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ASUM SENATE AGENDA
Mt. Sentinel Rooms
May 29, 1991

1. Call Meeting to Order
2. Roll Call
3. Approval of Minutes
4. President's Report
 - a. Senate Appointment
 - b. Meeting - Board on Member Organizations
5. Vice President's Report
 - a. Committee Appointment
 - b. Summer Orientation - June 28, July 12, August 9
 - c. Blood Drawing - June 4, Noon-4 p.m.
 - d. Circle K Bar-b-que - Friday, 5 p.m. RSVP
6. Business Manager's Report
7. Committee Reports
8. Public Comment Period
9. Old Business
 - a. Resolution to Protest CIA Recruitment on the University of Montana Campus
 - b. Resolution to Support the Development of Additional Bicycle Racks on the UM Campus
 - c. A Resolution Advocating Social Responsibility
 - d. Resolution to Rewrite Item D, Section 1, Article VI of the ASUM Bylaws.
10. New Business
11. Comments
12. Adjournment

ASUM SENATE TALLY SHEET

DATE

May 29, 1991

SENATE MEMBERS

ROLL
CALL

*Support to Consider
Recess...
Departure
Committee*

Jodie Barber

J. V. Bennett

Gillian Dale

Bill Rathert
Natalie Grubb

Stacey Hargesheimer

Eric Hummel

Danna Jackson

Rete Meares
Adam Kraft

John Krause

Julie Kuntz

Gregory Lewis

Sol Neuhardt

Meg Oliver

Jackson Redhorn

Nathan Singer

Ed Tinsley

Chris Warden

Winnie West

Brian Wetterling

Ed Zink

	-	5:11	-	-					
✓	N			Y					
✓	Y			Y					
✓	Y			Y					
✓	N			Y					
✓	Y			Y					
✓	Y			Y					
✓	Y		8:45	-					
✓	N			Y					
✓	a			Y					
✓	Y			Y					
✓	Y			Y					
✓	Y			N					
✓	Y			Y					
Ex- cluded	-		-	-					
✓	N		8:45	-					
✓	Y			Y					
Ex- cluded	-		-	-					
Ex- cluded	-		7:30	-					
✓	N			Y					

ASUM OFFICERS

Galen Hollenbaugh

President

Dana Wickstrom

Vice-President

Paula Rosenthal

Business Manager

✓	Y			Y					
✓	Y			Y					
Ex- cluded	-		-	-					

FACULTY ADVISOR

Robert Plum

✓				-					
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ASUM SENATE MINUTES
Mt. Sentinel Rooms
June 5, 1991
6:00 p.m.

Chairman Wickstrom called the meeting to order at 6:10 p.m. Members present were Bennett, Dale, Hargesheimer, Hummel, Jackson, Krause, Kuntz, Lewis, Mears, Neuhardt, Oliver, Rathert, Redhorn, Singer, Tinsley, Warden, Wetterling and Zink. Excused were Barber and West.

The minutes of the May 22, 1991, meeting were approved as written.

President's Report

- a. Hollenbaugh announced Grubb's resignation and the filling of her position by alternate Bill Rathert.
- b. Member of the Board on Member Organizations should see Hollenbaugh regarding scheduling of committee meeting.

Vice President's Report

- a. Wickstrom offered the following committee appointment for approval: Honors Committee - Melissa Holly

Tinsley - Jackson moved to approve. Motion passed.

- b. Wickstrom requested a volunteer to help with July 12 orientation to give a short talk about ASUM. Other orientations will be held July 28 and August 9.
- c. Wickstrom encouraged Senators to participate in a blood drawing to be held from 12-4 p.m. June 4
- d. There will be a Circle K barbecue this Friday at 5 p.m. Please notify Wickstrom if you want to attend.

Business Manager's Report

Hummel reported on Business and Finance activities and stated that the copier will be on the agenda next week.

Committee Reports

Jackson reported that SLA will be meeting next Wednesday, June 5, at 3:30 p.m. to discuss downsizing and give a final recommendation. Jackson also noted that there will be a Senate table in the UC Tuesday, June 3rd, from 9-3.

Senate Minutes
May 29, 1991
page two

Dan Astle gave a report on SUB and the UC cuts. A handout itemized the cut proposals (Exhibit A).

Randi Erickson reported that City Council will be endorsing a resolution to go with traditional semesters and encouraged Senators to do the same.

Wickstrom reported on the Student Affairs Advisory Council. She noted that the UC Operations report is available in her office. Also, she introduced new Senators Bill Rathert and Pete Mears.

Public Comment Period

Ken Stolz, Director of Campus Services, stated there will be a resolution on parking fee increases next week. He distributed a memo on the increases (Exhibit B) and encouraged Senators to call him for further information at x6001.

Duminda DeZoysa gave a short history on his perception of the CIA and indicated his preference for keeping them off campus.

Old Business

- a. Resolution to Object to CIA Recruitment on the Campus of the University of Montana (Exhibit C). Bennett accepted friendly amendments from Kuntz and Tinsley. **Hummel - Jackson** called previous question. Carried. Resolution failed.
- b. Resolution to Support the Development of Additional Bicycle Racks on the UM Camps - withdrawn.
- c. Resolution Advocating Social Responsibility (Exhibit D). Zink amended. **Hummel - Tinsley** called previous question. Carried. Resolution passed.

Tinsley - Jackson moved to suspend Bylaws to consider following resolution. Motion carried.

- d. Resolution Endorsing the Traditional Semester System (Exhibit E). Zink offered friendly amendment to correct spelling errors. **Hummel - Hargesheimer** called previous question. Carried. Resolution passed.

Senate Minutes
May 29, 1991
page three

Oliver - Hollenbaugh moved to reconsider UC fee increase.
Failed.

- e. Resolution to Rewrite Item D, Section 1, Article VI of the ASUM Bylaws (Exhibit F). **Hummel - Tinsley** called previous question. Carried. Resolution passed.

Warden - Hummel moved to suspend Bylaws to consider following resolution. Motion carried.

- f. Resolution to Call for a Review by the Board on Member Organizations of Alleged Improprieties by the Student Coalition for Social Responsibility (Exhibit G).
Hollenbaugh - Hummel called previous question. Carried.
Resolution passed.

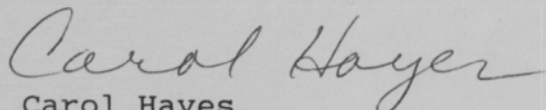
New Business

- a. Resolution to Fund the Honors Program Through a Super-Tuition
- b. New Increase in UC User Fees Resolution
- c. Resolution Calling for a Users' Study Group on Polystyrene
- d. Resolution to Invite the Dali Lama to the University of Montana
- e. Parking Fee Increase Resolution
- f. Resolution to Encourage Negotiations Concerning Parking in Residential Areas

Comments

Wickstrom adjourned the meeting at 9:25 p.m.

Respectfully submitted,



Carol Hayes
ASUM Office Manager

UNIVERSITY CENTER
Proposed Budget Reductions
1991-92

Discussed and Endorsed by Student Union Board and UC Managers: May 29, 1991

1.	Transfer appropriate telephone equipment charges to ASUM	\$ 10,800
	Eliminate Maintenance (meals) for student employees	12,000
	Benefits: Actual vs. Budgeted	<u>5,000</u>
	Sub-total	\$ 27,800
2.	Eliminate Hellgate Dining Room (savings to be achieved only if there are no school year obligations @ Lubrecht & Yellow Bay)	\$ 10,000
	Sub-total	\$ 10,000
3.	Cut Scheduling's PR account (limit to \$5,000)	\$ 17,500
	Vacant position in Commissary	<u>10,600</u>
	Sub-total	\$ 28,100
4.	Eliminate Art Gallery	\$ 11,000
	Reduce UC Programming Non Income Events	<u>2,000</u>
	Sub-total	\$ 13,000
5.	Reduce Operating Hours	
	- Game Room: close one hour earlier daily	\$ 2,000
	(Summers: open only during summer sessions	
	Holidays: closed)	
	- Info Desk: close one hour earlier daily	2,000
	- Monitors: required for one less hour daily	1,000
	- Utilities: reduction proportionate to oper. hrs.	<u>2,000</u>
	Sub-total	\$ 7,000
	TOTAL	<u>\$ 85,900</u>

The University of
Montana

Intra-Campus MEMORANDUM

DATE: May 29, 1991
TO: ASUM Senate
FROM: Kenneth Stolz, Director, Campus Services
RE: Parking Fee Increases



Montana University System Policy 940.11, Motor Vehicle Registration Fees requires the President to include "a description of the procedure by which the campus student governance organization, the faculty and staff were consulted" with any request for an increase in fees. The President has authorized me to consult with the Faculty Senate, Staff Senate, and ASUM Senate with regards our proposed five year parking program and associated fee increases.

Deferred Maintenance. We are in the second year of a five year plan to address our parking lot deferred maintenance needs. We have between \$500,000 and \$1,000,000 of required reconstruction work needed on our parking lots. As the attached engineering study indicates, if we defer these repairs, we only escalate costs. For example: \$5,000 worth of crack and surface sealing to Lot F behind the UC five years ago, would have averted the \$35,000 overlay that we had to do in that lot last summer.

Fee Increase. Last year, we discussed with the UM Executive Officers two alternatives to address this problem: 1) a large jump in parking fees from \$33 to \$60± with \$3 increases after that to keep up with inflation; or 2) increases of \$9 per year for 5 years. The Executive Officers choose option 2 and I presented this to the ASUM Senate. The ASUM Senate adopted a resolution supporting the first year of this increase program. \$9 represents an increase of 5¢ per day to park for the academic year (190 days). With an annual parking fee of \$78 proposed for FY95, it would cost 41¢ per day to park on campus at that time. Please remember, this is not a *mandatory* fee and an increasing number of alternatives to parking a car on campus exist.

Budget and Fee Summaries. I have attached a budget summary that projects the costs and revenue associated with our parking program. Also attached is a five year plan that specifies the deferred maintenance projects that we would undertake. Finally, I've attached a comparison of our fees and fines compared to an average of institutions in surrounding states.

**Campus
Services**

Printing Services, University Graphics, Word Processing and Desktop Publishing, Purchasing Insurance, Campus Quick Copy, Campus Mail Services, Environmental Health, Motor Pool Vehicle Repair Center, Campus Safety, Keys and Locks, Parking, University Police

Other Services. In addition to repair of deteriorating parking lots, parking fees support many other parking-related services. If we are unable to keep up with inflation, these functions will have to be curtailed. Among the services are:

Parking Capacity Upgrades. When we rehabilitate a lot, we also look for opportunities to improve its capacity. For example, when we work on Lot H (south of Elrod) in the summer of 1992, we should be able to add 45 new parking spaces by simply reconfiguring the layout of the parking spaces in the lot.

Parking Safety Upgrades. When we are working on a lot or if we are working near a lot, we always look for opportunities to improve lighting, add or repair sidewalks, add emergency telephones, improve crosswalk visibility, etc.

Accessibility. As surveys by DSS and others point out non-code compliant curb cuts and other barriers to the physically challenged, we remove these barriers. We expand and contract handicapped parking as demand warrants each year. Enforcement of handicapped parking is our highest parking enforcement priority.

Bicycles. We use parking fees to purchase additional bicycle racks, and Facilities Services installs them on permanent pads. Funding from several organizations should result in the installation of parking for an additional 280 bicycles this summer. However, this could be delayed by the continuing debate about banning bicycles from the campus interior. We continue to be committed to encouraging *safe* bicycle use as an alternative to single occupant automobile commuting to campus.

Mountain Line Bus. Last August, we signed a one-year contract for \$36,000 with Mountain Line to provide free bus service for all students, faculty, and staff. Because of significantly increased ridership, they have asked for a \$50,000 to \$60,000 contract for next year. We intend to "drive a hard bargain" with them, basing the contract only on their increased costs and real savings to UM.

I look forward to responding to any questions that individual Senators have during next week's meeting or in advance of that meeting. Please call me anytime at 243-6001.

Thank you for your consideration.

How To Lessen



Deferred Maintenance

by David M. Maxson

*Certain areas of the physical plant
can be identified to help reduce
this catastrophic problem*

MANY people automatically think of deferred maintenance in terms of older buildings and property. But from the moment a new building is completed, new parking lots laid, sidewalks poured or landscaping developed, the deferred maintenance clock starts ticking.

One of the most important goals of maintenance and operations in any school or university is to keep buildings and properties in good working condition until their useful life is reached and replacement is necessary. Deferred maintenance is an insidious problem because those items slated for deferral have a low profile and seemingly no visible impact on the building and its systems.

The Decaying American Campus: A Ticking Time Bomb, sponsored by the APPA and NACUBO, describes accumulated deferred maintenance as "maintenance projects from prior years that were not included in the maintenance process because of perceived lower priority status than those funded within available funding." Deferred maintenance includes postponed renewal and replacement maintenance, and unperformed, unscheduled major maintenance.

Every physical plant administrator or facility manager knows what the optimum maintenance program would be like if there was an unlimited source of funds—fresh paint, new carpets, manicured and well-landscaped grounds. Weeds wouldn't be growing through the concrete sidewalks and blacktop parking lots, and there wouldn't be steam leaks and loss of condensate. But there is a problem with deferred maintenance in most institutions, and administrators must find new ways to deal with old problems.

Surveys by various organizations about the poor conditions presently existing in physical plants site a lack of funding as the major cause. Whether deferred maintenance is a calculated strategy on the part of institution administrators to stretch limited funds and pursue more visible academic needs or a physical plant administrator's efforts to stay within budget, the result is the same. The longer a maintenance problem is deferred, the more severe and costly the ultimate solution may be.

The APPA/NACUBO survey places the potential price of capital renewal and replacement needs for colleges and universities at approx-

imately \$70 billion. It also reveals that urgently needed repairs to date could top \$20 billion nationally.

Lessening the burden

Despite this, there are ways to avoid or lessen deferred maintenance in certain areas.

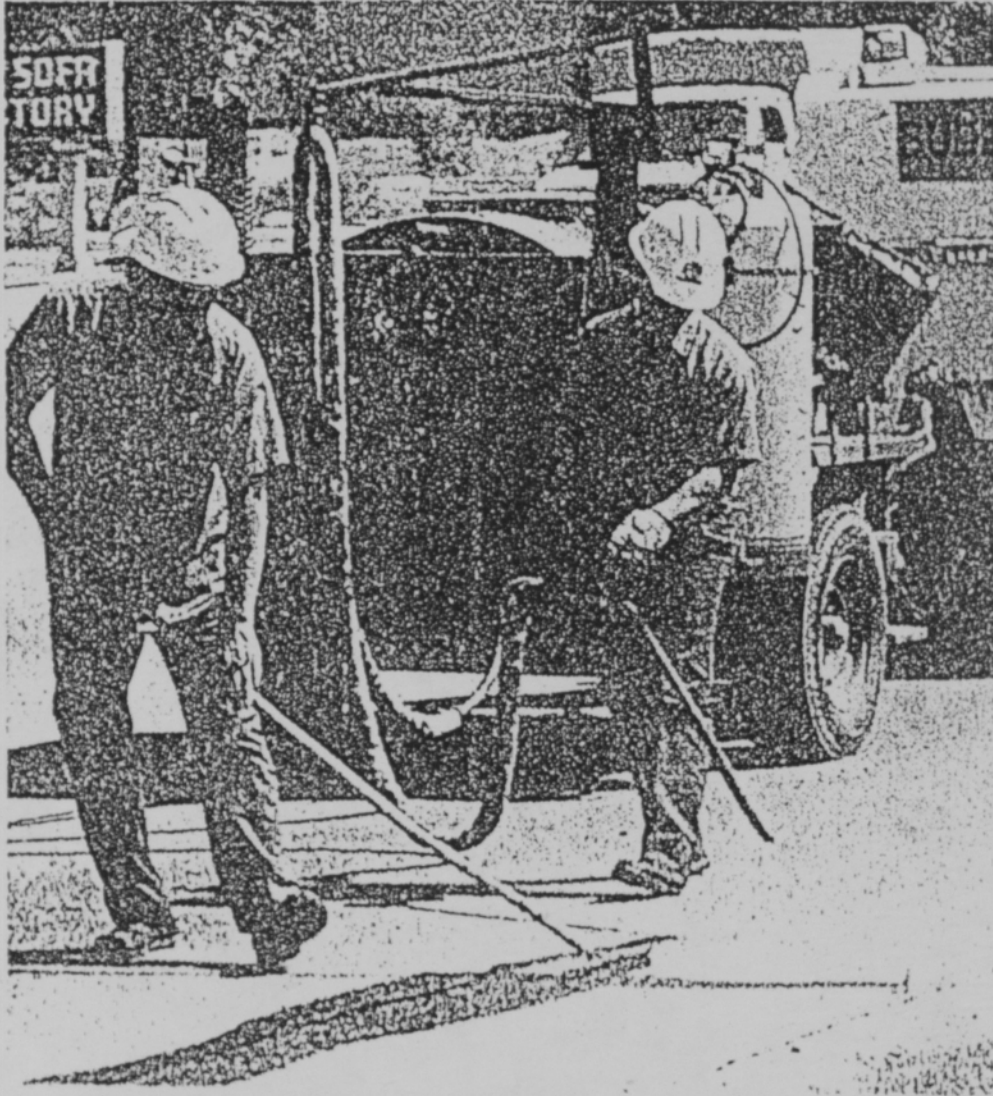
Asphalt replacement. It is not uncommon to spend \$150,000 or more to replace an existing parking lot, yet very little, if any, monies are appropriated to maintain this investment. To extend the life of the new lot, frequent inspections are needed. Repairs should be made to small cracks when they first appear before they develop into serious defects. The cost can be held to a minimum if in-house personnel are available to make inspections and repairs. If the asphalt surface is not maintained properly on a regular basis, it won't be long until a whole new surface will have to be laid, especially in cold regions where the freeze-thaw cycle does so much damage.

Steam trap maintenance. Maintenance managers can't afford not to maintain steam traps, yet many operations don't have the personnel or money to do it right. However, if steam trap maintenance is deferred,

UNIVERSITY OF MONTANA

1989

PARKING FACILITIES SURFACE EVALUATION



Prepared by
PROFESSIONAL CONSULTANTS, INC.

*P.O. Box 3416
3115 Russell Street
Missoula, Montana 59806
(406) 728-1880*

UNIVERSITY OF MONTANA

1989 PARKING LOT

EVALUATION REPORT

Upon the request of the University of Montana, Facilities Services Department, Professional consultants, Inc. has performed onsite inspection of designated parking areas, evaluated parking lot surface conditions, made recommendations as to maintenance and reconstruction, and developed approximate cost estimates for recommended methods of repair. These work tasks are discussed in the text of this report.

Each parking lot was evaluated using the "Pavement Rating System For Low-Volume Asphalt Roads", developed by the Asphalt Institute. Both a walk-through and drive-through inspection was performed on each lot. Thirteen categories of possible asphalt surface deficiencies were rated numerically according to their severity (0 being least severe and 10 being most critical). All area ratings were summed to give the overall parking lot an evaluation rating of between 0 and 100 with 0 indicating the lowest end of quality and 100 indicating superior quality. (See exhibit B for evaluation tabulations). Descriptions and examples of the various surface deficiencies are shown in Exhibit A.

For discussion purposes the parking lots have been subdivided into two separate categories: 1) those requiring "routine maintenance" and 2) those requiring more involved "reconstruction". Routine maintenance shall entail crack sealing, patching, minor repair of base in areas of alligator cracking and pot holes, and periodic slurry sealing. Reconstruction shall entail overlayment or complete removal and reconstruction of an area including base. Areas of reconstruction and overlayment will require additional engineering, testing, and possibly limited topographic surveying before exact recommendations can be made, which is beyond the scope of this report.

Historically there have been two major causes of asphalt pavement deterioration. The first cause of pavement deterioration is repeated loading. Asphalt pavement can be compared to a piece of wire or sheet metal in that after many times of bending (loading) the material will break or fail. This does not generally appear to be the main cause of the University's parking lots deterioration. The second cause of deterioration (which is more applicable to the University's parking facilities deficiencies) is environmental effects. There are many detrimental environmental effects which deteriorate asphalt such as freeze/thaw action, wet/dry cycles in the subgrade, heating/cooling cycles of pavement surface, and oxidation. Possibly of all the detrimental environmental effects on asphalt pavement oxidation is the single most harmful effect.

The oxidation process is a series of chemical reactions within the asphalt material that combine to age and make the asphalt material brittle. The oxidation process is something that can not be eliminated, the best one can do is minimize its effects, however the pavement will indeed eventually become brittle. This action of deterioration increases more rapidly with time if routine maintenance is not implemented.

The most common visual deficiency in parking lots requiring routine maintenance is various forms of cracking. Many types of cracks are in a constant state of movement therefore requiring sealing for 3 primary reasons:

- 1) to prevent moisture from entering the subgrade
- 2) to keep non-compressibles from lodging in the cracks so that further damage does not occur
- 3) to prevent further deterioration of the crack's interior surface from weather, deicing chemicals, etc.

Methods of repairing and sealing of cracks in asphalt has become a field of study in itself, and is beyond the scope of this report. However, certain fundamentals will insure a quality repair of the crack. Cracks should always be thoroughly cleaned by compressed dry air, sand blasting, wire brushing, or a combination there of. Cleaning of the cracks should also include sterilization to prevent vegetative growth. Narrow cracks 3/8" and less should be routed to accept sealant and assure proper bonding. All cracks should be filled with sealer from the bottom up and this often requires specific types of equipment for different sealant materials. See exhibit C for a specification on a high quality crack sealing compound. Finally all sealed cracks when completed and cured should have sealant flush with existing surrounding pavement surfaces.

Pot holes and alligator cracking should be cut out with complete removal of failed base areas, leaving edges square and clean. Failed base should be replaced with the same base materials as surrounding unexcavated area, then well compacted. Cut edges of asphalt should be thoroughly cleaned and tack coated for proper bonding. Finally the asphalt should be patched with a hot mix asphalt. Areas of pot holes should always be repaired expeditiously as they are one of the most susceptible areas to accelerated deterioration from environmental effects.

After localized problem areas of maintenance have been corrected it is often advantageous to slurry seal the entire area. A slurry seal is a high quality alternative to complete overlayment of the existing pavement, often extending existing surface lives from 5 to 8 years. A slurry seal is a mixture of emulsified asphalt and sand aggregates. The rate of application will generally be between 10 to 15 pounds per square yard for sand seal coat aggregate and between .15 and .25 gal per square yard of asphalt material. Again it is imperative that the entire surface be cleaned of all dust, dirt, sand or other objectionable material which may prevent complete coverage or bond between

the asphalt material and the existing surfaces. This will ensure a surface seal that will seal all hair-line cracks as well as developing a finished wearing surface that will minimize the overall effects of oxidation.

The following parking lots shall require some form of routine maintenance: A, C-2, D, H, K, M, P-1, P-2, R, S, V, W, South 1/2 of Campus Drive, and the North 1/2 of Campus Drive-Area 2. Detailed descriptions of repairs and recommendations for each individual lot are shown in Exhibit B. Table I indicates estimated cost of repairs.

Parking lots B, C-1, J, J-1, N, Y, Z, Metered Lot, Maurice/Connell Ave., and North 1/2 Campus Drive-Area 1 will require some form of reconstruction. General descriptions and discussion of recommended methods are also shown in Exhibit B. The reader is cautioned, the scope of this text is limited and recommendations for any type of reconstruction should be followed with additional and more site specific engineering, surveying, and testing. The cost estimates shown in Table II covering parking lots needing reconstruction are approximate at best and include an estimate of the necessary additional engineering services required.

In summary it is recommended that a scheduled maintenance program be set up around the University's Budget, for both routine maintenance and reconstruction. It is estimated that a scheduled maintenance program will extend the life of the existing parking lots and reduce future costs by 25%. The scheduled maintenance program should work on a rotational basis so that parking lots needing most urgent repairs may receive those when needed to prevent more intensive reconstruction.

TABLE I
ROUTINE MAINTENANCE

SUMMARY

*Condition
Rating*
✓

Designation	Age Yrs	Estimated Area Ft.	Estimated L.F. 4" Paint Striping	Estimated Cost of Repair	
(A)	8	57,630	1,900	\$ 8,400.00	75
C-2	24	8,984	350	250.00	90
(D)	23	11,700	500	1,800.00	86
(H)	22	77,720	7,600	13,000.00	73
K	2	12,860	none	200.00	96
M	2	24,444	none	300.00	89
P-1	8	88,500	none	1,200.00	89
P-2	19	88,500	4,816	13,700.00	80
(R)	8	49,100	2,700	6,800.00	86
(S)	19	13,125	700	2,000.00	80
(V)	19	35,000	2,200	5,200.00	82
W	4	70,500	none	300.00	91
S. 1/2 Campus Dr.	?	52,500	none	2,200.00	82
N. 1/2 Campus Dr. (Area - 2)	?	40,700	1,750	600.00	91

NOTE: Parking Lots A, D, H, R, S and V should receive immediate attention to prevent more extensive reconstruction.

TABLE II
RECONSTRUCTION

SUMMARY

Condition
Rating

Designation	Age Yrs	Estimated Area Ft.	Estimated L.F. 4" Paint Striping	Estimated Cost of Repair	
B	24	52,860	3,060	26,400.00	71
C-2 C-1	24	10,300	600	4,700.00	
J	23	50,180	1,584	24,000.00	62
Lodge	?	19,250	720	10,600.00	73
N-1	?	22,000	856	11,000.00	65
Y	19	33,800	1,620	16,600.00	76
Z	19	25,461	1,332	12,900.00	69
Metered Lot	22	51,300	3,494	26,200.00	62
N.1/2 Campus Drive Area -1	?	16,800	1,400	8,900.00	71
Maurice/Connell	?	45,500	1,954	32,300.00	46/72

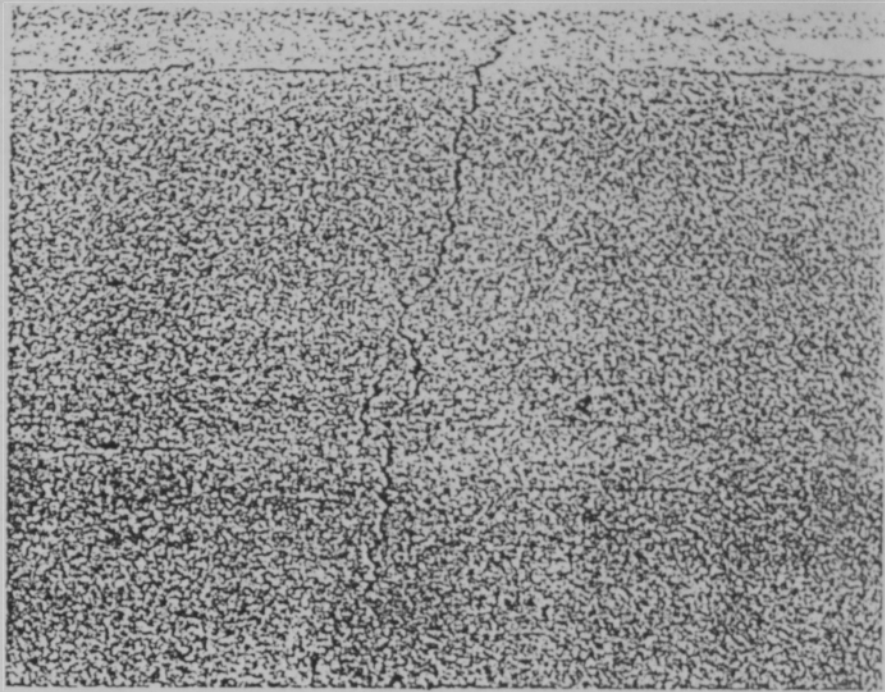
→ Overlayment
→ Total rebuild
Test beneath

↑
includes
engineering
- Subsurface
- Topo
- design

TRANSVERSE CRACK — A crack that follows a course approximately at right angles to the pavement centerline.

This frequently is caused by movement in the pavement beneath the asphalt layer (reflection cracking). Can also result from stresses induced by low-temperature contraction of the pavement.

Requires filling with asphalt emulsion slurry. This is usually (but not necessarily) followed by a seal coat or overlay over the entire surface.



LONGITUDINAL CRACK — A crack that follows a course approximately parallel to the centerline.

This usually results from a weak joint between paving lanes. These cracks can also result from earth movements, particularly on embankments. Two closely-spaced longitudinal cracks in a wheel path usually indicate bending stress induced by rutting. Longitudinal cracks can also occur as a result of movement in the pavement beneath the asphalt layer (reflection cracking).

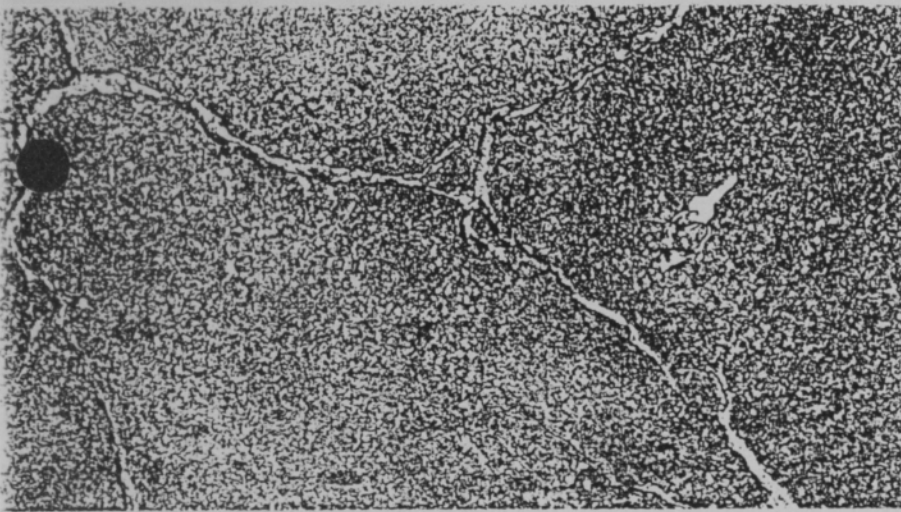
For repair, see "Transverse Crack."

ALLIGATOR CRACKS — Interconnected cracks forming a series of small polygons, the pattern resembling an alligator's skin.

Caused by excessive deflection of the surface over unstable subgrade or lower courses of the pavement. The unstable support usually is the result of saturated granular bases or subgrade.

Requires deep patching.





SHRINKAGE CRACKS — Interconnected cracks forming a series of large polygons, usually having sharp angles at the corners.

Caused by volume change in the asphalt mix or in the base or subgrade.

Requires crack filling with asphalt emulsion slurry followed by a surface treatment or a slurry seal over the entire surface.

RUTTING — Longitudinal depressions that form under traffic in the wheel paths and have a minimum length of approximately 6 m (20 ft).

Caused by consolidation or lateral movement under traffic in one or more of the underlying courses, or by displacement in the asphalt surface layer itself.

Ruts should be filled with hot plant-mixed material to restore proper cross section. This should be followed by a thin overlay.



CORRUGATIONS — Transverse undulations at regular intervals in the surface of the pavement consisting of alternate closely-spaced valleys and crests.

Caused by lack of stability in asphalt layers. Requires repair before resurfacing. If the corrugated pavement has an aggregate base with a thin surface treatment, a satisfactory corrective measure is to scarify the surface, mix it with the base, and recompact the mixture before resurfacing. If the pavement has more than 5 cm (2 in.) of asphalt surfacing and base, shallow corrugations can be removed with a pavement planing machine. This is followed with a seal coat or overlay.

RAVELING — The progressive disintegration from the surface downward, or edges inward by the dislodgement of aggregate particles.

Caused by lack of compaction during construction, construction during wet or cold weather, dirty or disintegrating aggregate, too little asphalt in the mix, or overheating of the asphalt mix.

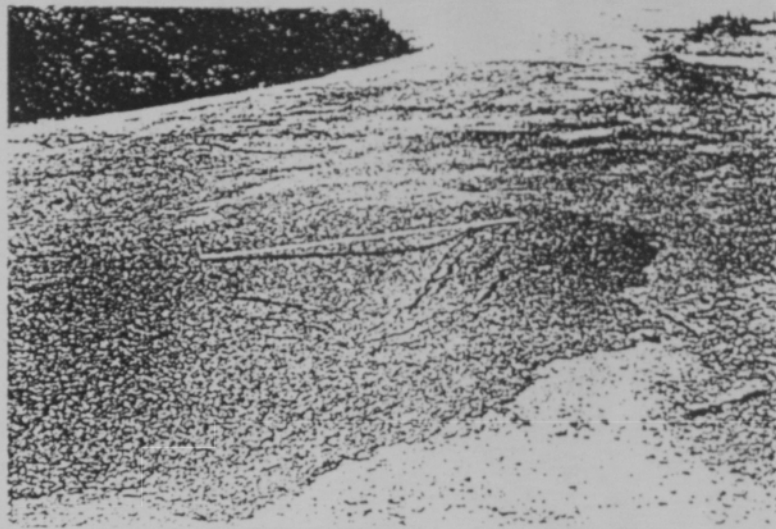
Usually requires a seal coat.



SHOVING — Lateral displacement of paving material due to the action of traffic, generally resulting in the bulging of the surface.

Caused by lack of stability in asphalt layers.

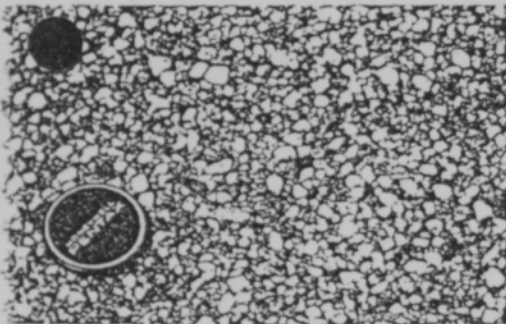
Requires removal of affected area, followed by deep patching.



POT HOLES — Bowl-shaped holes of varying sizes in the pavement, often the result of progressive deterioration of other defects such as alligator cracking.

Usually caused by a combination of weaknesses in the pavement resulting from such as too little asphalt, too thin an asphalt surface, too many fines, too few fines, or poor drainage, and traffic.

Requires deep patching.



POLISHED AGGREGATE — Aggregates in the surface of a pavement that have been polished smooth.

Caused by naturally smooth uncrushed gravels and crushed rock that wears down quickly under action of traffic.

Requires covering the surface with a skid resistant treatment.

EXCESS ASPHALT (BLEEDING) — Free asphalt on the surface of the pavement.

Caused by too much asphalt in one or more of the pavement courses.

In many cases, bleeding can be corrected by repeated applications of hot sand, hot slag screenings or hot rock screenings to blot up the excess asphalt. Sometimes, when bleeding is light, a plant-mixed surface treatment or an aggregate seal coat, using absorptive aggregate, is the only treatment needed. In rare instances of heavily over-asphalted surfaces, the surfaces should be completely removed.

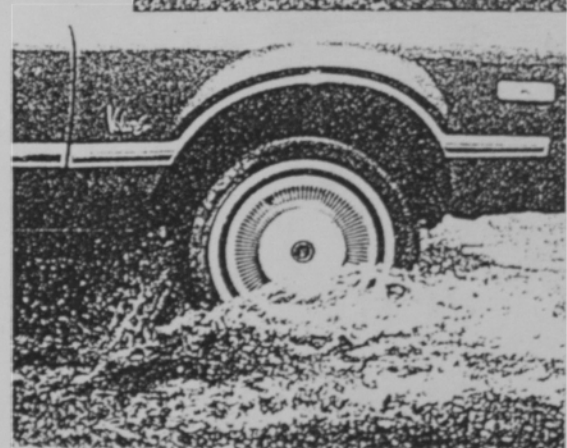


DEFICIENT DRAINAGE — Drainage problems may be considered in two categories: surface and subsurface. Proper surface drainage efficiently removes runoff from the pavement and the nearby ground. Standing water on the pavement or in the side ditches indicates surface drainage deficiency.

Proper subsurface drainage keeps groundwater away from the pave-

ment structure. Two indicators of deficient subsurface drainage are, in the absence of precipitation, water in a side ditch, or alligator cracking with moisture in the cracks.

For information on alleviation of drainage problems, the reader is referred to *Drainage of Asphalt Pavement Structures*, MS-15, The Asphalt Institute.



The University of Montana PARKING PROGRAM FY 91 - 95 Budgets and Rates

	<u>FY91</u>	<u>FY92</u>	<u>FY93</u>	<u>FY94</u>	<u>FY95</u>
OPERATIONS					
Staff (Secretary, Ticketwriter, 3.5 Officers, Students)	\$152,000	\$181,000	\$192,000	\$204,000	\$216,000
Operating (decal printing, office expenses, meter rental, vehicle costs, assessments, etc.)	92,000	81,000	89,000	94,000	98,000
Maintenance (annual contract with Facilities Services for cleaning, plowing, sanding, etc.)	27,000	30,000	32,000	34,000	36,000
Minor Repairs (individual work orders with Facilities Services for painting, signs, potholes, etc.)	33,000	38,000	42,000	44,000	46,000
Mountain Line Bus	36,000	50,000	55,000	61,000	67,000
Bond Payments	<u>84,000</u>	<u>84,000</u>	<u>84,000</u>	<u>84,000</u>	<u>84,000</u>
TOTAL Operations	\$424,000	\$464,000	\$494,000	\$521,000	\$547,000
REVENUE					
Decal Sales (before \$9 increase)	\$209,000	same	same	same	same
Parking Fines	150,000	same	same	same	same
Parking Meters	<u>45,000</u>	same	same	same	same
SUBTOTAL	\$404,000	\$404,000	\$404,000	\$404,000	\$404,000
\$9.00 Increase ¹	<u>61,000</u> (\$42)	<u>120,000</u> (\$51)	<u>177,000</u> (\$60)	<u>232,000</u> (\$69)	<u>285,000</u> (\$78)
TOTAL Revenue	\$465,000	\$524,000	\$581,000	\$636,000	\$689,000
BALANCES FOR RECONSTRUCTION					
REVENUE less OPERATIONS	\$ 41,000	\$ 60,000	\$ 87,000	\$115,000	\$142,000
Beginning Fund Balance	<u>43,000</u>	<u>(16,000)</u>	<u>(56,000)</u>	<u>(69,000)</u>	<u>(54,000)</u>
AVAILABLE FUNDS	\$ 84,000	\$ 44,000	\$ 31,000	\$ 46,000	\$ 88,000
less Planned Construction ²	<u>\$100,000</u>	<u>\$100,000</u>	<u>\$100,000</u>	<u>\$100,000</u>	<u>\$100,000</u>
ENDING BALANCE ³	\$(16,000)	\$(56,000)	\$(69,000)	\$(54,000)	\$(12,000)

¹ A modest annual decline in decal sales is projected because of increased prices. The actual sales will probably be more dependant upon other factors such enrollment, gas prices, and bus and bike use.

² Deferred maintenance totals a minimum of \$500,000 and may come close to \$1,000,000 when recent costs and inflation are considered.

³ Obviously negative fund balances cannot be incurred so construction would have to be deferred in FY 92 and 93 and more construction undertaken in FY 94 and 95.

**The University of Montana
PARKING LOTS AND STREETS
Deferred Maintenance Program**

FY 90 Projects (Completed Summer 1990)

CONSTRUCTION:

Lot T	\$ 89,000
6th Street	45,000

RECONSTRUCTION:

Lot F	\$ 35,000
Maurice (Music)	37,000

REPAIR:

Lot V	\$ 11,000
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ENGINEERING:

Engineering	\$ 31,000
Other	2,000

TOTAL FY 90	\$250,000
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FY 91 Projects (Summer 1991)

CONSTRUCTION:	none
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RECONSTRUCTION:

Lot J, J-1	\$ 40,000
Lodge	10,000
Lot C-1	10,000

REPAIR:

Lots S, R, and D	\$ 13,000
Potholes	5,000
Crack Seal	5,000

ENGINEERING:

Engineering	\$ 12,000
Contingency	5,000

TOTAL FY 91	\$100,000
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FY 92 Projects (Summer 1992)

CONSTRUCTION:	none	
RECONSTRUCTION:		
Maurice (Law)	\$ 32,000	
Connell	20,000	
REPAIR:		
Lot H	\$ 16,000	
Lots P-1, M, K, C-2, W, Campus Drive	5,000	
Potholes	5,000	
Crack Seal	5,000	
ENGINEERING:		
Engineering	\$ 12,000	
Contingency	5,000	
	TOTAL FY 92	\$100,000

FY 93 Projects (Summer 1993)

CONSTRUCTION:	none	
RECONSTRUCTION:		
Eddy	\$ 20,000	
Lot N	14,000	
Lot Y	21,000	
REPAIR:		
Lot P-2	18,000	
Potholes	5,000	
Crack Seal	5,000	
ENGINEERING:		
Engineering	\$ 12,000	
Contingency	5,000	
	TOTAL FY 93	\$100,000

FY 94 Projects (Summer 1994)

CONSTRUCTION:	none	
RECONSTRUCTION:		
5th, 6th	\$ 13,000	
Lot Z	\$ 16,000	
Lot B	33,000	
REPAIR:		
Lot A	\$ 11,000	
Potholes	5,000	
Crack Seal	5,000	
ENGINEERING:		
Engineering	\$ 12,000	
Contingency	<u>5,000</u>	
	TOTAL FY 94	\$100,000

FY 95 Projects (Summer 1995)

CONSTRUCTION:		
Lot U	\$ 66,000	
RECONSTRUCTION:		
VanBuren	\$ 7,000	
REPAIR:		
Potholes	\$ 5,000	
Crack Seal	5,000	
ENGINEERING:		
Engineering	\$ 12,000	
Contingency	<u>5,000</u>	
	TOTAL	\$100,000

Projects Remaining after FY 95

CONSTRUCTION:		
Lot E	\$ 51,000	
Lot L	99,000	
Lot X (depends upon Prescott House plans)	125,000	
	TOTAL	\$275,000

The University of Montana
PARKING PROGRAM
Fall 90 Fee and Fine Comparisons

FEE COMPARISONS	UM	SURVEY AVERAGE
General Parking	\$ 42	\$ 74
Student Only Parking	\$ 42	\$ 50
Faculty/Staff Only Parking	\$ 42	\$ 77
Reserved Parking	\$135	\$210

FINE COMPARISONS

No Decal Violation	\$ 10	\$ 12
Handicapped Violation	\$ 50	\$ 40
No Parking Zone	\$ 5	\$ 10
Fire Lane Violation	\$ 10	\$ 16
Overtime Violation	\$ 5	\$ 6
Improper Parking Violation	\$ 5	\$ 11
Reserved Parking Violation	\$ 5	\$ 17
Special Permit Violation	\$ 5	\$ 11

Cyhibeh C

Object to
A RESOLUTION TO ~~PROTEST~~ CIA RECRUITMENT ON THE
CAMPUS OF THE UNIVERSITY OF MONTANA

Whereas, the CIA engages in activities and policies which violate basic human rights and self-determination worldwide by the training of "security forces" and guerilla armies in methods designed to terrorize civilian populations, and engaging in operations to overthrow the governments of Iran in 1953, Guatemala in 1953-54, Nicaragua in 1981-90, and manipulate the elections of Panama 1980's Philippines in 1950- 86, and Brazil in 1962 (just a partial list); and...

Whereas, many of these covert activities violate International Law, the laws of the United States of America and endanger the very principles of democracy on which this nation is based, such as those documented by the Rockefeller Commission, appointed by President Ford, including opening of mail, maintenance of files on 300,000 individuals, infiltration of domestic groups, illegal break-ins, wiretaps; and...

Whereas, their recruitment policies are discriminatory and deceitful; and...

Whereas, we recognize the sanctity of free speech and do not seek to infringe upon this right and its free exercise, we none-the-less feel compelled to protest their illegal actions and their presence on campus for the purpose of recruiting;

Therefore Be It Resolved...

(Kenny amendment)
object to

that the Associated Students of the University of Montana ~~protest~~ the CIA recruiting on the University of Montana Campus until such time as they abandon the objectionable practices in which they are currently engaged. We do not wish to bar them from this campus; ~~at this time~~, however we do wish to make it clear they are unwelcome. To this end the ASUM Senate will direct that a copy of this resolution will be sent to the appropriate CIA officials.

Authored by JV Bennett

Sponcered by Stacey Hargesheimer and JV Bennett

A Resolution Advocating Social Responsibility

CO-SPONSORED BY: Zink, Hummel, Warden, Wetterling, Hollenbaugh, Lewis, Jackson, Singer, Neuhardt, Kuntz, Oliver, Barber, West, Redhorn, Bennett, Wickstrom, Rosenthal

Purpose: To protect the rights of all students to assemble at University of Montana functions without disruption.

Whereas on Thursday May 16, 1991, at approximately ^{7:30 p.m.} ~~6:30~~ a University sponsored CIA recruitment activity was disrupted and,

Whereas this disruption ^{may} ~~appears to~~ be a violation of the following Non-Academic-Misconduct provisions of the Student Conduct Code:

section g: "Unauthorized entry, use or occupancy of University facilities. . . ."

section h: "Failure to comply with the directions of University officials. . . acting in the performance of their duties."

section i: "Violation of published University regulations or policies. . . [including] . . . campus demonstrations. . . ."

section l: "Physical and/or mental action toward any person on University-owned or -controlled property or by University-recognized organizations intended to (1) produce bodily harm or danger, mental or physical discomfort, embarrassment, harassment or ridicule. . . ."

section m: "Disorderly, lewd, indecent or obscene conduct or expression on University-owned or -controlled property. . . ."

section n: "Interfering with the freedom of expression of others on University premises or at University-sponsored activities."

section o: "Intentional obstruction or disruption of normal University or University-sponsored activities. . . ."

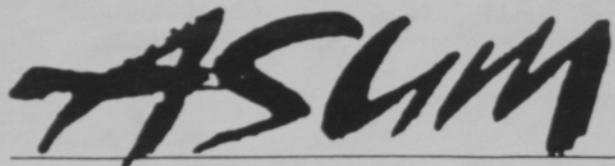
THEREFORE BE IT RESOLVED THAT: ASUM strongly objects to the disruption of the meeting that occurred on the evening of May 16, 1991.

ASUM recognizes the importance of free speech and expression, but also objects to any demonstration which infringes on the fundamental rights of students.

BE IT FURTHER RESOLVED THAT: ASUM reaffirms the following section of the Student Conduct Code:

Freedom of expression is a fundamental right in the University and must be upheld. Conduct or expression which goes beyond the scope of constitutionally protected rights of free speech and assembly, however, is impermissible. Freedom of expression includes peaceful assemblage and demonstration which does not interfere with the normal operation of the University. Demonstrations which do not involve conduct beyond the scope of constitutionally protected rights of free speech and assembly are permissible. However, conduct which is otherwise improper cannot be justified merely because it occurs in the context of a demonstration.

This resolution is printed on recycled paper.



Associated Students
University of Montana

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Missoula, MT 59812
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A RESOLUTION ENDORSING THE TRADITIONAL SEMESTER SYSTEM

WHEREAS, The statewide transition from a quarter system to a semester system is a forgone conclusion; and

WHEREAS, The State Board of Regents is a body designed to act in the best interests of Montana university students; and

WHEREAS, The traditional semester system will be the system most beneficial to those students, especially with regard to summer employment.

THEREFORE, Be it resolved that the Associated Students of the University of Montana endorse the traditional semester system and encourage the Board of Regents to adopt that system statewide.

A copy of this resolution shall be forwarded to President George Dennison, the Missoula City Council, Missoula legislators, the other state schools of higher education, the State Board of Regents, and the Honorable Governor Stan Stephens.

Written By: Senator Ed Tinsley/ City Council Rep. Erickson

Sponsored By: Senator Ed Tinsley/ City Council Rep. Erickson



RESOLUTION TO REWRITE ITEM D, SECTION 1, ARTICLE VI OF THE ASUM
BYLAWS

Exhibit F

Objective: To help the ASUM Senate maintain responsible and appropriate oversight over the activities of ASUM committees.

Whereas, The newly rewritten bylaws have changed the percentage of a Senate vote needed to overturn or override committee decision and recommendations;

Whereas, The ASUM Senate, in order to be properly responsible for the goals and objectives of ASUM, must have broader authority in guiding policy and financial decision;

Whereas, A two-thirds majority vote needed to override committee decision places too much control of these policies in the hands of individual committees;

THEREFORE, BE IT RESOLVED...

that the ASUM Senate vote to change Item D, Section 1, Article VI of the ASUM Bylaws to state...

D. Any action or rule of procedure of any ASUM or University committee must be approved by a majority vote by Senate before becoming ASUM policy.

Sponsored and authored by Senator Chris Warden