

EXHIBIT V

BASE CASE STRUCTURAL ASSETS MONITORING PLAN

This Exhibit V provides a description of the inspection and monitoring plan to be undertaken for each Structural Asset pursuant to Section 9.04(d) of the Agreement. The Structural Assets Monitoring Plan expenditures presented in this Exhibit are in 2011 US Dollars, which will be escalated with Consumer Price Index for All Urban Consumers (CPI-U)¹ reference index. The scope of work for each Structural Asset inspection covers the Existing Downtown Tunnels and the Existing Midtown Tunnel. The scope of inspection and review of findings will be in accordance with FHWA's Highway and Rail Transit Tunnel Inspection Manual, 2005 edition, as well as, if applicable, the Technical Requirements and the Agreement, using the Department's Maintenance Rating Program.

To the extent reasonably achievable within the estimated Structural Assets Inspection Cost outlined below, the inspection will review the condition of the following Structural Assets of the Existing Project Assets:

- outer structural steel shell;
- joints between precast units;
- the inner structural concrete shell; and
- the suspended structural slab (including the slab structure and supports, transverse construction joints and construction joint dowels) in the Existing Midtown Tunnel and the tube built in 1952 of the Existing Downtown Tunnels that carries the traffic westbound.

Visual inspections will be carried out where possible, concrete core samples of the roadway slab and tunnel lining will be taken as necessary, and photo documentation will be included for all cores and cored locations. The Concessionaire will not take core samples that will penetrate the steel tunnel lining, unless approved in writing by the Department. Ground penetrating radar and ultrasonic testing may also be used in determining the condition of the structural elements. The purpose of this work will be to provide the Department and the Concessionaire with an updated condition assessment of the Structural Assets of the Existing Project Assets. The results of the inspections within the Base Case Structural Assets Monitoring Plan will be utilized to plan the Major Maintenance for each Structural Asset of the Existing Project Assets contemplated in the Base Case Structural Assets Major Maintenance Plan.

¹ Consumer Price Index means the Consumer Price Index for All Urban Consumers (CPI-U), All City Average, All Items, as published by the United States Department of Labor, Bureau of Labor Statistics, for which the base year is 1982-84 = 100, or if such publication ceases to be in existence, a comparable index selected by the Department and approved by the Concessionaire, acting reasonably. If such index is revised so that the base year differs from that set forth above, the CPI shall be converted in accordance with the conversion factor published by the United States Department of Labor, Bureau of Labor Statistics. If the Bureau of Labor Statistics otherwise alters its method of calculating such index, the parties shall mutually determine appropriate adjustments in the affected index.

EXECUTION VERSION – DECEMBER 5, 2011

Year	Estimated Structural Assets Inspection Cost		Year	Estimated Structural Assets Inspection Cost
2012	\$500,000		2044	\$744,065
2018	\$538,692		2046	\$762,783
2020	\$552,243		2048	\$781,972
2022	\$566,135		2050	\$801,643
2024	\$580,377		2052	\$821,810
2026	\$594,977		2054	\$842,483
2028	\$609,945		2056	\$863,677
2030	\$625,289		2058	\$885,404
2032	\$641,019		2060	\$907,677
2034	\$657,144		2062	\$930,511
2036	\$673,676		2064	\$953,919
2038	\$690,623		2066	\$977,916
2040	\$707,996		2068	\$1,002,517
2042	\$725,807			