

2025

State of the Pavement Report

**Division of Maintenance
Pavement Program
August 2026**



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EXECUTIVE SUMMARY

As the steward of the State Highway System (S.H.S.), the California Department of Transportation (Caltrans) is responsible for maintaining over 50,000 lane-miles of pavement along more than 255 state and interstate highways. The State of the Pavement Report presents the latest pavement condition of the S.H.S., recent pavement project expenditures, and financial plan for future pavement improvements.

Caltrans conducts an automated pavement condition survey (A.P.C.S.) to collect pavement data at highway speeds for all lanes along the S.H.S. A.P.C.S. vehicles are equipped with various on-board equipment, high-definition cameras, and laser sensors to collect pavement images and pavement surface profiles. Pavement conditions are reported for every 0.1-mile.

The 2025 State of the Pavement Report is based on the A.P.C.S. data collected in the 2025 calendar year. The difference in the total lane-miles collected between 2025 compared to 2023 may be attributed to right-of-way relinquishments, new roadway pavement segments, new roadway re-alignments, or pavement locations where conditions could not be collected such as roadway closures for construction activities. The report presents pavement conditions in accordance with two analysis methodologies:

- 1) The National Highway Performance Program's (N.H.P.P.) pavement performance measures codified under Title 23, Code of Federal Regulations, Part 490, Subpart C (23 C.F.R. 490, Subpart C)
- 2) The Caltrans pavement rating system.

The N.H.P.P. measures pavement performance as *Good*, *Fair*, and *Poor* based on an assessment of several distress metrics combined. Table 1 presents the 2023 and 2025 statewide pavement conditions by roadway classification, based on federal performance measures. The percentage of *Good* pavement increased for Class 2 and Class 3 and decreased for Class 1 in 2025 compared to 2023. The percentage of *Fair* pavement decreased for Class 2 and Class 3 and increased for Class 1. The percentage of *Poor* pavement decreased for Class 1 and increased for Class 2 and Class 3 in 2025 compared to 2023.

The Caltrans pavement rating system uses a different methodology than the federal measures. Caltrans designates the color *Green* for pavement with no distress or very low distress, the color *Yellow* for pavement with minor surface distress, and the color *Red* for pavement with structural distress or poor ride quality. Through this monitoring and assessment effort, Caltrans can proactively apply the most cost-effective treatments to minimize pavement deterioration and bring it to a state of good repair. Table 2 presents the 2023 and 2025 statewide pavement conditions by roadway classification, based on the Caltrans rating system. The percentage of *Green* pavement decreased for all

three roadway classes in 2025 compared to 2023. The percentage of Yellow pavements increased for Class 1 and 2 and decreased for Class 2. The percentage of Red pavements increased in Class 2 while it decreased in Class 1 and Class 3.

TABLE 1. STATEWIDE PAVEMENT CONDITION SUMMARY BY ROADWAY CLASSIFICATION, BASED ON FEDERAL PERFORMANCE MEASURES

<u>Roadway Class</u>	<u>2023 Good Lane-Miles</u>	<u>2023 Fair Lane-Miles</u>	<u>2023 Poor Lane-Miles</u>	<u>2023 Sub-Total</u>	<u>2025 Good Lane-Miles</u>	<u>2025 Fair Lane-Miles</u>	<u>2025 Poor Lane-Miles</u>	<u>2025 Sub-Total</u>
Class 1	17,128 (61.6%)	10,289 (37.0%)	389 (1.4%)	27,806 (100%)	17,093 (60.9%)	10,604 (37.8%)	372 (1.3%)	28,069 (100%)
Class 2	7,131 (43.9%)	8,893 (54.7%)	238 (1.5%)	16,262 (100%)	7,207 (44.2%)	8,820 (54.1%)	277 (1.7%)	16,304 (100%)
Class 3	2,806 (42.1%)	3,761 (56.5%)	91 (1.4%)	6,659 (100%)	2,924 (43.6%)	3,684 (55.0%)	92 (1.4%)	6,701 (100%)
Statewide Total	27,066 (53.4%)	22,944 (45.2%)	718 (1.4%)	50,728 (100%)	27,224 (53.3%)	23,108 (45.2%)	741 (1.5%)	51,074 (100%)

TABLE 2. STATEWIDE PAVEMENT CONDITION SUMMARY BY ROADWAY CLASSIFICATION, BASED ON CALTRANS RATING SYSTEM

<u>Roadway Class</u>	<u>2023 Green Lane-Miles</u>	<u>2023 Yellow Lane-Miles</u>	<u>2023 Red Lane-Miles</u>	<u>2023 Sub-Total</u>	<u>2025 Green Lane-Miles</u>	<u>2025 Yellow Lane-Miles</u>	<u>2025 Red Lane-Miles</u>	<u>2025 Sub-Total</u>
Class 1	20,833 (74.9%)	4,171 (15.0%)	2,802 (10.1%)	27,806 (100%)	20,855 (74.3%)	4,623 (16.5%)	2,590 (9.2%)	28,069 (100%)
Class 2	7,929 (48.8%)	5,120 (31.5%)	3,214 (19.8%)	16,262 (100%)	7,932 (48.6%)	5,076 (31.1%)	3,296 (20.2%)	16,304 (100%)
Class 3	3,222 (48.4%)	1,885 (28.3%)	1,553 (23.3%)	6,659 (100%)	3,227 (48.2%)	1,991 (29.7%)	1,484 (22.1%)	6,701 (100%)
Statewide Total	31,983 (63.0%)	11,176 (22.0%)	7,568 (14.9%)	50,728 (100%)	32,014 (62.7%)	11,690 (22.9%)	7,370 (14.4%)	51,074 (100%)

In 2025, approximately 59 percent of total lane-miles collected were measured with an International Roughness Index (I.R.I.) of less than 95 inches per mile, 32 percent with an I.R.I. between 95 to 170 inches per mile, and 9 percent with an I.R.I. greater than 170 inches per mile.

Caltrans is committed to using maintenance resources effectively to prolong the service life of the pavement and maintain the S.H.S. at the lowest possible long-term cost. The A.P.C.S. data also serves as a crucial component of Caltrans' Pavement Management System (PaveM). PaveM uses pavement condition data along with other information such as traffic census, climate region, and construction history to predict future pavement condition and recommend project locations viable for cost-effective treatments.

From Fiscal Year (F.Y.) 2023/24 through F.Y. 2025/26, Caltrans delivered approximately \$4.7 billion in pavement projects on nearly 7,647 lane-miles of roadway. Table 3 summarizes the total capital costs and lane-miles for Highway Maintenance (H.M.1) and State Highway Operations and Protection Program (S.H.O.P.P.) pavement projects within the last two fiscal years.

TABLE 3. AWARDED PAVEMENT IMPROVEMENTS CAPITAL COSTS AND LANE-MILES FROM F.Y. 2023/24 TO F.Y. 2025/26

<u>Funding Program</u>	<u>F.Y. 2023/ 24 Million Dollar¹</u>	<u>F.Y. 2023/ 24 Lane- Miles</u>	<u>F.Y. 2024/ 25 Million Dollar¹</u>	<u>F.Y. 2024/ 25 Lane- Miles</u>	<u>F.Y. 2025/ 26 Million Dollar¹</u>	<u>F.Y. 2025/ 26 Lane- Miles</u>	<u>Total Million Dollar¹</u>	<u>Total Lane- Miles</u>
H.M.1	\$224	888	\$208	888	\$231	1,025	\$663	2,801
S.H.O.P.P. – C.A.P.M.	\$848	1326	\$883	1302	\$759	1259	\$2,490	3,887
S.H.O.P.P. – Rehabilitation	\$525	256	\$341	302	\$683	394	\$1,549	952
S.H.O.P.P. – Minor A	\$3	2	\$2	6	\$1	0	\$6	8
S.H.O.P.P. – Sub-Total	\$1,376	1584	\$1,226	1609	\$1,443	1654	\$4,045	4,847
Total H.M.1 & S.H.O.P.P.	\$1,600	2,471	\$1,433	2,497	\$1,675	2,678	\$4,708	7,647

¹ Costs associated with pavement-related contract bid items only and exclude project support costs. It also does not include on-call maintenance contracts or Director's Order contracts.

STATE HIGHWAY SYSTEM

The S.H.S. primarily consists of two types of pavements: asphalt and concrete. Asphalt pavements include pavement surfaced with conventional hot mix asphalt (either open-graded or dense-graded), rubberized hot mix asphalt (either open-graded or gap-graded), chip seal, slurry seal, bonded wearing course, or other asphaltic materials. Asphalt pavement surfaces include composite pavements with underlying concrete pavements. Concrete pavements include pavement surfaced with concrete materials such as jointed plain concrete pavement (J.P.C.P.), continuously reinforced concrete pavement (C.R.C.P.), and precast concrete pavement.

Table 4 presents statewide lane-miles of pavement, by type and excluding bridges and other structures, that were collected in the 2023 and 2025 A.P.C.S. cycles.

TABLE 4. STATEWIDE LANE-MILES OF A.P.C.S. DATA COLLECTED BY PAVEMENT TYPE

<u>Pavement Type</u>	<u>2023 Lane-Miles Collected</u>	<u>2025 Lane-Miles Collected</u>
Asphalt	37,177 (73.3%)	37,119 (72.7%)
Concrete	13,550 (26.7%)	13,955 (27.3%)
Statewide Total	50,728 (100%)	51,074 (100%)

The difference in the total lane-miles collected between 2023 and 2025 may be attributed to right-of-way relinquishments, new roadway pavement segments, new roadway re-alignments, or pavement locations where conditions could not be collected such as roadway closures for highway construction activities.

Table 5 presents the statewide lane-miles of pavement, by roadway classification, that were collected in the 2023 and 2025 A.P.C.S. cycles. For planning purposes, the S.H.S. has been classified into three roadway classifications:

- Roadway Class 1 contains route segments classified as Interstate and other principal arterials. It includes Freight Network Tier I and II, and the Strategic Highway Network (S.T.R.A.H.N.E.T.) routes. Examples of Class 1 routes are Sacramento-80, Alameda-580, Ventura-101, Los Angeles-210, and San Diego-8.
- Roadway Class 2 contains route segments classified as non-Interstate National Highway System and Interregional Road System (I.R.R.S.). It

includes Freight Network Tier 3. Examples of Class 2 routes are Mendocino-20, Napa-29, Monterey-1, Riverside-74, and Orange-73.

- Roadway Class 3 contains all other routes not included in Classes 1 and 2. Examples of Class 3 routes are Trinity-3, Humbolt-36, San Luis Obispo-58, and Mono-167.

TABLE 5. STATEWIDE LANE-MILES OF A.P.C.S. DATA COLLECTED BY ROADWAY CLASSIFICATION

<u>Roadway Class</u>	<u>2023 Lane-Miles Collected</u>	<u>2025 Lane-Miles Collected</u>
Class 1	27,512 (54.4%)	28,069 (55.0%)
Class 2	16,394 (32.4%)	16,304 (31.9%)
Class 3	6,701 (13.2%)	6,701 (13.1%)
Statewide Total	50,607 (100%)	51,074 (100%)

The S.H.S. includes the Interstate System, other roadways along the National Highway System (N.H.S.), and Non-N.H.S. roadways. Table 6 presents the statewide lane-miles of pavement, by highway type, that were collected in the 2023 and 2025 A.P.C.S. cycles.

TABLE 6. STATEWIDE LANE-MILES OF A.P.C.S. DATA COLLECTED BY HIGHWAY TYPE

<u>Highway Type</u>	<u>2023 Lane-Miles Collected</u>	<u>2025 Lane-Miles Collected</u>
N.H.S. – Interstate	14,809 (29.2%)	14,949 (29.3%)
N.H.S. – Non-Interstate	23,128 (45.6%)	23,217 (45.5%)
N.H.S. Sub-Total	37,936 (74.8%)	38,166 (74.7%)
Non-N.H.S.	12,791 (25.2%)	12,908 (25.3%)
Statewide Total	50,728 (100%)	51,074 (100%)

There are 12 Caltrans regional districts across California. Each district is responsible for managing and maintaining their respective portions of the S.H.S. network. Table 7 presents the statewide lane-miles of pavement, by district, that were collected in the 2023 and 2025 A.P.C.S. cycles.

TABLE 7. STATEWIDE LANE-MILES OF A.P.C.S. DATA COLLECTED BY DISTRICT

<u>District</u>	<u>2023 Lane-Miles Collected</u>	<u>2025 Lane-Miles Collected</u>
District 1	2,290 (4.5%)	2,228 (4.4%)
District 2	3,948 (7.8%)	3,973 (7.8%)
District 3	4,495 (8.9%)	4,516 (8.8%)
District 4	6,277 (12.4%)	6,288 (12.3%)
District 5	3,199 (6.3%)	3,163 (6.2%)
District 6	5,203 (10.3%)	5,257 (10.3%)
District 7	6,127 (12.1%)	6,239 (12.2%)
District 8	6,923 (13.6%)	6,975 (13.7%)
District 9	2,566 (5.1%)	2,560 (5.0%)
District 10	3,442 (6.8%)	3,468 (6.8%)
District 11	4,205 (8.3%)	4,298 (8.4%)
District 12	2,053 (4.0%)	2,110 (4.1%)
Statewide Total	50,728 (100%)	51,074 (100%)

A map of each Caltrans district's boundary is available in Appendix A.

PAVEMENT CONDITION MONITORING AND MANAGEMENT

Pavement Condition Monitoring

Historically, a team of pavement raters would conduct a manual pavement condition survey at various locations along the S.H.S. once a year. The pavement raters visually inspected the outside highway lanes for both directions of travel using systematic sampling techniques. Pavement condition assessments would be extrapolated for the entire S.H.S. based on those sample locations.

Between 2011 and 2012, Caltrans began testing and transitioning to A.P.C.S. to efficiently collect, evaluate, and analyze pavement conditions for all lanes on the S.H.S. It utilizes vehicles equipped with an array of on-board high-definition cameras, laser sensors, Global Positioning System tracker, and other measurement devices that quickly collect pavement data at highway speeds. The data collected includes geographical locations of the highways, downward-looking pavement surface images, forward right-of-way images, and pavement surface profiles. For asphalt pavement and C.R.C.P., one data element is reported for every 26.4-foot section. For J.P.C.P., one data element is reported for each concrete slab. The data elements would be aggregated to calculate a weighted average of the pavement condition for each 0.1-mile segment.

Figure 1 presents the data collection methods for A.P.C.S. and manual inspection. The manual pavement inspection is now a component of the A.P.C.S. data validation process in compliance with 23 C.F.R. 490.319(c).

FIGURE 1. A.P.C.S. VEHICLE ON THE ROAD AND MANUAL PAVEMENT INSPECTION



Pavement Management System

The Pavement Management System (PaveM) is a versatile tool that assists Caltrans with analyzing existing pavement conditions, predicting future pavement conditions, and recommending pavement projects to achieve

targeted performance goals by data driven strategies. PaveM uses many data inputs such as pavement condition, traffic census, climate region, pavement treatments, and construction history to predict future pavement condition and recommend projects. The tool maximizes funding resources by assisting with analysis of network-wide investment alternatives.

FEDERAL PAVEMENT PERFORMANCE MEASURES

The Moving Ahead for Progress in the 21st Century Act (M.A.P.-21) established a performance-based objective that directs States to make smart transportation investment decisions and work toward achieving seven national performance goals. One of the national goals is pavement performance. The National Highway Performance Program (N.H.P.P.) was enacted under M.A.P.-21 and continued under the Fixing America's Surface Transportation Act (F.A.S.T. Act) to provide guidance for States to meet the national goals. In accordance with the N.H.P.P., the federal pavement performance measures are codified under 23 C.F.R. 490, Subpart C.

The N.H.P.P. determines pavement performance measures based on a combination of different pavement distress metrics. Asphalt pavement metrics are surface roughness according to I.R.I., cracking, and rutting. J.P.C.P. pavement metrics are I.R.I., cracking, and faulting. C.R.C.P. pavement metrics are I.R.I. and cracking. The metrics are rated as *Good*, *Fair*, and *Poor* based on a set of criteria for each pavement type. Table 8 presents the performance metrics and measures criteria for each pavement type. Good pavement measure is represented as green, *Fair* pavement measure is represented as light-purple, and *Poor* pavement measure is represented as purple.

TABLE 8. FEDERAL PAVEMENT PERFORMANCE METRICS AND MEASURES CRITERIA

<u>Performance Metrics</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>
I.R.I. (inches per mile)	Less than 95	Between 95 to 170	Greater than 170
Cracking (percentage) for Asphalt Pavement	Less than 5	Between 5 to 20	Greater than 20
Cracking (percentage) for J.P.C.P.	Less than 5	Between 5 to 15	Greater than 15
Cracking (percentage) for C.R.C.P.	Less than 5	Between 5 to 10	Greater than 10
Rutting (inch) for Asphalt Pavement	Less than 0.2	Between 0.2 to 0.4	Greater than 0.4
Faulting (inch) for J.P.C.P.	Less than 0.10	Between 0.10 to 0.15	Greater than 0.15

The overall condition of a pavement section will be considered *Good* if all the performance metrics for each pavement type are rated as *Good*. If two or more performance metrics are rated as *Poor*, then the pavement section is considered *Poor*. All other condition combinations are considered as *Fair*.

Table 9 presents the statewide pavement performance targets established by Caltrans for each roadway classification and performance measure.

TABLE 9. STATEWIDE PAVEMENT PERFORMANCE TARGETS FOR EACH ROADWAY CLASSIFICATION AND FEDERAL PERFORMANCE MEASURE

<u>Roadway Class</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>
Class 1	60%	39%	1%
Class 2	55%	43%	2%
Class 3	45%	53%	2%

Pavement Condition Statewide

Overall Pavement Condition

Table 10 presents the 2023 and 2025 statewide pavement condition based on the federal performance measures. The percentage of Good pavement decreased, the percentage of Fair pavement remained the same, and the percentage of Poor pavement increased in 2025 compared to 2023.

TABLE 10. STATEWIDE PAVEMENT CONDITION SUMMARY BASED ON FEDERAL PERFORMANCE MEASURES

<u>Federal Measure</u>	<u>2023 Lane-Miles</u>	<u>2025 Lane-Miles</u>
Good	27,066 (53.4%)	27,224 (53.3%)
Fair	22,944 (45.2%)	23,108 (45.2%)
Poor	718 (1.4%)	741 (1.5%)
Statewide Total	50,728 (100%)	51,074 (100%)

Condition by Pavement Type

Table 11 presents the 2023 and 2025 statewide pavement conditions by pavement type, based on the federal performance measures. For asphalt pavement, the percentage of Poor pavement increased, and the percentage of Good and Fair pavement decreased in 2025 compared to 2023. For concrete pavement, the percentage of Good pavement increased, the percentage of Fair pavement stayed the same, and the percentage of Poor pavement decreased in 2025 compared to 2023.

**TABLE 11. STATEWIDE PAVEMENT CONDITION SUMMARY BY PAVEMENT TYPE,
BASED ON FEDERAL PERFORMANCE MEASURES**

<u>Federal Measure</u>	<u>2023 Asphalt Lane-Miles</u>	<u>2025 Asphalt Lane-Miles</u>	<u>2023 Concrete Lane-Miles</u>	<u>2025 Concrete Lane-Miles</u>
Good	20,617 (55.5%)	20,543 (55.3%)	6,449 (47.6%)	6,681 (47.9%)
Fair	16,237 (43.7%)	16,198 (43.6%)	6,707 (49.5%)	6,910 (49.5%)
Poor	324 (0.9%)	378 (1%)	394 (2.9%)	364 (2.6%)
Statewide Total	37,177 (100%)	37,119 (100%)	13,550 (100%)	13,955 (100%)

Condition by Roadway Class

Table 12 presents the 2023 and 2025 statewide pavement conditions by roadway classification, based on the federal performance measures. The percentage of Good pavement increased for Class 2 and Class 3 and decreased for Class 1 in 2025 compared to 2023. The percentage of Fair pavement decreased for Class 2 and 3 and increased for Class 1. The percentage of Poor pavement decreased for Class 1, increased for Class 2, and it is the same for Class 3.

**TABLE 12. STATEWIDE PAVEMENT CONDITION SUMMARY BY ROADWAY
CLASSIFICATION, BASED ON FEDERAL PERFORMANCE MEASURES**

<u>Roadway Class</u>	<u>2023 Good Lane- Miles</u>	<u>2023 Fair Lane- Miles</u>	<u>2023 Poor Lane- Miles</u>	<u>2023 Sub- Total</u>	<u>2025 Good Lane- Miles</u>	<u>2025 Fair Lane- Miles</u>	<u>2025 Poor Lane- Miles</u>	<u>2025 Sub- Total</u>
Class 1	17,128 (61.6%)	10,289 (37.0%)	389 (1.4%)	27,806 (100%)	17,093 (60.9%)	10,604 (37.8%)	372 (1.3%)	28,069 (100%)
Class 2	7,131 (43.9%)	8,893 (54.7%)	238 (1.5%)	16,262 (100%)	7,207 (44.2%)	8,820 (54.1%)	277 (1.7%)	16,304 (100%)
Class 3	2,806 (42.1%)	3,761 (56.5%)	91 (1.4%)	6,659 (100%)	2,924 (43.6%)	3,684 (55.0%)	92 (1.4%)	6,701 (100%)
Statewide Total	27,066 (53.4%)	22,944 (45.2%)	718 (1.4%)	50,728 (100%)	27,224 (53.3%)	23,108 (45.2%)	741 (1.5%)	51,074 (100%)

Pavement conditions for each district by roadway classification, based on the federal performance measures, is available in Appendix B and Appendix C.

Condition by Highway Type

Table 13 presents the 2023 and 2025 statewide pavement conditions by highway type, based on the federal performance measures. The percentage of *Good* increased for Non-N.H.S., while it decreased for other types. The percentage of *Fair* pavement decreased for Non-N.H.S. while it increased for other types of highways in 2025 compared to 2023. The percentage of *Poor* pavement decreased for NHS Interstate while it is same for NHS Non-Interstate, and it increased for Non-N.H.S. in 2025 compared to 2023.

TABLE 13. STATEWIDE PAVEMENT CONDITION SUMMARY BY HIGHWAY TYPE, BASED ON FEDERAL PERFORMANCE MEASURES

Highway Type	<u>2023</u> <u>Good</u> <u>Lane-</u> <u>Miles</u>	<u>2023</u> <u>Fair</u> <u>Lane-</u> <u>Miles</u>	<u>2023</u> <u>Poor</u> <u>Lane-</u> <u>Miles</u>	<u>2023</u> <u>Sub-</u> <u>Total</u>	<u>2025</u> <u>Good</u> <u>Lane-</u> <u>Miles</u>	<u>2025</u> <u>Fair</u> <u>Lane-</u> <u>Miles</u>	<u>2025</u> <u>Poor</u> <u>Lane-</u> <u>Miles</u>	<u>2025</u> <u>Sub-</u> <u>Total</u>
N.H.S. – Interstate	9,088 (61.4%)	5,485 (37.0%)	236 (1.6%)	14,809 (100%)	9,131 (61.1%)	5,608 (37.5%)	210 (1.4%)	14,949 (100%)
N.H.S. – Non-Interstate	12,695 (54.9%)	10,109 (43.7%)	324 (1.4%)	23,128 (100%)	12,676 (54.6%)	10,208 (44%)	333 (1.4%)	23,217 (100%)
N.H.S. – Sub-Total	21,783 (57.4%)	15,594 (41.1%)	560 (1.5%)	37,936 (100%)	21,807 (57.1%)	15,816 (41.4%)	543 (1.4%)	38,166 (100%)
Non-N.H.S.	5,283 (41.3%)	7,350 (57.5%)	159 (1.2%)	12,791 (100%)	5,417 (42.0%)	7,292 (56.5%)	198 (1.5%)	12,908 (100%)
Statewide Total	27,066 (53.4%)	22,944 (45.2%)	718 (1.4%)	50,728 (100%)	27,224 (53.3%)	23,108 (45.2%)	741 (1.5%)	51,074 (100%)

Pavement Condition by District

Table 14 presents the 2023 and 2025 statewide pavement conditions by district, based on the federal performance measures. The percentage of *Good* pavement increased for District 1, District 4, District 5, District 6, District 11, and District 12, and it decreased in the other districts in 2025 compared to 2023. The percentage of *Fair* pavement increased for District 2, District 3, District 7, District 8, District 9, District 10 and it decreased for the other districts. The percentage of *Poor* pavement increased for District 2, District 5, District 8, District 9, District 11, and District 12, while it is the same percentage for District 6 and decreased for other districts in 2025 compared to 2023.

**TABLE 14. STATEWIDE PAVEMENT CONDITION SUMMARY BY DISTRICT, BASED ON
FEDERAL PERFORMANCE MEASURES**

<u>District</u>	<u>2023 Good Lane- Miles</u>	<u>2023 Fair Lane- Miles</u>	<u>2023 Poor Lane- Miles</u>	<u>2023 Sub- Total</u>	<u>2025 Good Lane- Miles</u>	<u>2025 Fair Lane- Miles</u>	<u>2025 Poor Lane- Miles</u>	<u>2025 Sub- Total</u>
District 1	976 (42.6%)	1,282 (56.0%)	32 (1.4%)	2,290 (100%)	1,001 (44.9%)	1,203 (54.0%)	24 (1.1%)	2,228 (100%)
District 2	2,275 (57.6%)	1,647 (41.7%)	25 (0.6%)	3,948 (100%)	2,239 (56.3%)	1,703 (42.9%)	32 (0.8%)	3,973 (100%)
District 3	2,604 (57.9%)	1,855 (41.3%)	36 (0.8%)	4,495 (100%)	2,538 (56.2%)	1,945 (43.1%)	33 (0.7%)	4,516 (100%)
District 4	2,848 (45.4%)	3,312 (52.8%)	117 (1.9%)	6,277 (100%)	3,042 (48.4%)	3,156 (50.2%)	91 (1.4%)	6,288 (100%)
District 5	1,828 (57.1%)	1,328 (41.5%)	43 (1.3%)	3,199 (100%)	1,865 (59.0%)	1,250 (39.5%)	48 (1.5%)	3,163 (100%)
District 6	3,111 (59.8%)	2,014 (38.7%)	78 (1.5%)	5,203 (100%)	3,247 (61.8%)	1,933 (36.8%)	77 (1.5%)	5,257 (100%)
District 7	2,561 (41.8%)	3,389 (55.3%)	177 (2.9%)	6,127 (100%)	2,563 (41.1%)	3,525 (56.5%)	151 (2.4%)	6,239 (100%)
District 8	3,712 (53.6%)	3,082 (44.5%)	129 (1.9%)	6,923 (100%)	3,643 (52.2%)	3,147 (45.1%)	185 (2.6%)	6,975 (100%)
District 9	1,872 (73.0%)	688 (26.8%)	6 (0.2%)	2,566 (100%)	1,772 (69.2%)	778 (30.4%)	10 (0.4%)	2,560 (100%)
District 10	2,165 (62.9%)	1,240 (36.0%)	37 (1.1%)	3,442 (100%)	2,093 (60.3%)	1,339 (38.6%)	36 (1.0%)	3,468 (100%)
District 11	2,136 (50.8%)	2,047 (48.7%)	22 (0.5%)	4,205 (100%)	2,197 (51.1%)	2,067 (48.1%)	33 (0.8%)	4,298 (100%)
District 12	978 (47.6%)	1,059 (51.6%)	16 (0.8%)	2,053 (100%)	1,024 (48.5%)	1,064 (50.5%)	22 (1.0%)	2,110 (100%)
Statewide Total	27,066 (53.4%)	22,943 (45.2%)	718 (1.4%)	50,728 (100%)	27,224 (53.3%)	23,108 (45.2%)	741 (1.5%)	51,074 (100%)

CALTRANS PAVEMENT RATING SYSTEM

The Caltrans pavement rating system utilizes a different methodology than the federal measures to integrate conditions with engineering solutions. The Caltrans pavement rating system designates the color *Green* for pavement with no distress or very low distress, the color *Yellow* for pavement with minor cracking or surface distress, and the color *Red* for distressed pavement that has structural distress or poor ride quality. This is referred to as the R.Y.G. (Red, Yellow, and Green) designation.

Preventive treatments would typically be applied to the *Green* pavement to maintain and prolong its good condition. *Yellow* pavement would receive corrective treatments to slow pavement deterioration. *Red* distressed pavement would need more substantial rehabilitation treatments to bring it to a state of good repair or complete reconstruction and replacement.

To determine the appropriate treatments for the distressed pavement, the *Red* pavement is further subdivided into the color *Blue* for pavement with poor ride quality, the color *Orange* for pavement with minor structural distress, and the color *Red* for pavement with major structural distress. Along with the prior *Green* and *Yellow* pavements, this is referred to as the R.O.B.Y.G. (Red, Orange, Blue, Yellow, and Green) designation. Figure 2 presents examples of the pavement condition for each category of the R.O.B.Y.G. designation.

**FIGURE 2. EXAMPLES OF PAVEMENT CONDITION BASED ON CALTRANS RATING
SYSTEM**

Green



No Distress

Yellow



**Minor Surface
Distress**

Blue



Poor Ride Only

Orange



**Minor Structural
Distress**

Red



**Major Structural
Distress**

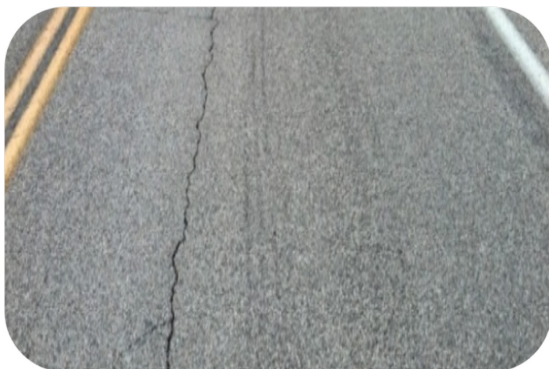
Table 15 presents the Caltrans pavement condition rating priority matrix for asphalt pavement. Figure 3 presents examples of distress for asphalt pavement.

TABLE 15. CALTRANS CONDITION RATING PRIORITY MATRIX FOR ASPHALT PAVEMENT

<u>Alligator B Cracking</u> (percentage) Rating Criteria	<u>Alligator A Plus Alligator B Cracking</u> (percentage) Rating Criteria	<u>I.R.I. (inches per mile)</u> Rating Criteria	<u>R.Y.G. Rating</u>	<u>R.O.B.Y.G. Rating</u>	<u>Condition Rating</u>
Less than 5%	Less than 5%	Less than or equal to 170	Green	Green	Low I.R.I., Very Low B Cracking, Very Low A Cracking
Less than 5%	Greater than or equal to 5%	Less than or equal to 170	Yellow	Yellow	A Plus B Cracking
Greater than or equal to 5%, and less than 10%	Any value	Less than or equal to 170	Yellow	Yellow	Low B Cracking
Less than 5%	Any value	Greater than 170	Red	Blue	High I.R.I. Only
Greater than or equal to 5%, and less than 10%	Any value	Greater than 170	Red	Blue	High I.R.I., Low B Cracking
Between 10% and 30%	Any value	Any value	Red	Orange	Medium B Cracking
Greater than 30%	Any value	Any value	Red	Red	High B Cracking

FIGURE 3. EXAMPLES OF DISTRESS FOR ASPHALT PAVEMENT

Alligator A Cracking



Alligator B Cracking



Table 16 presents the Caltrans pavement condition rating priority matrix for jointed plain concrete pavement. Figure 4 presents examples of distress for concrete pavement.

TABLE 16. CALTRANS CONDITION RATING PRIORITY MATRIX FOR JOINTED PLAIN CONCRETE PAVEMENT

<u>3rd Stage Cracking (Percentage) Rating Criteria</u>	<u>Faulting² (Percentage) Rating Criteria</u>	<u>I.R.I. (inches per mile) Rating Criteria</u>	<u>R.Y.G. Rating</u>	<u>R.O.B.Y.G. Rating</u>	<u>Condition Rating</u>
Less than 3%	Less than or equal to 25%	Less than or equal to 170	Green	Green	Low I.R.I., Low Cracking, Low Faulting
Between 3% and 10%	Less than or equal to 25%	Less than or equal to 170	Yellow	Yellow	Medium Cracking Only
Less than 3%	Less than or equal to 25%	Greater than 170	Red	Blue	High I.R.I. Only
Between 3% and 10%	Less than or equal to 25%	Greater than 170	Red	Blue	High I.R.I., Medium Cracking, Low Faulting
Less than 3%	Greater than 25%	Any value	Red	Orange	High Faulting, Low Cracking
Between 3% and 10%	Greater than 25%	Any value	Red	Orange	High Faulting, Medium Cracking
Greater than 10%	Any value	Any value	Red	Red	High Cracking

² Faulting percentage is the percentage of data elements in a segment with fault height greater than 0.15 inch.

FIGURE 4. EXAMPLES OF DISTRESS FOR CONCRETE PAVEMENT



Pavement Condition Statewide

Overall Pavement Condition

Table 17 presents the 2023 and 2025 statewide pavement condition based on the Caltrans rating system. The percentage of *Green* and *Red* pavements decreased, the percentage of *Yellow* pavements increased in 2025 compared to 2023.

TABLE 17. STATEWIDE PAVEMENT CONDITION SUMMARY BASED ON CALTRANS RATING SYSTEM

<u>Caltrans Rating System</u>	<u>2023 Lane-miles</u>	<u>2025 Lane-miles</u>
Green	31,983 (63.0%)	32,014 (62.7%)
Yellow	11,176 (22.0%)	11,690 (22.9%)
Red	7,568 (14.9%)	7,370 (14.4%)
Statewide Total	50,728 (100%)	51,074 (100%)

Condition by Pavement Type

Table 18 presents the 2023 and 2025 statewide pavement condition by pavement type, based on the Caltrans rating system. For asphalt pavement, the percentage of *Green* pavement decreased, the percentage of *Yellow* pavement increased, and the percentage of *Red* pavement increased in 2025 compared to 2023. For concrete pavement, the percentage of *Green* pavement and the percentage of *Yellow* pavement increased, and the percentage of *Red* pavement decreased in 2025 compared to 2023.

TABLE 18. STATEWIDE PAVEMENT CONDITION SUMMARY BY PAVEMENT TYPE, BASED ON CALTRANS RATING SYSTEM

<u>Caltrans Rating System</u>	<u>2023 Asphalt Lane-Miles</u>	<u>2025 Asphalt Lane-Miles</u>	<u>2023 Concrete Lane-Miles</u>	<u>2025 Concrete Lane-Miles</u>
Green	21,086 (56.7%)	20,408 (55.0%)	10,898 (80.4%)	11,606 (83.2%)
Yellow	10,714 (28.8%)	11,144 (30.0%)	462 (3.4%)	546 (3.9%)
Red	5,378 (14.5%)	5,567 (15.0%)	2,190 (16.2%)	1,803 (12.9%)
Statewide Total	37,177 (100%)	37,119 (100%)	13,550 (100%)	13,955 (100%)

Pavement Condition by Roadway Class

Table 19 presents the 2023 and 2025 statewide pavement condition by roadway classification, based on the Caltrans rating system. The percentage of *Green* pavement decreased for all three roadway classes in 2025 compared to 2023. The percentage of *Yellow* Class 1 and Class 3 pavement increased, while Class 2 decreased. The percentage of *Red* Class 1 and Class 3 pavement decreased, while Class 2 of *Red* pavement increased.

TABLE 19. STATEWIDE PAVEMENT CONDITION SUMMARY BY ROADWAY CLASSIFICATION, BASED ON CALTRANS RATING SYSTEM

<u>Roadway Class</u>	<u>2023 Green Lane-Miles</u>	<u>2023 Yellow Lane-Miles</u>	<u>2023 Red Lane-Miles</u>	<u>2023 Sub-Total</u>	<u>2025 Green Lane-Miles</u>	<u>2025 Yellow Lane-Miles</u>	<u>2025 Red Lane-Miles</u>	<u>2025 Sub-Total</u>
Class 1	20,833 (74.9%)	4,171 (15.0%)	2,802 (10.1%)	27,806 (100%)	20,855 (74.3%)	4,623 (16.5%)	2,590 (9.2%)	28,069 (100%)
Class 2	7,929 (48.8%)	5,120 (31.5%)	3,214 (19.8%)	16,262 (100%)	7,932 (48.6%)	5,076 (31.1%)	3,296 (20.2%)	16,304 (100%)
Class 3	3,222 (48.4%)	1,885 (28.3%)	1,553 (23.3%)	6,659 (100%)	3,227 (48.2%)	1,991 (29.7%)	1,484 (22.1%)	6,701 (100%)
Statewide Total	31,983 (63.0%)	11,176 (22.0%)	7,568 (14.9%)	50,728 (100%)	32,014 (62.7%)	11,690 (22.9%)	7,370 (14.4%)	51,074 (100%)

Pavement conditions for each district by roadway class, based on the Caltrans rating system is available in Appendix D and Appendix E.

Pavement Condition by Highway Type

Table 20 presents the 2023 and 2025 statewide pavement by highway type, based on the Caltrans rating system. The percentage of *Green* pavement increased for N.H.S.-Interstate, while it decreased for other highway types. The percentages of *Yellow* increased for all highway types in 2025 compared to 2023. The percentage of *Red* pavement increased for Non-N.H.S. and decreased for other highway types.

TABLE 20. STATEWIDE PAVEMENT CONDITION SUMMARY BY HIGHWAY TYPE, BASED ON CALTRANS RATING SYSTEM

<u>Highway Type</u>	<u>2023 Green Lane-Miles</u>	<u>2023 Yellow Lane-Miles</u>	<u>2023 Red Lane-Miles</u>	<u>2023 Sub-Total</u>	<u>2025 Green Lane-Miles</u>	<u>2025 Yellow Lane-Miles</u>	<u>2025 Red Lane-Miles</u>	<u>2025 Sub-Total</u>
N.H.S – Interstate	11,357 (76.7%)	1,889 (12.8%)	1,563 (10.6%)	14,809 (100%)	11,501 (76.9%)	2,030 (13.6%)	1,418 (9.5%)	14,949 (100%)
N.H.S. – Non-Interstate	14,529 (62.8%)	5,371 (23.2%)	3,228 (14.0%)	23,128 (100%)	14,524 (62.6%)	5,567 (24.0%)	3,126 (13.5%)	23,217 (100%)
N.H.S. Sub-Total	25,886 (68.2%)	7,260 (19.1%)	4,791 (12.6%)	37,936 (100%)	26,024 (68.2%)	7,597 (19.9%)	4,545 (11.9%)	38,166 (100%)
Non-N.H.S.	6,098 (47.7%)	3,916 (30.6%)	2,778 (21.7%)	12,791 (100%)	5,989 (46.4%)	4,093 (31.7%)	2,825 (21.9%)	12,908 (100%)
Statewide Total	31,983 (63.0%)	11,176 (22.0%)	7,568 (14.9%)	50,728 (100%)	32,014 (62.7%)	11,690 (22.9%)	7,370 (14.4%)	51,074 (100%)

Pavement Condition by District

Table 21 presents the 2023 and 2025 statewide pavement condition by district, based on the Caltrans rating system. The percentage of Green pavement increased for District 1, District 2, District 5, District 6, and District 7, while all other districts decreased in 2025 compared to 2023. The percentage of Yellow pavement increased for most districts except for District 1, District 2, District 4, and District 5 decreased. The percentage of Red pavement increased for District 2, District 3, District 8, District 9, District 10 and District 11. The percentage of Red pavement decreased for District 1, District 3, District 4, District 6, District 7, and District 12 in 2025 compared to 2023. District 5 percentage stayed the same.

TABLE 21. STATEWIDE PAVEMENT CONDITION SUMMARY BY DISTRICT, BASED ON CALTRANS RATING SYSTEM

<u>District</u>	<u>2023 Green Lane- Miles</u>	<u>2023 Yellow Lane- Miles</u>	<u>2023 Red Lane- Miles</u>	<u>2023 Sub- Total</u>	<u>2025 Green Lane- Miles</u>	<u>2025 Yellow Lane- Miles</u>	<u>2025 Red Lane- Miles</u>	<u>2025 Sub- Total</u>
District 1	1,366 (59.7%)	500 (21.8%)	424 (18.5%)	2,290 (100%)	1,395 (62.6%)	445 (20.0%)	387 (17.4%)	2,228 (100%)
District 2	1,769 (44.8%)	1,802 (45.7%)	376 (9.5%)	3,948 (100%)	1,913 (48.1%)	1,656 (41.7%)	405 (10.2%)	3,973 (100%)
District 3	2,844 (63.3%)	1,166 (25.9%)	485 (10.8%)	4,495 (100%)	2,752 (61.0%)	1,249 (27.7%)	515 (11.4%)	4,516 (100%)
District 4	4,116 (65.6%)	870 (13.9%)	1,291 (20.6%)	6,277 (100%)	4,168 (66.3%)	943 (15.0%)	1,178 (18.7%)	6,288 (100%)
District 5	1,886 (59.0%)	769 (24.0%)	543 (17.0%)	3,199 (100%)	1,919 (60.7%)	707 (22.3%)	538 (17.0%)	3,163 (100%)
District 6	3,425 (65.8%)	1,149 (22.1%)	629 (12.1%)	5,203 (100%)	3,502 (66.6%)	1,214 (23.1%)	541 (10.3%)	5,257 (100%)
District 7	4,119 (67.2%)	636 (10.4%)	1,371 (22.4%)	6,127 (100%)	4,267 (68.4%)	773 (12.4%)	1,198 (19.2%)	6,239 (100%)
District 8	4,148 (59.9%)	1,537 (22.2%)	1,238 (17.9%)	6,923 (100%)	4,108 (58.9%)	1,553 (22.3%)	1,313 (18.8%)	6,975 (100%)
District 9	1,664 (64.8%)	760 (29.6%)	143 (5.6%)	2,566 (100%)	1,527 (59.7%)	866 (33.8%)	167 (6.5%)	2,560 (100%)
District 10	1,961 (57.0%)	1,113 (32.3%)	368 (10.7%)	3,442 (100%)	1,796 (51.8%)	1,274 (36.7%)	397 (11.5%)	3,468 (100%)
District 11	3,066 (72.9%)	671 (16.0%)	467 (11.1%)	4,205 (100%)	3,050 (71.0%)	743 (17.3%)	505 (11.7%)	4,298 (100%)
District 12	1,619 (78.9%)	202 (9.8%)	232 (11.3%)	2,053 (100%)	1,616 (76.6%)	268 (12.7%)	227 (10.7%)	2,110 (100%)
Statewide Total	31,983 (63.0%)	11,176 (22.0%)	7,568 (14.9%)	50,728 (100%)	32,014 (62.7%)	11,690 (22.9%)	7,370 (14.4%)	51,074 (100%)

PAVEMENT ROUGHNESS

Pavement Roughness Statewide

Pavement roughness correlates surface ride quality to the level of comfort that people experience while traveling along the roadway. Both the Federal Highway Administration (F.H.W.A.) and Caltrans included I.R.I. as a pavement performance criterion. It is undesirable for I.R.I. to exceed 170 inches per mile.

Figure 5 presents the 2023 and 2025 statewide I.R.I. distribution percentage. Green represents pavement with I.R.I. less than 95 inches per mile, yellow represents pavement with I.R.I. between 95 to 170 inches per mile, and blue represents pavement with I.R.I. greater than 170 inches per mile. Overall, there was a 0.2% decrease in pavement with I.R.I. greater than 170 inches per mile in 2025 compared to 2023.

FIGURE 5. STATEWIDE I.R.I. DISTRIBUTION PERCENTAGE

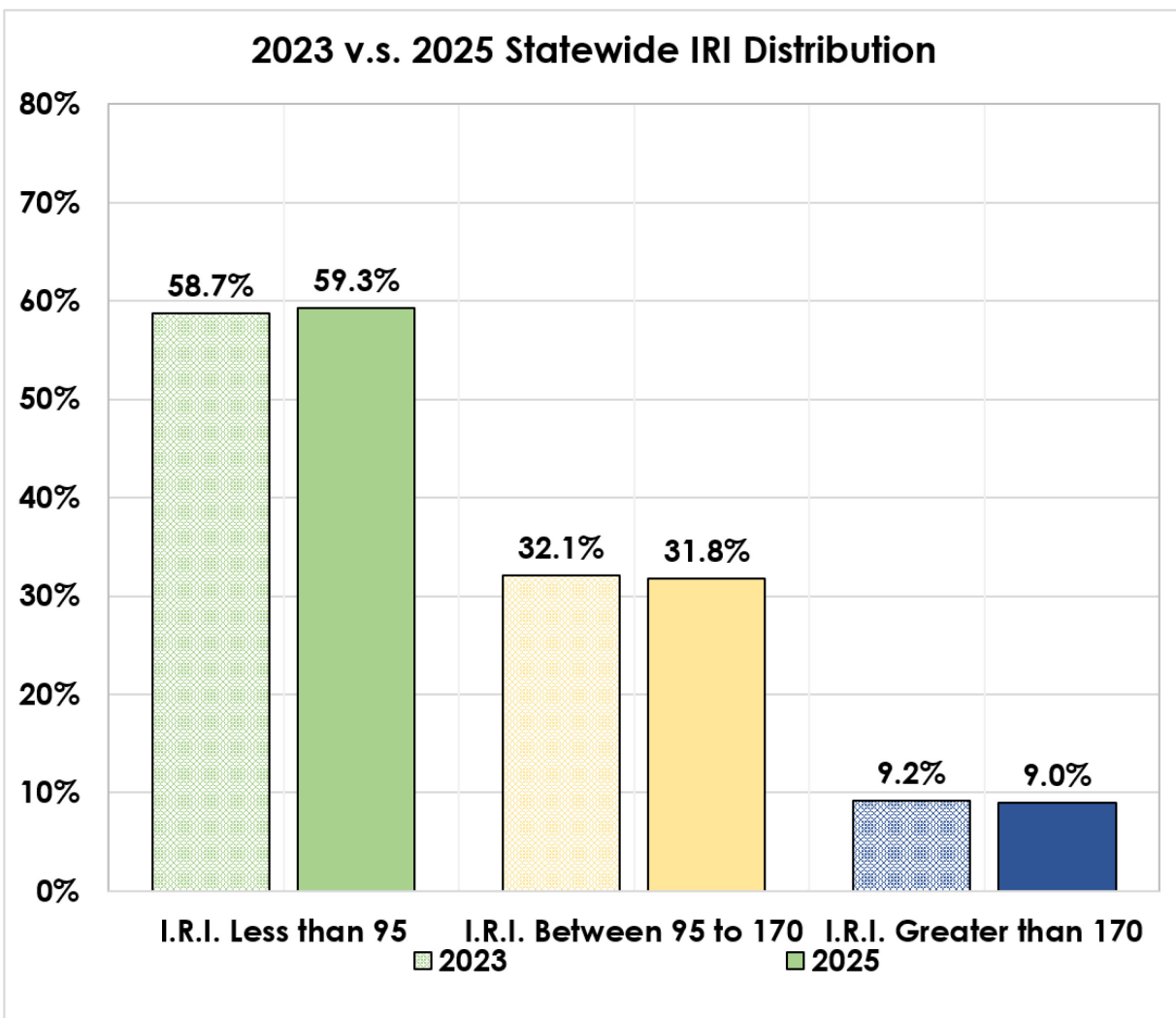
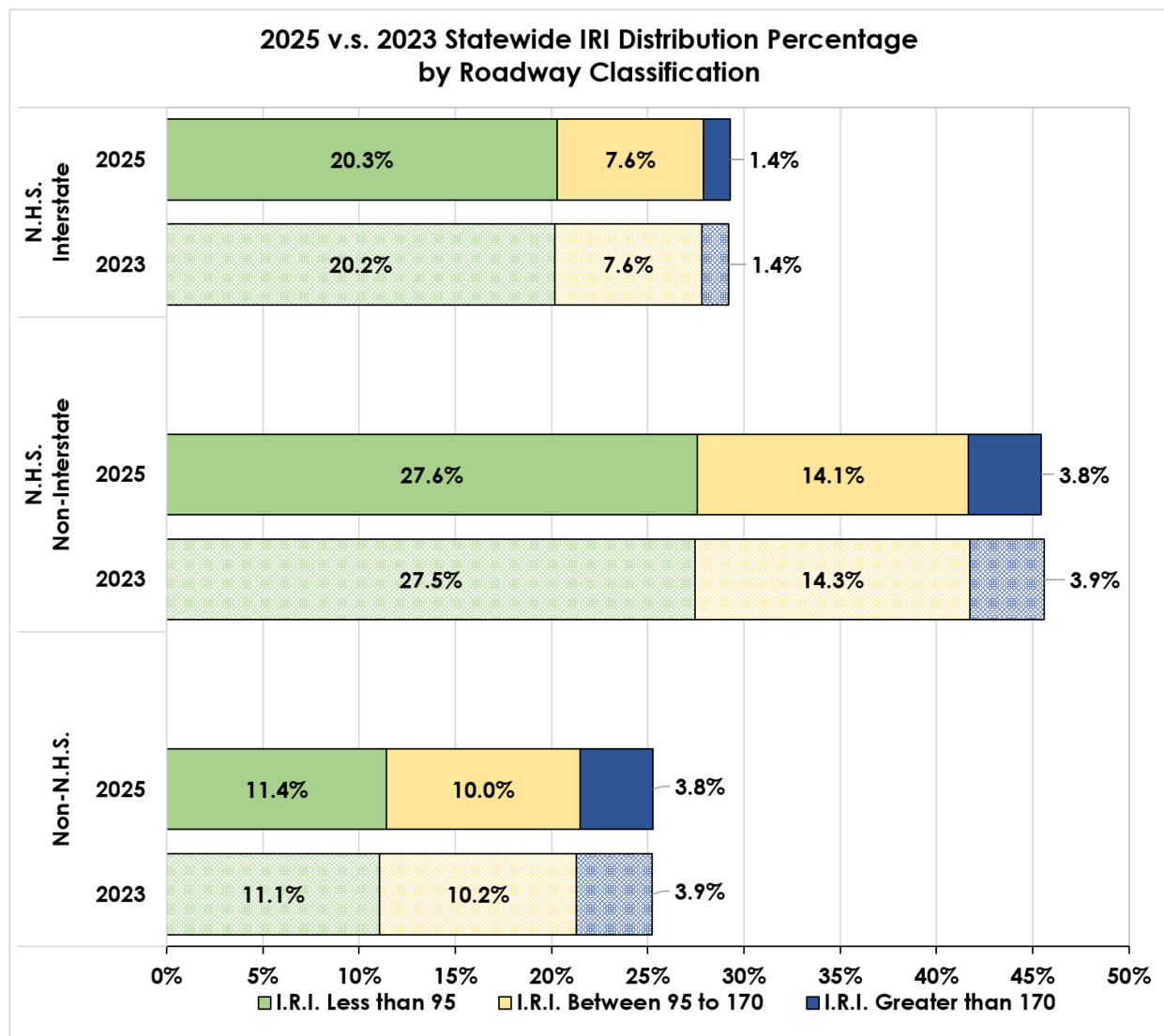


Figure 6 presents the 2023 and 2025 statewide I.R.I. distribution percentage by highway type. The percentage of pavement lane miles with I.R.I. less than 95 inches per mile increased for all highway types in 2025 compared to 2023. The percentage of I.R.I. between 95 to 170 inches per mile stayed the same for N.H.S. Interstate highway type, decreased for N.H.S. Non-Interstate highway type, and decreased for Non-N.H.S. highway type. The percentage of I.R.I. greater than 170 inches per mile stayed the same for N.H.S. Interstate highway type and decreased for other highway types.

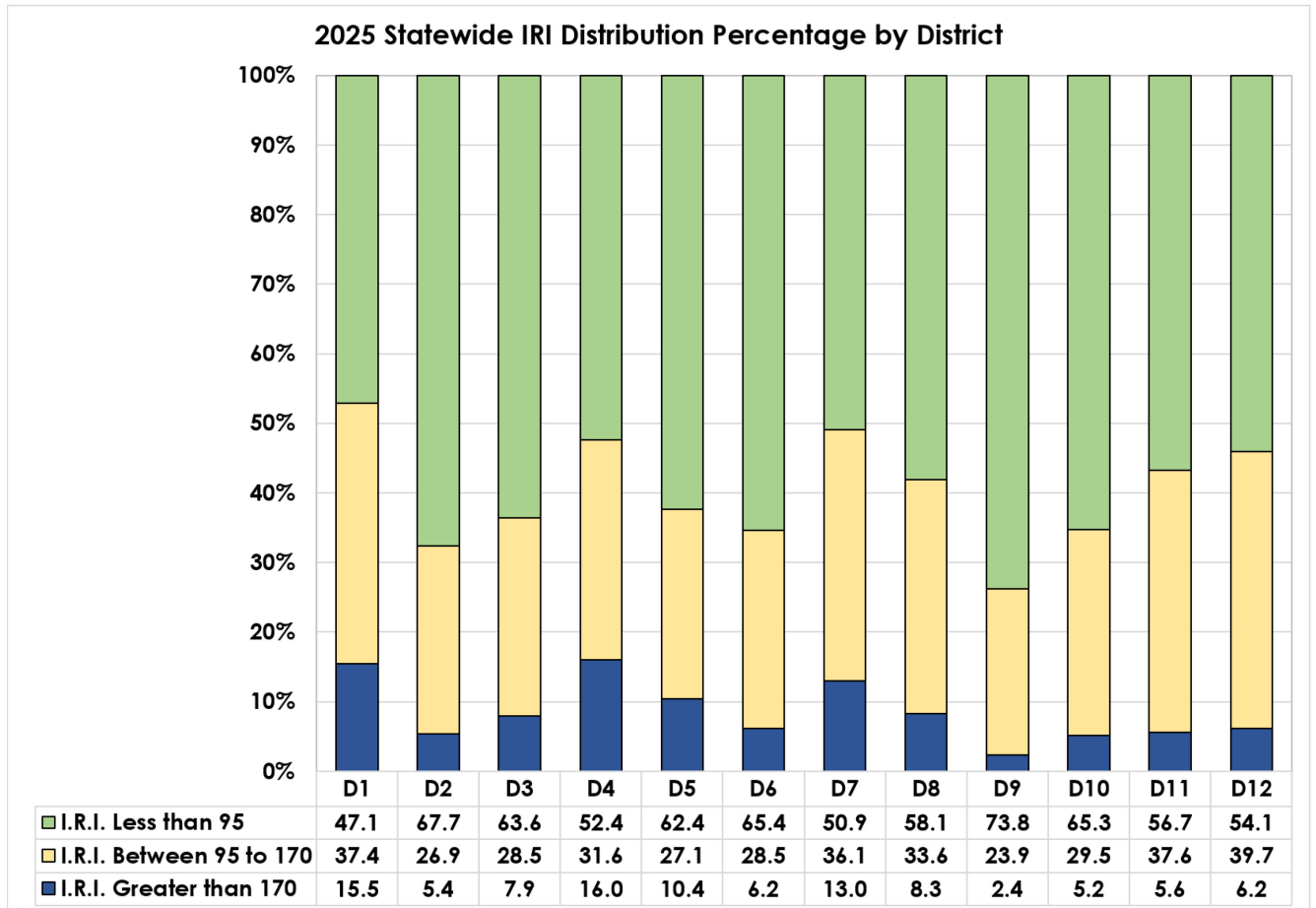
FIGURE 6. STATEWIDE I.R.I. DISTRIBUTION PERCENTAGE BY HIGHWAY TYPE



Pavement Roughness by District

Figure 7 presents the 2025 statewide I.R.I. distribution percentage by district.

FIGURE 7. 2025 STATEWIDE I.R.I. DISTRIBUTION PERCENTAGE BY DISTRICT

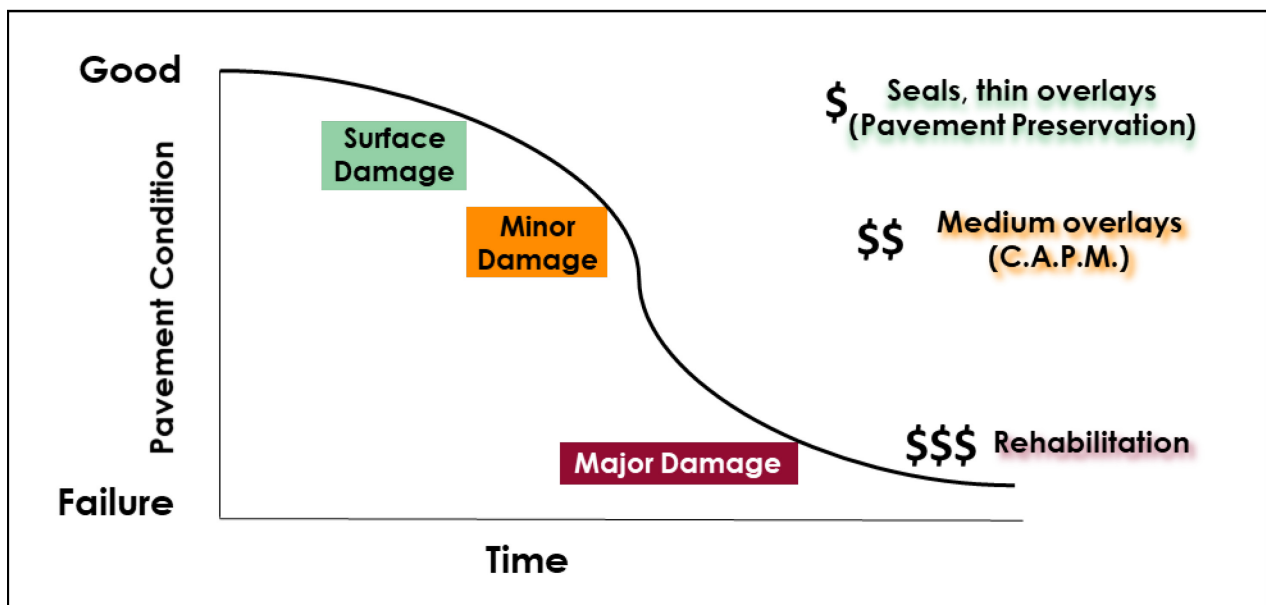


I.R.I. distribution for each district by highway type is available in Appendix F and Appendix G.

PAVEMENT TREATMENT STRATEGIES

Pavement deterioration can be represented graphically by a sigmoid curve where the rate will be slow initially before exponentially accelerating until the pavement reaches failure. By applying timely preventive treatments, Caltrans can extend the service life of the pavement and delay the need to apply more costly treatments in the future. For example, preventive and corrective maintenance costs an average of \$240,000 per lane-mile, while major pavement rehabilitation could cost more than ten times higher. Figure 8 presents a typical pavement deterioration curve and the potential management strategies for each phase of the pavement's service life.

FIGURE 8. ILLUSTRATION OF COST EFFECTIVENESS OF PAVEMENT STRATEGIES



Pavement naturally deteriorates over time. Locations in relatively good condition may still be candidates for preventive and corrective treatments to maintain the pavement in a state of good repair. Studies have shown that preventive and corrective maintenance treatments can extend pavement service life by four to seven years depending on traffic volumes and environmental conditions. Preventive and corrective treatments include Hot Mix Asphalt (H.M.A.) thin overlay, chip seal, slurry seal, dig-out, concrete grinding, and concrete slab replacement. These treatments would typically be completed as a part of H.M.1 projects.

Capital Preventive Maintenance (C.A.P.M.) projects are typically applied to pavement with minor structural and poor I.R.I. pavement distresses. C.A.P.M. treatments can extend the service life by approximately five to ten years.

Treatment strategies include concrete grinding, concrete slab replacement, and H.M.A. medium overlay.

Major pavement rehabilitation is a more expensive type of treatment because it typically applies to locations with extensive existing structural distress. Rather than just surface repairs, major pavement rehabilitation requires a comprehensive pavement structure design engineered for future traffic loads over a 20-year or 40-year service life. Major rehabilitation strategies include J.P.C.P. or C.R.C.P. lane replacement, full-depth reclamation, and H.M.A. thick overlays with a thickness greater than 0.25-foot.

Table 22 provides the average costs for the three primary funding programs for pavement treatment from F.Y. 2023/24 through F.Y. 2025/26. Additional details for various treatments within each program are available in Appendix H to Appendix J.

TABLE 22. AVERAGE COST PER LANE-MILE FOR DIFFERENT FUNDING PROGRAMS FROM F.Y. 2023/24 THROUGH F.Y. 2025/26

<u>Funding Program</u>	<u>Cost per Lane-Mile</u>	<u>Expected Service Life</u>
H.M.1 (Preventive and Corrective Maintenance)	\$236,597	Four to seven years
C.A.P.M.	\$640,742	Five to 10 years
Major Rehabilitation	\$1,627,355	20 years or more

PAVEMENT EXPENDITURES AND FINANCIAL PLAN

Caltrans keeps track of awarded pavement projects as a part of its fiduciary responsibility. The information also allows Caltrans to extrapolate and plan for future pavement distresses based on the expected service life of the applied treatments. Table 23 summarizes the total capital costs and lane miles for H.M.1 and S.H.O.P.P. pavement improvements from F.Y. 2023/24 through F.Y. 2025/26. As Caltrans applies asset management principles into its project planning, programming, and delivery, pavement treatments may be incorporated into projects that include work for other roadway features as well. As a result, the costs presented in Table 23 have been filtered for pavement-related contract bid items only. Project support costs were also excluded from the analysis.

TABLE 23. AWARDED PAVEMENT IMPROVEMENTS CAPITAL COSTS AND LANE-MILES FROM F.Y. 2023/24 TO F.Y. 2025/26

<u>Funding Program</u>	<u>F.Y. 2023/24 Million Dollar¹</u>	<u>F.Y. 2023/24 Lane-Miles</u>	<u>F.Y. 2024/25 Million Dollar³</u>	<u>F.Y. 2024/25 Lane-Miles</u>	<u>F.Y. 2025/26 Million Dollar¹</u>	<u>F.Y. 2025/26 Lane-Miles</u>	<u>Total Million Dollar¹</u>	<u>Total Lane-Miles</u>
H.M.1	\$224	888	\$208	888	\$231	1,025	\$663	2,801
S.H.O.P.P. – C.A.P.M.	\$848	1326	\$883	1302	\$759	1259	\$2,490	3,887
S.H.O.P.P. – Rehabilitation	\$525	256	\$341	302	\$683	394	\$1,549	952
S.H.O.P.P. – Minor A	\$3	2	\$2	6	\$1	0	\$6	8
S.H.O.P.P. – Sub-Total	\$1,376	1584	\$1,226	1609	\$1,443	1654	\$4,045	4,847
Total H.M.1 & S.H.O.P.P.	\$1,600	2,471	\$1,433	2,497	\$1,675	2,678	\$4,708	7,647

From F.Y. 2023/24 through F.Y. 2025/26, Caltrans delivered approximately \$4.708 billion in pavement projects on nearly 7,647 lane-miles of roadway. Figure 9 presents a graph of the awarded pavement improvements capital costs and

³ Costs associated with pavement-related contract bid items only and exclude project support costs. It also does not include on-call maintenance contracts or Director's Order contracts.

number of lane-miles for the four project types from F.Y. 2023/24 through F.Y. 2024/26.

**FIGURE 9. AWARDED PAVEMENT IMPROVEMENTS CAPITAL COSTS AND LANE-MILES
FROM F.Y. 2023/24 TO F.Y. 2025/26**

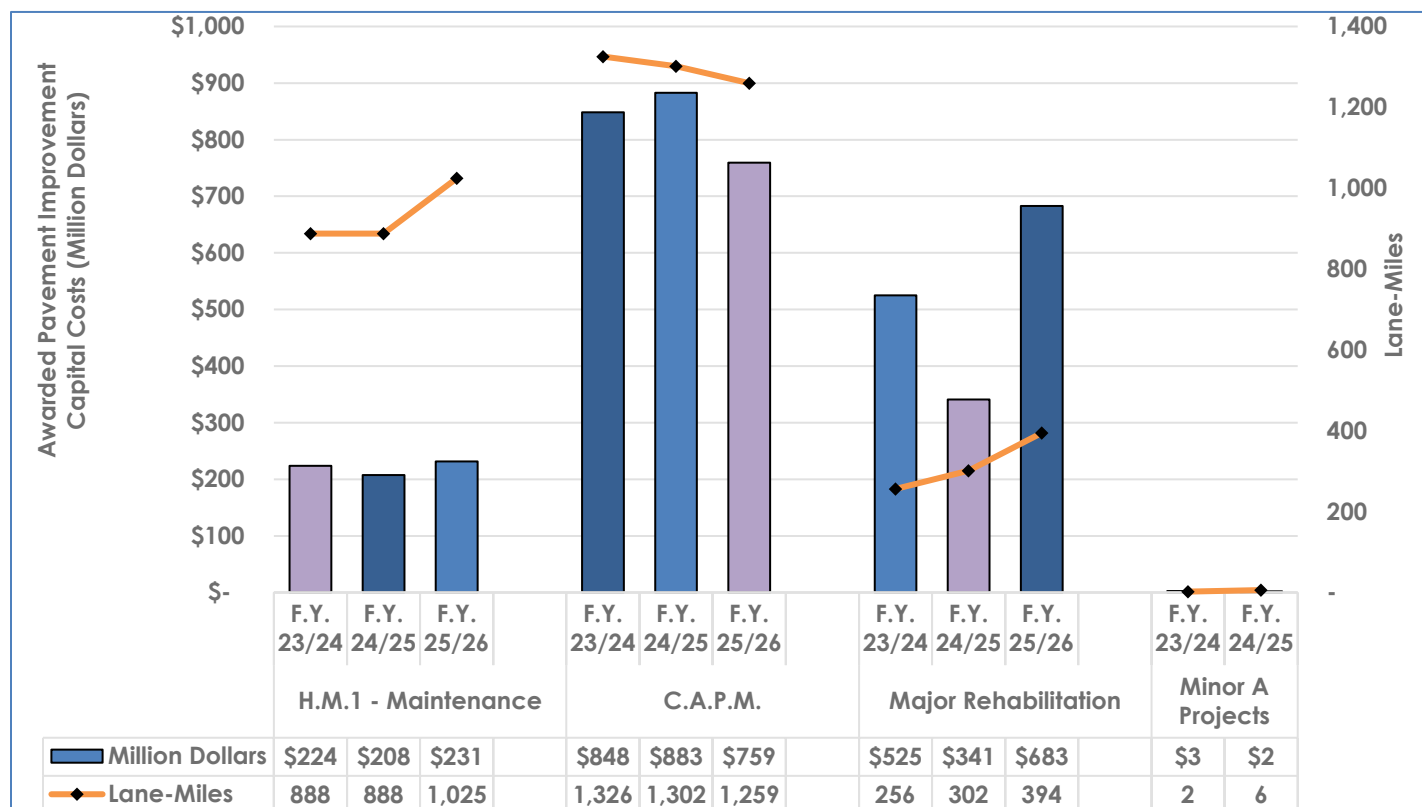


Figure 10 presents a detailed distribution of the pavement treatment strategies utilized in F.Y. 2023/24 for H.M.1 projects based on the awarded amount. H.M.A. medium overlay accounted for 25 percent of the total amounts awarded. At 25 percent, Combined Strategies was the second most awarded amount. At 17 percent, H.M.A. thin overlay was the third most awarded amount.

Figure 11 presents a detailed distribution of the pavement treatment strategies utilized in F.Y. 2023/24 for C.A.P.M. projects based on the awarded amount. H.M.A. medium overlay accounted for 55 percent (\$470,354,154) of the total amount awarded. At 37 percent (\$313,691,190), Combined Strategies was the second most awarded amount. H.M.A. thick overlay was the third most awarded amount, accounting for 6 percent of the total amount.

Figure 12 presents a detailed distribution of the pavement treatment strategies utilized in F.Y. 2023/24 for major rehabilitation projects based on the awarded amount. At 90 percent, combined strategies of multiple pavement treatments in one project were the awarded amount. was awarded 24 percent of the total amount. H.M.A. thick overlay was awarded 7 percent of the total amount.

Figure 10. F.Y. 2023/24 H.M.1 Preventive and Corrective Maintenance Strategies

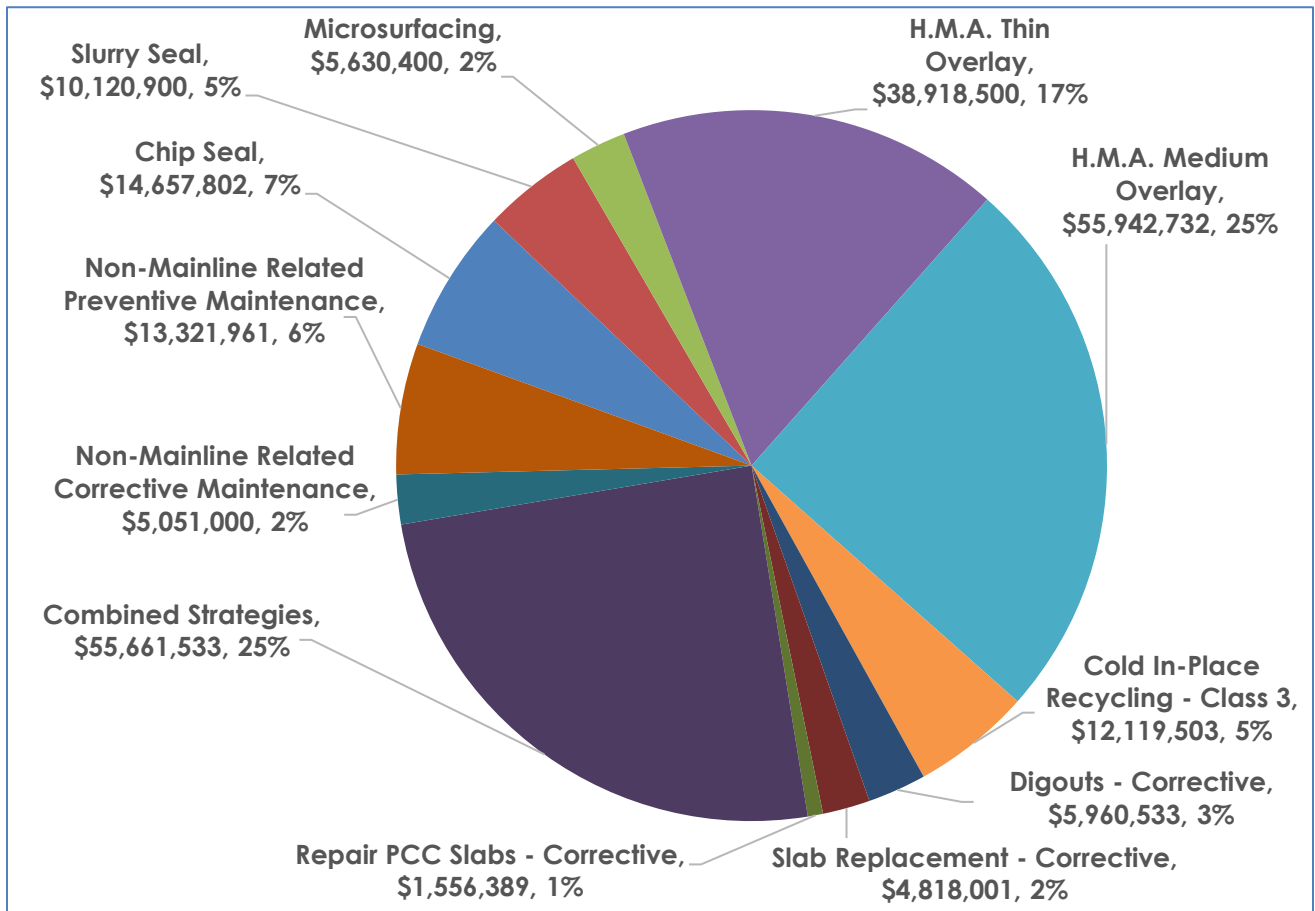


FIGURE 11. F.Y. 2023/24 C.A.P.M. STRATEGIES

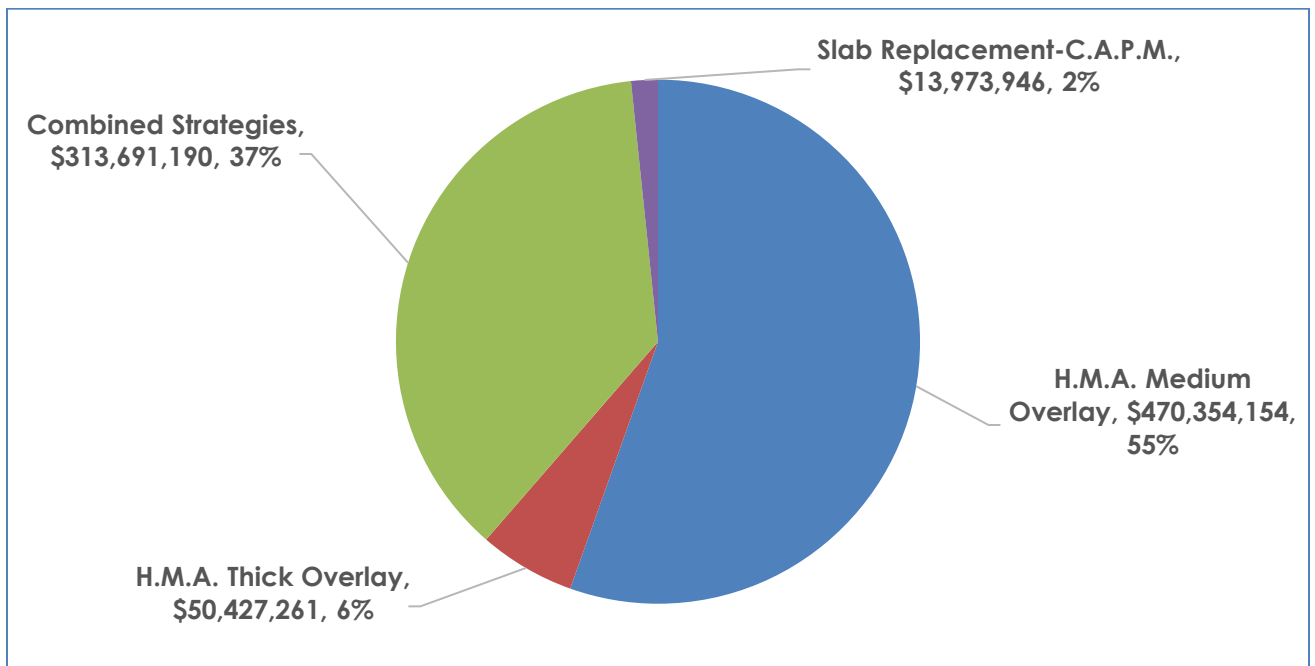


FIGURE 12. F.Y. 2023/24 MAJOR REHABILITATION STRATEGIES

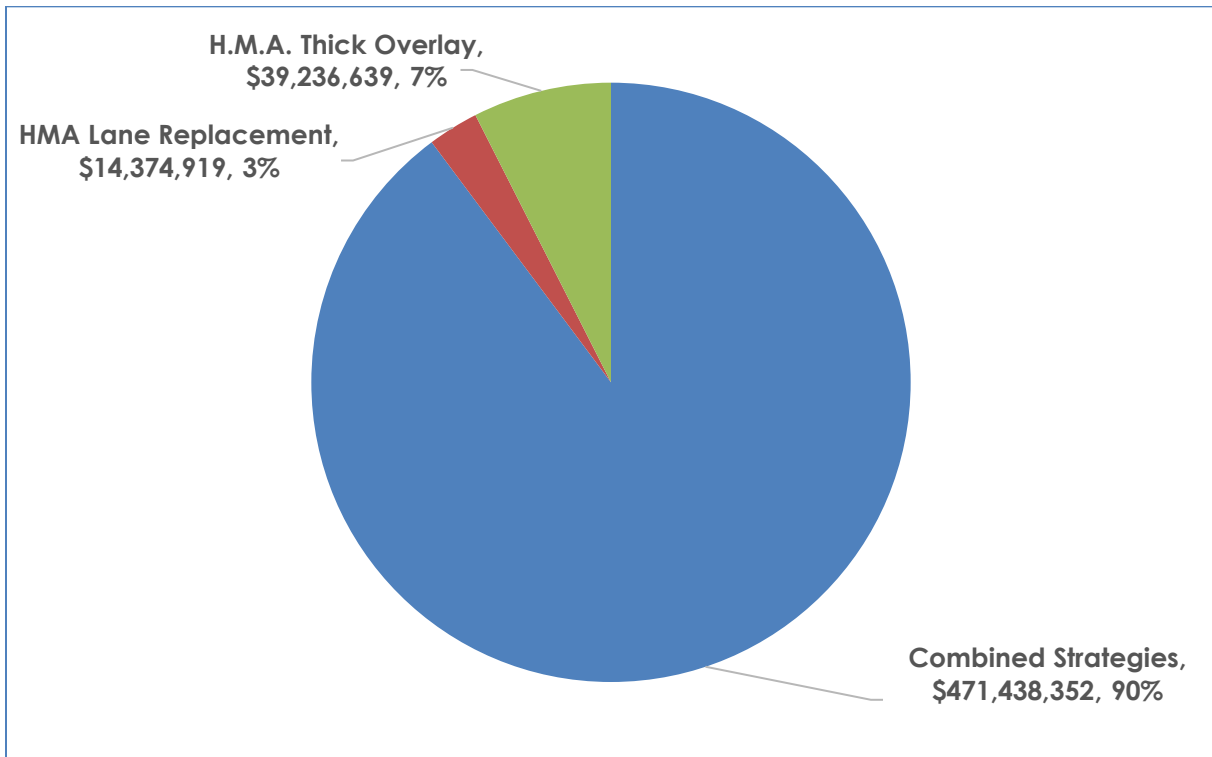


Figure 13 presents a detailed distribution of the pavement treatment strategies utilized in F.Y. 2024/25 for H.M.1 projects based on the awarded amount. Combined strategies of multiple pavement treatments accounted for 26 percent of the total awarded amount. At 16 percent, H.M.A. medium overlay was the second most awarded amount. At 12 percent, H.M.A. thin overlay was the third most awarded amount.

Figure 14 presents a detailed distribution of the pavement treatment strategies utilized in F.Y. 2024/25 for C.A.P.M. projects based on the awarded amount. H.M.A. medium overlay accounted for 47 percent of the total amount awarded. At 41 percent, combined strategies of multiple pavement treatments in one project were the second most awarded amount. At 8 percent, Grind/Replace slabs was the third most awarded amount.

Figure 15 presents a detailed distribution of the pavement treatment strategies utilized in F.Y. 2024/25 for major rehabilitation projects based on the awarded amount. At 55 percent, combined strategies of multiple pavement treatments in one project were the most awarded amount. H.M.A. thick overlay was awarded 30 percent of the total amount. Full Depth Recycling was awarded 10% of the total amount.

FIGURE 13. F.Y. 2024/25 H.M.1 PREVENTIVE AND CORRECTIVE MAINTENANCE STRATEGIES

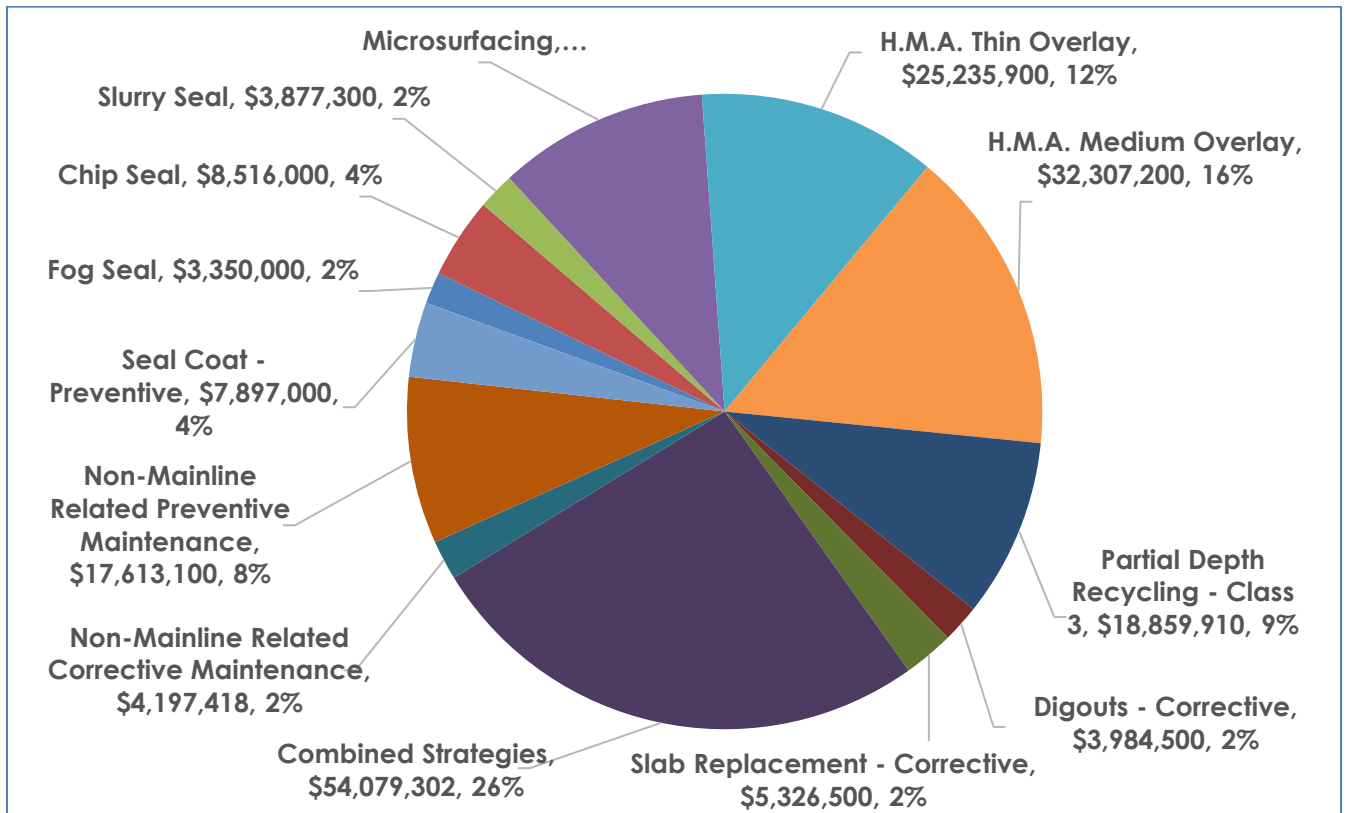


FIGURE 14. F.Y. 2024/25 C.A.P.M. STRATEGIES

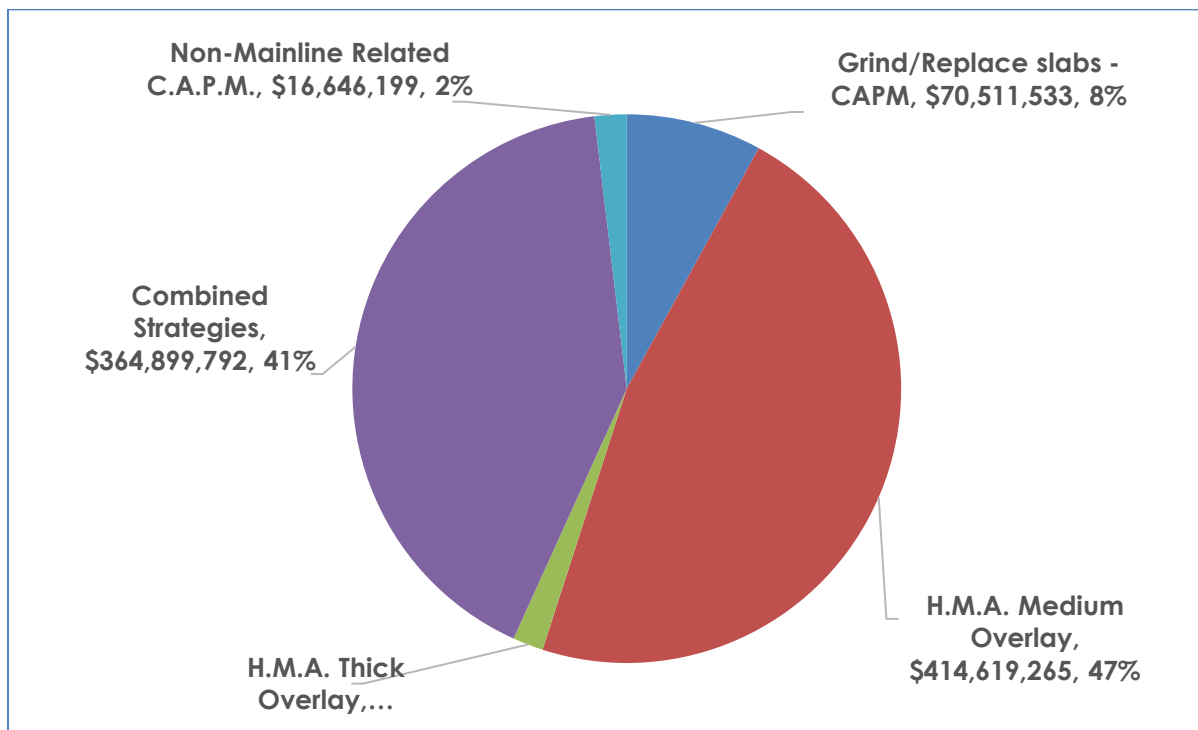


FIGURE 15. F.Y. 2024/25 MAJOR REHABILITATION STRATEGIES

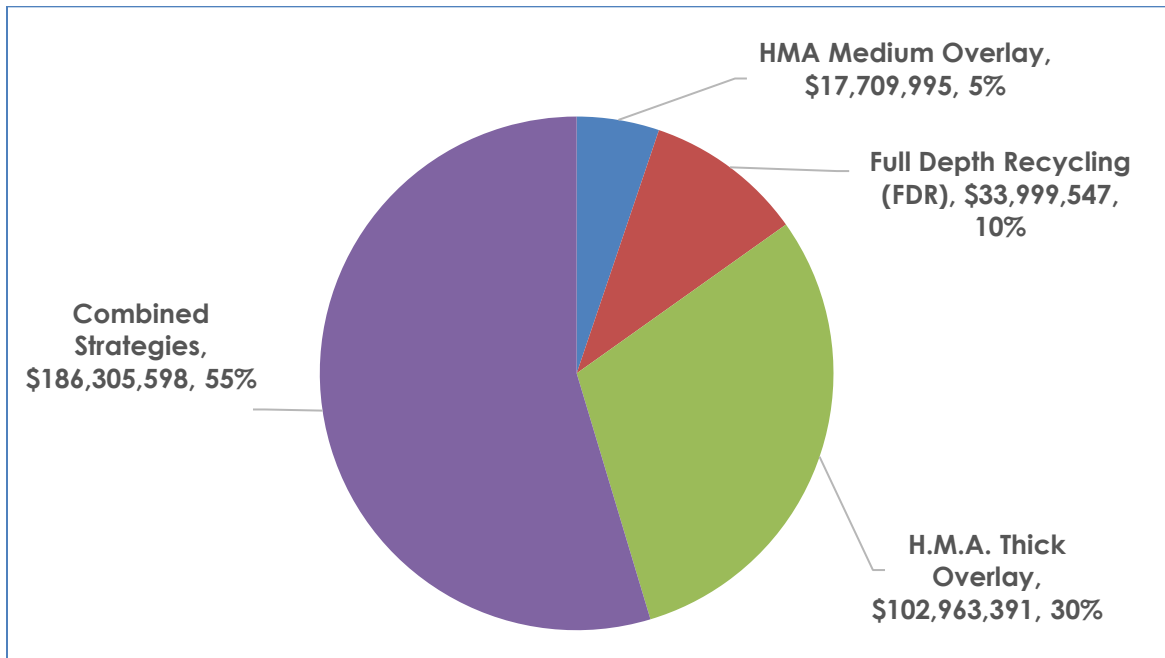


Figure 16 presents a detailed distribution of the pavement treatment strategies utilized in F.Y. 2025/26 for H.M.1 projects based on the awarded amount. H.M.A. thin overlay accounted for 30 percent of the total awarded amount. At 14 percent, combined strategies of multiple pavement treatments in one project were the second most awarded amount. At 11 percent, H.M.A. medium overlay was the third most awarded amount.

Figure 17 presents a detailed distribution of the pavement treatment strategies utilized in F.Y. 2025/26 for C.A.P.M. projects based on the awarded amount. H.M.A. medium overlay accounted for 59 percent of the total awarded amount. At 32 percent, combined strategies of multiple pavement treatments in one project were the second most awarded amount. At 9 percent, Grind/Replace slabs was the third most awarded amount.

Figure 18 presents a detailed distribution of the pavement treatment strategies utilized in F.Y. 2025/26 for major rehabilitation projects based on the awarded amount. At 57 percent, miscellaneous work was the most awarded amount. H.M.A. thick overlay was awarded 24 percent of the total amount. CRCP lane replacement was awarded 10 percent of the total amount.

FIGURE 16. F.Y. 2025/26 H.M.1 PREVENTIVE AND CORRECTIVE MAINTENANCE STRATEGIES

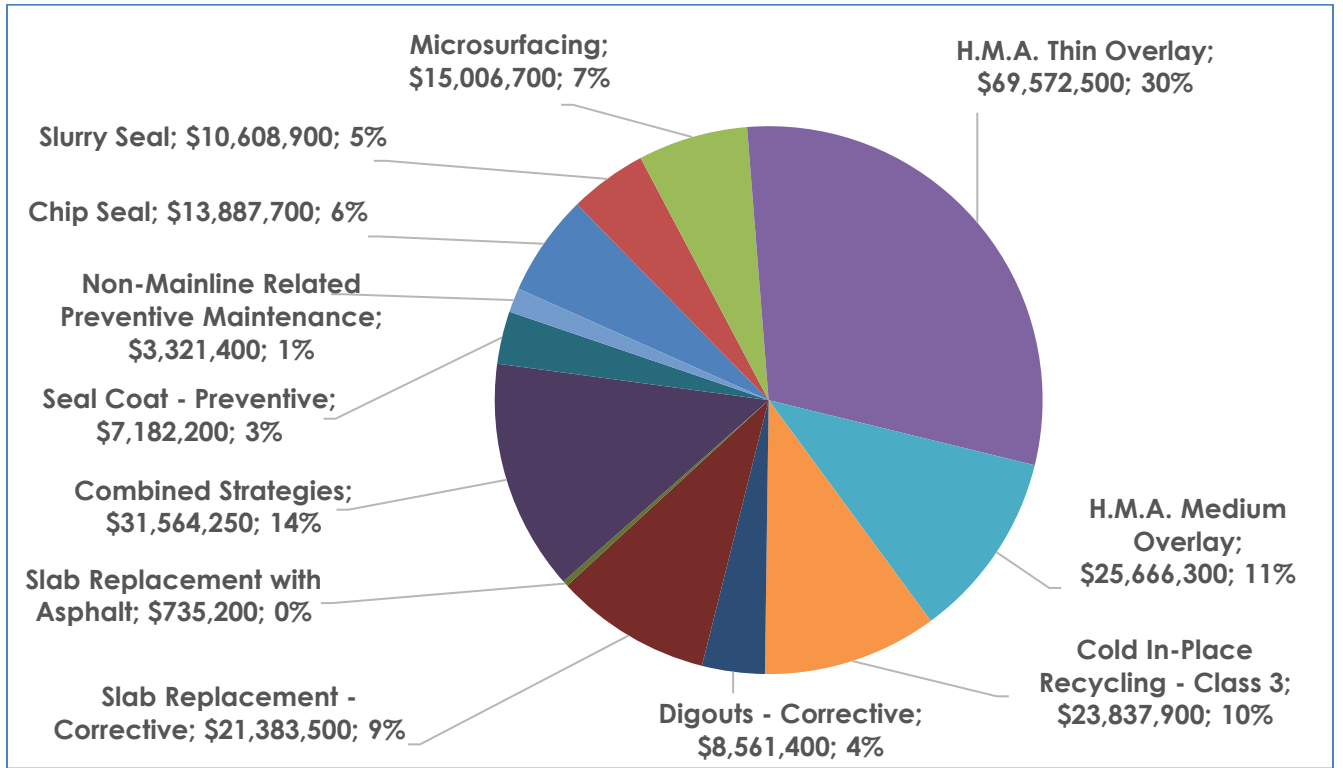


FIGURE 17. F.Y. 2025/26 C.A.P.M. STRATEGIES

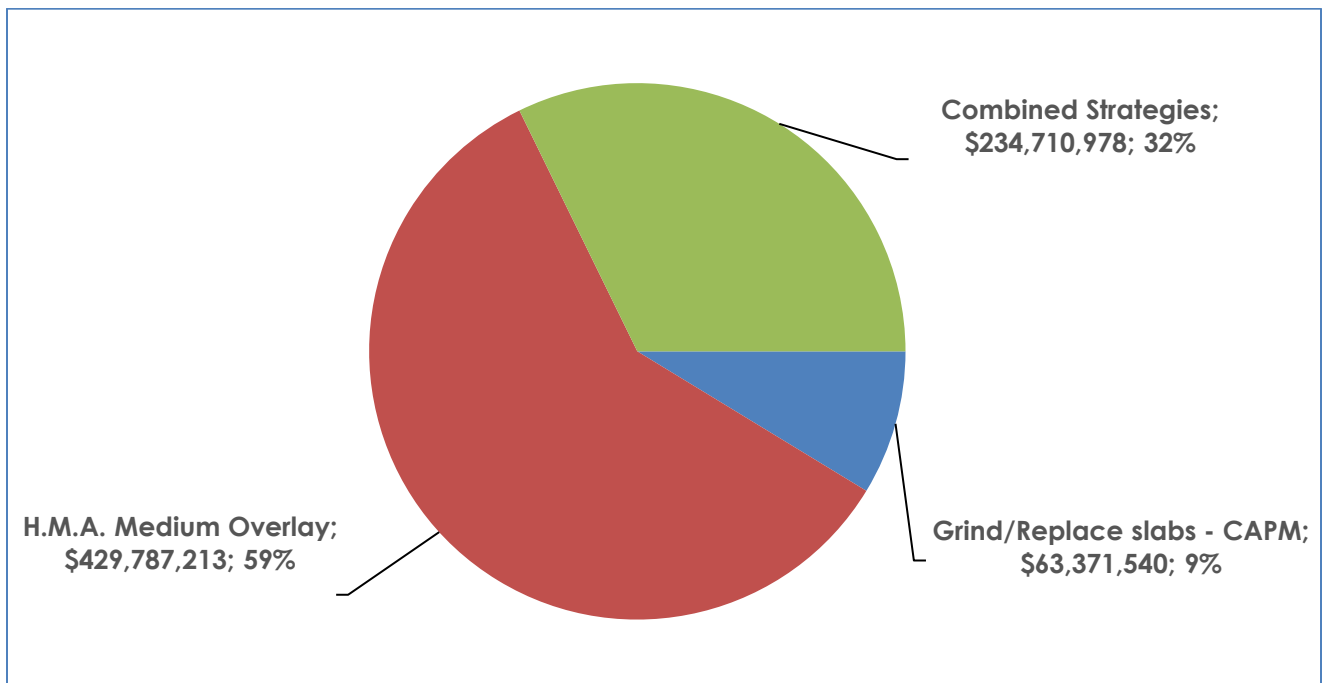


FIGURE 18. F.Y. 2025/26 MAJOR REHABILITATION STRATEGIES

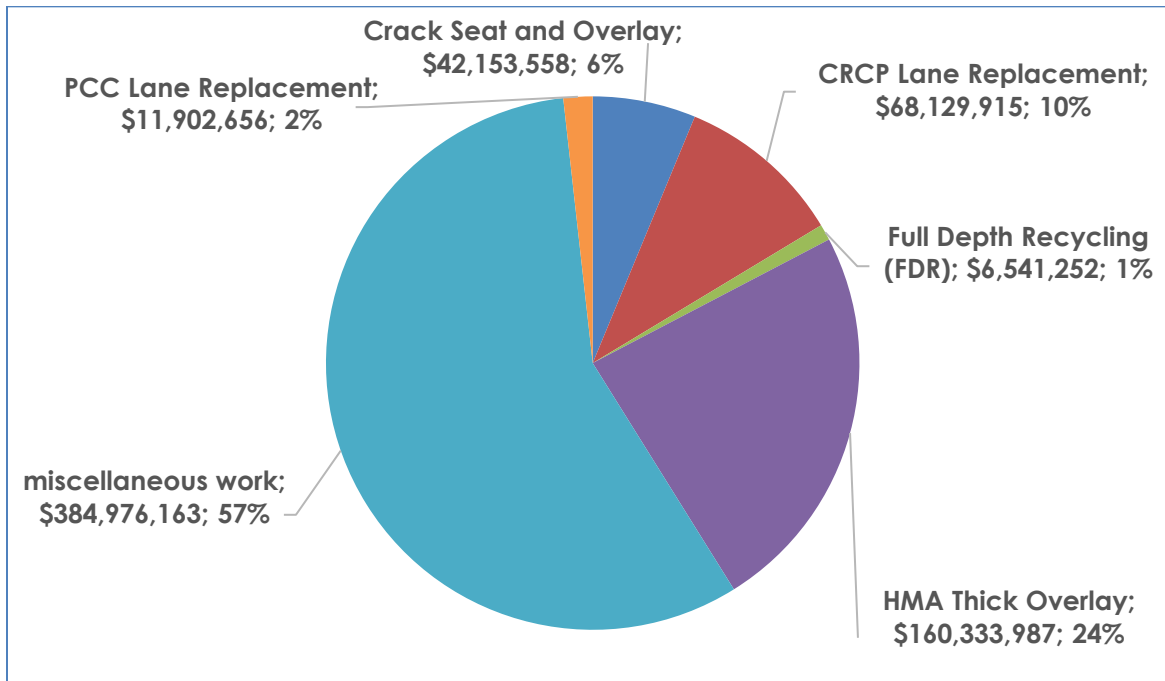
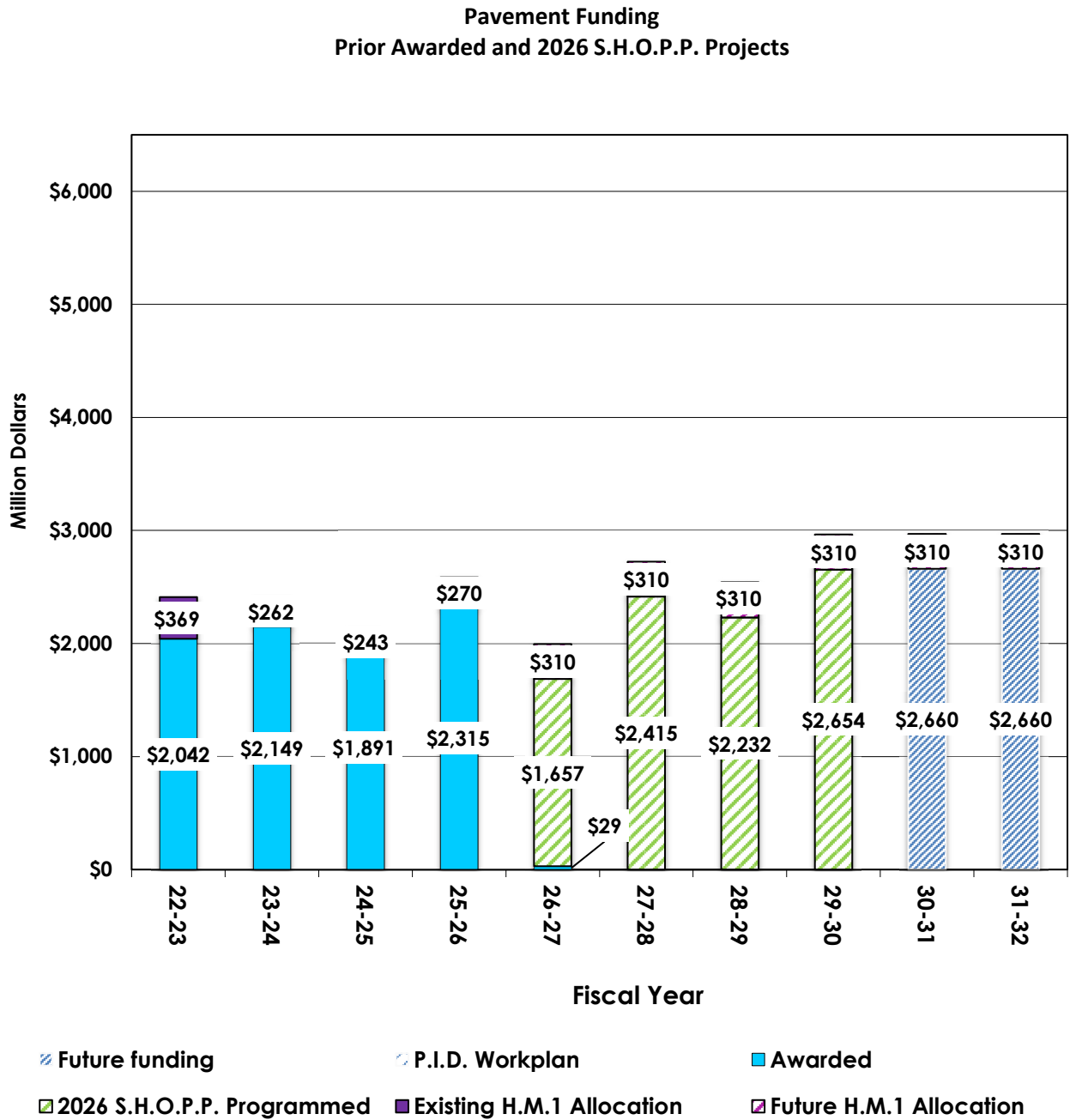


Figure 19 presents the financial plan for pavement improvements. It consists of existing expenditures as of the end of F.Y. 2025/26 and anticipated future expenditures for F.Y. 2026/27 and beyond. While the plan primarily focuses on pavement improvement projects, they may include work for other roadway features as Caltrans is committed to aligning its funding to effectively manage all its assets. The dollar amounts represent project capital (excluding right-of-way) and support costs that would be accrued as of the Ready-to-List date for construction contract advertisement. Existing expenditures include S.H.O.P.P. projects that have been awarded and annual H.M.1 allocations. Future expenditures include programmed projects from the prior fiscal year that have not been awarded, approved projects from the 2026 S.H.O.P.P plan to be programmed for F.Y. 2026/27 through F.Y. 2027/28, future H.M.1 allocations, and future projects that have been identified in the S.H.O.P.P. Project Initiation Document (P.I.D.) Workplan for F.Y. 20230/31 through F.Y. 2031/32.

FIGURE 19. FINANCIAL PLAN FOR PAVEMENT IMPROVEMENTS



Note:

* Dollar amounts are capital (excluding right-of-way) and support costs.

* Awarded amounts may include works for other roadway assets along with pavement

APPENDIX A – CALTRANS DISTRICT BOUNDARY MAP



APPENDIX B – 2025 PAVEMENT CONDITION BY DISTRICT AND ROADWAY
CLASSIFICATION, BASED ON FEDERAL PAVEMENT PERFORMANCE MEASURES

**TABLE 24. 2025 PAVEMENT CONDITION BY DISTRICT AND ROADWAY
CLASSIFICATION, BASED ON FEDERAL PAVEMENT PERFORMANCE MEASURES**

District	Class 1 Good	Class 2 Good	Class 3 Good	Class 1 Fair	Class 2 Fair	Class 3 Fair	Class 1 Poor	Class 2 Poor	Class 3 Poor	Sub- Total
District 1	501 (22.5%)	296 (13.3%)	204 (9.1%)	501 (22.5%)	403 (18.1%)	299 (13.4%)	19 (0.9%)	2 (0.1%)	3 (0.1%)	2,228 (100%)
District 2	772 (19.4%)	852 (21.4%)	615 (15.5%)	260 (6.5%)	934 (23.5%)	509 (12.8%)	0 (0.0%)	17 (0.4%)	15 (0.4%)	3,973 (100%)
District 3	1,273 (28.2%)	1,012 (22.4%)	253 (5.6%)	652 (14.4%)	873 (19.3%)	419 (9.3%)	3 (0.1%)	17 (0.4%)	13 (0.3%)	4,516 (100%)
District 4	2,402 (38.2%)	604 (9.6%)	36 (0.6%)	1,426 (22.7%)	1,410 (22.4%)	319 (5.1%)	49 (0.8%)	34 (0.5%)	7 (0.1%)	6,288 (100%)
District 5	958 (30.3%)	731 (23.1%)	176 (5.6%)	293 (9.3%)	537 (17.0%)	420 (13.3%)	15 (0.5%)	23 (0.7%)	10 (0.3%)	3,163 (100%)
District 6	1,640 (31.2%)	793 (15.1%)	814 (15.5%)	489 (9.3%)	829 (15.8%)	614 (11.7%)	36 (0.7%)	29 (0.6%)	12 (0.2%)	5,257 (100%)
District 7	2,088 (33.5%)	459 (7.4%)	16 (0.3%)	2,428 (38.9%)	884 (14.2%)	213 (3.4%)	119 (1.9%)	31 (0.5%)	0 (0.0%)	6,239 (100%)
District 8	2,900 (41.6%)	610 (8.7%)	133 (1.9%)	1,919 (27.5%)	1,059 (15.2%)	170 (2.4%)	85 (1.2%)	77 (1.1%)	23 (0.3%)	6,975 (100%)
District 9	1,171 (45.8%)	389 (15.2%)	212 (8.3%)	368 (14.4%)	202 (7.9%)	207 (8.1%)	10 (0.4%)	0 (0.0%)	0 (0.0%)	2,560 (100%)
District 10	950 (27.4%)	853 (24.6%)	290 (8.4%)	355 (10.2%)	697 (20.1%)	287 (8.3%)	4 (0.1%)	25 (0.7%)	7 (0.2%)	3,468 (100%)
District 11	1,678 (39.0%)	345 (8.0%)	174 (4.1%)	1,127 (26.2%)	713 (16.6%)	227 (5.3%)	16 (0.4%)	15 (0.3%)	3 (0.1%)	4,298 (100%)
District 12	761 (36.1%)	263 (12.5%)	0 (0.0%)	785 (37.2%)	279 (13.2%)	0 (0.0%)	16 (0.8%)	5 (0.3%)	0 (0.0%)	2,110 (100%)
Statewide Total	17,093 (33.5%)	7,207 (14.1%)	2,924 (5.7%)	10,604 (20.8%)	8,820 (17.3%)	3,684 (7.2%)	372 (0.7%)	277 (0.5%)	92 (0.2%)	51,074 (100%)

APPENDIX C – 2023 PAVEMENT CONDITION BY DISTRICT AND ROADWAY
CLASSIFICATION, BASED ON FEDERAL PAVEMENT PERFORMANCE MEASURES

**TABLE 25. 2023 PAVEMENT CONDITION BY DISTRICT AND ROADWAY
CLASSIFICATION, BASED ON FEDERAL PAVEMENT PERFORMANCE MEASURES**

District	Class 1 Good	Class 2 Good	Class 3 Good	Class 1 Fair	Class 2 Fair	Class 3 Fair	Class 1 Poor	Class 2 Poor	Class 3 Poor	Sub- Total
District 1	607 (26.5%)	299 (13.1%)	70 (3.1%)	424 (18.5%)	434 (19.0%)	423 (18.5%)	16 (0.7%)	2 (0.1%)	14 (0.6%)	2,290 (100%)
District 2	772 (19.6%)	917 (23.2%)	586 (14.8%)	247 (6.3%)	829 (21%)	572 (14.5%)	0 (0.0%)	10 (0.3%)	15 (0.4%)	3,948 (100%)
District 3	1,256 (27.9%)	1079 (24.0%)	269 (6.0%)	654 (14.5%)	785 (17.5%)	416 (9.3%)	11 (0.2%)	15 (0.3%)	10 (0.2%)	4,495 (100%)
District 4	2,302 (36.7%)	517 (8.2%)	29 (0.5%)	1,491 (23.7%)	1,506 (24.0%)	316 (5.0%)	68 (1.1%)	39 (0.6%)	10 (0.2%)	6,277 (100%)
District 5	968 (30.3%)	687 (21.5%)	173 (5.4%)	294 (9.2%)	589 (18.4%)	445 (13.9%)	12 (0.4%)	17 (0.5%)	14 (0.4%)	3,199 (100%)
District 6	1,585 (30.5%)	749 (14.4%)	777 (14.9%)	502 (9.6%)	879 (16.9%)	634 (12.2%)	37 (0.7%)	28 (0.5%)	13 (0.3%)	5,203 (100%)
District 7	2,136 (34.9%)	411 (6.7%)	14 (0.2%)	2,366 (38.6%)	895 (14.6%)	127 (2.1%)	136 (2.2%)	41 (0.7%)	0 (0.0%)	6,127 (100%)
District 8	2,967 (42.9%)	601 (8.7%)	143 (2.1%)	1,824 (26.3%)	1,094 (15.8%)	165 (2.4%)	75 (1.1%)	41 (0.6%)	13 (0.2%)	6,923 (100%)
District 9	1,221 (47.6%)	419 (16.3%)	232 (9.0%)	328 (12.8%)	174 (6.8%)	186 (7.3%)	6 (0.2%)	0 (0.0%)	0 (0.0%)	2,566 (100%)
District 10	935 (27.2%)	898 (26.1%)	332 (9.7%)	317 (9.2%)	666 (19.4%)	256 (7.4%)	5 (0.1%)	31 (0.9%)	2 (0.1%)	3,442 (100%)
District 11	1,624 (38.6%)	331 (7.9%)	181 (4.3%)	1,099 (26.1%)	726 (17.3%)	222 (5.3%)	13 (0.3%)	8 (0.2%)	1 (0.0%)	4,205 (100%)
District 12	754 (36.7%)	224 (10.9%)	0 (0.0%)	744 (36.2%)	315 (15.3%)	0 (0.0%)	11 (0.5%)	5 (0.3%)	0 (0.0%)	2,053 (100%)
Statewide Total	17,128 (33.8%)	7,131 (14.1%)	2806 (5.5%)	10,289 (20.3%)	8,893 (17.5%)	3,761 (7.4%)	389 (0.8%)	238 (0.5%)	91 (0.2%)	50,728 (100%)

APPENDIX D – 2025 PAVEMENT CONDITION BY DISTRICT AND ROADWAY
CLASSIFICATION, BASED ON CALTRANS PAVEMENT RATING SYSTEM

**TABLE 26. 2025 PAVEMENT CONDITION BY DISTRICT AND ROADWAY
CLASSIFICATION, BASED ON CALTRANS PAVEMENT RATING SYSTEM**

<u>District</u>	<u>Class 1 Green</u>	<u>Class 2 Green</u>	<u>Class 3 Green</u>	<u>Class 1 Yellow</u>	<u>Class 2 Yellow</u>	<u>Class 3 Yellow</u>	<u>Class 1 Red</u>	<u>Class 2 Red</u>	<u>Class 3 Red</u>	<u>Sub- Total</u>
District 1	650 (29.2%)	429 (19.3%)	317 (14.2%)	220 (9.9%)	139 (6.2%)	86 (3.9%)	152 (6.8%)	134 (6.0%)	102 (4.6%)	2,228 (100%)
District 2	698 (17.6%)	672 (16.9%)	542 (13.7%)	304 (7.6%)	900 (22.6%)	453 (11.4%)	29 (0.7%)	231 (5.8%)	144 (3.6%)	3,973 (100%)
District 3	1,423 (31.5%)	985 (21.8%)	344 (7.6%)	402 (8.9%)	672 (14.9%)	175 (3.9%)	102 (2.3%)	246 (5.5%)	166 (3.7%)	4,516 (100%)
District 4	3,063 (48.7%)	998 (15.9%)	107 (1.7%)	476 (7.6%)	411 (6.5%)	56 (0.9%)	337 (5.4%)	640 (10.2%)	201 (3.2%)	6,288 (100%)
District 5	883 (27.9%)	782 (24.7%)	253 (8.0%)	310 (9.8%)	283 (8.9%)	114 (3.6%)	73 (2.3%)	226 (7.1%)	239 (7.6%)	3,163 (100%)
District 6	1,795 (34.1%)	922 (17.5%)	786 (14.9%)	271 (5.2%)	473 (9.0%)	470 (8.9%)	100 (1.9%)	256 (4.9%)	185 (3.5%)	5,257 (100%)
District 7	3,585 (57.5%)	609 (9.8%)	73 (1.2%)	403 (6.5%)	312 (5.0%)	58 (0.9%)	648 (10.4%)	453 (7.3%)	97 (1.6%)	6,239 (100%)
District 8	3,319 (47.6%)	663 (9.5%)	126 (1.8%)	979 (14.0%)	530 (7.6%)	44 (0.6%)	604 (8.7%)	552 (7.9%)	156 (2.2%)	6,975 (100%)
District 9	884 (34.5%)	367 (14.3%)	277 (10.8%)	556 (21.7%)	193 (7.5%)	117 (4.6%)	109 (4.3%)	32 (1.2%)	26 (1.0%)	2,560 (100%)
District 10	1,035 (29.9%)	582 (16.8%)	179 (5.2%)	216 (6.2%)	758 (21.9%)	300 (8.6%)	57 (1.7%)	235 (6.8%)	105 (3.0%)	3,468 (100%)
District 11	2,299 (53.5%)	529 (12.3%)	222 (5.2%)	291 (6.8%)	334 (7.8%)	118 (2.8%)	231 (5.4%)	211 (4.9%)	63 (1.5%)	4,298 (100%)
District 12	1,221 (57.9%)	394 (18.7%)	0 (0.0%)	194 (9.2%)	73 (3.5%)	0 (0.0%)	147 (7%)	80 (3.8%)	0 (0.0%)	2,110 (100%)
Statewide Total	20,855 (40.8%)	7,932 (15.5%)	3,227 (6.3%)	5,076 (9.9%)	1,991 (3.9%)	912 (1.8%)	2,590 (5.1%)	3,296 (6.5%)	1,484 (2.9%)	51,074 (100%)

APPENDIX E – 2023 PAVEMENT CONDITION BY DISTRICT AND ROADWAY
CLASSIFICATION, BASED ON CALTRANS PAVEMENT RATING SYSTEM

**TABLE 27. 2023 PAVEMENT CONDITION BY DISTRICT AND ROADWAY
CLASSIFICATION, BASED ON CALTRANS PAVEMENT RATING SYSTEM**

<u>District</u>	<u>Class 1 Green</u>	<u>Class 2 Green</u>	<u>Class 3 Green</u>	<u>Class 1 Yellow</u>	<u>Class 2 Yellow</u>	<u>Class 3 Yellow</u>	<u>Class 1 Red</u>	<u>Class 2 Red</u>	<u>Class 3 Red</u>	<u>Sub- Total</u>
District 1	737 (32.2%)	412 (18.0%)	217 (9.5%)	224 (9.8%)	195 (8.5%)	81 (3.5%)	87 (3.8%)	128 (5.6%)	209 (9.1%)	2,290 (100%)
District 2	634 (16.1%)	601 (15.2%)	535 (13.5%)	357 (9.0%)	987 (25%)	459 (11.6%)	29 (0.7%)	169 (4.3%)	178 (4.5%)	3,948 (100%)
District 3	1,387 (30.9%)	1,111 (24.7%)	347 (7.7%)	410 (9.1%)	568 (12.6%)	188 (4.2%)	123 (2.7%)	200 (4.4%)	161 (3.6%)	4,495 (100%)
District 4	3,078 (49.0%)	938 (14.9%)	99 (1.6%)	390 (6.2%)	422 (6.7%)	58 (0.9%)	392 (6.3%)	701 (11.2%)	198 (3.2%)	6,277 (100%)
District 5	877 (27.4%)	758 (23.7%)	251 (7.9%)	326 (10.2%)	315 (9.9%)	127 (4.0%)	71 (2.2%)	221 (6.9%)	252 (7.9%)	3,199 (100%)
District 6	1,740 (33.4%)	898 (17.3%)	787 (15.1%)	259 (5.0%)	465 (8.9%)	425 (8.2%)	125 (2.4%)	293 (5.6%)	211 (4.1%)	5,203 (100%)
District 7	3,504 (57.2%)	565 (9.2%)	50 (0.8%)	289 (4.7%)	328 (5.4%)	19 (0.3%)	845 (13.8%)	454 (7.4%)	72 (1.2%)	6,127 (100%)
District 8	3,396 (49.1%)	611 (8.8%)	142 (2%)	879 (12.7%)	609 (8.8%)	48 (0.7%)	590 (8.5%)	517 (7.5%)	131 (1.9%)	6,923 (100%)
District 9	960 (37.4%)	409 (16.0%)	294 (11.5%)	496 (19.3%)	160 (6.2%)	104 (4.0%)	98 (3.8%)	24 (0.9%)	20 (0.8%)	2,566 (100%)
District 10	1,025 (29.8%)	682 (19.8%)	253 (7.4%)	154 (4.5%)	690 (20.1%)	269 (7.8%)	78 (2.3%)	222 (6.5%)	68 (2.0%)	3,442 (100%)
District 11	2,241 (53.3%)	579 (13.8%)	246 (5.9%)	269 (6.4%)	296 (7.0%)	107 (2.5%)	227 (5.4%)	190 (4.5%)	50 (1.2%)	4,205 (100%)
District 12	1,255 (61.1%)	365 (17.8%)	0 (0.0%)	118 (5.7%)	84 (4.1%)	0 (0.0%)	136 (6.6%)	96 (4.7%)	0 (0.0%)	2,053 (100%)
Statewide Total	20,833 (41.1%)	7,929 (15.6%)	3,222 (6.4%)	4,171 (8.2%)	5,120 (10.1%)	1,885 (3.7%)	2,802 (5.5%)	3,214 (6.3%)	1,553 (3.1%)	50,728 (100%)

TABLE 28. 2025 N.H.S. INTERSTATE I.R.I.

<u>District</u>	<u>Lane-Miles of I.R.I. Less Than 95</u>	<u>Lane-Miles of I.R.I. Between 95 to 170</u>	<u>Lane-Miles of I.R.I. Greater Than 170</u>	<u>Sub-Total</u>
District 1	-	-	-	-
District 2	700	40	4	744
District 3	1,013	316	53	1,382
District 4	1,686	559	107	2,352
District 5	-	-	-	-
District 6	637	109	31	777
District 7	1,497	916	258	2,670
District 8	2,376	1,005	141	3,522
District 9	-	-	-	-
District 10	515	101	22	638
District 11	1,525	504	45	2,073
District 12	413	336	42	791
Statewide Total	10,362	3,885	702	14,949

TABLE 29. 2025 N.H.S. NON-INTERSTATE I.R.I.

<u>District</u>	<u>Lane-Miles of I.R.I. Less Than 95</u>	<u>Lane-Miles of I.R.I. Between 95 to 170</u>	<u>Lane-Miles of I.R.I. Greater Than 170</u>	<u>Sub-Total</u>
District 1	613	484	184	1,281
District 2	1,033	398	42	1,473
District 3	1,316	360	92	1,768
District 4	1,436	1,076	496	3,007
District 5	1,440	390	74	1,904
District 6	1,825	716	127	2,669
District 7	1,620	1,174	411	3,204
District 8	1,057	710	215	1,982
District 9	1,307	278	24	1,609
District 10	1,127	538	106	1,771
District 11	578	608	83	1,269
District 12	722	478	82	1,282
Statewide Total	14,074	7,210	1,934	23,217

TABLE 30. 2025 NON-N.H.S. I.R.I.

<u>District</u>	<u>Lane-Miles of I.R.I. Less Than 95</u>	<u>Lane-Miles of I.R.I. Between 95 to 170</u>	<u>Lane-Miles of I.R.I. Greater Than 170</u>	<u>Sub-Total</u>
District 1	436	350	161	947
District 2	956	632	170	1,757
District 3	542	611	214	1,366
District 4	175	352	402	929
District 5	534	468	257	1,259
District 6	973	672	167	1,812
District 7	58	163	143	364
District 8	617	632	222	1,472
District 9	582	332	37	951
District 10	623	384	51	1,059
District 11	335	506	114	955
District 12	7	24	7	37
Statewide Total	5,838	5,125	1,944	12,908

APPENDIX G – 2023 I.R.I. DISTRIBUTION BY DISTRICT AND HIGHWAY TYPE

TABLE 31. 2023 N.H.S. INTERSTATE I.R.I.

<u>District</u>	<u>Lane-Miles of I.R.I. Less Than 95</u>	<u>Lane-Miles of I.R.I. Between 95 to 170</u>	<u>Lane-Miles of I.R.I. Greater Than 170</u>	<u>Sub-Total</u>
District 1	-	-	-	-
District 2	677	59	7	743
District 3	990	337	50	1,377
District 4	1,595	616	140	2,351
District 5	-	-	-	-
District 6	634	107	35	776
District 7	1,540	893	231	2,665
District 8	2,404	962	141	3,507
District 9	-	-	-	-
District 10	525	90	26	640
District 11	1,479	471	40	1,990
District 12	384	336	40	760
Statewide Total	10,229	3,871	709	14,809

TABLE 32. 2023 N.H.S. NON-INTERSTATE I.R.I.

<u>District</u>	<u>Lane-Miles of I.R.I. Less Than 95</u>	<u>Lane-Miles of I.R.I. Between 95 to 170</u>	<u>Lane-Miles of I.R.I. Greater Than 170</u>	<u>Sub-Total</u>
District 1	814	426	74	1,314
District 2	1,037	384	40	1,461
District 3	1,315	363	88	1,766
District 4	1,310	1,150	548	3,008
District 5	1,416	411	85	1,912
District 6	1,716	786	134	2,636
District 7	1,599	1,185	445	3,229
District 8	1,025	708	221	1,955
District 9	1,348	249	18	1,615
District 10	1,106	482	125	1,714
District 11	567	610	85	1,263
District 12	675	488	93	1,256
Statewide Total	13,928	7,244	1,956	23,128

TABLE 33. 2023 NON-N.H.S. I.R.I.

<u>District</u>	<u>Lane-Miles of I.R.I. Less Than 95</u>	<u>Lane-Miles of I.R.I. Between 95 to 170</u>	<u>Lane-Miles of I.R.I. Greater Than 170</u>	<u>Sub-Total</u>
District 1	215	456	305	976
District 2	906	664	175	1,744
District 3	587	580	185	1,352
District 4	165	350	404	919
District 5	506	506	275	1,286
District 6	947	685	159	1,791
District 7	44	102	88	233
District 8	627	641	193	1,462
District 9	626	292	33	951
District 10	679	368	41	1,088
District 11	315	514	123	952
District 12	1	25	11	37
Statewide Total	5,617	5,181	1,993	12,791

APPENDIX H – H.M.1 MAINTENANCE STRATEGY COST PER LANE-MILE AND LANE-MILES TREATED FOR F.Y. 2023/24 THROUGH F.Y. 2025/26

TABLE 34. H.M.1 MAINTENANCE STRATEGY COST PER LANE-MILE

<u>H.M.1 Treatment Type</u>	<u>F.Y. 2023/24 Cost⁴ per Lane-Mile</u>	<u>F.Y. 2024/25 CostError! Bookmark not defined. per Lane-Mile</u>	<u>F.Y. 2025/26 CostError! Bookmark not defined. per Lane-Mile</u>	<u>Weighted Average of CostError! Bookmark not defined. per Lane-Mile</u>
Fog Seal	N/A	\$135,803	N/A	\$135,803
Chip Seal	\$80,449	\$99,912	\$92,914	\$88,897
Slurry Seal	\$100,635	\$173,621	\$159,302	\$129,854
Micro Surfacing	\$127,189	\$131,768	\$110,972	\$123,108
H.M.A. Thin Overlay	\$252,943	\$227,404	\$197,321	\$216,589
H.M.A. Medium Overlay	\$323,733	\$320,651	\$326,008	\$323,360
Partial Depth Recycling - Class 3	\$380,184	\$346,932	\$428,454	\$386,372
Dig Outs - Corrective	\$775,505	\$1,158,285	\$525,239	\$674,777
Slab Replacement - Corrective	\$3,706,155	\$2,676,633	\$4,152,136	\$3,735,545
Slab Replacement with Asphalt	\$4,206,456	N/A	\$3,500,952	\$3,951,015
Seal Coat - Preventive	N/A	\$102,114	\$138,265	\$116,640
Combined Strategies	\$288,729	\$226,875	\$279,929	\$259,797

⁴ Costs associated with pavement-related contract bid items only and exclude project support costs. It does not also include on-call maintenance contracts or Director's Order contracts.

TABLE 35. H.M.1 MAINTENANCE STRATEGY LANE-MILES TREATED

<u>H.M.1 Treatment Type</u>	<u>F.Y. 2023/24 Lane-Miles Treated</u>	<u>F.Y. 2024/25 Lane-Miles Treated</u>	<u>F.Y. 2025/26 Lane-Miles Treated</u>	<u>Average of Lane-Miles Treated</u>
Fog Seal	N/A	25	N/A	25
Chip Seal	182	85	149	139
Slurry Seal	101	22	67	63
Micro Surfacing	44	169	135	116
H.M.A. Thin Overlay	154	111	353	206
H.M.A. Medium Overlay	173	101	79	117
Partial Depth Recycling - Class 3	32	54	56	47
Dig Outs - Corrective	8	3	16	9
Slab Replacement - Corrective	1	2	5	3
Slab Replacement with Asphalt	0	N/A	0	0
Seal Coat - Preventive	N/A	77	52	65
Combined Strategies	193	238	113	181

APPENDIX I – S.H.O.P.P. - C.A.P.M. STRATEGY COST PER LANE-MILE AND LANE-MILES TREATED FOR F.Y. 2023/24 THROUGH F.Y. 2025/26

TABLE 36. C.A.P.M. STRATEGY COST PER LANE-MILE

<u>C.A.P.M. Treatment Type</u>	<u>F.Y. 2023/24 Cost⁵ per Lane-Mile</u>	<u>F.Y. 2024/25 CostError! Bookmark not defined. per Lane-Mile</u>	<u>F.Y. 2025/26 CostError! Bookmark not defined. per Lane-Mile</u>	<u>Weighted Average of CostError! Bookmark not defined. per Lane-Mile</u>
Cold In-Place Recycling	\$560,830	N/A	\$588,125	\$533,291
Grind/Replace Slabs – C.A.P.M.	\$555,940	\$587,852	\$537,465	\$540,376
H.M.A. Medium Overlay	\$684,824	\$768,134	\$509,557	N/A
H.M.A. Thick Overlay	\$6,351,794	\$6,351,794	N/A	N/A
Combined Strategies	\$709,421	\$685,441	\$690,178	\$798,182

TABLE 37. C.A.P.M. STRATEGY LANE-MILES TREATED

<u>C.A.P.M. Treatment Type</u>	<u>F.Y. 2023/24 Lane-Miles Treated</u>	<u>F.Y. 2024/25 Lane-Miles Treated</u>	<u>F.Y. 2025/26 Lane-Miles Treated</u>	<u>Average of Lane-Miles Treated</u>
Cold In-Place Recycling	N/A	120	119	119
Grind/Replace Slabs – C.A.P.M.	800	622	902	775
H.M.A. Medium Overlay	66	31	N/A	48
H.M.A. Thick Overlay	2	N/A	N/A	2
Combined Strategies	458	529	238	408

⁵ Costs associated with pavement-related contract bid items only and exclude project support costs. It does not also include on-call maintenance contracts or Director's Order contracts.

APPENDIX J – S.H.O.P.P. - REHABILITATION STRATEGY COST PER LANE-MILE AND
LANE-MILES TREATED FOR F.Y. 2023/24 THROUGH F.Y. 2025/26

TABLE 38. REHABILITATION STRATEGY COST PER LANE-MILE

<u>Rehabilitation Treatment Type</u>	<u>F.Y. 2023/24 Cost⁶ per Lane- Mile</u>	<u>F.Y. 2024/25 Cost⁶ per Lane- Mile</u>	<u>F.Y. 2025/26 Cost⁶ per Lane- Mile</u>	<u>Weighted Average of Cost⁶ per Lane-Mile</u>
Crack Seal and Overlay	N/A	N/A	\$1,683,987	\$1,683,987
CRCP Lane Replacement	N/A	N/A	\$2,945,267	\$2,945,267
H.M.A. Medium Overlay	N/A	\$1,320,065	N/A	\$1,320,065
H.M.A. Thick Overlay	\$773,410	970226.92	\$2,841,542	\$1,418,483
H.M.A. Lane Replacement	\$2,163,594	N/A	\$1,395,195	\$1,787,032
JPCP Lane Replacement	N/A	N/A	\$3,244,999	\$3,244,999
Full Depth Recycling (FDR)	N/A	\$1,323,970	\$726,806	\$1,168,996
Combined Strategies*	\$2,376,082	\$1,191,570	\$1,421,678	\$1,666,877

TABLE 39. REHABILITATION STRATEGY LANE-MILES TREATED

<u>Rehabilitation Treatment Type</u>	<u>F.Y. 2023/24 Lane-Miles Treated</u>	<u>F.Y. 2024/25 Lane-Miles Treated</u>	<u>F.Y. 2025/26 Lane-Miles Treated</u>	<u>Average of Lane-Miles Treated</u>
Crack Seal and Overlay	N/A	N/A	25	25
CRCP Lane Replacement	N/A	N/A	23	23
H.M.A. Medium Overlay	N/A	13	N/A	13
H.M.A. Thick Overlay	51	106	56	71
H.M.A. Lane Replacement	7	N/A	6	7
JPCP Lane Replacement	N/A	N/A	4	4
Full Depth Recycling (FDR)	N/A	26	9	17
Combined Strategies*	198	156	271	209

⁶ Costs associated with pavement-related contract bid items only and exclude project support costs. It does not also include on-call maintenance contracts or Director's Order contracts.

TABLE 40. 2025 PAVEMENT CONDITION BY DISTRICT, PAVEMENT TYPE, AND ROADWAY CLASSIFICATION, BASED ON FEDERAL PAVEMENT PERFORMANCE MEASURES

		Class 1			Class 2			Class 3			Total
		Good	Fair	Poor	Good	Fair	Poor	Good	Fair	Poor	
District 1	Asphalt	497 (22.8%)	483 (22.2%)	2 (0.1%)	294 (13.5%)	393 (18.0%)	2 (0.1%)	204 (9.4%)	299 (13.7%)	3 (0.1%)	2,176 (100%)
	Concrete	4 (7.0%)	19 (36.0%)	17 (33.3%)	2 (4.3%)	10 (19.0%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	52 (100%)
District 2	Asphalt	684 (17.7%)	241 (6.2%)	0 (0.0%)	849 (22.0%)	933 (24.2%)	17 (0.4%)	615 (15.9%)	509 (13.2%)	15 (0.4%)	3,862 (100%)
	Concrete	87 (78.4%)	19 (16.9%)	0 (0.0%)	3 (2.7%)	2 (1.4%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	111 (100%)
District 3	Asphalt	1,104 (28.3%)	321 (8.2%)	0 (0.0%)	966 (24.8%)	812 (20.8%)	17 (0.4%)	248 (6.4%)	415 (10.7%)	13 (0.3%)	3,897 (100%)
	Concrete	169 (27.3%)	331 (53.5%)	2 (0.4%)	46 (7.4%)	61 (9.9%)	1 (0.1%)	4 (0.7%)	4 (0.6%)	0 (0.0%)	619 (100%)
District 4	Asphalt	2,063 (40.3%)	906 (17.7%)	4 (0.1%)	470 (9.2%)	1,289 (25.2%)	24 (0.5%)	36 (0.7%)	318 (6.2%)	7 (0.1%)	5,119 (100%)
	Concrete	338 (28.9%)	519 (44.4%)	45 (3.8%)	134 (11.4%)	122 (10.4%)	10 (0.8%)	0 (0.0%)	1 (0.1%)	0 (0.0%)	1,170 (100%)
District 5	Asphalt	811 (28.4%)	215 (7.5%)	0 (0.0%)	684 (23.9%)	522 (18.2%)	22 (0.8%)	176 (6.2%)	420 (14.7%)	10 (0.4%)	2,861 (100%)
	Concrete	146 (48.5%)	78 (25.8%)	14 (4.8%)	47 (15.5%)	15 (5.0%)	1 (0.4%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	302 (100%)
District 6	Asphalt	1,169 (28.6%)	227 (5.6%)	0 (0.0%)	624 (15.3%)	622 (15.2%)	26 (0.6%)	808 (19.8%)	593 (14.5%)	11 (0.3%)	4,082 (100%)
	Concrete	471 (40.1%)	262 (22.3%)	36 (3.1%)	169 (14.3%)	207 (17.6%)	3 (0.3%)	6 (0.5%)	21 (1.8%)	0 (0.0%)	1,176 (100%)
District 7	Asphalt	452 (19.5%)	441 (19.0%)	3 (0.1%)	413 (17.8%)	756 (32.6%)	23 (1.0%)	16 (0.7%)	213 (9.2%)	0 (0.0%)	2,316 (100%)
	Concrete	1,636 (41.7%)	1,987 (50.7%)	116 (3.0%)	46 (1.2%)	128 (3.3%)	9 (0.2%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	3,922 (100%)
District 8	Asphalt	1,680 (38.8%)	607 (14.0%)	22 (0.5%)	599 (13.8%)	1,023 (23.6%)	77 (1.8%)	131 (3.0%)	167 (3.9%)	23 (0.5%)	4,331 (100%)
	Concrete	1,219 (46.1%)	1,312 (49.6%)	62 (2.3%)	11 (0.4%)	35 (1.3%)	0 (0.0%)	2 (0.1%)	2 (0.1%)	0 (0.0%)	2,644 (100%)
District 9	Asphalt	1,104 (44.9%)	340 (13.8%)	2 (0.1%)	389 (15.8%)	202 (8.2%)	0 (0.0%)	212 (8.6%)	207 (8.4%)	0 (0.0%)	2,456 (100%)
	Concrete	68 (65.6%)	28 (27.4%)	7 (7.0%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	103 (100%)
District 10	Asphalt	729 (24.1%)	186 (6.2%)	0 (0.0%)	840 (27.8%)	663 (22.0%)	17 (0.5%)	289 (9.6%)	287 (9.5%)	7 (0.2%)	3,018 (100%)
	Concrete	222 (49.3%)	168 (37.4%)	4 (0.8%)	12 (2.7%)	34 (7.5%)	9 (1.9%)	0 (0.0%)	1 (0.2%)	0 (0.0%)	450 (100%)
District 11	Asphalt	330 (17.4%)	308 (16.2%)	7 (0.4%)	286 (15.0%)	625 (32.9%)	13 (0.7%)	151 (7.9%)	179 (9.4%)	2 (0.1%)	1,901 (100%)
	Concrete	1,348 (56.2%)	819 (34.2%)	9 (0.4%)	59 (2.5%)	88 (3.7%)	2 (0.1%)	23 (1.0%)	47 (2.0%)	0 (0.0%)	2,396 (100%)
District 12	Asphalt	367 (33.4%)	227 (20.6%)	2 (0.2%)	250 (22.7%)	250 (22.7%)	5 (0.5%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	1,101 (100%)
	Concrete	394 (39.0%)	558 (55.3%)	15 (1.5%)	13 (1.3%)	29 (2.9%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	1,009 (100%)
Statewide Total	Asphalt	10,991 (29.6%)	4,502 (12.1%)	44 (0.1%)	6,665 (18.0%)	8,089 (21.8%)	242 (0.7%)	2,887 (7.8%)	3,607 (9.7%)	92 (0.2%)	37,119 (100%)
	Concrete	6,102 (43.7%)	6,101 (43.7%)	328 (2.4%)	543 (3.9%)	731 (5.2%)	35 (0.3%)	37 (0.3%)	77 (0.6%)	0 (0.0%)	13,955 (100%)

TABLE 41. 2023 PAVEMENT CONDITION BY DISTRICT, PAVEMENT TYPE, AND ROADWAY CLASSIFICATION, BASED ON FEDERAL PAVEMENT PERFORMANCE MEASURES

		Class 1			Class 2			Class 3			Total
		Good	Fair	Poor	Good	Fair	Poor	Good	Fair	Poor	
District 1	Asphalt	601 (26.8%)	397 (17.7%)	1 (0.0%)	298 (13.3%)	434 (19.4%)	2 (0.1%)	70 (3.1%)	423 (18.9%)	14 (0.6%)	2,240 (100%)
	Concrete	6 (11.8%)	27 (54.3%)	16 (31.3%)	1 (1.7%)	0 (1.0%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	50 (100%)
District 2	Asphalt	714 (18.5%)	223 (5.8%)	0 (0.0%)	916 (23.7%)	828 (21.4%)	10 (0.3%)	586 (15.2%)	572 (14.8%)	15 (0.4%)	3,864 (100%)
	Concrete	58 (69.7%)	24 (28.8%)	0 (0.4%)	1 (0.6%)	0 (0.5%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	83 (100%)
District 3	Asphalt	1,105 (28.5%)	308 (8.0%)	3 (0.1%)	1,033 (26.6%)	725 (18.7%)	14 (0.4%)	264 (6.8%)	414 (10.7%)	10 (0.3%)	3,877 (100%)
	Concrete	151 (24.4%)	345 (55.8%)	7 (1.2%)	46 (7.4%)	60 (9.8%)	1 (0.1%)	6 (0.9%)	3 (0.4%)	0 (0.0%)	618 (100%)
District 4	Asphalt	1,987 (38.9%)	966 (18.9%)	4 (0.1%)	425 (8.3%)	1,344 (26.3%)	25 (0.5%)	29 (0.6%)	315 (6.2%)	9 (0.2%)	5,104 (100%)
	Concrete	315 (26.9%)	525 (44.7%)	64 (5.5%)	91 (7.8%)	162 (13.8%)	14 (1.2%)	0 (0.0%)	1 (0.1%)	1 (0.1%)	1,174 (100%)
District 5	Asphalt	836 (28.7%)	209 (7.2%)	1 (0.0%)	648 (22.2%)	575 (19.7%)	16 (0.6%)	173 (5.9%)	445 (15.3%)	14 (0.5%)	2,916 (100%)
	Concrete	133 (47.0%)	85 (30.1%)	11 (3.8%)	39 (13.9%)	14 (4.9%)	1 (0.3%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	283 (100%)
District 6	Asphalt	1,131 (27.8%)	255 (6.3%)	4 (0.1%)	593 (14.6%)	661 (16.3%)	24 (0.6%)	771 (19.0%)	615 (15.1%)	13 (0.3%)	4,066 (100%)
	Concrete	455 (40.0%)	246 (21.7%)	34 (2.9%)	156 (13.7%)	218 (19.2%)	4 (0.3%)	6 (0.5%)	19 (1.7%)	0 (0.0%)	1,138 (100%)
District 7	Asphalt	439 (20.2%)	423 (19.5%)	3 (0.2%)	363 (16.8%)	772 (35.6%)	28 (1.3%)	14 (0.6%)	127 (5.9%)	0 (0.0%)	2,169 (100%)
	Concrete	1,697 (42.9%)	1,944 (49.1%)	132 (3.3%)	48 (1.2%)	123 (3.1%)	14 (0.3%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	3,958 (100%)
District 8	Asphalt	1,857 (41.3%)	617 (13.7%)	18 (0.4%)	581 (12.9%)	1,069 (23.8%)	41 (0.9%)	140 (3.1%)	164 (3.6%)	13 (0.3%)	4,500 (100%)
	Concrete	1,110 (45.8%)	1,206 (49.8%)	57 (2.3%)	20 (0.8%)	25 (1.0%)	0 (0.0%)	4 (0.2%)	1 (0.0%)	0 (0.0%)	2,423 (100%)
District 9	Asphalt	1,145 (46.7%)	294 (12.0%)	2 (0.1%)	419 (17.1%)	174 (7.1%)	0 (0.0%)	232 (9.5%)	186 (7.6%)	0 (0.0%)	2,452 (100%)
	Concrete	76 (66.5%)	34 (30.1%)	4 (3.4%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	114 (100%)
District 10	Asphalt	758 (24.9%)	153 (5.0%)	0 (0.0%)	886 (29.1%)	632 (20.8%)	21 (0.7%)	332 (10.9%)	255 (8.4%)	2 (0.1%)	3,039 (100%)
	Concrete	178 (44.1%)	164 (40.7%)	4 (1.1%)	12 (3.0%)	34 (8.4%)	9 (2.3%)	0 (0.1%)	1 (0.3%)	0 (0.0%)	403 (100%)
District 11	Asphalt	288 (15.3%)	341 (18.1%)	5 (0.3%)	276 (14.6%)	634 (33.7%)	6 (0.3%)	156 (8.3%)	176 (9.4%)	1 (0.0%)	1,882 (100%)
	Concrete	1,336 (57.5%)	758 (32.7%)	8 (0.4%)	56 (2.4%)	91 (3.9%)	2 (0.1%)	26 (1.1%)	45 (2.0%)	0 (0.0%)	2,322 (100%)
District 12	Asphalt	343 (32.1%)	223 (20.9%)	0 (0.0%)	211 (19.7%)	286 (26.8%)	5 (0.5%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	1,068 (100%)
	Concrete	411 (41.8%)	521 (52.9%)	10 (1.0%)	13 (1.3%)	29 (2.9%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	985 (100%)
Statewide Total	Asphalt	11,203 (30.1%)	4,410 (11.9%)	41 (0.1%)	6,648 (17.9%)	8,135 (21.9%)	193 (0.5%)	2,765 (7.4%)	3,692 (9.9%)	90 (0.2%)	37,177 (100%)
	Concrete	5,925 (43.7%)	5,879 (43.4%)	348 (2.6%)	483 (3.6%)	758 (5.6%)	45 (0.3%)	41 (0.3%)	70 (0.5%)	1 (0.0%)	13,550 (100%)

TABLE 42. 2025 PAVEMENT CONDITION BY DISTRICT, PAVEMENT TYPE, AND ROADWAY CLASSIFICATION, BASED ON CALTRANS PAVEMENT RATING SYSTEM

		Class 1			Class 2			Class 3			Total
		Green	Yellow	Red	Green	Yellow	Red	Green	Yellow	Red	
District 1	Asphalt	644 (29.6%)	217 (10.0%)	121 (5.5%)	424 (19.5%)	136 (6.3%)	129 (5.9%)	317 (14.6%)	86 (4.0%)	102 (4.7%)	2,176 (100%)
	Concrete	6 (11.3%)	3 (5.9%)	31 (59.1%)	5 (9.3%)	2 (4.6%)	5 (9.8%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	52 (100%)
District 2	Asphalt	597 (15.5%)	302 (7.8%)	26 (0.7%)	668 (17.3%)	900 (23.3%)	230 (6.0%)	542 (14.0%)	453 (11.7%)	144 (3.7%)	3,862 (100%)
	Concrete	101 (91.0%)	1 (1.3%)	4 (3.2%)	4 (3.2%)	0 (0.0%)	1 (0.8%)	0 (0.4%)	0 (0.0%)	0 (0.1%)	111 (100%)
District 3	Asphalt	1,009 (25.9%)	384 (9.8%)	33 (0.8%)	911 (23.4%)	659 (16.9%)	225 (5.8%)	336 (8.6%)	175 (4.5%)	166 (4.3%)	3,897 (100%)
	Concrete	415 (67.0%)	19 (3.0%)	69 (11.2%)	74 (12.0%)	12 (2.0%)	22 (3.5%)	8 (1.3%)	0 (0.0%)	0 (0.0%)	619 (100%)
District 4	Asphalt	2,425 (47.4%)	404 (7.9%)	145 (2.8%)	775 (15.1%)	407 (7.9%)	601 (11.7%)	106 (2.1%)	56 (1.1%)	200 (3.9%)	5,119 (100%)
	Concrete	638 (54.6%)	73 (6.2%)	192 (16.4%)	223 (19.1%)	4 (0.3%)	39 (3.3%)	1 (0.1%)	0 (0.0%)	0 (0.0%)	1,170 (100%)
District 5	Asphalt	699 (24.4%)	297 (10.4%)	31 (1.1%)	726 (25.4%)	281 (9.8%)	221 (7.7%)	253 (8.8%)	114 (4.0%)	239 (8.4%)	2,861 (100%)
	Concrete	184 (61.1%)	13 (4.3%)	41 (13.6%)	56 (18.6%)	2 (0.7%)	5 (1.6%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	302 (100%)
District 6	Asphalt	1,106 (27.1%)	262 (6.4%)	29 (0.7%)	559 (13.7%)	469 (11.5%)	245 (6.0%)	759 (18.6%)	470 (11.5%)	184 (4.5%)	4,082 (100%)
	Concrete	689 (58.6%)	9 (0.8%)	70 (6.0%)	363 (30.9%)	4 (0.3%)	12 (1.0%)	26 (2.3%)	0 (0.0%)	1 (0.1%)	1,176 (100%)
District 7	Asphalt	610 (26.3%)	210 (9.1%)	76 (3.3%)	503 (21.7%)	305 (13.2%)	383 (16.6%)	73 (3.2%)	58 (2.5%)	97 (4.2%)	2,316 (100%)
	Concrete	2,975 (75.8%)	193 (4.9%)	572 (14.6%)	106 (2.7%)	7 (0.2%)	70 (1.8%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	3,922 (100%)
District 8	Asphalt	1,124 (26%)	900 (20.8%)	286 (6.6%)	621 (14.3%)	530 (12.2%)	548 (12.7%)	122 (2.8%)	44 (1.0%)	156 (3.6%)	4,331 (100%)
	Concrete	2,195 (83%)	79 (3.0%)	319 (12.1%)	43 (1.6%)	0 (0.0%)	4 (0.1%)	4 (0.2%)	0 (0.0%)	0 (0.0%)	2,644 (100%)
District 9	Asphalt	797 (32.4%)	555 (22.6%)	94 (3.8%)	367 (14.9%)	193 (7.8%)	32 (1.3%)	277 (11.3%)	117 (4.7%)	26 (1.1%)	2,456 (100%)
	Concrete	87 (84.2%)	1 (1.3%)	15 (14.5%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	103 (100%)
District 10	Asphalt	691 (22.9%)	200 (6.6%)	24 (0.8%)	555 (18.4%)	755 (25.0%)	210 (7.0%)	179 (5.9%)	300 (9.9%)	104 (3.4%)	3,018 (100%)
	Concrete	344 (76.5%)	16 (3.6%)	33 (7.4%)	27 (5.9%)	3 (0.7%)	25 (5.5%)	1 (0.1%)	0 (0.0%)	1 (0.2%)	450 (100%)
District 11	Asphalt	316 (16.6%)	235 (12.4%)	94 (4.9%)	392 (20.6%)	334 (17.5%)	198 (10.4%)	153 (8.1%)	118 (6.2%)	61 (3.2%)	1,901 (100%)
	Concrete	1,983 (82.7%)	55 (2.3%)	138 (5.7%)	137 (5.7%)	0 (0.0%)	13 (0.5%)	69 (2.9%)	0 (0.0%)	1 (0.1%)	2,396 (100%)
District 12	Asphalt	415 (37.7%)	148 (13.5%)	33 (3.0%)	359 (32.7%)	72 (6.5%)	73 (6.7%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	1,101 (100%)
	Concrete	807 (79.9%)	46 (4.6%)	114 (11.3%)	35 (3.4%)	1 (0.1%)	6 (0.6%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	1,009 (100%)
Statewide Total	Asphalt	10,431 (28.1%)	4,114 (11.1%)	992 (2.7%)	6,860 (18.5%)	5,040 (13.6%)	3,096 (8.3%)	3,117 (8.4%)	1,990 (5.4%)	1,479 (4.0%)	37,119 (100%)
	Concrete	10,424 (74.7%)	509 (3.6%)	1,598 (11.5%)	1,072 (7.7%)	37 (0.3%)	200 (1.4%)	110 (0.8%)	0 (0.0%)	4 (0.0%)	13,955 (100%)

TABLE 43. 2023 PAVEMENT CONDITION BY DISTRICT, PAVEMENT TYPE, AND ROADWAY CLASSIFICATION, BASED ON CALTRANS PAVEMENT RATING SYSTEM

		Class 1			Class 2			Class 3			Total
		Green	Yellow	Red	Green	Yellow	Red	Green	Yellow	Red	
District 1	Asphalt	727 (32.5%)	218 (9.7%)	54 (2.4%)	411 (18.4%)	195 (8.7%)	128 (5.7%)	217 (9.7%)	81 (3.6%)	209 (9.3%)	2,240 (100%)
	Concrete	10 (20.6%)	6 (11.6%)	32 (65.1%)	1 (2.2%)	0 (0.0%)	0 (0.4%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	50 (100%)
District 2	Asphalt	559 (14.5%)	354 (9.2%)	25 (0.6%)	600 (15.5%)	987 (25.5%)	169 (4.4%)	535 (13.8%)	459 (11.9%)	178 (4.6%)	3,864 (100%)
	Concrete	75 (90.3%)	3 (3.2%)	4 (5.4%)	1 (1.0%)	0 (0.0%)	0 (0.2%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	83 (100%)
District 3	Asphalt	989 (25.5%)	386 (10.0%)	41 (1.1%)	1,037 (26.7%)	557 (14.4%)	179 (4.6%)	338 (8.7%)	188 (4.8%)	161 (4.2%)	3,877 (100%)
	Concrete	398 (64.3%)	23 (3.8%)	82 (13.3%)	74 (11.9%)	12 (1.9%)	21 (3.4%)	8 (1.3%)	0 (0.0%)	0 (0.0%)	618 (100%)
District 4	Asphalt	2,479 (48.6%)	325 (6.4%)	152 (3.0%)	739 (14.5%)	419 (8.2%)	637 (12.5%)	99 (1.9%)	58 (1.1%)	196 (3.8%)	5,104 (100%)
	Concrete	600 (51.1%)	65 (5.5%)	240 (20.5%)	199 (17.0%)	4 (0.3%)	64 (5.5%)	0 (0.0%)	0 (0.0%)	1 (0.1%)	1,174 (100%)
District 5	Asphalt	702 (24.1%)	314 (10.8%)	30 (1.0%)	710 (24.4%)	314 (10.8%)	216 (7.4%)	251 (8.6%)	127 (4.4%)	252 (8.7%)	2,916 (100%)
	Concrete	175 (61.9%)	12 (4.4%)	41 (14.5%)	48 (16.9%)	2 (0.6%)	5 (1.7%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	283 (100%)
District 6	Asphalt	1,112 (27.3%)	240 (5.9%)	38 (0.9%)	581 (14.3%)	449 (11.0%)	248 (6.1%)	763 (18.8%)	425 (10.5%)	210 (5.2%)	4,066 (100%)
	Concrete	628 (55.2%)	19 (1.7%)	87 (7.7%)	317 (27.8%)	16 (1.4%)	45 (4.0%)	24 (2.1%)	0 (0.0%)	1 (0.1%)	1,138 (100%)
District 7	Asphalt	663 (30.6%)	133 (6.1%)	69 (3.2%)	457 (21.1%)	322 (14.8%)	384 (17.7%)	50 (2.3%)	19 (0.9%)	72 (3.3%)	2,169 (100%)
	Concrete	2,841 (71.8%)	156 (3.9%)	776 (19.6%)	108 (2.7%)	7 (0.2%)	70 (1.8%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	3,958 (100%)
District 8	Asphalt	1,419 (31.5%)	833 (18.5%)	240 (5.3%)	568 (12.6%)	609 (13.5%)	514 (11.4%)	138 (3.1%)	48 (1.1%)	131 (2.9%)	4,500 (100%)
	Concrete	1,977 (81.6%)	46 (1.9%)	350 (14.4%)	43 (1.8%)	0 (0.0%)	2 (0.1%)	4 (0.2%)	0 (0.0%)	0 (0.0%)	2,423 (100%)
District 9	Asphalt	862 (35.2%)	494 (20.2%)	84 (3.4%)	409 (16.7%)	160 (6.5%)	24 (1.0%)	294 (12.0%)	104 (4.2%)	20 (0.8%)	2,452 (100%)
	Concrete	97 (85.4%)	2 (1.8%)	15 (12.7%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	114 (100%)
District 10	Asphalt	745 (24.5%)	138 (4.5%)	28 (0.9%)	656 (21.6%)	687 (22.6%)	196 (6.5%)	253 (8.3%)	269 (8.8%)	67 (2.2%)	3,039 (100%)
	Concrete	280 (69.6%)	16 (4.0%)	50 (12.3%)	26 (6.5%)	3 (0.8%)	26 (6.5%)	0 (0.1%)	0 (0.0%)	1 (0.2%)	403 (100%)
District 11	Asphalt	328 (17.4%)	226 (12.0%)	80 (4.2%)	441 (23.4%)	295 (15.7%)	179 (9.5%)	177 (9.4%)	106 (5.7%)	49 (2.6%)	1,882 (100%)
	Concrete	1,913 (82.4%)	42 (1.8%)	147 (6.4%)	137 (5.9%)	1 (0.0%)	11 (0.5%)	70 (3.0%)	0 (0.0%)	1 (0.0%)	2,322 (100%)
District 12	Asphalt	447 (41.9%)	93 (8.7%)	26 (2.4%)	330 (30.9%)	82 (7.7%)	90 (8.4%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	1,068 (100%)
	Concrete	807 (82%)	25 (2.5%)	110 (11.2%)	35 (3.6%)	2 (0.2%)	5 (0.5%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	985 (100%)
Statewide Total	Asphalt	11,032 (29.7%)	3,755 (10.1%)	867 (2.3%)	6,939 (18.7%)	5,074 (13.6%)	2,963 (8%)	3,115 (8.4%)	1,885 (5.1%)	1,548 (4.2%)	37,177 (100%)
	Concrete	9,801 (72.3%)	416 (3.1%)	1,935 (14.3%)	989 (7.3%)	46 (0.3%)	251 (1.8%)	107 (0.8%)	0 (0.0%)	5 (0.0%)	13,550 (100%)