

Appendix B Terminal Notes

The following is the text of a technical memorandum dated February 27, 2002 from Mark W. Stettler to Jim Miklas, both of Edwards and Kelcey, Edwards and Kelcey is a member of the consultant team preparing the Rhode Island Aviation System Plan Update. The body of the memo, which addresses conditions observed at the existing BID terminal, is presented in its entirety as written.

"Here are notes and insights from our 20 FEB 2002 visit to Block Island.

"1. The current parking area is insufficient in size. The parking lot is on the unpaved slope with gravel driveways. The gravel may simply be the result of erosion. There is no drainage management and no drainage structures. It was reported that Block Island is a sole source aquifer. Vehicle parking with out drainage management will result in increasing water supply problems. Some environmental studies may have already been accomplished. The lot is not illuminated and has become a place for late night loitering and a dumping ground for abandoned vehicles. Snow clearing in the winter is problematic.

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"2. The general site layout of roadways, driveways, parking areas, taxi stand, and pick-up/drop-off areas requires a diligent design effort. The airport serves Medflight emergencies. It was reported that crowded parking conditions have resulted in the gate to the apron being block when the ambulance transporting patients arrives. Residents arriving to pick up medical prescriptions and packages require a pick-up parking zone located close to the terminal. Currently the taxis park in front of the terminal and obstruct the pedestrian cross walks and access for deliveries of propane and fuel oil.

"3. The restaurant is a big feature on the island. It is currently the only 12 month operation on the island. There is a high percentage of local patronage. The restaurant serves 200+ breakfasts on an typical Saturday morning during the summer. The restaurant is not ADA compliant. Currently there are only about twenty seats crowded into a small dining room, 10 stools and a low counter and bench seats for three small tables. Existing location of outdoor dining is insufficient in size and obscures the airport manager's view of the taxiway and aircraft parking. Kitchen facilities are insufficient. Dry goods are stored in attic spaces that are likely not designed to take storage loads. The refrigerators and freezer are located in a pen on the

adjacent outside wall of the terminal building. Propane cylinders, and recycle and waste dumpsters are also located in these exterior pens. Restaurant equipment includes a commercial gas grill and a residential grade gas range. Dishwashing is performed manually. The restaurant operator offered to provide EK with a proposed equipment list and other particulars for and improved restaurant operation.

"4. The existing terminal building is a one story wooden frame structure. The facility is well worn and has been expanded, renovated and readapted many times over its existence. The existing terminal can no longer support the current functions of the airport without a substantial increase in area. The location and the existing configuration of the building are not conducive to easily increasing the square footage of the building by addition. The building is not ADA compliant. The toilet facilities are inadequate. The existing fluorescent lighting fixtures appear to be quite dated and may have PCB containing ballasts. In general the most likely site for a new terminal building would be to the East side of the existing terminal. The site slopes away to the landside of the site. There is a leeching field for the septic system at the far end of the slope. A building sited at this location might be able to take advantage of the slope to provide some under building parking.

"5. The existing hangar has two bays. One bay is tenant space. The second bay serves as the airport maintenance garage. The door at the tenant space is in good condition. The door at the maintenance garage is a deteriorated wood door, and was reported to be scheduled for replacement. There is a boiler room with a failed boiler reported to be irreparable. The entire interior of the building is covered with asbestos containing transite panels. Some panels have broken edges. Screws and nails have been put into the panels to hang tools, etc. The manager mentioned a plan to build shelving for material storage. EK strongly recommended that no shelving be mounted to the wall surface. EK further informed that drilling and nailing could damage the panels and expose friable asbestos fibers. EK suggested that any shelving erected in the hangar should be freestanding type.

"6. There is a dilapidated shed next to the hangar building that is designated as freight storage for New England Airlines. The walls of the shed have holes sufficient for rodents and stray cat to enter and die.

"7. The emergency generator and propane fuel tanks are located adjacent to the hangar building. The generator does not appear to have adequate weather protection and is beginning to show rust and corrosion of the sheet metal housing.

"8. Increased paved areas for parking larger twin engine aircraft was requested.

"9. The existing weather equipment is pad mounted to the East of the terminal building structure. It would be more a more efficient use of the limited space if this equipment could be roof mounted atop a new terminal building.

"10. A portion of the grass area to the South, adjacent to the West end of the runway is a habitat for a protected species of wild flower.

"11. A report on hazardous materials performed by a hygienist should be performed to establish the condition of the transite panels in the hangar building and to inventory any other ACM that may be in piping insulation, floor finishes, roofing materials and glazing products.

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The existing fluorescent lighting is also suspect for PCB containing ballasts. A structure the age of the terminal is also suspect for existence of lead paint and lead in plumbing fixtures and materials.

"12. The existing fuel oil tank is above ground in a small shed directly against the landside wall of the terminal building. This is a replacement for underground storage tank(s) that had been removed. It is unknown if the tanks removed had been leaking or otherwise caused and subsurface soils contamination. Ground water monitoring wells typical of a site suspected of contamination were not observed. Any reports on the removal of the tanks should be located and obtained by EK prior to commencing any site work."

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