

Exhibit F

HAM-75-2.30 Step 5 Conceptual Alternative Study Potential Location for Noise Abatement

Noise Sensitive Area ^a (NSA) - Description	Impacts ^b	Barrier Length ^c (feet)	Estimated Barrier Cost ^d	Benefited Receptor ^e	Cost Per Benefited Property	Effectiveness		Barrier Recommended ^h
						Feasible ^f	Reasonable ^g	
<u>NSA 1-Elmwood Place</u> - North end of study area on west side of I-75 between E. 67 th St. and Township Ave. 152 residential dwelling units and 1 park	44	3,200	\$896,000	74	\$12,108	Yes	Yes	Yes
<u>NSA 2-Elm Park Drive</u> - North end of study area on the east side of I-75 between Towanda Tr. and Towne St. 37 residential dwelling units	37	1,750	\$490,000	26	\$18,846	Yes	Yes	Yes
<u>NSA 3-Prosser Avenue</u> - North end of study area on the west side of I-75 between Township Ave. and Murray Rd 43 residential dwelling units	17	1,650	\$462,000	25	\$18,480	Yes	Yes	Yes
<u>NSA 4-Paddock Road</u> - north side of the Norwood Lateral Expressway Franklin and Cornith Avenues 19 residential dwelling units	15	1,150	\$322,000	19	\$16,947	Yes	Yes	Yes
<u>NSA 5- St. Bernard</u> - east side of I-75 just east of Vine St 22 residential dwelling units and 1 park	22	1,750	\$490,000	22	\$22,272	Yes	Yes	Yes
<u>NSA 6-Ivorydale Jct.</u> - East side of I-75 Bank Ave. area 54 residential dwelling units	15	2,800	\$784,000	54	\$14,581	Yes	Yes	Yes
<u>NSA 7-Kessler Place</u> - East side of I-75 north of West Mitchell Avenue. 11 residential dwelling units and 8 hotel dwelling units	7	1,100	\$308,000	19	\$16,210	Yes	Yes	Yes
<u>NSA 8-Clifton Ridge</u> - East side of I-75 south of West Mitchell Drive and the cemetery. 7 residential dwelling units	5	1,100	\$308,000	0	N/A	No	No	No

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NSA 9- Egbert Avenue – East side of I-75 west of Clifton Avenue. 6 residential dwelling units	4	1,400	\$392,000	0	N/A	No	No	No
NSA 10-Technical College – East side of I-75 east of the I-74 connector ramps. 3 residential dwelling units, 1 park , 1 college								
NSA 11-Bates Avenue – South end of the study area on the west side of I-75 north and south of Bates Avenue. 47 residential dwelling units	26	1,280	\$358,400	47	\$7,625	Yes	Yes	Yes
NSA 12- Camp Washington neighborhood – South end of the study area on the west side of I-75 just south of Hopple Street. 43 residential dwelling units	14	1,250	\$350,000	32	\$10,937	Yes	Yes	Yes
NSA 13a-Hopple Street East - South end of the study area on the east side of I-75 east of the SR 127/Hopple St interchange. 10 residential dwelling units	10	1,000	\$280,000	0	N/A	No	No	No
NSA 13b-Marshall Avenue – South end of the study area on the east side of I-75 north of Marshall Ave. 13 residential dwelling units, 12 hotel dwelling units	25	1,050	\$294,000	15	\$19,600	Yes	Yes	Yes
NSA 13c-Central Parkway – South end of the study area on the east side of I-75 between Marshall Avenue and Western Hills Viaduct 39 residential dwelling units	12	2,040	\$571,200	0	N/A	No	No	No
NSA 14-Cummingville North – On the north side of I-74 east of Beekman Street. 37 residential dwelling units	32	1,800	\$504,000	32	\$15,750	Yes	Yes	Yes

No impacts based on existing year 2005 traffic volume. Highest reading of 60.8 dBA at the technical college.

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NSA 15-Cummingsville South – On the south side of I-74 east of Beekman Street 52 residential dwelling units	27	1,570	\$439,600	42	\$10,466	Yes	Yes	Yes
NSA 16-Herron Avenue – On the south side of I-74 west of Beekham Street. 10 residential dwelling units	1	1,150	\$322,000	5	\$64,440	Yes	No	No
NSA 17-West Fork East – on the north side of I-74 on the south side of West Fork Road. 52 residential dwelling units								
No impacts based on existing year 2005 traffic volume. Highest reading of 64.8 dBA at one receptor location.								
NSA 18-West Fork West – on the north side of I-74 on the north side of West Fork Road. 21 residential dwelling units								
No impacts based on existing year 2005 traffic volume. Highest reading of 63.3 dBA at one receptor location.								

Notes:

- ^a NSA selection based on review of USGS mapping, aerial photography, and Hamilton County auditor maps.
- ^b Impacts based on receptors approaching or exceeding Category B NAC as determined by TNM version 2.5.
- ^c Barrier length is estimated by using the distance between the first and last receptor plus an additional 800'.
- ^d Barrier cost is based on a figure of \$280 per lineal foot (16' high x \$17.50 per square foot).
- ^e A receptor site is considered benefited if a noise reduction of 3 dB can be obtained. A 3 dB reduction can generally be obtained for receptor sites within 400' of the nearest roadway centerline. For this evaluation receptors located within 400' of the roadway are considered benefited.
- ^f Based on topography, some sites were evaluated with a 16' high barrier wall using TNM to determine if it is possible to obtain a substantial noise reduction of 5 dB or greater. A no in this column indicates a substantial noise reduction is not feasible.
- ^g A noise barrier is considered cost reasonable if the cost per benefited receptor is less than \$25,000.
- ^h A recommendation is made for further evaluation if the noise barrier is cost-reasonable and acoustically-feasible at this level of investigation.