



1.0 General

Generally, a light accumulation of snow on highway shoulders is not hazardous and time should not be taken to remove it. However, any snow, because of accumulation or consistency that creates hazardous conditions, should be removed during normal non-overtime working hours, under non-drifting conditions.

2.0 White Shoulders

For non-paved shoulders, the **white shoulder** rule shall apply to ensure retention of shoulder aggregate. The plow or wing should be held above the shoulder in such a fashion as to leave one or two inches of snow. This technique is less critical when the shoulder materials have frozen together.

Paved shoulders may be mechanically cleared of snow at the same time the pavement is being cleared or they may be bypassed until the weather conditions require or allow them to be cleared.

Clean-up efforts (removal of snow from shoulders, paved or unpaved) would typically be performed during normal non-overtime working hours under non-drifting conditions. Where heavy (deep) snow on the shoulder becomes a problem, such as when large trucks pull the snow back onto the roadway just by driving past at highway speed, plowing of the shoulders may be completed during the storm or on overtime hours.

3.0 Salting Shoulders

Typically, only mechanical means should be utilized to remove the snow from the shoulders. Salting the shoulders is not recommended unless any of the following conditions exist: shoulders are unsafe due to icing from freezing rain; drifting is causing icing on driving lanes; areas where barrier exists and shoulders are icy. **Salting the shoulders shall only be done in locations that are agreed upon with the region and should only be salted when conditions warrant.**