

2025 - A Year in Review ST. MARYS

Lakeview Lift Station to be Retired

In May 2021 the City Commission reviewed a preliminary estimate for transitioning the Lakeview Lift Station into a gravity-flow sewer line. The sewer line would run from the lift station site at 111 ½ Tomahawk Drive south under Mt. Calvary Road and tie-in with the sewer line that was installed for the Immaculata.

In November 2025 the city accepted the low bid of \$392,000 to install the gravity-flow sewer line. Although the project has been awarded, the construction will not start until the spring 2026. It will be financed via a General Obligation Bond with the term and interest rate yet to be determined. ([Ord. No. 1353](#))



Storm Sirens Replaced

In September 2024 Fire Chief Dan Marstall was authorized to replace the city's six storm sirens with three storm sirens that have greater range. The 2024 budget allowed for one storm siren to be purchased, which cost \$32,488.

In January 2025 a \$64,831 quote, from Federal Signal Corp, was accepted for the other two storm sirens. All three of the new storm sirens are installed and operational. The sirens were funded via the city's Countywide Sales Tax Fund.



Storm Siren

Residential Speed Limit Lowered


In February 2023 the City Commission discussed adjusting the speed limits in the residential areas of the city. Statute ([K.S.A. 8-1560](#)) allows the city to determine its residential speed limits “on the basis of an engineering and traffic investigation...”

In January 2025 Chief Cid presented a quote from Olsson & Associates (\$6,500) to study the city’s residential speed limits. The City Commission accepted the quote and the results were ready by June.




Tom Flerlage posting 20-mph sign at city entrance

At its July 15, 2025 meeting, the City Commission reviewed the results of the traffic investigation. After discussion, Kleinsmith moved (and Childs seconded) to accept the recommendation in the [Residential Streets Speed Study](#) (Olsson) of lowering the speed limits of the local unposted roadways from 30-mph to 20-mph and leaving Second Street as posted (30-mph). VOTE: AYE – Riccomini, Kleinsmith, and Childs. NAY – Awerkamp. Motion carried. The following month [Ordinance No. 1356](#) was approved, which codified the abovementioned speed limits and required that signage (with the maximum speed) be posted within the city, to include signage at all the main entrances to the city. The city has no authority over the speed limits on US-24 and K-63.



MEMO

To:	City of St. Marys, Kansas Derek Cid, Chief of Police
From:	Jeremiah Connealy, PE Shannon Jeffries, PE, PTOE
RE:	Residential Streets Speed Study
Date:	June 25, 2025
Olsson Project #:	024-05912



1. Introduction and Objective

This memorandum summarizes a review of residential speed limits and existing roadway characteristics within the City of St. Marys, Kansas, as requested by city staff. The purpose of the project was to review existing vehicular speeds along residential roadways, determine if the posted speed limit is appropriate based on a review of existing conditions, and provide recommendations for city-wide local road speed limits.

2. Data Collection

City of St. Marys staff provided a list of five residential streets for speed data collection. Additionally, Bertrand Avenue/US-24 (referred to as Bertrand Avenue for the purposes of this report) was included to review characteristics through the commercial district. Figure 1 displaying the location of the study streets is attached to this memorandum.

- 1) 2nd Street – Apache Street to Bertrand Avenue
- 2) 8th Street – Clay Street to Bertrand Avenue
- 3) Palmer Street – 7th Street to Grand Avenue
- 4) Elm Street – 2nd Street to 8th Street
- 5) Apache Street – 6th Street to Pawnee Drive

2.1 Network Characteristics

Functional classification for roadways was acquired referencing the Kansas Department of Transportation (KDOT) Pottawatomie County Functional Classification Map. Current network characteristics were determined using Google Earth imagery and are summarized in Table 1.

ORDINANCE NO. 1356

AN ORDINANCE REGULATING TRAFFIC WITHIN THE CORPORATE LIMITS OF THE CITY OF ST. MARYS, KANSAS, BY ESTABLISHING TWENTY (20) MILES PER HOUR (MPH) AS THE MAXIMUM SPEED LIMIT ON CITY STREETS AND AUTHORIZING THE ERECTION OF SIGNS ESTABLISHING SAID SPEED LIMIT, UNLESS SOME OTHER SPEED LIMIT IS POSTED.

BE IT ORDAINED BY THE GOVERNING BODY OF THE CITY OF ST. MARYS, KANSAS:

Section 1. Pursuant to K.S.A. 8-1559, the City conducted an engineering and traffic investigation that determined existing speed limits in the City were greater than what is reasonable or safe under the conditions found to exist on said streets.

Section 2. The maximum speed on all streets within the city limits of St. Marys, Kansas is hereby established at 20 miles per hour, and no person shall operate a motor vehicle in excess of such maximum speed, unless some other speed limit is posted on the street. Signs with the maximum speed shall be erected within the City in accordance with this ordinance, including signs at all of the main entrances to the City.

Section 3. All ordinances or any provision of an ordinance in conflict herewith are hereby repealed.

Section 4. This ordinance shall take effect and be in force from and after its publication in the official city newspaper.

PASSED AND ADOPTED THIS 19th DAY OF AUGUST 2025, BY THE GOVERNING BODY OF THE CITY OF ST. MARYS, KANSAS.

CITY OF ST. MARYS, KANSAS

ATTEST:

Palmer Road Bridge

In May 2024 Pottawatomie County approached the City Commission about replacing the bridge on Palmer Road (over [Willard Creek](#)). Since the bridge is on the city/county boundary (see image at bottom of the page) it was presented as a 50/50 shared-expense. The cost estimate for the bridge, which did not include various items such as utility relocation, was \$421,100.

In September 2024 the State of Kansas awarded Pottawatomie County a [\\$550,000 grant](#) to replace the bridge. The grant had a 15% local match requirement.

The city's portion of the grant match, bridge design, and geotechnical work totaled approximately \$75,000. The cost of the easements and relocation of the electrical lines amounted to an additional \$65,200.

Par Electrical Contractors moved the electrical lines during the electrical outage that started at 10:00 p.m. on Sunday, December 21, 2025.

Although the bridge replacement is a shared expense, the Pottawatomie County Road and Bridge Department is overseeing the project. The bridge will likely be replaced during 2026, and it will be the city's responsibility to maintain thereafter.



Moving electrical lines on December 21, 2025



A look under the Palmer Road Bridge - 2024



Looking west at the Palmer Road Bridge



Electrical Substation Improvement

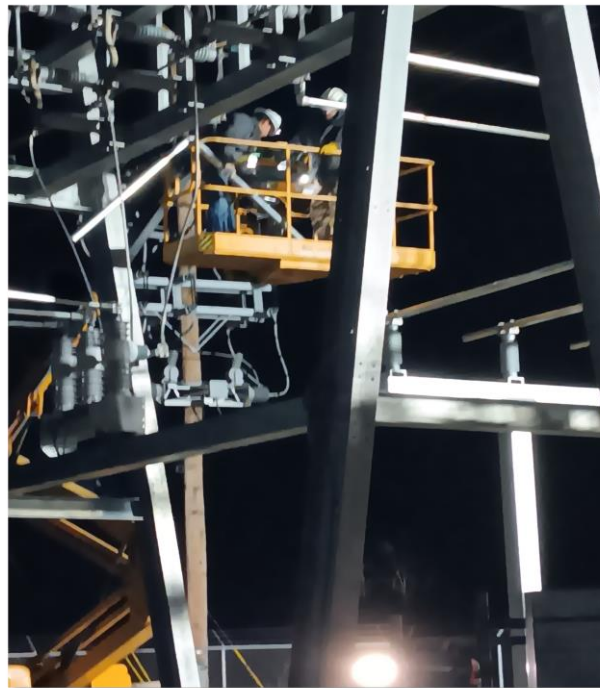


City of St. Marys Electrical Substation - 2025

In 2018, Westar Energy (now Evergy) built a new substation north of town. As a result, ownership of its old substation, at the end of West Mission Street, was transferred to the city. Two years later, the city had an [Electrical System Assessment](#) conducted on its distribution system. The consulting engineer stated that the Evergy transformer could be tied into the city's substation. "This transformer would remain de-energized most of the time and would only be used for emergency or maintenance activities. This would greatly decrease the amount of time the city would be down in the event of a major failure in the transformer or voltage regulators." The Westar transformer was tied into the city's substation on December 21, 2025 at a total project cost of \$270,000.

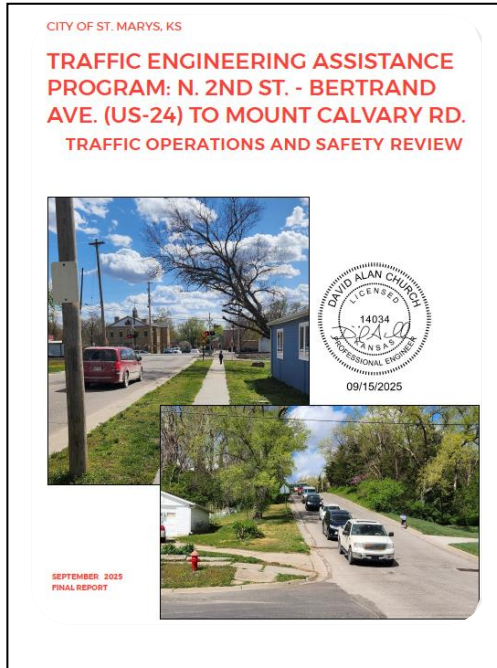


Westar (Evergy) Transformer



Work during the 12-21-25 outage

2025 TEAP



The Kansas Department of Transportation (KDOT) provides technical and engineering support for traffic safety and operations to local cities and counties to help them address issues like speeding, pedestrian safety, and intersection problems.

Local jurisdictions apply for funds by describing their potential problems. If the application is selected, a consultant reviews the location, analyzes the data, and develops feasible recommendations for the local jurisdiction to implement.

The North Second Street TEAP was approved by the KDOT in January of 2025.

In 2025 the Traffic Engineering Assistance Program ([TEAP](#)) study reviewed the travel conditions of North Second Street from Mt Calvary Road to Bertrand Avenue. North Second Street is a busy roadway as it provides access to the largest Society of St. Pius X (SSPX) Roman Catholic Church in the world. During the field review, it was determined that the internal circulation of the church's parking lot prevents traffic congestion on North Second Street between Masses.

The following improvements were recommended for implementation as the city has funding and support for the projects:

Low-cost Improvements:

- MUTCD Compliant Signage Plan
- High-Visibility Crosswalk Marking Plan
- Edge Line Pavement Markings
- Raised Crosswalk at Elm Street & N 2nd Street.

Medium-cost Improvements:

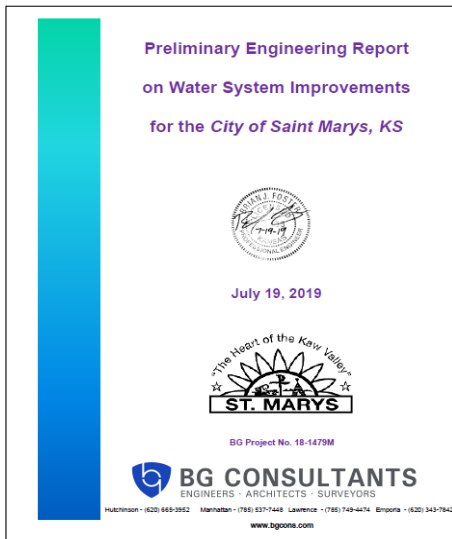
- Install Neighborhood Traffic Circle at Mission Street & N 2nd Street.

High-cost Improvements:

- Sidewalk/Shared-Use Path on the east side of N 2nd Street.
- Install Curb and Gutter from Mt. Calvary Road to Alma Street

Chief Cid is working with the KDOT to enhance (and fund) the existing marked and posted crosswalk at US-24/1st Street with flashing beacon lights.

Water Project 1A – Completed in 2025



In 2019 BG Consultants evaluated the city's water distribution alternatives to improve system performance. The evaluation was also intended to be a comprehensive tool that the city could use for future planning and development by assisting the City Commission with creating a program of capital improvements and upgrades.

The [report](#) divided the city's water infrastructure improvements into four suggested priorities or projects (1-4). In 2023 the report was updated to include Project 1A.

Water project 1A included approximately 2,000 feet of waterline along the following streets:

- Walnut – from 8th to 9th
- 9th Street from Walnut to Willow
- Willow Street – from 8th to approximately 300' west of 9th Street
- The alley between Maple and Durink from 6th (Hwy-63) to 5th Street

Final costs are estimated at \$330,000 – \$55,000 for engineering and \$275,000 for construction. (This project that caused the extended detour of K-63 and a boil water advisory during the summer of 2025.)



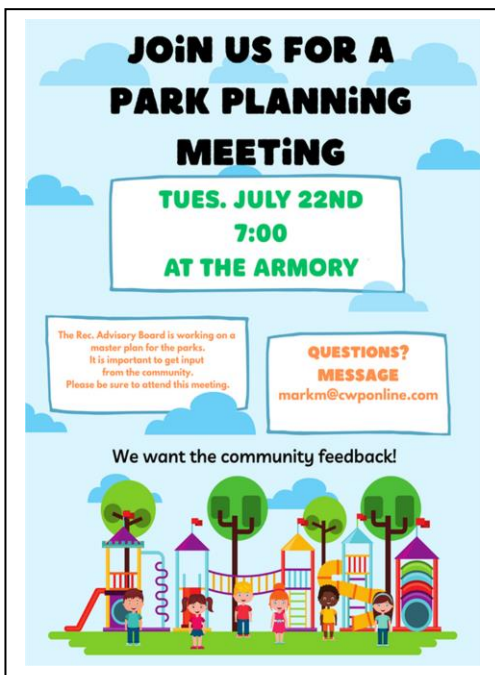
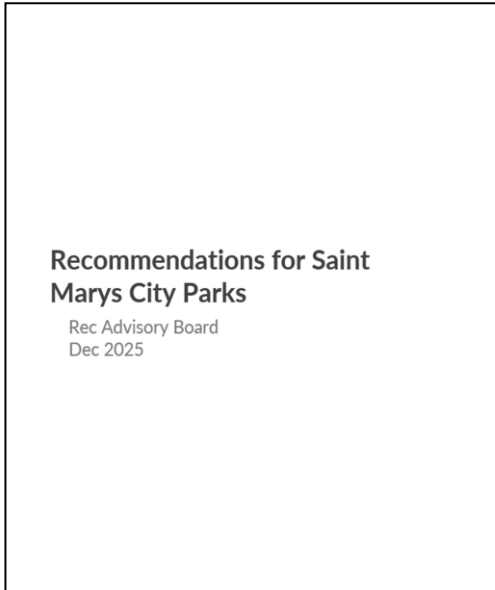
Water Project 1A under K-63



Street Department employees fixing the damage to K-63 caused by the installation of the waterline (Project 1A).

Park Improvements

The St. Marys Recreation Advisory Board and the Kaw Valley Chamber of Commerce held a joint-meeting on July 22, 2025 to discuss ideas for park improvements. [Click here](#) to see the St. Marys Recreation Advisory board proposal. (Images below courtesy of the Kaw valley Chamber of Commerce.)



Street Department

In 2024 and 2025 the Street Department planted over \$15,000 in trees, with half of the funds coming from donations. The trees were planted primarily in Riverside Park.



Bob Schindler (left), Doug Ronnau (center), and James Homan (operating Caterpillar) planting trees at Riverside Park (2024). In 2025 the Street Department used 265.15 tons of asphalt for street maintenance – “patch work.”



Street Dept. employees installed a 6' wide asphalt trail using an implement they built in their shop that can also do 8' wide trails.



Diamond #5 batting cage was destroyed in a windstorm. Street Dept. employees built a new cage using old streetlight poles.



They mow the College Creek Levee.



They maintain the picnic tables

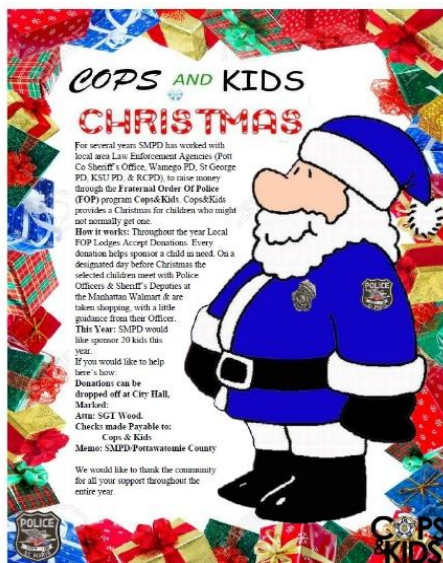
Police Department



The St. Marys Police Department has a reserve fund that is used to pay for large expenses, such as the 2025 Ford Explorer in the picture to the left. The Explorer cost \$45,616, plus additional expenses for new equipment or for the transferring over equipment from the older vehicle to the new one for an approximate total of \$56,000.

To learn more about the SMPD and its activities visit www.smks.info/police and check out their [Facebook](#) page. [2025 Annual Report](#)

In addition to their regular duties, the St. Marys Police Department employees are involved with a wide range of community activities.



Fire Department

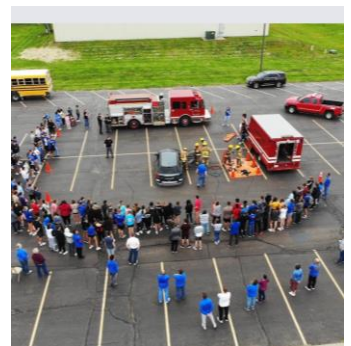


In March 2025 Chief Marstall was authorized to purchase a Self-Contained Breathing Apparatus bottle fill station for \$38,183, and to solicit quotes for a chassis for a grass truck. The low bid of \$58,550 for the chassis was from Olathe Ford, and arrangements were made with Emergency Fire Equipment (Eureka, KS) to install the bed and related appurtenances for \$84,862. The grass truck cost \$143,412.



In July, a 2004 Ford F350 Rescue Truck was purchased via Purple Wave, Inc. for \$15,950. (see picture to the left)

As part of their regular duties the St. Marys Fire Department plans and conducts a variety of training exercises, and participates in various community events.



Sewer Plant



In 1999 the Kansas Department of Health & Environment (KDHE) notified the city that its sewage treatment facility was incapable of meeting the state’s discharge standards, and that within a few years it could experience a “catastrophic failure.” Under threat of legal action, it mandated that the city submit a plan to meet discharge standards, including a timeframe for doing so, by September 1, 1999. Several options were reviewed and eventually ruled out – the only viable option remaining was a mechanical plant.

The mechanical plant cost about \$2,500,000 and was financed for twenty years at 3.49% interest. With interest, the total debt for the sewer plant was \$3,309,705. Due to the amount of debt, the monthly sewer rate was increased significantly to make the annual debt payment of \$233,417. Although the debt was retired in March of 2022, maintenance costs have steadily and significantly increased.

At the January 10, 2023 work session, the status of the sewage treatment plant was discussed. The plant was designed in 2001 and the State’s regulations have been changing since the plant came on-line. At issue now is the removal of phosphorus. After discussion, there was a consensus to have BG Consultants prepare a detailed “Scope of Services” for the development of a 20-year facility plan for the sewage treatment plant at \$35,000. We expect the report to be delivered in 2026.

An example of the high-cost of maintenance is the purchase of a new washer and compacter system for the waste water treatment plant for \$105,000. It was approved at the March 4, 2025 City Commission meeting.



Mike Disipio using the “Sludge Judge”



Mike Disipio working on a report

Other Improvements

In March 2025 the City Commission accepted a quote from Perry Electrical to upgrade the lights on Diamond #1 for \$59,025. The lights have been installed and are operational. (Photo by Dave Perry)

Lighting improvements for some of the other baseball diamonds are under consideration.



Riverside Park - Diamond #1

Volunteers from Evergy (middle-right) applied a stain to the wooden play structures that were built in Riverside Park in 2010.



Volunteers – Elm Street



Riverside Park - Evergy volunteers

Street Department employees (see bottom right) cleared the way for the installation of a sidewalk on the south side of Elm Street between North Second Street and Sixth Street (K-63).

The labor and equipment were provided by city employees and a group of volunteers (above). Materials purchased for the project cost \$10,437.



City Employees - Elm Street

The lights on Diamond #1 and the Elm Street sidewalk were both funded by the city's Countywide Sales Tax Fund.

Sidewalk Improvement Program

In 2015, the City Commission established a “Sidewalk Replacement Volunteer Group” policy and a sidewalk [“Cost-Share Program policy.”](#) Participants in the Cost-Share Program were reimbursed at the rate of \$2.00 per square feet. In 2025, via [Resolution No. 03-25](#), the reimbursement rate was increased to \$3.00 per square feet.

The City of St. Marys has a cost-share program to assist individual property owners in making needed repairs to sidewalks located in medium-to-high pedestrian traffic areas, as determined by the City Commission. The sidewalk cost-share program is administered through Resolution No. 03-25, and Ordinance No. 1277, and here is a quick guide to the process:

- 1) Submit Action Form (Request) to City Hall.
- 2) City Commission reviews the Action Form at regular meeting.
- 3) If approved, applicant schedules pre-construction meeting with the Street Superintendent.
- 4) Applicant then builds the sidewalk to meet or exceed city specifications, Ord. No. 1277.
- 5) Applicant then schedules a post-construction inspection with the Street Superintendent.
- 6) If built to specs, applicant applies for the \$2.00 per square foot cost-share reimbursement.



The pictures on the left side are from the “Volunteer Group” policy, and the pictures on the right are examples of the “Cost-Share Program.”

Ordinances Adopted - 2025

[Ord. No. 1351](#) – added a sixth seat to the St. Marys Park & Recreation Advisory Board to be filled by the St. Marys Recreation Director.

[Ord. No. 1352](#) – adopted a new version of the city's beverage code and updated ordinance 1346 which in July 2024 created a Downtown Common Consumption Area (CCA). A CCA is a clearly marked public space (indoor or outdoor) where people aged 21 and older can possess and drink alcoholic beverages, creating a shared social zone outside individual bars/restaurants, governed by local ordinances and state ABC rules. These areas require visible signs and boundary markings, allowing patrons to carry approved drinks between participating establishments within the defined district. The Kaw Valley Chamber of Commerce is the permit holder for the city's downtown area.

[Ord. No. 1353](#) – authorized and provided for the construction of a sewer main with a cost of up to \$750,000 in general obligation bonds. (Actual cost is \$392,000.)

[Ord. No. 1354](#) - the Unified Public Offense Code (UPOC) is a standardized model ordinance created by the League of Kansas Municipalities for Kansas cities, providing a comprehensive list of public offenses (like curfew, littering, public intoxication) that mirror state law but allow for local additions, helping cities adopt local codes efficiently by referencing the UPOC in their own city ordinances. (The UPOC is updated annually.)

[Ord. No. 1355](#) – the Standard Traffic Ordinance (STO) for Kansas Cities is a model traffic code published by the League of Kansas Municipalities (LKM) that Kansas cities adopt by reference into their own local laws, providing a consistent framework for traffic rules, infractions, and penalties, keeping them aligned with state law. It is a comprehensive, annually updated, traffic law book for cities to regulate vehicles, pedestrians, and other road users within the city limits. (The STO is updated annually.)

[Ord. No. 1356](#) – lowered the residential speed limits to 20-mph within the city, except where otherwise posted.

[Ord. No. 1357](#) – authorized the refunding of all the 1994 Pollution Control Revenue Bonds (Western Resources, Inc.) and the selling of new 2025 bonds (Evergy Kansas Central, Inc.) The bonds were issued by the city, but revenue from Evergy is solely responsible for servicing the debt.

In 2023 the City Commission took steps (adopting Charter Ordinance No. 15 and Resolution No. 19-23) to designate the city's website as the official newspaper for ordinary publications, and *The Times* (Pottawatomie County) as the official city newspaper whenever recommended by the City Attorney.

<https://www.smks.info/legal-notices.html>

Countywide Sales Tax Fund - 2025

The spreadsheet below is an unaudited version of the city's 2025 Countywide Sales Tax Fund expenditures. Note: while the \$698,023 of insurance proceeds has been received, not all of it has been spent.

		Proposed Budget	
Countywide Sales Tax		Year for 2025	
Unencumbered Cash Balance Jan 1			195,967
Receipts:			
County Sales Tax	210-200	4200	560,016
Insurance Proceeds (Storm Damage)		4383	698,023
Other Revenue		4890	2,500
Interest on Idle Funds			0
Miscellaneous			0
Does miscellaneous exceed 10% Total Rec			
Total Receipts			1,260,539
Resources Available:			1,456,506
Expenditures:			
Transfer to Golf Course	210-200	9830	2,500
Transfer to General Fund	210-200	9825	280,000
Lakeview Dam Improvements	210-216	8140	0
Riverside Park (Lights)	210-216	8160	0
Transfer to Special Highway	210-216	9835	50,000
	Walking Trail	8020	0
	Park Trees	8170	5,500
	Sidewalks (Elm St.)	8716	10,437
	Curb & Gutter	8720	5,230
	Armory HVAC's	8500	9,880
	Storm Sirens	8500	75,906
	Library Flooring	8500	50,000
	Railroad Park Improvements	8500	0
	Speed Study	8500	6,500
	Storm Damage Repair Pass Through	8500	698,023
	Palmer Road Bridge	8500	75,000
	Palmer Road Bridge Easement	8500	988
	Library HVAC	8500	10,024
Cash Reserve (2025 column)			0
Miscellaneous			0
Does miscellaneous exceed 10% Total Exp			
Total Expenditures			1,279,988
Unencumbered Cash Balance Dec 31			176,518

Part of the cost for the 2024 storm siren was not billed until 2025.

Ways to Keep Informed

The city has two Facebook pages: 1) [St. Marys Police and Fire](#), and 2) [St. Marys Rec Department](#).

The links below are active:

[SMPD Facebook](#)

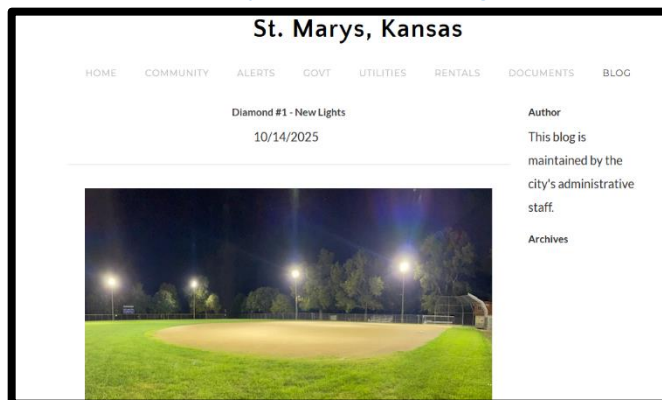


[Rec. Dept. Facebook](#)

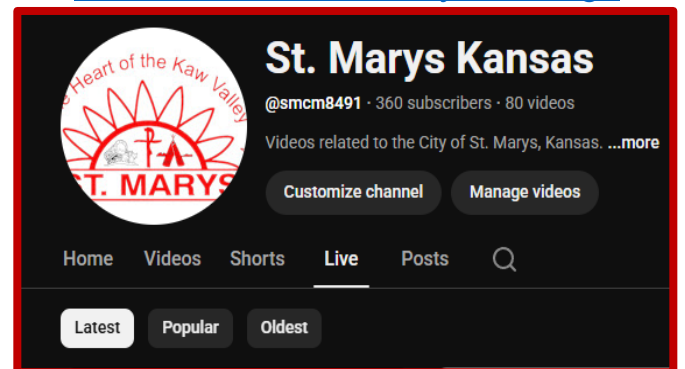


The city has a website at www.smks.info and it contains a lot of information about the city.

[City Website Blog](#)



[YouTube – Stream City Meetings](#)



The city has an alert system:

[Click Here to sign up for the notifications: Everbridge](#)

Or visit: www.smks.info/alerts.html

Recent Pictures

