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**Queensland
Government**

Department of
Main Roads

ENGINEERING BOREHOLE

FOR GEOTECHNICAL TERMS AND
SYMBOLS REFER FORM F:GEOT 017/3-2005

BOREHOLE No BH3

SHEET 1 of 2

REFERENCE No H9654

PROJECT IPSWICH MOTORWAY / LOGAN MOTORWAY GEOTECHNICAL INVESTIGATION

LOCATION Between Pier 3 and Pier 4, Approximate Chainage 118m, about 3m left of control MCK1-C. COORDINATES 29675.1 E; 147253.5 N

PROJECT No FG5404 SURFACE R.L. 27.40 DATE STARTED 29/07/05 DATUM Ipswich Motorway

JOB No 148/17A/57 DATUM AHD DATE COMPLETED 29/07/05 DRILLER Drillsure

DEPTH (m)	R.L. (m)	ALGER Casing Wash Boring Core Drilling	RQD (%)	CORE REC %	SAMPLE	MATERIAL DESCRIPTION	USC WEATHERING	INTACT STRENGTH	DEFECT SPACING (mm)	GRAPHIC LOG	ADDITIONAL DATA AND TEST RESULTS	SAMPLES TESTS
0	27.40					SANDSTONE						
						Pale grey-white with minor iron staining.						
						Fine grained, varies to chalky siltstone in parts. Exhibits engineering properties of very dense Clayey Sand and Gravel.						
1											12,24,30/100mm N>50	SPT
2												
						Red-brown iron staining in parts, fine grained. Relict rock structure and subhorizontal laminations visible.	HW				23,30/100mm N>50	SPT
3												
						Pale grey with red-brown iron stained bands.						
4						Discoloured yellow brown down to 8.25m.					Is(50)=0.06 MPa Is(50)=0.05 MPa	o x
											Is(50)=0.06 MPa Is(50)=0.06 MPa WD=2.28 t/m ³ MC=11.3%	x CU TRI
5	22.15											
											Jt, 10°, PL, SM, C, thin Fest CL coat Is(50)=0.12 MPa Is(50)=0.10 MPa	o x
6						Fine to medium grained with occasional medium to coarse grained massive bands up to 0.9m thick.						
						Generally faint bedding 5-10° often indicated by thin wispy carbonaceous interlaminations.					Jt, 10°, Un, SR, O, CN, Fest. Jt, 10°, PL, SM, C, CN Is(50)=0.19 MPa Is(50)=0.46 MPa	x o
7						Defects mostly 5-10°, 20°, 65°, 70°, 80°. Most defect surfaces are PL, SM-SR, C, CN or occasionally with a thin clayey film.	MW				Jt, 10°, PL, SR, C, CLy infill to 20mm thick. CL seams 5°, 20mm thick Is(50)=0.32 MPa Is(50)=0.20 MPa	x o
						There also appears to be numerous drilling induced bedding plane partings throughout.					Jts 65° 80°, PL, SR, SM, O, T Jt, 65°, PL, SM, O, CN, FeSt	
8	19.15										Is(50)=0.67 MPa Is(50)=0.62 MPa	x o
											Jt, 20°, PL, SM, FeSt, CL film Jt, 60°, St, CN, C. Jt, Un, SR, C-T. Jt, 20°, PL, SR, C, Is(50)=0.06 MPa oxide stains and Is(50)=0.06 MPa yellow CL infill 3mm thick	x o
9						Minor yellow brown iron staining in parts. As above.	SW				Is(50)=0.17 MPa Is(50)=0.18 MPa	x o
											Is(50)=0.08 MPa Is(50)=0.24 MPa	x o
10												

REMARKS No groundwater reported during drilling. See Additional Descriptive Coding sheet for abbreviations.

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SYMBOLS REFER FORM F:GEOT 017/3-2005

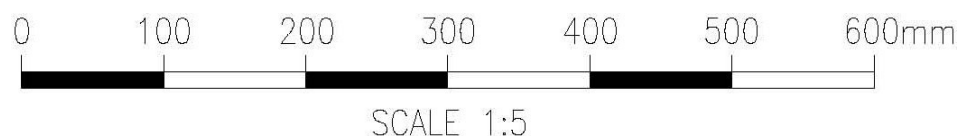
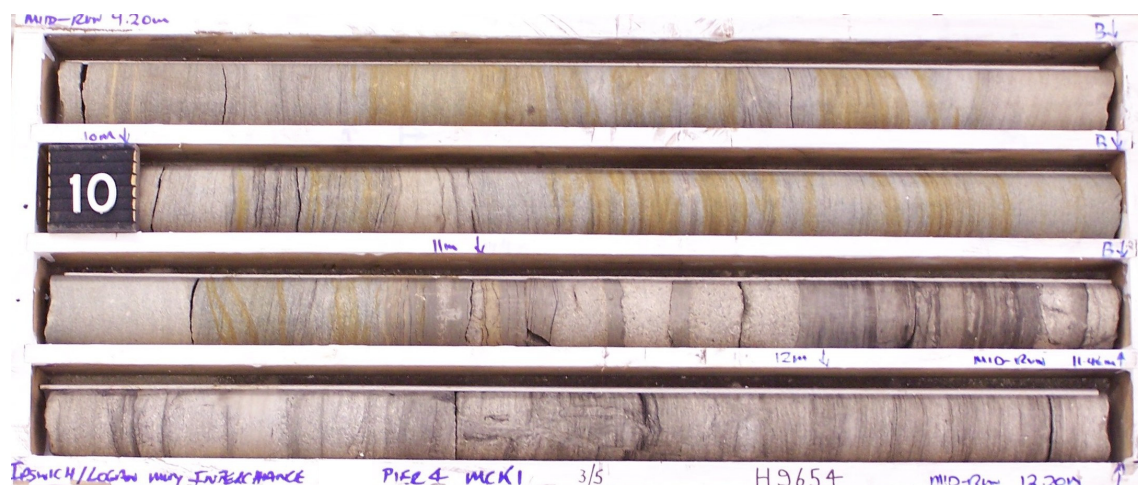
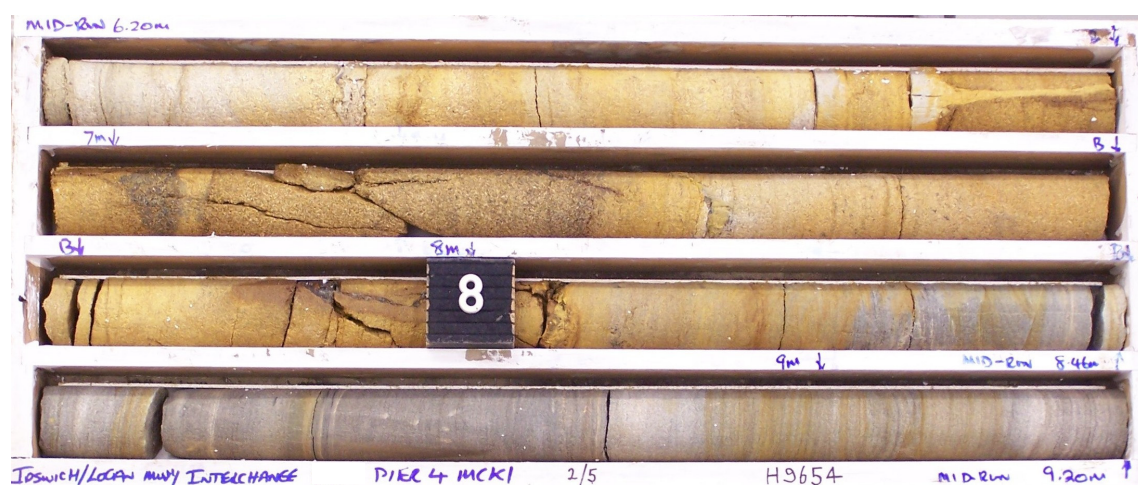
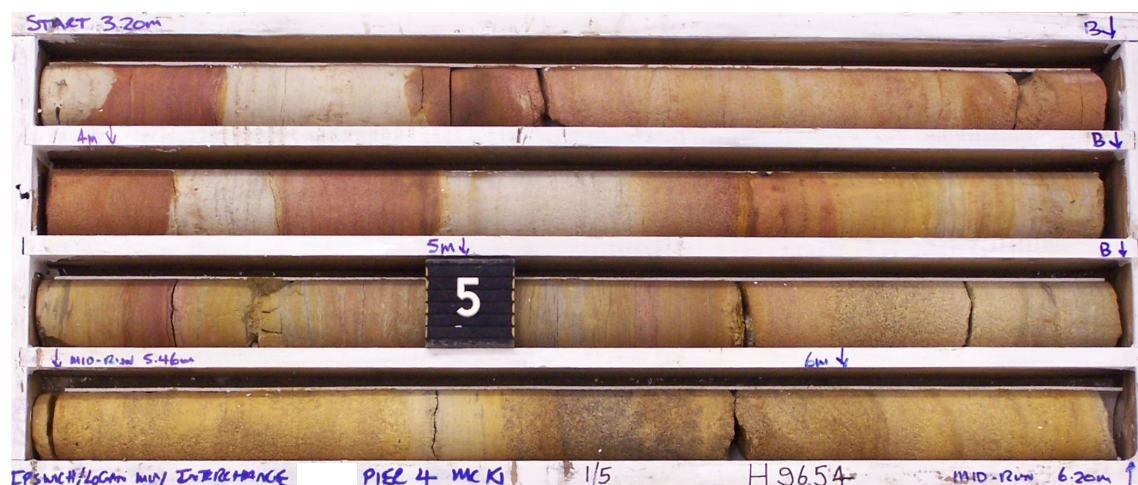
REFERENCE No **H9654**

JOB No	148/17A/57	DATUM	AHD	DATE COMPLETED	29/07/05	DRILLER	Drillsure
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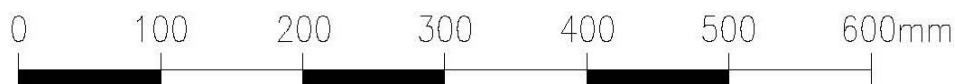
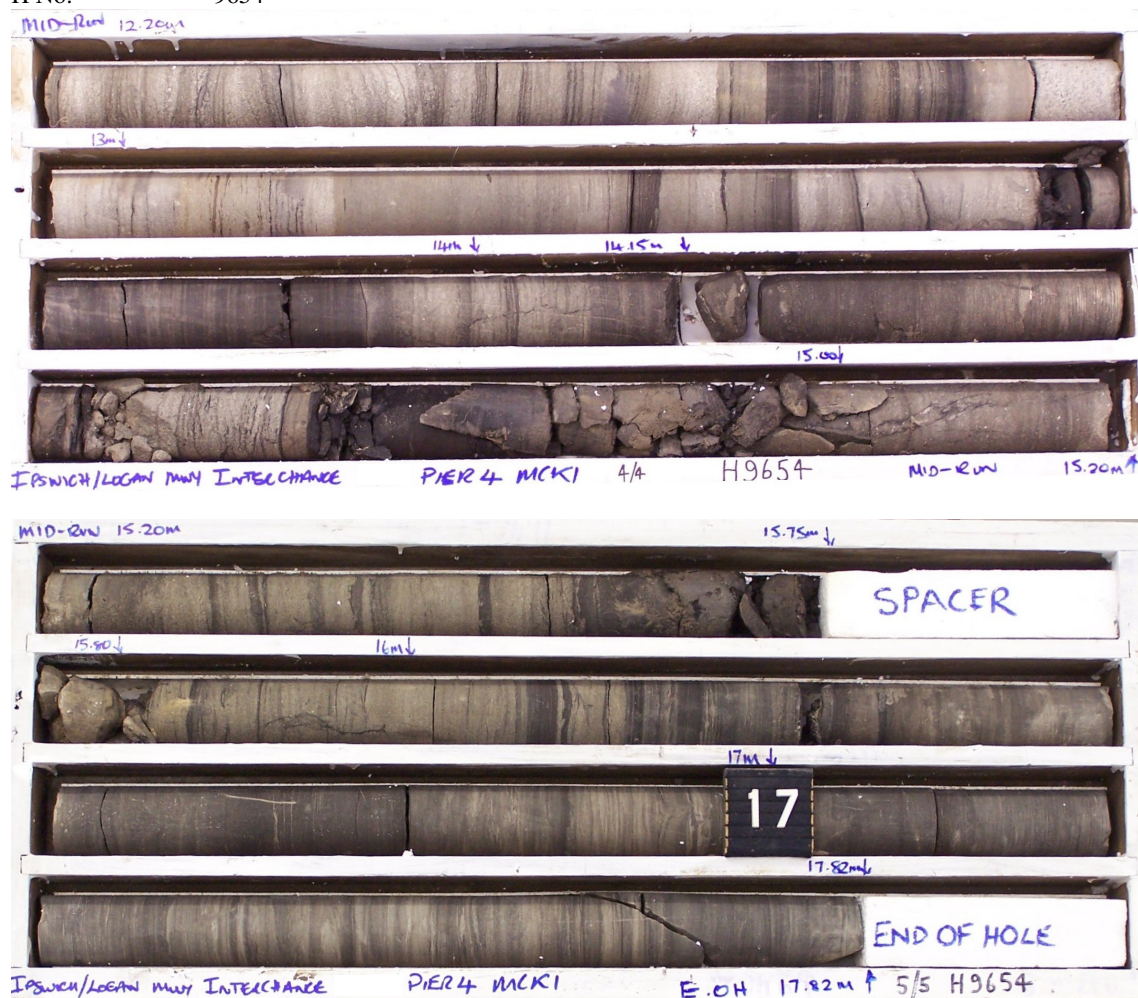
ENGINEERING BOREHOLE FG5404 - BOREHOLES.GPJ QLD MAIN ROADS.GDT 16/11/05

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Project: **Ipswich Motorway / Logan Motorway Interchange**
 Borehole No: **BH3**
 Start Depth: 3.20m
 Finish Depth: 17.82m
 Project No: FG5404
 H No: 9654



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SCALE 1:5