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NCARB ARE 5.0 Project Planning & Design (PPD) Sample Questions (Q45-Q50):

NEW QUESTION # 45

Structural costs for wind resistance increase exponentially as building height is increased, primarily due to which of the following factors? Check the two that apply.

- A. Use of precast panels instead of metal/glass panels increase costs.
- B. Snow and rain loads increase on the roof portion of the structure.
- C. Dead load increases as the number of stories increases.

- D. Wind pressure is greater at higher surfaces.
- E. There is a need for control of excessive drift at higher floors.
- F. Live load increases as the number of stories increase.

Answer: D,E

Explanation:

Comprehensive and Detailed Explanation From Exact Extract:

As building height increases, wind pressures acting on the building surfaces increase because wind speed generally increases with elevation due to reduced friction from ground features (A).

Additionally, taller buildings experience larger lateral displacements (drift), requiring more complex structural systems and stiffer frames to control excessive drift for occupant comfort and structural safety (E).

This requirement significantly increases structural costs.

Dead load (B) and live load (D) increase with stories but do not increase exponentially or primarily affect wind resistance costs.

Snow and rain loads (C) mostly affect the roof, not height-related wind loads.

Choice of cladding materials (F) impacts cost but is not a primary reason for exponential wind resistance cost increases.

References:

ARE 5.0 PPD - Environmental Conditions and Context, Structural Wind Design The Architect's Handbook of Professional Practice, 15th Edition - Wind Loads and Structural Costs

NEW QUESTION # 46

The architect's greatest contribution to good seismic design is in the design of which of the following?

- A. Site location and building orientation
- B. Building's interior partition arrangement
- C. Structural components and connections
- D. Building's plan and cross-sectional configuration

Answer: D

Explanation:

Comprehensive and Detailed Explanation From Exact Extract:

Architects have the most influence on seismic performance through building form and configuration, including the plan and cross-sectional layout. A regular, symmetrical, and well-configured building reduces torsional forces and stress concentrations during seismic events.

Structural components and connections (A) are primarily the engineer's responsibility.

Interior partitions (B) affect non-structural behavior but are less critical to seismic response.

Site location and orientation (D) influence seismic forces but are often fixed or limited by client and site constraints.

Thus, architects significantly improve seismic safety through thoughtful spatial and structural configuration design.

References:

ARE 5.0 PPD - Environmental Conditions and Context, Seismic Design

The Architect's Handbook of Professional Practice, 15th Edition - Earthquake Resistant Design

NEW QUESTION # 47

Refer to the exhibit (multi-use building with apartments, offices, stores, parking).



The multipurpose building shown is located in a cold-winter, mild-summer climate.

Which of the following is the best location for the mechanical equipment floor?

- A. Top floor
- B. Parking level
- C. Between the office and apartment levels
- D. Store level

Answer: C

Explanation:

Comprehensive and Detailed Explanation From Exact Extract:

In mixed-use buildings in cold climates, placing mechanical equipment in a mid-level floor between different occupancy types (C) offers several benefits:

This location reduces the length and complexity of vertical distribution of heating and cooling systems to both apartments (above) and offices (below).

It avoids heat loss associated with exterior walls (as opposed to the top floor or parking level).

The equipment can be more centrally located, improving energy efficiency and system performance.

Locating equipment on the parking level (A) or store level (B) may require longer ductwork or piping runs and pose maintenance challenges.

The top floor (D) exposes mechanical equipment to outdoor weather, which is not ideal in cold climates.

References:

ARE 5.0 PPD - Building Systems and Assemblies, Mechanical Systems in Mixed-Use Buildings The Architect's Handbook of Professional Practice, 15th Edition - HVAC Systems Design

NEW QUESTION # 48

The rehabilitation of a warehouse for a commercial occupancy has a heavy anticipated electrical distribution load and it is expected that the current of the electrical system will be expanded in the near future.

The least expensive and most flexible electrical distribution system would be comprised of which one of the following?

- A. Paralleled sets of aluminum wire in conduits
- B. Single large aluminum or copper conductor
- C. Aluminum or copper bus duct with tap boxes
- D. Paralleled sets of copper wire in conduits

Answer: C

Explanation:

Comprehensive and Detailed Explanation From Exact Extract:

Bus duct systems with tap boxes offer modular, flexible electrical distribution capable of handling high loads and allowing easy future expansions with minimal disruption and cost.

Paralleled wires (A, B) increase complexity and are less flexible.

Single large conductors (C) are limited in expansion.

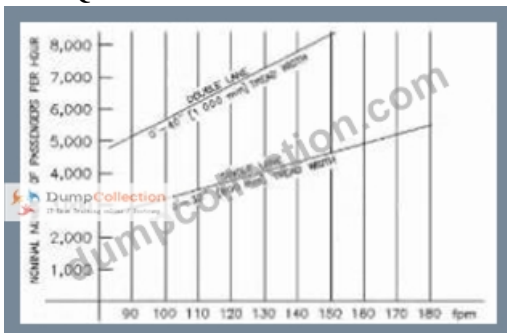
Bus ducts optimize installation speed, scalability, and cost in commercial building retrofits.

References:

ARE 5.0 PPD - Building Systems and Assemblies, Electrical Systems

The Architect's Handbook of Professional Practice, 15th Edition - Electrical Distribution

NEW QUESTION # 49



Refer to the exhibit (graph of moving walkway speed vs. nominal passengers per hour).

Based on the graphic shown, which of the following moving walkway speeds will deliver 4,500 passengers per hour utilizing a single lane?

- A. 130 ft per minute
- B. 110 ft per minute
- C. 150 ft per minute
- D. 170 ft per minute

Answer: C

Explanation:

The graph plots moving walkway speeds (feet per minute) on the horizontal axis against the nominal number of passengers per hour on the vertical axis. The curve labeled "Single Lane (90 cm tread width)" shows the passenger capacity for different speeds of a single moving walkway lane.

* For a nominal passenger flow of 4,500 passengers per hour on a single lane, trace horizontally from 4,500 on the vertical axis to intersect the single lane curve.

* The intersection corresponds approximately to a speed of 150 feet per minute (fpm).

* Speeds lower than 150 fpm (e.g., 110 or 130 fpm) correspond to lower passenger capacities (below 4,500), while 170 fpm exceeds 4,500 capacity.

This data is important for architects and planners to size and specify moving walkways in transit terminals, airports, or large public buildings to maintain efficient flow and minimize congestion.

According to NCARB's ARE Project Planning & Design guidelines, understanding capacity and circulation rates for building systems such as moving walkways is essential for designing efficient pedestrian movement and circulation within complex buildings.

References:

ARE 5.0 Project Planning & Design Content Outline: Environmental Conditions and Context - Circulation and Transit Systems

Black Spectacles ARE Study Materials: Moving Walkways and Passenger Flow Rates The Architect's Handbook of Professional Practice, 15th Edition, Chapter 7: Circulation and Accessibility

NEW QUESTION # 50

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