PROJECT CASE STUDY / MUNICIPAL · ORNAMENTAL FABRICATION

Wildomar Cemetery Improvements

Wildomar, California · City of Wildomar, CIP 028-2 & CIP 067-1

Palomar Street Widening Phase 2 · Prime Contractor: Van Engineering, Inc.



The main cemetery entry — automated double gate and matching pedestrian gate, with the City of Wildomar emblem fabricated into each one.

OWNER
City of Wildomar

PRIME CONTRACTOR
Van Engineering, Inc., Wildomar

SUBCONTRACT
12 December 2024 · $670,875.75

TRAIL FENCE
780 LF

GATES
2 automated · 1 swing · 1 roll

BOLLARDS
28 removable

THE PROJECT

The City of Wildomar set out to widen Palomar Street and, at the same time, give its cemetery a perimeter and an entrance worthy of the place. In-Line was brought on by Van Engineering to build every piece of metal on it.

Two city capital projects ran as one — **CIP 028-2 Palomar Street Widening Phase 2** and **CIP 067-1 Wildomar Cemetery Perimeter Wall, Fencing and ADA Improvements**. In-Line bid it on 20 August 2024 and signed the subcontract on 12 December 2024 at **$670,875.75**.

Fabricate. Galvanize. Supply. Install. Ten separate scope items, four gates, eleven hundred feet of fence and twenty-eight bollards — around a working cemetery and along a road being widened underneath it.

WHY IT WAS HARD

The entrance had to be the City's, not ours

Look at the gate again. The mark in the arch is **the City of Wildomar's own emblem**, cut and built into the top of the automated double gate and repeated in the pedestrian gate beside it. That is not a catalogue item. It came off the City's artwork, into our shop, and onto a curved top rail that had to land dead centre on a leaf that swings.

Get an emblem wrong and everyone who visits that cemetery for the next forty years sees it wrong.

A cemetery is not an ordinary jobsite

Families visit. Services happen. Ground is sacred to somebody standing twenty feet from where you are drilling. Every hole, every stockpile, every lift and every noisy minute had to be planned around people who did not come there to watch construction.

A fence that has to look like wood and last like concrete

The 780-foot multi-use trail fence is not timber and it is not vinyl. It is a three-rail precast concrete rail system in an integral earth tone — **108 posts and 324 rails** set to line and grade — chosen so the trail edge reads rustic while the City never paints, replaces, or repairs a rotted rail.

Ten scopes, one crew, one schedule

Ornamental tube steel at three different heights, galvanized chain link, split rail vinyl, four gates including two automated, and twenty-eight removable bollards. Most projects hand that list to four

different subcontractors and hope they get along. Here it was one contract, one submittal package, and one crew answering for all of it.

TWENTY-EIGHT BOLLARDS AND SIX INCHES

This is the part of the job nobody would ever have found out about — which is exactly why it is on this page.

In February 2026, In-Line was ready to fabricate the removable bollards. The Final Bid Set — the document we bid and priced from — specified **30 inches above finished surface**. The plan detail on sheet SD-3 showed **36 inches**.

Six inches. On a bid set we were contractually entitled to build to. Twenty-eight of them.

In-Line stopped. We wrote RFI 003 on 23 February 2026, put both numbers in front of the City in writing, and said plainly: *we are holding fabrication pending clarification to avoid rework or delays.*

The City's construction manager answered on 27 February: **use 36 inches.** Four days. No rework, no torn-out concrete, no twenty-eight wrong bollards sitting in a cemetery while somebody argued about who owned the mistake.

We could have built twenty-eight bollards to the bid set, been completely right, and left the City with twenty-eight wrong bollards. That is not what we do.

It was not the first time on this job, either. In March 2025, In-Line's team found that the multi-use trail detail the plans pointed to — Detail 14 on sheet C-2 — **did not exist on that sheet.** We wrote RFI 001 and asked for it, before fabricating 780 feet of fence to an assumption.

Reading a plan set closely enough to notice a detail that is not there is not a talent. It is a habit, and habits are trained. That is what happens in the room on The In-Line Standard.

WHAT IN-LINE DELIVERED

- **780 LF multi-use trail fence** — three-rail precast concrete system, integral colour, 108 posts and 324 rails.
- **Two decorative automated tube steel gates** — fabricated with the City of Wildomar emblem, operators, and controls.

- **One decorative tube steel swing gate** and **one decorative tube steel roll gate.**
- **323 LF decorative tube steel fence** at three heights — 4', 4'-6" and 6'-6" — to suit the perimeter conditions.
- **28 removable bollards**, fabricated to the clarified 36" height.
- **Galvanized chain link and split rail vinyl** where the plans called for them.
- **Full shop fabrication and hot-dip galvanizing** — In-Line's own steel shop, not a supplier's catalogue.

SCOPE AT A GLANCE

Ornamental tube steel | Custom emblem fabrication | Automated gates | Roll & swing gates | Precast trail fence | Removable bollards | Chain link | Split rail vinyl | Hot-dip galvanizing

$670,875.75
Subcontract sum

780 LF
Multi-use trail fence

4
Gates, two automated

28
Removable bollards

Submittal 30 — Metal Fence and Bollards — was reviewed and returned approved by the City of Wildomar's construction manager on 18 February 2025. Certified payroll has been filed continuously with the DIR from the first week on site.

THE RESULT

The cemetery has an entrance that carries the City's own mark, a perimeter that matches it, and a trail edge that will look the same in twenty years as it does today. The bollards are at 36 inches, because somebody asked.

Wildomar is a small city. Everyone who drives Palomar Street will see this work, and the people who see it most are the ones visiting somebody. It had to be right.

Anyone can install a gate. Fabricating a city's emblem into it — and getting it right — is a different business entirely.

WHY CITIES AND THEIR PRIMES CALL IN-LINE

Municipal work is public, permanent, and personal. It gets looked at every day by the people who paid for it.

- **We are a fabrication shop, not a reseller.** Custom emblems, curved top rails, ornamental tube steel at any height — drawn, cut, welded, and galvanized under our own roof.
- **We take the whole metal scope.** Ornamental, chain link, vinyl, precast rail, bollards, automated gate operators. One contract, one submittal package, one phone number.
- **We read the plans before we build them.** Two RFIs on this job caught a missing detail and a six-inch conflict — before either became rework the City paid for.
- **We work respectfully on sensitive sites.** Cemeteries, schools, hospitals, active military bases. Where the public is present, how you conduct yourself is part of the scope.
- **We are certified, bonded, signatory, and safe.** DBE · SBE · SLBE · SB · HUBZone · SBA 8(a). Union affiliated, Local 89 & Local 12. CSLB C-13, C-51, C-32. Bonded through Old Republic Surety, rated A+ XV. **EMR 0.68.**

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