Name of Test IDT Creep Compliance and Strength Test	Developer(s) Roque and co-workers Pennsylvania State University
Test Method(s) AASHTO T 322-07 (2020)	Adoption by Agencies None
Description The IDT creep test applies a constant load to the specimen for between 100 and 1000 seconds, and measures the vertical and horizontal displacement around the center of the specimen. The displacement data are then used to determine the IDT creep compliance. After the nondestructive IDT creep test is conducted, the tensile strength of the specimen is determined by running the test in the destructive mode (12.5 mm/min loading rate).	Photographs/Illustrations    The state of th
Test Results IDT creep compliance IDT tensile strength	Test Temperature(s) Mixtures using binder grades PG XX-34 or softer: -30, -20, and -10°C. Mixtures using binder grades PG XX-28 and PG XX-22: -20, -10, and 0°C. Mixtures using binder grades PG XX-16 or harder: -10, 0, and +10°C.
Equipment & Cost Loading device and data acquisition system Specimen deformation measuring device Environmental chamber Saw for cutting specimens	\$115,000 \$15,000 \$20,000 \$6,000
Specimen Fabrication Gyratory specimen, 2 cuts, gluing gage points (2 hours)	Number of Replicate Specimens A minimum of 3 specimens
Specimen Conditioning Conditioning for minimum 3 hours at the desired test temperature	Testing Time 1-2 days per mixture (multiple temperatures)
Data Analysis Complexity Complex	Test Variability Low (7 to 11% COV)
Field Validations Good (inputs to TCModel and MEPDG)	Overall Practicality for Mix Design and QA Fair for mix design Poor for QA
Key References	

## **Key References**

- Roque, R., and W.G. Buttlar (1992). The Development of a Measurement and Analysis System to Accurately Determine Asphalt Concrete Properties Using the Indirect Tensile Mode. Paper presented at The Association of Asphalt Paving Technologist.
- Christensen, D.W., and R.F. Bonaquist (2004). NCHRP 530. Evaluation of Indirect Tensile Test (IDT) Procedures for Low-Temperature Performance of Hot Mix Asphalt. Washington DC, Transportation Research Board.