5.2. Normally "ruling design speed" should be the guiding criterion for correlating the various geometric design features. "Minimum design speed" may, however, be adopted in sections where site conditions, including costs, do not permit a design based on the "ruling design speed".

5.3. The design speed should preferably be uniform along a given highway. But variations in terrain may make changes in speed unavoidable. Where this is so, it is desirable that the design speed should not be changed abruptly, but in a gradual manner by introducing successive sections of increasing/decreasing design speed so that the road users get conditioned to the change by degrees.

6. CROSS-SECTIONAL ELEMENTS

6.1. Road Land, Building Lines and Control Lines

6.1.1. Road land width (also termed the right-of-way) is the land acquired for road purposes. Desirable land width for different classes of roads is indicated in Table 3.

TABLE 3. RECOMMENDED LAND WIDTH FOR DIFFERENT CLASSES OF ROAD

(metres)

S. No.	Road classification	Plain and rolling terrain				Mountainous and steep terrain	
		Open areas		Built-up areas		Open areas	Built-up areas
		Normal	Range	Normal	Range	Normal	Normal
1.	National and State Highways	45	30-60	30	30-60	24	20
2.	Major District Roads	25	25-30	20	15-25	18	15
3.	Other District Roads	15	15-25	15	15-20	15	12
4.	Village Roads	12	12-18	10	10-15	9	9

6.1.2. In high banks or deep cuts, the land width should be suitably increased. Similarly, a higher value should be adopted in unstable or landslide-prone areas. The need for a wider right-of-way at important road intersections should also be kept in view.