



1.0 General

The removal of snow, via plowing and/or de-icing agents, on the state highways should be accomplished in a manner that facilitates consistency between winter maintenance sections and adjacent counties or regions. This guideline outlines the plowing priorities.

2.0 Plowing Priorities by Highway Type

Interstate/Freeway:

First Priority	Driving Lanes, Paved Shoulders, Ramps, Interchanges, and Passing Lanes
Second Priority	State Maintained Side Roads and Frontage Roads
Third Priority	Shoulders, Rest Area Ramps
Clean Up (non-overtime hours)	Shoulders, Ramp Gores, Bridge Decks (outside driving lanes), Rest Area Parking, Barriers, Guardrail, Weigh Stations, Crossovers, Park-and-Ride Lots

Expressway:

First Priority	Driving Lanes, Paved Shoulders, Ramps, Interchanges, and Passing Lanes
Second Priority	Turn Lanes, Intersections, Interchanges, Two-way-left-turn-lanes, State Maintained Side Roads and Frontage Roads
Third Priority	Shoulders, Rest Area Ramps
Clean Up (non-overtime hours)	Shoulders, Ramp Gores, Bridge Decks (outside driving lanes), Rest Area Parking, Barriers, Guardrail, Crossovers, Two-way-left-turn-lanes, Park-and-Ride Lots, Roadside Facilities (when open)

Two Lane Highways:

First Priority	Driving Lanes, Intersections
Second Priority	Intersections, Passing Lanes, Climbing Lanes
Third Priority	Shoulders, Two-way-left-turn-lanes
Clean Up (non-overtime hours)	Shoulders, Islands, Medians, Bridge Decks (outside driving lanes), Guardrail, Walkways, Park-and-Ride Lots, Roadside Facilities (when open)

3.0 Exceptions

The above plowing priorities are intended as a guide for winter operations and changes may be deemed appropriate based on local conditions. The county and district should work cooperatively to identify exception locations.

Also, some weigh stations, rest areas, and park-and-ride facilities may receive a higher priority if it is deemed necessary by the region. Those areas may also be maintained at a higher priority under surge contracts.