

DATA

1. For requirement 4.01, “Ability to access any and all data stored within the system for reporting. In addition to data stored within the system, the ability must exist to import and consolidate data from external data sources. External data sources include but are not limited to external databases and cloud platforms – connection and data transfer via processes such as webservices, APIs, imported spreadsheets, etc.”

- a. Can ALEA/ALDOT give an example of what external data sources they plan to combine with the data in the system? Data collected by a manual speed enforcement device and worker presence data.
- b. Is ALEA/ALDOT currently using a reporting tool, such as Power BI or Tableau? No.

Does ALEA/ALDOT want to combine the data within the system “within” the system or is an external reporting tool acceptable? Yes, data collected by a manual speed enforcement device and worker presence data is to be incorporated into the system. Any data collected by a speed enforcement device. Importing an unknown amount of data into a system for querying can have a very detrimental effect on day-to-day system performance and processing.

2. Requirement 1.07 requires 24-hour data collection, while 3.11 limits citation records to periods when workers are present. Please confirm that continuous collection is anonymized traffic data (per 3.15) and that violation/citation processing is restricted to worker-present periods. Yes, this is correct.
3. 10. For the 10-year textual-record accessibility "through ALEA systems" in 3.16, must the vendor integrate with or push records into an existing ALEA system of record, or does vendor-hosted access provided to ALEA satisfy the requirement? Vendor-hosted access alone does not satisfy Section 3.16. After the required retention in the vendor’s system, the archival textual record must be delivered to ALEA, in a format and manner determined by ALEA, so it is accessible through an ALEA system for at least 10 years.

4. Section 4.03 - Reporting, Near Real-Time

The reporting requirements state that the system must have the ability to generate reports with near real-time, up-to-date information. To ensure our proposed solution meets ALDOT/ALEA's operational expectations, please define what latency threshold constitutes "near real-time" for the purposes of this requirement — for example, whether this refers to data refresh intervals measured in seconds, minutes, or hours from the time of event capture to availability in the reporting interface. System report data thresholds may vary based on the types of data. Some will allow for quality assurance vetting from vendor based on standard protocols. Any limitations on data reporting should be included in the Vendor's proposal.

DEPLOYMENT

1. For requirement 1.08, "Independent power supply, including solar generation and battery storage, to allow extended deployments of 7 consecutive days without external power. Generators will not be used as the primary source of power for the photo enforcement device(s)."
 - a. Does this mean generators cannot be used as a backup power source (for example, to charge a battery system)? Generators are permissible as a battery backup system.
 - b. Is automotive engine idling (or driving) an acceptable way to charge the system? No.
 - c. Is solar power required even if the system can operate autonomously for 7 days or more days unmanned, and the firm is providing the system maintenance and support? Yes.
2. For requirement 1.09, "Tamper-resistant enclosure, locking equipment compartment, and stability features appropriate for long-term roadside placement."
 - a. If the individual components lock and are secured (for example, the batteries and camera) and the system is under surveillance continuously, does that meet requirements? Yes.
3. For requirement 1.10, "Remote monitoring portal for ALDOT/ALEA access to equipment status, uptime metrics, data throughput, and maintenance logs."
 - a. Please confirm that this request is for tracking to the equipment maintenance software and not the equipment operating system. Yes.

4. For requirement 1.11, "Onboard event logging for system status changes, calibrations, access, and tamper alerts."
 - a. Can you define what you mean by an access alert in this example? It is not an "alert" but requirement for the system to keep a log of whom accesses the system.
 - b. Can you define what you mean by a tamper alert in this example? A method for providing a notification if the device is moved, or damaged during the deployment.
5. Will the demo include moving the equipment from one location to another within the demo "work zone" to show the time required to take down and set up the equipment? The Phase 2 demonstration script is currently being developed and will outline several items the Vendor will need to demonstrate for the deployment and implementation of speed enforcement devices.
6. Are the two required units intended to cover both directions of I-65 (northbound and southbound), or two lanes in a single direction, across the MP 209.12–209.81 segment? Each device will capture data from two travel lanes in a single direction (one northbound and one southbound) within the work zone.
7. Does the 24-hour accuracy validation required in 1.03 require on-site manual validation, or is automated/remote self-validation acceptable? Automated and/or remote self-validation is acceptable.
8. As there will be a short implementation timeline before initial deployment begins, will the State provide facility space for camera/maintenance operations? No.
9. If enforcement is only occurring for when workers are present, the expectation is that the devices will still monitor vehicle passes for the entire day/night, and be able to report on this? Yes. If so, how much time is allowed for maintenance activities at the system for when needed? The system downtime should be limited as much as possible and performed while workers are not present. The schedule and requirements needed for maintenance activities should be included in the Vendor proposal.
10. Are there requirements for permitting and signage associated with the deployment of the photo enforcement systems? Is this the responsibility of the vendor or ALDOT? There are no permitting requirements. Signage required will be installed by the Contractor. Selected vendor shall coordinate installation of AWZSE devices with ALDOT and the Contractor.
11. Who will be responsible for deploying mobile speed trailers in the work zones? ALDOT or the Contractor? The Selected Vendor will be responsible for deployment of mobile speed trailers in the work zone in coordination with ALDOT and the Contractor for precise location.

12. 1.03 The system must be validated and checked for accuracy every 24 hours. If the system is not validated within a 24-hour period, it shall be shut down until validation occurs. Unit validation issues are to be resolved within a 48-hour period. Will remote validation be accepted, or is manual, on-site validation required? **Yes, remote validation is acceptable.**

ENFORCEMENT

1. For requirement 3.03, “Have the ability to automatically format, print, and mail citation to the violator.”
 - a. How many mailings will the firm be expected to support (the violation itself plus how many subsequent notices)? **To be determined by ALEA.**
 - b. Will any of these notices be sent via certified mail or is first-class mail sufficient? **Certified mail will not be used.**
 - c. How will ALDOT/ALEA pursue payment for those who receive a violation but then do not pay? **ALEA/ALDOT will address this with the selected Vendor upon selection.**
2. For requirement 3.13, how will ALEA use the manual photographic speed enforcement system in conjunction with the electronically operated speed detection system? Can you provide a scenario in which both would be in operation at the same time and place and specify what data/images would come from each device?
 - a. What manual photographic speed enforcement system will be used? The vehicle-mounted system would typically enforce multiple lanes simultaneously and detect multiple violations per second, whereas a manual device would only capture the vehicle the officer targeted. **Manual system will be procured after this RFP process is completed.**
 - b. What is the purpose of “double enforcing” the same work zone? **Review Act 2026-475.**
 - c. If they both capture the same vehicle, what data prevails (for example, for a car slowing down through a work zone, the vehicle-mounted system may capture that car at one speed toward the beginning of the work zone, but they may be at a different speed when the officer captures the vehicle)? **The manual system will prevail.**
3. Will the work zone be enforced in two directions or just one? **Each device will capture data from two travel lanes in a single direction (one northbound and one southbound) within the work zone.**

4. Must the NLETS operations documentation demonstrate Alabama-specific operations, or does documented NLETS ORI activity with another state's law enforcement agency satisfy the requirement? Alabama or other state documentation is acceptable.
5. 6. Please specify the "manual systems" referenced in Act 2026-475 §§ 6 and 18 that the backend must ingest per 3.13 — device types, expected data format, and interface method. The manual system will be procured after this RFP process is complete.
6. For citations mailed from and payments sent to an "Alabama address" (3.05 and 3.06), will ALEA/ALDOT provide the official address, or must the vendor establish an Alabama mailing and payment presence? The Vendor must receive mail, including returned mail, for processing independent of ALEA or ALDOT.
7. Please clarify the adjudication venue and the vendor's role: are contests and hearings handled administratively by ALEA/ALDOT or through a court, and is the vendor expected to provide hearing/administrative support or only the evidence package and the public dispute portal? ALEA will review appeals through an administrative hearing. The Vendor will receive documents and information for the administrative hearing and provide the evidence packet. Any case that cannot be settled by document review will be heard virtually. The vendor must provide a way to schedule and handle the virtual hearing using their system. Links to virtual meeting software are acceptable. Appeals of the administrative hearing results will go to Circuit Court. The Vendor is expected to provide an evidence packet for the appeal. Review Act 2026-475 for details including possible venues.
8. For payments received on the program, will a PO Box with an address in Alabama that forwards to a secure central lockbox located in another state be allowed? This will be discussed with the selected Vendor.
9. Is there an expected grace period (for this to mean only issue 1 citation) for if a violator were to get captured by systems in both directions of travel within a given timeframe? To be determined by ALEA.
10. Would the Department clarify whether this requirement may be satisfied by a proposer that is actively completing the Nlets certification and audit process, with successful completion anticipated prior to system implementation and prior to any exchange of Nlets data in support of the project? No, #7 in the "Minimum Mandatory Technical Requirements" must be met at the time the proposal is submitted. If so, would the Department consider such proposers responsive, provided all Nlets connectivity and compliance requirements are fully satisfied before the commencement of production operations? No.

PILOT PROJECT

1. For requirement 4.02, “System can easily report on key performance indicators specified by ALDOT and ALEA.” Can you list the KPIs that will be reported on? If not a complete list, please provide a sample list. KPI’s for this implementation will include but are not limited to time-stamped raw speed data for all individual vehicles, hourly average speed(s), hourly speed ranges in 5 MPH increments, etc.
2. Will ALDOT provide the Walnut Creek project's construction schedule, staging, and temporary-traffic-control plans to inform the required site evaluation, and is a site visit required or available for the mandatory site-evaluation certification? Yes, ALDOT added the project plan set to the RFP advertisement page located on the ALDOT website. #1 under “Minimum Mandatory Technical Requirements” defines the requirement for evaluating the pilot project site.
3. Are there defined key performance indicators (KPIs) or a required report format for the effectiveness report to the Legislature mandated by Act 2026-475, so the reporting module can be built to produce it? KPI’s for this implementation will include but are not limited to time-stamped raw speed data for all individual vehicles, hourly average speed(s), hourly speed ranges in 5 MPH increments, etc.
4. What is the anticipated pilot enforcement duration and total deployment window, so that vendors can scope their approach consistently?
 - a. Per Act 2026-475, 10/1/2026 – 11/15/2026 = Deployment, Calibration, Set Up and Warnings Issued.
 - b. Per Act 2026-475, 11/16/2026 – completion of all work done in the work zone (Maintenance Acceptance). Citations to be issued until Maintenance Acceptance, which is currently anticipated to be complete by 5/31/2028 per the Contractor’s current schedule.
5. How long is the Pilot anticipated to last for what is currently known?

Act 2026-475 (SB 341) states The Alabama Work Zone Safety Act “is enacted as a pilot program and shall continue through the completion of all work done in the work zone designated by the Department of Transportation, unless continued by act of the Legislature.” The pilot project has an original contract duration of 350 Working Days, with no approved time extensions to date. Time charges started on 4/9/2026 and per the Contractor’s current schedule, the anticipated Maintenance Acceptance (completion) date is scheduled for 5/31/2028.
6. What is considered success, in order to support the interim effectiveness report to the Legislature that ALEA must submit? The level of success during this pilot project will be measured by data that demonstrates a positive change in driver behavior including reducing vehicle speed through work zones using speed enforcement devices.

PROPOSAL

1. Will ALDOT and ALEA consider amending these requirements to read as follows:

7. Submit documentation to show that the platform has performed in conjunction with a law enforcement ORI that accesses vehicle owner information through Nlets, and/or directly from state DMVs and/or other authorized and accepted third-party providers who obtain data from the state DMVs. Documentation should include, at a minimum, a summary of operations performed through Nlets and/or a point of contact with the corresponding law enforcement agency.

3.02 The system must interface securely with Nlets, DMVs, and/or other authorized and accepted third-party providers who obtain data from the state DMVs to retrieve registered owner information.

The requirements will not be amended. Vendors must use Nlets unless circumstances approved by ALDOT/ALEA dictate another entity must be used to access vehicle owner data.
2. Can ALDOT share the cost format and criteria early with the understanding that it is not part of the original submittal? The cost format will be addressed in Phase 2 of the evaluation process as outlined in the "Proposal Evaluation" section of the RFP.
3. Can firms include additional images (for example, equipment photos, sample citations, and example reports) in an appendix? No.
4. Can we include the key person descriptions in the appendix? No. The 12-page limit is challenging.
5. If we are down selected to demo, how will we show you the device without bringing it in into the conference room (the devices are outside items)? The Phase 2 demonstration script is currently being developed and will outline several items the Vendor will need to demonstrate for the deployment and implementation of speed enforcement devices.
6. You've provided the construction plans. Will those be incorporated into the demo? The Phase 2 demonstration script is currently being developed and will outline several items the Vendor will need to demonstrate for the deployment and implementation of speed enforcement devices. Is there any expectation we include the plans in the first phase of this program? It is at the discretion of the Vendor what information is included in the proposal they submit.
7. For a team/consortium response, may the mandatory past-performance deployment and reference letter be satisfied by a named subcontractor or team member rather than the prime itself? Yes.

8. May the required prior deployment be demonstrated by the proposed solution's component subsystems (capture, backend, adjudication) individually, or must it be a single integrated prior deployment? **Must be a single integrated prior deployment.** Must the referenced project be an active construction work zone specifically, and is there a recency limit? **No the referenced project does not have to be an "active" construction work zone and there is not a recency limit. The Vendor must meet requirement 3 in the "Minimum Mandatory Technical Requirements" section of the RFP.**
9. Do the organizational chart, key-personnel bios, requirement-response tables, and product cut sheets count toward the 12-page limit, or may they be appended as exclusions? **Yes this information counts toward the 12-page limit and may not be appended as exclusions.** Are there formatting specifications (minimum font size, margins) beyond "standard fonts and spacing"? **Formatting for the Vendor proposal is a minimum 10 point font size, 0.5 inch margins, and 1.0 line spacing.**
10. Please confirm the registration process and the virtual attendance link for the July 9 pre-proposal conference, and any PDF submission constraints for proposals (file size limits, naming convention, receipt confirmation). **Vendor received email with requested virtual attendance link. Proposal submittal should be in PDF format and cannot exceed 25 MB, include the bid number in the email subject, and request receipt confirmation in the body of the email.**
11. Page 2 #3 The proposed solution must have been successfully implemented in at least one (1) public agency highway construction project on a highway with a minimum average daily traffic (ADT) of 10,000 vehicles per day and with a posted speed limit of 45 miles per hour or greater.

Would the Department please clarify whether this requirement may be satisfied through the proposer's overall service experience, where the individual solution components (e.g., roadside enforcement equipment and back-office citation processing platform) have each been successfully deployed on behalf of public agencies, even if they have not previously been deployed together in a single project meeting the specified roadway characteristics? **Must be a single integrated prior deployment.**

If so, may proposers provide separate project references demonstrating the successful performance and operational maturity of each solution component? **No.**

Please confirm whether Requirement 3 is satisfied by implementation experience of the proposed roadside equipment/platform where that implementation was delivered under a different prime contractor or program operator. **Yes.**

WORKER PRESENCE

1. For requirement 3.11, “Backend software capability to provide citation record for ALEA review only when workers are present. Worker presence will not be tied to a predefined schedule or external devices to capture worker presence.”
 - a. We review each violation for validity manually. Obviously, it does not make sense to review events that will never become violations due to the absence of workers. How soon after the end of the enforcement period will the agency supply the vendor with work presence information? Vendors will have 24/7 access to a shared excel file with work times/durations of workers present for each day. The ALDOT will update the file no later than 3 business days for work times/durations of workers present for each day. Vendors will only have read access to the shared excel file.
 - b. Will ALEA/ALDOT commit to a maximum turnaround time for submission of the work zone times? Vendors will have 24/7 access to a shared excel file with work times/durations of workers present for each day. The ALDOT will update the file no later than 3 business days for work times/durations of workers present for each day. Vendors will only have read access to the shared excel file.
2. Requirements 3.11 and 3.12 appear to differ — 3.11 states worker presence will not be tied to a predefined schedule, while 3.12 states ALDOT will supply worker-presence data on a prescribed schedule. Please clarify how worker presence is established, and the format, frequency, and latency of the presence data ALDOT will provide. Vendors will have 24/7 access to a shared excel file with work times/durations of workers present for each day. The ALDOT will update the file no later than 3 business days for work times/durations of workers present for each day. Vendors will only have read access to the shared excel file.
3. As worker presence data will be provided by ALDOT, and it is stated in the RFP that “Worker presence will not be tied to a predefined schedule or external devices to capture worker presence” are there any other requirements for proof of this occurrence, or only need to process violations within the timeframes provided by ALDOT? Only need to process violations within the timeframes provided by ALDOT.
 - a. Can a sample artifact of how workers presence data will be supplied? Vendors will have 24/7 access to a shared excel file with work times/durations of workers present for each day. The ALDOT will update the file no later than 3 business days for work times/durations of workers present for each day. Vendors will only have read access to the shared excel file.

4. Section 3.11 / 3.12, Worker Presence Data

Section 3.12 states that worker presence data will be supplied by ALDOT on a prescribed schedule, and Section 3.11 requires that citation records be made available for ALEA review only when workers are confirmed present. Act 2026-475, Section 8(b) requires that notices of civil traffic citations be mailed to registered vehicle owners no later than 30 days after the date the speeding violation is recorded. To ensure our proposed solution can meet this statutory mailing deadline, please describe the anticipated frequency and transmission method by which ALDOT will communicate worker presence data to the vendor. For example, if worker presence is communicated on a weekly basis, violations recorded early in that period may be up to seven days old before they can enter the citation processing workflow, materially compressing the time available to complete owner lookup, ALEA review, citation generation, and mailing within the 30-day window. Vendors will have 24/7 access to a shared excel file with work times/durations of workers present for each day. The ALDOT will update the file no later than 3 business days for work times/durations of workers present for each day. Vendors will only have read access to the shared excel file.