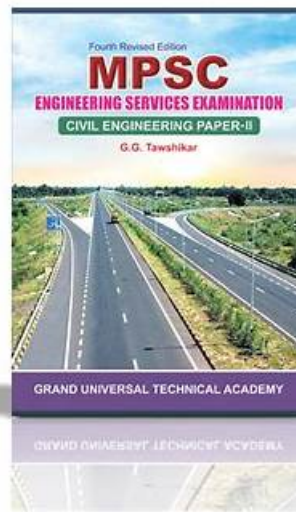


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CTTAM Technical Examination - Civil Engineering Technology C.E.T Sample Questions (Q97-Q102):

NEW QUESTION # 97

What documents must a contractor submit as part of a project to consultants for review?

- A. Issued for construction drawings
- **B. Shop drawings**
- C. Change orders
- D. Minutes of project pre-construction meeting

Answer: B

Explanation:

In contract administration, consultants review certain contractor submittals to confirm that proposed products and installation details align with the design intent and contract requirements. The principal document type submitted for this purpose is shop drawings, which are prepared by the contractor, fabricator, or supplier and show project-specific fabrication, dimensions, connection details, reinforcement layout, and installation information for components (e.g., structural steel, precast, rebar placing drawings, mechanical/electrical supports). This review process is a standard part of construction coordination and quality management because it checks compatibility and constructability before fabrication/installation proceeds. By contrast, change orders are contractual amendments initiated when scope/cost/time changes occur, IFC drawings are produced by the consultant (not submitted by the contractor for review), and meeting minutes are project records rather than technical submittals requiring consultant approval. Therefore, the document the contractor must submit to consultants for review is shop drawings, which enable technical verification and coordination of constructed elements with the contract documents.

NEW QUESTION # 98

What joints are used in the construction process to separate two concrete pours?

- A. Isolation
- B. Control
- **C. Construction**
- D. Expansion

Answer: C

Explanation:

A construction joint is the intentional interface between two separate concrete placements, created when a pour is stopped and later resumed due to sequencing, access, work limits, or planned staging. It marks the boundary between "old" and "new" concrete and is detailed to ensure adequate bond, alignment, and structural performance (e.g., surface preparation, keyways, dowels, waterstops where required). By contrast, control (contraction) joints are intended to control shrinkage cracking, expansion joints accommodate thermal movement, and isolation joints separate slabs from adjacent elements to prevent restraint stresses. Materials references describing slab jointing distinguish construction joints as the joints that occur between placements (separate pours) versus joints intended primarily for movement or crack control. Therefore, the joint used to separate two pours is the construction joint.

NEW QUESTION # 99

Which joints in concrete slab construction determine the location of cracks?

- A. Isolation
- **B. Control**
- C. Construction
- D. Expansion

Answer: B

Explanation:

Concrete slabs shrink as they cure and experience temperature/moisture changes. Because the slab is restrained by subbase friction and adjacent elements, tensile stresses develop and cracking is likely unless the slab is intentionally "weakened" at planned locations. Control joints (also called contraction joints) are formed or saw-cut to create a deliberate plane of weakness so that shrinkage cracking occurs where intended, producing straighter, serviceable cracks that are easier to seal and maintain. Technical references describe contraction/control joints as placed at regular intervals specifically to control random cracking by encouraging the crack to form along the joint line, relieving tensile stresses in the slab. Expansion joints address thermal expansion, isolation joints separate the slab from fixed elements, and construction joints occur where placements stop and start; none of those are primarily intended to control crack location the way control joints are. Therefore, the joint type that determines where cracks occur is the control joint.

NEW QUESTION # 100

Which are five different types of driver maneuvers a technologist must consider when designing an at-grade intersection?

- A. Diverging, Merging, Weaving, Crossing, Turning
- B. Swerving, Merging, Diverging, Crossing, Converging
- C. Stopping, Turning, Weaving, Converging, Swerving
- D. Turning, Merging, Weaving, Crossing, Stopping

Answer: A

Explanation:

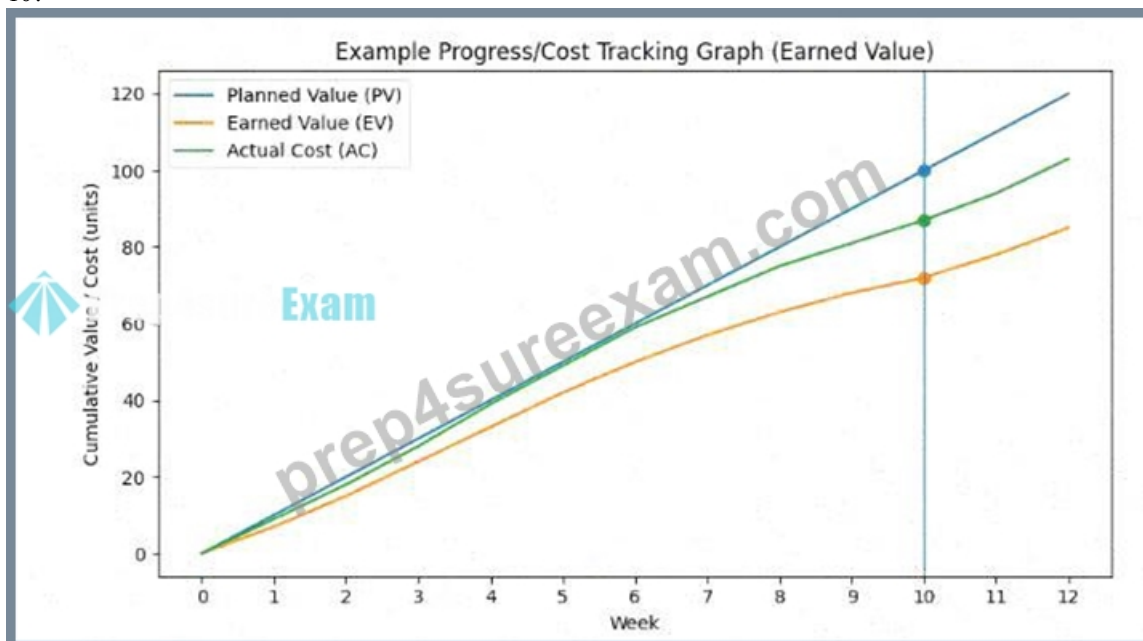
At-grade intersection design is governed by how vehicle paths interact—i.e., the fundamental conflict types and maneuver classes that must be accommodated by geometry, channelization, and traffic control. AASHTO's intersection chapter explicitly categorizes vehicular conflict points and illustrates them using the maneuver types diverging, merging, and crossing, and it addresses how turning movements create and interact with these conflicts within the functional area of intersections.

In addition, AASHTO describes weaving as the condition where one-way traffic streams cross by merging and diverging maneuvers—another key operational behavior that affects design and level of service.

Putting these together, the five maneuvers a technologist must consider in intersection design are diverging, merging, weaving, crossing, and turning, which corresponds exactly to Option B.

NEW QUESTION # 101

The graph below is used for tracking progress and costs of a project for a client. What can be concluded about the project at week 10?



- A. The project is ahead of schedule
- B. The project is behind schedule
- C. The project is on budget
- D. The project is under budget

Answer: B

Explanation:

This type of chart is an Earned Value Management (EVM) progress/cost graph, typically showing Planned Value (PV), Earned Value (EV), and Actual Cost (AC) over time. Schedule performance at a given date (week 10) is determined by comparing EV to PV. If $EV < PV$, the amount of work actually accomplished (earned) is less than what was planned by that date, meaning the project is behind schedule (Schedule Performance Index). In the provided graph, at week 10 the EV curve is below the PV curve, so the project has completed less work than planned by week 10, indicating schedule slippage. Budget performance is assessed separately by comparing EV to AC (Cost Performance Index), but the question asks what can be concluded at week 10: the clear conclusion supported by the curves is behind schedule because EV is lower than PV at week 10.

NEW QUESTION # 102

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