



Round 6 Technical Guide Changelog

Final Release 2/28/2024

1.0 Introduction

2.0 Project Eligibility and Application Process

Location	Change	Reason/Notes
Page 27[pdf page 33], Section 2.4, Project Readiness -Planning Requirements	<p>Table 2.6, for the following features: Construct/Expand Bus Facility, New High-Capacity or Fixed-Guideway Route/Service, the warning message is: Provide a TDP/TSP, Comp Plan, LRTP, or equivalent study which documents recommendations consistent with the project scope. Provide a feasibility study, route and stop level ridership projections, and a letter of support. For any new fixed guideway projects, provide evidence that a locally preferred alternative (LPA) has been identified. For passenger facility projects that seek funding for land purchases, provide a feasibility or site selection study. Provide a completed SMART SCALE Transit Environmental Review Form, available on the Resources page of the SMART SCALE website. Fill out the transit pearl for your project.</p>	Update to reflect additional requirements for these transit projects.
Page 29[35], Section 2.4 Project Readiness – Planning Requirements	<p>Innovative Interchanges: The Innovative Interchange feature is intended to capture several different types of project:</p> <ul style="list-style-type: none"> • Constructing <i>new</i> innovative interchanges; these are subject to the same readiness requirements as the New Interchange features and must be supported by a draft or final IAR. • Converting <i>existing</i> interchanges to an innovative interchange configuration, or improving an <i>existing</i> innovative interchange. These are subject to the same readiness requirements as the Improve Grade-Separated Interchange and must be supported by a draft or final IAR or OSAR. 	Update to reflect separate requirements for new and existing interchanges.
Page 32[38], Section 2.4 Project Readiness – Planning Requirements	<p>Unsignalized Uncontrolled Bike and Pedestrian Crossings</p> <p>The SS02 form is NOT required for new or improved crossings at signalized intersections or on stop-controlled approaches. For new crossings at stop-controlled approaches, applicants should evaluate the intersection geometry to ensure that the existing STOP bar can be set back far enough to accommodate the crossing while maintaining the minimum safe sight distance.</p>	Update to change “unsignalized” to “uncontrolled.” Updated throughout the Technical Guide to reflect this change. Added clarity on when the Crossing Form is required.



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- 3.0 Evaluation Measures
- 4.0 Project Evaluation and Rating
- 5.0 CTB Prioritization and Programming
- 6.0 Appendix A: Safety Measure
- 7.0 Appendix B: Congestion Mitigation Measures
- 8.0 Appendix C: Accessibility Measures
- 9.0 Appendix D: Environmental Quality Measures
- 10.0 Appendix E: Economic Development Measures
- 11.0 Appendix F: Land Use Coordination Measure

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12.0 Appendix G: NEPA Analysis Criteria

Location	Change	Reason/Notes
Page 105[111], Section 12.2 Determination Criteria	Environmental Analysis (EA): If a preliminary determination on the required level of NEPA document indicates a need for a Multi-alternative EA (MEA) or Environmental Impact Statement (EIS), the project is not appropriate for SMART-SCALE a locally preferred alternative must be identified as part of the application. Note that VDOT administers all MEAs and EISs.	Add clarity that a locally preferred alternative must be identified.

13.0 Appendix H: Readiness Gates

Location	Change	Reason/Notes
Page 108[114], Section 13.2 Document Requirements and Staff Confirmations	Removed Assistant State Traffic Engineer from Gate Confirmations for the following features: <ul style="list-style-type: none"> Add New Through Lane(s) Managed Lane(s) (HOV/HOT/Shoulder) Construct or Improve At-Grade Bike/Pedestrian Crossing Innovative Intersection(s) Intersection Improvement(s) New Intersection Ramp Improvement(s) Roadway Reconfiguration Roadway on New Alignment 	Assistant State Traffic Engineer not typically engaged in development of documents required for these features.
Page 108[114], Section 13.2 Document Requirements and Staff Confirmations	Added Transit features Readiness Gates requirements and confirmations. See Technical Guide tracked changes for all details.	Update to include missing features with Readiness Gates.
Page 108[114], Section 13.2 Document Requirements and Staff Confirmations	Added District Environmental Manager as a Gate Confirmer for Roadway on New Alignment feature.	District Environmental Manager engaged on development of documents required for this feature.
Page 108[114], Section 13.2 Document Requirements and Staff Confirmations	New Intersection document requirement: Completed iCAP assessment or equivalent documentation	Added to provide document requirement clarity.
Page 108[114], Section 13.2 Document Requirements and Staff Confirmations	Removed Assistant State L&D Engineer to Gate Confirmations for the following features <ul style="list-style-type: none"> Add New Through Lane(s) (for NON major widenings) Improve Grade-Separated Interchange New Interchange, Limited Access Facility OR New Interchange, Non-Limited Access Facility Added Assistant State L&D Engineer to Gate Confirmations for the following feature: <ul style="list-style-type: none"> Add New Through Lane(s) (for major widenings) 	Assistant State L&D Engineer not typically engaged in development of documents required for these features. They will be engaged on Add New Through Lane(s) (for major widenings).



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Page 108[114], Section 13.2 Document Requirements and Staff Confirmations	Innovative Interchange Feature: Draft or final IAR or OSAR with a signed LD-459 Framework Document* <i>* For new interchanges, refer to the requirements for the New Interchange feature. For improvements to existing interchanges, refer to the requirements for the Improve Grade-Separated Interchange feature.</i> <i>Replaced Assistant State L&D Engineer with Assistant State Traffic Engineer as a Gate Confirmer.</i>	Update to clarify differences between a new interchange and a converted interchange.
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14.0 Appendix H: List of Acronyms