

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

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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

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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

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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

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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

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Intersections, contact and fork roads are among

- : r1 level intersection
 - : r2 intersection
 - : r3 roundabout
 - : r4 multi-junction
- : r1 ok

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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

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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

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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

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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

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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

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How many classes of local roads do we have?

- : r1 4
- : r2 3
- : r3 5
- : r4 2

: r1 ok

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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

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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

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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

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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