

# Update on BSL Boat Ramp/DNR

November 2020

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Lake Association Members,

We are looking for your immediate reaction to the proposed expansion plans for our current lake access. The two options that the DNR is looking at are a JULY/AUG summer construction or a SEPT/OCT fall construction with a start date following the Labor Day weekend.

Both present their problems:

## **July/Aug:**

The total disruption for the businesses on the lake that count on the ramp for their operations causing a real economic hardship, as well as the impact on resident's use in the case of a boat breakdown or needed work on docks or boat lifts.

## **Sept/Oct:**

This option would start right after Labor Day and would mean that all residents would need to have their boats off the lake, and boat lifts and docks stored on shore by the end of the Labor Day weekend.

I am also attaching (see below) some additional compromise plans that I have sent to Dave Schotzko at the DNR with a copy to Rep. Green. I reviewed these Plans with Bonnie Brand before sending. My personal preference is either Plan A or B as described in my email rather than either of the DNR's summer or fall options. I'm expecting that they will say that my Plan B will be more expensive, but they could at least have it bid as an alternative.

If you have an opinion on the DNR options, or Plan A or B that I have put forward, please contact the DNR, Sen. Paul Utke, and/or Rep. Steven Green! Speed is of the essence!

Their email addresses are:

[David.Schotzko@state.mn.us](mailto:David.Schotzko@state.mn.us) (DNR)

[Kent.skaar@state.mn.us](mailto:Kent.skaar@state.mn.us) (DNR)

[Rep.Steve.Green@house.mn](mailto:Rep.Steve.Green@house.mn)

[Sen.Paul.utke@senate.mn](mailto:Sen.Paul.utke@senate.mn)

Please copy me ([donkilander@cableone.net](mailto:donkilander@cableone.net)) on any of your correspondence so that I can share your feelings with the board.

Thank you for your interest and feelings..... and ACTION.

Don Kilander, BSLA President

## Plan A

Leave the existing ramp, access and staging area, and parking lot as they presently exist. Then, use the newly purchased MN DNR lot as the Handicapped area. Design something similar to your proposed access drive, but instead of the drive connecting to the ramp, it would just have a handicapped parking spot, an ADA compliant restroom facility, and an ADA qualifying walkway to the boat ramp. When exiting this area, users would first exit back onto Gladwin, then Grouse Road. In looking at your proposal, the handicapped parking area and walkway in this new plan would be a similar distance to the ramp.

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## Plan B

Move forward with the proposal as presented, by separating it into two phases.

Phase One would consist of all of the dirt work and replacing the concrete planks; Phase Two would be the asphalt and finishing portion. Phase One could be accomplished in the fall with a mid-October start date. Phase Two would complete the work in the spring. If Phase Two was delayed because of a late spring, the ramp could be semi-useable for any lake residents who would venture out for the fishing opener, however, would not be open for the general public.

If Plan A was selected, the handicapped parking and access could be done whenever it fits into your and your contractor's schedule without much of a disturbance to the ramp and access. This would solve the lake access problem that the July/Aug timeframe presents for the business owners on the lake and the Sept/Oct timeframe that makes it extremely difficult for the approximately 200 property owners and their third-party contractors who need access to the lake to close down for the winter.

Plan B, obviously, would have no effect on the business owners and the lake residents would have all of September and the first week in October to accomplish their seasonal closing.