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Continuing Education Course #262  
An Introduction to Asphalt Pavement Construction

1. Construction projects may have offered an asphalt pavement design over concrete pavement for:
  - a. Lower initial construction cost
  - b. More readily available materials and contractors
  - c. Ease of design for vehicle load requirements
  - d. Longer durability and lesser maintenance requirements
2. Another term used for asphalt surface mix is?
  - a. Binder mix
  - b. Wearing Course
  - c. Super Pavement
  - d. FAA Mix
3. Liquid Asphalt is:
  - a. A self-leveling asphalt pavement that gives a smoother ride
  - b. An asphalt that uses less aggregates and filler solids giving a liquid property
  - c. A black thermoplastic material consisting mostly of bitumen hydrocarbons
  - d. A method of recycling old asphalt roadways
4. RAP is:
  - a. Recycled Asphalt Product
  - b. Can be used in new mixes in greater amounts depending on the plant used and the pavement type
  - c. Can usually be incorporated at 15% to 20% in new mix
  - d. All of the above
5. Four criteria that influence mix design are
  - a. Mix Density, Compressive Strength, Voids in the mineral Aggregate, Asphalt Content
  - b. Mix Density, Compressive Strength, Voids in the mineral Aggregate, Water Content
  - c. Mix Density, Air Voids, Voids in the mineral Aggregate, Asphalt Content
  - d. Mix Density, Air Voids, Voids in the mineral Aggregate, Water Content
6. Air Voids in asphalt mix can help with:
  - a. Providing thicker pavement layers
  - b. Smoother riding surfaces
  - c. In-place compaction to produce higher densities
  - d. Thermal expansion for seasonal temperature variations
7. Longitudinal pavement joints should be placed on top of each other to promote:
  - a. Bonding of pavement structures with multiples lifts of varying thickness
  - b. Longitudinal joints should not be placed on top of each other

- c. Higher densities in Super Pave Mixes only
  - d. A visual guide for the roller operators to ensure full compactive coverage
8. Most Asphalt Mixes should be manufactured at what temperature?
- a. 180 degrees F or below
  - b. Between 180 degrees and 225 degrees F
  - c. Between 225 degrees and 275 degrees F
  - d. Above 275 degrees F
9. Rubber Tired Asphalt Pavers have an advantage over Track type asphalt pavers when placing surface mixes because:
- a. They are typically faster and more maneuverable
  - b. They can hold more material so they stop less often.
  - c. The tires generate torque to push heavier mixes
  - d. The tires simulate vehicle loading and kneads the mix together.
10. For large asphalt paving projects, material transfer devices are desirable because:
- a. They feed the paver in a continuous manner
  - b. They help cycle truck deliveries more efficiently
  - c. They store several truckloads of material which helps maintain consistency and temperature
  - d. All of the above
11. An Asphalt Pavement – Plant Engineer would be responsible for:
- a. Designing mechanical systems for Plant manufacturing
  - b. Asphalt Mix designs specific to project needs
  - c. Determining the trucking schedule for production needs in the field
  - d. Designing pavement thickness and type based on anticipated wheel axel loading
12. LEED stands for
- a. Least of Environmental Endangerment Design
  - b. Lowest in Economical Engineered Design
  - c. Limited in Engineering and Environmental Development
  - d. Leadership in Energy and Environmental Design
13. Asphalt paving offers environmental benefits over other paving types by:
- a. Absorbing less atmospheric heat providing a heat sink
  - b. Reflecting light to reduce electric needs for street and parking lot lights
  - c. Reduces automobile emissions by reacting chemically with exhausts
  - d. Using recycled materials as ingredients and being highly re-useable itself
14. Which is not a benefit of porous asphalt pavement?
- a. More economical than traditional pavement
  - b. Reduces storm water run-off
  - c. Reduces chemical pollutants from surface transport
  - d. Provides an irrigation source for plant root systems
15. The first asphalt paved roads are believed to be
- a. The Egyptian roads leading to the pyramids
  - b. Chinese pavements at Buddhist temples
  - c. A Paris France road to the Champs - Elysees
  - d. Roman highways built for the legions

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