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Three from Euless, including Texas A&M DL Polo Manukainiu, die in car accident



Brandon Wade/AP

In this Oct. 21, 2011 photo, Trinity's junior defensive lineman Gaius Vaenuku (52) rushes Grapevine junior quarterback Brett Harbin (10) during a high school football game at Pennington Field in Bedford, TX. Texas A&M officials say freshman NCAA college football defensive lineman Polo Manukainiu died in a rollover crash, Monday, July 29, 2013, in New Mexico during a trip home from Utah. New Mexico State Police say Gaius Vaenuku, an incoming member of the Utah football team, also died after the wreck. Manukainiu was a 19-year-old redshirt freshman.

SportsDayDFW.com

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An SUV rollover crash Monday in northern New Mexico has claimed the lives of Eulesss teenagers Polo Manukainiu, 19, Gaius "Keio" Vaenuku, 18, and Lolo Uhatafe, 13.

The 2002 Toyota Sequoia was traveling south on U.S. 550 and drifted off of the roadway. The driver over corrected and the vehicle rolled several times, according to New Mexico State Police.

Manukainiu and Lolo Uhatafe were ejected from the vehicle and pronounced dead at the scene. Vaenuku was transported from the scene of the accident but was pronounced dead in the ambulance. Salesi Uhatafe and his father Salesi Sr. were transported to San Juan Regional Hospital after sustaining minor injuries.

Manukainiu, a defensive lineman at Texas A&M, and Salesi Uhatafe are stepbrothers. Salesi Uhatafe and Vaenuku, who also graduated from Eulesss Trinity, were to play football for Utah in the fall. Lolo Uhatafe, a Eulesss Junior High student, is Salesi's brother.

"It's not going to be the same and he was a good boy and his brother too, they are both good boys," said Lima Uhatafe, the mother of Lolo and Salesi Uhatafe, to Fox 4 in Dallas. "He loved his school he loved his family, that was the last word I heard from him."

Students began gathering at Eulesss Trinity on Tuesday to prepare a memorial.

"They were great, great kids," said Eulesss Trinity principal Mike Harris of Manukainiu and Vaenuku. "Great personalities. Not only were they physically bigger than life, but so were their personalities. They were loved and adored. They were kids you loved to send

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out as ambassadors for Trinity High School. We took as much pride in their being Trinity graduates as they did from being Trinity grads."

Alcohol was not involved and it appears the driver was the only one wearing a seat belt, according to the police report.

"We lost a terrific young man," Texas A&M coach Kevin Sumlin said. "Polo was loved by his teammates and coaches. Anyone who came in contact with him was struck by his sense of humor and smile. My heart aches for his mom and family members."

Former Texas A&M and DeSoto defensive end Damontre Moore helped recruit Manukainiu for the Aggies, first meeting Manukainiu when he was a 6-foot-5, 275-pound high schooler.

"He was this huge kid," Moore told The Associated Press in a phone interview from New York Giants training camp. "I'd been in college already for like two years and he was this huge monster who had at least two inches over me and he was so intimidating. And when he talked he was the kindest person in the world. He was like the gentle giant."

Vaenuku was a defensive tackle who had planned to play one year at Utah before going on a two-year Mormon mission, the Deseret News of Salt Lake City reported in January when he committed. The son of Sam and Sela Vaenuku leaves behind four siblings.

"Everyone who knew Gaius is heartbroken today," Utah coach Kyle Whittingham said. "He was the kind of young man who lit up a room and his future in football and life had no boundaries. Words cannot express our devastation over the loss of Gaius."

Texas A&M's football team has experienced tragedy before. The Aggies also lost teammate Joey Villavisencio in a car accident in December of 2011.

In his speech after winning the Heisman Trophy, Johnny Manziel mentioned the late offensive lineman and the team dedicated a playground named in honor of Villavisencio in March at Twin City Mission in Bryan.

Texas A&M associate athletic director Alan Cannon said Manukainiu was known for his sense of humor and "will be sorely missed as a person you enjoyed being around." He said the football staff was working Tuesday to notify teammates of his death. Players are scheduled to report to campus Sunday to begin practicing for the upcoming season.

Cannon said Manukainiu was to wear jersey No. 90 and that it was too early to determine if players will affix the number to their uniforms as a tribute. The NCAA must

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approve any such recognition, Cannon said. He was a recreation, parks and tourism science major, the school said, and is survived by his mother, Lima Uhatafe of Euless. In his last post on Twitter, Manukainiu posted, "22 hour drive back to Texas on no sleep. Oh my."

The following is the statement from the State of New Mexico Department of Public Safety:

Sandoval County-On Monday, July 29, 2013 at 6:52 p.m.; New Mexico State Police Officers were dispatched to a single vehicle roll over on US 550, mile post 85. As a result of this crash, three subjects were declared deceased upon arrival of Officers.

Based on the preliminary investigation, it appears as if the vehicle was traveling southbound on US 550. The driver, Siaosi Uhatafe (18) of Euless, Texas was traveling south and drifted off the road on the passenger side. Mr. Uhatafe over corrected back to the right, causing the vehicle to lose control and roll several times. The group was traveling back to Texas from Salt Lake City Utah.

Two of the passengers were ejected from the vehicle, while the third stayed lodged in the vehicle.

The three deceased subjects have been identified. They are: Andrew Uhatafe (13) of Euless TX; Gaius Vaenuku (18) of Euless TX; and Polo Manukainiu (19) of Euless TX.

Mr. Siaosi Uhatafe (driver) and Salesi Uhatafe Sr. (father) were transported to the San Juan Medical Center in Farmington, New Mexico with minor injuries. Siaosi Uhatafe, the driver of the vehicle, was the only subject utilizing his seatbelt.

Furthermore, it appears as if the three deceased victims were not utilizing their seatbelts.

Our thoughts go out to the victims' families during this tragic event.

-From staff and wire reports. Kate Hairopoulos contributed to this story.

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DATE DISTRIBUTED 8/1/13 DATE OF ARTICLE 6/28/13 NEWSPAPER FWST

New laws allow Texas 183 expansion from Fort Worth to Dallas

Posted Friday, Jun. 28, 2013

IRVING — Help is on the way for white-knuckle drivers who are tired of the congestion on Texas 183 between Euless and Dallas, near the south entrance to Dallas/Fort Worth Airport.

State and local officials announced Friday that they will move forward with plans to hire a private developer and rebuild Texas 183 from near Industrial Boulevard in Euless to Interstate 35E in Dallas, including the roads surrounding the former Texas Stadium site in Irving.

The project, which could total \$3.8 billion over the next several decades, might also include a makeover of Loop 12 near the stadium site, as well as Texas 114 from the stadium area to the north airport entrance in Grapevine.

“When it’s over, the region will have gained a state-of-the-art facility and one of the safest facilities in the state,” Rep. Linda Harper-Brown, R-Irving, said Friday during a ceremony at the University of Dallas in Irving.

The first phase could begin as soon as mid-2014 and be completed in 2019, Texas Department of Transportation officials said.

Growing trend

Laws passed by Harper-Brown and others allow the Transportation Department to hire private developers under certain circumstances to take over road projects. The public-private partnerships often involve using tolls to repay debt or equity investments by those developers, which are entitled to make a profit over years or decades.

The trend is growing worldwide as nations struggle to build infrastructure to move goods and keep people mobile.

An estimated \$27 trillion is available worldwide to invest in transportation projects, including pension and equity funds, David Fass, Macquarie Group chief executive in Europe, Middle East and Africa, told attendees in late May at the International Transport Forum in Leipzig, Germany.

That’s enough money to solve many traffic problems in the U.S. and other countries. For some critics, the reliance on private developers raises questions about whether the public’s money and its ownership of public roads are being safeguarded.

For the Texas 183 project, the Transportation Department is seeking proposals from teams of private developers and hopes to announce a winner by early 2014, Executive Director Phil Wilson said.

Getting their share

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The initial phase calls for rebuilding lanes, improving frontage roads and adding a toll lane in each direction. In future phases, a second toll lane and another toll-free lane would be added in each direction, although those phases might not materialize for more than a decade.

Although the improvements would improve traffic flow on the toll-free lanes, the best way for motorists to avoid congestion would be to use the toll lanes. Many critics compare that to paying an additional tax.

Nonetheless, area officials gathered Friday to thank the Legislature for enacting laws allowing expanded use of public-private partnerships to pay for projects the state couldn't otherwise afford.

"We really thought y'all forgot about us," Euless Mayor Mary Lib Saleh said.

She noted that the North Tarrant Express project in Tarrant County, a \$2.5 billion makeover of Loop 820 and Texas 121/183, ended near Industrial Boulevard in Euless, leaving officials in that city wondering — until Friday — whether they'd get their share.

"Things are happening now because we are working together as a region," she said.

Pass-through financing

The Texas 183 project announced Friday essentially becomes an eastern extension of the North Tarrant Express, although it will be built under a different contract.

To pay for the work, state officials want to use pass-through financing. The precise way it will work hasn't been hammered out, but generally, the developer would arrange financing upfront. In return, the state would repay the developer over time, based on a formula that accounts for how many vehicles use the road.

Tolls collected on that part of Texas 183 would go to the state but could then be used to repay the developer. That arrangement is somewhat different from what's being used on the North Tarrant Express, in which the developer gets to collect and keep the toll revenue for 52 years.

Texas 183 has been a main east-west route through North Texas since the 1940s, and it became a crucial commuting path in the late 1960s when the construction of DFW Airport brought thousands of residents into the then-undeveloped area known as Northeast Tarrant County or, as some call it, the Mid-Cities.

Today, Texas 183 carries a whopping 180,000 vehicles per day in some spots, yet it has remained essentially the same since a lane was added in each direction in 1973.

Gordon Dickson, 817-390-7796 Twitter: @gdickson

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So what is actually happening with the SH 183 project?



By Deborah Fleck / News Assistant

dfleck@dallasnews.com

1:49 pm on June 29, 2013 | [Permalink](#)

A slew of officials spoke about the SH 183 project Friday morning at a news conference at the **University of Dallas**. While a slide show of project details flashed in the background, **Rep. Linda Harper Brown** moderated remarks from **Phil Wilson** and **Bill Hale** of TxDOT, **Victor Vandergriff** of the Texas Transportation Commission, **Mike Cantrell** of the Regional Transportation Council, Irving City Council members **John Danish** and **Brad LaMorgese**, **Jeff Fegan** of DFW Airport, **Dr. Elba Garcia**, Euless Mayor **Mary Lib Saleh** and a few others.

So what did they all say? Basically that they support the SH 183 project, which has now expanded to include SH 114 and Loop 12 and an extension into Euless, and that they appreciate Harper Brown's efforts in pushing along the project.

Here's a partial recap by **Gordon Dickson** of the *Fort Worth Star-Telegram*:

—State and local officials announced Friday that they will move forward with plans to hire a private developer and rebuild Texas 183 from near Industrial Boulevard in Euless to Interstate 35E in Dallas, including the roads surrounding the former Texas Stadium site in Irving. The project, which could total \$3.8 billion over the next several decades, might also include a makeover of Loop 12 near the stadium site, as well as Texas 114 from the stadium area to the north airport entrance in Grapevine.

The first phase could begin as soon as mid-2014 and be completed in 2019, TxDOT officials said.

Laws passed by Harper-Brown and others allow TxDOT to hire private developers under certain circumstances to take over road projects. The public-private partnerships often involve using tolls to repay debt or equity investments by those developers, which are entitled to make a profit over years or decades.

For the Texas 183 project, TxDOT is seeking proposals from teams of private developers and hopes to announce a winner by early 2014.

The initial phase calls for rebuilding lanes, improving frontage roads and adding a toll lane in each direction. In future phases, a second toll lane and another toll-free lane would be added in each direction, although those phases might not materialize for more than a decade. (Question from me: Would the toll lanes bypass Irving?)

And about financing, Dickson writes:

To pay for the work, state officials want to use pass-through financing. The precise way it will work hasn't been hammered out, but generally, the developer would arrange financing upfront. In return, the state

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would repay the developer over time, based on a formula that accounts for how many vehicles use the road.

Tolls collected on that part of Texas 183 would go to the state but could then be used to repay the developer. That arrangement is somewhat different from what's being used on the North Tarrant Express, in which the developer gets to collect and keep the toll revenue for 52 years.

(Another question from me: What developers are being considered?)

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DATE DISTRIBUTED 8/1/13 DATE OF ARTICLE 7/1/13 NEWSPAPER FWST

'These roads will be so great when ...'

Plans to expand Airport Freeway in Euless and Irving, the next leg of an already expansive makeover of Northeast Loop 820 and the Hurst-Euless-Bedford portion of Airport Freeway, are moving forward.

Say this to yourself: "These roads will be so great when the construction is finished."

Repeat it until your blood pressure goes back down.

Yes, an enormous amount of highway work is happening in Tarrant County, all at the same time. If your commute involves a freeway with no orange construction barrels and concrete barricades, you're lucky.

But yes, Airport Freeway (Texas 183) from around Industrial Boulevard in Euless through Irving to Interstate 35E in Dallas also badly needs a makeover.

When traffic is moving fast, this is a high-tension drive squeezing down outdated pavement. Often it moves slowly or barely at all.

With work on Northeast Loop 820 and the H-E-B part of Airport Freeway advanced enough to show how much wider and more attractive the finished road will be, it's clear the same is needed the rest of the way to Dallas.

State and local officials announced Friday that they will move forward with plans to hire a private developer for the new project. Roads surrounding the former Texas Stadium site in Irving will be included in what could be \$3.8 billion worth of work over several decades.

Eventually, the project could include a makeover of Loop 12 near the stadium site, as well as Texas 114 from the stadium area to the north airport entrance in Grapevine.

The first phase could begin by the middle of next year and be finished in 2019, Texas Department of Transportation officials said.

Initial plans call for rebuilding lanes, improving frontage roads and adding a toll lane in each direction. Later, a second toll lane and another toll-free lane in each direction are expected, although that part could be more than a decade off.

This mixture of free lanes and toll lanes is part of the plan for several Tarrant County projects, including Interstate 35W in Fort Worth, the Loop 820/Airport Freeway remake and the DFW Connector in Grapevine.

The 27.6-mile Chisholm Trail Parkway in southwest Tarrant County and the now-open President George Bush Turnpike in western Dallas County are all-toll.

Say it again: "These roads will be so great ..."

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Southlake-based Bloomfield Homes sells stake to Japanese firm

Posted Monday, Jul. 01, 2013

sabaker@star-telegram.com

The Seattle division of a Japanese forestry and home-building company has bought a 50 percent equity stake in Southlake-based Bloomfield Homes, the company said Monday.

Sumitomo Forestry Seattle is a subsidiary of Toyko-based Sumitomo Forestry Co., a company founded in 1691, according to its website.

Terms of the deal were not disclosed.

Don Dykstra, Bloomfield Homes president, said that he will continue in that role with the company and that Bloomfield will run the business.

“What it means for us is we’ve got a new partner,” Dykstra said. “To me this is the best of all worlds because we get access to their financial strength and can grow the business to its full potential using our current team and business model.”

Bloomfield Homes, founded in 2004, reported 2012 sales of \$89 million and 400 closings. It is considered the eighth-largest home builder in the region. Bloomfield Homes said it expects to close on 600 homes this year, with sales reaching \$135 million.

Bloomfield Homes builds in nearly two dozen Metroplex communities. Homes mostly range from \$200,000 to \$300,000 in price and target the move-up buyer. In Tarrant County, Bloomfield Homes bought 31 acres in north Fort Worth at Keller-Haslet Road and Park Vista Boulevard this year and 42 acres on South Main Street in Mansfield last fall.

Ted Wilson, a principal in the Dallas-based consulting firm Residential Strategies, said the deal is good for both companies. It gives Sumitomo Forestry a growth area and Bloomfield Homes capital for expansion.

Wilson said he doesn’t expect many changes for Bloomfield Homes, other than a stronger balance sheet.

Sumitomo Forestry said it has been expanding overseas and targeting the U.S. housing industry. The company said it saw Dallas-Fort Worth as an area that “promises robust housing demand.”

“While it conducts housing business in Seattle, growth in that area is constricted by its geographical limitation of being surrounded by the sea and mountains,” the company said. “The Dallas-Fort Worth metropolitan area is 2.5 times larger in market size compared to Seattle with 7 million people and 20,000 new housing starts in 2012.”

With the Bloomfield Homes deal, Sumitomo said it will aim to close 1,500 homes annually in the U.S.

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Sumitomo Forestry also owns a 50 percent equity stake in Australian home builder Henley Properties, which builds in Seattle under the MainVue brand. MainVue recently bought two sites in Frisco and one in McKinney, Wilson said.

Sumitomo also builds in China and South Korea, its website says.

This is the third sale of a DFW home builder this year. In January, Taylor Morrison of Scottsdale, Ariz., bought Darling Homes, which builds in several communities including Arlington. In May, Ryland Homes of California bought the DFW operations of LionsGate Homes, which builds in Arlington, Mansfield and the Dallas area.

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DATE DISTRIBUTED 8/7/13 DATE OF ARTICLE 7/9/13 NEWSPAPER Wall Street Journal.com

PRESS RELEASE | July 9, 2013, 4:20 p.m. ET

U.S. Concrete Added to Russell 2000 Index

U.S. Concrete Added to Russell 2000 Index

EULESS, Texas, July 9, 2013 (GLOBE NEWSWIRE) -- U.S. Concrete, Inc. (Nasdaq:USCR) ("U.S. Concrete") today announced that it has been added as a member of the U.S. small-cap Russell 2000 Index, a subset of the Russell 3000 Index. The Russell 3000 Index measures the performance of the largest 3,000 U.S. companies representing approximately 98% of the investable U.S. equity market. The Russell 2000 Index represents approximately 10% of the total market capitalization of the Russell 3000 Index and includes approximately 2,000 of the smallest securities in the Russell 3000 Index based on a combination of their market cap and current index membership. Membership in the Russell indices was finalized after the equity markets closed on June 28, 2013 and is subject to annual reconstitution by Russell Investments.

About U.S. Concrete, Inc.

U.S. Concrete services the construction industry in several major markets in the United States through its two business segments: ready-mixed concrete and aggregate products. As of the date of this press release, the Company has 101 fixed and 11 portable ready-mixed concrete plants and seven producing aggregates facilities. During 2012, these plant facilities produced approximately 4.8 million cubic yards of ready-mixed concrete and 3.3 million tons of aggregates. For more information on U.S. Concrete, visit www.us-concrete.com.

CAUTIONARY STATEMENT REGARDING FORWARD-LOOKING STATEMENTS

This press release contains various forward-looking statements and information that are based on management's beliefs, as well as assumptions made by and information currently available to management. These forward-looking statements speak only as of the date of this press release. U.S. Concrete disclaims any obligation to update these statements and cautions you not to rely unduly on them. Although U.S. Concrete believes that the expectations reflected in such forward-looking statements are reasonable, it can give no assurance that those expectations will prove to have been correct. These forward-looking statements are subject to risks and uncertainties that may cause actual results to differ materially, including the possibility that the anticipated benefits from such activities, events, developments or transactions cannot be fully realized or the possibility that costs or difficulties related thereto will be greater than expected. Should one or more of these risks materialize, or should underlying assumptions prove incorrect, actual results may vary materially from those expected. Additional risks affecting U.S. Concrete are discussed in greater detail in U.S. Concrete's filings with the Securities and Exchange Commission; including U.S. Concrete's Annual Report on Form 10-K for the year ended December 31, 2012 and its subsequent filings on Form 10-Q.

CONTACT: Matt Brown, SVP & CFO

U.S. Concrete, Inc.
817-835-4105

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DATE DISTRIBUTED 8/1/13 DATE OF ARTICLE 7/19/13 NEWSPAPER FWST

Rocky road: Woman crashes car into ice cream parlor

Posted Friday, Jul. 19, 2013

BY DEANNA BOYD

dboyd@star-telegram.com

A Bedford woman was arrested Friday on suspicion of driving while intoxicated after she plowed her car through the front of two Euless businesses.

No one was injured in the crash, which occurred about noon at a shopping center off the 2700 block of Texas 121.

According to Euless police Lt. Eric Starnes, the woman's vehicle went through the front of a T-Mobile store and Baskin-Robbins ice cream store.

The driver, identified by police as Cindy Cannella of Bedford, was arrested on suspicion of DWI.

Deanna Boyd, 817-390-7655 Twitter: @deannaboyd

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Texas Driver Crashes Car Through Phone Store & Into Ice Cream Shop

July 19, 2013 3:18 PM



Mugshot of Cindy Cannella. (credit: Euless Police Department)

EULESS (CBSDFW.COM) – Frightening moments for some North Texas customers after a woman crashes her SUV through a cell phone business and into an ice cream shop.

According to police, the woman later identified as Cindy Cannella of Bedford crashed into a strip mall in the 2700 block of Highway 121 in Euless.

The SUV Cannella was driving went completely through a portion of a T-Mobile cell phone store and into a Baskin Robbins ice cream shop.

Everyone inside the businesses was able to jump out of the way and no one was injured.

Cannella was arrested on suspicion of Driving While Intoxicated.

Police are still investigating the incident.

Damage from the crash caused the phone store to close, but ice cream workers went back to the business of serving up cool treats.

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DATE DISTRIBUTED 8/1/13 DATE OF ARTICLE 7/25/13 NEWSPAPER Wall Street Journal

press release

July 25, 2013, 1:07 p.m. EDT

U.S. Concrete Announces Second Quarter 2013 Earnings Release and Conference Call Schedule

EULESS, Texas, Jul 25, 2013 (GLOBE NEWSWIRE via COMTEX) -- U.S. Concrete, Inc. /quotes/zigman/3871893/quotes/nls/uscr USCR -0.69% plans to release second quarter 2013 results on Thursday, August 8, 2013 at 6:00 a.m. Eastern time. In conjunction with the release, U.S. Concrete has scheduled an investor conference call, which will be broadcast live over the Internet on Thursday, August 8, 2013 at 10:00 a.m. Eastern time (9:00 a.m. Central).

What: U.S. Concrete Second Quarter 2013 Earnings Release Conference Call

When: Thursday, August 8, 2013 at 10:00 a.m. Eastern time

www.us-concrete.com

A replay of the conference call and archive of the webcast will be available after the call under the investor relations section of the Company's website at www.us-concrete.com.

For more information, please contact U.S. Concrete at 817-835-4159 or email danderson@us-concrete.com.

U.S. Concrete services the construction industry in several major markets in the United States through its two business segments: ready-mixed concrete and aggregate products. As of the date of this press release, the Company has 101 fixed and 11 portable ready-mixed concrete plants and seven producing aggregates facilities. During 2012, these plant facilities produced approximately 4.8 million cubic yards of ready-mixed concrete and 3.3 million tons of aggregates. For more information on U.S. Concrete, visit www.us-concrete.com.

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This press release contains various forward-looking statements and information that are based on management's beliefs, as well as assumptions made by and information currently available to management. These forward-looking statements speak only as of the date of this press release. U.S. Concrete disclaims any obligation to update these statements and cautions you not to rely unduly on them. Although U.S. Concrete believes that the expectations reflected in such forward-looking statements are reasonable, it can give no assurance that those expectations will prove to have been correct. These forward-looking statements are subject to risks and uncertainties that may cause actual results to differ materially, including the possibility that the anticipated benefits from such activities, events, developments or transactions cannot be fully realized or the possibility that costs or difficulties related thereto will be greater than expected. Should one or more of these risks materialize, or should underlying assumptions prove incorrect, actual results may vary materially from those expected. Additional risks affecting U.S. Concrete are discussed in greater detail in U.S. Concrete's filings with the Securities and Exchange Commission; including U.S. Concrete's Annual Report on Form 10-K for the year ended December 31, 2012 and its subsequent filings on Form 10-Q.

CONTACT: Matt Brown, SVP & CFO

U.S. Concrete, Inc.

817-835-4105