

Question on Notice

No. 124

Asked on 25 February 2021

MR D PURDIE ASKED MINISTER FOR TRANSPORT AND MAIN ROADS (HON M BAILEY)—

QUESTION:

Will the Minister provide an update on the structural integrity of the Bli Bli bridge on David Low Way, which has been subject to a load limit for many months while structural engineering investigations have been carried out?

ANSWER:

I thank the Member for Ninderry for the question.

The Department of Transport and Main Roads (TMR) manages 33,367 kilometres of state-controlled roads, 4848 major culverts and 3108 bridges. To ensure the ongoing safety and performance of the state-controlled network, TMR—in accordance with engineering best practice—monitors structures through a whole of lifecycle asset management system, which includes inspection, servicing, maintenance, rehabilitation and replacement.

In June 2019, a programmed inspection of the Bli Bli Bridge identified deteriorated structural components. This prompted a review of safety controls and immediate intervention, with a 20-tonne load restriction implemented. My department will always ensure that safety is not compromised by intervening and imposing restrictions, if required.

TMR initiated further investigations to confirm the most appropriate engineering responses in both the intermediate and longer term, including rehabilitation options and to establish timeframes for any interventions. The investigation scope included underwater inspection of the substructure, physical testing of materials and detailed analysis of the structural capacity.

I am pleased to advise that the engineering investigations are now nearing completion for the Bli Bli Bridge on Maroochydore-Noosa Road (known locally as David Low Way) at Bli Bli.

Signage advising impacted heavy vehicles of the load limit is located at decision points on the nearby road network. The alternative route available to vehicles over 20 tonnes gross mass travelling east/west from Bli Bli to Pacific Paradise via Maroochydore is an additional 3.7km and five minutes in travel time. The impediment of the current 20-tonne load limit to industry efficiency and productivity is minimal.

TMR, through the *Queensland Transport and Roads Investment Program (QTRIP) 2020–21 to 2023–24*, is strengthening, rehabilitating and replacing bridges on a priority basis. That program represents a record investment in road and transport infrastructure for the fifth year in a row, with \$26.9 billion in works committed over the next four years, supporting an average of approximately 23,600 direct jobs over the life of the program.