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now and Select File, I would presume. But my assumption would be that the length of it would be so long that the problem of being...of the...what we call the bridge weight, would not be an issue. But I can't say with total certainty on that. I don't know (inaudible)...

SENATOR RAIKES: Well, thank you, Senator Schrock. I would, I guess, like an answer, because it seems to me it would leave towing operators in the dark. If 80,000 is the limit on the Interstate, and if a disabled vehicle weighs 80,000 pounds, if you hook another vehicle to it and tow it off, it seems likely that you'll at least exceed the 80,000. Whether or not there's a bridge law that would be a problem too, I don't know. But it seems to me that making this change may well not get you where you want to go. So, thank you.

SPEAKER BROMM: Thank you, Senator Raikes. Senator Jones.

SENATOR JONES: Mr. Speaker and members of the body, I just wanted to comment just a little bit more on this. I was on the Transportation Committee, and we was doing a lot of figuring, trying to see whether the 125 feet would be enough. And if you take a lot of these here trucks going down the Interstate now pulling two trailers, and you...and they're allowed 65 feet in place of 53 with one trailer, and then if you hook their...have their tractor and a tow truck on the front of that, you come up with 128 feet. So that was one reason we didn't go with the 125. But we don't know how much longer these trucks are going to get. You realize, the trailer is set at 53; but the tractors themselves don't include that. And a lot of these tractors, anymore, has got sleepers on them, and they're pretty long. So that was one reason we took it clear off. And far as being overweight on the bridges, I think that the truck will be spread out enough length that you'll never have no problem with that. Because that's how they determine, it's 80...it's so much an axle; it's not the overall, but so much an axle, that...when it comes across something like that. So that's the reason we supported it this way. Thank you

SPEAKER BROMM: Thank you, Senator Jones. Senator Baker.