

= Minnesota State Highway 7 =

Minnesota State Highway 7 , or Trunk Highway 7 , (MN 7 , TH 7) is a state highway in Minnesota , which runs from its intersection with MN 28 near Beardsley and continues east to its terminus with MN 100 and County Road 25 (CR 25) in St. Louis Park . The highway runs east ? west for approximately 194 @. @ 2 miles (312 @. @ 5 km) through mostly rural farmland in the central part of the state . On its western end , it is part of the Minnesota River Scenic Byway where it runs northwest ? southeast along the Minnesota River and associated lakes near the border with the adjoining state of South Dakota . For roughly 24 miles (39 km) of its route , it runs concurrently with U.S. Highway 59 (US 59) between Appleton and Montevideo . In Montevideo , the highway turns to the east cutting across the state . It passes through several small towns before entering the Twin Cities metropolitan area . In the metro area , MN 7 follows an expressway through several suburbs before terminating in St. Louis Park . Two different segments have been listed on the National Highway System , system of roads considered important to the country .

The highway was first designated along a series of roads between Appleton and Minneapolis around 1933 . At first these roads were a mixture of gravel and bitumen surfaces , the latter a forerunner of today 's asphalt . Within the first year or so , the western end was extended to terminate MN 7 in the Ortonville area . In 1958 , the highway was extended to its modern western terminus at Beardsley by replacing another trunk highway . The section that is now an expressway in the Twin Cities was expanded by the 1950s , and the whole highway was paved in a hard @- @ surface by the end of that decade . The highway was truncated in the Twin Cities to its current eastern terminus in the 1980s . The scenic byways designations were applied at the state and federal levels in 1995 and 2002 , respectively .

= = Route description = =

Legally , MN 7 is defined as several different constitutional and legislative routes in state law . The highway follows roadways defined as parts of constitutional routes 12 and 40 in Minnesota Statutes § 161 @. @ 114 . The remainder of the highway follows all , or part , of legislative routes 119 , 147 , 148 , 304 , and 319 in the Minnesota Statutes § 161 @. @ 115 . The highway is not marked with these routes number along the actual highway . The route of MN 7 between Ortonville and Montevideo along with the segment between I @- @ 494 and MN 100 in the Twin Cities have been listed on the National Highway System , a system of roads important to the nation 's economy , defense , and mobility . Like other trunk highways in the state , MN 7 is maintained by the Minnesota Department of Transportation (Mn / DOT) . According to the department , up 12 @, @ 000 vehicles a day used the highway outside of the Twin Cities , and up to 55 @, @ 000 vehicles traveled the highway daily in the metro area in 2010 .

= = = Beardsley to Montevideo = = =

The highway starts at an intersection with MN 28 on the eastern edge of Beardsley and heads south . From here , MN 7 passes through farm fields before turning southeasterly along the shore of Big Stone Lake . The lake is the source of the Minnesota River and forms the Minnesota ? South Dakota state line in Big Stone County . The highway in this area is also a part of the Minnesota River Valley Scenic Byway , a National Scenic Byway and a Minnesota State Scenic Byway . The road turns eastward along a bend in the lake near the community of Foster before running further inland around Big Stone Lake State Park . Past the park , MN 7 curves to the south along the shore and continues to Ortonville . The highway follows 2nd Street through town along the lake shore and through residential neighborhoods . South of the end of the lake , MN 7 merges with US 12 , and the two highways run concurrently for about a couple blocks . South of town , MN 7 merges onto US 75 and the combined highway runs along the Minnesota River . The roadway also runs parallel to a line of the BNSF Railway used by the Twin Cities and Western Railroad in the area . East of the Big Stone National Wildlife Refuge and the town of Odessa , US 75 and the scenic byway turn south to

cross the river , separating from MN 7 which continues along the northern banks of the river .

Near the town of Correll , MN 7 follows the northern shore of Marsh Lake to Appleton . The highway turns due east along Logan Avenue to enter town . MN 7 follows both US 59 and MN 119 in a triple concurrency on along Munsterman Street through town . At the intersection with Minnesota Street near the Swift County Fairgrounds , US 59 / MN 7 turns southeasterly separating from MN 119 . The highway then continues southeasterly running inland from Lac qui Parle through farm country to the town of Milan . There it crosses to the south side of the railroad before intersecting MN 40 and exiting town . In Watson , the scenic byway route rejoins MN 7 and follows it south to Montevideo . On the southern edge of the city , MN 7 turns northward , separating from US 59 and joining MN 29 .

= = = Montevideo to Hutchinson = = =

Continuing northward in Montevideo , the highway turns back to the east between J. Harley Smith and Lagoon parks . MN 29 separates at the intersection between Washington Avenue and 8th Street , and MN 7 continues eastward on Washington through residential areas . The avenue passes the hospital before leaving town . The street name attached to the highway in rural Chippewa County is 50th Street as MN 7 runs due east through farm country . The highway crosses another line of the BNSF Railway and MN 23 in Clara City before meandering southwesterly to follow 60th Street near Bunde . East of this unincorporated community , the highway crosses into Kandiyohi County . The highway follows 195th Avenue through the southern part of the county , passing through the communities of Prinsburg and Lake Lillian . In between , it passes south of Blomkest where it intersects US 71 .

The next county along the course of MN 7 is Meeker County . Running due east through farmlands in the southern area of that county , the highway intersects MN 4 in Cosmos and passes through Cedar Mills . Just east of Cedar Mills , MN 7 crosses into McLeod County and merges with MN 22 . The combined highway turns southeasterly toward Hutchinson . On the west side of town , the roadway crosses Campbell Lake and follows an arm of the lake through the downtown area . The highway passes several parks before coming to an intersection with MN 15 and exiting the business district for residential neighborhoods . MN 22 separates from MN 7 east of Hutchinson , and the latter highway continues eastward .

= = = Hutchinson to St. Louis Park = = =

In rural eastern McLeod County , MN 7 jogs to the north around Silver Lake in the city of the same name . Northeast of Lester Prairie , the highway crosses into Carver County . This area is also rural farm country as the roadway bypasses New Germany and Mayer to the north . Near the latter community , MN 7 intersects MN 25 which provides a connection to both Mayer and the city of Watertown . North of Waconia , the roadway begins to meander southeasterly through an area dotted with several lakes and crosses into the western edge of the Twin Cities metropolitan area .

After briefly passing through Hennepin County in the communities of St. Bonifacius and Minnetrista , MN 7 crosses back into Carver County . In the city of Victoria the highway rounds the southern end of Lake Minnetonka . As MN 7 begins to turn back northeasterly , it crosses into western Hennepin County at Shorewood . The highway widens out to a four @-@ lane divided highway near the intersection with MN 41 . This divided highway has a partial interchange with Mill Street in Excelsior near the St. Albans Bay of Lake Minnetonka . This area transitions into a full suburban residential area by the time the highway crosses into Minnetonka . The highway passes north of the campus for Minnetonka High School near the intersection with County Road 101 (CR 101) . Access to MN 7 through the area is restricted to major intersections only for the most part , making the highway an expressway rather than a true freeway . While still in Minnetonka , MN 7 passes through a cloverleaf interchange with Interstate 494 (I @-@ 494) which is one half of the Twin Cities ' beltway . Immediately adjacent to the cloverleaf is another interchange for CR 60 (Baker Road) . The expressway continues northeasterly through the suburb of Hopkins before crossing into St. Louis

Park .

The western edge of St. Louis Park is marked by the interchange with US 169 . The area immediately adjacent to MN 7 in this suburb is filled with commercial properties on either side of access roads . East of Louisiana Avenue , the highway is parallel to a line of the Twin Cities and Western Railroad . There is another interchange for Wooddale Avenue before MN 7 meets , and terminates at , the interchange for MN 100 near the Peavey ? Haglin Experimental Concrete Grain Elevator , the country 's first concrete grain elevator . The expressway continues east for approximately another mile (1 @. @ 6 km) as CR 25 .

= = History = =

First authorized in 1933 ? 34 , MN 7 ran between Appleton and the Twin Cities . At the time , the highway was under construction between Ortonville and Appleton . From its junction with MN 119 , MN 7 was a gravel road southeasterly to Montevideo before turn east on a bituminous surface to Clara City . From there east to the Waconia area , the highway was gravel , and the remainder was bituminous . No sections at the time were paved in asphalt . The segment from Appleton northwesterly to Odessa was completed by the early part of 1935 connecting the highway to US 75 . By 1952 , the highway had been expanded to four lanes between Excelsior and the Twin Cities . In 1958 , the highway was extended northwesterly along US 75 from Odessa to Ortonville and continuing on to Beardsley . The highway between Beardsley and Ortonville had been MN 103 since the 1930s .

The route was completely paved by 1959 , the last section to be paved with at least bitumen was along the former MN 103 northwest of Ortonville . MN 7 used to extend into downtown Minneapolis until 1965 , where it terminated at its intersection with Washington Avenue (old US 52) . From 1965 to either 1987 or 1988 , the eastern terminus was located at the intersection of Lake Street and France Avenue in Minneapolis ; the part , about one mile (1 @. @ 6 km) long , between the interchange with MN 100 and the intersection of Lake Street and France Avenue is now called County Road 25 . In 1995 , the section between MN 28 and the southern US 75 junction was named a Minnesota State Scenic Byway ; it was also made a National Scenic Byway on June 13 , 2002 .

= = Major intersections = =