

= Ontario Highway 402 =

King 's Highway 402 , commonly referred to as Highway 402 and historically as the Blue Water Bridge Approach , is a 400 @-@ series highway in the Canadian province of Ontario that connects the Blue Water Bridge international crossing near Sarnia to Highway 401 in London . It is one of two vital trade links between Ontario and the Midwestern United States . The controlled access freeway is four @-@ laned for nearly its entire length , except on the approach to the Blue Water Bridge , where it widens .

Although Highway 402 was one of the original 400 @-@ series highways when it was designated in 1953 , it was not completed until 1982 , when the final link between Highway 81 and Highway 2 opened to traffic . The freeway originally did not exit the Sarnia city limits , and merged into Highway 7 near the present Highway 40 interchange . In 1972 , construction began to extend Highway 402 between Sarnia and London ; this work was carried out over a decade . The removal of an intersection at Front Street in Sarnia made the entire route a controlled @-@ access highway .

Motorists crossing into Michigan at the western end have direct access to Interstate 69 (I @-@ 69) and Interstate 94 (I @-@ 94) into Port Huron ; motorists crossing onto the Canadian side from the east end of I @-@ 69 and I @-@ 94 have access to Toronto via Highway 401 , and onwards to Montreal via A @-@ 20 in Quebec . The only town along Highway 402 between Sarnia and London is Strathroy .

= = Route description = =

The Blue Water Bridge crossing has six lanes of bridge traffic and non @-@ stop freeway access , therefore providing a quicker route than the busier Ambassador Bridge crossing in Windsor , which features over ten traffic lights leading to the bridge , although that situation will be rectified after the planned Gordie Howe International Bridge is constructed . Across the Blue Water Bridge , Highway 402 continues in Michigan as I @-@ 69 and I @-@ 94 . With the exception of the Front Street interchange in Sarnia , which is a hybrid of a diamond and Parclo B @-@ 2 interchange , the freeway uses the Parclo A @-@ 4 design throughout its length . Although the freeway passes through Sarnia , it is not intended to operate as a commuter highway .

The freeway begins on the Canadian side of the Blue Water Bridge , descending over the village of Point Edward . After passing through a customs plaza , it enters Sarnia and travels parallel to and north of Exmouth Street through the city . Near the eastern limits , the freeway curves to the northeast to bypass its original alignment . It crosses the Howard Watson Nature Trail , a mixed @-@ use recreational trail that was converted from a Canadian National Railway (CNR) line in 1988 . The highway curves back to its east ? west orientation at an interchange with Highway 40 . It exits the city as it passes south of Sarnia Chris Hadfield Airport .

Now parallel and north of London Line , the former route of Highway 7 (the predecessor route between Sarnia and London) , the freeway jogs north to travel along the back lot line of farmland fronting London Line and the concession road north of Highway 402 . In this manner , the freeway did not divide any farms when it was constructed , instead running between them . It meets Lambton County Road 21 (Oil Heritage Road) , the northern terminus of the Oil Heritage Route , north of the town of Wyoming . The county road is also a former southern extension of Highway 21 , which itself begins as Forest Line 9 @. @ 3 kilometres (5 @. @ 8 mi) to the east . Highway 21 is also known as the Bluewater Route , as most of its length is parallel to the shore of Lake Huron .

After passing an interchange with Forest Line , the freeway is crossed by London Line and momentarily diverges from its straight alignment to dip south of Warwick . It continues 25 kilometres (16 mi) east through large patches of farmland , then meets with Middlesex County Road 81 (Victoria Street) at an interchange as it passes north of Strathroy . Shortly thereafter it curves to the southeast and zig @-@ zags towards London , bisecting farms and dividing woodlands . The freeway passes to the west of the town of Delaware and curves east . It enters London and meets interchanges with Highway 4 south of Lambeth , as well as with Wonderland Road before merging into Highway 401 . Access to westbound and from eastbound Highway 401 is provided via Highway

= = History = =

Planning for the route that would become Highway 402 began following the completion of the Blue Water Bridge in 1938 . A divided highway was constructed through Sarnia following World War II ; it was completed and designated in 1953 . The Department of Highways announced its intent to extend the route to Highway 401 in 1957 . However , while some preliminary work began in the early 1960s , it would take until 1968 for a preferred route to be announced , and until 1972 for construction to begin . Work was carried out through the remainder of the 1970s , and the freeway was completed and ceremonially opened in late 1982 . Since completion as a four @-@ lane route , expansion work has been concentrated on the portion of the freeway in Sarnia approaching the border crossing .

= = = Construction = = =

Highway 402 is one of the original 400 @-@ series highways . It was numbered in 1953 , a year after Highway 400 and Highway 401 . The short 6 @.@ 1 @-@ kilometre (3 @.@ 8 mi) dual highway was built as an approach to the Blue Water Bridge , which itself opened to traffic October 10 , 1938 . As such , the highway was named the Blue Water Bridge Approach . Construction began in 1939 . However , like many other road projects , World War II halted construction . In 1947 , a new survey was undertaken ; construction resumed by 1952 . The approach road was opened in 1953 , at which point the route was designated Highway 402 . It featured an interchange with Christina Street and at @-@ grade intersections with Front Street , Indian Road and Modeland Road (the Highway 40 Sarnia bypass) .

Ultimately , Highway 402 was designated with the intent of extending it to Highway 401 . This was formally announced by the Department of Highways in late 1957 . Construction on a new grade @-@ separated intersection with Modeland Road began in 1963 . On February 28 , 1968 , a 98 @-@ kilometre (61 mi) extension towards London was officially announced by Minister of Highways George Gomme . It was decided to construct the extension on a new right @-@ of @-@ way , as had been done with most freeways constructed after Highway 400 . East of the Murphy Road overpass , Highway 402 was re @-@ aligned to bypass the interchange with Highway 40 constructed in 1964 ; Exmouth Street was redirected to connect with Highway 7 (London Line) at that junction , and Quinn Street now follows the former route of the highway . For the new Highway 402 , an overpass crossing was required with the then @-@ CNR line (now the Howard Watson Nature Trail) and an interchange with the newly twinned Highway 40 just north of the 1964 interchange . Construction east of Highway 40 began in 1972 .

Under two construction contracts , construction of 23 @.@ 2 kilometres (14 @.@ 4 mi) of Highway 402 began near Highway 7 in 1974 . A third contract to bridge the gap between that project and Sarnia was awarded in 1975 . On October 13 , 1978 , Highway 402 was opened to traffic between Highway 40 and Highway 21 . By the end of that year , construction was progressing on the section between Highway 21 and Highway 81 near Strathroy , as well as on the section connecting Highway 2 with Highway 401 . The section between Highway 21 and Highway 81 north of Strathroy was the next to be completed ; it was opened to traffic on November 26 , 1979 . On November 17 , 1981 , the section between London and Delaware was completed , including the interchange at Highway 401 . It forced eastbound drivers to exit at Longwoods Road (Highway 2) . Construction was already underway on the final section between Strathroy and Delaware at this point .

The opening of the section between Highways 2 and 81 completed Highway 402 from London to the Blue Water Bridge . In addition , the removal of the Front Street intersection in Sarnia made the entire route a controlled @-@ access highway . Both were completed in time for the official opening in Sarnia on November 10 , 1982 .

= = = Since completion = = =

On Monday , December 13 , 2010 , a whiteout caused by lake @-@ effect snow squalls left an 80 @-@ kilometre (50 mi) stretch of Highway 402 closed for several days . Lambton County officials declared a state of emergency . Although the entire distance between Sarnia and London is subject to occasional snow squalls and whiteout conditions , they usually dissipate or move in less than a day . The exceptional conditions at that time were caused by a snow squall which remained stationary over several days , dropping up to two metres (6 ft) of snow in some parts of the area . Defence Minister Peter MacKay sent two Canadian Forces Griffon helicopters and a C @-@ 130 Hercules to Sarnia to aid in the search @-@ and @-@ rescue efforts . The hospitality of locals in providing shelter for stranded motorists was the primary focus of local media coverage . The highway was reopened to traffic on the morning of December 16 . A single death was reported ; a man succumbed to hypothermia on a nearby county road .

Highway 402 was widened in the Sarnia area from four to six lanes due to extensive traffic backups from the bridge crossing towards the USA ; the westbound lanes were widened by two lanes , while eastbound capacity remains unchanged . The new four @-@ lane roadway is divided into specific lanes for cars , trucks , local traffic , and NEXUS card holders . The new lanes begin just before the Murphy Road overpass with a local lane breaking away for interchange access ; all travelers wishing to exit the highway from this point must be travelling in this lane . Construction began August 4 , 2009 , between the Blue Water Bridge and Lambton County Road 26 (Mandaumin Road) and included the reconstruction of several bridges , as well as completely rebuilding the Christina Street exit to accommodate southbound access . Work was completed by the end of 2012 . Between 2004 and 2013 , the speed limit along the westbound lanes from Airport Road westward were reduced from the standard 100 kilometres per hour (60 mph) . However , following the reconstruction , the speed limit was raised between Indian Road and Airport Road on June 20 , 2013 .

On January 5 , 2013 , a temporary vehicular blockade was created at the Blue Water Bridge as part of the " Idle No More " protests by First Nations groups . The blockade was known in advance and was planned to occur during the noon hour . Lambton OPP monitored the protest by walking alongside the protestors . Traffic resumed flowing normally by 1 : 30 p.m. While Highway 402 itself was not closed , the protest did back up traffic onto the highway causing congestion in the areas of Front Street and Christina Street . Later that year , another protest was held west of Strathroy on October 19 , advocating against wind turbine construction due to the health effects experienced by those living near them . The rolling protest of about 150 vehicles , including farm equipment , was monitored by the OPP and required intermittent ramp closures to the westbound lanes .

= = Exit list = =

The following table lists the major junctions along Highway 402 , as noted by the Ministry of Transportation of Ontario .