



Tooele Valley Connectivity Study

Grantsville City Council Meeting
October 1, 2025

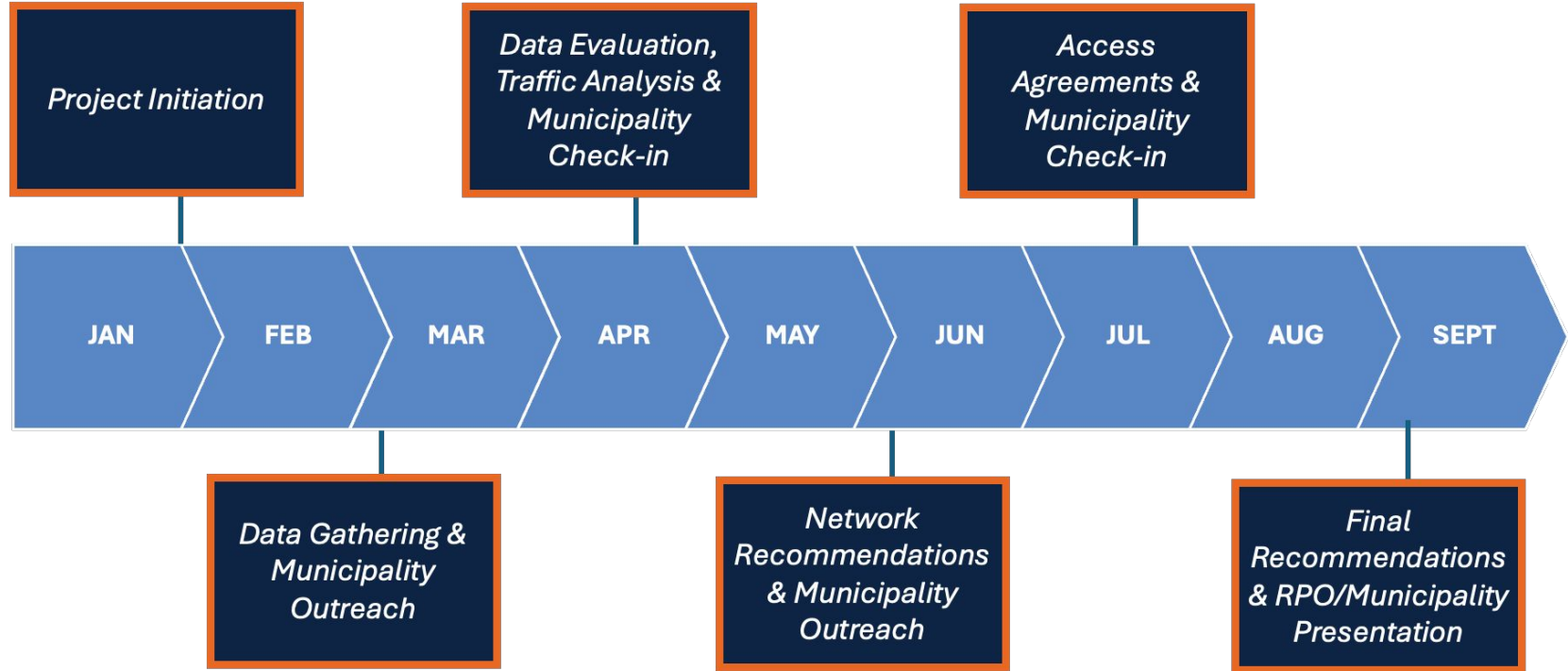
UDOT Tooele Valley Connectivity Study

October 1, 2025

- [Why the Connectivity Study?](#)
- [Review the Population and Employment Modifications](#)
- [Travel Forecasts](#)
- [Overview of Modeling Network Capacity](#)
- [Recommended Connectivity Scenario](#)
- [Tools to Support Future Network](#)
- [Next Steps](#)

What is the Tooele Connectivity Study?

Study Timeline and Activities - 2025



Local Government Feedback

- Main highways including state roads and Sheep Lane are failing and will be worse in the future.
- Midvalley Highway is important to the valley but will not solve the east west mobility needs.
- A strong, local road network with additional connectivity is needed throughout Tooele Valley.
- Growth and development is already happening and more is coming.
- Regional collaboration is important to the valley.

Problem Identification

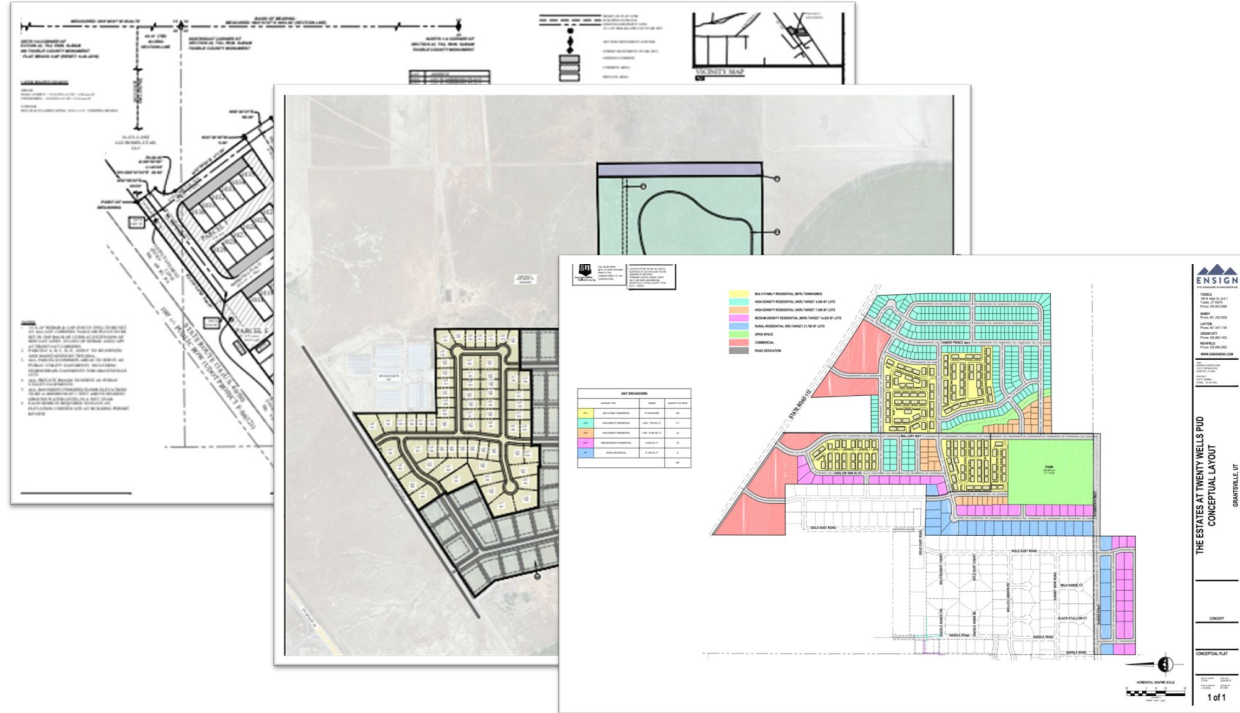
There are significant delays on the state network based on the locations of major development, how would additional east west routes distribute traffic through the area?

Review the Population and Employment Modifications

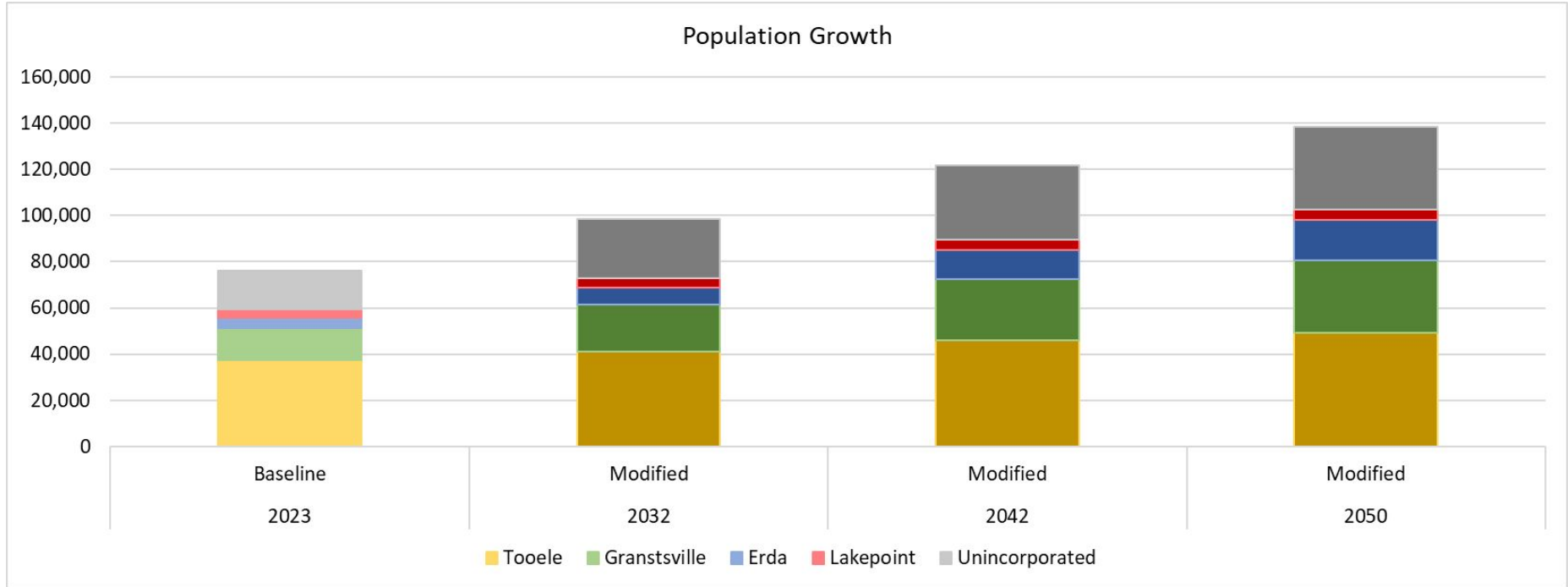
Population and Employment Forecasts

Modified Conditions

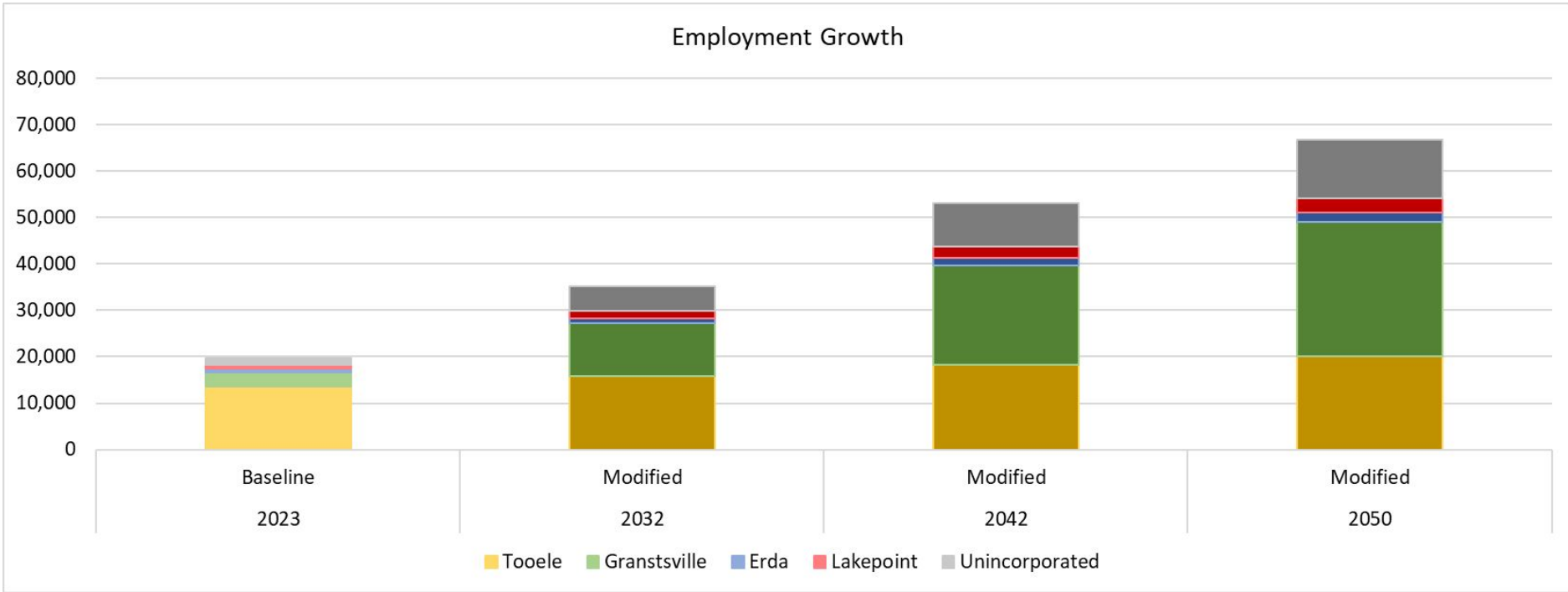
- What additional growth may occur based on plausible development plans?
- Used for scenario testing for this study



Population Growth



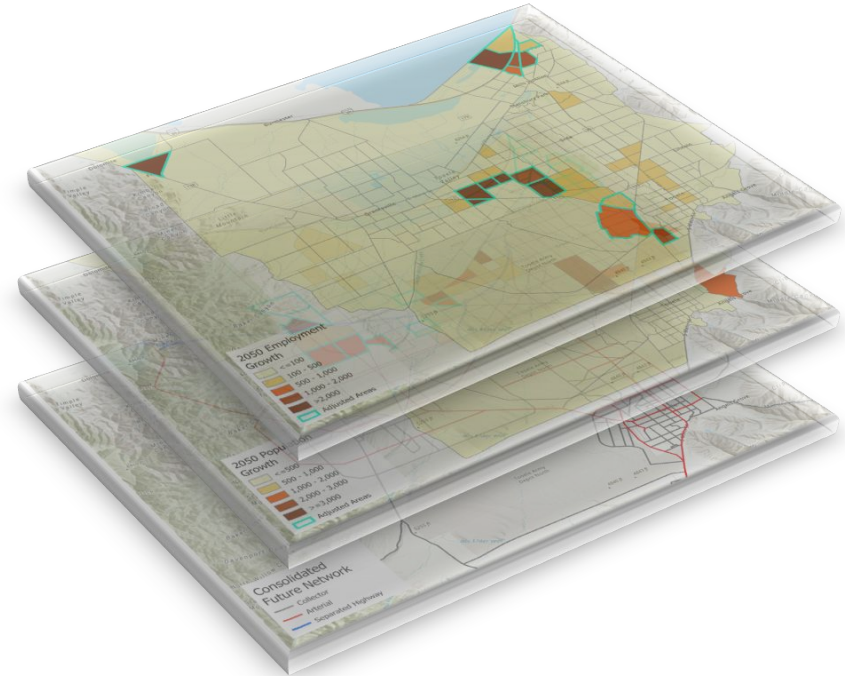
Employment Growth



Traffic Forecasts

Travel Demand Model

- Statewide Travel Demand model used to forecast future traffic conditions
- Model inputs:
 - Future population and employment
 - Future roadway network
- Model then runs simulations and tells you how much traffic is predicted on each road



Travel Demand Model - Future Roadway Network

Utah Unified Plan assumes the following improvements through 2050:

- SR-138 Widening
- SR-36 Widening
- SR-112 Widening
- Midvalley Segment 1 Widening
- Midvalley Segment 3 New Construction



Baseline Future Network



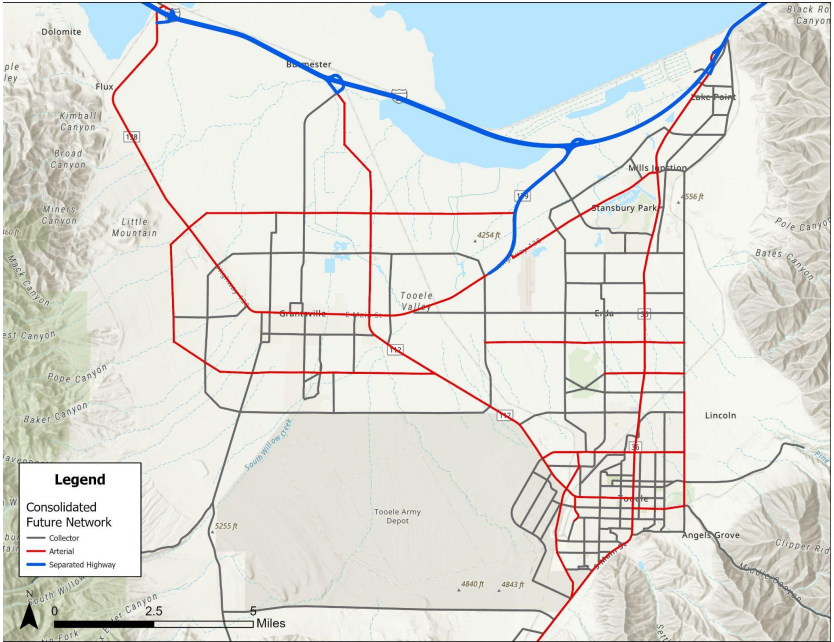
County Plan

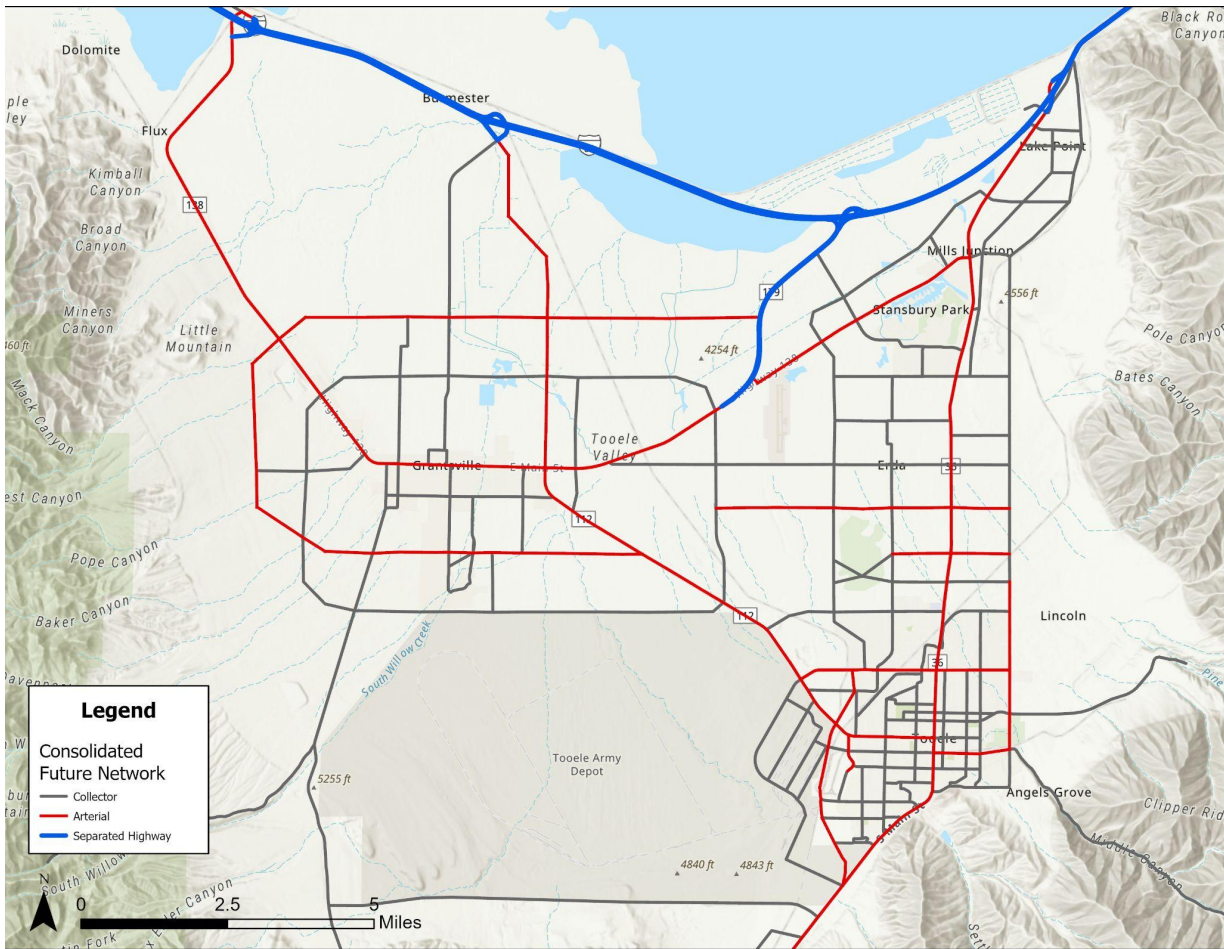
+

Local Plans

&

Local Coordination

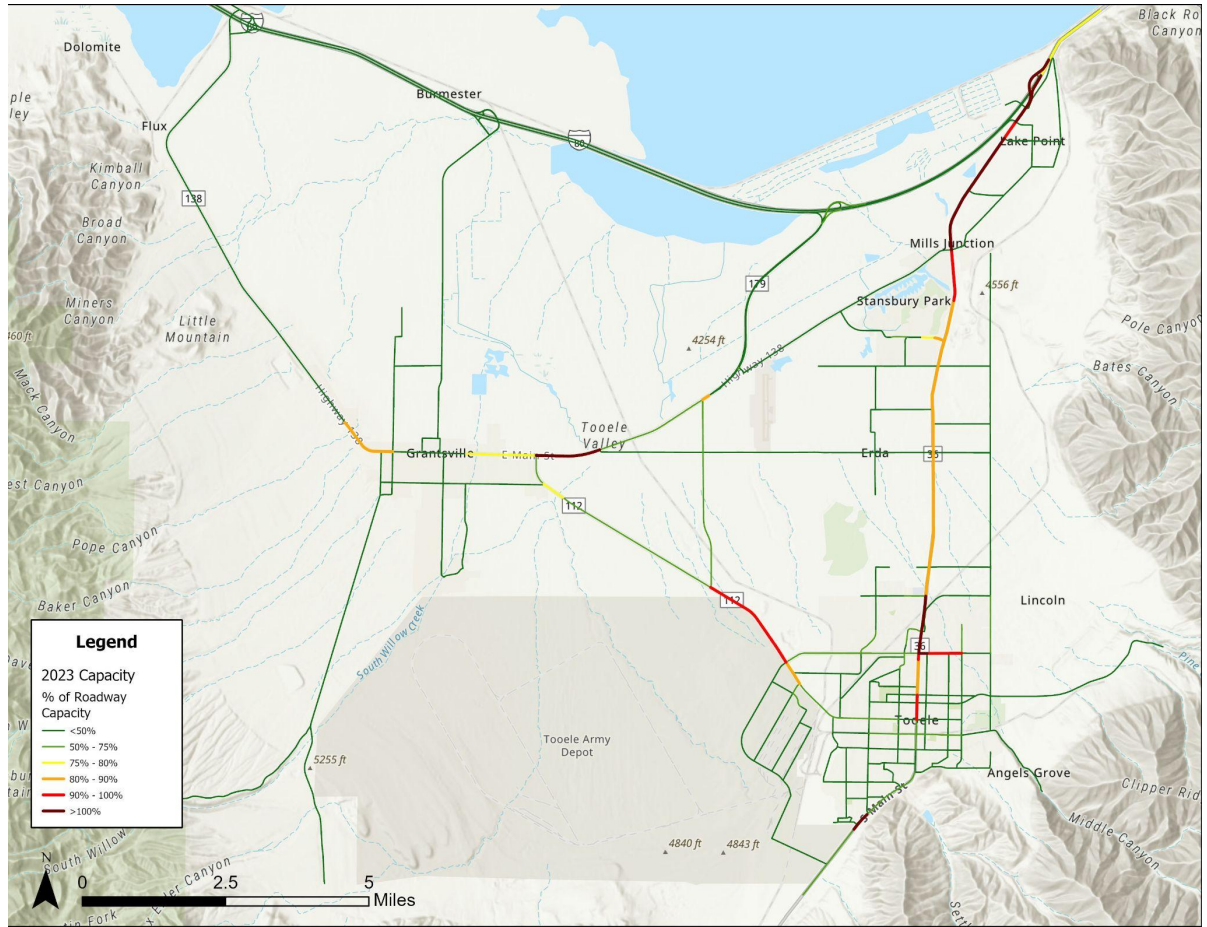




Overview of Modeling Network Capacity

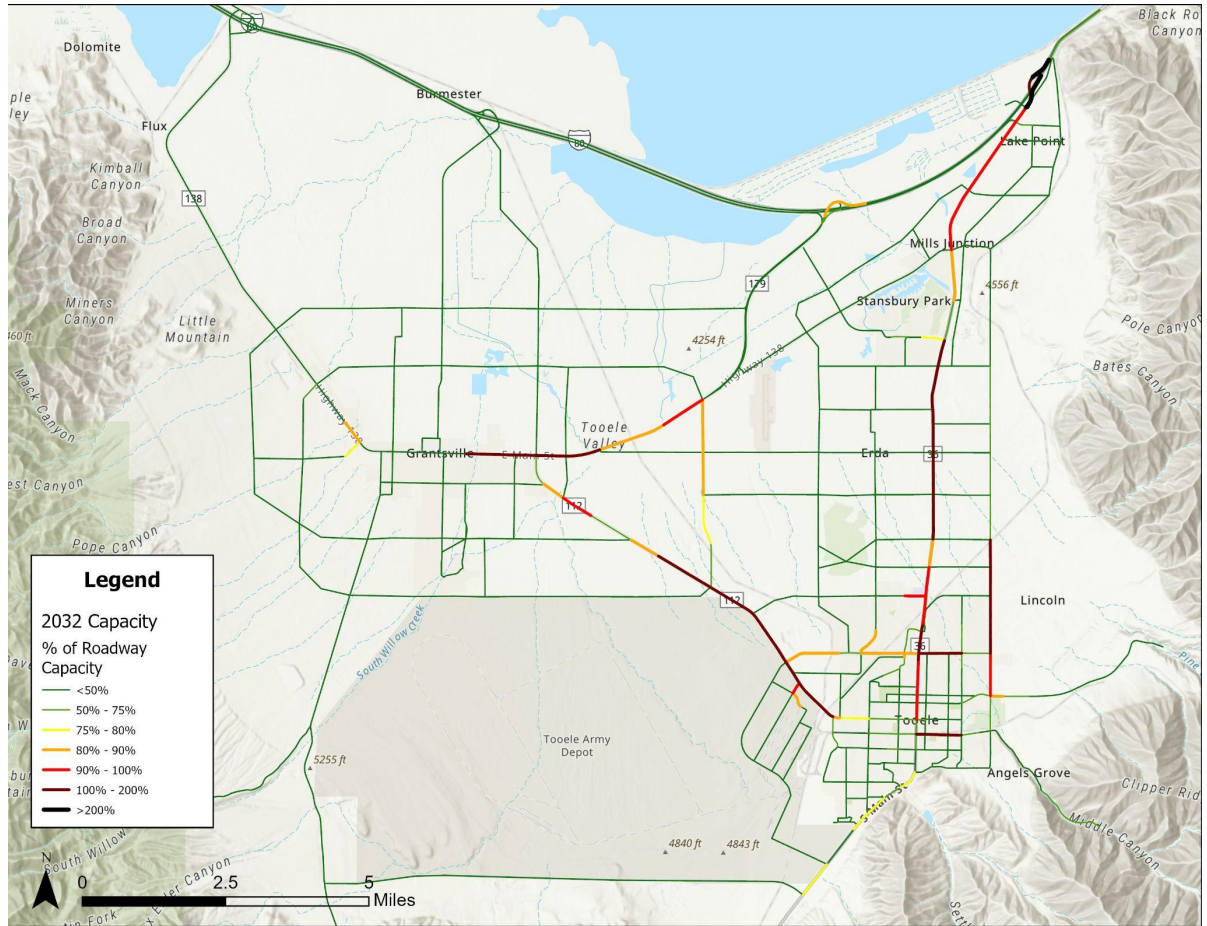
Existing Capacity Analysis

	Existing	2032	2050
Daily Vehicle Hours Traveled	33,100		
Daily Vehicle Hours of Delay	2,000 (6%)		



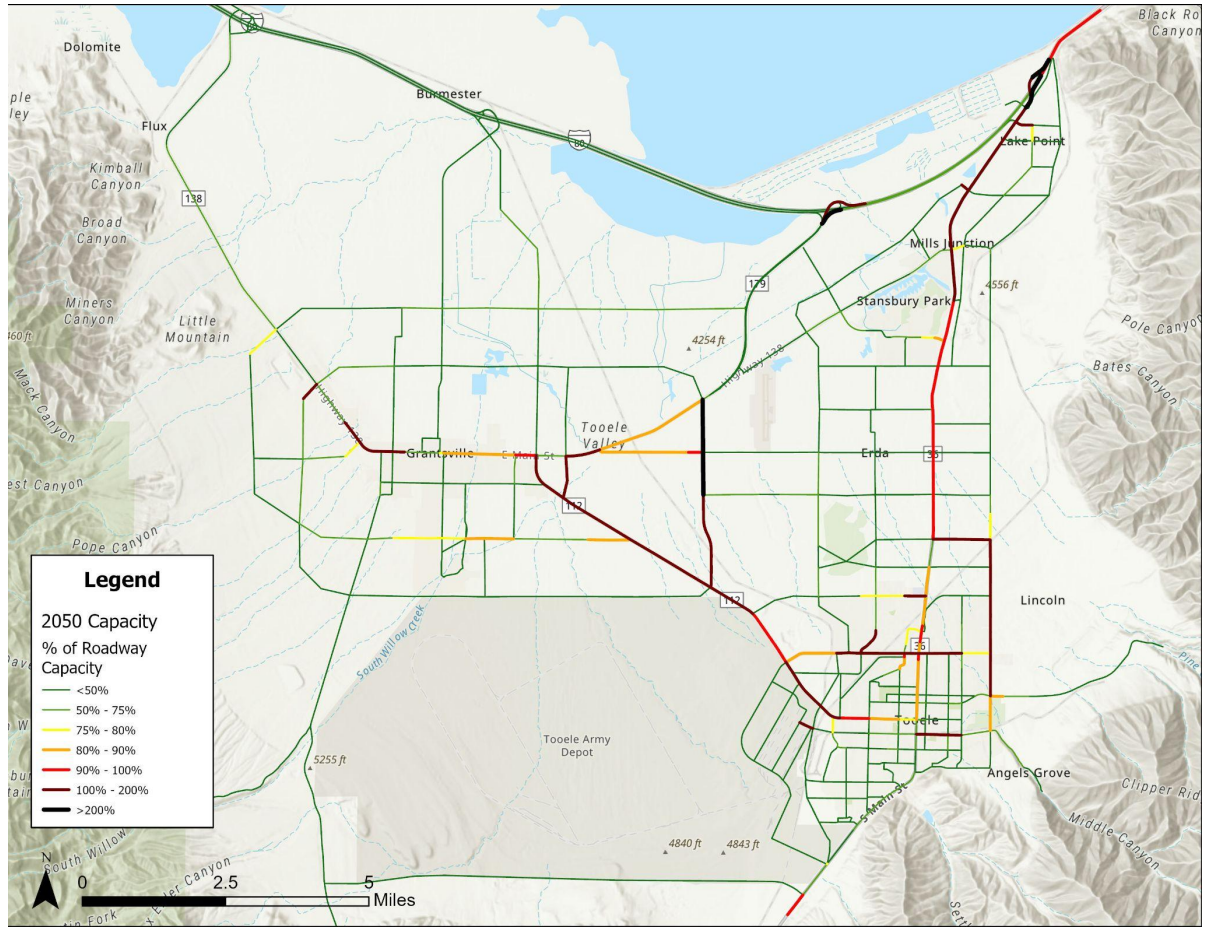
2032 Capacity Analysis

	Existing	2032	2050
Daily Vehicle Hours Traveled	33,100	53,000	
Daily Vehicle Hours of Delay	2,000 (6%)	4,440 (8%)	



2050 Capacity Analysis

	Existing	2032	2050
Daily Vehicle Hours Traveled	33,100	53,000	104,600
Daily Vehicle Hours of Delay	2,000 (6%)	4,440 (8%)	19,200 (18%)



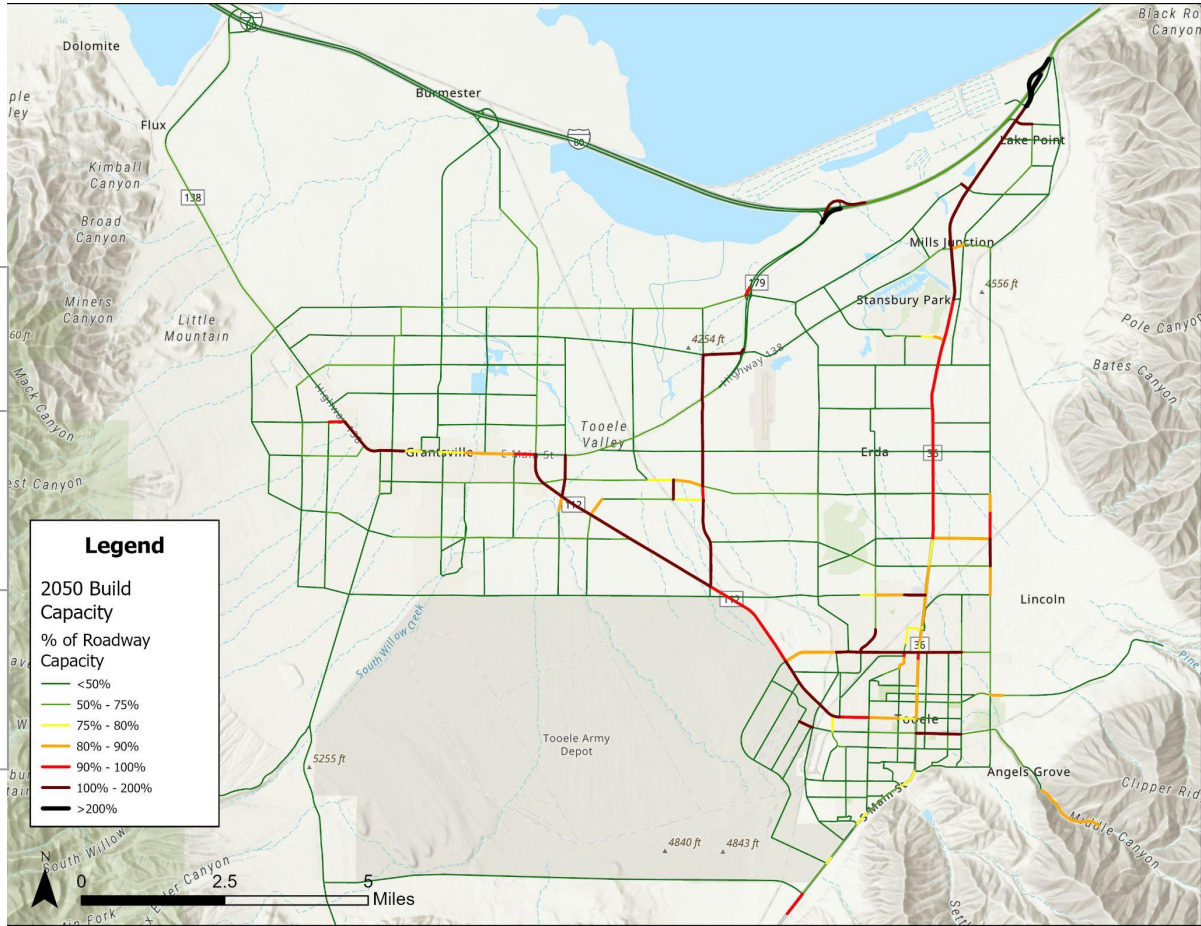
Recommended Connectivity Scenario

Recommendations to Create the Connectivity Network

- 33rd Parkway extended to the west side of the valley by Connecting to Durfee in Grantsville.
- 2000 North extended through the county and along the edge of the Army Depot to SR-36 (interaction with SR-112 needs further study).
- 2400 North extended to Sheep Lane.
- East-west connections across the northern valley, connecting SR-138 and Midvalley.
- Collaboration on access points for efficiency and safety.
- Localized network changes and additions to provide redundancy and choices.

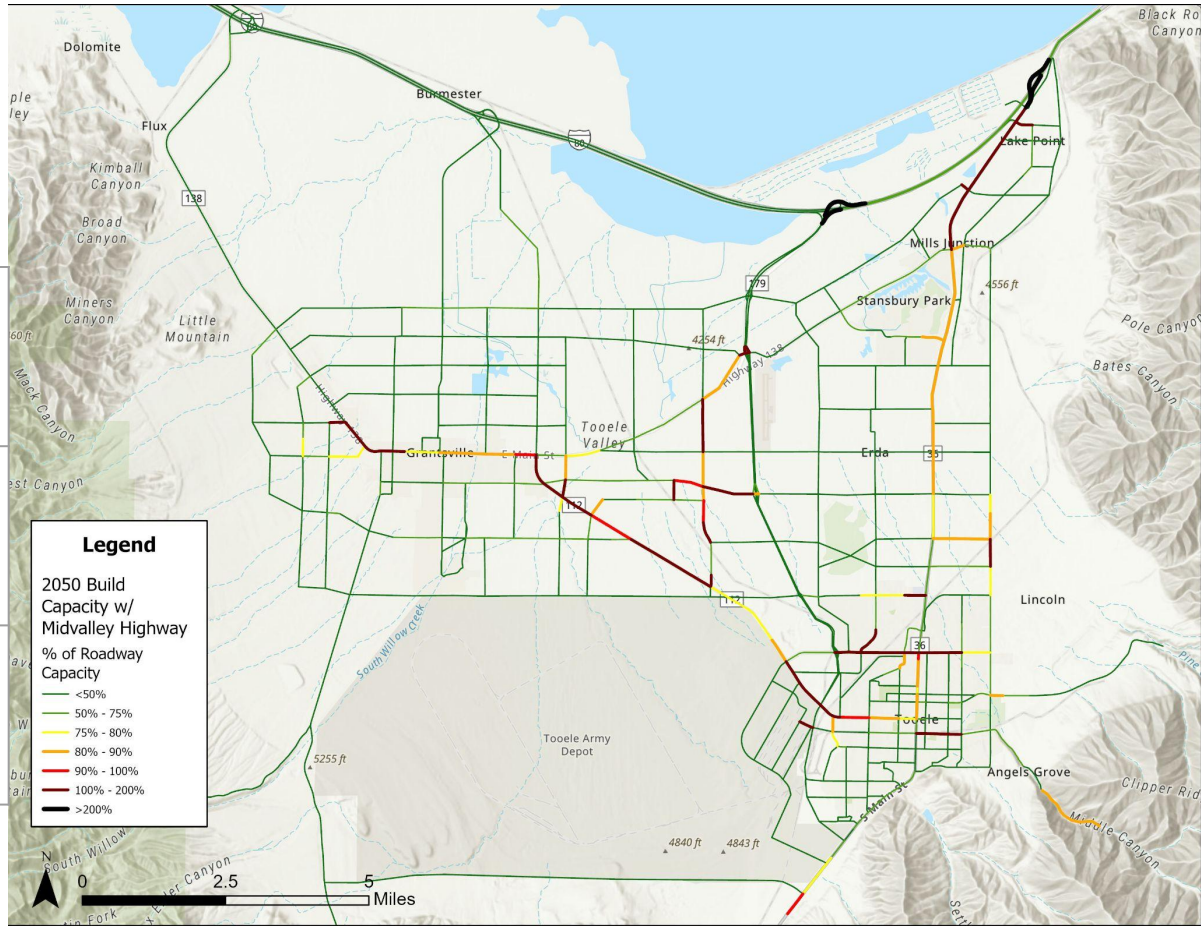
2050 Network

	2032	2050	2050 Connectivity Network
Daily Vehicle Hours Traveled	53,000	104,600	101,000
Daily Vehicle Hours of Delay	4,440 (8%)	19,200 (18%)	15,300 (15%)

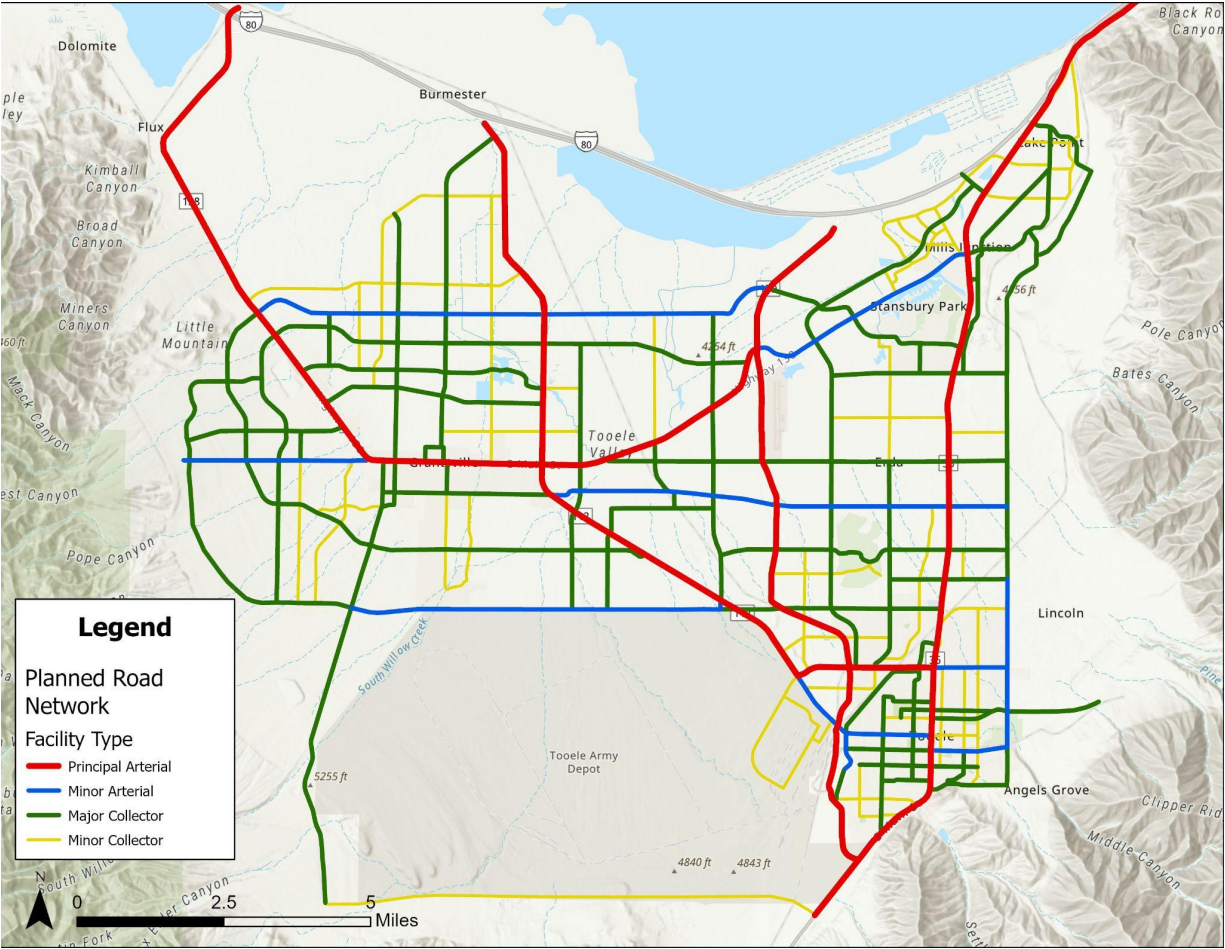


2050 Network w/ Midvalley

	2050	2050 Connectivity Network	2050 Connectivity Network w/ midvalley
Daily Vehicle Hours Traveled	104,600	101,000	98,000
Daily Vehicle Hours of Delay	19,200 (18%)	15,300 (15%)	14,200 (14%)



Comprehensive Future Network



TOOLS TO SUPPORT FUTURE NETWORK ALONG SR-112 and SR-138

**State Corridor Width Definition
Corridor Agreements
Local Community Efforts**

TOOLS TO SUPPORT FUTURE NETWORK

State Corridor Width Definition

SR-138 and SR-112

SR-138 Width (Midvalley Highway to Old Lincoln Highway)

Total ROW Minimum/Desired: 105-117'

Typical Existing: 90-110'

- Some constrictions <80' east and west of town

SR-138 Width (Old Lincoln Highway to I-80)

Facilities:

- 60' of auto lanes (5 lanes, 4 travel lanes and 1 center turn lane, 12' each)
- 16' sidewalk (2 sidewalks, 8' each)
- 20' shoulder (2 shoulders, 10' each)
- 5' curb and gutter (2.5' each side)
- 0-12' park strip (2 park strips. 0-6' each)

Total ROW Desired: 101-113'

Typical Existing: >150'

- Minor constrictions 80-110'

SR-112 Width (SR-138 to SR-36)

Facilities:

- 60' of auto lanes (5 lanes, 4 travel lanes and 1 center turn lane, 12' each)
- 12' multi-use path
- 8' sidewalk
- 20' shoulder (2 shoulders, 10' each)
- 5' curb and gutter (2.5' each side)
- 0-12' park strip (2 park strips. 0-6' each)

Total ROW Minimum/Desired: 105'-117'

Typical Existing: Varied, 60-150'

- Various constrictions <80'

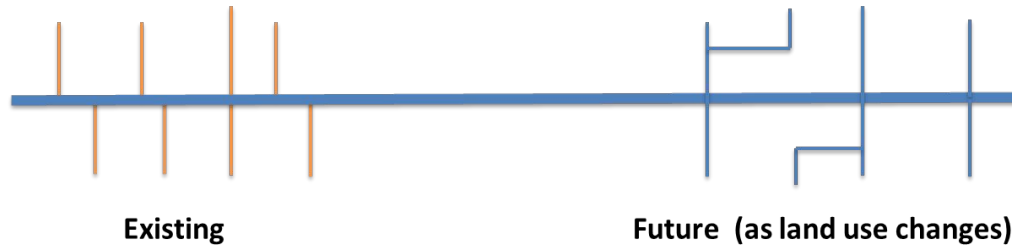
TOOLS TO SUPPORT FUTURE NETWORK

Access Corridor Agreements

SR-138 and SR-112

Why Access Agreements Matter

- **Utah Administrative Rule R930-6-6**
 - **Keep roads safe and moving** – Control driveways and connections to reduce crashes and congestion.
 - **Make the rules clear for everyone** – Agreements document consistent expectations for UDOT, cities, and property owners.
 - **Protect roads for the future** – Preserve highway function and capacity as traffic grows.



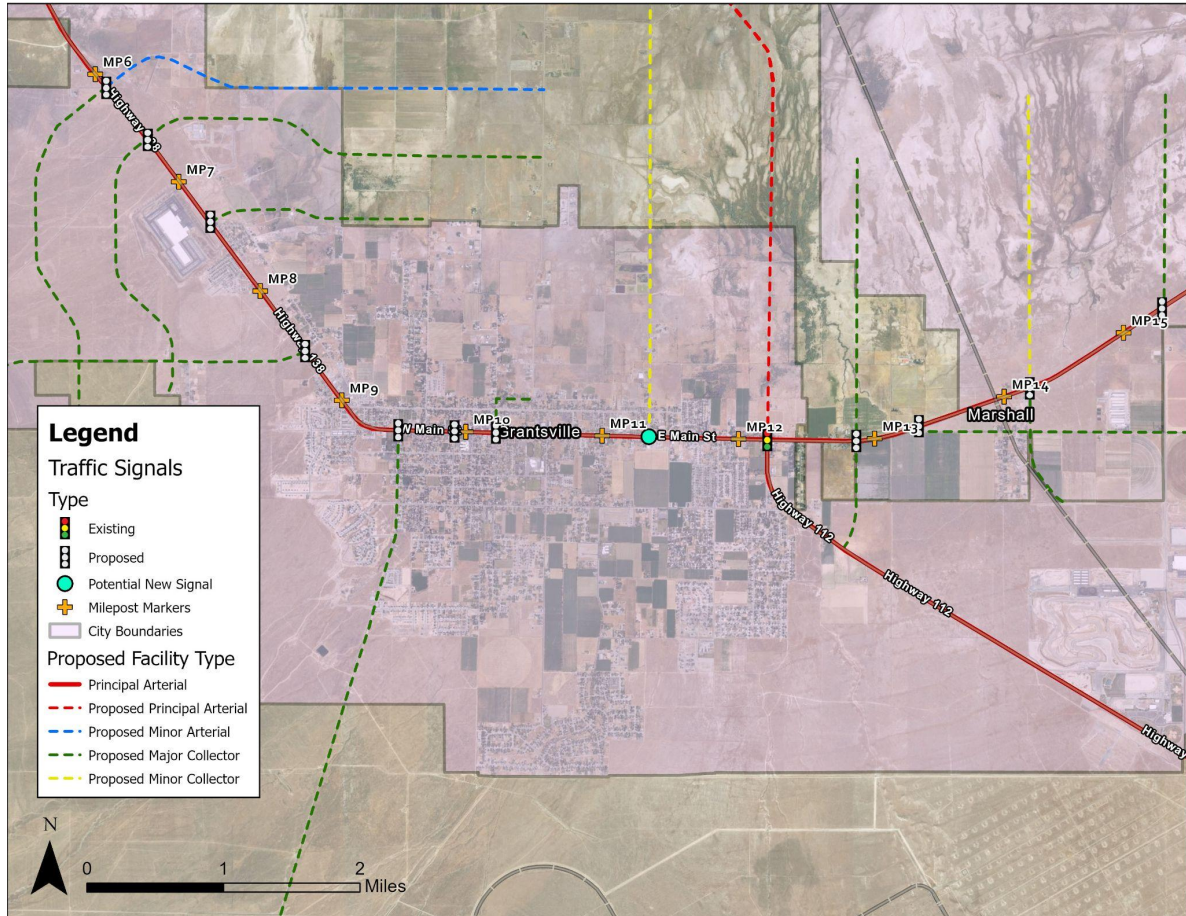
Looking Ahead: Access Today & Tomorrow

- **Not eliminating, but managing access** – Agreements guide *where and how* access happens, not whether it exists.
- **Future connections are planned** – Driveways may be consolidated at some point, but agreements preserve options like shared access, frontage roads, or new intersections tomorrow.
- **Protects property value** – A safe, efficient corridor makes land more valuable and development-ready.

SR-138 Signal Locations for Overall Study

FUTURE Signal Locations *Grantsville*

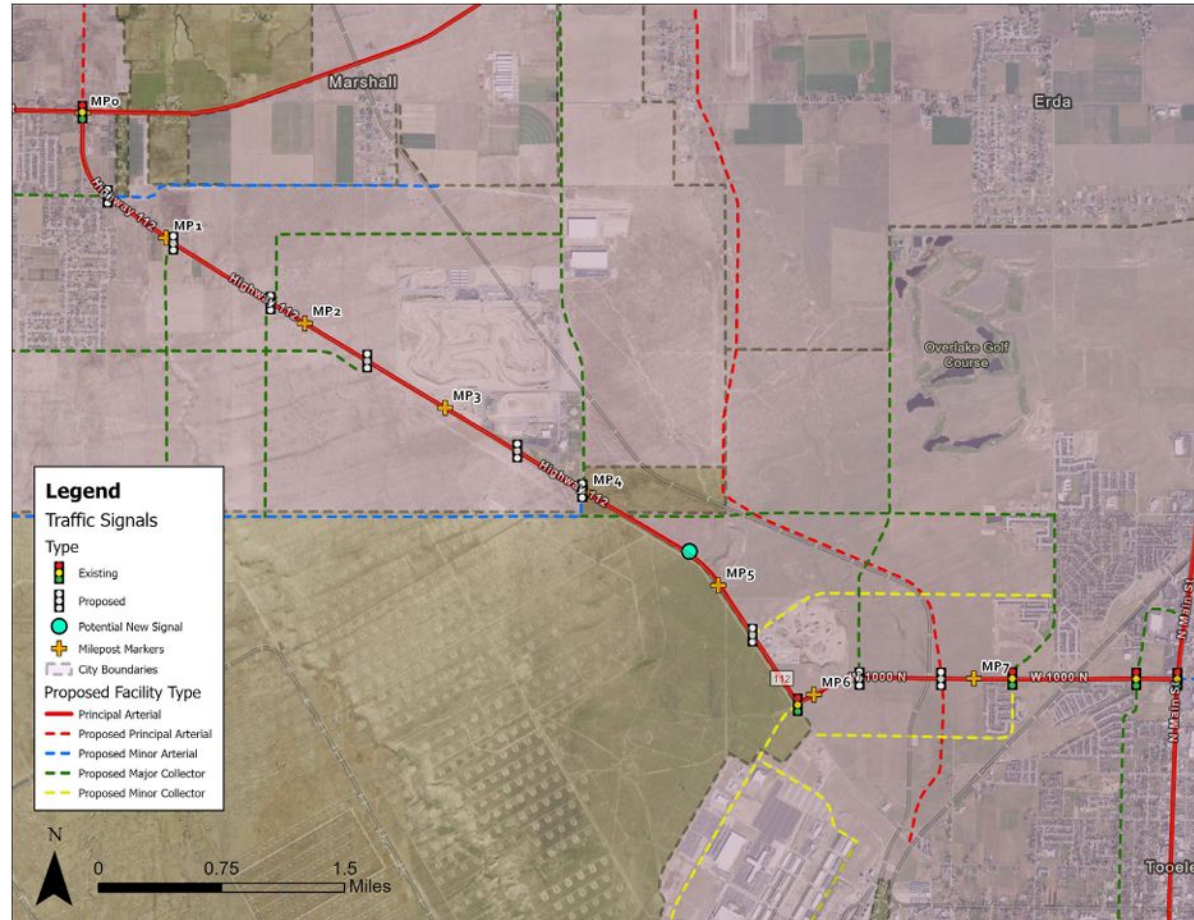
- Potential future roadway (~ MP 6.1)
- Potential future roadway (~ MP 6.6)
- Potential future roadway (~ MP 7.4)
- Potential future roadway (~ MP 8.7)
- Potential future roadway (~ MP 9.5)
- Center Street (~ MP 9.9)
- Hale Street (~ MP 10.2)
- Race Street (~ MP 11.3)



SR-112 Signal Locations for Overall Study

FUTURE Signal Locations *Grantsville*

- Durfee Street (~ MP 0.6)
- Proposed Major Collector (~ MP 1.0)
- Proposed Major Collector (~ MP 1.8)
- Proposed Major Collector (~ MP 2.4)
- Deseret Peak Complex Entrance Road (~ MP 3.5)
- Sheep Lane (~ MP 4.0)



TOOLS TO SUPPORT FUTURE NETWORK

Local Efforts

Federal and State Aid Funding Sources

FUND	SOURCE	APPROVING BODY
Transportation Alternatives Program (TAP)	Federal	UDOT, MPOs, and JHC
STP Off System Bridge (HBP)	Federal	Off-System JHC
State Park Access (SPA)	State	JHC
STP Non-Urban (NURB)	Federal	JHC
STP Small-Urban (SMURB)	Federal	JHC
Congestion Mitigation /Air Quality (CMAQ)	Federal	MPO
STP Urban	Federal	MPO
Mineral Lease	Federal	UDOT
Class B & C Roads	State	UDOT
FTA Public Transportation Programs	Federal	UDOT Program Development
Railroad Crossings	Federal	UDOT Chief Railroad Engineer
Highway Safety Improvement Program (HSIP)	Federal	UDOT Safety Programs Engineer
Safe Sidewalk Program	State	UDOT Pedestrian Safety Engineer
Safe Routes to School	Federal	UDOT School and Pedestrian Program Mgr.
Transportation Community System Preservation	Federal	FHWA

Chris Potter
 UDOT Local Government Program Engineer
 Email: cpotter@utah.gov; Ph: (801) 633-6255

Local Tools for Consideration

- Update and adopt local transportation plans
- Incorporate ordinances to support strong development
- Pursue grant opportunities
- Engage in regional collaboration
- Work with UDOT Region Planners & UDOT Local Government Engineer



Next Steps

Next Steps

- Complete report documentation.
- Use study findings to support Long Range Plan updates and modifications.
- Finalize corridor access management agreements for SR-112 and SR-138.
- Incorporate and approve network updates into local transportation plans.

Questions?