Evaluation Criteria  | Description  | Do Nothing  | Alternative 1A  | Alternative 2A  | Alternative 2B  | Alternative 3  
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Transportation  | Planning Policies and Objectives  | Does the alternative meet the planning policies and objectives in the Plan? | No new connections available  | 4  | 4  | 4  | 4  
|  |  | The City’s Official Plan is used as an additional horizon for planning purposes. | Meets the City’s Planning Objectives of the Official Plan  | 4  | 4  | 4  | 4  
|  | Traffic Operations/Performance  | Are the projected volumes for the corridor within acceptable levels? | No new connections available  | 4  | 4  | 4  | 4  
|  |  | The City’s traffic signals are reviewed to ensure appropriate turn movements are made. | Meets the City’s Planning Objectives of the Official Plan  | 4  | 4  | 4  | 4  
|  | Connectivity  | Does the alternative provide connectivity to the roadway network? | No new connections available  | 0  | 2  | 3  | 4  
|  |  | Existing off-street traffic routes can be used to accommodate the proposed roadway improvement project. | New north-south connection in west end of city; no connection on Golden Drive, relocated access to Century Drive in east end of city, relocated access to Century Drive. | 4  | 4  | 4  | 4  
|  | Active Transportation / Trails  | Are the active transportation facilities affected by the project? | No new connections available  | 0  | 2  | 3  | 4  
|  |  | New north-south connection in west end of city; no connection on Golden Drive, relocated access to Century Drive in east end of city, relocated access to Century Drive. | New north-south connection in west end of city; no connection on Golden Drive, relocated access to Century Drive in east end of city, relocated access to Century Drive. | 4  | 4  | 4  | 4  
|  | Trailway  | Does the alternative provide benefits to the trailway network? | No new connections available  | 0  | 2  | 3  | 4  
|  |  | New north-south connection in west end of city; no connection on Golden Drive, relocated access to Century Drive in east end of city, relocated access to Century Drive. | New north-south connection in west end of city; no connection on Golden Drive, relocated access to Century Drive in east end of city, relocated access to Century Drive. | 4  | 4  | 4  | 4  
|  | Consequential and Residential Access  | Does the alternative impact the accesses to the surrounding areas and properties? | No new connections available  | 0  | 2  | 3  | 4  
|  |  | New north-south connection in west end of city; no connection on Golden Drive, relocated access to Century Drive in east end of city, relocated access to Century Drive. | New north-south connection in west end of city; no connection on Golden Drive, relocated access to Century Drive in east end of city, relocated access to Century Drive. | 4  | 4  | 4  | 4  

Technical Requirements  | Structural  | What types of structures will be required to cross the Grand River? | 1  | 3  | 3  | 4  | 4  
|  |  | Existing pedestrian structure over Grand River (i.e. vehicular access not required). | 3  | 3  | 3  | 4  | 4  
|  | Geotechnical Design Standards  | Does the current geotechnical design standards apply? | 0  | 2  | 3  | 4  | 4  
|  |  | Existing geotechnical design has been reviewed. | 4  | 4  | 4  | 4  | 4  
|  | Engineering  | What are the required engineering tasks for the project? | No new connections available  | 0  | 2  | 3  | 4  
|  |  | Existing off-street traffic routes can be used to accommodate the proposed roadway improvement project. | New north-south connection in west end of city; no connection on Golden Drive, relocated access to Century Drive in east end of city, relocated access to Century Drive. | 4  | 4  | 4  | 4  
|  | Stormwater  | How will the alternative affect stormwater management and drainage? | No new connections available  | 0  | 2  | 3  | 4  
|  |  | Existing off-street traffic routes can be used to accommodate the proposed roadway improvement project. | New north-south connection in west end of city; no connection on Golden Drive, relocated access to Century Drive in east end of city, relocated access to Century Drive. | 4  | 4  | 4  | 4  

Environmental Sustainability  | Project Sustainability  | Is the project sustainable? | 4  | 4  | 4  | 4  | 4  
|  |  | New north-south connection in west end of city; no connection on Golden Drive, relocated access to Century Drive in east end of city, relocated access to Century Drive. | New north-south connection in west end of city; no connection on Golden Drive, relocated access to Century Drive in east end of city, relocated access to Century Drive. | 4  | 4  | 4  | 4  

Cost  | Capital Cost  | Does the cost of constructing the alternative fit the budget? | Cost will be required to include property needed for the alternative. | 4  | 4  | 4  | 4  
|  |  | Property required for improvements in Colborne Street and Hardy Road. | Cost will be required to include property needed for the alternative. | 4  | 4  | 4  | 4  
|  | Property Cost  | Will the cost to acquire the property needed for the alternative be affordable? | Property required for improvements in Colborne Street and Hardy Road. | 4  | 4  | 4  | 4  
|  |  | Property required for improvements in Colborne Street and Hardy Road. | Property required for improvements in Colborne Street and Hardy Road. | 4  | 4  | 4  | 4  
|  | Operating and Maintenance Cost  | Will the cost to operate and maintain the alternative be affordable? | Cost will be required to include property needed for the alternative. | 4  | 4  | 4  | 4  
|  |  | Property required for improvements in Colborne Street and Hardy Road. | Property required for improvements in Colborne Street and Hardy Road. | 4  | 4  | 4  | 4  

The table above provides a comprehensive evaluation of different alternatives for the Oak Park Road Extension project, considering various criteria such as planning policies, traffic operations, connectivity, and environmental sustainability. The alternatives are evaluated based on criteria such as cost, sustainability, and feasibility. The evaluation matrix is organized into several categories including planning policies, traffic operations, connectivity, active transportation, trailway, consequential and residential access, structural, engineering, stormwater, project sustainability, and cost. Each criterion is assessed against specific sub-criteria, and the alternatives are rated on a scale from 0 to 4, where 0 indicates the poorest performance and 4 indicates the best performance. The table also mentions the low to moderate cost range, feasibility of access to resources, and most preferred options. The project aims to meet the requirements of the City’s Official Plan and accommodate projected development while ensuring minimal impacts on the environment and community.