

**Lockwood TEDD Advisory Board Minutes**  
**Wednesday, October 20, 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, Tim Miller, Nick Pancheau, Mike Ariztia, Jennifer Kondracki, Jason Heath

**Board Member Absent:** Pam Ask, Josh Starr, Frosty Erben

**Staff and Guests:** Matt Smith (KLJ), Becky Bey (KLJ), Doug Enderson (DOWL), Lisa Olmsted (DOWL), James Balzer (Peterbilt), Dianne Lehm (BSED), Thom MacLean (BSED)

**1. Welcome and Introductions**

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

**2. Approval of Agenda**

Mike Ariztia moved to approve the Agenda with the addition of approval of the August minutes. Terry Seiffert seconded. Motion passed.

**3. Approval of Minutes**

Tim Miller moved to approve the August minutes. Terry Seiffert seconded. Motion passed.

Terry Seiffert moved to approve the September minutes. Tim Miller seconded. Motion passed.

**4. Updates.**

Preliminary Infrastructure Technical Memo: Matt Smith of KLJ met with Mike Ariztia of Lockwood Water and Sewer District to district and Woody Woods of the Advisory Board to review a few edits to the document presented at our September Board meeting – correcting some minor errors, addressing connections at Dickie Road, and clarifying a few other items, including the future abandonment of the Firth Lift Station.

Scope of Work for Design of Priority Projects: Matt Smith also addressed the work currently under way to develop a scope of work for the extension of water and sewer infrastructure under the interstate and into the TEDD Study Area as well as the extension of water, sewer, and road infrastructure on the east side of the TEDD as outlined in the 2019 Strategic Plan. That work should be done soon. They are finishing up work on environmental requirements and right of way requirements.

## **5. New Business**

**Billings Bypass Update:** Doug Enderson and Lisa Olmsted with DOWL Engineering updated the board on the progress of the Bypass project. The Five Mile Road section north of the Yellowstone River has been completed. The Yellowstone River Bridge is currently under construction. The Johnson Lane Interchange portion of the project has been pushed back and the Railroad Overpass portion moved forward. These changes will not affect the overall schedule and completion date.

Some changes were made to the design of the Johnson Lane Interchange to provide better access to many of the businesses located in the area. There will be a four-way intersection at North Frontage Road about 100 feet north of its current location. This intersection and the other roads and connections in the area will be designed to accommodate large truck traffic. Doug also discussed other changes on both sides of the interchange that will improve traffic flow and accommodate existing businesses. These changes will require additional public comment, so this portion was moved back a year.

DOWL also discussed the coordination and timing of the Lockwood Interchange project and the Interstate 90 Widening project with respect to the Johnson Lane Interchange construction. They also reviewed their current work on the Billing Bypass Corridor study – a project to explore concepts for the development along the northern section of the Bypass, and how that could serve and connect Lockwood and Billings Heights.

Information on the Billings Bypass can be found here:

<https://www.mdt.mt.gov/pubinvolve/billingsbypass/>

Information on the Billings Bypass Corridor Study is available here: <https://billingsbypasscorridor.com/>

## **6. Public Comment**

None.

## **7. Adjourn**

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

**Next Meeting:** November 17, 2021