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MEMORANDUM

TO: Ken Richards/ENCORE
Anthony Thrubis/GM

REF. NO.: 17303

FROM: Fred Blickle/Michael Reece/bw/108/Det.

DATE: April 27, 2007

C.C.: Ed Peterson/GM
Beth Landale/CRA

RE: **Review of Historical Development and Filling Activities
GM Former Willow Run Assembly Plant - Ypsilanti, Michigan - Update**

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Conestoga-Rovers & Associates (CRA) was retained by Environmental Corporate Remediation Company, Inc. (ENCORE) to evaluate historical operations at the Former Willow Run Assembly Plant property located in Ypsilanti, Michigan (Site). Different companies have owned and conducted operations at the Site since the agricultural property was originally developed for industrial operations in the 1940s. Historical operations and filling/disposal at the Site have resulted in soil and groundwater contamination that includes chlorinated organics and polychlorinated biphenyls (PCBs).

This memorandum summarizes our review of historical operations, which included an aerial photograph study and review of historical documents, to determine the likely timeframe of filling/disposal of contaminated material that is the source of soil and groundwater contamination at the Site.

Site Ownership and Historical Operations

Table 1 summarizes historical property ownership and industrial operations at the Site.

Review of Historical Aerial Photos

CRA investigated all known sources of aerial photographs to look for visible evidence of potential sources of contamination, which included:

- United States Department of Agriculture (USDA);
- Agriculture Stabilization and Conservation Service (ASCS);
- Michigan Department of Natural Resources (MDNR);
- Historical Information Gatherers, Inc. (HIG);
- Southeast Michigan Council of Governments (SMCOG); and
- Mr. Troy Taylor, former contracted counsel for GM.

The aerial photographs reviewed were from 1937, 1940, 1943, 1944, 1949, 1952, 1955, 1956, 1963, 1969, 1978, 1980, 1985, 1990, 1994, 1995, and 1998. Attachment A provides cropped copies of the aerials. The Site was

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divided into two properties in 1997 and currently the western part was sold and houses the Willow Run Business Center (WRBC) while the GM Company Vehicle Operations (CVO) exists on the eastern part. The aerial descriptions that follow will discuss the Site with reference to the current properties, CVO and WRBC, as shown on Figure 1.

- 1937: The 1937 aerial photograph shows the entire area as farmland with Willow Run Creek and its associated floodplain. Observed adjacent to the north of the future CVO location is a tributary (a.k.a. South Culvert) of the Willow Run Creek. Further northwest is another tributary (a.k.a. North Culvert) of the Willow Run Creek. A small building and a silo that appear to be agriculture related are adjacent to the west boundary of the current CVO property.
- 1940: The 1940 aerial photograph is relatively unchanged from the 1937 aerial photograph, although the North and South Culverts are more easily seen.
- 1943: Three 1943 aerials were located. They are labeled 1943 A, B, and C to easily correlate the written description to the appropriate aerial photographs. Photograph 1943A is a cropped enlargement of 1943B to see more detail on the CVO portion of the property.

1943A - A cropped enlargement of 1943B this aerial photograph depicts the CVO area and shows Tyler Pond and the dam at Tyler Road in place. Tyler Pond is the discharge point for the wastewater treatment facilities associated with the airport and bomber production facility. The bomber production plant and airport facilities were built as part of the war effort in 1941. To the north of Tyler Pond the Willow Run Airport parking lot and hanger areas and the wastewater treatment facility are present. An area on the north bank of Tyler pond appears to be disturbed. The area south of Tyler Pond still appears undeveloped although there is evidence of activity, such as single track dirt roads. An excavated pit and associated soil pile is evident at a location just northeast of where the Haulaway Building is now located. The pit is darker in color than the surrounding vegetation indicating that it may contain liquid. This location corresponds to the location of Potential Area of Concern (PAOC) 23.

1943B - A 1943 aerial photograph shows the Willow Run Airport, a portion of the Willow Run Bomber Plant, and what are now the WRBC and CVO properties. This aerial photograph, thought to have been taken in mid-1943 at an oblique angle facing east, shows a small area of soil disturbance near the excavated pit identified in the 1943 aerial described above. More of the single track dirt road identified in the first 1943 aerial photograph is evident in this aerial photograph. The South Culvert with a tributary that enters Tyler Pond is visible. Vegetation and trees are observed along the banks of the South Culvert area. The western portion of the Site appears to be used for storage of materials and equipment and what appears to be several small buildings. According to historical information reviewed, these buildings are the Ford office, B&D office, John Miller office, Donald Miller office, the incinerator and Brush Repair office. More single track dirt roads are evident on the western portion of the Site. The North Culvert area observed in the 1937 and 1940 is evident although it appears that some trees in the area along Tyler Pond have been removed. Along Wiard Road, a large building is under construction. According to historical information reviewed, this building was used as a storage warehouse for the bomber plant. What appear to be construction materials are stored adjacent to the warehouse.

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1943C - A third 1943 aerial photograph thought to have been taken in 1943 has a view to the west and shows a portion of the Site and the adjacent areas to the west and north. Within the CVO footprint the dirt track road identified in the previous 1943 aerial photographs is evident along the north edge of the property. Adjacent to the west of CVO are the small building and silo, which were identified in the 1937 and 1940 aerial photographs. As previously identified in the second 1943 aerial photograph, further to the north, northwest, and west are the storage areas for materials and equipment and the several small buildings. The South Culvert is evident in this aerial photograph. North of the South Culvert is a sloped area, without vegetation along the bank of Tyler Pond. Since there is no boat traffic or public access to the pond, this disturbance is suspicious from an environmental perspective. Although it does not appear to be related to any Site construction activity in 1943, the pond was constructed in 1942 and did not fill up until 1943. A review of 1943 aerial photographs indicates that several areas on the both banks of Taylor Pond lack vegetation.

- 1944: The 1944 aerial photograph shows substantial de-vegetated areas and material storage activities on the entire Site. The pit observed in the 1943 aerial photographs is not visible in this aerial photograph although an additional pit appears to be present along the north side of the CVO area. The bank along Tyler Pond between Outfall # 11 and #14 appears to be vegetated. The CVO area appears to be used for storage of material and additional dirt track roads are evident. The several small buildings previously identified in 1943 aerial photographs on the WRBC property are clearly evident in this photograph. Much of the materials stored north of the South Culvert have been removed. While de-vegetated areas are visible throughout the Site, the South Culvert remains vegetated. The warehouse observed in the 1943 aerial photographs along Wiard Road has been completed. What appear to be railroad tracks are evident adjacent to the east of the building. The construction materials stored adjacent to the building have been removed.
- 1949: Vegetation appears to be growing on the Site with the exception of a de-vegetated area observed along the south shore of Tyler Pond from the Outfall #11 area to the east near Outfall #12. The de-vegetated area stops approximately 150 feet east of Outfall #12. The eastern most portion of this area corresponds to the location of PAOC 18. The excavated pit initially identified in the 1943 aeriels and some piles of material are apparent at a location just northeast of where the Haulaway Building is now located. The pit is dark in color, indicating that it may contain liquid. This location corresponds to the location of PAOC 23. A series of dirt track roads appear on the Site. Most of the vegetation and trees observed in the 1943 aerial photograph have been removed from the South Culvert. The majority of the stored equipment and material observed in the 1944 aerial photograph has been removed. The mouth of the tributary for the South Culvert appears to be widened from the 1944 photograph.
- 1952: The 1952 aerial photograph shows that the area south and west of Tyler Pond (WRBC) was again being used as a materials storage area. There are many areas of substantial soil disturbance activities along the south shore of Tyler Pond from the Outfall #11 area to just east of the Outfall #12 area at the same location as identified in the 1949 photo. The South Culvert appears to be partially filled-in as compared to the 1949 photograph. While remnants of the excavated pit identified in the 1949 photo is present, there is evidence of two additional pits directly west of the pit identified in the 1944 photo. The east end of the pits was located at the northwest corner of where the Haulaway Building is located and extends approximately 150 feet directly west.

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These pits are dark in color, indicating that they may have contained liquid. These pits were constructed between 1949 and 1952.

1955: Two 1955 aerals were located. In 1955A the materials stored on the WRBC property as observed in the 1952 aerial photograph have been removed.

More detail is visible in the 1955B photograph. The 1955 aerial photographs indicate that the land use south of Tyler Pond remains unchanged from the 1952 aerial photograph. The land south of Tyler Pond remains undeveloped but significant fill activities continued northwest of Outfall #11 where the South Culvert was located. It appears that vegetation covers most of the area between Outfalls #11 and #12, indicating that minimal disturbance of the soils has occurred in 1954 and 1955. Some remnants of fill or excavation activities are noticeable to the south and southwest of Outfall #12, which is the location of the current top of the hill/fence line.

Remnants of the pit identified in the 1949 drawing are still noticeable in the 1955 photo. It appears that the pit has been filled in from the sides of the pit, or the liquid level in the pit had dropped. This is based on the observation that the pit appeared to cover less surface area. It is possible that this area may have been used to dump liquids based on the disturbance around the pit. The pits identified in the 1952 photo to the west of previously identified pit in the 1949 photo are still present but it appears that the liquid levels have decreased.

1956: The 1956 photo is similar to the 1955 aerial photograph, although the 1956 aerial photograph is grainier than the 1955 aerial photograph. The aeration basin is evident northwest of the former South Culvert. No other significant changes are noticeable. It appears that the long pits may still be present. The amount of vegetation at the Site appears to be increasing. The graininess of the photo limits the level of discernable detail.

1963: The 1963 aerial photograph shows that the CVO area had been significantly developed. The Haulaway Building has been constructed and all of the area to the west of a line running south of the pipe trestle crossing Tyler Pond is paved. The area to the east of a line running south of the pipe trestle still appears to be unpaved but approximately 60% of the area is being used to store truck trailers. Staining is visible in the eastern area where truck trailers are stored. There is no evidence of any recent soil disturbances along the south side of Tyler Pond near Outfall #11 or to the east of that location.

1969: The 1969 aerial photograph shows that the entire CVO area is paved consistent with the paved area that exists today. There is evidence that the south shore of Tyler Pond is disturbed in the vicinity of Outfalls #12 and #14. These outfalls were likely installed when the eastern half of the parking lot was paved. The eastern half of the parking area appears to be used for parking truck trailers. The western half appears to be used for parking trailers and cars.

1978: The 1978 aerial photograph is of poor quality and covers a larger area than previous photos, both of which minimize the noticeable details. This photo shows only one pipe trestle crossing Tyler Pond.

1980: The 1980 aerial photograph covers even more area per square inch than the 1978 aerial photograph but the quality is better. This photo shows two pipe trestles crossing Tyler Pond. The second pipe trestle is located to the west of the original trestle. There is evidence of recent

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soil disturbance activities to the south of the new pipe trestle. This would likely be related to the installation of the new sanitary sewer lines associated with the new pipe trestle. The north side of the parking area appears to have been disturbed compared to the 1969 aerial photograph. This may be associated with the installation of the new sewer line that was installed in the mid-1970s to capture the stormwater and direct it to the treatment plant at the northwest end of Tyler Pond. The entire parking area appears to be fully utilized for parking vehicles. The photo does not contain enough detail to make observations regarding the south bank of Tyler Pond.

- 1985: The 1985 aerial photograph quality and scale are similar to the 1980 aerial photograph. The 1985 aerial photograph is essentially unchanged from the 1980 aerial photograph with the Site well developed. A building is evident to the northwest of the Haulaway Building. The south bank of Tyler Pond is vegetated.
- 1990: The 1990 aerial photograph is essentially unchanged from the 1985 aerial photograph.
- 1994: The 1994 aerial photograph is very blurry, but essentially unchanged from the 1990 aerial photograph.
- 1995: The 1995 aerial photograph quality and scale are similar to the 1985 aerial photograph. The photo is very clear but with a large scale (zoomed out). The 1995 aerial photograph is essentially unchanged from the 1990 and 1994 aerial photographs.
- 1998: The 1998 aerial photograph shows some significant changes to the Site. The north and east sides of the parking area include a corridor area along the south shore of Tyler Pond. Several areas of the south bank along Tyler Pond have been cleared of vegetation. This corridor and the cleared areas of the shoreline are related to the remediation of Tyler Pond.

Historical Aerial Photograph Summary

The aerial photographs indicate that disturbed soils and filling activities on the south side of Tyler Pond occurred after 1940 and filling activities appeared to cease by 1955 and vegetation allowed to grow. The most relevant filling activities related to the south shore of Tyler Pond at the Site occurred between 1943 and 1955. The filling activities extended east along the south shore of Tyler Pond to a point located approximately 150 feet east of where Outfall #12 is located. The east end of this fill area corresponds to the location of PAOC 18, an area with groundwater and soil impacts from volatile organic compounds (VOCs), semi-volatile organic compounds (SVOCs), and PCBs.

Review of the 1943 and 1949 aerial photographs identified an excavated pit, which was located just northeast of where the Haulaway Building is located today. This is where PAOC 23 is located, an area with VOC, SVOC and non-aqueous phase liquid (LNAPL) impacts. Remnants of the pit are evident in the 1952 aerial photograph, but activity at the pit is reduced from 1949. Some narrow ponds were also identified in the 1952 aerial photograph that run west from the northwest corner of where the Haulaway Building is located today. Based on the proximity to industrial activities and visual appearance it appears that these excavated pits were used as dumping locations for liquids from the production facility operations that required disposal.

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Historical Document Review

CRA reviewed various documents related to the historical property ownership and industrial operations at the Site. Mr. Troy Taylor, former contracted counsel for GM during the Willow Run Creek remediation project, provided the majority of these files. The following information was significant to determine the ownership and industrial operations:

- A preliminary design drawing by Albert Kahn dated February 1942 depicted a plating waste sludge bed and temporary plating waste pond with an approximate 5,000,000 gallon storage capacity located in the South Culvert.
- A document from the Henry Ford Museum and Greenfield Village discussed conservation (salvage program) efforts at the Willow Run Bomber Plant during circa 1943 to 1945. The document indicated that wood-paving blocks from the plant were brought to the salvage area. To remove the tar coating on the blocks, they were cleaned in an open-air vat filled with boiling creosote. The resulting sludge of creosote became thick and was removed from the vat. This sludge was thinned and used as a dust suppressant on surrounding roads.
- Surveyor's field notes dated January 14 and 17, 1944 depict the buildings north and northwest of CVO identified in the 1943, 1944 and 1949 aerial photographs. The field notes indicated that the buildings were a Ford office, B&D office, John Miller office, Donald Miller office, the incinerator and Brush Repair office. The field notes indicated that septic tanks were associated with the Ford office, B&D office, Donald Miller office, and the incinerator. The field notes also depicted the areas of materials storage depicted in the 1943 and 1944 aerial photographs. The field notes identify a "sewerage disposal sludge storage area". The exact locations of these areas are unknown.
- A letter dated April 7, 1947 from Kaiser-Fraser (K-F) to the Office of Defense Plant Corporation discussing the use and housekeeping of the incinerator (which was west of the South Culvert area on the WRBC property) and a dump near the incinerator. The letter indicated that the use of the incinerator by K-F was covered in an operating agreement and the request for use of the five acres of land had a verbal approval obtained by K-F.
- A letter dated October 9, 1947 from Kaiser-Fraser (K-F) to the War Assets Administration (WAA) regarding the removal from K-F's property of 2,000 empty steel drums, which were the property of the Warehouse #13 (warehouse identified in the 1943 and 1944 aerial photographs). A letter dated October 24, 1947 from the WAA to K-F indicated that bids were solicited for removal of the empty drums.
- K-F Inter-office correspondence dated July 13, 1951 discusses the movement of scrap and salvage material to the south yard. The correspondence provided a figure detailed where scrap and salvage materials were located on the Site and the adjacent areas. The figure is included as Figure 2.
- A K-F figure from the University of California-Berkley Bancroft Library dated December 1, 1953 shows no detail for the Site, but shows a Kaiser Motor rubbish burning area and salvage yard northwest of CVO.
- A K-F Facilities Data Report from the University of California- Berkley Bancroft Library dated August 13, 1953 indicates that some of the buildings on the WRBC portion of the Site were used for the following operations:
 - Incinerator;
 - Salvage warehouse;
 - Temporary boiler house;
 - Advertising and Mailing Paper Storage;
 - Carpenter Shop; and

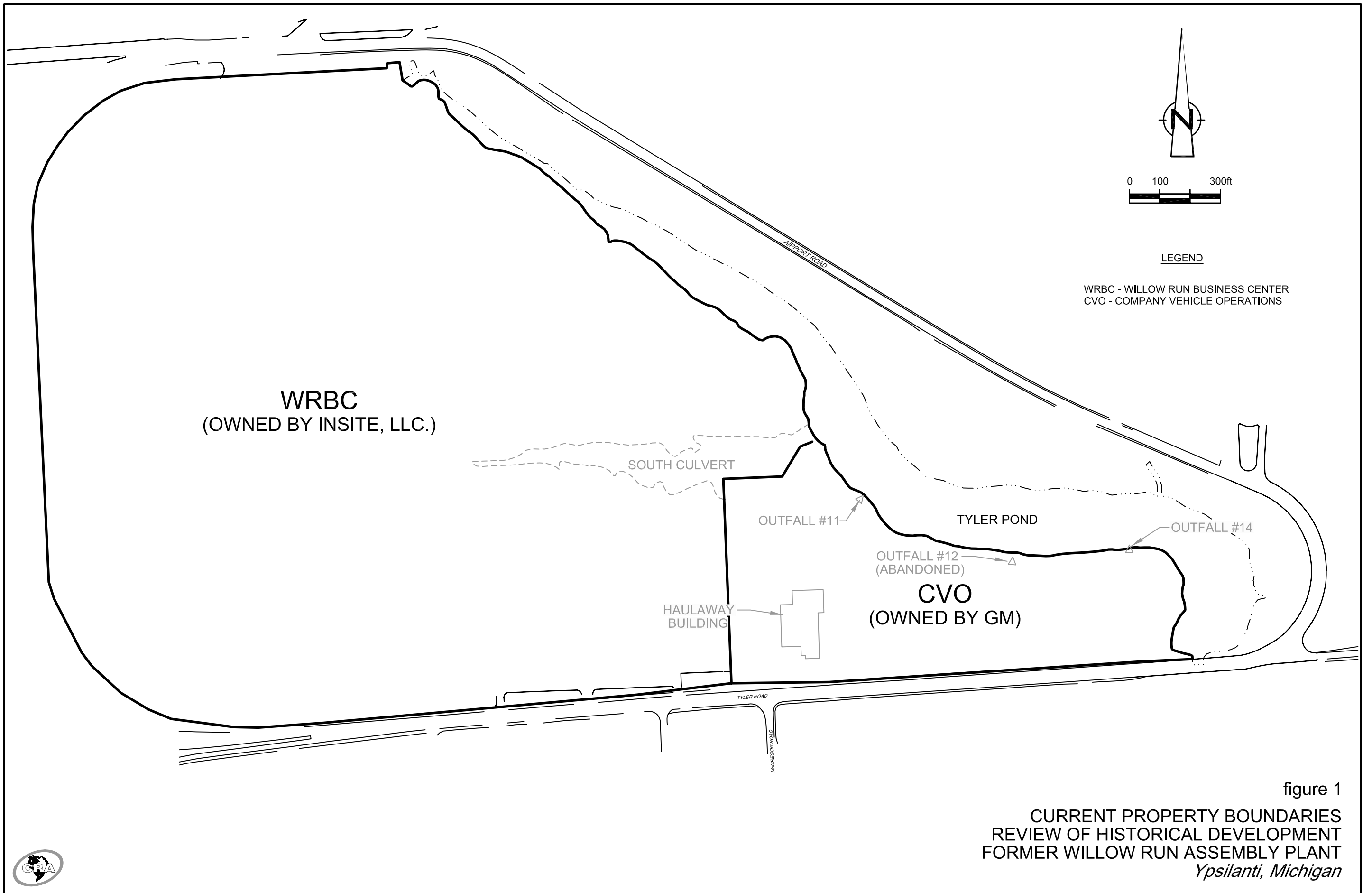
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- By Products Disposal (Salvage).

The warehouse building identified in the aerials is listed in Facilities Data Report as being the Experimental Building.

Conclusion

Based on the review of aerial photos, it appears the filling and apparent waste disposal operations at the Site occurred prior to 1955. Based on a review of historical documents, it appears that the areas of the Site were associated with salvage, dumping, and rubbish burning activities from approximately 1943 to late 1953. By 1963 the entire Site area, including the eastern most section, was completely paved, and has remained to the present.



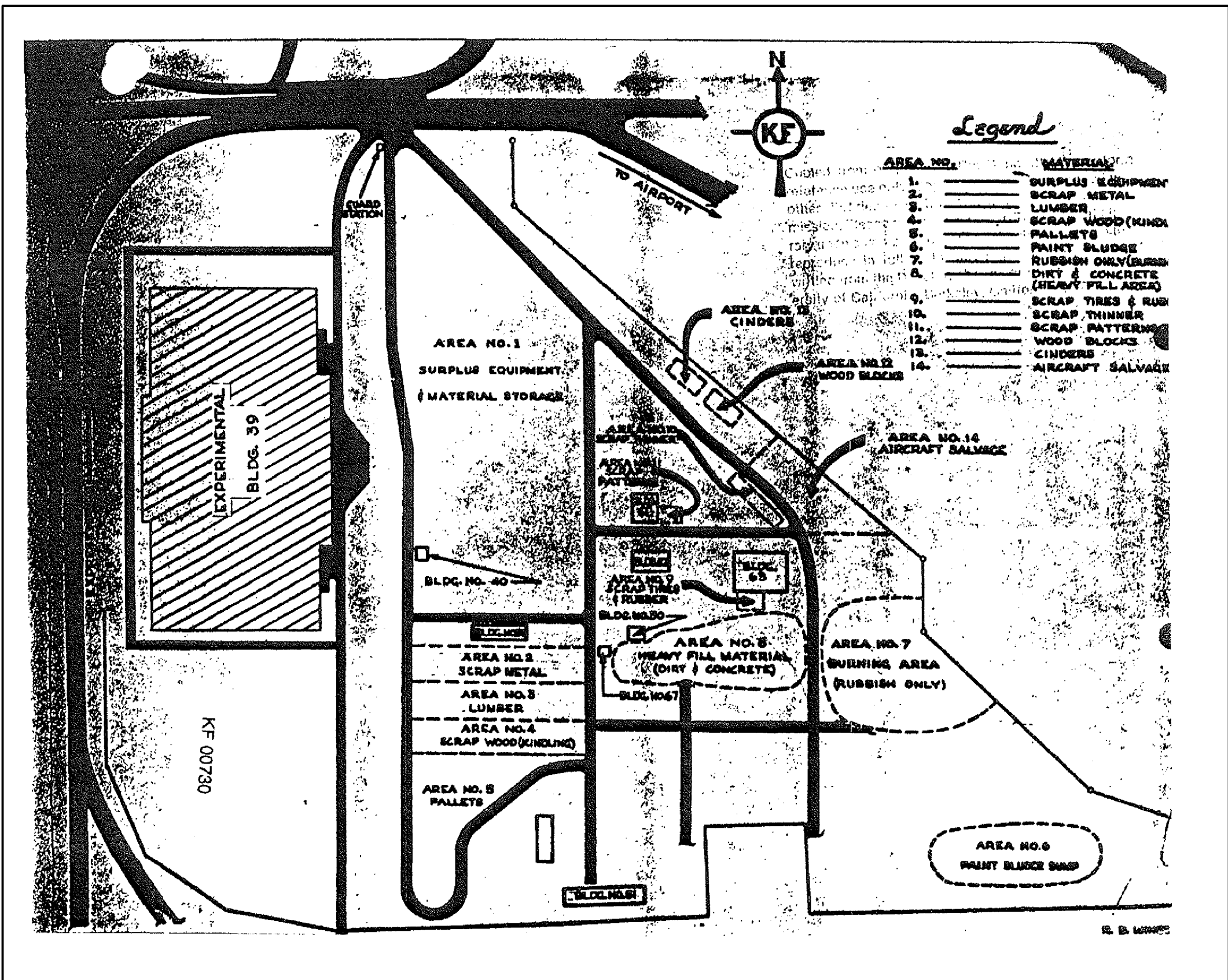


figure 2

FORMER KAISER-FRASER SCRAP AND SALVAGE YARD
FORMER WILLOW RUN ASSEMBLY PLANT
Ypsilanti, Michigan

NOTE: INCLUDED IN JULY 13, 1951 KAISER-FRASER INTER OFFICE CORRESPONDENCE



TABLE 1
CHRONOLOGY OF MAJOR EVENTS
GM FORMER WILLOW RUN ASSEMBLY PLANT
YPSILANTI, MICHIGAN

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FOR DISCUSSION AMONG WILLOW RUN CREEK AREA PRPs ONLY

EFFORT/EVENTS	COMPLETED BY	OWNER/OPERATOR	DATE
Ford Motor Company owned a large section of undeveloped land including the future Willow Run facility	--	Ford Motor Company - Owner	<1940
Aerial Photo: Groundwater movement at the Site likely in a semi-radial direction in the vicinity of the future Haulaway Bldg. Surface elevations of native clay deposits are likely to slope in a semi-radial direction similar to groundwater movement.	--	"	August, 23, 1937 and 1940
A dam was constructed in Willow Run Creek in 1942, creating Tyler Pond by early 1943		"	1942/1943
U.S. Defense Plant Corporation of America (DPCA) purchased the Willow Run facility and contracted Ford to construct and operate a bomber production plant.	--	DPCA - Owner Ford Motor Company - Operator	1941
Drawings indicated that the former South Culvert area may have been used as a plating waste sludge disposal area. Drawings from Albert Kahn indicate that this was a preliminary drawing.	--	"	1942 - 1945
Aerial Photo: An excavated pit is observed at a location just northeast of where the Haulaway Building is currently located. The pit appears to have liquid in it. Soil disturbance is observed near the pit. The areas adjacent to the north, west and northwest of the Site appear to be used for storage of materials and equipment.		"	October 9, 1943
Aerial Photo: There is substantial soil disturbance and material storage activities on the Site. The pit observed in the 1943 aerial photographs is not observed in this aerial photograph. The areas adjacent to the north, west and northwest of the Site appear to be used for storage of materials and equipment.		"	September 24, 1944
The Kaiser-Fraser Company leased the Willow Run facility from the War Asset Administration (WAA). After the war the DPCA dissolved and assets were transferred to the Reconstruction Finance Corporation (RFC) of the United States of which WAA was a successor.	--	WAA - Owner Kaiser Fraser - Operator	November, 1945
Kaiser-Fraser produced automobiles at the facility. Paint sludge was dumped in the area between the fence line and Tyler Pond at the eastern edge of the southern shore of Tyler Pond (current CVO property).	--	"	1945 - 1953
Kaiser-Frazer purchased the facility.	--	Kaiser Fraser - Owner/Operator (O/O)	December, 1948
Aerial Photo: A soil disturbance is approximately 150 feet east of where Outfall #12 is located. The eastern most portion of this area corresponds to the location of Remediation Area #2. The excavated pit initially identified in the 1943 aerials and some piles of material are apparent at a location just northeast of where the Haulaway Building is now located. The pit is dark in color indicating that it may contain liquid. This location corresponds to the location of Remediation Area #1. The majority of the equipment and material stored on the Site observed in the 1944 aerial photograph has been removed.		Kaiser Fraser - O/O	October 27, 1949
Aerial Photo: The Site and adjacent areas are being used as material storage areas. The South Culvert appears to be partially filled-in as compared to the 1949 photograph. While remnants of the excavated pit identified in the 1949 photo is present, there is evidence of two additional pits directly west of the pit. The east end of the pits was located at the northwest corner of where the Haulaway Building is located and extends approximately 150 feet directly west. These pits are dark in color indicating that they may have contained liquid. These pits were constructed between 1949 and 1952.		"	May 1, 1952

TABLE 1
CHRONOLOGY OF MAJOR EVENTS
GM FORMER WILLOW RUN ASSEMBLY PLANT
YPSILANTI, MICHIGAN

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FOR DISCUSSION AMONG WILLOW RUN CREEK AREA PRPs ONLY

EFFORT/EVENTS	COMPLETED BY	OWNER/OPERATOR	DATE
GM purchased the Willow Run facility. Site building was used as a parts storage warehouse for the GM Parts Division.	--	General Motors - O/O	December, 1954
Aerial Photo: Natural hydraulic gradient of groundwater discharging to Willow Run Creek was lowered when the creek was dammed along Tyler Road (creating Tyler Pond). Potential filling activities along the former riverbank near Remediation Area 2 of current CVO Site.	--	"	September 6, 1955
Chevrolet Motor Division took over operations.	--	"	1955
Typical automotive assembly plant operations. Various products and management authorities were involved during this period.	--	"	1956 - July, 1993
Facility light truck assembly began	--	"	January 31, 1956
Existing Haulaway Building was constructed.	--	"	1959
Aerial Photo: Hydraulic gradient/flow direction of groundwater potentially modified by installation of storm sewer lines between the original Haulaway Bldg. and Tyler Road.	--	"	September 29, 1963
Aerial Photos: Additions to Haulaway Bldg. with additional development and pavement in surrounding areas likely required additional storm sewers to be installed.	--	"	1978, 1985, 1994
Production operations ceased at the former Willow Run Assembly Plant.	--	"	July, 1993
Facility deactivation/decommissioning activities at the former Willow Run Assembly Plant.	--	"	1993 - 1997
Soil Investigation - confirm culvert location and fill material northwest of current CVO operations.	Atwell-Hicks	"	1994
90 cubic yards of visible surface waste and approx. 30 drum remnants removed from the south bank of Tyler Pond. TCLP lead found above RCRA criteria. Samples from post-excavation floor revealed lead and benzo(a)pyrene above applicable criteria.	Weston	"	February, 1994
Additional soil sampling performed, found lead, dibenzo(a,h)anthracene, and benzo(a)pyrene above applicable criteria.	Weston	"	May 5, 1994
Phase II ESI conducted	Chester	"	June, 1995
Large-scale remedial dredging on Tyler Pond.	PRPs / CRA	"	1995 - 1999
Phase III EOC Study - defined the lateral and vertical extent of lead and PAH-impacted soil.	BBL	"	December, 1996 - March, 1997
The former Willow Run Assembly Plant was sold and used as a storage warehouse named the Willow Run Business Center (WRBC) (CVO property was retained by GM).	--	General Motors - O/O (CVO)	1997
Aerial Photo: Hydraulic gradient/flow direction modified by dredging operations to remediate PCB sediments in former creek bottom.	--	"	1998
Ongoing Phase III environmental investigation and remediation activities at CVO	CRA	"	January, 2000 to present
DNAPL observed in newly installed monitoring well along south bank of Tyler Pond.	CRA	"	June, 2004

ATTACHMENT A

HISTORICAL AERIAL PHOTOGRAPHS
[POWERPOINT PRESENTATION]

Historical Aerial Photographs

General Motors Corporation

Former Willow Run Assembly Plant

Acronym Definitions

Title – Date/ Site Owner/ Site Operator

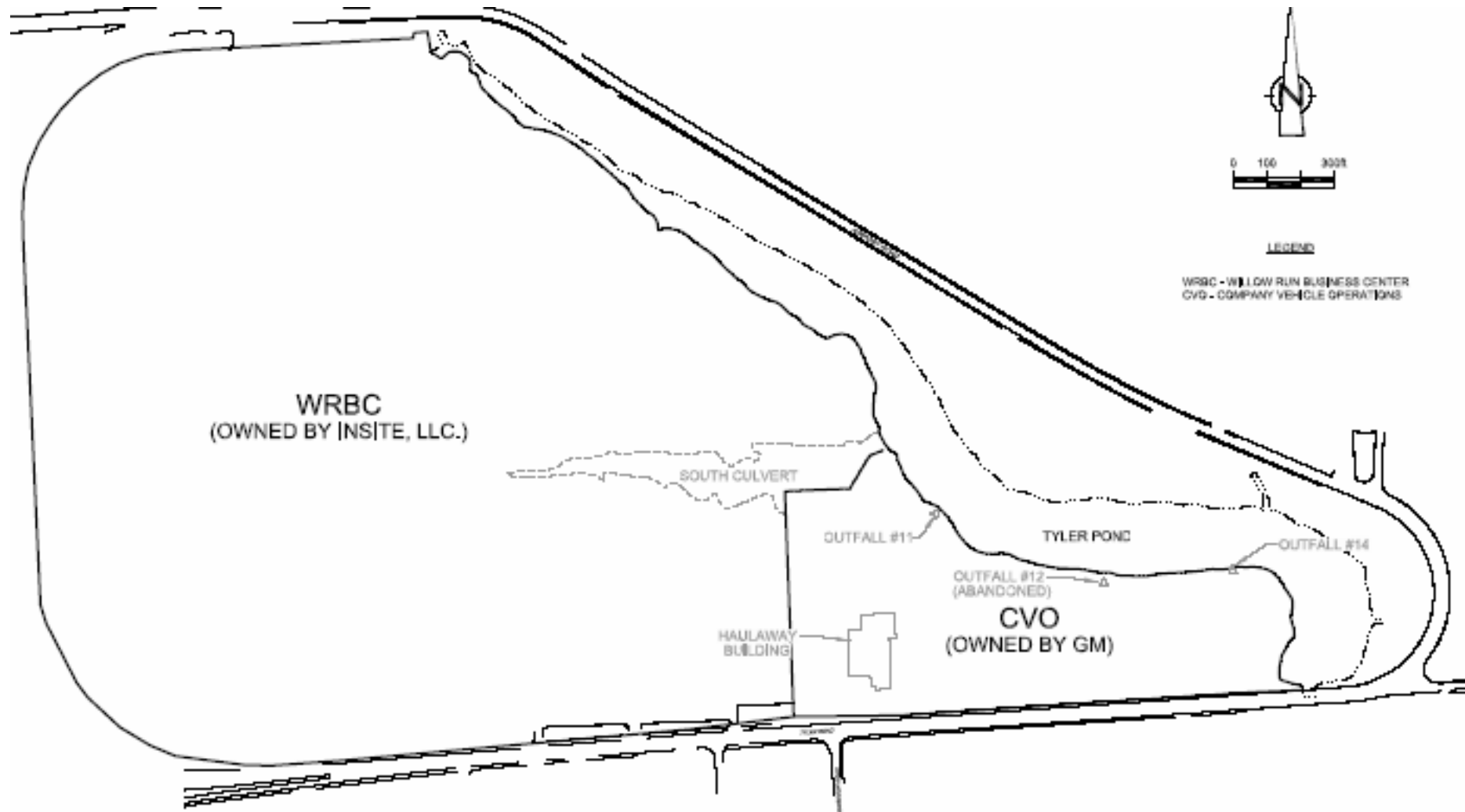
Ford – Ford Motor Company

GM – General Motors Corporation

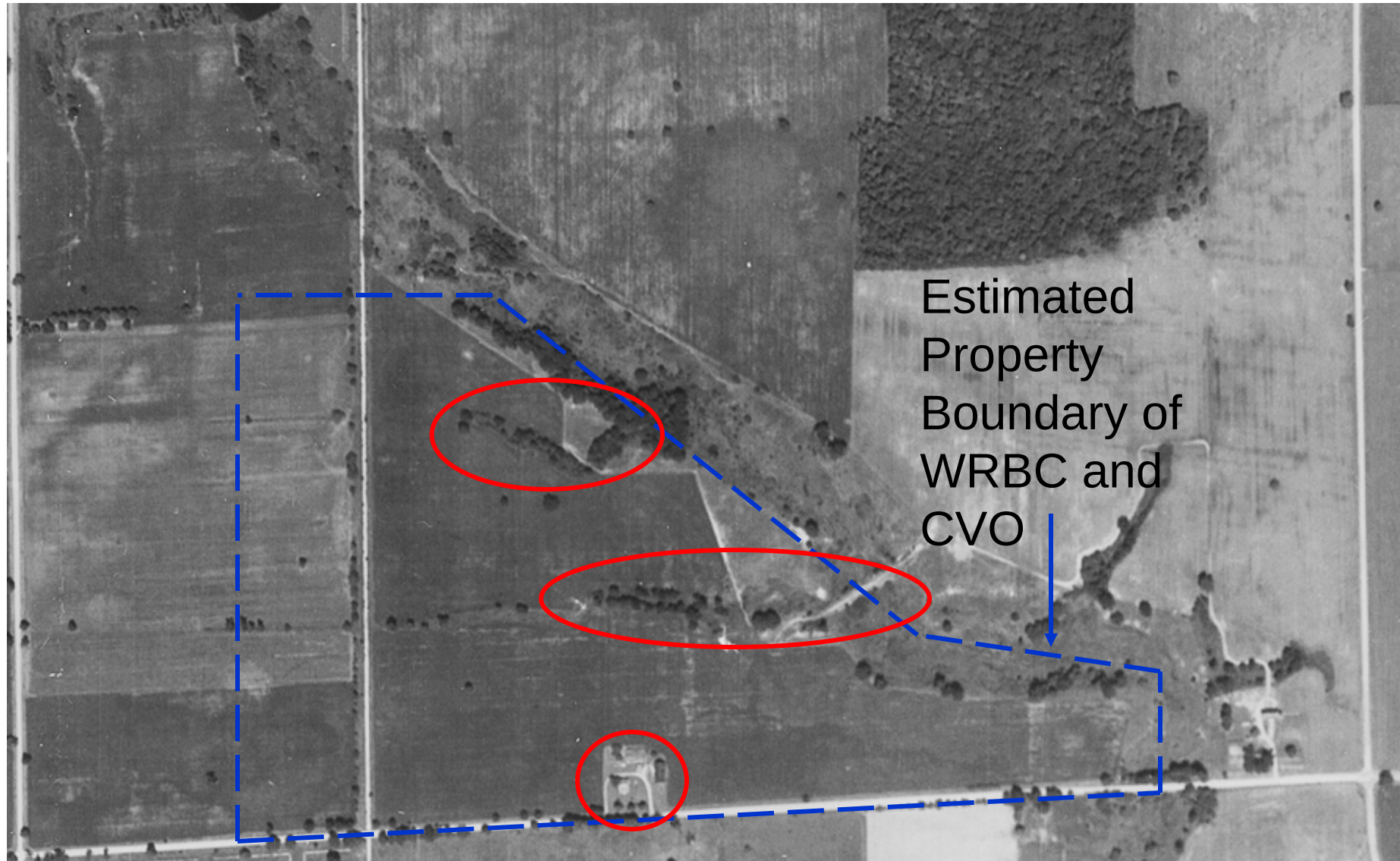
KF – Kaiser-Frazer Company

USDPCA – United States Defense Plant
Corporation of America

Current Site Map

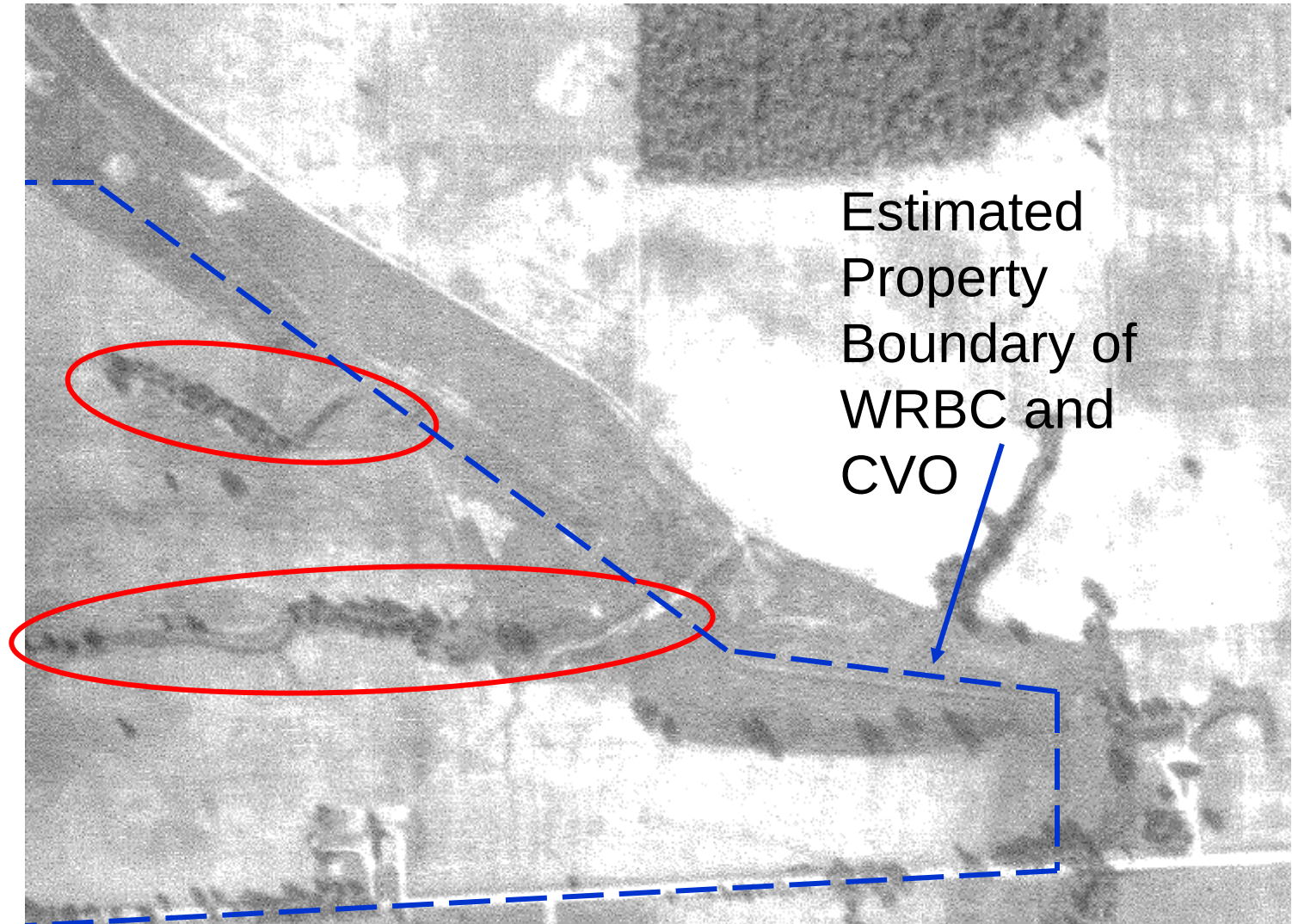


1937/ Ford/ Not Developed

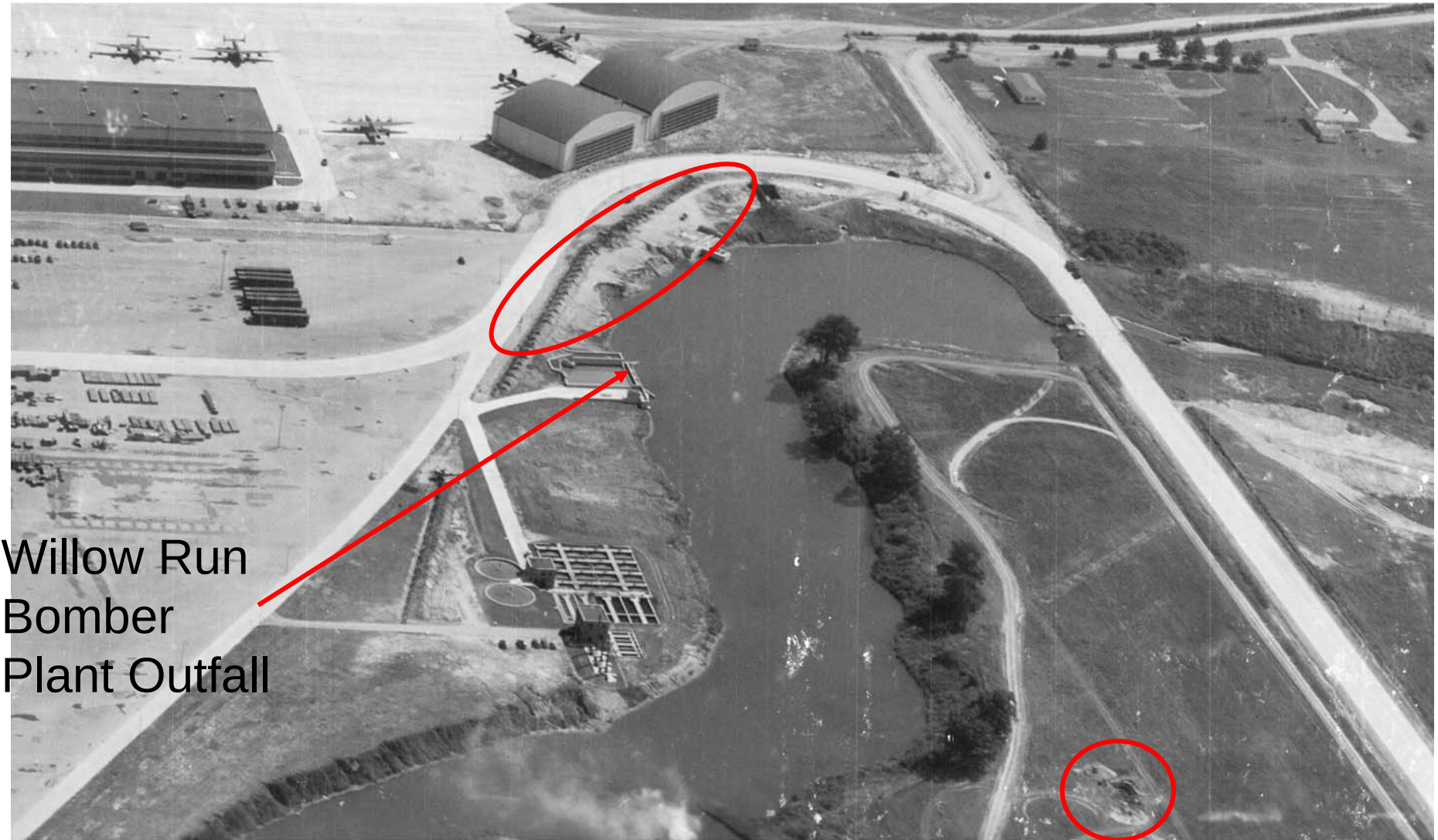


8/23/1937

1940/ Ford/ Not Developed



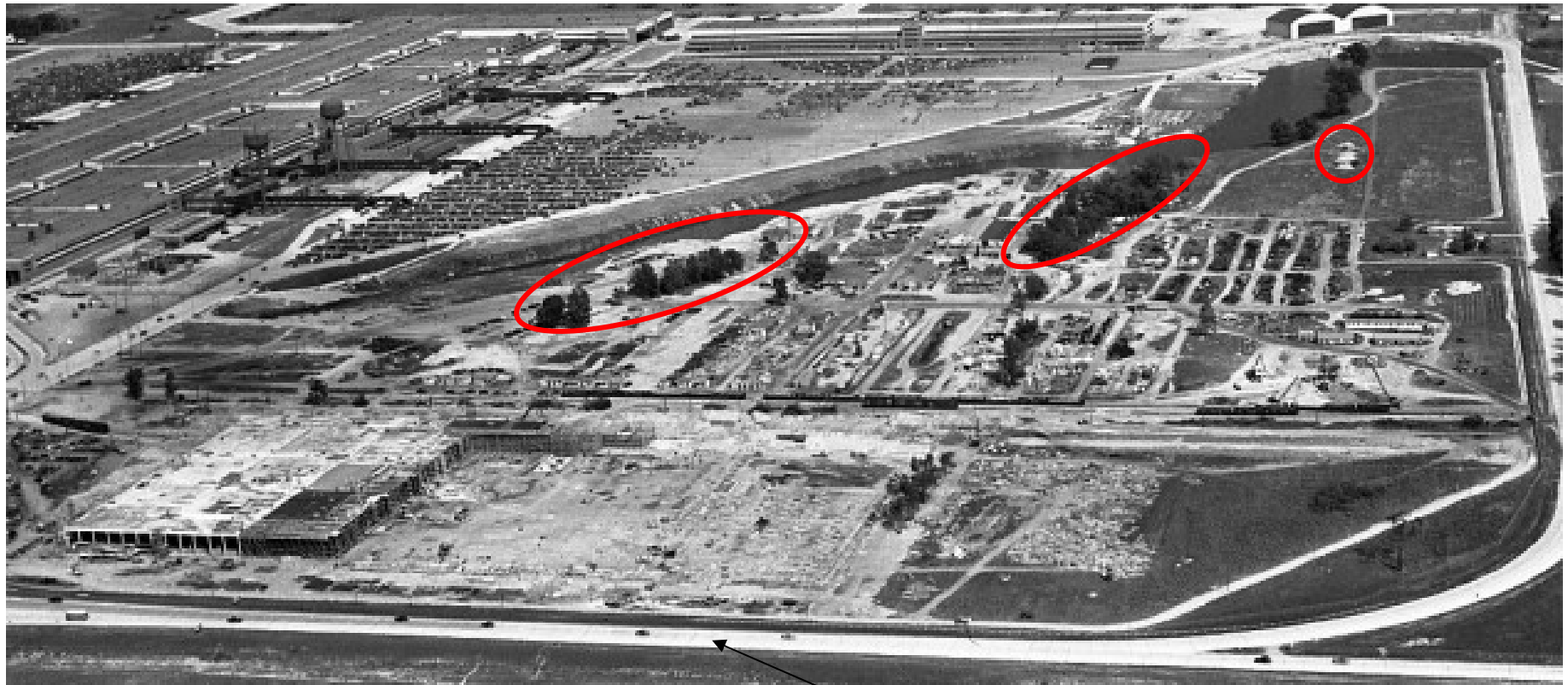
1943A/ USDPCA/ Ford



Willow Run
Bomber
Plant Outfall

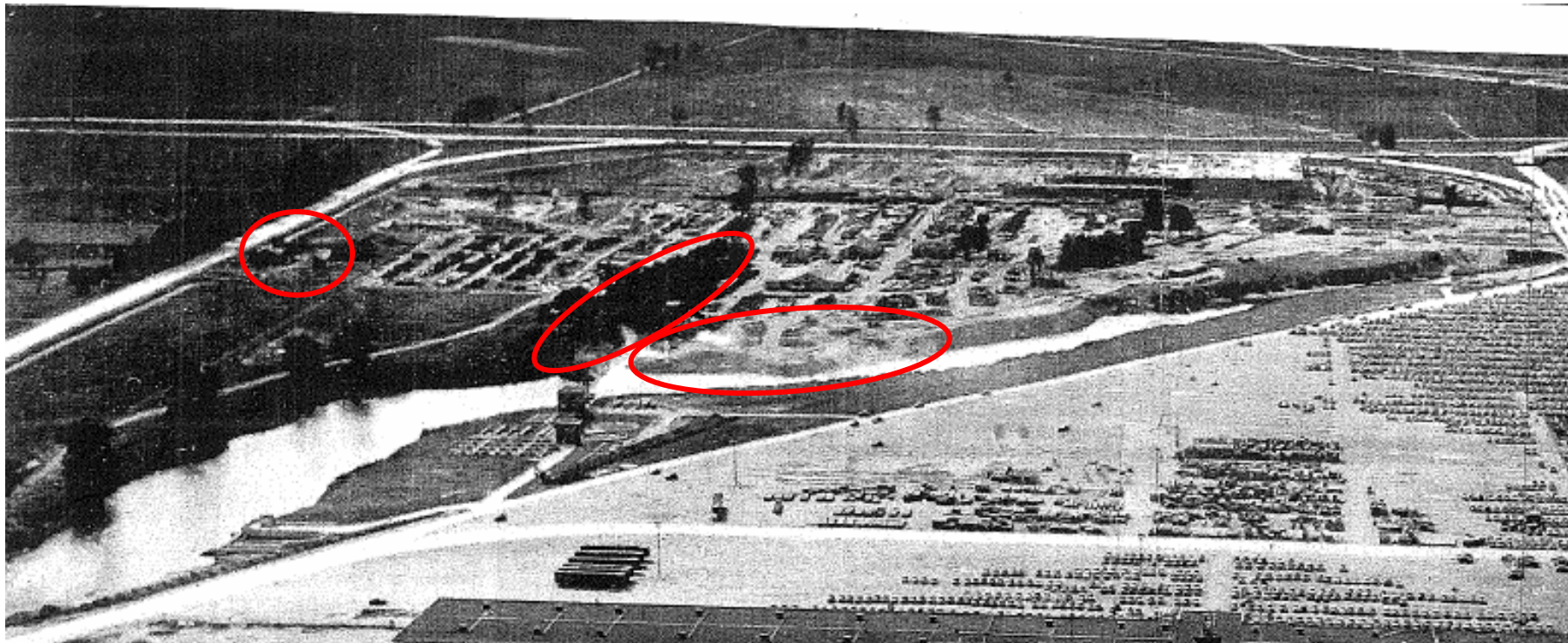
10/9/1943

1943B/ USDPCA/ Ford

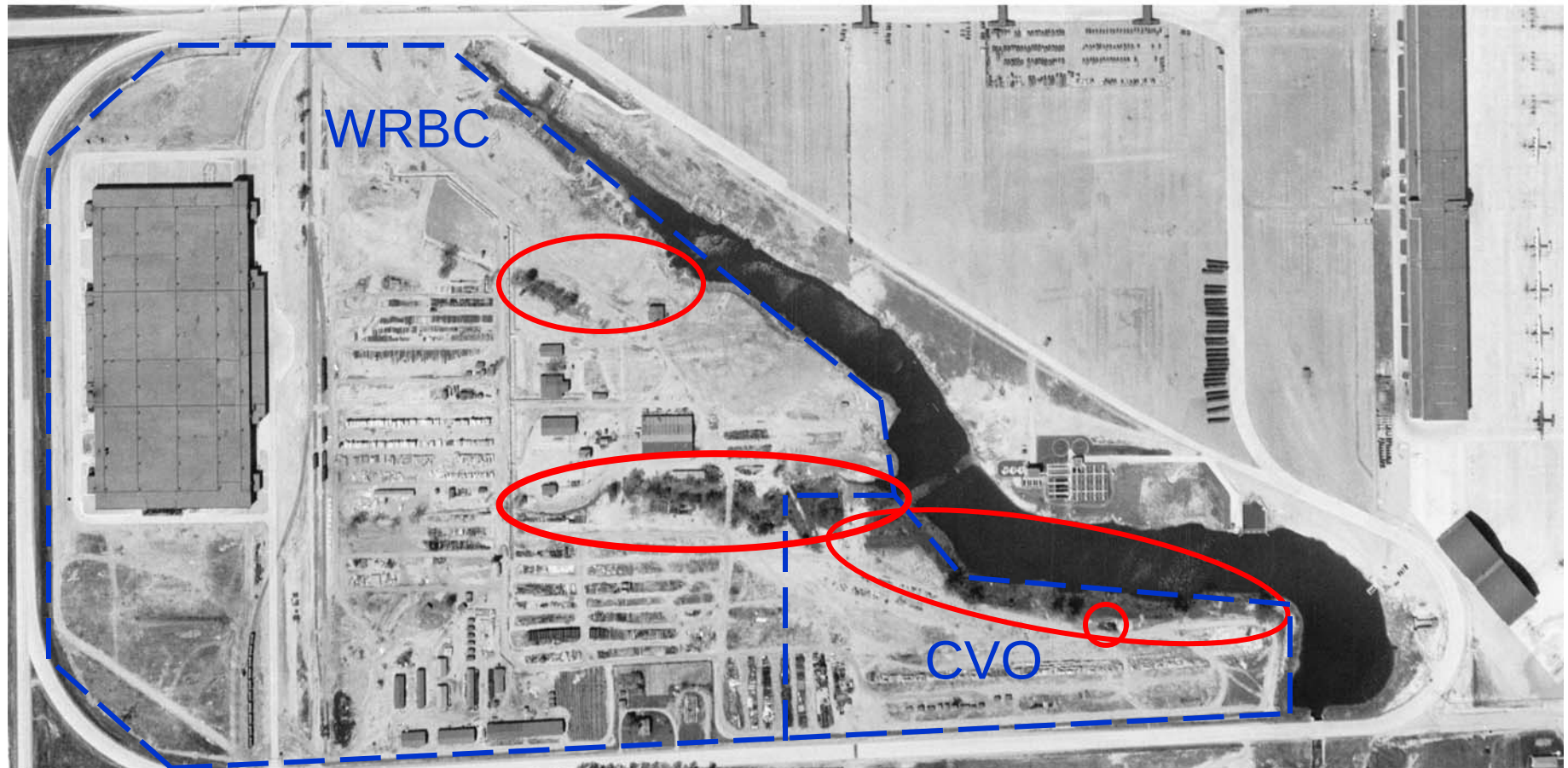


Wiard Road

1943C/ USDPCA/ Ford

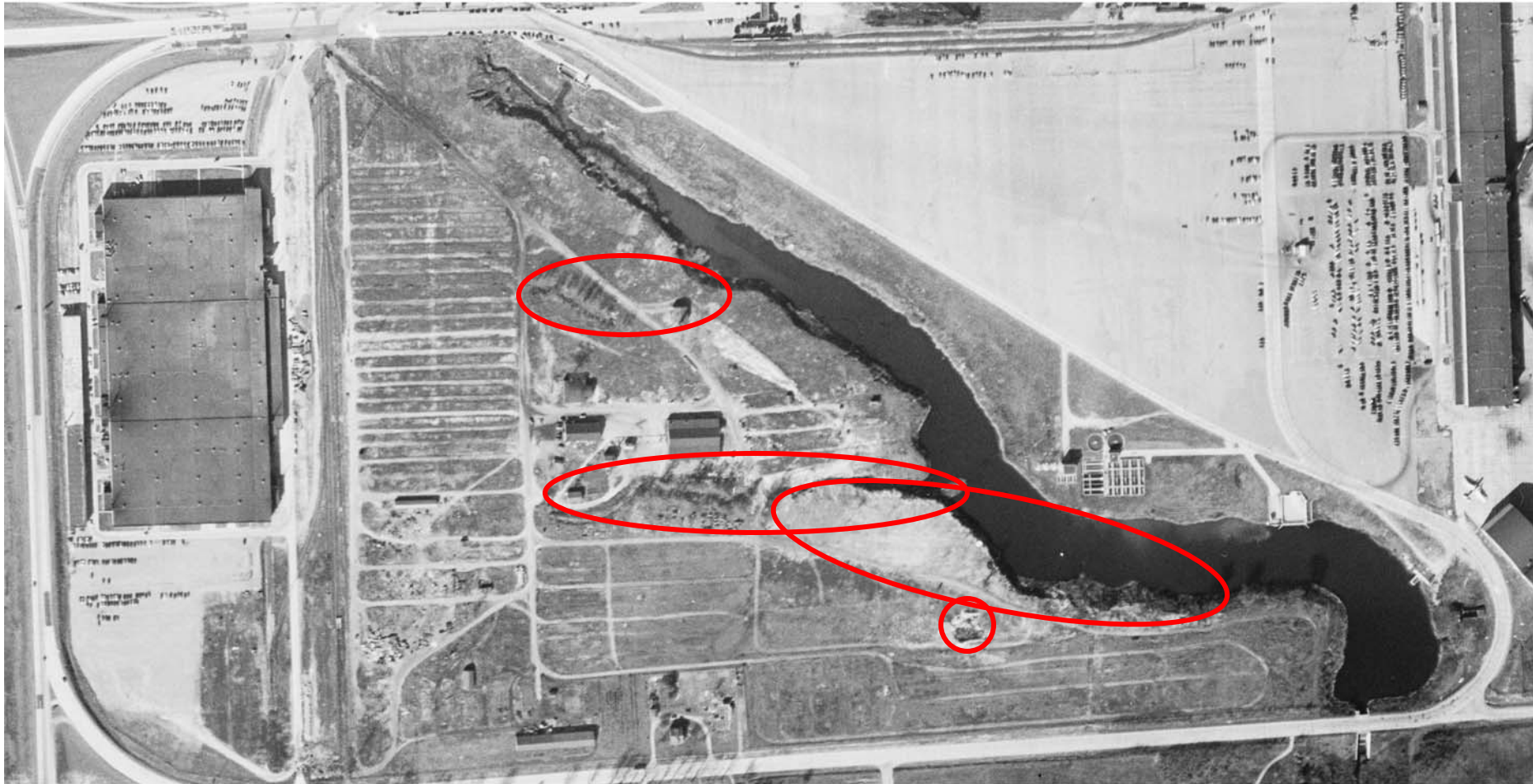


1944/ USDPCA/ Ford



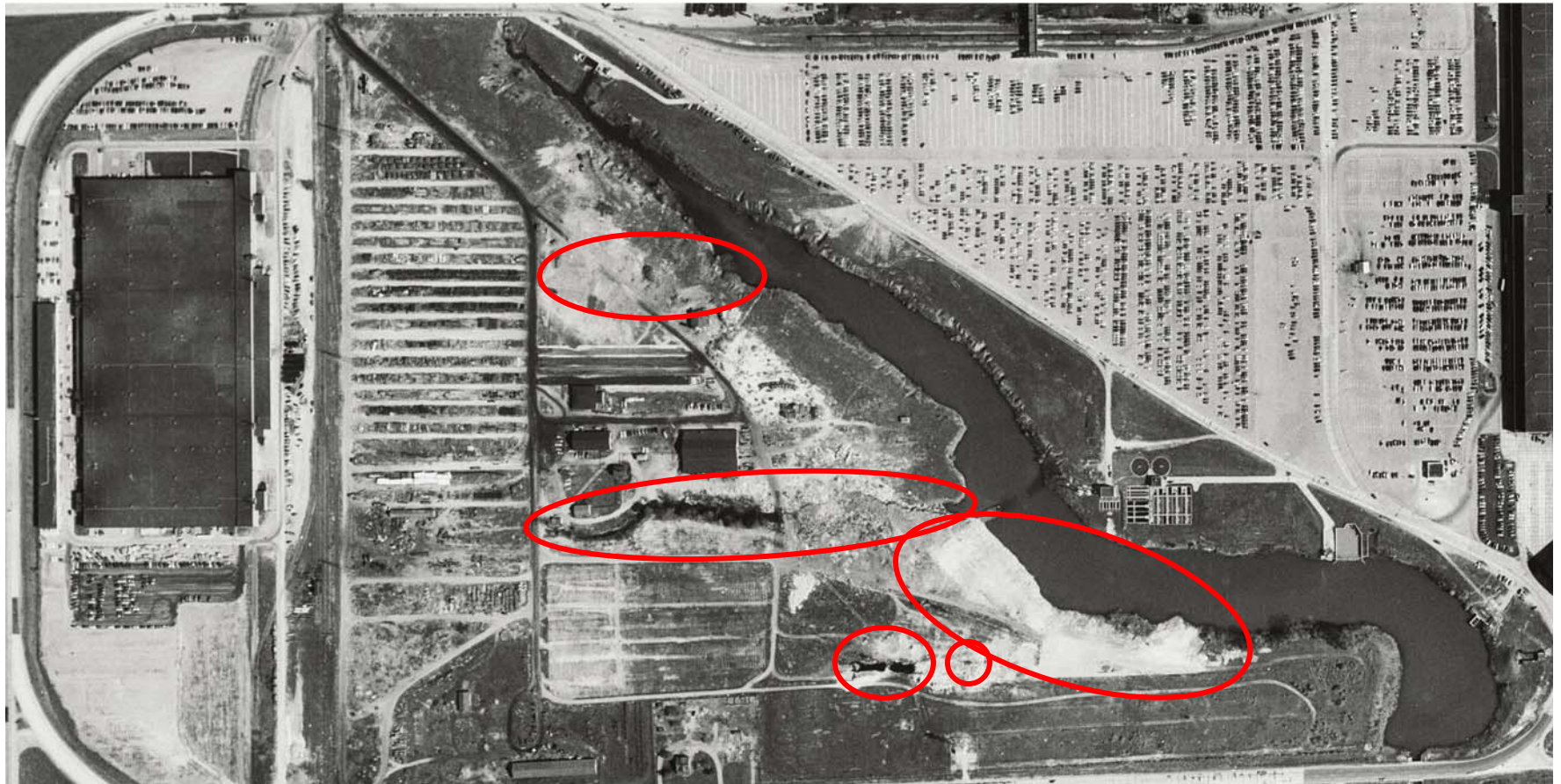
9/24/1944

1949/ KF/ KF



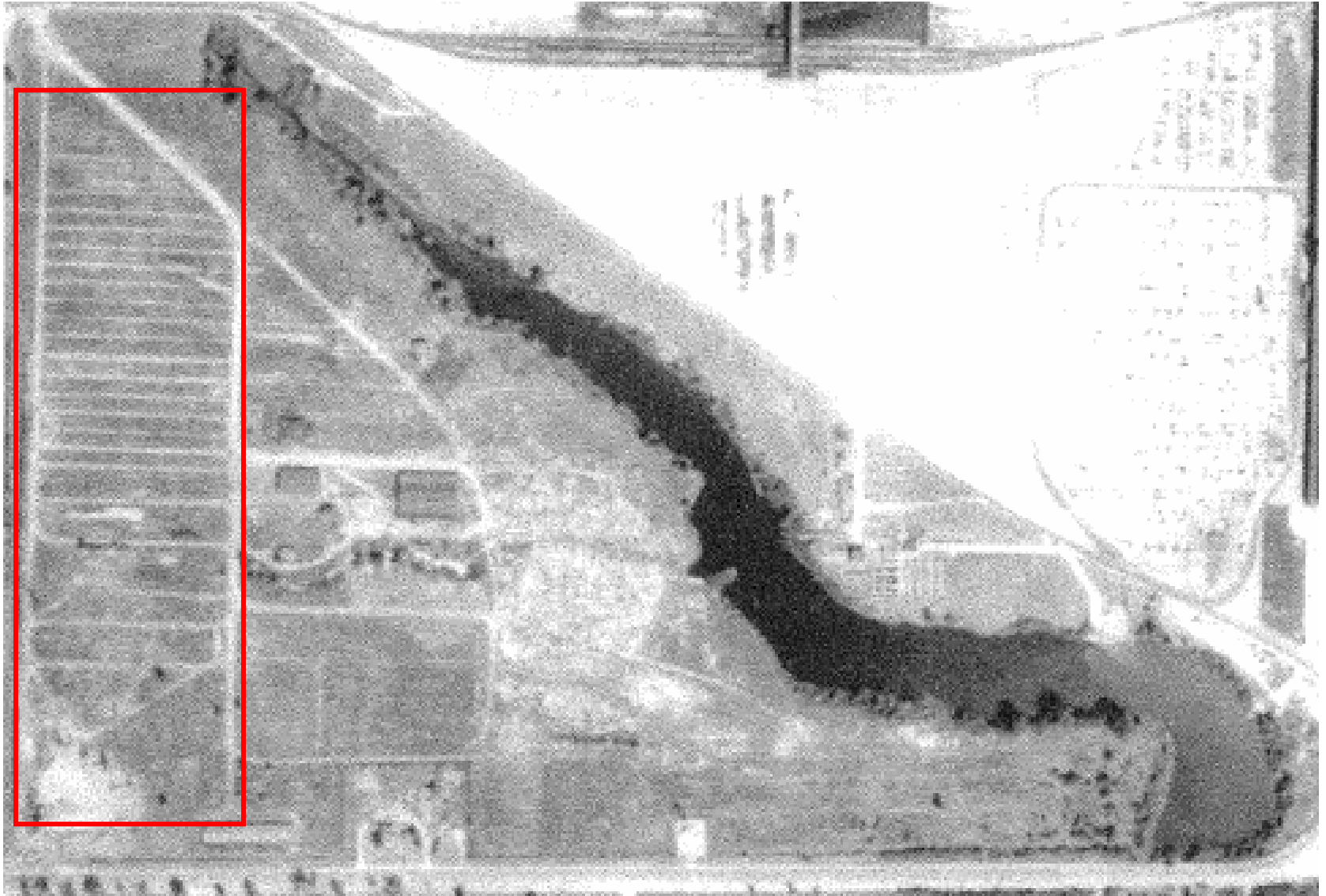
10/27/1949

1952/ KF/ KF



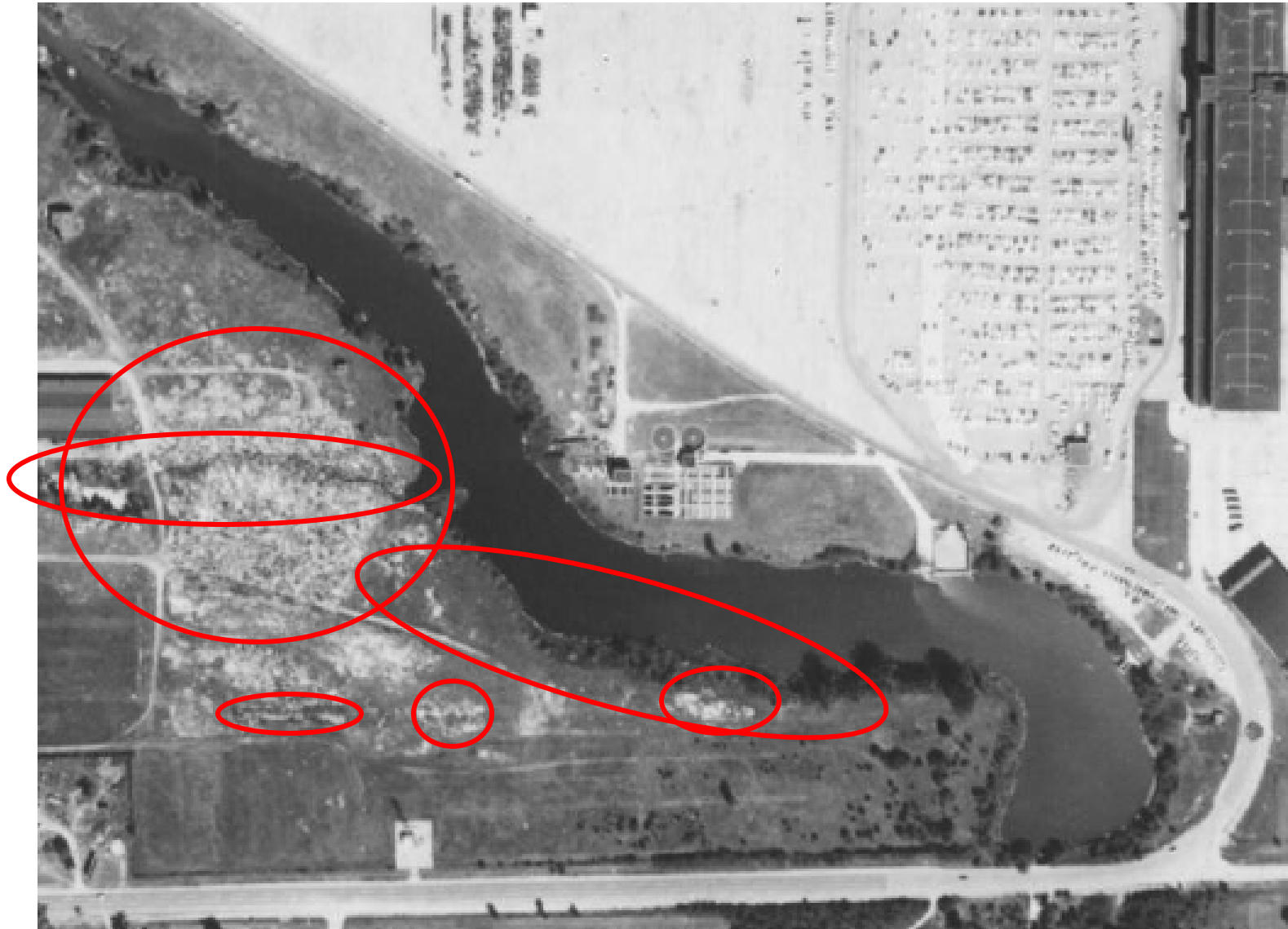
5/1/1952

1955A/ GM/ GM



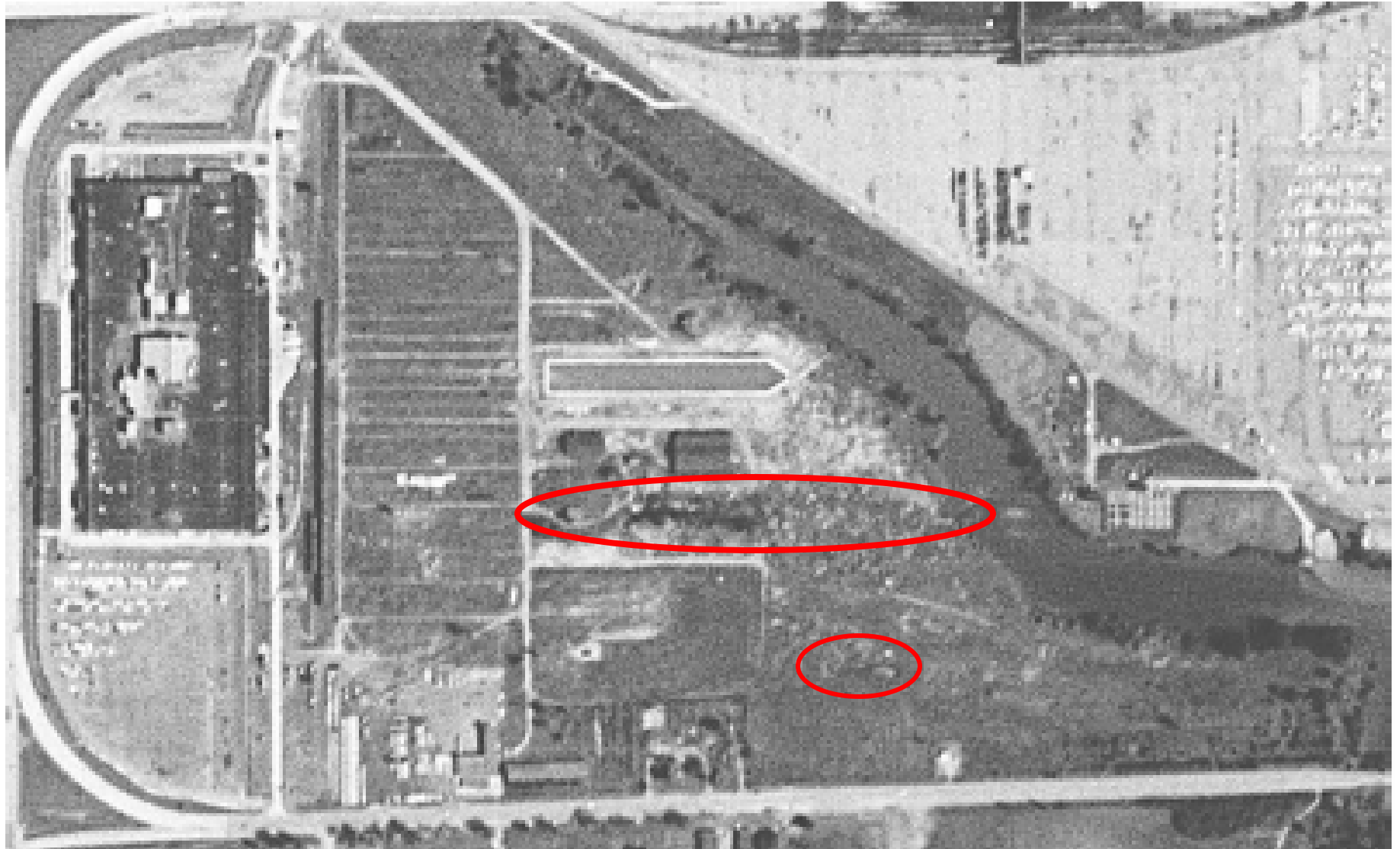
9/6/1955

1955B/ GM/ GM



9/6/1955

1956/ GM/ GM

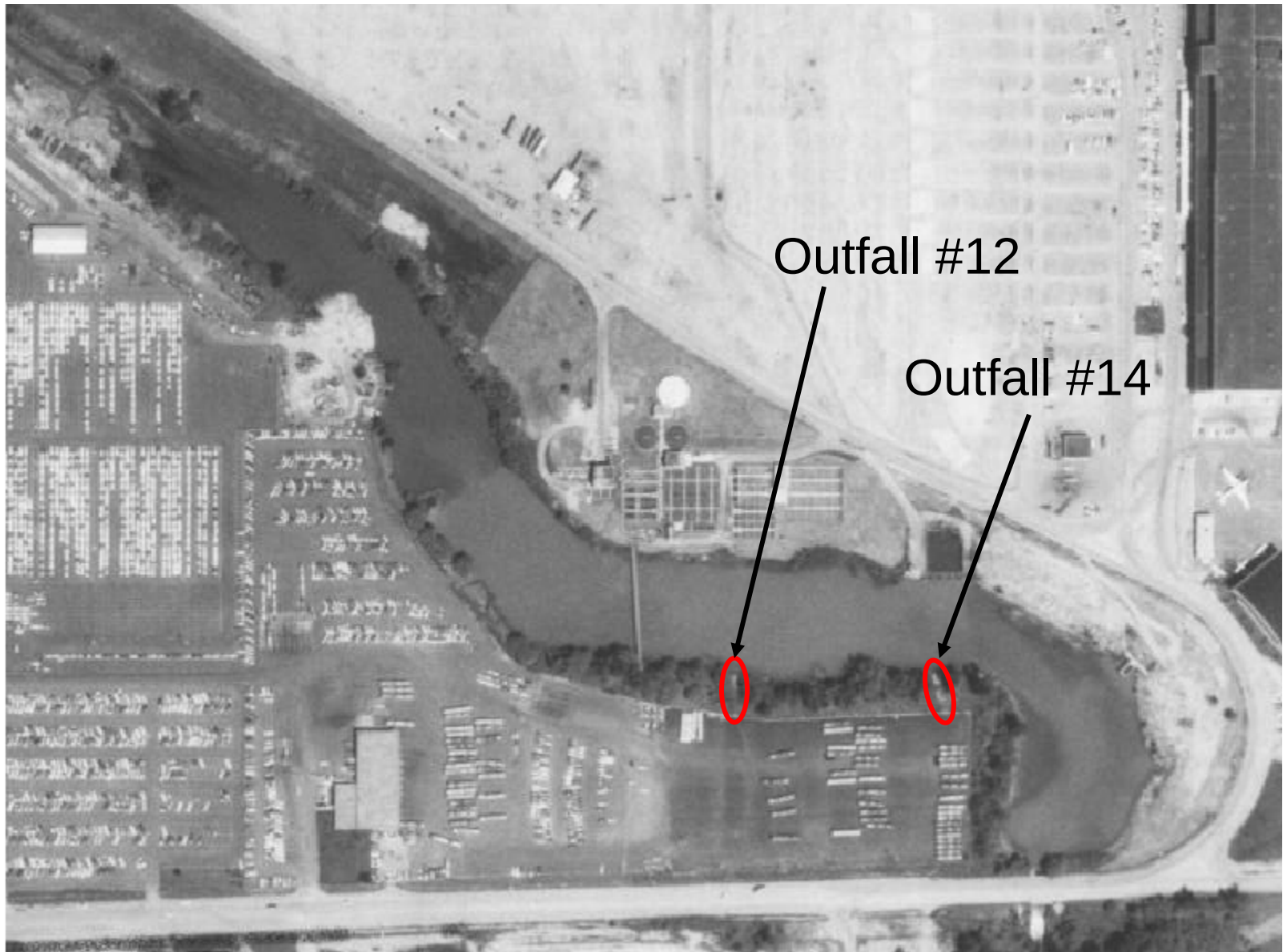


1963/ GM/ GM



9/29/1963

1969/ GM/ GM



1978/ GM/ GM



1980/ GM/ GM



4/18/1980

1985/ GM/ GM



4/29/1985

1990/ GM/ GM



1994/ GM/ GM



1995/ GM/ GM



5/6/1995

1998/ GM/ GM

