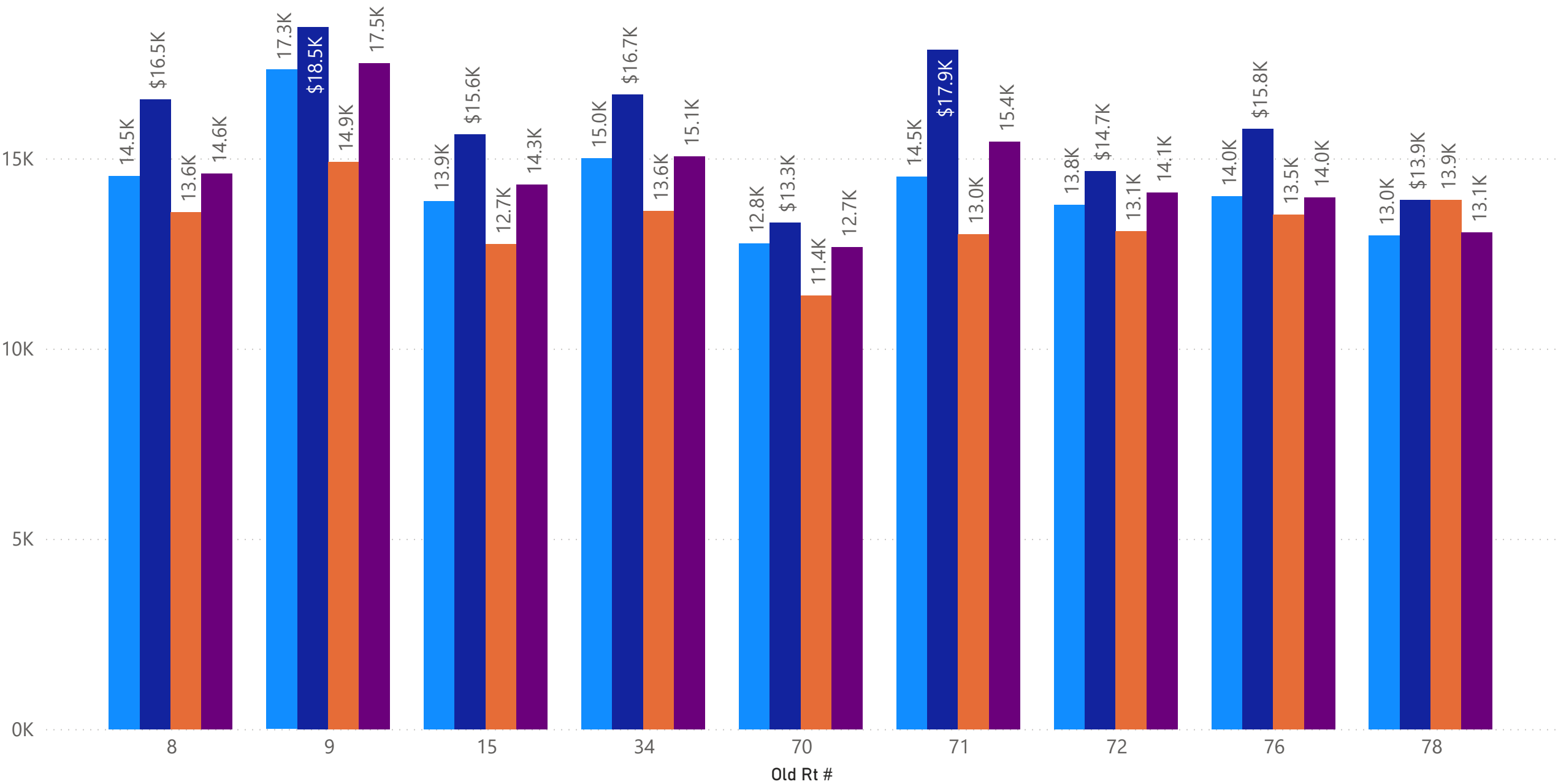


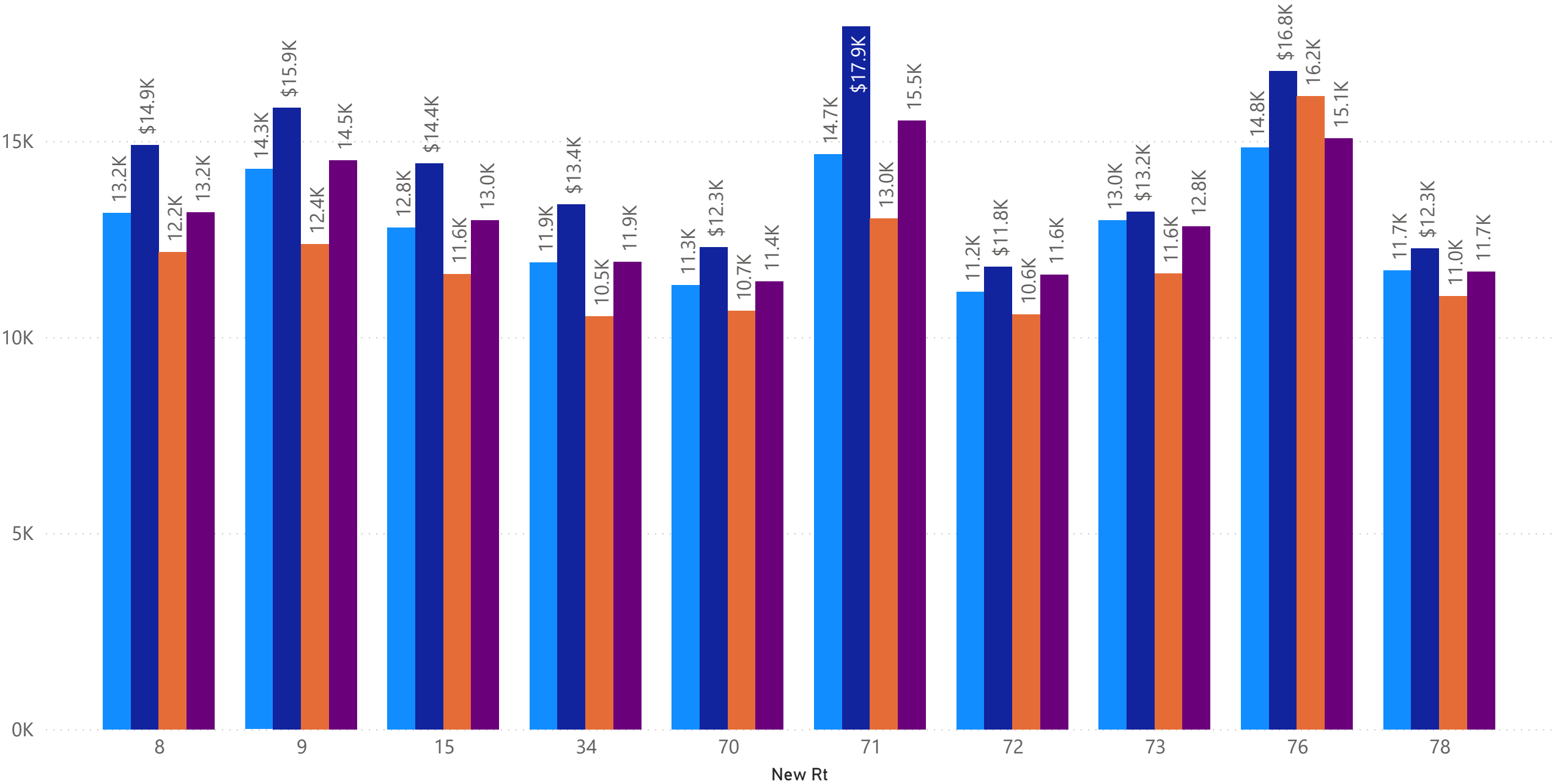
Current Route Revenue Distribution

Q1 Revenue Q2 Revenue Q3 Revenue Q4 Revenue



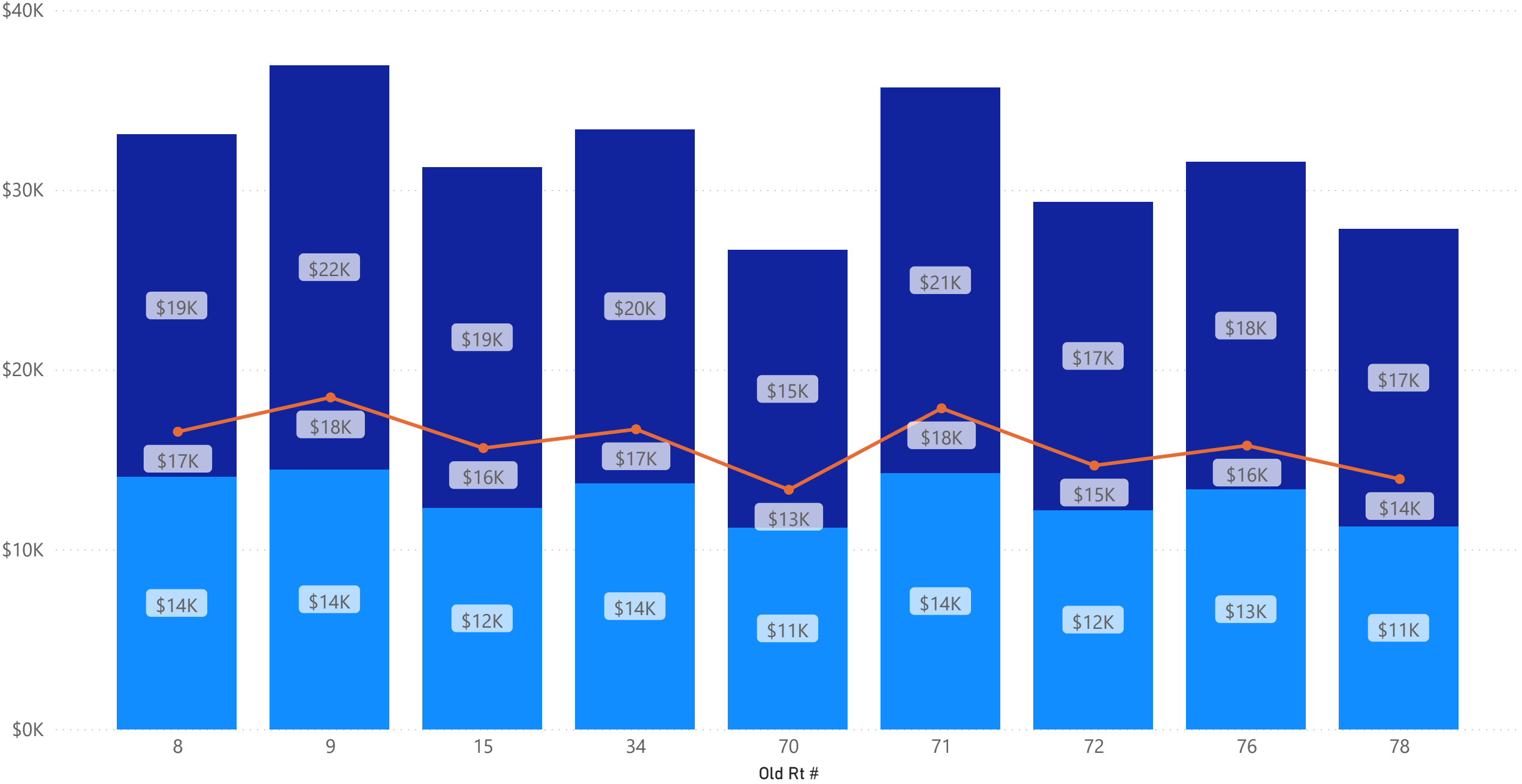
After Reroute Revenue Distribution

Q1 Revenue Q2 Revenue Q3 Revenue Q4 Revenue



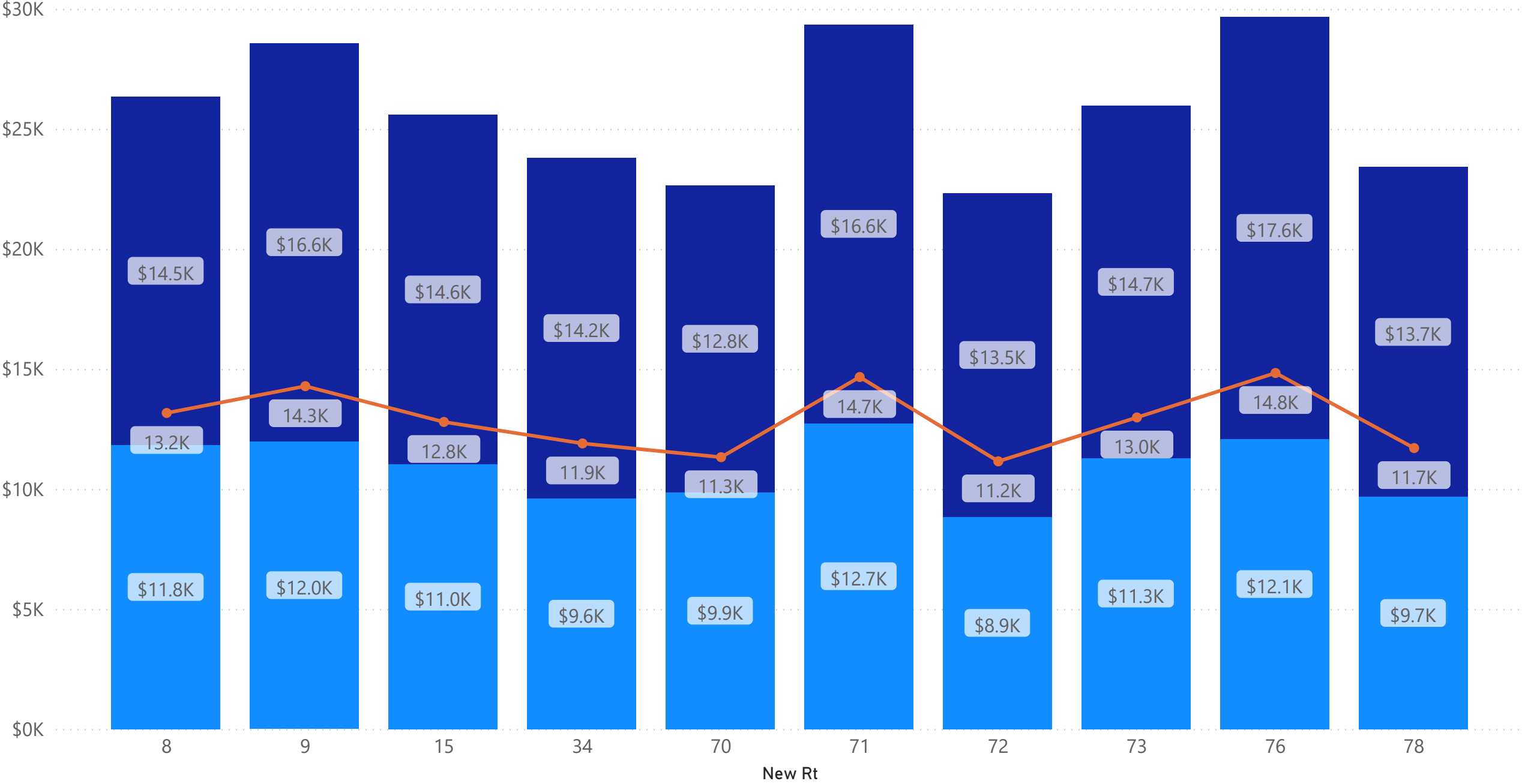
Current Route Revenue Deviation

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

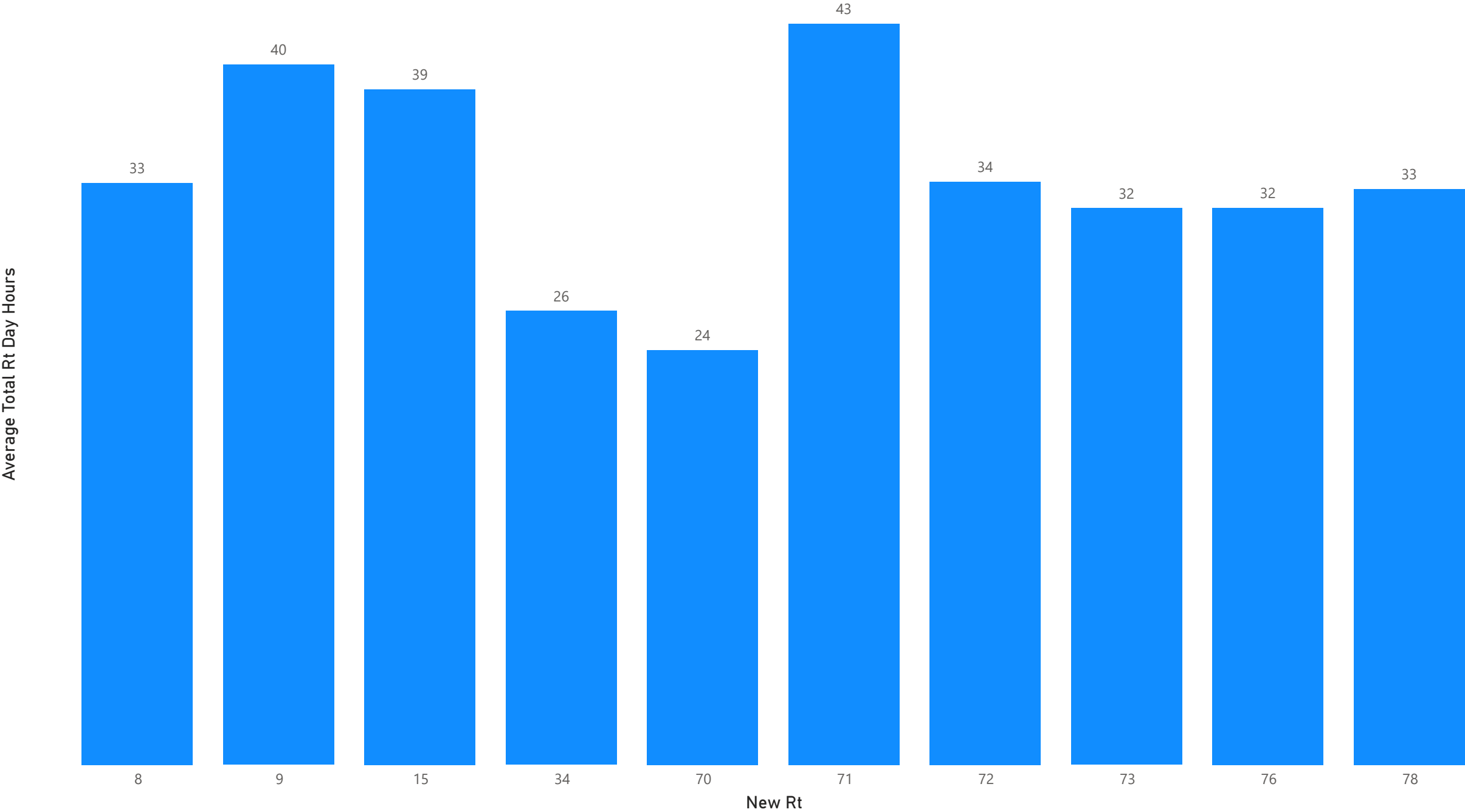


New Route Revenue Deviation

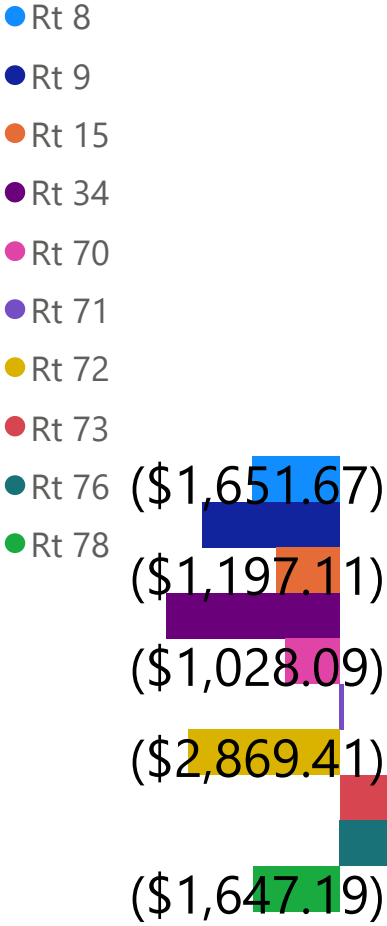
● Q1 Low Revenue Deviation ● Q1 High Revenue Deviation ● Q1 Revenue



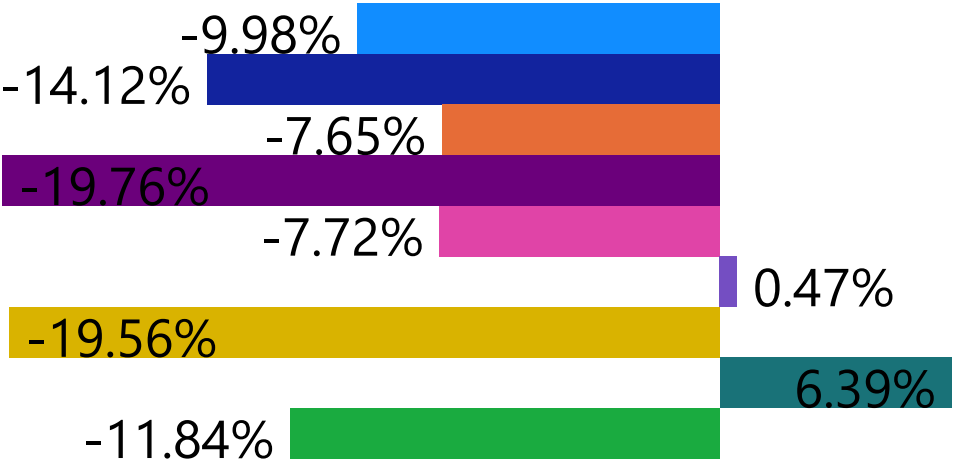
Average Weekly Hours per Route



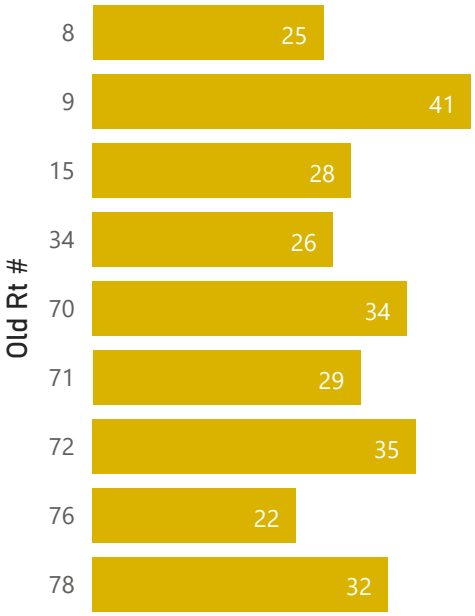
After Reroute Revenue \$ Gained/Lost



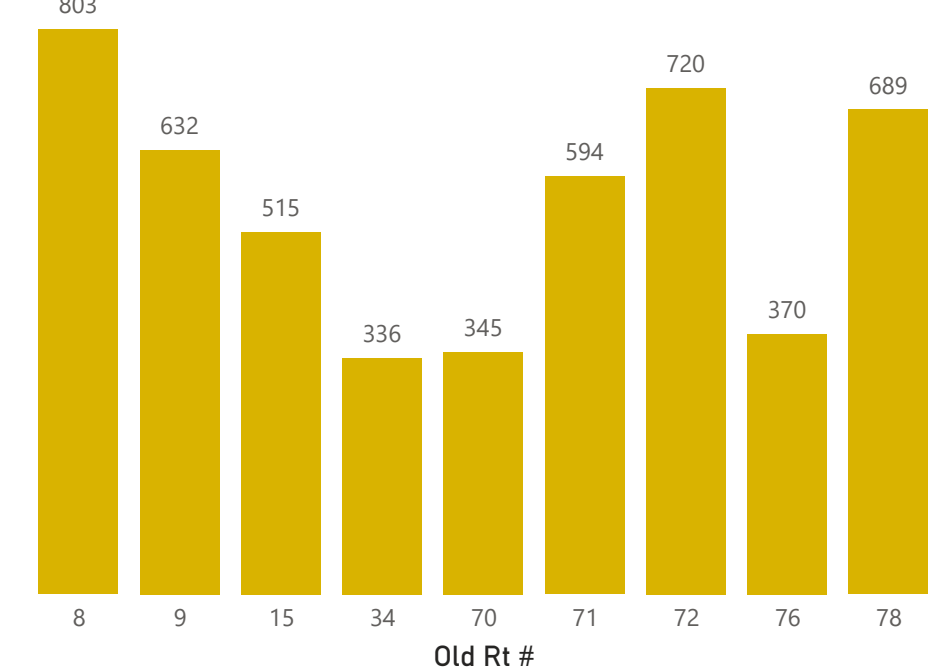
After Reroute Revenue % Change



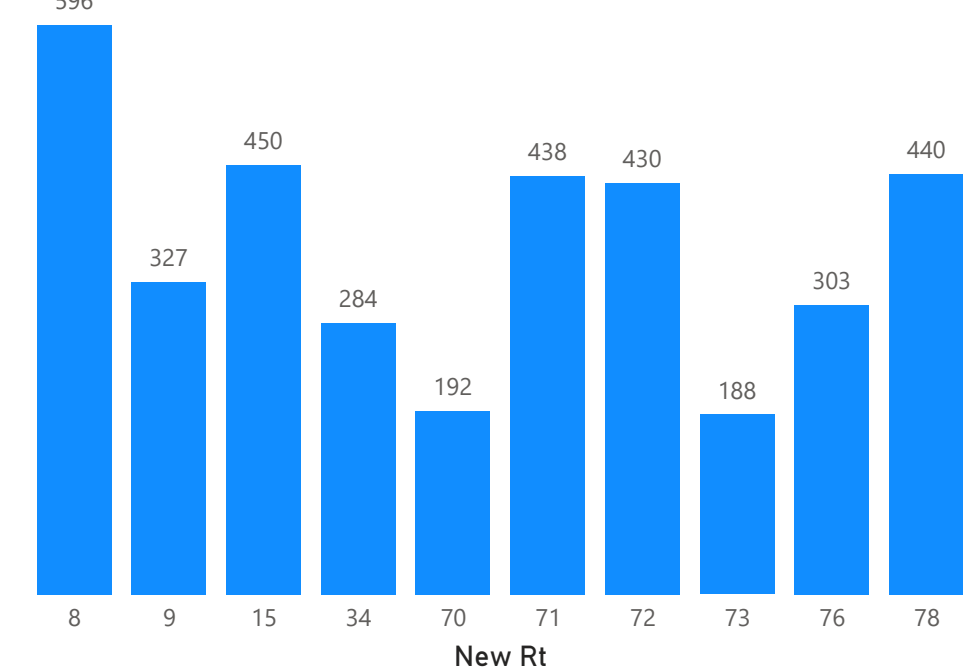
Average Current Daily Stop count



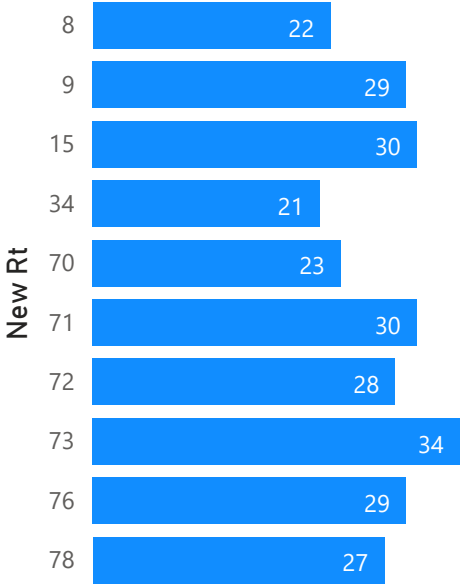
Average Current Weekly Miles



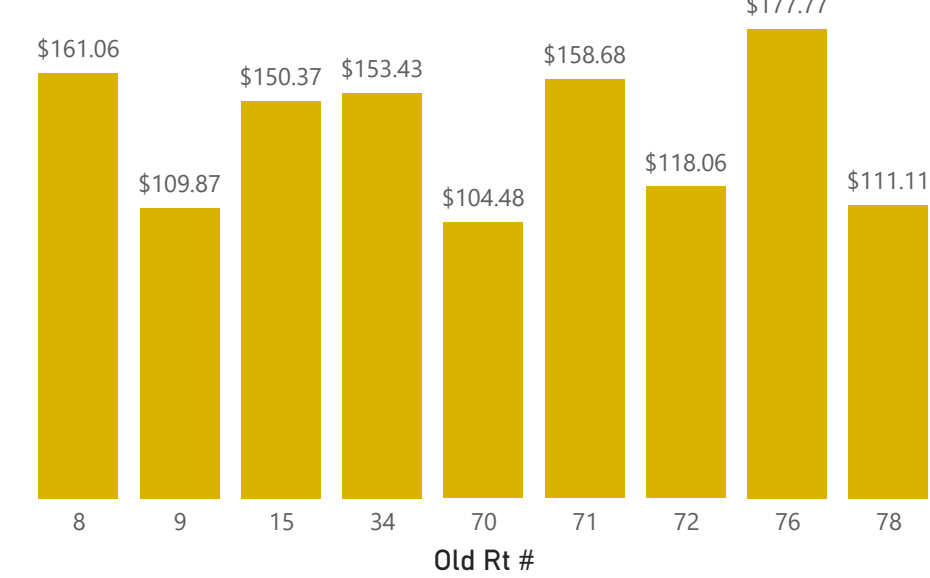
Average Total Miles by New Rt



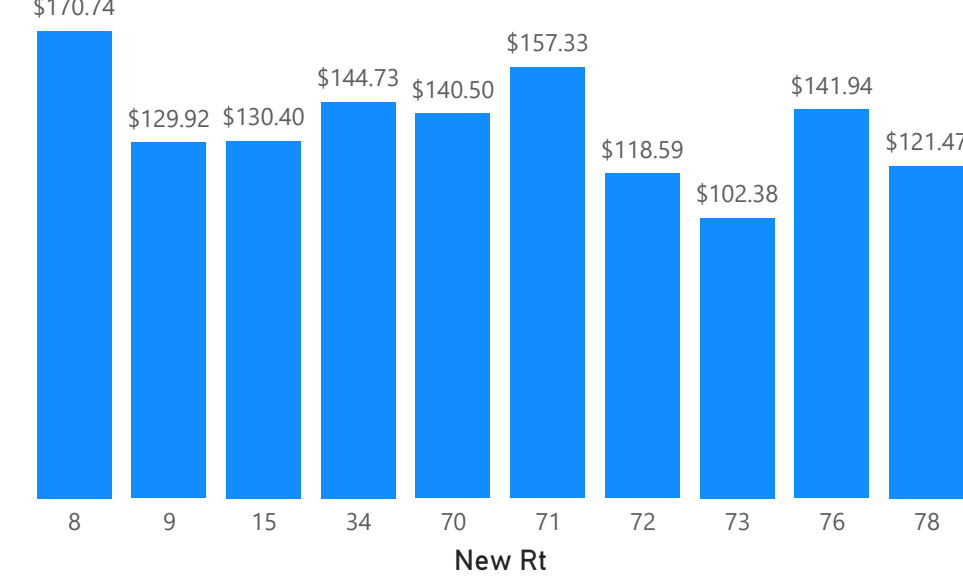
Average New Daily Stop count



Average Current Stop Size (Q2)

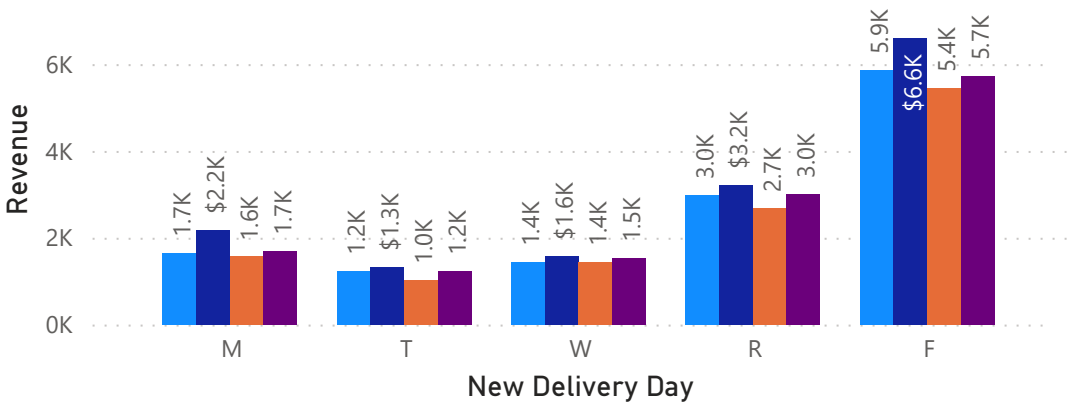


Average New Stop Size (Q2)



Average Revenue

Q1 Revenue Q2 Revenue Q3 Revenue Q4 Revenue



New Rt 

8

Week # 

All

Avg Week Hours

33.49

-21.25%

Rt 8 Hours %Change

13.17K

Q1 Revenue

-9.42%

Rt 8 Q1 %Change

\$14.90K

Q2 Revenue

-9.98%

Rt 8 Q2 %Change

12.17K

Q3 Revenue

-10.48%

Rt 8 Q3 %Change

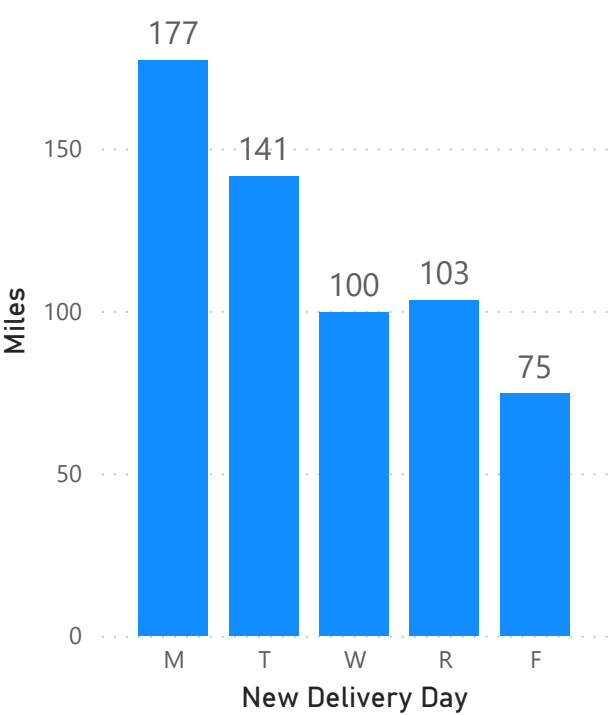
13.19K

Q4 Revenue

-9.74%

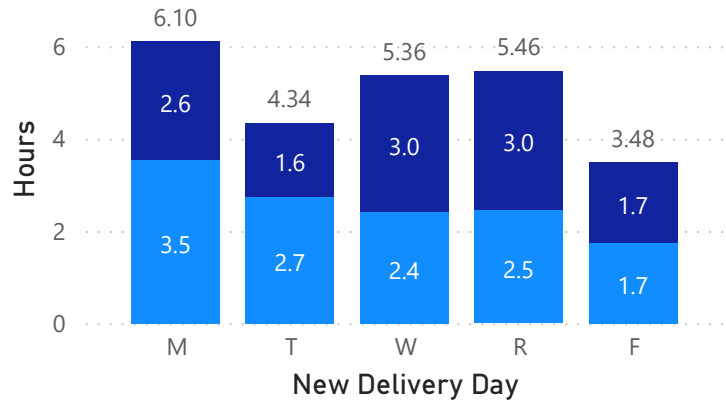
Rt 8 Q4 %Change

Total Miles Driven



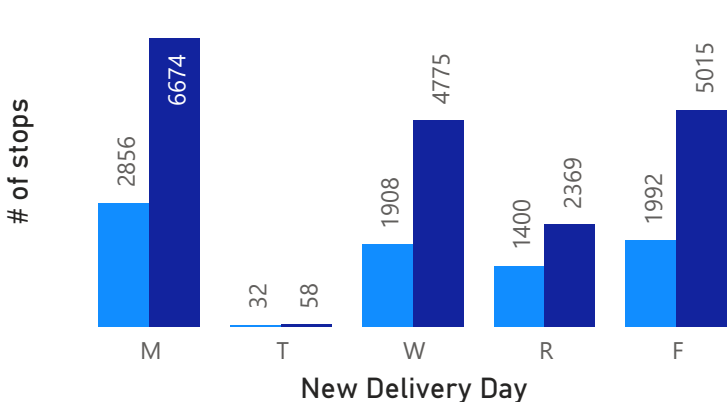
Hours Breakdown

Hours Travel Hours Of Service



Typical Garment Load

Avg Garments Processed Garment Inventory



# Of Customers

128

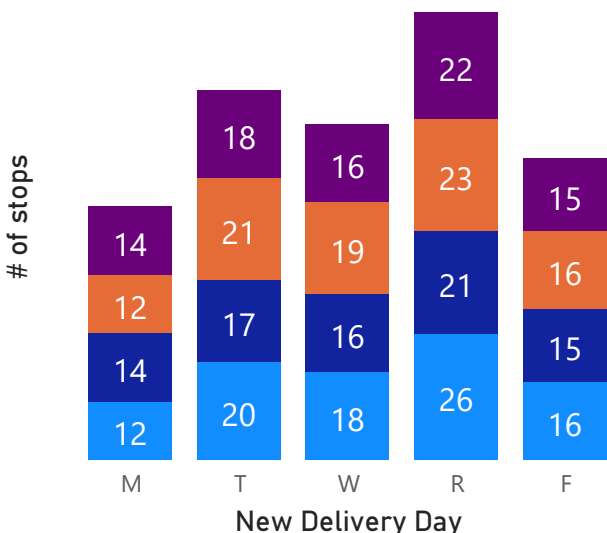
Average Miles Between Stops

7

Average Daily Miles

119

Stop Counts





# of Accounts on New Route

128

Origin of accounts Comprising New Route

Old Rt # 8



Destination of Accounts Leaving Original Route

New Rt 34 78

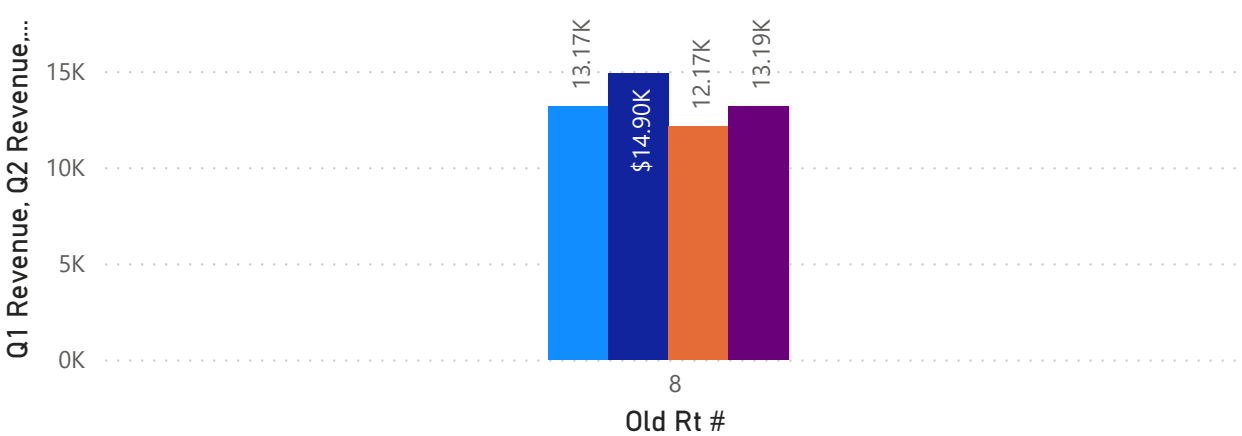


New Rt

8

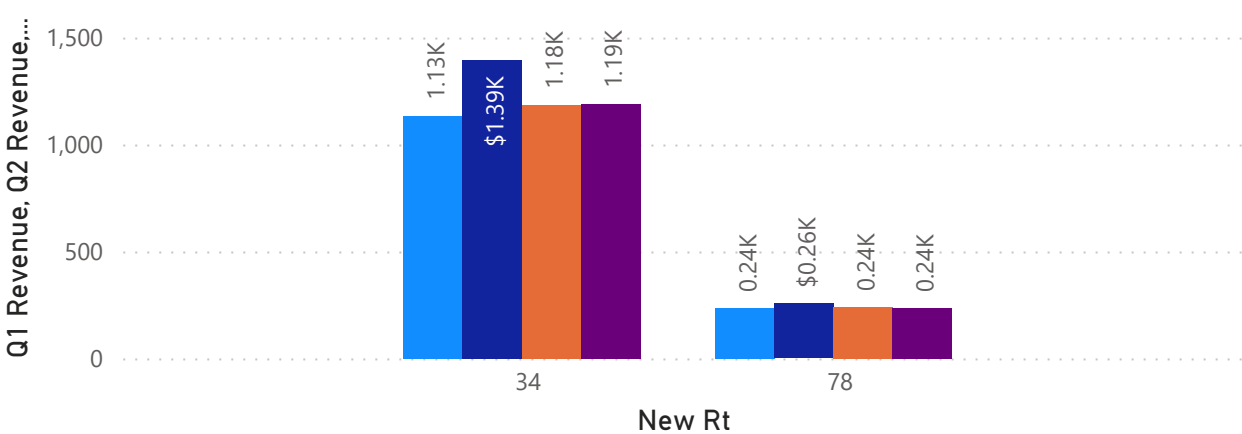
Origin of Revenue Comprising New Route

Q1 Revenue Q2 Revenue Q3 Revenue Q4 Revenue



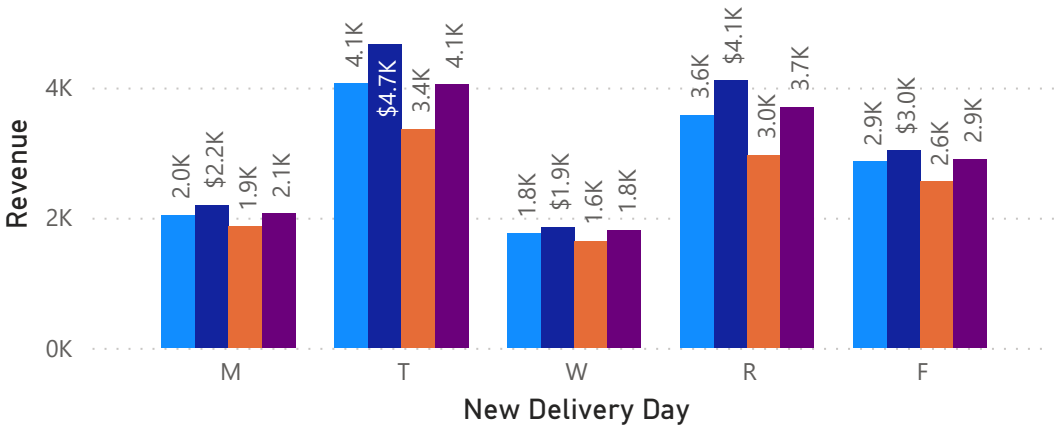
Destination of Revenue Leaving Original Route

Q1 Revenue Q2 Revenue Q3 Revenue Q4 Revenue



Average Revenue

Q1 Revenue Q2 Revenue Q3 Revenue Q4 Revenue



New Rt  
9

Week #  
All

Avg Week Hours

40.30

-31.46%

Rt 9 Hours %Change

14.29K

Q1 Revenue

-17.59%

Rt 9 Q1 %Change

12.38K

Q3 Revenue

-16.96%

Rt 9 Q3 %Change

\$15.85...

Q2 Revenue

-14.12%

Rt 9 Q2 %Change

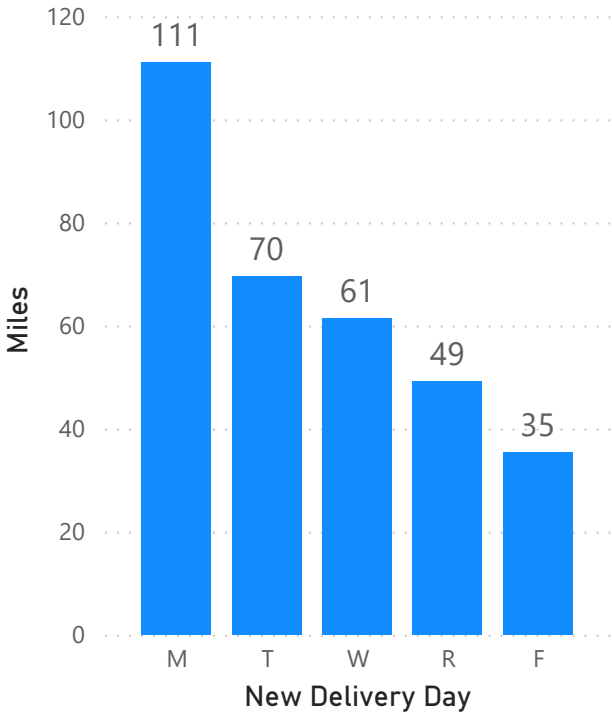
14.52K

Q4 Revenue

-17.04%

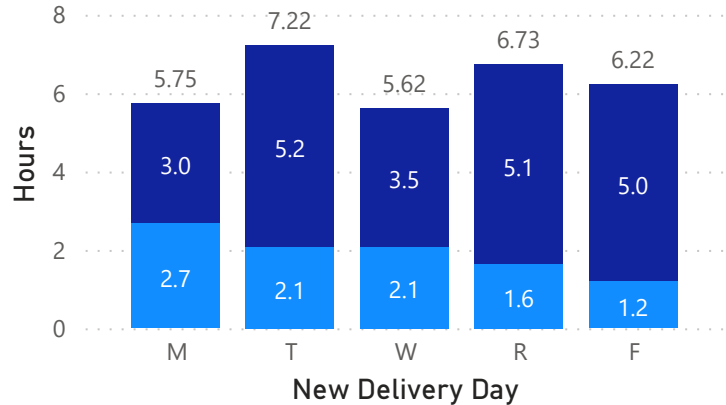
Rt 9 Q4 %Change

Total Miles Driven



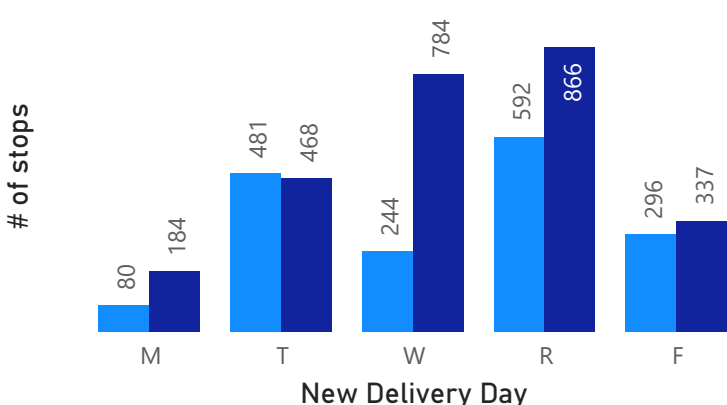
Hours Breakdown

Hours Travel Hours Of Service



Typical Garment Load

Avg Garments Processed Garment Inventory



# Of Customers

166

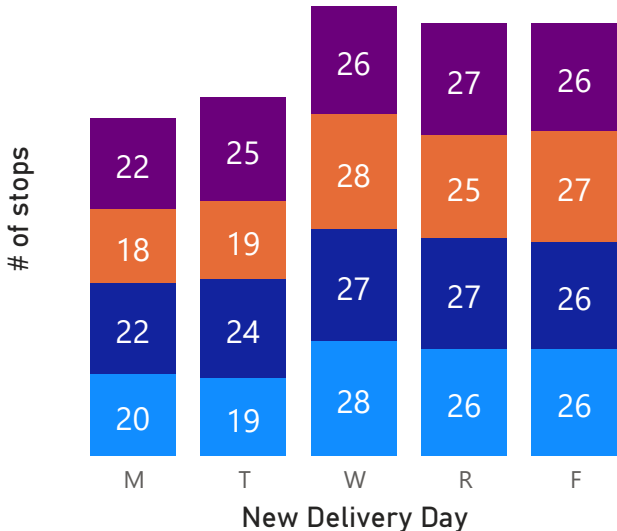
Average Miles Between Stops

3

Average Daily Miles

65

Stop Counts



# of Accounts on New Route

166

Origin of accounts Comprising New Route

Old Rt # 9 76 34



Destination of Accounts Leaving Original Route

New Rt 73 76 72

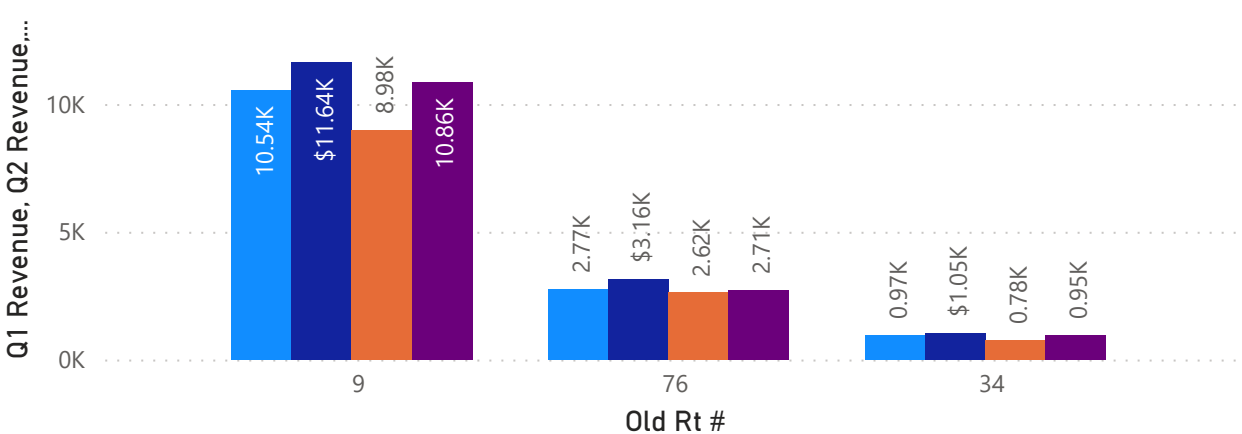


New Rt

9

Origin of Revenue Comprising New Route

Q1 Revenue Q2 Revenue Q3 Revenue Q4 Revenue



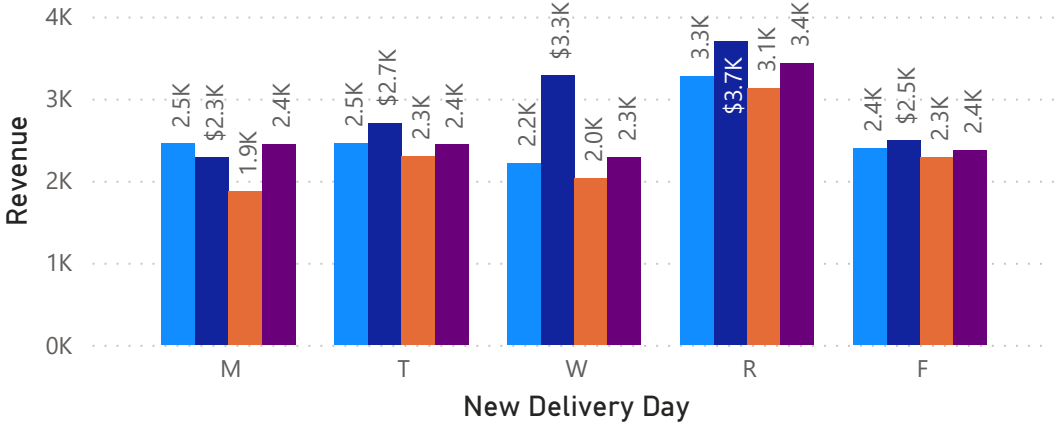
Destination of Revenue Leaving Original Route

Q1 Revenue Q2 Revenue Q3 Revenue Q4 Revenue



Average Revenue

Q1 Revenue Q2 Revenue Q3 Revenue Q4 Revenue



New Rt  
15

Week #  
All

Avg Week Hours

38.89

-1.01%

Rt 15 Hours %Change

12.80K

Q1 Revenue

-7.82%

Rt 15 Q1 %Change

11.61K

Q3 Revenue

-8.93%

Rt 15 Q3 %Change

\$14.44K

Q2 Revenue

-7.65%

Rt 15 Q2 %Change

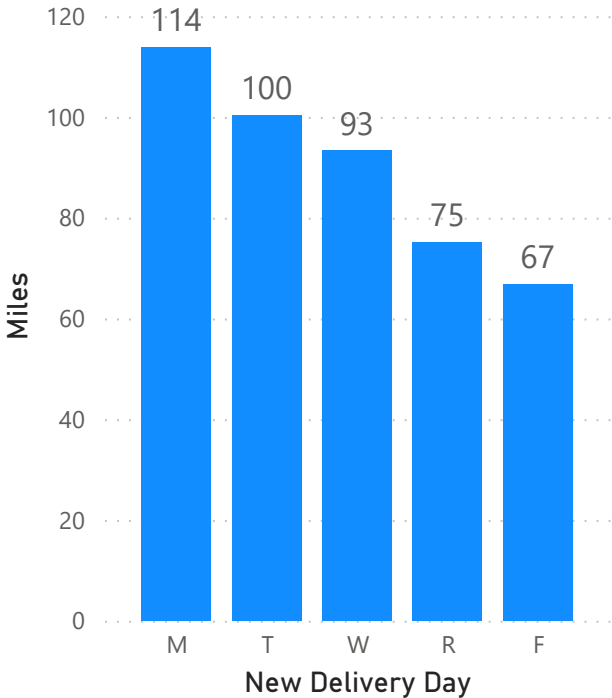
12.98K

Q4 Revenue

-9.28%

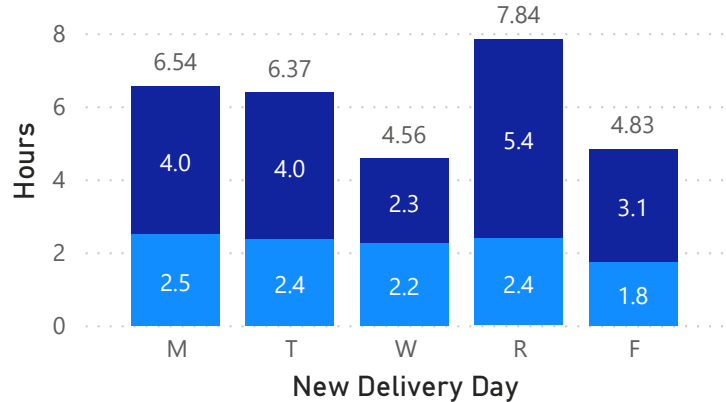
Rt 15 Q4 %Change

Total Miles Driven



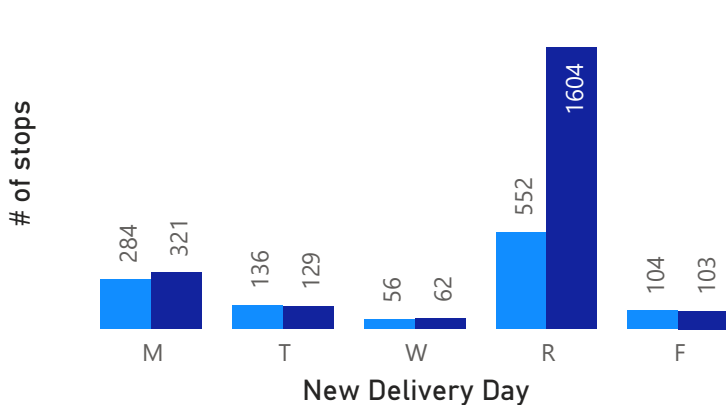
Hours Breakdown

Hours Travel Hours Of Service



Typical Garment Load

Avg Garments Processed Garment Inventory



# Of Customers

171

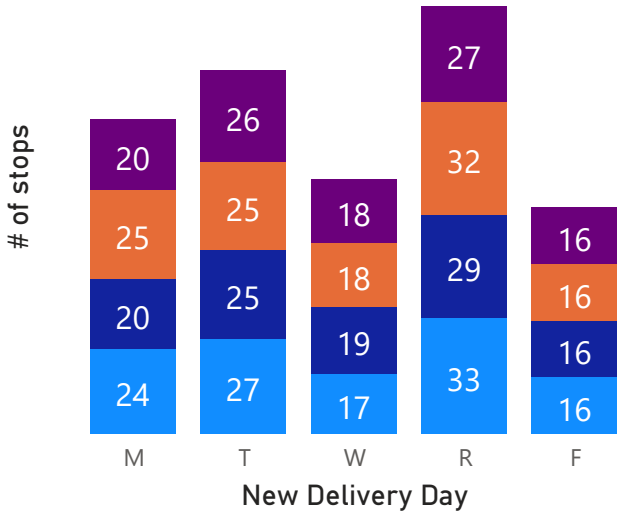
Average Miles Between Stops

4

Average Daily Miles

90

Stop Counts



# # of Accounts on New Route

171

## Origin of accounts Comprising New Route

Old Rt # 15 72



## Destination of Accounts Leaving Original Route

New Rt 70 71 72

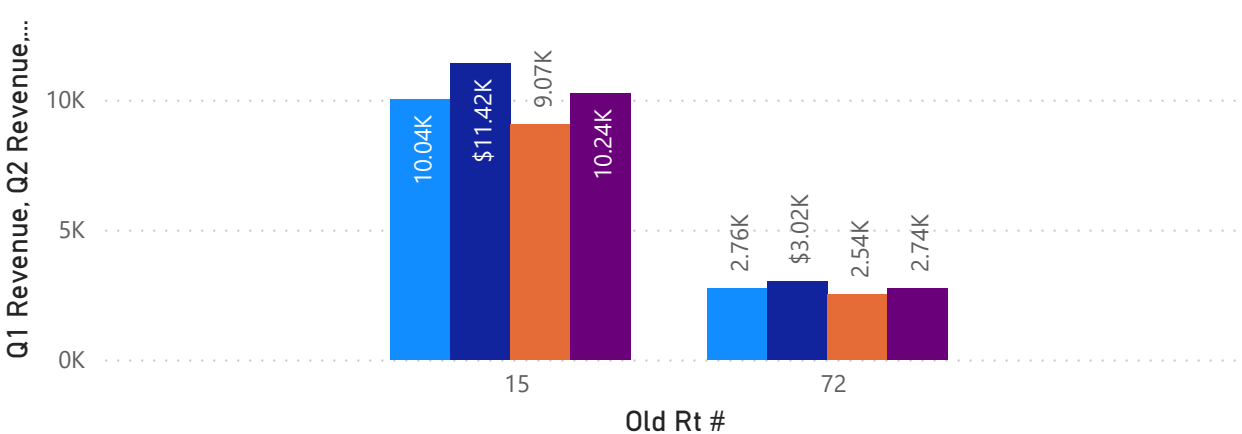


New Rt

15

## Origin of Revenue Comprising New Route

Q1 Revenue Q2 Revenue Q3 Revenue Q4 Revenue



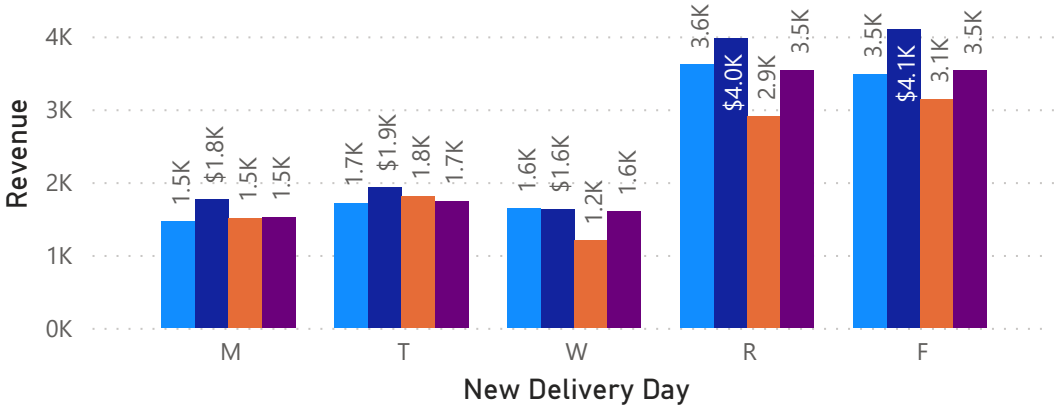
## Destination of Revenue Leaving Original Route

Q1 Revenue Q2 Revenue Q3 Revenue Q4 Revenue



Average Revenue

Q1 Revenue Q2 Revenue Q3 Revenue Q4 Revenue



New Rt  
34  
Week #  
All

Avg Week Hours

26.12

-22.12%

Rt 34 Hours %Change

11.90K

Q1 Revenue

-20.70%

Rt 34 Q1 %Change

10.54K

Q3 Revenue

-22.60%

Rt 34 Q3 %Change

\$13.39K

Q2 Revenue

-19.76%

Rt 34 Q2 %Change

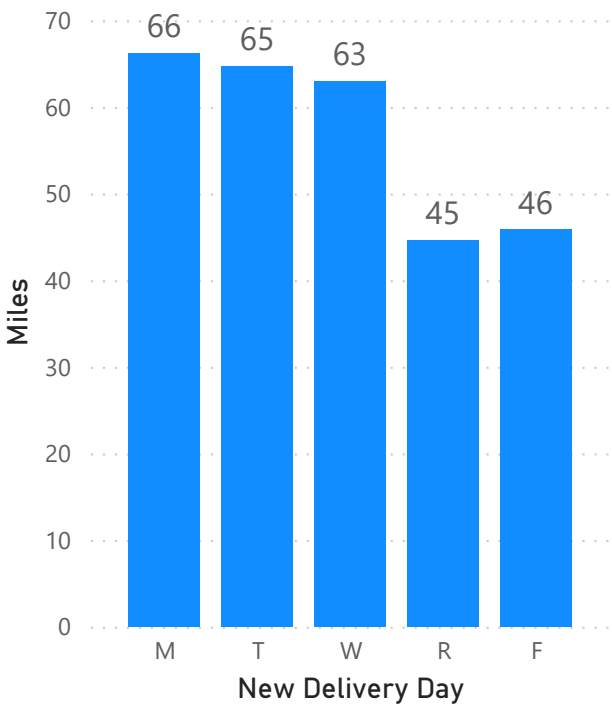
11.92K

Q4 Revenue

-20.85%

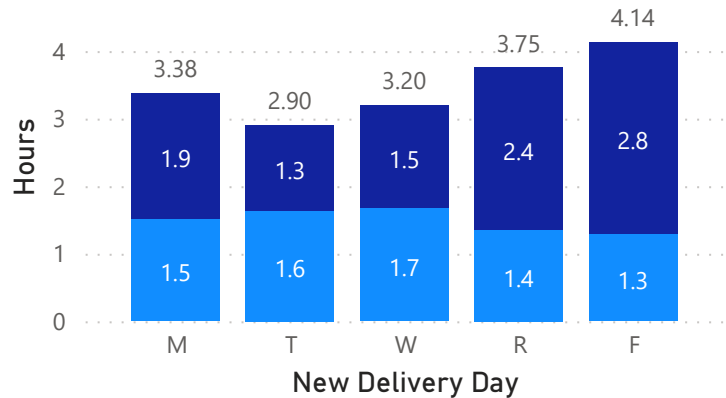
Rt 34 Q4 %Change

Total Miles Driven



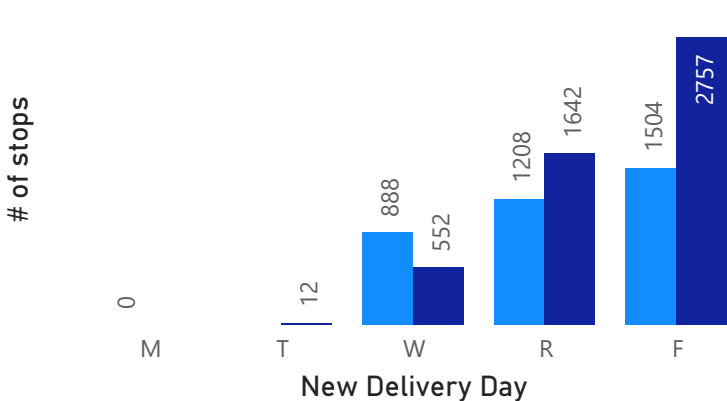
Hours Breakdown

Hours Travel Hours Of Service



Typical Garment Load

Avg Garments Processed Garment Inventory



# Of Customers

126

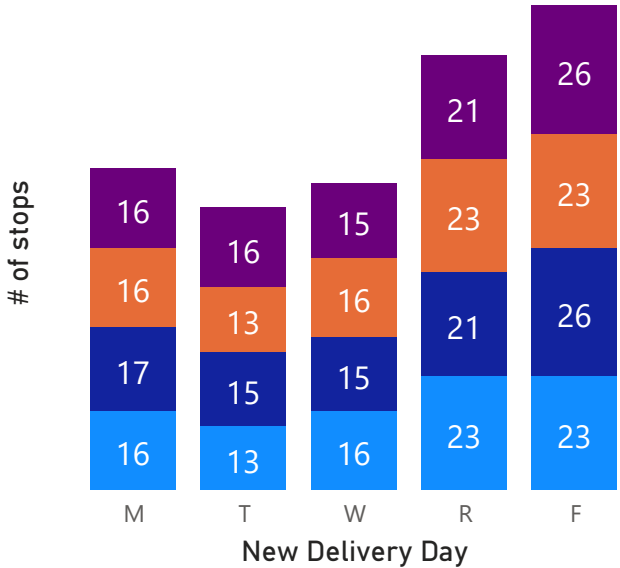
Average Miles Between Stops

3

Average Daily Miles

57

Stop Counts



## # of Accounts on New Route

126

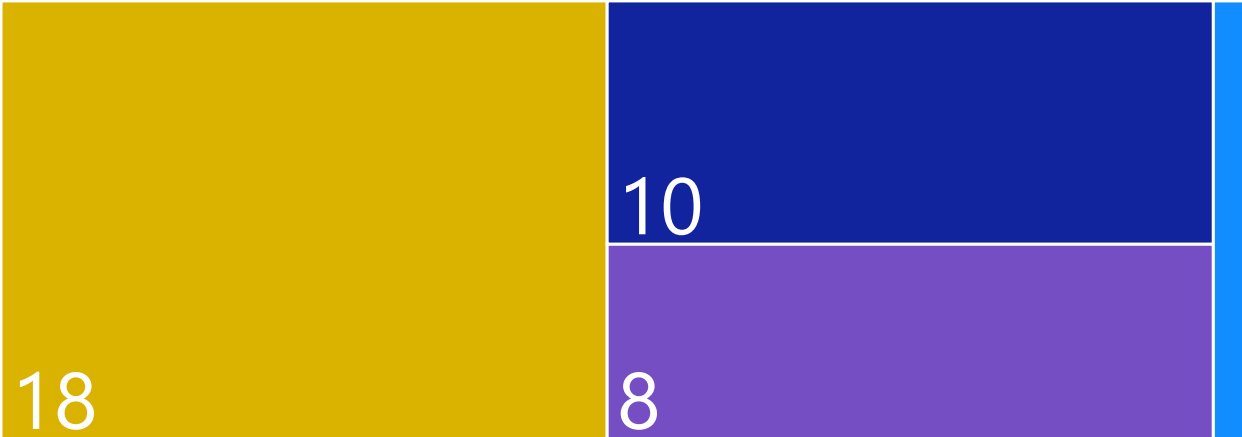
## Origin of accounts Comprising New Route

Old Rt # 34 8



## Destination of Accounts Leaving Original Route

New Rt 78 76 9 73

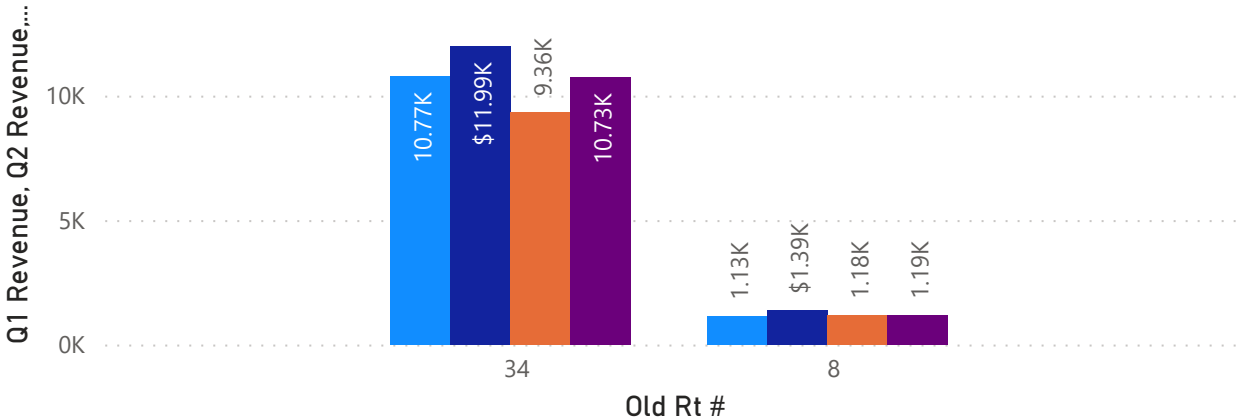


New Rt

34

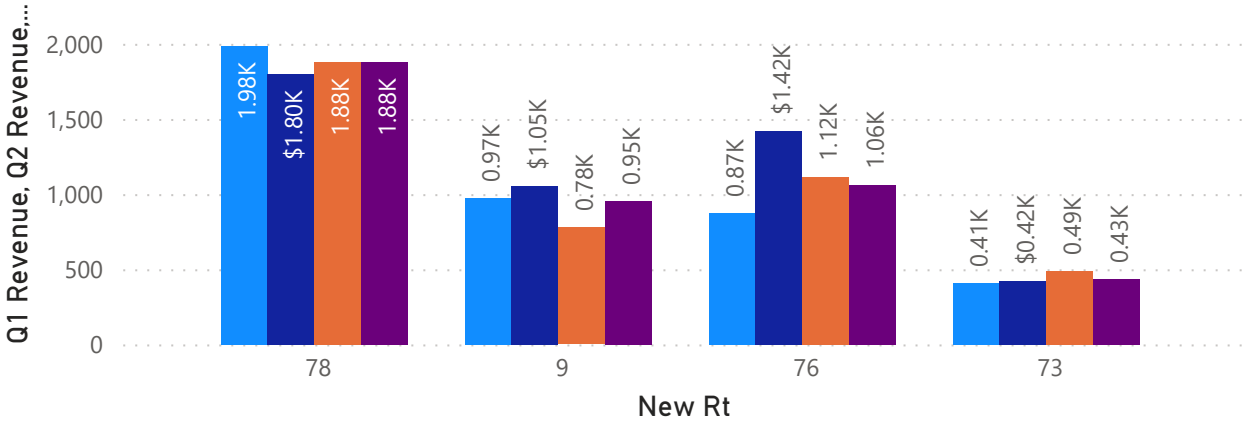
## Origin of Revenue Comprising New Route

Q1 Revenue Q2 Revenue Q3 Revenue Q4 Revenue



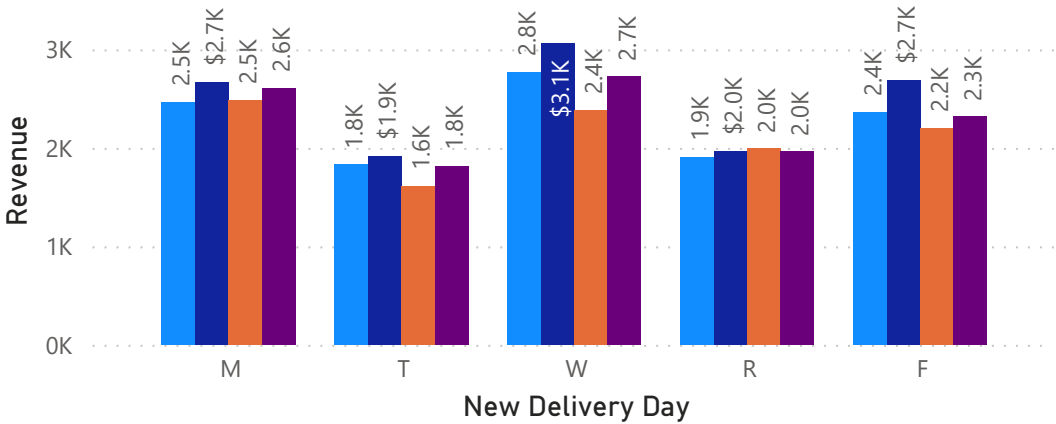
## Destination of Revenue Leaving Original Route

Q1 Revenue Q2 Revenue Q3 Revenue Q4 Revenue



Average Revenue

Q1 Revenue Q2 Revenue Q3 Revenue Q4 Revenue



New Rt  
70

Week #  
All

Avg Week Hours

23.87

-18.38%

Rt 70 Hours %Change

11.33K

Q1 Revenue

-11.29%

Rt 70 Q1 %Change

10.67K

Q3 Revenue

-6.38%

Rt 70 Q3 %Change

\$12.29K

Q2 Revenue

-7.72%

Rt 70 Q2 %Change

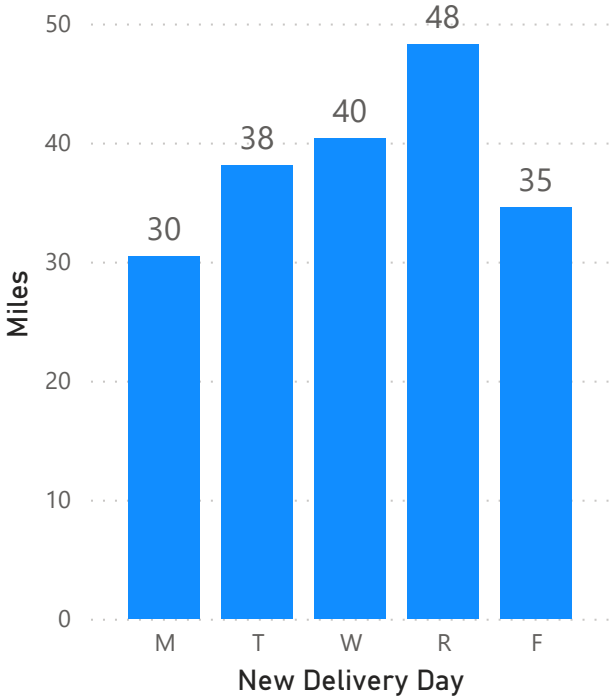
11.42K

Q4 Revenue

-9.90%

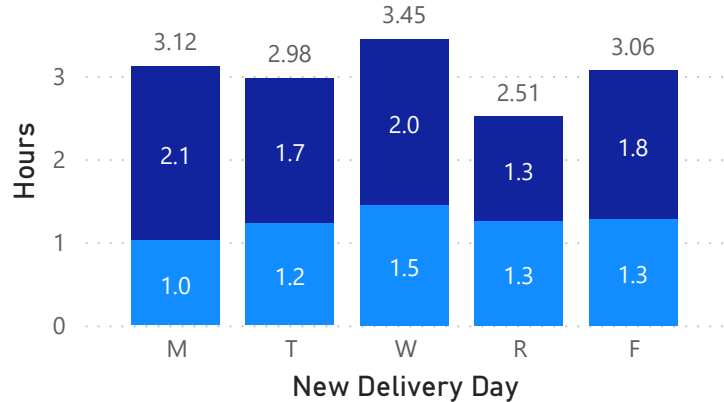
Rt 70 Q4 %Change

Total Miles Driven



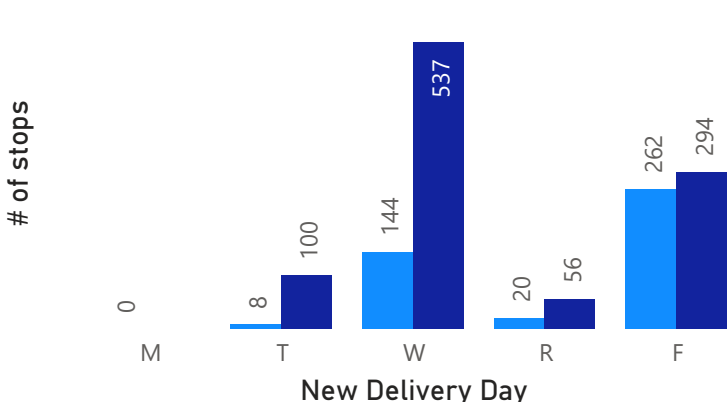
Hours Breakdown

Hours Travel Hours Of Service



Typical Garment Load

Avg Garments Processed Garment Inventory



# Of Customers

134

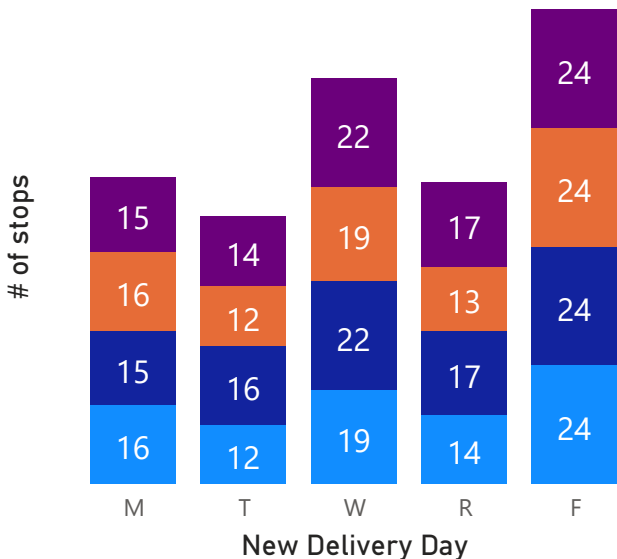
Average Miles Between Stops

2

Average Daily Miles

38

Stop Counts





# # of Accounts on New Route

134

## Origin of accounts Comprising New Route

Old Rt # 70 15 76 72 78



## Destination of Accounts Leaving Original Route

New Rt 73 72 76

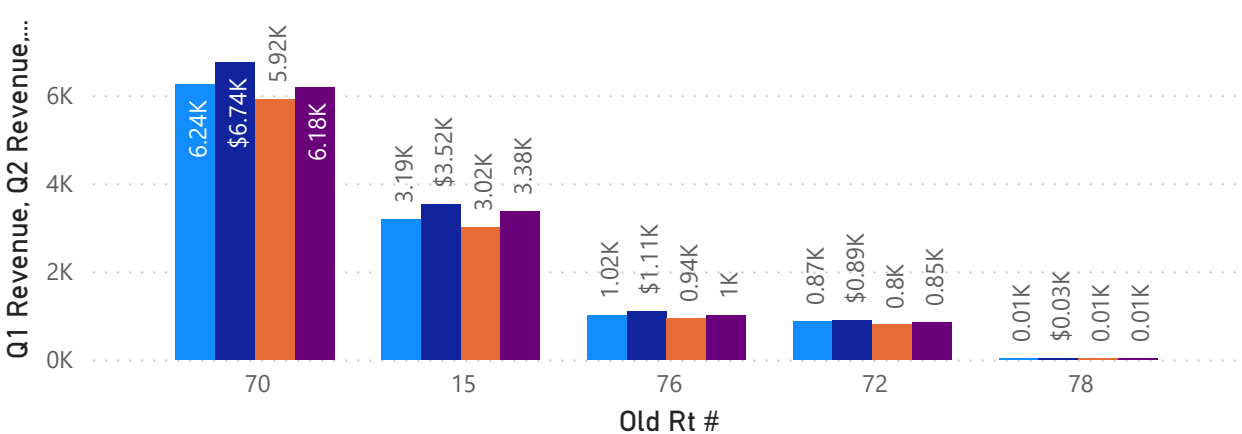


New Rt

70

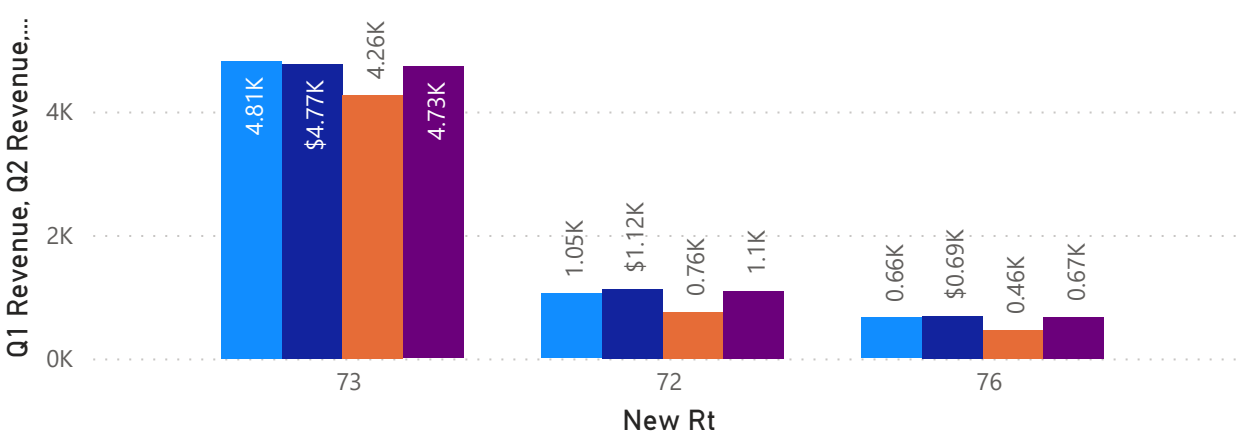
## Origin of Revenue Comprising New Route

Q1 Revenue Q2 Revenue Q3 Revenue Q4 Revenue



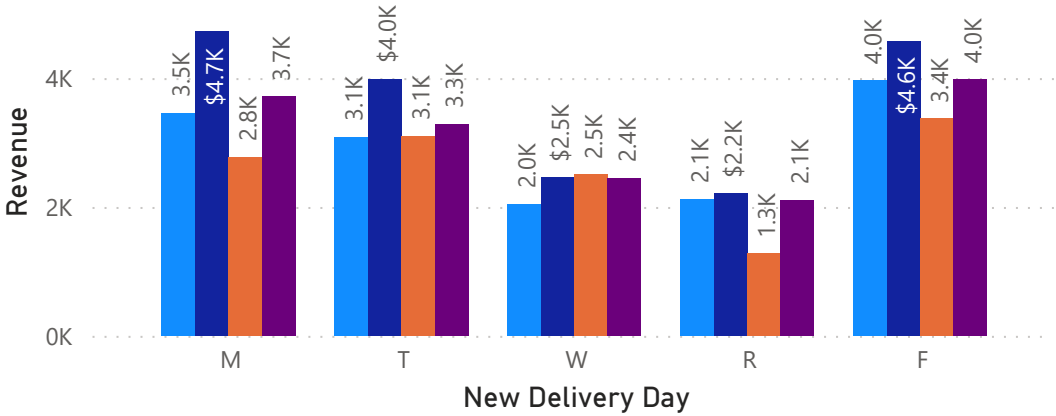
## Destination of Revenue Leaving Original Route

Q1 Revenue Q2 Revenue Q3 Revenue Q4 Revenue



Average Revenue

Q1 Revenue Q2 Revenue Q3 Revenue Q4 Revenue



New Rt  
71

Week #  
All

Avg Week Hours

42.65

-10.12%

Rt 71 Hours %Change

14.67K

Q1 Revenue

0.95%

Rt 71 Q1 %Change

13.02K

Q3 Revenue

0.10%

Rt 71 Q3 %Change

\$17.94K

Q2 Revenue

0.47%

Rt 71 Q2 %Change

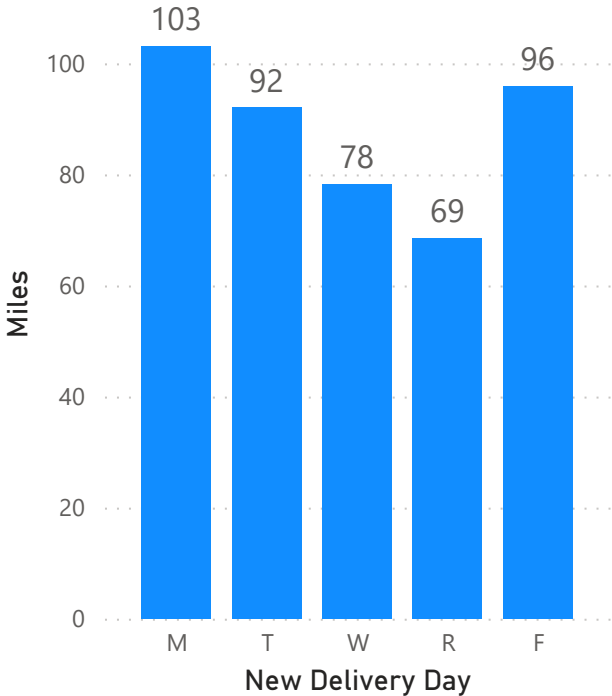
15.53K

Q4 Revenue

0.57%

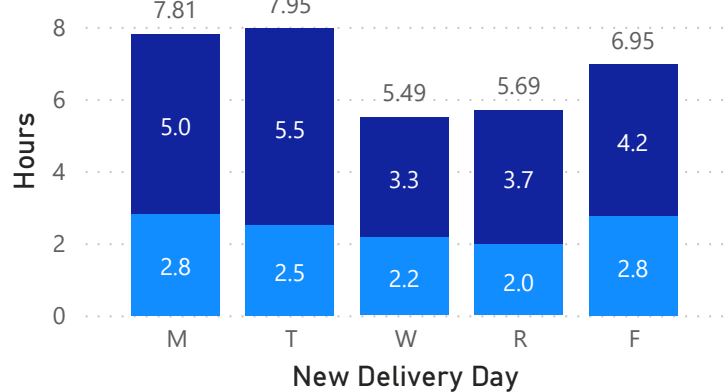
Rt 71 Q4 %Change

Total Miles Driven



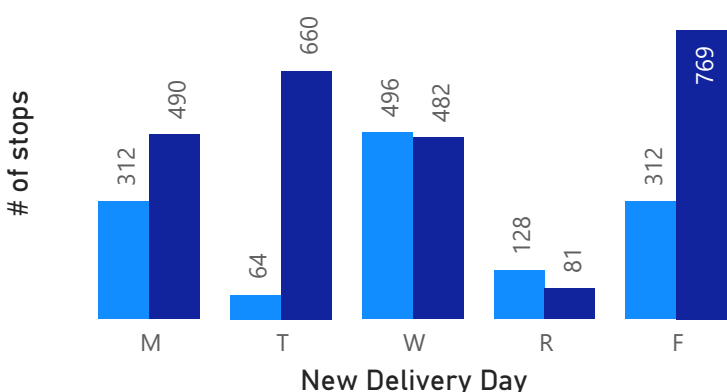
Hours Breakdown

Hours Travel Hours Of Service



Typical Garment Load

Avg Garments Processed Garment Inventory



# Of Customers

169

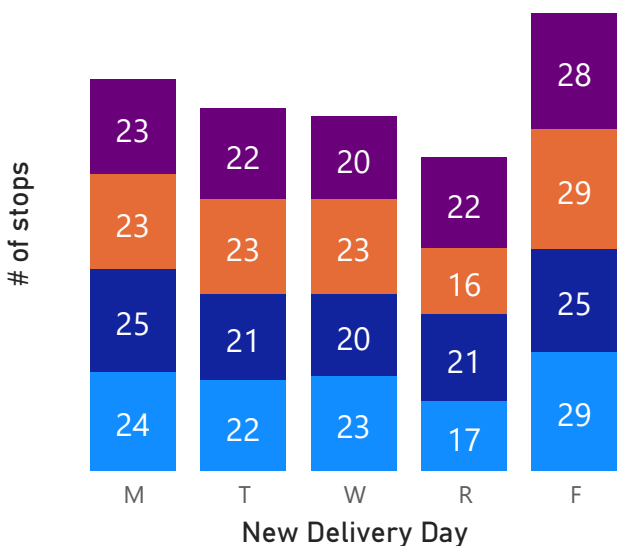
Average Miles Between Stops

4

Average Daily Miles

88

Stop Counts



# # of Accounts on New Route

169

## Origin of accounts Comprising New Route

Old Rt # 71 78 15



## Destination of Accounts Leaving Original Route

New Rt 78 76

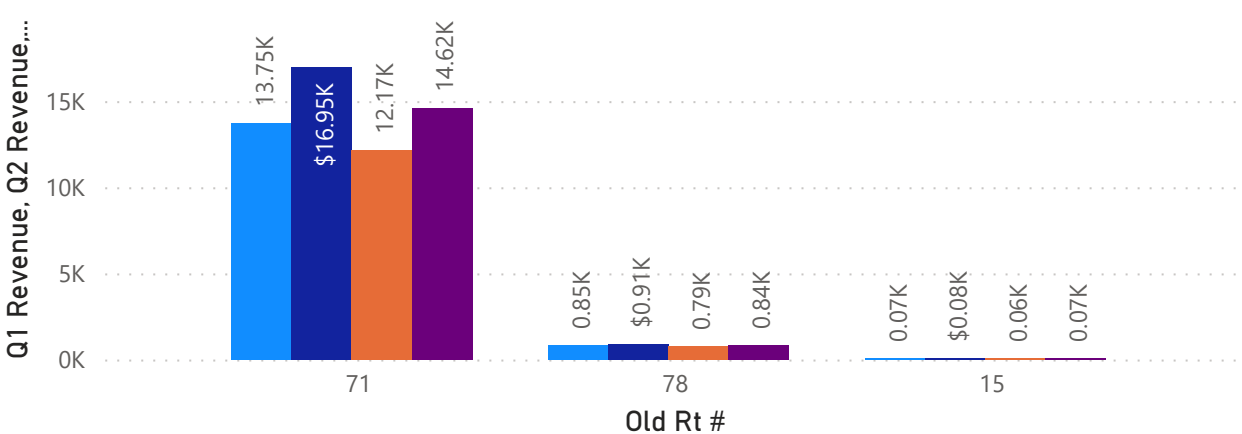


New Rt

71

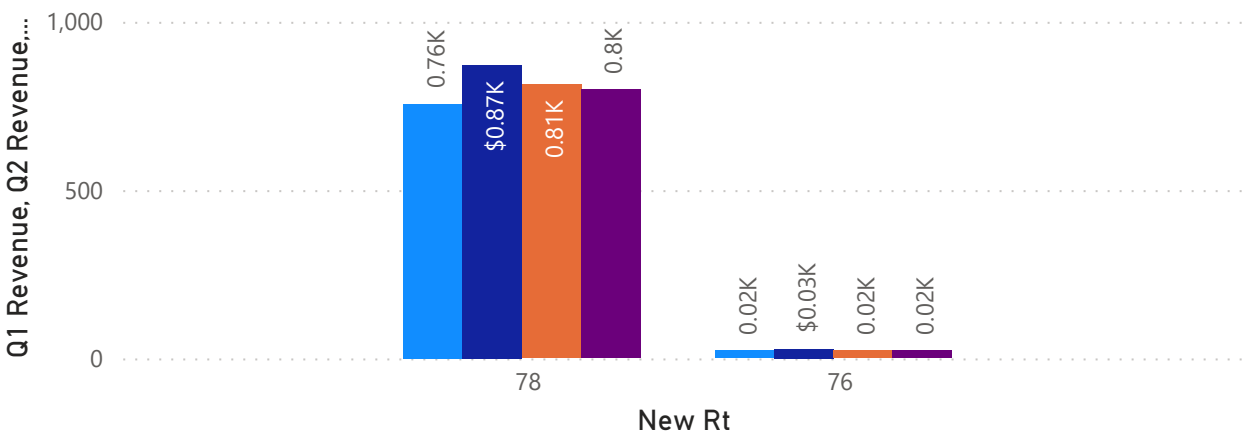
## Origin of Revenue Comprising New Route

Q1 Revenue Q2 Revenue Q3 Revenue Q4 Revenue



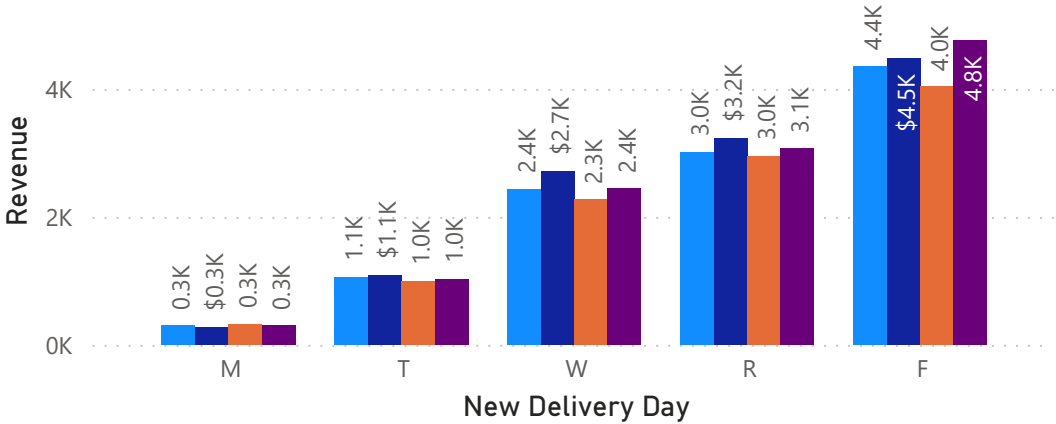
## Destination of Revenue Leaving Original Route

Q1 Revenue Q2 Revenue Q3 Revenue Q4 Revenue



Average Revenue

Q1 Revenue Q2 Revenue Q3 Revenue Q4 Revenue



New Rt

Week #

Avg Week Hours

33.55

-33.67%

Rt 72 Hours %Change

11.16K

Q1 Revenue

-19.10%

Rt 72 Q1 %Change

10.57K

Q3 Revenue

-19.21%

Rt 72 Q3 %Change

\$11.80K

Q2 Revenue

-19.56%

Rt 72 Q2 %Change

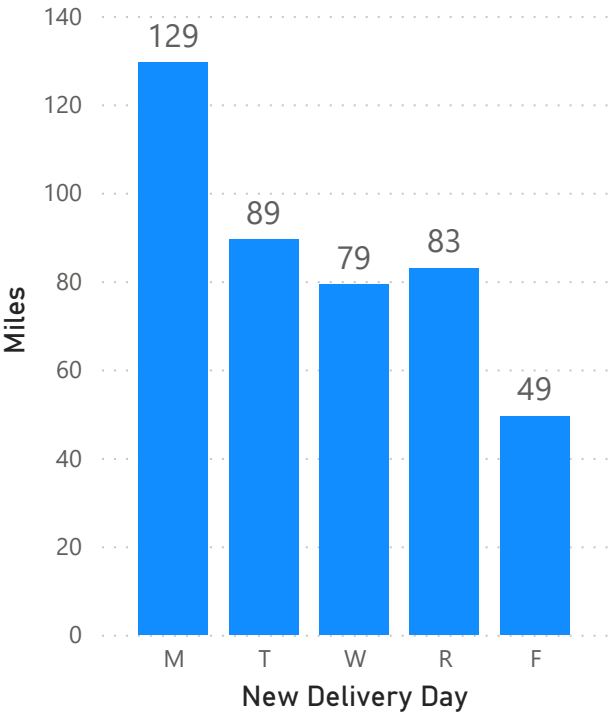
11.60K

Q4 Revenue

-17.74%

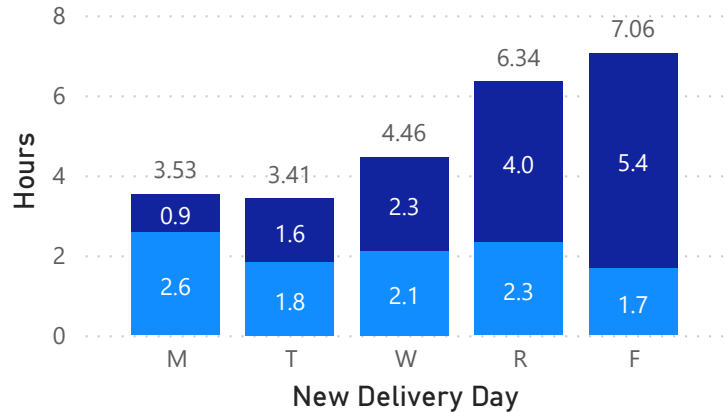
Rt 72 Q4 %Change

Total Miles Driven



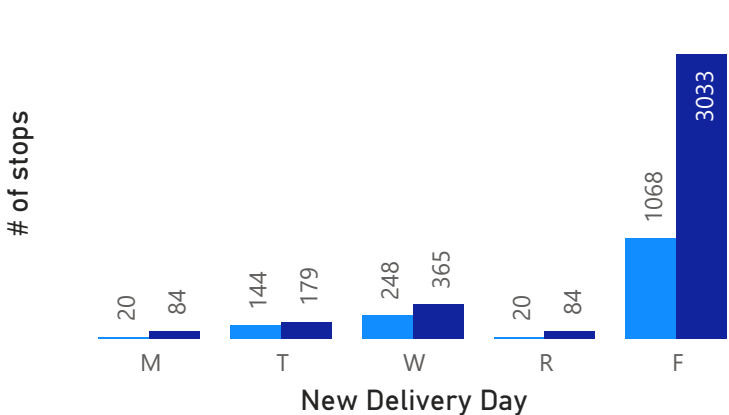
Hours Breakdown

Hours Travel Hours Of Service



Typical Garment Load

Avg Garments Processed Garment Inventory



# Of Customers

158

Average Miles Between Stops

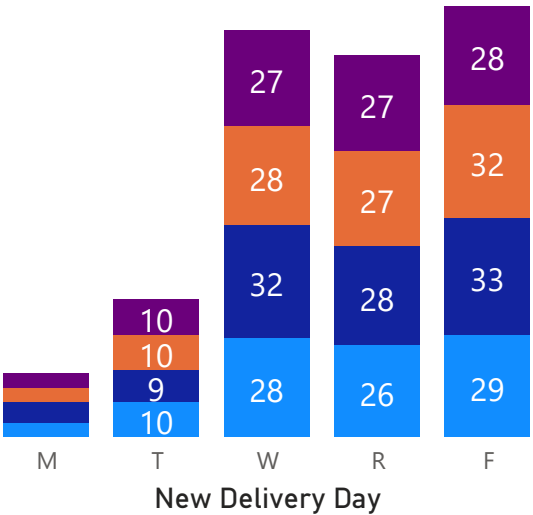
4

Average Daily Miles

86

Stop Counts

# of stops



# of Accounts on New Route

158

Origin of accounts Comprising New Route

Old Rt # 72 70 15 9



Destination of Accounts Leaving Original Route

New Rt 15 73 70

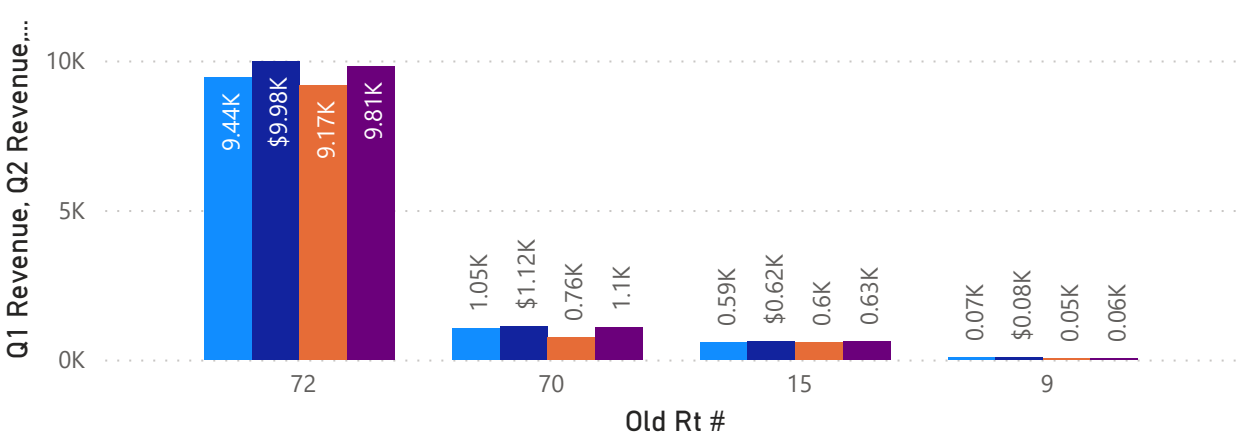


New Rt

72

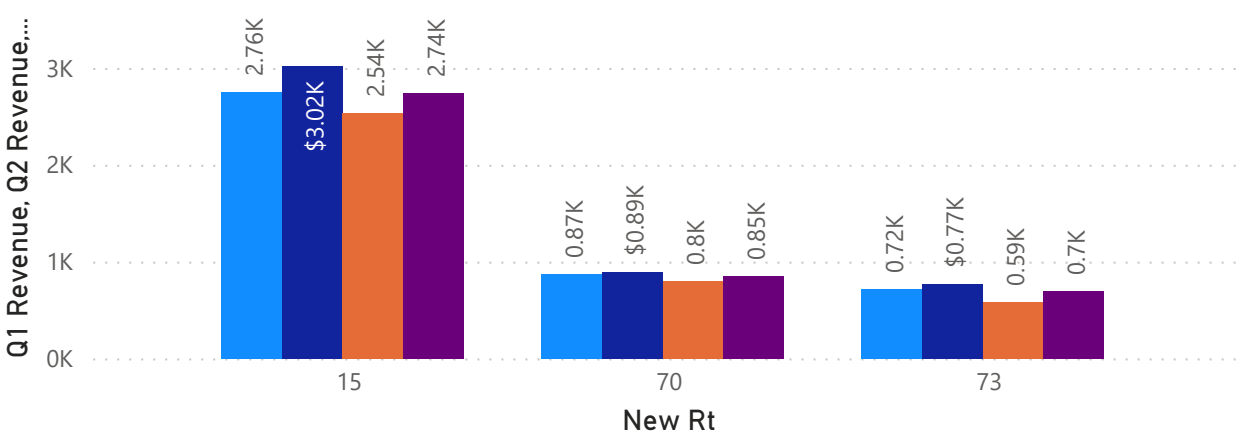
Origin of Revenue Comprising New Route

Q1 Revenue Q2 Revenue Q3 Revenue Q4 Revenue



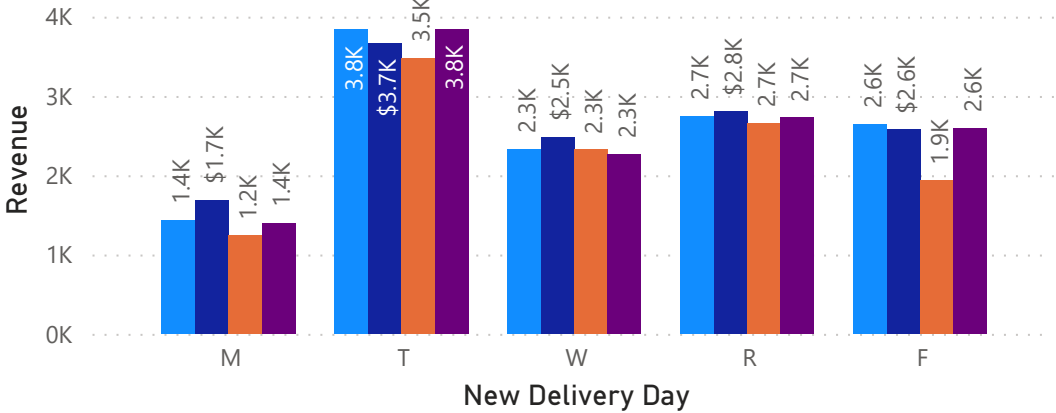
Destination of Revenue Leaving Original Route

Q1 Revenue Q2 Revenue Q3 Revenue Q4 Revenue



Average Revenue

Q1 Revenue Q2 Revenue Q3 Revenue Q4 Revenue



New Rt  
73

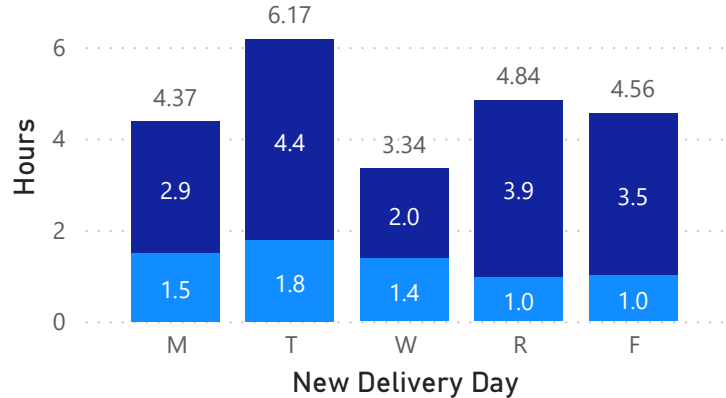
Week #  
All

Avg Week Hours

32.04

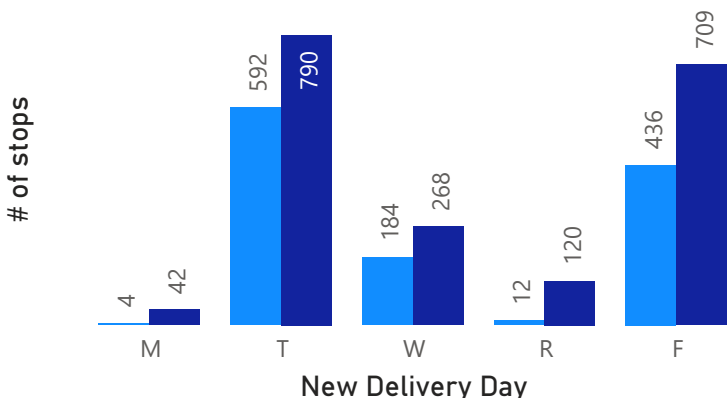
Hours Breakdown

Hours Travel Hours Of Service



Typical Garment Load

Avg Garments Processed Garment Inventory



12.98K

Q1 Revenue

\$13.21K

Q2 Revenue

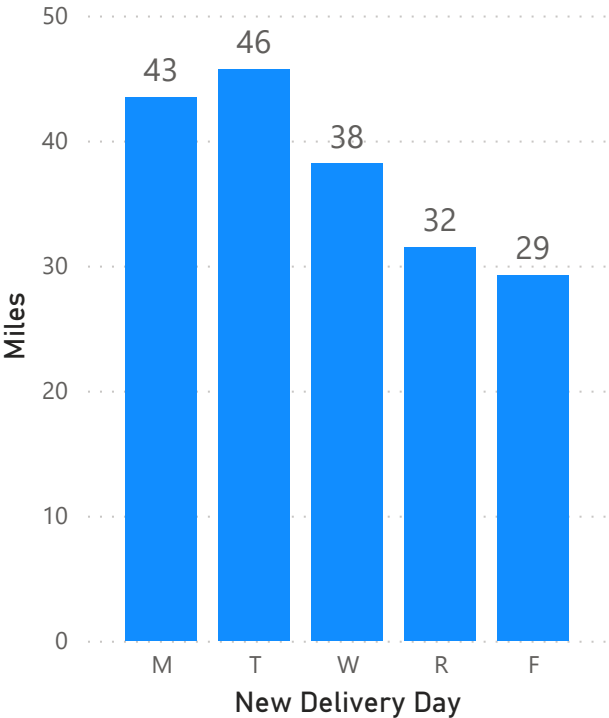
11.63K

Q3 Revenue

12.82K

Q4 Revenue

Total Miles Driven



# Of Customers

189

Average Miles Between Stops

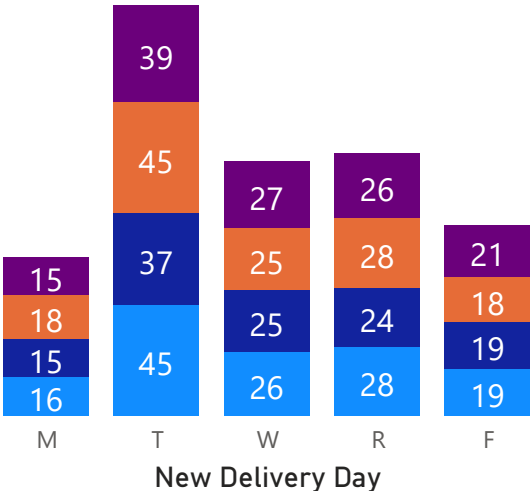
2

Average Daily Miles

38

Stop Counts

# of stops

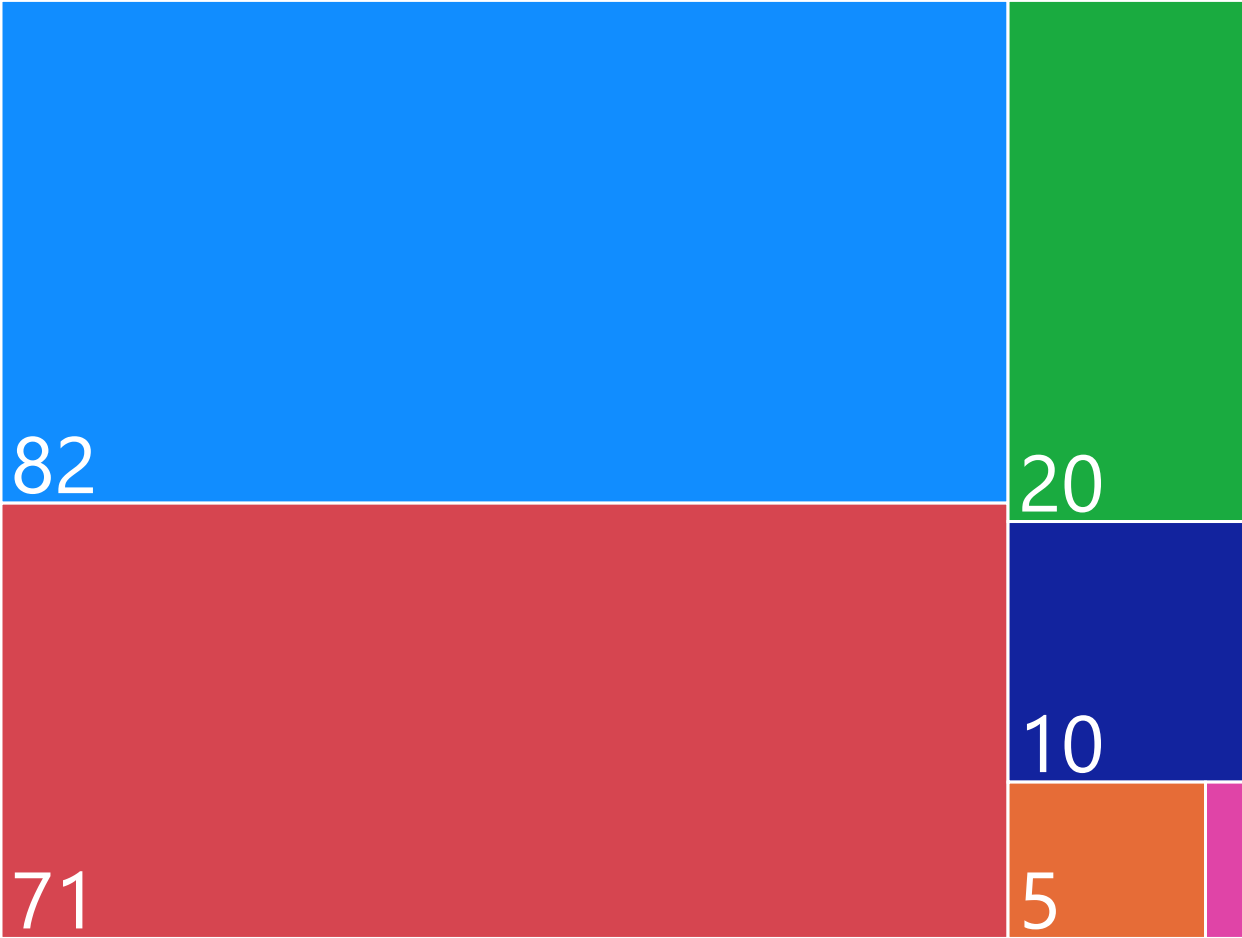


# of Accounts on New Route

189

Origin of accounts Comprising New Route

Old Rt # 9 70 73 72 76 34

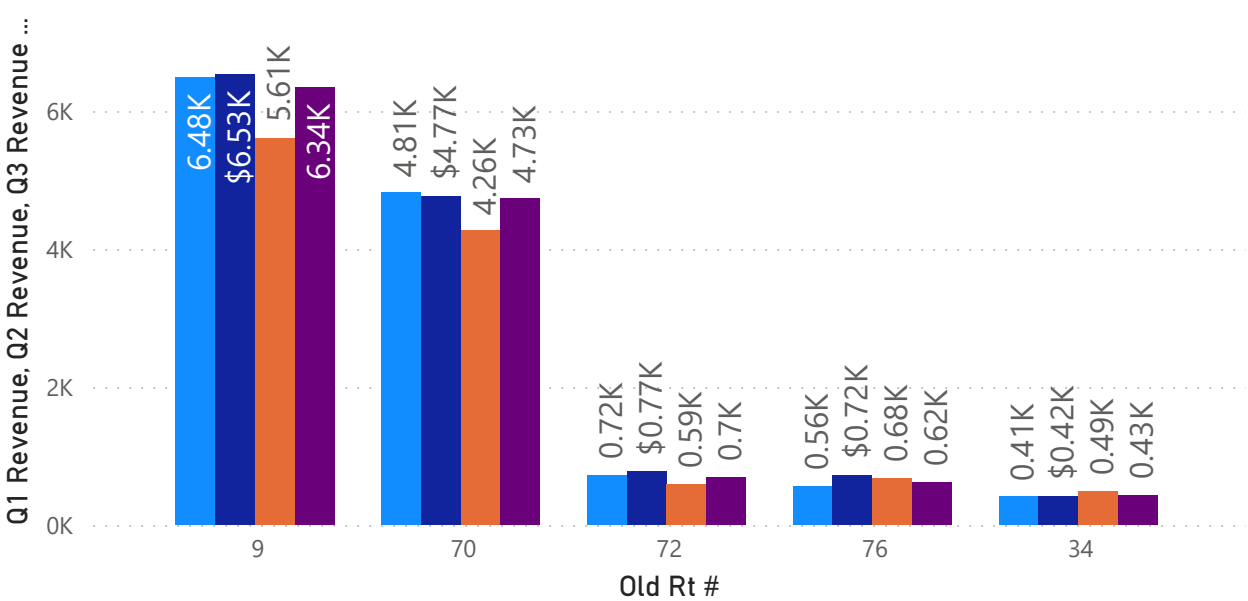


New Rt

73

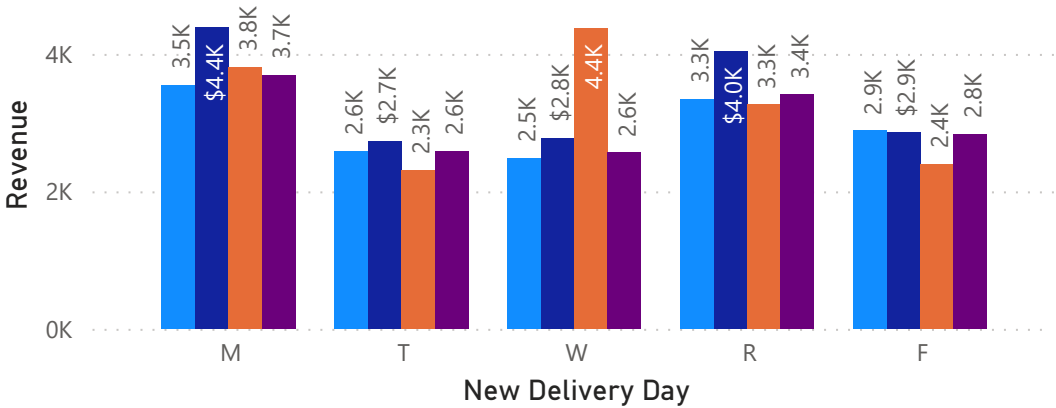
Origin of Revenue Comprising New Route

Q1 Revenue Q2 Revenue Q3 Revenue Q4 Revenue



Average Revenue

Q1 Revenue Q2 Revenue Q3 Revenue Q4 Revenue



New Rt  
76

Week #  
All

Avg Week Hours

32.06

-4.31%

Rt 76 Hours %Change

14.84K

Q1 Revenue

5.94%

Rt 76 Q1 %Change

16.16K

Q3 Revenue

19.46%

Rt 76 Q3 %Change

\$16.78K

Q2 Revenue

6.39%

Rt 76 Q2 %Change

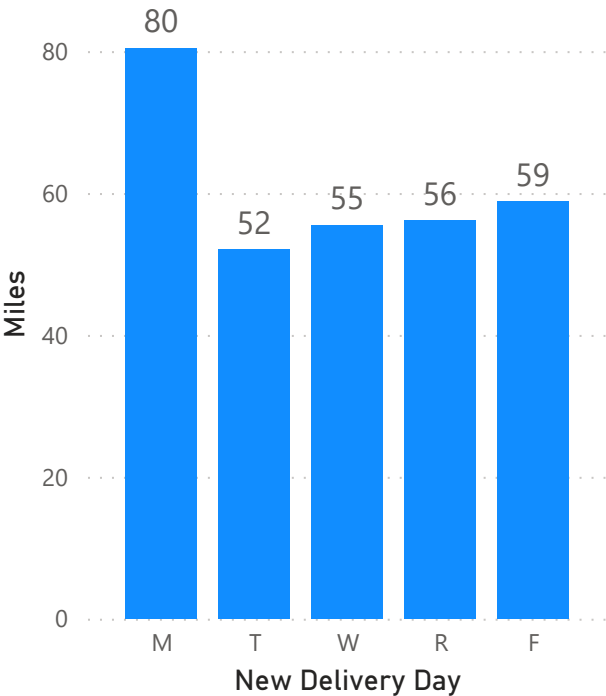
15.08K

Q4 Revenue

7.89%

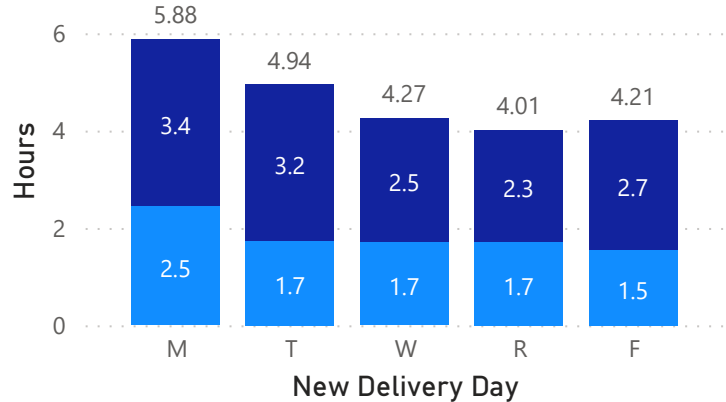
Rt 76 Q4 %Change

Total Miles Driven



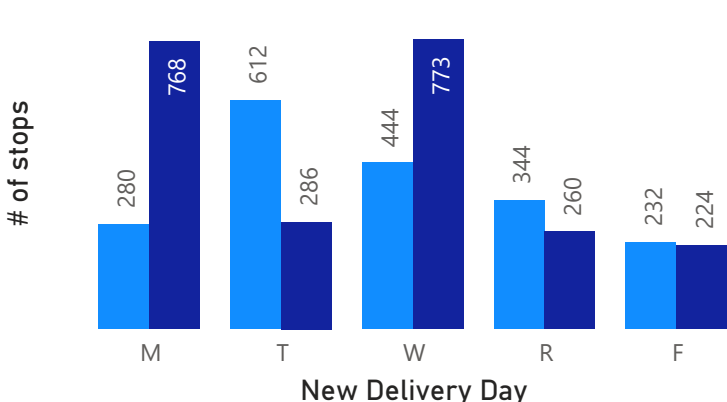
Hours Breakdown

Hours Travel Hours Of Service



Typical Garment Load

Avg Garments Processed Garment Inventory



# Of Customers

166

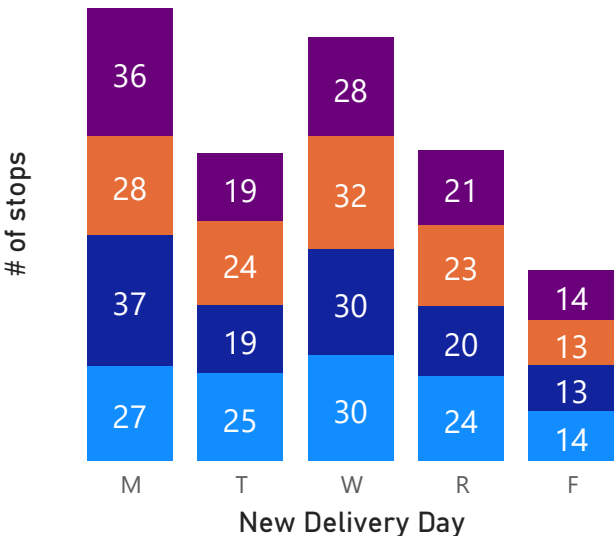
Average Miles Between Stops

3

Average Daily Miles

61

Stop Counts



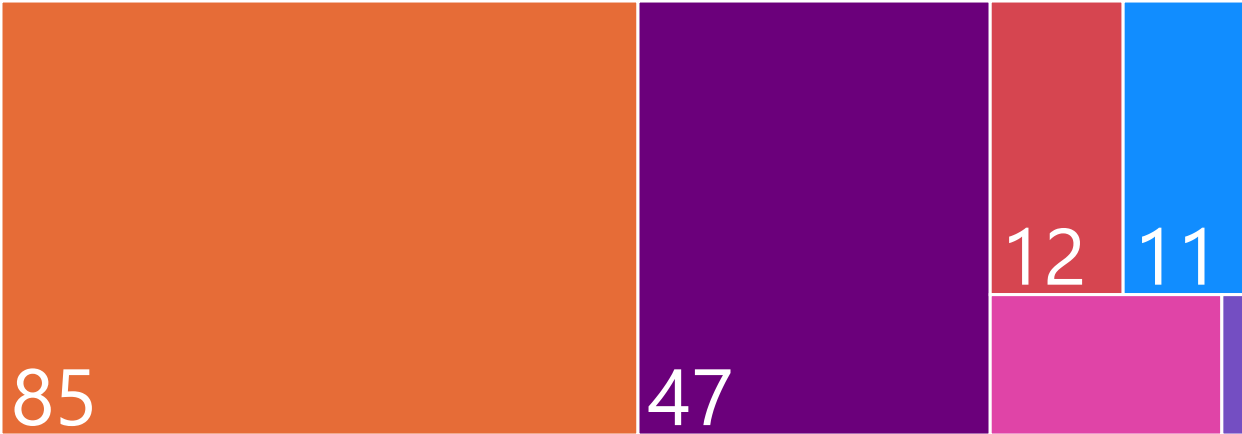


# of Accounts on New Route

166

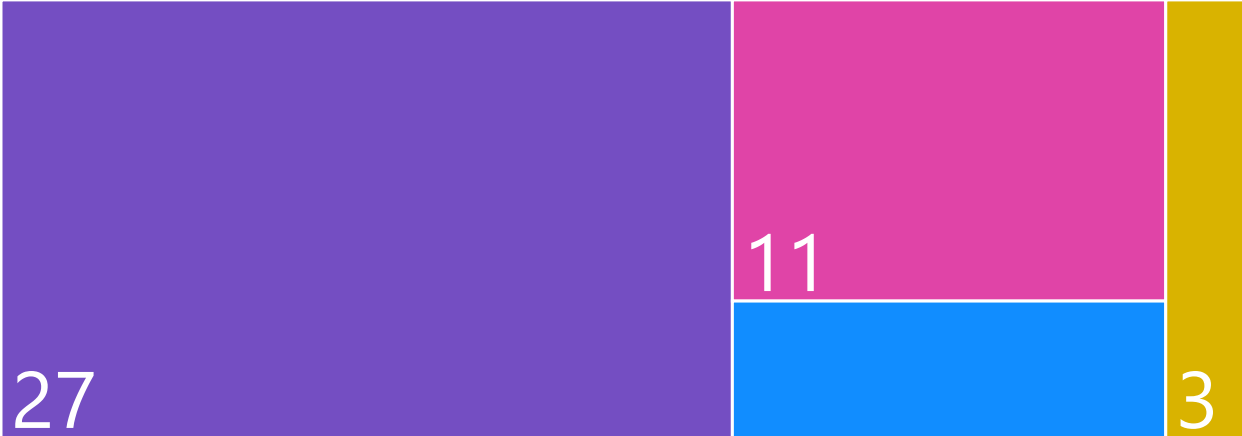
Origin of accounts Comprising New Route

Old Rt # 76 78 70 9 34 71



Destination of Accounts Leaving Original Route

New Rt 9 70 73 78

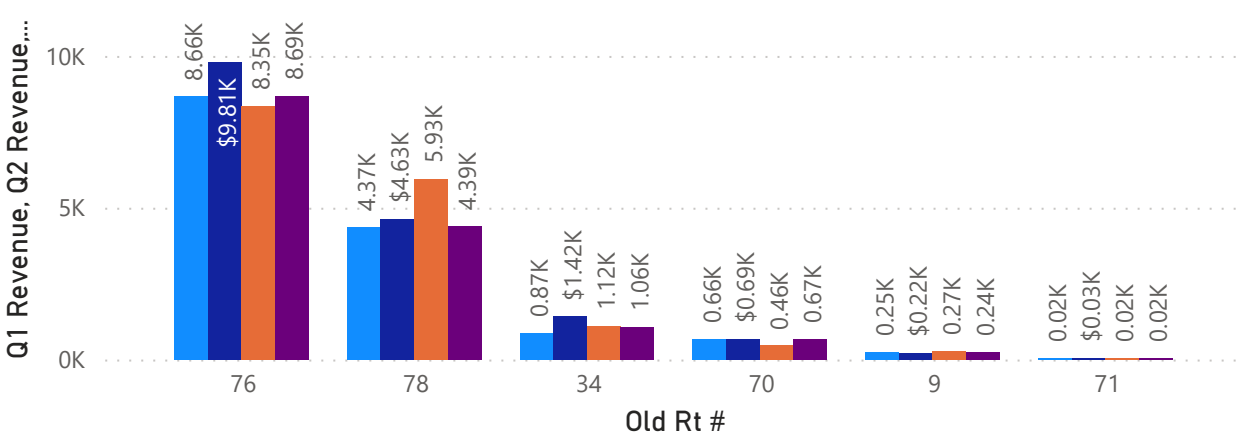


New Rt

76

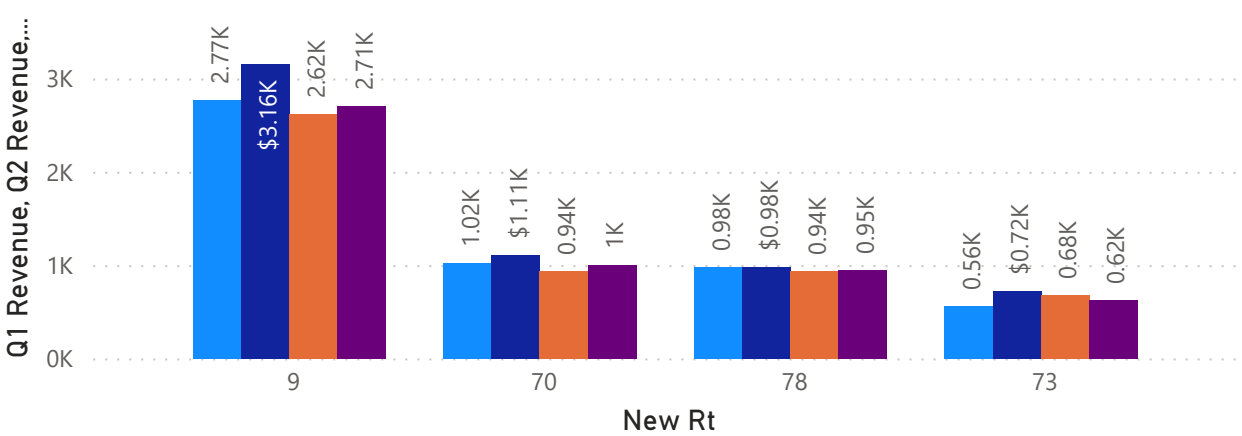
Origin of Revenue Comprising New Route

Q1 Revenue Q2 Revenue Q3 Revenue Q4 Revenue



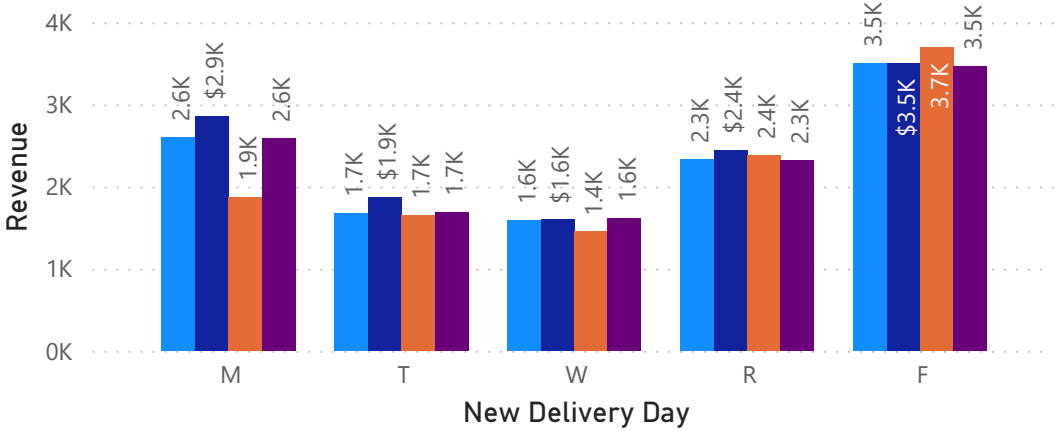
Destination of Revenue Leaving Original Route

Q1 Revenue Q2 Revenue Q3 Revenue Q4 Revenue



Average Revenue

Q1 Revenue Q2 Revenue Q3 Revenue Q4 Revenue



New Rt  
78

Week #  
All

Avg Week Hours

33.14

-24.81%

Rt 78 Hours %Change

11.71K

Q1 Revenue

-9.77%

Rt 78 Q1 %Change

11.04K

Q3 Revenue

-20.58%

Rt 78 Q3 %Change

\$12.27K

Q2 Revenue

-11.84%

Rt 78 Q2 %Change

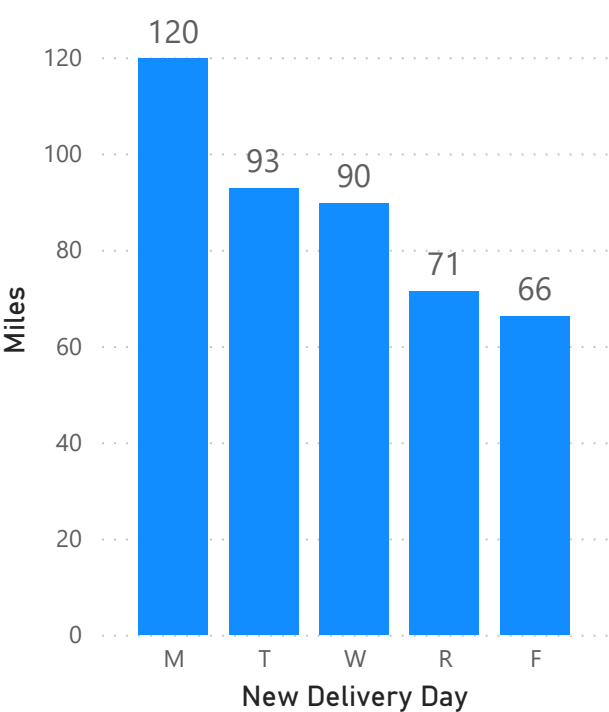
11.68K

Q4 Revenue

-10.60%

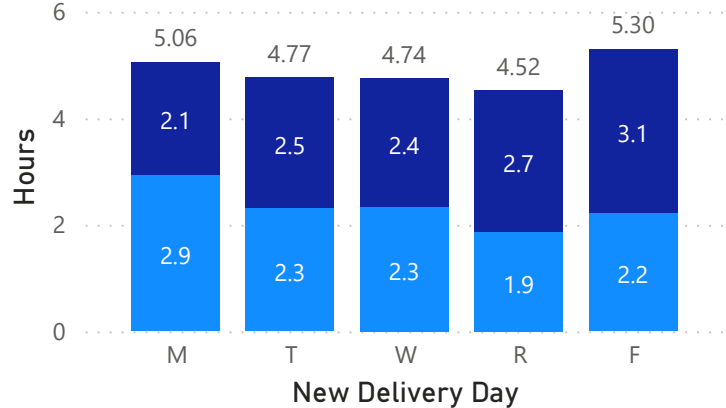
Rt 78 Q4 %Change

Total Miles Driven



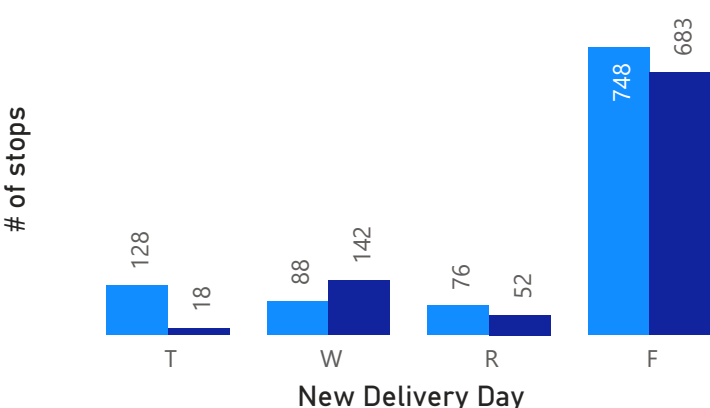
Hours Breakdown

Hours Travel Hours Of Service



Typical Garment Load

Avg Garments Processed Garment Inventory



# Of Customers

154

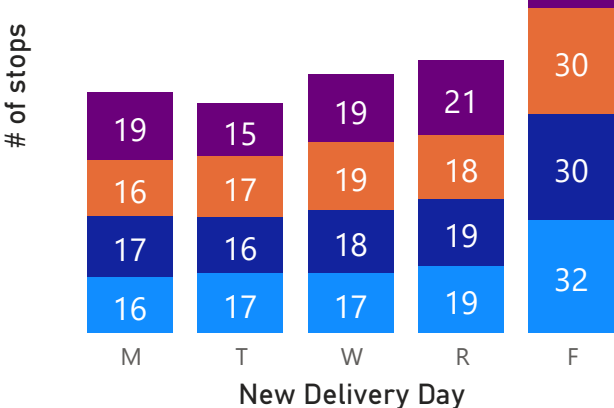
Average Miles Between Stops

4

Average Daily Miles

88

Stop Counts



# # of Accounts on New Route

154

## Origin of accounts Comprising New Route

Old Rt # 78 34 71 8 76



## Destination of Accounts Leaving Original Route

New Rt 76 71 70

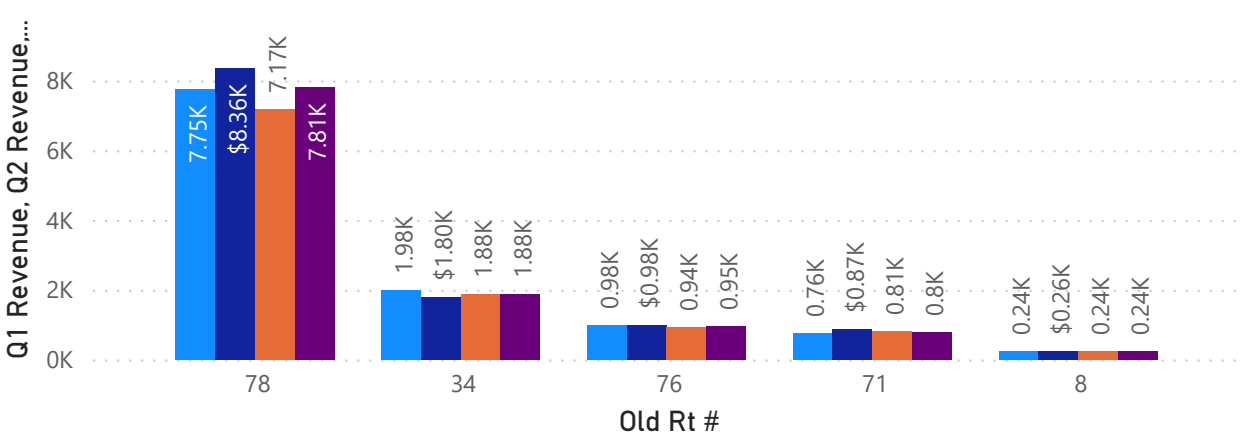


New Rt

78

## 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

