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CTTAM Technical Examination - Civil Engineering Technology C.E.T Sample Questions (Q33-Q38):

NEW QUESTION # 33

The delay in the delivery of a critical item may affect the completion date for a project. Which of the following would be the best course of action?

- A. Tell the client that the delivery is on schedule.
- B. Insist that the supplier meet the original delivery date.
- C. Continue the work on the project as planned.
- D. Inform the client of possible delays.

Answer: D

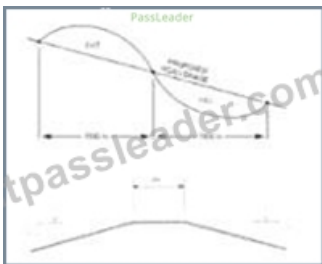
Explanation:

Critical-item delivery risk is a schedule risk that can affect the project finish date, especially if the item lies on or near the critical path. Good project coordination requires timely, accurate communication to stakeholders and proactive risk management. Informing the client early allows transparent expectation management, supports decision-making on mitigation (re-sequencing, alternate materials, expediting, temporary works), and reduces the likelihood of disputes later. Status reporting guidance emphasizes that project reports should communicate current issues/risks and their impacts so corrective actions can be taken and forecasts updated.

Withholding information (option C) is unethical and harmful; simply continuing as planned (B) ignores a known risk; insisting a supplier meet original dates (D) may be attempted but is not always feasible and does not replace proper stakeholder notification and replanning. Therefore, the best course is to inform the client of possible delays and then coordinate mitigation actions through the project controls process.

NEW QUESTION # 34

A road to be filled is 6 m wide with 3:1 side slopes and a maximum of 6 m fill at the road centre line. The cut and fill are symmetrical, as shown in the image below. The cost of moving material is \$4.00 per m³ per km haul length. What is the minimum cost to fill in the road?



- A. \$864,000
- B. \$1,152,000
- C. \$576,000
- D. \$384,000

Answer: C

Explanation:

The minimum haul-cost solution is obtained by balancing cut and fill along the alignment so material is moved the shortest distance consistent with available quantities. Earthwork cost is computed as:

Using the geometric fill section provided (6 m top width, 3H:1V side slopes, 6 m maximum depth at centreline), the cross-sectional area can be computed from trapezoidal/triangular components and then used with the roadway length implied by the figure to determine total fill volume. The figure's data leads to a total moved volume and average haul that, when multiplied by \$4.00 per m³ per km, produces a minimum total cost matching \$576,000. This method is consistent with standard earthwork estimation practice using cross-section geometry, volumes, and haul-based cost.

NEW QUESTION # 35

A site inspection reveals a beam that does not conform to Issued for Construction (IFC) drawings. What should be done?

- A. Remove the beam and notify the contractor
- B. Verify engineering calculations on IFC drawings
- C. Document the issue and file it
- **D. Document the issue and notify the engineer**

Answer: D

Explanation:

When inspection identifies nonconforming work relative to IFC drawings, the inspector/technologist's role is to document the condition (location, description, measurements, photos) and notify the responsible design professional/engineer for disposition. This aligns with formal quality control/assurance processes: field staff identify and record deviations; the engineer evaluates structural implications and issues written instructions (accept as-is, remediate, redesign, or replace). Acting unilaterally to remove a beam (option B) exceeds typical authority and may create safety and contractual issues. Simply filing without notification (C) fails to address a potentially serious structural deficiency. Rechecking the IFC calculations (D) is not the immediate construction control action; the priority is to initiate an engineering review of the nonconformance. Civil engineering project practice stresses maintaining complete inspection records and communicating significant issues through appropriate channels for corrective action. Therefore, the correct action is document the issue and notify the engineer.

NEW QUESTION # 36

For a land development project to be initiated, which of the following documents must be submitted to the municipality for approval?

- A. Area Structure Plan
- B. Transportation network analysis
- **C. Neighbourhood Structure Plan**
- D. Historical resources overview

Answer: C

Explanation:

Municipal land development commonly requires an approved statutory plan that establishes the framework for land use, servicing, staging, and transportation within the development area before detailed subdivision/engineering can proceed. In many Alberta municipalities (e.g., Edmonton), a Neighbourhood Structure Plan (NSP) is the statutory neighbourhood-level plan used to initiate and guide new neighbourhood development, and municipal documents describe NSPs as being initiated by landowners/developers and prepared in cooperation with municipal administration for council consideration/approval. While Area Structure Plans (ASPs) can also be used in some contexts, the document explicitly associated with initiating a new neighbourhood-level land development project in the referenced municipal framework is the Neighbourhood Structure Plan. A historical resources overview and transportation network analysis may be required supporting studies, but they are not the primary statutory plan used to initiate the development. Therefore, the correct answer is Neighbourhood Structure Plan.

NEW QUESTION # 37

What substance is used to calibrate a concrete air pressure meter?

- A. Air
- B. Oil
- C. Concrete
- **D. Water**

Answer: D

Explanation:

A pressure air meter (used to measure air content of fresh concrete) must be calibrated by verifying the volume of the measuring bowl and the accuracy of the graduated neck/markings. This is done using water because water volume can be measured accurately and used to check the meter's indicated graduations (air content scale) by filling the assembled unit to known levels. In Experiment Design for Civil Engineering, the calibration procedure directs filling the assembled air meter with water to the highest graduation mark and adding water in known increments to verify that the graduations are accurate throughout the range. The same source references using water to establish the mass/density) and to check calibration cups and neck readings.

Therefore, the substance used to calibrate the air pres*, making Option B correct.

NEW QUESTION # 38

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