



PROJECT PORTFOLIO - TRANSIT SYSTEMS

Bellagio – Monte Carlo Tram Repair

Las Vegas, Nevada



SDI's EXPERIENCE AS A DESIGN-BUILD CONTRACTOR FOR NEW TRANSIT SYSTEMS WAS KEY TO THE SUCCESS OF THIS COMPLEX AND DEMANDING RENOVATION PROJECT. THE SCOPE INCLUDED THE COMPLETE DISMANTLING OF THE SYSTEM AND DEMOLITION OF A GUIDEWAY SECTION, FOLLOWED BY A COMPREHENSIVE SYSTEM OVERHAUL, CONSTRUCTION OF A REALIGNED GUIDEWAY, AND RETURNING THE UPGRADED SYSTEM TO SERVICE.

BELLAGIO – MONTE CARLO TRAM REPAIR & REFURBISHMENT



THE 2,400-FOOT-LONG YANTRAK™ PEOPLE MOVER that initially connected the Bellagio and Monte Carlo Resorts in Las Vegas was put into service in October of 1998. The system's unique propulsion technology -- a conveyor-belt-propelled, wayside pinch motor driven, fin guided design -- was a prototype concept that has not been employed since.

In 2003, five years after the tram began operation, the owner of the two resorts made plans to build a new Bellagio Spa Tower in a location directly upon the tram's original track alignment between Bellagio and Monte Carlo. They prepared a two-phase plan and RFP for modifying the tramway. Phase I called for the contractor to completely dismantle the tram and temporarily store the system components off site. Additionally, the contractor was to demolish approx. 1,000 feet of the elevated steel guideway extending from the original Bellagio station. Phase II involved the construction of approx. 400 feet of new realigned guideway to terminate in the new Spa Tower station, the overhaul and upgrading of most of the tram's mechanical and electrical components, including the propulsion system and the automated controls, and returning the system to passenger service.

Schwager Davis Inc. (SDI) was the successful bidder for both project phases, and began Phase I dismantling operations in

October of 2003. SDI field crews were responsible for dismantling, documenting, inventorying and storing the two three-car trains, the rubber drive belts, the extensive number of wayside drive motors and all other critical mechanical and electrical components, including the automated control system. Concurrently, SDI demolished the specified steel guideway section extending from the original Bellagio station, along with the control and maintenance station. The Phase I activities were completed on schedule in January 2004.

Following a three-month hiatus while the Spa Tower was under construction, SDI began the Phase II activities in April 2004. The scope of Phase II was considerably larger and more complex than Phase I. The new 400-foot section of realigned guideway was built of structural steel and terminated into the new Spa Tower station, for which SDI furnished new automatic station doors and all new control room equipment. Nearly all system components were replaced and/or overhauled during Phase II, including fully rewiring the power and wayside control system throughout the guideway between Bellagio and Monte Carlo. All wayside drive motors and drive belt pinch roller assemblies were dismantled and overhauled. After implementing an all-new, fully automated control system, the refurbished tram was delivered on schedule on March 15, 2005 to the full satisfaction of the Owner. The total contract amount was \$5.7 million.



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