

Jody & Robert Conrad. (Photo by Zina Booth, *Illinois Valley News*)**Sponsored feature**

Cabin fever: a one-of-a-kind deal

One-of-a-kind, 1,200-square-foot, one-story log cabin for sale.

"This is not your average house, says Robert Conrad, "and we're not looking for the average buyer.

"It will take the right person; an artistic individual with a vision. That's what makes it unique."

The log cabin utilizes hand-crafted, old-style construction, using an artistic Swedish cope profile that appealed to Conrad. "This is far from your average log yard kit house," explains Conrad.

"Logs from many kit homes are all uniform, run through a machine like a big pencil sharpener," he said. "The machines cut down on labor costs, but remove the unique qualities of the logs."

With this home, once the top log is positioned above another, a scribe is run, marking the log profiles in pencil. They are then cut with a chain saw and other tools to fit snugly. The weight of subsequent logs and the roofing system will compress and settle the building, as log homes do.

Some of the large logs may weigh as much as several tons. The hand-crafted house is ready for transport and reassembly. The cabin is currently built using no nails. The stacked logs will be picked up with tongs, then each piece is numbered, moved to the new location, and installed like a giant Lincoln Log kit.

The building will have spikes in the corners so that they don't slide, and 5/8-inch all-thread bars go up the walls from foundation to top plate, anchoring the building.

"The 1,200-square-foot shell features a flexible floor plan, with many options," says Conrad. "With this configuration, I visualize a two-bedroom, or one could add another bedroom, a dining room, whatever their imagination comes up with.

"Another possibility includes building up another level. Log cabin homes, because of their hand-crafted nature, are generally more expensive than stick-built homes, so my favorite option to get the biggest bang for the buck is to place it on a day basement, doubling the square footage, while affording the unique look of the logs."

The price of the home includes a truss roof system. Many other options are available. Conrad said that he will provide design assistance and be available to work with the contractor of the cabin purchaser.

The log structure, at 4490 Holland Loop, features 8-foot, 8-inch walls that measure 35-by-35 feet. The building is made of smooth peeled, full-scribe, large cedar logs, with up to 18-inch butts and 10-inch tips.

There are two log cabin shells at the former Chadwick property. The cedar cabin is for sale at \$65,000; the fir cabin will be the Conrad's future home. Fir logs are still needed for that project, and Conrad said that he will pay mill price if delivered at his property.

For more information phone Robert & Jody Conrad at (541) 592-4974. For more information, photos, and a PowerPoint presentation, send messages to conrad706@yahoo.com. Courtesy to brokers is offered.

~Zina Booth

DeFazio gains some funding for counties

Additional funding for Oregon counties through the annual appropriations process has been secured by him, announced Fourth District Rep. Peter DeFazio (D-Springfield).

DeFazio worked with Rep. Norm Dicks (D-Wash.), chairman of the Interior Appropriations Subcommittee, to increase payments to Oregon & California Lands (O&C) counties in the fiscal year 2009 Interior Appropriations Act.

Additional funding under the Dicks/DeFazio provision:

Josephine \$1,087,200; Benton \$252,900; Coos \$531,000; Curry \$4,328,500; Douglas \$2,254,500; Lane \$1,374,300; Linn \$237,600.

"I am pleased that Oregon counties will receive an additional \$9 million in O&C payments," DeFazio said, adding that, "\$9 million isn't a lot of money compared to

what these counties received under the county payments program.

"But," he said, "it will help maintain some sheriff's patrols, jail beds, and other critical county services that are currently scheduled to be cut. It will help mitigate a small amount of the pain."

Under the O&C Act, counties in S.W. Oregon are entitled to 75 percent of the receipts generated from timber harvest on those lands. However, since the 1950s, the annual appropriations bills have reduced the county share by 25 percent.

On Wednesday, June 11, Dicks was successful in at-

taching a provision to the fiscal year 2009 Interior Appropriations Act to restore the county share to 75 percent. Given the pending expiration of the Secure Rural Schools and Community Self-Determination Act, commonly called the "county payments program," which has provided money to keep many Oregon counties financially afloat since 2000, DeFazio spearheaded efforts for a return to the statutory funding formula in the O&C Act.

The Congressional Budget Office estimates that this will bring in an additional \$9 million for Oregon counties in fiscal year 2009.

Medford man fined by DEQ

Some 32 penalties totaling \$232,968 were levied during May by the Oregon Dept. of Environmental Quality (DEQ).

So far during 2008, DEQ has issued 90 penalties totaling \$686,295.

One of the penalties during May was against Allen L. Thompson, of Medford.

DEQ cited him a total of \$14,382 for failing to determine if cathode ray tubes accumulated at an appliance recycling business at 2751 N. Pacific Hwy. were hazardous (\$2,700 penalty); failing to obtain a stormwater discharge permit for a facility (\$6,582 penalty); and failing to immediately clean up an oil spill from broken equipment at a facility (\$5,100 penalty).

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Safety stressed in highway work zones

There may be an economic downturn in parts of the country, but it's having no effect on road and bridge construction in Oregon this year.

In fact, motorists traveling the state will see gangbuster-level activity, said ODOT.

This year is the busiest to date for the State Bridge Delivery Program in charge of work funded by the Oregon Transportation Investment Act. That program alone will have 83 bridges with active work zones between Washington and California on I-5 and more than 40 work zones on I-84.

In an April message to all

staff, ODOT Director Matt Garrett urged everyone to help prepare the traveling public. "Talk to your neighbors and friends; remind them that there will be many active construction zones this year -- especially on the interstates," Garrett said.

He added, "Remind them that while they're being careful and slowing down for work zones, ODOT and many fine Oregon private construction firms are making our roads safer, smoother and a bit less congested for many years to come. Traveling through work zones may be frustrating now, but the benefits soon-to-come far out-

weigh today's inconveniences."

Work Zone Facts

*Most work zone crashes are caused by drivers not paying attention.

*Speeding is the next biggest problem.

*More than 40 percent of work zone crashes happen in the transition zone before the work area.

*Work zone crashes tend to be more severe than other types of crashes.

*Road construction is the most dangerous occupation in the United States.

*More drivers and their passengers die each year in Oregon work zones than construction workers.

Fatal accident

One person died Sunday morning, June 15 in a single-vehicle crash on Interstate 5 approximately 5 miles south of Grants Pass, said Oregon State Police.

The victim has not been positively identified.

At 6:05 a.m. a 1993 Dodge Caravan driven by an unidentified adult man was southbound on Interstate 5 near milepost 51 when, for an unknown reason, it left the roadway and drove onto the gravel shoulder. The driver attempted to regain control and veered back onto the highway before losing control.

The van skidded and rolled several times before coming to rest on the west side of the freeway between two trees. The driver was ejected from the vehicle and was pronounced deceased at the scene, OSP said.

Witnesses related to this investigation are asked to contact the OSP Southern Command Center dispatch at (800) 442-2068.

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