

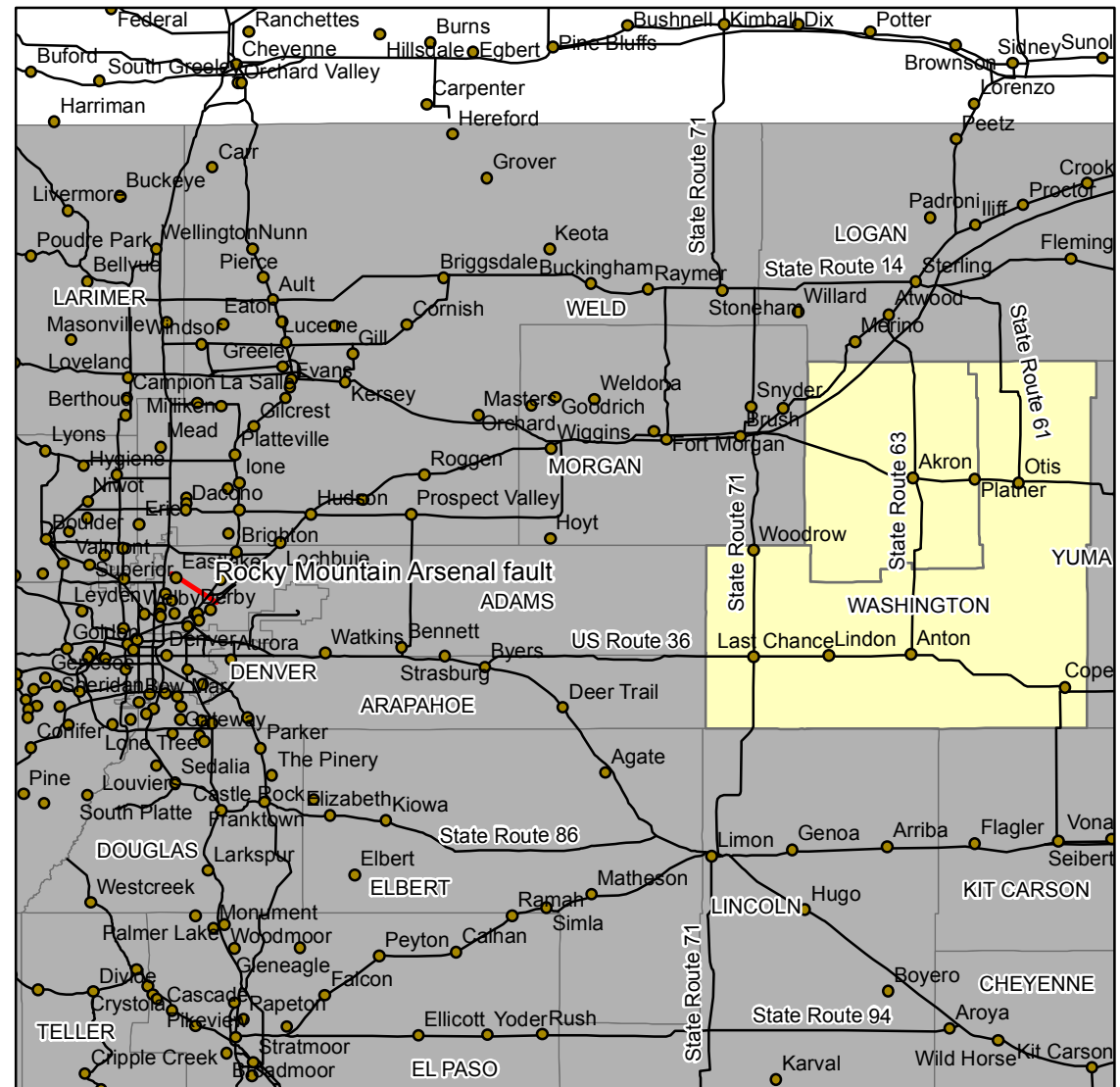
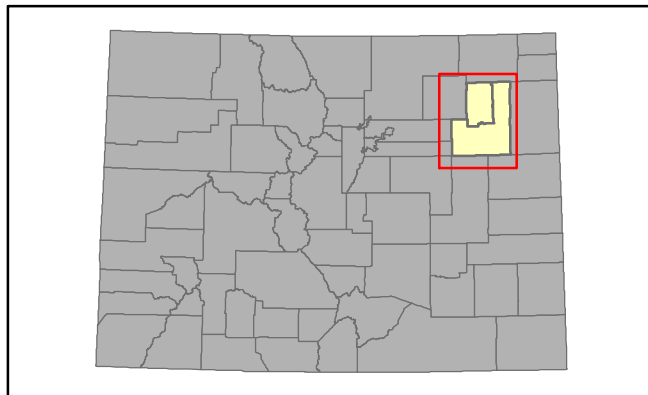
# Study Region: Washington County

## Hazard Scenario: Rocky Mountain Arsenal Fault 6.25

### Overview Map

#### Legend

- Cities
- Roads
- Fault
- Study Region Tract
- Counties



Created by: Colorado Geological Survey

Team: Matt Morgan and Scot Fitzgerald

Date Created: January 2013

Location: Washington County Colorado

Fault Parameters: arbitrary, magnitude 6.25, depth 10km

Data: Changed to CGS Landslides and CGS/FEMA Soils data

Projection: GCS North American 1983

0 25 50 100 Miles



# Hazus-MH: Earthquake Event Report

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**Region Name:** Washington County RMA fault 2010Census

**Earthquake Scenario:** RMA fault 6.25

**Print Date:** March 04, 2013

*Totals only reflect data for those census tracts/blocks included in the user's study region.*

**Disclaimer:**

*The estimates of social and economic impacts contained in this report were produced using Hazus loss estimation methodology software which is based on current scientific and engineering knowledge. There are uncertainties inherent in any loss estimation technique. Therefore, there may be significant differences between the modeled results contained in this report and the actual social and economic losses following a specific earthquake. These results can be improved by using enhanced inventory, geotechnical, and observed ground motion data.*

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## General Description of the Region

Hazus is a regional earthquake loss estimation model that was developed by the Federal Emergency Management Agency and the National Institute of Building Sciences. The primary purpose of Hazus is to provide a methodology and software application to develop earthquake losses at a regional scale. These loss estimates would be used primarily by local, state and regional officials to plan and stimulate efforts to reduce risks from earthquakes and to prepare for emergency response and recovery.

The earthquake loss estimates provided in this report was based on a region that includes 1 county(ies) from the following state(s):

Colorado

Note:

Appendix A contains a complete listing of the counties contained in the region.

The geographical size of the region is 2,520.81 square miles and contains 2 census tracts. There are over 1 thousand households in the region which has a total population of 4,814 people (2002 Census Bureau data). The distribution of population by State and County is provided in Appendix B.

There are an estimated 2 thousand buildings in the region with a total building replacement value (excluding contents) of 458 (millions of dollars). Approximately 88.00 % of the buildings (and 77.00% of the building value) are associated with residential housing.

The replacement value of the transportation and utility lifeline systems is estimated to be 1,769 and 217 (millions of dollars) , respectively.

## Building and Lifeline Inventory

### **Building Inventory**

Hazus estimates that there are 2 thousand buildings in the region which have an aggregate total replacement value of 458 (millions of dollars) . Appendix B provides a general distribution of the building value by State and County.

In terms of building construction types found in the region, wood frame construction makes up 62% of the building inventory. The remaining percentage is distributed between the other general building types.

### **Critical Facility Inventory**

Hazus breaks critical facilities into two (2) groups: essential facilities and high potential loss facilities (HPL). Essential facilities include hospitals, medical clinics, schools, fire stations, police stations and emergency operations facilities. High potential loss facilities include dams, levees, military installations, nuclear power plants and hazardous material sites.

For essential facilities, there are 0 hospitals in the region with a total bed capacity of 0 beds. There are 10 schools, 5 fire stations, 1 police stations and 1 emergency operation facilities. With respect to high potential loss facilities (HPL), there are 2 dams identified within the region. Of these, 1 of the dams are classified as 'high hazard'. The inventory also includes 0 hazardous material sites, 0 military installations and 0 nuclear power plants.

### **Transportation and Utility Lifeline Inventory**

Within Hazus, the lifeline inventory is divided between transportation and utility lifeline systems. There are seven (7) transportation systems that include highways, railways, light rail, bus, ports, ferry and airports. There are six (6) utility systems that include potable water, wastewater, natural gas, crude & refined oil, electric power and communications. The lifeline inventory data are provided in Tables 1 and 2.

The total value of the lifeline inventory is over 1,986.00 (millions of dollars). This inventory includes over 343 kilometers of highways, 72 bridges, 7,953 kilometers of pipes.

**Table 1: Transportation System Lifeline Inventory**

<b>System</b>	<b>Component</b>	<b># Locations/ # Segments</b>	<b>Replacement value (millions of dollars)</b>
<b>Highway</b>	Bridges	72	32.90
	Segments	19	1,620.90
	Tunnels	0	0.00
	Subtotal		<b>1,653.80</b>
<b>Railways</b>	Bridges	0	0.00
	Facilities	0	0.00
	Segments	22	66.30
	Tunnels	0	0.00
	Subtotal		<b>66.30</b>
<b>Light Rail</b>	Bridges	0	0.00
	Facilities	0	0.00
	Segments	0	0.00
	Tunnels	0	0.00
	Subtotal		<b>0.00</b>
<b>Bus</b>	Facilities	1	1.10
	Subtotal		<b>1.10</b>
<b>Ferry</b>	Facilities	0	0.00
	Subtotal		<b>0.00</b>
<b>Port</b>	Facilities	0	0.00
	Subtotal		<b>0.00</b>
<b>Airport</b>	Facilities	1	10.70
	Runways	1	38.00
	Subtotal		<b>48.60</b>
		<b>Total</b>	<b>1,769.70</b>

**Table 2: Utility System Lifeline Inventory**

<b>System</b>	<b>Component</b>	<b># Locations / Segments</b>	<b>Replacement value (millions of dollars)</b>
<b>Potable Water</b>	Distribution Lines	NA	92.80
	Facilities	0	0.00
	Pipelines	0	0.00
	Subtotal		<b>92.80</b>
<b>Waste Water</b>	Distribution Lines	NA	55.70
	Facilities	1	64.60
	Pipelines	0	0.00
	Subtotal		<b>120.30</b>
<b>Natural Gas</b>	Distribution Lines	NA	37.10
	Facilities	3	0.00
	Pipelines	111	124.00
	Subtotal		<b>161.20</b>
<b>Oil Systems</b>	Facilities	1	0.00
	Pipelines	35	28.80
	Subtotal		<b>28.80</b>
<b>Electrical Power</b>	Facilities	7	0.00
	Subtotal		<b>0.00</b>
<b>Communication</b>	Facilities	1	0.10
	Subtotal		<b>0.10</b>
		<b>Total</b>	<b>403.20</b>

## Earthquake Scenario

Hazus uses the following set of information to define the earthquake parameters used for the earthquake loss estimate provided in this report.

<b>Scenario Name</b>	RMA fault 6.25
<b>Type of Earthquake</b>	Arbitrary
<b>Fault Name</b>	NA
<b>Historical Epicenter ID #</b>	NA
<b>Probabilistic Return Period</b>	NA
<b>Longitude of Epicenter</b>	-104.92
<b>Latitude of Epicenter</b>	39.90
<b>Earthquake Magnitude</b>	6.25
<b>Depth (Km)</b>	10.00
<b>Rupture Length (Km)</b>	11.95
<b>Rupture Orientation (degrees)</b>	130.00
<b>Attenuation Function</b>	Central & East US (CEUS 2008)



## Building Damage

### Building Damage

Hazus estimates that about 25 buildings will be at least moderately damaged. This is over 1.00 % of the buildings in the region. There are an estimated 0 buildings that will be damaged beyond repair. The definition of the 'damage states' is provided in Volume 1: Chapter 5 of the Hazus technical manual. Table 3 below summarizes the expected damage by general occupancy for the buildings in the region. Table 4 below summarizes the expected damage by general building type.

**Table 3: Expected Building Damage by Occupancy**

	None		Slight		Moderate		Extensive		Complete	
	Count	(%)	Count	(%)	Count	(%)	Count	(%)	Count	(%)
<b>Agriculture</b>	134	4.83	4	5.71	2	7.40	0	10.74	0	8.70
<b>Commercial</b>	128	4.61	5	6.78	2	8.66	0	13.25	0	14.84
<b>Education</b>	10	0.35	0	0.40	0	0.46	0	0.57	0	0.63
<b>Government</b>	16	0.59	1	0.68	0	0.70	0	0.75	0	0.85
<b>Industrial</b>	32	1.16	1	1.71	1	2.23	0	3.18	0	2.33
<b>Other Residential</b>	396	14.27	23	30.76	8	36.31	0	12.97	0	3.69
<b>Religion</b>	17	0.62	1	0.73	0	0.80	0	0.92	0	1.23
<b>Single Family</b>	2,040	73.58	39	53.24	10	43.44	1	57.62	0	67.72
<b>Total</b>	<b>2,773</b>		<b>74</b>		<b>23</b>		<b>2</b>		<b>0</b>	

**Table 4: Expected Building Damage by Building Type (All Design Levels)**

	None		Slight		Moderate		Extensive		Complete	
	Count	(%)	Count	(%)	Count	(%)	Count	(%)	Count	(%)
<b>Wood</b>	1,763	63.58	26	35.67	2	9.86	0	8.25	0	0.00
<b>Steel</b>	81	2.91	3	3.93	1	5.15	0	6.19	0	3.40
<b>Concrete</b>	49	1.78	2	2.47	0	2.08	0	1.41	0	0.00
<b>Precast</b>	52	1.86	2	3.19	1	6.46	0	12.44	0	5.24
<b>RM</b>	481	17.36	13	17.96	7	29.09	1	37.66	0	0.00
<b>URM</b>	78	2.80	7	9.24	3	13.26	1	24.51	0	91.36
<b>MH</b>	269	9.71	20	27.54	8	34.09	0	9.54	0	0.00
<b>Total</b>	<b>2,773</b>		<b>74</b>		<b>23</b>		<b>2</b>		<b>0</b>	

\*Note:

RM      Reinforced Masonry  
 URM    Unreinforced Masonry  
 MH      Manufactured Housing

## **Essential Facility Damage**

Before the earthquake, the region had 0 hospital beds available for use. On the day of the earthquake, the model estimates that only 0 hospital beds (0.00%) are available for use by patients already in the hospital and those injured by the earthquake. After one week, 0.00% of the beds will be back in service. By 30 days, 0.00% will be operational.

**Table 5: Expected Damage to Essential Facilities**

Classification	Total	# Facilities		
		At Least Moderate Damage > 50%	Complete Damage > 50%	With Functionality > 50% on day 1
Hospitals	0	0	0	0
Schools	10	0	0	10
EOCs	1	0	0	1
PoliceStations	1	0	0	1
FireStations	5	0	0	5

## Transportation and Utility Lifeline Damage

Table 6 provides damage estimates for the transportation system.

**Table 6: Expected Damage to the Transportation Systems**

System	Component	Number of Locations_				
		Locations/ Segments	With at Least Mod. Damage	With Complete Damage	With Functionality > 50 %	
					After Day 1	After Day 7
Highway	Segments	19	0	0	19	19
	Bridges	72	0	0	72	72
	Tunnels	0	0	0	0	0
Railways	Segments	22	0	0	22	22
	Bridges	0	0	0	0	0
	Tunnels	0	0	0	0	0
	Facilities	0	0	0	0	0
Light Rail	Segments	0	0	0	0	0
	Bridges	0	0	0	0	0
	Tunnels	0	0	0	0	0
	Facilities	0	0	0	0	0
Bus	Facilities	1	0	0	1	1
Ferry	Facilities	0	0	0	0	0
Port	Facilities	0	0	0	0	0
Airport	Facilities	1	0	0	1	1
	Runways	1	0	0	1	1

Note: Roadway segments, railroad tracks and light rail tracks are assumed to be damaged by ground failure only. If ground failure maps are not provided, damage estimates to these components will not be computed.

Tables 7-9 provide information on the damage to the utility lifeline systems. Table 7 provides damage to the utility system facilities. Table 8 provides estimates on the number of leaks and breaks by the pipelines of the utility systems. For electric power and potable water, Hazus performs a simplified system performance analysis. Table 9 provides a summary of the system performance information.

Table 7 : Expected Utility System Facility Damage

System	# of Locations				
	Total #	With at Least Moderate Damage	With Complete Damage	with Functionality > 50 %	
				After Day 1	After Day 7
Potable Water	0	0	0	0	0
Waste Water	1	0	0	1	1
Natural Gas	3	0	0	3	3
Oil Systems	1	0	0	1	1
Electrical Power	7	0	0	7	7
Communication	1	0	0	1	1

Table 8 : Expected Utility System Pipeline Damage (Site Specific)

System	Total Pipelines Length (kms)	Number of Leaks	Number of Breaks
Potable Water	4,641	36	9
Waste Water	2,785	18	4
Natural Gas	419	3	1
Oil	108	1	0

Table 9: Expected Potable Water and Electric Power System Performance

	Total # of Households	Number of Households without Service				
		At Day 1	At Day 3	At Day 7	At Day 30	At Day 90
Potable Water	1,980	0	0	0	0	0
Electric Power		78	8	2	2	2

## Induced Earthquake Damage

### **Fire Following Earthquake**

Fires often occur after an earthquake. Because of the number of fires and the lack of water to fight the fires, they can often burn out of control. Hazus uses a Monte Carlo simulation model to estimate the number of ignitions and the amount of burnt area. For this scenario, the model estimates that there will be 0 ignitions that will burn about 0.00 sq. mi 0.00 % of the region's total area.) The model also estimates that the fires will displace about 0 people and burn about 0 (millions of dollars) of building value.

### **Debris Generation**

Hazus estimates the amount of debris that will be generated by the earthquake. The model breaks the debris into two general categories: a) Brick/Wood and b) Reinforced Concrete/Steel. This distinction is made because of the different types of material handling equipment required to handle the debris.

The model estimates that a total of 0.00 million tons of debris will be generated. Of the total amount, Brick/Wood comprises 52.00% of the total, with the remainder being Reinforced Concrete/Steel. If the debris tonnage is converted to an estimated number of truckloads, it will require 0 truckloads (@25 tons/truck) to remove the debris generated by the earthquake.

**Shelter Requirement**

Hazus estimates the number of households that are expected to be displaced from their homes due to the earthquake and the number of displaced people that will require accommodations in temporary public shelters. The model estimates 0 households to be displaced due to the earthquake. Of these, 0 people (out of a total population of 4,814) will seek temporary shelter in public shelters.

**Casualties**

Hazus estimates the number of people that will be injured and killed by the earthquake. The casualties are broken down into four (4) severity levels that describe the extent of the injuries. The levels are described as follows;

- Severity Level 1: Injuries will require medical attention but hospitalization is not needed.
- Severity Level 2: Injuries will require hospitalization but are not considered life-threatening
- Severity Level 3: Injuries will require hospitalization and can become life threatening if not promptly treated.
- Severity Level 4: Victims are killed by the earthquake.

The casualty estimates are provided for three (3) times of day: 2:00 AM, 2:00 PM and 5:00 PM. These times represent the periods of the day that different sectors of the community are at their peak occupancy loads. The 2:00 AM estimate considers that the residential occupancy load is maximum, the 2:00 PM estimate considers that the educational, commercial and industrial sector loads are maximum and 5:00 PM represents peak commute time.

Table 10 provides a summary of the casualties estimated for this earthquake

Table 10: Casualty Estimates

		Level 1	Level 2	Level 3	Level 4
<b>2 AM</b>	Commercial	0	0	0	0
	Commuting	0	0	0	0
	Educational	0	0	0	0
	Hotels	0	0	0	0
	Industrial	0	0	0	0
	Other-Residential	0	0	0	0
	Single Family	0	0	0	0
	<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>2 PM</b>	Commercial	0	0	0	0
	Commuting	0	0	0	0
	Educational	0	0	0	0
	Hotels	0	0	0	0
	Industrial	0	0	0	0
	Other-Residential	0	0	0	0
	Single Family	0	0	0	0
	<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>5 PM</b>	Commercial	0	0	0	0
	Commuting	0	0	0	0
	Educational	0	0	0	0
	Hotels	0	0	0	0
	Industrial	0	0	0	0
	Other-Residential	0	0	0	0
	Single Family	0	0	0	0
	<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

## Economic Loss

The total economic loss estimated for the earthquake is 1.66 (millions of dollars), which includes building and lifeline related losses based on the region's available inventory. The following three sections provide more detailed information about these losses.

### Building-Related Losses

The building losses are broken into two categories: direct building losses and business interruption losses. The direct building losses are the estimated costs to repair or replace the damage caused to the building and its contents. The business interruption losses are the losses associated with inability to operate a business because of the damage sustained during the earthquake. Business interruption losses also include the temporary living expenses for those people displaced from their homes because of the earthquake.

The total building-related losses were 0.69 (millions of dollars); 26 % of the estimated losses were related to the business interruption of the region. By far, the largest loss was sustained by the residential occupancies which made up over 60 % of the total loss. Table 11 below provides a summary of the losses associated with the building damage.

**Table 11: Building-Related Economic Loss Estimates**

(Millions of dollars)

Category	Area	Single Family	Other Residential	Commercial	Industrial	Others	Total
<b>Income Losses</b>							
	Wage	0.00	0.00	0.02	0.00	0.01	0.03
	Capital-Related	0.00	0.00	0.01	0.00	0.00	0.02
	Rental	0.01	0.00	0.01	0.00	0.00	0.03
	Relocation	0.05	0.01	0.02	0.00	0.02	0.10
	<b>Subtotal</b>	<b>0.06</b>	<b>0.02</b>	<b>0.06</b>	<b>0.00</b>	<b>0.04</b>	<b>0.18</b>
<b>Capital Stock Losses</b>							
	Structural	0.09	0.02	0.02	0.00	0.04	0.17
	Non_Structural	0.18	0.03	0.03	0.00	0.04	0.29
	Content	0.03	0.00	0.01	0.00	0.02	0.05
	Inventory	0.00	0.00	0.00	0.00	0.00	0.00
	<b>Subtotal</b>	<b>0.30</b>	<b>0.05</b>	<b>0.06</b>	<b>0.01</b>	<b>0.10</b>	<b>0.52</b>
	<b>Total</b>	<b>0.35</b>	<b>0.06</b>	<b>0.12</b>	<b>0.01</b>	<b>0.14</b>	<b>0.69</b>



## Transportation and Utility Lifeline Losses

For the transportation and utility lifeline systems, Hazus computes the direct repair cost for each component only. There are no losses computed by Hazus for business interruption due to lifeline outages. Tables 12 & 13 provide a detailed breakdown in the expected lifeline losses.

Hazus estimates the long-term economic impacts to the region for 15 years after the earthquake. The model quantifies this information in terms of income and employment changes within the region. Table 14 presents the results of the region for the given earthquake.

**Table 12: Transportation System Economic Losses**  
(Millions of dollars)

System	Component	Inventory Value	Economic Loss	Loss Ratio (%)
Highway	Segments	1,620.85	\$0.00	0.00
	Bridges	32.94	\$0.27	0.83
	Tunnels	0.00	\$0.00	0.00
	Subtotal	<b>1653.80</b>	<b>0.30</b>	
Railways	Segments	66.27	\$0.00	0.00
	Bridges	0.00	\$0.00	0.00
	Tunnels	0.00	\$0.00	0.00
	Facilities	0.00	\$0.00	0.00
	Subtotal	<b>66.30</b>	<b>0.00</b>	
Light Rail	Segments	0.00	\$0.00	0.00
	Bridges	0.00	\$0.00	0.00
	Tunnels	0.00	\$0.00	0.00
	Facilities	0.00	\$0.00	0.00
	Subtotal	<b>0.00</b>	<b>0.00</b>	
Bus	Facilities	1.06	\$0.01	0.52
	Subtotal	<b>1.10</b>	<b>0.00</b>	
Ferry	Facilities	0.00	\$0.00	0.00
	Subtotal	<b>0.00</b>	<b>0.00</b>	
Port	Facilities	0.00	\$0.00	0.00
	Subtotal	<b>0.00</b>	<b>0.00</b>	
Airport	Facilities	10.65	\$0.06	0.52
	Runways	37.96	\$0.00	0.00
	Subtotal	<b>48.60</b>	<b>0.10</b>	
	<b>Total</b>	<b>1769.70</b>	<b>0.30</b>	

**Table 13: Utility System Economic Losses**

(Millions of dollars)

System	Component	Inventory Value	Economic Loss	Loss Ratio (%)
Potable Water	Pipelines	0.00	\$0.00	0.00
	Facilities	0.00	\$0.00	0.00
	Distribution Lines	92.80	\$0.16	0.17
	Subtotal	92.83	\$0.16	
Waste Water	Pipelines	0.00	\$0.00	0.00
	Facilities	64.60	\$0.35	0.54
	Distribution Lines	55.70	\$0.08	0.15
	Subtotal	120.30	\$0.43	
Natural Gas	Pipelines	124.00	\$0.01	0.01
	Facilities	0.00	\$0.00	0.00
	Distribution Lines	37.10	\$0.03	0.07
	Subtotal	161.18	\$0.04	
Oil Systems	Pipelines	28.80	\$0.00	0.01
	Facilities	0.00	\$0.00	0.00
	Subtotal	28.79	\$0.00	
Electrical Power	Facilities	0.00	\$0.00	0.00
	Subtotal	0.00	\$0.00	
Communication	Facilities	0.10	\$0.00	0.31
	Subtotal	0.10	\$0.00	
	Total	403.19	\$0.63	

**Table 14. Indirect Economic Impact with outside aid**

(Employment as # of people and Income in millions of \$)

LOSS	Total	%

## **Appendix A: County Listing for the Region**

Washington, CO

**Appendix B: Regional Population and Building Value Data**

State	County Name	Population	Building Value (millions of dollars)		
			Residential	Non-Residential	Total
Colorado	Washington	4,814	352	106	458
Total State		4,814	352	106	458
Total Region		4,814	352	106	458

# Study Region: Washington County

## Airports Map

Hazard Scenario: Rocky Mountain Arsenal Fault 6.25

### Legend

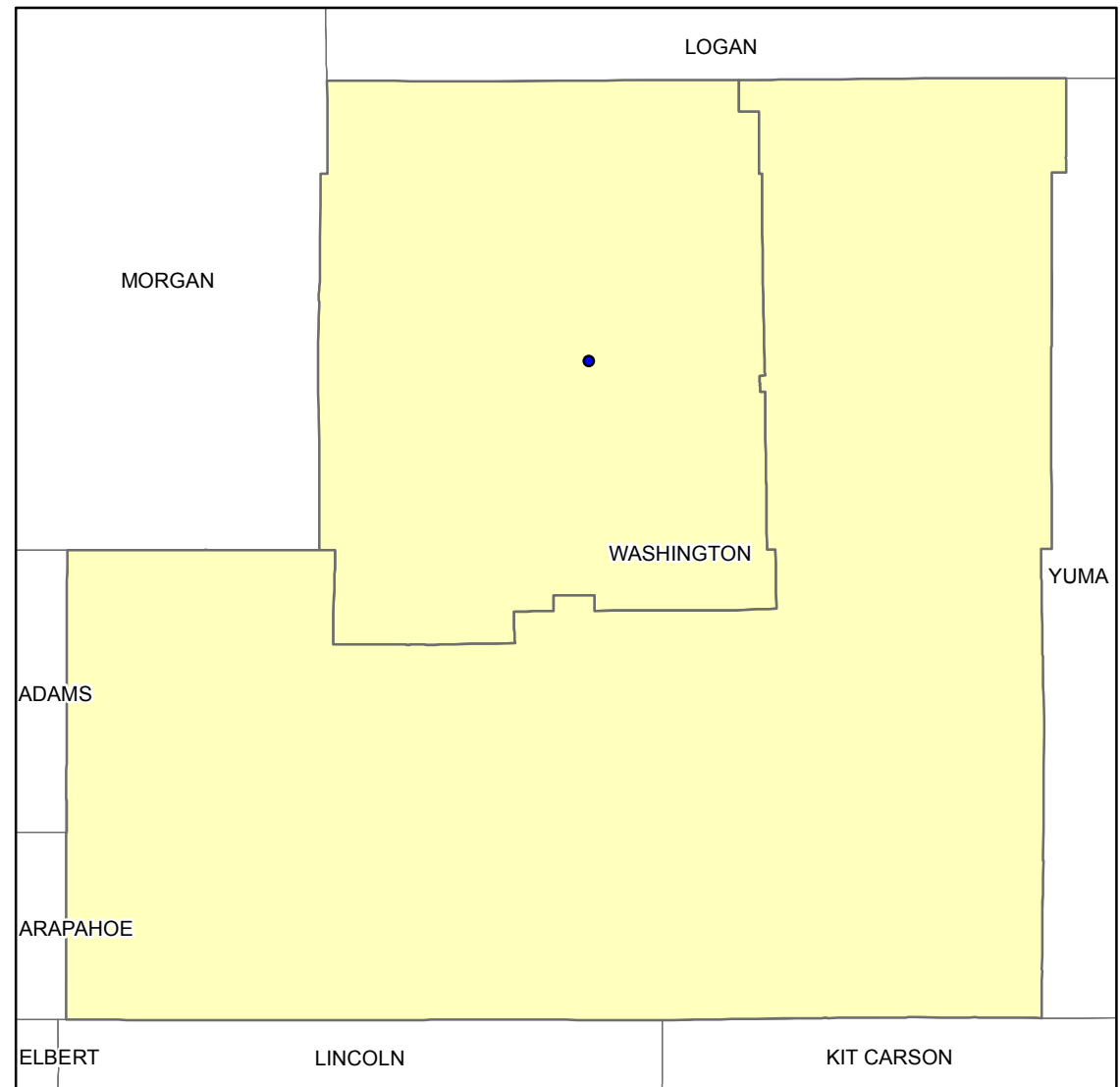
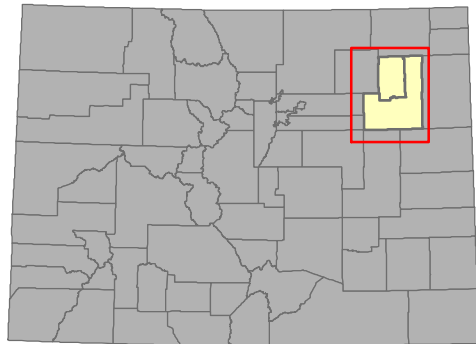
#### Airports

#### Probability Damage > Extensive

- 0 - 10%
- 10 - 20%
- 20 - 30%
- 30 - 40%
- 40 - 50%
- 50 - 70%
- 70 - 100%

Fault

Study Region Tract



Created by: Colorado Geological Survey

Team: Matt Morgan and Scot Fitzgerald

Date Created: January 2013

Location: Washington County Colorado

Fault Parameters: arbitrary, magnitude 6.25, depth 10km

Data: Changed to CGS Landslides and CGS/FEMA Soils data

Projection: GCS North American 1983

0 10 20 40 Miles



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# Study Region: Washington County

## Bridges Map

Hazard Scenario: Rocky Mountain Arsenal Fault 6.25

### Legend

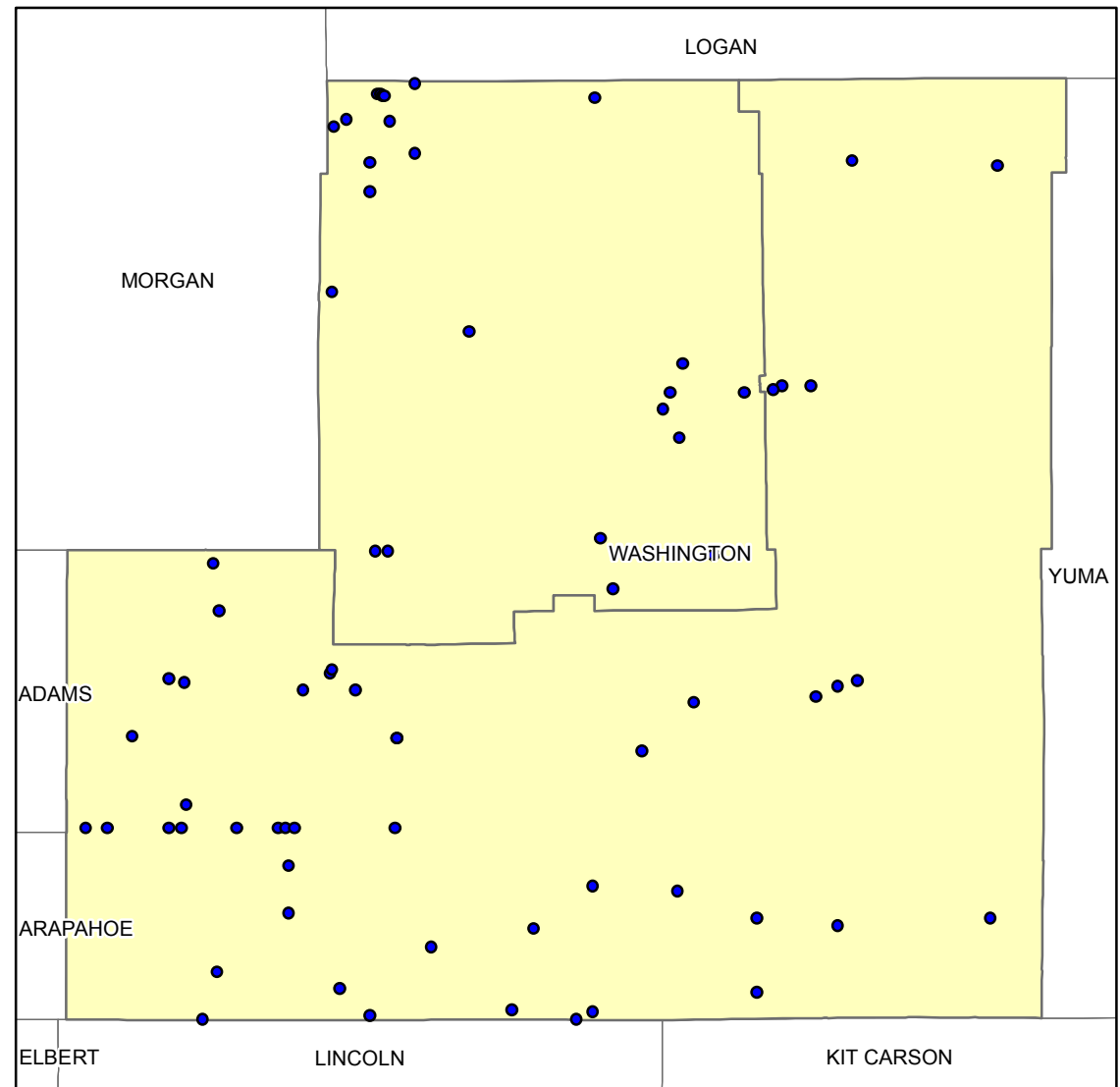
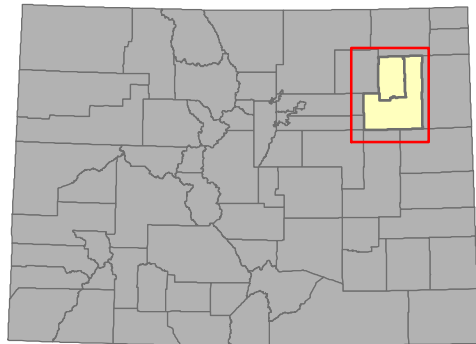
#### Bridges

#### Probability Damage > Extensive



— Fault

Study Region Tract



Created by: Colorado Geological Survey

Team: Matt Morgan and Scot Fitzgerald

Date Created: January 2013

Location: Washington County Colorado

Fault Parameters: arbitrary, magnitude 6.25, depth 10km

Data: Changed to CGS Landslides and CGS/FEMA Soils data

Projection: GCS North American 1983

0 10 20 40 Miles



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Study Region: Washington County

Hazard Scenario: Rocky Mountain Arsenal Fault 6.25

## Building Economic Loss Map

### Legend

#### Building Economic Loss in Thousands of Dollars

326 - 333

333 - 340

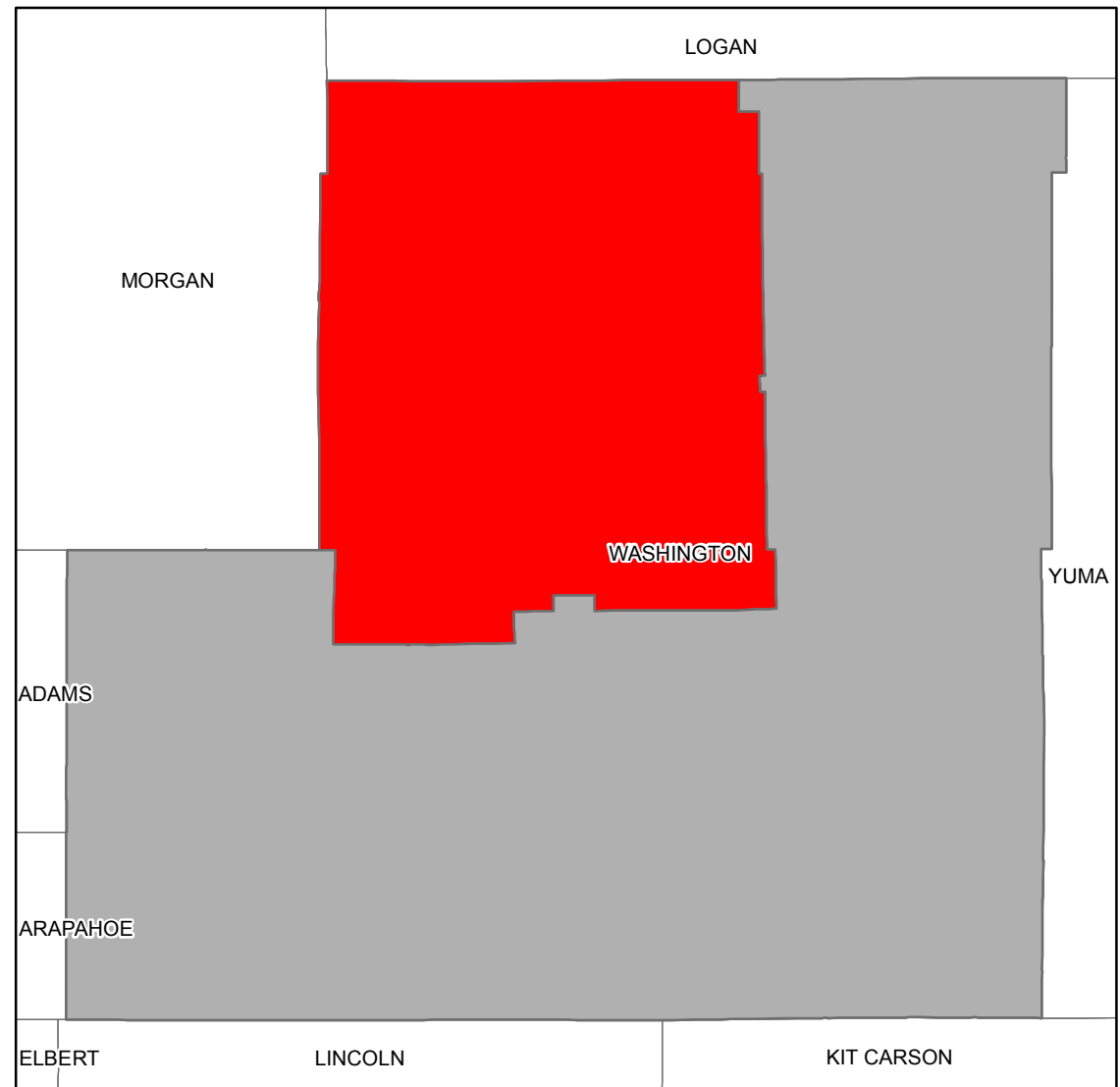
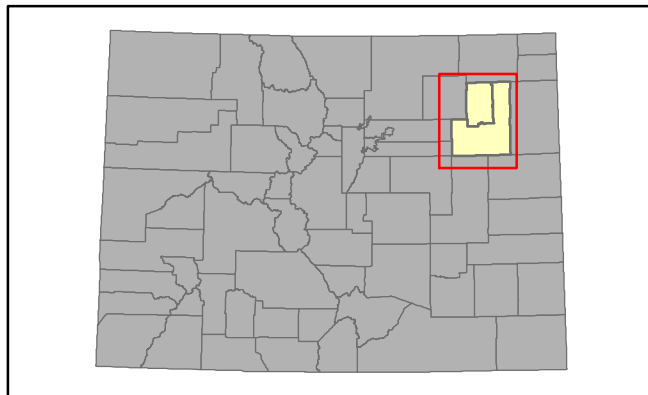
340 - 347

347 - 354

354 - 361

361 - 370

Study Region Tract



Created by: Colorado Geological Survey

Team: Matt Morgan and Scot Fitzgerald

Date Created: January 2013

Location: Washington County Colorado

Fault Parameters: arbitrary, magnitude 6.25, depth 10km

Data: Changed to CGS Landslides and CGS/FEMA Soils data

Projection: GCS North American 1983

0 10 20 40 Miles



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# Study Region: Washington County

Hazard Scenario: Rocky Mountain Arsenal Fault 6.25

## Electrical Facilities Map

### Legend

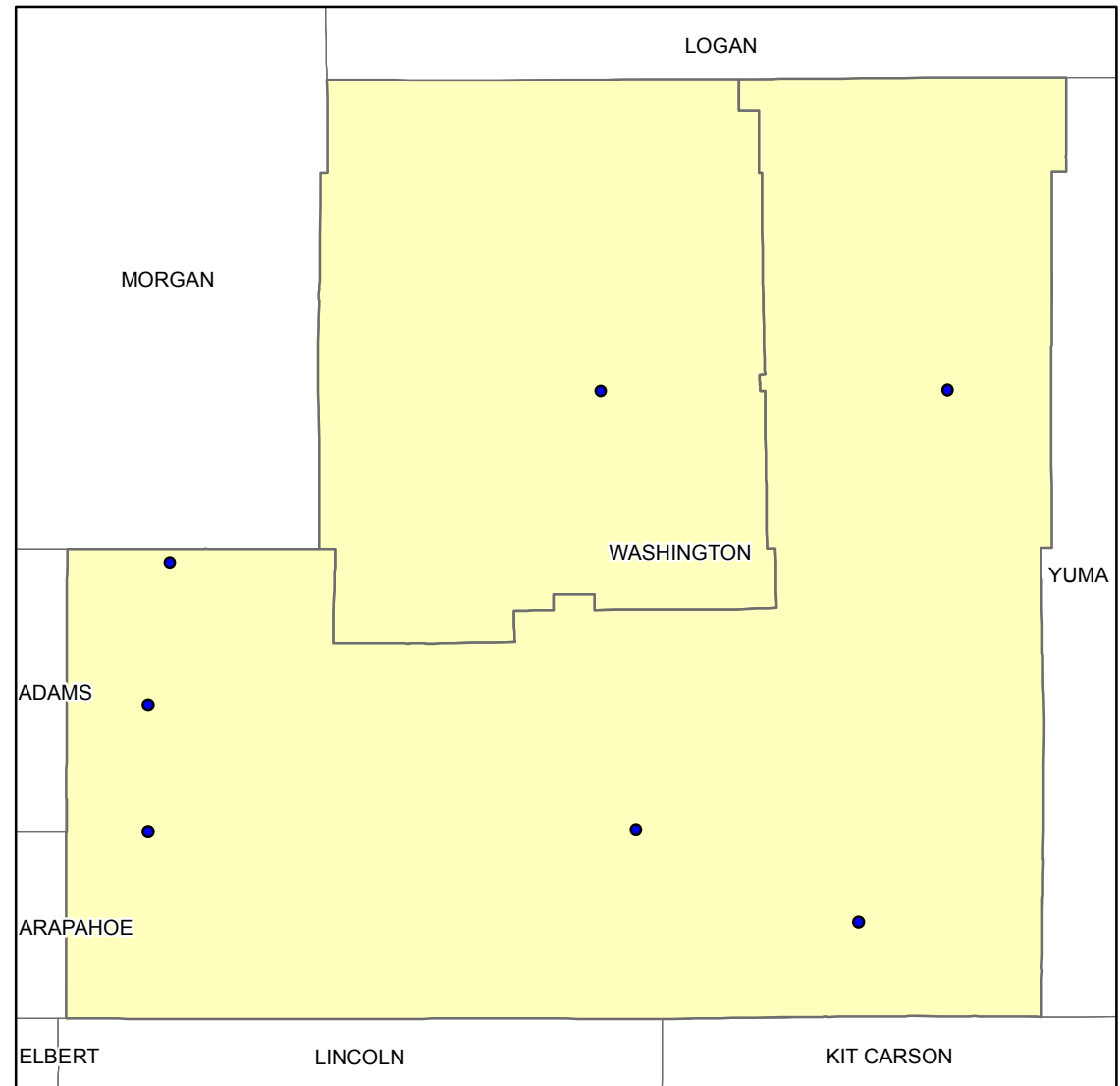
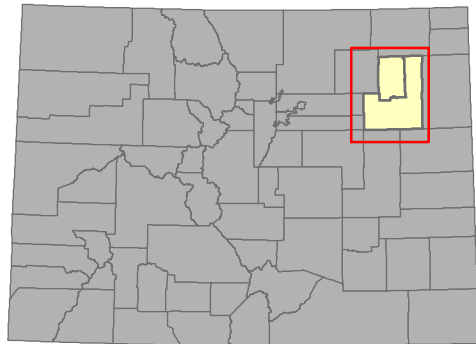
#### Electrical Power Facilities

#### Probability Damage > Extensive

- 0 - 10%
- 10 - 20%
- 20 - 30%
- 30 - 40%
- 40 - 50%
- 50 - 70%
- 70 - 100%

Fault

Study Region Tract



Created by: Colorado Geological Survey

Team: Matt Morgan and Scot Fitzgerald

Date Created: January 2013

Location: Washington County Colorado

Fault Parameters: arbitrary, magnitude 6.25, depth 10km

Data: Changed to CGS Landslides and CGS/FEMA Soils data

Projection: GCS North American 1983

0 10 20 40 Miles



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# Study Region: Washington County

## Fire Stations Map

Hazard Scenario: Rocky Mountain Arsenal Fault 6.25

### Legend

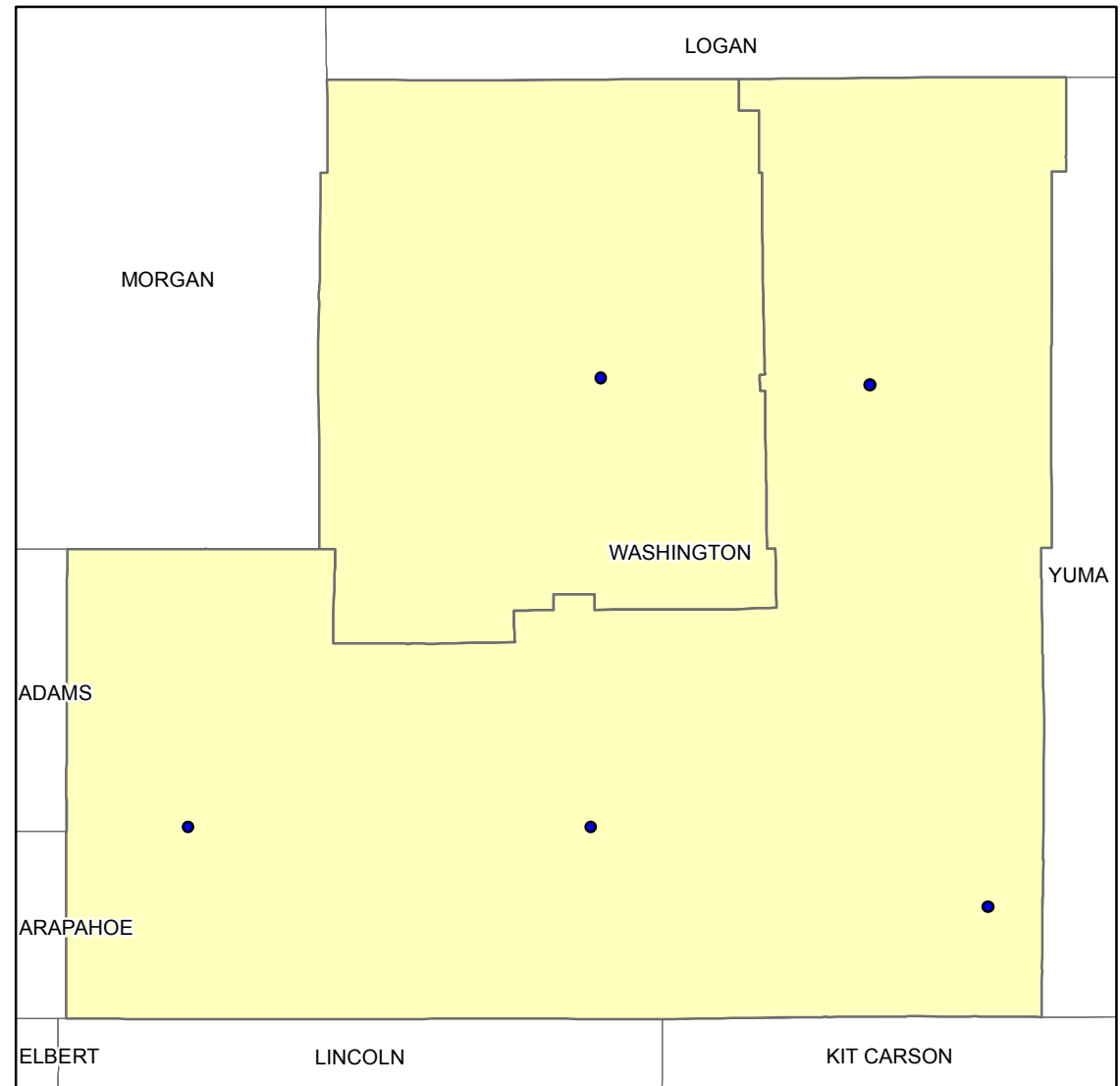
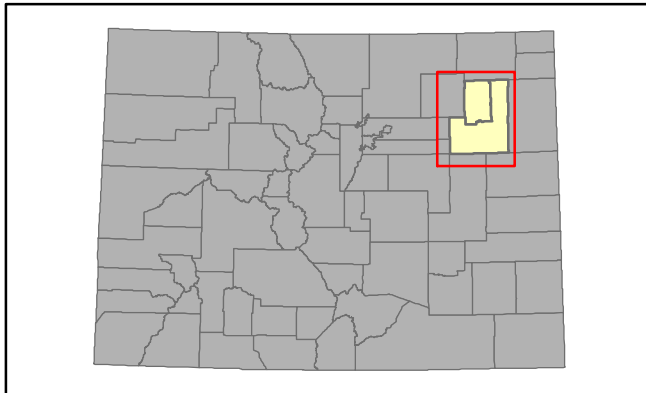
#### Fire Stations

#### Probability Damage > Extensive



— Fault

Study Region Tract



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Team: Matt Morgan and Scot Fitzgerald

Date Created: January 2013

Location: Washington County Colorado

Fault Parameters: arbitrary, magnitude 6.25, depth 10km

Data: Changed to CGS Landslides and CGS/FEMA Soils data

Projection: GCS North American 1983

0 10 20 40 Miles

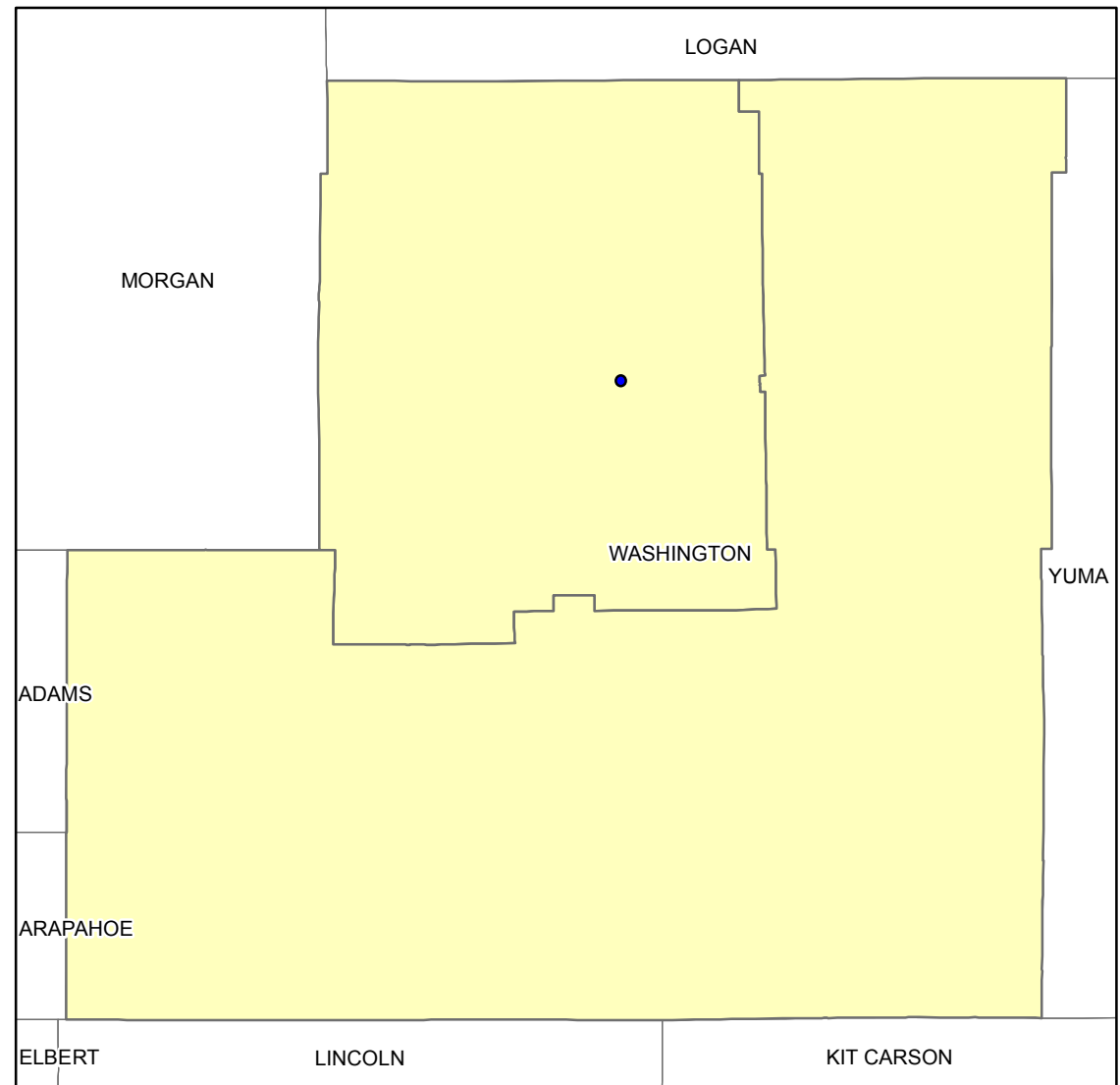
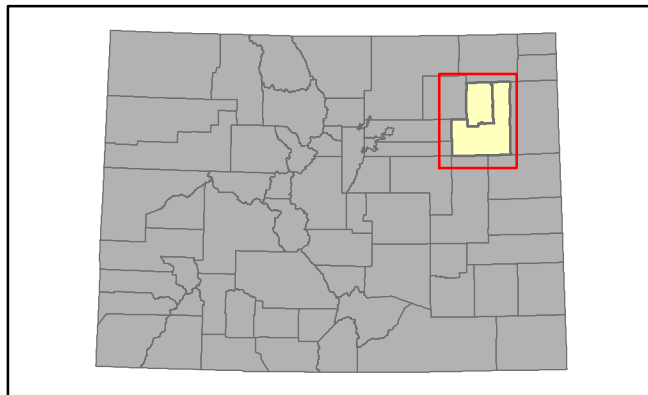
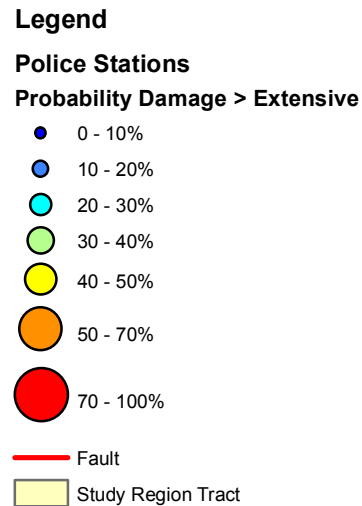


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# Study Region: Washington County

## Police Stations Map

Hazard Scenario: Rocky Mountain Arsenal Fault 6.25



Created by: Colorado Geological Survey

Team: Matt Morgan and Scot Fitzgerald

Date Created: January 2013

Location: Washington County Colorado

Fault Parameters: arbitrary, magnitude 6.25, depth 10km

Data: Changed to CGS Landslides and CGS/FEMA Soils data

Projection: GCS North American 1983

0 10 20 40 Miles

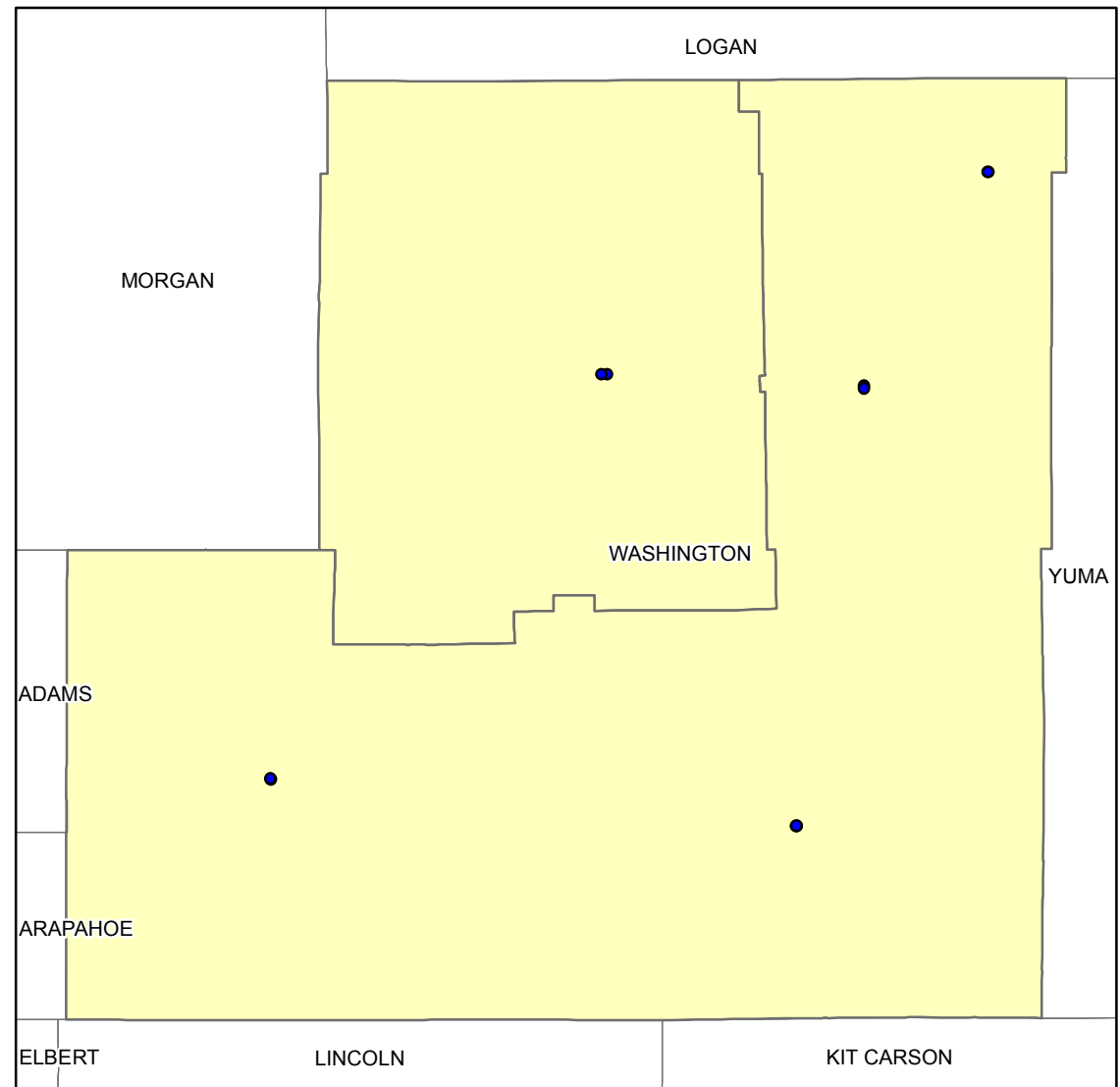
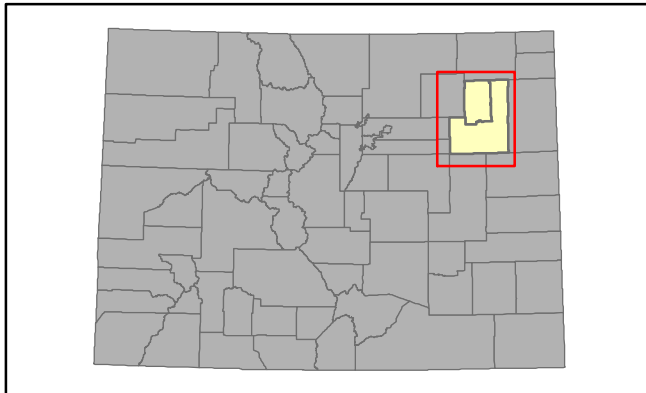
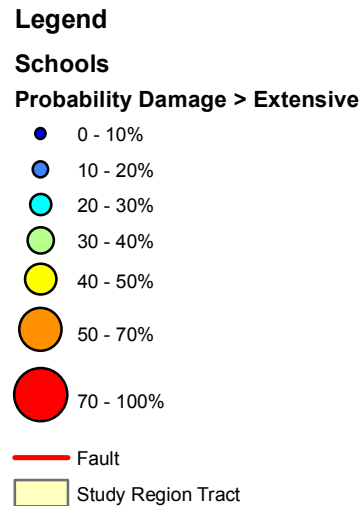


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# Study Region: Washington County

## Schools Map

Hazard Scenario: Rocky Mountain Arsenal Fault 6.25



Created by: Colorado Geological Survey  
Team: Matt Morgan and Scot Fitzgerald  
Date Created: January 2013  
Location: Washington County Colorado  
Fault Parameters: arbitrary, magnitude 6.25, depth 10km  
Data: Changed to CGS Landslides and CGS/FEMA Soils data  
Projection: GCS North American 1983

0 10 20 40 Miles



# Study Region: Washington County

## Waste Water Facilities Map

Hazard Scenario: Rocky Mountain Arsenal Fault 6.25

### Legend

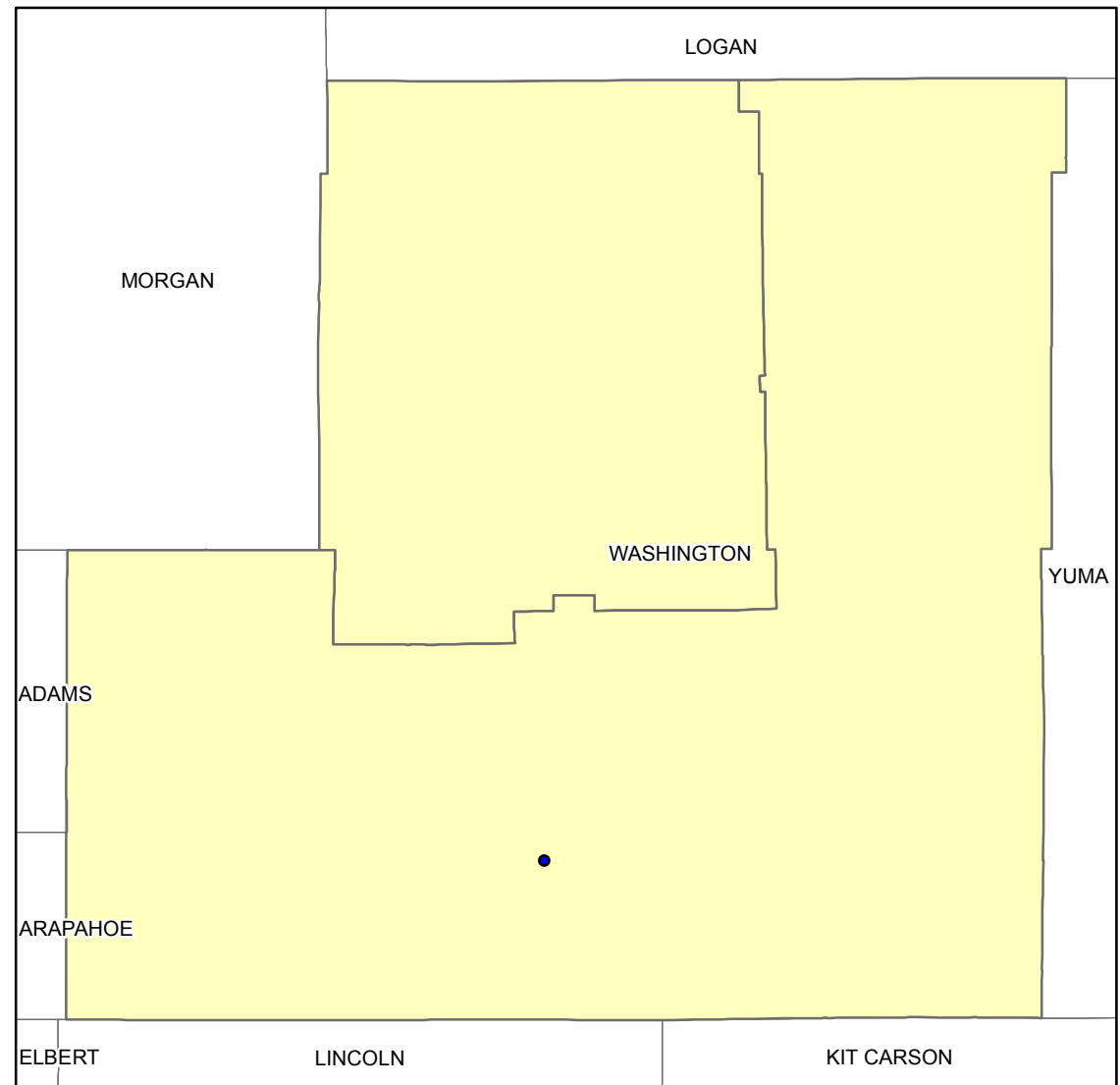
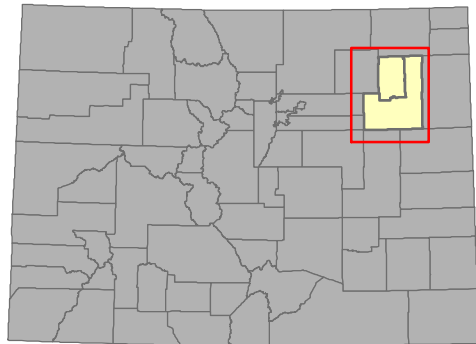
#### Waste Water Facilities

#### Probability Damage > Extensive

- 0 - 10%
- 10 - 20%
- 20 - 30%
- 30 - 40%
- 40 - 50%
- 50 - 70%
- 70 - 100%

Fault

Study Region Tract



Created by: Colorado Geological Survey

Team: Matt Morgan and Scot Fitzgerald

Date Created: January 2013

Location: Washington County Colorado

Fault Parameters: arbitrary, magnitude 6.25, depth 10km

Data: Changed to CGS Landslides and CGS/FEMA Soils data

Projection: GCS North American 1983

0 10 20 40 Miles



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