

# Fact Sheet

Middle River, Maryland

Middle River Complex and Martin State Airport

Environmental Studies and Cleanup



April 2018

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

Road Area as the primary area of concern and revealed a groundwater plume containing contaminants moving towards Frog Mortar Creek. Some of these compounds have been found in Frog Mortar Creek, prompting MDE to issue a water contact advisory along parts of the airport shoreline and Lockheed Martin to construct a groundwater treatment system on the airport property (see below). Sampling results were used to assess potential risks to human health and the environment and to assess the appropriate level of cleanup in consideration of current and anticipated future use of the properties.

## Soil Investigations and Cleanup

Soil around and underneath buildings and parking lots and in secured, fenced-off areas along the waterfront had areas containing elevated concentrations of petroleum compounds, polycyclic aromatic hydrocarbons (PAHs); metals such as arsenic, mercury and lead; and

## Middle River Complex

The Middle River Complex consists of eight parcels of land, called tax blocks, LGHQWL, HGVHSDUDWHO, E, WKH letters A, B, and D through I. Investigations have been conducted primarily by tax block or site-wide by medium (e.g., groundwater).

### Risk Assessments

Soil, groundwater, soil vapor, indoor air and sediments were assessed to evaluate potential risks to human health and the environment. The risk assessments determined VSHFL, FFKHPLFD, O, WR target for cleanup in all of the various media and proposed target cleanup concentrations for various future uses of the site such as industrial, residential or recreational. The information provided in the risk assessments was used in the next step of the process to select and design appropriate cleanup remedies that could reduce chemical concentrations in soil, groundwater, indoor air and sediments to health protective levels in a timely manner.

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the sediments to a bermed and lined dewatering pad for draining. Additives were mixed with the sediments to achieve necessary dryness and bulk. The sediments were then transported to an approved and licensed disposal facility in New York State. In-water work was completed in mid-February 2015, the end of the allowable winter work window.

Similar practices were used for the larger dredging project in Dark Head Cove and Cow Pen Creek, which occurred during the winter of 2015-2016.

Excavation work in Cow Pen Creek began in July 2017 and all work was completed by December 2017. The creek was piped around dammed off segments, creating dry work areas. Fish were moved to the creek below work areas. Following contaminant removal, the creek was restored with native plants, along with submerged aquatic vegetation. Restored/replanted areas will be monitored to ensure they recover properly.

In total, the remediation (combined dredging and excavation) removed 55,500 cubic yards (3,285 truckloads) of contaminated sediments from nearly 12 acres. (For

# Martin State Airport

Lockheed Martin conducts environmental investigations at Martin State Airport, including sampling of the adjacent Frog Mortar and Stansbury Creeks, in cooperation with the Maryland Department of the Environments (MDE).

As it no longer owns any part of Martin State Airport, Lockheed Martin coordinates investigations, remediation and permitting activities at Martin State Airport with the State of Maryland, represented by the Maryland Aviation Administration (the property owner), and with the Maryland Air National Guard (a major tenant at the airport).

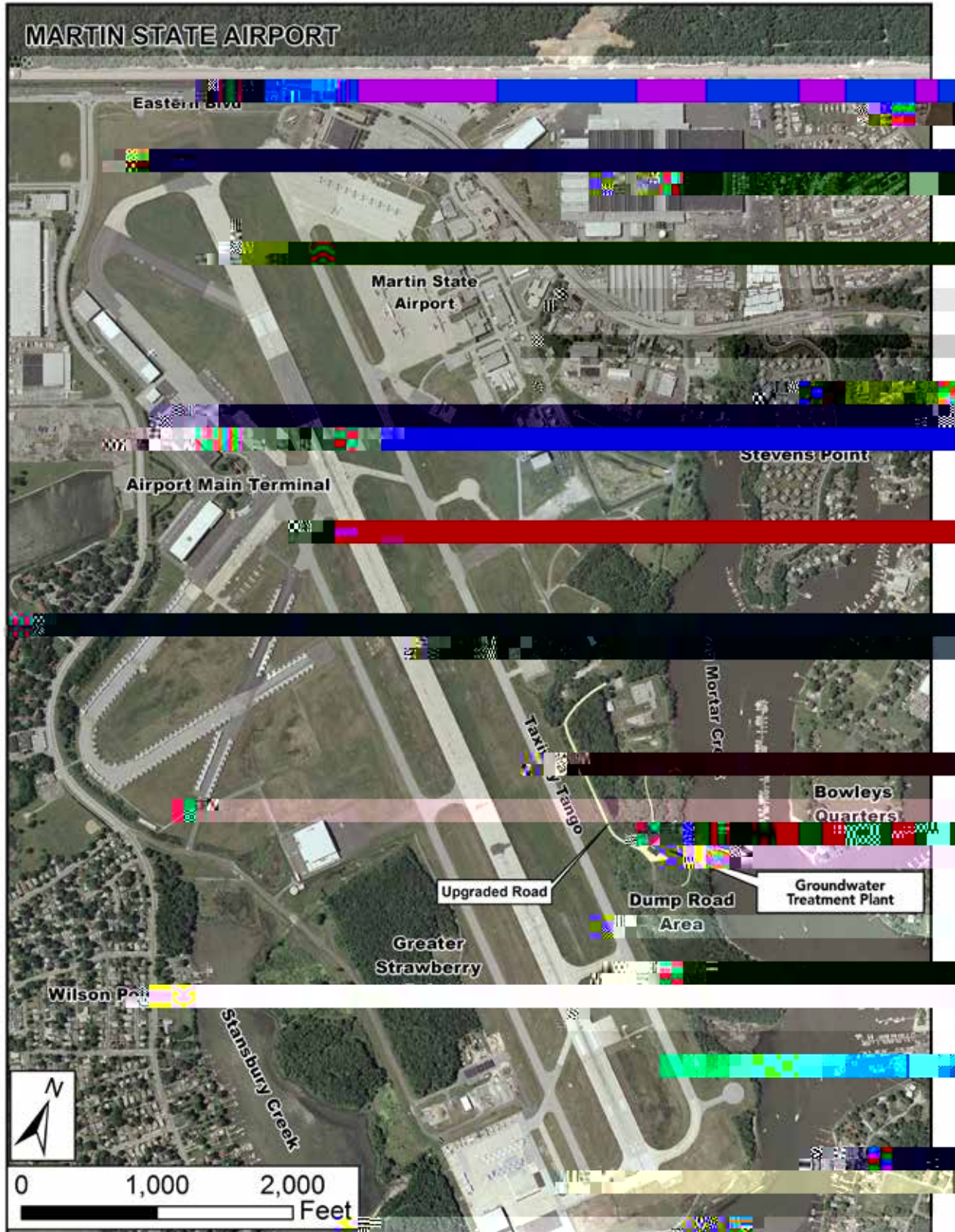


Figure 2

## Dump Road Area

Investigations in the Dump Road Area revealed the





Lead