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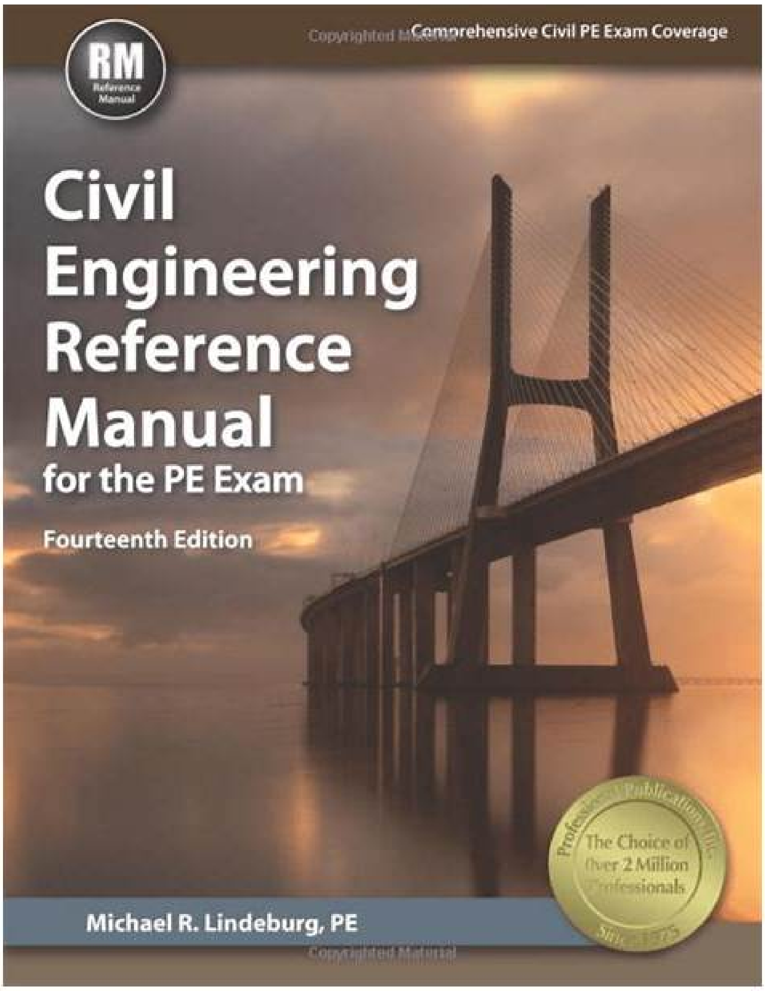

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CTTAM Technical Examination - Civil Engineering Technology C.E.T Sample Questions (Q55-Q60):

NEW QUESTION # 55
Whatto determine the compressive strength of concrete?

- A. Sieve test
- B. Air test
- C. Cylinder test
- D. Slump test

Answer: C

Explanation:
Concrete compressive strength is determined by loading astandard specimen(commonly a cylinder) in axial compression until failure and calculating strength as themaximum load divided by the specimen's cross- sectional area. This is the core acceptance/quality-control measure used to verify that concrete meets the specified design strength in contract documents. Civil engineering materials references describe that compressive strength (f'c) is measured from the maximum load at failure and that standardized procedures (e.
g., ASTM C31 for making/curing and ASTM C39 for testing) are used to ensure consistency and reduce testing error.
Laboratory/field experiment procedures similarly definngth test as a compression machine test on a concrete cylinder, with load increased to failure and strength computed from the peak load and cylinder area.
Slump testing measures workability/consistency, air tesed air, and sieve testing relates to aggregate gradation-none provide compressive strength. Hence, the correct test is thecylinder test.

NEW QUESTION # 56
Which of the following tests would most likely be used to determine if engineered fill was placed to meet contract specifications?

- A. Triaxial compression test
- B. Sieve analysis
- C. Moisture content check
- D. Compaction test

Answer: D

Explanation:
Engineered fill specifications are typically written in terms ofminimum relative compaction (RC)and an acceptable moisture range (often around optimum moisture content). Field verification therefore focuses on whether placed lift material achieves the specifiedin-place dry densityrelative to the laboratory maximum dry density (from Proctor testing). The compaction test (field density test) directly measures whether the fill meets the specified RC requirement. Civil engineering references describe that grading specifications set a minimum acceptable density (relative compaction) and acceptable water content range, and that the Proctor test establishes the laboratory maximum dry density and optimum moisture content used as the basis for compaction acceptance.
Moisture checks alone do not confirm achieved density; sieve analysis is gradation, and triaxial testing is shear strength characterization rather than placement acceptance. Therefore, the most appropriate test to confirm engineered fill meets contract compaction requirements is acompaction test.

NEW QUESTION # 57
Which of the following can a civil engineering technologist request from a concrete supplier to verify that concrete falls within municipal specifications?

- A. Batch location
- B. Batch ticket from the plant
- C. Structural mix design

- D. Geotechnical mix design

Answer: B

Explanation:
For ready-mixed concrete deliveries, compliance verification is commonly supported by thedelivery/batch ticket(often called the concrete delivery ticket). Industry guidance tied to ASTM C94 emphasizes that the ticket includes critical batch information (such as batch time and related data) used to confirm compliance with specified requirements and limits (including time limits for discharge and other production/traceability details). Because municipal specifications typically require confirmation of the delivered mix identification, quantities, admixtures, batching time, and other relevant production details, the batch/delivery ticket is the most direct document a technologist can request at the site to verify the delivered concrete aligns with the specified mix and placement requirements. A mix design submittal can show intended proportions but does not prove what was actually batched and delivered for that load; "batch location" alone is not sufficient;
"geotechnical mix design" is not applicable. Therefore, the correct item is thebatch ticket from the plant.

NEW QUESTION # 58
Based on the diagram below, what is the percentage slope between D1 and C2 if the grid is 10 m × 10 m?

- A. 6.79%
- B. 8.10%
- C. 3.04%
- D. 5.73%

Answer: A

Explanation:
Percent slope is computed as:
This is the standard civil engineering definition of grade/slope used in surveying, drainage, and roadway work. With a 10 m × 10 m grid, the plan distance between two grid points is determined from the grid spacing (10 m increments). Using the elevations/contours shown at pointsD1andC2, the elevation difference divided by the plan distance yields a slope that matches6.79%. This corresponds to a rise/fall of roughly0.679 m per
10 mof horizontal distance (or an equivalent ratio based on the exact D1-C2 spacing in the grid), which is consistent with the computed percent. Therefore, the correct selection is6.79% (Option C).

NEW QUESTION # 59
A civil engineering technologist is working on a foundation design and needs to differentiate between different sections of a footing and the point where the vertical pressure is applied. In the diagram, what is represented by letters A, B, and C?

- A. A = Pedestal, B = Footing, and C = Vertical pressure
- B. A = Vertical pressure, B = Pedestal, and C = Footing
- C. A = Footing, B = Vertical pressure, and C = Pedestal
- D. A = Footing, B = Pedestal, and C = Vertical pressure

Answer: A

Explanation:
In shallow foundation terminology, thefootingis the widened base element that transfers loads to soil over a larger area to reduce bearing pressure, while apedestalis the short vertical element (often concrete) that supports a column or provides an interface between the column/base plate and the footing. Vertical load from the superstructure is shown as adownward forceapplied at the top of the pedestal/column location, representing thevertical pressure/loadtransmitted into the foundation system. In the diagram, letterBpoints to the large horizontal base element (the footing), letterApoints to the smaller vertical block above it (the pedestal), and letterCmarks the downward applied load. This matches standard foundation component identification used in structural and geotechnical detailing: pedestal above, footing below, and vertical load applied at the top of the pedestal/column line of action.

NEW QUESTION # 60
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