



METAL FORMS CORPORATION
SINCE 1909

Form To Finish™

A PUBLICATION FOR MFC DEALERS

SPRING 2022

MEL'S METTLE



The passage of the Infrastructure Investment & Job Act (IIJA) has renewed focus on one very important part of our nation's infrastructure: BRIDGES. The spotlight is justified because the US has a big bridge problem. More than 224,000 US bridges need repair work or should be replaced according to a 2021 report from the American Road & Transportation Builders Association (ARTBA).

Based on average repair and replacement cost data, ARTBA estimates the cost of repairing all 224,000 bridges is \$260 billion. Given that the Infrastructure Bill spends roughly \$1.2 trillion (yes, trillion!) one would think there is enough money in the pot to not only fix our bridges, but to also repair our entire transportation system. WRONG! In reality, the Infrastructure Bill allocates a total of \$110,000 billion for both bridges and roads. Mathematics is not my strong suit, but my calculations indicate that the \$110,000 billion doesn't even go halfway to solving our bridge problem, let alone adequately addressing our decaying road system.

Labeling the \$1.2 trillion as the "Infrastructure Investment Act" is a political "sight of hand". When we hear the word "INFRASTRUCTURE", what comes to mind are highways, bridges and power grids that provide clear operational benefits. Most Americans have a positive reaction to infrastructure projects since they can actually see tangible results from their hard-earned tax dollars. At worst, strong critics of the Infrastructure Act claim that only 6% of the spending deals with roads and bridges. At best, from half to three-quarters of the \$1.2 trillion goes to none of the things normally considered infrastructure. Oh, you politicians are so clever and deceiving!

Contrast this "smoke & mirror" approach to infrastructure by our political leaders with a totally different approach by a fellow by the name of Jeff Bezos. The controversial Amazon CEO wants authorities in Rotterdam, Netherlands to dismantle and rebuild the historic De Hef Bridge to allow his "supercraft" to pass through to open seas. Bezos commissioned a Dutch company to build the world's largest sailing yacht which will exceed the 130 foot clearance. The company asked the township to tear-down and rebuild the bridge with Bezos footing the entire bill. In my mind, a user fee extraordinaire.



The USA Has A Bridge Problem

continue on page 2



METAL FORMS CORPORATION
SINCE 1909



Steel Forms



Plastic Forms



Concrete Finishers



Wheelbarrows

- | | |
|-----------------|---|
| Tom Miller | Chief Executive Officer
temiller@metalforms.com |
| Tim Fox | President
tfox@metalforms.com |
| Dan Block | Executive Vice President
dblock@metalforms.com |
| Lynn Kuykendall | Sr. Account Executive
lynnk@metalforms.com |
| Tanya Proby | Account Executive
tanya@metalforms.com |
| Matt Michel | VP. National Accounts
mlmichel@metalforms.com |
| Chris Grandt | VP. Dealer Sales
cgrandt@metalforms.com |
| Alex Topczewski | National Accounts Representative
alex@metalforms.com |

3334 NORTH BOOTH STREET - MILWAUKEE, WISCONSIN 53212
U.S.A. Phone: 414-964-4550 / Fax: 414-964-4503
Email: info@metalforms.com / Web: www.metalforms.com



mel's mettle continued

Bezos isn't the only US billionaire with a straight forward infrastructure vision. Elon Musk's Boring Co. has already completed a complex underground tunnel connecting the newly expanded Las Vegas Convention Center. Next up is a huge project to construct a 29 mile network of tunnels beneath the City of Las Vegas that would connect hotel casinos with the Convention Center, the new football stadium and McCarran Airport. Las Vegas transportation authorities just gave the go-ahead emphasizing that the Boring Co. will pay for the tunnels without the aid of any tax dollars. What an interesting concept: Covering infrastructure costs without pain to the taxpayer's pocketbook.

Do you think visionaries like Bezos or Musk would let our US bridges collapse to such a miserable condition? Is it too much to ask Congress and government bureaucrats to step aside and usher-in a panel of business savvy individuals to administer our national infrastructure? My bet is that this group would figure-out a way to repair and permanently maintain our roads and bridges. Of course, a plan like this makes too much sense, so Congress will continue on the destructive path of not adequately addressing a US infrastructure that has sagged to a sad ranking of 13th in the world.

What a shame, because the US could be building back so much better.



Length of 224,000 bridges in need of repair or replacement stretches over 6,000 miles. This distance would crisscross the nation from Seattle to Miami and from San Diego to Portland, ME.

MFC PRODUCTS BRIDGE THE REPAIR GAP

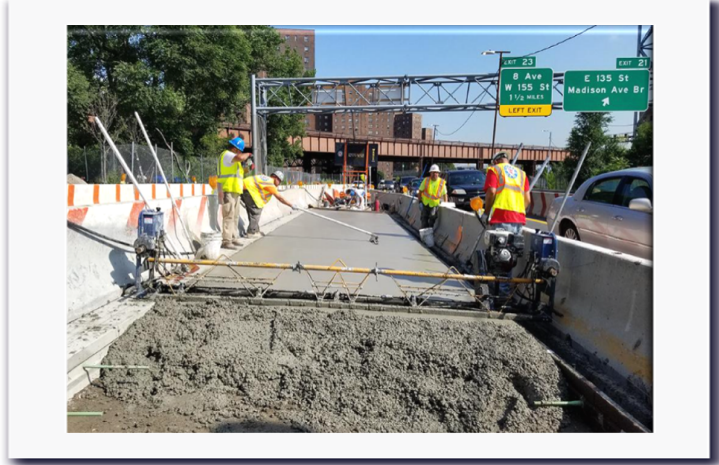
Parapet Forms

MFC specializes in engineering forming systems for placing all types of bridge safety walls. All forms are manufactured to meet exacting state, federal and international specifications.



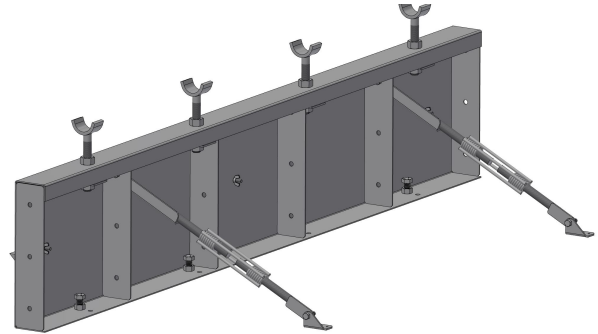
Approach and Deck Screeds

Adjustable width finishing machines (SPEED SCREED®) provide a convenient method to place concrete roadways transitioning to bridge deck pavements. Optional offset assemblies available for bridge deck finishing operations.



Deck Forms

A new steel forming system recently introduced by MFC for placing concrete bridge decks. Forms are designed to match-up to existing normal lumber sizes with options for adjustable chamfer, leveling bolts and aligner assemblies.



FROM THE ARCHIVES

Original Bridge Parapet Design



This 1931 photo shows what was perhaps one of the first sets of forms engineered for bridge work. The image captures the construction of a concrete safety wall on the Lincoln Memorial Bridge, Milwaukee, WI.

MEL'S MUSINGS

If a businessman makes a mistake, he suffers the consequences. If a bureaucrat makes a mistake, you suffer the consequences.

-Ayn Rand





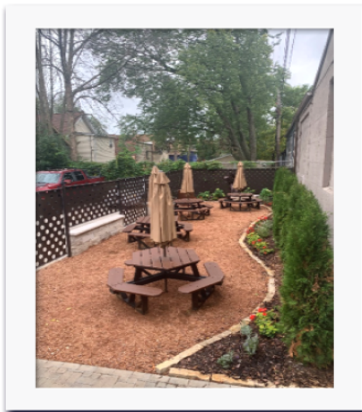
Form To Finish™

Metal Forms Corporation
3334 North Booth Street
Milwaukee, WI 53212

PRESORTED
FIRST CLASS MAIL
U.S. POSTAGE
PAID
Milwaukee, WI
PERMIT NO. 1

Form To Finish™

SPRING HAS SPRUNG



Time to pack away your gloves, wool caps, overcoats and masks. After a long winter, and as warmer weather approaches, the entire MFC staff will be able to enjoy a brand new patio area.

Employees helped build the addition including the decorative fencing. The outdoor patio will provide a relaxing setting for employees to take a break, have lunch or simply gather to network.

TRADESHOWS

October 24-30, 2022
Munich, Germany
USA Pavilion

March 14-18, 2023
Las Vegas, Nevada
Booth: C22417 / Central Hall