

Middle River Complex Project Bulletin

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*Soil Cleanup Has Begun at Middle River Complex
Spring 2015*

Cleanup of the soil at Lockheed Martin's Middle River Complex has begun and excavation is underway. The cleanup follows approval by the Maryland Department of the Environment of Remedial Action Plans (RAPs) developed by Lockheed Martin and presented to Baltimore County leaders and the general public over the last few years, through meetings with civic associations, public information sessions, articles in local news media, newsletters hand delivered in neighborhoods, exhibits at Middle River events and information made available at the Essex Public Library and on Lockheed Martin's website.

Cleanup work follows years of investigation by Lockheed Martin to identify the extent of contamination of groundwater, soil and sediments at the Middle River Complex and nearby Martin State Airport. The Lockheed Martin team has collected more than 5,100 samples from more than 1,200 soil-boring locations at the Middle River complex and performed over 11,400 analytical tests on the

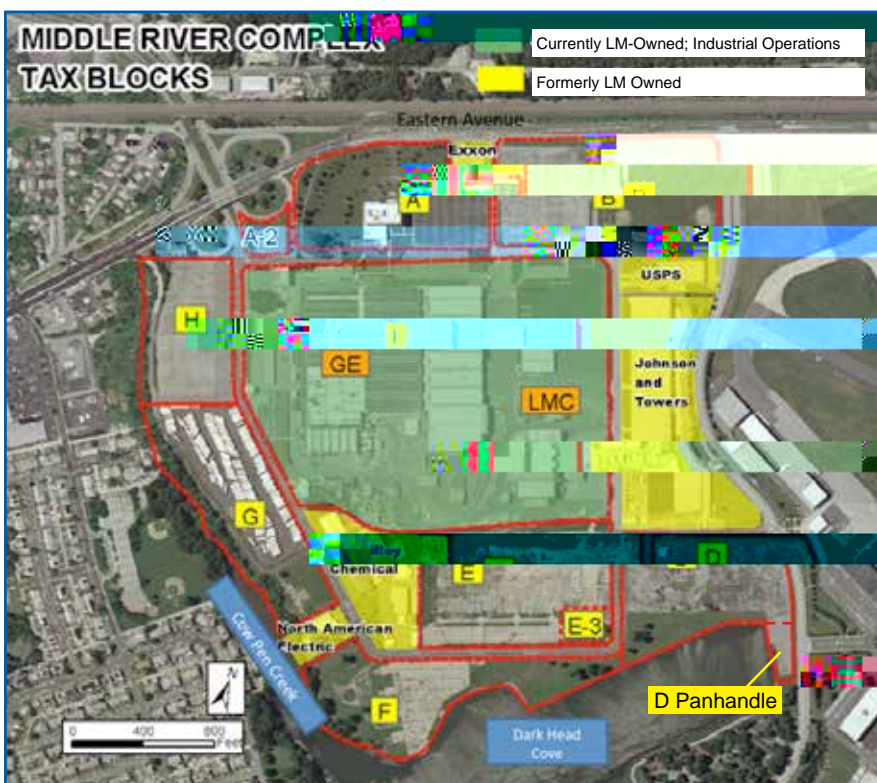
samples. These tests enabled the Lockheed Martin team to define areas of contamination within designated Blocks of land at the site, and to prepare the Remedial Action Plans for cleanup.

Land Blocks

Overall, Lockheed Martin's contractors will remove more than 10,000 tons of soil, or up to 500 truckloads, that contain elevated concentrations of oil-related products and heavy metals from the five Blocks of land that form a semi-circle within the southern half of the Middle River Complex. Proceeding counter-clockwise, the Blocks planned for cleanup this year are H, G, F, D and D panhandle (see map). Block E will be remediated at a later time. Cleanup at Blocks A and B is complete, and no further action is required.

Excavation in the various Blocks will be relatively shallow and near the ground's surface, approximately two to three-feet deep (a few areas will be dug a little deeper).

Work will be performed using a backhoe. The contaminated soil will be loaded onto trucks and hauled to licensed and approved facilities in Maryland and Virginia. Trucks will be inspected and, if necessary, cleaned before leaving each Block; for example, tires will be washed to prevent transport of dirt to local roadways. Each Block will have its own entrance, exit and cleaning station, including an area for washing off truck tires. Tire wash water will be collected, containerized and analyzed to determine if contaminants are present. Contaminated water will be disposed of at a Lockheed Martin-approved wastewater disposal facility. Cleanup work will take place during daylight hours on weekdays only, likely for 10 hours each day. A construction field office trailer and storage units for other equipment are already in place.



Removed soil will be sent off-site for treatment and recycling at an approved facility or for disposal in an approved land fill. Trucks en route to and returning from the recycling or disposal facilities will be routed to minimize use of residential streets. The primary truck route will be direct exit to Eastern Boulevard by the Exxon Station followed by Route 43 to Interstate 95. Alternately, trucks may use Martin Boulevard (Route 700) to Pulaski Highway (Route 40) and on to the Baltimore Beltway (Route 695).

Each excavation area will be sampled before being back filled with clean soil to ensure that all contaminated soil has been removed. With the exception of Block H, excavations may remain open for several days while samples are being tested. Block H is an active parking lot with two areas of contamination. In order to keep the parking lot in service, the excavated holes will be filled with gravel while samples are being tested, so that, if necessary, the holes can be more easily re-excavated to remove additional contaminated soil, after which the area will be paved. Because excavations will not stay open, Block H will not require erection of erosion and sediment control fencing, as will be necessary in the other Blocks. Barring unforeseen circumstances, the Middle River Complex soil cleanup project should be completed in six months.

Nine possible underground storage tanks have been identified in Blocks G and F, based on historical documents. Sites of possible underground storage tanks will be screened with ground-penetrating radar. If any tanks are still there, they will be removed and disposed of following state guidelines. Any soil containing oil and petroleum or other contaminants will also be removed and properly disposed of, based on what is identified.

Lockheed Martin will be cleaning up the Blocks to the point where no further action is necessary in order for the land to continue under industrial use conditions. Restrictions and requirements will be placed in Baltimore County land records to maintain this use as well as prohibit the use of groundwater. Additionally, Lockheed Martin has soil characterization and safe handling procedures for any intrusive (i.e., excavation) activities that may disturb the soil, to protect worker safety during facility operations.

Lockheed Martin has decided to clean up the Block D panhandle to a level that permits recreational activity. This will require removal of the asphalt-paved extension of parking lot No. 6. To support the soil cleanup effort, Lockheed Martin will be replacing a small, collapsed storm drain at the corner of Block D and the Block D panhandle.

“Beginning the soils cleanup work is a major step in the remediation of the Midfield T48.4(n t)-1.8(l)r(n)WplexTn 1-2.3 acraa, Lockheed Martin pro189(j)21.8(e)-8.3(c)-1.6(tme)-5.5