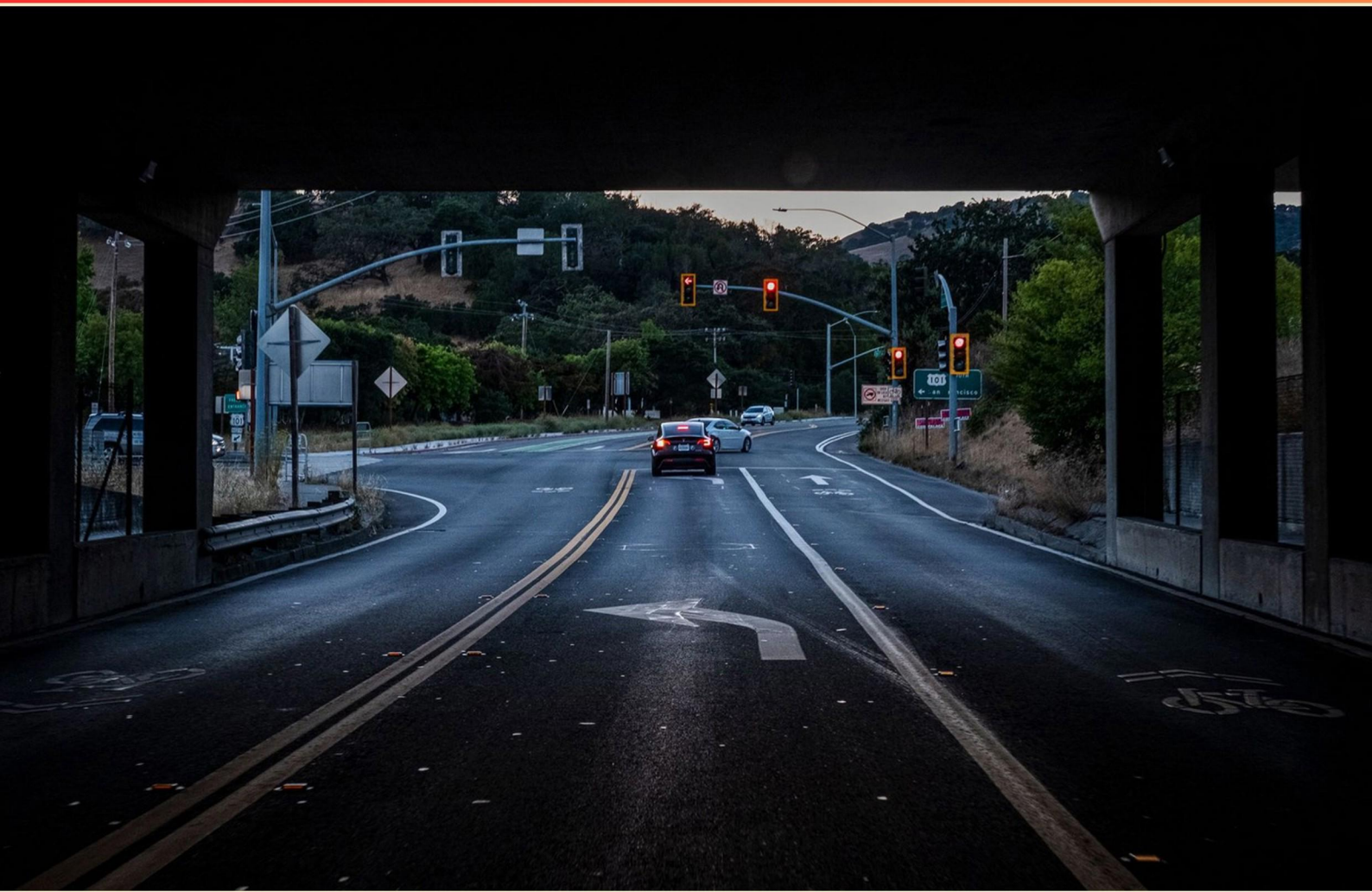


QMS ROADWAY PRACTICE TEST (SAMPLE)

STUDY GUIDE



SAMPLE STUDY GUIDE WITH LIMITED QUESTIONS

VISIT US ONLINE FOR
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Table of Contents

Copyright	1
Table of Contents	2
Introduction	3
How to Use This Guide	4
Questions	5
Answers	8
Explanations	10
Next Steps	15

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Introduction

Preparing for a certification exam can feel overwhelming, but with the right tools, it becomes an opportunity to build confidence, sharpen your skills, and move one step closer to your goals. At Examzify, we believe that effective exam preparation isn't just about memorization, it's about understanding the material, identifying knowledge gaps, and building the test-taking strategies that lead to success.

This guide was designed to help you do exactly that.

Whether you're preparing for a licensing exam, professional certification, or entry-level qualification, this book offers structured practice to reinforce key concepts. You'll find a wide range of multiple-choice questions, each followed by clear explanations to help you understand not just the right answer, but why it's correct.

The content in this guide is based on real-world exam objectives and aligned with the types of questions and topics commonly found on official tests. It's ideal for learners who want to:

- Practice answering questions under realistic conditions,
- Improve accuracy and speed,
- Review explanations to strengthen weak areas, and
- Approach the exam with greater confidence.

We recommend using this book not as a stand-alone study tool, but alongside other resources like flashcards, textbooks, or hands-on training. For best results, we recommend working through each question, reflecting on the explanation provided, and revisiting the topics that challenge you most.

Remember: successful test preparation isn't about getting every question right the first time, it's about learning from your mistakes and improving over time. Stay focused, trust the process, and know that every page you turn brings you closer to success.

Let's begin.

How to Use This Guide

This guide is designed to help you study more effectively and approach your exam with confidence. Whether you're reviewing for the first time or doing a final refresh, here's how to get the most out of your Examzify study guide:

1. Start with a Diagnostic Review

Skim through the questions to get a sense of what you know and what you need to focus on. Your goal is to identify knowledge gaps early.

2. Study in Short, Focused Sessions

Break your study time into manageable blocks (e.g. 30 – 45 minutes). Review a handful of questions, reflect on the explanations.

3. Learn from the Explanations

After answering a question, always read the explanation, even if you got it right. It reinforces key points, corrects misunderstandings, and teaches subtle distinctions between similar answers.

4. Track Your Progress

Use bookmarks or notes (if reading digitally) to mark difficult questions. Revisit these regularly and track improvements over time.

5. Simulate the Real Exam

Once you're comfortable, try taking a full set of questions without pausing. Set a timer and simulate test-day conditions to build confidence and time management skills.

6. Repeat and Review

Don't just study once, repetition builds retention. Re-attempt questions after a few days and revisit explanations to reinforce learning. Pair this guide with other Examzify tools like flashcards, and digital practice tests to strengthen your preparation across formats.

There's no single right way to study, but consistent, thoughtful effort always wins. Use this guide flexibly, adapt the tips above to fit your pace and learning style. You've got this!

Questions

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- 1. When can the prime coat be applied?**
 - A. When atmospheric temperature is below 40 degrees Fahrenheit
 - B. When the surface is wet
 - C. When the atmospheric temperature is above 40 degrees Fahrenheit
 - D. When moisture content is high
- 2. What is necessary for the tack coat application to bond properly?**
 - A. It must be applied in wet conditions
 - B. It must have a proper temperature
 - C. It must be sprayed in multiple layers
 - D. It must not be applied on hot surfaces
- 3. What does the second number -22 in the PG standard 64-22 represent?**
 - A. High temperature
 - B. Low temperature
 - C. Average temperature
 - D. Maximum density
- 4. What is often a consequence of inadequate compaction in asphalt layers?**
 - A. Potholes.
 - B. Cracks.
 - C. Surface raveling.
 - D. All of the above.
- 5. What is the maximum speed limit for steel wheeled breakdown rollers during compaction?**
 - A. 2 mph
 - B. 3 mph
 - C. 4 mph
 - D. 5 mph
- 6. What is NOT an objective of priming a non-asphalt base?**
 - A. To seal voids
 - B. To provide temporary covers
 - C. To waterproof the surface
 - D. To create a decorative finish

- 7. In paving operations, what must be ensured about vehicles and equipment?**
- A. They must all be new
 - B. They must be available and operational
 - C. They must be under 5 years old
 - D. They must be fully inspected weekly
- 8. Which grade of asphalt binder is noted for a temperature of 130-160F?**
- A. Grade PG 58-28
 - B. Grade CR-1
 - C. Grade CRS-1H
 - D. Grade HFMS-1
- 9. In which phase does the initial densification of the asphalt occur?**
- A. Breakdown phase.
 - B. Intermediate phase.
 - C. Finish phase.
 - D. Final phase.
- 10. How should the feed system be adjusted for optimal operation?**
- A. To minimize conveyor usage
 - B. To maintain a uniform head of material
 - C. To maximize mixing speed
 - D. To operate conveyors at less than 50% of the time

Answers

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1. C
2. B
3. B
4. D
5. B
6. D
7. B
8. C
9. A
10. B

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Explanations

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1. When can the prime coat be applied?

- A. When atmospheric temperature is below 40 degrees Fahrenheit
- B. When the surface is wet
- C. When the atmospheric temperature is above 40 degrees Fahrenheit**
- D. When moisture content is high

The prime coat can be applied when the atmospheric temperature is above 40 degrees Fahrenheit because this temperature ensures that the materials used in the prime coat can adequately adhere to the surface and properly react with the subsurface layers. Applying a prime coat in warmer conditions allows for better curing and adhesion properties, leading to a more effective bond between the pavement layers. Applying the prime coat at temperatures below 40 degrees Fahrenheit may result in poor adhesion and incomplete curing, which can compromise the integrity of the roadway. Similarly, applying the prime coat on a wet surface can lead to inadequate bonding, as moisture can interfere with the chemical reactions necessary for proper adhesion. High moisture content in the substrate can create similar issues, potentially leading to failure in the application. Therefore, the requirement for a minimum temperature ensures optimal conditions for the successful application of the prime coat.

2. What is necessary for the tack coat application to bond properly?

- A. It must be applied in wet conditions
- B. It must have a proper temperature**
- C. It must be sprayed in multiple layers
- D. It must not be applied on hot surfaces

For a tack coat application to bond properly, maintaining the proper temperature is crucial. The tack coat serves as an adhesive between layers of asphalt, and its effectiveness is significantly influenced by temperature. When applied at the correct temperature, the material achieves optimal viscosity, allowing it to spread evenly and adhere well to both the existing surface and the subsequent layer of asphalt. If the temperature is too low, the tack coat may be too viscous, impairing its ability to bond effectively. Conversely, if the temperature is too high, the tack coat might evaporate too quickly, preventing adequate bonding with the surface. Thus, ensuring the tack coat's application occurs within the specified temperature range is essential for achieving a durable and lasting bond between layers in roadway construction.

3. What does the second number -22 in the PG standard 64-22 represent?

- A. High temperature
- B. Low temperature**
- C. Average temperature
- D. Maximum density

In the context of the PG standard 64-22, the second number, -22, indicates the low temperature performance grade of the asphalt binder. This designation reflects the ability of the binder to withstand low temperatures without becoming too brittle or failing to perform adequately. Asphalt binders are classified based on their performance at various temperatures, which helps in selecting the right material for specific climate conditions and applications. The negative value signifies that the binder is designed for use in regions that can experience low-temperature conditions, ensuring that the asphalt remains flexible enough to handle thermal contraction and other stresses without cracking. This is critical for maintaining road integrity and safety in colder climates. The other options do not accurately reflect what the second number signifies: - High temperature relates to the first number in the grading system. - Average temperature is not a standard term used in the context of PG grading. - Maximum density is unrelated to the performance grades specified by the PG standards.

4. What is often a consequence of inadequate compaction in asphalt layers?

- A. Potholes.
- B. Cracks.
- C. Surface raveling.
- D. All of the above.**

Inadequate compaction in asphalt layers can lead to several issues, and each of these problems can significantly impact the longevity and performance of the roadway. Potholes are often formed when water infiltrates cracks in the surface, exacerbated by poor compaction, which can result in weak points within the asphalt layer. This allows for accelerated damage, especially under repeated traffic loads. Cracks can develop as a result of insufficient compaction because the air voids left within the asphalt layer can cause it to be more susceptible to temperature fluctuations and stress. As these voids expand and contract, they can lead to structural failure in the form of cracks. Surface raveling occurs when the aggregate particles within the asphalt mix begin to come loose. Inadequate compaction fails to create a strong bond among these particles, allowing them to displace under the stress of traffic, water, and weather conditions. Thus, the correct response indicates that all these consequences are potential results of inadequate compaction in asphalt layers, demonstrating the importance of achieving proper compaction during road construction.

5. What is the maximum speed limit for steel wheeled breakdown rollers during compaction?

- A. 2 mph
- B. 3 mph**
- C. 4 mph
- D. 5 mph

The maximum speed limit for steel wheeled breakdown rollers during compaction is 3 mph. This limit is established to ensure optimal compaction results and prevent potential damage to the pavement being compacted. At speeds exceeding this limit, the effectiveness of the compaction process may decline, leading to insufficient density and strength in the material being compacted. A slower speed allows for adequate time and pressure to achieve the desired compaction while minimizing the risk of creating surface defects or unevenness. Therefore, maintaining the maximum speed at 3 mph is crucial for achieving high-quality pavement compaction in roadway maintenance and construction.

6. What is NOT an objective of priming a non-asphalt base?

- A. To seal voids
- B. To provide temporary covers
- C. To waterproof the surface
- D. To create a decorative finish**

Creating a decorative finish is not considered an objective of priming a non-asphalt base. Priming serves specific functional purposes that are essential for preparing the surface for subsequent layers of construction or paving. The primary objectives of priming a non-asphalt base include sealing voids to enhance the adhesion of subsequent layers, providing a uniform surface for consistent application of materials, and waterproofing the surface to prevent moisture infiltration which could lead to degradation of the base material. These functions ensure that the integrity and performance of the roadway or structure are maintained over time. In contrast, while aesthetics can be important in construction, the function of priming is fundamentally about improving performance and durability, rather than focusing on visual appearance. Thus, creating a decorative finish does not align with the core objectives of the priming process.

7. In paving operations, what must be ensured about vehicles and equipment?

- A. They must all be new
- B. They must be available and operational**
- C. They must be under 5 years old
- D. They must be fully inspected weekly

In paving operations, it is essential to ensure that vehicles and equipment are available and operational. This is critical because paving requires a coordinated effort where various machines and vehicles, like pavers, rollers, and trucks, must work seamlessly together to achieve the desired results in terms of surface quality and project timelines. If any piece of equipment is inoperable or unavailable, it can lead to delays, reduced efficiency, and potential safety hazards on the job site, negatively impacting project outcomes. The focus on operational status rather than age or inspection schedules highlights the practical need for equipment readiness. While regular inspections and maintenance are important, ensuring that all necessary vehicles and equipment are ready for use is the primary concern for operational success in paving projects.

8. Which grade of asphalt binder is noted for a temperature of 130-160F?

- A. Grade PG 58-28
- B. Grade CR-1
- C. Grade CRS-1H**
- D. Grade HFMS-1

The correct answer identifies Grade CRS-1H, which is specifically formulated for use in warm weather conditions. The temperature range of 130-160°F is indicative of the conditions in which this type of binder performs optimally, as it is designed to achieve good adhesion and durability at these temperatures. CRS-1H is a high-performance asphalt emulsion that provides enhanced properties, making it suitable for chip seal applications and surface treatments in warmer climates. Its formulation enables it to resist raveling and provide adequate flexibility, which is important for maintaining the integrity of road surfaces under heat. Other grades listed do not fall within this exact temperature range or are suited for different conditions or applications. Each type of binder has specific characteristics and uses, but CRS-1H uniquely stands out for its effectiveness in the specified temperature range. Understanding the properties and application scenarios of various asphalt grades is crucial for selecting the right binder based on environmental conditions and pavement performance requirements.

9. In which phase does the initial densification of the asphalt occur?

- A. Breakdown phase.**
- B. Intermediate phase.
- C. Finish phase.
- D. Final phase.

The initial densification of the asphalt occurs during the breakdown phase. This phase is crucial as it involves the application of heavy equipment to compact the freshly laid asphalt. The primary goal during this stage is to reduce the air voids and begin the densification process, which is essential for ensuring that the pavement achieves its desired mechanical properties and longevity. By effectively densifying the asphalt in the breakdown phase, the subsequent phases can further refine and enhance the density and compaction, contributing to a durable and stable roadway surface.

10. How should the feed system be adjusted for optimal operation?

- A. To minimize conveyor usage
- B. To maintain a uniform head of material**
- C. To maximize mixing speed
- D. To operate conveyors at less than 50% of the time

The feed system should be adjusted to maintain a uniform head of material because this ensures consistent flow and distribution of materials through the system. A uniform head of material minimizes fluctuations in the processing rate, which can lead to inefficiencies and the risk of overloading or underloading equipment. This stability is crucial in various operations, including mixing and transporting materials, as it aids in achieving a reliable and predictable outcome in terms of product quality and system performance. Maintaining a uniform head prevents bottlenecks and optimizes the performance of downstream processes, such as conveyors, which benefit from consistent feed rates. This approach ultimately leads to improved operational efficiency and product consistency within the quality management system.

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Next Steps

Congratulations on reaching the final section of this guide. You've taken a meaningful step toward passing your certification exam and advancing your career.

As you continue preparing, remember that consistent practice, review, and self-reflection are key to success. Make time to revisit difficult topics, simulate exam conditions, and track your progress along the way.

If you need help, have suggestions, or want to share feedback, we'd love to hear from you. Reach out to our team at hello@examzify.com.

Or visit your dedicated course page for more study tools and resources:

<https://qmsroadway.examzify.com>

We wish you the very best on your exam journey. You've got this!

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