Office of the Auditor General
Prince Edward Island

Bridge Inspection Program

Independent Assurance Report: September 2026

Office of the Auditor General
Prince Edward Island

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The Honourable Speaker and
Members of the Legislative Assembly
Province of Prince Edward Island

I have the honour of presenting this Report – Bridge Inspection Program – to the Legislative Assembly.

Respectfully submitted,

Darren Noonan, CPA, CA
Auditor General

Charlottetown
Prince Edward Island
September 3, 2026

Bridge Inspection Program – Highlights

Why We Did This Audit

- Islanders rely heavily on the road infrastructure in the province. At March 31, 2025, the province had over 136,000 registered personal vehicles and over 75% of Islanders had a driver's license.
- Bridges are crucial to this infrastructure and any structural faults could lead to serious injuries or fatalities. Regular bridge inspections are used to guide maintenance, repair, and rehabilitation efforts that protect public safety.
- Effective planning for bridge repairs, maintenance, and rehabilitation is important to reduce the risk of bridge closures and promote effective use of public funds.
- Our office conducted an audit in 2011 on bridge inspections. At that time, we found that the database for bridges was not complete or accurate, high-priority bridges were not being inspected in accordance with best practices, and inspection reports were not always complete. **Appendix D** provides additional details on that audit.

Objective

- The objective of this audit was to determine if the Department of Transportation, Infrastructure and Energy effectively managed its Bridge Inspection Program.

Audit Scope: January 1, 2022 – December 31, 2024.

What We Found

Bridge Management System	○ Key data was not included for all bridges in the Bridge Management System. **RECOMMENDATION 1**
Classification and Inspection of Bridges	○ Bridge Inspection Program is based on best practice. ○ 294 of the 1,508 bridges were incorrectly classified within the Bridge Management System. ○ Bridges were not always inspected within the time frames required by the Bridge Inspection Program. ○ Inspections were done by a certified inspector, and inspection reports were completed. **RECOMMENDATIONS 2 and 3**

Repairs and Maintenance of Bridges	○ The Department does not track when bridge repairs and maintenance identified through inspections are completed. ○ Repairs and maintenance were not always completed, and when completed they were not always done within the required time frame. **RECOMMENDATIONS 4 and 5**
Department Reporting	○ Bridge inspection reporting was completed for each of the three years in our scope period; however, it was not always timely. ○ The reports did not always contain complete and accurate information. **RECOMMENDATIONS 6 and 7**

Bridge Inspection Program

Why It's Important

Prince Edward Island's road infrastructure allows for efficient travel for residents and tourists and the movement of goods around the province. As of March 31, 2025, the province had over 136,000 registered personal vehicles and more than 75% of Islanders had a valid driver's license. Road traffic also increases significantly in the summer with the influx of tourists. Bridges are a key component of this road infrastructure, and the government manages approximately 1,500 bridge structures within the province.

It is important for the government to monitor the condition of these bridges to keep Islanders safe and to ensure communities stay connected. Regular bridge inspections help identify problems, like corrosion, cracking, or other damage before they become serious safety concerns. The information from these inspections allows bridge conditions to be monitored, and repair work and bridge replacements to be prioritized.

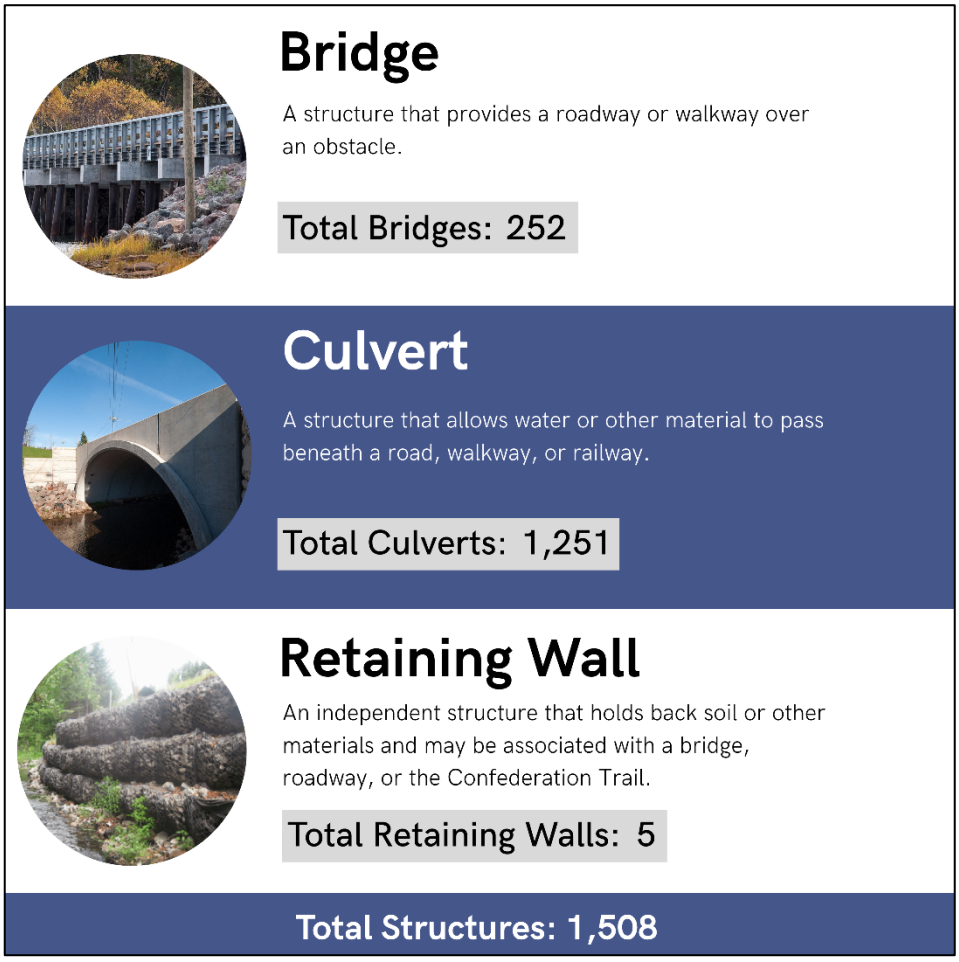
The responsible use of public funds is especially important given the province's rising net debt. Bridges are expensive public assets. It is important that the province has a strong bridge inspection program that supports the planning and priorities of bridge repairs and replacements. Delaying required maintenance work could result in more expensive repair costs in the future.

BACKGROUND

Bridge Structures

1. Bridge structures are all structures that support the movement of vehicles and pedestrians over obstacles such as rivers, streams, and roads. These structures are classified into three categories as shown in **Exhibit 1**.

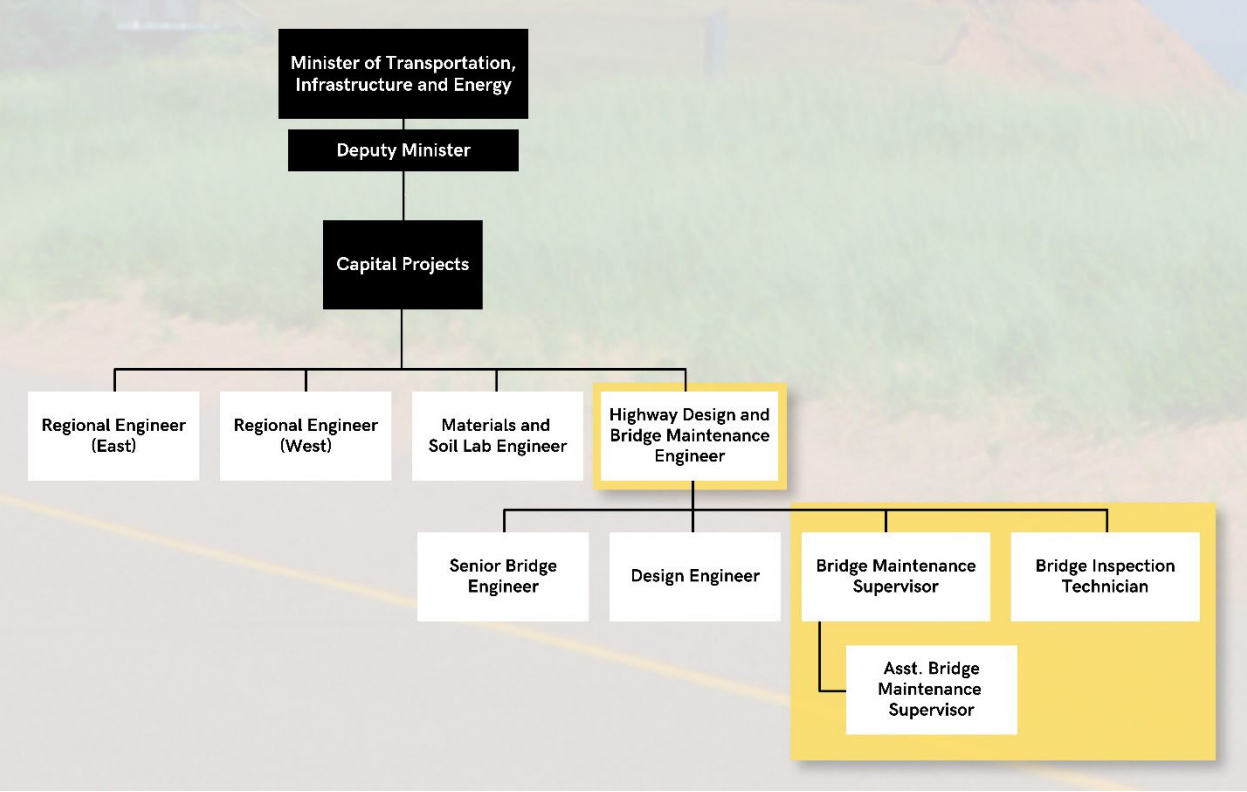
EXHIBIT 1
BRIDGE STRUCTURES IN THE PROVINCE
AS OF DECEMBER 31, 2024



Source: Derived from the Department of Transportation, Infrastructure and Energy's Bridge Management System and Bridge Inspection Reports.

2. The province is responsible for over 1,500 bridge structures. The *Roads Act* assigns responsibility for improving and maintaining bridges to the Minister of the Department of Transportation, Infrastructure and Energy (Department). **Exhibit 2** shows an overview of the Department's divisions and the positions that support bridge maintenance and the Bridge Inspection Program.

EXHIBIT 2
ORGANIZATIONAL CHART: DEPARTMENT OF TRANSPORTATION, INFRASTRUCTURE AND ENERGY
AS OF JULY 31, 2026



Source: Adapted from the Organizational Chart provided by the Department of Transportation, Infrastructure and Energy.

Bridge Inspection Program

3. The Department administers a Bridge Inspection Program with the intent of providing regular information on the condition of provincial bridge structures. Regular bridge inspections help to ensure that a bridge can safely carry the weights it was designed for, protect the public from unexpected closures, and allow for maintenance teams to plan repairs in a timely and efficient way.

4. An inspection program establishes standardized requirements which include, but are not limited to:
   - inspection frequency
   - detailed visual inspection requirements
   - inspection documentation

5. The province is not required by legislation to complete bridge inspections; however, in 2008, a Bridge Inspection Program based on the Ontario Structure Inspection Manual was adopted by the Department. This manual sets standards for visual inspections and condition rating of bridges.

Bridge Inspection

6. Each bridge inspection is required to be completed by a certified bridge inspector. To obtain certification, inspectors must attend a comprehensive two-week training course and achieve a minimum score of 80% on the certification test. This course is hosted by the Department and administered by an external third-party company.

7. When completing an inspection, the inspector fills out a form containing information for each bridge, including each bridge element and records the element's condition and any performance deficiencies identified during the inspection.

Bridge Element

The individual part of a bridge structure defined for inspection purposes.

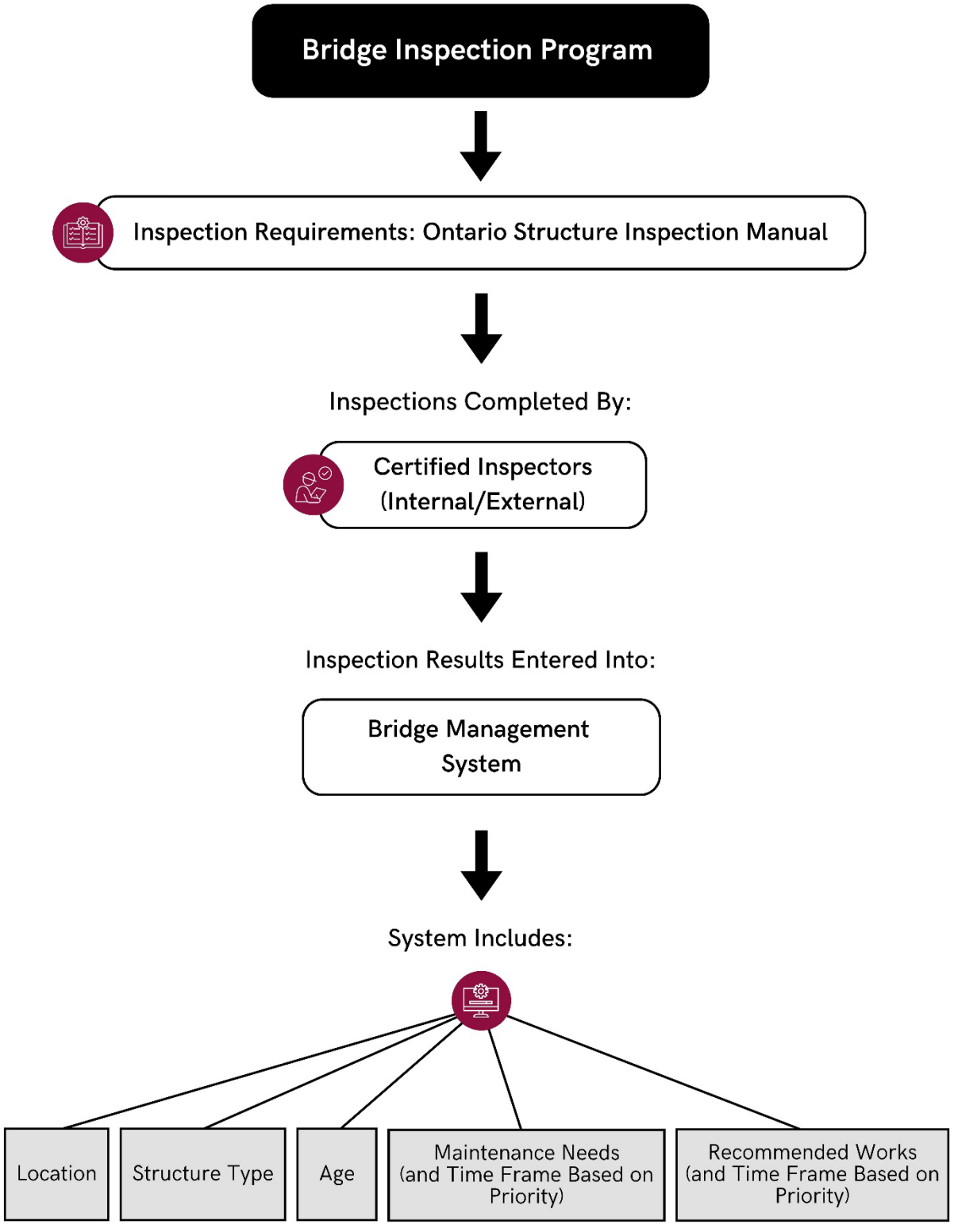
Examples include:

- Signs
- Hand Railings
- Posts
- Foundation

8. We were informed by management that once the form is completed, the inspector will review and certify it. It is then provided to the Highway Design and Bridge Maintenance Engineer to review. Once the Engineer has resolved any issues with the inspection details it is recorded in the Bridge Management System and becomes the inspection report. This system is used by the Department to record all key information on these bridge structures managed by the province. The province's inspection form can be found in **Appendix C**.

9. **Exhibit 3** outlines the province's Bridge Inspection Program.

EXHIBIT 3



Source: Derived from the Department's Bridge Management System reports and 2024 Bridge Inspection Report.

10. **Exhibit 4** defines the relevant terms we will be using throughout this report.

EXHIBIT 4
RELEVANT TERMS

Department	When we say "Department," we are referring to the Department of Transportation, Infrastructure and Energy.
Manual	When we say "manual," we are referring to the Ontario Structure Inspection Manual. The Province has adopted this manual to guide its Bridge Inspection Program.
Bridges	When we say "bridges," we are referring to all bridge structures noted in Exhibit 1 including bridges, culverts, and retaining walls.
Repairs	When we say "repairs," we are referring to all repairs, rehabilitation, and replacement of bridge structures.
System	When we say "system," we are referring to the Bridge Management System used by the Department of Transportation, Infrastructure and Energy.

AUDIT OBJECTIVE AND SCOPE

11. The objective of the audit was to determine if the Department of Transportation, Infrastructure and Energy[1] effectively managed its Bridge Inspection Program.

12. This report summarizes the results of our audit work on the Bridge Inspection Program for the period of January 1, 2022 to December 31, 2024.

13. We did not audit the accuracy of the information in the Bridge Management System or if the System contained all bridges the province is responsible for.

14. This report includes seven recommendations which are listed in **Appendix A**. Details on the audit standards, objective, criteria and scope are included in **Appendix B**. The following sections of our report provide information on the observations, related recommendations, and conclusions from our audit.

[1] On February 12, 2026, during our audit, the Department of Transportation and Infrastructure's name was changed to the Department of Transportation, Infrastructure and Energy.

Bridge Management System

Key Data Was Not Included for All Bridges in the Bridge Management System

15. The Department uses a Bridge Management System to support effective oversight of the province's bridges. The system should include key data, at a minimum:

    - age
    - last inspection date
    - dimensions
    - Bridge Condition Index (BCI)
    - Bridge Criticality and Urgency (BCU)

16. This data allows the Department to monitor bridge conditions, ensure timely inspections, and prioritize repairs and maintenance based on risk. Standardized metrics like BCI and BCU enable comparison across all bridges.

17. We obtained reports from the system which included the province's 1,508 bridges. We reviewed these reports and found that the system did not contain the minimum expected key data for all bridges. Our findings are summarized in **Exhibit 5**.

Bridge Condition Index

Bridge Condition Index (BCI) is a numerical score used to rate the overall condition of a bridge based on inspection data. It helps agencies assess structural health, prioritize maintenance, and make investment decisions.

Bridge Criticality and Urgency

Bridge Criticality and Urgency (BCU) is an inspection-based rating system used to assess how urgent and critical issues are for each bridge element.

EXHIBIT 5
KEY DATA NOT INCLUDED IN THE BRIDGE MANAGEMENT SYSTEM
AS OF DECEMBER 31, 2024

	Not Included				
	Age	Last Inspection Date	Dimensions	Bridge Condition Index (BCI)	Bridge Criticality and Urgency (BCU)
Total Bridges (1,508)	19% 280/1,508	4% 61/1,508	2% 32/1,508	4% 61/1,508	4% 61/1,508

Source: Audit testing results derived from the Department's Bridge Management System.

18. We were informed by management that the ages of some older bridges were missing from the system as historical record keeping practices did not require this information to be maintained. Also, as each of the 61 bridges without a BCI or BCU have not yet been inspected, management informed us that these indices will be added to the system after the first inspection.

19. When key data is missing, the Department cannot properly assess risks or plan work. This increases the chance that problems go unnoticed, repairs are delayed, and costs to repair increase over time.

Recommendation:

1. **The Department of Transportation, Infrastructure and Energy should enter the key data for each bridge into the Bridge Management System. This should include at a minimum:**
   - **age**
   - **last inspection date**
   - **dimensions**
   - **Bridge Condition Index**
   - **Bridge Criticality and Urgency**

Classification and Inspection of Bridges

Bridge Inspection Program Based on Best Practice

20. The province has a bridge inspection program that is based on the Ontario Structure Inspection Manual. This manual sets standards for visual inspections and condition rating of bridges. It is used as best practice in many provinces across the country.

294 Bridges Were Incorrectly Classified Within the Bridge Management System

21. The province classifies bridges into two types: major and minor. Management informed us that the span of a bridge is used to determine its classification and is as follows:

    - Major bridges have a span greater than three metres.
    - Minor bridges are all other structures that have a span between 1.2 and three metres.

22. The province's Bridge Inspection Program outlines how often each classification of bridge is to be inspected as shown in **Exhibit 6**. Retaining walls do not have a span but are included as minor bridges for inspection frequency purposes.

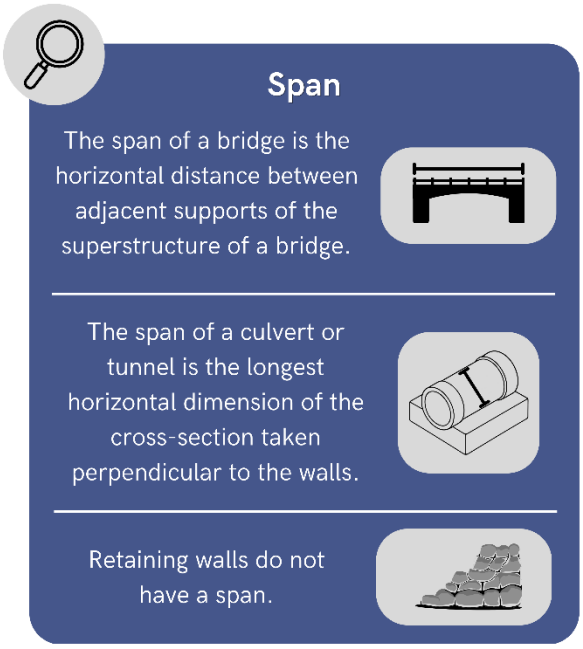
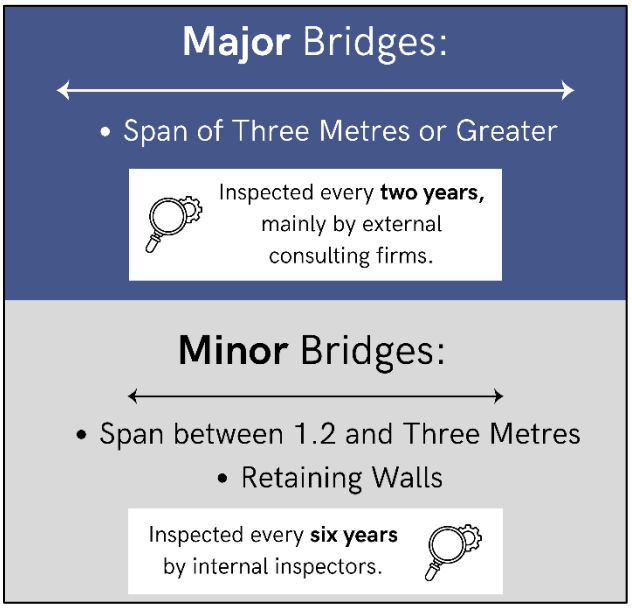


EXHIBIT 6
BRIDGE INSPECTION PROGRAM
CLASSIFICATION AND INSPECTION CYCLE



*Bridges under 1.2 metres are not included in the province's inspection program.

Source: The Department's 2024 Bridge Inspection Report.

23. We expected the province's bridges to be classified in accordance with the dimensions noted in **Exhibit 6**. We obtained a report from the Department's system which stated the dimensions of the bridges. We reviewed the report to determine if these bridges were appropriately classified based on the spans listed in the system. We did not verify the spans listed in the system.

24. As shown in **Exhibit 7**, we found that the Department had incorrectly classified 294 bridges.

    - 12 bridges with a span listed as under three metres were incorrectly recorded as major, which resulted in more inspections being done and incurring unnecessary costs.
    - 282 bridges with a span listed of three metres and over were incorrectly recorded as minor, resulting in increased safety risks due to inspections not happening as often as required.

25. We found that all five retaining walls were appropriately classified as minor. We also noted that 30 culverts did not have any dimensions listed in the system, as they have never been inspected, therefore we could not determine if they were appropriately classified.

EXHIBIT 7
INCORRECT CLASSIFICATION OF BRIDGES

12 bridges under three metres were **incorrectly** classified as **major**.	
282 bridges three metres or greater were **incorrectly** classified as **minor**.	

Source: Audit testing results derived from information provided by the Department's system.

Recommendation:

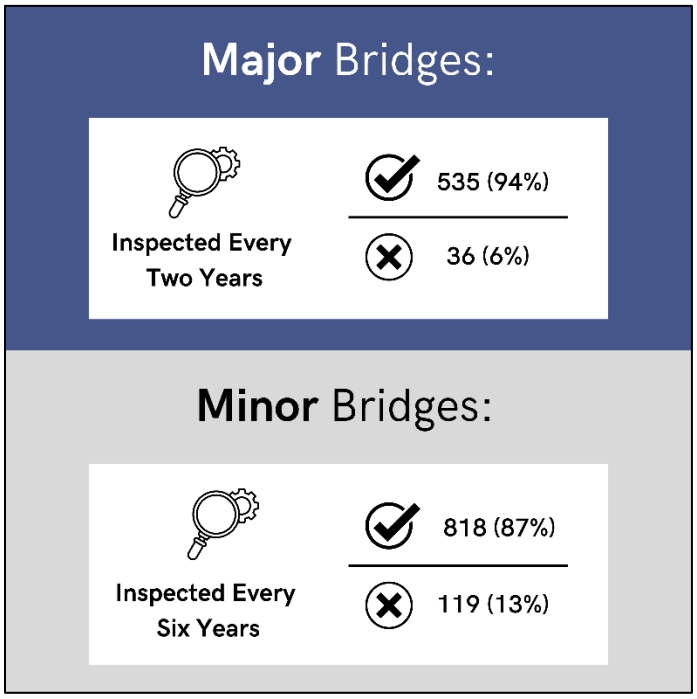
2. The Department of Transportation, Infrastructure and Energy should classify bridges in the Bridge Management System in accordance with the dimensions in the Bridge Inspection Program.

Bridges Were Not Always Inspected Within Required Time Frames

26. We obtained a report from the system which included the last inspection date for all bridges, as of December 31, 2024. We reviewed the data to determine if all major bridges had been inspected within the last two years and all minor bridges had been inspected within the last six years in accordance with the Program.

27. As shown in **Exhibit 8**, we found that 155 of 1,508 bridges were not inspected as often as required. Six per cent of major bridges were not inspected within the required two-year time frame, and 13% of minor bridges were not inspected within the required six-year time frame.

EXHIBIT 8
INSPECTIONS NOT ALWAYS COMPLETED IN REQUIRED TIME FRAMES



Source: Audit testing results derived from system reports provided by the Department.

28. Of the 36 major bridges that were not inspected within the two-year time frame, most were due to be completed in 2020— four years overdue as of December 31, 2024. Of the 119 minor bridges that were not inspected within the six-year time frame, almost half had never been inspected. **Exhibit 9** shows the extent to which each inspection was overdue.

EXHIBIT 9
OVERDUE BRIDGE INSPECTIONS

Major Bridges				
Overdue by One Year	Overdue by Two Years	Overdue by Four Years	Overdue by Five Years	Never Been Inspected
2 (Bridges)	1 (Culvert)	28 (Culverts)	1 (Bridge)	4 (Culverts)

Minor Bridges	
Overdue by One Year	Never Been Inspected
62 (Culverts)	1 (Bridge) 56 (Culverts)

Source: Audit testing results derived from system reports provided by the Department.

29. Management informed us that most of these inspections were not completed within the expected time frame because not enough internal inspectors were available to complete them. Without timely and reliable inspections, bridge defects may go undetected, increasing safety risks for users. It may also lead to higher future repair costs for the province.

Recommendation:

3. The Department of Transportation, Infrastructure and Energy should inspect all bridges in accordance with the time frames in its Bridge Inspection Program.

Inspections Were Done by a Certified Inspector and Inspection Reports Were Complete

30. We selected a sample of 58 bridges and obtained their most recent inspection report as of December 31, 2024. We reviewed the inspection reports to determine if they were performed by a certified inspector and if the inspection report was completed.

31. We found that all 58 inspections were carried out by a certified inspector and reports were completed.

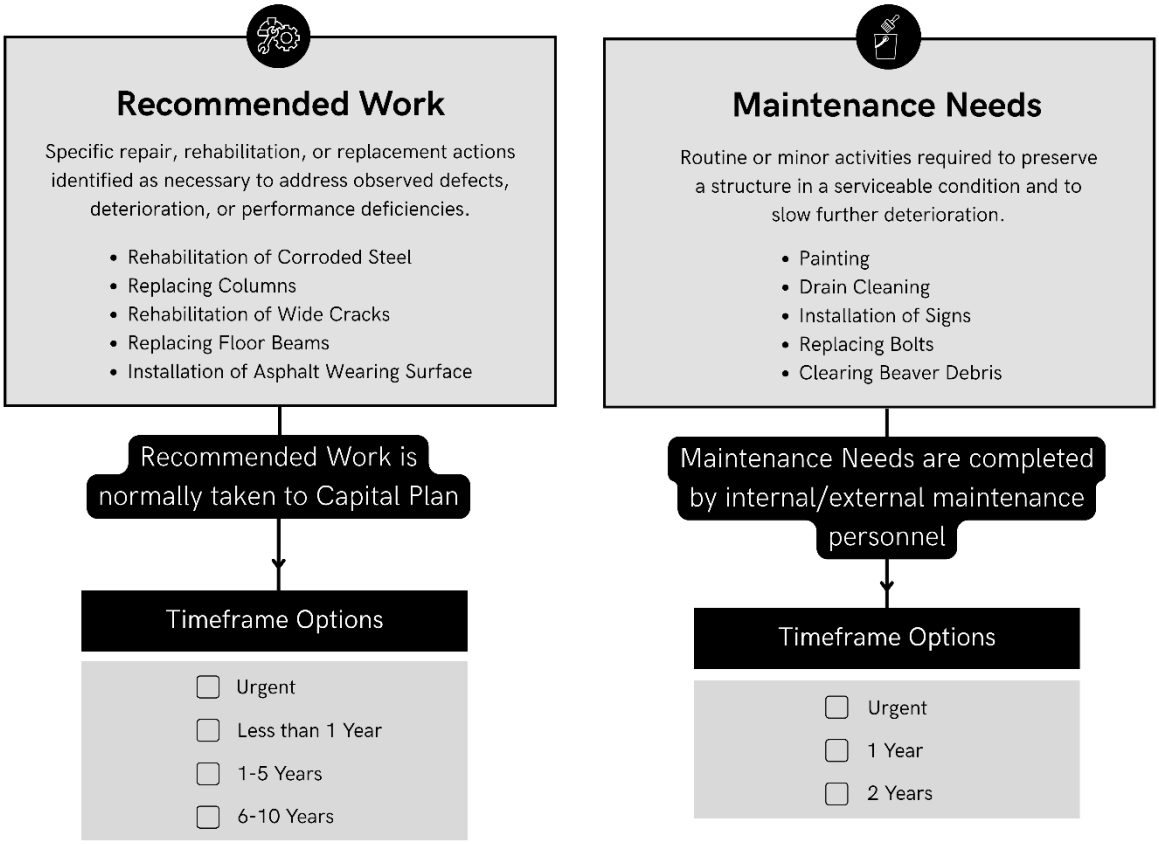
Repairs and Maintenance of Bridges

Department Does Not Track When Bridge Repairs and Maintenance Identified Through Inspections Are Completed

32. Bridges deteriorate over time due to traffic volume and weight, weather, corrosion, and aging materials. Timely repairs and maintenance reduces the risk of structural issues and overall repair costs and increases the useful life of the bridges.

33. When inspecting a bridge, if a performance deficiency that requires action is identified, the inspector will note the deficiency in the inspection report. There are two remedial options: recommended work or maintenance needs. **Exhibit 10** provides additional information on these categories.

EXHIBIT 10
CATEGORIES OF REPAIRS AND MAINTENANCE ON BRIDGES



Source: Derived from Bridge Inspection Reports and system reports.

34. Inspectors use their professional judgement to determine the time frame in which the recommended work or maintenance need should be addressed and will note the time frame in the inspection report. It is important that work is completed within the time frames recorded by the inspector because those time frames were selected to reflect the level of importance. If repairs and maintenance on performance deficiencies are delayed, problems can deteriorate more, which could lead to more costly repairs and potential safety issues.

35. We expected that any recommended work and maintenance needs identified by the inspector would be tracked by the Department as they were completed. If this was not recorded within the system, we expected some form of alternate tracking method to show what work was identified during the inspections, and whether or not it was completed.

System Only Updated After Next Inspection of Bridge, Creating Years-Long Delays in Up-To-Date Information

36. Management informed us that the system is not updated as recommended work and maintenance needs on bridges are completed. It is updated when the next inspection happens and the inspector sees that the work has been completed. Due to the inspection schedule, this could be up to two years later for major bridges or six years later for minor bridges if the inspections are completed in the time frame they are supposed to be inspected. There is no other alternative tracking method used to determine if or when the work identified through inspections has been completed.

Recommendation:

4. The Department of Transportation, Infrastructure and Energy should implement a process that documents when recommended work and maintenance needs on bridges are completed.

Repairs and Maintenance to Bridges Were Not Always Completed, and When Completed They Were Not Always Done Within Required Time Frames

37. The following paragraphs describe our findings on whether recommended works and maintenance needs identified were completed. As noted above, no listing of the repair and maintenance work completed was maintained. We inquired with management to determine if the work had been completed. If management indicated it had been done, we then reviewed documentation to corroborate it. If management indicated the work had not been done, no further work was performed.

Recommended Work

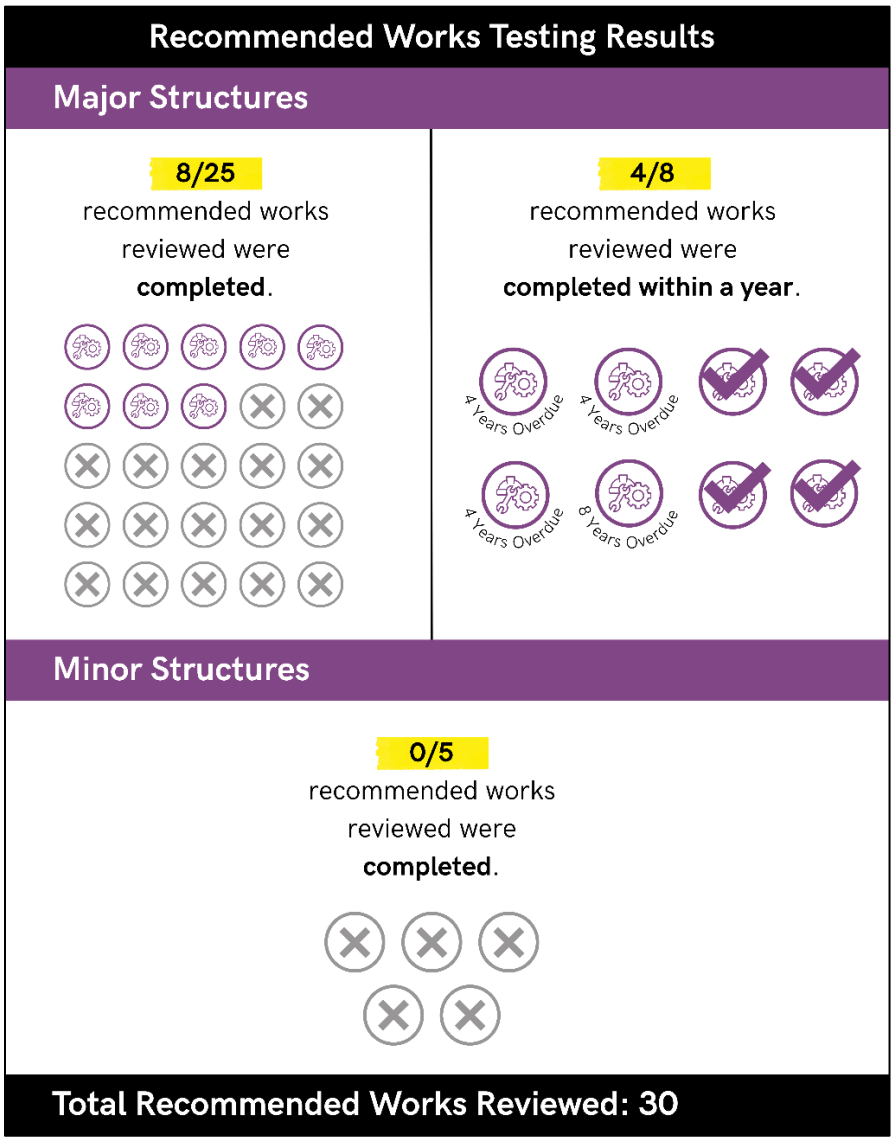
38. We obtained a listing of recommended works on bridges from the 2022, 2023 and 2024 inspection reports. We selected a sample of 30 recommended works to be completed within one year as follows:

    - 25 recommended works for major bridges.
    - Five recommended works for minor bridges.

39. We found that only eight of the 30 recommended works reviewed were completed. All of these were for major bridges and none of the recommended works for minor bridges were completed.

40. We also found that of the eight recommended works that were completed, only four of these were completed within a year as the inspector recommended. The other four were completed on average five years after they were due. **Exhibit 11** details the results of our testing.

EXHIBIT 11



Source: Audit testing results derived from information provided by the Department.

Maintenance Needs

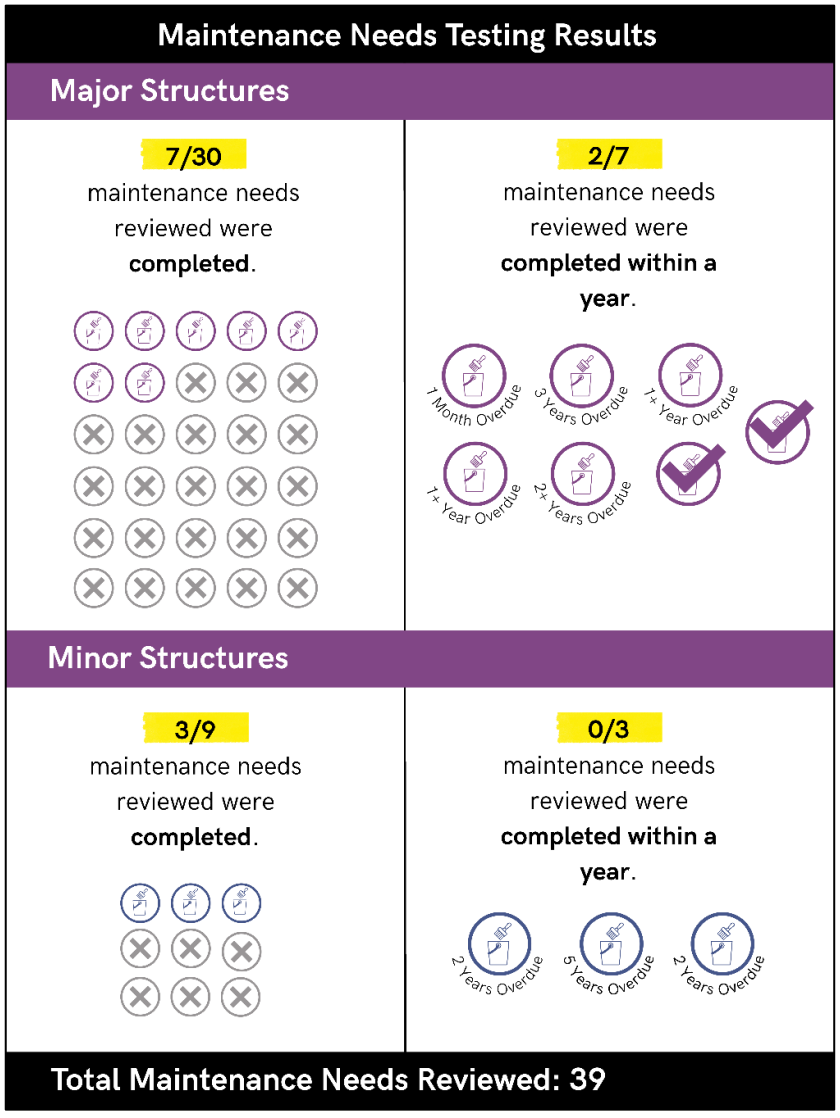
41. We obtained a list of maintenance needs on bridges from the 2022, 2023 and 2024 inspection reports. We selected a sample of 39 maintenance needs to be completed within one year as follows:

    - 30 maintenance needs for major bridges.
    - Nine maintenance needs for minor bridges.

42. **Exhibit 12** shows our results:

- Seven out of 30 maintenance needs for major bridges we reviewed were completed, but only two of these were completed within a year, as the inspector recommended.
- Three out of nine maintenance needs for minor bridges we reviewed were completed, but none of the three were completed within a year, as the inspector recommended. On average, these took four years to complete.

EXHIBIT 12



Source: Audit testing results derived from information provided by the Department.

43. Management informed us that they do not have enough resources (budget and staff) to complete all maintenance needs and recommended works identified through inspections. They stated that the Highway Design and Bridge Maintenance Engineer reviews all inspections and performs a risk assessment to identify which work is considered a priority. A work plan is then developed based on the resources available.

Recommendation:

5. The Department of Transportation, Infrastructure and Energy should complete recommended work and maintenance needs identified by inspectors as requiring completion within one year within this time frame. Where this work is postponed, the Department of Transportation, Infrastructure and Energy should ensure the rationale is documented.

Department Reporting

Bridge Inspection Reporting Completed, but Not Always Released in Timely Manner

44. Regular reporting on bridge inspections can provide decision makers and the public with confidence that bridges are being monitored and managed appropriately. It helps demonstrate whether:
    - Inspections are completed on schedule.
    - Identified issues are addressed in a timely manner.
    - Resources are being used effectively to maintain public safety.

45. The Department has publicly reported on its Bridge Inspection Program since 2017. This reporting is not required by legislation or policy, however the Department informed us that they felt it was important to show openness and transparency by publicly reporting on this program. For the scope period of our audit, we expected the Department to have reported annually and in a timely manner on bridge inspections and bridge conditions.

Last Three Bridge Inspection Reports Released at Least One Year After Inspection Year

46. We found the Department published Bridge Inspection Reports for the 2022, 2023 and 2024 calendar years. For each year, the report disclosed the inspections that occurred, their results and the condition of provincial bridges. However, the report was not always released in a timely manner. As shown in **Exhibit 13,** the last three reports were released between 12 and 28 months after the respective inspection year.

EXHIBIT 13
BRIDGE INSPECTION REPORTS

Source: Audit testing results derived from published information.

Recommendation:

6. The Department of Transportation, Infrastructure and Energy should ensure the annual Bridge Inspection Report is issued to the public before the end of the following calendar year.

Information in Bridge Inspection Reports Not Always Complete or Accurate

47. We reviewed the inspection reports for the 2022, 2023 and 2024 calendar years. We identified the following issues with the information in the reports:

- The reports did not include the condition and inspection details of minor bridges until 2024.
- The 2023 report listed two different totals for the number of major bridges (both 293 and 298).

48. Reporting complete and accurate information supports informed decision-making, accountability, and effective oversight. When information contained in the Bridge Inspection Reports is incomplete or inaccurate, it reduces confidence in the reported results and limits their usefulness.

Recommendation:

7. The Department of Transportation, Infrastructure and Energy should ensure the annual Bridge Inspection Report contains complete and accurate information.

CONCLUSION

49. Based on the audit work performed and the evidence obtained, we concluded that the Department of Transportation, Infrastructure and Energy did not effectively manage some aspects of its Bridge Inspection Program. Specifically, we found:

- The Department of Transportation, Infrastructure and Energy has a bridge inspection program that aligns with best practices and standards.
- The Department of Transportation, Infrastructure and Energy's Bridge Management System was missing key data for some of the bridges managed by the province and some structures were classified incorrectly.
- Bridge inspections were completed in accordance with standards and by certified inspectors. However, bridge inspections were not always completed in the time frames required by the Bridge Inspection Program.
- The Department of Transportation, Infrastructure and Energy did not always address issues identified through inspections that were required to be completed within a year.
- The Department of Transportation, Infrastructure and Energy publicly reports on bridge inspection activities and the condition of provincial bridges on an annual basis, but the reports were not always released in a timely manner.

Recommendation 1:

The Department of Transportation, Infrastructure and Energy should enter the key data for each bridge into the Bridge Management System. This should include at a minimum:

- **age**
- **last inspection date**
- **dimensions**
- **Bridge Condition Index**
- **Bridge Criticality and Urgency**

Management Response

The Department appreciates and agrees with this recommendation and endeavours to collect all pertinent information that is available. Some information will be collected as a result of field measurements during inspections, while other data may not exist due to record keeping practices of the past.

Timeline: 2 years

Recommendation 2:

The Department of Transportation, Infrastructure and Energy should classify bridges in the Bridge Management System in accordance with the dimensions in the Bridge Inspection Program.

Management Response

The Department appreciates and agrees with this recommendation and conducts reviews on a regular basis and will ensure that all structures are classified in accordance with best practices.

Timeline: 2 years

Recommendation 3:

The Department of Transportation, Infrastructure and Energy should inspect all bridges in accordance with the time frames in its Bridge Inspection Program.

Management Response

The Department appreciates and agrees with this recommendation and will maintain a database and identify gaps where inspections are not completed within the time frame required by OSIM.

Timeline: 2 years

Recommendation 4:

The Department of Transportation, Infrastructure and Energy should implement a process that documents when recommended work and maintenance needs on bridges are completed.

Management Response

The Department appreciates and agrees with this recommendation and will be reviewing with available staff and create work sheets for identifying works that were conducted. This will get scanned and input into the Bridge Management System.

Timeline: 2 years

Recommendation 5:

The Department of Transportation, Infrastructure and Energy should complete recommended work and maintenance needs identified by inspectors as requiring completion within one year within this time frame. Where this work is postponed, the Department of Transportation, Infrastructure and Energy should ensure the rationale is documented.

Management Response

The Department appreciates and agrees with this recommendation and will make best efforts to complete recommended work and maintenance activities identified by inspectors within the suggested one-year time frame, where financial and human resources are available. Where work is postponed, the Department will endeavor to document the rationale for the delay where practical.

Timeline: Ongoing

Recommendation 6:

The Department of Transportation, Infrastructure and Energy should ensure the annual Bridge Inspection Report is issued to the public before the end of the following calendar year.

Management Response

The Department appreciates and agrees with this recommendation and will ensure that annual Bridge Inspection Reports are published within one year of completion of the physical inspection reports.

Timeline: Now

Recommendation 7:

The Department of Transportation, Infrastructure and Energy should ensure the annual Bridge Inspection Report contains complete and accurate information.

Management Response

The Department appreciates and agrees with this recommendation and will ensure that the information is accurate and complete to the best of their abilities.

Timeline: Now

AUDIT STANDARDS, OBJECTIVE, CRITERIA, AND SCOPE

STANDARDS

This independent assurance report was prepared by the Office of the Auditor General of Prince Edward Island. Our responsibility was to provide objective information and independently conclude on whether the Department of Transportation, Infrastructure and Energy effectively managed its Bridge Inspection Program.

Work conducted for this audit was performed to a reasonable level of assurance in accordance with the Canadian Standards on Assurance Engagements (CSAE) 3001 – Direct Engagements set out by the Chartered Professional Accountants of Canada (CPA Canada) in the CPA Canada Handbook – Assurance.

The Office of the Auditor General of Prince Edward Island applies the Canadian Standard on Quality Management 1, which requires our Office to design, implement, and operate a system of quality management, including documented policies and procedures regarding compliance with ethical requirements, professional standards, and applicable legal and regulatory requirements.

In conducting the audit work, we have complied with independence and other ethical requirements of the Rules of Professional Conduct of the Chartered Professional Accountants of Prince Edward Island and the Code of Conduct of the Office of the Auditor General of Prince Edward Island. Both the Rules of Professional Conduct and our Office's Code of Conduct are founded on fundamental principles of integrity, objectivity, professional competence and due care, confidentiality, and professional behavior.

OBJECTIVE AND CRITERIA

Objective: To determine if the Department of Transportation, Infrastructure and Energy effectively managed its Bridge Inspection Program.

Criteria:

- The Department of Transportation, Infrastructure and Energy had a Bridge Inspection Program aligned with recognized best practices and standards.
- The Department of Transportation, Infrastructure and Energy's Bridge Maintenance System contained key data to guide the bridge inspection program.
- Bridge inspections were completed in accordance with standards and by certified personnel.
- The Department of Transportation, Infrastructure and Energy addressed any significant risks or deficiencies identified through inspections in a timely manner.
- The Department of Transportation, Infrastructure and Energy publicly reports on bridge inspection activities and the condition of provincial bridges on an annual basis.

Audit criteria for this engagement were developed primarily from best practice.

In accordance with our regular audit process, we obtained the following from management:

- Confirmations of management's responsibility for the subject matter.
- Acknowledgment of the suitability of the criteria used in the audit.
- Confirmation that all known information that has been requested, or that could affect the findings or audit conclusion, has been provided.
- Confirmation that the audit report is factually accurate.

SCOPE AND APPROACH

The scope of our audit was for the period January 1, 2022 – December 31, 2024. We examined documentation outside of that period as necessary.

Our approach included:

- Interviews and correspondence with the Department of Transportation, Infrastructure and Energy's management and employees.
- Review of the most recent Bridge Inspection Reports for a sample of:
  - 29 major structures as of December 31, 2024, were selected from a total of 301.*
  - 29 minor structures as of December 2024, were selected from a total of 1,207.*

  **These numbers are based on the Department's classification in their system as of December 31, 2024.*
- Detailed testing of the Recommended Works and Maintenance Needs that were to be completed in one year or less for a sample of:
  - 25 from a population of 134 recommended works for major bridges and five from a population of 32 recommended works from minor bridges.
  - 30 from a population of 1,801 maintenance needs for major bridges and nine from a population of 108 maintenance needs from minor structures.
- Review and analysis of Bridge Management System reports.
- Review of the Department's annual Bridge Inspection Report.

We did not audit the accuracy of the information in the Bridge Management System or if the system contained all bridges the province is responsible for. We did not audit the accuracy of the information, or the inspection results included in the Bridge Inspection Reports.

It is important to note that our observations and conclusions relate only to the management practices of the Department of Transportation, Infrastructure and Energy and consequently, our comments and conclusions do not pertain to the practices or performance of any third parties.

DATE OF REPORT

We obtained sufficient and appropriate audit evidence on which to base our conclusions on August 27, 2026, in Charlottetown, Prince Edward Island.

AUDIT TEAM

Auditor General	Darren Noonan
Assistant Auditor Generals:	Jennifer Bowness Sheri Griffin
Principal:	Justin Ellis
Director:	Sarah Taylor
Manager:	Jenna Dominey
Auditors:	Ashley Cheverie Snow Huang

Bridge Inspection Form

Structure ID:

Element Data

Element Group:						**Length:**	
Element Name:						**Width:**	
Span Number:						**Height:**	
Material:						**Count:**	
Element Type:						**Quantity:**	
Environment:	Benign / Moderate / Severe					**Not Inspected**	☐
Location:				**Description:**			
Condition Data	**Unit**	**Excellent**	**Good**	**Fair**	**Poor**	**Performance Deficiencies**	**Criticality**
Comments							
Recommended Work	☐ None	☐ Urgent	☐ <1 year		**Maintenance Needs:**		
		☐ 1-5 years	☐ 6-10 years		☐ Urgent	☐ 1 Year	☐ 2 Year

Element Group:						**Length:**	
Element Name:						**Width:**	
Span Number:						**Height:**	
Material:						**Count:**	
Element Type:						**Quantity:**	
Environment:	Benign / Moderate / Severe					**Not Inspected**	☐
Location:				**Description:**			
Condition Data	**Unit**	**Excellent**	**Good**	**Fair**	**Poor**	**Performance Deficiencies**	**Criticality**
Comments							
Recommended Work	☐ None	☐ Urgent	☐ <1 year		**Maintenance Needs:**		
		☐ 1-5 years	☐ 6-10 years		☐ Urgent	☐ 1 Year	☐ 2 Year

Source: Provided by the Department of Transportation, Infrastructure and Energy and derived from the Ontario Structure Inspection Manual.

APPENDIX D

Inspection of Bridges – 2011 Audit Report	
Only findings and recommendations relevant to our current audit have been included. Our office did not perform follow up procedures on the recommendations, however in 2012, the Department's management indicated that each of the recommendations had been implemented.	
Objectives	**Auditor General's Findings**
To determine: • Whether the Ministry has bridge inspection procedures in place to help ensure that bridges within its highway system are safe and in good repair. • Whether the Ministry considers bridge inspection results in planning the required repair, rehabilitation, and replacement work. • Whether bridge inspection contracts comply with Treasury Board policy and are cost-effective.	The information in the Department's database for bridges was not complete and accurate. This reduces the usefulness of the information for decision-making purposes.
	All high-priority bridges were not being inspected every two years in accordance with best practices adopted by the Department.
	There were numerous instances where the inspection reports prepared by consultants were not fully completed and recommendations did not correlate with inspection ratings. The Department did not have an adequate review process to detect and correct these issues before the reports were uploaded into the database.

Auditor General's Recommendations
All high-priority bridges should be identified in accordance with the best practices adopted by the Department.
The Department should ensure that information recorded in the Bridge Management System for each bridge is accurate, complete and updated for any additional assessment, rehabilitation or demolition work.
The Department should ensure that high-priority bridges are inspected every two years in accordance with adopted best practices.
The Department should take action to ensure the bridge inspections are conducted in accordance with Department requirements as outlined in the consultants' contracts.
The Department should implement review procedures to highlight inspection reports requiring follow-up.

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