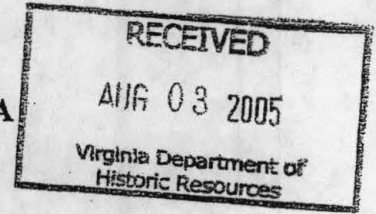


HISTORIC SITE FILE: *Thoroughfare Historic District*
PRINCE WILLIAM PUBLIC LIBRARY SYSTEM
RELIC/Bull Run Reg Lib, Manassas, VA

MANAGEMENT SUMMARY for
ARCHITECTURAL SURVEY of
VDOT Project No.: 0055-076-101, F703
PPMS No.: 71533
ROUTE 55, PRINCE WILLIAM COUNTY, VIRGINIA
June 6, 2005
By Stacey S. Vairo, Sr. Architectural Historian
Fitzgerald & Halliday, Inc.



BACKGROUND AND SUMMARY

On behalf of the Louis Berger Group, Inc. for the Virginia Department of Transportation (VDOT), Fitzgerald & Halliday, Inc. (FHI) conducted an architectural survey of the area of potential effects (APE) for proposed improvements to Route 55 (John Marshall Highway) in Prince William County, Virginia, in association with VDOT Project No.: 0055-076-101, F703 (PPMS No.: 71533). The proposed undertaking involves the installation of a signal pole, mast arm and concrete pole foundation on each side of the Norfolk Southern Railway tracks at its intersection with Route 55. The project APE consists of approximately 550' - 750' in advance of the track in each direction. Lights will flash from each signal when a train is approaching the intersection.

FHI conducted the field survey on March 31 and April 1, 2005. Stacey S. Vairo, FHI Senior Architectural Historian performed the survey; and Steven M. Bedford, Ph.D., FHI Principal Architectural Historian, supervised the work. A. Ruth Fitzgerald, President of FHI, provided overall quality control. The survey was undertaken in compliance with Section 106 of the National Historic Preservation Act of 1966 (as amended), Section 4(f) reconstituted as Section 303c of the Department of Transportation Act of 1966, and the Procedures for the Protection of Historic Properties (36 CFR 800, as amended).

The project area is centered on the intersection of the Norfolk Southern Railway and Route 55 (John Marshall Highway) in the community of Thoroughfare. The community is focused at the crossing which spans Route 55 west of Gainsville and east of Thoroughfare Gap. The houses along Route 55 are a mixture of historic-period (over fifty years of age) and modern structures and small farmsteads. New residential and commercial developments are being built just outside of the project area and are encroaching on the community. The historic period structures within the project area are in various states of repair, many are in poor condition, and most have been significantly altered with non-contextual additions, synthetic siding and replacement windows.

Thirteen resources, located on nine properties, were recorded during the architectural survey. This number includes all major structures on the nine properties. The surveyed properties include the following resources:

- four dwellings
- a dwelling with a railroad storage shed
- a cemetery

- a former railroad depot
- a small farmstead with a dwelling, spring house, privy and well
- a store

METHODOLOGY

Background research was conducted before and after the field survey. Information gleaned from background research along with details recorded in the field were analyzed, evaluated and entered into intensive-level inventory forms on the Virginia Department of Historic Resources' (VDHR) Data Sharing System (DSS).

Background Research

Background research was conducted at the archives of the VDHR and the Library of Virginia; the RELIC Room of the Bull Run Public Library; and the Prince William County Tax Assessor's Office. Secondary sources were reviewed to provide a contextual history of Prince William County. Historical maps were reviewed and compared with contemporary maps. Internet research was also used to gain further knowledge on regional history and construction methods. Oral histories were taken from a number of current and former residents of Thoroughfare.

Architectural Survey

Prior to the survey, VDOT Cultural Resource Manager, Dr. Kerri Barile, had visited the project area. During her site visit, she established the APE and made initial identifications of significant resources. The survey involved intensive-level recordation of the architectural resources identified by VDOT. Detailed notes were taken of each building including information describing the resource's physical characteristics, approximate date of construction, setting, and overall integrity. Black and white photographs were taken of each building or structure. When access was granted by the property owners, building interiors were photographed.

SURVEY RESULTS

Results of Background Research

The community of Thoroughfare is located in the Northern Virginia cultural/geographic region. This region is bounded on the north and east by the Potomac River; on the south by the Rappahannock River and on the west by the western borders of Fairfax and Prince William County. Thoroughfare also falls within the State's largest geographic area, known as the Piedmont, which is characterized by gently rolling hills and fertile farmlands, particularly in the northernmost spur of the region located between the Rappahannock and Potomac Rivers.

In 1649, Northern Virginia was included in the 5.3 million acre Northern Neck Proprietary, which was granted by Charles II to seven of his supporters. Settlement began in the eastern Tidewater, and gradually moved west to the Piedmont throughout the eighteenth century. European settlement patterns in the western Piedmont followed those established earlier in the Tidewater. Instead of towns, villages were built around semiautonomous plantations and courthouse communities (Virginia Department of Historic Resources (VDHR) Survey Manual 2001, 36).

In the second half of the 18th century, the rolling fields of northwest Prince William County were punctuated with plantations including: Cloverland, Blantyre and Birdland. All three plantations were built from 1750-1800 by members of the Carter family. It has been estimated that there were over 450 slaves working in the plantations in and around Thoroughfare by 1800 (Morgan 1936, 2). Cloverland was the closest to Thoroughfare, and was located just south of Route 55 and east of Beverley Road.

During the first half of the 18th century, a road was developed to connect the Potomac River to the Bull Run Mountains. The northern branch of that road, known as the Thoroughfare Pike or Dumfries Road traveled from Brentsville to Haymarket and then west to Thoroughfare Gap. This road was used to distribute the area's agricultural goods to the towns and cities in the east. Today, Route 55 follows this north fork of the Dumfries Road (Scheel 1996, 70). Settlement patterns continued to follow the earlier model of small groups of houses clustered around large mills, farms and plantations.

Thoroughfare Gap is a settlement located approximately two miles west of Thoroughfare. It was formed in 1828, on the eastern cusp of a gap in the Bull Run Mountains. The center of this settlement was Chapman's Mill (also known as Beverley Mill), which still stands in ruins on the northern side of Interstate 66. This grist mill was built in 1758 and ground much of the area's corn and wheat for export. It prospered for nearly two hundred years and employed scores of ex-slaves who built their houses near the mill beginning around 1828. Author Eugene Scheel has written a history of the towns and villages of Prince William County. Scheel refers to Thoroughfare Gap as "the [original] 1828-1854 village" of Thoroughfare (Scheel 1996, 20). Thoroughfare Gap was described as having "12 dwelling houses and one store" in 1835 (Scheel 1996, 20).

Thoroughfare Gap was founded by ex-slaves who were of mixed-race (white, African-American and Native American) extraction. In 1838-1839, the forced exodus known as the "Trail of Tears" drove most of the Native American population of the southeastern United States' across the Mississippi River to "Indian Lands" in Oklahoma. Some Native people fled to Virginia and assimilated into free black communities. Many other Native Americans became slaves and intermarried with other black slaves. According to Victoria Price and Marie Primas Bradshaw, both descendents of Thoroughfare's founding families; this is exactly what happened in the villages of Thoroughfare Gap and later at Thoroughfare. While both Primas and Bradshaw were told of their Native American heritage by their relatives, their Native American ancestors were listed on the 1850 census rolls as "mulatto" or "black" (Price interview conducted by Stacey Vairo on April 1, 2005; Bradshaw interview conducted by Stacey Vairo on April 20, 2005). According to Price, who recently became a member of the Eastern Cherokee Nation; it is very difficult to trace the ethnicity of the people of Thoroughfare without relying on the strong local oral tradition.

The community shifted two miles east from Thoroughfare Gap to Thoroughfare after the Manassas Gap Railroad was built in 1852. Soon after the tracks for the railroad were laid, a station, called Carter's Switch (in honor of Cloverland's founding family), was built south of the tracks and east of Thoroughfare Road. As a result of the railroad, wheat, corn and other agricultural goods moved in and out of the area more freely. White farmers, such as Eugene Keyser and the Dulaney Family of Cloverland employed members of the Thoroughfare community (Scheel 1996, 89). Thoroughfare remained a mixed-race community that attracted more mixed race settlers from Culpeper, Fauquier, Rappahannock and Warren Counties.

In 1854, the post office was moved from Thoroughfare Gap to the new village of Thoroughfare. John Tyler was the first postmaster of Thoroughfare (Scheel 1996, 89). The post office was moved in part because of the new rail station, but also because a new post office at Broad Run was established in 1854 to serve those who had stayed in the Thoroughfare Gap area.

This section of Northern Virginia was considered a strategically important area for both sides during the Civil War, particularly given its proximity to Washington D.C. In 1861, battles were fought around Chapman's Mill near the original Thoroughfare Village. More significant battles were fought in 1861 and 1862, to the east at Manassas.

Post Civil War

After the Civil War many freed slaves left the rural Northern Piedmont to search for work in Washington, Richmond and Lynchburg, where employment was more reliable. Thomas Primas, however, was an example of a local man who stayed to build the Thoroughfare community. Thomas, born in 1830, was the former slave of Cassius Delany, owner of Cloverland plantation. Thomas married Elizabeth Virginia Berry in 1848 and together they had 11 children. According to Marie Primas Bradshaw, her grandmother, Elizabeth "Betsey" Berry, was of Native American heritage (Bradshaw

interview April 20, 2005). The Primas' built a log home in Thoroughfare (no longer extant on the property of VDHR # 076-5139) in the early 1850s. Along with fellow resident George Johnson, Primas was responsible for the organization of Johnson's Church – the precursor to the Oakrum Baptist Church– in the late 1860s. Johnson's Church also served as a school for the area's black and mixed-race children until the North Fork School was opened in Thoroughfare in 1885 (Scheel 1996, 21).

Many of the early dwellings in Thoroughfare were built by Frank Fletcher, a self-taught carpenter and former slave. Fletcher's great-granddaughter, Victoria Price, stated that he was of Cherokee, African-American and Scottish extraction. Fletcher was born in 1833 in Rappahannock County and "born free" on July 27, 1855 (Price interview conducted by Stacey Vairo on March 31, 2005). He married Kate Vass sometime shortly before his emancipation and together they had 16 children. In the 1910 census, Fletcher and his wife Kate were listed as living in Thoroughfare along with one of their sons. By the next census in 1920, Kate and Frank had both died (Pat Fletcher interview conducted by Stacey Vairo on March 31, 2005).

Fletcher built the houses of Thoroughfare late in his life – sometime between 1880 and 1900. Fletcher family lore states that the first house Frank built in Thoroughfare is located at 16123 John Marshall Highway. Fletcher's granddaughter Betty Berry, who turns 100 this year, lived in the house for over fifty years. The other structures believed to have been built by Fletcher include the farmhouse at 16111 John Marshall Highway and the Allen House at 16127 John Marshall Highway. These last two houses are threatened by development and are slated for demolition in the near future. According to Victoria Price and Pat Fletcher, none of the houses remaining in the center of Thoroughfare were built by Fletcher.

An unattributed map of western Prince William County, dating from 1904 (collection of Victoria Price) shows that most of the land along Route 55 from Thoroughfare to the Thoroughfare Gap was planted with corn or wheat. These crops were shipped out of the region and other goods were shipped in via the railroads. Milk and eggs from local plantations such as Cloverland were shipped to Washington and the rest of Northern Virginia daily (Scheel 1996, 90).

In 1880, the Thoroughfare School for White children was built. Five years later, thanks to the persistence of Frank Fletcher, a school for "colored children," later known as North Fork School, was opened on land donated by the Primas Family. Fletcher, who was unable to read or write himself, gathered the names of sixty children living within the area who were unable to attend the white school. This was enough for the county to justify the funding of a second schoolhouse, although much of the construction was undertaken by local residents (Scheel 1996, 20).

In 1909, members of the community including the Fletchers, Peytons, Berrys and Primas' built the Oakrum Baptist Church on donated land and were able to select their own ministers. The church still stands today and serves as an important focal point in the community, just north of the project area on Thoroughfare Road.

World War I and World War II

Throughout the war years, Thoroughfare remained a small, self-sufficient, agriculture-based village. Several stores were built at the junction including one operated by H. G. Thornton. Other stores were owned and operated by mixed race families such as the Fletchers and Primas. Louis Primas' store was located on the south side of Route 55, east of Beverley Road. It was operated by Primas for fifty years beginning in 1900 (Scheel 1996, 89), and, according to Victoria Price, was destroyed last year when the local fire department used it for a practice drill. In 1944, the post office in Thoroughfare closed as part of a movement that eliminated many local post offices. In 1946, the Carter's Switch train depot (VDHR#076-0151) was moved ¼ mile east to its present location on the Repass property and converted into a store.

According to Pat Fletcher, in the early twentieth century, many of Thoroughfare's young men worked on the area's large farms during planting and harvesting times. During the winter months they would travel to Florida to work in the hotels and during the summer they would travel to the Adirondacks to work at the resorts. As a result, many men were drawn away from the area, and their families followed. By the 1930s the village was in decline (Pat Fletcher interview conducted by Stacey Vairo on March 31, 2005).

Shipping activity also declined in Thoroughfare in the early 1930s, due to the nationwide effects of the Great Depression. The telegraph office closed in 1932. The schools changed to a regional system and the Thoroughfare and North Fork Schools closed in 1920 and 1932 respectively (Scheel 1996, 89).

Today, the school houses, many of the stores and some of the houses are gone. All were lost to fire, deterioration and neglect. The only store to remain today, the Broad Run Grocery (VDHR #076-0549), was built ca 1915, and was operated by the Chambers family for many years.

The exponential growth seen in the Washington metropolitan area since World War II, has continued steadily ever since. Although large tracts of open land can still be seen in and around Thoroughfare, the community is struggling against encroaching development and ever increasing taxes. In 1993-1994 Disney proposed a park called "Disney's America" that would have obliterated Thoroughfare. Victoria Price was one of the many who protested against the development at a march on the Mall in Washington DC. Price spoke in full Cherokee dress about the important Native American heritage of Thoroughfare, which is dotted with small, often unmarked burial grounds (Price interview conducted by Stacey Vairo, April 1, 2005).

Many of the last two generations of Thoroughfare residents moved away from the area and family homes and farms are being sold off as the former residents age or pass away. The effects of the growth from Washington can be seen even in small hamlets such as Thoroughfare. It is this development and expansion that poses the greatest threat to the historic resources of Thoroughfare and Prince William County.

Through the efforts of many former residents and their descendents, a Virginia Historical Marker entitled "Free People of Color at Thoroughfare" was erected south of Route 55, across from Chapman's store, in October of 2004.

Results of Architectural Survey

The resources documented by this survey represent settlement patterns common to the rural parts of Northern Virginia in the late nineteenth and early twentieth century. The survey resulted in the documentation of thirteen architectural resources on nine properties within the APE. The documented architectural resources include four dwellings (VDHR #076-0548, #076-0552, #076-0554 and #076-5139); one store (VDHR #076-0549); one house with an associated train shed (VDHR #076-0553); one small farmstead with a spring house well and privy (VDHR #076-0550); one cemetery (VDHR #076-5140); and one former train depot (VDHR #076-0151).

All of the surveyed buildings are of frame construction and are vernacular in design. All of the resources surveyed appeared to have been altered and, in some cases, they are in poor condition. Typical alterations include aluminum siding and replacement windows, as well as the construction of stylistically inappropriate additions. Of the 13 resources surveyed, three appeared to be in very poor condition and are threatened by extensive deterioration.

EVALUATIONS AND RECOMMENDATIONS

A previous survey undertaken by Virginia Commonwealth University (VCU) in 1996 identified historic structures located along the alignment of the Norfolk Southern Railway. Nine resources within Thoroughfare were recommended for further study as a potential National Register District. There is no record of a proposed Thoroughfare district on file at VDHR. Of those nine resources, three (VDHR #'s 076-0546, 076-0547, and 076-0551) are no longer extant. The APE of the VDOT project includes the six remaining properties found in the proposed district as well as three additional sites west of the rail crossing – a train depot, a house and a cemetery.

Map 1 shows the original properties included in the Thoroughfare District proposed by VCU and the APE for the VDOT project.

All of the resources located within the APE are of a common vernacular design seen throughout Prince William County with the exception of the previously surveyed Repass Train Depot (VDHR# 076-0151). The train depot possesses characteristics representative of a type, period or method of construction (Criterion C). The depot is a rarely found "combination station," which had waiting rooms, an office, and a warehouse. During the 1930s, once passenger service was discontinued, the Southern Railway Company altered some of its combination stations to avoid paying taxes on the extra square footage (Survey 1980). This station is the only unaltered example of a combination station found

between Manassas and Strasburg, probably due to the fact that it was moved prior to the discontinuation of passenger service.

The five remaining resources retain some of their original built context, but not at a level that would warrant their inclusion based on Criterion C alone. While all retain their original massing and basic design, most have been covered with synthetic siding and now have replacement windows. Some have additions that are not in keeping with the original structure and one house and its three related outbuildings are all in very poor condition.

Based on the information gathered from the oral histories, a more inclusive historic district is proposed. By increasing the district boundaries to include the resources listed above, the entire district would be considered eligible based on Criterion A for its association with the free black and Native American settlement of the area rather than on Criterion C. The district includes the six remaining resources located within the original VCU District and the following additional known historic resources outside the APE:

- House at 16111 John Marshall Highway (this house was surveyed by VCU but not included in the original district) VDHR# 076-0594
- Fletcher House at 16123 John Marshall Highway and "Potter's Cemetery"
- Allen House at 16127 John Marshall Highway
- Oakrum Baptist Church Graveyard at or near 16117 John Marshall Highway
- Oakrum Baptist Church at 16419 Thoroughfare Road
- Primas Cemetery at 16417 John Marshall Highway (surveyed for the current project, but not included in the VCU survey) VDHR#076-5140
- Primas House at 16413 John Marshall Highway (VDHR# 076-5139)
- Repass Train Depot at 16704 John Marshall Highway (within the APE, but not included in VCU district) VDHR# 076-0151

The three houses above at 16111, 16123 and 16127 John Marshall Highway were all built by Frank Fletcher and are the only remaining structures by Fletcher in Thoroughfare. The Allen House and the Fletcher House are both extant, but are scheduled for demolition (Fletcher interview conducted by Stacey Vairo, March 31, 2005). The Potter's Cemetery contains the remains of local people who could not afford a church burial (Price interview conducted by Stacey Vairo, April 1, 2005). The Oakrum Baptist Church should be included or nominated individually since it is still the spiritual and cultural center of the community. Family reunions are held at the church and many former residents travel to Thoroughfare to worship here. The Primas Cemetery contains the graves of the Primas and Ewell families – both known to be of Native American extraction and founding members of the community. The Primas House was built by descendents of the Primas family and the remains of a log cabin (one of the first houses in Thoroughfare) may still be on the property. Finally, the Repass Train Depot is a contributing element to the expanded district because of its integrity of form and because of its former place of importance in the community.

An intensive-level survey of structures located outside of the APE was beyond the scope of this project therefore the properties were evaluated by a "windshield survey" only.

Further evaluation may uncover additional properties within the district boundaries. The newly proposed district boundary is shown on Map 2.

Evaluation of Properties Within the VDOT Project APE

The Repass depot is recommended as individually eligible for listing in the National Register of Historic Places (NRHP). An intensive level survey of the depot was completed in 1980. The survey indicated that the depot may be eligible as part of a "thematic railway survey." To date, the depot has not been included in a thematic survey of railway structures. It was moved to its current location on the Repass property (VDHR# 076-0151) in 1946. Its original location was approximately ¼ mile to the east along the tracks of the Southern Railroad in the center of Thoroughfare. It was an important architectural element in the community and was closely associated with the settlement patterns of the area (settlement began in Thoroughfare after the railroad was built in 1852) (Criterion A).

The store (VDHR# 076-0549), is a one-and one-half story vernacular style commercial building, built in 1920. The associated house (VDHR# 076-0548), built ca. 1915, is a two-story, vernacular-style frame dwelling. The two buildings do not possess significant characteristics of design or construction (Criterion C), but do retain their basic massing and integrity of location at the center of the town. They are of common vernacular forms seen throughout Northern Virginia and do not exhibit distinctive architectural characteristics, but elements of the original architecture can still be seen on the eastern wall of the store and on the exterior of the house. The resources lack integrity due to the use of unsympathetic building materials (such as modern cast-cement-stone work on the store) and additions. As a result of background research, the resources are not associated with a significant historic person (Criterion B), but if taken as part of the larger district, they are strongly associated with the original mixed race settlement history of the area (Criterion A). The building is unlikely to yield any important physical information (Criterion D).

The late nineteenth century farmstead at 6500 Beverley Road (VDHR# 076-0550) retains some of the original outbuildings on the property, but the well and the spring house have both lost their built integrity due to structural failure. In addition, the primary resource lacks overall integrity (the exterior has been covered in asphalt shingles), but does retain the original massing and some original characteristics of design or construction, such as the brick chimney, stone foundation and original sash windows (Criterion C). The house is associated with the Johnson Family, one of the original mixed race families of Thoroughfare, therefore it contributes to a potential district under Criterion A as strongly associated with the original mixed race settlement history of the area. This resource has not been found to be associated with a significant historically significant person (Criterion B). The farmstead is unlikely to yield any important physical information (Criterion D).

The Lawler House (VDHR# 076-0552), was built circa 1925. The Repass House and rail storage shed (VDHR# 076-0553) were built circa 1901, and the vernacular house with Colonial Revival-style elements (VDHR# 076-0554), was also built in 1901. These three

houses are vernacular forms that are commonly seen throughout the Piedmont region. Although they do not possess significant characteristics of design or construction (Criterion C), they do retain their basic massing and overall built context as the central homes in the village. All three houses have synthetic siding and additions that are not in keeping with the style of the original building. The resources are not associated with a significant historic person (Criterion B). Although these properties are not associated with the mixed race people who founded Thoroughfare, they are associated with the white settlement in the area and therefore continue to tell the story of the town as it grew. They are part of a broad pattern of history related to the settlement of the Thoroughfare and therefore contribute to the district under Criterion A. The storage shed at the rear of the Repass House was located across the tracks from the original Railroad Depot and served as a storage shed for agricultural products before they were shipped out on the trains. (Repass interview, March 31, 2005). The house and shed are unlikely to yield any important physical information (Criterion D).

The Primas House (VDHR# 076-5139) dates from 1949, and although it is a good example of its type, it is a common form that does not possess significant characteristics of design or construction (Criterion C). It would not contribute to a potential historic district due to its late construction date and incongruent style. It is associated however associated with the Primas Family, one of the founding families of the Thoroughfare Community. The property is not associated with a one significant person (Criterion B), but it does contribute to the historical context of the settlement patterns of the original mixed race community (Criterion A). The house is unlikely to yield any important physical information (Criterion D).

Members of the Primas and Ewell families are entombed at the Primas Cemetery (VDHR# 076-5140) in front of the Primas House at 16417 John Marshall Highway. There are approximately 35 graves and markers commemorating members of the Primas and Ewell families. The earliest grave is that of Thomas Primus, one of the founders of Thoroughfare, which dates from 1880. Primas was an important figure locally and was instrumental in the founding of Oakrum Baptist Church, The North Fork School and operated a store that was located in the center of town. Therefore this site is associated with a person of local significance (Criterion B). The cemetery includes family members who are known to have been of American Indian descent, such as Hattie Ewell therefore the site contributes to the historical context of mixed race settlement patterns (Criterion A). The last person buried in the yard was Walter Harvey Primus, a veteran of World War II, who died in 1996. The cemetery is not likely to yield important physical information (Criterion D).

The survey findings are summarized in the table below.

Table 1.0

ARCHITECTURAL RESOURCES IDENTIFIED DURING SURVEY FOR
ROUTE 55, PRINCE WILLIAM COUNTY, VIRGINIA

VDOT Project: 0055-076-101, F703 PPMS: 71533

VDHR Resource/Field Sequence No.	Name/Address	Description	National Register Recommendation
076-0548	House, 16316 John Marshall Highway	Two-story, gable-roofed vernacular style dwelling with an L-shaped plan and a full-width front porch, dating from ca. 1915.	Not NR eligible as an individual property; eligible as part of potential Thoroughfare Historic District under Criterion A; retains original massing but is altered, lacking integrity of workmanship and materials.
076-0549	Store, 16316 John Marshall Highway	Single-story, gable-fronted store, dating from ca. 1920, with multiple shed-roofed additions.	Not NR eligible as an individual property; eligible as part of Thoroughfare Historic District under Criterion A; retains original massing but is altered, lacking integrity of workmanship and materials.
076-0550	Johnson Farmstead, 6500 Beverley Road	Two-story gable-roofed T-plan house with synthetic siding dating from ca. 1890. There is an early 20 th century spring house, a well and a privy on the property, but all are in poor condition.	Eligible as part of Thoroughfare Historic District under Criterion A; retains original massing but is altered, lacking integrity of workmanship and materials.

VDHR Resource/Field Sequence No.	Name/Address	Description	National Register Recommendation
076-0552	Lawler House, 16317 John Marshall Highway	Hipped-roof, Foursquare dwelling with a hipped-roof front porch dating from 1925.	Eligible as part of Thoroughfare Historic District under Criterion A; retains original massing but is altered, lacking integrity of workmanship and materials.
076-0553	Repass House, 16311 John Marshall Highway	Vernacular-style, L- Plan house with a two-story gabled-roof kitchen addition at the rear of the house. The house is clad in aluminum siding. There is a former storage barn at the rear of the property. House and shed dating from around 1901.	Eligible as part of Thoroughfare Historic District under Criterion A; retains original massing but is altered, lacking integrity of workmanship and materials.
076-0554	House, 16309 John Marshall Highway	Vernacular house with Colonial Revival-style elements, L- Plan dwelling dating from 1901. A single story shed (ca 1940) is located at the eastern end of the back yard.	Eligible as part of Thoroughfare Historic District under Criterion A; retains original massing but is altered, lacking integrity of workmanship and materials.
076-5139	Primas House, 16413 John Marshall Highway	Cape-style dwelling with fieldstone walls built in 1949. Large modern garage located on west side of property.	Eligible as part of Thoroughfare Historic District under Criterion A; retains original massing but is altered, lacking integrity of workmanship and materials.

VDHR Resource/Field Sequence No.	Name/Address	Description	National Register Recommendation
076-5140	Primas Cemetery, 16417 John Marshall Highway	Small family cemetery. Earliest stones date from the 1880 and the latest from 1996.	Eligible as part of Thoroughfare Historic District under Criteria A and B; because of association with Thomas Primas founding member of Thoroughfare.
076-0151	Repass Train Depot	Single-story train depot, formerly Carter's Switch Station, built ca. 1910. Moved to current location in 1946.	Eligible as part of Thoroughfare Historic District under Criteria A and individually under Criterion C; retains original integrity of design and materials and is associated with the context of mixed-race settlement patterns

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1862

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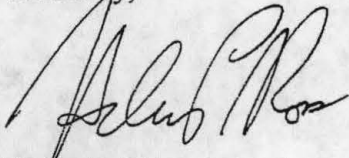
Ms. Kathleen S. Kilpatrick
August 3, 2005
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Effect Determination

The VDOT has applied the Criteria of Effect (36 CFR 800.5) to this undertaking and has determined that the project will have **no adverse effect** on the historic property. As described, the project is located within the proposed historic district. The project will not alter the characteristics of the district's historic location, design, materials, workmanship, feeling, or association. The historic setting will be slightly altered due to the introduction of modern elements but are required for safety considerations.

Please review the accompanying information and should you concur with our determination please sign below within **30 days** after receipt of this letter. If you have questions, please call me at (540) 899-4033. Thank you for your assistance.

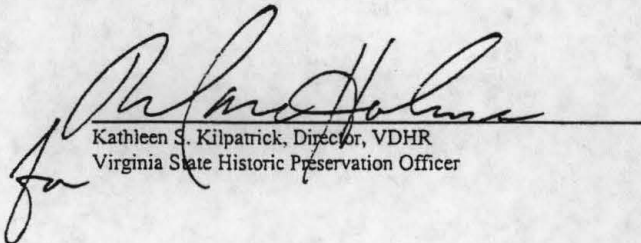
Sincerely,



Helen P. Ross
Regional Cultural Resources Manager

Enclosures

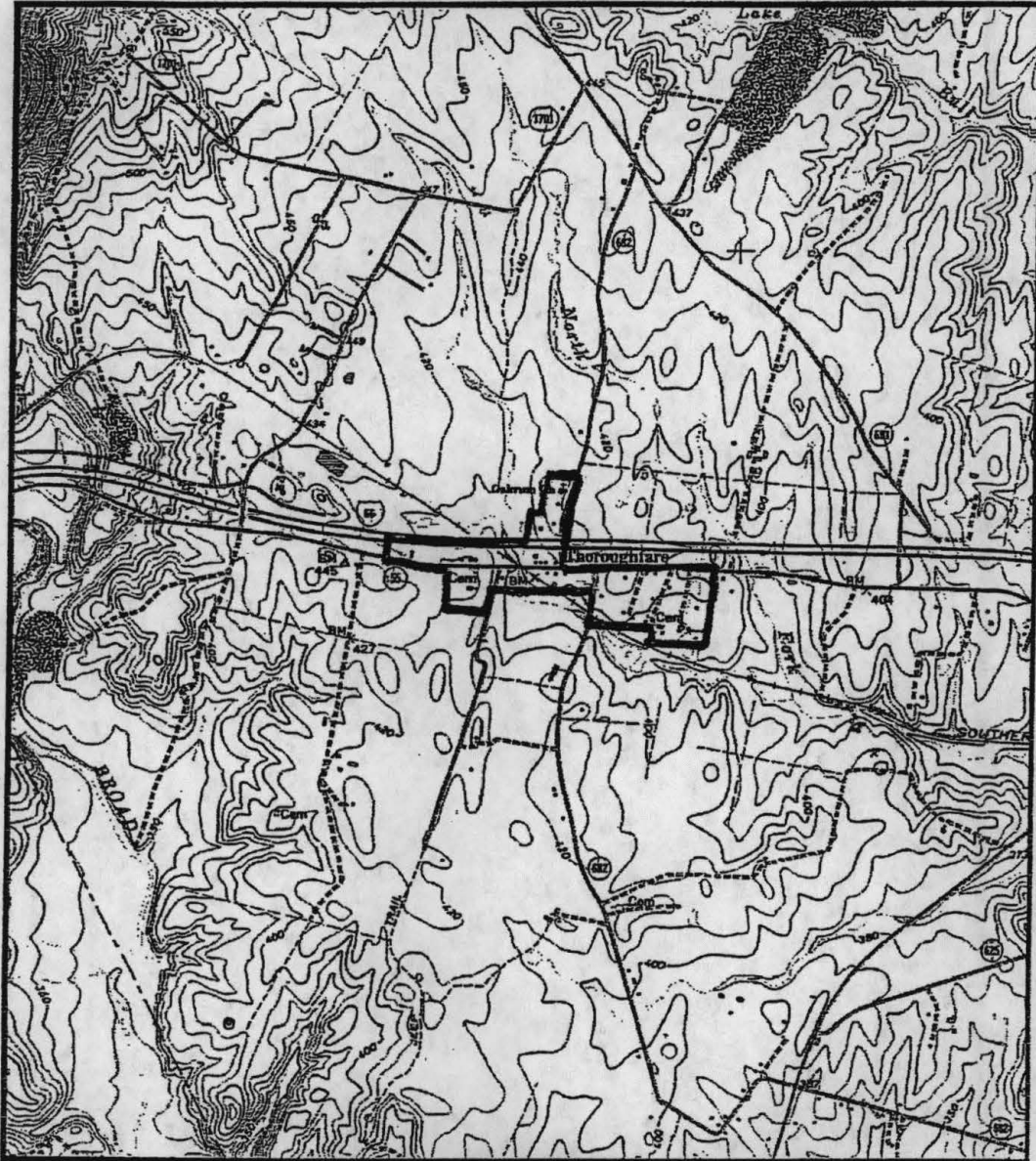
The Virginia Department of Historic Resources concurs with the Virginia Department of Transportation's determination that Thoroughfare (076-5318) is recommended for individual inclusion in the National Register of Historic Places under Criterion A, broad settlement patterns and that Repass Train Depot (076-0151) is individually eligible for listing in the NRHP under Criterion C, architecture. The historic boundaries of the proposed historic district encompass the most salient features. Lastly, VDOT Project 0055-076-101, F703 (DHR File No. 2005-0230) will have no adverse effect on historic properties.



Kathleen S. Kilpatrick, Director, VDHR
Virginia State Historic Preservation Officer

15 AUG 05
Date

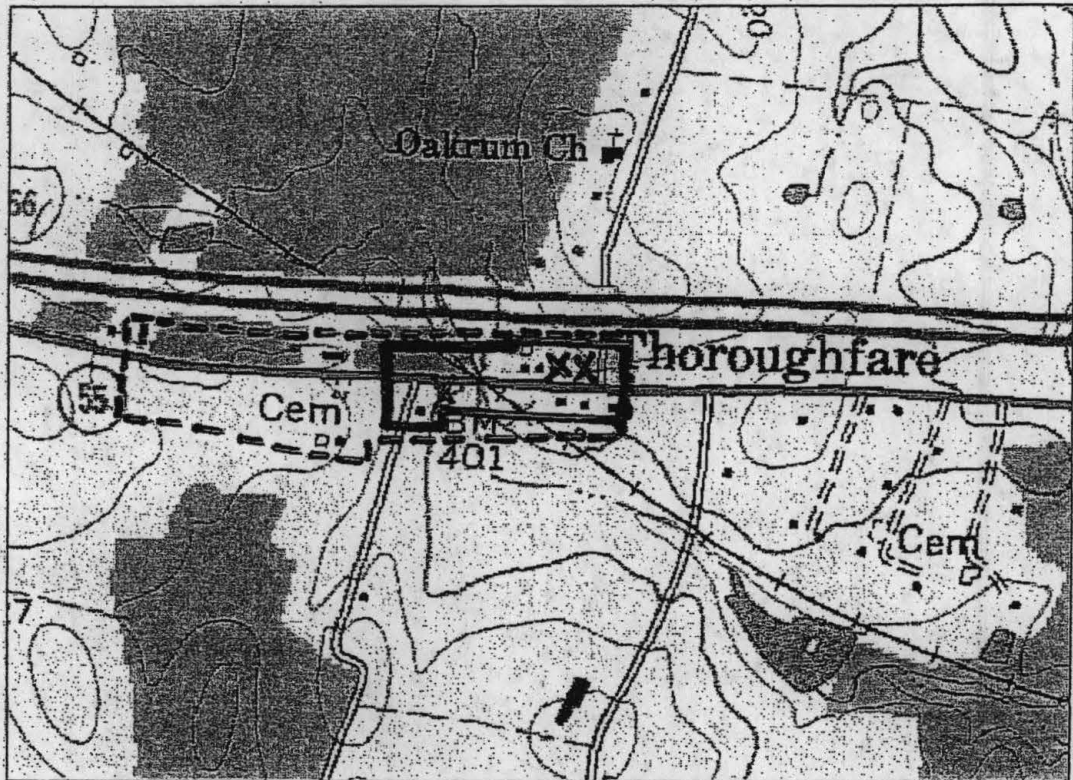
THOROUGHFARE GAP



Map 2: Proposed Thoroughfare Historic District (2005)
VDOT Project No.: 0055-076-101, F703; PPMS No.: 71533

Source USGS 7.5 Minute Quadrangle for Thoroughfare Gap (2004)

THOROUGHFARE



**Map 1: Original Thoroughfare Historic District as proposed by 1996 VCU Survey and VDOT APE (Dotted Line)
(X's represent buildings lost since the 1996 Survey)**

VDOT Project No.: 0055-076-101, F703; PPMS No.: 71533

Source USGS 7.5 Minute Quadrangle for Thoroughfare Gap (2004)