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**Queensland
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Department of
Main Roads

ENGINEERING BOREHOLE

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

BOREHOLE No **BH29**

SHEET **1** of **2**

REFERENCE No **H9717**

PROJECT **IPSWICH MOTORWAY / LOGAN MOTORWAY GEOTECHNICAL INVESTIGATION**

LOCATION **Near Retaining Wall 10 (MC31). Approx Chainage 12194m, 27.5m left of control MC20.** COORDINATES **29272.0 E; 147008.1 N**

PROJECT No **FG5404** SURFACE R.L. **25.50** DATE STARTED **16/06/05** DATUM **Ipswich Motorway**

JOB No **148/17A/57** DATUM **AHD** DATE COMPLETED **16/06/05** DRILLER **Drillsure**

DEPTH (m)	R.L. (m)	AUGER 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	25.50											
1	24.50					CLAYEY SILT (Topsoil) Pale grey, dry - slightly moist, trace organic matter.	SM				6,9,12 N=21	SPT
2	23.00					GRAVELLY SANDSTONE Grey with orange iron staining. Fine - medium grained with gravel 3-10mm size.	HW				11,19,28 N=47 30/90mm N>50	SPT
3	22.00					CLAYEY SAND Pale brown, fine - medium grained with gravel 3-6mm size.	XW				Slightly indurated, but friable. 26,30/60mm N>50	SPT
4	20.00					SANDSTONE Pale grey, fine - medium grained, silicified. Minor orange iron staining and moderately weathered in parts.	SW-MW				Is(50)=2.64 MPa Is(50)=2.38 MPa	x o
5	18.30					CLAYEY SILTSTONE and SHALE Interbeds Pale grey with red-brown or orange iron staining. Core displays micro-fractures (due to weathering) with kernels of less weathered rock up to 20mm size.	HW-XW				Bedding ~15°. XW band - VSt-H Clay. Fragile core - highly fractured in parts from handling.	
6						Defects dip 40-45°, 60-70° and occ. 20°. Most surfaces are PL, SM, CN. Some defects (mostly 20°) have surrounding iron cementation with rough surfaces (broken by drilling).					XW band - St Clay. Bedding ~25°	
7						SHALE with occasional CLAYSTONE, SILTSTONE or XW SANDSTONE bands Pale grey with red-brown or orange iron staining. Engineering properties of stiff - hard Clay in parts. Occasional kernels of less weathered rock up to 30mm size.					XW band - St Clay.	
8						Bedding 20-25°. Defects - As above.					PI=30 LL=55 LS=14 WPI = 3040 PI=37 LL=58 LS=14 WPI = 3718	
9											MC=17.1, WD=2.16, DD=1.53, LL=62 WPI=3278 PI=36 LL=62 LS=16	CUT
10	15.55										Is(50)=0.82 MPa Is(50)=0.68 MPa	x o

REMARKS **No groundwater reported during drilling. See Additional Descriptive Coding sheet for abbreviations. Point load testing carried out on dry samples.**

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ENGINEERING BOREHOLE

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BOREHOLE No BH29

SHEET 2 of 2

REFERENCE No H9717

PROJECT IPSWICH MOTORWAY / LOGAN MOTORWAY GEOTECHNICAL INVESTIGATION

LOCATION Near Retaining Wall 10 (MC31). Approx Chainage 12194m, 27.5m left of control MC20. COORDINATES 29272.0 E; 147008.1 N

PROJECT No FG5404 SURFACE R.L. 25.50 DATE STARTED 16/06/05 DATUM Ipswich Motorway

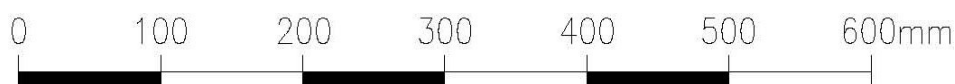
JOB No 148/17A/57 DATUM AHD DATE COMPLETED 16/06/05 DRILLER Drillsure

DEPTH (m)	R.L. (m)	AUGER 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
10	15.50											
				100		SILTSTONE / SANDSTONE Brown, fine grained, massive. Minor yellow iron staining. Defects mostly 40-45°. Defects surfaces are PL, SM, T, CN	MW					
	14.90			100							Dissolution hole 15mm size (groundwater).	
						Borehole terminated at 10.6m						
11												
12												
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15												
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17												
18												
19												
20												

REMARKS No groundwater reported during drilling. See Additional Descriptive Coding sheet for abbreviations. Point load testing carried out on dry samples.

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Project: **Ipswich Motorway / Logan Motorway Interchange**
 Borehole No: **BH29**
 Start Depth: 1.80m
 Finish Depth: 10.60m
 Project No: FG5404
 H No: 9627



SCALE 1:5

Project: **Ipswich Motorway / Logan Motorway Interchange**
Borehole No: **BH29**
Start Depth: 1.80m
Finish Depth: 10.60m
Project No: FG5404
H No: 9627

