अभियंता प्रमुख—सह—अपर आयुक्त—सह—विशेष सचिव, पथ निर्माण विभाग, बिहार,
पटना का कार्यालय — 33

शुक्ली—पत्र

प्र०-8/विभिन्न—03—37/2011—7661(E)we, पटना, दिनांक—23.12.2015 का शुक्ली—पत्र
प्र०-8/विभिन्न—03—37/2011—14.35(E)पटना, दिनांक—26.12.16

विभागीय पत्रांक 7661(E)we, दिनांक—23.12.2015 द्वारा निर्दिष्ट नये रिटेल आउटलेट
स्थापित करने से संबंधित विभिन्त प्रप्त की कडाका—7(a) में अकिल मानक Min 35m/45m/20m
के स्थान पर Min 35m/20m पड़ा जाय।

तदनुसार नये रिटेल आउटलेट स्थापित करने हेतु निर्दिष्ट विभिन्त प्रप्त (Checklist &
Noms) को इस हद तक संस्थापित समझा जाय।

(लक्ष्मी नारायण दास)

प्रतिलिपि—सभी मुख्य अभियंता(साफ़टी उच्च पथ को छोड़कर), पथ निर्माण विभाग/जिल्हय
महाप्रबंधक, बिहार स्टेट रोड डेवलपमेंट कॉर्पोरेशन लिमिटेड, पटना/सभी अधीक्षण
अभियंता(साफ़टी उच्च पथ को छोड़कर), पथ निर्माण विभाग/सभी कार्यालय अभियंता(साफ़टी
उच्च पथ को छोड़कर), पथ निर्माण विभाग, बिहार की सूचनार्थ एवं आवश्यक कार्यवाही हेतु प्रेषित!

(लक्ष्मी नारायण दास)

Sd./प्रमेि,

(लक्ष्मी नारायण दास)
अभिव्यक्ति: प्रमुख—सह—अपर आयुक्त—सह—विशेष सचिव, पद्धति निर्माण विभाग, विहार, पटना का कार्यालय।

संस्कृ-प्रौ-97 / संविधि-03-37 / 2011—

पटना, दिनांक—२३.१२.१५

प्रेरक,

अभिव्यक्ति: प्रमुख—सह—अपर आयुक्त—सह—विशेष सचिव, पद्धति निर्माण विभाग, विहार, पटना।

सेवा में:

सभी मुख्य अभियंता (राज्यीय उच्च पद को छोड़कर), पद्धति निर्माण विभाग, विहार।

मुख्य महाप्रबंधक,

विहार स्टेट सेंट्रल डेवलपमेंट कोर्पोरेशन लिमिटेड, पटना।

सभी महाक्षेत्र अभियंता (राज्यीय उच्छ पद को छोड़कर), पद्धति निर्माण विभाग, विहार।

सभी कार्यालय अभियंता (राज्यीय उच्छ पद को छोड़कर), पद्धति निर्माण विभाग, विहार।

विषय—नये रिटेल आउटलेट स्थापित करने से संबंधित सूचना विहित प्रपत्र में उपलब्ध कराने के संबंध में।

पहलके,

निर्देशानुसार नये रिटेल आउटलेट स्थापित करने हेतु विभाग द्वारा अनुमोदित विहित जांच प्रपत्र (Checklist एवं Norms) संहिता कर आवश्यक कार्यालाई हेतु नैचे जा रही है।

नये रिटेल आउटलेट स्थापित करने हेतु वांछित सूचनाएँ विहित प्रपत्र में अभिव्यक्त कर विभाग को उपलब्ध करायी जाय। साथ ही पूर्व में आपके द्वारा नये रिटेल आउटलेट स्थापित करने हेतु जो भी प्रस्ताव अनुमोदित दृष्टि प्रपत्र निर्माण करते के संबंध में विभाग के उपलब्ध करायी गयी है। उसके लिए भी अनुमोदित जांच प्रपत्र के विहित प्रपत्र में सूचनाएँ उपलब्ध करायी जाय।

अनुमंडल—विहित प्रपत्र।

[लक्ष्मी नारायण दास]

[लक्ष्मी नारायण दास]

[लक्ष्मी नारायण दास]
CHECKLIST

Check list for getting approval for installation of new Fuel Stations along State Highways and MDRs.

1. General Information
   1.1 Name of the Road : .................................................................
   1.2 District : ..............................................................................
   1.2.1 State : ..............................................................................
   1.3 Location
      1.3.1 Chainage (in km) : .............................................................
      1.3.2 Side of Road (Left or right side of SH/MDR towards increasing chainage/km/direction) : ..............................................
      1.3.3 Name of Oil Company (As applicable) : ................................
      1.3.4 Area of Govt. land to be used : ...........................................
      1.3.5 Amount of lease for 5 yrs : ................................................
      1.3.6 Amount of Rent @1½% per year of cost of land for 5 yrs. : ..........................................................

2. Gross Amount to be deposited (Lease+Rent) : ................................

3. Amount Deposited in Govt. Revenue. : ........................................
## Stipulated Norms for Fuel Station (To be updated on revision of IRC:12)

<table>
<thead>
<tr>
<th>S. N.</th>
<th>Item</th>
<th>Measurement at site</th>
<th>MORTH Norms</th>
<th>Whether complying with MORTH Norms</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Distance from intersection</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1.1</td>
<td>Non Urban (Rural) Stretch</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1.1.1</td>
<td>Plain and Rolling Terrain</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(i)</td>
<td>Intersection with SHs/MDRs</td>
<td>1000m</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(ii)</td>
<td>Intersection with Rural roads/ approach roads to private and public properties</td>
<td>300m</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1.1.2</td>
<td>Hilly/Mountainous Terrain</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(i)</td>
<td>Intersection with NHs/SHs/MDRs</td>
<td>300m</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(ii)</td>
<td>Intersection with all other roads and tracks</td>
<td>100m</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1.2</td>
<td>Urban Stretches</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1.2.1</td>
<td>Plain and Rolling Terrain</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(a)</td>
<td>Urban area with population of more than 20000 and less than one lakh</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(i)</td>
<td>Intersection with any category of roads of carriageway width of 3.5m and above</td>
<td>300m</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(ii)</td>
<td>Intersection with roads of carriageway width of less than 3.5m</td>
<td>100m</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(b)</td>
<td>Urban area with population of one lakh and above</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(i)</td>
<td>Intersection with any category of road (irrespective of carriageway width)</td>
<td>100m</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1.2.2</td>
<td>Hilly and Mountainous Terrain</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(i)</td>
<td>Intersection with any category of road (irrespective of carriageway width)</td>
<td>100m</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Gap in the central median from fuel station (for divided carriageway only)</td>
<td></td>
<td></td>
<td>300m</td>
</tr>
<tr>
<td>3</td>
<td>Distance from nearest fuel station</td>
<td>(a) Plain and rolling terrain in non urban (rural) areas</td>
<td></td>
<td>300m</td>
</tr>
<tr>
<td>(i)</td>
<td>Undivided carriageway (for both sides of carriageway)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(ii)</td>
<td>Divided carriageway (with no gap in median at this location)</td>
<td>1000m</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(b)</td>
<td>Hilly terrain and urban stretches (for both divided and undivided carriageways)</td>
<td></td>
<td>300m</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>(a) Distance from check barrier / Toll Plaza / Railway level crossing</td>
<td></td>
<td></td>
<td>1000m</td>
</tr>
</tbody>
</table>
Mention whether the check barrier is located on main carriageway or on service road departed from main carriageway

<p>| | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>(b) (i) Distance from start of approach road of Road over Bridge</td>
<td>200m</td>
<td></td>
</tr>
<tr>
<td>(ii) Distance from start of Grade separator/Ramp</td>
<td>500m</td>
<td></td>
</tr>
<tr>
<td>5. Gradient of Highway section</td>
<td>Max. 5%</td>
<td></td>
</tr>
<tr>
<td>6. Slope of fuel station premises/services area for drainage purpose</td>
<td>Min 2%</td>
<td></td>
</tr>
<tr>
<td>7. (a) Width of Frontage of Plot</td>
<td>Min 35m/45m/20m</td>
<td></td>
</tr>
<tr>
<td>(b) Depth of Plot</td>
<td>35m/45m/20m</td>
<td></td>
</tr>
<tr>
<td>8. Length of Buffer Strip</td>
<td>Min. 12m (min. 5m in urban/hilly area keeping min. width of opening at entry and exit to 7.5m)</td>
<td></td>
</tr>
<tr>
<td>9. Height of kerb for buffer strip</td>
<td>min. 275mm</td>
<td></td>
</tr>
<tr>
<td>10. Minimum downward slope of access roads towards the fuel station.</td>
<td>Min 2%</td>
<td></td>
</tr>
<tr>
<td>11. Difference in level between the Highway and the fuel station and access area measured at the edge of the shoulder on the Highway</td>
<td>Min 300mm</td>
<td></td>
</tr>
<tr>
<td>12. Provision of culvert, designed for drainage according to IRC:SP-13</td>
<td>Slab culvert with iron grating of adequate strength</td>
<td></td>
</tr>
<tr>
<td>13. (i) Provision of drinking water and 4 toilets (2 for gents &amp; 2 for ladies) facilities along with proper display board at the entry to the fuel station.</td>
<td>Drawing showing two Gents and two Ladies toilets should be submitted.</td>
<td></td>
</tr>
<tr>
<td>(ii) Provision of proper drainage arrangement for fuel station premises</td>
<td></td>
<td></td>
</tr>
<tr>
<td>14. Provision of adequate signs and markings as per drawings</td>
<td>Min. requirement as shown in the Drawing</td>
<td></td>
</tr>
</tbody>
</table>
Whether the oil company has certified that the fuel station is neither in operation nor energized and that construction of the fuel station has not been commenced.

It is certified that the fuel station is neither in operation nor energized and that construction of the fuel station has not been commenced. Further, we bear full responsibility for genuineness of the site particulars mentioned above and for adherence to the stipulated norms.

[Name, Designation and Signature of the authorized representative of the concerned Oil Company]

Note: If norms are not satisfied, detailed explanation needs to be given, otherwise the application will not be considered. In all cases supporting documents as per Annex. I have to be submitted, otherwise the case will be summarily rejected.

The Right of Way (ROW) of the SH/MDR available at the proposed location.

The above particulars along with the drawing and document have been verified and are certified as correct as per the prevailing site conditions.

[Name, Designation and Signature of the concerned field authority of State RCD.]
अमिताभ प्रमुख—सह—उपर अयूबल—सह—विषेष पाठिक का कार्यालय,
पाठ निर्माण विभाग, विशेष, पटना।

पत्रम—90/३/विभिन्न—३०/३०/२०११

कर्मचारी साम,
अधिकारी मुख्य।

नवं,
पाठ अभिदिनार,
इंतजार निर्माण (संगीत),
पाठ निर्माण विभाग, पटना।

पाठ अभिदिनार(१००),
उप निर्माण विभाग,
पाठ निर्माण विभाग, पटना।

विषय के लिए,
विभाग प्रमुख श्रेष्ठ विभाग प्रमुख,
सहभागी प्रमुख विभाग प्रमुख।

विषय—
पाठ निर्माण विभाग के पूर्व संचयन का संशोधन विभाग आयुक्त संचयन प्रवर्तन वर्तमान वर्ष से संबंधित करने के लिए अत्यंत गहरा पत्र के अभियंता करते हुए प्रमुख पत्र के प्रमुख।

प्रतिक—
विभाग प्रमुख विभाग प्रमुख के संबंध में जाना है कि पाठ निर्माण विभाग के पूर्व संचयन का अभियंता विभाग आयुक्त संचयन प्रवर्तन वर्तमान वर्तमान वर्ष से संबंधित करने के लिए प्रमुख पत्र के प्रमुख।

अनुव—यथीत।
S. O. 1669, dated the 23rd December, 1975 (Published in Billar Gazette, Extraordinary, dated 23rd December, 1975).—In exercise of the powers conferred by section 60 and sub-section (1) of section 127 read with section 81 of the Cacharistan Act, 1908 (Bengal Act VI of 1908), the Governor of Billar is pleased to order that a survey shall be made and a record-of-rights prepared in respect of all lands within the local limits of Ranchoi district, including the Railway and Government lands within the local limits of Ranchoi district, with the exception of the areas which may have been declared to be reserved forests under the Indian Forest Act, 1927 (Act VI of 1927), and the area comprised within the local limits of all Municipalities and Notified Area Committees of Ranchoi district.

S. O. 1669, dated the 23rd December, 1975 (Published in Billar Gazette, Extraordinary, dated 23rd December, 1975).—In exercise of the powers conferred by section 60 and sub-section (1) of section 127 read with section 81 of the Cacharistan Act, 1908 (Bengal Act VI of 1908), the Governor of Billar is pleased to order that a survey shall be made and a record-of-rights prepared in respect of all lands within the local limits of Ranchoi district, including the Railway and Government lands within the local limits of Ranchoi district, with the exception of the areas which may have been declared to be reserved forests under the Indian Forest Act, 1927 (Act VI of 1927), and the area comprised within the local limits of all Municipalities and Notified Area Committees of Ranchoi district.
Regarding.—Lease of Government road-side land for petrol pumps.

Refer to your memo No. 5776, dated the 23rd September, 1951, on the subject mentioned above, and to say that the conditions laid down in letter No. 4420, dated the 10th October, 1952, of the Under Secretary to Government Public Works Department, Communication Branch regarding lease of Government road-side lands for Petrol Pumps should not be applied rigidly in the case of renewal of lease of existing petrol pumps on Khair Mahal road-side lands and that each case of renewal should be decided on its own merit. Where continuance of a petrol filling station is considered definitely dangerous and where cases of accident are found to have happened in the past, renewal of the lease should not, however, be permitted.

2. The new leases are, however, to be governed by the principles laid down in the aforesaid letter of Government in the Public Works Department and unless the Public Works Department say that construction of a petrol pump in the corner of any Public Works Department road would be dangerous, there will be little objection to leases being granted. (Vide letter No. 5390 L. R., dated 1-8-1954 to Commissioner, Tirhut Div.)

It has been decided that henceforth the Public Works Department road-side land should be leased temporarily for installation of petrol pumps for a period of five years only and the amount of rental should be charged at the rate of twenty-five per cent of the total market value of the land for each settlement or renewal of the settlement for five years.

2. Ground rent will also be charged annually.

3. Market value of land and ground rent at the rate of 6 per cent (it is now enhanced to 10 per cent) of the market value may be fixed in consultation with the Collector. (Vide letter No. P. W. D. 1525 dated 1-8-1954 in Chief Engineer P. W. D. to all Superintending/Executive Engineers & S. D. Officers P. W. D.)

Regarding.—Grant of lease of P. W. D. road-side land for construction of approach roads and culverts for Petrol/E. S. D. filling stations.

It has been observed that cases for grant or lease of P. W. D. road-side lands in connection with installation of Petrol/E. S. D. filling stations are not submitted usually to this office with all information required for a proper examination of the case for grant of the proposed lease. This leads to delay in disposal of the cases, apart from increasing correspondence which can be easily avoided if these cases are thoroughly scrutinized before submission to the office.
GUIDELINES FOR ACCESS, LOCATION AND LAYOUT OF ROADSIDE FUEL STATIONS AND SERVICE STATIONS (THIRD REVISION)

INDIAN ROADS CONGRESS
2009
GUIDELINES FOR ACCESS, LOCATION AND LAYOUT OF ROADSIDE FUEL STATIONS AND SERVICE STATIONS

(THIRD REVISION)

Published by
INDIAN ROADS CONGRESS
Kama Koti Marg,
Sector 6, R.K. Puram,
New Delhi-110 022
2009

Price Rs.200/-
(Packing and Postage charges extra)
GUIDELINES FOR ACCESS, LOCATION AND LAYOUT OF ROADSIDE FUEL STATIONS AND SERVICE STATIONS
(THIRD REVISION)

1 INTRODUCTION

1.1 The Recommended Practices for Motor-Fuel Filling Stations and Motor Fuel Filling-Cum-Service Stations were initially published as separate documents in the year 1954 and 1962 respectively. These were later converted into metric units in 1967. These two separate documents were revised and merged into a single document namely “Recommended Practice for Location and Layout of Roadside Motor Fuel Filling and Motor Fuel Filling-cum-Service Stations” and was published as a single document as IRC:12 in the year 1983.

1.2 The Ministry of Shipping, Road Transport and Highways (MOSRT&H) revised substantially the norms for location, layout and access to fuel stations along the National Highways keeping in view the increased speed of vehicles and greater need for road safety due to development of National Highways network under various phases of National Highway Development Project (NHPDP) and other development works on National Highways. These norms were circulated in October, 2003. These norms were finalized in consultation with the Ministry of Petroleum and the oil companies.

1.3 The Transport Planning, Traffic Engineering and Road Safety Committee (H-1) decided that the draft for the revised standard might be updated by incorporating the present guidelines of MOSRT&H by Shri S.B. Basu. The draft was modified as per the provisions of latest MOSRT&H Guidelines and also subsequent experiences gained while processing the applications for setting up of fuel stations by the side of National Highways. The draft was considered and approved by the Transport Planning, Traffic Engineering and Road Safety Committee (H-1) in its meeting held on 4th November, 2008 subject to some modifications. The draft was modified and finalized by Shri S.B. Basu, Chief Engineer (Retd.) and Sudip Chaudhury, Superintending Engineer, Deptt. of Road Transport & Highways. The Highways Specifications and Standards (HSS) Committee approved this document in the fifth meeting held on 23rd November, 2008. The Executive Committee in its meeting held on 30th November, 2008 approved this document. Finally the Council approved this document in their meeting held on 13th December, 2008 at Kolkata. The names of the personnel of Transport Planning, Traffic Engineering and Road Safety Committee (H-1) are given below:

Sharma, S.C. .......... Convenor
Reddy, Dr. T.S. .......... Co-Convenor
Jalihal, Dr. Santosh A. .......... Member-Secretary
Members

Bahadur, A.P.
Basu, S.B.
Chandrasekhar, Prof. B.P.
Chandra, Dr. Satish
Chakraborty, Partho
Mittoo, J.K.
Murthy, P.R.K.
Mitreja, K.K.
Rao, Prof. K.V. Krishna
Raju, M.P.
Ranganathan, Prof. N.

Chahal, H.S.
Gupta, D.P.
Kadiyali, Dr. L.R.
Kumar, Kamlesh
Lal, R.M.
Sanyal, D.
Sarkar, J.R.
Sikdar, Dr. P.K.
Singh, Nirmal Jit
Tiwari, Dr. Geetam
Upadhyay, Mukund

The Director, HRS

Corresponding Members

Issac, Prof. K. Kuncheria K.
Kumar, Arvind

Karjiniti, Vilas
Kumar, Prof. Shantha Moses

Parida, Dr. M

Co-Opted Members

Gangopadhyay, Dr. S.

Ex-Officio Members

President, IRC
Director General (RD), MOSRT&H
Secretary General, IRC

(Mina, H.L.)

(A.N. Dhodapkar)

2 BASIC PRINCIPLES

The governing consideration for setting up fuel stations is to ensure free flow of traffic on the road along the fuel stations, minimum interference by the vehicles using the facilities and to ensure safety of the vehicles on the road.

3 SCOPE

3.1 Petrol/Diesel/Gas fuel stations and service stations with or without Rest Area Amenities etc. are hereinafter referred to as Fuel Stations.

3.2 These norms are applicable to all Fuel Stations with or without other user facilities of rest areas, along un-divided carriageway and divided carriageway sections of all categories of roads i.e.
National Highways, State highways, Major District Roads and Rural roads in plain, rolling and hilly terrain, and passing through rural and urban stretches including towns and cities. For this purpose hilly or mountainous terrain would be, when the cross slope of the country is more than 25%. The urban stretches, only for the purpose of this guidelines, would be, where a highway passes through towns or cities which have been notified as Municipalities or Municipal Corporations.

4 GENERAL CONDITIONS OF SITING

4.1 The fuel stations shall generally be a part of the rest area complex along the highways. Rest areas should have various amenities for users, e.g. places for parking, toilets, restaurants, rest rooms, kiosks for selling sundry items, bathing facilities, repair facilities, creche etc. These aspects should be incorporated while planning for improvement and upgradation of highway/road sections and/or planning for new fuel stations along the highways/roads. The rest area complex can be planned subject to their commercial viability.

4.2 It should be ensured that the location of the proposed fuel station does not interfere with future improvements of the highway/road and the nearby intersections/junctions.

4.3 The fuel stations would be located where the highway alignment and profile are favourable i.e. where the ground as practically level, there are no sharp curves or steep grades (more than 5%) and where the sight distances would be adequate for safe traffic operation. The proposed location should not interfere with placement and proper functioning of highway signs, signals, lighting or other devices that affect traffic operation.

4.4 While considering the proposal for new fuel stations, it would be ensured that the fuel stations on a corridor are well distributed on both sides of the highways so that vehicles normally do not have to cut across the traffic to reach them. The fuel stations would be serving only the traffic moving on the adjacent lane. For the vehicles traveling in the lanes in opposite direction, separate fuel stations need to be planned for which permission would be considered keeping also in view of its location and distance norms.

4.5 In order to provide safe length for weaving of traffic, fuel stations along highways/roads shall be located at the minimum distance from an intersection (gap in the central median be treated as intersection), as given below. For single carriageway section, these minimum distances would be applicable for both sides. All the distances shall be measured between the tangent points of the curves of the side roads at intersections/the median openings and the access/eGRESS roads of the fuel stations, as is applicable, in a direction parallel to the centre line of the nearest carriageway of the highway.

The above mentioned distances are applicable for setting up of fuel stations along National Highways, State Highways and Major District Roads. In case of fuel stations along the Rural Roads in plain and
rolling terrain, the distance from the intersection with NHs/SHs/MDRs can be reduced to 300 m in place of 1000 m depending on the level of traffic.

4.5.1 Non-urban (Rural) stretches

1) Plain and Rolling Terrain
   (i) Intersection with NHs/SHs/MDRs/City Roads 1000 m
   (ii) Intersection with Rural Roads/approach roads to private and public properties 300 m

2) Hilly/Mountainous Terrain
   (i) Intersection with NHs/SHs/MDRs 300 m
   (ii) Intersection with all other roads and tracks 100 m

4.5.2 Urban stretches

1. Plain and Rolling Terrain
   (a) Urban Area with population of more than 20,000 and less than one lakh.
      (i) Intersection with any category of roads of carriageway width of 3.5 m and above 300 m
      (ii) Intersection with roads of carriageway width of less than 3.5 m 100 m
   (b) Urban Area with population of one lakh and above.
      (i) Intersection with any category of road (irrespective of carriageway width) 100 m

2. Hilly and Mountainous terrain.
   (i) Intersection with any category of road (irrespective of carriageway width) 100 m

4.5.3 There shall not be any median gap on a divided carriageway within a distance of 300 m on each side of the fuel station. This minimum distance i.e. 300 m shall be measured between the start of the median gap and the nearest tangent point of the access/egress road of the fuel station, as is applicable, in a direction parallel to the centre line of the nearest carriageway of the highway. This stipulation shall be applicable for such median gaps, which are located neither in front of nor in proximity of any intersection or intersecting roads. For intersecting road median gaps or median gaps in proximity of intersections, the provisions stipulated under para 4.5.1 and para 4.5.2 shall apply.
4.6 The minimum distance between two fuel stations would be as given below:

4.6.1 Plain and rolling terrain in non-urban (rural) areas

(i) Undivided carriageway (for both sides of carriageway) 300 m (including deceleration and acceleration lanes).

(ii) Divided carriageway (with no gap in median at this location and stretch) 1000 m (including deceleration and acceleration lanes).

4.6.2 Hilly/mountainous terrain and urban stretches

(i) Undivided carriageway (for both sides of carriageway) 300 m (clear).

(ii) Divided carriageway (with no gap in median at this location and stretch) 300 m (clear).

*Note:* (i) The minimum distance of 300 m between two fuel stations on both sides of the road is applicable for undivided carriageway only. In case of divided carriageway, with no gap in medians, the distance restriction is not applicable on the opposite side of the fuel station and the minimum distance between two fuel stations on the same side shall be 1000 m.

(ii) The distance between the fuel stations shall be measured between the tangent points of the access/egress roads of the fuel stations, as is applicable, in a direction parallel to the centre line of the nearest carriageway of the highway.

4.6.3 If two or more fuel stations are to be sited in close proximity for some reasons, these would be grouped together to have a common access through a service road of 7.0 m width and connected to the highway through acceleration, deceleration lanes. From these considerations, the permission for the new fuel stations would be considered only if it is either in proximity to the existing one so that the common access can be provided or the new one located at distance of more than 1000 m. Any objection from the existing fuel station owner against granting of access permission from the highway for the proposed new fuel station are to be overruled and access to all fuel stations in case of clustering, shall invariably be from the service road only.

4.6.4 For installation of new fuel station within the 1000 m or 300 m distance of existing fuel station as the case may be, new entrant would be responsible for construction and maintenance of the common service road, deceleration and acceleration lanes, drainage and traffic control devices. Wherever, available ROW is inadequate to accommodate such service roads, deceleration/
acceleration lanes, etc. the additional land by the side of ROW to accommodate such service roads shall also be acquired by the new entrant Oil Company. In case of hilly/mountainous terrain, common service roads at all such locations may not be possible as per the site conditions and, therefore, common access through service roads would not be a pre-condition.

4.7 The fuel station shall not be located within a distance of 1000 m from any barrier including that of toll plaza, and railway level crossing. No check barrier/toll plaza should be erected within 1000 m of a fuel station. However, if such barriers are located on service roads only and are separated from the main carriageway, then this requirement shall not apply. Fuel Stations should be located at a minimum distance of 200 m and 500 m from the start of an approach road of a Road Over Bridge (ROB) and the start of a grade separator or a ramp respectively.

5 PLOT SIZE FOR FUEL STATION

5.1 The minimum size and shape of the plot for the fuel station would need to be such that it suitably accommodates fuel pumps, offices, stores, compressor room, air pump and kiosks without causing any hindrance to the movement of vehicles of expected maximum dimensions, within fuel stations and in the access area. Sufficient space would need to be available to accommodate the number of fuel pumps to cater to the expected number of vehicles in peak time at this location so that the vehicles do not spill on to the access area. The air pump and kiosks for pollution control measurements be installed at some distance from the fuel pumps so that the vehicles requiring these services do not cause hindrance to the free movement of vehicles entering or exiting for refueling.

5.2 From these considerations, the minimum size of the plot for fuel station along highways/roads shall be as follows:

(i) On undivided carriageway in plain and rolling terrain 35 m (frontage) x 35 m (depth)
(ii) On divided carriageway in plain/rolling terrain 35 m (frontage) x 45 m (depth)
(iii) In hilly and mountainous terrain 20 m (frontage) x 20 m (depth)
(iv) In urban stretches 20 m (frontage) x 20 m (depth)

Note: The proposed plot of new fuel stations should be such that the minimum plot size stipulated as above can be accommodated.

5.3 For fuel station being part of the rest area complex, the area required for other facilities, such as parking, restaurant, rest rooms, toilets, kiosks for selling sundry items, bathing facilities, repair facilities etc. would be extra but such integrated facilities shall have a single common access/egress.
6 ACCESS LAYOUT

6.1 Access for New Fuel Stations along Un-divided and Divided Carriageway Sections

6.1.1 The access to the fuel stations along the highway/road shall be through deceleration and acceleration lanes. The deceleration and acceleration lanes may be dispensed with for the fuel stations located along urban roads, rural roads and roads in hilly and mountainous terrain. The access to the fuel stations located on highways with service road shall be only through that service road.

6.1.2 The deceleration lane would take off from the edge of the shoulder taken up to the edge of the Right of Way (ROW) of the highway/road, beyond which, the boundary of fuel station shall start. Its minimum length would be 70 m measured along the traveled direction of highway. Its width would be minimum 5.5 m. The shoulder of 2.25 m would be provided towards the outer side of the access/egress (i.e. on the side farthest from the carriageway) for this deceleration lane.

6.1.3 The acceleration lane would take off from the edge of the fuel station on exit side having minimum length of 100 m with parallel type layout. Its starting stretch of 70 m length would be with a curvature of minimum radius of 650 m and the remaining 30 m length would be tapered so as to facilitate vehicles coming out of fuel station, merging with fast moving through traffic on main carriageway, in a safe and efficient manner. Wherever, available ROW is inadequate to accommodate the service roads and/or deceleration/acceleration lanes in plain and rolling terrain of non-urban stretches, the additional marginal land by the side of ROW to accommodate the deceleration/acceleration lanes shall be acquired by the owner of the fuel station. In case of widening to 4/6 lanes in near future, the matter shall be dealt on case to case basis.

6.1.4 A separator island would be provided in front of the fuel station so that no right turning takes place. The length of this separator island would be determined on the basis of the intersecting points of the edge line of the separator island with the line drawn along the edge of chevron markings as indicated in Figs. 1 to 4 of these norms. Its shape for isolated fuel station would be as shown in Figs. 1 and 3, and that for the cluster of fuel stations with common service roads, as shown in Figs. 2 and 4. It would have minimum width of 3 m. The width of approaches connecting deceleration and acceleration lanes, along the separator island should be 5.5 m.

6.1.5 There would be buffer strip from the edge of the ROW and would extend minimum 3 m inside the fuel station plot. Its minimum length would be 12 m. In urban/hilly or mountainous areas, minimum length of buffer strip may be reduced to 5 m keeping minimum width of opening at entry and exit to 7.5 m. No structure or hoarding except the approved standard identification sign on pole would be permitted, which may be provided outside the ROW. The buffer strip as well as the separator island would be provided with kerb of minimum 275 mm height to prevent vehicles from crossing it or using it for parking purposes.
The buffer strip in the approach zone should be suitably shaped to cover extra area in the approach zone after provision of acceleration, deceleration lane and connecting approaches and should be properly turfed for aesthetic landscaping.

6.1.6 The radius for turning curve would be 13 m and that for non-turning curve be from 1.5 to 3 m so as to check over speeding while entering or exiting the fuel station. Wherever, available ROW is inadequate, the additional marginal land by the side of ROW shall be acquired by the owner of the fuel station to provide prescribed turning radius.

6.1.7 The pavement of the access roads including deceleration, acceleration lanes and connecting approaches would have sufficient strength for the expected traffic for the design period. It would have minimum pavement composition of 150 mm thick Granular Sub Base (GSB) overlaid by three layers of Water Bound Macadam (WBM) (other than WBM-Grading No.1), Wet Mix Macadam (WMM) each of 75 mm thickness topped by 50 mm thick Bituminous Macadam (BM) and 25 mm thick Semi Dense Bituminous Carpet (SDBC).

6.1.8 A typical access layout for the new fuel station with relevant details for deceleration and acceleration lanes, connecting approaches, separator island, buffer strip, drainage, signs and markings on un-divided carriageway section of highway would be as shown in Figs. 1 and 3 of these norms.

6.1.9 The typical access layout for cluster of fuel stations, with details for deceleration lane, service road and acceleration lane etc. would be as shown in Figs. 2 and 4 of these norms.

6.2 The typical layout for fuel station and signs and marking along highways in hilly/mountains terrain and in urban stretches is given in Fig. 5.

7 DRAINAGE

There shall be adequate drainage system on the access to the fuel station and inside its area so as to ensure that surface water does not flow over the highway or any water logging takes place. For this purpose, the fuel station and access area would be at least 300 mm below the level at the edge of the shoulder on the highway. The surface water from fuel station and access road would need to be collected in a suitable underground drainage system and led away to a natural course through culvert. Only slab culvert with iron grating of adequate strength shall be constructed in the approaches so that surface water is drained through the openings of in the grating. Construction of pipe culverts shall not be permissible for this purpose. The drainage arrangement would be either by the method mentioned above or as per the satisfaction of the Highway/Road Authorities. The applicant has to prepare separate detailed drawings indicating the drainage arrangements and to be submitted along with the application for permission.