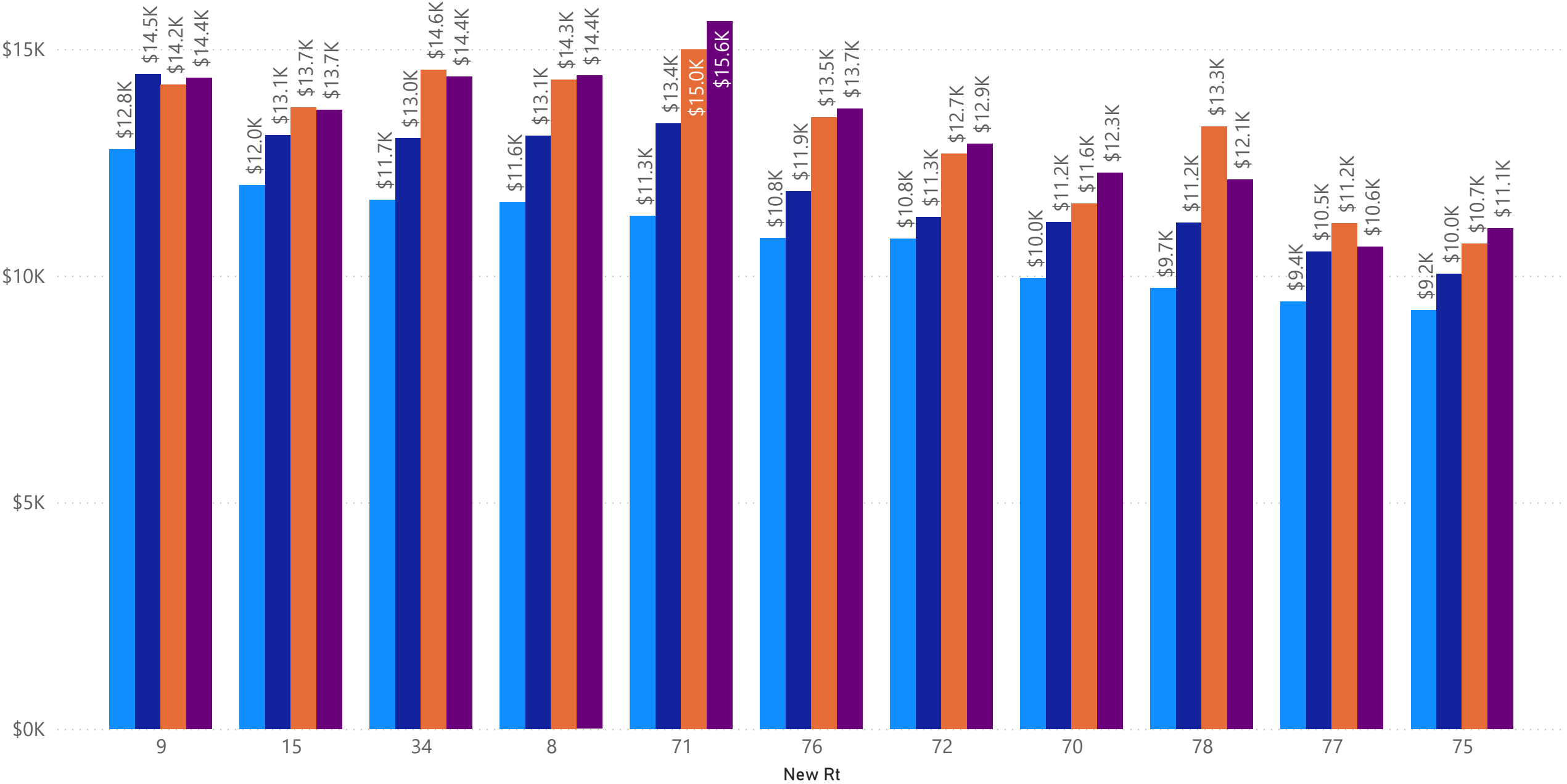


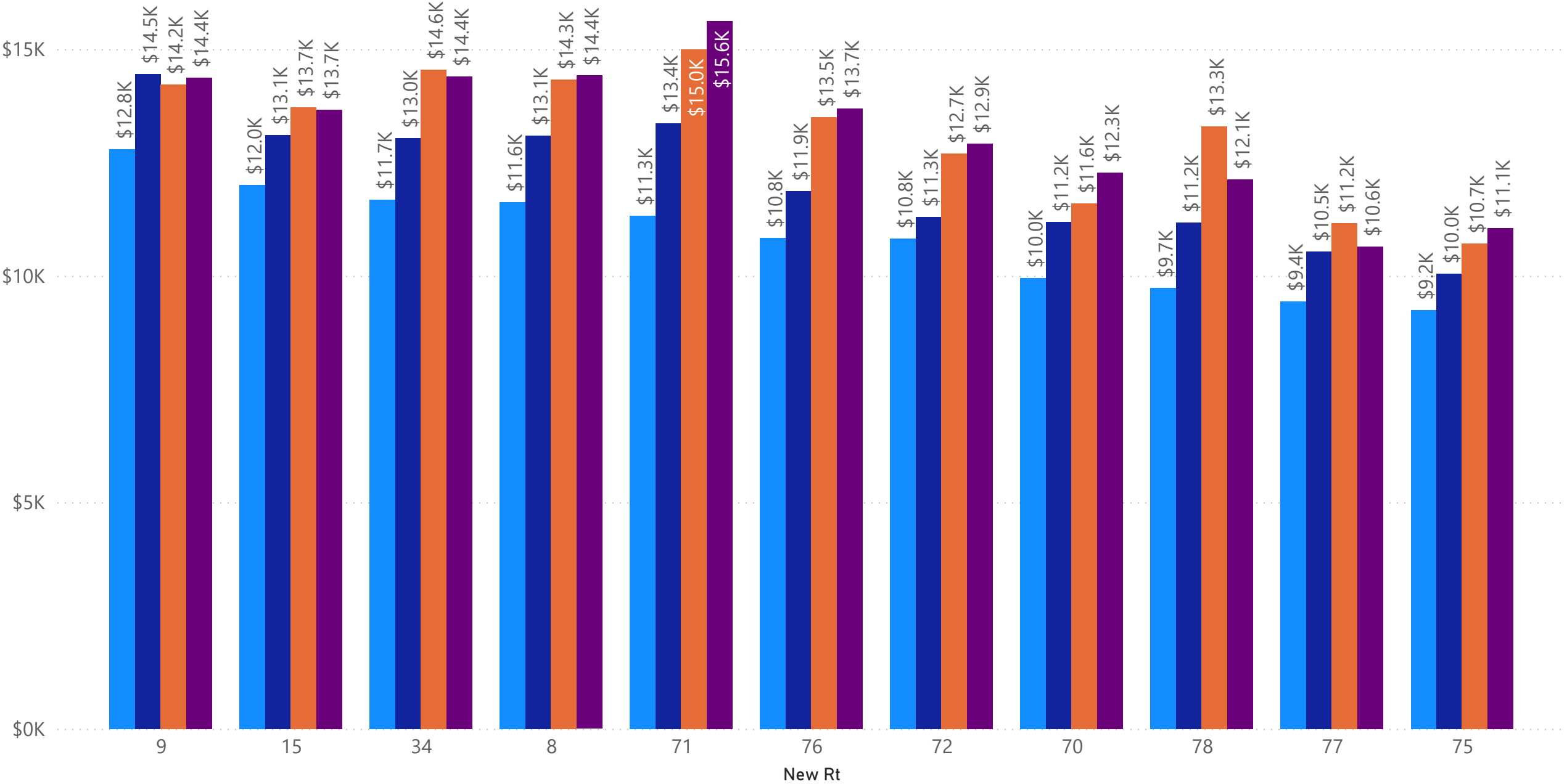
Current Route Revenue Distribution

Q1 Revenue Q2 Revenue Q3 Revenue Q4 Revenue



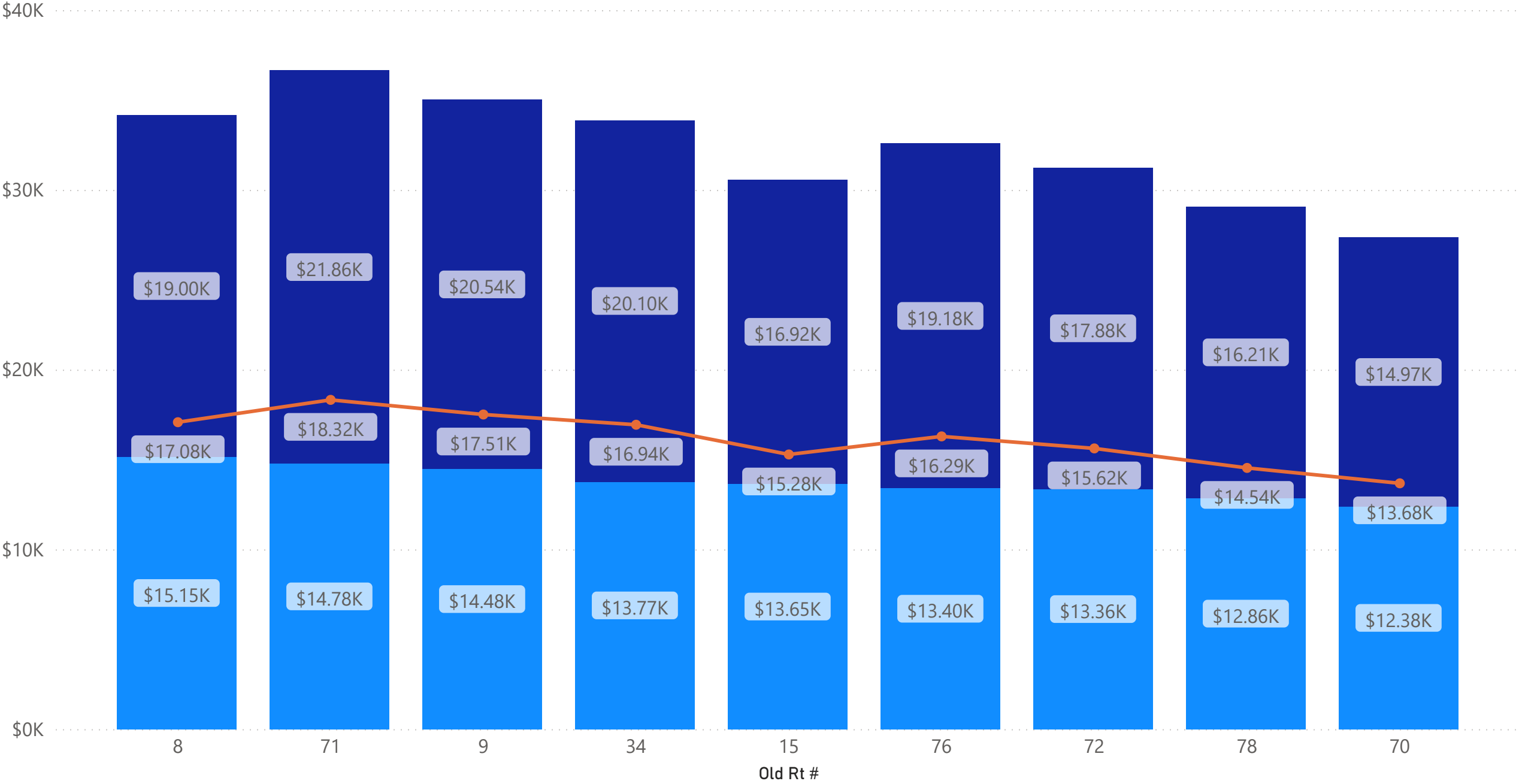
After Reroute Revenue Distribution

Q1 Revenue Q2 Revenue Q3 Revenue Q4 Revenue



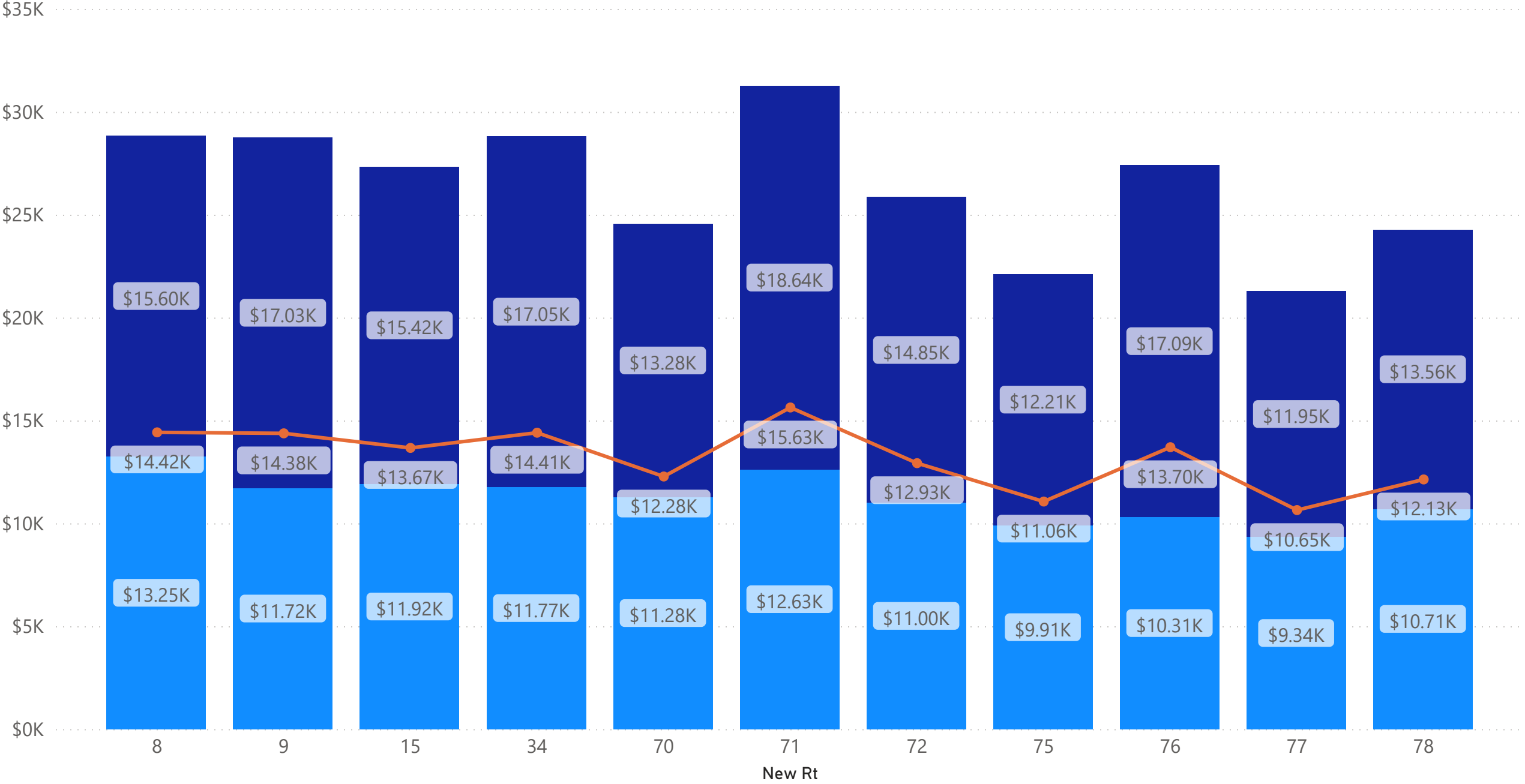
Current Route Revenue Deviation

● Q4 Low Revenue Deviation Weighted ● Q4 High Revenue Deviation Weighted ● Q4 Revenue

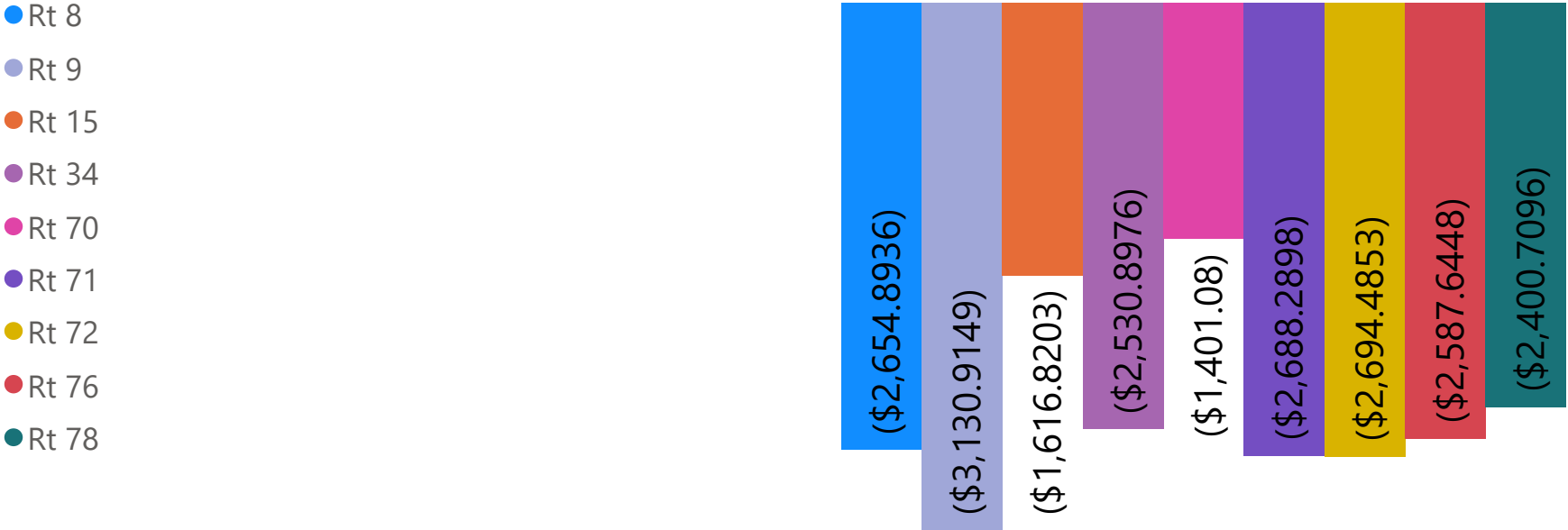


New Route Revenue Deviation

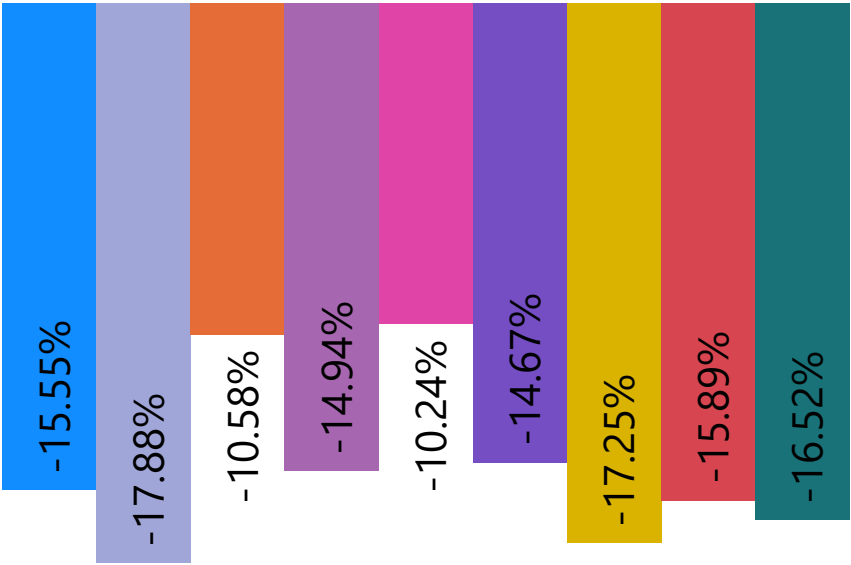
● Q4 Low Revenue Deviation Weighted ● Q4 High Revenue Deviation Weighted ● Q4 Revenue



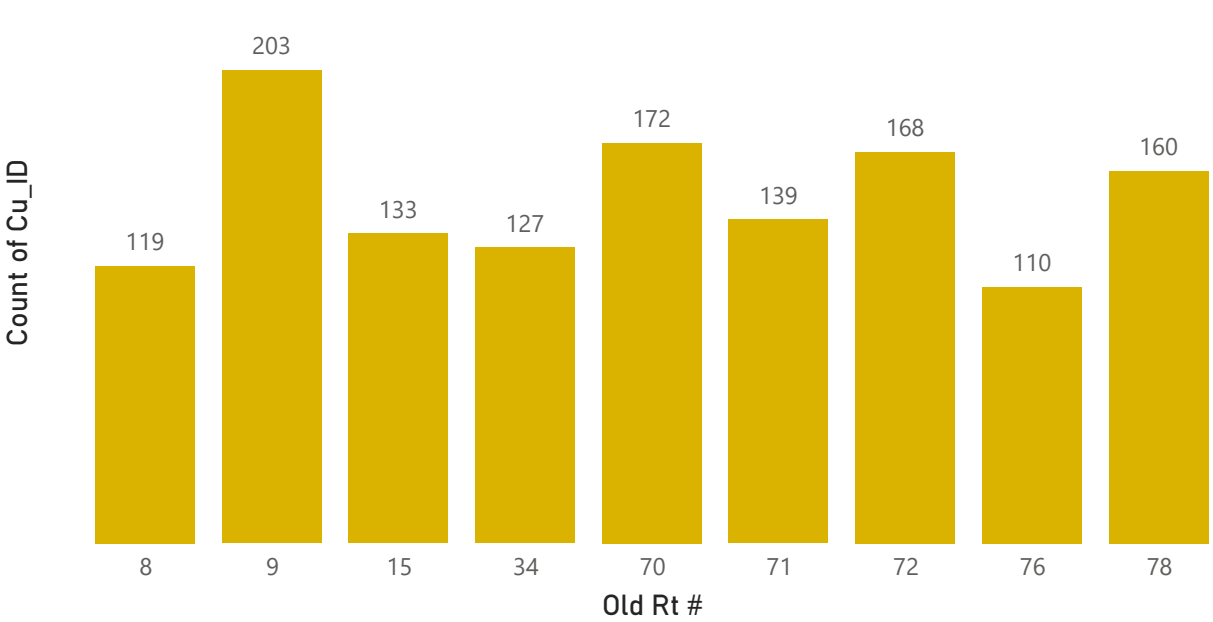
After Reroute Q4 Revenue \$ Gained/Lost



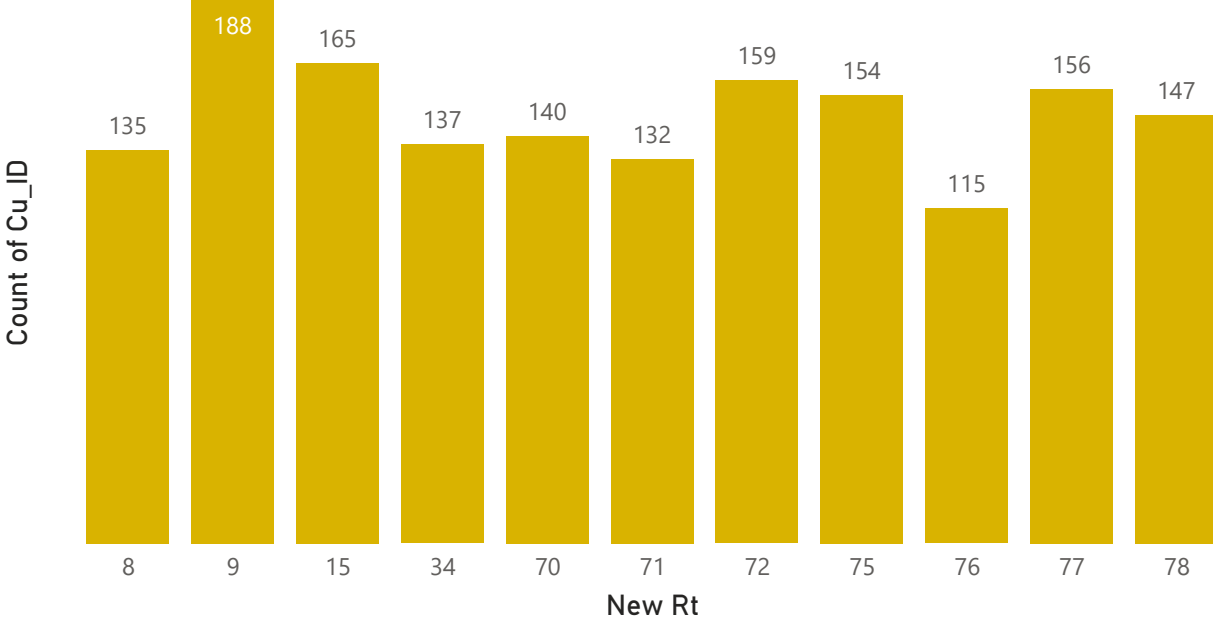
After Reroute Q4 Revenue % Change



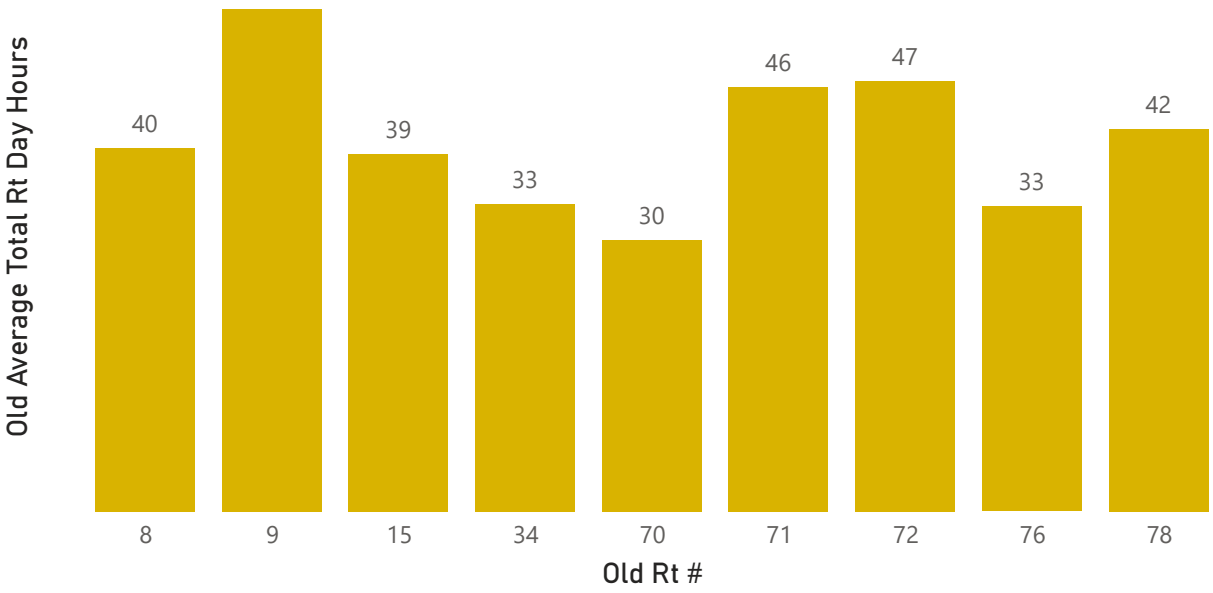
Average Weekly Hours per Route



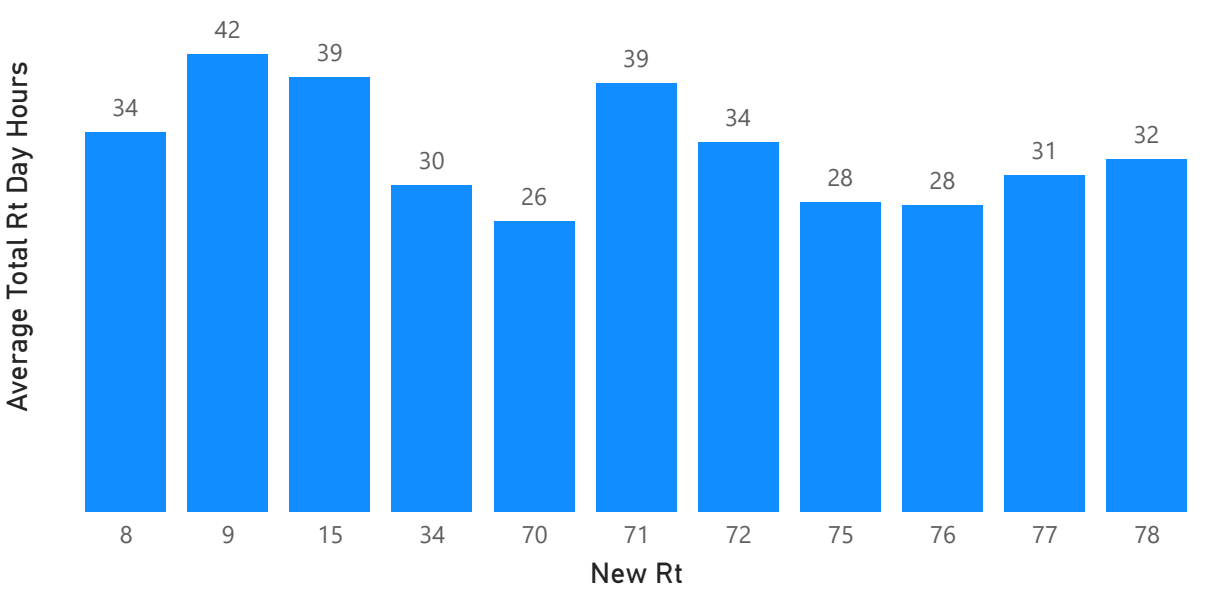
Average Weekly Hours per Route



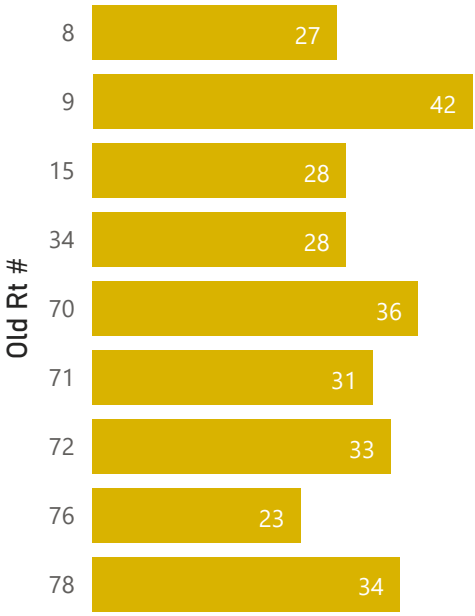
Average Weekly Hours per Route



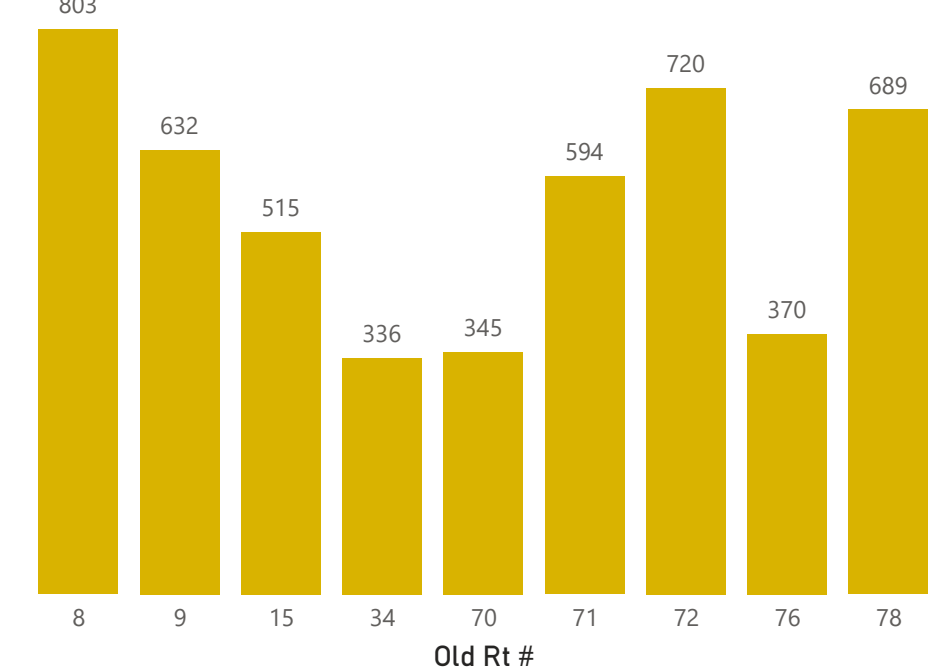
Average Weekly Hours per Route



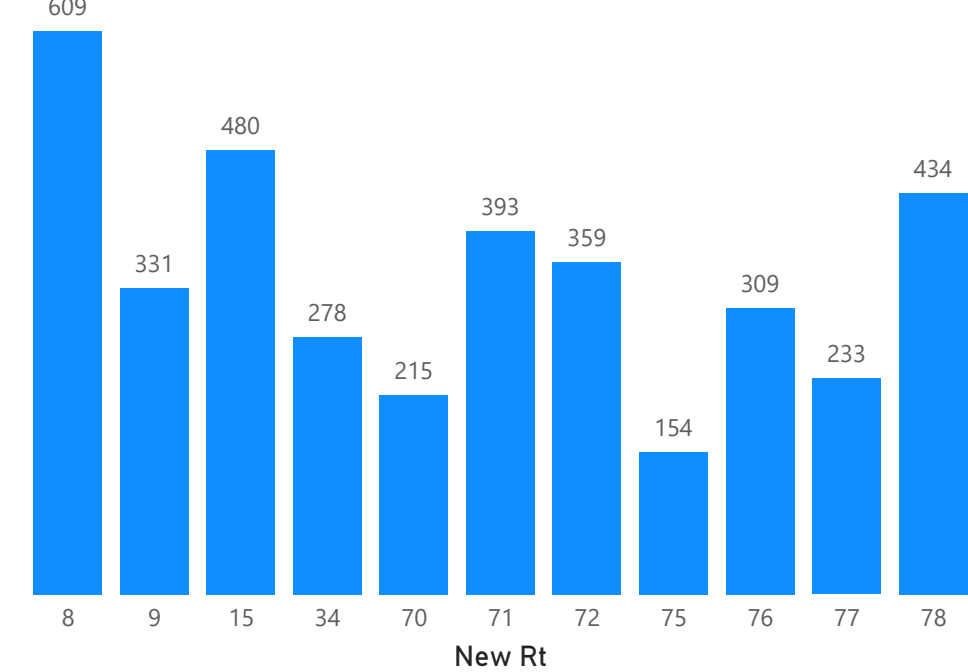
Average Current Daily Stop count



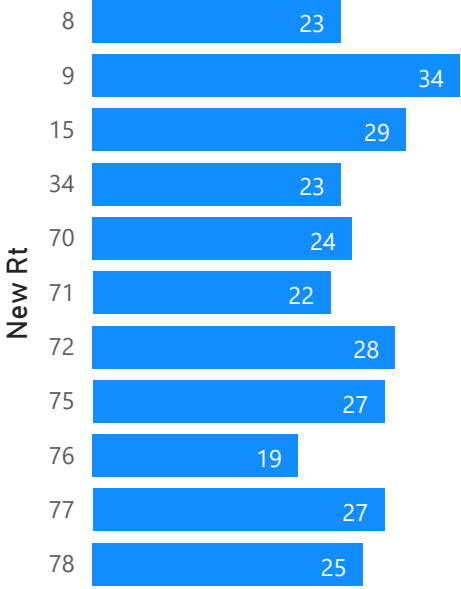
Average Current Weekly Miles



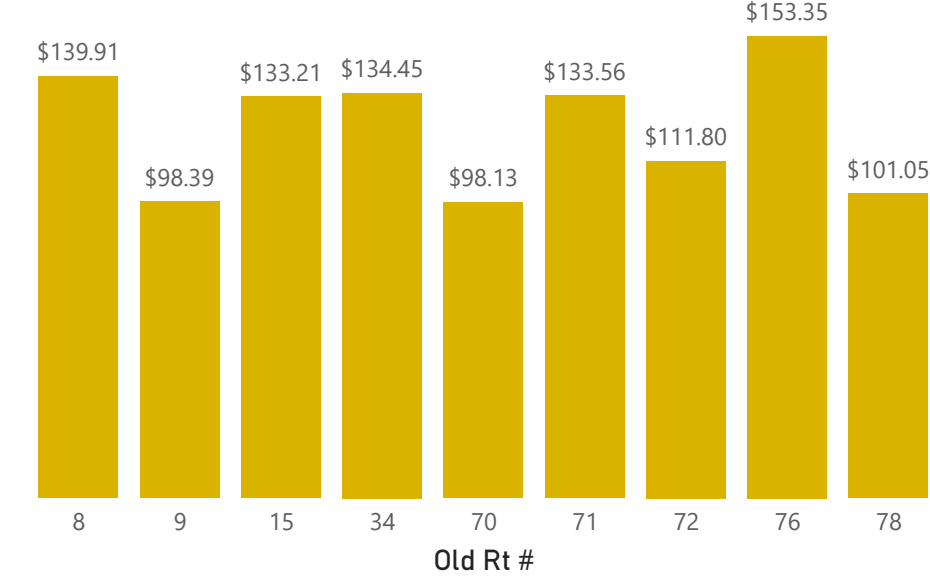
Average Total Miles by New Rt



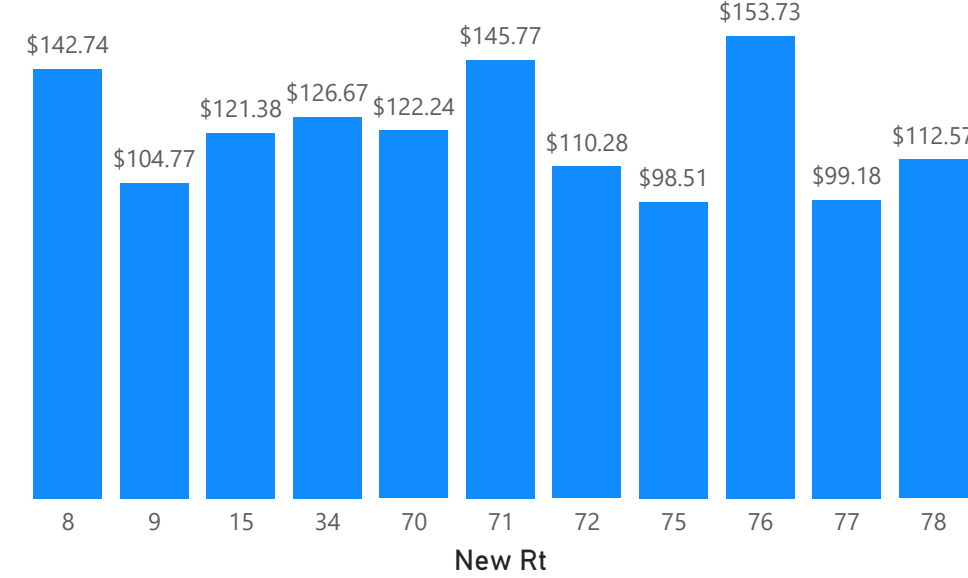
Average New Daily Stop count



Average Current Stop Size (Q2)

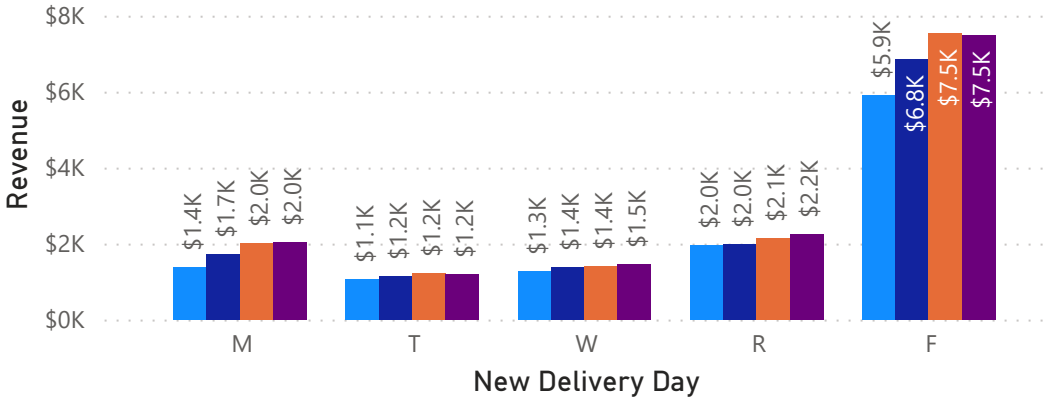


Average New Stop Size (Q2)



Average Revenue

Q1 Revenue Q2 Revenue Q3 Revenue Q4 Revenue



New Rt

Week #

Avg Week Hours

34.47

-16.59%

Rt 8 Hours %Change

\$11.62K \$13.10K

Q1 Revenue

-12.78%

Rt 8 Q1 %Change

Q2 Revenue

-15.29%

Rt 8 Q2 %Change

\$14.33K \$14.42K

Q3 Revenue

-20.12%

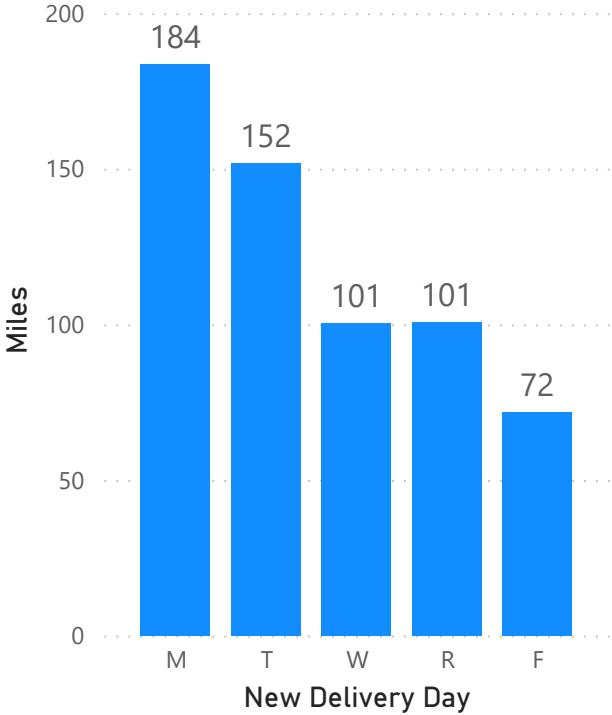
Rt 8 Q3 %Change

Q4 Revenue

-15.55%

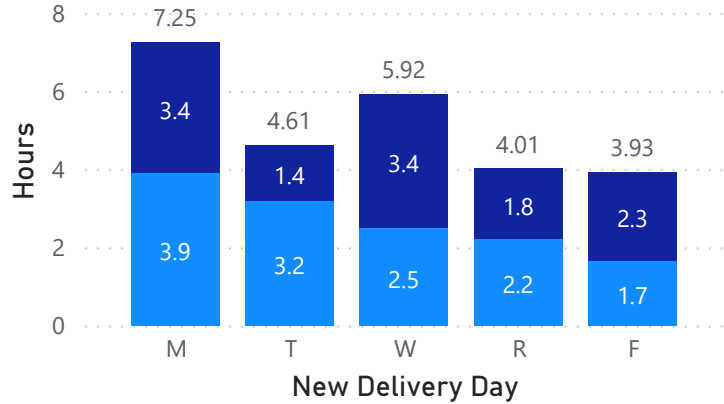
Rt 8 Q4 %Change

Total Miles Driven



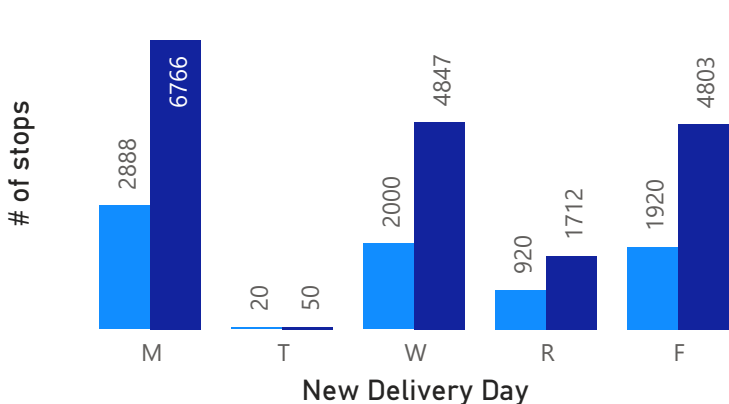
Hours Breakdown

Hours Travel Hours Of Service



Typical Garment Load

Avg Garments Processed Garment Inventory



115

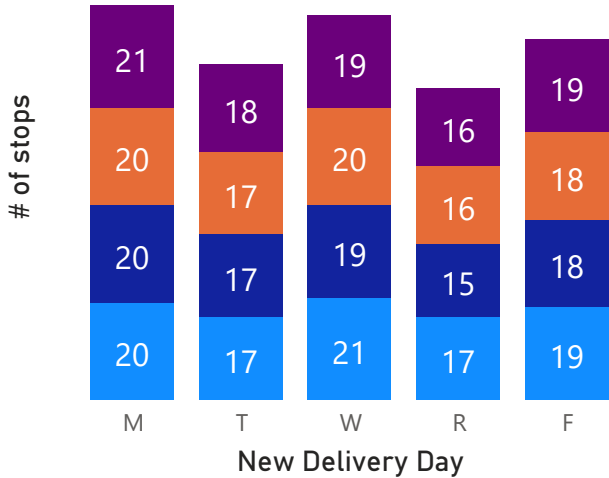
Average Miles Between Stops

7

Average Daily Miles

122

Stop Counts



Total # of Accounts135

of New Accounts(Blank)

of Accounts Leaving Route21

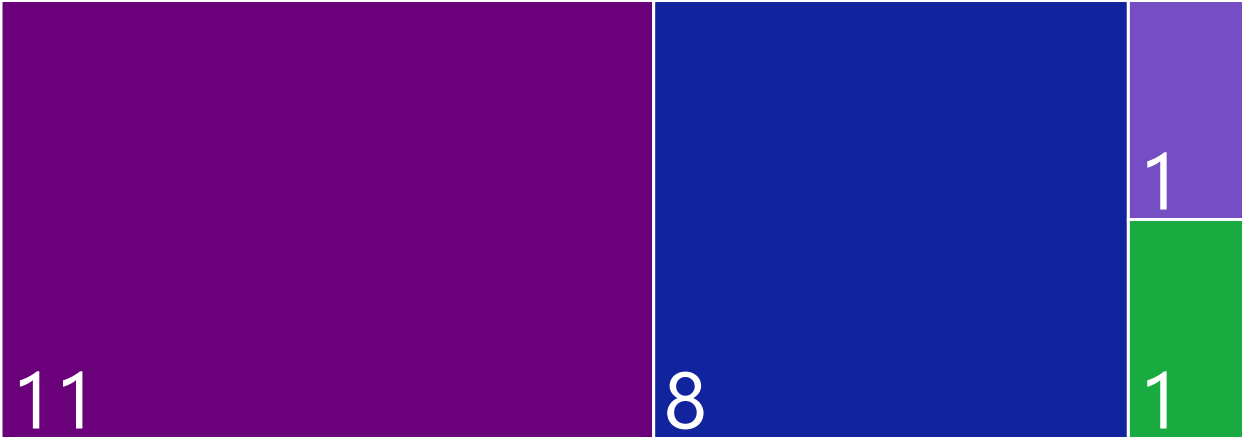
Origin of accounts Comprising New Route

Old Rt # 8



Destination of Accounts Leaving Original Route

New Rt 78 34 75 77

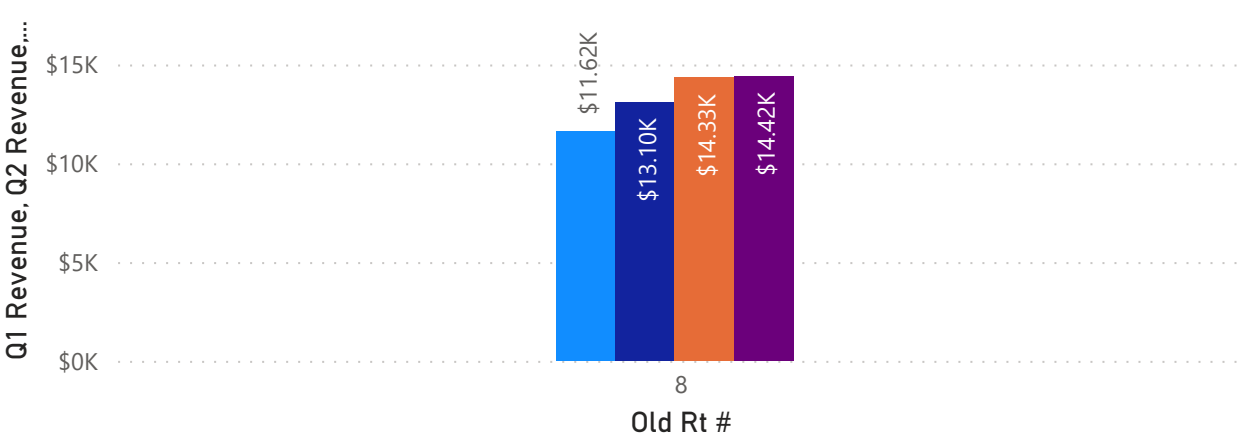


New Rt

8

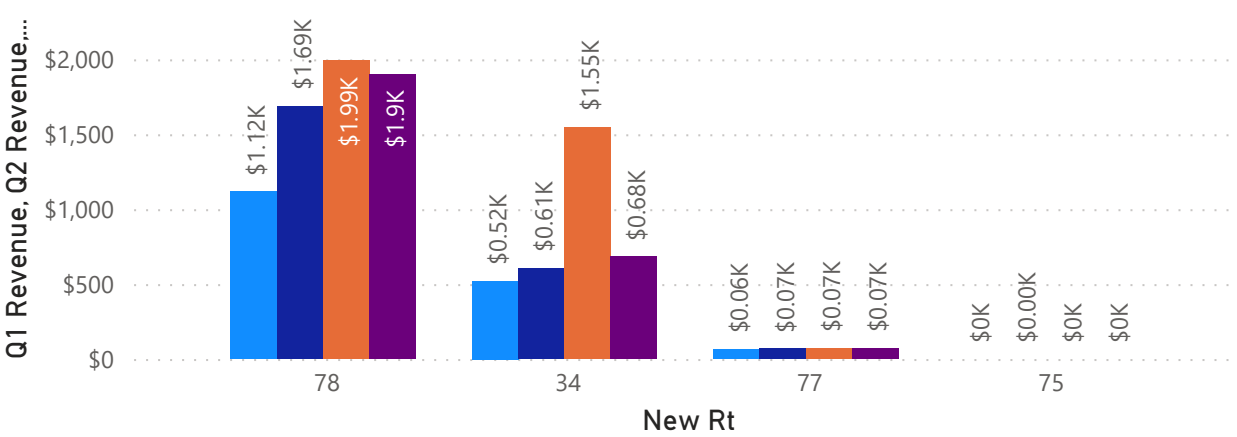
Origin of Revenue Comprising New Route

Q1 Revenue Q2 Revenue Q3 Revenue Q4 Revenue

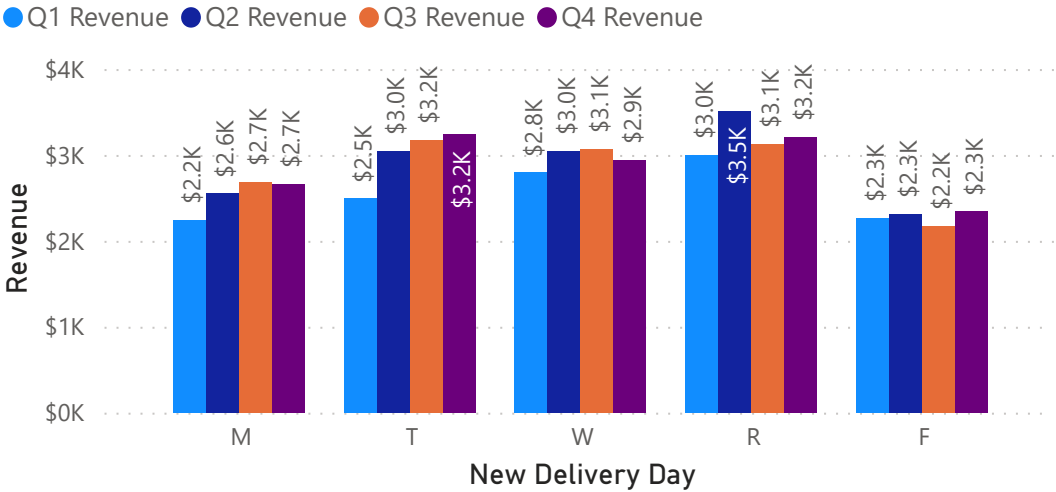


Destination of Revenue Leaving Original Route

Q1 Revenue Q2 Revenue Q3 Revenue Q4 Revenue



Average Revenue



\$12.79K \$14.46K

Q1 Revenue

Q2 Revenue

-16.47%

Rt 9 Q1 %Change

-14.69%

Rt 9 Q2 %Change

\$14.23K \$14.38K

Q3 Revenue

Q4 Revenue

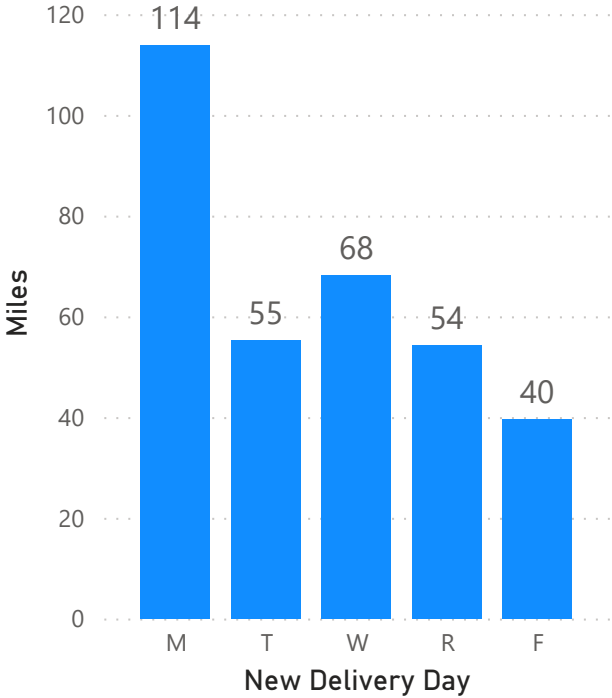
-17.00%

Rt 9 Q3 %Change

-17.88%

Rt 9 Q4 %Change
Of Customers

Total Miles Driven



New Rt

Avg Week Hours

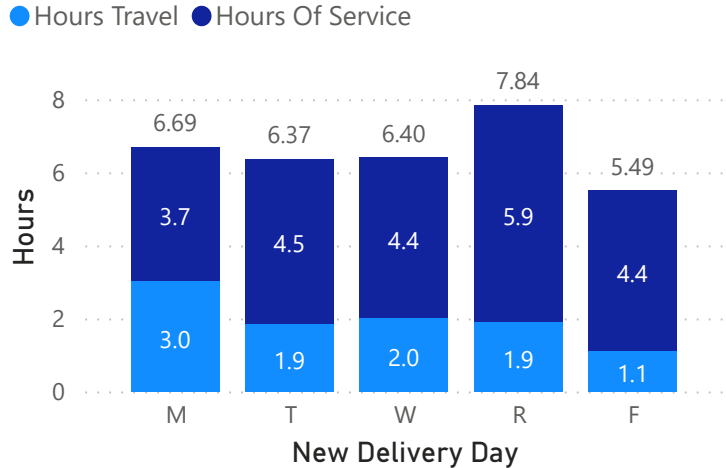
41.54

-28.79%

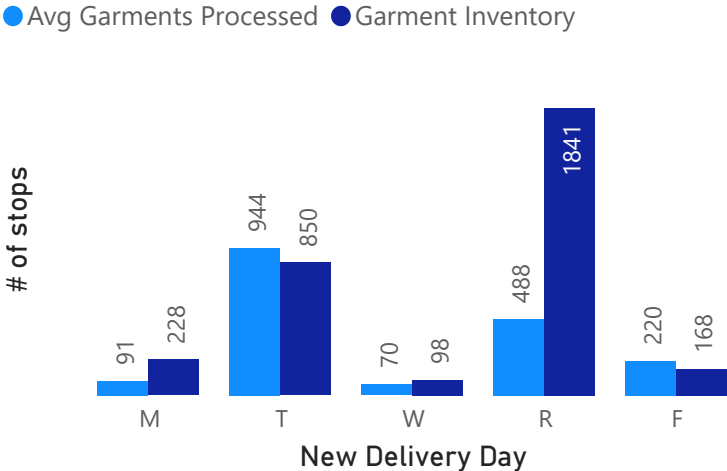
Rt 9 Hours %Change

Week #

Hours Breakdown



Typical Garment Load



168

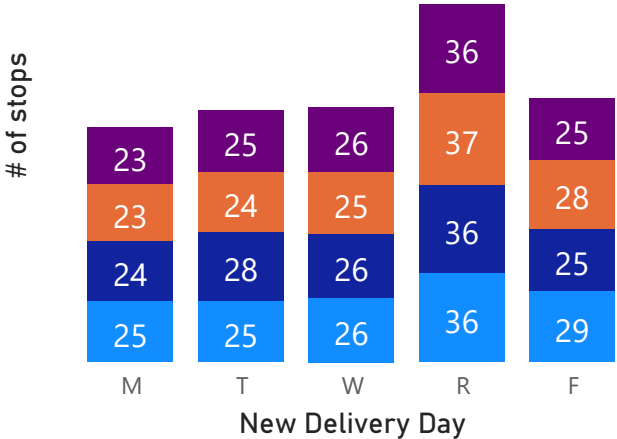
Average Miles
Between Stops

3

Average Daily
Miles

66

Stop Counts



Total # of Accounts

of New Accounts

of Accounts Leaving Route

188

7

49

Origin of accounts Comprising New Route



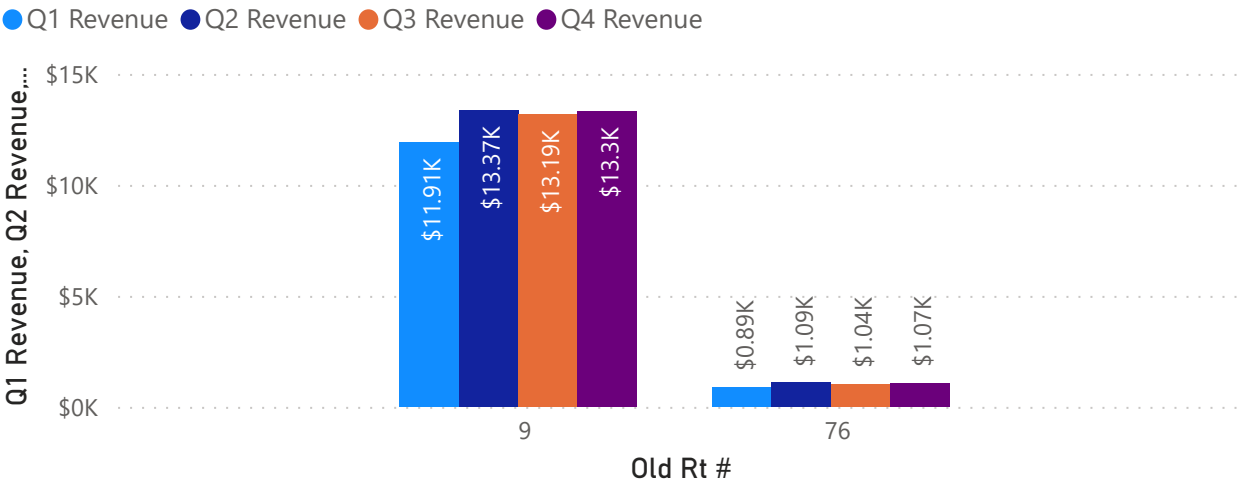
Destination of Accounts Leaving Original Route



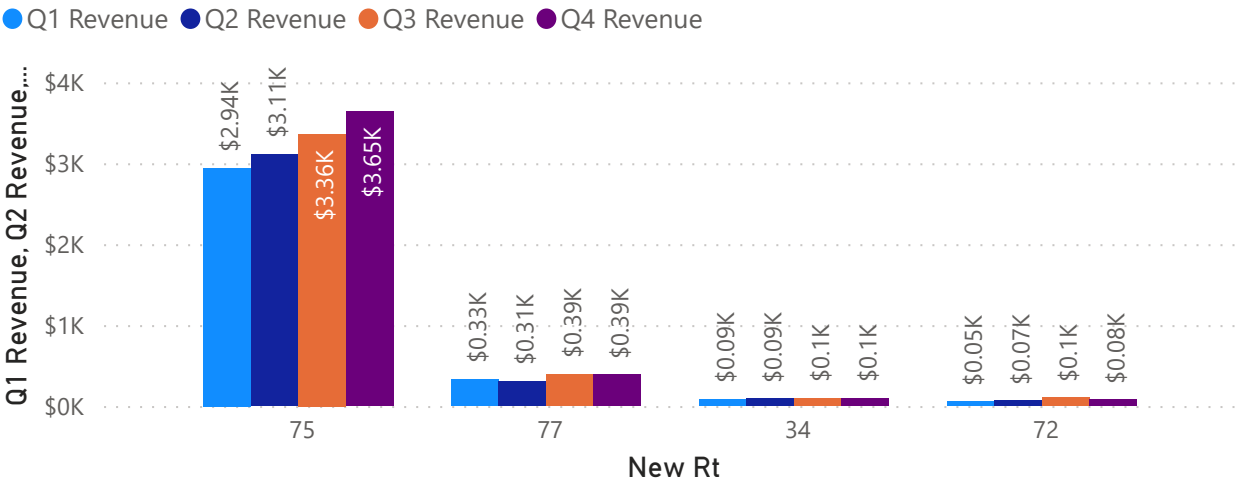
New Rt

9

Origin of Revenue Comprising New Route

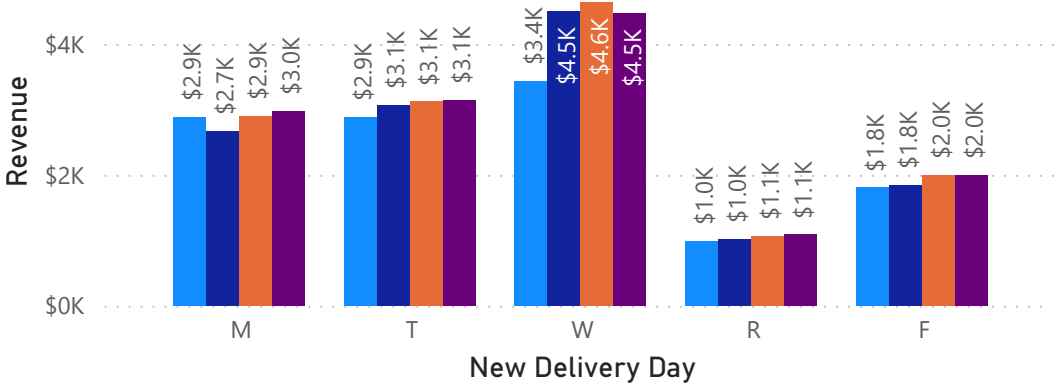


Destination of Revenue Leaving Original Route



Average Revenue

Q1 Revenue Q2 Revenue Q3 Revenue Q4 Revenue



New Rt
15

Week #
All

Avg Week Hours

39.45

1.72%
Rt 15 Hours %Change

\$12K

Q1 Revenue

-6.94%

Rt 15 Q1 %Change

\$13.11K

Q2 Revenue

-8.81%

Rt 15 Q3 %Change

\$13.72K

Q3 Revenue

-8.81%

Rt 15 Q3 %Change

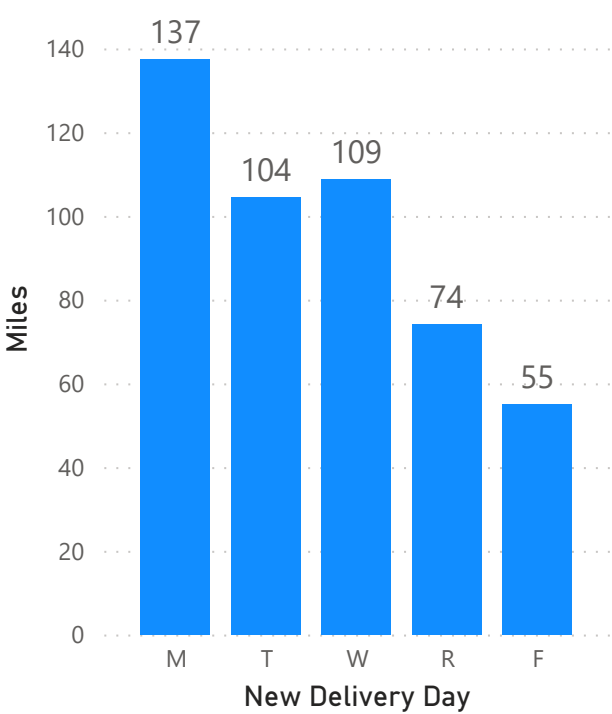
\$13.67K

Q4 Revenue

-10.58%

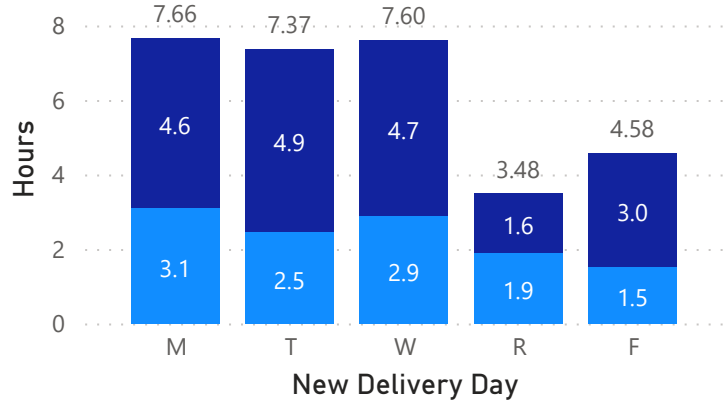
Rt 15 Q4 %Change

Total Miles Driven



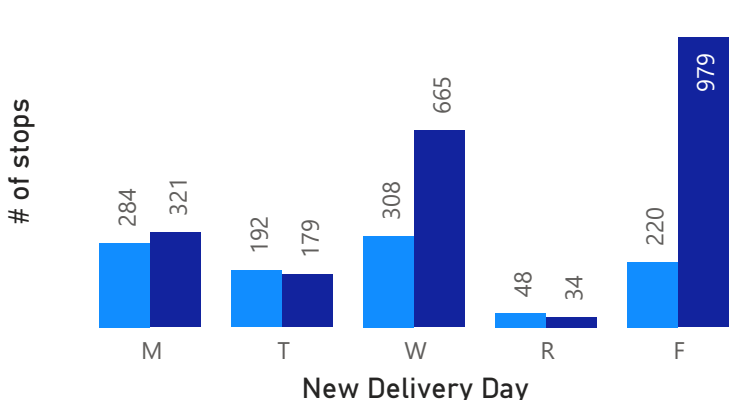
Hours Breakdown

Hours Travel Hours Of Service



Typical Garment Load

Avg Garments Processed Garment Inventory



Of Customers

145

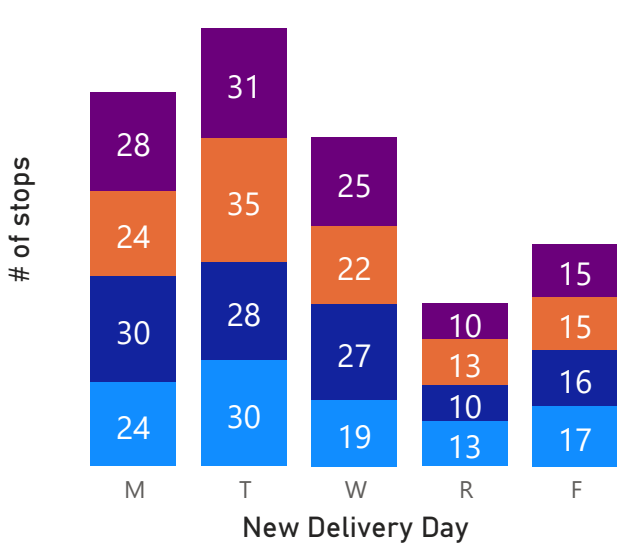
Average Miles Between Stops

5

Average Daily Miles

96

Stop Counts



Total # of Accounts165

of New Accounts38

of Accounts Leaving Route32

Origin of accounts Comprising New Route



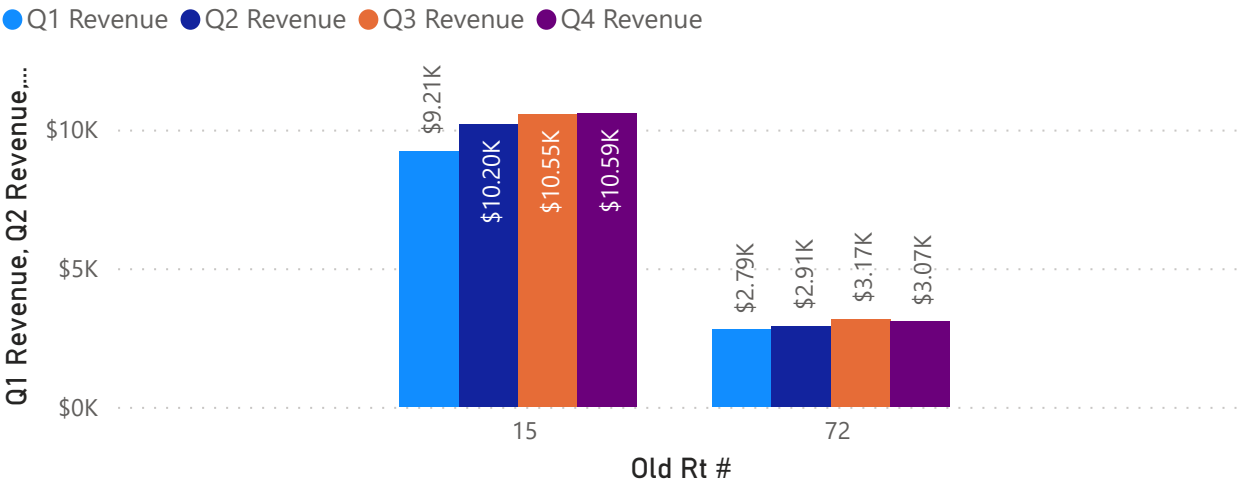
Destination of Accounts Leaving Original Route



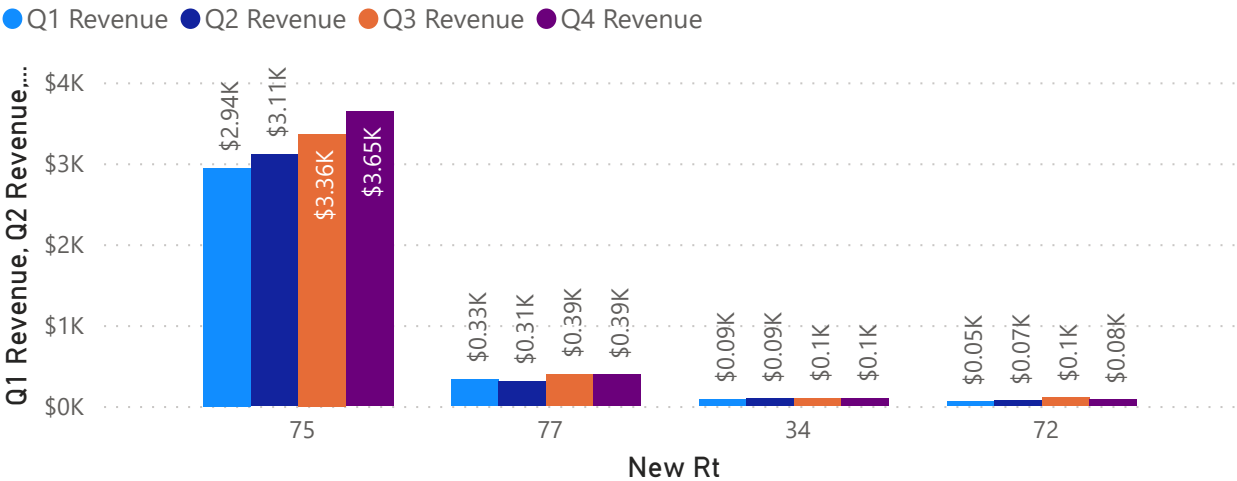
New Rt

15

Origin of Revenue Comprising New Route

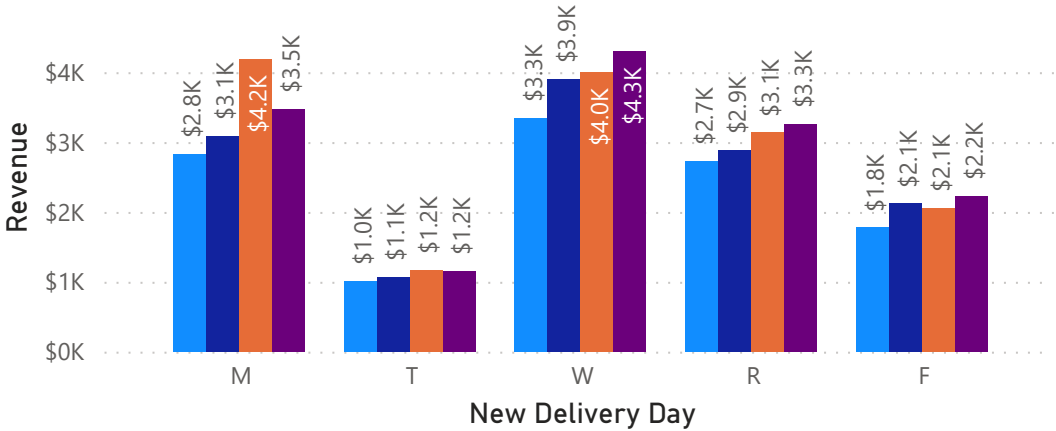


Destination of Revenue Leaving Original Route



Average Revenue

Q1 Revenue Q2 Revenue Q3 Revenue Q4 Revenue



New Rt

Week #

Avg Week Hours

29.63

-15.59%

Rt 34 Hours %Change

\$11.69K \$13.05K

Q1 Revenue

Q2 Revenue

-17.22%

Rt 34 Q1 %Change

-17.41%

Rt 34 Q2 %Change

\$14.55K \$14.41K

Q3 Revenue

Q4 Revenue

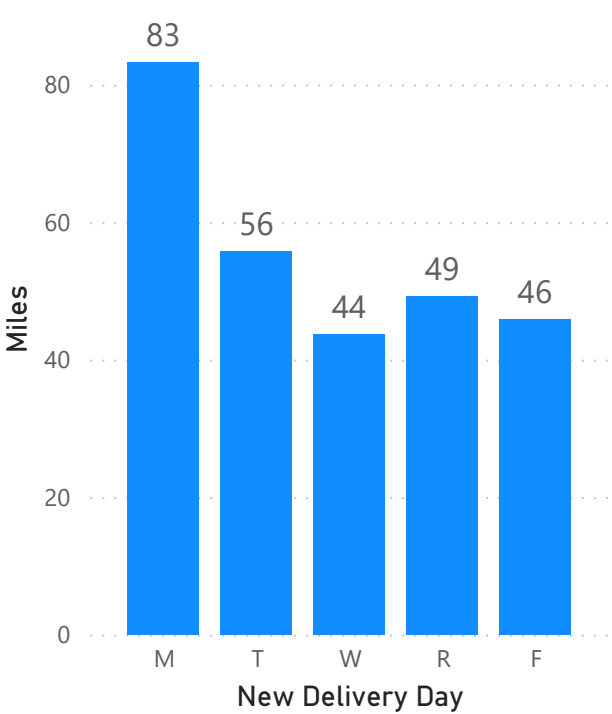
-13.63%

Rt 34 Q3 %Change

-14.94%

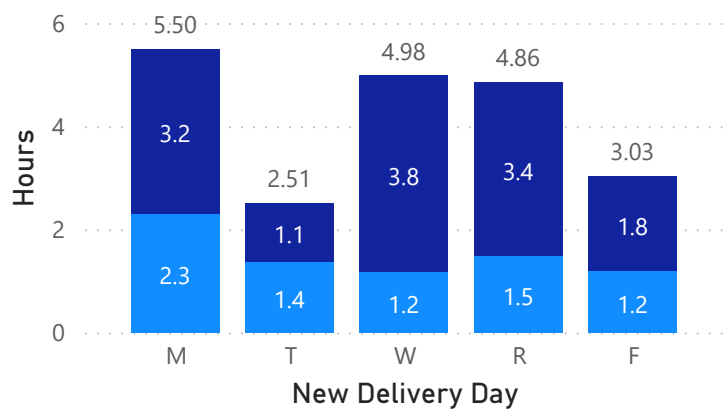
Rt 34 Q4 %Change

Total Miles Driven



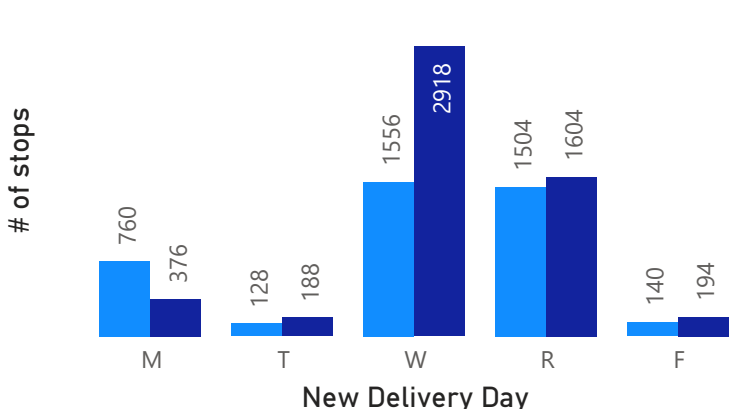
Hours Breakdown

Hours Travel Hours Of Service



Typical Garment Load

Avg Garments Processed Garment Inventory



Of Customers

117

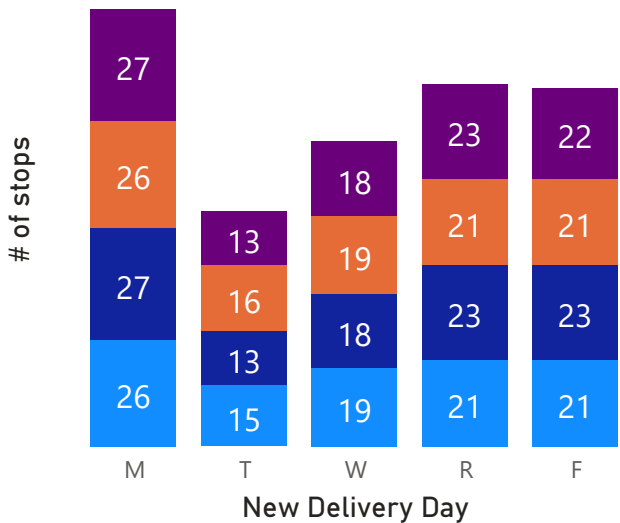
Average Miles Between Stops

3

Average Daily Miles

56

Stop Counts



Total # of Accounts

of New Accounts

of Accounts Leaving Route

137

9

31

Origin of accounts Comprising New Route

Old Rt # 34 8 9



Destination of Accounts Leaving Original Route

New Rt 77 75

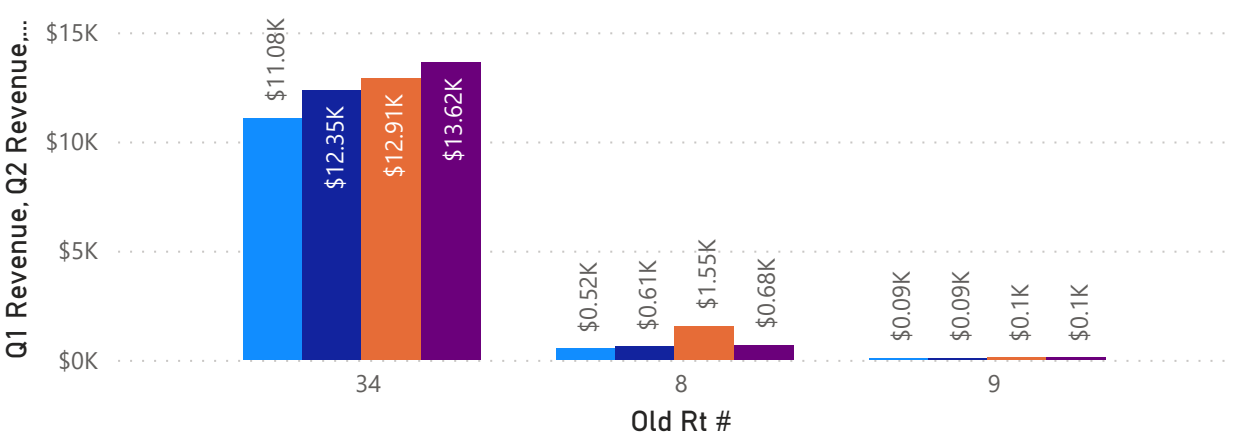


New Rt

34

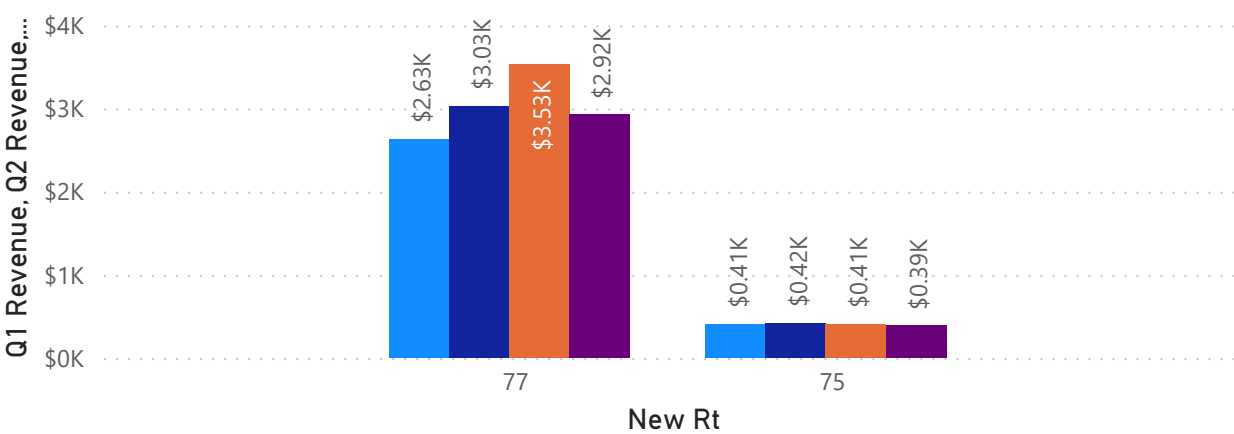
Origin of Revenue Comprising New Route

Q1 Revenue Q2 Revenue Q3 Revenue Q4 Revenue



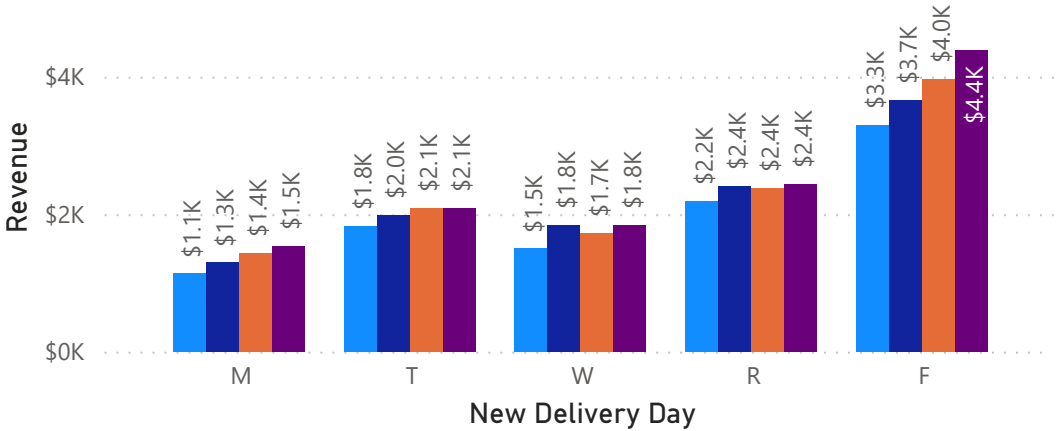
Destination of Revenue Leaving Original Route

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

26.36

-15.52%

Rt 70 Hours %Change

\$9.96K

Q1 Revenue

-16.43%

Rt 70 Q1 %Change

\$11.18K

Q2 Revenue

-14.46%

Rt 70 Q2 %Change

\$11.6K

Q3 Revenue

-12.55%

Rt 70 Q3 %Change

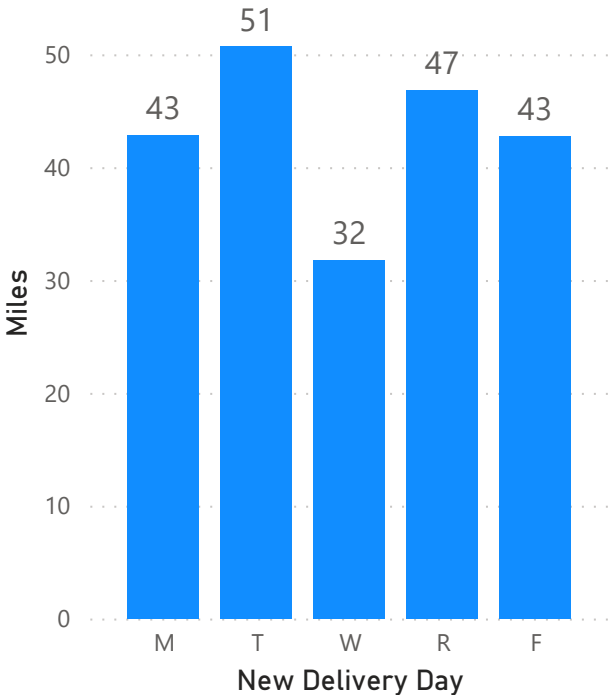
\$12.28K

Q4 Revenue

-10.24%

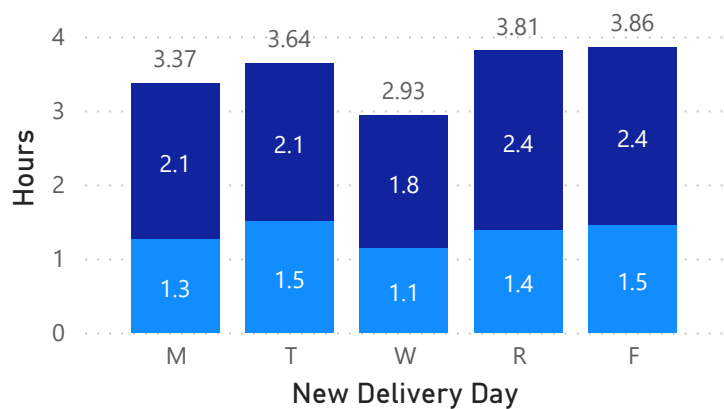
Rt 70 Q4 %Change

Total Miles Driven



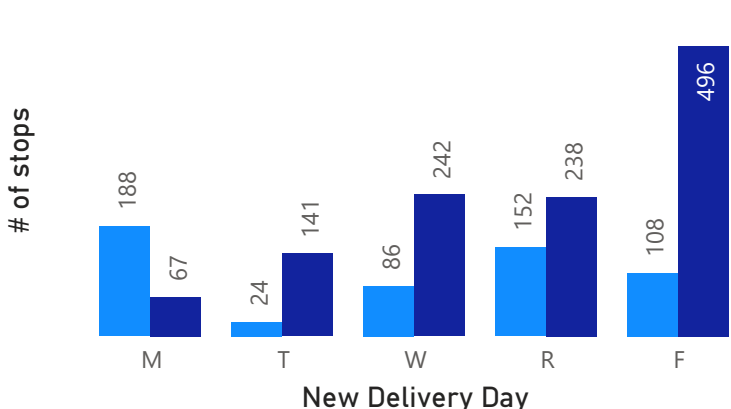
Hours Breakdown

Hours Travel Hours Of Service



Typical Garment Load

Avg Garments Processed Garment Inventory



Of Customers

120

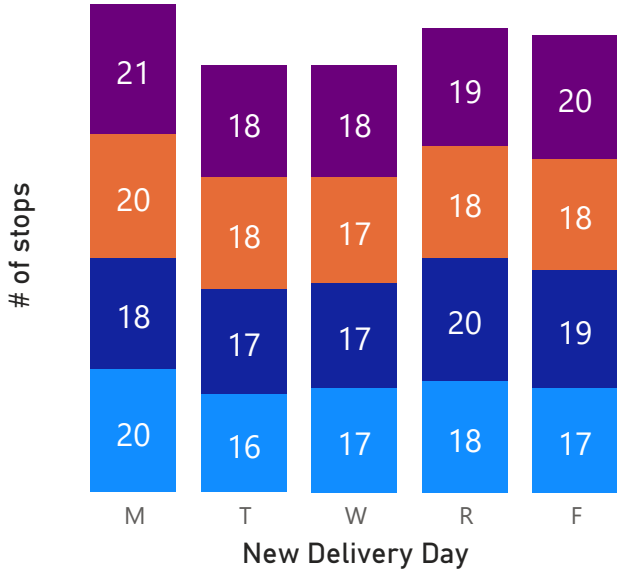
Average Miles Between Stops

2

Average Daily Miles

43

Stop Counts



Total # of Accounts

of New Accounts

of Accounts Leaving Route

140

45

103

Origin of accounts Comprising New Route



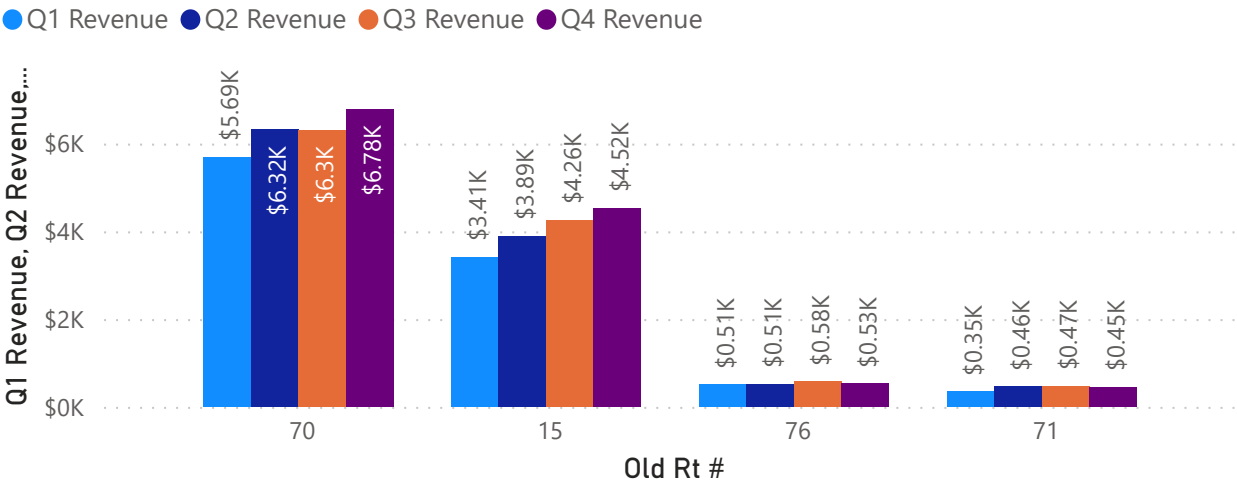
Destination of Accounts Leaving Original Route



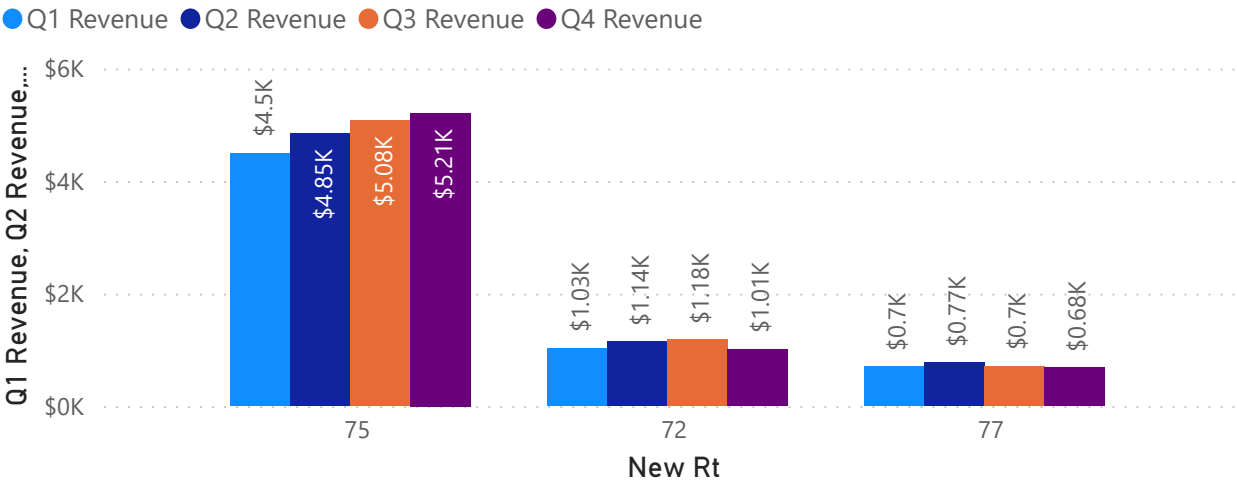
New Rt

70

Origin of Revenue Comprising New Route

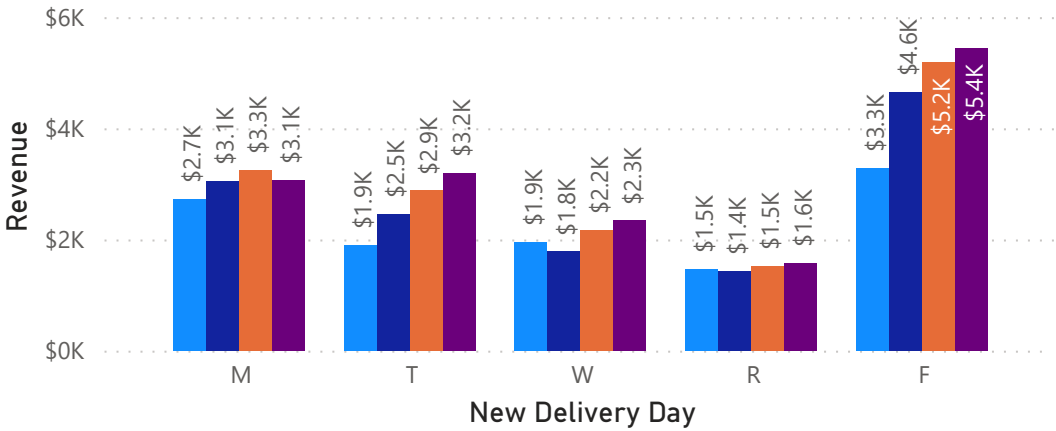


Destination of Revenue Leaving Original Route



Average Revenue

Q1 Revenue Q2 Revenue Q3 Revenue Q4 Revenue



New Rt

Week #

Avg Week Hours

38.89

-19.79%
Rt 71 Hours %Change

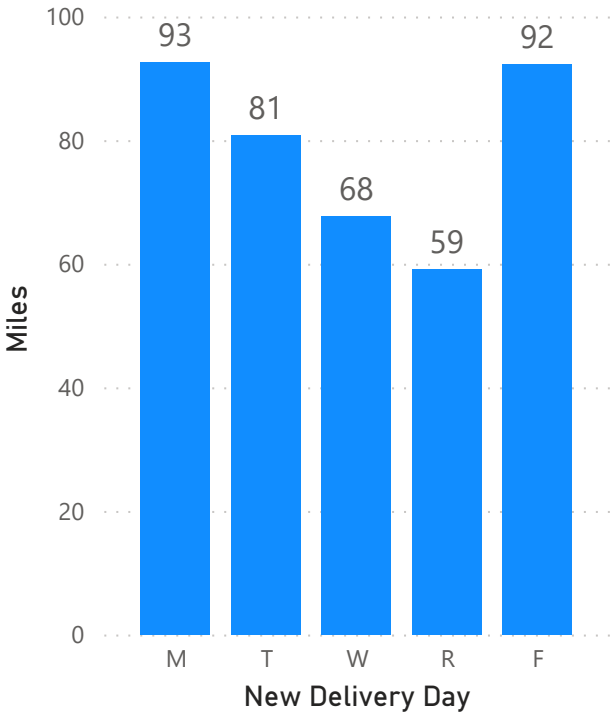
\$11.32K \$13.37K

Q1 Revenue Q2 Revenue
-16.16% -16.03%
Rt 71 Q1 %Change Rt 71 Q2 %Change

\$15.01K \$15.63K

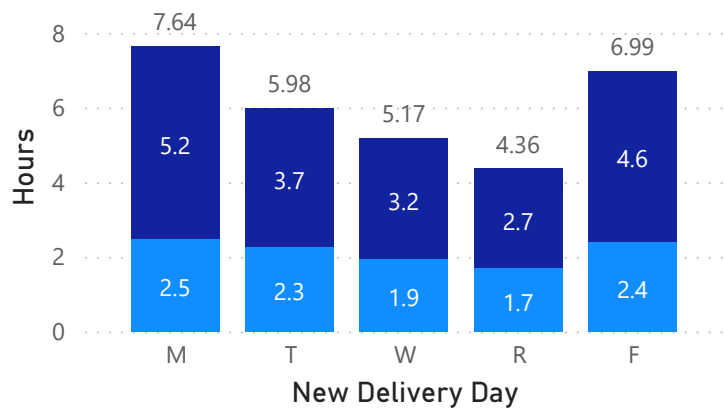
Q3 Revenue Q4 Revenue
-15.19% -14.67%
Rt 71 Q3 %Change Rt 71 Q4 %Change

Total Miles Driven



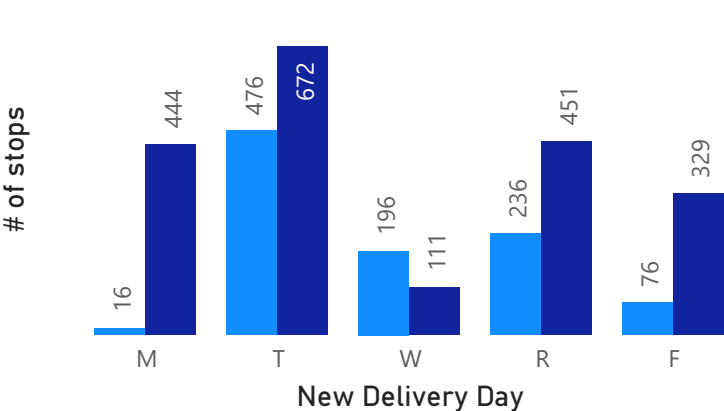
Hours Breakdown

Hours Travel Hours Of Service



Typical Garment Load

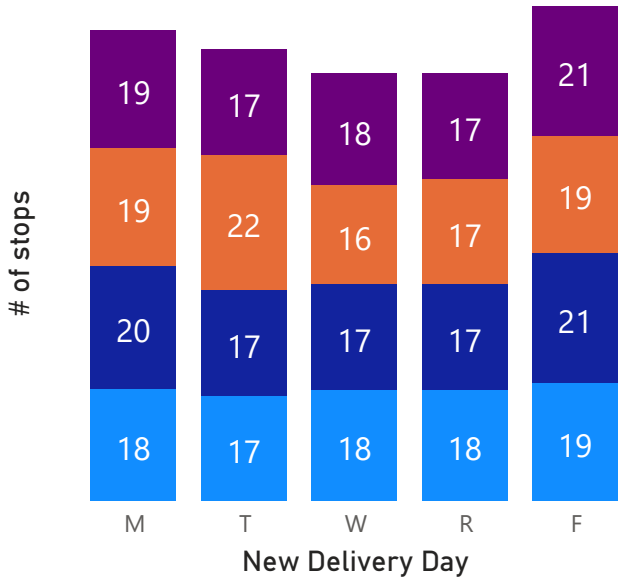
Avg Garments Processed Garment Inventory



Of Customers

112
Average Miles Between Stops
5
Average Daily Miles
79

Stop Counts



Total # of Accounts132

of New Accounts1

of Accounts Leaving Route42

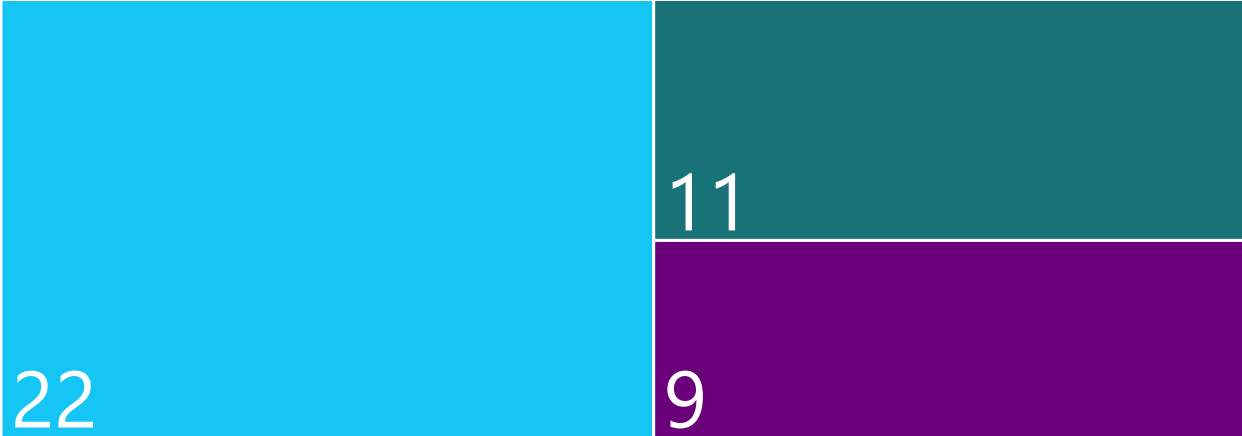
Origin of accounts Comprising New Route

Old Rt # 71 78



Destination of Accounts Leaving Original Route

New Rt 76 70 78

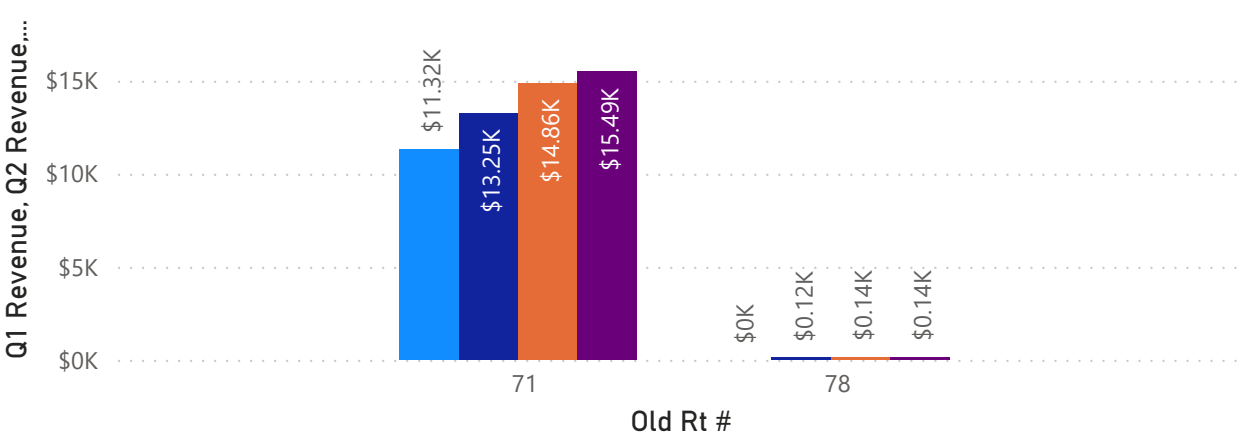


New Rt

71

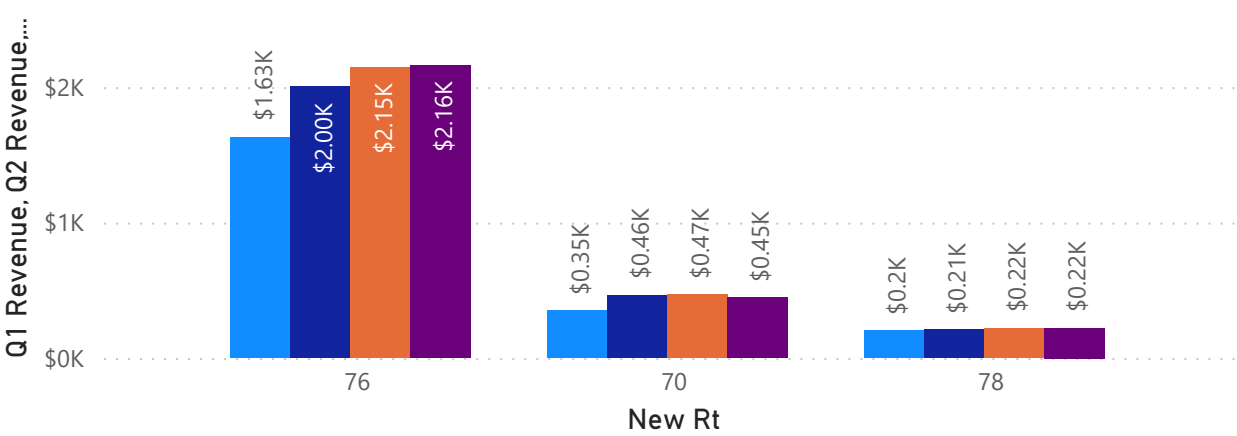
Origin of Revenue Comprising New Route

Q1 Revenue Q2 Revenue Q3 Revenue Q4 Revenue



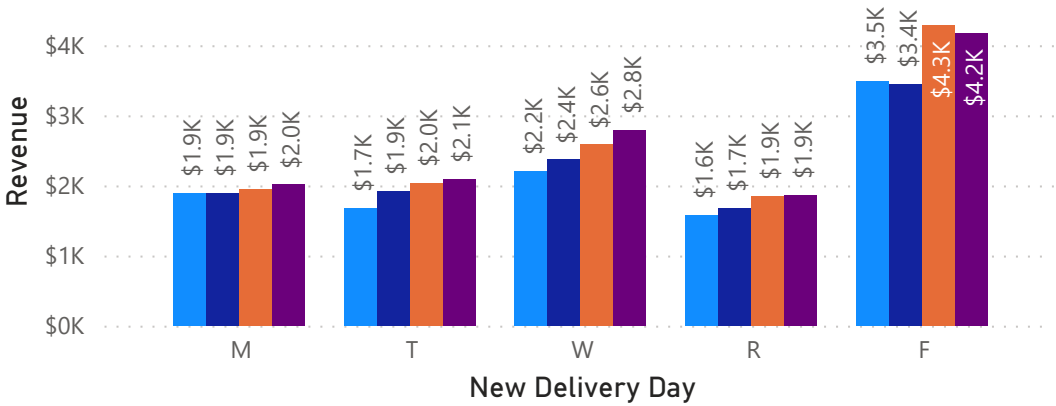
Destination of Revenue Leaving Original Route

Q1 Revenue Q2 Revenue Q3 Revenue Q4 Revenue



Average Revenue

Q1 Revenue Q2 Revenue Q3 Revenue Q4 Revenue



New Rt

Week #

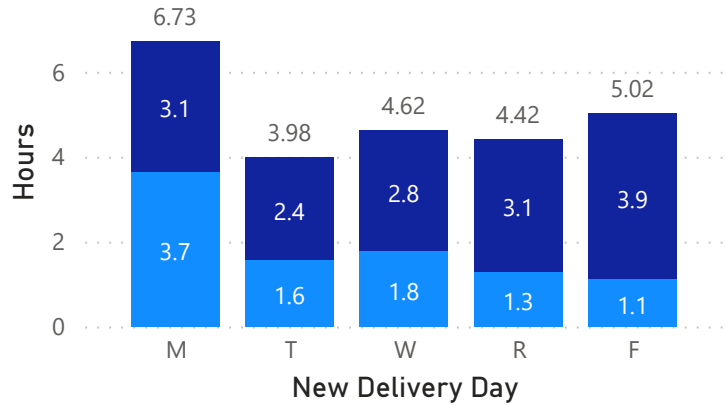
Avg Week Hours

33.53

-35.11%
Rt 72 Hours %Change

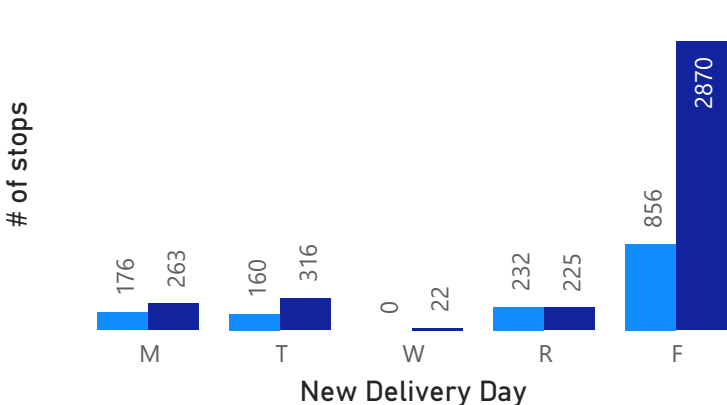
Hours Breakdown

Hours Travel Hours Of Service



Typical Garment Load

Avg Garments Processed Garment Inventory



\$10.83K \$11.30K

Q1 Revenue

Q2 Revenue

-17.32%

Rt 72 Q1 %Change

-16.95%

Rt 72 Q2 %Change

\$12.7K

Q3 Revenue

\$12.93K

Q4 Revenue

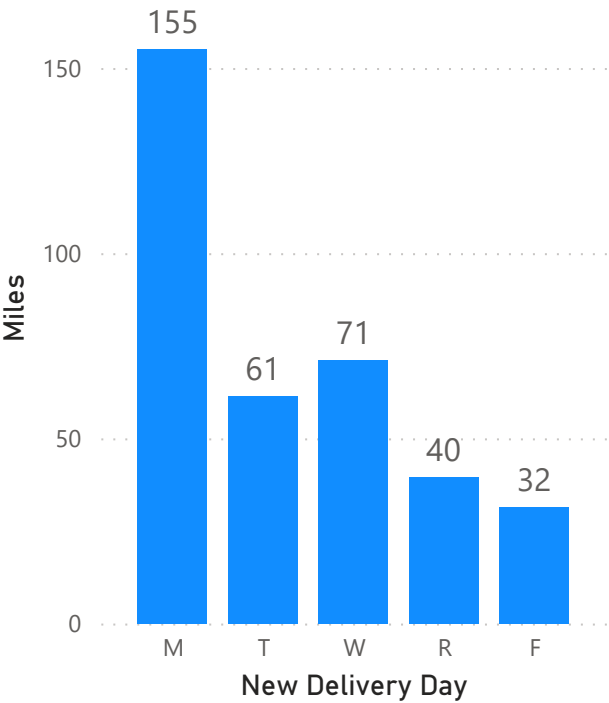
-16.45%

Rt 72 Q3 %Change

-17.25%

Rt 72 Q4 %Change

Total Miles Driven



Of Customers

139

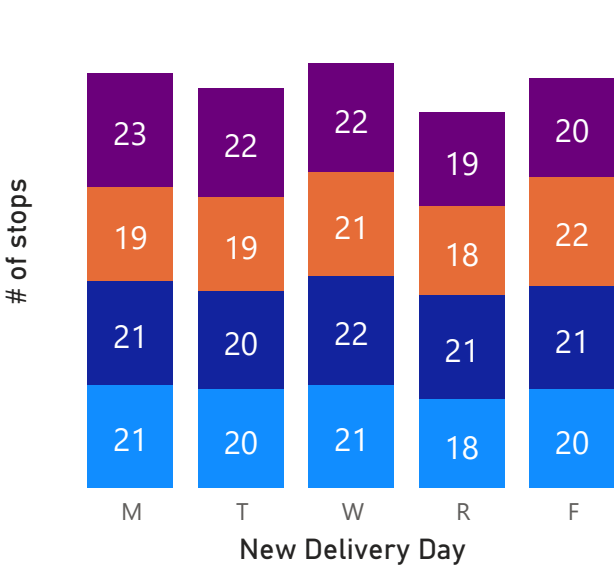
Average Miles Between Stops

4

Average Daily Miles

72

Stop Counts



Total # of Accounts

of New Accounts

of Accounts Leaving Route

159

23

50

Origin of accounts Comprising New Route

Old Rt # 72 70 15 9 78



Destination of Accounts Leaving Original Route

New Rt 15 75

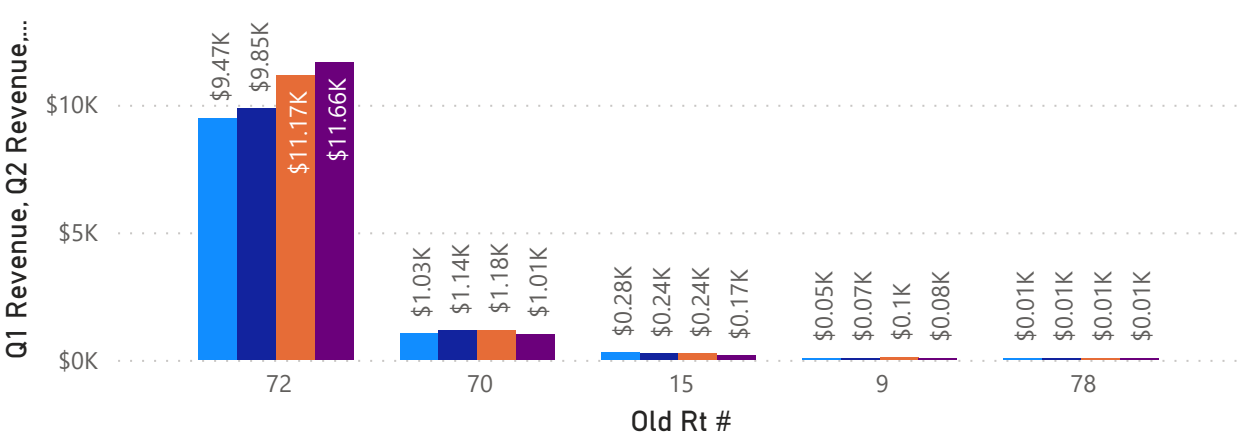


New Rt

72

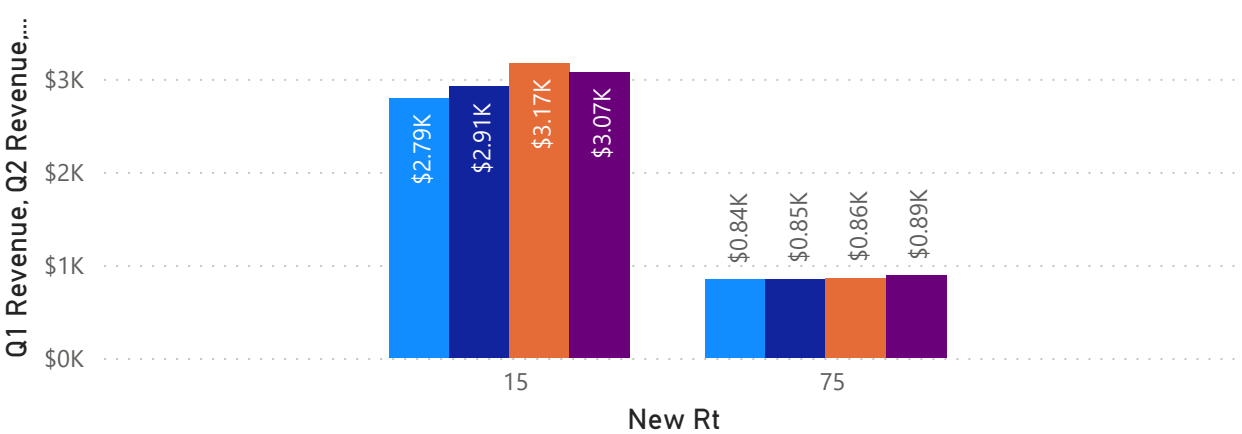
Origin of Revenue Comprising New Route

Q1 Revenue Q2 Revenue Q3 Revenue Q4 Revenue



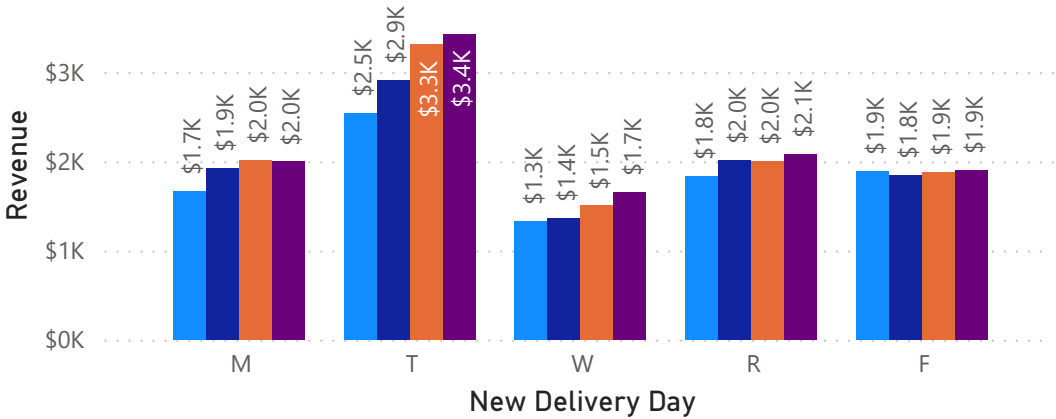
Destination of Revenue Leaving Original Route

Q1 Revenue Q2 Revenue Q3 Revenue Q4 Revenue



Average Revenue

Q1 Revenue Q2 Revenue Q3 Revenue Q4 Revenue



New Rt
75

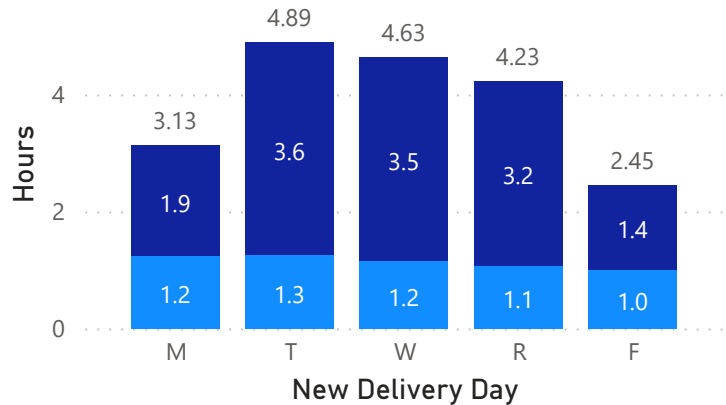
Week #
All

Avg Week Hours

28.08

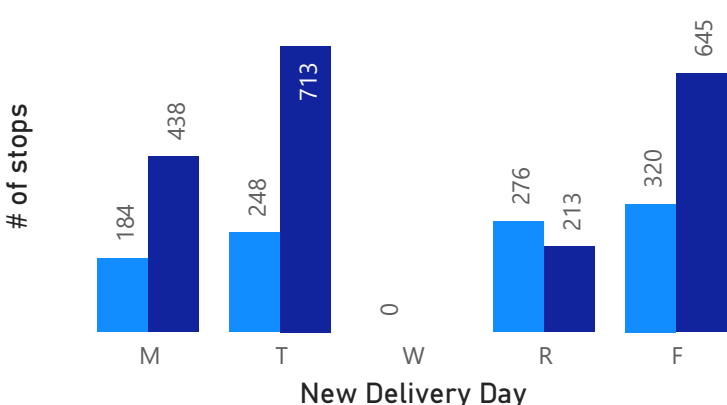
Hours Breakdown

Hours Travel Hours Of Service



Typical Garment Load

Avg Garments Processed Garment Inventory



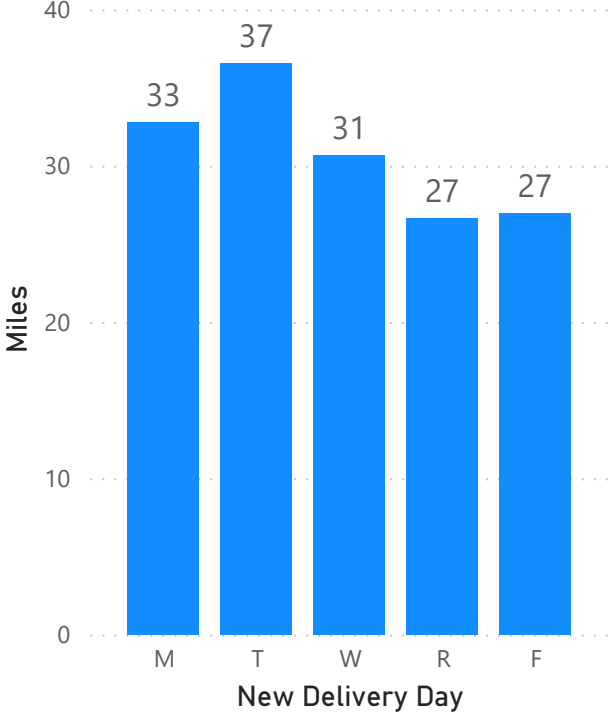
\$9.25K \$10.05K

Q1 Revenue Q2 Revenue

\$10.71K \$11.06K

Q3 Revenue Q4 Revenue

Total Miles Driven



Of Customers

134

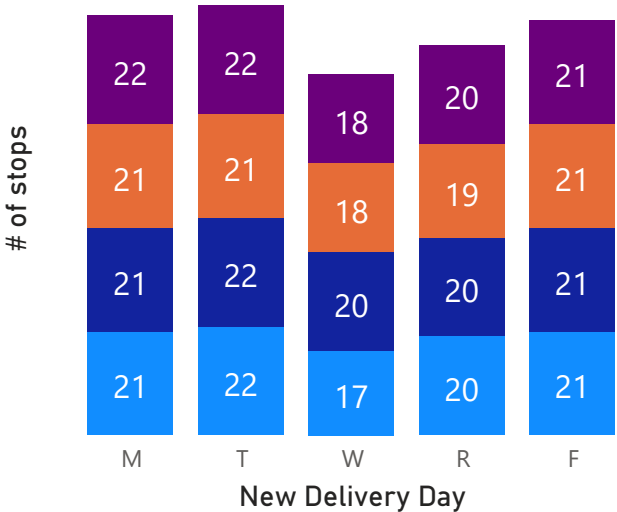
Average Miles Between Stops

1

Average Daily Miles

31

Stop Counts

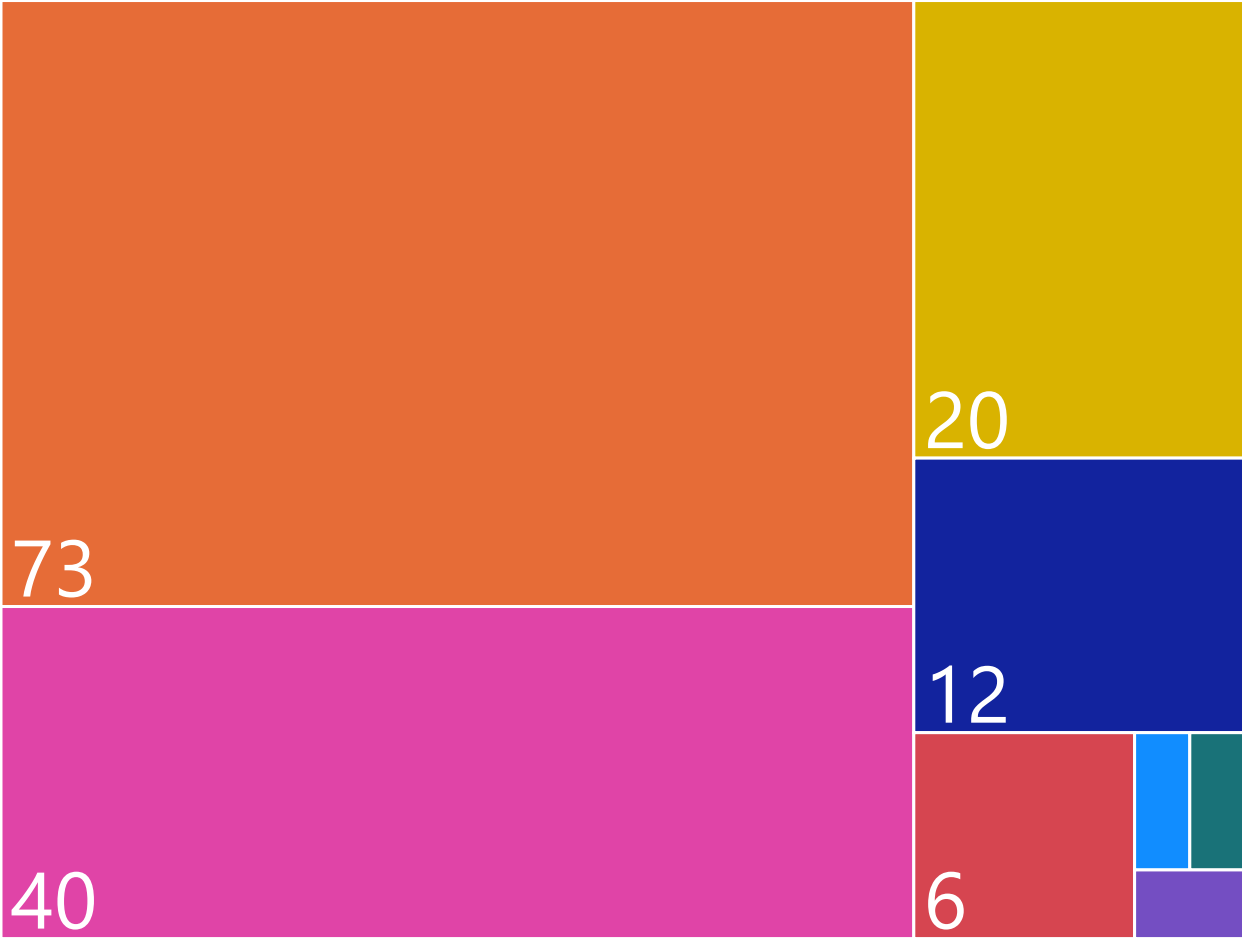


of Accounts on New Route

154

Origin of accounts Comprising New Route

Old Rt # 70 9 75 72 76 8 34 78

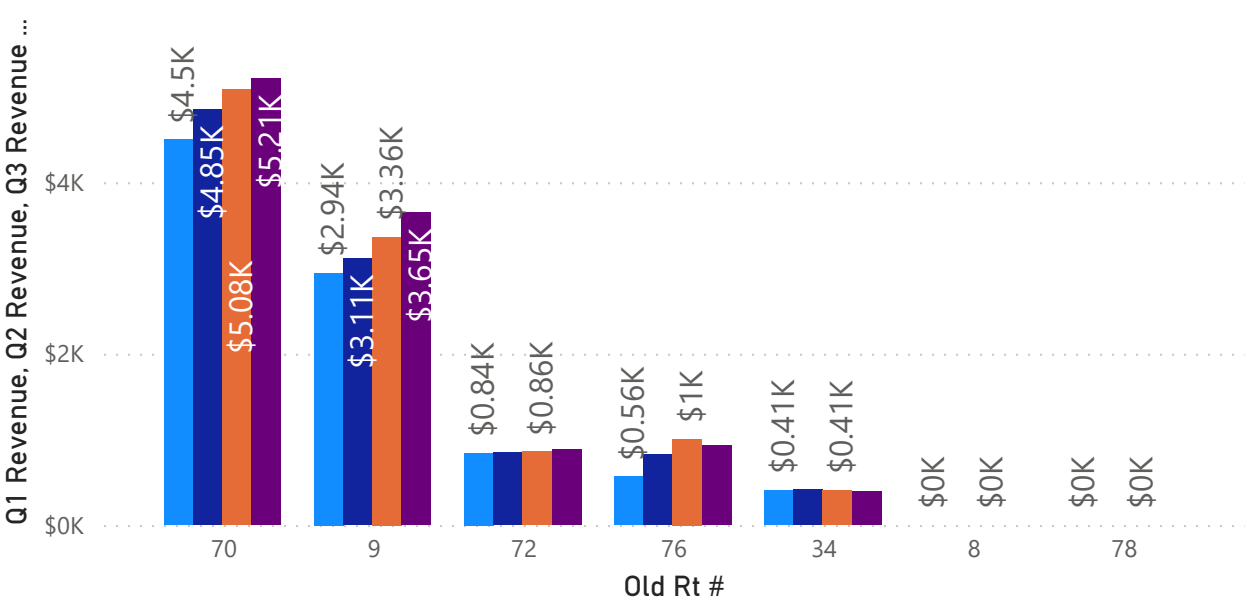


New Rt

75

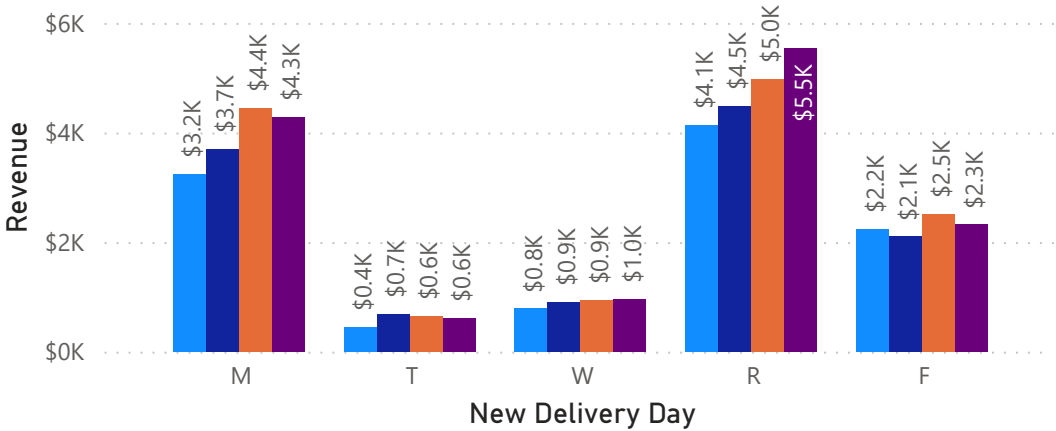
Origin of Revenue Comprising New Route

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

27.83

-22.11%

Rt 76 Hours %Change

\$10.84K \$11.88K

Q1 Revenue

Q2 Revenue

-17.52%

Rt 76 Q1 %Change

-17.39%

Rt 76 Q2 %Change

\$13.5K

Q3 Revenue

\$13.7K

Q4 Revenue

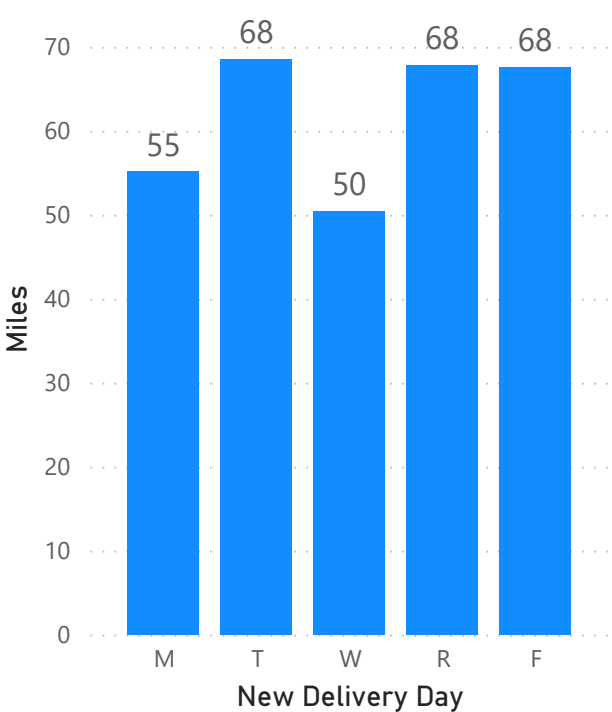
-15.13%

Rt 76 Q3 %Change

-15.89%

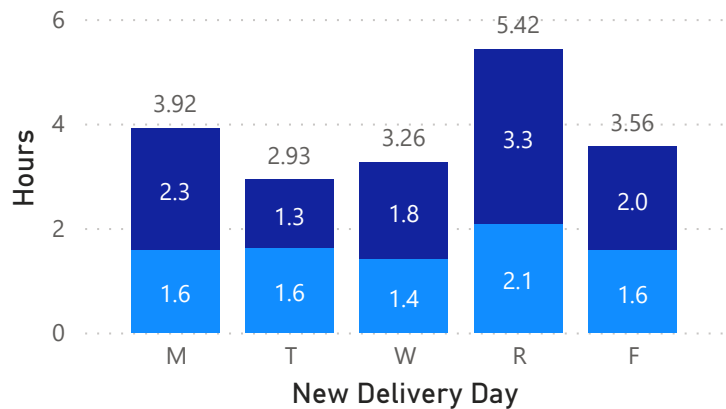
Rt 76 Q4 %Change

Total Miles Driven



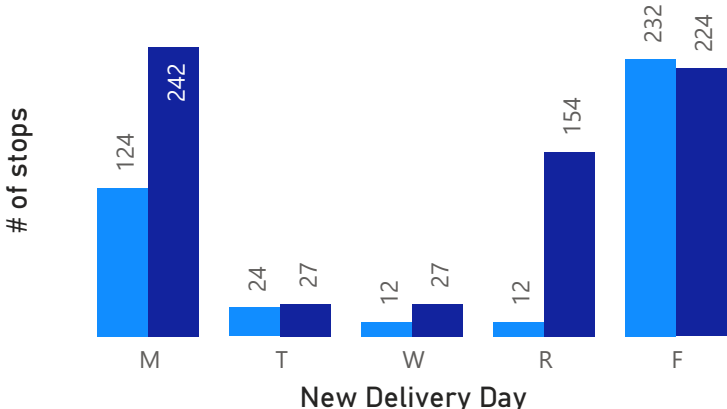
Hours Breakdown

Hours Travel Hours Of Service



Typical Garment Load

Avg Garments Processed Garment Inventory



Of Customers

95

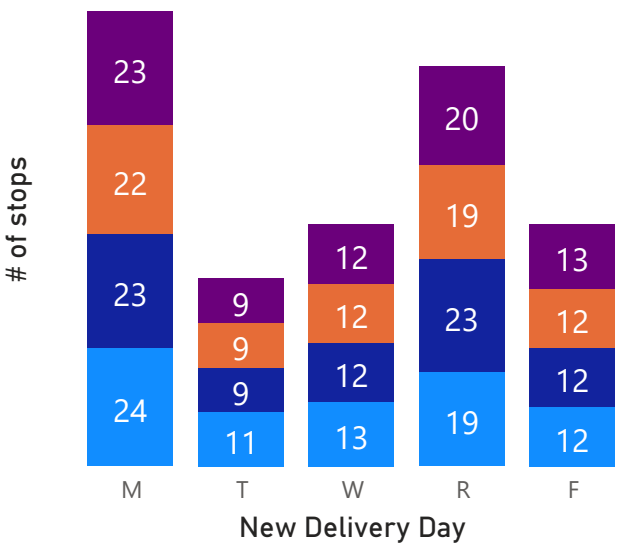
Average Miles Between Stops

4

Average Daily Miles

62

Stop Counts



Total # of Accounts

of New Accounts

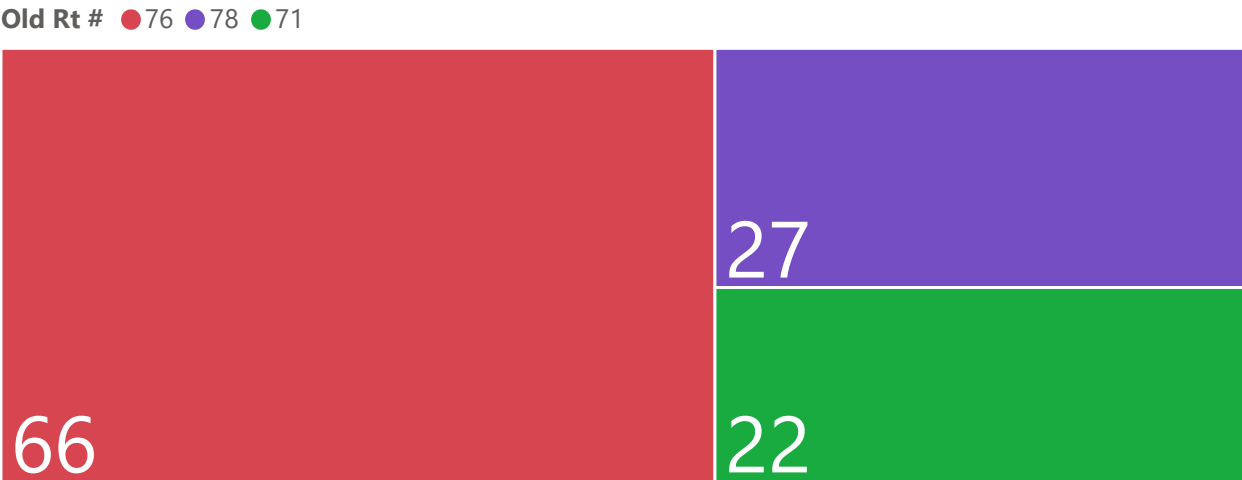
of Accounts Leaving Route

115

49

71

Origin of accounts Comprising New Route



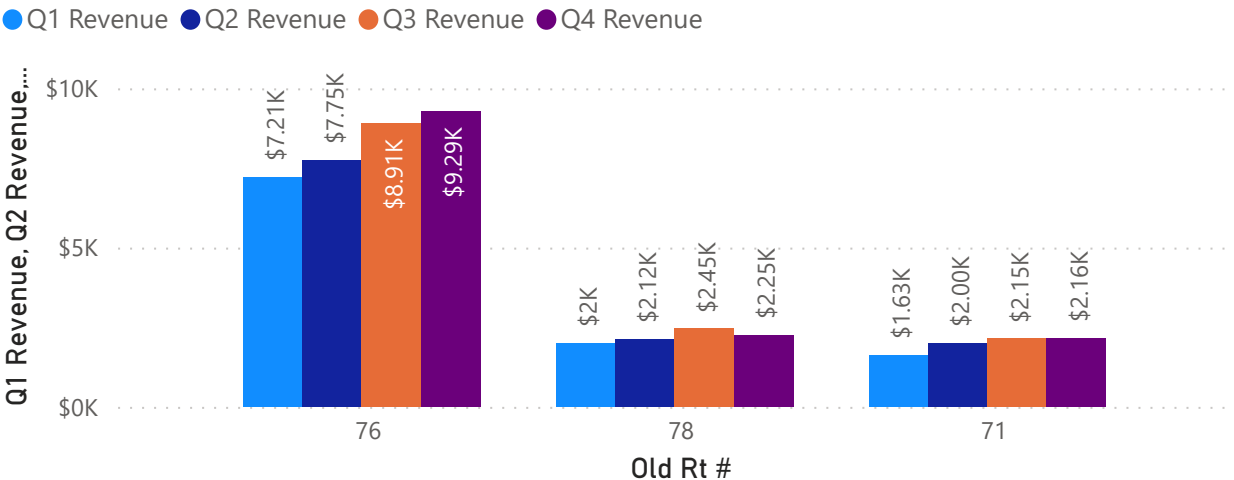
Destination of Accounts Leaving Original Route



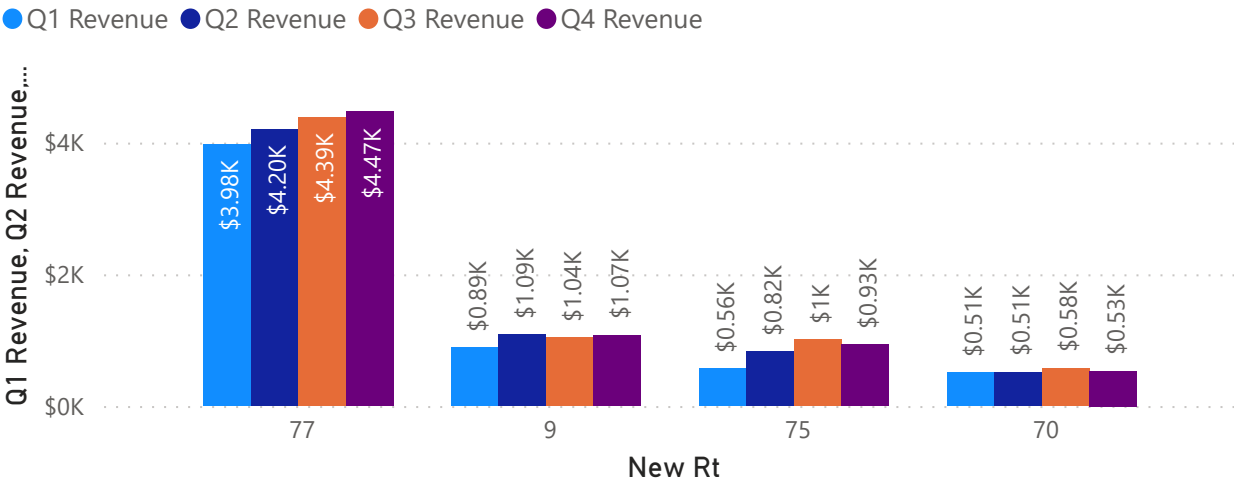
New Rt

76

Origin of Revenue Comprising New Route

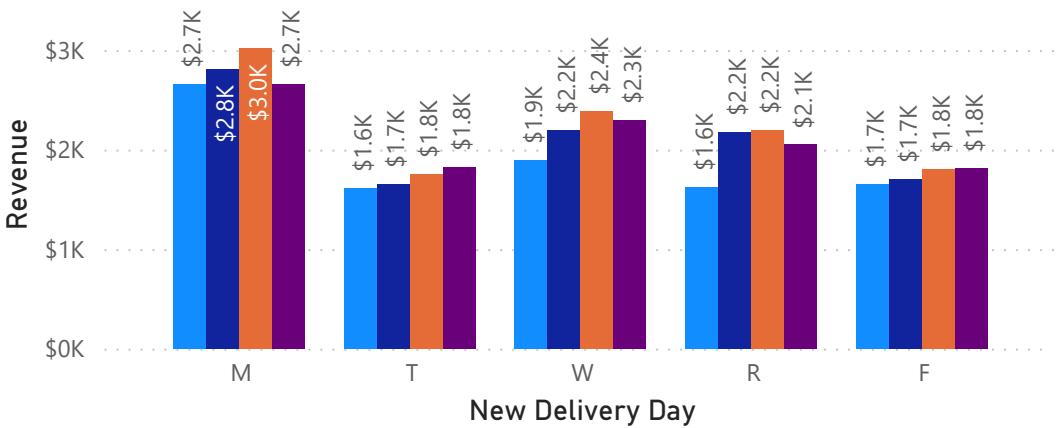


Destination of Revenue Leaving Original Route



Average Revenue

Q1 Revenue Q2 Revenue Q3 Revenue Q4 Revenue



New Rt
77

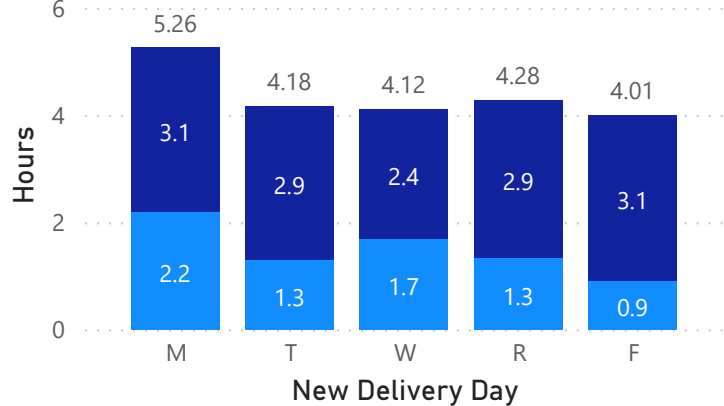
Week #
All

Avg Week Hours

30.59

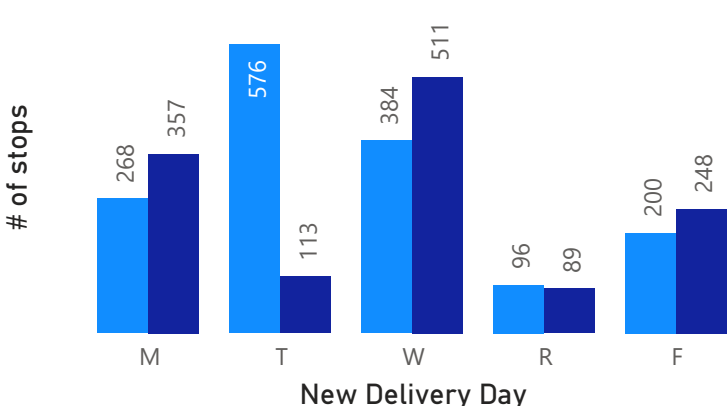
Hours Breakdown

Hours Travel Hours Of Service



Typical Garment Load

Avg Garments Processed Garment Inventory



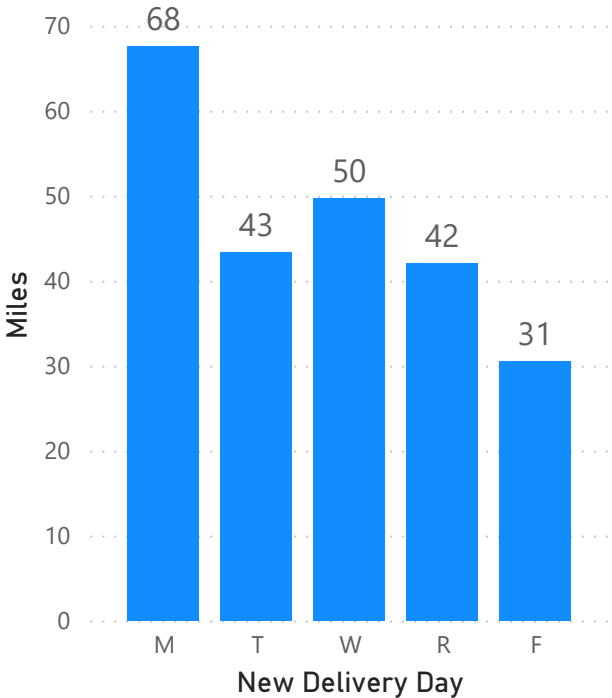
\$9.44K \$10.54K

Q1 Revenue Q2 Revenue

\$11.16K \$10.65K

Q3 Revenue Q4 Revenue

Total Miles Driven



Of Customers

136

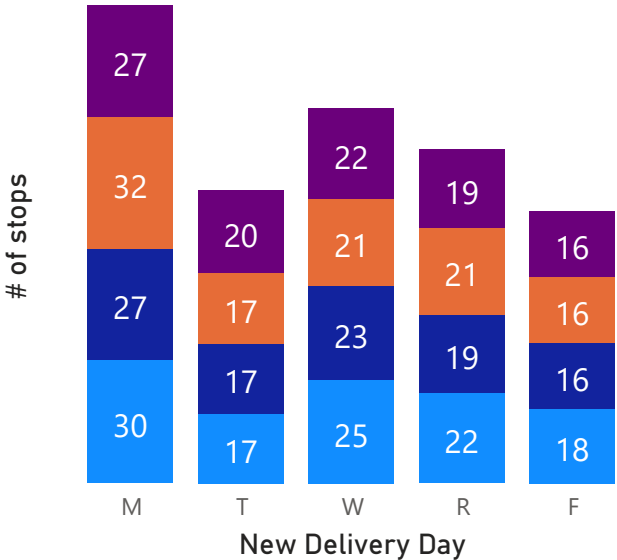
Average Miles Between Stops

2

Average Daily Miles

47

Stop Counts

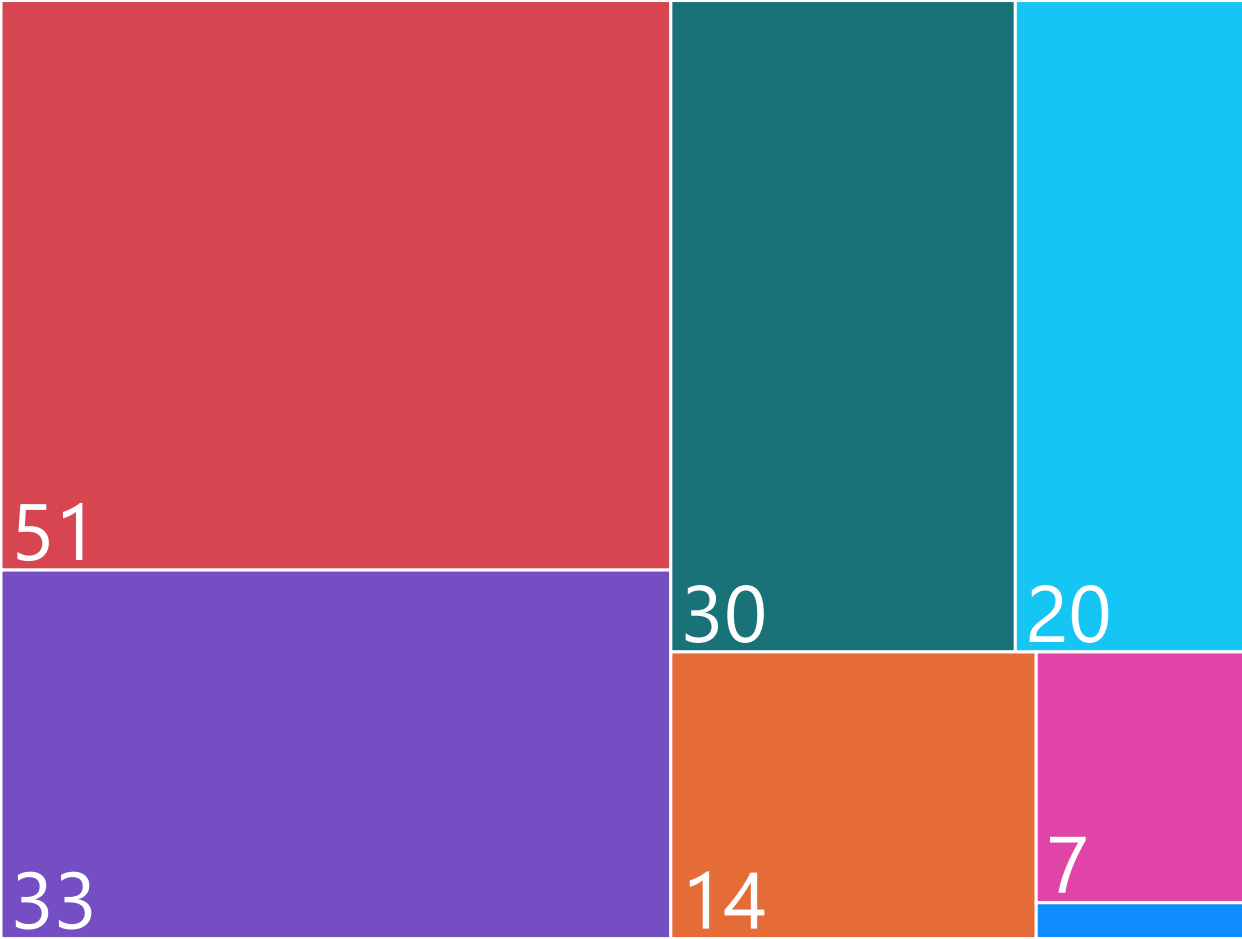


of Accounts on New Route

156

Origin of accounts Comprising New Route

Old Rt # 76 78 34 77 70 9 8

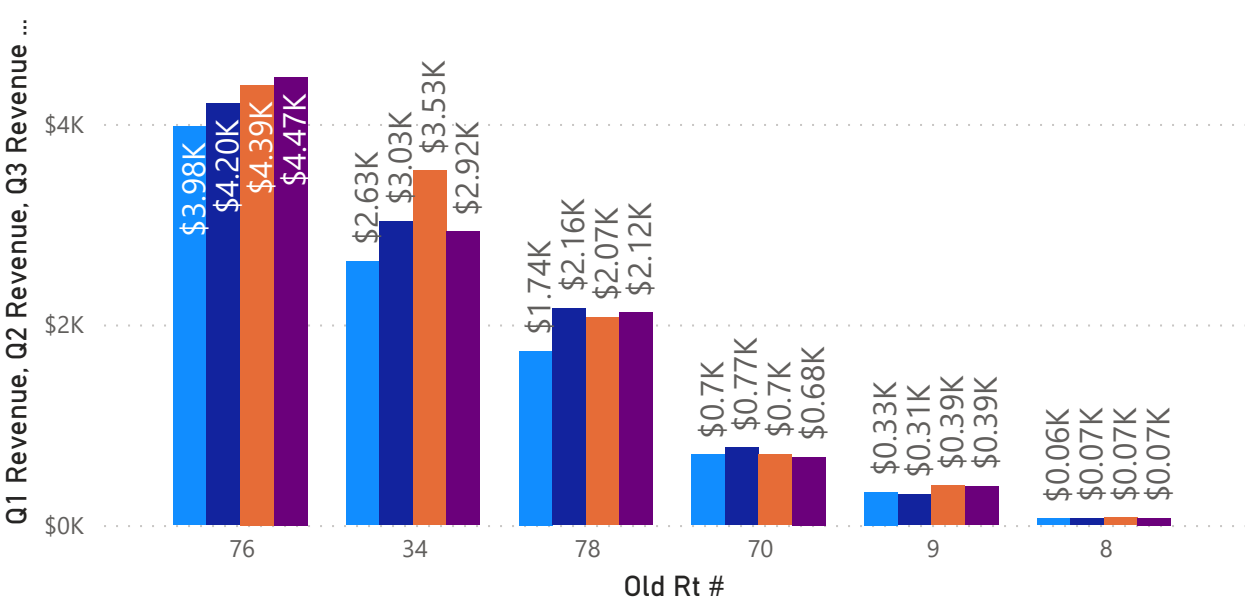


New Rt

77

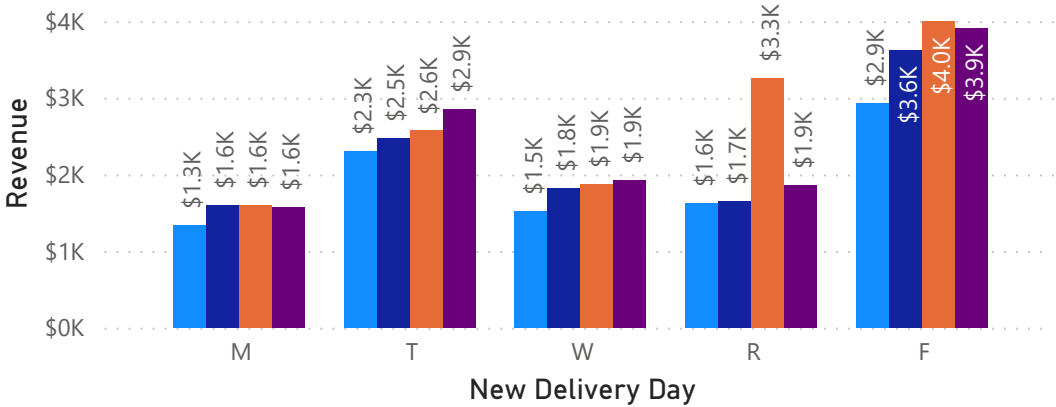
Origin of Revenue Comprising New Route

Q1 Revenue Q2 Revenue Q3 Revenue Q4 Revenue



Average Revenue

Q1 Revenue Q2 Revenue Q3 Revenue Q4 Revenue



New Rt
78

Week #
All

Avg Week Hours

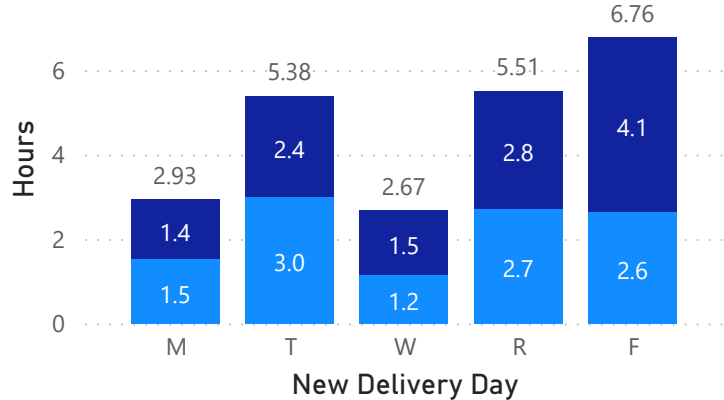
32.00

-29.40%

Rt 78 Hours %Change

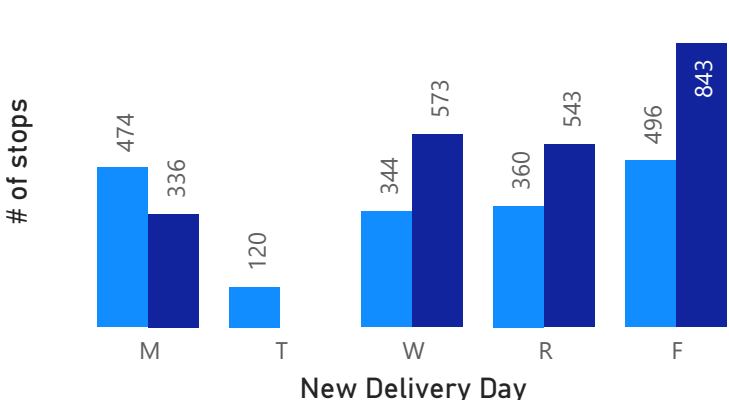
Hours Breakdown

Hours Travel Hours Of Service



Typical Garment Load

Avg Garments Processed Garment Inventory



\$9.73K

Q1 Revenue

-19.95%

Rt 78 Q1 %Change

\$13.3K

Q3 Revenue

-15.64%

Rt 78 Q3 %Change

\$11.17K

Q2 Revenue

-18.40%

Rt 78 Q2 %Change

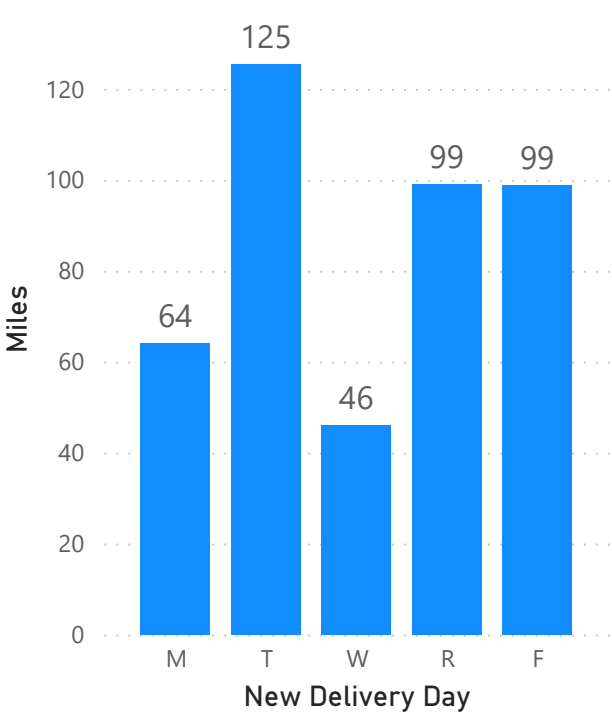
\$12.13K

Q4 Revenue

-16.52%

Rt 78 Q4 %Change

Total Miles Driven



Of Customers

127

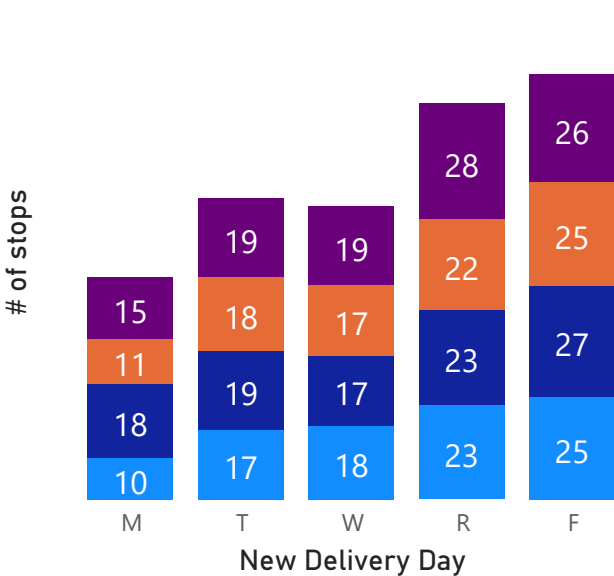
Average Miles Between Stops

5

Average Daily Miles

87

Stop Counts



Total # of Accounts

of New Accounts

of Accounts Leaving Route

147

20

63

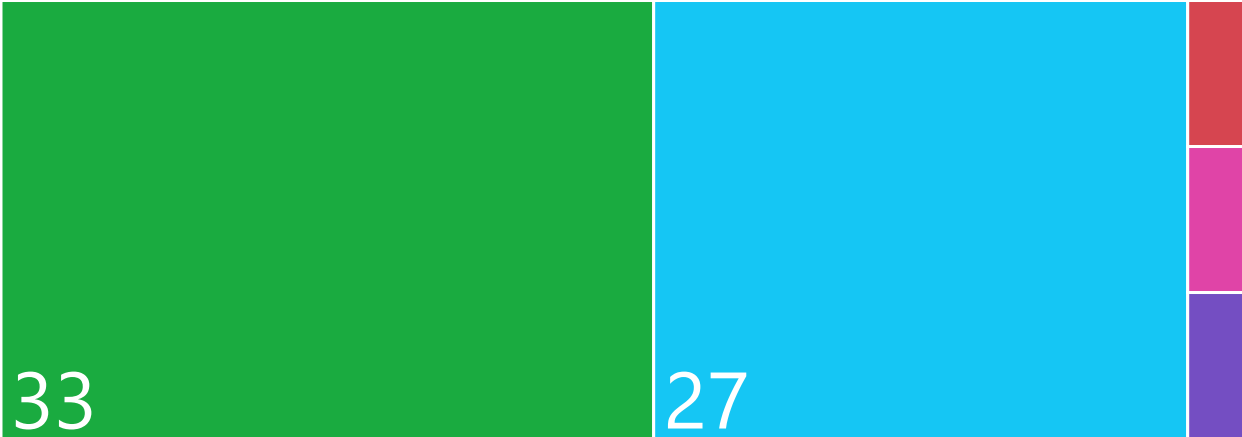
Origin of accounts Comprising New Route

Old Rt # 78 8 71



Destination of Accounts Leaving Original Route

New Rt 77 76 71 72 75

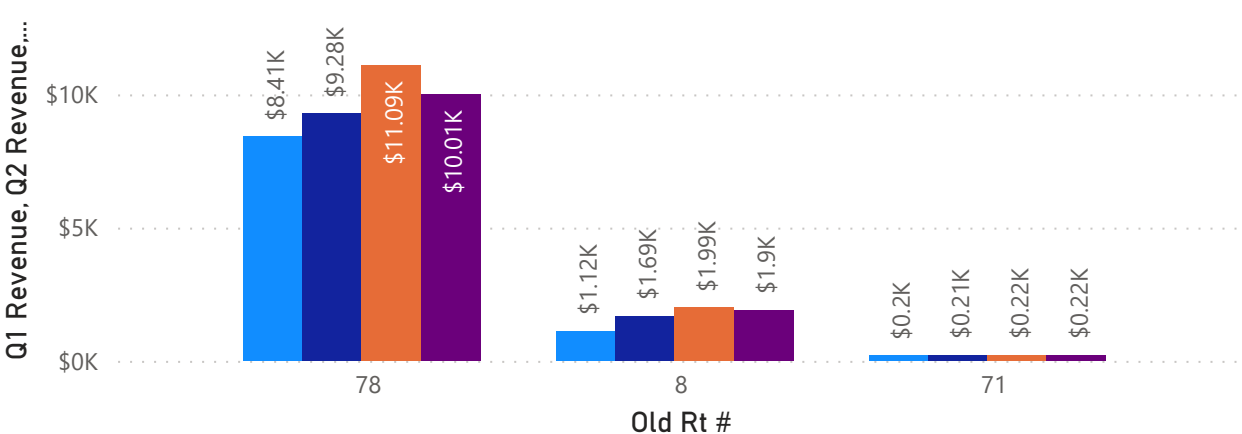


New Rt

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

