

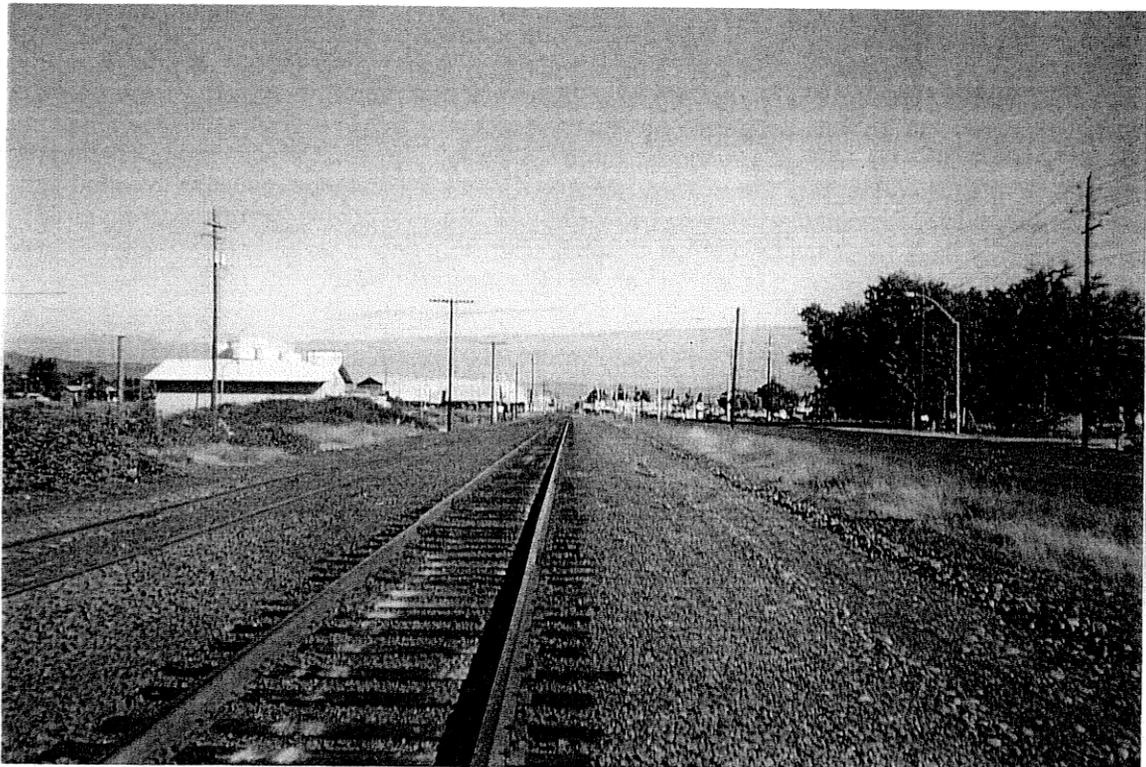




**OREGON INVENTORY OF HISTORIC PROPERTIES  
SECTION 106 DOCUMENTATION FORM**

Agency/Project:: ODOT / South Medford Interchange	
Street Address: Central Oregon Pacific Railroad between Stewart Avenue and (future) Garfield Street crossings Historic Name: Oregon & California Railroad	City, County: Medford, Jackson
USGS Quad Name: Medford East Township: 37S Range: 1W Section: 31 Tax Lot #:	District, Grouping or Ensemble? N/A Name:

Current Use: Transportation, Rail-Related	Date of Construction: 1884
Architectural Classification/Resource Type: Railroad	Alterations & Dates: Continuous maintenance
Window Type & Material: N/A	Exterior Surface Materials: NA Primary: Secondary: Decorative:
Roof Type & Material: N/A	
Condition: <input type="checkbox"/> Excellent <input type="checkbox"/> Good <input checked="" type="checkbox"/> Fair <input type="checkbox"/> Poor	Integrity: <input type="checkbox"/> Excellent <input type="checkbox"/> Good <input checked="" type="checkbox"/> Fair <input type="checkbox"/> Poor



**View to north from point between Stewart Avenue and Garfield Street crossings**

**Preliminary National Register Findings:**

- National Register listed      Potentially Eligible:  Individually  As part of District  
 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

*Christine Curran*

Date

*7-7-01*

Comments:

**OREGON INVENTORY OF HISTORIC PROPERTIES  
SECTION 106 DOCUMENTATION FORM**

Street Address: Central Oregon Pacific Railroad between Stewart Avenue and (future) Garfield Street crossings Historic Name: Oregon & California Railroad	City, County: Medford, Jackson
Architect, Builder or Designer (if known):	Property Category: <input type="checkbox"/> Building <input checked="" type="checkbox"/> Structure <input checked="" type="checkbox"/> District <input type="checkbox"/> Site <input type="checkbox"/> Object
Owner: <input checked="" type="checkbox"/> Private <input type="checkbox"/> Local Government. <input type="checkbox"/> State <input type="checkbox"/> Federal <input type="checkbox"/> Other  Name: Central Oregon Pacific Railroad  Address: P.O. Box 1083  City, State, Zip: Roseburg, Oregon, 97470  Phone: 541.957.5966	
Description of Property (including exterior alterations & approximate dates), Significance Statement, and Sources. (Use continuation sheets if necessary):  <b>Summary</b> The historic Oregon and California Railroad (O&C) ran from Portland, Oregon, to a point just south of Ashland, Oregon (Figure 1). Construction on the railroad began in Portland in April, 1868, and extended south, reaching Albany in 1870, Eugene in 1871, Roseburg in 1872, and Grants Pass in 1883. The railroad reached both Medford, Oregon, and it's southern terminus near Ashland in 1884. The Southern Pacific Railroad (SP) gained control of the O&C and in 1887 joined the acquired O&C tracks to the SP tracks that extended north from California. With this connection, the railroad became a vital transportation resource, linking Medford with the rest of southern Oregon, western Oregon, and California. Several people important to the development of the western United States were involved in the creation, financing, and/or construction of the railroad, including Jesse Applegate, Joseph Gaston, Joel Palmer, and Benjamin Holladay.  This Determination of Eligibility statement relates to a small section of the historic O&C right-of-way that is located immediately adjacent to Highway 99 in south Medford, between the Stewart Avenue and (future) Garfield avenue crossings. The existing tracks, which in south Medford generally parallel Highway 99 and are within the railroad's historic right-of-way, are not the originals. There are no historically significant engineering features, buildings, structures or objects associated with the O&C in the subject section. The right-of-way and tracks are currently maintained and operated by the Central Oregon Pacific Railroad (COPR).  The primary manner by which the existin railroad contributes to understanding the facility's role in the historical development of the area is through its parallel route along the highway, which illustrates the frequently historic pattern of locating the regional highway facilities along railroads.	
<b>Background</b>  Economic development and modern population growth in south-central Oregon, as well as much of the rural land use pattern in western Oregon, was in large part dependent on the establishment of reliable transportation routes, particularly rail lines. The complicated historic evolution of the O & C railroad reflects the importance that railroads in general, and the O & C specifically, had to the social, economic, and land use development in the West.	

**OREGON INVENTORY OF HISTORIC PROPERTIES  
SECTION 106: LEVEL OF EFFECT**

Agency/Project:: ODOT – South Medford Interchange Project	
Street Address: Central Oregon Pacific Railroad Historic Name: Oregon & California Railroad	City, County: Medford, 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 Christine Aman Date 9-7-01

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.

**INTRODUCTION**

This statement of finding discusses the effect of the proposed South Medford Interchange Project located in the vicinity of Interstate-5 and Highway 99 in Jackson County, Oregon. It is the finding of the Federal Highway Administration (FHWA), in concurrence with the Oregon Department of Transportation (ODOT) and the Oregon State Historic Preservation Office (SHPO), that the project has an effect on the historic property but the effect is not adverse.

This statement of finding is made pursuant to the requirements of the national historic Preservation Act of 1966 (35 CFR 800), Executive Order 11593, and the National Environmental Policy Act (NEPA). The project is currently being reviewed in an Environmental Impact Statement pursuant to NEPA.

**PROJECT DESCRIPTION**

The project is located in the south Medford area, and seeks a solution to existing and future traffic congestion and safety problems at the existing Interstate-5/Barnett Road interchange (Figure 1). Two alternatives are under study that include decommissioning the existing interchange and constructing another interchange south of the current facility (Figures 2 and 3). Both of these alternatives in exactly the same manner would also include widening a portion of Highway 99 between its current intersections with Belknap Road and Stewart Avenue. Widening on Highway 99 would occur to both the east and west of the existing rights-of-ways (Figure 4). The proposed improvements along Highway 99 adjacent to Veteran's Park and railroad would include widening to accommodate additional turn lanes required at the highway's intersections with Belknap Road/Garfield Street and Stewart, as well as providing required sidewalks and bike lanes, and a planter strip. Transmission power lines paralleling and east of the Highway and abutting the Park would be either relocated to west of Highway 99 or placed underground in the road right-of-way.

**OREGON INVENTORY OF HISTORIC PROPERTIES  
SECTION 106 DOCUMENTATION FORM**

Agency/Project:: ODOT / South Medford Interchange	
Street Address: 18 Stewart Avenue Historic Name: Southern Oregon Sales Office	City, County: Medford, Jackson
USGS Quad Name: Medford East Township: 37S Range: 1W Section: 31 Tax Lot #: AB1600	District, Grouping or Ensemble? Yes Name: Southern Oregon Sales Office Building and Warehouse

Current Use: Commerce, Office	Date of Construction: Warehouse, c. 1925
Architectural Classification/Resource Type: Commercial Vernacular	Alterations & Dates:
Window Type & Material: Casement, Double Hung, Steel	Exterior Surface Materials: Primary: Brick Secondary: Decorative: Wood
Roof Type & Material: Gable, Composition	
Condition: <input type="checkbox"/> Excellent <input checked="" type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor	Integrity: <input type="checkbox"/> Excellent <input checked="" type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor



**View from Southeast**

**Preliminary National Register Findings:**

- National Register listed      Potentially Eligible:  Individually     As part of District  
 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

*Christine Curran*

Date

9-10-01

Comments:

**OREGON INVENTORY OF HISTORIC PROPERTIES  
SECTION 106 DOCUMENTATION FORM**

Street Address: 18 Stewart Avenue	City, County: Medford, Jackson
Architect, Builder or Designer (if known):	Property Category: <input checked="" type="checkbox"/> Building <input type="checkbox"/> Structure <input type="checkbox"/> District <input type="checkbox"/> Site <input type="checkbox"/> Object
Owner: <input checked="" type="checkbox"/> Private <input type="checkbox"/> Local Government <input type="checkbox"/> State <input type="checkbox"/> Federal <input type="checkbox"/> Other Name: Southern Oregon Sales, Inc. Address: P.O. Box 1166 City, State, Zip: Medford, OR, 97501 Phone: 541.772.6244	
Description of Property (including exterior alterations & approximate dates), Significance Statement, and Sources. (Use continuation sheets if necessary): <b>Summary</b> This building serves as the offices for the Southern Oregon Sales Company, a fruit wholesale company. The building is located at 18 Stewart Avenue near the northwest corner of Highway 99 and Stewart Avenue, and is adjacent to the Central Oregon & Pacific Railroad Tracks in south Medford. The building sits under a side gable roof with slightly flared eaves. There are two portions to the office, the main body that is approximately 45 feet by 30 feet, and a small wing on the west side that is approximately 15 feet by 22 feet. The exterior surface of the building is brick, gray in color and slightly larger than typical red bricks. All of the windows have weathered brick sills. Much of the south façade is covered in ivy, and the north façade is partially covered at the east end. The east façade is entirely covered in ivy. This building retains a high degree of integrity. The Southern Oregon Sales Company founders were Colonel Voorhies, Chandler Egan, Corning Kenly, and Alfred and Leonard Carpenter. Colonel Voorhies, and the Carpenters were extensively involved in the economic development of the Medford and Southern Oregon areas.  The property appears to be eligible under Criteria A and C.  <b>Background</b>  Because the subject property is located within approximately one-half block of proposed physical improvements, it is included in the project's Area of Potential Effect.  This building serves as the offices for the Southern Oregon Sales Company, a fruit wholesale company. The building sits under a side gable roof with slightly flared eaves. There are two portions to the office, the main body that is approximately 45 feet by 30 feet, and a small wing on the west side that is approximately 15 feet by 22 feet. The west portion sits under a separate gable, and appears to have been built at the same time as the main building mass. The narrow eaves are flared slightly, with a lower pitch that begins at the plane of the exterior walls. The eaves are boxed, almost in a Classical Revival style but without an ornamental dentil course. The eaves of the western portion are not flared, but are boxed like those on the main portion of the building.  The exterior surface of the building is brick, gray in color and slightly larger than typical red bricks. These are unglazed, but fired, and measure approximately 10" x 3". The primary façade, the south side, is an asymmetrical composition with two entrances. The west portion has a wide door with a six-over-one double hung steel sash window just east of the door. The main building mass has a door offset slightly to the west, flanked by a pair of eight-light casement windows under two-light transoms. Four other windows exist on this façade, all with six-light transoms over two eight-light casement windows flanking a central eight-light fixed portion. All of the windows have flat soldier courses above the heads, supported by a steel shelf.	

OREGON INVENTORY OF HISTORIC PROPERTIES  
SECTION 106: LEVEL OF EFFECT

Agency/Project:: ODOT – South Medford Interchange Project	
Street Address: 18 Stewart Avenue Historic Name: Southern Oregon Sales Office	City, County: Medford, 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 Christine Curran Date 9-10-01

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.

**INTRODUCTION**

This statement of finding discusses the effect of the proposed South Medford Interchange Project located in the vicinity of Interstate-5 and Highway 99 in Jackson County, Oregon. It is the finding of the Federal Highway Administration (FHWA), in concurrence with the Oregon Department of Transportation (ODOT) and the Oregon State Historic Preservation Office (SHPO), that the project has no effect on the historic property.

This statement of finding is made pursuant to the requirements of the national historic Preservation Act of 1966 (35 CFR 800), Executive Order 11593, and the National Environmental Policy Act (NEPA). The project is currently being reviewed in an Environmental Impact Statement pursuant to NEPA.

**PROJECT DESCRIPTION**

The project is located in the south Medford area, and seeks a solution to existing and future traffic congestion and safety problems at the existing Interstate-5/Barnett Road interchange (Figure 1). Two alternatives are under study that include decommissioning the existing interchange and constructing another interchange south of the current facility (Figures 2 and 3). Both of these alternatives in exactly the same manner would also include widening a portion of Highway 99 between its current intersections with Belknap Road and Stewart Avenue. Widening on Highway 99 would occur to both the east and west of the existing rights-of-ways (Figure 4). The improvements along Highway 99 adjacent to Veteran's Park would include widening to accommodate additional turn lanes required at the highway's intersections with Belknap Road/Garfield Street and Stewart, as well as provide required sidewalks and bike lanes. Transmission power lines paralleling and east of the Highway and abutting the Park would be either relocated to west of Highway 99 or placed underground in the road right-of-way. The proposed project does not include any improvements to Stewart Avenue west of its intersection with Highway 99.

**IDENTIFICATION AND DESCRIPTION OF THE HISTORIC PROPERTY**

Because the subject property is located within approximately one-half block of proposed physical improvements, it is included in the project's Area of Potential Effect.

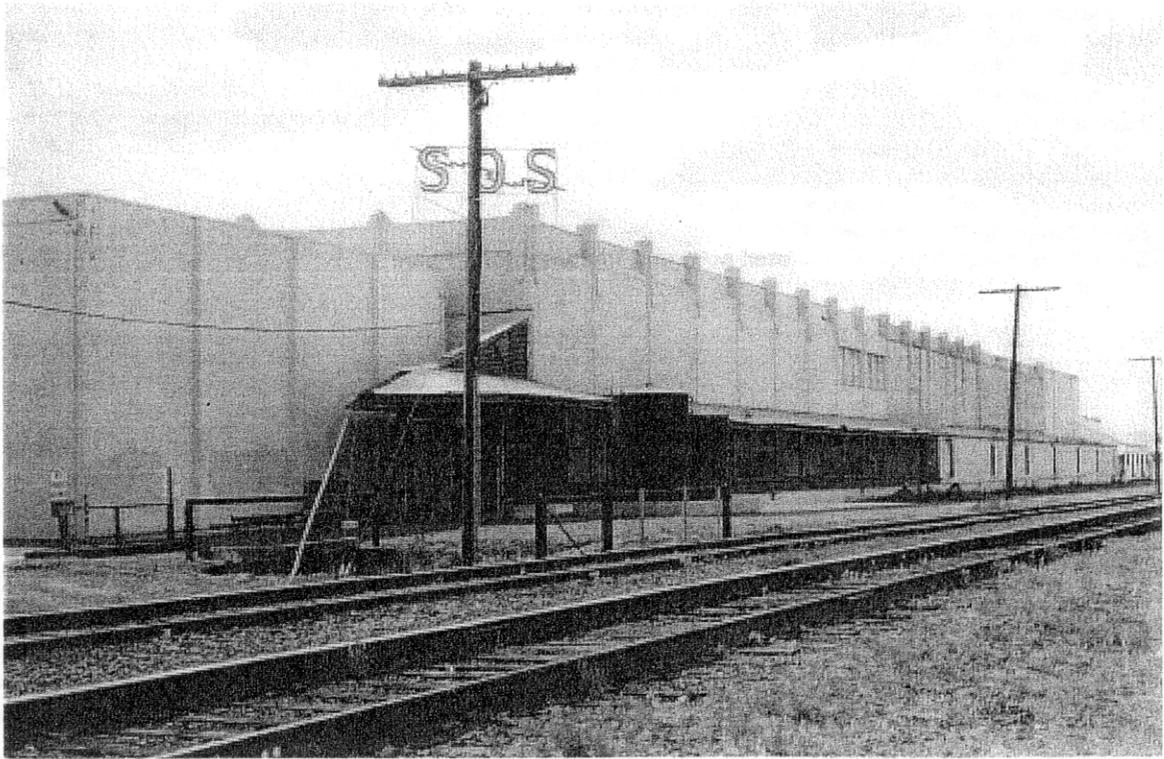
Refer to the attached Determination of Eligibility Form (Section 106 Documentation Form) for a background and history of the property.

No portion of the property would be required for implementation of the proposed project.

**OREGON INVENTORY OF HISTORIC PROPERTIES  
SECTION 106 DOCUMENTATION FORM**

Agency/Project: ODOT / South Medford Interchange	
Street Address: 18 Stewart Avenue Historic Name: Southern Oregon Sales Warehouse	City, County: Medford, Jackson
USGS Quad Name: Medford East Township: 37S . Range: 1W Section: 31 Tax Lot #: AB1600	District, Grouping or Ensemble? Yes Name: Southern Oregon Sales

Current Use: Commerce, Warehouse	Date of Construction: c. 1930
Architectural Classification/Resource Type: Art Deco	Alterations & Dates: North and South additions, c. 1950, 1985
Window Type & Material: Fixed, Casement, Steel	Exterior Surface Materials: Primary: Concrete Secondary: Concrete Block Decorative:
Roof Type & Material: Flat	
Condition: <input type="checkbox"/> Excellent <input type="checkbox"/> Good <input checked="" type="checkbox"/> Fair <input type="checkbox"/> Poor	Integrity: <input type="checkbox"/> Excellent <input type="checkbox"/> Good <input checked="" type="checkbox"/> Fair <input type="checkbox"/> Poor



**View from Southeast**

**Preliminary National Register Findings:**

National Register listed      Potentially Eligible:  Individually  As part of District

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

*Christine Curran*

Date

9-10-01

Comments:

**OREGON INVENTORY OF HISTORIC PROPERTIES  
SECTION 106 DOCUMENTATION FORM**

Street Address: 18 Stewart Avenue

City, County: Medford, Jackson

Architect, Builder or Designer (if known):

Property Category:

 Building  Structure  District  Site  Object

Owner:

 Private  Local Government.  State  Federal  Other

Name: Southern Oregon Sales, Inc.

Address: P.O. Box 1166

City, State, Zip: Medford, OR 97501

Phone: 541.772.6244

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

**Summary**

This large warehouse sits behind the Southern Oregon Sales office at 18 Stewart Avenue. The building is adjacent to the Central Oregon Pacific Railroad, and has a railroad siding on its east side that is no longer in use as it has been disconnected from the main line. The building is divided into 5 parts at the façade, all joined to form one large structure. The southern end of the building is a concrete block addition to the original warehouse, built about 1950. The next section, just north of this addition, is a nine bay concrete structure that is part of the original warehouse. The third section is nearly identical to the second, and is part of the original warehouse construction. The fourth section incorporates the same stylized piers as the second and third sections, but has only one at each end. This section may or may not be original to the building. The fifth section, at the north end of the warehouse, is a modern addition (c. 1985). The Southern Oregon Sales Company founders were Colonel Voorhies, Chandler Egan, Corning Kenly, and Alfred and Leonard Carpenter. Colonel Voorhies, and the Carpenters were extensively involved in the economic development of the Medford and Southern Oregon areas.

The property appears to be eligible under Criteria A and C.

**Background**

Because the subject property is located within approximately one-half block of proposed physical improvements, it is included in the project's Area of Potential Effect.

This large warehouse sits behind the Southern Oregon Sales office at 18 Stewart Avenue. The building is adjacent to the Central Oregon Pacific Railroad, and has a railroad siding on its east side that is no longer in use as it has been disconnected from the main line. The building is divided into 5 parts at the façade, all joined to form one large structure. The southern end of the building is a concrete block addition to the original warehouse, built about 1950. It is a four bay addition, made of concrete block with pilasters dividing the bays. This portion has a flat parapet, and no ornamentation.

The next section, just north of this addition, is a nine bay concrete structure that is part of the original warehouse. The bays are separated by flat pilasters, with decorative concrete tops in the Art Deco style. These stylized piers are the prominent decorative feature of the building. A freight dock runs the entire length of this section, under a shed roof supported by square wood columns with diagonal bracing at the eave. This dock roof extends south past the end of this section, and north to the northern end of the building. The northern two bays have sets of three steel frame casement windows, set high into the wall of the building. All of the bays in this portion of the building step back just below the parapet, bringing emphasis to the stylized piers.

The third section is nearly identical to the second, and is part of the original warehouse construction. It has the same stylized piers, but the bays are divided into three panels each by vertical pilasters that run from the dock roof to the base of the parapet. The loading dock is enclosed in this portion of the building, with large wooden freight doors to provide access to the rail cars parked on the siding track.

**OREGON INVENTORY OF HISTORIC PROPERTIES  
SECTION 106: LEVEL OF EFFECT**

Agency/Project: ODOT – South Medford Interchange Project	
Street Address: 18 Steward Avenue Historic Name: Southern Oregon Sales Warehouse	City, County: Medford, 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 *Christine Curran* Date 9-10-01

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.

**INTRODUCTION**

This statement of finding discusses the effect of the proposed South Medford Interchange Project located in the vicinity of Interstate-5 and Highway 99 in Jackson County, Oregon. It is the finding of the Federal Highway Administration (FHWA), in concurrence with the Oregon Department of Transportation (ODOT) and the Oregon State Historic Preservation Office (SHPO), that the project has no effect on the historic property.

This statement of finding is made pursuant to the requirements of the national historic Preservation Act of 1966 (35 CFR 800), Executive Order 11593, and the National Environmental Policy Act (NEPA). The project is currently being reviewed in an Environmental Impact Statement pursuant to NEPA.

**PROJECT DESCRIPTION**

The project is located in the south Medford area, and seeks a solution to existing and future traffic congestion and safety problems at the existing Interstate-5/Barnett Road interchange (Figure 1). Two alternatives are under study that include decommissioning the existing interchange and constructing another interchange south of the current facility (Figures 2 and 3). Both of these alternatives in exactly the same manner would also include widening a portion of Highway 99 between its current intersections with Belknap Road and Stewart Avenue. Widening on Highway 99 would occur to both the east and west of the existing rights-of-ways (Figure 4). The improvements along Highway 99 adjacent to Veteran's Park would include widening to accommodate additional turn lanes required at the highway's intersections with Belknap Road/Garfield Street and Stewart, as well as provide required sidewalks and bike lanes. Transmission power lines paralleling and east of the Highway and abutting the Park would be either relocated to west of Highway 99 or placed underground in the road right-of-way. The proposed project does not include any improvements to Stewart Avenue west of its intersection with Highway 99.

**IDENTIFICATION AND DESCRIPTION OF THE HISTORIC PROPERTY**

Because the subject property is located within approximately one-half block of proposed physical improvements, it is included in the project's Area of Potential Effect.

Refer to the attached Determination of Eligibility Form (Section 106 Documentation Form) for a background and history of the property.

No portion of the property would be required for implementation of the proposed project.

**OREGON INVENTORY OF HISTORIC PROPERTIES  
SECTION 106 DOCUMENTATION FORM**

Agency/Project:: ODOT – South Medford Interchange Project	
Street Address: Highway 99/Stewart Avenue Historic Name: Veteran's Park	City, County: Medford, Jackson
USGS Quad Name: Medford, East Township: 37S Range: 1W Section: 31A Tax Lot #:1800	District, Grouping or Ensemble? NA Name:

Current Use: Park	Date of Construction: 1919 - present
Architectural Classification/Resource Type: Park	Alterations & Dates: Rather continuous, with major alterations in 1990's
Window Type & Material: NA	Exterior Surface Materials: Primary: NA Secondary: Decorative:
Roof Type & Material: NA	
Condition: <input type="checkbox"/> Excellent <input type="checkbox"/> Good <input checked="" type="checkbox"/> Fair <input type="checkbox"/> Poor	Integrity: <input type="checkbox"/> Excellent <input type="checkbox"/> Good <input checked="" type="checkbox"/> Fair <input type="checkbox"/> Poor



View of Veteran's Park from the Central Oregon Pacific Railroad right-of-way across Highway 99, to northeast; recently constructed memorial monuments in foreground, and historic grove behind.

**Preliminary National Register Findings:**

- National Register listed      Potentially Eligible:  Individually    As part of District  
 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 *Christine Curran* Date 9-7-01

Comments:

**OREGON INVENTORY OF HISTORIC PROPERTIES  
SECTION 106: LEVEL OF EFFECT**

Agency/Project: ODOT – South Medford Interchange Project	
Street Address: Highway 99/Stewart Avenue Historic Name: Veteran's Park	City, County: Medford, 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 Christine Curran Date 9-13-01

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.

**INTRODUCTION**

This statement of finding discusses the effect of the proposed South Medford Interchange Project located in the vicinity of Interstate-5 and Highway 99 in Jackson County, Oregon. It is the finding of the Federal Highway Administration (FHWA), in concurrence with the Oregon Department of Transportation (ODOT) and the Oregon State Historic Preservation Office (SHPO), that the project has an effect on the historic property but the effect is not adverse.

This statement of finding is made pursuant to the requirements of the national historic Preservation Act of 1966 (35 CFR 800), Executive Order 11593, and the National Environmental Policy Act (NEPA). The project is currently being reviewed in an Environmental Impact Statement pursuant to NEPA.

**PROJECT DESCRIPTION**

The project is located in the south Medford area, and seeks a solution to existing and future traffic congestion and safety problems at the existing Interstate-5/Barnett Road interchange (Figure 1). Two alternatives are under study that include decommissioning the existing interchange and constructing another interchange south of the current facility (Figures 2 and 3). Both of these alternatives in exactly the same manner would also include widening a portion of Highway 99 between its current intersections with Belknap Road and Stewart Avenue. Widening on Highway 99 would occur to both the east and west of the existing rights-of-ways (Figure 4). The improvements along Highway 99 adjacent to Veteran's Park would include widening to accommodate additional turn lanes required at the highway's intersections with Belknap Road/Garfield Street and Stewart, as well as provide required sidewalks and bike lanes. Transmission power lines paralleling and east of the Highway and abutting the Park would be either relocated to west of Highway 99 or placed underground in the road right-of-way.

**IDENTIFICATION AND DESCRIPTION OF THE HISTORIC PROPERTY**

Refer to the attached Determination of Eligibility form (Section 106 Documentation Form) for a background and history of the property.

The entire Veteran's Park property is an historic property. The primary historically contributing and character-defining elements are the trees that were planted at least 50 years ago. This appears to include most of the 29 trees that comprise the northern grove, and all of the trees forming the western row of trees within the park.

