

NB Tunnel (Big Alama)

Start Tunnel Station: 163+53.00 *Note: Start of Station is the approximate location of the north face of the slurry wall at the Launch Shaft
 End Tunnel Station: 78+30.00 *Note: End of Station is the approximate location inside face of the slurry wall at the Retrieval Shaft

Date	NB Tunnel Station (Taken at 6:00 am on Particular Day)	Days of Mining	24 Hr Daily Progress (ft)	Current Ring Number	# of Rings installed (24Hr)	Total LF to Date	Avg Daily Rate (ft/Mining Day)	Best 24 hr Progress	Date of Best 24	5 Day Avg. Daily Ft	5 Day Avg. Increased < 1 ft.
M 10/28/2013	163+53.00	0	-	-5	0	-	-	-		5.0	
T 10/29/2013	163+53.00	0	-	-5	0	-	-	-			
W 10/30/2013	163+53.00	0	-	-5	0	-	-	-			
R 10/31/2013	163+53.00	0	-	-5	0	-	-	-			
F 11/1/2013	163+53.00	1	12.6	-2	3	12.6	12.6	12.6	11/1/2013		
S 11/2/2013	163+40.35	2	10.0	0	2	12.6	6.3	12.6	11/1/2013		
S 11/3/2013	163+40.35		-	0	0	22.7	-	12.6	11/1/2013		
M 11/4/2013	163+30.31	3	15.0	4	4	37.7	12.6	15.0	11/4/2013		
T 11/5/2013	163+15.34	4	24.5	8	4	62.2	15.6	24.5	11/5/2013		
W 11/6/2013	162+90.80	5	40.6	16	8	102.8	20.6	40.6	11/6/2013		
R 11/7/2013	162+50.17	6	45.0	25	9	147.8	24.6	45.0	11/7/2013		
F 11/8/2013	162+05.19	7	35.0	32	7	182.9	26.1	45.0	11/7/2013		
S 11/9/2013	161+70.15		-			182.9	-	45.0	11/7/2013		
S 11/10/2013	161+70.15		-		0	182.9	-	45.0	11/7/2013		
M 11/11/2013	161+70.15	8	17.9	36	36	200.8	25.1	45.0	11/7/2013		
T 11/12/2013	161+52.25	9	47.2	45	9	247.9	27.5	47.2	11/12/2013		
W 11/13/2013	161+05.09	10	50.0	55	10	297.9	29.8	50.0	11/13/2013		
R 11/14/2013	160+55.06	11	40.0	63	8	338.0	30.7	50.0	11/13/2013		
F 11/15/2013	160+15.01	12	35.1	70	7	373.0	31.1	50.0	11/13/2013		
S 11/16/2013	159+79.95	13	20.0	74	4	393.1	30.2	50.0	11/13/2013		
S 11/17/2013	159+59.91		-			393.1	-				
M 11/18/2013	159+59.91	13	-	74	74	393.1	30.2	50.0	11/13/2013		
T 11/19/2013	159+59.91	13	-	74	0	393.1	30.2	50.0	11/13/2013		
W 11/20/2013	159+59.91	13	-	74	0	393.1	30.2	50.0	11/13/2013		
R 11/21/2013	159+59.91	13	-	74	0	393.1	30.2	50.0	11/13/2013		
F 11/22/2013	159+59.91	13	-	74	0	393.1	30.2	50.0	11/13/2013		
S 11/23/2013	159+59.91	13	-	74	0	393.1	30.2	50.0	11/13/2013		
S 11/24/2013	159+59.91	13	-	74	0	393.1	30.2	50.0	11/13/2013		
M 11/25/2013	159+59.91	13	-	74	0	393.1	30.2	50.0	11/13/2013		
T 11/26/2013	159+59.91	13	-	74	0	393.1	30.2	50.0	11/13/2013		
W 11/27/2013	159+59.91	13	-	74	0	393.1	30.2	50.0	11/13/2013		
R 11/28/2013	159+59.91	13	-	74	0	393.1	30.2	50.0	11/13/2013		
F 11/29/2013	159+59.91	13	-	74	0	393.1	30.2	50.0	11/13/2013		
S 11/30/2013	159+59.91	13	-	74	0	393.1	30.2	50.0	11/13/2013		
S 12/1/2013	159+59.91	13	-	74	0	393.1	30.2	50.0	11/13/2013		
M 12/2/2013	159+59.91	13	-	74	0	393.1	30.2	50.0	11/13/2013		
T 12/3/2013	159+59.91	13	-	74	0	393.1	30.2	50.0	11/13/2013		
W 12/4/2013	159+59.91	13	-	74	0	393.1	30.2	50.0	11/13/2013		
R 12/5/2013	159+59.91	13	-	74	0	393.1	30.2	50.0	11/13/2013		
F 12/6/2013	159+59.91	13	-	74	0	393.1	30.2	50.0	11/13/2013		
S 12/7/2013	159+59.91	13	-	74	0	393.1	30.2	50.0	11/13/2013		
S 12/8/2013	159+59.91	13	-	74	0	393.1	30.2	50.0	11/13/2013		
M 12/9/2013	159+59.91	13	-	74	0	393.1	30.2	50.0	11/13/2013		
T 12/10/2013	159+59.91	13	-	74	0	393.1	30.2	50.0	11/13/2013		
W 12/11/2013	159+59.91	13	-	74	0	393.1	30.2	50.0	11/13/2013		
R 12/12/2013	159+59.91	14	45.1	83	9	438.2	31.3	50.0	11/13/2013		
F 12/13/2013	159+14.85	15	60.1	95	12	498.2	33.2	60.1	12/13/2013		
S 12/14/2013	158+54.80	16	60.1	107	12	558.3	34.9	60.1	12/14/2013		
S 12/15/2013	157+94.66	16	-	107	0	558.3	34.9	60.1	12/14/2013		
M 12/16/2013	157+94.66	17	70.1	121	14	628.4	37.0	70.1	12/16/2013		
T 12/17/2013	157+24.56	18	70.1	135	14	698.5	38.8	70.1	12/16/2013		
W 12/18/2013	156+54.46	19	10.1	137	2	708.7	37.3	70.1	12/16/2013		MOS South Headwall 156+43
R 12/19/2013	156+44.33	19	-	137	0	708.7	37.3	70.1	12/16/2013		
F 12/20/2013	156+44.33	19	-	137	0	708.7	37.3	70.1	12/16/2013		
S 12/21/2013	156+44.33	19	-	137	0	708.7	37.3	70.1	12/16/2013		
S 12/22/2013	156+44.33	19	-	137	0	708.7	37.3	70.1	12/16/2013		
M 12/23/2013	156+44.33	19	-	137	0	708.7	37.3	70.1	12/16/2013		
T 12/24/2013	156+44.33	19	-	137	0	708.7	37.3	70.1	12/16/2013		
W 12/25/2013	156+44.33	19	-	137	0	708.7	37.3	70.1	12/16/2013		
R 12/26/2013	156+44.33	20	12.3	139	2	721.0	36.1	70.1	12/16/2013		
F 12/27/2013	156+32.00	20	47.6	149	10	768.6	38.4	70.1	12/16/2013		
S 12/28/2013	155+84.37	21	80.0	165	16	848.7	40.4	80.0	12/28/2013		
S 12/29/2013	155+04.33	21	-	165	0	848.7	40.4	80.0	12/28/2013		
M 12/30/2013	155+04.33	22	80.2	181	16	928.8	42.2	80.2	12/30/2013		
T 12/31/2013	154+24.17	23	35.0	189	8	963.9	41.9	80.2	12/30/2013		
W 1/1/2014	153+89.12	23	-	189	0	963.9	41.9	80.2	12/30/2013		
R 1/2/2014	153+89.12	24	90.1	206	17	1,054.0	43.9	90.1	1/2/2014		MOS North Headwall 152+99
F 1/3/2014	152+99.00	25	85.1	223	17	1,139.1	45.6	90.1	1/2/2014		
S 1/4/2014	152+13.86	26	70.2	237	14	1,209.4	46.5	90.1	1/2/2014		
S 1/5/2014	151+43.64	26	-	237	0	1,209.4	46.5	90.1	1/2/2014		
M 1/6/2014	151+43.64	27	85.0	254	17	1,294.4	47.9	90.1	1/2/2014		
T 1/7/2014	150+58.59	28	80.1	270	16	1,374.5	49.1	90.1	1/2/2014		

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	Date	NB Tunnel Station (Taken at 6:00 am on Particular Day)	Days of Mining	24 Hr Daily Progress (ft)	Current Ring Number	# of Rings installed (24Hr)	Total LF to Date	Avg Daily Rate (ft/Mining Day)	Best 24 hr Progress	Date of Best 24	5 Day Avg. Daily Ft	5 Day Avg. Increased < 1 ft.	
W	1/8/2014	149+78.46	29	65.0	282	12	1,439.5	49.6	90.1	1/2/2014			
R	1/9/2014	149+13.50	30	75.2	298	16	1,514.7	50.5	90.1	1/2/2014			
F	1/10/2014	148+38.26	31	85.3	316	18	1,600.0	51.6	90.1	1/2/2014			
S	1/11/2014	147+53.00	31	-	316	0	1,600.0	51.6	90.1	1/2/2014			
S	1/12/2014	147+53.00	31	-	316	0	1,600.0	51.6	90.1	1/2/2014			
M	1/13/2014	147+53.00	32	55.0	326	10	1,655.0	51.7	90.1	1/2/2014			
T	1/14/2014	146+98.00	33	80.0	342	16	1,735.0	52.6	90.1	1/2/2014			
W	1/15/2014	146+18.00	34	82.0	359	17	1,817.0	53.4	90.1	1/2/2014			
R	1/16/2014	145+36.00	35	83.0	375	16	1,900.0	54.3	90.1	1/2/2014			
F	1/17/2014	144+53.00	36	75.0	390	15	1,975.0	54.9	90.1	1/2/2014			
S	1/18/2014	143+78.00	37	46.0	399	9	2,021.0	54.6	90.1	1/2/2014			
S	1/19/2014	143+32.00	37	-	399	0	2,021.0	54.6	90.1	1/2/2014			
M	1/20/2014	143+32.00	38	78.6	414	15	2,099.6	55.3	90.1	1/2/2014			
T	1/21/2014	142+53.36	39	45.1	424	10	2,144.7	55.0	90.1	1/2/2014			
W	1/22/2014	142+08.27	40	65.0	437	13	2,209.7	55.2	90.1	1/2/2014			
R	1/23/2014	141+43.30	41	43.3	446	9	2,253.0	55.0	90.1	1/2/2014			
F	1/24/2014	141+00.00	42	52.0	455	9	2,305.0	54.9	90.1	1/2/2014			
S	1/25/2014	140+48.00	43	21.0	460	5	2,326.0	54.1	90.1	1/2/2014			
S	1/26/2014	140+27.00	43	-	460	0	2,326.0	54.1	90.1	1/2/2014			
M	1/27/2014	140+27.00	44	65.0	473	13	2,391.0	54.3	90.1	1/2/2014			
T	1/28/2014	139+62.00	45	54.6	484	11	2,445.6	54.3	90.1	1/2/2014			
W	1/29/2014	139+07.43	46	60.3	496	12	2,505.9	54.5	90.1	1/2/2014			
R	1/30/2014	138+47.09	47	65.1	511	15	2,571.0	54.7	90.1	1/2/2014			138+50
F	1/31/2014	137+82.00	48	72.2	529	18	2,643.2	55.1	90.1	1/2/2014			BART Zone of Influence
S	2/1/2014	137+09.84	49	44.2	540	11	2,687.4	54.8	90.1	1/2/2014			136+50
S	2/2/2014	136+65.61	50	20.3	544	4	2,707.7	54.2	90.1	1/2/2014			
M	2/3/2014	136+45.35	51	28.0	552	8	2,735.6	53.6	90.1	1/2/2014			
T	2/4/2014	136+17.38	52	23.8	558	6	2,759.5	53.1	90.1	1/2/2014			Forever 21 Zone 135+50
W	2/5/2014	135+93.54	53	44.3	569	11	2,803.7	52.9	90.1	1/2/2014			
R	2/6/2014	135+49.26	54	40.0	579	10	2,843.7	52.7	90.1	1/2/2014			
F	2/7/2014	135+09.31	55	27.9	586	7	2,871.6	52.2	90.1	1/2/2014			
S	2/8/2014	134+81.37	56	15.9	590	4	2,887.5	51.6	90.1	1/2/2014			
S	2/9/2014	134+65.52	56	-	590	0	2,887.5	51.6	90.1	1/2/2014			
M	2/10/2014	134+65.52	57	55.7	602	12	2,943.2	51.6	90.1	1/2/2014			UMS South Headwall 134+82
T	2/11/2014	134+09.78	58	73.2	616	14	3,016.4	52.0	90.1	1/2/2014			
W	2/12/2014	133+36.56	59	74.9	631	15	3,091.3	52.4	90.1	1/2/2014			
R	2/13/2014	132+61.70	60	85.1	648	17	3,176.4	52.9	90.1	1/2/2014	61.0		
F	2/14/2014	131+76.56	61	65.2	661	13	3,241.7	53.1	90.1	1/2/2014	70.8		
S	2/15/2014	131+11.32	61	-	661	0	3,241.7	53.1	90.1	1/2/2014			
S	2/16/2014	131+11.32	61	-	661	0	3,241.7	53.1	90.1	1/2/2014			
M	2/17/2014	131+11.32	62	-	661	0	3,241.7	52.3	90.1	1/2/2014	59.7		
T	2/18/2014	131+11.32	63	30.8	667	6	3,272.4	51.9	90.1	1/2/2014	51.2		
W	2/19/2014	130+80.57	63	-	667	0	3,272.4	51.9	90.1	1/2/2014	36.2		UMS North Headwall 130+82
R	2/20/2014	130+80.57	64	74.3	682	15	3,346.7	52.3	90.1	1/2/2014	34.1		
F	2/21/2014	130+06.28	65	61.3	694	12	3,408.0	52.4	90.1	1/2/2014	33.3		
S	2/22/2014	129+45.00	66	60.0	706	12	3,468.0	52.5	90.1	1/2/2014	45.3		
S	2/23/2014	128+85.00	66	-	706	0	3,468.0	52.5	90.1	1/2/2014			
M	2/24/2014	128+85.00	67	64.0	719	13	3,532.0	52.7	90.1	1/2/2014	51.9		
T	2/25/2014	128+21.00	68	45.1	728	9	3,577.1	52.6	90.1	1/2/2014	60.9		
W	2/26/2014	127+75.94	69	70.1	742	14	3,647.2	52.9	90.1	1/2/2014	60.1		
R	2/27/2014	127+05.82	70	50.0	752	10	3,697.2	52.8	90.1	1/2/2014	57.8		
F	2/28/2014	126+55.81	71	55.2	763	11	3,752.4	52.9	90.1	1/2/2014	56.9		
S	3/1/2014	126+00.64	71	-	763	0	3,752.4	52.9	90.1	1/2/2014			
S	3/2/2014	126+00.64	71	-	763	0	3,752.4	52.9	90.1	1/2/2014			
M	3/3/2014	126+00.64	72	74.6	777	14	3,827.0	53.2	90.1	1/2/2014	59.0		CP 04 126+00
T	3/4/2014	125+26.00	73	76.0	793	16	3,903.0	53.5	90.1	1/2/2014	65.2		
W	3/5/2014	124+50.00	74	75.0	808	15	3,978.0	53.8	90.1	1/2/2014	66.2		
R	3/6/2014	123+75.00	75	85.0	825	17	4,063.0	54.2	90.1	1/2/2014	73.2		
F	3/7/2014	122+90.00	76	82.0	841	16	4,145.0	54.5	90.1	1/2/2014	78.5		
S	3/8/2014	122+08.00	76	-	841	0	4,145.0	54.5	90.1	1/2/2014			
S	3/9/2014	122+08.00	76	-	841	0	4,145.0	54.5	90.1	1/2/2014			
M	3/10/2014	122+08.00	77	77.0	856	15	4,222.0	54.8	90.1	1/2/2014	79.0		
T	3/11/2014	121+31.00	78	96.0	876	20	4,318.0	55.4	96.0	3/11/2014	83.0		BUSH STREET
W	3/12/2014	120+35.00	79	105.0	897	21	4,423.0	56.0	105.0	3/12/2014	89.0		
R	3/13/2014	119+30.00	80	78.0	913	16	4,501.0	56.3	105.0	3/12/2014	87.6		
F	3/14/2014	118+52.00	81	98.0	932	19	4,599.0	56.8	105.0	3/12/2014	90.8		CP 03 118+50
S	3/15/2014	117+54.00	81	-	-	-	4,599.0	56.8	105.0	3/12/2014			
S	3/16/2014	117+54.00	81	-	-	-	4,599.0	56.8	105.0	3/12/2014			
M	3/17/2014	117+54.00	82	85.0	950	18	4,684.0	57.1	105.0	3/12/2014	92.4		PINE STREET
T	3/18/2014	116+69.00	83	67.0	963	13	4,751.0	57.2	105.0	3/12/2014	86.6		
W	3/19/2014	116+02.00	84	87.0	979	16	4,838.0	57.6	105.0	3/12/2014	83.0		

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R	3/20/2014	115+15.00	85	71.0	994	15	4,909.0	57.8	105.0	3/12/2014	81.6	
F	3/21/2014	114+44.00	86	91.0	1012	18	5,000.0	58.1	105.0	3/12/2014	80.2	
S	3/22/2014	113+53.00		-	1012	0	5,000.0	-	105.0	3/12/2014		
S	3/23/2014	113+53.00		-	1012	0	5,000.0	-	105.0	3/12/2014		
M	3/24/2014	113+53.00	87	50.0	1022	10	5,050.0	58.0	105.0	3/12/2014	73.2	CALIFORNIA STREET
T	3/25/2014	113+03.00	88	55.0	1034	12	5,105.0	58.0	105.0	3/12/2014	70.8	
W	3/26/2014	112+48.00	89	110.0	1055	21	5,215.0	58.6	110.0	3/26/2014	75.4	
R	3/27/2014	111+38.00	90	110.0	1077	22	5,325.0	59.2	110.0	3/26/2014	83.2	CP 02 111+00
F	3/28/2014	110+28.00	91	75.0	1092	15	5,400.0	59.3	110.0	3/26/2014	80.0	SACRAMENTO STREET
S	3/29/2014	109+53.00		-	1092	0	5,400.0	-	110.0	3/26/2014		
S	3/30/2014	109+53.00		-	1092	0	5,400.0	-	110.0	3/26/2014		
M	3/31/2014	109+53.00	92	40.0	1101	9	5,440.0	59.1	110.0	3/26/2014	78.0	
T	4/1/2014	109+13.00	93	73.0	1114	13	5,513.0	59.3	110.0	3/26/2014	81.6	
W	4/2/2014	108+40.00	94	72.0	1129	15	5,585.0	59.4	110.0	3/26/2014	74.0	
R	4/3/2014	107+68.00	95	51.0	1140	11	5,636.0	59.3	110.0	3/26/2014	62.2	Chinatown Station Cavern
F	4/4/2014	107+17.00	96	-	1140	0	5,636.0	58.7	110.0	3/26/2014	47.2	
S	4/5/2014	107+17.00		-	1140	0	5,636.0	-	110.0	3/26/2014		
S	4/6/2014	107+17.00		-	1140	0	5,636.0	-	110.0	3/26/2014		
M	4/7/2014	107+17.00	97	38.0	1148	8	5,674.0	58.5	110.0	3/26/2014	46.8	CLAY STREET
T	4/8/2014	106+79.00	98	31.0	1153	5	5,705.0	58.2	110.0	3/26/2014	38.4	
W	4/9/2014	106+48.00	99	92.0	1171	18	5,797.0	58.6	110.0	3/26/2014	42.4	
R	4/10/2014	105+56.00	100	104.0	1193	22	5,901.0	59.0	110.0	3/26/2014	53.0	
F	4/11/2014	104+52.00	101	60.0	1205	12	5,961.0	59.0	110.0	3/26/2014	65.0	Chinatown Headhouse
S	4/12/2014	103+92.00		-	1205	0	5,961.0	-	110.0	3/26/2014		
S	4/13/2014	103+92.00		-	1205	0	5,961.0	-	110.0	3/26/2014		Chinatown Headhouse
M	4/14/2014	103+92.00	102	70.0	1218	13	6,031.0	59.1	110.0	3/26/2014	71.4	WASHINGTON STREET
T	4/15/2014	103+22.00	103	90.0	1237	19	6,121.0	59.4	110.0	3/26/2014	83.2	
W	4/16/2014	102+32.00	104	81.0	1253	16	6,202.0	59.6	110.0	3/26/2014	81.0	
R	4/17/2014	101+51.00	105	94.0	1271	18	6,296.0	60.0	110.0	3/26/2014	79.0	
F	4/18/2014	100+57.00	106	55.0	1283	12	6,351.0	59.9	110.0	3/26/2014	78.0	JACKSON STREET
S	4/19/2014	100+02.00		-	1283	0	6,351.0	-	110.0	3/26/2014		
S	4/20/2014	100+02.00		-	1283	0	6,351.0	-	110.0	3/26/2014		
M	4/21/2014	100+02.00	107	116.0	1305	22	6,467.0	60.4	116.0	4/21/2014	87.2	
T	4/22/2014	98+86.00	108	24.0	1310	5	6,491.0	60.1	116.0	4/21/2014	74.0	
W	4/23/2014	98+62.00	109	130.0	1336	26	6,621.0	60.7	130.0	4/23/2014	83.8	
R	4/24/2014	97+32.00	110	111.0	1358	22	6,732.0	61.2	130.0	4/23/2014	87.2	PACIFIC AVENUE
F	4/25/2014	96+21.00	111	15.0	1361	3	6,747.0	60.8	130.0	4/23/2014	79.2	
S	4/26/2014	96+06.00		-	1361	0	6,747.0	-	130.0	4/23/2014		
S	4/27/2014	96+06.00		-	1361	0	6,747.0	-	130.0	4/23/2014		
M	4/28/2014	96+06.00	112	105.0	1382	21	6,852.0	61.2	130.0	4/23/2014	77.0	
T	4/29/2014	95+01.00	113	60.0	1395	13	6,912.0	61.2	130.0	4/23/2014	84.2	
W	4/30/2014	94+41.00	114	109.0	1415	20	7,021.0	61.6	130.0	4/23/2014	80.0	BROADWAY
R	5/1/2014	93+32.00	115	101.0	1436	21	7,122.0	61.9	130.0	4/23/2014	78.0	
F	5/2/2014	92+31.00	116	101.0	1457	21	7,223.0	62.3	130.0	4/23/2014	95.2	
S	5/3/2014	91+30.00		-	1457	0	7,223.0	-	130.0	4/23/2014		
S	5/4/2014	91+30.00		-	1457	0	7,223.0	-	130.0	4/23/2014		
M	5/5/2014	91+30.00	117	118.0	1477	20	7,341.0	62.7	130.0	4/23/2014	97.8	
T	5/6/2014	90+12.00	118	112.0	1502	25	7,453.0	63.2	130.0	4/23/2014	108.2	VALLEJO STREET
W	5/7/2014	89+00.00	119	70.0	1516	14	7,523.0	63.2	130.0	4/23/2014	100.4	
R	5/8/2014	88+30.00	120	49.0	1527	11	7,572.0	63.1	130.0	4/23/2014	90.0	
F	5/9/2014	87+81.00	121	48.0	1539	12	7,620.0	63.0	130.0	4/23/2014	79.4	
S	5/10/2014	87+33.00		-	1539	0	7,620.0	-	130.0	4/23/2014		Turn onto Columbus Avenue
S	5/11/2014	87+33.00		-	1539	0	7,620.0	-	130.0	4/23/2014		Bank of America zone
M	5/12/2014	87+33.00	122	56.0	1553	14	7,676.0	62.9	130.0	4/23/2014	67.0	
T	5/13/2014	86+77.00	123	64.0	1569	16	7,740.0	62.9	130.0	4/23/2014	57.4	
W	5/14/2014	86+13.00	124	20.0	1573	4	7,760.0	62.6	130.0	4/23/2014	36.2	Bank of America Zone
R	5/15/2014	85+93.00	125	-	1573	0	7,760.0	62.1	130.0	4/23/2014	37.6	
F	5/16/2014	85+93.00	125	-	1573	0	7,760.0	62.1	130.0	4/23/2014	28.0	GREEN STREET
S	5/17/2014	85+93.00		-	1573	0	7,760.0	-	130.0	4/23/2014		
S	5/18/2014	85+93.00		-	1573	0	7,760.0	-	130.0	4/23/2014		
M	5/19/2014	85+93.00	126	44.0	1585	12	7,804.0	61.9	130.0	4/23/2014	25.6	
T	5/20/2014	85+49.00	127	56.0	1598	13	7,860.0	61.9	130.0	4/23/2014	24.0	
W	5/21/2014	84+93.00	128	66.0	1613	15	7,926.0	61.9	130.0	4/23/2014	33.2	
R	5/22/2014	84+27.00	129	15.0	1616	3	7,941.0	61.6	130.0	4/23/2014	36.2	
F	5/23/2014	84+12.00	130	16.0	1619	3	7,957.0	61.2	130.0	4/23/2014	39.4	
S	5/24/2014	83+96.00		-	1619	0	7,957.0	-	130.0	4/23/2014		
S	5/25/2014	83+96.00		-	1619	0	7,957.0	-	130.0	4/23/2014		
M	5/26/2014	83+96.00		-	1619	0	7,957.0	-	130.0	4/23/2014		
T	5/27/2014	83+96.00	131	35.0	1625	6	7,992.0	61.0	130.0	4/23/2014	37.6	
W	5/28/2014	83+61.00	132	29.0	1631	6	8,021.0	60.8	130.0	4/23/2014	32.2	
R	5/29/2014	83+32.00	133	50.0	1642	11	8,071.0	60.7	130.0	4/23/2014	29.0	
F	5/30/2014	82+82.00	134	34.0	1649	7	8,105.0	60.5	130.0	4/23/2014	32.8	

NB Tunnel (Big Alama)

Start Tunnel Station: 163+53.00 **Note: Start of Station is the approximate location of the north face of the slurry wall at the Launch Shaft*
 End Tunnel Station: 78+30.00 **Note: End of Station is the approximate location inside face of the slurry wall at the Retrieval Shaft*

Date	NB Tunnel Station (Taken at 6:00 am on Particular Day)	Days of Mining	24 Hr Daily Progress (ft)	Current Ring Number	# of Rings installed (24Hr)	Total LF to Date	Avg Daily Rate (ft/Mining Day)	Best 24 hr Progress	Date of Best 24	5 Day Avg. Daily Ft	5 Day Avg. Increased < 1 ft.
S	5/31/2014		-	1649	0	8,105.0	-	130.0	4/23/2014		
S	6/1/2014		-	1649	0	8,105.0	-	130.0	4/23/2014		
M	6/2/2014	135	37.0	1657	8	8,142.0	60.3	130.0	4/23/2014	14.2	
T	6/3/2014	136	38.0	1665	8	8,180.0	60.1	130.0	4/23/2014	37.6	
W	6/4/2014	137	41.0	1675	10	8,221.0	60.0	130.0	4/23/2014	40.0	
R	6/5/2014	138	74.0	1693	18	8,295.0	60.1	130.0	4/23/2014	37.4	
F	6/6/2014	139	74.0	1710	17	8,369.0	60.2	130.0	4/23/2014	37.8	
S	6/7/2014		-	1710	0	8,369.0	-	130.0	4/23/2014		
S	6/8/2014		-	1710	0	8,369.0	-	130.0	4/23/2014		
M	6/9/2014	140	75.0	1729	19	8,444.0	60.3	130.0	4/23/2014	30.8	
T	6/10/2014	141	61.0	1745	16	8,505.0	60.3	130.0	4/23/2014	50.2	
W	6/11/2014	142	-	-	-	-	-	-	-	-	
R	6/12/2014		-	-	0	-	-	-	-	-	
F	6/13/2014		-	-	0	-	-	-	-	-	
S	6/14/2014		-	-	0	-	-	-	-	-	
S	6/15/2014		-	-	0	-	-	-	-	-	
M	6/16/2014		-	-	0	-	-	-	-	-	
T	6/17/2014		-	-	0	-	-	-	-	-	
W	6/18/2014		-	-	0	-	-	-	-	-	
R	6/19/2014		-	-	0	-	-	-	-	-	
F	6/20/2014		-	-	0	-	-	-	-	-	
S	6/21/2014		-	-	0	-	-	-	-	-	
S	6/22/2014		-	-	0	-	-	-	-	-	
M	6/23/2014		-	-	0	-	-	-	-	-	
T	6/24/2014		-	-	0	-	-	-	-	-	
W	6/25/2014		-	-	0	-	-	-	-	-	
R	6/26/2014		-	-	0	-	-	-	-	-	
F	6/27/2014		-	-	0	-	-	-	-	-	
S	6/28/2014		-	-	0	-	-	-	-	-	
S	6/29/2014		-	-	0	-	-	-	-	-	
M	6/30/2014		-	-	0	-	-	-	-	-	
T	7/1/2014		-	-	0	-	-	-	-	-	
W	7/2/2014		-	-	0	-	-	-	-	-	
R	7/3/2014		-	-	0	-	-	-	-	-	
F	7/4/2014		-	-	0	-	-	-	-	-	
S	7/5/2014		-	-	0	-	-	-	-	-	
S	7/6/2014		-	-	0	-	-	-	-	-	
M	7/7/2014		-	-	0	-	-	-	-	-	
T	7/8/2014		-	-	0	-	-	-	-	-	
W	7/9/2014		-	-	0	-	-	-	-	-	
R	7/10/2014		-	-	0	-	-	-	-	-	
F	7/11/2014		-	-	0	-	-	-	-	-	

UNION STREET

RETRIEVAL SHAFT