

DEERFIELD PLANNING BOARD  
DEERFIELD, NEW HAMPSHIRE  
AUGUST 11, 2021

MINUTES OF MEETING

PRESENT: Board members Peter Schibbelhute, Board of Selectmen's Representative Fred McGarry, William Perron, Robert Cote, Donald Woman. Also present Cameron Prolman, SNHPC, and Jane Boucher secretary.

7PM Chair Peter Schibbelhute called the meeting to order.

APPROVAL OF MANIFEST

William Perron moved and Fred McGarry seconded to approve the manifest (time sheet for Jane Boucher 23 hours). Voted in favor.

SITE VISIT/RANGE ROAD

Edward Cross was present. Also present Kathy Shigo, Erroll Rhodes.

The Board conducted a site visit to the Range Road location of a Major Subdivision for Edward and Sandra Cross on August 7.

Fred McGarry said that braking capacity was good at 35mph and sight distance was okay.

Erroll Rhodes noted that the Heritage Commission had concerns regarding stone walls. Board members felt stone walls. Board members agreed that there was no major impact regarding stone walls.

APPROVAL OF MINUTES

Fred McGarry moved to approve the minutes of July 28, 2021. Donald Wyman seconded. The following corrections were made to the minutes:

. Page 1 Paragraph 5: Correct to read "...could back out of the site."

. Page 1 Paragraph 7: Correct to read "...before and during work...."

. Page 2 Paragraph 9: Correct to read "...and Richard Pelletier..."

. Page 3 Paragraph 7: Correct to read "...information on vernal pools..."

. Page 3 Paragraph 13: Correct to read "...about items 1 and 3..."

. Page 3 Paragraph 13: Correct to read "...information and meet...."

. Page 4 Paragraph 1: Correct to read "...is a member of the DCC..."

Voted in favor with Robert Cote and William Perron abstaining.

DEERFIELD ZONING AMENDMENTS

Cameron Prolman reported that he and Sylvia von Aulock had met with the Deerfield Conservation Commission (DCC) on August 9 and shared concerns regarding proposed zoning amendments re: wetlands. The DCC will meet with the Planning Board on August 25 to discuss further. They would like more detail on where wetland setbacks have impacted land. Mr. Prolman noted that the DCC would like to establish a committee consisting of Planning Board and DCC members to review the information.

R & C EASTERN DEVELOPMENT/RYAN TABOR

It was noted that Ryan Tabor, scheduled for a Compliance Hearing this evening has asked to re-schedule to September 8, 2021.

Fred McGarry moved to continue the Compliance Hearing for Ryan Tabor to September 8, 2021 at 7:15PM. William Perron seconded. Voted in favor.

CLASS VI ROADS

Chair Schibbelhute noted he received a letter from the Board of Selectmen re: Class VI Roads. Mr. Schibbelhute read the letter, a copy is attached to these minutes.

7:45PM CONTINUATION; PUBLIC HEARING; MAJOR SUBDIVISION; EDWARD AND SANDRA CROSS/RANGE ROAD

Edward Cross and Roscoe Blaisdell were present.

Roscoe Blaisdell advised that they did test pits. He noted that they went down 11 1/2 feet. They designed a pond about that depth. They will have 54,000 gallons. He provided test pit results. Mr. Blaisdell said a paved apron is proposed. A copy of Plan for Range Road Dry Hydrant Details was also reviewed by the Board.

Mr. Blaisdell provided information on stopping and sight distance. A copy is attached to these minutes. It was noted that this information need to be added to the plan.

Mr. Blaisdell also provided and updated Subdivision Plan indicating the 5.1 acres wetland and steep slope and 8.4 acres non wetland and steep slope.

Fred McGarry noted that information on the Homeowners Association, Yield Plan, Profile on Pond and Roads and sight distance.

Keach Nordstrom will need to review and set a bond amount. State Subdivision Approval is necessary and culverts will need to be shown

Fred McGarry moved to continue the Public Hearing for Edward and Sandra Cross to August 25, 2021 at 7:30PM. William Perron seconded. Voted in favor.

8:20PM APPLICATION FOR PUBLIC HEARING; LOT LINE ADJUSTMENT;  
CHARLES AND CHERIE SANBORN AND JAY MCGRATH AND DONNA LOBSIEN  
MIDDLE AND RANGE ROAD

Eric Mitchell, Cherie Sanborn, Jay McGrath and Donna Lobsien were present.

Chair Schibbelhute read the Notice of Public Hearing for a Lot Line Adjustment for Charles R. Sanborn and Cherie A. Sanborn, 135 Middle Road, Deerfield, NH for property on Middle Road (Map 419 Lot 69) and Jay McGrath and Donna Lobsien, 40 Highwoods Road, Deerfield, NH (Map 414 Lot 29-1). The intent of the application is to adjust the lot lines between the two lots. Map 419 Lot 69 would then consist of 253 +- acres and Map 414 Lot 29-1 would then consist of 117 +-acres.

Eric Mitchell provided plans. Fred McGarry moved to accept the application. Robert Cote seconded. Voted in favor.

Mr. Mitchell showed the areas to be adjusted on the plan and the proposed lot lines.

Fred McGarry asked if an iron pin or drill hole will be set. Mr. Mitchell showed the location where the drill hole is located. He noted that all monumentation will be set.

Donna Lobsien advised that the land is not on Range Road but on Ridge Road.

Mr. Mitchell said that the Tax Map shows frontage is on Range Road.

Fred McGarry moved to grant conditional approval for a Lot Line Adjustment for property owned by Charles and Cherie Sanborn and Jay McGrath and Donna Lobsien on Middle and Range Roads. Monumentation to be set. William Perron seconded. Conditional Approval to lapse in 30 days. (September 11, 2021). Voted in favor.

8:30PM APPLICATION FOR PUBLIC HEARING; MINOR SUBDIVISION;  
CHARLES AND CHERIE SANBORN, MIDDLE ROAD, DEERFIELD, NH  
Eric Mitchell was present along with Cherie Sanborn, Jay McGrath and Donna Lobsien.

Chair Peter Schibbelhute read the Notice of Public Hearing by which Charles R. Sanborn and Cherie A. Sanborn, 135 Middle

Road, Deerfield, NH are making application for a Public Hearing to consider approval of a Minor Subdivision for property located on Middle Road (Map 419 Lot 69) consisting of 253 acres and owned by the applicants. The intent of the application is to create one new lot consisting of three acres.

Fred McGarry moved to accept the application. William Perron seconded. Voted in favor.

Mr. Mitchell provided plans for the Board's review.

Mr. Mitchell noted that two waivers are requested:  
.Section III-3C.3(A)(5) to not require metes and bounds of the entire boundary for the remainder of Lot 69 where the area is about 250+- acres.  
.Section III-3.C.3(B)(4) to not require site specific soil mapping where the three acres lot has the wetlands mapped and the wetland area is less than 25% of the lot and the remainder is 250 +- acres.

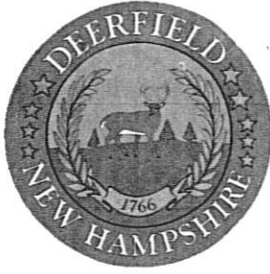
Fred McGarry moved to Grant the waivers requested. William Perron seconded. Voted in favor.

Mr. Mitchell advised that monumentation will be set and line of sight is included on plan. They have applied for State Subdivision.

Fred McGarry moved to Grant conditional approval to Charles and Cherie Sanborn for a subdivision Middle Road (Map 419 Lot 69) with the conditions that State Subdivision be approved and certificate of monumentation be set. Conditional Approval to lapse in 60 days. ( October 11, 2021) William Perron seconded. Voted in favor.

The meeting was adjourned at 8:45PM.

Recorded and transcribed by Jane Boucher  
Pending Approval by the Planning Board



# TOWN OF DEERFIELD

## Board of Selectmen

R. Andrew Robertson, Chair ~ Richard Pitman, Vice-Chair  
Fredrick J. McGarry ~ Cynthia B. McHugh  
Alden Dill

August 2, 2021

Peter Schibbelhute, Chair, Deerfield Planning Board

Re: Class VI Roads

Dear Pete,

The Board of Selectmen is reminding all elected officials, elected/appointed board members and employees that have cause to review applications for use of, and make decisions regarding the use of, land located on a Class IV Road; that they must notify the Board of Selectmen upon submission of any application for use of that land.

New Hampshire RSA 674:41 states:

*"I. From and after the time when a planning board shall expressly have been granted the authority to approve or disapprove plats by a municipality, as described in RSA 674:35, no building shall be erected on any lot within any part of the municipality nor shall a building permit be issued for the erection of a building unless the street giving access to the lot upon which such building is proposed to be placed."*

*"(c) Is a class VI highway, provided that:*

- (1) The local governing body after review and comment by the planning board has voted to authorize the issuance of building permits for the erection of buildings on said class VI highway or a portion thereof; and*
- (2) The municipality neither assumes responsibility for maintenance of said class VI highway nor liability for any damages resulting from the use thereof; and*
- (3) Prior to the issuance of a building permit, the applicant shall produce evidence that notice of the limits of municipal responsibility and liability has been recorded in the county registry of deeds;"*

Recent events have unfortunately highlighted the absence of a clear line of communication between the various boards and employees where this issue is involved.

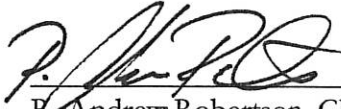
Moving forward it is the hope of the Board of Selectmen that improved communication and a sharing of pertinent information will prevent any misunderstandings from occurring in the future.

The Board of Selectmen is anticipating your cooperation to ensure that the process for making land use decisions on Class VI Roads becomes a transparent, seamless process for all involved.

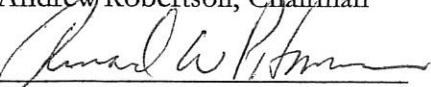
Please contact us should you have any questions regarding this request.

Sincerely,

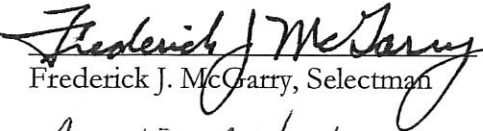
TOWN OF DEERFIELD  
BOARD OF SELECTMEN



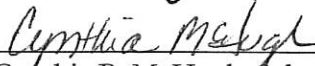
R. Andrew Robertson, Chairman



Richard W. Pitman, Vice Chairman



Frederick J. McGarry, Selectman



Cynthia B. McHugh, Selectwoman



Alden Dill, Selectman

Copy:

Toni Di Mauro, Chair, Deerfield Zoning Board  
Richard Pelletier, Deerfield Building Inspector  
Steve Rollins, Deerfield Road Agent

Enclosure: NH RSA 674:41

## Roscoe Blaisdell

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**From:** Christian Smith [CSmith@bealsassociates.com]  
**Sent:** Monday, August 09, 2021 3:26 PM  
**To:** Roscoe Blaisdell; Scott Cole  
**Subject:** RE: Deerfield Range road  
**Attachments:** Stopping sight distance - AASHTO.pdf; Actual Stopping Distance - 30 MPH.pdf

Hi Roscoe, regarding the driveway stopping sight distance question. Please see the attached according to AASHTO, the stopping sight distance for a 30-MPH vehicle is 200' which is obviously less than the 268' of sight distance afforded the driveway in question.

The physical stopping distance for a vehicle is 89-feet (see attached) 44' of perception/reaction plus 45' of actual braking distance = 89'.

I'm not sure which is more important to the PB, but in either case the driveway conforms to AASHTO standards.

Christian O. Smith, P.E.  
Principal

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Land Planning Civil Engineering Landscape Architecture  
Stratham, NH

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**From:** Scott Cole <SCole@bealsassociates.com>  
**Sent:** Monday, August 9, 2021 3:14 PM  
**To:** Christian Smith <CSmith@bealsassociates.com>  
**Subject:** FW: Deerfield Range road

**Scott**  
Scott D. Cole  
Senior Project Manager

Beals Associates, PLLC  
70 Portsmouth Ave., Stratham, NH 03885  
Tel: 603-583-4860, Mobile: 603-686-0353  
[scole@bealsassociates.com](mailto:scole@bealsassociates.com)  
Land Planning Civil Engineering Landscape Architecture

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Type of terrain	Metric						US Customary					
	Design speed (km/h) for specified design volume (veh/day)						Design speed (mph) for specified design volume (veh/day)					
	50 under 50	50 to 250	250 to 400	400 to 1500	1500 to 2000	2000 and over	50 under 50	50 to 250	250 to 400	400 to 1500	1500 to 2000	2000 and over
Level	50	50	60	80	80	80	30	30	40	50	50	50
Rolling	30	50	50	60	60	60	20	30	30	40	40	40
Mountainous	30	30	30	50	50	50	20	20	20	30	30	30

Exhibit 5-1. Minimum Design Speeds for Local Rural Roads

Metric				US Customary			
Initial speed (km/h)	Design stopping sight distance (m)	Rate of vertical curvature, $K^a$ (m/%)		Initial speed (mph)	Design stopping sight distance (ft)	Rate of vertical curvature, $K^a$ (ft/%)	
		Crest	Sag			Crest	Sag
20	20	1	3	15	80	3	10
30	35	2	6	20	115	7	17
40	50	4	9	25	155	12	26
50	65	7	13	30	200	19	37
60	85	11	18	35	250	29	49
70	105	17	23	40	305	44	64
80	130	26	30	45	360	61	79
90	160	39	38	50	425	84	96
100	185	52	45	55	495	114	115
				60	570	151	136

<sup>a</sup> Rate of vertical curvature,  $K$ , is the length of curve per percent algebraic difference in the intersecting grades (i.e.,  $K = L/A$ ). (See Chapter 3 for details.)

Exhibit 5-2. Design Controls for Stopping Sight Distance and for Crest and Sag Vertical Curves



### ***What a one-second advantage can mean to you***

Everybody wants the gift of more time, but how valuable could just one measly, crummy second be to you? When it comes to using your brakes on the highway, it could mean – well, a whole lot more than you might imagine.

Studies have shown that it takes the average driver from one-half to three-quarters of a second to perceive a need to hit the brakes, and *another* three-quarters of a second to move your foot from the gas to the brake pedal. Everybody's reaction times are different, but that's up to a full one-and-a-half seconds between when you first start to realize you're in trouble and before you even start to slow down.

This is fundamental – there's no changing human physiology. But let's look how that affects your ability to stop your car.

The table below shows the distances it takes an average car to come to a stop on dry pavement from different speeds, including the distance traveled for just *one second* of perception and reaction time.

Speed	Perception/Reaction Distance	Braking Distance	Overall Stopping Distance	Equal to Approx Number of Car Lengths (@15 feet)
30 mph	44 feet	45 feet	89 feet	6
40 mph	59 feet	80 feet	139 feet	9
50 mph	73 feet	125 feet	198 feet	14
60 mph	88 feet	180 feet	268 feet	18
70 mph	103 feet	245 feet	348 feet	23
80mph	117 feet	320 feet	439 feet	29