What is being done to the bridge?
The current bridge will be demolished and replaced with a higher, longer, and wider bridge. The new bridge will include a through lane in each direction, a left turn lane, a U-Turn lane, and an expanded 10ft sidewalk. Parts of N. and S. MacGregor will be replaced to match the new bridge elevation and intersections will be re-built with additional traffic lights. Storm sewer inlets, street striping, and sidewalks will also be added.

Why is the bridge being replaced?
The Ardmore Bridge is included in the Project Brays flood reduction program to widen the channel and reduce the risk of flooding. Increasing the capacity of the channel will allow for more rain to flow throughout Brays Bayou. Project Brays is a federal and local partnership project that is estimated to cost $480 million to complete.

Will this bridge look like others?
Yes. All bridges reconstructed as part of Project Brays will be in ordinance with the Project Brays theme. The bridge will incorporate two sets of architectural columns supporting the expanded bridge deck with the street name displayed on the side of the bridge.

Does this reduce the risk of flooding?
Yes. The new bridge will be higher, longer, and wider to allow a larger volume of water to flow under more freely.

Does this project increase the risk of flooding?
No. This project was initiated to widen the channel and reduce the risk of flooding.

Does Project Brays eliminate flooding?
No. Although Project Brays will reduce the risk of flooding along Brays Bayou, the risk of flooding will remain. Harris County Flood Control District (HCFCD) recommends that everyone in Harris County have flood insurance to ensure against the possibility of personal and financial loss. Visit ProjectBrays.org to see estimated future flood plains and view the Conditional Letter of Map Revision (CLOMR Map).

Can two-way traffic be added to N. and S. Macgregor West of Ardmore Bridge?
No, not without significant transportation investment. Traffic studies have been completed and reviewed by the City of Houston and TxDOT. The loss of service and safety concerns make the change in traffic patterns prohibitive without upgrades, for which there is no funding. However, the issue of two-way traffic can be re-evaluated by TxDOT and the City of Houston after the bridge is completed.

Can we relocate the bridge?
No, the bridge can’t be relocated because it affects the hydraulics of the water and causes impacts upstream.

Why isn’t Harris County Flood Control District moving the bridge?
Flood Control’s primary purpose is to reduce the risk of flooding, not to reconstruct streets and traffic patterns. Please speak with the City of Houston or a representative at TxDOT if you have more questions.

What about the HEB and new hospital developments and additional SH 288 direct connector at Holcombe coming?
Traffic studies were completed to include the additional traffic from HEB, the new hospital, and the new SH 288 direct connector. It concluded that replacing the bridge in its current location is preferred.

What is that black plastic pipe on the pedestrian crossing?
It is a temporary force main that carries sewage across the bayou. It will be relocated to the pedestrian crossing (Columbia Traffic Trail) during construction and replaced once construction is complete.

How long will the construction last?
The project is projected to last for one year. However, the bridge will be open to traffic as soon as the construction allows.

Who do I contact if I have more questions?
Please contact Project Brays at 713-316-4820 or communications@hcfcd.org. You can also visit ProjectBrays.org if you have more concerns or questions.