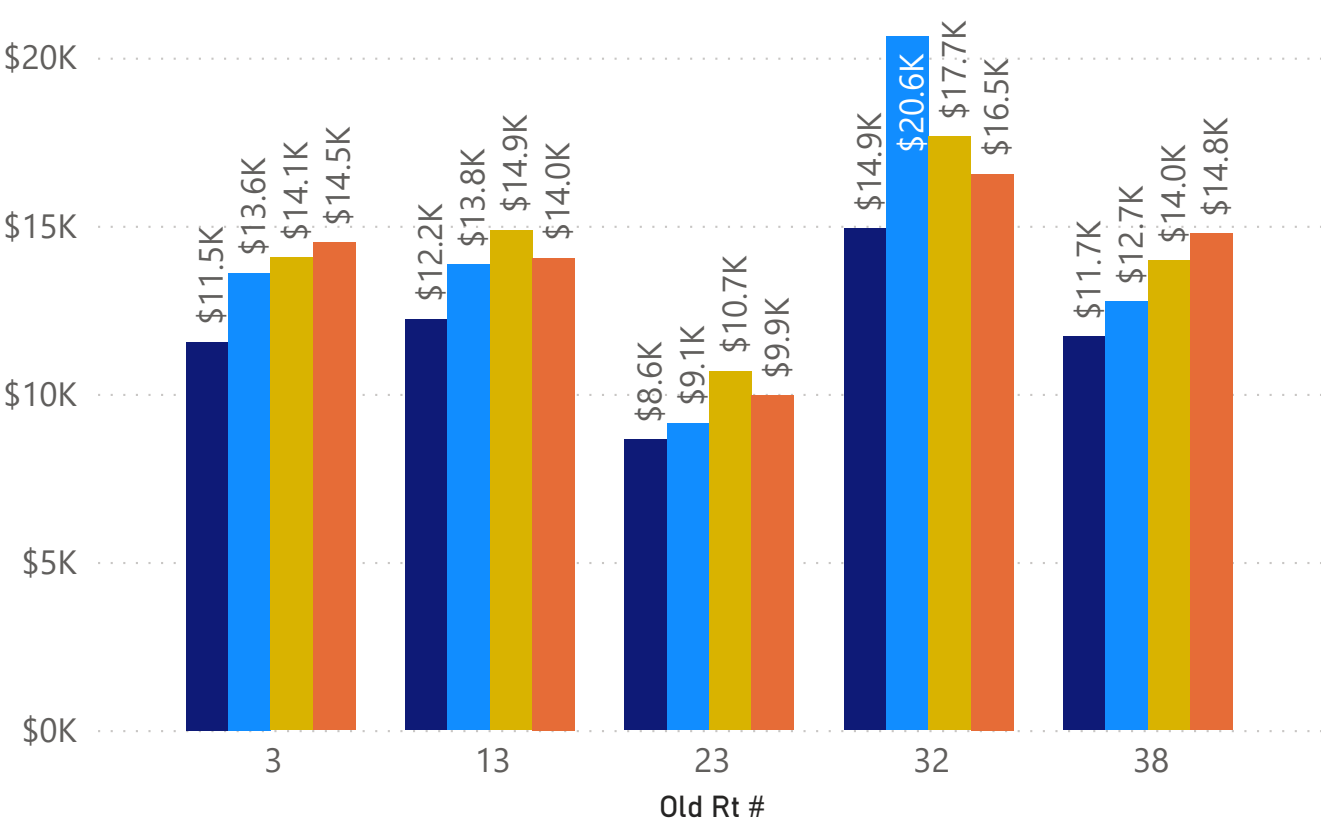


Before Reroute Revenue Distribution

● Q1 Revenue ● Q2 Revenue ● Q3 Revenue ● Q4 Revenue



# of Stops Changing Day Only

Both Route and Day Changing

363

# of stops Changing Routes Only

27

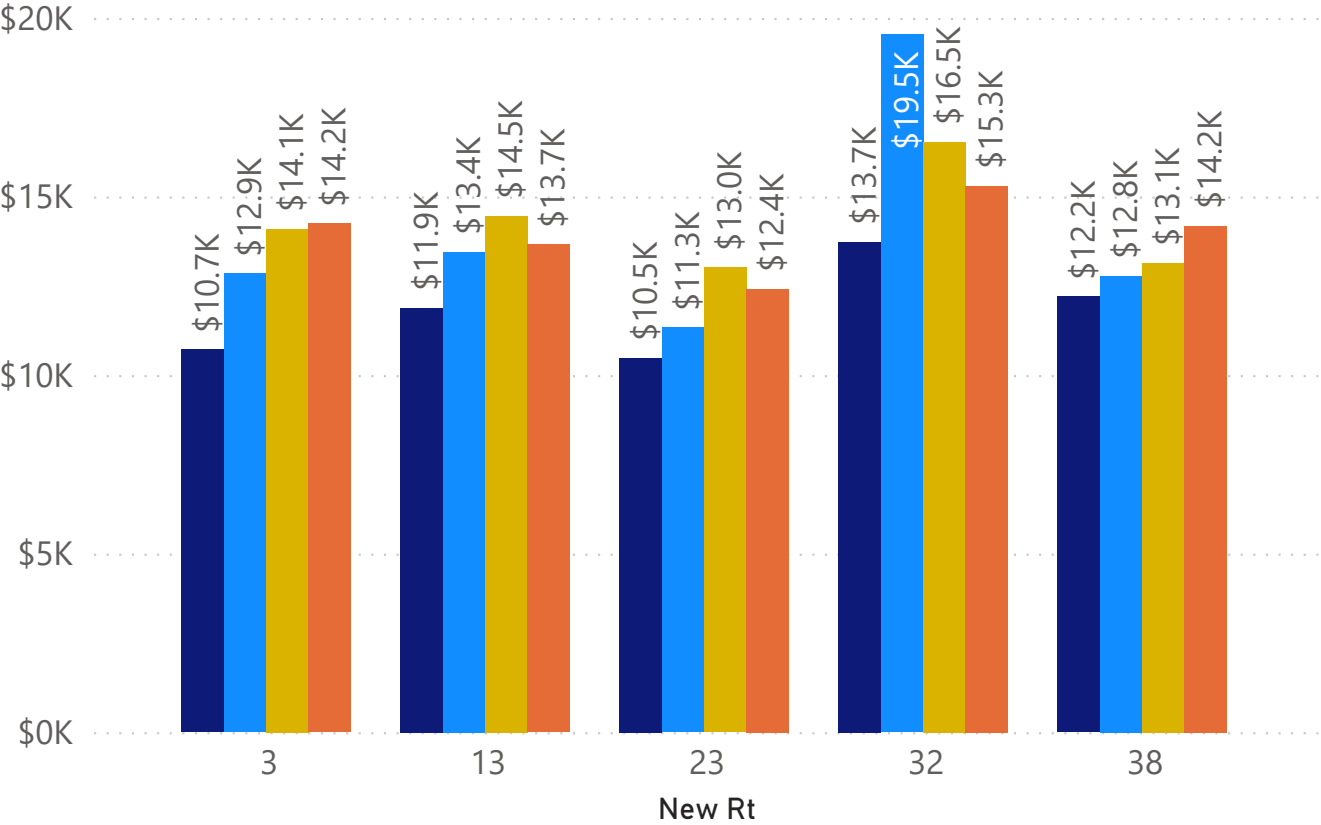
105

# Not changing

464

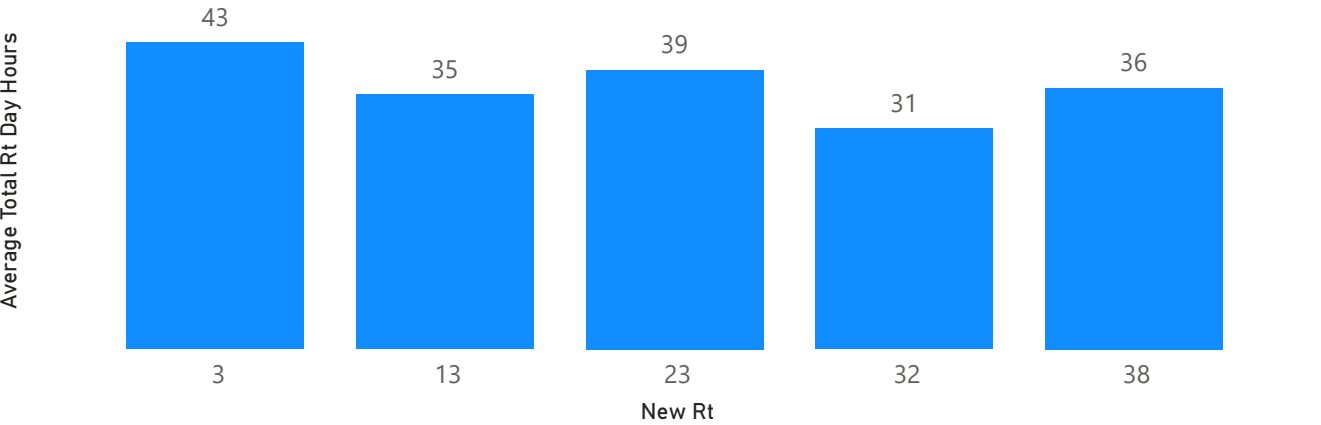
After Reroute Revenue Distribution

● Q1 Revenue ● Q2 Revenue ● Q3 Revenue ● Q4 Revenue



New Rt

Average Weekly Hours per Route



New Rt

# of Stops per RtDay

New Rt ▲	M	T	W	R	F	Total
3	30	26	46	23	23	147
13	39	28	23	28	31	149
23	30	25	29	26	35	144
32	33	35	30	33	27	158
38	27	29	18	35	32	141

Week #

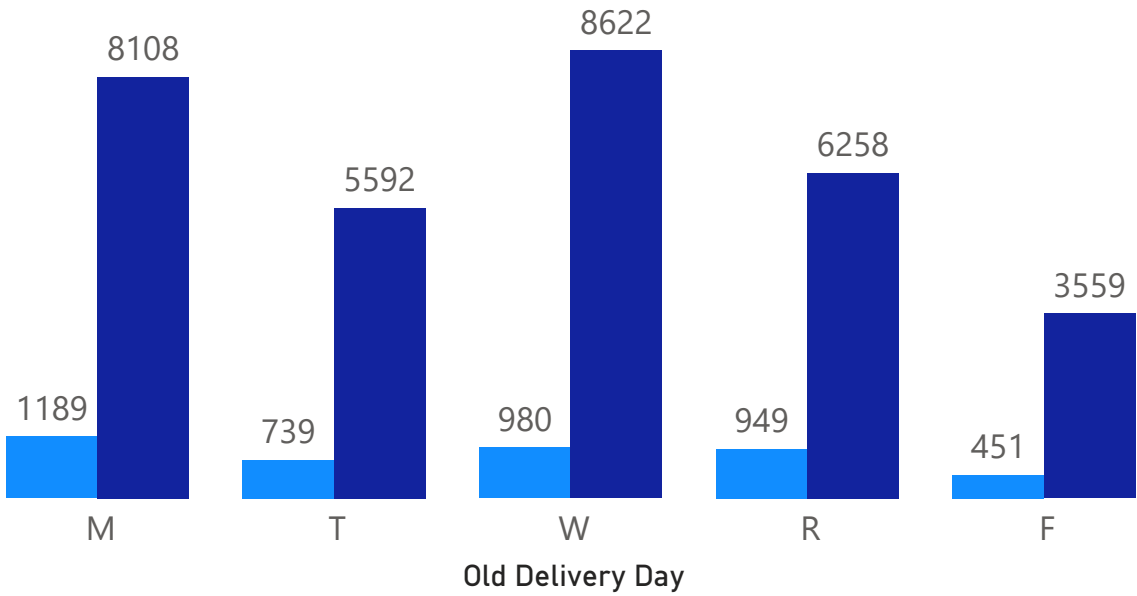
▼

All

▼

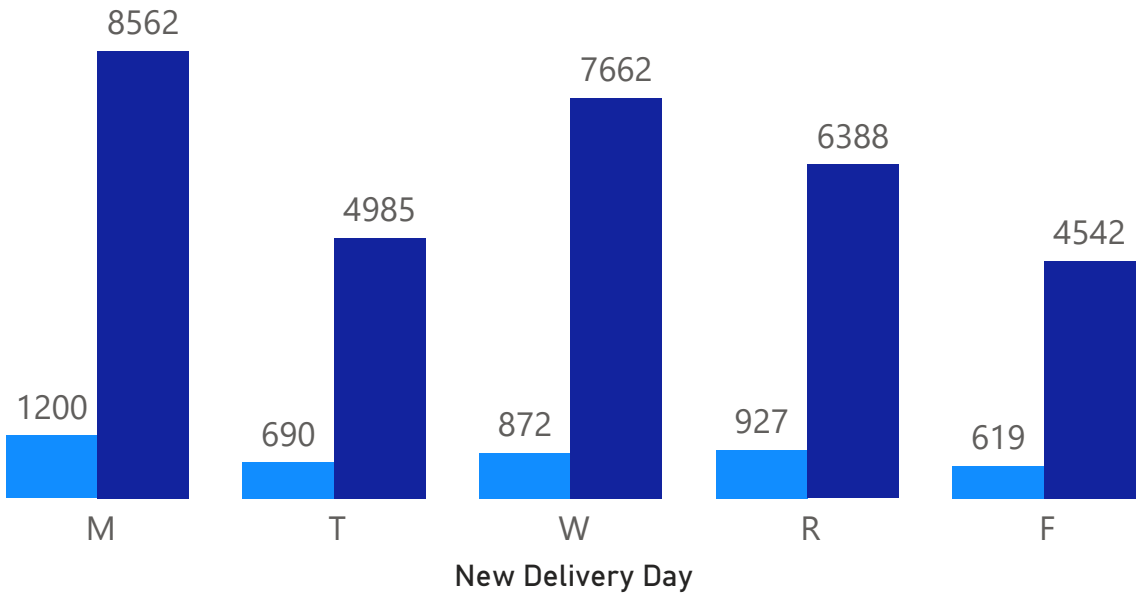
Garment Distribution

Avg Garment Scans per Delivery Garment Inventory



Garment Distribution

Avg Garment Scans per Delivery Garment Inventory



Average Pieces processed of Retape Accounts

1,491

Average Underwash of Retape Accounts

84.40%

Total Garment inventory of Retape Accounts

9996

Total # Of Wearers to be Retaped

463

Total # Of accounts Needing Retaping

95

Garment Accounts Changing Day Only

52

Garment Accounts Changing Route Only

11

Garment Accounts Changing Both Route and Day

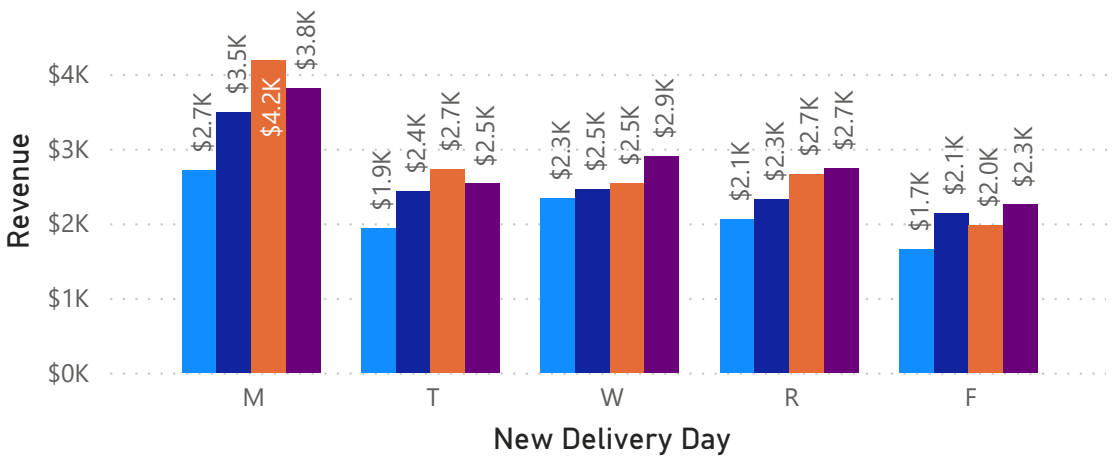
32

Garment Accounts Not Changing

125

Average Revenue

Q1 Revenue Q2 Revenue Q3 Revenue Q4 Revenue



\$10.71K \$12.85K

Q1 Revenue

Q2 Revenue

-7.17%

Rt 3 Q1 %Change

-5.47%

Rt 3 Q2 %Change

\$14.09K \$14.24K

Q3 Revenue

Q4 Revenue

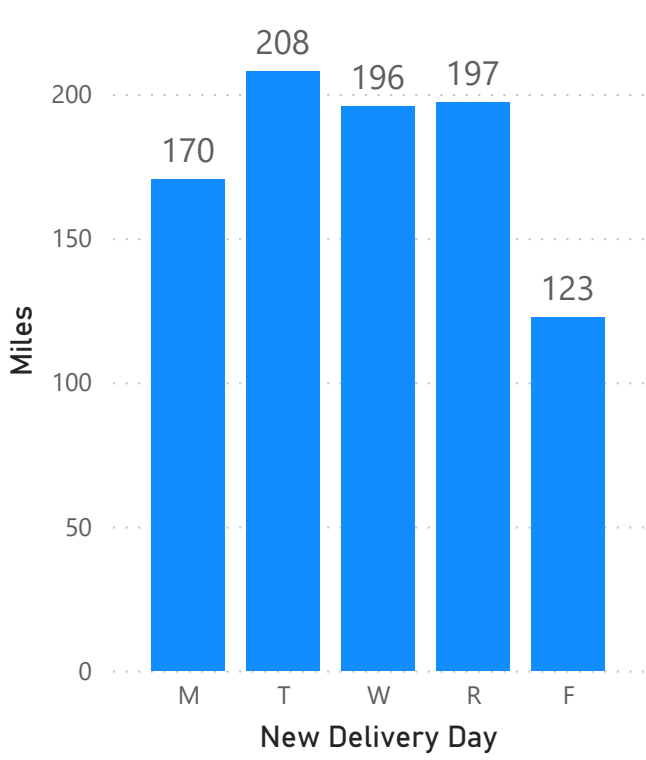
0.22%

Rt 3 Q3 %Change

-1.79%

Rt 3 Q4 %Change

Total Miles Driven



New Rt

Week #

Avg Week Hours

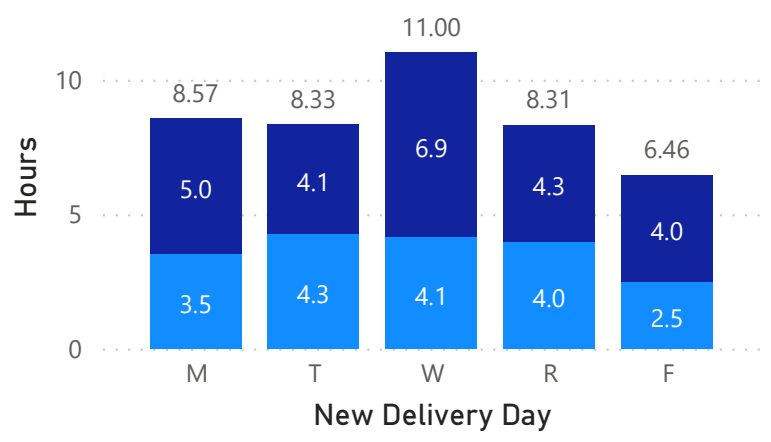
42.67

-21.85%

Rt 3 Hours %Change

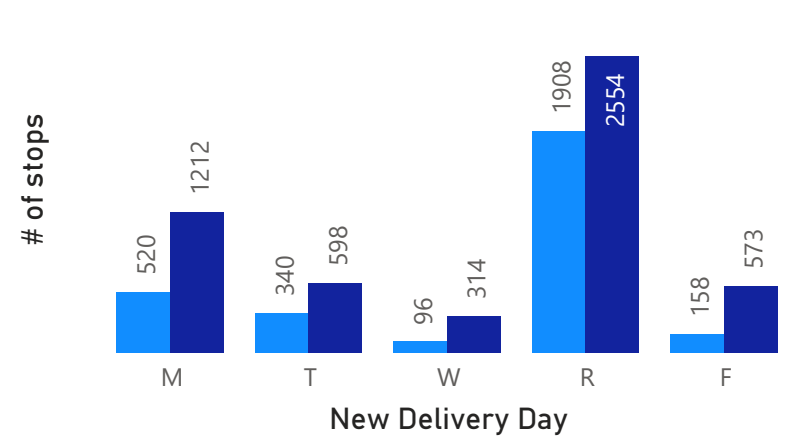
Hours Breakdown

Hours Travel Hours Of Service



Typical Garment Load

Avg Garments Processed Garment Inventory



# Of Customers

178

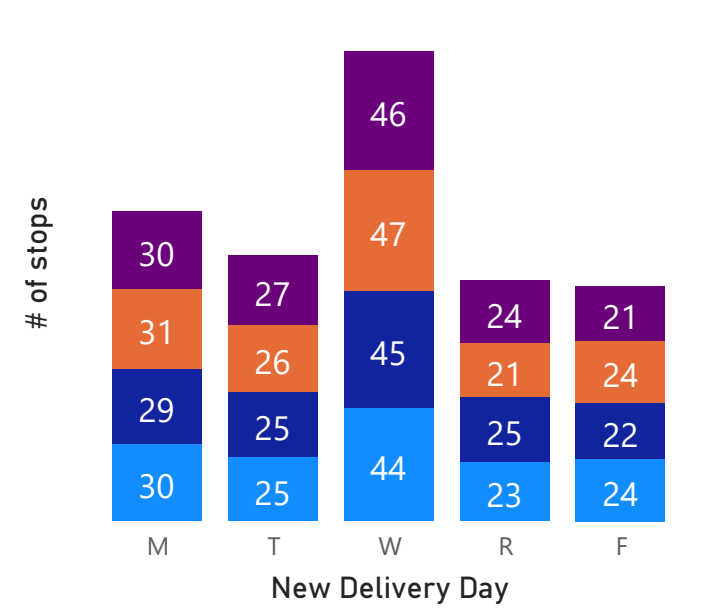
Average Miles Between Stops

7

Average Daily Miles

179

Stop Counts



# of Accounts on New Route

178

Origin of accounts Comprising New Route

Old Rt # 3 38 (Blank)



Destination of Accounts Leaving Original Route

New Rt 38

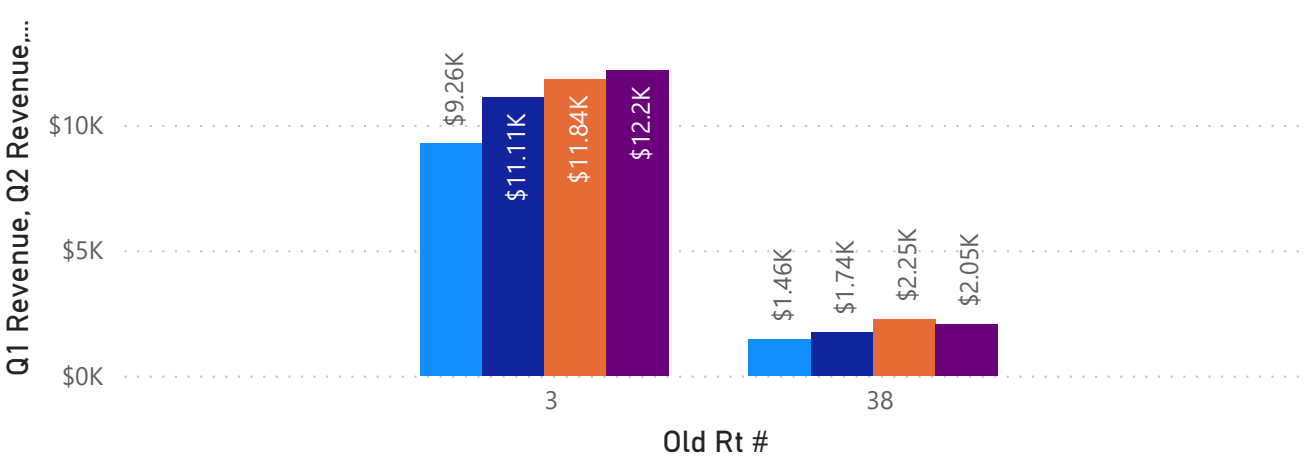


New Rt

3

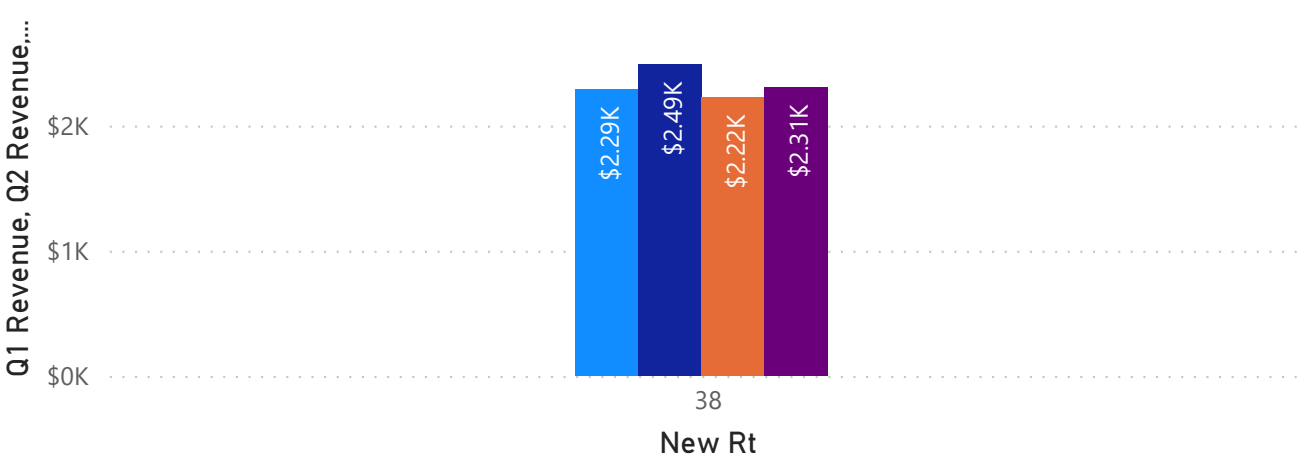
Origin of Revenue Comprising New Route

Q1 Revenue Q2 Revenue Q3 Revenue Q4 Revenue



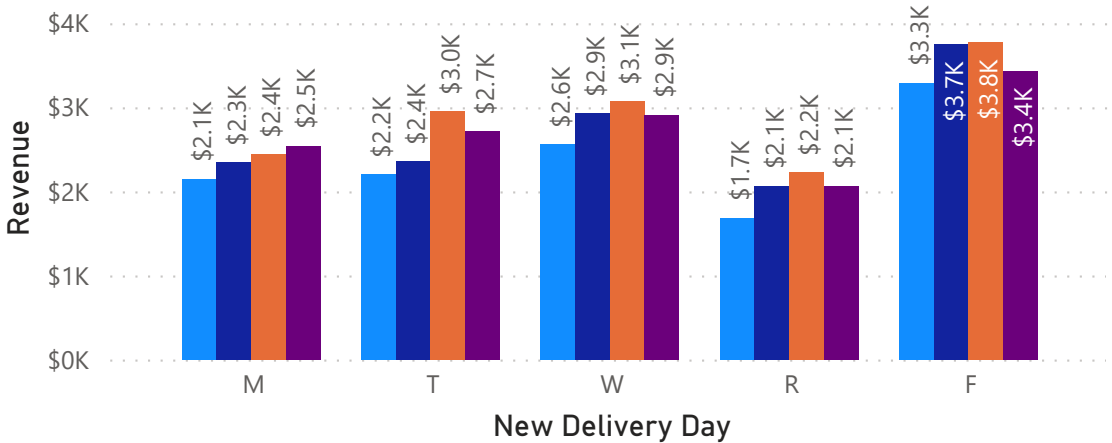
Destination of Revenue Leaving Original Route

Q1 Revenue Q2 Revenue Q3 Revenue Q4 Revenue



Average Revenue

Q1 Revenue Q2 Revenue Q3 Revenue Q4 Revenue



New Rt

Week #

Avg Week Hours

35.43

-35.11%

Rt 13 Hours %Change

\$11.88K \$13.44K

Q1 Revenue

Q2 Revenue

-2.75%

Rt 13 Q1 %Change

-2.91%

Rt 13 Q2 %Change

\$14.46K \$13.66K

Q3 Revenue

Q4 Revenue

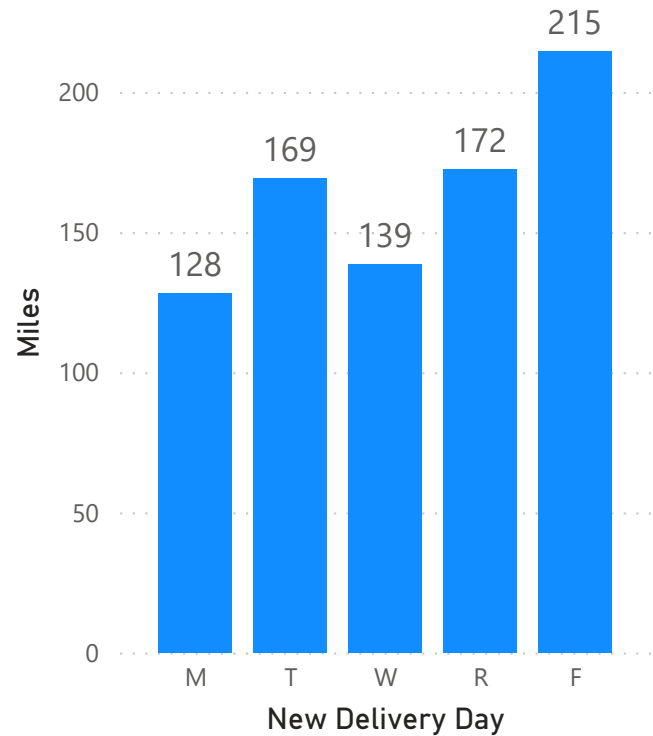
-2.77%

Rt 13 Q3 %Change

-2.70%

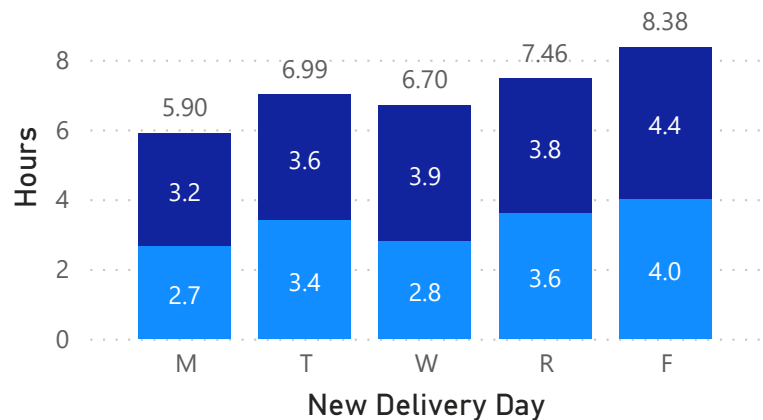
Rt 13 Q4 %Change

Total Miles Driven



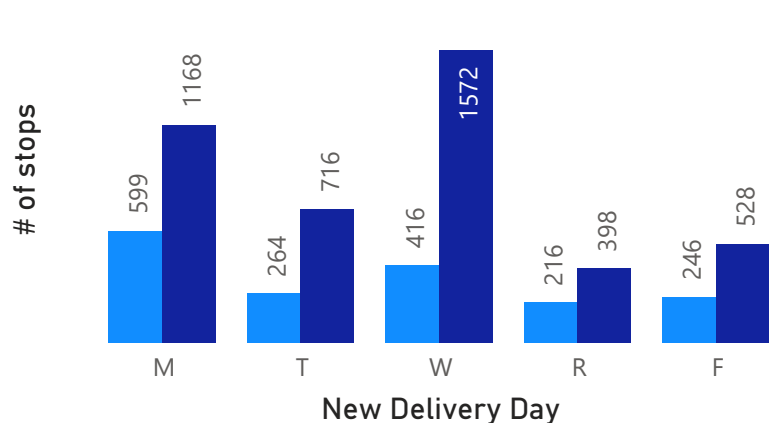
Hours Breakdown

Hours Travel Hours Of Service



Typical Garment Load

Avg Garments Processed Garment Inventory



# Of Customers

189

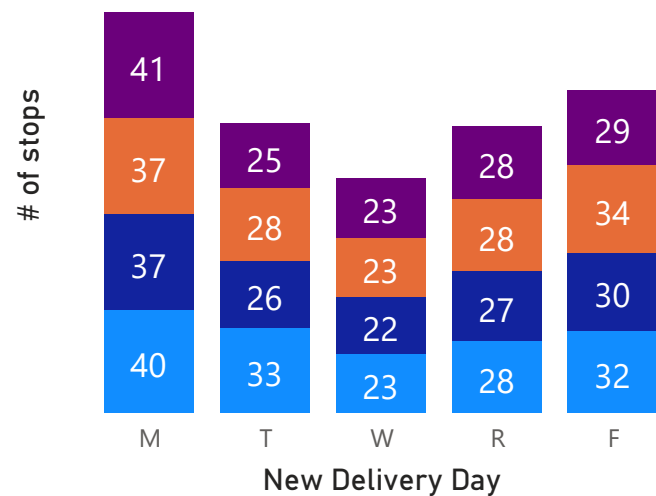
Average Miles Between Stops

6

Average Daily Miles

165

Stop Counts



# of Accounts on New Route

189

Origin of accounts Comprising New Route

Old Rt # 13 (Blank)



Destination of Accounts Leaving Original Route

New Rt 32

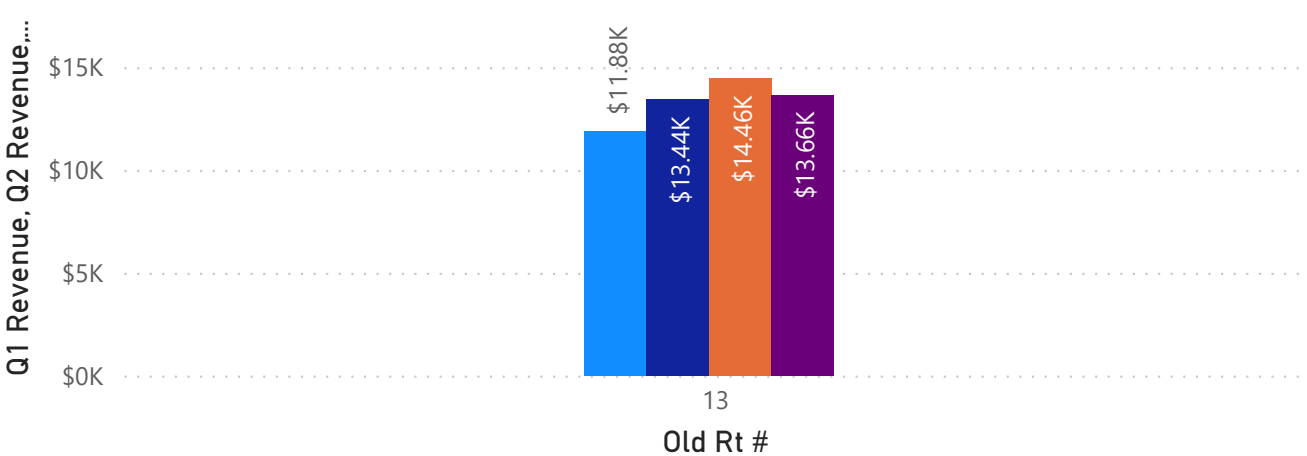


New Rt

13

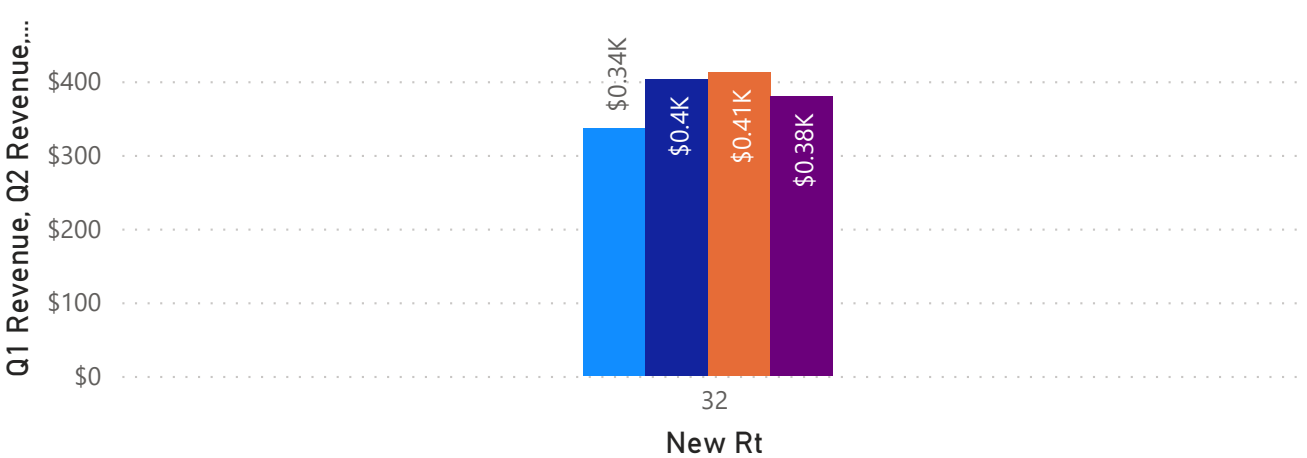
Origin of Revenue Comprising New Route

Q1 Revenue Q2 Revenue Q3 Revenue Q4 Revenue



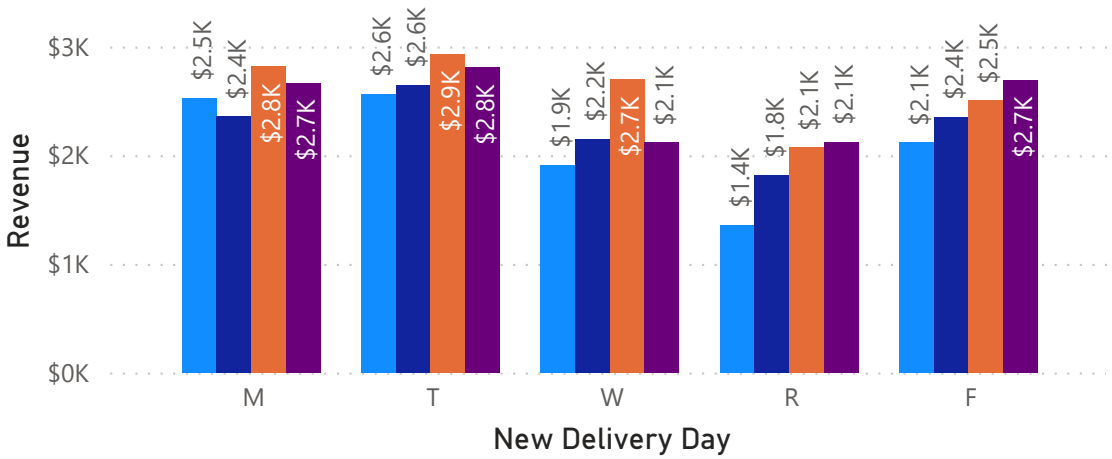
Destination of Revenue Leaving Original Route

Q1 Revenue Q2 Revenue Q3 Revenue Q4 Revenue



Average Revenue

Q1 Revenue Q2 Revenue Q3 Revenue Q4 Revenue



\$10.48K \$11.33K

Q1 Revenue

Q2 Revenue

21.27%

Rt 23 Q1 %Change

24.09%

Rt 23 Q2 %Change

\$13.02K \$12.41K

Q3 Revenue

Q4 Revenue

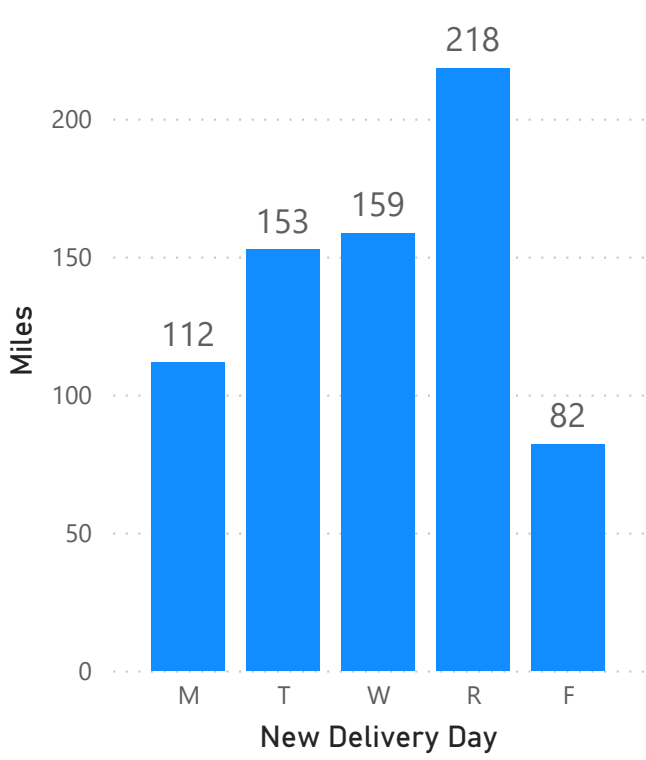
21.97%

Rt 23 Q3 %Change

24.79%

Rt 23 Q4 %Change

Total Miles Driven



New Rt

Week #

Avg Week Hours

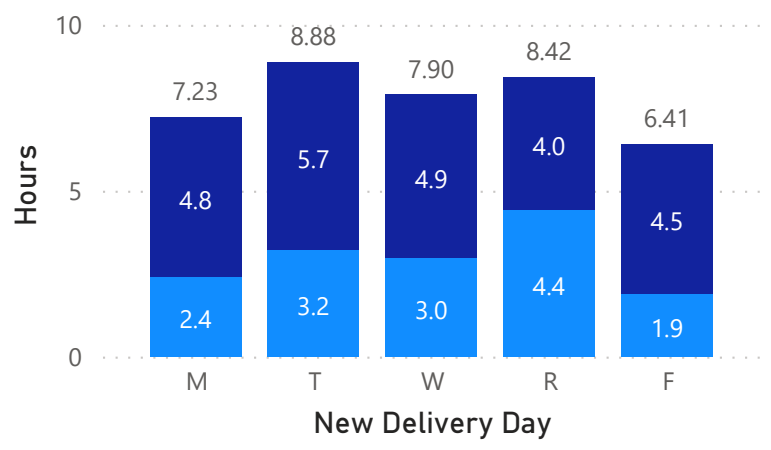
38.84

-28.87%

Rt 23 Hours %Change

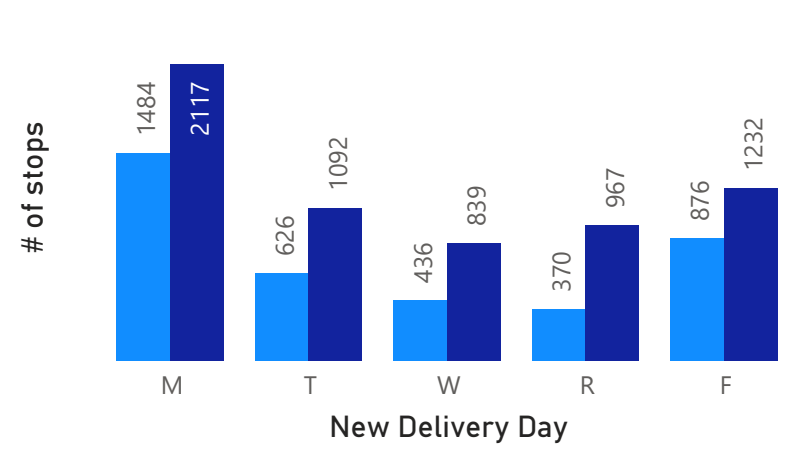
Hours Breakdown

Hours Travel Hours Of Service



Typical Garment Load

Avg Garments Processed Garment Inventory



# Of Customers

187

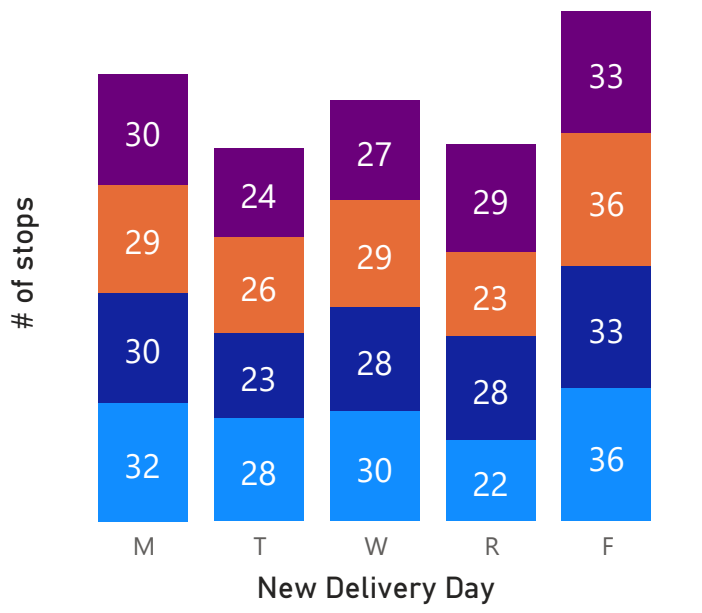
Average Miles Between Stops

5

Average Daily Miles

145

Stop Counts





# of Accounts on New Route

187

Origin of accounts Comprising New Route

Old Rt # 23 32 38 (Blank)



Destination of Accounts Leaving Original Route

New Rt 32 38

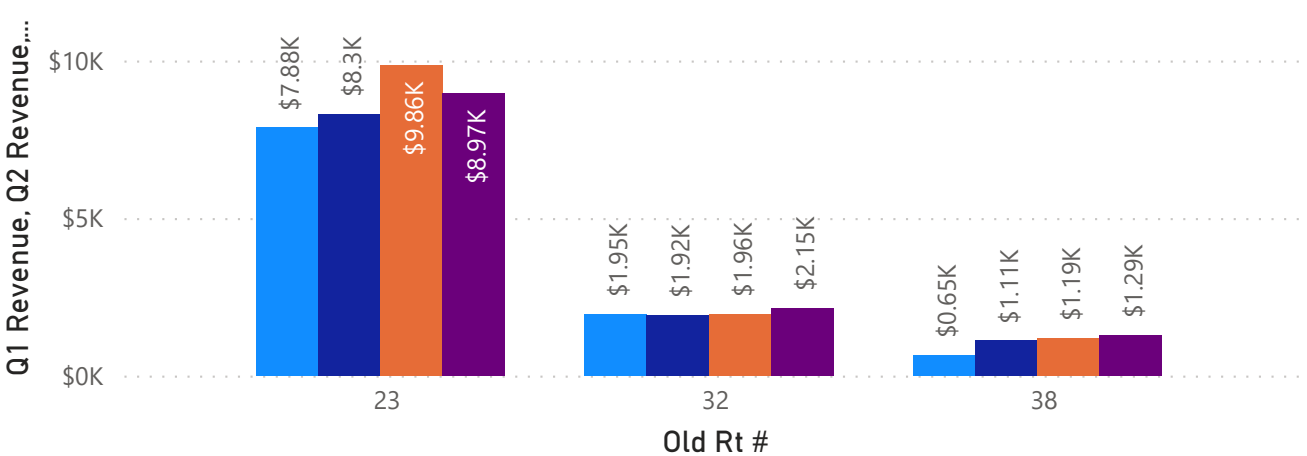


New Rt

23

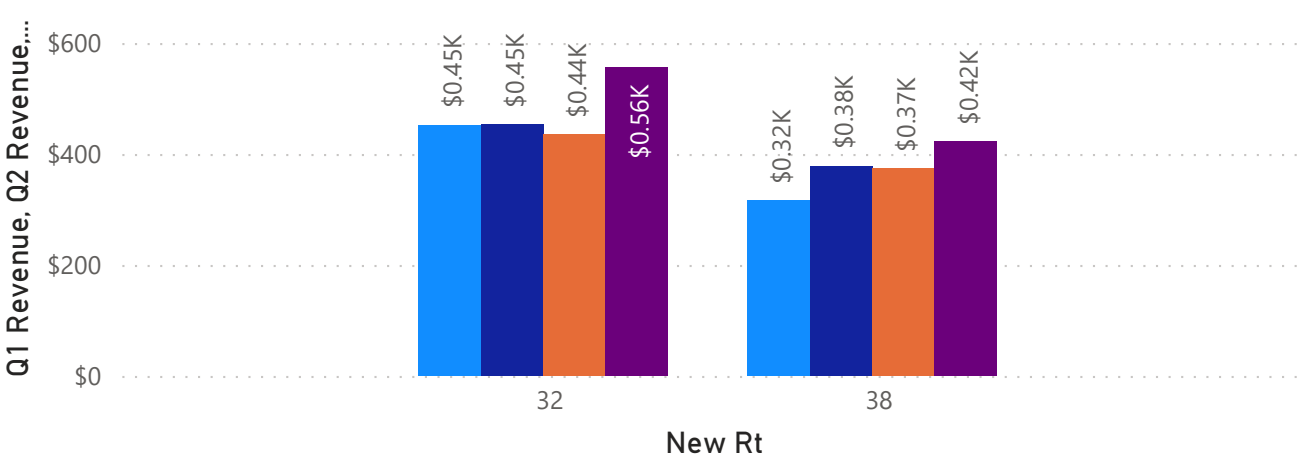
Origin of Revenue Comprising New route

Q1 Revenue Q2 Revenue Q3 Revenue Q4 Revenue



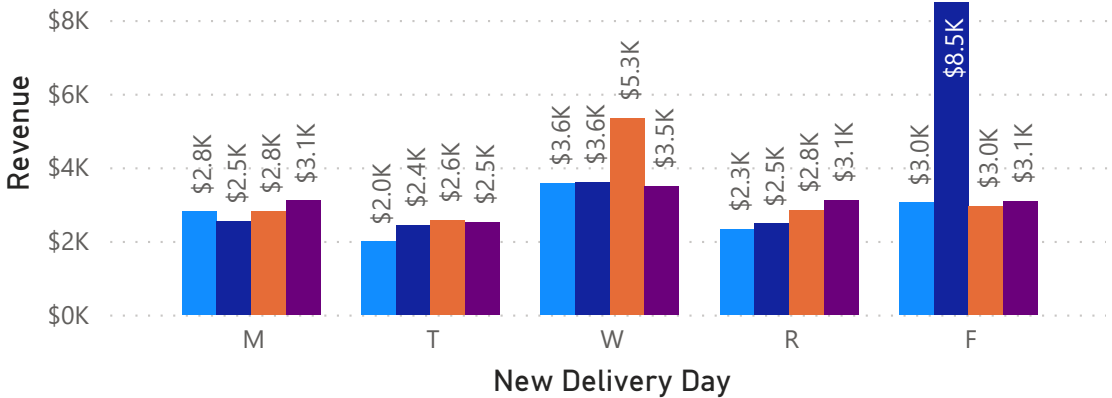
Destination of Revenue Leaving Original Route

Q1 Revenue Q2 Revenue Q3 Revenue Q4 Revenue



Average Revenue

● Q1 Revenue ● Q2 Revenue ● Q3 Revenue ● Q4 Revenue



New Rt

Week #

Avg Week Hours

30.68

-43.80%

Rt 32 Hours %Change

\$13.73K \$19.54K

Q1 Revenue

Q2 Revenue

-7.93%

Rt 32 Q1 %Change

-5.25%

Rt 32 Q2 %Change

\$16.52K

Q3 Revenue

\$15.3K

Q4 Revenue

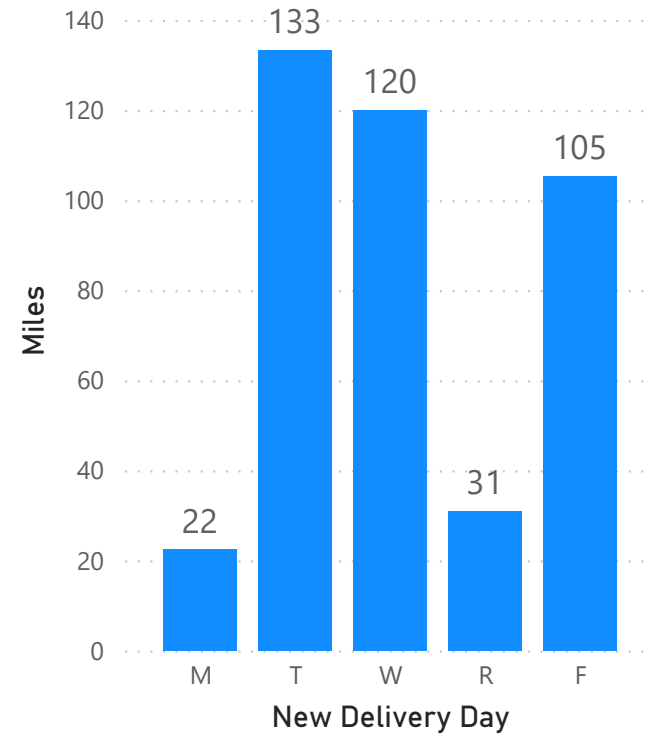
-6.43%

Rt 32 Q3 %Change

-7.50%

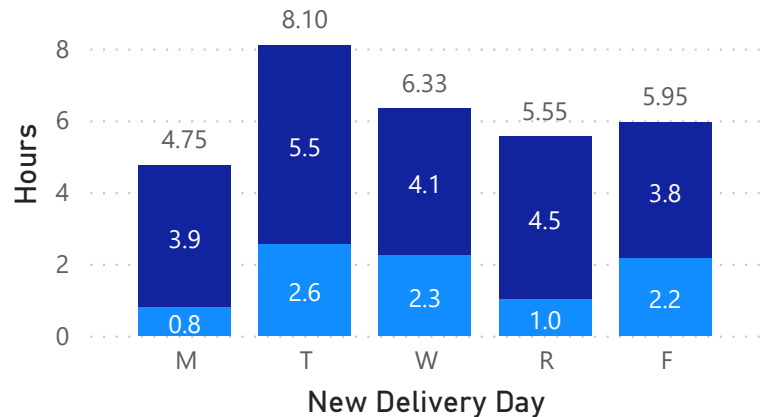
Rt 32 Q4 %Change

Total Miles Driven



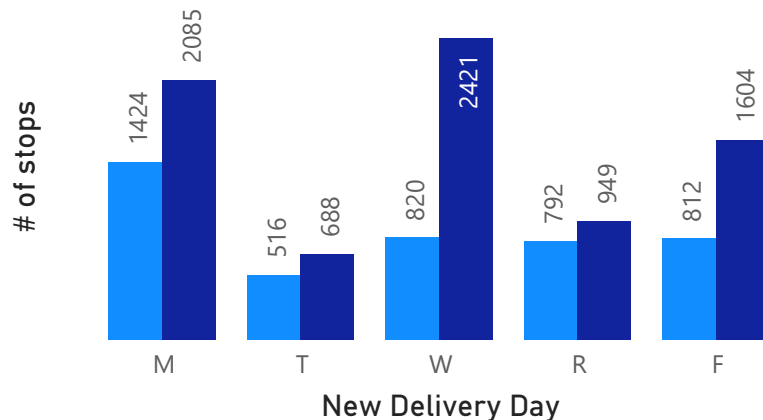
Hours Breakdown

● Hours Travel ● Hours Of Service



Typical Garment Load

● Avg Garments Processed ● Garment Inventory



# Of Customers

203

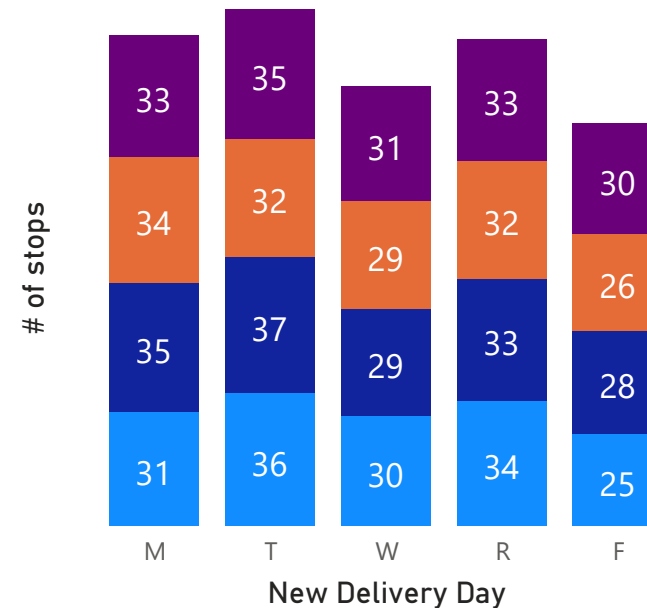
Average Miles Between Stops

3

Average Daily Miles

82

Stop Counts



# of Accounts on New Route

203

Origin of accounts Comprising New Route

Old Rt # 32 23 (Blank) 13



Destination of Accounts Leaving Original Route

New Rt 23 38

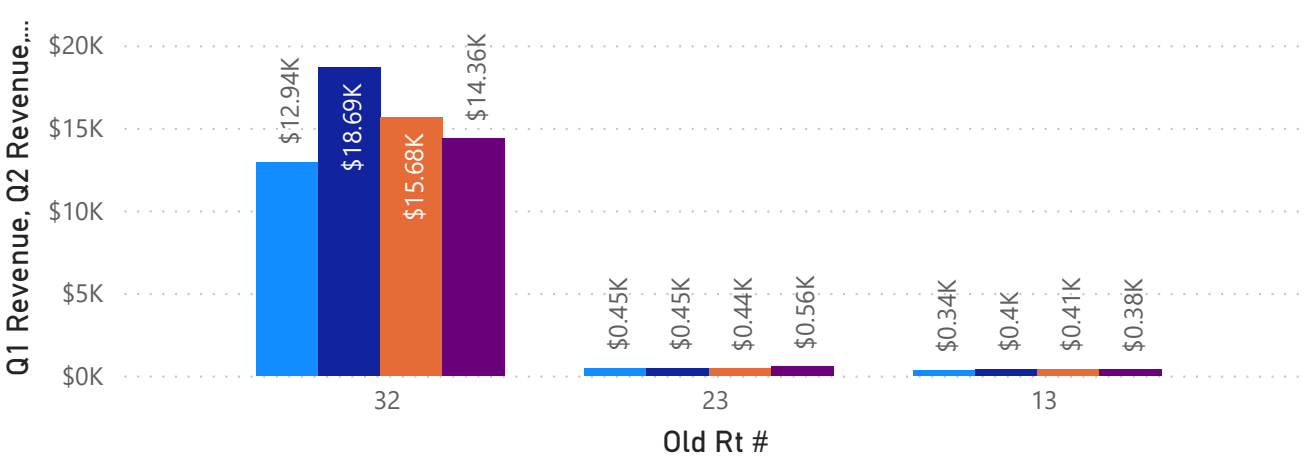


New Rt

32

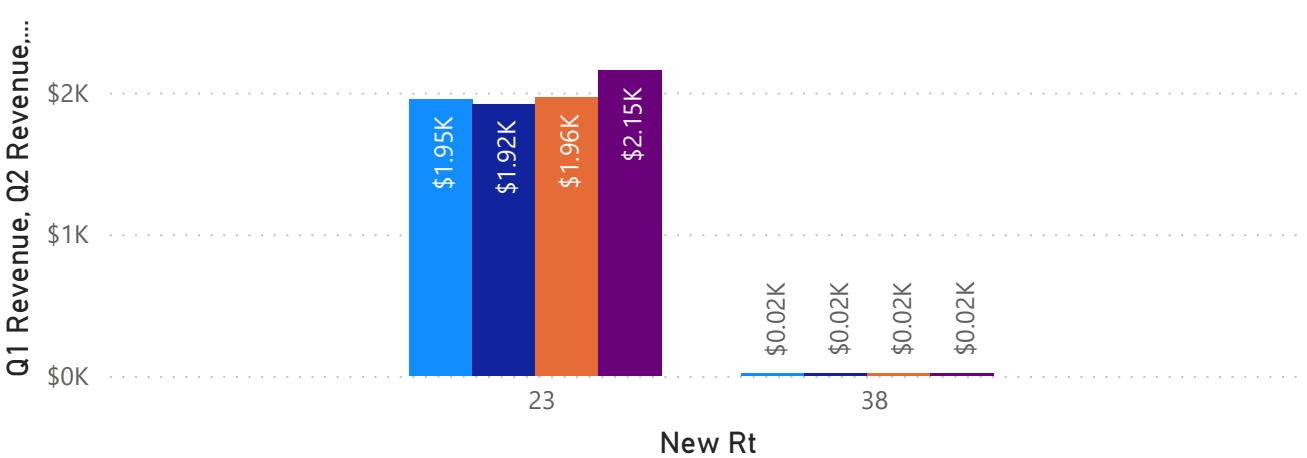
Origin of Revenue Comprising New Route

Q1 Revenue Q2 Revenue Q3 Revenue Q4 Revenue



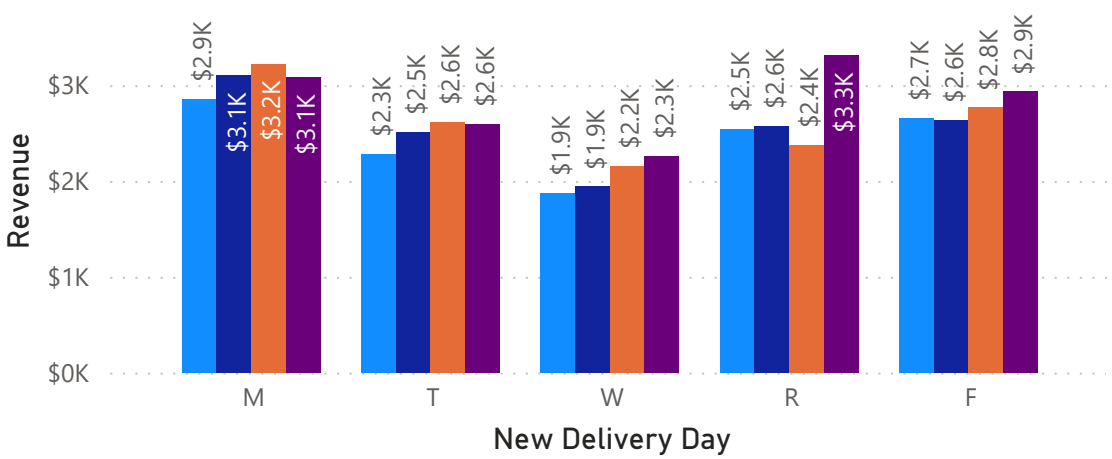
Destination of Revenue Leaving Original Route

Q1 Revenue Q2 Revenue Q3 Revenue Q4 Revenue



Average Revenue

Q1 Revenue Q2 Revenue Q3 Revenue Q4 Revenue



New Rt

Week #

Avg Week Hours

36.38

-33.38%

Rt 38 Hours %Change

\$12.2K

Q1 Revenue

4.33%

Rt 38 Q1 %Change

\$12.78K

Q2 Revenue

0.23%

Rt 38 Q2 %Change

\$13.14K

Q3 Revenue

-5.93%

Rt 38 Q3 %Change

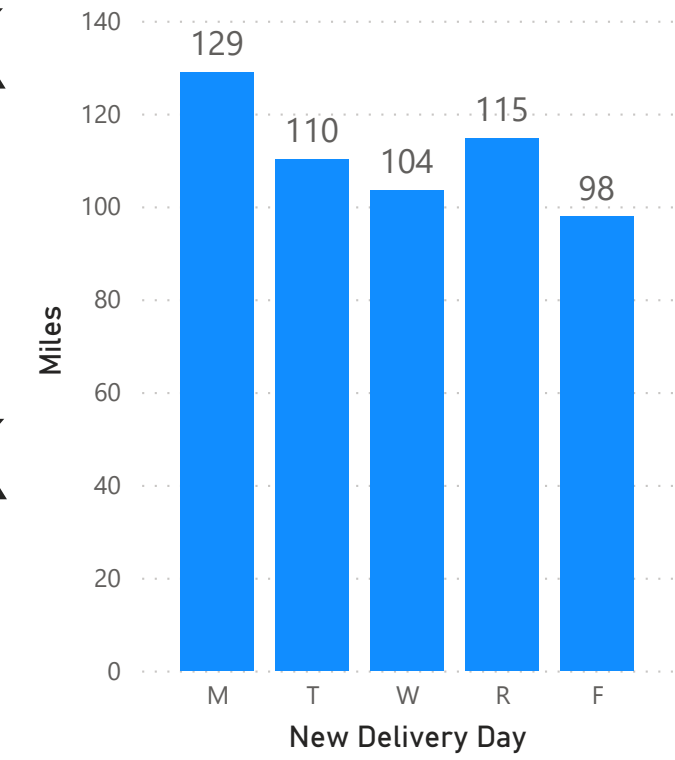
\$14.18K

Q4 Revenue

-3.97%

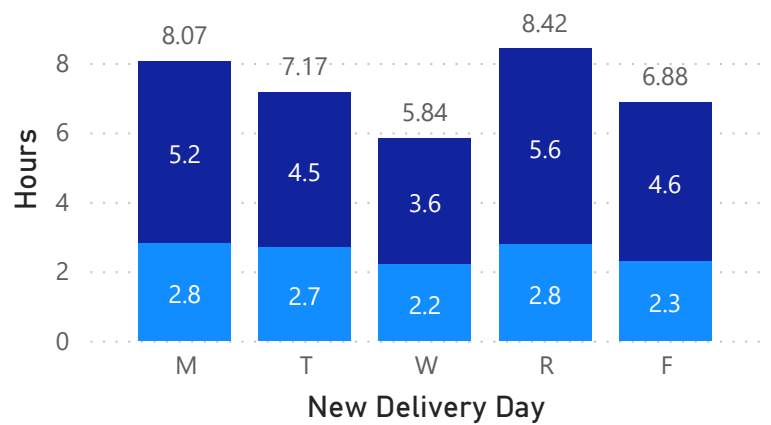
Rt 38 Q4 %Change

Total Miles Driven



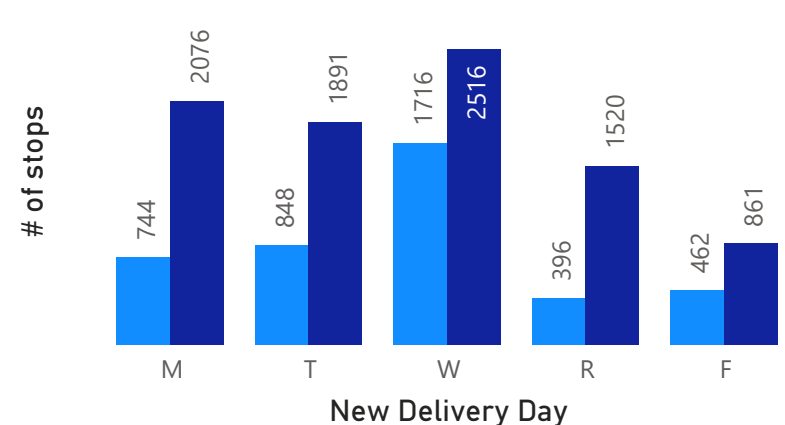
Hours Breakdown

Hours Travel Hours Of Service



Typical Garment Load

Avg Garments Processed Garment Inventory



# Of Customers

203

Average Miles Between Stops

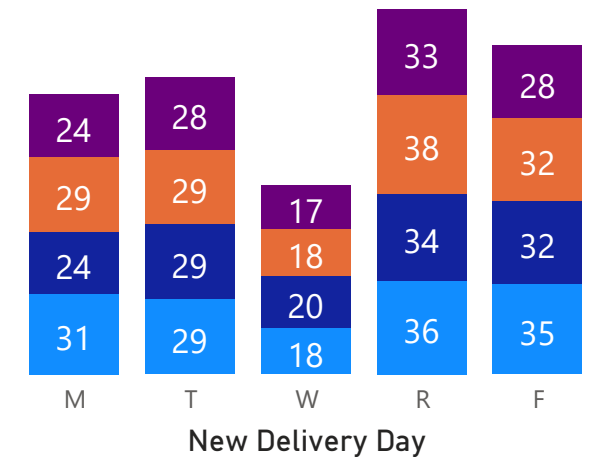
4

Average Daily Miles

111

Stop Counts

# of stops



# of Accounts on New Route

203

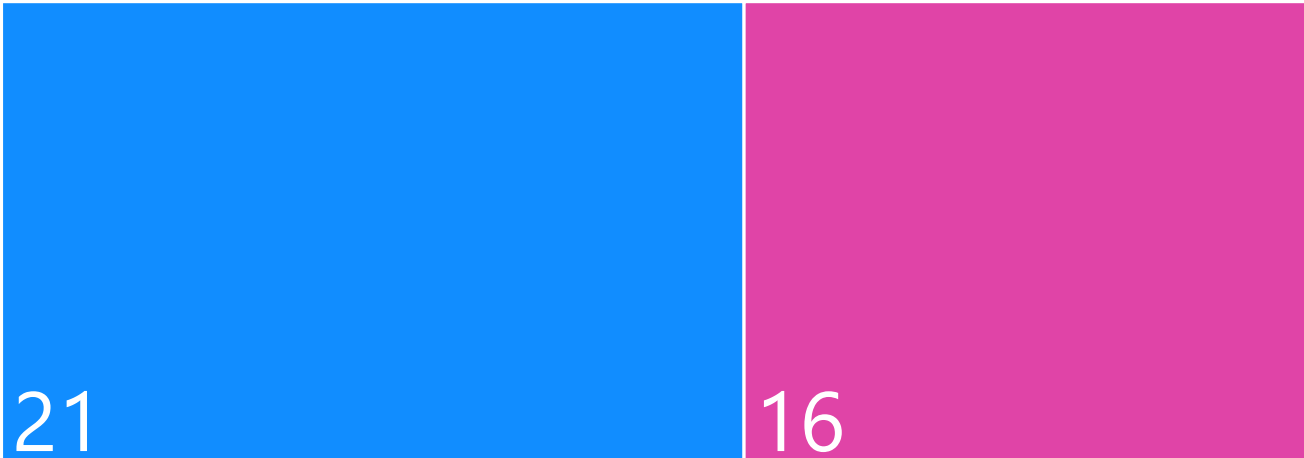
Origin of accounts Comprising New Route

Old Rt # 38 3 23 (Blank) 32



Destination of Accounts Leaving Original Route

New Rt 23 3

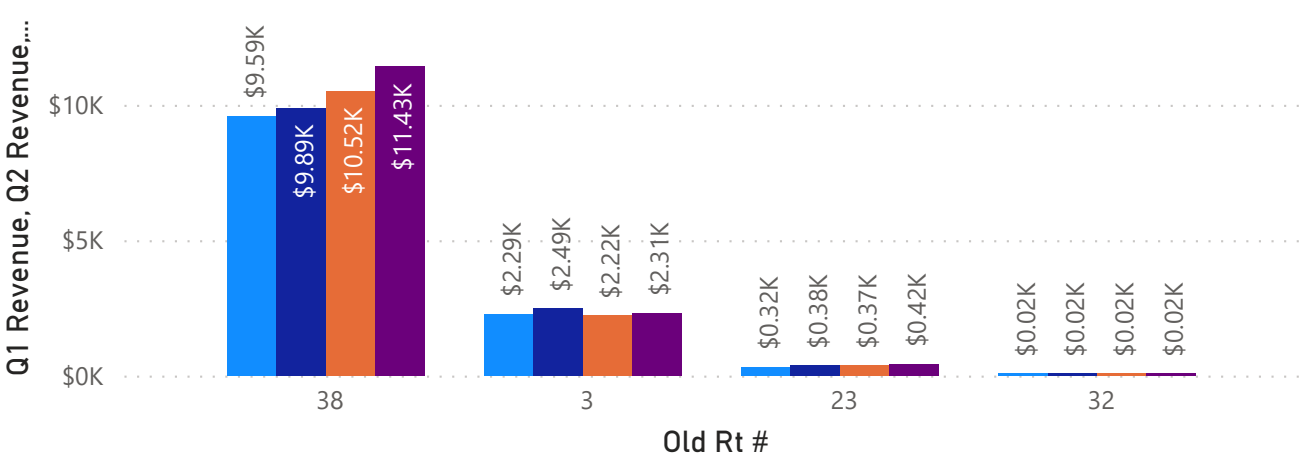


New Rt

38

Origin of Revenue Comprising New Route

Q1 Revenue Q2 Revenue Q3 Revenue Q4 Revenue



Destination of Revenue Leaving Original Route

Q1 Revenue Q2 Revenue Q3 Revenue Q4 Revenue

