

# Battlefield Conservation in a Changing Landscape

The Challenges of Transportation  
Planning in Northern Virginia

*Brian F. Mannix*

*Buckland Preservation Society*

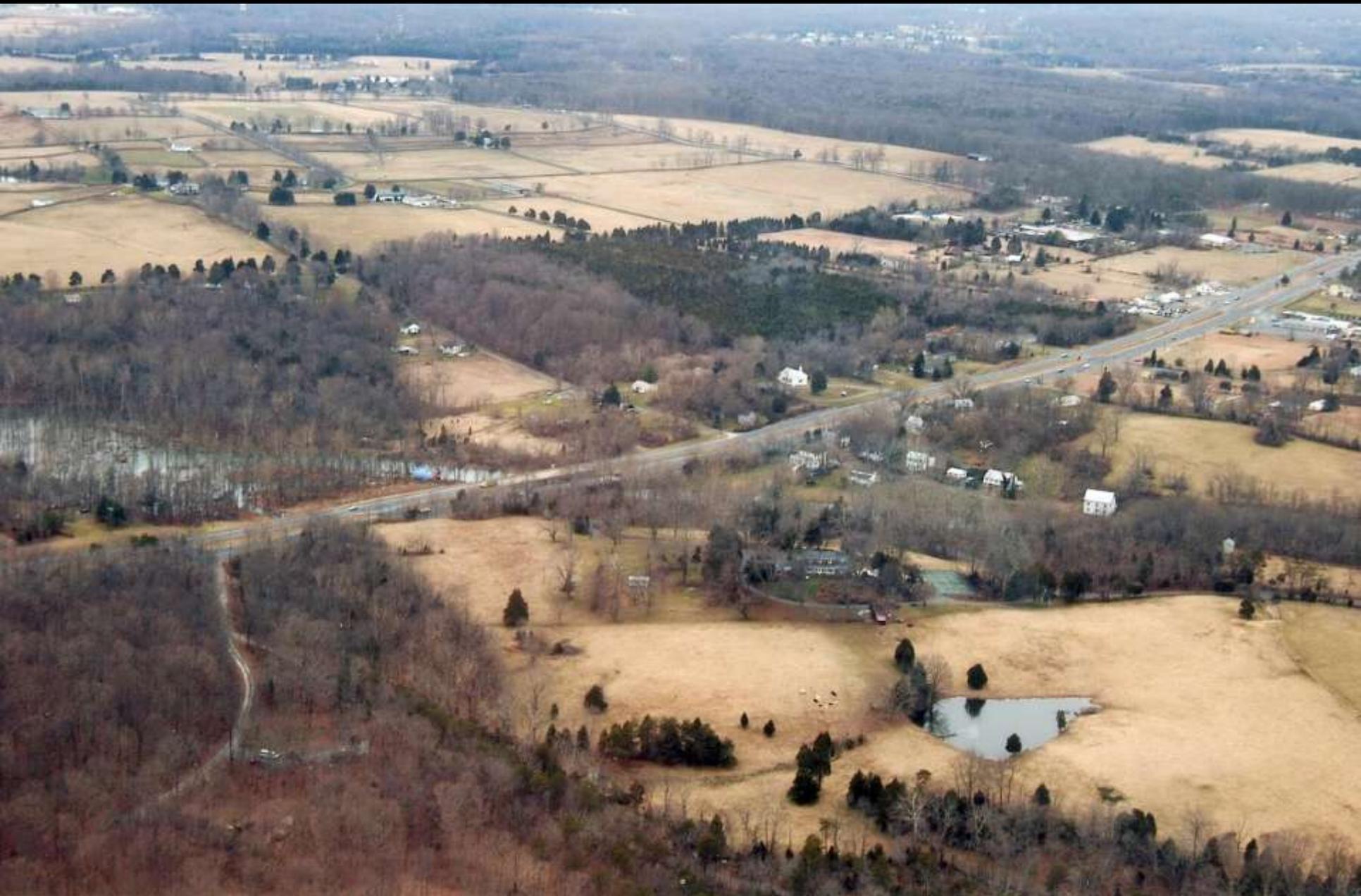
*Richmond, April 30, 2014*



## BUCKLAND

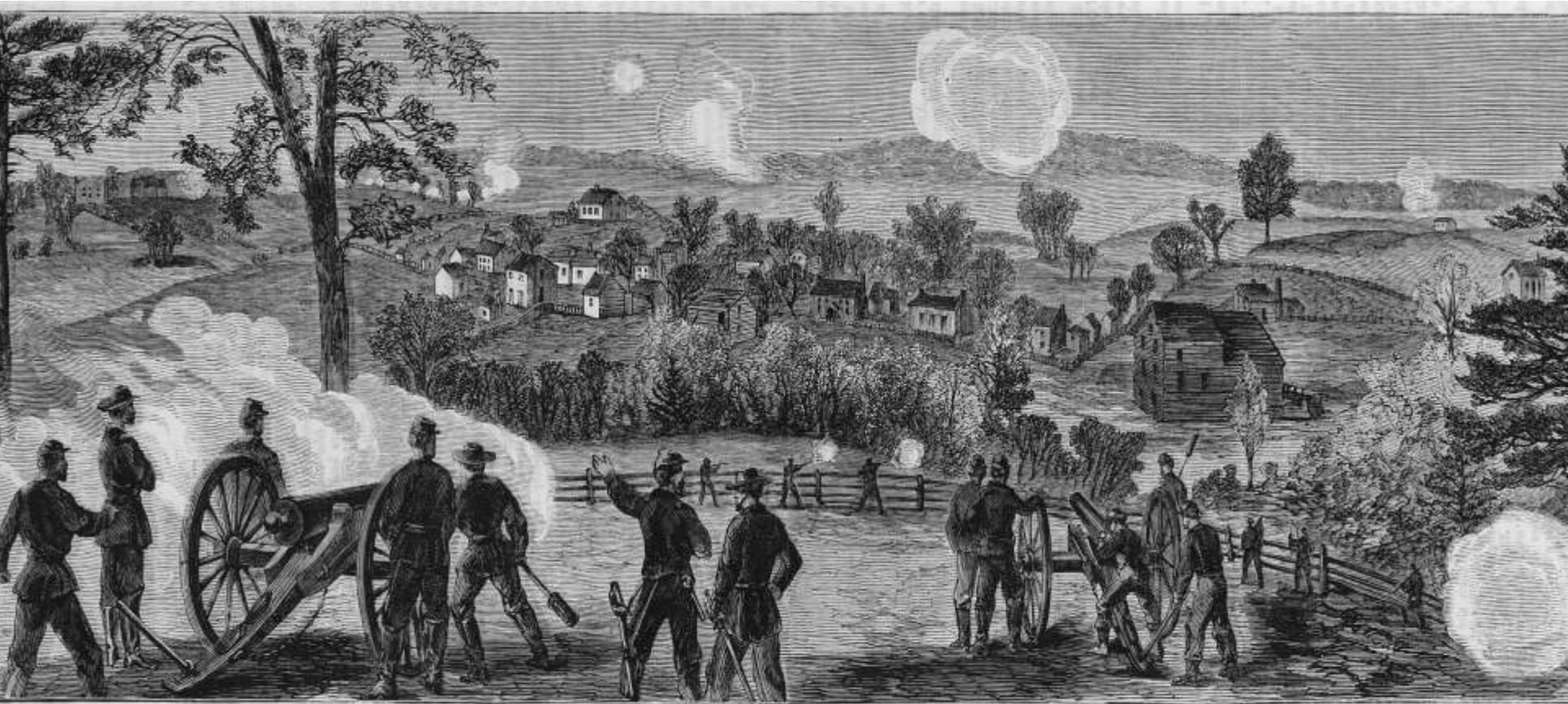
THE TOWN OF BUCKLAND NAMED FOR WILLIAM BUCKLAND ARCHBISHOP WHO CHARITABLY DONATED THE STREETS AND LOTS ON BOTH SIDES OF WHAT IS NOW NEAR THE MILL OF JOHN LANE TRANSCENDING THE ORIGINAL SITE OF BUCKLAND FALL BEARS THE JOHN LANE SEAT THE PROPERTY WAS TRANSFERRED IN 1785 TO RICHARD BLAND LEE MEMBER OF LEITCHFIELD COLLEGE LEE OF LEITCHFIELD BUCKLAND OVERSEER OF THE TOWN AS A DWELLING SEVERAL YEARS THE EARLY 19TH CENTURY AS A REPRESENTATION OF THE ASSOCIATED WARRINGTON TOWN.

1892 KATHLEEN BRANTY HISTORICAL COMMISSION, INC.





# Battle of Buckland Mills



THE ARMY OF THE POTOMAC—BUCKLAND, SCENE OF A CAVALRY SKIRMISH WITH STUART.—SKETCHED BY A. E. WAUD.—[SEE PAGE 727.]

October 19, 1863



# John Love is Buckland's founder





**BUCKLAND**  
CULTURAL LANDSCAPE MAP





C O M M O N

T O W N

TO FAUSHIER C.M.

SPENCER ST.

MILL RACE

TO HAYMARKET

27

28

29

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TAN YARD

CROFT BRIDGE

WASHINGTON PIKE

MILL STREET

WASHINGTON ST.

CEPES GARD  
1897  
1928

Love Jm  
Feb 6th 1813

Sir



A company which has been incorporated by an act of the org<sup>l</sup> assembly, are now engaged in making a road from a point on the little river ten-pole road, towards Thornton gap, passing near Ferguson's court house and affording the most direct route from Washington to the Kanawha country, a few miles in the commencement of the road are finished and as many more contracted to be made as will afford a passage across the mountainous country, well recollected I am sure by you called the black jack - We need however much aid to carry this measure of utility into effect, and especially to our order of the board of Directors making it incumbent on me to address letters of solicitation to such gentlemen as may be most likely to encourage the work, I now take the liberty to ask for your aid and the patronage of your name as a subscriber - The amount of such shares is fixed at the sum of \$1000 of which I have at present

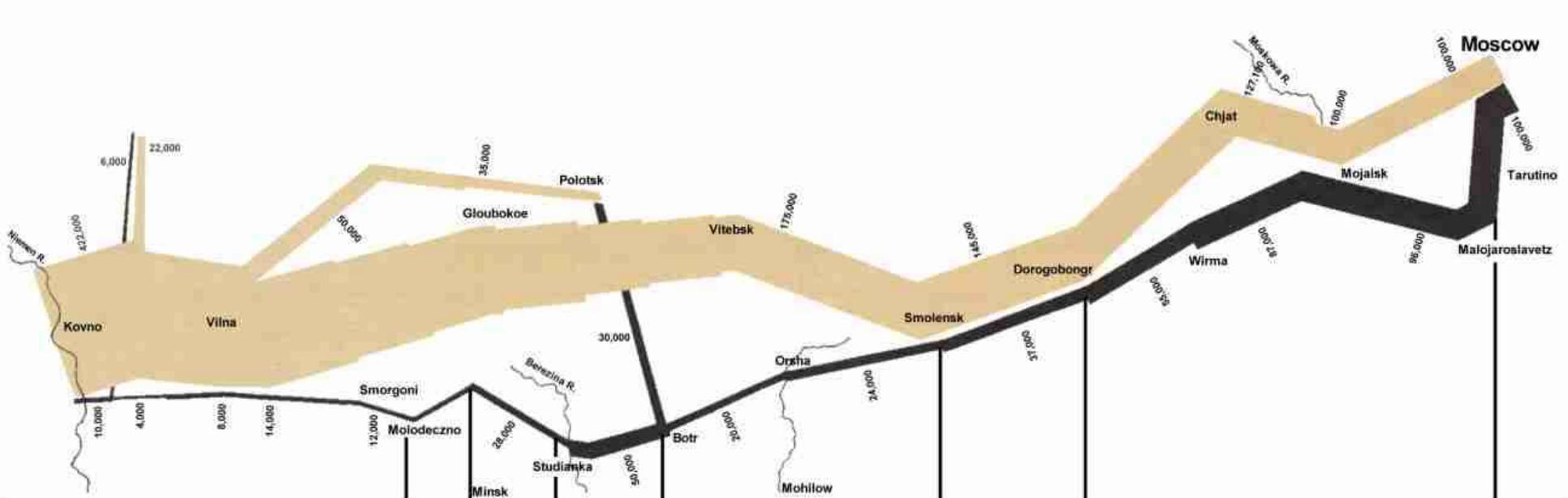
President & Directors, may require, the same for the first in equal payments of once eighteen and twenty seven months - Should you find it consistent with your pecuniary arrangements we shall hope for your aid, and that you will be pleased to address a letter to us at Buckland directing to what amount of shares you will become a stockholder which shall accordingly be entered on the books still remaining open for subscription.

I am Sir with very great regard and the highest respect your most obedient servant

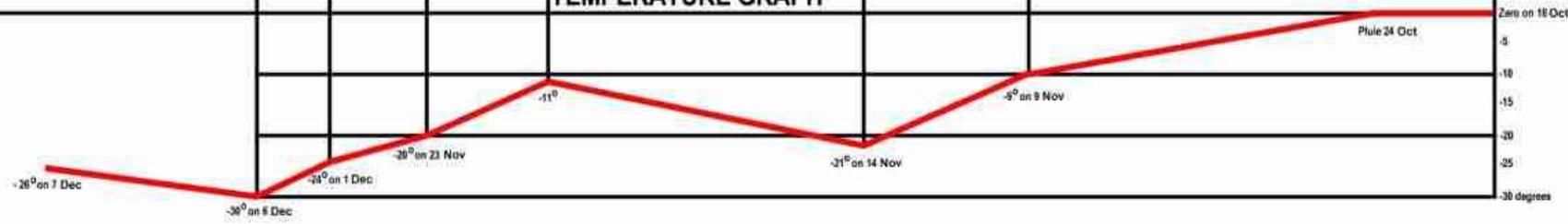
Jm Love

Love Jm  
Feb 6. 1813

Letter from John Love to President James Madison, 6 Feb 1813: "I hope that you will address a letter to me at Buckland directing to what amount of shares you will become a stockholder."



### TEMPERATURE GRAPH

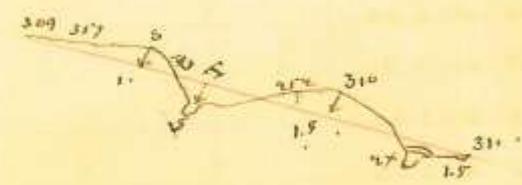
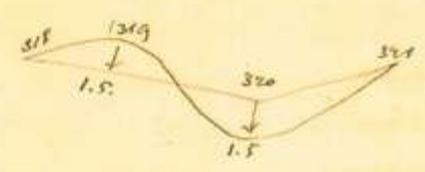
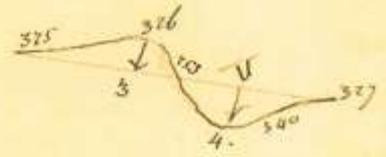
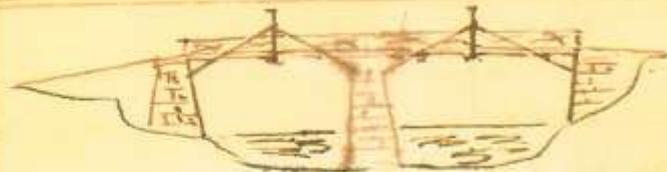




6

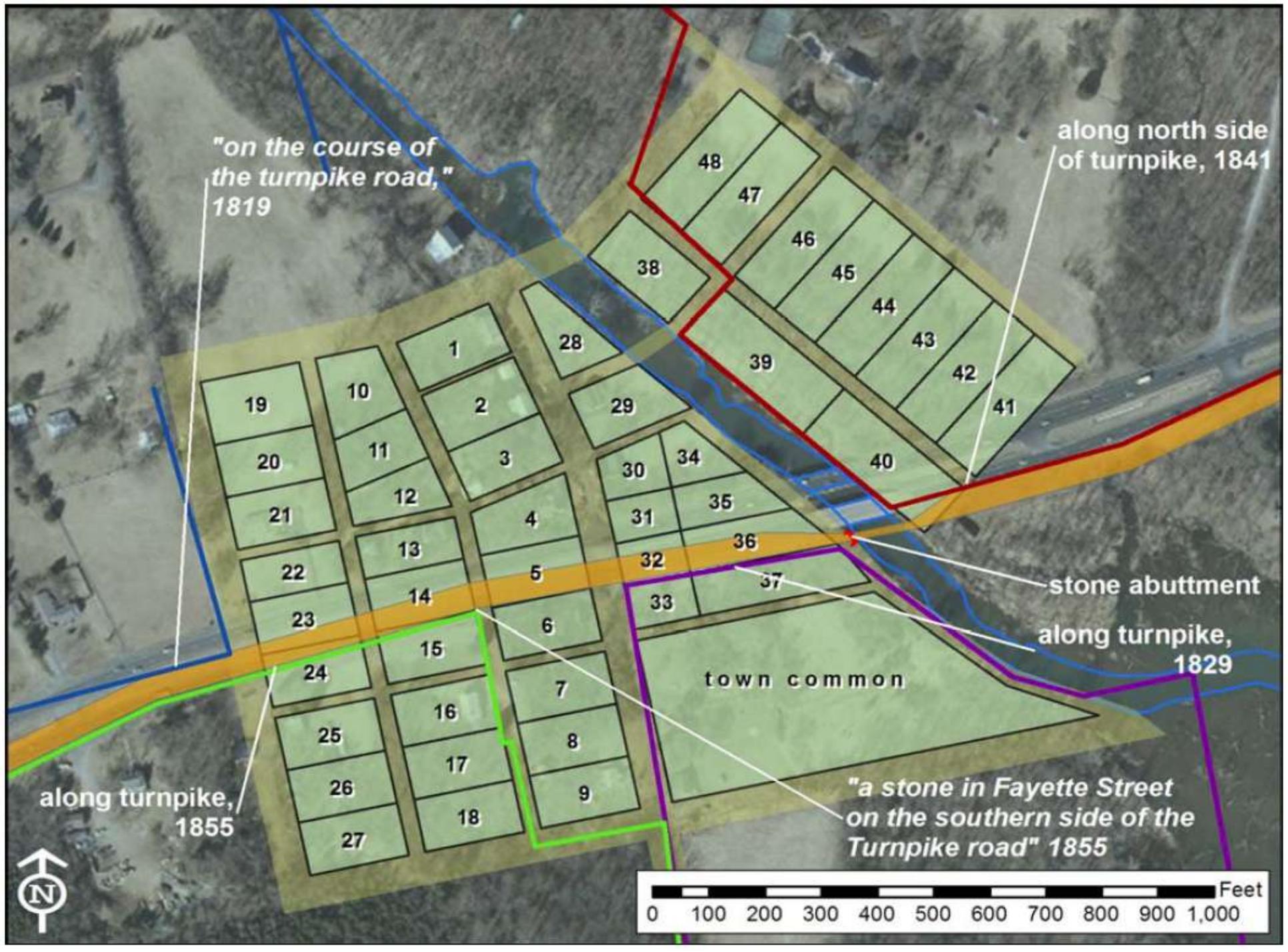


+ 1.00	328	N 44	W	2.57
+ 3.06	327	N 26	W	2.81
- 2.30	326	N 24	W	5.93
- 1.57	325	N 25	W	3.90
- 0.57	324	N 25	W	5.10
- 0.12	323	N 49	W	2.98
- 1.20	322	N 49	W	8.88
+ 0.45	321	N 49	W	1.58
+ 1.00	320	N 30	W	2.75
- 1.57	319	N 30	W	3.42
- 2.15	318	N 27 1/2	W	3.07
- 1.30	317	N 32	W	5.72
- 1.24	316	N 27	W	6.93
- 0.26	315	N 45	W	4.87
- 2.00	314	N 45	W	6.38
- 0.26	313	N 53	W	7.30
+ 2.15	312	N 53	W	3.63
+ 0.09	311	N 53	W	3.13
- 1.36	310	N 46	W	2.93
- 1.20	309	N 46	W	7.52









*"on the course of the turnpike road,"*  
1819

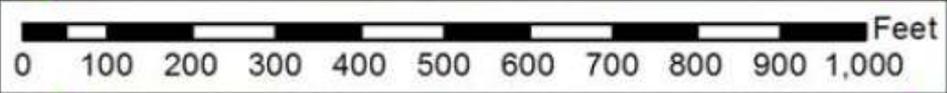
along north side of turnpike, 1841

stone abutment along turnpike, 1829

along turnpike, 1855

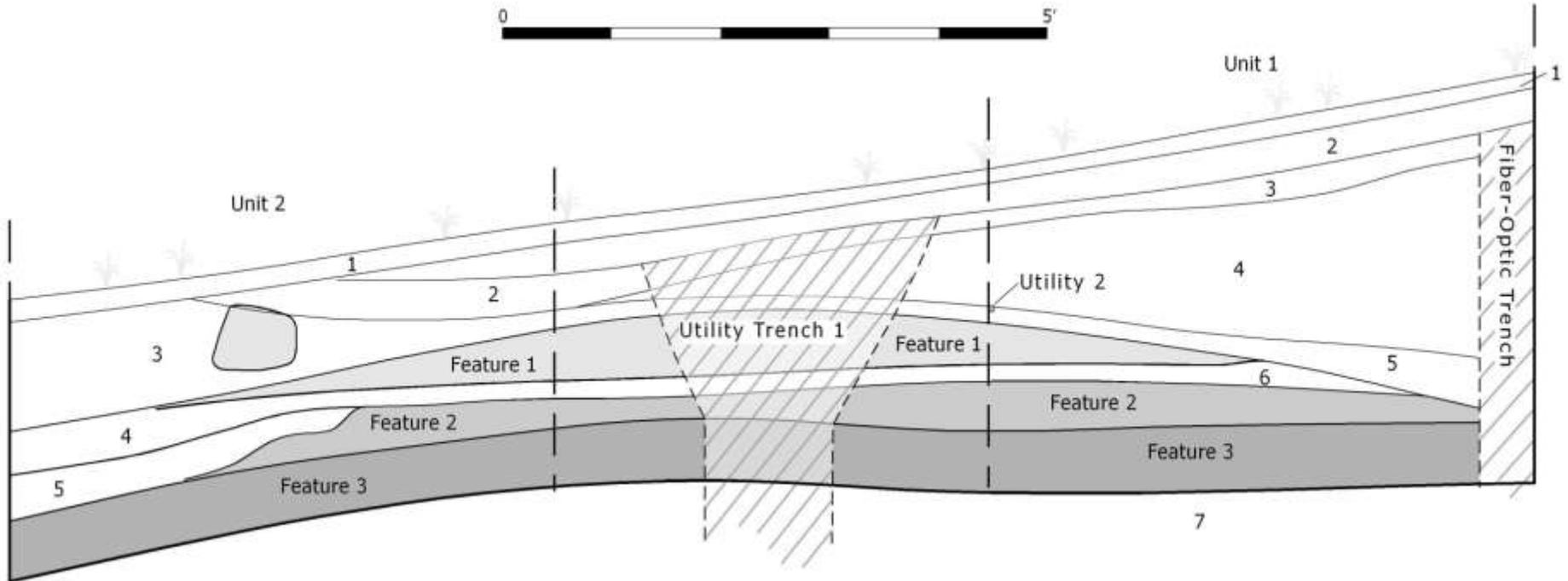
*"a stone in Fayette Street on the southern side of the Turnpike road"* 1855

town common







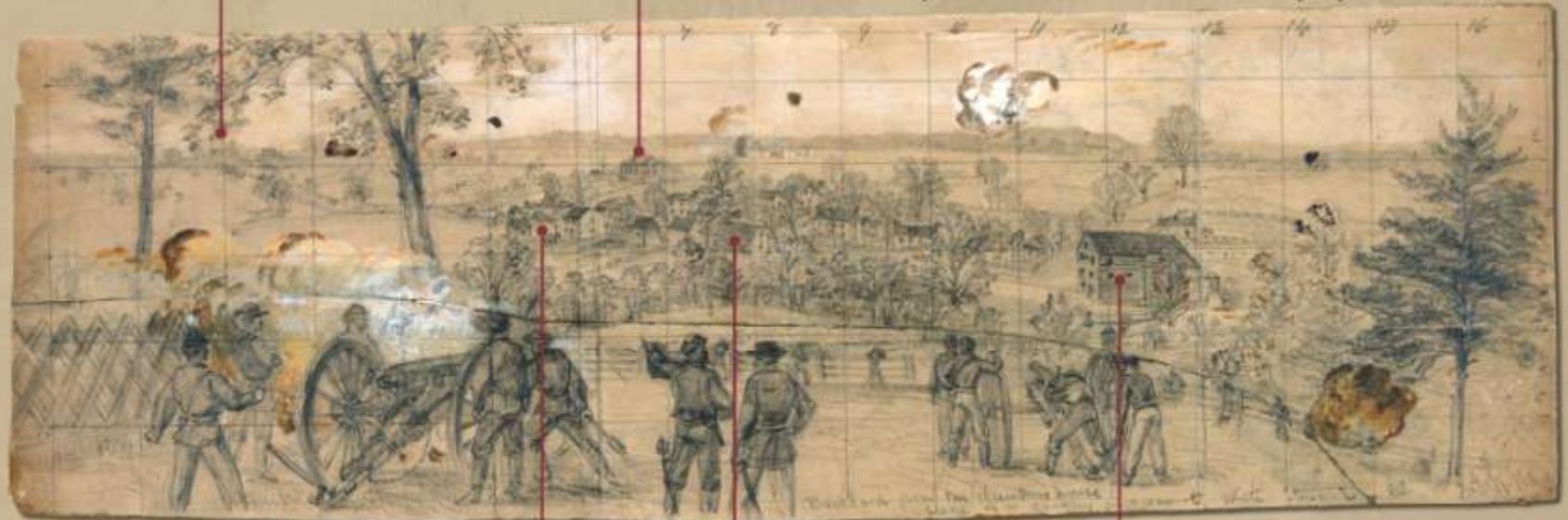


# The Battle of Buckland Mills

Buckland Hall

Methodist Church

"Buckland from Mr. Huntonts house" drawn by Alfred R. Waud, 1863



Warrenton Pike

Buckland Post Office

Buckland Mill

"Buckland is on the Warrenton pike, where Broad Run crosses the road. It contains about two dozen houses, a woolen factory, and a dilapidated mill, seen in the picture; altogether not an unpicturesque place. The Run is very pretty, having all the characteristics of a mountain stream. Here, on Monday the 19th October, Kilpatrick's command met the rebels under Stuart. Davies's brigade had crossed the river, and proceeded along the pike to reconnoitre, when a heavy force was discovered moving upon our left flank. Before this General Custer's brigade had to give way, recrossing the river, and taking position on the hill to the east of it. The rebels divided, Fitzhugh Lee following Davies as he retreated up the Run to find a crossing, and Stuart engaging Custer with overwhelming forces, pressing him back upon Gainesville. General Davies succeeded in getting his men over the river at a most unpromising place; looking at it next day, it seemed almost impossible for guns to get across as they did. Considering the entire surprise of our troops, the rebels did not make much out of it, about 200, principally made prisoners, being our loss. Mr. Hunton's family, consisting of his wife, three daughters, and some servants, took refuge in the cellar. Pennington's battery took position both sides of the house, and the sharpshooters behind its corners and the trees and fences, all which show scars from the rebel bullets. No one was hurt."

*Written by Alfred R. Waud for Harper's Weekly and published on November 14, 1863.*

# Roadway Innovations

Buckland has witnessed many innovations in roadway design throughout its history. The Fauquier and Alexandria Turnpike Company was incorporated in 1808; road construction began shortly thereafter with the intent of connecting Buckland to the Little River Turnpike. The current alignment of Route 29 through the Town of Buckland follows the route of earlier 18th and 19th century precursors, as evidenced by recent archeological excavations. An intact portion of the historic Fauquier and Alexandria Turnpike Road and other related turnpike features were discovered by archeological teams adjacent to the current northbound lanes of Route 29. The roadbed consisted of three distinct and successive stone-paved episodes, including a macadamized surface.

The Fauquier and Alexandria Turnpike Road corridor at this location is a particularly unique example of an early turnpike road in Virginia- because of its two early types of road construction methods the represents the adoption of McAdam's scientific methods.

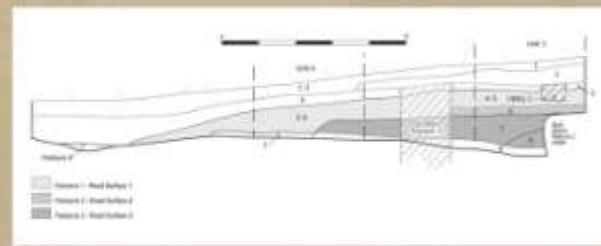


## The Roadway Pioneer

*John Loudoun McAdam (1756-1836) was a Scottish Engineer who developed an improved scientific method of road construction, which consisted of a single layer of very small broken stones that if applied properly, would compact under the weight of traffic and over time lock together to form an impenetrable solid surface. The Fauquier and Alexandria Turnpike Road is the first "macadamized" turnpike road in Virginia, and the second nationwide. This method of road construction became widely adopted in Europe and the United States. In 1832, Congress passed legislation to improve Pennsylvania Avenue "...under the McAdam Plan, or in any other permanent manner, as the President of the United States may direct..." A year later, a letter printed in the Washington National Intelligencer described the road construction which would have been "better made quite as free from dust as that fine piece of imperfect Macadamized road leading from Warrenton to Buckland in Virginia which is made entirely of amorphous quartz."*



Recent archaeological investigations uncovered three clearly-defined levels of road construction—each layer reflects a different era of road design and transportation ingenuity. The lowest and earliest stone pavement, consisting of large cobbles, appears to represent an early 1800s road that connected Buckland with the Little River Turnpike. The next level of road was constructed around 1824 and used smaller and lighter stones that were consistent with "McAdam"-style paving that was popular at the time. The uppermost surface consists mostly of soil and is thought to date to the late 19th century when the road grade was elevated to match construction of a bridge completed in 1892.



### History Beneath Your Feet

1. Ca. 1892: Soil associated with 1892 bridge construction
2. 1824-1830: McAdam re-surfacing of original road
3. 1812-1818: Original cobblestone road



# The Buckland Plan

The origins of the town Buckland lie with the establishment of a mill along Broad Run prior to Samuel Love's purchase of the land in 1774. The mill was strategically situated near the Old Carolina Road, an important route through the Piedmont region. In 1775, Love successfully petitioned to have his private road "opened and made public—and sufficiently cleared for wagons to pass to the said mill...on publick [sic] and private occasions." The public road stimulated commercial growth and by the end of the 18th century, there were additional shops, two taverns, an apothecary, a saddle maker, a shoe manufacturer, a wheelwright, a cooper, a woolen factory and a church – "the essentials of a small town." In 1797, John Love laid out a grid of lots around the shops and outbuildings on the family's estate; in 1798, the Virginia General Assembly approved his "forty-eight lot plan" and the town of Buckland was formally chartered.

## Buckland Mills

Mills were a large part of the reason for Buckland's growth. Love's Mill (ca. 1790) ground corn and wheat using machinery designed by Oliver Evans, an American inventor who developed an automated system for flour production.

Just to its north, a large distillery made use of the same grains until it was converted to a woolen factory (ca. 1838). A second grain mill (Kinsley) and a small sawmill operated nearby. The Buckland Mill persists as the last example of a grist mill in Prince William County.



The Town of Buckland was the first inland town away from the port towns along the navigable waters of Prince William County. Buckland also represents a rare American example of the axial English village pattern, which consists of a road (Mill Street) connecting the manor (Buckland Hall) with the rest of town and Buckland Mill. The original 18th century plan did not survive, but a thorough and extensive review of deed descriptions has led to an accurate reconstruction of the plan. The approximate route of the old Fauquier and Warrenton Turnpike was reconstructed from historic metes and bounds surveys and by the western bridge abutment at Broad Run, which exists today. An 1866 survey of the Buckland Farm property indicated that the turnpike was 50 feet in width, but the extant stone bridge abutments show that the road narrowed to 20 feet to cross Broad Run.

## Mill Street

A well-preserved portion of Mill Street, its sidewalk, and curbs were identified during archaeological investigations conducted in 2012. Mill Street, the town's primary north-south artery, connected Buckland Manor with the town. The fact that the road and sidewalk were paved and demarcated with stone curbs in the early 19th century is rare, and is yet another unique occurrence in this town of "firsts." A line of eight possible curb stones can also be seen today at the Moss House/Brooks Tavern and may be of the same era as those found on Mill Street.



### History Beneath Your Feet

1. 19th century: Road
2. 19th century: Curb
3. 1800-1850: Sidewalk

## All Projects

**Program:**  **District:** 
 **Jurisdictions**  **Residencies** **Road System:**

Only Show Projects with Programmed Allocations

**Route:**  **ZIP:**  **UPC:**  **Keyword:**

### Project Search Results (3 Projects found)

 [Export Project List](#)

UPC	Description	Route	District	Road System	Estimate	Previous	FY15	FY16-20	Balance
					(Values in Thousands of Dollars)				
52326	BUILD INTERCHANGE @ RT 29 & LINTON HALL RD IN GAINESVILLE	0086	Northern Virginia	Interstate	\$216,070	\$214,126	\$1,944	\$0	\$0
93577	I-86 WIDENING TO RTE 15 (1 HOV+1 SOV EACH DIR)	0086	Northern Virginia	Interstate	\$73,482	\$29,416	\$11,702	\$32,364	\$0
100566	I-86 / ROUTE 15 INTERCHANGE RECONSTRUCTION	0086	Northern Virginia	Interstate	\$73,244	\$9,108	\$8,538	\$57,598	\$0

# Buckland Mills Battlefield (VA042)

2005 Survey Boundaries  
American Battlefield Protection Program  
National Park Service  
Washington, DC

Map created 11/29/07

**MAP 3: 5PM - midnight, 10/19/1863**

(Fitzhugh Lee has pressed Custer out of Buckland; Stuart has pressed Davies eastward to the low range of hills where he is attacked in flank and rear)

**SHOWN:**

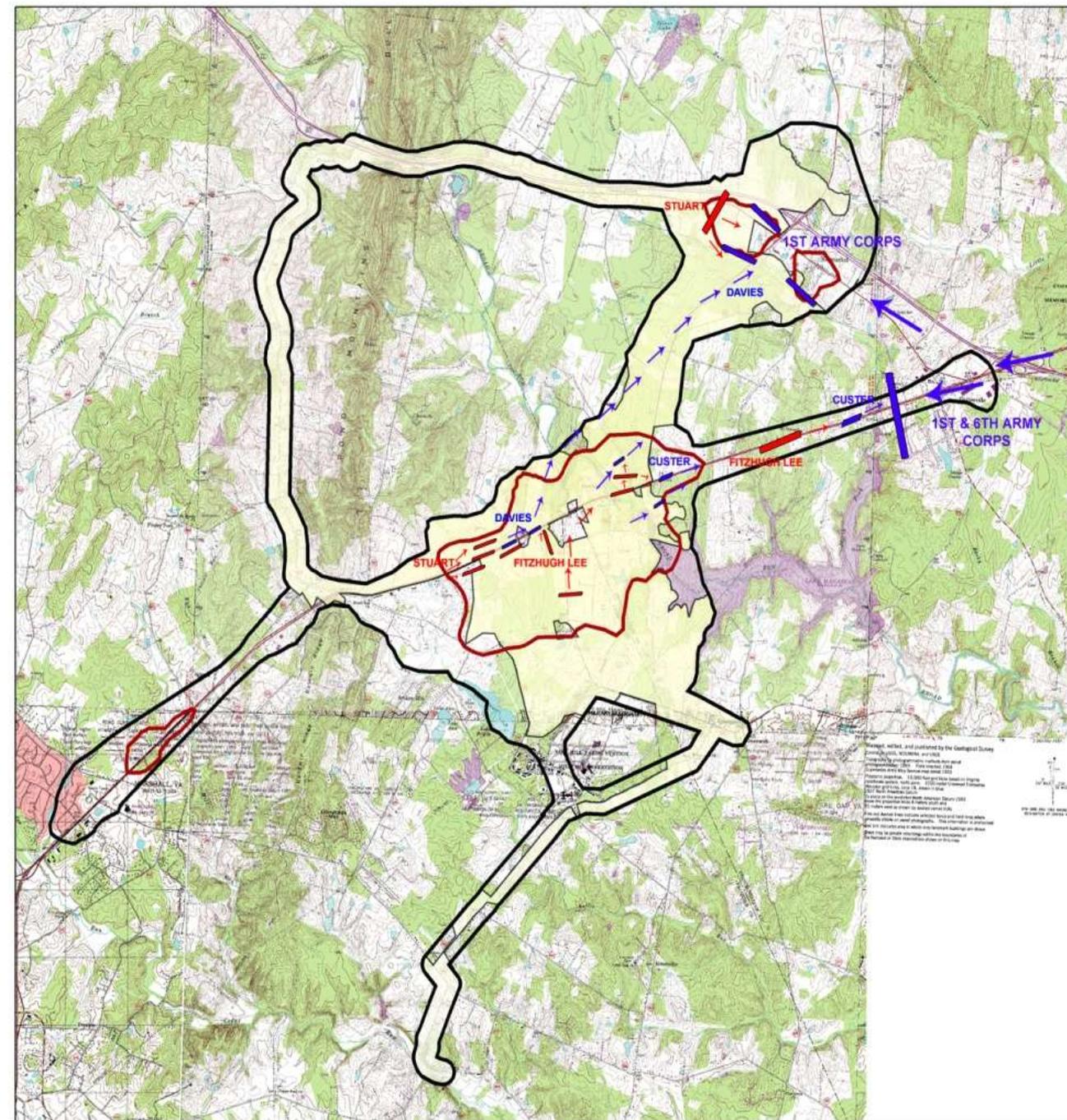
- Davies' engagement on the turnpike before fleeing
- Davies' crossing of Broad Run upstream of the mill and marching across country to Haymarket
- Stuart's pursuit of Davies and subsequent night charges into Union infantry at Haymarket from Thoroughfare Gap (Route 55)
- Fitzhugh Lee's pursuit of Custer to Gainesville and engagement with Union infantry

## Boundary Key

-  Revised Core Area (2005)
-  Revised Study Area (2005)
-  Area of Integrity (2005)



0 0.45 0.9 1.8 2.7 3.6 Miles



# Buckland Area Transportation Improvement Study

103485	ROUTE 29 & BUCKLAND AREA TRANSPORTATION IMPROVEMENT STUDY	0029	Northern Virginia	Primary		\$500	\$500
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- This is (or was) the cumulative impacts study long committed to.
- It appears to be moving slowly, and may not be complete until after all the improvements are complete!

# Getting projects to “shovel ready”

- EIS – National Environmental Policy Act
- §404 of the Clean Water Act (Wetlands)
- §176(c) of the Clean Air Act (“Conformity”)
- §7 of the Endangered Species Act (Consult)
- §106 & 110 of the Historic Preservation Act
- §4(f) of the Dept. of Transportation Act
- §6(f) of the Land & Water Conservation Act

N 38°46.827' W077°40.017'

0.15 mi

W

PNP 112

PNP 1151

PNP 1071

Mon 076-2033

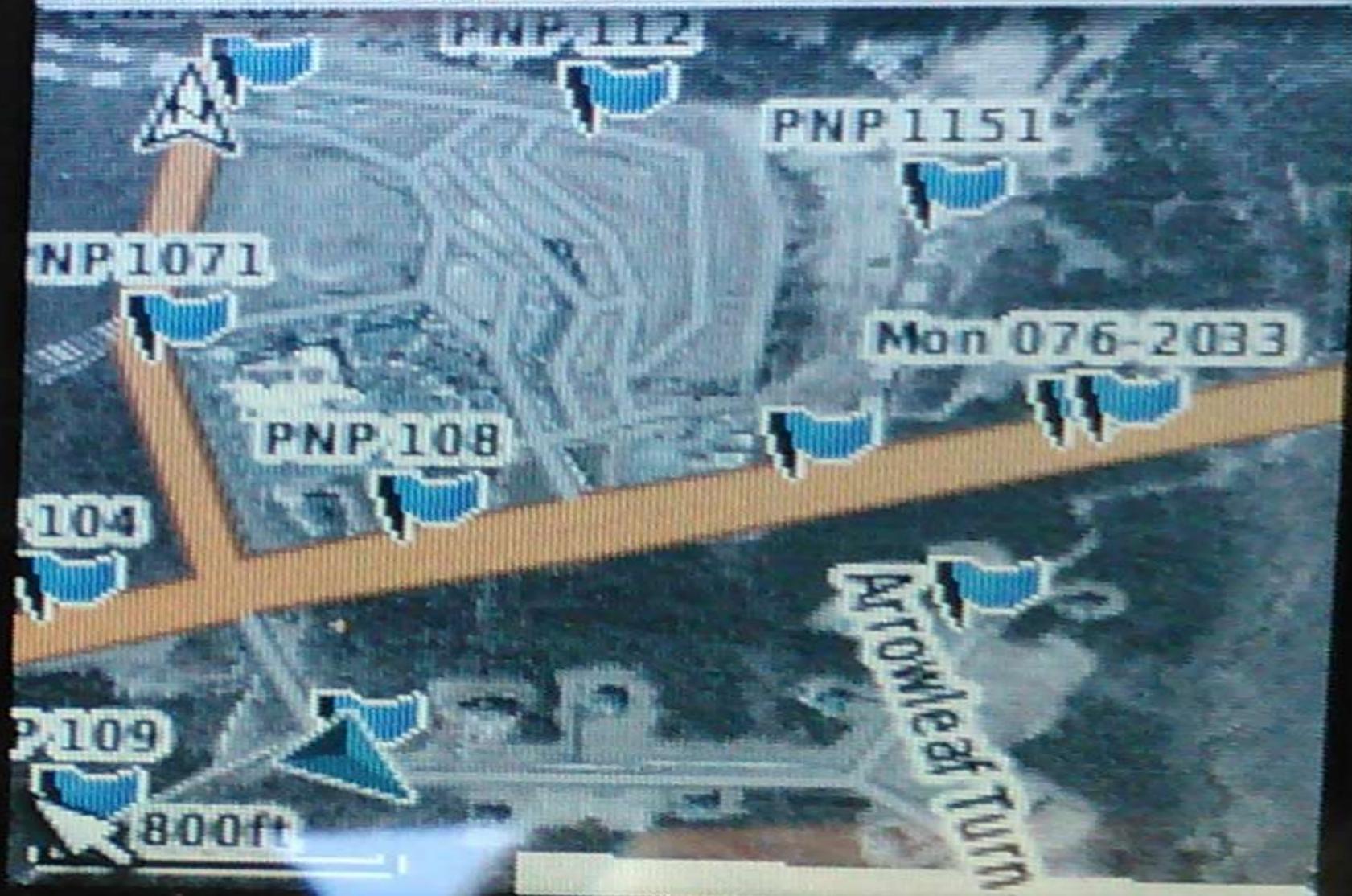
PNP 108

104

PNP 109

800ft

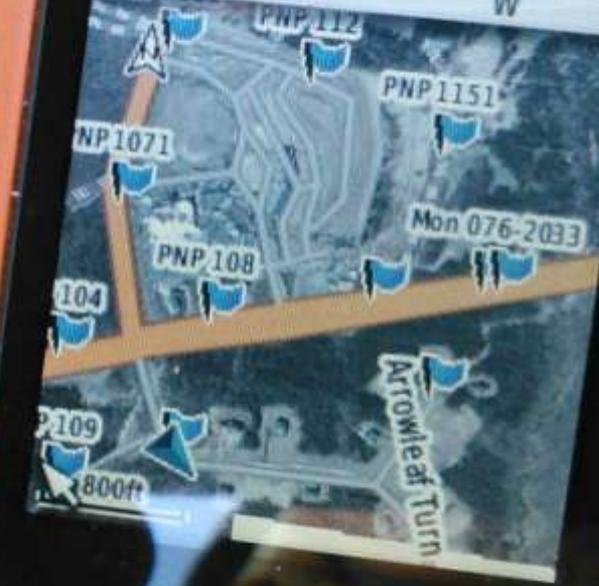
ATOMEAT TURN



Sprint

etrex 20

N 38°46.827' W 077°40.017'  
0.15 mi W

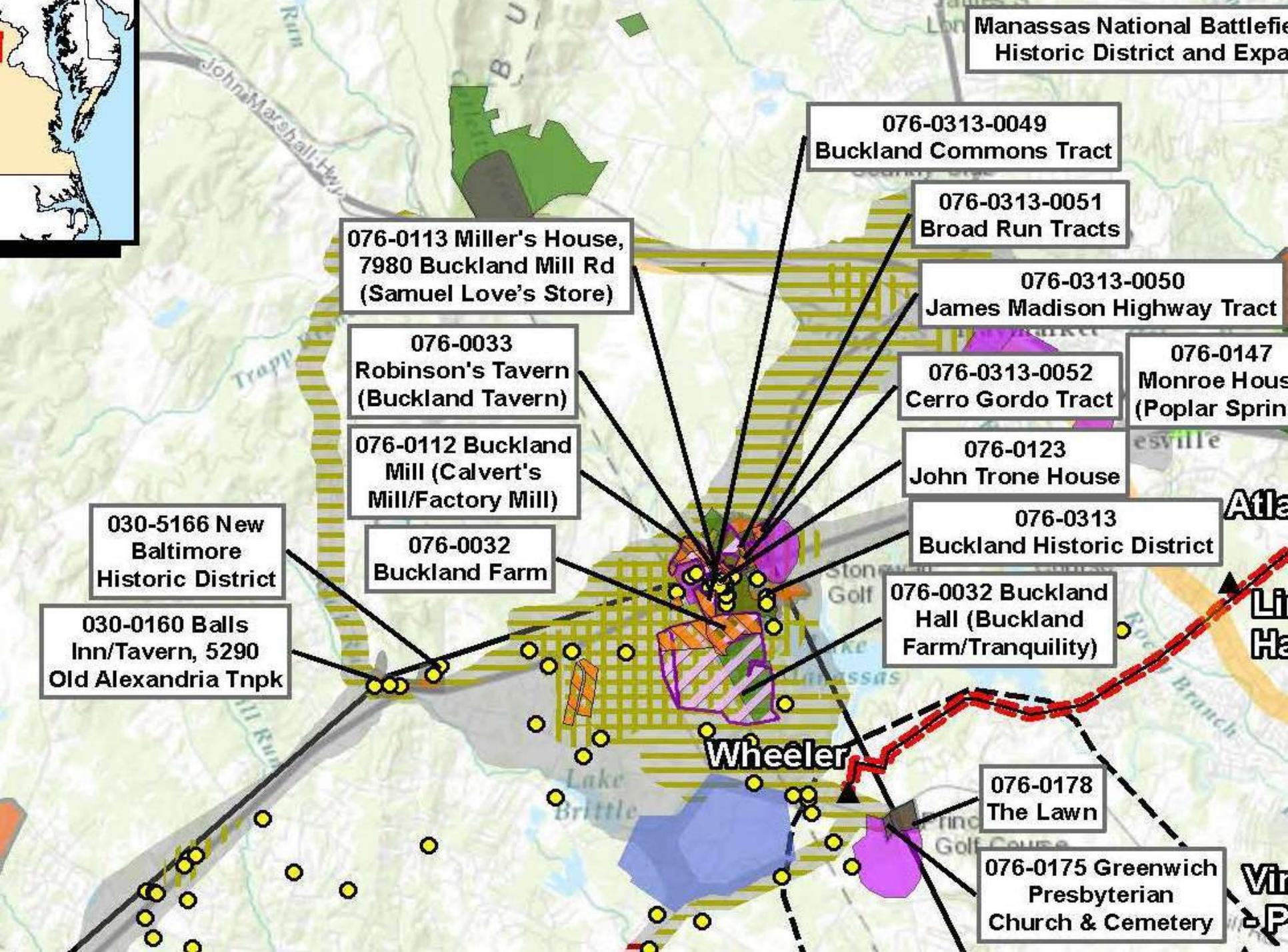


GARMIN

menu

light





**Manassas National Battlefield  
Historic District and Expansion**

076-0313-0049  
Buckland Commons Tract

076-0313-0051  
Broad Run Tracts

076-0313-0050  
James Madison Highway Tract

076-0147  
Monroe House  
(Poplar Spring)

076-0313-0052  
Cerro Gordo Tract

076-0123  
John Trone House

076-0313  
Buckland Historic District

076-0032 Buckland  
Hall (Buckland  
Farm/Tranquility)

076-0178  
The Lawn

076-0175 Greenwich  
Presbyterian  
Church & Cemetery

076-0113 Miller's House,  
7980 Buckland Mill Rd  
(Samuel Love's Store)

076-0033  
Robinson's Tavern  
(Buckland Tavern)

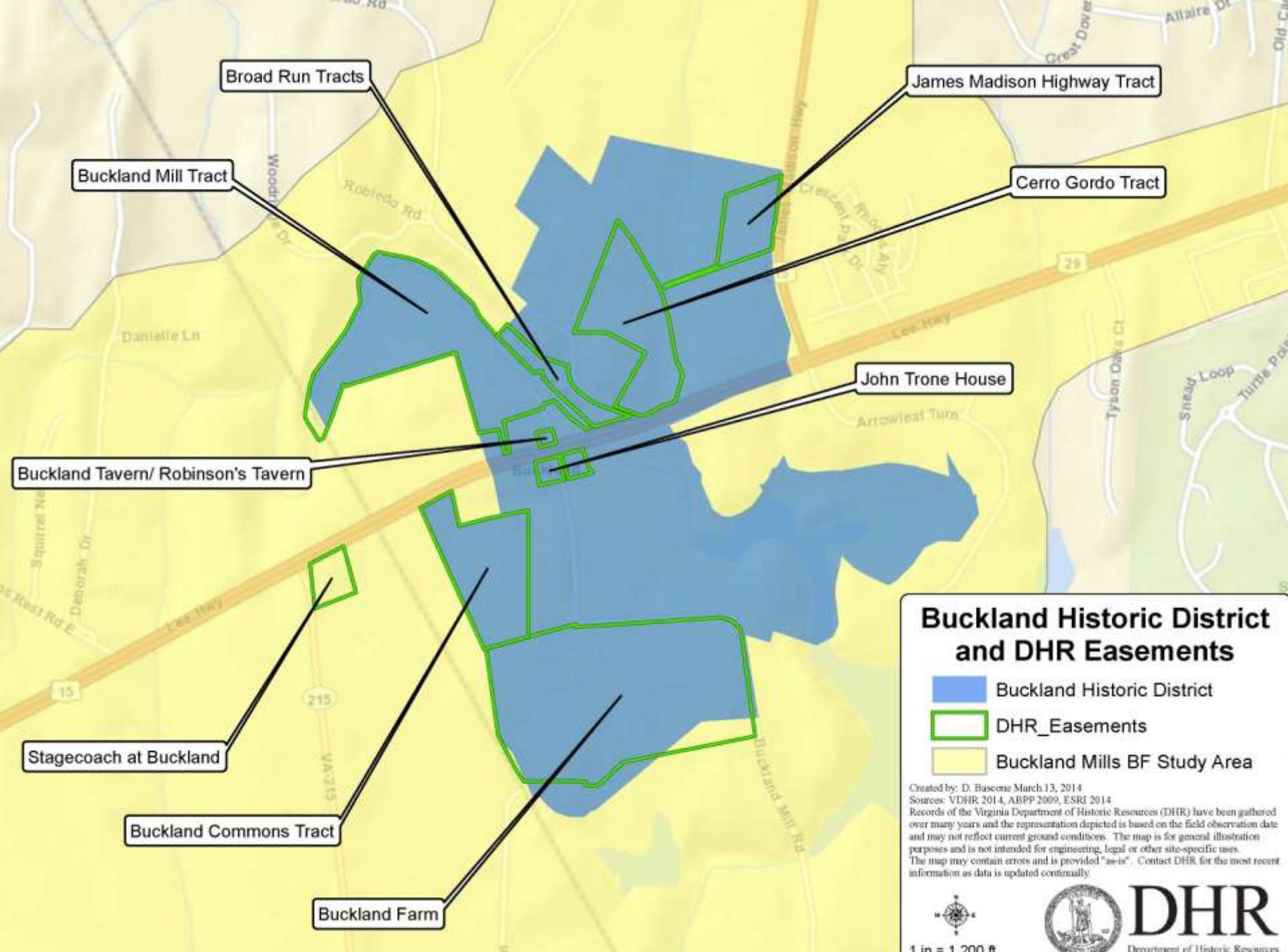
076-0112 Buckland  
Mill (Calvert's  
Mill/Factory Mill)

076-0032  
Buckland Farm

030-5166 New  
Baltimore  
Historic District

030-0160 Balls  
Inn/Tavern, 5290  
Old Alexandria Tnpk

**Wheeler**



Broad Run Tracts

Buckland Mill Tract

James Madison Highway Tract

Cerro Gordo Tract

John Trone House

Buckland Tavern/ Robinson's Tavern

Stagecoach at Buckland

Buckland Commons Tract

Buckland Farm

## Buckland Historic District and DHR Easements

- Buckland Historic District
- DHR\_Easements
- Buckland Mills BF Study Area

Created by: D. Bascone March 13, 2014  
 Sources: VDHR 2014, ABPP 2009, ESRI 2014  
 Records of the Virginia Department of Historic Resources (DHR) have been gathered over many years and the representation depicted is based on the field observation data and may not reflect current ground conditions. The map is for general illustration purposes and is not intended for engineering, legal or other site-specific uses. The map may contain errors and is provided "as-is". Contact DHR for the most recent information as data is updated continually.



**DHR**  
 Department of Historic Resources

1 in = 1 200 ft

# JOURNEY THROUGH HALLOWED GROUND NATIONAL HERITAGE AREA



National Park Service  
U.S. Department  
of the Interior



VICINITY MAP



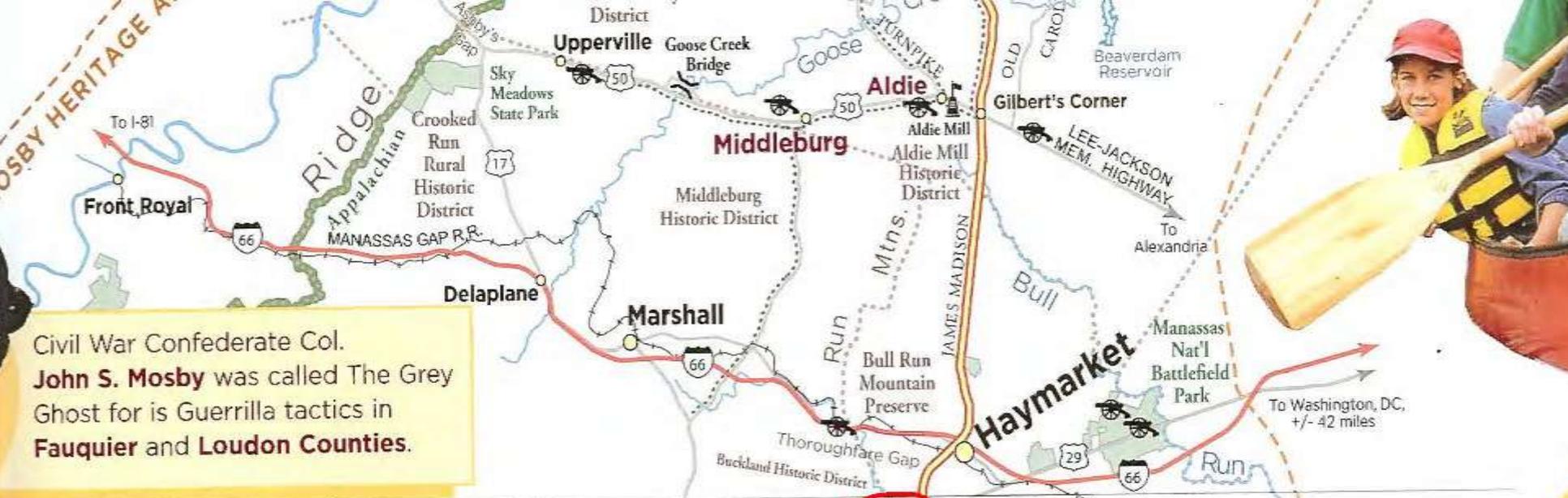
Journey Through Hallowed Ground  
National Heritage Area Boundary

OFFICE: Land Resources Program Center  
REGION: Northeast Region  
AREA: JCHA

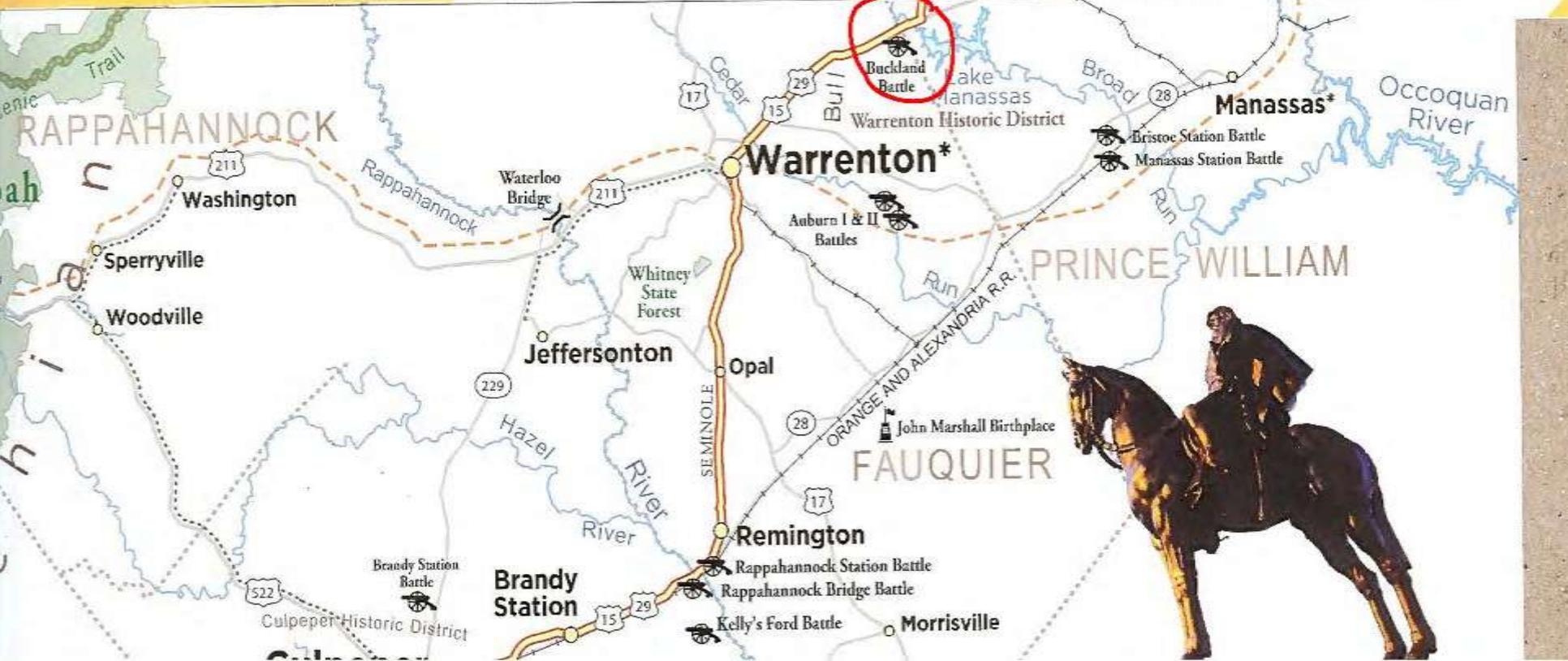
Map Number: FRO00000  
Date: October 2005



Buckland is the  
centerpoint in the  
Journey Through  
Hallowed Ground



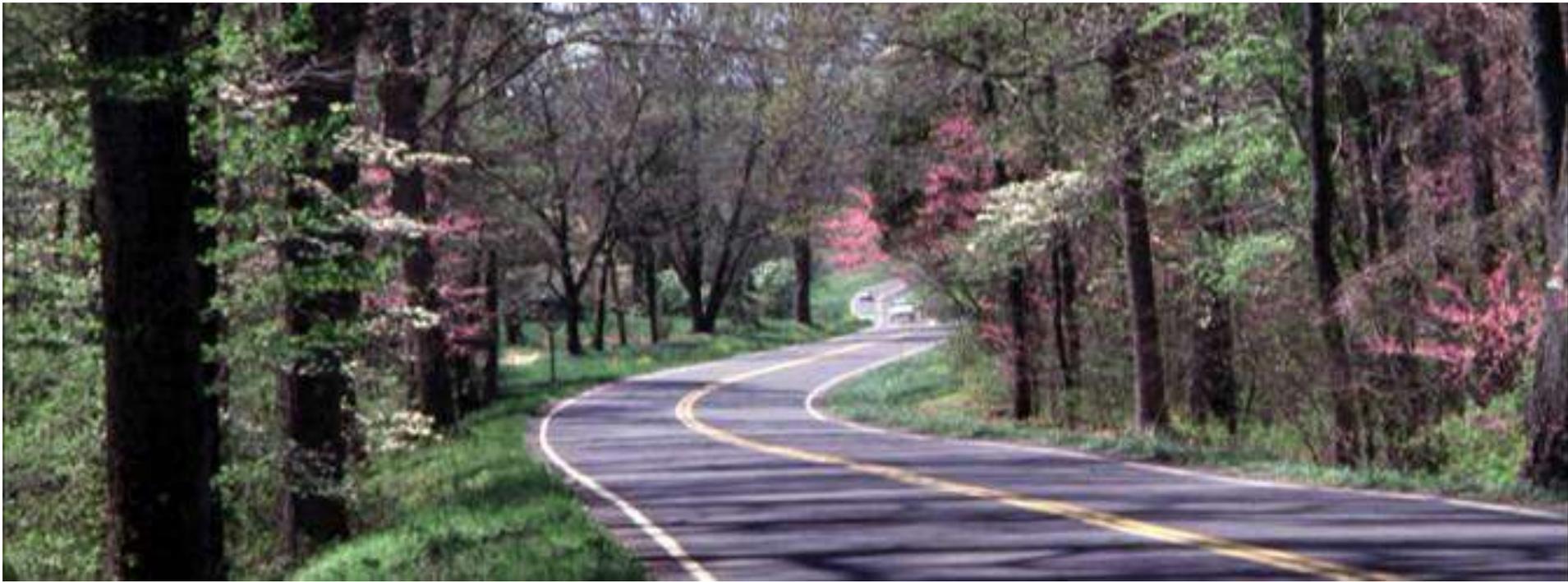
Civil War Confederate Col. **John S. Mosby** was called The Grey Ghost for his Guerrilla tactics in Fauquier and Loudon Counties.



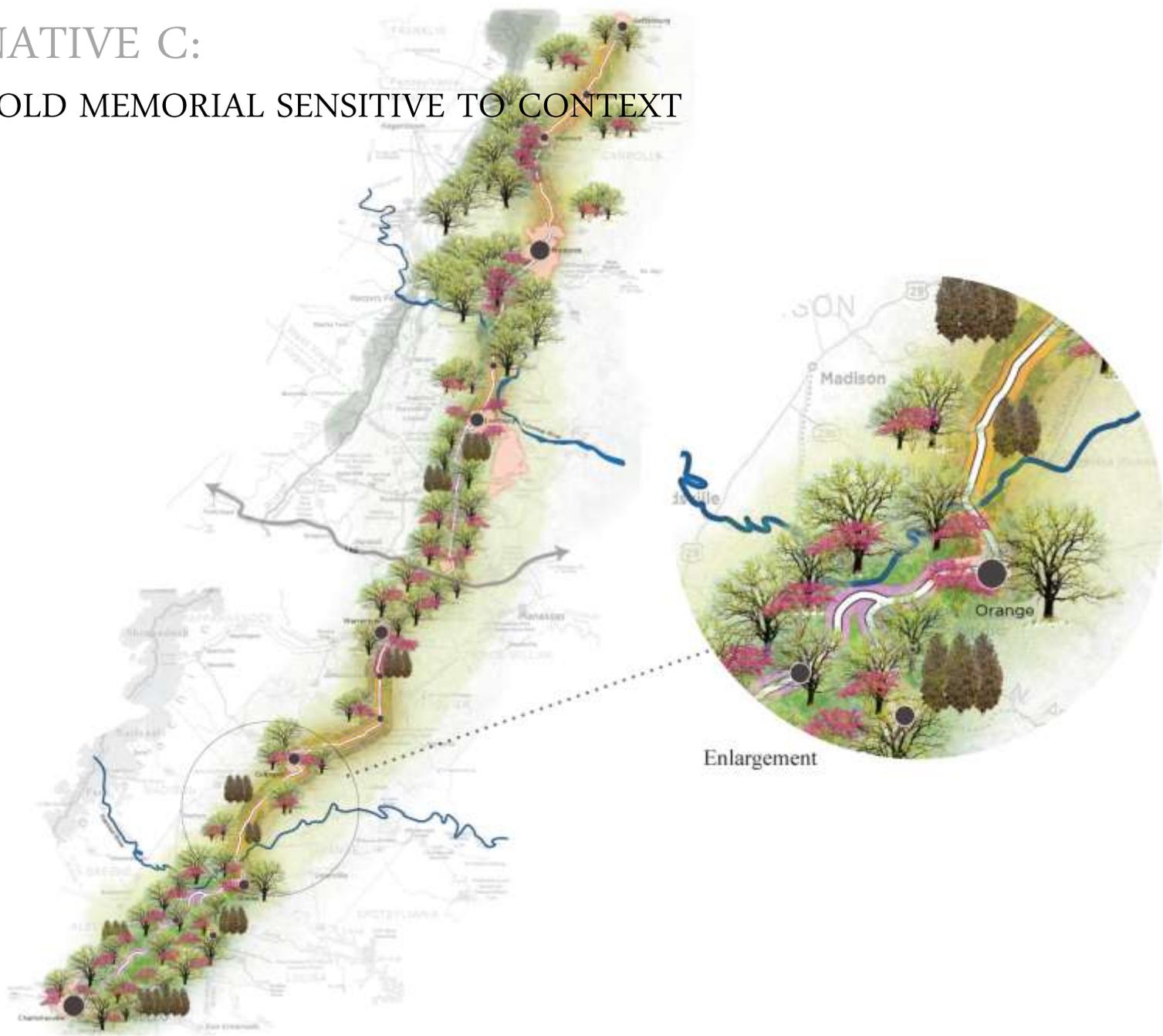


**JTHG holds 9 Presidential Homes**

National Scenic Byway  
2009 Designated  
99<sup>th</sup> Road in the Country



ALTERNATIVE C:  
CREATE BOLD MEMORIAL SENSITIVE TO CONTEXT



AREA C : 15/29 SOUTH OF  
BUCKLAND

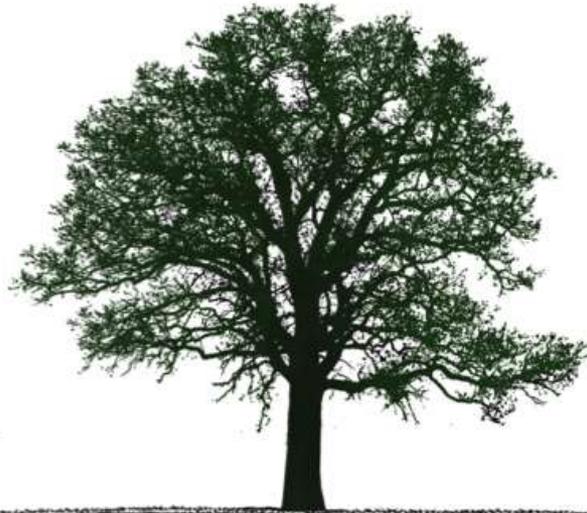


**Planting Concept Legend**

- Flowering, understory tree
- Evergreen tree
- Canopy tree
- 'Adopted' tree
- Clear zone
- ◀ Viewshed







THE JOURNEY THROUGH HALLOWED GROUND PARTNERSHIP  
**THE LIVING LEGACY PROJECT**

