

## Section 4(f) Resources

Florida Department of Transportation

SR 70 FROM W OF SR 31 TO SE HIGHLANDS COUNTY LINE ROAD

District: FDOT District 1

County: Desoto County

ETDM Number: 14569

Financial Management Number: 451942-1-21-01

Federal-Aid Project Number: N/A

Project Manager: Melody Joyner

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the Florida Department of Transportation (FDOT) pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated May 26, 2022 and executed by the Federal Highway Administration and FDOT. Submitted pursuant 49 U.S.C. § 303.

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## Summary and Approval

Resource Name	Facility Type	Property Classification	Owner/Official with Jurisdiction	Recommended Outcome	OEM SME Action
Old S.R. 18 / Mahon Avenue (FMSF# 8DE00828)	Historic linear path	Park/Rec Area, Historic Site	FDOT / SHPO	Programmatic	Concurrence Pending
Dorr Airfield (FMSF# 8DE00382)	Former military training facility	Historic Site	TIITF/Department of Corrections	No Use	Determination Pending
Fenton's Feeders (FMSF #8DE01196)	Historic business/structure	Historic Site	Private	No Use	Determination Pending

Interim Director of the Office of Environmental Management  
Florida Department of Transportation

## Old S.R. 18 / Mahon Avenue (FMSF# 8DE00828)

**Facility Type:** Historic linear path

**Property Classification:** Park/Rec Area, Historic Site

**Address and Coordinates:**

Address: 6490 NE Highway 70, Arcadia, FL, 34266, USA

Latitude: 27.20941 Longitude: -81.76763

**Description of Property:**

Old State Road (S.R.) 18 (8DE00828) is a 4.85-mile (7.81-kilometer) newly recorded segment of a previously recorded resource group. The resource group is locally known as Mahon Avenue. The limits of the NRHP-eligible segment of the resource extends between the areas surrounding NE Manley Road and the area surrounding NE Guynn Avenue. This portion of the resource is approximately 2.8 miles in length. The path's historical significance is due to its prior importance to regional transportation during the early and mid-1900's, including serving as a primary supply route for the historic Dorr Airfield (now the DeSoto County Correctional Facility) during World Wars I and II.

Within the Area of Potential Effect (APE), the roadway is paved in areas and oriented east-west with a one-lane section that has low structural integrity on the western terminus of segment and throughout the eastern segment. Measuring approximately 9 feet in width, the road was originally constructed with brick pavers with expansions carried out with asphalt and gravel. The original brick paving can be seen in areas where the paving has worn away or is cracked. Portions of the roadway are overgrown by vegetation or buried entirely. A mix of residential and agricultural lots bound the roadway to the north.

Portions of the existing path are used for recreational walking, jogging, dog-walking, and bicycle riding. Social (vehicle) paths were observed at the west side of Joshua Creek, presumably for fishing and water-related activity access. Recreational uses are constrained by several factors. The path is used as a frontage road for local automobiles, all terrain/utility terrain vehicles (ATVs/UTVs), dirt bikes, garbage trucks, mail/package delivery carriers, and tractor trailers (overnight use and short-term parking) to avoid conflicts with high-speed traffic on S.R. 70. Recreational use of this resource is limited by lack of connectivity, including missing segments and several missing bridges over creeks and drainageways along the north side of S.R. 70. Localized dumping of tree limbs and other vegetative debris was noted at several locations.

**Owner/Official with Jurisdiction:** FDOT / SHPO

**Recommended Outcome:** Programmatic (Section 4(f) Evaluation and Approval for Transportation Projects That Have a Net Benefit to a Section 4(f) Property)

**Describe in detail how the Section 4(f) property will be used.**

The proposed undertaking involves the removal of the NRHP-eligible portion of S.R. 18/Mahon Avenue (8DE00828) between NE Manley Road and County Road (C.R.) 760 for the construction of the two to four-lane widening of S.R. 70, including the construction of a new 10-foot-wide shared used path facility and stormwater management facilities.

**Applicability**

**Yes No**

☒ ☐ Does the project meet all of the following criteria?

1. The proposed transportation project use a Section 4(f) park, recreation area, wildlife or waterfowl refuge.
2. The proposed project includes all appropriate measures to minimize harm and subsequent mitigation necessary to preserve and enhance those features and values of the property that originally qualified the property for Section 4(f) protection?
3. The OWJ over the Section 4(f) property agreed in writing with the assessment of the impacts, the proposed measures to minimize harm, and the mitigation necessary to preserve, rehabilitate and enhance those features and values of the Section 4(f) property; and that such measures will result in a net benefit to the Section 4(f) property.

### Alternatives and Findings

1. No Build: The No Build Alternative has been studied and does not meet the Section 4(f) prudent and feasible standard. The No Build Alternative is not recommended based on the following:
  - it would not correct the existing or projected capacity deficiencies;
  - it would not correct existing safety hazards;
  - it would not correct existing or deteriorated conditions and maintenance problems; and/or
  - providing such correction would constitute a cost or community impact of extraordinary magnitude, or would result in truly unusual problems when compared with the proposed use of the Section 4(f) lands.
2. Improvement without Using Adjacent Section 4(f) Lands: It is not feasible and prudent to avoid Section 4(f) lands by roadway design or transportation system management. This alternative is not recommended because implementing such measures would result in:
  - substantial adverse community impacts to adjacent homes, businesses or other improved properties;
  - substantial increases in engineering, roadway or structure cost;
  - unique engineering, traffic, maintenance, or safety problem;
  - substantial adverse social, economic, or environmental impacts;
  - the project not meeting identified transportation needs; and/or
  - impacts, costs, or problems that would be truly unusual or unique, or of extraordinary magnitude when compared with the proposed use of Section 4(f) lands.
3. Alternative on New Location: It is not feasible and prudent to avoid Section 4(f) lands by constructing on new alignment. This alternative is not recommended because implementing such measures would result in:
  - Improvements that do not meet the Purpose and Need of the project;
  - substantial increases to costs or substantial engineering difficulties;
  - substantial adverse social, economic, or environmental impacts; and/or
  - impacts, costs, or problems that would be truly unusual or unique, or of extraordinary magnitude when compared with the proposed use of Section 4(f) lands.

### Measures to Minimize Harm

#### Justification for Net Benefit Finding

##### Recreational Value

The Old S.R. 18/Mahon Avenue (8DE00828) linear path resource is used for recreational walking, jogging, dog-walking, and bicycle riding.

The project will construct a new shared-used path facility within the existing S.R. 70 ROW immediately adjacent to the existing linear path location. This new shared-use path will extend along the north side of S.R. 70 from just west of SE Townsend Road to Joshua Creek, at which point the new shared-use path will split into two portions, one along the north side of S.R. 70, ending approximately 1,200 feet west of Guynn Avenue, and the second being constructed as a bicycle/pedestrian underpass under the reconstructed S.R. 70 bridges over Joshua Creek and continuing along the south side of S.R. 70 for the rest of the project length. Construction of the new shared-use path will also replace previously removed bridge connections via the inclusion of new overpasses over Whidden Creek (Mare Branch) (between SE Townsend Road and Hansel Avenue) and an unnamed canal (east of Walston Road).

### Historical Value

There are no feasible or reasonable means of avoiding demolition of Old S.R. 18/Mahon Avenue (8DE00828) while meeting the stated purpose and need of the undertaking without resulting in cost or community impact of extraordinary magnitude (resulting from additional ROW acquisition and relocation of substantial existing Florida Gas Transmission and Florida Power and Light utility facilities and resulting impacts to the customers). Demolition will result in an adverse effect to 8DE00828 (Old S.R. 18/Mahon Avenue). In accordance with 36 Code of Federal Regulations 800.6(a), the mitigation measures discussed in the Section 106 Memorandum of Agreement between the FDOT and the State Historic Preservation Officer, prepared under separate cover and available in the project file, will be provided to resolve the adverse effect.

☒ The proposed action includes all possible planning to minimize harm.

☒ The proposed action includes all possible mitigation measures.

The proposed project meets all the applicability criteria set forth by the Federal Highway Administration's (FHWA) Guidance on Programmatic Section 4(f) Evaluation and Approval for Transportation Projects That Have a Net Benefit to a Section 4(f) Property (23 CFR Part 774). All alternatives set forth in the subject programmatic evaluation were fully analyzed and the findings made clearly applicable to this project. The project results in a clear net benefit to the Section 4(f) resource, there are no prudent and feasible alternatives to the use of the Section 4(f) resource, and the project includes all possible planning to minimize harm.

### Public Involvement Activities:

The project's Cultural Resources Assessment Survey report and Section 106 Case Study document (redacted to remove potentially sensitive archaeological resource details) were provided to representatives of the DeSoto County Historical Society for their 30-day review and comment. **Comments...Following this coordination, FDOT actions included...**

A public hearing will be held on January 8, 2026 in Arcadia, Florida. The pre-hearing notifications, as well as the formal presentation, included information regarding the proposed impacts to the Old S.R. 18/Mahon Avenue and FDOT's intent to make a Programmatic Section 4(f) impact determination. Design plans and other project documentation depicting the project effects associated with this evaluation will be available for public review and comment. **To be completed following the public hearing...**

Public comments received will be available within the certified public hearing transcript and the Comments and Coordination Report.

**OEM SME Concurrence Date:** Pending

## Dorr Airfield (FMSF# 8DE00382)

**Facility Type:** Former military training facility

**Property Classification:** Historic Site

**Address and Coordinates:**

Address: 13617 SE Highway 70, Arcadia, FL, 34266, USA

Latitude: 27.20942 Longitude: -81.66260

**Description of Property:**

Dorr Airfield (8DE00382) is a previously recorded designed historic landscape, built circa 1917 and includes approximately 40 contributing buildings along with many outbuildings. Dorr Airfield (8DE00382) is a resource group recorded in 1982 as an airfield that was constructed during WWI and reactivated during WWII. Resource group 8DE00382 was described as one of Arcadia's historically important military sites. At the time recorded, the resource extended beyond the APE and the Florida Division of Historic Resources had insufficient information to evaluate Dorr Airfield (8DE00382) for listing in the National Register of Historic Places (NHRP). Structures 8DE00448, 8DE00449, 8DE00450, and 8DE00451 were a recreation building and three dormitories that were part of the airfield. They are listed as demolished in the Florida Master Site File (FMSF). A review of historical and recent aerial imagery shows that these buildings were demolished sometime between 1999 and 2006.

Currently, the property is in use as the DeSoto Correctional Institution and overlaps the central portion of the APE. The current boundaries of the resource group include S.R. 70 to the north, and private lots to the east, west, and south. The resource in its entirety measures 903.21 acres (365.51 hectares); however, only 20.85 acres (8.44 hectares) falls within the historical resources APE.

**Owner/Official with Jurisdiction:** TITF/Department of Corrections

**Relationship Between the Property and the Project**

The proposed S.R. 70 two-lane to four-lane widening will occur within the S.R. 70 right-of-way in the vicinity of Dorr Airfield (8DE00382) and no ROW will be acquired from this resource. The existing access for this correctional facility must be maintained throughout project construction. Proposed project activities adjacent to 8DE00382 generally consist of widening and reconstruction of S.R. 70 from two to four lanes. These activities will not diminish the character-defining qualities that may qualify this resource for inclusion in the NRHP, and as such, will have no effect on 8DE00382. The State Historic Preservation Officer provided their concurrence with this assessment on October 16, 2025. As no adverse impacts to this NRHP-eligible resource are anticipated, there will be no use of this resource as defined under Section 4(f).

**Yes    No**

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Will the property be "used" within the meaning of Section 4(f)?

**Recommended Outcome:** No Use

**OEM SME Determination Date:** Pending



## Fenton's Feeders (FMSF #8DE01196)

**Facility Type:** Historic business/structure

**Property Classification:** Historic Site

**Address and Coordinates:**

Address: 1058 SE Hansel Ave, Arcadia, FL, 34266, USA

Latitude: 27.20833 Longitude: -81.79972

**Description of Property:**

1058-1060 Hansel Avenue (8DE01196) is a newly recorded historical structure with Industrial Vernacular style. Built in 1945, 8DE01196 is a one-story, rectangular-shaped plan warehouse set on a concrete slab foundation. The building consists of two metal frame structures (circa 1945 and 1958) and a concrete block structure attached to the south (circa 1965). Both metal frame buildings feature front-gable roofs topped with corrugated metal, and the buildings' walls are clad in corrugated metal panels. The main entry of the original 1945 structure is located is centered on the west facade and consists of a paneled door within a slight shed overhang clad in wood shingles. The 1945 building mass also features a flaking painted sign, "Myron Wickey's Cabinet". The 1958 and 1965 buildings feature open bay doors. Fenestration includes paired metal-framed awning windows and individual metal-framed fixed windows. A shed addition is on the southern 1965 building mass which also features a painted sign "Fenton's Feeders". A paved parking lot is along the west facade.

FDOT recommends that **8DE01196 is eligible for listing in the National Register of Historic Places (NRHP) under Criterion A and B**; on May 29, 2025 the Florida Division of Historic Resources concurred with this determination.

8DE01196 is eligible under Criterion A for its association to the Fenton Feeder innovation which had broad implications across the cattle industry. Additionally, 8DE01196 is eligible under Criterion B for its associations to Carl Fenton, a leader in the agricultural industry as well as the local Arcadia community. The resource is not eligible under Criterion C due to its lack of architectural distinction. It is not eligible under Criterion D because it lacks the potential to yield further information of historical importance.

**Owner/Official with Jurisdiction:** Private

**Relationship Between the Property and the Project**

The project activities adjacent to 8DE01196 include milling and resurfacing existing Hansel Avenue and are consistent with current conditions. The owner's access to this property will be maintained throughout construction. On October 16, 2025, the State Historic Preservation Officer provided their concurrence that the proposed improvements will result in no adverse impacts to this NRHP-eligible resource. Therefore, there will be no use of this resource as defined under Section 4(f).

**Yes    No**

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Will the property be "used" within the meaning of Section 4(f)?

**Recommended Outcome:** No Use

**OEM SME Determination Date:** Pending

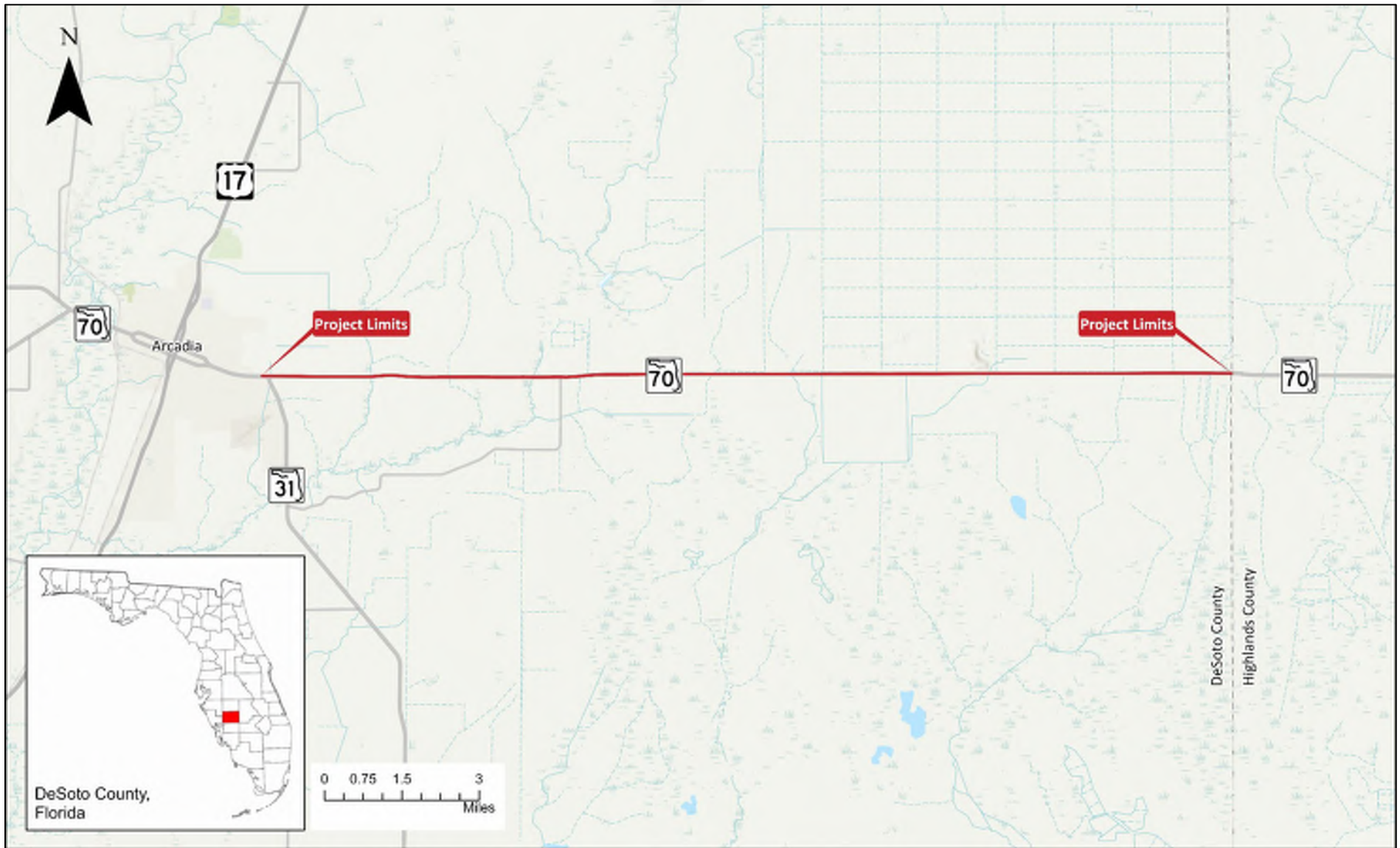


## Project-Level Attachments

451942-1 S.R. 70 PD&E - Project Location Map

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**Figure 1: 451942-1 SR 70 PD&E Study from W. of SR 31 to SE Highlands County Line Rd. - Project Location Map**



## Resource Attachments

### **Old S.R. 18 / Mahon Avenue (FMSF# 8DE00828)**

451942-1 Old S.R. 18\_Mahon Ave (#0DE00828) Location Maps

### **Dorr Airfield (FMSF# 8DE00382)**

451942-1 Dorr Airfield (8DE00382) Location Maps

### **Fenton's Feeders (FMSF #8DE01196)**

451942-1 Fenton's Feeders (8DE01196) Location map

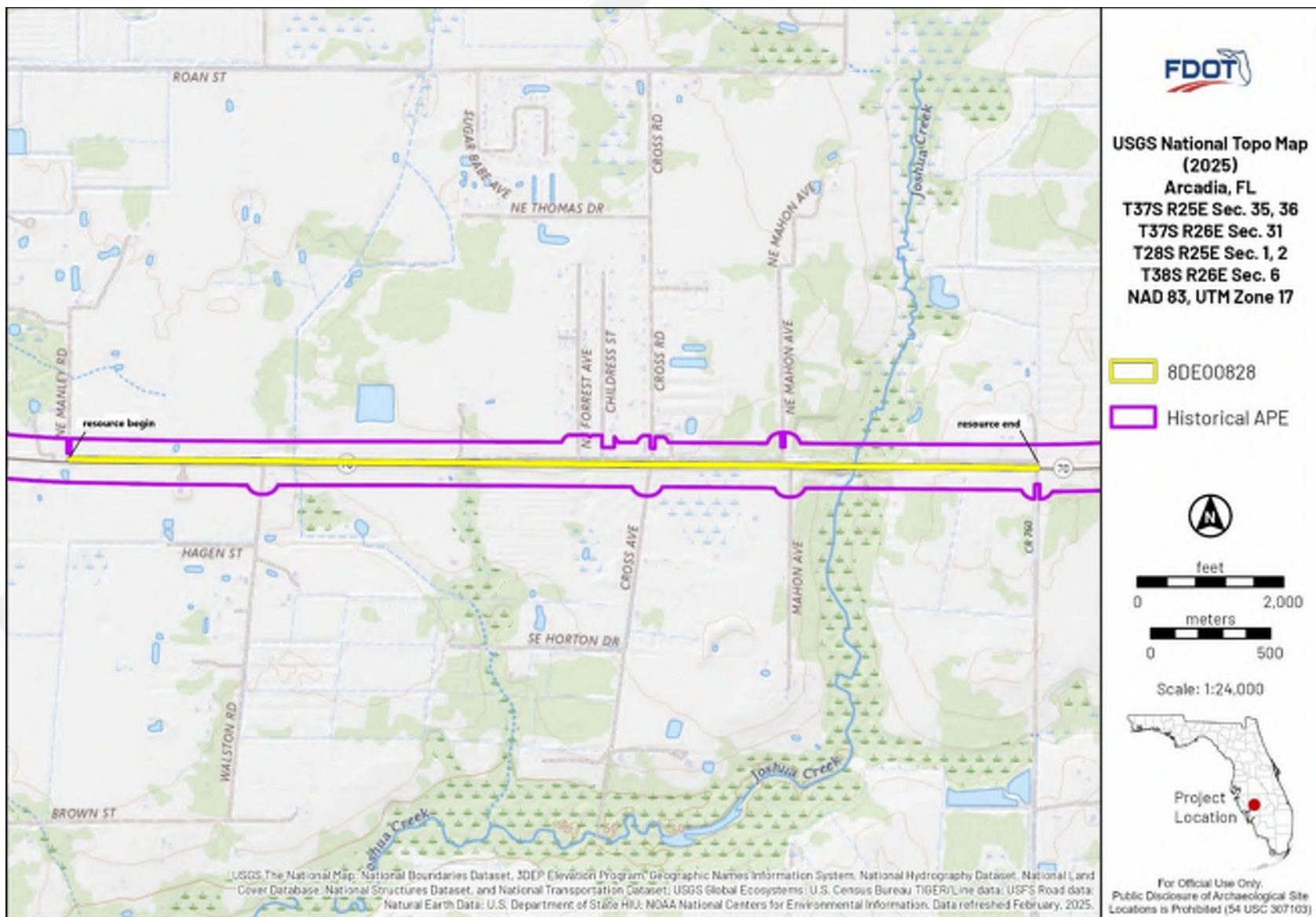
## **Old S.R. 18 / Mahon Avenue (FMSF# 8DE00828)**

### **Contents:**

451942-1 Old S.R. 18\_Mahon Ave (#0DE00828) Location Maps

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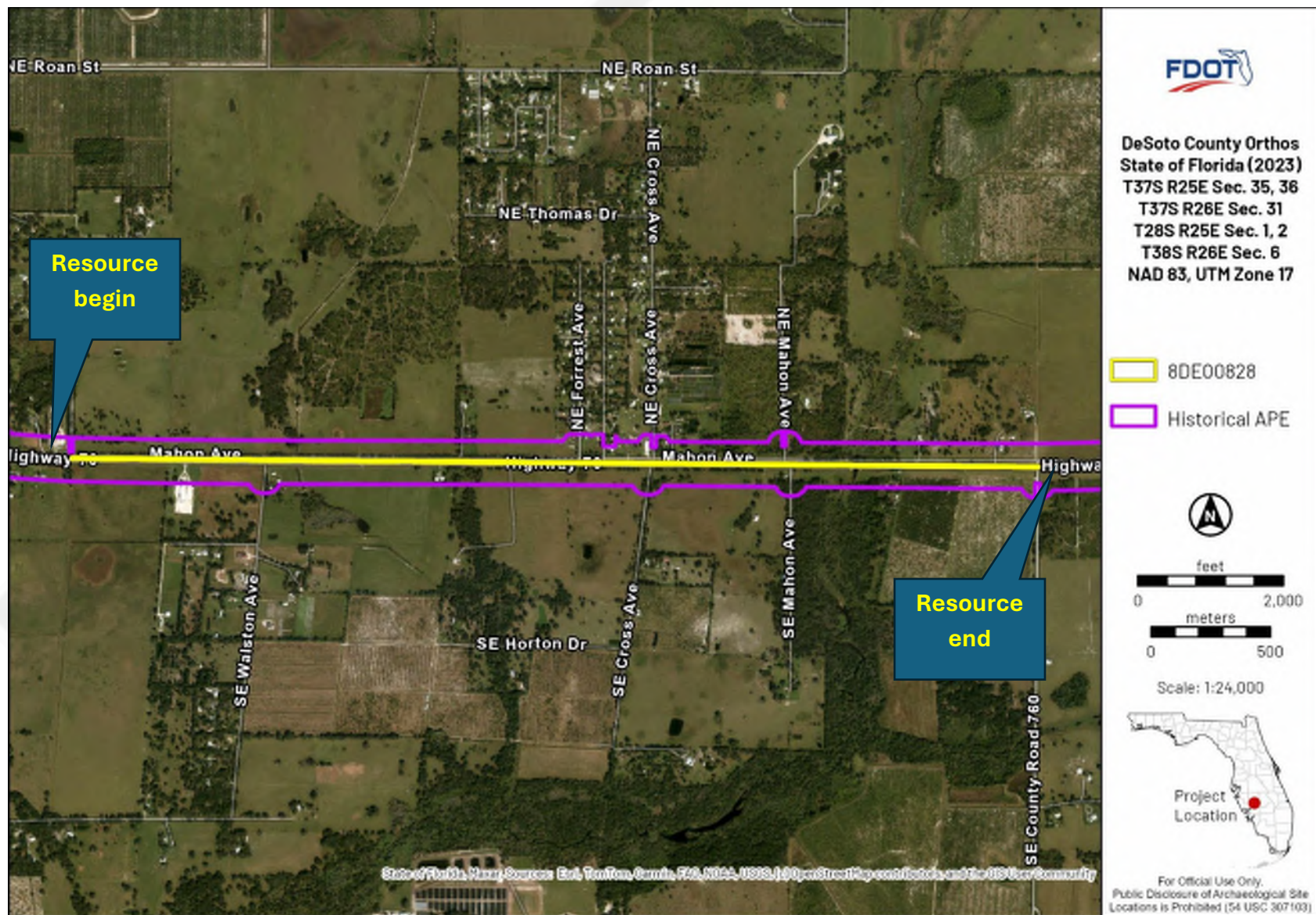
**Figure 3. Historical APE and NRHP-eligible portion of 8DE00828 on a topographic map.**



Old SR 18/Mahon Avenue (8DE00828), DeSoto County, Florida  
 FPID 451942-1



Figure 4. Project location map with NRHP-eligible portion of resource 8DE00828 indicated.



Old SR 18/Mahon Avenue (8DE00828), DeSoto County, Florida  
FPID 451942-1

## **Dorr Airfield (FMSF# 8DE00382)**

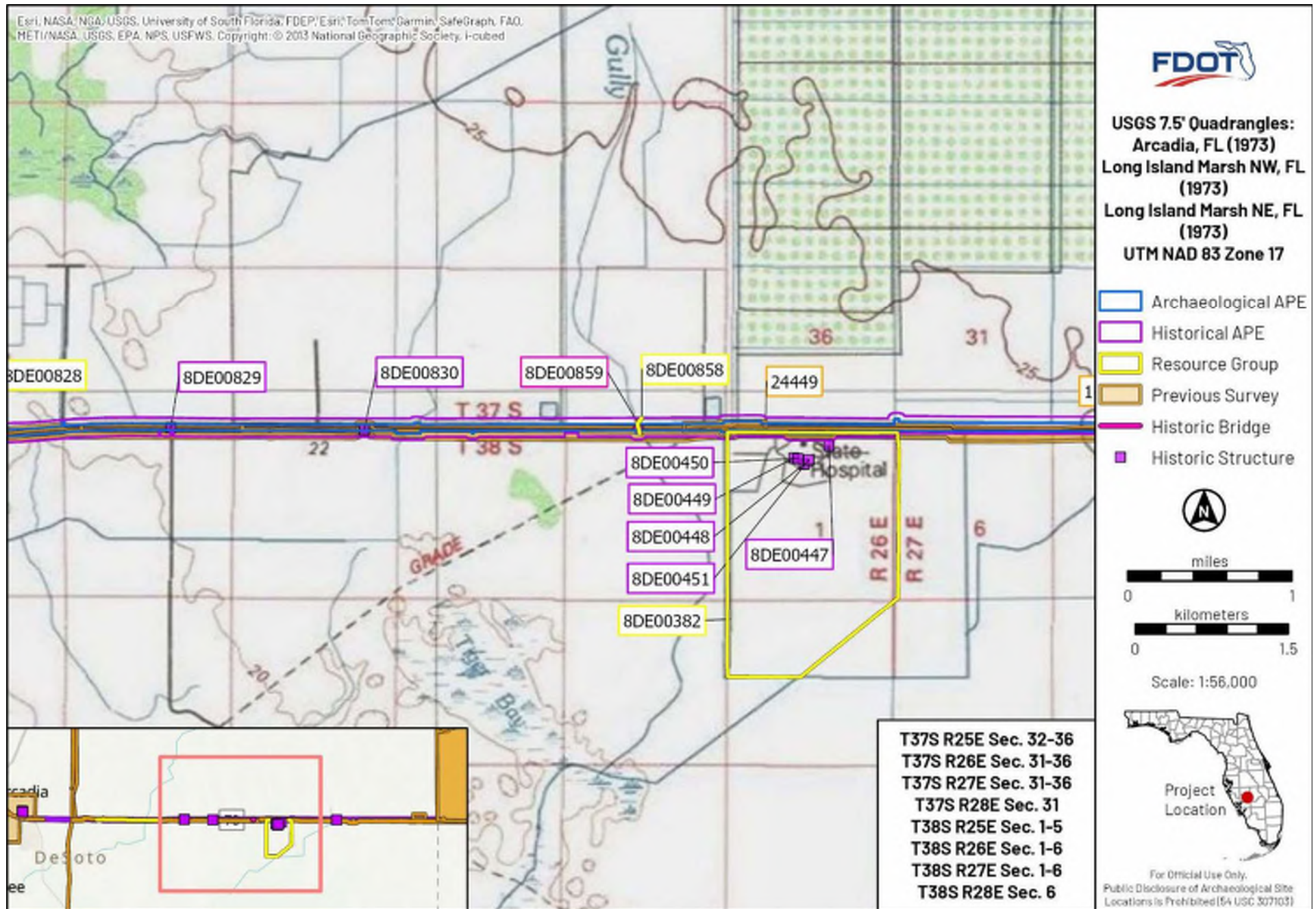
### **Contents:**

451942-1 Dorra Airfield (8DE00382) Location Maps

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**Figure 4-2. Cultural resources and surveys within 0.8 km (0.5 mi) of the central portion of the APE.**



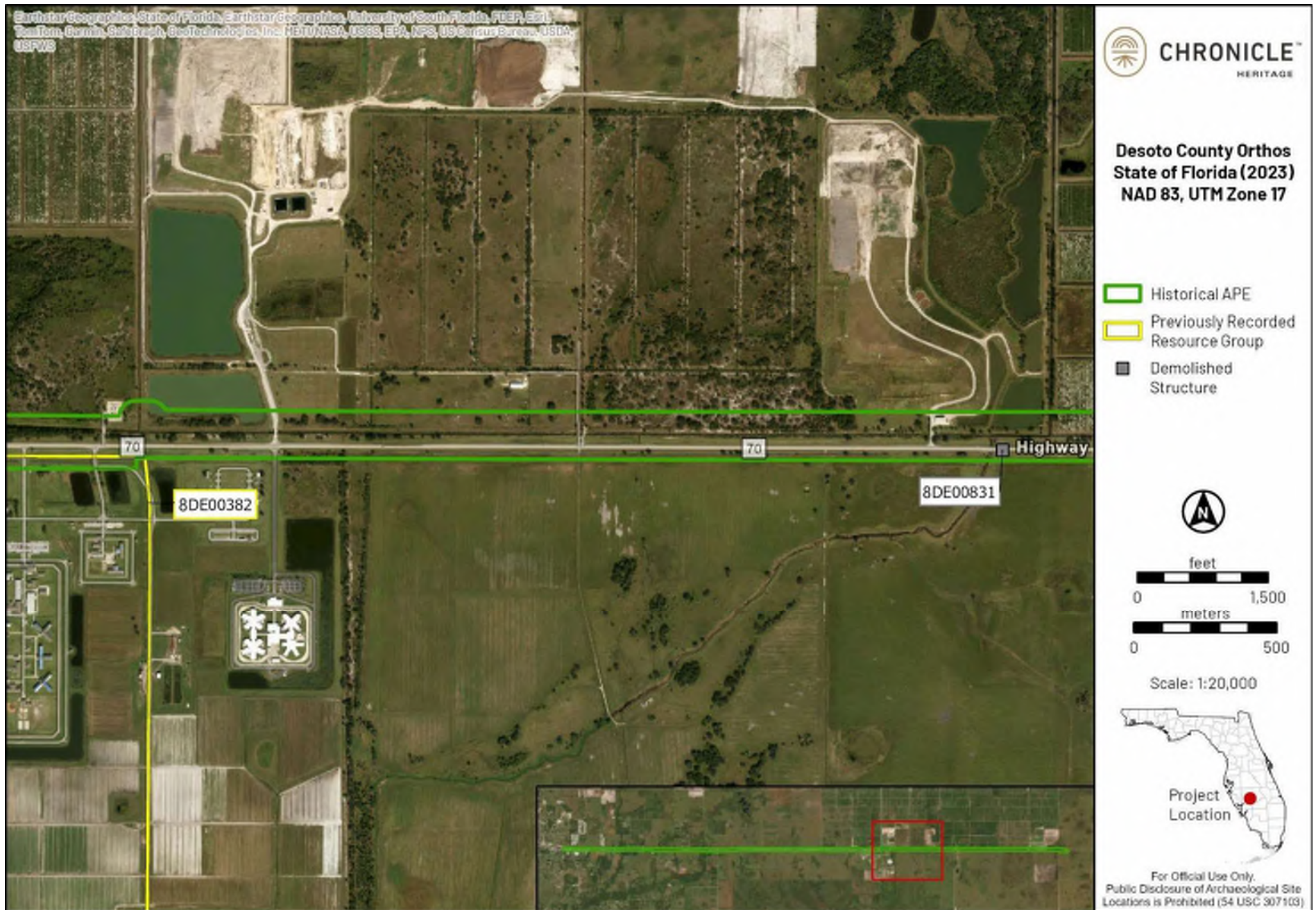


**Figure 6-38. Results of the architectural survey of the APE (map 5 of 8).**





**Figure 6-39. Results of the architectural survey of the APE (map 6 of 8).**



## **Fenton's Feeders (FMSF #8DE01196)**

### **Contents:**

451942-1 Fenton's Feeders (8DE01196) Location map

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**Figure 6-35. Results of the architectural survey of the APE (map 2 of 8).**

