



PROGRESS

THE NEW FREDERICK DOUGLASS MEMORIAL BRIDGE

FALL 2019 EDITION



**BUILDING
THE FUTURE,
ONE BRIDGE
AT A TIME**

**SMALL
BUSINESS
SPOTLIGHT**
BUSBOYS
AND POETS,
ANACOSTIA

NEXT UP
MEET THE NEWEST ON-SITE
ADDITION REMAKING THE FDMB

MESSAGE FROM THE DIRECTOR

As we turn another pivotal corner in our construction journey, I'm encouraged to see the incremental tasks of today bringing forth fruit for the future. Each milestone achieved is a reminder of how the tiny steps toward progress amount to significant bridges of change over time.

From the weekly project analysis conducted by our schedulers to the daily watering of site grounds to manage dust, we're working our way toward realizing an icon of the future by using our collective strengths to make small strides of progress every minute of every day.

The goal? To build a better future for the DC of tomorrow by honoring the legacy of our past and embracing our present with stride and ambition.

In this issue, we take a pause to acknowledge the work of today, recognizing how the people building the Frederick Douglass Memorial Bridge and even those who will benefit from its success are doing their part to create a more prosperous future for the bridge-building industry, the city of DC, and the District Department of Transportation (DDOT) as a whole.

Our Fall "Future" issue begins with the story of DDOT's own forward-thinking leadership, Dawit Muluneh, Chief Engineer, and Richard "Rick" Kenney, Deputy Chief Engineer. Get a window into their day-to-day lives and the unique roles they're playing to activate a force of some of the most talented transportation experts in the nation to rebuild the Frederick Douglass Memorial Bridge and other great monuments within our District.

Also in this issue:

- A perspective on how we're looking ahead in multimodal transportation to create more accessible and scenic routes for pedestrians.
- An update on our On-The-Job Training and Construction Management Training programs with a spotlight on one recent graduate and the unexpected position she now holds on the Frederick Douglass Memorial Bridge project.
- A longtime DC resident's outlook on yesterday, today, and tomorrow, with an interesting viewpoint on how the reconstructed bridge will inspire a healthier way of life for District families.

See how all of our stories and unique contributions are working together to build the future of DC and our imprint on this nation as a whole - one person, one perspective, and one bridge at a time.

As I approach the charge of championing this great work alongside our cross-functional teams, my message of motivation to us all is drawn from the wise words of Frederick Douglass: "Be not discouraged. There is a future for you ... The resistance encountered now predicates hope."

With optimism and uplift,



Jeff Marootian

Jeff Marootian
DIRECTOR, DISTRICT DEPARTMENT OF TRANSPORTATION

"Be not discouraged. There is a future for you ... The resistance encountered now predicates hope."

FREDERICK DOUGLASS

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#ProgressPreview



FEATURE STORY

BUILDING THE FUTURE OF DDOT

The New Frederick Douglass Memorial Bridge (New FDMB) project is one of the many bridge and roadway projects managed by the District Department of Transportation's (DDOT) Infrastructure Project Management Division. There are two men leading the teams responsible for the completion of the New FDMB, DDOT's largest infrastructure project: Chief Engineer Dawit Muluneh and Deputy Chief Engineer Richard "Rick" Kenney. As DDOT's chief engineering leaders, they are doing their part to ensure safety, promote innovation, and lead interagency teams of people to build bridges and bring the District's vision to life.

We sat down with Dawit and Rick to learn a little more about what it takes to build a leading transportation organization and the systems, technology, and people required to make it work.

A DAY IN THE LIFE

Serving in chief engineering leadership roles for DDOT involves managing all of the capital design and construction projects, which accounts for more than 60% of DDOT's annual budget. This means that every day looks different from the day before, aside from their daily meetups with one another to stay on the same page.

As Deputy Chief Engineer, Rick is responsible for DDOT's ward-based capital infrastructure program, which includes the New FDMB. This role includes overseeing 10 active construction projects and managing a staff of approximately 50 people, which includes program managers, supervisors, civil design engineers, construction engineers and administrative personnel.

"We have a high-performing and hardworking team of program managers and their staff who are very dedicated and know their craft. They work to deliver these projects with a focus on quality, safety, schedule and budget and I'm here to help facilitate that process. I love being able to support them or offer some perspective in a way that can help them in delivering on the project. They report to me but we are a team," states Kenney.

Additionally, Rick's day entails checking in with any active projects, including the New FDMB. He meets with program managers and prioritizes by working to resolve hot button issues first and immediately

troubleshoots by initiating the necessary coordination within the department, elevating items to DDOT leadership or providing assistance on issues with stakeholders or constituents.

As Chief Engineer, Dawit's role involves maintaining a 30,000-foot perspective of the portfolio of projects, while also managing everything from budgeting and staff management on each project to problem solving for unplanned events and working with stakeholders.

"Each day is different. Managing these projects takes planning, budgeting and execution of the plan. Because a lot of what we do is weather-sensitive in construction, things change all the time. There are also sports games, marches, inaugurations, and a host of other special events that we have to account for in construction schedules. We have to be nimble," states Muluneh. "Additionally, there are a whole host of experts that we're working with to advise us in all areas of the project. Figuring out how to allocate and best utilize the strengths and expertise of each advisor is critical to ensuring the project's success," Muluneh continues.

REMAKING THE BRIDGE

On a project like the New FDMB, which is the largest infrastructure project in the history of DDOT, Dawit's job also involves a lot of negotiation and coordination. Therefore, he spends time meeting with HNTB, the construction management consultant firm on the project, and other partners and stakeholders to ensure all aspects of the project are running smoothly.

"There are a lot of moving pieces to this bridge project, literally. It goes beyond construction. We have local hiring and DBE (Disadvantaged Business Enterprise) goals to achieve. Residents are affected by the construction going on in their neighborhoods. We have to ensure we are meeting contract requirements with a unionized workforce. And then there are a lot of interests we have to accommodate like that of the Coast Guard, JBAB (Joint Base Anacostia-Bolling military base), the National Capitol Planning Commission and the Commission of Fine Arts," states Muluneh.



While the existing bridge is being rebuilt because it is well beyond its expected 50-year life span, Muluneh and Kenney are continuously working together to ensure that DDOT is leveraging this opportunity to create additional benefits for the District. These additional benefits include connecting communities, supporting economic redevelopment on both sides of the river and implementing safety and multimodal operations improvements. They see these advancements positioning the bridge as a destination, not just a connector.

"I love that this bridge doesn't just add capacity for vehicle traffic; it's being built specifically to accommodate pedestrians and bikers as well. Also, the parks and ovals on both sides of the bridge will help to improve the overall visual quality of the area. It is a transformative bridge – one that will complement the Audi Field and Nationals Park and will give a reason for people to visit this area," states Muluneh.

Keeping in line with DDOT's mission to reinvest in transportation assets, they have worked to ensure that creating new public spaces was part of the plans for the New FDMB. They wanted this bridge to not just be another transportation project, but deliver something that improves the neighborhood for the constituents and helps to attract visitors.

"We are building right now one of the future's most recognizable symbols for Washington, D.C. This is an awesome opportunity to renew this iconic bridge as a memorial to Frederick Douglass and construct an incredible landmark that will be on par with the Washington Monument and the Lincoln Memorial," Kenney shares.

LOOKING AHEAD

As an organization, DDOT is seeking projects that leverage opportunities for the maximum return on investment for all users. For example, DDOT's projects are becoming more interdependent with



MORE ABOUT RICK:

As a resident of Ward 6, he currently jogs and bikes the Frederick Douglass Memorial Bridge and runs the Anacostia River Trails. He's looking forward to being able to jog and bike the new bridge.

other major stakeholder projects that include sports venues, utilities and private partnerships. Some of these projects include the H Street Bridge Replacement, the K Street transitway with dedicated bus lanes, and the safer bicycle accommodations on Theodore Roosevelt Bridge in coordination with the National Park Service.

"We are doing less smaller-scale projects with each project increasing in scope, complexity and value, which is challenging us to do better at what we do. The days of simple projects are gone. The projects are becoming increasingly complicated because they have multiple stakeholders and bigger needs. But there's also a much bigger win and payoff in the end for everyone involved, most importantly, District residents," states Kenney.

As DDOT pursues these new projects, they are also seeking new ways to achieve Vision Zero*, implement safety improvements, improve accessibility, and explore more ways to enhance active transportation, which includes bicycles, scooters and whatever mode of transportation that will come next. Another key focus area is reducing the impacts on the environment through the inclusion of green infrastructure and increases to the tree canopy.

"We are different than most DOT's around the country because the District is not a state and we cover more than just roadways. Also we have some of the best people who are considered experts in the nation. I want to help increase that number in the future. Additionally, I'd like to improve the technology for our signal and lighting system and build upon public-private partnerships for contracting work. I'm excited about seeing that come to fruition," shares Muluneh.

*Vision Zero is an initiative of the District Government that has a goal of reaching zero fatalities and serious injuries to travelers of the District transportation system.



MORE ABOUT DAWIT:

Dawit joined DDOT in 2001 as a staff engineer with a plan of staying for two years. Eighteen years later, Dawit is honored to continue his work as a civil servant. His pleasure comes from knowing the work he does helps to make a positive change in the District.

LOOKING AHEAD

IN MULTIMODAL TRANSPORTATION

The District is leading the way in creating new pathways for bicycles and other forms of multimodal transportation. On the New Frederick Douglass Memorial Bridge (FDMB) project all things have been considered to accommodate the new ways residents and those commuting into the city are choosing to get from point A to B. Learn more about some of the multimodal safety standards the District Department of Transportation (DDOT) and its partners have created to ensure that regardless of how people choose to get around D.C., they are getting there efficiently and safely.

When the New FDMB project was in the design phase, the District Department of Transportation already had a vision for how the new bridge would serve a multimodal transportation purpose. Multimodal transportation is defined as a transportation system that supports diverse transportation options, typically including walking, cycling, public transit and vehicles, and accounts for land use factors that affect accessibility.

"As a bridge is a once-in-a-generation type of project, we saw a real opportunity here to upgrade the environment for bicyclists and pedestrians and put in a state of the industry or best practice multimodal design for the District's residents and visitors," states Michael Alvino, Bicycle Program Specialist for DDOT.

Built in 1950, the existing bridge met the design codes of its time, with very narrow sidewalks that are further obstructed with light poles, making it difficult for pedestrians and cyclists to coexist. The designers of the New FDMB knew very early on in the project that they had an opportunity to be forward thinking and create an iconic design that thoughtfully linked the two sides of the bridge for pedestrians, cyclists and motorists in a high-quality way.

The 18-foot wide sidewalks on each side of the FDMB will function as a split-use bike and pedestrian pathway that will extend the Anacostia River Walk Trail and seamlessly connect both sides of the Anacostia River. The pathway, which will allow 8 feet for pedestrians and 10 feet for cyclists, will be the first split-use pathway on a bridge in the District where each have their own designated spaces. DDOT

has prioritized clearly separating different modes of transportation in future infrastructure projects, particularly bridges, as a safety measure.

"One of the biggest challenges we had with the design of the ovals was planning for pedestrians, particularly on the West Oval where there are two sports arenas on either side of the oval. We spent a lot of time on wayfinding signage to make sure that pedestrians and cyclists can get to where they want to go in the most safe and efficient way possible," Alvino shares.

Over the last twenty years, the District has made significant investments in improving the Anacostia River Walk Trail and cleaning up the Anacostia River. As part of the New FDMB project, the sections of the trail underneath the bridge will be extended towards Buzzard Point (on the Navy Yard side). The design of the ovals on the east and west sides of the river also include extended shared-use paths like on the bridge. These designs are paving the way for a new network of trails across the District.

DDOT is currently working with the Capital Trails Coalition, a group that brings together various jurisdictions including the National Park Service, Prince George's County and Arlington County, to build trails so that pedestrians and cyclists can better navigate the region.

As part of Mayor Bowser's Vision Zero Initiative, which aims to eliminate traffic fatalities and serious injuries in the District, DDOT is exploring how to improve safety for all modes. They are prioritizing the District's most vulnerable users – pedestrians, the disabled, the elderly, children – essentially people at the greatest risk of being involved in a crash.

Additionally DDOT participates in the national Safe Routes to School Program, which aims to fill in the gaps around sidewalks near schools. Currently, not every street in the District has a sidewalk so DDOT is working to add sidewalks to streets, particularly around schools.

"For some time now, even before my tenure here, DDOT has been working on a plan to continuously improve upon a multimodal system that benefits all District residents. I'm just happy that I get to play a part in carrying through that vision," states Alvino.

NEXT UP: ON-THE-JOB TRAINING AND CONSTRUCTION MANAGEMENT TRAINING UPDATE



In our Winter 2019 issue, we introduced you to DDOT's On-The-Job Training and Construction Management Training programs, which are equipping District residents, particularly women, minorities, and disadvantaged persons, with the skills necessary to compete and thrive in the construction industry. This year, the project has held three completion ceremonies for the next generation of construction professionals who are already jumping right into their new careers.

In our "Next Up" feature, we spotlight Ashley Windley, a graduate of the On-The-Job (OJT) Training Program who now holds an unexpected position: oiler and future crane operator. Ashley was raised in the District and is currently a resident of Ward 8. In our interview, she shares insights on how the OJT program allowed her to position herself as the ideal candidate for this male-dominated role.



The Construction Management Training Program, a field service and classroom curriculum that provides accelerated instruction and opportunities for District residents to earn certifications and increase chances of employment in the Construction Management field.

What were you doing prior to joining the OJT Program?

I was a heavy equipment operator with Keystone Plus (Minnesota Ave. Project) and then I joined South Capitol Bridgebuilders where I subsequently enrolled in the OJT Program. Prior to that, I was the co-owner of a dump truck company for nearly 11 years.

What made you decide to be part of the OJT Program?

I had already received my class 7B operator's license from operating the dump truck company and I was in welding school. After I shut down the dump truck company, I went through Project Empowerment*, which was the first type of training that had an "earn while you learn" type of component. From there, I just had a desire to learn how to operate the crane and build on the skills I already had.



The On-The-Job Training Program provides training opportunities for women, minorities, and disadvantaged persons to increase their participation in every job classification in the highway construction industry.

What are some of the valuable skills you gained from working in the program?

How these huge machines work, rigging, picking up materials with the crane, it's all very precise and exciting to learn. This has been my first experience being a part of building a bridge structure so there's a lot to learn. I've learned how to drive piles, essentially putting big pipes into the ground, and work with a welding machine. It's interesting to see how something so small contributes to this huge thing. I've also learned how to signal for the crane operator, which means determining where the crane should go to pick up materials. This was one of the hardest things I've had to learn because it's so precise. Signaling is a critical function of crane operation because if you don't know signals you can hurt somebody or destroy something on the job.

What are you doing now that you've completed the program?

I'm currently an oiler, which means that I watch and perform signaling for the cranes; basically, I have the operator's back. On a typical day, start the crane up, check the oil and fluid, I watch as the crane operator picks up the materials and I make sure the counterweight on the back of the crane doesn't hit anything. I'm currently learning how to operate the crane under the crane operator's supervision. My next goal is to become a crane operator, which is why I'm already working on getting my CCO license (Certification of Crane Operators).

What do you like about being an oiler?

I like the job because at the end of the day it's something new. My mind works like putting together puzzle pieces. I like being able to discover how different parts of construction work. I'm actually helping to put a bridge together. I'm taking the talents and skills I'm learning every day to build my career in construction. I like to learn different traits of the job. I pay attention to what everybody does from the pile drivers to the "bosses."

What are you most excited about or what is the significance to you getting to work on the Frederick Douglass Memorial Bridge?

What excites me is that I'm building a bridge for Frederick Douglass. It's a good feeling to work on a bridge that is a memorial to someone who was so important to this country's history. I can drive past the bridge and say to my future children, your mother had something to do with building this bridge.

What would you share with someone who is curious about a potential job in construction?

A lot of women think they can't do a job like this. You don't have to be afraid of a job like this. I'm a girly girl - I get my hair and nails done - but I also put on my hard hat and boots and get on that crane. Don't doubt yourself and don't stand in your own way.

*Project Empowerment is a D.C. Department of Employment Services program that provides job assistance to D.C. residents living in areas with high unemployment and/or poverty levels.

LOCAL SMALL BUSINESS HIGHLIGHT: **BUSBOYS AND POETS, ANACOSTIA**

The socially conscious Busboys and Poets franchise, paying homage to late poet Langston Hughes, has become a permanent fixture in D.C. culture. With the addition of its new location in Anacostia, Busboys and Poets is #RemakingtheBridge by bringing its full-service restaurant concept east of the Anacostia River, where sit-down dining options are few.

Defined as a community gathering place, its unique combination of restaurant, bookstore and event space has settled nicely into one of the District's most beloved neighborhoods. We interviewed the owner, Andy Shallal, who has plans of helping to revitalize Ward 8 with his restaurant and in-house leadership training center.

Since launching the first Busboys and Poets in 2005, owner Andy Shallal has opened six more locations across the Washington, D.C. metropolitan region. Its most recent location, which Andy says has been in the works for more than four years, finally opened its doors on Martin Luther King Jr. Ave. in the historic Anacostia neighborhood in March 2019.

"I've wanted to build a restaurant east of the river for some time. I chose this location because it's a historic, beautiful, commercial street and there weren't enough places to sit down, eat, hang out, and have a good time in this neighborhood."

Understanding what opening this type of business in the Anacostia neighborhood would mean for the community, Andy partnered with the Far Southeast Family Strengthening Collaborative, a non-profit based in Anacostia committed to strengthening families and improving the lives of Ward 8 residents. The non-profit owns the building in which Busboys and Poets, Anacostia is located, therefore every penny he pays in rent is sown back into the community in some way.

"There's so much talent, grit and creativity here in Ward 8. There's a level of engagement in this community and intentionality around how new developments support and complement the culture here that doesn't exist anywhere else."





Let's Get Personal
Andy Shallal is a resident of Ward 1 and his favorite hobby is painting.

We want to be able to be here for the next 20 years and we are very mindful in how we position ourselves for the long term. We want to set the tone for other businesses that are going to come here and demonstrate what it means to be a good community partner."

Anyone who has patronized any of the Busboys and Poets in the region knows that each one has its own vibe and culture based on its location. Andy asserts this restaurant, like the others, reflects the vibe and culture of its Anacostia neighbors.

"How is this one different? It's completely community focused. We are currently working with the Anacostia Coordinating Council and the Anacostia Museum to create events and programs that fit the community. For example, we really want to curate events that cater specifically to seniors and young people. Events and programs that are related to the community are key for us."

As the plans were coming together to bring the Anacostia location to life, Andy was exploring the potential idea of incorporating a hospitality training center into the location. Ultimately, after researching and finding that there were already a handful of culinary programs operating within one mile of the

restaurant, he decided it was a better fit to implement an in-house leadership training center for staff, which are predominantly residents of the neighborhood.

"I realized that it was important for my staff to learn soft skills and other transferable skills that they can take with them wherever they go, whether it's in the hospitality industry or not."

Each Busboys and Poets has a private room that is dedicated for event space. The Anacostia location's private room is appropriately titled "The Barry Room" after the late four-time Mayor of Washington, D.C., civil rights activist and Ward 8 resident Marion Barry Jr. In this room hangs a beautiful mural of Frederick Douglass among paintings of other prolific American heroes. When asked what inspires him most about Frederick Douglass, the namesake of the New FDMB, Andy immediately recalled his entrepreneurial spirit.

"He has such an inspiring story. He was a completely self-made man who was able to buy himself out of slavery. He is more than just a survivor. It is fascinating how he became one of the most revered people in our country's history, yet he was born a slave. It is remarkable to have that kind of perseverance and resilience."

EMPLOYEE SPOTLIGHT: CARLA ALVINO

It takes the hard work of many people to pull off the largest infrastructure project in the history of the nation's capital. In this issue's Employee Spotlight, we're introducing you to an important team member responsible for managing the financial and compliance aspects of it all.

Meet Carla Alvino, Senior Project Analyst with HNTB, the construction manager for the New Frederick Douglass Memorial Bridge project (FDMB).

As Senior Project Analyst for HNTB, Alvino's role involves spending much of her time interacting with HNTB's team and subconsultants to ensure that financial deliverables are being met. This subconsultant management includes contracting, invoicing, reviewing and reporting pertinent financial information and submitting compliance information to the District Department of Transportation (DDOT).

"I'm very proud that all cash management details work very smoothly. I oversee the services that the subconsultants provide to us and we're able to pay quickly and on time. We work with small companies and to be able to pay them on time is extremely valuable. When the cash cycle works extremely well, it makes me happy."

Over the last two years since HNTB began work on the New FDMB, she has helped to monitor compliance goals for the project, which include hiring Disadvantaged Business Enterprises (DBEs), local hiring (District residents) and implementing the On-The-Job Training (OJT) Program. Additionally, she is responsible for monitoring the contractor, SCB (South Capitol Bridge Builders)'s reporting of meeting its compliance goals for the project.

"I love that I am able to work with people from such different backgrounds and fields. On any given day, I'm working with a range of professionals from civil engineers to compliance professionals. Even though we all have different roles, we are all here working towards the same goals. It makes my work seem that much more significant."

Prior to joining the New FDMB project team, Alvino worked on a portfolio of different projects for HNTB, mostly DDOT projects as well as the US Corps of Engineers (USACE)'s projects. Before joining HNTB, Alvino consulted on a financial management project for the World Bank.

Fun Fact

Alvino runs three times a week (approximately 3 miles) near and over the existing bridge. This allows her to see the progress on the New FDMB first-hand.



"I like to work with this amazing team of people from different backgrounds and work experiences. I also like the fact that I'm learning from them and we try to work together towards our goal of building this bridge that will unify different communities."

IN THEIR WORDS: YESTERDAY, TODAY AND TOMORROW



Meet Brenda Richardson, a long-time District resident who has been making a positive impact city-wide and in her Ward 8 community for more than 30 years. Brenda shares why she's excited about her work to improve the lives of District residents and how she sees the new Frederick Douglass Memorial Bridge positively impacting her community in the future.

Brenda Richardson, a resident of the Garfield Hill community in Ward 8, has lived in the District for 58 years. For nearly three decades, she has been deeply involved in community efforts ranging from environmental justice and welfare reform to economic development and health advocacy.

For the last 20 years, Brenda has worked diligently with community partners such as the Anacostia Watershed Society, Earth Conservation Corps and the National Environmental Justice Advisory Council to clean up the Anacostia River, which was once one of the most polluted waterways in the country¹. She is also interested in the effects climate change is having on the rising sea levels in the District because the communities that will be most affected are Wards 7 and 8. Therefore, she is a staunch supporter of the Director of the District Department of Energy & Environment Tommy Wells' Sustainable DC initiative that will educate and equip the District's most vulnerable residents living in those impacted communities. Additionally, Brenda works closely with DDOT's Urban Forestry Division along with the Friends of Oxon Run Park to improve the tree canopy east of the Anacostia River.

Brenda currently serves on the Frederick Douglass Quarterly Communications Committee (FDQCC), which is comprised of community leaders ranging from public safety officials to representatives of community-based organizations and Advisory Neighborhood Commissioners. The FDMBQCC meets quarterly with the New FDMB project team to receive information about the project that they disseminate to their constituents and then in turn, serve as a

liaison on behalf of the stakeholders they represent. This includes sharing updates and information to the project team from their stakeholders.

"There is a wonderful team behind the bridge. This team has been very sensitive to community issues and we are grateful for the wonderful job they are doing in keeping us well-informed of the progress and challenges on the project."

Also, being a health advocate for her community, Brenda believes that in addition to the bridge being a great transportation tool, it will inspire healthy living. "Because the bridge will be pedestrian-friendly, it will encourage people to walk, which promotes physical, spiritual and mental wellness," states Richardson.

For the last ten years, she has worked with the Georgetown Lombardi Community Advisory Council, where she currently serves as chair, advocating for breast cancer awareness. African American women in Wards 7 and 8 are dying from breast cancer at an alarming rate in D.C. and she is working hard to make sure women are educated and more well-informed.

"The New FDMB is the link to connect the east side of the river with the west side of the river in a very powerful way. One of the things I'm very grateful for is that both the west and the east sides are getting traffic ovals. It symbolizes a sense of equity."

Fun Fact

Brenda was recognized earlier this year by the Metropolitan Police Department (MPD) as Citizen of the Year for 2019 for her work with MPD. Among various initiatives, her work includes coordinating weekly public library events in her community to encourage officers to read to children to help the police engage them in a positive way.

¹DC Appleseed. (2011). A New Day for the Anacostia: A National Model for Urban Revitalization Report. Washington, D.C.

IMPROVING 295 DC UPDATE

The District Department of Transportation (DDOT) recently launched its Improving 295 DC initiative, which is comprised of five projects throughout the I-295/DC 295 corridor and across the Anacostia River. The five mobility projects are: The New Frederick Douglass Memorial Bridge, Rehabilitation of the I-295 Malcolm X Interchange, Rehabilitation of the Anacostia Bridges Over Nicholson St. SE, Rehabilitation of Anacostia Freeway Bridges over South Capitol Street and Rehabilitation of the Whitney Young Memorial Bridge (formerly the East Capitol Street Bridge). These projects are focusing on improving safety and mobility along the I-295 corridor.

The www.Improving295DC.com site is a 'one-stop' web experience where commuters can find information on closures affecting motorists, bicyclists and pedestrians. By visiting the website, Facebook, Twitter and Instagram, travelers can stay informed about construction progress, traffic advisories, project maps, videos, links and more.

SPEED LIMIT REDUCTION

As a safety precaution, DDOT has reduced the speed limit from 50 miles per hour to 40 miles per hour on the section of 295 between the area North of Exit 1: US Naval Research Laboratory and the area south of East Capitol Street. DDOT is working closely with the Metropolitan Police Department to maintain safety as construction work progresses in the I-295/DC 295 corridor. The decreased speed limit protects work zone personnel and motorists traveling in the corridor while DDOT completes work on the five major projects to improve the District's infrastructure. The 40-mph speed limit will be in effect through the end of construction in December 2021. DDOT has installed message boards and signage alerting motorists about the reduced speed limit. Drivers are advised to stay alert while traveling through these locations and to be observant of personnel.

#PROGRESSPREVIEW

We've been making progress on all fronts, even though you may not have noticed it all from your corner of the city. Check out the [#ProgressPreview](#) below to see what our teams and our communities have been up to. If you want to stay in the know throughout this journey, be sure to sign up for our newsletter at www.newfrederickdouglassbridge.com and follow us on social media @newfdmb. Oh, and you can always catch our teams #IRL at your next public meeting!



Work continues on the iconic V-Piers, which will provide a foundation for the steel arches and complete the structural supports of the bridge deck. Since our last update, we had our largest concrete pours on the two bridge foundations in the river.

THE NEW FREDERICK DOUGLASS MEMORIAL BRIDGE



REMAKING THE BRIDGE

BETWEEN
CULTURES,
COMMUNITIES,
AND PEOPLE



FALL 2019