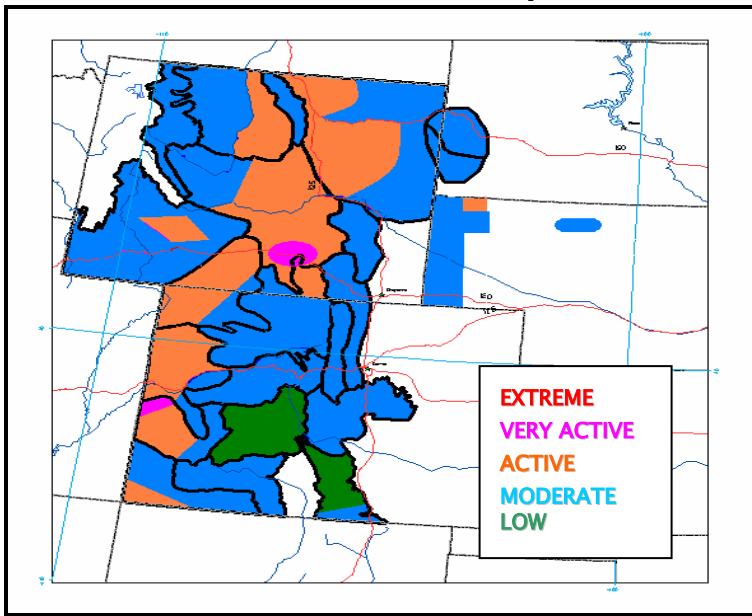


Rocky Mountain Area Fire Behavior Forecast For Thursday, July 6, 2006¹

Important Area Indices: ERC (Energy Release Component) is still above 90th percentile in several areas (Shoshone, Powder River Basin, Black Hills-South(97th), Wind River/Casper, Laramie Mt, NW Colorado Plateau, Northern Colorado Mt, Northern Front Range Mt, Northern Front Range Foothills (97th), Lower Colorado River Plateau(97th), Grand Mesa/White River, Uncompahgre (97th), Central Front Range, Southern Front Range, and Ute Mt/Mesa Verde).

General: Some drying today. Still the overall trend is downward, especially in Southern Colorado. The increase in occurrence yesterday is the result of the dry large fuels/and duff under them mixed with wind. Fires even at **MODERATE** have potential to grow and even escape with wind. The key is the probability is low.

Fire Behavior Potential Map



Fire Behavior Potential for IA

Initial Attack should be successful for all areas. Initial Attack availability is still needed for success. The **VERY ACTIVE** areas will need additional resources to contain the fire but will succeed under the forecast conditions. The only caveat to this would be high winds (> 12mph) on the fire. 1000 hour fuels will still consume in most areas, but Rates of Spread will be on the low end of the scale.

TYPICAL FIRE BEHAVIOR in Fuel Models 2 and 3 (Grass under timber, tall prairie)

| Behave Outputs | LOW | MODERATE | ACTIVE | VERY ACTIVE | EXTREME |
|-------------------------|-------|----------|---------|-------------|---------|
| Rates of Spread (Ch/hr) | 0-10 | 11-20 | 21-40 | 41-95 | >95 |
| Flame Length (Ft.) | 0-1 | 1-2 | 2-4 | 4-6 | >6 |
| Max Spot Distance (Mi.) | 0-0.1 | 0.1-0.2 | 0.2-0.3 | 0.3-0.4 | >0.4 |

TYPICAL FIRE BEHAVIOR in Fuel Models 9, 10, 11 (needle litter, timber/heavy down material, light slash)

| Behave Outputs | LOW | MODERATE | ACTIVE | VERY ACTIVE | EXTREME |
|-------------------------|-------|----------|---------|-------------|---------|
| Rates of Spread (Ch/hr) | 0-3 | 4-7 | 8-12 | 12-16 | 16+ |
| Flame Length (Ft.) | <2 | 2-3 | 3-5 | 5-7 | 7+ |
| Max Spot Distance (Mi.) | 0-0.1 | 0.1-0.2 | 0.2-0.3 | 0.3-0.4 | 0.4-0.5 |

¹This is a broad scale product to inform fire managers of fire behavior potential. Firefighters should use local knowledge, weather observations, and spot forecasts to calculate site specific fire behavior.

TYPICAL FIRE BEHAVIOR in Fuel Models 5 and 6 (Brush, Pinyon/Juniper)

| Behave Outputs | LOW | MODERATE | ACTIVE | VERY ACTIVE | EXTREME |
|-------------------------|-------|----------|---------|-------------|---------|
| Rates of Spread (Ch/hr) | 0-6 | 6-13 | 13-28 | 29-60 | 60+ |
| Flame Length (Ft.) | <4 | 4-7 | 7-9 | 9-12 | 12+ |
| Max Spot Distance (Mi.) | 0-0.1 | 0.1-0.2 | 0.2-0.3 | 0.3-0.4 | 0.4-0.7 |

--Friday through Tuesday

Overall trend for the period is for fire potential to trend downwards until Sunday. By Sunday Colorado will start trending upward, while Wyoming will be getting very warm and dry by Monday. Some **EXTREME** may be seen in Wyoming after Monday.

SAFETY: Keep up the good work. The one job all of you have is to get yourselves and the people in the field home safely everyday.

NFDRS definition of the day - *X-1000 Hr Fuel Moisture Value*: - The X-1000 value is not truly a dead fuel moisture value. It is the live fuel moisture recovery value. It is discussed here since it is derived from the 1000-hr fuel moisture value. It is an independent variable used in the calculation of the herbaceous fuel moisture. The X-1000 is a function of the daily change in the 1000-hour timelag fuel moisture, and the average temperature. Its purpose is to better relate the response of the live herbaceous fuel moisture model to the 1000- hour timelag fuel moisture value. The X-1000 value is designed to decrease at the same rate as the 1000-hour timelag fuel moisture, but to have a slower rate of increase than the 1000-hour timelag fuel moisture during periods of precipitation, hence limiting excessive herbaceous fuel moisture recovery. The X-1000 value can vary between fuel models at the same station.

This is my last forecast here.
 Thanks for everything,
 Dan