

**The Central Corridor Alignment**-- All variations of the central alternative follow the existing I-581 from I-81 southward to the Elm Ave. interchange. One lane would be added in each direction of I-581. The existing interchanges at Peters Creek Road and Hershberger Road would remain. A new interchange at Valley View would be added. Access to downtown would be modified, as the existing Orange Avenue and Williamson Road interchanges would be replaced by one interchange to reach both roads. The Elm Avenue interchange would also be reconfigured. It is expected that the new interchanges would actually improve access to downtown Roanoke. South of Elm Avenue, there are two sub-options:

- **The Central/East routing** (which correspond to the state's Options 2, 2A and 2C) turns southeast just below the Elm Avenue Interchange and follows a new alignment near the Roanoke River to the Roanoke Industrial Center, then crossing the river and continuing southeast roughly parallel to (but north of) Mt. Pleasant Blvd. and Jae's Valley Road (Route 116) to the Roanoke City limits. There would be an additional interchange in the vicinity of the Riverland Road crossing.
- **The Central/West routing** (which correspond to the state's Options 2B, 3, 3A, 3B and 3C) continues on south of Elm Avenue on US-220, which would be upgraded and widened to full interstate standards. The Franklin and Wonju Street interchanges would be consolidated and replaced by a new Colonial Avenue interchange. There are two variations on this routing south of Wonju. One (Options 2B, 3, 3B, 3C) would continue on US 220 south of the city, keeping the existing interchange at Route 419 (Electric Road), adding an interchange at Route 780 (Old Rocky Mount Road), and keeping the existing one at the Blue Ridge Parkway. The other variation (Option 3A) would turn southwest just before (in the back of) the Tanglewood Mall and continue on Route 419 south of the city.

**The West Bypass Alignment** -- This alternative would provide a bypass loop to the west of the city, through Roanoke County. Due to the mountain terrain and limited development there, only one new interchange would be constructed -- at Route 221. No spur into the city is planned for any I-73 options, though the upgrading of a Route 221 into a four lane road has been proposed. (That could also serve as a spur into the city, connecting with I-581.) An interchange with Route 220 to the south near Boones Mill could also provide access to I-581 and to the City from the south, and of course the existing I-81 to I-581 would provide access to the City from the north .

**The East Bypass Alignment** -- This alternative would provide a bypass loop East of the City. With this alternative, I-73 would overlay I-81 north of the City, then I-73 would turn south and travel through Botetourt and Bedford Counties. Three new interchanges would be constructed -- at US460, at Rt. 24 (Stewartsville) and at Rt. 634. This option does not entail any spur into the City from I-73 on the east side. No new spur into the city is planned under this or any of the current I-73 alternatives, though an upgrading of Orange Ave. (Rt. 460) could be done as one way to provide a spur into the existing I-581. Of course, the existing I-581 would continue to be a spur into the city from I-81/I-73 on the North side.