



RECOMMENDATIONS MEMORANDUM
S.R. 434 – Oviedo Corridor Study
 Spring 2025

This memo summarizes the findings of the corridor planning study for State Road (S.R.) 434, from Mitchell Hammock Road to S.R. 426 (Broadway Street) in Oviedo, Florida. The study area spans approximately 1.2 miles. The majority of S.R. 434 within the study limits (from Lindsay Lane to Smith Street) consists of a two-lane, undivided roadway without exclusive turn lanes. At both Mitchell Hammock and S.R. 426, S.R. 434 transitions to a four-lane roadway with exclusive turn lanes, to provide additional capacity at the signalized intersections.

Existing Operations

The evaluation of existing conditions (2024) found that S.R. 434 operates at a level of service (LOS) ‘D’, with a small portion operating at LOS ‘E’ during the PM peak hour. The state LOS target for the study area is LOS ‘D’. Vehicle speeds are near the posted limit of 35 mph. A crash analysis, based on data from January 2019 to December 2023, identified a total of 444 crashes, primarily occurring at the signalized intersections (Mitchell Hammock Road and S.R. 426). Of the 444 crashes, 172 crashes occurred along the segment. The majority of crashes (78%) were rear-end collisions. No fatalities were reported and injury crashes make up approximately 20% of the 172 crashes.

Future (2045) traffic volumes were obtained using the CFRPM model. Under the no-build 2045 condition, S.R. 434 is projected to operate primarily at LOS ‘E’ (below state targets), with a small portion reaching LOS ‘F’ during the PM peak hour. With the parallel Oviedo Boulevard (non-state facility) providing an alternative route, the impacts of this LOS ‘F’ section are anticipated to be minor. The introduction of exclusive left-turn lanes would increase capacity and is anticipated to improve operations in this corridor. Because of this, the alternatives considered (shown below) include a median, where left-turn lanes could be constructed, where appropriate.

The City’s Community Redevelopment Agency (CRA) is interested in redeveloping the ‘old downtown’ area near the S.R. 426 & S.R. 434 intersection, which could add approximately 16,000 daily, net new trips to the surrounding roadway network. FDOT District 5 staff updated land use data in the 2045 CFRPM model to account for this development and reviewed the outputs. Even with this additional development, similar operating conditions in 2045 are anticipated on S.R. 434.

Alternatives and Anticipated Impacts



2-lane, Divided Alternative



4-lane, Divided Alternative

Right-of-Way Impacts:

- 2-lane, Divided Alternative: Impacts 44 parcels, including three buildings. Acquisition estimated at \$5.4 million.
- 4-lane, Divided Alternative: Impacts 48 parcels, including ten buildings. Acquisition estimated at \$19.7 million.
- With the introduction of continuous curb and gutter throughout the corridor, both alternatives would likely need a pond, which would require additional acquisition

Environmental Impacts:



The study also assessed environmental features along the corridor using FDOT's Efficient Transportation Decision Making (ETDM) database. The corridor contains one wetland and floodplain, but no substantial impacts are anticipated. Cultural resources include 53 structures built before 1970, with one property listed on the National Register of Historic Places. Social resources include Boston Hill Park, and depending on the alignment, potential impacts to public lands (Section 4(f)) could occur. Impacts to a church and local businesses are anticipated with either alternative. There are potential contamination sites and residential septic systems that may be affected by realignment or widening of the roadway.

A Community Event was held in May 2024 to present the alternatives. Feedback was mixed, with some attendees supporting the 2-lane or 4-lane options while others opposed any improvements. Concerns were raised about speeding and queuing at the signalized intersections at the north and south project limits. Several improvements were suggested, including midblock crosswalks and exclusive turn lanes at specific locations.

Recommendations

Long-term Improvements:

As discussed above, both alternatives would likely require the acquisition of land for a pond and potentially impact a church, local businesses, and/or residential units. Therefore, a Project Development and Environment (PD&E) study would be the next phase in advancing either the 2-lane divided or 4-lane divided alternative. The PD&E study would further assess impacts and determine the preferred alternative for this corridor. However, the Department currently does not have funding identified within the 5-year work program for any future phase of this project. Coordination between City of Oviedo, Seminole County, MetroPlan Orlando, and/or FDOT would be required to prioritize the widening of this portion of SR 434 in the future.

Interim Improvements:

The improvements below could be implemented by the City, County, MetroPlan Orlando, or FDOT if and when funding becomes available. Improvements not requiring right-of-way acquisition may be considered for incorporation into a future maintenance resurfacing project.

Interim Improvements				
Improvement	Location	ROW Needed?	Construction Cost	Feasibility (Easy, Medium, Hard)
Midblock Crosswalk at Boston Hill Park	Boardwalk Avenue	No	City of Oviedo has Plans, Waiting on Funding	
Provide PHB and Raised Crossing at Cross Seminole Trail	Cross Seminole Trail	No	\$397,000	Easy
Restripe Crosswalks Along Minor Street Approaches	18 Approaches	No	\$23,000	Easy
Sidewalk Maintenance/Spot Improvements	Reconstruct East Sidewalk	No	\$500,000	Medium
Consider Lane Narrowing (restriping) for Wider Bike Lane	Lindsay to Smith	No	\$148,000	Medium
RRFB Midblock Crosswalk	High Street	No	\$71,000	Medium
PHB Midblock Crosswalk	Clark Street	No	\$357,000	Medium
Addition of Right-Turn Lane	SB at Smith or Garden Street	Yes, 1 Parcel	\$2,217,000	Hard
	SB at Hillcrest Drive	Yes, 3 Parcels	\$2,395,000	Hard
Addition of Left-Turn Lane	SB at Wood	Yes, 4 Parcels	\$3,779,000	Hard
	SB at Lawn St.	Yes, 4 Parcels	\$2,261,000	Hard
	NB at Hillcrest	Completed by Developer of Townhomes		
	NB at Clark	Yes, 4 Parcels	\$3,604,000	Hard

Note: Construction Costs are high-level estimate, subject to change.

Further information about this project can be found in the Existing Conditions Report, Alternatives Memorandum, and Community Engagement Summary, attached to this document.