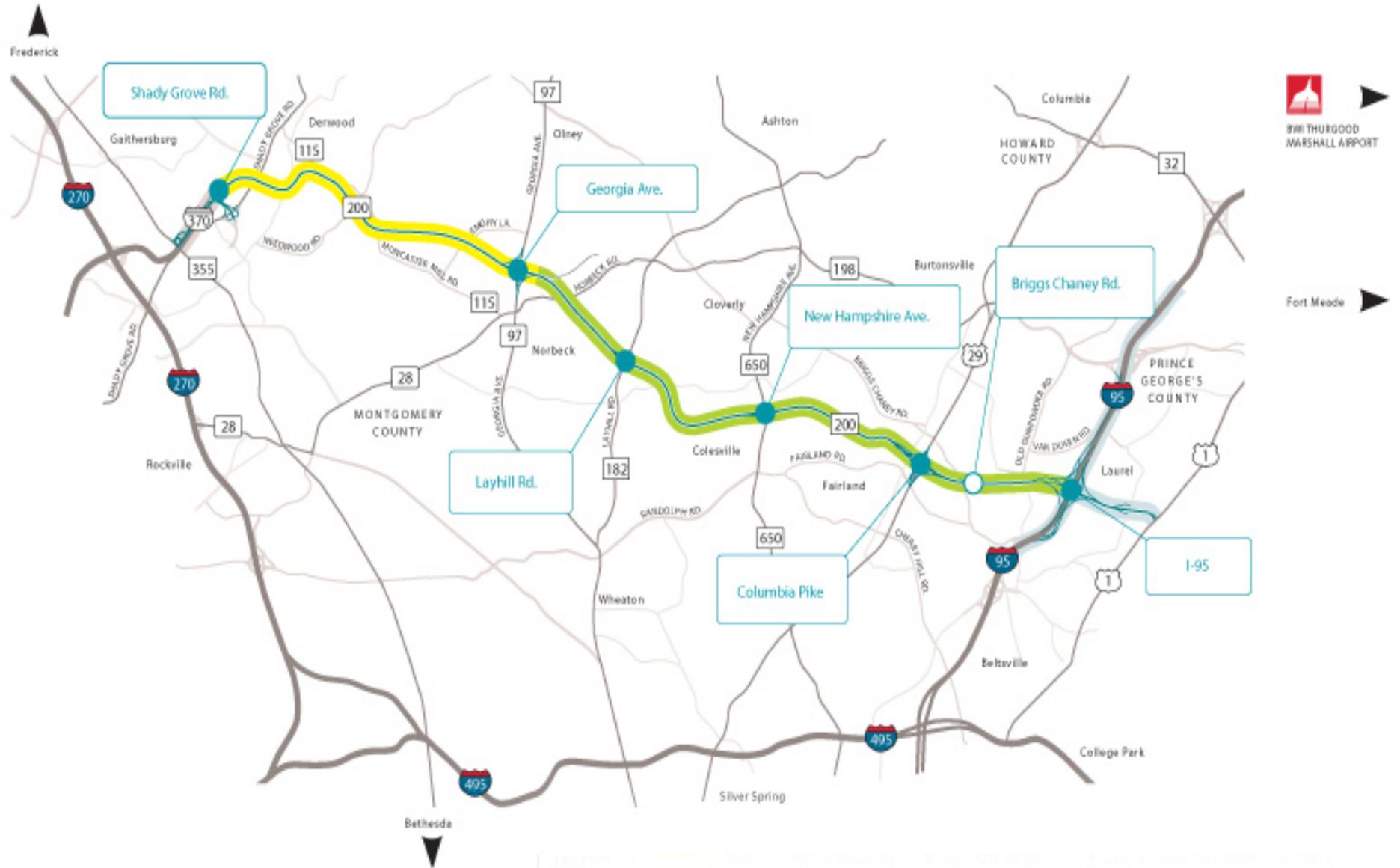


# Maryland Route 200



# Maryland Route 200

Maryland Route 200 is an 18 mile, 6 lane toll road from that will connect I-370 to I-95. It will open in two stages, "Section A" will open this winter; it runs from I-370 to a temporary ramp and traffic light at Norbeck Rd near Wintergate Rd.

The second stage will occur during the winter of 2011/2012, when Sections B & C open, eliminating the ramp at Norbeck, completing the link to I-95.

The highway has no toll booths or physical barricades to entry; all tolling is via E-ZPass transponders recorded with high speed sensors on overhead gantries.

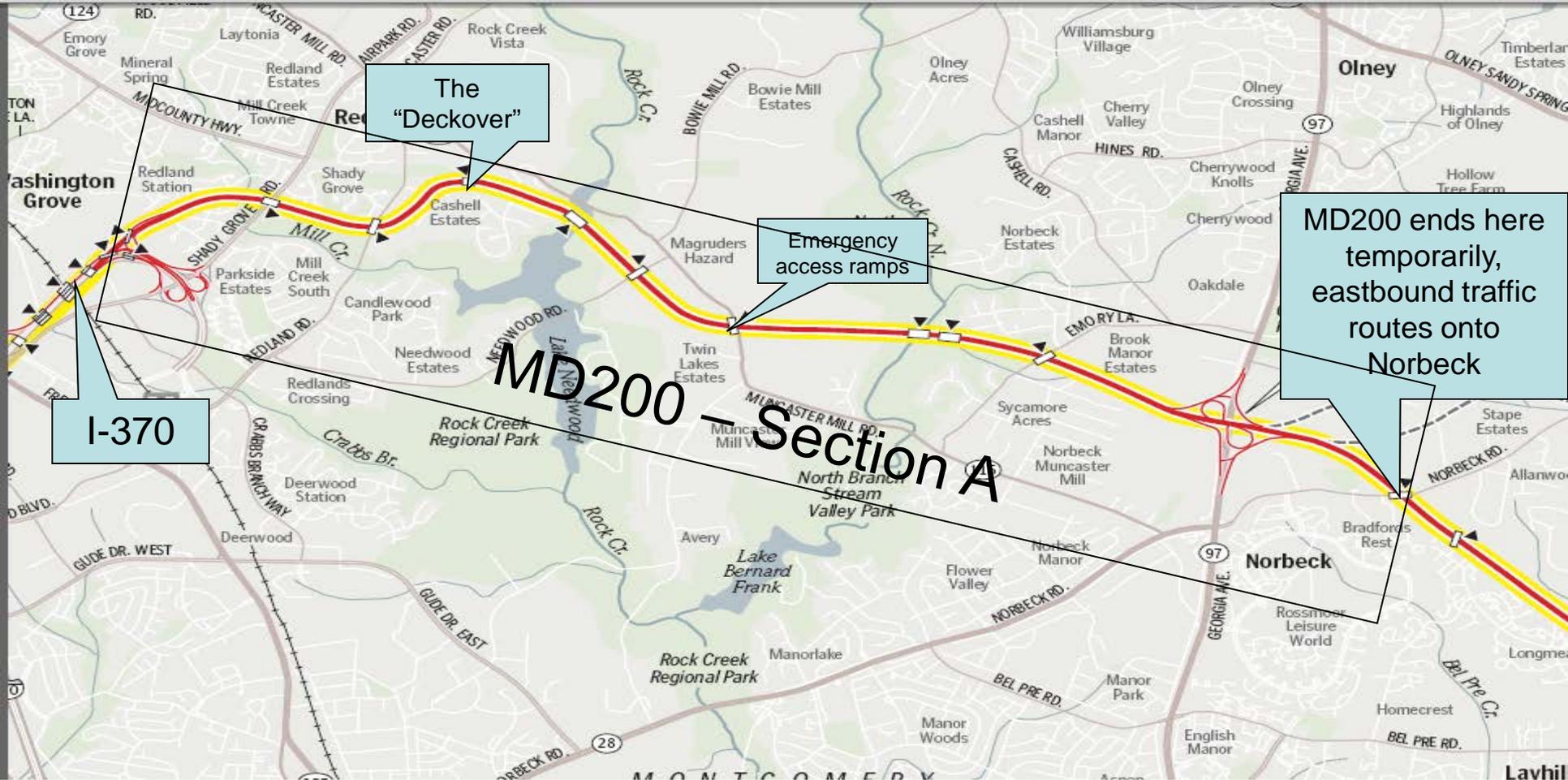
For vehicles that do not have E-ZPass transponders, MDTA will record the license plate and send a bill for the toll with a \$3 service fee added.

Toll rates are dependent on time-of-day and the number of miles driven.

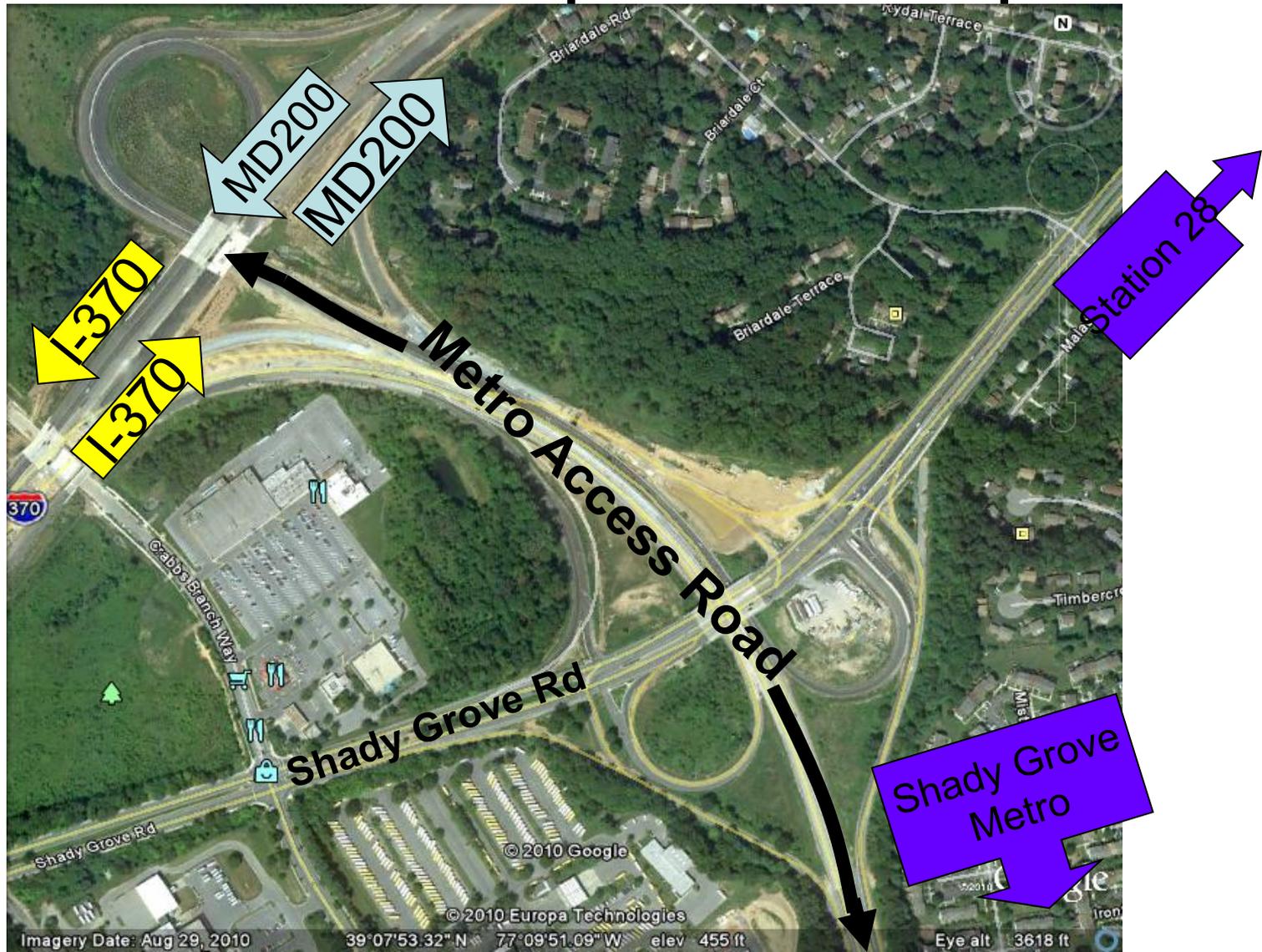
The Maryland Transportation Authority Police are the primary police agency on MD200. The MDTA barracks is at the north end of Crabbs Branch Rd. They expect to have two officers on duty at all times when Section A opens.

# Overview of MD200 Section "A"

[Click here for a detailed zoomable map](#)



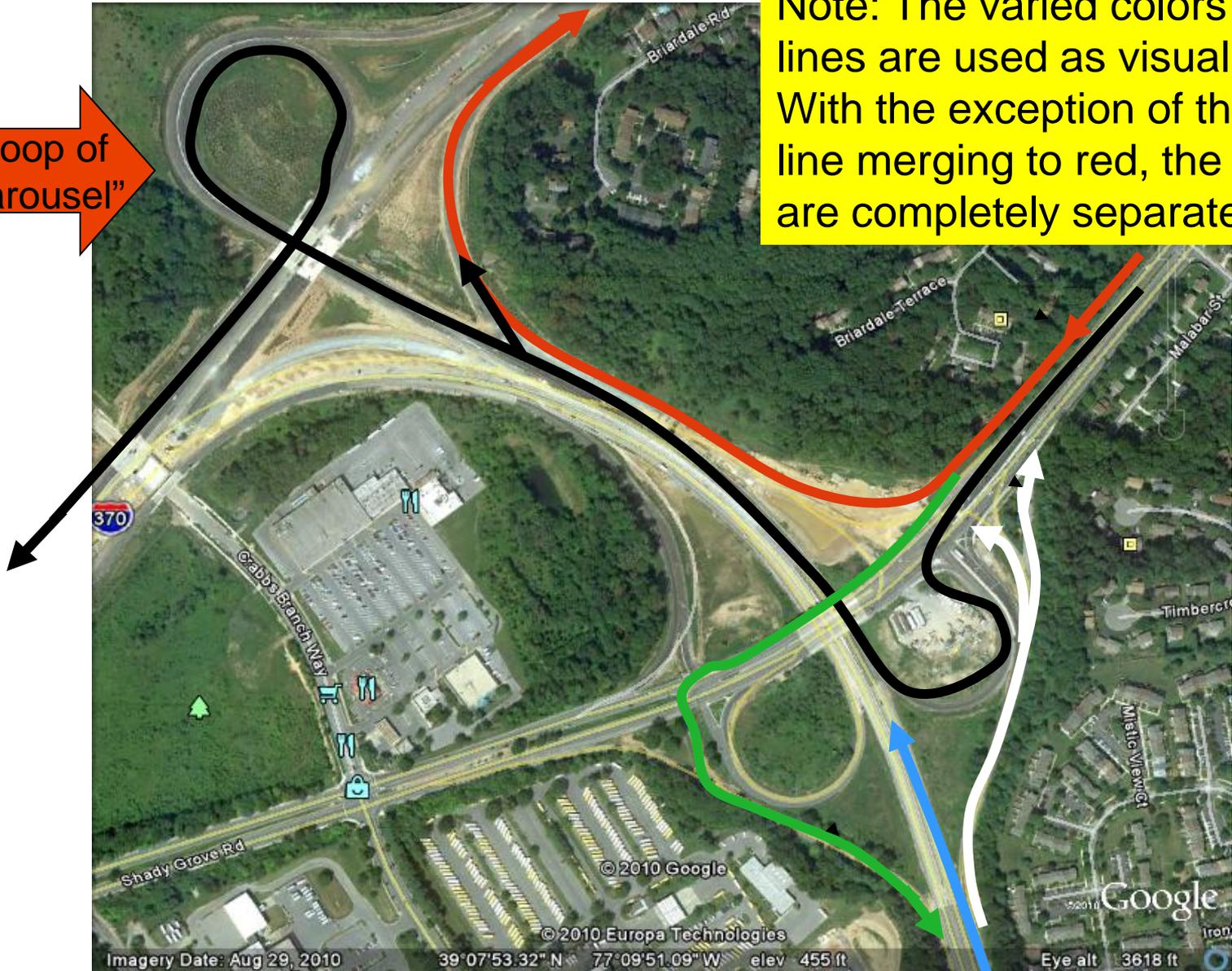
# The Shady Grove Metro Access Road: 10 separate ramps



# Station 28's first due:

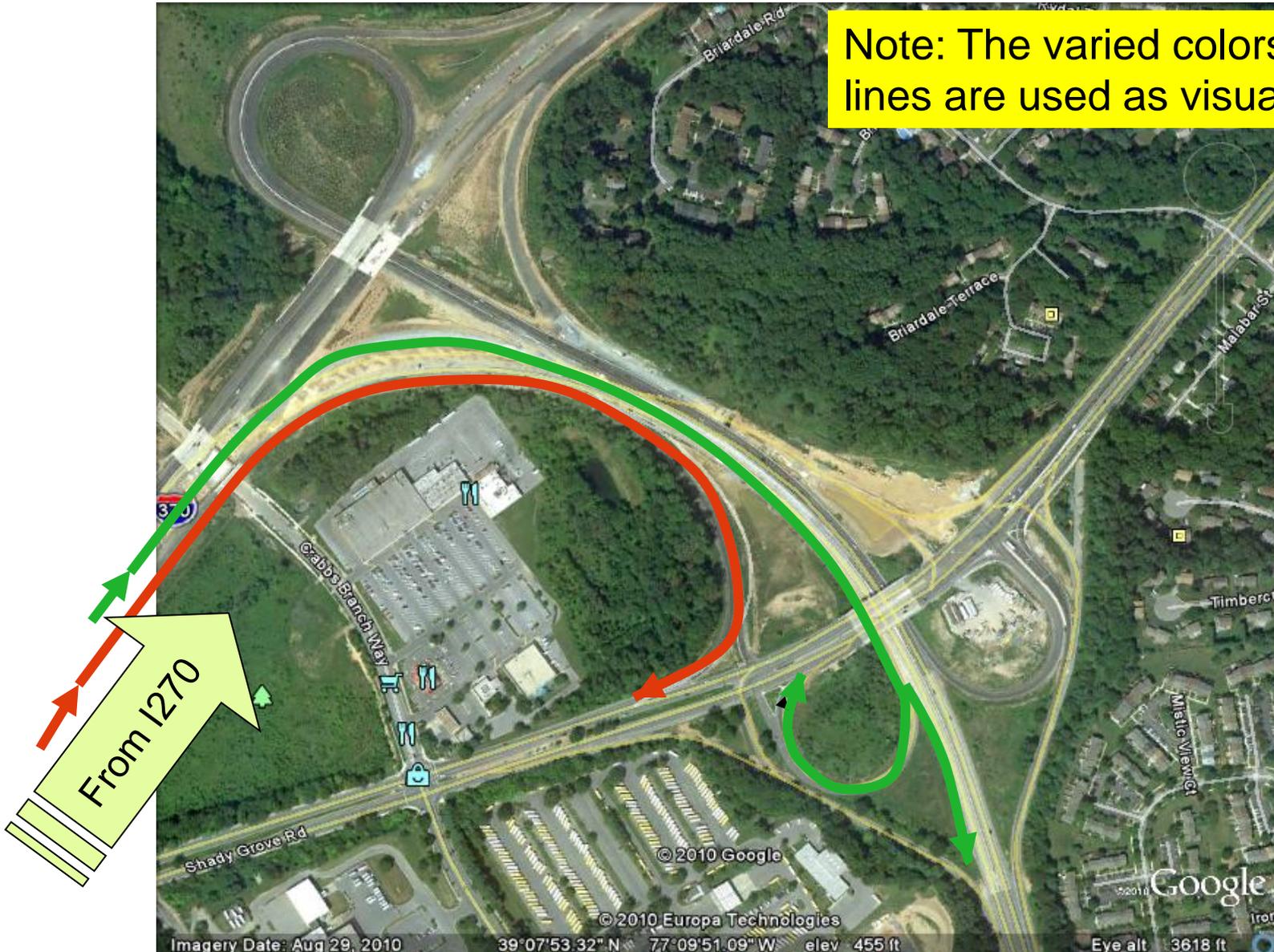
Note: The varied colors of these lines are used as visual aids. With the exception of the black line merging to red, the ramps are completely separate.

Inner loop of "the carousel"



# Station 8's first due:

Note: The varied colors of these lines are used as visual aids.



Outer loop of  
"the carousel"

# Station 40's first due:



# Eastbound from 370 or the Metro Access Rd (28's first due)

From 370 or the Metro Access Rd, it is 5.5 miles until Georgia Ave with no exits in between.

There are emergency access ramps at Muncaster Mill Rd, but they are configured without merge lanes. Consider them as turnarounds that happen to connect from the slow lane rather than across the median.

Per Directive 04-07, they may not be used except ***“when law enforcement... are present to control traffic at a turnaround”***



# Hydrants

- Section A was built with hydrants in the right-of-way, at-grade with MD200 (one on each side of the highway).
- Hydrants are located at:
  - ❖ Just east of the Metro Access Rd
  - ❖ Redland Rd
  - ❖ The “deckover” (more about that later)
  - ❖ Muncaster Mill Rd
  - ❖ Emory Lane
  - ❖ Georgia Ave
- Contracts B & C don't have hydrants at grade. Access to existing hydrants will be through doors in the soundwalls with dry connections built in the wall.

# The hydrants just east of the Metro Access Road



# Redland Rd



hydrant

hydrant

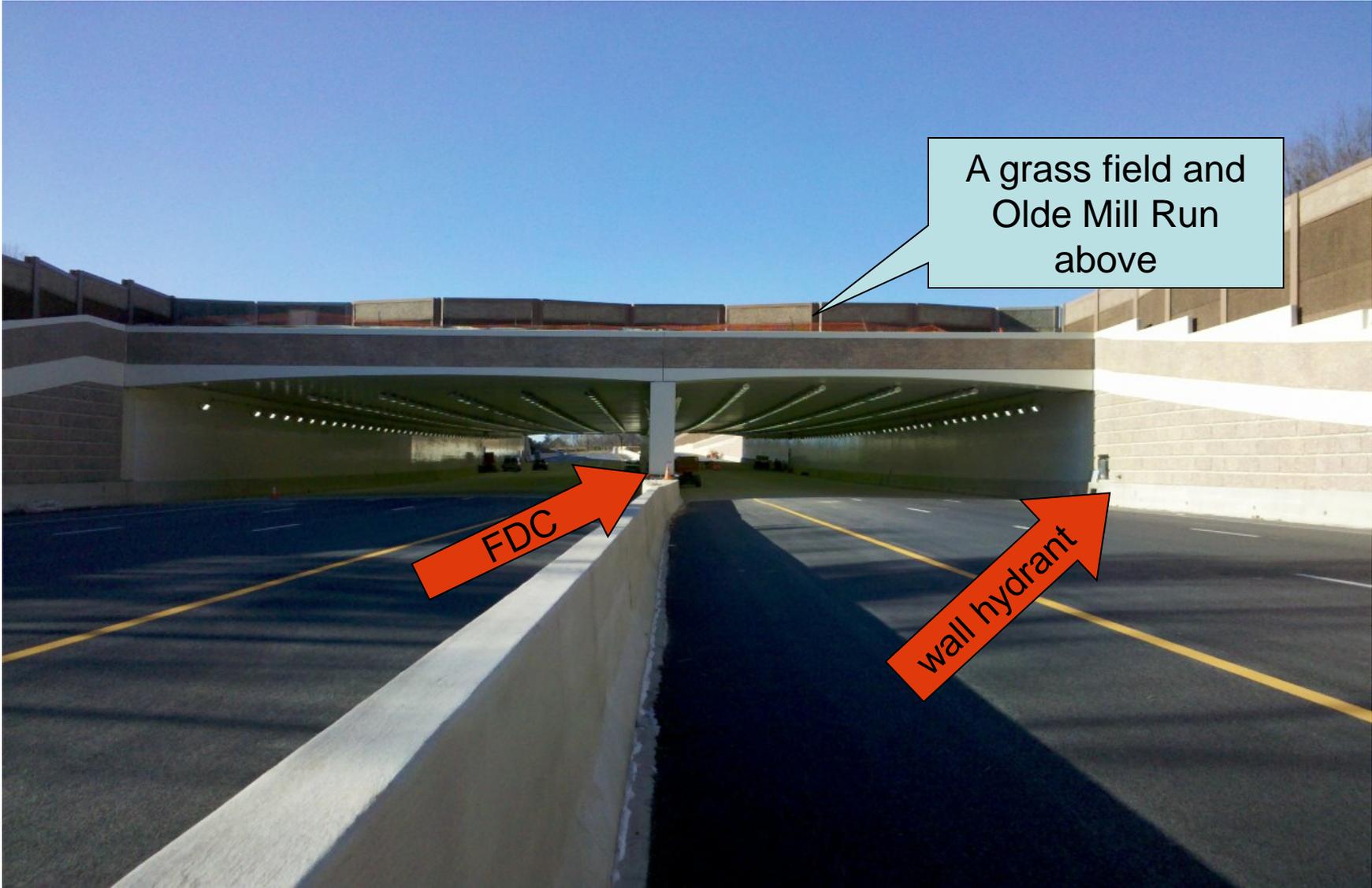
# The Deckover

- The "deckover" is a cut-and-cover tunnel that is 625' long, and runs under Olde Mill Run. It is called a deckover because it doesn't meet the engineering definition to be a tunnel.
- At each approach (east and westbound) to the deckover, there is a wall hydrant supplied by a WSSC main. Each hydrant has a 4 ½" NST discharge. The on/off valve is recessed in the wall above the discharge. We are still awaiting clarification regarding the method and tool necessary to operate the valve.
- There is a dry standpipe that runs down the middle of the two interconnected "bores".
- It is about 60' from a wall hydrant to an FDC
- Vehicle fires will be dispatched as box alarms.

# The approach to the deckover



625' long, about 120' wide, 20' high



A grass field and  
Olde Mill Run  
above

FDC

wall hydrant

# View from FDC to wall hydrant



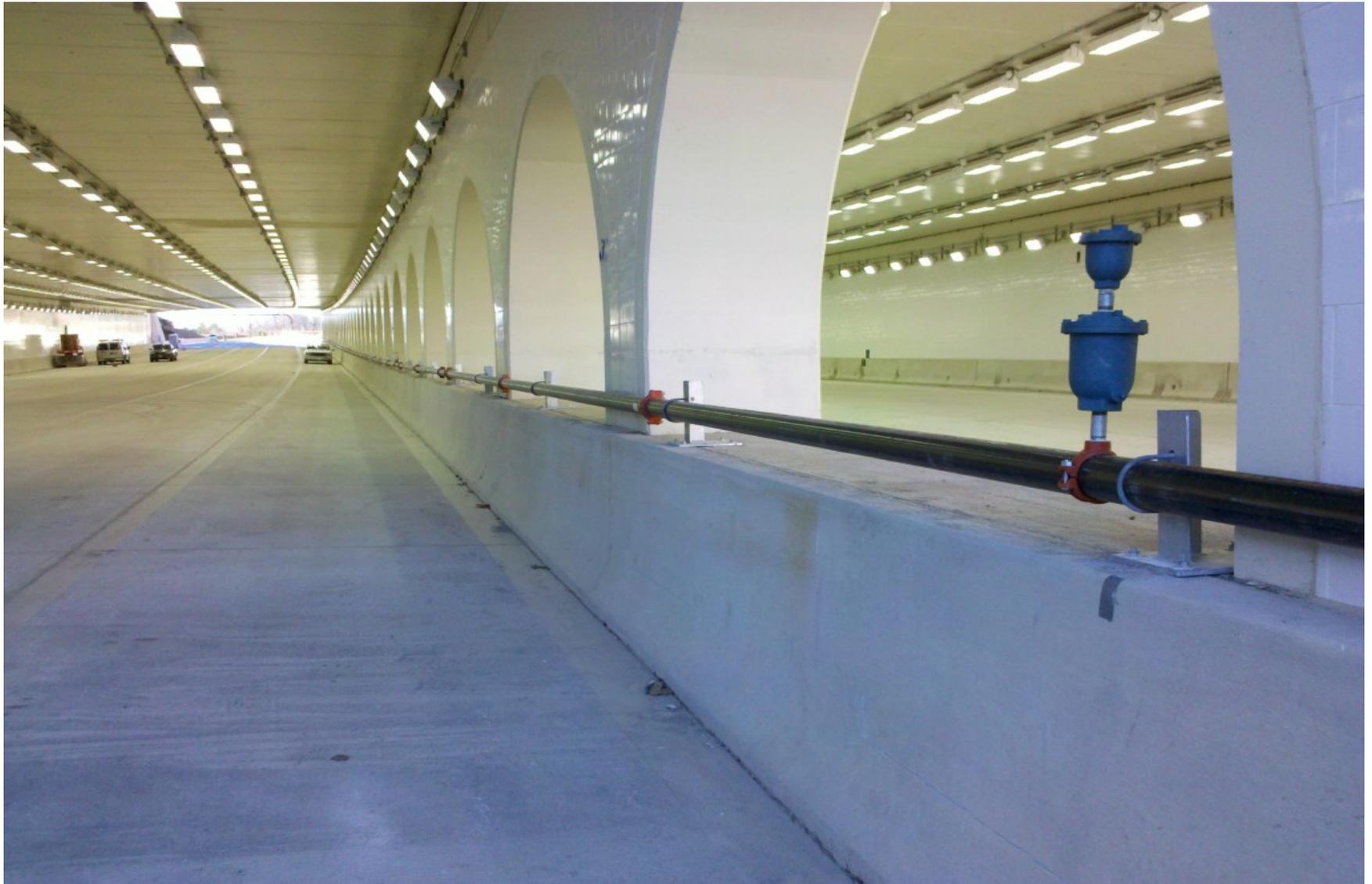
FDC for  
standpipe on  
median

wall hydrant: 4  
½" NST male  
discharge

# Standpipe FDC at east entrance



# Inside the deckover



# Radio coverage Inside the deckover

- Portable radios have been tested throughout the deckover, and there is good coverage.
- BUT: Radio coverage has not been tested with the deckover full of vehicles, people, and smoke.
- Command officers should consider use of VRS for any incident inside the deckover.

# Emergency generator and transfer switch for the deckover



The deckover

Westbound lanes, just after the deckover

There is a fluid separator for deckover drainage on the east side. The sediment tank has two 2.5" male connections:

***Do not connect or pump!***



# Overhead E-ZPass readers and front/rear cameras



# Needwood Rd: No hydrants here

Bikepath starts here  
from connector path at  
Lake Needwood

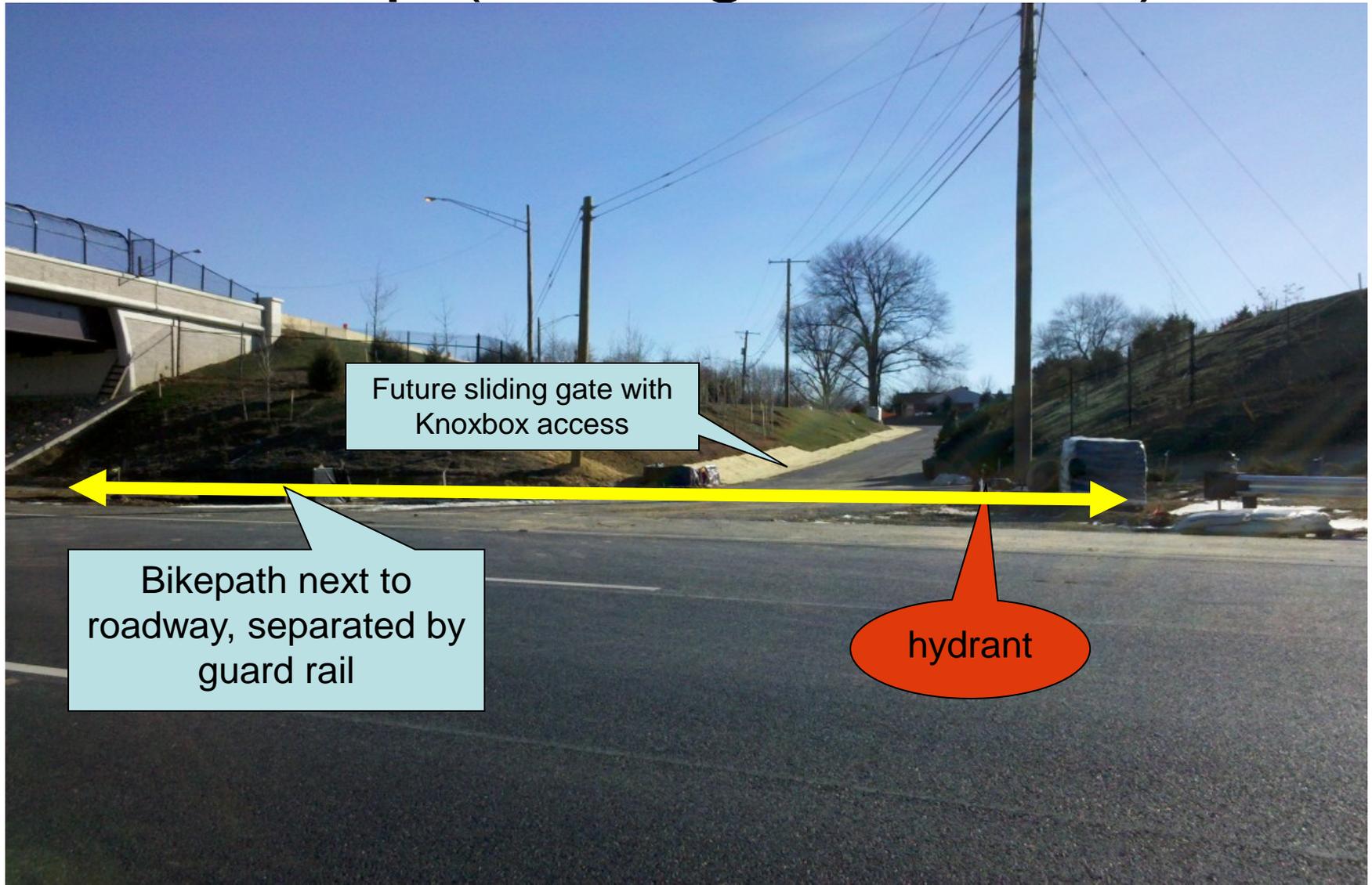


# The bikepath runs east from Needwood Rd to Norbeck Rd

Most of the bike path is in the MD200 right-of-way (ROW), separated by only guardrail. Here it shares a bridge over Rock Creek.



# Muncaster Mill Emergency Access Ramp (looking southeast)



# Muncaster Mill Emergency Access Ramp (looking northwest)



Future sliding gate  
with Knoxbox for  
access

hydrant

# Emory Lane

Here the bike path leaves the ROW and follows Emory Lane to Georgia Ave, where it reenters the ROW.



# Georgia Ave

- Until Contracts B and C open, private vehicles won't be able to enter eastbound MD 200 between Georgia Ave and Norbeck Rd.
- We are working to ensure that Station 40 will have access to that section.



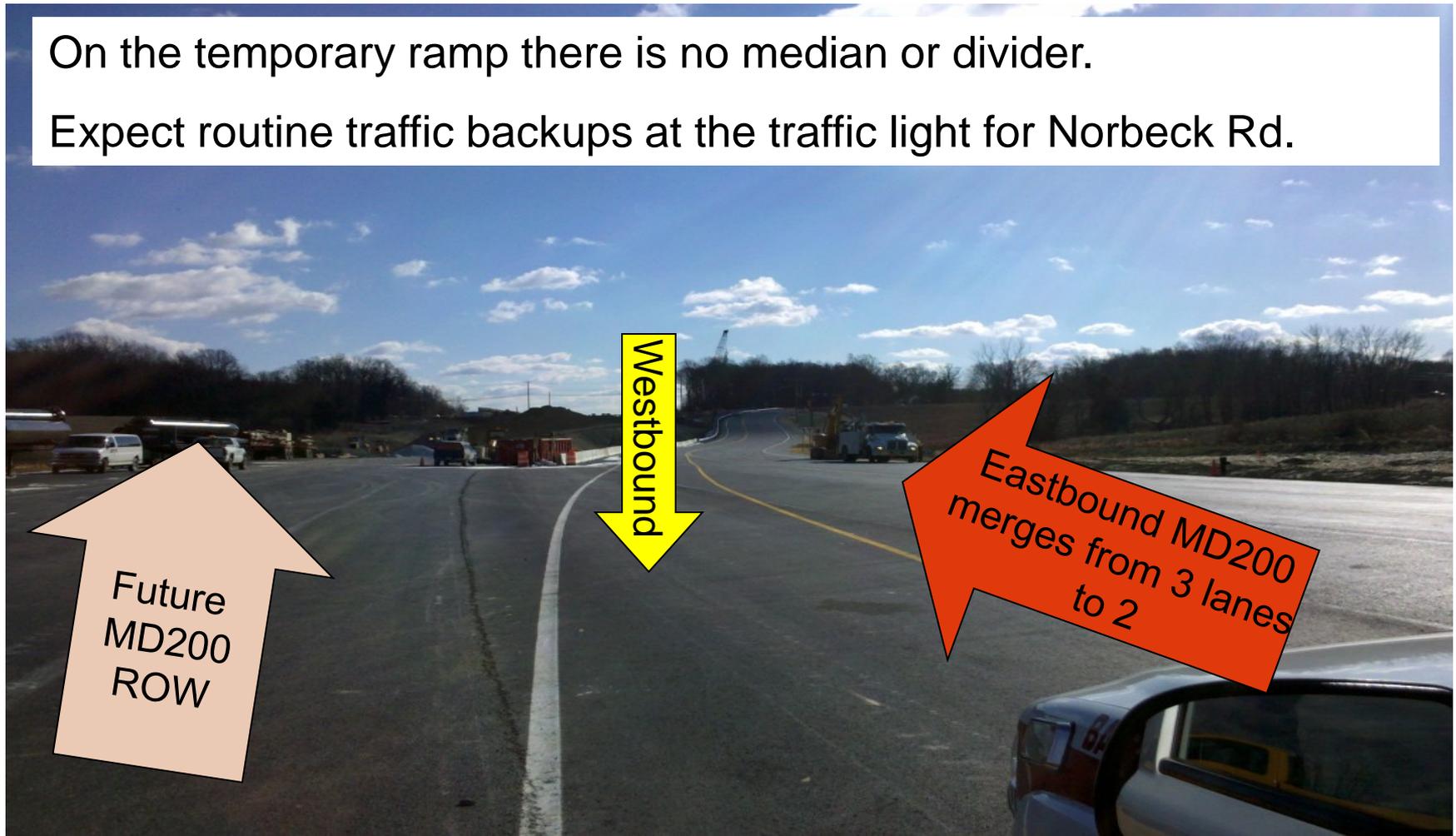
hydrant

hydrant

# Eastbound approaching Norbeck Rd: Traffic moves off the ROW onto a temporary ramp

On the temporary ramp there is no median or divider.

Expect routine traffic backups at the traffic light for Norbeck Rd.



# The temporary end of MD200 at Norbeck Rd



# Westbound from Norbeck Rd

- Station 25 is first due from Norbeck Rd to Georgia Ave
- Station 40 is first due from Georgia Ave to 370 / Metro Access Rd

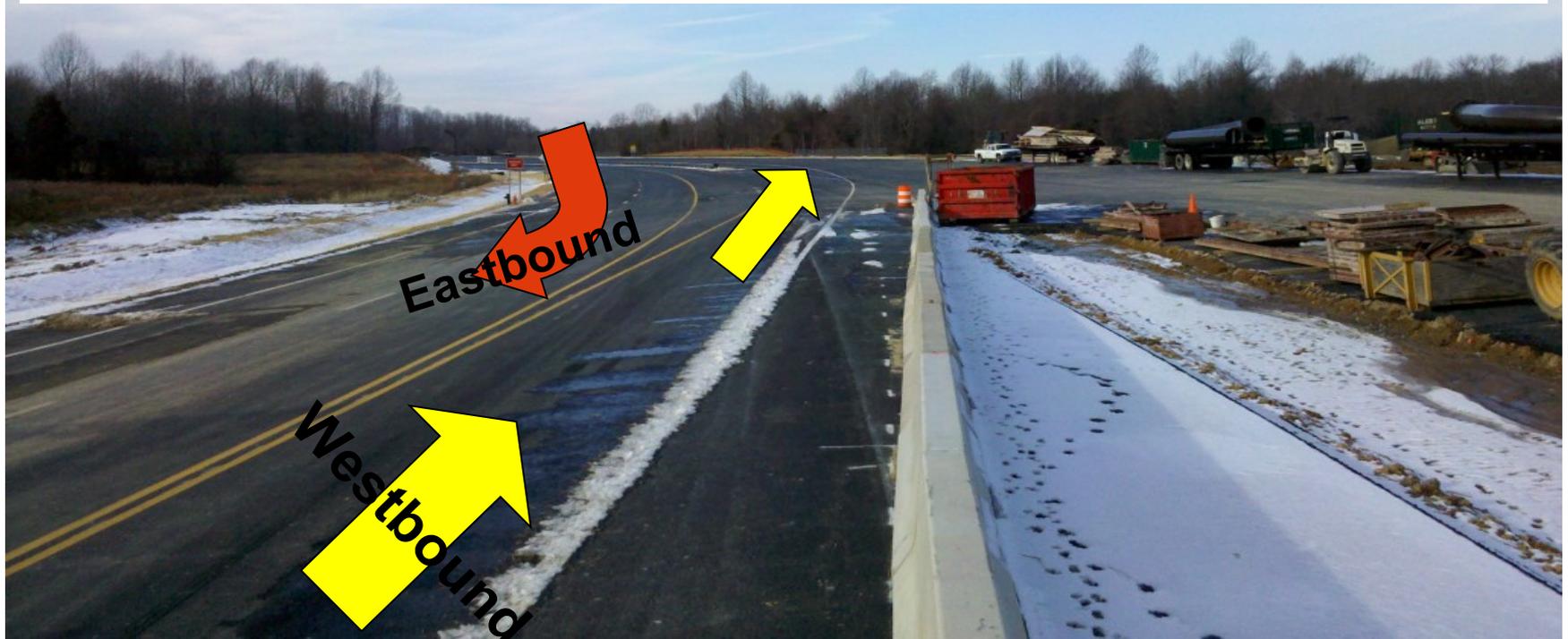
# The view from Norbeck Rd onto WB200

- Starting at Norbeck Rd, the temporary ramp has one lane going west
- After several hundred yards, the westbound lane joins the permanent alignment of MD200



# Continuing west on ramp from Norbeck Rd

- During the interim year, vehicles entering at Norbeck Rd will not be able to exit on to Georgia Ave, but will have to continue to 370 or the Metro Access Rd, which is about 7 miles.
- If a unit enters WB200 here, it will be at least 15 minutes before they return



# Bikepath separated by guardrail (westbound between Norbeck and Georgia)



# E-ZPass information

- Each County owned Fire Rescue vehicle will be issued a “non-revenue” E-ZPass transponder.
- LFRD’s can get non-revenue E-ZPass transponders for non-County owned vehicles by setting up an account with MDTA.
- These will allow unlimited free travel on MD200.
- Each E-ZPass is registered to a specific vehicle and tag number.
- The Fleet Section is in the process of registering and issuing the transponders. All should be installed by February.
- Do not move a transponder from one vehicle to another under any circumstances. Not even to another Fire Rescue vehicle. This will jeopardize our opportunity to maintain free travel.

# Use of MD200 by MCFRS vehicles

- Units can respond to incidents on MD200 whether your apparatus has an E-ZPass or not.
- If your vehicle has an E-ZPass, you can use MD200 at any time.
- If your vehicle does not have an E-ZPass, **DO NOT USE MD200** for anything other than an emergency response to an incident.

# Pending issues

- We are still waiting on a key for the doors in the sound barriers (sound walls)
- The wheels (or levers) to operate the wall hydrants haven't been installed. We are waiting on confirmation that they will be permanently installed so that we don't need to carry a special tool.
- Configuring the barricades from Georgia Ave to EB MD200 so that Fire Rescue can access that section of highway.

# More information:

- [ICCproject.com](http://ICCproject.com)
- [Zoomable map of Contract B](#)
- [Zoomable map of Contract C](#)
- [Maryland E-ZPass information](#)
- [Maryland Transportation Authority](#)