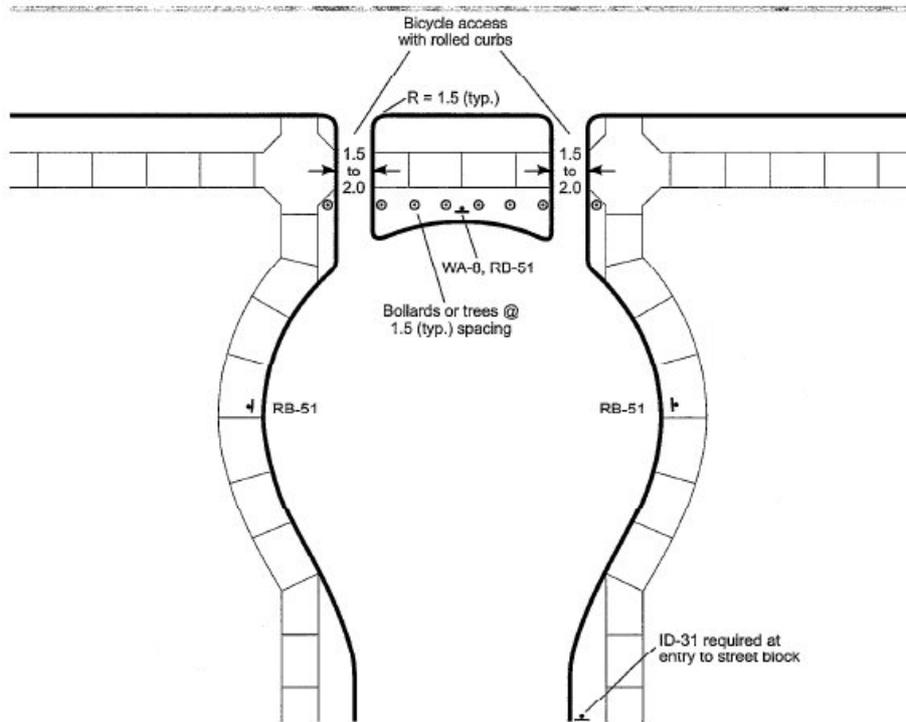
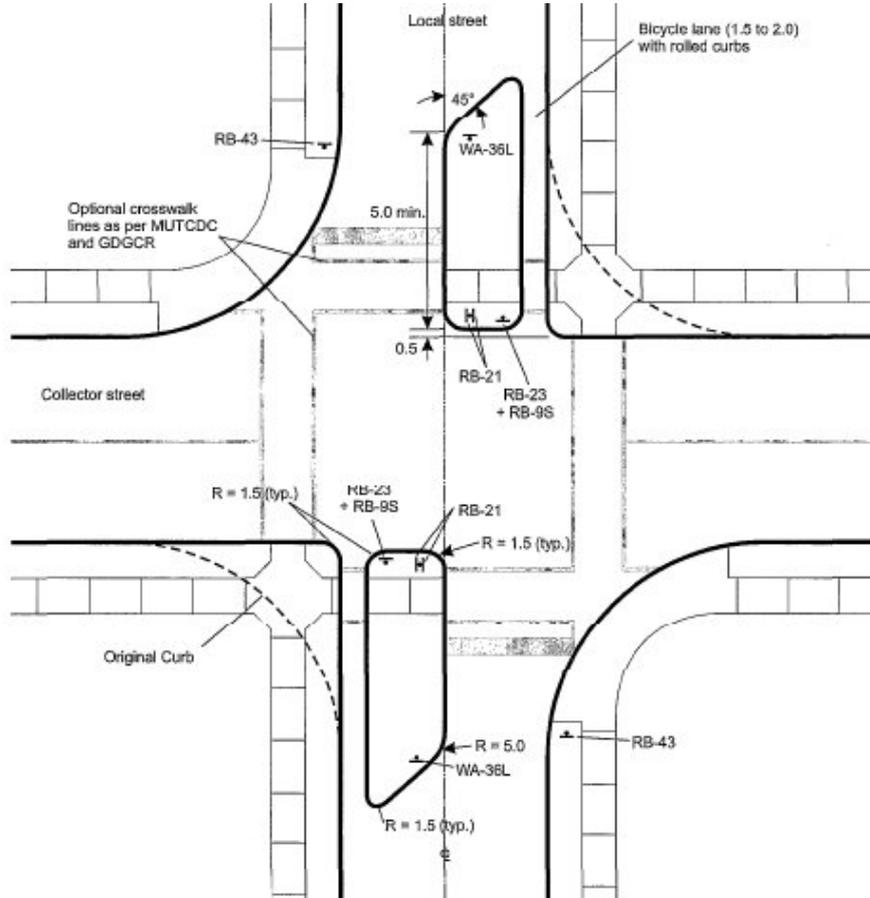


## LE CHIUSURE TOTALI DELLE STRADE

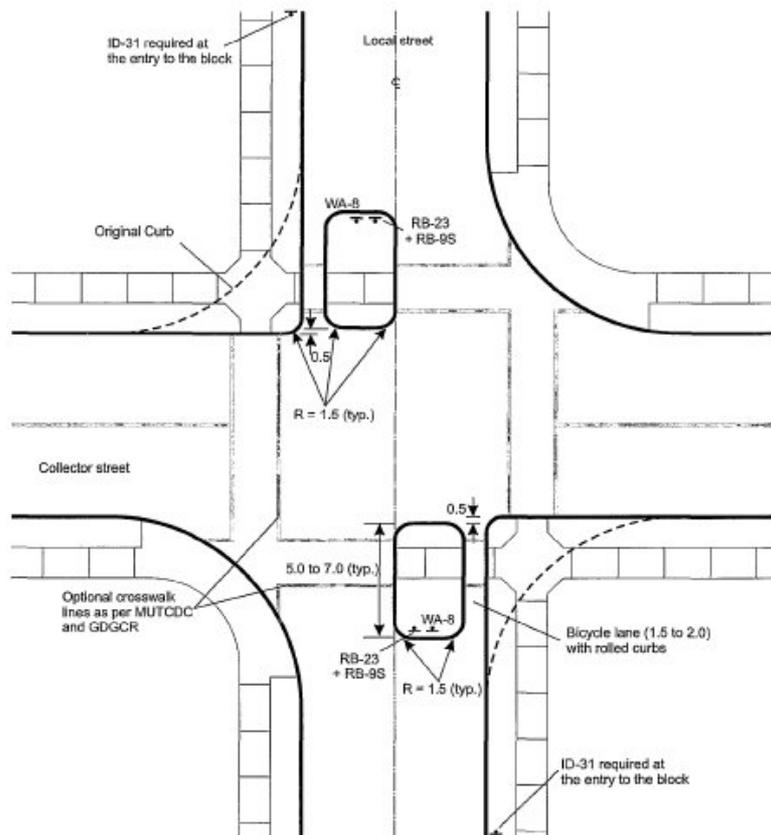
### La normativa canadese



## LE CHIUSURE PARZIALI DELLE STRADE

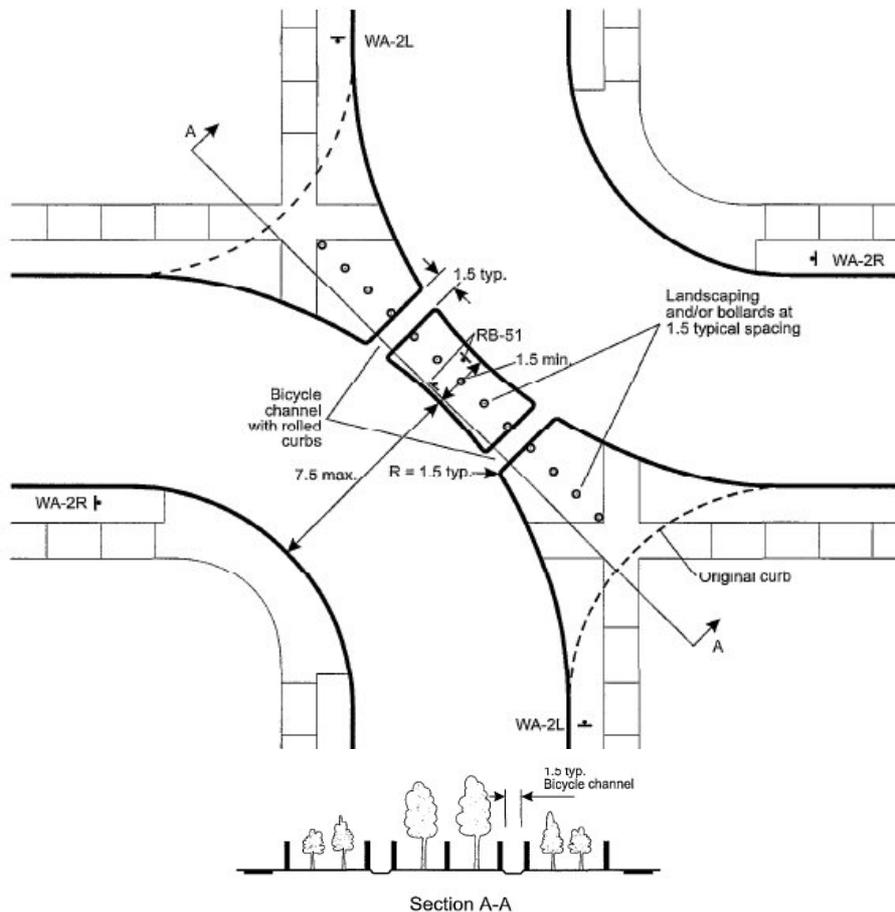


Chiusure parziali che permettono solo l'uscita.

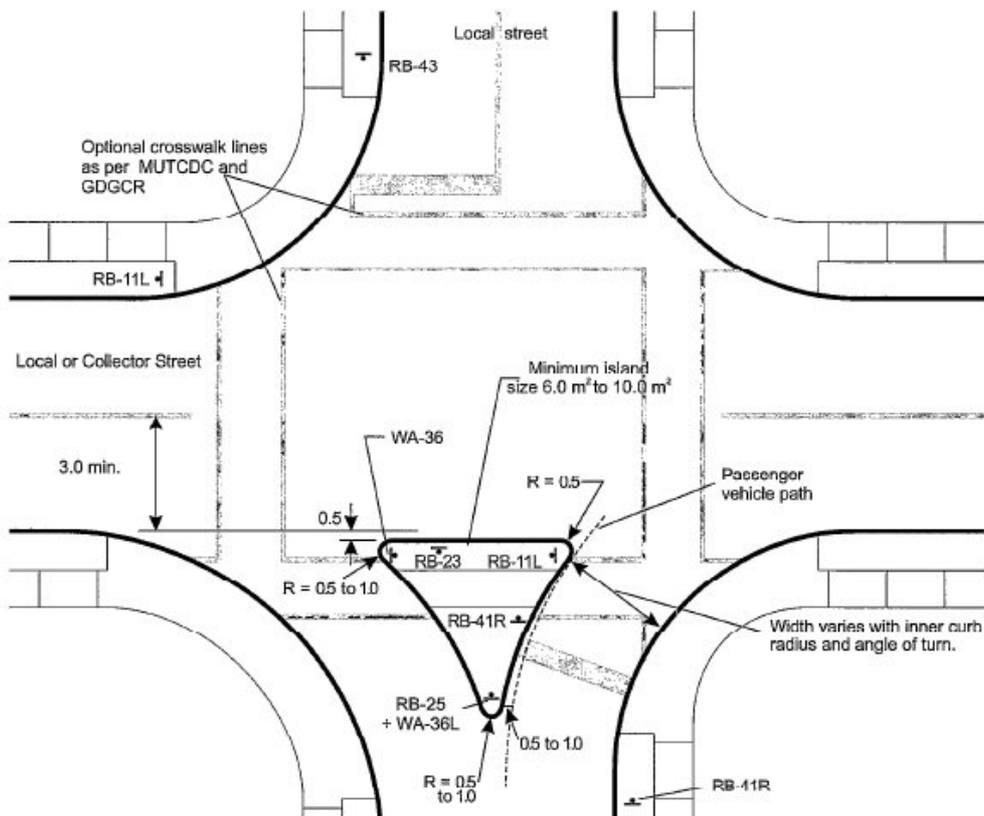
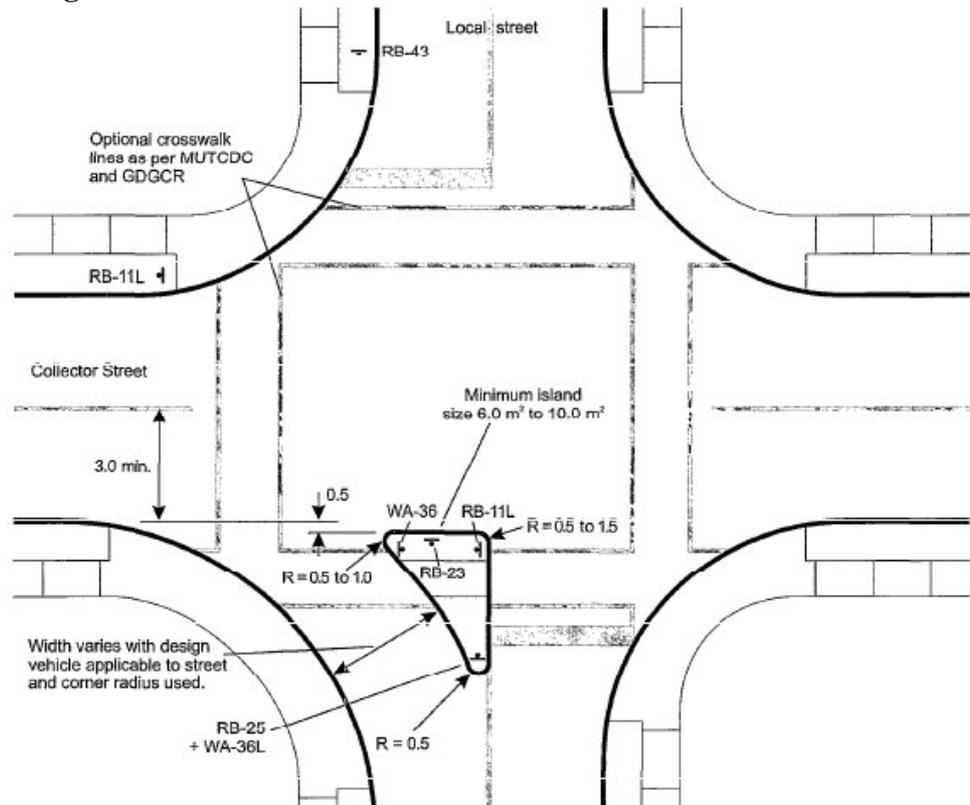


Chiusure parziali che permettono solo l'entrata.

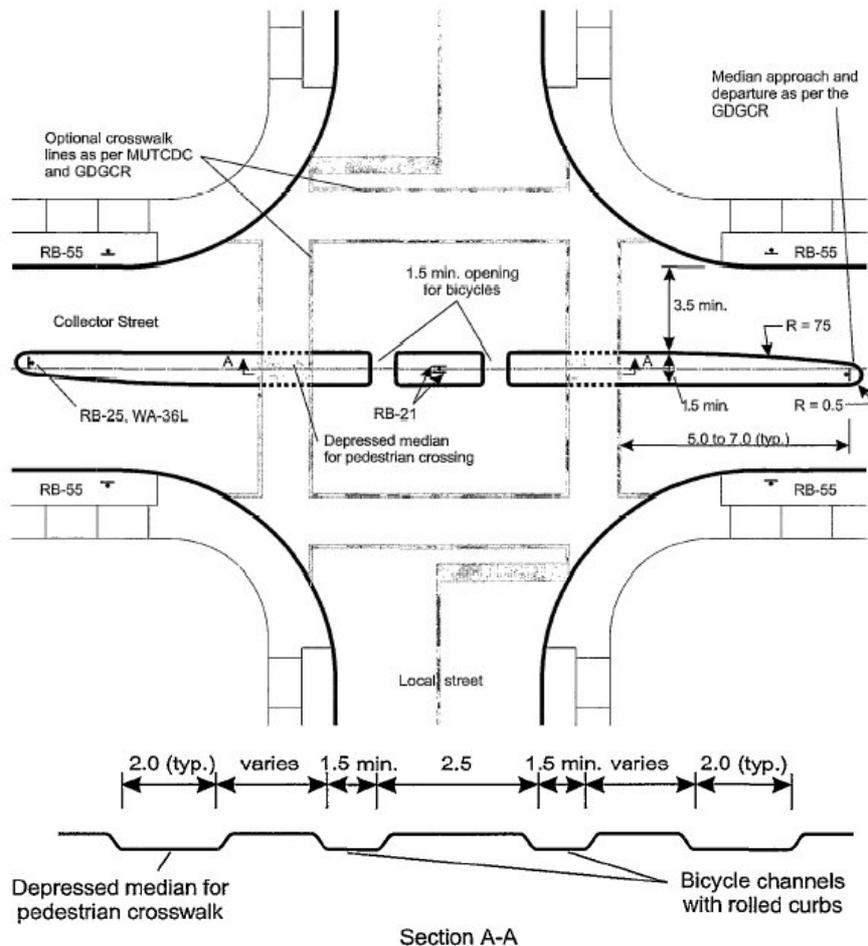
### I deviatori diagonali secondo la normativa canadese



# Le isole di obbligo di svolta nella normativa canadese



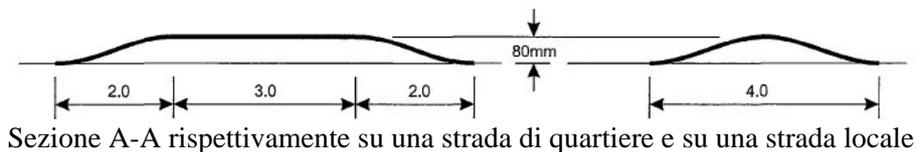
## Le barriere intermedie nella normativa canadese



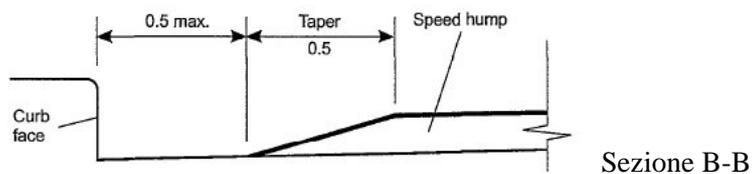
## I dossi e la normativa danese

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

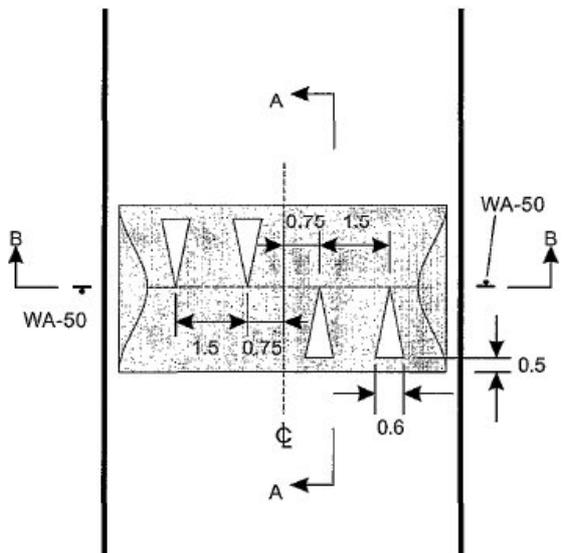
## I dossi e la normativa canadese



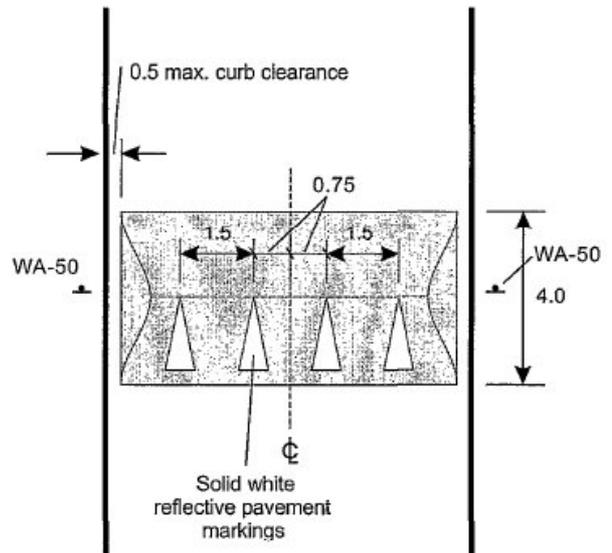
Sezione A-A rispettivamente su una strada di quartiere e su una strada locale



Sezione B-B

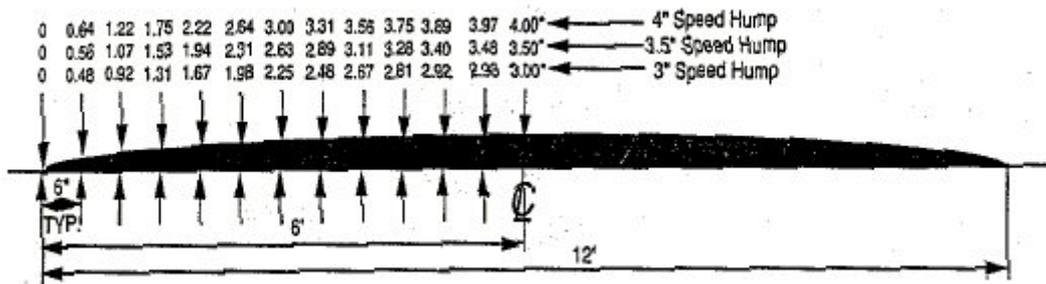


Dosso su una strada a doppio senso di marcia

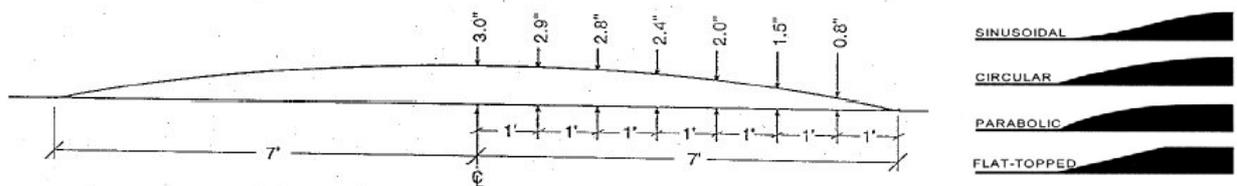


Dosso su una strada a senso unico

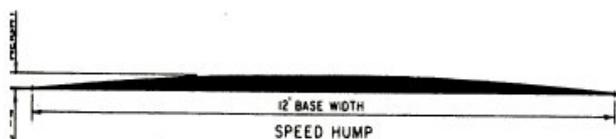
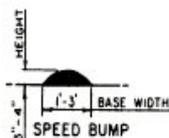
### I dossi e la normativa statunitense



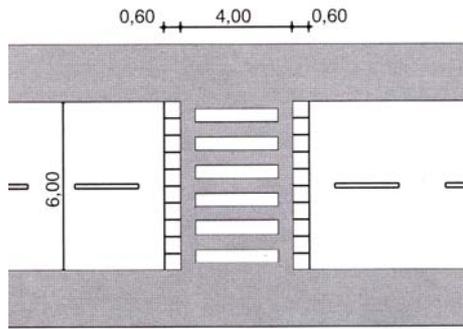
Profilo da 12 piedi di altezza variabile fra 7,5 e 10 cm.



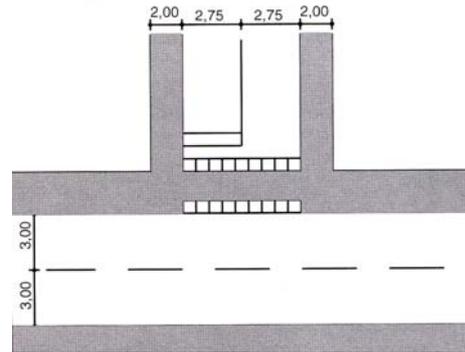
Profilo parabolico da 14 piedi



## LE PLATEE RIALZATE

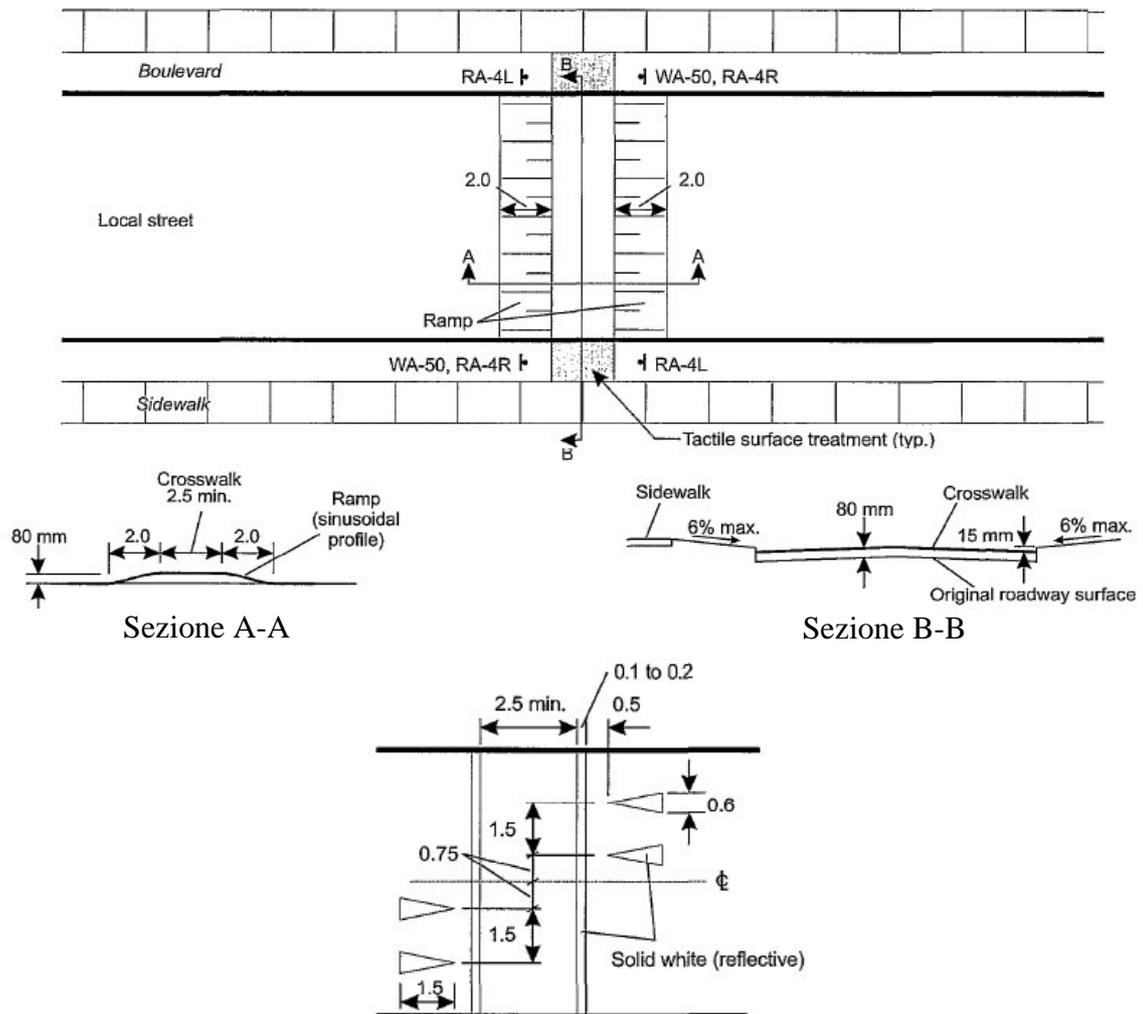


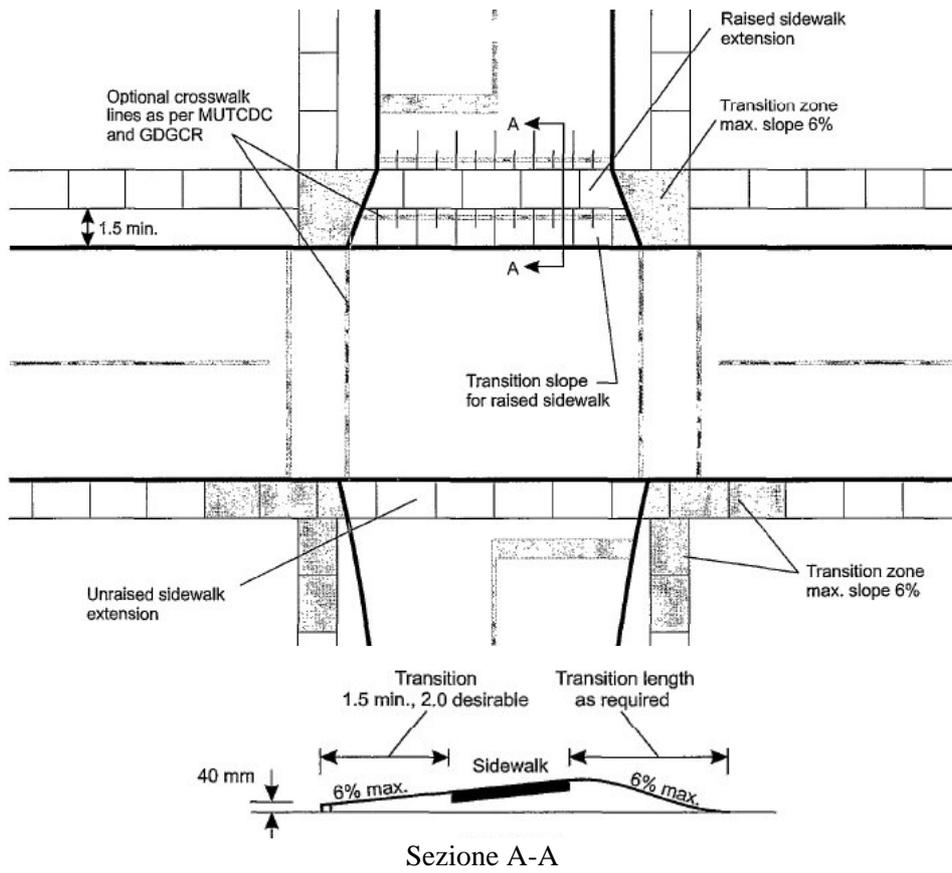
Platea rialzata lungo il tronco stradale



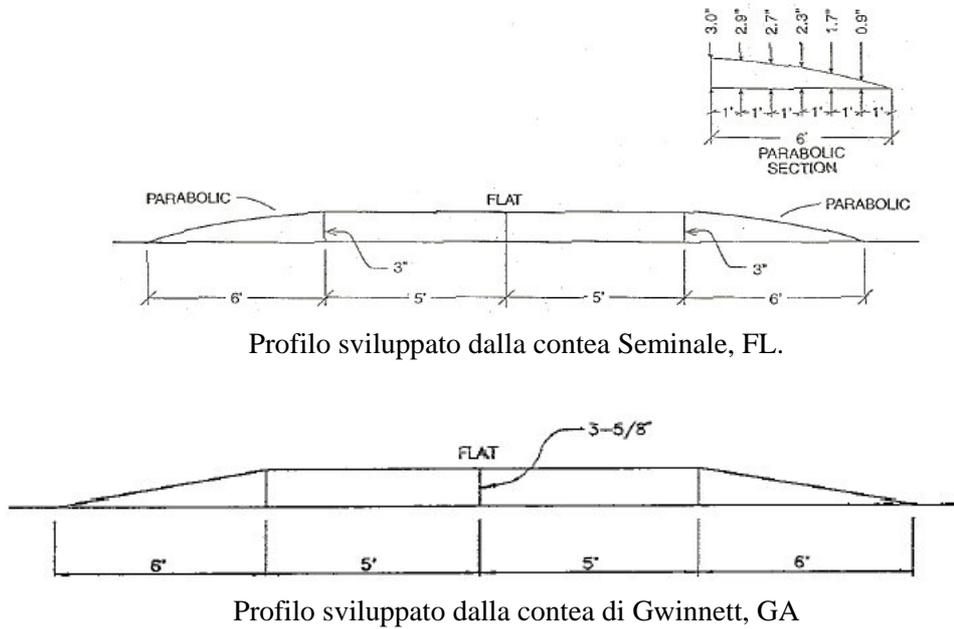
Platea rialzata in corrispondenza di un'intersezione

### Le platee rialzate e la normativa canadese

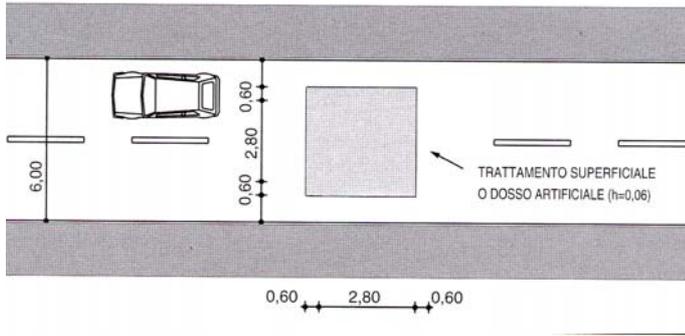




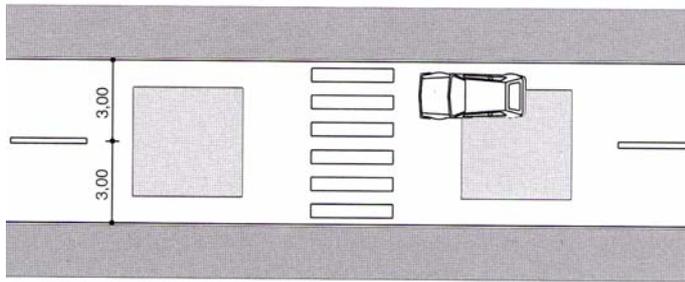
**Le platee rialzate e la normativa statunitense**



## I CUSCINI BERLINESI

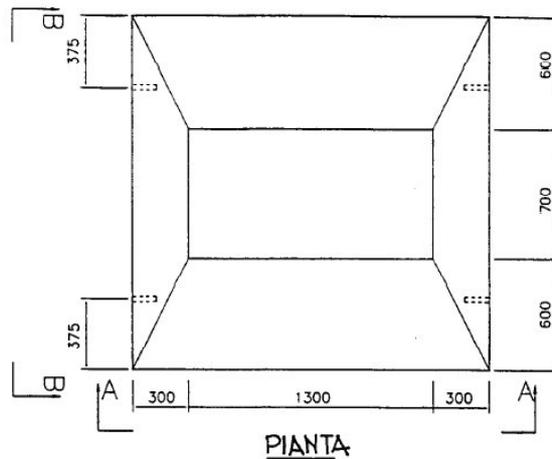


Schema dimensionale di un cuscino berlinese.

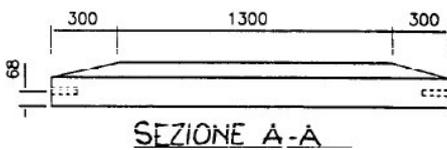


Presso un attraversamento pedonale, due cuscini berlinesi in successione costringono i veicoli a rallentare.

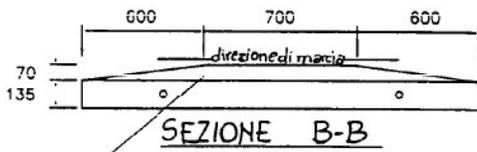
## I cuscini berlinesi e la normativa inglese



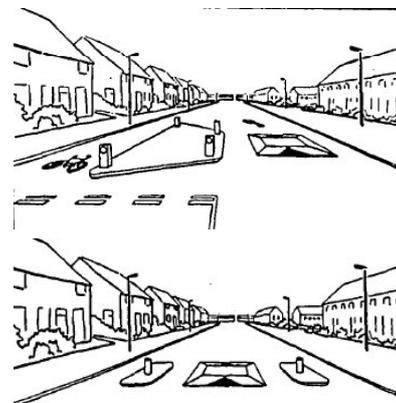
PIANTA



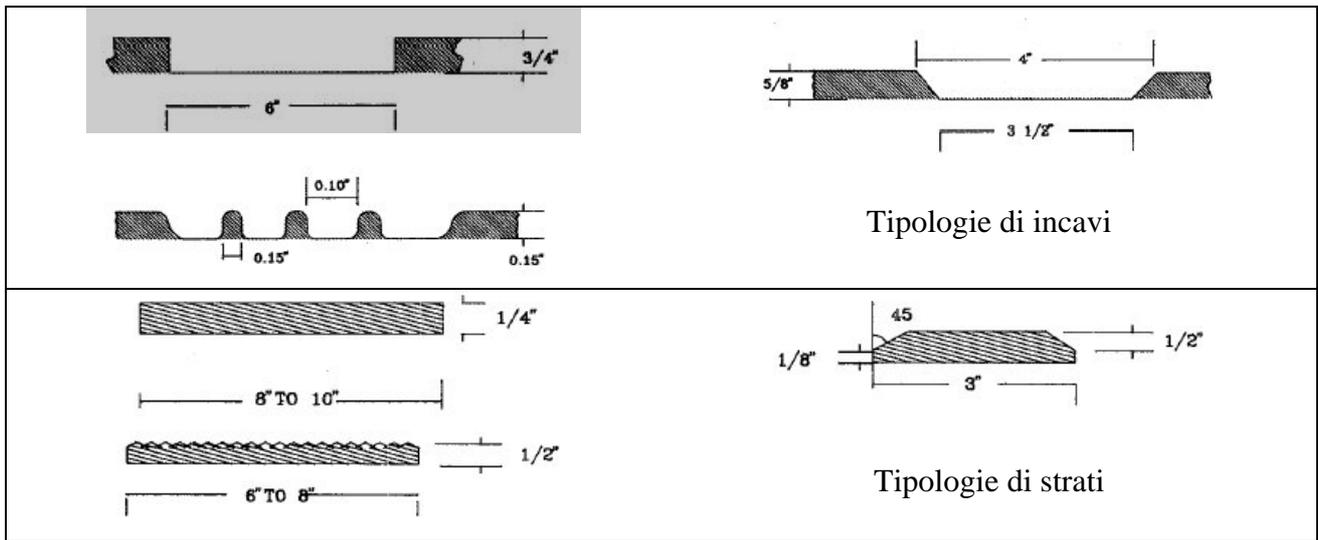
SEZIONE A-A



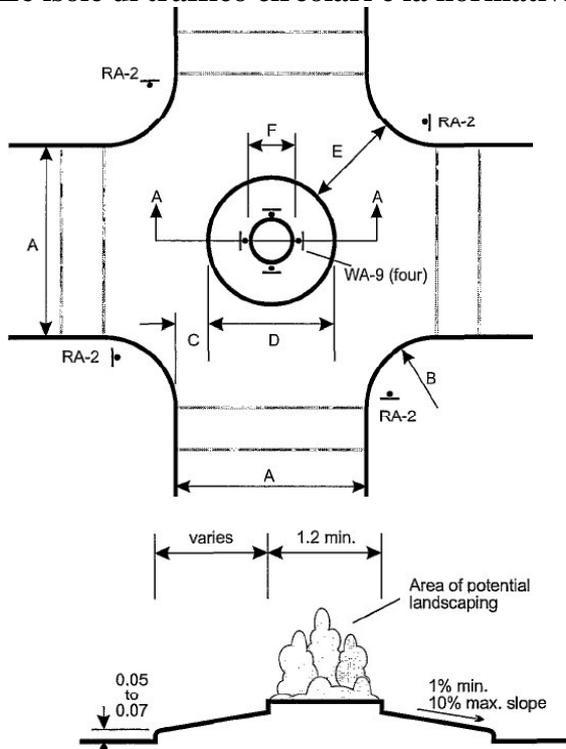
SEZIONE B-B





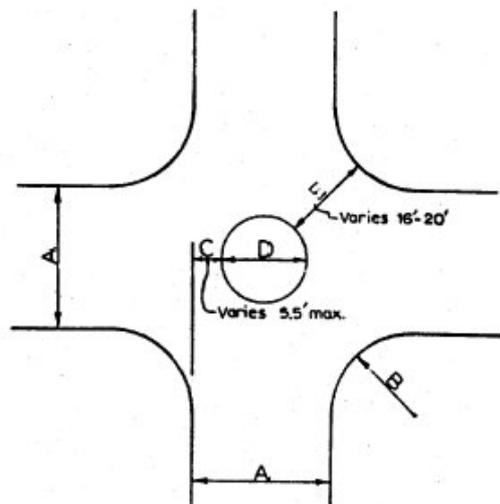


**Le isole di traffico circolari e la normativa canadese**



	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**



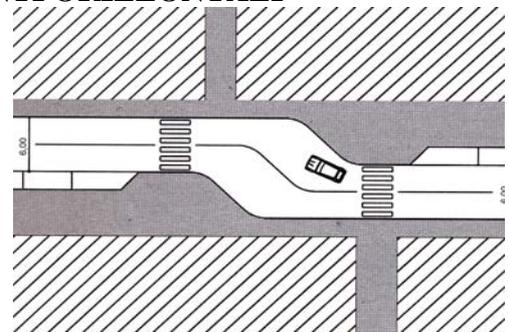
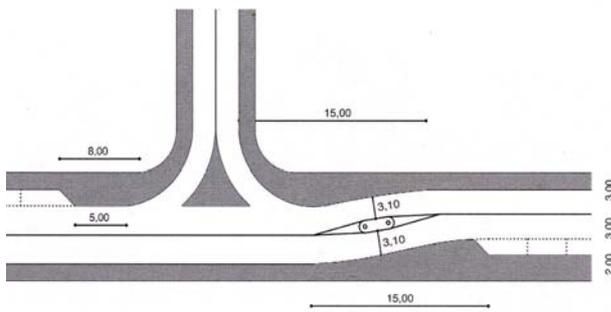
**Condizioni ottimali**

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

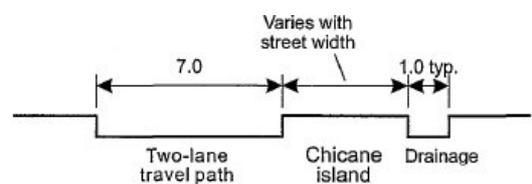
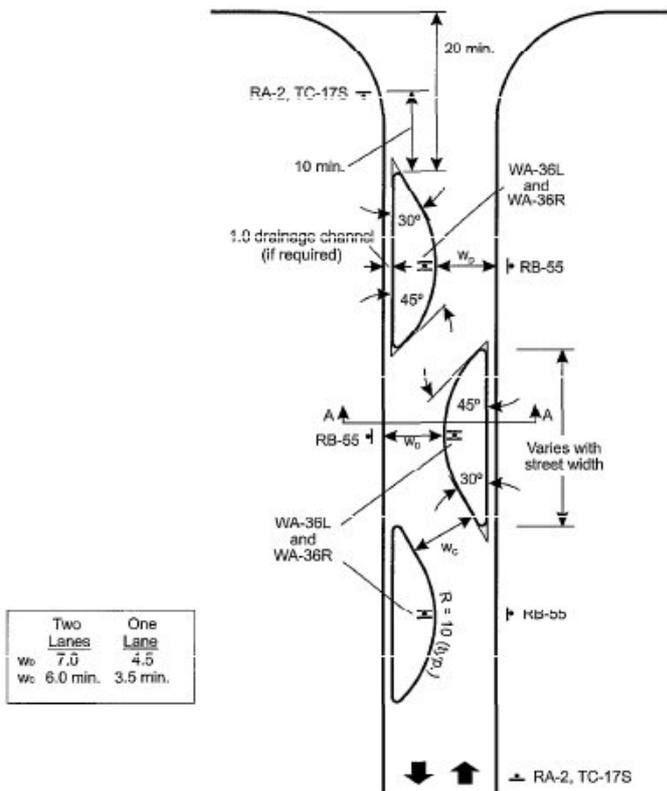
### LE CHICANE E I DISASSAMENTI ORIZZONTALI

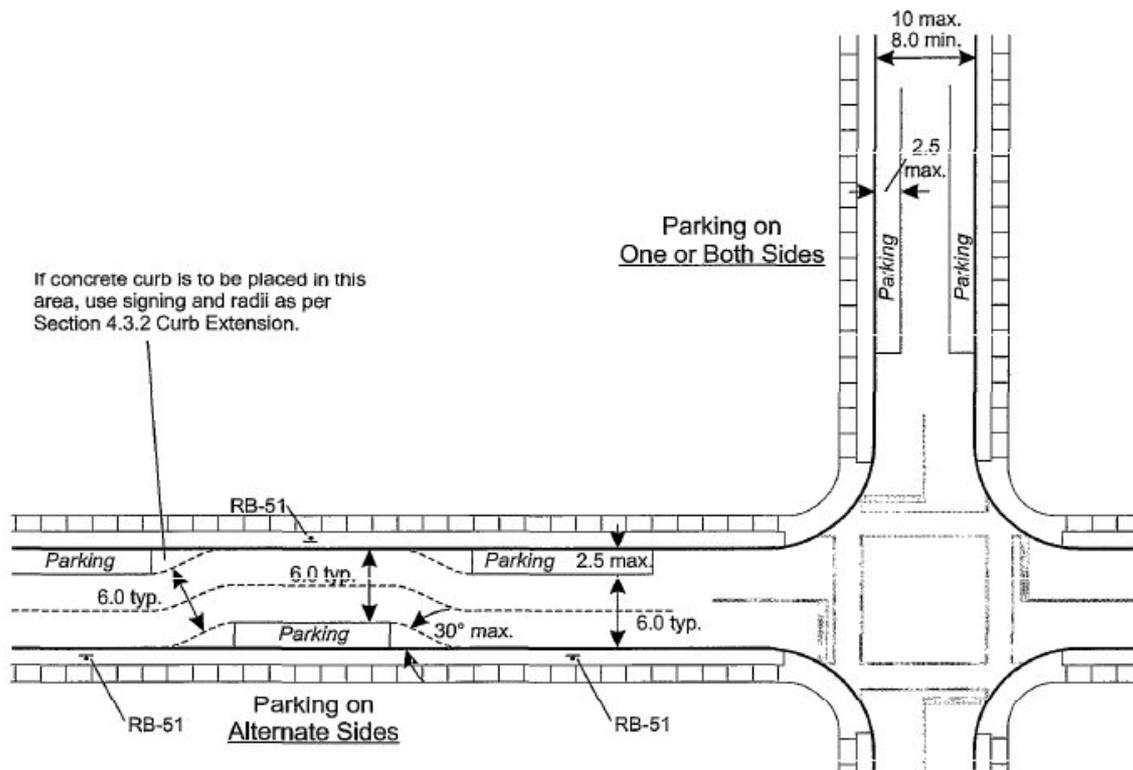


introduzione di isole centrali su intersezione a T

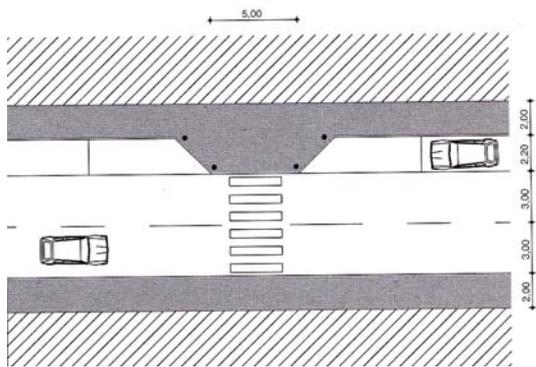
avanzamento alternato dei marciapiedi.

### Le chicane e i disassamenti orizzontali e la normativa canadese

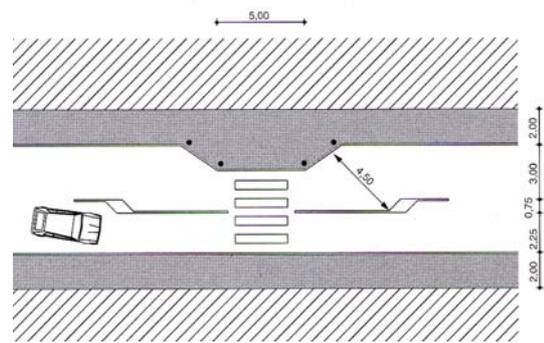




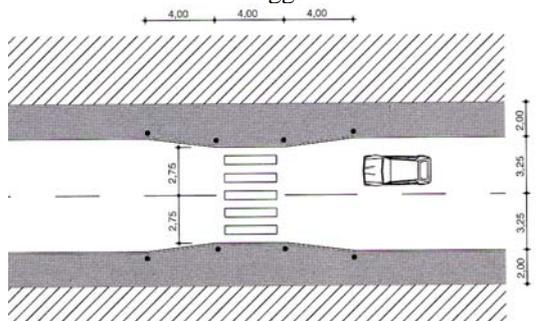
## I RESTRINGIMENTI LATERALI DELLA CARREGGIATA



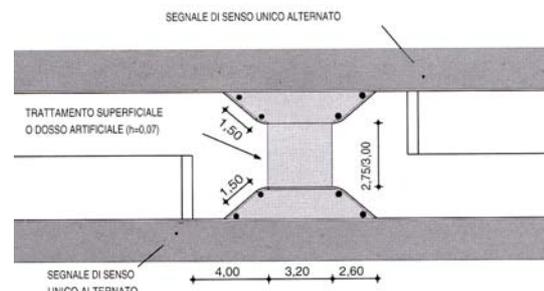
Restringimento asimmetrico senza riduzione della carreggiata



Restringimento asimmetrico con riduzione della carreggiata

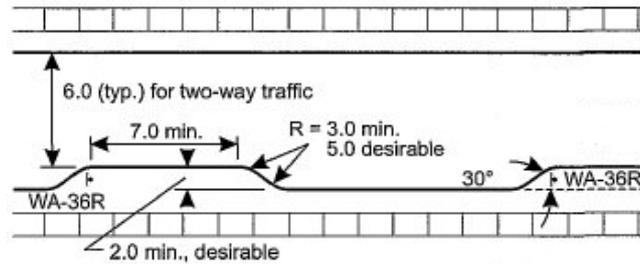


Restringimento simmetrico a doppio senso di marcia

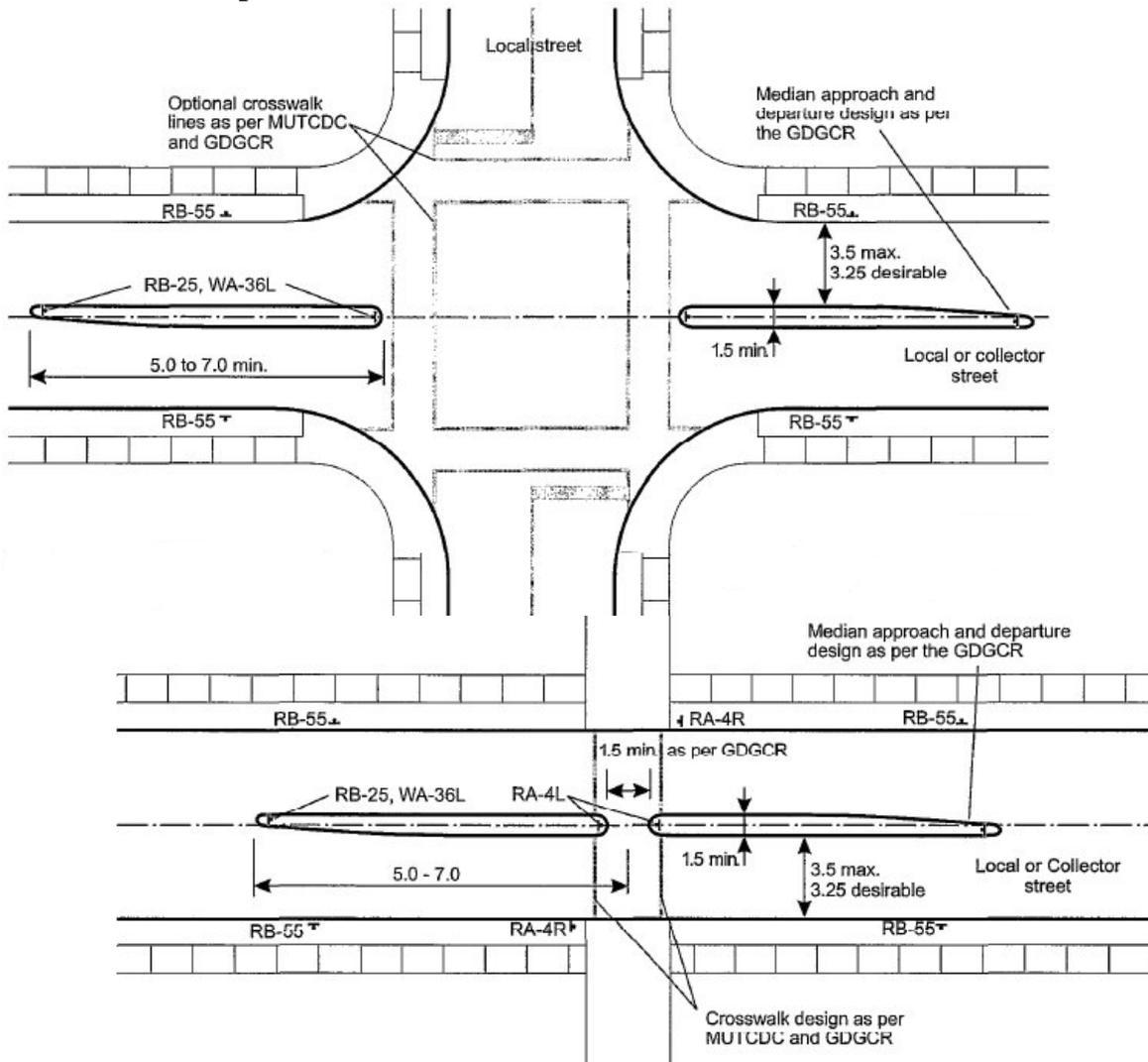


Restringimento simmetrico a senso unico alternato

## I restringimenti laterali della carreggiata e la normativa canadese



## Le isole centrali spartitraffico e la normativa canadese



Attraversamento pedonale

# I restringimenti della carreggiata alle intersezioni e la normativa canadese

