Design Speed (km/h)	Avoidance Maneuver A (Stop on Rural Road)		Avoidance Maneuver B (Stop on Urban Road)		Avoidance Maneuver C (Speed/Path/ Direction Change on Rural Road)		Avoidance Maneuver D (Speed/Path/ Direction Change on Suburban Road)		Avoidance Maneuver E (Speed/Path/ Direction Change on Urban Road)	
	DSD (m)	K-Value	DSD (m)	K-Value	DSD (m)	K-Value	DSD (m)	K-Value	DSD (m)	K-Value
30	35	2	90	13	85	11	105	17	120	22
40	55	5	120	22	115	21	135	28	160	39
50	70	8	155	37	145	32	170	44	195	58
60	95	14	195	58	170	44	205	64	235	84
70	115	21	235	84	200	61	235	84	275	115
80	140	30	280	119	230	81	270	111	315	151
90	170	44	325	161	270	111	315	151	360	197
100	200	61	370	209	315	151	355	192	400	244
110	235	84	420	269	330	166	380	220	430	281
120	265	107	470	336	360	197	415	262	470	336

Notes:

1. *See Section 42-2.0 for decision sight distances (DSD).*
2. *K-values are calculated using the rounded for design decision sight distances, eye height of 1080 mm and object height of 600 mm.*

$$K = \frac{DSD^{2}}{658}$$

3. *If curbs are present and K > 51, proper pavement drainage should be ensured near the high point of the curve.*

K-VALUES FOR CREST VERTICAL CURVES
(Decision Sight Distance - Passenger Cars)

Figure 44-3B