NOVATECH
Engineers, Planners & Landscape Architects

PRELIMINARY CONSTRUCTION MANAGEMENT PLAN

DATE: NOVEMBER 28, 2025

TO: MOHAMMED FAWZI (CITY OF OTTAWA), TRAFFIC SERVICES

FROM: FRANÇOIS THAUVETTE / BRAD BYVELDS

PROJECT: QUEENSWAY CARLETON HOPSPITAL – PART 4 EXPANSION
3045 BASELINE ROAD, OTTAWA
CITY FILE: D-07-12-25-XXXX
NOVATECH PROJECT: 123089

CC: SUE SALLAJ GINN (QCH), DEREK JUDSON (PAL)

The Queensway-Carleton Hospital (QCH) is undergoing another facility expansion in response to the growing demands of the Greater Ottawa community. The proposed Part 4 expansion will be phased and will include new Hospital buildings, building expansions and renovations, the construction of a new multi-storey parking garage, as well as internal roadway extensions and re-alignments and minor parking lot modifications. The main roadworks will include the extension of the west Ring Road, the realignment of John Sutherland Drive (OC Transpo Bus route) along the east side of the campus, the realignment of internal roadways (i.e., central loading dock area and roadway link to the west Ring Road). Intersection modifications at Richmond Road and John Sutherland Drive are also being proposed to improve traffic flow and to accommodate new turning lanes.

The benefits of a Preliminary Construction Management Plan include:

- Early awareness of mobility impacts to emergency vehicles, cars, delivery trucks, OC Transpo buses, cyclists, and pedestrians
- QCH, NCC, Community and Councillor awareness and involvement
- Opportunity to provide conditions to inform roadway/R.O.W. occupancy

Furthermore, the Preliminary Construction Management Plan provides answers to the following questions:

1. Will construction require the temporary detour of a bus route?
2. Will this work block a bike lane?
3. Will this work block a sidewalk?
4. Will this work require a lane of traffic to be closed?
5. Will this work require a road closure?

Another important consideration is the placement of the tower cranes during the various phases of construction and to understand where the crane(s) might swing over roadways/ROW to mitigate risks. Details will be better understood once a contractor is engaged and provides a formal construction management plan.

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The objectives of the Preliminary Construction Management Plan include:

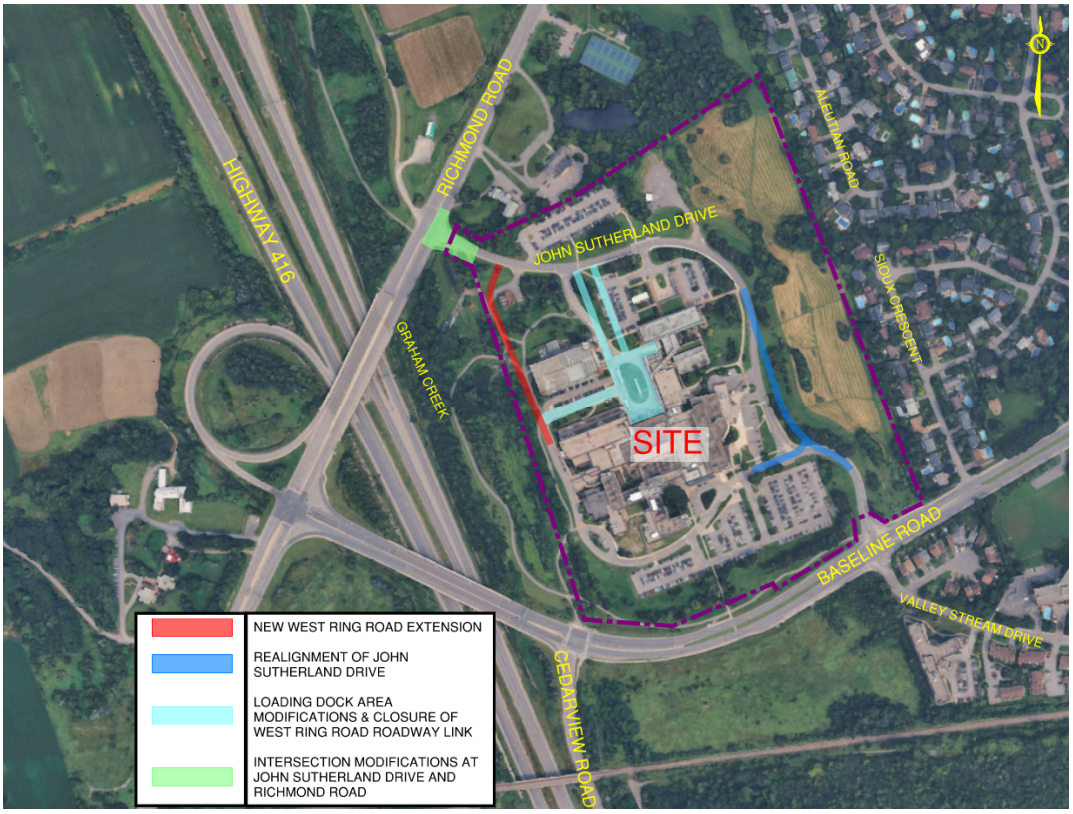
- Ensuring the safety and protection of workers, staff, and the public during construction
- Minimizing the disruption to Hospital operations and the surrounding community
- Complying with all relevant City of Ottawa regulations and guidelines
- Efficiently managing construction activities to meet project timelines

The Preliminary Construction Management Plan has been broken down into 4 (four) areas, which generally align with the QCH Part 4 Expansion phases:

1. New West Ring Road Extension
2. Realignment of John Sutherland Drive (OC Transpo Bus route) on east side of campus
3. Loading Dock Area Modifications and Closure of Roadway Link to West Ring Road
4. Intersection Modifications at John Sutherland Drive and Richmond Road (Municipal R.O.W.)

Refer to **Figure 1** for an aerial view of the QCH campus, and to plan **123089-CMP1** showing the general work zones described above.

Figure 1: Aerial View of QCH Campus



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1 New West Ring Road Extension – West Side of Campus

The new west Ring Road extension will be constructed to provide direct access off Richmond Road to the new and existing parking structures located near the northwest corner of the QCH campus. It will also provide a shorter route to the south end of the campus from Richmond Road. Another benefit is that it will separate staff/patient vehicles from the larger trucks headed to the central loading dock area and from emergency vehicles, mainly headed to the east side of the campus.

The construction of the new west Ring Road should have minimal impact on the general operations of the Hospital as it will be constructed within the landscaped area between the west property line and the existing parking structure and Hydro building. The intent is to construct the new roadway, including all underground infrastructure, while maintaining the adjacent roadways open. Once constructed, the tie in of the new west Ring Road into the existing roadways should be done off peak hours (i.e., at night or on a weekend) to minimize disruptions on campus.

1. Will construction require the temporary detour of a bus route?

   No. A temporary detour of a bus route is not required.

2. Will this work block a bike lane?

   This work will impact the existing NCC multi-use pathways (MUP) and City Crosstown Bikeway running along the west side of the campus, which provide connectivity through the QCH campus to Richmond Road and to Baseline Road at Cedarview Road. A temporary MUP link will be required during construction.

3. Will this work block a sidewalk?

   Yes. As discussed previously, the NCC MUP and City Crosstown Bikeway on the west side of the campus will be impacted. Additionally, temporary closure of the sidewalk on the south side of John Sutherland Drive will be required to complete the new intersection modifications. A temporary sidewalk link will be required during construction.

4. Will this work require a lane of traffic to be closed?

   Yes. This work will require temporary lane closures to connect new sewers and watermain to existing infrastructure on John Sutherland Drive, during the tie into the existing roadway, or in the event a single lane of traffic being operational during construction.

5. Will this work require a road closure?

   No. This work will not require a road closure. A minimum of 1 lane of traffic will need to always remain operational for emergency vehicles, cars, trucks, etc.

A detailed Traffic Control Plan(s) will be prepared and will be implemented throughout the duration of the construction phase(s) related to work in this part of the QCH campus. Refer to plan **123089-CMP2** for further details.

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2 Realignment of John Sutherland Drive (OC Transpo Bus route) - East Side of Campus

The realignment of a portion of John Sutherland Drive along the east side of the QCH campus is required to accommodate the expansion of the Emergency Department (ED) and new Ambulance Garage. The realignment of John Sutherland Drive should have minimal impact on the general operations of the Hospital (i.e., emergency vehicles, cars and OC Transpo buses), as it will be constructed within the existing landscaped area east of the existing roadway. The intent is to construct the new roadway, including new bus stops and all underground infrastructure, while maintaining the existing roadway and bus stops open. Once constructed, the tie in of the realigned portion of John Sutherland Drive into the existing roadway should be done off peak hours (i.e., at night or on a weekend) to minimize disruptions on campus. The new bus stops can be used once the re-aligned portion of John Sutherland Drive is constructed and operational.

1. Will construction require the temporary detour of a bus route?

   Yes. This may require a temporary detour of a bus route during the tie into the existing roadway.

2. Will this work block a bike lane?

   No. This work will not block a bike lane.

3. Will this work block a sidewalk?

   Yes. This will temporarily block the existing sidewalks to the existing Hospital buildings on the east side of the campus and may temporarily block the existing sidewalk along John Sutherland Drive (i.e., during the expansion of the Emergency Department and associated parking lots, construction of Ambulance Garage, tie into the existing roadway and sidewalks). If possible, temporary sidewalk links will be required during construction. Access to bus stops will need to be maintained during construction.

4. Will this work require a lane of traffic to be closed?

   Yes. This work will require temporary lane closures to connect new sewers and watermain to existing infrastructure, during the tie into the existing roadway, or in the event a single lane of traffic being operational during construction.

5. Will this work require a road closure?

   No. This work will not require a road closure. A minimum of 1 lane of traffic will need to remain operational for emergency vehicles, cars, trucks, etc.

A detailed Traffic Control Plan(s) will be prepared and will be implemented throughout the duration of the construction phase(s) related to work in this part of the QCH campus. Refer to plan **123089-CMP3** for further details.

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3 Loading Dock Area Modifications and Closure of Roadway Link to West Ring Road

The realignment of the loading dock area and removal of the link to the west Ring Road is required to accommodate the new Materials Management and new Generators buildings. The realignment of the loading dock area will have the biggest impact on trucks (i.e. shipping and receiving delivery services to the Hospital) but this will be mitigated by constructing temporary loading docks further north, between the existing Cancer Centre and Power Plant buildings. Furthermore, the new west Ring Road extension will already be constructed, therefore the loading dock area modifications and closure of the link to the west Ring Road should have no impact on emergency vehicles, OC Transpo buses or staff/patient cars.

1. Will construction require the temporary detour of a bus route?

   No. A temporary detour of a bus route is not required.

2. Will this work block a bike lane?

   No. This work will not block a bike lane. However, staff that may be currently parking their bikes in this area and accessing the building via the loading dock area doors will need to park their bikes elsewhere during construction.

3. Will this work block a sidewalk?

   Yes. This will temporarily block the existing sidewalks to the existing Hospital building entrances within the loading dock area. If possible, temporary sidewalk links will be required during construction, otherwise pedestrians will need to take a longer route to get to the building.

4. Will this work require a lane of traffic to be closed?

   Yes. This work will require temporary lane closures to connect new sewers and watermain to existing infrastructure, to remove existing infrastructure and to construct the new buildings. A minimum of 1 shared lane of traffic and 2 temporary loading docks, as well as the necessary space for trucks to manoeuvre within the loading dock area, will need to remain operational during construction.

5. Will this work require a road closure?

   No. This work will not require a road closure. A minimum of 1 shared lane of traffic and 2 temporary loading docks, as well as the necessary space for trucks to manoeuvre within the loading dock area, will need to remain operational during construction.

A detailed Traffic Control Plan(s) will be prepared and will be implemented throughout the duration of the construction phase(s) related to work in this part of the QCH campus. Refer to plan **123089-CMP3** for further details.

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4 Intersection Modification at John Sutherland Drive & Richmond Road (Municipal ROW)

Modifications are being proposed at the intersection of John Sutherlamnd Drive and Richmond Road to improve the geometry for trucks and buses entering/exiting the QCH campus. Improvements include the construction of a new westbound left turn lane onto Richmond Road and shifting of the sidewalk and curbs. The proposed works should have minimal impact on emergency vehicles, OC Transpo buses or staff/patient cars and will ultimately improve traffic flow at this location. The proposed roadway modifications will be further detailed and reviewed as part of the functional Rodway Modifications Approvals (RMA) and detailed design process.

1. Will construction require the temporary detour of a bus route?

   No. A temporary detour of a bus route is not required as OC Transpo can utilize the existing lanes at this intersection.

2. Will this work block a bike lane?

   Yes. This work may temporarily impact the northbound bike lane along Richmond Road and NCC MUP and City Crosstown Bikeway approaching the intersection. A temporary MUP link will be required during construction.

3. Will this work block a sidewalk?

   Yes. This will impact the existing sidewalk located on the south side of John Sutherland Drive. A temporary sidewalk link from the intersection of Richmond Road and John Sutherland Drive onto the Hospital campus will be required during construction.

4. Will this work require a lane of traffic to be closed?

   Yes. This work may require a temporary lane closure to re-connect catchbasins and storm sewers. A minimum of 1 lane of traffic within the QCH campus will need to remain operational for emergency vehicles, cars, trucks, etc. One lane in each direction will be maintained approaching the intersection with Richmond Road. The existing northbound right turn lane into the Hospital campus may be impacted during construction. Ottawa Police Services will be required for all works in proximity to the intersection.

5. Will this work require a road closure?

   No. This work will not require a road closure.

A detailed Traffic Control Plan(s) will be prepared and will be implemented throughout the duration of the construction phase(s) related to work in this part of the QCH campus. Refer to plan **123089-CMP4** for further details.

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Queensway Carleton Hospital

No.	REVISION	DATE	BY
1.	ISSUED FOR SITE PLAN CONTROL APPROVAL	NOV 28/25	FST

SCALE 1:750

DESIGN KD
CHECKED FST
DRAWN KD
CHECKED FST
APPROVED FST

FOR REVIEW ONLY

LICENSED PROFESSIONAL ENGINEER
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100041399
November 28, 2025
PROVINCE OF ONTARIO

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LOCATION
CITY OF OTTAWA
QUEENSWAY CARLETON HOSPITAL

DRAWING NAME
PRELIMINARY CONSTRUCTION MANAGEMENT PLAN 1
PART 4 EXPANSION
LOCATION PLAN

PROJECT No. 123089
REV REV #1
DRAWING No. 123089-CMP1

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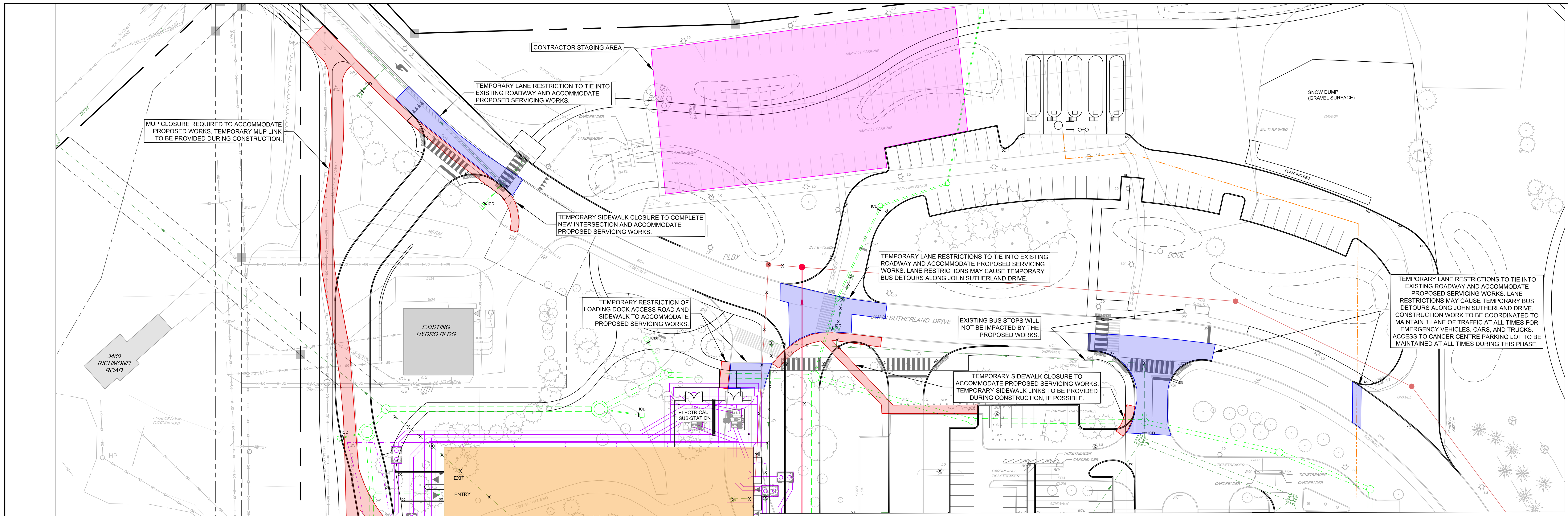

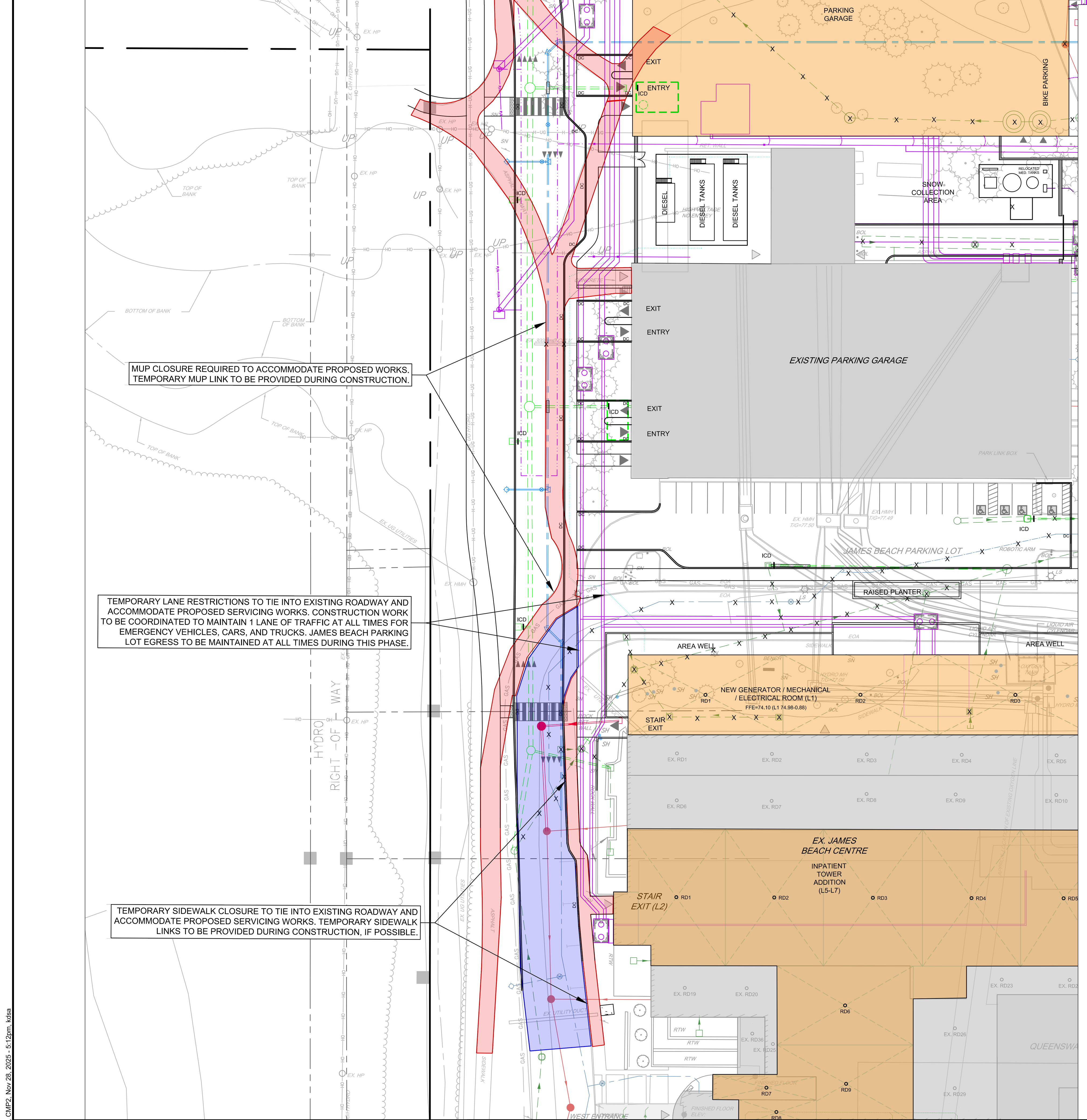

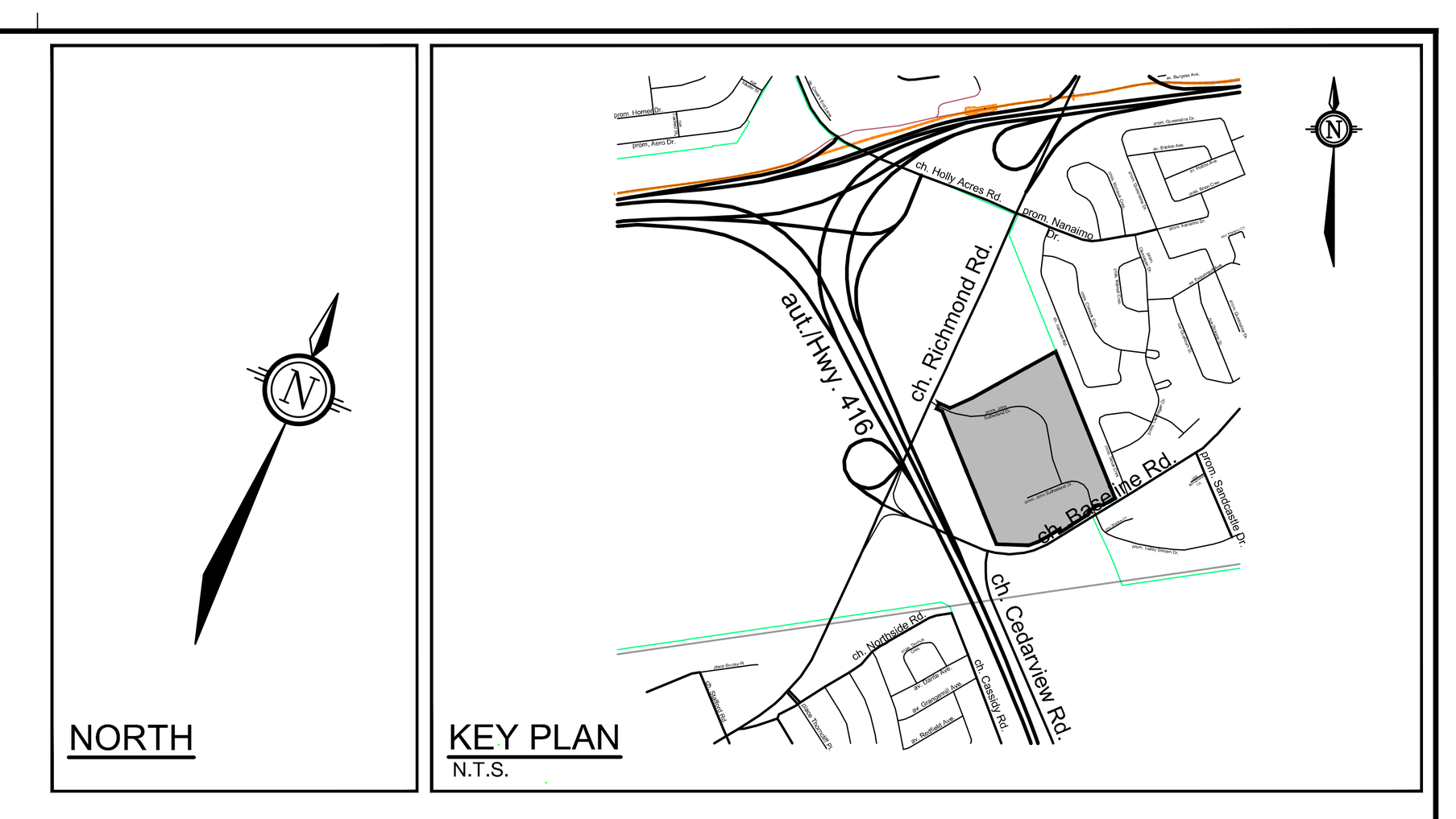

LEGEND

- BOUNDARY OF ANTICIPATED TEMPORARY LANE CLOSURE
- BOUNDARY OF ANTICIPATED TEMPORARY MUP/ CITY CROSSTOWN BIKEWAY/SIDEWALK CLOSURE
- CONTRACTOR STAGING AREA
- PROPERTY LINE
- EASEMENT BOUNDARY
- PROPOSED SANITARY MANHOLE & SEWER WITH DIRECTION OF FLOW
- PROPOSED STORM MANHOLE & SEWER WITH DIRECTION OF FLOW
- PROPOSED CATCHBASIN AND LEAD
- PROPOSED CATCHBASIN MANHOLE
- PROPOSED STORM OGS UNIT
- ICD PROPOSED INLET CONTROL DEVICE
- PROPOSED WATERMAIN / WATER SERVICE
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- FDC PROPOSED FIRE DEPARTMENT CONNECTION
- PROPOSED WATER METER AND REMOTE METER
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- PROPOSED CAP
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- EXISTING VEGETATION (TREES)
- EXISTING LIGHT STANDARD
- EXISTING GAS LINE
- EXISTING HYDRO UNDERGROUND WIRES
- EXISTING OVERHEAD WIRES
- PROPOSED PART 4 EXPANSION BUILDING
- EXISTING BUILDING

WEST RING ROAD EXTENSION AND EARLY SERVICING WORKS

PRELIMINARY CONSTRUCTION MANAGEMENT PLAN NOTES:

1. NEW WEST RING ROAD EXTENSION AND ASSOCIATED UNDERGROUND INFRASTRUCTURE TO BE CONSTRUCTED WHILE MAINTAINING THE EXISTING ROADWAYS OPEN. TIE INS TO EXISTING ROADWAYS SHOULD BE DONE OFF PEAK HOURS TO MINIMIZE DISRUPTIONS ON CAMPUS.
2. QCH STAFF TO BE CONSULTED BEFORE EACH DEVELOPMENT PHASE TO DETERMINE TIMING OF WORK.
3. COORDINATE ALL TEMPORARY BUS DETOURS & BUS ROUTE IMPACTS WITH OC TRANSPO.
4. A DETAILED CONSTRUCTION MANAGEMENT PLAN WILL BE PROVIDED BY THE CONTRACTOR IN ADVANCE OF CONSTRUCTION, ONCE ONE IS ENGAGED.

NOTE:
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Queensway Carleton Hospital

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1.	ISSUED FOR SITE PLAN CONTROL APPROVAL	NOV 28/25	FST

SCALE 1:400

DESIGN	KD
CHECKED	FST
DRAWN	KD
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APPROVED	FST

FOR REVIEW ONLY

LICENSED PROFESSIONAL ENGINEER F.S. THAUVETTE 100041399 November 28, 2025 PROVINCE OF ONTARIO

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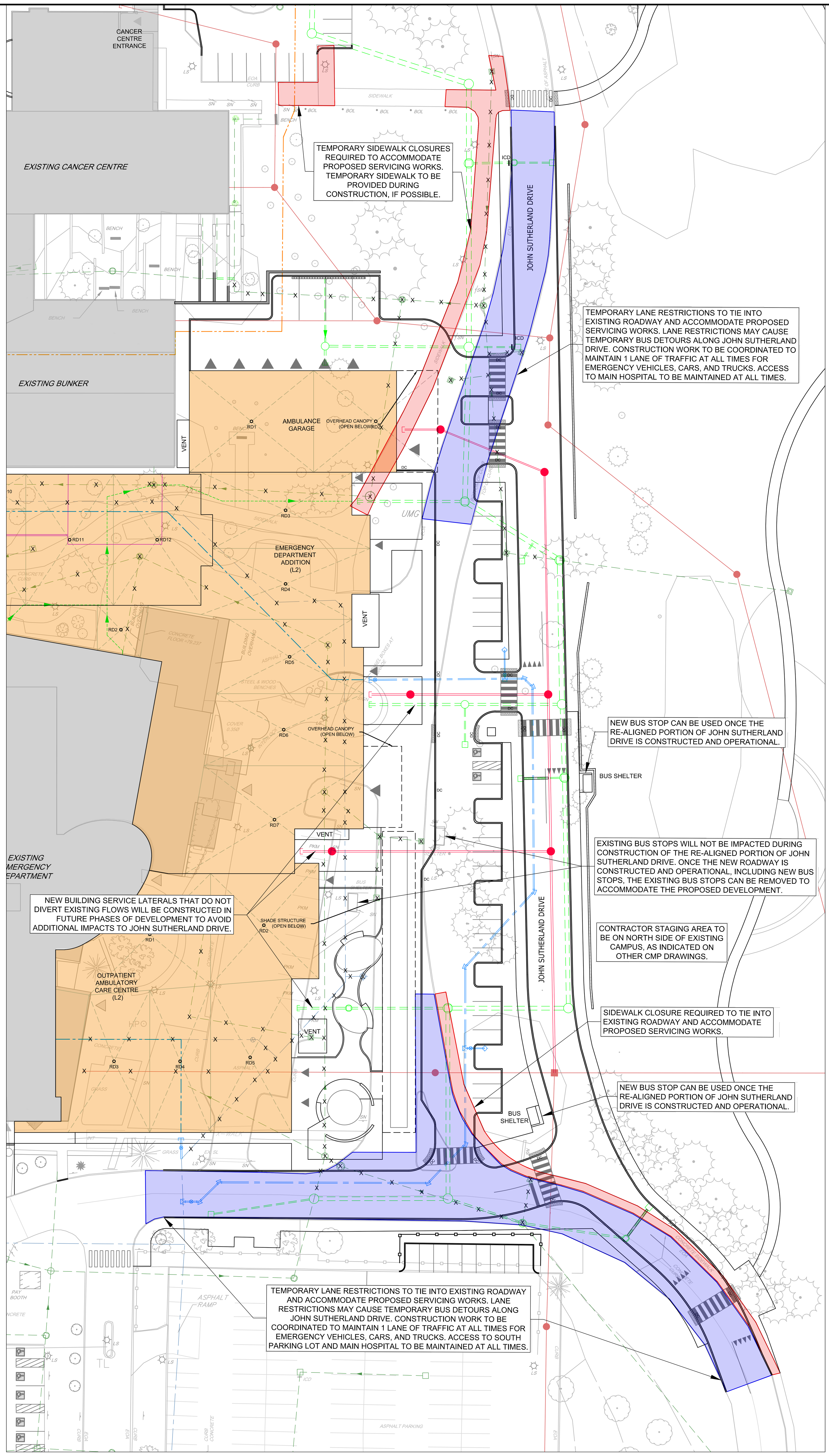
LOCATION
CITY OF OTTAWA
QUEENSWAY CARLETON HOSPITAL

DRAWING NAME
PRELIMINARY CONSTRUCTION MANAGEMENT PLAN 2
PART 4 EXPANSION

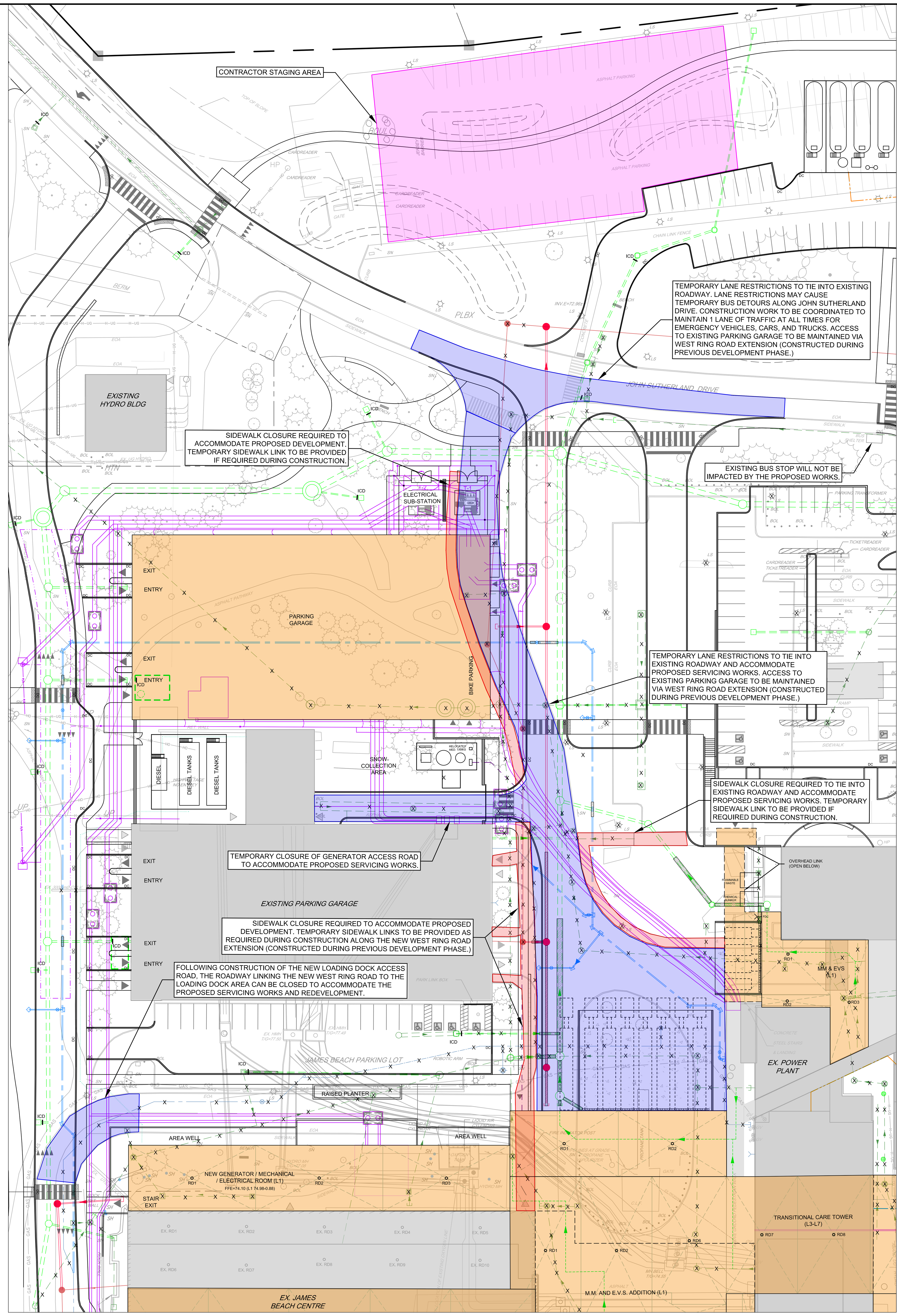
PROJECT No. 123089
REV REV #1
DRAWING No. 123089-CMP2



RE-ALIGNMENT OF JOHN SUTHERLAND DRIVE

PRELIMINARY CONSTRUCTION MANAGEMENT PLAN NOTES:

1. RE-ALIGNMENT OF JOHN SUTHERLAND DRIVE AND ASSOCIATED UNDERGROUND INFRASTRUCTURE TO BE CONSTRUCTED WHILE MAINTAINING THE EXISTING ROADWAYS OPEN. TIE INS TO EXISTING ROADWAYS SHOULD BE DONE OFF PEAK HOURS TO MINIMIZE DISRUPTIONS ON CAMPUS.
2. QCH STAFF TO BE CONSULTED BEFORE EACH DEVELOPMENT PHASE TO DETERMINE TIMING OF WORK.
3. COORDINATE ALL TEMPORARY BUS DETOURS & BUS ROUTE IMPACTS WITH OC TRANSPO.
4. A DETAILED CONSTRUCTION MANAGEMENT PLAN WILL BE PROVIDED BY THE CONTRACTOR IN ADVANCE OF CONSTRUCTION, ONCE ONE IS ENGAGED.



LOADING DOCK AREA MODIFICATIONS

PRELIMINARY CONSTRUCTION MANAGEMENT PLAN NOTES:

1. NEW LOADING DOCK ACCESS ROAD AND ASSOCIATED UNDERGROUND INFRASTRUCTURE TO BE CONSTRUCTED WHILE MAINTAINING THE EXISTING ROADWAYS OPEN. TIE INS TO EXISTING ROADWAYS SHOULD BE DONE OFF PEAK HOURS TO MINIMIZE DISRUPTIONS ON CAMPUS.
2. CONSTRUCTION WORK TO BE COORDINATED TO MAINTAIN NECESSARY SPACE FOR TRUCKS TO MANOEUVRE WITHIN THE LOADING DOCK AREA , WHICH WILL NEED TO REMAIN OPERATIONAL DURING CONSTRUCTION.
3. QCH STAFF TO BE CONSULTED BEFORE EACH DEVELOPMENT PHASE TO DETERMINE TIMING OF WORK.
4. COORDINATE ALL TEMPORARY BUS DETOURS & BUS ROUTE IMPACTS WITH OC TRANSPO.
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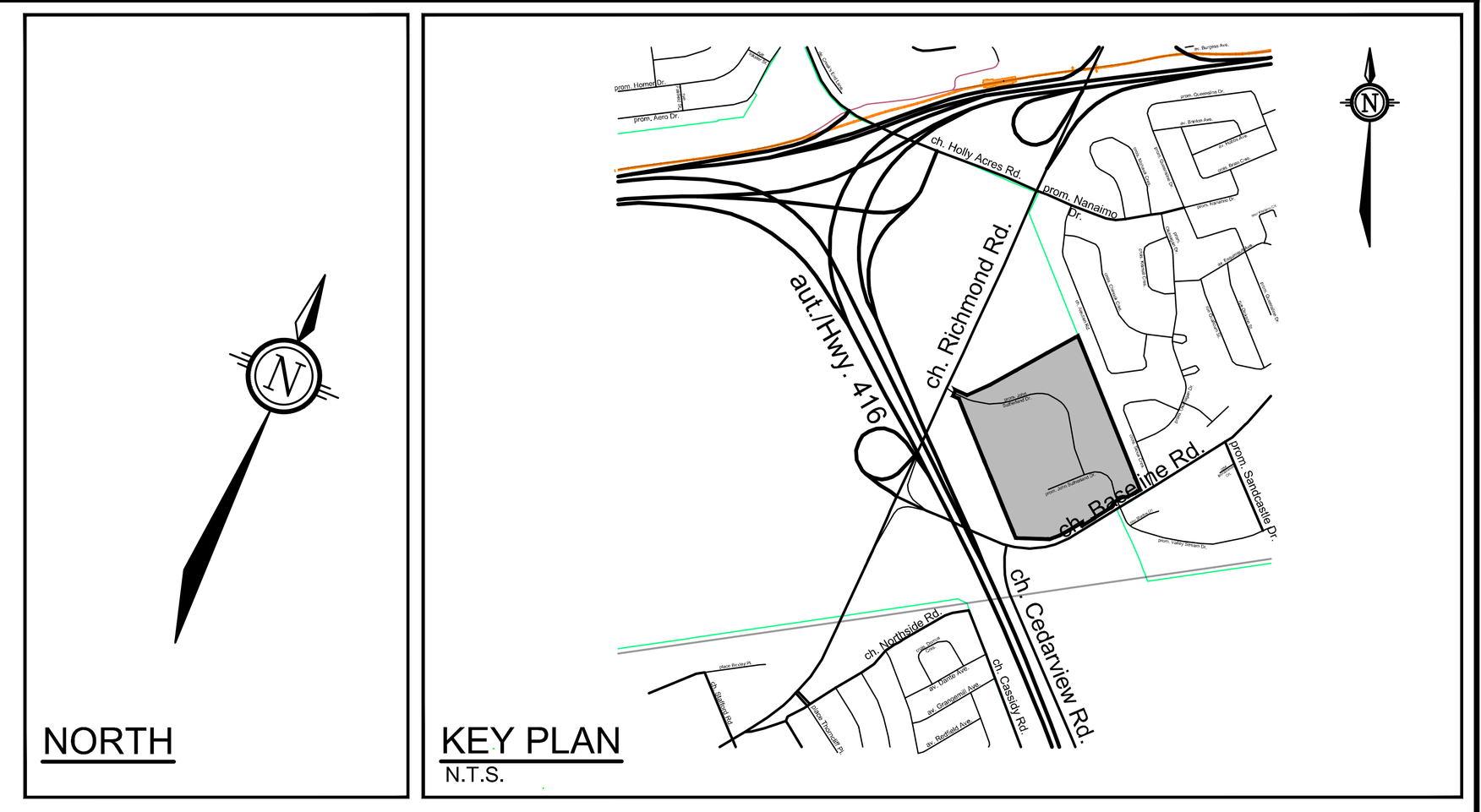

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- BOUNDARY OF ANTICIPATED TEMPORARY MUP/ CITY CROSSTOWN BIKEWAY/SIDEWALK CLOSURE
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- PROPOSED HYDRANT C/W VALVE & LEAD
- PROPOSED WATERMAIN BEND & THRUST BLOCK
- RED — PROPOSED WATERMAIN REDUCER
- FDC — PROPOSED FIRE DEPARTMENT CONNECTION
- PROPOSED WATER METER AND REMOTE METER
- X — REMOVALS
- PROPOSED CAP
- THERMAL INSULATION FOR SHALLOW SEWERS
- PROPOSED PROPANE ALIGNMENT
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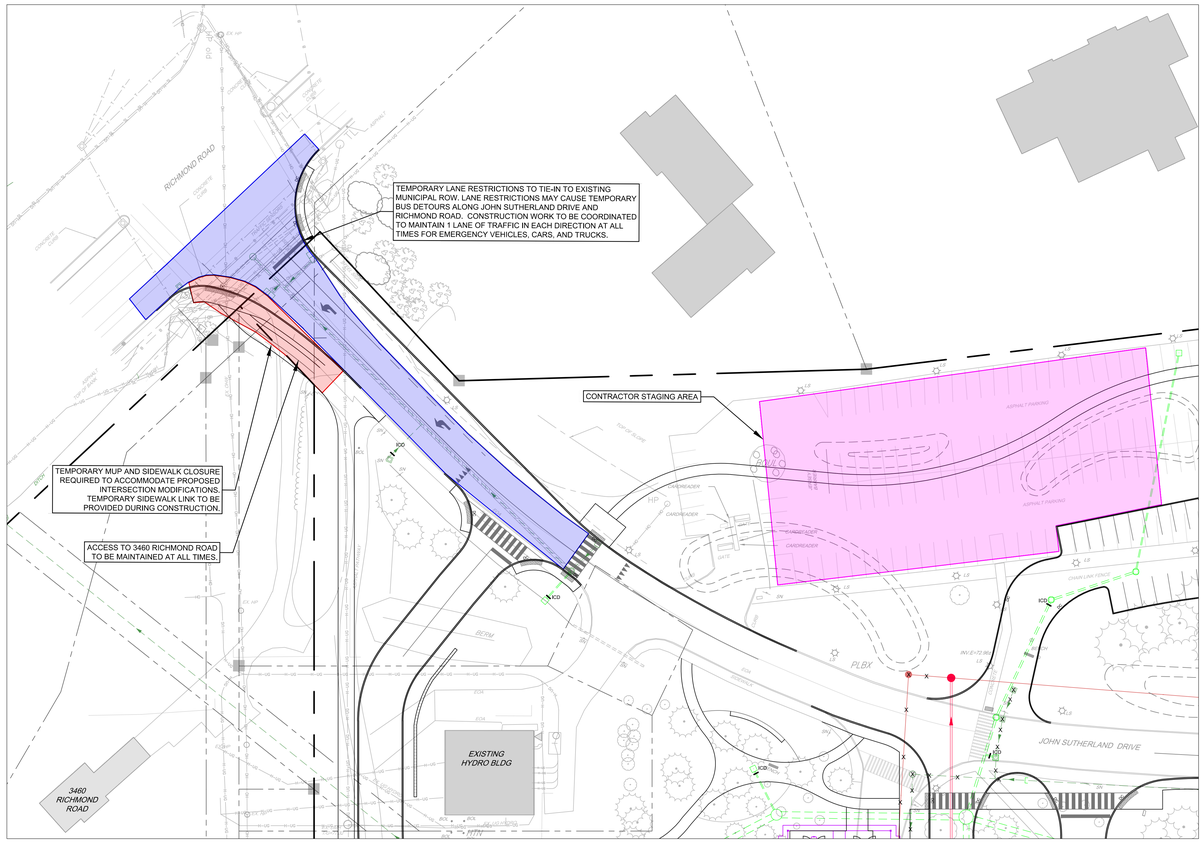
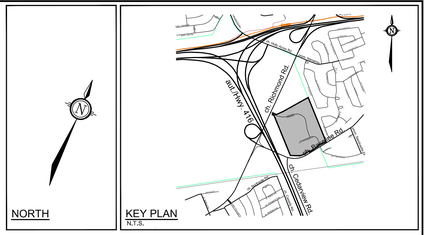
NOVATECH — Engineers, Planners & Landscape Architects

LOCATION: CITY OF OTTAWA, QUEENSWAY CARLETON HOSPITAL

DRAWING NAME: PRELIMINARY CONSTRUCTION MANAGEMENT PLAN 3 PART 4 EXPANSION

PROJECT No. 123089 · REV #1 · DRAWING No. 123089-CMP3





LEGEND

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- GAS *EXISTING GAS LINE*
- H-UG *EXISTING HYDRO UNDERGROUND WIRES*
- OH *EXISTING OVERHEAD WIRES*

PROPOSED PART 4 EXPANSION BUILDING

EXISTING BUILDING

MUNICIPAL ROW INTERSECTION MODIFICATION - JOHN SUTHERLAND DRIVE & RICHMOND ROAD

PRELIMINARY CONSTRUCTION MANAGEMENT PLAN NOTES:

1. **RE-ALIGNMENT OF JOHN SUTHERLAND DRIVE AND ASSOCIATED UNDERGROUND INFRASTRUCTURE TO BE CONSTRUCTED WHILE MAINTAINING THE EXISTING ROADWAYS OPEN. TIE INS TO EXISTING ROADWAYS SHOULD BE DONE OFF PEAK HOURS TO MINIMIZE DISRUPTIONS ON CAMPUS, IF POSSIBLE.**
2. **QCH STAFF TO BE CONSULTED BEFORE EACH DEVELOPMENT PHASE TO DETERMINE TIMING OF WORK.**
3. **COORDINATE ALL TEMPORARY BUS DETOURS & BUS ROUTE IMPACTS WITH OC TRANSPO.**
4. **ALL WORKS IN PROXIMITY TO THE MUNICIPAL ROW INTERSECTION ARE SUBJECT TO THE CONDITIONS OF THE ASSOCIATED RMA, INCLUDING THE REQUIREMENT TO ENGAGE THE SERVICES OF THE OTTAWA POLICE DURING CONSTRUCTION.**
5. **A DETAILED CONSTRUCTION MANAGEMENT PLAN WILL BE PROVIDED BY THE CONTRACTOR IN ADVANCE OF CONSTRUCTION, ONCE ONE IS ENGAGED.**

NOTE:
THE POSITION OF ALL POLE LINES, CONDUITS, WATERMAINS, SEWERS AND OTHER UNDERGROUND AND OVERGROUND UTILITIES AND STRUCTURES IS NOT NECESSARILY SHOWN ON THE CONTRACT DRAWINGS, AND WHERE SHOWN, THE ACCURACY OF THE POSITION OF SUCH UTILITIES AND STRUCTURES IS NOT GUARANTEED. BEFORE STARTING WORK, DETERMINE THE EXACT LOCATION OF ALL SUCH UTILITIES AND STRUCTURES AND ASSUME ALL LIABILITY FOR DAMAGE TO THEM.

Queensway Carleton Hospital

No.	REVISION	DATE	BY
1.	ISSUED FOR SITE PLAN CONTROL APPROVAL	NOV 28/25	FST

SCALE 1:400 (1:400 0 4 8 12 16)

DESIGN KD | CHECKED FST | DRAWN KD | CHECKED FST | APPROVED FST

FOR REVIEW ONLY

LICENSED PROFESSIONAL ENGINEER — F.S. THAUVETTE — 100041399 — November 28, 2025 — PROVINCE OF ONTARIO

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LOCATION
CITY OF OTTAWA
QUEENSWAY CARLETON HOSPITAL

DRAWING NAME
PRELIMINARY CONSTRUCTION MANAGEMENT PLAN 4
PART 4 EXPANSION

PROJECT No. 123089
REV. REV #1
DRAWING No. 123089-CMP4