



04 INFRASTRUCTURE

Introduction

Ada's role as the Pontotoc County seat and a regional hub for surrounding communities places the city at the center of a network of relationships that are essential to effective and resilient infrastructure planning and service delivery. Infrastructure and growth are reciprocal – infrastructure shapes growth and growth shapes infrastructure.

Strategic Infrastructure Coordination

As the City grows, partnerships with tribal governments, county and state agencies, rural water districts, and neighboring communities will be pivotal in shaping Ada's ability to expand services, coordinate infrastructure investments, and ensure the entire community experiences the benefits of future growth.

Intergovernmental Coordination

Key governmental relationships include the Chickasaw Nation, headquartered in Ada, Pontotoc County, of which Ada serves as the county seat, and the Oklahoma Department of Transportation (ODOT). These are among the City's most immediate and significant governmental partners. Coordination efforts between the Chickasaw Nation, County, and ODOT will help Ada ensure planning and growth happen for the benefit of the community and region.

Regional and state agencies, including ODOT, form a vital network of partnerships whose investments and decisions directly shape Ada's infrastructure. Ultimately, approaching growth as a shared opportunity across all communities, rather than an isolated, city-only endeavor, will be essential for Ada's future.



Coordination with Private Utility Providers

While the City of Ada directly manages foundational public systems like water, sewer, and city-maintained roadways, a thriving community relies equally on essential services delivered by private entities. Electric power, natural gas, and broadband telecommunications are critical drivers of economic development, modern commerce, and daily quality of life.

Because the City does not own or control the expansion of these private networks, proactive coordination is a vital component of municipal planning. As Ada looks toward future growth, aligning the City's public infrastructure investments with the capacity and routing plans of private utility providers ensures that new development is fully supported from day one. Thoughtful collaboration with these entities, such as coordinating street excavations, sharing long-term growth maps, and planning joint utility corridors, minimizes public disruption, reduces costs, and ensures that residents and businesses have the reliable power and modern connectivity required to succeed.

The following subsections highlight key providers for Ada's primary private utility networks to coordinate with as the community continues to expand.

Electric

Electric service in Ada is provided by two primary entities: Oklahoma Gas & Electric and locally headquartered People's Electric Cooperative (PEC). Coordinating with both providers ensures reliable grid capacity for internal commercial development and future outward annexation.

Natural Gas

Natural gas service in Ada is provided by Summit Utilities. This network delivers essential energy for residential heating and industrial processes. Coordinating growth plans with Summit ensures adequate line capacity for new development while minimizing roadway disruptions during utility installations.

Broadband and Telecommunications

Ada relies on Sparklight, AT&T, Trace Fiber, and Dobson Fiber for core municipal bandwidth. In partnership with People's Electric Cooperative (PEC), Trace Fiber is also deploying high-capacity fiber across Pontotoc County. Coordination between the City and these providers ensures upcoming commercial, residential, and annexed corridors connect to the expanding regional network.



Transportation Network

Transportation is among the most vital and important infrastructure systems that cities manage and maintain. These systems move people and goods, from large road and highway systems to sidewalks, trails, and air connections. Transportation networks influence the shaping of growth and land use patterns, influencing economic development and determining the accessibility of daily life for all residents.

For Ada, these decisions are important to consider, as the network serves not only residents but the broader Pontotoc County region. As Ada grows, balancing the needs of vehicles and other modes of transportation to provide increased access to parts of town is an important consideration for future decision-making.

This section examines Ada's transportation network, highlights key considerations for future investment, and offers guidance for decisions as the city continues to grow.

The following section will cover:

- ***Existing Thoroughfare Network***
- ***Average Daily Traffic Volumes***
- ***Recommended Thoroughfare Network***
- ***Desired Street Typologies***
- ***Public and Active Transportation***
- ***Ada Regional Airport***



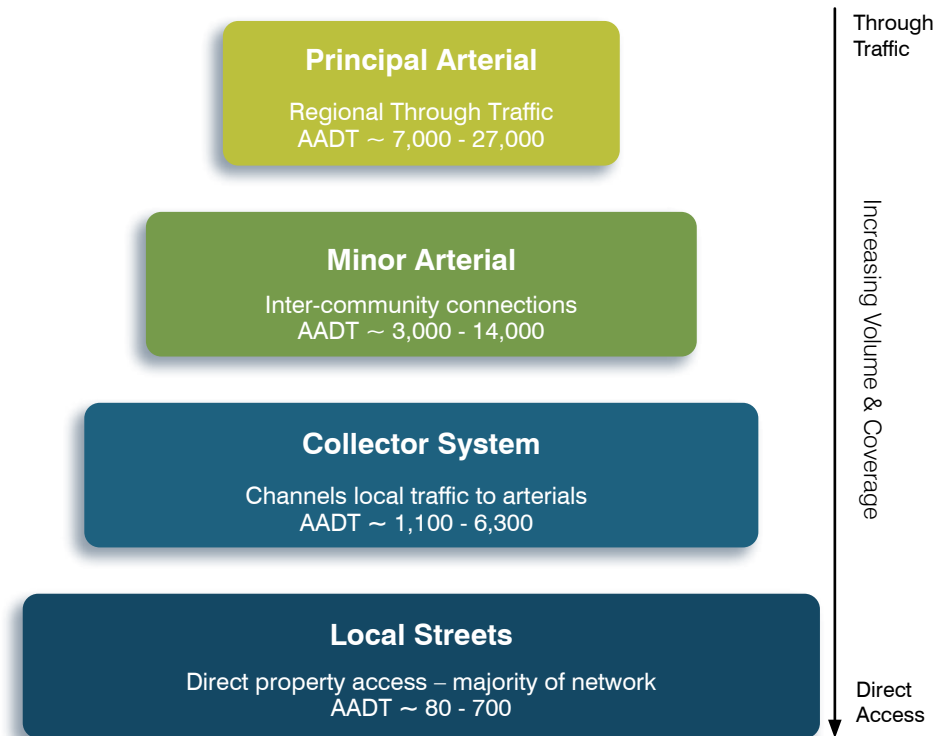
Existing Thoroughfare Network & Classifications

Understanding Ada's existing roadway network begins with how the Oklahoma Department of Transportation (ODOT) classifies roads based on their function and the level of service they provide. The ODOT classification system organizes roadways into a hierarchy that reflects how traffic moves through a region. Systems typically are organized from high-volume through routes down to local neighborhood streets. The Existing Thoroughfare Map illustrates Ada's current thoroughfare network as classified by ODOT.

The following classifications represent the roadway network within Ada:

- *Principal Arterial* – The highest order roadways in the network, carrying significant volumes of regional and through traffic.
- *Minor Arterial* – Provide connections between communities and link to the principal arterial system, serving both local and regional travel needs.
- *Collector System* – Gathers traffic from local roads and channels it toward the arterial network. Collectors serve as important connectors within and between neighborhoods and commercial areas
- *Local Streets* – Make up the remainder of the network, providing direct access to homes, businesses, and properties, feeding into the broader system.

Existing Roadway Classification's in Ada

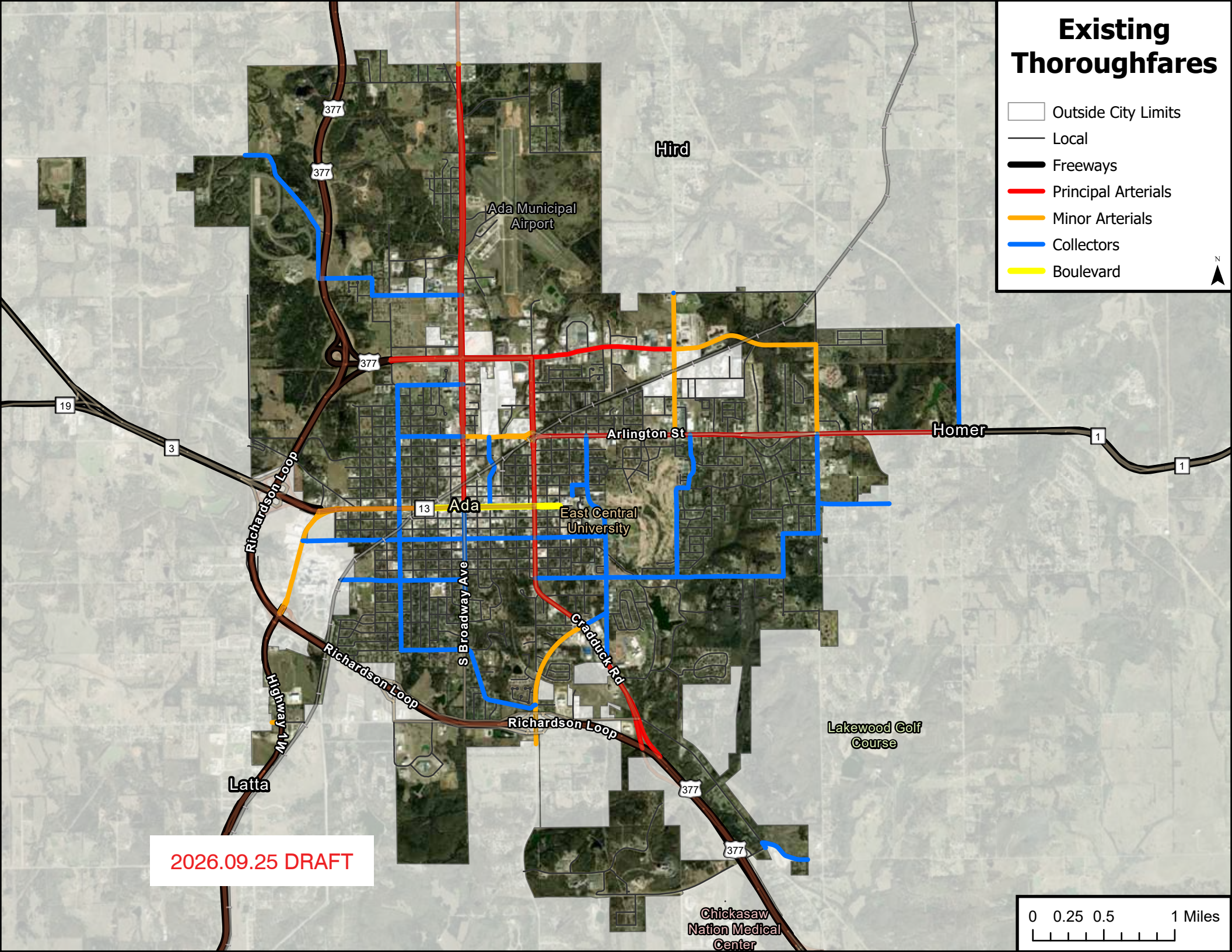


* AADT = Average Annual Daily Traffic

Daily Traffic estimates based on U.S. Department of Transportation, FHWA - Highway Functional Classification Concepts, Criteria and Procedures (2023)

Existing Thoroughfares

- Outside City Limits
- Local
- Freeways
- Principal Arterials
- Minor Arterials
- Collectors
- Boulevard



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Average Daily Traffic Volume

Average Daily Traffic (ADT) volume provides insight into the total number of vehicles passing a specific point on a roadway within a 24-hour period. Because Ada acts as a prominent regional economic hub, these volumes fluctuate significantly based on a street's position in the network, experiencing daily shifts from regional commuters, freight haulers, and university traffic.

To ensure future right-of-way extensions are appropriately scaled and the traffic needs of a growing community are met, the recommended thoroughfare network aligns its design configurations with standardized daily traffic thresholds derived from federal highway guidelines:

- **Freeways & Principal Arterials:** These routes carry the highest concentrations of traffic, typically accommodating 15,000 to 30,000+ ADT to prioritize continuous regional mobility and freight flow.
- **Minor Arterials:** Serving both local and regional travel needs, these corridors distribute traffic across the city and generally manage 5,000 to 15,000 ADT.
- **Collectors (Major and Minor):** As critical links that gather neighborhood traffic, Major Collectors typically support 2,000 to 5,000 ADT, while Minor Collectors manage 1,000 to 2,000 ADT.
- **Local Streets:** Designed strictly for direct property access and neighborhood safety, these residential streets carry fewer than 1,000 ADT.

By utilizing these explicit ADT volume thresholds, the City can make data-driven decisions regarding future capital improvements, ensuring that pavement designs, intersection capacities, and right-of-way expansions directly match real-world traffic characteristics.

Recommended Thoroughfare Network

The thoroughfare network provides a long-term blueprint for structuring Ada's street grid. By identifying strategic corridor upgrades, connection points, and route extensions, this framework guides how the local road system will expand alongside future development.

This planned network allows the city to coordinate right-of-way needs ahead of growth, manage traffic circulation patterns, and ensure that new development areas link logically into the existing regional transportation system. Beyond simple vehicular routing, expanding this grid deliberately prevents localized congestion by distributing traffic evenly across parallel corridors rather than funneling all regional trips onto a few overburdened arterials.

On the associated map, these proposed extensions and future roadway segments are visually represented as dashed lines. This distinction separates the existing, active street grid from the long-term conceptual network. Establishing this blueprint gives both city officials and private developers clear predictability, ensuring that as land transitions into residential neighborhoods or commercial centers, the incoming rights-of-way are preserved and built to match their future traffic characteristics.

Recommended Thoroughfares

Outside City Limits

Recommended

- Freeways
- Principal Arterials
- Minor Arterials
- Collectors

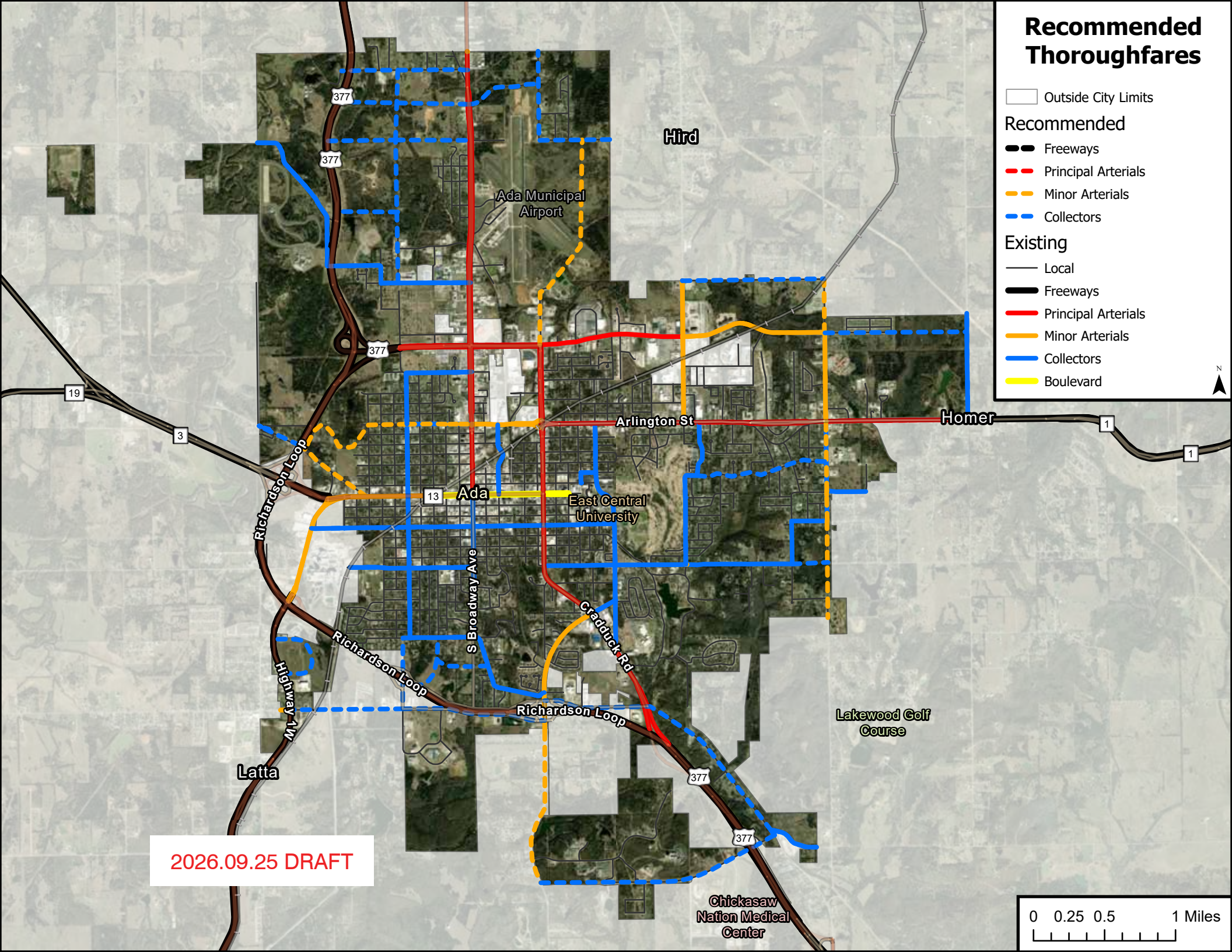
Existing

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Desired Street Typologies

While the ODOT classification system outlines the functional role of Ada's roadways, the physical design of those streets dictates how they look, feel, and integrate with the surrounding community. Desired street typologies provide a framework for future street design that moves beyond simply moving traffic. As Ada continues to grow, intentionally designing streets to match their local context, whether a bustling commercial corridor or a quiet residential neighborhood, ensures that new and upgraded roadways actively support the character of the area, and so appropriate right-of-way widths are preserved to accommodate the traffic needs of the area.

The following street typologies offer general design considerations to guide future public investments and private development:

- **Principal Arterials:** Four-Lane Principal Arterial
- **Minor Arterials:** Three-Lane Minor Arterial (Urban) and Three-Lane Minor Arterial (Rural)
- **Boulevards:** Two-Lane Boulevard
- **Collectors:** Two-Lane Collector (Urban) and Two-Lane Collector (Rural)

By aligning future street construction and upgrades with these typologies, Ada can create a cohesive network that safely and comfortably serves vehicles and alternative modes of transportation alike.

Principal Arterials

Four-Lane Principal Arterial

Serves as a high-capacity roadway designed to move large volumes of regional traffic efficiently through a city while integrating sidewalks and pedestrian-scale amenities when

appropriate to safely connect local communities. Typically including interstates, freeways, and expressways.

Minor Arterials

Three-Lane Minor Arterial (Urban)

Serves as a moderate-capacity roadway designed to balance urban travel mobility with localized land access. It provides vital intracommunity continuity between commercial and civic zones without directly penetrating residential neighborhoods, often integrating sidewalks, managed center-turn lanes, and street-side amenities.

Three-Lane Minor Arterial (Rural)

Serves as a high-speed rural corridor designed to provide consistent travel mobility across counties with minimal traffic interference. It ensures developed rural areas remain within a reasonable distance of primary highways, utilizing paved safety shoulders and open roadside parkways, pedestrian infrastructure is integrated when appropriate to need.





Collectors

Two-Lane Collector (Urban)

Serves as a neighborhood-scale roadway designed to gather traffic from local streets and channel it into the main arterial network. It directly penetrates residential, commercial, and industrial zones, providing a balanced mix of direct land access and local traffic circulation.

Two-Lane Collector (Rural)

Serves as an intracounty roadway designed to collect traffic from local agricultural or residential roads and link smaller communities to the highway system. It operates at moderate speeds, prioritizing essential land access and short-distance trips over long-range regional mobility.

Boulevards

Two-Lane Boulevard

Serves as a low-to-moderate capacity street designed to prioritize community aesthetics and multimodal safety over high traffic volumes. It incorporates prominent green space buffers, street trees, and sidewalks to create a scenic, pedestrian-friendly gateway through commercial districts.

Four-Lane Principal Arterial



Three-Lane Minor Arterial (Urban)



Three-Lane Minor Arterial (Rural)



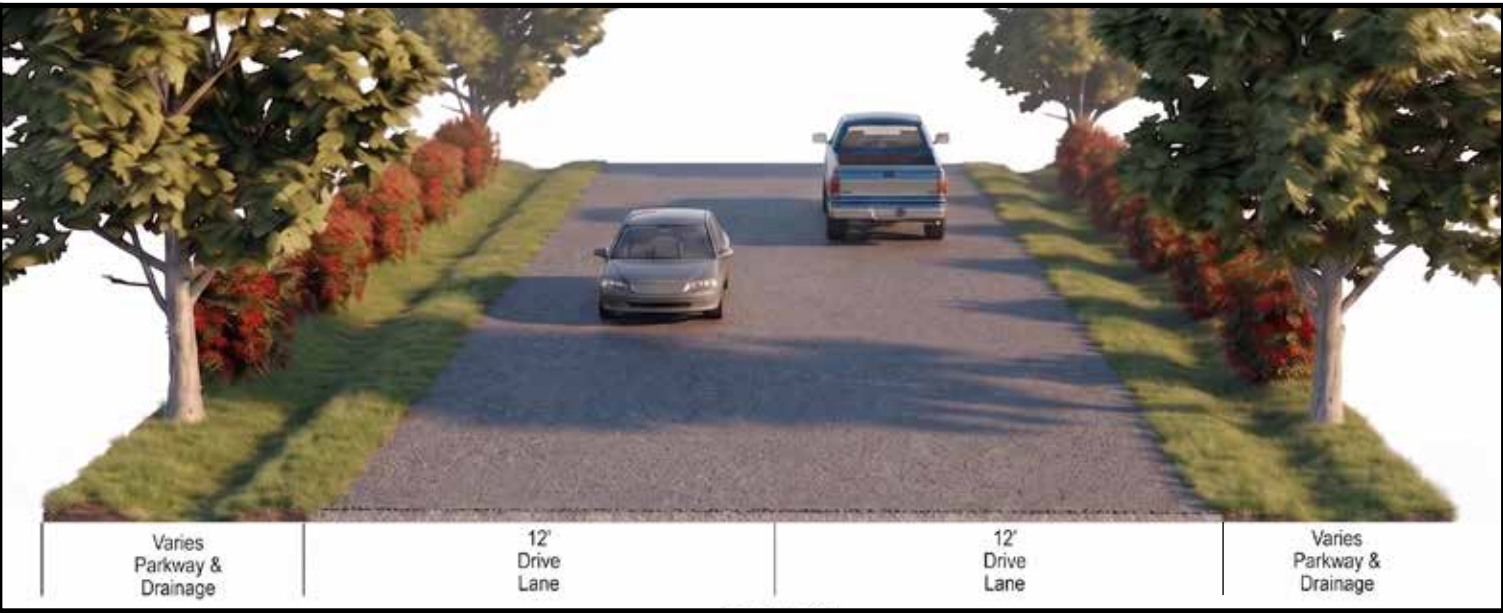
Two-Lane Boulevard



Two-Lane Collector (Urban)



Two-Lane Collector (Rural)



Public and Active Transportation

Major road systems, highways, freight, and air connections form the backbone of Ada's transportation network across the city and region. But for most residents, daily life is navigated on a much more personal scale. How people experience that daily life is shown to play a meaningful role in building connections to the places and people around them, and ultimately to the desire to stay in a community. Public transit, pedestrian connectivity, and bike infrastructure each play a role in shaping the daily experience of residents and visitors alike.

As Ada grows, both public decisions and private development will have an opportunity to thoughtfully consider how the built environment supports the day-to-day mobility and quality of life of the people who live and work in the community and shape not only how the community looks but feels.

Public Transit

Public transportation within Ada operates through a demand-response model rather than a traditional fixed-route bus network. Currently, the city's primary localized public transit service is Call-A-Ride Public Transit, a non-profit provider. This point-to-point service offers on-demand public transportation throughout the city and broader Pontotoc County, providing important mobility and accessibility options for residents traveling to local employment centers, shopping districts, and medical appointments. A traditional bus system may not align with Ada's current scale or density patterns; however, the importance of maintaining an adaptable transit framework ensures the City continues to create an accessible community that supports all who currently and in the future live in Ada.

The local transit network is further strengthened by the presence of Chickasaw Nation Transportation Services. The Tribe provides critical specialized medical and on-demand transit options for the

region, alongside its "Road to Work" commuter program, which is explicitly open to the general public for a low-cost fee.

Future planning should consider creating a flexible environment that allows for the future potential of expanded public transit options. This includes evaluating modern microtransit models like on-demand, technology-enabled transit structures that utilize digital dispatching or mobile applications to improve point-to-point routing efficiency. Prioritizing a scalable, open-ended transit framework ensures the city can support residents who wish to remain in Ada long term and safely age in place, providing the modern accessibility needed to adapt to an evolving population.

Pedestrian and Bike Connectivity

A thriving community relies on accessible mobility across all its transportation networks, including connected sidewalks, trails, and bikeways that allow residents to navigate safely. Future development should treat non-motorized networks as important public infrastructure, ensuring that spaces are built for people, rather than just buildings, to create a more enjoyable city for all of Ada.

To maximize utility and public enjoyment, decisions should integrate deliberate landscaping. Developing proper tree canopies and localized plantings along pedestrian infrastructure creates essential shade, forms a buffer from traffic, and makes these spaces significantly more inviting and heavily used. Planning should also include flexibility for sidewalks, trails, and bike lane activation, such as allowing streeteries in front of downtown restaurants.

Paying close attention to the human-scaled development of Ada ensures an accessible network that drives street-level commercial vitality while giving aging populations and residents with mobility constraints the independence to navigate Ada safely and age in place long term.

Ada Regional Airport

Ada Regional Airport serves as a transportation and economic link for south-central Oklahoma, operating as the only jet-capable aviation facility in Pontotoc County. Owned and operated by the City, the airport supports a mix of operations while anchoring prominent local aerospace industries. Long-term planning focuses on maintaining airfield pavement quality, protecting approach zones, and expanding hangar space to support regional corporate travel and business development.

Existing Facilities and Runway Capacity

The airport features Runway 18/36, serving as the primary runway for the facility. The facility also includes a single helipad, fueling services, aircraft storage hangars, and a fixed-base operator (FBO) to support a mix of corporate, general aviation, and military operations while anchoring prominent local aerospace industries. Long-term planning should determine efforts on maintaining and improving airfield pavement quality, protecting approach zones, and expanding hangar space to support regional corporate travel and business development.

Industrial Access and East Side Development District

Ada is actively expanding its industrial economy through the proposed East Side Development District, which encompasses the Ada Airport Industrial Park located at 300 Ray Stout Boulevard. Situated on the broader 750-acre airport property, the initiative offers approximately 250 acres of shovel-ready land designated for new development. By strategically positioning this development near the airport, the City secures direct multi-modal transit access, mitigates the impact of heavy freight on residential neighborhoods, and catalyzes long-term regional economic growth.

The district is organized into two primary zones tailored to accommodate both aviation-related and non-aviation-related industries. To create a self-sustaining airport campus and attract new businesses, the site is backed by a broader \$11 million investment in airport improvements. Planned infrastructure upgrades for the district include:

- A new 6,000-foot parallel taxiway to provide direct aviation access.



- New roadways and hangar construction.
- Comprehensive utility installations, featuring water and sewer lines from the City of Ada, electrical service from Oklahoma Gas & Electric, and fiber optic connectivity.
- Enhanced site security systems and perimeter fencing.

Moving forward, the City and GrowAda should maintain a proactive marketing strategy to attract prospective investors and accelerate development in this targeted area. This strategy can heavily leverage the site's advantageous location, offering drive times of just one hour to Oklahoma City, two hours to Tulsa, and two and a half hours to Dallas.

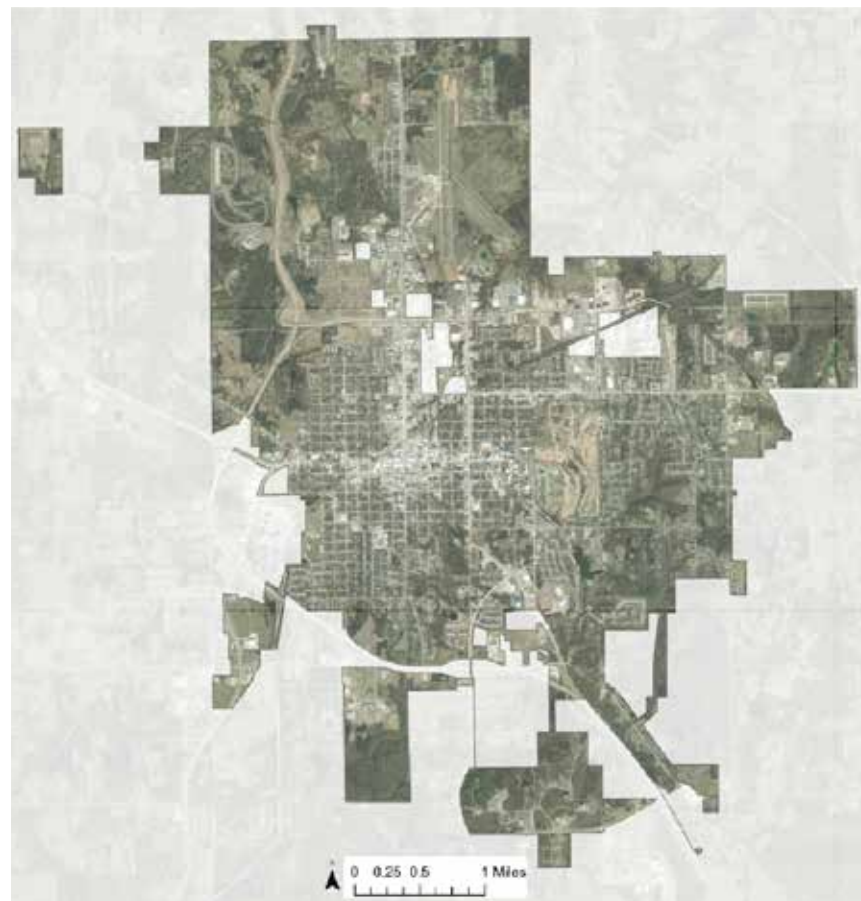
Furthermore, prospective businesses can tap into a robust regional workforce and strong economic demographics. Within a 45-minute drive radius, the area features a population of 214,377, a labor force of 91,929, and a low unemployment rate of 3.1%. The local economy is already anchored by major employers such as the Chickasaw Nation, Flex N Gate, Holcim, Legal Shield, Mercy Hospital, and East Central University. This is supported by an active educational and innovation pipeline, including the Ada High School Aviation Program, the Pontotoc Technology Center Drone Program, and industry leaders like GAMI, ensuring a steady supply of skilled talent to fuel future growth.

Extending City Services and Boundaries

Oklahoma law does not allow the use of property taxes for municipal operations, making sales tax the primary funding mechanism cities rely on for public infrastructure and general government services. For Ada, this means commercial development plays a direct role in the City's ability to fund and maintain public infrastructure. As development activity increases in areas outside current city limits, thoughtful considerations regarding annexation will be important for sustaining the municipal revenue needed to support responsible, sustainable growth.

Ada has historically extended water and sewer services to areas outside City limits, a practice that carries long-term maintenance and operational costs. As the City considers and pursues future annexation, it will be important to evaluate existing utility infrastructure and assess the full cost of service extension and long-term upkeep prior to any agreements.

Existing City of Ada Boundaries Map



City Utilities and Services

City utilities and public services form the essential foundation of daily life in Ada. While often operating behind the scenes, these interconnected systems, ranging from the water flowing through taps to the emergency responders protecting neighborhoods, are critical to the health, safety, and welfare of the community. As Ada continues to grow and serve as a regional hub, maintaining and expanding these services thoughtfully will be vital to supporting new development and preserving the high quality of life residents expect.

This section provides a high-level overview of Ada's foundational infrastructure and public services, encompassing three main areas:

- **Water and Environmental Systems:** The city's water distribution, wastewater collection, and stormwater management networks, which work together to safeguard public health and resilience.
- **Emergency Services:** The fire and police departments that provide critical public safety, rapid response, and community protection.
- **Civic Facilities:** The physical buildings and operations that keep the city functioning and connected, including City Hall, Public Works operations, and the library system.

Water Service Plan

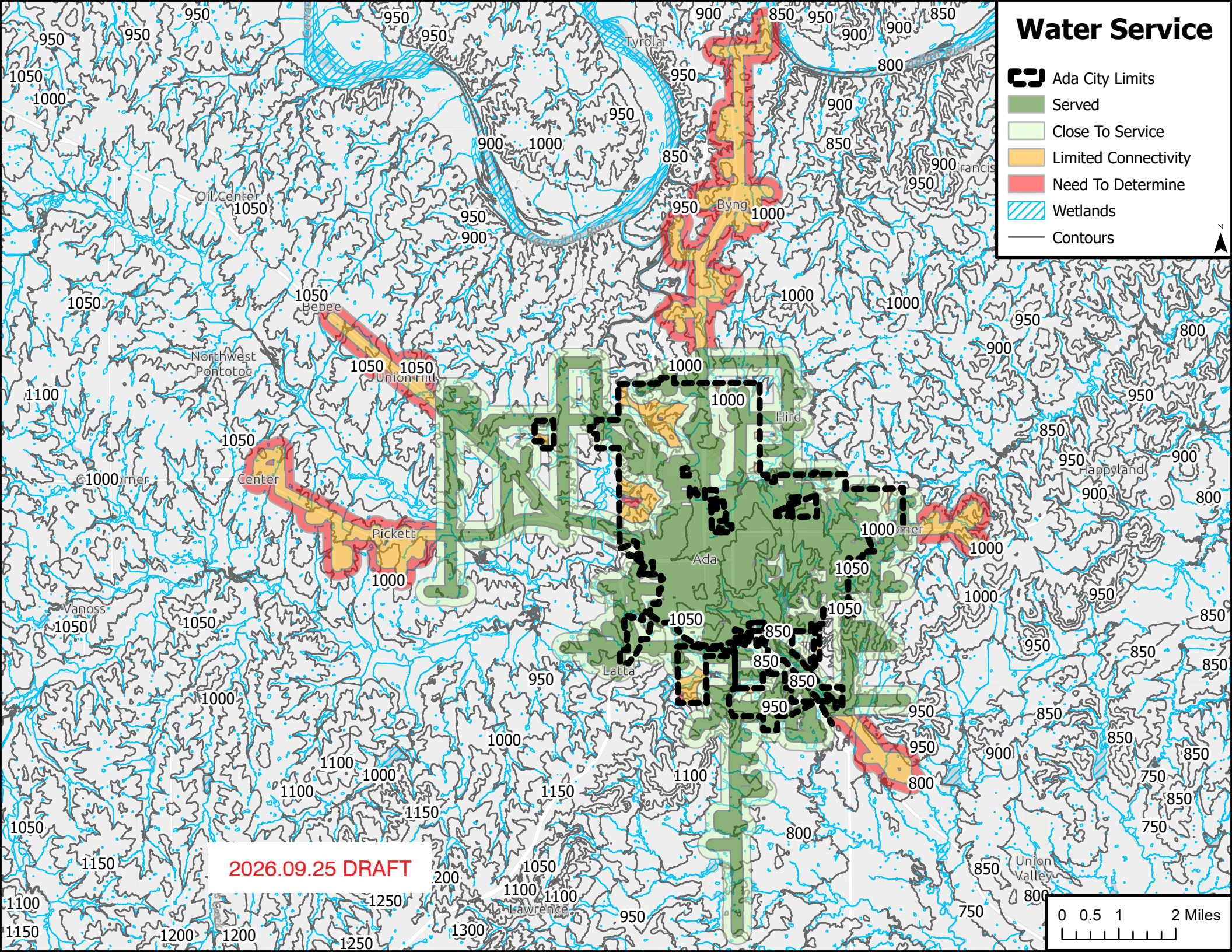
The Water Service Map classifies areas based on the current capacity of Ada's water distribution network and the level of investment required to support new development. Factors such as adequate existing fire flow, pressure, and supply capacity help to determine how specific areas should be classified on the map. Additionally, it is important to note that the current water service

lines extend outside the city limits, such as those that serve the Byng area, and these are reflected in the map's classifications.

- **Served:** These are areas currently connected to the municipal water system with adequate pressure, flow, and fire protection capacity. The major backbone is in place, and generally no major infrastructure upgrades are required by the city to support standard infill development or redevelopment, though localized distribution lines may need to be completed by developers as subdivisions occur.
- **Close To Service:** These are areas immediately adjacent to existing water infrastructure. They do not currently have direct access but can likely be tied into the system with relatively minor, near-term line extensions.
- **Limited Connectivity:** Areas designated for future city growth that currently lack municipal water access with limited flow availability. Extending service to these zones is feasible but will likely require future Capital Improvement Plan (CIP) projects, such as new large-diameter transmission mains, booster pump stations, or elevated water storage towers.
- **Need To Determine:** These are rural or peripheral areas that are completely disconnected from the city's primary water network. Extending service here would require massive capital investment to establish new primary infrastructure, and exact feasibility still needs to be determined.

Water Service

-  Ada City Limits
-  Served
-  Close To Service
-  Limited Connectivity
-  Need To Determine
-  Wetlands
-  Contours



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Sewer Service Plan

The Sewer Service Map classifies areas based on topography, existing gravity flow infrastructure, and treatment capacity to guide sustainable wastewater management. Factors such as the location and capacity of existing lift stations, gravity mains, and downstream treatment limits help to determine how specific areas should be classified on the map. Additionally, similar to the water system, there are areas outside the city limits that are currently being served by municipal sewer, for example, areas southwest of the city in unincorporated Latta.

- **Served:** These are areas actively connected to the municipal sanitary sewer system with sufficient gravity flow or pumping capacity, and downstream treatment capacity. Major interceptor and trunk sewers are already installed, and these areas are fully primed for immediate use without additional city investment.
- **Close To Service:** These are areas located within an open sewer shed that currently lack a direct connection. Because they sit within the natural gravity basin of existing trunk lines, they may only require minor, localized collector line extensions by developers to tie into the system.
- **Potential Connectivity:** Areas located outside of currently served natural gravity basins or distant from existing infrastructure. Providing municipal sewer service here is a long-term goal that may require significant planning and funding for new Capital Improvement Plan (CIP) projects, such as new lift stations, force mains, or deep-trench interceptor extensions.
- **Need To Determine:** These are outlying areas generally relying on private septic systems or lagoons. Extending the municipal gravity sewer to these locations is currently hindered by topographical barriers or distance, requiring massive capital costs (such as a new decentralized

wastewater treatment facility or extensive cross-basin pumping), and exact feasibility needs to be determined.

Current Landfill Capacity

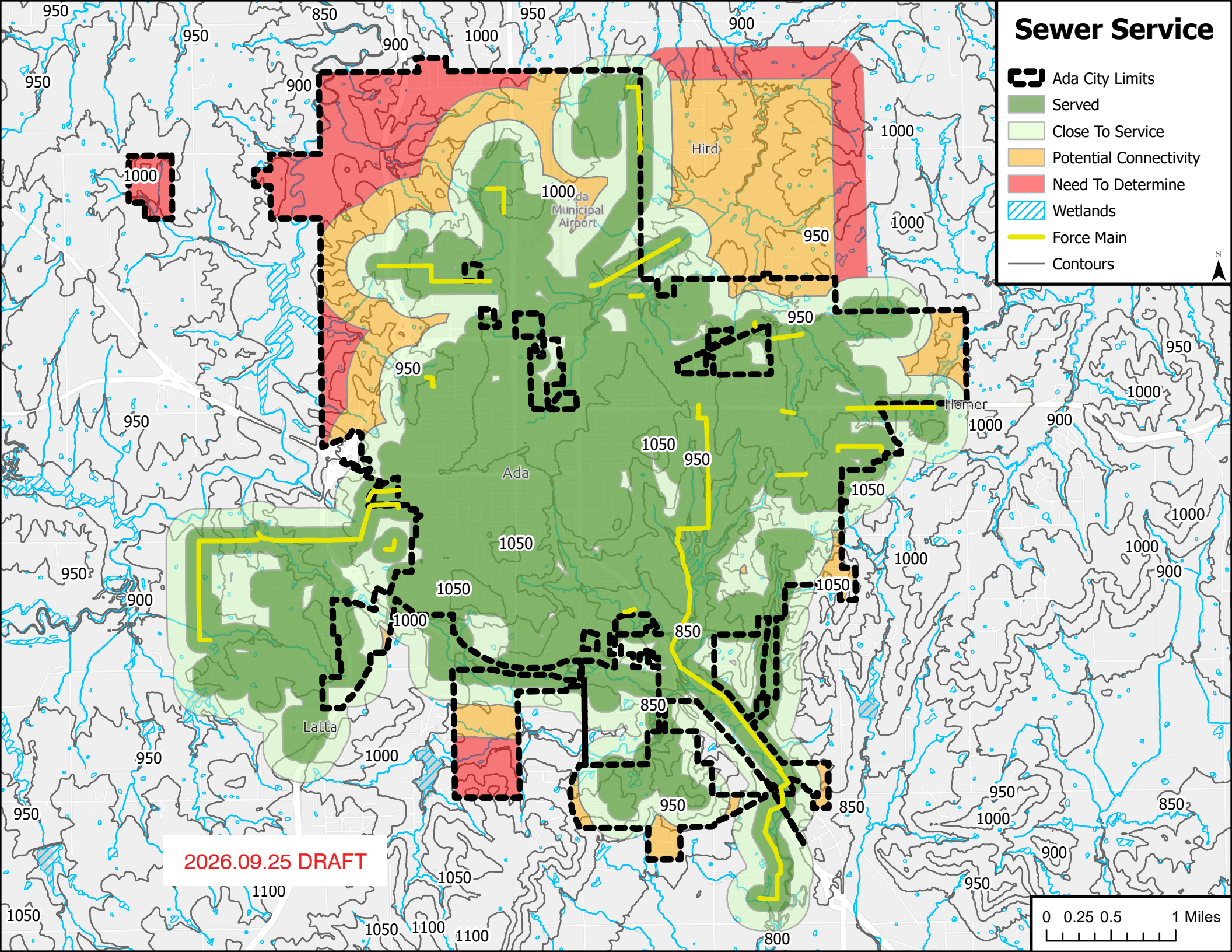
The Ada Landfill, located at 12701 County Road 1520, serves as the primary regional repository for commercial and industrial waste. However, larger capacity is needed as growth continues. Because secure and reliable waste disposal is foundational to community health and daily commerce, managing the remaining and future capacity is crucial.

Resolving long-term landfill capacity issues is a complex endeavor due to strict environmental regulations. Navigating state and federal permitting, conducting required geological testing, and coordinating site logistics require extensive planning and long lead times, meaning solutions cannot be implemented overnight.

While the Comprehensive Plan is inherently a long-range strategic guideline and goal-setting document, the scale of this utility constraint requires the city to address capacity. At the time of this Plan, the City is in the process of conducting a groundwater monitoring study as part of the permit process for a landfill extension. To ensure uninterrupted service for the community, comprehensive engineering evaluations, financial analysis, and strategic decisions regarding future disposal options should continue to be considered and initiated.

Sewer Service

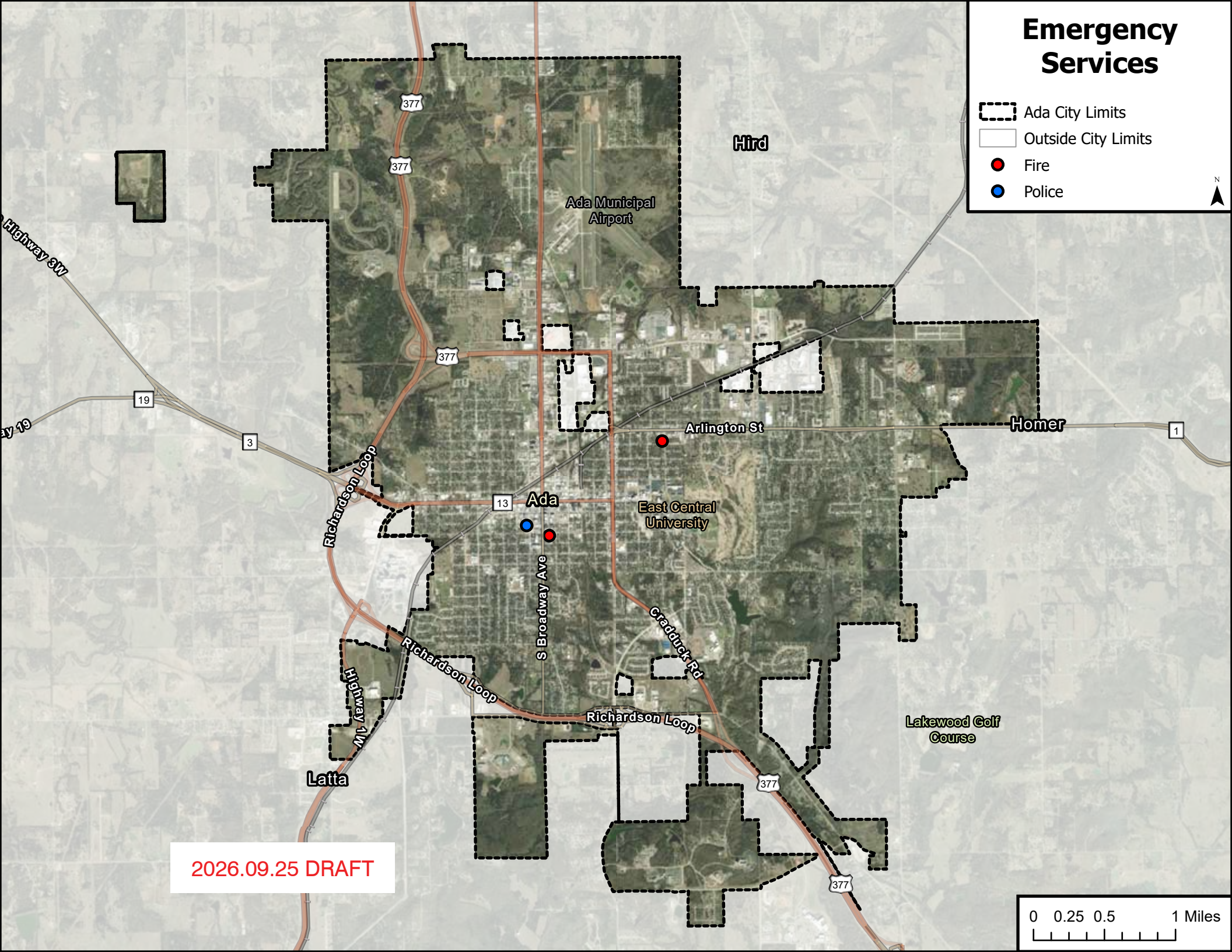
-  Ada City Limits
-  Served
-  Close To Service
-  Potential Connectivity
-  Need To Determine
-  Wetlands
-  Force Main
-  Contours



Emergency Services

-  Ada City Limits
-  Outside City Limits
-  Fire
-  Police

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Emergency Services

Public safety services are critical for the health, safety, and welfare of Ada's residents, businesses, and regional partners. Operating as both localized response teams and primary emergency anchors for the broader Pontotoc County area, Ada's emergency services require well invested, strategically located facilities to maintain quick response times and house specialized equipment. As the city continues to develop, evaluating the location, capacity, and coverage networks of these facilities ensures that public safety personnel can continue to protect life, property, and community welfare efficiently and effectively.

Central Dispatch and E911 Communications Center

The City of Ada houses the Central Dispatch and E911 Communications Center, operating as a vital regional telecommunications hub. Serving as the Ada/Pontotoc County Public Safety Answering Point (PSAP), the center coordinates emergency routing for both city departments and surrounding Pontotoc County agencies.

The 911 Dispatch center handles both emergency and non-emergency calls for a wide network of local first responders. The agencies served include the Ada Police Department, Ada Fire Department, Pontotoc County Sheriff's Office, Mercy EMS, and 15 volunteer fire departments throughout the county. In addition to traditional public safety dispatching, the call center accepts after-hours reports for infrastructure emergencies, such as water line breaks.

To support long-term municipal growth and changing public safety needs, technological infrastructure such as dispatch workstations should be maintained, and upgraded when appropriate, integrating modern digital standards like text-to-911 capabilities.

Police

The Ada Police Department (APD) provides 24-hour law enforcement from its South Townsend Avenue headquarters, maintaining patrol, investigative, and support divisions. APD's operational footprint routinely adapts to Ada's role as a regional retail, employment, and educational hub, which brings a significant daily influx of commuters, visitors, and students into the city.

To ensure the headquarters can support long-term municipal growth and changing public safety needs, department planning focuses on:

- **Workforce and Operational Space:** Ensuring administrative spaces, processing areas, and investigative offices can adequately support personnel and tactical operations as service demands scale.
- **Property and Evidence Management:** Maintaining, and upgrading when appropriate, adequate, secure, and climate-controlled storage capacity for evidence handling and technical equipment tracking.

It is important to note that, at the time of this Plan, APD houses a Special Response Team (SRT) consisting of ten members with specialized equipment and training. The SRT is an advanced tactical unit for high-risk operations, operating alongside local resources like the Pontotoc County Sheriff's Office.

Fire

The Ada Fire Department provides fire suppression, rescue, and emergency medical services across the City and surrounding areas. The department operates out of two facilities: the Central Fire Station on South Broadway Avenue and Station 2 on East 6th Street. These locations are strategically positioned to ensure rapid response coverage for residential neighborhoods, commercial corridors, and regional institutional partners like East Central

University. As Ada continues to grow, long-term department planning focuses on:

- **Station Coverage:** Monitoring response times to outlying growth areas to determine if future geographic expansion requires a new substation.
- **Vehicle & Equipment Housing:** Ensuring engine bays have the proper physical dimensions to house up-to-date, specialized fire and rescue vehicles.
- **Training Infrastructure:** Maintaining adequate space at local stations to support the continuous, hands-on rescue training required for personnel certifications.

Civic Facilities

Civic facilities serve as the physical foundation for local governance, daily municipal operations, and public enrichment in Ada. This network includes administrative offices, operational hubs, and educational spaces that collectively keep the City functioning and connected.

As Ada continues to grow, maintaining, developing, and strategically positioning these physical assets is necessary to support a growing municipal workforce, ensure reliable service delivery, and provide welcoming, accessible spaces for the public.

Evaluating these facilities as distinct yet interconnected parts of the City's physical footprint ensures that future capital investments align with Ada's overall growth and service needs.

City Hall and Administrative Facilities

Located at 231 S. Townsend Street, Ada's City Hall serves as the central anchor for municipal government operations and local civic engagement, housing key administrative departments alongside the City Council Chambers. As the primary point of

interface between municipal staff, leadership, and the public, maintaining this facility is vital to ensuring efficient service delivery and transparent local governance.

As Ada grows, long-term planning should focus on evaluating both the building's physical capacity and its administrative workforce needs. Proactive facility updates and routine maintenance must go hand-in-hand with strategic staffing considerations, ensuring that workspace configurations can adapt to changing technological workflows and necessary personnel expansions. Balancing facility upgrades with appropriate staffing levels ensures that municipal operations remain resilient, workloads stay manageable, and city services continue to be delivered smoothly and effectively to meet the evolving demands of the community.



Public Works Operations Yard

Located at 220 W. 7th Street, Ada's Public Works Department functions as the operational core for municipal infrastructure maintenance and environmental services. Supporting the crews tasked with street repairs, line maintenance, sanitation, and construction, the department is directly responsible for keeping the City's fundamental utility and transportation networks operating at peak efficiency.

As Ada expands, long-term capital planning must focus on evaluating the physical layout, equipment storage capacity, and yard logistics of the 7th Street facility. Ensuring that the facility can accommodate modern, specialized equipment and expanding material stockpiles is essential to keeping pace with new development. In tandem with these physical facility updates, strategic staffing considerations remain critical. Balancing yard expansions with appropriately sized field crews and maintenance

personnel ensures that response times for infrastructure repairs stay rapid, workloads remain manageable, and the city's essential service systems continue to reliably support community growth.

Library System

Located at 124 S. Rennie Street, the city-owned Ada Public Library serves as an essential civic hub for lifelong learning, technology access, and community programming. To ensure the library continues to effectively support a growing population, long-term capital planning should focus on maintaining and upgrading the physical facility, modernizing digital infrastructure, and evaluating staffing levels to manage expanding community programs.



Ada Arts and Heritage Center

The Ada Arts and Heritage Center is housed in one of Ada's most prominent historic structures. Originally constructed between 1938 and 1939 to serve as the Ada Public Library, the project was spearheaded by local leaders and funded through a combination of a local bond issue and a Public Works Administration (PWA) grant. Designed in the Colonial Revival style by noted Oklahoma architect Albert S. Ross and built by the Chapman Construction Company, the facility officially opened its doors on April 24, 1939. Architecturally, the structure is notable for its red brick exterior, symmetrical design, and unusual Y-shaped floor plan, which is considered unique within Oklahoma. Recognizing its preservation of original materials, design, and workmanship, the building was officially added to the National Register of Historic Places in 1989 under its original name, the Ada Public Library.

After the library outgrew the facility and relocated in 1981, the city preserved and repurposed the historic building into the

Ada Arts and Heritage Center. Today, the center serves as an essential link between Ada's past and present, combining historic preservation with active community engagement. The facility functions as a dynamic cultural and artistic venue, providing space for art exhibits, historical displays, live performances, cultural programs, and special events. The center also serves as a dedicated gathering space for local community groups, cultural organizations, and civic events. Through these diverse offerings, the facility actively supports ongoing downtown revitalization efforts by boosting foot traffic, encouraging cultural tourism, and enhancing civic engagement.

Looking ahead, the Ada Arts and Heritage Center should continue to be utilized as a historical gem for the city, actively hosting the diverse array of events, classes, and cultural activities that enrich the community. To preserve its architectural significance and ensure it remains a safe and highly functional space for generations to come, long-term planning should proactively identify and address any future rehabilitation needs as necessary.



Irving Community Center

Opened in 2019, the Irving Community Center serves as Ada's senior center. The facility acts as a vital resource for older adults. It maintains high engagement levels, welcoming approximately 150 visitors daily and offering between 40 and 60 distinct programs every month.

The center is designed to comprehensively support recreation, wellness, education, technology, and community events. To accommodate these diverse needs, the facility boasts a wide array of specialized spaces. Indoors, visitors have access to dedicated art rooms, a fitness center, a gallery, a combined game room and multipurpose room, an internet cafe, a library, a nurses station, and a STEAM (Science, Technology, Engineering, Art and Math) lab. The center also extends its offerings outdoors, featuring a covered fitness area alongside an inviting pergola and patio space.

As the Irving Community Center continues to thrive as a central community hub, future planning priorities must focus on expanding its programming to meet increasing demands. Key long-term goals include maintaining high standards of accessibility, closely coordinating with local parks and transportation services, and ensuring that the facility has adequate parking and physical capacity to support its visitors.

Ada Central Fire Station

Built in 1909, the Central Fire Station in Ada, Oklahoma, boasts a rich history of public service. Over the decades, this historic building has served multiple vital civic functions, operating not only as the home of the Ada Fire Department but also functioning as a city hall, a library, and even housing an auditorium.

Currently, the facility is undergoing a major rehabilitation project designed to transform it into a modern Innovation Hub and a valuable community resource. In partnership with Grow Ada and

backed by a USDA Rural Innovation Stronger Economy (RISE) Grant, the City of Ada is repurposing the former station to support entrepreneurship, workforce development, and water innovation.

The comprehensive rehabilitation effort includes selective demolition and construction to adaptively reuse the space, ultimately converting the building into modern offices, meeting spaces, and essential support areas. A major component of the project is the integration of commercialization and innovation activities to support a new Water Innovation Cluster. This initiative will leverage strategic partnerships with the Chickasaw Nation, East Central University's Oka' Institute, and the EPA's Kerr Environmental Research Center.



Rosedale Cemetery

Established in 1905, Rosedale Cemetery serves as the official municipal cemetery for the City of Ada. Operating as a vital public asset, the site seamlessly balances the provision of ongoing burial services with the careful preservation of local history. Located within the city limits, with boundaries near Egypt Road and North Oak Avenue, the extensive grounds have remained a highly significant community landmark for over a century. Today, it continues to serve as the dignified final resting place for generations of local residents, esteemed civic leaders, and honored veterans

To ensure Rosedale Cemetery continues to meet the evolving needs of the community while honoring its historical legacy,

proactive and strategic management is essential. Long-term planning considerations for the facility must prioritize evaluating future burial capacity, ensuring broad accessibility for all visitors, and diligently preserving the oldest, most historic sections of the grounds. Furthermore, continuing to maintain Rosedale's GIS database, alongside continuous improvements in general maintenance, site security, and thoughtful landscaping, will guarantee the cemetery remains a beautiful, well-cared-for, and secure environment.



Financing and Funding

Infrastructure planning is only as effective as the financial strategy that supports it. While previous sections outlined the physical systems that keep Ada running, maintaining and expanding these networks requires significant, sustained investment. In Oklahoma, where municipal funding relies primarily on sales tax, strategic financial planning is especially critical to ensure that physical growth does not outpace the City's capacity to serve it.

Foundational utilities and civic services require a range of funding options. Historically, large-scale infrastructure in Ada has been supported by local mechanisms like Capital Improvement Sales Taxes and Revenue Bonds. For major utility overhauls, these local funds are often leveraged against state and federal partnerships, including Community Development Block Grants (CDBG) and financing through State Revolving Funds or the Oklahoma Water Resources Board (OWRB).

As Ada grows, mechanisms like Tax Increment Financing (TIF) and Public Improvement Districts (PIDs) can help ensure new development proportionately shares in infrastructure costs. Additionally, maintaining strong platting requirements ensures that public infrastructure built by private developers meets City standards before public dedication.

Moving forward, the City may also consider conducting a formal impact fee study to evaluate whether development fees align with Ada's unique growth trajectory, ensuring that future expansion remains financially sustainable for the entire community. This section provides a general overview of some of the funding options that are available for the City to consider.

Capital Improvement Sales Tax

A Capital Improvement Sales Tax is a dedicated, voter-approved local tax applied to the sale of goods and services, with the resulting revenue legally restricted to funding major, long-term

public infrastructure projects. In Oklahoma, where municipalities rely heavily on sales tax rather than property tax for general operations, a specific capital improvement penny (or fraction of a penny) is a primary funding engine. It allows a city to fund repairs, upgrade parks, or upgrade utilities, while successfully capturing revenue from non-resident commuters and visitors who utilize the city's infrastructure.

Revenue Bonds

Revenue Bonds are debt instruments issued by a municipality or a public trust (like a municipal utility authority) to finance specific, income-producing facilities, such as water, sewer, or solid waste systems. Rather than being paid back through broad property or sales taxes, the debt is serviced exclusively by the revenues (i.e., monthly utility bills and user fees) generated by the system they funded. Because they do not pledge the city's general tax base, they typically do not require a public vote, but they do require the utility to maintain healthy rates and reliable collection to guarantee the debt is repaid.

State Revolving Funds

State Revolving Funds (SRFs) are joint federal and state financial programs, specifically the Clean Water and Drinking Water SRFs, designed to provide highly subsidized, low-interest loans to communities for water quality and public health infrastructure. As municipalities repay these loans, the money "revolves" back into the state's fund to finance new projects for other communities, creating a sustainable financial loop. These funds are highly competitive but deeply advantageous for major utility overhauls, as the below-market interest rates and occasional loan forgiveness can save a municipality millions of dollars over a 20- to 30-year term.

OWRB Loans

OWRB Loans are financing options administered directly by the Oklahoma Water Resources Board to assist communities with water, wastewater, and dam infrastructure projects. While the OWRB co-administers the federal SRF programs mentioned above, it also offers state-specific Financial Assistance Program (FAP) loans backed by the Board's own AAA credit rating. By leveraging the state's strong financial standing, the OWRB allows cities, public trusts, and rural water districts to secure long-term, low-interest financing and technical support that might be far more expensive or difficult to obtain on the open bond market independently.

Community Development Block Grants (CDBG)

The CDBG program provides federal funding to improve infrastructure, revitalize neighborhoods, and expand economic opportunities. Because Ada has a population under 50,000, it receives these funds through the state-administered program rather than directly from the federal government.

Impact/Development Fees

Impact Fees, or development fees, are one-time charges assessed on new development projects to fund the infrastructure expansion required by growth. Implementing these fees allows Ada to ensure concurrency, that public facilities and utilities expand alongside new development. This approach proactively mitigates growth from outpacing the City's capacity to serve it and prevents premature infrastructure investments in low-demand areas. Ultimately, impact fees ensure new development pays its fair share for upgrades to roads, water lines, and fire protection that are specifically needed to serve that new growth. By capturing these funds, Ada protects its general budget, maintains high-quality services, and supports sustainable economic

expansion without shifting the financial burden onto existing taxpayers.

Public Improvement Districts (PIDs)

Public Improvement Districts (PIDs) are a localized financing tool used to fund additional services or public infrastructure upgrades within a defined geographic area of the city. PIDs are funded through special assessments paid exclusively by the landowners within that district who directly benefit from the enhancements. By capturing these localized funds, the City can support specialized development, ensure high-quality public improvements in high-growth zones, and protect its general budget for city-wide needs.

Tax Increment Financing (TIFs)

Tax Increment Financing (TIF) is an economic development tool that captures future gains in tax revenues within a designated district to fund public infrastructure and project costs. When a TIF district is created, the existing tax base is frozen, and any new tax revenue generated by subsequent growth is reinvested directly back into that specific area. These districts operate on a flexible timeline, typically ranging from 5 to 25 years depending on the scale of the project. For Ada, implementing a TIF district can serve as a powerful catalyst to revitalize underutilized areas, attract private commercial investments, and fund necessary streetscapes, utilities, or site preparation. Because it relies exclusively on the new tax revenue generated by the development itself, a TIF allows Ada to stimulate targeted economic expansion and create jobs without raising taxes or draining the City's general fund.

ODOT Grants

Oklahoma Department of Transportation (ODOT) Grants encompass a variety of state and federal pass-through funding programs designed to improve local transportation networks.

A primary mechanism for municipalities is the Transportation Alternatives Program (TAP), an 80/20 cost-reimbursement grant that funds projects outside of standard highway construction. For Ada, securing TAP or related ODOT funding provides the financial leverage needed to build pedestrian sidewalks, safe routes to schools, bicycle lanes, and recreational trails. By pursuing these competitive grants, the City can significantly expand its active transportation infrastructure, enhance multi-modal connectivity, and improve pedestrian safety across neighborhoods without exhausting local capital improvement revenues.

Pro Rata Assessments

Pro Rata Assessments are a localized cost-sharing mechanism used to finance the extension or oversizing of municipal utility infrastructure, such as water and sewer mains. Under a pro rata system, the cost of constructing new linear infrastructure is divided proportionally among the developers or property owners who physically connect to and benefit from it. For instance, if a developer is required to install an oversized water line to accommodate future surrounding neighborhoods, subsequent developers who eventually tap into that line must pay a proportional fee, often calculated by usage capacity or linear street frontage, to reimburse the original builder. Implementing pro rata assessments allows Ada to ensure equitable infrastructure funding where “first-mover” developers aren’t unfairly penalized for laying foundational pipes. Ultimately, this promotes orderly utility expansion and protects the City’s broader capital funds by ensuring the specific beneficiaries pay their fair share of the installation costs.



Chapter Actions

Infrastructure Coordination Efforts	
1	Enhance Intergovernmental Partnerships: Maintain regular planning and utility coordination with the Chickasaw Nation, Pontotoc County, and ODOT to benefit the broader region.
2	Coordinate with Private Utility Providers: Share long-term growth maps with electric, gas, and broadband providers to align expansions, share joint corridors, and minimize street disruptions.

Transportation Network	
1	Apply ADT Volume Thresholds: Utilize standardized daily traffic thresholds to guide data-driven decisions for pavement design, intersection capacities, and right-of-way expansions.
2	Codify Street Typologies in the New UDC: Integrate the defined arterial, boulevard, and collector typologies into the new UDC to preserve appropriate right-of-way widths during development.
3	Establish Pedestrian and Bike Standards in the UDC: Update UDC infrastructure rules to require connected sidewalks, trails, landscaping for shade, and flexible spaces like downtown streeteries

Public Facilities

1	Continue Landfill Capacity Evaluations: Continue engineering studies, financial analyses, and environmental reviews to address capacity at the County Road 1520 landfill.
2	Evaluate Fire Station Coverage and Training Space: Maintain a high ISO rating by monitoring outlying growth zones against response targets to determine substation needs, maximizing engine bay dimensions, and maintaining rescue training spaces.
3	Balance Civic Facility Upgrades with Staffing: Align facility planning at City Hall, Public Works, and the Library with appropriate staffing considerations to ensure smooth service delivery as workloads grow.

Financing and Funding

1	Maximize Local and State Funding Tools: Leverage Capital Improvement Sales Taxes against OWRB loans, State Revolving Funds, and CDBG grants for major infrastructure overhauls.
2	Commission an Impact Fee Study: Evaluate whether establishing a one-time development fee system aligns with Ada's trajectory to ensure new growth funds its required utility expansions.
3	Deploy Targeted Financial Districts: Utilize Tax Increment Financing (TIF) to catalyze underutilized areas to fund localized upgrades via special assessments.