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Moratorium Kept in Force By Md. on Greiner Pacts

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FRIENDSHIP AIRPORT, Md., Sept. 24—The Maryland Transportation Authority refused today to lift the moratorium on issuing new contracts to the J.E. Greiner Company, Inc., whose design for the recently opened second span of the Chesapeake Bay Bridge may cost the state $42 million more than Greiner estimated.

The engineering consulting firm has been accused by a bridge contractor of deficiencies in planning and supervision that are partly to blame for the contractor's claim for an additional $18.8 million from the state.

On Aug. 23, State Secretary of Transportation Harry R. Hughes lifted a moratorium he had imposed earlier in the month aimed specifically at two consulting firms, both reported to be under investigation in the federal probe of alleged kickbacks to state political figures that has involved Vice President Spiro T. Agnew.

But Hughes said at that time that Greiner would remain under a moratorium preventing its receiving more contracts because of the continuing investigation of allegations about its competence in the Bay Bridge project.

Greiner Environmental Service, a subsidiary of Greiner, and another firm were named but not indicted Aug. 23 in the indictment of Baltimore County Executive Dale Anderson by a federal grand jury on 39 counts of bribery and extortion. Jerome Wolff, the president of the Greiner subsidiary, is among those reported to have told federal prosecutors about alleged kickbacks.

George S. Jenkins, president of Greiner, personally asked the transportation suthority today to lift the ban on state contracts because it was "without precedent and discriminatory."

Hughes replied, "This isn't the time." Noting that a New York consulting firm hired by the state last February to evaluate the contractor's claims against Greiner recommended further study before determining whethe the claims were warranted, Hughes said, "We have to protect the interests and image of the state."

The authority then voted unanimously to ask the New York consultants, Hardesty and Hanover, to conduct a further evaluation of the claims.

The state, as owner of the parallel Chesapeake Bay Bridge, faces more than $30 million in unsettled claims on the bridge. The contractor for the substructure work, Raymond-Dravo-Langenfelder (R-D-L), is seeking an additional $18.8 million. Another firm, American Bridge Superstructure, has filed a claim for an additional $11.6 million.

Greiner estimated the cost of the parallel span would be $108 million before the bids came in. Hughes said today that the bridge has already cost $120 million.

The Hardesty and Hanover report, released here today, generally exonerated Greiner on 11 of 12 charges by the R-D-L firm. The report said, however, that Greiner should have made one additional test boring in the bay where the bridge was to be located.

R-D-L, the contractors, charged that Greiner's plans were "grossly inaccurate," particularly in connection with one pier location. At this site, the contractors said, they had to dredge 318,920 cubic yards of mud from the bay floor—nearly twice what the company expected—ant that this had " a disastrous effect on the contractor's work schedule."

Jenkins called the consultant's finding that an additional test boring should have been made "a difference of professional opinion."