

Exhibits 101

Overhauling displays without big money



Planning

Who are we talking to, how will we do it?













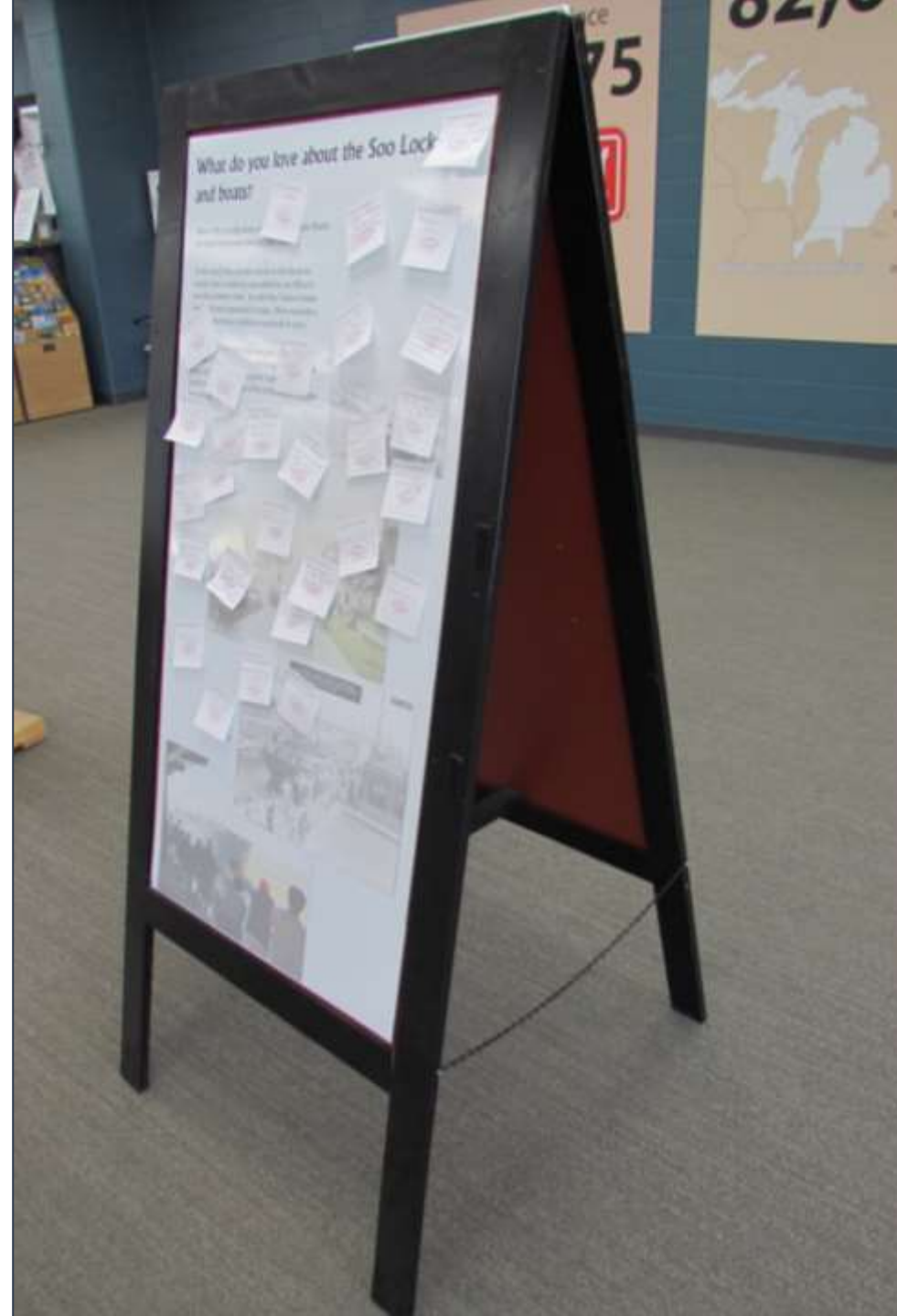




SOLICITATION/CONTRACT/ORDER FOR COMMERCIAL ITEMS OFFEROR TO COMPLETE BLOCKS 12, 17, 23, 24, AND 30				1. REQUESTION NUMBER W911XK-16-T-0030		PAGE 1 OF 16	
3. CONTRACT NO. W911XK-16-T-0044		3. AWARD EFFECTIVE DATE 11-Jul-2016		4. ORDER NUMBER		5. SOLICITATION NUMBER W911XK-16-T-0030	
7. FOR SOLICITATION INFORMATION CALL:		a. NAME RICHARD D HAMILTON		b. TELEPHONE NUMBER (Do Not Call) 313-226-6474		6. SOLICITATION ISSUE DATE 16-May-2016	
9. ISSUED BY CONTRACTING BRANCH USACE DETROIT DISTRICT 477 MICHIGAN AVENUE, 1TH FLOOR DETROIT MI 48226-4523 TEL: (313) 226-6819 FAX:		CODE W911XK		10. THIS ACQUISITION IS <input checked="" type="checkbox"/> UNRESTRICTED OR <input checked="" type="checkbox"/> SET ASIDE: 100 % FOR: <input checked="" type="checkbox"/> SMALL BUSINESS <input type="checkbox"/> WOMEN-OWNED SMALL BUSINESS (WOSB) <input type="checkbox"/> HUBZONE SMALL BUSINESS <input type="checkbox"/> ECONOMICALLY DISADVANTAGED WOMEN-OWNED SMALL BUSINESS (EDWOSB) <input type="checkbox"/> SERVICE-DISABLED VETERAN-OWNED SMALL BUSINESS <input type="checkbox"/> 8(a) NAICS: 712110 SIZE STANDARD: \$27,500,000.00			
11. DELIVERY FOR FOB DESTINATION UNLESS BLOCK IS MARKED <input type="checkbox"/> SEE SCHEDULE		12. DISCOUNT TERMS		13a. THIS CONTRACT IS A RATED ORDER UNDER DPAS (15 CFR 709) <input type="checkbox"/>		13b. RATING	
15. DELIVER TO 300 AREA OFFICE 212 PORTAGE AVENUE SALT STE MARIE MI 49783-2465		CODE 95411		16. ADMINISTERED BY SEE ITEM 9		CODE	
17a. CONTRACTOR/ OFFEROR SPACES TO EXPERIENCES LLC 2512 LYNHURST ST NE DELMONT MI 49306-9743 TELEPHONE NO. 1-866-417-7223		CODE 7NRL1 FACILITY CODE 7NRL1		18a. PAYMENT WILL BE MADE BY USACE FINANCE & ACCOUNTING CENTER 5722 INTEGRITY AVENUE MILLINGTON TN 38054 CODE 964145			
<input type="checkbox"/> 17b. CHECK IF REMITTANCE IS DIFFERENT AND PUT SUCH ADDRESS IN OFFER		18b. SUBMIT INVOICES TO ADDRESS SHOWN IN BLOCK 18a. UNLESS BLOCK BELOW IS CHECKED: <input type="checkbox"/> SEE ADDENDUM					
19. ITEM NO.	20. SCHEDULE OF SUPPLIES/ SERVICES	21. QUANTITY	22. UNIT	23. UNIT PRICE	24. AMOUNT		
SEE SCHEDULE							
PRINTING AND APPROPRIATION DATA				25. TOTAL AWARD AMOUNT (For Govt. Use Only)			
Schedule				\$8,800.00			
SOLICITATION INCORPORATES BY REFERENCE FAR 52.212-1, 52.212-4, FAR 52.212-3, 52.212-5 ARE ATTACHED. ADDENDA <input type="checkbox"/> ARE <input type="checkbox"/> ARE NOT ATTACHED							
CONTRACT/PURCHASE ORDER INCORPORATES BY REFERENCE FAR 52.212-4, FAR 52.212-5 IS ATTACHED. ADDENDA <input type="checkbox"/> ARE <input type="checkbox"/> ARE NOT ATTACHED							
CONTRACTOR IS REQUIRED TO SIGN THIS DOCUMENT AND RETURN 1 TO ISSUING OFFICE. CONTRACTOR AGREES TO FURNISH AND FOR ALL ITEMS SET FORTH OR OTHERWISE IDENTIFIED ABOVE AND ON ANY ADDITIONAL SHEETS SUBJECT TO THE TERMS AND CONDITIONS SPECIFIED.				29. AWARD OF CONTRACT: REF OFFER DATED YOUR OFFER ON SOLICITATION (BLOCK 5), INCLUDING ANY ADDITIONS OR CHANGES WHICH ARE SET FORTH HEREIN, IS ACCEPTED AS TO ITEMS: SEE SCHEDULE			
SIGNATURE OF OFFEROR/CONTRACTOR				31a. UNITED STATES OF AMERICA (SIGNATURE OF CONTRACTING OFFICER) Robert W. Austin			
32a. NAME OF CONTRACTING OFFICER (Type in print) ROBERT W AUSTIN / Added by USACE		30c. DATE SIGNED		31b. DATE SIGNED			
32b. TEL: 313-226-0915 EMAIL: robert_w.austin@usace.army.mil				12-Jul-2016			













Content

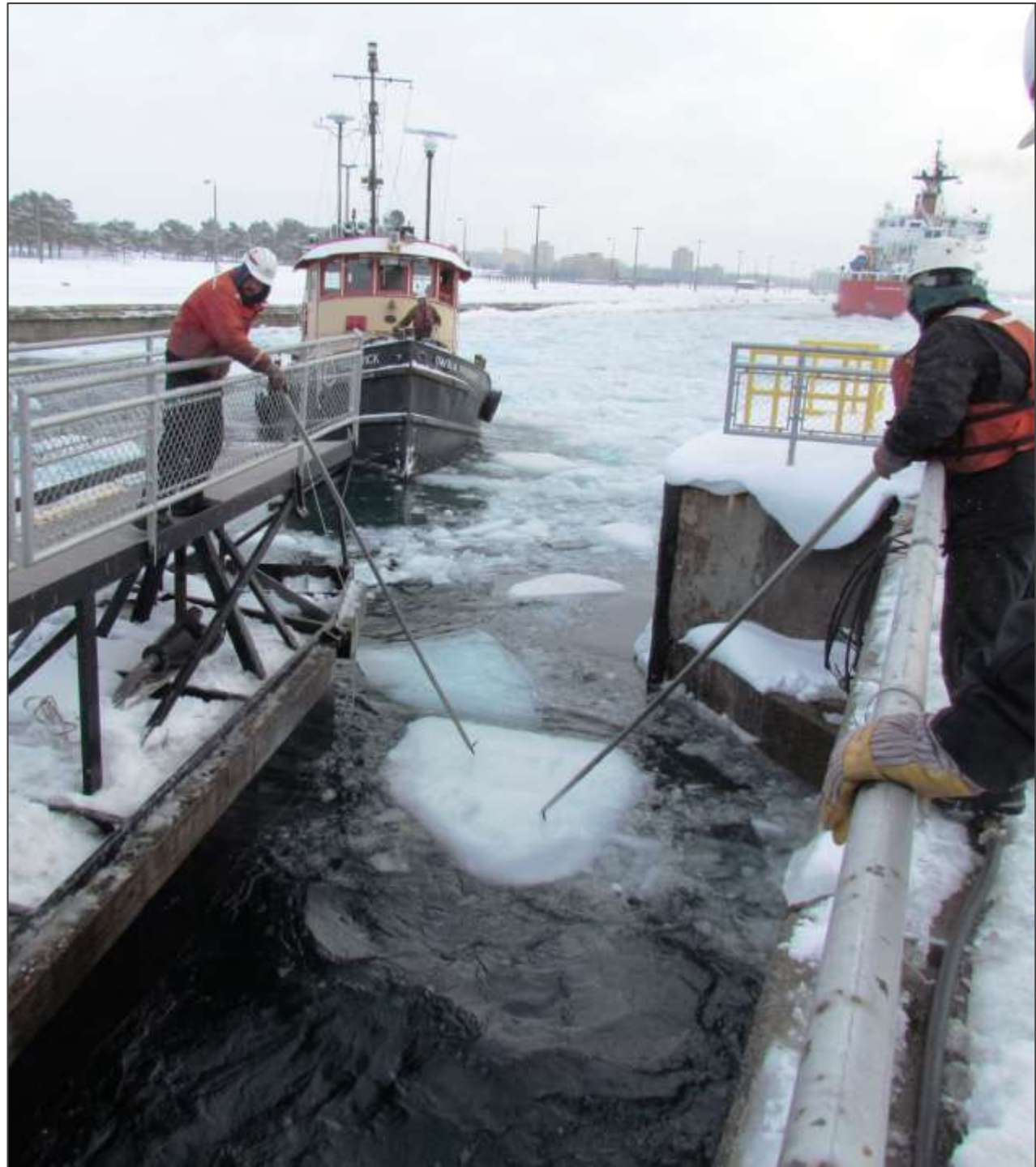
What will we tell them and how?

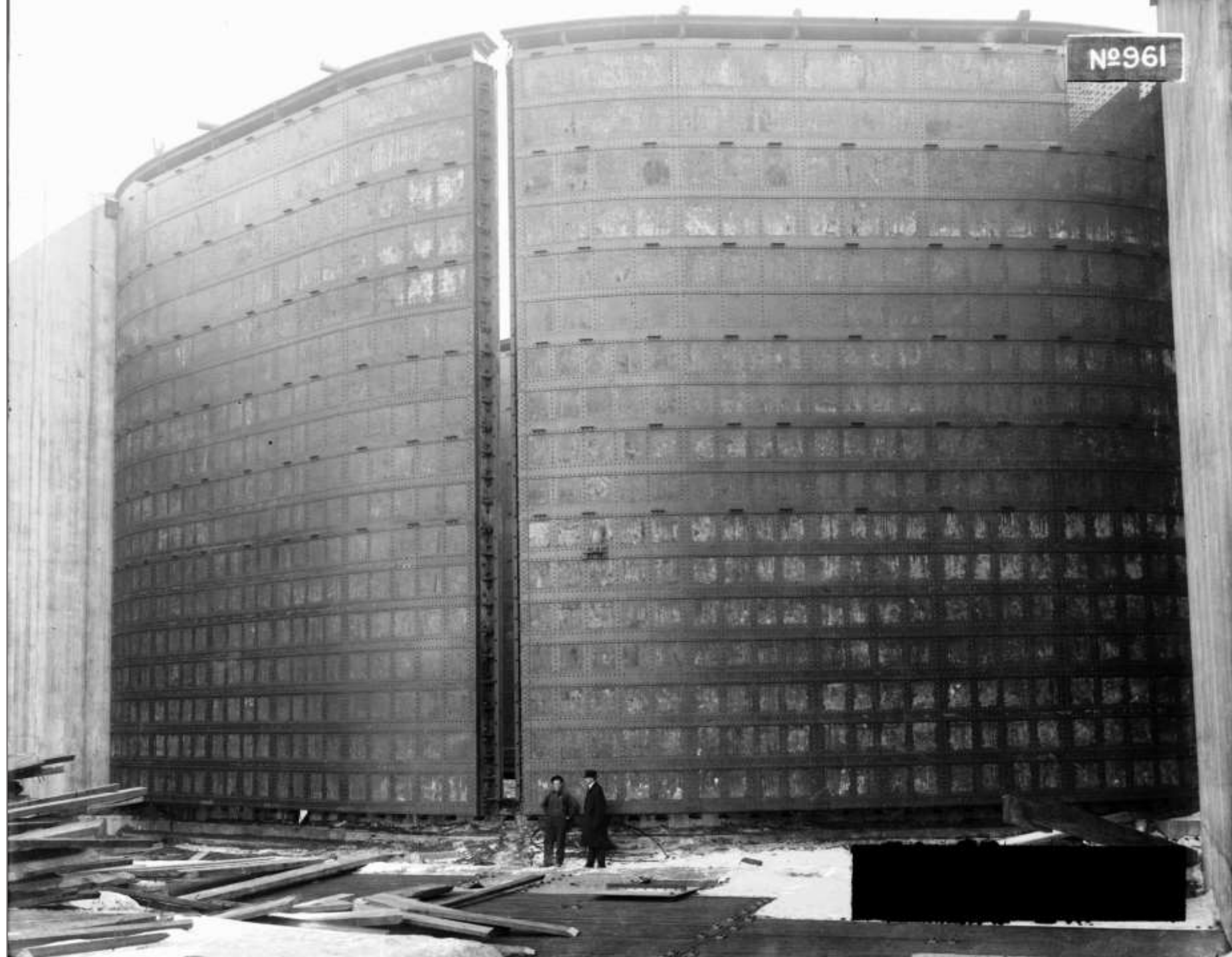




Theme - Locks	Title Text	Body Text	Image(s)	Flip Book/Kiosk/Interactive
Topography				
Technology				
History				

Theme - Locks	Title Text	Body Text	Image(s)	Flip Book/Kiosk/Interactive
Topography			Water level view of rapids	
Technology			Dry Lock Lock gates	
History			Drawing of canoe in lock	







Theme - Locks	Title Text	Body Text	Image(s)	Flip Book/Kiosk/Interactive
Topography	21 foot drop		Water level view of rapids	
Technology	22 million gallons of water to lift a boat		Dry Lock Lock gates	
History	1798 First Lock on the St. Marys		Drawing of canoe in lock	

Side Note

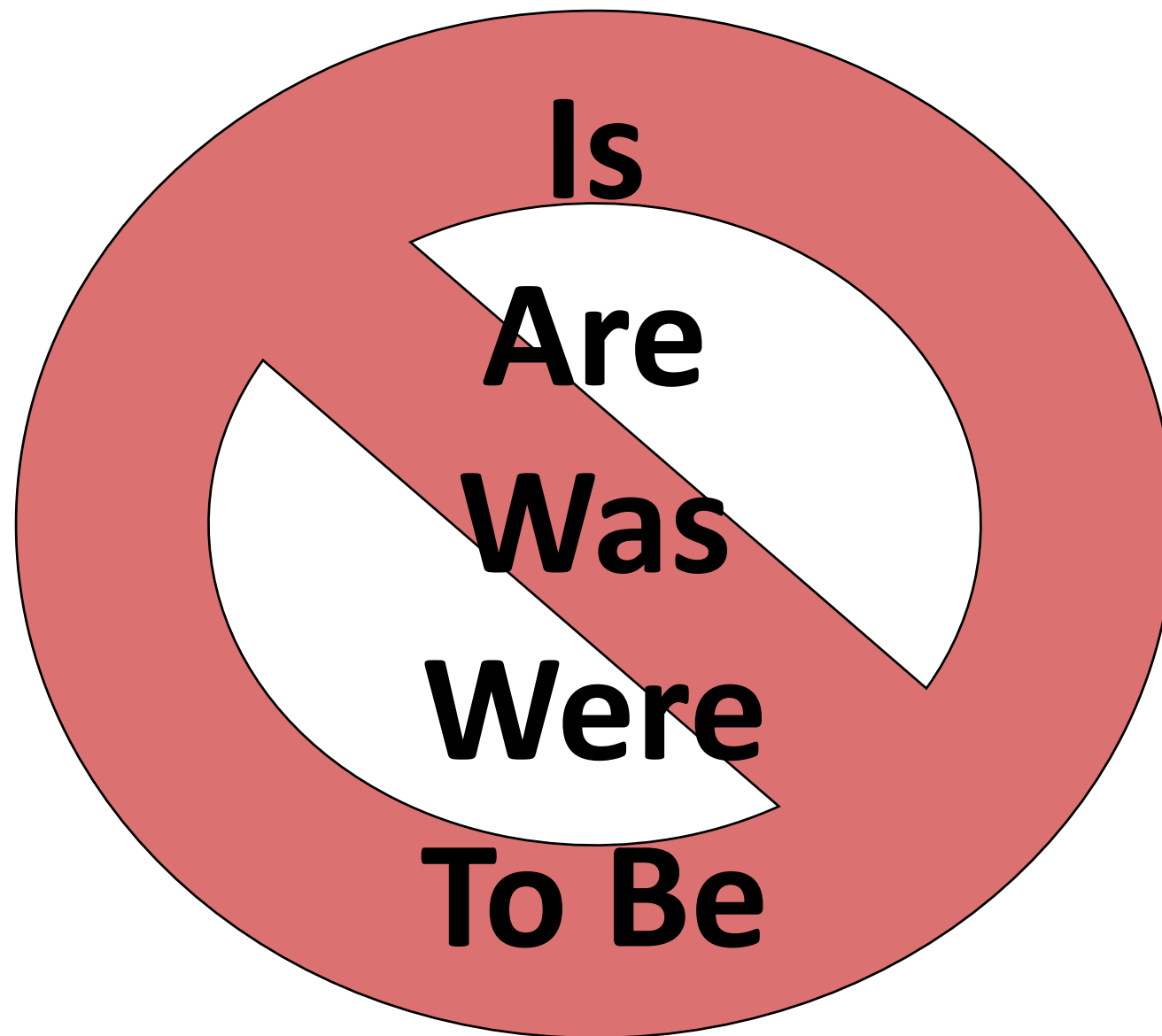
How is your writing?







**KEEP
IT
SIMPLE**



The lock is used by 1000-foot-long boats.



The lock is used by 1000-foot-long boats.
1000-foot-long boats use the lock.





**KEEP
IT
SIMPLE**

*If I had more time I would have
written a shorter letter*



-- Blaise Pascal 1657

Theme	Title Text	Body Text	Image(s)	Flip Book/Kiosk
Topography	21 foot drop	A thick layer of bedrock holds back the waters of Lake Superior where it joins the St. Marys River. At this spot it creates a 21-foot-drop that prevents boats from passing through. This reddish sandstone lines most of Lake Superior's southern shore and is about 1,000 feet thick in the Soo Area.	Water level view of rapids	
Technology	22 million gallons	Despite changes in machinery and power sources, today's locks work much as they did 200 years ago. By opening and closing valves water moves in and out of the lock chamber using only gravity. Over 22 million gallons of water move through the Poe Lock every time a boat is raised or lowered	Dry Lock Lock gates	Hands on Lock Model Computer lock game
History	1798 First Lock	The first lock at the Soo carried freight canoes around the rapids on the Canadian side of the river. Americans destroyed it during the War of 1812. For the next 40+ years, cargo had to be carried around the rapids. Since the opening of the State Lock on the U.S. side in 1855 there have been locks in continuous operation here.	Drawing of canoe in lock	Lock by lock computer interactive – bios, namesakes, etc.

←→RShttps://readability-score.com/test/Measure the Readability of ...

FileEditViewFavoritesToolsHelp

Text To Score

Enter Your Text Below Then Click Measure Readability

We've added live feedback to text and URL scoring! You can now see your long sentences and difficult words directly highlighted in your text (read more about this update). If you experience any problems, please let us know or switch to the old version if you prefer.

A thick layer of bedrock holds back the waters of Lake Superior where it joins the St. Marys River. At this spot it creates a 21-foot-drop that prevents boats from passing through. This reddish sandstone lines most of Lake Superior's southern shore and is about 1,000 feet thick in the Soo Area.

Readability Grade Levels

Readability Formula	Grade
Flesch-Kincaid Grade Level	4.5
Gunning-Fog Score	5.2
Coleman-Liau Index	10.2
SMOG Index	7.3
Automated Readability Index	5.9
Average Grade Level	6.6

Readability Scores

Readability Formula	Score
Flesch-Kincaid Reading Ease	86.3
Spache Score	4.2
New Dale-Chall Score	4.6

Text Quality

Sentences > 30 Syllables	0
Sentences > 20 Syllables	2
Words > 4 Syllables	0
Words > 12 Letters	0
Passive Voice Count	0

Text Quality

Reading Time

Item	Time
Reading Time	0:13
Speaking Time	0:24

Sentiment

Neutral

Keyword Density

Text Statistics

Character Count	230
Syllable Count	70
Word Count	52
Sentence Count	4
Characters per Word	4.4
Syllables per Word	1.3
Words per Sentence	13.0

Longest











00:01.9
00:24.8

Start

Reset

00:08.5

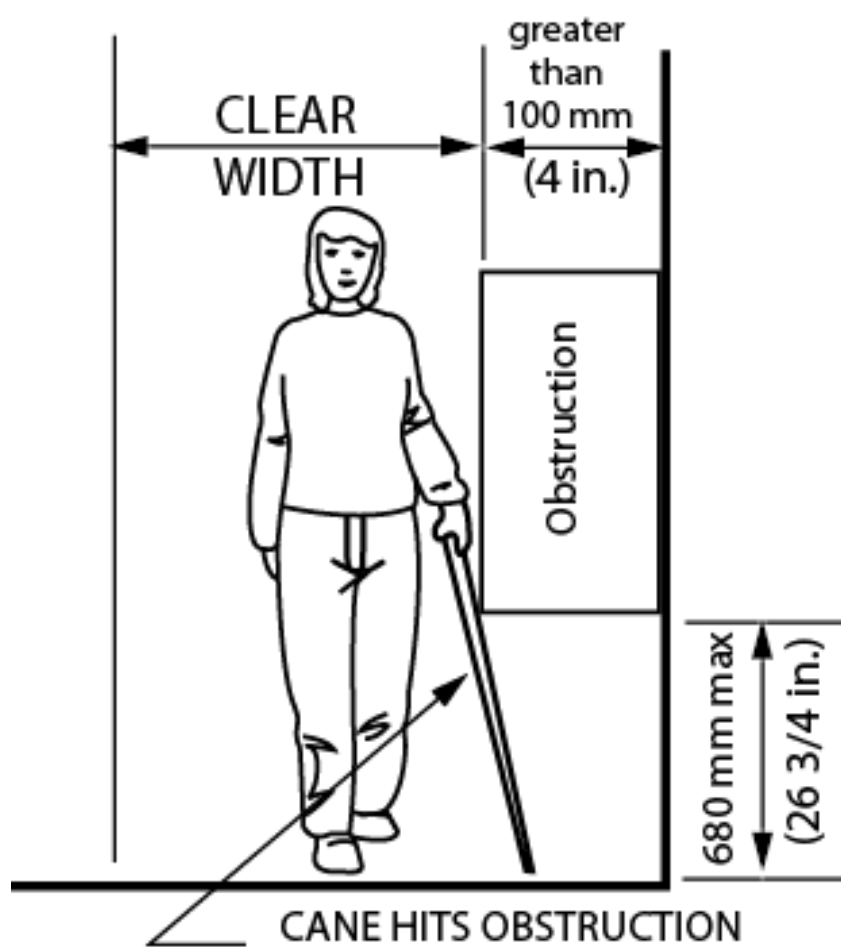
00:09.3

00:04.9

World Clock

Design and Fabrication

What will it look like?





**KEEP
IT
SIMPLE**

The State and Weitzel Locks



Small caption text.

The State Locks

The State Locks are a series of locks on the Ohio River, located in the city of Cincinnati. They were built in the 19th century and are one of the oldest locks on the river. The locks are used to raise and lower boats between different levels of the river. The locks are a major part of the city's history and are a popular tourist attraction.



Small caption text.

The Weitzel Locks

The Weitzel Locks are a series of locks on the Ohio River, located in the city of Cincinnati. They were built in the 19th century and are one of the oldest locks on the river. The locks are used to raise and lower boats between different levels of the river. The locks are a major part of the city's history and are a popular tourist attraction.



Small caption text.

The Davis & Sabin Locks

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Small caption text.



Small caption text.



Small caption text.

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The MacArthur Lock



Small caption text.

Small caption text.

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Small caption text.

The Poe Lock



The Poe Lock

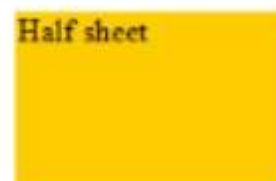
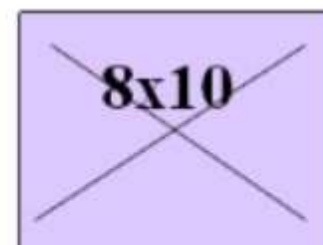
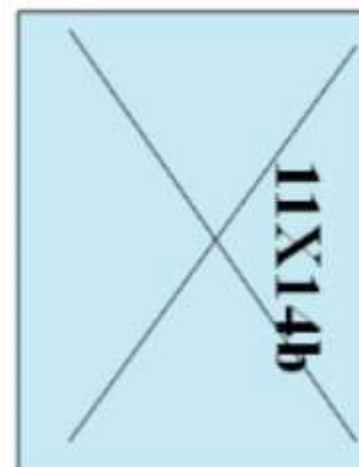
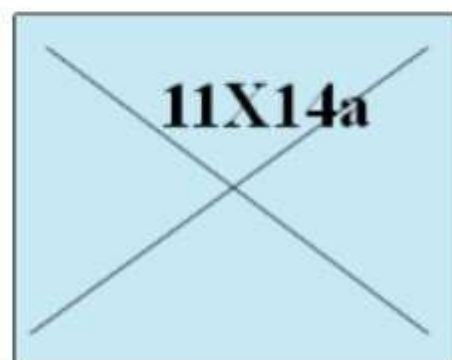
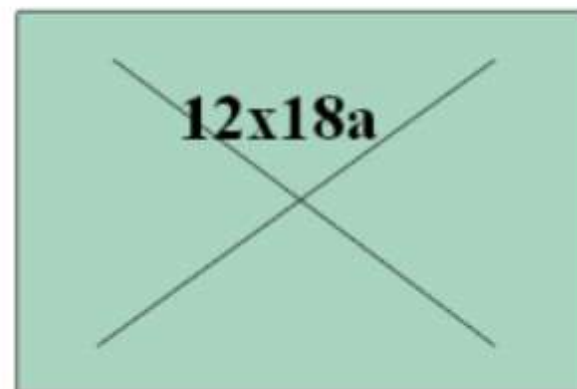
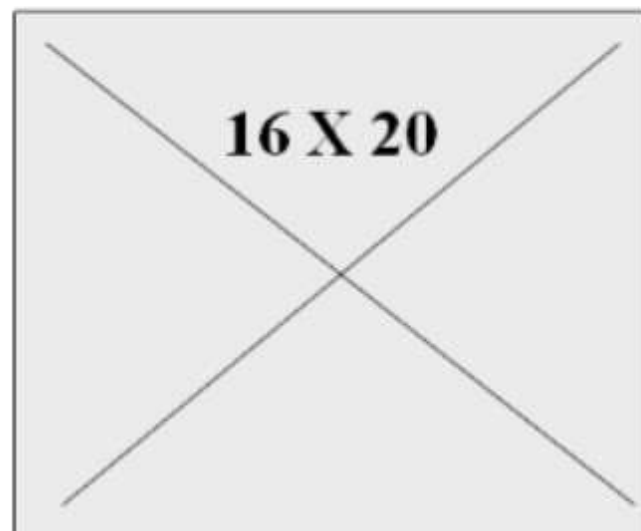
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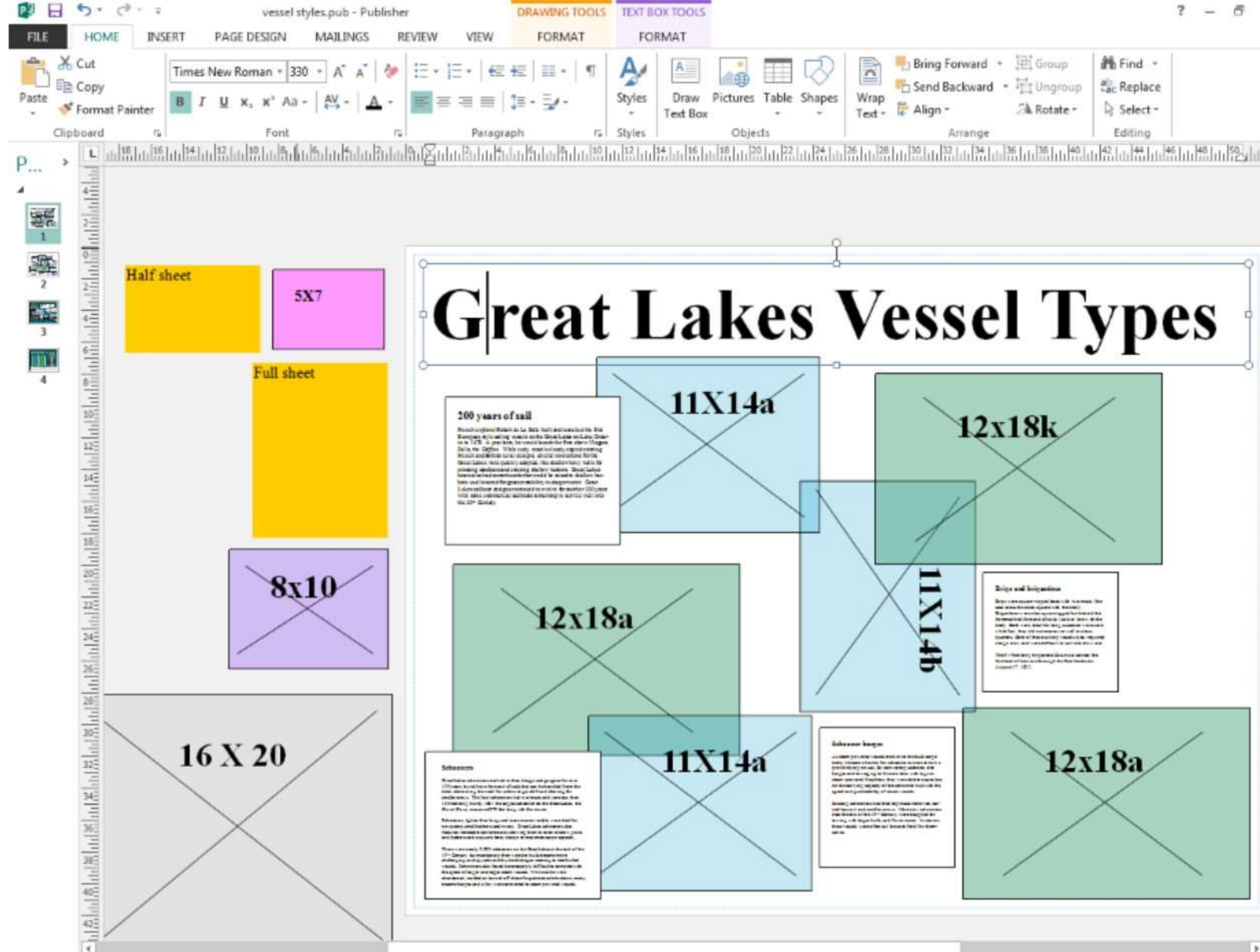
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North Carolina, Virginia, and West Virginia. The District of Columbia is not included in the analysis.



Available from the American Psychological Association, 750 First Street, NE, Washington, DC 20002-4242. For information on obtaining this book, contact the publisher or contact the author at the address below. The author can be reached at the following e-mail address: info@psychology.com. The author can also be reached at the following telephone number: (202) 336-6000. The author can also be reached at the following fax number: (202) 336-6001. The author can also be reached at the following web address: <http://www.psychology.com>.



Great Lakes Vessel Types

200 years of sail

Through the years, the Great Lakes have seen a variety of sailing vessels. In 1790, the first Great Lakes sailing ship, the *Ontario*, was built in London. It was a three-masted schooner, and it was the first Great Lakes sailing ship to be built in the United States. The *Ontario* was built for the British Navy, and it was used to transport supplies to the Great Lakes. It was the first Great Lakes sailing ship to be built in the United States, and it was the first Great Lakes sailing ship to be built in the United States.



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\$50

Though the ice on the lake was not as intense as it was in 1999, the start of the strong navigation season was almost as challenging. Two boats were at the pier on March 20 to look through the Lake Itasca and the Roger-Booth. "The ice was four to five feet thick and the two boats had to be pushed almost immediately to break over onto the ice to finally make the lock. That's a record in enough of a self-inflicted assistance for the start of the season. Operation Taconite, the U.S. Coast Guard's icebreaking mission, continued well May 4.



any, saw several dignitaries making a trip to fault-finding to see the locks first-hand and gain a better understanding of current navigation needs. Vietnam's Minister of U.S. Relations and Congressman, the Secretary of Commerce and Michigan's Governor. While en route they joined the faculty and met with representatives from the U.S. Army Corps of Engineers, U.S. Coast Guard, Homeland Security and the Great Lakes Shipping Stakeholders to discuss water levels, shipping concerns and the need for a new five-stud lock.



The 70-year-old MacArthur Look is going strong, but an unexpected issue with the giant caused a major glitch at the peak of the mountain season. The paper giant failed to arrive properly and the look had to be dismantled and repaired inside. Christ wanted a 40-day stay to get the look back in its original condition. It is anticipated that the dismantling and shipping costs over \$100,000 due to delays from having only one company to look during the busy season.



Navigable Streams	598 miles
Total Travel Passages	6,148
Can	2,709
Canoes	1,074
Other Nations	966
Total Cargo Carried Through	84,750,000 lbs.
Sisal Cane	58,200,000
Cash	10,440,000
Largest Single Load	71,000 tons
Deepest Draft	Edwards R. Gulf 26 feet, 2 inches Pan. R. Tampico, August 2
Maximum Employment Days	3,622 per day
Maximum in the Park and YC	100,000 people



2015 In Review



Season opening – Ice!

Though the ice on the lakes was not as intense as it was in 2014, the start of the 2015 navigation season was almost as challenging. Two boats were in the pier on Monday as the lock opened. The Edwin H. Gott and the Roger B. Gott. The first was first in the lock and the trouble with ice began almost immediately. It took over nine hours for the ice to finally clear the lock. Boats travelled to convey with icebreaker assistance for the start of the season. Operation Tawata, the U.S. Coast Guard's icebreaking mission, continued until May 4.



Site Visits – new lock and site maintenance

2015 saw several dignitaries making a trip to South Sanie Marie to see the lock and site. Visitors included U.S. Senators and Congressmen, the Secretary of Commerce and Michigan's Governor. While on site they toured the facility and met with representatives from the U.S. Army Corps of Engineers, U.S. Coast Guard, Homeland Security and Great Lakes Shipping. Distributors to discuss major events, shipping concerns and the need for a new Pore-dredge.



Mac Lock outage

The 72-year old MacArthur Lock is going strong, but an unexpected issue with the gates caused a 17-day closure at the peak of the summer season. The upper gates failed to raise properly and the lock had to be dewatered and repairs made. Crews worked 12-hour days to get the lock back on-line as quickly as possible. It is estimated that the closure cost shipping companies over \$800,000 due to delays from having only one operable lock during the busy season.



2015 by the numbers

Navigation Season: 200 days
Total Vessel Passages: 6,448
US: 4,076
Canadian: 1,461
Other Nations: 911
Total Cargo Carried Through: 68,740,609 tons
Iron Ore: 10,270,747
Coal: 12,444,218
Largest Single Load: 71,537 tons
EDWIN H. GOTT
Deepest Draft: 29 feet, 2 inches
JULIE R. TREQUITHA, August 2
Visitors on Engineers Day: 9,655 people
Visitors in the Park and VC: 424,661 people

2015 In Review



Season Opening – Ice!

Though the ice on the lakes was not as intense as it was in 2014, the start of the 2015 navigation season was almost as challenging. Two boats were in the pier on March 25 to lock through, the Edwin H. Gott and the Roger B. Gott. The first was first in the lock and the trouble with ice began almost immediately. It took over nine hours for the ice to finally clear the lock. Boats travelled to convey with icebreaker assistance for the start of the season. Operation Tawata, the U.S. Coast Guard's icebreaking mission, continued until May 4.



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2015 In Review



Site Work - New Lock and Old Maintenance

2015 was a very busy year for the Panama Canal Authority (PCA) as it continued to work on the new lock and the old maintenance. The new lock is a major project that will increase the canal's capacity to handle larger ships. The old maintenance work is essential to keep the canal operating smoothly. The PCA is committed to ensuring the canal remains one of the most efficient and safe waterways in the world.



Simon Opening - Test

Through the test of the Simon opening, the canal was able to handle larger ships. The test was a success, showing that the canal can handle ships up to 10,000 tons. This is a significant increase from the previous capacity. The test also showed that the canal can handle ships with a draft of up to 15 meters. This is a major achievement for the PCA and a testament to the hard work of the staff.



New Lock Delay

The new lock has been delayed due to a variety of factors. The most significant factor is the weather. Heavy rain has caused flooding in the area, which has delayed the construction. Additionally, there have been some issues with the equipment used in the construction. Despite these challenges, the PCA remains committed to completing the new lock as soon as possible.



Look Up the Lock

The new lock is a major project that will increase the canal's capacity to handle larger ships. The lock is 1,100 meters long and 33 meters wide. It will be able to handle ships up to 10,000 tons. The lock is a testament to the engineering and construction capabilities of the PCA. It will be a major asset to the canal and the world.





Touch a highlighted area for more information

RESTART



Administration Building

Constructed in 1897, the Administration Building was initially called the "Power House" and "Poe Pump House." The basement of the building houses the pumps for dewatering the locks (used when completely emptying a lock).

The building also has various offices and at the very top, in the control tower, the lockmaster enjoys a 360 degree view of the complex.



Designed in the Beaux Arts style the building has an impressive lobby with a tile mosaic floor, twin curved staircases with brass spindles and decorative details on the ceiling. The attention to detail is evident throughout the building with ornate carved fireplaces in almost every office, carved wooden finials on the second floor stair rails and enormous cast iron Corinthian and Ionian columns on the first and second floors.



Next 

File Home Insert Design Transitions Animations Slide Show Review View Foxit PDF Tell me what you want to do



Presentation Views



Master Views



Show



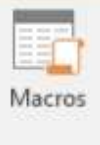
Zoom



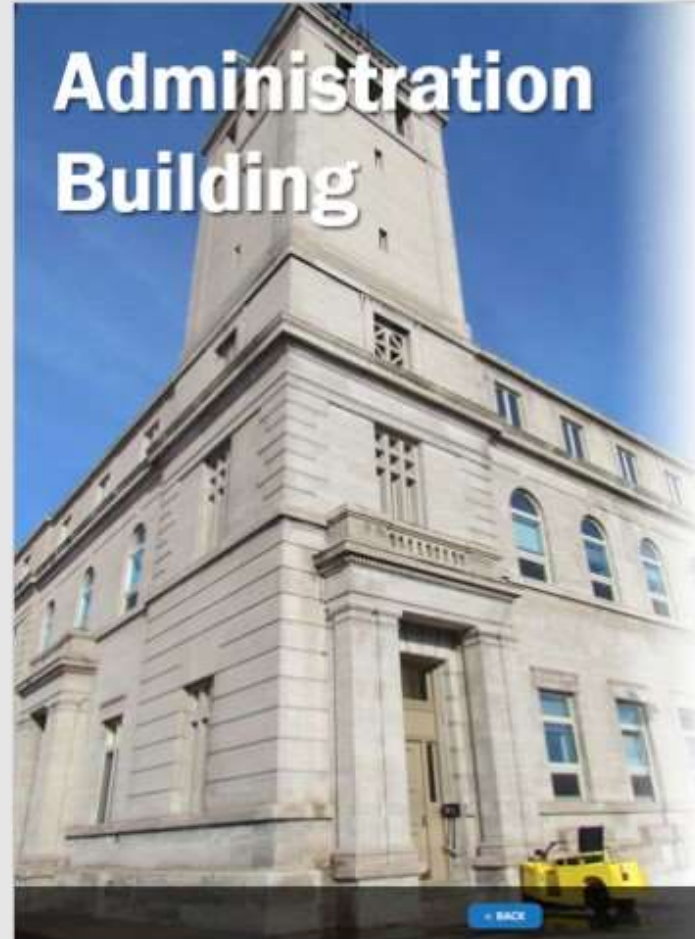
Color/Grayscale



Window



Macros



Administration Building

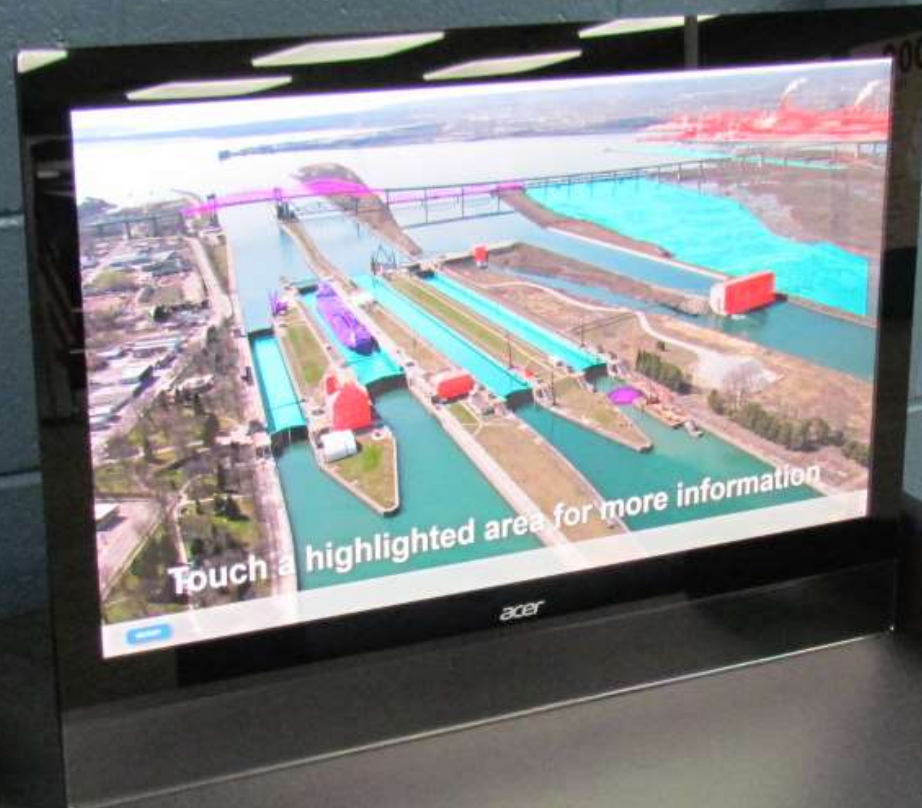
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BACK

TO AERIAL PHOTO

NEXT





How's the weather?

Built in 1899 this building housed the local office of the Weather Bureau. From here, they monitored conditions, made forecasts and hand delivered weather reports to passing vessels.

Ship-to-shore radio made it less important to have a station right at the locks and the Weather Bureau relocated to the city airport in 1941.

The American Merchant Marine Library Association took over the building soon after. They not only gave sailors new magazines and books, but also provided rides to the hospital, airport or bus station. Sailors waiting to board a vessel could relax in their lounge and use the telephone to call their families.

Funding cuts and the spread of cell phones and satellite television led to the closing of the Sault Ste. Marie branch in 2004.

Today the Great Lakes Shipwreck Society leases the building for its headquarters and has exhibits inside.



Above, Weather Bureau Building from Portage Avenue in 1900.



Left, forecaster Arthur Piippo observes a weather balloon to gauge wind conditions.

Images courtesy of Carl Piippo.



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Above, Weather Bureau Building from Portage Avenue in 1900.



Left, forecaster Arthur Pilppo observes a weather balloon to gauge wind conditions.

Images courtesy of Carl Pilppo.



Steal Shamelessly

Why should you keep reinventing the wheel?



During an average year

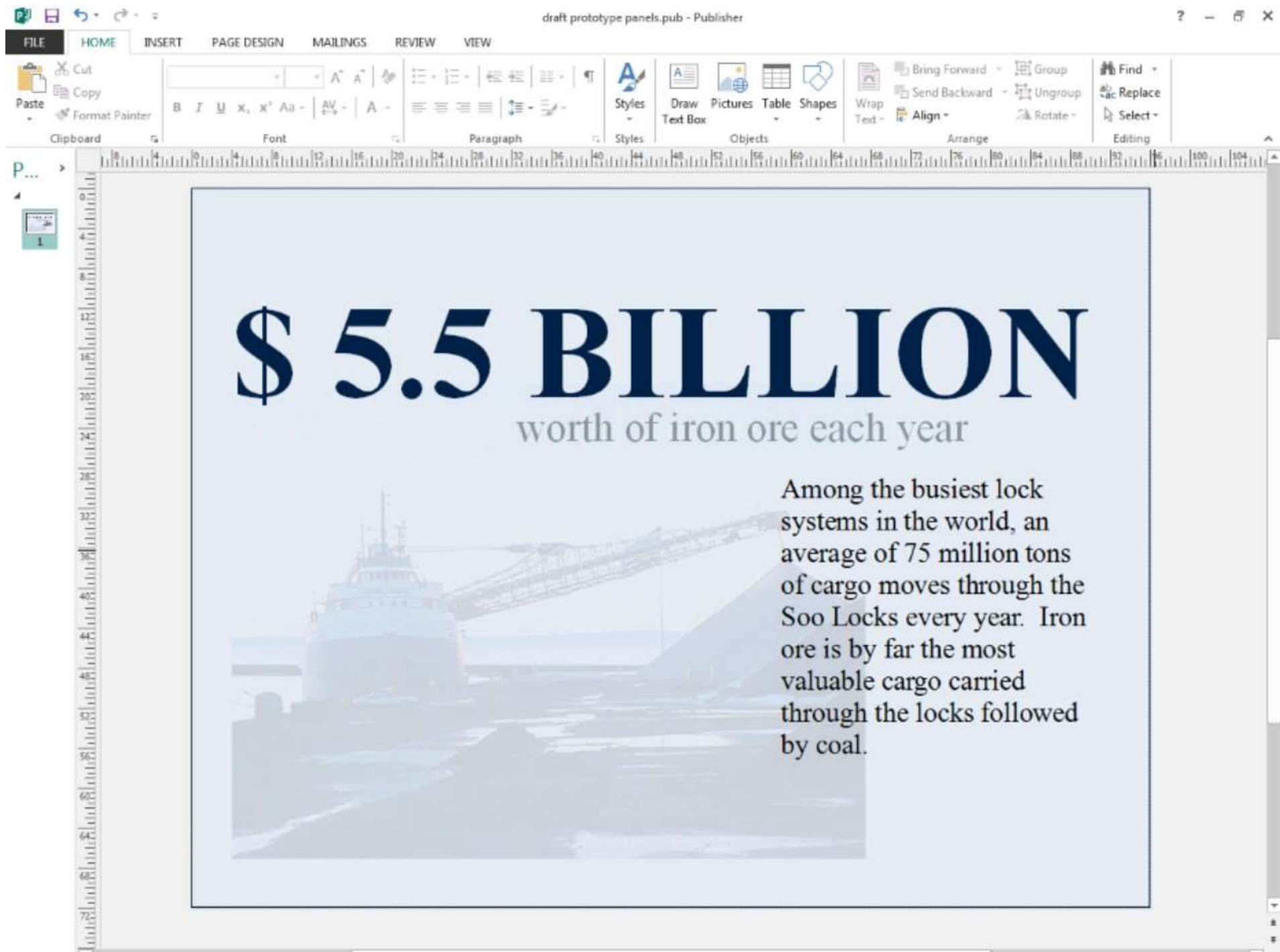
2,000
construction
workers

During an average year

1
building
2
city blocks
101
acres
4,560,000
square feet of space

During an average year

25,000
miles of plumbing



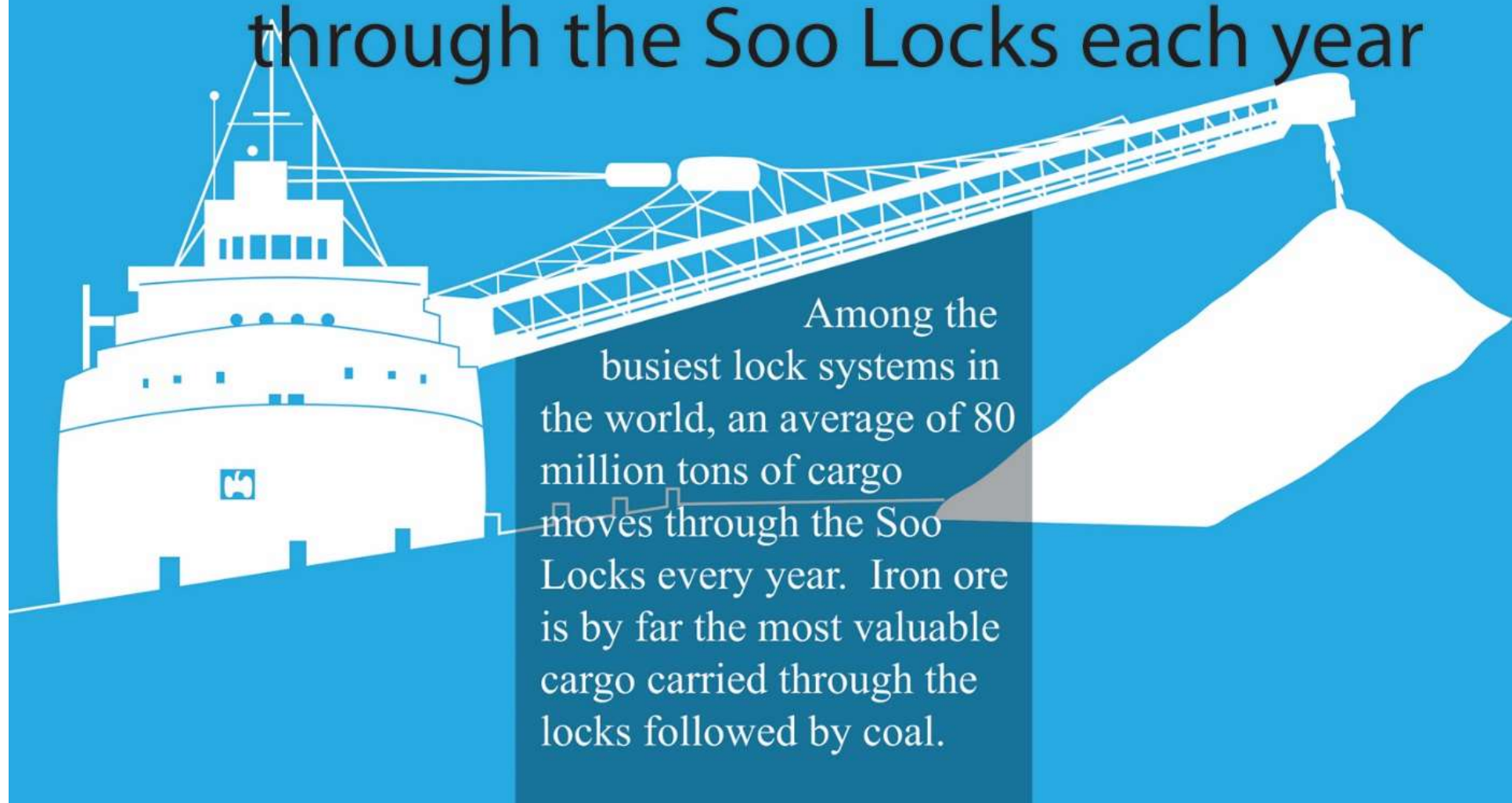
\$ 5.5 BILLION

worth of iron ore each year

Among the busiest lock systems in the world, an average of 75 million tons of cargo moves through the Soo Locks every year. Iron ore is by far the most valuable cargo carried through the locks followed by coal.

\$500.4 billion

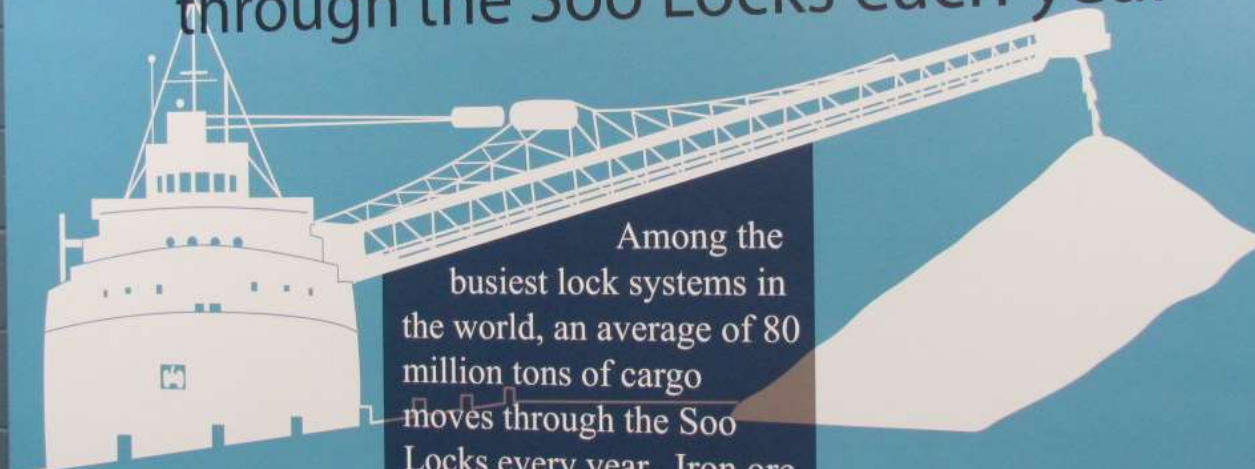
value attributed to iron ore shipped
through the Soo Locks each year



Among the busiest lock systems in the world, an average of 80 million tons of cargo moves through the Soo Locks every year. Iron ore is by far the most valuable cargo carried through the locks followed by coal.

\$500.4 billion

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through the Soo Locks each year



Among the
busiest lock systems in
the world, an average of 80
million tons of cargo
moves through the Soo
Locks every year. Iron ore
is by far the most valuable
cargo carried through the
locks followed by coal.




BOB-LO MEMORIES

Do you have a favorite Bob-Lo memory? Perhaps you recall a favorite ride or a memorable trip on the *Columbia* or *Ste. Clair*? Please share it with us.



My Bob-Lo Memory...



DOSSIN
GREAT LAKES

My

My Bob-Lo Memory...

I remember going to Bob-Lo Island on the Columbia in 1925.

My Bob-Lo Memory...

I remember going to Bob-Lo Island on the Ste. Clair in 1925.

My Bob-Lo Memory...

I remember going to Bob-Lo Island on the Columbia in 1925.

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I remember going to Bob-Lo Island on the Ste. Clair in 1925.

My Bob-Lo Memory...

I remember going to Bob-Lo Island on the Columbia in 1925.

My Bob-Lo Memory...

I remember going to Bob-Lo Island on the Ste. Clair in 1925.

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My Bob-Lo Memory...

I remember going to Bob-Lo Island on the Ste. Clair in 1925.

What do you love about the Soo Locks and boats?

Since 1855 people have come to the Soo Locks to watch boats pass through the locks.

In the early days people stood on the shore to watch, later a balcony was added to an office to provide a better view. In 1967 the Visitor Center was built and expanded in 1995. More recently a new observation platform was built in 2011.

The locks are part of your daily life, but if this is your first time, it's a great experience and we invite you to share your story.



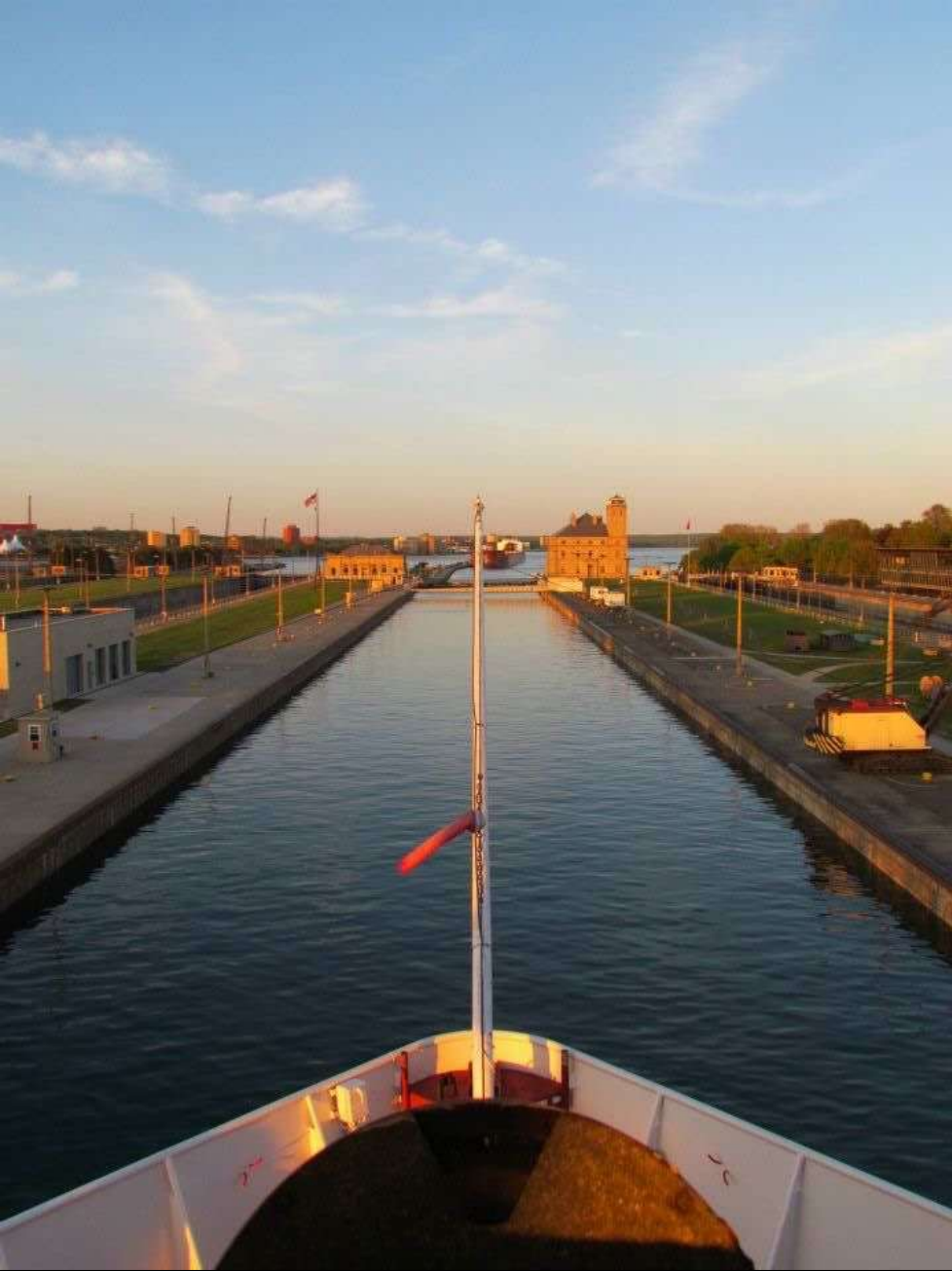
I like the Soo Locks because ...

no matter how
many times I
visit (at least once
a year) I always
want to come
back

-Emily ♡







St. Catharines Museum

Welland Canals Centre
St. Catharines, Ontario, Canada



Sailing Distances of Ports from LOCK 3
1 nautical mile (nm) = 1.15 statute miles = 1.85 km

LAKE ONTARIO, Port Weller 4 nm (6 mi. or 9 km)	Port Colborne, LAKE ERIE 18 nm (21 mi. or 33 km)
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29 Toronto	Buffalo 37
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306 Montreal	Windsor 230
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3393 London	Sault Ste. Marie 521
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5656 Rio de Janeiro	Thunder Bay 755
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10536 Singapore <small>(VIA SUEZ CANAL)</small>	Chicago 782
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11569 Melbourne <small>(VIA PANAMA CANAL)</small>	New York City 478 <small>(VIA SUEZ CANAL)</small>
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What will the next ship's destination be?
Updated information is posted
daily in the Welland Canals Centre
during Canal Season.

St. Catharines Museum
Welland Canals Centre
St. Catharines, Ontario, Canada

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Soo Locks
Sault Ste. Marie, Michigan
Estimated sailing times and distances
from the Soo Locks

Marquette 11 hours / 159 miles
Mackinac Bridge 7 hours / 90 miles

Copper Harbor 15 hours / 189 miles
Green Bay 18 hours / 288 miles

Thunder Bay 17 hours / 273 miles
Detroit 24 hours / 331 miles

Silver Bay 21 hours / 352 miles
Chicago 29 hours / 414 miles

Two Harbors 25 hours / 371 miles
Toronto 52 hours / 630 miles

Duluth 28 hours / 394 miles
Quebec City 84 hours / 1106 miles

Casablanca, Morocco
13.5 days / 4588 miles

Upper Canada

Fort York



Lake Ontario

reek



Fort George



Lundy's Lane



Fort Niagara

Fort Erie



Black Rock

