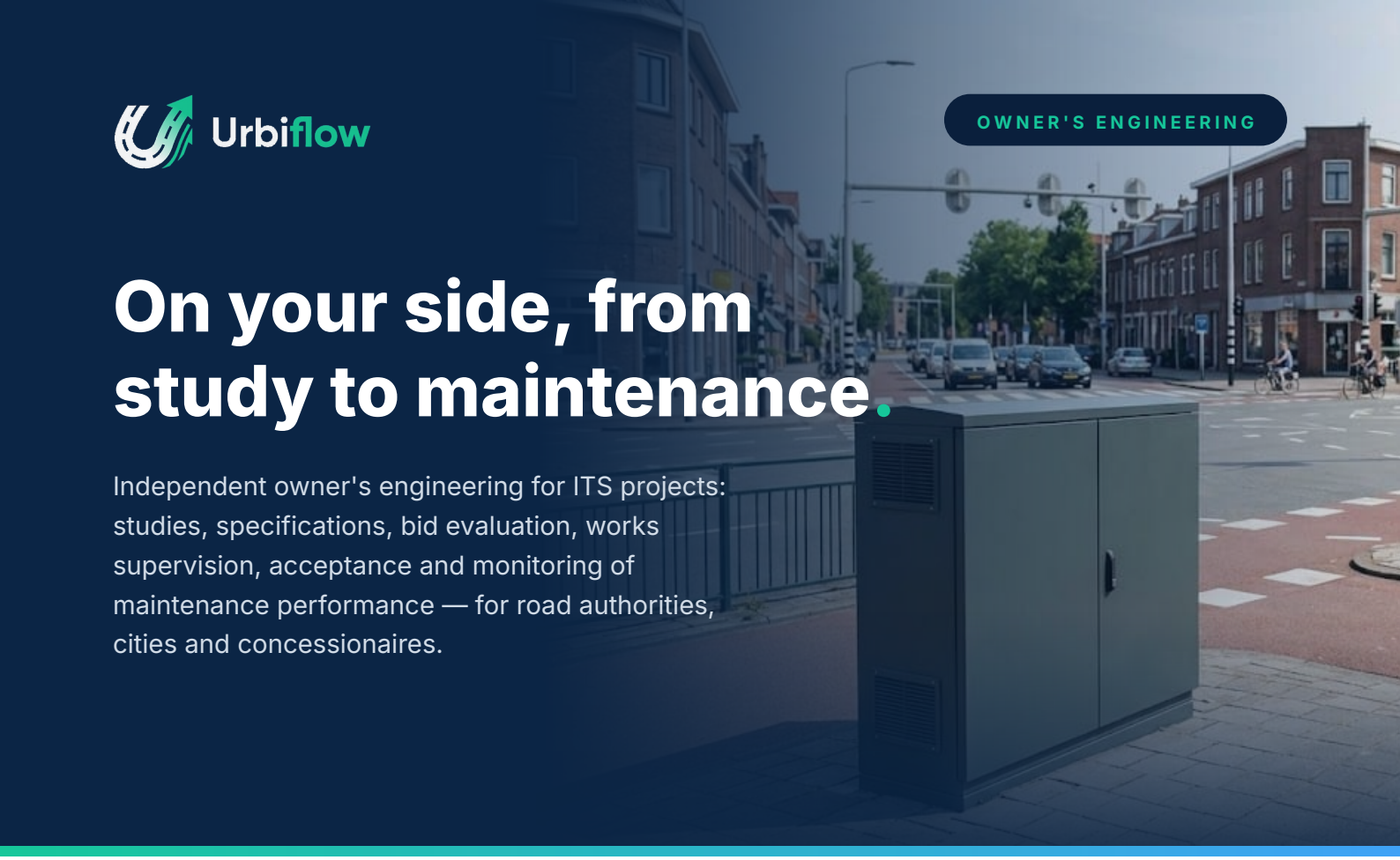
Urbiflow

OWNER'S ENGINEERING



On your side, from study to maintenance.

Independent owner's engineering for ITS projects: studies, specifications, bid evaluation, works supervision, acceptance and monitoring of maintenance performance — for road authorities, cities and concessionaires.

One project, one role

If we advise you, we do not bid, deliver or maintain on that project.

No preferred brand

Functional specifications on open standards, so every qualified supplier can compete.

Paid by you only

No fee, commission or advantage from suppliers, contractors or manufacturers.

One phase or all

From a single study to the whole project, up to maintenance.

A TYPICAL ITS PROJECT — WHERE WE TAKE PART

☐ Urbiflow as owner's engineer — on your side ☐ Urbiflow as integrator — when you hire us to deliver

1 Needs and feasibility	2 Market consultation (RFI)	3 Specifications and tender documents	4 Tender, evaluation and award (RFQ)	5 Execution	6 Testing and acceptance	7 Operation and maintenance
Studies, modelling, Cadence designs	RFI preparation and analysis	Brand-neutral specifications, test plans	Bid evaluation, award advice	Design review, site supervision, FAT	SAT, provisional and final acceptance	SLA and performance monitoring
—	Answer your RFI	—	Submit an offer	Design, multi-vendor supply, installation	Testing and commissioning	Maintenance under SLA

One project, one role. If we are your owner's engineer — even only for the studies or the specifications — we do not bid, deliver or maintain on that project. If we deliver the system, we are not its owner's engineer.

PHASE BY PHASE

Phase by phase: what we can do for you

In every phase we can do the work ourselves, or find and steer the right partner for you — always on your side.

1 Needs and feasibility

Before anything is specified, the need must be clear: what problem, where, with which objectives and budget.

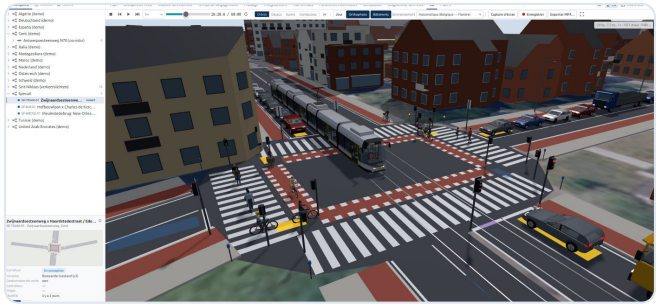
WE DO IT OURSELVES

- Traffic counts and surveys, travel-time and queue measurements
- Strategic and microscopic traffic models to compare scenarios
- Feasibility study with options, costs and risks
- Preliminary designs and signal plans in Cadence, traceable to the standard
- 3D visualisation and simulation of the future situation for councils and residents

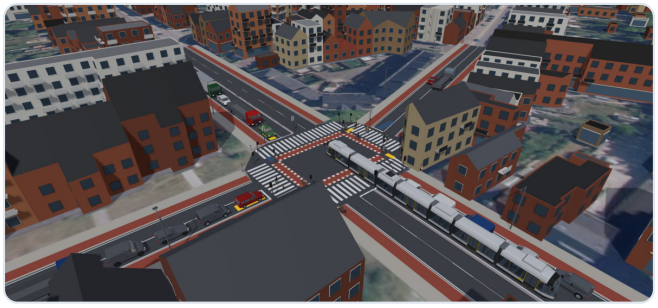
OR WE FIND AND STEER THE RIGHT PARTNER

If the project needs specialised studies outside ITS — for example environmental, geotechnical or a city-wide mobility plan — or if you prefer a local bureau, we write the study brief, help you select the right partner, steer the study and review the results for you.

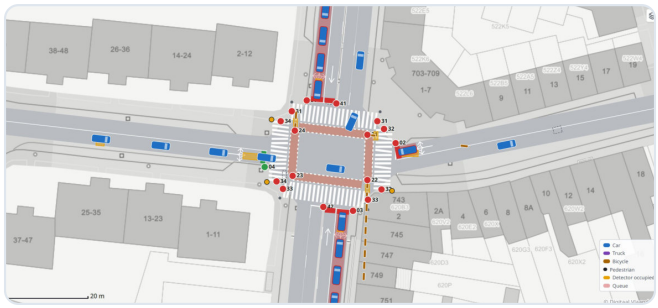
What you receive: Feasibility report, traffic model, preliminary designs and 3D visualisations



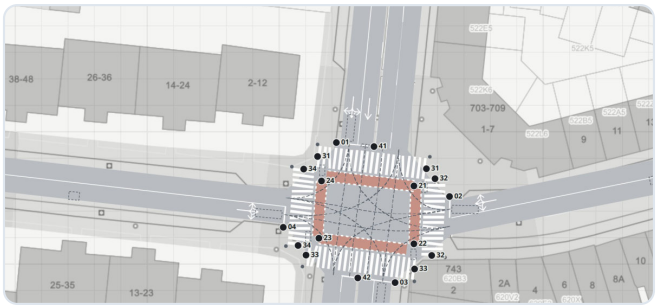
3D simulation in Cadence: the future intersection with trams, cyclists and pedestrians, as residents and councils will see it.



The same design seen from above, with the surrounding buildings.



Microsimulation in the browser: queues, detectors and road users responding to the signal plan.



Plan view on the official base map, with signal heads and detectors.

2 Market consultation (RFI)

A market consultation shows what the market can offer before the specifications are fixed.

WE DO IT OURSELVES

- Questionnaire and technical questions for the market
- List of suppliers and manufacturers to consult — several brands, no preference
- Analysis of the answers: technologies, maturity, indicative prices and lead times
- Market overview and budget estimate for the business case

OR WE FIND AND STEER THE RIGHT PARTNER

For very specialised equipment we can involve independent experts or test laboratories, for example to assess the accuracy of weigh-in-motion sensors.

What you receive: RFI document, market overview and budget estimate

3 Specifications and tender documents

The specifications decide what you will get — and whether every qualified supplier can compete.

WE DO IT OURSELVES

- Functional, brand-neutral technical specifications based on open standards
- Signal plans and designs from Cadence to include in the tender
- Test plans for the factory and site acceptance tests (FAT/SAT)
- Price schedule, quantities, selection and award criteria
- Maintenance requirements and service levels (SLA) for the operation phase

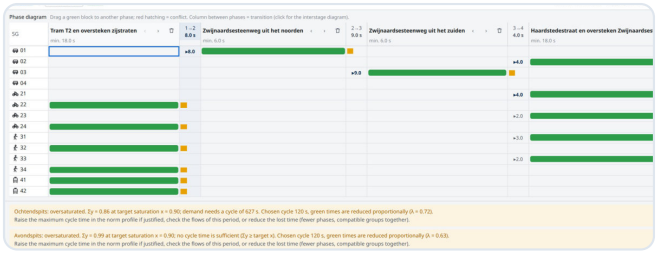
OR WE FIND AND STEER THE RIGHT PARTNER

For the parts outside ITS — civil works, electrical connections, road layout — we coordinate with your design engineer or help you select one, so that the tender documents form one coherent whole.

What you receive: Technical specifications, test plans, price schedule and award criteria



Signal-plan diagram, ready to include in the tender documents.



Phase diagram with a capacity check per peak period.

4 Tender, evaluation and award (RFQ)

During the tender we support your team so that the best offer wins on clear, documented grounds.

WE DO IT OURSELVES

- Answers to bidders' questions and site visits
- Compliance check of each offer against the specifications
- Technical and financial evaluation according to the award criteria
- Clarification meetings and, where the procedure allows, negotiation support
- Evaluation report with a substantiated award recommendation

OR WE FIND AND STEER THE RIGHT PARTNER

Where a legal or procurement specialist is needed, we work alongside your legal advisor. The award decision always remains yours.

What you receive: Evaluation report and award recommendation

5 Execution

Once the contract is signed, we watch over quality, planning and compliance for you.

WE DO IT OURSELVES

- Review of the contractor's designs and documents — signal plans and intergreen times can be checked in Cadence
- Factory acceptance tests (FAT) of the equipment
- Supervision of the works on site, with progress and quality reports
- Assessment of change requests and their impact on cost and planning
- A local assistant close to the site for visits, photos and measurements at our request

OR WE FIND AND STEER THE RIGHT PARTNER

For long or remote sites we can work with a local supervision firm under our coordination, so that you keep one point of contact.

What you receive: Review notes, site and FAT reports, progress reports



Conflict matrix: every intergreen time can be traced to its formula — useful to check a contractor's design.

6 Testing and acceptance

Acceptance is the moment to make sure you get what was specified.

WE DO IT OURSELVES

- Site acceptance tests (SAT) against the test plan
- List of reservations and follow-up until they are resolved
- Check of the as-built documents, manuals and training
- Provisional and final acceptance on your behalf

OR WE FIND AND STEER THE RIGHT PARTNER

For measurements that need certified equipment — for example the calibration of weigh-in-motion or speed-enforcement systems — we involve an accredited laboratory and check its results.

What you receive: SAT reports, list of reservations and acceptance files

7 Operation and maintenance

After acceptance the system has to keep performing. We monitor the maintenance contractor for you.

WE DO IT OURSELVES

- KPIs and reporting for availability, response and repair times
- Check of the maintenance contractor's SLA reports and calculation of penalties or bonuses
- Periodic audits of the installations
- Recommendations for improvements and for the renewal of the maintenance contract

OR WE FIND AND STEER THE RIGHT PARTNER

If you need a new maintenance contractor, we prepare the tender for it — and, as always, we do not bid for it ourselves.

What you receive: SLA reports, audit reports and an improvement plan

Our independence charter

- **One project, one role**
  Owner's engineer or integrator, never both on the same project — maintenance included.
- **No preferred brand**
  We work with equipment from several manufacturers. Our specifications are functional and based on open standards such as DATEX II, NTCIP, OCIT, UTMC and OCPI, so that every qualified supplier can compete.
- **Paid by you only**
  In an owner's-engineer mission we accept no fee, commission or other advantage from suppliers, contractors or manufacturers.
- **Relationships declared**
  Before a mission starts we declare any business relationship with a potential bidder.
- **Our tools are never a requirement**
  We may use our own software, such as Cadence, to design and review; bidders are never required to use it.

Who it is for

- Road and highway authorities
- Cities and municipalities
- Concessionaires and public operators

Cadence for owners

In studies and when checking a contractor's signal design we can use Cadence, our traffic-signal design software: every calculated value can be traced to its formula and source, and your team can review the design in the browser. Bidders are never required to use it.

Close to your project

For projects abroad our engineers work with a local assistant close to the site, who carries out site visits, checks, photos and measurements at their request.

NEXT STEPS

How we get started

1

Tell us about your project

Send a short description — location, systems, phase and timing — by e-mail or through the information-request form.

2

Introductory call

We get back to you within two working days to discuss the need, the phases and the role you want us to take.

3

Proposal

You receive a proposal with our approach, the team and the fee for the phases you choose.

Contact

E-mail	info@urbiflow.com
Website	urbiflow.com
Owner's engineering	urbiflow.com/owners-engineering
Request information	urbiflow.com/contact/rfi

Offices: Brussels · Belgium — Casablanca · Morocco

Scan to send your request

Planning an ITS project and need an independent partner?

Tell us about the project. We come back with an approach, a team and a fee proposal.

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