



**October 27, 2010
FOR IMMEDIATE RELEASE**

Media Contact:
Dale McGlothlin
(202) 341-8615
dm@seachangeglobal.com

Minnesota Company Transforming Highway and Bridge Repair by Using NCFI Engineered Polyurethane Foam

MOUNT AIRY, NC—Gary Molstre, owner of Mudpumpers Mudjacking, Moorehead, MN, says there is no chance they are changing the company name, but they are definitely changing the material they use to repair highways and bridges to an engineered polyurethane foam system and they've coined a term for it: "foamjacking".

Mudjacking, also called slab jacking, concrete lifting, concrete raising, and slab leveling, is the traditional method of fixing damaged concrete highways and bridge approach panels. The process was developed in the 1930s and involves pumping "mud" (everything from clay, sand, and loam, to Portland cement, fly ash, lime, casting plaster, and hot asphalt have been used) beneath concrete slabs that have become uneven, sunken, and/or pulled away from bridge approaches due to soil erosion and/or the soil being compacted or compressed from the sheer weight of the slab. Mudjacking involves drilling holes in the concrete and pumping "mud" and pressure beneath to lift the slab to its original place and keep it there.

"We've been doing this work for 22 years," says Molstre. "We began using NCFI's TerraThane engineered polyurethane foam system four years ago and

we love it,” says Molstre. “NCFI’s foam system was a perfect fit for us. It allows us to provide our customers in the public and private sector the added benefit of choice,” claims Molstre proudly. “We just completed sixteen bridge approaches on I-29 and another six on I-94 near Fargo, ND, a total of 9,400 square yards with TerraThane and it really did the job.” Bridge approaches made of concrete slabs can settle anywhere from two to four inches making for uncomfortable, unsightly, and potentially dangerous driving conditions. “We foamjacked 22 approach panels with over 120,000 lbs. of TerraThane, and then tapered and smoothed the ride by lifting anywhere from 40-80 feet of the road to meet each newly lifted bridge deck.” The North Dakota DOT was very happy with the job. Foamjacking is the new, better model for efficient highway and bridge repair.”

Patrick Burchett, senior product manager for NCFI, a company pioneering the use of engineered polyurethane foam in concrete lifting, says, “Our product, TerraThane, has some definite advantages over mudjacking: it’s cleaner, lighter so there isn’t as much weight on the soil or bridge beneath, and the contractor can drill smaller holes in the concrete to apply it. This specially formulated polyurethane foam utilizes a hole that is only five-eighths inch or smaller compared to mudjacking holes that run between one inch and two inches.”

Molstre claims his company is seeing a major increase in demand for foamjacking from DOTs and highway contractors in the Central and Midwest United States. “This Red River Valley soil likes to move. We’re seeing more demand not just for foamjacking highways and bridge approaches, but also for lifting floors in commercial buildings and other applications. TerraThane does a great job and NCFI’s technical support staff has gone above and beyond by helping us set up the polyurethane rig and fine-tune the process. It was the first time a manufacturer sent tech reps to our jobsite, which we really appreciated. They really care about our business. In fact, foamjacking with TerraThane is transforming our company. We won’t change to another product.” He jokes, however; “But I think we’ll keep our name.”

###

**For more information, or to arrange an interview on this subject contact:
Dale McGlothlin (202) 341-8615
dm@seachangeglobal.com**

About NCFI

NCFI was organized in 1964 by research chemist, Dr. H. W. Bradley and Barnhardt Manufacturing Company. NCFI is headquartered in Mt. Airy, NC and manufactures polyurethane foam chemical systems for spray foam-in-place insulation (SPF), roofing, marine floatation, packaging, specialty molding, and many other uses. The company also offers a complete line of flexible foams for furniture seating, transportation seating, bedding, carpet underlay, and packaging. NCFI also has manufacturing plants in Hickory, N.C., Dalton, GA., and Salt Lake City, UT. To learn more about NCFI please visit www.NCFI.com.