

Part 1

**Checklist for Enhanced Identification, Prioritization and Selection
of Farm to Market Roads**

Part I. Basic Information of the Project

Name of the Project: _____

(Specific Road Sections, from ___ to ___)

Location

Barangay: _____ City/Municipality: _____ District: _____

Province: _____ Region: _____

Estimated Cost of the Project (Php): _____

Scope of Work:

- | | | |
|---|--|---|
| <input type="checkbox"/> Excavation | <input type="checkbox"/> Embankment | <input type="checkbox"/> Subgrade Preparation |
| <input type="checkbox"/> Aggregate Subbase Course | <input type="checkbox"/> Aggregate Base Course | <input type="checkbox"/> PCCP |
| <input type="checkbox"/> Others, Specify: _____ | | |

Road Width (in meters): _____

Net Road Length (in km): _____ Total Road Length (in km): _____
(Sum of the Aggregate Road Sections to be covered (The whole stretch of the road starting from point zero of the
by the project) 1st road section up to the end of the last road section that will
be covered by the project)

Related Structures:

- | | | | |
|---|--|--|--------------------------------------|
| <input type="checkbox"/> Bridge | <input type="checkbox"/> Vented Spillway | <input type="checkbox"/> Overflow Spillway | <input type="checkbox"/> Box Culvert |
| <input type="checkbox"/> Drainage Pipe Culvert | <input type="checkbox"/> Side Drainage Ditch | <input type="checkbox"/> Side Slope Protection | |
| <input type="checkbox"/> Others, Specify: _____ | | | |

Present Road Surface Condition

- | | | | |
|--------------------------------|---------------------------------|----------------------------------|-------------------------------|
| <input type="checkbox"/> Earth | <input type="checkbox"/> Gravel | <input type="checkbox"/> Asphalt | <input type="checkbox"/> PCCP |
|--------------------------------|---------------------------------|----------------------------------|-------------------------------|

Present Road Classification

- | | | | |
|---|---|--|--|
| <input type="checkbox"/> Barangay Road | <input type="checkbox"/> Municipal Road | <input type="checkbox"/> Provincial Road | <input type="checkbox"/> National Secondary Road |
| <input type="checkbox"/> National Highway | <input type="checkbox"/> Trail/ Foot path | <input type="checkbox"/> Private Road | |

Accessibility of the Area

Name of road, which the proposed FMR will be connected: _____

Class of Road: Barangay Municipal Provincial National

Distance to the Nearest Market/Trading Center (in km): _____

Name of Market: _____ Specific Location: _____

Proximity to Nearest Parallel Road (in km): _____

Counterpart Funding Scheme:

Source (LGU, etc.)	Kind (Labor, Materials, Cash)	Amount (PhP)
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

Development Type:

- Construction of new road / road opening
- Rehabilitation (restoration, re-graveling)
- Improvement (widening, rerouting of existing road or trail, graveling, concreting, asphaltting)

Mode of Implementation

- By Administration Equipment Base LBES By Contract
- DPWH LGU Others, specify _____

Connectivity Rating

- Flooding Siltation Erosion Drought
- Others specify: _____

Justification:

Proponent's Profile

Name: _____

Position: _____

Agency: _____

Address: _____

Contact Number: _____

Validated by: _____

Date of Validation: _____

Office: _____

Part Two
Screening / Identification of Proposed Road Project

	Yes	No	Remarks
1. Will the proposed road project links to all-weather road of equal or higher quality?			
2. Is the proposed project part of a connected road system that provides access to the nearest market center (i.e. trading post, public market, improved port or administrative centers)?			
3. Is the proposed road project not closely parallel to another FMR or all-weather road or road scheduled for construction?			
4. Will the proposed project serve as a road influence area (RIA) that has significant agricultural potential (i.e. existing crop, production, fishery production and proposed new land for agribusiness)?			
5. Will the proposed road project serve areas with high economic potentials other than agriculture-related industries?			
6. Is the proposed road project part of the local development and investment plan (LDIP) (e.g. included in the SAFDZ plan, identified as priority, existence of LGU or PO's resolution, integral part of other developmental projects, etc.)?			
7. Will the proposed road project benefits small farmers, fisher folks or agrarian reform beneficiaries within the community, barangay or cluster of barangays?			
8. Does the LGU or the community has a strong indication of providing counterpart fund or resources by at least 10% of the total cost of the proposed farm-to-market roads (FMR)?			
9. Is the local Government Unit (LGU) willing to assist the implementing agency in the planning and construction stage of the project (e.g. provide personnel or other resources in the social preparation for the project, road route location, route clearing of bushes or tree stumps, provision of security arrangement, etc.)?			
10. Has the right of way issue from the affected landowners and claimants been secured fully by the concerned agencies or proponent?			
11. Will the proposed road project have an adverse effect on the ecological balance within the road influence area (RIA)?			
12. Does the peace and order situation in the proposed site and within the road influence area (RIA) not pose a security threat during project implementation?			

Note: All items in part one (1) are the minimum requirements on the identification of feasible FMR proposal. If all items are answered "yes" in part 2, the proposed FMR will qualify for part 3. Any item in this part answered by "no" means that the proposed FMR will not be eligible to proceed to part three (3). However, it can be revalidated in the future when it seems feasible to be considered as FMR and upon the request of the proponents.

Direction: Please fill in the blanks with the necessary data that suit the most appropriate response in each parameter then encircle the number of points that correspond to your answer. Write the points in the box provided opposite the criteria.

Prioritization Indicators within the Road Influence Area (RIA)

I. Estimated Road Influence Area (RIA) - 15 pts

Road Influence Area (RIA)	Area (ha)
Agricultural lands	
1. Irrigated land	_____
2. Non Irrigated land	_____
3. Upland farm	_____
4. Grassland/pasture land	_____
5. Orchard (i.e. coconut, oil palm, Mango, etc.)	_____
6. Fishpond/Mariculture Park	_____
7. Marshland/Mangrove	_____
Idle lands	_____
Residential land	_____
Commercial land	_____
Industrial land	_____
Forest land	_____
Mineral land	_____
TOTAL	_____

Area (hectares)	Points
> 200	15
> 150-200	12
> 100-150	9
> 50-100	6
50 or less	3

II. Agricultural Potential Indicator - 25 pts

5 Major Agricultural Products	Area	Yield/Ha	Volume
1. _____	_____	_____	_____
2. _____	_____	_____	_____
3. _____	_____	_____	_____
4. _____	_____	_____	_____
5. _____	_____	_____	_____
TOTAL	_____	_____	_____

1. Annual average production area (hectares) of 5 major agricultural products within the road influence area (RIA). 10 pts

Area (hectares)	Points
>120	10
> 90-120	8
> 60-90	6
> 30-60	4
> 30 or less	2

2. Annual average Production volume in metric tons (MT) of 5 major agricultural products within the road influence area (RIA) - 15 pts

Total Production Volume (MT)	Points
>1,200	15
> 900-1,200	12
> 600-900	9
300-600	6
300-600 or less	3

III. Local Traffic Factor. 20 pts _____

1. Present condition of existing road being used by human or vehicular/other means of transport within the road influence area (RIA) - 5 pts

Road condition	Description	Report
Very Bad	Footpath or trail is the only access going in and out of the RIA	5
Bad	Road is not passable in most days of the year. Very muddy with deep potholes during rainy season while dusty during summer time.	4
Poor	Road is passable in most days of the year. Muddy with potholes during rainy season. Requires regular maintenance after rainy season.	3
Fairly Good	Road is passable in most days of the year. Requires regular maintenance and restoration after rainy season.	2
Good	Road is unpaved but passable throughout the year	1
Very Good	Road is paved, all weather and passable throughout the year	0

2. Present travel time per kilometer of agricultural goods or services (by human or vehicle means of transport) within the proposed farm-to-market roads (FMR) - 5 pts

Estimate of the time traveled by people or any vehicles in carrying farm inputs or agricultural produce.

Minutes / kilometer	Points
> 20	5
> 15-20	4
> 10-15	3
> 5-10	2
5 or less	1

3. Estimated Daily Traffic

The traffic sum of the estimated volume of pedestrian (human) traffic per day and the estimated volume of vehicular per day - 5 pts

Type of Transport Traffic	Estimated Traffic Volume
I. Pedestrian (human)	_____
II. Vehicular	_____
1. PUJ	_____
2. PUB	_____
3. Tricycle	_____
4. Private	_____

III. Others, specify

_____	_____
_____	_____
_____	_____

TOTAL _____

Area (hectare)	Points
>200	5
>150-200	4
>100-150	3
>50-100	2
50 or less	1

4. Pedestrian (human) Traffic Volume Factor-5 pts

Percentage share of human daily traffic in the total traffic volume. $\text{Pedestrian traffic} / (\text{pedestrianTraffic} + \text{Vehicular Traffic})$

Ave. Pedestrian ADT (%)	Points
>80-100	5
>60-80	4
>40-60	3
>20-40	2
20 or less	1

IV. Human population count within the road influence area (RIA) - 8 pts

1. Total human population within the road influence area (RIA) - 5 pts

Population	Points
>2,000	5
>1,500-2,000	4
>1,000-1,500	3
>500-1,000	2
500 or less	1

2. Presence of agrarian reform beneficiaries (ARB) and other small farmer and fisher folk's - 3 pts

	Points
Yes	3
No	0

V. Average farm/land size distribution - 12 pts

50 % of the total farmer cultivates/owns lands within the road influence area with:

Land holdings (Ha)	Points
1.5 hectare or less	12
> 1.5 to 3 hectares	9
> 3 to 4.5 hectares	6
> 4.5 hectares	3

VI. Estimate of agriculture related investment (regardless of the source of fund) within the road influence area (RIA) - 10

Agricultural Related Projects within the RIA	Amount (Php)
_____ 1. Farm-to-Market Road (FMR)	
_____ 2. Multi-Purpose Drying Pavement (MPDP)	
_____ 3. Farm Machinery	
_____ 4. Post Harvest Machinery	
_____ 5. Multi Purpose Hall	
_____ 6. Other, specify	

Total _____	

Amount of investment within the Road influence area (RIA)	Points
1. 200,000 or less	10
2. >200,000 to 600,000	8
3. >600,000 to 800,000	6
4. >800,000 to 1,000,000	4
5. >1,000,000	2

TOTAL POINTS _____

Validated By: _____
Name & Signature
Position/designation

Noted: _____
Name & Signature
Position/designation