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CTTAM Technical Examination - Civil Engineering Technology C.E.T Sample Questions (Q78-Q83):

NEW QUESTION # 78

Who is responsible for establishing and maintaining a system that is compliant with the Occupational Health and Safety Act in a workplace?

- A. Prime consultant
- B. General contractor
- C. Prime contractor
- D. Sub-contractor

Answer: C

Explanation:

On multi-employer construction work sites, Occupational Health and Safety frameworks commonly assign a coordinating duty to a prime contractor (or equivalent controlling entity) to ensure site-wide compliance. This role exists because multiple employers and subcontractors may be present, and safety responsibilities must be coordinated through one accountable system. Alberta's OHS guidance, for example, states that the prime contractor must establish and maintain a system or process that ensures compliance with the Occupational Health and Safety Act, Regulation, and Code at the work site, including coordinating the health and safety activities of all employers. This does not remove duties from subcontractors or workers, but it makes the prime contractor the party responsible for the overarching compliance system (e.g., site safety plan, coordination, hazard controls, cooperation processes). Therefore, the correct answer is Prime contractor.

NEW QUESTION # 79

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

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

Answer: B

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 # 80

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

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

Answer: A

Explanation:

For ready-mixed concrete deliveries, compliance verification is commonly supported by the delivery/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 the batch ticket from the plant.

NEW QUESTION # 81

Which document must be submitted with a tender, if the project requires bonding?

- A. Certificate of Insurance

- B. Building Permit
- C. Certificate of Recognition
- D. Consent of Surety

Answer: D

Explanation:

When tender documents require bonding (e.g., bid bond with subsequent performance and labour/material payment bonds), owners often require evidence at tender time that the bidder's surety will provide the required bonds if the bidder is awarded the contract. A Consent of Surety (also referred to as an "agreement to bond" in many procurement contexts) is a document issued by the surety confirming its commitment to issue the required bonds for the project upon award, subject to stated conditions. This is used specifically during the tendering process to demonstrate bonding capacity/availability tied to that bid. The other documents listed (COR, insurance certificate, building permit) may be required at various stages, but they do not serve as the tender-stage confirmation of surety support for bonding. Therefore, the required tender submission when bonding is required is Consent of Surety.

NEW QUESTION # 82

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

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

Answer: D

NEW QUESTION # 83

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