Chapter 2
Transportation and Infrastructure Renewal: Selection and Quality Management of Bridge Projects in Central and Western Districts

Overall Conclusions
- The Department of Transportation and Infrastructure Renewal's bridge information system does not give management all the necessary information needed to make decisions to select bridge replacement, rehabilitation, and maintenance projects.
- The Department of Transportation and Infrastructure Renewal appropriately monitors whether bridge projects meet established standards during construction, but fails to properly monitor warranties.

Selection and Quality Management of Bridge Projects

- If the Province were to replace all provincially-owned bridges, it would take approximately 200 years at the current rate of replacement
- The Department's information system does not provide complete and accurate information to support management in making decisions on bridge projects
- Management does not have documented criteria to objectively rank and assess projects
  - Three bridges were in poor condition and management could not explain why they were not on the district priority listing
- The Department has effective processes to verify that bridge projects meet established standards; however, warranty monitoring is lacking
  - 75% (9 of 12) of projects were not inspected at the end of the warranty period
- Inspectors did not complete all regular inspections as required
  - 23% (7 of 30) of bridges tested were not inspected as required in 2018-19
  - Two of seven bridges with issues noted had no follow-up inspection
  - 27% (7 of 26) of level two inspections tested were completed at least a year late
- The Department has, and follows, standards to guide bridge replacement, rehabilitation, and maintenance projects
- Management has a documented inspection policy, but does not ensure staff follow policy requirements
- No annual quality assurance audits have been completed since October 2017
- The Department has not defined training requirements for inspectors