

# Middle River Complex and Martin State Airport Newsletter



May 2020

Lockheed Martin Middle River Complex  
2323 Eastern Boulevard  
Middle River, Maryland

## Construction of the Additional Groundwater Cleanup System for Blocks E and F to Begin Soon

Work begins this June to install a second groundwater cleanup system for Blocks E and F at the Middle River Complex. The system will remove contaminants in the groundwater discovered during the construction of the first Block E groundwater cleanup system in 2013. At that time, Lockheed Martin contractors encountered an abandoned storage tank

*A Citizens' Guide on Block E/F groundwater is available at [www.lockheedmartin.com/middleriver](http://www.lockheedmartin.com/middleriver).*

near the foundation of former D-Building that contained trichloroethene (TCE), historically a solvent commonly used to clean industrial parts. Lockheed Martin subsequently identified a plume of TCE-contaminated groundwater in the southeastern part of Block E, and after further investigation, in Block F. TCE from the tank is likely the primary source of the TCE in this plume.

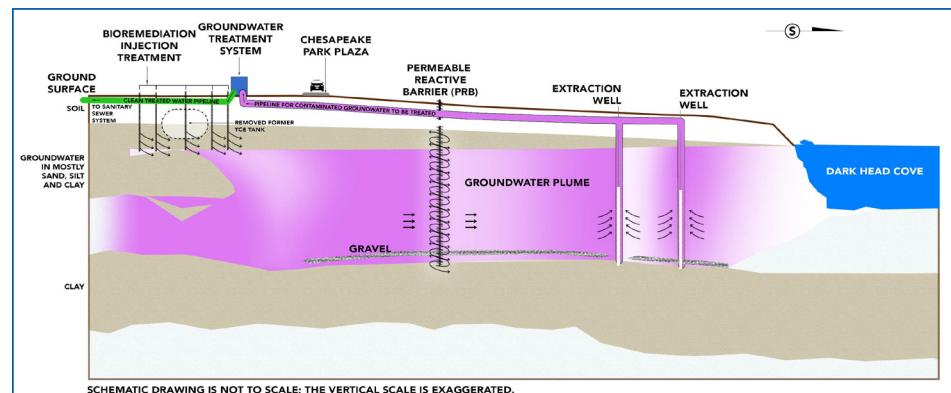
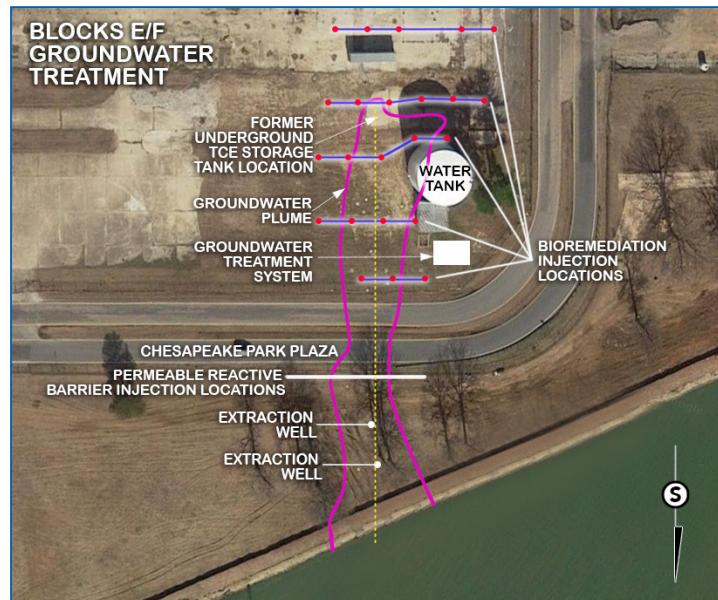
A temporary multi-phase extraction system operated from 2014 to 2015 and removed more than 500 pounds of TCE. Those operations were highlighted in Fall 2014 to 2015 newsletters, which can be found at: [www.lockheedmartin.com/middleriver](http://www.lockheedmartin.com/middleriver).

Plans for the second groundwater cleanup system were first presented to the Maryland Department of the Environment (MDE) in June 2018, and to the Middle River community in October of that year. MDE approved Lockheed Martin's final design of the cleanup system in 2019.

Lockheed Martin has developed a multi-part approach to cleaning up the TCE plume that focuses on groundwater removal and treatment, *in situ* (meaning in-place)

treatment, and monitoring. Groundwater in Block E will be treated using bioremediation as was originally planned; it will be implemented once other treatment systems are in place and Block E soil work is completed. Bioremediation relies on non-toxic food mixtures injected into the groundwater to stimulate feeding by bacteria that are already present. The stimulated bacteria break down the trichloroethene into non-toxic substances.

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*The locations of the three groundwater treatment system components are shown: bioremediation, Permeable Reactive Barrier, and extraction (pumping)/treatment.*

*Health and safety of its employees and its contractors, and for its neighbors, are of paramount importance to Lockheed Martin. While the global coronavirus situation exists, impacts to work schedules may occur. Should significant changes occur, the community will be kept informed.*

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This process has been successful in groundwater treatment in Blocks G and I. More information on this process is available at:

<https://www.lockheedmartin.com/content/dam/lockheed-martin/eo/documents/remediation/middle-river/citizens-guide-gwra.pdf>

Contaminated groundwater that has already moved downgradient (i.e., south) of the Chesapeake Park Plaza road will be pumped out via existing extraction wells and piped to a new treatment system to be built near the water tower on the north side of Chesapeake Park Plaza road. Lockheed Martin contractors will begin bringing construction equipment to the site in June; work will start in June and last until November. During this work, care will be taken to minimize damage to nearby trees; however, the potential exists that some of these trees may not survive. Their health will be monitored for two years and, if needed, replacement trees will be planted in cooperation with the Critical Area Commission. The new piping will run from the extraction wells and under the Chesapeake Park Plaza road to the new treatment building. Half of Chesapeake Park Plaza road will be closed at a time for trenching and pipe-laying, and flaggers will be used. This work is estimated to take three to four days, and disruption to traffic will be minimal. The new treatment system will be housed in a 20-foot by 30-foot by 12-foot high building. Treated water will discharge via an underground pipeline to a sanitary sewer manhole in Block E and conveyed to the publicly owned treatment works.

The third part of Lockheed Martin's approach to cleaning up the groundwater TCE plume consists of a 100-foot-wide Permeable Reactive Barrier that will be created below ground in Block F just south of Chesapeake Park Plaza road. It will intercept the plume as it flows towards the existing extraction wells and Dark Head Cove. The Barrier will be created by injecting iron granules suspended in a liquid into the ground in columns spaced approximately every five feet across the path of the groundwater plume. The columns will overlap and will extend 30-feet deep to the layer of clay that lies beneath Block F. As the plume passes through the Barrier, the iron granules will dechlorinate the TCE, leaving a non-toxic mixture of ethane, ethene, acetylene, and chloride. A drilling rig will inject the iron solution into the ground. Once the injection is complete, there will be no visible features of the Permeable Reactive Barrier above ground. This summer a pilot injection test will be made in a small wall, followed by monitoring; then a full-scale implementation in the fall will include any adjustments made from the pilot test.

Lockheed Martin expects it will take between seven and ten years to clean up the groundwater in Blocks E and F. The corporation will continue to monitor groundwater in the area to make sure all the treatment objectives are met.

## **Dark Head Cove Bulkhead Repairs Scheduled**

This summer Lockheed Martin will repair the sheet metal bulkhead along the north side of Dark Head Cove in two places where granular stone fill material has been escaping into the Cove adjacent to the bulkhead outfall piping.

Lockheed Martin was alerted to the issue when contractors noticed excessive fill subsidence behind the bulkheads in the vicinity of Outfalls 005 west and 00X after the bulkheads were installed in 2017. One outfall is in the bulkhead nearest the airport and the other is near the old seaplane ramp. Both are part of the storm water drainage system for Blocks E and F. When Lockheed Martin contractors installed the new bulkheads, they drove new sheet pile into the Cove bottom, 12 to 18 inches beyond the old bulkhead. Holes were cut into the new bulkhead for outfall piping. The gap between the old and new bulkhead was then filled with stone up to the top of the bulkhead. After the granular stone fill subsidence was noticed, further investigations revealed that some of the stones were slipping through a gap between the outfall piping and the new sheet pile.

To repair the problem, a contractor will seal the gap between the pipes and the bulkhead with a non-toxic grout. The work will take only a day or two. Workers will operate from scaffolding installed next to the bulkhead and their activity will not interfere with recreational boat activity in Dark Head Cove.

## **Lockheed Martin Looks For Additional Chemicals at Middle River Complex**

Lockheed Martin recently voluntarily sampled 41 existing groundwater wells at the Middle River Complex to determine if per- and polyfluoroalkyl substances (PFAS) are present in the groundwater. PFAS are a large group of man-made substances that have been used in a variety of industries since the 1940s and were used in the manufacture of commercial products, including stain- and water-resistant fabrics, waxes, paints, and cleaning products. PFAS may have been used historically in metal plating at the Middle River Complex, and aqueous film-forming foam (AFFF), a PFAS product, may have been used in a former firefighting training area at the Complex.

While the samples revealed low-levels of PFAS in 40 of the 41 locations, the combination of PFOA and PFOS (two types of PFAS) at those 40 wells ranged from 0.83 to 62 parts per trillion, which is below the current U.S. Environmental Protection Agency's (EPA's) human health advisory level for drinking water of 70 parts per trillion. Lockheed Martin collected groundwater samples from existing wells that represented different aspects of the site, including background, upgradient, potential source, and downgradient conditions. Samples were taken from 11 wells near the former firefighting training area and former plating location in Blocks

E and F, including near Dark Head Cove. An additional 30 wells were sampled near former metal plating areas and near Cow Pen Creek in Blocks G, H, and I.

Information on Lockheed Martin's PFAS investigation is available in a fact sheet at [www.lockheedmartin.com/middleriver](http://www.lockheedmartin.com/middleriver). The company is now investigating for PFAS in groundwater at Martin State Airport and will update the fact sheet when those results are known.

## Martin State Airport Groundwater Treatment System Continues Outstanding Results

Since late 2017, the Martin State Airport (MSA) groundwater treatment system captured and treated contaminated groundwater before it reached Frog Mortar Creek. This past summer, chlorinated volatile organic compounds (CVOCs), (including trichloroethene, cis-1,2-dichloroethene, and vinyl chloride) were detected in only two creek samples, at very low concentrations, and only in June. Surface water is sampled six times a year in Frog Mortar Creek, and no CVOCs were detected in July, August, and September.

Additionally, no CVOCs were detected in the December 2019 sampling. "We had excellent results last summer," Chuck Trione, Lockheed Martin's manager for the cleanup at Martin State Airport, said. "This reinforces the fact that our treatment system is working as designed."

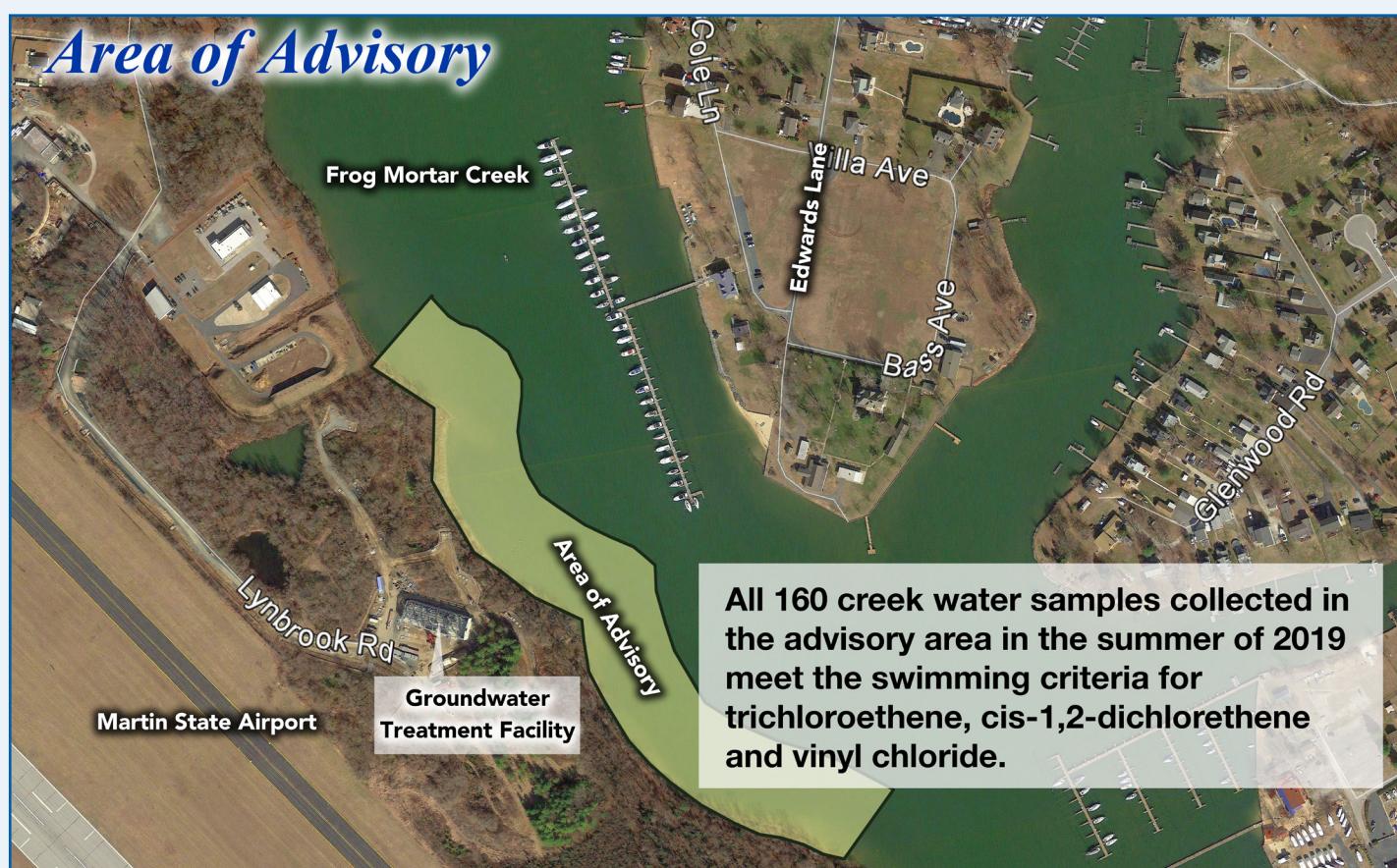
Because of the success of this treatment system, Lockheed Martin is working with the Maryland Department of the Environment to reduce the extent of surface water sampling required in Frog Mortar Creek. Lockheed Martin monitors the surface water six times a year at 44 locations. Starting in 2020, Lockheed Martin will continue to sample at the same frequency but will reduce the number of locations to 32, concentrating on the stretch of creek closest to the groundwater contamination. Also, starting in 2020, Lockheed Martin will test the creek samples only for VOCs, and not for metals as the metal levels found close to the Dump Road Area are very similar to background conditions elsewhere throughout Frog Mortar Creek, as demonstrated by several years of monitoring data.

## Lockheed Martin: A Community Partnership Based on Collaboration, Mutual Trust, and Respect

For more than 20 years, since the late 1990s, Lockheed Martin has been deeply engaged in Middle River, working to clean up chemical waste from years of aircraft manufacturing and assembly at what many local residents still call "Martin's."

Remediation has not been a simple process, although the

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All 160 creek water samples collected in the advisory area in the summer of 2019 meet the swimming criteria for trichloroethene, cis-1,2-dichloroethene and vinyl chloride.

A poster with more details on Frog Mortar Creek surface water conditions is available at: [www.lockheedmartin.com/martinstateairport](http://www.lockheedmartin.com/martinstateairport)

underlying philosophy is fairly simple to express: locate and identify the contaminants, develop ideas for how best to clean up the contaminants, pick the best one, and do it.

Add to the mix the fact that Glenn L. Martin, among other things a builder of seaplanes, built his plant and airport on the shore of the Chesapeake Bay, a gorgeous body of water much loved by everyone in the Middle Atlantic region, and the challenges of the job come into focus.

Over time Lockheed Martin has collected thousands of soil, surface water, sediment, groundwater, soil vapor, and indoor air samples at what are now called the Middle River Complex and Martin State Airport. Chemicals were found beneath pavement and buildings, in fenced-off areas with limited access, and near storm water outfalls along Cow Pen Creek and Dark Head Cove.

Sampling at Martin State Airport identified the Dump Road Area as the primary area of concern and revealed a groundwater plume containing contaminants moving toward Frog Mortar Creek.

Lockheed Martin has developed remediation plans for each area of concern and many of those plans are now being implemented.

If you are reading this newsletter, there is a good chance you have watched all this unfold. To ensure our neighbors and employees are well informed and educated about the work, Lockheed Martin publishes informative and illustrative Citizens' Guides, updates fact sheets, provides a comprehensive and up-to-date website, and attends employee and community events and meetings, all to share current information and progress of the work.

Project managers and teams meet regularly with community leaders, government officials, and employees to provide updates on what is going on "at Martin's," and to give everyone an opportunity to ask questions, raise issues or concerns, and share their thoughts and opinions about the work.



***Isabel "Ibby" Baynes, property owner, and granddaughter, Stephanie Baynes***

The process of engaging the community in the remediation process for Middle River began over 15 years ago when Lockheed Martin's community relations team began identifying and meeting with community leadership to establish and develop functional, meaningful, and productive relationships with our neighbors. The work could not have moved forward as efficiently and effectively as it has without everyone's cooperation and collaboration.

A number of the people working on this project have been part of the remediation efforts since nearly the beginning and are well-known in the community. This includes Tom Blackman, for one, and also the project community relations person, Kay Armstrong. People like Chuck Trione, who took on responsibility for the Martin State Airport cleanup a few years ago, have fit right into the mold.

Now, meet Isabel "Ibby" Baynes, the 90-year old owner of a property at the head of Baynes Cove in Bowleys Quarters, which feeds to Seneca Creek (the next creek east of Frog Mortar Creek). Ibby read in an earlier newsletter where Chuck Trione asked folks to call if they had questions, and she took him at his word. She called with a different kind of question, but one based on her respect and trust for Lockheed Martin's approach to working in the community. For years, the Baynes family had made their waterfront property accessible to the community by making a boat launch ramp available. Her husband, Robert "Bud" Baynes, who passed away in 2012, had hand-dug a bulkhead on their 360 feet of shoreline and put in a 45-foot dock. Now the bulkhead needs repair, and there is significant erosion behind it, and Ibby was wondering what else she could do to improve her property and make it a better asset for the Bay and the environment. She asked Chuck if Lockheed Martin could help her understand what options she might have.

As a first step, Chuck, Kay, and local leaders met with Ibby and her granddaughter, Stephanie, to create a list of possible contacts. At the top of that list was the Gunpowder Valley Conservancy (GVC). GVC's Peggy Perry, Jack Leonard, and Brittney Baltimore suggested planting rain gardens and native trees and shrubs to take care of some of the drainage issues on



***Volunteers planted a rain garden between Ibby Baynes' house and a backyard building on July 27, 2019, also celebrating Ibby's 90th birthday!***

Ibby's land. The second contact was the Maryland Department of Natural Resources (DNR), who will develop plans for shoreline improvements, and secure grants for that work. Jim Hock, president of the Bowleys Quarters Improvement Association, collaborated with the team to identify local volunteers and organizations. Working with GVC and their volunteers, in July 2019, a rain garden came to life. Then in October, Tommy Simmons, a local boy working to fulfill the requirements necessary to become an Eagle Scout, organized the planting of 50 native trees and shrubs.

Another upcoming project is the creation of a community garden, an idea conceived by Holly Cardamone, another engaged resident of Bowleys Quarters. Lockheed Martin has been working to promote an interest in studying STEM (Science, Technology, Engineering, and Mathematics) with nearby Seneca Elementary School and enlisted the school's Environmental Club to help. Sponsor teachers Kim Stone and Cheyenne Majewski are working with club members to design the garden, and Lockheed Martin consultant biologists, Jeff White and Laura Burbage, will review their plans.

Due to impacts from the COVID-19 virus, all plans for this spring are shifting in time, and are unpredictable at this time. The Environmental Club members would raise plants for the garden using materials provided by Lockheed Martin. Jim Hock will help by building the raised garden bed. The students are excited to learn about plants and the challenges of growing a garden. It is truly a community and collaborative effort!

More opportunities for volunteering and environmental improvements at the Baynes' Cove site are being developed, including plans to work with GVC to plant a microbioretention garden for controlling runoff, for DNR to enhance the shoreline, and possibly another Eagle Scout candidate project to improve the pier.

Surveying all this activity, Ibby Baynes' reaction sums up the product of all the collaboration and years of relationship-building between the community and Lockheed Martin: "It's a blessing," she said, "to know I'm leaving an improvement for the environment and for the community to enjoy when I'm gone, all with thanks to Lockheed Martin."



**Eagle Scout candidate Tommy Simmons led a volunteer team who planted fifty native trees and shrubs on Oct 12, 2019.**

## Update on Block E Soil Cleanup

Lockheed Martin is designing the engineering necessary to implement plans for cleaning up the soil in Block E. The plans were presented to the Maryland Department of the Environment (MDE) last year, and to the public in a community meeting in November 2019.

The plans focus on removing impacted surface and subsurface soil in Block E from land surface to as much as twenty-feet below the surface of the ground, primarily beneath the underside of the former D-Building foundation slab. The main contaminants in these areas are polychlorinated biphenyls (PCBs) and solvents (most notably 1,2,4-trichlorobenzene) used in the dielectric fluids of transformers in the former building. The site is being cleaned to acceptable industrial levels. The public does not have access to these areas. Should uses of the site change from industrial to residential, commercial, or recreational in the future, additional remediation likely will be required.

Design engineering should be complete by mid-2020, at which time work will begin on securing construction permits and a construction contractor. The site cleanup is projected to begin in 2021.

## Lockheed Martin Details Results of Middle River Block E Surface Soil Sampling for PCBs

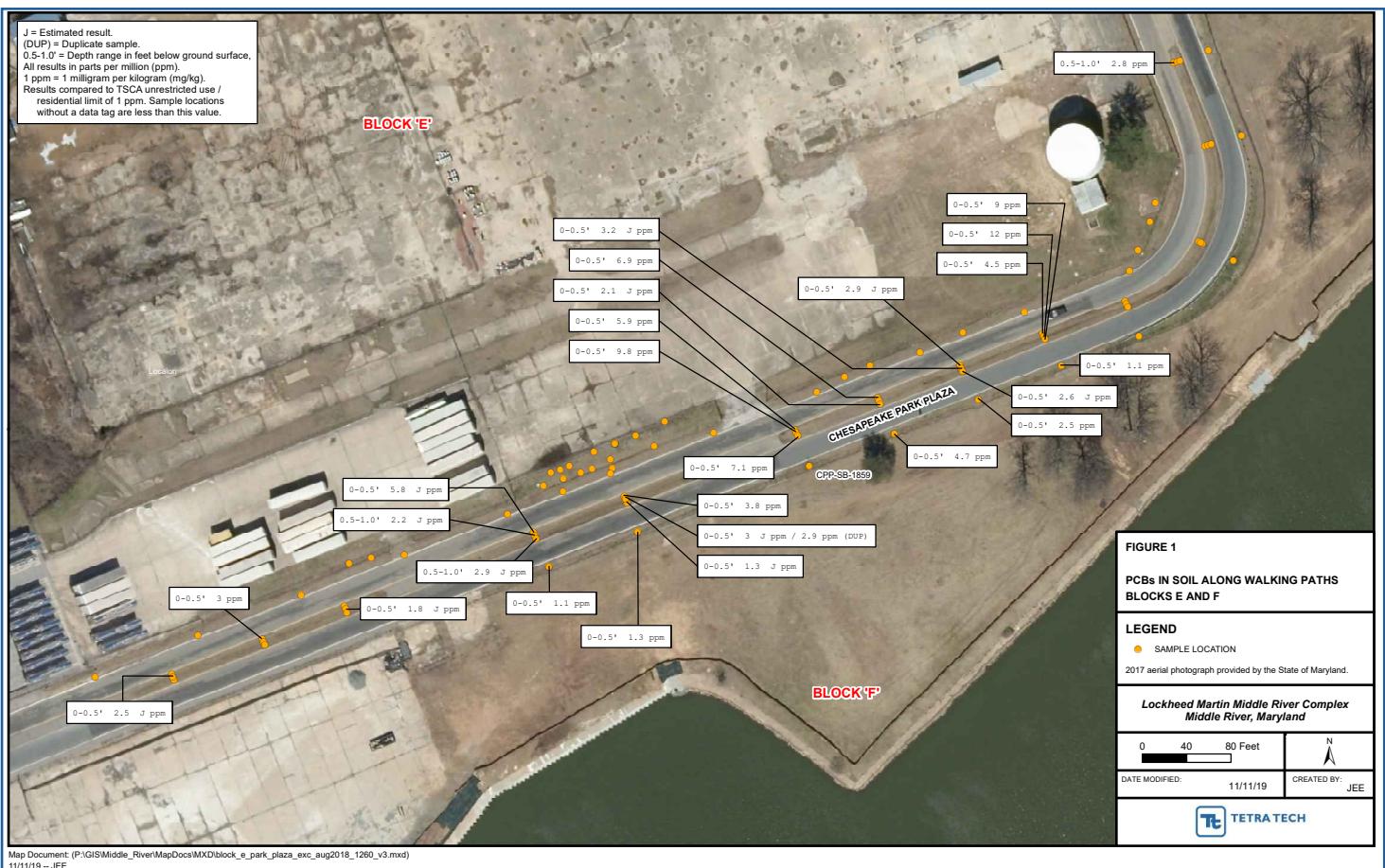
Lockheed Martin recently expanded the investigation of polychlorinated biphenyls (PCBs) in Block E to include the roadway shoulders and the median along Chesapeake Park Plaza. Surface soil was found to be impacted with low levels of PCBs on the unpaved shoulders and the grass-covered median strip. While concentrations were generally low compared to those found within the fenceline of Block E, we understand employees from the Middle River Complex and local residents walk in this area.

Lockheed Martin contractors evaluated the risk to human health, and the results indicated that the theoretical risk is very low. Designed to be conservative (health protective) in nature, the human health risk evaluation found that for a person to potentially experience a health risk estimate greater than what the Maryland Department of the Environment (MDE) considers acceptable, they would have to be exposed to the soil along the Chesapeake Park Plaza roadway on every good-weather working day for approximately 26 years. This evaluation assumed that walkers encounter only PCB-containing soil and no clean soil, also a very conservative assumption. Actual risks to walkers, including those walking in the area over periods longer than 26 years, will likely be lower due to the conservative assumptions made in the risk evaluation.

Based on the investigations and as part of the upcoming Block E soil cleanup, Lockheed Martin will clean up the unpaved shoulder on the north side of the Chesapeake Park Plaza

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roadway and the median strip. The purpose of this cleanup is primarily to control any potential release of PCBs through the storm drain system and into Dark Head Cove (which will protect the sediment remedy). PCB concentrations on the south side of the roadway are so low that they are consistent with the ‘No Further Action’ determination previously received from the Maryland Department of the Environment (MDE) for Block F and do not warrant cleanup.

Lockheed Martin has informed local residents and workers of its investigations. In November 2019, Lockheed Martin met with workers at the Middle River Complex primarily to inform them about the latest findings from sampling indoor air for chemical contaminants. At that time, Lockheed Martin detailed the results of the sampling of the Chesapeake Park Plaza roadway. (Workers walk along the roadway for exercise.) Emails were also sent to local civic leaders, informing them of the results. In January 2020, Lockheed Martin project manager Tom Blackman, together with Mike Martin and Mel Harclerode, consultants on the Middle River project, met with the Wilson Point Improvement Association at its monthly meeting to discuss the sampling results.

A fact sheet describing this investigation is available at [www.lockheedmartin.com/middleriver](http://www.lockheedmartin.com/middleriver).

## Lockheed Martin Continues to Tend Dark Head Cove and Cow Pen Creek

Lockheed Martin’s plan for cleaning up sediments in Dark Head Cove and Cow Pen Creek included a commitment to monitor the effectiveness of its remediation efforts for five years after removing or isolating contaminated sediments, as well as ensure the success of its restoration of Cow Pen Creek. The corporation’s contractors monitor surface water, sediment, and revegetation to assess conditions. As an example, 2,500 tons (or about 125 dump truck loads) of activated carbon had been placed on the 13.7 acres of Dark Head Cove’s floor where concentrations of PCBs were so low that dredging was not warranted; the first monitoring event conducted one year after the carbon was placed provided very encouraging results, indicating that cleanup goals were nearly achieved at this early stage in the monitoring.



*Wetland vegetation was growing well in 2019.*



### **Cow Pen Creek bank stabilization and floodplain monitoring showed good results in 2019.**

The final phase of clean up in Cow Pen Creek was the restoration of the streambed, wetlands, and uplands. The upper section of the creek bed was restored with a mix that included sand and gravel; an organic mixture (topsoil) was used upland, which is capable of supporting vegetation. The channel was restored to resemble its previous course and banks were restored and replanted. Submerged aquatic vegetation (wild celery) was planted. Assessments of these efforts show that the replanting has taken, aided to a great extent by the rains during the 2018 growing season that helped assure that wetland and upland vegetation got off to a good start. That boost from Mother Nature helped stabilize the banks and floodplain. On the other hand, some places were too wet, which caused some plantings to perish. These areas may be too saturated for the types of plants used for the initial restoration and Lockheed Martin replanted these wetter areas during the spring to encourage additional growth.

Sub-aquatic vegetation has followed much the same pattern. Lockheed Martin contractors planted wild celery seeds for submerged aquatic vegetation in 2018 throughout Cow Pen Creek. The seeds were collected from nearby areas in Middle River. For the most part, these seeds took hold and did well, due in part to the same conditions that aided wetland and upland vegetation. 2019 was more of a challenge. Sub-aquatic vegetation in most of the Chesapeake Bay region, including Cow Pen Creek, suffered a die-off that decreased plant density. If these sub-aquatic plants don't naturally re-colonize, Lockheed Martin may need to reseed.

"Overall," project manager Tom Blackman said, "the restoration phase of this initiative has taken well, and the wetlands and uplands look good. But as we all know, the weather these past few years has been erratic, and we will continue to monitor and engage as necessary to ensure our project's success. We want the residents of the Middle River community to be pleased and proud of the natural beauty of this part of their community."

## **Middle River Complex Report on 2019 Groundwater, Surface Water, and Sediment Monitoring**

Monitoring the status of groundwater, surface water, and sediments at the Middle River Complex is an essential part of Lockheed Martin's verification of remediation success.

At the beginning of the cleanup process, groundwater monitoring wells help locate and identify contaminants. Once cleanup gets underway, regular sampling of monitoring wells provides a picture of how effective the remediation approach is in removing contaminants. A commitment to monitoring the wells is part of every remediation plan submitted to the Maryland Department of the Environment (MDE), and, when appropriate, the federal Environmental Protection Agency (EPA).

Lockheed Martin samples groundwater monitoring wells each April. In 2019, 171 wells were sampled, and the results helped guide work for the coming year and beyond. The reports go to the MDE and sometimes to EPA, and project managers brief local officials on the status of the work and monitoring.

MDE has already agreed that no further action is necessary for Block G other than continued groundwater monitoring. Monitoring well samples taken in Block I showed only low levels of TCE in the groundwater. Lockheed Martin has completed remediation in Block I south of one of the main manufacturing buildings (C-Building) using *in situ* (meaning in-place) bioremediation. The corporation has proposed to the MDE that no further action is needed at Block I, other than continued monitoring, and is awaiting the MDE's response.

Because the Block I groundwater plume is located partly under C-Building, indoor air in C-Building is monitored routinely to ensure no contaminated vapors have intruded into the building. No contaminated vapor has been found in C-Building in quite some time. A subslab vapor removal system operates in C-basement to prevent indoor impacts from remaining subslab contaminants.

TCE is also present in the Blocks E and F groundwater plume, and Lockheed Martin is engaged in cleanup of those areas (see story on Blocks E and F groundwater remediation on Page 1.).

Tom Blackman, Lockheed Martin's lead project manager for the Middle River Complex, noted that, "because the groundwater at the Middle River Complex is not accessible to the public, and no one is drinking it, there is little to no risk of potential exposure."

As a result of the 2019 monitoring in newly installed wells, Lockheed Martin is further evaluating the potential for 1,2,4-trichlorobenzene to reach surface water. 1,2,4-trichlorobenzene is a solvent once used with

polychlorinated biphenyls (PCBs) in electric transformers and it has been found in soils along with the PCB contamination near former transformer rooms in the former D-Building in Block E.

An initial investigation completed in the fall of 2018 indicated the presence of the compound, and that it may be approaching surface water in Dark Head Cove. A follow-up investigation was initiated this past fall, and Lockheed Martin is now developing an addendum to its groundwater remedial action plan that will present alternatives for addressing 1,2,4-trichlorobenzene in Block F groundwater.

Lockheed Martin samples surface water in Dark Head Cove and Cow Pen Creek three times annually – in April, June, and September – to assess the levels of volatile organic compounds (VOCs), 1,4-dioxane, and polychlorinated biphenyls (PCBs) in the water, and to help assess whether the waters are safe for swimming and the consumption of fish and other aquatic organisms such as crabs.

In 2019's surface water monitoring results, all VOCs and 1,4-dioxane were below swimming screening levels and levels for human consumption of marine organisms. The levels of PCBs were very low and safe for swimming; however, the levels are above that which is considered safe for consumption of marine organisms. Past monitoring of surface water has periodically shown the presence of PCBs. (Consumption of fish taken in these waters is guided by Maryland Department of the Environment and Maryland Department of Natural Resources fish advisories for the Chesapeake Bay and

the Baltimore region, which include the Middle River area.) However, the 2019 monitoring event showed lower concentrations, but more widespread distribution of one type of PCB. It is worth noting that Lockheed Martin is using a new laboratory whose equipment is capable of detecting lower levels of PCBs, so it cannot be said with certainty that PCBs were not more consistently present at such low levels previously.

Lockheed Martin also sampled sediments in Dark Head Cove. Monitoring showed that the dredging and the layer of activated carbon previously placed atop untreated sediments is achieving reductions in PCBs more quickly than anticipated. (For more on groundwater, see story Page 1, and also the story on Page 2 about investigations regarding a newly identified contaminant, per- and polyfluoroalkyls substances [PFAS].)

## 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/martinstate](http://www.lockheedmartin.com/martinstate)

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

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