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John R. Cooper
Transportation Director

January 24, 2025

NOTICE OF INFORMATION

TO: Consultants

FROM: George H. Conner, P.E.
Deputy Director, Operations

RE: Project: Permitting System Development and Implementation

The Alabama Department of Transportation (ALDOT) is extending the deadline for proposal submissions to February 13, 2025. The proposals must be submitted to aldotbids@dot.state.al.us as a PDF file by 4:00 pm Central Standard Time (CST) on Thursday, February 13, 2025. Please see the updated schedule and significant dates on page 2.

ALDOT received a total of 101 questions. The responses to these questions are included in Appendix A.

Included in Appendix B are the current workflows for ROW Permits, Outdoor Advertising Permits, and Junkyard Licenses.

SCHEDULE AND SIGNIFICANT DATES

The schedule set out herein represents the State’s best estimate of the schedule that will be followed. All times indicated are Central Standard Time (CST). If no time is indicated, it is understood to be 4:00 pm. If a component of this schedule is delayed, the rest of the schedule will likely be shifted. The anticipated schedule is as follows:

Posting Date	12/30/2024
Mandatory Pre-Proposal Conference	1/16/2025, 10:00 am
Deadline to Submit Questions	1/17/2025
Official Responses to Questions Posted	1/24/2025
Proposals Due	2/7/2025 2/13/2025
Evaluation of Proposals	2/10/2025 – 3/7/2025
Short-Listed Firm Demonstrations and Evaluations	4/7/2025 – 4/25/2025
Anticipated Award	5/9/2025

A mandatory in-person pre-proposal conference will be scheduled for January 16, 2025, at 10:00 am at 1525 Coliseum Boulevard, Montgomery, AL 36110. **Proposal submittals will be limited to those firms that attend the pre-proposal conference.**

SUBMISSION INFORMATION

The request for proposals will be posted on the ALDOT Procurement Website (<https://www.dot.state.al.us/business/Procurementsupplies.html>), and subsequently on the State Comptroller’s website, on the posting date shown above. Proposal submittals must be submitted to aldotbids@dot.state.al.us as a PDF file by the proposal due date above.

“It is the policy of the Alabama Department of Transportation that Disadvantaged Business Enterprises as defined in 49 CFR Part 26 shall have the maximum opportunity to participate in the performance of contracts financed in whole or in part with Federal funds.

Firms selected for work by the Alabama Department of Transportation agree to ensure that Disadvantaged Business Enterprises as defined in 49 CFR Part 26 have the maximum opportunity to participate in the performance of work associated with this project. We expect that all necessary and reasonable steps be taken to ensure that Disadvantaged Business Enterprises have the maximum opportunity to perform contract work.”

Attachment A

Responses to Vendor Questions

regarding ALDOT TRFP for Permitting System Development and Implementation

Q01: Is there a generic or specific document management system? And on what architecture or framework (e.g., Sharepoint) does it run?

A01: ALDOT currently uses a scalable document management system, namely Open Text eDOCS version 16.7.0. The architecture is based on a three-tier application system with meta data stored in SQL databases and electronic documents stored in document repositories. Currently our SharePoint application functions as a content management system.

Q02: Will ALDOT provide data for any scripted demonstration?

A02: Yes, ALDOT will provide data and direction to the short-listed firms as part of scheduling scripted demonstrations.

Q03: Is there an implementation deadline related to an existing system going offline?

A03: No, ALDOT's current solution will remain in use until superseded by the developed solution.

Q04: What should a "pilot implementation" entail?

A04: The use and scale of any pilot implementation will be made in coordination with the selected vendor as we approach launch. ALDOT will take into account the vendor's opinion on the value of a pilot implementation.

Q05: Is there a target for the number of short-listed firms?

A05: No.

Q06: Could you elaborate on the demonstration format?

A06: As part of Phase 2, short-listed firms will develop a scripted demonstration, based on a limited data set provided at least 3 weeks ahead of their individual scheduled demonstration. Said firms should bring the full project team that will facilitate their proposed implementation, including their proposed project manager.

Q07: In what form or format will the data for the demonstrations be delivered?

A07: The data for demonstrations will be provided digitally.

Q08: What is the goal or purpose of offline functionality?

A08: ALDOT desires to provide system function to our personnel for site review, inspection, etc. without requiring constant connectivity.

Responses to Vendor Questions

regarding ALDOT TRFP for Permitting System Development and Implementation

Q09: Should payment processing be native to the system, or will integration of a third-party system be required?

A09: ALDOT currently employs LexisNexis for third-party payment processing in other internal systems. Integration with either a third-party or native system payment processing can be proposed, but the merchant services provider must be approved by Alabama State Treasury.

Q10: Does ALDOT want a turnkey solution? Will the system and its data be cloud-hosted or hosted on-premise?

A10: No. We expect the system to be cloud-hosted, since the industry seems to be headed away from on-premise hosting.

Q11: Will the system require Applicants to create a login?

A11: The system will need to receive information from Applicants and to allow Applicants to access their in-process and approved applications. Some Applicants will be representatives of larger companies, some will be individuals who create multiple applications over time, and some will be one-application users. How that works is negotiable.

Q12: Will Applicants be required to interact with the system to apply, or will additional application methods be accommodated?

A12: Applications should primarily come into the system through an electronic application portal; however, limited alternatives for application should be accommodated either by the system itself or through an out-of-system process.

Q13: What are the different permit types within the system (specifically ROW)?

A13: In addition to ODA Permits and Junkyard Licenses, ALDOT currently has processes in place to receive ROW Permit applications for Utilities, Access Turnouts (Driveways), Median Crossovers, Grading & Landscaping, Cooperative Maintenance Agreements, Boundary Signs, Applications of Herbicide, Utility Tree Trimming, Public Safety Sensors, and Red Light Running Cameras. All publicly available forms are published on our website.

<https://www.dot.state.al.us/business/permits/index.html>

Q14: What payment methods will be accommodated?

A14: Primarily, credit card and EFT/ACH payments will require accommodation.

Responses to Vendor Questions

regarding ALDOT TRFP for Permitting System Development and Implementation

Q15: Do different Districts have different workflows?

A15: No, all workflows are developed by the Maintenance Bureau as part of the ALDOT Levels of Review and Approvals.

Q16: How does bidirectionality work between Levels of Approval and with the Applicant?

A16: Applications may move between Levels of Approval, or between ALDOT and an Applicant, multiple times during review. Requests for new or revised data and documents often accompany these exchanges.

Q17: What is the plan for permit applications in process at the time of implementation?

A17: No ROW permits in process at the time of implementation will be carried forward into the new system. Because of the more permanent nature of ODA Sign and Junkyard License records, some migration of in-process data may be required.

Q18: Is there a statewide reporting platform or infrastructure?

A18: No.

Q19: What is the size and nature of the data requiring migration?

A19: The vast majority of data requiring migration is associated with ODA permits. Data associated with these permitted sites is currently contained in a series of Excel worksheets.

Q20: How do District permitting roles work?

A20: Each District (ALDOT's smallest organizational unit) has at least one individual whose job duties relate to permitting. Some are solely Permit Coordinators. Others are Assistant District Administrators who oversee permitting in addition to other duties.

Q21: What is the purpose of single-email functionality?

A21: ALDOT has created permitting email addresses for each District and Area as a collective point for submissions, revisions, contact, etc. to avoid missing submissions due to absence, personnel turnover, etc.

Q22: How many internal users does ALDOT expect? External users?

A22: Conservative estimate for internal users: 200. ALDOT approximates 1000+ individual external users.

Responses to Vendor Questions

regarding ALDOT TRFP for Permitting System Development and Implementation

Q23: Does ALDOT have any internal environmental permitting requirements?

A23: No.

Q24: Are there any DBE requirements as part of the MMRs?

A24: No.

Q25: What will be the format of the 10-year cost estimate?

A25: An Excel-based template will be provided to short-listed vendors.

Q26: How is "tolling" defined, with respect to ODA?

A26: For ALDOT Permitting, "tolling" refers to a hold placed on a permit, pausing the processing timeline until certain conditions are met to proceed.

Q27: What portions of the proposal do not count against the 20-pg limit?

A27: All Appendices (as defined in the RFP) will not count against the page limit. All other information should fit within the 20-pg requirement.

Q28: How should a Gantt chart, or similar larger format sheet, be included within the 8-1/2"x11" sheet-size limits for the proposal?

A28: An 11"x17" sheet that can easily fit folded within a larger standard package, if printed, will be acceptable.

Q29: When should the pricing requirements/cost proposals be included?

A29: Cost proposals will be submitted during Phase 2 by short-listed firms only.

Q30: What role or impact should vendor suggestions (e.g. electronic signature) play in system development?

A30: ALDOT is open to receive suggestions for reasonable upgrades or solutions not included within this RFP, provided all mandatory requirements are addressed.

Q31: What is the contract mechanism for this system implementation?

A31: Procurements in the State of Alabama are covered in Title 41 of the Code of Alabama (1975), and the advertising, selection, and awarding for the procurement of this solution is being handled as a Transportation Request for Proposal (TRFP), in accordance with Title 41 and under the Model Procurement Act. Upon award, final contract terms will be negotiated with the selected vendor through ALDOT's Legal Bureau and established in a Standard Written Agreement.

Responses to Vendor Questions

regarding ALDOT TRFP for Permitting System Development and Implementation

Q32: 3.07/3.08: Could you provide clarification on the need for highlighting temporary ROW restrictions?

A32: To process the ALDOT Special Permit for an application within an active work zone, the system will need to recognize certain ROW boundaries and restrictions. Applicants may need information on road closures or upcoming construction as part of planning their permit construction.

Q33: What are the expectations regarding data backups (frequency, on-premise)?

A33: All approved documents should be placed in eDOCS as the System of Record, so eDOCS will function as a partial backup. The database of information related to permit records should be available for manual backup, at minimum, with data stored on-premise.

Q34: Does ALDOT have a GIS system?

A34: Yes. ESRI.

Q35: Can offshore (India, Portugal) or nearshore (South America) resources be used to complete this work?

A35: Yes.

Q36: Are there any work location requirements? Can the work be done remote with periodic visits to ALDOT for meetings/demos?

A36: A blend of on-site and remote work is acceptable.

Q37: Could you provide more information on the subtypes of the three main permit groups?

A37: See A13 for ROW. ODA permits are currently divided between permits for new sign placements, vegetation trimming for retaining visibility, and directional signage. ALDOT's junkyard management efforts require a Junkyard permit and a separate Junkyard license.

<https://www.dot.state.al.us/business/permits/index.html>

Q38: Does an ALDOT employee need to be able to submit all three types of permit if an applicant does not have access to submit digitally?

A38: Yes.

Responses to Vendor Questions

regarding ALDOT TRFP for Permitting System Development and Implementation

Q39: Question 0.21: Accommodate unlimited concurrent users (ALDOT/applicant), with allowance for multiple aliases based on user role. Please explain multiple aliases. Is this referring to the same individual needing separate profiles with different system roles?

A39: Yes, an individual requiring system access under different roles is a possible need.

Q40: Can you provide screenshots or data points for the permit types so that we have a general idea of the amount of data to be collected?

A40: ALDOT processes approximately 3,500 ROW permit applications per year, with 10% requiring Central Office approval. The State receives approximately 100 new ODA sign permit applications per year while managing renewals for approximately 10,000 sign locations. We do not currently have a consistent number of Junkyard Licenses in process to provide data points.

Q41: Can you give an example of 'grouping permit applications' for approval?

A41: Certain Applicant actions (e.g., installing a commercial driveway) may require multiple ROW permit types (Access Turnout, Grading & Landscaping, Drainage, Median Crossover) to properly capture the work to be done. Because all correspond to a single project, they will need to be grouped for processing and record purposes, while also remaining separate records.

Q42: What is an example of parcel data comparison? (This would help build out reporting or dashboard capabilities.)

A42: ALDOT compares deeds submitted as part of ODA sign applications to county tax maps.

Q43: Outside of eDOCS and ESRI, what other third party integrations are required or important?

A43: ALDOT may require integration with a third-party payment processing partner.

Q44: Does the State have a preferred approach for migrating existing data into the new system?

A44: No.

Q45: Could you share the range of the budget allocated for this project?

A45: ALDOT does not have a specific budgeted allocation for this system implementation.

Responses to Vendor Questions

regarding ALDOT TRFP for Permitting System Development and Implementation

Q46: Could you let us know the Minimum Mandatory Requirements (MMR) that are required to be considered in the initial phase versus later phase(s)?

A46: All MMRs must be met to submit for Phase 1 and apply for the entire scope of work.

Q47: Can a combination of onshore and offshore resources be used in the implementation of the solution and training?

A47: Yes.

Q48: Can ALDOT consider extending the due date for the proposal submission by two weeks?

A48: ALDOT will delay the proposal submission deadline until Thursday, February 13, at 4:00 pm.

Q49: Could you please clarify the varying timelines mentioned in the RFP for support and pricing? Specifically, it references six (6) months of production support following go-live, seven (7) years of ongoing support and maintenance pricing, and ten (10) years of SaaS pricing from the date of implementation.

A49: Six months of post-production support should be included in implementation costs. Cost proposal will require SaaS/maintenance pricing for 10 years from notice to proceed, regardless of implementation duration. It is expected that SaaS costs will be lower during implementation.

Q50: Is there a preferred vendor or platform, such as Salesforce, that the ALDOT recommends?

A50: No.

Q51: Estimated total number of external users (we could infer this from the total number of unique applications for 2024 if provided. However, this isn't accurate since many applications are submitted by the same person / people)

A51: See A22.

Q52: What is the expected number of internal ALDOT staff users?

A52: See A22.

Responses to Vendor Questions

regarding ALDOT TRFP for Permitting System Development and Implementation

Q53: During the conference it sounded like there was a need to include a loaded FTE rate for ALDOT resources involved in the project. Can you confirm and elaborate on this?

A53: Yes. This will be need to be included in the cost proposal in Phase 2, and the information required will be provided to the short-listed vendors.

Q54: For requirement 0.07, "Facilitate IPSec VPN Tunnel to connect to ALDOT network." There are external (applicant) users for this solution we assume this requirement would not apply to.

A54: Yes, your assumption is correct.

Q55: Is the correct interpretation of this that access from ALDOT employees in the field could utilize an IPSec VPN to access the solution?

A55: When personnel are in the field (i.e. not in an office connected to the ALDOT network), we do not expect them to connect through ALDOT's network. We expect a system to allow connection and authentication through cellular or internet service when available.

Q56: Requirement 0.11 - Provide general compatibility with Microsoft 365." - Is there functionality you are looking for specifically beyond the ability to click a link and locally open a spreadsheet, document, presentation, etc.?

A56: The functionality listed meets our minimum expectations. Please describe additional compatibility capabilities of your solution, if available, as part of any proposal.

Q57: Requirement 0.12 - "Enable notifications within Microsoft Teams." - If the solution provides the ability to send notifications to users, is there a need to also send the notification through Microsoft Teams?

A57: Duplicate notifications will not be necessary.

Q58: Can we assume that ALDOT is utilizing a version / edition of the document management system (eDOCS as mentioned at the convention) that supports API access?

A58: The Open Text Document Management System supports API access.

Responses to Vendor Questions

regarding ALDOT TRFP for Permitting System Development and Implementation

Q59: Requirement 4.09 - "Provide an audit trail for each document, including activity (uploaded, modified), activity date, source, and user."

--Do all documents need to be in eDOCS?

--Which documents need to reside in eDOCS and which documents can reside in the solution? If all documents need to be in eDOCS, then the ability to maintain this information will be dependent upon eDOCS functionality.

A59: Because eDOCS is ALDOT's System of Record, all documents comprising an approved permit will eventually need to be uploaded into eDOCS. ALDOT will further specify document record retention as part of implementation.

Q60: Requirement 6.02 - Accommodate third-party vendor for payment processing (specifically credit cards)

--Which payment system is required to be integrated with?

A60: See A09.

Q61: Does ALDOT have a 3rd party payment system or is the requirement for the contract for create a payment system? If the latter, does the payment system need to integrate with any other DOT systems or statewide accounting or financial systems?

A61: See A09.

Q62: Will the bidder be responsible for maintaining integration with ALDOT's current systems? Will the provider need to support updates or new integrations if ALDOT's technology ecosystem changes in the future?

A62: Yes, upgrades during the life of the system contract should be assumed as a possibility and will be addressed as out-of-scope for this implementation.

Q63: Is it sufficient for data backups to be stored in the cloud?

A63: Yes, but ALDOT should be able to download backups to on-premise storage as needed.

Q64: Will ALDOT define a Minimum Viable Product (MVP) for the initial release and is it acceptable for some mandatory requirements to be met post-implementation? If not, must all requirements in this document be operational at go-live?

A64: ALDOT will entertain a phased approach where all mandatory requirements are met before project closeout.

Responses to Vendor Questions

regarding ALDOT TRFP for Permitting System Development and Implementation

Q65: How does ALDOT plan to collect and incorporate user feedback after implementation? What role will the bidder play in addressing feedback-driven improvements?

A65: Vendors may propose an approach to collect and address user feedback.

Q66: What are ALDOT's expectations for data ownership? Does the bidder need to support an exit strategy at the end of the 10-year period?

A66: ALDOT will own all data outright and have unfettered access to download and store all data in a non-proprietary format.

Q67: Does ALDOT anticipate any significant increases in system usage or data volume that the bidder should plan for?

A67: ALDOT is not currently aware of any factors that would cause an increase in usage beyond the project scope.

Q68: What specific uptime percentage does ALDOT expect?

A68: ALDOT expects a minimum availability of 99.9% (no more than 9 hours of unscheduled down time per year), with a target of 99.99% (no more than an hour of unscheduled down time per year).

Q69: Does ALDOT have specific requirements for disaster recovery testing and business continuity plans, including expected recovery time objectives?

A69: ALDOT does not have specific requirements. This will be evaluated as part of your proposal.

Q70: Regarding the requirements for a reference letter, would a project reference, including an end-customer contact, that is written by the bidder and includes all information requested by ALDOT be an acceptable format? If ALDOT have any requirements in addition to the above, please define the minimum requirements for the reference letter.

A70: Reference letters must come from the agency and include contact information from personnel connected to prior implementation.

Q71: Are permitting workflows established, mature, and documented? What expectations does ALDOT have for the bidder to facilitate/lead the development of standardized, agency-wide permitting workflows and business processes?

A71: Yes, standard workflows exist; however, ALDOT is open to coordination with the vendor to improve efficiency. ALDOT workflows are included with these responses.

Responses to Vendor Questions

regarding ALDOT TRFP for Permitting System Development and Implementation

Q72: If there is an existing contract between ALDOT and the bidder, can those terms be used to govern this scope of work?

A72: No, the scope of work will be settled in a contract negotiated with the awarded vendor.

Q73: Does ALDOT have an intended budget for this Scope of Work?

A73: See A45.

Q74: Will external (i.e., applicants/non-ALDOT) users require a login to submit application and/or track the status of submitted permit applications?

A74: See A11 and A12.

Q75: What is the expected mechanism & result for applying ROW restrictions?

A75: See A32.

Q76: If an appeal is rejected, is the permit application immediately rejected, or is there an opportunity for the applicant to initiate an additional appeal? If the latter, is there a limit to the number of appeals an applicant can initiate on the same application?

A76: ALDOT has two appeals processes. ODA appeal procedures follow the Administrative Procedure Act, Code of Ala. 1975, § 41-22-1, et seq., as listed in ALDOT Admin Code Chapter 450-10-1-.11(4). Appeals for ROW denials are defined in Section 1.4 of the ALDOT Permit Manual.

Q77: Can the ten-year SaaS pricing requirement be adjusted to include 3-5 year licensing cost estimates? This would help clarify what the team is locked in for renewal increases year-over-year and provide a range of expected costs.

A77: No. Vendor's response should include any year-to-year SaaS pricing escalation in the proposal. Cost proposals are not required until Phase 2 of this procurement process.

Q78: How will ALDOT evaluate the sustainability of the proposed pricing model over a decade? Are there specific expectations for cost predictability?

A78: ALDOT uses a total cost of ownership approach for evaluating bidder cost proposals.

Responses to Vendor Questions

regarding ALDOT TRFP for Permitting System Development and Implementation

Q79: What are the role-based categories and estimated quantities of users who will leverage the system? For instance, administrative users, internal teams, field staff, and external teams.

A79: See A22. ALDOT anticipates fewer than 10 Admin users.

Q80: Are there specific requirements for length of contract? If so, what terms are anticipated?

A80: ALDOT expects the final contract to be for a term of 5 years, with an option to renew for 5 additional years.

Q81: Beyond integration with ALDOT's GIS system, are there other systems the solution will need to connect or integrate with?

A81: The solution will also need to integrate with ALDOT's document management system (eDOCS), ALDOT's project management system (CPMS), and a payment processing system—whether third-party or system-native.

Q82: Is there a specific requirement for the solution to be hosted in a Fed-Ramped compliant environment, and if so, what are the driving factors behind this need?

A82: ALDOT is not required to follow FedRAMP (Federal Risk and Authorization Management Program) guidelines; however, native FedRAMP compliance would be acceptable.

Q83: What are the requirements for data retention and backup? How long should permit records be stored?

A83: ALDOT's record retention policy requires the indefinite storage of permit records.

Q84: Does ALDOT require additional layers of security for field audit trails, event monitoring, and data encryption to ensure compliance with regulatory standards and protect sensitive information? If so, what specific functionalities or standards are expected in these areas?

A84: ALDOT adheres to NIST standards and best practices, at minimum, when complying with regulatory standards to protect sensitive information.

Q85: Do you have a timeframe that this system needs to be up and running by?

A85: ALDOT does not have a deadline.

Responses to Vendor Questions

regarding ALDOT TRFP for Permitting System Development and Implementation

Q86: What are you using today to track any calls that come in for inquiries on permits and applications? Is there a need for functionality to link calls to permit records or cases?

A86: ALDOT does not currently track calls related to permits.

Q87: How is customer/citizen support intake currently managed, and what key performance indicators (KPIs) are considered critical for tracking and measuring improvements in customer experience with the new permitting system?

A87: ALDOT currently uses time of processing and approval at each Level of Approval as our KPI. ALDOT is open to considering additional KPIs as part of the proposed solution.

Q88: Do you have a budget that you could share for licensing costs (annual expenses) and implementation costs (one-time expense)?

A88: See A45.

Q89: Prior to this RFX (*RFP*), have you seen any demos for this initiative? If so, when did you see those demos, and which vendors demoed this for you?

A89: ALDOT has had several generic demos over the last several years; however, we are unable to provide specifics at this time.

Q90: How are permit renewals currently managed, and what specific challenges or inefficiencies does ALDOT face with the existing process that the new system should address?

A90: Renewals are handled at the District or Area level by mailing notices to individual sign owners. The proposed system will centralize and streamline renewals electronically.

Q91: Are there any other agencies or external organizations that ALDOT collaborates with that would require access to, share, or the ability to receive data from the new permitting system? If so, what are the specific data-sharing requirements?

A91: No.

Q92: What are the biggest challenges you currently face with your existing solution? Are there any aspects of the current solution that you find beneficial or effective?

A92: Our current processes involve tracking time and information through spreadsheets and simple databases. ALDOT intends for its new system to create a more streamlined and efficient process.

Responses to Vendor Questions

regarding ALDOT TRFP for Permitting System Development and Implementation

- Q93: What are the most common complaints or feedback you receive from citizens/customers regarding the current processes?
- A93: The main feedback is the length of time for processing and the consistency of requirements statewide.
- Q94: Regarding the Scope of Work that mentions developing and testing data conversion routines, could you please provide more details on the specific types and volume of data conversion required? What are the particular formats, systems, or data volumes that we should consider in estimating the level of effort and timeline? Which of the legacy permit data (like ODA etc.) will need to be migrated to the modernized system?
- A94: See A19. ODA will require the migration of data, at minimum, for sign location, sign owner, and a photo of the existing sign.
- Q95: The RFP asks for outdoor advertising permitting, right-of-way permitting, and junkyard permitting. Could you please elaborate on what are the permit types within Right of Way permitting and specify details on the various permit types?
- A95: See A13.
- Q96: What is the expected number of users (external and internal) that would be using the application?
- A96: See A22.
- Q97: The RFP mentions that Cost proposals are only due from offerors that are short-listed. But it also states that “The proposer must be able to provide software as a service (SaaS) pricing for ten years from the date of implementation.” Please confirm pricing is not required for the initial submission of proposals.
- A97: Confirmed.
- Q98: During the bidder’s conference, it was mentioned that ALDOT is using ESRI as its GIS platform. Can you please clarify the ESRI version and whether it is the Online or Enterprise version of ESRI.
- A98: ALDOT current targeted versions of ESRI are 11.3 Enterprise and 3.3.x Pro. ALDOT uses both Enterprise and ArcGIS Online.

Responses to Vendor Questions

regarding ALDOT TRFP for Permitting System Development and Implementation

Q99: This requirement asks for an Interface with an electronic document management system, also referenced as eDocs during bidders conference. Could you please specify which Document management system is being used?

A99: Open Text eDOCS version 16.7.0 is currently in use. An upgrade to Open Text version 20.0 is currently in progress.

Q100: Please clarify if ALDOT has any guidelines for a payment engine for credit card processing and expected capabilities within or requirements for the COTS solution to support payments.

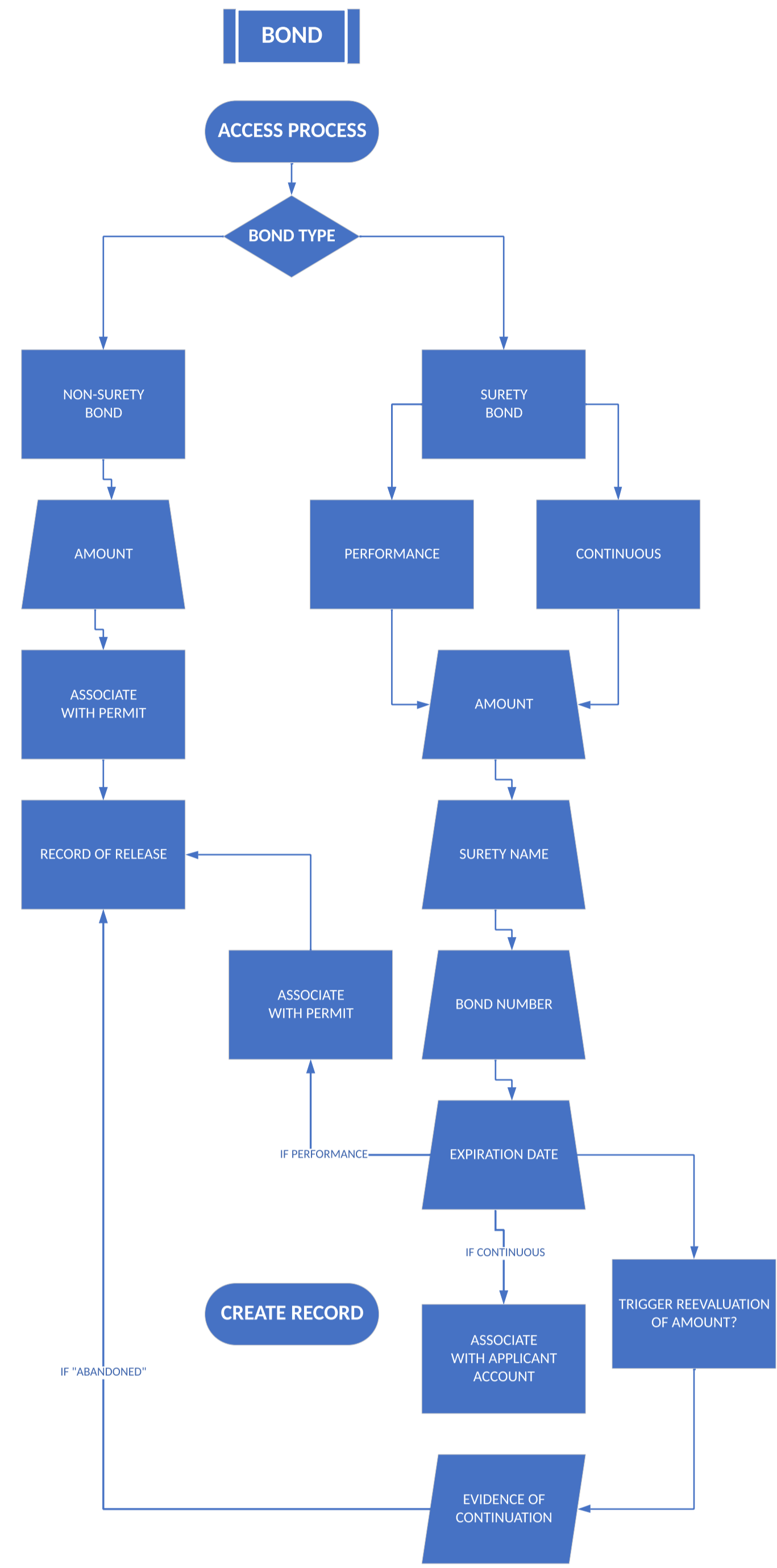
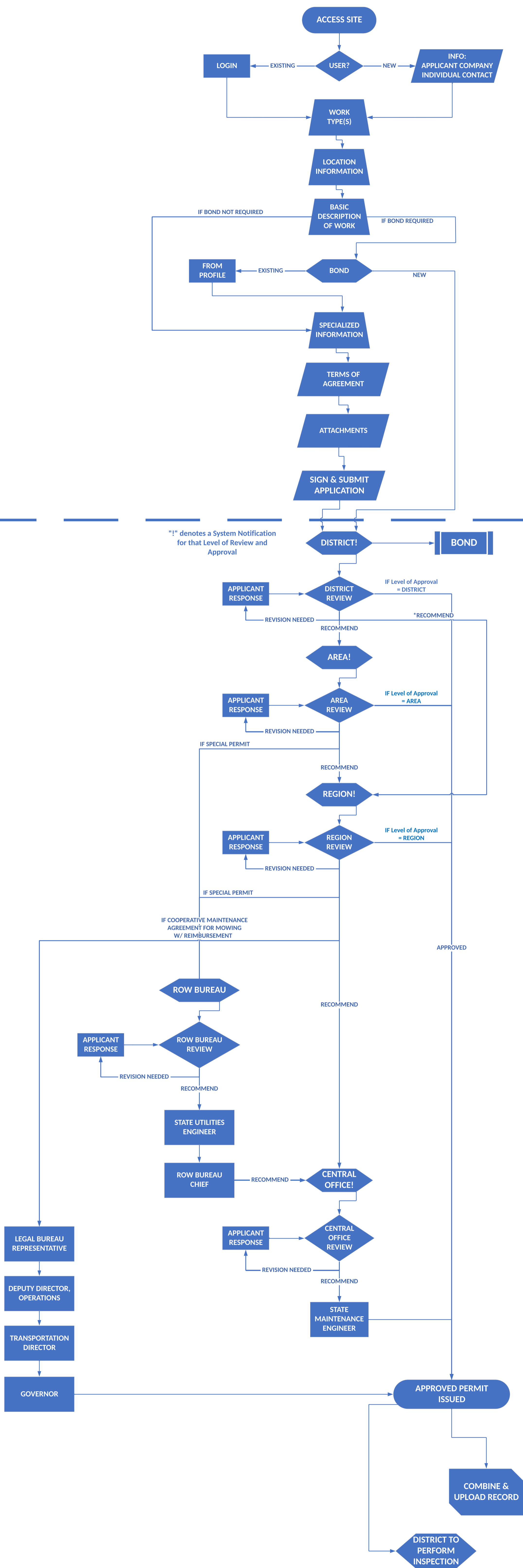
A100: See A09 and A14. State agencies can also partner with Alabama Interactive for processing credit card payments; however, this solution requires an agency PO and a separate contract.

Q101: Please clarify if there are any other systems integration requirements for the envisioned system beyond MS Active Directory, eDocs, ESRI/GIS, and Payment Engine.

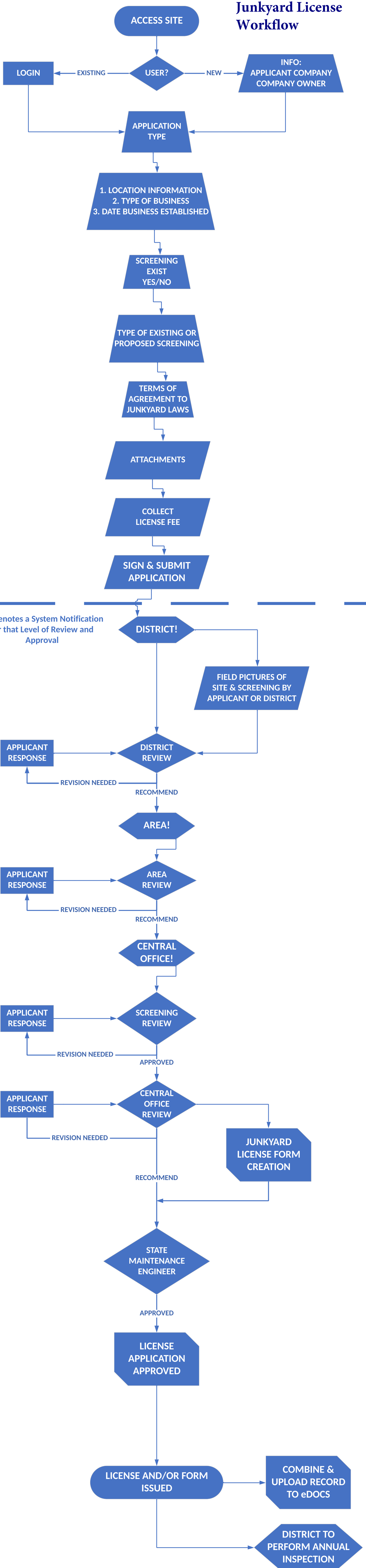
A101: The solution should also integrate with ALDOT's CPMS. See A81.

Attachment B

Right of Way Permit Workflow



Junkyard License Workflow



"!" denotes a System Notification for that Level of Review and Approval

Outdoor Advertising Workflow

