

FIRST OF ALL I WOULD LIKE TO CORRECT MY HANDOUT AT THE 9/7/2021
PLANNING MEETING.

TRACTOR TRAILERS ARE, 53 FEET LONG, 10.2 FEET WIDE AND 13.6 HIGH.

AT CROSSROAD WE ENVISIONED THE LAND BEING USED FOR CONDOMINIUMS,
APARTMENTS OR A COMPLEX OF OFFICES, OR LIGHT MANUFACTURING SIMILAR
TO OTHER BUILDINGS IN OUR AREA, WITH OWNERS WHO MAY WORK, AND LIVE
IN CRANSTON OR THE STATE OF RHODE ISLAND.

I WOULD LIKE TO MAKE THREE SIGNATIFICANT MAIN POINTS TO OUR OBJECTION
TO COMSTOCK INDUSTRIAL

THE FIRST POINT, IT'S SIZE AND VISUAL LOOK.

A 199,180 SQUARE FOOT DISTRIBITUION BUILDING,
A SISTER BUILDING OF 70, 000 SQUARE FEET,
69 TRAILER LOADING DOCKS,
55 TRAILER PARKING SPACES,
217 AUTOMOBILE SPACES.

LET'S REVIEW THE COMSTOCK INDUSTRIAL PROPOSAL.

THE LAND IN QUESTION IS SANDWICHED IN BETWEEN THE BACKYARD TO A
RESTAURANT, BANK, DAYCARE CENTER, CONDOMINIUM COMPLEX, NURSEY, ICE
CREAM SHOP, HOMES AND VARIOUS SIZE INDUSTRIAL BUILDINGS.

THIS PROPOSAL IS NOT BEING LOCATED IN AN INDUSTRIAL PARK.

THE DEVELOPER IS PROPOSING TO USE ALL OF THE AVAILABLE LAND.

ONE MAIN BUILDING APPROXIMATELY 800 FEET LONG, 250 FEET WIDE AND 35 FEET HIGH.

I'M SURE YOU ARE ALL FAMILIER WITH FENWAY PARK. THE GREEN MONSTER AS IT' S KNOWN IS 37 FEET HIGH AND TAPERS DOWN TO 34 FEET. IT'S 231 FEET IN LENGTH.THIS PROPOSED BUILDING WOULD BE THE SAME AVERAGE HEIGHT AND 3 ½ TIMES THE LENGTH OF THE GREEN MONSTER.

GILLETTE STADIUM FOOTBALL FIELD IS 360 FEET LONG AND 160 FEET WIDE FOR A TOTAL OF 57,600 SQUARE FEET. 3 ½ FOOTBALL FIELDS OCCUPIES THE SAME LAND AREA AS THE PROPOSED MAIN BUILDING.

THE SISTER BUILDING WOULD FIT THE SAME 57,000 FOOT FOOTBALL FIELD WITH 20% ROOM TO SPARE.

THESE ILLUSTRATIONS POINT TO THE MASSIVE SIZE OF COMSTOCK INDUSTRIAL IN THE BACKYARDS OF ITS SURROUNDING NEIGHBORS.

SECOND POINT, IMPACT AND SAFTEY ON COMSTOCK PARKWAY

A 24/7 OPERATION.

ONE WAY IN AND OUT TO AND FROM COMSTOCK PARKWAY.

POTENTIAL SIZE OF MAIN BUILDING IS 6,971,300 CUBIC FEET.

A SISTER BUILDING WILL BE 2,450,000 CUBIC FEET.

COMBINED 9,421,300 CUBIC FEET.

A 53 FOOT TRAILER TRUCK CAPACITY IS 4,050 CUBIC FEET

IT WILL TAKE A MINIMUM AMOUNT OF 2,326 TRAILER TRUCK LOADS JUST TO FILL THE BUILDINGS.

ALL OF THESE TRAILER TRUCKS WILL BE ENTERING AND EXITING COMSTOCK PARKWAY'S TWO LANES OF TRAVEL.

TRACTOR TRAILERS WILL BE CROSSING LANES TO TURN ONTO COMSTOCK AND INTO COMSTOCK INDUSTRIAL.

AFTER THE TRAILER TRUCKS ARE UNLOAD THEY WILL LEAVE AND RE ENTER COMSTOCK PARKWAY. THIS WILL DOUBLE THE TRACTOR TRAILERS TO 4,652 TRIPS IN AND OUT OF COMSTOCK PARKWAY.

AFTER THE WAREHOUSE IS FILLED, PRODUCT HAS TO BE DISTRIBUTED AND REFILLED. THE NUMBER OF TRACTOR TRAILERS ENTERING AND EXITING WILL BE PERMANENT AND HIGH VOLUME.

THE QUICKEST ROUTE TO I - 295, IS COMSTOCK PARKWAY, WHICH IS ALREADY A HEAVELY TRAVELED CRANSTON CITY STREET, NOT A R.I. HIGHWAY.

LET'S AGAIN REVIEW COMSTOCK PARKWAY NORTH, A 0.6 MILE CITY STREET.

A ROADWAY OF 3,200 FEET, 30 FEET WIDE WITH ONLY TWO TRAVEL LANES.

THE MINIMUM ROAD WIDTH REQUIREMENTS FOR A 16 WHEEL TRACTOR TRAILERS ARE 16 FEET 6 INCHES FOR A MAXIMUM ANGLE OF 30 DEGREES EXITING THE PROPOSED SITE. THIS REQUIRES ALL TRAILER TRUCKS TO ENTER THE INCOMING COMSTOCK TRAFFIC LANE TO MAKE THE TURN ONTO COMSTOCK PARKWAY WHEN EXITING THE PROPOSED SITE.

THIS PROPOSED DISTRIBUTION CENTER CONCENTRATED TRAILER TRUCK VOLUME WITH A LENGTH OF 53 FEET TRAVELING ON OPPOSITE SIDES OF THE ROAD WOULD OCCUPY ABOUT 21 FEET OF THE ROAD CURB TO CURB.

FIRE/RESCUE VEHICLES ARE NORMALLY 8 ½ FEET WIDE. TRACTOR TRAILERS STOPPED OR TRAVELING ON OPPOSITE SIDES OF COMSTOCK WOULD LEAVE NO ROOM AND HINDER FIRE /RESCUE VEHICLES FROM PASSING.

TRAFFIC STOPS AND BOTTLENECKS COULD BECOME AN ADDITIONAL OBSTACLE TO FIRE / RESCUE TRAVELING TO AND FROM ITS SITUATE AVENUE LOCATION, ON RUNS FOR FIRE AND OR ESPECIALLY IN LIFE AND DEATH SITUATIONS.

IN EVENT OF THE TRAFFIC BOUND COMSTOCK PARKWAY, THE ALTERNATE TRAVEL TO AND FROM I- 295 WOULD BE PIPIN ORCHARD ROAD OR ATWOOD AVE. THIS SHOULD BE A MAJOR CONCERN AND SAFETY ISSUE TO THE RESIDENTS OF WESTERN CRANSTON AND THE CITY OFFICIALS OF CRANSTON.

THE THIRD POINT, THE HEALTH ISSUE.

IF YOU HAVE EVER BEEN AROUND A TRAILER TRUCK STOP, YOU MOST LIKELY SAW ROWS OF TRAILERS PARKED WITH THE MOTORS RUNNING.

THE QUESTION IS WHY.

MANY TRUCKERS LEAVE THEIR TRUCKS RUNNING TO KEEP THEIR ENGINES WARM. DIESEL TRUCKS NEED A PERIOD OF TIME TO WARM THEM UP ESPECIALLY IN COLD WEATHER.

THE FUEL GETS SO THICK IT CAN'T FLOW PROPERLY THRU THE FUEL LINES AND FUEL PUMP.

IDLING REFERS TO RUNNING A VEICHLE'S ENGINE WHEN NOT IN MOTION.

CO₂, CARBON DIOXIDE, IS AN ACIDIC COLORLESS GAS WITH A DENSITY ABOUT 53% HIGHER THAN THAT OF AIR WHEN IDLING.

CO₂ EMISSIONS FROM A GALLON OF DESIEL FUEL IS 10,180 GRAMS OF CO₂ PER GALLON.

ACCORDING TO THE DEPARTMENT OF ENERGY HEAVY DUTY TRUCKS CONSUME ABOUT .08 OF A GALLON OF DESIEL FUEL PER HOUR WHILE IDLING.

HAVING MULTIBLE IDLING TRAILER TRUCKS IDLING IN THIS CONFINED AREA HAS TO BE A MAJOR HEALTH CONCERN FOR THE SURROUNDING NEIGHBORS, ESPECIALLY THE DAYCARE CENTER WHERE THE PLAY AREA BORDERS WHERE THE TRUCKS WILL BE PARKED.

THE CDC AND THE AMERICAN CANCER SOCIETY HAVE ARTICLES ON DESIEL FUEL EMISSIONS.

THE LIST OF EFFECTS ASSOCIATED WITH DIESIEL EXHAUST EXPOSURE IS QUITE EXTENSIVE.

SHORT TERM

**HEADACHE, IRRITATION OF EYES, NOSE AND THROAT, ISSUES BREATHING
COUGHING, PHLEGM, WHEEZING, CHEST TIGHTING, NAUSEA.**

LONG TERM

**ASTHMA, AGGRAVATED EXISTING RESPIRATORY CONDITIONS, ALLERGIES,
CAUSES OF LUNG DISEASE, LUNG CANCER, CARDIO VASCULAR DISEASE, BLADER
CANCER.**

IS IT A HEALTH CONCERN YES?

R.I. TITLE 23

HEALTH AND SAFETY

CHAPTER 23-23

AIR POLLUTION

SECTION 23-23-29.3

**" THAT NO PERSON SHALL CAUSE ,ALLOW OR PERMIT THE UNNECESSARY
OPERATION OF THE ENGINE OF A DIESEL MOTOR VEHICLE WHILE SAID VEHICLE
IS STOPPED FOR A PERIOD OF TIME IN EXCESS OF FIVE [5] CONSECUTIVE
MINUTES IN ANY SIXTY [60] MINUTE PERIOD."**

**BUT AND ALLOWED,"WHEN IT'S NECESSARY TO OPERATE DEFROSTING,
HEATING, OR COOLING EQUIPMENT TO ENSURE THE HEALTH OR SAFETY OF THE
DRIVER OR PASSENGER OR TO OPERATE AUXILIARY EQUIPMENT, WHEN IT IS
NECESSARY TO BRING THE ENGINE TO THE MANUFACTURE'S RECOMMENDED
OPERATING TEMPERATURE."**

HOW MANY TRAILER TRUCKS IDLING AT ONE TIME TO CONFORM TO WEATHER CONDITIONS AND ALLOWED AS PART OF THE STATED CODE IS UNKNOWN.

THE CONCENTRATED AMOUNT OF TRAILER TRUCKS DIESEL EMISSIONS SANDWICHED IN BETWEEN ITS NEIGHBORS HAS TO BE CONSIDERED FOR ITS HEALTH ISSUES AND CONSEQUENCES.

WE UNDERSTAND THE LAND AND LOCATION MEETS THE MINIMUM REQUIREMENTS OF M1 ZONING AND WAREHOUSING.

PLANNING HAS TO DECIDE IF THIS PROPOSAL LOCATION MAKES COMMON SENSE.

IS THIS THE BEST AND ONLY OPTION OF THE LAND AREA FOR CRANSTON RESIDENTS, COMSTOCK PARKWAY AND A PROGRESSIVE POSITIVE IMAGE FOR THE CITY OF CRANSTON?

OR THE BEST INTEREST OF THE LAND OWNER ONLY.

CROSSROAD CONDOMINIUM IS NOT AGAINST THE DEVELOPMENT OF THIS M-1 SITE.

CROSSROAD IS AGAINST COMSTOCK INDUSTRIAL ENORMOUS NEGATIVE IMPACT FOR THE AREA.

IT'S HEIGHT, SIZE, OVERWELMING TRAILER TRUCK ACTIVITY, AUTOMOBILE ACTIVITY, 24/7 OPERATION, NOISE, MAJOR IMPACT TO TRAFFIC, SAFETY AND HEALTH ARE OVERWELMING.

A COMPELLING REBUTAL WOULD BE THERE IS WESTERN INDUSTRIAL ON THE OPPOSITE SIDE OF COMSTOCK.

WESTERN INDUSTRIAL HAS APPROXMENTLY THE SAME AMOUNT OF LOADING DOCKS IN AN AREA APPROXMENTLY 13 TIMES THE LAND AREA, WITH OPEN SPACE, IN COMPARISON TO THE PROPOSED COMSTOCK INDUSTRIAL CONFINED AREA.

WESTERN INDUSTRIAL HAS INCREASED IN GROWTH, ACTIVITY AND TRAILER TRUCKS VOLUME OVER MANY YEARS. THIS GROWTH HAS CONTRIBUTED TO COMSTOCKS PARKWAY INCREASED TRAFFIC OVER MANY YEARS.

IT WOULD BE BEYOND COMPREHENSION THAT THE CITY OF CRANSTON WOULD APPROVE THE CONSTRUCTION OF THESE MEGA SIZE BUILDINGS, SANDWITCH IN A SPACE WITH ONLY, WETLANDS AND 20 FOOT BUFFER SEPERATING IT FROM ITS NEIGHBORS. ONLY ONE WAY IN AND OUT OF COMSTOCK.

THIS PROPOSAL IF APPROVED WOULD DOUBLE THE AMOUNT OF LOADING DOCKS, AND AT A MINIMUM DOUBLE TRAILER TRUCK ACTIVITY AND EASILY DOUBLE THE USE OF COMSTOCK PARKWAY OVERNIGHT AND IN ONE SWOOP.

A REVIEW OF THE DEVELOPERS PLANS AND PHOTOGRAPS CONFIRM IT'S DOMINNANCE IN COMPARISON TO ITS NEIGHBORS. COMSTOCK INDUSTRIAL IS NOT NEIGHBOR FRIENDLY NOR THE CORRECT PLACEMENT FOR THE CITY OF CRANSTON NOR COMSTOCK PARKWAY.

PENCILS HAVE ERASERS TO CORRECT MISTAKES. UNFORTUNEATELY THERE WOULD NOT BE AN ERASER LARGE ENOUGH TO ERASE THIS ONE.

Ship

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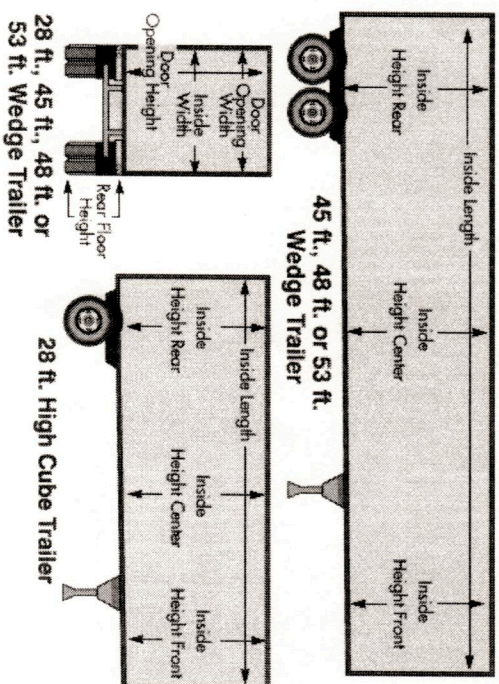
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Emergency Vehicle Size and Weight Guide

52,000 pounds on a tandem rear drive steer axle; and a maximum gross vehicle weight of 86,000 lbs.

Size

An emergency vehicle may exceed otherwise applicable vehicle size limits up to the following maximum values:

Width	102 in.	Exclusive of rear view mirrors, turn signal lamps, handholds for cab entry/egress, splash and spray suppressant devices, load induced tire bulge, a fixed step up to 3 inches deep.
Height:	162 in.	
Length:	48 ft.	Single Vehicle
	65 ft.	Combination Vehicle

Infrastructure Planning

Designers of roads, bridges, subdivisions and other infrastructure projects should consider the size, weight, and capability of the apparatus that will be protecting their district. While appendix A provides general size and weight information on various types of apparatus, infrastructure designers should consult their local fire departments for more specific information on the following apparatus criteria.

- Approach Angle
- Departure Angle
- Breakover Angle
- Turning Circle (wall to wall)
- Turning Circle (curb to curb)
- Aerial Stabilizer Jack Spread
- Aerial Ladder or Platform Vertical and Horizontal Reach

AERIAL STABILIZER LOADING

Designers of surfaces that need to support an aerial apparatus should account for the loading from the stabilizer jacks. The actual stabilizer pad loading for an aerial device in operation will depend on many factors including tip load, reach, rotation, apparatus weight, and the stabilizer configuration. To determine a general rule of thumb for



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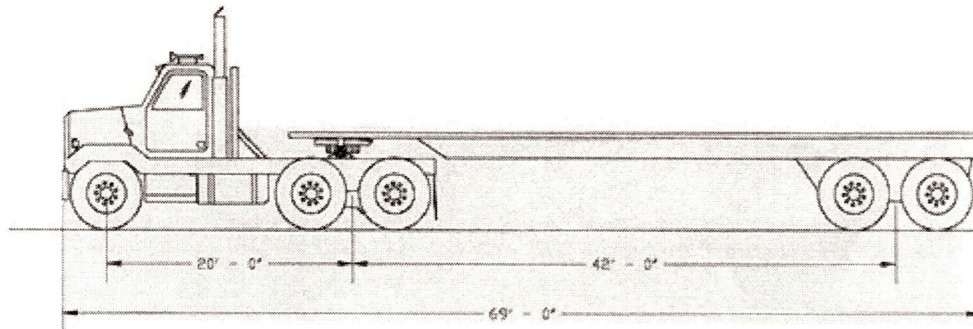
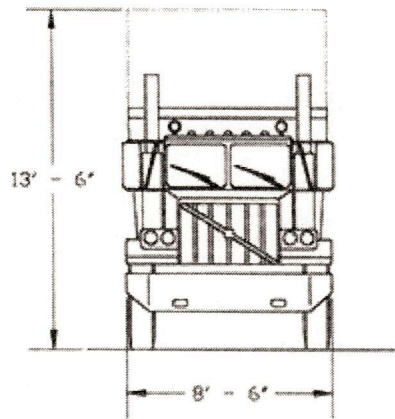
Turning Radius Info On Eighteen Wheelers

NEWS

Turning Radius Guidelines for Trucks

The truck shown is a standard truck used by CXT Incorporated. The information below will help you determine if your building will make it to your site (special arrangements **MUST** be made for Double Cascadian and Double Cascadian with Chase).

Standard height of building on the truck is 13'6". If you have low power line, bridges, tree limbs, etc. please call the Logistics Coordinator at 800-696-5766 for special arrangements. Standard widths change on each building. Please refer to building dimensions for widths.



Turning Radius

If your road has tight corners use these steps to help determine if we can access your site with a standard truck.

Step 1 – Determine angle of the corners and road width requirements.

If the angle falls between two of the angles listed, use the larger angle.

Step 2 – Measure road width.

If your road width is equal to or greater than the width listed on the chart, the truck will be able to reach your site.

If your road width is less than the dimension listed on the chart please call the Logistics Coordinator at 800-696-5766 for special arrangements.

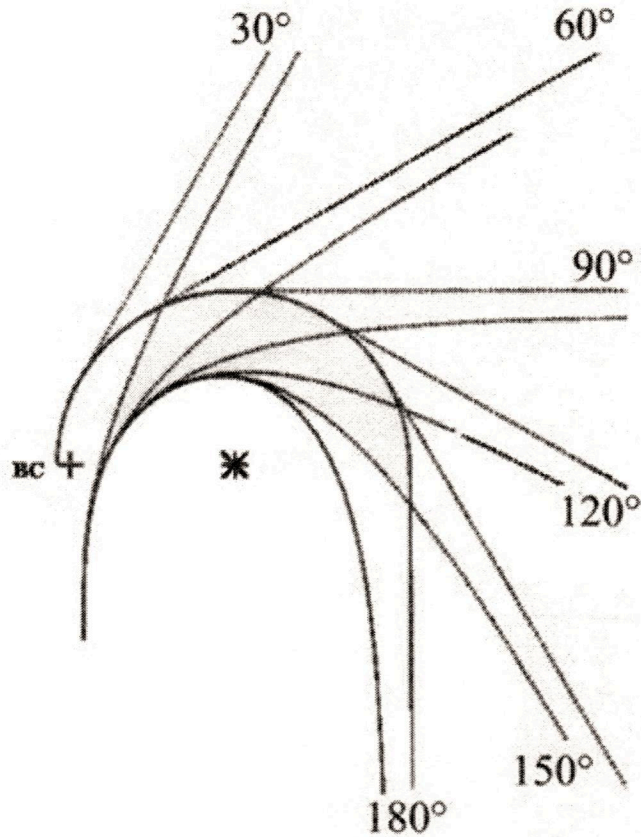
This information was developed through the CalTrans Design Manual. If there is any doubt please call CXT for assistance.

Turning Radius Chart

Maximum Angle	Minimum Road Width	Minimum Road Width Requirements
30°		16' 6"
60°		24' 6"
90°		27' 0"

120°	27' 0"
150°	35' 0"
180°	33' 0"

STAA Semitrailer Wheel Tracks 18 m Radius



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By Samuel Barradas.



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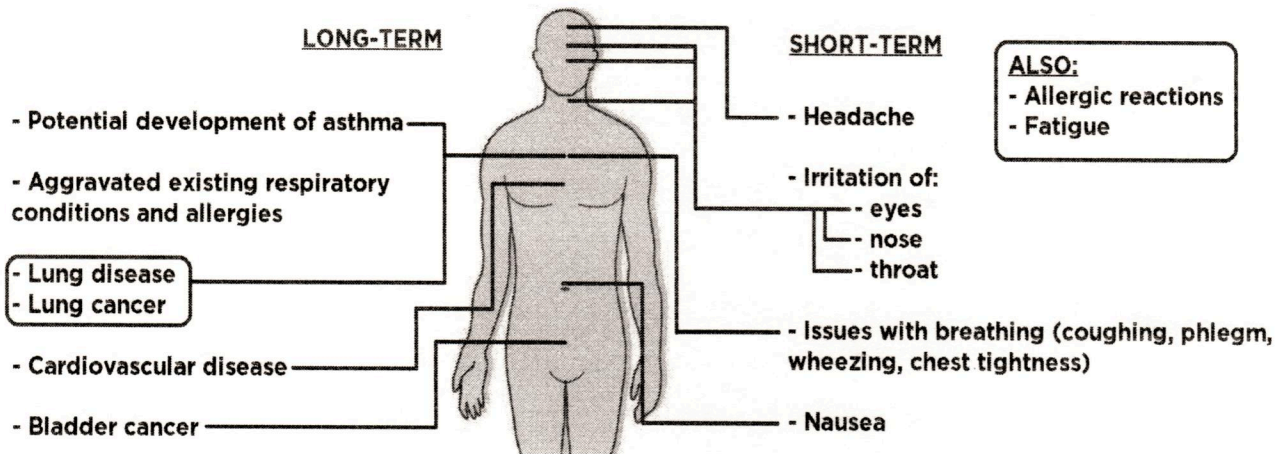
ZIP

Zip

Hazards Associated with Diesel Exhaust Emissions

Effects of Working in the Presence of Diesel Exhaust

The list of effects associated with diesel exhaust exposure is quite extensive. The following diagram points out the most common ones, with short-term effects on the right, and long-term effects on the left.



It is important to remember that **you do not need to suffer any short-term effects in order to suffer from the long-term ones!** For example, you may never feel ill when working; you may only begin to realize something is wrong (if at all) years after things take effect in your body.

Remember Claude Fortin: he was an active nonsmoker who never experienced health issues until his diagnosis. His situation was severe, and he went into rapid decline.

Notes:

TITLE 23

Health and Safety

CHAPTER 23-23

Air Pollution

SECTION 23-23-29.2

§ 23-23-29.2. Diesel motor vehicle engine idling.

On or before July 1, 2007, the department shall adopt rules governing diesel engine idling to restrict the unnecessary operation of diesel motor vehicle engines. The rules shall be generally consistent with similar restrictions established by law or regulation in Massachusetts and Connecticut and shall provide that no person shall cause, allow or permit the unnecessary operation of the engine of a diesel motor vehicle while said vehicle is stopped for a period of time in excess of five (5) consecutive minutes in any sixty (60) minute period. Unnecessary operation of a diesel motor vehicle shall not include such periods and circumstances as the department, may determine as reasonably requiring that the engine remain idling, which periods may include, but not be limited to, periods when it is necessary for a vehicle to remain motionless due to traffic conditions or at the direction of a law enforcement official; when it is necessary to operate defrosting, heating, or cooling equipment to ensure the health or safety of the driver or passengers or to operate auxiliary equipment; when it is necessary to bring the engine to the manufacturer's recommended operating temperature or when the engine is undergoing maintenance or inspection. The requirements of this section shall not apply to police, fire, rescue, ambulance and other public safety vehicles, military vehicles, armored vehicles that are being loaded or unloaded or are waiting to be loaded or unloaded, non-road vehicles, including farm vehicles, locomotives, aircraft, marine vessels, stationary diesel engines or auxiliary power units, or vehicles making deliveries of fuel or energy products.

History of Section.
(P.L. 2006, ch. 557, § 1.)