

## Lockheed Martin's Plan for Reducing Chlorinated Benzene Compounds

For the past several years, Lockheed Martin has been investigating groundwater plumes in Blocks E and F that are contaminated with chlorinated benzene compounds.

Chlorinated benzene compounds were historically used together with polychlorinated biphenyls (PCBs) in electric transformer oils. During soil and groundwater sampling and analysis, Lockheed Martin tracked the sources of the chlorinated benzene compounds to the area under the former D-Building slab where three electric transformer rooms were located. Unlike PCBs, chlorinated benzene compounds tend to be more mobile in groundwater, and over time they separated from the PCBs, formed a groundwater plume, and began moving through the Block E subsurface into Block F towards Dark Head Cove.

The sources of the chlorinated benzene compounds will be eliminated during removal of the D-Building foundation slab and contaminated soil that is currently ongoing and will be completed this fall. The soil in the areas beneath the location of the three transformer rooms will be excavated to depths of up to twenty feet, and the excavated soil will be disposed of at an approved and licensed out-of-state waste receiving facility.

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## Lockheed Martin Proposes to Expand Dump Road Area (DRA) Treatment

In May, Lockheed Martin submitted a report to the Maryland Department of the Environment recommending expansion of its groundwater treatment in the Dump Road Area of

Martin State Airport. The feasibility study proposes that Lockheed Martin install additional extraction wells in areas inland from the current near-shore wells, to collect and treat groundwater from areas with high concentrations of contaminants, also known as "Source Areas." Under the proposed plan, Lockheed Martin will extract groundwater from new extraction wells positioned in Source Areas 6, 7, and 8, which are located between Lockheed Martin's groundwater treatment facility and Taxiway Tango. (See graphic on page 3.) These extraction wells will remove groundwater and will supplement treatment from the sixteen existing extraction wells. At a fourth area (Source Area 5), located on the airfield between Taxiway Tango and the Glenn L. Martin Airport runway and at a greater distance from the treatment facility, Lockheed Martin has recommended use of *in situ* (in place) bioremediation. The company is already using bioremediation to clean up shallow groundwater plumes at the Middle River Complex. In bioremediation, a mixture of water

and lactate produced from sugars such as corn or beets is injected into the ground to stimulate existing and naturally

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***Public comment periods will be open from August 1 – 31 for two documents, which are available at the website links below and at the Essex public library. No public meetings are planned as both documents represent minor changes in the cleanup approach.***

***For Middle River, Groundwater Response Action Plan Addendum Number 5 – Blocks E and F, Revision 1 can be found here:***

***<https://www.lockheedmartin.com/en-us/who-we-are/eesh/remediation/middle-river.html>***

***For Martin State Airport, go to***

***[www.lockheedmartin.com/martinstateairport](http://www.lockheedmartin.com/martinstateairport)***

***Comments may be sent to:***

***Kay Armstrong***

***email: [darrylkay@aol.com](mailto:darrylkay@aol.com)***

***phone: 270.853.9450***

***mail: 455 Hillside Trail***

***Eddyville, KY 42038***

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Over time, the chlorinated benzene compounds remaining in the underlying groundwater plumes will break down or disperse, in a process called ‘natural attenuation.’ To ensure that this is happening, Lockheed Martin will continue to regularly monitor the plumes by collecting groundwater and surface water samples. If monitoring indicates natural attenuation is not successfully breaking down remaining contaminants, then pumping wells may be installed in the plume and connected to the groundwater treatment system that Lockheed Martin has constructed to remove and treat chlorinated solvents, such as trichloroethene, in groundwater from eastern Blocks E and F. (See map on page 6.)

Since the chlorinated benzene compounds plumes were first identified, Lockheed Martin has regularly sampled Dark Head Cove surface water to ensure the plume has not carried the compounds into the waterbody. Over the last four years, none of the compounds have been detected in the Cove. If chlorinated benzene compounds are identified at levels of concern in the Cove, this, too, could trigger installation of pumping wells to remove any chlorinated benzene product that has not broken down or otherwise been captured for treatment.

Earlier this year, Lockheed Martin submitted a Groundwater Remedial Action Plan (RAP) Addendum to the Maryland Department of the Environment (MDE), seeking approval of its plan for addressing the chlorinated benzene compounds. MDE approved the addendum on April 19, 2021. Because this is an addendum to an approved plan, a public meeting is not required. However, Lockheed Martin has scheduled a public comment period for August 1 through August 31 to understand anyone’s concerns. Anyone who wishes may review the RAP addendum at: [www.lockheedmartin.com/middleriver](http://www.lockheedmartin.com/middleriver).

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occurring bacteria that consume and break down contaminants.

***More background on the existing groundwater treatment facility is available here:***

<https://www.lockheedmartin.com/content/dam/lockheed-martin/eo/documents/remediation/msa/gwo-photo-tour-aug2018.pdf>

Chuck Trione, Project Manager for Martin State Airport, said, “We have always planned to expand our groundwater treatment system to include source area treatment, if warranted, in addition to the current wells protecting Frog Mortar Creek. The system was designed and built with a groundwater treatment capacity of 100 gallons per minute (gpm). Thus far, we’re processing 60 gpm. There won’t be any capacity problems from extending the system’s reach to include these additional contaminant source areas.”

As installed, the Dump Road Area groundwater treatment system includes a series of extraction wells placed along the shoreline of Frog Mortar Creek. These existing extraction wells function as a barrier that has effectively intercepted and collected contaminated groundwater moving from the Dump Road Area toward Frog Mortar Creek since late 2017. The captured groundwater is cleaned in the treatment facility before being released to Frog Mortar Creek through submerged diffusers. (See story page 5.) Extending the extraction system to treat Source Areas 6, 7, and 8, and the addition of bioremediation of Source Area 5, are major steps towards cleaning up sources of groundwater contamination to ensure improved water quality in Frog Mortar Creek.

## **Update On Per- and Polyfluoroalkyl Substances (PFAS) Found At The Middle River Complex And Martin State Airport**

Last July (2020) Lockheed Martin conducted a second surface water and groundwater investigation of per- and polyfluoroalkyl substances (PFAS) at Martin State Airport. The Middle River and Martin State Airport

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Map Document: (P:\GIS\Lockheed\_MSA\MapDocs\MXD\dra\_swimming\_advisory\_jun2021\_v2.mxd)  
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*The existing groundwater treatment facility captures groundwater near the shoreline from 16 wells, and clean, treated water is released into Frog Mortar Creek. Contaminated groundwater in Source Areas 6, 7, and 8 will also be pumped and piped to the existing facility for treatment. Groundwater in Source Area 5 will be treated in place using bioremediation. The swimming advisory area in yellow hatching remains in place in Frog Mortar Creek at this time.*

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had both been sampled earlier. These substances are a large group of man-made chemicals that have been used in a variety of industries since the 1940s to manufacture commercial products, including Class B aqueous firefighting foam (AFFF) and fume suppressants. Of the eight PFAS substances Lockheed Martin sampled for, the U.S. Environmental Protection Agency (EPA) has established human health advisory levels of 70 parts per trillion (ppt) for perfluorooctanoic acid (PFOA) and perfluorooctane sulfonate (PFOS), and groundwater screening levels for PFOA and PFOS of 40 ppt each.

### ***Middle River Complex***

PFAS could potentially have been used at the Middle River Complex during historical plating operations and onsite firefighter training. Subsequently, Lockheed Martin voluntarily sampled groundwater at the site for PFAS in October 2019. Background, upgradient, potential sources, and downgradient groundwater samples were taken from 41 existing monitoring wells. A total of 11 samples were collected in an area identified by former employees as having been used in the past for fire training and at downgradient locations near Dark Head Cove. An additional 30 samples were collected site-wide to assess former metal plating areas and at downgradient locations near Cow Pen Creek.

The Middle River Complex sampling revealed that low-level PFAS concentrations are present in 40 of the 41 locations sampled. However, none of the samples exceeded the EPA's human health advisory limits for PFOA and PFOS, either individually or combined. Combined PFOA and PFOS concentrations in the 40 locations ranged from 0.83 ppt to 62 ppt. PFOS concentrations detected in two locations slightly exceeded the EPA's groundwater screening level guidance of 40 ppt, at 42 and 47ppt.

### ***Martin State Airport***

While PFOA and PFOS were historically used in firefighting and related training with Class B AFFF historically, they have been replaced with other PFAS compounds and non-fluorinated compounds in recent decades. The history and types of AFFF used at Martin State Airport is unknown, although the U.S. Air Force began using PFOA- and PFOS-containing foam in the 1970s to extinguish petroleum fires, and we understand the U.S. Air Force has been reducing the use of certain PFAS-containing AFFF during training exercises since 2015. Historical use of AFFF at the multiple facilities on the

civilian side of Martin State Airport is unknown, although its use at civilian airports elsewhere has been common. An accidental release of AFFF at the Lockheed Martin corporate aircraft hangar was reported to the Maryland Department of the Environment in 2012 and cleaned up at that time.

In February and March 2020, to evaluate groundwater and surface water on areas used historically by Lockheed Martin predecessor companies at Martin State Airport (MSA), Lockheed Martin voluntarily sampled existing groundwater wells and nearby ponds and drainage channels. In the Dump Road Area, groundwater was sampled in 20 wells and surface water was sampled in two ponds. At Greater Strawberry Point, water samples from eight wells and from two drainage channels were analyzed. All samples were analyzed for eight PFAS compounds. A follow-up investigation of groundwater and surface water was undertaken in June and July 2020 and included collection of groundwater samples from 28 locations and four surface water samples. In September 2019 and again in June 2020, water samples from the groundwater treatment facility in the Dump Road Area were also tested for PFAS, and PFAS are now routinely monitored in the intake water and treated water at the facility. PFAS were not detected in the treated water being discharged to Frog Mortar Creek.

### ***Dump Road Area***

The June-July 2020 investigation focused on testing wells in areas where PFAS were detected in the Dump Road Area in the February-March 2020 sampling event. PFOA and PFOS were found in all 16 of the wells tested. PFOA exceeded the 40 ppt EPA groundwater screening level in 14 of the wells, located near the north and south ends of the Dump Road Area. PFOS exceeded the 40 ppt EPA groundwater screening level in nine of the 16 wells, located near the north and south ends of the Dump Road Area.

The highest PFAS groundwater concentrations were 2,300 ppt of PFOA and 7,800 ppt of PFOS in the same sample, taken near the south end of the Dump Road Area. The next highest PFAS concentrations were 3,000 ppt of PFOS and 680 ppt of PFOA in a well north of the Dump Road Area. Both pond surface water samples had low-levels of PFAS, with a maximum of 12 ppt PFOA. Notably, groundwater PFAS concentrations were higher in shallower wells than in intermediate depth wells. No deep wells were tested in June-July 2020 as no PFAS was detected in deep well samples collected in February-March 2020.

## ***Greater Strawberry Point***

In the June-July 2020 investigation, PFAS compounds, including PFOS and PFOA, were detected in eleven of the wells tested. PFOA was detected above the 40 ppt EPA groundwater screening level (at 66 ppt) in a well near the north end of the Greater Strawberry Point wooded area. PFOS was detected above the 40 ppt EPA groundwater screening level in three wells near the airport maintenance facility; the highest level detected was 170 ppt. All three surface water samples, collected from a channel and the airport stormwater detention basins, had similar low PFAS levels. The highest surface water concentrations were 21 ppt PFOA and 4.7 ppt PFOS.

## ***Groundwater Treatment Facility***

Process water in the groundwater treatment facility at MSA is sampled regularly. In June 2020, the sampling included five of the extraction wells to help determine the location and concentration of PFAS being processed at the facility. PFAS are regularly detected at concentrations above the 40 ppt EPA groundwater screening level in the treatment facility influent water but have not been detected in the treated water effluent, confirming that the PFAS are being removed by the facility's activated carbon units.

## ***What does this mean?***

At this time, the Maryland Department of the Environment (MDE) does not have standards for PFAS compounds in groundwater. MDE applies EPA's human health advisory level of 70 ppt for individual or total PFOA and PFOS in groundwater to inform risk mitigation, and 40 ppt each for PFOA and PFOS to inform monitoring. These screening levels are used to determine if PFAS levels may warrant further investigation. Because the public is not drinking groundwater at the Middle River Complex or Martin State Airport, there is little-to-no risk for public exposure to PFAS-impacted groundwater. PFAS that are being captured by the groundwater treatment facility at Martin State Airport are being removed. Lockheed Martin is planning additional investigation of PFAS-impacted groundwater in the south end of the Dump Road Area in 2021. Groundwater in the south end of the Dump Road Area is not within the capture zone of the treatment facility extraction wells.

Both MDE and EPA do not have surface water standards for PFAS compounds. PFAS present in onsite groundwater may be discharging to nearby surface water bodies at low level concentrations. Assessing and monitoring PFAS

groundwater concentrations in relation to EPA's health advisory levels is the current regulatory approach to mitigate PFAS impacts to the environment.

More information regarding PFAS at the Middle River Complex and Martin State Airport is available in a PFAS fact sheet found on the Lockheed Martin websites [www.lockheedmartin.com/middleriver](http://www.lockheedmartin.com/middleriver) and [www.lockheedmartin.com/martinstateairport](http://www.lockheedmartin.com/martinstateairport).

## **Frog Mortar Creek Surface Water Conditions**

Lockheed Martin monitors surface water in Frog Mortar Creek six times per year: four times during the summer months of June, July, August and September, and again in the winter months of December and March. During each sampling event, 32 samples are collected near the western shore of Frog Mortar Creek, and four additional samples are collected from the eastern shore near Edwards Lane (June only). Prior to 2020, 44 samples were collected in each event, but this has been reduced based on the consistent improvement in Frog Mortar Creek contaminant concentrations since startup of Lockheed Martin's groundwater collection and treatment facility. Trichloroethene (TCE), a solvent commonly used in factory operations of Lockheed Martin heritage companies located in Middle River, is the primary contaminant being monitored, along with TCE breakdown products. TCE can break down over time into cis-1,2-dichloroethene and vinyl chloride. These chemicals, commonly called chlorinated volatile organic compounds (CVOCs), have been found in the Dump Road Area on Martin State Airport.

Lockheed Martin's groundwater treatment plant captures and treats the contaminated groundwater coming from the Dump Road Area before it reaches Frog Mortar Creek. An array of sixteen extraction wells located parallel to the creek in the Dump Road Area of the airport extracts groundwater and sends it to the treatment system. The groundwater treatment plant is located between Frog Mortar Creek and the airport's Taxiway Tango. The groundwater is treated to drinking water standards before being discharged to Frog Mortar Creek through three underwater diffusers near the airport shoreline.

Current levels of CVOCs identified in the surface water of Frog Mortar Creek no longer warrant limiting swimming. In the swimming advisory established in 2012 and

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## Update On Block E Soil And Groundwater Cleanups

### *Block E Soil Cleanup Recently Begun*

Lockheed Martin has received all the permits and approvals required to begin soil cleanup in Block E. Equipment

began arriving at the site in mid-April 2021, and erosion controls were set in place later that month. Remediation began in the southwest corner of the foundation slab in early May.



*Soil removal depth relies on former investigations. Once soil is removed to the anticipated depth, the floor and side walls are sampled to confirm contamination removal meets planned goals.*



*Temporary shoring is installed where deeper soils are to be removed. The area shown here will be excavated to 20 feet deep, and is the deepest excavation.*



*A soil nail wall has been installed to create a stable side wall for the excavation area. The western portion of the Block E work area is adjacent to Tilley Chemical, and a steep wall has been temporarily created where soil needed to be removed to access the underlying former building slab.*



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Soils contaminated with polychlorinated biphenyls (PCBs) are stored onsite in a lined and contained area, then loaded into lined trucks (above), then covered with tarp (right) before leaving the site for disposal at a licensed landfill. Truck containers are shipped by rail for most of their trip to the landfill.



Uncontaminated concrete is broken into manageable sized pieces then removed and recycled offsite or reused onsite for fill.

A soil project bulletin is available at: <https://www.lockheedmartin.com/content/dam/lockheed-martin/eo/documents/remediation/middle-river/blocke-soil-remedy-bulletin.pdf>

### ***Groundwater Cleanup System Update***

Lockheed Martin developed a multi-part approach to cleaning up the trichloroethene (TCE) groundwater plume located in Blocks E and F. Initially, a temporary extraction system operated from 2014 to 2015 and removed more than 500 pounds of TCE. Plans for the second groundwater pump and treat system, including pumping in Block F, were presented to the Maryland Department of the Environment (MDE) in June 2018 and to the Middle River community in October of that year. Construction of that system has begun. The foundation for the new pump and treat facility was laid in April and the building was constructed in May and June. Installation of the treatment system equipment inside the building will continue into July, with startup anticipated in August.

Groundwater in Block E will also be treated using *in situ* (in place) bioremediation. Bioremediation relies on non-toxic food-grade mixtures (such as oils and sugars) injected into the groundwater to stimulate feeding by bacteria that are already present. The stimulated bacteria break down the trichloroethene (TCE) into non-toxic substances. This treatment was used successfully in Blocks G and I and will

be implemented after Block E soil remediation work is completed. Treatment via *in situ* bioremediation will most likely begin in the second half of 2022, at which time the injection equipment and piping for the food mixture will be reinstalled, as some equipment was temporarily removed for the excavations in 2021.

Tom Blackman, project manager, said, “We currently plan to run our pump and treat system along with the *in situ* bioremediation. The pump and treat system should prevent upgradient TCE from entering Dark Head Cove. I want to assure the Middle River community that we’ll be continuing to monitor surface water in Dark Head Cove to make sure TCE does not exceed the established swimming screening level.”

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*The building is under roof and walls have been erected and insulated.*



*Equipment installation and piping is underway.*

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### **Temporary Closing of Chesapeake Park Plaza road scheduled for late September-early October 2021**

As part of the Block E soil cleanup project, the storm drain system originally installed to service former D-Building is being removed, and will be replaced with a new system designed to manage stormwater for Block E after cleanup. New piping will route stormwater to existing outfalls on Dark Head Cove. This new piping will require trenching across Chesapeake Park Plaza road, and the road will be closed for approximately one month beginning in late September. At the same time that the new piping is being placed, the top foot of soil in the median strip of Chesapeake Park Plaza road south of Block E will be removed and replaced. This is an area where small quantities of polychlorinated biphenyls (PCBs) were noted in investigations. The road closing will be coordinated with Baltimore County, which must approve the temporary road closure.

### **Latest surface water sampling confirms that the water in Dark Head Cove and Cow Pen Creek is safe for swimming**

Three times a year—spring, summer, and fall—Lockheed Martin samples the surface water in Dark Head Cove and Cow Pen Creek to determine if the water continues to be safe for swimming. Samples are tested for volatile organic compounds (including trichloroethene and chlorinated benzenes); the semi-volatile compound 1,4-dioxane; and polychlorinated biphenyls (PCBs) in Dark Head Cove because of their presence in Block E soil and groundwater. PCBs and 1,4-dioxane are sampled only in the spring. The water cleanliness standards that Lockheed Martin works to meet are set by the Maryland Department of the Environment (MDE), along with site-specific swimming criteria for six compounds. The site-specific swimming criteria ensure that the surface water data are evaluated against a guideline that protects swimmers' health while swimming in the Cove or Creek.

In the three sampling events in 2020, no compounds were detected that exceeded either regulatory standards or the swimming limits; no PCBs or chlorinated benzene compounds were detected. Results in the most recent

round of sampling, completed in April, 2021, indicate very low concentrations of PCBs are present in most Dark Head Cove sampling locations; however, none of the contaminants exceeded the limits for swimming. No chlorinated benzene compounds were detected during the April 2021 event.

To ensure swimmer safety, samples are taken one foot below the water's surface, and if possible, at low tide, to most accurately measure what swimmers might encounter.

### **Update On Sediment Remediation**

***Dark Head Cove Carbon layer has reduced Polychlorinated Biphenyls (PCBs) in Dark Head Cove sediment by nearly 100 percent, beating goals set in 2016.***

During the last step in the restoration of Dark Head Cove, Lockheed Martin placed a layer of activated carbon granules atop those portions of the Cove where levels of polychlorinated biphenyls (PCBs) were so low that dredging was not warranted. (Activated carbon binds with PCBs to prevent them from entering the aquatic food chain.) This work was done during the winter of 2017-2018, and Lockheed Martin has monitored the area regularly to make sure the carbon layer has been working.

Comparing monitoring results from 2020 to the baseline data from 2016 shows that the *in situ* (in place) treatment of activated carbon in Dark Head Cove sediment is effectively reducing PCB concentrations in sediment water and in the benthic organisms (worms and other invertebrates) sampled from the sediment. PCB concentrations in sediment water were approximately 98.5 percent lower in 2020 than they were in 2016, and 99% lower in benthic organisms. These results are consistent with what Lockheed Martin observed the first year after the carbon layer was placed, which demonstrates the continued effectiveness of the carbon layer.

The remediation goal originally set by Lockheed Martin for the carbon layer was to reduce PCBs in sediment water by 80 percent, and in benthic organisms by 70 percent. Tom Blackman, Lockheed Martin project manager for the Middle River environmental restoration project, expressed his satisfaction with the results. "Our Lockheed Martin team couldn't be more pleased with the success of the carbon layer we placed in Dark Head Cove. We've more

than met the goals we set in our application to the U.S. Environmental Protection Agency back in 2016, and we'll be asking them to consider moving their conditional approval of what we accomplished to final approval."

### ***Subaquatic Vegetation in Dark Head Cove and Cow Pen Creek***

One phase of sediment cleanup was restoration of the submerged aquatic vegetation (SAV) removed during dredging. The Lockheed Martin team, working closely with state regulatory officials, previously harvested wild celery seeds from SAV growing nearby, and replanted them in portions of Dark Head Cove and Cow Pen Creek. Unfortunately, SAV regionally had a poor showing in 2020, and regrowth has been limited in Dark Head Cove and Cow Pen Creek as well. Lockheed Martin will again monitor SAV this fall to see if growth is rebounding.

### ***Cow Pen Creek***

The final phase of sediment cleanup in Cow Pen Creek was restoration of the streambed, wetlands, and uplands. The upper section of the creek bed was restored with a mix that included sand and gravel, plus an organic top soil mix to support vegetation in the wetlands. Generally, the restoration has been very successful. Replanting other aquatic vegetation was aided by the heavy rains during the initial 2018 growing season and the wetland and upland vegetation got off to a good start. However, in a small portion of the site, getting the forested and emergent wetlands vegetation to grow and spread has been a challenge. In a few areas, the water above the restored banks, or benches, is a little too deep for wetlands to thrive. Since the majority of the project area is now a restored creek habitat, attempting major renovations such as raising the level of the benches would be disruptive. Lockheed Martin is investigating alternate solutions, including the use of different species of aquatic vegetation. If alternative species are chosen, they must be approved by the Maryland Aviation Administration (MAA) because the vegetation must not be attractive to waterfowl, which might subsequently interfere with air traffic going into and out of Glenn L. Martin State Airport. Lockheed Martin is working with the Maryland Department of the Environment (MDE) and other agencies to identify an acceptable solution.

## **Update On Local Business Changes**

On February 25, 2021, the Lockheed Martin business area Rotary and Mission Systems (RMS) announced its decision to close operations at the Middle River, Maryland facility and relocate its programs, manufacturing, and labs to other Lockheed Martin business locations. This decision impacts approximately 465 employees. RMS will close its operations at the Middle River facility by March 2023. The company is working to place as many of these employees as possible. Approximately 382 positions, including program and functional roles, will transfer to other RMS facilities to ensure continued program support. Of those 382 positions, approximately 140 positions will be asked to telework greater than 50 percent of the time. If there are questions, the Lockheed Martin RMS communications representative is Lisa Miner, and she can be reached at [lisa.miner@lmco.com](mailto:lisa.miner@lmco.com), or at her office number, 410-682-1057, or at her mobile phone, 410-698-8640.

The Middle River Complex remains an active industrial site. Lockheed Martin Corporate Properties, Inc. (LMCPI) remains the owner and manager of the site and will seek industrial tenants to occupy the available space after RMS vacates. Although there are currently no plans for redevelopment of the Middle River Complex site, LMC Properties, Inc. is open to exploring all opportunities.

All environmental remediation work continues to be the responsibility of Lockheed Martin's Environment, Safety & Health group, and Tom Blackman remains the project manager, and can be reached at [tom.d.blackman@lmco.com](mailto:tom.d.blackman@lmco.com), or at his office number, 301-548-2209, or at his mobile phone, 240-460-7508. Lockheed Martin remains committed to meeting its environmental cleanup responsibilities.

Also, Middle River Aerostructure Systems (MRAS), formerly owned by GE and now owned by Singapore Technologies Engineering LTD, or ST Engineering, has a multi-year lease with LMCPI, continues to invest in upgrading their workspace, and has positions open for new employees. ST Engineering's lease for a significant portion of the site remains in place. For more information about job opportunities, contact Christopher Crowe at [CHRISTOPHER.CROWE@stengg.us](mailto:CHRISTOPHER.CROWE@stengg.us) or 410-682-2112.

## For More Information

Questions may be addressed to: 800.449.4486

All documents are available at the Essex Library, 410-887-0295, or on Lockheed Martin's Website at

[www.lockheedmartin.com/middleriver](http://www.lockheedmartin.com/middleriver) or

[www.lockheedmartin.com/martinstat](http://www.lockheedmartin.com/martinstat)

Essex Library, 1110 Eastern Boulevard,  
Essex, Maryland. 410.887.0295

Hours: Mon-Thur 10 a.m. - 6 p.m.;

Fri & Sat 10 a.m. - 5:00 p.m.

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Lockheed Martin Corp  
455 Hillside Trail  
Eddyville, Ky 42038

