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	25	270	68	300	83	360	73	415	111
25	110	39	335	100	375	101	450	101	515	139
30	220	55	490	131	450	120	535	144	620	168
35	275	70	590	160	525	141	625	170	720	197
40	330	86	690	188	600	163	715	195	825	227
45	395	104	800	220	675	184	800	220	930	257
50	465	124	910	251	750	205	890	245	1030	285
55	535	144	1030	285	865	238	980	271	1135	315
60	610	166	1150	320	990	274	1125	312	1280	357
65	695	190	1275	355	1050	291	1220	340	1365	381

Notes:

1. *K values are calculated using the rounded value for design decision sight distance and headlight height of 2 ft.*

$$K = \frac{DSD}{120 + 3.5S}$$

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

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

Figure 44-3D