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EXECUTIVE SUMMARY

The following provides a summary of the key elements of the Historic Resources Technical Report for the Fern Valley Interchange project.

METHODOLOGY

Section 106 of the National Historic Preservation Act, as amended, and Executive Order 11593 Protection and Enhancement of the Cultural Environment, require that federally licensed and federally assisted projects be examined for impacts to all historic districts, sites, buildings, structures or objects. Federal agencies must consult with the State Historic Preservation Officer (SHPO) before undertaking projects that would affect such properties.

This technical report has been prepared in support of the Fern Valley Interchange Project Environmental Assessment (EA), and includes identification of historic resources and an assessment of the Project’s impact on the identified historic resources. Through the identification of historic resources and the evaluation of impacts, the project design has been refined to avoid and minimize impacts to historic resources.

The historic Area of Potential Effect (APE) for the project was defined in consultation with the SHPO. The APE for the historic resources survey consisted of the properties adjacent to either of the proposed build alternatives.

After the author reviewed the project’s baseline report, a pedestrian survey of the APE was conducted, and all buildings that appeared to be at least 45 years old were photographed and documented. Following the reconnaissance survey, a search of SHPO and City of Phoenix records was conducted to identify potential historic resources in the APE. The SHPO’s records were searched for prior Determinations of Eligibility, National Register of Historic Places nominations, and State and County Inventory forms.

This initial identification resulted in a list of twelve resources that were old enough to require further analysis. These included eight of the nine resources that were identified in the baseline report (the house at 3850 Fern Valley Road was demolished subsequent to completion of the baseline report), as well as four additional resources that were added when the APE was expanded. Most of these twelve resources had suffered a loss of integrity due to remodeling. Those with the most significant alterations were dropped from further consideration, along with resources that failed to meet National Register criteria for other reasons. Three resources appeared to retain sufficient integrity and appeared to have the potential to be considered historic, so formal determinations of eligibility were conducted for these three resources.

Consistent with standard practices in historic preservation, each property was researched and evaluated for its eligibility potential. Research sources included Metsker Maps, Census Bureau data, and general books and articles about local history. The level of research conducted for each resource was sufficient to place the building in its historical context.
context and understand why it was built, how it was originally used, and what sort of alterations it had undergone since its original construction.

EXISTING CONDITIONS

Determinations of eligibility were compiled for three potentially historic resources: the Medford Canal, an irrigation canal running along the east side of the APE; Coleman Ranch (now known as Arrowhead Ranch), located at 3001 N. Phoenix Road; and the James Kirk Farm, located at 3381 N. Phoenix Road. The Medford Canal and Coleman Ranch were both determined to be eligible for listing on the National Register of Historic Places (NRHP) under Criterion A, for their association with the early development patterns of the lower Rogue Valley. The James Kirk Farm was determined to be not eligible for the NRHP due to a loss of architectural and contextual integrity.

ENVIRONMENTAL CONSEQUENCES

Direct Impacts

No-Build Alternative. Under the No-Build Alternative, there would be no new construction associated with the interchange, which means that there would be no change to the physical environment in which the historic resources are located. Therefore, there would be no direct impacts resulting from the No-Build Alternative.

Build Alternatives. In the vicinity of the Coleman Ranch and Medford Canal, the Fern Valley Thru and N. Phoenix Thru Alternatives are the same. Both alternatives would be located close to the historic resources, but would not impact either directly. In the case of the Coleman Ranch, the eastern edge of a fill slope would come very close to the southwestern corner of the property. Both build alternatives would realign N. Phoenix Road to the west; in its new position, the road would be located farther from the ranch. Although this would represent a change, it would not substantially alter the ranch’s relationship to the road. In the case of the Medford Canal, both alternatives’ cut slopes would be close to the canal and its access road.

Indirect Impacts

No-Build Alternative. Under the No-Build Alternative, a new interchange would not be constructed. Traffic congestion would increase, but development trends would be likely to continue.

Build Alternatives. Both build alternatives would increase the Fern Valley Interchange’s capacity, thus making it more efficient and reducing driver delays. Such a change would be likely to increase development pressure beyond what already exists, thus hastening the subdivision and development of rural lands in the area. This increased development would change the landscape around the Coleman Ranch from a relatively
rural setting to a suburban (or urban) setting. In the long term, the type and scale of such development would likely be similar to that under the No-Build Alternative, but the timing and pace of development would likely be faster under either of the build alternatives than under the No-Build.

**Construction Impacts**

**Build Alternatives.** Because of the proximity of the build alternatives to the historic resources, construction activities would be conducted close to both the Coleman Ranch and the Medford Canal. Construction work could disrupt normal activities on the Coleman Ranch site (now known as Arrowhead Ranch).

**SUMMARY OF MINIMIZATION AND CONSERVATION MEASURES**

Because the build alternatives would have the same potential impacts to the two historic resources, minimization measures would be the same for both build alternatives.

**Medford Canal**

- The cut slope lines for the alternatives come close to the Medford Canal where it passes through tax lot 381W10-100 (the parcel directly south of the one on which Coleman Ranch is located). A detailed survey and closer analysis of the canal’s easement boundaries would be necessary to ensure that the design would not encroach on the canal’s easement.
- In this same area, as well as any other area where the proposed project comes close to the Medford Canal, careful attention would need to be given to the engineering and design of the proposed project to ensure that the slope remains stable, the canal continues to hold water, and the canal’s maintenance road remains passable.
- Construction plans would specify that the Medford Canal and its maintenance road are to be left undisturbed and would not be used as staging areas.

**Coleman Ranch**

- The cut/fill slopes for the alternatives would be located very close to the southwest corner of the tax parcel on which the Arrowhead Ranch is located. A detailed survey and closer analysis of the boundaries would be necessary to ensure that the design would not encroach on the property.
- If construction requires the use of equipment that would produce significant vibrations, attention would be paid to the impact on potentially fragile elements of the buildings.
- Construction plans would to specify that the Coleman Ranch property should be left undisturbed and would not be used as a staging area.
At this time, the build alternatives are not anticipated to directly impact either the Medford Canal or Coleman Ranch. As the project design is refined, if impacts to these resources could occur, a draft and final Section 4(f) Evaluation would be published. Through this process, potential impacts to these historic resources would be avoided if possible, minimized where feasible, and mitigated, if impacts would occur.
1. INTRODUCTION

The Historic Resources Technical Report has been prepared to support the Environmental Assessment (EA) for the Fern Valley Interchange (FVI) project. The purpose of this report is to provide an assessment of the potential impacts to historic structures associated with this project. This impact analysis has been conducted pursuant to the requirements of the National Historic Preservation Act, the National Environmental Policy Act, the Council of Environmental Quality and the Federal Highway Administration.

The purpose of the proposed action is to reduce congestion and improve operational conditions at the Interstate 5 (I-5) interchange with Fern Valley Road, on Fern Valley Road within the City of Phoenix Urban Growth Boundary, and on OR 99 near its intersection with Fern Valley Road. In addition, the Fern Valley Road Bridge over Bear Creek is proposed for replacement. The project location is shown in Figure 1.

2. DESCRIPTION OF THE ALTERNATIVES

Three alternatives are evaluated in this document: a No-Build Alternative and two build alternatives. The proposed build alternative descriptions are based on preliminary design only. Projects normally have minor design changes during the final design phase—after the environmental process is complete, but prior to construction.

2.1 NO-BUILD ALTERNATIVE

The No-Build Alternative is evaluated and documented for the purpose of providing a basis of comparison with the build alternatives. The No-Build Alternative would leave the interchange in place, in its existing condition. Fern Valley Road and Highway 99 would not change their current alignment or roadway design. There would be no major changes to the highway. Routine maintenance would be continued; and short-term minor safety improvement activities that support continued operation of the existing roadway would occur.

2.2 BUILD ALTERNATIVES

The two build alternative alignments are almost the same west of I-5; only very minor shifts in alignment just west of I-5 would occur. The location and design of the interchange are also essentially the same for both build alternatives. However, east of I-5, the alternatives are very different in alignment and design. The following description of the alternatives is divided in three parts: west of interchange, the interchange, and east of interchange. The Fern Valley Thru Alternative is shown in Figure 2, and the N. Phoenix Thru Alternative is shown in Figure 3. Highway 99, Fern Valley Road, N.
Figure 1
February 2008

Map Features
- Freeways
- Highways
- Roads
- City Limits

Project Location

Fern Valley Interchange

Jackson County

Medford
Phoenix
Talent
Ashland
Phoenix Road and S. Phoenix Road cross-sections are provided in Figures 4 through 7. All of these figures are provided at the end of this section.

2.2.1 Fern Valley Thru Alternative (Figure 2)

*West of Interchange*

**Alignment.** The Fern Valley Thru Alternative generally follows the existing alignment of Fern Valley Road.

**Signals.** Signals would be located at the following intersections:
- Highway 99/Fern Valley Road
- Highway 99/E. Bolz Road
- Fern Valley Road/Luman Road/Stores at Exit 24 access

**Medians.** Medians would be installed at the following locations:
- On Highway 99 from about 500 feet north of Cheryl Lane to E. Bolz Road
- On Fern Valley Road intermittent medians for access control between Highway 99 and Luman Road
- On Fern Valley Road from Luman Road to the southbound interchange ramp

**Typical Roadway Cross-Sections.** Highway 99 would be two lanes in each direction. Fern Valley Road would also be two lanes in each direction, but would turn into a one-way road just west of Bear Creek—westbound traffic would follow Fern Valley Road and eastbound traffic would use E. Bolz Road. Turn lane configurations would include:

- Highway 99/Fern Valley Road intersection
  - Two left-turn lanes southbound to eastbound
  - One left-turn lane northbound to westbound
  - One right-turn lane westbound to northbound
  - One combined through and left-turn lane westbound to southbound
  - One left-turn lane westbound to southbound
  - One combined left and right turn-lane eastbound (no through movement allowed)

- Highway 99/E. Bolz Road intersection
  - Two left-turn lanes southbound to eastbound
  - One right-turn lane northbound to eastbound

- Fern Valley Road/Luman Road/Stores at Exit 24 intersection
  - One left-turn lane westbound to southbound
  - One right-turn lane westbound to northbound
  - One combined through and left-turn lane southbound to eastbound
  - One right-turn lane southbound to westbound
Bike Lanes. Bikes on Highway 99, Fern Valley Road and E. Bolz Road would be accommodated by 6-foot shoulders that would be designated by pavement markings as bike lanes. (Some locations in transition areas may include 5-foot shoulders.)

Sidewalks. Highway 99, Fern Valley Road, and E. Bolz Road would have 6-foot sidewalks on both sides of the highway.

Accesses. The following changes in access are anticipated:
- New access road to Coleman Creek Mobile Estates (in addition to direct access from westbound Fern Valley Road); new access is located north of Pacific Business Plaza on Highway 99.
- New access road to Bavarian Motel south of E. Bolz Road

**Crossing Diamond Interchange (CDI)**

The interchange would be a new interchange design, the Crossing Diamond Interchange (also known as the Diverging Diamond Interchange). With this type of interchange, drivers are directed to the left side of the bridge to cross the interstate (see inset). This allows drivers to make “free” left turns onto the interchange ramps.

This design is very efficient, and has the advantage of a narrower width than the conventional diamond interchange design; thus the CDI would result in less right of way impacts. CDIs move traffic quicker than other interchanges because they reduce the number of stops. There are only two places where traffic stops (instead of three or more found at other interchanges). There is also a significant improvement in safety (up to a 50% reduction in crashes) because there are no left turns crossing opposing traffic. Pedestrians and bicyclists can be accommodated through the interchange in a safe manner.

Alignment. The new interchange would generally follow the existing alignment of Fern Valley Road, except at the east end, which would be shifted slightly to the north.

Signals. Two signals would be located at the west and east interchange ramp areas.

Medians. The CDI contains large median areas to safely separate opposing traffic lanes.

Typical Roadway Sections. There would be two lanes in each direction for the CDI.

Bike Lanes. Bikes would be accommodated on the CDI by 6-foot shoulders at most locations. (Some locations in transition areas may include 5- to 8-foot shoulders.)
**Sidewalks.** Pedestrians would use 6-foot sidewalks along both sides of structure, along the outside edge of the travel lanes.

**Accesses.** No changes in access between the interchange ramps are anticipated.

### East of Interchange

**Alignment.** East of I-5, the Fern Valley Thru alternative would run parallel to and about 250-feet north of the existing alignment of Fern Valley Road. It would reconnect to Fern Valley Road at Breckinridge Drive. S. Phoenix Road would remain along its existing alignment. N. Phoenix Road would be located on all new alignment northeast of existing N. Phoenix Road, reconnecting with the existing road near Campbell Road.

**Signals.** Signals would be located at the following intersections:
- Realigned Fern Valley Road/N. Phoenix Road intersection
- Realigned N. Phoenix Road intersection with Home Depot

**Medians.** Medians would be installed at the following locations:
- On realigned Fern Valley Road from the interchange to the signal at N. Phoenix Road
- On realigned Fern Valley Road from the signal at N. Phoenix Road to Breckinridge Drive
- On S. Phoenix Road from the realigned Fern Valley Road/N. Phoenix Road signal to Furry Road

**Typical Roadway Sections.** Realigned Fern Valley Road would be two lanes in each direction. Realigned N. Phoenix Road would be two lanes in each direction until it tapers to reconnect to existing N. Phoenix Road near Campbell Road. Existing Fern Valley Road and S. Phoenix Road would remain 2-lane roads. Turn lane configurations would include:
- Realigned Fern Valley Road/N. Phoenix Road
  - Two left-turn lanes eastbound to northbound
  - Two right-turn lanes southbound to westbound
- Realigned N. Phoenix Road to relocated Peterbilt access
  - One left-turn lane northbound to southbound
- Realigned N. Phoenix Road to relocated Home Depot access
  - One left-turn lane northbound to westbound

**Bike Lanes.** Bikes on realigned Fern Valley Road, realigned N. Phoenix Road, S. Phoenix Road, and existing Fern Valley Road would be accommodated on 6-foot shoulders that would be designated by pavement markings as bike lanes. (Some locations in transition areas may include 5 to 8-foot shoulders.)
**Sidewalks.** Both realigned Fern Valley Road and realigned N. Phoenix Road would have 6-foot sidewalks on both sides of the roadways.

**Accesses.** The following changes in access are anticipated:
- Existing Fern Valley Road west of S. Phoenix Road would become a cul-de-sac, providing access to the Petro truck stop, motel and restaurant.
- The east leg of the existing Fern Valley Road/N. Phoenix Road intersection would be blocked; no access would be allowed.
- The existing Home Depot access would be moved from existing N. Phoenix Road to the realigned N. Phoenix Road.
- The existing Peterbilt access would be moved from existing N. Phoenix Road to the realigned N. Phoenix Road.
- Other property access changes will be discussed in the Right of Way section.

### 3.2.2 N. Phoenix Thru Alternative (Figure 3)

#### West of Interchange

The design of the N. Phoenix Thru alternative would be essentially the same as the Fern Valley Thru alternative west of I-5. The only minor difference is that the N. Phoenix Thru alignment must skew slightly north in order to connect with the new interchange alignment.

#### Crossing Diamond Interchange

The design of the CDI would be essentially the same as the interchange for the Fern Valley Thru alternative. The only difference is that the N. Phoenix Thru CDI would be located north of the existing Fern Valley Road interchange structure in order to connect with the new N. Phoenix Road alignment.

#### East of Interchange

**Alignment.** East of I-5, the N. Phoenix Thru alternative would turn north generally paralleling existing N. Phoenix Road, and reconnecting with existing N. Phoenix Road near Campbell Road. S. Phoenix Road would be extended directly north of the existing Fern Valley Road/N. Phoenix Road intersection, and turn west to connect with realigned N. Phoenix Road directly across from the Home Depot access road.

**Signals.** Signals would be located at the following intersection:
- Relocated N. Phoenix Road at Home Depot and extended S. Phoenix Road

**Medians.** Medians would be installed at the following location:
- On realigned N. Phoenix Road from the interchange to the Home Depot/extended S. Phoenix Road intersection
Typical Roadway Sections. Realigned N. Phoenix Road would be two lanes in each direction until it tapers to reconnect to existing N. Phoenix Road. Existing Fern Valley Road and extended S. Phoenix Road would be one lane in each direction. The Home Depot access road would be two lanes. Turn lane configurations would include:

- Realigned N. Phoenix Road/Home Depot/extended S. Phoenix Road intersection
  - One right-turn lane northbound to eastbound
  - One left-turn lane eastbound to northbound

- Extended S. Phoenix Road/existing Fern Valley Road intersection
  - One right-turn lane southbound to westbound

Bike Lanes. Bikes on realigned N. Phoenix Road, extended S. Phoenix Road, and existing Fern Valley Road would be accommodated on 6-foot shoulders that will be designated by pavement markings as bike lanes. (Some locations in transition areas may include 5 to 8-foot shoulders.)

Sidewalks. All roads affected by the project east of the interchange would have 6-foot sidewalks on both sides of the roads.

Accesses. The following changes in access are anticipated:
- Existing Fern Valley Road west of S. Phoenix Road would become a cul-de-sac, providing access to the Petro truck stop, motel and restaurant.
- Full access would be provided at the Fern Valley Road/N. Phoenix Thru intersection (compared to access only at the north, west and south legs of the Fern Valley Thru alternative).
- Access to Home Depot would be via a new road located at the north end of the Home Depot property.
- Access to Peterbilt would be via existing Fern Valley Road.
- Access to developable properties north of Fern Valley Road would be via extended S. Phoenix Road.
- Other property access changes will be discussed in the Right of Way section.
This figure reflects conceptual design, and is subject to change. As the project is refined, some changes may occur.
Figure 3
January 2008

Map Features

- Roadway Alignment
- Interchange Alignment
- Traffic Signals

This figure reflects conceptual design, and is subject to change. As the project is refined, some changes may occur.
Fern Valley Road: Typical Cross-Section

Figure 5
September 2007

[Diagram showing road sections and measurements]
N. Phoenix Road: Typical Cross-Section

Figure 6
September 2007
S. Phoenix Road: Typical Cross-Section

Figure 7
September 2007
3. METHODOLOGY

3.1 Related Federal, State and Local Regulations

Section 106 of the National Historic Preservation Act, as amended, and Executive Order 11593 Protection and Enhancement of the Cultural Environment, require that federally licensed and federally assisted projects be examined for impacts to all historic districts, sites, buildings, structures or objects. Federal agencies must consult with the State Historic Preservation Officer (SHPO) before undertaking projects that would affect such properties.

This technical report has been prepared in support of the Fern Valley Interchange Project Environmental Assessment (EA), and includes identification of historic resources and an assessment of the Project’s impact on the identified historic resources. Through the identification of historic resources and the evaluation of impacts, the project design has been refined to avoid and minimize impacts to historic resources.

3.2 Methods for Identifying Historic Resources

The historic resource Area of Potential Effect (APE) for the Project was defined in consultation with the SHPO. The APE for the historic resources survey consisted of the properties adjacent to either of the proposed build alternatives.

After the author reviewed the project’s baseline report, a pedestrian survey of the APE was conducted, and all buildings that appeared to be at least 45 years old were photographed and documented. Following the reconnaissance survey, a search of SHPO and City of Phoenix records was conducted to identify potential historic resources in the APE. The State Historic Preservation Office’s records were searched for prior Determinations of Eligibility, National Register of Historic Places nominations, and State and County Inventory forms.

This initial identification resulted in a list of twelve resources that were old enough to require further analysis. These included eight of the nine resources that were identified in the baseline report (the house at 3850 Fern Valley Road was demolished subsequent to completion of the baseline report), as well as four additional resources that were added when the APE was expanded. Most of these twelve resources had suffered a loss of integrity due to remodeling. Those with the most significant alterations were dropped from further consideration, along with resources that failed to meet National Register criteria for other reasons. In Section 5.2 of this report, there is a summary description of each of these resources and the reason why it was no longer considered for potential historic status.

Three resources appeared to retain sufficient integrity and appeared to have the potential to be considered historic, so formal determinations of eligibility were conducted for these three resources. These resources were the Coleman Ranch (now known as Arrowhead...
Ranch), located at 3001 N. Phoenix Road; the Medford Canal that runs along the eastern edge of the proposed project; and the Kirk Farm, located at 3381 N. Phoenix Road.

3.3 Research and Documentation

This Historic Resources Technical Memorandum and the Fern Valley Interchange Project Environmental Assessment (EA) have been prepared in accordance with Section 106 regulations to document the historic resource analysis for the Project. Determination of Eligibility (DOE) forms were completed for the three resources that had the potential to be considered eligible for the National Register of Historic Places. Copies of these forms are included in Appendix A of this report.

Consistent with standard practices in historic preservation, each property was researched and evaluated for its eligibility potential. Research sources included Metsker Maps, Census Bureau data, and general books and articles about local history. The level of research conducted for each resource was sufficient to place the building in its historical context and understand why it was built, how it was originally used, and what sort of alterations it had undergone since its original construction.

4. AGENCY COORDINATION AND INVOLVEMENT

4.1 STATE HISTORIC PRESERVATION OFFICE (SHPO)

On May 10, 2007, Martha Richards (URS) met with Stephen Poyser, Section 106 Compliance Officer with the SHPO. They discussed the proposed APE for this and other projects, and Mr. Poyser concurred that the proposed APE would be adequate.

5. AFFECTED ENVIRONMENT

5.1 Historical Overview

The European-American settlement of the Rogue Valley area began in the 1820s as the Hudson’s Bay Company began sending annual trading and trapping expeditions south from its central trading post at Fort Vancouver. Settlement of the area was gradual until gold was discovered near Jacksonville in 1850. As Jacksonville and other mining camps grew, nearby communities were established within the valleys to provide agricultural
products. The Phoenix area was first settled in the early 1850s by Samuel Colver. The town was platted in 1854 and by 1855 had a flour mill and sawmill, the latter having been owned by resident and insurance agent Sylvester Wait, who in 1857 named the post office for the Phoenix Insurance Company. Phoenix reached the height of prosperity in the 1860s; the population began to dwindle during the next decade.

Economic development and modern population growth in southern Oregon was in large part dependent on the establishment of reliable transportation routes, particularly rail lines. During the 1850s and 1860s, travel from the Rogue River Basin north to the Willamette Valley or south to the Sacramento Valley was accomplished by following narrow trails or crude stage routes. By the 1870s, plans were unfolding to build a railroad between San Francisco, California and Portland, Oregon. Construction began at both ends of the line, and by 1884 all but the section over the Siskiyou Mountains between Ashland, Oregon to Redding, California was complete. This last segment was completed in 1887, thus providing Southern Oregon with rail service that would facilitate shipments of agricultural and forest products to distant markets.

Rainfall in the Rogue Valley is minimal: the area receives a mere 17 inches annually, and summers are typically dry. Recognizing the need for irrigation in the arid climate, Jacob Wagner of Talent built the area’s first irrigation ditch in 1852. Other small irrigation projects followed. By 1860, a few small orchards existed in the area, and farmers found the climate to be excellent for fruit growing. Nevertheless, in the late 1800s, most farmers in the area raised cattle and sheep and grew non-irrigated crops like wheat, grasses, and corn. When the railroad reached Phoenix in 1884, the town began to change as it gained a fast and efficient way to ship goods long distances. In 1885, J.H. Stewart established the area’s first commercial orchard, planting 160 acres of pears and quickly adding 100 more acres to his holdings. He shipped his first rail carload of pears outside the Rogue Valley in 1890 with great success; just six years later, he shipped 96 carloads. The high-quality Rogue Valley fruit was well-received in affluent eastern markets like Chicago and New York City, and the lucrative market enticed other farmers to plant orchards. Orchards need irrigation in this climate, and as more land became converted to orchard use, the demand for additional water supplies grew. In 1897 the Fish Lake Water Company was established, and by 1902 the company had completed the Fish Lake Dam and the first segment of the Hopkins Canal connecting Fish Lake to the Agate Desert near present-day White City. The company’s early success led them to build additional canals over time.

Between 1900 and 1910, the area experienced a massive population boom. The area was easily accessible by rail, orchards were making solid profits, and the area’s climate and economic strength enticed many people to move to the Rogue Valley. Phoenix, along with Ashland, Talent, and Medford (the other towns with railroad depots) grew quickly.

In an example of just how significantly orchards were being used as an economic catalyst, in 1910 a group of enterprising businessmen initiated an acquisition of the Fish Lake Water Company; at the same time, they planted several hundred acres of orchards, partitioned the land, and sold the smaller orchards. This rapid increase in lands devoted to orchards had two effects: it dramatically increased the need for irrigation water, and it also increased the supply of fruit. By 1912, the orchard economy had collapsed. There
was inadequate irrigation water to support all of the newly planted orchards, and many farmers couldn’t find a way to keep their trees alive while they waited for their orchards to reach fruit-bearing age. Over the next few years, people left just as quickly as they had come, and the area experienced a marked decrease in population.

Recognizing that water shortages were a limiting factor for the lower Rogue Valley’s development, the United States Reclamation Service (later renamed the Bureau of Reclamation) investigated the Rogue River basin in 1915. The investigation produced a report that recommended many of the reservoirs and canals that exist today – infrastructure that was built over the course of many decades. In addition, the State Engineer reapportioned water supplies in the Rogue Valley, granting the valley the use of water from some Klamath River tributaries located just over the mountain range to the east. Between 1915 and 1921, seven irrigation districts were established in Jackson and Josephine counties, among them the Talent Irrigation District in 1916 and the Medford Irrigation District in 1917. Once established, the various irrigation districts set about building canals and reservoirs. Funding was provided by the farmers that would be served by the new irrigation systems, which means that projects were vulnerable to fluctuations in the farming economy.

The Great Depression that began in 1929 hit the Rogue Valley hard. It severely reduced the market for fruit, and many farmers found that shipping costs were much higher than the value of the crops themselves. Many of the valley’s orchards became a liability rather than an asset, and failed orchardists felled their trees to clear the land for other uses. The 1932 Metsker map of the area shows a variety of land subdivisions with “orchard” in their names: Gold Range Orchards, Royal Orchards, Crystal Springs Orchards, etc.. A harsh freeze in 1934 further hurt the remaining orchardists by damaging their crops and trees. Irrigation districts, dependent on the area’s farmers, likewise went bankrupt and were forced to reorganize. Irrigation projects were put on hold until the economy recovered.

In 1940, Rogue Valley residents began to hear rumors about the United States Army’s interest in developing a training camp in the area. A year later, these rumors were confirmed as planners, architects, and engineers completed designs for converting open rangeland in the area of what is now White City to a fully-developed military training camp. Construction on the camp was begun in January 1942, and in September of the same year, Camp George A. White, a U.S. Army Cantonment was dedicated, and training began. The astoundingly fast construction – in only nine months, more than 1300 buildings, a complete network of roads, a wastewater treatment facility, and everything else required to house 40,000 soldiers and associated personnel – required an estimated 10,000 construction workers. Although the camp was a few miles north of Medford, the economic boom resulting from building and running this camp was felt throughout the Rogue Valley. After the end of World War II, the camp was no longer needed, so the army auctioned off nearly all of the buildings on the condition that they be removed; the army then sold most of the land associated with Camp White. Even after the camp was decommissioned, the valley continued to benefit from it: many of the soldiers who had trained at the camp enjoyed the area enough that they moved back to the area after the
war. In all, the installation of Camp White significantly helped to bring the Rogue Valley out of the depression.

Throughout the twentieth century, Phoenix remained a relatively small town. It could not compete with the greater economic forces of Medford to the north and Ashland to the south. Although its schools and businesses serve the basic needs of the local residents, many residents rely on the employment opportunities in Medford and Ashland. During the past decade, the lower Rogue Valley has experienced major population growth. Phoenix is expanding eastward, with new subdivisions on the east side of I-5 and new commercial areas around the Fern Valley Interchange.

5.2 Historic Resources within the APE

There are two historic resources within the APE: the Medford Canal, an irrigation canal located along the east side of the APE, and Coleman Ranch (now known as Arrowhead Ranch), located at 3001 N. Phoenix Road. The locations of these two resources are shown in Figure 8. Copies of the Determinations of Eligibility are located in Appendix A of this report.

The baseline report, completed in 2004, identified nine resources (eight houses and one bridge) that were at least 50 years old, but noted that none was likely to be considered eligible for listing on the National Register. Upon further evaluation, it was verified that none of these resources should be considered historic. The locations of all of these resources are shown in Figure 8. One house, located at 3850 Fern Valley Road, has been demolished. The Fern Valley Bridge No. 10 over Bear Creek does not meet the criteria for significance. The houses on E. Bolz Road – originally identical except for 812 Bolz Road – have been so significantly altered that they all lack architectural integrity; furthermore, none has a strong enough association with a person or pattern of events to be considered eligible. The same is true for the house at 137 Fern Valley Road. These resources and findings are summarized in Table 2 below.
This figure reflects conceptual design, and is subject to change. As the project is refined, some changes may occur.
<table>
<thead>
<tr>
<th>Property Address and Tax Lot</th>
<th>Resource Type/Date</th>
<th>Evaluation of Resource</th>
<th>Photograph</th>
</tr>
</thead>
<tbody>
<tr>
<td>3850 Fern Valley Rd. 381W102700</td>
<td>Craftsman Style Bungalow/1918</td>
<td>Demolished</td>
<td><img src="image" alt="Demolished Photograph" /></td>
</tr>
<tr>
<td>Ferns Bridge No. 10 (Spanning Bear Creek at Fern Valley Road)</td>
<td>Steel-Reinforced Concrete Bridge/1951</td>
<td>Does not meet criteria for significance</td>
<td><img src="image" alt="Bridge Photograph" /></td>
</tr>
<tr>
<td>137 Fern Valley Rd. 381W09A</td>
<td>Minimal Traditional House/1950s</td>
<td>Built and owned by W.P. Bolz (who developed Bolz Road and its houses). Significant alterations have caused this typical 1950s-era house to lose integrity.</td>
<td><img src="image" alt="House Photograph" /></td>
</tr>
<tr>
<td>816 Bolz Rd. 381W09DA400</td>
<td>Minimal Traditional House/1952</td>
<td>This and the other houses on Bolz Road (except #812) were originally identical. There is nothing about the houses to suggest that they would merit listing on the National Register. This house has had a rear addition, as well as major alterations to the front façade.</td>
<td><img src="image" alt="House Photograph" /></td>
</tr>
<tr>
<td>814 Bolz Rd. 381W09DA500</td>
<td>Minimal Traditional House/1952</td>
<td>Although the house retains its original front windows (multi-light wooden fixed sash), all other windows are vinyl replacements and the garage has been converted to a dwelling space.</td>
<td><img src="image" alt="House Photograph" /></td>
</tr>
<tr>
<td>812 Bolz Rd. 381W09DA600</td>
<td>Minimal Traditional House/1952*</td>
<td>The one “different” house on this street, it appears to have undergone a series of additions and remodeling projects to the point where the house’s original appearance is no longer apparent.</td>
<td><img src="image" alt="House Photograph" /></td>
</tr>
<tr>
<td>810 Bolz Rd. 381W09DA700</td>
<td>Minimal Traditional House/1952</td>
<td>This house has vinyl siding and replacement windows, as well as a remodeled front porch; these alterations have caused a significant loss of historic integrity.</td>
<td><img src="image" alt="House Photograph" /></td>
</tr>
<tr>
<td>808 Bolz Rd. 381W09DA800</td>
<td>Minimal Traditional House/1952</td>
<td>This house has had its windows replaced and a carport added, among other alterations.</td>
<td><img src="image" alt="House Photograph" /></td>
</tr>
<tr>
<td>806 Bolz Rd. 381W09DA900</td>
<td>Minimal Traditional House/1952</td>
<td>This house has had the greatest amount of alteration, changing siding, massing, and windows.</td>
<td><img src="image" alt="House Photograph" /></td>
</tr>
</tbody>
</table>

*The baseline report assigned this date to the house, but the date is likely to be incorrect. Because of the house’s loss of integrity, further research into the exact date of construction was not conducted.
The APE for the baseline report was smaller than the current APE. As a result, additional resources at least 50 years old were identified. These included the aforementioned Medford Canal and Coleman Ranch (Arrowhead Ranch), as well as the James Kirk Farm located at 3381 N. Phoenix Road and a farmstead at 4059 Fern Valley Road (tax lot 381W10-600). A formal Determination of Eligibility was compiled for the James Kirk farm, and it was determined to be not eligible due to a loss of integrity. A copy of the Determination of Eligibility form is included in Appendix A of this report. The farmstead at 4059 Fern Valley Road (tax lot 381W10-600) is a one and one-half story Craftsman style bungalow with a front gable. It has been significantly altered: it has been re-sided with stucco or a similar cementitious material; windows have been replaced; an addition has been added to the west side of the house (at left in the photograph); and shutters have been added. There are some barns and outbuildings associated with this house that appear to date to the turn of the century. They are in fair to poor condition and have likewise undergone alterations. Because of the significant loss of integrity stemming from a variety of alterations, this ranch complex was not examined in detail for its historic potential.
6. ENVIRONMENTAL CONSEQUENCES

In the vicinity of the Medford Canal and the Coleman Ranch, both of the build alternatives use the same design and would therefore have the same effect. Section 106 Level of Effect forms were completed for the two historic resources, and are included in Appendix B of this report. The Level of Effect assessment for both resources found that there would be No Historic Properties Adversely Affected. The direct, indirect, cumulative, and construction impacts of the No-Build and Build Alternatives are described below.

6.1 Direct Impacts

**No-Build Alternative**

Under the No-Build Alternative, there would be no new construction associated with the interchange, which means that there would be no change to the physical environment in which the historic resources are located. Therefore, there would be no direct impacts resulting from the No-Build Alternative.

**Build Alternatives**

In the vicinity of the Coleman Ranch and Medford Canal, the Fern Valley Thru and N. Phoenix Thru Alternatives are the same. Both alternatives would come close to the historic resources, but would not impact either directly. In the case of the Coleman Ranch, the eastern edge of a fill slope would be located very close to the southwestern corner of the property. Both alternatives would realign N. Phoenix Road to the west; in its new position, the road would be located farther from the ranch. Although this would represent a change, it would not substantially alter the ranch’s relationship to the road and therefore there would be no adverse effect. In the case of the Medford Canal, both build alternatives’ cut slopes would be close to the canal and its access road.

6.2 Indirect Impacts

**No-Build Alternative**

Under the No-Build Alternative, a new interchange would not be constructed. Traffic congestion would increase, but development trends would be likely to continue.

**Build Alternatives**

Both build alternatives would increase the Fern Valley Interchange’s capacity, thus making it more efficient and reducing driver delays. Such a change would be likely to
increase development pressure beyond what already exists, thus hastening the subdivision and development of rural lands in the area. This increased development would change the landscape around the Coleman Ranch from a relatively rural setting to a suburban (or urban) setting. In the long term, the type and scale of such development would likely be similar to that under the No-Build Alternative, but the timing and pace of development would likely be faster under either of the build alternatives than under the No-Build.

6.3 Construction Impacts

**Build Alternatives**

Because of the proximity of the build alternatives to the historic resources, construction activities would be conducted close to both the Coleman Ranch and the Medford Canal.

Construction work could disrupt normal activities on the Coleman Ranch site (now known as Arrowhead Ranch), but such disruptions would be temporary and would not adversely affect the historic character or integrity of the Coleman Ranch.

Construction activities would occur close to the Medford Canal, but would not disrupt the canal’s ongoing function as an active irrigation facility, nor would it adversely affect the historic character or integrity of the canal or maintenance path that is located alongside the canal.

7. SUMMARY OF MINIMIZATION MEASURES

Because the build alternatives would have the same potential impacts to the two historic resources, minimization measures would be the same for both build alternatives.

7.1 MEDFORD CANAL

- The cut slope lines for the alternatives come close to the Medford Canal where it passes through tax lot 381W10-100 (the parcel directly south of the one on which Coleman Ranch is located). A detailed survey and closer analysis of the canal’s easement boundaries would be necessary to ensure that the design would not encroach on the canal’s easement.
- In this same area, as well as any other area where the proposed Project comes close to the Medford Canal, careful attention would need to be given to the engineering and design of the proposed Project to ensure that the slope remains stable, the canal continues to hold water, and the canal’s maintenance road remains passable.
- Construction plans would need to specify that the Medford Canal and its maintenance road are to be left undisturbed and would not be used as staging areas.

7.2 COLEMAN RANCH
• The cut/fill slopes for both alternatives would be located very close to the southwest corner of the tax parcel on which the Arrowhead Ranch is located. A detailed survey and closer analysis of the boundaries would be necessary to ensure that the design would not encroach on the property.

• If construction requires the use of equipment that would produce significant vibrations, attention would be paid to the impact on potentially fragile elements of the buildings.

• Construction plans would specify that the Coleman Ranch property should be left undisturbed and would not be used as a staging area.

At this time, the build alternatives are not anticipated to directly impact either the Medford Canal or Coleman Ranch. As the project design is refined, if impacts to these resources could occur, a draft and final Section 4(f) evaluation for these resources would be published. Through this process, potential impacts to these historic resources would be avoided if possible, minimized where feasible, and mitigated, if impacts would occur.
8. LIST OF PREPARERS

Richards, Martha, Cultural Resources Specialist, M.A. Historic Preservation Planning. Experience in architectural history, cultural resources, and land use planning since 2000.

9. REFERENCES AND INFORMATION SOURCES


Jackson County Assessor’s Office. Tax Records.


APPENDIX A: DETERMINATIONS OF ELIGIBILITY

- Coleman Ranch, 3001 N. Phoenix Road
- Medford Canal
- James Kirk Farm, 3381 N. Phoenix Road
<table>
<thead>
<tr>
<th>Agency/Project: Oregon Department of Transportation / Fern Valley Interchange Project</th>
</tr>
</thead>
<tbody>
<tr>
<td>Property Name: Coleman Ranch (Arrowhead Ranch)</td>
</tr>
<tr>
<td>Street Address: 3001 North Phoenix Road</td>
</tr>
<tr>
<td>City, County: Phoenix, Jackson</td>
</tr>
<tr>
<td>USGS Quad Name: Medford East</td>
</tr>
<tr>
<td>Township: 38S Range: 1W Section: 3</td>
</tr>
<tr>
<td>This property is part of a ☒Grouping/Ensemble (see instructions)</td>
</tr>
<tr>
<td>Number and Type of Associated Resources in Grouping/Ensemble: 2 houses, 2 barns, 1 horse arena, assorted small structures</td>
</tr>
<tr>
<td>Current Use: Agricultural / Horse Ranch (residence and barns)</td>
</tr>
<tr>
<td>Construction Date: c. 1880</td>
</tr>
<tr>
<td>Architectural Classification / Resource Type: Vernacular / Building</td>
</tr>
<tr>
<td>Alterations &amp; Dates: Shed roofed additions to house (date unknown); shed roofed additions to guest house (1990s); 2 horse arenas built (1990s)</td>
</tr>
<tr>
<td>Window Type &amp; Material: four-over-four double-hung wood sash</td>
</tr>
<tr>
<td>Roof Type &amp; Material: Side-gable with wood shake shingles</td>
</tr>
<tr>
<td>Exterior Surface Materials:</td>
</tr>
<tr>
<td>Primary: Wooden shiplap siding (main house)</td>
</tr>
<tr>
<td>Secondary: Wood trim</td>
</tr>
<tr>
<td>Decorative:</td>
</tr>
<tr>
<td>Condition: ☒Good ☐Fair ☐Poor</td>
</tr>
<tr>
<td>Integrity: ☐Excellent ☒Good ☐Fair ☐Poor</td>
</tr>
<tr>
<td>Preliminary National Register Findings:</td>
</tr>
<tr>
<td>☒Potentially Eligible: ☐Individually ☐As part of District</td>
</tr>
<tr>
<td>☐Not Eligible: ☐In current state ☐Irretrievable integrity loss</td>
</tr>
<tr>
<td>☐Lacks Distinction ☐Not 50 Years</td>
</tr>
<tr>
<td>State Historic Preservation Office Comments:</td>
</tr>
<tr>
<td>☐Concur ☐Do Not Concur: ☐Potentially Eligible Individually</td>
</tr>
<tr>
<td>☐Potentially Eligible as part of District ☐Not Eligible</td>
</tr>
<tr>
<td>Signed _____________________________________________________ Date ______________________________</td>
</tr>
<tr>
<td>Comments:</td>
</tr>
</tbody>
</table>
Property Name: Coleman Ranch (Arrowhead Ranch)

Street Address: 3001 North Phoenix Road
City, County: Phoenix, Jackson

Architect, Builder or Designer (if known): Owner: ☒Private ☐Local Government ☐State

Description of Property (including exterior alterations & approximate dates), Significance Statement, and Sources. (Use continuation sheets if necessary):

This house and barns are included in the Jackson County Cultural and Historical Resource Survey; the forms are attached to the end of this Determination of Eligibility. An annotated aerial photograph of the property is also attached.

The Coleman Ranch is significant for its demonstration of the early settlement and agricultural development of the lower Rogue Valley. It is located approximately one mile northeast of Phoenix, Oregon on the east side of N. Phoenix Road. The ranch consists of two houses (a main house and a smaller guest house), two barns, a new horse arena, and assorted small sheds and farm-related structures.

The main house is a one-story gabled building. The original building was cross-gabled and T-shaped in plan, but shed roofed additions have been constructed in the rear corners to make the house rectangular in plan. The windows are four-over-four double-hung wood sash; at the time the field visit was conducted and the photographs taken (May 2007), the windows were intact but covered with plastic sheeting. Siding is wooden shiplap with corner boards. The front porch extends across the middle third of the front façade and has a shed roof. The porch is supported by four wooden 4x4 posts (not original) with wooden fretwork brackets. The porch railing, replaced within the past fifteen years, consists of vertical 2x2 posts.

The guest house, located east of the main house, is a one-story gable roofed rectangular building that is flanked by relatively recent shed roofed additions on the east and west sides. The main body of the guest house has shiplap siding and four-over-four double-hung windows like the main house, while the additions have board and batten siding and vinyl horizontal sliding windows. It has a wood shake roof like the main house.

There are two barns associated with this property; they are located to the east of the houses. The southern barn, the older of the two, was built c. 1900. It is an end-opening gable roofed rectangular building with board and batten siding. It has one gabled vent in the center of the roof ridge. There is an older shed roofed addition on its southern side, as well as a fairly new (1990s), large gabled horse arena addition on its eastern side. The hay barn, the larger of the two (if the horse arena extension is excluded), is located to the north of the other barn. It is also an end-opening gable roofed rectangular building that is flanked by shed roofed extensions. It has four gabled vents along the roof ridge. Other buildings and structures on this property include a large, modern horse arena to the east of the northernmost barn; three small grain silos; and some small sheds.

According to the Jackson County Survey form, Lipman Coleman was a Jacksonville merchant who arrived in Jackson County in 1860 and operated a dry goods store. He acquired the Phoenix property from the Jackson County Sheriff in April 1880; the 1880 census (taken in June of that year) lists his residence in Jacksonville but his occupation as a farmer. The Colemans lived on the property for many years and passed it along to their daughter Etta. She eventually transferred the property to Byron Coleman, and in 1954, he sold it to David Holmes Jr. The Coleman House and Barns are located approximately one mile north of Phoenix in a rural setting. Due to the minimal rainfall, this area has long been used for raising livestock and growing feed that does not need to be irrigated. In the early twentieth century, irrigation canals were installed to support the valley’s highly successful orchards, but many farmers chose not to subscribe to the irrigation services and instead relied on non-irrigated farm products. As a side note, David Holmes Jr. is the son of the “David” of the Harry and David company. In spite of this connection with the orchard business, the property has been used for ranching and not for orchards. The property is now called Arrowhead Ranch and is used as an equestrian center. The name “Arrowhead Ranch” was selected by its present owner and does not have an historical basis.

References:
Jackson County Assessors Office
Metsker Maps of Jackson County
Jackson County Cultural and Historical Resource Survey
<table>
<thead>
<tr>
<th>Property Name: Coleman Ranch (Arrowhead Ranch)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Street Address: 3001 North Phoenix Road</td>
</tr>
<tr>
<td>City, County: Phoenix, Jackson</td>
</tr>
</tbody>
</table>

View: Northern barn, viewed from the southwest (facing northeast). Free-standing horse arena is visible at right

View: Southern barn, viewed from northeast. Horse arena addition is visible at left
<table>
<thead>
<tr>
<th>Property Name: Coleman Ranch (Arrowhead Ranch)</th>
<th>Street Address: 3001 North Phoenix Road</th>
<th>City, County: Phoenix, Jackson</th>
</tr>
</thead>
</table>

View: Guest house, viewed from southeast. Rear of main house is visible at left.

View: Barns, viewed from southwest. House is to the left (out of frame).
Fern Valley Interchange
Alternatives
Coleman Farm
December 2007

Map Features
- N. Phoenix Thru Alignment
- Fern Valley Thru Alignment

Source: ODOT
USGS
URS Corporation

Jackson County
The Lipman Coleman House is a one and one-half story, wood frame residence, one mile north of Phoenix, Oregon on the east side of North Phoenix Road. The structure has a gable roof, four-over-four, double-hung sash windows, shiplap siding and an L-shaped plan. A shed roofed veranda with ornate fretwork wooden brackets is located on the front (west) elevation. The building rests on rubble stone footings and has a wood curtain around the base. The interior walls are of plank construction. Two horizontal paneled windows were added later on the facade. Two large barns are located to the rear of the residence.

Lipman Coleman, Jacksonville merchant, operated a dry goods store for several years after arriving in Jackson County during the 1860s. The 1870 census lists him as a clerk. A native of Prussia, Coleman is recorded as a farmer in the 1880 census, age 39, living with his wife, Adeline, and daughter, Etta, age twelve. Lipman Coleman received the pertinent property from the Jackson County Sheriff in April 1880. (Earlier owners of the land included John Gray and Ebenezer Pinkham). The Coleman family occupied the dwelling for many years. Etta Coleman transferred the property to Byron Coleman who sold it to David Holmes in July 1954.

Recorded by Clay/Atwood Date 1979/1991
Sources Consulted:
Jackson County Deed Records, Volume 8, Page 728;
Southern Oregon Historical Society, Mss., Lipman Coleman, Jacksonville Receipt Book, 1880-1884
U.S. Federal Census, (Jackson County) 1870; 1880.

1992 Field Check: No changes noted
Physical description of property and statement of historical significance:

The Homes-Stroh house, on the Arrowhead Ranch, is a one and one-half story, wood frame residence, one mile north of Phoenix, Oregon, on the east side of North Phoenix Road. This building has a gable roof, four-over-four, double hung sash windows, shiplap siding and an "L" shaped plan. A shed roofed veranda with ornate fretwork wooden brackets is located on the front (west) elevation. This building rests on rubble stone footings and has a wood curtain around its base. The interior walls are of plank construction. Two horizontal paned windows, on the front facade, were added later. Two large barns are located to the rear of this residence (see file sheets).

The current owner-occupant states that the house was constructed for the Hansen family (see Gene Hansen house file sheet) during the late 19th century. A portion of the property was the William Mathes Donation Land Claim (see file sheet). David Homes Jr., of the Harry & David Packing and Bear Creek Orchard (see file sheet), purchased this ranch around 1950. This has been an operating cattle ranch since the late 19th century.

---

Recorded by L. Scott Clay          Date 05 April 1979

Photography by Marjorie Edens.  S.O.H.S., Neg. No. 35mm -38-9

Sources consulted (continue on back if necessary):


Please enclose map. Township 38(s) 1(e) Section 3 Tax Lot 1600
The Coleman Barns are located to the rear of the Lipman Coleman House on the east side of North Phoenix Road, one mile north of Phoenix, Oregon. The larger of the two (left of photo) is a rectangular, gable roofed, end-opening structure with two lean-tos running the length of the east and west elevations. This is a wood frame building with board and batten siding, and four louvered vents on the ridge of the roof. The second barn, directly to the south (right of photo), is also an end-opening, gable roofed building with board and batten siding. This barn is of pole frame construction.

Lipman Coleman, on whose property these barns were constructed, operated a dry goods store in Jacksonville for several years after arriving in Jackson County during the 1860s. The 1870 census lists him as a clerk. A native of Prussia, Coleman is recorded as a farmer in the 1880 census, age 39, living with his wife, Adeline, and daughter, Etta, aged twelve. Lipman Coleman received the pertinent property from the Jackson County Sheriff in April 1880. (Earlier owners of the land included John Gray and Ebenezeer Pinkham). The Coleman family occupied the dwelling for many years. Etta Coleman transferred the property to Byron Coleman who sold it to David Holmes in July 1954. Both barns were probably construction during the period of Etta and Byron Coleman's ownership.

Sources Consulted:

Jackson County Deed Records, Volume 8, Page 728;
Southern Oregon Historical Society, Mss., Lipman Coleman, Jacksonville Receipt Book, 1880-1884;
U.S. Federal Census, (Jackson County) 1870; 1880.

1992 Field Check: No changes noted
Physical description of property and statement of historical significance:

The Arrowhead Ranch or David Homes Jr. barns (two) are located to the rear of the ranch house (see file sheet), on the east side of North Phoenix Road, one mile north of Phoenix, Oregon. The larger of the two (left of photo) is a rectangular, gable roofed, end-opening structure with two lean-tos running the length of the east and west elevations. This is a wood frame building with board and batten siding, and four louvered vents on the ridge of the roof. The second barn, directly to the south (right of photo), is also an end-opening, gable roofed building with board and batten siding. This barn is of pole-frame construction.

According to the current owner-occupant, the ranch was established by the Hansen family (see Gene Hansen house file sheet), during the late 19th century, on property once part of the William Mathes Donation Land Claim (see file sheet). David Homes Jr., of the orchard and gift packaging Home's family (see Harry & David Packing House file sheet), purchased this ranch around 1950. This has been an operating cattle ranch since the late 19th century.

Recorded by L. Scott Clay Date 05 April 1979
Photography by Marjorie Edens. S.O.H.S., Neg. No. 35mm -38-10
Sources consulted (continue on back if necessary):
St -Homes, Bonny. Interview with L. Scott Clay, 02 August 1978, Arrowhead Ranch, Phoenix, Oregon.

Please enclose map. Township 38 S 1 W Section 3 Tax Lot 1600
**Agency/Project:** Oregon Department of Transportation/Fern Valley Interchange Project

**Property Name:** Medford Canal

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**USGS Quad Name:** Medford East, Eagle Point

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<th>Section: many</th>
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<td>Also in 36S10E, 36S01W, 37S01W</td>
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This property is part of a □ District □ Grouping/Ensemble (see instructions)

**Name of District or Grouping/Ensemble:**

**Number and Type of Associated Resources in Grouping/Ensemble:**

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<th>Current Use: Agriculture / irrigation facility (irrigation canal)</th>
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<td>Architectural Classification / Resource Type: Structure</td>
<td>Alterations &amp; Dates: 1957-1966 repair and maintenance campaign</td>
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<th>Window Type &amp; Material: n/a</th>
<th>Exterior Surface Materials: Earthen channel</th>
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<td></td>
<td>Secondary:</td>
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<td></td>
<td>Decorative:</td>
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<table>
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<tr>
<th>Roof Type &amp; Material: n/a</th>
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</table>

<table>
<thead>
<tr>
<th>Condition:</th>
<th>Integrity:</th>
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<tr>
<td>□ Fair</td>
<td>□ Fair</td>
</tr>
<tr>
<td>□ Poor</td>
<td>□ Poor</td>
</tr>
</tbody>
</table>

Segment of Medford Canal in the vicinity of the Fern Valley Interchange project (west of Phoenix). A sluice gate is on the left.

**Preliminary National Register Findings:**

- [x] Potentially Eligible: □ Individually □ As part of District □ National Register listed
- [ ] Not Eligible: □ In current state □ Irretrievable integrity loss □ Lacks Distinction □ Not 50 Years

**State Historic Preservation Office Comments:**

- [ ] Concur □ Do Not Concur: □ Potentially Eligible Individually □ Potentially Eligible as part of District □ Not Eligible

Signed _____________________________________________________ Date ______________________________

Comments: Segment of Medford Canal in the vicinity of the Fern Valley Interchange project (west of Phoenix). A sluice gate is on the left.
the Rogue Valley. Phoenix, along with Ashland, Talent, and Medford – the other towns graced with a railroad depots –

Between 1900 and 1910, the lower Rogue Valley experienced a massive population boom. The area was easily accessible by rail, orchards were making solid profits, and the area's climate and economic strength enticed many people to move to the Rogue Valley. Phoenix, along with Ashland, Talent, and Medford – the other towns graced with a railroad depots –

to reach fruit-bearing age. Over the next few years, people left just as quickly as they had come, and the area experienced a marked decrease in population.

The Medford Canal is significant for its role in the development of irrigated agriculture in the Rogue Valley, and in particular, the development of orchards for which the region is well known. Rainfall in the Rogue Valley is minimal: the area receives a mere 17 inches annually, and summers are typically dry. Recognizing the need for irrigation in the arid climate, Jacob Wagner of Talent built the area’s first irrigation ditch in 1852. Other farmers built similar small irrigation systems in the following years. By 1860, a few small orchards existed in the area, and farmers found the climate to be excellent for fruit growing. Nevertheless, in the late 1800s, most farmers in the area raised cattle and sheep and grew non-irrigated crops like wheat, grasses, and corn. When the railroad reached Phoenix in 1884, many things began to change as the town gained a fast and efficient way to ship goods long distances. In 1885, J.H. Stewart established the area’s first commercial orchard, planting 160 acres of pears and quickly adding 100 more acres to his holdings. He shipped his first rail carload of pears outside the Rogue Valley in 1890 with great success: the high-quality Rogue Valley fruit was well-received in affluent eastern markets. Six years later, Stewart shipped an impressive ninety-six carloads of his fruit, and he was able to fetch impressive prices. The lucrative market enticed other farmers to plant orchards. Oranges need irrigation in this climate, and as more land became converted to orchard use, the demand for additional water supplies grew. In 1897 the Fish Lake Water Company was established, and by 1902 the company had completed the Fish Lake Dam and the first segment of the Hopkins Canal connecting Fish Lake to the Agate Desert near the present-day White City. The company’s early success led them to build additional canals over time.

Between 1900 and 1910, the lower Rogue Valley experienced a massive population boom. The area was easily accessible by rail, orchards were making solid profits, and the area’s climate and economic strength enticed many people to move to the Rogue Valley. Phoenix, along with Ashland, Talent, and Medford – the other towns graced with a railroad depots –

Some parts of the Medford Canal were lined with gunnite, but much of it remains an earthen channel. As the city of Medford has expanded and farms have been replaced with subdivisions, some sections of the canal have also been placed underground to facilitate such development. Overall, however, much of the canal itself retains sufficient integrity to suggest that it should be considered eligible.
Recognizing that water shortages were a limiting factor for the lower Rogue Valley’s development, the United States Reclamation Service (later renamed the Bureau of Reclamation) investigated the Rogue River basin in 1915. The investigation produced a report that recommended many of the reservoirs and canals that exist today – infrastructure that was built over the course of many decades. In addition, the State Engineer reapportioned water supplies in the Rogue Valley, granting the valley the use of water from some Klamath River tributaries located just over the mountain range to the east. Between 1915 and 1921, seven irrigation districts were established in Jackson and Josephine counties, among them the Medford Irrigation District in 1917. Once established, the various irrigation districts set about building canals and reservoirs, including the Medford Canal. Funding was provided by the farmers that would be served by the new irrigation systems.

Since its creation, the Medford Canal has provided irrigation water to numerous orchards and farms and has helped many Rogue Valley orchardists and farmers add to the region’s acclaim for its high-quality agricultural products.

References


*Medford Mail Tribune*, “Title of Fish Lake Company Passes to F.N. Cummings,” July 21, 1910.


Property Name: Medford Canal

Street Address:  

City, County: Jackson County

View: Medford Canal, close to where it crosses Fern Valley Road (east of Phoenix Road)
### Individual Properties

**Agency/Project:** Oregon Department of Transportation / Fern Valley Interchange Project

**Property Name:** James Kirk Farm

**Street Address:** 3381 N Phoenix Road

**City, County:** Phoenix, Jackson

**USGS Quad Name:** Medford South

**Township:** 38S  **Range:** 1W  **Section:** 10

This property is part of a ☑ Grouping/Ensemble (see instructions)

**Name of District or Grouping/Ensemble:** James Kirk Farm

**Number and Type of Associated Resources in Grouping/Ensemble:** 3 Buildings (1 barn, 1 shed, 1 house)

**Current Use:** Domestic (single dwelling)  
**Construction Date:** 1910s

**Architectural Classification / Resource Type:** Craftsman Bungalow / Building

**Alterations & Dates:** 1987: property line adjustment removed associated farmland; 1994 portion of rear of house demolished, new 1.5-story addition added to rear

**Window Type & Material:** one-over-one double hung and multi-pane fixed sash, wood

**Roof Type & Material:** Side-Gable with gabled dormer, asphalt shingles

**Exterior Surface Materials:**  
- Primary: Wooden clapboards  
- Secondary:  
- Decorative:  

**Condition:** ☑ Excellent  ☐ Good  ☐ Fair  ☐ Poor  

**Integrity:** ☑ Excellent  ☐ Good  ☑ Fair  ☐ Poor

---

**Preliminary National Register Findings:**

- ☑ National Register listed

  - ☑ Potentially Eligible:  
  - ☑ Individually
  - ☑ As part of District

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**State Historic Preservation Office Comments:**

- ☑ Concur

- ☐ Do Not Concur:  
  - ☐ Potentially Eligible Individually
  - ☑ Potentially Eligible as part of District
  - ☐ Not Eligible

**Signed ________________________________ Date ______________________________

**Comments:**
**Property Name:** James Kirk Farm  
**Street Address:** 3381 N Phoenix Road  
**City, County:** Phoenix, OR  
**Architect, Builder or Designer (if known):** Owner: [$Private $Local Government $State $Federal $Other]

**Description of Property (including exterior alterations & approximate dates), Significance Statement, and Sources. (Use continuation sheets if necessary):**

The James Kirk Farm consists of a single family residence, barn, and shed. The house is a Craftsman Bungalow, built c. 1920. It is a one and one-half story cross-gabled house with one gabled dormer in the front, and one large gabled dormer in the rear. A covered porch extends across the front façade and is supported by four square wooden columns. The front windows on the first floor are multi-pane wooden fixed sash, while most of the rest of the windows are one-over-one double hung windows. In 1994, a portion of the rear of the house was demolished, and a large addition was constructed in its place. This addition is an extension of the original footprint, and includes a much larger gabled dormer than the original, a deck, and an extension of the first floor living space. The house's interior was also remodeled with this project. Although the front façade of this house retains a good degree of integrity -- its original windows even appear to be intact -- the extensive alteration of the rear of the house has caused a significant loss of integrity.

The barn associated with this farm is rectangular in plan with wooden board and batten siding and small square windows. It has a gabled roof with standing seam metal roofing. The barn is in good condition, and appears to have undergone recent repairs, including having a new roof. The shed, difficult to examine due to an overgrowth of brambles, is in poor condition.

Between 1900 and 1910, the Rogue Valley experienced a massive population boom. Early settlers had discovered that the area had an ideal climate for fruit growing, and there was a strong market in the eastern United States for winter pears and other fruits produced in the valley. The area was easily accessible by rail, orchards were making solid profits (and creating many jobs in harvesting and packing), and the area’s climate and economic strength enticed many people to move to the Rogue Valley. Phoenix, along with Ashland, Talent, and Medford – the other towns graced with a railroad depots – grew quickly. By 1912, the orchard boom collapsed, in part due to insufficient irrigation systems and in part due to the increased supply of fruit. By 1920, the Medford Irrigation District had been formed and the Medford Canal was well under construction. This canal cuts across the northeastern portion of the Kirk property (on an easement). As of the 1930 census, John B Kirk, his wife Agnes and his son John Jr. lived in the house. Mr. Kirk’s occupation was listed as an orchardist on his own land. Although the house and barn now sit on a four-acre tax lot, the original parcel was closer to twenty acres. In 1987, the flat, arable land associated with this house was partitioned and sold. That parcel has since been developed with a truck maintenance business.

Although this house has a nice front façade, it has lost a substantial amount of architectural integrity due to the rear addition. Furthermore, it has suffered a loss of context due to the partitioning of the original tax lot and the subsequent industrial development of that land. It is a fairly typical example of early twentieth century architecture, and there are a number of other houses that better represent this pattern of development. This house and barn no longer convey a sense of their original association with the early agricultural development of the Phoenix area, and as a result should not be considered eligible.

**References**

Jackson County Tax Assessors Files  
United States Census, East Phoenix Precinct, 1930
<table>
<thead>
<tr>
<th>Property Name: James Kirk Farm</th>
</tr>
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<tbody>
<tr>
<td>Street Address: 3381 N Phoenix Road</td>
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</table>

View: Barn, located west of house (house is to the right of the barn)

View: Barn and shed, viewed from the southwest (facing northeast).
Property Name: James Kirk Farm
Street Address: 3381 N Phoenix Road
City, County: Phoenix, Jackson

View: Plan sketches (from Jackson County Planning Department files)
APPENDIX B: LEVEL OF EFFECT FORMS

☐ Coleman Ranch, 3001 N. Phoenix Road
☐ Medford Canal
**OREGON INVENTORY OF HISTORIC PROPERTIES**  
**SECTION 106 LEVEL OF EFFECT FORM**

<table>
<thead>
<tr>
<th>Agency/Project: Oregon Department of Transportation/Fern Valley Interchange Project</th>
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<tbody>
<tr>
<td>Property Name: Coleman Ranch (Arrowhead Ranch)</td>
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<tr>
<td>Street Address: 3001 North Phoenix Road</td>
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</tbody>
</table>

**Preliminary Finding of Effect:**
- [ ] No Historic Properties Affected  
- [X] No Historic Properties Adversely Affected  
- [ ] Historic Properties Adversely Affected

**State Historic Preservation Office Comments:**
- [ ] Concur  
- [ ] Do Not Concur:  
  - [ ] No Historic Properties Affected  
  - [X] No Historic Properties Adversely Affected  
  - [ ] Historic Properties Adversely Affected

Signed ________________________________ Date ________________________________

**Comments:**

Provide written description of the project, and its potential effects on the subject property per 36 CFR 800. Include maps, drawings, and photographs as necessary to effectively describe and discuss the project. Use continuation sheets as needed.

The Fern Valley Interchange Project is located in Phoenix, Oregon in Jackson County. The purpose of the proposed action is to reduce congestion and improve operational conditions at the Interstate 5 (I-5) interchange with Fern Valley Road (exit 24). In addition, the Fern Valley Road Bridge over Bear Creek is proposed for replacement. An Environmental Assessment (EA) is being compiled to assess the impacts of one no build and two build alternatives (“N. Phoenix Thru” and “Fern Valley Thru”).

The two build alternatives would reconstruct the existing I-5 interchange at exit 24, replace the Fern Valley Road Bridge, and realign some of the nearby surface streets. Maps of the two alternatives are attached. In the vicinity of the Coleman Ranch (now known as Arrowhead Ranch), which is in the northeast corner of the project area, both of the alternatives are the same and would have the same impacts. A map of the vicinity of Coleman Ranch is attached. Because both alternatives are the same in the vicinity of Coleman Ranch, impacts from the two build alternatives would be the same. For the purposes of this evaluation, the build alternatives are simply referred to as “the proposed project.”

The Coleman Ranch is significant for its demonstration of the early settlement and agricultural development of the lower Rogue Valley. It is located approximately one mile northeast of Phoenix, Oregon on the east side of N. Phoenix Road. The ranch consists of two houses (a main house and a smaller guest house), two barns, a new horse arena, and assorted small sheds and farm-related structures. The house was built c. 1880, the older barn was built c. 1900, and the newer, larger barn was built in the first quarter of the twentieth century.

In the vicinity of the Coleman Ranch, the proposed project would realign N. Phoenix Road to contour around the hillside just south of the ranch property. The realigned road would curve around the ranch to the west of the ranch property. Where the ranch fronts N. Phoenix Road, the realigned road would be as much as 150 feet west of its current location. The current owners of the ranch also own the tax parcel on the west side of N. Phoenix Road, so the realignment of the road would not create an access problem. The westward realignment of N. Phoenix Road would not adversely affect the Coleman Ranch’s historic setting or context; although the realigned road would be slightly farther from the ranch than it is now, the relationship of the property to the road would be similar, and the area’s rural context would be maintained. As a result, there would be no adverse effect.
Agency/Project: Oregon Department of Transportation/Fern Valley Interchange Project

Property Name: Coleman Ranch (Arrowhead Ranch)

| Street Address: 3001 North Phoenix Road | City, County: Phoenix, Jackson |

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**Map Features**

- Fern Valley Thru Alternative
- Coleman Ranch
- Medford Canal

Source: ODOT

USGS

URS Corporation

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**Fern Valley Thru Alternative**

December 2007

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Surveyor/Agency: Martha Richards / URS
### OREGON INVENTORY OF HISTORIC PROPERTIES
### SECTION 106 LEVEL OF EFFECT FORM
### Continuation Sheet

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<td>3001 North Phoenix Road</td>
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<tr>
<td>City, County:</td>
<td>Phoenix, Jackson</td>
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**Map Features**
- N. Phoenix Thru Alternative
- Coleman Ranch
- Medford Canal

**Source:**
- ODOT
- USGS
- URS Corporation

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**N. Phoenix Thru Alternative**

December 2007

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Surveyor/Agency: Martha Richards / URS

Date Recorded: December 27, 2007

106 Level of Effect

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<table>
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<th>Agency/Project: Oregon Department of Transportation/Fern Valley Interchange Project</th>
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<tr>
<td>Property Name: Coleman Ranch (Arrowhead Ranch)</td>
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<tr>
<td>Street Address: 3001 North Phoenix Road</td>
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<td>City, County: Phoenix, Jackson</td>
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**Coleman Ranch**

**Legend**

- Coleman Ranch

**Proposed Project**

- Centerline
- Edge of Asphalt
- edge of cut/fill slope

Surveyor/Agency: Martha Richards / URS  
Date Recorded: December 27, 2007
Agency/Project: Oregon Department of Transportation/Fern Valley Interchange Project

Property Name: Medford Canal

Street Address: 

City, County: Various, Jackson

### Preliminary Finding of Effect:
- □ No Historic Properties Affected
- ☑ No Historic Properties Adversely Affected
- □ Historic Properties Adversely Affected

### State Historic Preservation Office Comments:
- □ Concur
- □ Do Not Concur:
  - □ No Historic Properties Affected
  - □ No Historic Properties Adversely Affected
  - □ Historic Properties Adversely Affected

Signed __________________________________________ Date __________________________

Comments:

Provide written description of the project, and its potential effects on the subject property per 36 CFR 800. Include maps, drawings, and photographs as necessary to effectively describe and discuss the project. Use continuation sheets as needed.

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The two build alternatives would reconstruct the existing I-5 interchange at exit 24, replace the Fern Valley Road Bridge, and realign some of the nearby surface streets. Maps of the two alternatives are attached. In the vicinity of the Medford Canal, which is in the northeast corner of the project area, both of the alternatives are the same and would have the same impacts. A map of the project near the Medford Canal is attached. Because both alternatives are the same in the vicinity of the Medford Canal, impacts from the two build alternatives would be the same. For the purposes of this evaluation, the build alternatives are simply referred to as “the proposed project.”

The Medford Canal is significant for its role in the development of irrigated agriculture in the Rogue Valley, and in particular, the development of orchards for which the region is well known. The Medford Canal is an irrigation canal in Jackson County. It begins in the vicinity of the confluence of the south and north forks of Little Butte Creek, approximately ten miles southeast of Eagle Point. At this point, it is at an elevation of approximately 1700’ above sea level. It contours around the hills and drops only very slightly as it angles west then south, passing through the east side of Medford and then curving around the east side of Phoenix, Oregon, where it is at an elevation of approximately 1500’. It crosses under Interstate 5 and Bear Creek in a siphon and then joins the Phoenix Canal in southwest Phoenix. It is a man-made canal – that is, it is not a channelized stream – and is primarily a box-shaped channel approximately ten feet wide. A dirt maintenance road is located on the western side of the canal for most of its length. Sluice gates and diversion ditches exist along the length of the canal to supply water to farms and orchards that subscribe to the irrigation service. Although the sluice gates and other water control features within the canal are considered to be part of this determination of eligibility, the multitude of individual ditches leading to farms and orchards are not. These side ditches, built at different times, tend to be more readily altered.

In the vicinity of the Medford Canal, the proposed project would realign N. Phoenix Road to contour around the hillside just south of (and below) the canal. Although the slope downhill from the canal would be re-graded to accommodate the realigned roadway, the construction work would be conducted to avoid any adverse impacts to the canal or to the canal’s maintenance road. The canal would continue to function as an irrigation facility, and there would be no adverse effect to its historic character or significance.
Agency/Project: Oregon Department of Transportation/Fern Valley Interchange Project

Property Name: Medford Canal

Street Address: Phoenix, Jackson

Map Features:
- Fern Valley Thru Alternative
- Coleman Ranch
- Medford Canal

Source: ODOT
USGS
URS Corporation

Fern Valley Thru Alternative

December 2007

Surveyor/Agency: Martha Richards / URS
Date Recorded: December 27, 2007
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<td>Property Name: Medford Canal</td>
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<td>Street Address:</td>
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**Map Features**
- N. Phoenix Thru Alternative
- Coleman Ranch
- Medford Canal

**Source:** ODOT

**Fern Valley Interchange**

**N. Phoenix Thru Alternative**

December 2007

Surveyor/Agency: Martha Richards / URS

Date Recorded: December 27, 2007
Agency/Project: Oregon Department of Transportation/Fern Valley Interchange Project

Property Name: Medford Canal

Street Address: Phoenix, Jackson

Medford Canal

Legend

- Medford Canal
- Edge of Fill Slope
- Edge of Cut Slope
- Edge of Pavement