

# **YAWNS – Yakima Air Wintertime Nitrate Study**

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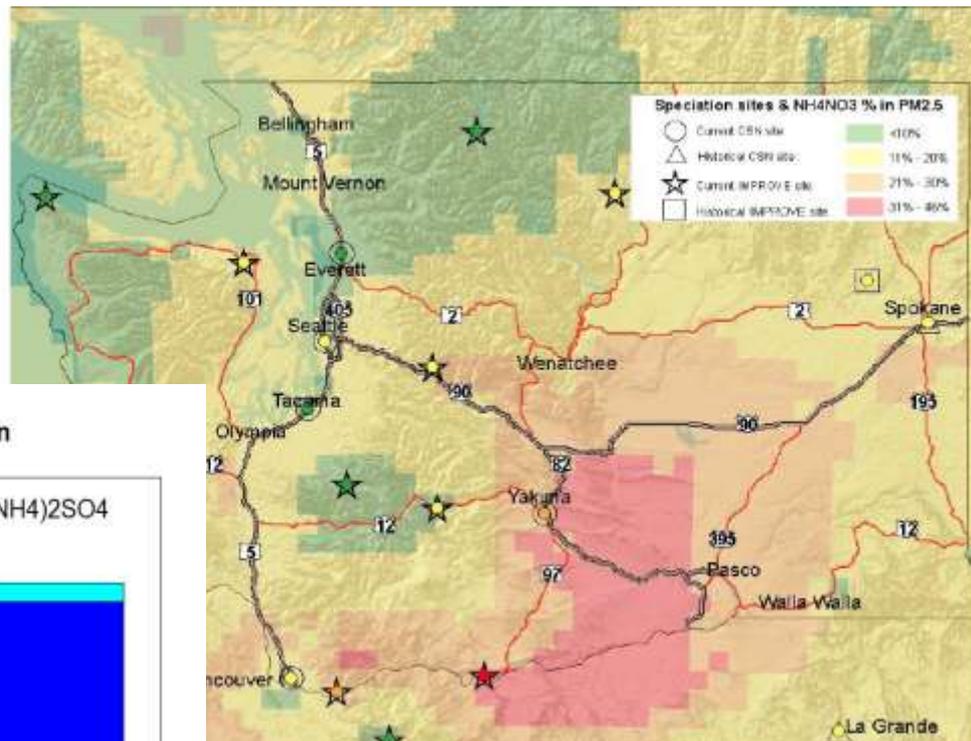
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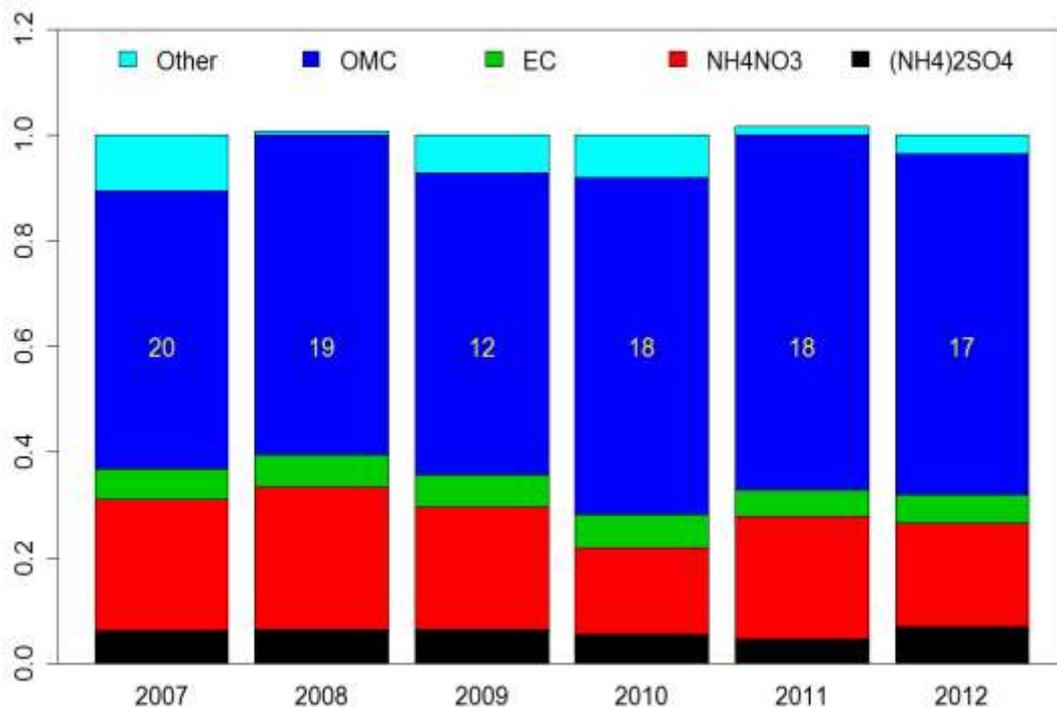
*NW AIRQUEST 2014 Annual Meeting, June 18-20, 2014*

# Motivation

Why is nitrate such a large fraction of winter time  $PM_{2.5}$  in Yakima?



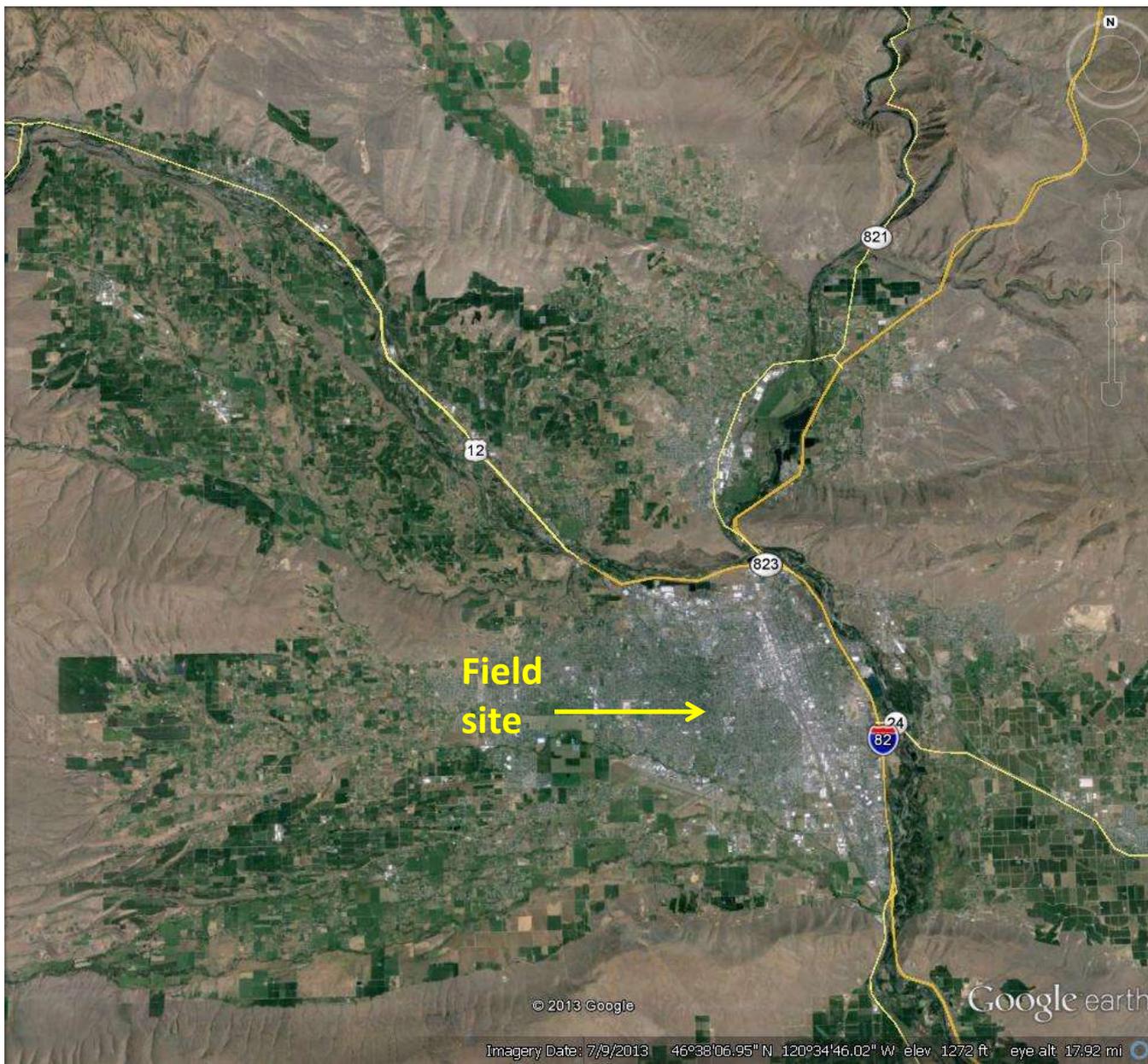
75%ile fractions of each species in  $PM_{2.5}$ , by heating season



Numbers shown are 75%iles of heating season  $PM_{2.5}$  concs.

*~30% contribution in winter time*

# Study Area: Yakima, WA



## Yakima, WA

Population = 91,000

wintertime air  
stagnation events  
common

Regional  $\text{NH}_3$   
emissions high from  
agriculture emissions  
(diary farms, feed lots)

Interstate **I-82** runs  
through the Yakima  
Valley

# Yakima Wintertime Nitrate Study (YAWNS)

3 weeks in winter : Jan 5, 2013 – Jan 26, 2013



## Measured:

VOCs by PTR-MS

NO, NO<sub>2</sub>, NO<sub>y</sub>

CO, CO<sub>2</sub>, O<sub>3</sub>

Particle size distribution

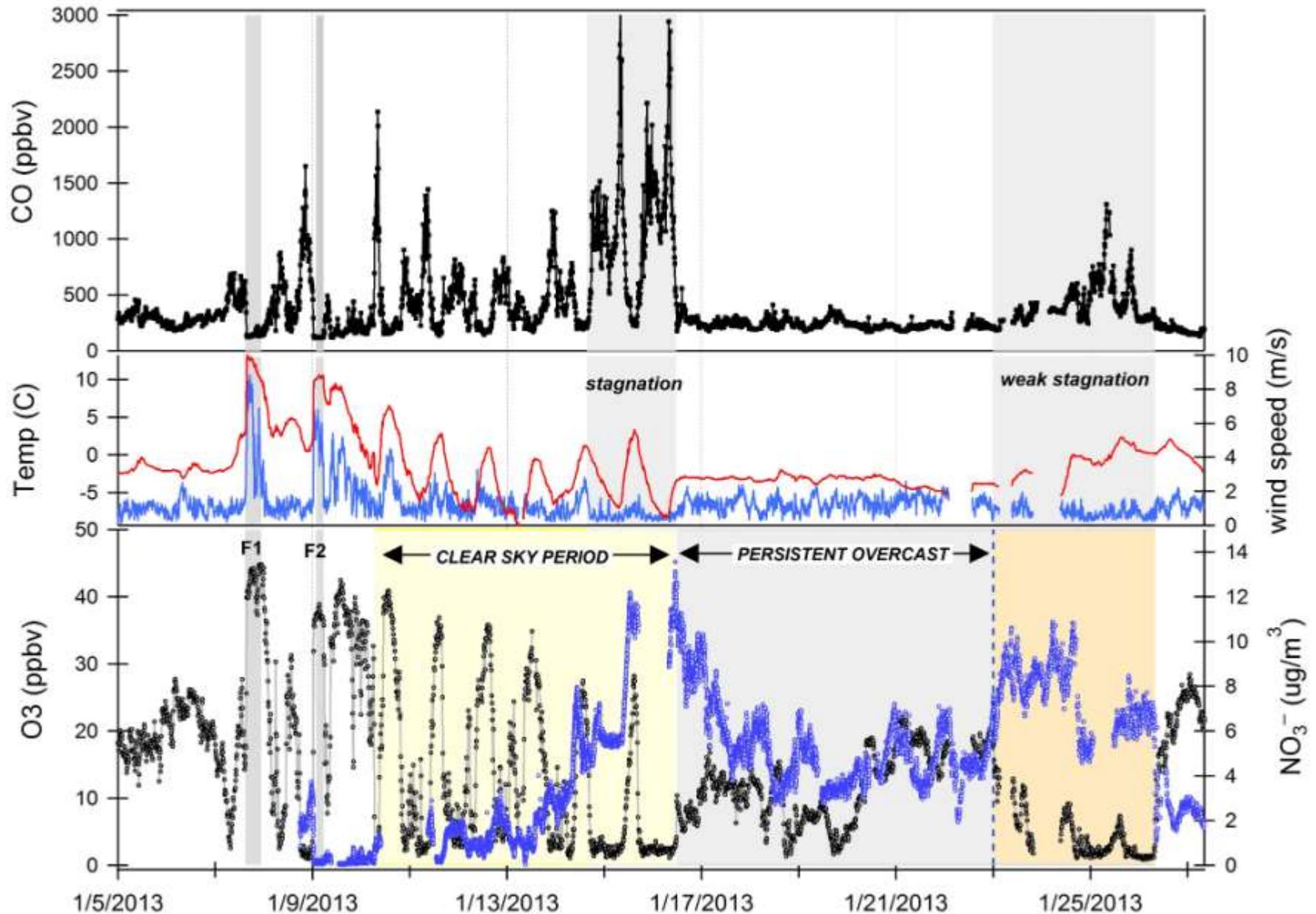
Particle chemical  
composition by AMS

Black carbon by single  
particle soot photometer  
(SP2)

Surface meteorology

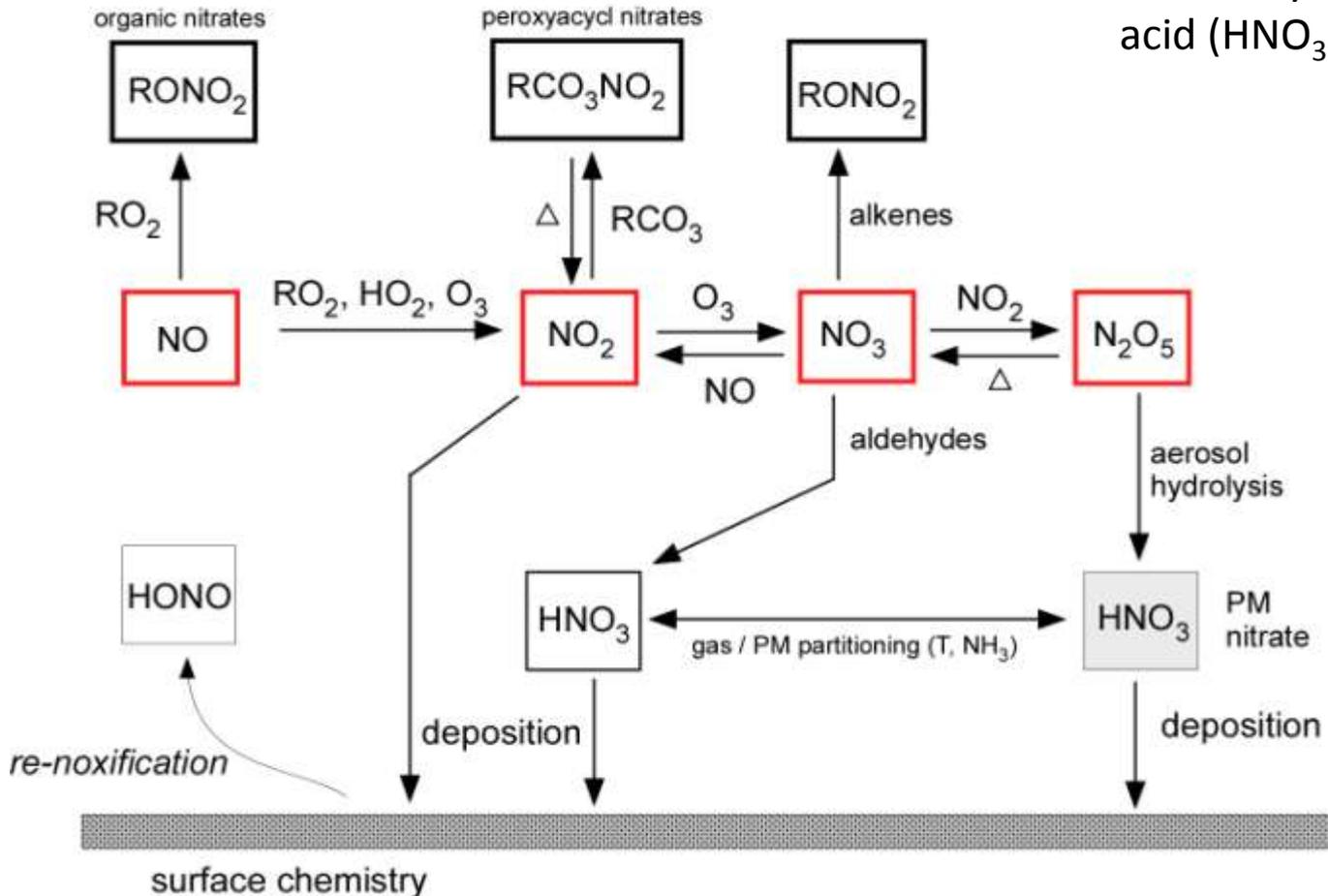
PBL height by ceilometer

# YAWNS data – not so boring!



# NO<sub>3</sub> Formation Chemistry at Night

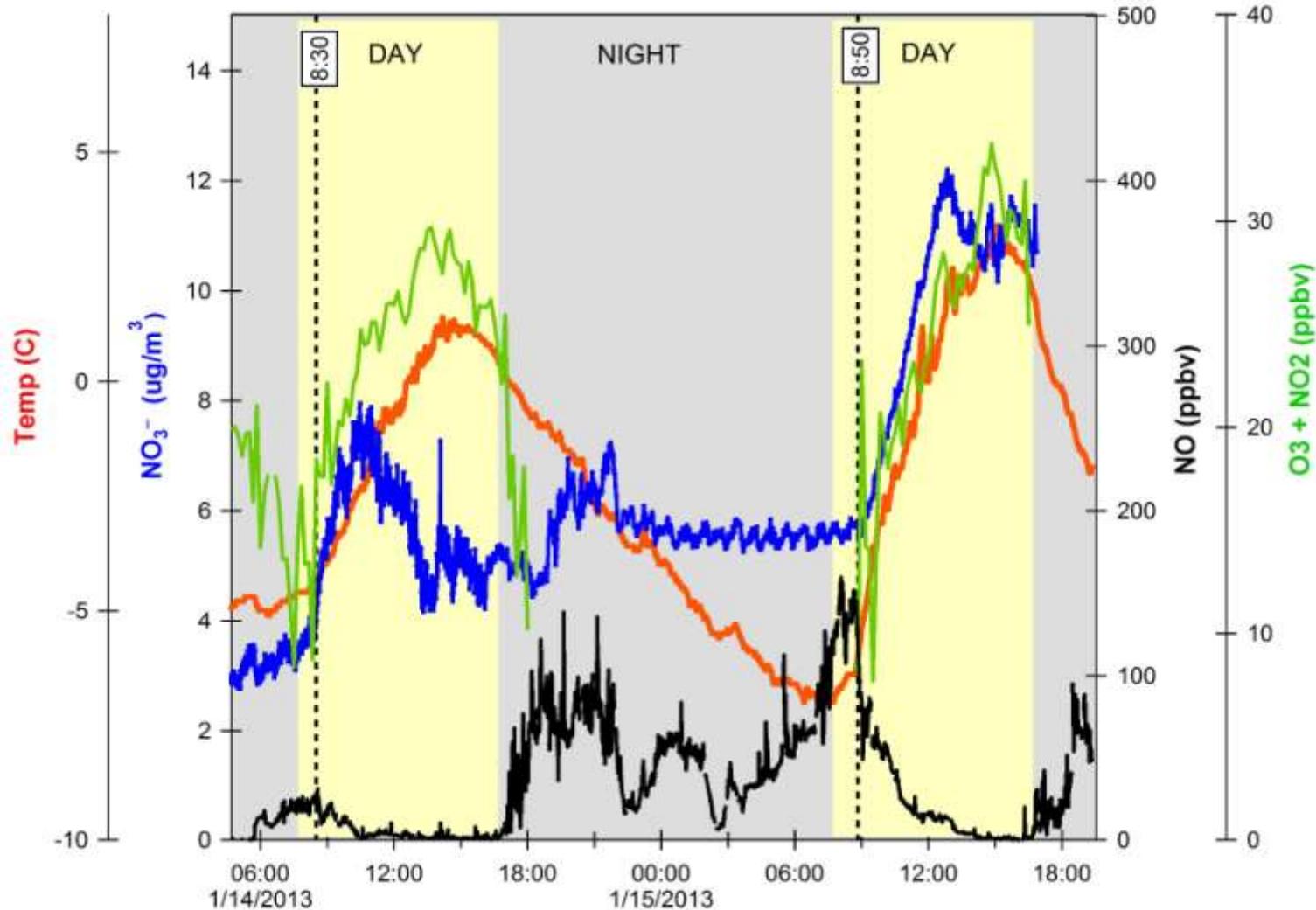
## Nighttime chemistry



Yakima airshed has excess ammonia, so aerosol nitrate formation is limited by the availability of nitric acid (HNO<sub>3</sub>)

The NO concentration is key – too high a concentration then NO<sub>3</sub> concentrations are low and nitrate production will be limited.

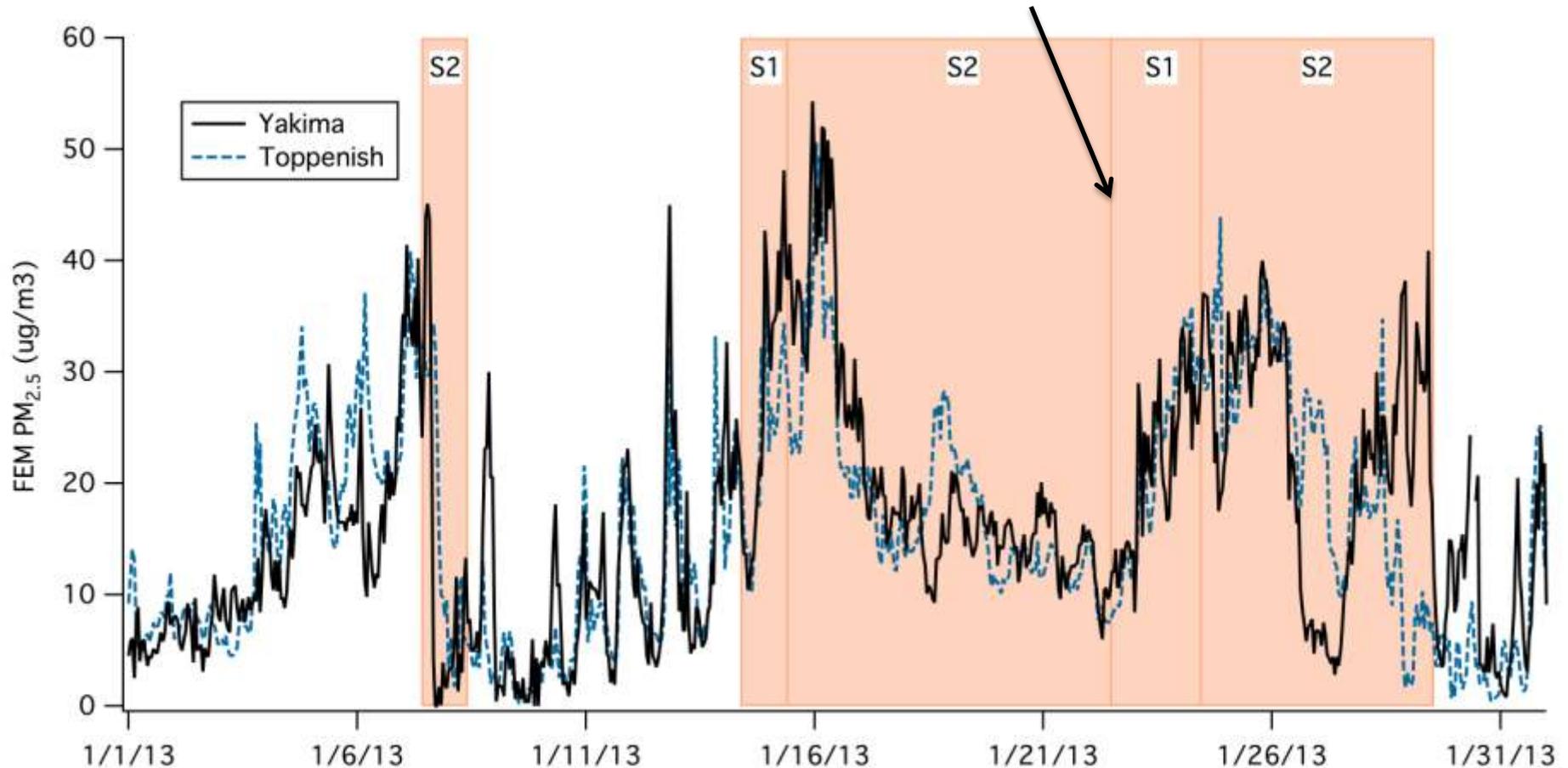
# Clear Sky Nitrate Formation



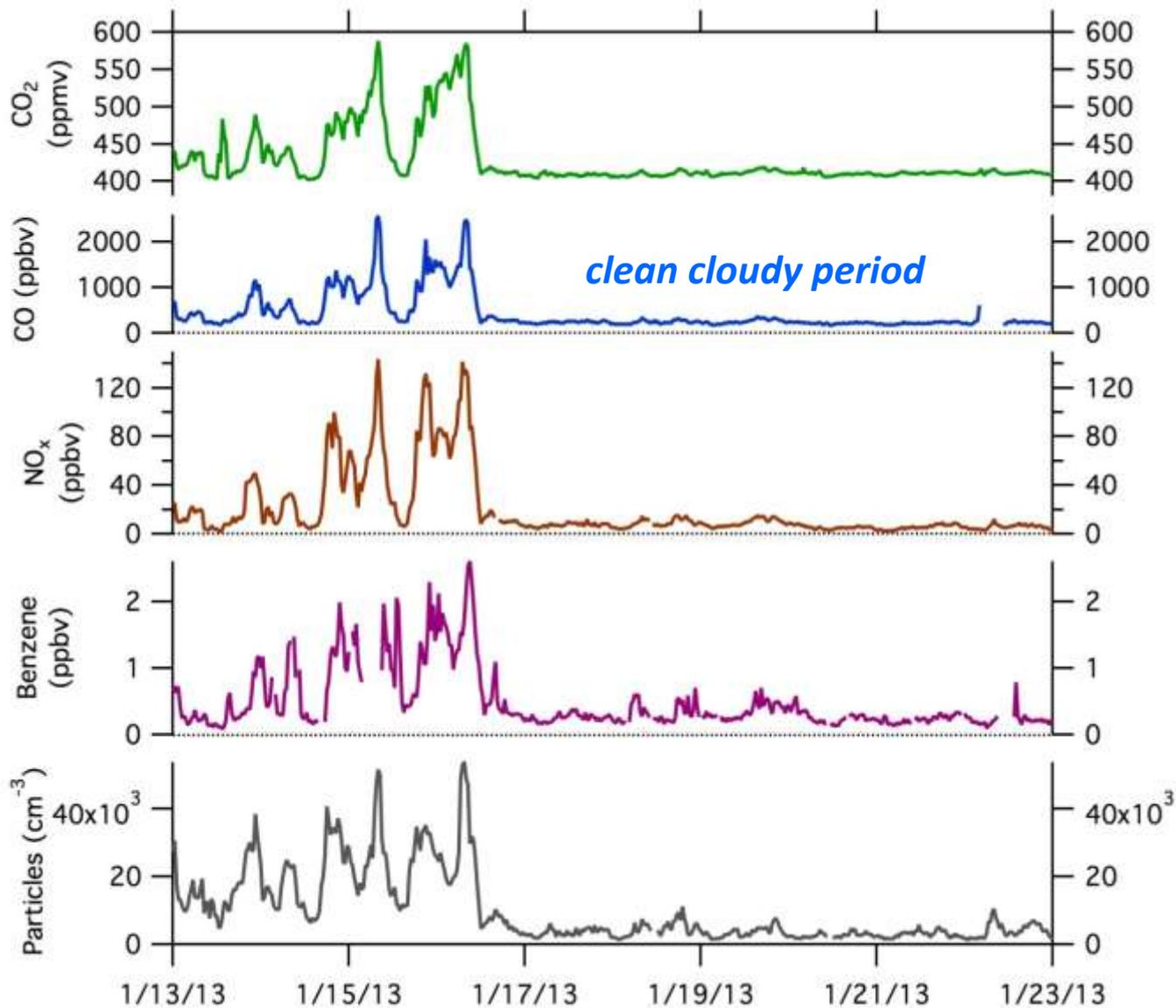
**Rapid increase in PM Nitrate after sunrise, is this evidence of elevated nitrate in residual layer?**

# Persistent Overcast Period: Jan 16, noon – Jan 23

From press release: “YRCAA affirms that, based on air quality readings through this air stagnation episode, public compliance has been exceptional through this current Stage 2 Burn Ban, enabling YRCAA to now reduce the Burn Ban to a Stage 1 Burn Ban, for those that have a great need to use wood and pellet stoves to heat their homes.”

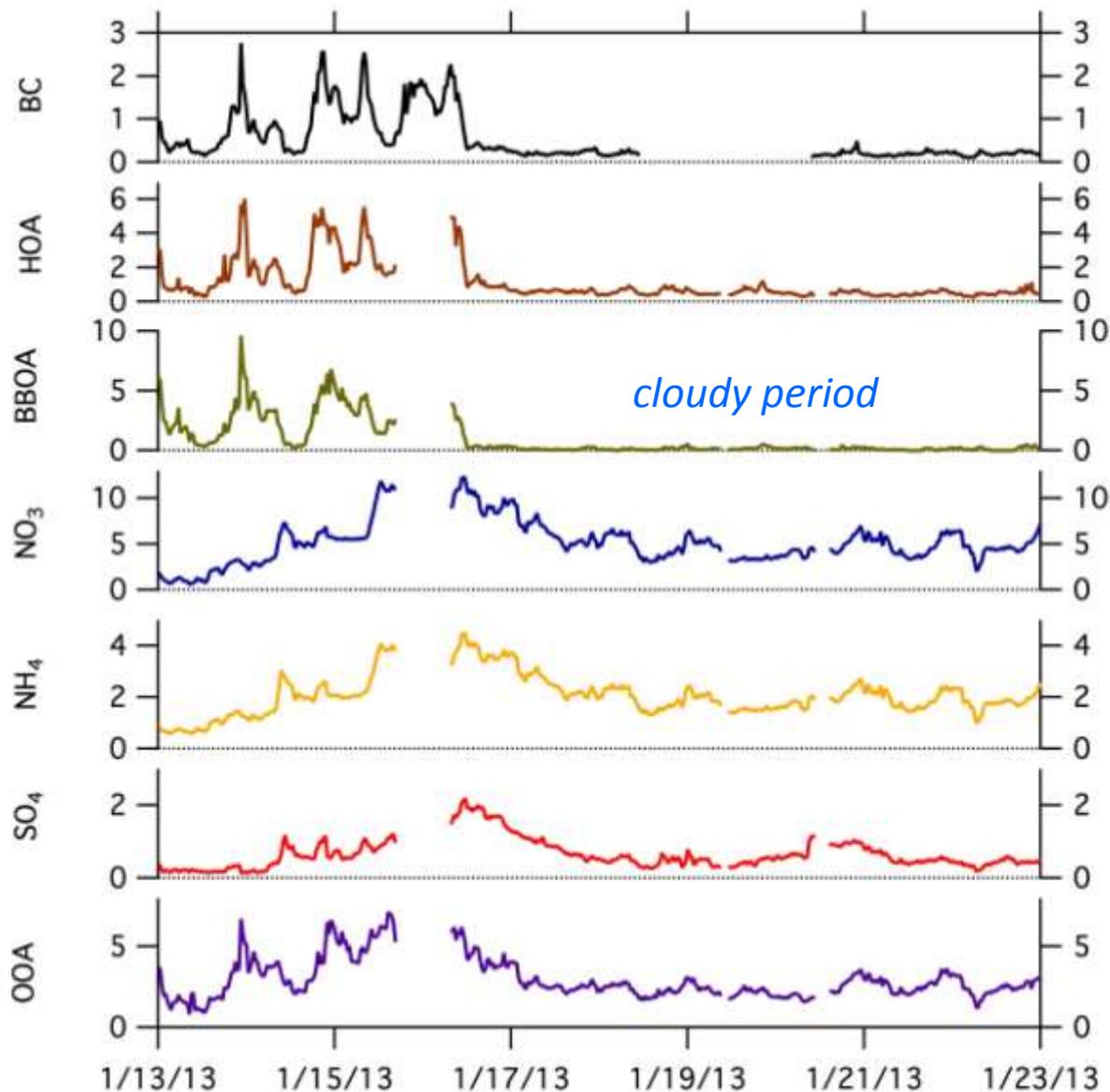


# The Persistent Cloudy Period



The **cloudy period** with elevated PM mass was remarkably clean (low concentrations of primary pollutants)

# The Persistent Cloudy Period: PM composition ( $\mu\text{g}/\text{m}^3$ )



Low concentrations of *primary* compounds

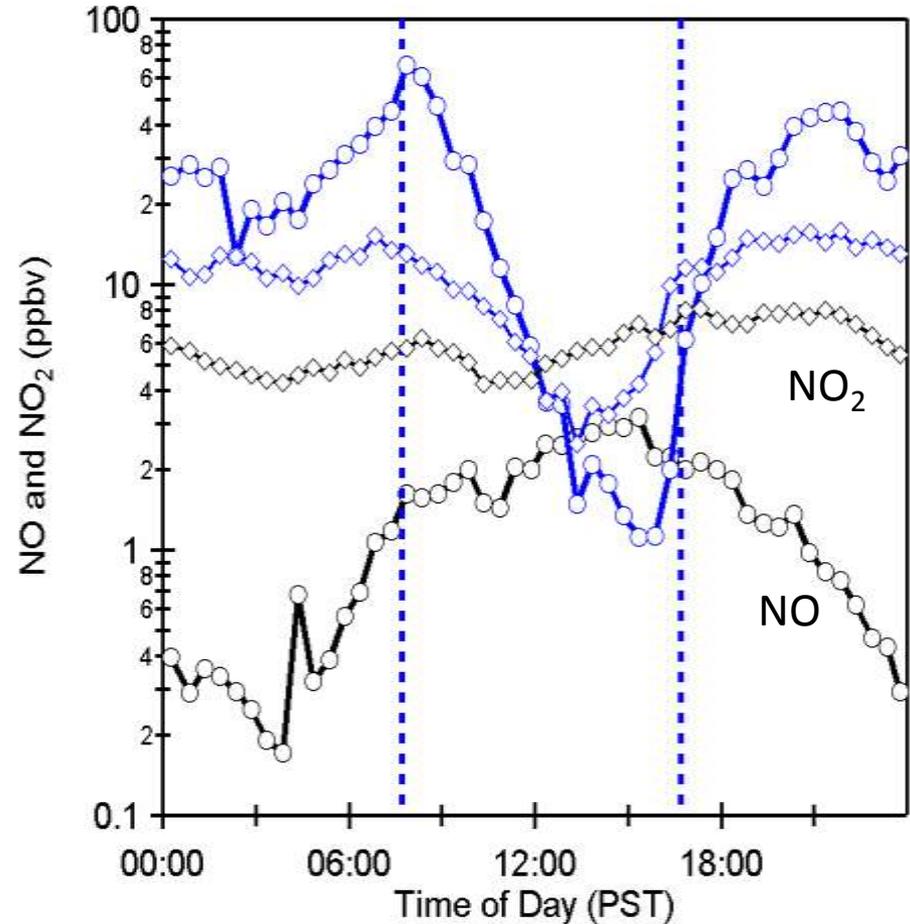
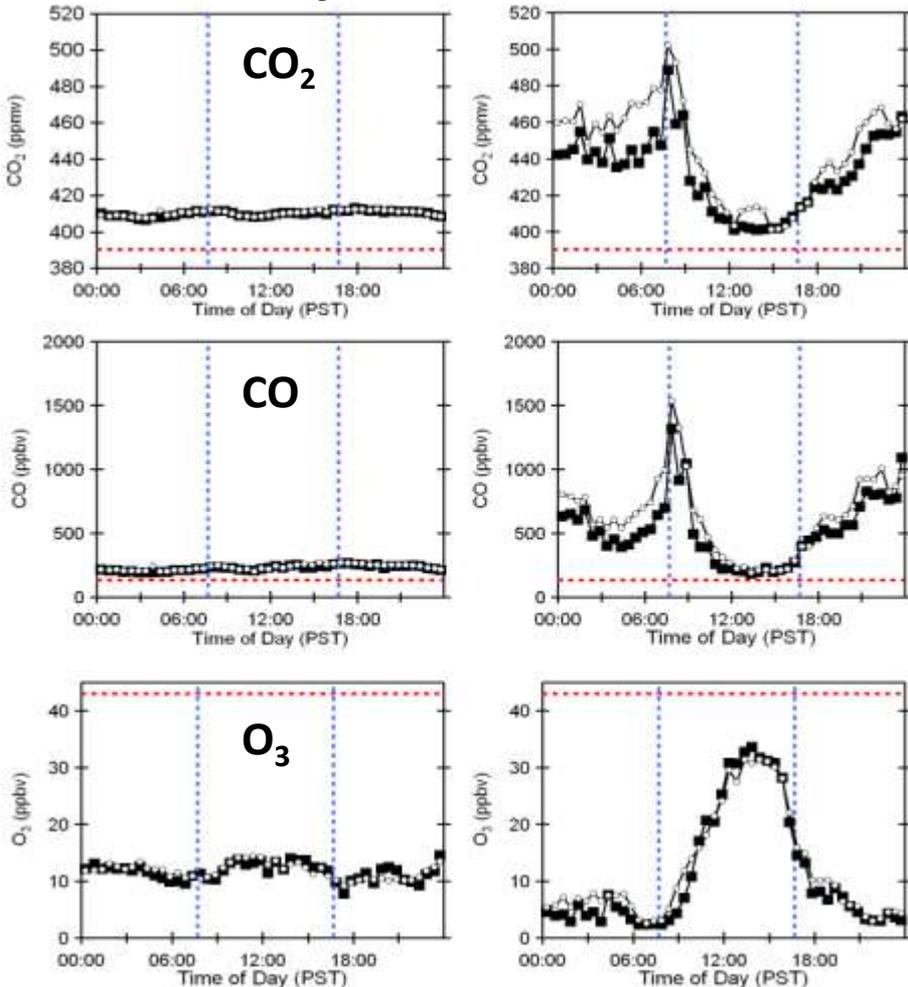
Elevated concentrations of *secondary* compounds (produced by atmospheric chemistry reactions)

# Diel Variation : Contrast **Clear Sky** and Cloudy Period

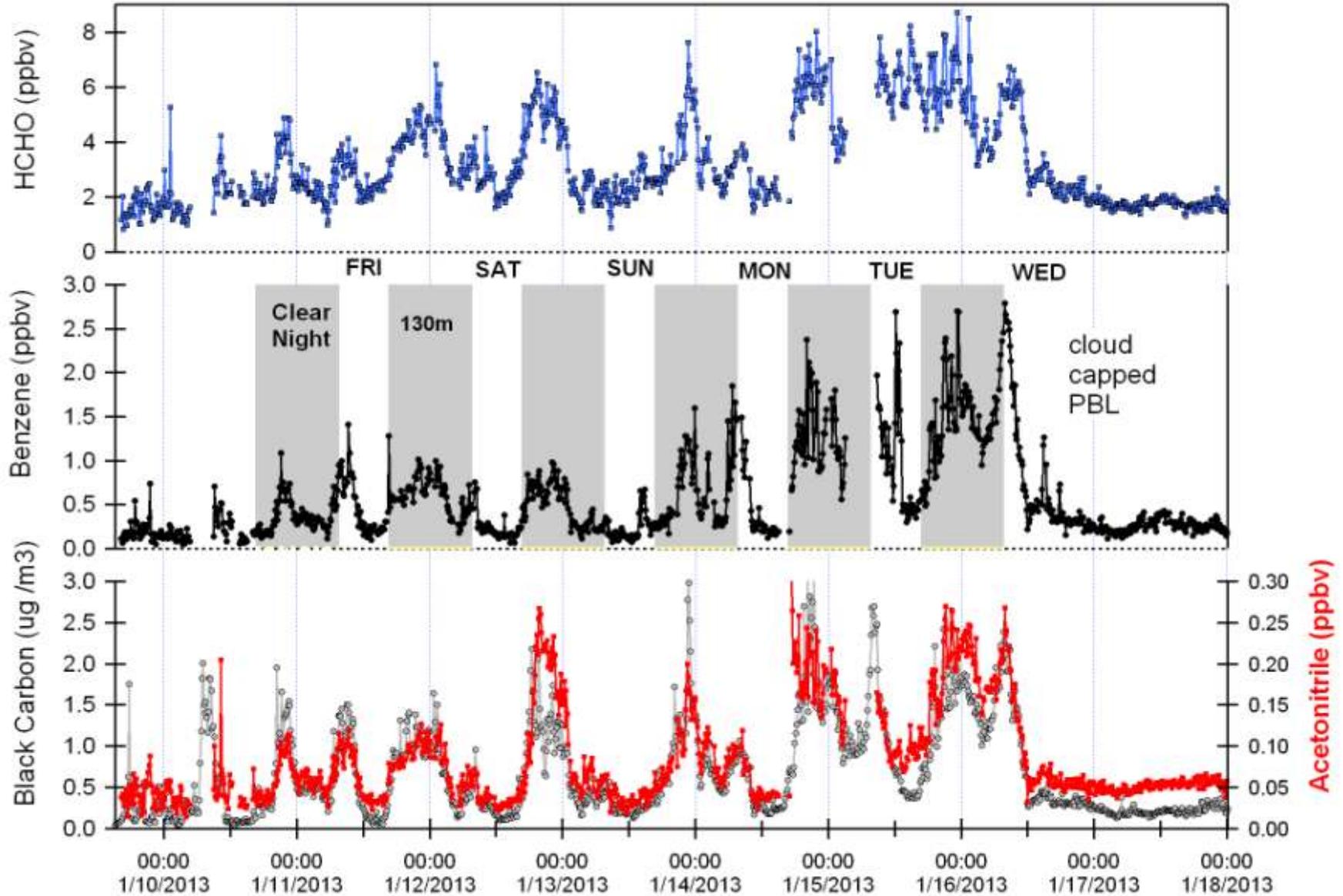
*cloudy*

*clear*

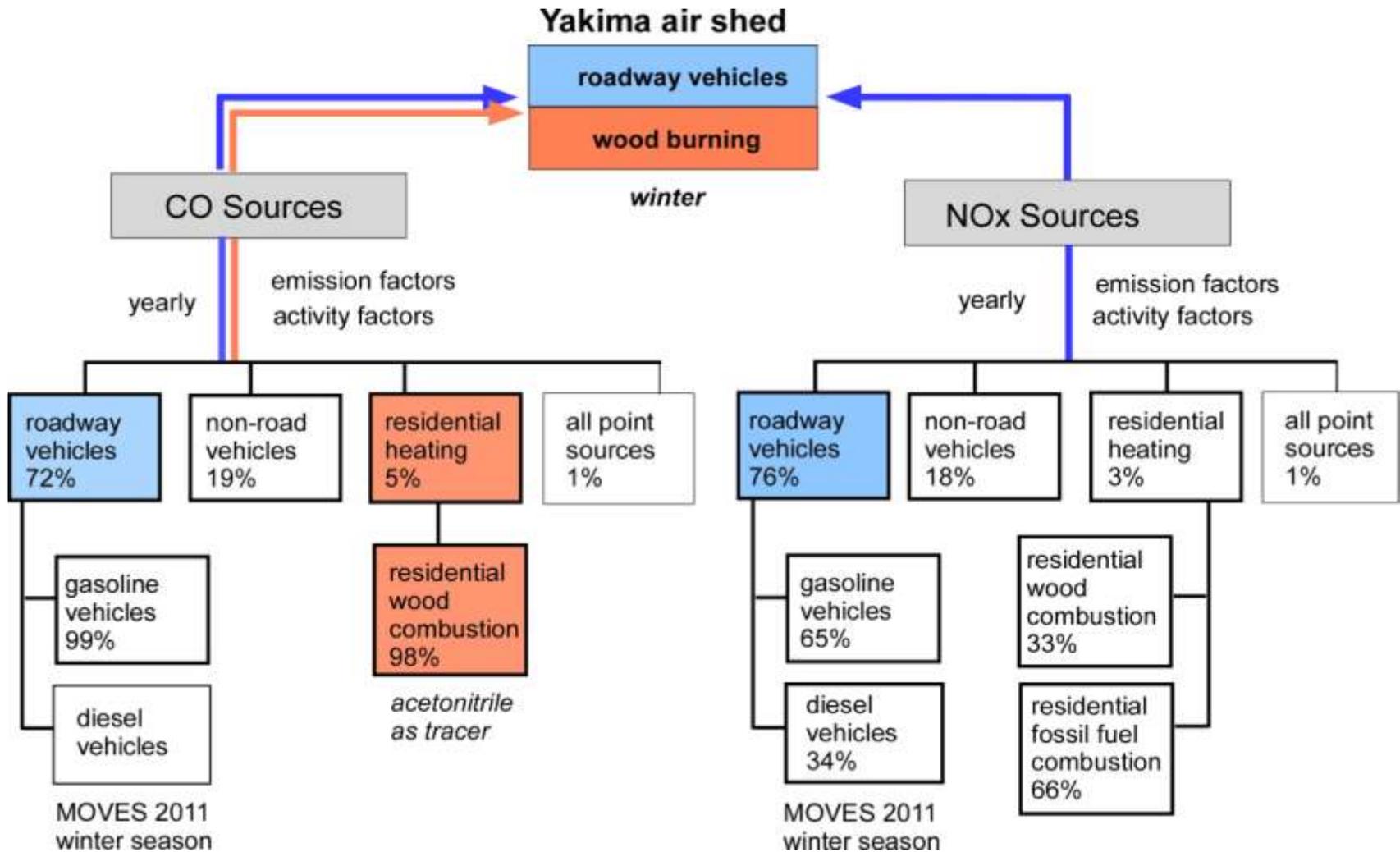
**NO mixing ratios (circles) much lower during cloudy period**



# Acetonitrile ( $\text{CH}_3\text{CN}$ ) : Wood Burning Tracer



# Sources: Yakima County Inventory



*Combustion sources are also major sources of PM & VOCs*  
***Simple EI of small town enables better source characterization***

# Chemical Mass Balance Model

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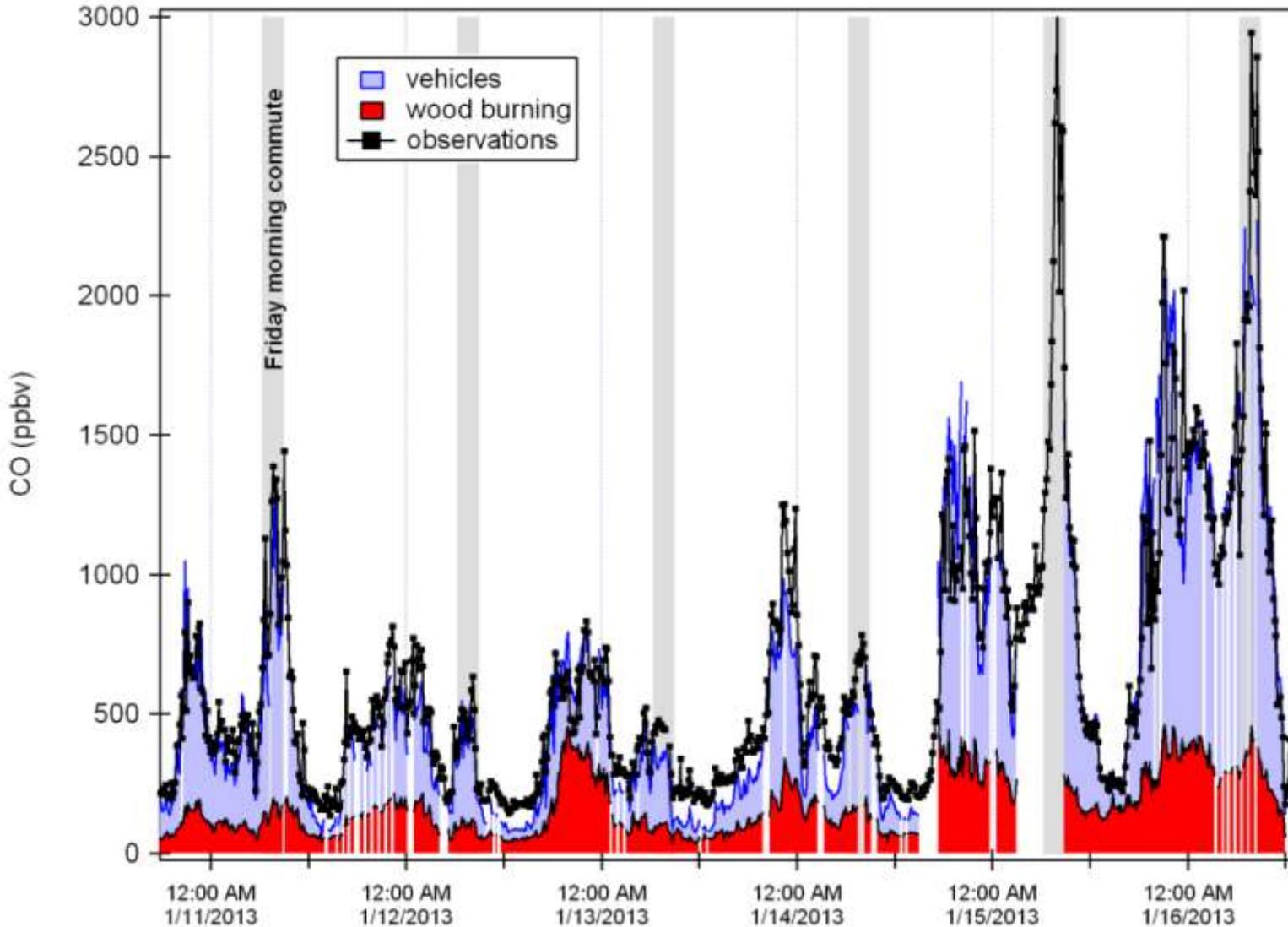
- Use **Acetonitrile** as a tracer for residential wood combustion emissions
- Use **NO<sub>x</sub>** as a tracer for fossil fuel combustion emissions (dominated by roadway vehicles)
- Apply a bivariate model to account for other primary pollutant (**P**) concentrations assuming pollutants are conserved:

$$\Delta P = ER_w * [\Delta CH_3CN] + ER_{FF} * [\Delta NO_x]$$

- **ER<sub>w</sub>** = wood combustion molar emission ratio **P** / **CH<sub>3</sub>CN**
- **ER<sub>FF</sub>** = fossil fuel combustion molar emission ratio **P** / **NO<sub>x</sub>**

*Optimize linear fit (slope and  $r^2$ ) between predicted  $\Delta P$  and measured*

# 1. Carbon Monoxide Attribution



Good fit of model to observations

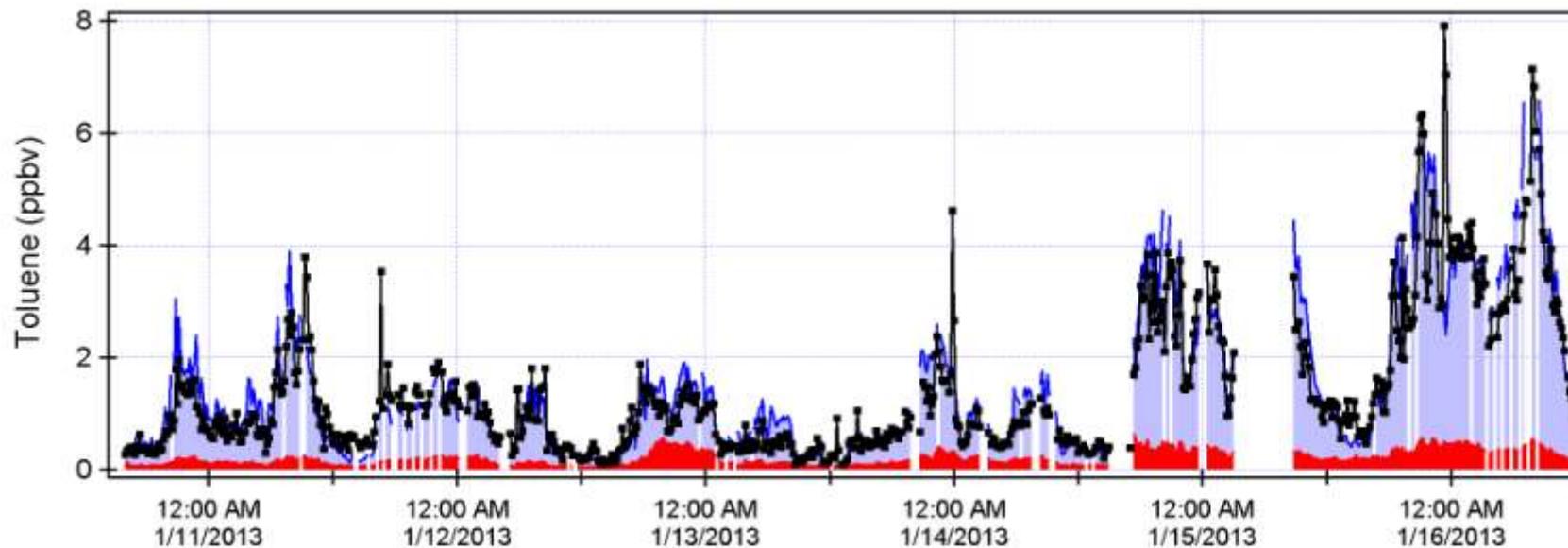
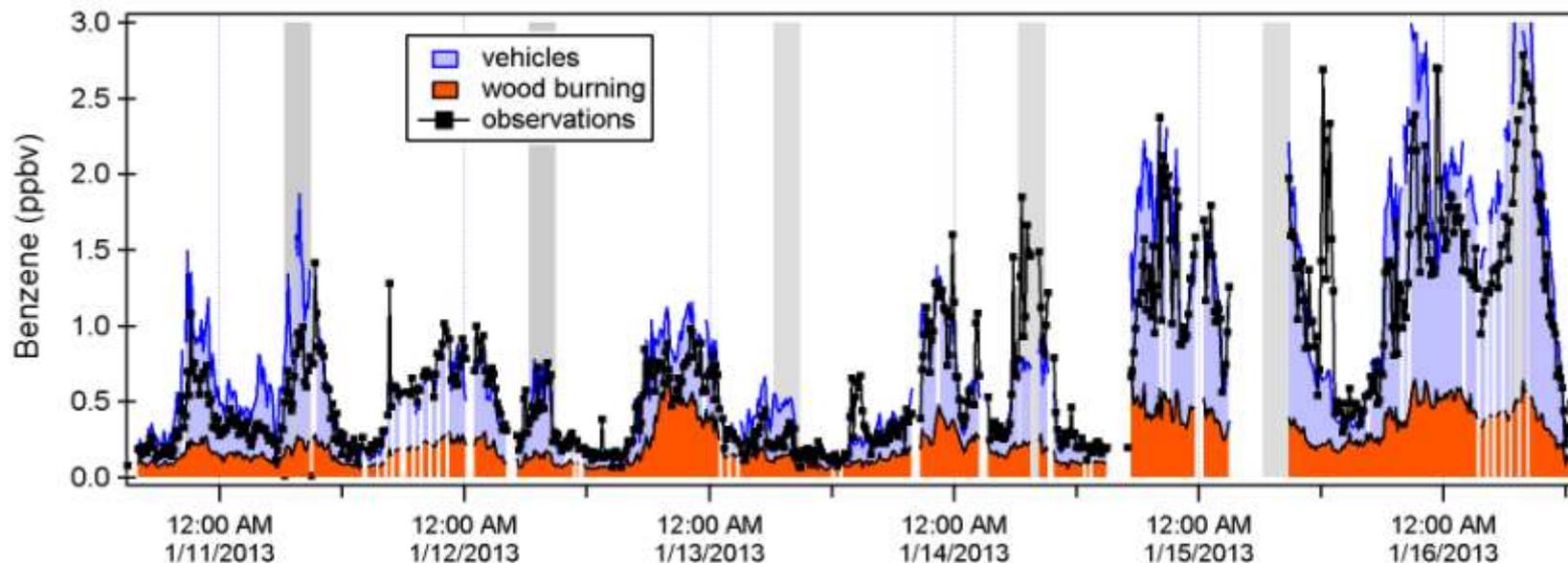
Rush hour evident

Period Average Contributions

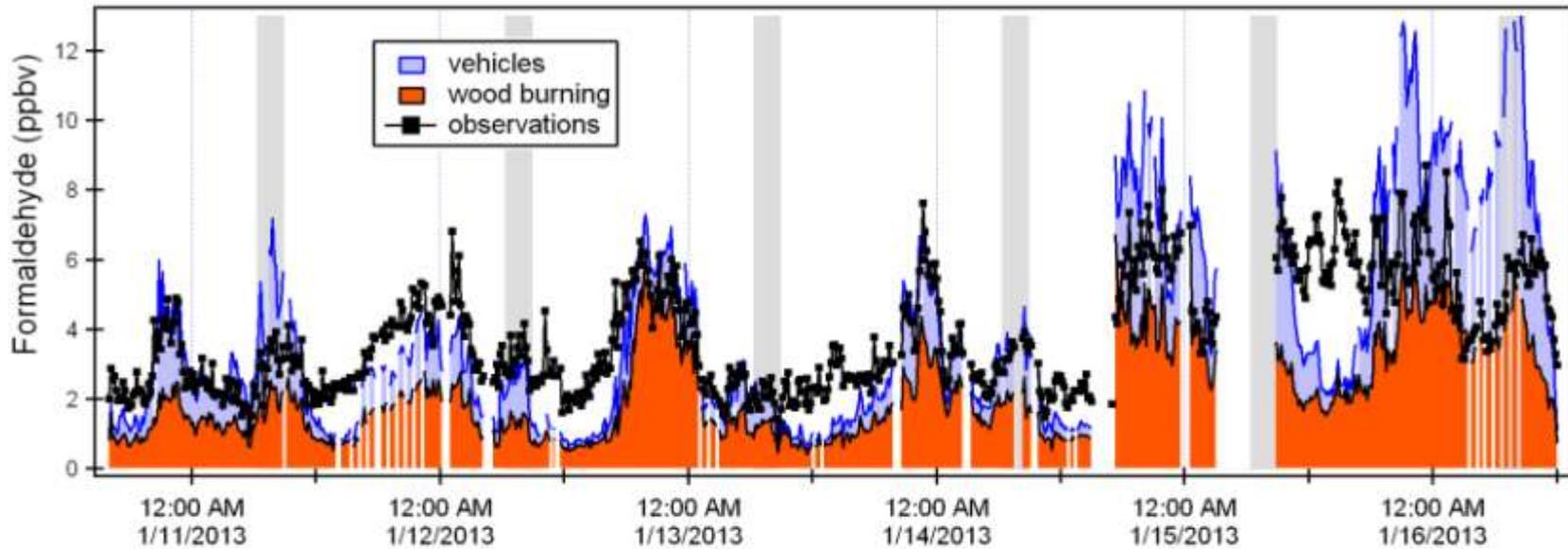
**Vehicle exhaust contribution 54%**

**Wood burning contribution 46%**

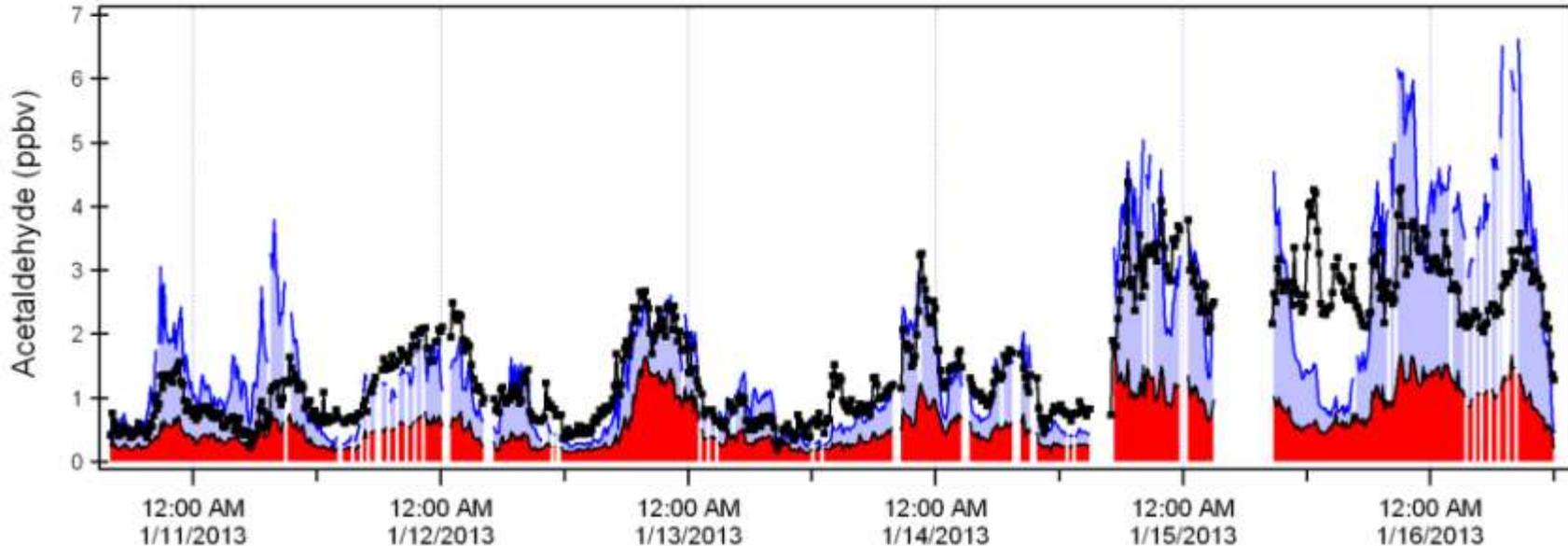
## 2. Benzene & Toluene Attribution



# 3. Formaldehyde & Acetaldehyde Attribution

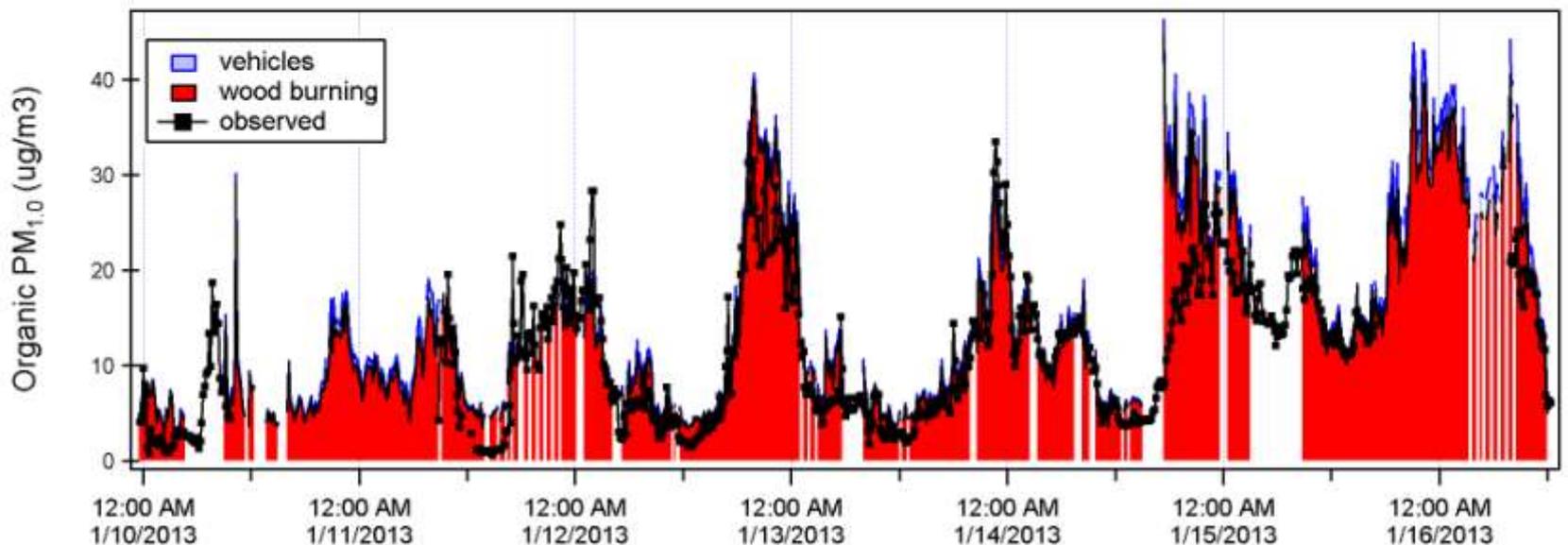
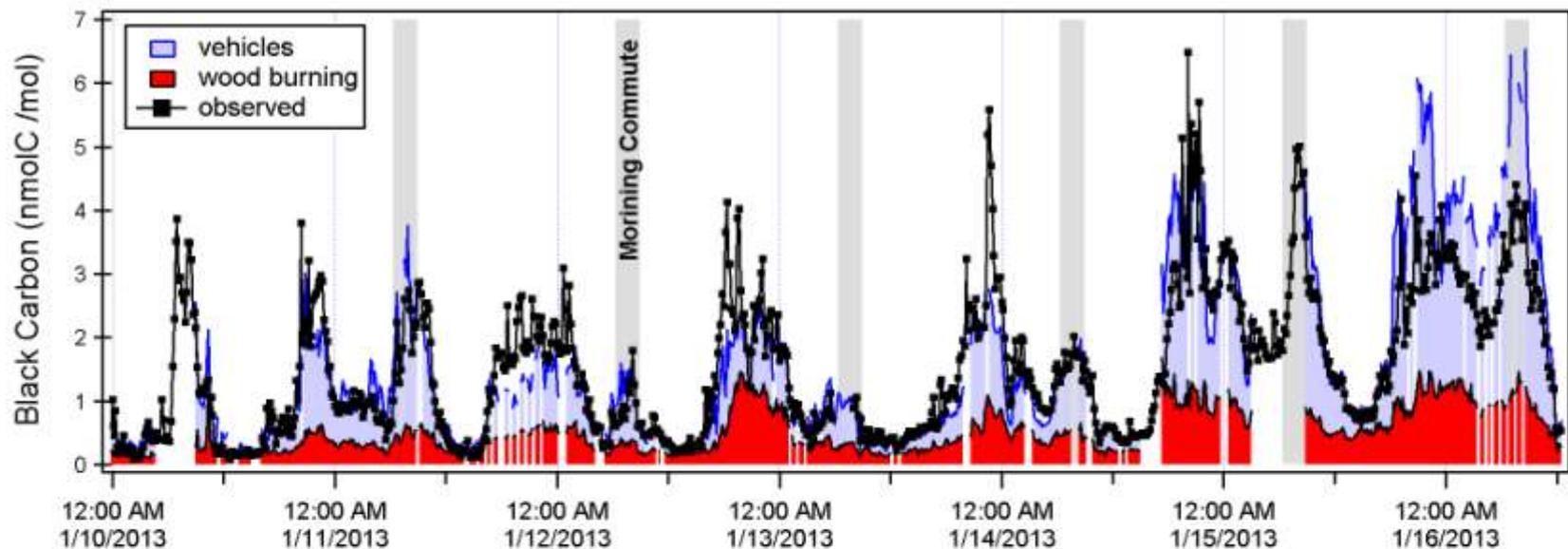


31%  
69%



52%  
48%

# 4. Black Carbon & Organic PM<sub>1.0</sub> Attribution



# Comparison to On-Road Emissions Inventory

Compare  $ER_{FF}$  to Motor Vehicle Emissions Simulator (MOVES) predicted emissions

	$ER_{FF}$	MOVES
CO / NO <sub>x</sub>	<b>12.2</b>	<b>10.5</b>
BC / NO <sub>x</sub>	<b>0.029</b>	0.040
HCHO / NO <sub>x</sub>	<b>0.053</b>	0.0074
CH <sub>3</sub> CHO / NO <sub>x</sub>	<b>0.034</b>	0.0054
Benzene / NO <sub>x</sub>	<b>0.018</b>	0.0073
Toluene / NO <sub>x</sub>	<b>0.039</b>	0.019

Diesel	Gasoline
0.32	15.8
0.082	0.019
0.0063	0.0080
0.0019	0.0072
0.0002	0.012
0.0002	0.029

Aldehyde emission ratios underestimated by a factor of 6-7  
Aromatic emission ratios underestimated by a factor of ~2

# Summary

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- High concentrations of aerosol and trace gas pollutants were seen during clear-sky stagnation conditions.
- Under overcast conditions, concentrations of primary pollutants decreased dramatically, but particulate nitrate and other secondary species remained at relatively high levels.
- Observed behavior could be explained by shifts in the nitrogen chemistry ( $\text{NO}_3$  radical chemistry at night) due to better PBL mixing.
- Simple CMB model suggests residential wood burning dominate source of formaldehyde (70%) and black carbon (60%).