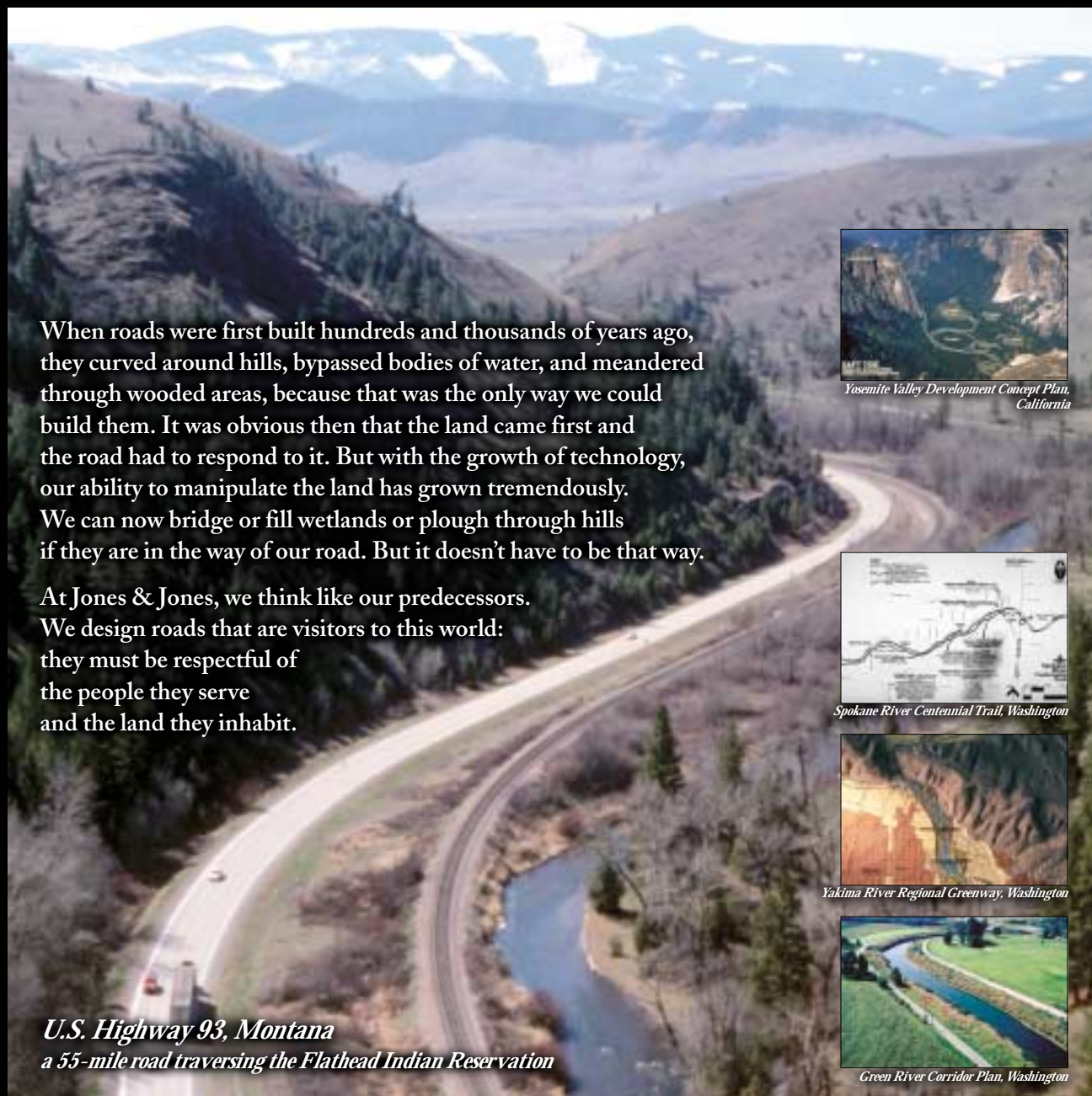






# JONES



When roads were first built hundreds and thousands of years ago, they curved around hills, bypassed bodies of water, and meandered through wooded areas, because that was the only way we could build them. It was obvious then that the land came first and the road had to respond to it. But with the growth of technology, our ability to manipulate the land has grown tremendously. We can now bridge or fill wetlands or plough through hills if they are in the way of our road. But it doesn't have to be that way.

At Jones & Jones, we think like our predecessors. We design roads that are visitors to this world: they must be respectful of the people they serve and the land they inhabit.

*U.S. Highway 93, Montana*  
a 55-mile road traversing the Flathead Indian Reservation

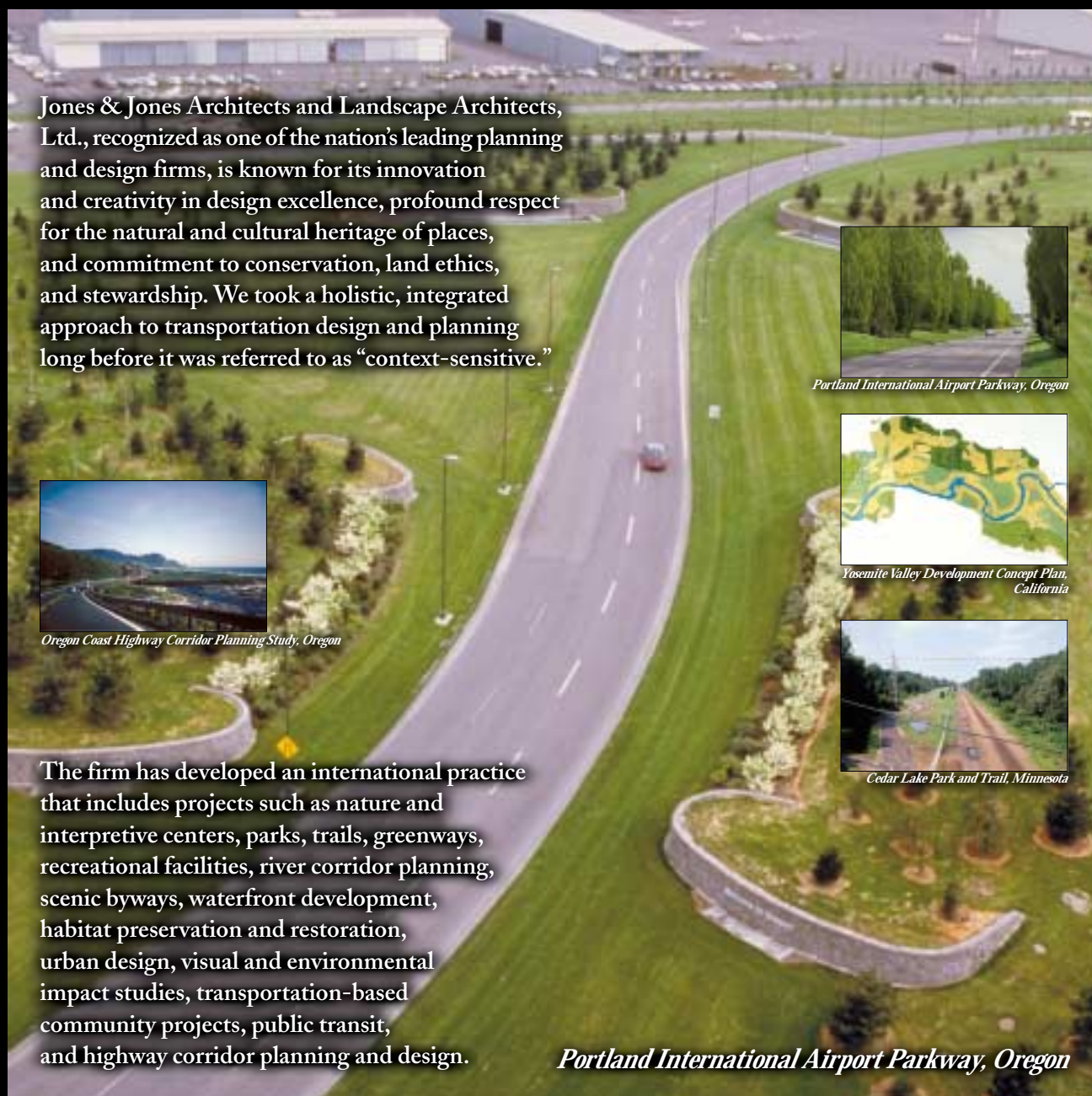

The Federal Highway Administration is using the term "context-sensitive design" in reference to the fundamental idea that every highway project is unique and that highway development should be integrated with communities and the environment while maintaining safety and performance.

For Jones & Jones, this idea of integrating design into the surrounding natural and human environments is old hat—we have been designing this way for almost thirty years!

*Meadow Creek Parkway, Virginia*  
a small-scale, old-fashioned parkway project











Jones & Jones Architects and Landscape Architects, Ltd., recognized as one of the nation's leading planning and design firms, is known for its innovation and creativity in design excellence, profound respect for the natural and cultural heritage of places, and commitment to conservation, land ethics, and stewardship. We took a holistic, integrated approach to transportation design and planning long before it was referred to as "context-sensitive."


The firm has developed an international practice that includes projects such as nature and interpretive centers, parks, trails, greenways, recreational facilities, river corridor planning, scenic byways, waterfront development, habitat preservation and restoration, urban design, visual and environmental impact studies, transportation-based community projects, public transit, and highway corridor planning and design.

*Portland International Airport Parkway, Oregon*

*Paris-Lexington Road, Kentucky*  
a 12-mile stretch of historic highway that runs through the heart of Kentucky's horse country

We have developed proprietary software that allows interactive 3D manipulation of proposed highway alignments within the context of corridor elements. This process assists the designer, client, and local stakeholders in evaluating design decisions, alternate concept plans, and visual impacts. Using this software, we can produce vertical and horizontal geometry files for illustrating Preliminary Line and Grade, and then import the files into a road geometry program for further refinement. This approach helps us communicate interactively to engineers on the team as well as stakeholders, and ensures a seamless integration of aesthetic, environmental, and engineering concerns that lead to a final context-sensitive design.



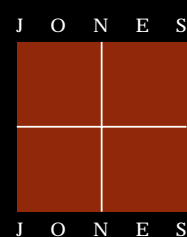



# JONES

*leaders in context-sensitive design*

Nature is the resource and foundation of our work. Through years of experience, we have developed a keen understanding of natural systems, the key to building in harmony with the land. We apply this understanding to all transportation-oriented projects, including the following:

Boeing Trail—Seattle, Washington • Cedar Lake Park and Trail—Minneapolis, Minnesota • Explore Park/Blue Ridge Natural and Cultural Heritage Development Plan—Roanoke, Virginia • First Northeast Transfer Station Master Plan—Seattle, Washington • Green River Trail Master Plan—King County, Washington • Portland International Airport Parkway—Portland, Oregon • Redmond RiverWalk—Redmond, Washington • Shoreline Interurban Trail Feasibility Study—King County, Washington • Federal Highway Administration: Aesthetics and Visual Resource Management for Highways—Washington, D.C. • Federal Highway Administration Field Guide: Visual Impact Assessment for Highway Projects • Guidebook for Corridor Management Planning—Washington • Ice Age Floods Alternatives Study—Montana, Idaho, Washington, and Oregon • US 68 Chinn Lane to Chatham Road—Pleasant Hill, Kentucky • Meadowcreek Parkway—Charlottesville, Virginia • Seattle Monorail—Seattle, Washington • Interstate 90 and Snoqualmie Pass Visitor Center Feasibility Plan—Mountlake Terrace, Washington



Mountains to Sound Greenway—Elk Heights to Puget Sound, Washington • Oregon Coast Highway Corridor Planning Study—Oregon • Oregon Department of Land Conservation and Development: Defining Exceptional Aesthetic Resources—Oregon • Paris-Lexington Road—Paris to Lexington, Kentucky • Roanoke River Greenway—Roanoke, Virginia • Scenic America: Evaluating Scenic Resources—Washington, D.C. • South/North Transit Corridor Study—Portland, Oregon • Stehkin / North Cascades Transportation Plan—North Cascades National Park, Washington • Tacoma Spur: Interstate 705 Structural Feasibility and Concept Study—Tacoma, Washington • Taiwan Northeast Coast Scenic Area Recreation Master Plan—Tainan, Taiwan • U.S. 93 Design Discussions—Evaro to Polson, Montana • Washington Coastal Corridor Master Plan—Washington • Washington State Scenic and Recreational Highway Study—Washington • Washington State Route 105 Scenic Corridor—Washington • Yakima River Regional Greenway—Yakima County, Washington