



City of Clearwater
Procurement

Jay Ravins, Department Director
100 South Myrtle Avenue, Clearwater, FL 33756

[WSP USA INC.] RESPONSE DOCUMENT REPORT

RFQ No. 55-25

Design Services for Pier 60 Repairs Project, #25-0007-PR

RESPONSE DEADLINE: August 28, 2025 at 10:00 am

Report Generated: Thursday, August 28, 2025

WSP USA Inc. Response

CONTACT INFORMATION

Company:

WSP USA Inc.

Email:

todd.mitchell@wsp.com

Contact:

Todd Mitchell

Address:

5411 SkyCenter Drive
Suite 650
Tampa, FL 33607

Phone:

(813) 520-4421

Website:

www.wsp.com

Submission Date:

Aug 27, 2025 4:39 PM (Eastern Time)

ADDENDA CONFIRMATION

No addenda issued

QUESTIONNAIRE

1. Exceptions*

Pass

Proposers shall indicate any and all exceptions taken to the provisions or specifications in this solicitation document. Exceptions that surface elsewhere and that do not also appear under this section shall be considered invalid and void and of no contractual significance.

Do you have any exceptions to the provisions or specifications?

No

2. Certified Business*

Pass

Are you a Certified Small Business or a Certified Minority, Woman or Disadvantaged Business Enterprise?

No

3. Vendor Certification*

Pass

By submitting this response, the Vendor hereby certifies that:

- A. It is under no legal prohibition on contracting with the City of Clearwater.

- B. It has read, understands, and is in compliance with the specifications, terms and conditions stated herein, as well as its attachments, and any referenced documents.
- C. It has no known, undisclosed conflicts of interest.
- D. The prices offered were independently developed without consultation or collusion with any of the other vendors or potential vendors or any other anti-competitive practices.
- E. No offer of gifts, payments or other consideration were made to any City employee, officer, elected official, or consultant who has or may have had a role in the procurement process for the commodities or services covered by this contract. The Vendor has not influenced or attempted to influence any City employee, officer, elected official, or consultant in connection with the award of this contract.
- F. It understands the City may copy all parts of this response, including without limitation any documents or materials copyrighted by the Vendor, for internal use in evaluating respondent's offer, or in response to a public records request under Florida's public records law (F.S. Chapter 119) or other applicable law, subpoena, or other judicial process; provided that the City agrees not to change or delete any copyright or proprietary notices.
- G. It hereby warrants to the City that the Vendor and its subcontractors will comply with, and are contractually obligated to comply with, all federal, state, and local laws, rules, regulations, and executive orders.
- H. It certifies that Vendor is not presently debarred, suspended, proposed for debarment, declared ineligible, voluntarily excluded, or disqualified from participation in this matter from any federal, state, or local agency.
- I. It will provide the commodities or services specified in compliance with all federal, state, and local laws, rules, regulations, and executive orders if awarded by the City.
- J. It is current in all obligations due to the City.
- K. It will accept all terms and conditions as set forth in this solicitation if awarded by the City.
- L. The signatory is an officer or duly authorized representative of the Vendor with full power and authority to submit binding offers and enter into contracts for the commodities or services as specified herein.

Confirmed

4. E-Verify System Certification*

Pass

PER FLORIDA STATUTE 448.095, CONTRACTORS AND SUBCONTRACTORS MUST REGISTER WITH AND USE THE E-VERIFY SYSTEM TO VERIFY THE WORK AUTHORIZATION STATUS OF ALL NEWLY HIRED EMPLOYEES.

The affiant, by virtue of confirming below, certifies that:

- A. The Contractor and its Subcontractors are aware of the requirements of Florida Statute 448.095.
- B. The Contractor and its Subcontractors are registered with and using the E-Verify system to verify the work authorization status of newly hired employees.
- C. The Contractor will not enter into a contract with any Subcontractor unless each party to the contract registers with and uses the E-Verify system.
- D. The Subcontractor will provide the Contractor with an affidavit stating that the Subcontractor does not employ, contract with, or subcontract with unauthorized alien.
- E. The Contractor must maintain a copy of such affidavit.
- F. The City may terminate this Contract on the good faith belief that the Contractor or its Subcontractors knowingly violated Florida Statutes 448.09(1) or 448.095(2)(c).
- G. If this Contract is terminated pursuant to Florida Statute 448.095(2)(c), the Contractor may not be awarded a public contract for at least 1 year after the date on which this Contract was terminated.
- H. The Contractor is liable for any additional cost incurred by the City as a result of the termination of this Contract.

Confirmed

5. Vendor's Response*

Upload a copy of your response with the information requested as detailed in the solicitation titled 55-25 Design Services for Pier 60 Repairs Project, #25-0007-PR.

WSPUSAInc._#25-0007-PR_Response.pdf

6. Scrutinized Company Certification*

Please download the below documents, complete, and upload.

- [SCRUTINIZED COMPANIES AND B...](#)

Signed_SCRUTINIZED_COMPANIES_AND_BUSINESS_OPERATIONS_CERTIFICATION.pdf

7. Compliance with Anti-Human Trafficking Laws*

Please download the below documents, complete, and upload.

- [Compliance with 787.06 form...](#)

Signed_Compliance_with_787.06_form_.pdf

8. Truth in Negotiations Certificate*

Please download the below documents, complete, and upload.

- [Truth In Negotiation Certif...](#)

Signed_Truth_In_Negotiation_Certificate_Form.pdf

9. W-9*

Upload your current W-9 form. (available at <https://www.irs.gov/pub/irs-pdf/fw9.pdf>)

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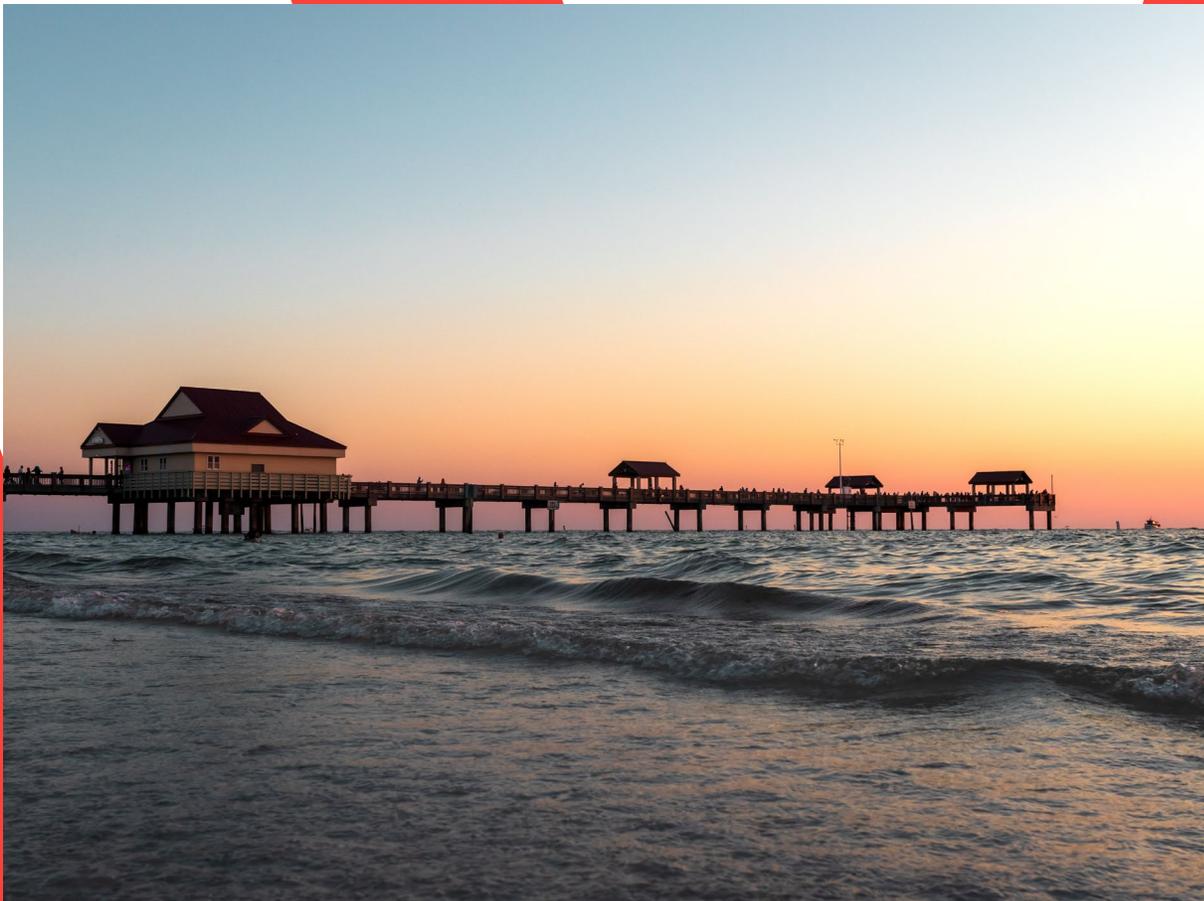


City of Clearwater **Design Services for Pier 60 Repairs Project**

Request For Qualification 55-25

August 28th, 2025

#25-0007-PR





Tab 1

Letter of Interest





1. Letter of Interest

August 28, 2025
City of Clearwater Procurement Division
1255 Cleveland St., 3rd Floor Clearwater, Florida
33755

**Re: Design Services for Pier 60 Repairs Project
#25-0007-PR**

CONTACT INFORMATION

Name: Todd Mitchell, PE, PMP
Company Name: WSP USA Inc.
Mailing Address: 5411 SkyCenter Drive, Suite 650,
Tampa, Florida 33607
Phone Number: 813-520-4421
Email Address: todd.mitchell@wsp.com

Dear Selection Committee Members:

WSP USA Inc. (WSP) is pleased to submit our Technical Proposal in response to the City of Clearwater's Request for Proposal for Design Services for Pier 60 Repairs Project #25-0007-PR. We are confident our proposal meets the City's requirements and reflects our enthusiasm, availability, and expertise to successfully deliver this project.

As many of our staff live in and around Clearwater, WSP shares the City's commitment to enhancing the quality of life for residents, businesses, and visitors. Clearwater Beach is a world-renowned destination, and Pier 60 stands as one of its most iconic landmarks. ***This project holds deep personal significance for our team, and we are fully committed to its success.***

Why WSP?

Local Expertise & Proven Capabilities

WSP has assembled a highly qualified team of local professionals to provide comprehensive engineering, marine, architectural, environmental, permitting, and MEP services. Our multi-disciplinary team is equipped to manage the full scope of this project—from marine structure rehabilitation through design, permitting, and construction—with minimal reliance on subconsultants.

Key Personnel

- **Todd Mitchell, PE**, Project Manager with 29 years of Florida structures experience, including dozens of rehabilitation projects. He has a successful track record of proactively coordinating and working with the client PM to deliver multiple projects on schedule and within budget. His expertise includes leading bridge repair projects, emergency response, load ratings, bridge and marine structure condition inspection and studies, concrete corrosion assessment and repair, bridge strengthening (including carbon fiber reinforcing polymer), steel strengthening, joint replacements, cathodic protection, steel heat strengthening, steel coatings, and structural/non-structural pile jackets. **Todd currently serves as PM on only two contracts and therefore is available and has a firsthand knowledge of the requirements and expectations of the City.**
- **Trevor Johnson, PE**, Lead Structural Engineer with 24 of bridge rehabilitation design and management experience in design, analysis, inspection, plans production, and post-design efforts for rehabilitation of marine piers/bridges of all types including steel, and cast in place, pre-stressed, and post-tensioned concrete structures. He also leads bridge inspections on rehabilitation projects to evaluate required repairs and determine appropriate repair methods.
- **Gilberto "Gil" Rosado, PE**, Inspection & Evaluation Lead is a seasoned civil and transportation infrastructure engineer with over 25 years of experience, since 2007, he has been focused specifically on leading bridge inspection and asset management programs throughout the eastern United States, including current projects for the City.



These leaders are supported by our Florida Bridge Rehabilitation Group: **Chris Ray, PE; Marcelino Aguirre, PE; Michael Ray, EI; and Prashant Shinde, EI**, who are based in Tampa and dedicated solely to bridge rehabilitation across Florida. This team has delivered hundreds of similar projects under 40+ Task Work Order contracts for FDOT and Florida municipalities since 2000.

We bring a robust library of proven design tools, repair details, and technical specifications tailored to structures like Pier 60, including architectural, hydraulic, environmental, permitting, and MEP components.

Trusted Partner to the City

WSP has proudly served the City of Clearwater for over 16 years, providing engineering services across departments through contracts such as our recurring Engineer of Record agreements. Relevant to this project, WSP, led by Gil and Todd, is currently performing seawall inspection and repair design services, as well as Non-NBI Bridge Inspections for 17 of the City's bridges.

Our staff are familiar with City Ordinance, Codes, Procurement, Contract Specifications, and Contract Standards. The WSP team will hit the ground running with no learning curve!

We are confident the WSP team brings the technical expertise, availability, and dedication needed to exceed the City's expectations. If you have any questions or require additional information, please contact us at todd.mitchell@wsp.com | (813) 520-4421.

We look forward to partnering with the City, its residents, businesses, and stakeholders to make this a successful and meaningful project.

Todd Mitchell, PE, PMP

WSP USA Inc.

Vice President, Structures Engineer



Tab 2

Qualifications and Experience





2. Qualifications and Experience

- a. Provide a comprehensive summary of the firm's relevant experience with marine, coastal and pier-related projects similar to the Pier 60 facility in Clearwater, Florida. Include the name of the entity, contact information, and the timeframe during which services were provided. Highlight projects completed under tight deadlines, particularly those in high-traffic tourist areas involving complex pier construction, where accessibility to both the site and structure was a critical factor.

WSP's Florida Bridge Rehabilitation Group has held **43 Task Work Order (TWO) based Bridge Rehabilitation contracts** for the Florida Department of Transportation (FDOT) and various Florida municipalities throughout the state since 2000. This local team has successfully delivered **hundreds of similar projects** on marine pier/bridge structures. Through these contracts, we have built an extensive library of proven design tools, repair details, and technical specifications for repairs to structures similar to Pier 60, including hydraulic evaluations, architecture, environmental, permitting, and MEP services. The adjacent table summarizes these 43 contracts, many of which are recurring engagements with the same clients, demonstrating WSP's consistent delivery of high-quality work on time and within budget.

Through these contracts, our Florida Bridge Rehabilitation Group has encountered and successfully repaired nearly every type of component found on bridge/marine structures over water.

Project	Client	End Date
DW Bridge Engineering Design Support #1	D7	10/7/2002
DW Bridge Engineering Design Support #2	D7	10/9/2002
DW Bridge Engineering Design Support #3	D7	3/31/2003
DW Structural Support Design #1	D1	2/3/2007
DW Bridge Engineering Design Support #4	D7	10/15/2007
DW Miscellaneous Bridge Design	D5	6/15/2008
DW Miscellaneous Bridge Design	D2	4/1/2010
DW Bridge Repair Design & CEI	D7	4/1/2010
DW Bridge Engineering & CEI	D7	6/24/2010
Bridge Repair/Maintenance Program	Polk County	8/23/2010
DW Bridge Repair Design	D7	11/22/2010
Post Tension Bridge Study	D7	1/24/2011
DW Bridge Repair Design	D7	6/21/2011
DW Structural Support Design #2	D1	8/4/2011
AE Services City of Tampa #1	City of Tampa	1/2012
Statewide Structures Review #1	Central Office	3/28/2012
DW Structural Support Design #3	D1	7/17/2013
DW Movable Bridge Repair Design	D2	9/28/2013
DW Bridge Repair Design	D7	10/10/2013
SR 10 Mathews Bridge Repairs	D2	12/30/2014
Main Street Bridge Repairs	D2	6/30/2014
DW Bridge Engineering & CEI	D1	10/30/2014
Skyway Bridge Corridor Engineering	D7	10/24/2015
AE Services City of Tampa #2	City of Tampa	1/2016
DW Bridge Engineering & CEI	D1	6/1/2016
Statewide Structures Review #2	Central Office	6/3/2016
DW Bridge Repair Design	D3	1/19/2017
DW Complex and Movable Bridge Repairs #1	D2	6/26/2017
DW Bridge Repair Design	D7	8/20/2017
DW Post Tension Investigation	D2	10/18/2017
AE Services City of Tampa #3	City of Tampa	4/2018
DW Bridge Engineering & CEI #1	D2	10/28/2019
AE Services City of Tampa #4	City of Tampa	4/2020
DW Bridge Engineering & CEI #2	D1	5/31/2021
Statewide Structures Review #3	Central Office	6/2021
DW Minor Bridge Design #1	D2	1/19/2022
DW Minor Bridge Design #2	D2	8/2025
Statewide Structures Review #4	Central Office	12/2025
DW Bridge Engineering Design	D1	3/2026
DW Complex and Movable Bridge Design #2	D2	4/2026
CSC Bridge Engineering Design	D1	3/2026
CSC for Movable & Complex Bridges	D2	4/2026
CSC for Movable and Conventional Bridges	D5	03/2028



Specifically, for Pier 60, the types of work that may be required include the following:

- Joint Replacements
 - Poured Joint with Backer Rod
 - Finger Joints
 - Cover Plates for Sidewalks
- Bearing Replacements
 - Neoprene Bearings
 - Multi-Rotational
 - Steel Bearing Assemblies
- Bridge Railing Retrofits
 - Maintenance Platforms
- Vertical Face Retrofits
- Guardrail Retrofits
- Pedestrian Railings
- Movable Bridges
 - Mechanical and Electrical Repairs/Replacement
 - Tender House HVAC, Plumbing, Roof, Windows, Doors
- Cathodic Protection
 - Sacrificial Anodes
- Impressed Current
- Concrete Repairs
 - Crack Coating
 - Crack Injection
 - Spall Repairs
- Deck Replacements
 - Full Span Replacement
 - Partial Span Replacements

To highlight a few relevant projects completed under tight deadlines, particularly in high-traffic tourist areas involving complex pier construction, and where accessibility to both the site and structure was a critical factor, consider the following examples:



DW Bridge Repair Design, FDOT D7 | Skyway Fishing Piers (2008 – 2017)

– WSP prepared design and construction plans for the repair of the fishing piers. Similar work consisted of a preliminary field inspection to identify, quantify and prioritize the repairs, concrete repairs to the deck, railing repairs and replacement, bearing repairs, expansion joint repairs, substructure cap repairs, and reinstalling missing signs. The work also included construction administrative support. This project consisted of maintaining the area for public fishing, and vehicular traffic and parking along the fishing piers near and around the work zones. It also included work from barges which required notice to mariners and also navigating the fisherman above. *Contact: Tara Rodrigues, PE (813) 612-3381, tara.rodriques@dot.state.fl.us*

City of Clearwater | 2025 Seawall Inspection, Assessment and Repairs (2025 – Ongoing) – WSP performed an inspection and recommended repairs along with an estimated construction cost for the Memorial Causeway West Seawall and Mandalay Pedestrian Bridge, and Fishing Piers as part of WSP’s Emergency Consulting Services work order contract. This work is directly related to the first phase of this project which is to review existing data/information, perform our own site visit to verify existing conditions, identify additional repairs, estimate repair costs and provide a recommendation to the City for final construction. In addition, WSP is performing visual assessments of more than 45 different seawall sites to ascertain the condition and recommend repairs and/or underwater inspections or non-destructive testing. *Contact: Kelly Peterich, PE, MBA (727) 509-0099, Kelly.Peterich@myclearwater.com*

DW Bridge Repair Design, FDOT D2 | Dame Point Bridge (2012 – 2017) – WSP prepared design and construction plans for the repair of the Dame Pt. Bridge. Similar scope of work consisted of a preliminary field inspection to identify, quantify and prioritize the repairs, bearing repairs, expansion joint repairs, and added a new maintenance catwalk to the overhead bowtie struts. The work also included construction administrative support. *Contact: Ross Hammock, PE (386) 961-7012, ross.hammock@dot.state.fl.us*





Continuing Services for Bridge Repair Design, FDOT D1 | Matanzas Pass Fishing Pier (2021 – 2022) – WSP prepared design and construction plans for the repair of the Matanzas Pass Fishing Pier. Similar scope of work consisted of a preliminary field inspection to identify, quantify and prioritize the repairs, railing and handrail repairs, concrete spall repairs, concrete pile cap repairs, and seawall repairs. Contact: *Tara Rodrigues, PE (813) 612-3381, tara.rodrigues@dot.state.fl.us*

DW Bridge Repair Design, FDOT D7 | Kennedy Blvd. Movable Bridge Rehabilitation (2013 – 2018) – WSP prepared design and construction plans for the repair of the Historic Kennedy Bridge in downtown Tampa. Similar work consisted of a preliminary field inspection to identify, quantify and prioritize the repairs, concrete repairs to the deck, sidewalk replacement, expansion joint repairs, substructure crack repairs, full electrical replacement, tender house repairs such as a new door, windows, wood flooring, awnings, and roof. The work also included construction administrative support. This project consisted of maintaining the high-traffic and pedestrian areas and involved complex pier repairs and had accessibility constraints to both the site and structure. It also included work from barges which required notice to mariners and USCOE Permitting. Contact: *Jay Alkhatib, PE (813) 975-7571, Jihad.Alkhatib@dot.state.fl.us*

Hillsborough County | West Columbus Drive Swing Bridge Rehabilitation (2013 – 2018) – WSP provided the design and preparation of a complete set of construction contract plans and documents for a 50-year rehabilitation of the bridge. The rehabilitation included structural, mechanical, and electrical components for this historic structure. Similar work included concrete deck slab replacement, replace concrete sidewalks and sections of handrail and balustrades, beam, diaphragms, and substructure concrete repairs, demolish and replace the tender house and all associated mechanical, electrical and plumbing. This project consisted of maintaining the high-traffic and pedestrian areas and had accessibility constraints to both the site and structure. It also included work from barges which required notice to mariners and USCOE Permitting.

Consorcio Puerto Columbia SBCC | Puerto Colombia Historic Pier Reconstruction (2019 – 2021) – WSP conceptualized a precast concrete deck system comprising of longitudinal trusses, transverse frames, and panels supported on driven steel pipe piles. WSP also developed a top-down construction scheme in coordination with Consorcio Puerto Columbia SBCC for erecting it. The top-down construction platform was designed to support a crawler crane that installed the project piles and erected the deck system, expediting the pier reconstruction and eliminating the need for costly berm or barge-based construction. WSP developed the basis of design, produced construction drawings and specifications, and provided construction support. Similar services included Value Engineering Redesign, Basis of Design, Pier Analysis and Design, Construction Drawings and Technical Specifications, Top-down Construction Platform Design, and Construction Support.



Disney Cruise Lines | Disney Lookout Cay At Lighthouse Point Cruise Port (2021 – 2024) – WSP designed the 1320-foot-long single-sided open berth capable of docking the latest generation of cruise vessels and a 0.45-mile-long, curved-in-plan trestle structure that allows beach day guests access to the 700-acre upland development, and a protected marina providing guests access to water activities. WSP also was in charge of designing the site civil and utility components including roadways, grading and drainage, water, sewer, deep injection wells, and electrical, and solar elements. The design philosophy was to minimize the import of materials and processes and maintain the natural terrain to the extent possible.





Soletanche Bachy/Island Site Development | Carnival Celebration Key Marine Structures At Grand Port (2023 – Present)

WSP was selected to design and deliver a four berth deepwater port infrastructure to accommodate cruise ship calls due to the lack of a protected port. The team was first selected for the Phase 1 two-berth facility and then retained for the Phase 2 two-berth facility. This 329-acre development project includes two 2-sided cruise piers totaling 2,750-feet which accommodate up to four Carnival newbuild and/or XL class cruise ships simultaneously, associated trestle segments totaling 2,000-feet, an excursion pier for tour operators, a town plaza with shops and restaurants, an inland non-navigable man-made canal, and recreational activities including nature trails, a water park, cabanas, and other amenities.



c. Highlight the qualifications and relevant experience of key professional staff, clearly outlining their proposed roles. If subconsultants are to be used, describe their specific responsibilities and explain why their inclusion is necessary.

WSP has assembled a highly qualified team of local professionals to provide the City with outstanding professional engineering, marine, architecture, environmental, permitting, and mechanical, electrical, and plumbing (MEP), services. Our multidisciplinary staff is equipped to execute all aspects of this project listed in the Request for Qualifications (RFQ) from rehabilitation of marine structures through design, permitting, and construction; with a limited need for subconsultants.

The WSP Team is led by our PM **Todd Mitchell, PE**. Todd has 29 years of Florida structures experience and has managed dozens of rehabilitation projects on similar contracts. He has a successful track record of proactively coordinating and working with the client PM to deliver multiple projects on schedule and within budget. His expertise includes leading bridge repair projects, emergency response, load ratings, bridge and marine structure condition inspection and studies, concrete corrosion assessment and repair, bridge strengthening (including carbon fiber reinforcing polymer), steel strengthening, joint replacements, cathodic protection, steel heat strengthening, steel coatings, and structural/non-structural pile jackets. **Todd currently serves as PM on only two contracts and therefore is available and has a firsthand knowledge of the requirements and expectations of the City.**

Chris Ray, PE (QA/QC) has over 30 years of structures experience and leads the Florida Bridge Rehabilitation Group. His experience is all in Florida transportation engineering design, project coordination, and management. His project management experience includes several bridge replacements, structures rehabilitation, roadway capacity, intersection improvement, and interstate projects for several different state and local municipalities.

Trevor Johnson, PE (Lead Structural Engineer) has over 24 years of bridge rehabilitation design and management experience in design, analysis, inspection, plans production, and post-design efforts for rehabilitation of marine piers/bridges of all types including steel, and cast in place, pre-stressed, and post-tensioned concrete structures. He also leads bridge inspections on rehabilitation projects to evaluate required repairs and determine appropriate repair methods.

Gilberto “Gil” Rosado, PE (Inspection & Evaluation Lead) is an experienced civil and transportation infrastructure engineer with over 25 years of experience, since 2007, he has been focused on leading bridge inspection and asset management programs throughout the eastern U.S., including current projects for the City.

Catherine Hayes (FEMA Coordinator) has 21 years of experience in facilitating FEMA Public Assistance and FHWA Emergency Response management post major storm events. She currently serves on Hillsborough County’s Local Mitigation Working Group and provides guidance on federal and state grant programs such as FMA, HMGP, and CDGB-DR.

Brian Scheffer, PE, LEED AP, CxA (Mechanical Lead) has 21 years of experience in the design and construction of MEP systems for federal, municipal, healthcare and commercial projects. His expertise is in HVAC design and cooling distribution systems. Brian has extensive experience in energy-efficient existing building infrastructure upgrades.



Chris Farr, CPD, CET, FASPE, ADDE 6060 (Plumbing Lead) brings over 30 years' experience in plumbing and fire protection across the US and Europe. He is a certified Plumbing Designer through the American Society of Plumbing Engineers (ASPE) and has served on the Central Florida ASPE Board of Directors for over 14 years.

Stephen Russell, PE (Electrical Lead) brings over 10 years' experience in electrical design for a variety of clients and structures such as VA Hospitals, Hospitals, Government, retail, big box retail, multi-family, office, and sports entertainment.

Justin Lennon, PE (Scour/Coastal Analysis) has 27 years' experience as a coastal engineer who specializes in river engineering, bridge scour analysis, sediment transport, watershed management, and stream stabilization design. He is an expert at several hydraulic and hydrologic modeling programs and techniques.

Angela Ryan (Env. / Permitting) is an environmental scientist and planner with 18 years' experience in program management, renewable energy, land development, water resources, and environmental protection. She has worked on ecological field assessments in freshwater and marine environments. Angela has provided scientific and policy-based leadership on renewable energy and mining industry projects; environmental and urban planning; federal, state, and local permitting; water resources management and ecosystem restoration; and program and project management

Chris Jadick (Public Involvement) has more than two decades of experience in public relations, government relations, news media, marketing, digital and social media, video production, crisis communications, business development and project management. He is a skilled spokesperson with extensive public engagement experience. Prior to joining WSP, Chris was Director of Communications for the Tampa Bay Area Regional Transit Authority (TBARTA), where he promoted the agency's regional transportation projects to the media, government, and public.

Nabil Bawany, PE, CFM (Resilience Services Lead) has over 10 years of experience specializing in resiliency, project management, stormwater management systems, drainage solutions, operational guidance, government policy creation and review, all phases of watershed management planning, hydraulic modeling, residential and commercial land development, and grant procurement.

d. Indicate the physical location(s) of the office(s) that will be responsible for managing and performing the work.

Founded in 1885 and incorporated in 1933, WSP is one of the world's leading engineering professional services consulting firms. We bring together a unique pool of technical experts and strategic advisors including engineers, technicians, scientists, architects, planners, surveyors, and environmental specialists, as well as other design, program, and construction management professionals. WSP employs 73,000+ staff worldwide, with 22,000+ nationwide in 100+ offices across the U.S. making us uniquely positioned to deliver successful and sustainable projects. With over 900 full-time Florida-based employees, this contract will be managed by our **Tampa office** with support from our office in Orlando.



e. Highlight the firm's experience with FEMA funded projects, including scope, complexity, and outcomes.

For over a century, WSP has delivered outstanding services to federal and other governmental clients in disaster response, architecture, engineering, and environmental consulting. Over the past several decades, our disaster response portfolio has expanded to include key roles in response to some of the most significant disasters in U.S. history. These include Hurricane Katrina, the World Trade Center bombing, Superstorm Sandy, the Deepwater Horizon spill, Hurricane Fiona, the 2023 Maui Wildfires, Hurricane Helene, and most recently the Texas Hill Country floods.



Under our contracts with the Federal Emergency Management Agency (FEMA) and state agencies, WSP has responded to typhoons in the South Pacific; earthquakes in California, Puerto Rico, and Virginia, flooding in the Midwest, the World Trade Center 9/11 attacks, and hurricanes including Ike, Harvey, Irma, Maria, Matthew, Florence, Michael, Dorian, Sandy, Idalia, and Ian. Throughout the last 30 years, WSP has been deployed 395 times, conducting more than 8 million residential inspections nationwide in support of FEMA's Housing Inspection Services (HIS) program.

FEMA-Funded Project Experience

Florida Division of Emergency Management (FDEM) – Elevate Florida Program - WSP is supporting FDEM as part of the Program Management Team for the Elevate Florida Program, which funds four types of residential mitigation: elevation, wind retrofit, mitigation reconstruction, and acquisition/demolition. The program aims to reduce flood risk and increase statewide resilience. WSP's role includes establishing program management processes, supporting application development for homeowners and FEMA, performing QA/QC, and defining operational procedures such as general contracting and property inspections. FDEM has allocated \$326 million in FEMA mitigation funding, with total project costs expected to exceed \$400 million.

FEMA Headquarters – Office of Environmental Planning and Historic Preservation (OEHP) - From 2022 to 2024, WSP supported FEMA Headquarters, specifically OEHP, by developing documents and tools that facilitated hazard mitigation grant reviews and environmental assessments. These resources were distributed across FEMA directorates, divisions, and offices nationwide, helping streamline mission-critical operations.

FEMA Hazard Mitigation Technical Assistance Program - Since 2020, WSP has provided engineering, technical feasibility, and environmental compliance review support for HMGP applications under FEMA Sector A. We've been awarded 22 task orders totaling \$60 million, working with FEMA Regions 8, 9, and 10, as well as FEMA Headquarters. Over four years, WSP has reviewed more than 900 HMA grant applications. Despite challenges posed by diverse habitats, species, and cultural resources, WSP has consistently delivered favorable findings (e.g., Findings of No Significant Impact under NEPA), enabling project implementation. Our work has included technical research, stakeholder engagement, policy analysis, and development of new guidance and policy.

Puerto Rico Emergency Power Deployment – Hurricane Maria (2018) - Following Hurricane Maria, WSP mobilized 1,000 professionals to Puerto Rico as the sole national contractor responsible for providing emergency power at FEMA-designated facilities. This deployment was executed through the U.S. Army Corps of Engineers (USACE) and demonstrated WSP's ability to integrate disaster management with engineering and environmental capabilities at scale.

Additional Grant Services

WSP has a proven national track record in securing discretionary grant awards. In the past four years, we've written successful applications for 42 projects under BUILD (formerly RAISE/TIGER), 18 projects under Multimodal Project Discretionary Grants (MPDG), and 8 projects under the Bridge Investment Program.

In Florida, WSP has written successful applications for three projects under Florida Department of Environmental Protection (FDEP). Locally, our Advisory Services team supported Pinellas County in identifying and pursuing competitive funding for the Dunedin Causeway bridge replacement through federal and state grant applications. WSP was able to strengthen the grant application by analyzing additional impacts to quantify the Annual Average Economic Losses from the bridges being impacted by storm events. As a result, WSP was able to almost double the benefit-cost ratio from previous grant application efforts and make the BIP application more competitive for the two existing bridges of the Dunedin Causeway.



Tab 3

Project Approach and Methodology



3. Project Approach and Methodology

a. Describe the firm’s project management approach and methodology, including strategies to enhance the life cycle, durability, and resiliency of Pier 60.

WSP understands Pier 60’s significance as Clearwater’s most iconic waterfront destination – a structure that must be safe, resilient, and inspiring. Our approach combines engineering rigor, stakeholder engagement, and creative placemaking to deliver a Pier 60 that meets modern safety and accessibility standards while enhancing its cultural and economic value.

Project Approach and Methodology - Our Team will work closely with the City to ensure all work strengthens Pier 60’s structural integrity durability, and resiliency while preserving its iconic presence for future generations. Our design will feature a refreshed terminal experience (the “T”) that incorporates memorable architectural forms, signature night lighting, curated public art, and interpretive storytelling that celebrates Clearwater’s maritime heritage. Our strategy begins with enlisting our resiliency expertise to deliver durable infrastructure materials and design concepts that will extend the service life of the pier including structural, MEP, engineered for storm surge, waves, and environmental elements engineered to withstand storm surge, wave action, and coastal conditions.

b. Demonstrate the firm’s ability to understand client objectives and develop well-defined scopes of work. Specifically address the time sensitive nature of this project and the anticipated need for consistent public communications throughout the project.

WSP understands from the RFQ that the final scope of work is still being defined. Several alternatives have already been developed, and a key component of this contract will be to review all available inspection and evaluation reports, along with any new documentation that may emerge, to develop a well-defined scope of work that provides a comprehensive rehabilitation plan.

WSP understands the City’s objectives and scope to be:

1. Restore safe, code-compliant operations across Pier 60
2. Improve storm resilience to reduce future downtime after future storm events.
3. Enhance Pier 60’s iconic, community-defining experience

Consistent and proactive public communications are critical, especially for a project as important to the community as Pier 60. WSP will prepare a Public Communications Plan, as described in **section e.** below, in coordination with City Parks & Recreation and Communications, identifying local stakeholders (residents, businesses, vendors, visitors), message architecture, spokespersons, and a communications calendar.

c. Explain how the firm will support maintaining or enhancing Pier 60’s iconic status and community value.

WSP’s approach to Pier 60 goes beyond structural repair. We are committed to reinforcing its role as Clearwater’s signature waterfront destination while embedding resilience and accessibility. Leveraging our multidisciplinary expertise, we will integrate placemaking, storm-hardening, and community programming into every design decision.

Our process begins with our community outreach program to define what “iconic” means for Clearwater today. These discussions will define design elements such as signature terminal experiences, memorable night lighting, and interpretive





storytelling that celebrates local culture and ecology. We will develop concept alternatives that combine architectural enhancements (such as sculptural canopies or a reimagined endcap) with turtle-friendly lighting, curated art installations, and flexible vendor infrastructure to sustain events like Sunsets at Pier 60.

Resiliency is essential to preserving community value. WSP will evaluate the proposed frangible decking systems and other applicable resilience strategies, including robust guardrails and hardened MEP corridors, to ensure rapid recovery after storms and minimize downtime for residents and visitors. Accessibility upgrades, including a fully ADA-compliant entry ramp and safe, code-compliant railings, will ensure the pier is inclusive for all users.

d. Evaluate the feasibility of keeping portions of the pier, such as the bait house and select pier areas, open and accessible to the public during construction activities.

WSP recognizes the importance of providing a pathway to reopening the pier beyond the ongoing bait house rehabilitation as soon as possible. This type of plan requires several factors:

Structural Integrity and Safety - During our initial assessment led by Gil Rosado and WSP’s local bridge inspection team, we will identify which areas of the pier are safe to remain open and plan the reconstruction sequence accordingly. This will help establish safe zones away from active construction. Physical barriers, fencing (similar to ongoing repairs), and clear signage will be installed to ensure safe access to the public and emergency responders.

Construction Phasing – Phasing the work will be required to allow sections, such as the bait house or observation areas, to remain open and expand as reconstruction progresses. Recognizing that construction can be disruptive, especially to visitors, noisy or high-impact work will be scheduled during off-peak hours to minimize inconvenience.

Operational Continuity - Continued operations may be feasible following the ongoing bait house renovations, depending on utility access (water, power) and structural pathways. Fishing zones could potentially be reintroduced if located away from active construction areas, possibly with reduced hours or limited capacity.

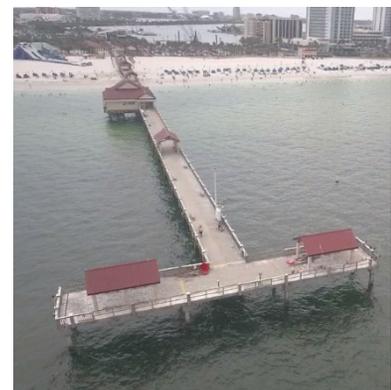
Environmental and Regulatory Compliance - Compliance with regulations is critical to ensuring local authorities’ concerns are addressed and ensuring any permits that could be required for a partial operation during construction are addressed. While ADA compliance will be part of the final rehabilitation, a partial opening of the pier can present opportunities to ensure safe, accessible routes remain available for all visitors during these operations.

Public Communication - Our Team will use signage, websites, and social media to inform the public about closures, safety measures, and timelines. These efforts will help minimize disruptions in service between the City and the public.

e. Propose a public outreach strategy that addresses permitting timelines, construction milestones, and the community significance of the project.

City of Clearwater residents and tourists are key stakeholders in Pier 60. WSP will conduct public outreach to engage the public early, often, and throughout the project. The objectives of this campaign are threefold: 1) educate, 2) understand public needs, 3) build support. Priority will be placed on gathering feedback prior to any permit application, so public input can be incorporated into the project design before permitting and construction begin.

Early and ongoing engagement with public, permitting agencies, and City stakeholders is essential not only for sharing information and gathering feedback, but also for generating excitement and building momentum for the future of Pier 60. Public input and coordination with the City will help shape the final design and guide permitting decisions, both of which must begin at the start of the project. WSP’s strategy will include:



Project Website: “The Future of Pier 60” website will be developed to provide current and updated project information. It will include a project synopsis, design proposals, FAQs, links to public surveys, and a schedule of public meetings and



workshops. The site will feature a comment form for submitting questions. WSP will monitor and update the website regularly to ensure the public has access to the latest information.

Public Surveys: Online surveys will be created to educate the public and gather feedback. Design options can be tested prior to permitting and construction to ensure public support.

Print Materials: Fact sheets will be developed and distributed at local events and public meetings as needed. Each fact sheet will include a QR code linking to the project website and current public survey. Fact sheets will also be available electronically on websites and social media.

Social Media: WSP will develop messaging to promote project updates and public surveys. The project team will work with the City of Clearwater’s communications team to distribute content across official social media channels.

Public Workshops: WSP is experienced in hosting hybrid workshops that allow the public to learn about the project and engage with planners both in-person and online (e.g., Zoom, GoToWebinar, or Teams).

Speaker’s Bureau: WSP will offer a speaker’s bureau for presentations to civic groups, including Chambers of Commerce and Homeowners Associations. These presentations can help educate the public and build enthusiasm.

Public Presentations: WSP will assist the City staff in developing presentations for official meetings, including City Council workshops and public meetings, as needed.

Permitting Timeline: Permitting must account for any in-water work and/or barge staging. Work involving removal of the T-head section, pier decking retrofitting, pile removal/revetment will require the following coordination efforts and timing:

- **FDEP Lease Modifications:** Required for layout changes; modified submerged lands permits typically take 60–90 days, with final permits requiring an additional 30–45 days.
- **Pinellas County Permits:** General permits for all alternatives may take 60–180 days to obtain.
- **USACE Review:** If no in-water work is proposed, a permit may not be required. However, if seabed disturbances occur, the review could take up to 180 days.

FEMA Reimbursement Support: Catherine Hayes, WSP’s FEMA Coordinator for this project, will be working closely with our groups, to ensure WSP will provide comprehensive FEMA reimbursement documentation and support. This work will require close coordination with federal and state agencies, as well as multiple departments within the City, to ensure that reimbursement processes are handled effectively and in compliance with all requirements.

WSP will support City staff with damage assessments, project worksheets, and the documentation of labor, equipment, materials, and contract expenses. This includes preparing all necessary supporting documentation, coordinating with agencies on policies and insurance requirements, and assisting specialized review teams. WSP will track all submissions, reconcile expenditures against reimbursements, and provide regular updates to the City.

WSP will also play a key role in ensuring that **all eligible damages and expenses are captured and reimbursed**, advising the City on any unquantified or pending expenditures. Assistance will continue through the closeout process, including final inspections, exit conferences, and preparation of final reports. These reports will summarize total reimbursement requested, expenditures by project worksheet, and all relevant financial data required for compliance and audit purposes.

f. Outline the firm’s approach to ensuring project delivery within established design and construction schedules, including strategies to mitigate delays.

WSP recognizes that this project will require a phased workflow, supported by clearly defined staffing roles established prior to commencement. The process begins with a well-defined organizational chart outlining responsibilities across disciplines. WSP will first start with a Kick-off meeting with the City to ensure our understanding of the City’s vision for the Iconic Pier



structure align with those of the City's stakeholders, and ensure improvements align with the City's available construction schedule and final budgetary costs. Outlined below is WSP's approach to delivering the design within the schedule, ensuring ample time for construction within the City's two-year project timeline.

Phase 1 – Mobilize Inspection Team and Define scope and recommendations (0-6 weeks) - This phase will begin with our field reconnaissance of the structure. Gil Rosado and WSP's bridge inspection team will verify the existing condition of the structure and identify any new items not addressed in the evaluation reports for future discussions during the scoping phase. This includes a verification period of not only the current conditions, but also any code gaps that may exist, such as ADA non-compliance ramps and failed guardrail features.

Establishing a clear scope early will set the framework for all disciplines to build on, keeping the design process on track to help mitigate design delays.

Simultaneously, our Public Involvement and Permitting teams will begin developing stakeholder engagement plans along with a permitting matrix that include considerations for in-water work.

Phase 2 – Concept Alternatives (6-12 weeks) - Selection of the proposed rehabilitation options will go beyond physical repairs to ensure a safe and functioning pier of the community. WSP proposes to conduct a Lifecycle and Resilience Comparison aligned to the City's expected capital/operational expenditure to ensure a sustainable future for the City's assets. Currently, there are three concept alternates that are based on the prepared evaluations presented within the RFQ:

- **Concept (a):** Repair in kind. Estimated at \$2.5M.
- **Concept (b):** Remove the "T" and reshape the end. Estimated at \$2.9M.
- **Concept (c):** Renovating the "T" with frangible deck segments and new shade structures. Estimated at \$3.9M.

WSP will define the final scope of alternatives based on input from the initial community survey, findings from the preliminary inspection, and ongoing coordination with the City. All proposed improvements will be environmentally sensitive and designed to protect local wildlife, including the sea turtles that call Clearwater Beach home.

Phase 3 – Preferred Alternative and 30% Basis of Design (8-10 weeks) - Upon final consideration of cost control and resilient design efforts, WSP will begin preparation for the 30% design submittal. This submittal will provide the first of several opportunities to evaluate the improvements to the physical structure, along with any aesthetic alterations the City and Stakeholders have agreed upon. This includes to the addition of lighting and any preliminary artwork that will be incorporated along the structure, highlighting the City's and Pier's rich history. Permitting will now begin utilizing the graphics being prepared and submitted during this phase, including modifications needed should reconfiguring the "T" be required. Preliminary cost estimates will be provided to ensure alignment with the City's budget and allow for scope adjustments.

This phase will include basic structural concepts and repairs which will include deck/joint strategy to resist lateral and uplift wave and wind forces, along with other elements such as the railing, beam structures, bait house catwalk replacement. While previously prepared reports indicate that the piles and caps are largely sound, numerous cracked locations have been observed in the bents, piling and decking.

The railing will be evaluated to ensure all remaining sections are structurally adequate. Most failed sections have deteriorated as complete units and will be replaced to match the existing design while incorporating any artwork agreed upon during the earlier phases. Our architectural team will help to identify a palette of materials, textures, and colors that are user friendly and turtle friendly, including low glare lighting. MEP and Electrical improvements and retrofits will be incorporated to ensure maximum use at the pavilion locations and along the boardwalk.

Phase 4 – 60% Design, Constructability and Cost Reconciliation (8-10 weeks) - This phase allows for continued refinement of design details and specifications. The cost estimate will be continually updated as well. WSP's construction staff will perform a constructability review of the plans and provide input during design to ensure a fully executable contract



and provide construction schedules to ensure the product stays within the construction timeline. These same staff will also prepare a bottom-up construction cost estimate, consistent with how contractors will bid the project.

To ensure the project is constructible within the defined footprint, our team will evaluate potential staging areas and construction methods from a contractor’s perspective. Understanding the importance of maintaining a functional pier, accommodations will be made to preserve vendor access, ensure continued operation of the bait house, and maintain access to remaining pier sections as appropriate based on construction phasing and rehabilitation needs.

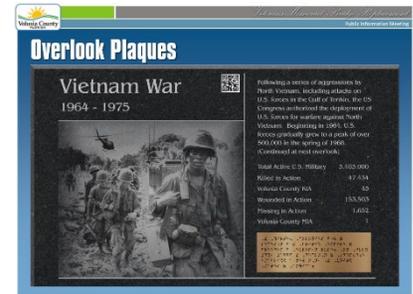
Phase 5 – Final Bid Ready Contract Documents and Permits in Hand (8-10 weeks) - By this phase, final construction ready plans and specifications will be produced, including any required special provisions (materials, finish standards, art/lighting) and permits to be provided to the City, initiating procurement procedures, contractor bidding and award.

Phase 6 - Procurement and Construction Schedule (50-68 weeks) - Our team specializes in rehabilitation structures, ensuring designs are delivered on schedule, construction is executable within defined timeframes, and contingencies are accounted for. WSP is committed to working closely with the City and the contractor through regular progress/coordination meetings. This, combined with expedited submittal returns will ensure a timely workflow for the project team, minimizing delays ensuring the targeted final construction date is maintained and achieved.

g. Respond to design options presented in the attached assessment and provide any additional of alternative design concepts for consideration.

WSP has reviewed the three concept alternatives based on the prepared evaluations presented within the RFQ and mentioned above.

Concept (a): Repair in Kind - This concept would restore many of the damaged components to their original functionality, focusing on code and system fixes, such as joint restoration, railing replacement, pavilion repairs, and damaged sections of the bait house’s catwalk. It could also include minimal upgrades such as accent lighting, wayfinding, and art plinths, while maintaining the original structure. WSP has recently incorporated similar plaques for Veterans Memorial Bridge, which honored Volusia County soldiers and branches of the armed forces. Public outreach would help integrate community values into these enhancements.



Concept (b): Remove the “T” and Reshape the Pier - Removing the damaged “T” section would result in a shorter structure. Streamlining the shape of the structure would reduce wave action on the pier in the event of future storms. The proposed reshaping of the pier would include a reinvented signature endcap overlook.

However, this alternative eliminates a historically significant location used by local fishermen for nearly 100 years. It also removes the iconic silhouette and reduces the pier’s capacity, which could lead to decreased visitation and revenue. Vendor interest and festival attendance may decline, potentially shifting these activities to other city locations or outside municipal piers. Therefore, WSP does not recommend removing the “T”.

Concept (c): Renovate the “T” with Frangible Deck Segments and New Canopies - This type of frangible improvement was performed on the Pensacola Beach Gulf Pier in 2023 as indicated in the RFQ. Per the RFQ, this pier is approximately 1,471 feet in length, which is 36% longer than the City’s Pier and the cost was approximately \$14M. While the costs for all the proposals will be evaluated, it appears that removing the existing decking structure and replacing with a similar system as the Pensacola Beach Gulf Pier would by far exceed the City’s proposed budgets.

The type of frangible deck system is generally considered sacrificial, so the City would need to budget for its replacement following any future storm events. With the pier structure acting as a rigid element designed to resist wave impacts, that energy is distributed throughout the entire structure. Resilient engineering approaches can help absorb and reduce these loads, minimizing damage to the pier over time.



Given the pier’s importance to the community including fishermen, vacationers enjoying nightly sunsets, and visitors seeking a connection to the Gulf, it can be revitalized with updated shade structures that reflect the City’s beach aesthetic. Materials should be selected for their durability in the harsh saltwater environment. Sail-inspired features could also be incorporated to evoke the presence of visiting vessels, while remaining removable ahead of major storms to reduce wind resistance and protect the structure from damage.

WSP’s Architectural and Resiliency teams will collaborate with stakeholders and the City to develop solutions that best meet the pier’s needs.

Additional Considerations - WSP’s Coastal Engineer, **Justin Lennon** will work with WSP’s design engineers to evaluate resilient alternatives that mitigate future storm damage and ensure continued functionality and usefulness. WSP is aware of the ongoing bathymetric survey being performed at the pier and will assess its findings during onsite inspections to verify the true extent of damage. Our inspection team, including divers, will evaluate the underwater condition of the pier’s substructure as part of the overall inspection.



Other considerations for ensuring a resilient pier structure may include fiber or UHPC overlays. UHPC is an excellent non-permeable material that bonds with existing concrete, offering a protective layer for the structure that mitigates future corrosive issues and is four times stronger than the existing surfaces.

Wave energy dissipation features could also be integrated into the existing structure, while maintaining the iconic shape and functionality of the pier. These types of systems integrate wave deflectors or energy absorbing structures to reduce the impact of forces during storms, eliminating the costly need for frangible deck systems. These types of systems either redirect the waves in a new direction, away from the pier or these can also dissipate the waves, effectively breaking the wave’s energy and reducing their size.

Recycling of the existing “T” section could be evaluated as a breakwater and repurposed as a reef at the tip of the pier. Wave attenuation mats or panels are also a wave dissipation system that can be installed on the seaward side of the pier to reduce the wave energy before it reaches the pier. Breakwater or reef balls could also be installed, performing similarly to other dissipation systems, reducing/deflecting the wave energy prior to ever reaching the pier.



The previous inspection reports indicate that the piles and caps are largely sound, however, there are numerous cracked locations observed to the bents, piling, and decking. As with any repair, ensuring the asset’s design life is maintained is critical to the resiliency of the structure. Stainless steel hardware and self-healing concrete additives are excellent cost-effective solutions to ensure this 30-year-old structure will extend well beyond its remaining service life.

Our architectural team will work with the community to reinvent the pier’s feel and texture while maintaining its functionality and commitment to the future. With new materials, fixtures, and sensors, the pier can be transformed to enhance usability while remaining sensitive to marine life.



Tab 4

Cost Management and Value Engineering





4. Cost Management and Value Engineering

a. Demonstrate the firm’s understanding and ability to execute this time sensitive repair project.

With decades of experience on hundreds of similar rehabilitation/repair projects in Florida, the Florida Bridge Rehabilitation Group has developed an internal project delivery system which consists of checks and balances that require regional management review. Our project delivery starts with our Project Management Plan (PMP). Our PM (Todd) will implement a PMP that is project specific and that ensures WSP’s services to the City are always seamless. The PMP is tailored to the scope of the project and the needs of the City. The PMP details individual roles and responsibilities to execute the scope of services and identifies the risks involved in the project.

Key elements of the PMP will include:

- Establishment of weekly internal progress meetings
- Progress report formats
- Quality control procedures
- Development of design documents
- Document control
- Execution of the project’s scope objectives
- Identification of risks
- Coordination protocol with City staff and other stakeholders

WSP’s key team members will be actively involved in all aspects of the project, including the development and implementation of the Project Management Plan (PMP). This information will be shared with staff, subconsultants, and the City to ensure alignment before the project begins.

As part of our internal checks and balances, monthly Project Review Meetings are held with WSP regional management and Todd to evaluate project performance against the established PMP. These meetings typically cover client satisfaction, staffing, budget, schedule, safety, and quality. They also provide Todd with regular oversight from experienced project managers to ensure smooth execution and early identification of potential risks, along with strategies for mitigation.

For the City, this process means that by the time we hold our monthly progress meetings with the City’s Project Manager, any known issues will have already been vetted. Todd will attend each meeting and provide an agenda and progress report, ensuring all project-related issues are addressed and mitigation strategies are proposed when necessary.

b. Demonstrate proven track record in completing projects within budget while maintaining high standards of quality.

Through lessons learned and continuous improvements to our internal PMP as described above, our project specific QA/QC policies and procedures (see Tab 5), and our library of similar designs, details, and specifications, the Florida Bridge Rehabilitation Group has a proven track record in completing projects within budget while maintaining high standards of quality with no design related claims or time delays, and achieving excellent Client and Contractor scores. **They recently delivered 34 submittals in 17 months for FDOT D7, all on schedule and budget, with no claims, and Contractor Constructability Scores as high as 5.0 (a perfect score).**

c. Describe the firm’s ability to develop accurate and detailed construction cost estimates and conceptual budgets.

We recognize that this project will be funded through FEMA grants so adhering to the project (FEMA grant) budget will be paramount. Early constructability reviews reduce the amount of scope changes, disputes, cost overruns, and schedule delays during construction. WSP has a strong capital cost estimating team based on several decades of combined



experience on a variety of projects such as heavy civil, transportation infrastructure, buildings, and facilities. Our cost estimating team is dedicated to providing our full resources to meet the City's estimating, reconciliation, bid review, risk evaluation, negotiation, and value engineering needs, plus solving design constructability issues.

WSP will provide estimates at all stages of design. WSP is experienced at producing estimates to develop project budgets, determine feasibility, or facilitate Value Engineering to help keep the project on budget. Once detailed design drawings and specifications are available, we have experience at developing contract style, "bottom up" estimates. These "bottom up" estimates provide a more detailed analysis of contract direct costs and anticipated soft (indirect) costs which provides the City with a very accurate evaluation of the total project cost or change orders during construction. Our team regularly attends design team meetings, planning sessions, and change order negotiations to further contribute to the success of the estimating process and the project.

WSP is experienced at performing constructability reviews to verify the contract documents are aligned to a specific project and that rational contractor bids are obtained during the bidding process. The conducted reviews are performed to determine if the design is constructible via standard construction techniques and applicable City standards. Additionally, the review process will address critical issues such as ease of construction, environmental concerns, construction phasing and scheduling, and project safety. The review will also reduce the possibility of design documents producing unforeseen costs, which will cause the contractor's assessment of risk to increase substantially during the bidding process. These in-depth reviews will minimize bid design changes during the bidding period, which will in turn help eliminate large addenda changes.

For constructability reviews to provide the maximum benefit they should be initiated early with enough time for the reviewers to become familiar with the project, and to allow the designers ample time to address design issues/changes prior to the bidding process. A good "rule of thumb" is to perform a design constructability review no later than the 60% design stage with subsequent reviews through 90% design. Additionally, a QA/QC review format will be used during all reviews, with the design team providing comments on how the mobilization, constructability, and safety concerns were addressed prior to the completion of the design documents.

d. Describe the firm's experience with value engineering practices to ensure cost efficiencies without compromising design intent or structural integrity.

Rehabilitation projects such as this one require a good understanding of the repairs, the cause of the deterioration, and the life expectancy of the fix. These all play a key role in the determination of the repair methods and materials. Our staff will review the existing documentation and reports, perform our own site visit to validate, justify the current needs and identify any additional needs, while focusing on constructability, staging areas, and safety of the workers, inspectors, and tourists. Then the team will discuss the critical details with City staff to ensure we are providing cost effective solutions that do not compromise the design life intent or structural integrity.

Value engineering stands at the heart of WSP's commitment to delivering projects that balance fiscal responsibility with uncompromised design intent and structural integrity. The firm approaches value engineering as both a philosophy and a rigorous process, integrating expertise to identify opportunities for enhanced value at every stage of project development.

WSP's value engineering methodology is rooted in early collaboration between designers, estimators, and construction professionals. By analyzing alternative design solutions, materials, and construction methods, the team seeks to optimize functionality while minimizing costs and lifecycle expenditures.

Throughout past similar projects, WSP has consistently demonstrated the ability to generate cost efficiencies by using innovative solutions, proposing material substitutions where appropriate, and reconfiguring design elements for easier fabrication or installation. Each recommendation undergoes a thorough evaluation to confirm that structural safety, durability, and client preferences are preserved. The firm's proven record includes projects where value engineering resulted in substantial savings without sacrificing quality, schedule, or the original vision of the design team.



Tab 5

Project Management and Communication



5. Project Management and Communication

- a. Demonstrate the firm’s ability to allocate adequate time and personnel to ensure timely completion of project tasks. Include staffing plan and outline the availability of backup resources to address unforeseen challenges or change in the workload.

Availability - Key staff were selected based on their experience and current workloads. WSP will allocate and maintain “reserve workload capacity” to ensure sufficient resources are available to support the City throughout the life of this contract. We carefully evaluated the expertise needed, our work commitments, and extensive range of resources. Based on these reviews, we developed a realistic plan for services with the appropriate and available resources to support this contract. Our team has the expertise and resources necessary to successfully deliver this project.

Depth of Resources - WSP offers the City our commitment to provide the highest quality and most cost-effective services available. Although we understand unexpected delays may arise, our team has the expertise and depth of resources to address fluctuating workloads and unforeseen delays. Our team redundancy will provide the City with experienced and available personnel to keep the project on schedule.



WSP recognizes that the success of any project is determined by the people behind it. The staff committed to this project will be immediately available upon the anticipated notice to proceed date. Our organizational chart identifies the key team members and staff who will support each discipline. Additionally, our team can leverage WSP’s Practice Area Networks (PAN), which connect us to a nationwide community of more than 22,000 engineers. This network allows us to access proven, innovative solutions for unique project features or challenges that may arise. Our extensive resources will allow WSP to provide the City with an understanding that we can meet any challenge presented, including providing innovative and proactive services for critical and unforeseen situations.



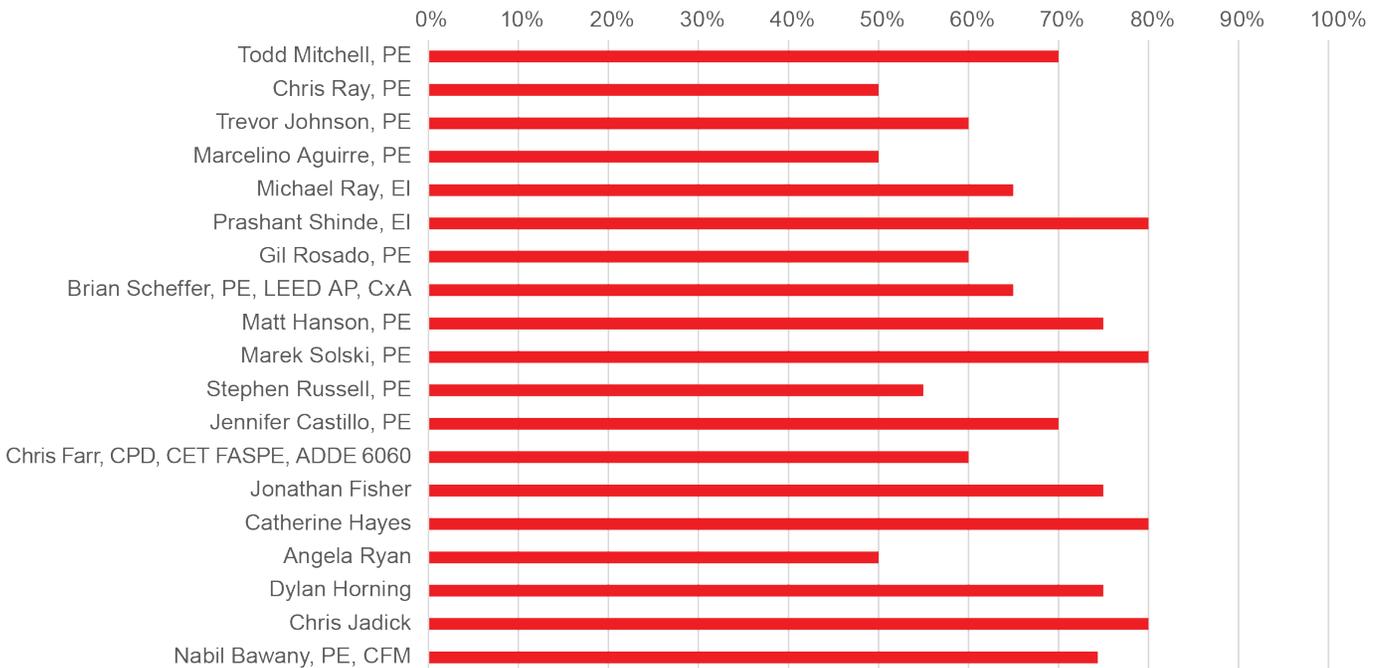
Workload - WSP typically aims to maintain regional office workloads at 75% or higher. Our organization is structured to provide dedicated local expertise while also tapping into our deep bench of state and national resources when needed. With a strong track record as a national leader in diverse engineering services, WSP has the staffing, experience, and capabilities to deliver a high-quality project and exceed the City's expectations.

Projected Backlog - Projected backlog for the proposed key staff and supporting staff is included in the chart below. These professionals are leading the elements of work WSP is proposing to self-perform. The reported numbers represent approximate, projected total availability for 2025-27, based on existing backlog as of August 2025.

The chart below illustrates staff availability in relation to existing projects. The overall availability of our team is 70%. As the graphic illustrates, we have ample capacity to take on this contract.



Projected Key Staff 12-Month Availability



More significant than any percentage curve is our proven reputation of commitment to serving our clients. WSP has grown to its current size by consistently meeting client expectations and delivering services in accordance with project schedules. We take pride in our performance record and are confident in our ability to support this contract.

b. Describe the firm’s Quality Assurance and Quality Control (QA/QC) policies and procedures, including how they are applied throughout the project lifecycle to maintain consistency and accuracy.

Maintaining Consistency and Accuracy - Based on lessons learned, our Team has established three pillars for controlling design costs:

1. Assigning the right people to the right project
2. Maintaining a rigorous internal QA/QC program
3. Ensuring staff are experienced, qualified, and available



As previously noted, proposed team members were selected based on availability and qualifications. WSP strives to maintain consistent team composition throughout the design process to preserve efficiency and eliminate the need to bring new team members up to speed on project issues and complexities. The same team also responds to requests for additional information and issues during the construction phase.

The proposed staff were chosen to provide the most efficient path to achieving the project's goals. Various factors were considered when determining the level of staffing needed for this project, including project complexity/difficulty, number of disciplines involved, and project schedule.

For all projects, our Team enforces a rigorous QC Program centered on the International Organization for Standardization (ISO) ISO 9001:2015 standard to prevent errors and omissions and maximize project value. All WSP offices are certified to the ISO, which is recognized worldwide as the standard for quality. ISO certification provides structure, rigor, and consistency in the delivery of projects, which proves our commitment to all our projects.

Quality Assurance and Quality Control - Under the direction of the Engineer, the Designer initially lays out the drawings or plans. Appropriate checklists, City, County and/or FDOT Design Standards, and preferred practices are used. Drawings are checked for conformity by the Designer and the Engineer/Discipline Leader throughout the design process. Once the drawings or plans have been approved by the Engineer, WSP's QC Tracking Stamp will be affixed to the cover sheet. The Project Manager will distribute the drawings and supporting design documentation to the individual Technical Reviewers who are not part of the everyday work of the project. The Technical Reviewers provide a "fresh eyes" approach review to verify the accuracy and completeness, as well as question all aspects of the project to ensure design issues and solutions are fully examined. Nothing is overlooked. This effort is our standard practice and part of the standard QA/QC procedures for all deliverables to the City.



c. Explain the firm’s approach to client engagement and collaboration with project stakeholders. Include examples that demonstrate successful communication and coordination in past projects.

To meet the requirements of the City, i.e., deliver a quality project on schedule and within the negotiated budget, a carefully devised plan for managing the project is required. WSP applies a carefully devised management plan built on four key factors:

1. Assigning experienced personnel with proven management and technical capabilities.
2. Establishing and adhering to a reasonable but aggressive schedule for deliverables.
3. Establishing early and consistent coordination with the City’s Project Manager and other identified stakeholders.
4. Establishing and adhering to adequate procedures to effectively coordinate engineering activities, produce contract deliverables in accordance with the quality control plan and handle all administrative matters.

Coordination is the key to efficient use of manpower and materials, which directly translates to schedule and cost savings. Effective coordination will ensure a clear understanding exists between the City’s Project Manager and the consultant design team regarding the goals, objectives and needs of each individual assignment. Todd’s goal is to keep the client informed and avoid surprises, while not overwhelming the Project Manager with unnecessary detail. Todd’s goal is to make the City’s job easier. Ground rules for project coordination and communication will be established early. Our suggested approach is as follows:



All communication (including phone calls, emails, and virtual or in-person meetings) will be routed through our Project Manager, Todd Mitchell, then to the City’s Project Manager. Todd will then disseminate the information to the appropriate team members. This process will ensure the City’s Project Manager remains fully informed on the work progress while minimizing their time supporting the project coordination effort. This process will include the appropriate information exchange between the City and other agencies and stakeholders.

Todd will coordinate all project activities with the City’s Project Manager at the intervals required. Contact between Todd and the City’s Project Manager will be frequent, providing ample opportunities for discussing coordination issues. During slower periods, monthly progress meetings or written progress reports will be used to update coordination activities as needed.

Effective coordination is essential to ensure that the City’s Project Manager will have the information needed to address project-related issues in an efficient and timely manner. Through our coordination efforts, Todd will keep the City’s Project Manager fully informed on the status of the work and on decisions by the City or other agencies. In such instances, e-mail and verbal communication will be directed to the City’s Project Manager, along with the required response dates.

d. Describe firm’s approach to identifying, mitigating, and resolving potential project risks such as budget overruns, schedule delays, or unforeseen site conditions.

Maintaining Design Schedule and Budget - Todd will manage and monitor the project schedule on a daily basis. If a critical path task appears to be delayed or requires more time than anticipated, Todd will allocate additional resources to recover lost time. Should the design team encounter changes that could impact projected construction costs, Todd will promptly request a meeting with the City’s Project Manager and other relevant City staff to review the design changes and explore alternative solutions.



Equally important to delivering a cohesive design is WSP’s regulatory expertise and broad-based experience, which support efficient permitting services. Our team’s active involvement in current projects with similar agencies along with Todd’s extensive experience managing dozens of comparable efforts provides us with valuable relationships and insight into agency decision-making processes. This insight will prove invaluable on quick turn-around projects such as this one.

WSP has implemented a variety of tools on previous projects to help maintain or accelerate project schedules. One recent innovation, used successfully on similar rehabilitation projects, is reducing the number of phase submittals to just 60% and 100%. Given that this project involves rehabilitation of an existing structure, this streamlined approach may be appropriate.

Additionally, we have identified that the critical path item on this project will be permitting constraints depending on the final repair/replacement recommendations to the “T-Head”. If WSP’s final recommendation is to remove the T-Head, then the proposed modifications will be jurisdictional to permitting by the State (FDEP), Army Corps of Engineers, and Pinellas County Water & Navigation.

WSP’s most successful approach to this critical path item is early coordination with permitting agencies to avoid or minimize impacts whenever possible without compromising the schedule.



Tab 6

**Familiarity of the Firm and Staff with City of
Clearwater Ordinance, Code, Procurement,
Contract Specifications and Contract
Standards**





6. Familiarity of the Firm and Staff with City of Clearwater Ordinance, Code, Procurement, Contract Specifications and Contract Standards

- a. Provide a detailed explanation of the firm’s knowledge and understanding of the City of Clearwater’s regulatory framework, including permitting processes, local ordinances, the Community Development Code, Downtown Design Guidelines, Stormwater Drainage Manual, Pinellas Gulf Beaches Coastal Construction Code, Florida Building Code, procurement procedures, construction specifications, and contract standards.

The services provided under various contracts with the City of Clearwater have provided WSP with knowledge and understanding of the City’s project process from procurement to design, and through construction complete and we intend to follow the same process on this project.

Procurement Phase - Upon award, Todd Mitchell will request a pre-scoping meeting. The proposed scope of work is discussed with City staff to assure the scope meets their needs. A draft work order initiation form (using the City template) is then completed and submitted to the City PM. The work order initiation identifies the consultant and City staff that will be involved in the project and provides a detailed scope of services, a project schedule and a task breakdown of labor costs, expenses, and any subcontractor fees. The work order initiation also defines correspondence, reporting and communication procedures and invoicing procedures. It identifies the specific project deliverables and the City standards for format of the deliverables. The draft work order initiation is submitted for City staff review. Depending on the complexity of the review comments, a review meeting may be held to discuss comments and questions from City staff prior to finalizing the work order initiation.

Design Phase - The work on this project will be required to adhere closely to a range of municipal and state regulations. This includes compliance with the City of Clearwater’s permitting processes, local ordinances, and the Community Development Code, as well as the Downtown Design Guidelines. The Stormwater Drainage Manual will guide drainage and runoff considerations from the pier deck and canopies, while the Pinellas Gulf Beaches Coastal Construction Code and the Florida Building Code will govern all aspects of coastal and structural integrity, safety, and environmental protections. Any activities involving traffic (pedestrian) management must be conducted in accordance with City Engineering Department right-of-way permit requirements.

Construction Bid Package - WSP has implemented several projects for the City that involved preparation of well construction specifications and contract documents. For this project, we will obtain the current contract documents from the City Engineering Department and make the edits necessary to identify the project. Each section of the contract documents is in an individual Word document file. Supplemental sections are prepared as needed for supplemental instructions to bidders (e.g., demonstration of required experience), supplemental general conditions (e.g., project time of completion), and supplemental technical specifications (e.g. material and testing requirements).

The supplemental technical specifications will be specific to Pier 60 rehabilitation/repair items and include the detailed bid forms that are prepared by WSP. All draft sections comprising the construction specifications and contract document, including design drawings, are submitted to the City for review. The finalized documents are compiled by the City purchasing department and advertised for public bidding. WSP then provides additional services, such as attending pre-bid meetings, preparing addenda and reviewing the bids received to recommend award.



Our Florida Bridge Rehab Group has performed hundreds of similar bridge and pier repair/rehabilitations projects and has boilerplate specifications for a starting point that have been updated over time due to lessons learned, contractor RFIs, and site condition unknowns.

Modifications are then prepared that are specific to the project with respect to materials, pay quantity and basis of payment. These modifications are typically tailored to be consistent with the FDOT Standard Specifications for Road and Bridge Construction. WSP also has experience developing Technical Special Provisions for special materials or products. Draft editions of these would be prepared by WSP and then reviewed by appropriate City staff for comments/revisions. Our team is trained in and experienced in specification package preparation and several WSP personnel have FDOT specifications training.

b. Discuss the common challenges associated with these requirements and describe how the firm effectively navigates them to ensure compliance and project success.

Among the most common challenges encountered when adhering to municipal and state regulations are the complexities of coordinating among multiple regulatory bodies, ensuring timely compliance with evolving codes, and managing detailed documentation requirements. Navigating these demands requires close attention to updates in permitting processes and ordinances, as well as proactive communication with City staff to clarify expectations and interpret guidelines accurately.

Another frequent issue that rehabilitation projects have is the integration of supplemental technical specifications and unique project requirements within standardized contract documents, especially when modifications must reflect lessons learned from previous projects or address site-specific conditions. This task often involves reconciling boilerplate language with bespoke instructions, adjusting for new materials, and incorporating feedback from both contractors and city reviewers.

To overcome these challenges, the firm relies on a collaborative approach that emphasizes thorough review cycles, regular dialogue with stakeholders, and an adaptive project management style. By leveraging experience gained from hundreds of similar projects, the team anticipates potential obstacles, streamlines document preparation, and tailors specifications to suit the project's context. FDOT-trained staff and robust internal procedures further ensure that technical special provisions and compliance measures are meticulously crafted and reviewed, resulting in a process that upholds regulatory standards and supports project success.

wsp

Tab 7

Litigation





7. Litigation

- a. **Provide a complete listing of any convictions or fines incurred by the respondent firm or any of its principals for violations of any state or federal law within the past three (3) years. Identify firm's executives who have current claims or who have participated in litigation against the City of Clearwater while with another firm. Executives of firms currently under litigation with the City may not be considered for this project.**

Neither WSP USA Inc. nor any of its principals have incurred any convictions or fines for violations of any state or federal law within the past (3) years. No WSP USA Inc. executives have current claims against the City of Clearwater, nor have any participated in litigation against the City of Clearwater while with another firm.

- b. **Provide a complete listing of all litigation involving a construction project or contract (excluding personal injury and workers' compensation) whether currently pending or concluded within the past three (3) years in which the respondent firm was a named party.**

Please see attachment A.

- c. **Provide a complete listing of all administrative proceedings involving a construction project or contract, whether currently pending or concluded within the past three (3) years, in which the respondent firm was a named party. (NOTE: Administrative Proceedings shall include: (i) any action taken or proceeding brought by a governmental agency, department, or officer to enforce any law, regulation, code, legal, or contractual requirement, except for those brought in state or federal courts; (ii) any action taken by a governmental agency, department, or officer imposing penalties, fines, or other sanctions for failure to comply with any such legal or contractual requirement; or (iii) any other matter before an administrative body.)**

WSP USA Inc. does not have any administrative proceedings involving a construction project or contract within the past (3) years to disclose.

- d. **Provide a complete listing of all arbitrations involving a construction project or contract, whether currently pending or concluded in the past three (3) years, in which the respondent firm was a named party.**

Please see Attachment A.

The following list reflects litigation and arbitration proceedings involving a construction project or contract in the United States (excluding personal injury and workers' compensation) whether currently pending or concluded within the past three (3) years in which WSP USA Inc. f/k/a Parsons Brinckerhoff, Inc. was a named party.

No.	Case Name	Project Name	Location and Index/Docket No.	Date Filed	Status	Brief Description
1	Tarheel Enterprises, Inc. v. New Jersey Transit Corporation	69th Street Bridge (Hudson Bergen Light Rail)	Superior Court of New Jersey Law Division Docket No. ESX-L-3279-19	8/8/2019	Pending	Plaintiff alleges NJ TRANSIT breach of contract; NJ TRANSIT seeks indemnification, defense and contribution from WSP in a third party claim.
2	Travelers Property Casualty Company of America, et al v. Allied Painting, Inc. et al	New Jersey Turnpike Authority Delaware River Bridge Painting	Philadelphia County PA Court of Common Pleas No. 01563	5/20/2020	Settled 10/2022	The case involves a beam fracture of an existing bridge. Plaintiff sued Allied Painting for breach of contract and negligent misrepresentation. Allied Painting then joined WSP for negligently and carelessly performing its services. The matter has been settled.
3	Kiewit Infrastructure Co. ats. WSP USA Inc.	Central 70	Contract Mandated Arbitration	6/3/2019	Settled 6/2023	Kiewit has asserted claims of alleged breach of contract and/or negligence relating to WSP and its subconsultants' professional services on the Central 70 design/build project in Denver, CO. The matter has been settled.
4	Skanska USA Building Inc., Skanska USA Civil Northeast Inc., and Walsh Construction Company II, LLC, a Joint Venture v. WSP USA Inc. f/k/a Parsons Brinckerhoff, Inc. and Hellmuth, Obata & Kassabaum, P.C., a Joint Venture	LaGuardia Airport Central Terminal Building Replacement	Supreme Court of the State of New York County of New York 650712/2022	2/15/2022	Pending	WSP USA Inc., in a joint venture with Hellmuth, Obata & Kassabaum, P.C. (WSP HOK Engineering and Architecture Joint Venture (Design Joint Venture or "DJV")), is lead designer and subcontractor to the Plaintiffs on the project. Plaintiffs allege DJV negligence and breach of contract resulted in increased costs and delay. In addition to compensation for increased costs, Plaintiffs seek indemnification on third party claims. DJV denies liability and is vigorously defending.
5	State of Oregon; Oregon Department of Transportation v. WSP USA Inc. (f/k/a Louis Berger, f/k/a Berger ABAM Engineers, Inc.) and Oregon State Bridge Construction, Inc.	Old Youngs Bay Bridge	Circuit Court of State of Oregon Marion County 21 CV40490	10/12/2021	Settled 1/2025	Claim of alleged breach of contract and negligence, in the design of rehabilitation measures for existing bridge piles at the Old Youngs Bay Bridge in Oregon. The matter has been settled.
6	Johnson Bros. Corp. v. Volusia County, Florida and WSP USA Inc. f/k/a Parsons Brinckerhoff, Inc.	Veterans Memorial Bridge	U.S. District Court for the Middle District of Florida 6:21-cv-200-JA-EJK	2/14/2022	Settled 6/2024	WSP has a contract with Volusia County, Florida (County) as the engineer or record designing the Veterans Memorial Bridge. Johnson Bros. Corp (Contractor) contracted with the County to construct the project pursuant to a bid price far below other bidders. During construction, the County would not agree to Contractor's claims for additional work and extra costs. As a result of Contractor's failure to meet its economic expectations, Contractor sued the County. Since some of the claims relate to design services, the County was obligated to add WSP as a third party defendant. Both the County's and WSP's interests are aligned and share common belief that Contractor's claims are without merit. The matter has been settled.
7	New York State Thruway Authority v. WSP USA Inc. f/k/a Parsons Brinckerhoff, Inc.	I-90 Construction Inspection and Consulting Services	Supreme Court of the State of New York County of Albany 906387-22	8/26/2022	Pending	New York State Thruway Authority alleges that WSP, as the construction inspection consultant, was negligent when WSP allegedly permitted certain light poles to be installed that later claimed to be defective. WSP is vigorously defending against this claim.
8	City of Portland v. BergerAbam, WSP USA, MJ Hughes Construction	Tryon Creek Fish Passage	Circuit Court of State of Oregon Multnomah County 22 CV43096	12/19/2022	Settled 12/2024	The City alleges that WSP's subconsultant was negligent in its design of fish passage weirs and seeks costs to repair or reconstruct the weirs. The matter has been settled.

9	Agate Construction Co., Inc. v. State of New Jersey, Department of Transportation v. WSP USA Inc.	UHPC Overlay Research Project	Superior Court of New Jersey Gloucester County GLO-L-000991-22	2/1/2023	Pending	Agate Construction alleges cost recovery from NJDOT for change orders and extra work under theories of breach of contract, quantum meruit and unjust enrichment. NJDOT filed a third party complaint against WSP for contractual and common law indemnity and contribution related to design and construction support services related to design of NJDOT bridge structure using ultra high performance concrete.
10	NSI Engineering, Inc. v. HNTB/PB JV	BART to Silicon Valley II	Arbitration	9/8/2023	Pending	Claimant (NSI) claims that the HNTB/PB JV improperly suspended or terminated NSI as a subconsultant pursuant to DBE rules. WSP is in a Joint Venture with HNTB and is defending.

THE OFFICIAL SITE OF THE FLORIDA DEPARTMENT OF BUSINESS & PROFESSIONAL REGULATION



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Licensee Information

Name: **WSP USA INC. (Primary Name)**
 Main Address: **ONE PENN PLAZA
 4TH FLOOR/LICENSINGUS
 NEW YORK New York 10119**
 License Mailing: **ONE PENN PLAZA
 4TH FLOOR/LICENSINGUS
 NEW YORK NY 10119**

License Information

License Type: **Engineering Business Registry**
 Rank: **Registry**
 License Number: **1462**
 Status: **Current**
 Licensure Date: **05/10/1977**
 Expires:

Special Qualifications Qualification Effective

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Alternate Names

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State of Florida

Department of State

I certify from the records of this office that WSP USA INC. is a New York corporation authorized to transact business in the State of Florida, qualified on March 5, 1973.

The document number of this corporation is 829626.

I further certify that said corporation has paid all fees due this office through December 31, 2025, that its most recent annual report/uniform business report was filed on January 7, 2025, and that its status is active.

I further certify that said corporation has not filed a Certificate of Withdrawal.

*Given under my hand and the
Great Seal of the State of Florida
at Tallahassee, the Capital, this
the Eleventh day of February,
2025*




Secretary of State

Tracking Number: 9009765504CU

To authenticate this certificate, visit the following site, enter this number, and then follow the instructions displayed.

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[Department of State](#) / [Division of Corporations](#) / [Search Records](#) / [Search by Entity Name](#) /

Detail by Entity Name

Foreign Profit Corporation
WSP USA INC.

Filing Information

Document Number	829626
FEI/EIN Number	11-1531569
Date Filed	03/05/1973
State	NY
Status	ACTIVE
Last Event	AMENDMENT
Event Date Filed	01/30/2025
Event Effective Date	NONE

Principal Address

One Penn Plaza 4th Floor
New York, NY 10119

Changed: 01/07/2025

Mailing Address

One Penn Plaza
4th Floor
New York, NY 10119

Changed: 03/07/2023

Registered Agent Name & Address

CT CORPORATION SYSTEM
1200 S. PINE ISLAND ROAD
PLANTATION, FL 33324

Name Changed: 07/02/1992

Address Changed: 07/02/1992

Officer/Director Detail

Name & Address

Title Secretary

Jassey, Hillary
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4th Floor
New York, NY 10119

Title Director

Benz, Gregory
One Penn Plaza
4th Floor
New York, NY 10119

Title Treasurer

Esposito, Andrew C.
One Penn Plaza
4th Floor
New York, NY 10119

Title VP

Lynn, Andrew
One Penn Plaza
4th Floor
New York, NY 10119

Title VP

Reed, Kevin
One Penn Plaza
4th Floor
New York, NY 10119

Title Director

Baker, Dennis
One Penn Plaza
4th Floor
New York, NY 10119

Title President & CEO

Odeh, David
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New York, NY 10119

Title Assistant Vice President

Unger, Laura
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New York, NY 10119

Title VP

Gardner, Charles
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Title ASSISTANT VICE PRESIDENT

HIDLE, MICHELLE YVONNE
862 E. HOSPITALITY LANE
SAN BERNADINO, CA 92408

Title SENIOR VICE-PRESIDENT

TROUTT, LYTLE C., JR.
216 CENTERVIEW DRIVE
SUITE 300
BRENTWOOD, TN 37027

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SCRUTINIZED COMPANIES FORMS

SCRUTINIZED COMPANIES THAT BOYCOTT ISRAEL LIST CERTIFICATION FORM

THIS FORM MUST BE COMPLETED AND SUBMITTED WITH THE BID/PROPOSAL. FAILURE TO SUBMIT THIS FORM AS REQUIRED MAY DEEM YOUR SUBMITTAL NONRESPONSIVE.

The affiant, by virtue of the signature below, certifies that:

- 1. The vendor, company, individual, principal, subsidiary, affiliate, or owner is aware of the requirements of section 287.135, Florida Statutes, regarding companies on the Scrutinized Companies that Boycott Israel List, or engaged in a boycott of Israel; and
2. The vendor, company, individual, principal, subsidiary, affiliate, or owner is eligible to participate in this solicitation and is not listed on the Scrutinized Companies that Boycott Israel List, or engaged in a boycott of Israel; and
3. "Boycott Israel" or "boycott of Israel" means refusing to deal, terminating business activities, or taking other actions to limit commercial relations with Israel, or persons or entities doing business in Israel or in Israeli-controlled territories, in a discriminatory manner.
4. If awarded the Contract (or Agreement), the vendor, company, individual, principal, subsidiary, affiliate, or owner will immediately notify the City of Clearwater in writing, no later than five (5) calendar days after any of its principals are placed on the Scrutinized Companies that Boycott Israel List, or engaged in a boycott of Israel.

Authorized Signature
Robert Clifford, AICP
Printed Name
Senior Vice President, District Business Line Leader
Title
WSP USA Inc.
Name of Entity/Corporation

STATE OF Florida

COUNTY OF Hillsborough

The foregoing instrument was acknowledged before me by means of [X] physical presence or [] online notarization on, this 26 day of August, 2025, by Robert Clifford (name of person whose signature is being notarized) as the Senior Vice President (title) of WSP USA Inc. (name of corporation/entity), personally known X, or produced (type of identification) as identification, and who did/did not take an oath.



SYDNEY BRYANT
Notary Public
State of Florida
Comm# HH687063
Expires 6/12/2029

Notary Public
Sydney Bryant
Printed Name

My Commission Expires: 6/12/2029
NOTARY SEAL ABOVE

SCRUTINIZED COMPANIES FORMS

SCRUTINIZED COMPANIES AND BUSINESS OPERATIONS WITH CUBA AND SYRIA CERTIFICATION FORM

IF YOUR BID/PROPOSAL IS \$1,000,000 OR MORE, THIS FORM MUST BE COMPLETED AND SUBMITTED WITH THE BID/PROPOSAL. FAILURE TO SUBMIT THIS FORM AS REQUIRED MAY DEEM YOUR SUBMITTAL NONRESPONSIVE.

The affiant, by virtue of the signature below, certifies that:

- 1. The vendor, company, individual, principal, subsidiary, affiliate, or owner is aware of the requirements of section 287.135, Florida Statutes, regarding companies on the Scrutinized Companies with Activities in Sudan List, the Scrutinized Companies with Activities in the Iran Petroleum Energy Sector List, or engaging in business operations in Cuba and Syria; and
2. The vendor, company, individual, principal, subsidiary, affiliate, or owner is eligible to participate in this solicitation and is not listed on either the Scrutinized Companies with Activities in Sudan List, the Scrutinized Companies with Activities in the Iran Petroleum Sector List, or engaged in business operations in Cuba and Syria; and
3. Business Operations means, for purposes specifically related to Cuba or Syria, engaging in commerce in any form in Cuba or Syria, including, but not limited to, acquiring, developing, maintaining, owning, selling, possessing, leasing or operating equipment, facilities, personnel, products, services, personal property, real property, military equipment, or any other apparatus of business or commerce; and
4. If awarded the Contract (or Agreement), the vendor, company, individual, principal, subsidiary, affiliate, or owner will immediately notify the City of Clearwater in writing, no later than five (5) calendar days after any of its principals are placed on the Scrutinized Companies with Activities in Sudan List, the Scrutinized Companies with Activities in the Iran Petroleum Sector List, or engaged in business operations in Cuba and Syria.

[Handwritten Signature]
Authorized Signature

Robert Clifford, AICP
Printed Name

Senior Vice President, District Business Line Leader
Title

WSP USA Inc.
Name of Entity/Corporation

STATE OF Florida
COUNTY OF Hillsborough

The foregoing instrument was acknowledged before me by means of [X] physical presence or [] online notarization on, this 26 day of August, 2025, by Bob Clifford (name of person whose signature is being notarized) as the Senior Vice President (title) of WSP USA Inc. (name of corporation/entity), personally known X, or produced (type of identification) as identification, and who did/did not take an oath.



SYDNEY BRYANT
Notary Public
State of Florida
Comm# HH687063
Expires 6/12/2029

[Handwritten Signature] comm # HH687063
Notary Public
Sydney Bryant
Printed Name

My Commission Expires: 6/12/2029
NOTARY SEAL ABOVE

Compliance with Anti-Human Trafficking Laws

Pursuant to Section 787.06 (13), Florida Statutes, this form must be completed by an officer or representative of a non-governmental entity when a contract is executed, renewed, or extended between the non-governmental entity and the City of Clearwater.

The undersigned, on behalf of the entity listed below ("Entity"), hereby attests under penalty of perjury that:

Entity does not use coercion for labor or services as defined in Section 787.06, Florida Statutes.

The undersigned is authorized to execute this form on behalf of Entity.

Date: August 25th, 2025

Signed:  _____

Entity: WSP USA Inc.

Name: Robert Clifford, AICP

Title: Senior Vice President, District Business Line Leader

Truth-In-Negotiation Form

TRUTH-IN-NEGOTIATION CERTIFICATE

In compliance with the Consultants' Competitive Negotiation Act, Section 287.055, Florida Statutes, and The Truth in Negotiations Act (TINA),

WSP USA Inc. hereby certifies
Contractor

that wage rates, fringe rates and other factual unit costs supporting the compensation for the Design services of #25-0007-PR to be provided under this Agreement, concerning Pier 60 Repairs Project are accurate, complete and current as of the time of contracting.

The hereby undersigned representative submits this certification that they are an authorized representative of the proposer who may legally bind the proposer attest to the accuracy of the information:

[Signature]
Authorized Signature
Robert Clifford, AICP
Printed Name
Senior Vice President, District Business Line Leader
Title
WSP USA Inc.
Name of Entity/Corporation

STATE OF Florida
COUNTY OF Hillsborough

The foregoing instrument was acknowledged before me by means of physical presence or online notarization on, this 26 day of August, 2025, by Robert Clifford (name of person whose signature is being notarized) as the Senior vice president (title) of WSP USA Inc. (name of corporation/entity), personally known X, or produced _____ (type of identification) as identified by SYDNEY BRYANT who did/did not take an oath.



SYDNEY BRYANT
Notary Public
State of Florida
Comm# HH687063
Expires 6/12/2029

[Signature] #HH687063
Notary Public
Sydney Bryant
Printed Name

My Commission Expires: 6/12/2029
NOTARY SEAL ABOVE

Request for Taxpayer Identification Number and Certification

Go to www.irs.gov/FormW9 for instructions and the latest information.

Give form to the
 requester. Do not
 send to the IRS.

Before you begin. For guidance related to the purpose of Form W-9, see *Purpose of Form*, below.

Print or type. See Specific Instructions on page 3.	<p>1 Name of entity/individual. An entry is required. (For a sole proprietor or disregarded entity, enter the owner's name on line 1, and enter the business/disregarded entity's name on line 2.) WSP USA Inc.</p> <p>2 Business name/disregarded entity name, if different from above.</p>	
	<p>3a Check the appropriate box for federal tax classification of the entity/individual whose name is entered on line 1. Check only one of the following seven boxes.</p> <p> <input type="checkbox"/> Individual/sole proprietor <input checked="" type="checkbox"/> C corporation <input type="checkbox"/> S corporation <input type="checkbox"/> Partnership <input type="checkbox"/> Trust/estate <input type="checkbox"/> LLC. Enter the tax classification (C = C corporation, S = S corporation, P = Partnership) Note: Check the "LLC" box above and, in the entry space, enter the appropriate code (C, S, or P) for the tax classification of the LLC, unless it is a disregarded entity. A disregarded entity should instead check the appropriate box for the tax classification of its owner. <input type="checkbox"/> Other (see instructions) </p>	<p>4 Exemptions (codes apply only to certain entities, not individuals; see instructions on page 3): Exempt payee code (if any) <u>5</u> Exemption from Foreign Account Tax Compliance Act (FATCA) reporting code (if any) _____ (Applies to accounts maintained outside the United States.)</p>
	<p>3b If on line 3a you checked "Partnership" or "Trust/estate," or checked "LLC" and entered "P" as its tax classification, and you are providing this form to a partnership, trust, or estate in which you have an ownership interest, check this box if you have any foreign partners, owners, or beneficiaries. See instructions. <input type="checkbox"/></p>	
	<p>5 Address (number, street, and apt. or suite no.). See instructions. One Penn Plaza, 4th Floor</p> <p>6 City, state, and ZIP code New York, NY 10119</p> <p>7 List account number(s) here (optional)</p>	<p>Requester's name and address (optional)</p>

Part I Taxpayer Identification Number (TIN)

Enter your TIN in the appropriate box. The TIN provided must match the name given on line 1 to avoid backup withholding. For individuals, this is generally your social security number (SSN). However, for a resident alien, sole proprietor, or disregarded entity, see the instructions for Part I, later. For other entities, it is your employer identification number (EIN). If you do not have a number, see *How to get a TIN*, later.

Note: If the account is in more than one name, see the instructions for line 1. See also *What Name and Number To Give the Requester* for guidelines on whose number to enter.

Social security number									
OR									
Employer identification number									
1	1	-	1	5	3	1	5	6	9

Part II Certification

Under penalties of perjury, I certify that:

- The number shown on this form is my correct taxpayer identification number (or I am waiting for a number to be issued to me); and
- I am not subject to backup withholding because (a) I am exempt from backup withholding, or (b) I have not been notified by the Internal Revenue Service (IRS) that I am subject to backup withholding as a result of a failure to report all interest or dividends, or (c) the IRS has notified me that I am no longer subject to backup withholding; and
- I am a U.S. citizen or other U.S. person (defined below); and
- The FATCA code(s) entered on this form (if any) indicating that I am exempt from FATCA reporting is correct.

Certification instructions. You must cross out item 2 above if you have been notified by the IRS that you are currently subject to backup withholding because you have failed to report all interest and dividends on your tax return. For real estate transactions, item 2 does not apply. For mortgage interest paid, acquisition or abandonment of secured property, cancellation of debt, contributions to an individual retirement arrangement (IRA), and, generally, payments other than interest and dividends, you are not required to sign the certification, but you must provide your correct TIN. See the instructions for Part II, later.

Sign Here	Signature of U.S. person <i>James W. Frederick</i>	Date 01/01/2025
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General Instructions

Section references are to the Internal Revenue Code unless otherwise noted.

Future developments. For the latest information about developments related to Form W-9 and its instructions, such as legislation enacted after they were published, go to www.irs.gov/FormW9.

What's New

Line 3a has been modified to clarify how a disregarded entity completes this line. An LLC that is a disregarded entity should check the appropriate box for the tax classification of its owner. Otherwise, it should check the "LLC" box and enter its appropriate tax classification.

New line 3b has been added to this form. A flow-through entity is required to complete this line to indicate that it has direct or indirect foreign partners, owners, or beneficiaries when it provides the Form W-9 to another flow-through entity in which it has an ownership interest. This change is intended to provide a flow-through entity with information regarding the status of its indirect foreign partners, owners, or beneficiaries, so that it can satisfy any applicable reporting requirements. For example, a partnership that has any indirect foreign partners may be required to complete Schedules K-2 and K-3. See the Partnership Instructions for Schedules K-2 and K-3 (Form 1065).

Purpose of Form

An individual or entity (Form W-9 requester) who is required to file an information return with the IRS is giving you this form because they