

(II) THE PROCEDURES DEVELOPED UNDER SUBSECTION (B) OF THIS SECTION SHALL ENSURE THAT FOR EACH HIGHWAY CONSTRUCTION OR MAINTENANCE PROJECT, PRIORITY IS GIVEN TO PERFORMING THE PROPOSED HIGHWAY CONSTRUCTION OR MAINTENANCE WORK IN THE ABSENCE OF ADJACENT TRAFFIC THROUGH FULL OR ~~PARTIAL~~ TEMPORARY CLOSURE OF THE HIGHWAY AT THE LOCATION OF THE CONSTRUCTION OR MAINTENANCE WORK, IF THE CLOSURE IS DETERMINED TO BE FEASIBLE AFTER CONSIDERATION OF THE FOLLOWING:

1. SAFETY OF THE TRAVELING PUBLIC;
2. AVAILABILITY AND FEASIBILITY OF DETOURS;
3. ACCESS TO ABUTTING BUSINESSES, RESIDENCES, AND OTHER FACILITIES; AND
4. DELAYS THAT MAY RESULT FROM FULL OR ~~PARTIAL~~ TEMPORARY CLOSURE OF THE HIGHWAY.

(2) (I) THIS PARAGRAPH APPLIES TO WORK THAT IS:

1. PERFORMED IN A ROADWAY, IF ~~THE ADMINISTRATION OR THE APPROPRIATE LOCAL AUTHORITY~~ A COUNTY, MUNICIPAL CORPORATION, THE ADMINISTRATION, OR THE MARYLAND TRANSPORTATION AUTHORITY, WITH RESPECT TO HIGHWAYS UNDER ITS JURISDICTION, DETERMINES THAT FULL OR ~~PARTIAL~~ TEMPORARY HIGHWAY CLOSURE UNDER PARAGRAPH (1) OF THIS SUBSECTION IS NOT FEASIBLE; OR

2. PERFORMED ON THE SHOULDER AND EXPECTED TO LAST AT LEAST ~~100 HOURS~~ TWO WEEKS.

(II) ~~THE ADMINISTRATION OR THE APPROPRIATE LOCAL AUTHORITY~~ A COUNTY, MUNICIPAL CORPORATION, THE ADMINISTRATION, OR THE MARYLAND TRANSPORTATION AUTHORITY, WITH RESPECT TO HIGHWAYS UNDER ITS JURISDICTION, SHALL CONSIDER PROTECTING HIGHWAY CONSTRUCTION AND MAINTENANCE WORKERS BY MEANS OF:

1. TEMPORARY TRAFFIC BARRIERS;
2. MOVABLE CONCRETE BARRIERS;
3. MOVABLE LINK-SYSTEM BARRIERS; OR