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The use and advantages of OLAcad in our company

At STRABAG Rail Fahrleitungen GmbH, we have been working with SIGNON's OLAcad software since 2020 and have been very satisfied.

The commands implemented make it easy to create OLA site plans and the information in the command line further simplifies the process. Once the site plan is complete, further plans, such ascross-sections, mast tables, or elevation plans, can be derived quickly and efficiently with just a few clicks. Depending on your own preferences, the derived plans can either be used directly or customized as desired.

If major problems do arise, SIGNON's support team makes every effort to resolve them promptly. In our experience, short-term and targeted feedback is the norm here.

We use many of our own layers, templates, and blocks in our company. These can be easily integrated into OLAcad without having to change them.

The gradual introduction of BIM in railway construction has opened up a new field of activity for us: the creation of BIM models. Since we had little contact with BIM until recently, we were happy to have OLAcad as a way tocreate BIM models quickly and easily.

Existing site plans are already stored in the DBref system with the correct coordinates, so that only the track alignment data needs to be imported. This can be done quickly using the “Import track” command.

The OLAcad objects can be assigned to the corresponding track with just one command. The entire model can then be output as an IFC file without much further effort. The software saves us the effort of modeling the elements individually. The OLAcad objects can be assigned to the corresponding track with just one command.

For us, the attributes already stored in the properties of OLAcad objects, such as the pole number, the Mvk dimension, or the pole type for poles, or even the track number assigned via the alignment, have been sufficient so far. However, it is also possible to add your own attributes.

In our opinion, one of the most helpful features of OLAcad is the ability to create alignments from simple 3D polylines. In a project where there was no alignment for a track, we were able to manually model an alignment in a few minutes instead of laboriously creating one using other software.

Overall, OLAcad significantly simplifies our planning work, so we wouldn't want to be without the software now. We also hope to continue our good cooperation with SIGNON and the OLAcad software as BIM becomes more widespread in railway construction.