



PROGRESS

THE NEW FREDERICK DOUGLASS MEMORIAL BRIDGE

SPRING 2022 EDITION



HOPE FOR THE FUTURE
OUR HOPES WERE NEVER BRIGHTER UNTIL NOW

BUILDING MORE THAN A BRIDGE
STRIVE MENTORSHIP PROGRAM SHEPHERDS NEXT GENERATION OF BRIDGEBUILDERS



MESSAGE FROM THE DIRECTOR

Complete is a word not often used in infrastructure. That's because its very definition signifies work that is finished, without the need for additional building or refinement. For obvious reasons, this can never fully be declared with matters of transportation. But while we recognize that there is always more that can be done, we also acknowledge that the years of effort toward getting to this point with The Frederick Douglass Memorial Bridge does, in a way, symbolize completion.

The journey of remaking the bridge between cultures, communities, and people began with one simple, yet monumental order: to set the highest standard in bridge design, while paying homage to an American icon.

As an agency, we could not be more proud of the men and women who embraced this order with eagerness, tenacity, persistence, and resilience. Their commitment to solving seemingly impossible challenges and unforeseen circumstances is commendable, to say the least. Their dedication to upholding the legacy of Frederick Douglass and the ideals he championed is what has given us all an immense amount of hope for the future.

In this issue, we celebrate the full completion of the bridge deck along with some of the highlights from our opening festivities over the past eight months. Read to learn:

- What final steps remain in our construction journey, plus a snapshot of our progress since opening the bridge to traffic at the end of 2021;
- How STRIVE, our six-week mentorship program, has afforded high school students at McKinley Tech the opportunity to learn from engineering and construction professionals on The Frederick Douglass Memorial Bridge project;
- Sandlot's local perspective from having a front row seat to the remaking of the bridge, and their plans to engage communities on both sides of the river; and
- Why DDOT's Bicycle Program Specialist Aaron Goldbeck believes the bridge's multimodal transportation design will improve the personal health of District residents.

Our progress on the New FDMB draws us that much closer to Mayor Bowser's goal of building safer, stronger, and healthier neighborhoods across the District's eight wards. The stories shared in this edition of Progress illustrate our collective sentiments of optimism, pride, hope, and gratitude for how far we've come and all that's ahead.

In service,



Everett Lott

Everett Lott
DIRECTOR, DISTRICT DEPARTMENT OF TRANSPORTATION

"Our hopes
were never
brighter
until now."

FREDERICK DOUGLASS

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HOPE FOR THE FUTURE

The New FDMB was lit pink in honor of the National Cherry Blossom Festival in March and April



As we count down the months in this final stage of construction on the New FDMB and the entire South Capitol Street Corridor project, we celebrate how far we've come and look expectantly to the future. The bridge deck opening in September 2021 marked approximately 90 percent completion of the bridge and 75 percent completion of this phase of the South Capitol Street Corridor project.

Here's a snapshot of our progress since opening the bridge to traffic in the fall:

- East and west traffic ovals are fully open to traffic.
- Q Street, Half Street and Potomac Avenue are fully open to traffic on the west side.
- On the east side, Ramp A and C are open to traffic providing southbound access to and from Suitland Parkway.
- I-295 is in its final lane configuration.
- Topsoil, trees, shrubs and flowering plants are being installed throughout the project.
- The Firth Sterling Avenue Bridge construction has been completed.

"While the winter months provided more challenges than expected when it came to placing concrete, the project remained on schedule,"

states Adam Hollon, South Capitol Bridgebuilders Project Manager. **"Additionally, the work to be performed is in tighter and tighter work areas requiring lane closures for almost all actions. This provides many sequencing challenges, but the team has been successful at ensuring everything runs smoothly to complete construction."**

OVALS UPDATE

Progress is also being made on the urban design and landscaping elements within the ovals (traffic circles on each side of the bridge) including seat walls, trees, shrubs, flowering plants, lighting, and grading. The West Oval is in its final configuration and there are finishing touches being made on the site concrete, bio planters, and walkways. The East Oval work currently includes work on site concrete, irrigation, and the pedestrian bridge. The oval interior work is expected to be completed by the end of May.

THE NEWFDMB IN LIGHTS

Recently, aesthetic lighting was installed on the bridge by Aldridge Electric and KSA and designed by

Randy Burkett Lighting Design. The unique LED light fixtures were installed on the cable stay hangers that support the deck, as well as on the footings and piers, which shine up towards the arches illuminating them. The programmable lighting system underwent its own design and system configuration,



(L to R) Secretary of the District of Columbia Kimberly Bassett, DDOT Director Everett Lott, National Cherry Blossom Festival President Diana Mayhew

which allows it to use various color patterns and operate as a standalone system. This process required multiple stages of testing to ensure the light angles and intensity were configured correctly so the New FDMB could shine. Moving forward DDOT will manage the lighting, including requests to modify the colors.

PROGRESS REMAINS

The remaining items include the belvedere (overlook) handrails and 16' x 18" stainless steel plaques etched with images of Frederick Douglass, as well as a fall protection system within the arches. This fall protection system consists of anchor points and support cable to be used by DDOT personnel when inspecting the interior of the arches. The belvedere plaques are scheduled to be installed in mid-June.

We want to know!

What was your favorite part of the bridge-building process and what are you most looking forward to once the bridge is complete? We'll feature your answers in our next issue. Submit your responses to info@newfrederickdouglassbridge.com with the subject line "My Hope for the Future".



BUILDING MORE THAN A BRIDGE

In May 2021, the New FDMB project team launched STRIVE, a Mentorship Teaching Program for District high school students with an affinity for S.T.E.M. and those looking to define their career paths. The most recent cohort were juniors from McKinley Technology High School who completed the program this fall. An interview with STRIVE founder and DDOT communications specialist Alberta Paul sheds some light on the success of the program and what we can expect from these potential future bridgebuilders.

"As a former educator, I always look at our government projects as an opportunity to educate our youth about what's possible in the world. I believe that is what's missing in formal education."

STRIVE is a six-week program, conducted by way of weekly learning sessions, which focuses on key areas in heavy civil engineering and construction such as ITS (Intelligent Transportation Systems) and lighting, heavy equipment and operations, concrete and masonry, maintenance of traffic, and communications outreach. The mission of the program is to inspire and shape young minds to "Build the Bridge to Your Future" by equipping them with the necessary skills to make a significant impact in their future fields.

"This idea was born out of my recommendation that we create internships that would expose African American students to the concept of bridge building. We want to assist them with being able to answer the question, 'what do I want to do and be?'," states Ms. Paul.

STRIVE's mentors are all professionals from various S.T.E.M. backgrounds and diverse educational experiences who worked on the FDMB project in some capacity and volunteered their time and expertise to the program. Students were able to learn, almost in real time, all of the jobs, skills, and expertise that it takes to build a bridge in an informal and engaging way.

"There are over 25 categories of skill sets necessary to build roads and bridges. One of the goals of this program, which I believe was met, is to provide young people an awareness of all of the fields that come together to build a bridge including civil and electrical engineering, architecture, accounting, and scheduling."

Throughout the program students are exposed to a range of career paths that lead to public infrastructure professions in science, technology, engineering, and math. STRIVE builds on the knowledge and concepts taught in school through weekly sessions taught by experienced mentors in the field.

During the weekly lessons students were taught not only the technical aspects of how to build a bridge, but also how each mentor made their way into their field. Some students had never heard of an apprenticeship program before or knew what kind of internship opportunities are available.

One of the mentors included an interactive exercise into their lesson, teaching the students the importance of safe maintenance of traffic during construction. The students were also able to take a field trip to see the bridge firsthand, with DDOT contractors there to incorporate everything they learned throughout the program to the bridge they see today.

"STRIVE students really enjoyed the program and learned immensely from each of their mentors. They liked that the information was presented clearly in a way that helped them understand the concepts, and they also appreciated being given an opportunity to ask questions and come to the bridge site to see it in real life," states Ms. Paul.

One of the most valuable components of the program was that students had an opportunity to engage with engineering and construction professionals to foster meaningful industry relationships that can be leveraged as they begin their careers.



Ms. Paul giving remarks at the 2021 STRIVE closing ceremony

LOCAL BUSINESS SPOTLIGHT: SANDLOT BRIDGING COMMUNITIES



Photo Credit: Eman Mohammed
(L to R) Kevin Hallums and Ian Callender

We are proud to shine a spotlight on Sandlot, an indoor and outdoor cultural event space that has multiple locations around the city, now on each side of the bridge. The new Sandlot Anacostia, set to open this spring, joins three other locations including Sandlot Southeast, which debuted in the Navy Yard neighborhood in October 2020. In our interview with co-owner and native Washingtonian Ian Callender, we learned more about his vision for Sandlot, what it's been like to have a front row seat to the remaking of the bridge, and his plans to engage communities on both sides of the river.

What inspired you to create Sandlot and how did you select the locations?

My childhood friend (and now business partner) Kevin "Scooty" Hallums had an idea for MLB All Star 2018 to create a clothing capsule for his Diet Starts Monday brand, and I mentioned to him how we can create a long-term capsule by activating a space. Together we came up with the idea of celebrating the 25th anniversary of the movie "The Sandlot" and focusing on replicating the meaning behind

that movie in real time by building a space/place for friends to assemble and support each other. Our locations were selected purely by what was available to us. Reclaiming dilapidated spaces has always been my thing, especially since the success of Blind Whino, now known as Culture House DC. It made sense to identify key areas that had promise and could use a refresh.

What is your ultimate vision for Sandlot and who are your ideal customers?

The vision of Sandlot is to continue lifting our culture and our communities collectively through arts and entertainment. We also want to introduce a different style of food and beverage offerings all while providing a platform for Black Excellence to thrive. Our ideal customer is everyone! We are truly an open canvas and did not design the space for a specific demographic. When you look at the movie "The Sandlot" everyone from that neighborhood came from different backgrounds and different walks of life. That is the point of our project.

What are you most looking forward to with the Anacostia location?

The size! It's three times our current site size. I'm also looking forward to activating east of the river. It's a long time coming and we plan to make our city proud with our design and programming.

What has it been like to have a front-row seat to the remaking of the Frederick Douglass Memorial Bridge?

It's been phenomenal. When we first opened Sandlot Southwest at 1800 Half Street SW in 2019 we had a front row view. Then we relocated that site to Sandlot Southeast at 71 Potomac Avenue SE in 2020 and had another front row view from a different vantage point. Now to have this amazing piece of infrastructure as our neighbor and our accent is amazing.

What inspires you about Frederick Douglass, the bridge's namesake?

The entire story of Frederick Douglass and the importance of what he represented in the past and what he represents currently, specifically for Black folk, is momentous. To have such a prominent entry into our downtown area from Historic Anacostia, and to understand the importance of his journey helps inspire and motivate me to continue despite the struggle.

From your vantage point as a District business owner and neighbor of the bridge, how do you see the bridge benefiting residents and businesses the most? How do you see it bringing about progress for the District?

The bridge is inviting... it draws you in and the site at the base of both sides will help amplify activity and encourage people to want to walk or bike across versus just driving. We hope this will allow others to explore more of our city than just the popular sites.

What does progress mean to you?

In the words of Lil Wayne...
Love, Live, Life, Proceed, Progress...

Fun Fact

Ian considers himself a certified chicken wing connoisseur. His favorites include Wingstop's Louisiana rub, Buffalo Wild Wings' thai curry, and The Park at 14th's jerk wings.

Photo Credit: Marvin Bowser Photography



EMPLOYEE SPOTLIGHT: KRYSTAL CHANG, OJT PROGRAM GRADUATE A WALK IN THEIR SHOES

Meet Krystal Chang, a recent graduate of the On-The-Job-Training Program (OJT) and current employee with Granite Construction. Learn more about her experience in the OJT Program working on the New FDMB, why she's excited to work on the project, and what she's looking forward to in her career with Granite.

Why did you decide to participate in the OJT program?

I believed the OJT program would be a great opportunity for me to expand my abilities and to give me the field experience needed to advance my career.

What were you doing prior to the program?

Prior to the program, I was finishing up my co-op/internship with Granite Construction as a construction estimator intern.

What did you like most about participating in the program?

It was a great honor to be a part of such a large project, that was partly dedicated to rebuilding the Frederick Douglass Memorial Bridge, while working with a team that was very supportive towards my success in this program.

What's one thing that you learned from your participation?

I have learned how important teamwork is and how to be a good team player. From a technical perspective, I really enjoyed working on the GPS Rover system, which we used to create "as-builts" in the field. I was also able to get experience with understanding project specifications and managing documentations for the project.

What's next for you?

I recently was hired as a full-time employee at Granite Construction for a field engineer 1 position. In this role, working on the South Capitol Bridgebuilders' project, I manage document control, handle Miss Utility locate (coordinate permission from utility owners to perform excavation) on the job site, monitor operations that are happening within the zone of influence of a tunnel on the job site, and keep track of concrete pours and invoices for the concrete scope of the job. I plan to continue working as a field engineer for at least the next three years to gain adequate field experience, then move on to becoming a construction estimator.



Fun Fact

Krystal was born and raised in Jamaica and moved to New York in 2017 to complete her civil engineering degree.

AN INSIDE VIEW OF PROGRESS: AN INTERVIEW WITH THE DISPUTE RESOLUTION BOARD PANEL MEMBERS

On the South Capitol Street Project, DDOT (the owner of the project) and South Capitol Bridgebuilders (the contractor or builder on the project) collaborated to approve three independent and impartial experts to formulate the Dispute Resolution Board (DRB). These experienced construction representatives followed and reviewed construction progress on the New FDMB, made recommendations in order to avoid disputes, and worked to resolve any issues whenever the owner and builder came to an impasse on a challenge that could potentially lead to a major project delay or claim. An interview with these three panel members provides an inside view into how progress was made on the New FDMB and why they consider it one of the most successful projects they've worked on to date.

MEET THE DRB PANEL MEMBERS



Harold "Hal" McKittrick, with an expansive engineering and construction background, served as chair of the DRB. In this role he established and continues to set the tone for how the panel functions and coordinates communication between the board and the contractor and owner, serving as a liaison. He has retired from the construction industry and currently serves on six Dispute Resolution Boards, three of which are in the District of Columbia, as well as Ohio, Massachusetts, and North Carolina.



Ferdinand "Ferdie" Fourie started his career in the construction industry and decided to study law as his solution to the many disputes he saw happening within the construction industry at the time. While serving as the Director of Contract Administration and Claims Avoidance in the legal department of a major U.S. construction contractor, he was introduced to the DRB process. After retiring from the company, he started to serve on DRB panels. He is currently a board member on four other DRBs and is a strong supporter of the Dispute Resolution Board Foundation.



Michael Loulakis is an engineer by training with a geotechnical background, and an attorney. He has spent the majority of his career practicing construction law in the design build arena. For the last 15 years he has owned and operated a consulting firm that works on the front end of projects for owners serving as an advisor on delivery, risk, and commercial issues. He also serves as an arbitrator, mediator, and an adjudicator on cases, and he currently sits on three other DRBs.



Fun Fact

Dispute Resolution (or Review) Boards in the construction industry were created in the 1970s as a way to avoid and resolve disputes, which severely impacted the efficiency of the construction process and were a major cause of rapidly escalating construction costs. The first DRB was set up to resolve disputes and claims on federal contracts in the state of Colorado around the Eisenhower Tunnel. A standard DRB consists of three members who are completely neutral and unbiased.

(L to R) Michael Loulakis, Hal McKittrick, Ferdi Fourie



DRB panel members taking a tour of the project site

On the New FDMB, the DRB meets quarterly with decision makers on the project, which include the contractor's project manager, chief engineer, chief scheduler and regional manager as well as DDOT's manager, chief engineers, assistants and the technical consultant (HNTB). Based on information received in monthly project updates, the DRB encourages and facilitates collaboration, and is there to offer feedback on any potential friction items.

"The role of the DRB is to give all parties a platform to talk issues out and give the panel members an opportunity to provide a real time assessment of the challenges they face and offer counsel," states Michael.

Each of the DRB members expressed that working on such a complicated engineering venture and large contractual project as the New FDMB, it was surprising that there weren't very many issues to resolve. What was most interesting to them about working on this project was how well the team worked to solve issues on their own.

"I was most impressed by the process that this team used to identify issues ahead of time and worked to resolve them before they became disputes. They had many open, transparent conversations, worked together to find unique solutions, and they did not rely on the DRB for adjudication. The DRB was used correctly and it was clear that the interest of the project was the highest objective," states Ferdi.

An example of this internal conflict resolution was the process of bringing to life the West Oval, which Michael describes as "extremely aesthetically and

architecturally complicated." What the landscape architect originally designed needed to be reimagined as it became a reality in the field and the approvals from the major stakeholders on the project required a lot of dialogue between both parties and compromise. **"There were concerns, conflicts and resolutions that we as the DRB knew about but never had to say, here's the right answer,"** states Michael.

When asked what was most interesting about working on this project Hal shared, **"As big, and technically complex of a project this is, with an arch bridge design and significant off-bridge work like the development of the ovals, it is remarkable that this project is running on schedule and on budget."**

As each of them look to the future, what they are most looking forward to upon completion is for the project to win a lot of awards, such as the project of the year award for design build excellence from the Design-Build Institute of America, the Dispute Resolution Board Foundation's top award, and an American Society of Civil Engineers award for its design features. Additionally, they are each looking forward to seeing people using and enjoying the bridge, experiencing the common areas on the ovals, and walking out onto the overlooks and looking up and down the river.

"I believe the end result of this project will be better than its original design because it used the DRB effectively as a tool."
- Ferdi Fourie

DBE PROFILE: A&A CONSULTANTS, INC. EYES ON THE HORIZON



Al Ahmed founded A&A Consultants, Inc. in 1996 after serving as a chief bridge engineer for several years and being encouraged by friends and colleagues to start his own company. He is a licensed professional engineer in the District of Columbia, Virginia, Pennsylvania, and Indiana. His first large project was leading the design and construction of the Tuti suspension bridge, which crosses the Blue Nile River in Africa.

"We started on the New FDMB project by providing engineering solutions, and ultimately performed demolition of eight bridges as part of the South Capitol Street Bridge project, serving as a subcontractor of Archer Western," states Al.

In addition to the demolition work, A&A Consultants supported engineering work on the bridge project, which included designing retaining walls, evaluating bridges, and other geotechnical work.

"The significance in being able to work on a project like this is, of course it is an honor to work on such a high-profile project with a strikingly beautiful design. But also because of the diversity that I don't see in many other places. It was quite satisfying and enjoyable to see that there is a push for smaller and lesser-known groups to lead and implement the project," states Al.

A&A Consultants, Inc. is a mid-size engineering company with 55 employees based in Pittsburgh and has a small office in the District. This multi-disciplined engineering firm specializes in several fields of civil engineering including, but not limited to: structural, geotechnical, construction management, inspection, and environmental. It is also one of the few DBEs that performs complex bridge demolition.

"Our company seeks to stand out by coming up with innovative designs and stepping outside of the box with our ideas. These 'out of the box' ideas have helped us to win six design awards over the last several years and we're very proud of that," states Al.

One example of that ingenuity was their use of shredded tires as fill materials to build ramps on the Tarrtown Road Bridge in Pennsylvania in place of soil because the original foundation was weak. It also helped the project reuse tires in an environmentally friendly way, which prompted the Pennsylvania Department of Environmental Protection to pay for its usage. This project won an ASHE 2006 Outstanding Highway Engineering Award for innovation.

A&A Consultants are currently doing design work on the Chesapeake Bay Bridge Tunnel, the Hampton Road and Bridge Tunnel project, and the Sandy Wind II project, which is an energy project that involves evaluating 32 bridges for moving heavy windmill equipment. The design work will inform the best way to strengthen the bridges to carry the large loads necessary for the windmill transports.

Fun Fact

Al is originally from Sudan and has taught structural analysis and design courses for senior graduate students at Columbia University and Howard University, his alma mater. He also earned a Ph.D. in structural engineering from Carnegie Mellon.

IN THEIR WORDS: AARON GOLDBECK LOOKING AHEAD



Meet Aaron Goldbeck, Bicycle Program Specialist with DDOT. In this role, he manages the Capital Bikeshare Program, which is a publicly owned transit platform that serves as the D.C. region's bikeshare service. It empowers users to take environmentally sustainable trips by providing low-cost, short-term bike rentals from automated kiosks. Aaron shares from his vantage point, as a District resident and cyclist, what the New FDMB has meant to the biker's community, and what he's most looking forward to once the project is complete.

When designing the New FDMB, the architects and designers considered that new pathways for bicycles and other forms of multimodal transportation are of paramount importance to DDOT. They aimed to create an iconic design that thoughtfully linked the two sides of the bridge for motorists, as well as pedestrians and cyclists, in a high-quality way.

"Biking is a great travel mode to improve personal health and reduce emissions, so supporting a strong community of bicyclists helps the District advance both environmental and public health goals," states Aaron.

The New FDMB has 18-foot sidewalks on each side of the bridge, which function as a split-use bike and pedestrian pathway that extends the Anacostia River Walk Trail. The pathway, which allows 8 feet for pedestrians and 10 feet for cyclists, is the first split-use pathway on a bridge in the District where each has their own designated spaces.

"I remember driving across the old bridge and getting excited about the great new bike and pedestrian facility that is a part of the new Frederick Douglass Memorial Bridge. I am also looking forward to the convenient connection to the Anacostia riverfront, which has a lot of great trails to explore, and it makes crossing the river by bike much easier."

The Capital Bikeshare Program currently has 5,000 bikes and 600+ stations across seven jurisdictions including Washington, D.C.; Arlington, VA; Alexandria, VA; Montgomery County, MD; Prince George's County, MD; Fairfax County, VA; and the City of Falls Church, VA.

"We have 1,000 e-bikes (electric bikes), and we're adding 2,500 more over the next two years, which we're thrilled about. Additionally, we were excited about our Bike in Bloom, which was a one-of-a-kind bike decorated for the Cherry Blossom Festival."

"I think it's very important to have a new safe, welcoming connection to a historically underserved part of the District, and I'm excited for the opportunity for cyclists to get to know the great places to bike east of the river."

ONE COMMUNITY LOOKING AHEAD

Progress hasn't just transpired on the physical bridge. We're excited to share how we've been making progress in remaking the bridge between cultures, communities, and people. Check out what our teams, partners, and neighbors have been up to over the last several months.

Earlier this spring, the New FDMB project team collected essential supplies to support the residents of River Park in Ward 6 and the Anacostia Coordinating Council. The Anacostia Coordinating Council outreach and engagement team works to help families east of the river and will donate the supplies to those families. More than 100 items were donated including cleaning supplies, hand sanitizer, face masks, and toiletries. Additionally, the team partnered with Thelma Jones, who provides lunches to the seniors at River Park, to help with disseminating the donations during their weekly meal drives.

In January, the Frederick Douglass Memorial Bridge was chosen as the destination for the DC Peace Walk on Martin Luther King, Jr. Day. The King family, including Martin Luther King III, Andrea Waters King, and Yolanda King, and other civil rights leaders joined the Peace Walk this year to march for voting rights. Walking on the bridge emphasized the message to Congress to pass the voting rights legislation as it did the infrastructure bill.



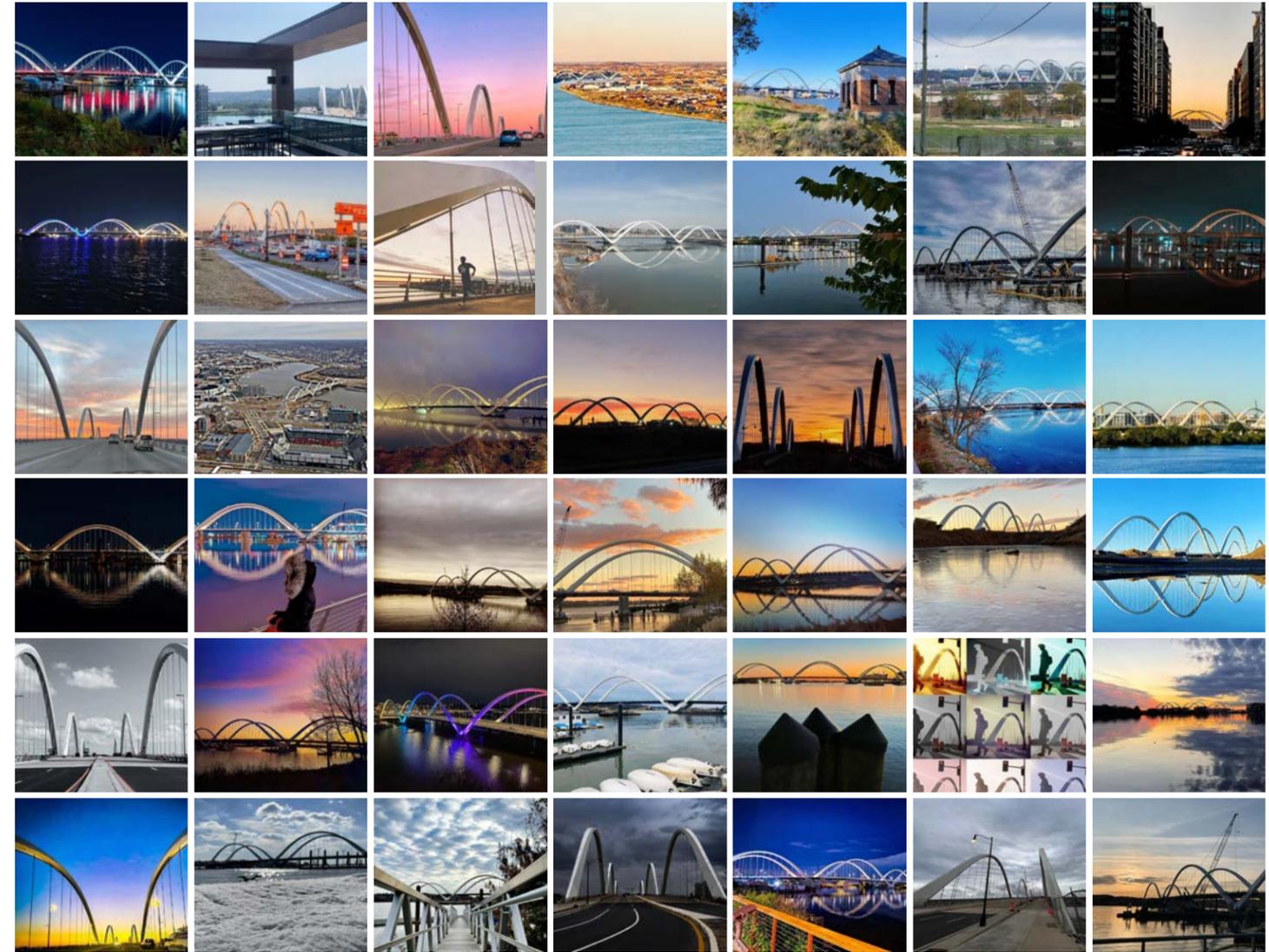
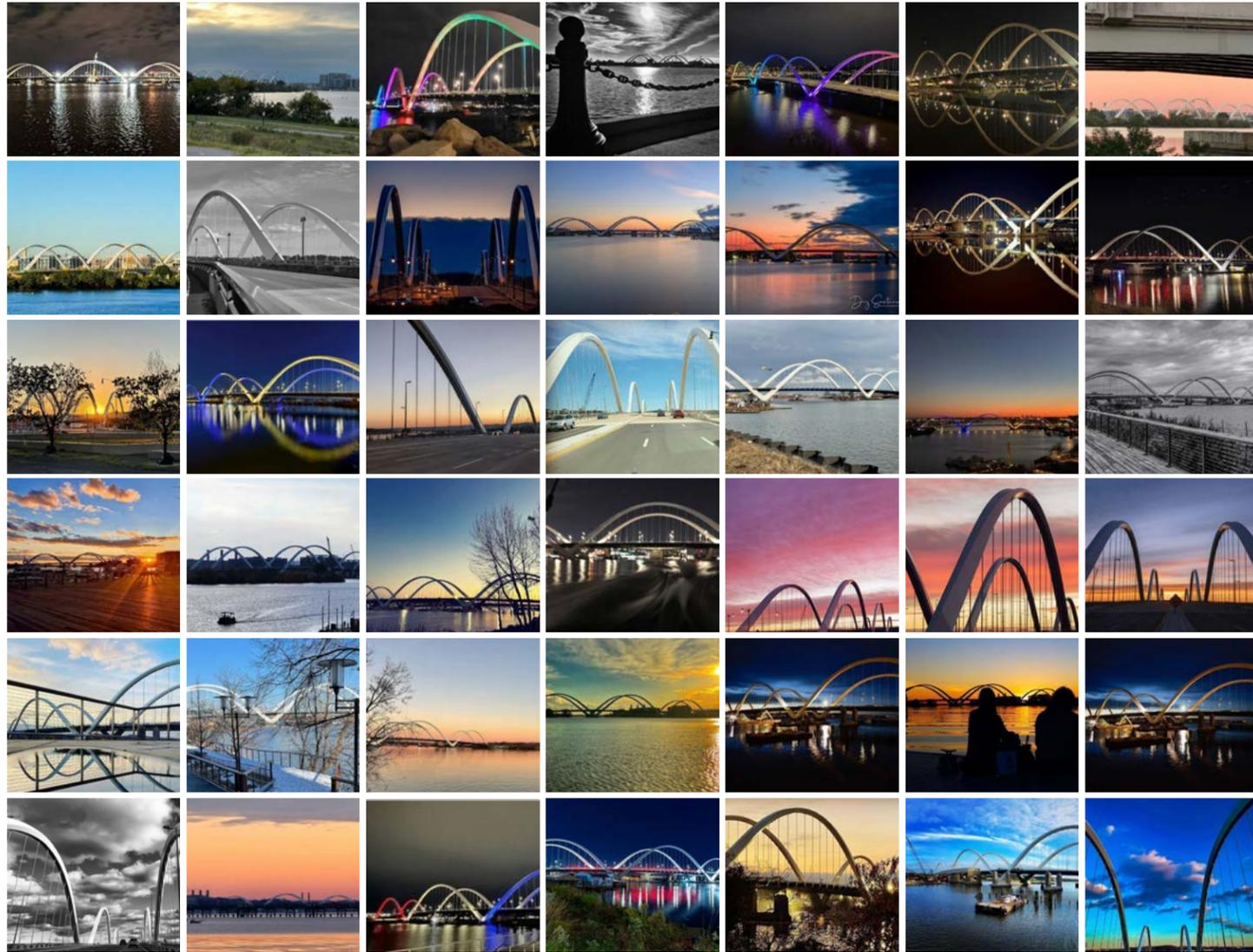
Photo credit: Lafayette Barnes, Washington Informer



New FDMB Project team members supporting the Spring Give Back event

#FDMBVANTAGEPOINT: SOCIAL MEDIA SNAPSHOTS

Progress looks different depending on where you're standing. We thank all of our neighbors across the region for tagging us and sending us your images of the bridge from your vantage point! Here's a snapshot of our collective #progress, through the lens of our digital community.



Featured photos by: @_elizabeth_goodson_, @abigailzdc, @aldridge_electric, @benrice68, @BradBeauregardJ, @c8twilson, @c_fukuda0001, @cambriadriverfront, @caramorrisphotography, @carriegdc, @christopher_roell, @citythaiphotography, @cloudguy62, @derrick.creative, @dezsantanaphoto, @dildinedave, @discoveriland, @extrabubbly, @fctikignome, @fryeberunnin, @ginahardin, @gypsygirlc, @heytinguesswhat, @hiandytung, @ig_conwyn22, @insiteimage, @ironmanda21, @jazzin28, @jbizdc, @jeffkassebaum, @jeffsuggsphotography, @jeoffh, @jereid27, @jkentlavy, @jules_nc114, @jwagone13, @KelsMetcalfe, @LeneNatashaLind, @lierwin129, @longwalksdc, @lydianka, @malvaydor1, @markalanandre, @mikijourdan, @minhcognito, @mjs73, @monikerdc, @myframeofthought, @peekbrooklyn, @planningindc, @redwardsphoto, @rafaaremuphotography, @rbaumga77, @rkoskodan, @rowsource, @runplaylovedc, @sherlock.jonez, @smheffern, @thejoid, @themeallurgist_x, @therealbarredindc, @therealdeal, @timsloandc, @trapvisualzdmv, @VincentMorris, @viz002, @vu.memories, @watermarkatbuzzardpoint, @wesleyhorton, @zeek_202

**HAVE ANY COOL PHOTOS TO SHARE FROM
YOUR VANTAGE POINT?**

Send to us at info@newfrederickdouglassbridge.com or tag us on social media @newfdmb with #FDMBVantagePoint for a chance to have your photo featured in our next issue!

THE NEW FREDERICK DOUGLASS MEMORIAL BRIDGE



REMAKING THE BRIDGE

BETWEEN
CULTURES,
COMMUNITIES,
AND PEOPLE



SPRING 2022