

PLSIC-2027 Scope-and-Sections Overview

Drafting-phase briefing for stakeholders

Draft for review, May 2026

What PLSIC is

The Parking Lot Striping Industry Council™ (PLSIC) is a standards-and-certification body for the parking lot marking and striping trade in the United States. Founded in 2026, PLSIC develops technical specifications for parking lot marking work and is establishing both the Certified Parking Lot Striper™ (CPLS) credential and a Preferred Vendor program that will connect qualified suppliers with the contractors who use their materials. The Council serves every side of the trade: striping contractors, paint and thermoplastic manufacturers, equipment makers, property managers, and municipalities. PLSIC™ standards describe what well-executed work requires and give contractors, specifiers, and property owners a shared basis for evaluating it.

What PLSIC-2027 is

PLSIC-2027 is the first technical specification PLSIC is producing. Its working title is the *Standard for Parking Lot Striping and Pavement Marking*. The current revision is Rev 0.3, dated April 2026. It is a long-form draft of roughly fifteen numbered sections and four core appendices including a glossary, addressing the full lifecycle of a parking lot marking project: who the standard applies to, what materials and equipment to use, how to prepare and apply, how to lay out and dimension, how to handle accessible parking and fire lanes, how to document the work, and how to maintain it over time.

The standard is voluntary. Section 1.5.1 of the draft states that its requirements become binding only when incorporated by reference into a contract, specification, building code, or statute. The front-matter Legal Notice reinforces that the standard does not establish a legal standard of care and is not intended to set the minimum or maximum obligations of any person under applicable law. PLSIC publishes; users, owners, and authorities decide where to adopt.

PLSIC-2027 has undergone a high level legal review at Rev 0.3, current status is *approved with conditions*. Two of the three remaining conditions are structural gaps in the disciplinary framework: a Code of Professional Conduct, referenced by the certification section but not yet drafted, and an appeals procedure for CPLS™ revocations, referenced by Section 1.7.5 but not yet drafted. The third is a document-control fix: a revision-history table correction. None of these block continued technical development. They will be resolved before any version of the standard is published or distributed outside PLSIC.

What stage the standard is in

Rev 0.3 is a working draft inside the standards development process. It is not published. The next steps are committee review, public comment, and finalization. This briefing exists so that stakeholders inside that pipeline, contractors, property owners, board members, and standards committee members, can see the shape of the document while it is still being shaped.

How this document relates to the broader PLSIC standards program

PLSIC-2027 is the core technical specification in PLSIC's broader standards program. The program also includes sub-specifications in four focused domains: accessibility (A100), friction (F100), retroreflectivity (R100), and materials (M100). The sub-specifications elaborate on areas where the core standard provides framework-level treatment. Their development is downstream organizational work and is not addressed in this briefing.

Why each section exists

The walk-through below describes each numbered section and each core appendix of the current draft. For each, the description names the scope of the section (what topics it covers) and the reason the section exists (the gap or risk it addresses). The intent is not to summarize the technical requirements; the intent is to show the reader the shape of the standard at the section level.

Section 1. Scope, Purpose, and Definitions

Section 1 establishes the boundaries of the standard and the language it uses. It states what PLSIC-2027 covers, who it is written for, and what it intentionally does not address. It identifies the standard's voluntary status (Section 1.5.1) and points to the front-matter Legal Notice for the controlling disclaimers. It introduces the Certified Parking Lot Striper (CPLS) credential structure at Section 1.7, including candidate qualifications, recertification expectations, and the grounds and procedures by which a credential may be denied or revoked.

The reason this section exists is that a technical standard without a clearly bounded scope is unworkable. Contractors need to know whether a job is in or out of scope. Property owners and code officials need to know what set of practices the standard speaks to. Insurance and risk professionals need to know how to read the standard against their own frameworks. Section 1 provides the agreed vocabulary that the rest of the document, and the rest of PLSIC's standards, rest on.

Stakeholders should expect Section 1 to be the section a reader returns to most often, because every other section's language ties back to definitions introduced here.

Section 2. Applicability

Section 2 specifies the kinds of work the standard applies to and the conditions that trigger compliance. It covers new pavement marking installations, restriping over existing markings, and

recoating, along with the project conditions that bring a marking job under the standard's coverage. It addresses what to do when a state or local jurisdiction imposes stricter requirements (those govern) and what to do when contract documents incorporate the standard by reference.

The reason this section exists is to make the trigger for compliance unambiguous. A standard that does not say when it applies leaves the contractor and the owner arguing about whether the standard was operative. By naming the project types and conditions explicitly, Section 2 lets a property owner specify "PLSIC-2027 compliant" in an RFP and know what they are asking for.

Section 3. Materials

Section 3 covers the materials used in parking lot marking work. It addresses the principal paint chemistries (waterborne traffic paint, solvent-based paint, methyl methacrylate, epoxy), preformed and applied thermoplastic, glass beads and other intermix and drop-on retroreflective elements, primers and bond coats where required, and the storage, handling, and substrate-temperature conditions under which each material performs as intended.

The reason this section exists is that material selection drives the durability, retroreflectivity, and skid resistance of the finished work more than almost any other variable. A correctly applied paint on the wrong substrate at the wrong temperature fails early. A correctly specified material applied without the matching bead system fails at night. Section 3 gives the specifier a vocabulary to call out material requirements, and gives the contractor a basis to push back when a specification calls for the wrong material for the conditions.

Section 4. Equipment

Section 4 covers the equipment used to apply the materials Section 3 describes. It addresses airless striping units (truck-mounted and walk-behind), thermoplastic application equipment, stencil and template systems for symbols and pavement messages, and the calibration, maintenance, and minimum-capability expectations for each. Section 4 also addresses bead dispensers, pressure systems, and ancillary equipment such as line generating lasers and layout aids.

The reason this section exists is that the visible quality of a finished line, edge sharpness, line thickness consistency, bead embedment, is in part a function of the equipment used to lay it down. A standard that specifies materials without specifying the equipment those materials are intended to be applied with leaves a quality gap. Section 4 closes that gap, and gives both contractors and owners a way to discuss equipment without proxy debates about brand names.

Section 5. Surface Preparation and Application

Section 5 covers what happens between materials being on the truck and a finished line being on the pavement: surface assessment, cleaning, masking and layout marking, pavement-temperature limits, ambient-condition limits, application thickness, drying and curing conditions, and the sequencing rules for multi-pass work.

The reason this section exists is that surface preparation is the single most-defective area of parking lot marking work. Paint applied to dust, oil, or curing-compound residue debonds. Paint applied below substrate temperature does not coalesce. Paint applied over moisture blisters. Most early-life failures of parking lot markings trace to a surface preparation or application-condition shortcut taken on the job. Section 5 names the conditions that have to hold and the steps that have to happen, so that a specifier can require them and a contractor can document compliance.

Section 6. Layout and Geometric Design

Section 6 covers the geometry of a parking lot's markings: stall sizing and spacing, aisle widths, line widths, line lengths and gaps, end-of-row treatments, color conventions, and the dimensional relationships among stall, aisle, and pedestrian features. It addresses both perpendicular and angled stall configurations.

The reason this section exists is that the geometry decisions made at layout drive every downstream user experience in the lot. A stall that is too narrow for the modal vehicle size produces door damage; an aisle that is too narrow for the modal vehicle turning radius produces pavement edge damage. A standard that addresses materials and application without addressing geometry would leave the most stakeholder-visible decisions outside the scope of PLSIC's standards work. Section 6 closes that gap and gives both the property owner and the contractor a defensible basis for layout decisions.

Section 7. Accessible Parking

Section 7 covers the markings required for accessible parking under the federal accessibility framework and explains the way state and local jurisdictions interact with that framework. It addresses the count of accessible stalls required by total stall count, the dimensional requirements for accessible stalls and access aisles, the placement and dimensions of the International Symbol of Accessibility, the requirements for van-accessible stalls, and the relationships among striped features, signage, and the accessible route to the building entrance.

The reason this section exists is that accessible parking is the highest-stakes marking work in a typical parking lot. Failures expose the property owner to complaints, lawsuits, and federal investigation; failures expose the contractor to professional reputation damage and rework. Section 7 captures what well-executed accessible parking work looks like, with explicit cross-reference to the federal framework, so that the marking work itself is defensible on review.

The accessibility domain is also one of the four areas PLSIC's broader standards program is developing sub-specifications around (the A100 family). Section 7 of PLSIC-2027 is the current treatment of the topic; the sub-specification work downstream will not contradict it.

Section 8. Fire Lane Markings

Section 8 covers fire lane markings: the colors, line widths, lettering, curb-stripe treatments, and signage interaction that authorities having jurisdiction typically require for fire access lanes. It addresses how those requirements vary by jurisdiction and what the contractor should expect to confirm with the local fire marshal before mobilizing.

The reason this section exists is that fire lane markings are the most jurisdiction-variable element of a parking lot's striping. There is no single federal specification; there is a patchwork of state and local fire codes, often referencing the International Fire Code with local amendments. A national standard cannot dictate the requirements; it can describe the typical patterns and instruct the contractor to verify locally. Section 8 does that.

Sections 9 and 10

The current draft of PLSIC-2027 contains additional numbered sections between Section 8 and Section 11. The titles and scope of those sections in Rev 0.3 are not represented in this briefing pending confirmation of the section names from the source draft.

Section 11. Documentation and Submittals

Section 11 covers the records the contractor produces over the course of a project: pre-project submittals (scope of work confirmation, material data sheet packet, layout sign-off), in-process records (daily field logs, photo documentation), post-project records (as-built certifications, accessible parking compliance certifications, retroreflectivity test results, maintenance plans), and the cross-references to the sample forms in Appendix D.

The reason this section exists is that documentation is the bridge between a marking job and any later claim about that marking job: warranty, performance verification, accessible-parking dispute, insurance subrogation, transfer of the property. A standard that produces no record produces no defense. Section 11 names the records that should exist, in what form, and at what milestone, and points the user to the corresponding form templates in Appendix D.

Section 12. Safety

Section 12 covers the safety practices that a marking project should incorporate: personal protective equipment for the crew, traffic-control measures for the work zone, public-access management around drying or curing markings, hazard communication for the materials in use, and the documentation of incidents.

The reason this section exists is that parking lot marking work is performed in active pedestrian and vehicular environments under variable lighting and weather. The safety risks are real and are jointly held by the contractor, the property owner, and the visiting public. Section 12 gives the contractor a defensible baseline of practices and gives the property owner a basis for asking whether those practices are in place.

Section 13. Electric Vehicle Charging Stations

Section 13 covers the marking work associated with electric vehicle charging stations: the symbol and color conventions used to identify charging stalls, the dimensional relationships between charging stalls and accessible parking requirements where the two overlap, and the references to emerging state and federal expectations for charging-stall signage and pavement marking.

The reason this section exists is that electric vehicle charging is one of the fastest-changing pavement-marking topics. States are adopting requirements at different paces, and federal funding programs are creating de facto national patterns through grant conditions. Section 13 names the current practice in a way that lets PLSIC update the section as the regulatory ground shifts, without disturbing the rest of the standard.

Section 14. Parking Structures

Section 14 covers the elements of parking lot marking that change when the parking facility is a structure rather than a surface lot: the substrates (typically concrete deck rather than asphalt), the indoor lighting environment (which affects retroreflectivity needs and color contrast), the column and wall-clearance markings, ramp and grade-change markings, and the interaction between marking work and traffic-flow signage inside the structure.

The reason this section exists is that the materials, equipment, and application conditions that work on an outdoor asphalt lot do not all transfer to a parking deck. Treating parking structures as a special case inside the same standard, rather than as a separate document, lets the specifier and the contractor work from a single reference while still respecting the technical differences.

Section 15. Maintenance

Section 15 covers the maintenance of parking lot markings over time: the inspection cadence appropriate to different markings (high-priority versus general-use), the criteria for restriping versus full recoating, the verification of layout at restriping (so that lines do not migrate over successive coats), the documentation expected at each maintenance cycle, and the cross-references to the Marking Maintenance Plan template in Appendix D.

The reason this section exists is that parking lot markings are not a one-time installation; they are a maintained asset. A standard that addresses installation without addressing maintenance leaves the property owner without guidance for the next ten years. Section 15 closes that gap and ties the maintenance documentation back to the forms framework in Appendix D.

Appendix A. Glossary

Appendix A defines the terms used in the body of the standard. Entries cover material categories, equipment types, application terminology, layout vocabulary, accessibility terminology, and standards-body acronyms.

The reason the glossary exists is to anchor the body of the standard in agreed vocabulary. When Section 3 refers to "intermix beads" or Section 7 to "access aisle," the glossary is the entry point for a reader who has not encountered the term in this exact sense before. Glossary entries do not impose requirements on their own; they support the requirements stated in the body sections.

Appendix B. 50-State Quick Reference

Appendix B summarizes state-by-state variations on parking lot marking requirements that contractors and specifiers will encounter in practice: paint color conventions, stall dimensions that differ from the federal floor, van-accessible stall ratios that exceed the federal floor, sign height requirements, and restriping compliance triggers.

The appendix carries a Legal Disclaimer at the close, stating that the summary is informational only, not legal advice, that it reflects PLSIC's understanding as of the publication date, that users should verify against primary sources for any specific project, and that PLSIC reviews the appendix on an annual cycle.

The reason this appendix exists is that the state-level variations on accessible parking and marking requirements are the area where contractors most often run into surprises. A national standard cannot replace primary-source verification, and Appendix B does not try to. It serves as an orientation map, with the disclaimer making the limits of the map explicit.

Appendix C. State DOT Specification References

Appendix C lists the relevant state department of transportation marking specifications, by state, for use by contractors and specifiers whose work falls under DOT jurisdiction (highways, frontage projects, public-property work) or whose private-sector projects elect to follow DOT specifications as a quality baseline.

The reason this appendix exists is that state DOT specifications are the most-mature parking and pavement marking specifications in the United States. Many private-sector contracts incorporate state DOT specifications by reference; many municipalities default to them in the absence of local language. Appendix C gives the user a single-document starting point for that research.

Appendix D. Sample Forms

Appendix D contains the sample forms cross-referenced in Section 11. Per Rev 0.3, the appendix includes nine forms covering the project lifecycle: pre-project scope confirmation, material data sheet submittal, pre-application layout sign-off, daily field log, photo documentation log, post-project as-built certification, accessible parking compliance certification, retroreflectivity test results, and the marking maintenance plan template.

The appendix grants a non-exclusive, non-transferable, royalty-free license to reproduce the forms for use on projects conforming to PLSIC-2027. Commercial redistribution of the forms is prohibited. The forms are not legal advice.

The reason this appendix exists is that documentation requirements without document templates push every contractor to invent their own forms, which raises the cost of doing the documentation and lowers the consistency across the trade. By providing the templates inside the standard, PLSIC removes that friction and lets the documentation become a shared practice rather than a per-contractor improvisation.

Appendices E, F, and G

The current draft of PLSIC-2027 contains additional appendices beyond Appendix D. The titles and scope of those appendices in Rev 0.3 are not represented in this briefing pending confirmation from the source draft.

What happens next

PLSIC-2027 is in active drafting. The remaining steps before publication are these.

Committee review. The Standards Committee, with member representation from across the trade, will review the draft section by section and resolve any open questions that the working group could not close. Recruitment of the Standards Committee is in progress under a separate work stream.

Resolution of the open legal conditions. Three items identified in the Rev 0.3 legal review remain open: the Code of Professional Conduct referenced by Section 1.7, the CPLS appeals procedure referenced by Section 1.7.5, and the revision-history table correction. PLSIC's legal review will not move from *approved with conditions* to *approved* until all three are resolved. None of these block continued technical work.

Public comment. Once the committee review concludes, PLSIC intends to open a public comment period, during which contractors, property owners, manufacturers, code officials, and the general public will be invited to submit comments on the draft. The duration and mechanics of the comment period will be set by PLSIC when the period opens.

Comment disposition and finalization. PLSIC will disposition the comments received, revise the draft as appropriate, and finalize the standard as Rev 1.0 for publication. Subsequent revisions will follow PLSIC's revision-control practices.

How stakeholders can engage

PLSIC welcomes engagement from anyone with a stake in the work parking lot marking covers. The current pathways are these.

Contractors. The CPLS credential and the Preferred Vendor program are the primary engagement pathways for working contractors. Founding candidacy for membership closes September 15, 2026. Information at parkinglotstriping.org.

Property owners and facility managers. PLSIC operates a free directory of certified contractors and intends to maintain a published version of PLSIC-2027 that property owners can incorporate by reference into RFPs and contracts. Owners with comments on the current draft can submit them through PLSIC during the public comment period or directly to info@parkinglotstriping.org in advance.

Standards committee members. Standards Committee recruitment is in progress. Interested members of the trade, the regulatory community, and adjacent disciplines can express interest through PLSIC.

Board members. PLSIC's board will receive the standard for final review prior to publication.

This briefing is a snapshot of a draft in progress. It is not the standard, and it does not bind any party. It exists to help the people who will use, comment on, or rely on the published standard see the shape of what PLSIC is building.

Comments and questions on this briefing can be directed to info@parkinglotstriping.org.