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**Section 3 – Scoping and Design Projects**

## 2027-2031 Scoping and Design Projects

The purpose of this section is to identify potential future highway and bridge projects. These projects may be in the evaluation stage, which is called project scoping, or may be further along in the preliminary design process. **Projects listed in this section are not commitments to construct or implement an improvement.** These commitments won't be made until the NEPA process is completed. These projects are being included in the STIP for the scoping or preliminary design phase only, and subsequent phases have not yet been determined or are beyond the STIP period.

After needs have been identified and prioritized, the higher-priority needs are included in this section. Next, a core team is formed, comprising personnel from various MoDOT divisions. The core team investigates the problem or concern and develops several solutions that may be either short term or long term. Some problems have no transportation or construction solution and instead may require public education or assistance through law enforcement.

Once a solution is selected, additional preliminary design work occurs. Design progresses up to a point at which MoDOT is confident the solution will properly address the problem or concern of the improvement's cost. The potential project moves into the next stage of the planning framework, which is the prioritization and selection of projects for construction. Projects that have been prioritized and selected for construction are listed in the construction program (see Section 4). Only the construction projects in Section 4 represent a commitment by MoDOT to build the project.

Please see Section 2 for additional discussion regarding how a need becomes a project through the planning framework. This process includes identifying and prioritizing needs, developing solutions, prioritizing and selecting projects for construction.

The amount of time a potential project spends in the scoping and design phase varies. Some potential projects are more complex than others, and they might remain in the scoping and design phase for several years. This is especially true for projects such as Missouri and Mississippi River bridge replacements, new roadway construction, or converting a two-lane road to a four-lane road. Some projects could be added to the construction program (see Section 4) in future STIP amendments, either using existing capacity shown in Section 5 or if additional funding becomes available.

# 2027 - 2031 Scoping and Design Projects

Project Count : 735

	2027	2028	2029	2030	2031
State:	10,599	7,418	5,394	3,218	1,980
AC State:	14,344	8,120	5,694	5,090	1,467
Local:	1,000	0	0	0	0
<b>Sub total:</b>	<b>25,943</b>	<b>15,538</b>	<b>11,088</b>	<b>8,308</b>	<b>3,447</b>

Federal

<b>Sub-total Federal:</b>	26,730	18,537	10,344	7,968	6,821
<b>Grand Total:</b>	<b>52,673</b>	<b>34,075</b>	<b>21,432</b>	<b>16,276</b>	<b>10,268</b>

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