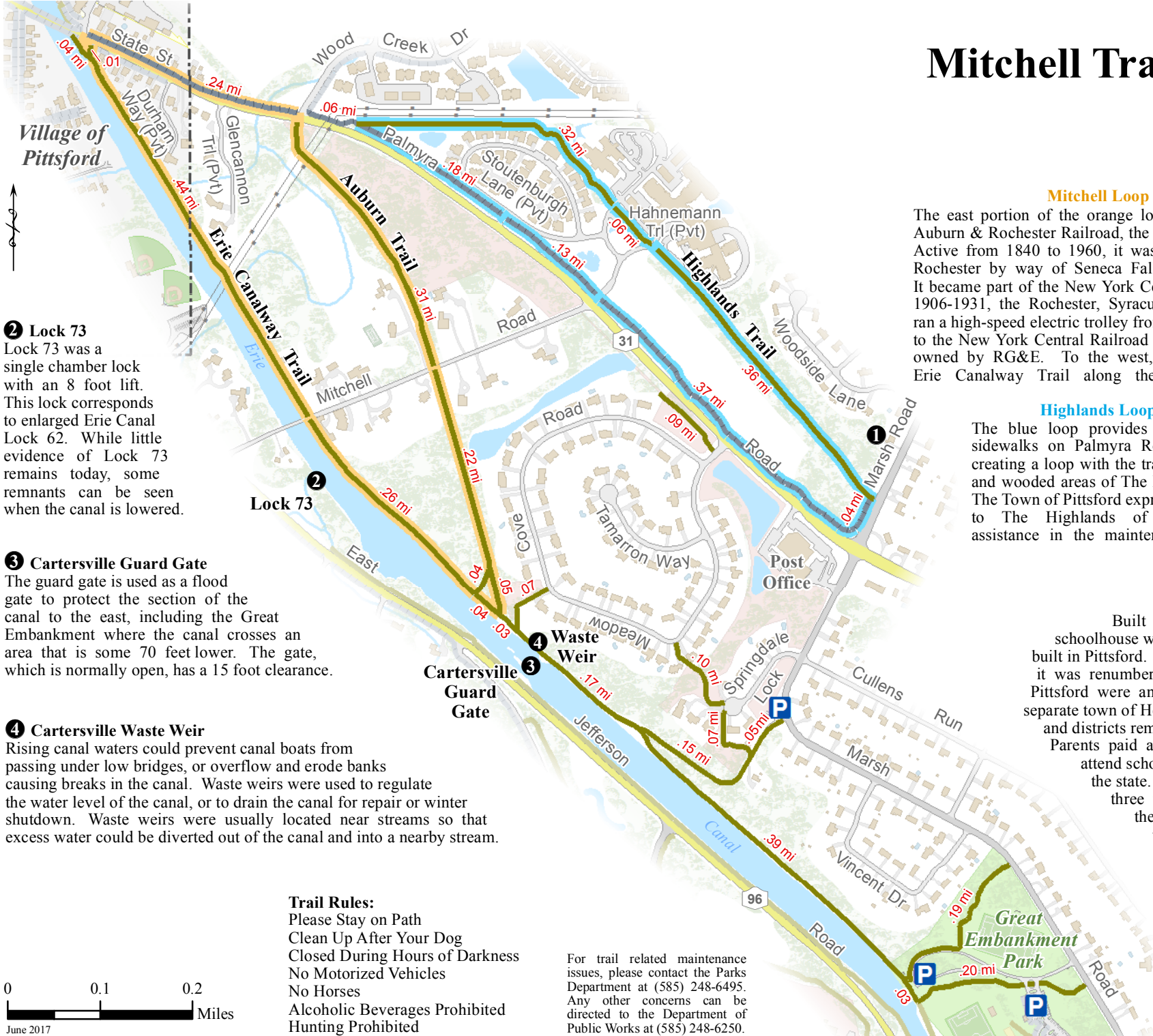


Mitchell Trails



Mitchell Loop 1.63 Miles

The east portion of the orange loop utilizes the roadbed of the Auburn & Rochester Railroad, the first railroad east of Rochester. Active from 1840 to 1960, it was built to connect Auburn and Rochester by way of Seneca Falls, Geneva, and Canandaigua. It became part of the New York Central Railroad in 1853. From 1906-1931, the Rochester, Syracuse & Eastern Rapid Railroad ran a high-speed electric trolley from Rochester to Auburn parallel to the New York Central Railroad line. The right-of-way is now owned by RG&E. To the west, the orange loop follows the Erie Canalway Trail along the bank of the Erie Canal.

Highlands Loop 1.49 Miles

The blue loop provides a diverse walk with sidewalks on Palmyra Road and Marsh Road creating a loop with the trails through residential and wooded areas of The Highlands at Pittsford. The Town of Pittsford expresses sincere gratitude to The Highlands of Pittsford for their assistance in the maintenance of these trails.

1 District #9 Schoolhouse

Built in 1856, the brick and stone schoolhouse was one of the last schoolhouses built in Pittsford. Originally named District #13, it was renumbered when the West Woods of Pittsford were annexed and established as the separate town of Henrietta, and nine schoolhouses and districts remained in what is now Pittsford. Parents paid a set fee for their children to attend school, they were not supported by the state. Most schools operated around three terms which revolved around the farming seasons - planting, tending and harvesting. Now a single family home, it retains the style and design of the original schoolhouse.

2 Lock 73
Lock 73 was a single chamber lock with an 8 foot lift. This lock corresponds to enlarged Erie Canal Lock 62. While little evidence of Lock 73 remains today, some remnants can be seen when the canal is lowered.

3 Cartersville Guard Gate
The guard gate is used as a flood gate to protect the section of the canal to the east, including the Great Embankment where the canal crosses an area that is some 70 feet lower. The gate, which is normally open, has a 15 foot clearance.

4 Cartersville Waste Weir
Rising canal waters could prevent canal boats from passing under low bridges, or overflow and erode banks causing breaks in the canal. Waste weirs were used to regulate the water level of the canal, or to drain the canal for repair or winter shutdown. Waste weirs were usually located near streams so that excess water could be diverted out of the canal and into a nearby stream.

- Trail Rules:**
 Please Stay on Path
 Clean Up After Your Dog
 Closed During Hours of Darkness
 No Motorized Vehicles
 No Horses
 Alcoholic Beverages Prohibited
 Hunting Prohibited

For trail related maintenance issues, please contact the Parks Department at (585) 248-6495. Any other concerns can be directed to the Department of Public Works at (585) 248-6250.

