

Big Canoe Annual Town Hall Meeting ~ January 16, 2022
Transcript Excerpts ~ Re: Lake Petit Dam

Starts approx. @ 24:12 “And then Petit Dam. So, some improvements to the Dam, we'll talk a little bit more about that later, but this was the rip-rap that we installed, the filter blanket that we put on the side, and this was the spillway which we had known for a while needed some patching and repair work, and that was executed as well, so those were the three things that Georgia Safe Dams wanted us to take care of first. **Ends approx. @ 24:36**

Starts approx. @ 25:38 So, from here I couldn't do a meeting like this without talking about Petit Dam. You'd be disappointed if I did that, so let's do a little engineering class to start with, and there's not a test on this I promise. So in that upper right, believe it or not, you can't read it, but it says revised 12 14 71. So that is the original drawing for what's called the lower level outlet on the dam, and what the lower level outlet is, is a hundred feet down, there is, let's see if I can do this, no, I can't. There we go, hold on, let's see laser, there is this concrete vault right here, and on the top of that concrete vault there's a sliding gate, and that goes into a 36 inch concrete conduit, so despite what you read in **the tabloids and the fake media, that we have a lot of around here, that is not a corrugated metal pipe like we had at lake Disharoon; that is not a corrugated metal pipe like we had under the golf course.** It is a 36 inch reinforced concrete conduit that was designed for all the pressure that you have when you've got a hundred feet of water head sitting on that, so that that is a very different system than what we had in Disharoon.

26:58 Going up the face of the dam there's a mechanical linkage. It runs up, uh, in these beautiful bronze guides that are mounted into concrete. At the very top right by the american flag, there's this thing over here called a vault, and the vault is not where you put money, the vault is where there is a place where you put a crank, and you actually - old technology 1971 - but they still build dams this way today. You turn that crank; it turns that linkage; it slides that gate; and water goes through the 36 inch conduit. So way back in 2020 when we started building the Master Plan for the Dam, we got Geosyntec out here. Geosyntec is our engineer of record. Just to remind you all they were here last Christmas, they may have been here last year. I can't, I can't even remember the meetings. But um, they're one of the best civil engineering, dam engineering, civil engineering companies in the world. They do all the TVA work - so tva is kind of important - they do a lot of really big dams, um, so our engineer of record is a very, very, very reputable company out of Chattanooga. And so they actually inspected. So we had a dive team go down, 100 feet down, decompression chambers, the whole bit. This kind of looks like Robert Ballard finding the titanic over here. It's not. It's actually a mobile trailer, and they were watching the divers, and the cameras, and they're inspecting all those linkages, and they're inspecting that gate at the bottom, and **they came back and they said it's amazingly good condition.** It's, it's 50 years old, but it's 100 feet down. 100 feet down in cold water, steel doesn't rust very much all. Those are bronze guides. There was a little bit of silt that they took off, and they said we felt it's in pretty good condition. So we said thanks a lot. That's good to know. In talking with Georgia Safe Dams they said, hey guys the priorities are the rip rap, got to get that done, the spillway, been talking about that for a while. We want to get the spillway like in good shape, and that filter blanket over on the right side, there's always been a little wet spot on the right side of the dam since like 1974. We'd like you to make sure

that the water can come out but the soil stays in place, so that's what all that gravel is that we put there. And believe it or not that's an engineered solution. The the gravel. The aggregate. All that stuff is engineered. So we did all that first. Meanwhile we're **over at Lake Disharoon, and uh, in 2021 we replaced that whole sluice gate mechanism, kind of like that, but it's 50 feet down instead of 100, and it had that horrible corrugated metal pipe that blew out which is what caused the whole Disharoon thing last year. So we used an underwater diving company, and they did great. They they do nuclear power plants actually. These guys are crazy. They're like, you know, navy seal kind of people. And they went down, and they replaced all the parts of the gate, and it went flawlessly**, and we said, *"Wow that went really flawlessly. That's really cool. If it went so flawlessly there, maybe it would go that flawlessly on lake Petit as well."* So rather than assume the worst, and go spend a million and a half dollars, or something, designing a very complicated solution to replace all of this mechanism, why don't we do the prudent financial thing, and figure out first whether we need to do that. Maybe we just need to replace a few parts. Maybe we don't need to replace anything. Maybe it's all in really good shape. A lot of maybes. So when you talk to engineers about maybes, they design a test plan. So that's where we are right now. So Petit test plan is under development by Geosyntec. We're going to test this whole system, and see if we can open the gate, if we can close the gate. We'll have monitoring Piezometers actually installed in the dam so we can monitor water pressure, and things like that. Make sure there's no leaks in any of that conduit. The visual inspection looked good, but when you deal with Geosyntec everything is laid out by the book. Very step-by-step. Do this. Test. Measure. Do this. Test. Measure. Very methodical approach. We're going to do all that first, and that'll be like in probably September i think. Probably September, October. We have a design review with Geosyntec on Monday, at three actually, and the idea is, let's, before we go spend a whole bunch of money designing something that will be on the cover of civil engineering today, let's, let's see if the old system will work pretty well, and **maybe it just needs a few replacement parts or something, like we did on the Disharoon sluice gate**. And again that pipe is really, really different from what we had over at Disharoon. All right, **people write stuff here and it is fake news!** I, I, you know, I, I personally get attacked. **I will always tell you the truth.** I've said that before. I, you may not like what I tell you when you call and you ask me to wave your speeding ticket. I will not wave your speeding ticket. I promise you I won't, and the board backs me up on that, but **I will tell you the truth**. So we're not going to drain Lake Petit. Nobody wants to drain Lake Petit. The worst thing you can do to an earthen dam is to drain it, because what happens is, after 50 years of equilibration of the water and the water inside the dam, you take the water away, the water pours out of the dam and it takes soil with it. **The last thing Georgia safe dams would ever remotely even allow us to do, is to drain Lake Petit.** So just don't read it. Just don't read it. Please, if you have a question, ask it on Ask the POA. Come to a board meeting. We will tell you whatever we know. We have no weird, like you know, agenda. Okay. So anyway, that's where we are with Dams. We'll keep you updated on this through board meetings as time goes on, and if we can save a whole bunch of money, we'll save a whole bunch of money, and if we can't save a whole bunch of money, then **we'll design the solution we need to design, and all of our financial models by the way, assume the worst, assume that we're going to have to design a more higher-end complicated solution to replace this stuff**, but again we're not going to spend those dollars until we know for sure.

Ends approx. @ 33:15