The Corporation of the Town of LaSalle

Date	March 5, 2018	**Report No:**	PW-10-18
Directed To:	Mayor and Members of Council	**Attachments:**	~ Location Map ~ Dillon All Way Stop report (2014). ~ Correspondence letter
Department:	Public Works	**Policy References:**	
Prepared By:	Peter Marra – Director of Public Works Mark Beggs – Manager of Roads and Parks		
Subject:	International Stop Sign Requests		

RECOMMENDATION:

That Council approve an "All Way Stop Warrant Analysis" to be completed for the intersection of Michigan Ave and International Ave for an updated warrant analysis based on the current traffic volumes and a subsequent report from Public Works will speak to the new findings and recommendations coming from the warrant analysis.

That Council receive the attached correspondence from the resident on International

That Council approve that no additional stop signs be added at either of the intersections identified.

That Council approve that no speed bumps be installed on International Ave at this time.

REPORT:

Over the past few years, the Public Works department has received calls regarding traffic concerns, mainly speeding, on International Ave. in the area from Front Road, easterly to the end at Mayfair Ave.

In 2014, after requests for an All-Way Stop at the intersection of International Ave. and Michigan Ave., an All-Way Stop Analysis was completed by Dillon Consulting for the intersection.

As per the report attached, "As a result of the All-Way Stop Control warrant conducted for the Michigan Ave at International Ave intersection, not one of the three (3) warrant analyses were satisfied and therefore an all-way stop is **not warranted**"

More recently, Public Works has installed a temporary "Speed Bump" on International Ave. The speed bumps that the Town currently install are "bolt down" bumps that are not intended to be left on the road year round. They are currently installed in a location for one season, and removed before winter each year. The locations are moved around each year as a reminder to motorists to slow down in residential areas. Each year the rubber pieces wear out, and the current stock of speed bumps is diminishing. Currently, there are no new speed bumps in our budget for replacement, and we only have a few sets left.

Public Works has recently received a request for additional stop signs at the following locations as a solution to control the traffic speed on the entire street:

1. International Ave at Michigan Ave (4-way)
2. International Ave at Pinewood Pl. (3-way)
3. International Ave at Essex St. (3-way)

According to the 2014 Warrant Analysis, the intersection of International Ave and Michigan Ave does not warrant a 4-Way Stop. The Town has not completed a Warrant Analysis on the additional intersections, however; the notion would be since Pinewood Pl. and Essex St. have less traffic, they also would result in "Not Warranted".

Since 2014, there have been several new residential homes built in this area, namely on International and Dunn Ave. International and Michigan Ave are also part of the new Transit route throughout the Town. Both of these factors could have an effect on the traffic volumes and turning movements since the last study completed in 2014.

It should be noted that International and Michigan are classified as collector roads. Also since the 2014 review, transit buses have been added to International.

The LaSalle Police have also been contacted by residents on International regarding speeding issues. It is the understanding that at this time, LaSalle Police have introduced additional patrols in the area.

For these reasons, it is recommended that an updated "All-Stop Warrant Analysis" be done for the intersection of Michigan Ave and International to obtain updated values that reflect the current conditions. The cost of this analysis will be approximately $2,500. Once the analysis is complete, a follow up report will be presented to Council with the findings and further recommendations.

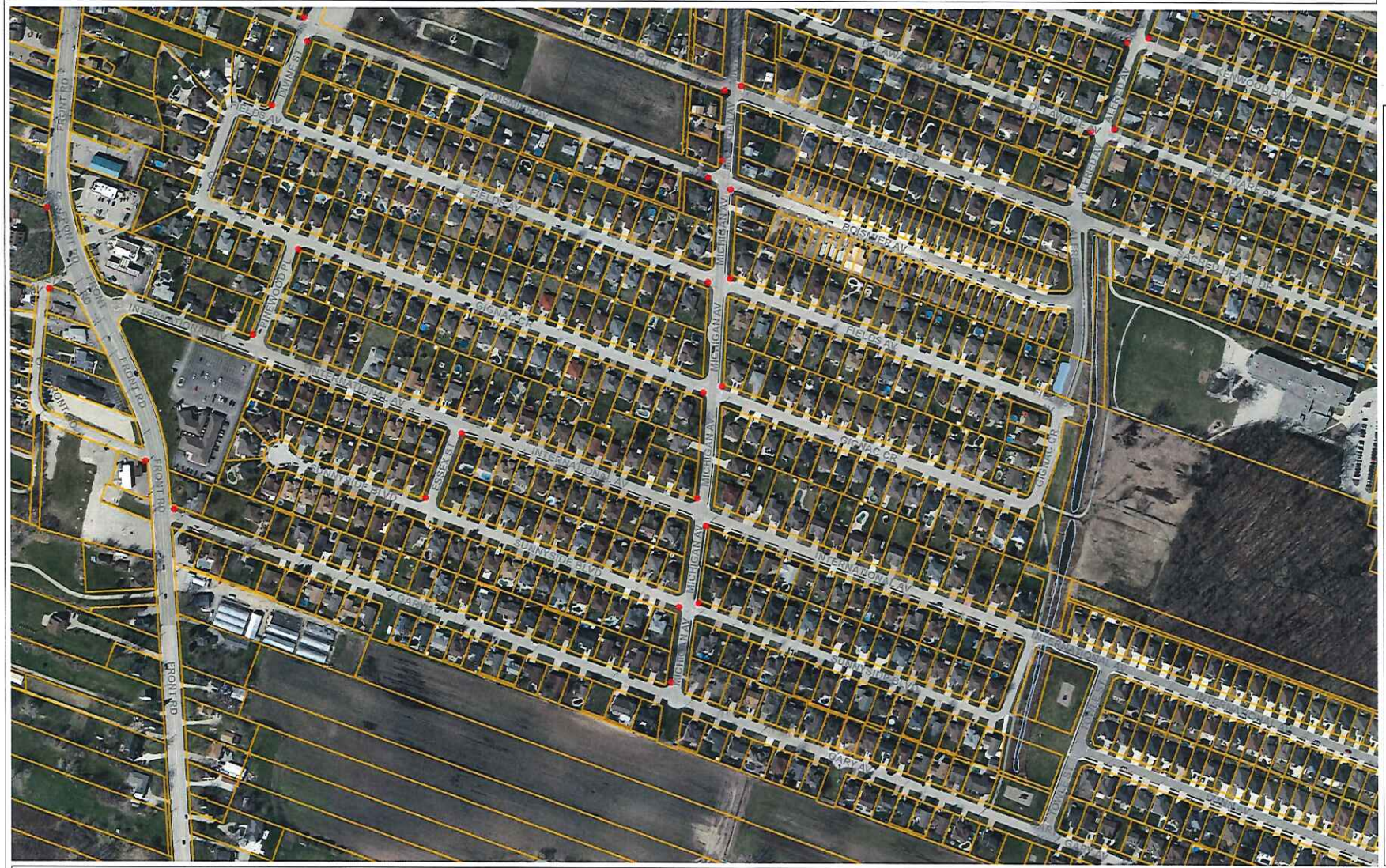
Attached to this report is correspondence from a resident on International Council should receive, and also that Council should approve that no additional stop signs be added at either of the intersections identified. Finally, Council should approve that no speed bumps be installed on International Ave. at this time.

Respectfully submitted,

Peter Marra, P.Eng
Director of Public Works

Mark Beggs
Manager of Roads and Parks

Reviewed by:							
CAO	Treasury	Clerks	Public Works	Planning	Cult. & Rec.	Building	Fire



Legend

Signs
- <all other values>
- STOP

Essex Terminal Railway

Water Features

Parcels

Scale: 1: 3,599

0 54.27 108.55 Meters

Printed: 3/7/2018

This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.

THIS MAP IS NOT A LEGAL SURVEY

Notes

From: Kim Dendiuk **Sent:** December-18-17 10:13 AM
To: Brenda Andreatta <bandreatta@lasalle.ca>
Cc: Joe Malec <
Subject: Request: Town Council Agenda

Hello Brenda
I hope this message find you well.

As per my conversation with Agatha Armstrong, I am submitting the following to appear an upcoming Town Council Agenda and if required, to appear before Town Council regarding the need for stop signs to be installed on International Avenue to control the speed of vehicles. This is a serious safety issue that needs a permanent resolution.

Over the past few years, we have been dealing with speeding vehicles on our residential street. We have been in contact with Public Works and the LaSalle Police on numerous occasions with no lasting resolution.

In 2016 a speed bump was installed around 190 International Ave. and this did help control the speed on this portion of the street. Unfortunately, the speed bump was removed in the winter of 2016 and it was not reinstalled.

Public Works advised us that there are only 4 speed bumps for the entire Town of Lasalle and all have been allocated elsewhere for 2017 with a waiting list for the upcoming year. We have also had a LaSalle Police car parked in our driveway along with the police stating they would patrol our area. This also helped but was only a temporary solution. Something permanent needs to be done to solve this issue and keep our neighbourhood safe.

International Avenue extends from Front Rd. until the end of the street at Gilbert Park and spans 1.3 kilometres. Since this is one long stretch of road with no traffic control, vehicles constantly speed on this street. There is 1 stop sign which is at the very end of International Ave. at Gilbert Park and Mayfair. There is absolutely no traffic at this intersection and stop signs are warranted at other intersections on International Ave.

This issue became more frequent with the development of the new housing in the 495-699 blocks of International Ave. as well as the development of Dunn Street.

My husband and I, along with our neighbours would like to request stop signs be installed in the following intersections in order to control the traffic speed on the entire street.

1) There is currently a two-way stop at Michigan and International (stop signs controlling traffic on Michigan). This needs to be made a four-way stop.
2) Install stop signs on International Ave. at Pinewood Pl. making it a three-way stop.
3) Install stop signs on International Ave. at Essex St., making it a three-way stop.

Installing stop signs at the above mentioned locations is the only solution to this ongoing issue.

I look forward to hearing back from you with a date that this issue will be on the Town Council agenda.

Should you require any further information please contact me at _____

Kindest Regards,

Kim

Our File: 14-1147-1000

DILLON CONSULTING

October 29, 2014

3200
Deziel Drive
Suite 608
Windsor, Ontario
Canada
N8W 5K8
Telephone
(519) 948-5000
Fax
(519) 948-5054

Corporation of the Town of LaSalle
5950 Malden Road
LaSalle, Ontario
N9H 1S4

Attention: Mr. Mark Beggs
Manager of Roads and Park

All-Way Stop Warrant Analysis
Michigan Avenue at International Avenue
Town of LaSalle

Dear Sir:

We have completed the All-Way Stop Warrant for the Michigan Avenue at International Avenue Intersection.

Dillon Consulting Limited (Dillon) conducted one 8-hour turning movement count at the intersection of Michigan Avenue at International Avenue on Tuesday, October 14, 2014. The count was conducted between 6:00a.m.-10:00a.m. and 2:00p.m.-6:00p.m. to capture peak time.

Upon the completion of the traffic count, Dillon completed the warrant analysis for an all-way stop-controlled (AWSC) intersection treatment using the methodologies prescribed by Ontario Traffic Manual (OTM) Book 5 and the Town of LaSalle Corridor Management and Access Control Policy.

When conducting an AWSC warrant analysis, it is necessary to assign "major" and "minor" road designations. For the purpose of this analysis, the Major Road for the intersection is Laurier Parkway, due to the higher traffic volume recorded and the Minor Road is Michigan Avenue (lower traffic volume). Refer to ***Figure 1 – Existing Intersection Configuration*** for more information.

In order for the warrant to be satisfied, one of the following three (3) warrants must be met:

WARRANT 1 - Vehicular Volume:

An all-way stop control may be considered on major roads (i.e. Michigan Avenue) when the following three (3) conditions are met:

...continued

Condition 1: The total vehicle volume on all intersection approaches exceeds 600 vehicles per hour for each of any eight hours of the day.

Condition 2: The minimum combined vehicular and pedestrian volume on the minor road exceeds 250 units per hour (all vehicles plus pedestrians wishing to enter the intersection) for each of the same eight hours.

Condition 3: The volume split does not exceed 70/30. Volume on the major road is defined as vehicles only. Volume on the minor road includes all vehicles plus any pedestrians wishing to cross the major roadway.

And

When the following three (3) conditions are met on minor roads (i.e., International Avenue):

Condition 4: The total vehicle volume on all intersection approaches exceeds 400 vehicles per hour for each of any eight hours of the day.

Condition 5: The combined vehicular and pedestrian volume on the minor road exceeds 150 units per hour (all vehicles plus pedestrians wishing to enter the intersection) for each of the same eight hours.

Condition 6: The volume split does not exceed 75/25 for three-way control or 65/35 for four-way control. Volume is defined as vehicles only.

In order for the warrant to be satisfied, all six conditions must be met for the intersection. In the case of the Michigan Avenue at International Avenue intersection, all six of the conditions were not met and therefore an All-Way Stop Control is not warranted at this intersection (refer to ***Appendix A*** for the results of the analysis).

WARRANT 2 - Accident Summary:

The number of collisions which occur at an intersection can also determine the need for an All-Way Stop Control. There are two (2) conditions that must be met in order for an All-Way Stop Control to be warranted on the basis of collision data:

Condition 1: For the purposes of this warrant, a high accident frequency is equal to or more than four collisions over a 12 month period on the Major Road. Only those accidents susceptible to relief through multi-way stop control must be considered (i.e., Right angle and turning type collisions).

Condition 2: For the purposes of this warrant, a high accident frequency is equal to or more than three collisions over a 12 month period on the Minor Road. Only those accidents susceptible to relief through multi-way stop control must be considered (i.e., Right angle and turning type collisions).

...continued

After reviewing the information provided by the Town of LaSalle Police Department, there was less than the required number of accidents on both of the roads recorded in the past year. As a result, both conditions were not met and an All-Way Stop Control is not warranted (refer to ***Appendix A*** for the results of the analysis).

WARRANT 3 - Sight Distances Warrant:

The sight distance of motorists at an intersection can also determine the need for an All-Way Stop Control. There are two (2) conditions that must be met in order for an All-Way Stop Control to be warranted on the basis of collision data:

Condition 1: Sight distances of motorists stopped on the major road viewing the minor road is less than 90 metres.

Condition 2: Sight distances of motorists stopped on the minor road viewing the major road is less than 65 metres.

For the intersection undertaken, the sight distances approaching the intersection in all directions are greater than 90 metres. As a result, both conditions were not met and an All-Way Stop Control is not warranted (refer to ***Appendix A*** for the results of the analysis).

Conclusions

As a result of the All-Way Stop Control warrant conducted for the Michigan Avenue at International Avenue intersection, not one of the three (3) warrant analyses were satisfied and therefore an all-way stop is not warranted at this time.

Should you have any questions, please contact the undersigned.

Yours truly,

DILLON CONSULTING LIMITED

Melanie Muir, MCIP RPP
Planner

MAM:dt
Encls.

FIGURE

ALL-WAY STOP WARRANT - MICHIGAN AVENUE AT INTERNATIONAL AVENUE
TOWN OF LASALLE

EXISTING INTERSECTION CONFIGURATION
FIGURE 1

DILLON CONSULTING

SCALE N.T.S.

MAP/DRAWING INFORMATION
Source: County of Essex Aerial Mapping 2013

File Location
g:\cad\14-1147 - all-way stop warrant lasalle\14-1147 - intersection configuration.dwg
October, 28, 2014 @ 44 AM

PROJECT: 14-1147 STATUS: DRAFT DATE: 10/14/14

APPENDIX A

ALL-WAY STOP CONTROL WARRANT ANALYSIS
MICHIGAN AVENUE AT INTERNATIONAL AVENUE

TOWN OF LASALLE: ALL-WAY STOP CONTROL WARRANT

(Based on OTM Book 5 - March 2000)

DATE: Tuesday October 14, 2014

MINOR STREET: International Avenue

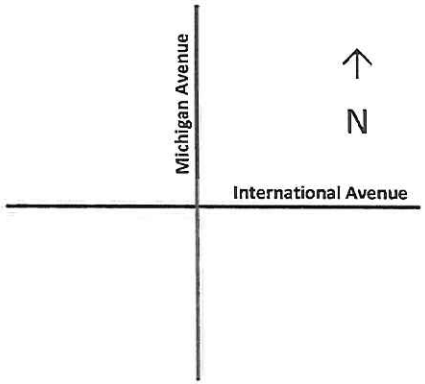
MAJOR STREET: Michigan Avenue

Major Street Direction?
- [x] North / South
- [ ] East / West

Minor Street 'T' Intersection?
- [ ] NB -or- EB
- [ ] SB -or- WB
- [x] No 'T'

Time	Vehicular Volumes (vph) NB Approach	SB Approach	EB Approach	WB Approach	TOTAL
06:00 - 07:00	19	16	8	35	78
07:00 - 08:00	27	35	22	47	131
08:00 - 09:00	24	51	29	49	153
09:00 - 10:00	8	50	26	41	125
14:00 - 15:00	16	72	29	25	142
15:00 - 16:00	14	107	40	25	186
16:00 - 17:00	26	108	45	27	206
17:00 - 18:00	20	104	39	26	189
8-HOUR TOTAL	*154*	*543*	*238*	*275*	*1210*

Pedestrian Crossing Volumes Crossing Michigan Avenue	Crossing International
0	4
11	5
8	16
1	3
16	6
2	7
16	7
1	0
55	*48*



WARRANT 1 - VEHICULAR VOLUMES

All-way stop control may be considered on Collector (major) roads where the following conditions are met:

Condition 1:

The total vehicle volume on all intersection approaches exceeds **600** vehicles per hour for each of any eight hours of the day.

Data Recorded:

Hour 1:	78 vph	**Hour 5:**	142 vph
Hour 2:	131 vph	**Hour 6:**	186 vph
Hour 3:	153 vph	**Hour 7:**	206 vph
Hour 4:	125 vph	**Hour 8:**	189 vph

Warrant Satisfied?
- [ ] YES
- [x] NO

Condition 2:

The combined vehicular and pedestrian volume on the minor street exceeds **250** units per hour (all vehicles plus pedestrians wishing to enter the intersection) for each of the same eight hours.

Data Recorded:

Hour 1:	43 vph	**Hour 5:**	70 vph
Hour 2:	80 vph	**Hour 6:**	67 vph
Hour 3:	86 vph	**Hour 7:**	88 vph
Hour 4:	68 vph	**Hour 8:**	66 vph

Warrant Satisfied?
- [ ] YES
- [x] NO

Condition 3:

The volume split does not exceed **70/30**. Volume on the Collector Road is defined as vehicles only. Volume on the minor street includes all vehicles plus any pedestrians wishing to cross the major roadway.

Data Recorded:

Total Major Street Volume (veh only):	697	55%
Total Minor Street Volume (veh & ped):	568	45%
Sum:	1265	100%

Warrant Satisfied?
- [x] YES
- [ ] NO

TOWN OF LASALLE: ALL-WAY STOP CONTROL WARRANT

(Based on OTM Book 5 - March 2000)

DATE: Tuesday October 14, 2014
MINOR STREET: International Avenue
MAJOR STREET: Michigan Avenue

AND on Local (minor) roads where the following conditions are met:

Condition 4:

Total vehicle volume on all intersection approaches exceeds **400** for the highest hour recorded.

Data Recorded:

Hour 1:	78 vph	**Hour 5:**	142 vph
Hour 2:	131 vph	**Hour 6:**	186 vph
Hour 3:	153 vph	**Hour 7:**	206 vph
Hour 4:	125 vph	**Hour 8:**	189 vph

Warrant Satisfied?

- ☐ YES
- ☑ NO

Condition 5:

The combined vehicular and pedestrian volume on the minor street exceeds **150** units per hour (all vehicles plus pedestrians wishing to enter the intersection) for each of the same eight hours.

Data Recorded:

Hour 1:	43 vph	**Hour 5:**	70 vph
Hour 2:	80 vph	**Hour 6:**	67 vph
Hour 3:	86 vph	**Hour 7:**	88 vph
Hour 4:	68 vph	**Hour 8:**	66 vph

Warrant Satisfied?

- ☐ YES
- ☑ NO

Condition 6:

Volume split does not exceed **75/25** for three-way control or **65/35** for four-way control. Volume on the minor street includes all vehicles plus any pedestrians wishing to cross the major roadway.

Data Recorded:

	4-way control	
Total Major Street Volume (veh only):	697	58%
Total Minor Street Volume (veh & ped):	513	42%
Sum:	1210	100%

Warrant Satisfied?

- ☑ YES
- ☐ NO

TOWN OF LASALLE: ALL-WAY STOP CONTROL WARRANT

(Based on OTM Book 5 - March 2000)

DATE: Tuesday October 14, 2014
MINOR STREET: International Avenue
MAJOR STREET: Michigan Avenue

WARRANT 2- ACCIDENT SUMMARY

Condition 1: Collector Road

For the purposes of this warrant, a high accident frequency on a Collector Road (or major road)occurs when there are greater than or equal to **four** collisions over a 12 month period. Only those accidents susceptible to relief through multi-way stop control must be considered (i.e., right angle and turning type collisions).

Collision Record:

Total: 0

Warrant Satisfied?

☐ YES
☑ NO

Condition 2: Local Road

For the purposes of this warrant, a high accident frequency on a minor road occurs when there are greater than or equal to **three** collisions over a 12 month period. Only those accidents susceptible to relief through multi-way stop control must be considered (i.e., right angle and turning type collisions).

Collision Record:

Total: 0

Warrant Satisfied?

☐ YES
☑ NO

WARRANT 3 - SIGHT DISTANCES

Condition 1: Collector Road

Sight Distance of motorist stopped on Collector Road viewing the Local Road is less than 90 metres for a Collector Road.

Sight Distances:

NB:	90 m
SB:	90 m
EB:	N/A
WB:	N/A

Warrant Satisfied?

☐ YES
☑ NO

Condition 2: Local Road

Sight Distance of motorist stopped on Local Road viewing the Collector Road is less than 65 metres for a Local Road.

Sight Distances:

NB:	N/A
SB:	N/A
EB:	65 m
WB:	65 m

Warrant Satisfied?

☐ YES
☑ NO

TOWN OF LASALLE: ALL-WAY STOP CONTROL WARRANT

(Based on OTM Book 5 - March 2000)

DATE: Tuesday October 14, 2014
MINOR STREET: International Avenue
MAJOR STREET: Michigan Avenue

Summary of Warrants

Warrant 1: Vehicular Volumes

Condition 1	No	Overall: No
Condition 2	No	
Condition 3	Yes	
Condition 4	No	
Condition 5	No	
Condition 6	Yes	

Warrant 2: Accident Summary

Condition 1	No	Overall: No
Condition 2	No	

Warrant 3: Sight Distances

Condition 1	No	Overall: No
Condition 2	No	

ALL-WAY STOP CONTROL
is
NOT WARRANTED

All-way stop control usage notes:

In some circumstances, it may be appropriate to install STOP signs on all approaches to an intersection. This results in an all-way stop condition. All-way STOP sign controls disrupt the flow of traffic and introduce delays to all drivers within the intersection and should only be considered at the intersection of two relatively equal roadways having similar traffic volume demand and operating characteristics (see minimum volume warrants below). The approaches should be directly opposing (i.e., not offset), should preferably approach at right angles (i.e., no skewed approaches) and have an equal number of lanes.

All-way stop controls should be considered only under the following situations:

- As an interim measure, where traffic control signals are warranted but cannot be implemented immediately.

- At locations having a high collision frequency where less restrictive measures have been tried and found inadequate (see all-way stop collision warrant below).

- As a means of providing a transition period to accustom drivers to a change in intersection right of way control from one direction to another. Installation under this warrant must be in conformance with the Amendment of Intersection Control.

Inappropriate Use of All-way Stop Control, all-way stop controls should not be used under the following conditions:

- Where the protection of pedestrians, school children in particular, is a prime concern. This concern can usually be addressed by other means.

- At intersections that are not roundabouts having less than three, or more than four, approaches.

- On multi-lane approaches where a parked or stopped vehicle on the right will obscure the STOP sign.

- Where traffic would be required to stop on grades.

- Where visibility of the sign is hampered by curves or grades, and insufficient safe stopping distance exists.

- Where any other traffic device controlling right of way is permanently in place within 250 m, with the exception of a YIELD sign.

- As a speed control device.

- On roads where progressive signal timing exists.

- On roads within urban areas having a posted speed limit in excess of 60 km/h.

- At intersections that are offset, poorly defined or geometrically substandard.

- On truck or bus routes, except in an industrial area or where two such routes cross.

- As a means of deterring the movement of through traffic in a residential area.

Michigan Avenue at International Avenue		Turning Movements												Pedestrian Crossing				Total Vehicles	Hourly Totals
		NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NB	SB	EB	WB		
15 Minute Counts	6:00 - 6:15	0	3	0	0	0	4	0	2	0	1	5	2	0	0	0	1	17	78
	6:15 - 6:30	2	2	0	0	0	5	0	0	0	0	6	2	0	0	2	0	17	0
	6:30 - 6:45	2	3	0	0	0	3	2	0	1	0	4	8	0	0	1	0	23	0
	6:45 - 7:00	2	5	0	0	0	4	1	0	2	0	5	2	0	0	0	0	21	0
	7:00 - 7:15	0	5	0	1	0	8	0	0	0	0	5	5	0	0	0	0	24	131
	7:15 - 7:30	1	6	0	0	2	8	3	3	1	1	8	4	0	4	2	1	37	0
	7:30 - 7:45	1	7	0	0	1	5	1	2	2	1	4	10	0	4	0	0	34	0
	7:45 - 8:00	1	6	0	1	2	7	7	3	0	0	4	5	1	2	2	0	36	0
	8:00 - 8:15	0	6	0	3	4	7	5	4	0	0	5	11	0	0	0	0	45	153
	8:15 - 8:30	0	4	1	3	6	8	7	0	0	0	1	11	0	0	1	0	41	0
	8:30 - 8:45	0	7	0	2	1	11	4	3	0	0	8	2	0	6	13	0	38	0
	8:45 - 9:00	0	5	1	1	1	4	4	2	0	0	6	5	0	2	2	0	29	0
	9:00 - 9:15	1	4	0	7	1	13	7	2	1	0	4	8	0	0	2	0	48	125
	9:15 - 9:30	0	0	0	2	1	7	1	5	2	1	5	5	0	0	1	0	29	0
	9:30 - 9:45	1	2	0	0	1	8	2	2	1	0	5	5	0	1	0	0	27	0
	9:45 - 10:00	0	0	0	3	0	7	2	1	0	0	5	3	0	0	0	0	21	0
	10:00 - 10:15																	0	0
	10:15 - 10:30																	0	0
	10:30 - 10:45																	0	0
	10:45 - 11:00																	0	0
	11:00 - 11:15																	0	0
	11:15 - 11:30																	0	0
	11:30 - 11:45																	0	0
	11:45 - 12:00																	0	0
	12:00 - 12:15																	0	0
	12:15 - 12:30																	0	0
	12:30 - 12:45																	0	0
	12:45 - 13:00																	0	0
	13:00 - 13:15																	0	0
	13:15 - 13:30																	0	0
	13:30 - 13:45																	0	0
	13:45 - 14:00																	0	0
	14:00 - 14:15	0	5	0	1	6	11	3	4	2	0	2	0	0	0	0	0	34	142
	14:15 - 14:30	0	1	0	2	5	6	2	1	1	0	0	4	0	0	0	0	22	0
	14:30 - 14:45	1	1	1	3	8	8	5	3	0	0	5	5	11	2	2	2	40	0
	14:45 - 15:00	0	7	0	8	8	6	6	1	1	0	3	6	2	1	2	0	46	0
	15:00 - 15:15	1	4	0	11	8	10	7	4	0	0	2	4	0	1	2	0	51	186
	15:15 - 15:30	1	2	0	6	10	9	4	3	1	0	0	5	0	0	4	0	41	0
	15:30 - 15:45	0	2	0	7	9	17	7	4	0	0	3	3	0	1	1	0	52	0
	15:45 - 16:00	0	3	1	3	8	9	4	6	0	0	5	3	0	0	0	0	42	0
	16:00 - 16:15	1	7	1	4	16	15	4	5	1	0	5	4	11	1	5	1	63	206
	16:15 - 16:30	1	5	1	7	8	7	7	4	2	0	4	1	0	3	0	0	47	0
	16:30 - 16:45	0	5	0	9	8	10	6	4	1	0	2	3	1	0	0	0	48	0
	16:45 - 17:00	0	5	0	6	12	6	3	6	2	0	3	5	0	0	1	0	48	0
	17:00 - 17:15	1	5	0	11	7	7	1	5	3	0	1	3	0	0	0	0	44	189
	17:15 - 17:30	0	4	0	9	15	8	4	4	1	0	2	6	0	0	0	0	53	0
	17:30 - 17:45	2	4	0	9	10	7	3	6	1	0	3	4	1	0	0	0	49	0
	17:45 - 18:00	0	4	0	7	9	5	4	6	1	0	4	3	0	0	0	0	43	0
	18:00 - 18:15																	0	0
	18:15 - 18:30																	0	0
	18:30 - 18:45																	0	0
	18:45 - 19:00																	0	0
	19:00 - 19:15																	0	0
	19:15 - 19:30																	0	0
	19:30 - 19:45																	0	0
	19:45 - 20:00																	0	0
																	Total Hours Counted:		8