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BOREHOLE ENGINEERING LOG

BOREHOLE NO.

BH44

SHEET 2 OF 4

Client: QUEENSLAND MAIN ROADS
Project: TUGUN BYPASS GEOTECHNICAL INVESTIGATION
Borehole Location: Airport Tunnel
Project Number: 2134070C

Date Commenced: 20/6/05
Date Completed: 22/6/05
Recorded By: SAM
Log Checked By: *DAW*

Drill Model/Mounting: LEWIS 350 TRACKED RIG
Borehole Diameter: 120 mm

Hole Angle: 90°
Bearing: ---

Surface RL: 0.6 m AHD
Co-ords: E 50729 N 86845.9 PMG

Borehole Information						Field Material Description						
1	2	3	4	5	6	7	8	9	10	11	12	13
METHOD	SUPPORT	WATER	RL(m) AHD	DEPTH(m)	FIELD TEST	SAMPLE	GRAPHIC LOG	USC SYMBOL	SOIL/ROCK MATERIAL FIELD DESCRIPTION	MOISTURE	RELATIVE DENSITY / CONSISTENCY	STRUCTURE AND ADDITIONAL OBSERVATIONS
WB									... becoming dark grey-black.(continued)	W		
			-10		SPT 3,3,5 N=8	SPT						
			-11									
			-12.04		SPT 29 V150mm	SPT		SM	Cemented Silty SAND: fine to medium grained, dark brown.			% passing 0.425mm=99% % passing 0.075mm=9% Hammer bouncing.
			-13		SPT 2	SPT		SP	SAND: fine to medium grained, grey-black			% passing 0.425mm=95% % passing 0.075mm=4%
			-15.04		SPT 9,25 V100mm	SPT		SM	Cemented Silty SAND (Coffee Rock): fine to medium grained, dark brown.			
			-16.50		SPT 1	SPT		SM	Silty SAND: fine grained sand, brown.			SPT sank 600mm with 1 blow.
			-18		SPT 2,3,2 N=5	SPT						% passing 0.425mm=99% % passing 0.075mm=9%
			-19		SPT 1,2,4 N=6	SPT						

This borehole log should be read in conjunction with Parsons Brinckerhoff's accompanying standard notes.



BOREHOLE ENGINEERING LOG

BOREHOLE NO.

BH44

SHEET 3 OF 4

Client: QUEENSLAND MAIN ROADS
Project: TUGUN BYPASS GEOTECHNICAL INVESTIGATION
Borehole Location: Airport Tunnel
Project Number: 2134070C

Date Commenced: 20/6/05
Date Completed: 22/6/05
Recorded By: SAM
Log Checked By: *DM*

Drill Model/Mounting: LEWIS 350 TRACKED RIG Hole Angle: 90° Surface RL: 0.6 m AHD
Borehole Diameter: 120 mm Bearing: --- Co-ords: E 50729 N 86845.9 PMG

Borehole Information						Field Material Description						
1	2	3	4	5	6	7	8	9	10	11	12	13
METHOD	SUPPORT	WATER	RL(m) AHD	DEPTH(m)	FIELD TEST	SAMPLE	GRAPHIC LOG	USC SYMBOL	SOIL/ROCK MATERIAL FIELD DESCRIPTION	MOISTURE	RELATIVE DENSITY / CONSISTENCY	STRUCTURE AND ADDITIONAL OBSERVATIONS
WB								SM	Silty SAND: fine grained sand, brown. (continued)	W		
				20.00								
				20.01	SPT 3	SPT		CH	Sandy CLAY: high plasticity, grey, with fine grained sand.			% passing 0.425mm=83% % passing 0.075mm=57% SPT sank 300mm with 1 blow.
				21								
				22								
				22	SPT 0	SPT						% passing 0.425mm=100% % passing 0.075mm=88% SPT sank 450mm under weight of hammer.
				23								
				23								
				24	SPT 0	SPT						
				24								SPT sank 450mm under weight of hammer.
				25								
				25.50	SPT 7,5,17 N=22	SPT		SP	SAND: fine to medium grained, grey, trace of shell fragments.			
				26								
				26								
				27.00	SPT 2,3,3 N=6	SPT		SP	Clayey SAND: fine to medium grained, white, low plasticity fines, trace of coarse gravel.			
				27								
				28								
				28	SPT 3,3,5 N=8	SPT						% passing 0.425mm=85% % passing 0.075mm=40%
				29								
				29								

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BOREHOLE ENGINEERING LOG

BOREHOLE NO.

BH44

SHEET 4 OF 4

Client: QUEENSLAND MAIN ROADS

Project: TUGUN BYPASS GEOTECHNICAL INVESTIGATION

Borehole Location: Airport Tunnel

Project Number: 2134070C

Date Commenced: 20/6/05

Date Completed: 22/6/05

Recorded By: SAM

Log Checked By: *DAW*

Drill Model/Mounting: LEWIS 350 TRACKED RIG

Hole Angle: 90°

Surface RL: 0.6 m AHD

Borehole Diameter: 120 mm

Bearing: ---

Co-ords: E 50729 N 86845.9 PMG

Borehole Information						Field Material Description							
1	2	3	4	5	6	7	8	9	10	11	12	13	
METHOD	SUPPORT	WATER	RL(m) AHD	DEPTH(m)	FIELD TEST	SAMPLE	GRAPHIC LOG	USC SYMBOL	SOIL/ROCK MATERIAL FIELD DESCRIPTION	MOISTURE	RELATIVE DENSITY / CONSISTENCY	HAND PENETROMETER (NPa)	STRUCTURE AND ADDITIONAL OBSERVATIONS
WB			30.00		SPT 25	SPT		CL	Sandy CLAY: low plasticity, white-pale grey, with fine to medium grained sand.	W			RESIDUAL SOIL
			-30		100mm								hammer bouncing.
			31										
			-31						END OF BOREHOLE AT 31.30 m				
			32										
			-32										
			33										
			-33										
			34										
			-34										
			35										
			-35										
			36										
			-36										
			37										
			-37										
			38										
			-38										
			39										
			-39										
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