ATTACHMENT B

FACILITY DESCRIPTION

[270.A (270.14(b)(1, 10, 11, 19))]

SECTION B

FACILITY DESCRIPTION

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B FACILITY DESCRIPTION

This segment of the RCRA Part B Permit Application has been prepared to fulfill the requirements of A.A.C. R18-8-270.A and 264.A (40 CFR 264.11, 264.18 and 270.14(b)). Included in this section will be a description of the facility structures.

B.1 GENERAL DESCRIPTION

Clean Harbors Arizona, LLC (Clean Harbors) (EPA ID # AZD049318009) is located at 1340 West Lincoln Street in Phoenix, Arizona, within Maricopa County. The facility was operating as a commercial hazardous waste facility when RCRA was enacted and first filed for Interim Status under the Resource Conservation and Recovery Act (RCRA) in 1980. In May of 1993, Laidlaw Environmental Services of California purchased the facility, then named Recycling Resources Inc., from Disposal Control Services, Inc. On September 1, 1994, the facility registered to do business in the State of Arizona as Laidlaw Environmental Services, Southwest and the name Recycling Resources, Inc. was retired. On July 1, 1998, Laidlaw Environmental Services, Inc. and all subsidiaries legally changed their name to Safety-Kleen Corporation, Inc. or an affiliate name. On September 6, 2002, the facility was acquired by Clean Harbors Environmental Services, Inc. and again changed its name to the current name of Clean Harbors Arizona, LLC.

The global position of the facility is approximately 33 degrees, 26 minutes, 31 seconds north latitude and 112 degrees, 5 minutes, 24 seconds west longitude. The facility is located at the northeast corner of the intersection of West Lincoln Street and 15th Avenue in Phoenix, Arizona. The site covers approximately 2.3 acres and is generally rectangular in shape with its longer boundary extending eastward from 15th Avenue approximately 484 feet along West Lincoln Street. The shorter, north-south boundary extends approximately 273 feet northward from West Lincoln Street along 15th Avenue.

The facility is an existing hazardous waste treatment and storage facility that receives a variety of hazardous & non-hazardous wastes. These materials are then segregated, consolidated, and shipped for recycling, treatment and/or disposal. It is the intention of the owner to maintain the facility in compliance with all federal, state and local regulations. The facility's operations shall be improved, as needed, to insure compliance by maintaining the existing units and processes, improving operations by increasing handling capabilities, and incorporating improvements into the facility's design depending on business trends and environmental regulations.

The facility typically receives wastes from off-site generators via commercial hazardous waste transporters or its own transportation fleet. Solid hazardous wastes are received in roll off bins, drums, pails, and other containers. Liquid hazardous wastes are received in drums, pails, totes, other containers and tanker truck loads. Representative clients for this facility include but are not limited to: industrial facilities, manufacturing plants, oil companies and chemical manufacturers, institutions such as hospitals, schools and universities, research and development facilities, government agencies, emergency response actions, remedial action sites, and household hazardous waste (HHW) collection events.

The facility generates hazardous and nonhazardous waste products that are consolidated on-site or shipped off-site via commercial transporters or its own transportation fleet to permitted treatment, storage or disposal facilities. The wastes generated at the facility consist of:

- laboratory sample residues and empty containers that the facility has bulked or lab packed into DOT approved containers for off-site treatment;
- clean-up residues and wash waters from the facility;
- VOC laden carbon; and
- personal protective equipment.

B.2 WASTE MANAGEMENT UNITS

The Facility primarily receives waste from off site generators and prepares the waste for shipment offsite. The following is a description of the waste management activities performed at the facility.

B.2.1 RCRA Waste Management Units

- Container Storage Areas (CSA-I, CSA-II, CSA-IV, CSA-V, CSA-VI and CSA-VII) - Container storage of wastes in chemically compatible groups prior to on-site bulking or shipment off-site.

- Tank Farm – Used for the consolidation and storage of hazardous waste bulk liquids prior to shipment offsite for recycling, treatment or disposal.

- Roll off Bin Area - Containment area for roll off bin storage of regulated waste and for bulking solids into those bins. May also be used for storage of RCRA solids and lab packs.

- Work Stations - Four work stations to be used for the following activities:

    - Bulking/Consolidation of liquid containerized waste into a storage tank within the tank farm.

    - Bulking/Consolidation and repacking of lab packs for transfer off site to other treatment, storage, and disposal facilities (TSDF).

    - Household hazardous waste bulking/consolidation and distribution.

    - Storage of containers.

The site plan of the facility shows the location of the units that are involved in the processing of waste.

B.2.2 Non-Regulated Units

- Loading Dock - capable of parking four trucks at a time and staging waste during the loading and unloading process during operating hours.

- Staging Area - receiving/shipping non-regulated waste for transfer to off site TSDF's or processing in the work stations.

- Tank Farm - non-regulated tanks.

- Paint Crusher - used to compact and extract liquids from HHW paints or non-regulated liquids, to separate non-RCRA latex paints from their containers and crush paint and paint related containers. The latex paint can then be returned to the generator for recycling or provided to various agencies for graffiti cover and painting exterior walls.

B.4 LOCATION INFORMATION

B.4.1 Seismic Considerations

The facility is located within Maricopa County, Arizona and therefore **not** located within a political jurisdiction listed in Appendix VI of 40 CFR 264, consequently no further compliance with the 264.18(a) seismic standard is required.

B.4.2 Floodplain Standard

The facility is located approximately 3,500 feet east of the Cave Creek flood plain.

The site does **not** lie within the 100-year floodway of Cave Creek nor within the "special flood hazard area inundated by a 100-year flood".

B.4.3 Wells.

A search of the records at Arizona Department of Water Resources showed there were no injection or withdrawal wells within 1000 feet of the facility nor are there any such wells located on the facility.

B.5 TRAFFIC INFORMATION

The Major Traffic Flow Map (2005) prepared by the City of Phoenix Street Transportation Department indicates that during a 24-hour survey period, 9,400 vehicles passed in both directions along West Grant Street, one block to the south, and 5,200 vehicles passed in both directions on 15th Avenue. No survey has been performed on the section of Lincoln Street adjacent to the facility.

The speed limits on 15th Avenue and Lincoln Street are not posted but since both streets are within the City Limits of Phoenix, the speed limit is 25 mph. Traffic on Lincoln Street must obey a Stop sign when approaching the intersection with 15th Avenue. Both streets are single lane in each direction and both streets are constructed of asphalt. The area surrounding the facility is zoned heavy industrial and the vehicles servicing the neighborhood businesses tend to be vehicles that would be maximum gross weight vehicles allowed by law. The roadways have been constructed to handle this type of load as there does not appear to be any large degradation of road surface due to vehicular traffic.

Vehicles arriving to the facility typically arrive from the West on Grant Street, turn North on 15th Avenue for one block and then East on Lincoln Street to the facility gate. Vehicles departing the facility use the same route in reverse.

Operations at the facility do not significantly impact the traffic patterns or level of service along 15th Avenue or West Lincoln Street. Currently, there are approximately 20 employee vehicles arriving at the facility on a daily basis. Normal waste traffic consists of 4 to 7 trucks per day delivering wastes to the facility (box trucks, tractor-trailers or roll-off rigs). Approximately 7 to 10 vehicles per week remove waste from the facility, in drums or bulk loads.

The main waste-receiving gate at the facility is located on West Lincoln Street. Presently, tractor-trailer trucks enter the facility by driving through the western most gate on Lincoln Street to load and unload drums at the loading dock, or load or unload at the tanker loading area. Vehicles exit by

driving forward and out the eastern gate on Lincoln Street.

A gate on the west side of the facility, along 15th Avenue, provides access to parking for vehicles when not in use. This gate can be used as an emergency vehicle access point. All heavy vehicle traffic gates are electronically controlled.

Van trailer loads average 80 to 90 drums of waste per delivery and can be as high as 184 55-gallon equivalent drums, the gross vehicle weight being limited to 80,000 pounds. Tanker vehicles delivering hazardous waste are constructed for capacity ranges from 1500 to 6500 gallons. Tanker deliveries to the facility are typically between 500 and 1000 gallons while outbound loads are typically 5000 gallons. Roll off box deliveries average 20 cubic yards per box. However, some containers will be as much as 40 cubic yards.

Warning signs are attached to or are next to all gates and along the perimeter fencing. Facility yard personnel signal directions and distance/clearance information with hand signals to drivers of vehicles entering the facility. Particular attention is given to vehicles backing up at the facility.

Vehicles carrying RCRA waste will travel on a concrete surface throughout the facility that is a minimum of 8 inches of reinforced concrete poured over a compacted aggregate base. The compressive strength of the concrete was designed to sustain the load of any anticipated facility traffic. The concrete is approximately ten years old and is not showing any signs of deterioration due to vehicular traffic.