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Report Highlights

Size and Weight Enforcement on State and Federal Highways

Louisiana Department of Transportation and Development & Louisiana State Police

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Why We Conducted This Audit

We conducted this audit to evaluate the Louisiana Department of Transportation's (DOTD) and the Louisiana State Police's (LSP) implementation of the statewide commercial vehicle size, weight, and load standards (size and weight) enforcement programs on Louisiana's highways.

What We Found

Overall, the implementation of Louisiana's commercial vehicle size and weight enforcement programs does not effectively enforce truck weight and size regulations. As a result, trucks that are potentially overweight and oversize but lack required permits are driving on state highways and bridges, illegally bypassing weigh stations, and contributing to the deterioration of road conditions and the overall driving environment. Specifically, we found the following:

The goal of the statewide commercial vehicle size, weight, and load standards enforcement programs is to discourage violations, prevent premature deterioration of the highway pavement, and to provide a safe driving environment for motorists.

- **DOTD's Weights and Standards Stationary Enforcement Program weighed fewer trucks, identified fewer violations, and issued and collected fewer penalties from fiscal years 2023 to 2025 despite increasing its staff and budget.** Since stationary enforcement returned to DOTD in fiscal year 2023, DOTD has not developed size and weight enforcement policies and procedures, nor has it promulgated updated Administrative Code rules.
- **DOTD has not used its statutory authority to fine trucks that illegally bypassed weigh stations.** As a result, it has potentially cost the state significant revenue in fines that DOTD could use to maintain Louisiana's roads. We observed that 15.6% of trucks illegally bypassed six weigh stations during our field visits, as summarized in the exhibit at right.

**Audit Team Observations at Weigh Stations
Two-Hour Intervals* During December 2025 and February 2026****

Station Visited	Estimated Total Trucks Counted	Estimated Trucks Illegally Bypassing	Trucks Weighed by DOTD
Baptist Eastbound	909	84 (9.2%)	118 (13.0%)
Baptist Westbound	914	124 (13.6%)	138 (15.1%)
Breaux Bridge Eastbound	823	170 (20.7%)	94 (11.4%)
Breaux Bridge Westbound	961	175 (18.2%)	139 (14.5%)
Delta Eastbound***	629	82 (13.0%)	341 (54.2%)
Delta Westbound	467	98 (21.0%)	147 (31.5%)
Total	4,703	733 (15.6%)	977 (20.8%)

*We observed and counted trucks for 1.5 hours at the Delta stations.

**We visited the Delta stations in February 2026.

***The number of trucks counted at the Delta Eastbound station is likely a more conservative number because of limited visibility due to the location from which we had to record our observations.

Source: Prepared by legislative auditor's staff based on observations during visits to select weigh stations.

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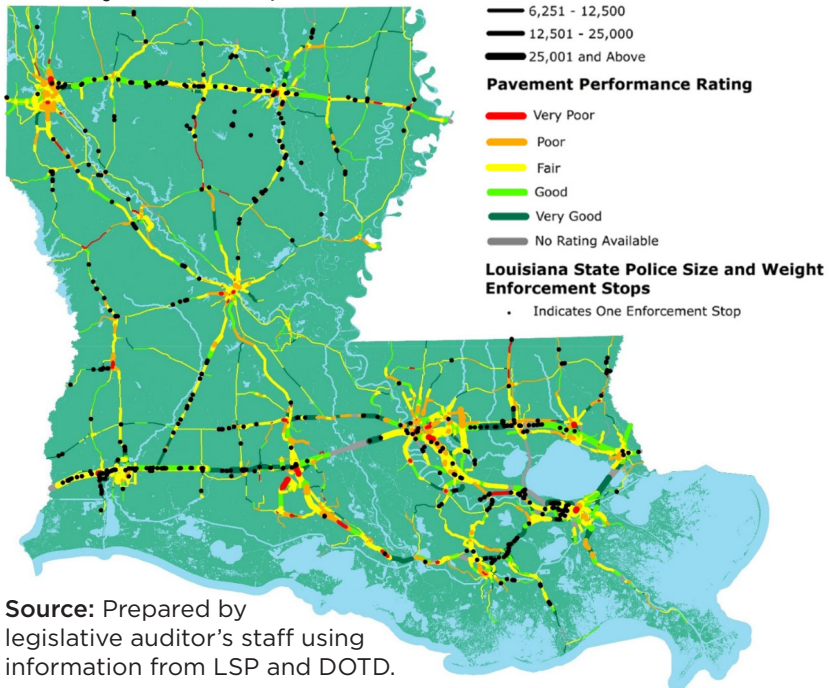
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What We Found (Cont.)

- State law provides DOTD and LSP concurrent authority to conduct enforcement of the state's size and weight limits, but does not clarify each agency's area of jurisdiction on Louisiana's highways to prevent duplication of enforcement activities. Better collaboration could increase the effectiveness of Louisiana's size and weight enforcement programs, including identifying and ticketing trucks that illegally bypass weigh stations.
- Other states have started using technologies to improve truck size and weight enforcement, such as virtual weigh stations and license plate recognition. However, state law would have to be amended to allow DOTD to use technology to make truck size and weight enforcement more efficient and effective.
- DOTD does not effectively track enforcement data and analyze it, alongside other internal data, to identify program gaps or inform enforcement actions. DOTD's data is fragmented because most data is manually tracked in several different spreadsheets, and paper violation notices are stored in filing cabinets at DOTD headquarters. Effectively tracking size and weight enforcement data will allow DOTD to identify issues or trends in program performance.
- Even though LSP's size and weight enforcement expenditures decreased between state fiscal years 2023 and 2025 and Transportation Trust Fund support for the LSP to administer the program ended in fiscal year 2023, it conducted more inspections that resulted in fewer violations during this time. LSP could use DOTD data to target enforcement on roads with high traffic volumes and poor pavement quality, as this may indicate more oversize and overweight trucks are using these roads.
- State law limits DOTD's and LSP's ability to collect civil penalties for size and weight violations from out-of-state trucking companies. As a result, several out-of-state carriers owe substantial unpaid fines yet continue operating on state roads.

LSP Mobile Size and Weight Enforcement Locations • January 1 - June 30, 2025



We made 6 recommendations to LSP, 11 recommendations to DOTD, and 3 matters for legislative consideration. LSP agreed with 4 and disagreed with 2 of its recommendations, and DOTD agreed with all 11 of its recommendations. See Appendix A in the report for LSP's and DOTD's responses.