

**SB Tunnel (Mom Chung)**

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	SB 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	7/22/2013	163+53.00	0	-	-4	0	-	-	-	5.0	
T	7/23/2013	163+53.00	0	-	-3	1	-	-	-		
W	7/24/2013	163+53.00	1	3.9	-3	0	3.9	3.9	3.9	7/24/2013	
R	7/25/2013	163+49.14	2	8.0	-3	0	11.9	5.9	8.0	7/25/2013	
F	7/26/2013	163+41.13	3	11.1	-1	0	23.0	7.7	11.1	7/26/2013	
S	7/27/2013	163+30.00		-	0	0	23.0	-	11.1	7/26/2013	
S	7/28/2013	163+30.00		-	0	0	23.0	-	11.1	7/26/2013	
M	7/29/2013	163+30.00	4	7.9	1	1	30.9	7.7	11.1	7/26/2013	
T	7/30/2013	163+22.14	5	-	1	0	30.9	6.2	11.1	7/26/2013	
W	7/31/2013	163+22.14	6	1.4	2	1	32.2	5.4	11.1	7/26/2013	
R	8/1/2013	163+20.76	7	0.0	2	0	32.2	4.6	11.1	7/26/2013	
F	8/2/2013	163+20.76	8	13.6	4	2	45.8	5.7	13.6	8/2/2013	
S	8/3/2013	163+07.17		-	4	0	45.8	-	13.6	8/2/2013	
S	8/4/2013	163+07.17		-	4	0	45.8	-	13.6	8/2/2013	
M	8/5/2013	163+07.17	9	6.8	6	2	52.6	5.8	13.6	8/2/2013	
T	8/6/2013	163+00.42	10	2.5	6	0	55.1	5.5	13.6	8/2/2013	
W	8/7/2013	162+97.89	11	14.8	9	3	69.9	6.4	14.8	8/7/2013	
R	8/8/2013	162+83.11	12	20.0	13	4	89.9	7.5	20.0	8/8/2013	
F	8/9/2013	162+63.10	13	19.8	17	4	109.7	8.4	20.0	8/8/2013	
S	8/10/2013	162+43.32		-	17	0	109.7	-	20.0	8/8/2013	
S	8/11/2013	162+43.32		-	17	0	109.7	-	20.0	8/8/2013	
M	8/12/2013	162+43.32	14	20.4	22	5	130.0	9.3	20.4	8/12/2013	
T	8/13/2013	162+22.95	15	28.1	29	7	158.2	10.5	28.1	8/13/2013	
W	8/14/2013	161+94.81	16	38.9	36	7	197.1	12.3	38.9	8/14/2013	
R	8/15/2013	161+55.86	17	29.1	41	5	226.3	13.3	38.9	8/14/2013	
F	8/16/2013	161+26.73	18	8.8	43	2	235.0	13.1	38.9	8/14/2013	
S	8/17/2013	161+17.98		-	43	0	235.0	-	38.9	8/14/2013	
S	8/18/2013	161+17.98		-	43	0	235.0	-	38.9	8/14/2013	
M	8/19/2013	161+17.98	19	28.6	51	8	263.6	13.9	38.9	8/14/2013	
T	8/20/2013	160+89.42	20	41.6	57	6	305.2	15.3	41.6	8/20/2013	
W	8/21/2013	160+47.84	21	25.0	62	5	330.1	15.7	41.6	8/20/2013	
R	8/22/2013	160+22.87	22	15.0	65	3	345.2	15.7	41.6	8/20/2013	
F	8/23/2013	160+07.83	23	40.0	71	6	385.2	16.7	41.6	8/20/2013	
S	8/24/2013	159+84.62		-	71	0	385.2	-	41.6	8/20/2013	
S	8/25/2013	159+67.79		-	71	0	385.2	-	41.6	8/20/2013	
M	8/26/2013	159+67.79	23	-	71	0	385.2	16.7	41.6	8/20/2013	
T	8/27/2013	159+67.79	23	-	71	0	385.2	16.7	41.6	8/20/2013	
W	8/28/2013	159+67.79	23	-	71	0	385.2	16.7	41.6	8/20/2013	
R	8/29/2013	159+67.79	23	-	71	0	385.2	16.7	41.6	8/20/2013	
F	8/30/2013	159+67.79	23	-	71	0	385.2	16.7	41.6	8/20/2013	
S	8/31/2013	159+67.79		-	71	0	385.2	-	41.6	8/20/2013	
S	9/1/2013	159+67.79		-	71	0	385.2	-	41.6	8/20/2013	
M	9/2/2013	159+67.79	23	-	71	0	385.2	16.7	41.6	8/20/2013	
T	9/3/2013	159+67.79	23	-	71	0	385.2	16.7	41.6	8/20/2013	
W	9/4/2013	159+67.79	23	-	71	0	385.2	16.7	41.6	8/20/2013	
R	9/5/2013	159+67.79	23	-	71	0	385.2	16.7	41.6	8/20/2013	
F	9/6/2013	159+67.79	23	-	71	0	385.2	16.7	41.6	8/20/2013	
S	9/7/2013	159+67.79		-	71	0	385.2	-	41.6	8/20/2013	
S	9/8/2013	159+67.79		-	71	0	385.2	-	41.6	8/20/2013	
M	9/9/2013	159+67.79	23	-	71	0	385.2	16.7	41.6	8/20/2013	
T	9/10/2013	159+67.79	23	-	71	0	385.2	16.7	41.6	8/20/2013	
W	9/11/2013	159+67.79	23	-	71	0	385.2	16.7	41.6	8/20/2013	
R	9/12/2013	159+67.79	23	-	71	0	385.2	16.7	41.6	8/20/2013	
F	9/13/2013	159+67.79	23	-	71	0	385.2	16.7	41.6	8/20/2013	
S	9/14/2013	159+67.79		-	71	0	385.2	-	41.6	8/20/2013	
S	9/15/2013	159+67.79		-	71	0	385.2	-	41.6	8/20/2013	
M	9/16/2013	159+67.79	23	-	71	0	385.2	16.7	41.6	8/20/2013	
T	9/17/2013	159+67.79	23	-	71	0	385.2	16.7	41.6	8/20/2013	
W	9/18/2013	159+67.79	23	-	71	0	385.2	16.7	41.6	8/20/2013	
R	9/19/2013	159+67.79	23	-	71	0	385.2	16.7	41.6	8/20/2013	
F	9/20/2013	159+67.79	23	-	71	0	385.2	16.7	41.6	8/20/2013	
S	9/21/2013	159+67.79		-	71	0	385.2	-	41.6	8/20/2013	
S	9/22/2013	159+67.79		-	71	0	385.2	-	41.6	8/20/2013	
M	9/23/2013	159+67.79	23	-	71	0	385.2	16.7	41.6	8/20/2013	
T	9/24/2013	159+67.79	23	-	71	0	385.2	16.7	41.6	8/20/2013	
W	9/25/2013	159+67.79	23	-	71	0	385.2	16.7	41.6	8/20/2013	
R	9/26/2013	159+67.79	23	-	71	0	385.2	16.7	41.6	8/20/2013	
F	9/27/2013	159+67.79	23	0.1	71	0	385.3	16.8	41.6	8/20/2013	
S	9/28/2013	159+67.79		-	71	0	385.3	-	41.6	8/20/2013	
S	9/29/2013	159+67.79		-	71	0	385.3	-	41.6	8/20/2013	
M	9/30/2013	159+67.74	24	0.8	73	2	386.1	16.1	41.6	8/20/2013	
T	10/1/2013	159+66.94	25	16.1	76	3	402.1	16.1	41.6	8/20/2013	MOS South Headwall 156+43

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Date	SB 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	10/2/2013	159+50.86	26	28.2	81	5	430.3	16.6	41.6	8/20/2013		
R	10/3/2013	159+22.68	27	45.7	90	9	476.0	17.6	45.7	10/3/2013		
F	10/4/2013	158+77.00	28	30.0	96	6	506.0	18.1	45.7	10/3/2013		
S	10/5/2013	158+77.00		-	96	0	506.0	-	45.7	10/3/2013		
S	10/6/2013	158+77.00		-	96	0	506.0	-	45.7	10/3/2013		
M	10/7/2013	158+47.00	29	34.5	103	7	540.5	18.6	45.7	10/3/2013		
T	10/8/2013	158+12.46	30	45.0	112	9	585.5	19.5	45.7	10/3/2013		
W	10/9/2013	157+67.46	31	25.1	117	5	610.7	19.7	45.7	10/3/2013		
R	10/10/2013	157+42.31	32	55.0	128	11	665.7	20.8	55.0	10/10/2013		
F	10/11/2013	156+87.26	33	44.3	137	9	710.1	21.5	55.0	10/10/2013		
S	10/12/2013			-	137	0	710.1	-	55.0	10/10/2013		
S	10/13/2013			-	137	0	710.1	-	55.0	10/10/2013		
M	10/14/2013	156+42.94	34	30.9	144	7	741.0	21.8	55.0	10/10/2013		
T	10/15/2013	156+12.00	35	55.0	154	10	796.0	22.7	55.0	10/10/2013		
W	10/16/2013	155+57.00	36	47.9	164	10	843.9	23.4	55.0	10/10/2013		
R	10/17/2013	155+09.11	37	72.0	178	14	915.9	24.8	72.0	10/17/2013		
F	10/18/2013	154+37.09	38	50.0	188	10	965.9	25.4	72.0	10/17/2013		
S	10/19/2013			-	188	0	965.9	-	72.0	10/17/2013		
S	10/20/2013			-	188	0	965.9	-	72.0	10/17/2013		
M	10/21/2013	153+87.10	39	55.3	200	12	1,021.2	26.2	72.0	10/17/2013		
T	10/22/2013	153+31.84	40	48.3	209	9	1,069.4	26.7	72.0	10/17/2013		
W	10/23/2013	152+83.57	41	-	209	0	1,069.4	26.1	72.0	10/17/2013		MOS North Headwall 152+99
R	10/24/2013	152+83.57	42	19.4	213	4	1,088.8	25.9	72.0	10/17/2013		
F	10/25/2013	152+64.22	43	67.7	226	13	1,156.5	26.9	72.0	10/17/2013		
S	10/26/2013			-			1,156.5	-	72.0	10/17/2013		
S	10/27/2013			-		0	1,156.5	-	72.0	10/17/2013		
M	10/28/2013	151+96.52	44	85.1	243	17	1,241.6	28.2	85.1	10/28/2013		
T	10/29/2013	151+11.43	45	87.8	261	18	1,329.4	29.5	87.8	10/29/2013		
W	10/30/2013	150+23.64	46	52.5	271	10	1,381.9	30.0	87.8	10/29/2013		
R	10/31/2013	149+71.11	47	75.0	286	15	1,456.9	31.0	87.8	10/29/2013		
F	11/1/2013	148+96.12	48	45.3	295	9	1,502.2	31.3	87.8	10/29/2013		
S	11/2/2013			-	295	0	1,502.2	-	87.8	10/29/2013		
S	11/3/2013			-	295	0	1,502.2	-	87.8	10/29/2013		
M	11/4/2013	148+50.83	49	87.4	313	18	1,589.6	32.4	87.8	10/29/2013		
T	11/5/2013	147+63.43	50	62.6	325	12	1,652.2	33.0	87.8	10/29/2013		
W	11/6/2013	147+00.85	51	75.3	340	15	1,727.4	33.9	87.8	10/29/2013		
R	11/7/2013	146+25.60	52	76.1	356	16	1,803.5	34.7	87.8	10/29/2013		
F	11/8/2013	145+49.55	53	49.0	365	9	1,852.5	35.0	87.8	10/29/2013		
S	11/9/2013	145+00.51		-	365	0	1,852.5	-	87.8	10/29/2013		
S	11/10/2013	145+00.51		-	365	0	1,852.5	-	87.8	10/29/2013		
M	11/11/2013	145+00.51	54	20.1	370	5	1,872.6	34.7	87.8	10/29/2013		
T	11/12/2013	144+80.43	55	83.5	386	16	1,956.1	35.6	87.8	10/29/2013		
W	11/13/2013	143+96.95	56	96.7	405	19	2,052.8	36.7	96.7	11/13/2013		
R	11/14/2013	143+00.21	57	55.1	416	11	2,107.9	37.0	96.7	11/13/2013		
F	11/15/2013	142+45.11	58	55.6	428	12	2,163.5	37.3	96.7	11/13/2013		
S	11/16/2013	141+89.52		-	428	0	2,163.5	-				
S	11/17/2013	141+89.52		-	428	0	2,163.5	-				
M	11/18/2013	141+89.52	58	-	428	0	2,163.5	37.3	96.7	11/13/2013		
T	11/19/2013	141+89.52	58	-	428	0	2,163.5	37.3	96.7	11/13/2013		
W	11/20/2013	141+89.52	58	-	428	0	2,163.5	37.3	96.7	11/13/2013		
R	11/21/2013	141+89.52	58	31.6	434	6	2,195.1	37.8	96.7	11/13/2013		
F	11/22/2013	141+57.94	60	57.0	445	11	2,252.1	37.5	96.7	11/13/2013		
S	11/23/2013	141+00.92	61	49.3	455	10	2,301.4	37.7	96.7	11/13/2013		
S	11/24/2013	140+51.65	62	63.6	467	12	2,365.0	38.1	96.7	11/13/2013		140+50
M	11/25/2013	139+88.00	63	54.0	478	11	2,419.0	38.4	96.7	11/13/2013		Market St Zone of Influence
T	11/26/2013	139+34.00	64	55.0	489	11	2,474.0	38.7	96.7	11/13/2013		
W	11/27/2013	138+79.00	65	55.0	500	11	2,529.0	38.9	96.7	11/13/2013		
R	11/28/2013	138+24.00	66	42.0	509	9	2,571.0	39.0	96.7	11/13/2013		138+10
F	11/29/2013	137+82.00	67	68.0	527	18	2,639.0	39.4	96.7	11/13/2013		BART Zone of Influence
S	11/30/2013	137+14.00	68	60.0	542	15	2,699.0	39.7	96.7	11/13/2013		136+70
S	12/1/2013	136+54.00	69	45.0	553	11	2,744.0	39.8	96.7	11/13/2013		136+25
M	12/2/2013	136+09.00	69	-	553	0	2,744.0	39.8	96.7	11/13/2013		
T	12/3/2013	136+09.00	70	51.7	566	13	2,795.7	39.9	96.7	11/13/2013		
W	12/4/2013	135+57.26	71	52.1	579	13	2,847.8	40.1	96.7	11/13/2013		
R	12/5/2013	135+05.18	72	48.7	592	13	2,896.5	40.2	96.7	11/13/2013		UMS South Headwall 134+82
F	12/6/2013	134+56.50	72	-	592	0	2,896.5	40.2	96.7	11/13/2013		
S	12/7/2013	134+56.50	72	-	592	0	2,896.5	40.2	96.7	11/13/2013		
S	12/8/2013	134+56.50	72	-	592	0	2,896.5	40.2	96.7	11/13/2013		
M	12/9/2013	134+56.50	72	-	592	0	2,896.5	40.2	96.7	11/13/2013		
T	12/10/2013	134+56.50	72	4.6	593	1	2,901.2	40.3	96.7	11/13/2013		
W	12/11/2013	134+51.85	73	45.5	603	10	2,946.6	40.4	96.7	11/13/2013		

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 End Tunnel Station: 78+30.00 \*Note: End of Station is the approximate location inside face of the slurry wall at the Retrieval Shaft

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R	12/12/2013	134+06.36	74	45.0	612	9	2,991.7	40.4	96.7	11/13/2013	
F	12/13/2013	133+61.35	75	65.1	625	13	3,056.7	40.8	96.7	11/13/2013	
S	12/14/2013	132+96.27	76	54.9	636	11	3,111.6	40.9	96.7	11/13/2013	
S	12/15/2013	132+41.40	76	-	636	0	3,111.6	40.9	96.7	11/13/2013	
M	12/16/2013	132+41.40	77	55.7	647	11	3,167.3	41.1	96.7	11/13/2013	
T	12/17/2013	131+85.72	78	42.4	655	8	3,209.6	41.1	96.7	11/13/2013	
W	12/18/2013	131+43.36	79	59.4	668	13	3,269.1	41.4	96.7	11/13/2013	
R	12/19/2013	130+83.93	80	24.6	673	5	3,293.7	41.2	96.7	11/13/2013	
F	12/20/2013	130+59.30	81	25.3	678	5	3,319.0	41.0	96.7	11/13/2013	UMS North Headwall 130+82
S	12/21/2013	130+34.00	81	-	678	0	3,319.0	41.0	96.7	11/13/2013	
S	12/22/2013	130+34.00	81	-	678	0	3,319.0	41.0	96.7	11/13/2013	
M	12/23/2013	130+34.00	81	-	678	0	3,319.0	41.0	96.7	11/13/2013	
T	12/24/2013	130+34.00	81	-	678	0	3,319.0	41.0	96.7	11/13/2013	
W	12/25/2013	130+34.00	81	-	678	0	3,319.0	41.0	96.7	11/13/2013	
R	12/26/2013	130+34.00	81	-	678	0	3,319.0	41.0	96.7	11/13/2013	
F	12/27/2013	130+34.00	81	-	678	0	3,319.0	41.0	96.7	11/13/2013	
S	12/28/2013	130+34.00	81	-	678	0	3,319.0	41.0	96.7	11/13/2013	
S	12/29/2013	130+34.00	81	-	678	0	3,319.0	41.0	96.7	11/13/2013	
M	12/30/2013	130+34.00	81	-	678	0	3,319.0	41.0	96.7	11/13/2013	
T	12/31/2013	130+34.00	81	-	678	0	3,319.0	41.0	96.7	11/13/2013	
W	1/1/2014	130+34.00	81	-	678	0	3,319.0	41.0	96.7	11/13/2013	
R	1/2/2014	130+34.00	81	-	678	0	3,319.0	41.0	96.7	11/13/2013	
F	1/3/2014	130+34.00	81	-	678	0	3,319.0	41.0	96.7	11/13/2013	
S	1/4/2014	130+34.00	81	-	678	0	3,319.0	41.0	96.7	11/13/2013	
S	1/5/2014	130+34.00	81	-	678	0	3,319.0	41.0	96.7	11/13/2013	
M	1/6/2014	130+34.00	82	40.5	686	8	3,359.5	41.0	96.7	11/13/2013	
T	1/7/2014	129+93.53	83	47.1	695	9	3,406.6	41.0	96.7	11/13/2013	
W	1/8/2014	129+46.45	84	45.1	704	9	3,451.6	41.1	96.7	11/13/2013	
R	1/9/2014	129+01.38	85	52.1	715	11	3,503.8	41.2	96.7	11/13/2013	
F	1/10/2014	128+49.23	86	33.2	721	6	3,537.0	41.1	96.7	11/13/2013	
S	1/11/2014	128+16.00	86	-	721	0	3,537.0	41.1	96.7	11/13/2013	
S	1/12/2014	128+16.00	86	-	721	0	3,537.0	41.1	96.7	11/13/2013	
M	1/13/2014	128+16.00	87	37.0	729	8	3,574.0	41.1	96.7	11/13/2013	
T	1/14/2014	127+79.00	88	53.0	740	11	3,627.0	41.2	96.7	11/13/2013	
W	1/15/2014	127+26.00	88	-	740	0	3,627.0	41.2	96.7	11/13/2013	
R	1/16/2014	127+26.00	89	47.0	749	9	3,674.0	41.3	96.7	11/13/2013	
F	1/17/2014	126+79.00	90	63.0	761	12	3,737.0	41.5	96.7	11/13/2013	
S	1/18/2014	126+16.00	91	10.0	763	2	3,747.0	41.2	96.7	11/13/2013	
S	1/19/2014	126+06.00	91	-	763	0	3,747.0	41.2	96.7	11/13/2013	
M	1/20/2014	126+06.00	92	60.3	775	12	3,807.3	41.4	96.7	11/13/2013	CP 04 126+00
T	1/21/2014	125+45.66	93	16.2	779	4	3,823.6	41.1	96.7	11/13/2013	
W	1/22/2014	125+29.45	94	53.7	789	10	3,877.3	41.2	96.7	11/13/2013	
R	1/23/2014	124+75.75	95	54.8	800	11	3,932.0	41.4	96.7	11/13/2013	
F	1/24/2014	124+21.00	96	38.0	807	7	3,970.0	41.4	96.7	11/13/2013	
S	1/25/2014	123+83.00	97	40.0	816	9	4,010.0	41.3	96.7	11/13/2013	
S	1/26/2014	123+43.00	97	-	816	0	4,010.0	41.3	96.7	11/13/2013	
M	1/27/2014	123+43.00	98	68.0	829	13	4,078.0	41.6	96.7	11/13/2013	
T	1/28/2014	122+75.00	99	66.8	843	14	4,144.8	41.9	96.7	11/13/2013	
W	1/29/2014	122+08.18	99	8.1	844	1	4,152.9	41.9	96.7	11/13/2013	
R	1/30/2014	122+00.12	100	4.1	844	0	4,157.0	41.6	96.7	11/13/2013	
F	1/31/2014	121+96.00	101	45.7	854	10	4,202.7	41.6	96.7	11/13/2013	
S	2/1/2014	121+50.26	102	65.0	867	13	4,267.8	41.8	96.7	11/13/2013	
S	2/2/2014	120+85.22	103	-	867	0	4,267.8	41.4	96.7	11/13/2013	
M	2/3/2014	120+85.22	104	40.2	875	8	4,308.0	41.4	96.7	11/13/2013	
T	2/4/2014	120+45.04	105	74.9	890	15	4,382.9	41.7	96.7	11/13/2013	
W	2/5/2014	119+70.11	106	60.0	902	12	4,442.9	41.9	96.7	11/13/2013	
R	2/6/2014	119+10.14	107	60.2	914	12	4,503.1	42.1	96.7	11/13/2013	
F	2/7/2014	118+49.95	108	70.1	928	14	4,573.2	42.3	96.7	11/13/2013	CP 03 118+50
S	2/8/2014	117+79.85	109	2.0	928	0	4,575.2	42.0	96.7	11/13/2013	
S	2/9/2014	117+77.84	110	-	928	0	4,575.2	41.6	96.7	11/13/2013	
M	2/10/2014	117+77.84	111	43.1	937	9	4,618.3	41.6	96.7	11/13/2013	
T	2/11/2014	117+34.74	112	40.6	946	9	4,658.8	41.6	96.7	11/13/2013	
W	2/12/2014	116+94.17	113	54.5	956	10	4,713.4	41.7	96.7	11/13/2013	
R	2/13/2014	116+39.64	114	30.9	963	7	4,744.2	41.6	96.7	11/13/2013	34.2
F	2/14/2014	116+08.78	115	19.2	966	3	4,763.4	41.4	96.7	11/13/2013	37.6
S	2/15/2014	115+89.60	115	-	966	0	4,763.4	41.4	96.7	11/13/2013	
S	2/16/2014	115+89.60	115	-	966	0	4,763.4	41.4	96.7	11/13/2013	
M	2/17/2014	115+89.60	116	-	966	0	4,763.4	41.1	96.7	11/13/2013	29.0
T	2/18/2014	115+89.60	117	65.0	979	13	4,828.4	41.3	96.7	11/13/2013	33.9
W	2/19/2014	115+24.63	118	85.3	997	18	4,913.7	41.6	96.7	11/13/2013	40.1
R	2/20/2014	114+39.32	119	89.6	1013	16	5,003.3	42.0	96.7	11/13/2013	51.8
F	2/21/2014	113+49.75	120	44.8	1020	7	5,048.0	42.1	96.7	11/13/2013	56.9

SB Tunnel (Mom Chung)

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	SB 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	2/22/2014	113+05.00	121	20.0	1027	7	5,068.0	41.9	96.7	11/13/2013	60.9	
S	2/23/2014	112+85.00	121	-	1027	0	5,068.0	41.9	96.7	11/13/2013		
M	2/24/2014	112+85.00	122	64.0	1044	17	5,132.0	42.1	96.7	11/13/2013	60.7	
T	2/25/2014	112+21.00	123	77.8	1055	11	5,209.8	42.4	96.7	11/13/2013	59.2	
W	2/26/2014	111+43.21	124	79.1	1071	16	5,288.9	42.7	96.7	11/13/2013	57.1	
R	2/27/2014	110+64.12	125	72.0	1086	15	5,360.9	42.9	96.7	11/13/2013	62.6	CP2 111+00
F	2/28/2014	109+92.13	126	58.7	1096	10	5,419.5	43.0	96.7	11/13/2013	70.3	
S	3/1/2014	109+33.46	126	-	1096	0	5,419.5	43.0	96.7	11/13/2013		
S	3/2/2014	109+33.46	126	-	1096	0	5,419.5	43.0	96.7	11/13/2013		
M	3/3/2014	109+33.46	127	71.5	1111	15	5,491.0	43.2	96.7	11/13/2013	71.8	
T	3/4/2014	108+62.00	128	82.0	1127	16	5,573.0	43.5	96.7	11/13/2013	72.6	Chinatown Station limits
W	3/5/2014	107+80.00	129	77.0	1143	16	5,650.0	43.8	96.7	11/13/2013	72.2	
R	3/6/2014	107+03.00	130	70.0	1157	14	5,720.0	44.0	96.7	11/13/2013	71.8	
F	3/7/2014	106+33.00	131	80.0	1174	17	5,800.0	44.3	96.7	11/13/2013	76.1	CLAY STREET
S	3/8/2014	105+53.00	131	-	1174	0	5,800.0	44.3	96.7	11/13/2013		Intervention
S	3/9/2014	105+53.00	131	-	1174	0	5,800.0	44.3	96.7	11/13/2013		
M	3/10/2014	105+53.00	132	-	1174	0	5,800.0	43.9	96.7	11/13/2013	61.8	Intervention
T	3/11/2014	105+53.00	133	-	1174	0	5,800.0	43.6	96.7	11/13/2013	45.4	Intervention
W	3/12/2014	105+53.00	134	63.0	1186	12	5,863.0	43.8	96.7	11/13/2013	42.6	
R	3/13/2014	104+90.00	134	-	1186	0	5,863.0	43.8	96.7	11/13/2013	28.6	Chinatown Station Headhouse
F	3/14/2014	104+90.00	134	-	1186	0	5,863.0	43.8	96.7	11/13/2013	12.6	
S	3/15/2014	104+90.00	134	-	1186	0	5,863.0	43.8	96.7	11/13/2013		
S	3/16/2014	104+90.00	134	-	1186	0	5,863.0	43.8	96.7	11/13/2013		
M	3/17/2014	104+90.00	135	68.0	1199	13	5,931.0	43.9	96.7	11/13/2013	26.2	
T	3/18/2014	104+22.00	136	60.0	1211	12	5,991.0	44.1	96.7	11/13/2013	38.2	Chinatown Station Headhouse
W	3/19/2014	103+62.00	137	92.0	1229	18	6,083.0	44.4	96.7	11/13/2013	44.0	WASHINGTON STREET
R	3/20/2014	102+70.00	138	107.0	1251	22	6,190.0	44.9	107.0	3/20/2014	65.4	Chinatown Station Limit
F	3/21/2014	101+63.00	139	41.0	1259	8	6,231.0	44.8	107.0	3/20/2014	73.6	
S	3/22/2014	101+22.00	139	-	1259	0	6,231.0	44.8	107.0	3/20/2014		
S	3/23/2014	101+22.00	139	-	1259	0	6,231.0	44.8	107.0	3/20/2014		
M	3/24/2014	101+22.00	140	115.0	1282	23	6,346.0	45.3	115.0	3/24/2014	83.0	JACKSON STREET
T	3/25/2014	100+07.00	141	75.0	1297	15	6,421.0	45.5	115.0	3/24/2014	86.0	
W	3/26/2014	99+32.00	142	101.0	1318	21	6,522.0	45.9	115.0	3/24/2014	87.8	
R	3/27/2014	98+31.00	143	95.0	1336	18	6,617.0	46.3	115.0	3/24/2014	85.4	
F	3/28/2014	97+36.00	143	-	1336	0	6,617.0	46.3	115.0	3/24/2014	77.2	PACIFIC AVENUE
S	3/29/2014	97+36.00	143	-	1336	0	6,617.0	46.3	115.0	3/24/2014		
S	3/30/2014	97+36.00	143	-	1336	0	6,617.0	46.3	115.0	3/24/2014		
M	3/31/2014	97+36.00	143	-	1336	0	6,617.0	46.3	115.0	3/24/2014	54.2	
T	4/1/2014	97+36.00	144	90.0	1354	18	6,707.0	46.6	115.0	3/24/2014	57.2	
W	4/2/2014	96+46.00	145	94.0	1373	19	6,801.0	46.9	115.0	3/24/2014	55.8	
R	4/3/2014	95+52.00	146	91.0	1391	18	6,892.0	47.2	115.0	3/24/2014	55.0	
F	4/4/2014	94+61.00	147	54.0	1402	11	6,946.0	47.3	115.0	3/24/2014	65.8	
S	4/5/2014	94+07.00	147	-	1402	0	6,946.0	47.3	115.0	3/24/2014		
S	4/6/2014	94+07.00	147	-	1402	0	6,946.0	47.3	115.0	3/24/2014		
M	4/7/2014	94+07.00	147	-	1402	0	6,946.0	47.3	115.0	3/24/2014	65.8	
T	4/8/2014	94+07.00	147	-	1402	0	6,946.0	47.3	115.0	3/24/2014	47.8	
W	4/9/2014	94+07.00	147	-	1402	0	6,946.0	47.3	115.0	3/24/2014	29.0	
R	4/10/2014	94+07.00	147	-	1402	0	6,946.0	47.3	115.0	3/24/2014	10.8	
F	4/11/2014	94+07.00	147	-	1402	0	6,946.0	47.3	115.0	3/24/2014	0.0	
S	4/12/2014	94+07.00		-	1402	0	6,946.0	-	115.0	3/24/2014		
S	4/13/2014	94+07.00		-	1402	0	6,946.0	-	115.0	3/24/2014		
M	4/14/2014	94+07.00	148	32.0	1408	6	6,978.0	47.1	115.0	3/24/2014	6.4	
T	4/15/2014	93+75.00	149	44.0	1417	9	7,022.0	47.1	115.0	3/24/2014	15.2	BROADWAY
W	4/16/2014	93+31.00	150	50.0	1427	10	7,072.0	47.1	115.0	3/24/2014	25.2	
R	4/17/2014	92+81.00	151	75.0	1442	15	7,147.0	47.3	115.0	3/24/2014	40.2	
F	4/18/2014	92+06.00	152	51.0	1452	10	7,198.0	47.4	115.0	3/24/2014	50.4	
S	4/19/2014	91+55.00		-	1452	0	7,198.0	-	115.0	3/24/2014		
S	4/20/2014	91+55.00		-	1452	0	7,198.0	-	115.0	3/24/2014		
M	4/21/2014	91+55.00	153	25.0	1457	5	7,223.0	47.2	115.0	3/24/2014	49.0	
T	4/22/2014	91+30.00	154	50.0	1467	10	7,273.0	47.2	115.0	3/24/2014	50.2	
W	4/23/2014	90+80.00	155	50.0	1477	10	7,323.0	47.2	115.0	3/24/2014	50.2	
R	4/24/2014	90+30.00	156	75.0	1492	15	7,398.0	47.4	115.0	3/24/2014	50.2	VALLEJO STREET
F	4/25/2014	89+55.00	157	30.0	1498	6	7,428.0	47.3	115.0	3/24/2014	46.0	
S	4/26/2014	89+25.00		-	1498	0	7,428.0	-	115.0	3/24/2014		
S	4/27/2014	89+25.00		-	1498	0	7,428.0	-	115.0	3/24/2014		
M	4/28/2014	89+25.00	158	70.0	1512	14	7,498.0	47.5	115.0	3/24/2014	55.0	
T	4/29/2014	88+55.00	159	64.0	1525	13	7,562.0	47.6	115.0	3/24/2014	57.8	
W	4/30/2014	87+91.00	160	67.0	1542	17	7,629.0	47.7	115.0	3/24/2014	61.2	
R	5/1/2014	87+24.00	161	52.0	1555	13	7,681.0	47.7	115.0	3/24/2014	56.6	Bank of America
F	5/2/2014	86+72.00	162	79.0	1575	20	7,760.0	47.9	115.0	3/24/2014	66.4	Bank of America
S	5/3/2014	85+93.00		-	1575	0	7,760.0	-	115.0	3/24/2014		GREEN STREET

**SB Tunnel (Mom Chung)**

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	SB 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	5/4/2014	85+93.00			0	7,760.0	-	115.0	3/24/2014		
M	5/5/2014	85+93.00	163	86.0	1596	21	7,846.0	48.1	115.0	3/24/2014	69.6
T	5/6/2014	85+07.00	164	82.0	1614	18	7,928.0	48.3	115.0	3/24/2014	73.2
W	5/7/2014	84+25.00	165	10.0	1616	2	7,938.0	48.1	115.0	3/24/2014	61.8
R	5/8/2014	84+15.00	166	35.0	1623	7	7,973.0	48.0	115.0	3/24/2014	58.4
F	5/9/2014	83+80.00	167	30.0	1630	7	8,003.0	47.9	115.0	3/24/2014	48.6
S	5/10/2014	83+50.00									
S	5/11/2014	83+50.00			0						
M	5/12/2014	83+50.00			0						
T	5/13/2014				0						
W	5/14/2014				0						
R	5/15/2014				0						
F	5/16/2014				0						
S	5/17/2014				0						
S	5/18/2014				0						
M	5/19/2014				0						
T	5/20/2014				0						
W	5/21/2014				0						
R	5/22/2014				0						
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