QUEENSLAND TRANSPORT

ENGINEERING BORELOG

FOR GEOTECHNICAL TERMS AND SYMBOLS REFER FORM BQF 075:191/95

BOREHOLE No : 1
SHEET : 1 OF 3
REFERENCE No : H7702

PROJECT : PACIFIC HIGHWAY SIX LANE UPGRADE -COOMERA RIVER BRIDGE SITE
LOCATION : 31297.86E 120079.12N (UPGRADE PROJECT DATUM)
PROJECT No : MGPM06 SURFACE R.L. : 5.76 DRILLER : DALY BROS
JOB No : 160/12A/8 DATUM : AHD DATE DRILLED : 29/1/96

DEPTH (m)	R.L. (m)	AUGER / CORE DRILLING / CASING / OTHER	RQD ( )% CORE REC%	CORE LOSS	MATERIAL DESCRIPTION	USC	WEATHERING	INTACT STRENGTH (EH VH H M L VL)	DEFECT SPACING (mm) (20 60 200 600 2000)	GRAPHIC LOG	ADDITIONAL DATA AND TEST RESULTS	SAMPLES / TESTS
0	5.76				**CLAY** brown, firm, moist alluvium	CH						
1	4.76				**CLAYEY SILTY SAND** grey, medium dense, dry, fine grained alluvium	SM					10,12,13 N=25	SPT
2	3.76				**SAND** brown, medium dense, moist fine to medium grained alluvium minor clay content	SP						
3											4,8,10 N=18	SPT
4												
5											6,8,7 N=15	SPT
6	-0.24				**CLAY** Grey with brown mottling, stiff to very stiff, moist alluvium	CH					3,6,7 N=13	SPT
7												
8											4,7,8 N=15	SPT
9												
10	-4.24										5,6,8 N=14	SPT

REMARKS :

LOGGED BY

QUEENSLAND TRANSPORT

ENGINEERING BORELOG

FOR GEOTECHNICAL TERMS AND SYMBOLS REFER FORM BQF 075:191/95

BOREHOLE No : 1
SHEET : 2 OF 3
REFERENCE No : H7702

PROJECT : PACIFIC HIGHWAY SIX LANE UPGRADE -COOMERA RIVER BRIDGE SITE
LOCATION : 31297.86E 120079.12N (UPGRADE PROJECT DATUM)
PROJECT No : MGPM06 SURFACE R.L. : 5.76 DRILLER : DALY BROS
JOB No : 160/12A/8 DATUM : AHD DATE DRILLED : 29/1/96

DEPTH (m)	R.L. (m)	AUGER / CORE DRILLING / CASING / OTHER	RQD ( )% CORE REC%	CORE LOSS	MATERIAL DESCRIPTION	USC	WEATHERING	INTACT STRENGTH (EH VH H M L VL)	DEFECT SPACING (mm) (20 60 200 600 2000)	GRAPHIC LOG	ADDITIONAL DATA AND TEST RESULTS	SAMPLES / TESTS
10	-4.24				CLAY (continued)							
											5,9,12 N=21	SPT
11												
12						CH					6,9,13 N=22	SPT
13												
											5,7,9 N=16	SPT
14	-8.74				SANDY CLAY grey, stiff to very stiff, moist alluvium sand fraction fine to medium grained							
15											4,8,7 N=15	SPT
16						CL						
											12,17,10 N=27	SPT
17												
18	-12.24				GREYWACKE FINE TO MEDIUM GRAINED, MASSIVE METASEDIMENTARY ROCK XW - greyish pale green with brown ironstaining, with engineering properties of a very stiff to hard silty clay rock structure including defects clearly visible						8,11,7 N=18	SPT
19						XW						
											5,15,29 N=44	SPT
20	-14.24											

REMARKS :

LOGGED BY

QUEENSLAND TRANSPORT

ENGINEERING BORELOG

FOR GEOTECHNICAL TERMS AND SYMBOLS REFER FORM BQF 075:191/95

BOREHOLE No : 1
SHEET : 3 OF 3
REFERENCE No : H7702

PROJECT : PACIFIC HIGHWAY SIX LANE UPGRADE -COOMERA RIVER BRIDGE SITE
LOCATION : 31297.86E 120079.12N (UPGRADE PROJECT DATUM)
PROJECT No : MGPM06 SURFACE R.L. : 5.76 DRILLER : DALY BROS
JOB No : 160/12A/8 DATUM : AHD DATE DRILLED : 29/1/96

DEPTH (m)	R.L. (m)	AUGER / CORE DRILLING / CASING / OTHER	RQD ( )% CORE REC%	CORE LOSS	MATERIAL DESCRIPTION	USC	WEATHERING	INTACT STRENGTH (EH VH H M L VL)	DEFECT SPACING (mm) (20 60 200 600 2000)	GRAPHIC LOG	ADDITIONAL DATA AND TEST RESULTS	SAMPLES	TESTS
20	-14.24				GREYWACKE (Continued)								
21						XW					8,18,28 N=46	SPT	
22	-16.24				HW - brown, clayey weathered with higher strength kernels throughout generally very low to low overall strength						30/125 N=>60	SPT	
23						HW							
24	-18.39				SW - grey becoming bluish grey with depth, prominent defect sets slip at 10° - 20°, 45°, 70° defect planes brown ironstained or thinly clay coated.						30/050 N=>60 Is(50)=0.91MPa	SPT ×	
25			100			SW					Is(50)=1.05MPa	×	
26											Is(50)=5.22MPa	×	
27	-21.39		100		END OF HOLE								
28													
29													
30													

REMARKS :

LOGGED BY