

Our ref: PET 56983

12 March 2026

Mr Neil Laurie  
The Clerk of the Parliament  
Parliament House  
George Street  
BRISBANE QLD 4000

1 William Street Brisbane  
GPO Box 1549 Brisbane  
Queensland 4001 Australia  
**Telephone +61 7 3719 7110**  
**Email** [transportandmainroads@ministerial.qld.gov.au](mailto:transportandmainroads@ministerial.qld.gov.au)  
**Website** [www.tmr.qld.gov.au](http://www.tmr.qld.gov.au)

Dear Mr Laurie

I refer to petition 4374-26, lodged with the Legislative Assembly on 10 February 2026 about the removal of ongoing speed restrictions on the eastbound Mount Crosby to Dinmore section of the Warrego Highway.

In late 2023, under the former Labor Government, fatigue cracks on the Bremer River westbound bridge were identified. Weight and speed restrictions were put in place to manage dynamic loading on the bridge and reduce the chance of cracks growing or new cracks forming.

While early assessments undertaken by the former Labor Government identified one potential solution in bridge redecking, Labor failed to complete the necessary detailed planning. Following thorough investigations and concept design development in 2025, the Crisafulli Government has identified that the rehabilitation of the existing structure is the most appropriate solution.

I note that the option announced prior to the finalisation of detailed planning by the former Minister for Transport and Main Roads, Mr Bart Mellish MP, and supported by the Member for Ipswich West, Ms Wendy Bourne MP, would have resulted in full closure of the bridge for up to six months while works were undertaken, causing traffic chaos. I am advised that the redecking plan endorsed by the former minister would have also resulted in an increased likelihood of a cost blowout.

Notwithstanding this flawed plan from the former minister and local member, I am pleased to advise petitioners and the community that work to rehabilitate the westbound Bridge under the Crisafulli Government's plan has already begun, with minimal disruption to traffic flow while works occur from underneath.

To maintain a westbound travel route for oversize overmass (OSOM) in the interim for vehicles that are no longer able to utilise the Bremer River westbound bridge, traffic signals and median crossovers were installed to facilitate controlled movements. This arrangement enables OSOM vehicles to safely transition onto the eastbound bridge and carriageway to continue westbound travel.

The introduction of these movements at an already complex and constrained section of the network represents an elevated risk environment, particularly given the interaction between standard traffic, signalised control, and large, slow-moving OSOM vehicles. To mitigate these risks, the speed limit on the eastbound carriageway was reduced to 70 km/h.

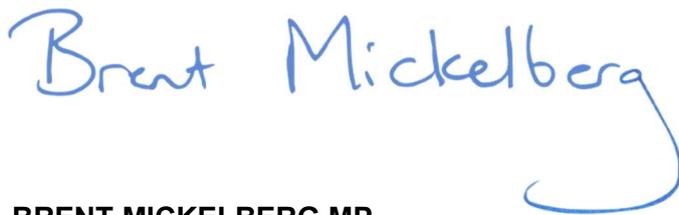
I acknowledge the frustration of eastbound drivers required to reduce their speed at this location due to these nighttime OSOM movements. In consideration of this, I have instructed my department to install Variable Speed Limit Signs (VSLs) at the Warrego Highway's crossing of the Bremer River at Karalee.

The VSLs on the eastbound bridge will enable the safe nighttime movement of OSOM vehicles, while minimising disruption to daily highway users. The VSLs will allow higher speed limits to apply under normal conditions, which means that the usual speed limit of 100 km/h will apply most of the day, and provide the ability to reduce the speed limit when required for nighttime OSOM movements.

These VSLs are currently in procurement, and I look forward to providing an update to the community in due course.

I trust this information is of assistance.

Yours sincerely

A handwritten signature in blue ink that reads "Brent Mickelberg". The signature is written in a cursive style with a large, sweeping flourish at the end of the word "Mickelberg".

**BRENT MICKELBERG MP**  
**Minister for Transport and Main Roads**