

Table S-2

Potential Pros & Cons of Three Alternative Alignments for the Southern Part of the Central Route for I-73

Alignment	Advantages to the City	Disadvantages for the City
<b>Central West 1</b> <i>(Southwest; Tanglewood Mall Option)</i>	<ul style="list-style-type: none"> <li>▪ No interchanges until Franklin County line</li> <li>▪ No displacement of businesses on US-220.</li> </ul>	<ul style="list-style-type: none"> <li>• May take parts of Tanglewood Mall property</li> <li>• Possible displacement in Penn Forest neighborhood</li> <li>• Wonju interchange improvements will cause displacement</li> </ul>
<b>Central West 2</b> <i>(South Central; US- 220 Option)</i>	<ul style="list-style-type: none"> <li>▪ Retention of existing central corridor through region</li> <li>▪ 3 interchanges within city limits should promote commercial development there</li> <li>▪ Support by some existing businesses on US-220</li> </ul>	<ul style="list-style-type: none"> <li>• Displacement of existing businesses on US-220 and Wonju interchange</li> <li>• Four interchanges in Roanoke Co. could draw competing commercial development</li> <li>• Possible encroachment on Hunting Hills neighborhood</li> </ul>
<b>Central – West</b> <i>(Mill Mountain; Riverland Option)</i>	<ul style="list-style-type: none"> <li>▪ Most direct access to Smith Mountain Lake</li> <li>▪ No interchanges for 6 miles south</li> <li>▪ Minimum displacement of businesses</li> <li>▪ Avoids displacement issues at US-220 &amp; Wonju interchange</li> </ul>	<ul style="list-style-type: none"> <li>• Residential displacement in Riverland neighborhood</li> <li>• Displacement of Appalachian Electric Power</li> <li>• Could draw development south from metro area into sites in Eastern Franklin County</li> </ul>