

**Lockwood TEDD Advisory Board Minutes**  
**Wednesday, September 15, 2021 – 2:30 pm**  
**BSED First Floor Conference Room**  
**222 N 32<sup>nd</sup> Street – Granite Tower**

**Board Members Present:** Woody Woods, Terry Seiffert, John Ostlund, Pam Ask, Josh Starr

**Board Member Absent:** Jason Heath, Mike Ariztia, Nick Pancheau, Tim Miller, Frosty Erben, Jennifer Kondracki

**Staff and Guests:** Matt Smith (KLJ), Steve Arveschoug (BSED), Dianne Lehm (BSED), Thom MacLean (BSED)

**1. Welcome and Introductions**

Woody Woods called the meeting to order at 2:30.

**2. Approval of Agenda**

Deferred due to lack of quorum.

**3. Approval of Minutes**

Deferred due to lack of quorum.

**4. Updates.**

None.

**5. New Business**

Preliminary Infrastructure Technical Memo. Matt Smith of KLJ Engineering reviewed the recently completed report on development of water and sewer infrastructure to service the Lockwood TEDD. [Link to Memo.](#) The report outlines options for development of the backbone water and sewer infrastructure needed to serve the Lockwood TEDD Study Area north of Lockwood between I-90 and the Yellowstone River. It proposes two options for water and sewer layout for the area – shown on page 7 and 9 of the document. Both options require two new lift stations, one at the north end of Coulson Road and one on the west side of the TEDD near the route of the Bypass. Option 1 maintains the Firth lift station at the south end of the layout and routes wastewater to the existing LWSD system through it. Option 2 eliminates the Firth lift station and routes wastewater to the existing system by a more direct route. A gravity main would be extended to direct flow currently handled by the Firth lift station to the main TEDD lift station on north Coulson Road.

Both options propose crossing I-90 northeast of the Johnson Interchange near Bretz RV. This would require obtaining right of way as well as boring under the interstate, which is expensive. However, given the complexity of the DDI interchange to be constructed at Johnson Lane, it is prudent to avoid placing infrastructure under it to avoid maintenance issues in the future.

There are no problems with pressures or fire flow in the proposed layouts. In fact, pressures are high enough to require pressure reducing valves to mediate.

Matt Smith also recommended working with MDOT to plan for casing pipe under the Bypass in the west side to accommodate water and sewer infrastructure when it is developed.

Other Discussion. The Board had questions about the progress of the Bypass project. Commissioner Ostlund offered some insight including status and changes in the schedule. The railroad overpass may be completed before the Johnson Lane Interchange. It was suggested that we invite DOWL to provide an update on the Bypass at the October meeting.

#### **6. Public Comment**

None.

#### **7. Adjourn**

With no further business, Woody Woods adjourned the meeting at 3:10.

**Next Meeting:**            October 20, 2021