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# COMMONWEALTH of VIRGINIA

## *Virginia Historic Landmarks Commission*

TUCKER HILL  
EXECUTIVE DIRECTOR

221 GOVERNOR STREET  
RICHMOND, VIRGINIA 23219  
TELEPHONE: (804) 786-3143

February 27, 1979

Mr. Robert L. Hundley  
Environmental Quality Engineer  
Virginia Department of Highways  
1221 East Broad Street  
Richmond, Virginia 23219

RE: ROUTE 234, MANASSAS BYPASS - PROJECT NO. 0234-076-107, PE101  
Prince William County

Dear Mr. Hundley:

Over the past year we have worked with your consultant, Wilbur Smith and Associates, to identify the places of historic interest in the area of the proposed Manassas Bypass. Initially, in a large study area, 86 places of historic or architectural interest were identified by the Virginia Historic Landmarks Commission and 45 additional places were identified by others, including the Prince William County Historical Commission and the Manassas Museum.

As the study for the highway progressed, the study area was narrowed and attention was focused on the 39 places in the reduced study area, with particular attention paid to those places which either are listed on or could be eligible for the National Register of Historic Places. In the reduced study area, the Manassas National Battlefield Park and Moor Green (or, the Moor House) are listed on the National Register. The Brawner Farm, contiguous to the Battlefield Park, has been determined by the Keeper of the National Register to be eligible for the Register. Possibly the Battlefield Park would be expanded to include the Brawner Farm. The Monroe House, on Route 781 south of Interstate 66, has been recommended by the State Review Board of the Virginia Historic Landmarks Commission for the National Register of Historic Places. A headstone, located in the southwest corner of the junction of Route 29/211 and Route 705, marks the grave of a Confederate officer, T. L. Dunklin, who died in the Second Battle of Manassas. The Dunklin marker would not be eligible for the National Register, though it is of local historic interest.

Of the five places named above, the Battlefield Park, in its present boundary, would not be affected by any route under consideration for the highway, nor would Moor Green be affected by any route. The Brawner Farm would be adversely affected by Alternative A; and in fact, it would be bisected if that alternative were to be the one chosen and built. The Monroe House would not be affected by Alternative B (the one nearest it) if the mitigation measure discussed by the consultant and me were to be made. That measure calls for a 125-145 foot space between the house