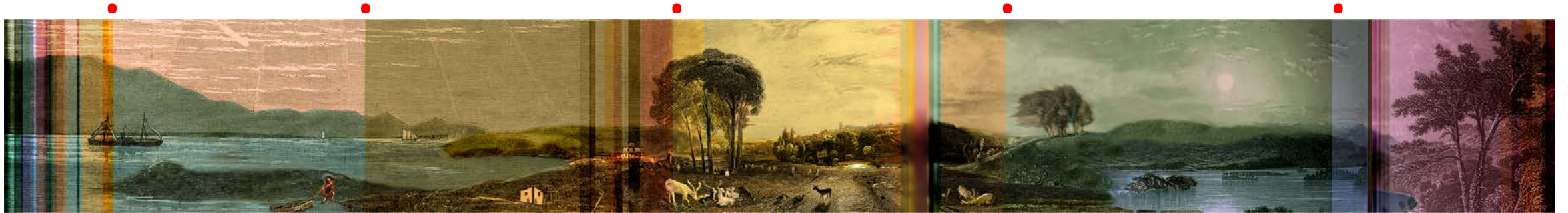


Long Arc of Day production

Kim Anno

Long Arc has had two small adjustments due to materials dimensions. This work will be processed with printing and painting by hand, where the glass is placed in the kiln with pigment after hand work.

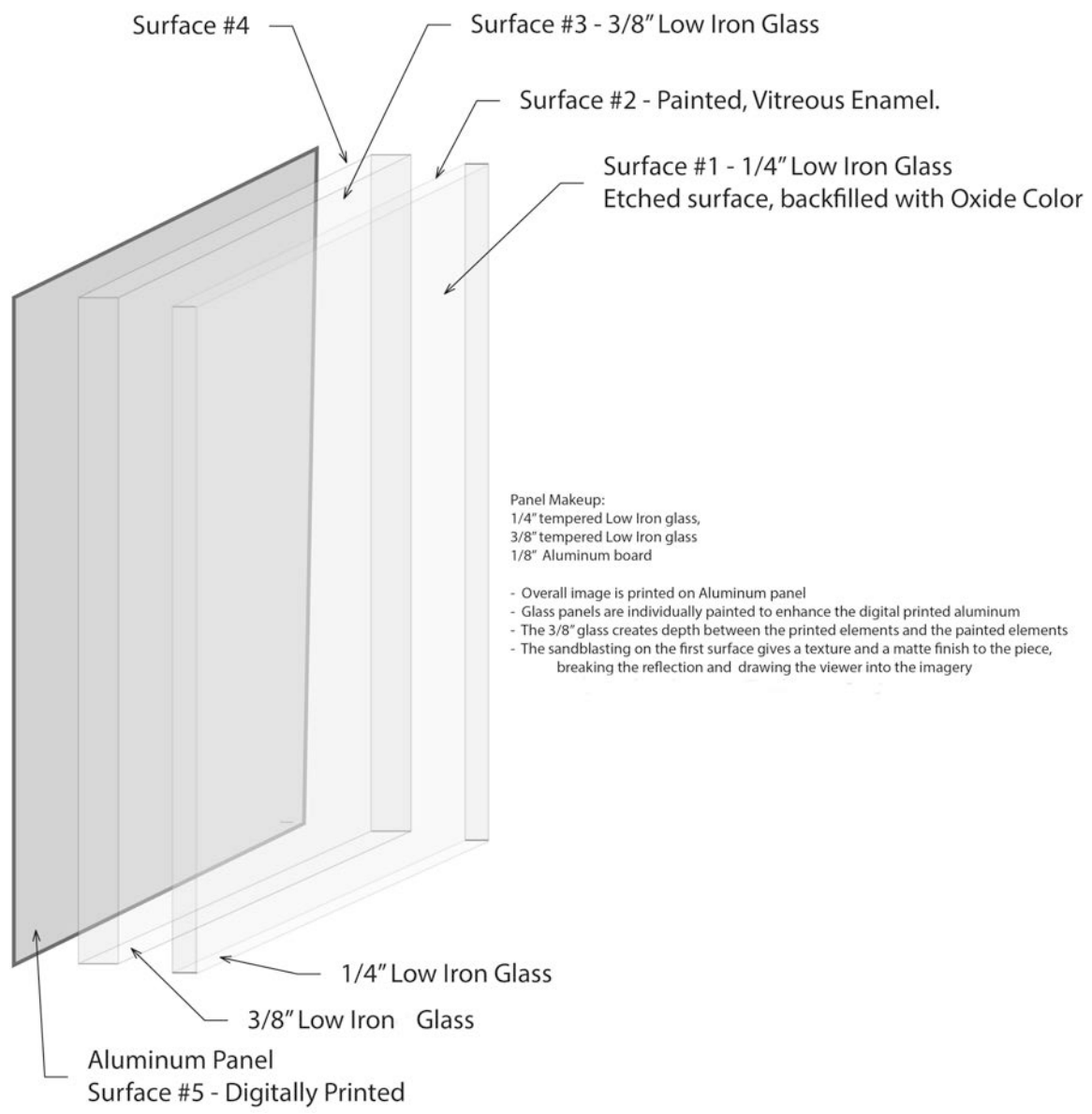


1. Panel 1 3'x5'
2. Panel 2 6.43'x 5'
3. Panel 3 8'x5'
4. Panel 4 8' x 5''
5. Panel 5 8.5x 5'
6. Panel 6 6.16x5'

COURTYARD 3 CONNECTOR

CONNECTOR - ART ELEVATION



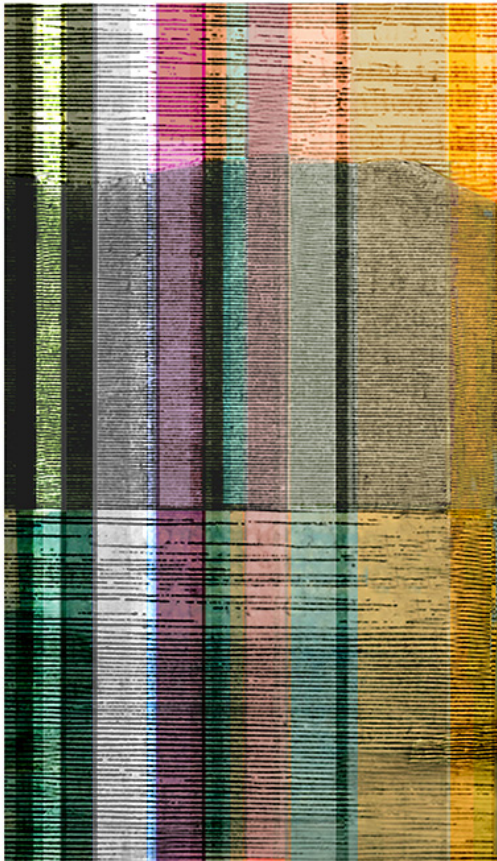


Section 1,2 Long Arc of Day

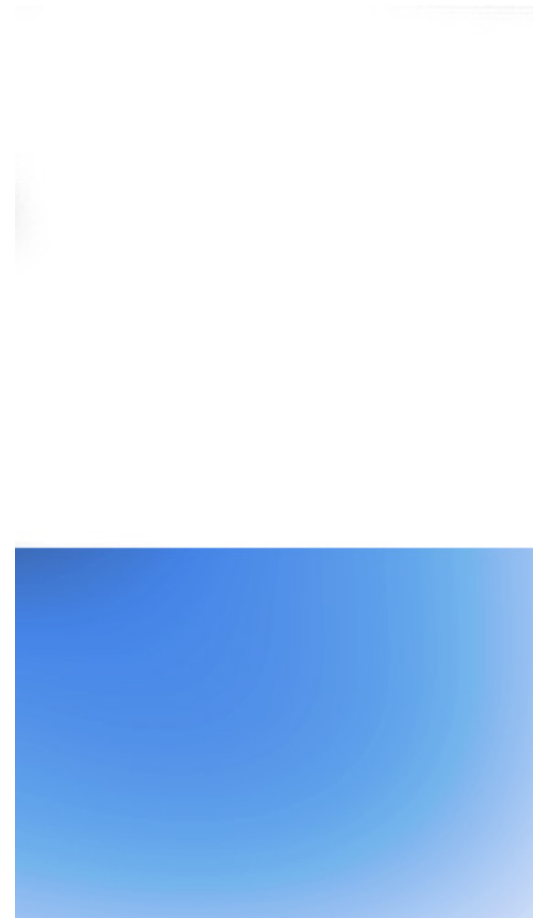


Panel 1

Aluminum printing surface 4



Glass painting surface layer 2



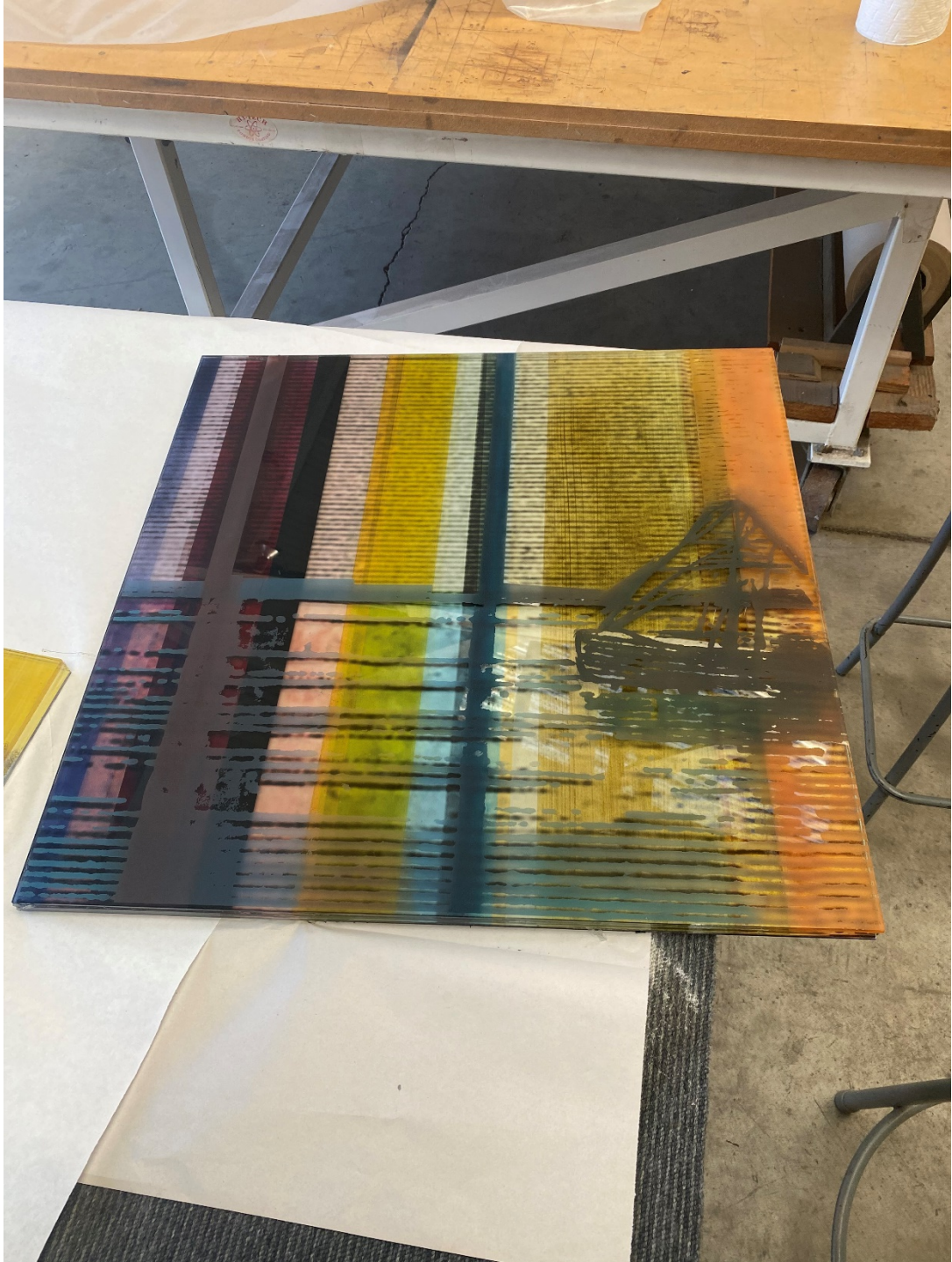
Panel 1

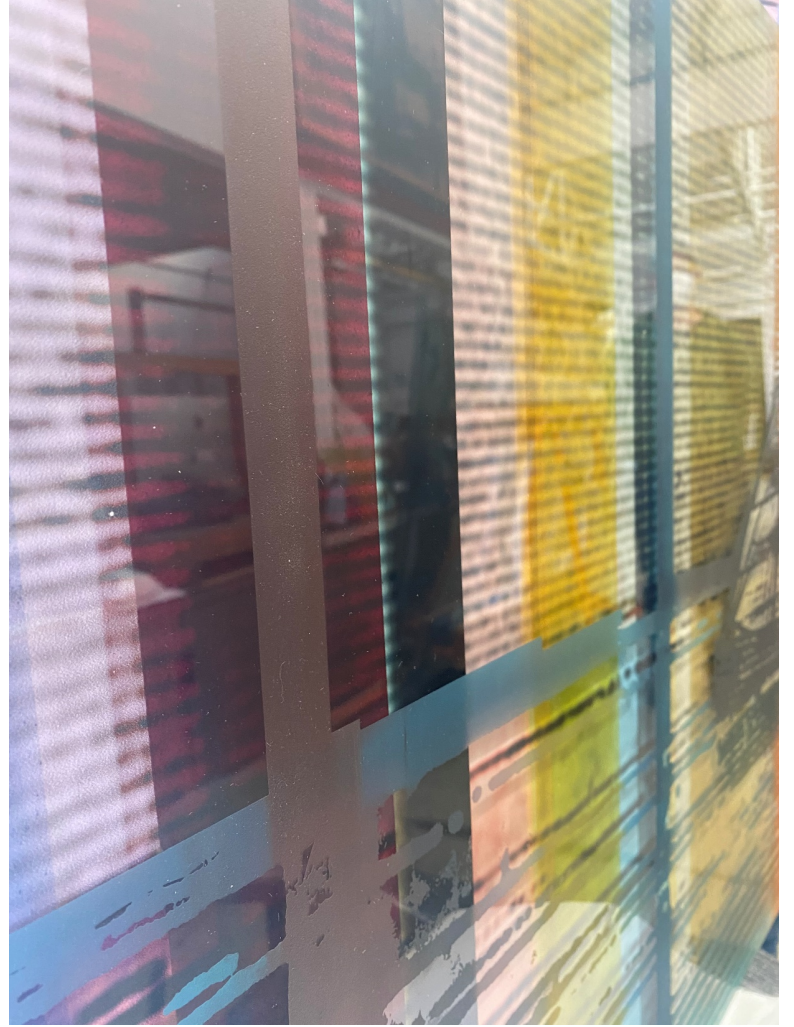
Glass painting layer 3 right alignment (transparent)



Sandblasting layer 1



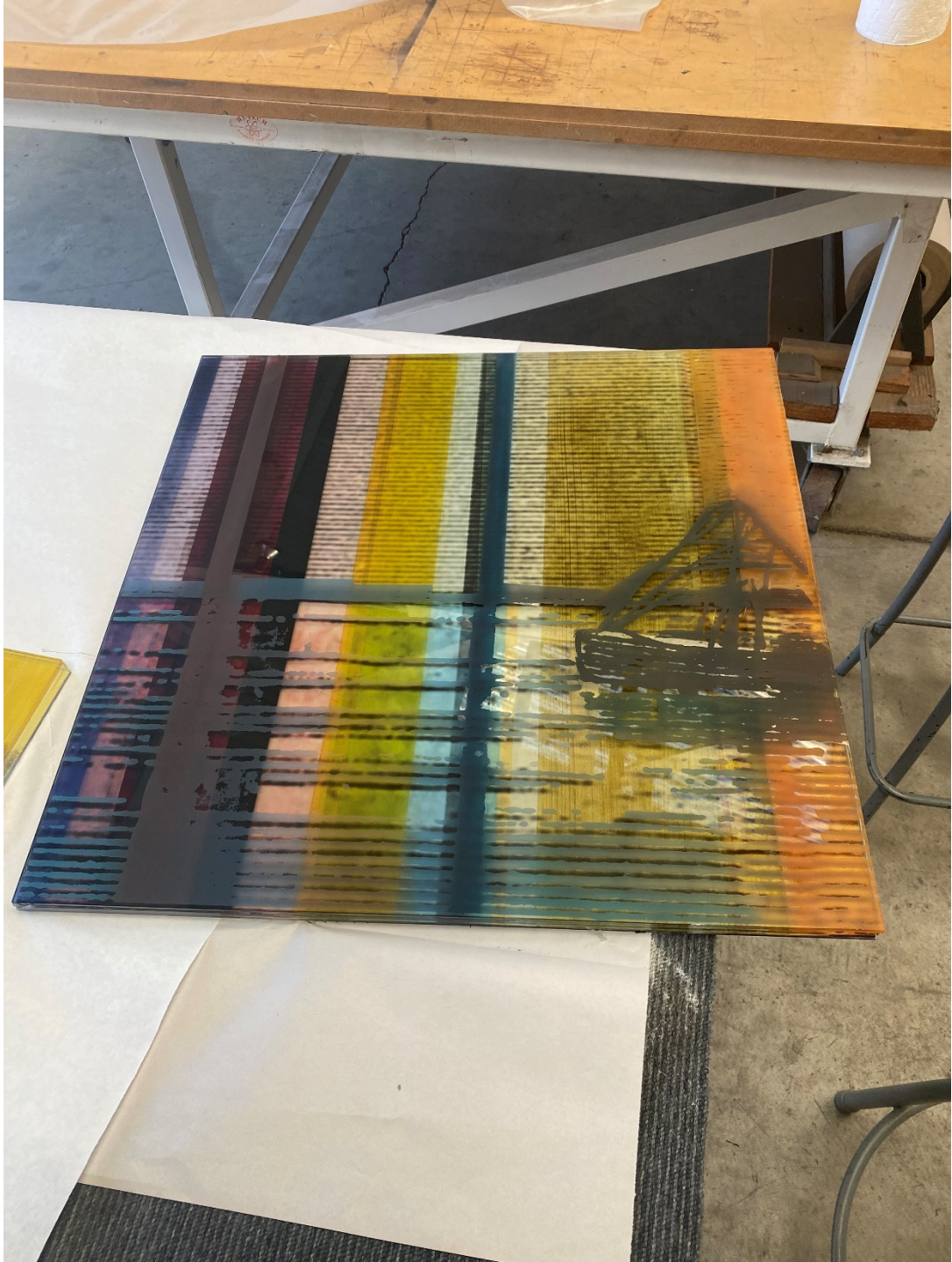


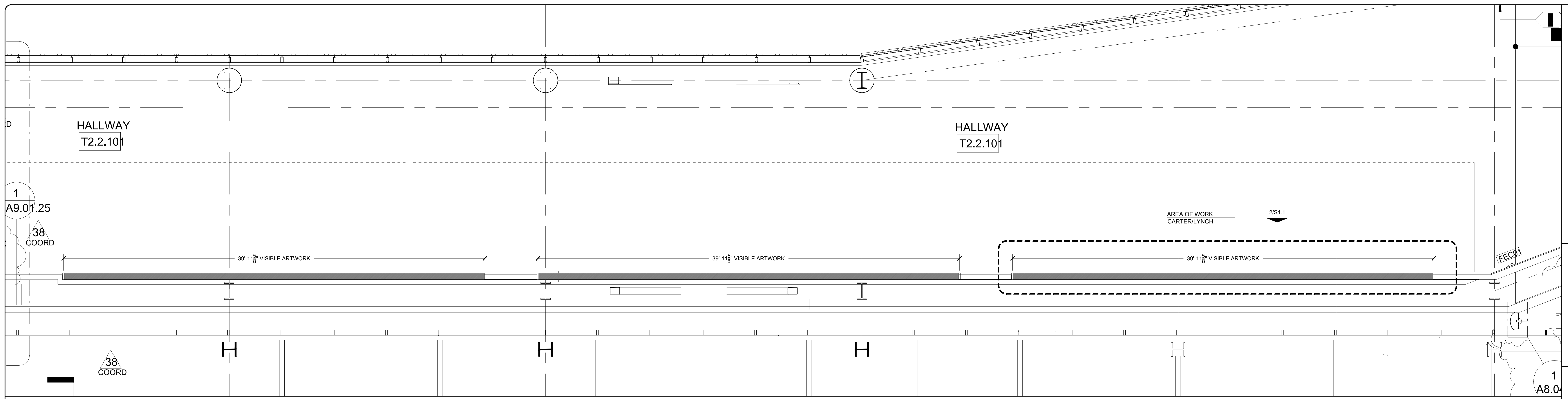




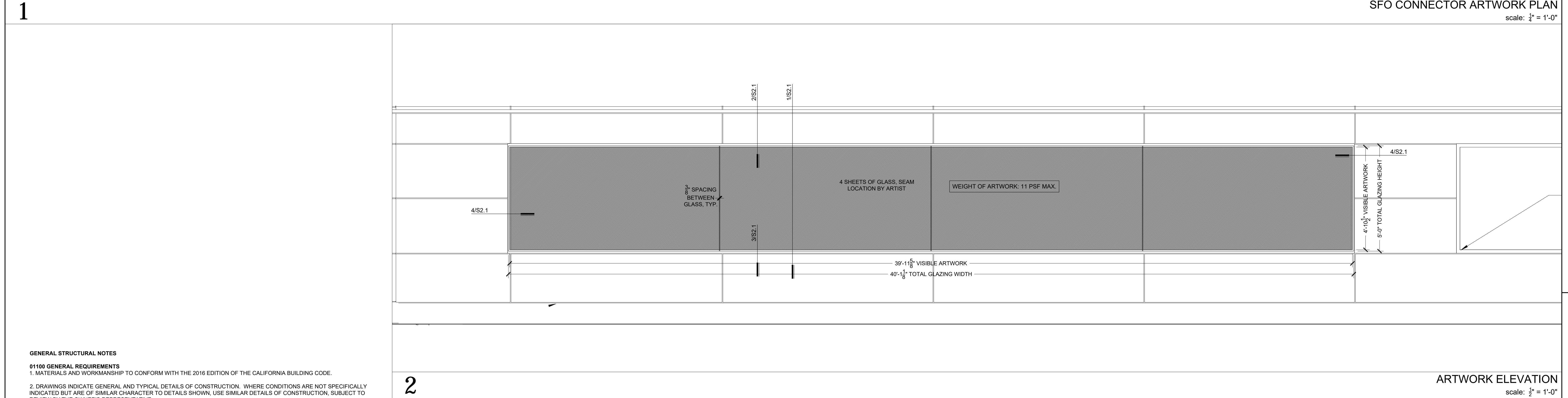








SFO CONNECTOR ARTWORK PLAN
scale: 1/4" = 1'-0"



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 $V_{50} = 115$ MPH (3 SECOND GUST)
 $V_{30} = 90$ MPH
EXPOSURE N/A
 $GCF_p = +/- 0.18$

OWNERS:
San Francisco
International Airport

PROJECT ADDRESS:
San Francisco Airport
San Francisco, CA 94128

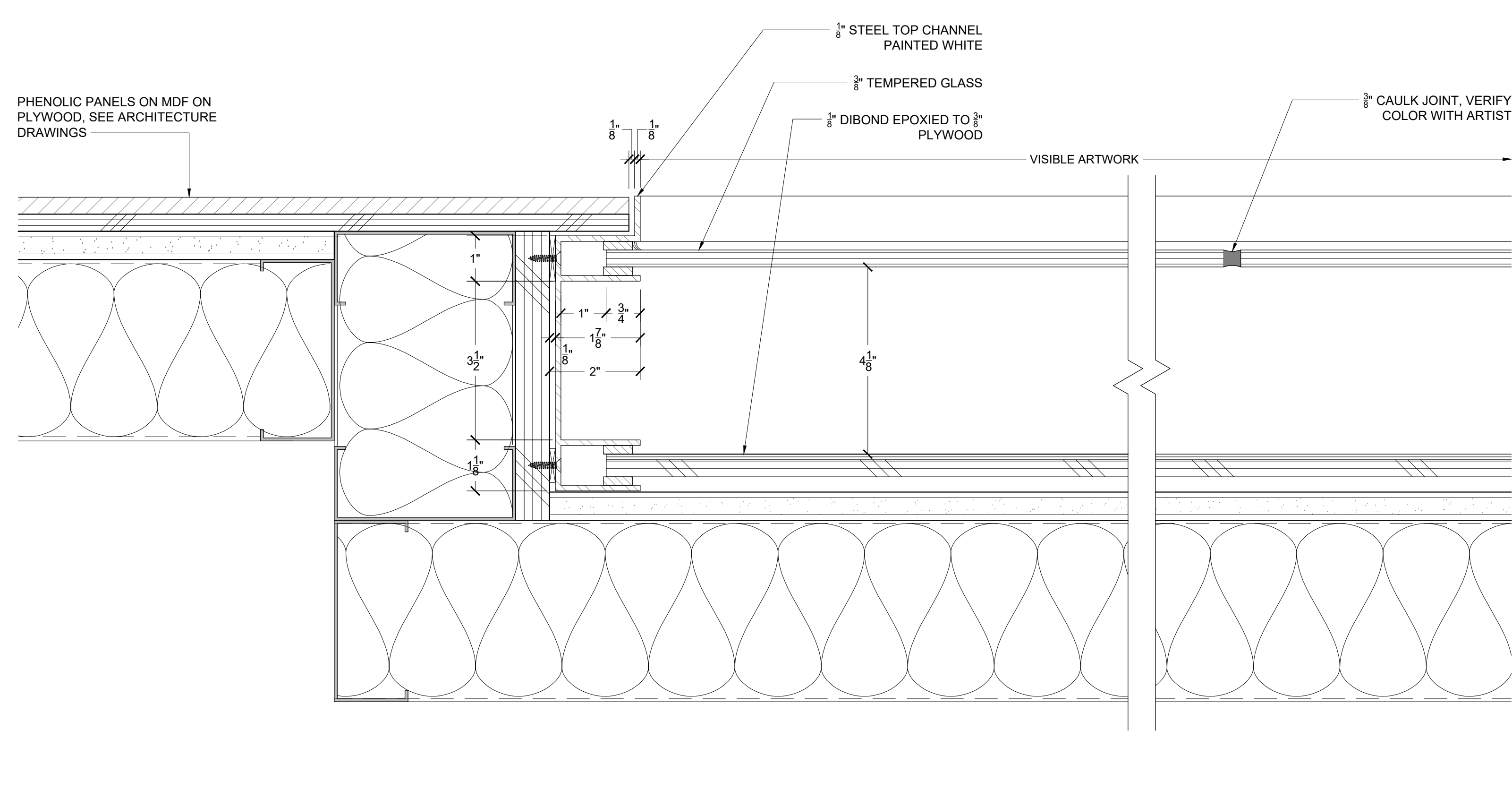
SF AIRPORT
COURTYARD 3
CONNECTOR
ARTWORK -
CARTER/
LYNCH

REV.	ISSUE	DATE
PERMIT SUBMITTAL		3/29/2021

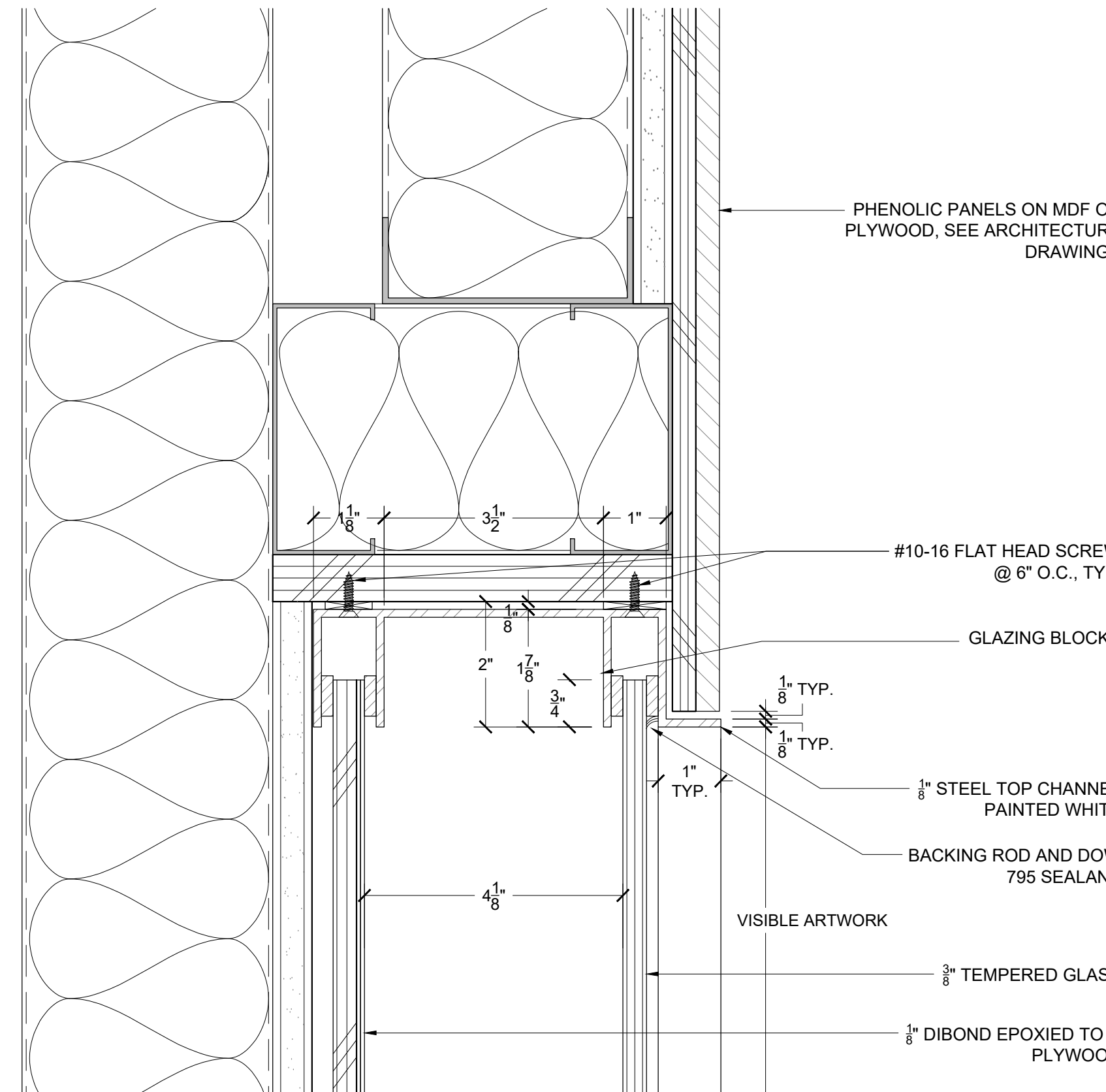
SPECS, PLANS
AND ELEVATIONS

S1.1

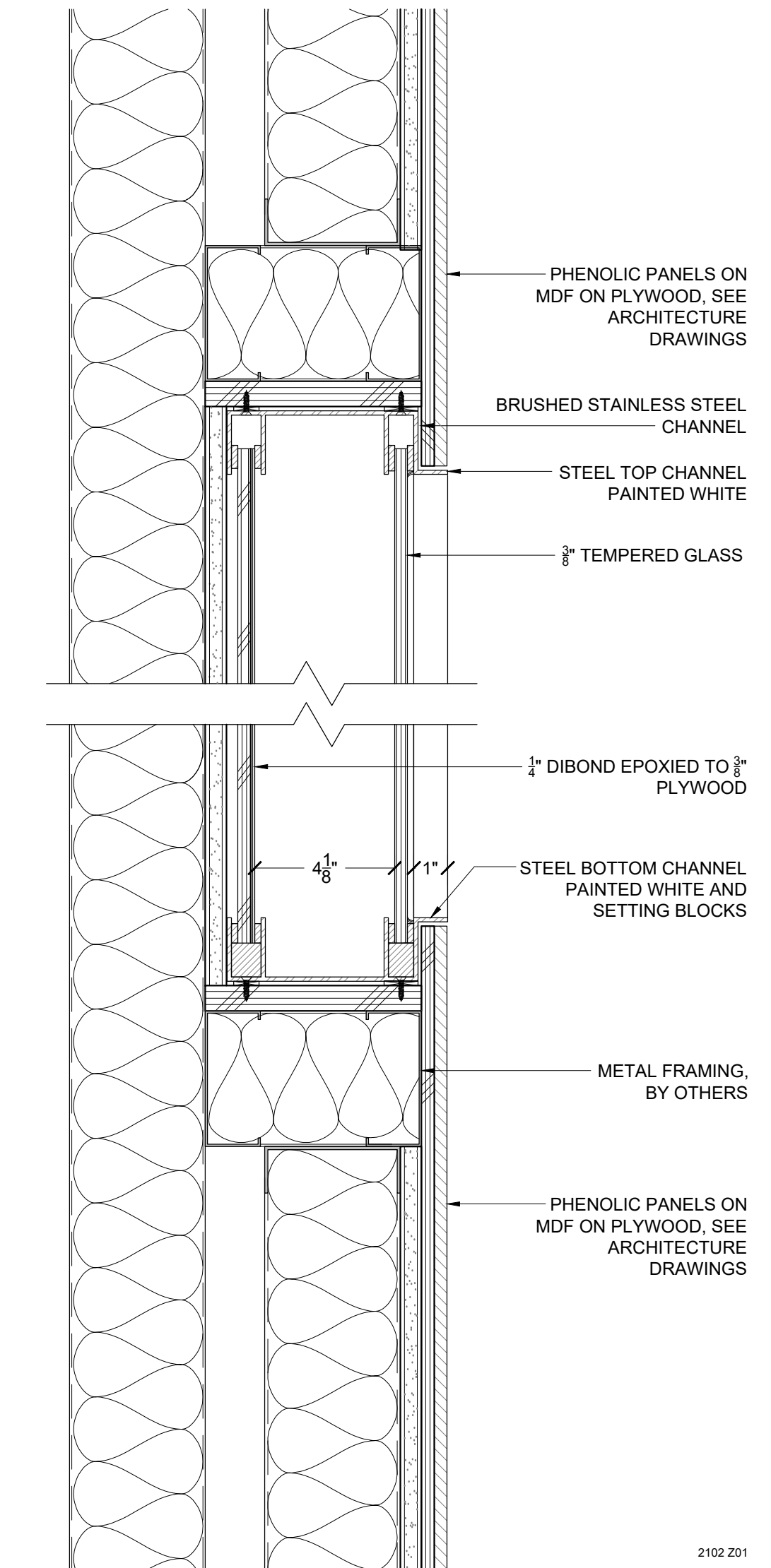
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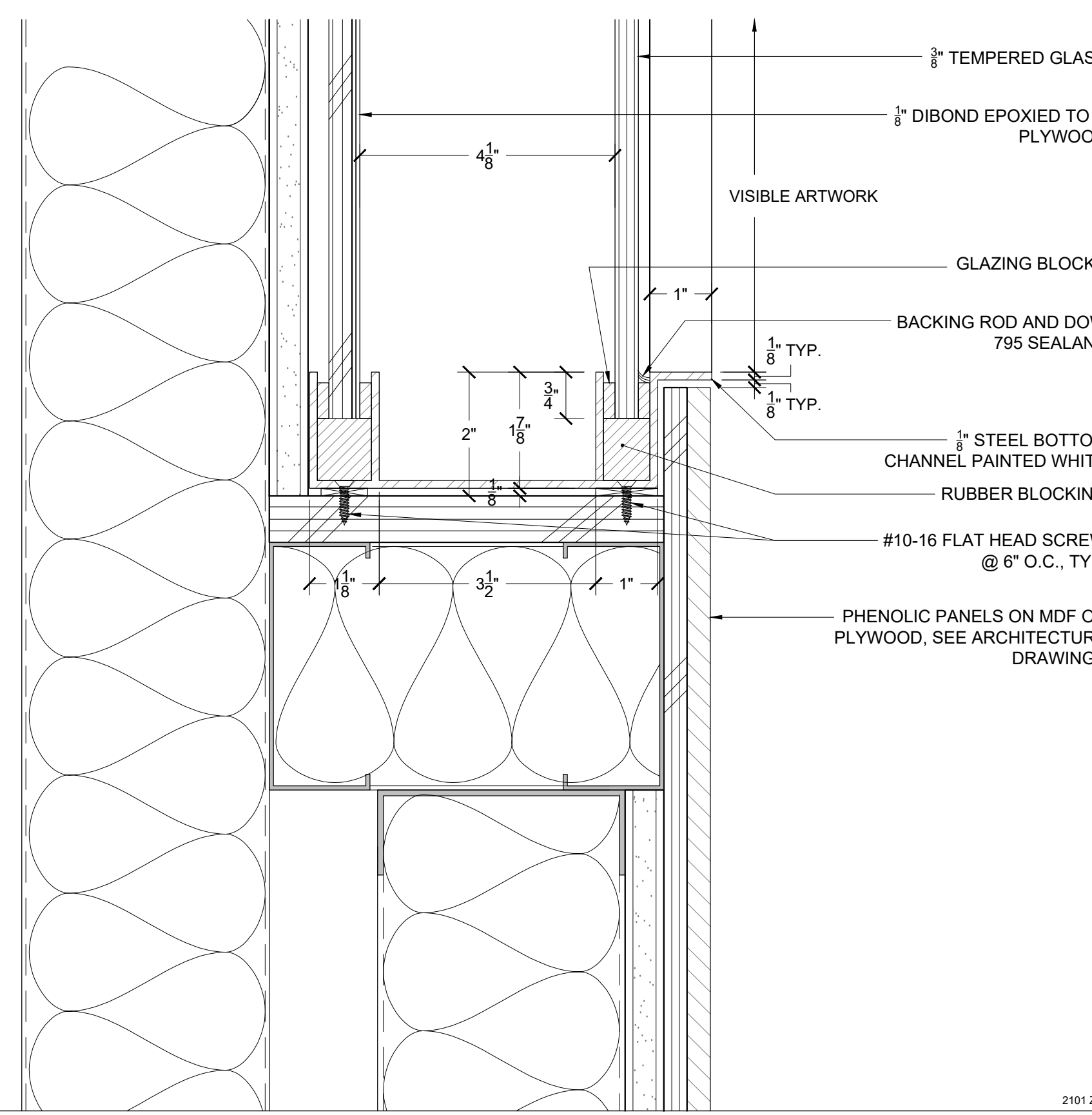
4 JAMB GLASS SUPPORT DETAIL - CARTER/LYNCH
scale: 6" = 1'-0"



2 TOP GLASS SUPPORT DETAIL - CARTER/LYNCH
scale: 6" = 1'-0"



1 SECTION AT ART WALL - CARTER/LYNCH
scale: 3" = 1'-0"



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scale: 6" = 1'-0"

OWNERS:
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International Airport

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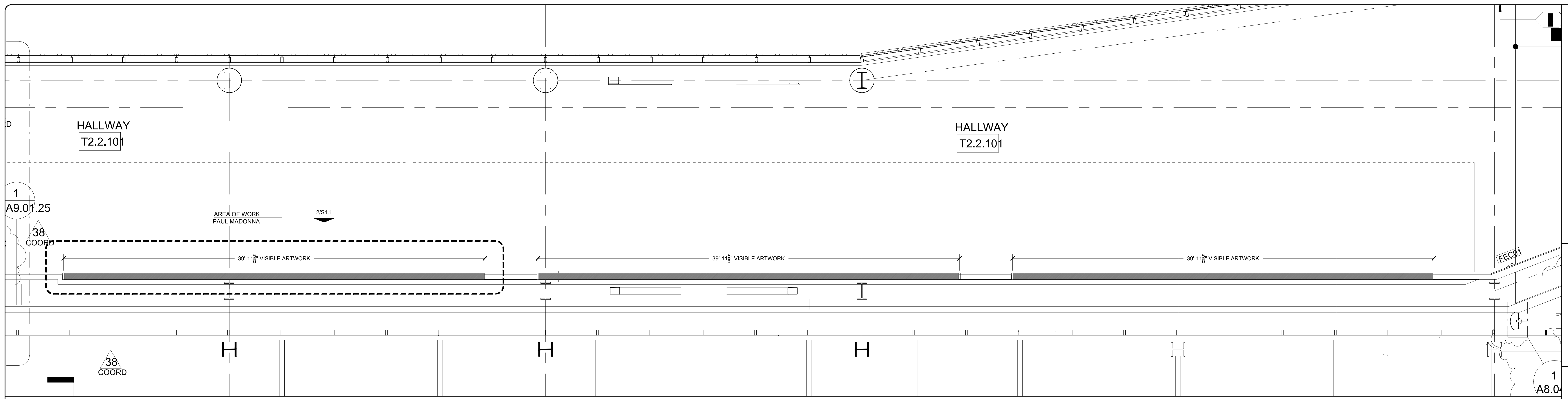
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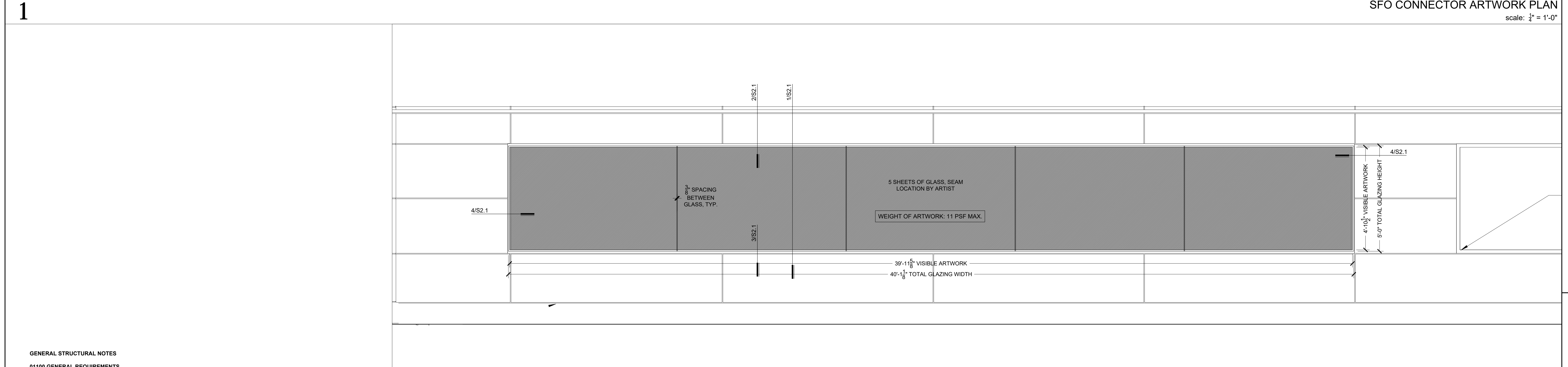
DETAILS

S2.1

sheet



SFO CONNECTOR ARTWORK PLAN
scale: 1/4" = 1'-0"



ARTWORK ELEVATION - PAUL MADONNA
scale: 1/4" = 1'-0"

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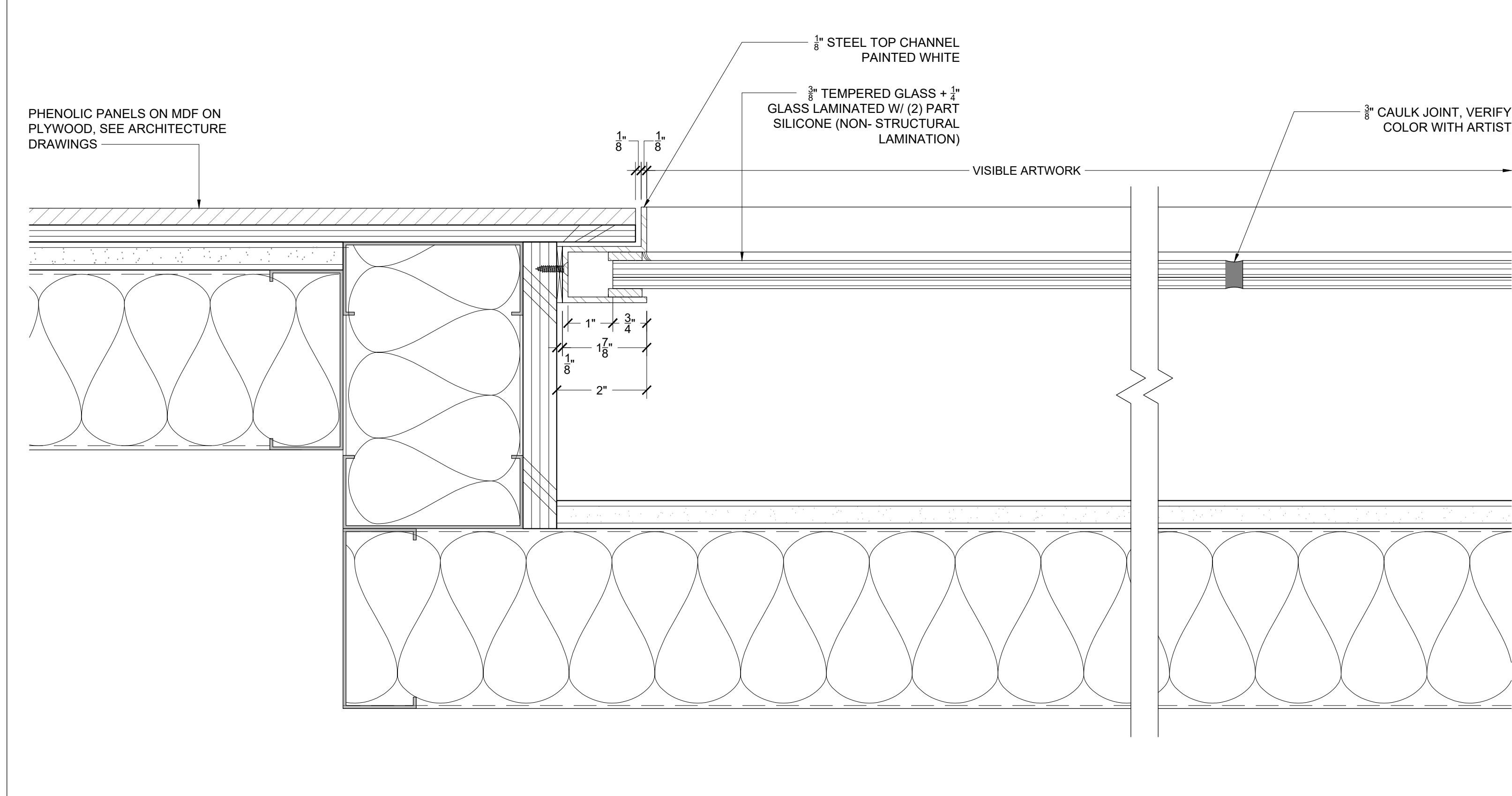
SF AIRPORT
COURTYARD 3
CONNECTOR
ARTWORK -
PAUL
MADONNA

REV.	ISSUE	DATE
PERMIT SUBMITTAL		3/29/2021

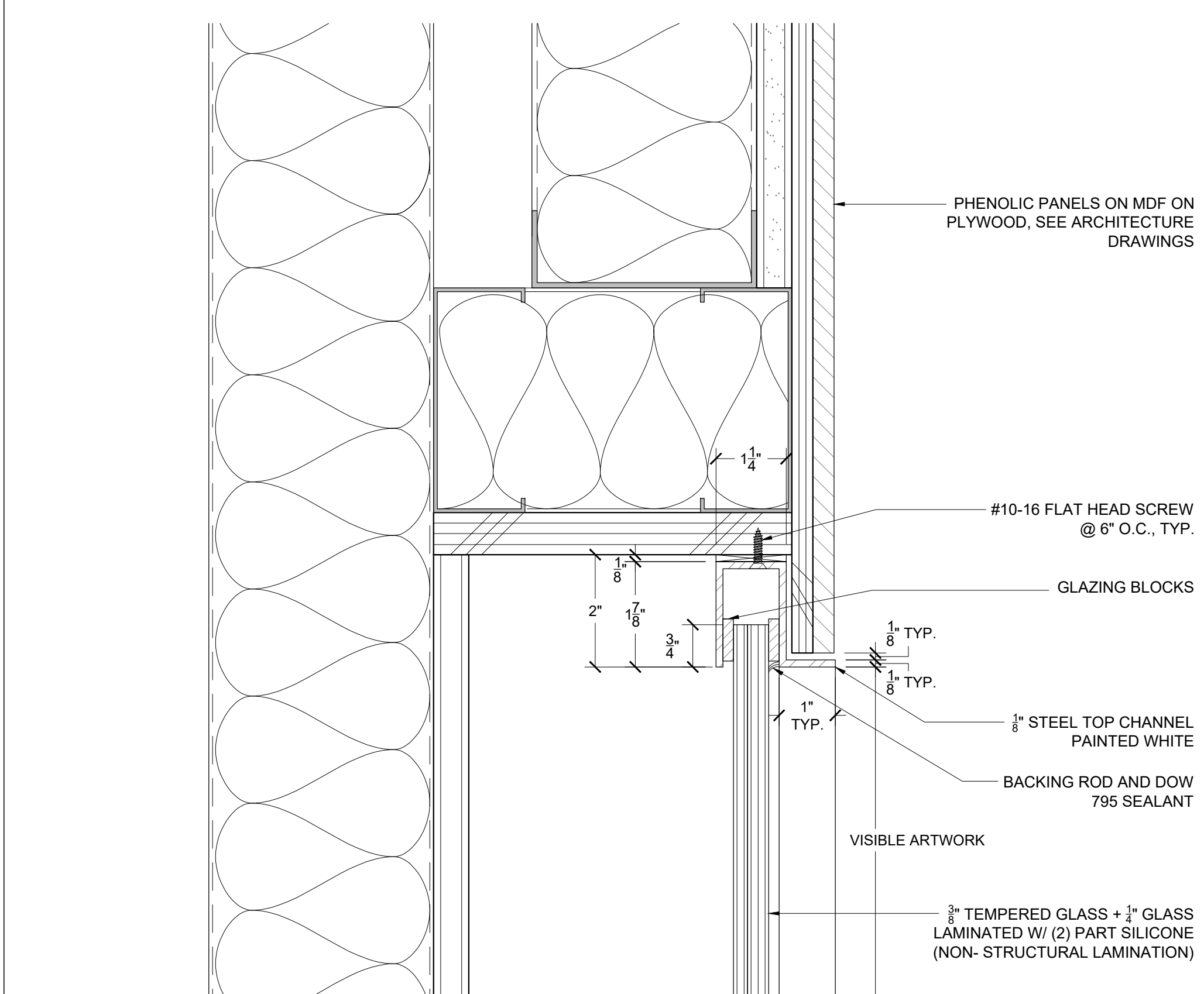
SPECS, PLANS
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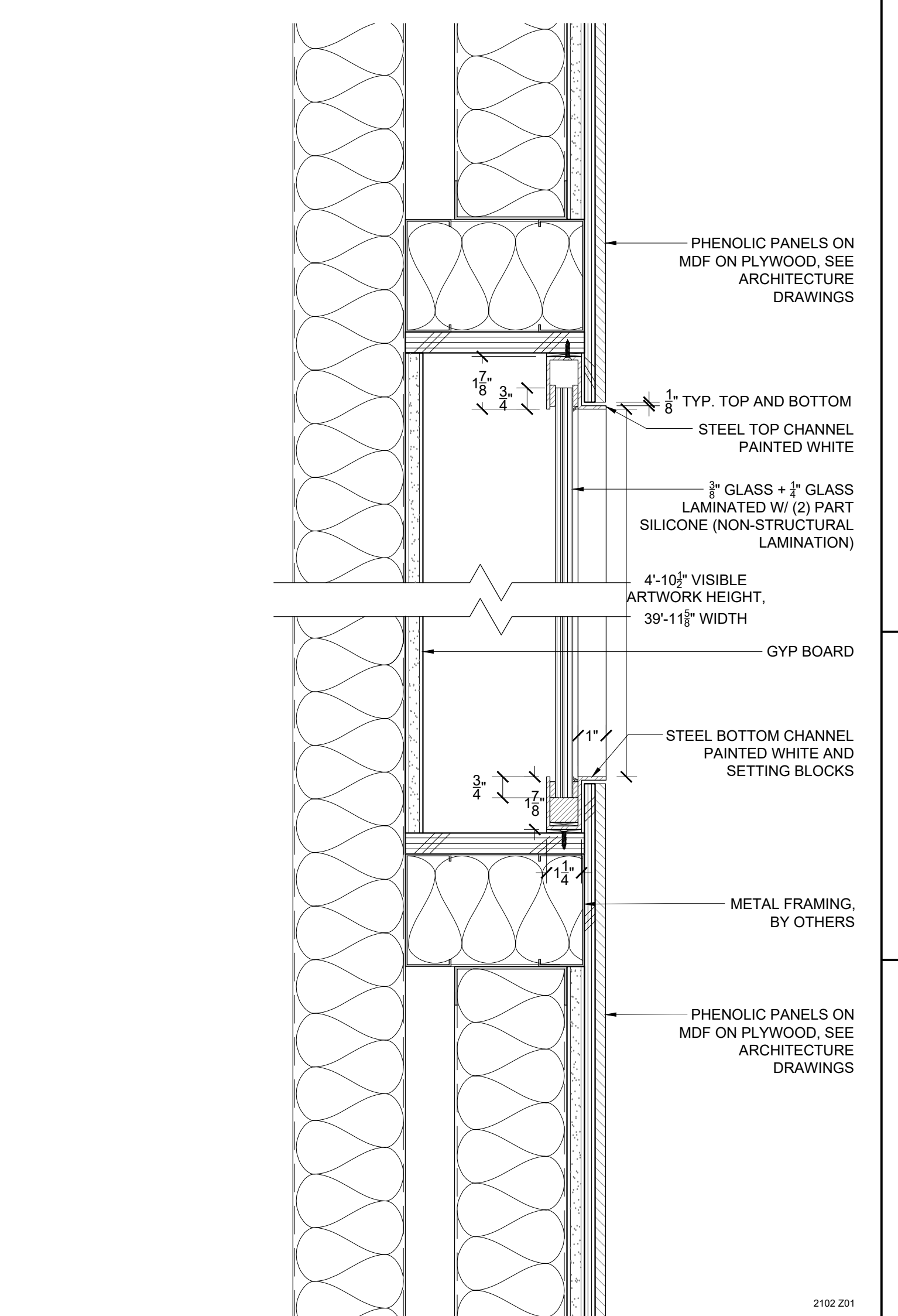
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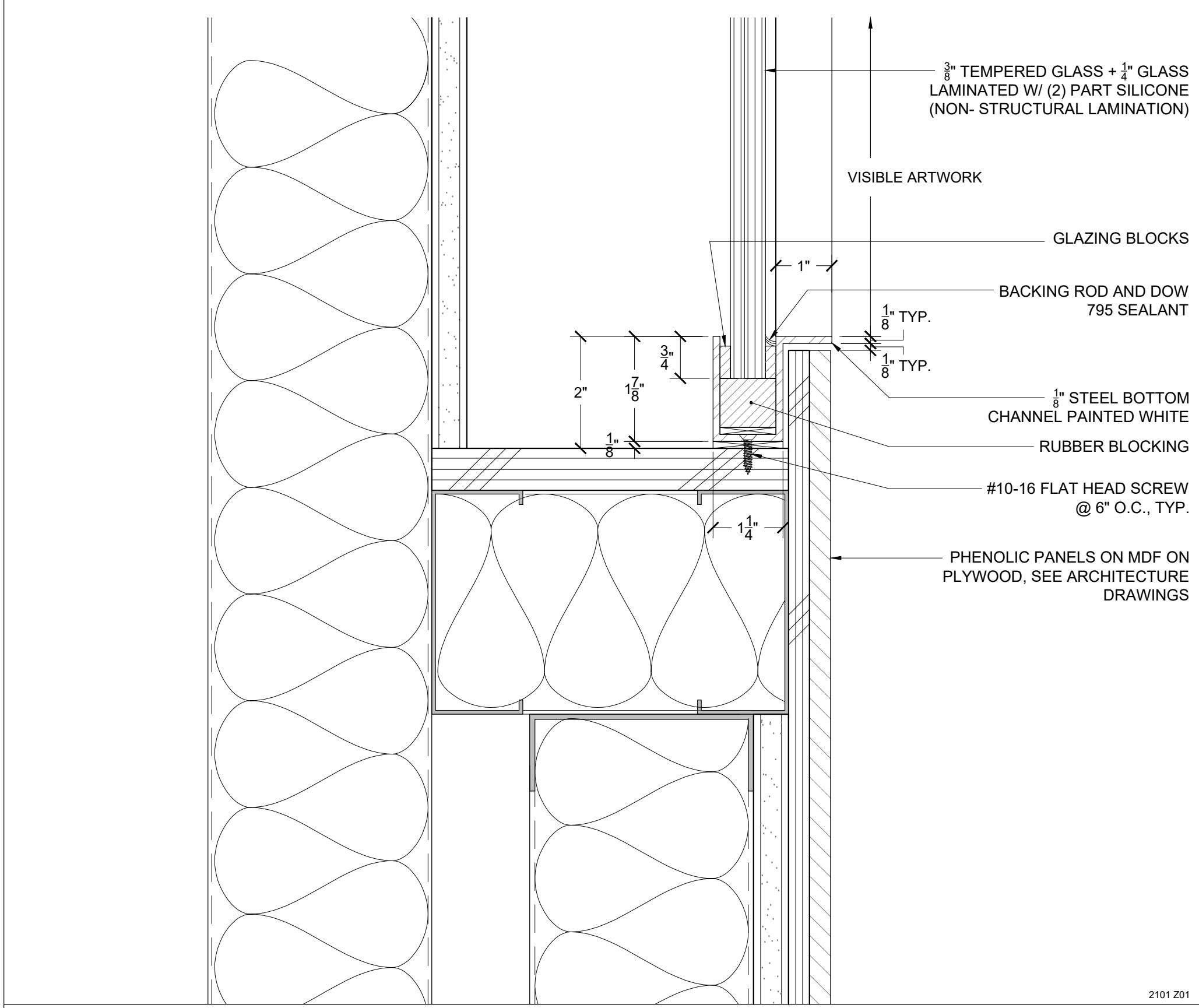
4 JAMB GLASS SUPPORT DETAIL
scale: 6" = 1'-0"



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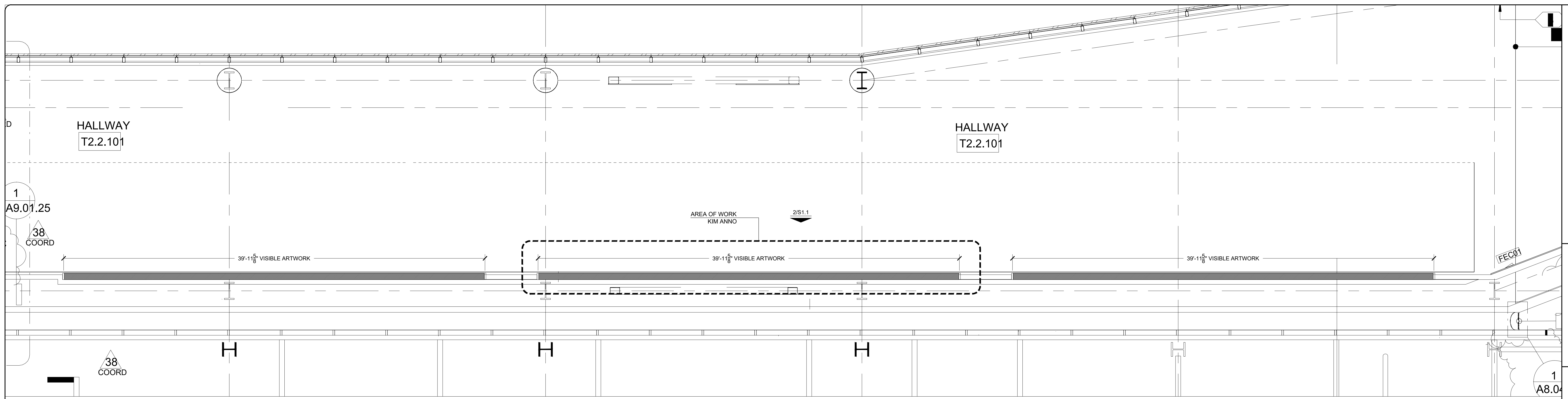
SF AIRPORT
COURTYARD 3
CONNECTOR
ARTWORK -
PAUL
MADONNA

rev.	issue	date
	PERMIT SUBMITTAL	3/29/2021

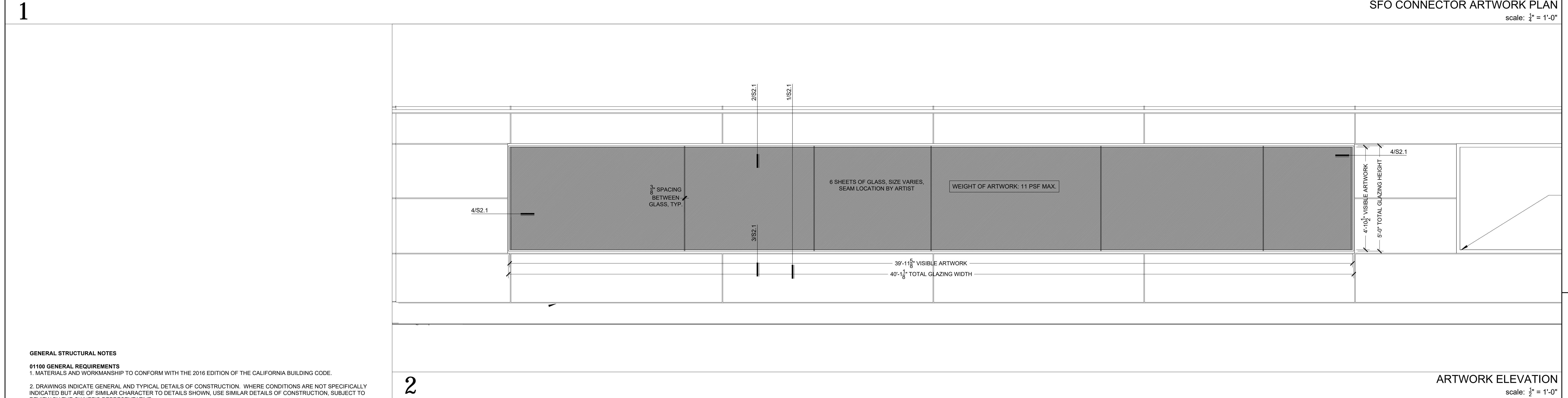
DETAILS

S2.1

sheet



SFO CONNECTOR ARTWORK PLAN
scale: 1/4" = 1'-0"



ARTWORK ELEVATION
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 - CONTRACTOR SHALL REMOVE ALL CONSTRUCTION DEBRIS FROM THE SITE AND DISPOSE OFF SITE.
 - VERIFY ALL DIMENSIONS IN THE FIELD. NOTIFY ENGINEER OF ANY DISCREPANCIES BEFORE PROCEEDING WITH WORK.
 - ALL EXISTING HAZARDOUS MATERIALS SHALL BE REMOVED AND DISPOSED OF IN ACCORDANCE WITH LOCAL AND STATE CODES. NO NEW OR EXISTING CONSTRUCTION SHALL CONTAIN HAZARDOUS OR PROHIBITED MATERIALS.
 - THE CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS TO PROTECT AREAS ADJACENT TO NEW CONSTRUCTION FROM NOISE, DEBRIS AND DUST THROUGHOUT THE PERFORMANCE OF THE CONTRACT.
 - ANY DAMAGE TO EXISTING UTILITIES OR FACILITIES SHALL BE REPAIRED OR REPLACED AT CONTRACTOR'S EXPENSE AND TO THE SATISFACTION OF THE OWNER.
 - CONTRACTOR SHALL BE SOLELY AND COMPLETELY RESPONSIBLE FOR CONDITIONS OF THE JOB SITE INCLUDING SAFETY OF PERSONS AND PROPERTY AND FOR ALL NECESSARY INDEPENDENT ENGINEERING REVIEWS OF THESE CONDITIONS.
 - CONTRACTOR SHALL MAINTAIN THE STREETS AND ANY OTHER PUBLIC RIGHTS-OF-WAY IN A CLEAN, SAFE AND USABLE CONDITION. ANY SPILLS OF SOIL, ROCK OR CONSTRUCTION DEBRIS MUST BE REMOVED FROM THE PUBLICLY OWNED PROPERTY DURING CONSTRUCTION AND UPON COMPLETION OF THE PROJECT.
 - THE ENGINEER-OF-RECORD SHALL PERFORM STRUCTURAL OBSERVATIONS PER CBC 1704. THE ENGINEER SHALL REPORT ANY OBSERVED DEFICIENCIES TO THE OWNER, CONTRACTOR AND BUILDING OFFICIAL, AND SUBMIT A FINAL SUMMARY REPORT STATING SITE VISITS HAVE BEEN MADE, NOTING ANY DEFICIENCIES, THAT CORRECTIVE WORK HAS BEEN COMPLETED, AND THAT CONSTRUCTION PROCEEDED IN GENERAL CONFORMANCE WITH THE APPROVED PLANS.
 - THE CONTRACTOR SHALL GIVE 48 HOURS NOTICE TO THE ENGINEER PRIOR TO ALL REQUIRED TESTING AND OBSERVATIONS U.O.N. CONTRACTOR SHALL CALL ENGINEER FOR OBSERVATION OF ALL FOUNDATION STEEL AND EXCAVATIONS PRIOR TO PLACING CONCRETE. CONTRACTOR SHALL CALL ENGINEER FOR HOLD DOWN OBSERVATION PRIOR TO SHEATHING AND FRAMING, NAILING AND SHEAR WALL OBSERVATION PRIOR TO COVERING EITHER SIDE OF SHEATHING WITH FINISHED MATERIALS. THE CONTRACTOR SHALL CALL ENGINEER TO OBSERVE ALL STRUCTURAL MEMBERS AND CONNECTIONS FOR CONFORMANCE WITH THE CONSTRUCTION DOCUMENTS PRIOR TO CONCEALMENT WITH FINISH MATERIALS.
- 01400 SPECIAL INSPECTIONS**
- AN INDEPENDENT TESTING AGENCY AND SPECIAL INSPECTOR SHALL BE RETAINED BY THE CONTRACTOR TO PERFORM TESTS AND INSPECTIONS.
 - IF INITIAL TESTS OR INSPECTIONS MADE BY THE OWNER'S TESTING AGENCY REVEAL THAT ANY PORTION OF THE WORK DOES NOT COMPLY WITH THE CONTRACT DOCUMENTS, ADDITIONAL TESTS, INSPECTIONS, AND NECESSARY REPAIRS WILL BE MADE AT THE CONTRACTOR'S EXPENSE.

05000 STRUCTURAL STEEL

- STRUCTURAL STEEL, FABRICATION AND ERECTION METHODS SHALL CONFORM TO THE CURRENT ADDITION OF THE AMERICAN INSTITUTE OF STEEL CONSTRUCTION (AISC) 'CODE OF STANDARD PRACTICE FOR STEEL BUILDINGS AND BRIDGES.'
- ALL STEEL SHOP DRAWINGS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PRIOR TO FABRICATION AND INSTALLATION.
- ALL STRUCTURAL STEEL SHALL BE PRIMED AND PAINTED. SEE ARCHITECTURE DRAWINGS FOR PAINT COLOR.
- STEEL SHALL BE THE FOLLOWINGS:
ROLLED PLATES AND BARS - ASTM A36
- ALL WELDING SHALL BE IN ACCORDANCE WITH AWS D1.1. ELECTRODES SHALL BE E70x.
- SCREWS SHALL BE:
A. NON-AUSTENITIC STAINLESS STEEL WITH A MINIMUM NOMINAL COMPOSITION OF 16% CHROMIUM AND A ROCKWELL HARDNESS LESS THAN C35 IN THE LOAD BEARING PORTION OF THE SHANK, OR
B. COATED OR PLATED CARBON STEEL WITH A ROCKWELL HARDNESS LESS THAN C35 IN THE LOAD BEARING PORTION OF THE SHANK. SCREWS SHALL BE ZINC COATED PER ASTM A123, A641, OR B633 OR NICKEL/CHROMIUM PLATED PER ASTM B546, TYPE 5C. WHEN OTHER PLATINGS AND/OR COATINGS ARE TO BE USED, EVIDENCE SHALL BE SUBMITTED TO SUBSTANTIATE THE CORROSION RESISTANCE OF THESE PRODUCTS.
C. COUNTERSUNK SCREWS SHALL HAVE AN 82° NOMINAL HEAD.

08800 GLASS

- ALL GLAZING SHALL BE FULLY TEMPERED. GLAZING TO BE TESTED IN ACCORDANCE WITH CPSC 16 CFR PART 1201. GLAZING SHALL COMPLY WITH THE TEST CRITERIA FOR CATEGORY II, OR TESTED IN ACCORDANCE WITH ANSI Z97.1. GLAZING SHALL COMPLY WITH THE TEST CRITERIA FOR CLASS A.
- EACH PANE OF SAFETY GLAZING INSTALLED IN HAZARDOUS LOCATIONS SHALL BE IDENTIFIED BY A MANUFACTURER'S DESIGNATION SPECIFYING WHO APPLIED THE DESIGNATION, THE MANUFACTURER OR INSTALLER AND THE SAFETY GLAZING STANDARD WITH WHICH IT COMPLES. THE DESIGNATION SHALL BE ACID ETCHED, SAND BLASTED, CERAMIC FIRED, LASER ETCHED, EMBOSSED OR OF A TYPE THAT ONCE APPLIED, CANNOT BE REMOVED WITHOUT BEING DESTROYED. A LABEL MEETING THE REQUIREMENTS OF THIS SECTION SHALL BE PERMITTED IN LIEU OF THE MANUFACTURER'S DESIGNATION.
- FULLY TEMPERED GLASS SHALL BE A FLAT, MONOLITHIC GLASS LITE OF UNIFORM THICKNESS THAT HAS BEEN SUBJECTED TO A SPECIAL HEAT TREATMENT PROCESS WHERE THE RESIDUAL SURFACE COMPRESSION IS NOT LESS THAN 69 MPa (10 000 PSI) OR THE EDGE COMPRESSION NOT LESS THAN 67 MPa (9700 PSI) AS DEFINED IN SPECIFICATION C 1048.

17000 DESIGN CRITERIA

- DESIGN PER 2019 CALIFORNIA BUILDING CODE
- DEAD LOADS: VARY BASED ON ACTUAL BUILDING WEIGHTS.
 - LIVE LOADS: PARTITION LATERAL LOAD: 5 PSF
 - SEISMIC DESIGN
BASE SHEAR: $F_p = 0.50 W_p$ (ULTIMATE STRENGTH DESIGN), $R_p = 2.5$, $a_p = 1.0$, $S_p = 2.116$, $S_1 = 1.004$, $S_{D1} = 1.316$, $S_{D2} = 1.038$
 - WIND DESIGN: RISK CATEGORY II, DOES NOT APPLY, INTERIOR APPLICATION
 $V_{50} = 115$ MPH (3 SECOND GUST)
 $V_{30} = 90$ MPH
EXPOSURE N/A
 $GCF_p = +/- 0.18$

OWNERS:
San Francisco
International Airport

PROJECT ADDRESS:
San Francisco Airport
San Francisco, CA 94128

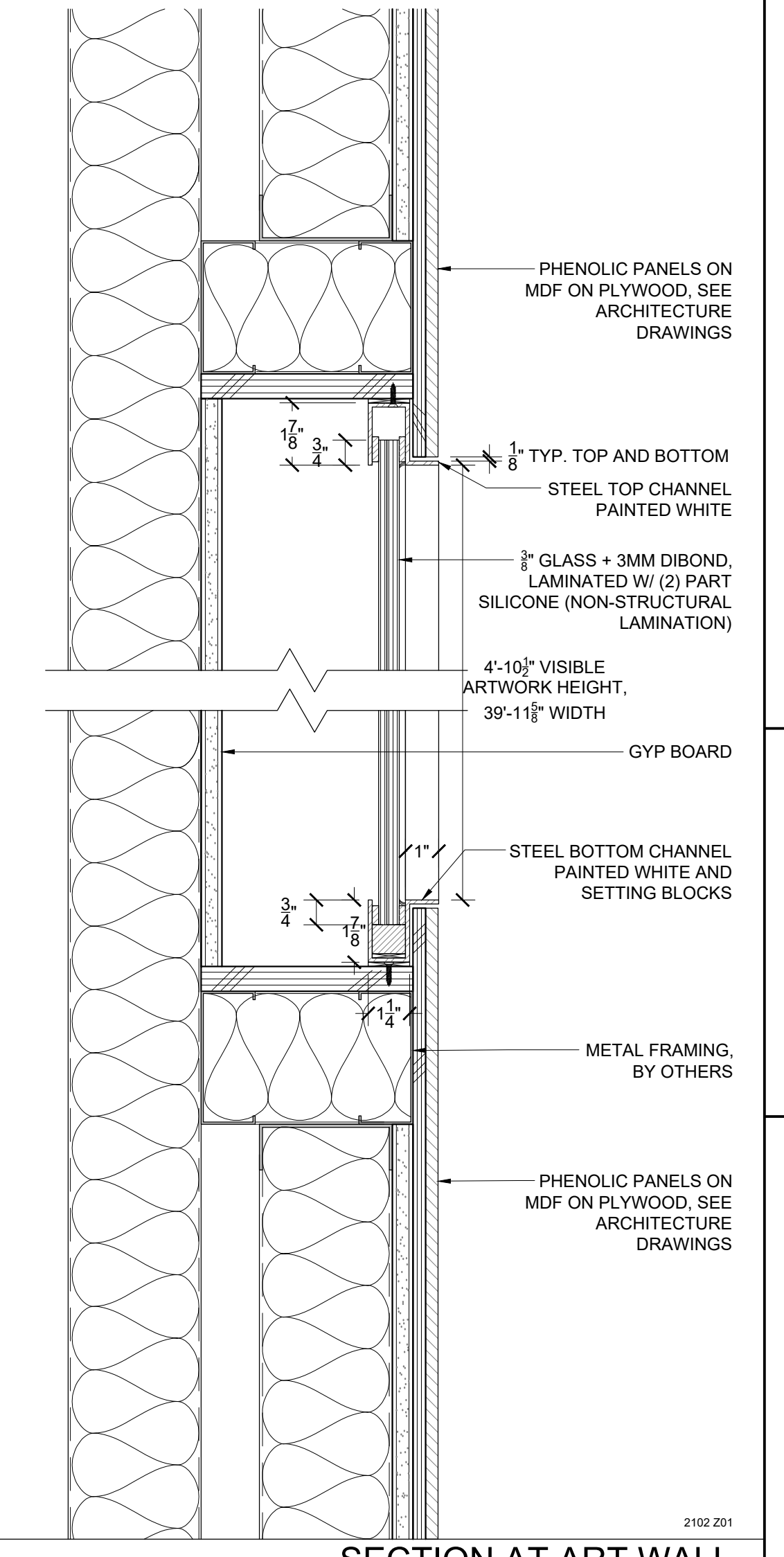
SF AIRPORT
COURTYARD 3
CONNECTOR
ARTWORK -
KIM ANNO

REV.	ISSUE	DATE
PERMIT SUBMITTAL		3/29/2021

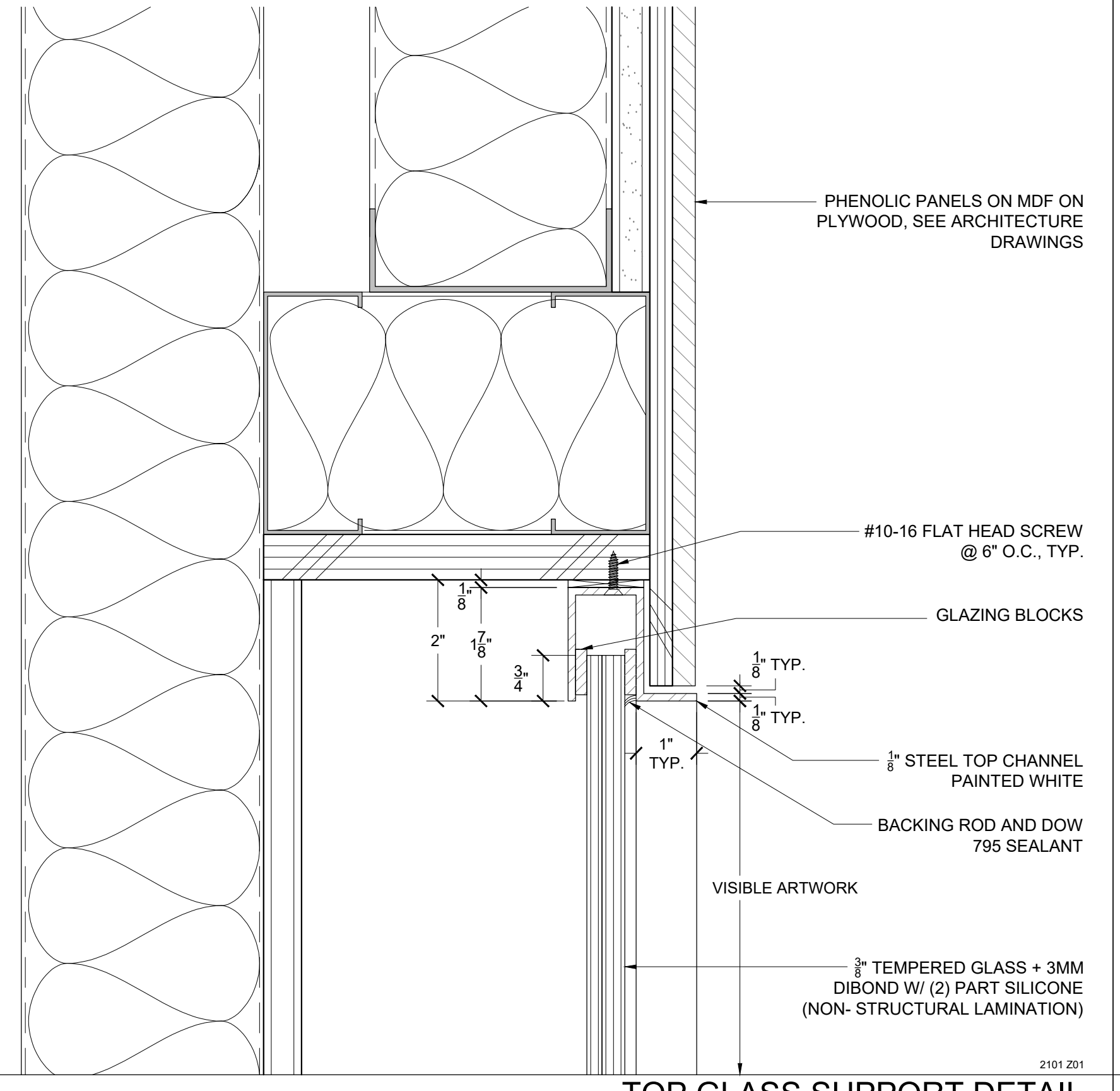
SPECS, PLANS
AND ELEVATIONS

S1.1

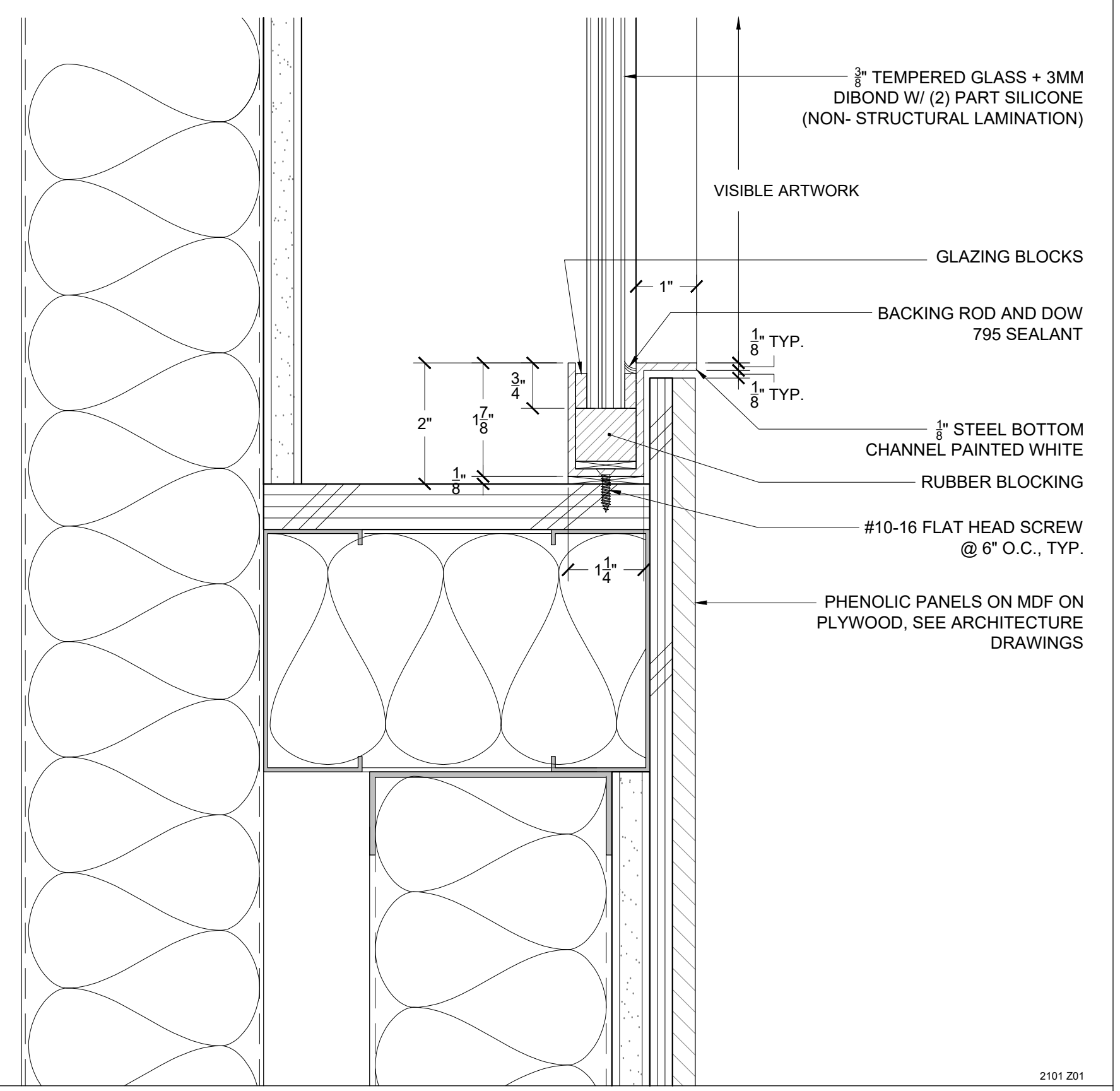
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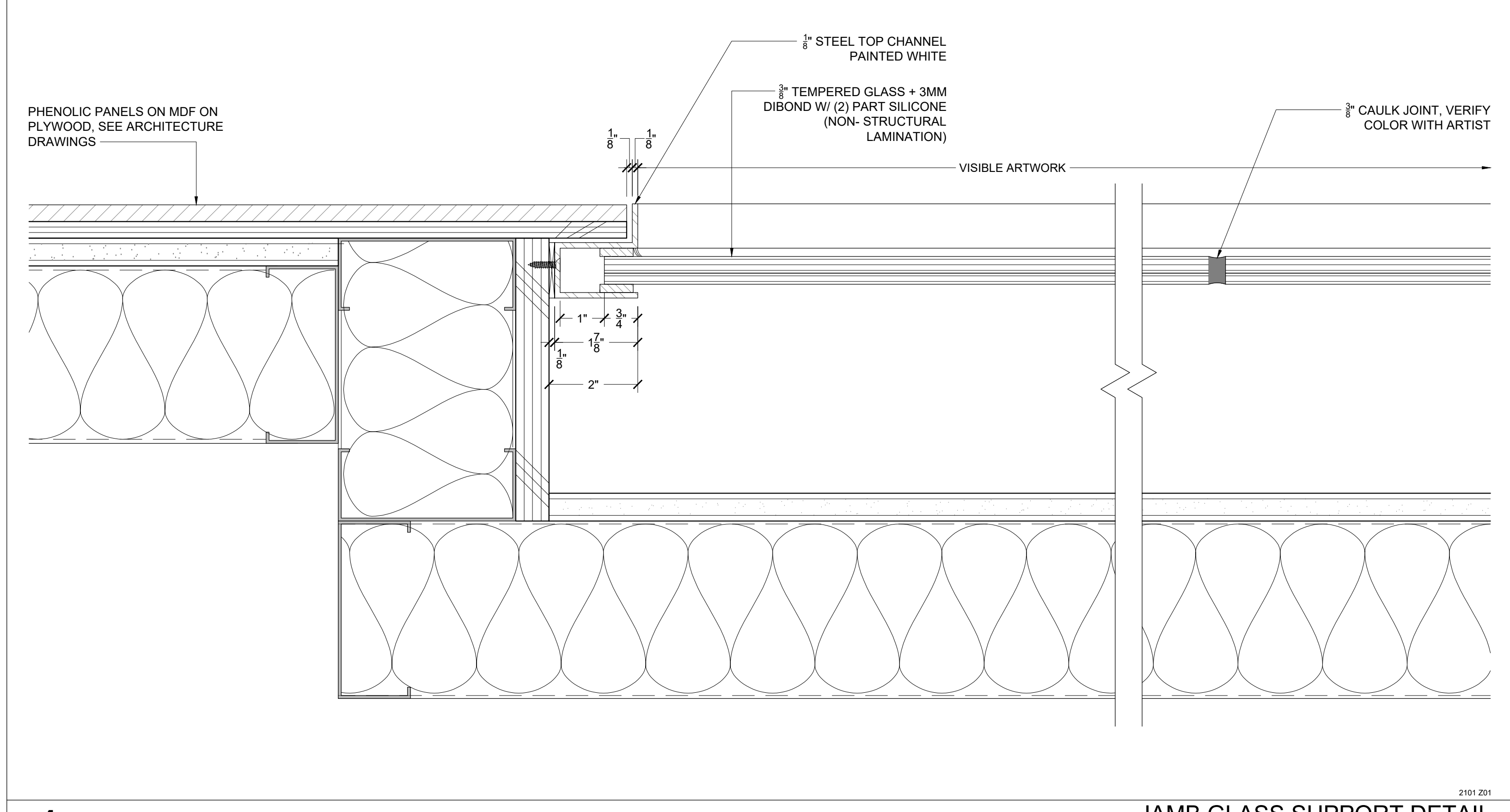
1 SECTION AT ART WALL
scale: 3" = 1'-0"



2 TOP GLASS SUPPORT DETAIL
scale: 6" = 1'-0"



3 BOTTOM GLASS SUPPORT DETAIL
scale: 6" = 1'-0"



4 JAMB GLASS SUPPORT DETAIL
scale: 6" = 1'-0"

OWNERS:
San Francisco
International Airport

PROJECT ADDRESS:
San Francisco Airport
San Francisco, CA 94128

SF AIRPORT
COURTYARD 3
CONNECTOR
ARTWORK -
KIM ANNO

rev.	issue	date
	PERMIT SUBMITTAL	3/29/2021

DETAILS

S2.1

sheet