

SECTION 404/NEPA MERGER PROJECT TEAM MEETING
CP 3: LEAST ENVIRONMENTALLY DAMAGING PRACTICABLE
ALTERNATIVE (LEDPA)

Improve US 401 Intersection with NC 55/NC 42 and
construct a new connection to Judd Parkway

Wake County

STIP Project U-5751

North Carolina Department of Transportation

Division 5



June 22, 2023

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Figure 1. Vicinity Map

Figure 2. Detailed Study Alternatives Map

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1.0 Introduction

1.1 Project Description

The North Carolina Department of Transportation (NCDOT) State Transportation Improvement Program (STIP) Project No. U-5751 is approximately three miles in length and consists of improving the US 401 intersection with NC 55/NC 42. The project will also include improvements to the NC 55 intersection with NC 42 and the construction of a connector road from NC 55 to Judd Parkway in Fuquay-Varina, Wake County. Potential environmental effects of the project are being documented through a Categorical Exclusion (CE) with the Federal Highway Administration (FHWA) as the lead federal agency. While the project is currently state-funded, a federal documentation is being prepared to facilitate federal funds being applied to the project if they become available. The project location is shown on **Figure 1**.

1.2 Purpose of the Meeting

The purpose of the meeting is to obtain concurrence on the Least Environmentally Damaging Practicable Alternative (LEDPA).

1.3 Project History

During a July 2019 Merger screening meeting, representatives from the US Army Corps of Engineers (USACE), NC Division of Water Resources (NCDWR), FHWA, and NCDOT met to discuss the project. At this meeting the project team considered options of a connector road from NC 55 to Judd Parkway. However, the STIP description focused more closely on the US 401 intersection with NC 42/NC 55 and the NC 55 intersection with NC 42. A primary reason the agency representatives recommended the project should remain in the Merger process was due to this difference. In September 2019 the STIP description was amended to include the connector road for consistency.

Concurrence Point 1: Purpose and Need and Study Area Defined

On February 20, 2020 the Merger Team met and concurred on the project Purpose and Need and Study Area.

The purpose of the project is:

The purpose of the proposed project is to improve traffic flow at and near the intersections of US 401 with NC 42-55 and NC 55 with NC 42. The purpose is also to alleviate congestion between NC 55 and Judd Parkway in Fuquay-Varina. Measures of effectiveness (MOE) may include travel delay and queue lengths.

The need for the project is:

Based on a number of local and regional transportation studies, the local community needs relief from the existing and future congestion at the US 401/NC 42-NC 55 and NC 42/NC 55 intersections. The community also needs a more efficient connection to Judd Parkway for the northwest to southeast traffic that passes through the project vicinity.

The study area boundary is shown on **Figure 1** and is described as included in the CP 1 signed concurrence form as follows:

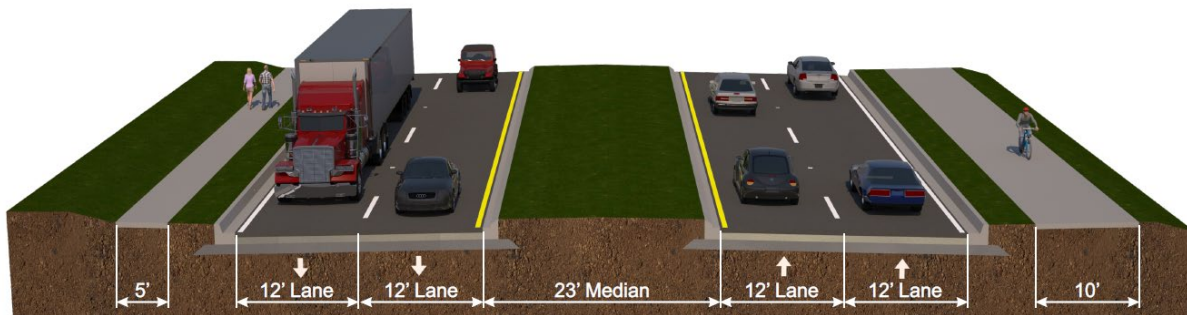
The study area extends along US 401, NC 42, and NC 55 and allows consideration of a range of possible alternatives to meet the Purpose and Need of the project.

Concurrence Point 2: Detailed Study Alternatives

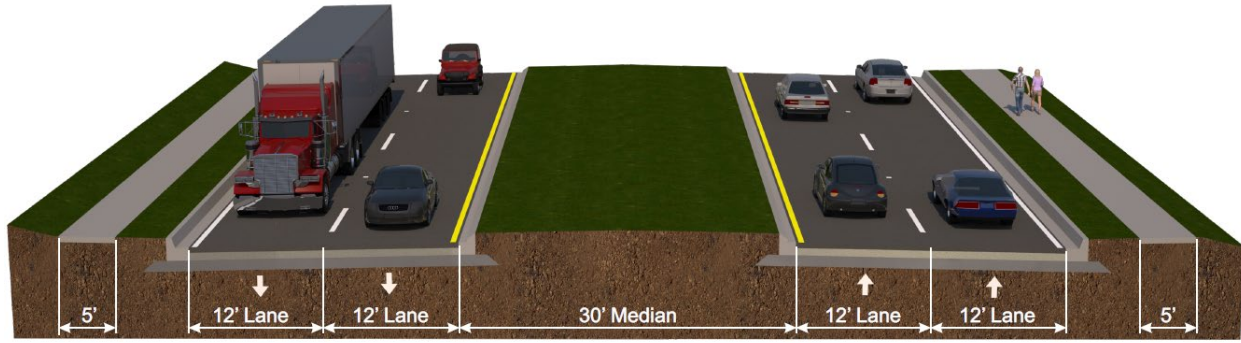
The Merger Team met and concurred on the Detailed Alternatives Carried Forward on February 20, 2020. The Detailed Alternatives include the No Build as well as the following Build Alternatives and are depicted on **Figure 2**. The Build Alternatives are described as included in the CP 2 signed concurrence form as follows:

- **Build Alternative 1 (Orange)** – Alternative 1 crosses US 401 and the railroad the same as the other two alternatives and continues on the common northwest heading for a longer distance before curving to the west and intersect Sunset Lake Road. It is just south of the Jones-Johnson Ballentine Historic District. Alternatives 1 and 2 have the same alignment west of Sunset Lake Road.
- **Build Alternative 2 (Yellow)** – Alternative 2 passes on the north side of the Abiding Presence Lutheran Church property and curves around to the north of the residential area that is located on the west side of Sunset Lake Road. It ties into Judd Parkway just to the east of Stewart Street.
- **Build Alternative 3 (Purple)** – Alternative 3 is the southernmost of the three. It intersects Sunset Lake Road at Products Road, utilizes a portion of existing Products Road, and ties into existing Judd Parkway.

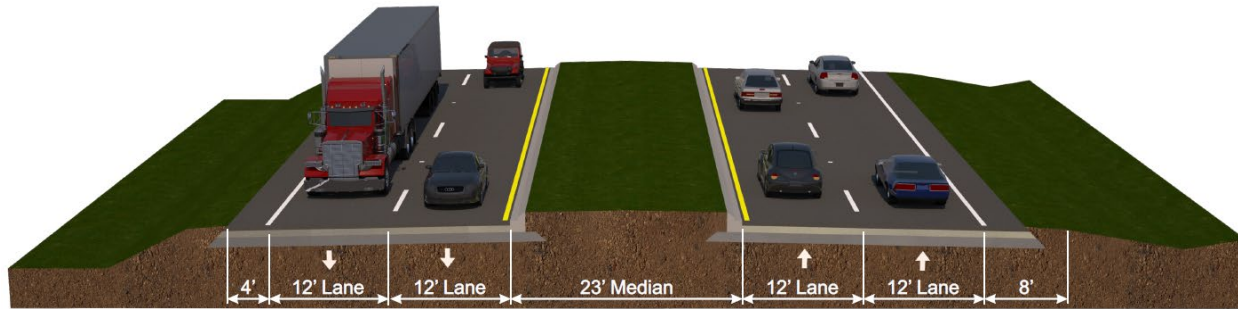
Along Judd Parkway, including the new connector, the proposed typical section is four lane divided facility with two 12-foot lanes in each direction, 23-foot grass median, 10-foot multi-use path, and five-foot sidewalk. The typical section for Broad Street and US 401 includes two 12-foot lanes in each direction, a 30-foot grass median, and five-foot sidewalks on each side. The NC 42 typical section includes two 12-foot lanes, a 23-foot grass median, four-foot paved shoulders on one side and four-foot paved shoulders and four-foot grass shoulders on the other side. Typical sections are consistent between all three alternatives.



Judd Parkway Typical Section



Broad Street/US 401 Typical Section



NC 42 Typical Section

Concurrence Point 2A: Major Hydraulic Crossings and Alignment Review

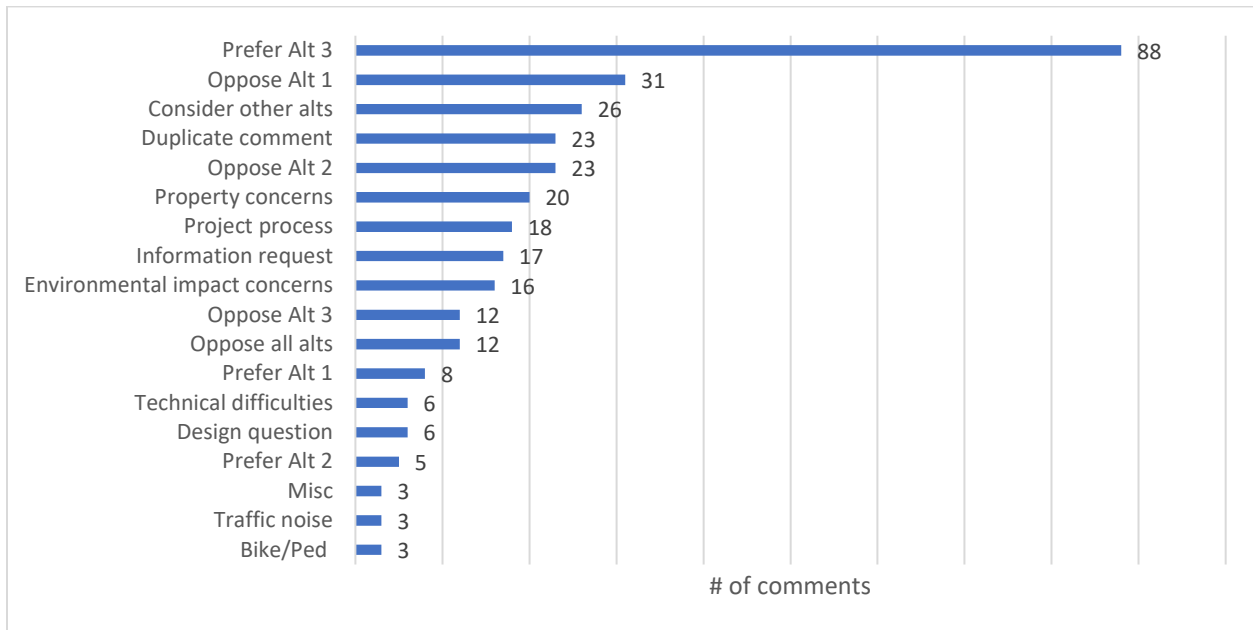
The Merger Team met and concurred on Major Hydraulic Crossings and Alignment Review on July 13, 2022. The major hydraulic crossing decisions are described as included in the CP 2A signed concurrence form as follows:

- **Site 1** - Retain and extend existing two 10' x 6' reinforced concrete box culverts (RCBC)
- **Site 2** - Retain and extend existing 10' x 9' RCBC
- **Site 3** - Install new 7' x 7' RCBC (buried 1')

Public Involvement

A virtual public meeting was held on March 22, 2022. There were 183 attendees, and a total of 227 comments left in the virtual public meeting chat box which were addressed during the meeting.

A total of 267 comments were received during the comment period on the project website by 44 members of the public. A majority of the comments received were in support of Alternative 3 (88 comments), followed by opposition to Alternative 1 (31 comments) and a request to consider other alternatives (26 comments). The below chart and table summarize comment themes and representative comments received following the public meeting.



The US Army Corps of Engineers Section 404 Public Notice was posted on September 22, 2022. The comment period for the USACE Public Notice expired on October 24, 2022. Two written comments were received, one from the US Fish and Wildlife Service noting there were no comments at this time, and one from a property owner noting a preference for Alternative 3 due to minimal residential, stream, and Voluntary Agricultural District impacts compared to Alternatives 1 and 2.

The Town of Fuquay-Varina Board of Commissioners adopted a resolution, signed on May 16, 2023, which notes support of NCDOT’s standard alternative selection process for this project. The resolution states the Town trusts NCDOT will select a preferred alternative that “provides the most benefit for the citizens of Fuquay-Varina while minimizing identified human, environmental, and economic impacts.”

1.4 Traffic Information

Following the July 2022 CP2A meeting, NCDOT performed additional traffic analyses on all three build alternatives to determine average travel time between the intersections of the proposed NC 55 alignment at Judd Parkway and Sunset Lake Road. As shown in **Table 1** below, Alternative 3 achieves the best average travel time between both intersections in comparison to Alternatives 1 and 2.

Table 1. Travel Time

	Alternative 1	Alternative 2	Alternative 3
Eastbound Average Travel Time from Broad Street to NC 42 in minutes - AM (PM)	5.7 (7.1)	5.7 (7.1)	5.0 (5.9)
Westbound Average Travel Time from NC 42 to Broad Street in minutes - AM (PM)	7.6 (7.2)	7.6 (7.2)	6.4 (5.9)

2.0 Detailed Study Alternatives and Impacts

As noted above, the Merger Team met and concurred on the Detailed Alternatives Carried Forward on February 20, 2020 which includes three build alternatives and a no-build alternative. The Detailed

Alternatives and are depicted on **Figure 2**, and known resources are shown on **Figures 3 through 31**. **Table 2** summarizes the potential impacts to known resources based on preliminary design slope stake limits plus 25 feet.

Table 2. Summary of Impacts

Summary of Environmental Effects			
	Alternative 1	Alternative 2	Alternative 3
Length (mi)	3.4	3.4	3.4
Archaeological Sites	None	None	None
Section 4(f) sites	Yes - de minimis	Yes - de minimis	No
Disproportionate Environmental Justice Impacts	None	None	None
Railroad Crossing	1	1	1
Geoenvironmental Sites of Concern ¹	3	3	3
Section 6(f) Resources ¹	None	None	None
Church/Cemeteries displaced ¹	None	None	None
School Properties ¹	None	None	None
EMS/Fire Station ¹	None	None	None
Greenway ¹	None	None	None
Voluntary Agricultural Districts ¹ (ac)	6.5	0.5	<0.1
Historic Architecture Resources			
Jones Johnson House	No Adverse Effect³	No Adverse Effect³	No Effect
Kemp B. Johnson House	No Adverse Effect⁴	No Adverse Effect⁴	No Adverse Effect⁴
Relocations			
Business	4	3	3
Residential	18	12	10
TOTAL	22	15	13
Threatened & Endangered Species			
Terrestrial	No Effect	No Effect	No Effect
Aquatic	MA-NLAA	MA-NLAA	MA-NLAA
Water Resources¹			
Wetlands ⁵ (# / ac)	15 / 7.2	15 / 7.4	17 / 5.6
Streams ⁵ (# / ft)	8 / 2,042	9 / 2,306	10 / 1,289
Ponds ⁵ (# / ac)	2 / 0.7	0 / 0	0 / 0
Stormwater Pond (# / ac)	0 / 0	0 / 0	3 / 0.1
Stream Buffers (sq ft)	195,984	225,483	145,434
FEMA 100 Year Flood Zone (ac)	3.0	3.0	0.6
NCRS Farmland Soils¹			
Prime farmland if drained (ac)	2.2	7.0	2.0
Farmland of statewide importance (ac)	36.7	30.1	29.6
All areas of prime farmland	8.2	9.6	8.9
TOTAL	47.2	46.7	40.4

Cost Estimates			
Right-of-Way	\$39,146,000	\$34,471,000	\$33,876,000
Utilities	\$2,967,000	\$2,967,000	\$3,274,000
Construction	\$82,900,000	\$82,600,000	\$82,400,000
TOTAL	\$125,013,000	\$120,038,000	\$119,550,000

NOTES:

MA – NLAA (May Affect, Not Likely to Adversely Affect)

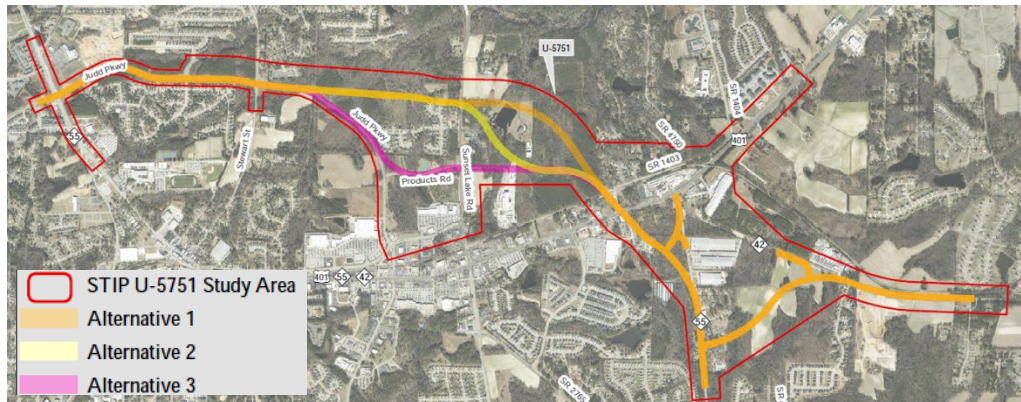
1. Impacts calculated based on a slope stakes limits plus a 25-foot buffer.
2. Font color represents magnitude of impact in comparison to other alternatives. Red = highest magnitude; Green = lowest magnitude
3. Alternative 1 has No Adverse Effect with a commitment to replace fencing and trees in coordination with the property owner after construction. Alternative 2 has No Adverse Effect with a commitment to repair the fence after construction.
4. All three alternatives have No Adverse Effect with a commitment to provide landscaping and planting trees to reduce visual impacts after construction.
5. According to Preliminary Jurisdictional Determinations dated September 11, 2017 and May 17, 2021.

3.0 Preferred Alternative/LEDPA

NCDOT is recommending Alternative 3 be selected as the Preferred Alternative/LEDPA. Alternative 3 has the least impacts to the natural and human environment and received the majority of public support during the public meeting comment period.

As shown in **Table 2**, Alternative 3 has the least proposed impacts to streams and wetlands. Potential impacts to FEMA floodplains are minimal. Additionally, Alternative 3 has the lowest impact to Voluntary Agricultural Districts (VAD’s) and farmland soils.

Alternative 3 also has the least impacts to the human environment with the lowest number of relocations. As detailed in Section 1.3, based on public comments received following the March 2022 public meeting a



Detailed Study Alternatives

majority of the comments received (88 of 320) were in support of Alternative 3. Alternative 3 also has the least impacts to historic architecture resources due to its southern route which avoids all impacts to the Jones-Johnson property.

Lastly, as noted in Section 1.4, Alternative 3 achieves the best travel time for the proposed NC 55 alignment between the Judd Parkway and Sunset Lake Road intersections. As such, Alternative 3 satisfies the project’s purpose to improve traffic flow and alleviate congestion along NC 55 between Judd Parkway and Sunset Lake Road. The No-Build Alternative (“no action”) would not provide any improvements in the project area other than typical maintenance activities, and would have a Level of Service (LOS) F at the intersection of US 401 and NC 42/NC 55. Therefore, the No-Build Alternative would not meet the project’s purpose to address congestion and improve traffic flow.

4.0 Project Schedule

Table 3 provides the proposed project schedule.

Table 3. STIP Project U-5751 Schedule

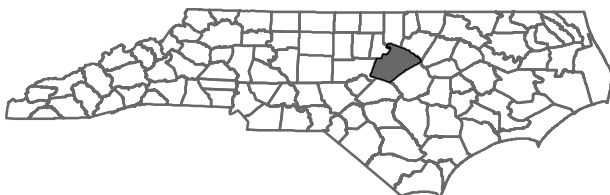
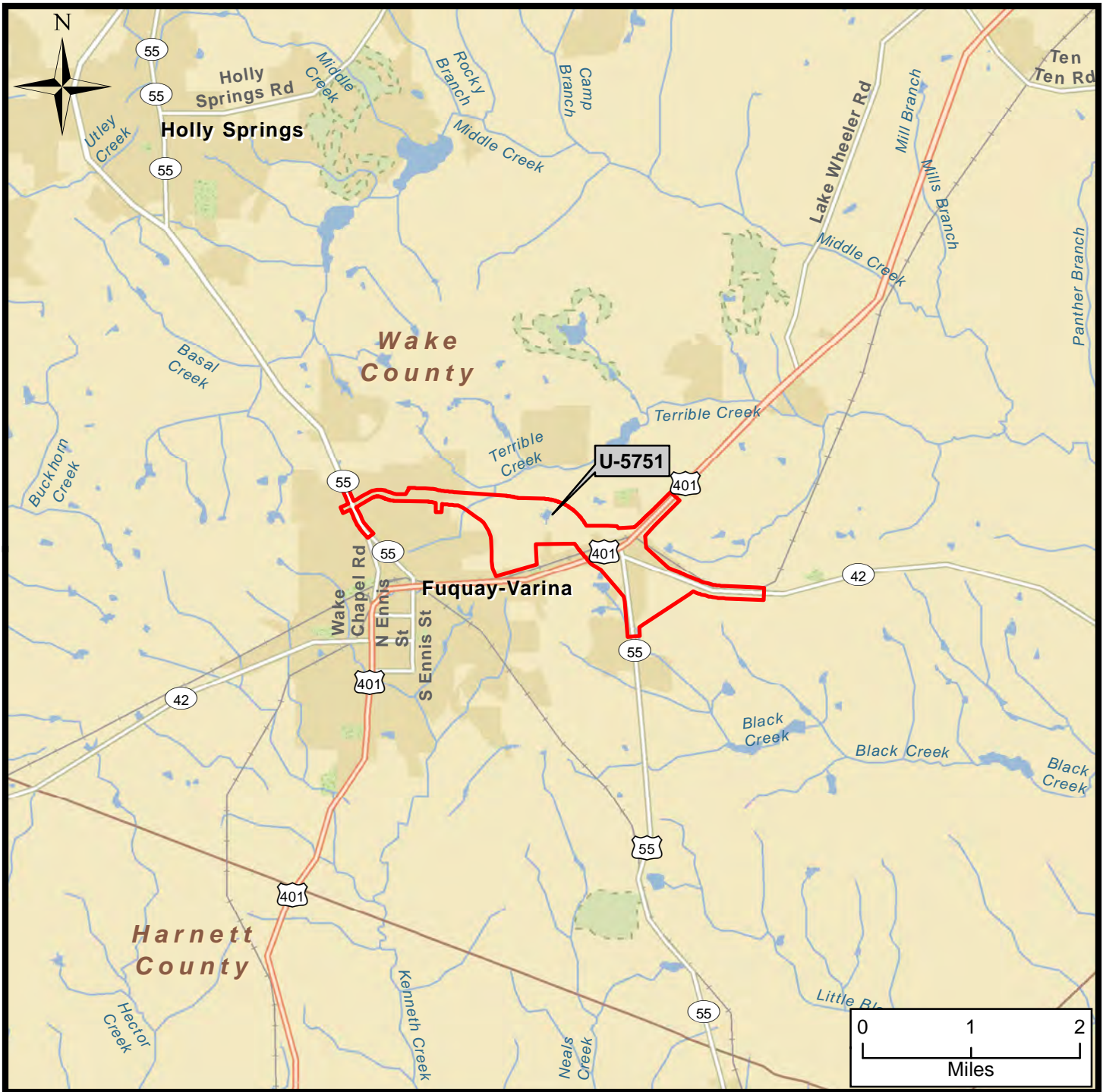
Milestone	Schedule
Concurrence Points 1&2	February 20, 2020
Virtual Public Meeting	March 22, 2022
Concurrence Point 2A	July 13, 2022
Concurrence Point 3	June 22, 2023
Final Environmental Document ⁺	Summer/Fall 2023*
Concurrence Point 4A	TBD
ROW Acquisition	FY 2029 *
Construction	Post Year


*Tentative, subject to change. ROW and construction dates per the current 2020 – 2029 STIP (May 2023)

5.0 Avoidance and Minimization

The alternatives were developed with avoidance to both human and natural resources as detailed below. Avoidance and minimization measures are ongoing and minimization measures will continue to be evaluated and implemented following selection of the LEDPA during final design. The following are avoidance and minimization measures to date:

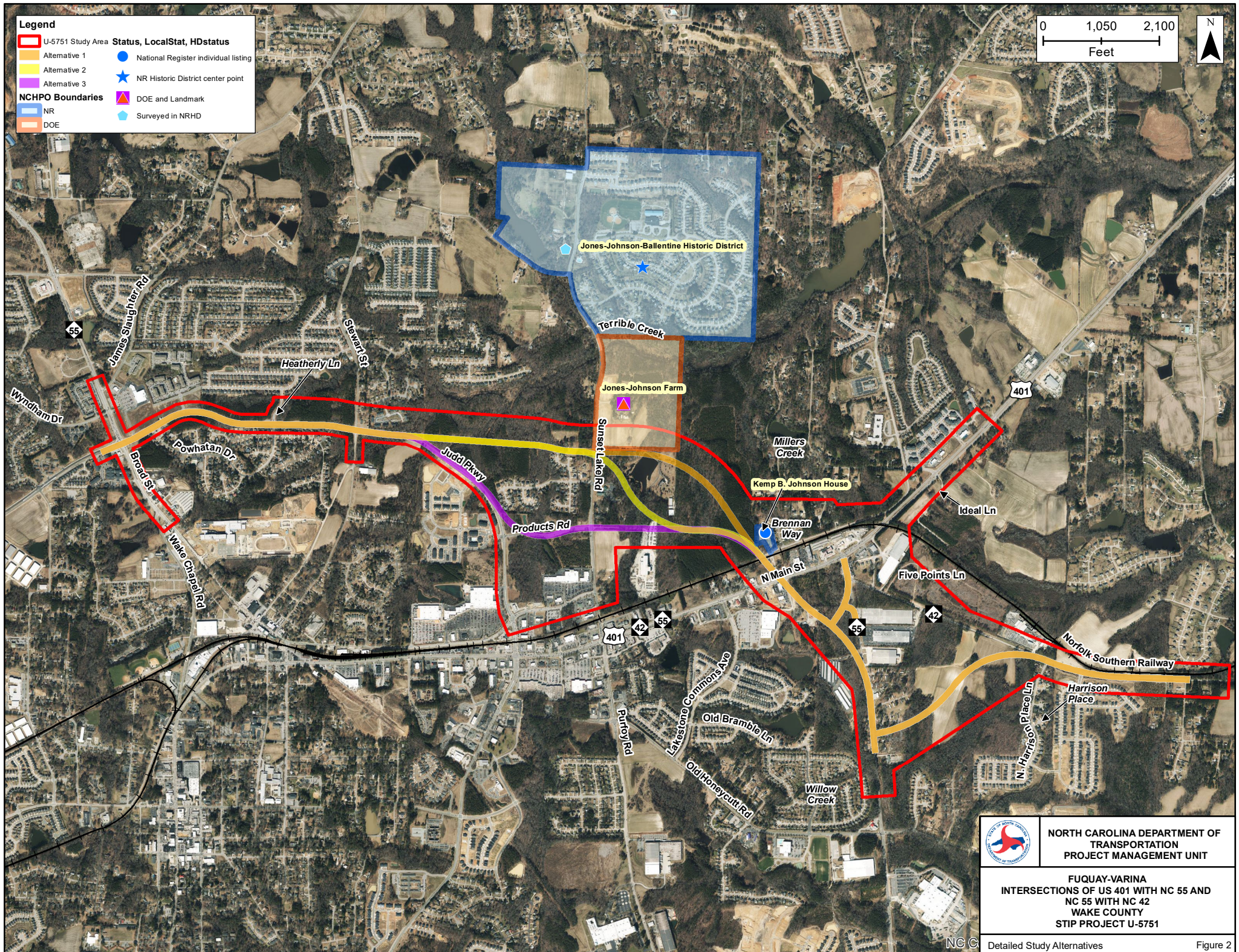
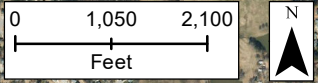
- The alignments were set to utilize as much of the existing infrastructure as possible while minimizing additional impacts to adjacent homes along the corridor.
- The multi-use path on Judd Parkway was shifted to the north side to minimize impacts to homes and a daycare.
- Alignments were set to avoid and minimize permanent impacts to historical properties:
 - All three alternatives utilize a retaining wall to avoid impacts to the Kemp B. Johnson House.
- The proposed new location culvert (Site 3) conveying a jurisdictional stream will be buried one foot to allow for aquatic passage.



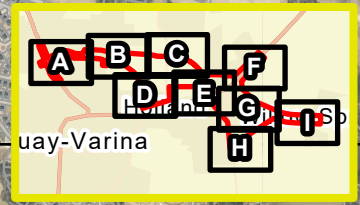
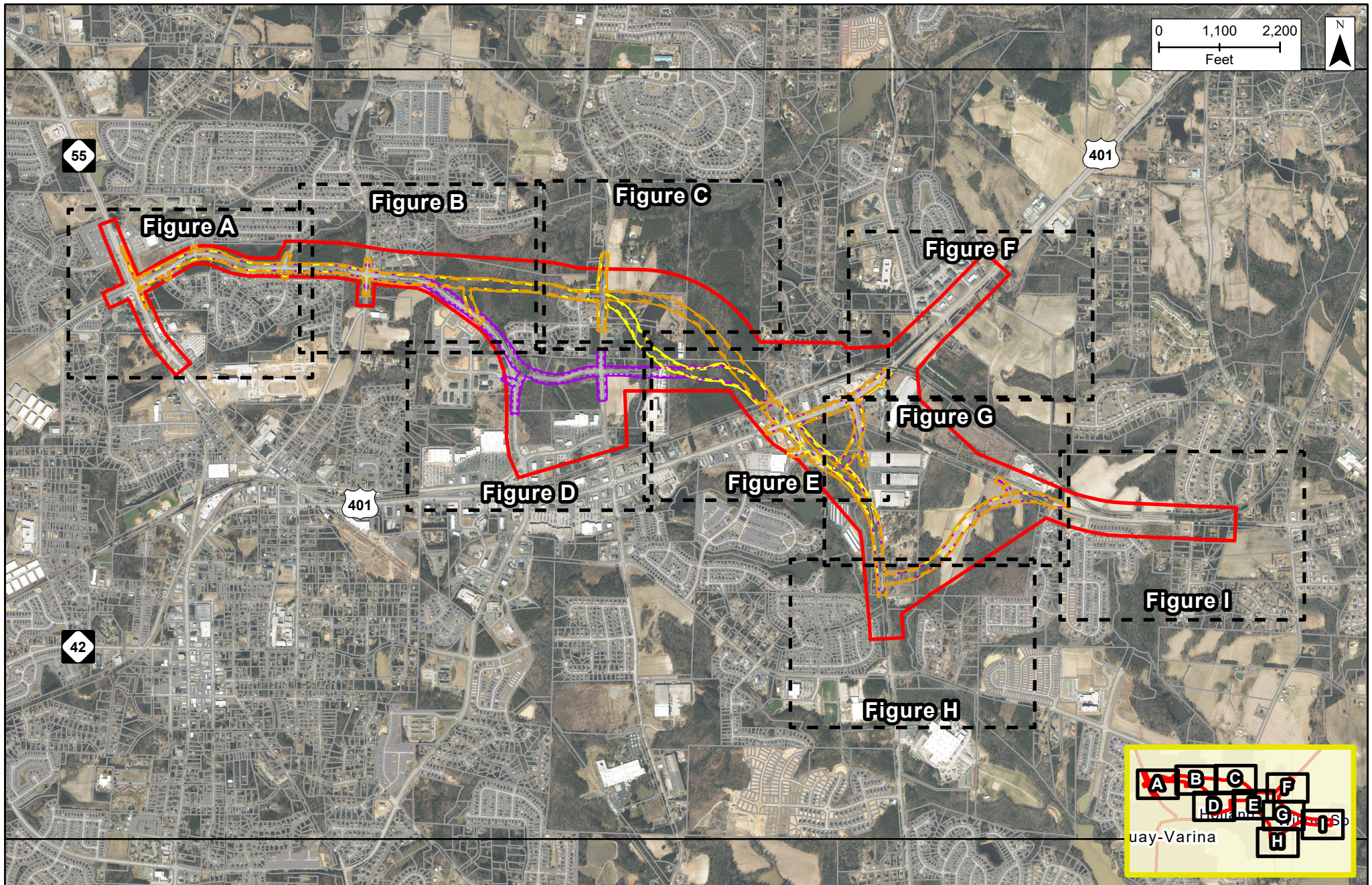
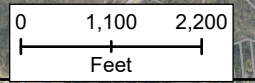
	<p>NORTH CAROLINA DEPARTMENT OF TRANSPORTATION PROJECT MANAGEMENT UNIT</p>
<p>STIP PROJECT U-5751 INTERSECTIONS OF US 401 WITH NC 55 AND NC 55 WITH NC 42 FUQUAY-VARINA, WAKE COUNTY NCDOT DIVISION 5</p>	
<p>Vicinity Map</p>	<p>Figure 1</p>

Legend

- U-5751 Study Area
- Alternative 1
- Alternative 2
- Alternative 3
- NCHPO Boundaries
- NR
- DOE
- Status, LocalStat, HDstatus**
- National Register individual listing
- ★ NR Historic District center point
- ▲ DOE and Landmark
- ◆ Surveied in NRHD












	<p>NORTH CAROLINA DEPARTMENT OF TRANSPORTATION PROJECT MANAGEMENT UNIT</p>
<p>FUQUAY-VARINA INTERSECTIONS OF US 401 WITH NC 55 AND NC 55 WITH NC 42 WAKE COUNTY STIP PROJECT U-5751</p>	
<p>NC C Detailed Study Alternatives</p>	<p>Figure 2</p>

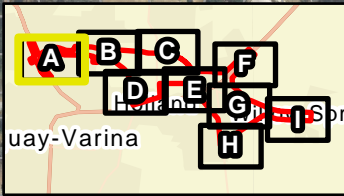
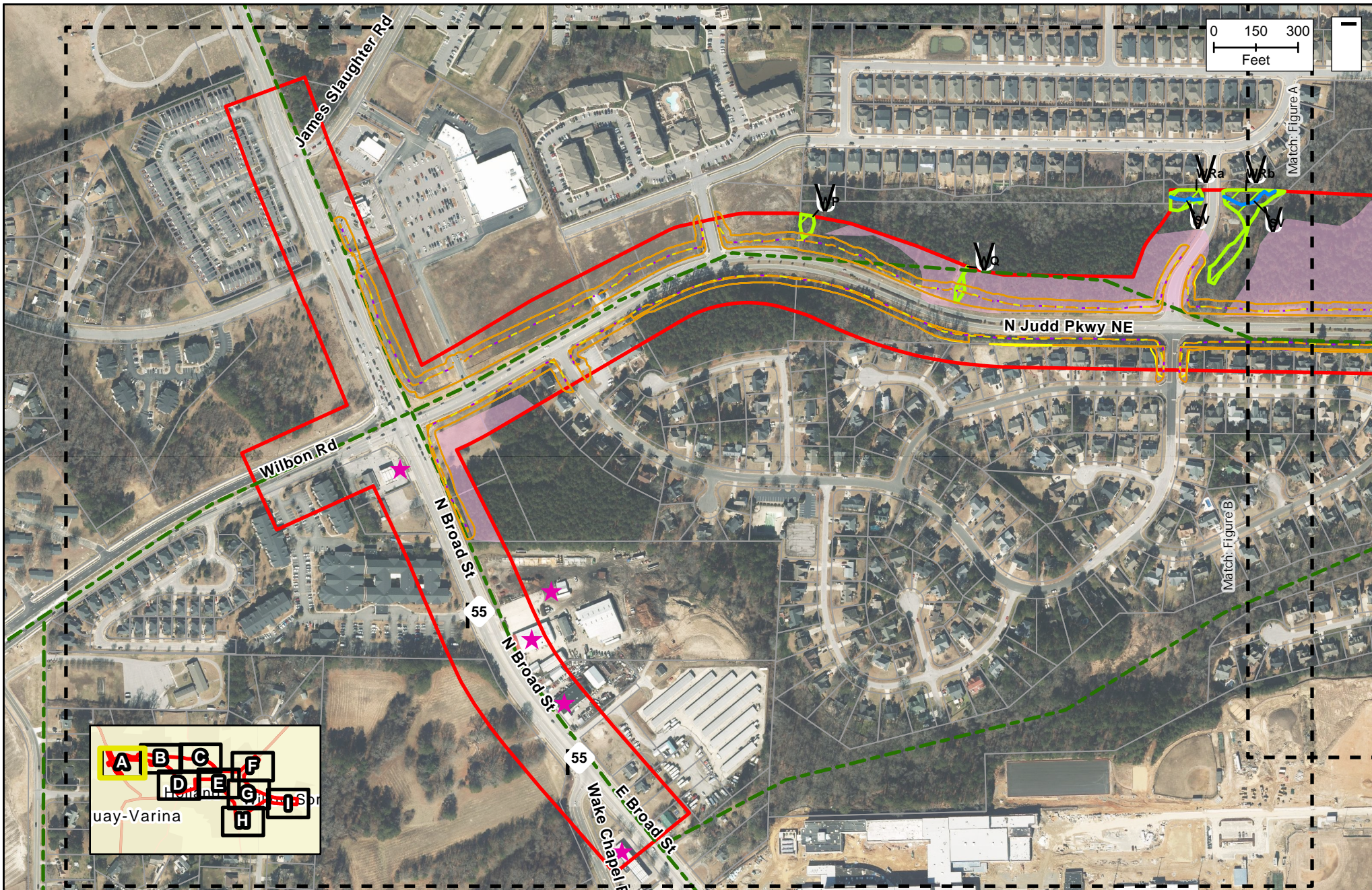


 NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
PROJECT MANAGEMENT UNIT

FUQUAY-VARINA
INTERSECTIONS OF US 401 WITH NC 55 AND
NC 55 WITH NC 42
WAKE COUNTY
STIP PROJECT U-5751

-  Detail Sheets
-  Study Area
-  Alternative 1 Slope Stake Limits
-  Alternative 2 Slope Stake Limits
-  Alternative 3 Slope Stake Limits

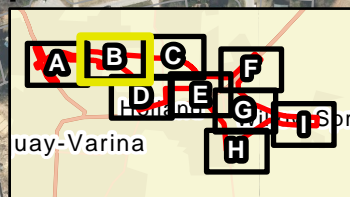
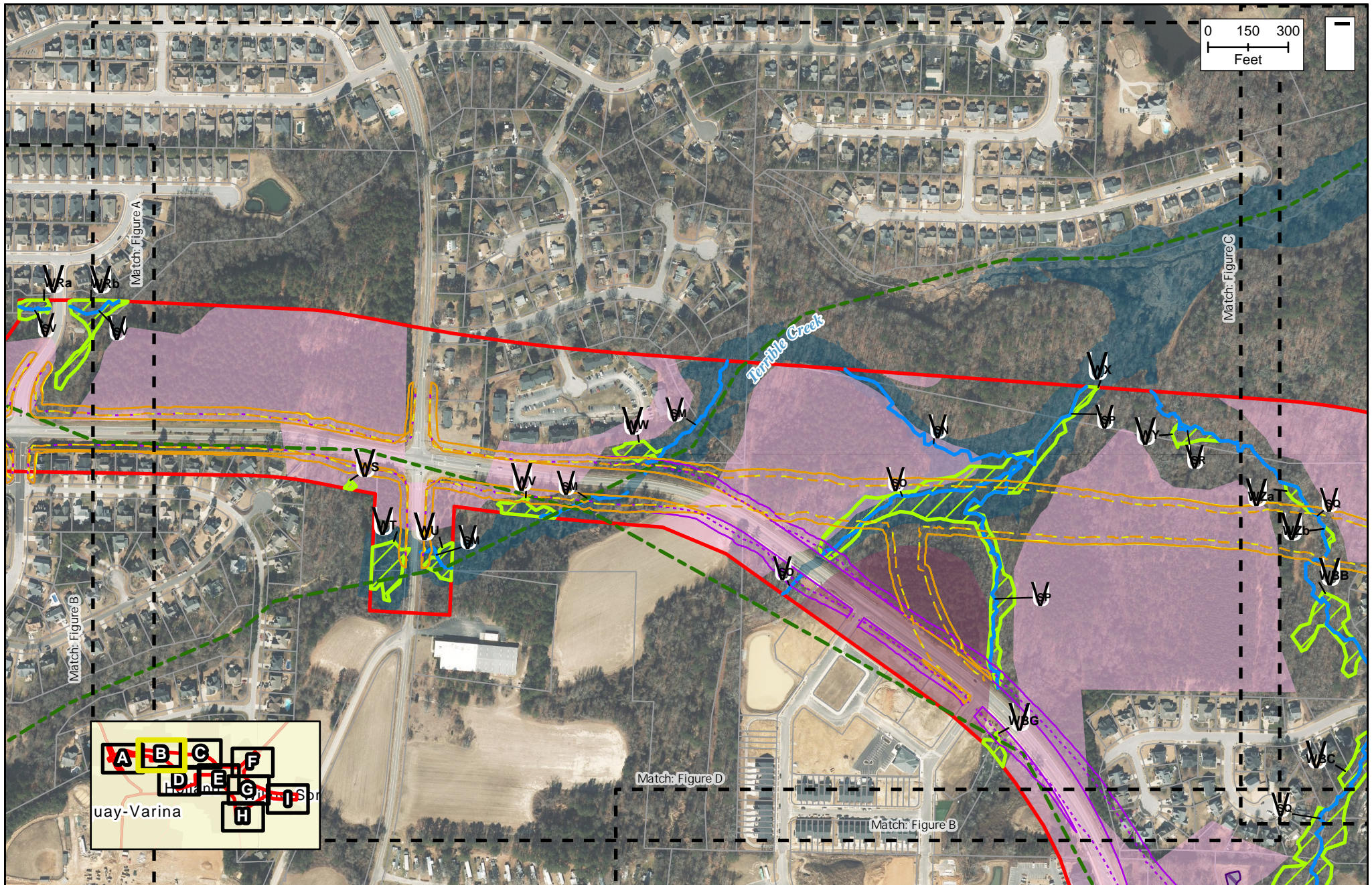
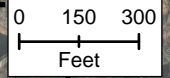
-  Alternative 1 Slope Stake Limits + 25' Buffer
-  Alternative 2 Slope Stake Limits + 25' Buffer
-  Alternative 3 Slope Stake Limits + 25' Buffer
-  Parcel Boundary



<p>NORTH CAROLINA DEPARTMENT OF TRANSPORTATION PROJECT MANAGEMENT UNIT</p>	<p> Detail Sheets</p> <p> Study Area</p>	<p> Alternative 2 Slope Stake Limits + 25' Buffer</p> <p> Alternative 3 Slope Stake Limits + 25' Buffer</p> <p> Geoenvironmental Site of Concern</p> <p> Delineated Stream</p> <p> Proposed Greenway</p>	<p> Parcel Boundary</p> <p> Farmland of Statewide Importance</p>
	<p> Alternative 1 Slope Stake Limits</p> <p> Alternative 2 Slope Stake Limits</p> <p> Alternative 3 Slope Stake Limits</p> <p> Alternative 1 Slope Stake Limits + 25' Buffer</p>	<p> Delineated Stream</p> <p> Delineated Wetland</p>	<p> Farmland Soils</p> <p> Farmland of Statewide Importance</p>

FUQUAY-VARINA
INTERSECTIONS OF US 401 WITH NC 55 AND
NC 55 WITH NC 42
WAKE COUNTY
STIP PROJECT U-5751

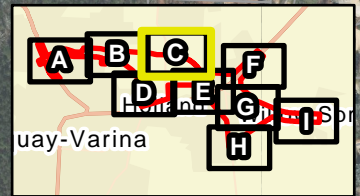
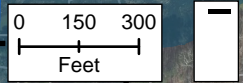
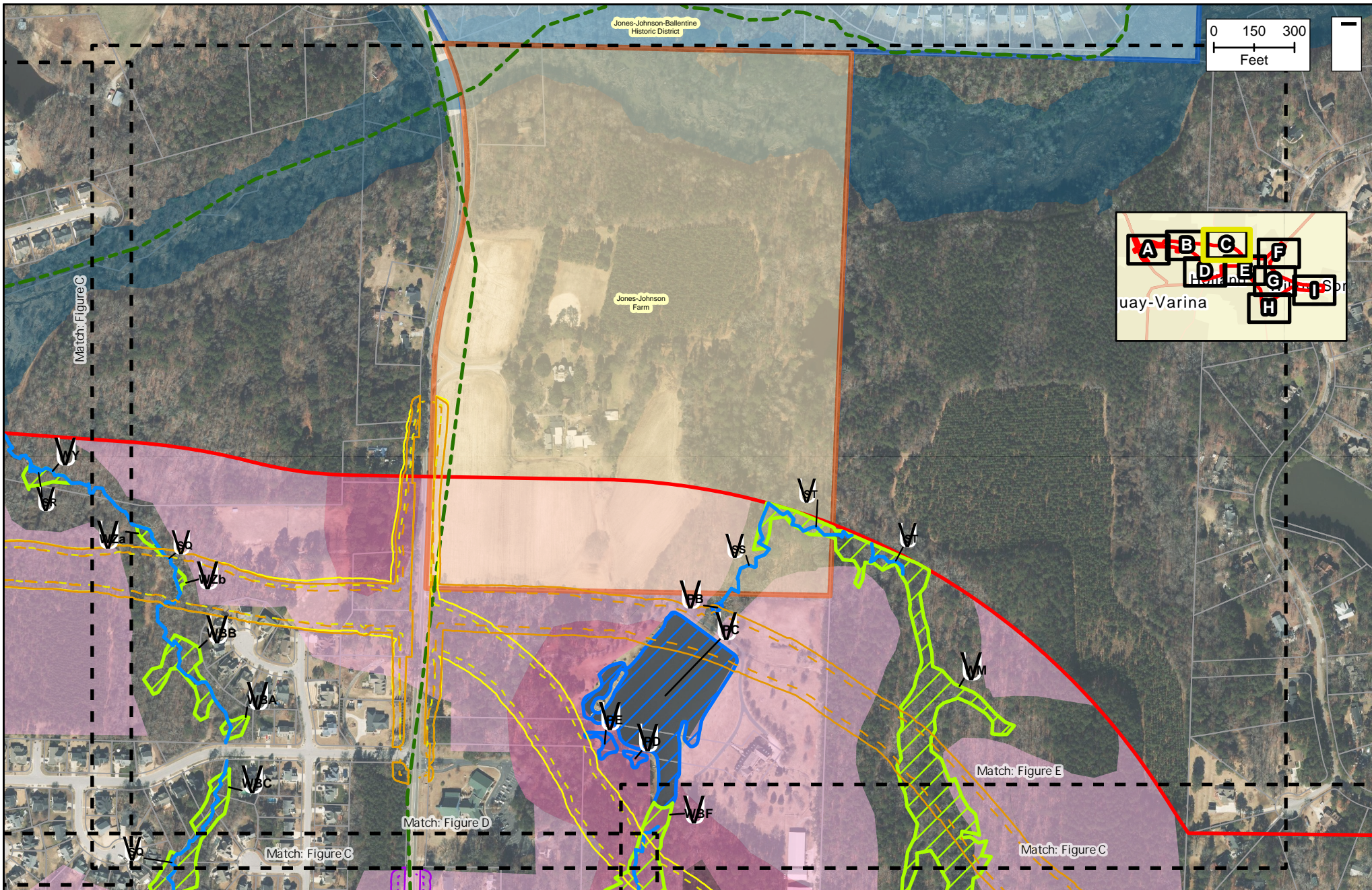
Environmental Impact Figure 3-A




<p>NORTH CAROLINA DEPARTMENT OF TRANSPORTATION PROJECT MANAGEMENT UNIT</p>	Detail Sheets Study Area	Alternative 2 Slope Stake Limits + 25' Buffer Alternative 3 Slope Stake Limits + 25' Buffer	FEMA 100-Year Flood Zone Parcel Boundary
	Alternative 1 Slope Stake Limits Alternative 2 Slope Stake Limits Alternative 3 Slope Stake Limits Alternative 1 Slope Stake Limits + 25' Buffer	<p>Jurisdictional Features</p> Delineated Stream Delineated Stormwater Pond Delineated Wetland	<p>Farmland Soils</p> All Areas are Prime Farmland Farmland of Statewide Importance

FUQUAY-VARINA
INTERSECTIONS OF US 401 WITH NC 55 AND
NC 55 WITH NC 42
WAKE COUNTY
STIP PROJECT U-5751

Environmental Impact Figure 3-B

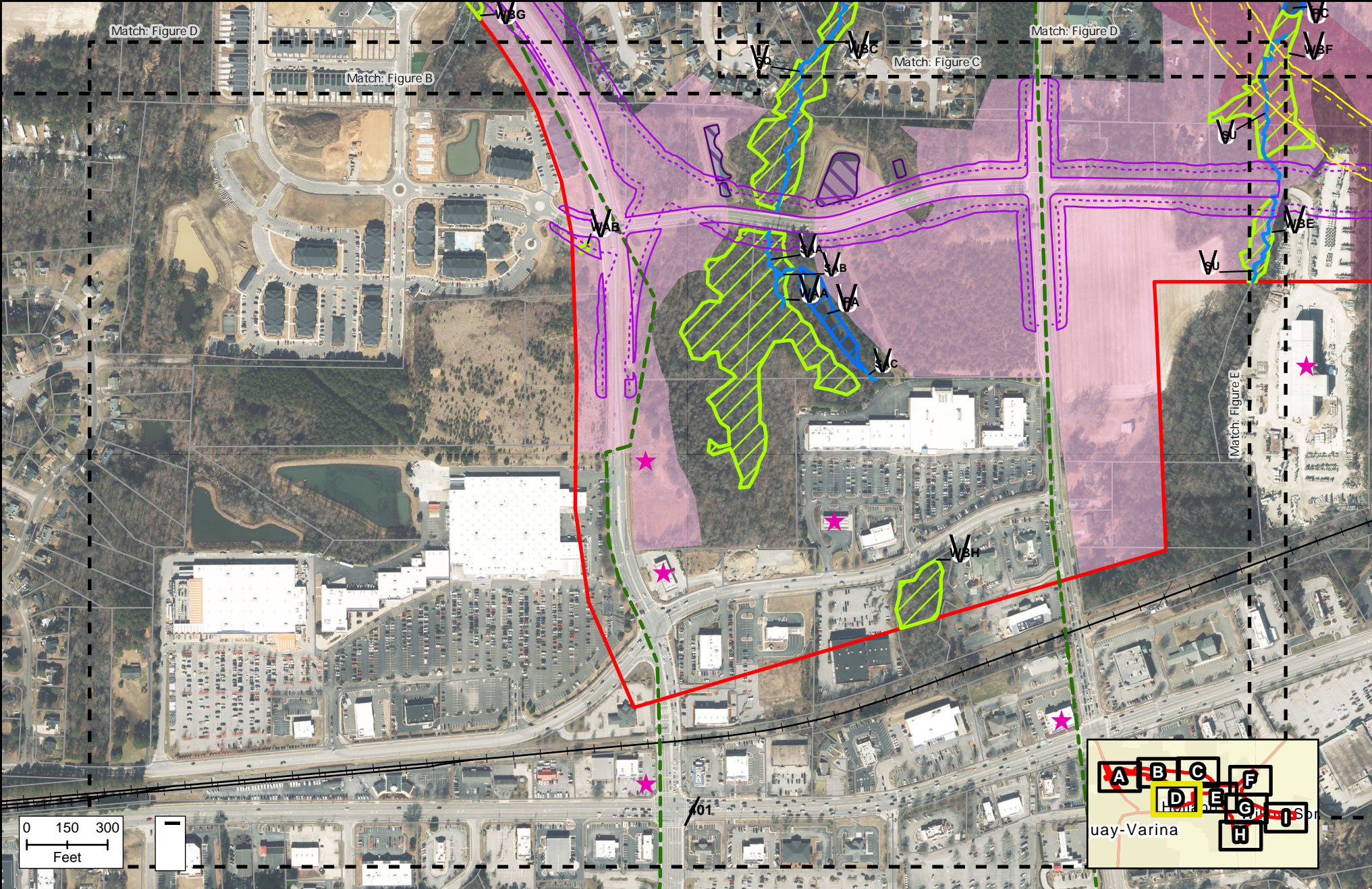




**NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
PROJECT MANAGEMENT UNIT**

**FUQUAY-VARINA
INTERSECTIONS OF US 401 WITH NC 55 AND
NC 55 WITH NC 42
WAKE COUNTY
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Environmental Impact Figure 3-C


















Detail Sheets	Alternative 1 Slope Stake Limits + 25' Buffer	Delineated Wetland	DOE
Study Area	Alternative 2 Slope Stake Limits + 25' Buffer	FEMA 100-Year Flood Zone	Farmland Soils
Alternative 1 Slope Stake Limits	Alternative 3 Slope Stake Limits + 25' Buffer	Parcel Boundary	All Areas are Prime Farmland
Alternative 2 Slope Stake Limits	Jurisdictional Features	Proposed Greenway	Farmland of Statewide Importance
Alternative 3 Slope Stake Limits	Delineated Stream	NCHPO Boundaries	Prime Farmland if Drained
	Delineated Pond	NR	

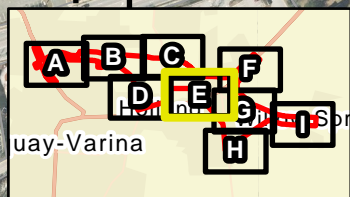
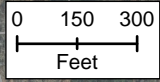
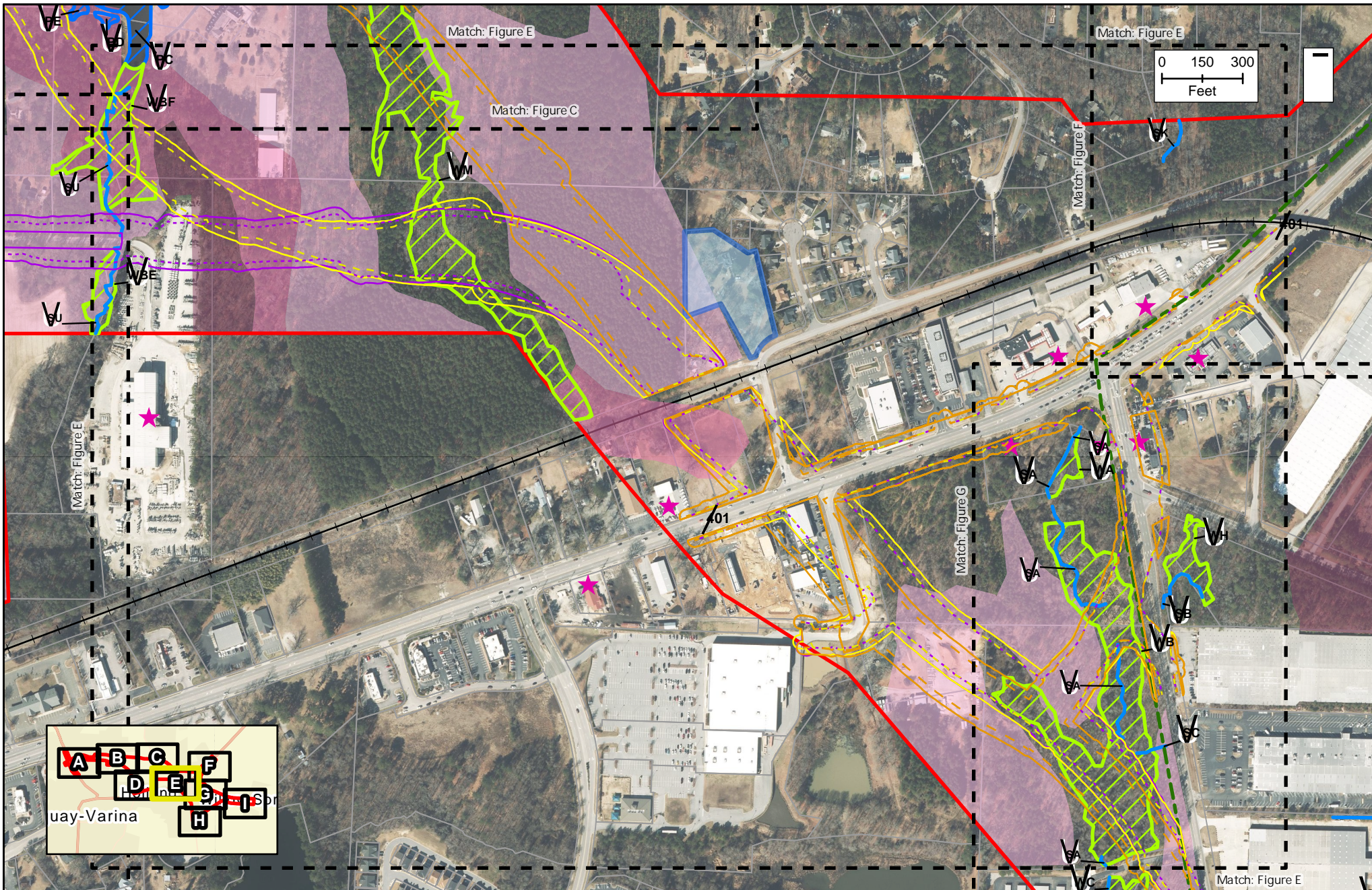



NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
PROJECT MANAGEMENT UNIT

FUQUAY-VARINA
INTERSECTIONS OF US 401 WITH NC 55 AND
NC 55 WITH NC 42
WAKE COUNTY
STIP PROJECT U-5751

Environmental Impact Figure 3-D

<ul style="list-style-type: none">  Detail Sheets  Study Area  Alternative 2 Slope Stake Limits  Alternative 3 Slope Stake Limits  Alternative 2 Slope Stake Limits + 25' Buffer  Alternative 3 Slope Stake Limits + 25' Buffer  Geoenvironmental Site of Concern 	<ul style="list-style-type: none"> Jurisdictional Features  Delineated Stream  Delineated Stormwater Pond  Delineated Pond  Delineated Wetland  Parcel Boundary  Railroad 	<ul style="list-style-type: none">  Proposed Greenway Farmland Soils  All Areas are Prime Farmland  Farmland of Statewide Importance  Prime Farmland if Drained
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<p>NORTH CAROLINA DEPARTMENT OF TRANSPORTATION PROJECT MANAGEMENT UNIT</p>	Detail Sheets Study Area Alternative 1 Slope Stake Limits Alternative 2 Slope Stake Limits Alternative 3 Slope Stake Limits Alternative 1 Slope Stake Limits + 25' Buffer	Alternative 2 Slope Stake Limits + 25' Buffer Alternative 3 Slope Stake Limits + 25' Buffer Geoenvironmental Site of Concern Jurisdictional Features Delineated Stream Delineated Pond	Delineated Wetland Parcel Boundary Railroad Proposed Greenway NCHPO Boundaries NR	Farmland Soils All Areas are Prime Farmland Farmland of Statewide Importance Prime Farmland if Drained
	<p>FUQUAY-VARINA INTERSECTIONS OF US 401 WITH NC 55 AND NC 55 WITH NC 42 WAKE COUNTY STIP PROJECT U-5751</p>	<p>Environmental Impact Figure 3-E</p>		



**NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
PROJECT MANAGEMENT UNIT**

**FUQUAY-VARINA
INTERSECTIONS OF US 401 WITH NC 55 AND
NC 55 WITH NC 42
WAKE COUNTY
STIP PROJECT U-5751**

Detail Sheets

Study Area

Alternative 1 Slope Stake Limits

Alternative 2 Slope Stake Limits

Alternative 3 Slope Stake Limits

Alternative 1 Slope Stake Limits + 25' Buffer

Alternative 2 Slope Stake Limits + 25' Buffer

Alternative 3 Slope Stake Limits + 25' Buffer

Geoenvironmental Site of Concern

Jurisdictional Features

Delineated Stream

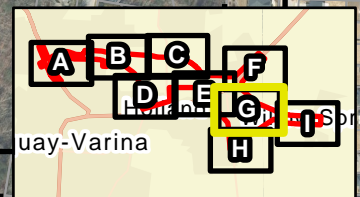
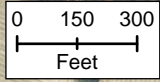
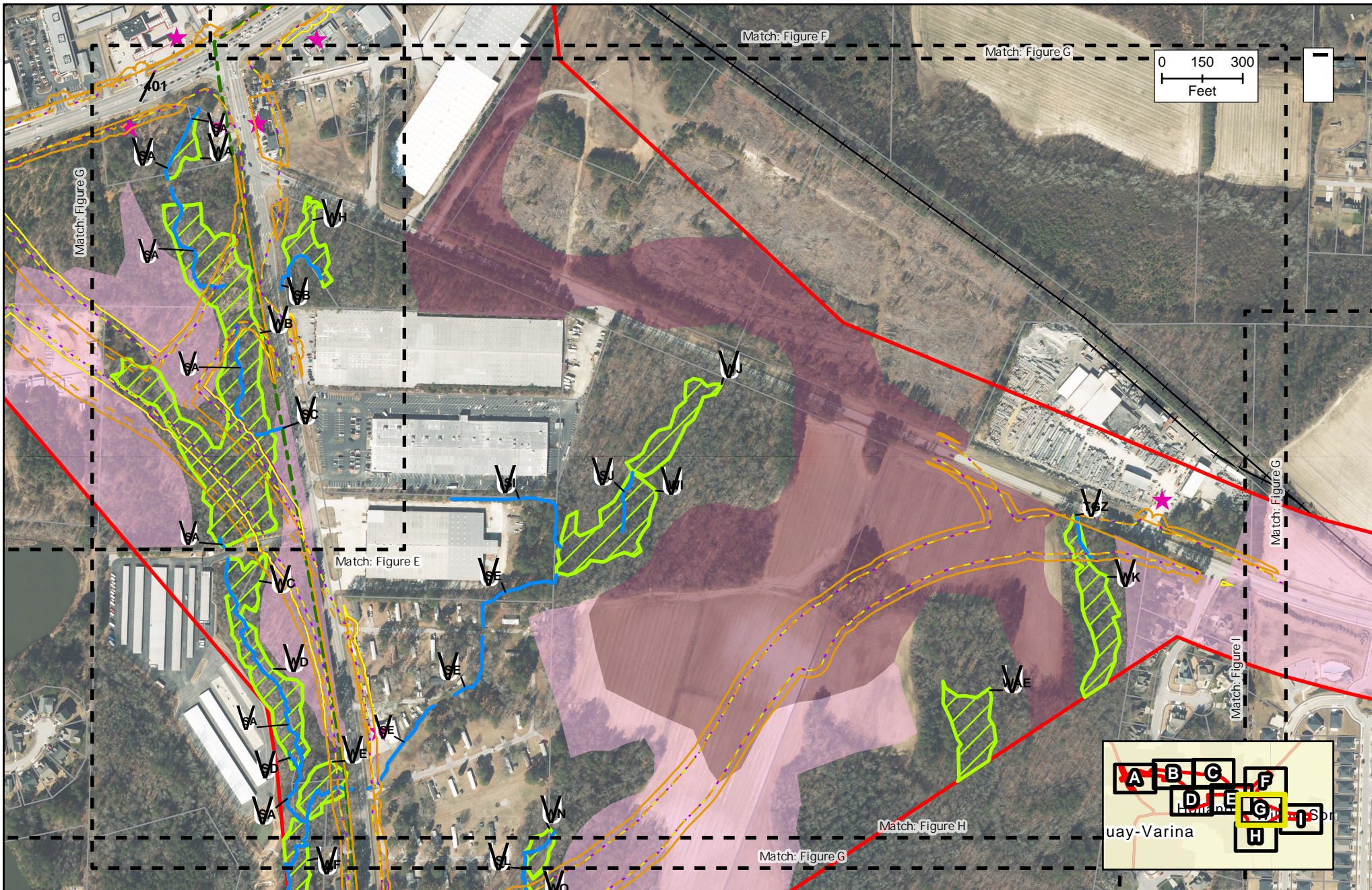
Parcel Boundary


Railroad

Proposed Greenway

Farmland Soils

All Areas are Prime Farmland

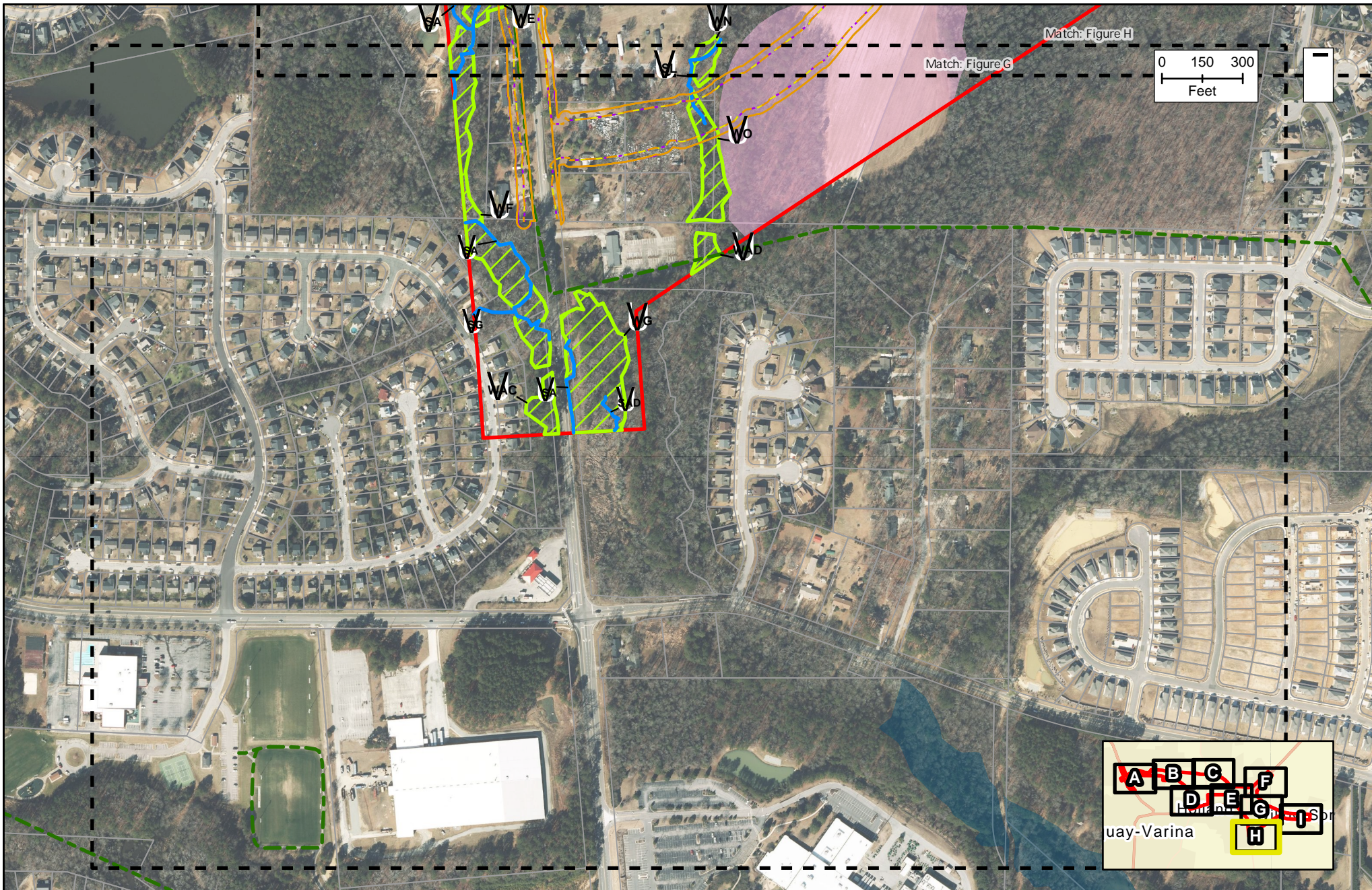




NORTH CAROLINA DEPARTMENT OF TRANSPORTATION PROJECT MANAGEMENT UNIT

FUQUAY-VARINA INTERSECTIONS OF US 401 WITH NC 55 AND NC 55 WITH NC 42 WAKE COUNTY STIP PROJECT U-5751







 Environmental Impact Figure 3-G

- | | | |
|--|---|---|
| <ul style="list-style-type: none">  Detail Sheets  Study Area  Alternative 1 Slope Stake Limits  Alternative 2 Slope Stake Limits  Alternative 3 Slope Stake Limits  Alternative 1 Slope Stake Limits + 25' Buffer | <ul style="list-style-type: none">  Alternative 2 Slope Stake Limits + 25' Buffer  Alternative 3 Slope Stake Limits + 25' Buffer  Geoenvironmental Site of Concern Jurisdictional Features  Delineated Stream  Delineated Wetland | <ul style="list-style-type: none">  Parcel Boundary  Railroad  Proposed Greenway Farmland Soils  All Areas are Prime Farmland  Farmland of Statewide Importance |
|--|---|---|



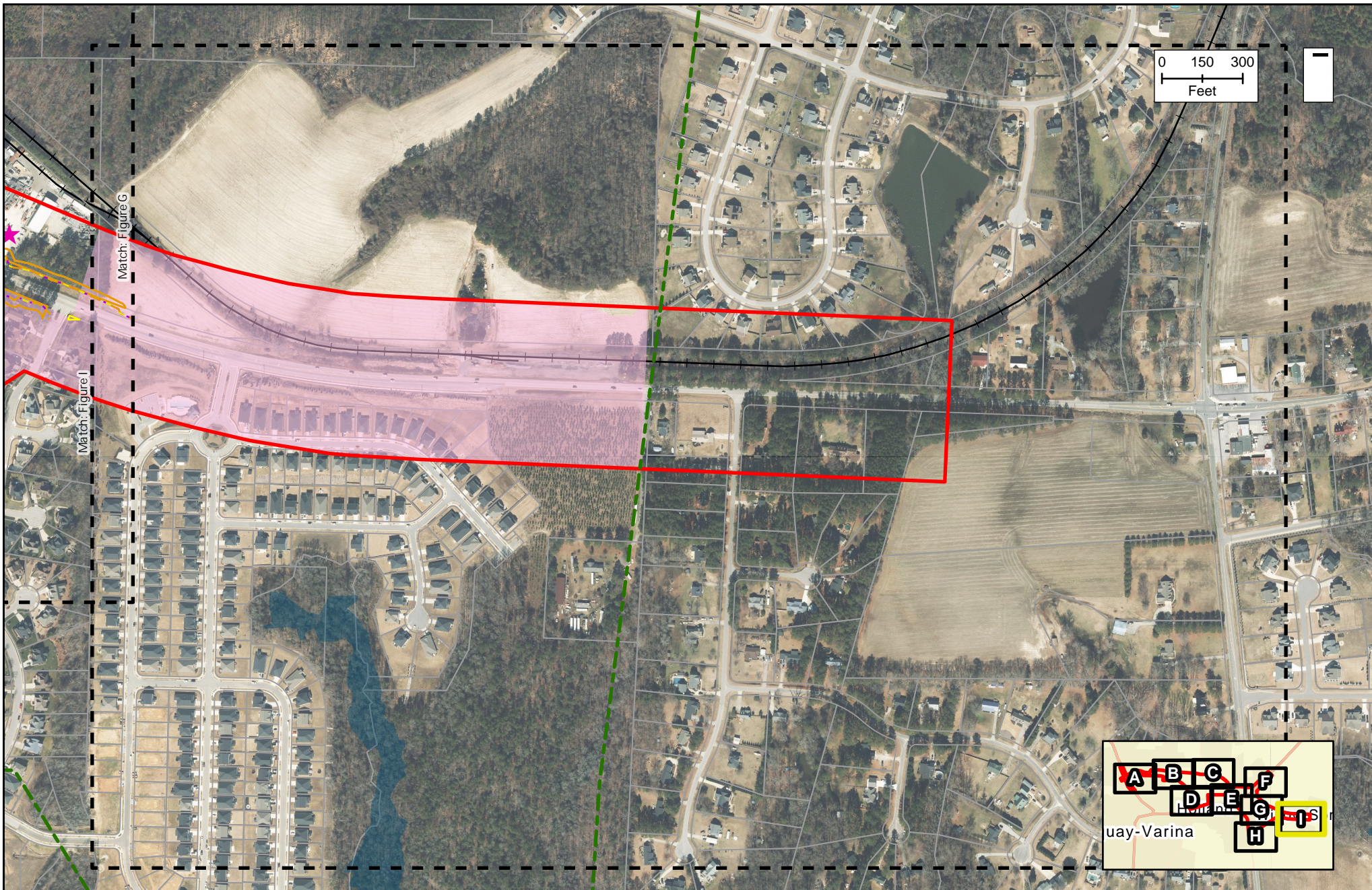

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
PROJECT MANAGEMENT UNIT

FUQUAY-VARINA
INTERSECTIONS OF US 401 WITH NC 55 AND
NC 55 WITH NC 42
WAKE COUNTY
STIP PROJECT U-5751

-  Detail Sheets
-  Study Area
-  Alternative 1 Slope Stake Limits
-  Alternative 2 Slope Stake Limits
-  Alternative 3 Slope Stake Limits
-  Alternative 1 Slope Stake Limits + 25' Buffer

-  Alternative 2 Slope Stake Limits + 25' Buffer
-  Alternative 3 Slope Stake Limits + 25' Buffer
- Jurisdictional Features**
-  Delineated Stream
-  Delineated Wetland
-  FEMA 100-Year Flood Zone

-  Parcel Boundary
-  Proposed Greenway
- Farmland Soils**
-  Farmland of Statewide Importance

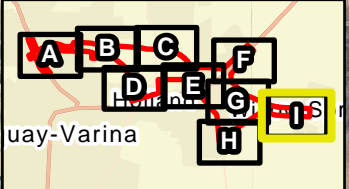


0 150 300
Feet



Match: Figure G

Match: Figure I



**NORTH CAROLINA DEPARTMENT OF
TRANSPORTATION
PROJECT MANAGEMENT UNIT**

**FUQUAY-VARINA
INTERSECTIONS OF US 401 WITH NC 55 AND
NC 55 WITH NC 42
WAKE COUNTY
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- Detail Sheets
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- Alternative 2 Slope Stake Limits
- Alternative 3 Slope Stake Limits

- Alternative 1 Slope Stake Limits + 25' Buffer
- Alternative 2 Slope Stake Limits + 25' Buffer
- Alternative 3 Slope Stake Limits + 25' Buffer
- Geoenvironmental Site of Concern
- FEMA 100-Year Flood Zone
- Parcel Boundary
- Railroad
- Proposed Greenway
- Farmland Soils
- Farmland of Statewide Importance