

PROPOSED ASPHALT PLANT — TALKING POINTS

Choose 2 or 3 points that matter most to you when contacting representatives. Use your own words and personal experience.

WHERE THINGS STAND

Maymead filed its air permit application 7/16/2026. Forsyth County EAP determined it complete and confirmed Synthetic Minor classification. A 30-day public comment period and hearing are planned once the draft permit is published — not yet open, but coming.

1. Wrong location. The issue isn't simply whether an asphalt plant can operate legally — it's whether this location is appropriate for a large industrial operation surrounded by established homes, schools, churches, and community facilities.

2. Protect air quality and nearby families. The EPA classifies hot-mix asphalt plants as sources of hazardous air pollutants: formaldehyde, benzene, toluene & VOCs (cancer); PAHs (cancer, neurological damage); PM2.5 (respiratory illness, heart disease, premature death). Maymead's own required air dispersion modeling shows benzene at 50% of its allowable annual health-based limit — by far the narrowest safety margin of any pollutant tested (formaldehyde, nickel & arsenic were 1–7%).

3. Protect our drinking-water resources. The site sits in the Muddy Creek watershed, the largest Yadkin River tributary in this area. Winston-Salem/Forsyth County Utilities draws drinking water directly from the Yadkin River at its Neilson and Swann Water Treatment Plants — a combined 73 million gallons per day.

4. Stormwater runoff matters. Muddy Creek has documented water-quality concerns, including turbidity. Ask where the plant's stormwater will go. The Brownfields application for the adjacent site (6020) was withdrawn in 2016 — no Land Use Restriction was ever filed, case never formally closed. A 2008 well survey found a water supply well ON the Maymead site itself (6010) tested above the state's groundwater lead standard — never retested.

5. Don't add another pollutant source to a stressed watershed. Officials should consider the cumulative effect on a watershed that already has documented water-quality problems.

6. Make sure emergency services are prepared. Ask whether fire, EMS, and law enforcement have reviewed the facility and its expected heavy-truck traffic, including emergency access.

7. Heavy-truck traffic will affect the community. Congestion, road safety, noise, road wear, and nearby intersections.

8. Are the roads and infrastructure adequate? Especially with the Kinnamon Rd. bridge replacement (NC DOT Project BR-0075) coming in the 2027–2029 timeframe, detouring traffic onto an already narrow, hazardous two-lane road.

9. Protect existing homes and property values. Heavy trucks, noise, odors, emissions, and visual impacts could affect desirability and value.

10. Consider the children and schools nearby. Five schools, a preschool, and the Jerry Long Family YMCA are within about 2.1 miles of the proposed plant.

11. Prevent problems instead of reacting to them. Residents shouldn't have to wait for odors, traffic, or runoff issues before foreseeable risks are addressed.

12. Protect the character of our community. Responsible development should respect the neighborhoods and quality of life that already exist.

13. Think 20–30 years ahead. An asphalt plant may operate for decades — consider what this area will look and feel like for future residents.

KEY QUESTIONS

Where will stormwater go? What pollutants could enter runoff? What are the permitted air emissions, and how does the benzene modeling result (50% of its limit) factor into the EAP's review? How many heavy-truck trips are expected, and what routes? Are roads and bridges adequate? Have fire/EMS reviewed the project? Why is this location preferable to a site farther from homes, schools, and waterways?