



**FY 2006 – 2007
 PROJECT APPLICATION FORM**

COMMONWEALTH OF VIRGINIA

Date (mm/dd/yyyy): 10/17/2005

Use TAB KEY to reach each field.

Instructions for completing each field appear on the status bar at the bottom of the active window. Press F1 for additional help.

A. Applicant: (Group, Agency, etc.)	Name: Buckland Preservation Society Address: 8230 Buckland Mill Rd City, State Zip: Gainesville, VA 20155 Telephone: 540-347-5821 Email Address: davidblake@bucklandva.org
B. Project Sponsor (if different from A.) Name and Address	Name: Same as above. Address: City, State Zip: Telephone: Email Address:
C. Responsible Person/Title – Sponsor	Name: David Blake, President Telephone: 540-429-2528 Fax: 540-347-2704 Email: davidblake@bucklandva.org
D. Project Manager	Name: Brian Mannix, Treasurer Telephone: 703-754-0304 Fax: Email: BMannix@BucklandVA.org

E. Project Title	Buckland Historic Transportation Landscape
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F. Project Description:	Buckland Historic Transportation Landscape is a five-phased project consisting of survey, archaeological research, repair and restoration of historic transportation structures, and the creation of interpretive pedestrian trails, signs, and vehicle pull-offs along Route 29 and within the Buckland Historic District and Buckland Mills Battlefield, located in Prince William and Fauquier counties. The project will incorporate historic preservation easements, vegetation management, collaborative research with local schools and organizations, and education while using Buckland's original 1798 road network as the basis for interpretive trails that will be made free and accessible to the traveling public and local citizens alike. The interpretive center at Buckland will be the most accurately preserved and interpreted example of the kind of inland commercial and industrial town that flourished alongside Virginia's earliest turnpike roads in the crucial decades between the American Revolutionary War and Civil War. This application is for Phases I-III of a five phase project.
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G. Transportation Enhancement Categories (Check all that apply – See Enhancement brochure for details of categories)
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1. Bicycle and Pedestrian Facilities
2. Bicycle and Pedestrian Safety and Educational Activities
3. Scenic Easements and Scenic or Historic Sites
4. Scenic or Historic Highway Program
5. Landscaping and Other Scenic Beautification
6. Historic Preservation
7. Rehabilitation and Operation of Historic Transportation Building, Structures, or Facilities
8. Preservation of Abandoned Railway Corridor
9. Control and Removal of Outdoor Advertising
10. Archaeological Planning and Research
11. Mitigation of Pollution Due to Highway Run-off and Wildlife Protection
12. Establish Transportation Museum

H. Critical Milestone Dates and Endorsements (Attach copy of the public notice and all resolutions endorsing the project)	
a. Public Hearing	
b. Local Government Endorsement	
c. MPO Resolution Endorsement	<input type="checkbox"/> Check if not applicable

I. Federal Enhancement Funds Requested in this Application Do not include any previous allocations or future phases!	(Maximum 80% Project Cost.)	\$341,200.00
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J. Match Required	(Minimum 20% of Project Cost)	\$85,300.00
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K. Match Breakdown by Source (include value of in-kind/donations)	Status (check appropriate status)	Amount
National Park Service Save America's Treasures 51-04-ML-0089	<input checked="" type="checkbox"/> Confirmed <input type="checkbox"/> Anticipated	\$49,385.00
NPS American Battlefield Protection Program GA-2255-04-001	<input checked="" type="checkbox"/> Confirmed <input type="checkbox"/> Anticipated	\$25,000.00
History Channel Save Our History Program Grant	<input type="checkbox"/> Confirmed <input checked="" type="checkbox"/> Anticipated	\$10,000.00
NPS Save America's Treasures, 2nd Phase Grant	<input type="checkbox"/> Confirmed <input checked="" type="checkbox"/> Anticipated	\$50,000.00

L. Other Funding Sources Available (beyond match requirement)	Status (check appropriate status)	Amount
	<input type="checkbox"/> Confirmed <input type="checkbox"/> Anticipated	
	<input type="checkbox"/> Confirmed <input type="checkbox"/> Anticipated	

M. Relationship to a Previously Funded Enhancement Project	NA
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N. Project Budget:	Attach Complete Budget Projection including design, land acquisition, utility relocations, and construction costs – if project includes multiple phases, separate budget by phases. Budget Projection should be a total project cost including federal and non-federal funds.
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O. Project Budget Summary (summarize for each phase)	
a. Preliminary Engineering (planning and design)	\$97,000.00
b. Right-of-way (land acquisition/easements)	\$0.00
c. Utility Relocation	\$0.00
d. Construction/Implementation	\$329,500.00
e. TOTAL	\$426,500.00

P. Ownership (Who will own/maintain the completed project?)

The Buckland Preservation Society and local landowners/easement holders.

Q. Selection Criteria: Complete Attachment A -Include pictures, maps and support documents. Attach additional sheets if needed.

R. Sponsor Signature (person responsible)

Date

MAILING ADDRESS AND TECHNICAL ASSISTANCE

Please mail FIVE copies of your completed application package to the following address:

Mr. Michael A. Estes
Local Assistance Division
Virginia Department of Transportation
1401 East Broad Street
Richmond, Virginia 23219

Winky Chenault
Pamela Liston
Erica Jeter
Cynthia Clark

For Technical Assistance Contact:
(804) 786-2264 Toll Free: (800) 444-7832
(804) 786-2734 Fax: (804) 786-2603
(804) 786-9125
(804) 371-6289

<http://www.viriniadot.org>



COMMONWEALTH OF VIRGINIA

FY 2006 – 2007
ATTACHMENT A
SELECTION CRITERIA

THIS FORM MUST BE COMPLETED BY ALL APPLICANTS

Date: 10/17/2005

A. Applicant (Group, Agency, etc.)

Name: Buckland Preservation Society
Address: 8230 Buckland Mill Rd
City, State Zip Gainesville, VA 20155

B. Project Title:

Buckland Historic Transportation Landscape

C. Complete the following questions providing as much detail as possible while including examples when available. Responses will automatically expand to additional sheets as needed.

1. Relationship to Transportation – What service or function will this project, or has this project, provided for the traveling public? How will it impact transportation?

The proposed Buckland Historic Transportation Landscape project will provide the traveling public with an authentic and scenic location to learn about the technology of early transportation systems in America and to experience a rare surviving example of the kind of historic turnpike town that thrived around such early road systems. Phase I will involve surface survey to carefully delineate the town's original 18th century network of roads, which are still preserved as topographical features along property lines and boundaries of wooded areas. Once defined and marked, subsequent phases of the project will contribute to the plan and design of pedestrian trails, interpretive signs, and vehicle pull-offs along these historic road beds. Archaeological research (Phase II) will be incorporated within plan and design, while construction and implementation will involve the signs, trails, and pull-offs (Phase III) as well as repair and restoration of two historic transportation structures (Phases IV and V) within Virginia State right-of-way: the stone abutments of the Buckland Bridge (1808-1927) and a length of the Fauquier and Alexandria Turnpike (1808-1927). The location of vehicle pull-offs will be carefully decided by the Buckland Preservation Society and its APVA Advisory Board so as to ensure the proper preservation and presentation of the sites for the traveling public and local citizens.

2. Demonstrated Need – What need(s) will this project fulfill within the community?

The village of Buckland is one of only two surviving historic landscapes in Prince William County, the other being the Brentsville Historic District, and Buckland is the only site in the county or the Northern Virginia region whose history and development are directly tied to the history of roads, commerce, and industry in the years immediately following the American Revolution. Buckland has been chosen by the Prince William County School System as a local resource for research and field trips to fulfill its State curriculum requirement for history, as the best example of a single town whose history spans the entire antebellum period and also includes an important Civil War battle. Pedestrian trails, interpretive signs, vehicle pull-offs, and restored transportation structures will make educational field trips to Buckland safe for children, teachers, university groups, and other students of history while also enriching their experience of the uniquely scenic and historical landscape. Currently, the Historic District is difficult to access from Route 29/15, even by vehicle, as there are no vehicle pull-off areas accessible to public, and no safe or publicly accessible trails for pedestrians. The Buckland Historic Transportation Landscape project will also provide county historical societies and the local citizens with a preserved, accurately interpreted site that is accessible to the public.

3. Project Usefulness and/or Benefit – What purpose will this project serve and how will it benefit the community? Is there strong community support?

The purpose of this project is to provide public access areas - vehicle pull-offs and pedestrian trails - extending within the Buckland Historic District from Route 29/15 State right-of-way, and to highlight the scenery and authenticity of these public areas by incorporating interpretive signs and trail locations which correspond directly to the accurate physical survey of

historic road locations as well as historical and archaeological research. During the survey, research, and planning phases of the project, the Buckland Preservation Society will strengthen its ongoing collaborations with several community groups, such as the Prince William Historical Commission, the Fauquier County Historical Society, Prince William County schools, the Journey Through Hallowed Ground project, the Bull Run Library, and the African-American Historical Society of Fauquier County, as well as state and federal organizations such as the Civil War Preservation Trust, Civil War Trails Program, the National Trust for Historic Preservation, Mary Washington University, and the nearby Manassas National Battlefield. These groups, at community, state, and federal levels, already strongly support the current efforts of the Buckland Preservation Society, and letters of endorsement for the proposed Transportation Enhancement project from several organizations and local citizens are attached to this application. Re-establishment of the town's original network of roads, vegetation management, and subsequent restoration of road features and bridge abutments will be lasting resources for the local community, who will ultimately be the project's stewards, as the Buckland Preservation Society itself consists of landowners within the Buckland Historic District who are willing to place land under conservation easement during the final implementation phases of the proposed project.

4. Amenities/Support Facilities – What facilities are available and/or included in this proposal? What means of access will be available?

Research, planning, and curatorial facilities already available for this project include two Buckland Preservation Society offices and staff on the premises (at 8230 and 8200 Buckland Mill Rd) as well as archaeological curation facilities at the Manassas National Battlefield. Facilities included in this proposal include two vehicle pull-offs (one on each side of Route 29/15), as well as two sets of interpretive trails on each side of the highway, each with interpretive signs/historic markers. Visitors and travelers will be able to park within safe distance from Route 29, from which point they may walk foot-paths which will follow original road locations in the town. Paths will receive constant vegetation management and will incorporate as little surface disturbances as possible, including pavement, so as to preserve the scenic and historic character of the landscape. Free, public access to these pull-off areas, trails, and signs will be available during all appropriate daytime hours, while access to Buckland Preservation Society offices, on private property, will be made by appointment only.

5. Educational/Historical – Explain the history and/or scenic significance of this project. What educational experience will be provided?

The Buckland Historic Transportation Landscape has been identified by Prince William County Schools, the National Park Service, the Journey Through Hallowed Ground, and numerous other organizations and notable scholars (see attached letters of support) as being of unique educational value in portraying an authentic and rare antebellum boom town in Virginia. Established in 1798 on the site of existing mills, shops, and houses, the town of Buckland was based upon a formal 48-lot grid whose network of roads has been preserved along current property and topographic lines and in surviving deed records, and Phase I of the proposed project will utilize physical survey and archival sources to demarcate the 48-lot network of roads. This phase of the project will enable the protection of a singular example of early town formation in America, while Phase II and III will include archaeological study of transportation-related sites in the town and construction of pedestrian trails along original historic road beds, so that visiting travelers, students, and citizens may observe the layout of an antebellum turnpike town as well as some of its most important archaeological sites and buildings. These sites include the Buckland Stagecoach Inn (ca. 1824-1935), the Fauquier and Alexandria Turnpike (1808-1927), the stone abutments of the Buckland Bridge (1808-1927), the Buckland Robinson Tavern (ca. 1824), Buckland Church (1855) and burial ground (late 18th century), Post Office (ca. 1800), and two as of yet undiscovered sites referenced in court records, Celia King's Turnpike toll booth (ca. 1820-1830) and a slave holding pen (1820s). Interpretive signs will be designed with maps, images, and text to help visitors understand the way the various individuals, inventions, and industries interacted in antebellum Buckland to create a vibrant turnpike community. Upon restoration of the Buckland Bridge abutments and a segment of the original Turnpike in Phases IV and V, visitors will be able to see firsthand early transportation technology in the context of a small historic town that grew as a result of such technology. The project considered as a whole will establish Buckland as a traveler's destination as well as a center of learning for citizens, genealogists, and students and scholars at all levels of study.

Please see attachments for further discussion of the educational and historical significance of the Buckland Historic Transportation Landscape project.

Project Resources – How has the community involved itself in this project? What support has been provided? Has funding and/or land been secured? Is this a continuation of an existing project, and if so, what is the status of that project?

Please see attachments.

D. If this project has received Enhancement funds in prior years, complete the following:

Enhancement Award by Year (include Federal Enhancement funds only, do not include applicant match or other non-federal participation). Identify if the award was applied to a prior phase of a multi-phased project.

Year	Award	Applied Toward/Phase
1993		
1994		
1995		
1996		
1997		
1998		
1999		
2000		
2001		
2002		
2003		
2004		
2005		
Total	\$0.00	

**BUCKLAND HISTORIC TRANSPORTATION LANDSCAPE
BUDGET PROJECTIONS
October 2005**

Phase I (Planning and design)

SURVEY/DESIGN - The Historic Road Network at Buckland

<u>Item</u>	<u>Description</u>	<u>Duration</u>	<u>Total</u>
1.0	Reconnaissance, drafting, and platting	6 wks.	\$50,000
TOTAL PROJECTED PROJECT COST FOR PHASE I			<u>\$50,000.00</u>

Phase II (Planning and design)

ARCHAEOLOGY - The Roads and Roadhouses of Buckland, Virginia

<u>Item</u>	<u>Description</u>	<u>Duration</u>	<u>Total</u>
1.0	Preliminary and documentary research	2 wks.	\$1,600
2.0	Field Work	8 wks.	
	2.1 Labor		
	Project supervisor @ \$25/hr		\$8,000
	Excavators (4) @ \$15/hr		\$19,200
	2.2 Equipment and Supplies		\$2,000
	2.3 Worker lodging		\$3,000
	2.4 Transportation		\$500
3.0	Laboratory and Reporting	3 wks.	
	3.1 Wages		
	Project supervisor @ \$25/hr		\$3,000
	Technicians (4) @ \$15/hr		\$7,200
	3.2 Equipment and Supplies		\$2,000
	3.3 Printing/Duplication		\$500
TOTAL PROJECTED PROJECT COST FOR PHASE II			<u>\$47,000.00</u>

Phase III (Construction/Implementation)

PUBLIC ACCESS - Trails, Signs, and Vehicle Pull-Off/Parking Areas

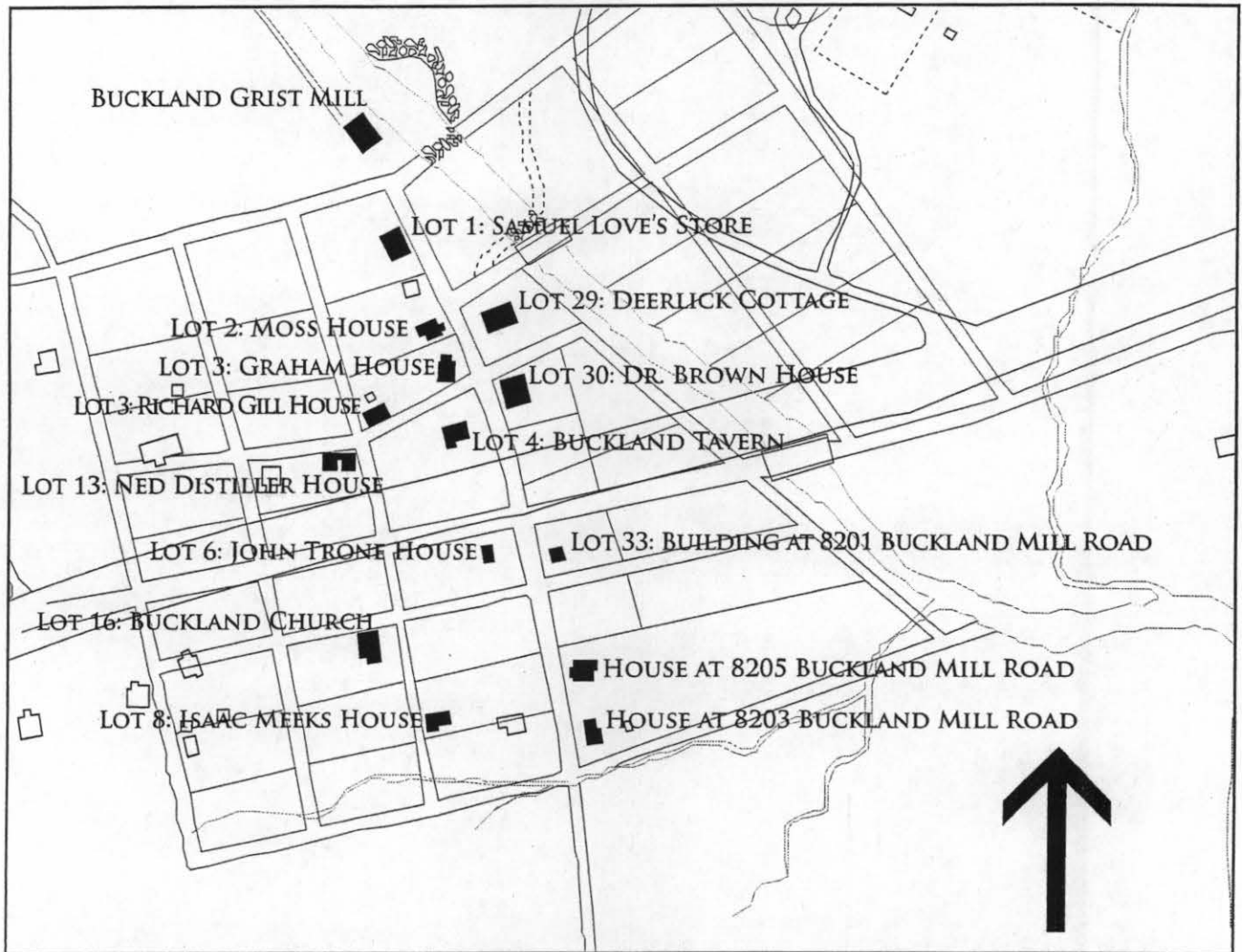
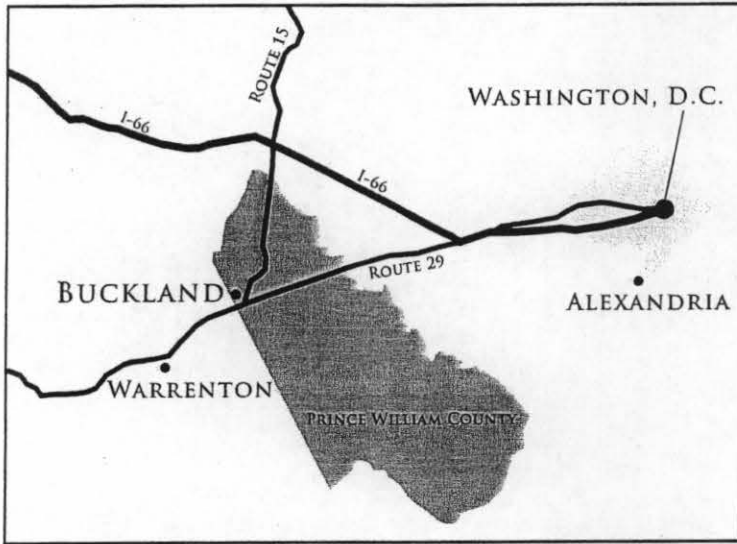
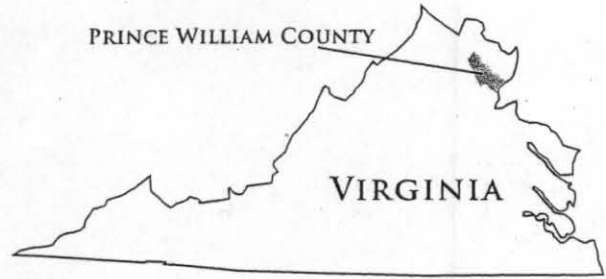
<u>Item</u>	<u>Description</u>	<u>Duration</u>	<u>Total</u>
1.0	Design	To Be Determined	\$5,000
	1.1 Permits		
	1.2 Layout		
2.0	Trails	TBD	
	2.1 Trail bed preparation & Landscaping/vegetation management		\$30,000
	2.2 Benches		\$2,000
	2.3 Trash receptacles		\$2,500
	2.4 Trail signage		\$5,000
3.0	Interpretive Sites	TBD	
	3.1 Signs		\$10,000
	3.2 Landscaping		\$10,000
4.0	Vehicle pull-off/Parking areas	TBD	
	4.1 Permits & Design/Engineering		\$60,000
	4.2 Construction & Surfacing		\$180,000
TOTAL PROJECTED PROJECT COST FOR PHASE III			<u>\$304,500.00</u>

Budget continued on next page

BUCKLAND HISTORIC TRANSPORTATION LANDSCAPE
BUDGET PROJECTIONS (Continued)
October 2005

SUBTOTAL (PHASES I, II, III PROJECTED)	\$401,500.00
VDOT REVIEW/INSPECTION	\$25,000.00
<u>TOTAL</u>	<u>\$426,500.00</u>

HISTORICAL OVERVIEW
OF **BUCKLAND**



GEOGRAPHICAL LOCATION

BUCKLAND, VIRGINIA: AN INTRODUCTORY HISTORY

by David Blake and Stephen Fonzo

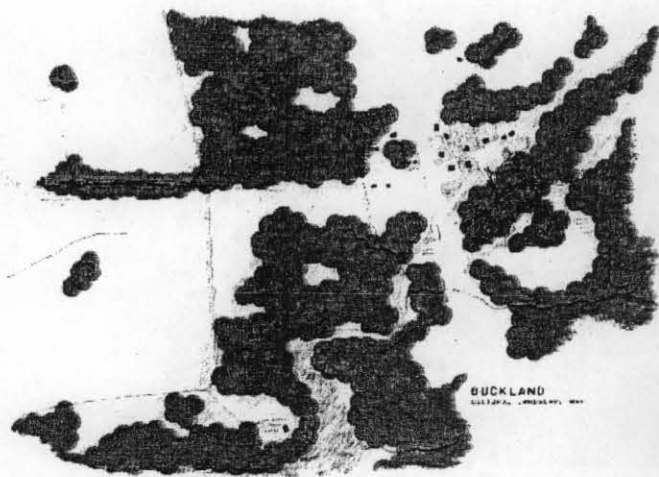


FIGURE 1. C. Allan Brown, "Cultural Landscape Map of Buckland." In this reconstruction of Buckland and its environs, the axial relationship between John Love's house, Buckland Hall, and the town of Buckland is clearly illustrated. Extant antebellum buildings are shaded black, and include Buckland Hall and thirteen buildings in the town.

Buckland is a rare American example of the familiar axial English village pattern. The main house at Buckland farm and the town below, extending at its gate, stand on the Broad Run Tract, originally part of the sixth Lord Fairfax's Northern Neck Proprietorship Grant. Fairfax conveyed the land to his agent Robert (King) Carter in 1724, and Carter's sons and son-in-law sold the land to Samuel Love in 1774. The 1774 conveyance included "the mill built and erected thereon and the land, mill dam, and other appurtenances used with the said mill...together with Dickerson's Pretentions," located in Fauquier County at that time.¹ The early business activity at Buckland was the reason Samuel Love, a few months after purchasing this property, petitioned Fauquier County for a private road "to be opened and made public – and sufficiently cleared for wagons to pass to the said mill...on publick and private occasions."² Surely this improved his business and the business of others, because in 1779 Fauquier County ordered surveyors to determine the advantages of opening the old private road, whose subsequent report describes the road as having "been much used by the inhabitants of the neighborhood on their public and private business ever since our first knowledge of the place, which for some of us is upwards of thirty years."³ Around the same time, Love began construction of the

main house, a single-pile stone residence commonly attributed to architect William Buckland, but not documented as such.⁴



FIGURE 2. Buckland Hall. John Love's house is positioned on a commanding site to the west of Broad Run, facing north along the entrance alley to the turnpike and the town of Buckland. Alfredo Maul for Buckland Preservation Society, 2004.

Samuel Love's sons, Samuel, John, Charles, and Augustine, served as officers in the Virginia Regiment during the Revolutionary War and returned to transform Buckland into a vibrant mercantile center. Near the existing mill, known simply as Love's Mill, they built an assortment of secondary structures for production of farm goods at the base of the lane leading to the main house. The proximity of all these buildings to the Broad Run watershed was instrumental in their success.



FIGURE 3. Kinsley Mill. Constructed ca. 1794 by John and Charles Love on Broad Run to the south of the turnpike and Buckland. This late twentieth-century photograph was taken shortly before the building was demolished. Photograph courtesy of Dan DeButts, resident of Kinsley.

Soon the distillery, stone quarry, smithy, tannery, and several stores were being frequented by travelers. A

second mill called “Kinsley Mill” was built by John and Charles Love in 1794, and by 1796 John Love had built and begun operating a manufacturing mill, for the production of wool.⁵ Outside merchants arrived, leased adjoining parcels and built stores of their own. When Samuel Love died in 1787, John Love inherited the main house. By the end of the eighteenth century there were additional shopkeepers, a wheelwright, a cooper, two taverns, an apothecary, a boot/shoe manufacturer, a saddle maker, a church, and a woolen factory – the essentials of a small town.

In 1797, by petition to the Virginia General Assembly, John Love laid out a grid of lots around the irregular cluster of earlier shops and outbuildings described in this document as “already built upwards of twenty good houses occupied by tradesmen and merchants.”⁶ These existing buildings included “considerable manufactories of grain” and a stone distillery on lot 29. The petition further recommended “Buckland as a proper place for establishing a town and possessing singular advantages over any other situation within a considerable distance.” The petition also carefully described all of the natural amenities afforded at this site. The General Assembly established the “forty-eight lott Plan of the Town” on January 15, 1798.⁷ The first act of the Town Trustees described the sales of the various lots and documented which lots “were built on previous to the law which passed for establishing the town.” During the earliest years of the town’s existence, John Love and his brothers bred horses, operated the stone quarry, farmed on an extensive scale, and experimented with several varieties of wheat for grinding in their mills. John Love was growing a strand of wheat called “The Lawler” which had a natural resistance to the Hessian Fly, an insect that devastated the American wheat crop during the nineteenth century. In a letter from John Love to former President James Madison, Love stated that President Monroe had visited Buckland “and who being satisfied from the appearance of the Lawler wheat contrasted with the common kinds, that it was not injured by the Hessian Fly, engaged with me (John Love) for 200 bushels for himself and would also reserve the same quantity for” Presidents Jefferson and Madison.⁸ John Love, who was instructed in law by George Wythe at The College of William and Mary, corresponded with Thomas Jefferson, James Monroe, Patrick Henry, Benjamin Latrobe, Andrew Jackson, James Cabell, and many other notables about political and agricultural issues of the day.



FIGURE 4. *Plan of Buckland.* David Blake’s reconstruction of the original 48-lot town plan, based on the metes and bounds descriptions in early lot transactions. Buckland Preservation Society, 2004.

Buckland was also known for its horses. Beginning in the 1780s, John and Samuel Love Jr. (the latter having moved to “Salisbury” in Loudon County) began to import fine Arabian and European horses to breed. The blood lines of their stallions “Mahomet” and “Spread Eagle” are listed among the origins of the modern thoroughbred.⁹ Love’s operation became one of the first large-scale breeding farms in Virginia along with “Salisbury” and “Bowling Green.” In 1789, George Washington bought one of the Love’s horses “for his own use.”¹⁰ In 1799, Washington corresponded with Samuel Love and provided him with an introduction to James McHenry, Secretary of War under President John Adams. Samuel Love offered a “Number of Horses... for the use of the Army of the U. States.”¹¹

Buckland continued to prosper through the first part of the nineteenth century. In 1808, newly elected U.S. Congressman John Love formed the Fauquier-Alexandria Turnpike Company “for the purpose of making an artificial turnpike road first from Fauquier Court House to Buckland farm or Buckland Town, and thence to the Little River Turnpike Road, at the most suitable point for affording a convenient way from Fauquier Court House to Alexandria.”¹² In 1813, John Love wrote to his friend, current President James

Madison, and described the progress of the turnpike road construction as “affording the most direct route from Washington to the Kanhawa Country” asking “for your aid and the patronage of your name as a stockholder,” which was likely to encourage the work.¹³ An 1820 survey map drawn by George Love, John Love’s uncle, depicts the road and is of further significance as the first accurate map of Fauquier County.¹⁴

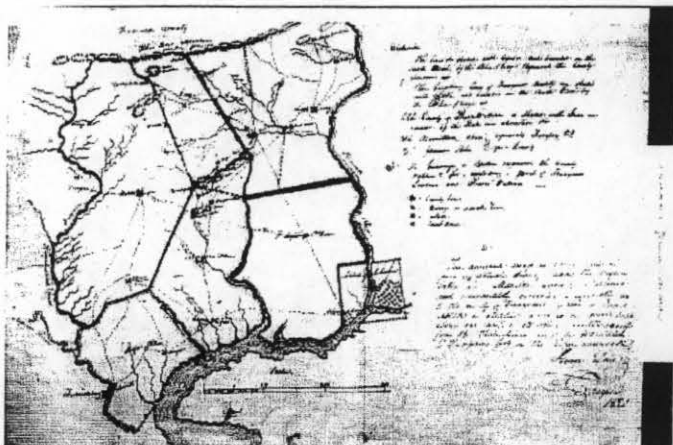


FIGURE 5. Map of Northern Virginia by George Love, August 3, 1820. This map was annexed to petitions for the formation of a new county, and serves as an important cartographic record of Prince William and the adjoining counties at a time when Buckland was gaining benefit from increasing traffic to the west. Library of Virginia.

Upon the formation of the turnpike company, French engineer Claudius Crozet, bridge builder for Napoleon, was thereafter engaged to inspect and redesign the thoroughfare between Buckland and Warrenton. In 1823, Crozet had been appointed Virginia state engineer, making the turnpike at Buckland one of his first American projects. It was also determined by Crozet and the Town Trustees that Buckland would be improved by building the turnpike through the center of town rather than at the north end, where the old wooden bridge at Bridge Street and the old ford at Love Street had conveyed travelers over Broad Run before 1775. The “new paved road” was constructed accordingly, requiring the condemnation in 1823 of land approximately equal to four lots from the original plan of the town. Crozet built the road using a revolutionary paving process invented by John Loudon McAdam.¹⁵ The 1826 report of the Fauquier-Alexandria Turnpike Company observes that

...of the new road now making upon McAdam’s Plan, from Buckland to Warrenton...there have been completed during the last year, about four

miles...the experiment of a road plan entirely new in the State; and now for the first time introduced has been fairly tested; and has been found fully to answer the expectations of the most sanguine and will justify the belief that its general adoption would produce immense advantages to the Fund for Internal Improvement, as well as the Country generally. It has become the admiration of the neighborhood, and is well worthy the attention of all friends to Internal Improvement.¹⁶

The 1827 report describes “the new road from Warrenton to Buckland, which is now entirely completed, and is acknowledged to be the best road in Virginia.” This report also notes that “the bridge at Buckland has been carried away by a freshet: It will be shortly rebuilt.”¹⁷ The Buckland bridge was constructed sometime shortly after the Prince William County Court ordered it to be built in 1804, along with an identical bridge over Cedar Run in Brentsville.¹⁸ Both bridges featured stone abutments and wooden frame superstructure, but whereas the Cedar Run Bridge was demolished in the mid-nineteenth century, the stone abutments of the Buckland Bridge still stand and are visible today from Route 29. Several new buildings were built beside the McAdamized road including the Stagecoach Inn, which is portrayed in a 1930 photograph, showing the building after it had been converted to a gasoline station.¹⁹

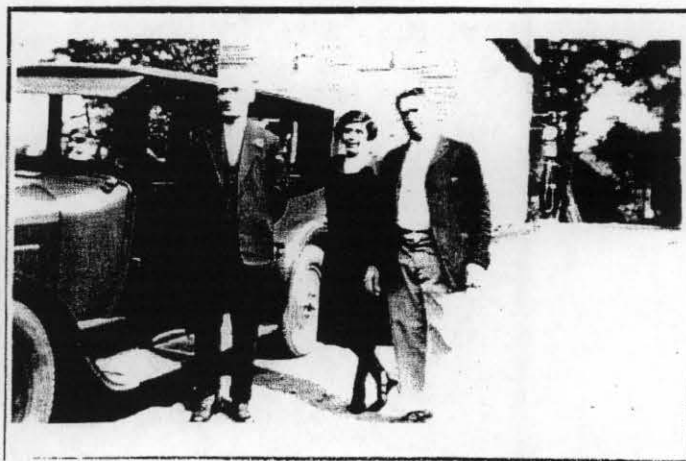


FIGURE 6. Stagecoach Inn, ca. 1935. In this view from the southeast, the south gable and east wall are visible, and the gasoline pumps indicate the north gable, facing Lee Highway.

Between the time it was founded and the Civil War, a number of famous figures visited Buckland on “the pike” as it was locally known. General Lafayette

traveled the road on the last leg of his triumphant tour and was met by little girls who scattered flowers in his path, and being invited to the tavern, was honored by several ladies who read poems they had written in his praise.²⁰ In 1830, Anne Royall, a notoriously critical travel writer, followed the road to Buckland. In her book, *Mrs. Royall's Southern Tour*, she described the town as

...a romantic, lively, business doing village, situated on a rapid, rolling stream...several manufactories are propelled by this stream which adds much to the scenery. Buckland owns the largest distillery I have seen in my travels. The buildings, vats and vessels are quite a show. There is also flour manufactory here on a very extensive scale – the stream is a fund of wealth to the citizens... encompassed with rising grounds and rocks, the roaring of the water-falls, and the town stretching up to the tops of the hills, was truly picturesque.²¹

She further described Buckland as “a real Yankee town for business.” Some years later it was hailed as “the Lowell of Prince William” in the *Manassas Journal*. Constant travel brought new enterprises, such as the Pony Express and William Smith’s stagecoach line. By 1835, Buckland was a thriving stagecoach town complete with its own post office and stagecoach inn. Martin’s *Gazetteer of Virginia* of 1835 lists the population as “130 whites; of whom 1 is a physician; and 50 blacks.”²² From the beginning years of the town, the African American citizens of Buckland included skilled laborers who owned land and slaves of their own. One former slave, who must have been proud of his work in the Buckland distillery and called himself “Ned Distiller,” is listed on the 1810 census as freed. Samuel King of Buckland, a “freeman of colour,” emancipated his wife Celia and others in 1811. Celia King operated the Turnpike tollgate at Buckland and sold horse-shaped molasses cookies there for many years.²³

John Love left Virginia for Tennessee with Andrew Jackson in 1822. Together they had speculated on thousands of acres of land in Tennessee and John Love represented Jackson as an attorney. An advertisement offering Buckland Farm for sale that year noted the property as “being so well known that further description is deemed unnecessary.”²⁴ Temple Mason Washington,

who was second cousin to George Washington and first cousin to John Love (Samuel Love’s sister had married John Augustine Washington) moved into Buckland Hall and later purchased the property in 1839. Eppa Hunton, of Balls Bluff fame, built a school in Buckland in 1841 and provided instruction in the law to the sons of Judge John Webb Tyler and others. In 1853, Temple Mason Washington conveyed Buckland Farm to Major Richard Bland Lee II, son of Congressman Richard Bland Lee of Sully, nephew of “Lighthorse Harry” Lee and first cousin of General Robert E. Lee. Richard Bland Lee, graduate of West Point, obtained the rank of Major in the U.S. Army and was appointed the same rank in the Confederate States Army.

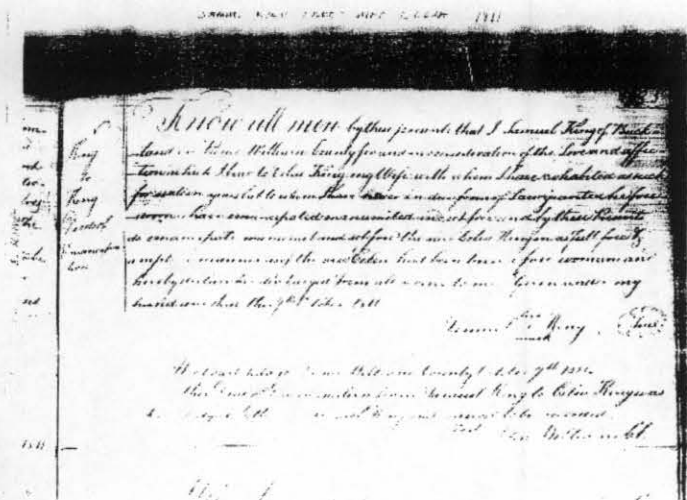


FIGURE 7. Deed of Emancipation, Samuel King to Celia King, October 7, 1811. Samuel King, a free back land owner in Buckland executed this manumission document in 1811, noting that they had co-habited as husband and wife for sixteen years. Prince William County Deed Book 4, folio 335.

During the Civil War, Buckland became a prime target due to its mills and proximity to the Warrenton Turnpike, which was the primary route of east-west travel in this part of Virginia. Buckland was occupied at different times throughout the war by both Union and Confederate troops, leading to several skirmishes. The first shots of the Battle of Second Manassas were fired on the bridge when Pope’s troops engaged in August 1862, and the local skirmish following these shots was named after the Buckland Bridge in the Officers’ Official Reports. Fourteen months later, on October 19, 1863, the Confederate cavalry enjoyed its final southern victory at Buckland when it defeated Generals Judson Kilpatrick and George Armstrong Custer. Sometimes referred to as “Custer’s First Stand,” it was Custer’s

most serious defeat prior to the Battle at Little Bighorn. His wagons and personal belongings were captured that day. Letters to several of his female companions were published along with those to his fiancé in the *Richmond Times* to humiliate him. Custer wrote his fiancé Nettie Humphrey the following day "Yesterday, October 19 was the most disastrous this division ever passed through...I cannot but regret the loss of so many brave men." Confederate Generals J.E.B. Stuart, Fitzhugh Lee, and Wade Hampton all turned on Kilpatrick's men. Many men and horses were killed at the base of the cliff in the waters about the Buckland mill dam. Others met their death in the ford millrace, where Stuart's and Fitz-Lee's men overcame them. After the Confederates recaptured the bridge, they sent the Yankees scrambling for their lives on a five-mile steeplechase along the Warrenton Turnpike. General J.E.B. Stuart humorously called the victory "The Buckland Races" as if it had been a glorious foxhunt and later in his official record stated "I am justified in declaring the rout of the enemy at Buckland the most single and complete that any cavalry has suffered during the war."²⁵



FIGURE 8. Edwin Forbes, "The Army of the Potomac Crossing Broad Run." The mill complex at Buckland is illustrated in this view dated October 14, 1863. Library of Congress, Prints and Photographs Division.

Alfred Waud, Edwin Forbes and other artists documented the events at Buckland by sketch and engraving. Recognized as the best of the Civil War sketch artists, Alfred Waud documented the battle at Buckland in two sketches, "Custer's Advance on Buckland" and "Buckland from Mr. Hunton's House, scene of cavalry engagement with Stuart." The latter drawing was engraved and published by *Harper's Magazine* on November 14, 1863. On October 21, 1863, Lieutenant Robert E. Lee, Jr. must have been pleased to write to his mother with news of victory so late in the

war.

We met separately and collectively the three Yankee Divisions of Cavalry, Bedford's Regulars, Gregg's and Kilpatrick's and whipt them every time!...Gen. Stuart retreated designedly before them toward Warrenton and Our Divisions, under Gen. Fitz Lee came up perpendicular to the Pike and cut their column in two. Captured half their ambulances, one loaded with ammunitions, one loaded with medical stores and 800 prisoners.²⁶

General Robert E. Lee wrote to General Stuart on the day of the battle at Buckland, "I congratulate you and your officers and your men on this handsome success. The plan was well conceived and skillfully executed." There were at least 230 Union casualties (officers' reports vary in regard to number of casualties on both sides) and the Buckland Tavern and Church were used as hospitals.²⁷ The significance of this Confederate victory was overlooked or possibly suppressed in the northern press—newspapers such as *Harper's Weekly* referred to the engagement as a skirmish—perhaps fearing the impact of a Confederate victory after Gettysburg.²⁸

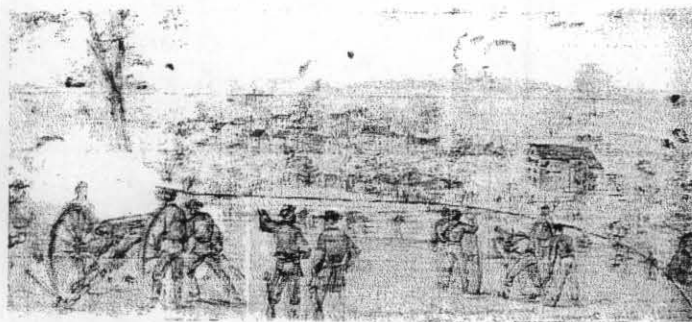


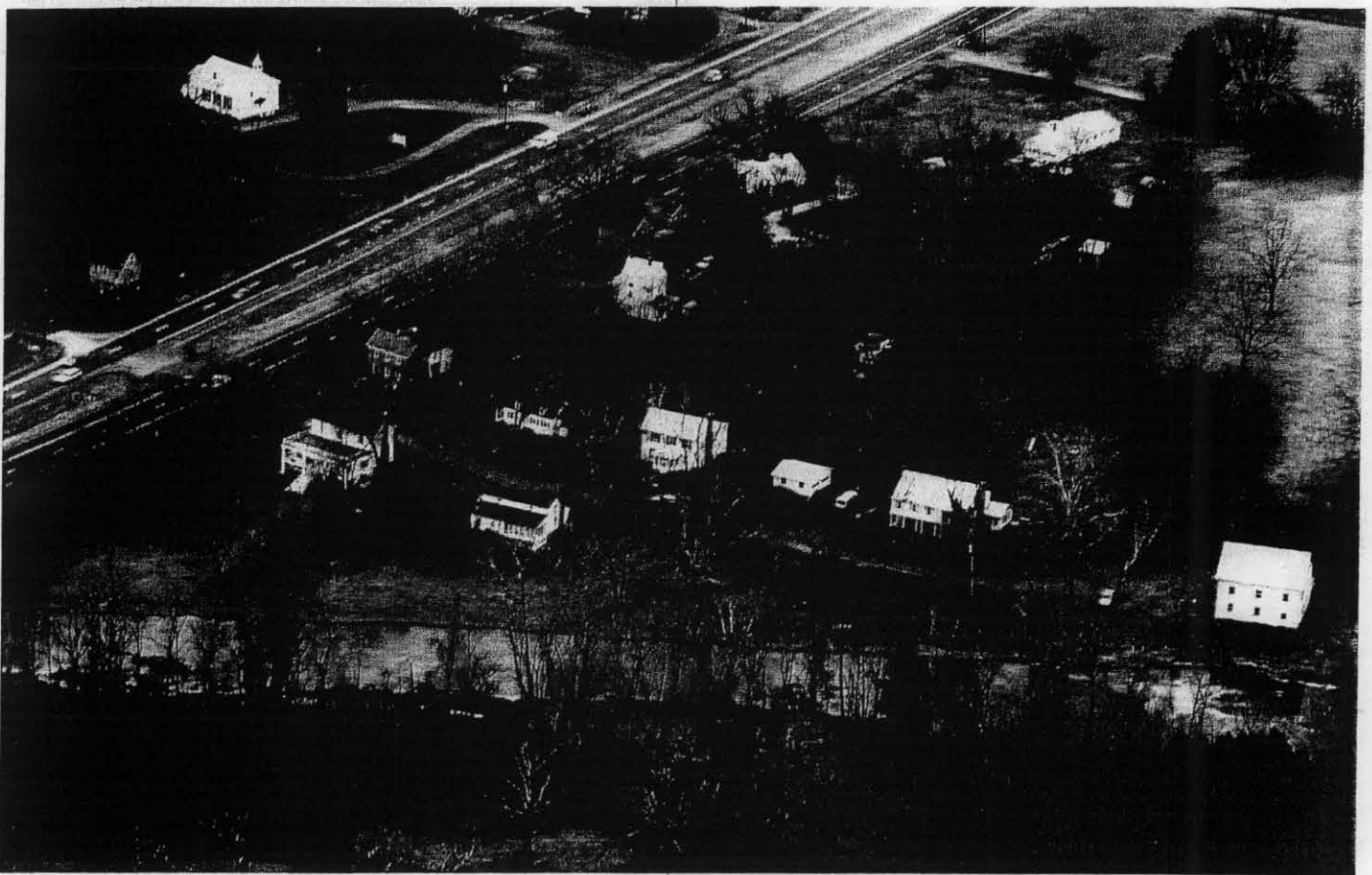
FIGURE 9. Alfred R. Waud, "Buckland from Mr. Hunton's House, Scene of cavalry engagement with Stuart." This view from the heights of Cerro Gordo on the east bank of Broad Run provides a remarkably complete inventory of buildings in Buckland on the morning of October 19, 1863. Library of Congress, Prints and Photographs Division.

Richard Bland Lee and his descendants lived at Buckland Farm until 1935. Mrs. Richard Bland Lee's first cousin, the painter John Singer Sargent, visited Buckland Hall on several occasions during the late nineteenth century and painted a rare watercolor of the house in 1887. He also painted a view of the icehouse and three large oil landscapes of various views of the farm. In 1935, the property was sold to Mitchell Harrison, who hired architect Irwin Fleming for the

restoration of the main house.

The property was later sold to Thomas Mellon Evans, a noted Wall Street financier, philanthropist and horse breeder. Mr. Evans spent the next four decades developing a state-of-the-art thoroughbred farm at Buckland Farm, the first in Virginia to be laid out in the Kentucky style. His championship horses included Pleasant Colony, winner of the 1981 Kentucky Derby and Preakness Stakes. Pleasant Colony died on New Year's Eve 2002 and was buried at Buckland Farm in the center of a modern point-to-point race track within sight of the barn where he was foaled.

original 48 lots has been compromised, all by the twentieth-century expansion of Route 29. This unusual circumstance has left the stratigraphy and archeology associated with the remaining 44 lots largely intact. Like a time capsule, many of the earliest buildings stand among the eighteenth-century stone foundations and artifacts associated with each parcel. In preserving this site we have perhaps the best chance at demonstrating everyday life in old Virginia, as modest places such as Buckland have disappeared long ago.



The town of Buckland remains a rare example of a vernacular stagecoach town and represents the early industrialization of America with its mills, factories, merchants, and tradesmen. The stagecoach line and macadamized turnpike road converged at Buckland and made it the vibrant place of business described by all accounts. Much of the town that grew from the late eighteenth century through the post Civil War period survives remarkably undisturbed by the development and change experienced elsewhere in northern Virginia. The archaeological potential of Buckland is particularly compelling, as the equivalent area of just four of the

FIGURE 10. Aerial photograph of the town of Buckland, facing west from above Cerro Gordo. The mill is at the lower right in this image, serving as the northern terminus of Buckland Mill Road. The church is at upper left, on the south side of Lee Highway. Buckland Preservation Society, 2004.

NOTES

- ¹ Lord Fairfax to John Carter & Charles Carter, September 18, 1724, Northern Neck Land Grants Book A, folio 70.
- ² Samuel Love, Road & Bridges File No. 1775-003, Fauquier County Courthouse.
- ³ Ibid: Report of Surveyors to Fauquier County Court, February 1779.
- ⁴ R. Jackson Ratcliffe, *This Was Prince William*, (Potomac Press: Leesburg, VA, 1978, p. 69).
- ⁵ Ibid, pp. 100-101.
- ⁶ Petition to establish the town of Buckland, December 8, 1797. General Assembly Legislative Petitions, 1776-1865, Prince William County, Box 210, Folder 52, Library of Virginia.
- ⁷ "An Act to Establish Several Towns," January 15, 1798. Virginia General Assembly Session Laws, 1794-1812, Chapter LXIX (1798), p. 33, Library of Virginia.
- ⁸ John Love to James Madison, July 15, 1817. James Madison Papers, Library of Congress.
- ⁹ Mahomet was advertised for stud at Buckland in the *Republican Journal & Dumphries Advertiser* on May 19, 1796, and Spread Eagle at Salisbury in Loudon County in the *Alexandria Gazette* on February 9, 1799.
- ¹⁰ Charles Love, Jr. to George Washington, April 2, 1789. W. W. Abbot, ed. *The Papers of George Washington, Presidential Series*, vol. 2, April - June 1789, pp. 9-10.
- ¹¹ Samuel Love to George Washington, June 17, 1799; George Washington to James McHenry, June 22, 1799; George Washington to Samuel Love, June 22, 1799. Dorothy Twohig, ed. *The Papers of George Washington, Retirement Series*, vol. 4, April - December 1799, pp. 142-143.
- ¹² "An Act Incorporating a Company to Establish a Turnpike from the Little River Turnpike Road, to Fauquier Court House" (January 27, 1808). *Virginia General Assembly Session Laws, 1784-1812*, Chapter XXVII (1808), pp. 29-35.
- ¹³ John Love to James Madison, February 6, 1813. James Madison Papers, Library of Congress.
- ¹⁴ George Love's map, dated August 3, 1820, is appended to petitions for formation of a new county. General Assembly Legislative Petitions, 1776-1865, Box 73, Folder 8, Library of Virginia.
- ¹⁵ Claudius Crozet, Principal Engineer's Examination, Fauquier and Alexandria Turnpike, December 20, 1824. *Annual Reports of the Virginia Board of Public Works, 1816-1845*. "McAdam Roads: A Product of the Revolution," from Howard Newton, Jr., et al, *Backsights*, Richmond: Virginia Department of Highways, 1985, pp. 69-70.
- ¹⁶ Jacob Morgan, Return of the state of the Fauquier and Alexandria Turnpike Company, from 1 November 1825 to 1 November 1826. *Annual Reports of the Virginia Board of Public Works, 1816-1845*.
- ¹⁷ Eleventh Annual Report of the Board of Public Works, December 8, 1827, Library of Virginia.
- ¹⁸ Prince William County Order Book 1, pp. 22-24 (Oct 1, 1804).
- ¹⁹ Photograph courtesy of Mary Catherine Calvert, Buckland Preservation Society.
- ²⁰ *National Intelligencer*, September 14, 1825.
- ²¹ Anne Newport Royall, *Mrs Royall's Southern Tour; or, Second Series of The Black Book*. 3 vols. Washington: Printed for the author, 1830-31.
- ²² Joseph Martin, *A New and Comprehensive Gazetteer of Virginia and the District of Columbia*, Charlottesville, 1835.
- ²³ United States Census for 1810, Library of Virginia. Deed of Emancipation, Samuel King to Celia King, October 7, 1811, Prince William County Deed Book 4, page 335.
- ²⁴ *Palladium of Liberty*, June 7, 1822.
- ²⁵ *The War of the Rebellion: a Compilation of the Official Records of the Union and Confederate Armies*, by the United States War Department (1880-1901), Government Printing Office: Washington D.C.
- ²⁶ Robert E. Lee, Jr., October 21, 1863. Manuscripts Collection, Virginia Historical Society, Richmond.
- ²⁷ *The War of the Rebellion: Official Records*.
- ²⁸ "The Army of the Potomac - Buckland, scene of a cavalry skirmish with Stuart" (Engraving with diary excerpt from sketch artist Alfred Waud). *Harpers Weekly*, 14 November 1863, p. 725.

THE FAUQUIER & ALEXANDRIA TURNPIKE IN BUCKLAND

by Stephen Fonzo

Long before the establishment of the town of Buckland in 1798, the Old Carolina Road was the primary road of access to the plantations of the region now encompassing Fauquier, Prince William, and Loudoun counties. Originating as an Indian trail, the Old Carolina Road extended from Frederick, Maryland across the Potomac River, southerly through the Piedmont Region of Virginia to North Carolina, roughly following the path of modern U.S. Route 15. By the early eighteenth century the road had gained importance as a trade route among colonial settlers.¹ Robert "King" Carter acquired the large Broad Run Tract, along the Carolina Road, from the sixth Lord Fairfax in 1724, and by the late eighteenth century the road had contributed to the development of several more towns and plantations, including Waterford, Leesburg, and Oak Hill.²

By 1775, several houses and shops were situated along Broad Run at the present location of Buckland, including at least one mill owned by Samuel Love. These buildings were connected to the Carolina Road by a private road that extended westward through the lands of Warren and Nash, and beside Love's mill, crossing Broad Run at a ford near the current location of the Buckland Mill. That year, Love petitioned Fauquier County and requested that the private road "be opened and made public – and sufficiently cleared for wagons to pass to the said mill...on publick [sic] and private occasions."³ In 1779 Fauquier County ordered surveyors to determine the advantages of opening the old private road. Their subsequent report describes the road as having "been much used by the inhabitants of the neighborhood on their public and private business ever since our first knowledge of the place, which for some of us is upwards of thirty years" (i.e., ca. 1749).⁴

The availability of a public road connecting the collection of old and new houses, shops, and mill to the Old Carolina Road stimulated more building and the growth of new businesses, so that in 1797 the citizens (including John Love, son of Samuel Love) petitioned the Virginia General Assembly to establish a town at Buckland. They note that at Buckland there were "already built upwards of twenty good houses occupied by tradesmen and merchants," including "considerable manufactories of grain" and a stone distillery.⁵ The

General Assembly granted their request and on January 15, 1798, established a forty-eight lot plan for the town around the existing lots and the public road, with its old ford crossing near the mill, as well as a wooden bridge several yards downstream.⁶ Upon the establishment of the town grid, this wooden bridge, and Bridge Street to which it was connected, occupied a corridor between lots 28 and 29, and 38 and 39.⁷ Soon thereafter, in 1804, the Prince William County Court ordered that a new wooden bridge with stone abutments be built over Broad Run.⁸ This court order was repeated in October of 1805, and by 1808 the bridge had been built east of lots 35 and 36, and south of lot 42, where the stone abutments remain, on opposite sides of Broad Run.⁹ These abutments comprise a historic site recorded with the Virginia Department of Historic Resources and recommended by the Virginia Department of Transportation and the Buckland Preservation Society as a contributing resource to the Buckland Historic District.¹⁰

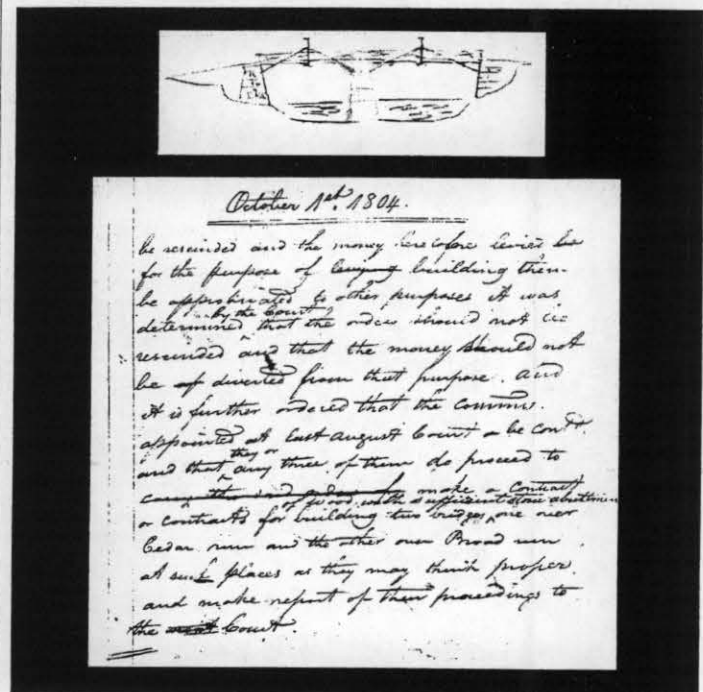


FIGURE 11. Elevation drawing for the timber bridge built at Cedar Run ca. 1805-1808. This neatly executed drawing included in the turnpike field notes provides good evidence for the original bridge at Broad Run, as the two bridges were authorized by the same orders in 1804 and 1805. Library of Virginia Archives.

In 1808, the Fauquier and Alexandria Turnpike Company was established by a board of citizens from Buckland and neighboring areas, "for the purpose of making an artificial turnpike road first from Fauquier

Court House to Buckland farm or Buckland Town, and thence to the Little River Turnpike Road, at the most suitable point for affording a convenient way from Fauquier Court House to Alexandria.”¹¹ Managed by the Virginia Board of Public Works and supported by the Fund for Internal Improvement, The F & A Turnpike eventually replaced the public road at Buckland. The new road served as the major regional transportation corridor from Warrenton to Fairfax throughout the nineteenth century, passing through the town of Buckland perpendicular to Mill Street, which functioned as the main street of the town. This turnpike, also known as the Warrenton Turnpike, ran east-west through the approximate center of the town and crossed Broad Run via the bridge built just previous to the establishment of the turnpike. Originally spanning a width of less than one lot across, the turnpike occupied the southern portions of approximately four lots (lots 5, 14, 23, and 32), to create a right-of-way leading to the bridge from the east and west.¹² George Britton, the first president of the Fauquier and Alexandria Turnpike Company, contracted in 1812 with the Directors of the company to construct ten miles of the turnpike road, in what would have been simple stone paving.¹³ The next year he contracted for repairs to be made to the Broad Run bridge at Buckland.¹⁴ Until 1823, tolls were not collected on the turnpike. During that year, there were three toll collectors on the turnpike, though documents do not indicate where they collected tolls and reveal a lack of toll-gates during the new road’s early years.¹⁵

Continuous construction and repair would characterize the F & A Turnpike from 1812 until its final completion in the 1830s or 1840s. An 1820 survey map drawn by George Love, uncle of John Love, depicts the course of the new turnpike, and includes the first accurate map of Fauquier County.¹⁶ By 1822, a twenty-mile segment extending from the Little River Turnpike to Buckland had been paved, most likely using one of the popular paving systems developed by Laommi Baldwin or Thomas Telford.¹⁷ The primary reason for the prolonged construction of the road was the decision of the company Directors and State Principal Engineer Claudius Crozet to take up the existing road and re-pave it using the new process invented in 1816 by John Loudoun McAdam. This new system of paving consisted of fine, broken pebble layers of uniform thickness packed by rolling and tamping, and in which each stone was weighed and measured to ensure cementation. On the 16th of June, 1824, on one of his first American

projects, Claudius Crozet, along with Major Jacob Morgan, finished his examination of the entire F & A Turnpike and designated the new eight-mile route from Buckland to Warrenton; thereafter the twenty-mile route from Fairfax Court-House to Buckland was referred to as the “old road”.¹⁸ By this time the whole road had been paved but was in need of repairs due to flooding and erosion. Crozet’s survey led him to suggest a new McAdam surfacing for the Turnpike, and on December 31, 1824, the General Assembly amended the act of incorporation of the company to require a road of 16.5 feet width, laid in the McAdam method, from Buckland to Warrenton.¹⁹

Starting in 1823, prior to the initiative to pave using the McAdam method, the F & A Turnpike Company received stock subscriptions from the Board of Public Works.²⁰ It is of note that in 1824, Hugh Smith, Director of the F & A Turnpike Company, is listed in the Prince William County Land Tax Books as owning 675 acres of taxable property, property which is identified simply as “Turnpike Road.” This land was valued at \$9.00/acre, with a sum of \$1500 added to the land value on account of new buildings.²¹ These buildings would not appear to be toll-houses, which had not yet been built, but may have included the Stagecoach Inn (demolished ca. 1935) at Buckland, thus suggesting the year of its construction on Lot 6. Further documentary and archaeological research will resolve this ambiguity.

At the end of 1825, in the F & A Turnpike Company Treasurer’s Report, Jacob Morgan notes that “there has also been a new and substantial stone bridge erected over an important water course, in the place of an old wooden one taken down,” and though he does not specify the location, most likely it was the stone bridge over Bull Run. By late 1826, four miles of the “new road” and over two miles of the “old road” had been taken up and laid in McAdam surfacing, and at this point one more toll collector was hired, making four toll keepers in total.²² The F & A Turnpike became the first road in Virginia to be paved using the McAdam method, and the third in the United States, after the Boonsborough Turnpike in Maryland and the National/Cumberland Road between Wheeling (then in Virginia) and Zanesville, Ohio.²³ In the Principal Engineer’s Examination of 1826, Crozet notes that the “old road [is] in very bad order, especially from the Little River Turnpike to Centreville,” because the capping stones

were too large. However, the 2.5-mile stretch of road extending from Buckland eastward, was the best portion of the entire turnpike, according to Crozet, and had a width of 20 feet instead of the 16.5-foot width of the "new road" from Buckland to Warrenton. This latter segment was in good condition, but Crozet suggested culverts to improve drainage, and notes that the bridge at Buckland was carried away "in a freshet; it will shortly be re-built." His report of 1826 is of further significance by including a discussion of the dimensions for the road required by the General Assembly and his disagreement over the positions of ditches and summer roads. Future archaeological investigations will illuminate the methods of construction and the extent to which Crozet and the F & A Turnpike Company altered these stipulated road specifications for width, thickness, paths, and ditch placement.²⁴

By the end of 1827, five additional miles of the "old road" had been "McAdamized," leaving fifteen miles of the eastern portion to be paved in the new method.²⁵ The cost of re-laying the road was \$2000/mile at this point, but within one year had increased to \$4200/mile.²⁶ The F & A Turnpike Company petitioned the General Assembly to authorize a public lottery to raise funds, a request that was granted in 1829 for an amount up to, but not exceeding \$30,000. By this time, the entire "new road" was re-paved, making a total distance of over twelve McAdam miles on the F & A Turnpike. Also by this time, a new line of mail coaches had been opened, with service along the F & A Turnpike through Buckland, where there was already an early inland post office, in operation from the years 1800 to 1907.²⁷ In 1829, the number of toll-collectors had risen to six, each located at a newly constructed toll-house, each gate located approximately five miles apart. The Turnpike had two side roads, each eleven feet wide, for summer use.²⁸ From the years 1830 to 1834, funds were continually unavailable and no progress was made on the McAdam renovation to the turnpike, leaving completion of the road until the late 1830s or 1840s, by which point, Board of Public Works Reports no longer include any significant discussions of the F & A Turnpike Company.²⁹ Documentation of the turnpike does not resume again until the Civil War, with the exception of fleeting mention in a few deeds for lots in the town.

Both the turnpike and the bridge at Buckland played a role in the Civil War. The foremost military

operation at Buckland was the Battle of Buckland Mills, which occurred on October 19, 1863. This cavalry engagement involved forces under the command of Union Generals Judson Kilpatrick, George Armstrong Custer, and Henry Davies, and Confederate Generals J.E.B. Stuart, Fitzhugh Lee, and Pierce Young, among others. This battle, part of the Bristoe Station campaign, would be one of the last Confederate cavalry victories in the war. The victory was made possible by Stuart's clever, false retreat and ambush of forces commanded by Kilpatrick and Davies along the turnpike from Buckland to Warrenton, and the capture by Young and Rosser of the Buckland Bridge from Custer, who had earlier fired on the town from the hills of Cerro Gordo. The sketch artist Alfred Waud was present at this battle and composed a detailed drawing of the town of Buckland (and Custer firing upon it) along Broad Run, with its Mill, Church, Tavern, shops, and houses standing much as they do today. Earlier in the war, during the Northern Virginia Campaign, Union forces under General Franz Sigel occupied Buckland Bridge, after repairing it from a Confederate attempt to burn the bridge, and made the location their strategic headquarters before the Second Battle of Manassas in late August 1862. Accounts from *The War of the Rebellion: a Compilation of the Official Records of the Union and Confederate Armies* (OR Series), by the United States War Department (1880-1901) contain detailed descriptions of even the most minor military activity that took place at Buckland throughout the period 1861-1865, and these records are augmented by unofficial accounts preserved in letters and diaries.

As early as 1870, petitions were being filed with Prince William County to replace the wooden bridge at Buckland with an iron bridge supported on the early stone abutments. Periodic flooding and attacks during the Civil War had damaged the wooden bridge, and so commissioners were appointed to advertise and oversee the construction of the new iron frame. Their applications, reports, orders, advertisements, and bids are contained in the Prince William County Courthouse Manuscripts Collection.³⁰ Contrary to Virginia Department of Transportation (VDOT) documentation, the iron truss bridge at Buckland was not in use during the Civil War, but instead was completed as a replacement for the stone and wooden-frame bridge around 1890.

The old bridge at Buckland was finally abandoned in 1927, when a concrete bridge was

built just to the north of the stone abutments, and the Turnpike itself was shifted northward, widened, and paved with asphalt by VDOT, though it continued to carry two lanes of traffic. At this point, the road was re-named U.S. Route 29, the name it retains today. In 1953, VDOT expanded Route 29 from two lanes to four, adding a pair of lanes to the north of the old road, separated by a grass median, and carried across Broad Run on a new concrete bridge. During this phase of construction, the full area of Town Lots 5, 14, 23, 31 and 32 were condemned, their buildings demolished, and their surfaces paved in asphalt. Several historic structures and parcels of land were destroyed by this construction project, but this remains the only ground area of the town's cultural landscape lost to modern development. The two 1927 lanes were converted to northbound lanes, and the bridge on this northbound segment was replaced in 1980 by VDOT. As mentioned above, the stone bridge abutments remain on either side of Broad Run just south of the northbound lanes of U.S. Route 29, and a 70-yard segment of the old Turnpike roadbed and right-of-way survives intact and amenable to archeological investigation and historic preservation. Such investigations will naturally interface with archeology of the Civil War activities at Buckland, as well as activities on adjacent town lots, such as Lot 6, which contains the site of the Stagecoach Inn.



FIGURE 12. Stone bridge abutment at Broad Run, Buckland. This abutment dates to the construction of a timber bridge across Broad Run in 1808, and later served as the support for an iron bridge built in 1890 and replaced in 1927. The road bed of the early turnpike survives for approximately 70 yards to the west of the abutment. Buckland Preservation Society, 2004.



FIGURE 13. The 1953 bridge at Buckland. This bridge was constructed to carry the new, southbound lanes of Route 29 when the highway was expanded from two lanes to four in 1953. Alfredo Maul for Buckland Preservation Society, 2005.

NOTES

¹ Scheel, Eugene (2005). "The Carolina Road" (Internet article – The History of Loudoun County, Virginia). <http://www.loudounhistory.org/history/carolina-road.htm>. Karnes, Debrae (1998). "The History of the Prince William County Waterfront." (Internet article – Division of Long Range Planning, Prince William County Planning Office). <http://www.co.prince-william.va.us/docLibrary/PDF/000586.pdf>.

² Broad Run Tract conveyance, Lord Fairfax to John Carter and Charles Carter (18 September 1724). Northern Neck Land Grants Book A, Page 70. Prince William County Courthouse Archives, Manassas, VA.

³ Love, Samuel (1775). Road Petition, for public road to Samuel Love's Mill from the Old Carolina Road. Road & Bridges File No. 1775-003, Fauquier County Courthouse, Warrenton, VA.

⁴ Report of surveyors (William Matthis, William Roach, and Henry Taylor) to Fauquier County February Court, 1779. Road & Bridges File No. 1775-003, Fauquier County Courthouse.

⁵ Petition to establish the town of Buckland (08 December 1797). General Assembly Legislative Petitions, 1776-1865, Prince William County, Box 210, Folder 52, Library of Virginia.

⁶ "An Act to Establish Several Towns" (15 January 1798). Virginia General Assembly Session Laws, 1794-1812, Chapter LXIX (1798), p. 33, Library of Virginia.

⁷ Brown, C. Allan (2004). "Buckland Cultural Landscape Map." Gainesville, VA: Buckland Preservation Society.

Blake, David William (2004). "Forty-eight lot plan of the town of Buckland (Map based on primary sources)." Gainesville, VA: Buckland Preservation Society.

⁸ Order to build two bridges, of wooden frame with stone abutments, over Broad Run and Cedar Run (01 October 1804). Prince William County Order Book 1, pp. 22-24. Prince William County Courthouse.

⁹ Order to compensate creditors (08 October 1805). Prince William County Order Book, 8 October 1805, pp. 264. Prince William County Courthouse.

¹⁰ Virginia Department of Transportation (2005), "Recorded Historic Properties Near the VDOT Project Area," Route 15 SBL Deck Replacement Project (Bridge No. 015-076-1027). This brief, attached to a letter addressed to the Buckland Preservation Society, describes four historic properties in the area of the VDOT bridge deck replacement project. These resources, as recorded by the Virginia Department of Historic Resources, are the Buckland Historic District (076-0313), Buckland Mills Battlefield (030-5152), Stone Abutments on Broad Run (076-5121), and the 1953 VDOT Bridge over Broad Run (076-5120).

¹¹ An Act Incorporating a Company to Establish a Turnpike from the Little River Turnpike Road, to Fauquier Court House (27 January 1808). Virginia General Assembly Session Laws, 1794-1812, Chapter XXVII (1808), pp. 29-35, Library of Virginia.

¹² Blake, David William (2004). "Forty-eight lot plan of the town of Buckland (Map based on primary sources)." Gainesville, VA: Buckland Preservation Society.

¹³ Agreement, George Britton and Directors of Fauquier and Alexandria Turnpike Company (30 Dec 1812), 4 pp.. Virginia Historical Society Manuscripts: Richmond.

¹⁴ Account book of George Britton, 1813-1818. Virginia Historical Society Manuscripts: Richmond. George Britton's account book

contains records of business transactions, including work done on the Broad Run Bridge at Buckland, 15 September 1813 and 9 August 1814, and the sale of whiskey produced in the Buckland Distillery.

¹⁵ Tolls were collected on the Fauquier and Alexandria Turnpike starting in 1823, when on January 7th the Virginia General Assembly authorized toll collection on the road (Virginia General Assembly Session Laws microfilm, Library of Virginia). The earliest specific documentary reference to toll collectors is contained in the 1826 Treasurer's Report of the Fauquier and Alexandria Turnpike Company, in which Treasurer Jacob Morgan notes that the number of toll collectors increased by one, to make four total. Morgan, Jacob. 31 October 1826, Return of the state of the Fauquier and Alexandria Turnpike Company, from 1 Nov 1825, to 1 Nov 1826. Library of Virginia Microfilm Series 372, *Annual Reports of the Virginia Board of Public Works, 1816-1845*. (Thomas Ritchie and Shepherd and Pollard: Richmond, 1816-1845.)

¹⁶ Love, George (03 August 1820). County map of northern Virginia, annexed to petitions for the formation of a new county. General Assembly Legislative Petitions, 1776-1865, Box 73, Folder 8, Library of Virginia.

¹⁷ An Act Respecting the Fauquier and Alexandria Turnpike Company, 27 February 1822. Eighth Annual Report of the Board of Public Works, Library of Virginia Microfilm Series 372, *Annual Reports of the Virginia Board of Public Works, 1816-1845*. "McAdam Roads: A Product of the Revolution." From Howard Newton, Jr., Nathaniel Mason Pawlett, et al, *Backsight*, (Richmond: Virginia Department of Highways and Transportation, 1985, pp. 69-70).

¹⁸ Crozet, Claudius (20 Dec 1824). Principal Engineer's Examination, Fauquier and Alexandria Turnpike. Ninth Annual Report of the Board of Public Works, Library of Virginia Microfilm Series 372, *Annual Reports of the Virginia Board of Public Works, 1816-1845*.

¹⁹ Amendatory Act, to An Act Incorporating a Company to Establish a Turnpike from the Little River Turnpike Road, to Fauquier Court House (31 December 1824). Ninth Annual Report of the Board of Public Works, Library of Virginia Microfilm Series 372, *Annual Reports of the Virginia Board of Public Works, 1816-1845*.

²⁰ An Act, Authorising the Board of Public Works to subscribe for three hundred shares of the stock of the Fauquier and Alexandria turnpike company, and for other purposes (13 Jan 1823). Eighth Annual Report of the Board of Public Works, Library of Virginia Microfilm Series 372.

²¹ Prince William County Land Tax Books, 1782-1861 (Microfilm). Bull Run Regional Library, Manassas, VA.

²² Morgan, Jacob (31 October 1826). Return of the state of the Fauquier and Alexandria Turnpike Company, from 1 Nov 1825, to 1 Nov 1826. Library of Virginia Microfilm Series 372, *Annual Reports of the Virginia Board of Public Works, 1816-1845*.

²³ "McAdam Roads: A Product of the Revolution," Howard Newton, Jr., et al, *Backsight*, pp. 69-70).

²⁴ Crozet, Claudius (1826). Principal Engineer's Examination, Fauquier and Alexandria Turnpike. Tenth Annual Report of the Board of Public Works, Library of Virginia Microfilm Series 372, *Annual Reports of the Virginia Board of Public Works, 1816-1845*.

²⁵ Morgan, Jacob (8 December 1827). Return of the state of the Fauquier and Alexandria Turnpike Company. Eleventh Annual Report of the Board of Public Works, Library of Virginia Microfilm

Series 372, *Annual Reports of the Virginia Board of Public Works, 1816-1845*.

²⁶ Smith, Hugh (29 November 1828). Return of the state of the Fauquier and Alexandria Turnpike Company. Twelfth Annual Report of the Board of Public Works, Library of Virginia Microfilm Series 372, *Annual Reports of the Virginia Board of Public Works, 1816-1845*.

²⁷ Advertisement, "New Line of Mail Coaches." *Alexandria Gazette* Volume III, Number 535, p. 4 (16 March 1827). Bull Run Regional Library Microfilm: Manassas, VA. Record of United States Post Offices, National Archives and Records Administration, Washington D.C.

²⁸ An Act authorizing a Lottery to improve the Fauquier and Alexandria Turnpike (31 February 1829). Thirteenth Annual Report of the Board of Public Works, Library of Virginia Microfilm Series 372, *Annual Reports of the Virginia Board of Public Works, 1816-1845*. Morgan, Jacob (2 December 1829). Return of the state of the Fauquier and Alexandria Turnpike Company. Thirteenth Annual Report of the Board of Public Works.

²⁹ Fifteenth through Nineteenth Annual Reports of the Board of Public Works (1830-1834), Library of Virginia Microfilm Series 372, *Annual Reports of the Virginia Board of Public Works, 1816-1845*.

³⁰ Manuscripts Collection, Prince William County Courthouse, Loose Papers Box 1, Bundle 11; Box 2, Bundle 10; and Box 2, Bundle 6.

ARCHAEOLOGY OF BUCKLAND TOWN AND BUCKLAND FARM: Significance
William M. Kelso

There can be no doubt that Buckland, Virginia constitutes an extraordinarily complete time capsule. Archaeologically, it is a best-case scenario in that the sites of an evolving "agri-stocracy" and a supporting industrial village lie layered together in time, basically undisturbed by post-Civil War development. So often, American historical sites, if they survive at all, are only rich in single elements of the past: standing buildings, documentary accounts, landscapes or archaeology. Together, as Colonial Williamsburg so clearly demonstrates, when all these elements survive and can come into play through professional research, it is possible to approach reconstruction of the past to a remarkable degree. Proper preservation and interdisciplinary study of Buckland's archaeology is almost certainly assured of success at that level.

There is clear evidence from accumulated strata within the Buckland Town site that, with carefully designed excavation, there is every possibility of meaningfully adding vivid three-dimensions to the rich documentary record of its lots and unusual survivals of its buildings. Indeed, we know that in the town there exist archaeological "eras" that promise to produce evolving artifacts that are encased in clearly understandable associations with standing buildings or foundations of known events and chronology. For example, evidence of the processes and products of distilling, blacksmithing, tanning, milling, and saddle-making will clearly be buried there in association with related architectural remains. Artifacts "fall out" from the taverns and stores almost certainly exist there, the recovery of which promise to enrich the understanding of Buckland commerce even more. In fact, even the modern roadway must cover surviving stratified artifacts reflective of developing technology in transportation, from timbers to early McAdam paving to innovative bridges. So, landscape, buildings, documents and artifacts together present unusually complete windows onto Buckland as "place." But even more importantly, the same evidence will testify to the lives of the people of Buckland as they became "small-town" Americans: rich, poor, enslaved and free. As well, the archaeological remnants of Civil War occupation would significantly add the reality of artifacts to the telling the story of Buckland Town as a pivotal location in key Northern Virginia engagements.

Buckland Farm is a slightly different but of equal archaeological potential. Its unique value lies in its horizontal archaeological remains. These will likely offer the opportunity to sort out the changing use of space through time as the southern plantation transforms itself into a scientific experimental farm and an equestrian center. Archaeology would define the arrangement and changing sites of outbuildings surrounding the main house, its gardens and workspaces. This would in turn offer the means to eventually compare Buckland Farm design and change with the now advanced archaeological studies of its Federal Period contemporaries especially at Thomas Jefferson's Monticello and Poplar Forest, and Washington's Mount Vernon.

Wmk 5/4/04

MARY WASHINGTON COLLEGE

DEPARTMENT OF HISTORY AND AMERICAN STUDIES

6 May 2004

David William Blake
Buckland Farm
6342 Pleasant Colony Lane
Warrenton, Virginia 20187

Dear David,

End-of-semester thesis defenses will, regrettably, keep me here in Fredericksburg tomorrow and away from what I know will be an exciting meeting that will affirm some of the goals you have already set for Buckland, but Elizabeth Kostelny has been good enough to convey, via this letter, my thoughts about Buckland's historical and archaeological significance that I hope may be of some help to you.

You have identified, and have now drawn serious attention for the first time, to what is, in my thinking, one of the most important but least well understood chapters in Virginia history. The pastures which surround your house, and, as you know, the remarkable cluster of historic buildings that survive at Buckland, hold the story of a history that we leap over, the decades framed on one side by the American Revolution and on the other by America's Civil War. These were decades of growth, economic and demographic, and of significant entrepreneurial activity as Virginia and the new nation embraced the possibilities of a future the Revolution had secured for them.

There is, as far as I know, no place quite like Buckland. That is not because there were no other places like it. There were scores, but they were long ago overwhelmed by neglect or growth, and, as a result, Buckland is a unique portal into a time and activities that gave shape to what Alexis de Tocqueville and other observers saw as America's singular capacity for entrepreneurial success. We celebrate that aspect of our past, but we have not often studied it, and seldom well. Buckland, with its remarkable tavern, mills, and houses, and with what I understand from you is a wealth of surviving historical material, could, and should, become the center for an important re-evaluation of how Virginia, and how by extension, the new nation, embraced and shaped a future made possible by republican government. There is at Buckland an opportunity as well to watch the visions that Thomas Jefferson and Alexander Hamilton had for the nation play out over the period from the town's founding to about 1840, what I take to have been the town's heyday.

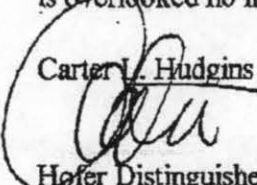
There are other important histories enmeshed in the surviving historical structures and places that you have identified, and I look forward to providing whatever help I can. There are, as you know, bright students here at Mary Washington College who pursue

Hudgins to Blake
6 May 2004
Page two

significant research projects during their studies with us. I can think of no better topic to which I should direct history majors than to researching this not very well known but very significant story. I know too that I would welcome an opportunity to revive a summer course that has lain dormant for several years through which historic preservation students here document and analyze vernacular buildings. There is no better laboratory for them and no better place at which they can make a truly significant addition to what we know about Virginia in the early national period than Buckland.

You have my sincere thanks and my appreciation for you efforts to insure that Buckland is overlooked no more,

Carter L. Hudgins


Hofer Distinguished Professor
Department of History and American Studies
Mary Washington College

Buckland Historic Transportation Landscape
Transportation Enhancement Application - Attachment A

Project Resources

This Transportation Enhancement project is not a continuation of an existing project, though the proposed activities correspond with the broader goals of The Buckland Preservation Society, a non-profit organization made up of local landowners, interested citizens, and scholars who are dedicated to using the latest technology and interdisciplinary research to preserve and interpret the historic landscape of Buckland for the public. Matching funds have been secured from the National Park Service to conduct architectural, archaeological, and documentary research on many aspects of the town's history and surviving buildings and features. Support for ongoing research at Buckland has been strong from numerous sources (local, county, state, federal, and private) and this support extends to the proposed Transportation Enhancement project. There has previously not been assembled such a broad coalition of preservation organizations in the United States willing to support and take part in the preservation of one site. The Buckland Preservation society and the property owners are willing to place permanent protective easements over this land, in order to thoroughly preserve and study Buckland. We have the support of the following groups and individuals, most of whom have prepared formal statements about Buckland's significance:

- 1.) The Prince William County School System has made Buckland a central part of their history curriculum, involving students with ongoing, hands-on research and field trips to Buckland. Buckland represents the only historic overlay district in the county, and is recognized by the Prince William Historical Commission and School System as the only local place where students can visit and learn about the antebellum period in Virginia and the United States. They have applied for The History Channel's *Save Our History* grant for \$10,000.00 so that teachers and children may collaborate in the historical and archaeological research at Buckland. The project manager, Dave McConahan, is making application with Robin Meyering, Jim Bishe and Scott Kerns. This grant will be submitted on 21 October.
- 2.) Formal assessments of the Buckland buildings are being made by the most respected Architectural Historians in the United States: Edward Chappell, Senior Architectural Curator, Colonial Williamsburg Foundation; William Graham, Architectural Curator, CWF; Orlando Ridout V, Senior Architectural Historian, Maryland Historical Trust. They have concluded that the 17 buildings/structures are of the 18th and/or early 19th century. Mr. Graham has stated "One of the most important things about Buckland is the landscape that is so fragmentary elsewhere. One of our problems at Williamsburg is that these landscapes were created or recreated in the last century, largely when people were not so interested in the relationship between the parts. The fall line towns of the same period, Alexandria, Fredericksburg, Staunton, etc., wiped out the early part of their history. Their success caused them to grow beyond it. The lack of progress at Buckland preserved its earliest buildings and one of the reasons we have something at Williamsburg is because it stagnated, too. However, the survival rate of traditional building landscape at Buckland is much better than what we have at Williamsburg."

Alfredo Maul, of the Montpelier Foundation, will create an electronic database of the architectural research, and has offered his assistance with making the Buckland web-site interactive and visually dynamic. Mr. Maul has designed and created the most advanced virtual web-site that has been made for any historic building, at James Madison's Montpelier. The work of Mrs. Ridout, Graham, and Maul is being supported by a generous grant from the National Park Service *Save America's Treasures* Grant Program.

- 3.) The Virginia Department of Historic Resources has approved the Buckland Historic District for the National Register of Historic Places. It has also approved an expanded Historic District (Fig. 78), that includes more than 1,000 acres surrounding the existing Historic District, as eligible for the National Register. The formal reports that are being prepared about the landscape, archaeology, structures, town, and the Civil War Battlefield will be submitted with the final National Register nomination. The DHR has additionally supported the BPS with two generous grants.
- 4.) The Association for the Preservation of Virginia Antiquities (APVA) has agreed to develop a long-range plan for the preservation of Buckland. This plan will include the formation of a Buckland Preservation Society Advisory Board that will guide this project with the most advanced inter-disciplinary methods of study, technology, appropriate scholars and representatives from other preservation organizations. They have further committed to use their revolving fund to assist in preserving Buckland. Elizabeth Kostelny, Executive Director of the APVA, has written "Buckland has the potential of becoming a world-class historic site." We are pleased to have their substantial support and guidance.
- 5.) Richard Moe, The President of the National Trust for Historic Preservation, has endorsed the efforts of the Buckland Preservation Society and has asked that we make application for their 11 Most Endangered Sites list for 2005. He has further agreed to assist the Buckland project by allowing Robert Neweig, the Southern Field Officer of the National Trust, to serve on our Advisory Board. Mr. Moe has agreed to write a series of articles about the efforts of the BPS to preserve Buckland in *Preservation News*. He has stated that the coalitions of public/private partnership that we have established will change the direction of preservation in the U.S.
- 6.) The Civil War Preservation Trust has agreed to support the preservation of the "Buckland Races Battlefield" by offering one of its Board Members for the BPS Advisory Board to represent the Civil War aspects of the site. Buckland has been included in the CWPT's 25 Most Endangered Battlefields list for 2005. The American Battlefield Protection Program has kindly agreed to fund archaeological surveys that will define the boundaries of the battlefield and uncover more detailed information about the regiment movements and other military events that took place at Buckland during the Civil War.
- 7.) The Cultural Landscape Foundation of America has selected Buckland as the 4th Most Endangered Cultural Landscape in the United States. This designation was announced in October 2004 on their website at the following address:
<http://www.tclf.org/landslide/2004/buckland/index.htm>.

10.) An online, public web-site is being created for the assemblage of the massive amount of historical data/records that have survived at Buckland. The existing documents and historic images that have been found to date are being digitally archived by Stephen Fonzo, GIS Specialist and Archaeologist for the Buckland Preservation Society. Mr. Fonzo is overseeing construction of the Buckland VA web-site. The Buckland web-site will focus not just on one building but, rather the entire village of Buckland, its evolution, historical record, and cultural significance as a community and center of industry and commerce. This web-site will eventually include the on-going research of Dr. William Kelso, Dr. Carter Hudgins, C. Allan Brown, William Graham, Edward Chappell, Orlando Ridout V, Alfredo Maul, Stephen Fonzo and many others who have expressed interest and offered valuable insight.

HISTORICAL COMMISSION RESOLUTION

MOTION: YANKEY

**October 11, 2005
Regular Meeting
Res. No. 05-046**

SECOND: BURGESS

**RE: ENDORSE THE SUBMISSION OF AN APPLICATION FOR A
COMMONWEALTH OF VIRGINIA TRANSPORTATION
ENHANCEMENT PROGRAM GRANT BY THE BUCKLAND
PRESERVATION SOCIETY**

ACTION: APPROVED

WHEREAS, the Prince William County Historical Commission seeks to identify, preserve, protect and promote historic sites and structures throughout Prince William County; and

WHEREAS, the Buckland Preservation Society has appeared before the Prince William County Historical Commission on several occasions and outlined plans for research on and enhancements to the Buckland Historic area; and

WHEREAS, the grant request will fund archaeological research, repair and restoration of historic transportation structures, and the creation of interpretive pedestrian trails, signs, and vehicle pull-offs along Route 29 and within the Buckland Historic District and Buckland Mills Battlefield; and

WHEREAS, these improvements would provide additional information about and much needed public access to the Buckland Historic District and Buckland Mills Battlefield; and

WHEREAS, the Prince William County Historical Commission believes that the identification, preservation, protection and promotion of historic sites and structures throughout Prince William County is well served by this action;

NOW, THEREFORE, BE IT RESOLVED, that the Prince William County Historical Commission does hereby endorse the submission of an application for a Commonwealth of Virginia Transportation Enhancement Program Grant by the Buckland Preservation Society.

Votes:

Approved by acclamation

Absent from Vote: None

Absent from Meeting: Brown, Jones

MOTION CARRIED

CERTIFIED COPY

Secretary to the Commission



COUNTY OF PRINCE WILLIAM

1 County Complex Court, Prince William, Virginia 22192-9201
(703) 792-6830 Metro 631-1703, Ext. 6830 FAX (703) 792-4758
Internet www.pwcgov.org



HISTORICAL COMMISSION

October 13, 2005

Mr. Michael A. Estes
Local Assistance Division
Virginia Department of Transportation
1401 East Broad Street
Richmond, VA 23219

Dear Mr. Estes:

The Prince William County Historical Commission offers its support for a grant to be awarded to the Buckland Preservation Society.

Buckland is the only local historic overlay district in Prince William County. The 19-acre Buckland Historic District is located on both sides of Route 29 near the Fauquier County border. The town of Buckland was established in 1798 as the first inland town in the County. It is significant both historically and architecturally and is representative of the small, mill-oriented communities that characterized much of the region from this date to the mid-nineteenth century. The district's focal point is a grist mill which was constructed in 1899 and is believed to be the third mill constructed on this site. The mill is surrounded by a dozen buildings dating from the mid to the late 19th century, now almost all residential, which once served a variety of commercial uses for the community. Buckland was also significant for its prominent position as a wagon stop on the main east-west road between Alexandria and Warrenton and was visited by Lafayette on his farewell tour of the United States in 1824.

The grant request includes archaeological research, repair and restoration of historic transportation structures, and the creation of interpretive pedestrian trails, signs, and vehicle pull-offs along Route 29 and within the Buckland Historic District and Buckland Mills Battlefield. These improvements would provide much needed public access to these historic sites.

Thank you for considering this request.

Sincerely,

Betty Duley, Chairman
Prince William County Historical Commission

MOTION: COVINGTON

October 18, 2005

SECOND: CADDIGAN

Regular Meeting

Res. No. 05-932

**RE: ENDORSEMENT OF PRINCE WILLIAM COUNTY'S TEA-21
TRANSPORTATION ENHANCEMENT PROGRAM PROJECTS FOR
2006**

ACTION: APPROVED

WHEREAS, Federal funds under the Transportation Equity Act for the 21st Century (TEA-21) were made available for reimbursement of Transportation Enhancement projects; and

WHEREAS, Prince William County is required to submit to the Virginia Department of Transportation a list of projects to be included in the Commonwealth's Transportation Enhancement Program; and

WHEREAS, the following eight County, Town and Non-Profit sponsored projects have been submitted for consideration:

1. **Brentsville Courthouse Restoration** - The restoration project is sponsored by the Brentsville Historic Centre Trust, which thus far has been awarded \$575,000 in TEA-21 funding since FY99. It is a multi-year phased project to restore and develop the Brentsville Courthouse complex. This year's application for \$500,000 would fund commencement of the restoration of the Brentsville Jail and log cabin as well as completing the restoration of the Courthouse and Brentsville Union Church.
2. **Ben Lomond Manor House** - The Ben Lomond Manor House and Outbuildings Preservation and Restoration Project is sponsored by Prince William County. This project was awarded \$32,000 in TEA-21 funds in 2002. This year's application for \$175,000 will continue funding for Phase III of the project. This Phase will continue landscaping and site improvements.
3. **Haymarket - Washington Street Improvements Project** - The Town of Haymarket is sponsoring this project which is a follow-on proposal to the TEA-21, 1996-2005 award total of \$1,180,000. Construction of Phase IA and II of the Washington Street Improvements project, initially approved for funding in 1996, entails a phased widening of existing two-lane Route 55 (Washington Street). Phase II is completed. This year's application for \$500,000 is for engineering and construction costs for Phase IA, which includes improvements along both sides of the 975 feet of Washington Street from Madison Street to Haymarket Baptist Church.

4. **Quantico Streetscape Enhancement Project** - The Town of Quantico is sponsoring this project. This is a follow-on proposal to the 2001-2004 award total of \$425,000 to complete streetscape improvements along the first block of Potomac Avenue. The 2006 grant application for \$420,000 is to complete Phase I of the work.
5. **Rippon Lodge Project** - The Rippon Lodge project is sponsored by the County. This is a follow-on proposal to the 2002 award of \$50,000 and 2005 award of \$25,000 for design, stabilization and site improvements for the historic complex. This year's application will request \$275,000 to continue funding the parking and landscaping project.
6. **Beverly Mill Restoration** - Turn The Mill Around Campaign is a non-profit organization working to restore Beverly Mill (also known as Chapman's Mill) in Broad Run on the PWC/Fauquier County line. They are applying for \$300,000 in TEA-21 funding for the final phases of the restoration of the mill walls and site development necessary to open the facility to the public. Plans include ADA compliant wooden walkways around the outside milling areas, interpretive signage, and safety fencing.
7. **USMC Heritage Center** - The United State Marine Corp will be seeking funds for bike trails and pedestrian pathways in conjunction with the development of the Heritage Center Museum.
8. **Buckland Preservation Society** - The grant request will fund archaeological research, repair, and restoration of historic transportation structures, and the creation of interpretative pedestrian trails, signs, and vehicle pull-offs along Route 29 and within the Buckland Historic District and Buckland Mills Battlefield.

WHEREAS, a public hearing was authorized on October 4, 2005 and held on October 18, 2005 to allow citizen input and comment on this project;

NOW, THEREFORE, BE IT RESOLVED that the Prince William Board of County Supervisors does hereby endorse the eight TEA-21 Transportation Enhancement Program project applications, and requests the Commonwealth Transportation Board to favorably consider them.

October 18, 2005
Regular Meeting
Res. No. 05-932
Page Three

Votes:

Ayes: Barg, Caddigan, Connaughton, Covington, Jenkins, Nohe, Stewart, Stirrup

Nays: None

Absent from Vote: None

Absent from Meeting: None

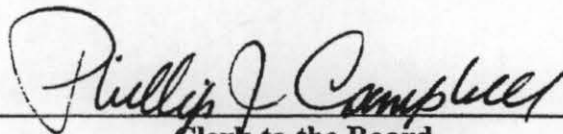
For information:

County Attorney

Director of Public Works

Transportation Division Chief

CERTIFIED COPY


Clerk to the Board

BOARD OF COUNTY SUPERVISORS' RESOLUTION

MOTION:

**October 18, 2005
Regular Meeting
Res. No.**

SECOND:

**RE: ENDORSE THE SUBMISSION OF AN APPLICATION FOR A
COMMONWEALTH OF VIRGINIA TRANSPORTATION
ENHANCEMENT PROGRAM GRANT BY THE BUCKLAND
PRESERVATION SOCIETY**

ACTION:

WHEREAS, the Prince William County Board of Supervisors seeks to identify, preserve, protect and promote historic sites and structures throughout Prince William County; and

WHEREAS, the Buckland Preservation Society is working to uncover and preserve the significant remains of a rare Virginia antebellum industrial town and has collaborated with the National Trust for Historic Preservation, Journey Through Hallowed Ground, the National Park Service and noted researchers like Dr. William Kelso, Chief Archaeologist for the Association for the Protection of Virginia Antiquities and for the Jamestown Rediscovery project to outline plans for research on and enhancements to the Buckland Historic area; and

WHEREAS, the Buckland Preservation Society would like to independently apply for a Transportation Enhancement grant to fund archaeological research, repair and restoration of historic transportation structures, and the creation of interpretive pedestrian trails, signs, and vehicle pull-offs along Route 29 and within the Buckland Historic District and Buckland Mills Battlefield; and

WHEREAS, the Prince William County Historical Commission has endorsed this proposal and believes that the identification, preservation, protection and promotion of historic sites and structures throughout Prince William County is well served by this action; and

WHEREAS, the Buckland Preservation Society's TEA-21 grant application to conduct archaeological research, repair and restore historic transportation trails and improve public accessibility to the historic town, and;

WHEREAS the grant requirements include a local government endorsement of the application; and

WHEREAS, the Prince William County government will not be required to match any funds awarded, or to hold a public hearing on this request, as the grant proposes to meet the match using grants the Buckland Preservation Society obtained from the National Park Service "Save America's Treasures" and National Park Service American Battlefield programs; and

WHEREAS, these improvements would provide additional information about and much needed public access to the Buckland Historic District and Buckland Mills Battlefield; and

NOW, THEREFORE, BE IT RESOLVED, that the Prince William County Board of Supervisors does hereby endorse the submission of an application for a Commonwealth of Virginia Transportation Enhancement Program Grant by the Buckland Preservation Society.

Votes:

Approved by acclamation

Absent from Vote:

Absent from Meeting:

MOTION CARRIED

CERTIFIED COPY

CLERK TO THE BOARD

12 October 2005

David Blake
8230 Buckland Mill Rd
Gainesville, VA 20155


Dear Mr. Blake,

It is our understanding that you are working on an application to fund a project to study transportation venues relating to the historic district of Buckland. We are excited about the prospect of an archaeological study being done of the Fauquier and Alexandria Turnpike and related sites, and work on the historic bridge abutments on Broad Run with historical reconstruction of the turnpike roadbed. This research is valuable not only to our school children in Prince William County, but to children and adults throughout our county and abroad with an interest in colonial, Civil War- era, and antebellum American village life. It is valuable from an educational, historic preservation, and even a recreational standpoint for students, archaeologists, Civil War buffs, historians, historic architects, and tourists.

It would of course be our hope that the results of this study would also further support the preservation and protection of this truly historic village from ever-encroaching development in the surrounding area.

We so very much appreciate the work you are doing. Please know that you have our full support, and that we will be glad to do whatever we can to help you in any way.

Sincerely,



Leslie and Ed Nittiskie
8104 Buckland Mill Rd
Gainesville, VA 20155



PRINCE WILLIAM COUNTY, VIRGINIA
BOARD OF COUNTY SUPERVISORS

AGENDA

Board Chamber, One County Complex Court
Prince William, Virginia 22192

HON. SEAN T. CONNAUGHTON, CHAIRMAN
HON. MAUREEN S. CADDIGAN, VICE CHAIRMAN
HON. HILDA M. BARG
HON. W. S. WALLY COVINGTON III
HON. JOHN D. JENKINS
HON. MARTIN E. NOHE
HON. COREY A. STEWART
HON. JOHN T. STIRRUP

October 18, 2005

1. Pledge of Allegiance 2:00 P.M.
2. Invocation
Pastor John Reid, Victory Family Outreach Ministries,
Woodbridge
3. Approval of Minutes
 - A. RES - Approve - October 4, 2005 Minutes
 - B. RES - Approve - October 11, 2005 Minutes
4. Consent Agenda
 - A. RES - Commend - Congressman Tom Davis - Occoquan River Dredging Project - Chairman Connaughton
 - B. RES - Commend/Resignation - Jewel Simmons - Human Rights Commission - Supervisor Covington
 - C. RES - Commend - Dumfries-Triangle-Quantico Baseball - Supervisor Caddigan
 - D. RES - Commend/Retirement - Patricia A. Hoover - Circuit Court - Cleil W. Fitzwater - Office of Executive Management
 - E. RES - Commend/Retirement - Mark T. Fine - Police Department - Cleil W. Fitzwater - Office of Executive Management
 - F. RES - Commend/Retirement - Charles A. Feldbush - Police Department - Cleil W. Fitzwater - Office of Executive Management
 - G. RES - Transfer - Funds Within the Project Budget OCA and Approve Contract Modification Number Seven in the Amount of \$70,502 to Moseley Architects for Architectural and Engineering Services at the Western District Police Station - **Brentsville Magisterial District** - Lou Ann Purkins - Public Works Department
 - H. RES - Approve - Fire and Rescue Lease Agreement for 8488 Kao Circle, Manassas - Martha Lueking - Public Works Department
 - I. RES - Authorize - Street Name Change - Rename the Disconnected Portion of Ashley's Park Lane to Maple Branch Lane - **Gainesville Magisterial District** - Masood Noorbakhsh - Office of Information Technology

4. Consent Agenda (Continued)

- J. RES - Authorize - Street Name Changes - Rename the Disconnected Portion of Linton Hall Road Which Lies West of Sudley Manor Drive to Devlins Grove Place and the Disconnected Portion of Linton Hall Road Which Lies East of Sudley Manor Drive to Braemar Village Plaza - **Gainesville Magisterial District** - Masood Noorbakhsh - Office Of Information Technology
- K. RES - Authorize - Street Name Change - Rename the Disconnected Portion of Spriggs Road to Forest Park Drive - **Coles Magisterial District** - Masood Noorbakhsh - Office of Information Technology

5. Citizens' Time

6. County Executive

- A. RES - Authorize - Public Hearing to Consider the Financing of Road Construction Through the Virginia Resources Authority - Christopher Martino - Finance Department
- B. - Presentation - Funding for Community Organizations - David Tyeryar - Office of Executive Management

7. County Attorney

- A. RES - Authorize - Closed Meeting

8. Public Hearings

2:00 P.M.

- A. ORD - Approve Changes to Boundaries, Polling Places, and Names for the Bull Run, Catharpin, Evergreen, Haymarket, Plantation, Stonewall, Westgate, Tyler, Bristow Run, Linton Hall, Jackson, Coles, Purcell, Rippon, Featherstone, and River Oaks Precincts - Dana Fenton - Office Of Executive Management
- B. RES - Endorse - Prince William County's TEA-21 Transportation Enhancement Program Projects for 2006 - Tom Blaser - Public Works Department
- C. RES - Budget and Appropriate \$400,000 from the Solid Waste Enterprise Fund Retained Earnings/Parks Development Reserve to Renovate Two Baseball Fields Located at the Landfill - **Coles Magisterial District** - Robert Wilson - Public Works Department and Jay Ellington - Park Authority
- D. RES - Transfer, Budget and Appropriate \$84,000 from Development Fee Reserve for the Purchase of Additional Vehicles for Construction Inspectors - Robert Wilson - Public Works Department
- E. RES - Budget and Appropriate \$442,378 from Remote Access User Fee Fund Balance - David Mabie - Circuit Court

8. Public Hearings (Continued)

- F. RES - Accept, Budget, and Appropriate \$75,636 in Additional Virginia Department of Criminal Justice Services Fiscal Year 2006 Grant Award Funds to Establish a Full-Time Probation/Pretrial Supervision Officer and Expand Programming Activities; Eliminate a Full-Time Post-Trial Supervision Technician Position (Grade 11/Step 1) and Re-establish as a Part-Time Probation/Pretrial Supervision Officer; and Eliminate Four Part-Time Pretrial Interviewer/Investigator Positions and Re-establish as a Full-Time Pretrial Interviewer/Investigator Position - Ralph Thomas - Office of Criminal Justice Services
- G. RES - Ratify Grant Application and Accept, Budget and Appropriate \$675 in Grant Funds from Wal-Mart's Safe Neighborhood Heroes for the Sheriff's Office FY 2006 Budget - Glen Hill - Sheriff's Office

9. Work Session

- A. - Potomac Communities-North Woodbridge Master Zoning Plan - Pat Thomas - Planning Office

10. Supervisors' Time

- A. RES - Appoint - James M. Cumming of 13509 Ryton Ridge Lane, Gainesville; and James Carter Wiley of 2819 Zulla Road, The Plains, as Regular General At-Large Representatives to the Heritage Hunt Commercial Community Development Authority - Supervisor Stirrup
- B. RES - Appoint - Richard R. Berry of 4192 Padgett Drive, Haymarket, as the Regular **Gainesville Magisterial District** Representative to the Park Authority - Supervisor Stirrup
- C. RES - Appoint - Freddie C. Fuller, II of 14792 Darbydale Avenue, Woodbridge, as the Regular **Neabsco Magisterial District** Representative to the Transportation Advisory Board - Supervisor Jenkins
- D. RES - Approve - Designation of Voting Delegate and Alternate Voting Delegate for Annual Business Meeting of the Virginia Association of Counties - Chairman Connaughton
- E. RES - Approve - Donation of \$300 from FY06 **Occoquan Magisterial District** Funds to Project Mend-A-House - Supervisor Stewart
- F. RES - Approve - Donation of \$100 from **Brentsville Magisterial District** Funds to Project Mend-A-House - Supervisor Covington
- G. RES - Approve - Donation of \$100 from **Coles Magisterial District** Funds to Project Mend-A-House - Supervisor Covington

10. Supervisors' Time (Continued)

- H. RES - Approve - Donation of \$100 from **Dumfries Magisterial District** Funds to Project Mend-A-House - Supervisor Caddigan
- I. RES - Approve - Donation of \$500 from **Woodbridge Magisterial District** Funds to Project Mend-A-House - Supervisor Barg
- J. RES - Approve - Donation of \$200 from **Woodbridge Magisterial District** Funds to the ARC Circle of Support - Supervisor Barg

11. Closed Meeting

12. Citizens' Time

7:30 P.M.

13. Public Hearings

- A. ORD - Special Use Permit, PLN2005-00213, Long John Silver/A&W - To Allow a Drive-Through Window Associated with a By-Right Restaurant, Located on the North Side of Gideon Drive, +/-650 Feet Northwest of Its Intersection with Smoketown Road, and Identified as GPIN 8291-68-7846. The Site is +/-0.75 Acres, Zoned B-1, General Business, and is Designated Regional Commercial Center in the Comprehensive Plan - **Occoquan Magisterial District** - Fran Burnszynski - Planning Office
- B. ORD - Special Use Permit, PLN2005-00300, Minnieland @ Ashland - To Allow a Child Care Facility for Maximum Enrollment of 220 Children. The Site is Located at the South Side of Assateague Place, +/-250 Feet West of Its Intersection with Carrs Brooke Way, and is Identified as GPIN 8090-48-1017. The Site is Zoned R-6 and is Designated Suburban Residential Low in the Comprehensive Plan - **Dumfries Magisterial District** - Sid Rahnavard - Planning Office
- C. ORD - Rezoning, PLN2004-00051, Carolina Manor - To Rezone +/-62.10 Acres from A-1, Agricultural, to R-4, Suburban Residential, to Develop a Maximum of 117 Single-Family Dwelling Units. The Site is in the Route 29 HCOD and Located on the East Side of Old Carolina Road and the North Side of Lee Highway, at Its Intersection with Thoroughfare Road. It is Identified as GPINs 7297-62-5865 and 7297-63-0136, and is Classified Suburban Residential Low and Environmental Resource in the Comprehensive Plan - **Brentsville Magisterial District** - Fran Burnszynski - Planning Office

13. Public Hearings (Continued)

- D. ORD - Agricultural & Forestal District, PLN2005-00456, Cornwell Property - To Allow Early Removal from an Agricultural and Forestal District of +/-167.335 Acres, Located at 14106 Fleetwood Drive, +/-0.3 Miles South of the Intersection of Fleetwood Drive and Aden Road, and Identified as GPIN 7592-51-2773. There is No Proposed Change of Use. The Site is Zoned A-1, Agricultural, and is Designated Agricultural or Estate in the Comprehensive Plan - **Brentsville Magisterial District** - David McGettigan - Planning Office
- E. ORD - Agricultural & Forestal District, PLN2005-00459, Jefferson Farm - To Allow Early Removal from an Agricultural and Forestal District of +/-188.795 Acres, Located at 13709 Warrenton Road, +/-0.9 Mile West of the Intersection of Warrenton Road and Carriage Ford Road, and Identified as GPIN 7392-96-5053, to Permit Construction of 18 Single-Family Detached Dwellings in a Cluster Development. The Site is Zoned A-1, Agricultural, and is Designated Agricultural or Estate in the Comprehensive Plan - **Brentsville Magisterial District** - David McGettigan - Planning Office
- F. ORD - Agricultural & Forestal District, PLN2005-00523, McDowell Family Trust - To Allow Early Removal from an Agricultural and Forestal District of +/-302 Acres, Located at 14710, 15020, 15010, and 15104 Deepwood Lane, +/-0.4 Miles East of the Intersection of Fleetwood Drive and Deepwood Lane, and Identified as GPINS 7591-61-7749, 7591-81-7646, 7591-82-3643, and 7591-81-2281, which would Permit Development of 8 Single-Family Detached Dwellings. The Area is Zoned A-1, Agricultural, and is Designated Agricultural or Estate in the Comprehensive Plan - **Brentsville Magisterial District** - David McGettigan - Planning Office

14. Adjourn Meeting

- A. RES - Adjourn Meeting



PRINCE WILLIAM COUNTY, VIRGINIA
BOARD OF COUNTY SUPERVISORS

BRIEF

Board Chamber, One County Complex Court
Prince William, Virginia 22192

HON. SEAN T. CONNAUGHTON, CHAIRMAN
HON. MAUREEN S. CADDIGAN, VICE CHAIRMAN
HON. HILDA M. BARG
HON. W. S. WALLY COVINGTON III
HON. JOHN D. JENKINS
HON. MARTIN E. NOHE
HON. COREY A. STEWART
HON. JOHN T. STIRRUP

October 4, 2005

Pledge of Allegiance

2:00 P.M.

Invocation

Supervisor Hilda Barg, Prince William Board of County Supervisors

Approval of Minutes

- RES 05-873 **APPROVED:** September 19, 2005 Minutes [Cn, Bg-Unan;
Absent from Meeting-J]
- RES 05-874 **APPROVED:** September 20, 2005 Minutes [Cn, N-Unan;
Absent from Meeting-J]

Consent Agenda [Cn, N-Unan; Absent from Meeting-J]

- RES 05-875 **APPROVED:** Commend - Robert Burns Anderson, III -
Prince William County/Manassas Convention and
Visitors Bureau - Chairman Connaughton
- RES 05-876 **APPROVED:** Commend/Retirement - Sharon L. Boucher -
Public Works Department - Cleil W. Fitzwater -
Office of Executive Management
- RES 05-877 **APPROVED:** Proclaim - October 24-28, 2005, as "Red
Ribbon Week" - Susan Robinson - Office on Youth
- RES 05-878 **APPROVED:** Proclaim - October 9-15, 2005 as "Fire
Prevention Week in Prince William County" - Mary
Beth Michos - Fire and Rescue Department
- RES 05-879 **APPROVED:** Proclaim - October 9-15, 2005, as "Legal
Professionals' Week" - Nancy O'Grince - County
Attorney
- RES 05-880 **APPROVED:** Proclaim - September 15 through October
15, 2005 as "Hispanic Heritage Month" - Supervisor
Jenkins
- RES 05-881 **APPROVED:** Board of Equalization Compensation for
Board Members and Assistants - Anthony Arnold -
Board of Equalization
- RES 05-882 **APPROVED:** Amend Position Classification Plan -
Cleil W. Fitzwater - Office of Executive Management
- RES 05-883 **APPROVED:** Budget Transfers in the Amount of \$54,350
to Combine Two Part-Time Therapist II Positions
with Minimal Benefits into a Full-Time Therapist II
Position with Full Benefits - Tom Geib - Community
Services Board
- RES 05-884 **APPROVED:** Budget and Appropriate \$15,700 from the
Development Review Fund Balance for Updating the
"Northern Virginia Regional Commission Best
Management Practices Handbook" - Robert Wilson -
Public Works Department

Consent Agenda (Continued)

- RES 05-885 **APPROVED:** Transfer, Budget and Appropriate \$6,000 in Proffer Funds for the Cardinal Drive Landscaping Project - **Dumfries Magisterial District** - Nimet Soliman - Planning Office
- RES 05-886 **APPROVED:** Transfer, Budget and Appropriate \$56,000 in Proffer Funds to the Park Authority for Howison Park - **Coles Magisterial District** - Stephen Griffin - Planning Office
- RES 05-887 **APPROVED:** Transfer, Budget and Appropriate \$75,000 in Proffer Funds to the Historic Properties Acquisition Fund for Purchase of a 6.3-Acre Property for an Addition to the Bristoe Station Battlefield Heritage Park - **Brentsville Magisterial District** - Stephen Griffin - Planning Office
- RES 05-888 **APPROVED:** Ratify Grant Application for "Get Alarmed, Virginia!"; Accept, Budget and Appropriate Up to \$9,700; and Accept Materials Estimated in Value at \$10,000, Contingent Upon Grant Award - Mary Beth Michos - Fire and Rescue Department
- RES 05-889 **APPROVED:** Budget and Appropriate \$44,113 in Excess Court Security Conviction Fees to FY 06 Permanent Employee Salaries - Glendell Hill - Sheriff
- RES 05-890 **APPROVED:** Refund of \$1,977,384 in Proffer Funds for Reimbursement of Construction of Rollins Ford Road - **Brentsville Magisterial District** - Nimet Soliman - Planning Office
- RES 05-891 **APPROVED:** Authorize Settlement for Right-of-Way and Easements Required from Property Owned by Harry V. Carter and Mabel E. Carter, Located at 13770 Spriggs Road, in Connection with the Spriggs Road Project - Phase II - **Coles Magisterial District** - Tom Blaser - Public Works Department
- RES 05-892 **APPROVED:** Authorize - Public Hearing to Consider Prince William County's Endorsement of Transportation Enhancement Program Projects for 2006 - Tom Blaser - Public Works Department
- RES 05-893 **APPROVED:** Authorize - Public Hearing to Consider Implementing Section 13-320.1 of the Prince William County Code to Restrict the Parking of Boat Trailers and Similar Vehicles in Southbridge - **Dumfries Magisterial District** - Tom Blaser - Public Works Department
- Request - VDOT Accept Into Secondary Street System -
Tom Blaser - Public Works Department
- RES 05-894 **APPROVED:** Portions of Bacon Race Road and Colonnade Court, Located in the Cloisters Subdivision - **Coles Magisterial District**
- RES 05-895 **APPROVED:** Portions of Wolf Run Shoals Road, Located in the Promontories Subdivision - **Coles Magisterial District**

Citizens' Time

County Executive

- Presentation - Employee of the Month for September Awarded to Public Works Employees - Ben Ruiz and Paul Sweeney - Craig S. Gerhart - County Executive
- **DEFERRED FROM SEPTEMBER 13:** Presentation - Upper Occoquan Watershed Water Quality Update - Wade Hugh - Public Works Department
- **DEFERRED FROM SEPTEMBER 13:** Presentation - Park Authority FY 2005 Quarterly Financial Report - June 30, 2005 - Jay Ellington - Park Authority
- Presentation - Protection of Champion and Historic Trees - Julie Flanagan - Public Works Department
- Update - Hurricane Katrina and Hurricane Rita Relief - Assistant Chief Brett Bowman - Fire and Rescue Department
- Presentation - Hurricane Katrina Report from the Emergency Operations Center - Craig S. Gerhart - County Executive

County Attorney

- RES 05-896 **APPROVED:** Authorize - Closed Meeting to Discuss Consultation with Counsel to Provide Legal Advice Relating to the Four Seasons Development, Legal Advice Relating to the Potential Vacation of a Plat Designating a Park Site in the Woodmont Subdivision, and a Discussion Concerning the Acquisition of Real Property for a Public Purpose Where Such Discussion in an Open Meeting Would Adversely Affect the Bargaining Position of the County [Cn, Bg-Unan; Absent from Meeting-J]

Public Hearings

2:00 P.M.

- RES 05-897 **APPROVED:** Authorize Conveyance of a Utility Easement to Verizon South, Incorporated, Across County Property Located at 2267 Longview Drive, Woodbridge - **Woodbridge Magisterial District** - Matt Groff - Public Works Department [Bg, Cn-Unan; Absent from Meeting-J]
- ORD 05-66 **APPROVED:** Implement Section 13-320.1 of the Prince William County Code to Restrict the Parking of Boat Trailers and Similar Vehicles in the Bull Run Subdivision - **Gainesville Magisterial District** - Tom Blaser - Public Works Department [Sp, Bg-Unan; Absent from Meeting-J]

Public Hearings (Continued)

- RES 05-898 **APPROVED:** Authorize Dedication of Right-of-Way, Creation of Certain Reservation Areas and Conveyance of Easements Across County Property Located at 11460 Five Forks Road, in Connection with the Sudley Manor Drive Public-Private Transportation Act Project - **Brentsville Magisterial District** - Tom Blaser - Public Works Department [Cv, N-Unan; Absent from Meeting-J]
- RES 05-899 **APPROVED:** Authorize Use of Tax-Exempt Financing for Yorkshire Volunteer Fire Department to Lease/Purchase a 2006 Emergency One (E-One) Rescue Squad - **Brentsville Magisterial District** - Mary Beth Michos - Fire and Rescue Association [Cv, N-Unan; Absent from Meeting-J]
- ORD 05-67 **APPROVED:** Amend Chapter 13 of the Prince William County Code to Broaden the Definition of an Inoperative Vehicle and to Correspond to the Virginia Code - Charlie Deane - Police Department [Bg, Cn-Unan; Absent from Meeting-J]
- ORD 05-68 **APPROVED:** Adopt Proposed Amendments to Chapter 24 of the Prince William County Code: Street Names to Reflect the Renaming of the Office of Mapping to the Office of Information Technology, Division of Geographic Information Services - Angela L. Horan - County Attorney [N, Bg-Unan; Absent from Meeting-J]

Supervisors' Time

- RES 05-900 **APPROVED:** Appoint - Citizen Resource Protection Area Review Committee Members [N, Cv-Unan; Absent from Meeting-J]
- RES 05-901 **APPROVED:** Appoint - Daniel Todd Skiles of 1001 Cairn Mountain Way, Bristow, as the Regular At-Large Representative to the Prince William County/Manassas Convention Visitors Bureau - Chairman Connaughton [Cv, N-Unan; Absent from Meeting-J]
- RES 05-902 **APPROVED:** Establish a Working Group to Examine Potential for Gainesville/Buckland Bypass with Fauquier County - Chairman Connaughton [Cv, N-Unan; Absent from Meeting-J]
- RES 05-903 **APPROVED:** Motion to Reconsider Resolution Number 05-868 to Transfer \$248,535 from the Contingency Reserve for Construction and Maintenance of the Memorial for Prince William County Victims of September 11, 2001 (Liberty Memorial) [Sp, Cn: Ayes-Cn, Cv, Sw, Sp; Nays-Bg, Co, N; Absent from Meeting-J]

Supervisors' Time (continued)

- RES 05-904 **FAILED: Main Motion from September 20, 2005 -**
Transfer \$248,535 from the Contingency Reserve for
Construction and Maintenance of the Memorial for
Prince William County Victims of September 11, 2001
(Liberty Memorial) [N, J: Ayes-Bg, Co, N; Nays-Cn,
Cv, Sw, Sp; Absent from Meeting-J]
- **Notice of Intent to Appoint -** George Shamer of 4512
Edsall Drive, Woodbridge, as the **Regular Dumfries**
Magisterial District Representative to the
Industrial Development Authority - Supervisor
Caddigan
- **Notice of Intent to Appoint -** Frank Mejia of 2325
Princess Ann Lane, Woodbridge, as the **Regular**
Woodbridge Magisterial District Representative to
the Industrial Development Authority - Supervisor
Barg

Closed Meeting

Adjourned Into Closed Meeting 4:56 P.M.
Reported Out of Closed Meeting 5:41 P.M.

Supervisors' Time (Continued)

- RES 05-905 **APPROVED:** Certify Closed Meeting [N, Bg-Unan;
Absent from Meeting-J]

Supervisors' Time (Continued)

- **Notice of Intent to Appoint -** James Michael Price
of 1521 Duffey Drive, Haymarket, and Ralph Eicher
of 4604 Sanders Lane, Catharpin, as **Regular**
Gainesville Magisterial District Representatives to
the Citizen Resource Protection Area Review
Committee - Supervisor Stirrup

Citizens' Time

7:30 P.M.

Public Hearings

- RES 05-906 **APPROVED DENIAL:** Consider Property Owners' Request
to Conditionally Vacate a 19,970 Square Foot
Portion of the Park Designation on Parcel 1 of
Woodmont Estates, Section 2 - **Occoquan Magisterial**
District - Stephen Griffin - Planning Office [Sw,
Sp: Ayes-Bg, Cn, Co, Sw, Sp; Nays-Cv, N; Absent
from Meeting-J]

Public Hearings (Continued)

- ORD 05-69 **APPROVED: Special Use Permit #PLN2005-00117, Prince William Employee Credit Union - To Allow a Drive-Through Facility Associated with a By-Right Financial Institution. The Site is Located at the North Side of Ridgefield Village Road, +/-363 Feet Southeast of Its Intersection with Hoadly Road, and is Identified as GPIN 8093-71-7698(Part). The Site is Zoned B-1, General Business, and is Designated Community Employment Center in the Comprehensive Plan - **Coles Magisterial District** - Sid Rahnavard - Planning Office [N, Cv-Unan; Absent from Meeting-J]**
- ORD 05-70 **APPROVED: Special Use Permit, PLN2005-00246, Commerce Bank - Dumfries - To Allow a Drive-Through Financial Institution, Located in the Northwestern Quadrant of the Intersection of River Ridge Boulevard and Jefferson Davis Highway (Route 1), and is Identified as GPIN 8290-30-9714(Part). The Site is Zoned B-1, General Business, is in the Route 1 HCOD, and is Designated Suburban Residential High and Environmental Resource in the Comprehensive Plan - **Dumfries Magisterial District** - Fran Burnszynski - Planning Office [Cn, Bg-Unan; Absent from Meeting-J]**
- ORD 05-71 **APPROVED: Special Use Permit PLN2005-00387, Paik Auto Service - To Allow a Motor Vehicle Service Use Within the HiMart Building at Station Plaza, Located on the Southwest Corner of Jefferson Davis Highway and Gordon Boulevard, and is Identified as GPIN 8492-06-1355. The Site is Zoned B-1, General Business, and is Designated Urban Mixed Use in the Comprehensive Plan - **Woodbridge Magisterial District** - Pat Thomas - Planning Office [Bg, Sw-Unan; Absent from Meeting-J]**
- ORD 05-72 **APPROVED: Special Use Permit PLN2005-00392, Hertz @ Station Plaza - To Allow a Motor Vehicle Rental Use Within the HiMart Building at Station Plaza, Located on the Southwest Corner of Jefferson Davis Highway and Gordon Boulevard, and is Identified as GPIN 8492-06-1355. The Site is Zoned B-1, General Business, and Designated as Urban Mixed Use in the Comprehensive Plan - **Woodbridge Magisterial District** - Pat Thomas - Planning Office [Bg, Sw-Unan; Absent from Meeting-J]**

Public Hearings (Continued)

- ORD 05-73 **APPROVED: Rezoning, PLN2004-00389, Turning Leaf Estates** - To Rezone +/-11.7 Acres from A-1, Agricultural, to R-4, Suburban Residential. The Site is Located at the Southeast Quadrant of the Devlin Road and Linton Hall Road Intersection, is Identified as GPIN 7496-60-3610 and is Designated Suburban Residential Low in the Comprehensive Plan - **Brentsville Magisterial District** - Sid Rahnavard - Planning Office [Cv, Cn: Ayes-Bg, Cn, Cv, N, Sw, Sp; Nays-Co; Absent from Meeting-J]
- ORD 05-74 **APPROVED: Rezoning, PLN2005-00216, Kim & Pak Parcel** - To Rezone +/-1 Acre from A-1, Agricultural, to O(M) Office Midrise, to Construct a +/-20,000 Square Foot Building. The Site is in the HCOD and Located on the North Side of Lee Highway, +/-250 Feet West of its Intersection with Somerset Crossing Drive, is Identified as GPIN 7397-02-4148, and is Designated Community Employment Center in the Comprehensive Plan - **Brentsville Magisterial District** - David Grover - Planning Office [Cv, Sp-Unan; Absent from Meeting-J]
- **DEFERRED AT REQUEST OF APPLICANT: Rezoning #PLN2005-00256, Hawkins Estates** - To Rezone +/-193 Acres from A-1, Agricultural, to Planned Mixed Residential Low, and Allow Waivers and Modifications from Development Standards of the Zoning Ordinance and the DCSM. The Site is Located on Spriggs Road, +/-0.5 Miles South of Its Intersection with Minnieville Road, and is Identified as GPINS 8091-52-2318, 8091-31-5181, 8091-40-2991, 8091-30-1983, and 8091-31-9413. The Site is Designated Suburban Residential Low and Environmental Resource in the Comprehensive Plan - **Coles Magisterial District** - Sid Rahnavard - Planning Office

Adjourn Meeting

- RES 05-907 **APPROVED: Adjourn Meeting - 9:51 P.M.** [Sw, N-Unan; Absent from Meeting-J]

DIRECTIVES

DIR 05-196

- N **Emergency Communications Presentation**
Supervisor Nohe requested staff make a presentation on available emergency communications tools and ways to support those tools.

DIRECTIVES (Continued)

- DIR 05-197 Cn **Noise - Dominion Virginia Power**
Supervisor Caddigan requested staff investigate noise from Dominion Virginia Power and implementation of the noise ordinance.
- DIR 05-198 Cn **Workforce Housing Survey**
Supervisor Caddigan requested staff provide the results from the Workforce Housing survey.
- DIR 05-199 Sp **Historical Cultural Resources List**
Supervisor Stirrup asked staff provide information on whether the Willow Green (Wheelers Grove property) farm house and/or granary will be included in the cultural resources list.
- DIR 05-200 Sw **Blinking School Signs - Intersections of Mohican Drive and Old Bridge Road and Antietam and Old Bridge Roads**
Supervisor Stewart requested staff work with VDOT to reevaluate installing additional school crossing signs at the intersections of Old Bridge Road and Mohican Road and Old Bridge Road and Antietam Road.
- DIR 05-201 Co **Proffer Language - Graffiti Removal**
Chairman Connaughton requested staff implement newly-created proffer language relating to graffiti removal for all commercial properties.



PRINCE WILLIAM COUNTY, VIRGINIA
BOARD OF COUNTY SUPERVISORS
BRIEF

Board Chamber, One County Complex Court
Prince William, Virginia 22192

HON. SEAN T. CONNAUGHTON, CHAIRMAN
HON. MAUREEN S. CADDIGAN, VICE CHAIRMAN
HON. HILDA M. BARG
HON. W. S. WALLY COVINGTON III
HON. JOHN D. JENKINS
HON. MARTIN E. NOHE
HON. COREY A. STEWART
HON. JOHN T. STIRRUP

October 11, 2005

Pledge of Allegiance

2:00 P.M.

Invocation

Citizens' Time

Presentation

--- Quarterly Report - Prince William County/Manassas
Convention and Visitors Bureau - Tabatha Mullins -
Convention and Visitors Bureau

County Executive

--- Presentation - Employees of the Month for October -
Heath Sterns and Amanda Mosher - Sheriff's Office;
and Patric Quinn and Candace Daigle - Police
Department - Craig S. Gerhart - County Executive
--- Presentation - Monthly VDOT Report - Helen Cuervo -
VDOT
--- Presentation - Quarterly Project Report Update -
First Quarter - FY06 - Robert Wilson - Public Works
Department
--- Presentation - Monthly Development Review Report -
Steve Griffin - Planning Office

County Attorney

RES 05-908

APPROVED: Authorize - Closed Meeting to Discuss
Acquisition of Real Property for a Public Purpose
Where Such Discussion in an Open Meeting Would
Adversely Affect the Bargaining Position of the
County; and Consultation with Legal Counsel
Regarding a Matter Involving Interjurisdictional
Relations [Sw, Cn-Unan]

Work Session

--- Design and Construction Standards Manual (DCSM)
Update
Nimet Soliman - Planning Office
--- Homeless Enumeration Report - Long-Term Trends
Keith Sykes - Social Services Department
--- Public Feedback on Recommendations of the Workforce
Housing Task Force
Julián Bermudez - Housing and Community
Development

Intergovernmental Report

Supervisors' Time

- RES 05-909 **APPROVED:** Appoint - George Shamer of 4512 Edsall Drive, Woodbridge, as the **Regular Dumfries Magisterial District** Representative to the Industrial Development Authority - Supervisor Caddigan [Cn, J-Unan]
- RES 05-910 **APPROVED:** Appoint - Frank Mejia of 2325 Princess Ann Lane, Woodbridge, as the **Regular Woodbridge Magisterial District** Representative to the Industrial Development Authority - Supervisor Barg [Bg, J-Unan]
- RES 05-911 **APPROVED:** Appoint - James Michael Price of 1521 Duffey Drive, Haymarket, and Ralph Eicher of 4604 Sanders Lane, Catharpin, as Regular **Gainesville Magisterial District** Representatives to the Citizen Resource Protection Area Review Committee - Supervisor Stirrup [Sp, Bg-Unan]
- RES 05-912 **APPROVED:** Transfer \$100 from **Neabsco Magisterial District** Funds to the Prince William County School Board/Gar-Field Senior High School Dreams Club - Supervisor Jenkins [J, Sw-Unan]
- RES 05-913 **APPROVED:** Donate \$500 from **Neabsco Magisterial District** Funds to Project Mend-A-House - Supervisor Jenkins [J, Bg-Unan]
- RES 05-914 **APPROVED:** Donate \$2,500 from **Brentsville Magisterial District** Funds to Each of the Following: Yorkshire Fire Department, Lake Jackson Fire Department, Buckhall Fire Department, Nokesville Fire Department, and Linton Hall Fire Department - Supervisor Covington [Cv, J-Unan]
- RES 05-915 **APPROVED:** Donate \$2,000 from **Woodbridge Magisterial District** Funds to the Potomac Hospital for the Hospital Foundation - Supervisor Barg [Bg, J-Unan]
- **Notice of Intent to Appoint** - James Carter Wiley of 2819 Zulla Road, The Plains; and James M. Cumming of 13509 Ryton Ridge Lane, Gainesville, as Regular General At-Large Representatives to the Heritage Hunt Commercial Community Development Authority - Supervisor Stirrup
- **Notice of Intent to Appoint** - Richard R. Berry of 4192 Padgett Drive, Haymarket, as the Regular **Gainesville Magisterial District** Representative to the Park Authority - Supervisor Stirrup
- **Notice of Intent to Appoint** - Freddie C. Fuller, II of 14792 Darbydale Avenue, Woodbridge, as the Regular **Neabsco Magisterial District** Representative to the Transportation Advisory Board - Supervisor Jenkins

Closed Meeting - Deferred to October 18, 2005

Adjourn Meeting

RES 05-916 APPROVED: Adjourn Meeting - 6:17 P.M. [N, Cv-Unan]

Joint Dinner Meeting

6:30 P.M.

Prince William Board of County Supervisors and
Prince William County School Board
Atrium, McCoart Administration Building

DIRECTIVES

- DIR 05-202 N Residential Proffers
Supervisor Nohe requested staff provide information to include language for residential proffers to preempt parking of boat trailers and similar vehicles, specifically in communities that do not have homeowner associations.
- DIR 05-203 J Proffers - New Life Anointed Ministry
Supervisor Jenkins requested staff make contact with Jim Donovan regarding the construction of the New Life Anointed Ministry Church on Minnieville Road and a clarification of the proffers.
- DIR 05-204 J Prescription Drug Program
Supervisor Jenkins requested staff provide the date of implementation of the NACo/VACo Caremark Prescription Drug Program.
- DIR 05-205 J Supervision and Safety at Day Care Center
Supervisor Jenkins requested staff evaluate a complaint about supervision and safety issues at a day care center located at 14834 Ashdale Avenue.
- DIR 05-206 J Speed Bumps for Traffic Control
Supervisor Jenkins requested staff reexamine and provide a recommendation for the placement of speed bumps/speed humps in residential communities.
- DIR 05-207 Co Response Regarding Emergency Evacuation
Chairman Connaughton requested staff provide Board Members copies of a response to a memorandum concerning emergency evacuation and a nuclear plant.
- DIR 05-208 Co Gang-Free Zones
Chairman Connaughton requested staff prepare recommendations for inclusion in the legislative package regarding establishment of gang-free zones in Prince William County.