



WELCOME TO THE US 250/Cameron Road Widening PUBLIC MEETING

Public Involvement Purpose

The purpose of this meeting is to provide an update on the project and present the Preferred Alternative for the proposed US250/Cameron Road project. The meeting is intended to be informal to maximize the interaction between citizens and the project team. We encourage attendees to examine the project maps and displays, discuss the project with the members of our project team who are here today, and complete the comment sheet provided or go online and provide comments via our website.

Workshop Format

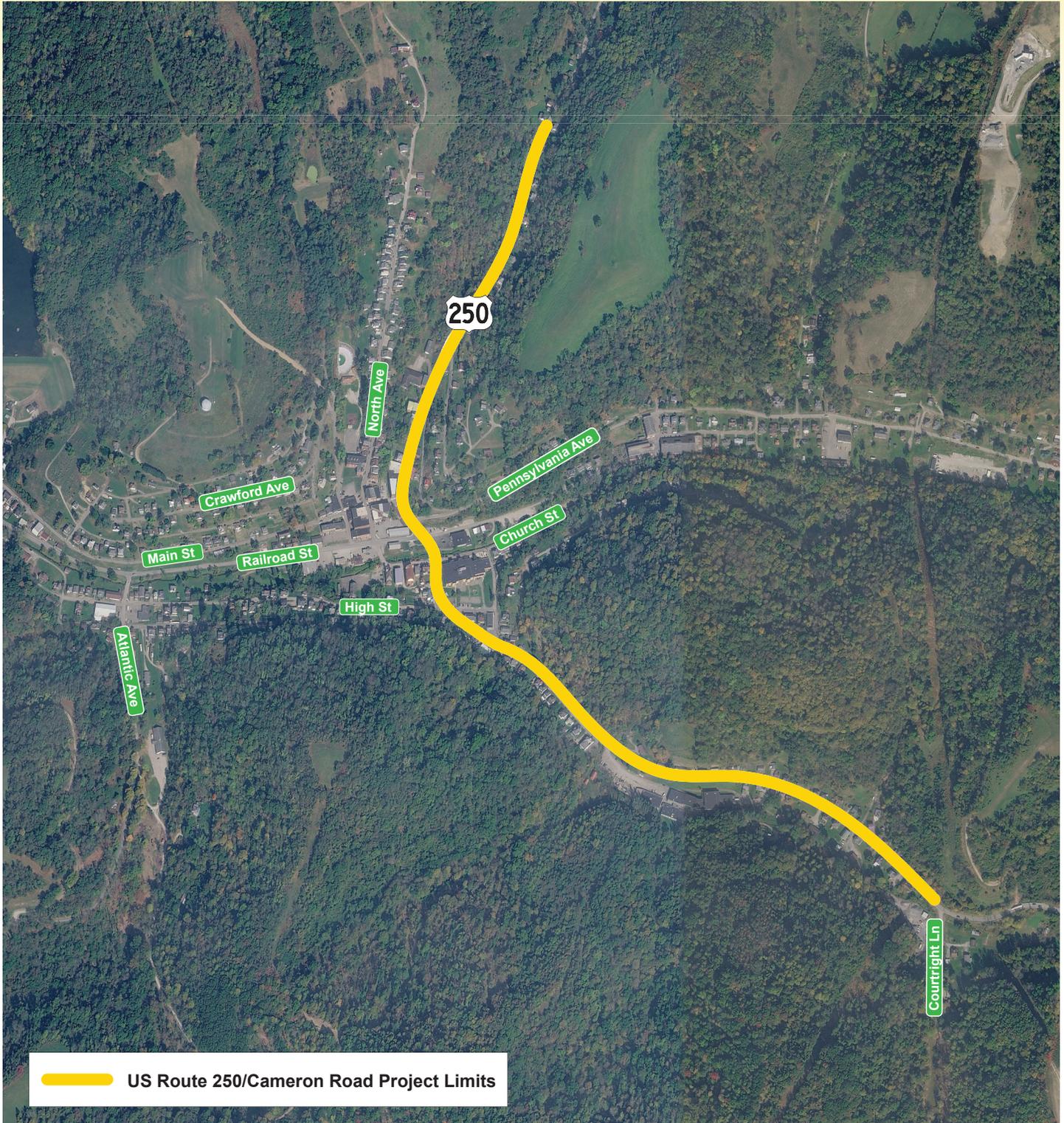
WVDOH procedures for public meetings are established to ensure meaningful citizen input in the development of proposed projects and to comply with all applicable regulations and requirements.

This meeting is from 4:30 p.m. to 7:30 p.m., and there will be no formal presentation.

Project Introduction

The West Virginia Department of Highways (WVDOT) is studying a 1.61-mile section of the United States Route 250 (US 250) through the city of Cameron in Marshall County to provide improvements.

The route begins at 0.03 miles south of Marshall County Route 250/33 (CR 250/33) and extends northward to a point 0.78 miles north of Marshall County Route 25 (CR 25).



Purpose and Need

The improvements along US250/Cameron Road will address the deteriorated condition and functional obsolescence of the roadway, sidewalks, and drainage.

The improvements include:

Improve Safety for Motorists and Pedestrians



The narrow travel lanes do not currently allow two large trucks to pass. The narrow width forces vehicles onto the sidewalk, causing dangerous conditions for pedestrians.

There are roadway embankment slips on the southbound side of US 250 at an area near the old Cameron High School and an area at the north end of the project, which have the potential to cause road failure and embankment erosion.

Various existing retaining walls are in deteriorated condition at both the north side of US 250 and at the south end of the project area.

There have been 48 vehicular crashes between December 31, 2018, and December 31, 2023, on US 250 between milepost 10.76 and 12.05.

ADA compliance with West Virginia Code (WVC) 17C-13-6 and WVDOT Design Directive DD-811

The sidewalk adjacent to US 250 is below grade, which causes major safety concerns for pedestrians. The roadway is missing curbs in some locations and has minimal to no shoulders. The sidewalk is narrow and not ADA-compliant.

An existing walkway bridge adjacent to the box culvert, located near the entrance of the old high school, is in poor condition and not ADA-compliant.



Improve congestion/mobility of US 250

Safety along US 250 will be enhanced through targeted improvements. The project will reduce the severity of the curve southeast of Wiley Street, which will improve conditions and allow trucks and passenger vehicles to pass each other more safely.

This change is expected to lower the risk of crashes, particularly those involving larger vehicles that currently have difficulty navigating the curve. Implementation of this improvement will require impacts to several adjacent properties.

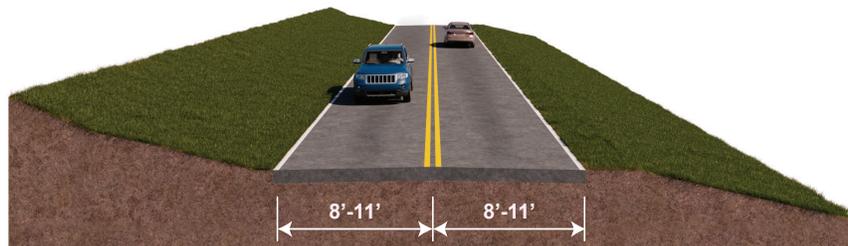
These improvements are important given the steady increase in traffic volumes and the diverse mix of vehicles using the corridor, including trucks, buses, emergency vehicles, mail carriers, and passenger cars.

Traffic has grown in recent years, with Annual Average Daily Traffic (AADT) increasing as follows:

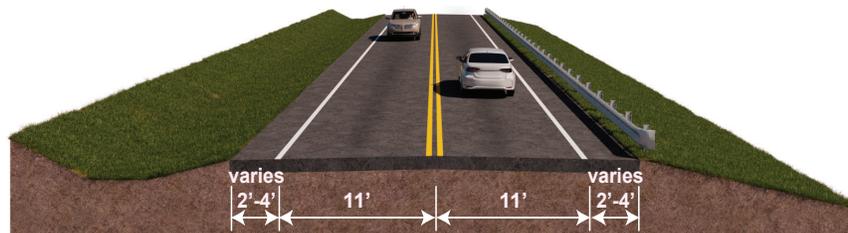
- The 2020 AADT for this roadway was approximately 910 vehicles per day, with approximately 11% of traffic being trucks.
- The 2023 AADT was approximately 1,409 vehicles per day.
- The current AADT is approximately 2,300 vehicles per day.

PREFERRED ALTERNATIVE

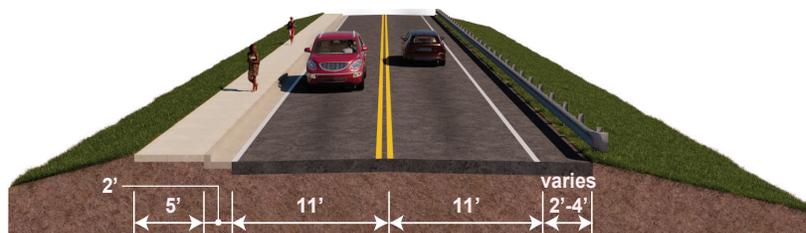
The project will involve improvements to US 250 from 0.4 mile south of the old high school to 0.5 mile north of Marshall County Route 25. Curve improvements and widening will occur from 0.17 mile south of Cameron Elementary School. Improvements to the remainder of the project include roadway repairs, sidewalk reconstruction, two box culvert replacements, and retaining wall construction and repairs. There are two configurations for the roads. One will add ADA-compliant sidewalks, while both will add 4-foot shoulders.



Existing Section



Proposed Section



Proposed Section with Sidewalk

IMPACTS MATRIX

Evaluation Criteria	No-Build Alternative	Build Alternative
Roadway Width	16.4' (varies from 16.4' to 22')	22' in widened areas
Multi-modal Facilities	None	None
Historic Structure Impacts	None	None
Hazardous Waste Site Impacts	None	None
Stream Impacts	None	0.13 acres
Wetland Impacts	None	None
Displaced Residences	None	4
Displaced Businesses	None	None
Right Way Parcel Impacts	None	12 parcels
Cost	Routine Maintenance and Repair	\$11,929,704.65

PROJECT SCHEDULE



We want your feedback.

Please send written comments on or before Thursday, April 26, 2026, to:
 West Virginia Division of Highways
 Engineering Division
 1900 Kanawha Blvd, Building 5, Room 900
 Charleston, WV 25301

Or visit the WVDOH Website: <http://go.wv.gov/dotcomment>



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**West Virginia Division of Highways
Engineering Division
1900 Kanawha Blvd
Building 5, Room 900
Charleston, WV 25305**

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