8 IMPLEMENTATION PLAN

8.1 Introduction

An implementation plan for the Illinois Statewide ITS Strategic Plan is the next step of the project planning process. This plan provides a strategy for implementing statewide, regional, and local ITS projects, and defines a sequencing plan for the coordinated deployment of the statewide ITS projects defined in Section 7. The deployment plan is "where the action is" with respect to ITS technology deployment in Illinois.

8.2 Implementation Strategy

Before deploying ITS projects, it is important to define roles and responsibilities of the transportation agencies involved and how these projects should be brought into the planning and programming process. As depicted in Figure 8-1, this Implementation Strategy involves three critical geographic and governmental areas for ITS deployment:

- The state of Illinois as a whole,
- The IDOT regions, and
- Local government agencies.

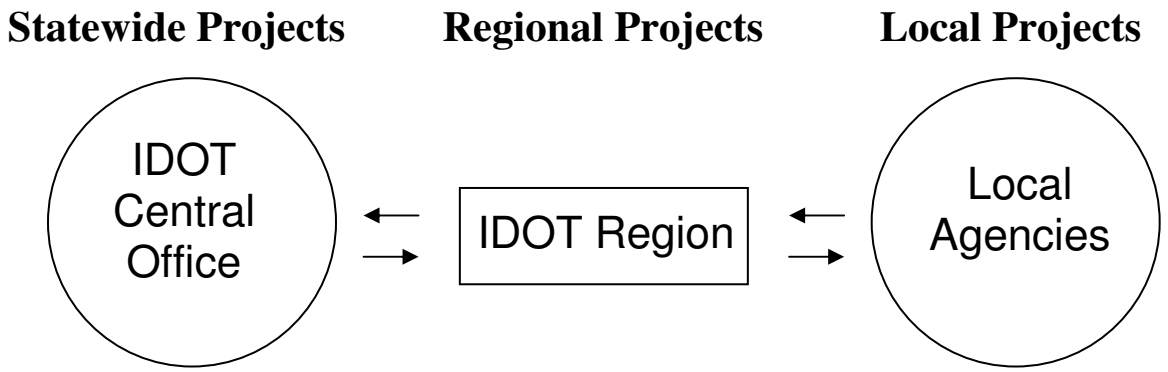
The statewide level of projects includes deployments encompassing the entire state and provides benefits from standardized deployment procedures throughout the state. An example would be the various communications projects that are intended to join together the various regional information nodes to create an overall Illinois Statewide Transportation Information Network. Each individual deployment or project is only one piece of the puzzle; to provide maximum benefit each project must be deployed in sequence to create this statewide network. The overall statewide information network is a critical component based solely on the number of projects that rely on its deployment. Therefore, sequencing of projects (Section 8.3) is a critical step in ITS project deployment.

The second area for deployment involves the IDOT regions. Most IDOT regions consist of an urban center or centers, and rural areas. Urban centers typically have a regional ITS architecture in place which defines the exchange of pertinent ITS information between users. Rural areas rely on the Statewide ITS Architecture to serve the same purpose. Regardless, the IDOT regional office becomes the conduit through which ITS is deployed on a regional basis. Both the statewide level of projects and the local government level of projects rely on the regional office to coordinate statewide and local activities at a regional level. In addition, the IDOT regions may benefit from working together on deployment of ITS for interregional corridors.

Local government agencies are the third area of deployment. The coordination of local ITS initiatives is key to ensure the total benefits of a system are recognized. Given the nature of the ITS deployment, several projects may entail the coordination of multiple agencies and the sharing of resources in a collaborative manner. One example of such a situation would be the deployment of an interagency traffic signal system. Each agency may be responsible for the

updating of their traffic signal equipment, while one agency may agree to operate the system during peak congestion periods to minimize overall staffing requirements. In this example, signal timing plans would be agreed to by all agencies involved and developed collaboratively.

Figure 8-1 – ITS Program Implementation Plan



The three major areas are critical to the overall implementation of intelligent transportation systems. Each area includes key implementation responsibilities that contribute to effectiveness of the ITS as a whole. The Statewide Concept of Operations and Statewide ITS Architecture are useful references for operational responsibilities, ITS services, and interfaces between agencies. This Implementation Strategy focuses on responsibilities related to the actual implementation of projects, or project management.

8.2.1 Implementation Roles and Responsibilities

This subsection identifies the general roles and responsibilities of IDOT and other partner agencies for delivering ITS solutions (defined in Section 7) to transportation system users. These roles are defined in three areas: 1) Statewide Programs; 2) Regional Programs; and 3) Local Programs.

Table 8-1 summarizes the responsibilities of IDOT and other key stakeholders involved in the deployment of ITS. Statewide ITS projects are highlighted as bold selections in the table. The implementation responsibilities are consistent with the statewide and regional project designations outlined in Chapter 7. Each project area has specific guidelines on roles and responsibilities to promote the deployment of coordinated ITS systems in Illinois.

Table 8-1 – ITS Implementation Responsibilities

Solution	Statewide Policy and Coordination (IDOT)		Service Delivery Responsibility			
	Policy	Coordination	Statewide	Regional/ Corridor	Local	Other
Active Transit Station Signs						X[1]
Advanced Railroad Highway Interface Technologies				X	X	
Automated Commercial Vehicle Inspection	X	X	X			
Automatic Vehicle Location (AVL)				X	X	X[1,2]
Commercial Vehicle Information Exchange	X	X	X			
Computer-Aided Dispatching (CAD)				X	X	X[1,2]
Corridor Action Teams	X	X	X	X	X	X[1,2,3]
Crash Investigation Systems	X	X	X			X[2]
Curve Warning Systems	X			X	X	
Dynamic Speed Warning Signs	X			X	X	
Emergency Vehicle Rail Crossing Safety Systems	X			X	X	X[2]
Emergency Vehicle Traffic Signal Preemption	X			X	X	X[2]
Enabling Backbone Communications Infrastructure	X	X	X			
Enhanced Communications Links	X		X	X	X	
High Volume Rest Area Parking Management	X	X	X			
Illinois Statewide Transportation Information Network (ISTIN)	X	X	X			
In-vehicle CVO Info	X	X	X			X[3]
In-vehicle Traffic Probes	X	X	X			X[3]
Integrated Corridors	X			X	X	X[1,2]
Integration of Communications Channels				X	X	X[1,2]
Interagency Operations Library	X	X	X	X		
ITS Design Guidelines	X	X	X	X	X	
ITS Infrastructure Deployment	X	X	X	X		
ITS Outreach	X	X	X			
Mobile Network Access	X	X	X			
Overheight Detection Systems	X	X	X	X	X	
Portable DMS	X			X	X	
Portable Speed Detectors	X			X	X	X[2]
Red Light Running Monitoring	X			X	X	X[2]

Solution	Statewide Policy and Coordination (IDOT)		Service Delivery Responsibility			
	Policy	Coordination	Statewide	Regional/ Corridor	Local	Other
Regional Communications Centers	X	X	X	X		
Regional Traffic Signal Coordination	X			X	X	X[1,2]
Regional Paratransit Coordination						X[1]
Security Surveillance	X	X	X			X[1,2]
Standardization of ITS Transit Initiatives						X[1]
Statewide Advanced Traveler Information Systems	X	X	X	X		
Statewide Communications Center/System One Upgrade	X	X	X			
Traffic Data Archive	X	X	X	X		
Traffic Signal System Upgrades	X			X	X	
Training	X	X	X	X	X	
Transit Signal Priority	X			X	X	X[1]
Transit Transfer Connection Protection						X[1]
TMC Interoperability	X	X	X	X		X[2]
Virtual Weigh Stations			X			X[2]
Work Zone Enhancements*	X	X	X	X	X	

"Other" Responsible Agencies footnotes:
[1] Transit Operators
[2] Emergency Responders
[3] Private Sector

* Work zone enhancement projects to be addressed by the Bureau of Safety Engineering

8.2.2 Planning and Programming

The ITS projects identified in Section 7 are focused on providing benefits at a statewide level, but they will also improve transportation operations at the regional and local level. These projects, while statewide in nature, will also involve varying degrees of deployment at the regional and local level. As such, it is important to identify ways to integrate ITS into the statewide, regional, and local transportation planning and programming process.

The Statewide ITS Architecture (and the various regional ITS architectures) provides a starting point for defining the functionality and scope of a given ITS project. As individual ITS projects take shape, the architecture should be reviewed to ensure that an ITS project's functionality is included within the framework of the architecture. Once this is confirmed, the ITS architecture can be used to obtain project funding and to introduce the project into the appropriate Transportation Improvement Plan.

The development of this Statewide ITS Strategic Plan has been led by the Illinois Department of Transportation, and IDOT will serve as the focal point for ITS planning and programming for statewide ITS projects (and many regional/local projects in the future). This will require coordination both within IDOT and between IDOT and its partner agencies.

ITS can be deployed as part of a larger improvement project (e.g., installation of vehicle detection as part of a roadway reconstruction project), or as a separate standalone project (e.g., transit smart card program). The following subsections discuss ways that ITS projects can be incorporated into both approaches.

MAINSTREAMING ITS PROJECTS

Intelligent transportation systems should be considered as a potential application in all highway improvement projects. Typically, the earlier that ITS is considered in the development of a transportation improvement project, the greater the benefits ITS will provide. When ITS is introduced late in the process and time is of the essence, it can be over- or under-designed, it may miss out on potential integration opportunities, and it may be viewed by some as "stealing" funds from other aspects of the project work. By defining the ITS design component early in the project's development, it becomes part of the overall highway improvement. This is referred to as "mainstreaming" ITS and is encouraged by the USDOT.

The IDOT project development process follows a phased approach. Phase I encompasses the planning or preliminary design stage. This phase begins with project scoping and concludes with the creation of a Phase I report. This report describes the purpose and need of a given project, documents existing conditions, outlines a number of project alternatives, and provides recommendations for subsequent phases. Phase II represents the final design stage of a project. This second phase builds upon the findings in the Phase I report, and finalizes the specific design parameters of the project. Phase III represents the construction stage of a project.

ITS should be considered beginning in the early stages of Phase I of highway improvement projects, specifically during the following activities (as defined in the IDOT Bureau of Design and Environment (BDE) Manual, Chapters 2 and 3):

- Scope Project – consider ITS at project conception
- Collect Data – identify existing ITS elements in the project area
- Analyze Existing Conditions – determine usefulness of existing ITS elements
- Determine Reasonable Alignments – assess applicable ITS applications
- Conduct In-Depth Analysis of Reasonable Alignments – assess applicable ITS technologies/strategies
- Identify Recommended Alignment – identify recommended ITS elements
- **ITS Concept Checklist*** – compile a checklist of ITS element recommendations to coincide with Drainage Report (16), Geotechnical Report (17), and Utility Review
- Develop Traffic Management Analysis (TMA) – ITS elements should also be considered for application during the construction stage
- Set Pre-Final Geometry and Right-of-Way – incorporate ITS elements into preliminary design
- Prepare Draft Design Report – incorporate ITS elements into preliminary design
- Conduct Public Hearing/Meeting – introduce ITS elements to the traveling public
- Select Preferred Alignment – select ITS elements for Phase II design
- Prepare Final Design Report – document ITS recommendations
- Obtain Design Approval from BDE – obtain BDE approval of ITS design

* New activity

Next, assuming that ITS elements are included in the Phase I recommendations, during the Phase II final design ITS should be considered as part of the 'Others' track (see the BDE Manual, Ch. 2 and 3). ITS Infrastructure and schematic sheets would fall under the category of 'Specialized Plans' (Activity No. 18 in the Phase II Project Development Network[1]), and would be developed along with the standard Roadway Design, Maintenance of Traffic, Structural, and Landscaping plan sheets. This way all project designers would be aware of the inclusion of intelligent transportation systems of the project, allowing the design of all project components to be carried out in an integrated and coordinated manner.

During Phase III construction, the ITS tools designed during previous stages would be applied to collect traffic data for traveler information and management purposes, monitor the work zone to detect incidents and enforce traffic laws, and provide traveler advisories to improve traveler safety.

STANDALONE ITS PROJECTS

Historically, ITS projects have been considered as specialized initiatives and have often been developed without consideration of other transportation areas. However, with the recent passage of the latest surface transportation reauthorization, SAFETEA-LU, ITS projects have become more mainstreamed with the support and encouragement of the US DOT. While this promotes interoperability and improved coordination between different transportation disciplines and ITS,

[1] IDOT Bureau of Design and Environment Manual, 2002

ITS project managers can be faced with the prospect of competing with traditional road construction and transit projects for available funding.

As stated in the Code of Federal Regulations, Part 940, "use of the National ITS Architecture to develop a regional ITS architecture, and the subsequent adherence of all ITS projects to that regional ITS architecture" is required before Highway Trust Funds can be applied towards an ITS project. As such, the Statewide ITS Architecture and various regional ITS architectures have been developed throughout Illinois to promote the fast and efficient collection, processing, and dissemination of transportation data to help users make "*informed choices for improved operations*." This is a critical step in the development of ITS projects. As ITS projects move towards implementation, the systems engineering approach that was used to develop the ITS architectures continues.

This portion of the Implementation Strategy is intended to serve as a guide for ITS project managers to help them deploy successful, integrated ITS projects. The implementation guidelines in this subsection follow the systems engineering approach, as required under CFR 940. First, it is important to define a few key terms:

- ITS project – any project or initiative that in whole or in part applies advanced technologies to improve the surface transportation system[2]
- ITS project manager – one who oversees the planning, design, deployment, and/or operations and maintenance of ITS projects
- ITS project champion – one who facilitates the development of an ITS project, bringing together interested parties to help gain consensus and approval throughout the project cycle

The following are the recommended steps for implementation of all ITS projects, but standalone ITS projects in particular:

1. ITS project manager should review the Illinois Statewide ITS Strategic Plan to identify candidate local ITS projects. These candidate projects should be compared against

- Current local/regional transportation priorities,
- Potential deployment opportunities (e.g., planned roadway reconstruction project), and
- Regional operations and maintenance capabilities (e.g., staffing levels and skill sets, operations budget).

2. A project champion should be identified. This could be the ITS project manager, a Bureau Chief or Deputy Director/Regional Engineer, or any other IDOT or partner agency representative involved in the project. The champion should have a strong desire to see the project through and the ability to bring disparate parties together and facilitate its design and deployment.

[2] 23 CFR Part 940.3

3. Identify a funding source(s) and get the ITS project incorporated into the regional transportation improvement plan (TIP) or statewide transportation improvement plan (STIP). These tasks can occur in either order, but both must take place to get the ITS project to Step 4. This step will most likely involve the metropolitan planning organization (MPO) or regional planning commission (RPC).

4. Initiate a systems engineering approach by identifying portions of the statewide and/or regional ITS architecture that apply to the ITS project. This includes the identification of applicable:

- Stakeholders,
- Subsystems and terminators,
- Market packages,
- Roles and responsibilities,
- Equipment packages,
- Interconnects and architecture flows,
- ITS standards,
- Interagency agreements, and
- Related ITS projects

to create a project ITS architecture, if necessary. In many cases the applicable regional architecture will identify project elements, in which case a separate project architecture is not required. In some cases the regional architecture will only need to be slightly modified to identify the new project elements.

5. The ITS architecture components listed under Step 4 may need to be modified to fit the specific details of the ITS project. This will require a review of the roles and responsibilities contained in the concept of operations, the functional requirements described by the equipment packages, and the identified ITS standards. Any appropriate architecture modifications should be incorporated back into the regional ITS architecture. Once this is complete, a conceptual design can be created. This conceptual design will build upon the functionality described by the architecture and will include implementation items, their locations, and costs.

6. Once the conceptual design has been approved, detailed design can begin. This involves the creation of a plans, specifications and estimates (PS&E) package and/or other procurement documents, as required. Data compiled in previous steps serves as the basis for the design. Information from the architecture such as functional requirements are critical to the design of the project and can be used as a basis for developing the specifications of the system. When complete, the PS&E package will be used as bid documents for potential implementers, and other procurement documents will be used if another method of implementation is used.

7. The next phase includes the implementation of the ITS project. Here, the ITS project manager must oversee the deployment and systems integration of ITS hardware/software to ensure that it adheres to the requirements set forth in Steps 4 and 5. As part of this step, the

deployed ITS components will be tested to demonstrate that they meet the functional requirements, both as a single item and as part of a larger intelligent transportation system.

8. Once the ITS project is fully tested and implemented, it must be operated and maintained in order to fulfill its purpose. The roles and responsibilities contained in the concept of operations identify stakeholder responsibilities for the operations and maintenance of the ITS components and overall system. Operations and maintenance requirements for the identified statewide ITS projects are contained in Section 9.

8.3 Sequencing Plan

Building upon the guidelines set forth in the Implementation Strategy, this section describes a sequence of deployment for the statewide ITS projects defined in Section 7. Many of the statewide ITS projects are dependent on other current and planned projects. For instance, a truly 'statewide' 511 program will require the deployment of statewide transportation data collection and storage projects, as well as the communications infrastructure to support the transmission of this data between nodes and hub.

In addition, the amount of available funding for ITS projects is a key factor in sequencing. While several projects fall within the "High Priority" category, not all of these can be deployed, and the deployment of some high-cost ITS projects in a given fiscal year will limit the opportunities for additional ITS projects during that year. For instance, statewide dynamic message sign deployment is estimated to cost approximately $1.8 million in the first phase. In recent years, total statewide ITS funding has averaged roughly $5 million annually. Now that dedicated ITS funding sources are limited, deploying more expensive ITS projects will be more challenging. Section 10 of this Strategic Plan addresses options for funding ITS projects in greater detail.

With these considerations in mind, this Sequencing Plan will focus on the 24 "High Priority" statewide ITS projects identified in Section 7. These are:

- Work Zone Training
- Satellite Radio Traffic Information Service
- Illinois Statewide Information Hub
- Implement Commercial Vehicle Information Exchange Window (CVIEW)
- IDOT Central Office - Chicago Fiber Link
- Statewide Dynamic Message Signs (DMS) Deployment
- Chicago Information Hub
- Special Event Training
- Rockford Fiber Link
- IDOT Station One Upgrade
- Configuration Management Guidelines
- Develop Statewide Data Exchange Standards
- Electronic One-Stop Shopping (EOSS) for Commercial Vehicle Interstate Credentials
- Peoria Fiber Link

- Work Zone Best Practices Study and Pilot
- Single State Registration System (SSRS) Credentialing Automation
- Automated Oversize/Overweight (OS/OW) Permitting
- Statewide CCTV Camera Deployment
- River Bridge Surveillance
- Collinsville Information Node
- Peoria Information Node
- Springfield Information Node
- ITS Planning Integration Training
- Quad Cities Link

These high priority projects will be considered for deployment over the immediate-term (0-2 years), short-term (3-4 years), and mid-term (5-year) timeframes. The remaining 37 medium and 28 low priority ITS projects outlined in Section 7 would be considered for deployment in the 5-10 year timeframe and beyond. These projects represent an ITS "toolbox" that can be applied as funding becomes available, related projects are completed, and deployment priorities are updated.

Aside from the OS/OW Permitting Project, all of the listed projects could begin within twelve months, and some within six months. However, deployment of all of these projects in that timeframe is not plausible under current ITS funding options. As such, a phased deployment schedule has been developed (Table 8-2) to spell out those statewide ITS projects that are recommended for deployment in each of the first five years of ITS deployment. These ITS deployments should be coordinated with IDOT's letting schedule for calendar years 2006-2010, shown in Table 8-3.

Table 8-2 – High Priority ITS Project Deployment Schedule

Project	Estimated Deployment Costs (thousands)*				
	Year 1	Year 2	Year 3	Year 4	Year 5
Work Zone Training**	$26				
Satellite Radio Traffic Information Service			$75		
Illinois Statewide Information Hub		$600			
Implement CVIEW	$700				
EOSS for Comm. Vehicle Interstate Credentials	$370				
IDOT Central Office - Chicago Fiber Link	$715				
Statewide DMS Deployment (Stages 1 & 2)		$1,800		$2,800	
Chicago Information Hub		$200			
Special Event Training		$27			
Rockford Fiber Link	$355				
IDOT Station One Upgrade		$380			
Configuration Management Guidelines	$60				
Develop Statewide Data Exchange Standards	$60				
Peoria Fiber Link	$385				
Work Zone Best Practices Study and Pilot**		$100		$350	
SSRS Credentialing Automation			$480		
Automated OS/OW Permitting			$450		
Statewide CCTV Camera Deployment (Stg. 1 & 2)			$2,100		$4,500
River Bridge Surveillance Pilot		$180			
Collinsville Information Node		$100			
Peoria Information Node		$100			
Springfield Information Node		$100			
ITS Planning Integration Training	$27				
Quad Cities Link (Stage 1)	$5				
Totals:	**$2,703**	**$3,587**	**$3,105**	**$3,150**	**$4,500**

* 2006 dollars

** Work zone enhancement projects to be addressed by the Bureau of Safety Engineering

8.3.1 Year One – Building the Enabling Infrastructure

Projects scheduled for deployment in Year One concentrate on communications infrastructure, data standards development, and management guidelines. These initiatives construct the enabling infrastructure and complement a number of ITS projects that are currently underway (see Appendix J), including 511 Traveler Information; ITS element deployments in Chicago, Peoria, Springfield, and the St. Louis Metro East region; and fiber links between the IDOT Central Office and IDOT District 8 (Collinsville), District 6 (Springfield), and District 1 (Chicago).

Year One would also include CVIEW Implementation and the Electronic One-Stop Shop (EOSS) for commercial vehicle credentials, critical steps in deploying additional CVISN Level One functionality in subsequent years.

The estimated total cost of ITS deployments in Year One total **$2,703,000**.

8.3.2 Year Two – Building the "Infostructure"

The second year of ITS deployment focuses on the creation of 'information nodes' at IDOT district headquarters (nodes) that have been linked to the Central Office during Year One, as well as the development of a Statewide Information Hub that will serve as the primary data collection and processing source.

Additionally, Year Two represents the first major deployment of dynamic message signs along the critical I-80 and I-70 corridors. This DMS deployment will provide additional tools to distribute AMBER alerts over a wider area, and would support evacuation planning efforts currently underway.

A third major component of the deployment schedule for Year Two is the upgrade of Station One at the IDOT Central Office to make this facility a Statewide Communications Center capable of providing redundant functionality for regional communications centers.

River Bridge Surveillance is the other significant ITS deployment identified for Year Two. This application would promote homeland security by providing infrastructure protection capabilities at key transportation infrastructure locations. In subsequent years, automated monitoring software could be procured to reduce the operations requirements associated with River Bridge Surveillance systems.

The estimated total cost of ITS deployments in Year Two total **$3,587,000**.

8.3.3 Year Three – Management and CVISN

As in Year Two, Year Three includes the deployment of major ITS infrastructure, this time in the form of CCTV camera systems. As with DMS deployment in Year Two, CCTV coverage would first be deployed along the heavy trucking routes of I-80 and I-70. Since the project areas for these deployments would overlap, it is conceivable that the DMS and CCTV deployments could be combined to create projects based on location rather than ITS equipment type. These projects would still be deployed over Year Two and Year Three to retain manageable funding levels.

Year Three will also support additional CVISN deployments, Single State Registration System Credentialing Automation and Automated OS/OW Permitting. Together with commercial vehicle initiatives in Years One and Two, these deployments will represent a major move forward toward CVISN Level One compliance.

The estimated total cost of ITS deployments in Year Three total **$3,105,000**.

8.3.4 Year Four – DMS Deployment

Due to the high cost of procuring and installing dynamic message signs, Year Four would focus almost exclusively on Stage II of statewide DMS deployment. This stage covers the I-55, I-57, and I-39 corridors. Remaining dollars in Year Four could be used for a Work Zone Best Practices Study and one pilot project, to be administered by the Bureau of Safety Engineering.

The estimated total cost of ITS deployments in Year Four total **$3,150,000**.

8.3.5 Year Five – CCTV Deployment

Mirroring Year Four DMS deployment, Year Five would focus on wider deployment of CCTV camera coverage along I-55, I-57, and I-39. Again, DMS and CCTV deployment in these corridors could be combined by location instead of ITS technology. Video provided by these cameras would support traffic management and incident response at the local, regional, and statewide levels. This video could also be shared with the media for wider distribution of traveler information.

The estimated total cost of ITS deployments in Year Five total **$4,500,000**.

8.3.6 Years Six through Ten

During the subsequent five-year period, IDOT and its partner agencies should continue to deploy ITS projects throughout the state as listed in Appendix I. Of the 65 ITS projects in the medium- and low-priority categories of the table, the following, at a minimum, are recommended for deployment:

- Remaining communications links between the IDOT Central Office and Bloomington, Dixon, Ottawa, Carbondale, Effingham, and Paris
- Remaining information nodes in the Quad Cities, Rockford, Bloomington, Dixon, Ottawa, Carbondale, Effingham, and Paris
- Remaining CVISN Level One functionality (IFTA Credentialing and Tax Procurement, IRP Clearinghouse Participation, and IRP Credentialing Automation)
- Statewide Alternate Route Plan, Commercial Vehicle Alternate Route Plan
- High-Volume Commercial Vehicle Route Virtual Weigh Station Pilot
- Automated Security Surveillance Alarm Software
- ITS Central Office ITS Asset Control
- Configuration Management Training
- Statewide Traveler Information Archive

Table 8-3 – IDOT Letting Schedule, 2006–2010

Transportation Bulletin Date	Pre-Qualification "Cut Off" Date	Joint Venture "Cut Off" Date	Bid Authorization "Cut Off" Date	Letting Date
3/24/2006	4/7/2006	4/21/2006	4/25/2006	4/28/2006
4/28/2006	5/5/2006	5/19/2006	5/23/2006	5/26/2006
5/12/2006	5/26/2006	6/9/2006	6/13/2006	6/16/2006
6/30/2006	7/14/2006	7/28/2006	8/1/2006	8/4/2006
8/18/2006	9/1/2006	9/15/2006	9/19/2006	9/22/2006
10/6/2006	10/27/2006	11/13/2006	11/14/2006	11/17/2006
12/8/2006	12/29/2006	1/12/2007	1/16/2007	1/19/2007
2/2/2007	2/16/2007	3/2/2007	3/6/2007	3/9/2007
3/23/2007	4/6/2007	4/20/2007	4/24/2007	4/27/2007
5/11/2007	5/25/2007	6/8/2007	6/12/2007	6/15/2007
6/29/2007	7/13/2007	7/27/2007	7/31/2007	8/3/2007
8/17/2007	8/31/2007	9/14/2007	9/18/2007	9/21/2007
10/5/2007	10/19/2007	11/2/2007	11/6/2007	11/9/2007
12/7/2007	12/28/2007	1/11/2008	1/15/2008	1/18/2008
2/1/2008	2/15/2008	2/29/2008	3/4/2008	3/7/2008
3/21/2008	4/4/2008	4/18/2008	4/22/2008	4/25/2008
5/9/2008	5/23/2008	6/6/2008	6/10/2008	6/13/2008
6/27/2008	7/11/2008	7/25/2008	7/29/2008	8/1/2008
8/15/2008	8/29/2008	9/12/2008	9/16/2008	9/19/2008
10/3/2008	10/17/2008	10/31/2008	11/4/2008	11/7/2008
12/5/2008	12/26/2008	1/9/2009	1/13/2009	1/16/2009
1/30/2009	2/13/2009	2/27/2009	3/3/2009	3/6/2009
3/20/2009	4/3/2009	4/17/2009	4/21/2009	4/24/2009
5/8/2009	5/22/2009	6/5/2009	6/9/2009	6/12/2009
6/26/2009	7/10/2009	7/24/2009	7/28/2009	7/31/2009
8/14/2009	8/28/2009	9/11/2009	9/15/2009	9/18/2009
10/2/2009	10/16/2009	10/30/2009	11/3/2009	11/6/2009
12/4/2009	12/25/2009	1/8/2010	1/12/2010	1/15/2010
1/29/2010	2/12/2010	2/26/2010	3/2/2010	3/5/2010
3/19/2010	4/2/2010	4/16/2010	4/20/2010	4/23/2010
5/7/2010	5/21/2010	6/4/2010	6/8/2010	6/11/2010
6/25/2010	7/9/2010	7/23/2010	7/27/2010	7/30/2010
8/13/2010	8/27/2010	9/10/2010	9/14/2010	9/17/2010
10/1/2010	10/15/2010	10/29/2010	11/2/2010	11/5/2010