

Radio Ad: Bridge Anyone?

SCRIPT

FACTS

<p>MALE: Psst. Hey, wanna buy a bridge?</p>	<p>The North Carolina Department of Transportation (NCDOT) is considering alternatives to replace the Bonner Bridge. One option (“short bridge alternative”) is putting a bridge farther west and parallel to the existing bridge and re-aligning much of NC-12 through the refuge. The best alternative, supported by the U.S. Fish and Wildlife Service, is to build a 17-mile bridge (“long bridge alternative”) beginning near the existing Bonner Bridge, crossing Pamlico Sound and completely bypassing the Pea Island Refuge.</p>
<p>FEMALE: Some North Carolina politicians have a bridge in the Outer Banks they’d like to sell you. Don’t buy it.</p>	<p>Local politicians, including State Senator Basnight, are pushing the short bridge option despite the fact that it is not as safe, reliable, cost-effective or environmentally sound.</p>
<p>MALE: But the Bonner Bridge is old and needs to be replaced.</p>	<p>NC 12 currently crosses Oregon Inlet south of the town of Nags Head and runs through Pea Island National Wildlife Refuge (NWR) to Hatteras Island. The Bonner Bridge’s current stability rating is 4 on a scale of 0-100.</p>
<p>FEMALE: We all agree on that. In fact, construction of a new, “long bridge” to connect Bodie Island with Rodanthe was proposed to begin this month. Until a handful of politicians stopped it in its tracks.</p>	<p>The long bridge alternative was deemed not only a reasonable alternative, but the preferred option by 13 state and federal agencies including the NC Department of Transportation and the Federal Highways Administration just a year and a half ago. In a June 2003 letter to the Chairman of the Dare County Board of Commissioners, the Secretary of NCDOT Lyndo Tippet described the short bridge as "no longer viable due to recent trends in shoreline erosion, ocean overwash of NC 12, and other changes in the setting of the project." After the agreement was signed on July 23, 2003, a local officials intervened in the NC DOT approval process to promote the short bridge option</p>

<p>MALE: Yeah, they say a short bridge will be cheaper.</p>	<p>The short bridge alternative would require replacing Bonner Bridge at an estimated \$191 million. However, due to frequent overwashes on NC-12 and erosion, extensive maintenance would be required to keep the road NC 12 open to traffic. North Carolina State University engineers estimated the cost of continually maintaining the eroding beach to protect NC-12 at \$930 million for the life of the project, approximately 100 years. Faced with such a staggering number, North Carolina Department of Transportation (NCDOT) cut the original project life roughly in half to lower expected long-term costs to an estimated \$429 million. The long bridge alternative would require higher up front building cost, estimated at \$425 million, but over the long run, the long bridge alternative would save taxpayers money.</p>
<p>FEMALE: Don't buy it. The short bridge connects to NC-12, which gets washed out every time we have a major storm. It costs us taxpayers millions of dollars to clear year after year.</p>	<p>Due to its close proximity to the coast, the section of NC-12 that runs through Pea Island NWR is regularly flooded and buried with sand making it impassable. The long bridge alternative precludes the need for expensive and regular maintenance on NC 12 by providing a dependable method of travel, free from the threat of overwash and traffic disruption during storms and emergencies.</p> <p>The ocean is claiming 10 to 15 feet of land every year, moving closer to NC-12 through Pea Island NWR. This requires constant maintenance and road relocation costs up to \$1 million or more a year. Millions of dollars have already been spent removing sand from the road after storm events. The cost of maintaining NC-12 through 2060 combined with the construction of the short bridge is \$683 million. The construction of the long</p>

	bridge will cost \$425 million with no need for NC 12 maintenance.
MALE: So overtime, the long bridge will be cheaper?	See above.
FEMALE: Yes. So, if someone says they have a short bridge to sell you, don't buy it. Get the facts at w-w-w-buildthelongbridge dot org. Call Governor Easley's office at 1-800-662-7952 and asking him to replace the Bonner Bridge with the long bridge now	n/a
FEMALE: Sponsored by Build the Long Bridge Coalition.	n/a