

During 2008 the Department was able to rebuild Henderson Hill Road with the assistance of a \$129,000 Department of Environmental Conservation erosion control grant.



Henderson Hill Road on May 27, 2006. (Looking east)

The road was more dirt than gravel and the ditches were constantly filled with dirt eroding from the road and down the hill towards East Lake Road. The result was tons of dirt and sediment flowing into McMillan Creek located a few feet from Henderson on East Lake Road and subsequently being allowed to enter into Conesus Lake just a few hundred feet from the Henderson Hill Road - East Lake Road intersection.

The ditches were rebuilt using light and medium fill stone and gravel was added to stabilize the road bed. Geo-textile fabric was used as a barrier under the gravel as well as under the fill stone.

The project was over 2,600 feet long and included work on grades that exceeded over 10 percent.

Although the ditches and road bed was completed in 2008 the road had to go through a winter in order to allow the gravel to settle and stabilize so it could be surface treated with oil and stone in 2009.



This photo shows the erosion problem (looking west). The East Lake Road is visible in the distance and Conesus Lake is just a few hundred feet further to the west.



East Lake Road - Henderson Hill Road Intersection in May 2006.



The picture to the left shows the ditch construction. The black material is the geotextile fabric and the larger rock is medium fill stone.

The fabric will help alleviate plant growth as well as ensure there is no erosion under the stone.

The rock not only helps capture sediment but also slows the flow of stormwater.

Culvert pipe was added in critical areas of steep grade to flow the water back and forth under the road further reducing the speed and volume of stormwater.



Henderson Hill -
East Lake Road
Intersection.



Although it appears that the new ditches are extremely shallow, the depth of the ditches includes over 3 feet of fill stone. Conesus Lake is visible in the distance.



Nearing the top of the hill (looking west) in one of the steeper areas of the hill



Finished with ditch construction and spreading new crushed gravel on the road using the "Jersey spreader". The spreader allows for a control width and depth of gravel. 12 inches of gravel was applied to the road which compacted to approximately 7 inches.





Taken September 2008, the roadbed finished and ready for oil and stone in 2009



Taken after the road was oil and stoned on May 14, 2009. With the roadbed sealed the danger of road bed eroding is completely negated.



Oil and stone being applied to Henderson Hill Road, May 2009