GROUNDHOG ANCHOR AND SUPPORT SYSTEMS RECOMMENDED DESIGN LOADS			
ANCHOR TYPE	SHAFT LENGTH	FLIGHT AUGER DIAM.	ALLOWABLE LOAD (LBS)
12/12	12'–0"	12"	5000
8/12	8'–0"	12"	5000
8/9	8'–0"	9"	3000
6/8	6'–0"	8"	2000

Notes:

1) Ultimate loads were based on a vertical applied load that created a 0.1 inch displacement. National Testing Laboratories Limited, report date June 07, 2010.
2) Safety factor applied to ultimate load=2.
3) Test soil type was firm to stiff clay – (1500 psf bearing capacity)
4) Loads values will have to be revised for different soil conditions. Engineer to be contacted if site soil conditions are not firm to stiff clay. Engineer shall be retained to calculate the loads being applied.
5) Site specific field modifications to be undertaken by registered installers of Groundhog Anchors only.

WOLFROM ENGINEERING LTD
CONSULTING ENGINEERS
345 WARDLAW AVENUE
WINNIPEG,CANADA R3L 0L5
(204)452–0041 FAX: 284–8680
E–Mail: info@wolfromeng.com

DATE
MAY 02, 2013

SCALE
AS NOTED

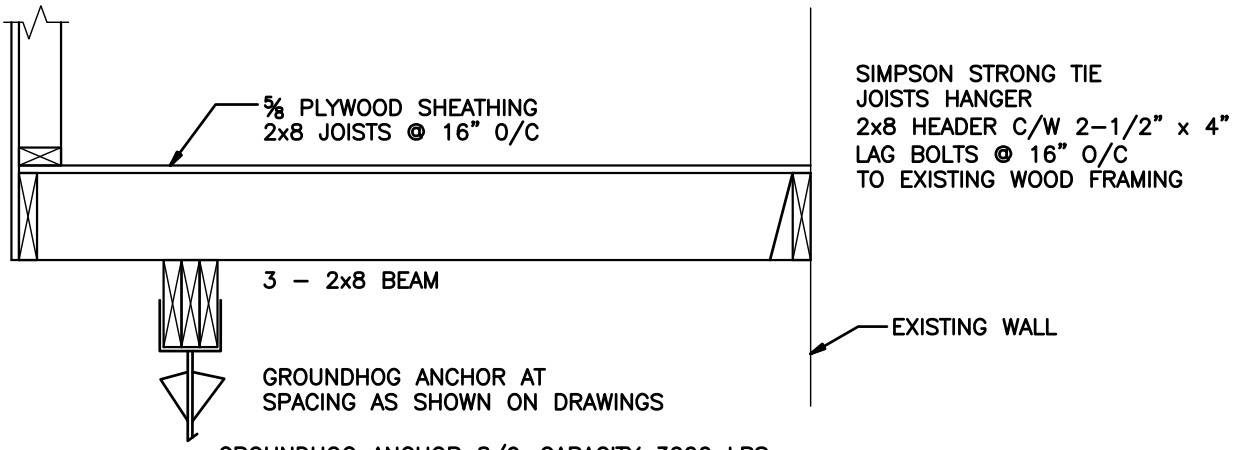
JOB TITLE
DESIGN CRITERIA
GROUNDHOG ANCHOR AND SUPPORT SYSTEMS

FILE NO.
W10233

DRAWING NO.
SK–1

SEAL
LICENSED PROFESSIONAL ENGINEER
P. J. McSHANE
2013.05.02
PROVINCE OF ONTARIO

THIS SEAL IS NOT VALID UNLESS SIGNED & DATED BY THE ENGINEER



GROUNDHOG ANCHOR 8/9-CAPACITY 3000 LBS
GROUNDHOG ANCHOR 12/12 AND 8/12 CAPACITY 5000 LBS
GROUNDHOG ANCHOR 6/8 CAPACITY 2000 LBS

General Notes:

This sketches and drawings are not site specific.
Soil conditions may vary from site to site. Building authorities will require site specific drawings.
The Engineer has not been retained to provide drawings or supervision.

Design Loads

Roof: Snow Load = 26 psf
Dead Load = 8 psf

Floor: Live Load = 40 psf
Dead Load = 10 psf

All wood framing to be in accordance with CSA 086.
All timber to be #2 SPF or better.

GROUNDHOG ANCHOR TO BE INSTALLED IN FIRM TO STIFF CLAY OR DENSE SAND

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DATE
MAY 02, 2013

SCALE
AS NOTED

JOB TITLE
TYPICAL CROSS SECTION
GROUNDHOG ANCHOR AND SUPPORT SYSTEMS

FILE NO.
W10233

DRAWING NO.
SK-2

SEAL
LICENSED PROFESSIONAL ENGINEER
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2013.05.02
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