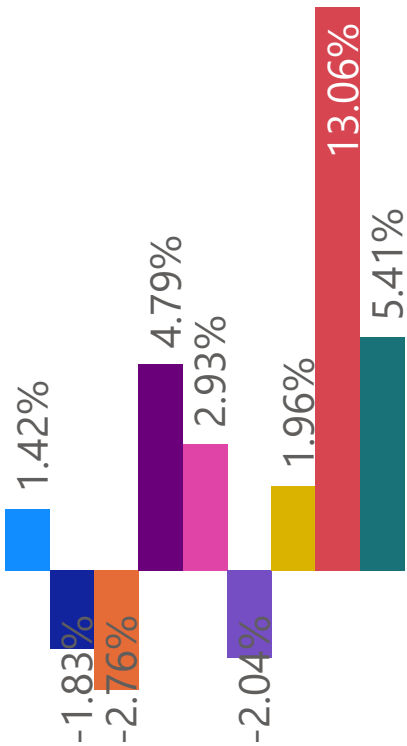


After Reroute Revenue Distribution

Rt 6 Rt 12 Rt 47 Rt 50 Rt 51 Rt 52 Rt 56 Rt 8010 Rt 8040



Accounts Changing Day Only

615

Accounts Changing Route Only

110

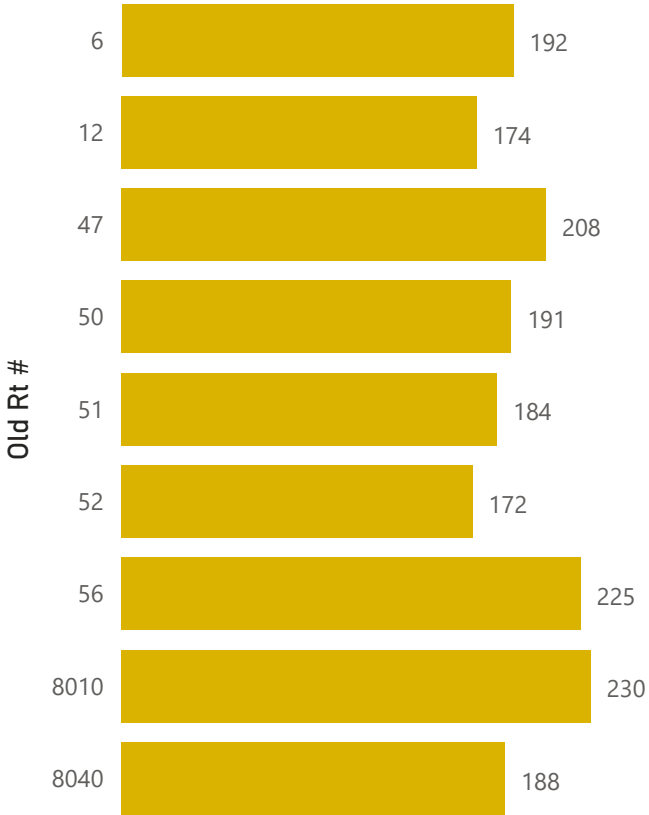
Both Route and Day Changing

375

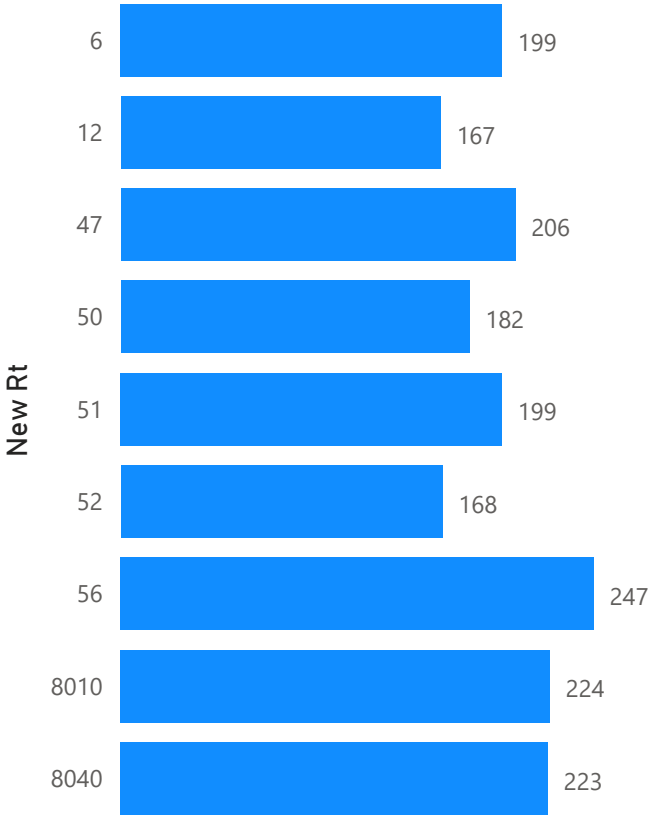
Accounts Not changing

721

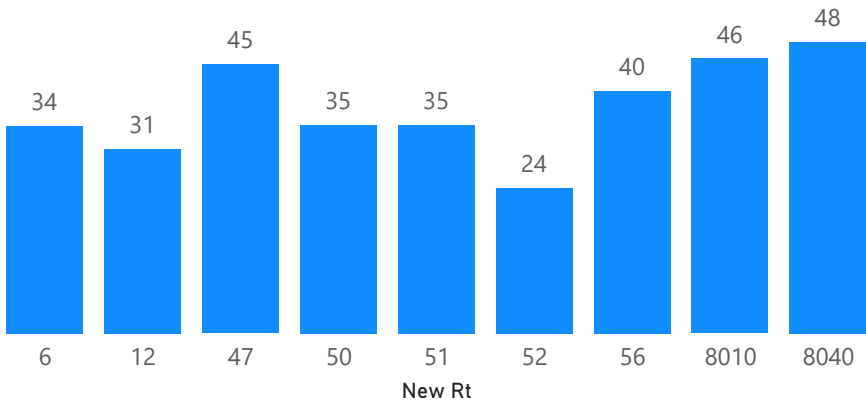
Current Customer Count



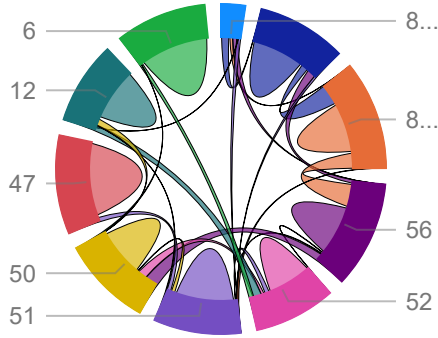
New Customer count



Average Weekly Hours per Route

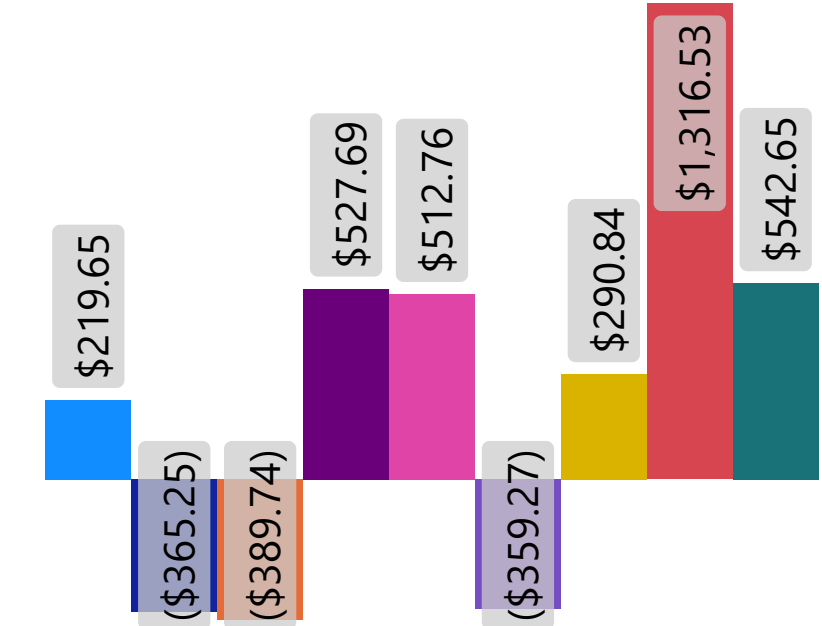


Accounts Moving



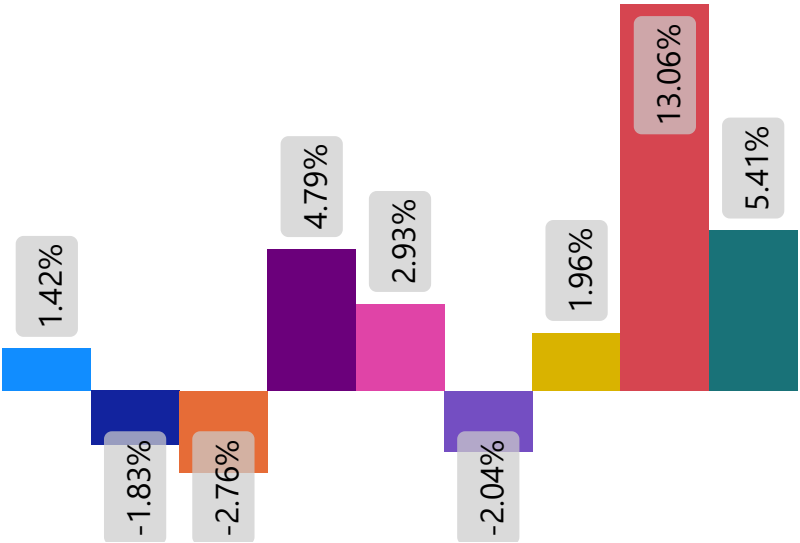
After Reroute Revenue Distribution

- Rt 6 Q2
- Rt 12 Q2
- Rt 47 Q2
- Rt 50 Q2
- Rt 51 Q2
- Rt 52 Q2
- Rt 56 Q2
- Rt 8010 Q2
- Rt 8040 Q2

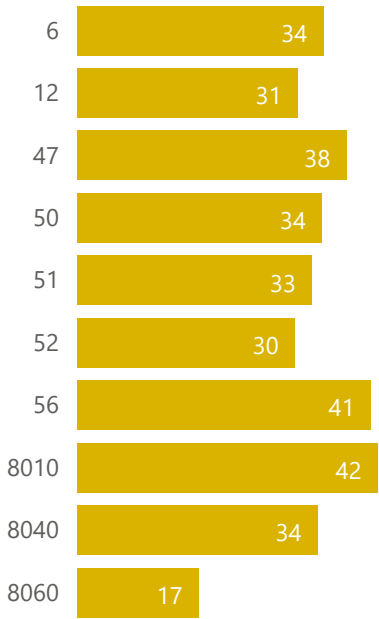


After Reroute Revenue Distribution

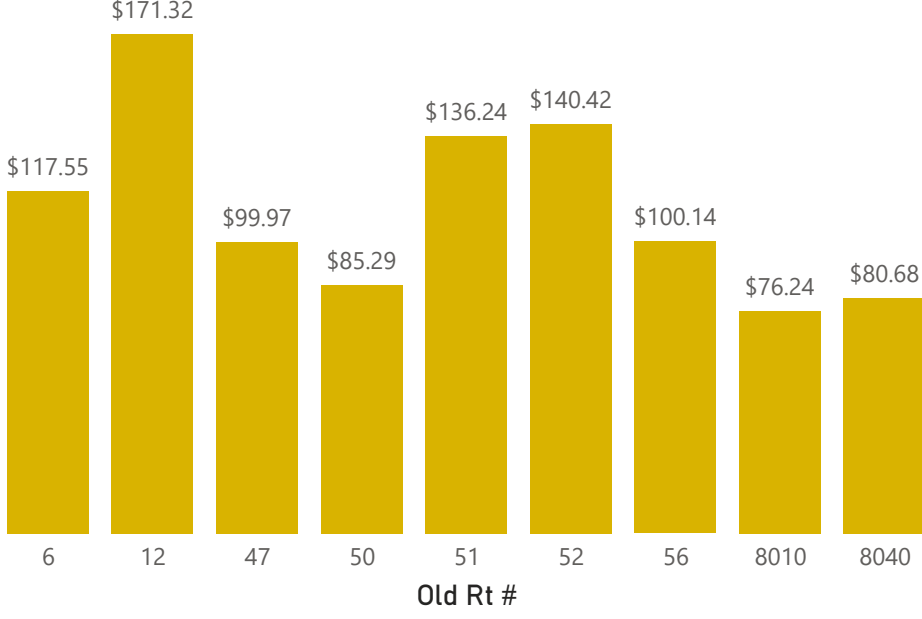
- Rt 6
- Rt 12
- Rt 47
- Rt 50
- Rt 51
- Rt 52
- Rt 56
- Rt 8010
- Rt 8040



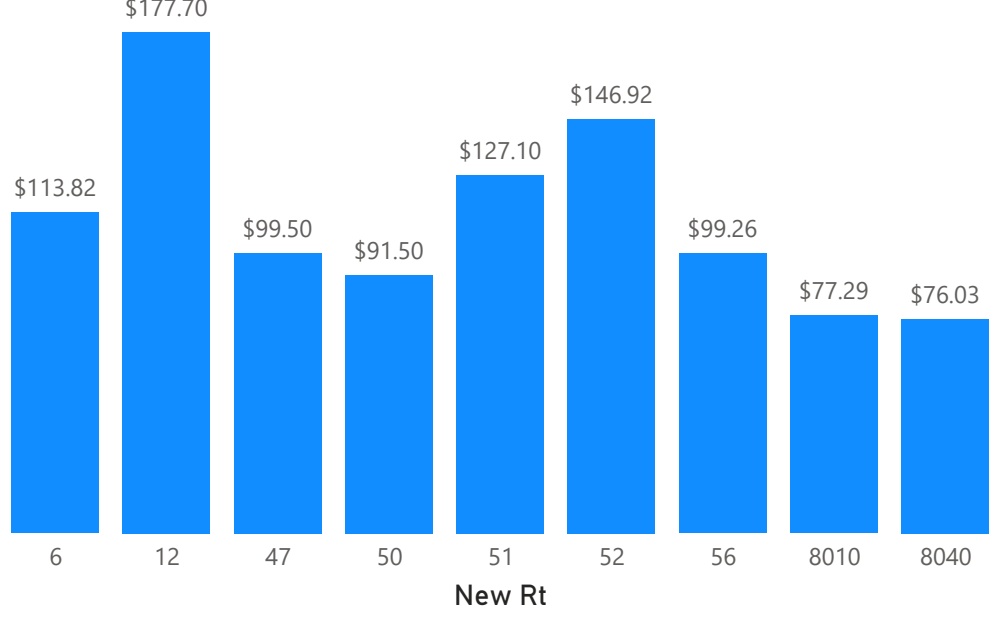
Average Current Daily Stops



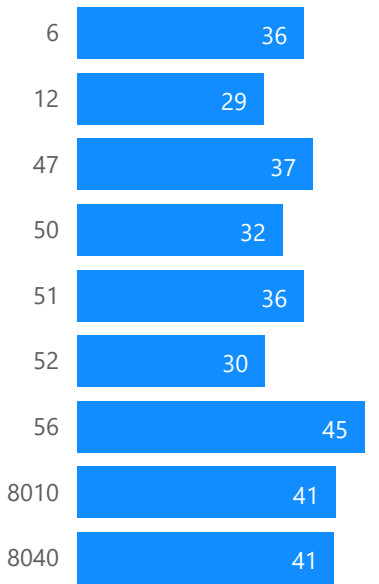
Average Current Stop Size (Q2)



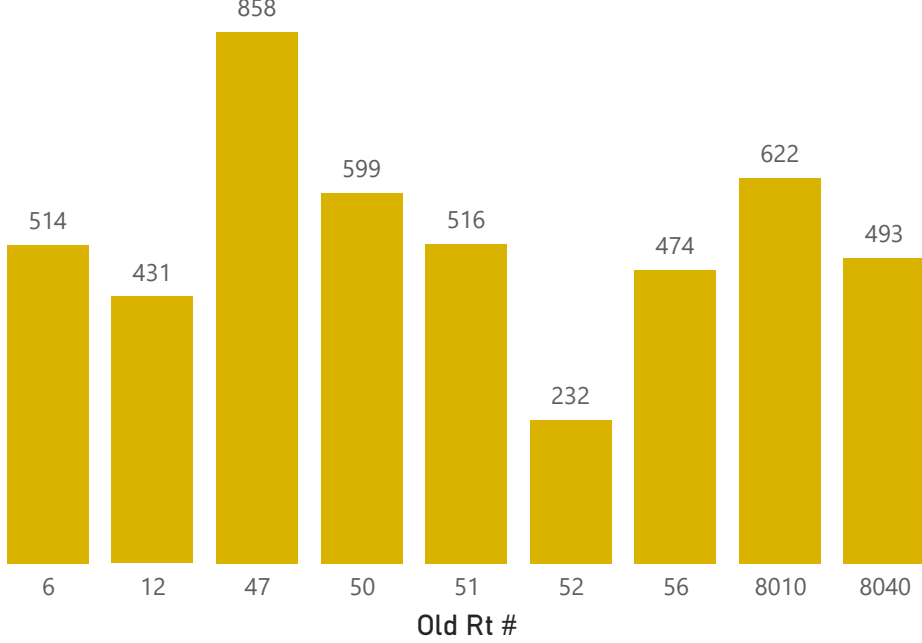
Average New Stop Size (Q2)



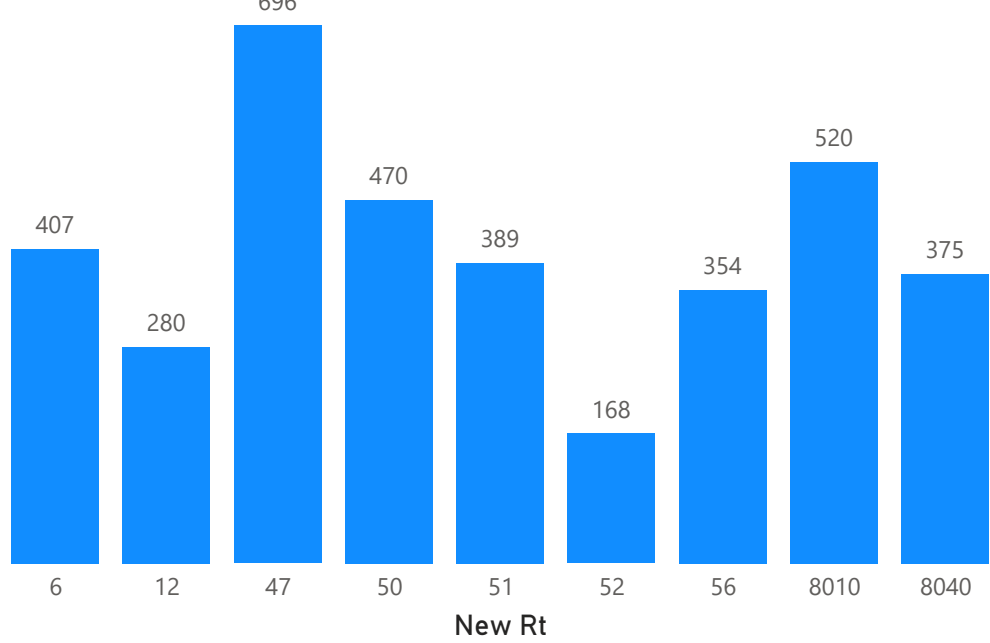
Average Current Daily Stops



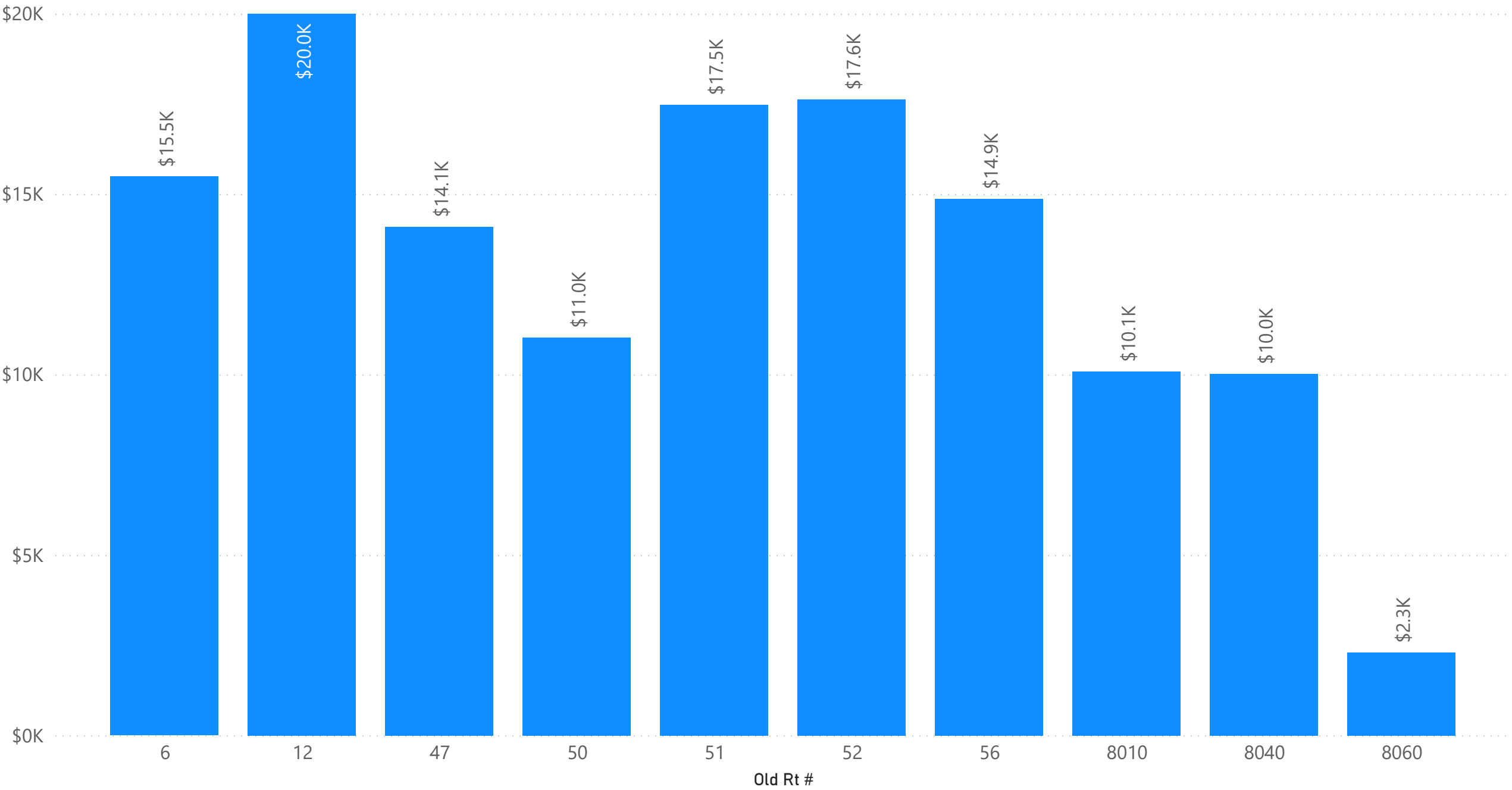
Average Current Weekly Miles



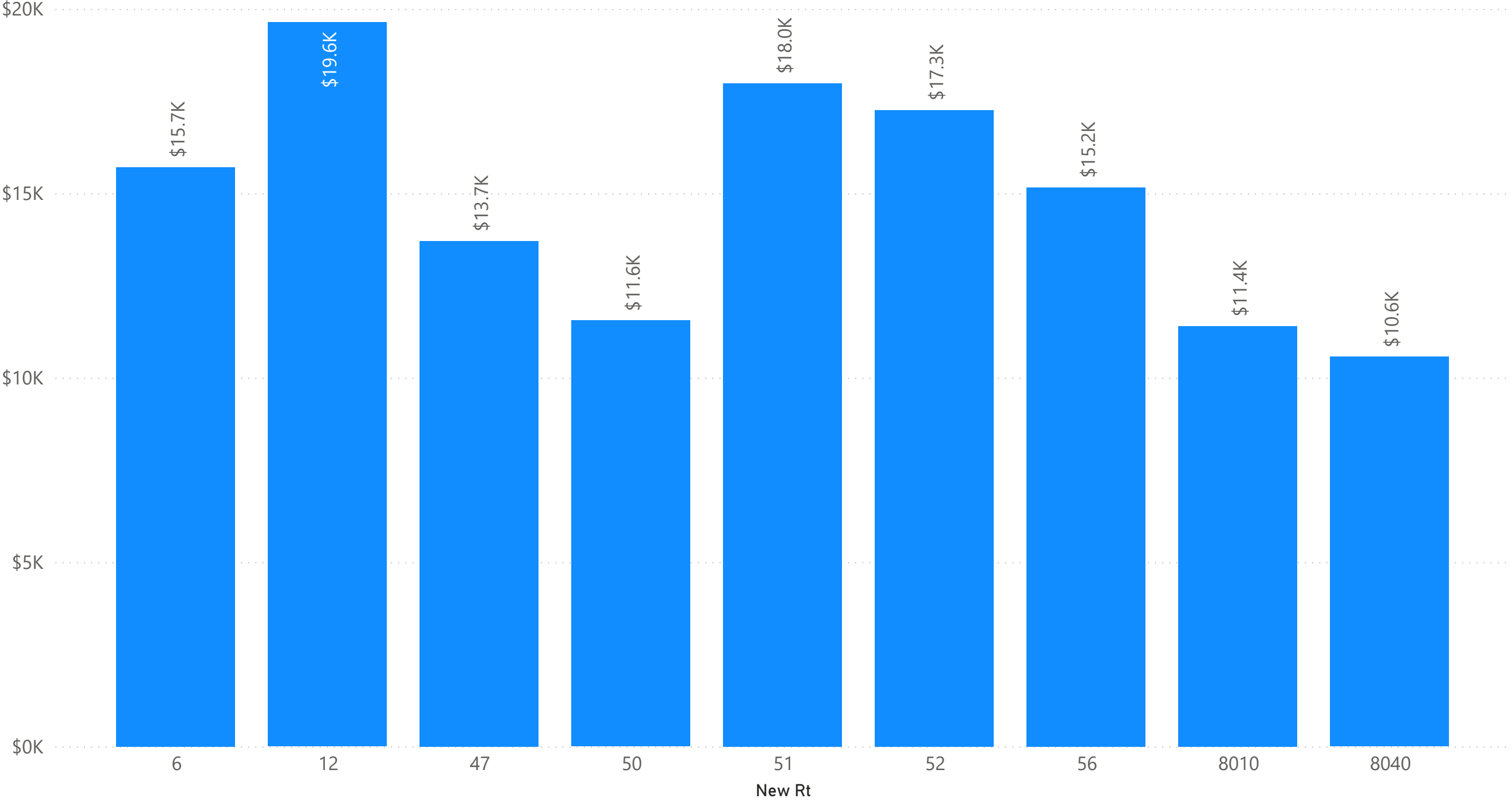
Average Total Miles by New Rt



Current Route Revenue Distribution

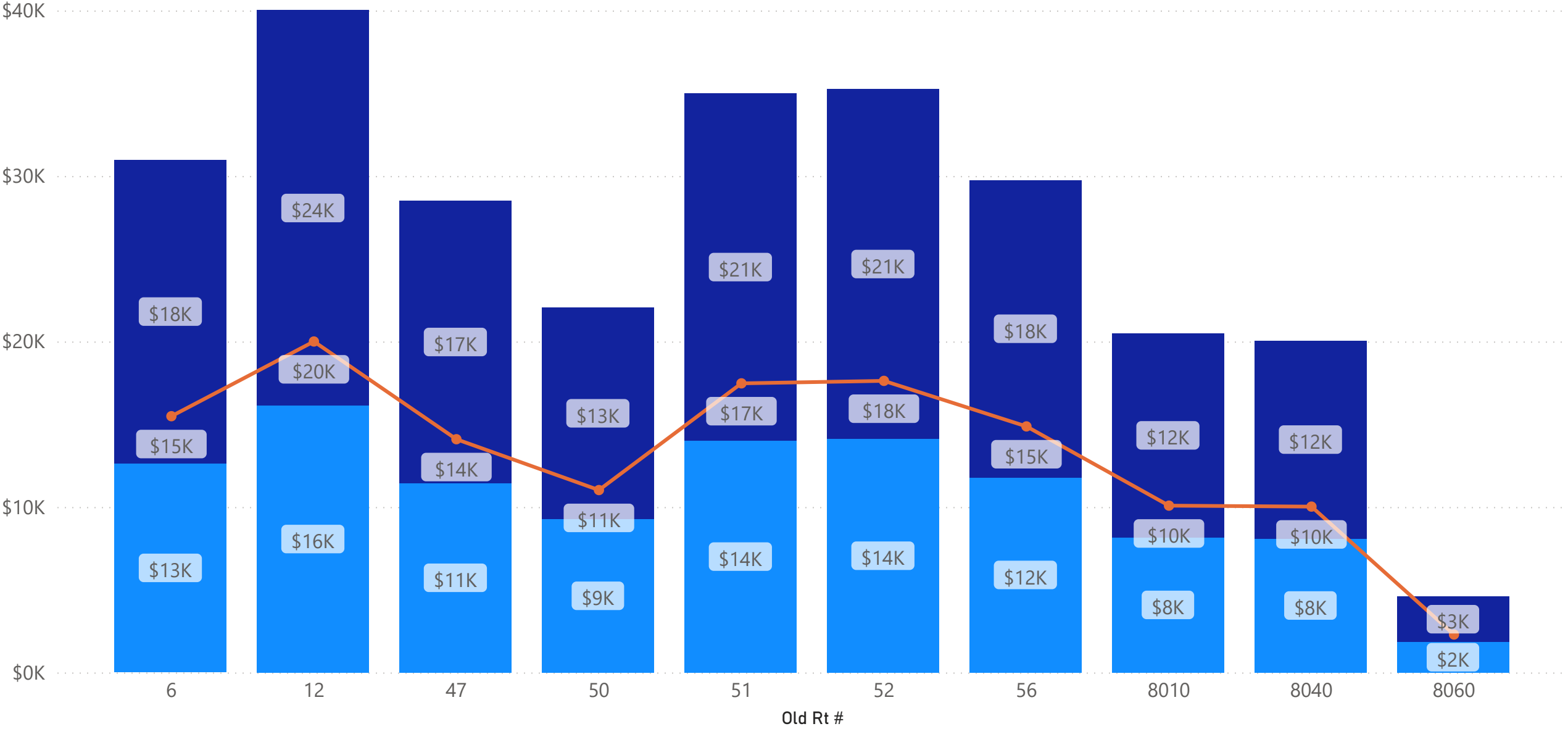


After Reroute Revenue Distribution



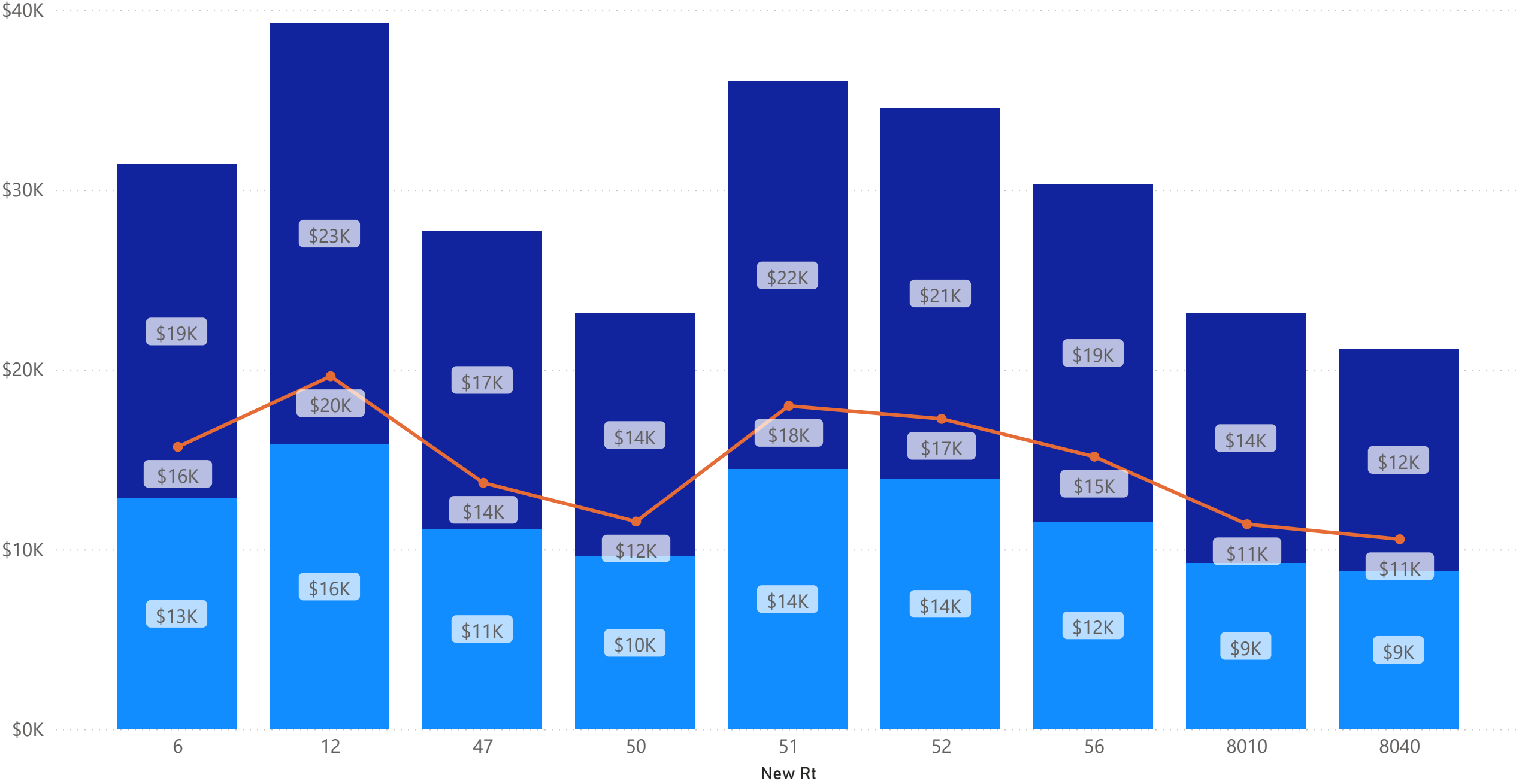
Current Route Revenue Deviation

● Q2 Low Revenue Deviation ● Q2 High Revenue Deviation ● Avg Revenue



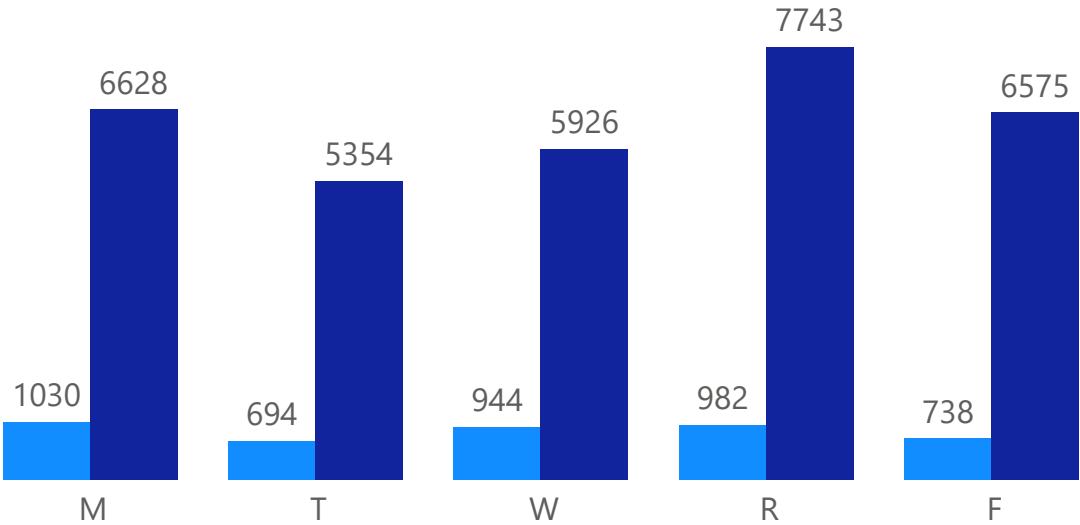
New Route Revenue Deviation

Q2 Low Revenue Deviation Q2 High Revenue Deviation Avg Revenue



Garment Distribution

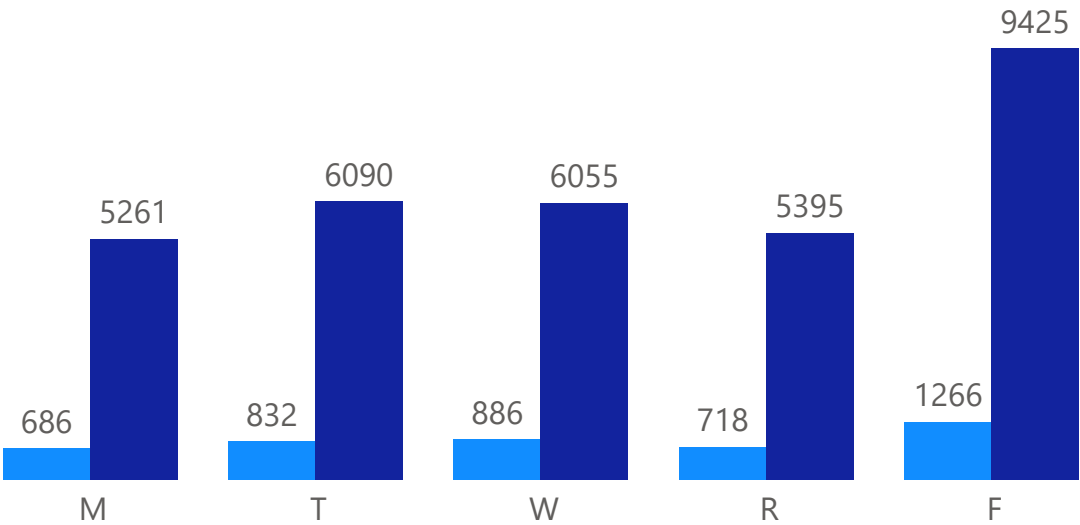
● Avg Garment Scans per Delivery ● Garment Inventory



Old Delivery Day

Garment Distribution

● Avg Garment Scans per Delivery ● Garment Inventory



New Delivery Day

Average Pieces processed of Retape Accounts

2502

Average Underwash of Retape Accounts

86.16%

Total Garment inventory of Retape Accounts

18387

Total # Of Wearers to be Retaped

878

Total # Of accounts Needing Retaping

208

Garment Accounts Changing Day Only

136

Garment Accounts Changing Route Only

18

Garment Accounts Changing Both Route and Day

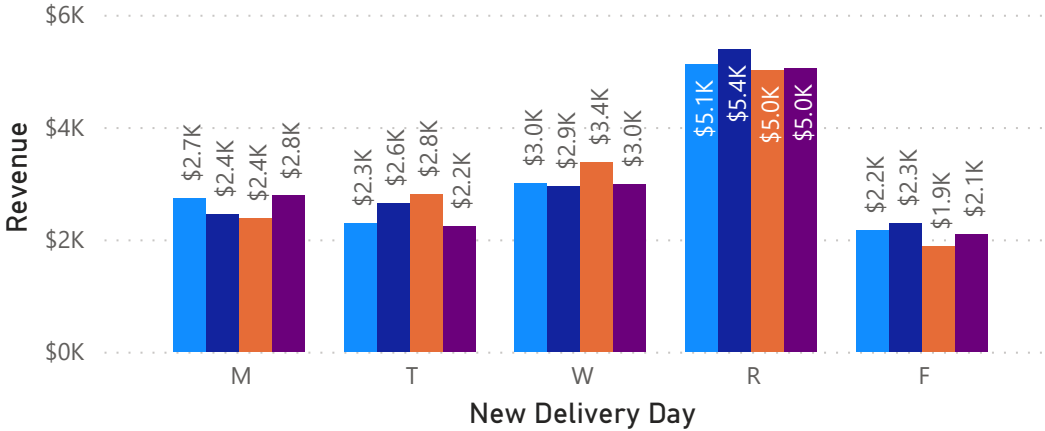
54

Garment Accounts Not Changing

106

Average Revenue

Q1 Revenue Q2 Revenue Q3 Revenue Q4 Revenue



\$15.31K \$15.71K

Q1 Revenue

Q2 Revenue

1.26%

Rt 6 Q1 %Change

1.42%

Rt 6 Q2 %Change

\$15.45K \$15.13K

Q3 Revenue

Q4 Revenue

5.63%

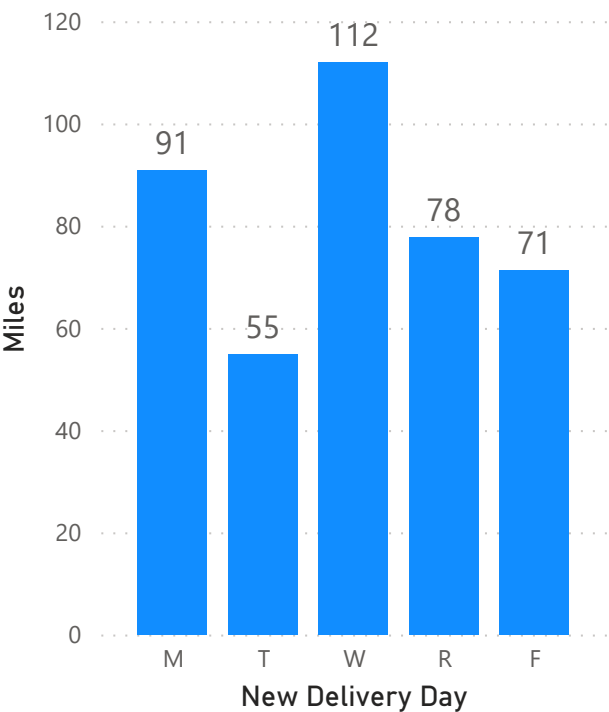
Rt 6 Q3 %Change

1.09%

Rt 6 Q4 %Change

Average Stop Size

Total Miles Driven



New Rt

Week #

Avg Week Hours

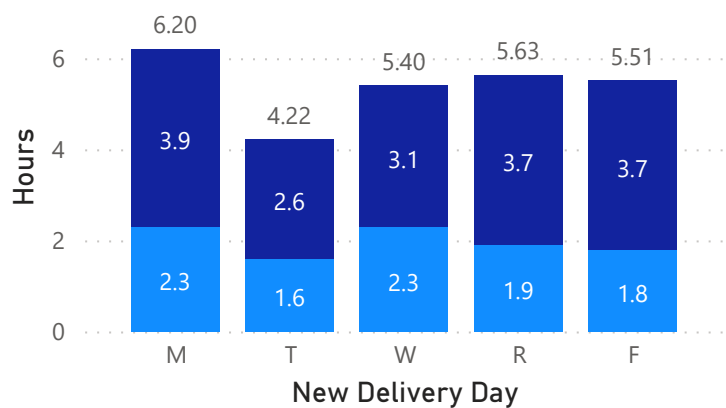
34.47

Of Customers

199

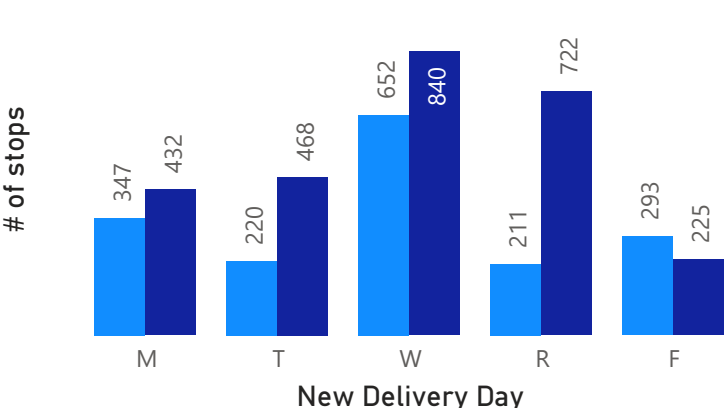
Hours Breakdown

Hours Travel Hours Of Service



Typical Garment Load

Avg Garments Processed Garment Inventory



\$113.82

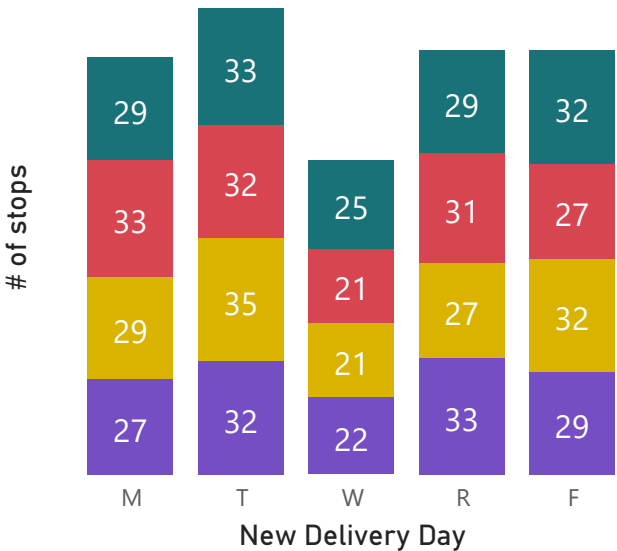
Average Miles Between Stops

4

Average Daily Miles

81

Stop Counts



of Accounts on New Route

199

Origin of accounts Comprising New Route

Old Rt # 6 52 50



Destination of Accounts Leaving Original Route

New Rt 52

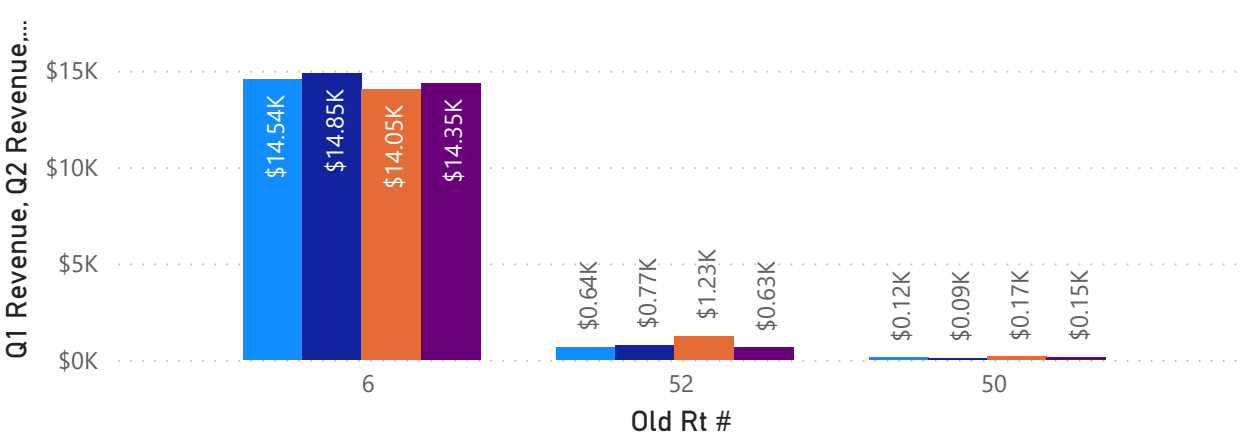


New Rt

6

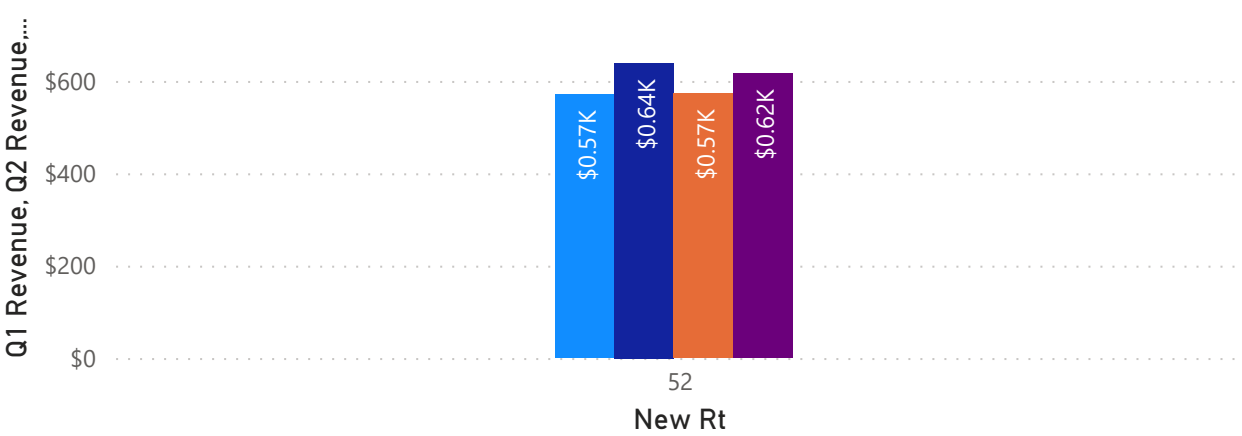
Origin of Revenue Comprising New Route

Q1 Revenue Q2 Revenue Q3 Revenue Q4 Revenue



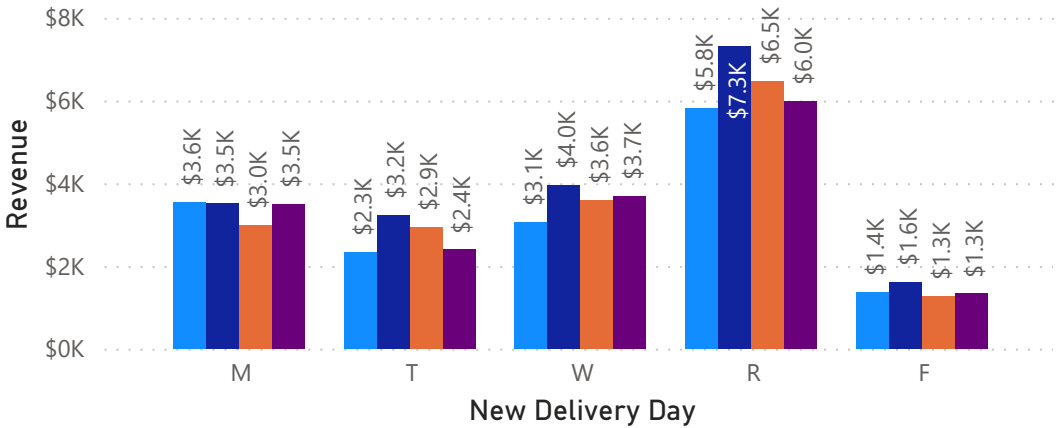
Destination of Revenue Leaving Original Route

Q1 Revenue Q2 Revenue Q3 Revenue Q4 Revenue



Average Revenue

Q1 Revenue Q2 Revenue Q3 Revenue Q4 Revenue



New Rt

12

Week #

All

Avg Week Hours

30.64

Of Customers

167

\$16.12K \$19.64K

Q1 Revenue

Q2 Revenue

1.26%

Rt 12 Q1 %Change

-1.83%

Rt 12 Q2 %Change

\$17.25K \$16.89K

Q3 Revenue

Q4 Revenue

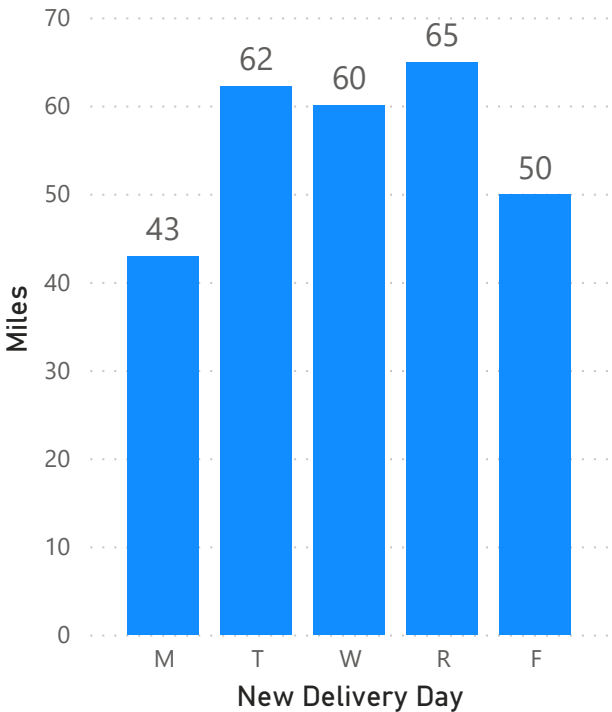
-1.24%

Rt 12 Q3 %Change

-0.06%

Rt 12 Q4 %Change

Total Miles Driven

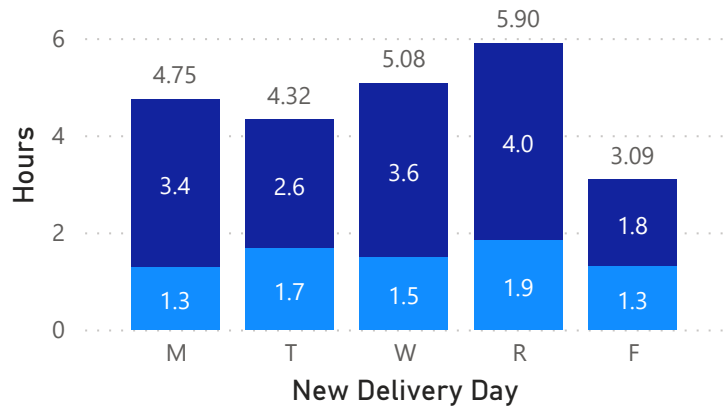


Average Stop Size

Stop Counts

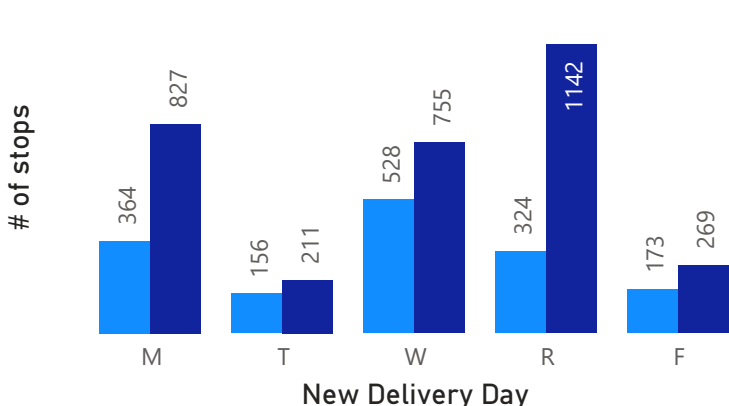
Hours Breakdown

Hours Travel Hours Of Service



Typical Garment Load

Avg Garments Processed Garment Inventory



\$177.70

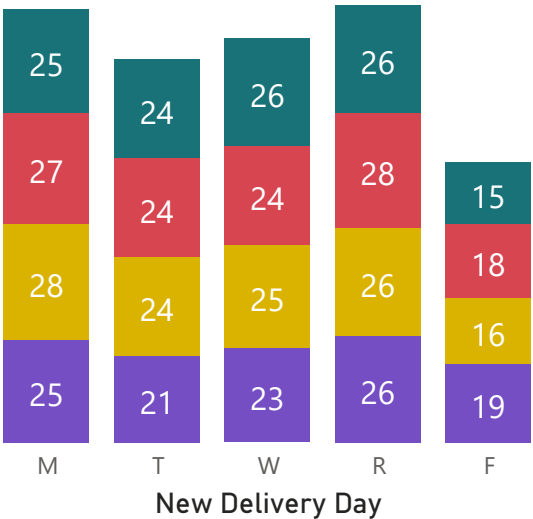
Average Miles Between Stops

3

Average Daily Miles

56

of stops



of Accounts on New Route

167

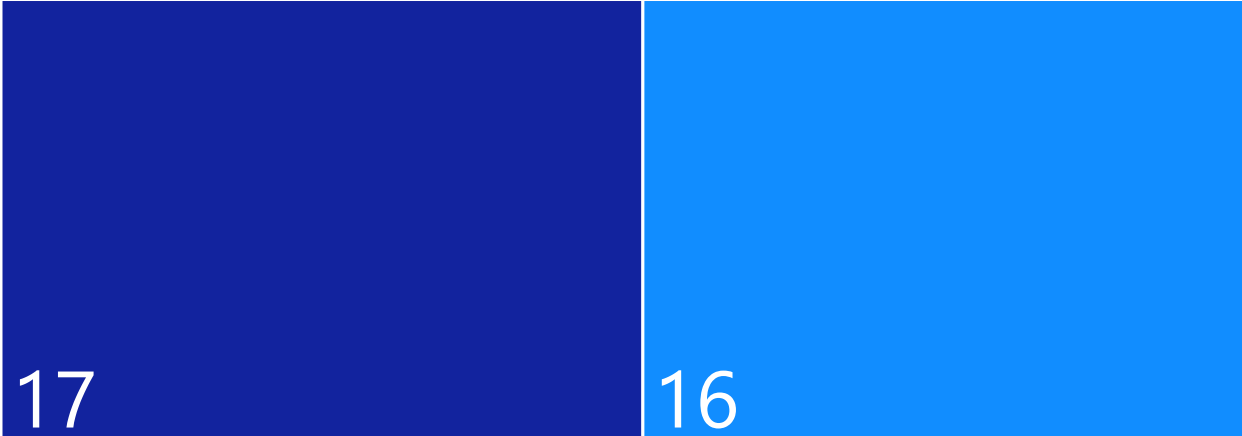
Origin of accounts Comprising New Route

Old Rt # 12 52 51 8060



Destination of Accounts Leaving Original Route

New Rt 50 52

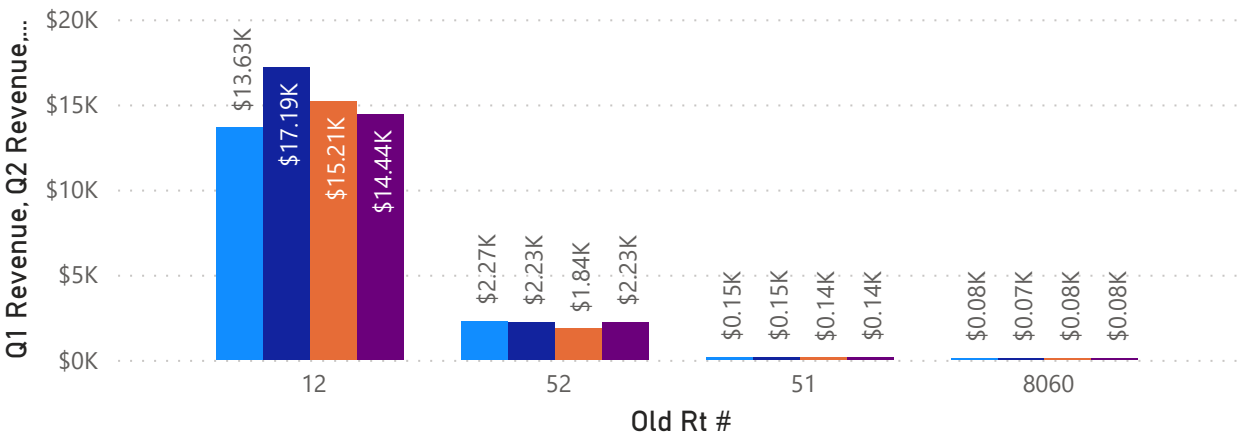


New Rt

12

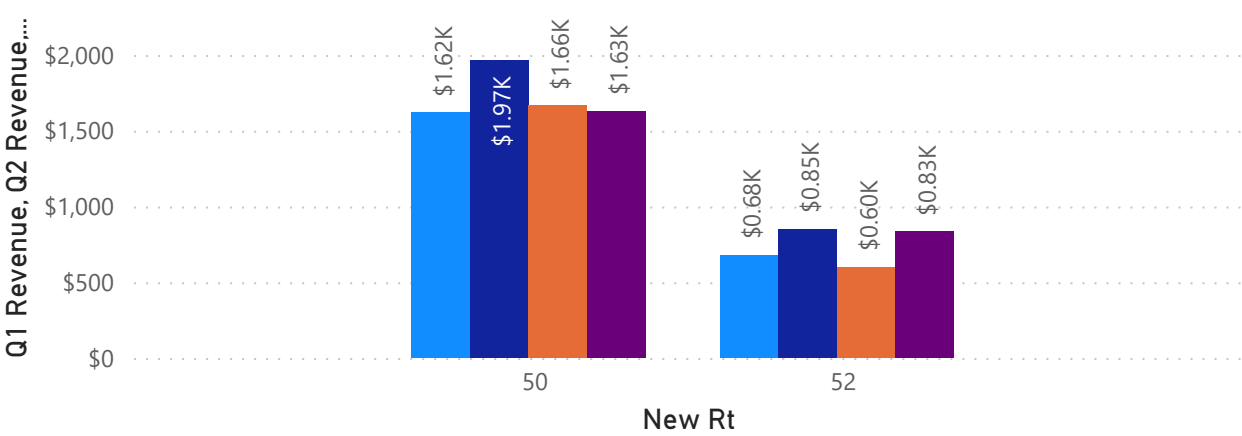
Origin of Revenue Comprising New Route

Q1 Revenue Q2 Revenue Q3 Revenue Q4 Revenue



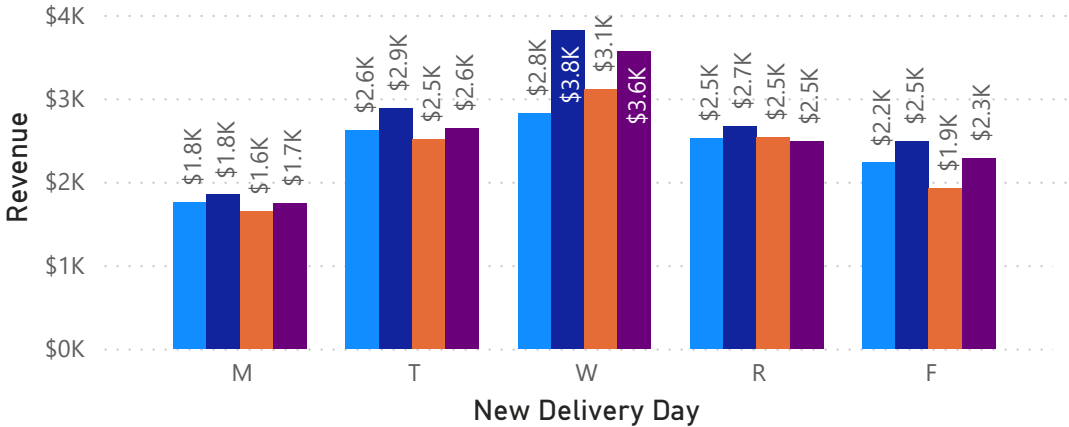
Destination of Revenue Leaving Original Route

Q1 Revenue Q2 Revenue Q3 Revenue Q4 Revenue



Average Revenue

Q1 Revenue Q2 Revenue Q3 Revenue Q4 Revenue



New Rt

47

Week #

All

Avg Week Hours

44.75

Of Customers

206

\$11.95K \$13.71K

Q1 Revenue

Q2 Revenue

-2.52%

Rt 47 Q1 %Change

-2.52%

Rt 47 Q1 %Change

\$11.72K \$12.72K

Q3 Revenue

Q4 Revenue

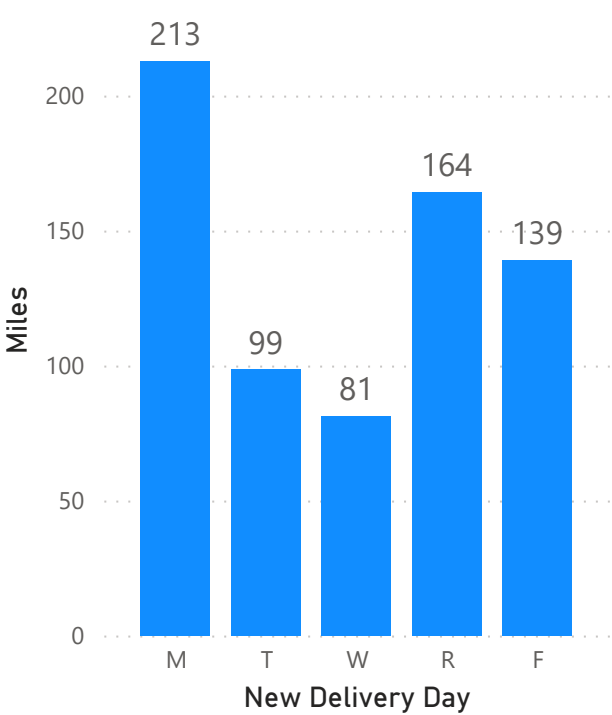
-2.58%

Rt 47 Q3 %Change

-2.69%

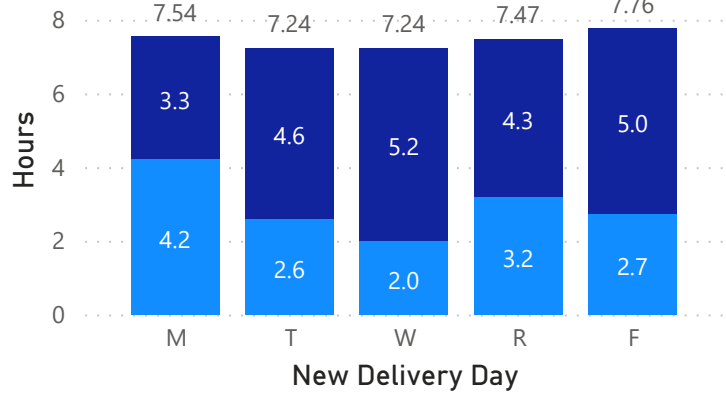
Rt 47 Q4 %Change

Total Miles Driven



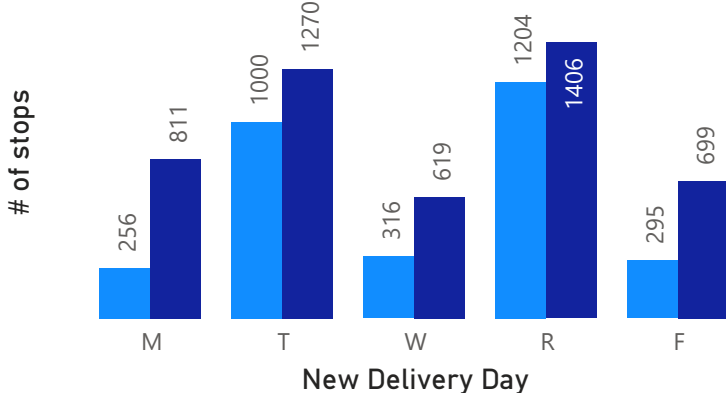
Hours Breakdown

Hours Travel Hours Of Service



Typical Garment Load

Avg Garments Processed Garment Inventory



\$99.50

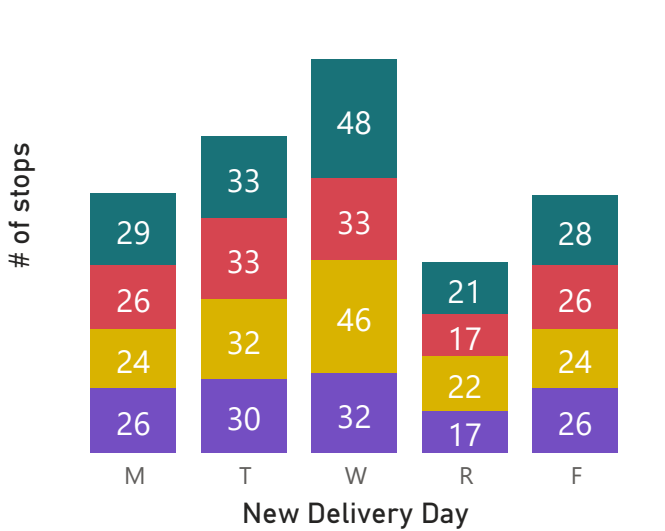
Average Miles Between Stops

6

Average Daily Miles

139

Stop Counts



of Accounts on New Route

206

Origin of accounts Comprising New Route

Old Rt # 47 51



Destination of Accounts Leaving Original Route

New Rt 51

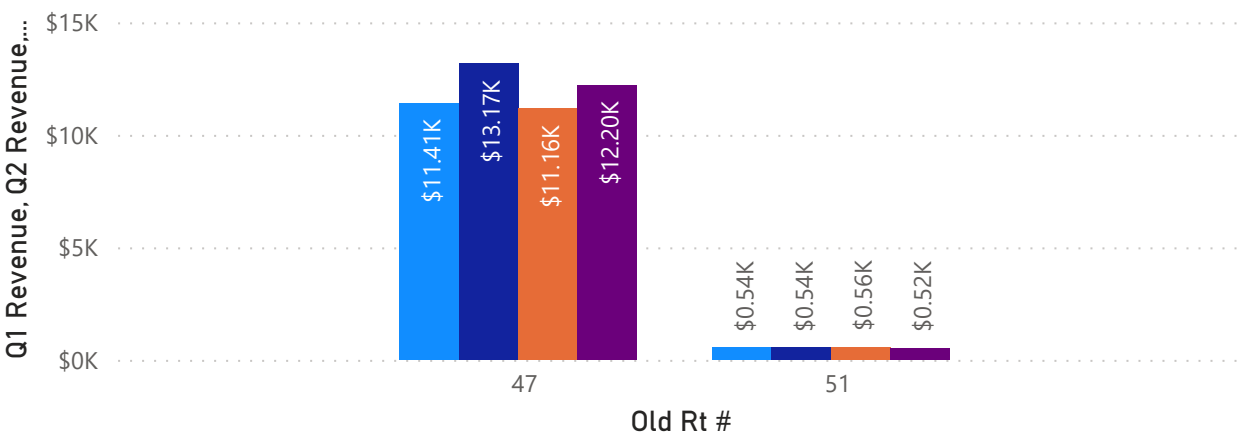


New Rt

47

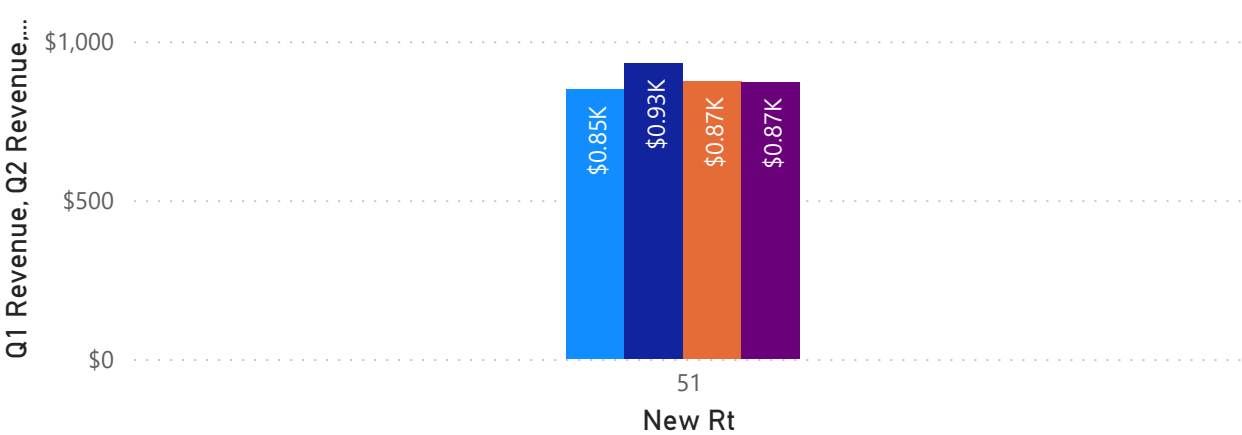
Origin of Revenue Comprising New Route

Q1 Revenue Q2 Revenue Q3 Revenue Q4 Revenue



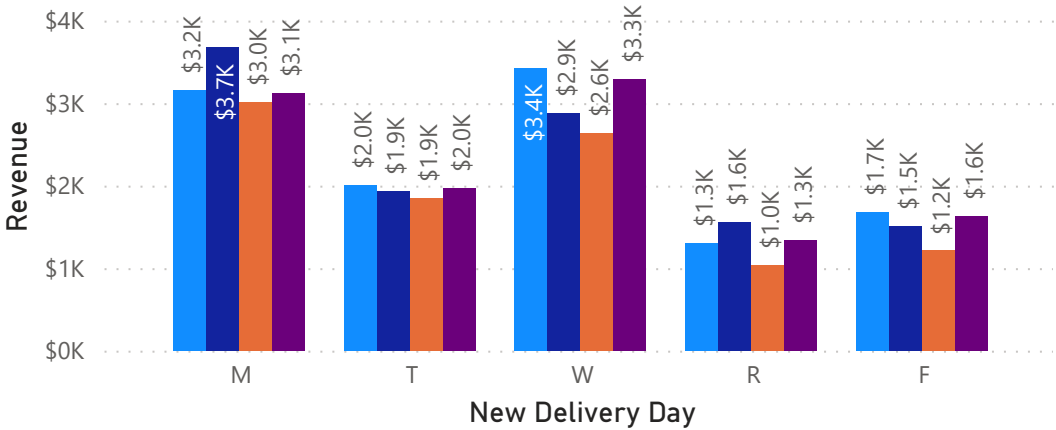
Destination of Revenue Leaving Original Route

Q1 Revenue Q2 Revenue Q3 Revenue Q4 Revenue



Average Revenue

Q1 Revenue Q2 Revenue Q3 Revenue Q4 Revenue



New Rt

50

Week #

All

Avg Week Hours

34.65

Of Customers

182

\$11.58K \$11.55...

Q1 Revenue

Q2 Revenue

8.08%

Rt 50 Q1 %Change

4.79%

Rt 50 Q2 %Change

\$9.75K

Q3 Revenue

7.40%

Rt 50 Q3 %Change

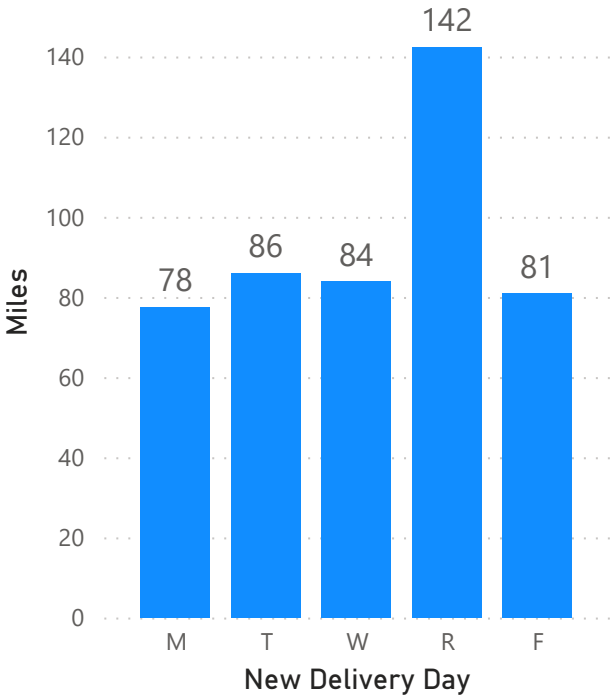
\$11.35K

Q4 Revenue

4.11%

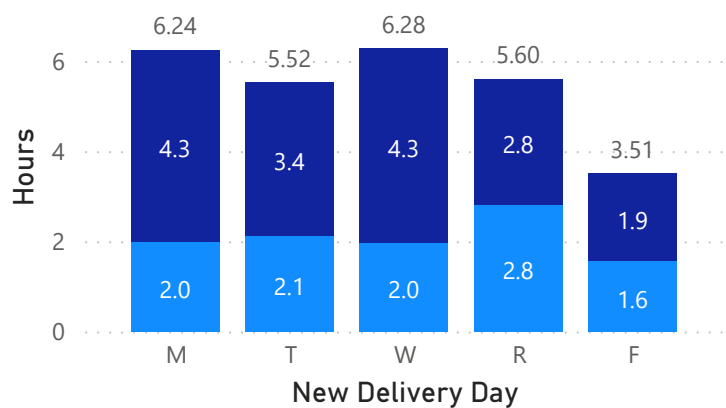
Rt 50 Q4 %Change

Total Miles Driven



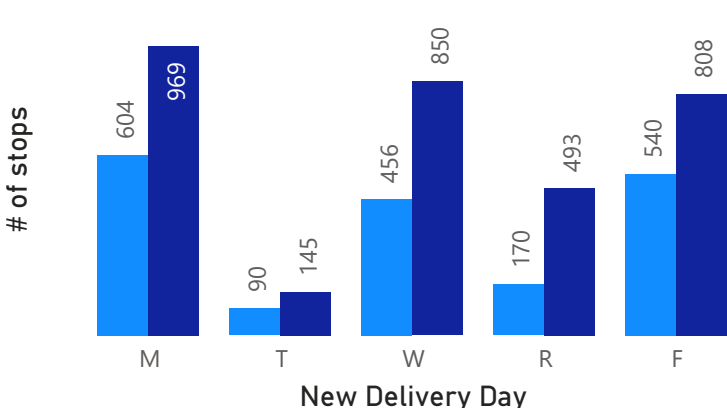
Hours Breakdown

Hours Travel Hours Of Service



Typical Garment Load

Avg Garments Processed Garment Inventory



\$91.50

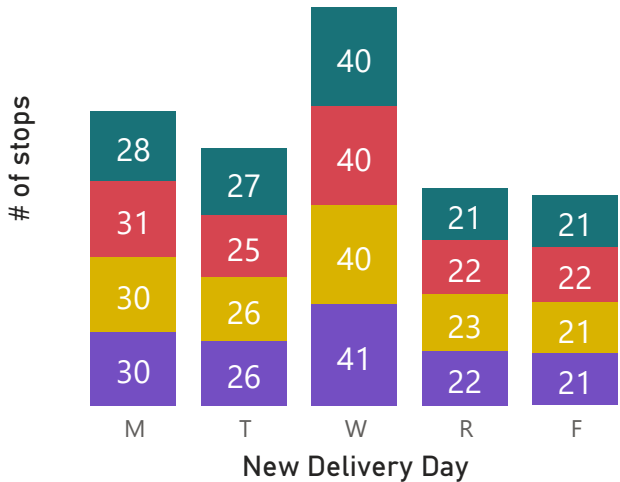
Average Miles Between Stops

4

Average Daily Miles

94

Stop Counts



of Accounts on New Route

182

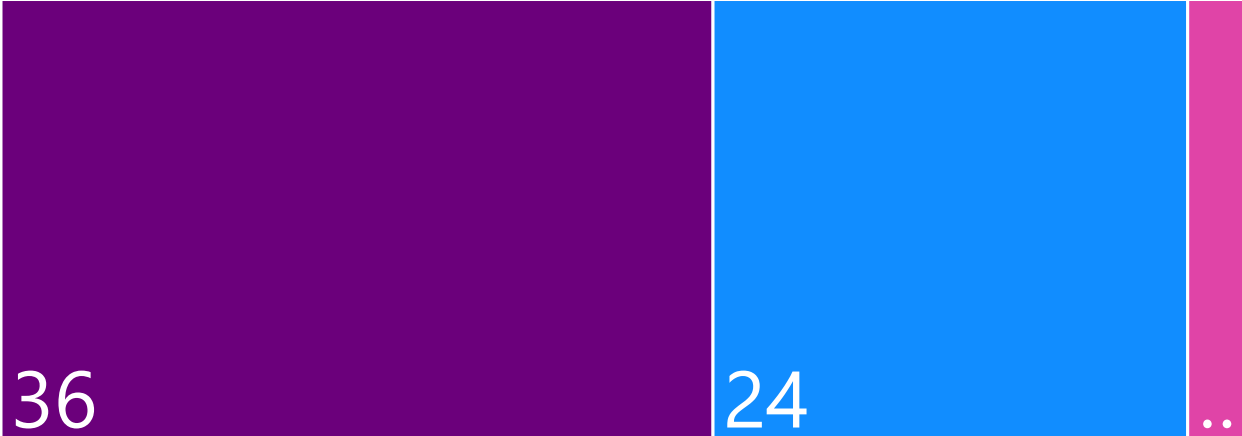
Origin of accounts Comprising New Route

Old Rt # 50 56 12 51 52



Destination of Accounts Leaving Original Route

New Rt 56 52 6

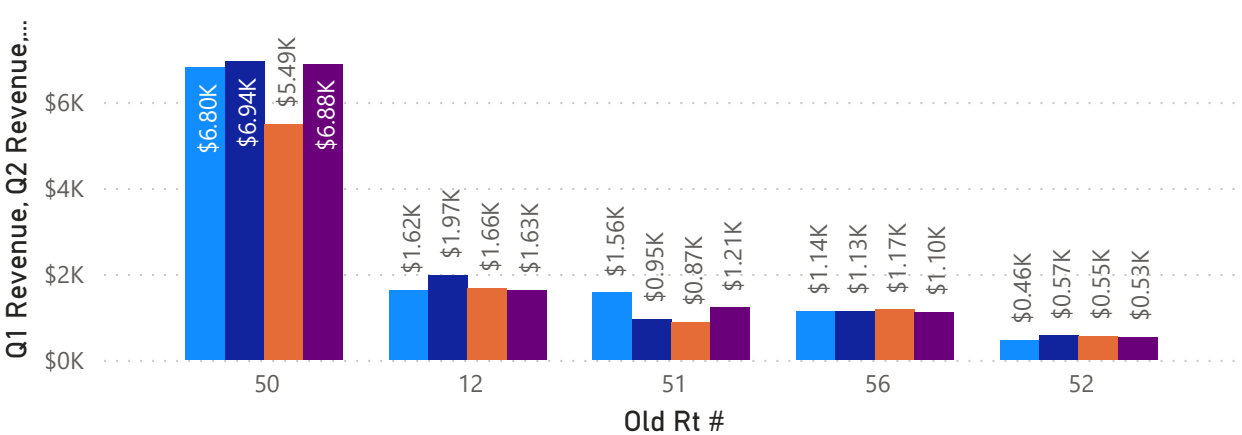


New Rt

50

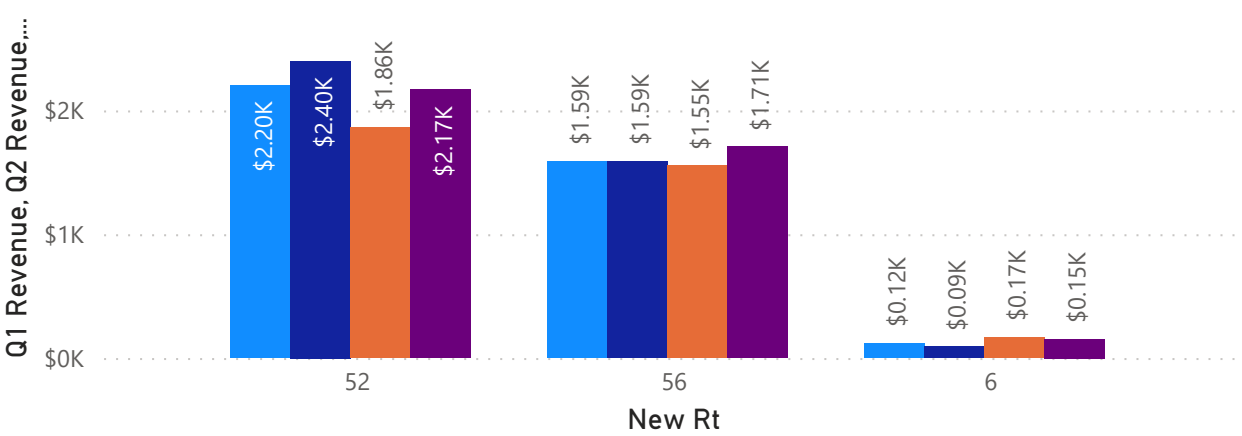
Origin of Revenue Comprising New Route

Q1 Revenue Q2 Revenue Q3 Revenue Q4 Revenue



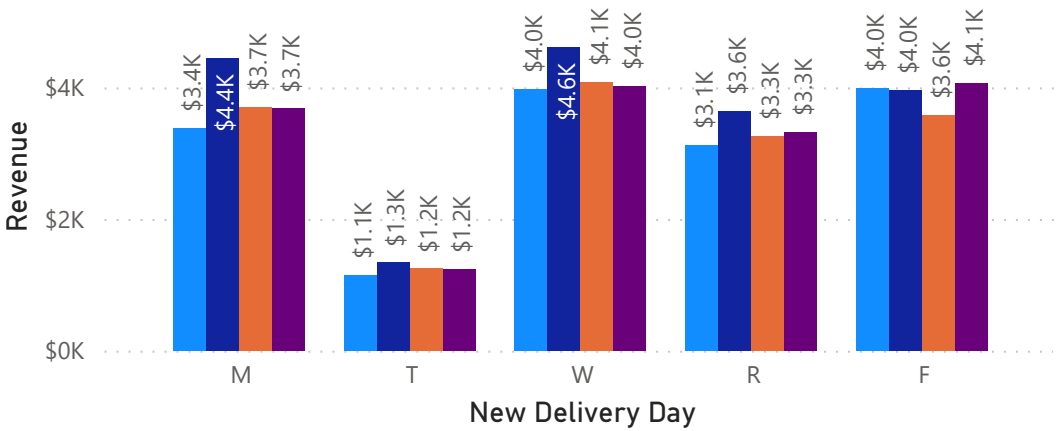
Destination of Revenue Leaving Original Route

Q1 Revenue Q2 Revenue Q3 Revenue Q4 Revenue



Average Revenue

Q1 Revenue Q2 Revenue Q3 Revenue Q4 Revenue



New Rt

Week #

Avg Week Hours

34.62

Of Customers

199

\$15.61K \$17.99K

Q1 Revenue

Q2 Revenue

-1.68%

Rt 51 Q1 %Change

2.93%

Rt 51 Q2 %Change

\$15.86K \$16.32K

Q3 Revenue

Q4 Revenue

4.51%

Rt 51 Q3 %Change

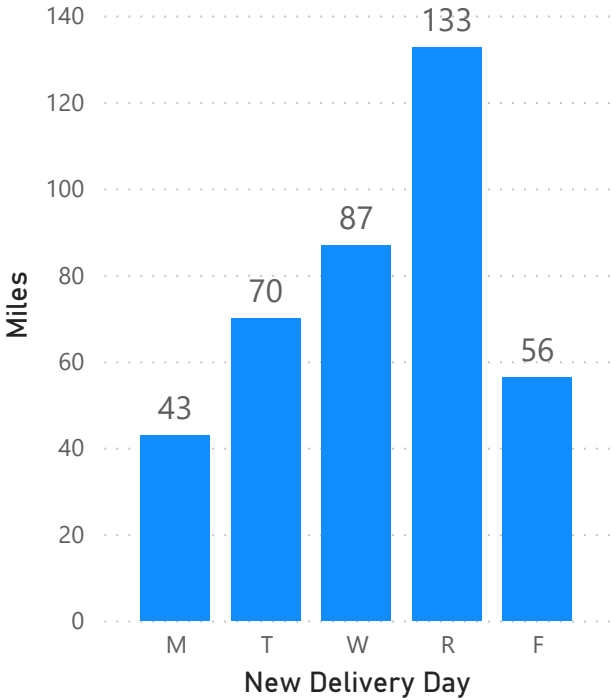
0.71%

Rt 51 Q4 %Change

Average Stop Size

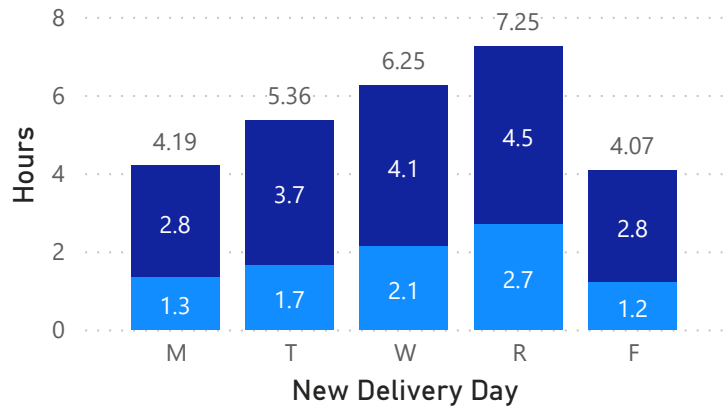
Stop Counts

Total Miles Driven



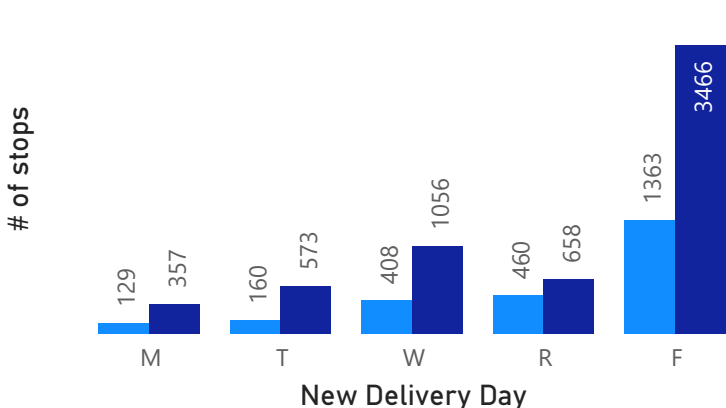
Hours Breakdown

Hours Travel Hours Of Service



Typical Garment Load

Avg Garments Processed Garment Inventory



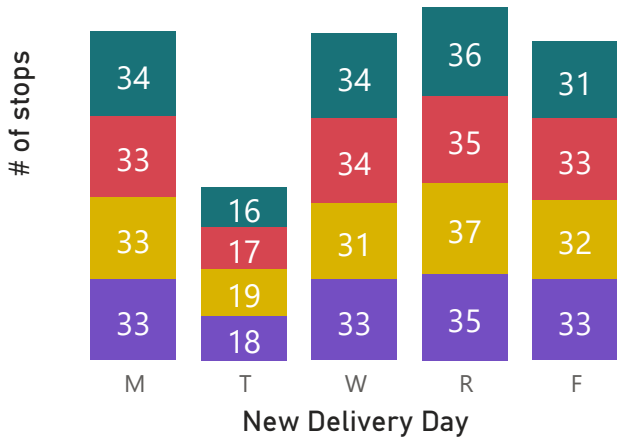
\$127.10

Average Miles Between Stops

4

Average Daily Miles

78



of Accounts on New Route

199

Origin of accounts Comprising New Route

Old Rt # 51 47 52 8060 8040 56 8010



Destination of Accounts Leaving Original Route

New Rt 47 50 8010 12 52

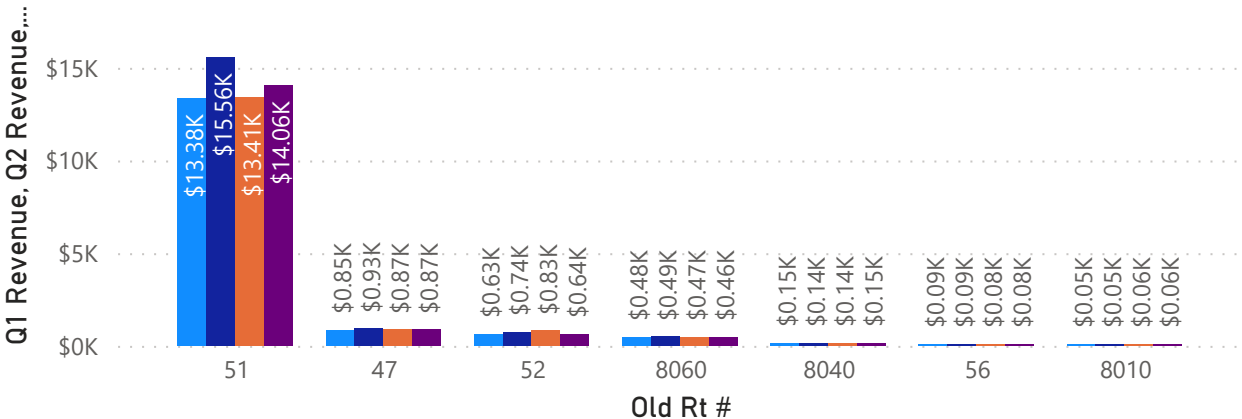


New Rt

51

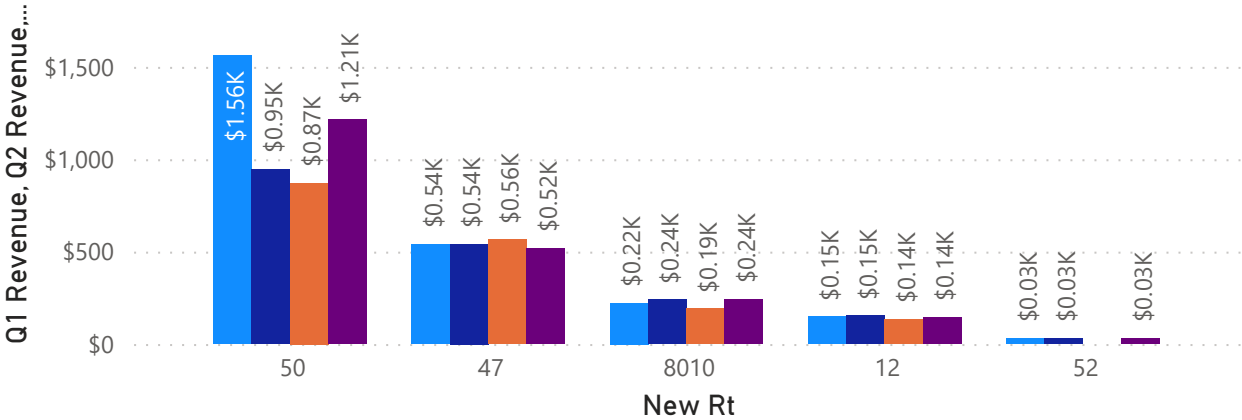
Origin of Revenue Comprising New Route

Q1 Revenue Q2 Revenue Q3 Revenue Q4 Revenue



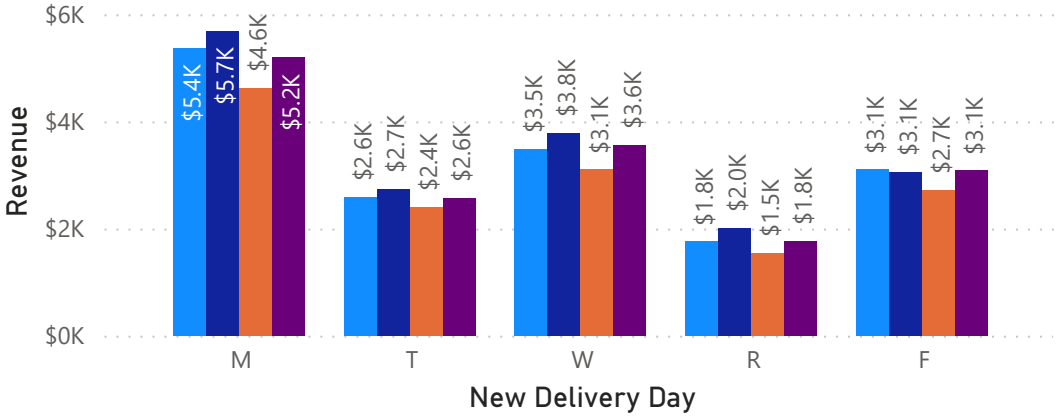
Destination of Revenue Leaving Original Route

Q1 Revenue Q2 Revenue Q3 Revenue Q4 Revenue



Average Revenue

Q1 Revenue Q2 Revenue Q3 Revenue Q4 Revenue



New Rt

52

Week #

All

Avg Week Hours

24.13

Of Customers

168

\$16.29K \$17.26K

Q1 Revenue

Q2 Revenue

-2.93%

Rt 52 Q1 %Change

-2.04%

Rt 52 Q2 %Change

\$14.37K \$16.18K

Q3 Revenue

Q4 Revenue

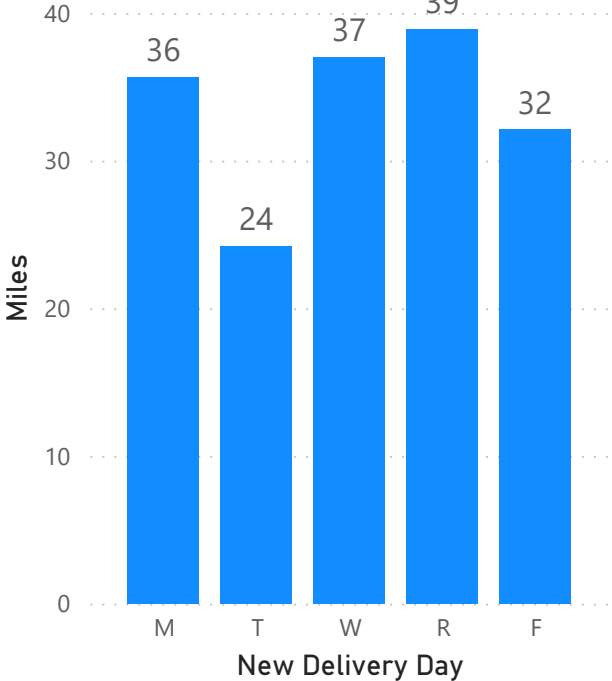
-8.86%

Rt 52 Q3 %Change

-2.21%

Rt 52 Q4 %Change

Total Miles Driven

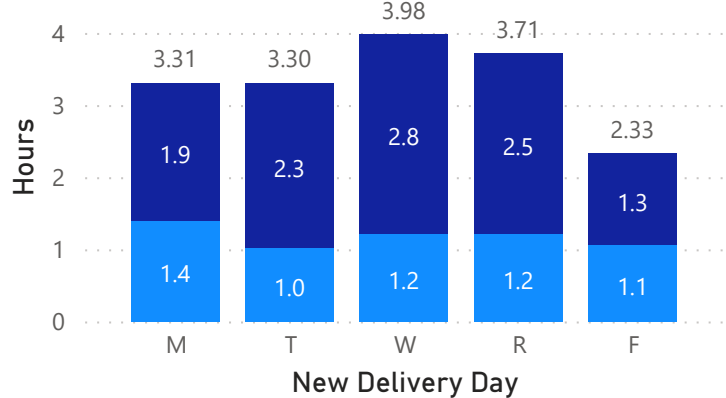


Average Stop Size

Stop Counts

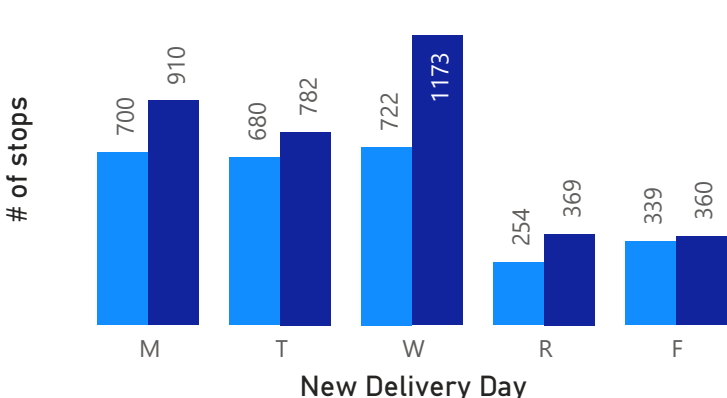
Hours Breakdown

Hours Travel Hours Of Service



Typical Garment Load

Avg Garments Processed Garment Inventory



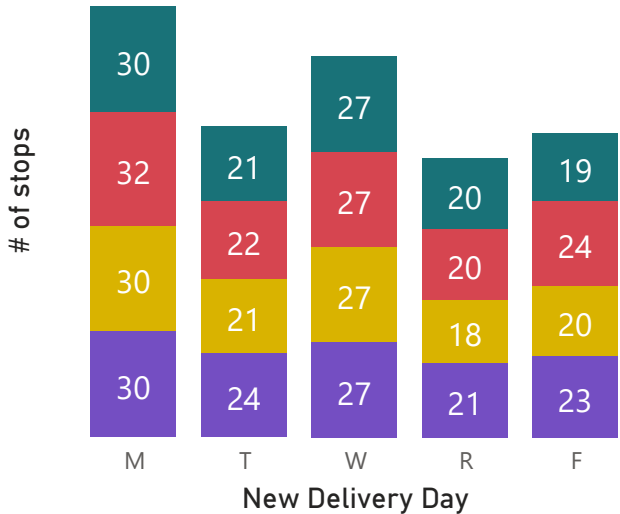
\$146.92

Average Miles Between Stops

2

Average Daily Miles

34



of Accounts on New Route

168

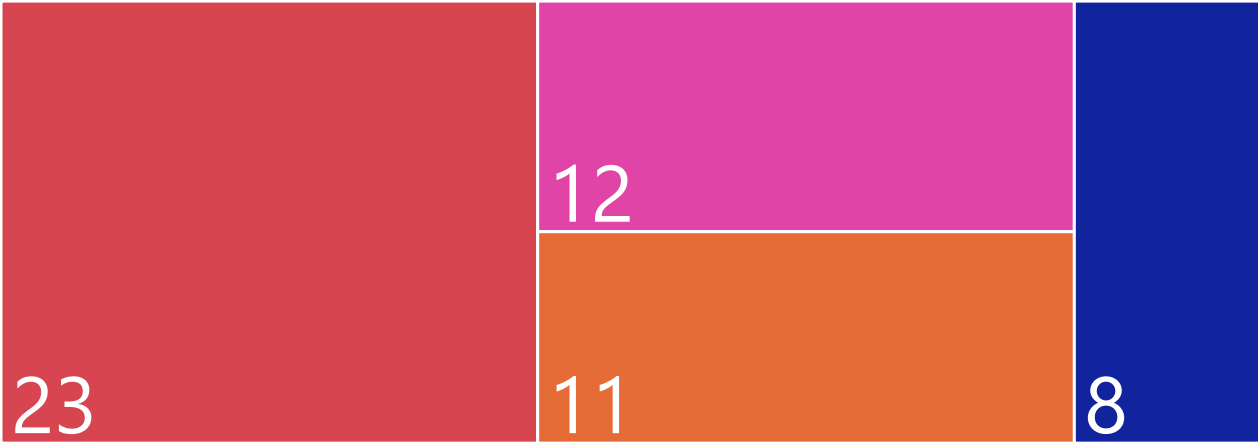
Origin of accounts Comprising New Route

Old Rt # 52 50 12 6 51 56



Destination of Accounts Leaving Original Route

New Rt 12 6 51 50

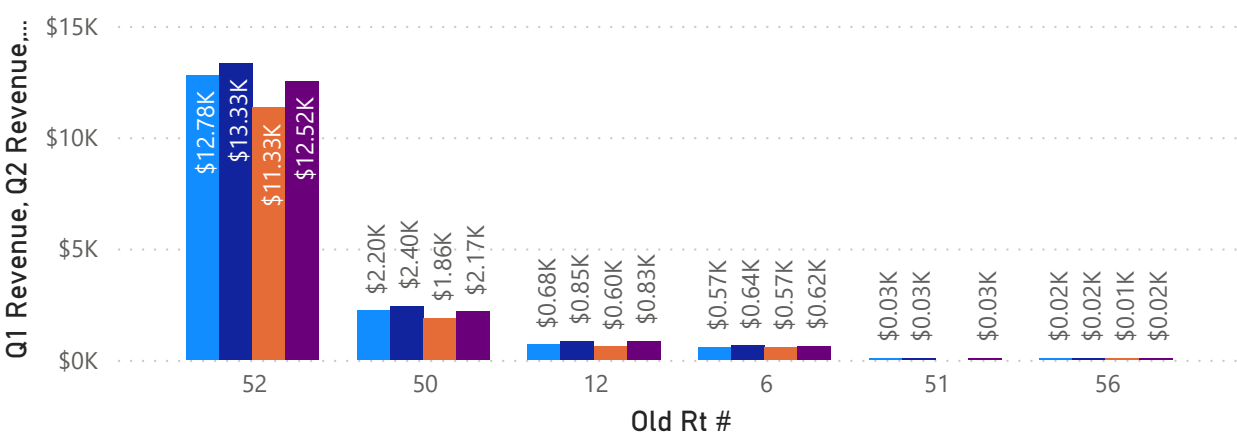


New Rt

52

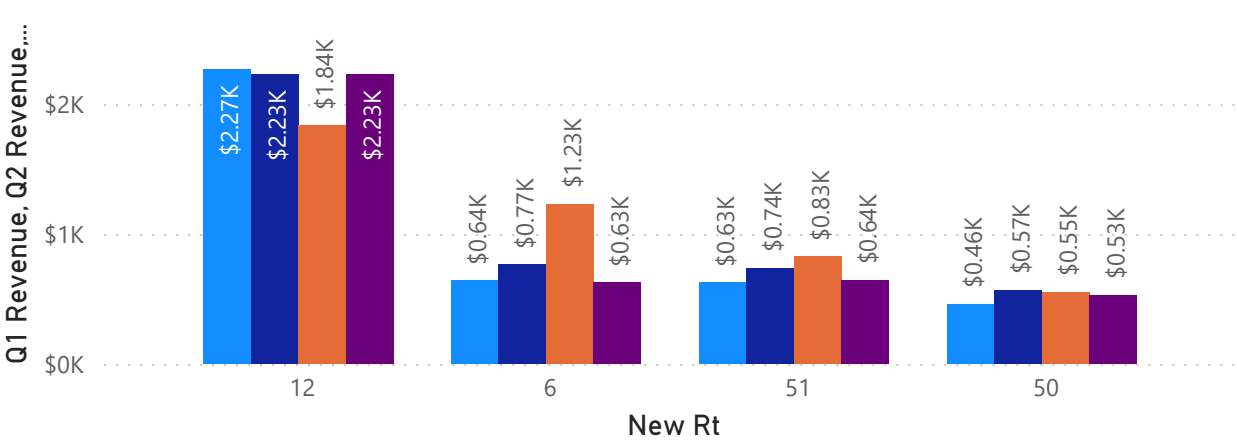
Origin of Revenue Comprising New Route

Q1 Revenue Q2 Revenue Q3 Revenue Q4 Revenue



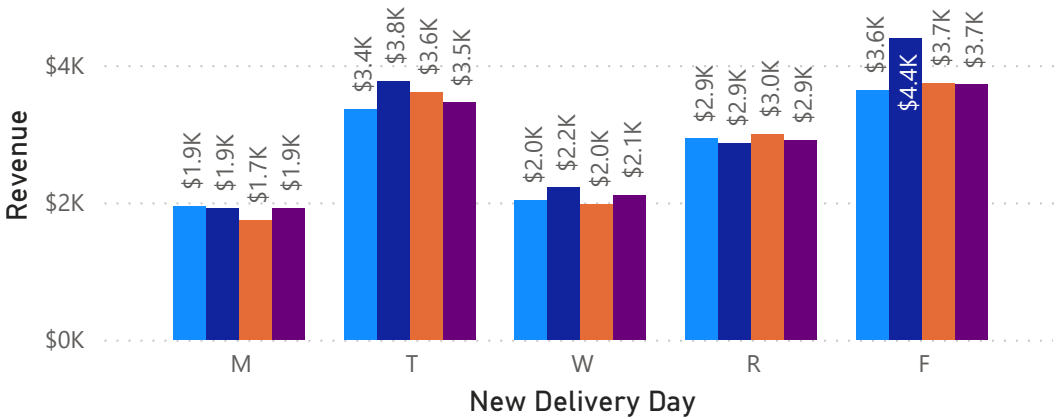
Destination of Revenue Leaving Original Route

Q1 Revenue Q2 Revenue Q3 Revenue Q4 Revenue



Average Revenue

Q1 Revenue Q2 Revenue Q3 Revenue Q4 Revenue



New Rt

56

Week #

All

Avg Week Hours

40.28

Of Customers

247

\$13.91K \$15.16K

Q1 Revenue

Q2 Revenue

3.14%

Rt 56 Q1 %Change

1.96%

Rt 56 Q2 %Change

\$14.06K \$14.10K

Q3 Revenue

Q4 Revenue

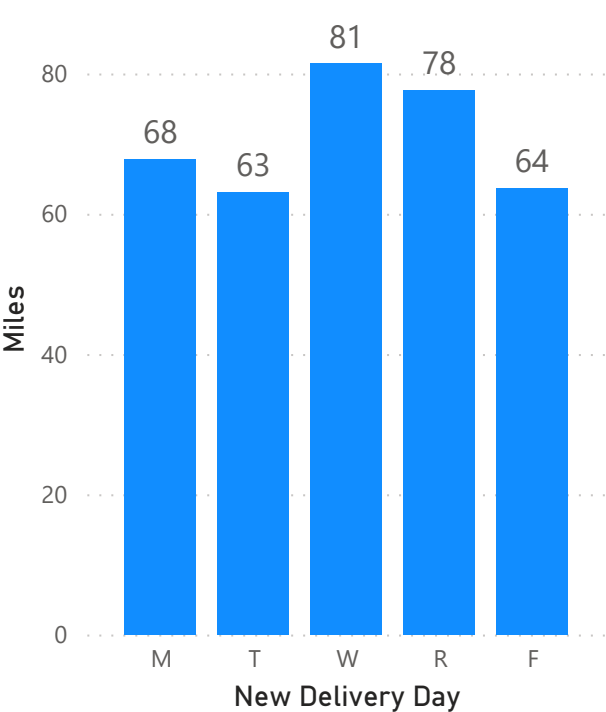
3.58%

Rt 56 Q3 %Change

5.06%

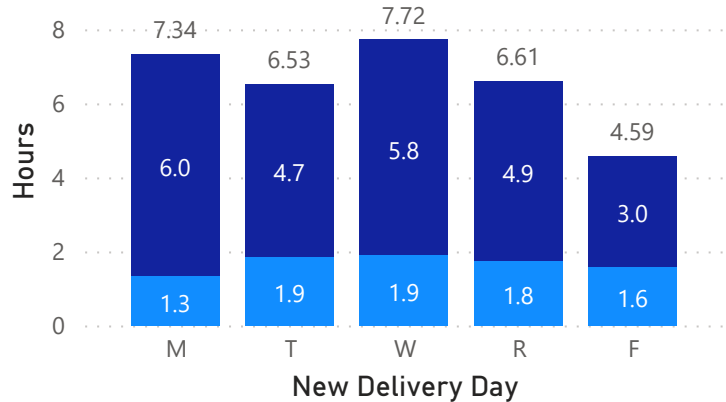
Rt 56 Q4 %Change

Total Miles Driven



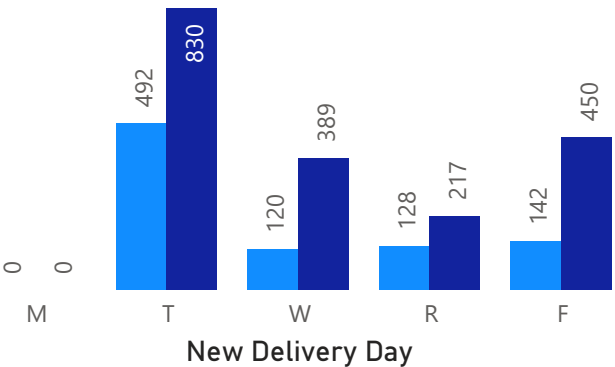
Hours Breakdown

Hours Travel Hours Of Service



Typical Garment Load

Avg Garments Processed Garment Inventory



\$99.26

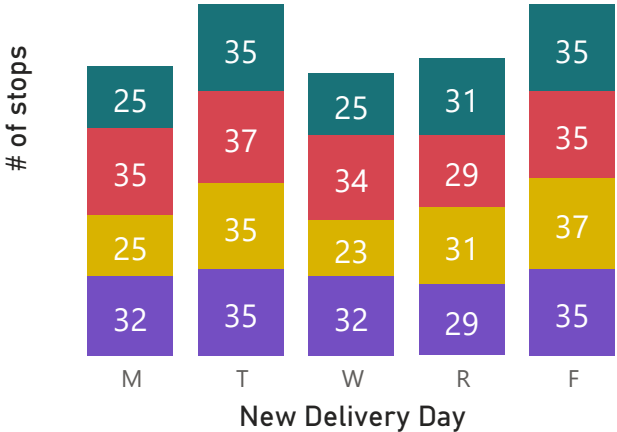
Average Miles Between Stops

2

Average Daily Miles

71

Stop Counts

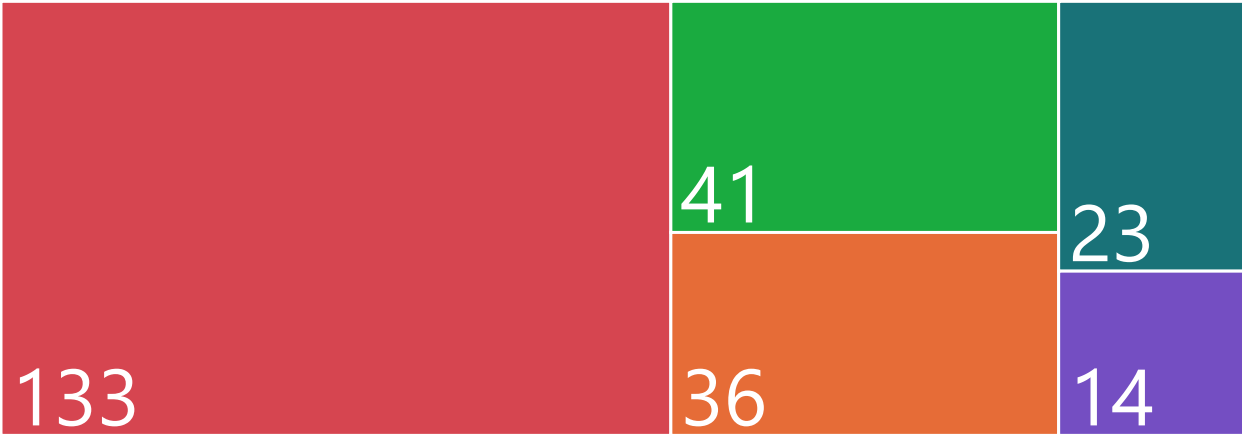


of Accounts on New Route

247

Origin of accounts Comprising New Route

Old Rt # 56 8010 50 8040 8060



Destination of Accounts Leaving Original Route

New Rt 8010 50 8040 51 52

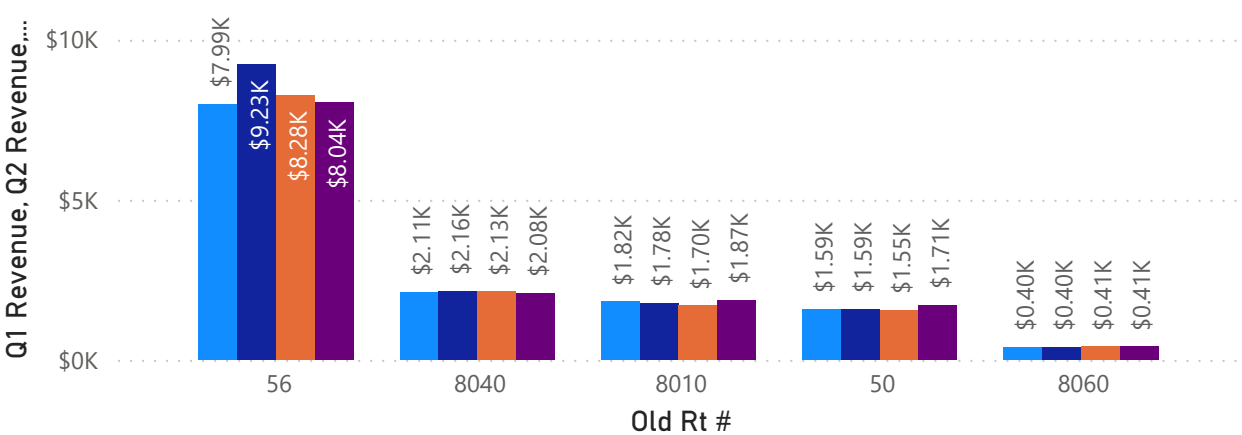


New Rt

56

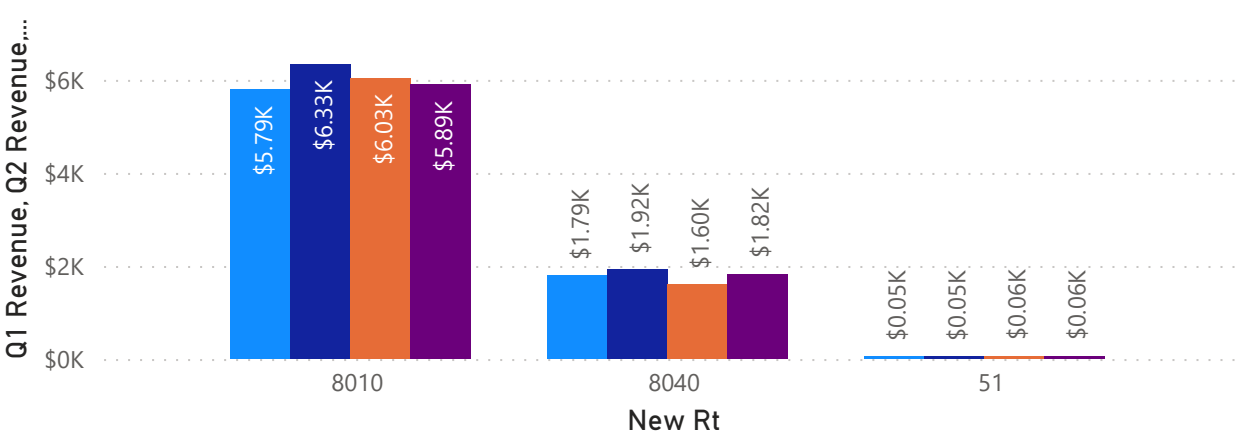
Origin of Revenue Comprising New Route

Q1 Revenue Q2 Revenue Q3 Revenue Q4 Revenue



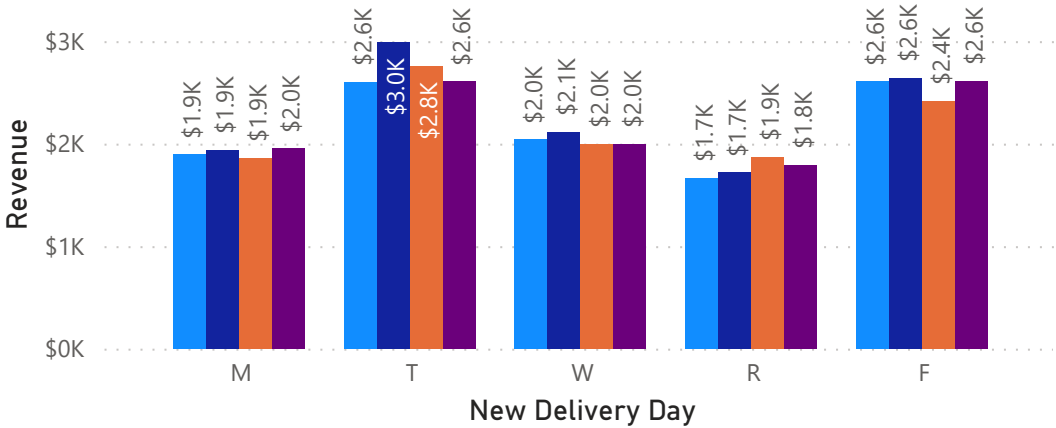
Destination of Revenue Leaving Original Route

Q1 Revenue Q2 Revenue Q3 Revenue Q4 Revenue



Average Revenue

Q1 Revenue Q2 Revenue Q3 Revenue Q4 Revenue



\$10.80K \$11.40K

Q1 Revenue

Q2 Revenue

14.34%

Rt 8010 Q1 %Change

13.06%

Rt 8010 Q2 %Change

\$10.90K \$10.95K

Q3 Revenue

Q4 Revenue

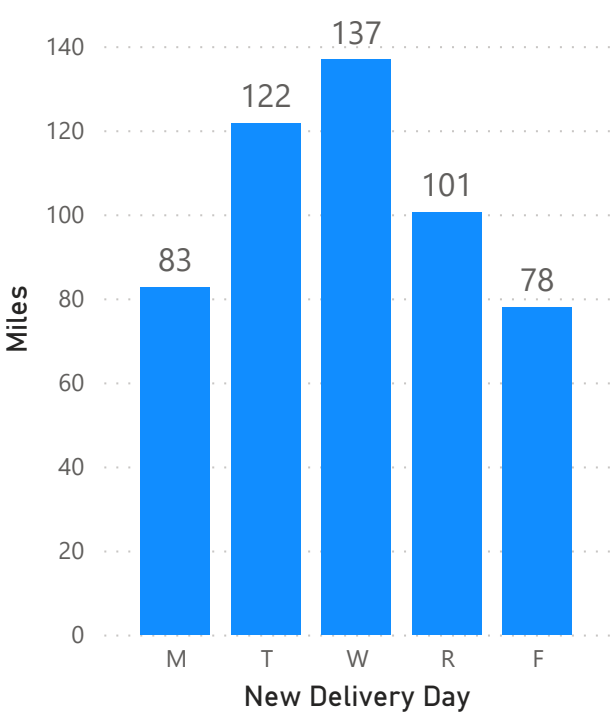
16.10%

Rt 8010 Q3 %Change

13.55%

Rt 8010 Q4 %Change

Total Miles Driven



New Rt
8010
Week #
All

Avg Week Hours

45.71

Of Customers

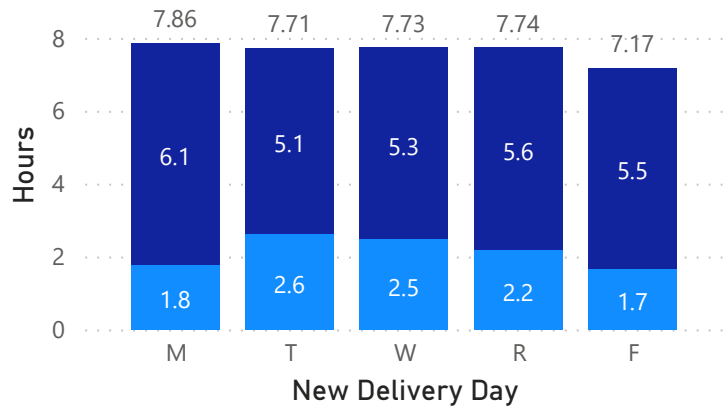
224

Average Stop Size

Stop Counts

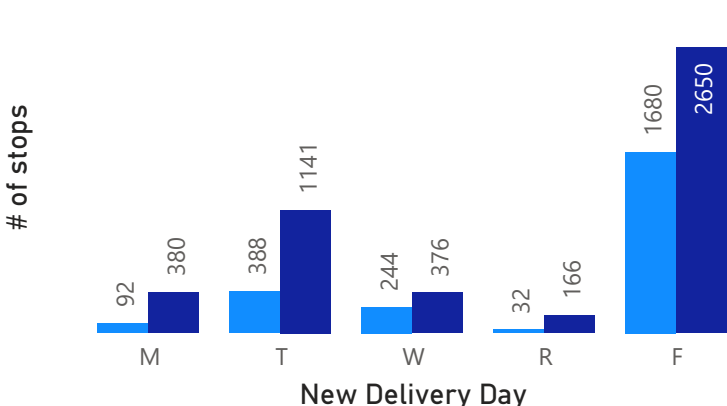
Hours Breakdown

Hours Travel Hours Of Service



Typical Garment Load

Avg Garments Processed Garment Inventory



\$77.29

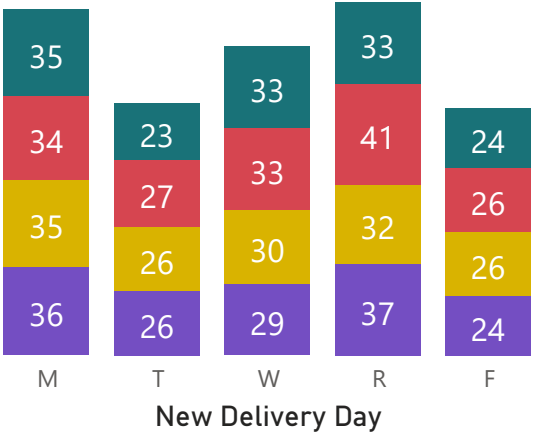
Average Miles Between Stops

4

Average Daily Miles

104

of stops

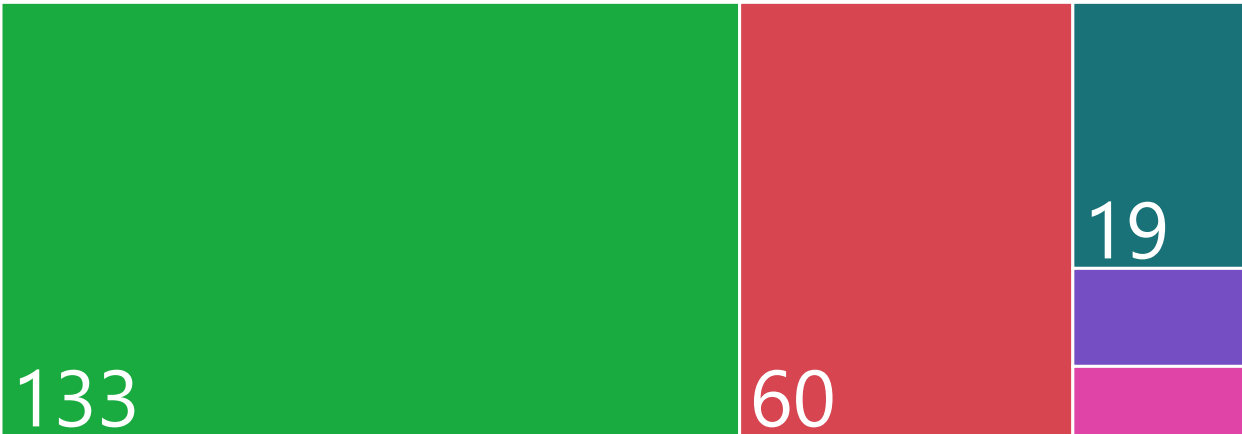


of Accounts on New Route

224

Origin of accounts Comprising New Route

Old Rt # 8010 56 8040 8060 51



Destination of Accounts Leaving Original Route

New Rt 8040 56 51

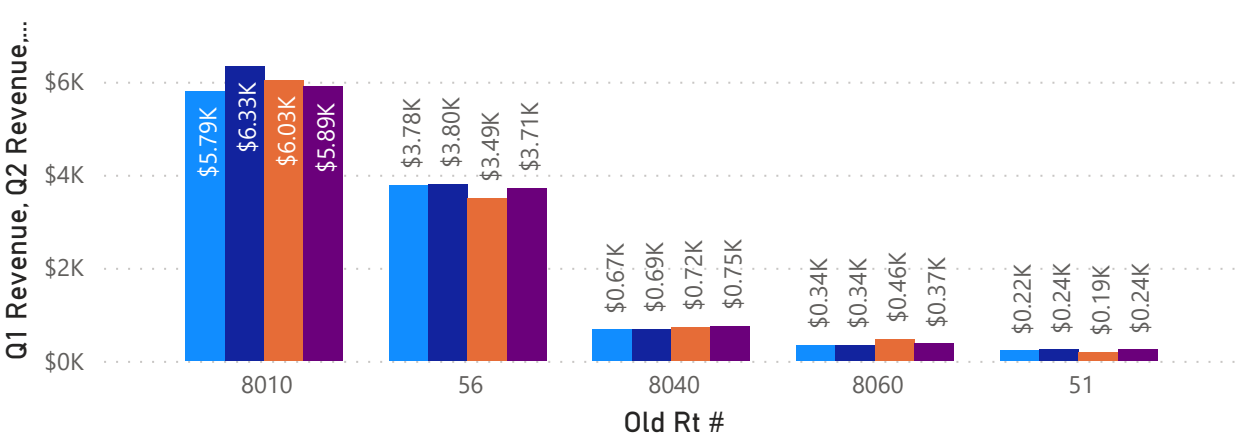


New Rt

8010

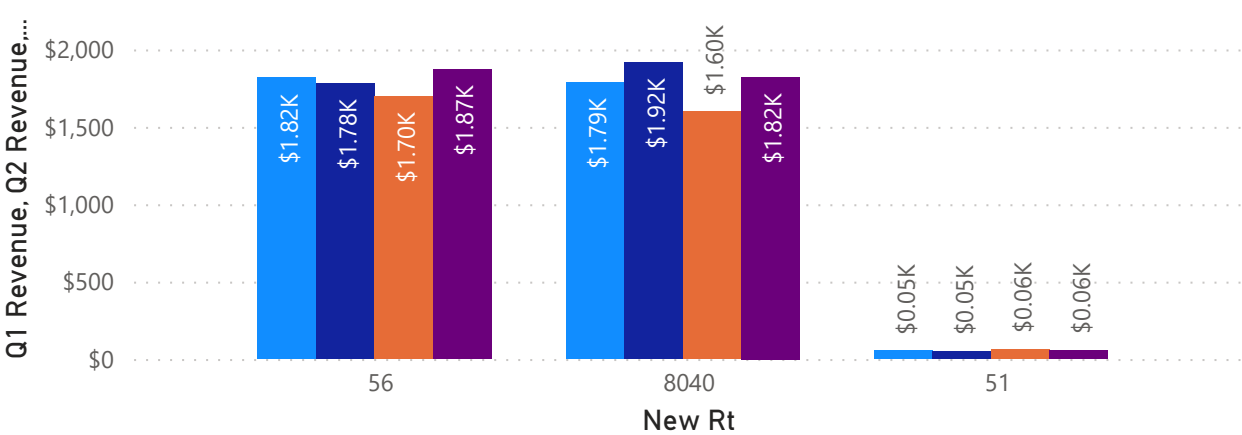
Origin of Revenue Comprising New Route

Q1 Revenue Q2 Revenue Q3 Revenue Q4 Revenue



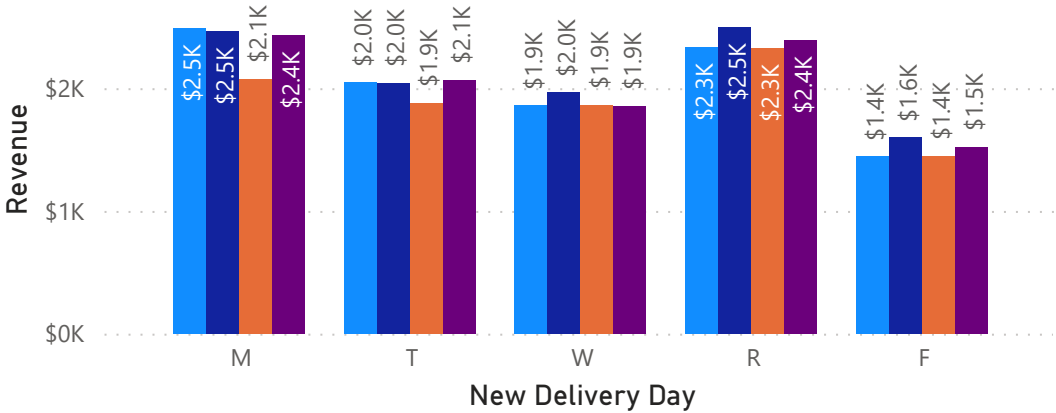
Destination of Revenue Leaving Original Route

Q1 Revenue Q2 Revenue Q3 Revenue Q4 Revenue



Average Revenue

Q1 Revenue Q2 Revenue Q3 Revenue Q4 Revenue



New Rt
8040

Week #
All

Avg Week Hours

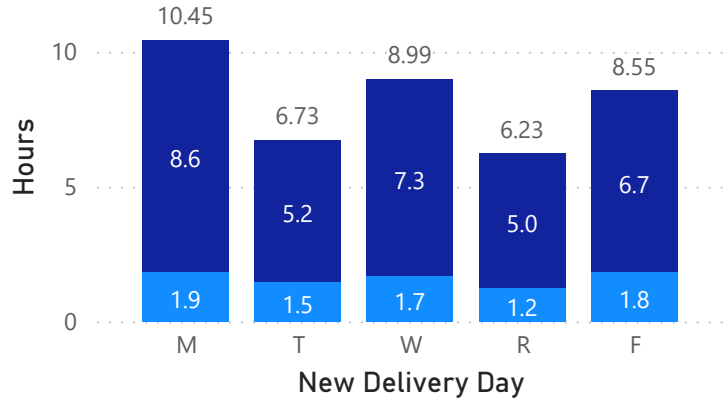
48.45

Of Customers

223

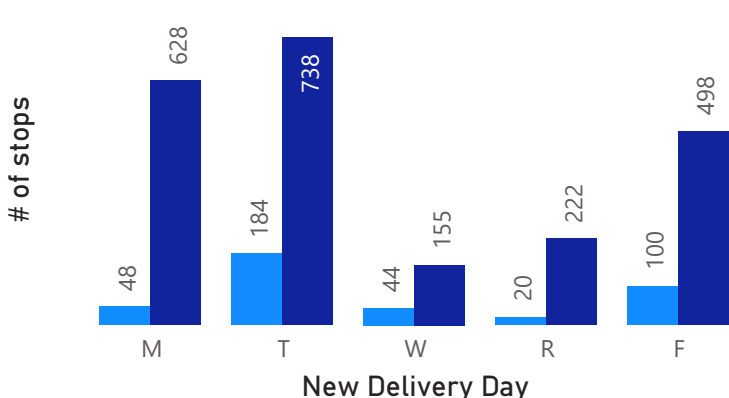
Hours Breakdown

Hours Travel Hours Of Service



Typical Garment Load

Avg Garments Processed Garment Inventory



\$10.16K \$10.57K

Q1 Revenue

2.33%

Rt 8040 Q1 %Change

\$9.59K

Q3 Revenue

0.43%

Rt 8040 Q3 %Change

Q2 Revenue

5.41%

Rt 8040 Q2 %Change

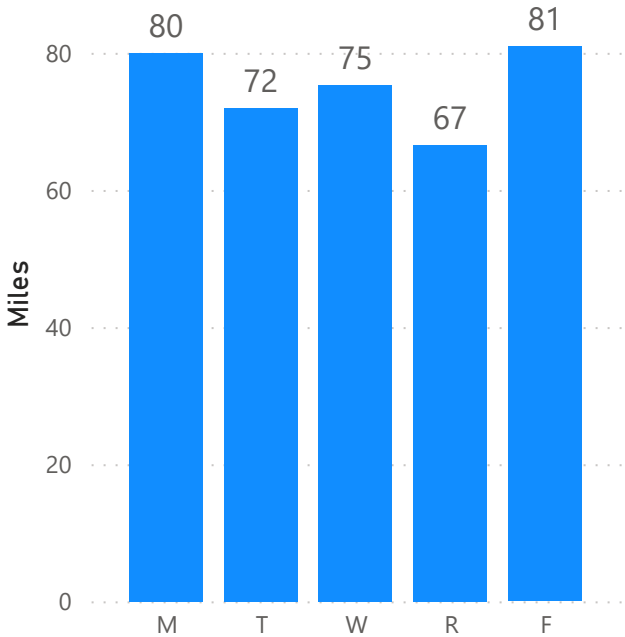
\$10.26K

Q4 Revenue

2.14%

Rt 8040 Q4 %Change

Total Miles Driven



Average Stop Size

Stop Counts

\$76.03

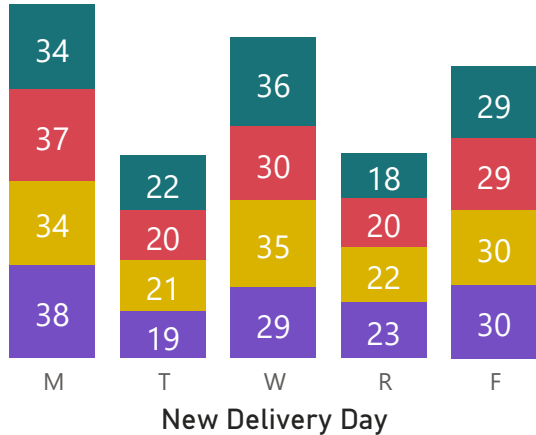
Average Miles Between Stops

3

Average Daily Miles

75

of stops



of Accounts on New Route

223

Origin of accounts Comprising New Route

Old Rt # 8040 8010 8060 56



Destination of Accounts Leaving Original Route

New Rt 56 8010 51

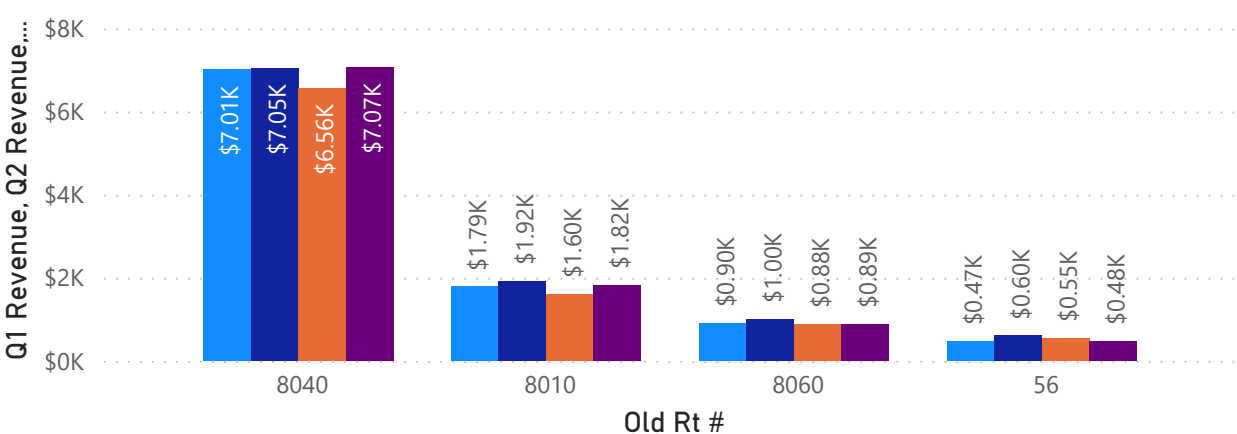


New Rt

8040

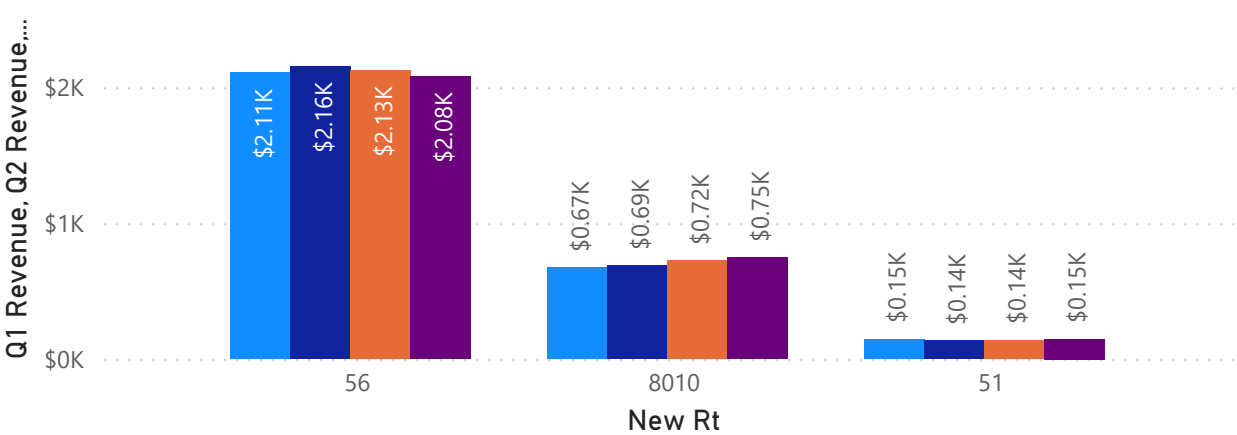
Origin of Revenue Comprising New Route

Q1 Revenue Q2 Revenue Q3 Revenue Q4 Revenue



Destination of Revenue Leaving Original Route

Q1 Revenue Q2 Revenue Q3 Revenue Q4 Revenue

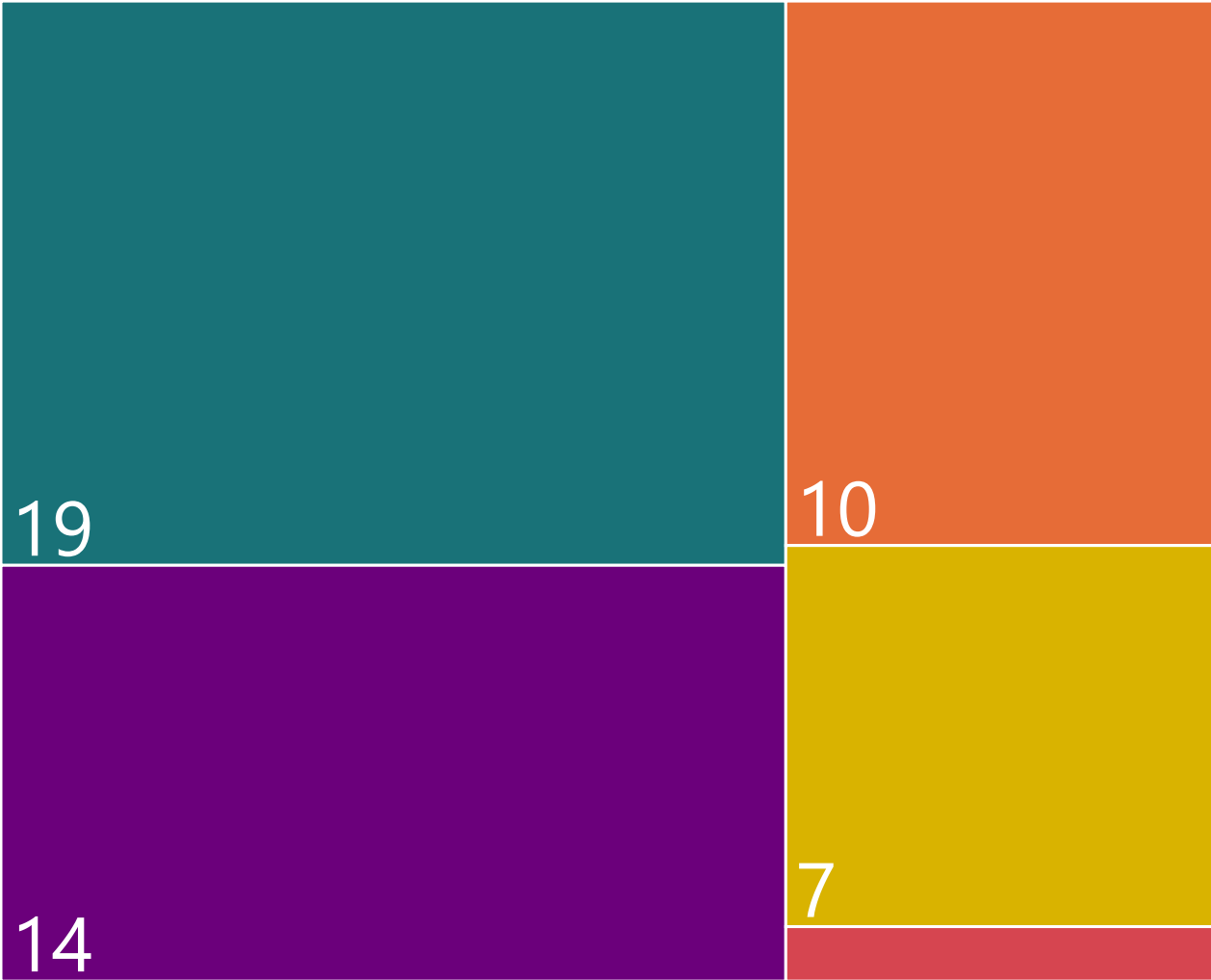


of Accounts on New Route

(Blank)

Destination of Accounts Leaving Original Route

New Rt 8040 56 51 8010 12



New Rt

8060

Destination of Revenue Leaving Original Route

Q1 Revenue Q2 Revenue Q3 Revenue Q4 Revenue

