

MURPHY CITY COUNCIL AGENDA  
REGULAR CITY COUNCIL MEETING  
JANUARY 15, 2013 AT 6:00 P.M.  
206 NORTH MURPHY ROAD  
MURPHY, TEXAS 75094



Bret Baldwin  
Mayor

John Daugherty  
Mayor Pro Tem

Colleen Halbert  
Deputy Mayor Pro Tem

Dennis Richmond  
Councilmember

Scott Bradley  
Councilmember

Bernard Grant  
Councilmember

Dave Brandon  
Councilmember

James Fisher  
City Manager

NOTICE is hereby given of a meeting of the City Council of the City of Murphy, Collin County, State of Texas, to be held on January 15, 2013 at Murphy City Hall for the purpose of considering the following items. The City Council of the City of Murphy, Texas, reserves the right to meet in closed session on any of the items listed below should the need arise and if applicable pursuant to authorization by Title 5, Chapter 551, of the Texas Government Code.

**1. CALL TO ORDER**

**2. INVOCATION & PLEDGE OF ALLEGIANCE**

**3. ROLL CALL & CERTIFICATION OF A QUORUM**

**4. PUBLIC COMMENTS**

**5. PRESENTATION ITEMS**

- A. Receive unaudited investment and financial report as of September 30, 2012.

**6. CONSENT AGENDA**

All consent agenda items are considered to be routine by the City Council and will be enacted by one motion. There will be no separate discussion of these items unless a Councilmember so requests, in which event the item will be removed from the Consent Agenda and voted on separately.

- A. Consider and/or act upon the approval of the January 2, 2013 meeting minutes.

**7. INDIVIDUAL CONSIDERATION**

- A. Consider and take action, if any, upon a proposed resolution approving the City of Murphy Employee Policies and Procedures.
- B. Consider and take appropriate action, if any, on an ordinance amending the FY 2011-2012 revenue and expenditure budgets for the General Fund and the Debt Service Fund and creating a budget for the Murphy Municipal Development District (MDD).
- C. Consider and take action, if any, regarding neighborhood traffic control issues and the City of Murphy Traffic Calming Initiative Policy.
- D. Discussion/review of the city sidewalks and future hike and bike trails projects.

**8. CITY MANAGER/STAFF REPORTS**

North Murphy Road Construction Update  
McCreary Road Construction Update  
Regulations Regarding Bee Keeping  
Joint Work Session on Animal Shelter

Christmas Tree  
Update on Board and Commission Training  
First day to file – January 30<sup>th</sup>

#### 9. EXECUTIVE SESSION

The City Council will hold a closed Executive Session pursuant to the provisions of Chapter 551, Subchapter D, Texas Government Code, in accordance with the authority contained in:

§551.071 Consultation with City Attorney regarding advice from City Attorney involving:

- a) Susan Kinder-Alessio v. City of Murphy, et. al., Civil Action No. 4:12-CV-000493-RC-ALM
- b) Michael Cantrell v. City of Murphy, et. al, Cause No. 6:09-cv-225.
- c) Nathan Burgess Complaint

#### 10. RECONVENE INTO REGULAR SESSION

The City Council will reconvene into Regular Session, pursuant to the provisions of Chapter 551, Subchapter D, Texas Government Code, to take any action necessary regarding:

§551.071 Consultation with City Attorney regarding advice from City Attorney involving:

- a) Susan Kinder-Alessio v. City of Murphy, et. al., Civil Action No. 4:12-CV-000493-RC-ALM
- b) Michael Cantrell v. City of Murphy, et. al, Cause No. 6:09-cv-225.
- c) Nathan Burgess Complaint

#### 11. ADJOURNMENT

I certify that this is a true and correct copy of the Murphy City Council Meeting Agenda and that this notice was posted on the designated bulletin board at Murphy City Hall, 206 North Murphy Road, Murphy, Texas 75094; a place convenient and readily accessible to the public at all times, and said notice was posted on January 11, 2013 by 5:00 p.m. and will remain posted continuously for 72 hours prior to the scheduled meeting pursuant to Chapter 551 of the Texas Government Code.



Kristi Gilbert, TRMC, CMC, CPM  
City Secretary

In compliance with the American with Disabilities Act, the City of Murphy will provide for reasonable accommodations for persons attending public meetings at City Hall. Requests for accommodations or interpretive services must be received at least 48 hours prior to the meeting. Please contact the City Secretary at 972.468.4011 or kgilbert@murphytx.org.



CITY OF \_\_\_\_\_  
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**Unaudited Financial  
Information  
FY 2012  
September, 2012**

# Investment Report

<b>Accounts</b>	<b><u>04/30/2012</u></b>	<b><u>05/31/2012</u></b>	<b><u>06/30/2012</u></b>	<b><u>07/31/2012</u></b>	<b><u>08/31/12</u></b>	<b><u>09/30/12</u></b>
Checking	127,009.76	88,424.36	385,454.85	301,127.38	(5,973.24)	463,851.94
Impact Fees	304,994.58	312,585.88	387,027.40	385,205.54	452,714.55	526,403.07
Park Escrow	207,573.36	207,601.39	207,625.44	207,661.64	207,693.10	207,727.54
General Obligation	1,442,241.10	1,316,294.83	1,321,775.88	1,330,118.95	755,313.48	755,854.68
Series 2009 GO	6,641,739.15	6,770,330.48	6,473,337.97	6,381,173.00	6,367,594.37	7,684,577.72
Series 2009 CO	3,126,754.78	2,964,995.02	2,643,665.44	2,248,068.52	1,867,724.87	1,815,863.85
General Fund	5,629,208.81	4,772,817.42	4,288,101.63	3,980,032.99	4,130,113.32	3,150,337.62
Water Fund	2,110,158.07	2,313,448.73	2,390,850.99	2,457,852.85	2,474,862.10	2,332,676.22
4A Econ Dev	861,754.53	861,870.93	927,727.50	927,862.47		
Murphy Dev Dist					965,808.23	1,033,804.00
4B Community Dev	701,594.87	689,904.12	768,014.33	761,417.82	756,053.95	767,105.94
Cap Improvement	204,584.39	204,612.02	204,641.62	204,671.40	204,702.41	204,736.34
Sidewalk Escrow	23,074.67	23,062.79	23,051.12	23,039.48	23,027.97	23,016.78
2010 Tax Notes	35,161.15	35,162.64	35,164.08	35,165.58	29,995.63	29,996.86
<b>Bank Balances</b>	<b><u>21,415,849.22</u></b>	<b><u>20,561,383.61</u></b>	<b><u>20,056,438.25</u></b>	<b><u>19,243,397.62</u></b>	<b><u>18,229,630.74</u></b>	<b><u>18,995,952.56</u></b>
Interest-Monthly	2,588	2,847	2,886	2,780	2,745	2,953
Interest Rate	0.14%	0.16%	0.18%	0.17%	0.18%	0.20%

# Investment Report

(continue)

- Interest rate increased from 0.18% in August to 0.20% in September.

# Sales Tax – 2%

## General Fund/MDD/4-B

	FY 2012	FY 2011	FY 2010	FY 2009
October	143,459	132,959	112,677	108,228
November	176,758	146,856	153,909	154,328
December	140,866	132,482	123,366	113,748
January	149,961	128,616	123,748	103,373
February	186,674	181,241	160,669	167,606
March	138,154	120,012	110,484	103,248
April	141,992	115,806	105,054	100,082
May	209,516	201,762	173,048	157,573
June	161,305	158,268	163,024	140,188
July	171,892	148,063	156,532	131,487
August	202,023	227,434	200,789	174,247
September	<u>190,842</u>	<u>148,372</u>	<u>131,702</u>	<u>124,004</u>
Total	<u>2,013,442</u>	<u>1,841,871</u>	<u>1,715,002</u>	<u>1,578,112</u>

# Sales Tax – 1%

## General Fund

	FY 2012	FY 2011	FY 2010	FY 2009
October	71,730	66,479	56,339	54,114
November	88,379	73,428	76,954	77,164
December	70,433	66,241	61,683	56,874
January	74,980	64,308	61,874	51,686
February	93,337	90,621	80,334	83,803
March	69,077	60,006	55,242	51,624
April	70,996	57,903	52,527	50,041
May	104,758	100,881	86,524	78,786
June	82,494	79,134	81,512	70,094
July	90,961	74,031	78,266	65,743
August	101,529	113,717	100,439	87,123
September	<u>99,628</u>	<u>74,186</u>	<u>65,851</u>	<u>62,002</u>
Total	<u>1,018,302</u>	<u>920,935</u>	<u>857,545</u>	<u>789,054</u>

# General Fund

## FY 2012 Unaudited Revenues

### September, 2012

Revenue	FY 2012 Budget	YTD Actual	Budget Balance	% of Budget
Property Taxes	4,680,750	4,649,200	31,550	99.33%
Sales Tax	1,000,000	1,048,827	(48,827)	104.88
Franchise Tax	949,500	924,686	24,814	97.39%
Permits & Licenses	570,900	818,603	(247,703)	143.39%
Solid Waste	824,600	833,046	(8,446)	101.02%
Other Revenue	635,400	782,599	(147,199)	123.17%
Court Revenue	550,000	441,623	108,377	80.30%
Miscellaneous Revenue	<u>850,000</u>	<u>850,000</u>	<u>0</u>	100.00%
<b>Total</b>	<b><u>10,061,150</u></b>	<b><u>10,348,584</u></b>	<b><u>(287,434)</u></b>	<b>102.86%</b>

**General Fund  
FY 2012 Revenue Explanation  
September, 2012**

- Sales tax – collections as of September is 104.88% of budget.
- Permits & Licenses – issued 10 single family building permits in September compared to 4 at this time last year. We have issued a total of 120 single family building permits to date compared to 80 at this time last year.

# General Fund

## FY 2012 Unaudited Expenditures

### September, 2012

	<b>FY 2012</b>	<b>YTD</b>	<b>Budget</b>	<b>% of</b>
<b>Departments</b>	<b>Budget</b>	<b>Actual</b>	<b>Balance</b>	<b>Budget</b>
Administration	412,700	393,783	18,917	95.42%
Human Resources	149,800	137,145	12,655	91.55%
Information Technology	582,430	457,576	124,854	78.56%
City Council	277,800	362,201	(84,401)	130.38%
Economic Development	-	83,321	(83,321)	0%
City Secretary	147,600	124,425	23,175	84.30%
Finance	451,300	396,207	55,093	87.79%
Fire	2,324,320	2,244,523	79,797	96.57%
Public Works	246,400	261,055	(14,655)	105.95%
Facilities	393,500	410,095	(16,595)	104.22%
Community Development	404,830	636,077	(231,247)	157.12%
Police	2,905,740	2,712,577	193,163	93.35%

# General Fund

## FY 2012 Unaudited Expenditures

### September, 2012

<b>Departments (continued)</b>	<b>FY 2012 Budget</b>	<b>YTD Actual</b>	<b>Budget Balance</b>	<b>% of Budget</b>
Animal Control	67,300	62,190	5,110	92.41%
Recreation	322,460	350,773	(28,313)	108.78%
Parks	851,600	761,094	90,506	89.37%
Municipal Court	324,470	318,985	5,485	98.31%
Solid Waste	<u>671,200</u>	<u>675,918</u>	<u>(4,718)</u>	100.70%
<b>Total</b>	<u><b>10,533,450</b></u>	<u><b>10,387,945</b></u>	<u><b>145,505</b></u>	<b>98.62%</b>

# Utility Fund

## FY 2012 Unaudited Revenue

### September, 2012

	<b>FY 2012</b>	<b>YTD</b>	<b>Budget</b>	<b>% of</b>
<b>Revenue</b>	<b>Budget</b>	<b>Actual</b>	<b>Balance</b>	<b>Budget</b>
Other Revenue	131,500	178,305	(46,805)	135.59%
Water Revenue	5,000,000	4,228,887	771,113	84.58%
Sewer Revenue	<u>1,330,000</u>	<u>1,312,829</u>	<u>17,171</u>	98.71
<b>Total</b>	<u>6,461,500</u>	<u>5,720,021</u>	<u>741,479</u>	88.52%

# Utility Fund

## FY 2012 Unaudited Expenditures

### September, 2012

<b>Departments</b>	<b>FY 2012 Budget</b>	<b>YTD Actual</b>	<b>Budget Balance</b>	<b>% of Budget</b>
Water Distribution	3,611,500	3,346,669	264,831	92.67%
Wastewater Collection	1,191,800	1,107,999	83,801	92.97%
Customer Service	<u>401,650</u>	<u>391,223</u>	<u>10,427</u>	97.40%
<b>Total</b>	<u>5,204,950</u>	<u>4,845,891</u>	<u>359,059</u>	93.10%



CITY OF \_\_\_\_\_  
**MURPHY**  
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**Questions**  
**FY 2012**  
**September, 2012**

**City of Murphy  
Investment Report  
September 30, 2012**

	June 30, 2012	September 30, 2012	Changes
	Amounts	Amounts	
<b>Checking Accounts</b>			
General Fund	\$ 9,820.46	\$ 4,997.86	\$ (4,822.60)
Utility Fund (Water Fund)	6,138.40	18,606.23	12,467.83
Impact Fees Fund	8,996.65	3,598.65	(5,398.00)
Operating Account (Business Checking)	385,454.85	463,851.94	78,397.09
<b>Total Checking</b>	<u>\$ 410,410.36</u>	<u>\$ 491,054.68</u>	<u>\$ 80,644.32</u>
<b>Interest Rate</b>	0.05%	0.05%	
<b>Money Market Accounts</b>			
General Fund	\$ 4,278,281.17	\$ 3,145,339.76	\$ (1,132,941.41)
Utility Fund (Water Fund)	2,384,712.59	2,314,069.99	(70,642.60)
Capital Fund (Cap Improvement Fund)	204,641.62	204,736.34	94.72
General Fund Park Escrow	63,983.02	64,012.63	29.61
Paving Escrow Gables - Ph I & II	102,195.94	102,243.24	47.30
Hunters Landing Ph 5 Betsy Lane Escrow	41,452.48	41,471.67	19.19
Sidewalk Escrow	23,051.12	23,016.78	(34.34)
Economic Development Corporation 4A	927,727.50	-	(927,727.50)
Murphy Municipal Development District		1,033,804.00	1,033,804.00
Community Development Corporation 4B	768,014.33	767,105.94	(908.39)
Debt Service (Gen Ob Fund)	1,321,775.88	755,854.68	(565,921.20)
General Capital Fund (Series 09 GO)	6,439,199.41	7,650,524.87	1,211,325.46
2010 Tax Notes	35,164.08	29,996.86	(5,167.22)
Escrow Account for Keith Brown	15,812.72	15,769.71	(43.01)
Escrow Account for Melissa Williams	18,325.84	18,283.14	(42.70)
Utility Capital Fund (Series 09 CO)	2,643,665.44	1,815,863.85	(827,801.59)
Impact Fund (Impact Fees)	378,030.75	522,804.42	144,773.67
<b>Total Money Market</b>	<u>\$ 19,646,033.89</u>	<u>\$ 18,504,897.88</u>	<u>\$ (1,141,136.01)</u>
<b>Interest Rate</b>	0.18%	0.20%	
<b>Total Checking and Money Market</b>	<u>\$ 20,056,444.25</u>	<u>\$ 18,995,952.56</u>	<u>\$ (1,060,491.69)</u>

  
Linda Truitt, Finance Director

1-2-13  
Date

CITY COUNCIL MINUTES  
JANUARY 2, 2013 REGULAR CITY COUNCIL MEETING

**1. CALL TO ORDER**

Mayor Baldwin called the meeting to order at 6:00 p.m.

**2. INVOCATION & PLEDGE OF ALLEGIANCE**

Mayor Baldwin gave the invocation and led the recitation of the Pledge of Allegiance.

**3. ROLL CALL & CERTIFICATION OF A QUORUM**

City Secretary, Kristi Gilbert, certified a quorum with the following Councilmembers present:

Mayor Brett Baldwin  
Mayor Pro Tem John Daugherty  
Councilmember Scott Bradley  
Councilmember Bernard Grant  
Councilmember Dave Brandon

Councilmembers absent:  
Deputy Mayor Pro Tem Colleen Halbert  
Councilmember Dennis Richmond

**4. PUBLIC COMMENTS** – No one was signed in to speak.

**5. PRESENTATION ITEMS** – None.

**6. CONSENT AGENDA**

All consent agenda items are considered to be routine by the City Council and will be enacted by one motion. There will be no separate discussion of these items unless a Councilmember so requests, in which event the item will be removed from the Consent Agenda and voted on separately.

- A. Consider and/or act upon the approval of the December 11, 2012 meeting minutes.
- B. Consider and/or act on a 30-day extension of the approved Final Plat for **Murphy Village Addition, Lot 2R, 4 and 5, Block A** on property zoned PD (Planned Development) District No. 09-12-823 and No. 09-12-824 for Retail and Office Uses.
- C. Consider and/or act on the application of **Plano Sports Authority** requesting approval of a site plan, landscape plan and building elevation plan for Plano Sports Authority – Murphy Center on property zoned PK (Parks/Open Space) located on property known as Murphy Central Park.
- D. Consider and / or act upon approval of a Memorandum of Agreement (MOA) with the North Central Texas Trauma Regional Advisory Council (NCTTRAC) for participation in the Emergency Medical Task Force (EMTF).

**COUNCIL ACTION:**

**APPROVED**

Councilmember Grant moved to approve the consent agenda as presented. Councilmember Bradley seconded the motion. For: Unanimous. Against: None. The motion carried by a vote of 5 to 0.

**7. INDIVIDUAL CONSIDERATION**

- A. Reconsider and/or act upon the recommendations from the Council Interview Panel regarding appointment and removal of board members to the Planning and Zoning Commission, Zoning Board of Adjustments, Murphy Municipal Development District, Ethics Review Commission, and the Murphy Community Development Corporation (4B).

***COUNCIL ACTION:***

***RECONSIDER APPOINTMENTS***

Councilmember Brandon stated that the Council had made an error in appointing too many applicants to the Planning and Zoning Commission and the Zoning Board of Adjustments. Councilmember Brandon apologized to all of the applicants on behalf of the Council.

Councilmember Brandon moved to amend Council's previous action at the December 11, 2012 meeting regarding appointments to the Planning and Zoning Commission as follows:

Steve Levy for a 2012-2013 term  
John Johnson for a 2012-2013 term  
Camille Hooper for a 2012-2013 term  
Eric Hemphill for a 2013-2014 term  
Matthew Thekkil for a 2013-2014 term  
Ty Holcomb for a 2013-2014 term  
Jon King for a 2013-2014 term  
Jennifer Berthiaume as an alternate commissioner for a 2013 term only  
Greg Mersch as an alternate commissioner for a 2013 term only

Mayor Pro Tem Daugherty seconded the motion. For: Unanimous. Against: None. The motion carried by a vote of 5 to 0.

Councilmember Brandon amend Council's previous action at the December 11, 2012 meeting regarding appointments to the Zoning Board of Adjustment as follows:

Frank Steckler for a 2012-2013 term  
David Grice for a 2012-2013 term  
Lindy Martin for a 2012-2013 term  
Sharon Kindall for a 2013 term only  
Kenneth Tatsch as an alternate board member for a 2012-2013 term  
Scott Holden for a 2013-2014 term  
Christine Johnson for a 2013-2014 term  
Mahendra Parikh for a 2013-2014 term  
Beverly Gaither as an alternate board member for a 2013-2014 term  
Robert Thomas as an alternate board member for a 2013-2014 term  
Clint Pingleton as an alternate board member for a 2013-2014 term

Mayor Pro Tem Daugherty seconded the motion. Councilmember Bradley commented that the candidate pool was one of the best he's seen since his term on Council. Mayor Pro Tem Daugherty added that vacancies typically occur throughout the year and the members that were not appointed will be the first to be considered for those vacancies. For: Unanimous. Against: None. The motion carried by a vote of 5 to 0.

Councilmember Brandon moved to remove Ms. Westhara from an expired term on the Murphy Community Development Corporation (4B); remove Mr. Siddiqui from an unexpired term on the Ethics Review Board; and to remove Mr. Richmond, Mr. Grant and Mr. Daugherty from the Murphy Municipal Development District. Mayor Pro Tem Daugherty seconded the motion. For: Unanimous. Against: None. The motion carried by a vote of 5 to 0.

B. Discussion and/or action regarding Murphy Central Park.

Councilmember Brandon stated that he requested the item to be added to the agenda, but expressed that the item's discussion would be limited as the City Manager was not in attendance at the meeting. Councilmember Brandon stated that Councilmember Bradley had noticed a parking lot being installed on the east side of City Hall. Councilmember Brandon stated that when the Council approved the funding at the October 2, 2012 meeting the Council purposely did not include the near \$500,000 for the parking lot. He stated that the Council only approved \$150,000 for some parking spaces. Councilmember Brandon stated that he had also heard through an email that costs were coming in over budget. Councilmember Brandon continued that the north lot was not what was approved and the notes indicated it wouldn't be constructed until 2014/2015. Councilmember Brandon stated that the Council approved \$1.1 million in expenditures in October, which did not include the north parking lot. Councilmember Brandon referenced the lease and stated that 90 spaces would be constructed on a mutually agreed upon location and he did not believe the Council had seen the proposed location. Mayor Pro Tem Daugherty stated that he would like to see hard numbers regarding the expenditures at a future meeting. Councilmember Grant reiterated that this, in no way, changed the Council's feelings regarding the construction of the Plano Sports Authority.

**COUNCIL ACTION:**

**NON-ACTION ITEM**

**8. CITY MANAGER/STAFF REPORTS**

Fire Chief Lee stated that there was no information to report to the Council at this time.

**9. EXECUTIVE SESSION**

No Executive Session was held

**10. RECONVENE INTO REGULAR SESSION**

No Executive Session was held.

**11. ADJOURNMENT**

With no further business, the meeting was adjourned at 6:15 p.m.

APPROVED BY:

\_\_\_\_\_  
Bret M. Baldwin, Mayor

ATTEST:

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Kristi Gilbert, City Secretary

DRAFT

**Issue**

Consider and/or act upon a proposed resolution approving the City of Murphy Employee Policies and Procedures.

**Background**

The City of Murphy's Employee Policies and Procedures Manual was originally adopted on April 16, 2009 and took effect on June 20, 2009. In January 2010, staff brought forth several amendments that were needed due to legal requirements as well as clarifying some of the policies. The most current version of the Employee Policies and Procedures Manual was adopted February 1, 2011. Over the past year, staff has been reviewing several miscellaneous policies and is presenting those revisions in the attached documents.

**Staff Recommendation**

Staff recommends approval of the proposed resolution as presented.

**Attachments**

Adopting Resolution  
Compensation Policy  
Executive Benefit Plan Policy Amendment  
Hazardous Weather Policy Amendment  
Holidays Policy Amendment  
Longevity Payment Policy Amendment  
Requirements for Employment Policy Amendment  
Tuition Reimbursement Policy  
Addendum D - Purchasing Policy amendments

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**Submitted By**

---

**Approved by**

**CITY OF MURPHY, TEXAS**

**RESOLUTION NO. \_\_\_\_\_**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MURPHY, TEXAS, APPROVING THE AMENDMENTS WITHIN THE CITY OF MURPHY PERSONNEL POLICIES AND PROCEDURES MANUAL WITH AN EFFECTIVE DATE OF FEBRUARY 1, 2013.**

**WHEREAS**, the City Council recognizes the importance to set forth policies and procedures to govern employment within the City of Murphy in a fair and consistent manner and maintain the highest degree of professional conduct for city employees; and,

**WHEREAS**, the City Council of the City of Murphy had adopted the most current Personnel Policies and Procedures under Resolution 09-R-638 with an effective date of June 20, 2009. Revisions to the existing Policies and Procedures were made in December 2010 with the latest effective date of February 26, 2011.

**WHEREAS**, on January 15, 2013, the City Council reviewed the drafted, revised policies and procedures; and, the City Council made minor adjustments to the drafted format.

**NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF MURPHY, COLLIN COUNTY, TEXAS, AS FOLLOWS:**

**Section 1.** There is a February 1, 2013 effective date for the adopted Personnel Policies and Procedures Manual.

**Section 2.** The City Council of the City of Murphy approves the amendments to the “City of Murphy Personnel Policies & Procedures Manual” including amending Section 2.04 Requirements for Employment; Section 3.01 Compensation Plan; Section 4.03.06 as it relates to General Policy – Holidays; Section 5.05 Longevity; Section 5.07 Education and Training; Section 5.08 Tuition Reimbursement; Section 5.08 Executive Benefit Plan (to renumber to 5.09); Section 6.18 Hazardous Weather Conditions; Section 3.01 of Addendum D, Purchasing Policy as it relates to price quotations; Section 4.01 of Addendum D, Purchasing Policy as it relates to requisitions and purchase orders; and to Section 5.02 of Addendum D, Purchasing policy as it relates to the City Manager and Department Heads, attached hereto as *Exhibit A*.

**DULY RESOLVED** by the City Council of the City of Murphy, Collin County, Texas, on this the 15<sup>th</sup> day of January 2013.

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Bret M. Baldwin, Mayor  
City of Murphy

ATTEST:

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Kristi Gilbert, City Secretary  
City of Murphy

**EXHIBIT “A”  
PERSONNEL POLICY AMENDMENTS**

**I. Section 2.04 shall be amended to read as follows:**

**“2.04 REQUIREMENTS FOR EMPLOYMENT**

To be eligible for employment with the City, or for a change in present personnel status, an individual must:

- A. Be at least sixteen (16) years of age depending upon the requirements of each position;
- B. Have a social security number;
- C. Agree to be fingerprinted, if requested;
- D. Agree to a polygraph examination related specifically to job performance for positions designated by the City Manager, if requested and such examination is not prohibited by law;
- E. Where permitted by law, pass a physical and/or psychological examination administered by a licensed medical examiner selected by the City, to ensure ability to perform essential duties of the job;
- F. Agree to alcohol and drug/nicotine screening tests, including random testing;
- G. Satisfactorily complete any interviews, examinations and performance tests, if required because of job duties;
- H. Show proof of United States citizenship, legal residence, or other documentation that establishes employment eligibility in the United States, as required by the Department of Justice;
- I. Possess a valid Texas driver’s license and have an acceptable driving record in compliance with City policy, where applicable, unless waived by the City Manager;
- J. Meet minimum requirements of the job description for which employment is sought and submit to all other employment procedures administered by the Human Resources Department.
- K. Must not be a tobacco or nicotine user. This includes the use of all tobacco products including but not limited to cigarettes, cigars, pipes and smokeless tobacco such as chewing tobacco and snuff.”

**II. Section 3.01 shall be amended to read as follows:**

**“3.01 COMPENSATION PLAN-CIVILIAN AND SWORN POSITIONS**

A pay plan covering all City positions is established each year by the City Council in the City’s adopted operating budget. Within the general guidelines of the pay plan and the budget, the City Manager is authorized to determine the appropriate pay to which each position is allocated and the pay to which the particular employee is assigned. An employee who is designated exempt from the pay plan is paid within maximums set in a budget approved by the City Council. The compensation plans for fire and police personnel are located within each department.

**Objectives**

The basic philosophy and objectives of the City of Murphy are to provide a compensation system utilizing accepted practices in the management and design of compensation systems.

The objectives of the City are:

1. To attract and retain qualified workers who will be paid equitable salaries;
2. To provide fair salaries for all workers of the City;
3. To motivate and reward high-level performance; and
4. To provide the City with a salary structure that enables the City to maintain a competitive position with other Cities and companies within the same geographic area.

The compensation and classification system, when properly maintained in accordance with the competitive labor market, will be dynamic rather than static. Therefore, it will remain valid over many years. Salary ranges established for any given year are best maintained if adjusted each year to reflect the movements of salaries and wages occurring in the competitive marketplace.

**A. COMPENSATION FOR CLASSIFIED POSITIONS**

Each non-exempt and exempt position is assigned to a classified grade level within their respective pay plans. The Compensation Plan specifies a minimum and maximum hourly wage or salary within each pay grade. The City Council, as part of its annual budget process, considers the allocation of funds for pay plan adjustments and merit increases.

**B. SETTING SALARY LEVEL FOR NEW EMPLOYEES**

Employees may be hired for positions at a higher pay than the established minimum pay level, but not higher than the mid-point level based upon qualifications and job-related experience, unless approved by the City Manager.

**C. SALARIES AND BENEFITS OF CITY MANAGER AND CITY SECRETARY**

Salaries and benefits for the City Manager and City Secretary are established by the City Council and may not be subject to the Compensation Plan.

D. AMENDMENTS TO PLAN

As circumstances require, the Compensation Plan may be amended through submission of suggested changes by the City Manager.

E. JOB TITLES AND EMPLOYEE CLASSIFICATION

Job titles are descriptive of the duties performed, skill required and organization level. Each employee will be properly classified under an established job title which will be used on all payroll and personnel records. This classification shall not be changed unless a transfer, promotion or demotion occurs, or a re-study of the job results in a re-classification.

F. RE-CLASSIFICATION/NEW POSITIONS

As new jobs are approved or requests for reclassification of existing positions are made, the City Manager will evaluate or re-evaluate the job(s) and make recommendations. The department desiring the new or re-classified position must submit requests in writing, including the rationale for the proposed change and a new/revised job description. *(Note: this process is not meant to replace requests for new personnel as normally submitted during the budget process. It is assumed that the addition of the position has been approved prior to evaluating the job.)*

**SALARY REVIEW**

An annual salary review will be made by the City Manager or his/her designee to determine if City of Murphy salaries are in line with the market. If the City Manager determines that an increase is warranted and is not regularly scheduled, salary recommendations will be made in the next annual budget.”

**III. Section 4.03.06 shall be amended to read as follows:**

**“4.03 GENERAL POLICY-HOLIDAYS**

.....

**4.03.06** An employee who is absent without approved leave immediately preceding or following a holiday may be required to provide a doctor’s note. If the leave was not approved, the employee may not be paid for the holiday.”

**IV. Section 5.05 shall be amended to read as follows:**

**“5.05 LONGEVITY**

All full-time employees of the City who have completed one full year of employment as of August 30 shall be eligible to receive longevity pay for each year of service to the City, not to exceed 25 years, retroactive to the date of hire.

Longevity begins accruing beginning at the employee's thirteenth (13<sup>th</sup>) month of employment. Longevity pay shall be at a rate of \$4.00 per month for every year of service.

Longevity pay shall be included in the employee's regular rate of pay in computing the overtime pay rate. Longevity pay is subject to federal withholdings, including TMRS contributions, and will be paid annually in November.<sup>1</sup> Employees who terminate prior to November will receive a prorated payment on their final check."

**V. Section 5.07 shall be amended to read as follows:**

**"5.07 EDUCATION AND TRAINING**

When the City requires an employee to attend any educational or training course, conference, or seminar, the City will provide the necessary time off with pay for attendance during normal working hours and will reimburse the employee for associated costs, including tuition or registration fees, and authorized travel, meals, and lodging.

Time spent at a conference, meeting, or seminar will not be compensated and will not be considered "hours worked" for purposes of calculating overtime when the four conditions are met:

- 1) Attendance is voluntary;
- 2) Attendance is outside of normal working hours;
- 3) The event is not directly job-related; and
- 4) The employee performs no productive work during this period.

The City encourages its regular full-time and part-time (scheduled to work at least twenty (20) hours per week) employees to take advantage of educational or training opportunities and professional memberships which are related to and will enhance the performance of their work with the City."

**VI. Section 5.08 shall be amended to read as follows:**

**"5.08 TUITION REIMBURSEMENT**

Proposed policy-

At such time as budgeted and financially feasible, the City of Murphy supports partial or full reimbursement for tuition and books for courses that are job related and for courses that are on an approved degree plan or an approved career path program. All regular full-time employees that have satisfactorily completed their introductory period are eligible for tuition reimbursement. Employees are encouraged to enroll in outside courses to improve job performance and promotability within the City. The course must be taken at a regionally accredited college or university. An "accredited college or university" is an institution of higher education

<sup>1</sup> Revised February 26, 2011

that is accredited or authorized by one of the following agencies: Southern Association of Colleges and Schools, Middle States Association of Colleges and Schools, New England Association of Schools and Colleges, North Central Association of Colleges and Schools, Northwest Association of Schools and Colleges, or Western Association of Schools and Colleges.

*Source: Department of Education – [www.ed.gov](http://www.ed.gov)*

Eligible expenses for reimbursement include class fees, enrollment fees, test fees, laboratory fees, computer center fees, and similar fees required for completion of the course, required textbooks and tuition up to a maximum of **\$1,000 per calendar year**. To be eligible for the full annual maximum reimbursement, an employee must have earned an average of an “A” on all coursework. A “B” average on all coursework is required in order to receive 75% of the allowed annual maximum.

The City will not reimburse for ordinary supplies such as paper, notebooks, pens, copy and printing fees, etc. Seminars, certification review courses, testing fees for certifications and licensure, initial and advanced certification fees and requests for C.E.U. credits are not eligible for reimbursement under this program. Reimbursement does not include program materials, transportation, mileage, or parking. Employees who attend classes will not be paid for time spent in attending classes and/or studying unless the employee is notified in writing by the supervisor and the Department Director that the employee is being required to take a particular course.

Based on budgetary constraints, the number of employees approved for tuition reimbursement may be limited, and additional employees may be accepted as current incumbents complete their programs.

An employee (A) who drops during a semester may forfeit to a waiting employee (B) that may be approved for that semester. If this occurs, Employee (A) must reapply for tuition reimbursement during a semester that has an opening in the future.

Employees who are terminated due to performance problems before completing a course will not be reimbursed their tuition, books, or other related fees. Employees must remain employed with the City for a minimum of one (1) year following any tuition reimbursement. Any employee enrolled in the program who leaves employment within one (1) year of their last class will be required to reimburse the City the full amount of educational assistance received.

## **RESPONSIBILITIES**

### **Employees**

1. Meet with immediate supervisor and/or department director to discuss and agree upon an approved career development plan, or an approved degree program.

2. Complete a Tuition Reimbursement Application form, signed by immediate supervisor and department director, and submit to the City Manager for review and approval *no later than 2 weeks prior to beginning of semester. Requests will be considered based on earliest submission, and in accordance with the approved budget.*
3. Upon completion of the approved semester, the employee must submit the Tuition Reimbursement Request form provide the City Manager with written documentation of successful completion (“B” or better) of the approved class, and receipts for paid tuition, books, and related eligible course fees.

**Supervisors**

1. Meet with employee to discuss and agree upon an approved career development plan, or an approved degree program.
2. Assist employee with completion of Tuition Reimbursement Application and Tuition Reimbursement Request form and indicate levels of approval with appropriate signatures.”

**VII. Section 5.09 shall be amended to read as follows:**

**“5.09 EXECUTIVE BENEFIT PLAN**

The City Manager shall notify the City Council of any benefit plan offered to an employee that exceeds the normal City plan.”

**VIII. Section 6.18 shall be amended to read as follows:**

**“6.18 HAZARDOUS WEATHER CONDITIONS**

Employees are expected to arrive at work each day prior to commencement of the workday, regardless of weather conditions. If the weather conditions or roads are unsatisfactory in the employee’s residential area, the supervisor must be notified by phone prior to the employee’s scheduled work time. An employee who fails to report to work for scheduled work hours during hazardous weather conditions, such as icy roads, must use vacation leave or unpaid time off for the time missed.

If the City Manager declares the city offices officially closed because of bad weather, employees will be excused for that time without penalty or loss of pay. City personnel will be notified by their immediate supervisor by phone. All employees are required to keep a current phone number on file for emergency notification.

Each Director will designate emergency service personnel who are required to be on the job regardless of weather conditions. This includes sworn fire and police personnel, communications personnel and certain parks and public works personnel. Unless your supervisor notifies you to stay at home, you are expected to report for work. Additionally, those employees required to work during hazardous weather will receive one day of hazard leave per day worked. One day is defined as eight (8) hours

for all employees except sworn fire shift personnel. One day is defined as twelve (12) hours for all sworn fire shift personnel. This leave time must be used within 90 days.”

**IX. Section 3.01 of Addendum D shall be amended to read as follows:**

**“3. GUIDELINES FOR PURCHASES BELOW \$50,000**

**3.01 PRICE QUOTATIONS**

If competitive sealed bids are not used, price quotations should be solicited from a minimum of three (3) vendors to ensure competition for expenditures of more than \$3,000. A vendor currently under a State contract or an inter-local agreement with the City may be utilized. A formal quote should include specifications and purchase terms and conditions to vendors with a specific date and time to return the bid. Any requisition in the amount of \$3,000 or more is subject to requirements for contacting historically underutilized businesses. To protect the integrity of the process, all solicitations of quotes should comply with the following:

1. Vendors should be informed that only price quotes are being solicited at this time;
2. Vendors should not be privileged to quotes from other vendors or to City budget information;
3. Vendors should be rotated to ensure competition;
4. Justification for any sole source should be documented on the requisition;
5. Quotes should be submitted with a requisition to the Finance Department;
6. The lowest price should always be accepted, all other factors being equal;
7. All purchases over \$1,000 must be made by purchase order;
8. All purchases of \$2,500 or more must be approved by the Finance Director before an order is placed;
9. All purchases of \$5,000 or more must be approved by the City Manager before an order is placed;
10. All contracts paid annually or monthly must have a purchase order.“

**X. Section 4.01 of Addendum D shall be amended to read as follows:**

**“4. PURCHASING PROCEDURES**

**4.01 REQUISITIONS AND PURCHASE ORDERS**

Departments will submit an electronic requisition for any purchase except those that must be submitted by check request or paid by credit card. These requisitions will be reviewed for available funds and approval by the proper authority.

Requisitions shall be specific and include purchase description, vendor and price. Price quotes submitted for a purchase should be included with the requisition. If the total annual expenditure throughout the City is above the statutory bid requirement, the formal sealed bid/proposal process must be followed. If the total annual expenditure throughout

the City is below the statutory bid requirement, a source with fair and reasonable pricing must be sought. For expenditures of more than \$3,000 but less than \$50,000, at least two (2) historically underutilized businesses must be contacted if they can be located in Collin County. Results should be forwarded to the Finance Department with the requisition. All purchases over \$1,000 must be made by purchase order. All purchases of \$2,500 or more must be approved by the Finance Director before an order is placed. All purchases of \$5,000 or more must be approved by the City Manager before an order is placed. All contracts paid annually or monthly must have a purchase order and approved by the City Manager.”

**XI. Section 5.02 of Addendum D shall be amended to read as follows:**

**5.02 CITY MANAGER AND DEPARTMENT HEADS**

The Department Head shall approve all expenditures. All purchases of \$2,500 or more must be approved by the Finance Director before an order is placed. All purchases over \$5,000 must be made by purchase order after approval by City Manager. The City Manager and Finance Director must approve all emergency purchases. Whenever possible, approval should be obtained in advance of the purchase. If prior approval is not possible, written approval must be obtained within 48 hours thereafter, and submitted to the Finance Department with the requisition.

### **3.00 WAGE AND SALARY ADMINISTRATION**

Current policy-

#### **3.01 COMPENSATION PLAN**

A pay plan covering all City positions is established each year by the City Council in the City's adopted operating budget. Within the general guidelines of the pay plan and the budget, the City Manager is authorized to determine the appropriate pay to which each position is allocated and the pay to which the particular employee is assigned. An employee who is designated exempt from the pay plan is paid within maximums set in a budget approved by the City Council.

Proposed policy-

#### **3.01 COMPENSATION PLAN-CIVILIAN AND SWORN POSITIONS**

A pay plan covering all City positions is established each year by the City Council in the City's adopted operating budget. Within the general guidelines of the pay plan and the budget, the City Manager is authorized to determine the appropriate pay to which each position is allocated and the pay to which the particular employee is assigned. An employee who is designated exempt from the pay plan is paid within maximums set in a budget approved by the City Council. The compensation plans for fire and police personnel are located within each department.

#### **Objectives**

The basic philosophy and objectives of the City of Murphy are to provide a compensation system utilizing accepted practices in the management and design of compensation systems.

The objectives of the City are:

1. To attract and retain qualified workers who will be paid equitable salaries;
2. To provide fair salaries for all workers of the City;
3. To motivate and reward high-level performance; and
4. To provide the City with a salary structure that enables the City to maintain a competitive position with other Cities and companies within the same geographic area.

The compensation and classification system, when properly maintained in accordance with the competitive labor market, will be dynamic rather than static. Therefore, it will remain valid over many years. Salary ranges established for any given year are best maintained if adjusted each year to reflect the movements of salaries and wages occurring in the competitive marketplace.

- A. COMPENSATION FOR CLASSIFIED POSITIONS  
Each non-exempt and exempt position is assigned to a classified grade level within their respective pay plans. The Compensation Plan specifies a minimum and maximum hourly wage or salary within each pay grade. The City Council, as part of its annual budget process, considers the allocation of funds for pay plan adjustments and merit increases.
- B. SETTING SALARY LEVEL FOR NEW EMPLOYEES  
Employees may be hired for positions at a higher pay than the established minimum pay level, but not higher than the mid-point level based upon qualifications and job-related experience, unless approved by the City Manager.
- C. SALARIES AND BENEFITS OF CITY MANAGER AND CITY SECRETARY  
Salaries and benefits for the City Manager and City Secretary are established by the City Council and may not be subject to the Compensation Plan.
- D. AMENDMENTS TO PLAN  
As circumstances require, the Compensation Plan may be amended through submission of suggested changes by the City Manager.
- E. JOB TITLES AND EMPLOYEE CLASSIFICATION  
Job titles are descriptive of the duties performed, skill required and organization level. Each employee will be properly classified under an established job title which will be used on all payroll and personnel records. This classification shall not be changed unless a transfer, promotion or demotion occurs, or a re-study of the job results in a re-classification.
- F. RE-CLASSIFICATION/NEW POSITIONS  
As new jobs are approved or requests for reclassification of existing positions are made, the City Manager will evaluate or re-evaluate the job(s) and make recommendations. The department desiring the new or re-classified position must submit requests in writing, including the rationale for the proposed change and a new/revised job description. *(Note: this process is not meant to replace requests for new personnel as normally submitted during the budget process. It is assumed that the addition of the position has been approved prior to evaluating the job.)*

## **SALARY REVIEW**

An annual salary review will be made by the City Manager or his/her designee to determine if City of Murphy salaries are in line with the market. If the City Manager determines that an increase is warranted and is not regularly scheduled, salary recommendations will be made in the next annual budget.

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## **5.09 EXECUTIVE BENEFIT PLAN**

Current

~~The City Council may establish an executive benefit plan for department heads and for the City Manager in excess of those benefits already established for other employees.~~

Proposed-

The City Manager shall notify the City Council of any benefit plan offered to an employee that exceeds the normal City plan.

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## **6.18 HAZARDOUS WEATHER CONDITIONS**

Current policy-

Employees are expected to arrive at work each day prior to commencement of the workday, regardless of weather conditions. An employee who fails to report to work for scheduled work hours during hazardous weather conditions, such as icy roads, must use personal leave or unpaid time off for the time missed.

If the City Manager declares the administrative offices officially closed because of bad weather, administrative and clerical employees will be excused for that time without penalty or loss of pay. Each Department Head will designate emergency service personnel who are required to be on the job regardless of weather conditions. This includes all certified police officers, fire department personnel, communications personnel and certain public works and parks personnel. In the event the City Manager declares the administrative offices closed, area radio and television stations will be advised of the closing. Non-emergency personnel will either be notified by their immediate supervisor or can call our emergency phone line (972-468-4236) to find out whether or not to report to work or if there is a delayed opening. Unless your supervisor notifies you to stay at home or our recorded phone message says the offices are closed, you are expected to report for work.

## **6.18 HAZARDOUS WEATHER CONDITIONS**

Proposed policy-

Employees are expected to arrive at work each day prior to commencement of the workday, regardless of weather conditions. If the weather conditions or roads are unsatisfactory in the employee's residential area, the supervisor must be notified by phone prior to the employee's scheduled work time. An employee who fails to report to work for scheduled work hours during hazardous weather conditions, such as icy roads, must use vacation leave or unpaid time off for the time missed.

If the City Manager declares the city offices officially closed because of bad weather, employees will be excused for that time without penalty or loss of pay. City personnel will be notified by their immediate supervisor by phone. All employees are required to keep a current phone number on file for emergency notification.

Each Director will designate emergency service personnel who are required to be on the job regardless of weather conditions. This includes sworn fire and police personnel, communications personnel and certain parks and public works personnel. Unless your supervisor notifies you to stay at home, you are expected to report for work. Additionally, those employees required to work during hazardous weather will receive one day of hazard leave per day worked. One day is defined as eight (8) hours for all employees except sworn fire shift personnel. One day is defined as twelve (12) hours for all sworn fire shift personnel. This leave time must be used within 90 days.

### **4.03 GENERAL POLICY-HOLIDAYS**

Current policy-

**4.03.06** An employee who is absent without approved leave or is on leave without pay on the workday immediately preceding or following a holiday will not be paid for the holiday.

Proposed policy-

**4.03.06** An employee who is absent without approved leave immediately preceding or following a holiday may be required to provide a doctor's note. If the leave was not approved, the employee may not be paid for the holiday.

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## **5.05 LONGEVITY**

### **Current policy-**

All full-time employees of the City shall receive longevity pay for each year of service to the City, beginning the month following the employee's first full year of employment. Longevity pay shall be at a rate of \$4.00 per month for every year of service.

Regular part-time employees are entitled to longevity pay at a rate of \$2.00 per pay month for every year of service, beginning the month following the employee's first full year of employment.

Longevity pay shall be included in the employee's regular rate of pay in computing the overtime pay rate. Longevity pay is subject to federal withholdings, including TMRS contributions, and will be paid annually in November.<sup>1</sup>

### **Proposed policy-**

All full-time employees of the City who have completed one full year of employment as of August 30 shall be eligible to receive longevity pay for each year of service to the City, not to exceed 25 years, retroactive to the date of hire. Longevity begins accruing beginning at the employee's thirteenth (13<sup>th</sup>) month of employment. Longevity pay shall be at a rate of \$4.00 per month for every year of service.

~~Regular part-time employees are entitled to longevity pay at a rate of \$2.00 per pay month for every year of service, beginning the month following the employee's first full year of employment.~~

Longevity pay shall be included in the employee's regular rate of pay in computing the overtime pay rate. Longevity pay is subject to federal withholdings, including TMRS contributions, and will be paid annually in November.<sup>2</sup> **Employees who terminate prior to November will receive a prorated payment on their final check.**

<sup>1</sup> Revised February 26, 2011

<sup>2</sup> Revised February 26, 2011

## **2.04 REQUIREMENTS FOR EMPLOYMENT**

To be eligible for employment with the City, or for a change in present personnel status, an individual must:

- A. Be at least sixteen (16) years of age depending upon the requirements of each position;
- B. Have a social security number;
- C. Agree to be fingerprinted, if requested;
- D. Agree to a polygraph examination related specifically to job performance for positions designated by the City Manager, if requested and such examination is not prohibited by law;
- E. Where permitted by law, pass a physical and/or psychological examination administered by a licensed medical examiner selected by the City, to ensure ability to perform essential duties of the job;
- F. Agree to alcohol and drug/nicotine screening tests, including random testing;
- G. Satisfactorily complete any interviews, examinations and performance tests, if required because of job duties;
- H. Show proof of United States citizenship, legal residence, or other documentation that establishes employment eligibility in the United States, as required by the Department of Justice;
- I. Possess a valid Texas driver's license and have an acceptable driving record in compliance with City policy, where applicable, unless waived by the City Manager;
- J. Meet minimum requirements of the job description for which employment is sought and submit to all other employment procedures administered by the Human Resources Department.
- K. **Must not be a tobacco or nicotine user. This includes the use of all tobacco products including but not limited to cigarettes, cigars, pipes and smokeless tobacco such as chewing tobacco and snuff.**

## **5.07 EDUCATION AND TRAINING**

Current policy-

When the City requires an employee to attend any educational or training course, conference, or seminar, the City will provide the necessary time off with pay for attendance during normal working hours and will reimburse the employee for associated costs, including tuition or registration fees, and authorized travel, meals, and lodging.

Time spent at a conference, meeting, or seminar will not be compensated and will not be considered "hours worked" for purposes of calculating overtime when the four conditions are met:

- 1) Attendance is voluntary;
- 2) Attendance is outside of normal working hours;
- 3) The event is not directly job-related; and
- 4) The employee performs no productive work during this period.

The City encourages its regular full-time and part-time (scheduled to work at least twenty (20) hours per week) employees to take advantage of educational or training opportunities and professional memberships which are related to and will enhance the performance of their work with the City.

~~At such time as financially feasible, the City of Murphy may provide tuition cost and laboratory fees to regular full-time employees who successfully complete approved education at an accredited college, university or other institution of higher learning. See the Human Resources Department for details regarding tuition reimbursement.~~

## **5.08 TUITION REIMBURSEMENT**

Proposed policy-

At such time as budgeted and financially feasible, the City of Murphy supports partial or full reimbursement for tuition and books for courses that are job related and for courses that are on an approved degree plan or an approved career path program. All regular full-time employees that have satisfactorily completed their introductory period are eligible for tuition reimbursement. Employees are encouraged to enroll in outside courses to improve job performance and promotability within the City. The course must be taken at a regionally accredited college or university. An "accredited college or university" is an institution of higher education that is accredited or authorized by one of the following agencies: Southern Association of Colleges and Schools, Middle States Association of Colleges and Schools, New England Association of Schools and Colleges, North Central Association of Colleges and Schools, Northwest Association of Schools and Colleges, or Western Association of Schools and Colleges.

**Source:** Department of Education – [www.ed.gov](http://www.ed.gov)

Eligible expenses for reimbursement include class fees, enrollment fees, test fees, laboratory fees, computer center fees, and similar fees required for completion of the course, required textbooks and tuition up to a maximum of **\$1,000 per calendar year**. To be eligible for the full annual maximum reimbursement, an employee must have earned an average of an “A” on all coursework. A “B” average on all coursework is required in order to receive 75% of the allowed annual maximum.

The City will not reimburse for ordinary supplies such as paper, notebooks, pens, copy and printing fees, etc. Seminars, certification review courses, testing fees for certifications and licensure, initial and advanced certification fees and requests for C.E.U. credits are not eligible for reimbursement under this program. Reimbursement does not include program materials, transportation, mileage, or parking. Employees who attend classes will not be paid for time spent in attending classes and/or studying unless the employee is notified in writing by the supervisor and the Department Director that the employee is being required to take a particular course.

Based on budgetary constraints, the number of employees approved for tuition reimbursement may be limited, and additional employees may be accepted as current incumbents complete their programs.

An employee (A) who drops during a semester may forfeit to a waiting employee (B) that may be approved for that semester. If this occurs, Employee (A) must reapply for tuition reimbursement during a semester that has an opening in the future.

Employees who are terminated due to performance problems before completing a course will not be reimbursed their tuition, books, or other related fees. Employees must remain employed with the City for a minimum of one (1) year following any tuition reimbursement. Any employee enrolled in the program who leaves employment within one (1) year of their last class will be required to reimburse the City the full amount of educational assistance received.

## **RESPONSIBILITIES**

### **Employees**

1. Meet with immediate supervisor and/or department director to discuss and agree upon an approved career development plan, or an approved degree program.
2. Complete a Tuition Reimbursement Application form, signed by immediate supervisor and department director, and submit to the City Manager for review and approval ***no later than 2 weeks prior to beginning of semester***. *Requests will be considered based on earliest submission, and in accordance with the approved budget.*
3. Upon completion of the approved semester, the employee must submit the Tuition Reimbursement Request form provide the City Manager with

written documentation of successful completion (“B” or better) of the approved class, and receipts for paid tuition, books, and related eligible course fees.

**Supervisors**

1. Meet with employee to discuss and agree upon an approved career development plan, or an approved degree program.
2. Assist employee with completion of Tuition Reimbursement Application and Tuition Reimbursement Request form and indicate levels of approval with appropriate signatures.

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**CITY OF MURPHY  
TUITION REIMBURSEMENT APPLICATION**

**Employee:** \_\_\_\_\_ **Date:** \_\_\_\_\_

**Department:** \_\_\_\_\_ **Position:** \_\_\_\_\_

**Semester** (circle one)

**Fall**      **Spring**      **Summer**

**Name of course/s to be taken (attach a copy of the degree plan):**

1) \_\_\_\_\_

2) \_\_\_\_\_

Provide a brief description of how course/s are job-related or how course/s will benefit applicant's job performance:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Name of institution and address where course/s are to be taken:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Approximate dates course/s to be taken: **From:** \_\_\_\_\_ **To:** \_\_\_\_\_

Approximate tuition costs \_\_\_\_\_

Approximate textbook/s costs \_\_\_\_\_

Approximate Fees \_\_\_\_\_

**Approximate Total Cost** \_\_\_\_\_

Will any part of the cost for the course/s be paid to you on your behalf by any agency or award? Yes \_\_\_ No \_\_\_

If so, give amount \_\_\_\_\_

**AFFIDAVIT**

I realize that the approval of educational reimbursement is dependent upon the presentation of evidence of enrollment, tuition and textbook costs, and approval will only be made after receipt of the appropriate documents. The actual reimbursement will only be paid after successful completion of the course.

I hereby agree that should I be reimbursed for the tuition and textbook/s costs for the above stated course/s, I will not voluntarily leave the employ of the City of Murphy for a period of one (1) year from the date of the reimbursement receipt. Further, I agree that should I leave the employment of the City of Murphy before the expiration of the one (1) year period stated above, I will refund the City up to 100% of the full amount of educational assistance received or that I will allow the City to deduct such amount from my last paycheck.

\_\_\_\_\_  
**Applicant Signature**

\_\_\_\_\_  
**Date**

**APPROVED/DENIED (Circle one):**

\_\_\_\_\_  
**Supervisor/Date**

\_\_\_\_\_  
**Department Head/Date**

\_\_\_\_\_  
**City Manager/Date**

**CITY OF MURPHY  
TUITION REIMBURSEMENT REQUEST**

Name: \_\_\_\_\_ Date: \_\_\_\_\_

I certify that I have completed the course(s) previously approved for tuition reimbursement (attach a copy of the tuition reimbursement assistance request) for the following classes:

Course: \_\_\_\_\_ Grade: \_\_\_\_\_

Course: \_\_\_\_\_ Grade: \_\_\_\_\_

Course: \_\_\_\_\_ Grade: \_\_\_\_\_

\* Attach copy of university/college semester report indicating grades.

University Attended: \_\_\_\_\_

From: \_\_\_\_\_ To: \_\_\_\_\_

**Costs:**

Tuition: \_\_\_\_\_

Books: \_\_\_\_\_

Fees: \_\_\_\_\_

**Total:** \_\_\_\_\_

Submit receipts for the amounts claimed above. A copy of the registration indicating classes and amounts paid must be attached.

**AFFIDAVIT**

I realize that the approval of educational reimbursement is dependent upon the presentation of evidence of enrollment, tuition and textbook costs, and approval will only be made after receipt of the appropriate documents. The actual reimbursement will only be paid after successful completion of the course.

I hereby agree that should I be reimbursed for the tuition and textbook/s costs for the above stated course/s, I will not voluntarily leave the employ of the City of Murphy

for a period of one (1) year from the date of the reimbursement receipt. Further, I agree that should I leave the employment of the City of Murphy before the expiration of the one (1) year period stated above, I will refund the City of Murphy up to 100% of the full amount of educational assistance received or that I will allow the City to deduct such amount from my last paycheck.

Signature: \_\_\_\_\_ Date: \_\_\_\_\_

Staff Review:

Department Director: \_\_\_\_\_ Date: \_\_\_\_\_

Approve reimbursement in the amount of: \_\_\_\_\_

HR: \_\_\_\_\_ Date: \_\_\_\_\_

Finance Director: \_\_\_\_\_ Date: \_\_\_\_\_

City Manager: \_\_\_\_\_ Date: \_\_\_\_\_

DRAFT

## **ADDENDUM D PURCHASING POLICY**

### **3. GUIDELINES FOR PURCHASES BELOW \$50,000**

#### **3.01 PRICE QUOTATIONS**

If competitive sealed bids are not used, price quotations should be solicited from a minimum of three (3) vendors to ensure competition for expenditures of more than \$3,000. A vendor currently under a State contract or an inter-local agreement with the City may be utilized. A formal quote should include specifications and purchase terms and conditions to vendors with a specific date and time to return the bid. Any requisition in the amount of \$3,000 or more is subject to requirements for contacting historically underutilized businesses. To protect the integrity of the process, all solicitations of quotes should comply with the following:

1. Vendors should be informed that only price quotes are being solicited at this time;
2. Vendors should not be privileged to quotes from other vendors or to City budget information;
3. Vendors should be rotated to ensure competition;
4. Justification for any sole source should be documented on the requisition;
5. Quotes should be submitted with a requisition to the Finance Department;
6. The lowest price should always be accepted, all other factors being equal;
7. All purchases over \$1,000 must be made by purchase order;
8. All purchases of ~~\$1,500~~ **\$2,500** or more must be approved by the Finance Director before an order is placed;
9. All purchases of ~~\$3,000~~ **\$5,000** or more must be approved by the City Manager before an order is placed;
10. All contracts paid annually or monthly must have a purchase order.

### **4. PURCHASING PROCEDURES**

#### **4.01 REQUISITIONS AND PURCHASE ORDERS**

Departments will submit an electronic requisition for any purchase except those that must be submitted by check request or paid by credit card. These requisitions will be reviewed for available funds and approval by the proper authority.

Requisitions shall be specific and include purchase description, vendor and price. Price quotes submitted for a purchase should be included with the requisition. If the total annual expenditure throughout the City is above the statutory bid requirement, the formal sealed bid/proposal process must be followed. If the total annual expenditure throughout the City is below the statutory bid requirement, a source with fair and reasonable pricing must be sought. For expenditures of more than \$3,000 but less than

\$50,000, at least two (2) historically underutilized businesses must be contacted if they can be located in Collin County. Results should be forwarded to the Finance Department with the requisition. All purchases over \$1,000 must be made by purchase order. All purchases of ~~\$1,500~~ **\$2,500** or more must be approved by the Finance Director before an order is placed. All purchases of ~~\$3,000~~ **\$5,000** or more must be approved by the City Manager before an order is placed. All contracts paid annually or monthly must have a purchase order and approved by the City Manager.

## **5.02 CITY MANAGER AND DEPARTMENT HEADS**

The Department Head shall approve all expenditures. All purchases of ~~\$1,500~~ **\$2,500** or more must be approved by the Finance Director before an order is placed. All purchases over ~~\$3,000~~ **\$5,000** must be made by purchase order after approval by City Manager. The City Manager and Finance Director must approve all emergency purchases. Whenever possible, approval should be obtained in advance of the purchase. If prior approval is not possible, written approval must be obtained within 48 hours thereafter, and submitted to the Finance Department with the requisition.

**City Council Meeting**  
**January 15, 2013**

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**Issue**

Consider and take appropriate action, if any, on an ordinance amending the FY 2011-2012 revenue and expenditure budgets for the General Fund and the Debt Service Fund and creating a budget for the Murphy Municipal Development District (MDD).

**Staff Resource/Department**

Linda Truitt – Finance Director

**Key Focus Area**

Finance

**Summary**

Amend the FY 2011-2012 revenue and expenditure budgets for the General Fund and the Debt Service Fund and creating a budget for the Murphy Municipal Development District (MDD).

**Background/History**

The original FY 2011-2012 budgets were adopted at the departmental level and may be amended throughout the fiscal year. During the course of the fiscal year, there were changes in the needs of the City which require increases in some departmental expenditures and reductions in others. There were increases/decreases in various revenues. The City Council approved an amendment to the General Fund and the Community Development Corporation (4B) budgets at the February 7, 2012 City Council meeting to accommodate changes required. This final budget amendment for the 2011-2012 fiscal year reflects additional revenue and expenditure changes.

The General Fund experienced an increase of revenues of approximately \$282,500 primarily in the sales tax, permits and licenses, other revenues and court revenues. Expenditures in the General Fund increased by \$93,100, the result of increases and decreases in various departments. City Council budget was increased by \$86,800 which is primarily due to the increase of legal fees. Public Works budget was increased by \$18,400 primarily for engineering services and street repairs. Facilities budget was increased by \$19,500 primarily for the treatment of mosquitoes during the summer and fall. Community Services budget was increased by \$235,700 primarily for plan reviews and building inspections. Recreation budget was increased by \$32,500 primarily for the special community events. A budget for Economic Development was created to replace the expenditures covered by the Economic Development Corporation (4A) which was dissolved on April 1, 2012. Revenues were increased by a like amount from the Murphy Municipal Development District (MDD) to fund these expenditures. Various other departments' budgets were decreased for various reasons primarily due to salary and benefits savings from vacancies throughout the year. The General Fund netted a gain of \$189,450 with a projected Fund Balance of approximately \$2,471,000.

The Debt Service Fund requires an increase of expenditures by \$35,000 which is the result of the refinancing of bonds to a lesser interest rate. The budgeted Fund Balance is approximately \$741,500.

With approval of the Murphy Municipal Development District by the voters in November 2011, a budget for FY 2011-2012 was created for the revenues and expenditures for the last six month of the fiscal year.

**Other Considerations**

N/A

**Board Discussion/Action**

City Council approved a budget amendment for the General Fund and Community Development Corporation (4B) on February 7, 2012.

**Action Requested**

Approval of an ordinance amending the FY 2011-2012 revenue and expenditure budgets for the General Fund and the Debt Service Fund and creating a budget for the Murphy Municipal Development District (MDD).

**Attachments**

- 1) Budget Amendment Ordinance

**ORDINANCE NO. 12-\_\_\_\_\_**

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF MURPHY, TEXAS, AUTHORIZING CERTAIN BUDGET AMENDMENTS PERTAINING TO THE FISCAL YEAR 2011-2012 BUDGET; AND PROVIDING FOR SAID ORDINANCE TO TAKE IMMEDIATE EFFECT.**

**WHEREAS**, chapter 102 of the Texas Local Government Code, as amended, governs municipal budgets and provides that the chapter does not prevent the City Council of the City of Murphy, Texas, from making changes in the budget for municipal purposes; and

**WHEREAS**, section 7.09 of the City of Murphy Home-Rule Charter authorizes the amending of the fiscal year 2011-2012 budget; and

**WHEREAS**, as required by the City Charter, the City Manager has prepared an amendment to certain expenditures in the fiscal year 2011-2012 budget and submitted same to the City Council for its approval and a true and correct copy is attached as *Exhibit A*.

**NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF MURPHY, TEXAS:**

**Section 1. FINDINGS INCORPORATED**

The findings set forth above are incorporated into the body of this Ordinance as if fully set herein.

**Section 2.** That pursuant to the City Charter requirements of the City of Murphy, Texas, the budget amendment for fiscal year 2011-2012 attached as *Exhibit A* is hereby authorized and approved.

**Section 3.** That pursuant to the City Charter requirements this Ordinance and budget amendment shall become an attachment to the original budget.

**Section 4.** That this Ordinance shall become effective from and after its passage and it is so ordained.

**PASSED, APPROVED AND ADOPTED** by the City Council of the City of Murphy, Texas, on this 15th day of January, 2013.

---

Bret M. Baldwin, Mayor  
City of Murphy

ATTEST:

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Kristi Gilbert, City Secretary  
City of Murphy

APPROVED AS TO FORM AND LEGALITY:

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Wm. Andrew Messer, City Attorney

***Exhibit A***

**City of Murphy**  
**FY 2012 Amended Budget Summary**

	<b>FY09</b>	<b>FY10</b>	<b>FY11</b>	<b>FY12</b>	<b>FY12</b>	<b>FY12</b>	<b>FY12</b>	<b>FY12</b>
<b>General Fund</b>	<b>Actual</b>	<b>Actual</b>	<b>Projected</b>	<b>Approved</b>	<b>Adjust</b>	<b>Amended</b>	<b>Adjust</b>	<b>Amended</b>
<b>Beginning Fund Balance</b>	<b>926,295</b>	<b>1,647,610</b>	<b>2,584,630</b>	<b>2,754,020</b>		<b>2,754,020</b>		<b>2,754,020</b>
<b>Revenues</b>								
Total Property Taxes	4,790,766	4,980,612	4,695,000	4,680,750	-	4,680,750	(31,750)	4,649,000
Total Sales Tax	795,139	873,012	905,000	1,000,000	-	1,000,000	48,800	1,048,800
Total Franchise Tax	809,385	702,436	831,500	949,500	-	949,500	(25,100)	924,400
Total Permits & Licenses	578,888	618,845	553,700	570,900	-	570,900	247,200	818,100
Total Other Revenue	539,557	632,382	561,200	635,400	-	635,400	143,500	778,900
Total Court Revenue	445,272	448,633	485,000	550,000	-	550,000	(108,400)	441,600
Total Solid Waste	738,486	785,000	817,100	824,600	-	824,600	8,300	832,900
<b>Total Revenues</b>	<b>8,697,492</b>	<b>9,040,920</b>	<b>8,848,500</b>	<b>9,211,150</b>	<b>-</b>	<b>9,211,150</b>	<b>282,550</b>	<b>9,493,700</b>
Transfer from Utility Fund	850,000	850,000	850,000	850,000	-	850,000	-	850,000
Transfer from Reserves				450,000	-	450,000	-	450,000
Total Other Sources	850,000	850,000	850,000	1,300,000	-	1,300,000	-	1,300,000
<b>Revenues &amp; Other Sources Less Expenditures &amp; Other (Uses)</b>	<b>9,547,492</b>	<b>9,890,920</b>	<b>9,698,500</b>	<b>10,511,150</b>	<b>-</b>	<b>10,511,150</b>	<b>282,550</b>	<b>10,793,700</b>
<b>Category Expenses</b>								
Total Personnel Services	5,714,245	5,470,459	5,729,600	6,201,950	(2,800)	6,199,150	(161,500)	6,037,650
Total Materials & Supplies	422,903	393,547	512,910	627,800	-	627,800	(21,300)	606,500
Total Contractual Services	2,476,036	2,558,589	2,814,300	3,027,250	10,100	3,037,350	345,400	3,382,750
Total Capital Outlay	123,888	476,492	472,300	654,150	15,000	669,150	(69,500)	599,650
Transfer	-	54,813	-					
<b>Total Expenses</b>	<b>8,737,071</b>	<b>8,953,900</b>	<b>9,529,110</b>	<b>10,511,150</b>	<b>22,300</b>	<b>10,533,450</b>	<b>93,100</b>	<b>10,626,550</b>
<b>Transfer Out</b>	<b>89,106</b>			<b>450,000</b>		<b>450,000</b>		<b>450,000</b>
<b>Revenues less Expenses</b>	<b>721,315</b>	<b>937,020</b>	<b>169,390</b>	<b>(450,000)</b>	<b>(22,300)</b>	<b>(472,300)</b>	<b>189,450</b>	<b>(282,850)</b>
<b>Ending Fund Balance</b>	<b>1,647,610</b>	<b>2,584,630</b>	<b>2,754,019</b>	<b>2,304,020</b>		<b>2,281,720</b>		<b>2,471,170</b>

**City of Murphy**  
**FY 2012 Amended Budget Summary**

<b>General Fund</b>	<b>FY09</b>	<b>FY10</b>	<b>FY11</b>	<b>FY12</b>	<b>FY12</b>	<b>FY12</b>	<b>FY12</b>	<b>FY12</b>
	<b>Actual</b>	<b>Actual</b>	<b>Projected</b>	<b>Approved</b>	<b>Adjust</b>	<b>Amended</b>	<b>Adjust</b>	<b>Amended</b>
<b>Departmental Expenses</b>								
Total Administration	356,410	372,619	426,300	412,700	-	412,700	(13,000)	399,700
Total Human Resources	124,623	124,512	147,000	149,800	-	149,800	(9,000)	140,800
Total Information Technology	178,781	191,395	501,450	607,730	(25,300)	582,430	-	582,430
Total City Council	269,532	284,317	250,100	277,800	-	277,800	86,800	364,600
Total City Secretary	211,450	141,415	179,850	147,600	-	147,600	(16,500)	131,100
Total Economic Development						-	84,600	84,600
Total Finance	350,015	372,532	389,450	394,500	56,800	451,300	(50,000)	401,300
Total Fire	1,927,746	1,907,987	1,978,150	2,331,420	(7,100)	2,324,320	(65,600)	2,258,720
Total Public Works	223,039	209,800	238,200	246,400	-	246,400	18,400	264,800
Total Facilities	324,959	347,337	378,800	383,500	10,000	393,500	19,500	413,000
Total Community Services	487,534	440,354	475,550	421,030	(16,200)	404,830	235,700	640,530
Total Police	2,607,240	2,803,685	2,743,560	2,901,640	4,100	2,905,740	(153,800)	2,751,940
Total Animal Control	68,406	72,563	63,850	67,300	-	67,300	(2,800)	64,500
Total Recreation				322,460	-	322,460	32,500	354,960
Total Parks	767,027	855,925	902,300	851,600	-	851,600	(80,000)	771,600
Total Municipal Court	231,020	205,178	204,550	324,470	-	324,470	-	324,470
Total Solid Waste	609,288	624,281	650,000	671,200	-	671,200	6,300	677,500
<b>Total Expenses</b>	<b>8,737,071</b>	<b>8,953,900</b>	<b>9,529,110</b>	<b>10,511,150</b>	<b>22,300</b>	<b>10,533,450</b>	<b>93,100</b>	<b>10,626,550</b>
<b>Reserves</b>								
<b>Revenue Less Expenses</b>	<b>810,421</b>	<b>937,020</b>	<b>169,390</b>	<b>0</b>	<b>(22,300)</b>	<b>(22,300)</b>	<b>189,450</b>	<b>167,150</b>
Transfer Out	89,106			450,000		450,000		450,000
<b>Ending Fund Balance</b>	<b>1,647,610</b>	<b>2,584,630</b>	<b>2,754,020</b>	<b>2,304,020</b>		<b>2,281,720</b>		<b>2,471,170</b>

**City of Murphy**  
**FY 2012 Amended Budget**

	<b>FY09</b>	<b>FY10</b>	<b>FY11</b>	<b>FY11</b>	<b>FY12</b>	<b>FY12</b>	<b>FY12</b>	<b>FY12</b>	<b>FY12</b>
	<b>Actual</b>	<b>Actual</b>	<b>Budget</b>	<b>Projected</b>	<b>Approved</b>	<b>Adjustment</b>	<b>Amended</b>	<b>Adjustment</b>	<b>Amended</b>
<b>REVENUES</b>									
<b>10 -GENERAL FUND</b>									
<b>PROPERTY TAXES</b>									
4000-4000-0000 CURRENT PROPERTY TAXES	4,707,741	4,899,489	4,660,000	4,660,000	4,645,750		4,645,750	(21,650)	4,624,100
4000-4005-0000 DELINQUENT PROPERTY TAXES	51,467	46,850	48,000	15,000	15,000		15,000	(6,800)	8,200
4000-4010-0000 PENALTY & INTEREST	31,558	34,273	33,000	20,000	20,000		20,000	(3,300)	16,700
<b>TOTAL PROPERTY TAXES</b>	<b>4,790,766</b>	<b>4,980,612</b>	<b>4,741,000</b>	<b>4,695,000</b>	<b>4,680,750</b>		<b>4,680,750</b>	<b>(31,750)</b>	<b>4,649,000</b>
<b>NON-PROPERTY TAXES</b>									
4000-4060-0000 SALES & USE TAX	795,139	873,012	905,000	905,000	1,000,000		1,000,000	48,800	1,048,800
<b>TOTAL NON-PROPERTY TAXES</b>	<b>795,139</b>	<b>873,012</b>	<b>905,000</b>	<b>905,000</b>	<b>1,000,000</b>		<b>1,000,000</b>	<b>48,800</b>	<b>1,048,800</b>
<b>FRANCHISE TAXES</b>									
4000-4100-0000 GAS FRANCHISE TAX	124,330	91,286	92,000	107,400	110,000		110,000	(6,200)	103,800
4000-4105-0000 ELECTRIC FRANCHISE TAX	449,884	423,327	428,000	483,300	597,500		597,500	(67,100)	530,400
4000-4110-0000 TELEPHONE	159,547	138,219	182,100	200,000	200,000		200,000	37,000	237,000
4000-4111-0000 CABLE TV	64,129	37,540	38,000	28,800	30,000		30,000	9,200	39,200
4000-4113-0000 GARBAGE FRANCHISE TAX	11,496	12,064	11,000	12,000	12,000		12,000	2,000	14,000
<b>TOTAL FRANCHISE TAXES</b>	<b>809,385</b>	<b>702,436</b>	<b>751,100</b>	<b>831,500</b>	<b>949,500</b>		<b>949,500</b>	<b>(25,100)</b>	<b>924,400</b>
<b>PERMITS &amp; LICENSES</b>									
4000-4200-0000 BUILDING PERMIT	264,639	302,571	350,000	260,000	300,000		300,000	184,400	484,400
4000-4201-0000 PLAN REVIEW								22,000	22,000
4000-4203-0000 REINSPECTION FEES	73,522	49,959	49,000	36,500	18,000		18,000	(2,000)	16,000
4000-4204-0000 ZONING/PLATTING	15,742	20,996	5,000	10,000	5,000		5,000	19,800	24,800
4000-4205-0000 ALARM PERMIT	35,297	39,725	36,000	36,000	36,400		36,400	(4,100)	32,300
4000-4206-0000 ANIMAL CONTROL	10,937	19,700	20,700	22,200	22,500		22,500	(1,400)	21,100
4000-4207-0000 CONTRACTOR REGISTRATION	38,750	32,475	32,000	34,000	34,000		34,000	1,000	35,000
4000-4209-0000 MISCELLANEOUS PERMITS	140,000	153,419	141,000	155,000	155,000		155,000	27,500	182,500
<b>TOTAL PERMITS &amp; LICENSES</b>	<b>578,888</b>	<b>618,845</b>	<b>633,700</b>	<b>553,700</b>	<b>570,900</b>		<b>570,900</b>	<b>247,200</b>	<b>818,100</b>
<b>OTHER REVENUE</b>									
4000-4300-0000 MISCELLANEOUS REVENUE	34,180	105,486	40,000	30,000	70,000		70,000	(47,300)	22,700
4000-4301-0000 OPEN RECORDS FEES	282	404	300	300	300		300	(200)	100
4000-4305-0000 INTEREST INCOME	15,034	7,099	7,100	6,200	6,200		6,200	500	6,700
4000-4306-0000 POLICE REVENUES	19,876	21,573	25,300	22,100	38,000		38,000	30,600	68,600
4000-4307-0000 RECREATIONAL PROGRAMS	39,996	53,276	45,000	52,000	50,000		50,000	2,000	52,000
4000-4315-0000 RENTALS - FACILITIES					20,000		20,000	(9,600)	10,400
4000-4330-0000 DRAINAGE FEES	193,737	195,440	198,400	202,000	203,800		203,800	400	204,200
4000-4341-0000 DRAINAGE PENALTIES	2,206	2,279	2,000	2,200	2,200		2,200	100	2,300
4000-4342-0000 4A/4B SUPPORT	52,000	50,000	50,000	50,000	50,000		50,000	135,800	185,800
4000-4343-0000 TCLEOSE FUNDS	2,198	2,067							
4000-4345-0000 POLICE DONATIONS	2,500	200		1,300					
4000-4346-0000 FIRE DONATIONS	5,305	2,547		1,600					
4000-4347-0000 FIRE GRANTS	10,552								
4000-4350-0000 EMS REVENUES	143,483	165,398	177,600	180,500	181,000		181,000	3,500	184,500
4000-4360-0000 ANIMAL CONTROL DONATIONS		2,478							
4000-4370-0000 CITY CELEBRATION DONATIONS	2,290	11,835						23,900	23,900
4000-4380-0000 RECYCLE REBATES	15,918	11,790	10,000	12,000	12,900		12,900	2,000	14,900
4000-4390-0000 SIGN REVENUE		510		1,000	1,000		1,000	1,800	2,800
<b>TOTAL OTHER REVENUE</b>	<b>539,557</b>	<b>632,382</b>	<b>555,700</b>	<b>561,200</b>	<b>635,400</b>		<b>635,400</b>	<b>143,500</b>	<b>778,900</b>
<b>MUNICIPAL COURT REVENUE</b>									
4000-4600-0000 MUNICIPAL COURT FINES	445,272	448,633	390,000	485,000	550,000		550,000	(108,400)	441,600
<b>TOTAL MUNICIPAL COURT REVENUE</b>	<b>445,272</b>	<b>448,633</b>	<b>390,000</b>	<b>485,000</b>	<b>550,000</b>		<b>550,000</b>	<b>(108,400)</b>	<b>441,600</b>
<b>SOLID WASTE REVENUES</b>									
4000-4325-0000 SOLID WASTE	729,992	775,684	808,800	808,000	815,400		815,400	7,900	823,300
4000-4340-0000 SOLID WASTE PENALTIES	8,494	9,316	8,100	9,100	9,200		9,200	400	9,600

**City of Murphy  
FY 2012 Amended Budget**

	<b>FY09</b>	<b>FY10</b>	<b>FY11</b>	<b>FY11</b>	<b>FY12</b>	<b>FY12</b>	<b>FY12</b>	<b>FY12</b>	<b>FY12</b>
<b>REVENUES</b>	<b>Actual</b>	<b>Actual</b>	<b>Budget</b>	<b>Projected</b>	<b>Approved</b>	<b>Adjustment</b>	<b>Amended</b>	<b>Adjustment</b>	<b>Amended</b>
TOTAL SOLID WASTE REVENUES	738,486	785,000	816,900	817,100	824,600		824,600	8,300	832,900
TOTAL REVENUES	8,697,492	9,040,920	8,793,400	8,848,500	9,211,150		9,211,150	282,550	9,493,700
OTHER SOURCES									
TRANSFER FROM U/F	850,000	850,000	850,000	850,000	850,000		850,000		850,000
TRANSFER RESERVES					450,000		450,000		450,000
TRANSFER FROM 4 B									
TOTAL OTHER SOURCES	850,000	850,000	850,000	850,000	1,300,000		1,300,000		1,300,000
TOTAL REVENUE & OTHER SOURCES	<b>9,547,492</b>	<b>9,890,920</b>	<b>9,643,400</b>	<b>9,698,500</b>	<b>10,511,150</b>		<b>10,511,150</b>	<b>282,550</b>	<b>10,793,700</b>

**City of Murphy**  
**FY 2012 Amended Budget**

	<b>FY09 Actual</b>	<b>FY10 Actual</b>	<b>FY11 Budget</b>	<b>FY11 Projected</b>	<b>FY12 Approved</b>	<b>FY12 Adjustment</b>	<b>FY12 Amended</b>	<b>FY12 Adjustment</b>	<b>FY12 Amended</b>
<b>ADMINISTRATION</b>									
PERSONNEL SERVICES									
5400-1001-0000 SALARIES	180,225	191,116	186,600	185,000	191,000		191,000	(13,000)	178,000
5400-1005-0000 OVERTIME	1,885	98	800	500	1,000		1,000		1,000
5400-1006-0000 LONGEVITY	371	80	300	300	300		300		300
5400-1003-0000 ONE TIME SALARY			25,000	26,100			-		
5400-1009-0000 TMRS	18,070	22,722	22,100	25,800	21,600		21,600		21,600
5400-1011-0000 SOCIAL SECURITY	2,531	2,774	3,300	3,300	3,000		3,000		3,000
5400-1012-0000 GROUP INSURANCE	21,302	15,061	15,700	15,600	13,300		13,300		13,300
5400-1018-0000 CAR ALLOWANCE	6,000	6,550	6,600	6,400	7,800		7,800		7,800
<b>TOTAL PERSONNEL SERVICES</b>	<b>230,384</b>	<b>238,403</b>	<b>260,400</b>	<b>263,000</b>	<b>238,000</b>	<b>-</b>	<b>238,000</b>	<b>(13,000)</b>	<b>225,000</b>
MATERIALS & SUPPLIES									
5400-2101-0000 GENERAL OFFICE SUPPLIES	5,491	9,343	10,000	10,000	5,000		5,000		5,000
5400-2102-0000 MAGAZINES/MAPS/BOOKS	284	569	300	500	300		300		300
5400-2104-0000 DATA PROCESSING SUPPLIES	51						-		
5400-2209-0000 UNIFORMS	21			300	300		300		300
5400-2401-0000 OFFICE EQUIPMENT	-	-					-		
5400-2402-0000 FURNITURE & FIXTURE	1,472						-		
5400-2403-0000 COMPUTER HARDWARE & SOFTW	-						-		
5400-2502-0000 EMPLOYEE RELATIONS	2,483	7,850	2,500	2,500	2,500		2,500	-	2,500
<b>TOTAL MATERIALS &amp; SUPPLIES</b>	<b>9,801</b>	<b>17,762</b>	<b>12,800</b>	<b>13,300</b>	<b>8,100</b>	<b>-</b>	<b>8,100</b>	<b>-</b>	<b>8,100</b>
CONTRACTUAL SERVICES									
5400-3102-0000 CONSULTANT SERVICES	2,179	1,200	25,000	30,000	30,000		30,000		30,000
5400-3104-0000 MED SERVICE/PREEMPLOYNT	-	841					-		
5400-3105-0000 ENGINEERING SERVICES							-		
5400-3202-0000 POSTAGE & FREIGHT	301	562	200	300	200		200		200
5400-3203-0000 TRAVEL AND TRAINING	7,101	8,030	10,600	11,000	10,100		10,100		10,100
5400-3302-0000 PRINTING AND BINDING				2,000	1,000		1,000		1,000
5400-3304-0000 CITY NEWSLETTER							-		
5400-3401-0000 INSURANCE-GENERAL	83,981	80,144	90,900	85,000	101,700		101,700		101,700
5400-3402-0000 SURETY BONDS	400	354	400	400	400		400		400
5400-3405-0000 WORKERS COMPENSATION	467	754	800	100	600		600		600
5400-3501-0000 ELECTRICITY							-		
5400-3702-0000 RENTAL OFFICE EQPT.	17,828	18,606	15,800	18,000	19,500		19,500		19,500
5400-3703-0000 CELL/PAGERS/RADIOS	1,822	1,467	600	1,000	900		900		900
5400-3901-0000 DUES & MEMBERSHIP	2,146	3,602	2,200	2,200	2,200		2,200		2,200
5400-3921-0000 ELECTION SUPPLIES							-		
<b>TOTAL CONTRACTUAL SERVICES</b>	<b>116,225</b>	<b>115,558</b>	<b>146,500</b>	<b>150,000</b>	<b>166,600</b>	<b>-</b>	<b>166,600</b>	<b>-</b>	<b>166,600</b>
CAPITAL OUTLAY									
5400-4390-0000 COMPUTER HARDWARE		896					-		-
<b>TOTAL CAPITAL OUTLAY</b>	<b>-</b>	<b>896</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>SUBTOTAL (END-USER BUDGETED LINE ITEMS)</b>	<b>127,911</b>	<b>134,315</b>	<b>160,100</b>	<b>163,800</b>	<b>175,700</b>	<b>-</b>	<b>175,700</b>	<b>-</b>	<b>175,700</b>
<b>TOTAL ADMINISTRATION</b>	<b>356,410</b>	<b>372,619</b>	<b>419,700</b>	<b>426,300</b>	<b>412,700</b>	<b>-</b>	<b>412,700</b>	<b>(13,000)</b>	<b>399,700</b>

**City of Murphy  
FY 2012 Amdended Budget**

	<b>FY09 Actual</b>	<b>FY10 Actual</b>	<b>FY11 Budget</b>	<b>FY11 Projected</b>	<b>FY12 Approved</b>	<b>FY12 Adjustment</b>	<b>FY12 Amended</b>	<b>FY12 Adjustment</b>	<b>FY12 Amended</b>
<b>HUMAN RESOURCES</b>									
<b>PERSONNEL SERVICES</b>									
5401-1001-0000 SALARIES	65,066	63,843	66,400	64,900	68,500		68,500	(2,000)	66,500
5401-1006-0000 LONGEVITY	211	252	350	350	400		400		400
5401-1009-0000 TMRS	6,316	6,793	7,600	7,800	7,500		7,500		7,500
5401-1011-0000 SOCIAL SECURITY	840	841	1,000	1,000	1,100		1,100		1,100
5401-1012-0000 GROUP INSURANCE	8,854	9,286	9,900	8,400	9,000		9,000		9,000
<b>TOTAL PERSONNEL SERVICES</b>	<b>81,287</b>	<b>81,014</b>	<b>85,250</b>	<b>82,450</b>	<b>86,500</b>	-	<b>86,500</b>	<b>(2,000)</b>	<b>84,500</b>
<b>MATERIALS &amp; SUPPLIES</b>									
5401-2101-0000 GENERAL OFFICE SUPPLIES	2,085	451	400	100	300		300		300
5401-2209-0000 UNIFORMS				100			0		0
5401-2403-0000 COMPUTER HARD & SOFT	269						0		0
<b>TOTAL MATERIALS &amp; SUPPLIES</b>	<b>2,355</b>	<b>451</b>	<b>400</b>	<b>200</b>	<b>300</b>	-	<b>300</b>	-	<b>300</b>
<b>CONTRACTUAL SERVICES</b>									
5401-3102-0000 CONSULTANT SERVICES	34,507	30,911	37,700	37,700	39,200		39,200	(2,000)	37,200
5401-3104-0000 MED. SERVICES/PREEMPLOYNT	1,747	1,483	2,000	1,400	2,000		2,000		2,000
5401-3106-0000 DATA PROCESSING SUPPLIES	1,033	1,085					0		0
5401-3111-0000 SOFTWARE MAINTENANCE			6,200		3,700		3,700		3,700
5401-3202-0000 POSTAGE & FREIGHT	164	105	100	50	100		100		100
5401-3203-0000 TRAVEL AND TRAINING	1,260	1,096	2,000	1,400	2,000		2,000		2,000
5401-3301-0000 AD. AND PUBLIC NOTICES	126	185	300	100	300		300		300
5401-3405-0000 WORKERS COMPENSATION	166	20	300	100	200		200		200
5401-3408-0000 WELLNESS PROGRAM	1,054	5,824	8,000	7,000	8,400		8,400		8,400
5401-3409-0000 EMP REWARDS & RECOGNITION	458	1,020	14,500	15,500	6,000		6,000	(5,000)	1,000
5401-3703-0000 CELL/PAGERS/RADIOS		650	500	400	400		400		400
5401-3901-0000 DUES & MEMBERSHIP	467	668	700	700	700		700		700
<b>TOTAL CONTRACTUAL SERVICES</b>	<b>40,982</b>	<b>43,047</b>	<b>72,300</b>	<b>64,350</b>	<b>63,000</b>	-	<b>63,000</b>	<b>(7,000)</b>	<b>56,000</b>
<b>CAPITAL</b>									
5401-4321-0000 COMPUTER SOFTWARE					0		0		0
<b>TOTAL CAPITAL</b>	-	-	-	-	-	-	-	-	-
<b>SUBTOTAL (END-USER BUDGETED LINE ITEMS)</b>	<b>43,336</b>	<b>43,498</b>	<b>72,700</b>	<b>64,550</b>	<b>63,300</b>	-	<b>63,300</b>	<b>(7,000)</b>	<b>56,300</b>
<b>TOTAL HUMAN RESOURCES</b>	<b>124,623</b>	<b>124,512</b>	<b>157,950</b>	<b>147,000</b>	<b>149,800</b>	-	<b>149,800</b>	<b>(9,000)</b>	<b>140,800</b>

**City of Murphy  
FY 2012 Amended Budget**

	<b>FY09 Actual</b>	<b>FY10 Actual</b>	<b>FY11 Budget</b>	<b>FY11 Projected</b>	<b>FY12 Approved</b>	<b>FY12 Adjustment</b>	<b>FY12 Amended</b>	<b>FY12 Adjustment</b>	<b>FY12 Amended</b>
<b>CITY COUNCIL</b>									
PERSONNEL SERVICES									
5411-1007-0000 PART TIME					16,500		16,500	(4,700)	11,800
5411-1011-0000 SOCIAL SECURITY					1,300		1,300	(0)	1,300
<b>TOTAL PERSONNEL SERVICES</b>					<b>17,800</b>		<b>17,800</b>	<b>(4,700)</b>	<b>13,100</b>
MATERIALS & SUPPLIES									
5411-2101-0000 GENERAL OFFICE SUPPLIES	621	1,881	300	1,000	1,000		1,000		1,000
5411-2102-0000 MAGAZINES/MAPS/BOOKS		108							
5411-2106-0000 SOFTWARE SUBSCRIPTIONS	200								
5411-2209-0000 UNIFORMS		270		300	500		500		500
5411-2403-0000 COMPUTER HARDWARE & SOFTWARE									
5411-2501-0000 COMMUNITY RELATIONS	10,389	15,451	25,000	25,000	25,000		25,000	(24,000)	1,000
5411-2502-0000 EMPLOYEE RELATIONS	2,834								
5411-2503-0000 RECYCLING EVENTS				19,000	10,000		10,000	(5,000)	5,000
<b>TOTAL MATERIALS &amp; SUPPLIES</b>	<b>14,044</b>	<b>17,710</b>	<b>25,300</b>	<b>45,300</b>	<b>36,500</b>		<b>36,500</b>	<b>(29,000)</b>	<b>7,500</b>
CONTRACTUAL SERVICES									
5411-3102-0000 CONSULTANT SERVICES	26,946	9,781			25,000		25,000	(3,000)	22,000
5411-3103-0000 LEGAL	177,816	234,294	170,000	170,000	140,000		140,000	163,000	303,000
5411-3107-0000 COUNCIL REIMBURSEMENT	11,250	12,800	16,500	16,500					
5411-3202-0000 POSTAGE AND FREIGHT	54			100					
5411-3203-0000 TRAINING AND TRAVEL	27,248	5,103	10,000	10,000	20,000		20,000	(14,000)	6,000
5411-3703-0000 CELL/PAGERS/RADIOS	1,202	349							
5411-3901-0000 DUES & MEMBERSHIPS	10,972	4,279	8,200	8,200	8,500		8,500	4,500	13,000
5411-3940-0000 COUNCIL CONTINGENCY			50,000		30,000		30,000	(30,000)	
<b>TOTAL CONTRACTUAL SERVICES</b>	<b>255,489</b>	<b>266,607</b>	<b>254,700</b>	<b>204,800</b>	<b>223,500</b>		<b>223,500</b>	<b>120,500</b>	<b>344,000</b>
<b>TOTAL CITY COUNCIL</b>	<b>269,532</b>	<b>284,317</b>	<b>280,000</b>	<b>250,100</b>	<b>277,800</b>		<b>277,800</b>	<b>86,800</b>	<b>364,600</b>

**City of Murphy  
FY 2012 Amended Budget**

	<b>FY09 Actual</b>	<b>FY10 Actual</b>	<b>FY11 Budget</b>	<b>FY11 Projected</b>	<b>FY12 Approved</b>	<b>FY12 Adjustment</b>	<b>FY12 Amended</b>	<b>FY12 Adjustment</b>	<b>FY12 Amended</b>
<b>CITY SECRETARY/ELECTION</b>									
PERSONNEL SERVICES									
5412-1001-0000 SALARIES	115,453	75,201	77,000	77,400	77,500		77,500	(13,000)	64,500
5412-1005-0000 OVERTIME	301	254							
5412-1006-0000 LONGEVITY	491		350	350	400		400		400
5412-1009-0000 TMRS	11,452	8,078	9,000	9,400	8,500		8,500	(1,500)	7,000
5412-1011-0000 SOCIAL SECURITY	1,599	1,059	1,200	1,200	1,200		1,200		1,200
5412-1012-0000 GROUP INSURANCE	18,680	9,372	10,000	8,600	9,100		9,100	(2,000)	7,100
<b>TOTAL PERSONNEL SERVICES</b>	<b>147,976</b>	<b>93,964</b>	<b>97,550</b>	<b>96,950</b>	<b>96,700</b>		<b>96,700</b>	<b>(16,500)</b>	<b>80,200</b>
MATERIALS & SUPPLIES									
5412-2101-0000 GENERAL OFFICE SUPPLIES	1,048	1,133	1,500	1,500	2,000		2,000		2,000
5412-2102-0000 MAGAZINES, MAPS, BOOKS	14		100	100					
5412-2209-0000 UNIFORMS				100	100		100		100
5412-2403-0000 COMPUTER HARDWARE	6,650								
<b>TOTAL MATERIALS &amp; SUPPLIES</b>	<b>7,711</b>	<b>1,133</b>	<b>1,600</b>	<b>1,700</b>	<b>2,100</b>		<b>2,100</b>		<b>2,100</b>
CONTRACTUAL SERVICES									
5412-3102-0000 CONSULTANT SERVICES	6,807	2,565	6,000	6,000	7,900		7,900		7,900
5412-3108-0000 RECORDING FEES		112	300	300	300		300		300
5412-3111-0000 SOFTWARE MAINTENANCE		5,288	3,900	16,000	1,500		1,500		1,500
5412-3202-0000 POSTAGE & FREIGHT	198	48	200	200	200		200		200
5412-3203-0000 TRAINING & TRAVEL	5,866	3,395	3,500	4,500	5,000		5,000		5,000
5412-3301-0000 ADVERTISING & NOTICES	2,774	9,026	16,000	3,000	12,000		12,000		12,000
5412-3302-0000 PRINTING	4,377			500					
5412-3304-0000 PUBLICATIONS (NEWSLETTER)	6,450	16,438	5,000	2,000					
5412-3402-0000 SURETY, FIDELITY BONDS	100	100	100	100	100		100		100
5412-3405-0000 WORKERS COMPENSATION	331	24	300	200	300		300		300
5412-3407-0000 UNEMPLOYMENT			900						
5412-3703-0000 CELL/PAGERS/RADIOS	975	1,612	600	1,300	900		900		900
5412-3901-0000 DUES & MEMBERSHIPS	535	530	50,000	600	600		600		600
5412-3921-0000 COST OF ELECTION	27,349	6,284		46,500	20,000		20,000		20,000
<b>TOTAL CONTRACTUAL SERVICES</b>	<b>55,762</b>	<b>45,422</b>	<b>86,800</b>	<b>81,200</b>	<b>48,800</b>		<b>48,800</b>		<b>48,800</b>
CAPITAL COSTS									
5412-4214-0000 COMPUTER SOFTWARE									
5412-4390-0000 COMPUTER HARDWARE		896							
<b>TOTAL CAPITAL COSTS</b>		<b>896</b>							
<b>SUBTOTAL (END-USER BUDGETED LINE ITEMS)</b>	<b>63,775</b>	<b>47,705</b>	<b>88,400</b>	<b>82,900</b>	<b>50,900</b>		<b>50,900</b>		<b>50,900</b>
<b>TOTAL CITY SECRETARY/ELECTION</b>	<b>211,450</b>	<b>141,415</b>	<b>185,950</b>	<b>179,850</b>	<b>147,600</b>		<b>147,600</b>	<b>(16,500)</b>	<b>131,100</b>

**City of Murphy  
FY 2012 Amended Budget**

	<b>FY09</b>	<b>FY10</b>	<b>FY11</b>	<b>03/31/11</b>	<b>FY11</b>	<b>FY12</b>	<b>FY12</b>	<b>FY12</b>	<b>FY12</b>	<b>FY12</b>
	<b>Actual</b>	<b>Actual</b>	<b>Budget</b>	<b>Actual</b>	<b>Projected</b>	<b>Approved</b>	<b>Adjustment</b>	<b>Amended</b>	<b>Adjustment</b>	<b>Amended</b>
<b>ECONOMIC DEVELOPMENT</b>										
PERSONNEL SERVICES										
5420-1001-0000 SALARIES									43,500	43,500
5420-1005-0000 OVERTIME									1,000	1,000
5420-1006-0000 LONGEVITY									200	200
5420-1009-0000 TMRS									4,700	4,700
5420-1011-0000 SOCIAL SECURITY									700	700
5420-1012-0000 GROUP INSURANCE									5,100	5,100
<b>TOTAL PERSONNEL SERVICES</b>									<b>55,200</b>	<b>55,200</b>
MATERIALS & SUPPLIES										
5420-2101-0000 GENERAL OFFICE SUPPLIES									500	500
<b>TOTAL MATERIALS &amp; SUPPLIES</b>									<b>500</b>	<b>500</b>
CONTRACTUAL SERVICES										
5420-3102-0000 CONSULTANT SERVICES									4,300	4,300
5420-3103-0000 LEGAL SERVICES									5,500	5,500
5420-3202-0000 POSTAGE & FREIGHT									100	100
5420-3203-0000 TRAVEL AND TRAINING									10,600	10,600
5420-3302-0000 PRINTING AND BINDING									7,400	7,400
5420-3405-0000 WORKERS COMPENSATION									100	100
5420-3703-0000 CELL/PAGERS/RADIOS									200	200
5420-3901-0000 DUES & MEMBERSHIP									700	700
<b>TOTAL CONTRACTUAL SERVICES</b>									<b>28,900</b>	<b>28,900</b>
CAPITAL OUTLAY										
5420-4303-0000 MOTOR VEHICLES										
5420-4390-0000 COMPUTER HARDWARE										
TOTAL CAPITAL OUTLAY										
<b>SUBTOTAL (END-USER BUDGETED LINE ITEMS)</b>									<b>30,400</b>	<b>30,400</b>
<b>TOTAL ECONOMIC DEVELOPMENT</b>									<b>84,600</b>	<b>84,600</b>

**City of Murphy  
FY 2012 Amended Budget**

	<b>FY09 Actual</b>	<b>FY10 Actual</b>	<b>FY11 Budget</b>	<b>FY11 Projected</b>	<b>FY12 Approved</b>	<b>FY12 Adjustment</b>	<b>FY12 Amended</b>	<b>FY12 Adjustment</b>	<b>FY12 Amended</b>
<b>FINANCE</b>									
PERSONNEL SERVICES									
5430-1001-0000 SALARIES	176,835	188,715	195,700	196,000	196,000	45,000	241,000	(40,000)	201,000
5430-1005-0000 OVERTIME	278	810	500	500	500		500		500
5430-1006-0000 LONGEVITY	773	334	600	600	600		600		600
5430-1009-0000 TMRS	17,392	19,868	22,500	23,500	21,500	4,900	26,400		26,400
5430-1011-0000 SOCIAL SECURITY	2,373	2,544	2,900	3,000	2,900	700	3,600		3,600
5430-1012-0000 GROUP INSURANCE	25,008	29,815	30,000	25,500	24,000	6,100	30,100		30,100
<b>TOTAL PERSONNEL SERVICES</b>	<b>222,659</b>	<b>242,086</b>	<b>252,200</b>	<b>249,100</b>	<b>245,500</b>	<b>56,700</b>	<b>302,200</b>	<b>(40,000)</b>	<b>262,200</b>
MATERIALS & SUPPLIES									
5430-2101-0000 GENERAL OFFICE SUPPLIES	1,304	1,037	1,000	1,200	1,500		1,500		1,500
5430-2102-0000 MAGAZINES/MAPS/BOOKS		40							
5430-2104-0000 DATA PROCESSING SUPPLIES	88		100						
5430-2209-0000 UNIFORMS				50	100		100		100
5430-2403-0000 COMPUTER HARD. & SOFT.	830								
<b>TOTAL MATERIALS &amp; SUPPLIES</b>	<b>2,222</b>	<b>1,077</b>	<b>1,100</b>	<b>1,250</b>	<b>1,600</b>		<b>1,600</b>		<b>1,600</b>
CONTRACTUAL SERVICES									
5430-3101-0000 AUDITING AND ACCOUNTING	24,189	19,601	22,000	20,000	17,000		17,000		17,000
5430-3102-0000 CONSULTANT SERVICES	10,556	8,113	7,600	8,500	8,500		8,500		8,500
5430-3106-0000 DATA PROCESSING	10,905	11,701							
5430-3109-0000 TAX APPRAISALS	48,983	54,398	57,000	59,000	60,000		60,000	(3,000)	57,000
5430-3111-0000 SOFTWARE MAINTENANCE			17,600	17,600	19,400		19,400		19,400
5430-3115-0000 BANK SERVICES CHARGES	15,034	12,323	9,600	9,000	9,000		9,000	(1,000)	8,000
5430-3116-0000 CREDIT CARD SERVICE FEES	8,860	9,558	10,200	9,500	12,000		12,000	(1,500)	10,500
5430-3202-0000 POSTAGE & FREIGHT	1,140	1,309	1,500	1,500	1,600		1,600		1,600
5430-3203-0000 TRAVEL AND TRAINING	1,316	726	2,500	3,500	6,500		6,500	(3,000)	3,500
5430-3301-0000 AD. AND PUBLIC NOTICES	1,134	8,878	7,200	7,200	8,800		8,800	(1,500)	7,300
5430-3302-0000 PRINTING AND BINDING	241	124	700	250	700		700		700
5430-3402-0000 SURETY, FIDELITY BONDS	1,200	450	1,200	1,200	1,200		1,200		1,200
5430-3405-0000 WORKERS COMPENSATION	217	64	900	100	600	100	700		700
5400-3703-0000 CELL/PAGERS/RADIOS	625	1,500	900	1,000	1,000		1,000		1,000
5430-3901-0000 DUES & MEMBERSHIP	735	625	1,000	750	1,100		1,100		1,100
<b>TOTAL CONTRACTUAL SERVICES</b>	<b>125,135</b>	<b>129,370</b>	<b>139,900</b>	<b>139,100</b>	<b>147,400</b>	<b>100</b>	<b>147,500</b>	<b>(10,000)</b>	<b>137,500</b>
<b>TOTAL FINANCE</b>	<b>350,015</b>	<b>372,532</b>	<b>393,200</b>	<b>389,450</b>	<b>394,500</b>	<b>56,800</b>	<b>451,300</b>	<b>(50,000)</b>	<b>401,300</b>

**City of Murphy  
FY 2012 Amended Budget**

	<b>FY09 Actual</b>	<b>FY10 Actual</b>	<b>FY11 Budget</b>	<b>FY11 Projected</b>	<b>FY12 Approved</b>	<b>FY12 Adjustment</b>	<b>FY12 Amended</b>	<b>FY12 Adjustment</b>	<b>FY12 Amended</b>
<b>FIRE</b>									
<b>PERSONNEL SERVICES</b>									
5440-1001-0000 SALARIES	1,051,234	1,069,608	1,161,000	1,140,000	1,231,500	(5,000)	1,226,500	(22,000)	1,204,500
5440-1005-0000 OVERTIME	122,672	85,856	83,300	110,000	101,500		101,500		101,500
5440-1006-0000 LONGEVITY	2,640	2,785	4,300	4,000	5,100		5,100		5,100
5440-1007-0000 PART TIME	12,056								
5440-1009-0000 TMRS	113,782	121,594	141,400	138,300	145,030	(1,500)	143,530		143,530
5440-1011-0000 SOCIAL SECURITY	16,659	15,683	18,200	18,300	21,940		21,940	(2,000)	19,940
5440-1012-0000 GROUP INSURANCE	191,345	208,757	220,500	205,000	214,690	(600)	214,090	(10,000)	204,090
5440-1016-0000 CERTIFICATIONS	0								
<b>TOTAL PERSONNEL SERVICES</b>	<b>1,510,389</b>	<b>1,504,283</b>	<b>1,628,700</b>	<b>1,615,600</b>	<b>1,719,760</b>	<b>(7,100)</b>	<b>1,712,660</b>	<b>(34,000)</b>	<b>1,678,660</b>
<b>MATERIALS &amp; SUPPLIES</b>									
5440-2101-0000 GENERAL OFFICE SUPPLIES	2,736	1,664	1,200	1,800	2,000		2,000		2,000
5440-2102-0000 MAGAZINES/MAPS/BOOKS	1,694	3,068	2,800	2,100	2,900		2,900		2,900
5440-2104-0000 DATA PROCESSING SUPPLIES	249	213	500	500					
5440-2106-0000 SOFTWARE SUBSCRIPTIONS	5,791	15,235							
5440-2203-0000 MEDICAL SUPPLIES	17,196	17,487	19,500	17,500					
5440-2204-0000 MOTOR VEHICLE FUEL	10,674	12,448	15,000	18,500	28,000		28,000	(4,000)	24,000
5440-2205-0000 JANITORIAL SUPPLIES	2,236	2,777	3,000	3,000	3,000		3,000	(1,000)	2,000
5440-2208-0000 PHOTOGRAPHIC SUPPLIES	216	(250)	200	100					
5440-2209-0000 UNIFORMS	28,768	26,601	34,500	34,000	37,200		37,200		37,200
5440-2220-0000 LAUNDRY AND CLEANING	432	1,079	4,800	4,000	4,200		4,200		4,200
5440-2222-0000 FOODS	1,068	452	5,600	4,000					
5440-2230-0000 FIELD SUPPLIES			1,000	800					
5440-2240-0000 FIRE PREVENTION PROGRAM	5,196	3,032	4,000	2,650	4,000		4,000		4,000
5440-2301-0000 BUILDINGS/GROUNDS SUP.	541	2,096	700	650	700		700		700
5440-2312-0000 MOTOR VEHICLE SUPPLIES	3,782	4,012	6,400	5,000	7,100		7,100		7,100
5440-2315-0000 FIRE FIGHTING EQPT.	5,428	8,569	7,300	6,000	8,500		8,500	(2,000)	6,500
5440-2401-0000 MINOR TOOLS & EQPT.	3,196	2,540	2,100	1,800	3,200		3,200		3,200
5440-2402-0000 FURNITURE & FIXTURE	8,503								
5440-2403-0000 COMPUTER HARD. & SOFT.	3,706								
5440-2501-0000 COMMUNITY RELATIONS	424	171	6,400	2,700	7,300		7,300	(3,000)	4,300
5440-2601-0000 AMBULANCE SUPPLIES	1,633	1,590	2,000	1,500	25,200		25,200		25,200
<b>TOTAL MATERIALS &amp; SUPPLIES</b>	<b>103,470</b>	<b>102,783</b>	<b>117,000</b>	<b>106,600</b>	<b>133,300</b>		<b>133,300</b>	<b>(10,000)</b>	<b>123,300</b>
<b>CONTRACTUAL SERVICES</b>									
5440-3102-0000 CONSULTANT SERVICES	15,067	25,371	45,800	39,000	36,600		36,600		36,600
5440-3104-0000 MED. SERVICES/PREEMPLOYMENT	6,223	3,963	2,000	10,300	14,500		14,500		14,500
5440-3111-0000 SOFTWARE MAINTENANCE			19,900	17,000	63,700		63,700		63,700
5440-3199-0000 CONTRACT LABOR			16,000	17,100	28,000		28,000		28,000
5440-3202-0000 POSTAGE & FREIGHT	1,285	509	500	500	500		500		500
5440-3203-0000 TRAVEL AND TRAINING	6,246	4,780	18,400	14,000	18,700		18,700		18,700
5440-3301-0000 AD. AND PUBLIC NOTICES			500	550					
5440-3302-0000 PRINTING AND BINDING	395		500	1,150	500		500		500
5440-3405-0000 WORKERS COMPENSATION	24,189	28,669	33,000	25,000	22,710		22,710		22,710
5440-3407-0000 UNEMPLOYMENT		9,800		2,000					
5440-3501-0000 ELECTRICITY	105,842	89,000	83,000	49,350	40,000		40,000		40,000
5440-3502-0000 GAS	6,070	7,559	6,600	6,500	6,700		6,700		6,700
5440-3601-0000 BUILDING/STRUCTURE IMPVTS	6,826	8,000	4,000	3,500	3,100		3,100		3,100
5440-3604-0000 MOTOR VEHICLE REPAIRS	12,720	13,694	18,700	15,500	13,500		13,500		13,500
5440-3608-0000 RADIO & RADAR R & M	6,926	7,066		900	1,500		1,500		1,500
5440-3613-0000 PUBLIC SAFETY EQPT. R & M	3,520	8,904	13,200	11,700	26,500		26,500	(12,000)	14,500
5440-3702-0000 RENTAL OFFICE EQPT.	4,325	5,606	5,700	5,500	4,900		4,900		4,900
5440-3703-0000 CELL/PAGERS/RADIOS	3,103	5,680	6,500	6,000	8,500		8,500		8,500
5440-3901-0000 DUES & MEMBERSHIP	2,509	3,253	4,600	4,000	7,200		7,200		7,200
5440-3914-0000 PENSION CONTRIBUTION	576	168							
5440-3916-0000 OPERATIONS AND SAFETY PRO	3,796								
5440-3920-0000 AMBULANCE BILLING FEES	17,653	20,918	17,700	21,600	13,600		13,600	(1,600)	12,000
<b>TOTAL CONTRACTUAL SERVICES</b>	<b>227,269</b>	<b>242,941</b>	<b>296,600</b>	<b>251,150</b>	<b>310,710</b>		<b>310,710</b>	<b>(13,600)</b>	<b>297,110</b>
<b>CAPITAL OUTLAY</b>									
5440-4301-0000 FURN FIX OFF EQUIPMENT		21,536							
5440-4303-0000 MOTOR VEHICLES		0	6,300	4,800	70,000		70,000		70,000
5440-4305-0000 SPECIAL EQUIPMENT	39,755	36,445			87,000		87,000	(8,000)	79,000
5440-4310-0000 EMERGENCY MANAGEMENT EQUIP	46,862								
5440-4390-0000 COMPUTER HARDWARE					10,650		10,650		10,650
<b>TOTAL CAPITAL OUTLAY</b>	<b>86,618</b>	<b>57,980</b>	<b>6,300</b>	<b>4,800</b>	<b>167,650</b>		<b>167,650</b>	<b>(8,000)</b>	<b>159,650</b>

**City of Murphy  
FY 2012 Amended Budget**

	<b>FY09 Actual</b>	<b>FY10 Actual</b>	<b>FY11 Budget</b>	<b>FY11 Projected</b>	<b>FY12 Approved</b>	<b>FY12 Adjustment</b>	<b>FY12 Amended</b>	<b>FY12 Adjustment</b>	<b>FY12 Amended</b>
<b>FIRE</b>									
<b>TOTAL FIRE</b>	<b>1,927,746</b>	<b>1,907,987</b>	<b>2,048,600</b>	<b>1,978,150</b>	<b>2,331,420</b>	<b>(7,100)</b>	<b>2,324,320</b>	<b>(65,600)</b>	<b>2,258,720</b>

**City of Murphy  
FY 2012 Amended Budget**

	<b>FY09</b>	<b>FY10</b>	<b>FY11</b>	<b>FY11</b>	<b>FY12</b>	<b>FY12</b>	<b>FY12</b>	<b>FY12</b>	<b>FY12</b>
	<b>Actual</b>	<b>Actual</b>	<b>Budget</b>	<b>Projected</b>	<b>Approved</b>	<b>Adjustment</b>	<b>Amended</b>	<b>Adjustment</b>	<b>Amended</b>
<b>PUBLIC WORKS</b>									
MATERIALS & SUPPLIES									
5450-2101-0000 GENERAL OFFICE SUPPLIES	290	555		100					
5450-2205-0000 JANITORIAL SUPPLIES		41		100					
5450-2222-0000 FOODS	194								
5450-2232-0000 SIGNS AND MARKERS	19,649	8,091	17,300	17,000	16,800		16,800	3,700	20,500
5450-2301-0000 BUILDINGS/GROUNDS SUPPLIES		420						800	800
5450-2302-0000 STREET AND BRIDGES SUP.	1,039	3,218	10,200	10,000	17,100		17,100	(17,100)	
5450-2314-0000 SIGNAL SYSTEMS	336	3,390	4,900	3,000	4,900		4,900	(4,400)	500
5450-2401-0000 MINOR TOOLS & EQPT.		200	1,100	500	2,500		2,500	(2,200)	300
<b>TOTAL MATERIALS &amp; SUPPLIES</b>	<b>21,508</b>	<b>15,916</b>	<b>33,500</b>	<b>30,700</b>	<b>41,300</b>		<b>41,300</b>	<b>(19,200)</b>	<b>22,100</b>
CONTRACTUAL SERVICES									
5450-3105-0000 ENGINEERING SERVICES	3,649							25,000	25,000
5450-3303-0000 PHOTOGRAPHS/BLUE PRINTS								200	200
5450-3501-0000 ELECTRICITY	141,885	149,511	153,000	150,500	154,000		154,000	1,000	155,000
5450-3616-0000 DRAINAGE IMPROVEMENTS	2,166	927	9,900	5,000	17,400		17,400	(10,400)	7,000
5450-3617-0000 STREET REPAIRS	53,621	26,742	50,000	50,000	30,000		30,000	20,000	50,000
5450-3704-0000 RENTAL MACHINERY & EQPT.	210		3,700	2,000	3,700		3,700	(3,700)	
<b>TOTAL CONTRACTUAL SERVICES</b>	<b>201,532</b>	<b>177,179</b>	<b>216,600</b>	<b>207,500</b>	<b>205,100</b>		<b>205,100</b>	<b>32,100</b>	<b>237,200</b>
CAPITAL OUTLAY									
5450-4206-0000 STORM SEWERS								5,500	5,500
5450-4306-0000 TRAFFIC LIGHTS		16,704							
<b>TOTAL CAPITAL OUTLAY</b>		<b>16,704</b>						<b>5,500</b>	<b>5,500</b>
<b>TOTAL PUBLIC WORKS</b>	<b>223,039</b>	<b>209,800</b>	<b>250,100</b>	<b>238,200</b>	<b>246,400</b>		<b>246,400</b>	<b>18,400</b>	<b>264,800</b>

**City of Murphy  
FY 2012 Amended Budget**

	<b>FY09 Actual</b>	<b>FY10 Actual</b>	<b>FY11 Budget</b>	<b>FY11 Projected</b>	<b>FY12 Approved</b>	<b>FY12 Adjustment</b>	<b>FY12 Amended</b>	<b>FY12 Adjustmen</b>	<b>FY12 Amended</b>
<b>FACILITIES</b>									
PERSONNEL SERVICES									
5451-1001-0000 SALARIES	37,054								
5451-1005-0000 OVERTIME	1,456								
5451-1006-0000 LONGEVITY	135								
5451-1009-0000 TMRS	3,990								
5451-1011-0000 SOCIAL SECURITY/MEDICARE	532								
5451-1012-0000 GROUP INSURANCE	3,333								
<b>TOTAL PERSONNEL SERVICES</b>	<b>46,500</b>								
MATERIALS & SUPPLIES									
5451-2204-0000 FUEL	618								
5451-2205-0000 JANITORIAL SUPPLIES	3,740	6,077	20,000	20,000	28,000		28,000	(22,500)	5,500
5451-2301-0000 BUILDING & GROUNDS	22,895	18,165	30,000	30,000	42,000		42,000	(6,500)	35,500
5451-2310-0000 CHEMICAL AND INSECTICIDE								39,500	39,500
5451-2312-0000 MOTOR VEHICLE SUPPLIES		120							
<b>TOTAL MATERIALS &amp; SUPPLIES</b>	<b>27,252</b>	<b>24,363</b>	<b>50,000</b>	<b>50,000</b>	<b>70,000</b>		<b>70,000</b>	<b>10,500</b>	<b>80,500</b>
CONTRACTUAL SERVICES									
5451-3201-0000 TELEPHONE	42,878	41,147	41,000	26,000	37,000		37,000	4,300	41,300
5451-3202-0000 POSTAGE & FREIGHT	12								
5451-3203-0000 TRAINING & TRAVEL					2,500		2,500	(2,000)	500
5451-3405-0000 WORKERS COMP	1,646								
5451-3407-0000 UNEMPLOYMENT INS	13,433	4,610		4,000					
5451-3501-0000 ELECTRICITY	44,871	55,333	54,600	36,000	21,600		21,600	12,200	33,800
5451-3502-0000 GAS	3,350	3,625	4,700	4,800	2,400		2,400	200	2,600
5451-3601-0000 BUILDING & GROUNDS CONTRACT!	114,291	175,003	210,000	210,000	79,000		79,000	(79,000)	
5451-3601-0000 BUILDING & GROUNDS REPAIRS					71,000	10,000	81,000	101,800	182,800
5451-3604-0000 MOTOR VEHICLE REPAIRS	524	394							
5451-3703-0000 CELL/PAGERS/RADIOS	450								
5451-3904-0000 JANITORIAL SERVICES	29,752	35,411	53,000	43,000	50,000		50,000	18,500	68,500
<b>TOTAL CONTRACTUAL SERVICES</b>	<b>251,207</b>	<b>315,523</b>	<b>363,300</b>	<b>323,800</b>	<b>263,500</b>	<b>10,000</b>	<b>273,500</b>	<b>56,000</b>	<b>329,500</b>
CAPITAL OUTLAY									
5451-4301-0000 FURNITURE		7,452							
5451-4201-0000 BLDGS, FIX & GROUNDS			50,000	5,000	50,000		50,000	(47,000)	3,000
<b>TOTAL CAPITAL OUTLAY</b>		<b>7,452</b>	<b>50,000</b>	<b>5,000</b>	<b>50,000</b>		<b>50,000</b>	<b>(47,000)</b>	<b>3,000</b>
<b>TOTAL FACILITIES</b>	<b>324,959</b>	<b>347,337</b>	<b>463,300</b>	<b>378,800</b>	<b>383,500</b>	<b>10,000</b>	<b>393,500</b>	<b>19,500</b>	<b>413,000</b>

**City of Murphy  
FY 2012 Amended Budget**

	<b>FY09 Actual</b>	<b>FY10 Actual</b>	<b>FY11 Budget</b>	<b>FY11 Projected</b>	<b>FY12 Approved</b>	<b>FY12 Adjustment</b>	<b>FY12 Amended</b>	<b>FY12 Adjustment</b>	<b>FY12 Amended</b>
<b>COMMUNITY SERVICES</b>									
PERSONNEL SERVICES									
5455-1001-0000 SALARIES	292,427	258,803	255,400	248,000	173,500	(11,000)	162,500	27,000	189,500
5455-1005-0000 OVERTIME	58	783	600	600	700		700		700
5455-1006-0000 LONGEVITY	874	987	1,200	900	700		700		700
5455-1009-0000 TMRS	28,404	27,685	29,300	29,500	19,060	(1,100)	17,960		17,960
5455-1011-0000 SOCIAL SECURITY	4,029	3,686	3,800	3,800	2,610	(1,000)	1,610		1,610
5455-1012-0000 GROUP INSURANCE	30,344	31,685	28,200	22,500	20,760	(3,100)	17,660		17,660
<b>TOTAL PERSONNEL SERVICES</b>	<b>356,137</b>	<b>323,629</b>	<b>318,500</b>	<b>305,300</b>	<b>217,330</b>	<b>(16,200)</b>	<b>201,130</b>	<b>27,000</b>	<b>228,130</b>
MATERIALS & SUPPLIES									
5455-2101-0000 GENERAL OFFICE SUPPLIES	2,303	1,780	4,500	2,000	2,500		2,500		2,500
5455-2102-0000 MAGAZINES/MAPS/BOOKS		-	6,000	1,200	2,000		2,000		2,000
5455-2104-0000 DATA PROCESSING SUPPLIES		-	1,000	300	1,100		1,100		1,100
5455-2106-0000 SOFTWARE SUBSCRIPTIONS	400	470			800		800		800
5455-2204-0000 MOTOR VEHICLE FUEL	1,168	1,721	2,500	2,500	3,500		3,500		3,500
5455-2209-0000 UNIFORMS		170	500	200	200		200		200
5455-2312-0000 MOTOR VEHICLE SUPPLIES	25	956	2,500	250	1,000		1,000		1,000
5455-2401-0000 MINOR TOOLS & EQPT.	376	17	500	100	300		300		300
5455-2403-0000 COMPUTER HARDWARE & SOFTV	1,327								
<b>TOTAL MATERIALS &amp; SUPPLIES</b>	<b>5,598</b>	<b>5,115</b>	<b>17,500</b>	<b>6,550</b>	<b>11,400</b>		<b>11,400</b>		<b>11,400</b>
CONTRACTUAL SERVICES									
5455-3102-0000 CONSULTANT SERVICES	1,147							5,000	5,000
5455-3105-0000 ENGINEERING SERVICES	18,537	29,824	50,000	95,000	110,000		110,000	(31,500)	78,500
5455-3106-0000 DATA PROCESSING			3,600						
5455-3108-0000 RECORDING FEES	(540)								
5455-3110-0000 INSPECTION FEES	62,952	24,635	45,000	45,000	40,000		40,000	220,000	260,000
5455-3111-0000 SOFTWARE MAINTNENACE			500		3,600		3,600		3,600
5455-3113-0000 HEALTH INSPECTION FEES	8,775	8,970	12,000	10,000	14,000		14,000		14,000
5455-3202-0000 POSTAGE & FREIGHT	993	1,458	2,000	1,000	2,500		2,500		2,500
5455-3203-0000 TRAVEL AND TRAINING	3,110	2,239	7,800	3,000	9,500		9,500	1,700	11,200
5455-3301-0000 AD. AND PUBLIC NOTICES	7,679	17,595	8,000	3,500	5,000		5,000	13,500	18,500
5455-3302-0000 PRINTING AND BINDING	632	460	2,000		1,000		1,000		1,000
5455-3405-0000 WORKERS COMPENSATION	1,681	1,324	2,700	700	1,000		1,000		1,000
5455-3407-0000 UNEMPLOYMENT	15,081								
5455-3603-0000 OFFICE EQPT. REPAIRS		-	500	1,500	1,000		1,000		1,000
5455-3604-0000 MOTOR VEHICLE REPAIRS	1,039	-	1,000		1,000		1,000		1,000
5455-3703-0000 CELL/PAGERS/RADIOS	3,993	3,099	3,400	2,500	1,200		1,200		1,200
5455-3901-0000 DUES & MEMBERSHIP	720	1,007	2,500	1,500	2,500		2,500		2,500
<b>TOTAL CONTRACTUAL SERVICES</b>	<b>125,800</b>	<b>90,611</b>	<b>141,000</b>	<b>163,700</b>	<b>192,300</b>	<b>-</b>	<b>192,300</b>	<b>208,700</b>	<b>401,000</b>
CAPITAL OUTLAY									
5455-4390-0000 COMPUTER HARDWARE		20,999							
TOTAL CAPITAL OUTLAY		20,999							
<b>TOTAL COMMUNITY SERVICES</b>	<b>487,534</b>	<b>440,354</b>	<b>477,000</b>	<b>475,550</b>	<b>421,030</b>	<b>(16,200)</b>	<b>404,830</b>	<b>235,700</b>	<b>640,530</b>

**City of Murphy  
FY 2012 Amended Budget**

	<b>FY09</b>	<b>FY10</b>	<b>FY11</b>	<b>FY11</b>	<b>FY12</b>	<b>FY12</b>	<b>FY12</b>	<b>FY12</b>	<b>FY12</b>
	<b>Actual</b>	<b>Actual</b>	<b>Budget</b>	<b>Projected</b>	<b>Approved</b>	<b>Adjustment</b>	<b>Amended</b>	<b>Adjustment</b>	<b>Amended</b>
<b>POLICE</b>									
PERSONNEL SERVICES									
5460-1001-0000 SALARIES	1,614,110	1,536,975	1,598,500	1,588,000	1,726,820	(7,000)	1,719,820	(35,000)	1,684,820
5460-1005-0000 OVERTIME	86,057	71,296	85,300	80,000	101,000		101,000	(40,000)	61,000
5460-1006-0000 LONGEVITY	6,316	7,100	9,100	7,800	9,200		9,200		9,200
5460-1007-0000 PART TIME	20,337	25,075	35,100	31,000	35,100		35,100	(3,000)	32,100
5460-1009-0000 TMRS	166,026	172,696	194,500	196,500	200,390	(800)	199,590	(5,000)	194,590
5460-1011-0000 SOCIAL SECURITY	24,840	24,437	26,100	27,500	29,780	(100)	29,680	(2,500)	27,180
5460-1012-0000 GROUP INSURANCE	276,612	292,239	299,200	280,000	296,910	(3,000)	293,910	(18,000)	275,910
5460-1016-0000 CERTIFICATIONS	16,238	15,475	15,200	14,500	16,000		16,000		16,000
5460-1018-0000 AUTO ALLOWANCE	5,750	6,550	6,000	6,600	6,600		6,600		6,600
<b>TOTAL PERSONNEL SERVICES</b>	<b>2,216,286</b>	<b>2,151,844</b>	<b>2,269,000</b>	<b>2,231,900</b>	<b>2,421,800</b>	<b>(10,900)</b>	<b>2,410,900</b>	<b>(103,500)</b>	<b>2,307,400</b>
MATERIALS & SUPPLIES									
5460-2101-0000 GENERAL OFFICE SUPPLIES	2,867	2,931	3,600	3,000	3,600		3,600		3,600
5460-2102-0000 MAGAZINES/MAPS/BOOKS	1,346	376	1,000	1,000	1,600		1,600		1,600
5460-2104-0000 DATA PROCESSING SUPPLIES	928	942	1,200	1,200	1,300		1,300		1,300
5460-2106-0000 SOFTWARE SUBSCRIPTIONS	43,529	30,124							
5460-2203-0000 MEDICAL SUPPLIES	294	899	2,100	1,000	1,500		1,500		1,500
5460-2204-0000 MOTOR VEHICLE FUEL	37,837	49,459	47,000	58,260	66,000		66,000		66,000
5460-2209-0000 UNIFORMS	16,423	6,929	17,600	15,000	18,800		18,800	(5,000)	13,800
5460-2220-0000 DRY CLEANING	1,788	2,137	3,500	2,500	4,000		4,000		4,000
5460-2221-0000 AMMUNITION/SUPPLIES	4,155	3,383	5,300	4,300	6,300		6,300	(4,300)	2,000
5460-2222-0000 FOODS				400					
5460-2232-0000 SIGNS AND MARKERS		6							
5460-2312-0000 MOTOR VEHICLE SUPPLIES	2,124	945	2,100	1,100	1,500		1,500		1,500
5460-2401-0000 MINOR TOOLS & EQPT.	17,256	5,768	12,900	12,000	9,800		9,800		9,800
5460-2403-0000 COMPUTER HARD. & SOFT.	2,600								
5460-2404-0000 FURNITURE & FIXTURE				400					
5460-2441-0000 SAFETY EQUIPMENT		2,839	4,100	1,000	4,000		4,000		4,000
<b>TOTAL MATERIALS &amp; SUPPLIES</b>	<b>131,147</b>	<b>106,738</b>	<b>100,400</b>	<b>101,160</b>	<b>118,400</b>		<b>118,400</b>	<b>(9,300)</b>	<b>109,100</b>
CONTRACTUAL SERVICES									
5460-3102-0000 CONSULTANT SERVICES	4,584	3,200	1,300	1,300	3,200		3,200		3,200
5460-3104-0000 MED. SERVICES/PREEMPLOY	1,870	7,803	9,800	9,800	9,900		9,900		9,900
5460-3106-0000 DATA PROCESSING	3,103	4,398	0	500	3,100		3,100		3,100
5460-3111-0000 SOFTWARE MAINTENANCE			50,100	50,100	55,900		55,900	(10,000)	45,900
5460-3199-0000 CONTRACT LABOR			16,000	18,000	28,000		28,000		28,000
5460-3201-0000 TELEPHONE EXPENSES	685	839	2,100	700	2,100		2,100		2,100
5460-3202-0000 POSTAGE & FREIGHT	998	745	1,000	1,000	1,100		1,100		1,100
5460-3203-0000 TRAVEL AND TRAINING	14,004	17,841	15,700	15,700	18,600		18,600		18,600
5460-3204-0000 TCLEOSE TRAINING		1,710							
5460-3220-0000 POLICE EXPLORERS EXPENSE				1,000					
5460-3302-0000 PRINTING AND REPRODUCTION	4,113	3,477	5,100	4,500	4,500		4,500		4,500
5460-3405-0000 WORKERS COMPENSATION	38,560	43,788	56,500	40,000	32,140		32,140	(2,000)	30,140
5460-3407-0000 UNEMPLOYMENT		9,873							
5460-3409-0000 EMPLOYEE REWARDS & REC			1,200	1,000	2,000		2,000		2,000
5460-3501-0000 ELECTRICITY	91,384	76,629	75,000	44,000	35,500		35,500		35,500
5460-3502-0000 GAS	5,223	6,504	5,900	5,600	5,800		5,800		5,800
5460-3601-0000 BUILDING & GROUND CONTRACT	2,200		7,500	7,500	300		300		300
5460-3603-0000 OFFICE EQPT. REPAIRS	18,338	18,852	21,400	21,400	3,600		3,600		3,600
5460-3604-0000 MOTOR VEHICLE REPAIRS	22,525	28,970	23,000	25,500	22,500		22,500		22,500
5460-3608-0000 RADIO & RADAR R & M	990	10,529	3,500	1,500	1,500		1,500		1,500
5460-3702-0000 RENTAL OFFICE EQPT.	12,510	11,712	4,000	4,000	4,900		4,900		4,900
5460-3703-0000 CELL/PAGERS/RADIOS	23,881	13,727	14,200	10,000	13,500		13,500		13,500
5460-3710-0000 OTHER RENTAL	300	300	300	300	300		300		300
5460-3901-0000 DUES & MEMBERSHIP	430	448	900	1,100	1,200		1,200		1,200
5460-3905-0000 COMMUNITY RELATIONS	1,833		6,100	5,000	2,500		2,500		2,500
5460-3913-0000 SPECIAL INVESTIGATIONS	10,687	10,470	17,600	12,000	19,800		19,800	(9,000)	10,800
5460-3950-0000 COMMUNICATIONS	94		6,100	4,000	500		500		500
5460-3970-0000 DONATION EXPENSE	214	1,444							
<b>TOTAL CONTRACTUAL SERVICES</b>	<b>258,525</b>	<b>273,258</b>	<b>344,300</b>	<b>285,500</b>	<b>272,440</b>		<b>272,440</b>	<b>(21,000)</b>	<b>251,440</b>
CAPITAL OUTLAY									
5460-4303-0000 MOTOR VEHICLES		209,533	103,300	103,300	5,000		5,000		5,000
5460-4307-0000 RADIO/RADAR/CAMERAS			5,000	5,000	31,100		31,100	(8,000)	23,100
5460-4321-0000 SOFTWARE APPLICATIONS		7,500			24,600		24,600	(12,000)	12,600
5460-4390-0000 COMPUTERS	1,282					15,000	15,000		15,000
5460-4399-0000 MISC. EQUIP.			16,700	16,700	28,300		28,300		28,300
<b>TOTAL CAPITAL OUTLAY</b>	<b>1,282</b>	<b>217,033</b>	<b>125,000</b>	<b>125,000</b>	<b>89,000</b>	<b>15,000</b>	<b>104,000</b>	<b>(20,000)</b>	<b>84,000</b>
DEBT SERVICE									
5460-5002-0000 INTEREST		54,813							

**City of Murphy  
FY 2012 Amended Budget**

	<b>FY09 Actual</b>	<b>FY10 Actual</b>	<b>FY11 Budget</b>	<b>FY11 Projected</b>	<b>FY12 Approved</b>	<b>FY12 Adjustment</b>	<b>FY12 Amended</b>	<b>FY12 Adjustment</b>	<b>FY12 Amended</b>
<b>POLICE</b>									
<b>TOTAL DEBT SERVICE</b>		54,813							
<b>TOTAL POLICE</b>	2,607,240	2,803,685	2,838,700	2,743,560	2,901,640	4,100	2,905,740	(153,800)	2,751,940

**City of Murphy  
FY 2012 Amended Budget**

	<b>FY09 Actual</b>	<b>FY10 Actual</b>	<b>FY11 Budget</b>	<b>FY11 Projected</b>	<b>FY12 Approved</b>	<b>FY12 Adjustment</b>	<b>FY12 Amended</b>	<b>FY12 Adjustment</b>	<b>FY12 Amended</b>
<b>ANIMAL CONTROL</b>									
PERSONNEL SERVICES									
5465-1001-0000 SALARIES	20,046	36,540	36,500	36,700	36,500		36,500		36,500
5465-1005-0000 OVERTIME	1,452	945	1,600	1,600	1,600		1,600		1,600
5465-1006-0000 LONGEVITY	49	4	100	100	200		200		200
5465-1009-0000 TMRS	2,064	3,999	4,400	4,500	4,200		4,200		4,200
5465-1011-0000 SOCIAL SECURITY	292	544	600	600	600		600		600
5465-1012-0000 GROUP INSURANCE	3,674	5,837	6,700	5,300	5,900		5,900		5,900
<b>TOTAL PERSONNEL SERVICES</b>	<b>27,578</b>	<b>47,870</b>	<b>49,900</b>	<b>48,800</b>	<b>49,000</b>		<b>49,000</b>		<b>49,000</b>
MATERIALS & SUPPLIES									
5465-2101-0000 GENERAL OFFICE SUPPLIES	97		300	150	300		300		300
5465-2106-0000 SOFTWARE SUBSCRIPTIONS	395	295							
5465-2108-0000 ANIMAL SUPPLIES	535	692	1,400	1,400	2,200		2,200	(500)	1,700
5465-2203-0000 MEDICAL SUPPLIES		2,097	1,400	1,000	1,400		1,400	(500)	900
5465-2204-0000 MOTOR VEHICLE FUEL	811	1,636	2,900	2,200	3,900		3,900	(1,000)	2,900
5465-2205-0000 JANITORIAL SUPPLIES	179	665	700	700	700		700		700
5465-2209-0000 UNIFORMS	612	322	600	500	600		600		600
5465-2312-0000 MOTOR VEHICLE SUPPLIES		4	400	300	400		400	(300)	100
5465-2401-0000 MINOR TOOLS & EQPT.	3,489	2,279	1,000	500	600		600		600
<b>TOTAL MATERIALS &amp; SUPPLIES</b>	<b>6,118</b>	<b>7,989</b>	<b>8,700</b>	<b>6,750</b>	<b>10,100</b>		<b>10,100</b>	<b>(2,300)</b>	<b>7,800</b>
CONTRACTUAL SERVICES									
5465-3102-0000 CONSULTANT SERVICES	1,016	150	1,100	2,700	2,000		2,000		2,000
5465-3104-0000 MEDICAL SERVICES			300	200	300		300		300
5465-3111-0000 SOFTWARE MAINTENANCE			1,700		500		500		500
5465-3114-0000 LABORATORY TESTING	100	40	1,100	700	500		500		500
5465-3201-0000 TELEPHONE EXPENSES	571								
5465-3202-0000 POSTAGE & FREIGHT	759	558	700	500	700		700		700
5465-3203-0000 TRAVEL AND TRAINING	375	500	600	500	600		600		600
5465-3302-0000 PRINTING/REPRODUCTION	228	373	400	500	500		500		500
5465-3405-0000 WORKERS COMPENSATION	780	1,153	1,200	700	900		900		900
5465-3407-0000 UNEMPLOYMENT INSURANC	9,134	1,452		900					
5465-3604-0000 MOTOR VEHICLE REPAIRS	847	578	2,000	1,000	1,500		1,500	(500)	1,000
5465-3703-0000 CELL/PAGERS/RADIOS	103	650	500	500	500		500		500
5465-3901-0000 DUES & MEMBERSHIP	55	100	200	100	200		200		200
<b>TOTAL CONTRACTUAL SERVICES</b>	<b>13,968</b>	<b>5,554</b>	<b>9,800</b>	<b>8,300</b>	<b>8,200</b>		<b>8,200</b>	<b>(500)</b>	<b>7,700</b>
CAPITAL OUTLAY									
10-5465-4201-0000 BLDGS & GROUNDS	1,460								
10-5465-4303-0000 MOTOR VEHICLES	19,282								
10-5465-4305-0000 SPECIAL EQUIPMENT		11,150							
<b>TOTAL CAPITAL OUTLAY</b>	<b>20,742</b>	<b>11,150</b>							
<b>SUBTOTAL (END-USER BUDGETED LINE ITEMS)</b>	<b>42,280</b>	<b>25,639</b>	<b>20,100</b>	<b>16,650</b>	<b>19,900</b>		<b>19,900</b>	<b>(2,800)</b>	<b>17,100</b>
<b>TOTAL ANIMAL CONTROL</b>	<b>68,406</b>	<b>72,563</b>	<b>68,400</b>	<b>63,850</b>	<b>67,300</b>		<b>67,300</b>	<b>(2,800)</b>	<b>64,500</b>

**City of Murphy  
FY 2012 Amended Budget**

	<b>FY09 Actual</b>	<b>FY10 Actual</b>	<b>FY11 Budget</b>	<b>FY11 Projected</b>	<b>FY12 Approved</b>	<b>FY12 Adjustment</b>	<b>FY12 Amended</b>	<b>FY12 Adjustment</b>	<b>FY12 Amended</b>
<b>RECREATION</b>									
PERSONNEL SERVICES									
5480-1001-0000 SALARIES					78,000		78,000		78,000
5480-1005-0000 OVERTIME					1,500		1,500		1,500
5480-1006-0000 LONGEVITY					200		200		200
5480-1007-0000 PART TIME					42,000		42,000		42,000
5480-1009-0000 TMRS					8,680		8,680		8,680
5480-1011-0000 SOCIAL SECURITY					4,450		4,450		4,450
5480-1012-0000 GROUP INSURANCE					20,160		20,160		20,160
TOTAL PERSONNEL SERVICES					<b>154,990</b>		<b>154,990</b>		<b>154,990</b>
MATERIALS & SUPPLIES									
5480-2101-0000 GENERAL OFFICE SUPPLIES					9,800		9,800		9,800
5480-2209-0000 UNIFORMS					500		500		500
5480-2232-0000 SIGNS AND MARKERS					2,500		2,500		2,500
5480-2317-0000 VANDALISM REPAIRS					1,500		1,500		1,500
5480-2501-0000 COMMUNITY RELATIONS					51,500		51,500	52,500	104,000
TOTAL MATERIALS & SUPPLIES					65,800		65,800	52,500	118,300
CONTRACTUAL SERVICES									
5480-3199-0000 CONTRACT LABOR					60,000		60,000	(20,000)	40,000
5480-3202-0000 POSTAGE & FREIGHT					7,000		7,000		7,000
5480-3203-0000 TRAVEL AND TRAINING					5,500		5,500		5,500
5480-3405-0000 WORKERS COMPENSATION					2,470		2,470		2,470
5480-3501-0000 ELECTRICITY					23,300		23,300		23,300
5480-3502-0000 GAS					2,700		2,700		2,700
5480-3703-0000 CELL/PAGERS/RADIOS					400		400		400
5480-3901-0000 DUES & MEMBERSHIP					300		300		300
TOTAL CONTRACTUAL SERVICES					101,670		101,670	(20,000)	81,670
CAPITAL OUTLAY									
5480-4304-0000 EQUIPMENT									
5480-4305-0000 SPECIAL EQUIPMENT									
5480-4308-0000 RECREATION EQPT									
TOTAL CAPITAL OUTLAY									
SUBTOTAL (END-USER BUDGETED LINE ITEMS)					168,970		168,970	32,500	201,470
<b>TOTAL RECREATION</b>					<b>322,460</b>		<b>322,460</b>	<b>32,500</b>	<b>354,960</b>

**City of Murphy  
FY 2012 Amended Budget**

	<b>FY09</b>	<b>FY10</b>	<b>FY11</b>	<b>FY11</b>	<b>FY12</b>	<b>FY12</b>	<b>FY12</b>	<b>FY12</b>	<b>FY12</b>
	<b>Actual</b>	<b>Actual</b>	<b>Budget</b>	<b>Projected</b>	<b>Approved</b>	<b>Adjustment</b>	<b>Amended</b>	<b>Adjustment</b>	<b>Amended</b>
<b>PARKS</b>									
PERSONNEL SERVICES									
5485-1001-0000 SALARIES	426,294	374,432	378,700	369,500	379,600		379,600	(20,000)	359,600
5485-1005-0000 OVERTIME	10,392	5,079	5,000	6,000	8,000		8,000		8,000
5485-1006-0000 LONGEVITY	1,821	1,739	2,500	2,500	3,000		3,000		3,000
5485-1007-0000 PART TIME		3,342		20,000					
5485-1009-0000 TMRS	42,276	40,353	43,900	44,800	42,300		42,300		42,300
5485-1011-0000 SOCIAL SECURITY	5,687	5,413	5,700	7,300	5,900		5,900		5,900
5485-1012-0000 GROUP INSURANCE	99,157	92,276	90,200	83,000	82,500		82,500	(10,000)	72,500
<b>TOTAL PERSONNEL SERVICES</b>	<b>585,627</b>	<b>522,633</b>	<b>526,000</b>	<b>533,100</b>	<b>521,300</b>		<b>521,300</b>	<b>(30,000)</b>	<b>491,300</b>
MATERIALS & SUPPLIES									
5485-2101-0000 GENERAL OFFICE SUPPLIES	307	1,750	1,000	1,500	1,000		1,000		1,000
5485-2102-0000 MAGAZINES/MAPS/BOOKS		113		100					
5485-2204-0000 MOTOR VEHICLE FUEL	11,248	10,965	16,200	16,200	18,000		18,000		18,000
5485-2205-0000 JANITORIAL SUPPLIES		52							
5485-2207-0000 BOTANICAL AND AGRICULTURAL	10,445	14,066	22,500	22,500	43,000		43,000	(15,000)	28,000
5485-2208-0000 PHOTOGRAPHIC SUPPLIES							-		
5485-2209-0000 UNIFORMS	3,204	4,041	7,200	7,200	8,200		8,200		8,200
5485-2222-0000 FOODS		526	200	200					
5485-2230-0000 FIELD SUPPLIES	932	954	2,000	2,500	3,000		3,000		3,000
5485-2232-0000 SIGNS AND MARKERS		1,419	4,300	4,000	3,500		3,500		3,500
5485-2301-0000 BUILDINGS/GROUNDS SUP.	11,459	3,872	5,700	5,700	5,000		5,000		5,000
5485-2308-0000 WELDING SUPPLIES	67	431	500	200					
5485-2309-0000 PAINT, LUMBER & HARDWARE	880	4,213	6,000	4,000					
5485-2310-0000 CHEMICALS AND INSECTICIDE	7,699	8,783	15,000	10,000					
5485-2312-0000 MOTOR VEHICLE SUPPLIES	1,573	1,232	1,000	1,000	800		800		800
5485-2316-0000 IRRIGATION SUPPLIES	3,262	3,269	4,500	6,000	5,000		5,000		5,000
5485-2317-0000 VANDALISM REPAIRS	153		300						
5485-2401-0000 MINOR TOOLS & EQPT.	13,697	9,407	8,500	8,000	9,000		9,000		9,000
5485-2403-0000 COMPUTER HARD. & SOFT.	1,676	1,966	800	1,300					
5485-2441-0000 SAFETY EQUIPMENT	1,557	4,765	6,000	2,000	10,700		10,700		10,700
5485-2501-0000 COMMUNITY RELATIONS			40,000	40,000	5,500		5,500		5,500
<b>TOTAL MATERIALS &amp; SUPPLIES</b>	<b>68,159</b>	<b>71,824</b>	<b>141,700</b>	<b>132,400</b>	<b>112,700</b>		<b>112,700</b>	<b>(15,000)</b>	<b>97,700</b>
CONTRACTUAL SERVICES									
5485-3102-0000 CONSULTANT SERVICES		110							
5485-3104-0000 MED SERVICES/PREEMPLOY	5,085								
5485-3195-0000 CONTRACT MOWING		29,810	64,000	64,000	100,000		100,000	(25,000)	75,000
5485-3199-0000 CONTRACT LABOR		7,419	46,100	20,000	24,000		24,000	(10,000)	14,000
5485-3202-0000 POSTAGE & FREIGHT	309	59	200	200	200		200		200
5485-3203-0000 TRAVEL AND TRAINING	3,346	4,888	12,200	8,000	11,200		11,200		11,200
5485-3302-0000 PRINTING AND BINDING	76	431	2,300	1,500	700		700		700
5485-3303-0000 PHOTOGRAPHS/BLUE PRINTS		609		400					
5485-3405-0000 WORKERS COMPENSATION	11,716	15,228	15,800	4,000	8,800		8,800		8,800
5485-3407-0000 UNEMPLOYMENT	9,148	2,416		8,000					
5485-3501-0000 ELECTRICITY	4,386	5,598	11,700	10,000	14,800		14,800		14,800
5485-3503-0000 WATER	300	230	300	300	300		300		300
5485-3604-0000 MOTOR VEHICLE REPAIRS	2,039	3,804	3,300	3,000	4,200		4,200		4,200
5485-3606-0000 HEAVY EQPT R & M	885								
5485-3615-0000 SMALL ENGINE R & M	4,295	6,366	7,000	5,000	7,000		7,000		7,000
5485-3703-0000 CELL/PAGERS/RADIOS	5,386	4,758	6,600	6,600	7,900		7,900		7,900
5485-3704-0000 RENTAL MACHINERY & EQPT.	4,165	(226)	4,800	2,000	6,600		6,600		6,600
5485-3901-0000 DUES & MEMBERSHIP	729	576	1,900	1,500	1,900		1,900		1,900
5485-3907-0000 DEMOLITION OF BUILDINGS	5,300								
5485-3917-0000 RECREATIONAL PROGRAMS	40,828	53,599	48,100	48,100					
<b>TOTAL CONTRACTUAL SERVICES</b>	<b>97,995</b>	<b>135,676</b>	<b>224,300</b>	<b>182,600</b>	<b>187,600</b>		<b>187,600</b>	<b>(35,000)</b>	<b>152,600</b>
CAPITAL OUTLAY									
5485-4303-0000 MOTOR VEHICLES				-	30,000		30,000		30,000
5485-4304-0000 EQUIPMENT	11,093	106,304	54,200	54,200					
5485-4305-0000 SPECIAL EQUIPMENT		19,488							
5485-4308-0000 RECREATION EQPT	4,154								
<b>TOTAL CAPITAL OUTLAY</b>	<b>15,246</b>	<b>125,792</b>	<b>54,200</b>	<b>54,200</b>	<b>30,000</b>		<b>30,000</b>	<b>-</b>	<b>30,000</b>
<b>SUBTOTAL (END-USER BUDGETED LINE ITEMS)</b>	<b>191,792</b>	<b>338,371</b>	<b>425,200</b>	<b>375,200</b>	<b>338,300</b>		<b>338,300</b>	<b>(50,000)</b>	<b>288,300</b>
<b>TOTAL PARKS</b>	<b>767,027</b>	<b>855,925</b>	<b>946,200</b>	<b>902,300</b>	<b>851,600</b>		<b>851,600</b>	<b>(80,000)</b>	<b>771,600</b>

**City of Murphy  
FY 2012 Amended Budget**

	<b>FY09 Actual</b>	<b>FY10 Actual</b>	<b>FY11 Budget</b>	<b>FY11 Projected</b>	<b>FY12 Approved</b>	<b>FY12 Adjustment</b>	<b>FY12 Amended</b>	<b>FY12 Adjustment</b>	<b>FY12 Amended</b>
<b>SOLID WASTE</b>									
CONTRACTUAL SERVICES									
5000-3203-0000 TRAVEL AND TRAINING	1,279		1,500		1,500		1,500		1,500
5500-3960-0000 CONTRACT DISPOSAL FEES	608,010	624,281	654,200	650,000	669,700		669,700	6,300	676,000
<b>TOTAL CONTRACTUAL SERVICES</b>	<b>609,288</b>	<b>624,281</b>	<b>655,700</b>	<b>650,000</b>	<b>671,200</b>		671,200	6,300	677,500
<b>TOTAL WASTE MANAGEMENT</b>	<b>609,288</b>	<b>624,281</b>	<b>655,700</b>	<b>650,000</b>	<b>671,200</b>		<b>671,200</b>	<b>6,300</b>	<b>677,500</b>

**Issue**

Consider and take action, if any, regarding neighborhood traffic control issues and the City of Murphy Traffic Calming Initiative Policy.

**Staff Resource / Department**

James Fisher, City Manager  
GM Cox, Police Chief  
Mark Lee, Fire Chief

**Background**

Over the past several months, several citizens have made comments to Council during the "Citizen Comments" section of the Council Meeting Agenda relative to perceived speeding of vehicles on Hawthorne Drive and the need for additional traffic enforcement and traffic calming mechanisms.

At the January 4, 2011 Council meeting, the general idea of adopting a Traffic Calming Policy for the City of Murphy was recommended. Staff was directed to develop a model, or draft, policy. This item was again discussed at the March 1, 2011 Council meeting.

At the November 27, 2012 Council meeting, staff presented a draft Traffic Calming Policy and was directed to rework to address speed reduction and volume reduction and bring back to Council no later than January 31, 2013.

**Financial Considerations**

Depending upon the scope and depth of the Traffic Calming Initiative Policy, if adopted, the financial impacts could be substantial. Speed cushions, if approved as a traffic calming device, could be very expensive to install and there are concerns for general liability issues of damage to vehicles and the response by emergency vehicles that have to maneuver around and over these obstacles. Installing choke points or altering landscaping could be very expensive not only to install, but also to maintain. Installing additional traffic enforcement mechanisms, such as speed limit signs, speed trailers, or even pole mounted speed display devices could be very expensive (from a few hundred dollars up to about \$10,000 for a new speed trailer).

**Staff Recommendation**

The Staff has reviewed several Traffic Calming Policies of various cities as well as several reports regarding traffic calming. Most of the policies say the same thing, but present it in different manners. The staff has broken the proposed policies into two phases. Phase one involves a petition from the concerned property owner and 5 other property owners who live in the affected area. Upon receiving the petition, the City shall ask MPD COP's to conduct various traffic and speed surveys over a two week period to determine the magnitude of the issue. If it is found that there is an issue, then the Chief of Police will set up a special team to enhance our enforcement efforts in the affected area. The enforcement will be targeted to meet the

concerns identified in the COP surveys. This enforcement action will occur over a two week period. Once this process is completed, the City will place a speed monitoring trailer to determine the effectiveness of the City's actions.

Phase two comes into play if Phase one does not resolve the issue or concern. This Phase will consist of a public hearing with City Council, the property owners and staff to discuss Phase one and the options available to address the concern. Phase two will require greater participation from more property owners within the affected area, because the implementation of any traffic calming device will impact them.

This is an extremely challenging policy to implement. It is important to get a true understanding of the traffic issue before deciding on installing a traffic calming device. Sometimes the traffic issue is more of a personal perception of a problem and sometimes there is a real problem. The two phases will allow the City to get a good read on the issue and then work with the community to get a good solution that is financially viable while addressing the concern.

**Attachments**

- 1) Proposed City of Murphy Traffic Calming Policy for Residential Neighborhoods
- 2) Chapter 4 Thoroughfare Plan



CITY OF \_\_\_\_\_  
**MURPHY**  
LIFE LIVED AT YOUR PACE

**Traffic Calming  
Initiative Policy  
For  
Residential Neighborhoods**

January 15, 2013  
for  
City Council Consideration



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## ***1. Introduction***

Traffic management is vital to Murphy as the City seeks to meet the needs of our residents, business and visitors. The City of Murphy has adopted a Thoroughfare Plan that is within the City's Comprehensive Plan, to help identify the types and purposes of roadways within the City. The Thoroughfare Plan has identified five (5) types of roadways in the City: 1) Major Arterial; 2) Secondary Arterial; 3) Major Collector; 4) Minor Collector; and 5) Residential Street. The Traffic Calming Initiative Policy will focus primarily on minor collector roadways and residential streets.

It is important to the City of Murphy to both maintain the safety and integrity of neighborhoods and meet the needs of drivers on the roadway. In response to this set of objectives, the City has developed a Traffic Calming Initiative Policy to address certain neighborhood traffic issues. Traffic Calming methods are aimed at either: 1) slowing the speed of traffic in neighborhoods; 2) reducing the volume of cut-through traffic; or 3) both.

This policy allows citizens to petition the City to establish a procedure for making and evaluating the objectives. Since a Traffic Calming device may affect streets besides the one being altered, the policy provides a means for property owners beyond the immediate area to participate in the process and to understand the impact on all affected streets prior to providing their feedback on the proposal. If the installation of a Traffic Calming device is approved, the City will work with the neighborhood to select the appropriate device depending upon whether the primary goal is to reduce traffic speeds or to reduce traffic volume.

The City Manager's office is responsible for the program petition process and implementation of any approved Traffic Calming measures. The administrative process for this Traffic Calming Initiative Policy may be refined as necessary by the City without the need for City Council action; however any significant changes in policy criteria must be approved by the Council. Implementation of Traffic Calming devices installed under this program will be limited by the annual budget adopted by funding in the City Council each fiscal year (October 1 – September 30).



## 2. Definitions

An **Applicant** is the individual designated as the contact person for the group (HOA, subdivision, or a sub-set of an HOA or subdivision) making the traffic calming request.

**Critical service routes** consist of streets necessary for the provision of services to the community by Police, Fire, Solid Waste, Emergency Operations, any other City department, or any public utility company. The following street types are incorporated into this policy and designated, accordingly, as critical service routes and roadway types:

Level of Service (LOS)	Description	Example
A and B	Light, free-flowing traffic volumes. Virtually no delays with smooth progression of traffic, and speed is generally unaffected by other vehicles. Slight decline in the freedom to maneuver from A to B.	Residential or rural streets
C	Basically satisfactory to good progression of traffic, but at that point where individual drivers become affected by interactions with other vehicles. Light congestion, and speed is affected by the presence of other vehicles.	Urban thoroughfares at off-peak hours
D	High density, but stable, traffic flow. Speed and freedom to maneuver are restricted. Small increases in traffic volume will cause significant operational problems. This LOS is generally used to justify thoroughfare improvements.	Secondary streets at peak hours
E	Operating conditions at or near capacity level. All speeds are reduced, but remain relatively uniform, meaning generally not stop-and-go. Operations at this level are usually unstable, because small increases in traffic volume will cause severe speed reductions.	Primary streets at peak hours
F	Forced flow. Heavy congestion. Total breakdown with stop-and-go operation. Queues/backlog (i.e., vehicle stacking) at intersections may exceed 100 vehicles.	Developed areas in larger cities at the peak hours

Attachment #1: Comprehensive Plan, Chapter 4, Thoroughfare Plan (Sefko Planning Group)



Roadway Type	Right-of-Way Width	Street Paving Width	Ultimate Number of Traffic Lanes	Median Width
Type "A" - Major Arterial	120 feet	87 feet	6 Lanes	16 feet
Type "B" - Secondary Arterial	84 feet	64 feet	4 Lanes	16 feet
Type "C" - Major Collector (Non-Residential)	70 feet	44 feet	4 Lanes	None
Type "D" - Minor Collector (Residential)	60 feet	37 feet	2 Lanes	None
Type "E" - Residential Street	50 feet	27 feet	2 Lanes	None

Attachment #1: Comprehensive Plan, Chapter 4, Thoroughfare Plan (Sefko Planning Group)

**Neighborhood concurrence** is the percentage of homeowners in the Primary Affected Area that must concur with the placement of either a temporary or permanent Traffic Calming device.

The **Primary Affected Area** consists of the private property along: 1) the street being considered for a Traffic Calming device; 2) those streets in the area that are likely to experience an increase in traffic after the Traffic Calming measure is implemented due to diverted traffic; and 3) those intersecting streets that depend on the street(s) under discussion for convenient access. The City Manager will determine the Primary Affected Area for each proposed Traffic Calming measure.

**Speed control measures** include chicanes, speed humps, speed cushions, speed tables, traffic circles, center island narrowing, midblock narrowing, intersection neckdowns, and speed monitor display signs (permanent or temporary).

**Street closure** refers to the partial or complete closure of a publicly-owned and maintained street to through traffic, typically implemented by the installation of a physical device or barrier designed to prevent vehicular traffic from passing, and may include warning signage, pedestrian access through the barrier, emergency vehicle access, and a vehicle turn-around, if required.

**Street length** is the distance measured along the centerline of the street from the projection of the curb line at the last intersecting street or an existing acceptable turn-around point to the center of the proposed turn-around, dead-end, or cul-de-sac.

A **Traffic Calming measure or device** is a physical barrier or device or a geometric design feature installed for the purpose of reducing the speed and/or volume of vehicles traveling a roadway and classified as either speed control measures or volume control measures.

**Volume control measures** include full street closures, half street closures, semi-diverters, median barriers, forced turn islands, and gate closures.



The *85<sup>th</sup> percentile speed* is the speed at or below which 85% of vehicles on the roadway travel and above which only 15% of vehicles travel.

### ***3. General Information***

Each request will be evaluated according to the requirements and procedures outlined below. Speed control measures require approval from the Murphy Police Department. Volume control measures require the approval of the City Council. In order for a request to be forwarded to the City for consideration, all eligibility requirements must be met. This is done by meeting the minimum threshold criteria, achieving the appropriate level of concurrence from the impacted property owners, and conducting the necessary traffic impact analyses.

- 3.1.** The property owner of the concerned area shall submit the Traffic Review Initiative Program Petition to the City Manager's Office. The petition must be complete and clearly explain the concern of the traffic issue: either speed, volume, or both. Upon receipt of the petition, the City shall date stamp the petition and schedule a meeting with the petition signers within ten (10) days of receipt.
- 3.2.** The City Manager will forward the petition to Murphy Police Department and ask for a Traffic Study. The Study may be conducted by the Citizens on Patrol (COP) volunteers. The Study will include a traffic survey utilizing the department's equipment and software, not limited to the following examples: license plate survey, spot speed checks and vehicle counts. This study will occur over a two (2) week period.
- 3.3.** After the Study is complete, the findings will be reviewed by the Chief of Police or his designee. If it is found that the 85<sup>th</sup> percentile speed is exceeding the posted speed limit, then the Chief shall schedule an Enhanced Traffic Enforcement Team. The Team shall monitor and enforce the Traffic laws in the concerned area over a two (2) week period.
- 3.4.** Approximately two (2) weeks at the conclusion of the enhanced enforcement action, the City shall place speed radar trailer(s) on the street of concern to determine the effectiveness of the actions of the City. The trailer(s) shall remain in place at least two (2) weeks. In lieu of or in addition to the speed trailer, MPD may utilize the traffic survey equipment and software, "MetroCount," or similar equipment that measures various metrics including speed, direction of travel, volume, axle count and that will perform various analytics based on the collected data.
- 3.5.** If the actions of the City are not successful in the reduction of speed and/or volume, then the City staff will place the item before the City Council as a public hearing item. The public hearing will be an opportunity to review this item with the City Council, residents and staff to discuss options, cost and timing of improvements, if any.



## ***4. Procedures for Installing a Traffic Calming Device***

### ***4.1. Eligibility Requirements***

A request for the Traffic Review Initiative Program is eligible for consideration where the following requirements are met:

*(Note: Speed control measures and volume control measures have similar eligibility requirements, but differences do exist as noted below.)*

#### ***4.1.1. Operational Characteristics:***

- The roadway must be classified as either a local street or a two-lane residential neighborhood collector street as depicted in the latest Thoroughfare Plan, Chapter 4 of the Comprehensive Plan which is amended from time to time. Arterial streets and collector streets with more than two lanes will not be considered.
- Properties fronting or having access to the street must be predominantly residential in character.
- The street must have a posted speed limit of 25 miles per hour.
- For a speed control measure, traffic volumes must be between 150 vehicles/day and 1,500 vehicles/day. For a volume control measure, traffic volumes must be between 750 vehicles/day and 2,500 vehicles/day.
- The street must not be a critical service route as identified by the Police, Fire, Solid Waste, Emergency Operations, any other City department, or any public utility company, unless this requirement is waived by the City Council.
- A Traffic Calming measure must not eliminate the only means of vehicular, pedestrian, or service vehicle access to any property or restrict access to utilities.
- A road closure or any other Traffic Calming measure must not create terminated roadway segments, dead-end blocks, or cul-de-sacs that are greater than 500' in length.

#### ***4.1.2. Geometric Characteristics:***

- The street must have adequate sight distances to safely accommodate the Traffic Calming measure as determined by the City.
- The street must not have curves or grades that prevent safe placement of the Traffic Calming measure. The Traffic Calming measure may not be located on streets that have a vertical grade of more than 5% on their immediate approaches.



- The street must be paved and be at least 1,000 feet in length. If there is no curb and gutter, a special design must be used to prevent vehicles from maneuvering around the device.
- The design and implementation of the traffic calming device must not interfere with the existing street drainage, property access, or driveways.
- The street should not be scheduled for resurfacing or reconstruction within the next two years.

If a request is determined not to be eligible, the Applicant will be notified in writing.

## **4.2. Cost Responsibility**

### *4.2.1. Speed Control Measure Costs:*

Installation cost - The cost for the installation of various speed reducing devices (including accompanying signs, pavement markings, etc.) will be paid by the City based on a priority ranking and within the limits of annual funding.

Upon review, the petitions submitted will be ranked on a priority basis. The budgeted funds will be spent starting with the highest priority location. The ranking will be based on the 85<sup>th</sup> percentile speed on the subject street and the degree to which it is over the posted speed. For example, if two streets (A & B) have a posted speed of 30 miles per hour and the 85<sup>th</sup> percentile speed on street A is 37 miles per hour but it is 39 miles per hour on street B, then street B will have a higher priority ranking; however, the installation of speed humps can be expedited if the requesting party provides the funding for the installation rather than waiting for city funds to become available.

### *4.2.2. Volume Control Measure Costs:*

- Trial closure cost - Temporary closure signs and barricades to be used for trial street closures meeting the requirements of Section 4.1 will be provided and installed by the City for the duration of the evaluation process.
- Permanent closure cost - Each request will be evaluated separately and the cost to the applicant will be determined on a case-by-case basis.
- Due to the higher costs associated with volume control measures and street closures, these projects may require placement on the city's Capital Improvement Program (CIP) list for future bond programs. Possible funding sources will be discussed with the Council at the time of approval of the project. The cost for these projects will not be funded in the annual general fund budget.



#### ***4.3. Location of Traffic Calming Device***

Many factors must be considered in locating Traffic Calming devices for optimal effectiveness. If not correctly placed, localized reductions in speed or volume may occur instead of overall speed or volume reductions along the entire block. Specific site details and conditions should be the dominant consideration in determining the exact location for each of these devices.

#### ***4.4. Removal of Traffic Calming Device***

The process and procedure for requesting removal or alteration of Traffic Calming devices is the same as the process for installation, except that there is no City participation in cost sharing for removal of speed humps and speed cushions that were installed under this policy. All associated costs for the removal of devices originally installed under this program must be borne by the Applicant.

Notwithstanding the criteria and procedures described in this policy, the City Council, at its discretion, may close, divert or reopen any public street within the City when deemed necessary to preserve or protect the public health, safety, and welfare.

#### ***4.5. Design Standards and Procedures***

City staff shall prepare and maintain design standards and installation procedures for Traffic Calming devices in accordance with these guidelines.

#### ***4.6. Petition***

The petition will consist of a completed Traffic Review Initiative Petition form supplied by the City. It will include the names and addresses of property owners living within the Primary Affected Area. The Applicant must obtain the signatures. Signatures from renters or tenants do not qualify. All signatures must be dated within six months of the issuance of the petition. The applicant is responsible for submitting all of the components of the petition in order for review of the Traffic Calming proposal to commence.

#### ***4.7. Implementation for Permanent Device Installation***

The Traffic Review Initiative Program process must be completed, documented and the required percentage of all property owners in the Primary Affected Area must concur prior to approval of the installation of the permanent device. The process is as follows:

- 4.7.1. City staff will estimate the funding necessary to implement the permanent device based on design, right-of-way, and construction costs. If a volume control device is to be installed, prior to the City sending mail-back ballots to all affected property owners, the Applicant must concur with and agree to fund their portion of the device as designed (up to 100%) as prescribed by City Council.



- 4.7.2. If a closure is warranted and will result in a dead-end roadway, the City will determine whether a turn-around area, cul-de-sac, or other acceptable emergency access is required. In addition to, or in lieu of, the turn-around or other emergency access, the Fire Department may require an easement or right-of-way dedication for emergency equipment access. The costs to the Applicant associated with construction of the turn-around area or emergency access will be determined by the City Council on a case-by-case basis.
- 4.7.3. The City will notify all property owners in the affected area by mail of the requested permanent device. At least 75% of all property owners in the Primary Affected Area must concur with the request for the permanent installation of a speed control device. If the device requested is for volume control, there must be 85% concurrence from the Primary Affected Area and 100% concurrence of the owners of property abutting the street to be modified, between the intersecting streets or either side of the proposed installation. The notice will include a mail-back ballot to indicate support or opposition to the request. Ballots from renters or tenants do not qualify. All ballots must be returned within 30 days of the mailing date, and there must be a minimum 50% return rate of ballots from the Primary Affected Area and 100% of the abutting properties adjacent to a closure.
- 4.7.4. If 75% of all property owners in the Primary Affected Area concur with the installation of a permanent speed control device, and all other conditions are met, staff will place the location on the project installation list in priority ranking. If the device requested is for volume control, 85% concurrence is required and the City Council will be responsible for reviewing all findings and determining whether to approve the request. If approved, the permanent volume control installation will be placed on a separate project list and may require funding through the Capital Improvement Program. City staff (speed control device) or the City Council (volume control device) may approve, deny, or table the request. If the criteria described herein are not met, the petition will not be presented for approval consideration and the applicant will be notified in writing.
- 4.7.5. If a permanent device is approved by City staff or the City Council, the temporary devices may remain in place for up to 90 days after the trial period. Once funds to construct any permanent modifications are identified, the design and construction process will begin as outlined below.
- City staff will initiate the preliminary design and review process to implement the device.
  - The applicant will be notified and have the opportunity to review the design with staff prior to construction; however, the City will have final design approval.
  - The City will develop a final design and cost estimate for the device and the applicant's cost, if applicable, will be adjusted accordingly.



- Once the applicant's share of the project cost is received (if applicable), the City will finalize the design and schedule construction of the Traffic Calming device, subject to the availability of the City's portion of the funds.

Notwithstanding the criteria and procedures described in this policy, the City Council, at its discretion, may close, divert or reopen any public street within the City when deemed necessary to preserve or protect the public health, safety, and welfare.

## ***5. Types of Traffic Calming Measures***

Traffic Calming measures are installed to meet one of two specific needs. These needs can be broken down into one of two categories: speed control or volume control. Both are listed below with various measures described in each.

### ***5.1. Speed Control Measures:***

#### *5.1.1. Radar Speed Signs, Pole-Mounted*

- A radar sign placed on or near the speed limit sign that shows traffic speed.
- There is the possibility that a speed limit may need to be increased if it is determined upon a study that it was originally set too low.

#### *5.1.2. Speed Tables*

- A pavement overlay placed on the roadway, approximately 22 feet in length, and about 3.5 inches high, extending from curb to curb. The ends are tapered to be flush with the street at the curbs and gutters to allow water to drain.
- Reference Exhibit #1 in the Appendix.

#### *5.1.3. Traffic Circles*

- Raised island, often landscaped, placed in an intersection, around which traffic circulates.
- Reference Exhibit #2 in the Appendix.

#### *5.1.4. Chicanes*

- Series of two or more staggered curb extensions on alternating sides of the roadway. A raised island can be added to the center of the road to prevent motorist from crossing the center line. Placed not further apart than 50 feet and no more than one set of chicanes in 200 feet.
- Reference Exhibit #3 in the Appendix.



5.1.5. Center Island Narrowings

- Also called midblock medians, slow points, or median chokers; medians placed down the center of the street to narrow the lanes to slow traffic; often landscaped to provide a visual amenity and neighborhood identity.
- Estimated cost \$8,000 - \$15,000 per location.
- Reference Exhibit #4 in the Appendix.

5.1.6. Midblock Narrowings

- Curb extensions at midblock that narrow a street by widening the sidewalk or planting strip.
- Estimated cost \$8,000 - \$15,000 per location.
- Reference Exhibit #5 in the Appendix.

5.1.7. Intersection Neckdowns

- Curb extensions at intersections that reduce roadway width between curbs.
- Estimated cost \$8,000 - \$15,000 per location.
- Reference Exhibit #6 in the Appendix.

5.1.8. Speed Control Display Signs

- Either pole mounted or portable signs that display the speed of approaching vehicles. The displays will be installed only with solar powered cells on appropriate support structures, either installed or existing.
- Estimated cost \$5,000 - \$10,000 per location.

**5.2. Volume Control Measures:**

5.2.1. Full Street Closures

- Physical barrier placed across a street to close the street completely to through traffic, usually leaving only sidewalks or bicycle paths open; the most aggressive traffic control measure.
- Estimated cost \$12,000 per location. (In some cases, a cul-de-sac or turn-around may be required, which would necessitate RIGHT-OF-WAY and significantly increase the cost.)
- Reference Exhibit #7 in the Appendix.

5.2.2. Midblock Closures

- Physical barrier placed across the entire street at the midblock preventing any through traffic, usually leaving only sidewalks or bicycle paths open, does not allow sufficient area for turn-around



- Estimated cost \$12,000 per location.
- Reference Exhibit #8 in the Appendix.

5.2.3. Half Street or Partial Closures

- Physical barrier that blocks travel in one direction for a short distance on otherwise short-distance streets; sometimes called partial closures or one-way closures.
- Two half-closures placed across from one another at an intersection are often referred to as a semi-diverter.
- Estimated cost \$35,000 - \$40,000 per location.
- Reference Exhibit #9 in the Appendix.

5.2.4. Diagonal Diverters

- Physical barrier placed diagonally across an intersection to block through movements.
- Estimated cost \$85,000 - \$90,000 per location.
- Reference Exhibit #10 in the Appendix.

5.2.5. Median Barriers

- Raised islands installed across the centerline of a street and continuing through an intersection so as to block through movement at a cross street.
- Estimated cost \$10,000 - \$30,000 per location.
- Reference Exhibit #11 in the Appendix.

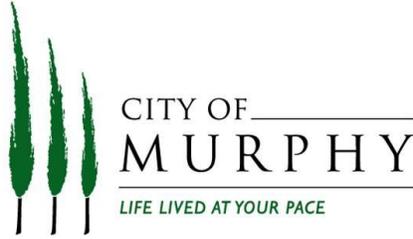
5.2.6. Forced Turn Islands

- Physical barrier that blocks certain movements on approaches to an intersection, forcing a vehicle to turn.
- Estimated cost \$25,000 - \$35,000 per location.
- Reference Exhibit #12 in the Appendix.

**Note:** *Cost will be determined at the time of the public hearing.*



# *Appendix*



## Traffic Calming Initiative Policy Petition

We, the undersigned, believe our neighborhood traffic situation warrants the City's Traffic Review Initiative Program. The following names and signatures represent six (6) different residents on the street of concern:

Name:	Address:	Signature:
1.		
2.		
3.		
4.		
5.		
6.		

Contact Name: \_\_\_\_\_ Email Address: \_\_\_\_\_

Address: \_\_\_\_\_ Phone: \_\_\_\_\_

Location of Concern: \_\_\_\_\_

What is your concern? \_\_\_\_\_

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# Primary Affected Area - Example



## Sample Primary Affected Area Speed Control Measure

Neighborhood Traffic Calming



Legend:

Affected Area - 

Speed Hump - 

Target Street - 

Affected Street - 

0 62.5 125 250 Feet



# Primary Affected Area - Example

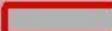


## Sample Primary Affected Area Volume Control Measure

Neighborhood Traffic Calming



Legend:

Affected Area - 

Target Street - 

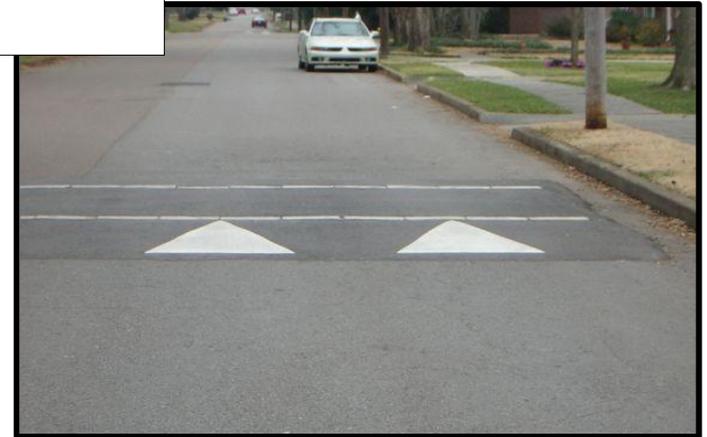
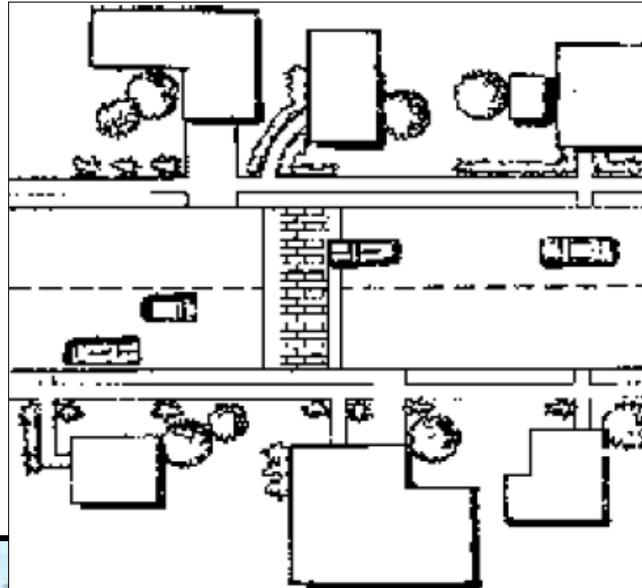
Affected Street - 

0 35 70 140 Feet

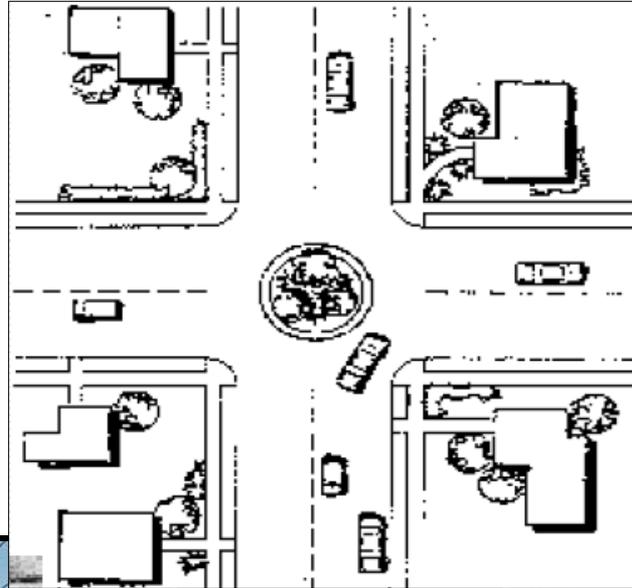


# Exhibit 1. Speed Tables

(trapezoidal humps, flat topped humps)

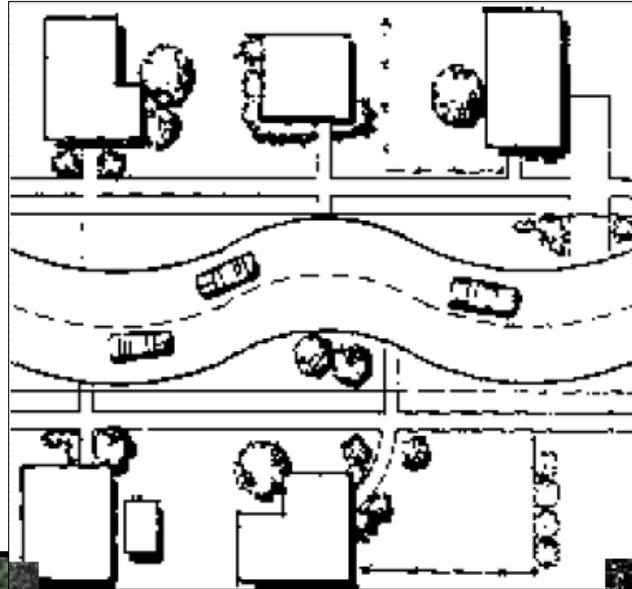


# Exhibit 2. Traffic Circles (rotaries, intersection islands)

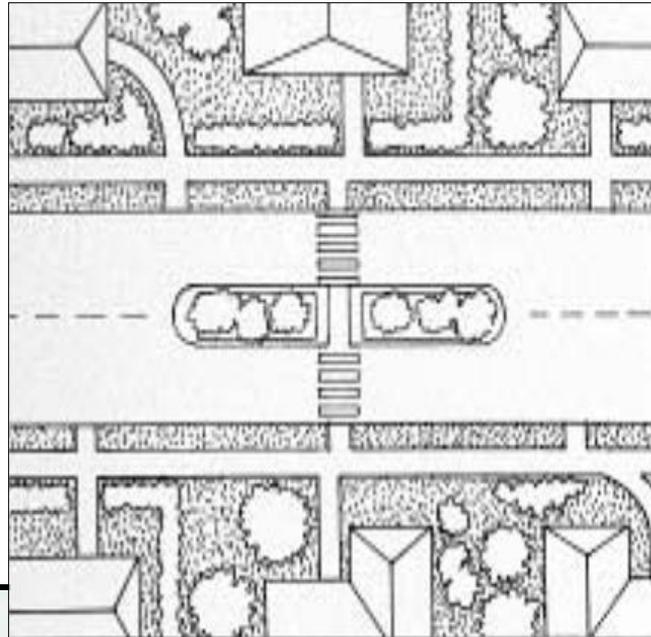


# Exhibit 3. Chicanes

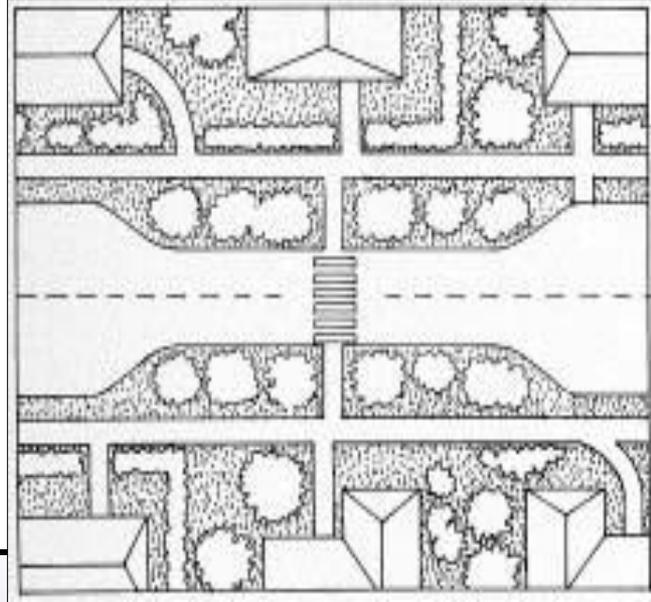
(deviations, serpentine, reversing curves)



# Exhibit 4. Center Island Narrowings

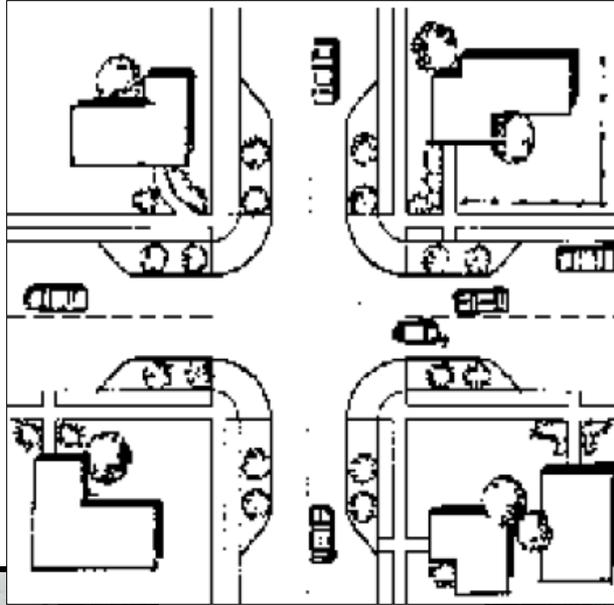


# Exhibit 5. Midblock Narrowings (chokers, curb extensions)



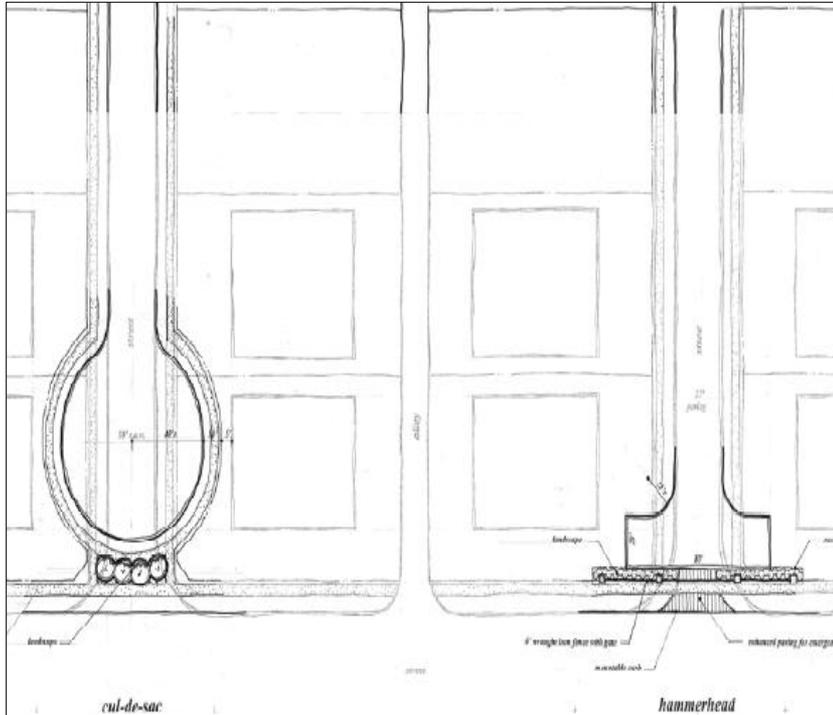
# Exhibit 6. Intersection Neckdowns

(nubs, bulbouts, knuckles, intersection narrowings, corner bulges)



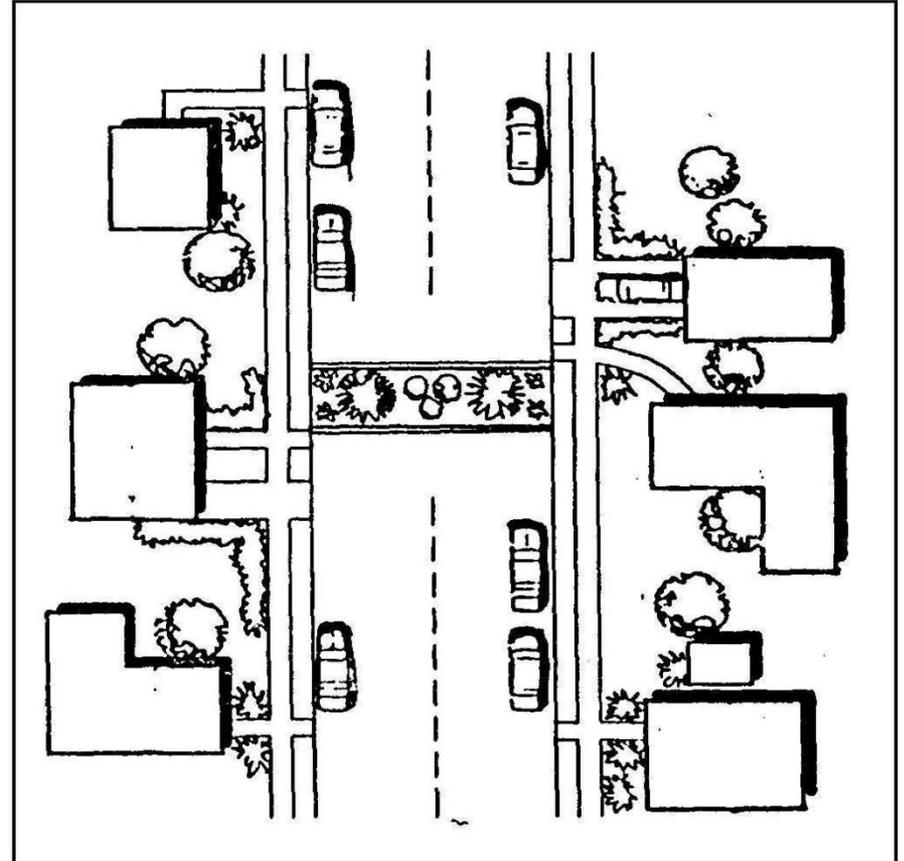
# Exhibit 7. Full Street Closures

## (shown with Cul-de-sac or Hammer head)



Turn-around may be required and will necessitate acquisition of right-of-way or easements from adjacent residential lots

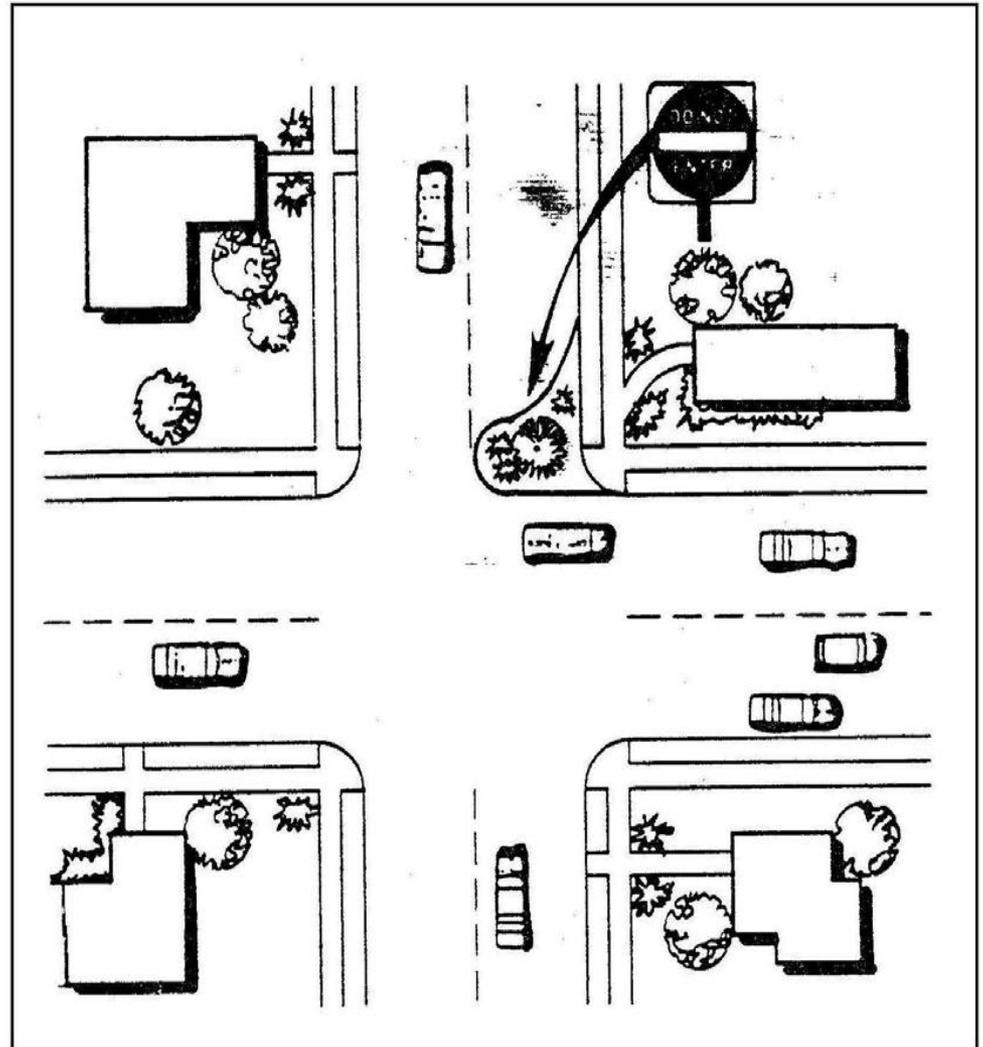
# Exhibit 8. Midblock Closures



- Creates a dead-end street without sufficient area for turn-around
- May cause confusion to persons who don't drive in the area on a regular basis (visitors, delivery vehicles, etc.)

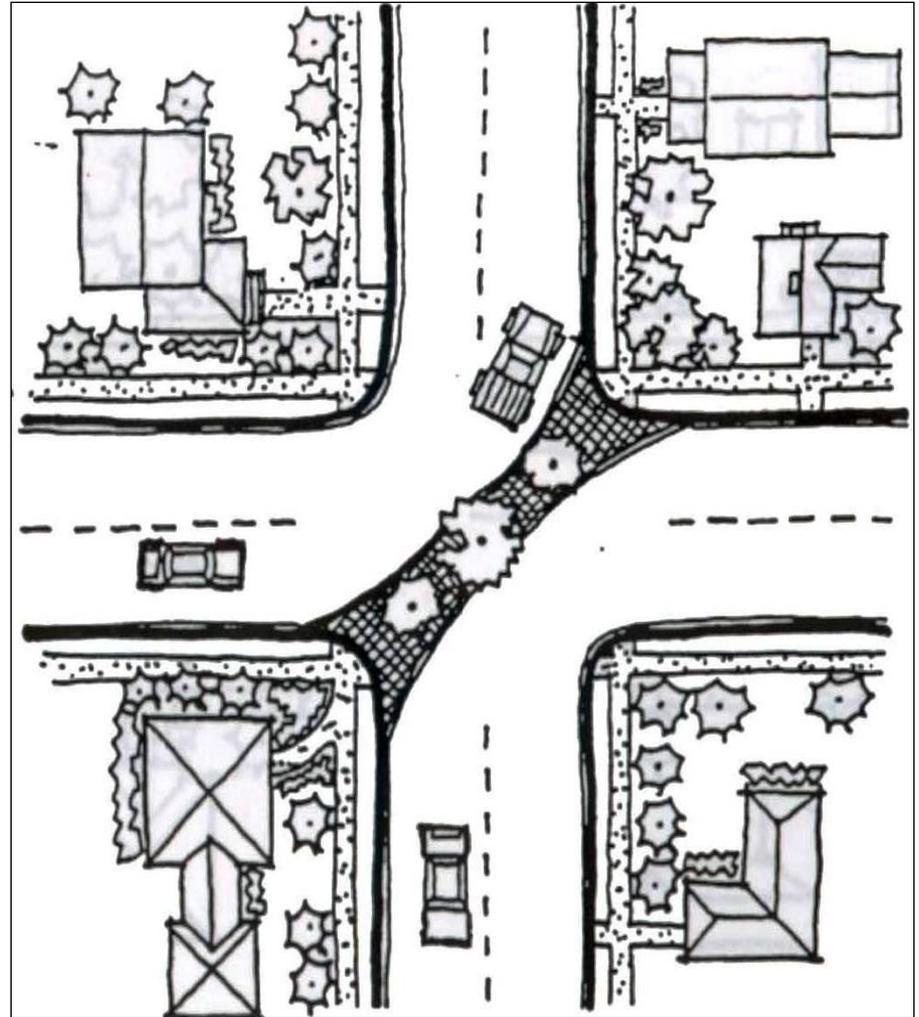
# Exhibit 9. Half Street or Partial Closure

- Two-way traffic allowed on remainder of street
- May cause confusion to persons who don't drive in the area on a regular basis (visitors, delivery vehicles, etc.)



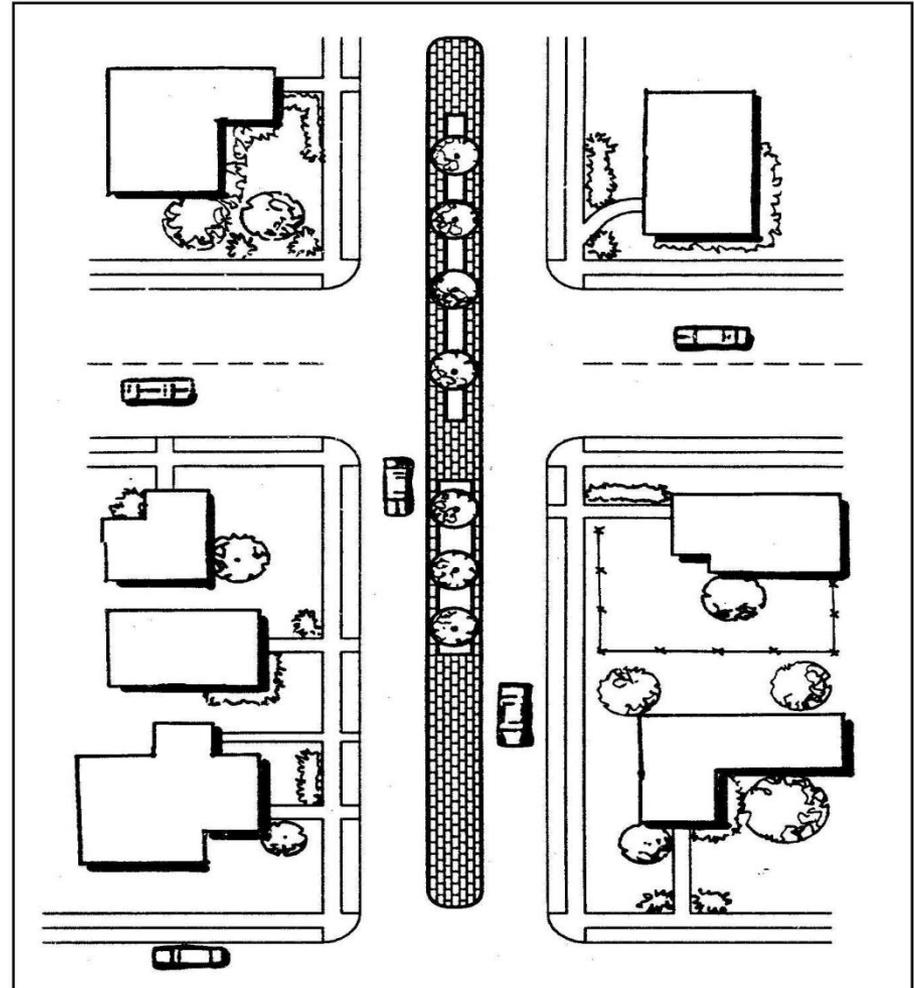
# Exhibit 10. Diagonal Diverters

Right-of-way corner clips or easements likely to be required on narrow streets to provide adequate turn radii and landscaping in the diverter

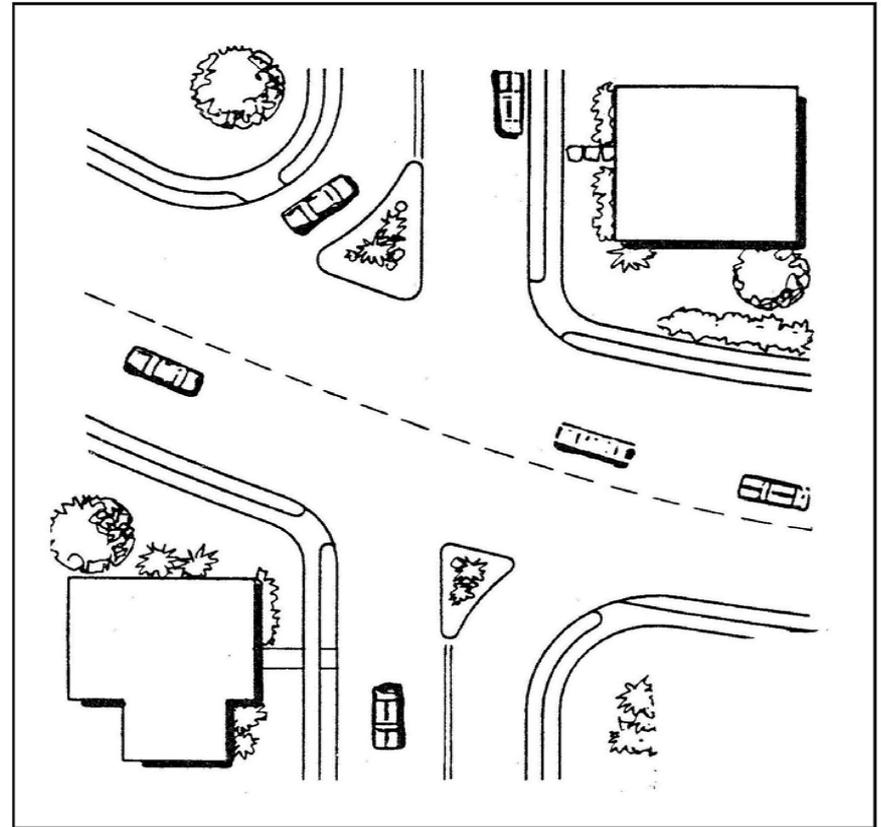


# Exhibit 11. Median Barriers

- May require acquisition of right-of-way or easement from adjacent residential lots for median construction on narrow streets
- On-street parking prohibited



# Exhibit 12. Forced Turn Islands



May require acquisition of right-of-way or easement from adjacent residential lots for island construction and turn radius

# City of Murphy

2008 Comprehensive Plan



Chapter 4

## Thoroughfare Plan

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## Introduction

Thoroughfare planning is critical for any city to address in order to meet the mobility needs of its citizens and businesses. Every person and business is directly affected by a community's ability to accommodate the movement of traffic. Notably, transportation is directly linked to land use. The type of roadway dictates the use of adjacent land, and conversely, the type of land use dictates the size, capacity and traffic flow of the roadway. A prime example of the interrelated nature of land use and transportation within Murphy is F.M. 544. The high traffic volumes of this roadway have resulted in non-residential development along the frontage. Retail and other non-residential land uses usually seek to locate in areas with high traffic volumes, high visibility and easy accessibility.

Many of the decisions regarding land uses and roadways within Murphy have already been made; two major roadways (F.M. 544 and Murphy Road) run through the City, and local rights-of-way in almost all other portions of the City have been constructed or planned. A major challenge for Murphy now lies in the accommodation of population growth, and of resulting increases in traffic demand, within the City's existing transportation system.

More specifically, the City's transportation system should:

- Provide mobility and accessibility at appropriate levels according to the type of roadway;
- Focus on multi-modal transportation options, such as pedestrian/bicycle access;
- Expand as needed to meet the needs of the City's growing population and additional development;
- Be economically feasible for the citizenry and the City from a construction/improvement standpoint, but also fiscally efficient in the longer term due to high durability construction and low maintenance costs; and
- Be correlated with regional considerations, such as new/expanded roadway systems in adjacent cities.

It is important to note that the references made herein regarding the transportation system should not be viewed as applying solely to roadways. Communities across Texas and the nation are becoming increasingly aware of the problems inherent in constructing a transportation system for the automobile alone. Pedestrian and bicycle accommodation is important



to the creation of a community that will be sustainable for decades to come. Therefore, another challenge for the City lies in the integration of pedestrian and bicycle facilities such that these facilities actually create desirable alternative modes of transportation.

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# Goals and Objectives

The following goals, objectives, and corresponding recommendations were developed through the visioning portion of this comprehensive planning process. All additional discussion throughout the chapter is intended to support and supplement these goals and objectives. It should be noted that some goals and objectives are applicable to more than one chapter, and therefore may be discussed in each pertinent section.

## Transportation & Mobility

### Goal 4.1: Quality Roadways and Trails

***Ensure that the community's roadway and trail systems are cost-effective, adequate to meet the traffic capacity needs of the current and projected population, and reflective of the quality and unique character of Murphy.***

***Objective 4.1.A:*** Enhance current and newly constructed roadways with a combination of aesthetically attractive and design-coordinated light fixtures, landscaping, medians, and pedestrian and bicycle amenities to make the City's roads visually unique and to help residents and visitors recognize that they are in Murphy.

***Objective 4.1.B:*** Identify strategies that will result in mutually supportive transportation choices, balancing convenient and efficient auto access with safe, well-designed pedestrian and bicycle facilities.

***Objective 4.1.C:*** Identify current areas where access and mobility deficiencies exist, and address those deficiencies in a prioritized manner.

***Objective 4.1.D:*** Investigate methods to ease neighborhood traffic by increasing major thoroughfare efficiency.

***Objective 4.1.E:*** Investigate methods to limit or reduce neighborhood cut-through traffic.

### Goal 4.2: Roadway and Trail System Needs

***Address roadway and trail system needs according to the type of development or redevelopment that is anticipated to occur.***

***Objective 4.2.A:*** Correlate the *Thoroughfare Plan* with the *Future Land Use Plan*, specifically to ensure that the various land uses are accommodated by the thoroughfare system.

***Objective 4.2.B:*** Review standards for roadway design based on anticipated function, traffic volume, and adjacent land use.

Objective 4.2.C: Incorporate updated standards for roadways, specifically for shared driveways, separation distances between driveways, and cross-access agreements.

Objective 4.2.D: Plan for an interconnected and diverse street pattern to ease congestion, more evenly distribute traffic, and offer flexibility of routes.

### Goal 4.3: Pedestrian and Bicycle Access

***Create strategies to facilitate pedestrian and bicycle access as an attractive, alternative form of transportation in Murphy.***

Objective 4.3.A: Provide convenient, safe, and attractive pedestrian and bicycle mobility throughout the City in a variety of forms.

Objective 4.3.B: Pursue funding for retroactive and proactive integration of pedestrian and bicycle access.

Objective 4.3.C: Provide for a secondary circulation system within the *Thoroughfare Plan* by connecting neighborhoods to schools, retail, and recreation facilities via pedestrian and bicycle routes.

Objective 4.3.D: Investigate developing trails within utility easements.

### Goal 4.4: Cooperative/Regional Planning

***Work with adjacent cities, Collin County, and state governmental entities on efforts to maintain and/or expand the roadway and trail systems.***

Objective 4.4.A: Ensure that Murphy's *Thoroughfare Plan* is coordinated with the plans of surrounding cities as well as Collin County and the North Central Texas Council of Governments (NCTCOG).

Objective 4.4.B: Investigate how local, county, state, and federal funds could be combined and coordinated to positively affect local and regional transportation needs.

### Goal 4.5: Improve Image of City Roadways

***Develop and implement methods to beautify City roadways with landscaping.***

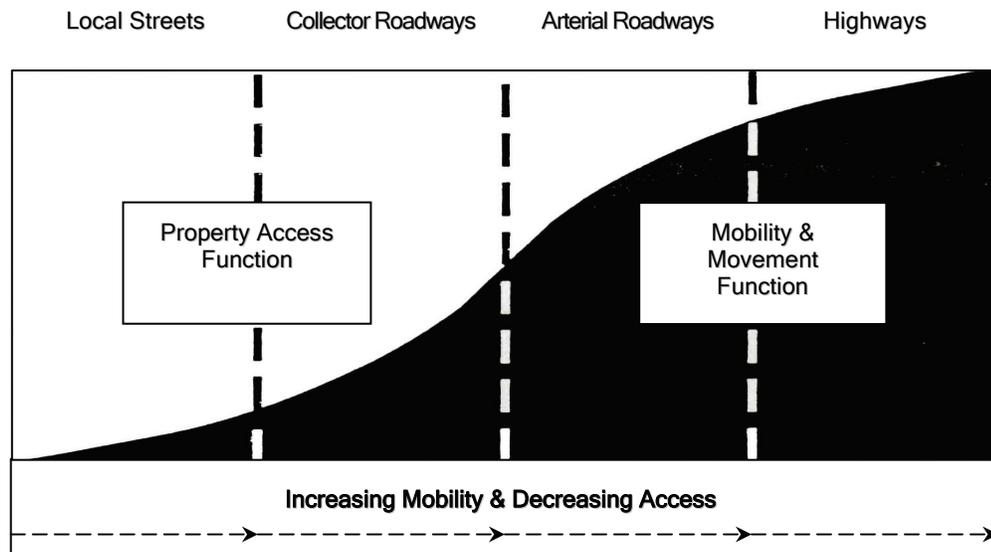
Objective 4.5.A: Develop streetscape amenity plans for Murphy's major traffic corridors.

# The Functional Classification System and Related Levels of Service

## Functional Classification System

The *Thoroughfare Plan* for Murphy is based upon a classification system that recognizes that every roadway within the City can be described according to its function. Thoroughfare types, as discussed in the following sections, generally include arterial roadways, collector roadways, and local streets. The functional classification system concept is not new to Murphy; this system was referenced within the *Thoroughfare Plan* that was part of the City's 1986 Thoroughfare Plan. Functional aspects of each type of roadway, including mobility and access, generally differentiate these classifications. *Illustration 4-1* graphically depicts these functional differences. As the illustration shows, access decreases as the thoroughfare type changes from local streets to highways, while mobility increases. It also shows that roadways such as arterials and highways that are intended to provide mobility should not be compromised by an abundance of separate access points for land uses. This will be addressed later within this *Thoroughfare Plan*.

*Illustration 4-1: Functional Classification System*



## Level of Service

The phrase “level of service” refers to the level of efficiency with which a roadway (or segment of roadway) is serving the transportation needs of those utilizing it. As *Table 4-1* shows, the descriptions of each level of service relates to how efficiently traffic is flowing, maneuverability, and operational problems. Level of service “C” is considered acceptable in most cities. Generally, level of service “D” is used by municipalities to justify the need for roadway improvements. Most roadways appear to be operating at level of service “C” or better during off-peak times. However, at peak times some intersections, such as Murphy Road and F.M. 544, become extremely congested and appear to be operating at level of service “F.” The City should strive to ensure that local roadways operate at a level of service “C” or better.

*Table 4-1: Definition of Level of Service*

Level of Service (LOS)	Description	Example
A and B	Light, free-flowing traffic volumes. Virtually no delays with smooth progression of traffic, and speed is generally unaffected by other vehicles. Slight decline in the freedom to maneuver from A to B.	Residential or rural streets
C	Basically satisfactory to good progression of traffic, but at that point where individual drivers become affected by interactions with other vehicles. Light congestion, and speed is affected by the presence of other vehicles.	Urban thoroughfares at off-peak hours
D	High density, but stable, traffic flow. Speed and freedom to maneuver are restricted. Small increases in traffic volume will cause significant operational problems. This LOS is generally used to justify thoroughfare improvements.	Secondary streets at peak hours
E	Operating conditions at or near capacity level. All speeds are reduced, but remain relatively uniform, meaning generally not stop-and-go. Operations at this level are usually unstable, because small increases in traffic volume will cause severe speed reductions.	Primary streets at peak hours
F	Forced flow. Heavy congestion. Total breakdown with stop-and-go operation. Queues/backlog (i.e., vehicle stacking) at intersections may exceed 100 vehicles.	Developed areas in larger cities at the peak hours

Source: Sefko Planning Group

# Regional and Local Mobility and Access

## The Local Thoroughfare System (Roadway Cross-Sections)

The following sections contain roadway cross-sections for the applicable types of thoroughfares shown on the *Thoroughfare Plan Map, Plate 4-1*. The cross-sections are intended to help the City provide for adequate mobility along high-traffic roadways, while also providing for access to local land uses. These cross-sections are generally consistent with the City's current requirements for roadway widths within the adopted Subdivision Ordinance and 2002 Thoroughfare Plan. The *Thoroughfare Plan Map* shows the existing roadways and future recommended roadways according to the hierarchical system defined herein.

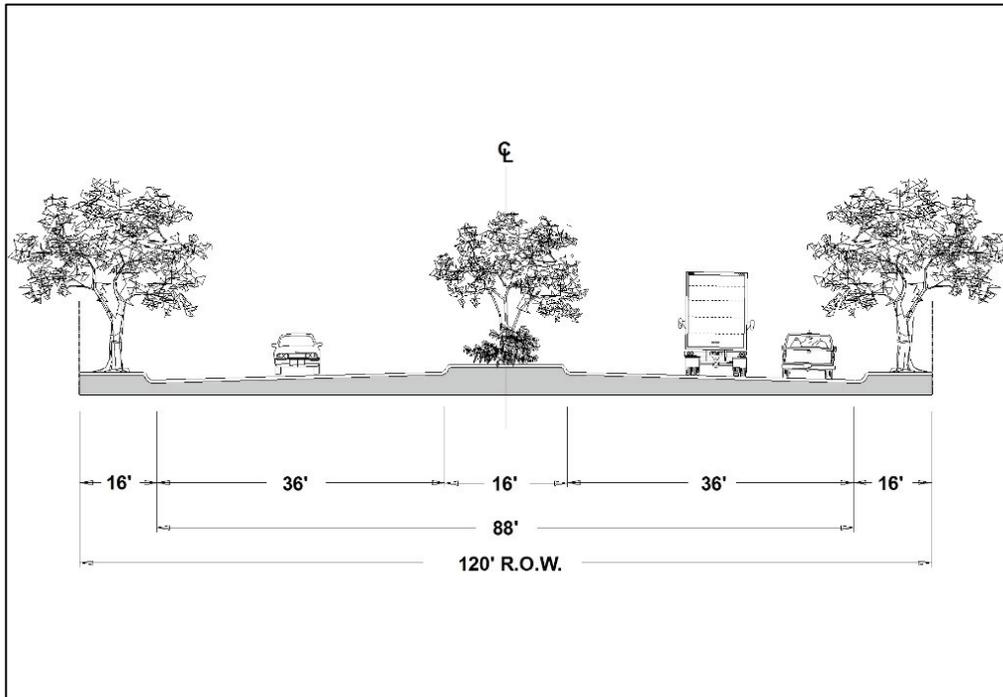
Table 4-2: Summary of Roadway Cross-Sections

Roadway Type		Right-of-Way Width	Street Paving Width	Ultimate Number of Traffic Lanes	Median Width
Major Streets	Type "A" - Major Arterial	120 feet	87 feet	6 Lanes	16 feet
	Type "B" - Secondary Arterial	84 feet	64 feet	4 Lanes	16 feet
Minor Streets	Type "C" - Major Collector (Non-Residential)	70 feet	44 feet	4 Lanes	None
	Type "D" - Minor Collector (Residential)	60 feet	37 feet	2 Lanes	None
	Type "E" - Residential Street	50 feet	27 feet	2 Lanes	None

### TYPE "A" – Major Arterial

The required right-of-way for a TYPE "A" - Major Arterial is shown within *Illustration 4-2*. With 120 feet of right-of-way width, this is the largest roadway section for the City and it maintains the existing required configuration for this type of roadway in the City's Subdivision Ordinance, 2002 Thoroughfare Plan, and 1986 Thoroughfare Plan. There are three TYPE "A" - Major Arterials shown on the *Thoroughfare Plan Map (Plate 4-1)*, these are Murphy Road, F.M. 544, and Betsy Lane.

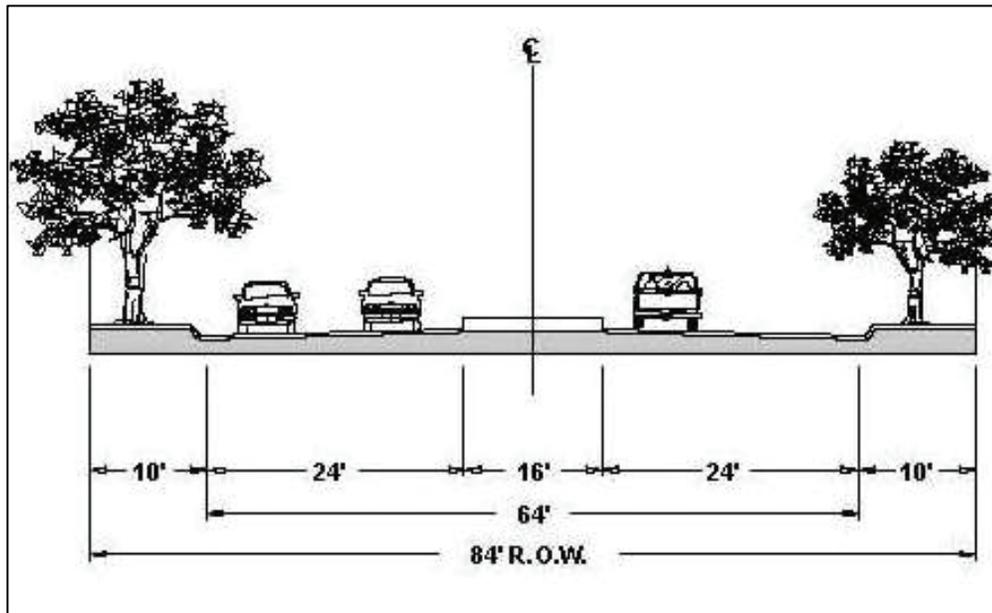
*Illustration 4-2: TYPE "A" - Major Arterial*



## TYPE "B" – Secondary Arterial

The TYPE "B" - Secondary Arterial serves the purpose of providing for major traffic movement, but is not intended to be as significant in terms of traffic flow (mobility) as a TYPE "A" - Major Arterial. The required right-of-way for a TYPE "B" - Secondary Arterial is shown within *Illustration 4-3*. With 84 feet of right-of-way width and a minimum 64 feet of roadway paving (including the 16' raised median), the configuration of this type of roadway is consistent with the City's current requirements. Examples of secondary arterials include Heritage Parkway and McCreary Road.

*Illustration 4-3: TYPE "B" - Secondary Arterial*

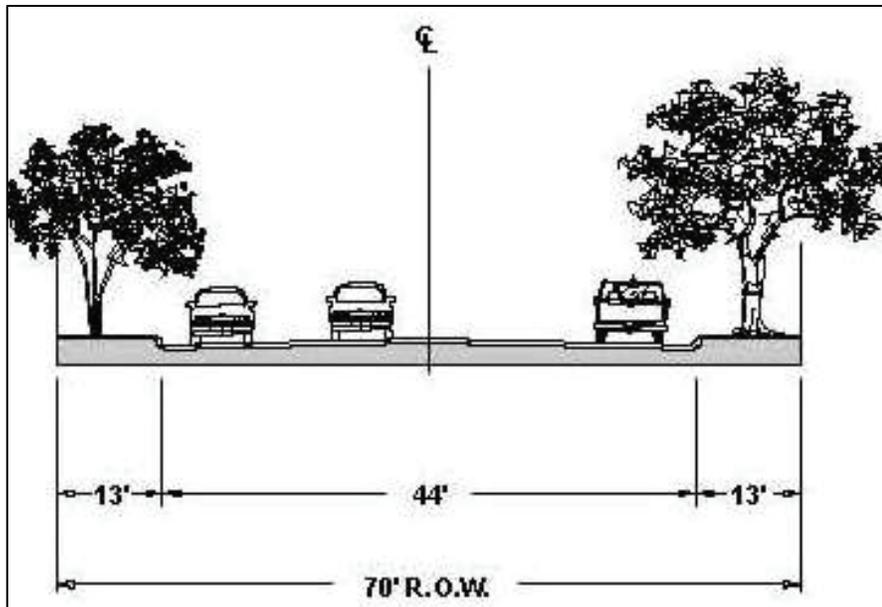


### TYPE "C" – Major Collector (Non-Residential)

Collector streets are generally designed to collect traffic from residential / local streets (i.e., from residential and commercial developments) and distribute it to major roadways. Collectors should provide more access to adjacent land uses than arterials do, but access should still be controlled through the use of cross-access easements and shared driveways (refer to access control standards, found later in this chapter) and other techniques that minimize disturbance of the free-flow of traffic. This type of roadway should provide an equal amount of mobility and access to land uses. Neighborhoods should be developed between major thoroughfares and collector streets in the future so that traffic may be diverted from residential areas, thereby reducing the amount of cut-through traffic in residential neighborhoods.

*Illustration 4-4* shows the recommended right-of-way for a TYPE "C" - Major Collector. With 70 feet of right-of-way width and a minimum of 44 feet of paving, the configuration of this type of roadway is consistent with the City's current major collector street classification found within the Subdivision Ordinance and 2002 Thoroughfare Plan. Notably, there are no TYPE "C" - Major Collectors designated on the Thoroughfare *Plan Map, Plate 4-1*. This cross-section is intended to serve as a future option, and may be added to the *Thoroughfare Plan Map* at a later time if needed.

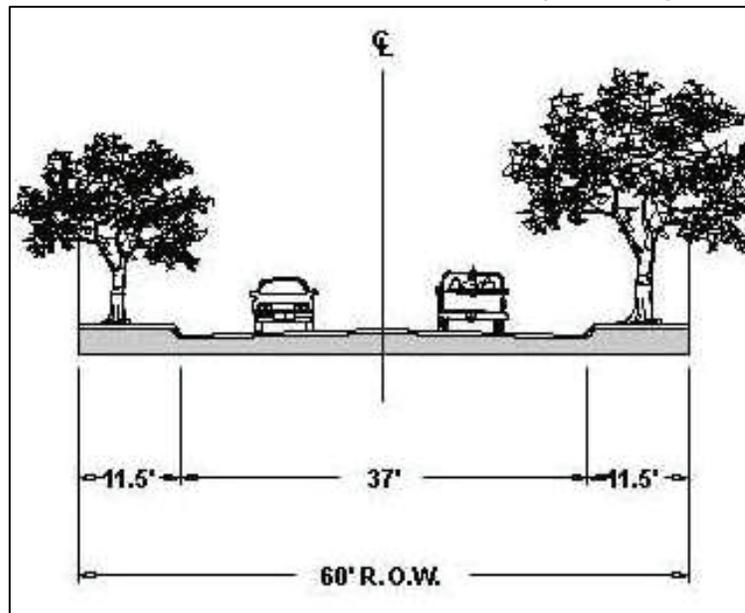
*Illustration 4-4: TYPE "C" - Major Collector (Non-Residential)*



## TYPE "D" – Minor Collector (Residential)

*Illustration 4-5* shows the recommended right-of-way for a TYPE "D" - Minor Collector (Residential). With 60 feet of right-of-way width and a minimum of 37 feet of paving, the configuration of this type of roadway is consistent with the City's current minor collector street classification found within the Subdivision Ordinance and 2002 Thoroughfare Plan.

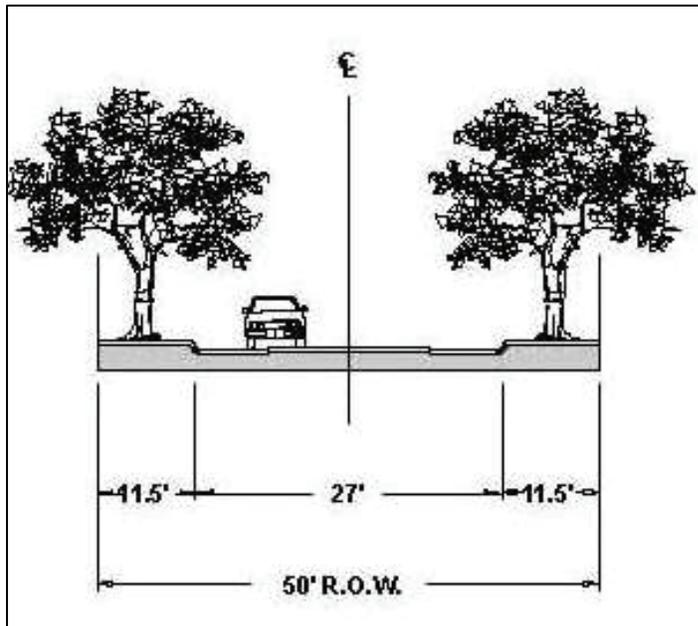
*Illustration 4-5: TYPE "D" - Minor Collector (Residential)*



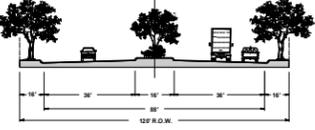
### TYPE "E" – Residential / Local Street

The TYPE "E" - Residential / Local Street, shown in *Illustration 4-6*, is structured to convey light, mostly residential-based, traffic volumes and has a total right-of-way width of 50 feet with a minimum of 27 feet of paving, which is consistent with the City's existing regulations. It should be noted that no roadways of this type have been shown on the *Thoroughfare Plan Map, Plate 4-1*. This is primarily because these roadways are typically interior roadways within residential developments.

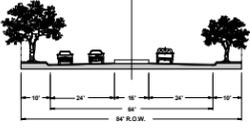
*Illustration 4-6 TYPE "E" - Residential / Local Street*



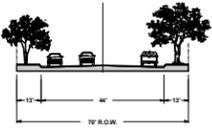
**Thoroughfare Types**



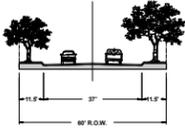
Type "A" - Major Arterial



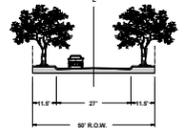
Type "B" - Secondary Arterial



Type "C" - Major Collector (Non-Residential)



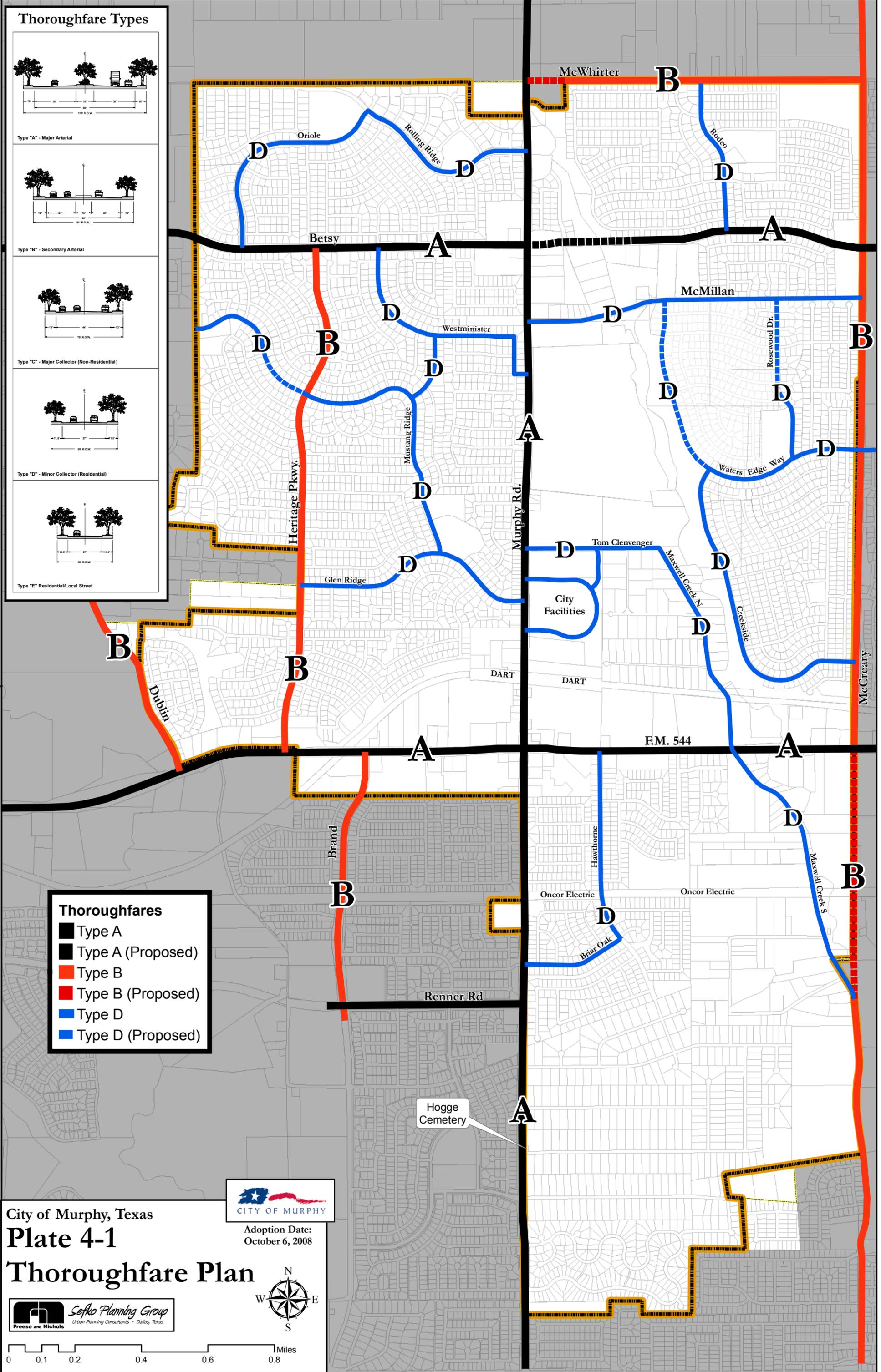
Type "D" - Minor Collector (Residential)



Type "E" Residential/Local Street

**Thoroughfares**

- Type A
- Type A (Proposed)
- Type B
- Type B (Proposed)
- Type D
- Type D (Proposed)

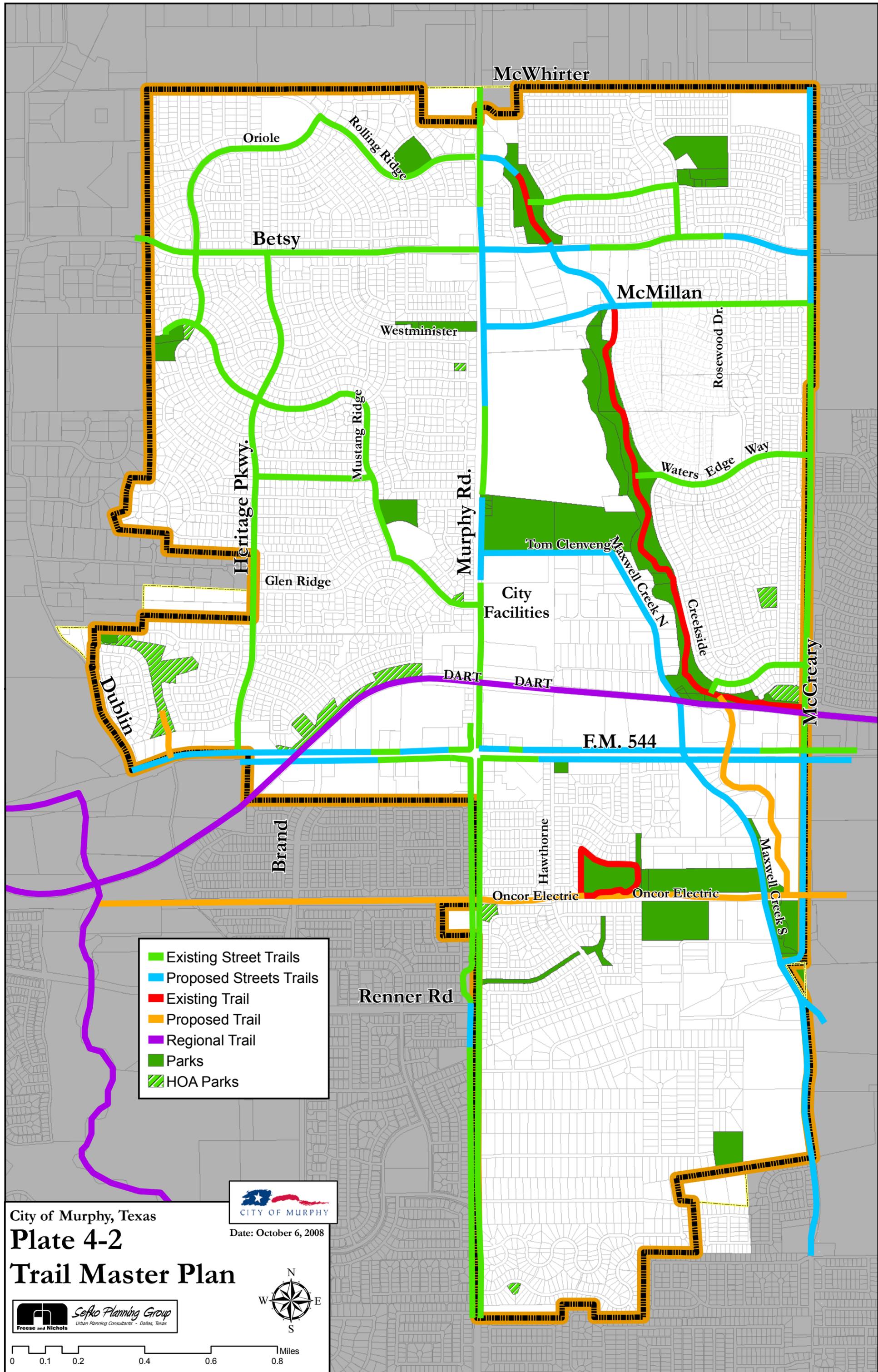


Adoption Date:  
October 6, 2008

City of Murphy, Texas  
**Plate 4-1**  
**Thoroughfare Plan**







- █ Existing Street Trails
- █ Proposed Streets Trails
- █ Existing Trail
- █ Proposed Trail
- █ Regional Trail
- █ Parks
- ▨ HOA Parks

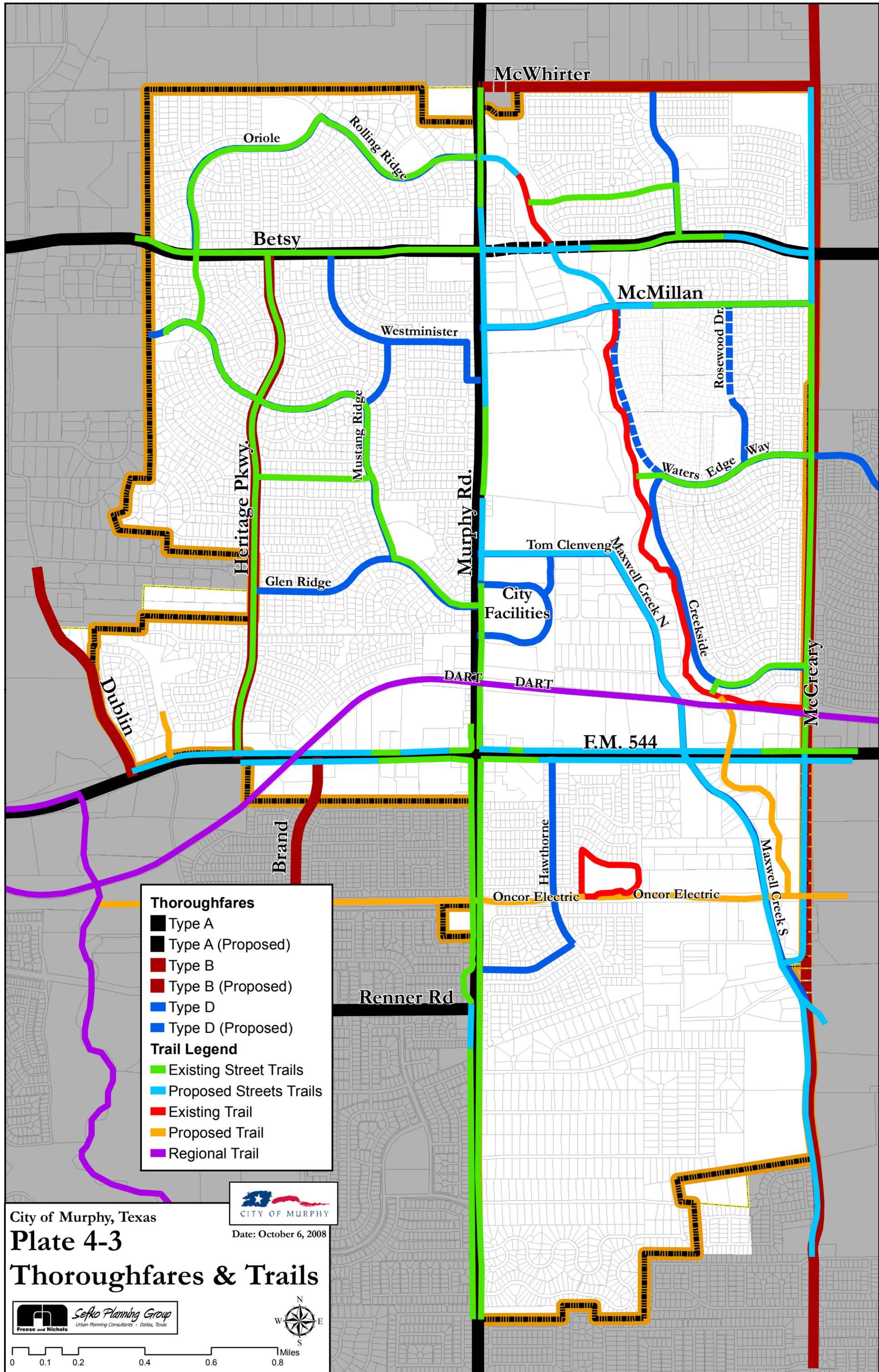
City of Murphy, Texas  
**Plate 4-2**  
**Trail Master Plan**



Date: October 6, 2008







**Thoroughfares**

- Type A
- Type A (Proposed)
- Type B
- Type B (Proposed)
- Type D
- Type D (Proposed)

**Trail Legend**

- Existing Street Trails
- Proposed Streets Trails
- Existing Trail
- Proposed Trail
- Regional Trail

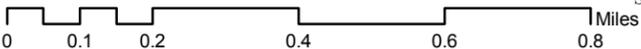
City of Murphy, Texas

# Plate 4-3

## Thoroughfares & Trails



Date: October 6, 2008





# Thoroughfare Policy Recommendations

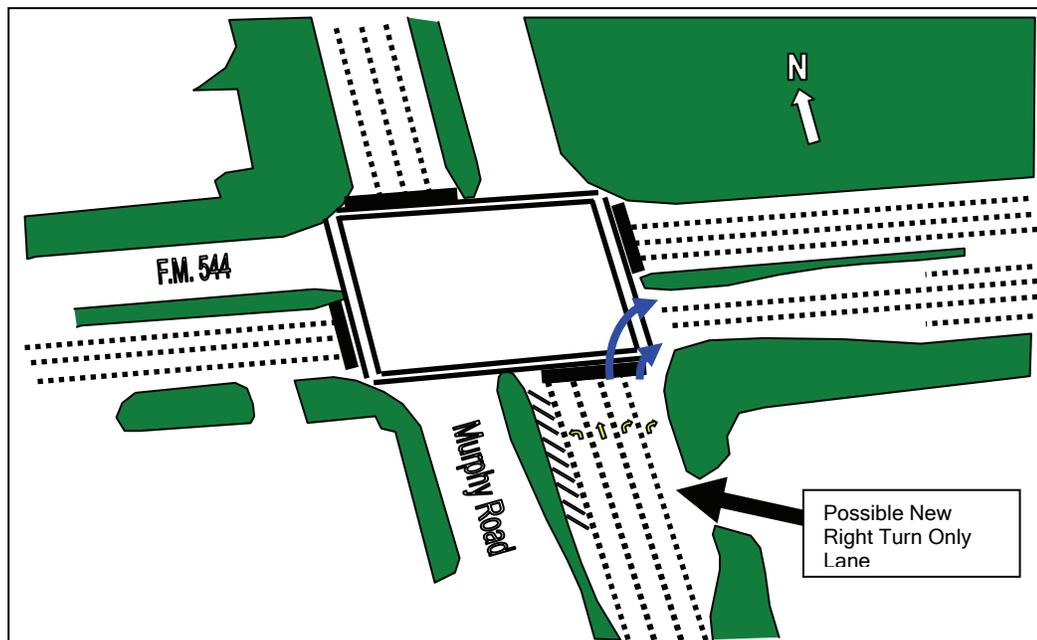
The *Goals & Objectives*, public input, and the concepts outlined previously within this chapter provide a basis for these thoroughfare recommendations. The *Implementation Strategies* (Chapter 7) will outline specific ways in which the City can implement these policies, along with other recommended policies from other chapters of the *2008 Comprehensive Plan*. It should be noted that the recommendations are in no specific order of importance.

## Recommendation 4.1: Continually Investigate and Implement Methods to Improve Traffic Flow.

**Recommendation 4.1.A:** Conduct a traffic engineering study for the optimal lane configuration for the intersection of Murphy Road and F.M. 544.

The intersection of Murphy Road and F.M. 544 experiences large amounts of traffic flow. In the afternoon, stacked traffic waiting to turn from northbound Murphy Road onto eastbound F.M. 544 can extend over a quarter mile and drivers must wait several traffic signal cycles for an opportunity to turn right. This situation causes impatient drivers to cut-through The Timbers residential neighborhood as well as the southeast corner retail center parking lot. In the mornings, traffic in the reverse direction (i.e., westbound traffic on F.M. 544 waiting to turn south onto Murphy Road) experiences a similar traffic stacking problem, with impatient drivers cutting through the Willow Wood Ranch Estates subdivision. A traffic engineering study should be conducted to establish the optimal lane configuration for both roadways in all directions. A listing of improvements should be created in the traffic engineering study to prioritize specific improvements.

Illustration 4-7 - Hypothetical Lane Configuration to Address Traffic at F.M. 544 and Murphy Road



Recommendation 4.1.B: Develop a prioritized listing of intersections and other traffic areas throughout Murphy for which traffic engineering studies should be conducted.

In addition to the intersection of Murphy Road and F.M. 544, other areas where traffic congestion occurs would benefit from traffic engineering studies, and a listing of these areas should be developed and prioritized to continue the City's efforts in improving traffic efficiency within the community. During the development of this chapter, input was received regarding possible locations for traffic engineering studies, including the following intersections and traffic areas (these areas are not in order of importance):

- 1) McCreary Road and F.M. 544;
- 2) North Murphy Road and Betsy Lane;
- 3) Brand Road and F.M. 544;
- 4) North Maxwell Creek Road, Tom Clevenger Drive, and F.M. 544 retail development cross-access roads;
- 5) Hawthorne Drive, Briar Oak Drive, and Oak Bluff Drive; and
- 6) Elmcrest Drive and South Murphy Road.

Notably, other areas within Murphy should also be considered for traffic engineering studies, in addition to the ones listed above. Once a complete listing of possible areas has been created, then the City should prioritize which studies should be conducted first.

Recommendation 4.1.C: Work with TxDOT, North Central Texas Council of Governments (NCTCOG), and surrounding cities to address traffic signal timing problems.

Two aspects of traffic signal timing should be considered. First, consideration should be given to the backlog of vehicles at intersections. Second, consideration should be given to the flow of traffic from one intersection to the next major intersection. Coordination between the City, TxDOT, NCTCOG, and surrounding cities is necessary to address the issues of traffic signal timing. However, the City of Murphy is limited in its control over traffic signal timing in some areas due to the timing of signals in surrounding communities. Nevertheless, the City should work with these agencies and adjacent cities to achieve the common goal of reducing congested traffic queues and improving traffic flow and efficiency. An example of one area that would greatly benefit from improved traffic flow is the segment of Murphy Road from its intersection with F.M. 544 to its intersection with Renner Road.



**Recommendation 4.1.D:** Continue to improve the City’s access management standards for developments along major roadways.

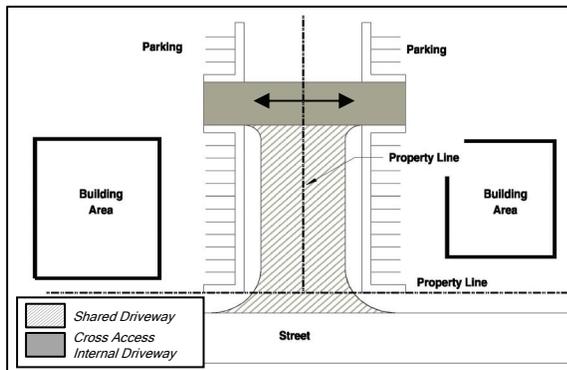
The flow of traffic is typically a major concern for most communities. Communities desire to provide a transportation infrastructure that moves traffic efficiently and ensures public safety. The ability to move traffic efficiently along a corridor with minimal interference from traffic turning from and onto intersecting driveways / streets is a major benefit to motorists. Ideally, traffic should be able to avoid unnecessary “stop-and-go” inconvenience due to over abundance of intersecting driveways / streets.

**Shared Driveways** - Currently, a growing number of cities across Texas limit the number of intersections and driveway openings (curb cuts) that are permitted along major roadways in order to maximize traffic efficiency and safety. The concept of “shared driveways” has been promoted as a method to limit the over abundance of driveways along major roadways. The general concept of shared driveways allows existing driveways to remain in place, but requires new developments to incorporate the use of shared driveways and to provide cross-access between developments.

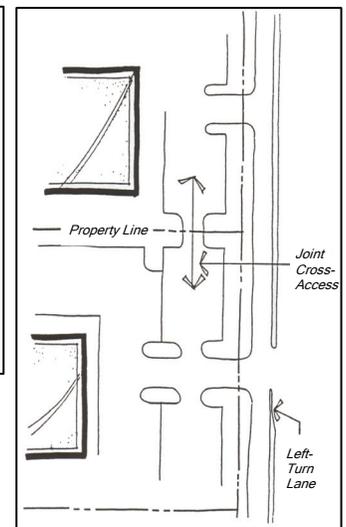
**Driveway Spacing** - In addition to the concept of “shared driveways,” the City should investigate developing minimum driveway spacing standards. These standards would detail the minimum distance that a driveway must be spaced from intersections and existing driveways. Therefore, as a result of regulating driveway spacing, traffic safety and traffic integrity (the consistent movement of traffic with minimal interruptions to traffic flow) will be improved.

**Cross-Access** - Additionally, cross-access is a simple site design concept that ensures neighboring developments have access to one another without the need for a vehicle to go out onto a roadway unnecessarily.

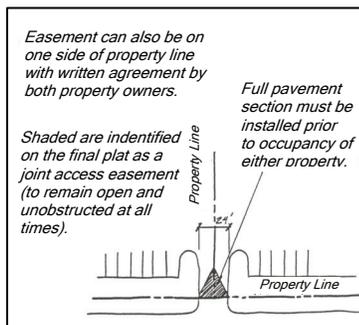
For example, a retail development at a major intersection is anchored by a major retailer, such as a Lowes, Target, Best Buy, etc. with smaller restaurant pad sites along the public roadway frontage. If cross-access among these lots/users is provided for in the design and construction of the overall development, then someone is able to drive from one of the restaurant pad sites to the retail anchor, and back again, without having to go out onto the public roadway, thus reducing the amount of traffic on the road.



Shared Access Driveway & Cross-Access Internal Driveway



Cross-Access



Shared Access - Joint Property Openings for Non-Residential Sites



Example of a Shared Driveway between Two Non-Residential Uses

## Recommendation 4.2: Discourage Cut-Through Traffic in Residential Neighborhoods.

Recommendation 4.2.A: With input from the public, develop a City program and procedures to implement traffic calming devices in neighborhoods that experience excessive cut-through traffic.

During the comprehensive planning process, citizens commented about the desire to reduce the amount of cut-through traffic in their neighborhoods. The term “cut-through traffic” generally applies to vehicles that travel through a residential neighborhood for the purpose of avoiding traffic on major roadways. In order to address this issue, traffic calming devices could be installed on roadways to discourage cut-through traffic. The City should work with the neighborhoods to develop a City program and procedures to implement traffic calming devices. Notably, neighborhoods that have expressed a desire to reduce cut-through traffic are the same as those mentioned in Recommendation 4.1.B. The following are typical traffic calming devices that could be installed within existing neighborhoods (other devices should also be explored and considered):



- 1) Speed tables with textured pavement:

Definition: A sloped four- to six-inch rise, placed across the street pavement that extends approximately six feet in width.

- 2) Landscaped Traffic Islands:

Definition: Similar to regular medians, landscaped traffic islands are landscaped areas within the roadway that area designed to slow the flow of traffic as vehicles navigate around them. The primary neighborhood benefits of using landscaped traffic islands are increased roadway beautification and decreased traffic speed. These features should be landscaped using drought-tolerant and native landscaping.



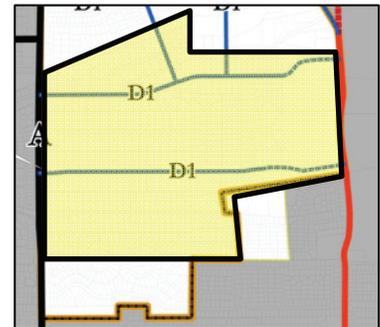
Since every person in the neighborhood where traffic calming devices might be installed will be affected by such devices, public input is critical to ensure that neighborhoods are receiving the tools (i.e., traffic calming devices) which the majority of the people in that neighborhood truly desire.

The design of future residential neighborhoods should carefully consider the potential for cut-through traffic. The layout of streets should incorporate curves, offsets, discontinuous street segments, and other similar strategies that will help discourage unnecessary cut-through traffic in these neighborhoods in the future.

**Recommendation 4.2.B:** Protect the neighborhood integrity of the southeast portion of the City by not extending either Ridgeview Drive or Skyline Drive to McCreary Road / North Maxwell Creek Road.

During the initial development of the City Thoroughfare Plan, extensions of Ridgeview Drive and Skyline Drive were proposed to McCreary Road / North Maxwell Creek Road. An east/west connection for this area was considered to provide access to the east, where new development would be occurring. This east/west connection would have allowed residents to avoid the intersection of F.M. 544 and Murphy Road when traveling to the east.

However, after area residents voiced strong opposition to extending Ridgeview Drive or Skyline Drive to the east, revisions were made City's Thoroughfare Plan that removed any road extensions. Residents cited that increased cut-through traffic would decrease their quality-of-life. With this community input, the importance of protecting neighborhood integrity outweighed the thoroughfare-planning objective of connectivity.



First Draft of the Thoroughfare Plan showing the extension of Ridgeview Drive and Skyline Drive, which received negative feedback from the surrounding neighborhood.



Residents from the area above expressed a strong desire not to have either Ridgeview Drive or Skyline Drive extended east to McCreary Road / North Maxwell Creek Road

## Recommendation 4.3: Encourage Pedestrian and Bicycle Traffic.

Recommendation 4.3.A: Upgrade traffic signals and the design of crosswalks to promote more pedestrian-friendly crossings at major intersections.

In order to encourage pedestrians and bicycles as alternative modes of travel, traffic signal timing must allow adequate time for a person to cross the entire intersection safely. Often, traffic signal timing does not allow sufficient time for a person to cross the entire intersection, leaving pedestrians stranded either in the median or in front of traffic as the signal turns green. Crosswalk signal timing and the “walkability” of crosswalk paving surfaces and pathways across major intersections should be reviewed to ensure that pedestrians and bicyclists are able to safely cross the street. Toward this goal, the following improvements could be made:

- 1) Installation of push-button crosswalk devices;
- 2) Installation of lights indicating when the push-button device has been pressed by someone wanting to cross the street;
- 3) Installation of lighting, color and audible (for sight-impaired pedestrians) timing indicators in the crosswalk signal to indicate the amount of time remaining before the light turns green; and
- 4) Improvements, as necessary, to ensure that pedestrians have a safe, barrier-free, ADA-compliant “walkable” pathway all the way across major intersections.



Recommendation 4.3.B: Provide quality recreational mobility options and opportunities for people to move throughout the community without the need of an automobile, using trails and sidewalks that interconnect the City and join with regional trail systems.

One method of reducing the number of automobiles on roadways in Murphy is to provide pedestrian and bicycle connections through the integration of trails and street trails (i.e., sidewalks).

Pedestrian and bike access between neighborhoods can enhance citizens’ sense of community. This type of access can also provide a means for residents to move through the community, to meet their neighbors, and to provide a safe way to increase children’s mobility safety. A functional network that allows pedestrian and bike access will help Murphy develop a unique, community atmosphere as the City’s population grows. A system of trails and bike lanes can be integrated along rights-of-way and floodplains to provide a comprehensive alternative transportation system.

Although some trails within Murphy should be more recreation-based, some trails need to be located in such a way as to provide connections (as an alternative to the automobile) between residential and non-residential land uses. Areas such as residential neighborhoods, schools, retail areas, and public areas

should be pedestrian- and bicycle-friendly, and should feature trails or street trails (i.e., sidewalks) for connectivity purposes. Using the *Parks, Recreation, and Open Space Plan* (reference: *Trail Master Plan Map, Plate 4-2* and the *Thoroughfares & Trails Map, Plate 4-3*) and working with property owners, the City should plan for the construction and timing of the City-wide trail system. The City's *Parks, Recreation, and Open Space Plan* will help guide the City's efforts to build a quality trail system that interconnects the City and joins regional trail systems extending into neighboring communities. Notably, the three regional trails, which are in various stages of planning and development, are the Rowlett Creek Inter-City Trail, the Cotton Belt Trail (along the DART right-of-way), and the Muddy Creek Trail (located in Wylie and Sachse).

## Recommendation 4.4: Improve Community Street Lighting.

Recommendation 4.4.A: Investigate which roadways and intersections within the City should have street lighting improved or installed, and develop a prioritized listing of such roadways and intersections.

Street lighting is an important element contributing to the safety of Murphy's roadways and intersections. Street lighting also greatly enhances citizens' emotional sense of well-being by making them feel safe and secure in their community and within their own neighborhoods. During the development of the 2008 Comprehensive Plan, comments were received during the March 10, 2008 Planning & Zoning Commission meeting that a lack of proper street lighting was a concern for many Murphy residents. Given these comments, the City should investigate areas along its roadways where lack of proper street lighting may present a public safety concern, and these areas should be documented and prioritized. Subsequently, these findings should be presented to City Staff and City Council to determine further action. Notably, the City may be limited in its ability to improve lighting in some situations, because an entity other than the City of Murphy (such as TxDOT or Collin County) may be responsible for certain roadways. In these areas, the City should continue its efforts to work closely with these entities to develop street lighting solutions that are mutually agreeable and that adequately address citizens' safety concerns.



## Recommendation 4.5: Improve the Visual Image of City Roadways.

Recommendation 4.5.A: Use Murphy Road, Heritage Parkway, Brand Road, Betsy Lane, and McCreary Road as image-enhancement corridors and begin implementing the following recommendations.

The following corridors should be aesthetically improved using drought-tolerant and native landscaping in coordination with other image-enhancing treatments:

1) Murphy Road (north and south segments)

a. Recommended Landscaping/Improvements:

- i. Street Medians: Trees (3 inch caliper at time of planting) at 30 foot internals.
- ii. Street Medians: Landscaping end caps (refer to pictures below) containing small native shrubs, approximately 15 feet deep from median opening. For safety reasons, sight visibility guidelines should be used for landscaped areas.
- iii. Street Medians: Low wall features and berming.
- iv. Rights-of Way: Public artwork.



Examples of a Landscaping End Cap

2) Heritage Parkway and Brand Road

a. Recommended Landscaping/Improvements:

- i. Street Medians: Tree Clusters (3 inch caliper at time of planting).
- ii. Street Medians: Brick end caps.



Landscaping Concept for Heritage Parkway

3) Betsy Lane

a. Recommended Landscaping/Improvements:

- i. Street Medians: Design a landscape cluster (refer to picture below) that can be repeated throughout the length of the median. Trees should be located to allow for the expansion of Betsy Lane from four lanes to six lanes.



Landscape Cluster Concept for Betsy Lane

- ii. Street Fringe (i.e., area between curb and sidewalk): Native grasses and shrubs with opportunities for xeriscaping.

4) McCreary Road.

a. Recommended Landscaping/Improvements:

- i. Continue the existing corridor landscaping northward along McCreary Road when roadway expansion occurs.



Current Landscape along McCreary Road should be Continued Northward

The visual image that travelers experience along major roadways as they drive through and within a city often creates a lasting impression of the community's quality of life. It is apparent that Murphy has recognized that major roadways offer a tremendous opportunity to enhance its visual image in that the City has already made progress in working with TxDOT on the development of the F.M. 544 Streetscape Plan. These efforts to work with TxDOT on improvements along F.M. 544 should be continued.

Murphy should also continue efforts to improve the appearance and attractiveness of its existing medians and rights-of-way using streetscape amenity plans. As with other elements within this chapter, the City's designated image-enhancement corridors should be prioritized by order of importance or other ranking method, such as financing ability or construction timing. Additionally, consideration should be given to the amount of landscaping and the desired look, or "theme," for each roadway corridor. Subsequently, the City should develop streetscape amenity plans for each of the image-enhancement corridors to implement the development of these concepts.

## Recommendation 4.6: Investigate the Need for Noise Abatement / Screening Walls.

*Recommendation 4.6.A:* Investigate the need and feasibility of constructing noise abatement / screening walls and materials for existing residential areas that abut major roadways.

As Murphy has grown, residential lots that were once abutting relatively benign two-lane roadways are now adjacent to major six-lane thoroughfares. The noise from traffic can have negative consequences on quality of life and property values for these residential properties. Murphy's original residential neighborhoods were constructed without much consideration for screening walls because the lower amounts of traffic on adjacent then-rural roadways did not warrant such buffering. However, there are



now a few areas that should be investigated for the construction of some form of screening wall to better buffer and protect residential properties from the traffic noise and other negative effects of adjacent thoroughfares. For example, residential areas along F.M. 544 and Murphy Road could benefit from noise abatement/screening walls and materials. The City should consider a policy regarding the possible construction of such walls in these areas. One consideration to determine whether or not to construct a screening wall could be the actual amount of noise produced by traffic using the roadway, as measured by a noise study. Additionally, some residential property owners may be willing to dedicate a portion of their land for construction of noise abatement walls to receive such a benefit. Furthermore, the construction of a quality, continuous screening wall where residential lots back or side onto major thoroughfares would also improve the image of these roadways, because many of these areas have individual back yard fences that are not consistent in materials or finishes, and that are often unsightly along such visually important roadway corridors. Notably, quality building and landscaping materials (e.g., drought-tolerant and native landscaping) should be used to improve the image of the roadway.

## Recommendation 4.7: Develop and Maintain a Capital Improvement Program (CIP) Listing of Projects.

Recommendation 4.7.A: Prioritize roadway expansion (and related projects such as street lighting), landscaping, and trail projects into a Capital Improvements Program (CIP) listing to accommodate desired future growth of the City.

One of the main purposes of a comprehensive plan is to serve as a guide for decision-makers regarding how the community should grow. This chapter outlines specific mobility and transportation-related recommendations and projects the City should plan to implement in the future. At the March 10, 2008 Planning & Zoning Commission meeting, a consensus was reached regarding the importance of the recommendations within this chapter, and it was determined that roadway improvement projects were the most important ones to implement in the near term. Landscaping projects and trail projects were cited as subsequent in importance, respectively. The ranking in importance for thoroughfare-related projects should only be considered as a general guideline. For instance, not all roadway improvement projects must be completed prior to undertaking implementation of a landscaping project or construction of a trail.

Recommendation 4.7.B: Investigate and pursue opportunities for joint funding of roadway and trail projects.

Opportunities exist for joint funding of certain projects with other entities. For example, grants for trails can be applied for and acquired from various federal, state, and county agencies. The City should continue to monitor, and to actively pursue, opportunities for sharing the cost of roadway and trail projects within the community.

Discussion/review of the city sidewalks and future hike and bike trails projects.

**Staff Resource / Department**

James Fisher, City Manager  
Kim Lenoir, Director of Parks and Public Works  
Brad Rockey, Public Works Superintendent

**Key Focus Area**

Community Character; Mobility; Infrastructure

**Summary**

Staff will review and discuss with a draft policy for sidewalk repairs, review missing sidewalk/trail inventory, review the SRTS trail plan, and discuss future trail planning needed.

**Background/History**

Hike and bike trails and pedestrian mobility is highly supported by the citizens of Murphy. Sidewalks in Murphy are a major part of the pedestrian network for connections to schools, parks, city facilities, and businesses. The only off-road trails include walking trail loops in the parks, linear trails on Maxwell Creek and the proposed ONCOR easement trail. In reviewing the inventory city-wide of missing sidewalks, most missing sidewalks are in areas without curb and gutter roadways or where future commercial, residential, or road construction is planned in the near future. One sidewalk section that needs to be added is on Hawthorne Drive at FM 544, through the city-owned wooded property.

Public Works has been working with citizens to repair sidewalks and curbs with concrete contractors, lumped together two or three times a year. The city receives reports regularly from citizens of sidewalks and curbs that need repair. Public Works staff investigates all reports, evaluates, and adds, as needed, to the master repair list. Attached is a proposed draft policy to standardize the review and evaluation of sidewalks.

The current sidewalk repair ordinance requires 50/50 cost share for repairs with city and property owner. Few citizens are able to do this and if the sidewalk is deemed "hazardous" the city has repaired at city expense. In FY 2011 and FY 2012, the city spent about \$50,000 of sidewalk and curb repairs. The current list of existing sidewalk repairs requested includes over 100 sites, estimated at approximately \$55,000. The repair list has outgrown the repair budget for FY 2013. A revised sidewalk repair ordinance is attached.

The Parks and Recreation Board reviewed the City-wide Trail Master Plan and recommended the following as priorities:

**Recommended Plan of Work – Related to Trails**

- A. Trail Master Plan recommendations needed to complete:
- 1) Acquire land, as needed, to construct missing links/connections to ONCOR (east-west easement) and Maxwell Creek greenbelt;
  - 2) Build missing sidewalk / trail connections on major arterials (FM 544, McCreary, Hawthorne, Betsy Lane), (need to widen or move trail/sidewalk on Heritage Parkway next to rock retaining wall);
  - 3) All new construction must comply with trail standards (page 60 – Trail Master Plan) for trail widths.

- B. Begin Timbers Nature Preserve Park/E-W ONCOR Trail Construction in 2013 to 2014.
- C. SRTS (Safe Routes To Schools) Plan – hire engineer 2013; Install trail / sidewalks 2014 (see map – North Murphy Road; Brentwood Park; Rolling Ridge Drive)
- D. Prepare plans and bid construction of missing sidewalks on FM 544 - 2013

TXDOT is funding 100% \$500,000 for Safe Routes to Schools (SRTS) along the new North Murphy Road widening project – connecting Murphy Middle School, Hunt Elementary School, and Brentwood Park neighborhood. This project will be coordinated with existing sidewalks, TXDOT sidewalks for the road widening project, and the new SRTS sidewalks – Murphy will have sidewalks on both sides of NMR from FM 544 to Parker City limits (see map). A couple of blocks on the west side across from the schools have been recommended by the city to not include sidewalks (too narrow of a space).

FM 544 needs sidewalks on both sides from Plano to Wylie. Enclosed is a proposal from the city engineer to evaluate and estimate the cost to complete the sidewalks and pedestrian bridges on FM 544 both sides from Wylie to Plano city limits. This is the next step to complete a land acquisition and construction plan for trails on FM 544.

ONCOR, HOK, and staff have been meeting to evaluate the ONCOR Trail plans from South Murphy Road to McCreary Road. The city has received \$500,000 grant from Collin County to assist in this project. Staff is working with ONCOR to address the silting issue on the ONCOR easement and the trail design through the floodplain areas. More updates are expected in the next few months.

This year the city will complete the construction of the \$400,000 grant project from Collin County and the trails connections planned for Murphy Central Park, Maxwell Creek Trail extension to The Preserve (behind the stadium) and from the south end of Maxwell Creek Trail crossing the creek North Maxwell Creek Road, the railroad, and to Murphy Marketplace. The trail/sidewalk will also connect the city municipal complex to Murphy Middle School along east side of NMR.

#### **Financial Considerations**

In November 2008, voters approved \$1.9 million of bonds for trails. These funds have been used or designated as follows: \$33,135.75 for issuance costs; \$121,254.00 for trails in neighborhood parks (Aviary, Brentwood, Gables and Skyline); \$600,000.00 for the Timbers/ONCOR Trails; and \$194,000 for Murphy Central Park and Maxwell Creek Greenbelt trail extension for a total of \$948,389.75. The Trail bond balance of \$951,610.25 is available for future projects.

#### **Action Requested / Staff Recommendation**

Discussion only. This is an opportunity for Council to give staff further direction.

#### **Attachments**

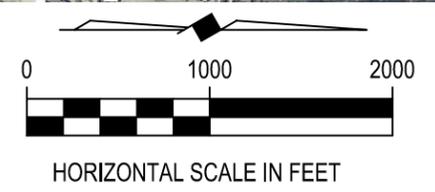
SRTS Trail Map  
Sidewalk Inventory of Repairs and Missing Sections Spreadsheet  
Trail Master Plan  
Draft Curb and Sidewalk Inspection and Maintenance Policy  
Existing Sidewalk Ordinance  
Parks and Recreation Board Goals for 2013  
Proposal for engineering cost estimate for FM 544 Trails



- SAFE ROUTES TO SCHOOL (SRTS) SIDEWALK 
- EXIST. SRTS SIDEWALK 
- PROPOSED TXDOT SIDEWALK 
- CITY OF MURPHY PARK SIDEWALK 
- SRTS ENHANCE CROSS WALKS 

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REVISED: 4/23/12 - CKERKHOFF



CITY OF MURPHY, TEXAS	
SAFE ROUTES TO SCHOOL PROJECT LOCATION MAP	
BIRKHOFF, HENDRICKS & CARTER, L.L.P. PROFESSIONAL ENGINEERS Texas Firm F526 11910 Greenville Ave., Suite 600 Dallas, Texas 75243 (214) 361-7900	
Apr, 2012	

STREET NAME	SUBDIVISION	SIDEWALK
<b>A</b>		
ALABAMA COURT	THE RANCH	
ALABAMA ROAD	THE RANCH	
AMANDA COURT	WINDY HILL FARMS	
AMBER LANE	WINDY HILL FARMS	
AMBROSE DRIVE	GLEN RIDGE ESTATES	
AMESBURY DRIVE	HUNTER'S' LANDING	
ANGLE RIDGE DRIVE	GLEN RIDGE ESTATES	
APACHE TRAIL	THE RANCH	
ASCENSION LANE	MAXWELL CREEK N	
ASHDON LANE	THE RANCH	
ASHLEY PLACE	WINDY HILL FARMS	
ASPEN COURT	MAXWELL CREEK N	
AUTUMN HILL	HUNTER'S' LANDING	
AVALANCHE DRIVE	GABLES	
AVONDALE DRIVE	ROLLING RIDGE ESTATES	
AXIS DRIVE	MAXWELL CREEK N	
<b>B</b>		
BANBURY DRIVE	GLEN RIDGE ESTATES	
BARRISTER CIRCLE	ROLLING RIDGE ESTATES	
BEAR CREEK DRIVE	HUNTER'S' LANDING	
BEAVER CREEK DRIVE	MAXWELL CREEK N	
BEDELL LANE	DANIEL CROSSING	
BEECHWOOD DRIVE	HUNTER'S' LANDING	
BERKSHIRE DRIVE	GLEN RIDGE ESTATES	
W. BETSY LANE		Missing between 7/11 and Fort Montessorri School
E. BETSY LANE	THE RANCH	South side missing everywhere but alongside of the ranch, North side missing from McCreary to the
BLUE FLUMAR COURT	AVIARY	
BLUE JAY DRIVE	AVIARY	
BLUESKY LANE	MAXWELL CREEK N	
BONNIE COURT	DANIEL CROSSING	
BRANDON LANE	WINDY HILL FARMS	
BRENTWOOD DRIVE	HUNTER'S' LANDING	
BRIAR OAK DRIVE	TIMBERS	
BRIGHTON DRIVE	HUNTER'S' LANDING	Missing on 3 lots(still building houses on this street)
BROOKMERE LANE	MAXWELL CREEK N	
BROOKWOOD DRIVE	GLEN RIDGE ESTATES	
BUCKSHOT COURT	THE RANCH	
BUFFALO BEND COURT	HUNTER'S' LANDING	
BUNNY RUN (Private Street)	CREEKSIDE ADDITION	No sidewalk
<b>C</b>		
CACTUS PATH DRIVE	THE RANCH	

CAMBRIDGE DRIVE	HUNTER'S' LANDING
CAMROSE LANE	MAXWELL CREEK N
CANDLEWOOD TRAIL	MAXWELL CREEK N
CANE DRIVE	AVIARY
CANTERBURY DRIVE	STRATFORD CROSSING
<b>CARDINAL COURT</b>	<b>EAGLE GLEN</b>
CAROLYN LANE	DANIEL CROSSING
CARRINGTON LANE	ROLLING RIDGE ESTATES
CAVE RIVER DRIVE	MAXWELL CREEK N
CEDARBIRD TRAIL	AVIARY
CELEBRATION PARKWAY	MAXWELL CREEK N
CHALK HILL LANE	MAXWELL CREEK N
<b>CHEROKEE DRIVE</b>	
CHERRY HILL LANE	
CHESTERFIELD DRIVE	THE RANCH
CHESTNUT COURT	MAXWELL CREEK N
CHISHOLM TRAIL	THE RANCH
CHRISTOPHER CIRCLE	WINDY HILL FARMS
CLAY DRIVE	WINDY HILL FARMS
CLEAR VIEW LANE	ROLLING RIDGE ESTATES
E. CLUBVIEW COURT	GLEN RIDGE ESTATES
W. CLUBVIEW COURT	GLEN RIDGE ESTATES
COLD SPRINGS COURT	MAXWELL CREEK N
COLLIN COURT	WINDY HILL FARMS
COMANCHE TRAIL	THE RANCH
CONDOR DRIVE	AVIARY
CORRAL COURT	THE RANCH
COUNTRY MEADOW DRIVE	DANIEL CROSSING
COVINGTON COURT	HUNTER'S' LANDING
COWBOY COURT	THE RANCH
<b>CREEKSIDE DRIVE</b>	<b>MAXWELL CREEK N</b>
CREPE MYRTLE LANE	MAXWELL CREEK N
CRESENT COVE LANE	MAXWELL CREEK N
CRESTWICK DRIVE	ROLLING RIDGE ESTATES
CROSSWIND DRIVE	ROLLING RIDGE ESTATES
<b>D</b>	
<b>DAKOTA DRIVE</b>	<b>HUNTER'S' LANDING</b>
DANBURY DRIVE	HUNTER'S' LANDING
<b>DALEPORT DRIVE</b>	<b>HUNTER'S' LANDING</b>
<b>DANIEL DRIVE</b>	<b>WILLOW WOOD RANCH</b>
DANMIRE DRIVE	GLEN RIDGE ESTATES
DARTMOUTH CIRCLE	ROLLING RIDGE ESTATES
DEERFIELD DRIVE	TIMBERS

Missing on 2 lots(Still building houses on this street)

No sidewalk

West side along linear park.

Missing on 3 lots(still building houses on this street)

Missing on 2 lots(Still building houses on this street)

No sidewalk

DESERT WILLOW LANE	MAXWELL CREEK N
DESPERADO DRIVE	THE RANCH
DEVENSHIRE DRIVE	STRATFORD CROSSING
DOGWOOD DRIVE	HUNTER'S' LANDING
DOVE COVE COURT	AVIARY
DOVE TAIL COURT	MURPHY FARMS
DOVER LANE	STRATFORD CROSSING
DRIFTWOOD DRIVE	HUNTER'S' LANDING
DUBLIN ROAD	FAIRWAY ESTATES
DUCK BAY DRIVE	AVIARY
DUNCAN DRIVE	AVIARY
<b>E</b>	
EAGLE WAY	AVIARY
EASTWICK CIRCLE	ROLLING RIDGE ESTATES
ECHO RIDGE LANE	ROLLING RIDGE ESTATES
EDGEMERE COURT	GLEN RIDGE ESTATES
ELIZABETH TRAIL	WINDY HILL FARMS
ELMCREST DRIVE	TIMBERS
ELMHURST DRIVE	GLEN RIDGE ESTATES
ENGLEWOOD DRIVE	HUNTER'S' LANDING
<b>F</b>	
FALCON TRAIL	AVIARY
FALL WHEAT DRIVE	MAXWELL CREEK N
FM 544 - EAST	
FM 544 - WEST	
FEATHERWOOD DRIVE	ROLLING RIDGE ESTATES
FINCH COURT	AVIARY
FLAMINGO COURT	AVIARY
FOREST LANE	TIMBERS
FOUNTAIN DRIVE (Private Street)	GLEN RIDGE ESTATES
FOXCREEK DRIVE	THE RANCH
FOX RUN COURT	HUNTER'S' LANDING
<b>G</b>	
GARDEN LAUREL DRIVE	ROLLING RIDGE ESTATES
GENE AUTRY LANE	THE RANCH
GLENBROOK DRIVE	HUNTER'S' LANDING
GLEN RIDGE DRIVE	GLEN RIDGE ESTATES
GLENWOOD DRIVE	TIMBERS
GRANT DRIVE	MOONLIGHT ESTATES
GRANTHAM LANE	ROLLING RIDGE ESTATES
GREEN ACRES DRIVE	MURPHY FARMS
GREENFIELD DRIVE	HUNTER'S' LANDING
GREENHILL DRIVE	HUNTER'S' LANDING

Missing on 1 lot( still building houses on this street)

North side missing from O'Rilly's to Racetrack. South side missing from Hawthrne to city limit.

North side missing from sonic to Kwick Kar, from Store More to Goodyear, from plano Garage to city

Missing both sides from avalanche to Betsy In

Missing on 6 lots( still building Houses on this street)

Missing on 2 lots( still building Houses on this street)

GREYSTONE COURT	MAXWELL CREEK N	Missing on 6 lots( still building Houses on this street)
<b>H</b>		
HACKBERRY DRIVE	TIMBERS	
HAMPSTEAD DRIVE (Private Street)	GLEN RIDGE ESTATES	
HARVEST HILL DRIVE	ROLLING RIDGE ESTATES	Missing on 13 lots( still building Houses on this street)
HAVENWOOD DRIVE	GLEN RIDGE ESTATES	
HAWTHORNE DRIVE	TIMBERS	
HEATHERBROOK DRIVE	TIMBERS	
HERITAGE PARKWAY	WINDY HILL FARMS	
HICKORY DRIVE	TIMBERS	
HICKORY TOP DRIVE	GABLES	
HIDEAWAY COURT	THE RANCH	
HIGH PLAINS DRIVE	MAXWELL CREEK N	
HIGH POINT DRIVE	ROLLING RIDGE ESTATES	Missing on 1 lot
HILLCREST DRIVE	DANIEL CROSSING	
HILLGLEN DRIVE	GLEN RIDGE ESTATES	
HILLTOP DRIVE	MAXWELL CREEK N	
HOLLY COURT	WINDY HILL FARMS	
HOPE CIRCLE	WINDY HILL FARMS	
HORIZON COURT	TRAVIS ESTATES	No sidewalk
HORIZON DRIVE	TRAVIS ESTATES	No sidewalk
HUMMINGBIRD COURT	AVIARY	
HUNTERS GLEN	MAXWELL CREEK N	Missing on 5 lots( still building Houses on this street)
HUNTINGTON DRIVE	HUNTER'S LANDING	
<b>I</b>		
IDAHO COURT	THE RANCH	
IDAHO LANE	THE RANCH	
IOWA ROAD	THE RANCH	
<b>J</b>		
JASMINE DRIVE	TIMBERS	
JASON CIRCLE	WINDY HILL FARMS	
JOHN CLOSE	WINDY HILL FARMS	
JUSTIN ROAD	WINDY HILL FARMS	
<b>K</b>		
KALI COURT	WINDY HILL FARMS	
KANSAS TRAIL	THE RANCH	
KAREN PASS	WINDY HILL FARMS	
KEATHLY CIRCLE	ROLLING RIDGE ESTATES	
KENTWOOD DRIVE	TIMBERS	
KINGSFIELD DRIVE	ROLLING RIDGE ESTATES	
KINNEY DRIVE	TRAVIS ESTATES	No sidewalk
KRISTEN COURT	WINDY HILL FARMS	
<b>L</b>		

LAKEDALE DRIVE	GLEN RIDGE ESTATES
LAKEFIELD DRIVE	GLEN RIDGE ESTATES
LAKEHURST DRIVE	GLEN RIDGE ESTATES
LAKESIDE CIRCLE	ROLLING RIDGE ESTATES
LAREDO DRIVE	THE RANCH
LAUREL HILL LANE	ROLLING RIDGE ESTATES
LAUREN LANE	STRATFORD CROSSING
LEEWARD DRIVE	MAXWELL CREEK N
LINHURST DRIVE	GLEN RIDGE ESTATES
LOCHWOOD DRIVE	GLEN RIDGE ESTATES
LONE OAK DRIVE	MAXWELL CREEK N
LONE RIDGE WAY	GABLES
LONE STAR LANE	THE RANCH
LONESOME DOVE TRAIL	THE RANCH
LOOKOUT LANE	GABLES
LOVE BIRD LANE	MURPHY FARMS
<b>M</b>	
MAIZE ROAD	MAXWELL CREEK N
MALLARD TRAIL	AVIARY
MANDEVILLE DRIVE	ROLLING RIDGE ESTATES
MAPLE RIDGE WAY	GABLES
MAPLE SUGAR DRIVE	TIMBERS
MASON LANE	MOONLIGHT ESTATES
MATTHEW WAY	WINDY HILL FARMS
S. MAXWELL CREEK ROAD	ERICKSTAD'S FARM
N. MAXWELL CREEK ROAD	WILLOW WOOD RANCH
MAXWELL LANE (Private Street)	
MAYFIELD DRIVE	ROLLING RIDGE ESTATES
MCCREARY ROAD	MAXWELL CREEK N
MCMILLEN ROAD	
MCWHIRTER ROAD	THE RANCH
MEADOW CREEK DRIVE	TIMBERS
MEADOWLARK DRIVE	AVIARY
MEMORIAL HILL WAY	GABLES
MERIDETH DRIVE	WINDY HILL FARMS
MESQUITE COURT	TIMBERS
MICHAEL DRIVE	WINDY HILL FARMS
MIDPARK LANE	ROLLING RIDGE ESTATES
MIDSTREAM DRIVE	GLEN RIDGE ESTATES
MIMOSA DRIVE	TIMBERS
MISTY GLEN LANE	DANIEL CROSSING
MOCKINGBIRD DRIVE	AVIARY
MOCKINGBIRD HILL COURT	MURPHY FARMS

Missing on 3 lots

No sidewalk

No sidewalk

No sidewalk

Missing from 7/11 to railroad crossing

North side missing from Chesterfield to McCreary, South side missing from Ashdon to the bridge.

No sidewalk

MONTANA TRAIL	THE RANCH	
MOONLIGHT DRIVE	MOONLIGHT ESTATES	No sidewalk on north side, no sidewalk on south side from Murphy rd to 410 Moolight
MORNINGSIDE TRAIL	MAXWELL CREEK N	
MORNING VIEW DRIVE	HUNTER'S' LANDING	
MORNING VIEW WAY	DANIEL CROSSING	
N MURPHY ROAD		
S MURPHY ROAD		
MUSTANG RIDGE DRIVE	HUNTER'S' LANDING	
N		
NEVEDA TRAIL	THE RANCH	
NEWBURY LANE	GLEN RIDGE ESTATES	
NEWCASTLE LANE	ROLLING RIDGE ESTATES	
NEWPORT COURT	GLEN RIDGE ESTATES	
NIGHTHAWK DRIVE	AVIARY	
NOBLE COURT	STRATFORD CROSSING	
NORTH HILL LANE	THE RANCH	Missing along side North hill park
NORTHSTAR COURT	SKYLINE ACRES	No sidewalk
NORTHSTAR DRIVE	SKYLINE ACRES	No sidewalk
O		
OAK GLEN DRIVE	TIMBERS	
OAK HILL LANE	GABLES	
OAKBLUFF DRIVE	TIMBERS	
OAKDALE LANE	TIMBERS	
OAKHURST DRIVE	AVIARY	
OAKLEY DRIVE	THE RANCH	Missing on 2 lots
OREGON TRAIL	THE RANCH	
ORIOLE DRIVE	ROLLING RIDGE ESTATES	
OVERLAND DRIVE	ROLLING RIDGE ESTATES	Missing on 2 lots( still building Houses on this street)
OWL CREEK DRIVE	AVIARY	
P		
PAIGE COURT	WINDY HILL FARMS	
PAINT CREEK ROAD	MAXWELL CREEK N	Missing on 1 lot( still building Houses on this street)
PARKSHIRE DRIVE	GLEN RIDGE ESTATES	
PARKSIDE COURT	MAXWELL CREEK N	
PARKVIEW LANE	ROLLING RIDGE ESTATES	
PEACHTREE DRIVE	TIMBERS	
PEACOCK DRIVE	AVIARY	
PECOS PATH DRIVE	THE RANCH	
PHEASANT RUN DRIVE	AVIARY	
PINE TOP DRIVE	TIMBERS	
PIONEER PATH DRIVE	THE RANCH	
PLEASANT RUN	MURPHY FARMS	
POINDEXTER LANE	WILLOW WOOD RANCH	No sidewalk

PONDEROSA TRAIL	THE RANCH	
POST CREST DRIVE	TIMBERS	
POST OAK TRAIL	MAXWELL CREEK N	
PRAIRIE CREEK TRAIL	HUNTER'S' LANDING	
PRAIRIE HILL LANE	GLEN RIDGE ESTATES	
PRAIRIE VIEW DRIVE	DANIEL CROSSING	
<b>PRESCOTT DRIVE</b>	ROLLING RIDGE ESTATES	Missing on 1 lot( still building Houses on this street)
PRIMROSE LANE	DANIEL CROSSING	
<b>Q</b>		
QUAIL CREEK DRIVE	HUNTER'S' LANDING	
QUAIL HOLLOW COURT	MURPHY FARMS	
QUAIL RUN DRIVE	EAGLE GLEN	
<b>R</b>		
RAINFOREST COURT	TIMBERS	
RAINHURST LANE (Private Street)	GLEN RIDGE ESTATES	
RAINTREE DRIVE	TIMBERS	
RANGER ROAD	THE RANCH	
RAVEN DRIVE	AVIARY	
RED OAK DRIVE	TIMBERS	
REMINGTON DRIVE	ROLLING RIDGE ESTATES	
RENNER ROAD	TIMBERS	
RIDGESTONE DRIVE	TIMBERS	
<b>RIDGEVIEW COURT</b>	SKYLINE ACRES	No sidewalk
<b>RIDGEVIEW DRIVE</b>	TRAVIS ESTATES	No sidewalk
ROBIN WAY	AVIARY	
ROCKYGLEN CIRCLE	TIMBERS	
RODEO DRIVE	THE RANCH	
ROLLING OAK DRIVE	TIMBERS	
<b>ROLLING RIDGE DRIVE</b>	ROLLING RIDGE ESTATES	No sidewalk on north side from Murphy rd to Parkview Dr, and from west end of the park to Twin Knoll
ROSEBUD DRIVE	HUNTER'S' LANDING	
ROSEPARK LANE	THE RANCH	
ROSEWOOD DRIVE	MAXWELL CREEK N	
ROTHSCHILD LANE	THE RANCH	
ROY ROGERS LANE	THE RANCH	
ROYAL OAK DRIVE	MAXWELL CREEK N	
RYAN COURT	WINDY HILL FARMS	
<b>S</b>		
SADDLEBROOK DRIVE	ROLLING RIDGE ESTATES	
<b>SAGEBRUSH TRAIL</b>	THE RANCH	Missing on 1 lot( still building Houses on this street)
<b>ST MARK DRIVE</b>	HUNTER'S' LANDING	Missing on 5 lots( still building Houses on this street)
<b>ST PETER DRIVE</b>	HUNTER'S' LANDING	Missing on 2 lots( still building Houses on this street)
SALSBUARY CIRCLE	ROLLING RIDGE ESTATES	
SARAH WAY	WINDY HILL FARMS	

SELETA DRIVE	WINDY HILL FARMS
SEMINOLE TRAIL	THE RANCH
SHADOW ROCK DRIVE	ROLLING RIDGE ESTATES
SHADY OAKS DRIVE	HUNTER'S' LANDING
SHADY TIMBERS LANE	TIMBERS
SHADYBROOK DRIVE	HUNTER'S' LANDING
SHANAHDOAH LANE	DANIEL CROSSING
SHEILA AVENUE	WINDY HILL FARMS
SHELBY TRACE	WINDY HILL FARMS
SHERWOOD DRIVE	STRATFORD CROSSING
SHIREHURST DRIVE	GLEN RIDGE ESTATES
SILVER RIDGE DRIVE	GABLES
SILVER SPRINGS LANE	ROLLING RIDGE ESTATES
SKYLINE DRIVE	TRAVIS ESTATES
SLEEPY HOLLOW COURT	MURPHY FARMS
SMOKE TREE DRIVE	MAXWELL CREEK N
SORA DRIVE	AVIARY
SOREN DRIVE	WINDY HILL FARMS
SPARROW DRIVE	EAGLE GLEN
SPRING RIDGE DRIVE	DANIEL CROSSING
SPRINGWELL DRIVE	GLEN RIDGE ESTATES
SPRINGDALE DRIVE	HUNTER'S' LANDING
STANFORD DRIVE	DANIEL CROSSING
STARLITE DRIVE	SKYLINE ACRES
STONEHURST DRIVE	GLEN RIDGE ESTATES
SUGAR VALLEY ROAD	MAXWELL CREEK N
SUMAC COURT	TIMBERS
SUMMER PLACE	TRAVIS ESTATES
SUMMERFIELD DRIVE	DANIEL CROSSING
SUNDOWN WAY	MAXWELL CREEK N
SUNNY CREST DRIVE	TIMBERS
SUNRISE COURT	TRAVIS ESTATES
SUNSET DRIVE	TRAVIS ESTATES
SWAN COURT	AVIARY
SWEETGUM DRIVE	TIMBERS
SYCAMORE DRIVE	TIMBERS
<b>T</b>	
TABLEROCK DRIVE	MAXWELL CREEK N
TALL TREE DRIVE	TIMBERS
TAYLOR TRAIL	WINDY HILL FARMS
TEAGARDEN COURT	MAXWELL CREEK N
TEALWOOD DRIVE	GLEN RIDGE ESTATES
TERESA STREET	WINDY HILL FARMS

No sidewalk

Missing on 1 lot( still building Houses on this street)

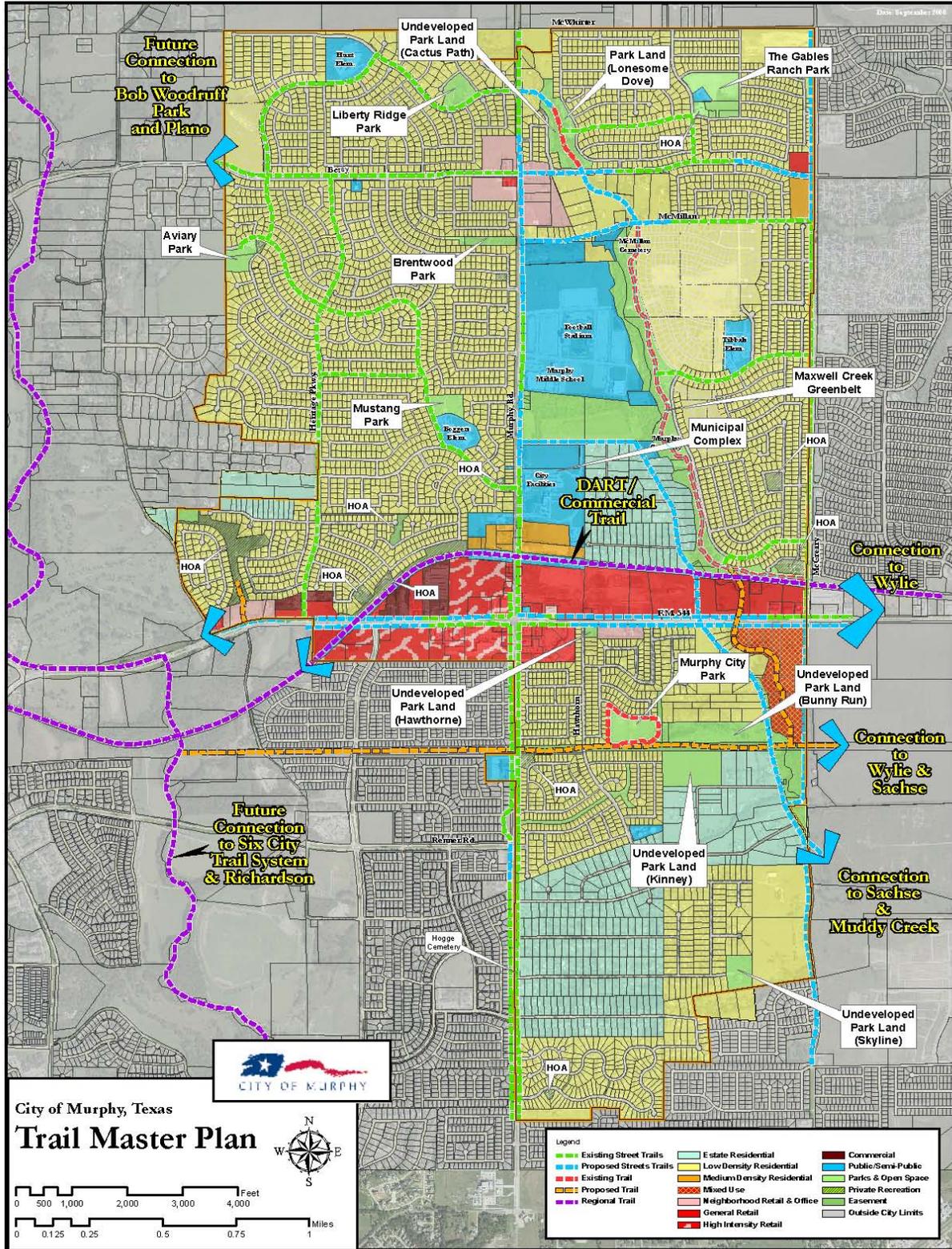
No sidewalk

No sidewalk

No sidewalk

No sidewalk

TERRACE MILL DRIVE	ROLLING RIDGE ESTATES	
TEXAS TRAIL	THE RANCH	
THOMAS DRIVE	WINDY HILL FARMS	
THORNWOOD DRIVE	ROLLING RIDGE ESTATES	Missing on 3 lots( still building Houses on this street)
TIMBER RIDGE DRIVE	TIMBERS	
TIMBERBLUFF LANE	TIMBERS	
TOM CLEVINGER	WILLOW WOOD RANCH	No sidewalk
TRIGGER TRAIL	THE RANCH	
TWIN KNOLL DRIVE	ROLLING RIDGE ESTATES	
TWIN VALLEY DRIVE	MAXWELL CREEK N	Missing on 1 lot
U		
UTAH ROAD	THE RANCH	
V		
VISTA VIEW DRIVE	MAXWELL CREEK N	
W		
WAGON WHEEL DRIVE	THE RANCH	
WALNUT DRIVE	TIMBERS	
WATERS EDGE WAY	MAXWELL CREEK N	Missing on 11 lots( still building Houses on this street)
WATERSIDE DRIVE	GLEN RIDGE ESTATES	
WEEPING WILLOW DRIVE	TIMBERS	
WELLINGTON LANE	STRATFORD CROSSING	
WENTWOOD DRIVE	DANIEL CROSSING	
WENTWORTH LANE	ROLLING RIDGE ESTATES	
WESTMINSTER AVENUE	ROLLING RIDGE ESTATES	
WESTRIDGE DRIVE	HUNTER'S LANDING	
WESTWOOD DRIVE	TIMBERS	
WHISPERFIELD DRIVE	ROLLING RIDGE ESTATES	
WHITESTONE DRIVE	ROLLING RIDGE ESTATES	Missing on 1 lot( still building Houses on this street)
WHITEWING LANE	MAXWELL CREEK N	
WILDWOOD DRIVE	MAXWELL CREEK N	
WILLOW BEND DRIVE	TIMBERS	
WILLOW POINT DRIVE	ROLLING RIDGE ESTATES	
WILLOW WOOD STREET	WILLOW WOOD RANCH	No sidewalk
WINDHAVEN DRIVE	ROLLING RIDGE ESTATES	Missing on 1 lot( still building Houses on this street)
WINDSOR DRIVE	DANIEL CROSSING	
WINDWARD DRIVE	MAXWELL CREEK N	Missing on 23 lots( still building Houses on this street)
WINDY KNOLL DRIVE	MAXWELL CREEK N	Missing on 40 lots( still building Houses on this street)
WOODCREST CIRCLE	TIMBERS	
WOODGLEN DRIVE	GLEN RIDGE ESTATES	
WOODLAKE DRIVE	TIMBERS	
WYOMING DRIVE	THE RANCH	
Z		
ZACHARY WALK		



**Purpose**

The purpose of this Policy is to formalize and document inspection and operational procedures to maximize the effectiveness of City sidewalks and maximize public safety while maintaining fiscal responsibility.

The City recognizes that it is not possible to maintain all sidewalks in perfect condition. The City also recognizes that certain user groups, primarily seniors and disabled individuals, are more sensitive to sidewalk problems than other users. An effective public education and feedback program is also important.

**Goal**

The goal of this policy is to confirm and formalize Public Works inspections, inventory, and maintenance procedures with respect to curb and sidewalk infrastructure management and balance fiscal responsibility with maximum public safety on municipal curbs and sidewalks.

**Introduction**

The City recognizes that it is not possible to maintain all sidewalks in perfect condition. The City also recognizes that certain user groups, primarily seniors and disabled individuals, are more sensitive to sidewalk problems than other users. An effective public education and feedback program is also important.

This policy attempts to provide the scope for a system of inspections and inventory management to effectively assess priorities and plan maintenance.

**Sidewalk Classification**

The City of Murphy sidewalks have been classified into two categories as follows:

1) High Traffic Areas (HTA)

High Traffic Areas are designated on Exhibit A and will include the business area, major roadways, routes to schools and other high traffic areas, particularly those catering to seniors.

2) Standard Traffic Areas (STA)

Standard Traffic Areas are all the areas not designated as High Traffic Areas as shown on Exhibit A.

## **Inspection and Inventory**

An inventory of all sidewalks will be maintained by the Public Works Department, which will include a history of inspections, construction, and maintenance information.

HTAs will be inspected at least once every 18 months.

STAs will be inspected on a rotating basis with a maximum time between inspections in a particular area of five years.

## **Public Concerns**

Citizen concerns related to sidewalks or curbs will be documented in the City of Murphy "Action Form" system and directed to the Public Works Superintendent.

Safety related concerns will be investigated within one week. All concerns will be investigated in a timely manner considering manpower and workload.

## **Priority**

Priority 1: Locations that have a condition of **Very Poor** or any location which the inspector considers to be an immediate serious safety concern.

Priority 2: Locations that have a condition of **Poor** or **Average** or where the inspector determines that the problem is not an immediate safety concern.

Priority 3: Locations that have a condition of **Fair** or **New** or where the inspector determines that the problem is not a safety concern.

The inspector will consider whether or not the sidewalk is in a HTA, the age and number of pedestrians using the sidewalk, as well as the location of the problem relating to the walkway when establishing priorities.

## **Priority Actions**

If a **Priority 1** hazard is identified during an inspection, the hazard will be marked with orange paint, and the Public Works Superintendent, or his/her designate, will be notified immediately for an assessment.

If a **Priority 2** hazard is identified during an inspection, the hazard will be marked with orange paint, and the Public Works Superintendent, or his/her designate, will receive a report of the hazard once scheduled inspections are complete.

If a **Priority 3** or lower hazard is identified during an inspection, a report of the hazard will be submitted to the Public Works Superintendent, or his/her designate, once scheduled inspections are complete.

**All priority problems will be assessed by the Public Works Superintendent, or his/her designate and priorities adjusted as required.**

## Repairs

**Priority 1** problems, as confirmed by the Public Works Superintendent, or his/her designate, will be repaired as soon as practical taking into account weather and crew or contractor availability. If there is a substantial delay, the hazard will be clearly marked so it is easily identified, or the sidewalk will be closed.

**Priority 2** problems, as confirmed by the Public Works Superintendent, or his/her designate, will be repaired as soon as practical based on crew availability, budget constraints and environmental factors. These repairs may be delayed until a crew is working in the area.

**Priority 3** problems, as confirmed by the Public Works Superintendent, or his/her designate, will be scheduled based on crew availability, budget constraints, and environmental factors. These repairs may be delayed for several years if an area is scheduled for reconstruction.

## Examples of Priorities

The following examples show typical priority rating which may be given to sidewalk or curb areas. Priority ratings may vary however, as the Inspector must consider whether or not the sidewalk is in a HTA, the age and number of pedestrians using the sidewalk, as well as the location of the problem relating to the walkway when establishing priorities.

### HTA

Overall Condition	Single Trip Edge	Spalled (Sidewalk Area)	Cracking (Panel Affected)	Priority
New	5mm or smaller	5% or less	Little or none	3
Fair	5mm or smaller	5% to 10%	60% or less	3
Average	5mm to 10mm	10% to 20%	60% to 80%	2
Poor	10mm to 20mm	20% to 50%	80% or greater	2
Very Poor	15mm or greater	50% to 100%	80% or greater	1

### STA

Overall Condition	Single Trip Edge	Spalled (Sidewalk Area)	Cracking (Panel Affected)	Priority
New	5mm or smaller	<u>little</u> or none	Little or none	3
Fair	5mm or 10mm	25% or less	50% or less	3
Average	10mm to 20mm	25% to 50%	50% to 80%	2
Poor	20mm to 25mm	50% to 75%	50% to 80%	2
Very Poor	25mm or greater	75% to 100%	80% to 100%	1

## SIDEWALK REPAIR GUIDELINES

The following will be used to evaluate sidewalk conditions and determine what repairs are to be made, if any. Exhibit B is guidelines that will be used to evaluate sidewalk conditions.

- A portion of sidewalk will be scheduled for repair if conditions, as determined by a City representative, exceed the dimensions shown on the Guidelines. The dimensions in this diagram may be modified at the discretion of the City in determining the condition of the sidewalk.
- The responsibility for the general conditions of sidewalks and curbs rests with the abutting property owners, except if the damage is determined to be caused by roots from trees in the City right-of-way, or from City-owned facilities (such as storm drains and sewers). In these cases, any required sidewalk or curb and gutter repair shall be the responsibility of the City.
- Curb, gutter, and sidewalk repairs on curb returns at corner lots shall be the responsibility of the City. New handicap ramps will be installed as required by State and Federal regulations.
- If the City determines that the sidewalk defects are the responsibility of the City, then the City will make such repairs at its own expense. Existing concrete in parkways will also be replaced as needed to coordinate with the sidewalk or curb repair.
- If the repairs are the responsibility of the property owner, the owner may either complete the repairs or hire a licensed contractor to perform the repairs. Work performed by the owner or a licensed contractor must be done in accordance with standard specifications and require a Utility Permit issued by the Public Works Department.
- The City may temporarily patch defects which are the property owner's responsibility until the permanent repairs are made.
- The Public Works Department will coordinate their repair work with the Parks Department. Staff will determine the need for root pruning and/or tree removal, and will accomplish that work. The work will be done according to the City's Tree Preservation Ordinance.

## REPAIR OPTIONS

### **Crack Filling**

Crack filling is done primarily to seal concrete cracks to prevent moisture from penetrating the base, causing widening and uneven settlement. Crack filling is appropriate for longitudinal cracks where separation is less than 12mm (½") and differential settlement has not occurred.

Cracks are first sterilized, then routed or sand blasted, and finally filled with a sealant. Crack fillings usually done on an area basis as crews and budget are available.

### **Concrete Planing**

Concrete planing is a recently perfected technology which is used to plan up to 20mm of the concrete to flatten out trip edges. Planing is done on a contract basis, paid by the meter of "Trip Edge" removed, and done on a location-by-location basis.

### **Asphalt Overlay**

Asphalt overlays are effective as temporary measure to smooth the surface of the concrete if the concrete is severely spalled or cracked. While not the best aesthetic treatment, an asphalt overlay does provide a reasonably safe waling and wearing surface. This alternative is used where the property owners are not willing to contribute to sidewalk replacement.

### **Replacement**

Sidewalk replacement is appropriate if sever damage has occurred to the sidewalk which cannot be corrected by one of the methods described above. Replacement is most cost effective when done on an area basis, but replacement at individual locations is sometimes necessary.

### **Cost Sharing**

Crack filling, mud jacking and asphalt overlay are generally provided by the City at no cost to property owner. Concrete replacement is generally charges on 1/3 property owner – 2/3 City basis for spot repairs in residential or commercial areas. All new developments that constructed public sidewalks are required to be maintained for 2 years at their cost.

Residential properties are not charged for concrete repairs on curbs or sidewalks flanking their property. (Curbs or sidewalks along the long side of a corner lot)

### **Interpretation**

The City of Murphy acknowledges that all sidewalks cannot be maintained in perfect condition due to fiscal and practical constraints. The timing and scope of sidewalk and curb rehabilitation will be planned at the discretion of the Public Works Superintendent, within the scope of the current operating budget, to balance sidewalk safety and appearance with other Public Work priorities. The aim of this policy is to maintain the City of Murphy's sidewalks and curbs in as safe a condition as practical, in balance with fiscal reality and other Public Works priorities.

**ARTICLE V. - SIDEWALKS** <sup>[44]</sup>

[Sec. 66-81. - To be kept in state of good repair; mud and obstructions prohibited.](#)

[Sec. 66-82. - Owner responsibility, unwillingness to maintain; city actions to effect repairs; costs to repair.](#)

**Sec. 66-81. - To be kept in state of good repair; mud and obstructions prohibited.**

All sidewalks, walkways, steps and driveways located on all private property shall be maintained in a state of good repair. The owner and tenant of private property adjacent to all public sidewalks, walkways and steps shall keep such sidewalks, walkways, and steps free of mud, debris, or other obstruction that would impair or prevent their use.

(Code 1993, § 96.50; Ord. No. 417, 12-1-1997)

**Sec. 66-82. - Owner responsibility, unwillingness to maintain; city actions to effect repairs; costs to repair.**

- (a) The official policy of the city shall be that owners of property situated within a zoning district of the city other than single-family residential shall be responsible for all costs associated with the repair, maintenance, replacement or reconstruction of sidewalks adjacent to or abutting such property. The city shall participate with owners of property situated within a single-family residential zoning district of the city in the repair, maintenance, replacement or reconstruction of sidewalks adjacent to and abutting such property, in accordance with the terms and conditions adopted pursuant to subsection (c) of this section.
- (b) In the event any property owner in the city is unwilling to participate voluntarily in the repair, replacement or maintenance of a sidewalk that is determined by the city council to be a hazard to the public safety and welfare, the city council may undertake the repair, replacement or maintenance of such sidewalk and may undertake involuntary assessment proceedings to effect the necessary repairs, replacement or maintenance of a sidewalk.
- (d) The property owner and the city shall each be responsible for 50 percent of the total repair and/or replacement costs, including costs of labor, material, equipment, engineering and inspection services. The procedures and forms for maintenance, repair, and replacement of sidewalks within single-family residential zoning districts of the city, as set forth on Exhibit A, which is adopted by reference as if set forth fully herein, and is available upon request in the office of the city secretary.

(Code 1993, § 96.51; Ord. No. 00-08-491, 8-21-2000)

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FOOTNOTE(S):

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<sup>(44)</sup> **State Law reference**— General authority of home-rule municipality regarding sidewalks, V.T.C.A., Transportation Code § 311.004. [\(Back\)](#)

## RECOMMENDED 10-2-2012

Parkland Acquisition	Need	Funding Source
ONCOR Easement Trail	Plano/South Murphy Road to Wylie / McCreary Rd	Lease agreement
Maxwell Creek Trails	McMillen to Betsy Lane Connection	
Maxwell Creek Trails	FM 544 to Wylie/Sachse and Plano; McCreary Rd to ONCOR Trail	
South - Trail Link	Moonlight/Sachse to Travis Farm	
NW Trail Links	Dublin to Heritage and/or FM 544 and / or widen Heritage Parkway trail at brick wall; link Windy Hills/DART to MCC	
NE Trail Links	Betsy, McMillen, McCreary	

Undeveloped or Underdeveloped Trails / Parks / Facilities	Need	Funding
Missing Sidewalks FM 544	Fill-in missing sections FM 544	2008 Trail Bonds
Maxwell Creek Under Bridge Connections	TXDOT North Murphy Road to Parker; Betsy Lane; FM 544	2008 Trail Bonds/Collin Co Grants
Add at-grade Bridge crossings for trail connections	FM 544	2008 Trail Bonds
ONCOR Trail	Plano to Wylie	Collin County Grant Request – Oct 2013
Central Park	Light Athletic fields	\$325,000
Need Joint-use Tennis Courts-PISD	Light 4 tennis courts once agreement is reached	\$100,000 – 4 courts
Brentwood Park	secondary trees, trail loop, electric	Coordinate with SRTS project 2013-2014
North Murphy Road sidewalks	Both sides	2013- 2014 SRTS & TXDOT
Timbers Nature Preserve Park	Master planned, permitting	2013-2014 project
Sidewalks – residential	Identify, if any	2008 Trail Bonds
Hawthorne / FM 544 Property	Install rest area and trail/ ADA ramp connection	2013
Central Park	Community Built Playground	2013 to 2016; set-up exploratory committee

Note that trails linking parks and adjacent cities score high on grants as well as joint-use/cooperative projects from TPWD, Collin County and other TxDOT trail grants.

Existing Parks Improvements For	Need	Funding
Signage	Continue to install new park signage for all parks and directional and rule signs	
North Hill Park	Landscaping	MCDC - FY13
North Hill Park, Phase III	Need final design; budget	2014 design
Travis Farm Park	5 acres to expand if desired	2014
Aviary Park	Landscaping of entries	2014
Waters Edge	Expanded larger playground, add fields, pavilion, BBQ	2014
Maxwell Creek Trails	Widen trails & add electric for future (2015) festival / events	2015

City Beautification	Need	Funding
East Betsy Entry Feature	Install with McCreary Road Widening	2008 Bonds
S Murphy Rd entrance to city	Need plan	2008 Bonds
FM 544 medians	Upgrade landscaping	In-house funds
NMR Median	Install Landscaping/signage	2014-2015
Tree City USA – annually dedicate \$2 of funding per citizen for maintenance of city trees and tree care	Apply for Tree City USA. Plant a consistent number of street trees throughout the city each year	
Keep Murphy Beautiful	Annually add 2 recycle/solar compactor trash cans to parks	Recycle funds grant

### **Summary of 2013 Plan of Work**

- Trail Plan Recommendations to finish 1) acquire land to make connections to ONCOR and Maxwell Creek; 2) make sidewalk / trail connections on major arterials (FM 544, McCreary, Hawthorne, Betsy) 3) new construction must comply with trail standards (page 60 – Trail Master Plan)
- Complete Murphy Central Park – Dec 2013
- Prepare plan and install MCDC funded landscaping for North Hill Park
- Install rock entrance markers at E Betsy/McCreary Road & FM 544/McCreary Rd
- Begin Timbers Preserve Park/ONCOR Trail Construction – 2013 to 2014
- SRTS Plans – 2013; Install 2014
- Prepare plans and bid missing sidewalks on FM 544 - 2013
- Prepare signage plans for NMR public facilities – 2013; Install 2014

### **Future 2014 - 2015**

- Complete and upgrade landscape and beds on FM 544 and N Murphy Road medians
- Begin revised master plan and budget for North Hill Park
- Update Park Master Plan and Trail Plan (hire needs assessment survey) Fall 2014
- Complete North Hill Park construction – 2015
- Install the master planned Brentwood Park – Loop granite trail

**BIRKHOFF, HENDRICKS & CARTER, L.L.P.**  
**PROFESSIONAL ENGINEERS**

11910 Greenville Ave., Suite 600      Dallas, Texas 75243      Fax (214) 461-8390      Phone (214) 361-7900

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JOSEPH T. GRAJEWSKI, III, P.E.  
DEREK B. CHANEY, P.E.

August 21, 2012

Ms. Kim Lenoir  
City of Murphy, Texas  
206 North Murphy Road  
Murphy, Texas 75094

Re: Trail Master Plan  
F.M. 544 Street Trail Budget - Engineering Services Agreement

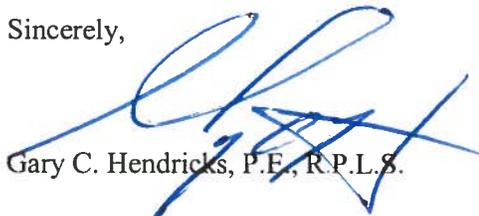
Dear Ms. Lenoir:

As you requested, we are pleased to submit two (2) signed proposals for professional engineering services for the development of a project budget for the City of Murphy Trail Master Plan along the F.M. 544 corridor, from Dublin Road to McCreary Road.

We propose to be compensated for our efforts on this project on an hourly basis. Our fees will not exceed \$8,000 without written authorization from the City. This budget assumes limited field surveys and presentation of the concept plan and project budget in a letter report format. The enclosed proposal more specifically outline the project scope and deliverables.

If the agreement meets with the City's approval, please have both sets executed for the City of Murphy and return on set to this office. We appreciate the opportunity to work with you and the City of Murphy on this important project and will proceed immediately upon your written direction.

Sincerely,



Gary C. Hendricks, P.E., R.P.L.S.

Enclosures

cc: Mr. James Fisher

# EXHIBIT “A”

## ENGINEERING SERVICES

### F.M. 544 Trail Master Plan Budget

#### **General Project Scope and Limits:**

Field observations and budget recommendations described herein are in support of the City of Murphy’s development of a project budget for the City of Murphy Trail Master Plan along the F.M. 544 Corridor, from Dublin Road to McCreary Road. No plans, specifications, bidding services nor construction administration will be performed under the terms of this agreement. The trails included in this project are as shown in the City of Murphy, 2008 Parks, Recreation & Open Space Master Plan (page 63) and are limited to the following specific trails:

1. F.M. 544 Street Trails, north and south side
2. F.M. 544 Street Trails at the bridge over Maxwell Creek

A project location map is included at the end of this Exhibit A.

#### **Project Scope:**

- 1) Perform field observations and measurements of existing and proposed trails along F.M. 544. Field observations shall be general in nature and will not be suitable for detail design of the F.M. 544 Street Trail System, but rather suitable in depth and scope as necessary to determine a project budget.
- 2) Prepare a project location map of the project area and general vicinity map(s) of the more specific limits of improvements required to complete the F.M. 544 Street Trail System.
- 3) Identify specific areas where thorough planning and/or extensive construction will be necessary to complete the trail system. Areas where this might apply include, but are not limited to:
  - a) Dart Railroad Crossing
  - b) F.M. 544 Bridge over Maxwell Creek
  - c) F.M. 544 Culverts and Headwalls
  - d) Grading issues and/or retaining walls required to meet ADA requirements
  - e) Existing Driveway modifications
  - f) Utility relocations necessary to facilitate the proposed Street Trail including: utility poles, fire hydrants, gas mains, NTMWD water supply line, valves, manholes, ect.
  - g) Right-of-way constraints and/or areas where additional rights of way might be necessary
  - h) Screening walls

- 4) Prepare a project budget for the F.M. 544 Street Trail System using the parameters outlined in the City of Murphy 2008 Park, Recreation & Open Space Master Plan including:
  - a) Engineer's Opinion of Probable Construction Cost
  - b) Estimation of Professional Fees, including engineering, surveying, preparation of land acquisition documents, etc.
  - c) Estimation of Inspection and Quality Control Fees
  - d) Estimation of Land Rights Acquisition (based on Collin Central Appraisal District Records)
  - e) Contingencies
- 5) Prepare and submit a written report summarizing the findings, conclusions and recommendations for this project. The report will include photos of problematic or specialized design areas along with the recommended approach as well as an itemized opinion of cost.

**Part III: Exclusions**

The intent of this scope of services is to include only the services specifically listed herein and none others. Services specifically excluded from this scope of services include, but are not necessarily limited to the following:

- A. Final Engineering Construction Plans and Specifications.
- B. Environmental impact statements or assessments.
- C. Topographic or land surveying services
- D. Fees for permits or advertising.
- E. Environmental cleanup.
- F. Landscape architecture.
- G. Quality control and testing services.
- H. Services in connection with condemnation hearings.
- I. Consulting services by others not included in proposal.
- J. Revisions and/or change orders as a result of revisions after completion of original report (unless to correct error in report).
- K. Traffic engineering report or study.
- L. Title searches, boundary surveys, property surveys or property research

