

Project Description:

The Laurel Glen Cemetery is situated along VT Route 103 in the village of Cuttingsville, town of Shrewsbury. Among one of its most prominent features is a mausoleum constructed on behalf of John P. Bowman for his family who all dies earlier than anticipated. The mausoleum is sited on a rise of land and faces to the west across Route 103. Its construction included the modification of a pre-existing granite stone wall to retain the soil upon which the mausoleum is set. This modified wall occupies an interior run of what must be an older granite retaining wall defining the edge of the cemetery as it relates to the state highway.

The original stone wall section located north and west of that modified by Bowman is in poor condition having suffered distortion and partial collapse. It is clear that over more than 100 years, the gravity wall has shifted position sufficiently to destabilize itself. The most southerly/easterly two thirds of the wall section in question is backed by a steep slope of ascending gradient with trees along the brow of the slope; there is a steep descending gradient to the shoulder of the highway in front of the wall. Otherwise, the remainder of the wall section in question, its northern/western end and terminus, features a variety of cross-sections. Though damage is slightest on the northern/western end of the wall segment in question, it is believed to be important that restoration proceed from this point heading southerly/easterly toward the most damaged portions of the wall section.

Where wall failure has occurred, in general, to date the mortared wall cap stones have stayed suspended though shifted toward the road while the rusticated fascia of the parapet roadside surface has collapsed exposing and allowing further collapse of the stone rubble behind it. The wall base has shifted in places but its changes are relatively modest compared to the collapse portions and/or stone shifting at a higher elevation within the wall cross-section. The fallen fascia stone and rubble have the potential to be roll down or in winter freeze/thaw conditions, walk down the slope and into the edge of the travel envelope. Repositioning of fascia and rubble to the edge of road via debris flow could likely complicate shoulder use including snow clearing operations in the vicinity.