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Scott From page 1B

County sheriff's detective who testified Thursday said he didn't think the shell found in the back of Scott's car was important when it was first discovered in 1979.

In the deposition, former chief investigator Jim Jones said, "The shell was no good because the Shell Factory sells them by the carload." Jones stood by that statement when he testified Thursday.

One of the main questions Johnson has consistently raised involves the timing of the discovery of the evidence and Scott's arrest. Although the shell and the hair were discovered in the car in 1979, Scott wasn't charged with the murder until 1986.

If the evidence was so incriminating, Johnson has asked, why wasn't Scott, now 37, arrested immediately?

Lawmen have claimed that advances in criminal analysis allowed them to finger Scott as the killer.

However, Ryland said Thursday, microanalysis is not new. While he didn't analyze the shell until 1985, he said he was doing microanalysis for the Florida Department of Law Enforcement when Pikuritz was killed nine years ago.

Jones said the sheriff's department didn't have the expertise to do extensive criminal testing at the time Pikuritz was murdered. He said he didn't know why assistance wasn't requested from another agency.

The state is expected to conclude its case today. Part of today's testimony is to involve the hair that was found in the back of Scott's car. While lawmen on Thursday testified about the discovery of the hair in 1979, no testimony was offered to indicate that tests showed the hair belonged to Pikuritz.

If convicted as charged of first-degree murder, Scott could be sentenced to die in Florida's electric chair, or to life in prison with no parole for at least 25 years.

Seatbelts From page 1B

pro-seatbelt publicity.

The observations were made at seven Fort Myers intersections between 7:15 a.m. and 8:15 a.m. Tuesday.

Florida's mandatory seatbelt law requires drivers and front-seat passengers in cars and most trucks to buckle up. The law was adopted July 1 1986, but was not enforced until Jan 1, 1987. In the meantime, warnings were issued to those not wearing belts.

A July survey discovered that 52.7 percent of the state's drivers were their belts. That's down from 59.1 percent statewide in January.

January and July survey figures for Fort Myers could not be obtained.

In Port Charlotte, association branch manager Bill Diamond was at the intersection of U.S. 41 and Olean Boulevard from 9 to 11 a.m.

"If we are helpful in saving lives, its well worth surveying and being out on the streets," Diamond said.

Council From page 1B

that the park's entry and exit roads would not interfere with plans to widen Kings Highway.

The developer also must agree to build a 2,900-square-foot hurricane shelter/club house.

Michael Hayman, a Punta Gorda lawyer who represents Keith Hugh Enterprises, assured the council neither condition would be a problem. The firm already has given the county a 55-foot strip of land along Kings Highway, he said. And in exchange, he said, Keith Hugh Enterprises wants credit toward its development impact fees.

As for the hurricane shelter, Hayman said, the firm plans to construct a building large enough to protect hundreds of people who live outside the park.

The council's recommendations will now go to the state Department of Community Affairs. Keith Hugh Enterprises has 90 days to submit its Development of Regional Impact to the council and state and local officials.

More than 1,000 people have said they would like to move into the park, Hayman said. And if all goes as planned, he said, park construction could start as early as June or July.

In other business, the council decided that Del Tura North — a manufactured-housing project — will not threaten the red-cockaded woodpecker that lives along the Charlotte-Lee County line.

Del Tura North is a proposed Lee County "country club" that would lie along U.S. 41 on the county line. The development would consist of 2,700 mobile homes, a golf course and a 10,000-square-foot shopping center.

The project concerns environmental groups. In a letter to the council, the Office of Environmental Services said the woodpecker, an endangered bird, nests in at least 12 trees in the area.

Before the project is given approval, environmental officials wrote, developers should comply with several conditions, including a red cockaded woodpecker management plan.

The council agreed, noting that many of the environmental conditions already have been met.

Developers plan to add a bird habitat to construction plans, the council's staff said. And "buffer" land around the park will protect the woodpecker's "active nests," they said.

Road work to jam bridge, but Cape to benefit by wait

By ALISSA ALGARIN
News-Press Staff Writer

Motorists using the Cape Coral Bridge will have to pay a price in temporary inconvenience, but officials say the eventual payoff will be a remedy for Lee County's worst traffic bottleneck.

"Traffic will be disrupted for the next few months, but after that it will be resolved, and we will have cleared up the worst traffic jam in Lee County," said Lee County Commissioner Porter Goss Thursday at a groundbreaking ceremony for the parallel span for the Cape Coral bridge.

Elected officials said they were pleased to see that the work was finally getting under way, five years after the county voted to build the bridge.

Cape Coral Councilman George Stropp said, "I'm so happy I could cry."

Stropp called the bridge one of the foremost examples of what cooperation between the governments of Lee County, Cape Coral and Fort Myers could do.

But some said the parallel bridge will solve only part of the problem.

"If anyone thinks this is an alternative to the mid-point bridge, they are absolutely wrong," said Cape Coral Mayor Joe Mazurkiewicz.

He was referring to the more controversial proposal for a bridge between Cape Coral and Fort Myers at a point about midway between the Cape bridge and the Caloosahatchee River Bridge (U.S. 41).

Actual construction on the parallel span will begin Monday, said Denis Rozza, vice-president of operations for Harper Bros. Inc., the contractor building the Cape Coral approaches to the bridge.

On Monday the construction workers will be digging to the north of the existing road on the Cape side.

Rozza said that within three weeks a temporary lane should be in place. Once traffic is flowing on the temporary lanes, construction can begin on the south side where the approach to the new bridge will be. The new bridge will be to the south of the existing bridge.

Since actual construction won't begin until the temporary lane is in place, Rozza hopes the flow of traffic will not be slowed significantly. There will still be two lanes open while construction is taking place.

Cape Coral police will be watching the situation, and if needed, will direct traffic, police spokesman Frank Rinella said.

Rozza said how much the traffic will be slowed depends on the motorists and how slowly they drive through the construction.

A slowdown in traffic could affect some local businesses. Pat Corlew, manager of Grand furniture showrooms in Cape Coral, said he has trucks that go across the bridge every day.

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