INSIDE IN-LINE / GRADING · EXCAVATION · EXPORT & IMPORT

We Move the Dirt Too.

Grading, excavation, spoils export and soil import — self-performed, on our own iron, by the same company that builds your fence.



Our skip loader, in our yard in Ramona, next to our trucks. It is not rented for the week. It does not belong to a subcontractor we hope is available. When your site needs grade, it is on a trailer that afternoon.

GRADING

Fine grade, rough grade, pads

EXCAVATION

Footings, trench, structural

EXPORT

Spoils hauled and disposed

IMPORT

Fill supplied, placed, compacted

POTHOLING

Hydro-vacuum, our own rig

DRILLING

To 42 ft deep, up to 34″ dia.

EVERY FENCE JOB IS A DIRT JOB FIRST

Nobody puts a fence on top of the ground. It goes *into* the ground — and before a single post is set, somebody has to cut the grade, find the utilities, dig the footings, and get the spoils off the site.

On most projects that is three or four different companies, three or four schedules, and a gap where each one hands off to the next. When the dirt is not right, the fence contractor stands there waiting, the general contractor loses a week, and everyone points at the grading sub.

In-Line does not have that gap, because In-Line owns the equipment and does the work.

The most expensive week on any fence job is the one where the crew shows up and the grade is wrong. We took that week off the table by buying the machine.

WHAT WE ACTUALLY DO

Grading

Rough and fine grading, pads, slopes, swales and the flat, true surfaces that fence lines, court enclosures and ADA paths need. On a court enclosure or a divider fence, a quarter inch of drift in the grade reads instantly against a painted line — so the grade gets set to the fence, not the other way round.

Excavation

Post footings, trench, structural excavation, saw cutting and coring of existing slab on grade, and removal of what comes out. On the Scripps Ranch and Lincoln High School security fencing, that whole sequence — saw cut, core, remove the slab, excavate the footing, place the rebar cage and the concrete — sat inside In-Line's own subcontract.

Export

Spoils loaded, hauled and disposed of legally, with the tickets to prove it. At Monroe Clark Middle School the contract required **all concrete spoils removed off site** — on a live campus with nowhere to stockpile, so it left the same day it came out of the ground.

At the City Heights Performance Annex, spoils removal at the east-side fencing was added by executed change order and In-Line took it, because the equipment was already there.

Import

Fill supplied, placed, moisture-conditioned and compacted to the specification, with the compaction testing coordinated. If the site needs material rather than removal, that is the same crew and the same trucks running the other direction.

Potholing and hydro-vacuum excavation

Modern specifications increasingly require utilities to be exposed by **hand or vacuum excavation only**. In-Line owns the vacuum trailer and signs those clauses rather than negotiating them out. It is a big enough subject to have its own page — read why we do not put an auger in the ground blind.

Drilling

Up to **42 feet deep and 34 inches in diameter.** Most fence contractors call somebody when a footing goes past six feet. We keep drilling.



The other end of the fleet. Large-diameter drilling to 42 feet — the depth that turns a guardrail or a light-pole footing from somebody else's problem into a line item on our proposal. The rest of the equipment is here.

WHY OWNING IT MATTERS MORE THAN IT USED TO

Because California now regulates the fleet, not just the work

On Turner Construction's Madison High School modernization, In-Line's equipment has to run **R99 or R100 renewable diesel**, carry CARB **Certificates of Reported Compliance** for the fleet, submit **monthly fuel tracking logs by fuel type**, report cut and fill and material diversion monthly through Turner Tracker, and observe a **no-idling standard** inside the fence line.

A rented machine or a day-rate operator cannot answer any of that. **An owned, registered, compliant fleet can** — and on the largest projects in California, that is now the difference between being allowed on the site and not.

Because the ground is where the surprises live

At Madison High School, one of the contract documents is a **munitions and explosives of concern investigation report** for the site. At the Tierrasanta pool, the stair steel underneath was worse than the drawings said. At Collier Park there was a creek. The drawings tell you what should be down there. The machine tells you what is.

Because it makes the change order honest

When a general contractor asks what it costs to take out an extra ninety yards, In-Line answers from its own equipment rates and its own crew — not from a quote we have to go get. Faster answer, real number, and nobody's margin stacked on top of ours.

42 ft
Drilling depth, our own rig

34″
Maximum drilled diameter

0
Grading subcontractors between us and your schedule

CARB
Compliant fleet, renewable diesel capable

Skip loader · mini excavator · skid steer with auger, breaker, bucket and forks · pressure digger · hydro-vacuum excavator · dump truck and equipment trailer · compaction plate and jumping jack · water truck · light towers and generators. Owned, maintained and operated by In-Line.

HOW TO USE US

Three ways general contractors buy this, and all three are fine with us.

- **Inside the fence package.** The most common. Our scope includes the excavation, the footings, the spoils and the fence — one number, one subcontractor, no seam.
- **As a separate grading scope.** Pads, rough grade, fine grade, export and import, priced on its own, whether or not we are building the fence.
- **On call, on time and material.** Potholing, an unexpected export, a pad that needs recutting before another trade can start. We have published labour and equipment rates and we can be there quickly, because the machine is forty miles away in our own yard and not on somebody else's job.

THE SHORT VERSION

In-Line Fence & Railing is a fence and railing company that owns its dirt work.

We grade it, we dig it, we pothole it with vacuum, we drill it to forty-two feet, we haul the spoils away and we bring the fill back. Then we fabricate the steel in our own shop and install it with our own crews.

From the ground up, it is one company's responsibility. That is the whole argument, and it is the reason Turner, Balfour Beatty, Swinerton, C.W. Driver, Soltek Pacific and T.B. Penick keep handing us the entire package instead of splitting it.

HAVE A PROJECT LIKE THIS?

In-Line Fence & Railing has built fence, railing, and guardrail for Southern California public works, utilities, school districts, and government agencies since 1990.

Call (760) 789-0282 | **Request an Estimate**

In-Line Fence & Railing Co., Inc. · Ramona, California

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