

Access Management Guidelines

MAY 15, 2026

Purpose of the AMG

- ▶ One document covering accesses, requirements and implementations
- ▶ Replaces separate guidelines/procedures that may be out of date or conflicting with modern guidance
- ▶ Now approved document is publicly available to provide consistent guidance and expectations
- ▶ Developing a reference document covering key questions and interpretations

Accesses - scope

- ▶ Any means of entry on to a roadway
- ▶ Covers from small driveways, signalized intersections to interchanges

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Implementation

- ▶ Area offices have had document for some time to assess accesses
- ▶ Existing road network is not always ideal, and often unique. Site specific assessment and interpretation often needed
- ▶ Where guidelines are being deviated from, reasoning should be provided
- ▶ Majority of items are guidelines, SSD is requirement



History

- ▶ Guideline has been in development for years as an internal document
- ▶ Provided as an internal guideline for use and feedback to develop updates before publishing
- ▶ Guidance may have updated slightly over the years, but no radical changes expected with the published version



Transportation and
Infrastructure Renewal
Highway Engineering Services Division

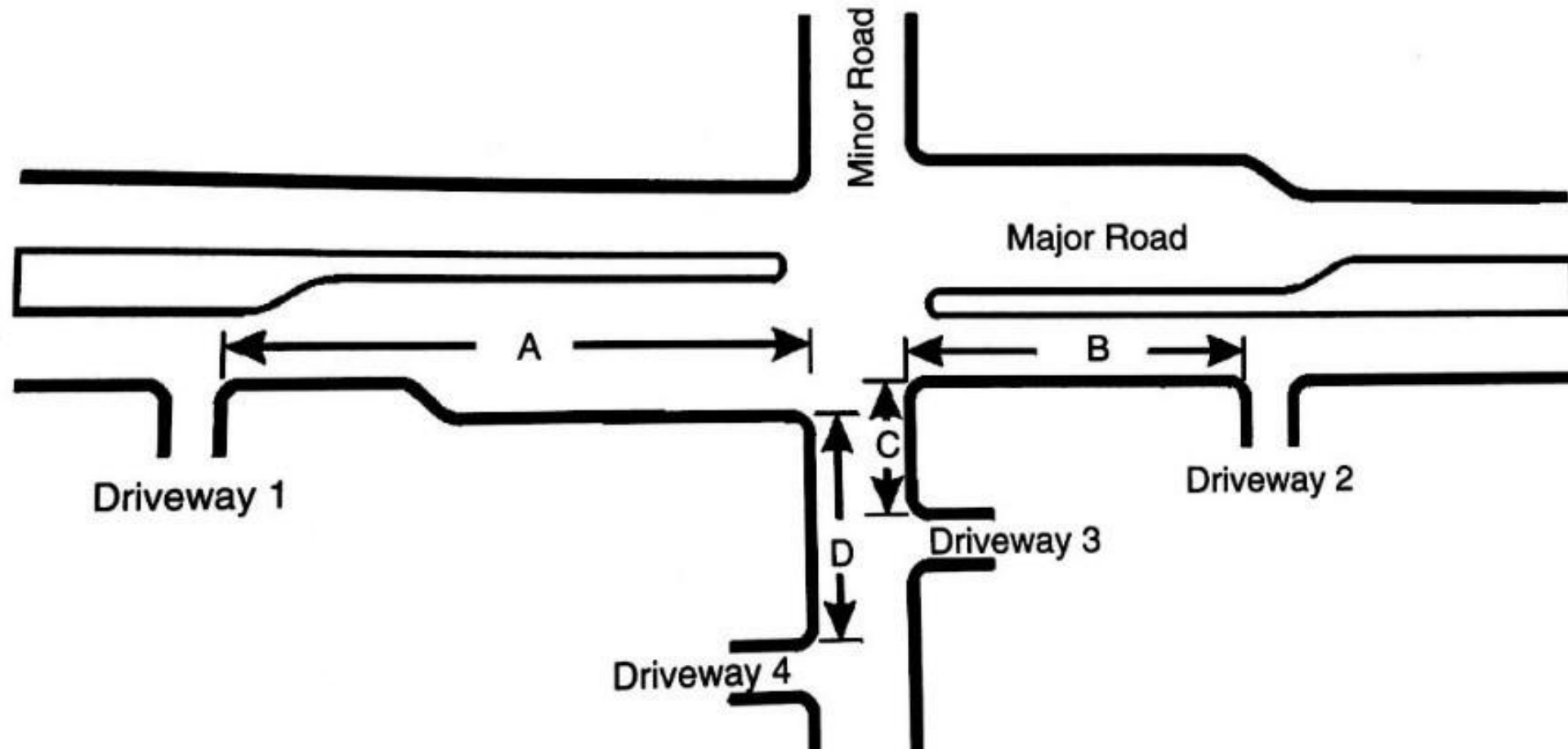
TIR ACCESS MANAGEMENT MANUAL (January 1, 2013)

SSD on subdivision plans

- ▶ Required under the Subdivision Regulations
- ▶ One Municipality requires this currently, but not consistent
- ▶ Goal of guidelines is to align with other regulations and provide consistent guidance and expectations
- ▶ Process to inform and work with stakeholders (ANSLS, Municipalities) to transition toward compliance with Subdivision Regulations with the inclusion of SSD tables

Other items raised

- ▶ Non-posted roads/Reasonable approach speed (RAS)
 - ▶ Several methods to measure (ball-bank, 85th percentile, etc.)
 - ▶ May want to contact area office to agree on approach
- ▶ Corner Lots
 - ▶ Access should be located on minor road
 - ▶ SSD requirements near traffic control are likely lower speed than posted



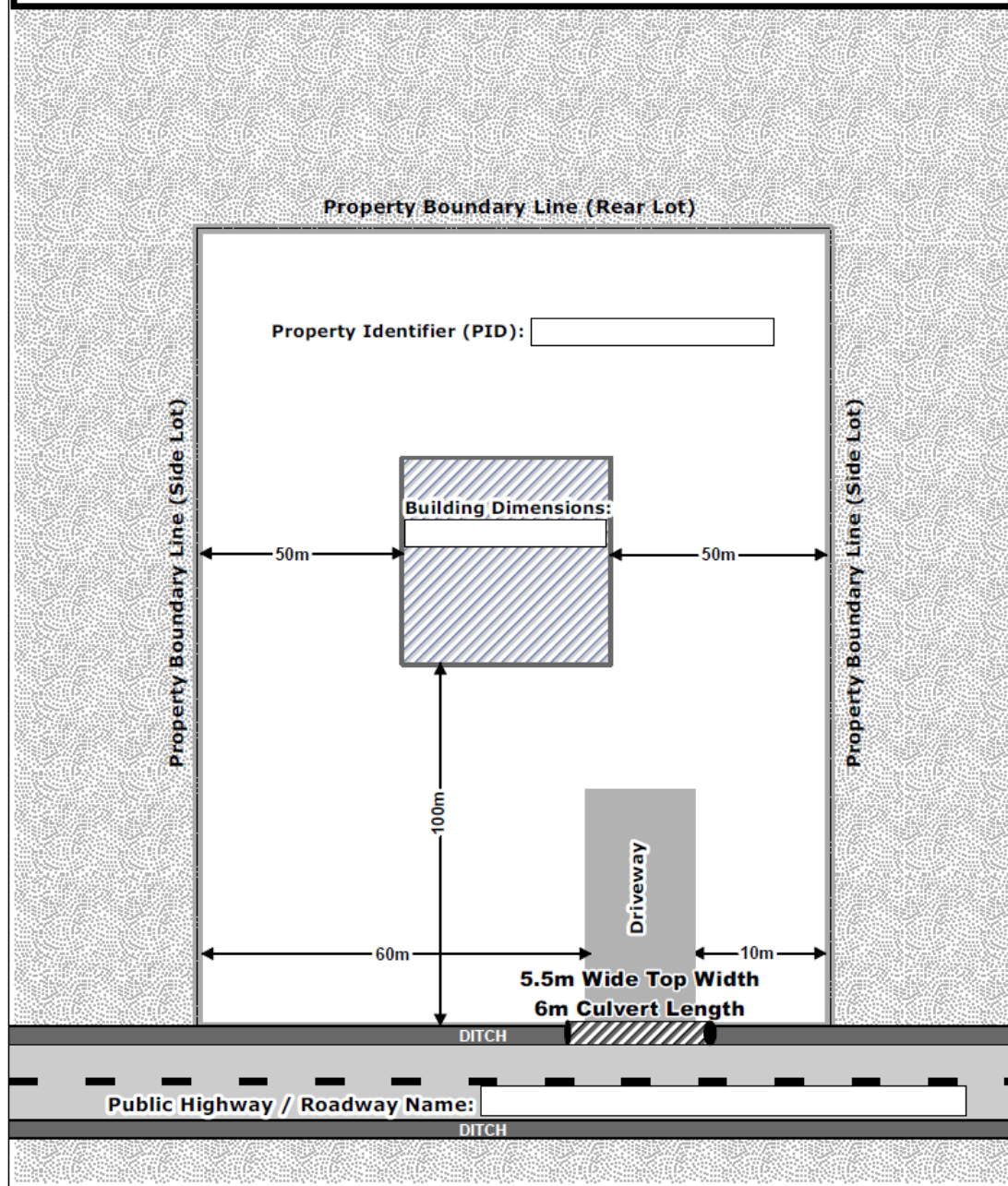
Other items

- ▶ K-class roads
 - ▶ K-class policy main reference
- ▶ Change of use – residential to commercial, etc.
 - ▶ Existing driveways that substantially change use/volume are not assumed to be adequate (house to Tim Horton's)
- ▶ Flag Lots
 - ▶ Minimum width – for access vs for subdivision. Width of flag largely irrelevant for DPW if access provided elsewhere.

Questions?

EXAMPLE LOT

Showing location of driveway and building including dimensions



APPENDIX “E”

Provincial Subdivision Regulations Schedule G

Schedule “G” - Stopping Sight Distances

STOPPING SIGHT DISTANCES								
LOT NO.	SPEED ZONE	DISTANCE FROM LOT CORNER LEFT/RIGHT	LEFT		RIGHT		PASS OR FAIL*	COMMENT
			GRADE	DISTANCE	GRADE	DISTANCE		

* According to the Government of Nova Scotia Management Manual 23, Department of Transportation and Infrastructure Renewal Management, Chapter 8, Construction and Maintenance.

Signed: _____
Nova Scotia Land Surveyor

Schedule “G” added: N.S. Reg. 111/2003.