1 Introduction

The Massachusetts Department of Transportation – Highway Division (MassDOT) and the Federal Highway Administration – Massachusetts Division (FHWA), in partnership with the New England District of the U.S. Army Corps of Engineers (USACE), are proposing the Cape Cod Bridges Program (Program) to replace the Sagamore and Bourne Bridges crossing Cape Cod Canal in the town of Bourne, Barnstable County, Massachusetts. These bridges — which provide the only roadway connections between Cape Cod and the mainland — are currently owned, operated, and maintained by the USACE as part of the Cape Cod Canal Federal Navigation Project. Built simultaneously between 1933 and 1935, both bridges are in deteriorating condition and functionally obsolete as they do not meet current design standards for criteria such as lane width, shoulder width, and vertical profile grade.[1] Refer to **Chapter 2, Section 2.3, Need for the Program**, for details describing the identified transportation-related problems the Program is intended to address or improve. The Program proposes replacing Sagamore and Bourne Bridges with new bridges built to modern highway design standards and reconfiguring the highway approach networks north and south of Cape Cod Canal to align with the replacement bridges. The Program is planned to be delivered in two phases, with the Sagamore Bridge Project as Phase 1 and the Bourne Bridge Project as Phase 2. **Figure 1-1** depicts the location of Sagamore and Bourne Bridges and the proposed Project Limits at each crossing. Refer to **Chapter 3, Section 3.5.2, Construction Schedule and Estimated Construction Costs**, for information on the anticipated construction schedule and costs.

MassDOT was selected to receive federal funding for the Sagamore Bridge Project through the Multimodal Project Discretionary Grant and the Bridge Investment Program administered by the FHWA within the U.S. Department of Transportation. **Section 3.5.2** provides additional information on the current Program funding status. Before funding, authorizing, or implementing an action, federal agencies are required to assess the environmental and related social and economic effects of their actions in accordance with the National Environmental Policy Act (NEPA). FHWA is the Lead Federal Agency for the Program (**Appendix 1, Attachment 1**). As Lead Federal Agency, FHWA is responsible for managing the Program's NEPA review process. In August 2023, FHWA determined that the Program is likely to have a significant impact on the environment, thereby requiring the preparation of an Environmental Impact Statement (EIS) in accordance with NEPA. MassDOT, as the recipient of U.S. Department of Transportation funds for the Program, is the local Project Sponsor and Joint Lead Agency with shared responsibility for management of the NEPA process, including public involvement and the preparation of the EIS.

[1] The vertical profile grade is the percent of elevation change along the centerline of the roadway.

MassDOT, jointly with the FHWA, prepared this Draft EIS for the Program in compliance with NEPA,[2] the FHWA *Environmental Impact and Related Procedures*,[3] and *Efficient Environmental Reviews for Project Decisionmaking and One Federal Decision*.[4] The Draft EIS also complies with Section 4(f) of the U.S. Department of Transportation Act of 1966,[5] the FHWA Technical Advisory (T 6640.8A): Guidance for Preparing and Processing Environmental and Section 4(f) Documents,[6] and other applicable federal directives, policies, and regulations.

The analysis in this Draft EIS describes the anticipated beneficial and adverse social, economic, and environmental effects that may result from the construction and long-term (operational) phases of the Program. Where potential adverse effects are identified, proposed measures to mitigate those effects are described. **Appendix 1, National Environmental Policy Act and Program Preliminary Actions**, summarizes the NEPA EIS Scoping process, including documentation of the NEPA Class of Action Determination from FHWA (**Appendix 1, Attachment 2**) and an EIS Scoping Process Memorandum (**Appendix 1, Attachment 3**). **Appendix 6.2, Response to Comments**, includes responses to comments received during the NEPA EIS Scoping period. As the Program is subject to project development procedures in 23 United States Code (USC) § 139, FHWA and MassDOT invited federal and state agencies with jurisdiction by law (via permitting or other regulatory authority) to serve as Cooperating Agencies in the environmental review process.[7] **Table 6-1, Cape Cod Bridges Program Cooperating Agencies and Areas of Jurisdiction**, lists the federal and state agencies that are currently serving as Cooperating Agencies, including their applicable area(s) of jurisdiction.

The Program is also subject to regulatory review under the Massachusetts Environmental Policy Act (MEPA) due to the requirement for State agency actions and exceedance of review thresholds outlined in Section 11.03 of the MEPA regulations.[8] The Secretary of the Massachusetts Executive Office of Energy and Environmental Affairs determined that the Program requires submission of a mandatory Environmental Impact Report through issuance of a Certificate on the Environmental Notification Form, which included the Scope for a Draft Environmental Impact Report.[9] MassDOT filed a Draft Environmental Impact Report for the Program with the MEPA Office on September 2, 2025 (EEA #: 16695), pursuant to MEPA requirements.

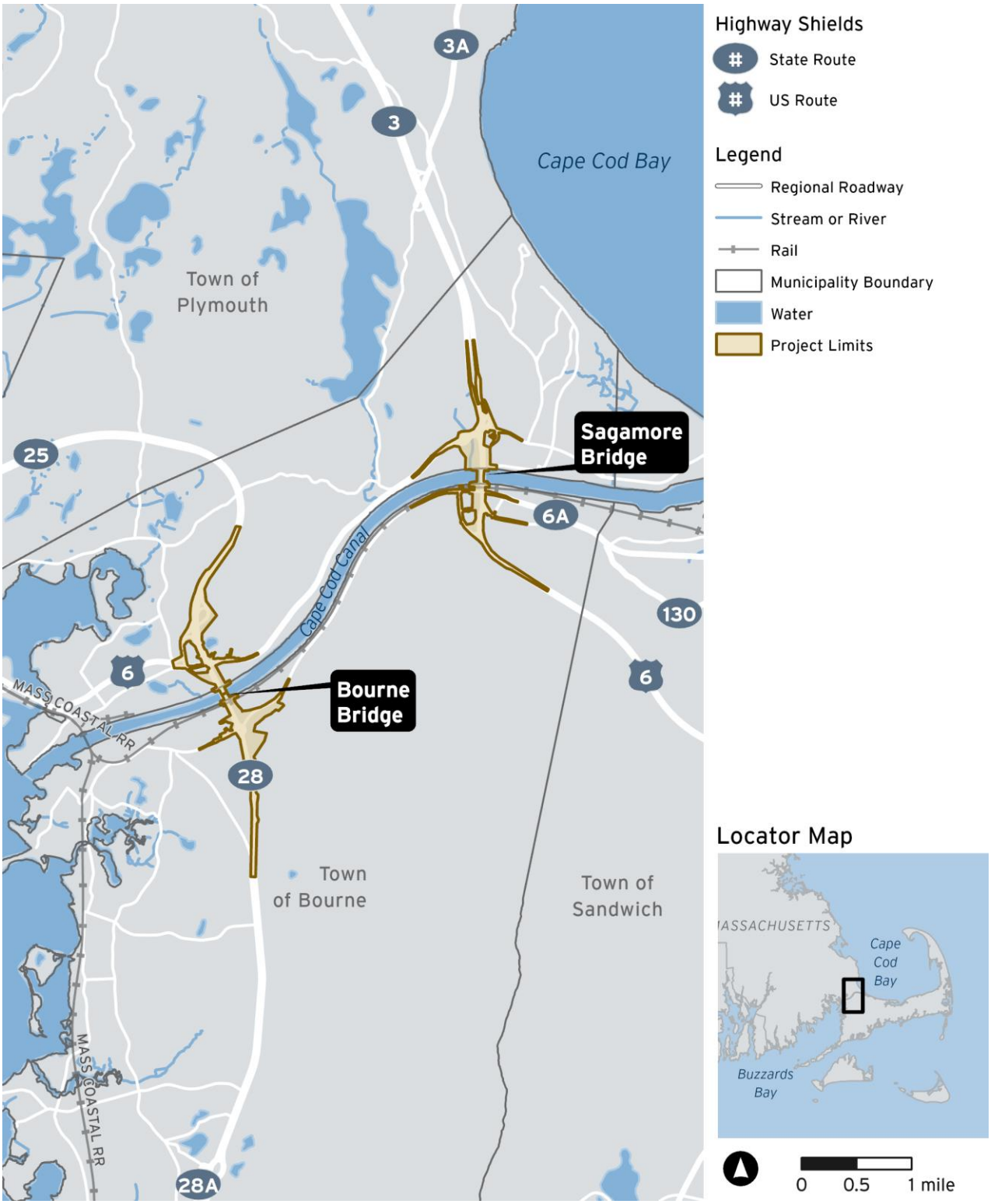
---

[2] 42 United States Code (USC) 4321
[3] 23 Code of Federal Regulations (CFR) part 771
[4] 23 USC 139
[5] 49 USC 303
[6] https://www.environment.fhwa.dot.gov/legislation/nepa/guidance_preparing_env_documents.aspx
[7] Per 23 USC § 139(a)(5), the term "environmental review process" means (1): the process for preparing for a project an environmental impact statement, environmental assessment, categorical exclusion, or other document prepared under NEPA, and (2): the process and schedule, including a timetable for and completion of any environmental permit, approval, review, or study required for a project under any Federal law other than NEPA.
[8] https://www.mass.gov/regulations/301-CMR-1100-current-mepa-regulations
[9] https://eeaonline.eea.state.ma.us/EEA/MEPA-eMonitor/submittal/a852449e-ba6b-4513-8314-c1550d711540

Concurrent with publication of this Draft EIS for review, the public and other agencies can provide comments at a public hearing and via written communication during a public comment period of not more than 60 days. Following the public comment period, FHWA intends to issue a combined Final EIS and Record of Decision document, unless the Final EIS makes substantial changes to the proposed action that are relevant to environmental or safety concerns, or there is a significant new circumstance or information relevant to environmental concerns that bears on the proposed action or the impacts of the proposed action.[10, 11]

[10] 23 United States Code (USC) 139(n)(2)
[11] 23 USC 139(g)(2)(A)

Figure 1-1. Project Limits at Sagamore and Bourne Bridges



Source: Massachusetts Department of Transportation, 2024

This chapter of the Draft EIS provides background information and context for the Program, including: the history of Cape Cod Canal and its bridge crossings, past planning studies and decisions that were foundational to development of the Program and this Draft EIS, and descriptions of the existing Sagamore and Bourne Bridges and their supporting roadway network.

1.1 History of Cape Cod Canal and Bourne and Sagamore Bridges

Cape Cod Canal is a 17.4-mile human-made waterway in southeastern Massachusetts that connects Cape Cod Bay to the northeast with Buzzards Bay to the southwest (refer to **Figure 1-1**). The canal was constructed to provide marine shipping traffic with a more direct and safer route from northern New England ports to other areas on the U.S. eastern seaboard.

Construction of the canal began in June 1909, and it was opened to marine traffic in July 1914 as a privately operated toll waterway. The originally constructed canal had a maximum width of approximately 100 feet and a depth of 25 feet. Because the canal physically divided Cape Cod from mainland Massachusetts, construction of two vehicular bridges and one railroad bridge were required to reconnect Cape Cod to the rest of Massachusetts.

In 1910, Buzzards Bay Railroad Bridge became the first bridge to be constructed across the canal. The original Bourne and Sagamore Bridges were later constructed across the canal in 1911 and 1913, respectively. These original highway bridges were electrically operated double-bascule drawbridges with only 41 feet of vertical clearance in the closed position. Although they provided 140 feet of vertical clearance when open, the length of time they took to open posed navigational hazards because ships were forced to wait in the canal and contend with its strong currents before navigating through the bridges.

The Federal government purchased Cape Cod Canal outright for $11.4 million in 1927 and directed the USACE to operate and improve the canal under the authority of the Rivers and Harbors Act of 1927.[12] The USACE was authorized to construct three new bridges over the canal, allowing improved navigation for taller vessels and removal of the original Buzzards Bay Railroad Bridge and the Bourne and Sagamore drawbridges under the National Industrial Recovery Act of 1933.[13] The Public Works Administration began constructing two high-level, fixed-span highway bridges and a new vertical lift railroad bridge over Cape Cod Canal in 1933, which opened to traffic in June 1935. The USACE was authorized to operate and maintain the bridges as part of the Cape Cod Canal Federal Navigation Project under the Rivers and Harbor Act of 1935.[14] Also under the authority of the Rivers and Harbors Act of 1935, Cape Cod Canal was deepened to 32 feet at mean low water and widened to approximately 480 feet, with all work completed by 1940. The USACE continues

The USACE continues to maintain both highway bridges as a part of the federally authorized Cape Cod Canal Federal Navigation Project.

[12] Public Law 70-560, January 21, 1927
[13] Public Law 73-67, June 16, 1933
[14] Public Law 74-409, August 30, 1935

to maintain both highway bridges as part of the federally authorized Cape Cod Canal Federal Navigation Project.

1.2 Past Studies and Decisions

The Program builds upon and references prior foundational studies that evaluated alternatives for addressing the deteriorating performance of the aging Sagamore and Bourne Bridges and the multimodal transportation deficiencies of the surrounding approach roadway networks.[15] **Section 1.2.1** and **Section 1.2.2** provide an overview of these studies and their findings. Based on interagency collaboration during development of these studies, the USACE and MassDOT signed a Memorandum of Understanding regarding Bourne Bridge and Sagamore Bridge, as discussed in **Section 1.2.3**.

1.2.1 MassDOT Office of Transportation Planning Cape Cod Canal Transportation Study

MassDOT Office of Transportation Planning, in collaboration with the FHWA, performed a multiyear conceptual planning study beginning in 2015, known as the Cape Cod Canal Transportation Study (CCCTS), to identify existing and future multimodal transportation needs around Cape Cod Canal.[16] The study area for the CCCTS included land up to four miles on either side of the canal, as well as farther points to include major highway interchanges in the towns of Bourne and Sandwich, Massachusetts. MassDOT coordinated closely with the Study Working Group, including the USACE and a broad range of stakeholders, to guide the planning process for identifying transportation improvements within the study area.

The CCCTS identified a comprehensive set of strategies to improve mobility, enhance safety, and expand multimodal access, while preserving the unique character of Cape Cod. Key recommendations included:

- Targeted upgrades to local intersections and implementation of Transportation System Management (TSM) measures
- Major roadway improvements at Belmont Circle, Bourne Rotary, and Route 6 Exit 1C (now Exit 55)
- Bicycle, pedestrian, and multimodal enhancements, including expanded park and ride facilities
- Reconstruction of approach roadways to the Sagamore and Bourne Bridges.

The CCCTS also considered two public-private partnership (P3) alternatives[17] for a new highway connection from Route 25 to Route 6, including a new bridge crossing of the Cape Cod Canal and a new

[15] In accordance with 23 USC 139(f)(4)(E)(ii)

[16] Cape Cod Canal Transportation Study. October 2019. https://www.mass.gov/lists/cape-cod-canal-study-documents#cape-cod-canal-transportation-study:-final-report-

[17] Public-private partnershipsare contractual agreements between public agencies and private-sector partners that allow for greater private-sector participation in the design, construction, financing, and maintenance of infrastructure assets.

highway connection from Route 25 to Route 3. These alternatives were dismissed due to potential impacts on residential areas, environmental resources, and sensitive tribal lands.

1.2.2 USACE Major Rehabilitation Evaluation of Sagamore and Bourne Bridges

The USACE performed a multiyear Major Rehabilitation Evaluation (MRE) of Sagamore and Bourne Bridges beginning in 2016 to evaluate the current condition of the aging bridges and feasible alternatives for the future. The MRE evaluated the economic and environmental impacts of major rehabilitation of both bridges and various bridge replacement alternatives versus continuing to repair the bridges as needed. The MRE considered a preliminary range of alternatives for new canal crossings, including new bridges, tunnels, causeways, low-level versus high-level bridges, and closure of the canal to navigation with restoration to the pre-canal road system.

The MRE resulted in publication of a Major Rehabilitation Evaluation Report (MRER) by the USACE in March 2020, which served as the basis of decision-making to determine the most cost-effective, safe, and practicable alternative for providing vehicular access between Cape Cod and the mainland.[18] The USACE also prepared an Environmental Assessment (EA) in compliance with NEPA to examine the potential effects of the alternatives considered within the MRER and to allow for public involvement in the environmental review process. The FHWA and MassDOT participated as Cooperating Agencies in the USACE's development of the MRER/EA.

From an initial assessment of 12 alternatives, including the No Action Alternative (Base Condition), the USACE advanced three alternatives for further analysis in the MRER/EA:

- No Action, consisting of continued standard maintenance replacing elements as identified through regular inspection
- Major Rehabilitation of Both Bridges
- Replacement of Both Highway Bridges with New Bridges, consisting of four through-traffic lanes and two auxiliary lanes

The USACE MRER/EA identified the preferred alternative as replacement of both highway bridges with new bridges, consisting of four through-traffic lanes and two auxiliary lanes and updated to comply with current design standards, to be constructed adjacent to the existing bridges. Based on the findings of the MRER/EA, on April 3, 2020, the USACE officially announced its decision to replace the current Sagamore and Bourne Bridges with two new bridges built to modern-day standards. In its decision, the USACE noted that this solution would provide the federal government with the best long-term investment for safe and reliable access to Cape Cod for the traveling public over the next 50 plus years. The USACE indicated that the MRER/EA represented Phase 1 of the bridge replacement project, and that Phase 2 of the bridge replacement project would consist of the design and construction phases.

[18] Major Rehabilitation Evaluation Report and Environmental Assessment, Cape Cod Canal Highway Bridges, Bourne, Massachusetts, March 2020.

The USACE determined that the replacement of both highway bridges with new bridges would not have a significant adverse impact on the environment. On March 29, 2022, the USACE formally issued a Finding of No Significant Impact for the MRER/EA and the proposed action to replace Sagamore and Bourne Bridges in accordance with NEPA.

The USACE MRER/EA identified the preferred alternative as replacement of both highway bridges, to be constructed adjacent to the existing bridges.

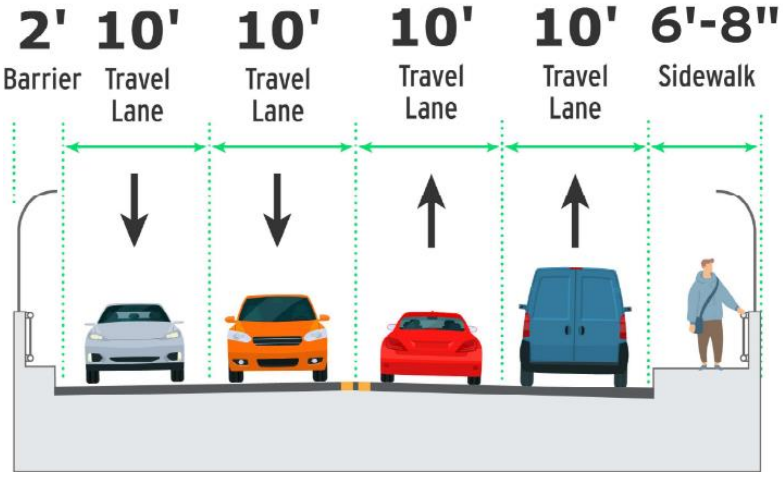
1.2.3 Memorandum of Understanding Between the USACE and MassDOT Regarding Bourne and Sagamore Bridges

The USACE and MassDOT established a Memorandum of Understanding regarding Bourne Bridge and Sagamore Bridge and their approach highway infrastructure. Initially developed in June 2018, the Memorandum of Understanding was updated in July 2020 and again in March 2024. (**Appendix 1, Attachment 4**). According to the terms of the Memorandum, the USACE and MassDOT are engaged in a collaborative approach to developing a fully functional, cost-efficient, resilient, and safe transportation corridor across Cape Cod Canal. The USACE will continue to be responsible for ownership, operation, and maintenance of the two existing bridges until their demolition by MassDOT, while partnering with MassDOT on the funding, design, and construction of the replacement bridges. MassDOT will lead the delivery of the Program, including preparing documentation for NEPA review, applying for and securing permitting, completing required design, and overseeing and managing all construction of the new bridges. MassDOT will then own, operate, and maintain the completed bridges and approaches as part of the system of state highways.

1.3 Overview of Existing Sagamore and Bourne Highway Bridges

Sagamore Bridge is 1,408 feet long with three spans, carrying U.S. Route 6 across Cape Cod Canal, the Massachusetts Coastal Railroad, and Sandwich Road. Bourne Bridge is 2,384 feet long with seven spans, carrying State Route 28 across Cape Cod Canal, the Massachusetts Coastal Railroad, and Sandwich Road. U.S. Route 6 and State Route 28 are functionally classified as Urban Principal Arterials on the National Highway System. The posted speed on the bridges is 40 miles per hour. Each bridge is 48 feet, 8 inches wide, including four 10-foot-wide vehicular travel lanes (two lanes in each

Figure 1-2. Representative Roadway Cross-Section of the Existing Sagamore and Bourne Bridges



Source: Massachusetts Department of Transportation, 2024

direction) with a single raised 6-foot- and 8-inch-wide sidewalk, and a 2-foot-wide safety curb along the side opposite the sidewalk. **Figure 1-2** provides a representative roadway cross-section configuration of the existing bridges.

The steel truss bridges are nearly identical. Each bridge has a mainline center span length of 616 feet over Cape Cod Canal supported by two concrete piers within each side of the navigational channel, and a vertical clearance of 135 feet above mean high water. The bridge center spans crossing Cape Cod Canal are through arch truss suspended spans with cables suspending the roadway deck from the arch. The side spans to the north and south of the center span are deck trusses. The bridge approaches consist of a 150-foot-long reinforced concrete abutment at each end. **Exhibit 1-1** and **Exhibit 1-2** present aerial views of the existing bridges.

Sagamore and Bourne Bridges are vital components of the local, regional, and state transportation network because they provide the only roadway connections between mainland Massachusetts and the Cape Cod peninsula in Barnstable County, which comprises 15 towns with a year-round population of approximately 230,000 residents.[19] These bridges also serve as the gateway to Cape Cod for millions of annual visitors to the region during the height of the popular summer tourist season between Memorial Day and Labor Day. According to MassDOT Automatic Traffic Recorder counts obtained in 2019, the average daily traffic on Sagamore and Bourne Bridges during the fall season from September to October was over 108,000 vehicles, including both directions of travel. The 2019 average daily traffic on the bridges during the summer season from July to August was over 137,000 vehicles, including both directions of travel.

Exhibit 1-1. Aerial View of Sagamore Bridge (looking north)

Source: Massachusetts Department of Transportation, 2024

[19] 2020 U.S. Census

Exhibit 1-2. Aerial View of Bourne Bridge (looking west)

Source: Massachusetts Department of Transportation, 2024

In addition, both bridges support a daily average of 6,600 truck crossings and 122 school bus crossings.[20] As the only roadway access points to and from Cape Cod, and by extension to the islands of Martha's Vineyard and Nantucket via Cape Cod–based ferry services, Sagamore and Bourne Bridges are vital lifelines for daily commuting, freight distribution, commerce, tourism, and evacuations off Cape Cod in case of emergency. Both bridges—particularly Bourne Bridge—are key arteries for transportation of military personnel and supplies to major national defense facilities at Joint Base Cape Cod in the upper western portion of Cape Cod.

1.4 Supporting Roadway Network

The highways that provide access to and from Sagamore and Bourne Bridges include State Route 3, U.S. Route 6, State Route 25, State Route 28, as well as Scenic Highway and Sandwich Road, the two highways that run parallel to Cape Cod Canal and connect the two bridges. MassDOT owns and maintains these highways as part of the Massachusetts State Highway System. State Route 3, U.S. Route 6, State Route 25, State Route 28, and Scenic Highway are also part of the National Highway System.

Vehicular connections between the bridges and the connecting highways are made at Sagamore Interchange, U.S. Route 6 Exit 55 Interchange, State Route 25/Scenic Highway/State Route 28 Interchange, Belmont Circle, and Bourne Rotary.

[20] Cape Cod Commission. 2024. Cape Cod Comprehensive Economic Development Strategy, 2024-2029. June. https://capecodcommission.org/resource-library/file?url=/dept/commission/team/Website_Resources/economicdevelopment/CEDS/2024/2024%20Cape%20Cod%20CEDS.pdf

1.4.1 Regional Highways

The regional highway approaches to Sagamore Bridge include State Route 3 on the north side of Cape Cod Canal and U.S Route 6 on the south side of the canal. State Route 3 provides the main highway connection from Boston and other points north to Cape Cod. State Route 3 generally provides two 12-foot-wide travel lanes in each direction. At the southbound approach to Sagamore Bridge, State Route 3 narrows to a single lane just north of Sagamore Flyover. The single lane from State Route 3 is joined by an additional lane from the entrance ramp from Scenic Highway, to form two lanes that are carried on Sagamore Bridge via U.S. Route 6. South of Sagamore Bridge, U.S. Route 6 runs the length of Cape Cod to Provincetown at the far northeastern end of Cape Cod. U.S. Route 6 provides two travel lanes in each direction within the Project Limits at the Sagamore Bridge crossing.

The regional highway approaches to Bourne Bridge include State Route 25 on the north side of Cape Cod Canal and State Route 28 on the south side of the canal. State Route 25 connects to Interstate 495 (I-495) and to Interstate 195 (I-195), which provide access to Cape Cod from points west and south. State Route 25 generally provides three 12-foot-wide travel lanes in each direction. After Exit 10 on the eastbound approach to Bourne Bridge, State Route 25 narrows to two lanes that are carried over Bourne Bridge via State Route 28. South of Bourne Bridge, State Route 28 (also known as MacArthur Boulevard) is a four-lane highway (two travel lanes in each direction) that provides connections to Falmouth in the southwestern corner of Cape Cod. From Falmouth, State Route 28 runs near the southern coast of Cape Cod, where it turns north in Chatham to join U.S. Route 6 in the town of Orleans. **Figure 1-3** illustrates the regional highway network within Cape Cod.

1.4.2 Cape Cod Canal-Side Highways

Figure 1-4 illustrates Scenic Highway on the north side of Cape Cod Canal and Sandwich Road (State Route 6A) on the south side of Cape Cod Canal. These highways enable vehicular connections between Sagamore and Bourne Bridges.

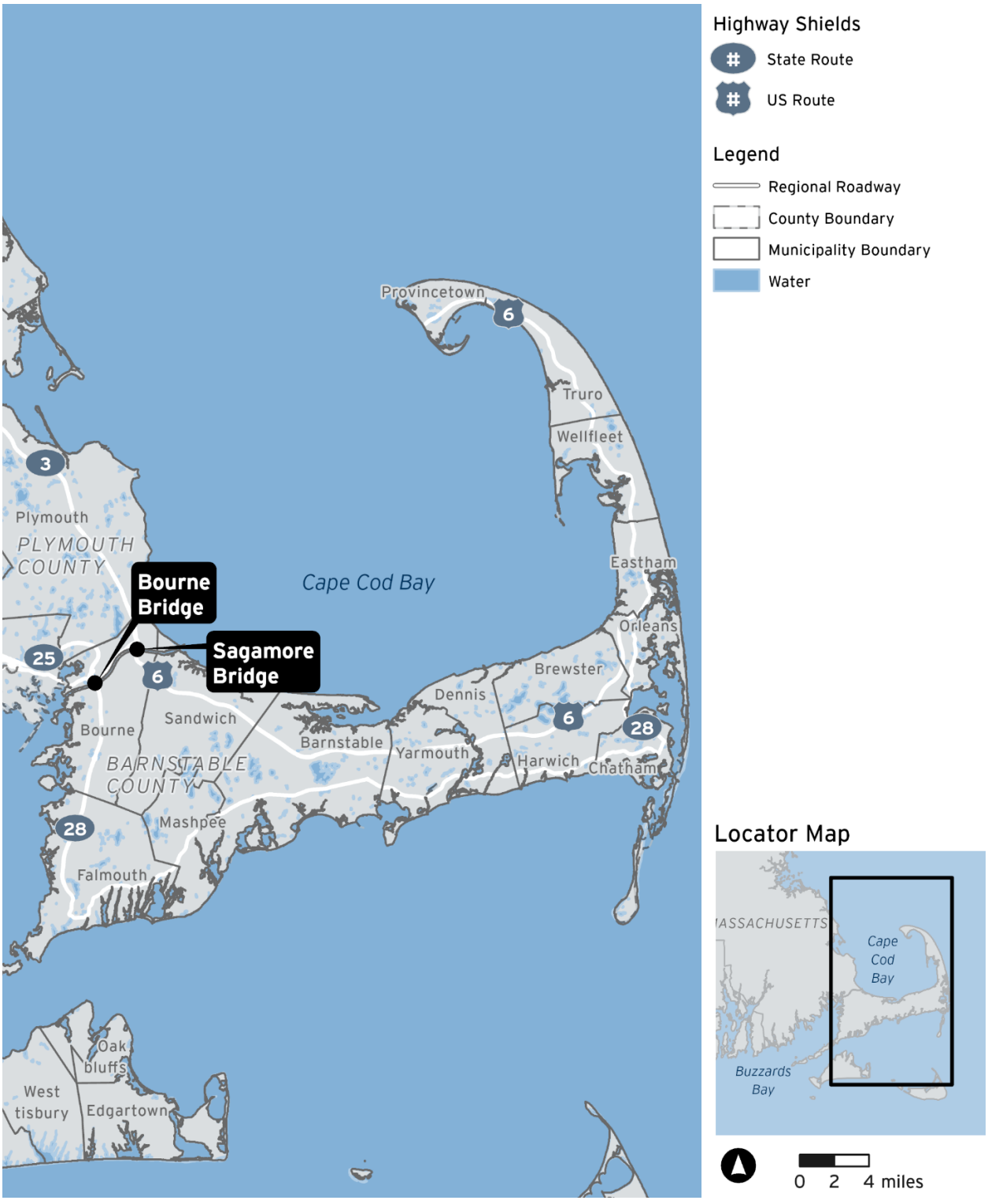
1.4.2.1 Scenic Highway (U.S. Route 6)

Scenic Highway extends east-west for approximately 3.5 miles, parallel to the north side of Cape Cod Canal, from State Route 3 at Sagamore Interchange west to Belmont Circle (**Figure 1-4**). Scenic Highway generally provides two travel lanes in each direction.

1.4.2.2 Sandwich Road (State Route 6A)

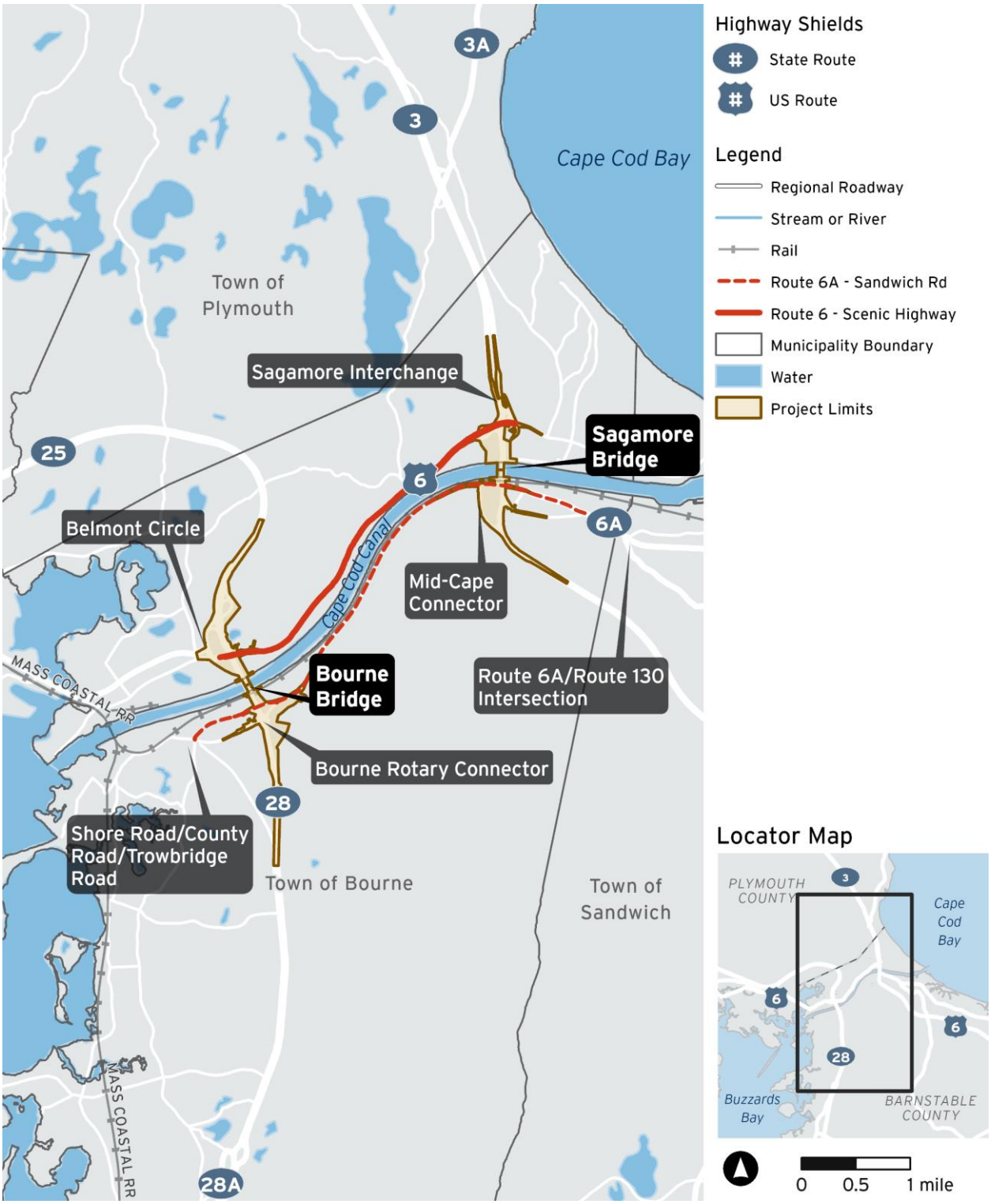
Sandwich Road extends east-west for approximately 4.7 miles, parallel to the south side of Cape Cod Canal from the State Route 6A/State Route 130 intersection to a four-way intersection at Shore Road/County Road/Trowbridge Road in Bourne (**Figure 1-4**). Sandwich Road provides one travel lane in each direction within the Project Limits at each bridge crossing. Sandwich Road is classified as a local road between its intersection at Shore Road/County Road/Trowbridge Road and Bourne Rotary Connector. Sandwich Road is part of the National Highway System between Bourne Rotary Connector and Mid-Cape Connector.

Figure 1-3. Cape Cod Regional Highway Network



Source: Massachusetts Department of Transportation, 2024

Figure 1-4. Scenic Highway and Sandwich Road



Source: Massachusetts Department of Transportation, 2024

1.4.3 Interchanges and Rotaries

The interchanges and rotaries within the Cape Cod Canal area network that enable vehicular connections between the bridges and the connecting highways include Sagamore Interchange, U.S. Route 6 Exit 55 Interchange, Belmont Circle, and Bourne Rotary.

1.4.3.1 Sagamore Interchange and U.S. Route 6 Exit 55 Interchange

Sagamore Interchange (**Figure 1-5**) is north of Sagamore Bridge. The interchange includes a series of ramps for connections to State Route 3, Scenic Highway (U.S. Route 6), and Meetinghouse Lane. U.S. Route 6 Exit 55 Interchange (**Figure 1-6**) is south of Sagamore Bridge. It provides access from U.S. Route 6 eastbound to Sandwich Road via Mid-Cape Connector and from U.S. Route 6 westbound to Cranberry Highway.

1.4.3.2 State Route 25/Scenic Highway/State Route 28 Interchange and Belmont Circle

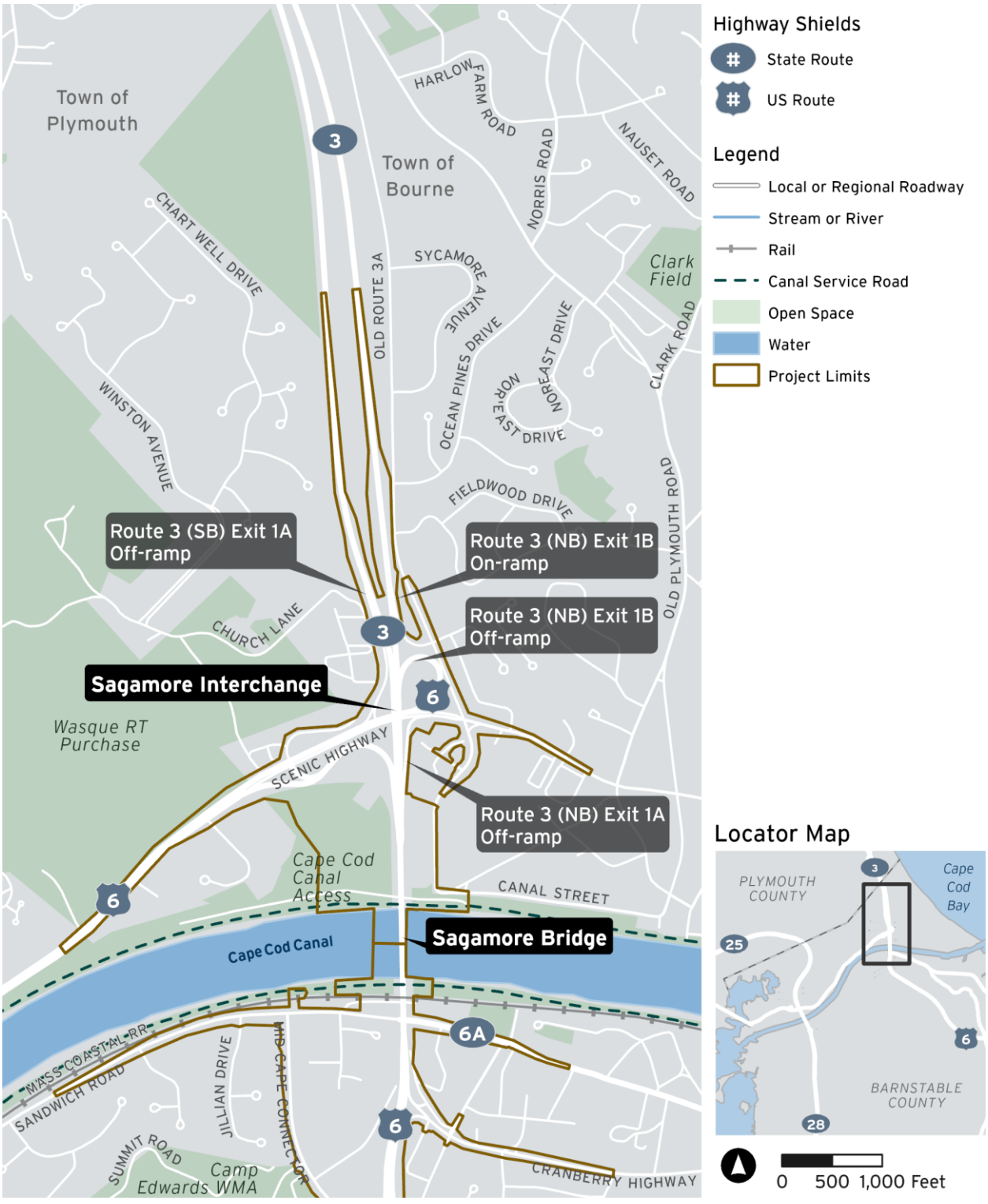
The State Route 25/Scenic Highway/State Route 28 interchange is north of Bourne Bridge. The interchange includes a series of ramps for connections to Scenic Highway (U.S. Route 6), Main Street, and State Route 28 via Belmont Circle. **Figure 1-7** depicts the locations of the State Route 25/Scenic Highway/State Route 28 interchange and Belmont Circle.

Belmont Circle is a three-lane rotary immediately west of the State Route 25 approach to Bourne Bridge on the north side of Cape Cod Canal. The rotary connects various roadways including Scenic Highway (U.S. Route 6), Main Street, State Route 28 (Buzzards Bay Bypass), Head of the Bay Road, and ramps to State Route 25. A State Route 25 eastbound access ramp accommodates access between Belmont Circle and Bourne Bridge. **Exhibit 1-3** provides an aerial view of Belmont Circle.

1.4.3.3 Bourne Rotary

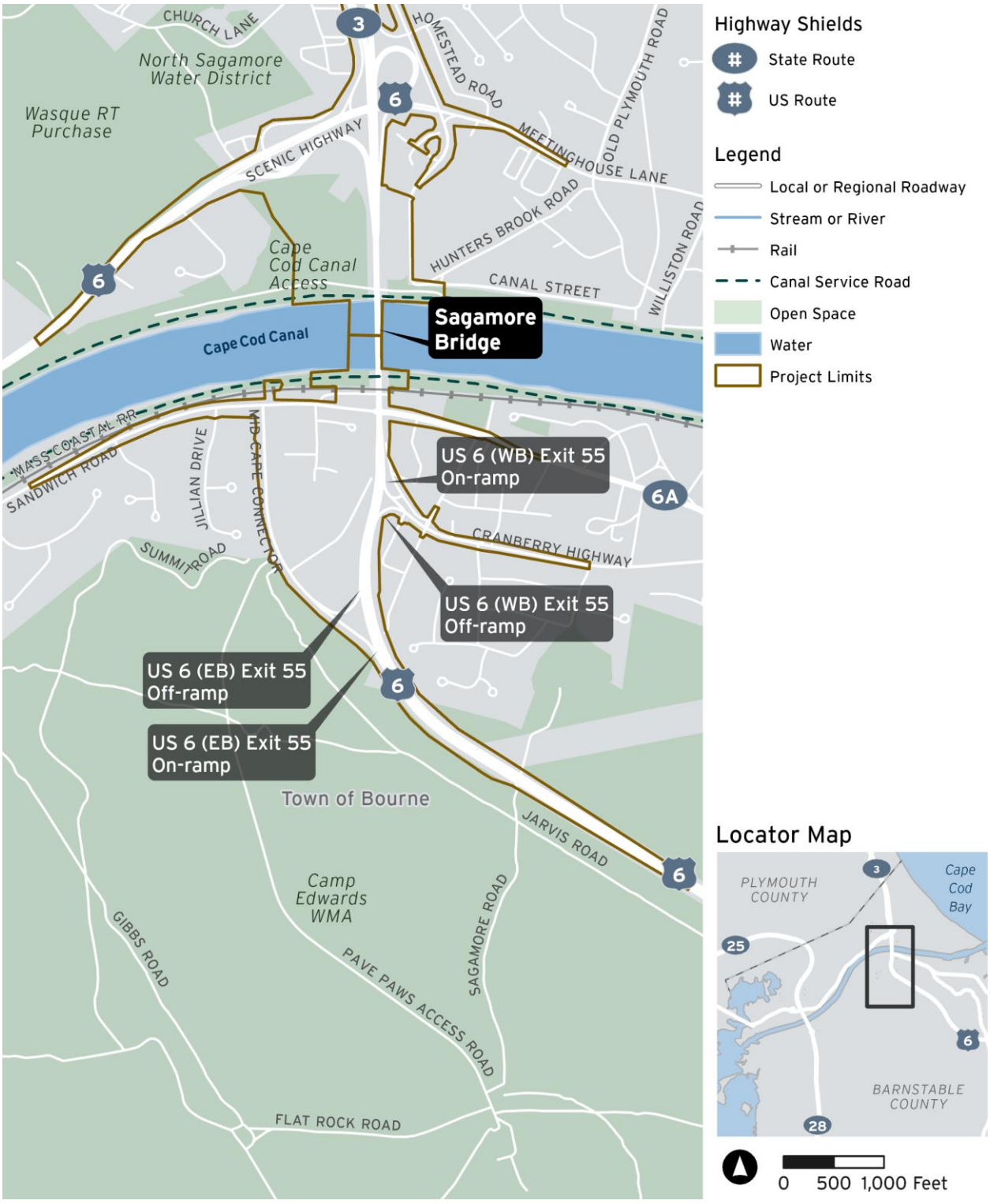
As illustrated in **Figure 1-8**, Bourne Rotary is immediately south of Bourne Bridge with four approaches, including State Route 28 (on both the north and south sides of Bourne Rotary), Trowbridge Road, and Bourne Rotary Connector. Sandwich Road provides a roadway connection north of the rotary between Trowbridge Road (via Veterans Way) and Bourne Rotary Connector. Bourne Rotary provides two lanes, in addition to a channelized right-turn lane from State Route 28/MacArthur Boulevard northbound to Sandwich Road eastbound and a right-turn lane from State Route 28 southbound to Trowbridge Road. All traffic crossing Bourne Bridge must pass through Bourne Rotary. **Exhibit 1-4** provides an aerial view of Bourne Rotary.

Figure 1-5. Sagamore Interchange



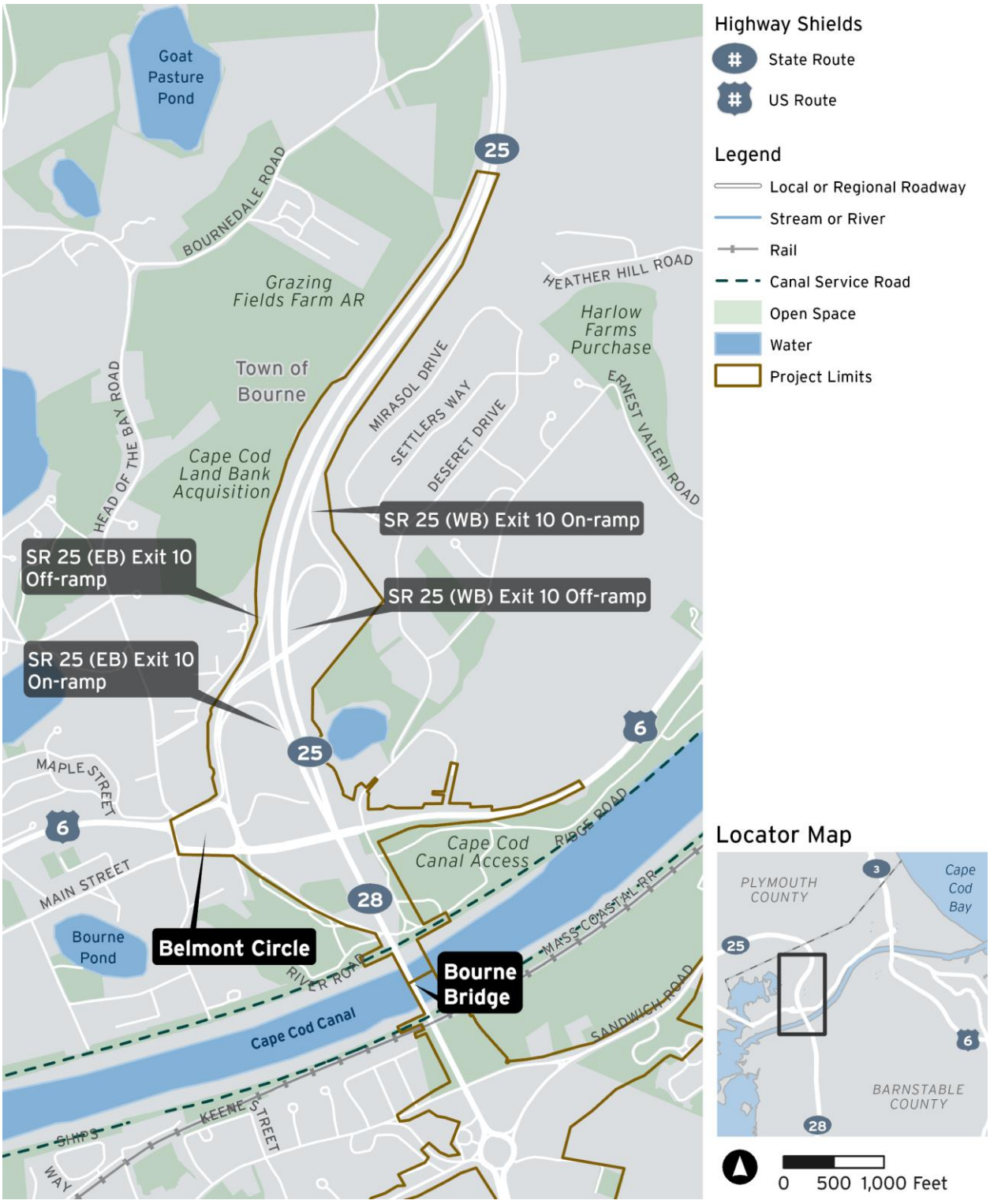
Source: Massachusetts Department of Transportation, 2024

Figure 1-6. U.S. Route 6 Exit 55 Interchange



Source: Massachusetts Department of Transportation, 2024

Figure 1-7. State Route 25/Scenic Highway Interchange and Belmont Circle

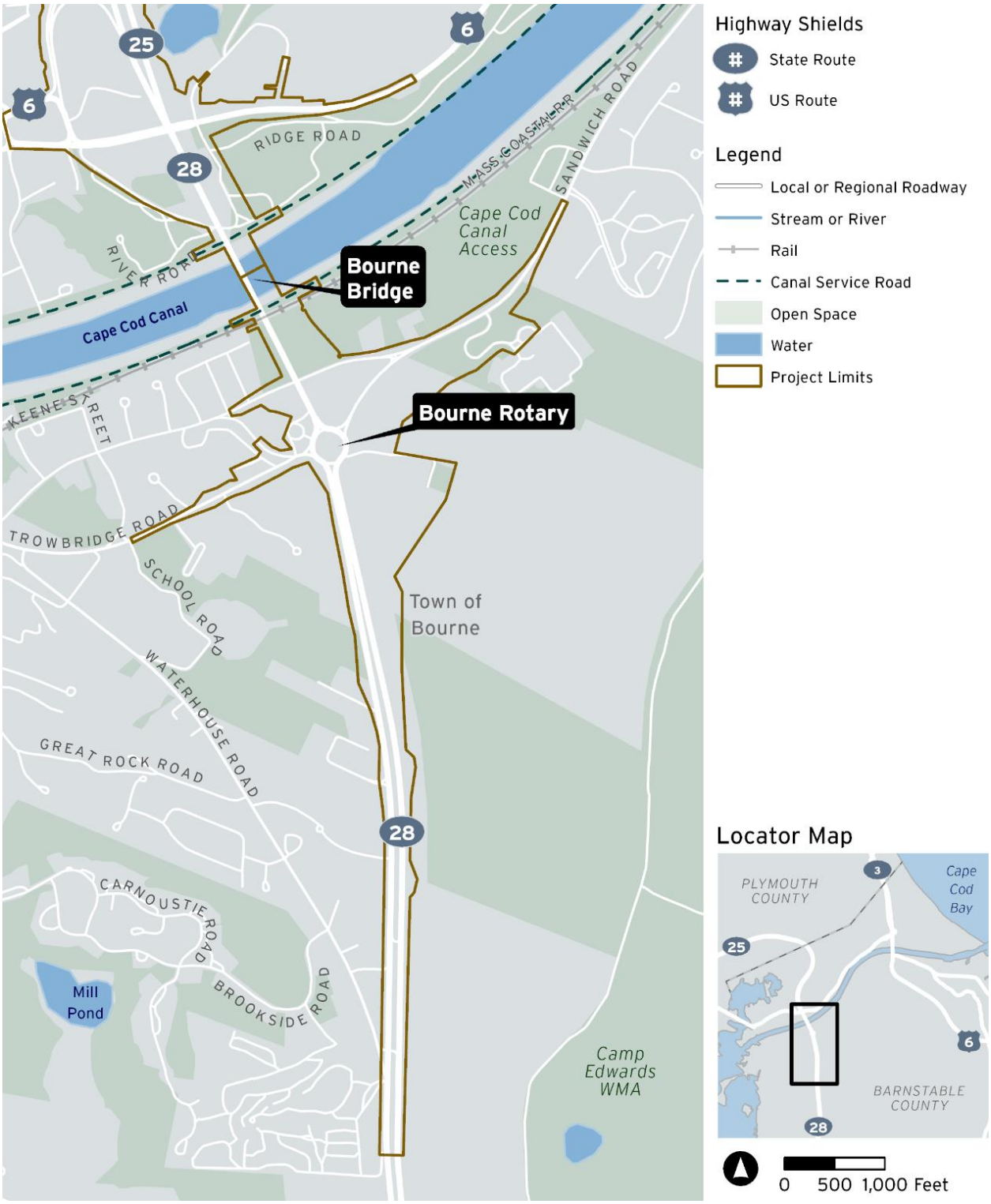


Source: Massachusetts Department of Transportation, 2024

Exhibit 1-3. Aerial View of Belmont Circle (looking east)

Source: Massachusetts Department of Transportation, 2024

Figure 1-8. Bourne Rotary



Source: Massachusetts Department of Transportation, 2024

Exhibit 1-4. Bourne Rotary (looking north)

Source: Massachusetts Department of Transportation, 2024