Transport structures 1

Who in the road construction project determines the basic conditions for routing?  
 : r1 investor  
 : r2 designer  
 : r3 constructor  
 : r4 are given by legislation  
: r1 ok  
--  
Design speed indicates  
 : r1 the highest speed of an average vehicle that can be safely driven through any section under normal conditions without affecting the operation of other vehicles  
 : r2 proposed traffic measures relating to alternative provision of road traffic during construction  
 : r3 summary of technical parameters of a road  
 : r4 traffic technical value of communication  
: r1 ok  
--  
Number of vehicles that pass a given road profile per unit of time  
 : r1 traffic flow intensity  
 : r2 road capacity  
 : r3 technical parameter of a road with the same designation  
 : r4 none of the options  
: r1 ok  
--  
Road capacity  
 : r1 maximum intensity, maximum number of vehicles that pass a given section per unit of time  
 : r2 The number of vehicles that pass a given road profile per unit of time  
 : r3 corresponds to the traffic flow intensity  
 : r4 technical parameter of a road with the same marking1 mesh  
--  
Crossroads include  
 : r1 point of intersection of roads in plan view  
 : r2 attached forest and dirt roads  
 : r3 connected service transport equipment  
 : r4 attached downhill runs to real estate  
: r1 ok  
--  
Intersections, contact and fork roads are among  
 : r1 level intersection  
 : r2 intersection  
 : r3 roundabout  
 : r4 multi-junction  
: r1 ok  
--  
It does not include objects on the roads  
 : r1 includes all  
 : r2 tunnels  
 : r3 gallery  
 : r4 bridges

:r1 ok

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We do not rank among the derived design elements when designing a road  
 : r1 design speed  
 : r2 minimum distance of vision to stop the vehicle  
 : r3 transverse slope  
 : r4 radius of directional curve  
: r1 ok  
--  
Crossover  
 : r1 are designed to mitigate the step transition between straight section and circle  
 : r2 consist of straight sections and arcs formed by a second stage dish with a vertical axis  
 : r3 is the most common solution of directional arc consisting of a circular part and bilateral intersections  
 : r4 is used where the solution is demonstrably less suitable for proper integration into the field or for aesthetic reasons  
: r1 ok  
--  
The most common solution of a directional arc consisting of a circular part and bilateral intersections is  
 : r1 circle arc  
 : r2 transition arc  
 : r3 compound arc  
 : r4 vertical arc  
: r1 ok  
--  
How is the eccentric inclination of the road achieved?  
 : r1 by rotating a section of the cross-section about the treadmill axis  
 : r2 by rotating the cross-section parts around the inner edge of the guide strip  
 : r3 at the end of the circular portion of the directional arc  
 : r4 in no of the mentioned ways  
: r1 ok  
--  
Roads intended for transport between districts  
 : r1 class II road  
 : r2 highway  
 : r3 class I road  
 : r4 Class III road  
: r1 ok

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Roads intended for long-distance and international transport  
  : r1 class I road  
  : r2 Motorway  
  : r3 class II road  
  : r4 class III road  
: r1 ok  
--  
How many classes of local roads do we have?  
  : r1 4  
  : r2 3  
  : r3 5  
  : r4 2  
: r1 ok  
--  
Roads used to connect individual real estate or link real estate with other roads are called:  
  : r1 dedicated communication  
  : r2 service communication  
  : r3 collection communication  
  : r4 speed local road  
: r1 ok  
--  
Local communication of II. class, a traffic-significant road with restrictions on the direct connection of neighboring properties is called:  
  : r1 collection communication  
  : r2 service communication  
  : r3 dedicated communication  
  : r4 speed local road  
: r1 ok  
--  
What is the usual lane width in the road category?  
  : r1 2.75 - 3.75 m  
  : r2 3.75 - 4.75 m  
  : r3 3 - 4 m  
  : r4 2.95 - 4.95 m  
: r1 ok

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Mixed traffic and non-traffic communications shall be designated by subgroup as:  
 : r1 D1 and D2  
 : r2 C1 and C2  
 : r3 A1 and A2  
 : r4 B1 and B2  
: r1 ok  
-  
A line segment between two adjacent stations or a line segment between a station and a line end is called:  
  : r1 wide track  
  : r2 shipping station  
  : r3 track section  
  : r4 head-end  
: r1 ok

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Longitudinal gradients of tracks are given in:

:r1 per mille

:r2 percentage

:r3 degrees

:r4 grades

:r1 ok

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A smooth transition from a non-raised track to a raised one is ensured by

:r1 ascendant

:r2 transition

:r3 gauge cross section

:r4 none of the options

:r1 ok