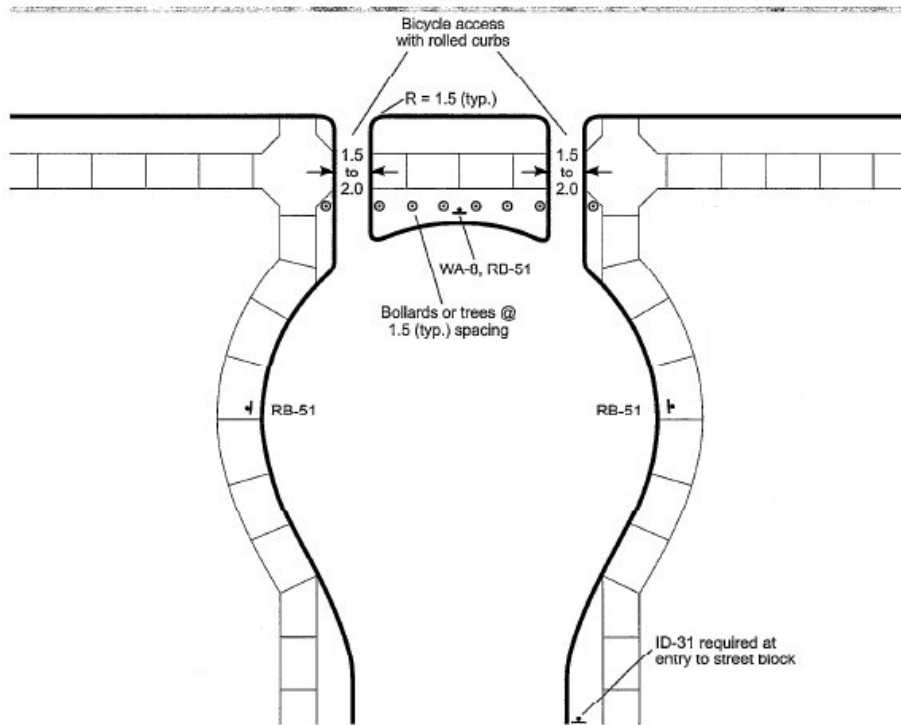
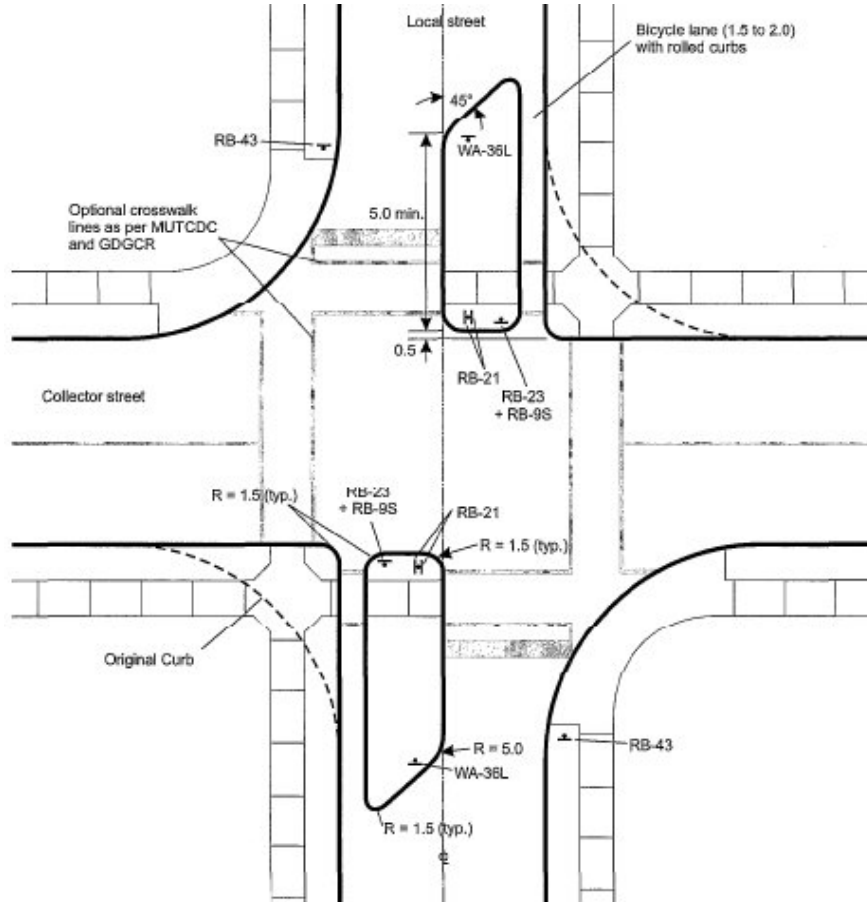


LE CHIUSURE TOTALI DELLE STRADE

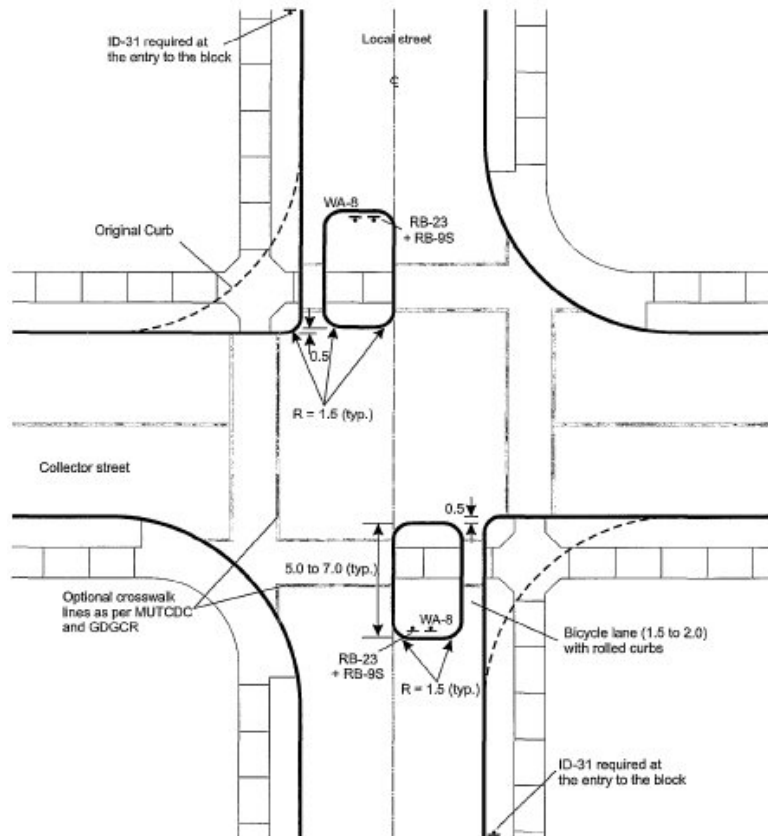
La normativa canadese



LE CHIUSURE PARZIALI DELLE STRADE

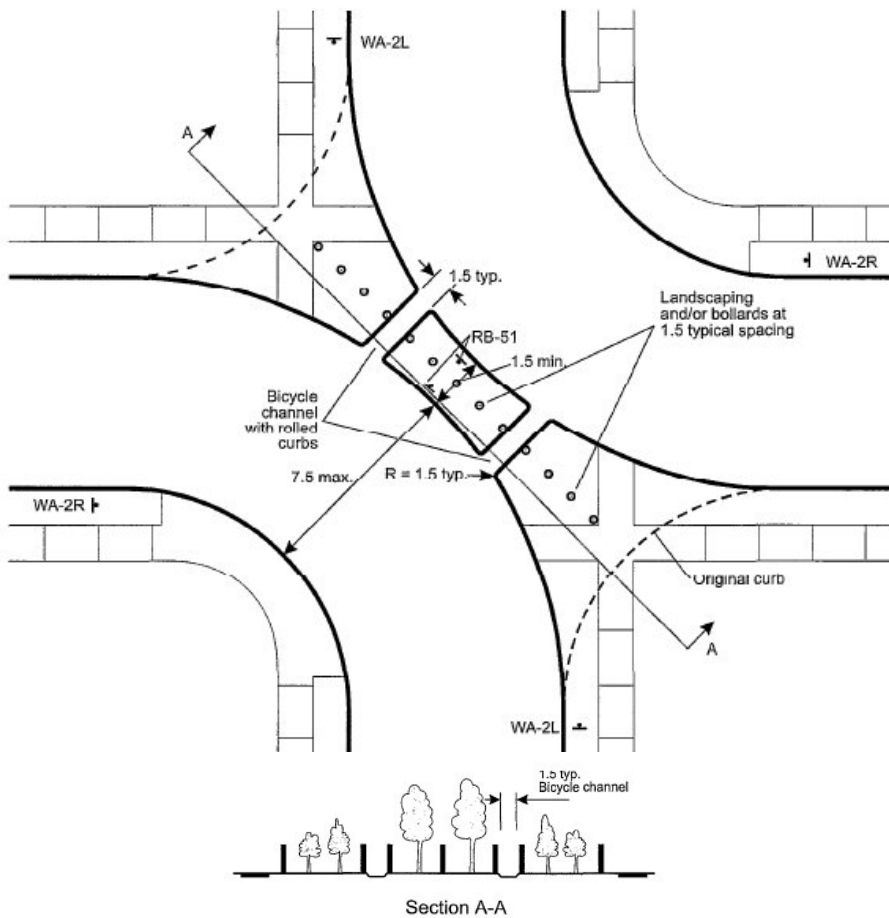


Chiusure parziali che permettono solo l'uscita.

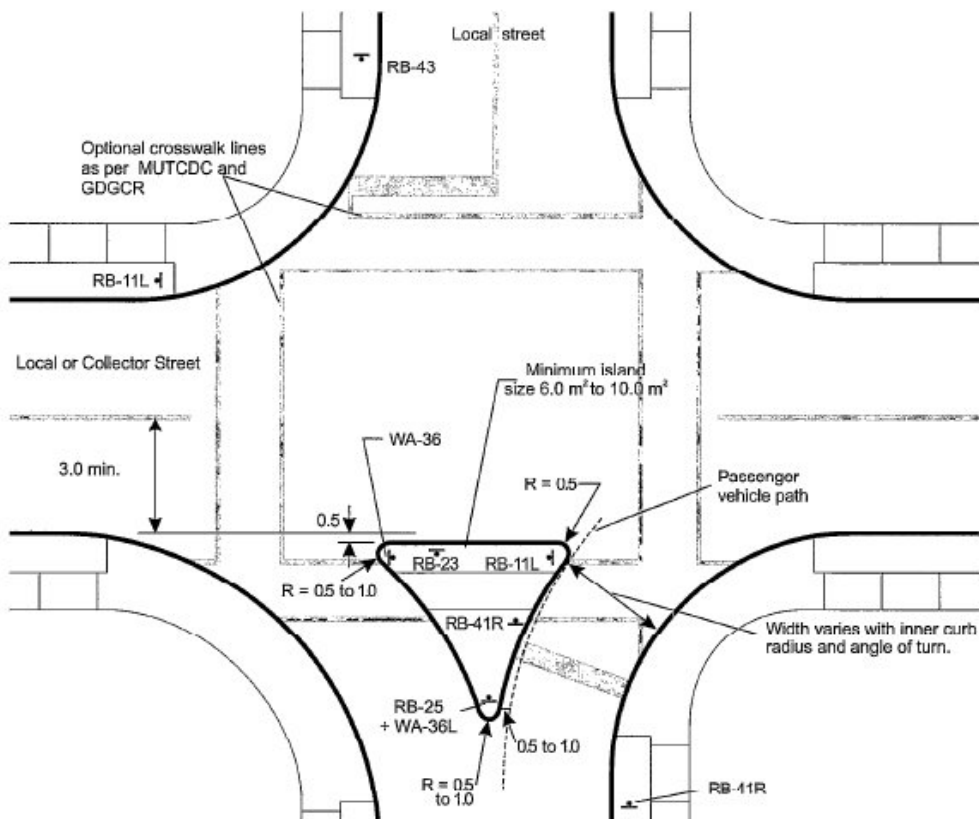
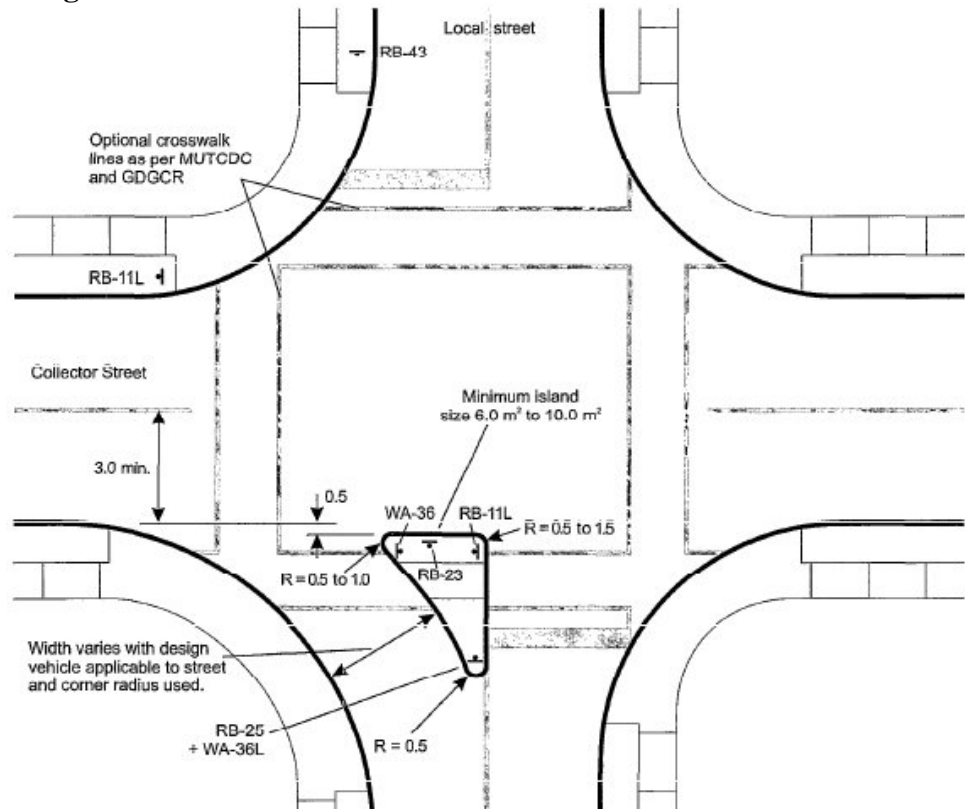


Chiusure parziali che permettono solo l'entrata.

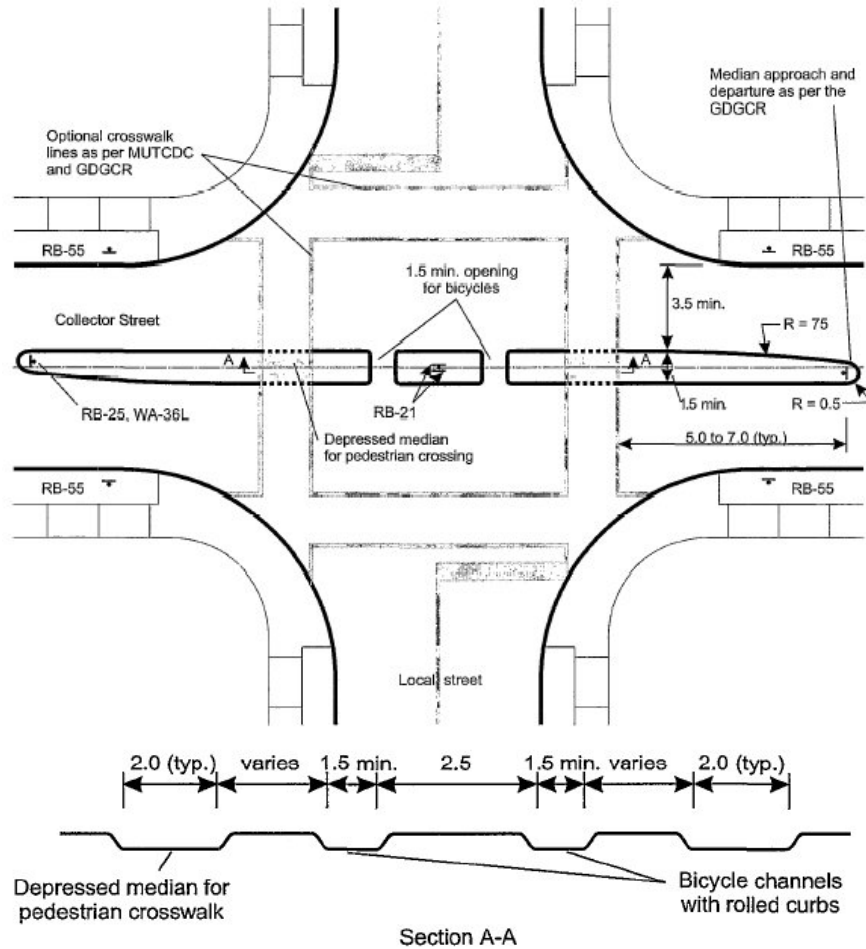
I deviatori diagonali secondo la normativa canadese



Le isole di obbligo di svolta nella normativa canadese



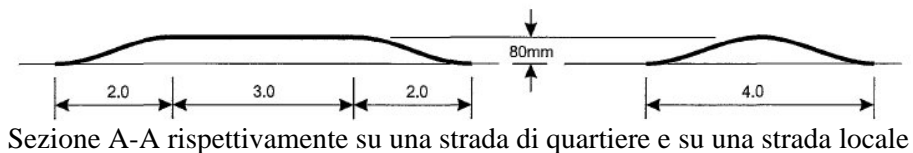
Le barriere intermedie nella normativa canadese



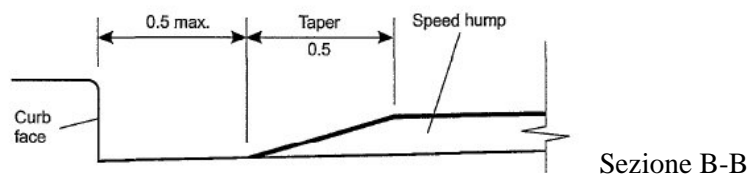
I dossi e la normativa danese

Velocità desiderata (km/h)	Raggio del dosso (m)	Lunghezza della corda, cioè del dosso (m)	Velocità permessa ai bus sul dosso (km/h)	Distanza fra i dossi (m)
20	11	3,0	5	25 (max 50)
25	15	3,5	10	
30	20	4,0	15	75
35	31	5,0	20	
40	53	6,5	25	100
45	80	8,0	30	
50	113	9,5	35	150

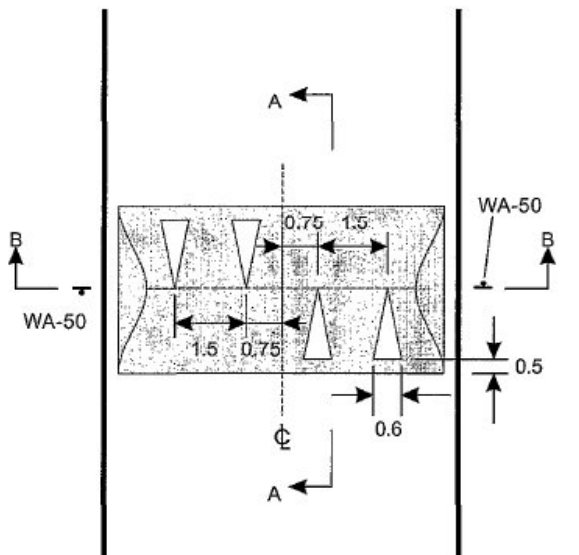
I dossi e la normativa canadese



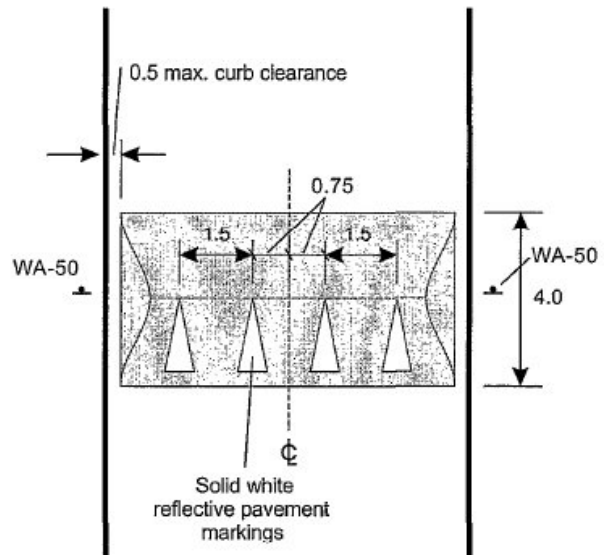
Sezione A-A rispettivamente su una strada di quartiere e su una strada locale



Sezione B-B

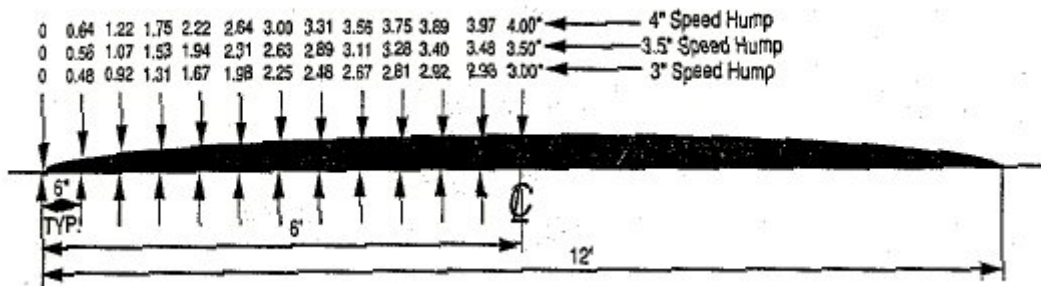


Dosso su una strada a doppio senso di marcia

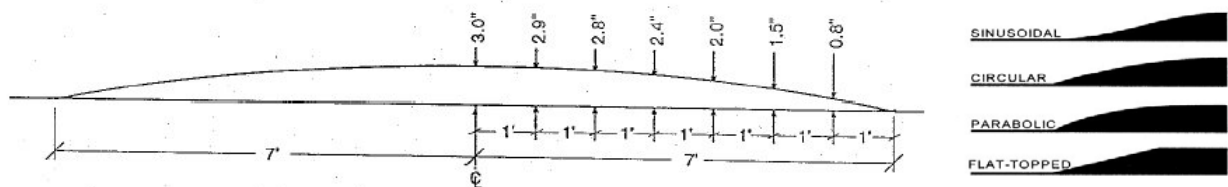


Dosso su una strada a senso unico

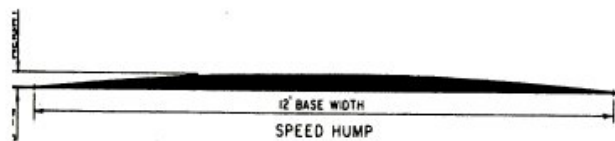
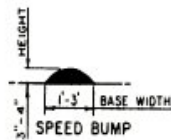
I dossi e la normativa statunitense



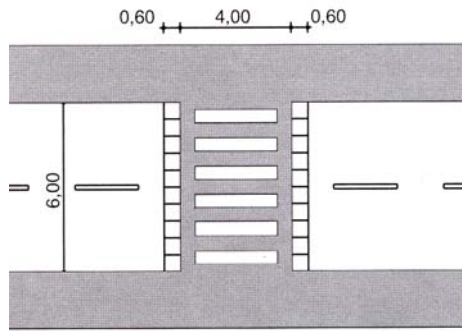
Profilo da 12 piedi di altezza variabile fra 7,5 e 10 cm.



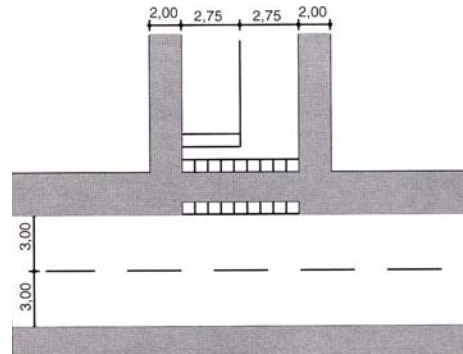
Profilo parabolico da 14 piedi



LE PLATEE RIALZATE

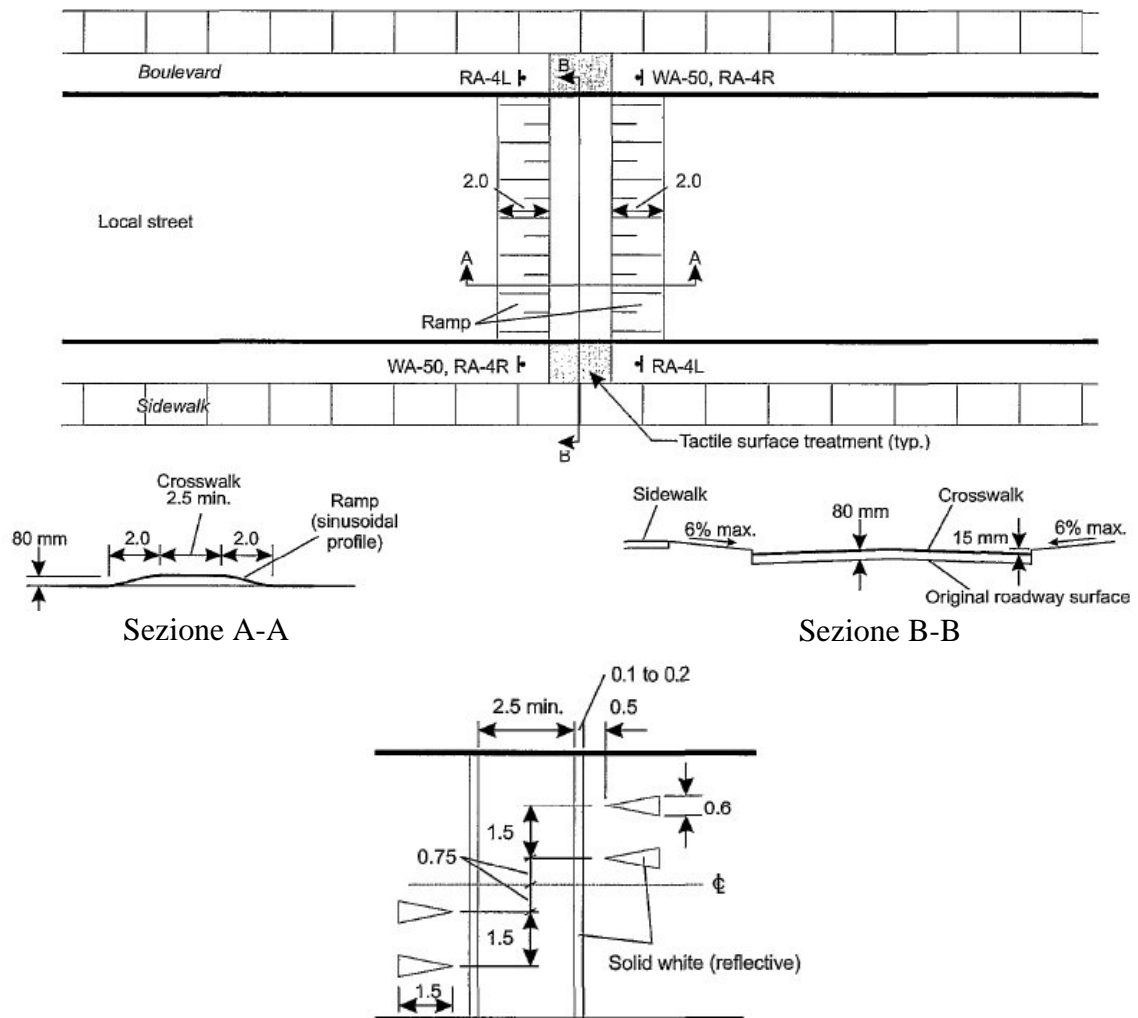


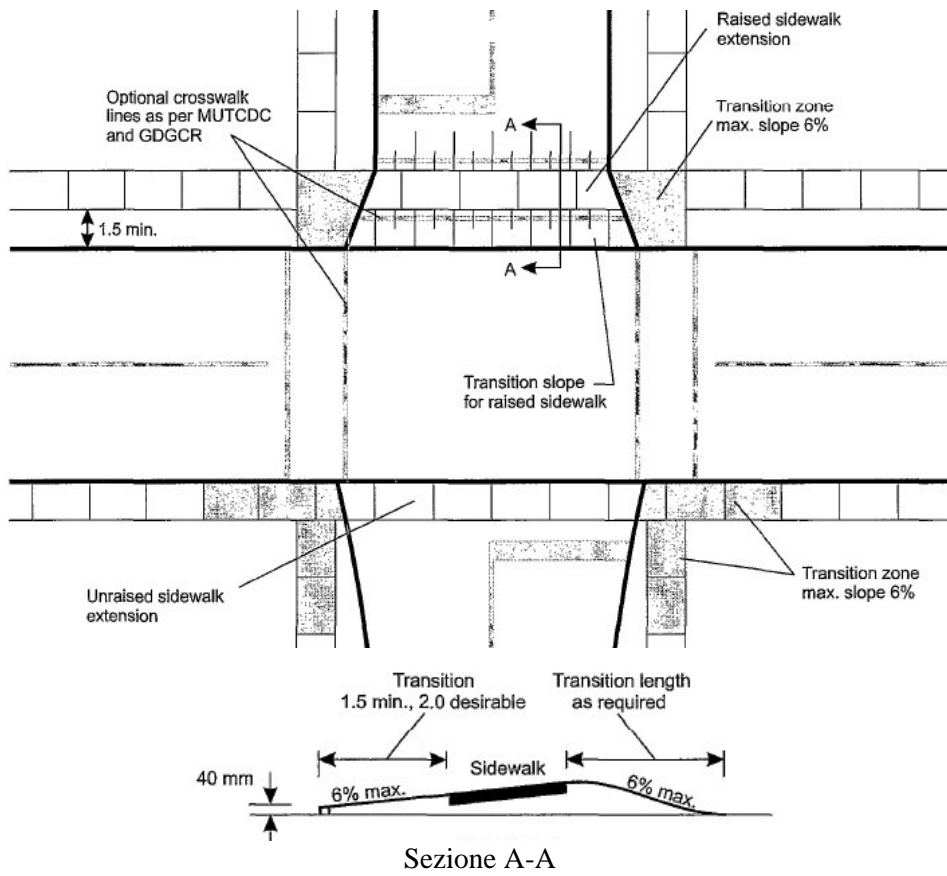
Platea rialzata lungo il tronco stradale



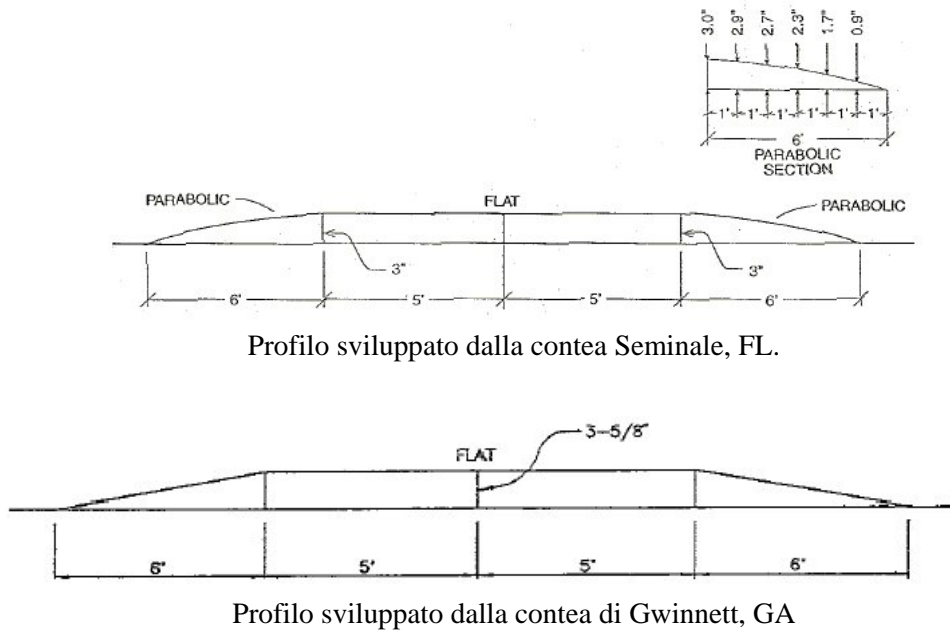
Platea rialzata in corrispondenza di un'intersezione

Le platee rialzate e la normativa canadese

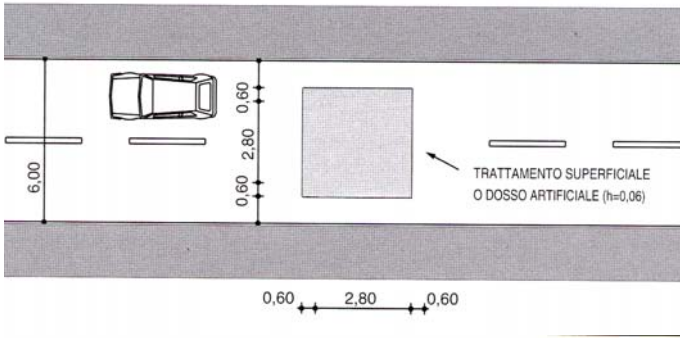




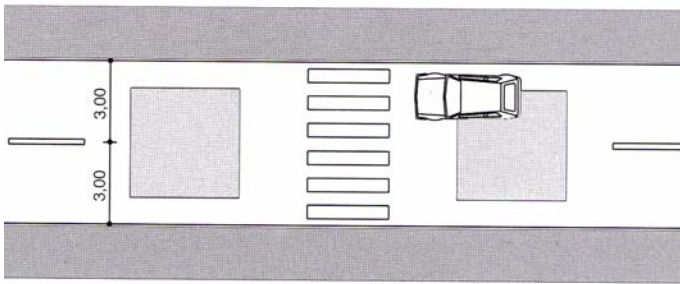
Le platee rialzate e la normativa statunitense



I CUSCINI BERLINESI

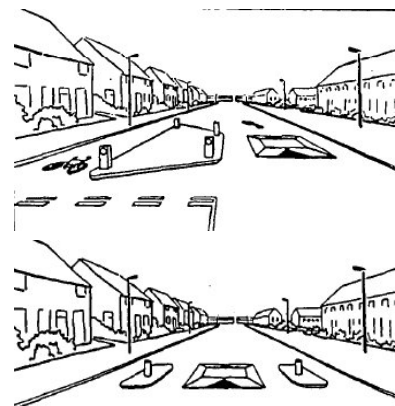
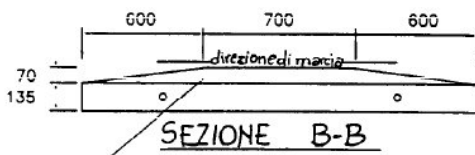
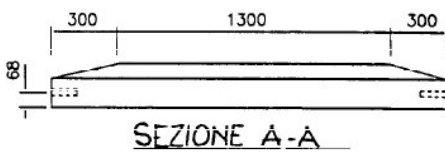
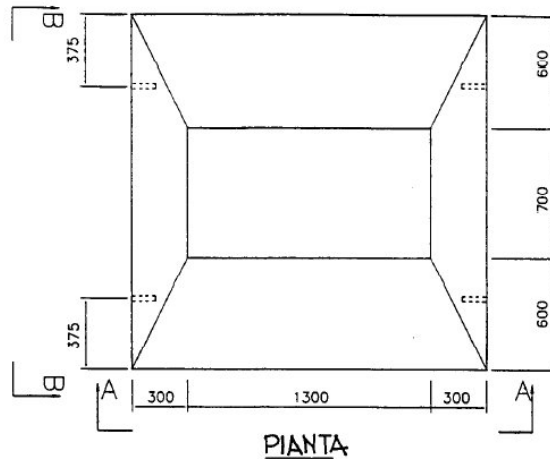


Schema dimensionale di un cuscino berlinese.

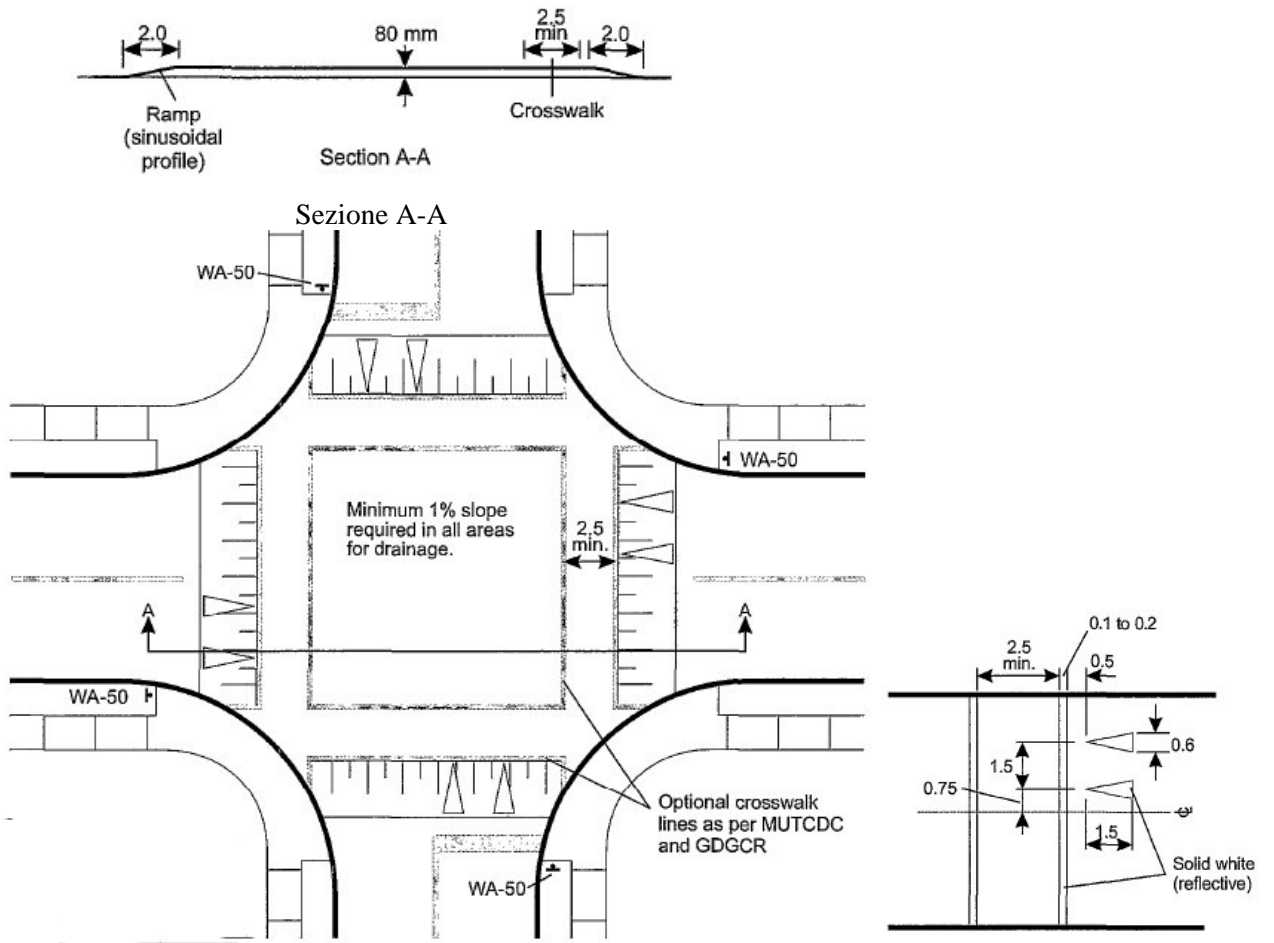


Presso un attraversamento pedonale, due cuscini berlinesi in successione costringono i veicoli a rallentare.

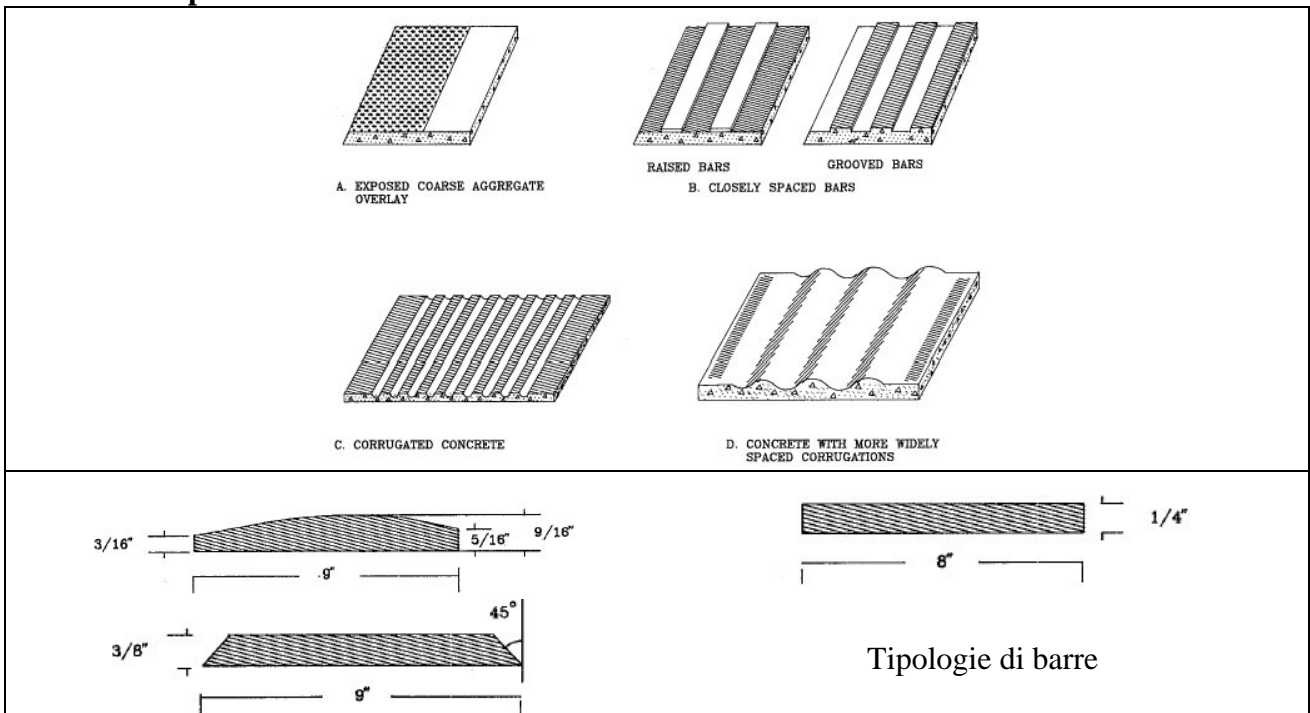
I cuscini berlinesi e la normativa inglese

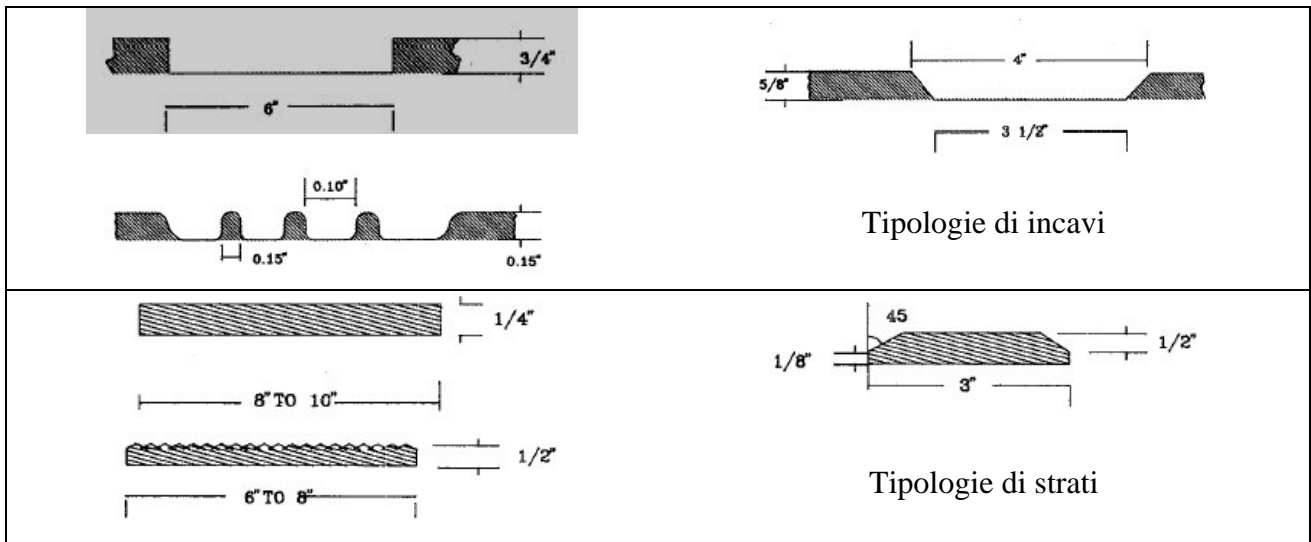


Le intersezioni rialzate e la normativa canadese

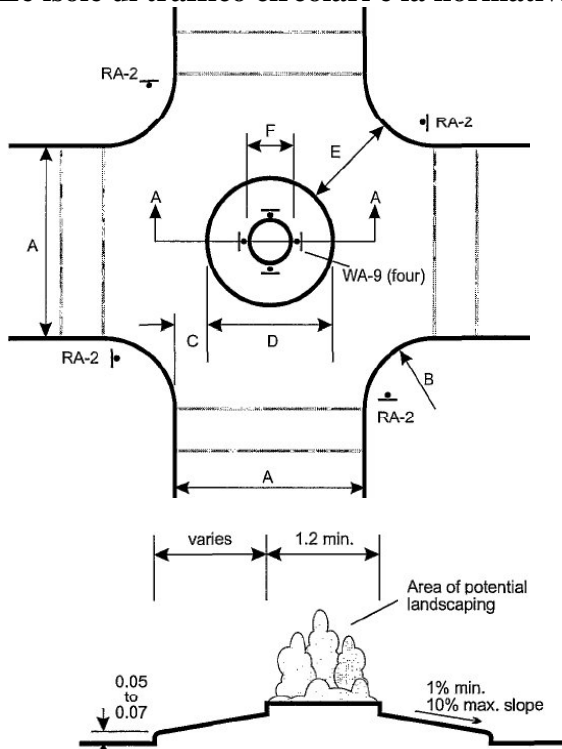


Le strisce di pavimentazione stradale in rilievo e la normativa statunitense



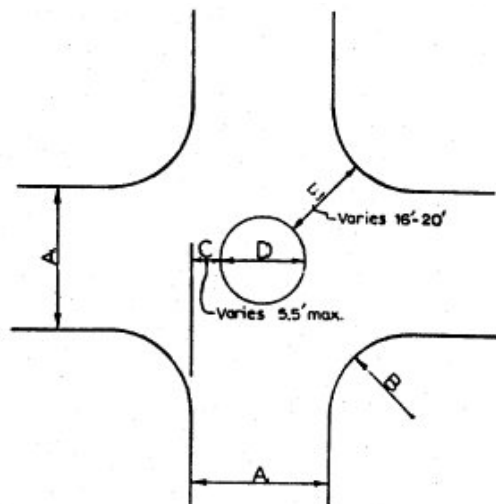


Le isole di traffico circolari e la normativa canadese



	A	B	C	D	E
6.0	4.7	1.7	2.6	4.9	
	5.3	1.6	2.8	5.0	
	6.9	1.4	3.2	5.5	
	8.1	1.2	3.0	5.0	
7.0	4.2	1.7	3.6	4.9	
	4.8	1.6	3.8	5.0	
	6.4	1.4	4.2	5.5	
	7.8	1.2	4.6	5.9	
8.0	3.7	1.7	4.6	4.9	
	4.3	1.6	4.8	5.0	
	5.9	1.4	5.2	5.5	
	7.3	1.2	5.6	5.9	
9.0	3.2	1.7	5.6	4.9	
	3.8	1.6	5.8	5.0	
	5.4	1.4	6.2	5.5	
	6.6	1.2	6.6	5.8	
10.0	3.0	1.7	6.6	5.0	
	3.3	1.6	6.8	5.0	
	4.9	1.4	7.2	5.5	
	6.1	1.2	7.6	5.8	
11.0	3.4	1.5	8.0	5.2	
	3.6	1.4	8.2	5.2	
	5.6	1.2	8.6	5.8	
	6.8	1.0	9.0	6.1	
12.0	3.0	1.5	9.0	5.2	
	3.9	1.4	9.2	5.5	
	5.1	1.2	9.6	5.8	
	6.3	1.0	10.0	6.1	

Le isole di traffico circolari e la normativa statunitense



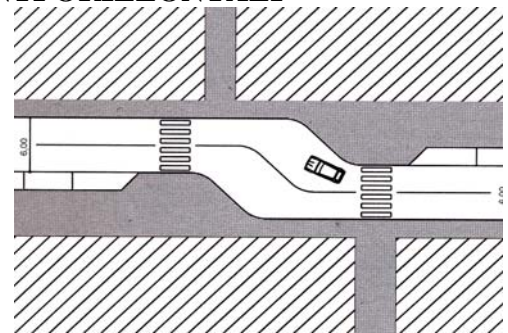
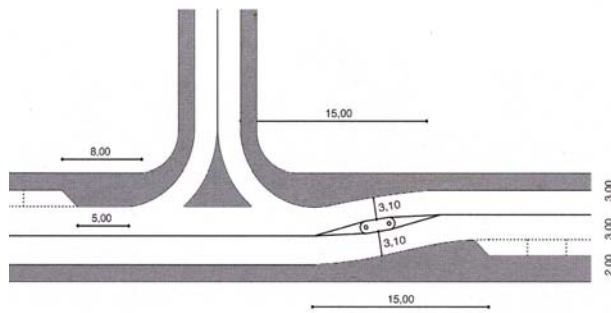
Condizioni ottimali

C	E
1,65 max	4,80 min
1,50	5,10
1,35	5,40
1,20	5,70
1,05 o meno	6,00

regole progettuali adottate a Seattle, WA

A	B	D
7,20	< 3,60	Ridisegnare i limiti stradali
	3,60	3,90
	4,50	4,20
	6,00	4,50
	7,50	5,10
9,00	3,00	5,70
	3,60	6,00
	4,50	6,00
	6,00	6,60
	7,50	7,20
10,80	3,00	7,80
	3,60	7,80
	4,50	8,10
	5,40	8,40
	6,00	8,70
	7,50	9,90

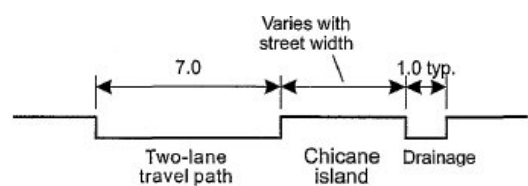
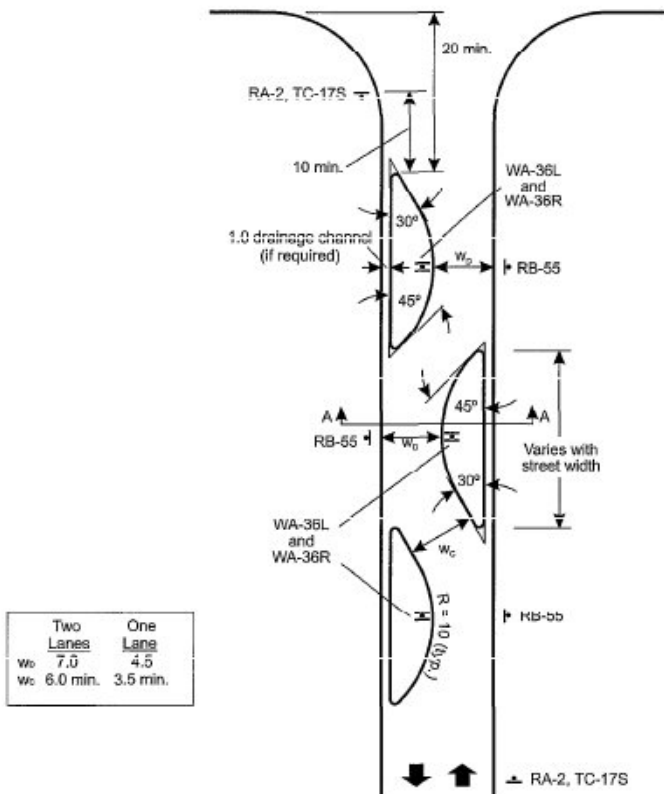
LE CHICANE E I DISASSAMENTI ORIZZONTALI

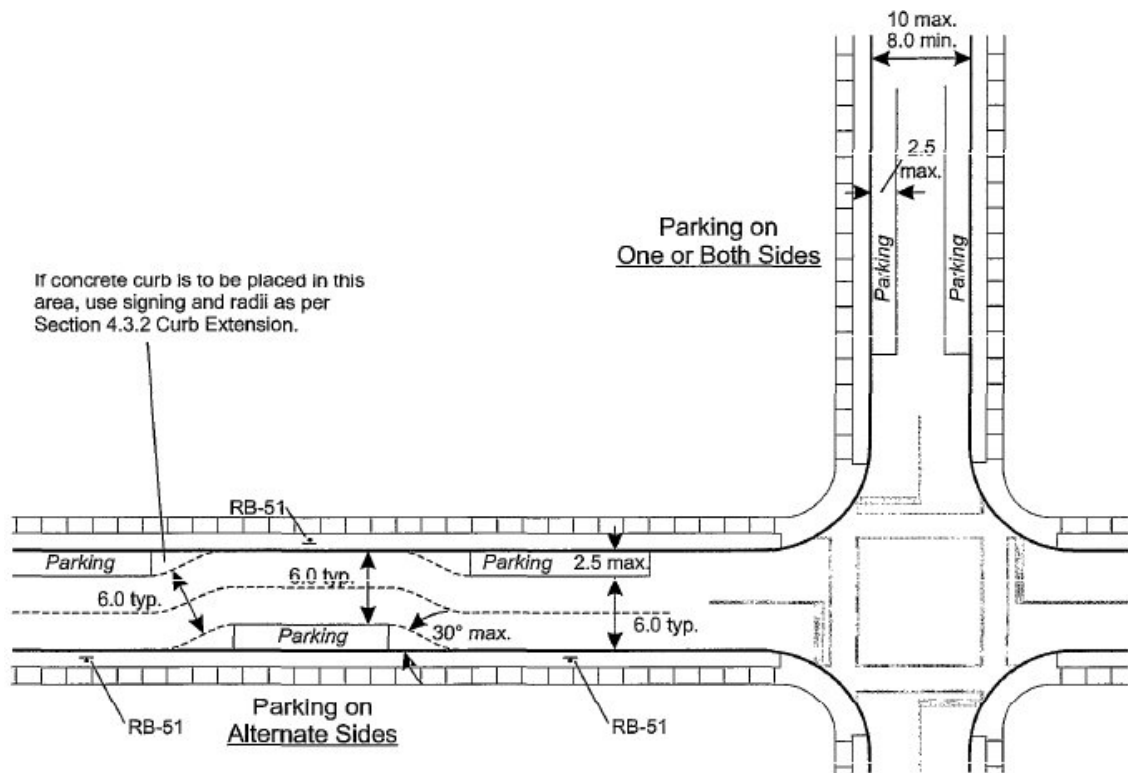


introduzione di isole centrali su intersezione a T

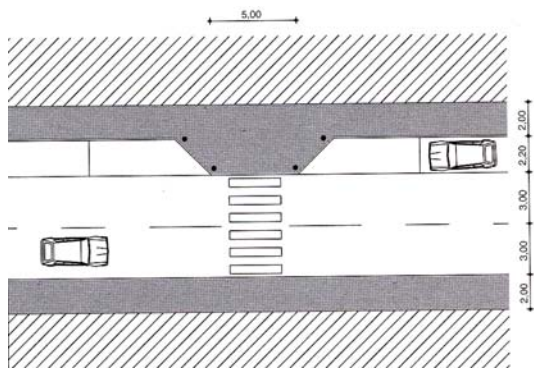
avanzamento alternato dei marciapiedi.

Le chicane e i disassamenti orizzontali e la normativa canadese

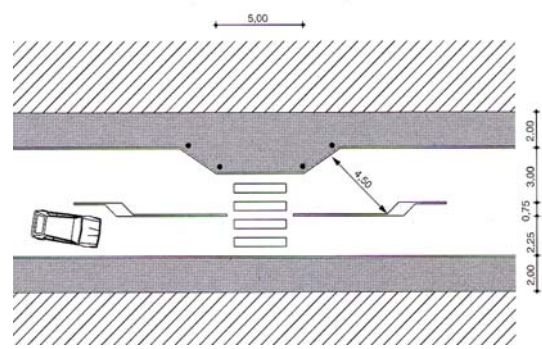




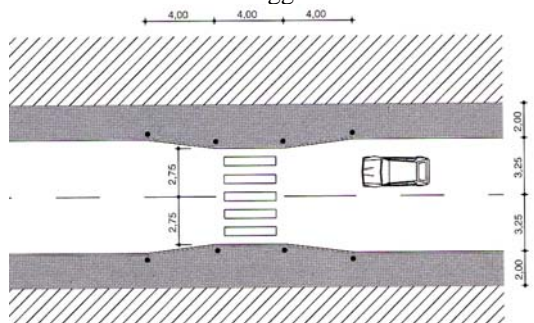
I RESTRINGIMENTI LATERALI DELLA CARREGGIATA



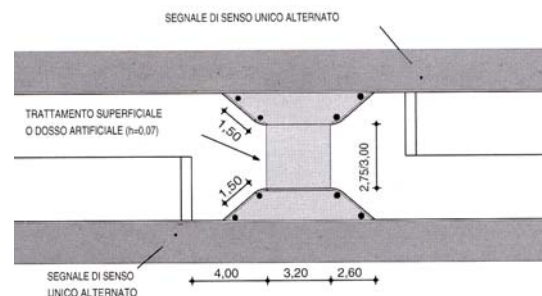
Restringimento asimmetrico senza riduzione della carreggiata



Restringimento asimmetrico con riduzione della carreggiata

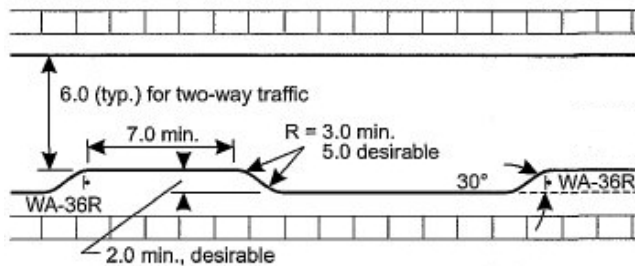


Restringimento simmetrico a doppio senso di marcia

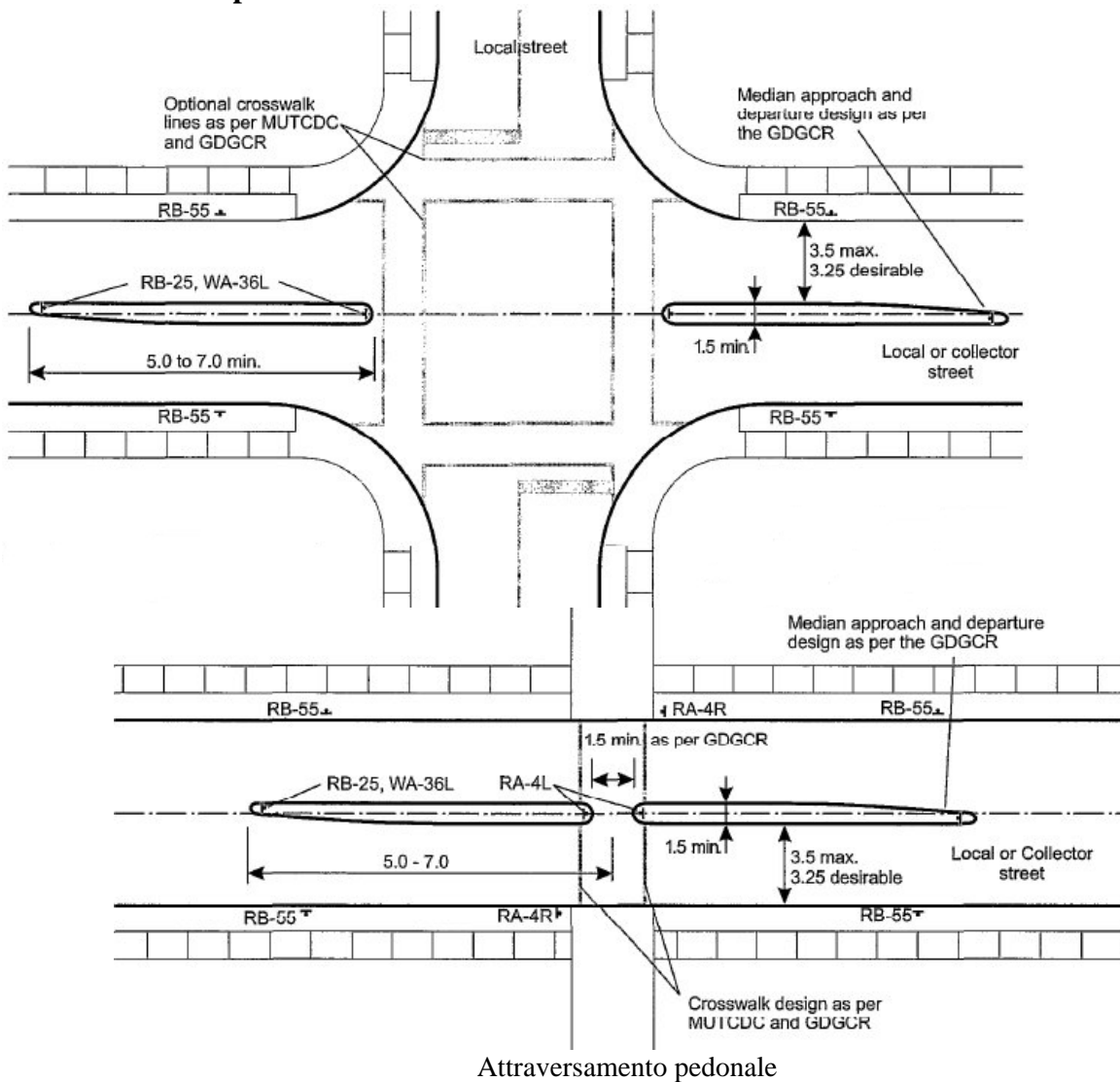


Restringimento simmetrico a senso unico alternato

I restringimenti laterali della carreggiata e la normativa canadese



Le isole centrali spartitraffico e la normativa canadese



I restringimenti della carreggiata alle intersezioni e la normativa canadese

