

# 9 Industrial/Business Park Thoroughfare

Principal street in industrial or business parks, mostly west of Redwood Road, with important connections to freeways. Other street priorities are accommodated at lesser intensities.

Note: Refer to [Chapter 2](#) of the Salt Lake City Street and Intersection Typology Guide for typology element definitions.

Right of Way	<b>97' - 100' ***</b>
Travel Lanes per direction	<b>2</b>
Lane Width / Crossing Distance	<b>12' / 24' + 24'</b>
Bike Lane	<b>Separated (Type 1)</b>
Transit	<b>B</b>
Median (or Left Turn Lane, when needed)	<b>10'</b>
Parking Use	-
Sidewalk ft (Min-Max)	<b>6-7'</b>
Bldg Height (Existing/Allowable)	<b>15' / 150'</b>
Setback (Min-Max)	<b>Large</b>
Likely Functional Classification	<b>Arterial</b>
Maximum Target Speed	<b>30 mph **</b>
Traffic Volumes	<b>Medium</b>
Miles (% of total)	<b>6.5%</b>
Person Mobility	<b>Medium</b>
Greening	<b>Medium</b>
Placemaking	<b>Low</b>
Curbside Uses	<b>Low</b>
Vehicle Mobility	<b>High</b>
<a href="#">Floraweg, Utrecht, NL</a>	
<a href="#">Patterson Pass Road, Livermore, CA</a>	

\*\* These state routes' speed limits may currently be between 30 to 40 mph. Click [this link](#) for information on 'Applications to State Routes'.

\*\*\* Some routes designated as this typology are less than 94' wide, and will not be able to accommodate the desired cross-section without widening the roadway footprint.

For UDOT Streets: The street cross section shown can and will change. Per state code, the primary purpose of state highways is to "move higher traffic volumes over long distances." The elements outside of this purpose may change to fit within the existing right-of-way. Read more about ["Applying Typologies to UDOT Streets"](#) in Chapter 4.

