**ACROSS**

5 A common distress in jointed concrete pavements including cracking, breaking, chipping, or fraying of concrete slab edges at joints and cracks, and is caused by high-compressive stresses that develop when joints or cracks cannot properly close because incompressible materials are present.

6 The severity of ___________ is measured by the depth of the rut depression.

7 A pavement surface treatment that combines a thin film of heated asphalt liquid sprayed onto the road surface, followed by the placement of a layer(s) of small aggregates.

10 Refers to the general aesthetic of the roadway to the public at large.

13 A longitudinal surface depression in the wheel path.

14 A process that uses a series of diamond tipped saw blades mounted on a shaft or arbor to shave off the upper surface of a rigid pavement.

15 Load related cracks predominately parallel to the pavement centerline.

**DOWN**

1 A planned strategy of cost effective treatments to an existing roadway system that preserves the system, retards future deterioration, extends service life, and maintains or improves the functional condition of the system.

2 A mixture of slow setting emulsified asphalt, well graded fine aggregate, mineral filler, and water; used to fill cracks and seal areas of old pavements, restore uniform surface texture, seal the surface against water and air intrusion, stop raveling, and to improve skid resistance.

3 Longitudinal cracks near the lane edges that are commonly associated with paving construction joints.

4 A light application of diluted asphalt emulsion; used to seal small cracks, inhibit raveling, and provide some enrichment to a hardened and oxidized surface.

8 Portions of the pavement surface that have been removed and replaced or additional material applied to the pavement after original construction.

9 The time of year and ___________ can affect the severity and visibility of distresses.

11 The wearing away of the pavement surface caused by dislodging of aggregate particles and loss of asphalt binder.

12 A difference in elevation across a joint or crack, found as a "step" across a transverse joint in the direction of travel.