

Ripley Street (P501403)

Category Transportation
 Sub Category Roads
 Administering Agency Transportation (AAGE30)
 Planning Area Silver Spring

Date Last Modified 11/17/14
 Required Adequate Public Facility No
 Relocation Impact None
 Status Final Design Stage

	Total	Thru FY15	Est FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	54	34	20	0	0	0	0	0	0	0	0
Land	30	30	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	36	36	0	0	0	0	0	0	0	0	0
Construction	80	0	80	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	200	100	100	0	0	0	0	0	0	0	0

FUNDING SCHEDULE (\$000s)

G.O. Bonds	100	0	100	0	0	0	0	0	0	0	0
PAYGO	100	100	0	0	0	0	0	0	0	0	0
Total	200	100	100	0	0	0	0	0	0	0	0

OPERATING BUDGET IMPACT (\$000s)

Energy				4	1	1	1	1	0	0
Maintenance				4	1	1	1	1	0	0
Net Impact				8	2	2	2	2	0	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 17	0
Appropriation Request Est.	FY 18	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		200
Expenditure / Encumbrances		144
Unencumbered Balance		56

Date First Appropriation	FY 14	
First Cost Estimate		
Current Scope	FY 15	200
Last FY's Cost Estimate		777

Description

The project provides for the design and reconstruction of Ripley Street between the east end of the 1150 Ripley Street Development (near Dixon Avenue Extended) and Georgia Avenue, a distance of approximately 225 feet. This segment of Ripley Street will be reconstructed with two 11'-wide travel lanes, curb-and-gutter, and a 7'-wide sidewalk on the north side with streetlighting. If and when the properties to the north and south redevelop this segment will be reconstructed to Montgomery County Standard No. MC-214.03, Commercial and Industrial Road with a 70-foot right-of-way width.

Location

The segments of Main Street/Market Street and Executive Boulevard Extended that are adjacent to the Conference Center site will be constructed by the contractor of the Conference Center Parking Garage. Expenditures for these segments are accelerated to FY16 and FY17 in order to coordinate with the construction of the parking garage and minimize impacts to the surrounding community. An FY15 supplemental request will provide additional appropriations for these road segments in order to finalize an agreement with the contractor.

Estimated Schedule

Design started in FY14. Land acquisition and construction will be completed in FY15.

Cost Change

The scope of the project has been reduced to fit within the existing County right-of-way.

Justification

The proposed improvement of Ripley Street is shown in the Silver Spring Central Business District and Vicinity Sector Plan, approved and adopted in March 2001. Ripley Street falls within the Silver Spring Central Business District where a focus on a transit-oriented and pedestrian-friendly environment around the Silver Spring Transit Center is critical.

Other

This project will be coordinated with improved access to relocated Progress Place and to the Silver Spring Transit Center.

Fiscal Note

Due to the expected temporary nature of the improvements, the ultimate funding source for this project will be PAYGO.

Disclosures

A pedestrian impact analysis has been completed for this project.

Coordination

Maryland State Highway Administration Maryland-National Capital Park and Planning Commission Developer