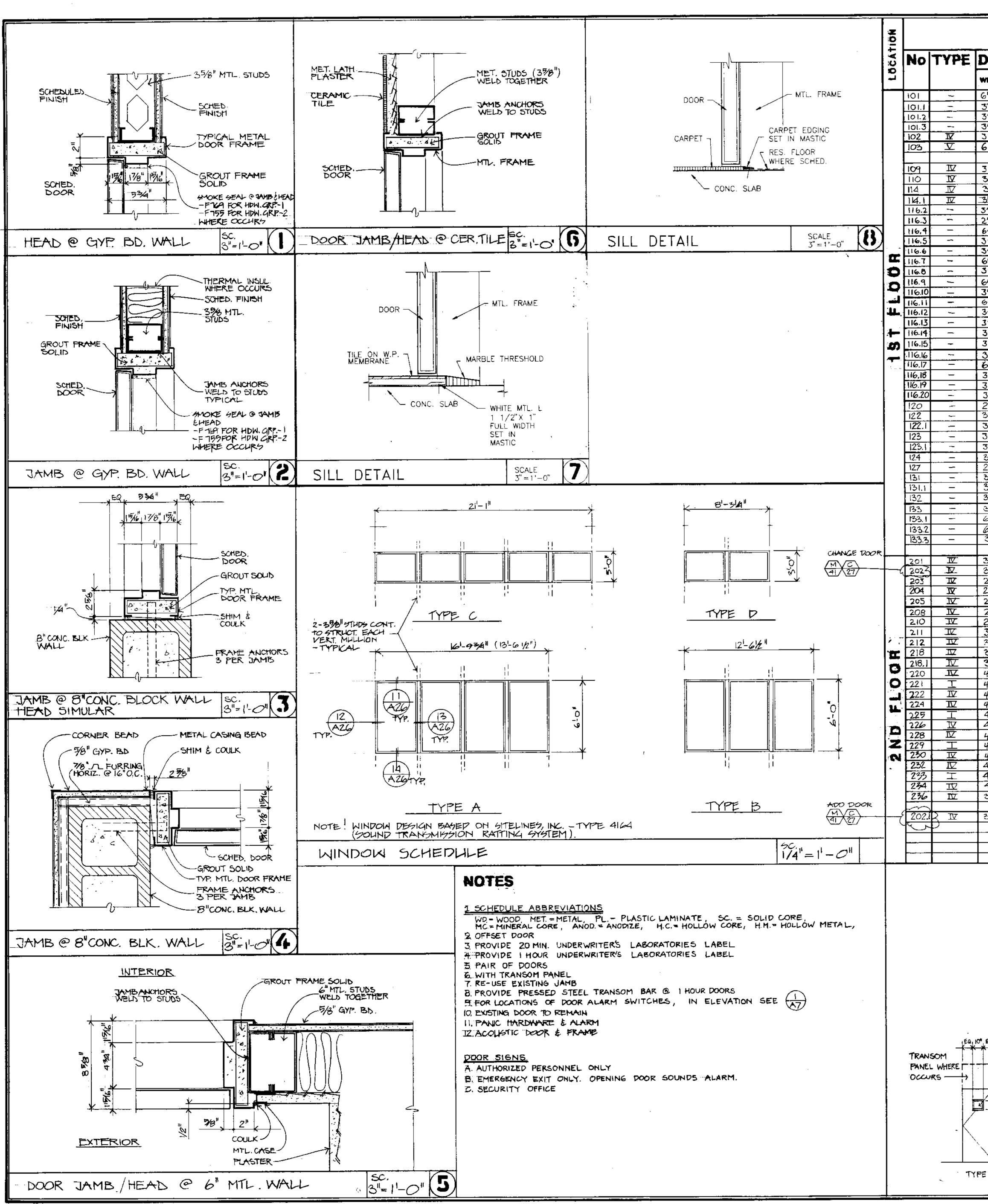
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6'-0"	740"	3⁄4*	۳D	P.L	\$.C.	STL.	ENAMEL	×25	2 125	_	\geq			5
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3-6"	7-0"	134"	ALUM	ANOS	×Ħ.€.	ALUM.	ANOD.	3 A27	5 A25			9 9		
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<u> ଅ</u> -୦"	7-0"	13/4"	WD	PL.		STL	ENAMEL	-			2			10
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3'-0'	7-0	13/4	WD.	STAIN	5.0.	WD	STAIN				\square	13		
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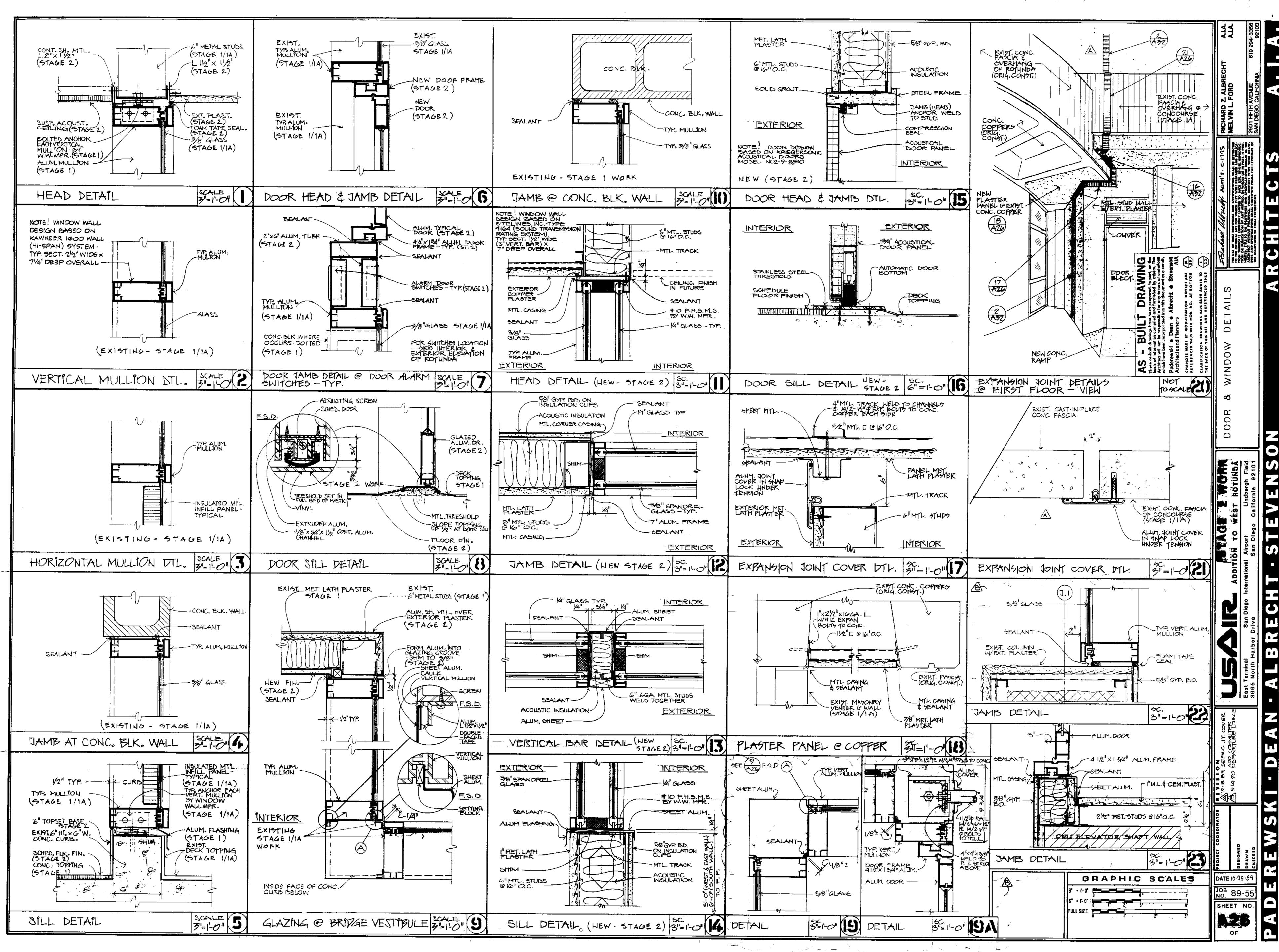
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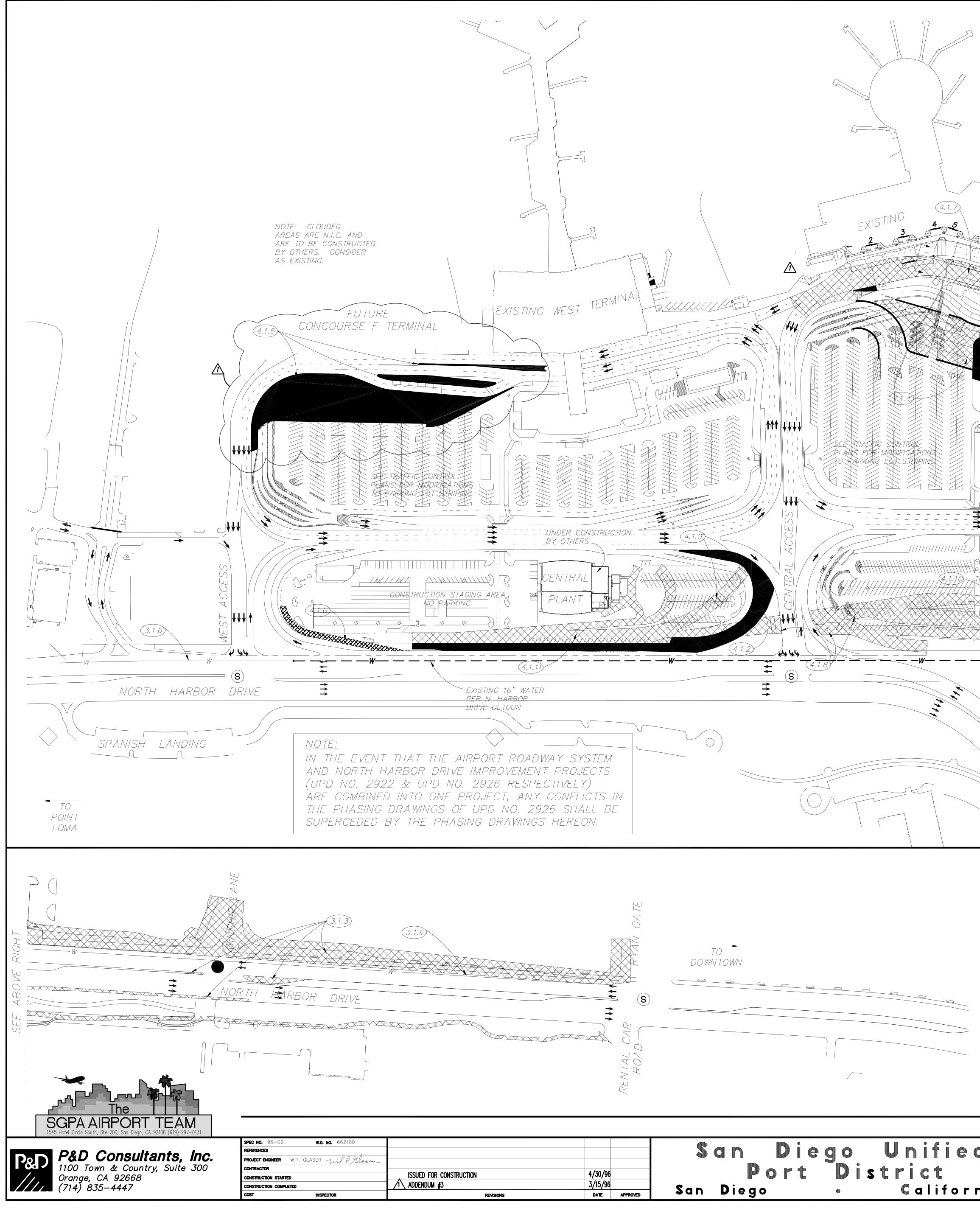
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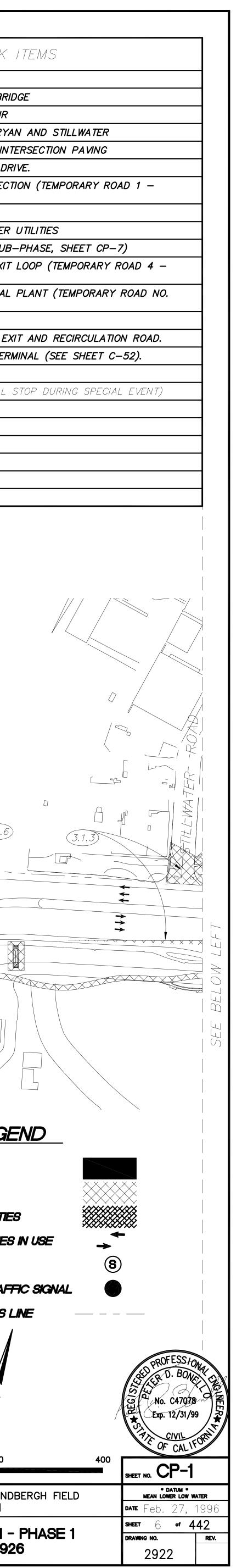
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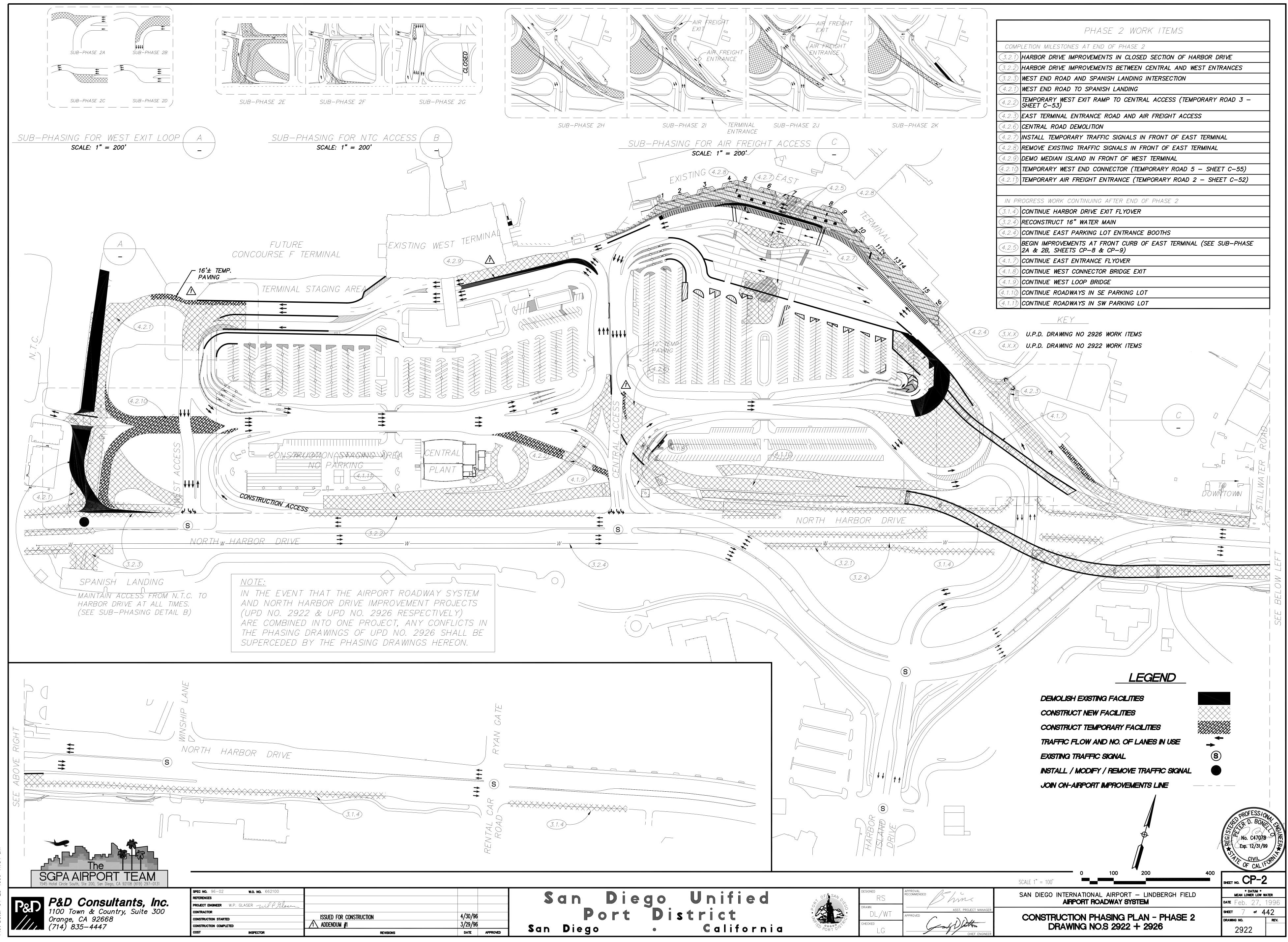




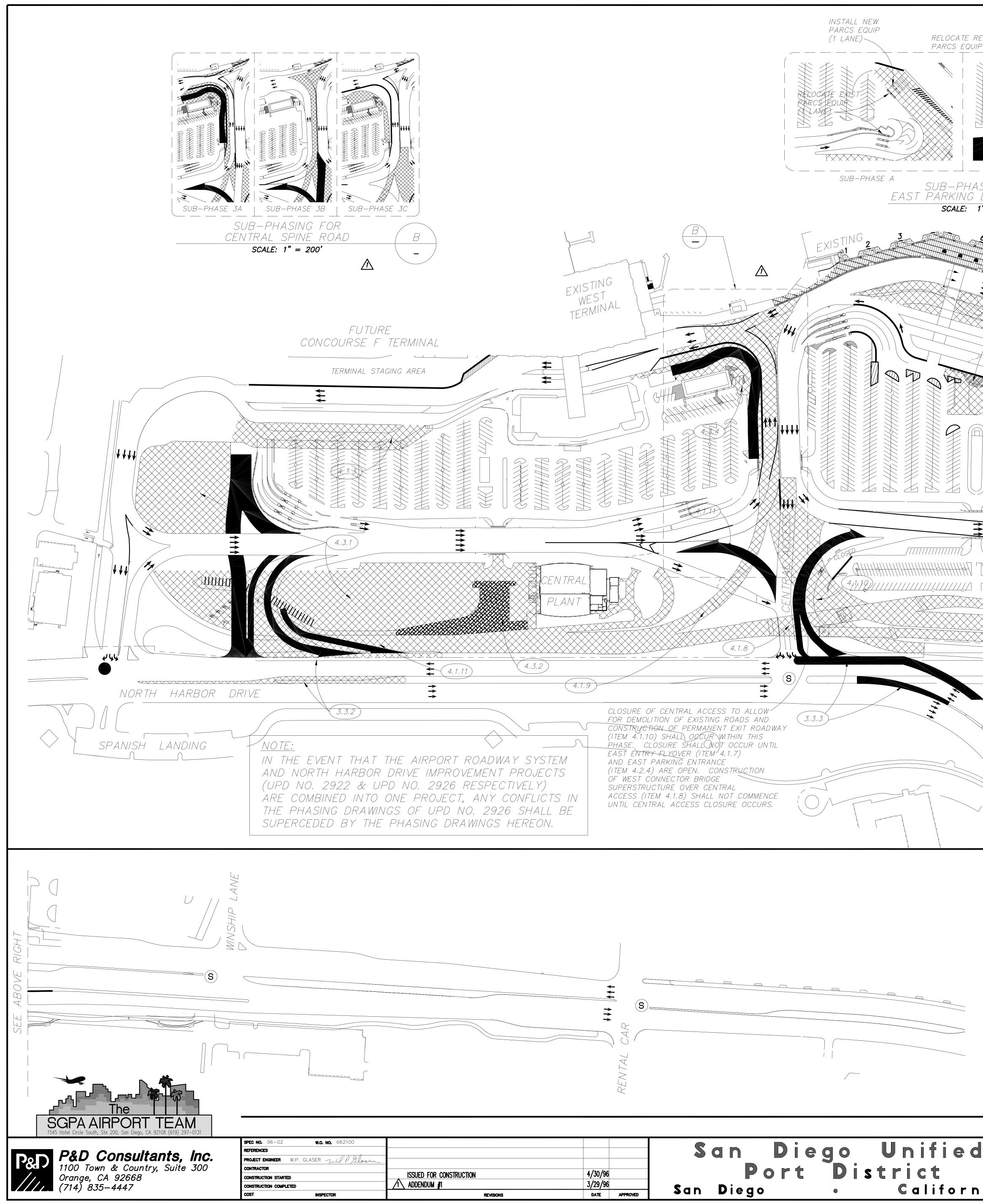
			SCALE 1" = 100'
	San Diego Unified	DESIGNED RS DRAWN	san diego international airport – Line Airport Roadway System
DN 4/30/96 3/15/96	Port District San Diego • California	DL/WT ASST. PROJECT MANAGER	CONSTRUCTION PHASING PLAN - DRAWING NO.S 2922 + 292
REVISIONS DATE APPROVED		LG CHIEF ENGINEER	

	Phase 1 Work
	COMPLETION MILESTONES AT END OF PHASE 1 3.1.1 DEMO EXISTING INTERCHANGE INCLUDING BRID (3.1.2) TEMPORARY HARBOR ISLAND DRIVE DETOUR
	3.1.3 HARBOR DRIVE IMPROVEMENTS BETWEEN RYA
	3.1.6 RELOCATE 16" WATER IN NORTH HARBOR DRI
	4.1.1 TEMPORARY HARBOR ISLAND DRIVE CONNECT
	(4.1.2) DEMO EXISTING ROADWAYS (4.1.3) RELOCATE 12", 16" WATERLINES AND OTHER
	4.1.4 TEMPORARY EAST TRANSIT PLAZA (SEE SUB-
I N N	(4.1.5) TEMPORARY WEST TRANSIT PLAZA AND EXIT SHEET C-54)
EAST /	(4.1.6) CONSTRUCTION ACCESS RAMP FOR CENTRAL SHEET C-55.)
	(4.1.12)EAST TERMINAL CURBSIDE PAVING(4.1.13)PERMANENT PORTION OF HARBOR ISLAND EXIL
	(4.1.14) RELOCATE PARKING LOT PAY-ON-FOOT TERM
	IN PROGRESS WORK AFTER PHASE 1 (WORK WILL S
	3.1.4 BEGIN HARBOR DRIVE EXIT FLYOVER (4.1.7) BEGIN EAST ENTRANCE 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
	(4.1.10) BEGIN ROADWATS 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
	4.1.3
	4.1.7
RKING LOT STRIPING	
WWW	
NORTH HARBOR DRIVE	(3.1.5)
	(3.1.4) TYP
	3.1.2
S	LEGE
	DEMOLISH EXISTING FACILITIES
	CONSTRUCT NEW FACILITIES
	TRAFFIC FLOW AND NO. OF LANES
	EXISTING TRAFFIC SIGNAL
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	<u> </u>	Diego	Unified	OF SAN	designed RS	APPROVAL RECOMMENDED	san diego international airport – Lind Airport Roadway system
ON 4/30/96 3/29/96		Port Di	strict		DRAWN DL/WT checked	ASST. PROJECT MANAGER	CONSTRUCTION PHASING PLAN -
	APPROVED San Die	ego •	California	PORT O'S	LG	CHIEF ENGINEER	DRAWING NO.S 2922 + 292

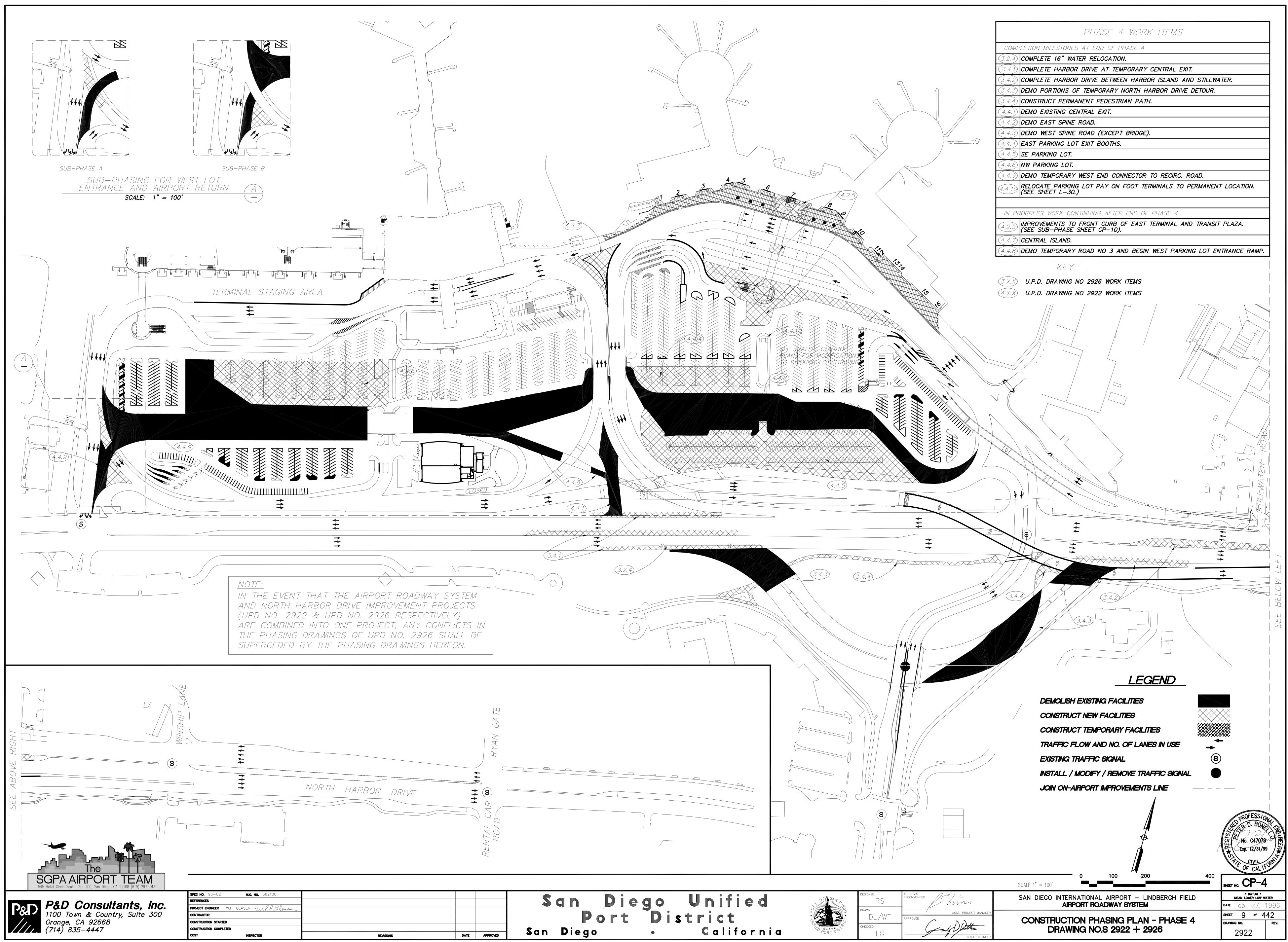


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		San Die	go Unified	OF SAN DESIGNED RS	APPROVAL RECOMMENDED	SAN DIEGO INTERNATIONAL AIRPORT - LINDBE AIRPORT ROADWAY SYSTEM
N	4/30/96 3/29/96	Port	District	DL/WT	ASST. PROJECT MANAGER	CONSTRUCTION PHASING PLAN - F DRAWING NO.S 2922 + 2926
REVISIONS	DATE APPROVED	San Diego	• California	LG	CHIEF ENGINEER	

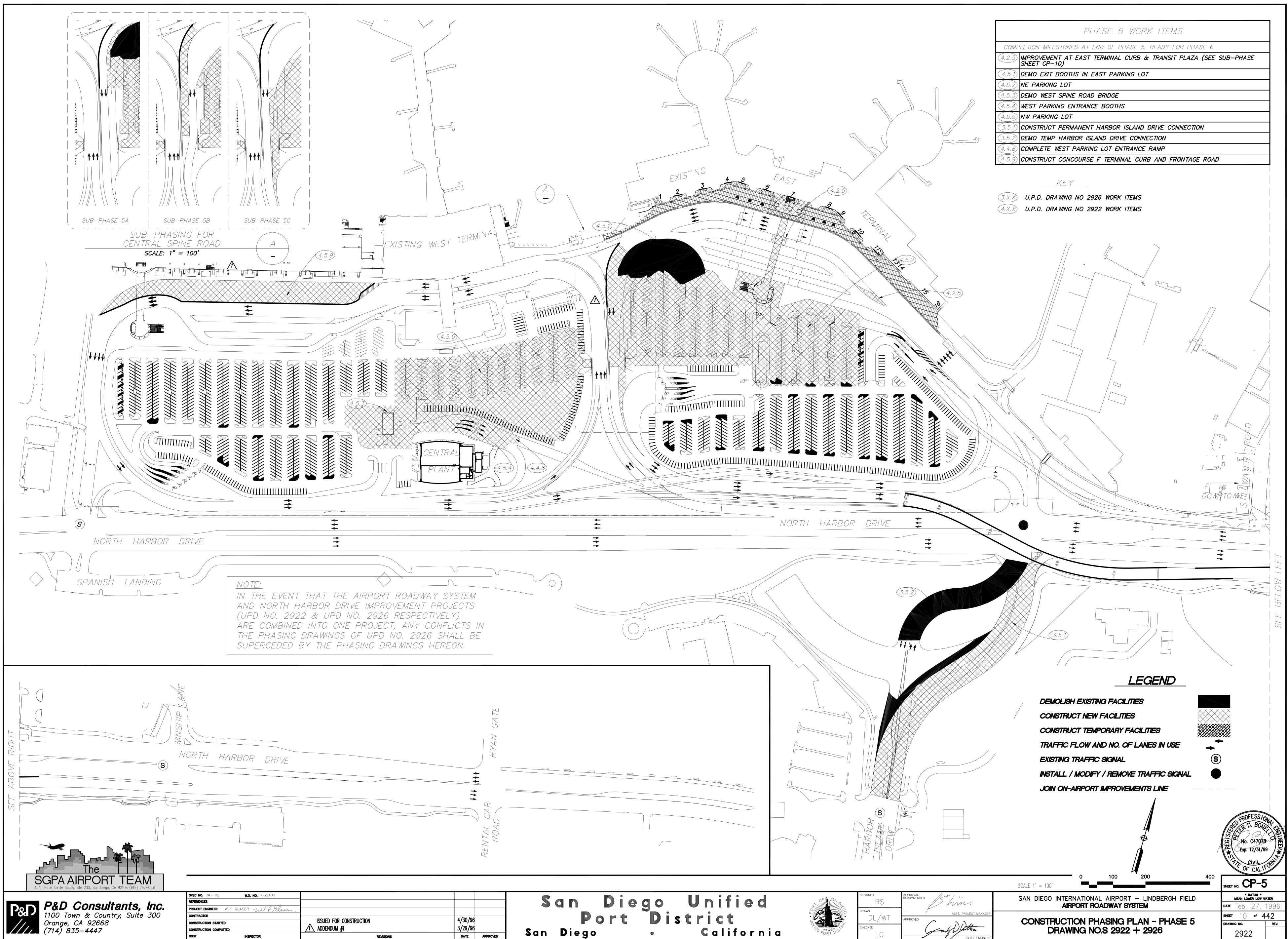
REMAINING JIP (2 LANES)	Phase 3 Work I
	COMPLETION MILESTONES AT END OF PHASE 3 3.3.1 HARBOR ISLAND DRIVE / HARBOR DRIVE SIGNA 3.3.2 HARBOR DRIVE IMPROVEMENTS NEAR SPANISH 3.3.3 DEMO TEMPORARY HARBOR DRIVE DETOUR IMPR HARBOR DRIVE R/W.
	PACKAGE #3 – WAITING FOR PACKAGE #4, PHASE 3
ASING FOR	(4.2.5) $(MPROVEMENTS AT FRONT CURB OF EAST TERM (4.2.5) (P-9).$
$\frac{LOT ENTRANCE}{1" = 100'}$	OPEN EAST LOOP IN FINAL CONFIGURATION
5 5 5 5 5 5 5 5 5 5 5 5 5 5	 (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) $TEMPORARY SW PARKING LOT ENTRANCE AT CL (4.3.2) ROAD 7 - SEE SHEET C-56).$
	(4.1.8) COMPLETE WEST CONNECTOR BRIDGE EXIT.
	(4.1.9)COMPLETE WEST LOOP BRIDGE.(4.1.1)COMPLETE ROADWAYS IN SW PARKING LOT.
	(4.3.3)WEST TRANSIT PLAZA.(4.3.4)NW PARKING LOT.
	\underline{KEY}
	3.X.X U.P.D. DRAWING NO 2926 WORK ITEMS 4.X.X U.P.D. DRAWING NO 2922 WORK ITEMS
	4.1.7
NORTH HARBOR DRIVE	
	3.1.4
	LEGEI
	DEMOLISH EXISTING FACILITIES
	CONSTRUCT NEW FACILITIES
	CONSTRUCT TEMPORARY FACILITIES
	TRAFFIC FLOW AND NO. OF LANES IN
	EXISTING TRAFFIC SIGNAL
	INSTALL / MODIFY / REMOVE TRAFFIC JOIN ON-AIRPORT IMPROVEMENTS LIN
	0 100 200 SCALE 1" = 100'
DESIGNED DESIGNED APPROVAL RECOMMENDED	SAN DIEGO INTERNATIONAL AIRPORT - LINDBE AIRPORT ROADWAY SYSTEM





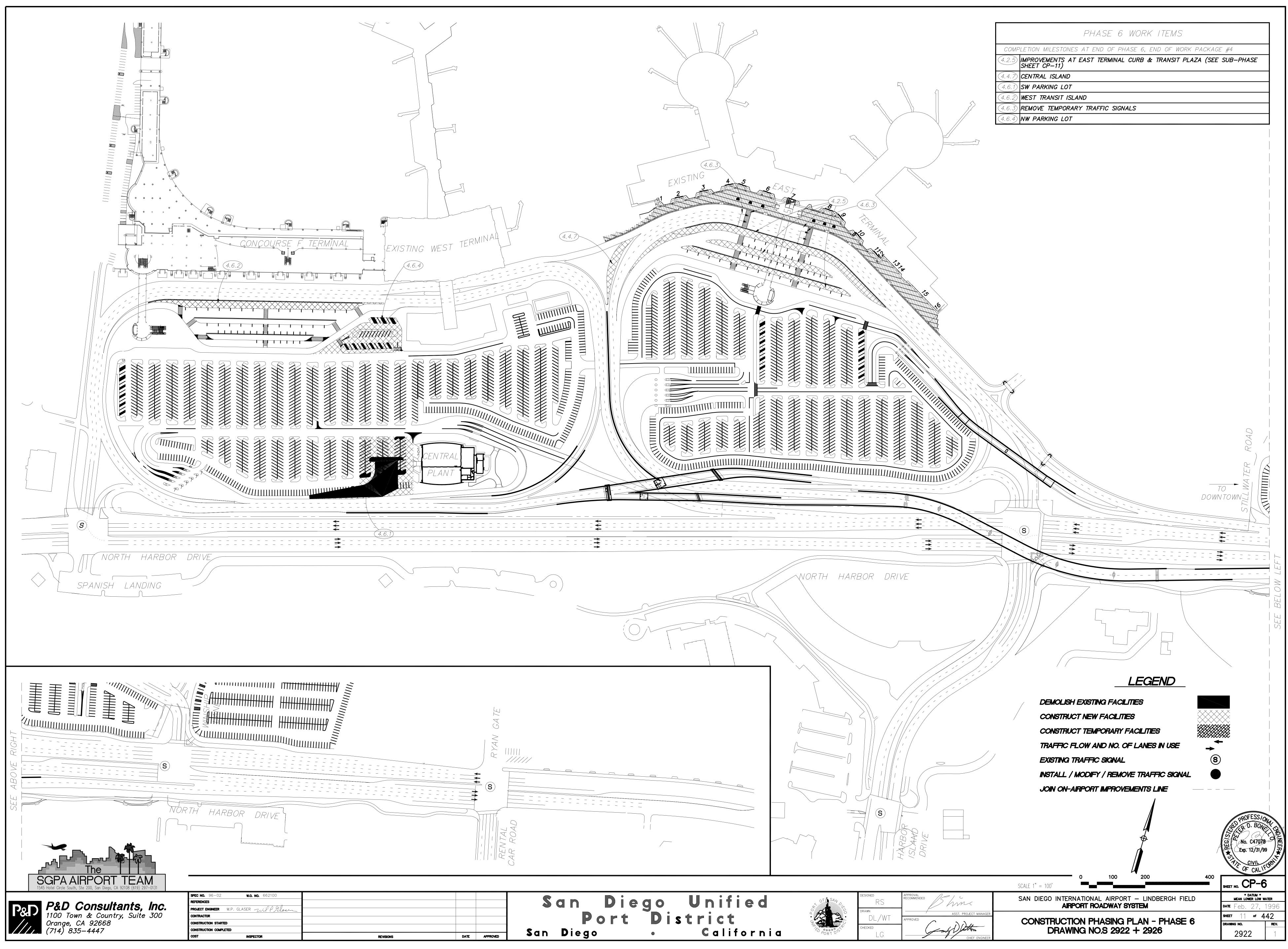
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CONSTRUCTION PHASING PLAN -
DRAWING NO.S 2922 + 292



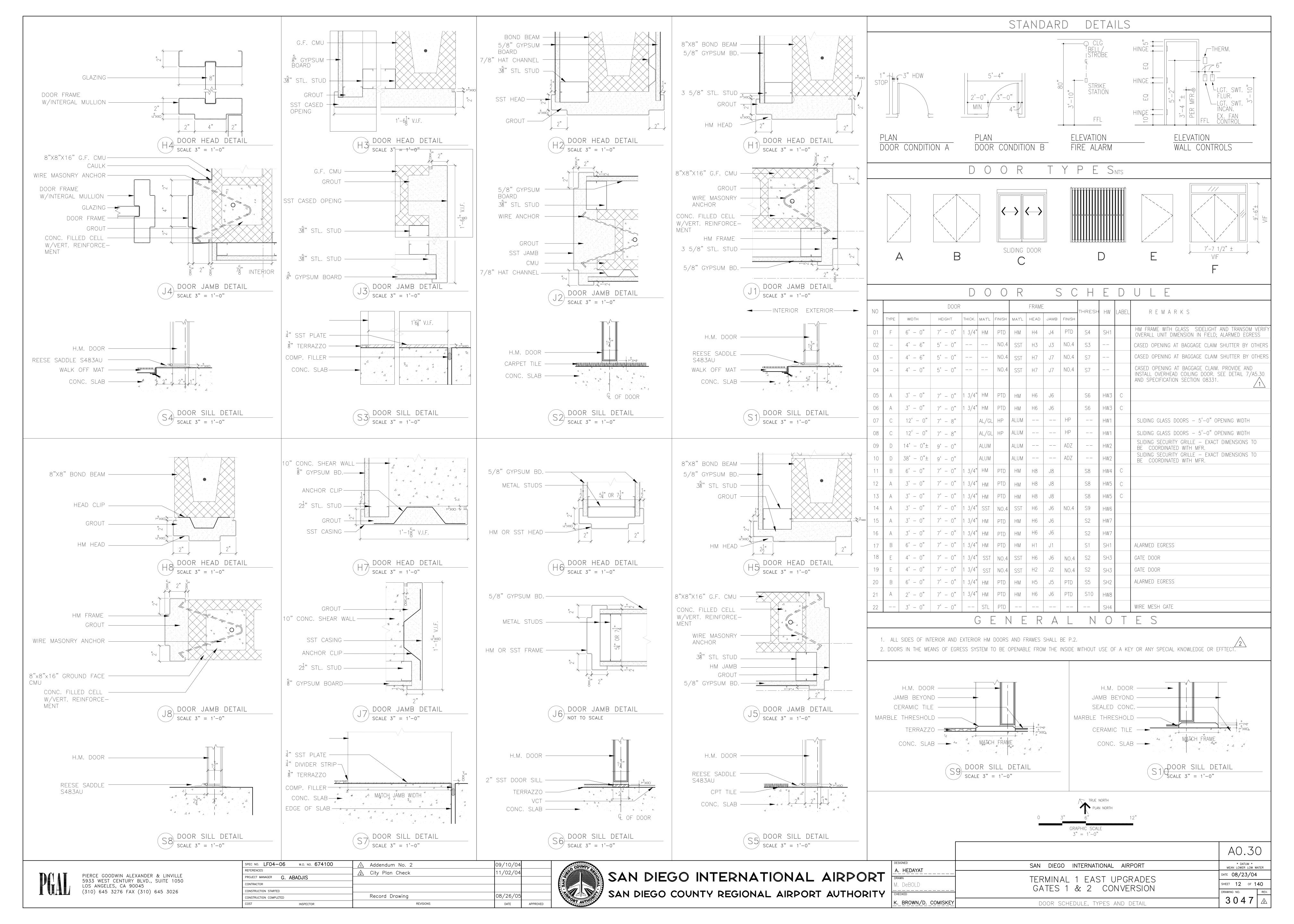
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4/30/96 3/29/96	San Diego Unitied Port District	RS DRAWN DL/WT CHECKED	SAN DIEGO INTERNATIONAL AIRPORT – LIND AIRPORT ROADWAY SYSTEM CONSTRUCTION PHASING PLAN –
J/29/90 REVISIONS DATE APPROVED	San Diego 🔹 🤍 🖉 🛛 🖉 🔹 🖉 🔹 🔹 🔹 🖉	Chief Engine	DRAWING NO.S 2922 + 292



REVISIONS	DATE	APPROVED	an san	Dieg	0			orn
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SAN DIEGO INTERNATIONAL AIRPORT - AIRPORT ROADWAY SYSTE	APPROVAL RECOMMENDED	RS	OF SAN
CONSTRUCTION PHASING PLA	ASST. PROJECT MANAGER	drawn DL/WT	
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ARCHITECTURAL Alliance	SPEC NO. 4065A C.I.P. NO. 104065	RECORD DRAWING REVISIONS	12/31/08
INTERNATIONAL	REFERENCES 3047		
964 FIFTH AVENUE, SUITE 509	project manager GUS ABADJIS		
	CONTRACTOR		
SAN DIEGO, CALIFORNIA 92101	CONSTRUCTION STARTED		
TELEPHONE 619-699-5923	CONSTRUCTION COMPLETED		
FAX 619-544-1485	COST INSPECTOR	REVISIONS	DATE

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	DOOR/INT	ERIOR O	PENING			
OPENING	S					
NO	WIDTH	HEIGHT	THK	MATL	GLAZ	
100	PAIR 3'-0"	7'-0"	1 3/4"	ΗМ	G-2	
101A	3'-8"	7'-0"	1 3/4"	НМ		
101B	3'-0"	7'-0"	1 3/4"	ALUM	G-2	

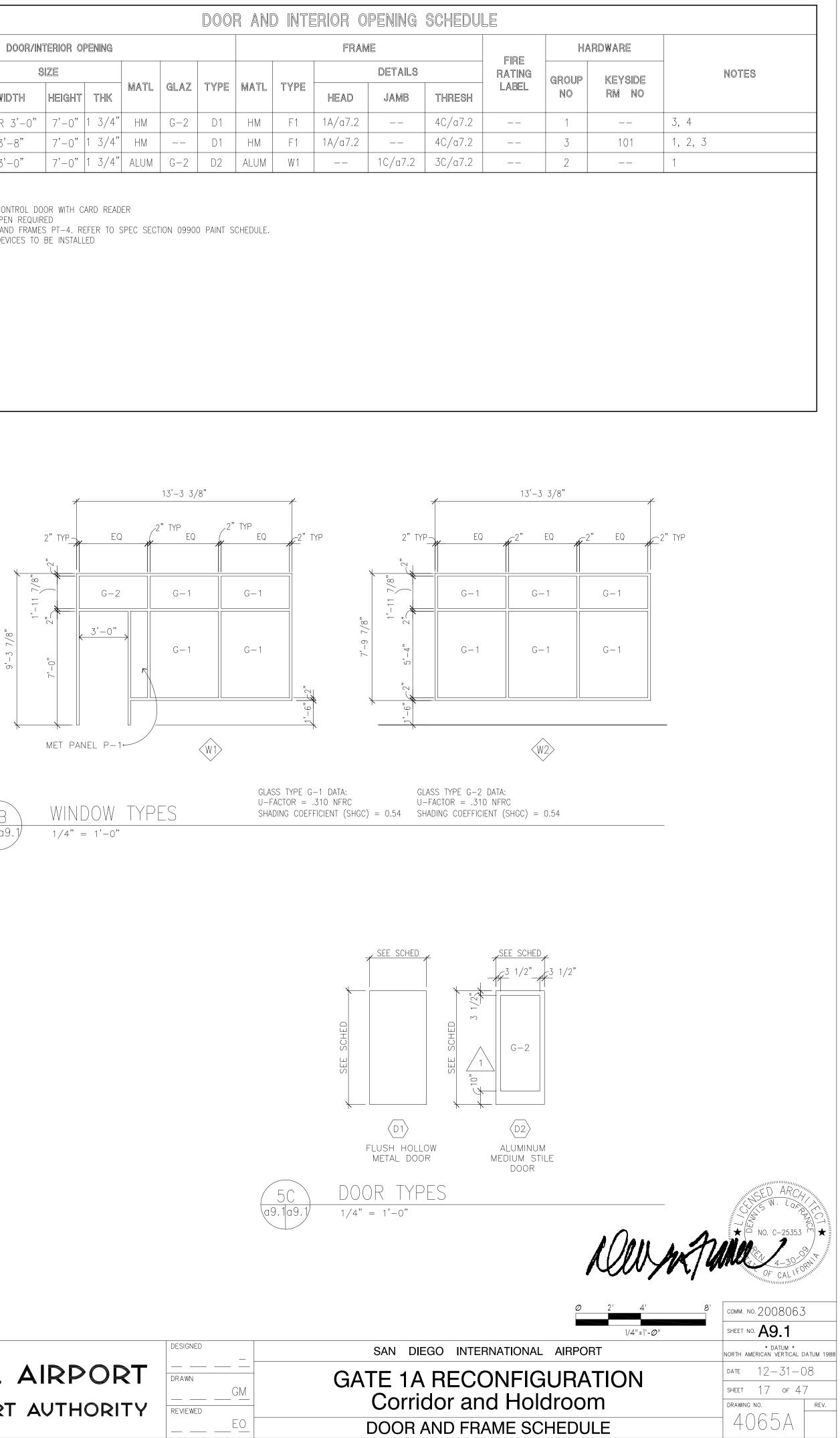
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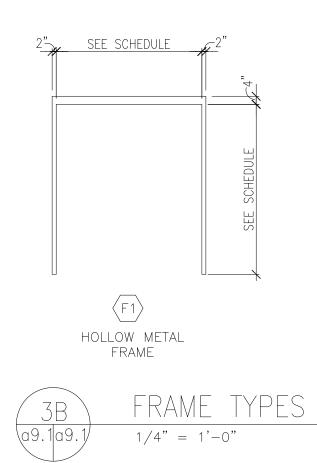
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1. SECURE ACCESS CONTROL DOOR WITH CARD READER

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



5







APPROVED

SAN DIEGO INTERNATIONAL AIRPORT SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY

TYPICAL ELECTRICAL SYMBOLS LIST

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									<u>NOTE:</u>		
SYMBOL	DESCRIPTION	SYMBOL	DESCRIPTION						PROVIDE	& INSTALL.	HALL BE UNDERSTOOD AS
(M) _{ab}	CEILING MOUNTED MOTION SENSOR SWITCH.						DVE FINISHED FLOOR Tomatic transfer switch		AND NO	NOTED AS	ATED ON ELECTRICAL PLANS PROVIDED BY OTHERS SHALL THE SCOPE OF THIS PROJECT.
⊢(M) _{ab}	WALL MOUNTED MOTION SENSOR SWITCH.	5					NDUIT		BL FROV	IDED UNDER	THE SCOPE OF THIS PRODECT.
	PHOTOCELL FOR DAYLIGHT CONTROL, "a" DENOTES PHOTOCELL CONNECTED	E6.0	SECTION DETAIL REFERENCE. SAMPLE DETAIL A ON SHEET E5.1				NDUIT ONLY				
a	TO FIXTURE WITH LABEL "a". MOUNTED AS PER PLAN.					C/W CO	MPLETE WITH.				
\$	SWITCH, SINGLE POLE, TOGGLE, MOUNT AT +48''UNO	A (E5.1)	LARGE SCALE PLAN DETAIL REFERENCE. SAMPLE DETAIL A ON SHEET E5.1			CU CO	PPER				
$\2	SWITCH, TWO POLE, TOGGLE, MOUNT AT +48" UNO	_	EARGE SCALL FEAR DETAIL REFERENCE. SAMILE DETAIL A ON SHELF ES.I			EF EXH	IAUST FAN				
\$ ^M	SWITCH WITH "M" DENOTES MOTOR, "D" DENOTES DIMMER, "T" DENOTES FRACTIONAL	$\left\langle \begin{array}{c} EF \\ 2 \end{array} \right\rangle$	MECHANICAL SCHEDULE REFERENCE. SEE SCHEDULE ON MECHANICAL DRAWINGS.			EVIDS ELE	CTRONIC VISUAL INFORMATION DIS	PLAY SYSTEM.			
±3	HORSEPOWER MANUAL MOTER STARTER, "PL" DENOTES PILOT LIGHT. MOUNT AT +48" UNO. SWITCH, THREE WAY, TOGGLE, MOUNT AT +48" UNO					FIDS FLI	GHT INFO DISLAY SYSTEM				
\Rightarrow	DIMMER SWITCH, SLIDER TYPE UNO. MOUNT AT +48" UNO	$\begin{pmatrix} 1 \end{pmatrix}$	SHEET KEYNOTE. NOTE NUMBER AS DESIGNATED			FACP FIR	E ALARM CONTROL PANEL				
Фк Э		L	FLEXIBLE CONDUIT			GFI GRI	DUND FAULT INTERRUPTER				
φ	SWITCH, KEY OPERATED. MOUNT AT +48" UNO		HOMERUN TO PANELBOARD, SLASH MARKS			GND GR	DUND				
\$ ^M	SWITCH, SINGLE POLE, TOGGLE FOR MOTOR, MOUNT AT +48" UNO		INDICATE WIRE COUNTS. FEEDER OR CIRCUIT NUMBERS AS NOTED ON PLAN. NO SLASH			KS KN	ee space				
\$ab	SWITCH, LETTERS INDICATING ab SWITCHING FOR DESIGNATED LIGHT FIXTURES CONTROLLED, MOUNT AT +48" UNO	PB-1,3/	MARKS INDICATE $2\#12 + 1\#12$ GND IN $3/4$ "C UNO. $4\#12 + 1\#12$ GND IN $3/4$ "C SHOWN.			LV LOV	V VOLTAGE.				
Ŧ		G				MTD MO	JNTED				
	MOTOR CONTROLLER/DISCONNECT SWITCH.					PNL PA	NELBOARD				
	NATAR AANTRALLER (RICAANNEAT AWITALLELIRNIGUER WITLE EALURNENT	(o)	SURFACE MOUNTED CYLINDER LIGHT FIXTURE.				N DIEGO COUNTY REGIONAL AIRPOP	T AUTHORITY			
	MOTOR CONTROLLER/DISCONNECT SWITCH FURNISHED WITH EQUIPMENT.	Ø	RECESSED/SURFACE MOUNT DOWNLIGHT/WALL WASH DOWNLIGHT. SEE FIXTURE SCHEDULE AND PLAN FOR TYPE.			SWBD SW	TCHBOARD				
		\sim	PENDANT MOUNTED LOWBAY LIGHT.			TYP TYP	PICAL				
F	DISCONNECT SWITCH, F=FUSED, C=CIRCUIT BREAKER, BLANK=NON FUSED, RATING AND NO. OF POLES AS INDICATED ON DRAWINGS	\bigcirc	HIBAY METAL HALIDE WITH GLASS REFLECTOR OVER			UNO UN	ESS NOTED OTHERWISE				
			LOBBY AREA. C/W CUSTOM SHADE (BY OTHERS).			WP WE	ATHERPROOF				
	MOTOR, SIZE AND RATING AS INDICATED.	Ŭ,	WALL SCONCE/WALL MOUNTED LIGHT FIXTURE.								
GFI	GFI DUPLEX RECEPTACLE WITH TEST & RESET BUTTONS. MOUNT AT +18" UNO.	0	1'x 4'LIGHT FIXTURE RECESSED, C/W PRISMATIC LENS UNO.								
\ominus	DUPLEX CONVENIENCE RECEPTACLE, MOUNT AT +18" UNO.	0	2'x4' LIGHT FIXTURE, RECESSED. C/W PRISMATIC LENSE UNO.								
		`	WALL MOUNTED LIGHT FIXTURE.								
\ominus	SINGLE RECEPTACLE. MOUNT AT +18" UNO										
			SHADED FIXTURES ARE CONNECTED TO EMERGENCY CIRCUIT								
$\bigcirc \bigtriangledown \checkmark \bigcirc \bigcirc \bigcirc \bigcirc \bigcirc \bigcirc \bigcirc \bigcirc \bigcirc $	RECESSED FLOOR OUTLET- DEVICE(S) AS INDICATED.	\bigcirc	MAIN RECEPTION LIGHT FIXTURE, POLE MOUNTED WITH SHADE				LIGHTING	FIXTURE	SCHEDULE		
	JUNCTION BOX, SURFACE MOUNTED.		A' LONG FLUGDESSENT INDUSTRIAL STRIP LIGHT FLYTURE								
J	JUNCTION BOX, SORFACE MOUNTED.	łoł	4' LONG FLUORESCENT INDUSTRIAL STRIP LIGHT FIXTURE SURFACE MOUNTED UNO.		MARK	MANUFACTURER	CAT. NO	LAMPS	MOUNTING	OLTS WATTS	REMARKS
+42"	device mounting height (indicated on plan). Finish floor to center		4' LONG SURFACE MOUNTED STRIP LIGHT FIXTURE.		Δ	LITHONIA	AF142TRT8	(1) 42W	RECESSED	120 46	
	PANEL, FLUSH MOUNTED IN WALL		2' LONG SURFACE MOUNTED STRIP LIGHT FIXTURE.			GOTHAM SERIES	5 AR120	TRT			
	PANEL, SURFACE MOUNTED ON WALL	ю——	2' LONG FLUORESCENT INDUSTRIAL STRIP LIGHT FIXTURE. SURFACE MOUNTED UNO.								PROVIDE FIXTURE WITH FACTORY INSTALLED
	FANEL, SURFACE MOUNTED ON WALL		SURFACE MOUNTED FLOOD/SPOTLIGHT.		AE	LITHONIA GOTHAM SERIES	AF142TRT8 AR120EL	(1) 42W TRT	RECESSED	120 46	EMERGENCY POWER BATTERY PACK WITH CHARGER,
											INVERTER AND TEST SWITCH.
	CONDUIT CONCEALED IN WALL OR ABOVE CEILING.		EXIT SIGN. WALL MOUNTED. MOUNTING HEIGHT AS PER ARCHITECTURAL. WITH DIRECTIONAL ARROW IF REQUIRED, SEE PLAN FOR LOCATIONS.		F	LIGHTOLIER	LQMSW1G	LED	SURFACE	120 .05	PROVIDE FIXTURE WITH FACTORY INSTALLED EMERGENCY POWER BATTERY
O	CONDUIT RISER UP		EXIT SIGN. CEILING MOUNTED. SINGLE OR DOUBLE SIDED AS PER PLAN.			quantum serie	S 120/277ELN				PACK WITH CHARGER, INVERTER AND TEST SWITCH.
•	CONDUIT RISER DOWN		WITH DIRECTIONAL ARROW IF REQUIRED, SEE PLAN FOR LOCATIONS.								
]	CONDUIT STUBOUT WITH BUSHINGS AS REQUIRED.		CEILING/WALL TRACKLIGHT. SEE FIXTURE SCHEDULE FOR MOUNTING TYPE. SEE PLAN FOR NUMBER OF TRACK HEADS AND TRACK LENGTH		RFI 002	LITHONIA	L81/41FTRT801 AZ1520	(1) 42W TRT	RECESSED	120 46	
L					002						
	PHONE/DATA OUTLET. MOUNT AT +18" UNO. PROVIDE 2—GANG BACK BOX WITH SINGLE GANG PLASTER RING.	(TYP)) LIGHT FIXTURE SCHEDULE REFERENCE TAG, TYPE "D" OR AS INDICATED ON PLAN. SEE LIGHT FIXTURE SCHEDULE FOR FIXTURE TYPES. TYP. INDICATES TYPICAL FIXTURE PER ROOM OR AREA AS PER PLAN								
	ROUTE CONDUIT AND CABLING FROM BACK BOX TO POINT OF CONNECTION AS INDICATED.		INDICATES TIPICAL FIXTORE PER ROOM OR AREA AS PER PLAN								
		1ab	LINEAR SUSPENDED FIXTURE, SEE SCHEDULE FOR TYPE. EXAMPLE								
HD	HEAT DETECTOR, CEILING MOUNTED.	$\langle A \rangle$ 1 ab	FIXTURE								
(HD)	HEAT DETECTOR, CEILING MOONTED.		TYPE "A" DENOTES 2-4 FOOT SECTIONS WITH a,b SWITCHING ON CIRCUIT 1. SEE PLAN								
	SMOKE DETECTOR OFFICIAL MOUNTER		FOR CIRCUIT AND FIXTURE LENGTHS.								
SD	SMOKE DETECTOR, CEILING MOUNTED.	<u> </u>	LINEAR WALLWASH LIGHT, WALL MOUNTED. LENGTH AS PER PLAN AND FIXTURE SCHEDULE.								
			LENGTH AG FEN FEAR AND FIATONE SUILDULL.								
TS	TAMPER SWITCH.		STEP OR PATHWAY LIGHT. SEE SCHEDULE FOR TYPE AND MOUNTING.								
FS	FIRE ALARM RISER FLOW SWITCH		IN-GRADE UPLIGHT. SEE SCHEDULE FOR TYPES.								OFFSSIA
											E ALAC
S	FIRE ALARM STROBE LIGHT, WALL MOUNTED. MOUNT 80" AFF OR 6" BELOW FINISHED. CEILING, WHICHEVER IS LOWER.		IN-GRADE CROSSWALK SIGNAL LIGHT. ARROW INDICATES LIGHT DIRECTION. SEE SCHEDULE FOR TYPE AND MOUNTING.								
F	FIRE ALARM HORN & STROBE LIGHT, WALL MOUNTED. MOUNT 80" AFF OR 6" BELOW FINISHED.										$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$
	CEILING, WHICHEVER IS LOWER.										G NO. 13829 R Exp: 6/30/10/5 * V V CTRICA * OF CALIFOR
F	FIRE ALARM PULL STATION, WALL MOUNTED. MOUNT 48" AFF.										UF CALI
FS	FIRE ALARM SPEAKER.										C LSW Engi
D	SECURITY DOOR CONTACT.										5560 Ruffin Road, Suite 1 Telephor
											San Diego, California 92123 Facsimil
											LSW # 2008707.000
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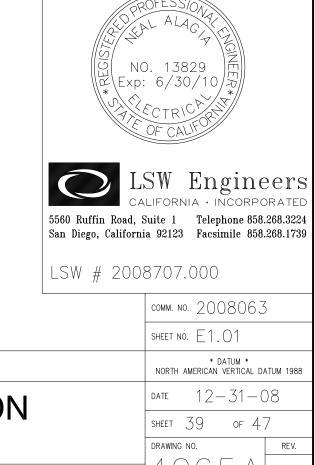
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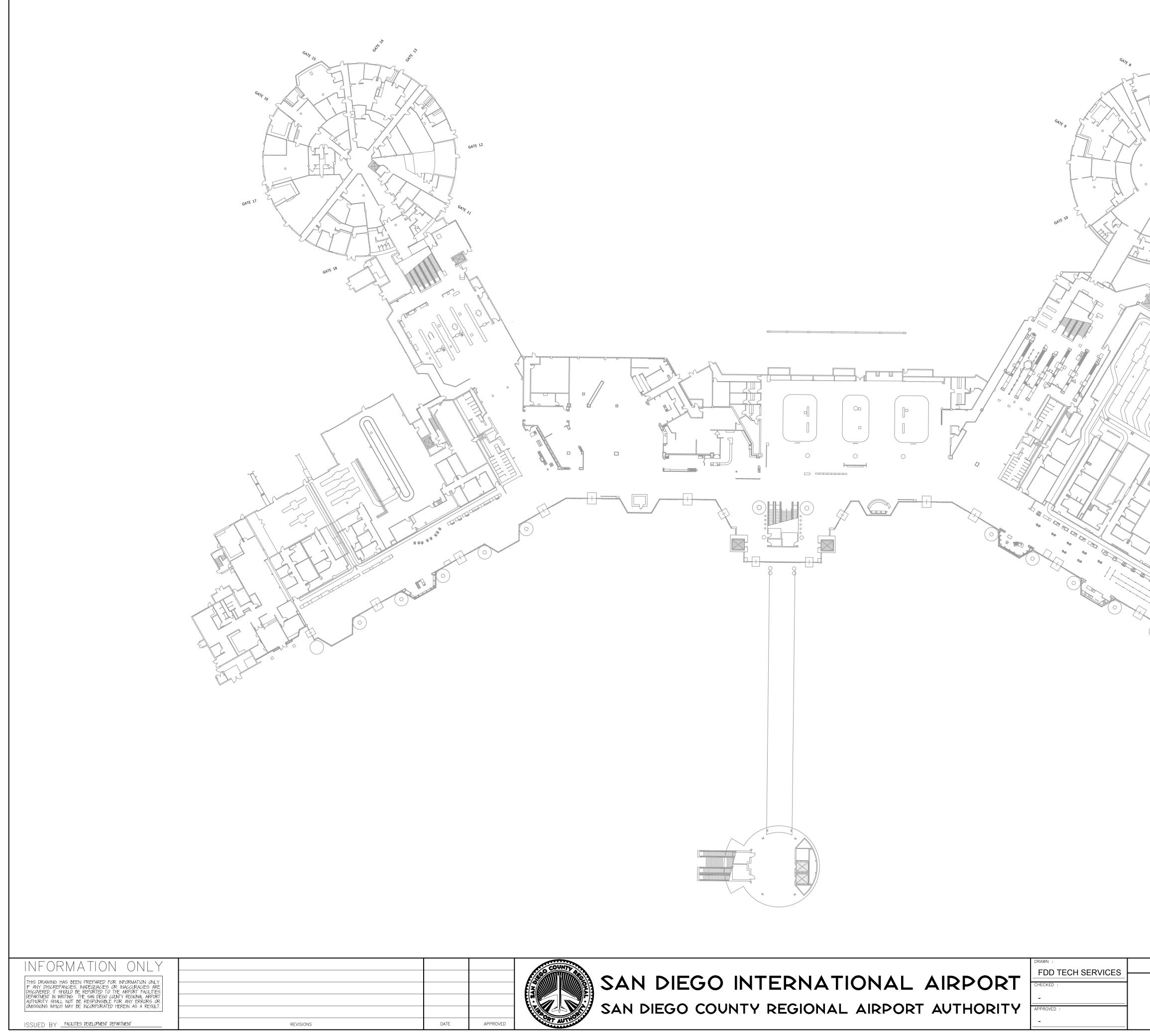
TYPICAL ABBREVIATIONS



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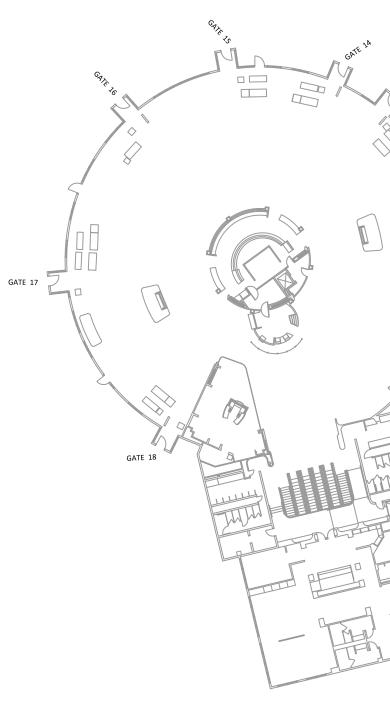
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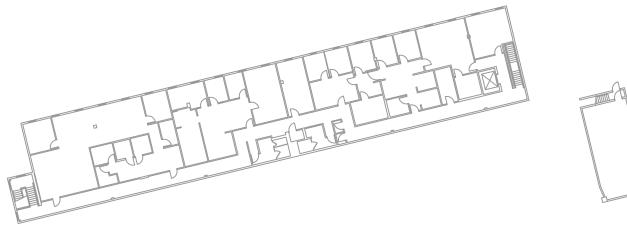




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INFORMATION	ONLY
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THIS DRAWING HAS BEEN PREPARED FOR INFORMATION ONLY. IF ANY DISCREPANCIES, INADEQUACIES OR INACCURACIES ARE DISCOVERED, IT SHOLLD BE REPORTED TO THE AIRPORT FACILITIES DEPARTMENT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

ISSUED BY _____FAGLITIES DEVELOPMENT DEPARTMENT

DATE

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SAN DIEGO INTERNATIONAL AIRPORT AUTHORITY SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY	SAN DIEGO INTERNATIONAL AIRPORT	DATE : 1/17/2018 SCALE : 1" = 40'

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

Lindbergh Field Air Terminal

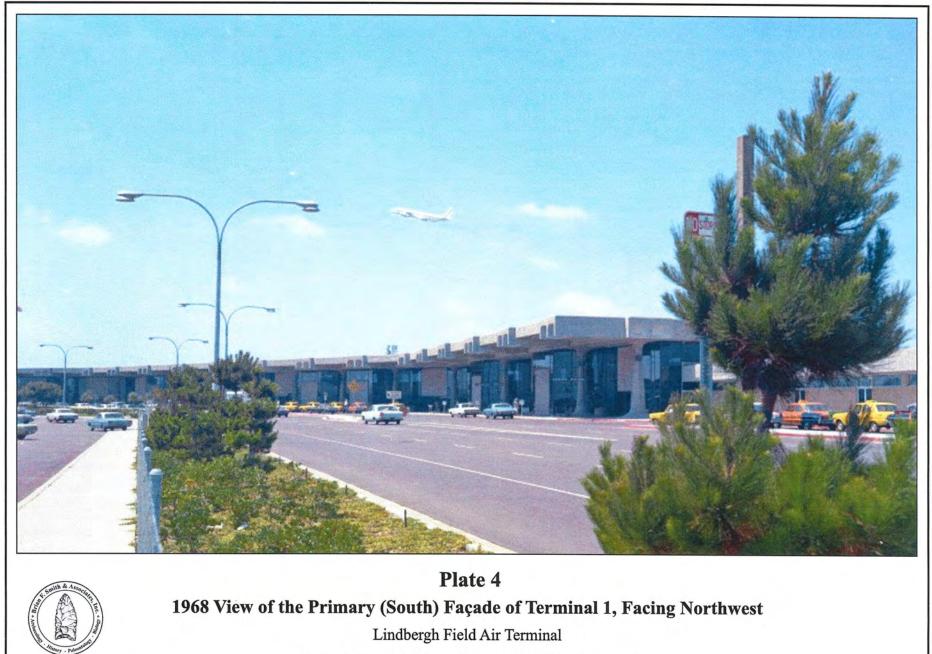




Plate 2 1967 Aerial Photograph of Terminal 1, Facing East

Lindbergh Field Air Terminal









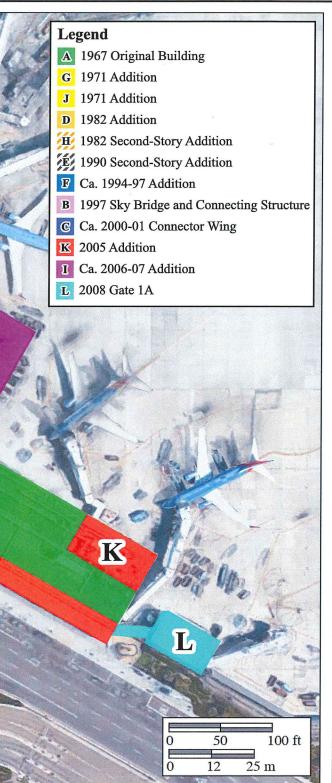
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Plate 6 1970 Aerial Photograph of Terminal 1, Facing Southeast

Lindbergh Field Air Terminal







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

- _____-1 SOUTH FAÇADE OF SECTION A, FACING NORTHEAST
- _____-2 SOUTH FAÇADE OF SECTION A, FACING NORTH
- _____-3 SECTION A, FACING NORTHEAST
- _____-4 SOUTHEAST CORNER OF SECTION K, FACING NORTHWEST
- _____-5 SECTION B, FACING WEST
- _____-6 NORTH FAÇADE OF SECTION L, FACING SOUTHWEST
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- _____-25 INTERIOR OF SECTION H, FACING WEST

















































