

**ROUTE 7/15 INTERCHANGE
STATE PROJECT NO. 102-269
NORWALK, CT
Alternate 21**

This alternate provides free flow access between Routes 15 and 7. This alternate also provides access from Main Avenue to Route 7. This alternate is a refinement of the “Modified Michigan” alternate that was briefly presented at the July 29, 2008 Stakeholder meeting.

- Similar to previous alternates this alternate provides a single take off from Route 15 SB for ramps to Creeping Hemlock/Main Avenue and Route 7 NB and SB.
- Provides Rte 15 SB Ramp from Main Avenue to Route 7 NB and SB ramps. This Ramp allows access from Main Ave to Route 7 NB and SB which was not incorporated in Original Design. The original design provided ramp access directly to Route 15 SB.
- Traffic from Route 7 SB to Route 15 NB merges with new ramp from Route 15 NB in the southwestern quadrant, providing access to both Route 15 and Main Avenue. Access from Route 7 NB to Main Avenue is also provided by these ramps.
- New/Relocated On – Ramp from Route 7 enters Route 15 SB at existing location in northwest quadrant.
- Provides proposed north/south Bicycle Trail along Perry Avenue to Route 7 Ramps.
- Proposed Ramps parallel to Route 15 at same grade as Route 15.
- Modified loop ramp from Rte 7 NB provides access to Rte 15 SB.

STRUCTURES

- Replace Existing Route 15 bridge over Main Avenue with single structure that carries both Route 15 mainline traffic and Ramps for Route 7 NB and SB.
- Provide lanes on existing Route 15 structure over Norwalk River for Route 7 NB and SB Ramps. The existing triple arches will not be widened.
- New structures for Ramps over Norwalk River.
- New structures for Ramps over Metro North RR.
- No change to existing Route 15 bridge over Metro North RR.
- No change to existing Route 15 structure over Route 7.
- New Rte 15 structure over new Rte 7 ramps (west of Rte 7).
- No change to existing ramp structure over Perry Avenue north of Route 15.
- New Structure over Perry Avenue south of Route 15.
- New Ramp Structures for Route 7 ramps north (2 structures) and south of Route 15.
- Overhead sign structures required at Ramp diverges to properly direct the flow of traffic.