

Parking Lots

- Parking areas should be well lighted during evening services or other activities.
- Parking areas on church property should be properly planned, supervised, and patrolled where possible. Traffic should be controlled as a means of avoiding accidents.
- Parking blocks in parking areas should be eliminated as they are a major cause of personal injuries due to trip and falls.
- The parking lot surface should be inspected for potholes and uneven areas and repaired. Uneven surfaces create a potential trip and fall hazard.
- All driveway and parking lot chain barriers must be equipped with reflectors to reduce the potential of personal injury and vehicle damage.
- Advise members of the congregation to keep their vehicles locked when unattended and left on church premises.

Parking Lot and Roadways Paving

The following is the Diocese's recommendation for paving parking lots and roadways:

- **New Parking Lots and Roadways**
 - Establish a 12 – 18 inch aggregate subbase course MDOT Type D, depending on the sub-soil condition.
 - 3 inch crushed gravel base course MDOT Type A.
 - Paving will consist of a 2 inch base with a 1 inch finish coat or 1 ¾ inch base with a 1 ¼ finish coat for a total of 3 inches.
- **Old Parking Lots and Roadways** – with pot holes and multiply cracks, reclaim or remove existing paving and pave with a total of 3 inches of paving. To reclaim or remove the old pavement will eliminate cracks from transpiring through the new pavement, creating longevity for the new paving.
- **Resurfacing Existing Lots and Roadways** – Shim low areas and resurface with a 1 ½ paving.

Parking Lot and Roadways Maintenance

- During winter months, keep parking lots and roadways cleared, sanded and salted to prevent slips and falls.

- After the winter season, parking should be swept of sand and debris. Loose gravel and dirt tends to act as a giant piece of sandpaper on the asphalt as vehicles drive over it. This will substantially reduce the life of parking lot.
- Sealcoating asphalt is very similar to painting wood. Sealcoat provides a protective barrier between the pavement and water and sunlight.
 - Water intrusion is the leading cause of pavement failures. Water softens the base and sub-base under the asphalt. This situation leads to cracks and eventually becomes potholes.
 - Ultraviolet rays from the sun are the second leading cause of pavement failures. Sunlight oxidizes the pavement causing the asphalt to become brittle and begin to ravel.
 - Cracks are like cavities. They need to be filled and the best solution to this problem is to fill these cracks with hot poured rubber crack sealant before they get too large. This will prevent moisture from penetrating the pavement and causing further damage.