Design Speed (mph)	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 (ft)	K Value	DSD (ft)	K Value	DSD (ft)	K Value	DSD (ft)	K Value	DSD (ft)	K Value
20	90	11	270	54	300	62	360	77	415	92
25	110	15	335	72	375	82	450	101	515	121
30	220	23	490	112	450	94	535	133	620	178
35	275	35	590	162	525	128	625	181	720	241
40	330	51	690	221	600	167	715	237	825	315
45	395	73	800	297	675	211	800	297	930	401
50	465	100	910	384	750	261	890	367	1030	492
55	535	133	1030	492	865	347	980	445	1135	597
60	610	173	1150	613	990	454	1125	587	1280	759
65	695	224	1275	754	1050	511	1220	690	1365	864

Notes:

1. *See Section 42-2.0 for decision sight distances (DSD).*
2. *K values are calculated using the rounded value for design decision sight distance, eye height of 3.54 ft, and object height of 2 ft.*

$$K = \frac{DSD^2}{2158}$$

3. *If curbs are present and K > 167, proper pavement drainage should be ensured near the high point of the curve.*

K VALUES FOR CREST VERTICAL CURVE
(Decision Sight Distance – Passenger Car)

Figure 44-3B