

= Massachusetts Route 25 =

Route 25 is a numbered state highway located in Plymouth County and Barnstable County , Massachusetts , United States . The route is a nominally east ? west freeway for its entire length , and less commonly known as the Blue Star Memorial Highway . An eastward continuation of Interstate 495 , Route 25 provides freeway access to Cape Cod . The route 's western terminus is at a trumpet interchange with I @-@ 495 and I @-@ 195 in Wareham . The route has three numbered interchanges along its 10 @.@ 006 @-@ mile ( 16 @.@ 103 km ) length before terminating at the northern end of the Bourne Bridge in Bourne ; the mainline of Route 25 continues across the bridge and over the Cape Cod Canal as Massachusetts Route 28 south .

Prior to 1982 , the Route 25 designation was given to that segment of what is now I @-@ 495 from Route 24 in Raynham to the interchange with I @-@ 195 in Wareham . Upon completion of the I @-@ 495 segment between Route 24 and I @-@ 95 , that portion of the existing freeway was redesignated as I @-@ 495 in various stages during the 1970s and 1980s , eventually reducing Route 25 to a 2 @.@ 5 @-@ mile ( 4 km ) segment that continued eastward from I @-@ 495 to the modern location of Exit 2 in Downtown Wareham . Construction of an eastern continuation of Route 25 to the Bourne Bridge was delayed for nearly three decades due to property disputes and environmental concerns , but the final 7 @.@ 5 @-@ mile ( 12 km ) segment opened in 1987 . The freeway was originally planned to continue over the Bourne Bridge into Cape Cod as part of the Southside Connector , but this plan was abandoned by the Massachusetts Highway Department ( MassHighway ) in the late 1970s .

= = Route description = =

Route 25 begins at a trumpet interchange with I @-@ 495 and I @-@ 195 in Wareham , Massachusetts ; the two left lanes of Route 25 west mainline onto Route 495 north , with the right @-@ hand lane serving I @-@ 195 via Exit 1 . From I @-@ 195 , Route 25 east is accessible via Exit 22A ; I @-@ 195 terminates at the interchange . Interstate 495 also terminates at its junction with Route 25 ; the two southbound lanes of I @-@ 495 default onto Route 25 east . After the interchange with I @-@ 195 and I @-@ 495 , Route 25 begins to head in a southeastern direction into the town of Wareham as a six @-@ lane freeway . The route passes under Tihonet Road and through Maple Swamp , located at the northern end of Parker Mills Pond .

After the Tihonet Road overpass , the route continues on a southeastern projection , passing close to several farms and cranberry bogs in Wareham . After passing under Charge Pond Road , Route 25 enters a densely populated region of Wareham with an alignment parallel to Route 28 ( Cranberry Highway ) . Eastbound Route 25 has its first interchange with Maple Springs Road , a local road that connects to US 6 and Route 28 and is used to access Wareham and the village of Onset . Shortly after the interchange , numbered as Exit 2 ( formerly Exit 1 ) , Route 25 proceeds across Agawam Mill Pond via a short causeway . Exit 2 off Route 25 west is located to the east of Agawam Mill Pond and connects to US 6 and Route 28 via Glen Charlie Road , an unnumbered route that also serves the village of White Island Shores .

After Exit 2 , Route 25 bends to the northeast , bypassing Buttermilk Bay and the densely populated village of Buzzards Bay to the south . The route passes Union Pond and Dicks Pond to the south and Spectacle Pond and Sandy Pond to the north before entering the town of Plymouth . In Plymouth , Route 25 passes to the north of several cranberry bogs and small ponds . While the freeway has no interchanges in Plymouth , a rest area is located off eastbound Route 25 in the town ; the area is inaccessible from westbound Route 25 . Due to state funding cutbacks , services at the rest area are limited to summer weekends ( Friday to Sunday ) as of 2010 . After the rest area , Route 25 passes over Bourne Road and turns sharply to head in a southwestern direction . The route passes under Bournedale Road after entering the town of Bourne . In Bourne , Route 25 has its final interchange ; Exit 3 ( formerly Exit 2 ) serves the villages of Buzzards Bay and Sagamore , connecting to US 6 ( Scenic Highway ) and Route 28 north . From Exit 3 , US 6 is used to access the Sagamore Bridge in northern Bourne and the towns of Hyannis and Provincetown on Cape Cod

After Exit 3 , the Route 25 designation continues for 0 @. @ 6 miles ( 1 km ) . The six @- @ lane freeway narrows into a four @- @ lane undivided highway shortly before the approach ramps to the Bourne Bridge . Route 25 is concurrent with Route 28 from Exit 3 until the US 6 underpass , at which point the Route 25 designation officially ends ; the two eastbound lanes of Route 25 continue as Route 28 south over the Bourne Bridge and the Cape Cod Canal and onto Cape Cod . Route 28 continues southward to the town of Falmouth and then eastward to Hyannis and Orleans . An estimated daily average of over 35 @, @ 000 motorists utilized the Route 25 expressway in 2008 .

= = History = =

= = = Early alignment = = =

The origins of Route 25 date back to 1947 , when the Massachusetts Department of Public Works ( MassDPW ) announced plans for an expressway that would link I @- @ 95 in Foxborough with Cape Cod . The planned route was given the Route 25 designation northwest of a planned interchange with the Fall River Expressway ( Route 24 ) in Raynham and the Route 28 designation to the southeast of Route 24 . After ten years of planning studies , the route received preliminary approval from the MassDPW in 1957 , and construction began in 1958 ; the entire route was designated as Route 25 in 1962 , with Route 28 instead being aligned on local roads . The portion of the freeway between Route 24 in Raynham and I @- @ 195 in Wareham was completed in 1967 . In 1969 , MassDPW extended the freeway eastward to US 6 in Wareham .

In the 1970s , the MassDPW changed the planned designation of the unconstructed Route 25 expressway northwest of Route 24 to I @- @ 495 . When this portion of I @- @ 495 was completed in 1982 , the state also designated the existing alignment of Route 25 between Route 24 and the I @- @ 195 interchange in Wareham as I @- @ 495 . After the reassignment , Route 25 was shortened to a 2 @. @ 5 @- @ mile ( 4 km ) stretch from I @- @ 195 east to Downtown Wareham .

From 1969 until 1987 , the eastern terminus of Route 25 was at a junction with Maple Springs Road , US 6 and Route 28 in Wareham near the modern location of Exit 2 . The MassDPW and the Massachusetts Highway Department ( MassHighway ) had plans to extend the freeway eastward to Cape Cod as early as 1953 , when the route was included in the proposed Cape Cod Expressway that would connect New York City with Cape Cod . Route 25 was originally planned to connect to the Sagamore Bridge , which carried US 6 over the Cape Cod Canal and was used to access the towns of Hyannis and Provincetown . In 1962 , however , the MassDPW conducted traffic studies on the two bridges crossing the canal and found that the Sagamore Bridge was above vehicular capacity , whereas the more southern Bourne Bridge had excess capacity . The Route 25 freeway was then redesigned to cross over the Bourne Bridge and connect with the Mid @- @ Cape Highway ( US 6 ) on the southern side of the canal via the proposed Southside Connector . The connector would have been constructed through the Massachusetts Military Reservation in Bourne , but was canceled by the MassDPW and MassHighway in 1977 when environmental tests indicated the freeway would disturb underground aquifers serving as water sources for the region . MassDPW instead changed the proposed eastern terminus of the Route 25 expressway to the approach ramps of the Bourne Bridge .

= = = Completion of the freeway = = =

Construction of Route 25 east of Wareham , however , was delayed for nearly three decades to property disputes , environmental concerns and resistance from business owners in Buzzards Bay village , who claimed the freeway would divert all the traffic , and their business , elsewhere , leaving a ghost town in its wake . The proposed alignment ran through land where much of the state 's cranberry harvest was located , and this led to lengthy lawsuits and delays . In particular , farmers were concerned that salt runoff from winter ice removal would harm cranberry harvests . Throughout

the 1970s and 1980s , the MassDPW developed several proposals to control storm water runoff and avoid potential damage to the cranberry crops . Engineers for the department developed four different drainage systems to be used along the length of the freeway that would divert runoff away from the Wareham River basin . In addition , the freeway was planned with a thicker asphalt pavement that was largely impervious to water .

The freeway was also delayed due to a larger property dispute with Hope Ingersoll , the owner of the 900 @-@ acre ( 364 ha ) Grazing Fields Farm on Bournedale Road in Bourne , well known in the region as an artists ' colony and a producer of organic food . MassDPW proposed constructing Route 25 through the center of the farm , but Ingersoll hired engineers to develop an alternate routing . In 1978 , MassDPW rejected Ingersoll 's design , instead approving the alignment that ran through farmland seized by eminent domain . In 1980 , a state judge ruled that MassDPW had to conduct environmental studies on both the original routing and Ingersoll 's proposal . MassDPW eventually opted to construct Ingersoll 's design , giving Route 25 a longer alignment that arced to the north and east of Grazing Fields Farm before turning westward toward the Buzzards Bay business district and the Bourne Bridge . The route finally began construction in 1982 , and in 1989 the MassDPW was forced to pay Ingersoll \$ 2 @. @ 6 million ( 1982 USD ) for 90 acres ( 36 ha ) of farmland seized for the expressway 's construction .

In 1987 , the final 7 @. @ 5 @-@ mile ( 12 km ) segment of Route 25 from Maple Springs Road in Wareham to the Bourne Bridge was completed . A rest area and information center in Plymouth also opened with the freeway . The new expressway relieved congestion along US 6 and Route 28 in the Buzzards Bay business district , greatly reducing the number of accidents along the approach to the Bourne Bridge . In 2007 , MassHighway completed a renumbering of the three interchanges along the length of Route 25 as part of a signing upgrade project . Previously , the I @-@ 195 interchange had been numbered Exit 1 as part of I @-@ 495 's numbering scheme , with the Onset interchange also being Exit 1 as part of Route 25 's own scheme . This led to a confusing situation in which the road had two consecutive Exit 1s , so MassHighway devised a solution in which I @-@ 495 and MA @-@ 25 would " share " Exit 1 ( the I @-@ 195 interchange ) , and all other exits on MA @-@ 25 would be bumped up a number .

= = Exit list = =

All interchanges will be renumbered to mileage @-@ based numbers under a project scheduled to start in 2016 . The proposed new numbers from west to east are 0 , 3 , and 10 .