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An excavator tears up part of a north-south runway at the old Stapleton Airport on Wednesday. The crushed con-

crete may be used at Rocky Mountain Arsenal to keep small animals from burrowing in contaminated areas.

## Runways may land at arsenal

By Emily Narvaes  
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The pathways that once carried thousands of people into the skies could be a key ingredient in the cleanup at Rocky Mountain Arsenal.

Stapleton officials are negotiating with arsenal representatives to deliver 1 million cubic yards worth of runways — enough to fill Mile High Stadium twice — for use in protecting wildlife in the cleanup effort.

An agreement could rev up redevelopment of the 17-square-mile former airport and at the same time provide the arsenal, at 27 square miles, with filler material meant to keep small animals from burrowing in contaminated areas.

No deal has been struck, but city officials generally approve of the concept, said Bruce Baumgartner, manager of the Denver Public Works Department.

Some work already has begun. But

### Stapleton concrete may be used as pollutant barrier

most of the concrete would be removed over a number of years, first in areas where potential for development is the greatest, he said.

Removal on a big scale could start early this summer, he said.

Stapleton officials are charged with cleaning up asbestos and polluted areas and redeveloping the airport into a community that would include a mix of commercial and residential uses. The airport closed Feb. 28, 1995.

"It's a little hard to develop and put in roads when you've got these runways," Baumgartner said. Of Stapleton, he said,

"There is actually quite a lot going on out there. The potential there is so large that you would like to move on some areas that are not producing now and turn them into assets."

Parts of a north-south runway already are being reduced to rubble as part of work Catellus Development Corp. is doing to prepare 300 acres at the northwest corner of Havana and Interstate 70 for industrial development.

Some of that Catellus detritus may be offered to the arsenal at some point, but "they've got a huge requirement," said Greg Streech at Catellus. The southern boundary of the arsenal is just north of the Catellus site.

The overall Stapleton-redevelopment plan has always included recycling a good portion of the 1,100 acres of paved areas, said Tom Gleason, a spokesman for the Stapleton Development Corp. Air-

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## Crushed Stapleton concrete may boost arsenal cleanup

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port officials are looking at trails and bridges as possible places to reuse concrete, he said.

For the arsenal, concrete converted to rubble would be ideal for keeping animals from burrowing into areas that have not been decontaminated, arsenal officials said.

In recent months, they've met with various jurisdictions, including Commerce City and Stapleton, to work out an agreement.

"We're trying to see if there's something we can work out that's a win-win to the city and the Rocky Mountain Arsenal," said Bill McKinney, Denver site-project manager for Shell Oil, which shares with the U.S. Army the financial responsibility for the cleanup.

"The pressure right now seems to be more on the city," McKinney said. "Stapleton has asked that we try and start moving concrete by July 1. That is going to be difficult, but we're looking at what can be done."

While the arsenal is talking about using roughly 1 million cubic yards of runways — estimated to

be less than half of the runways at the former airport — the material would be crushed into chunks that would fill roughly 1.2 million to 1.5 million cubic yards, arsenal officials said.

The crushed concrete would fill two Mile High Stadiums, according to the calculations of Gary Jones, manager at Mile High, and John Hjekman, senior land manager and geologist with Western Mobile Inc., a Denver company that produces concrete and other building materials.

Who would remove the bulk of the concrete and stockpile it is still a question that needs to be resolved with the city, McKinney said. Plus, "the big issue that's out there is really what value the concrete has and how that value will be realized."

"There are a number of issues that need to be addressed to make sure everybody's protected by the contract that would be entered into," McKinney added. "There are intangibles that will be considered as well. I am optimistic we will figure out a way to make this work."