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## Advocacy Works!

### Pallister government moves to ensure free trade under New West Partnership



The deputy minister of Growth, Enterprise and Trade has sent a letter to the MHCA, stating the Pallister government will get all elements in place to meet new requirements for open cross-border trade under the New West Partnership agreement.

The MHCA had sent in June letters to government officials, including Premier Brian Pallister, asking that procurement policies and processes in Manitoba – and its Crown corporations and agencies – were rewritten to

comply with the NWP open-trade rules. Initially, the government had stated that procurement processes within Manitoba Crown corporations would need time to adjust.

Last week, however, GET Deputy Minister James Wilson sent MHCA a letter noting those policies were ready to comply as of July 1, 2017.

“This will ensure that Manitoba suppliers have full access to procurement by all Crown corporations in Saskatchewan, Alberta and British Columbia under the NWPTA,” Wilson wrote.

The adjustment of Crown policies was critical to the unfettered access to bidding on public procurement across provincial borders in the West. MHCA has had ongoing concerns with respect to the practices in Saskatchewan. In reply to early correspondence on the matter, it was pointed out that Manitoba’s Crowns would have to change their own restrictive procurement policies in order for reciprocity to take place under the New West Partnership agreement, but that the compliance deadline was Jan. 1, 2019.

MHCA President Chris Lorenc urged the government to accelerate the speed with which Crown corporations updated their policies and practices.

Manitoba signed on to NWP earlier this year. The agreement seeks to break down barriers to trade and procurement across the Western Canadian provinces.

The MHCA is continuing to advocate for open procurement. Some Saskatchewan government tenders, for example, demand proof of local knowledge, including experience of working in the area and with “relevant third parties.” That knowledge/experience is given weight when the government entity judges bids to award a project. Wilson’s letter committed to following up with Saskatchewan on this matter, too.

“There is work to be done, but we see this signal as proof of progress and that free and fair access to trade and procurement across the borders is a high priority of the Pallister government,” Lorenc said.

# Province announces 2017 municipal road improvement program projects

Manitoba News Release, July 25



The Manitoba government is investing \$12 million for municipal roads, Indigenous and Municipal Relations Minister Eileen Clarke announced today, along with Chris Goertzen, president, Association of Manitoba Municipalities (AMM), and Reeve Jim Campbell, RM of Rockwood.

“Investments in our road and transportation infrastructure ensure that both goods and services continue to flow efficiently throughout our province,” said Minister Clarke. “Our government recognizes the importance of investing in our municipal infrastructure, which helps foster long-term, sustainable growth for our communities.”

The Municipal Road Improvement Program was developed in partnership with the AMM and provides 50/50 cost-shared funding for municipal road projects including the cost of new road construction and road renewal projects to extend the useful life of a road. A total of 188 projects were approved in 2017 in 99 municipalities, the minister noted.

“The AMM is pleased to be a partner with the Province of Manitoba in selecting these critical infrastructure projects under the Municipal Road Improvement Program,” said Goertzen. “While the projects range from main streets to back lanes, and from campground roads to industrial park corridors, all have one thing in common – they will positively impact the citizens in their respective communities.”

“Rockwood is a large municipality with numerous infrastructure challenges,” said Campbell. “Thanks to financial assistance from our provincial government, the RM of Rockwood will be able to attain some of these challenges.”

Projects were evaluated against key outcomes that address increased economic activity, extended asset life, improved public safety, and regional or community impact, added Clarke.

This funding is in addition to the \$747 million that Manitoba Infrastructure has budgeted for roads, highways, bridges and flood protection outside of Winnipeg for capital maintenance and the preservation of provincial infrastructure assets, the minister said.

To view a list of proposed projects visit <http://www.mhca.mb.ca/wp-content/uploads/2014/08/BG-MRIP.pdf>

# Pallister points at Ottawa for rail line fix

*Manitoba premier says Omnitrax's refusal to pay for repairs needs federal leadership*

*Sean Kavanagh, CBC News, July 19*

Premier Brian Pallister says it's Ottawa, not Manitoba, that must take the lead on decisions about repairing the flood-damaged rail line to Hudson Bay.

Pallister, who made the remarks following a meeting of premiers in Edmonton, said the rail line and port of Churchill are linked as a federal issue.

"Where we're going with Churchill will depend to a great degree where the federal government wants to go, with respect to what was always a public utility for many, many years, and that's the port and of course the rail line in addition to it," Pallister said.

Denver-based Omnitrax Rail gave a technical briefing Tuesday, saying the tracks could be fixed by November and estimating the cost at between \$20 and \$60 million.

However, Omnitrax senior management says it can't pay for the repairs, calling the rail line "a public utility."

A statement by a spokesperson for federal Transport Minister Marc Garneau on Wednesday pointed the responsibility for the line directly back at Omnitrax, saying it had an obligation due to funding agreements going back to 2008.

The federal government provided Omnitrax with \$20 million (over five years) and a further commitment of \$4.1 million for the Port of Churchill to "ensure that the port remains in adequate operating condition."

"Under the 2008 agreement, OmniTRAX cannot significantly reduce, discontinue, abandon the Bay Line or other Fixed Assets. While business decisions related to operations and maintenance of these assets fall under OmniTRAX's discretion, the company is bound by the terms and conditions set out under both agreements with the Government of Canada," said Minister Garneau.

Manitoba has also contributed millions in subsidies to Omnitrax and is in a legal battle for non-payment for the company's losses.

The Progressive Conservative government had said several times it was waiting for the repair assessment from Omnitrax before weighing in on what Manitoba might contribute. Now, Pallister said, Ottawa must signal its intention first.

"We need to know what the federal government's intentions are before we can move forward with any confidence or any defensible investment; that is absolutely essential," Pallister said.

On Tuesday, Manitoba Infrastructure Minister Blaine Pederson called Omnitrax's assessment of the damage and the cost to fix the line "clearly inadequate."

When asked to explain further what was "inadequate" specifically with the company's assessment, Pederson issued a statement Wednesday calling it a "preliminary estimate."

"Notable issues in the briefing provided by OmniTrax include the imprecise cost estimate, which was given in the absence of a completed engineering assessment and unknown nature of contractor bids. Additionally, they provided a nominal 60-day plan for completion without consideration for complications, risks and variables to achievability," said Minister Pederson.

In another development, a deadline set by Omnitrax is looming. Company executives said they must know by around Aug. 1 whether to proceed with repairs if they are to be completed before winter.

The region's MLA, Liberal Judy Klassen, issued a statement calling on the province to hold an emergency meeting on the crisis.

"How can the premier justify what's happening to the people of Churchill and surrounding communities? They are Manitobans. It's unacceptable and downright unfair to subject residents to soaring food prices, fuel shortages and job losses. Brian Pallister is turning his back on hundreds of Manitobans," Klassen wrote.

# MHCA welcomes new member

The MHCA is pleased to welcome its newest member **ProForma Engineering**

ProForma Engineering is a local Mechanical and Welding engineering office with experience in design of hydraulic equipment. ProForma services hydraulic pumps, motors, cylinders, and PTOs for Hydraulic systems. It maintains a fitting inventory and crimp hydraulic hoses. Its engineering group serves heavy equipment transportation plans and design of custom lifting equipment including critical lift plans.

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## Upcoming MHCA Meetings

Rental Rates Committee MHCA Office August 25 - 12:00-2:30 PM	SAFE Roads MHCA Office September 27 - 12:00-1:30	Rental Rates Committee MHCA Office November 3 - 12:00-2:30 PM	Rental Rates Committee MHCA Office December 1 - 12:00-2:30
MHCA Executive Committee MHCA Office September 6 - 12:00-4:00 PM	Rental Rates Committee MHCA Office October 6 - 12:00-2:30	MHCA Board of Directors RBC Convention Centre November 17 - 10:00-12:00 Noon	MHCA Executive Committee MHCA Office January 17, 2018 - 12:00-4:00 PM
MHCA Board of Directors MHCA Office September 13 - 12:00-4:00 PM	MHCA Executive Committee MHCA Office October 25 - 12:00-4:00 PM	MHCA Executive Committee MHCA Office November 21 - 12:00-4:00 PM	MHCA Board of Directors Location TBD January 24, 2017 - 12:00-4:00 PM



# THE SAFETYYS

*A Celebration of Workplace Safety*

WEDNESDAY, SEPTEMBER 27, 2017

[WWW.THESAFETYYS.CA](http://WWW.THESAFETYYS.CA)



## Take Safety Precautions While Working in Summer Heat

Extreme summer temperatures can cause reactions ranging from discomfort to serious illness in most people. For workers who are exposed to the heat over the course of a work day, taking safety measures is an important part of staying healthy and comfortable.

High daytime temperatures can make it challenging to work outdoors or in buildings without air conditioning. Here are some ways to increase comfort during periods of peak temperature:

- Wear clothing that is lightweight, light-coloured and loose-fitting.
- Use fans indoors.
- Take rest breaks and drink cool beverages.
- Focus on lighter activities whenever possible and leave physically demanding tasks for cooler periods.

More serious situations can lead to heat stress, a condition in which the body is unable to control its internal temperature. The following symptoms can result:

- Heat illness – headaches, dizziness, upset stomach and vomiting
- Heat exhaustion – fatigue, weakness, moist skin, rapid and weak pulse
- Heat stroke – hot dry skin, a rapid, strong pulse, mental confusion, unconsciousness, seizures and convulsions

Take these steps to prevent heat stress:

- Monitor yourself and your co-workers.
- Take breaks and remember to drink when you're thirsty.
- Work in the shade, away from heat sources.
- Build up tolerance to high temperatures.

Follow these measures to treat someone who is experiencing heat stress:

- Move the person to a cool, shaded area.
- Loosen or remove heavy clothing.
- Provide cool drinking water.
- Call 911 immediately.

Employers should work with their safety and health committees, worker representatives or workers to create a hot weather plan and determine work procedures for periods of elevated temperature.



**Canadian  
Construction  
Association**

# Infrastructure bank studied as funding option for U.S.-Canada high-speed rail

*The Canadian Press, July 27*

Ottawa — Washington state is exploring whether Canada's new infrastructure bank could help finance a multibillion-dollar proposal for high-speed rail between Vancouver and the U.S. northwest.

The Trudeau government's soon-to-be-launched, \$35-billion infrastructure bank will seek to use public funds as leverage to attract billions more in private investment for major infrastructure projects, such as bridges, transit systems and rail lines.

The legislative blueprint for the infrastructure bank also allows for the use of public money to help bankroll projects "in Canada or partly in Canada," provided there's a financial benefit and a physical connection to the country.

The state of Washington has taken notice.

It's looking at the infrastructure bank as a potential financing option for a long-discussed high-speed rail connection between Portland, Seattle and Vancouver, says one of the governor's senior policy advisers.

Charles Knutson, an adviser for Washington Gov. Jay Inslee, said Ottawa's infrastructure bank will be analyzed as a financing option in an ongoing feasibility study for the rail proposal.

Earlier this year, Inslee committed US\$1 million towards a cost-benefit analysis of the "ultra high-speed" rail line that would see trains run at speeds of at least 400 km/h. The final report is due in December.

"We've heard from some of our Canadian counterparts that that's a tool that we could explore and we're open to looking into that further," Knutson told the Canadian Press in an interview.

"The fact that it is something that could support cross-border projects seems to be a good match, but we'd need to know more."

He added that the cost-benefit analysis will provide a better sense of the scope of the project and help determine what kinds of financing options would be available.

The high-speed rail link has support from political leaders in the region and from the business community, including high-tech giant Microsoft. They see it as part of a broader plan to deepen regional economic ties and contribute to a Seattle-Vancouver technology network dubbed the Cascadia Innovation Corridor.

Knutson, who attended a meeting between Inslee and Prime Minister Justin Trudeau in May, said they discussed the potential benefits of the high-speed rail project, including construction jobs, better workforce mobility and reduced road traffic.

"They both expressed their support for ultra high-speed rail that could improve connectivity, help grow business opportunities on both sides of the border," he said.

"They talked about how this is an idea that's time has come."

Knutson said he doesn't specifically recall hearing the infrastructure bank come up during the discussion, but noted other Canadian leaders have spoken about it with Inslee.

A spokesman for Amarjeet Sohi, Canada's infrastructure minister, said the proposed Portland-Vancouver rail line would be legally eligible under the bank's legislation.

"But ultimately any decision to move forward with assessing the project for a potential investment will be the bank's to make," Brook Simpson wrote in an email.

The bank is central to the Trudeau government's economic growth strategy. It's committed more than \$180 billion for new projects over the next 11 years and, as part of the effort, its hoping to further boost investments with a lift from private cash.

But in order to attract private capital the projects will have to be designed to generate steady, reliable returns for investors through revenue streams such as user fees.

Sohi has argued the bank will be a tool to fund infrastructure projects that may not otherwise be built, or projects that public or private bodies can't afford on their own.

The infrastructure bank has also been a source of controversy. The government has faced heavy criticism about the bank, including allegations that argue it will put the priorities of wealthy investors ahead of Canadian taxpayers, who will be stuck assuming too much of the risk.

Political rivals have warned the Crown corporation will likely force Canadians to pay twice for their infrastructure – first via the public treasury and then through user fees that will generate corporate profits.

6 The Liberals also faced repeated calls to slow down its plan to create the bank amid concerns Ottawa was rushing through the legislation to create the bank without proper parliamentary scrutiny.



## Shifting stateside? think about it...



*Peter G Hall, Vice President and Chief Economist*

The stakes are high. For some, they're about as high as they get. Tough talk south of the border has Canadian exporters worried that if they don't relocate to the US, they will lose their sales there. These fears are not made up; they are real. And they are being validated by US buyers who have bought in to 'America first' thinking. All year exporters have been asking me what I think they should do. Clearly, every business situation is different, and the answers have depended on the particulars of the situation. But is there a common response, a set of guidelines that every firm feeling pressure can consider?

Before getting to the answer, a bit of context: the US is still overwhelmingly Canada's largest customer, and by far the largest international recipient of Canadian direct investment abroad. While some characterize this outward investment as bad for the Canadian economy, believing that the money would be better spent here, EDC Economics has always viewed this as a necessary element of integrative trade – an efficient, business-directed expansion of supply chains globally that permits our enterprises to be efficient on a world scale. Without this, sales would at the least be impaired, and at worst, non-existent.

This practice has in fact not hollowed out the local economy, but has accompanied a dramatic diversification of Canadian sales to markets all over the world. In a number of industries, it has enabled Canada to achieve a scale of operation and specialization that would be unlikely if simply confined within our own borders. If left free to make efficient decisions about global activities, successful businesses will make the right decisions.

Add political pressure, and the game changes considerably. In this case, it's no longer about standing up foreign investments on their own merits, but forcing activity under threat of losing the business – whatever the cost implications are. At first blush, it seems that there is not much choice. Nobody wants to forego hard-won contracts, so the short-run solution seems to favour capitulation. That has been the response of many I have spoken with in the first half of the year, with some even saying that their flag-waving US buyers are willing to pay for it. Does any of this add up, or is there another way we should be looking at it?

Those considering relocation for political reasons need to do the math. A first consideration is that US industrial capacity is tight. In certain industries, like the auto sector, wood products, furniture, paper production and certain parts of food processing, levels of capacity utilization are greater than during the red-hot growth just before the Great Recession. That means that getting into the US, already an expensive proposition, is going to be a fight for limited existing capacity, and limited capacity to create new capacity. If going, prepare for 'No Vacancy' signs.

A second factor is the labour market. Even if a firm succeeds in finding space to operate in, there may not be workers to fill it up. The unemployment rate is 4.4% and falling. It hardly ever gets that low. True, there are still ample amounts of displaced workers looking to get into the market, but many of these require training or re-training, possibly an expensive proposition.

OK, assuming success on these first two factors, there's a third: all of the costs of this new operation will be in US dollars. That's right, transplant the process, and you're now paying roughly 30% more for everything. And if you were getting paid in USD to begin with, that will be a pure margin hit. If you were taking payments in canuck bucks, even worse.

Two more considerations: if everyone in the world is rushing in to the US for the same politically-motivated reasons, fighting for that same limited capacity, imagine the extra cost pressures – and the consequent interest rate increases. Finally, if your buyer is willing, for 'patriotic' or other reasons, to absorb all or a large part of your higher costs – and everyone else's in their supply network – aren't you just a little worried about their medium-to-longer-term viability in today's globally competitive marketplace?

The bottom line? It gets pretty freaky when it seems a head of state is taking aim at your business model. And when your key buyers buy in to the rhetoric. But at the end of the day, you still have to make a buck. A quick move to hedge your bets could be as costly as standing your ground. As always, it is best to do diligent homework and make an informed decision.



## Working safe in summer temperatures

For those who work in the heavy construction industry, keeping cool is a must as the temperature climbs.

It is important for employers to make sure their workers are properly equipped, to handle the heat exposure that can make an otherwise normal work day a serious risk for heat related illnesses.

There are a number of ways to keep your employees cool in the summer months.

PPE is often the most reasonable solution to address the problem of heat related illnesses. Workers should cover their skin to prevent sunburn. They should wear loose-fitting, light colored clothing that lets sweat evaporate while stopping heat.

During periods of extreme heat and humidity, more frequent breaks should be taken. Additionally, hydration is essential. Drink 1 – 2 cups of water every hour to help prevent dehydration.

If at any time while working you or your employees experience the signs of heat stress – heavy sweating, extreme weakness or fatigue, dizziness or confusion, nausea, clammy skin, pale or flushed complexion, muscle cramps or fast and shallow breathing – stop working immediately. Relocate to a cool and shady area and provide prompt medical attention.

More information can be found in the SAFE Work article on page 5.

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To contact your WORKSAFELY™ advisor assigned to your area, please see [mhca.mb.ca/worksafely/know-your-advisor](http://mhca.mb.ca/worksafely/know-your-advisor)

# Training Schedule

**WINNIPEG - MHCA Office  
3-1680 Ellice Ave.**

## August 2017

- 14 Flagperson 1/2 day AM
- 14 Committee/Representative training 1/2 day PM
- 15-16 Traffic Control Coordinator
- 17 Excavating & Trenching 1/2 day PM
- 21-22 **COR™ Leadership in Safety Excellence**
- 23 **COR™ Principles of Health & Safety Management**
- 24-25 **COR™ Auditor**
- 30 Train the Trainer

## September 2017

- 7 Transportation Dangerous Goods 1/2 day AM
- 12 Flagperson 1/2 day AM
- 12 Committee/Representative training 1/2 day PM
- 14-15 Traffic Control Coordinator
- 18-19 **COR™ Leadership in Safety Excellence**
- 20 **COR™ Principles of Health & Safety Management**
- 21-22 **COR™ Auditor**
- 25 Excavation and Trenching 1/2 day AM
- 25 **COR™ Auditor Refresher (no charge) 1/2 day PM**

- ★ Leadership Certificate Program/Gold Seal
- 🖱 e-COR™ training and information session



# SAFETY TALK

Each year hundreds of Manitoba construction workers suffer the effects of an eye injury on the job.

## What's the danger

Some of the most common eye hazards are:

- Flying particles and debris – dust, concrete, metal and stone
- Welding arcs
- Splash from chemicals
- Environmental elements – wind and sun

## How to protect yourself

Safety eyewear is an essential piece of personal protective equipment.

**When selecting suitable eye protection, consider the following:**

- Specific workplace hazards
- Fit and comfort
- Vision and movement

# Eye protection

### Types of eye protection:

- Safety glasses – eyeglasses with safety frames constructed of metal or plastic that have impact-resistant lenses
- Goggles – providing higher impact, dust, and chemical-splash protection as they fit snugly around the eyes compared to safety glasses
- Face shields and helmets – considered secondary protectors, they are used in conjunction with other protective eyewear to provide additional full face protection
- Welding goggles – prevent exposure to harmful light rays

We only have one pair of eyes, it pays to protect them. Make a point to wear your safety eyewear as soon as you set foot on the jobsite.

Print and review this talk with your staff, sign off and file for COR™ / SECOR audit purposes.

Date: \_\_\_\_\_

Performed by: \_\_\_\_\_

### Concerns:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

### Employee Name:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Supervisor: \_\_\_\_\_

Location: \_\_\_\_\_

### Corrective Actions:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

### Employee Signature:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_



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Engineering and Operations Division  
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July 27, 2017

## **NOTICE of ROAD CLOSURE PTH 10 North of PTH 5**

Necessary railway repairs at the CN railway crossing on PTH 10 north of PTH 5 in Ashville will result in lane closures for all vehicular traffic.

Both northbound and southbound lanes of PTH 10 (north of PTH 5) are scheduled to close for one day starting at **9:00 a.m. Thursday August 10<sup>th</sup>, 2017 until 9:00 p.m. Thursday August 10<sup>th</sup>, 2017.**

Variable message boards will provide advance notice of the closure. The alternate RTAC route is PTH 83 via Roblin.

Commercial truck traffic will be required to use an appropriate alternate route. Permitted oversized/overweight vehicles will be required to use alternate routes that have been approved by Manitoba Infrastructure.

Information and updates regarding the road closure will be available on the Highway Information (Manitoba 511 – Road and Traveler Information) website, <http://www.manitoba511.ca/en/> or by calling 204-945-3704 or toll free at 1-877-627-6237.

To discuss specific permit requirements/alternate routes, please contact Permit Services directly at 204 945-3961 or toll free at 1 877 812-0009.

Your anticipated cooperation during the required road closure is greatly appreciated.

# MHCA SUMMER OFFICE HOURS

Effective May 15 until September 1, 2017

Monday: 7:45 am - 4:30 pm  
(lunch 12:00 pm-12:30 pm)

Tuesday: 7:45 am - 4:30 pm  
(lunch 12:00 pm-12:30 pm)

Wednesday: 7:45 am - 4:30 pm  
(lunch 12:00 pm-12:30 pm)

Thursday: 7:45 am - 4:30 pm  
(lunch 12:00 pm-12:30 pm)

Friday: 7:30 am - 12:00 pm

Closed Saturday and Sunday

