

# Appendix A Pavement Evaluation

**The following is the text of a technical appendix provided to the BID master plan study team by an ASPU consultant. The memo addresses an airfield pavement evaluation performed at BID in January 2002. The body of the technical appendix is presented in its entirety as written with one exception: an aerial picture of the airport is omitted.**

## Airport Pavement Evaluation

In January 2002 Edwards and Kelcey performed airfield pavement evaluations for five Rhode Island Airports. These facilities included Block Island State Airport, Newport State Airport, North Central State Airport, Quonset State Airport, and Westerly State Airport in Rhode Island. The evaluations were done as part of a state wide pavement evaluation for the Rhode Island Airport Commission. Pavement histories were researched and include with this report on general plans of each airport. The pavement sections are color coded for each pavement section

RIAC

This report references the December 1994 Pavement Management System Program for Six Rhode Island State Airports final report prepared by ERES International, Inc. to identify the different pavement sections evaluated in the field inspections. The section identifications used in the ERES report appear below each pavement section name.

### **Block Island Airport [Note: Photo not shown.]**

Figure A2-36 Block Island Airport (WST)

Block Island Airport was separated in five areas. The following paragraphs describe our observations for the pavement sections reviewed:

### Terminal Apron (AP1)

The terminal apron was separated into three sub-sections and the general condition of the pavement is fair. (See Figure A2-37)



**Airport  
Master  
Plan**

Figure A2-37 Terminal Apron with Low to Moderate Severity Cracking

#### **Sub-Section 1**

This area contained low severity longitudinal joint cracking in approximately 10%-20% of the area. (West portion of terminal apron)

#### **Sub-Section 2**

This area contained moderate severity longitudinal joint cracking in approximately 40%-50% of the area. (Middle portion of terminal apron)

#### **Sub-Section 3**

This area contained low severity longitudinal joint cracking in approximately 10%-20% of the area. There were a few low severity transverse cracks occurring. (East portion of terminal apron)

### Taxiway A (TA1)

The taxiway contained a small amount of low severity random cracks. Crack repair is evident and appears to be fairly new. The pavement condition is good.

**BLOCK  
ISLAND  
AIRPORT**

Taxiway B (TB1)

The taxiway contained a small amount of low severity random cracks. Crack repair is evident and appears to be fairly new. The pavement condition is good.

Taxiway C (TC1)

The taxiway contained a small amount of low severity random cracks. Crack repair is evident and appears to be fairly new. The pavement condition is good (See Figure A2-38)



Figure A2-38 Taxiway C with Low Severity Cracking

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Runway 10-28 (RA1-RA4)

Uniform condition throughout, with high severity transverse and longitudinal cracking up to 2" wide. Crack repair is evident, however it does not appear to be recent. Pavement condition is fair. (See Figure A2-39)



Figure A2-39 Runway 10-28 with High Severity Cracking

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