

Maryland's Guidelines for Placement of Wireless Telecommunications Facilities Within Controlled Access Right-of-Way

On March 5, 1998, the FHWA Maryland Division Office approved an amendment to the Resource Sharing section of the Maryland State Highway Administration's Utility Policy. "Resource Sharing" refers to joint ventures between the State of Maryland and private sector telecommunications firms (both wireline and wireless) where the state barter right-of-way access in exchange for bandwidth capacity, equipment, services and/or revenue. Revenue generated through a Resource Sharing agreement is placed in the MDOT Information Technology Trust Fund and will be reinvested in the State Intelligent Transportation System (ITS) Program.

Maryland's amendment allows wireless telecommunications facilities (i.e., towers and all associated hardware) to be placed within the controlled access right-of-way when certain criteria are met. The first requirement is that the facility must satisfy a resource sharing need. Beyond that, all potential sites must:

- Provide adequate sight distance for safe ingress/egress
- Be located outside the clear zone, in a location where they are unlikely to be struck (unless shielding already exists)
- Provide an adequate pull off area beyond the shoulder for access

The FHWA Maryland Division and Region 3 Offices worked with the SHA to develop guidelines for selecting the most preferable sites within the controlled access right-of-way.

These site selection guidelines are designed to ensure that wireless facilities are placed in locations that preclude them from being roadside hazards yet still provide safe access to the site for construction and maintenance personnel. The attached Field Checklist must be completed for each potential site to ensure consideration of the site preferences described below.

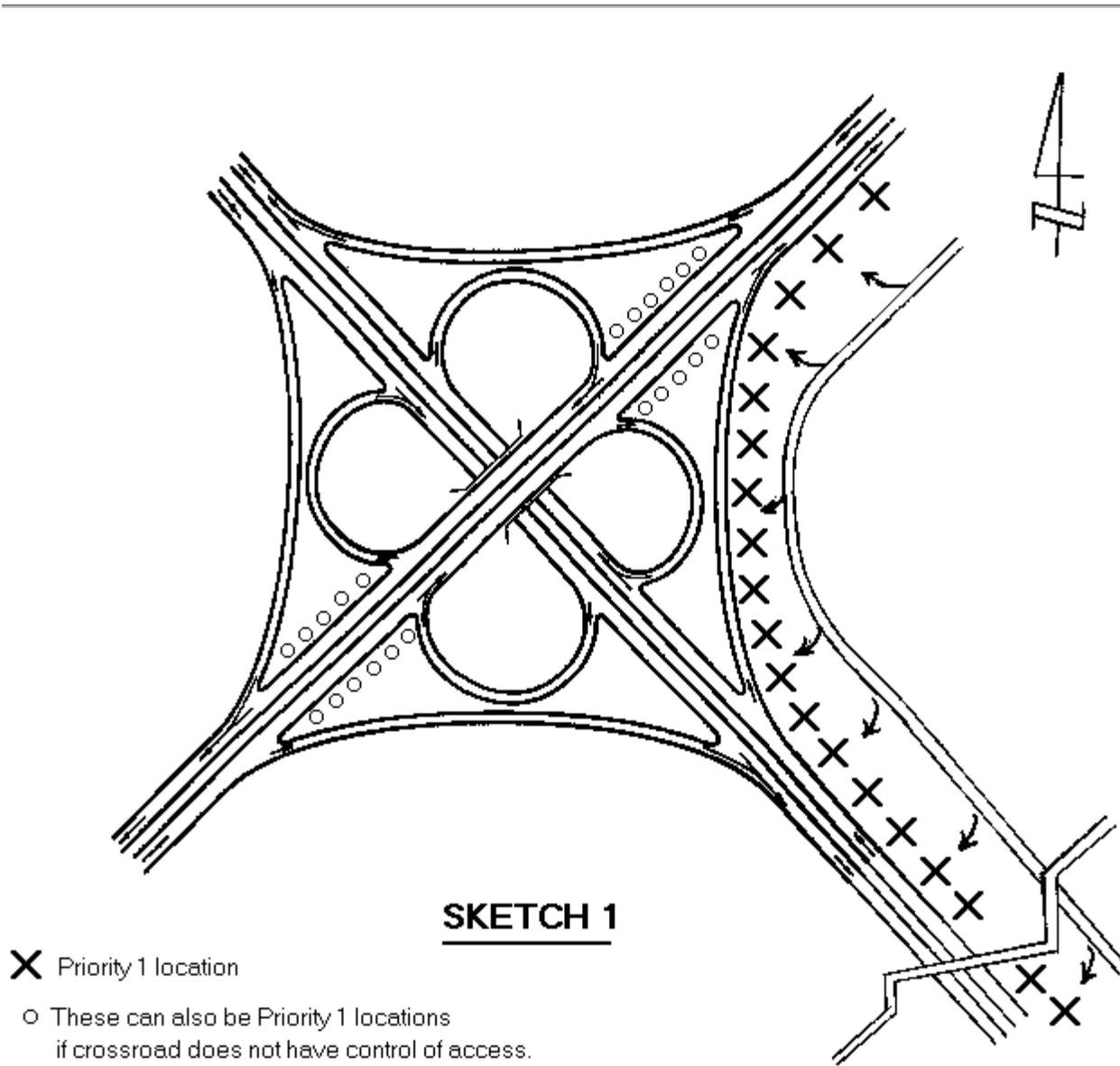
Site locations SHA will consider, in descending order of preference:

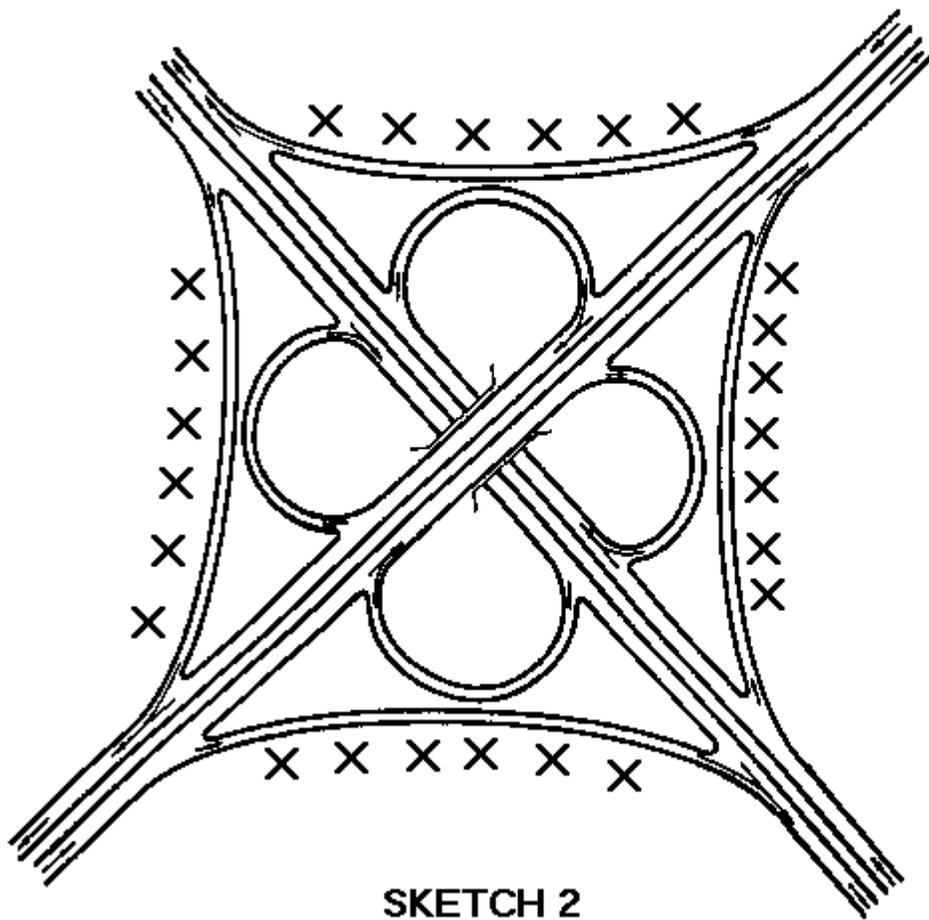
1. **PRIORITY 1:** Vehicle access to the site can be obtained from outside the through roadway and connecting ramps (e.g. access from frontage roads or cross roads)
(See Sketch 1 below)
2. **PRIORITY 2:** Within the interchange, vehicle access can be obtained from the right hand side of the diagonal ramps
(See Sketch 2 below)
3. **PRIORITY 3:** Within the interchange, vehicle access can be obtained from the left hand side of the diagonal ramps
(See Sketch 3 below)
4. **PRIORITY 4:** Vehicle access from the outside shoulder (right hand side) of the mainline
(See Sketch 4 below)

5. **PRIORITY 5:** Vehicle access from the inside shoulder (left hand side) of the mainline
(See Sketch 5 below)

Installations within the following areas can only be approved through joint SHA/FHWA concurrence:

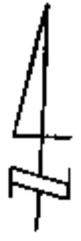
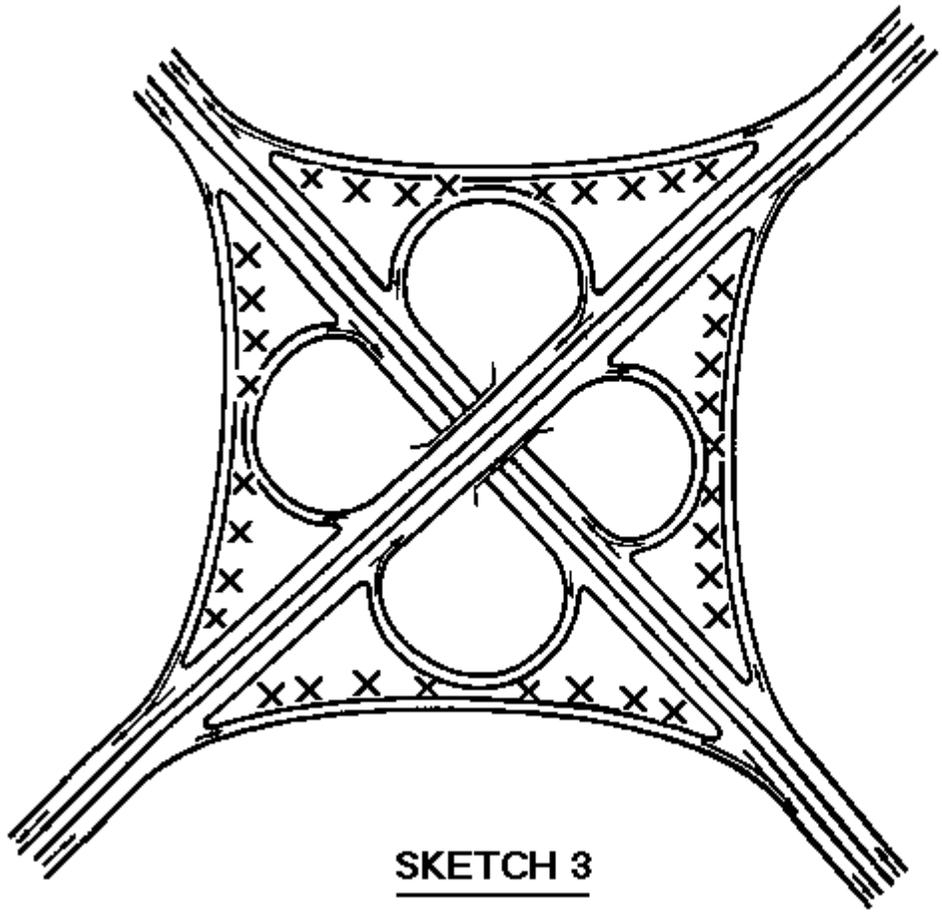
- Inside a loop ramp (under certain circumstances, this may be the best location)
- Within any freeway weave area less than 3/4 mile in length
- Any locations which require new shielding





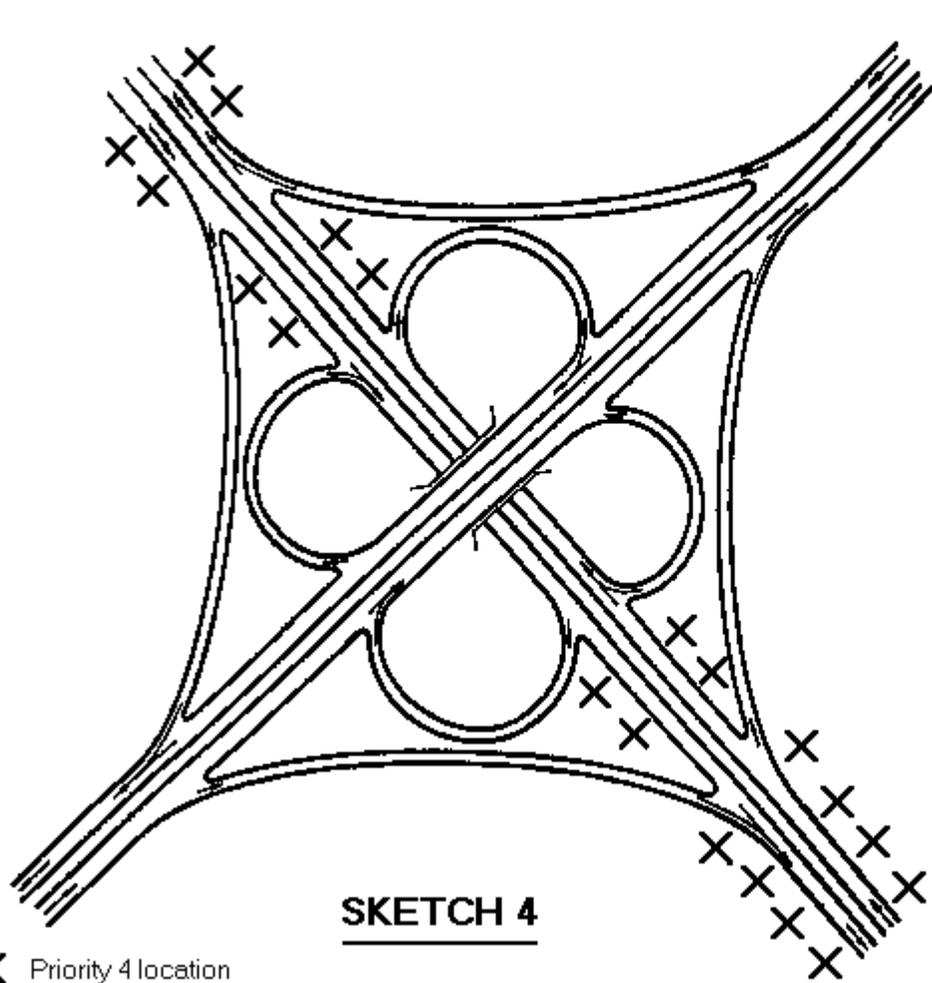
SKETCH 2

X Priority 2 location



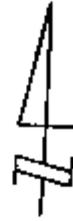
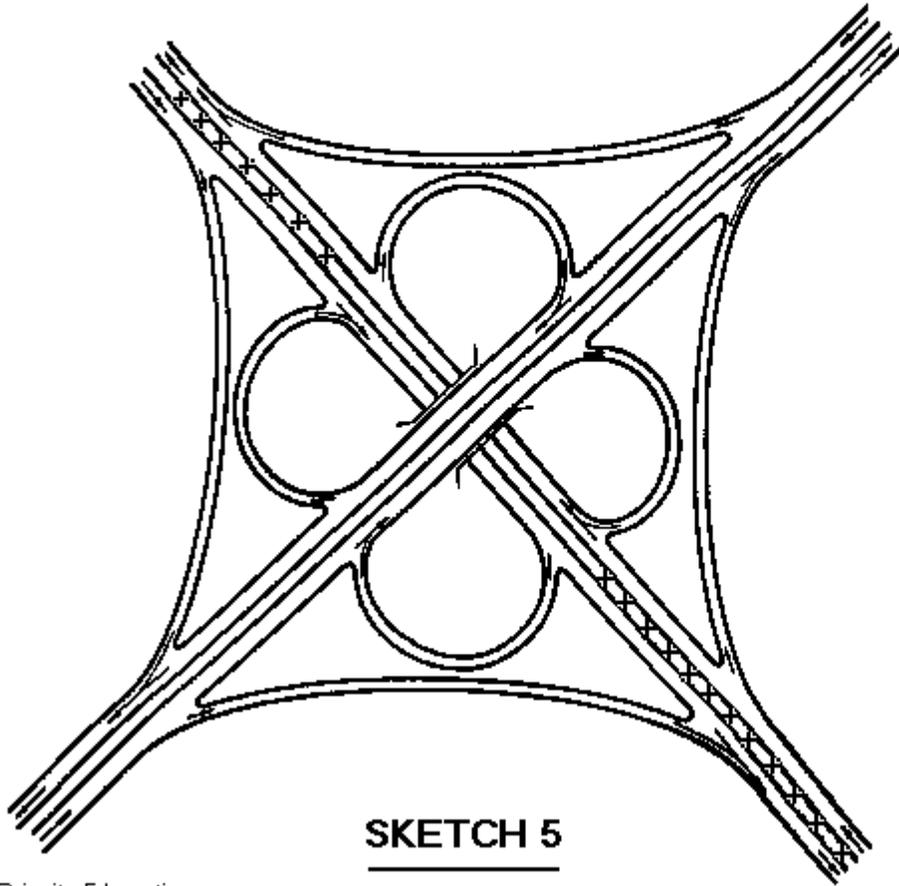
SKETCH 3

X Priority 3 location



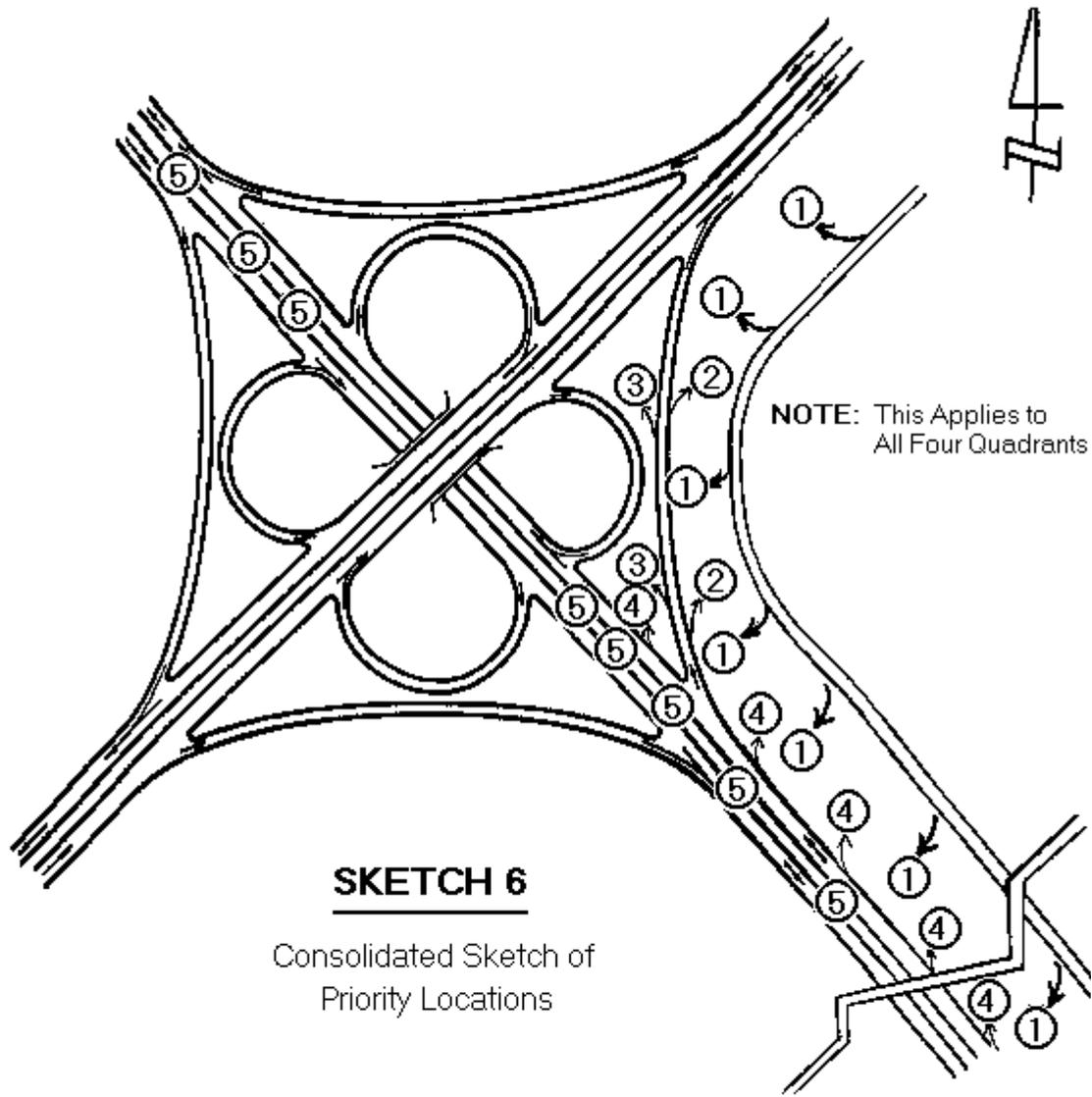
SKETCH 4

X Priority 4 location



SKETCH 5

+ Priority 5 location



- | | | |
|-----------------------|-----------------------|-----------------------|
| ① Priority 1 location | ③ Priority 3 location | ⑤ Priority 5 location |
| ② Priority 2 location | ④ Priority 4 location | |

Wireless Telecommunications Priority Checklist for Selection of Tower Sites

- ALL SITES MUST:** A. Provide adequate sight distance for safe ingress/egress
B. Be located outside the clear zone (and where they are unlikely to be struck) unless shielding already exists
C. Provide an adequate pull off area beyond the shoulder for access

(NOTE: All priorities above the checked "yes" must have an explanation of why they were not selected)

1. Can vehicle access be obtained from outside the through roadway and connecting ramps?

YES, PRIORITY 1

NO.

Explain: _____

2. Within the interchange, can vehicle access be obtained from the right hand side of the diagonal ramps?

YES, PRIORITY 2

NO.

Explain: _____

3. Within the interchange, can vehicle access be obtained from the left hand side of the diagonal ramps?

YES, PRIORITY 3

NO.

Explain: _____

4. Can vehicle access be obtained from the outside shoulder (right hand side) of the mainline roadway?

YES, PRIORITY 4

NO.

Explain: _____

5. Can vehicle access be obtained from the inside shoulder (left hand side) of the mainline roadway?

YES, PRIORITY 5

NO.

Explain: _____

FHWA Concurrence must be obtained for the following locations:

- **Inside a loop ramp (under certain circumstances, this may be the best location)**
- **Within any freeway weave area less than 3/4 mile in length**
- **Locations which require new shielding**