

## Stay informed Wildland Smoke Pocket Card

Review current & expected weather & evaluate with Smoke Dispersion Matrix. Utilize NWS FWF/SMF, PFW, Hourly Weather Graphic, Activity Planner or Spot Forecast that are enhanced for wildland smoke & Rawinsondes to support decisions. Utilize NFDRS to estimate surface fuel consumption & ESP for ground fuel consumption.

### Monitor your smoke

Visually observe smoke with observers and /or with equipment (EBAMS, ESAMPLERS, CO Dosimeters). Check smoke production, **estimate duration & note reduced visibility** distances on transportation corridors.

### Own your smoke

Know where your smoke is going. Review transport wind direction & speed, aspect & time of day. If necessary model smoke dispersion & impacts to downwind smoke sensitive areas . Utilize Simple Screen Method, **Blue-Sky or other Dispersion Tools**.

### Keep lines of communication open

With key agencies (Fire agencies, VFD's, EM, LE, AQ, DOT, Health, NWS etc.) If necessary use purposefully: Special Weather Statement, NOAA Radio, AQ Alert, Dense Smoke Advisory , Transportation Corridor Assessments (TCA), Smoke Reports

### Expect smoke impacts and address accordingly

Post smoke signs on transportation corridors as necessary. Use MAV as guidance. Super-Fog Events require road closure. Pre-plan "Mitigation Actions" for possible use.

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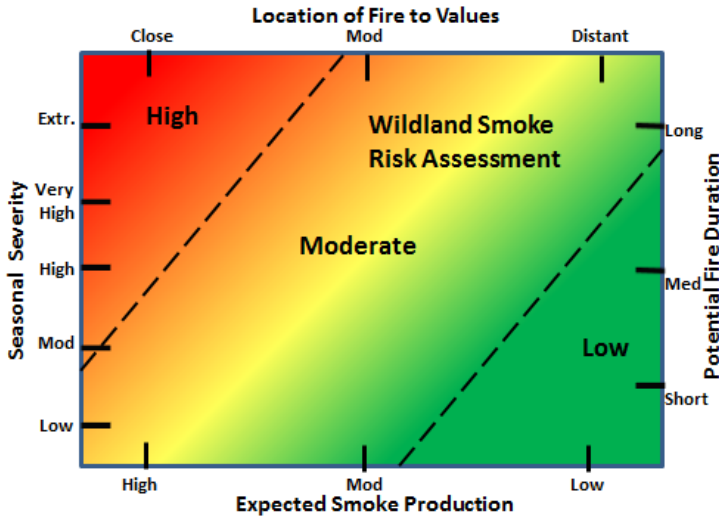
| Evaluating Smoke Dispersion & Smoke Induced Fog Potential on SSA's & Transportation Corridors Due to persistent smoke production     | Do "key variables" reach threshold / critical values? (sunset to sunrise)<br>Present (Y) Hours Present | CRITICAL OVERLAP Common Hours |
|--|--|-------------------------------|
| SURFACE TEMP ≤ 70°F  |  |                               |
| RH (≥ 70% / critical > 90%)  |  |                               |
| SURFACE WIND SPEED (< 7mph, critical ≤ 4)  |  |                               |
| CLOUD COVER (<60%,critical <40%)   |  |                               |
| TURNER STABILITY (E,F, or G)   |  |                               |
| ATMS. DISPERSION Index (< 10, critical ≤ 6)  |  |                               |
| LOW VISIBILITY OCCURRENCE RISK Index (≥7, critical ≥9)   |  |                               |
| Transportation Corridor Distance in miles from Smoke Source (mountain topography supports greater surface smoke transport distances) | 0-3 4-7 8-10+  |                               |

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**MAV Table: Using Minimum Acceptable Visibility Guidance for Safe Roadway Visibility**

| Speed Limit mph | Ideal Vehicle Stopping Distance | MAV daytime distance | MAV nighttime distance |
|-----------------|---------------------------------|----------------------|------------------------|
| 10              | 17.1                            | 28                   | 56                     |
| 15              | 28.5                            | 50                   | 100                    |
| 20              | 43.7                            | 76                   | 152                    |
| 25              | 61.7                            | 108                  | 216                    |
| 30              | 82.5                            | 144                  | 288                    |
| 35              | 106                             | 185                  | 370                    |
| 40              | 132.4                           | 232                  | 464                    |
| 45              | 161.5                           | 283                  | 566                    |
| 50              | 193.4                           | 338                  | 676                    |
| 55              | 228                             | 399                  | 798                    |
| 60              | 265.5                           | 465                  | 930                    |
| 65              | 305.7                           | 535                  | 1070                   |

- If visibility is : a) 2x MAV or <, post smoke signs;  
 b) at MAV or <, reduce posted speed;  
 c) ½ MAV or <, use lead car or close road to traffic;  
 d) 1/5 MAV or <, road closed / only for fire traffic.



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