

# North Little Rock Burns Park Prescribed Burn Plan

## **BURN UNIT INFORMATION**

Landowner's name and phone#: North Little Rock Parks Dept (501) 791-8538  
Name of Burn: 2021 Burns Park Green Section Burn  
Tract size (acres): 130 acres of original 482 acres  
Location (Lat/Long) N34° 48' 03" W92° 19' 07'  
County: Pulaski

## **OFFICIAL NOTIFICATIONS BEFORE BURN**

Arkansas Forestry Comm Dispatch: 1-800-830-8015 (day prior and day of burn)  
North Little Rock Police: (501) 758-1234 (day prior and day of burn)  
North Little Rock Fire Dept.: (501) 340-5377 (day prior and day of burn)  
North Little Rock Emergency Svc (501) 340-5365 (day prior and day of burn)  
Arkansas Highway Dept, Dist 6 (501) 569-2266 (day prior and day of burn)  
Arkansas State Police Troop A (501) 618-8282 (day prior and day of burn)  
North Little Rock Parks Director Steve Shields (501) 791-8538, Cell 501-414-2682  
North Little Rock Mayor Terry Hartwick (501) 340-5301, Cell xxx-xxx-xxxx  
Pulaski County Judge Barry Hyde (501) 340-8305

[cojudge@co.pulaski.ar.us](mailto:cojudge@co.pulaski.ar.us)

## **Planning/Coordination Team**

### **All Signatories Plus:**

NLRED Ron Osburn (501) 975-8763

**SOURCES OF EMERGENCY ASSISTANCE (location & phone #):**

For any emergency (fire, law enforcement, or medical) beyond our capability on site, call 911.

To report a fire escape contact the Arkansas Forestry Commission on-site forester/ranger or if no on-site AFC ranger contact AFC directly: (800) 468-8834.

Nearest Hospital: Baptist Health Medical Center, 3333 Springhill Drive, North Little Rock, AR 72117, I-40 Exit 156, (501) 202-3000.

**NEIGHBOR NOTIFICATIONS (within ¼ mile)**

Focused notifications will go to residents on Sherman Drive, McMurtrey Drive, Southwind Drive, and Young road north of the park. Focused notifications will also go to Burns Park Golf Course, North Little Rock Airport, and the Camp Robinson Public Safety Office. NLR Parks Dept staff will notify them approximately one month before the burn and then remind them the day before the burn. One month before the scheduled burn date, NLR Parks staff will post fliers on Young Road and Crystal Hill Road as a courtesy. The signs will include information on when the park plans to burn, what to expect, and an address and phone number for more information. North Little Rock Parks Director will notify all other NLR departments at staff meeting prior to the proposed burn date. All City Alderman will be notified at council meetings so they will know how to respond to residents’ questions. North Little Rock Neighborhood Services and NLR Advertising and Promotions will use all available media to notify residents and media of the event. NLR Parks will post signs in the Burns Park RV Park starting Oct 1 to notify campers of the potential for fire and smoke in the area. Signs will be updated as proposed burn days are established.

**Special Notifications**

Name & Phone: Gene Pfeifer (501) 681-5762 Adjacent land owner

Name & Phone: Others TBD as required

**Justification for Burn**

- Hazard and Fuel Load Reduction
- Wildlife Habitat Improvement
- Undesirable Vegetation Species Reduction

**Other burn objectives:** None

**UNIT DESCRIPTION:**

<b>Vegetation Types</b>	<b>Fuel Models</b>	<b>% of Unit Area</b>	<b>% Slope</b>	<b>Aspect</b>
Hardwood and Pine Litter	9	95%	0-15%	N,E,S,W
No fuel		5%		

**Fire Unit Narrative Description (include description of surrounding fuels):**

The total 482-acre Burns Park burn unit basically consists of the forested area bounded by I-40 on the north and east, the park boundary on the north and west, the soccer complex on the south, and the golf course on the south and east. Within the unit are most of the park’s multiuse, natural-surface trails as well as the forested areas around the Covered Bridge, the BMX track, the RV Park, several pavilions, and several open grassy areas. Prescribed burns were started in 2013 with great results. All targeted sections except the Covered Bridge section have been burned at least once. The Covered Bridge section has not been burned in at least the past 40 years. That section is hard to burn because it is in a lowland that stays wet during the dormant season.

Without recurring controlled burns, the thick bed of debris on the ground and heavy growth of vines will make the area a tinderbox with a strong potential to create a very dangerous crown fire should a wildfire break out. Additionally, thick debris will inhibit growth of leafy forbs which make up a large part of the diet for many types of wildlife. Finally, the lack of control of non-native plant species will lead to an unhealthy mix of small saplings to large trees and create unhealthy competition for plants’ food, minerals, sunlight, and water.

This is a complicated unit to burn due to its proximity to I-40, the Arkansas River, and the urban environments all around it. Preventing fire escape is not nearly as much of a challenge as controlling the smoke to keep it off the interstates and away from sensitive areas. This proximity to the urban environment however, is one of the primary reasons this area needs to be selectively burned under acceptable conditions to help reduce the threat of a wildfire. To meet the challenge, the burn crew will consist of only state-certified wildland fire crewmembers primarily from The Nature Conservancy (TNC) and the Arkansas Forestry Commission (AFC). NLR Parks employees and seasoned volunteers will serve in support functions away from the fire lines to enhance safety.

The unit has been subdivided into seven separate tracts and each of those can easily be subdivided into smaller units along trails, creek beds, and roadways. The unit will be burned in small sections to have better smoke and fire behavior management. Unfortunately, it will take

much longer to burn this unit than similar sized units, but that is the best approach for keeping the smoke problem under control. Even though it is relatively small, it may take several days to burn each unit.

Adjacent surrounding fuels are mostly manicured park lawns with the exception of FM3 hayfields on the western side. All tracts have seasonal creeks as well as animal and man-made trails running through them which may serve as unintended fire breaks, so the ignition crew will have to pay special attention to make sure both sides of these unintended fire breaks are properly ignited.

### **Strategy and Current Situation**

Just to help keep everyone informed of the strategy, the plan that follows is the entire strategic plan for the park. Our intention is to burn each tract within the wooded areas of the park once every 4-5 years which is the optimum for wildfire prevention as well as habitat management.

We have burned most sections of Burns Park over the past few years. The burns have been extremely successful and have far exceeded the goals we set (see Burn Unit Management Goals below). The forest has opened up in the previous areas we burned and vegetation has returned to the forest floor in those areas creating a much better habitat for both flora and fauna. The winds have to be almost perfect to keep the smoke off of I-40. So far we have been able to choose burn days with good winds, but not perfect winds, so we are having to burn slowly to keep the smoke coming up from years of leaf litter buildup off of the interstate.

For the 2021 season, we plan to burn Tract 3 (Green Section).

### **Tract 3, Green Section (named for the Green Trail that lies partly within it)**

This 130-acre oval tract is the largest of the seven tracts and is the third and final one bordering on the I-40 ROW. The NE side of the tract is about 3/10ths of a mile along or close to the I-40 ROW from Arlene Laman in the north to Scout Camp Road in the south with the fence or a NLR Electric power line serving as a firebreak. RV Park North Road serves as the southern boundary from I-40 due west until it intersects with Arlene Laman Drive, then Arlene Laman is the boundary all the way back around until it intersects I-40. The RV Park abuts the fire line, but is outside the fire line while the Scout camp is inside the unit. There are two E-W running ridges inside the unit which create 5-30% slopes covering 360°. Again we are fortunate to have the Green Trail paralleling the I-40 ROW for most of the way so it will be relatively easy to blacken along the ROW before moving internally. The I-40 ROW is accessible by 4-wheeler while the rest of the perimeter is easily accessed by pumper. The tract is laced with natural surface trails which will provide additional holding lines that can be used to further subdivide the unit. Since the trails are natural fire lines, igniters will have to walk the trails to light both sides of the trails because slow-moving fires will not jump the lines. This will make burning this section slower than usual. Smoke will be the main concern in this area, particularly along I-40 and around the RV Park where special actions will be taken to back the fire away from the RV Park to enhance safety and reduce smoke.

**Type of Burn:** Hazard Reduction and Ecological Management

**Burn Unit Management Goal(s):**

Site Management Goal—Initial step for establishing a four-year prescribed burn strategic plan to promote and maintain hazard reduction and ecological management goals.

Hazard Reduction—Reduce fuel build-up to decrease the likelihood of catastrophic wildfires that would threaten lives, park property, and neighboring property.

Ecological Management of Woodland Communities—Reduce small woody species densities, decrease vine abundance, increase understory sunlight levels, increase herbaceous plant species diversity, and improve wildlife habitat and forage value. Control non-native species (e.g. Japanese honeysuckle, privet, Japanese silk tree), increase native species diversity, and improve habitat value for wildlife.

**Specific Burn Objectives:**

- Burn 60-90% of the area in each tract
- Reduce leaf litter and duff by 50%
- Achieve 60-80% understory top kill
- Overstory scorch percent class 0-3
- Overstory scorch height class 0-2
- Overstory char height class 0-3
- Overstory char degree class 1-2
- Substrate burn severity class 1-3
- Understory burn severity class 1-3

**Maps Attached:**

- Site burn unit map
- Smoke Screening Map
- Aerial photograph

## FUEL AND WEATHER PRESCRIPTION (acceptable ranges)

Source of weather: National Weather Service (501) 834-0308.

Web Sites:

<http://www.srh.noaa.gov/lzk/fire.php?zone=PULASKI> (NWS Daily Fire Weather Forecast)

<http://forecast.weather.gov/product.php?site=LZK&issuedby=LZK&product=FWF> (Forestry forecast, KB-index, 10 hr fuels).

<http://www.arkfireinfo.org/> (Arkansas county burn bans).

Required Parameters:	MAX	MIN	PREFERRED (if applicable)
Wind Direction(s)	Any	Any	North thru East
Air Temperature (°F)	85°	35°	50-70
Relative Humidity (%)	55%	25%	30-50
Days Since Rain			Damp soil, dry litter
20 ft wind speed (mph)	18MPH	5MPH	6-12
Effective Wind speed (mph)	9	1	1-3
1-Hour Fuel Moisture (%)	20%	4%	10-20%
10-Hour Fuel Moisture (%)	14%	10%	10-20%
100-Hour Fuel Moisture (%)			>40%
Atmospheric Mixing Height (ft)		1,700' AGL	>3,000' AGL
Other (e.g. KBDI, Live/dead ratio):	NA	NA	

**List any combinations of parameters that you will exclude from your burn window (e.g. high wind speeds with low 1-hour fuel moisture).**

1. Effective winds of 10MPH and higher, with relative humidity level of 25% or below.
2. Probability of Ignition  $\geq 80\%$  (at  $\geq 70\%$  we will exercise extreme precaution or possibly delay the burn.)
3. Winds out of the south or west would be problematic for possibly putting smoke on I-40 and would probably, depending on other factors, cause postponement of the burn. That scenario will have to be evaluated the day of the burn.

## PREDICTED FIRE BEHAVIOR

	Fuel Model		
	FM9	#	#
Max. Head fire Flame Length	6.0'		
Min. Head fire Flame Length	1.5'		
Max. Head fire Rate of Spread	10.0 fpm		
Min. Head fire Rate of Spread	2.2 fpm		
Max. Backfire Flame Length	1.0'		
Min. Backfire Flame Length	0.7'		
Max. Backfire Rate of Spread	1.0' fpm		
Min. Backfire Rate of Spread	0.0 fpm		
Max. Scorch Height	20'		

Ignition will begin as early in the day as possible considering RH, temperature, and mixing height. In some areas, stripping will likely be needed to create a secure black line.

## **SMOKE MANAGEMENT PLAN**

**Smoke screening procedures completed? Yes**

**List downwind/downdrainage smoke sensitive areas (give distance):**

### 2 mile radius

West—I-430, Arkansas River, City of Maumelle

North—I-40, Camp Robinson

East—I-40, City of North Little Rock

South—Arkansas River, Big Dam Bridge, City of Little Rock

There are obviously sensitive smoke areas in all directions. The least sensitive will be away from I-40 towards the Arkansas River where there is less population.

### 5 mile radius

West—I-430, Arkansas River, City of Maumelle (greater coverage areas)

North—I-40, Camp Robinson (greater coverage areas)

East—I-40, City of North Little Rock (greater coverage areas), Sherwood

South—Arkansas River, Big Dam Bridge, City of Little Rock (greater coverage areas)

**List other smoke sensitive areas:** Since Burns Park is in the middle of a major urban area, smoke management is particularly critical and any smoke that is close to the ground in any direction could draw protests from citizens.

**Describe desirable smoke behavior and smoke management actions:** Transport winds from the north or northeast are preferred to put smoke high over the Arkansas River. Smoke will be mitigated by burning in small tracts staggered over time and by using backing fires to create a slow, hot fire that will create less smoke, particularly near I-40 and the RV Park. This technique proved successful in other urban burns such as in the City of Fayetteville and at Pinnacle Mountain State Park.

Arkansas Forestry Commission Category Days 2 thru 5 (3 or 4 preferred), Dispersion Indices of 41-80, and Stability Classes B and C should allow for good lift and dispersal of smoke during daylight hours. The better the lift the less problem we will have. We should start the fire as early as possible after morning rush hour to facilitate smoke dispersion and minimize threat of smoke hazard to the interstates as well as residential/commercial areas around the park.

## **MANAGING THE BURN:**

**Firebreak preparations:** All trails will be raked or blown and physically checked to make sure the trail will serve as an effective fire break. The debris will be cleared out along the trail to make about a 5-foot break in debris. Hand line firebreaks will be established where there are no trails, for example along fence lines by I-40. All structures in the burn unit will be leaf-blown/cleared of debris for 30' in accordance with Fire Wise standards. Crews will remove any downed trees in the firelines and cut any large branches that hang over the firelines. They will also remove any downed trees from interior 4-wheeler accessible trails/ROW used as fire lines. Crews will also remove or rake around any snags near the fire line.

**Park preparations:** During the burn, road access will be restricted at the Joe Poch intersection at Funland Drive; Tournament Drive will be restricted at the bridge over White Oak Bayou; and access to Arlene Laman Drive will be restricted at Championship Drive. The restrictions apply to all vehicles, bicycles, and pedestrians. Traffic control will be under control of the Park Ranger with backup from NLRPD as necessary. During the burn a volunteer safety person can be posted at control points to answer questions from the public and to ensure only authorized people enter the burn area. All other parts of the park will remain open.

North Little Rock Safety Director, in coordination with the Arkansas Highway and Transportation Department, will place smoke hazard signs both east and west bound on I-40 and I-430 north and south bound. The NLR Safety Director will monitor the interstates for any inordinate amount of smoke on the roads and will immediately notify the burn boss. If smoke obscures vision along the interstates, the burn boss will stop all ignition activities. Volunteers and/or park staff will be positioned along access routes to ensure no one from the public enters the area to be burned.

Staging areas for water and drip-torch fuel will be established in easily accessible locations around the tract being burned. TNC engines will be tactically placed around the tract; holding crews on 4-wheelers and on foot will patrol the lines; an AFC bulldozer will be on scene or on call as the fire situation throughout the district dictates. If available, NLR Fire Department may provide a brush truck, an engine, and/or a 4-wheeler to be on site. Park staff and volunteers will keep an eye out for escaped fire or smoke coming from areas outside the burn.

**External Communications:** NLR Communications will be the interface to the public and all media. The burn team will be happy to work with the media before, during, and after the fire, but interaction with the media should be coordinated with NLR Communications.

## **IGNITION PLAN**

**Firing techniques and ignition pattern:** Drip torches will be the primary ignition devices.

Onsite weather will be taken by the burn crew and a test fire will be set to check fire and smoke behavior. If conditions are satisfactory, ignition will typically begin approximately as described below. The actual ignition techniques, pattern, and starting points will be determined by the ignition boss at the time of ignition.

### **Tract 3, Green Section (named for the Green Trail that lies partly within it) Ignition Plan**

The ignition plan for this section will be very dependent on weather and wind situations at the time of ignition. Smoke management is paramount. We will likely have igniters go along the Red Loop and ignite the area above the Red Loop and then possibly ignite backing fires on the downhill side. Depending on conditions, igniters may then light off head fires on the Green Trail on the eastern edge of the unit to get a hot fire going to reduce smoke. At the ignition boss' discretion, a head fire on the eastern edge could be ignited from the fire line next to the fence along I-40. This technique will allow us to control the rate of spread and limit the amount of fire burning near the interstate. Once the area closest to the interstate is cleared, the ignition boss will direct ignition crews to encircle the unit either from the bottom or from a combination of back fires from the Green Trail and head fires from the bottom with appropriate stripping to control smoke and the rate of spread.

Particular attention will also be paid to the southern end of the section where the power line, Scout camp, and RV park will come into play.

Safety zones are Arlene Laman Drive, Scout Camp Road, RV Park North Road, and in the black.

**Crew communications:** Park radios, TNC radios, and cell phones. Plain language will be used for all communications.

**Fire behavior and weather monitoring:** Fire behavior will be as predicted for FM9, but since the unit ranges from flat to 30% sloped with 360° aspects, fire behavior will be extremely site specific. Backing fires, elimination of potentially hazardous fingers, and separate tract burns should help keep fire behavior well within manageable levels.

Fire weather forecasts will be obtained from the National Weather Service for every burn. Onsite weather will be monitored within one hour before the test fire. Visual estimates of the fire behavior will be included in the post fire summary.

**Holding:** AFC will have a dozer on site for creating holding lines if necessary. If the dozer is not available to be on site, the AFC Forester will stay informed of fire progress and will make the decision if the dozer is needed.

Spotting from torching vine ladders and slash piles could extend a long distance so a careful watch of burning debris along the firelines is warranted.

Pumper trucks (with radios) will be used for patrol if available. Crews will patrol fire lines with water packs and rakes. ATVs with water may be available for patrol. Park Staff and volunteers will be strategically placed off the fire line to keep an eye out for spotting.

**Fire sensitive areas:** The RV Park, pavilions, golf course, Log Cabin, Covered Bridge, the Scout camp, grassy park areas, and the pasture on the western end of the tract are all fire sensitive and will get special preparation and monitoring.

**Contingencies (include safety zones, escape routes, secondary control lines, escape response procedures):** White Oak Bayou, parking lots, all paved roads, and the blackened areas are all safety zones.

Minor escapes and spot fires will be treated by direct attack by the appropriate crew. Spot fires and escapes in FM9 are controllable by raking and blowing in narrow fire lines. Rates of spread will be slow unless wind speeds become high.

If the crew cannot contain an escape, the AFC dozer operator will be dispatched and NLR Fire Department will be immediately notified. All ignition will stop. Incident Command will be turned over to NLRFD upon their arrival.

**Potential hazards to crew:** Boulders, animal holes, stump holes, snags, wildlife, and burning debris rolling down hill are all potential hazards. Smoke inhalation during burn and mop up is also a potential hazard. The areas along White Oak Bayou are densely vegetated with river cane and vines that may make travel by the ignition crews slow in places. Team progress will be closely monitored by the Ignition Boss.

**Mop-up:** In the burned area, all snags and actively burning areas within 100 feet of the fire breaks will be put out. Snags will be assessed to see if they need to be cut and extinguished. If the snags are found not to be a threat, they will be left to burn out. If the snags are found to be a threat, they will be cut and extinguished. Pumper trucks can be used to reduce burning snags or downed woody debris if necessary.

Extinguish, cut, or knock over all large burning snags that threaten the firelines. Be sure there is continuous black around the entire unit perimeter.

The Park Staff and NLR Fire Department will monitor the burned area throughout the night. The burn boss will designate one person to return in the morning to check the unit and mop-up as needed. The burn will be checked during the night, the following day, and as often thereafter as necessary as determined by the Burn Boss to ensure the fire does not escape and smoke does not become a problem.

## **BURN DURATION**

**Time (indicate minutes or hours) for:**

Fire line Preparation: 12 manhours

Ignition: 4 hours

Mop-up: 8 hours

**Total Duration: 1-2 days**

**Public relations:** North Little Rock Communications officials will release news articles to assist in public relations and notification.

**Follow-up assignments:** A post burn assessment will be done by the burn boss and TNC to assess the achievement of burn objectives. A follow up assessment will be completed by the burn boss and TNC during the spring to determine the environmental impact to flora and fauna.

A fire summary report and a fire activity report will be completed by the burn boss or designee.

# BURN ASSIGNMENTS

**Burn Boss:** Bert Turner

**Ignition Boss:** \_\_\_\_\_

**Crew Required:** Minimum of 4 qualified and PPE-equipped team members. AFC dozer crew as available. Strongly prefer to have The Nature Conservancy burn team help with as many crew members as possible. Other qualified and properly equipped burn crew members from Arkansas Game and Fish Commission, Central Arkansas Water, Arkansas Forestry Commission, and others may participate with approval of the burn boss. North Little Rock Fire Department will participate to the extent possible. Volunteers may be used in safety zones to help communicate with the public; support the burn crew with food, water, and administrative duties; direct traffic; and watch for spotting.

## SPECIAL INSTRUCTIONS TO CREWS

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### CREW ASSIGNMENTS

<u>Crew 1</u>	
Crew Member	Assignment
_____	_____
_____	_____

<u>Crew 2</u>	
Crew Member	Assignment
_____	_____
_____	_____

## SPECIAL ASSIGNMENT

Crew Member

Location & Assignment

Support & fuel transfer

\_\_\_\_\_

Pumper

\_\_\_\_\_

**Required items:**

- Dozer on site or standby
- Park radios
- Protective clothing
- First aid kit
- Weather kit
- Fire shelters
- ATV with water
- Fuel cans
- Water bladder backpacks
- Chainsaw
- Drinking water
- Leaf blower
- Fire rakes
- Drip torches

## EQUIPMENT ASSIGNMENT

	A	B	C	D	E	F	IP	SA
PPE								
Plow Unit								
Torch								
Rakes								
Fuel								
Water								
Food								
Radios								
Extra Radio Battery								
ATV								
Chainsaw								
First Aid Kit								
Other								

Each member of the prescribed burn crew will carry a map with physical and topographic features and division assignment boundaries. The map will show designated safety zones, drop points, and equipment and materials which are located at these drop points.

## PRE-BURN CHECKLIST AND CREW BRIEFING

### A. PRIOR TO CREW BRIEFING

- Ensure Fire Unit is as described in plan.
- Ensure required firebreaks complete.
- Complete official and neighbor notifications.
- Ensure required equipment is on-site and functioning.
- Ensure planned ignition and containment methods are appropriate.
- Place list of emergency phone numbers in each vehicle.
- Ensure planned contingencies and mop-up is appropriate.

### B CREW BRIEFING

- Each crew member has a burn unit map.
- Describe burn unit size and boundaries.
- Describe purpose of burn (goals, objectives).
- Describe firelines and adjacent fuels.
- Describe weather forecast.
- Describe latest onsite weather.
- Location of back-up equipment, supplies, and water (staging).
- Review organization of crew and assignments.
- Review methods of ignition, holding, mop-up, and communications.
- Describe anticipated fire and smoke behavior.
- Describe burn unit hazards.
- Review all contingencies including escape routes.
- Review mop-up procedures.
- List location of vehicles, keys, and nearest phone.
- Answer questions from crew.
- Give crew members the opportunity to decline participation.

### C. PRIOR TO IGNITION

- Ensure weather and fuel conditions are within prescriptions.
- Ensure weather forecast, obtained within two hours of ignition, says prescribed weather will hold for two hours past expected duration of burn.
- Ensure crew members have required protective clothing.
- Ensure crew members have matches.
- Conduct radio check.
- Conduct test burn.

### D. BEFORE LEAVING BURN UNIT

- Ensure mop-up completed as described in prescription.
- Arrange inspection for next morning if unit not cold out.

### E. NOTE ANY MODIFICATIONS TO RX

**ON SITE WEATHER DATA**

DATE \_\_\_\_\_ TIME \_\_\_\_\_  
SITE/UNIT \_\_\_\_\_  
LOCATION \_\_\_\_\_  
BY \_\_\_\_\_

(Circle One)                      PRE-BURN                      DURING BURN                      POST BURN

DRY BULB TEMPERATURE \_\_\_\_\_

WET BULB TEMPERATURE \_\_\_\_\_

RELATIVE HUMIDITY \_\_\_\_\_

DEW POINT \_\_\_\_\_

WIND SPEED (pith ball anemometer or Kestrel) \_\_\_\_\_

WIND DIRECTION \_\_\_\_\_

SKY \_\_\_\_\_

COMMENTS \_\_\_\_\_

IMPORTANT NUMBERS:     AFC (501) 664-2531; NWS (501) 834-0308/9102

**ON SITE WEATHER DATA**

DATE \_\_\_\_\_ TIME \_\_\_\_\_  
SITE/UNIT \_\_\_\_\_  
LOCATION \_\_\_\_\_  
BY \_\_\_\_\_

(Circle One)                      PRE-BURN                      DURING BURN                      POST BURN

DRY BULB TEMPERATURE \_\_\_\_\_

WET BULB TEMPERATURE \_\_\_\_\_

RELATIVE HUMIDITY \_\_\_\_\_

DEW POINT \_\_\_\_\_

WIND SPEED (pith ball anemometer or Kestrel) \_\_\_\_\_

WIND DIRECTION \_\_\_\_\_

SKY \_\_\_\_\_

COMMENTS \_\_\_\_\_

IMPORTANT NUMBERS:     AFC (501) 332-2000; NWS (501) 834-0308/9102

**ON SITE WEATHER DATA**

DATE \_\_\_\_\_ TIME \_\_\_\_\_

SITE/UNIT \_\_\_\_\_

LOCATION \_\_\_\_\_

BY \_\_\_\_\_

(Circle One)

PRE-BURN

DURING BURN

POST BURN

DRY BULB TEMPERATURE \_\_\_\_\_

WET BULB TEMPERATURE \_\_\_\_\_

RELATIVE HUMIDITY \_\_\_\_\_

DEW POINT \_\_\_\_\_

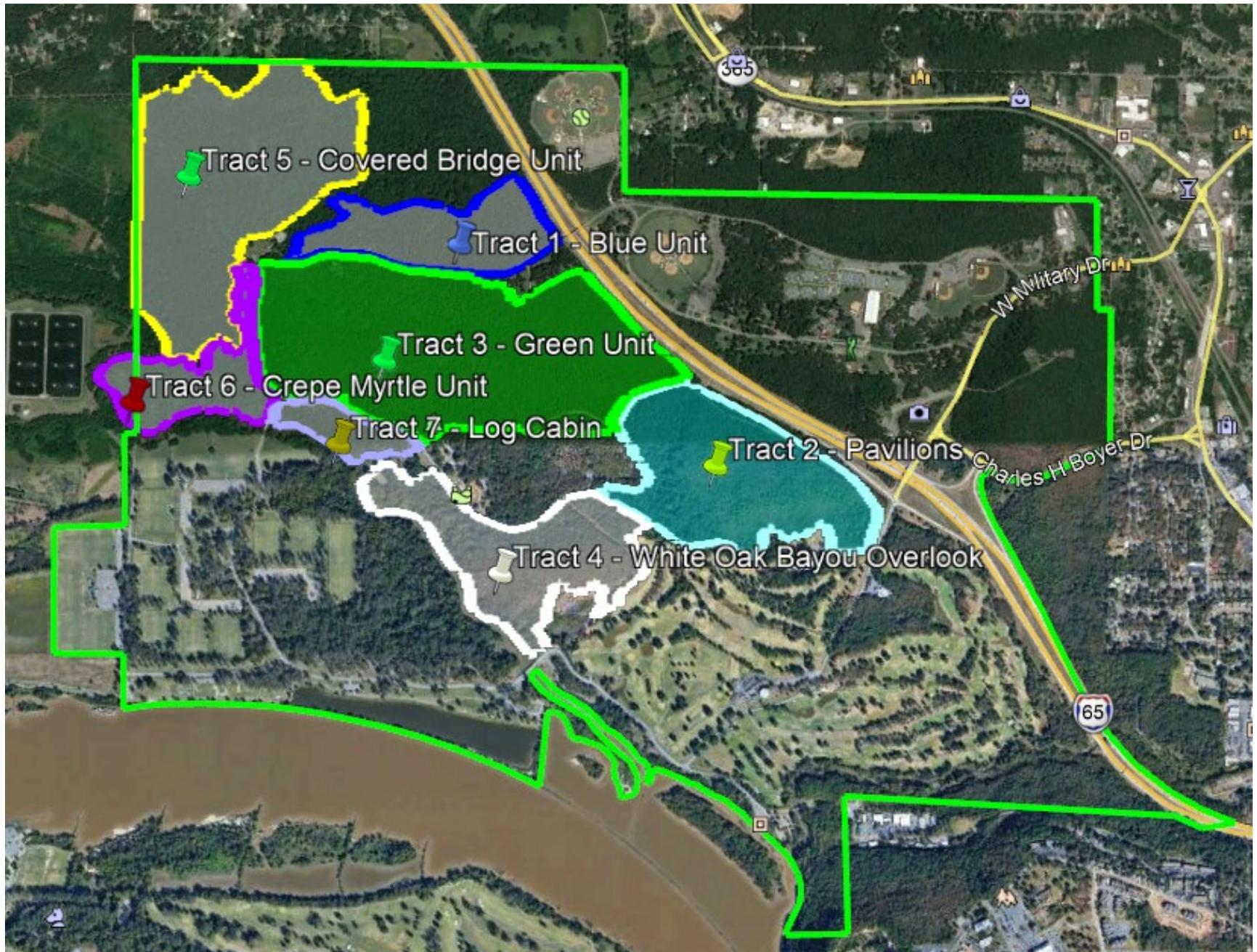
WIND SPEED (pith ball anemometer or Kestrel) \_\_\_\_\_

WIND DIRECTION \_\_\_\_\_

SKY \_\_\_\_\_

COMMENTS \_\_\_\_\_

IMPORTANT NUMBERS: AFC (501) 332-2000; NWS (501) 834-0308/9102



Tract 5 - Covered Bridge Unit

Tract 1 - Blue Unit

Tract 3 - Green Unit

Tract 6 - Crepe Myrtle Unit

Tract 7 - Log Cabin

Tract 2 - Pavilions

Tract 4 - White Oak Bayou Overlook

W Military Dr

Charles H Boyer Dr

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