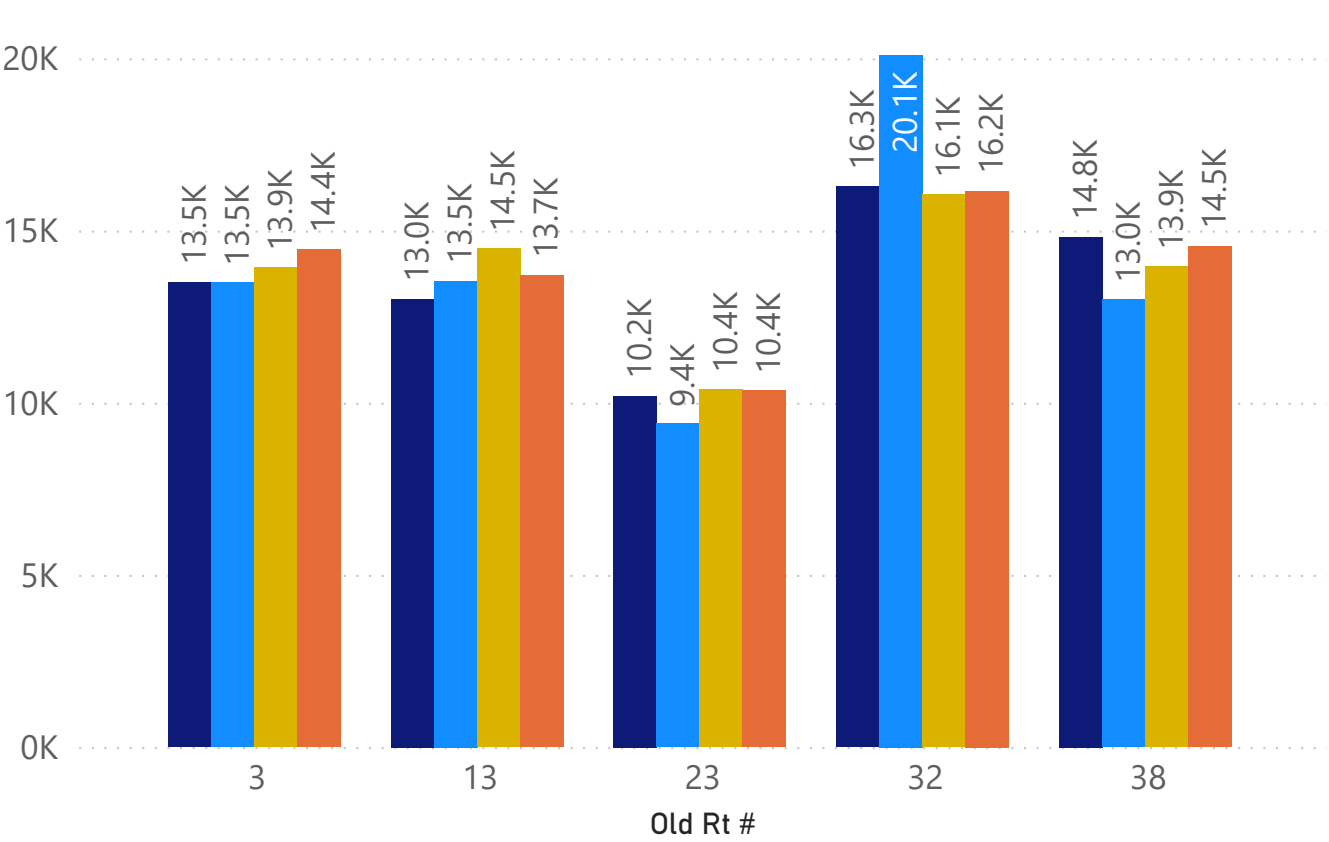


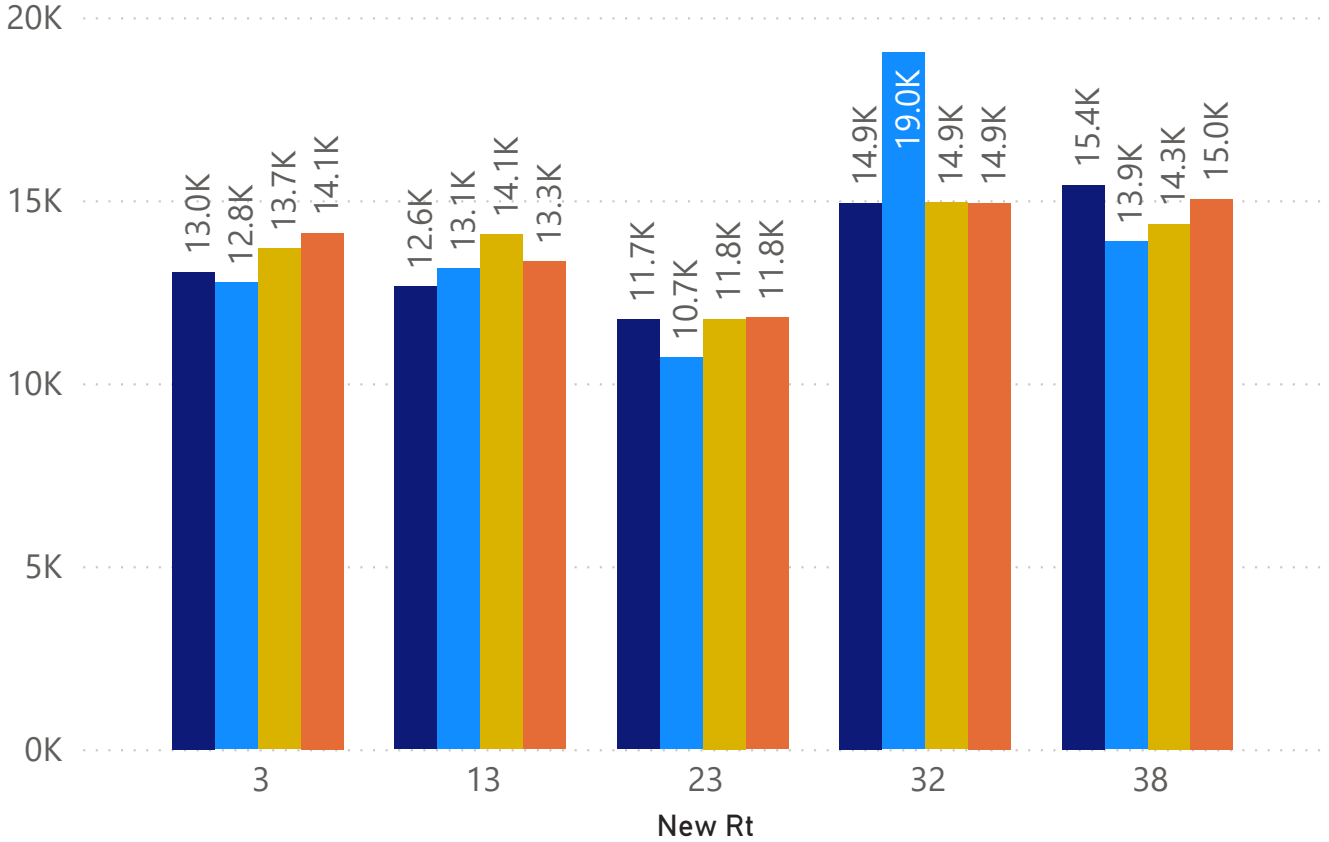
Before Reroute Revenue Distribution

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



After Reroute Revenue Distribution

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



Accounts Changing Day Only

Both Route and Day Changing

Average Weekly Hours per Route

Accounts Moving

Accounts Changing Day Only

373

Accounts Changing Route Only

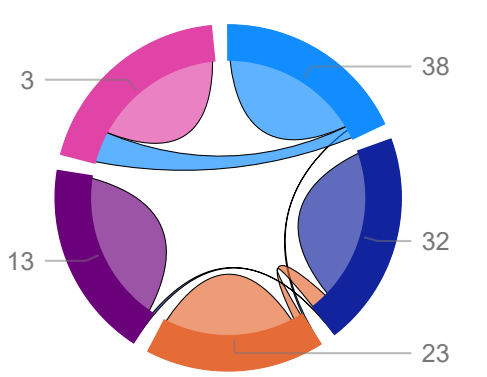
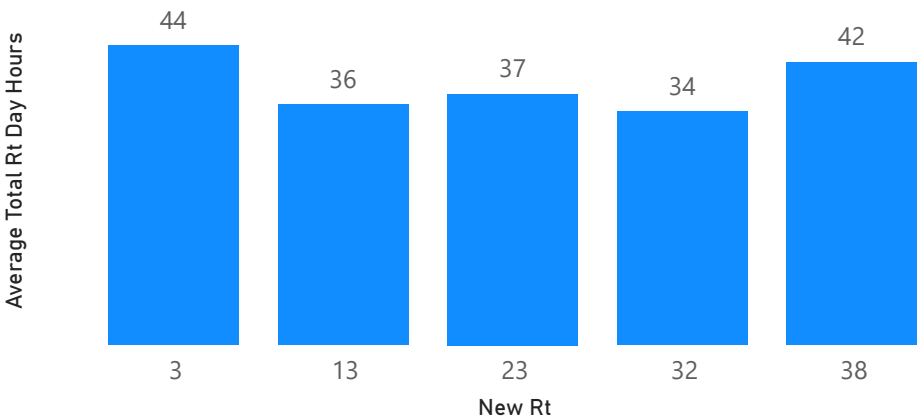
27

Both Route and Day Changing

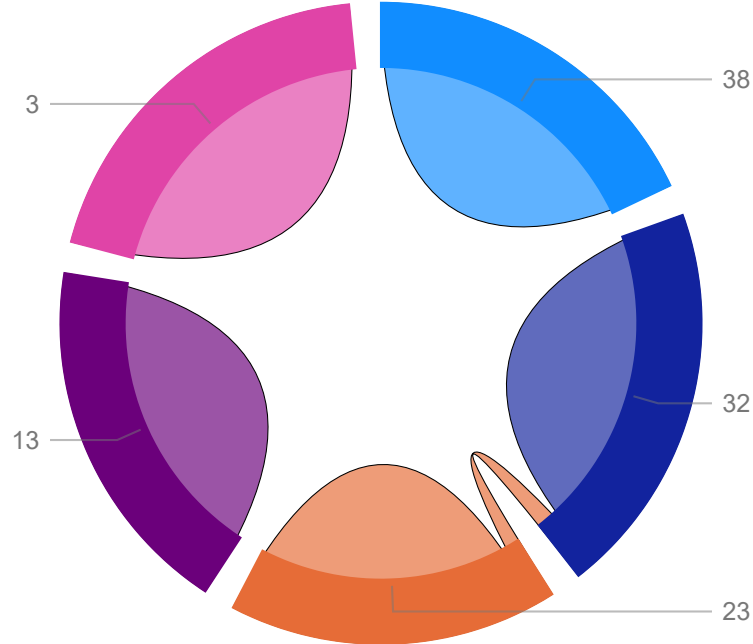
69

Accounts Not changing

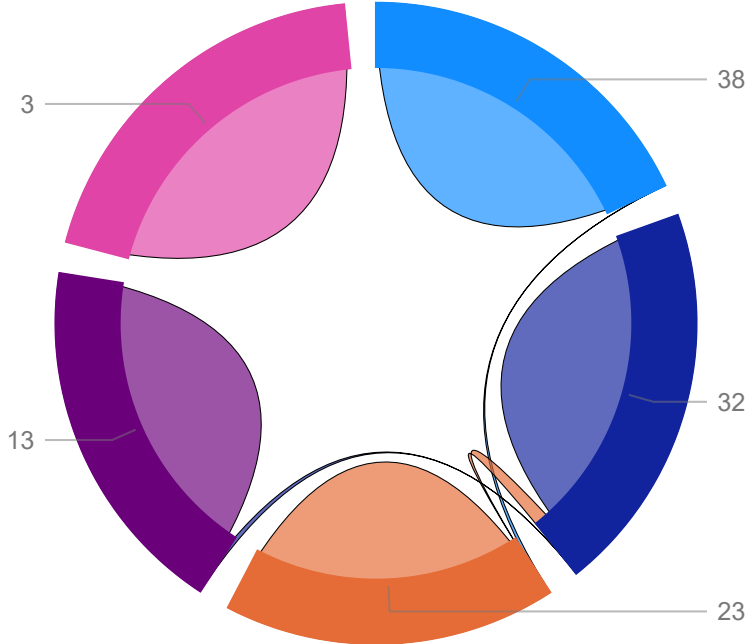
591



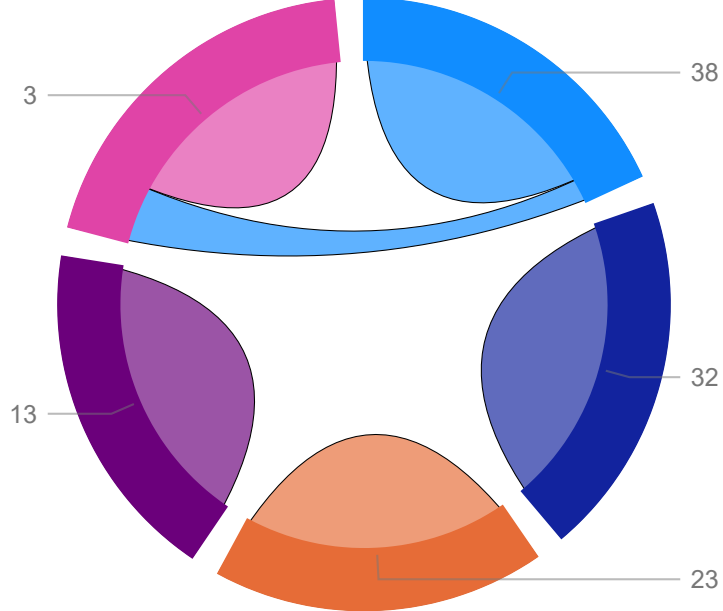
Count of Cu_ID by Old Rt # and Stage 1 Rt



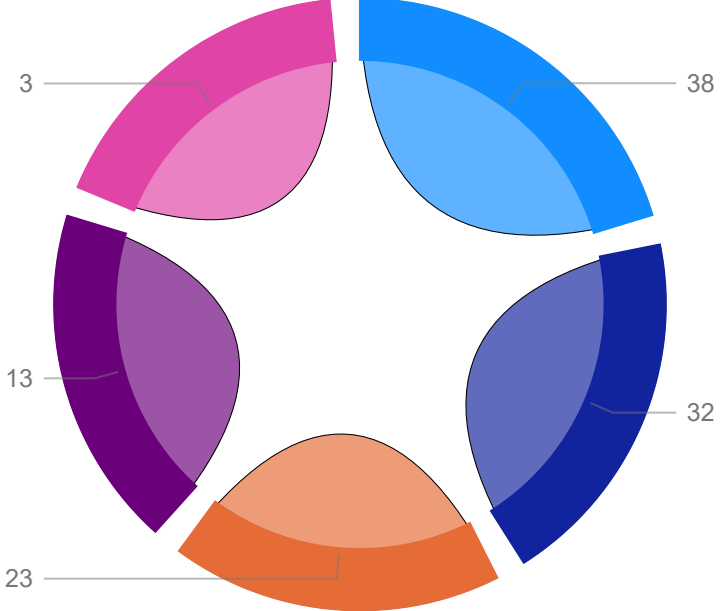
Count of Cu_ID by Stage 1 Rt and Stage 2 Rt



Count of Cu_ID by Stage 2 Rt and Stage 3 Rt

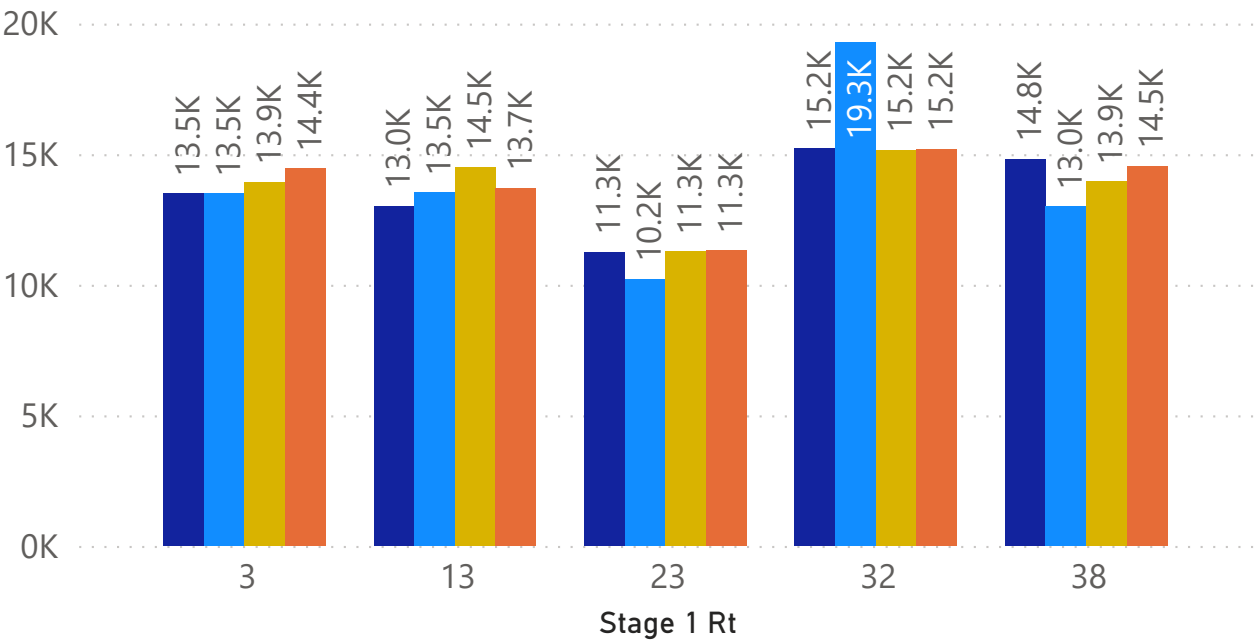


Count of Cu_ID by Stage 3 Rt and Stage 4 Rt



After Reroute Revenue Distribution

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



Stage 1

10.38%

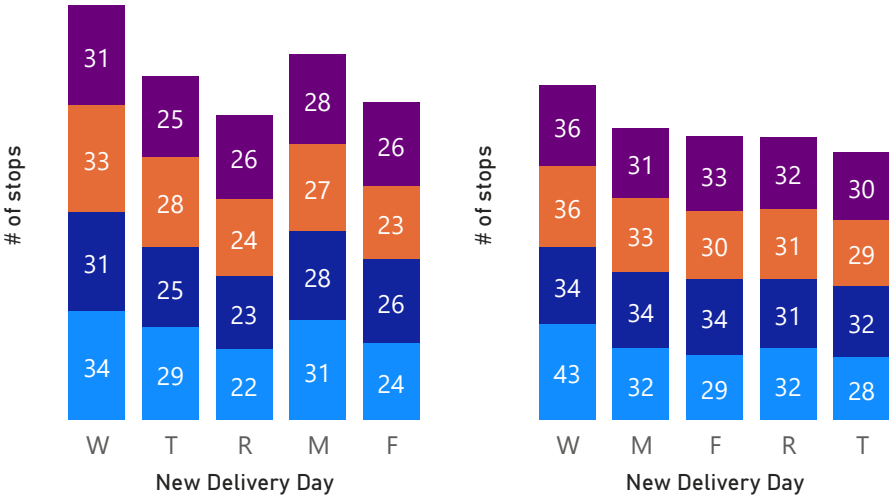
Stage1 Rt 23 Q1 %Change

-6.50%

Stage1 Rt 32 Q1 %Change

Rt 23 Stage 1 Stops

Rt 32 Stage 1 stops



of Accounts changing

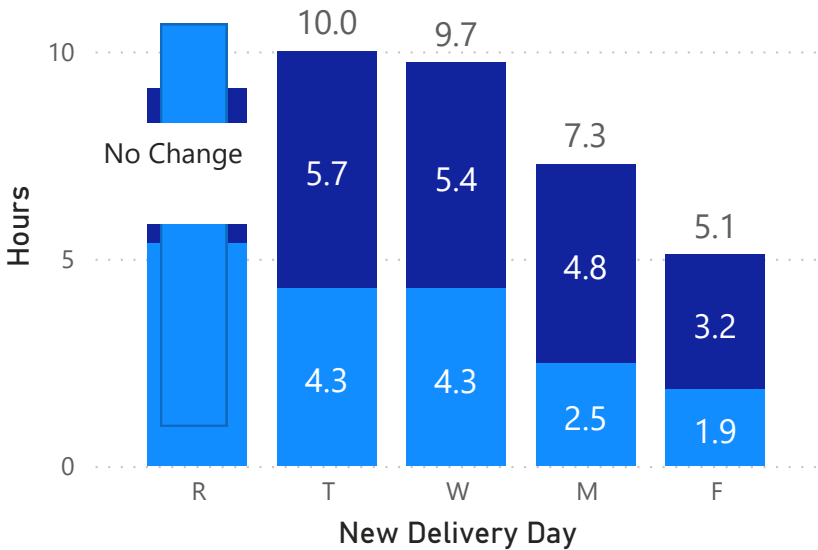
Routes affected

61

32

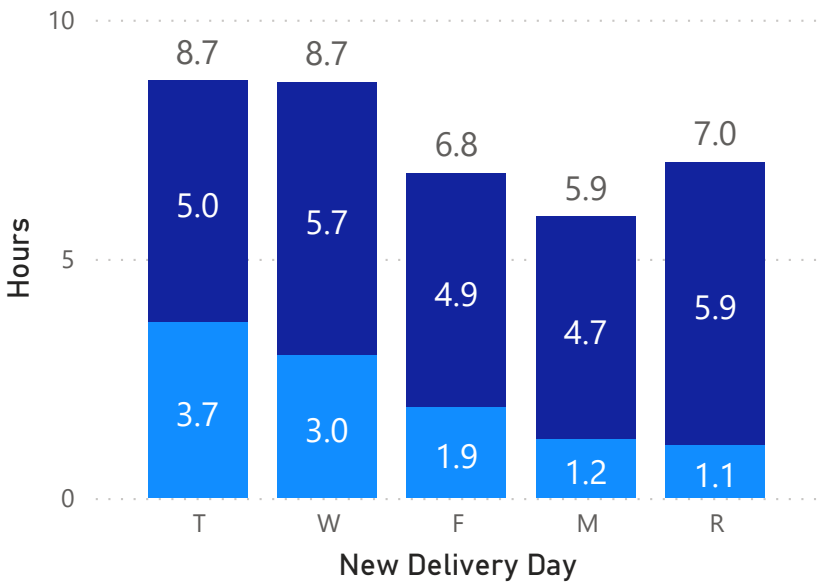
Stage 1 Rt 23 Hours Breakdown

● S1 Hours Travel ● Hours Of Service



Stage 1 Rt 32 Hours Breakdown

● S1 Hours Travel ● Hours Of Service



Average Pieces processed of Retape Accounts

Total Garment inventory of Retape Accounts

Total # Of Wearers to be Retaped

512

2352

78

Average Underwash of Retape Accounts

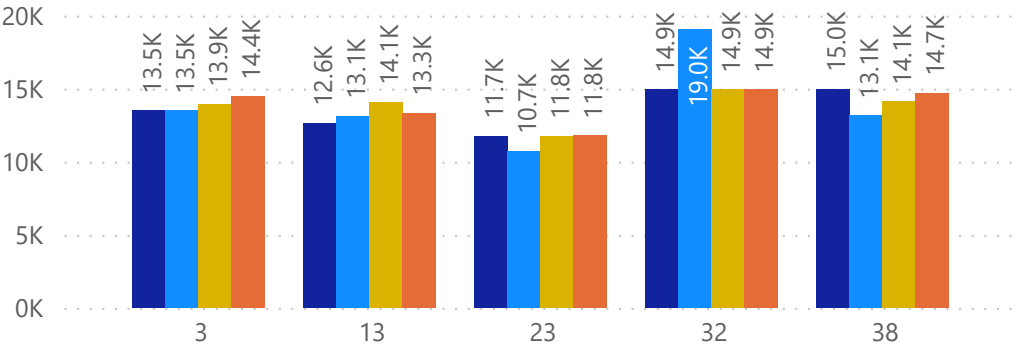
Total # Of accounts Needing Retaping

82.15%

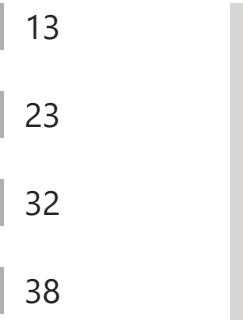
13

After Reroute Revenue Distribution

Q1 Revenue Q2 Revenue Q3 Revenue Q4 Revenue

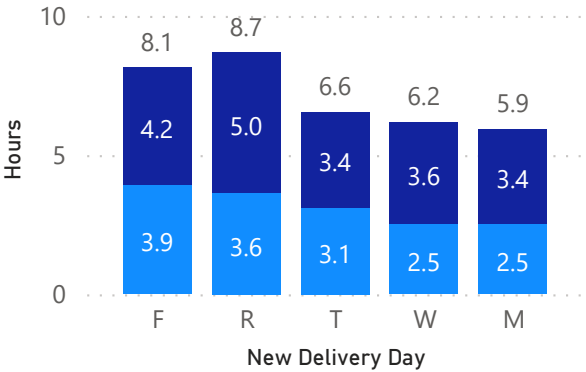


Routes affected



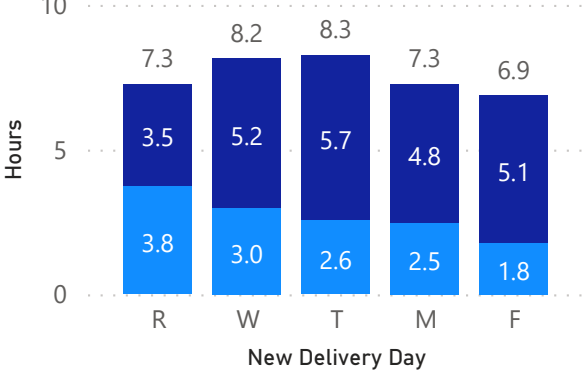
Stage 2 Rt 13 Hours Breakdown

S2 Hours Travel Hours Of Service



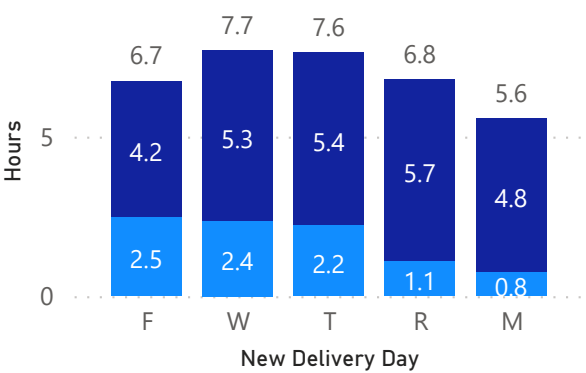
Stage 2 Rt 23 Hours Breakdown

S2 Hours Travel Hours Of Service



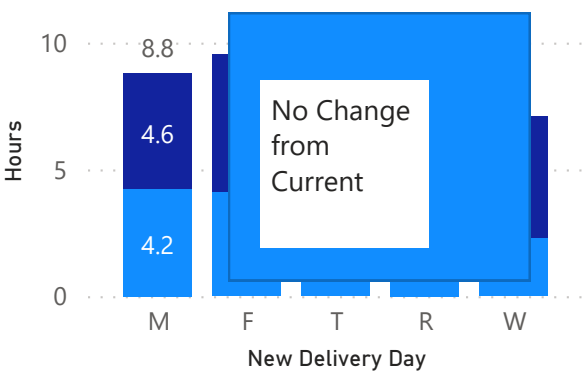
Stage 2 Rt 32 Hours Breakdown

S2 Hours Travel Hours Of Service



Stage 2 Rt 38 Hours Breakdown

S2 Hours Travel Hours Of Service



-2.79%

Stage2 Rt 13 Q1 %Change

4.39%

Stage2 Rt 23 Q1 %Change

-1.88%

Stage2 Rt 32 Q1 %Change

1.05%

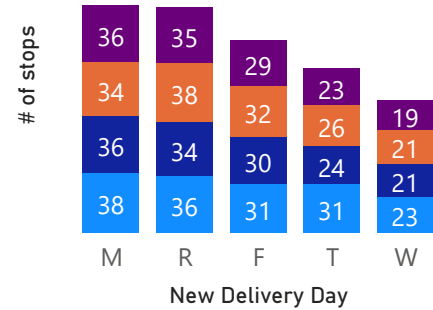
Stage2 Rt 38 Q1 %Change

Stage 2

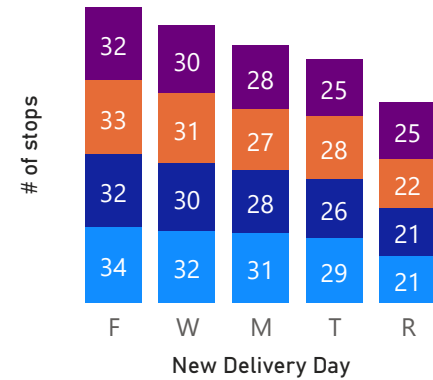
of Accounts changing

144

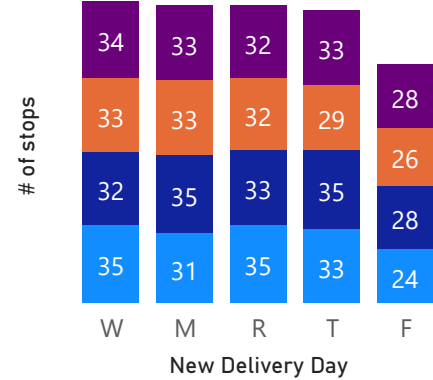
Rt 13 Stage 2 Stops



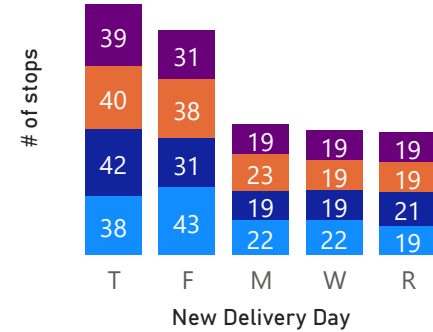
Rt 23 Stage 2 Stops



Rt 32 Stage 2 stops



Rt 38 Stage 2 Stops



Average Pieces processed of Retape Accounts

360

Average Underwash of Retape Accounts

84.16%

Total Garment inventory of Retape Accounts

2293

Total # Of Wearers to be Retaped

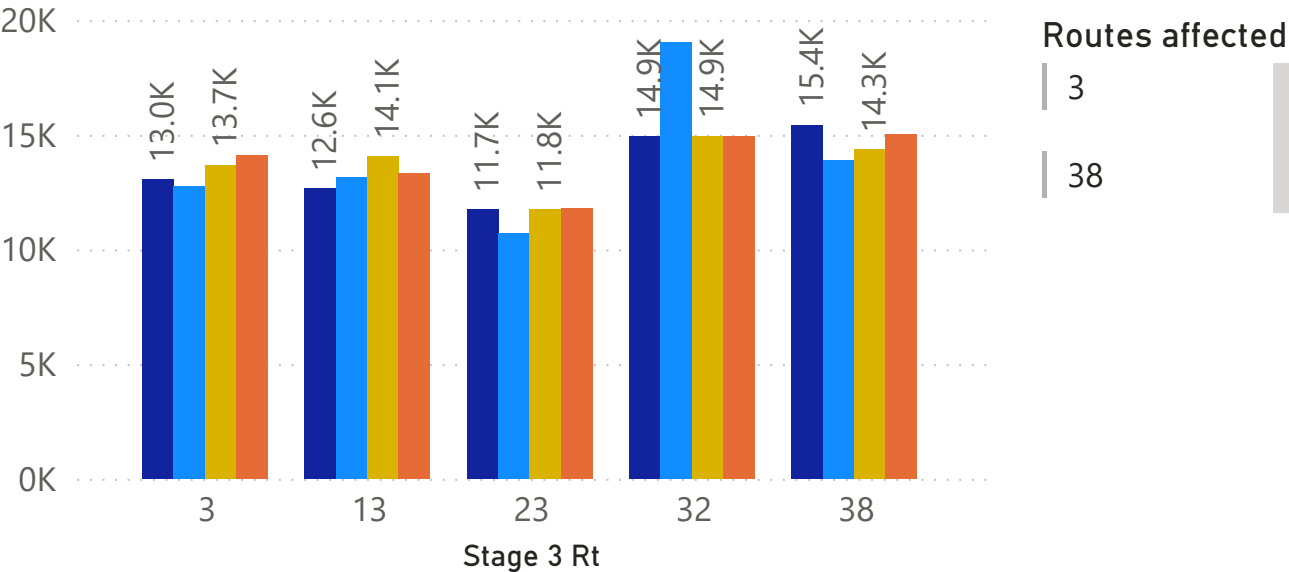
109

Total # Of accounts Needing Retaping

24

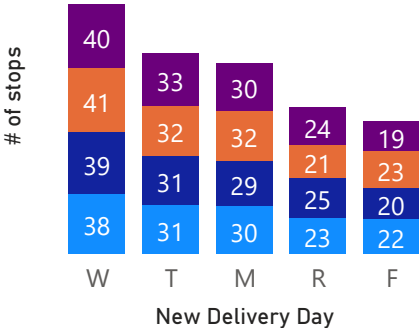
After Reroute Revenue Distribution

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

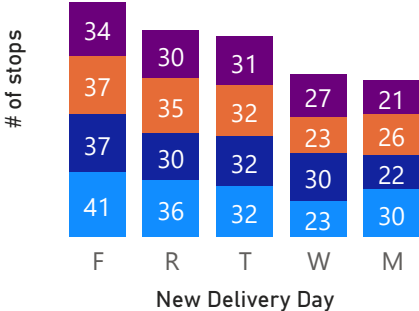


Stage 3

Rt 3 Stage 3 stops



Rt 38 Stage 3 Stops



of Accounts changing

260

-3.35%

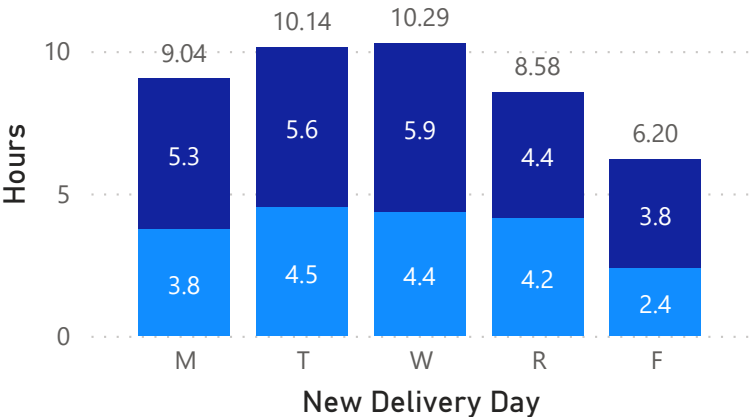
Stage3 Rt 3 Q1 %Change

3.02%

Stage3 Rt 38 Q1 %Change

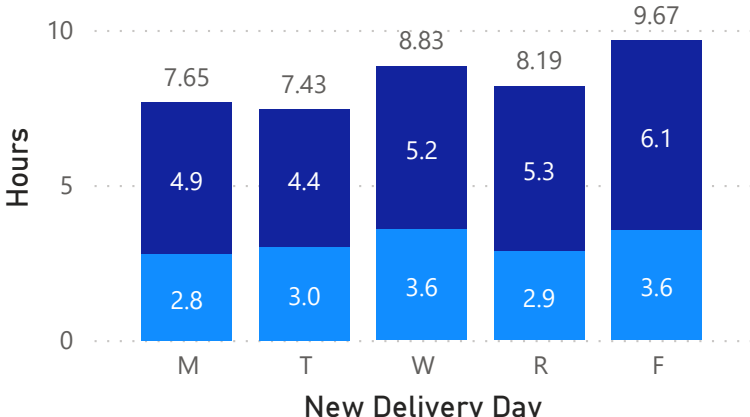
Stage 3 Rt 3 Hours Breakdown

● Hours Travel ● Hours Of Service



Stage 3 Rt 38 Hours Breakdown

● Hours Travel ● Hours Of Service



Average Pieces processed of Retape Accounts

473

Average Underwash of Retape Accounts

85.37%

Total Garment inventory of Retape Accounts

4494

Total # Of Wearers to be Retaped

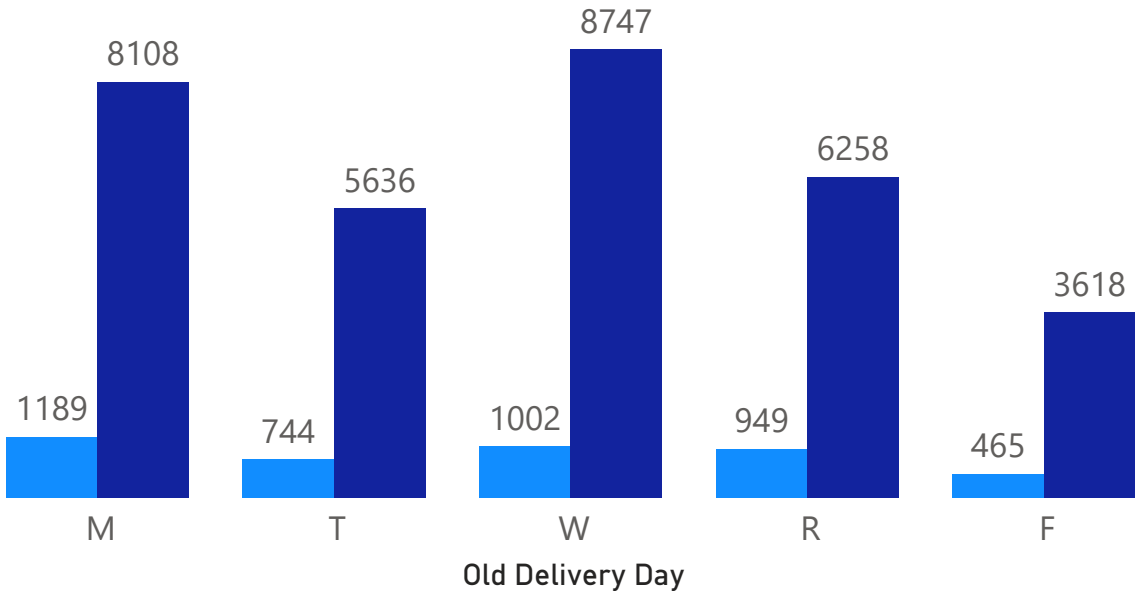
233

Total # Of accounts Needing Retaping

50

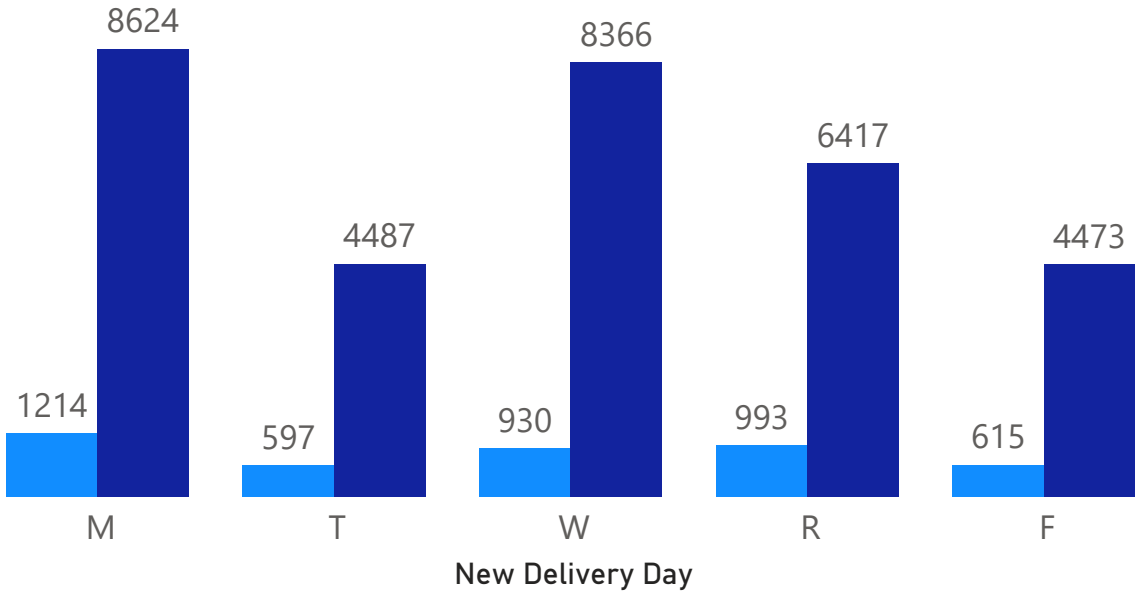
Garment Distribution

● Avg Garment Scans per Delivery ● Garment Inventory



Garment Distribution

● Avg Garment Scans per Delivery ● Garment Inventory



Average Pieces processed of Retape Accounts

1337

Average Underwash of Retape Accounts

84.55%

Total Garment inventory of Retape Accounts

9139

Total # Of Wearers to be Retaped

420

Total # Of accounts Needing Retaping

87

Garment Accounts Changing Day Only

52

Garment Accounts Changing Route Only

11

Garment Accounts Changing Both Route and Day

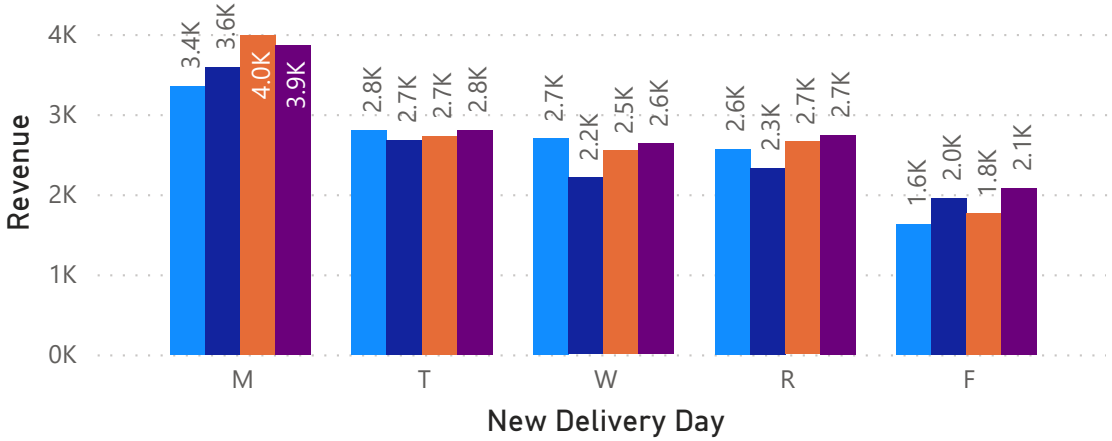
24

Garment Accounts Not Changing

136

Average Revenue

Q1 Revenue Q2 Revenue Q3 Revenue Q4 Revenue



New Rt

3

Week #

All

Avg Week Hours

44.25

-20.63%

Rt 3 Hours %Change

13.05K

Q1 Revenue

-3.35%

Rt 3 Q1 %Change

13.68K

Q3 Revenue

-1.78%

Rt 3 Q3 %Change

12.76K

Q2 Revenue

-5.46%

Rt 3 Q2 %Change

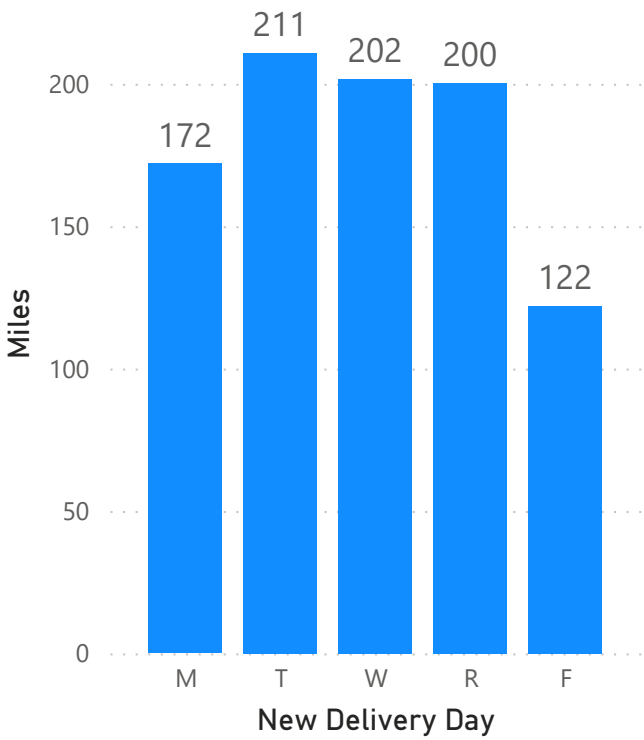
14.11K

Q4 Revenue

-2.31%

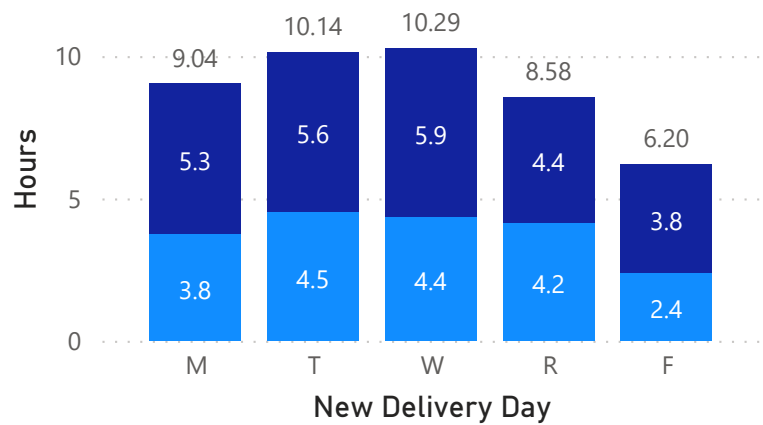
Rt 3 Q4 %Change

Total Miles Driven



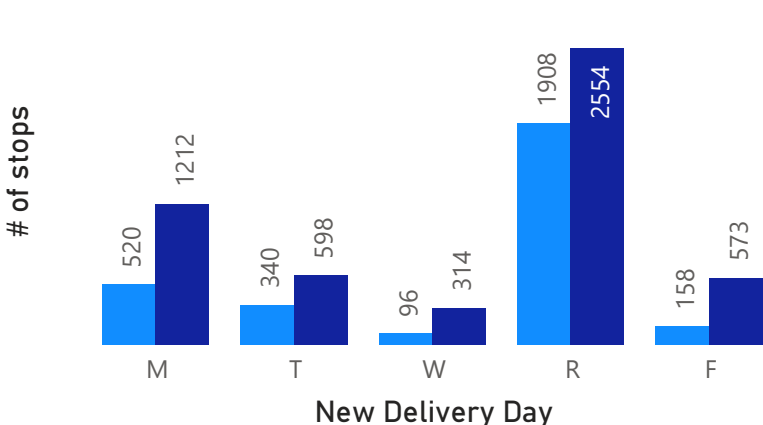
Hours Breakdown

Hours Travel Hours Of Service



Typical Garment Load

Avg Garments Processed Garment Inventory



Of Customers

197

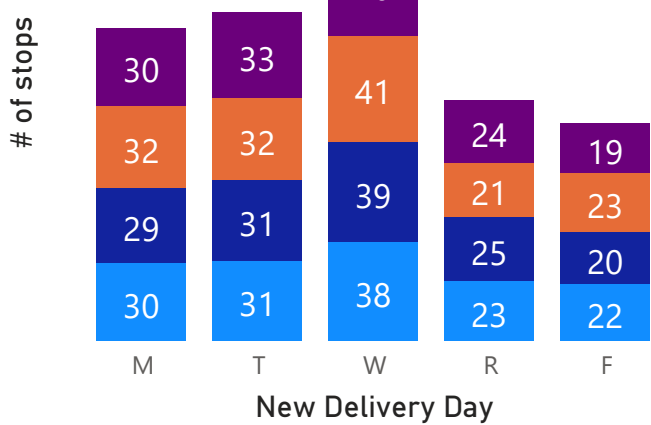
Average Miles Between Stops

7

Average Daily Miles

181

Stop Counts



of Accounts on New Route

197

Origin of accounts Comprising New Route

Old Rt # 3 38



Destination of Accounts Leaving Original Route

New Rt 38

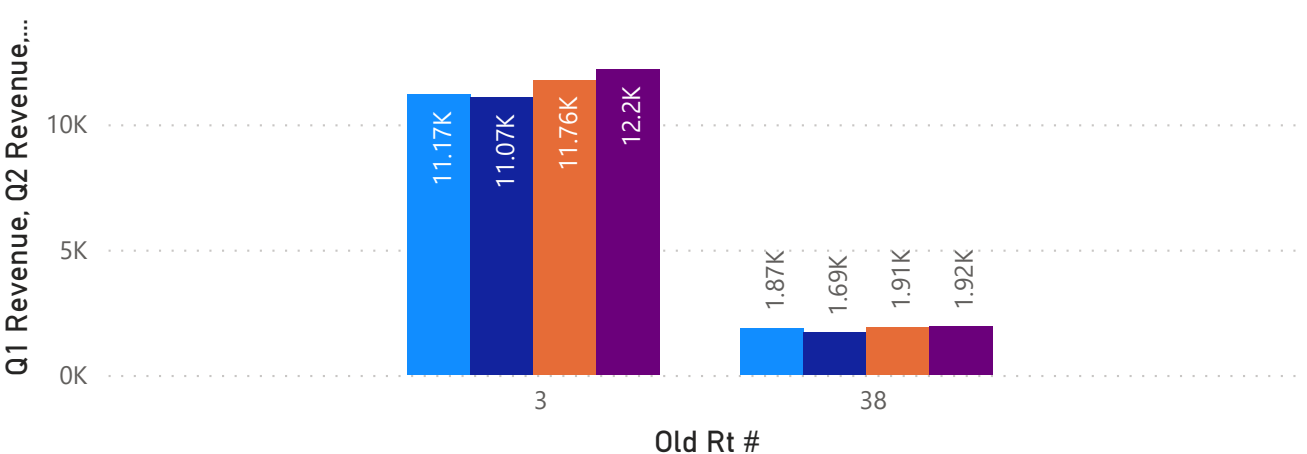


New Rt

3

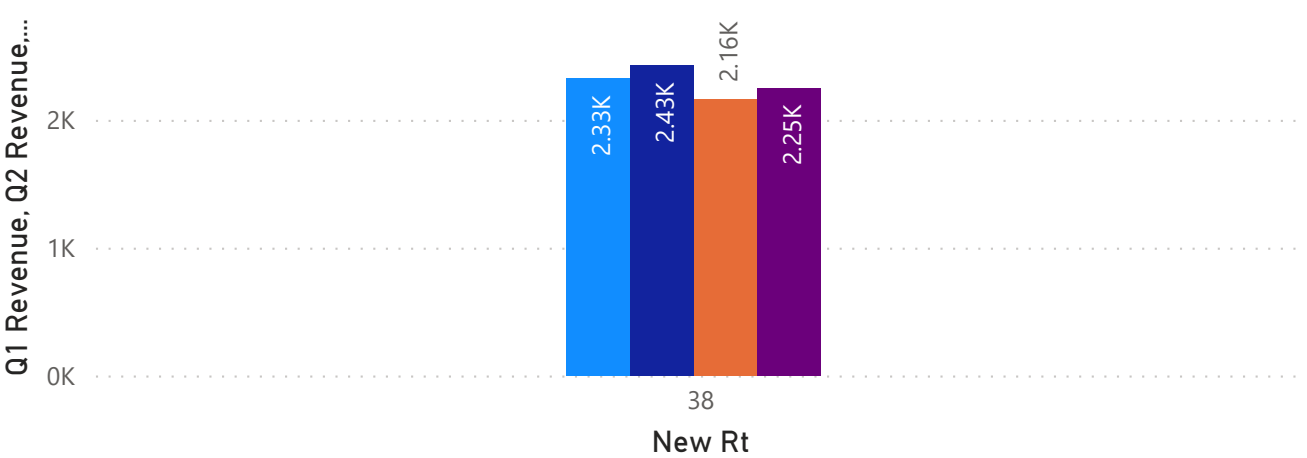
Origin of Revenue Comprising New Route

Q1 Revenue Q2 Revenue Q3 Revenue Q4 Revenue



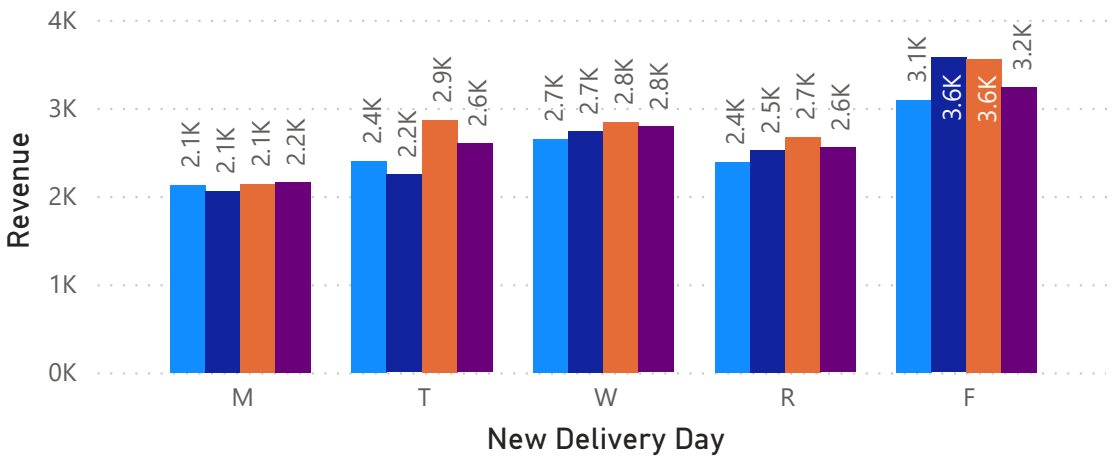
Destination of Revenue Leaving Original Route

Q1 Revenue Q2 Revenue Q3 Revenue Q4 Revenue



Average Revenue

Q1 Revenue Q2 Revenue Q3 Revenue Q4 Revenue



New Rt

Week #

Avg Week Hours

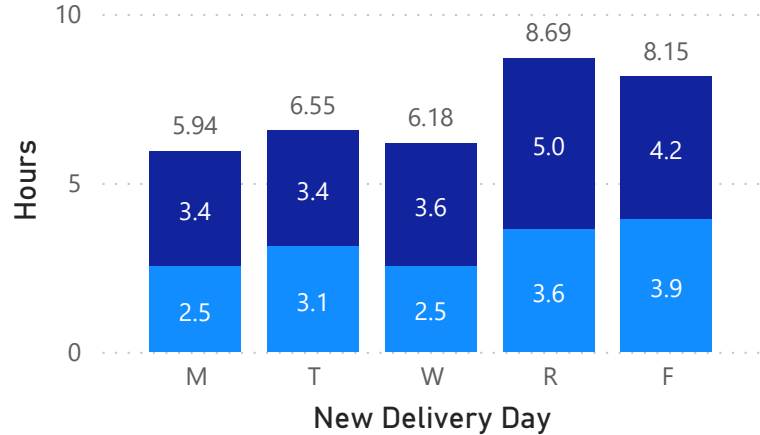
35.51

-13.29%

Rt 13 Hours %Change

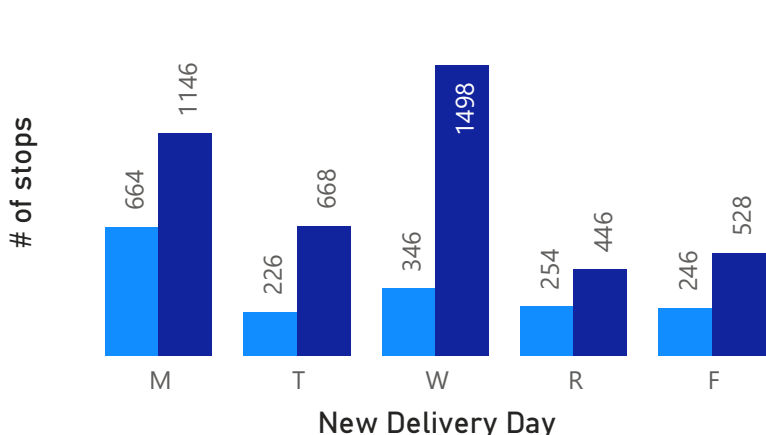
Hours Breakdown

Hours Travel Hours Of Service



Typical Garment Load

Avg Garments Processed Garment Inventory



12.65K

Q1 Revenue

-2.79%

Rt 13 Q1 %Change

14.07K

Q3 Revenue

-2.84%

Rt 13 Q3 %Change

13.13K

Q2 Revenue

-2.97%

Rt 13 Q2 %Change

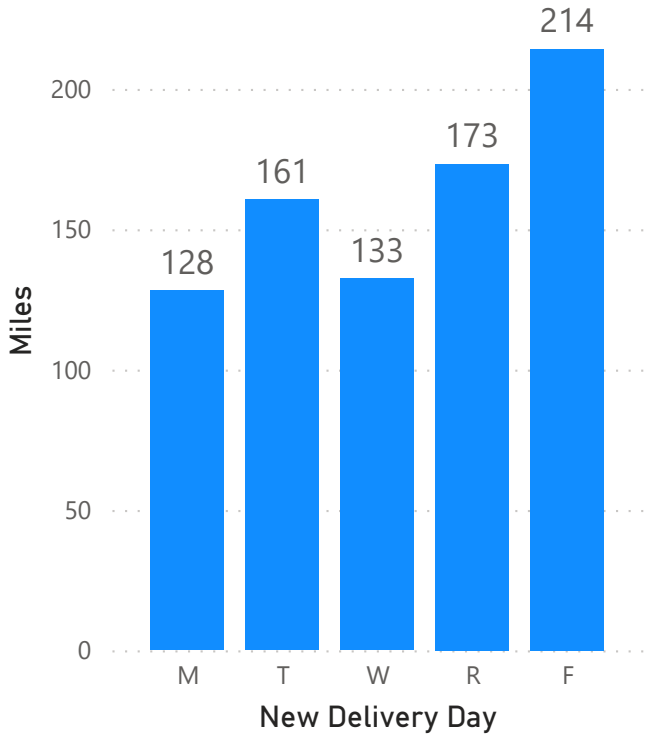
13.32K

Q4 Revenue

-2.77%

Rt 13 Q4 %Change

Total Miles Driven



Of Customers

207

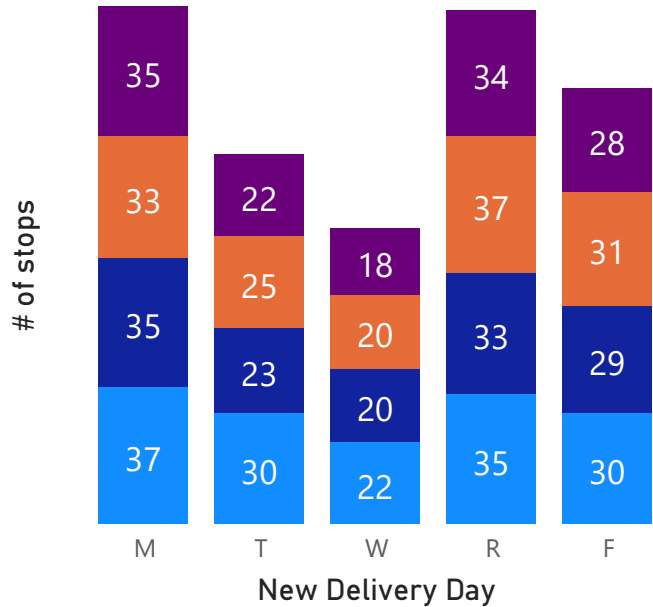
Average Miles Between Stops

7

Average Daily Miles

162

Stop Counts



of Accounts on New Route

207

Origin of accounts Comprising New Route

Old Rt # 13



Destination of Accounts Leaving Original Route

New Rt 32

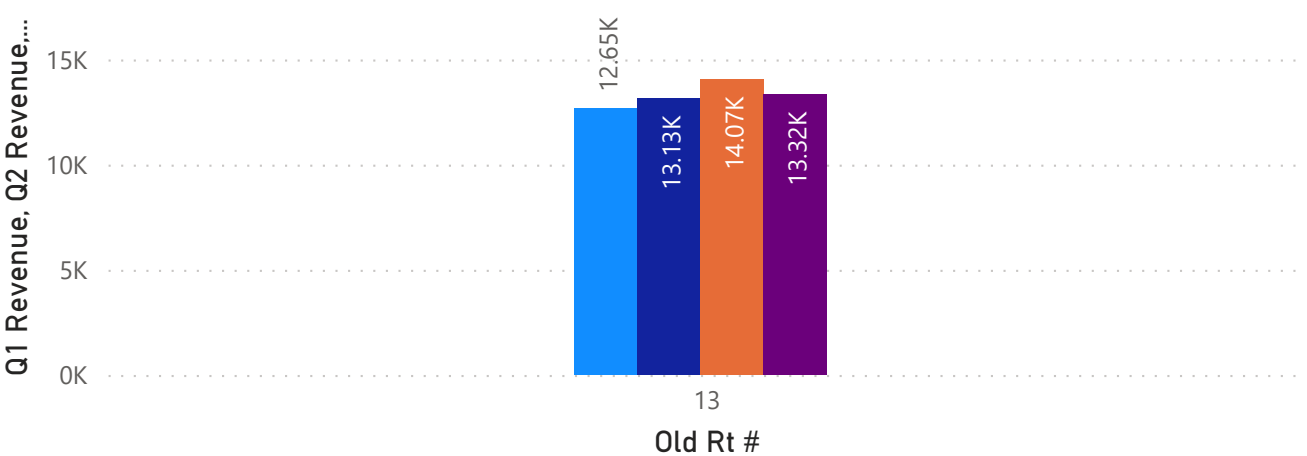


New Rt

13

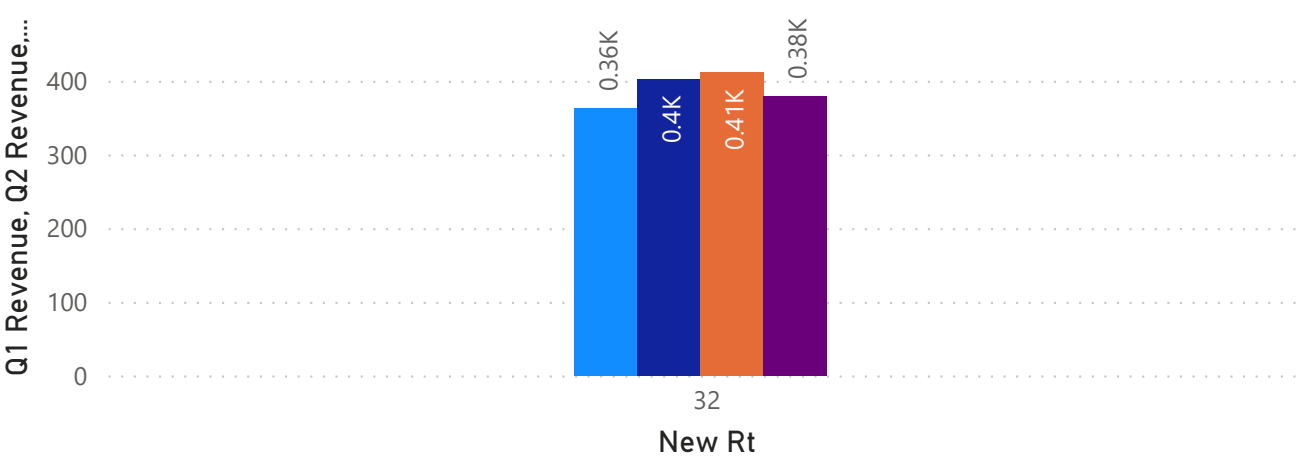
Origin of Revenue Comprising New Route

Q1 Revenue Q2 Revenue Q3 Revenue Q4 Revenue



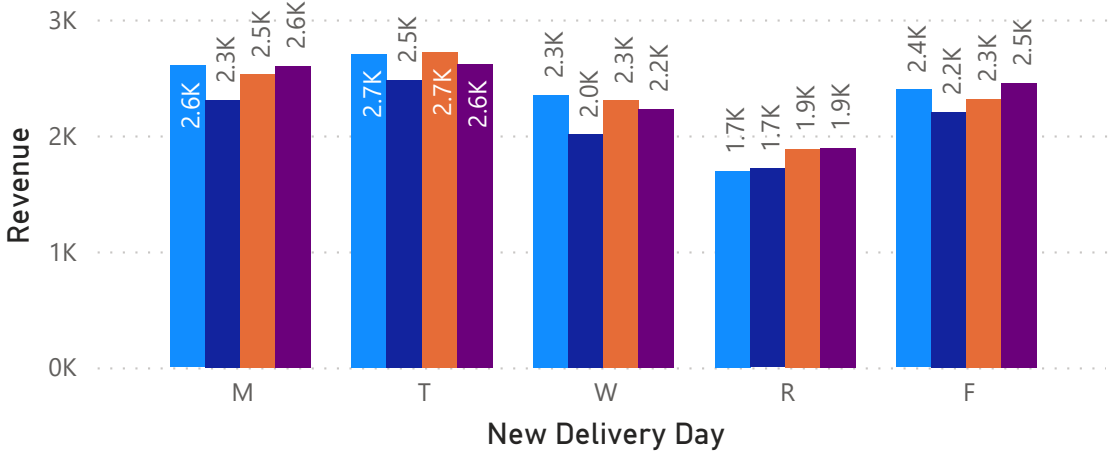
Destination of Revenue Leaving Original Route

Q1 Revenue Q2 Revenue Q3 Revenue Q4 Revenue



Average Revenue

Q1 Revenue Q2 Revenue Q3 Revenue Q4 Revenue



New Rt

Week #

Avg Week Hours

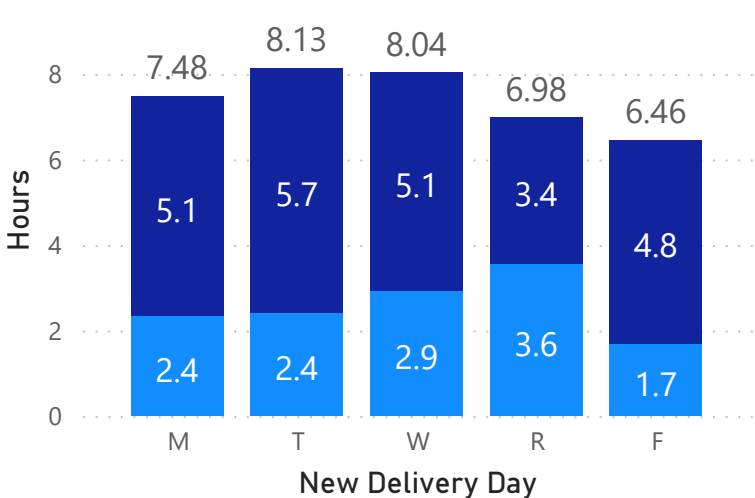
37.09

-13.05%

Rt 23 Hours %Change

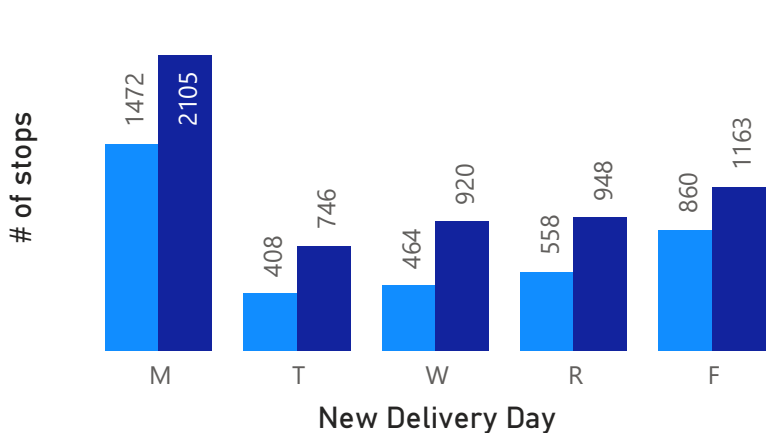
Hours Breakdown

Hours Travel Hours Of Service



Typical Garment Load

Avg Garments Processed Garment Inventory



11.75K

Q1 Revenue

15.22%

Rt 23 Q1 %Change

11.75K

Q3 Revenue

13.22%

Rt 23 Q3 %Change

10.71K

Q2 Revenue

13.99%

Rt 23 Q2 %Change

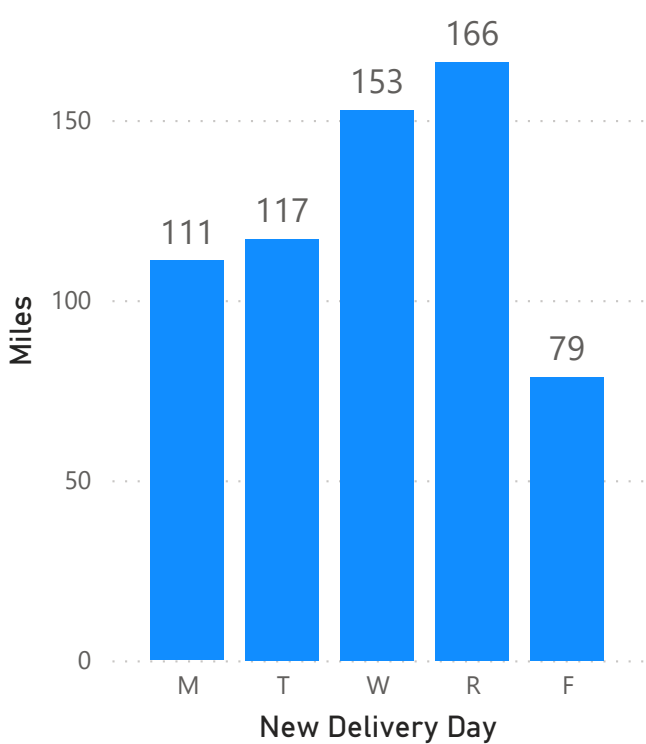
11.80K

Q4 Revenue

13.94%

Rt 23 Q4 %Change

Total Miles Driven



Of Customers

201

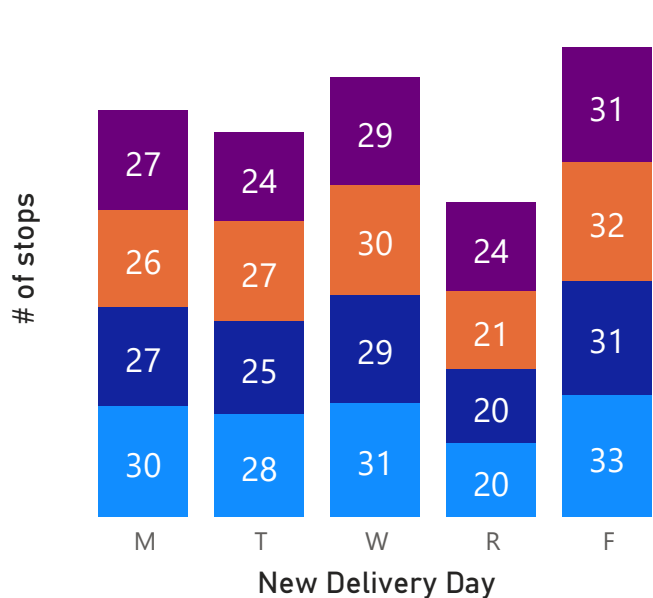
Average Miles Between Stops

5

Average Daily Miles

125

Stop Counts



of Accounts on New Route

201

Origin of accounts Comprising New Route

Old Rt # 23 32



Destination of Accounts Leaving Original Route

New Rt 32 38

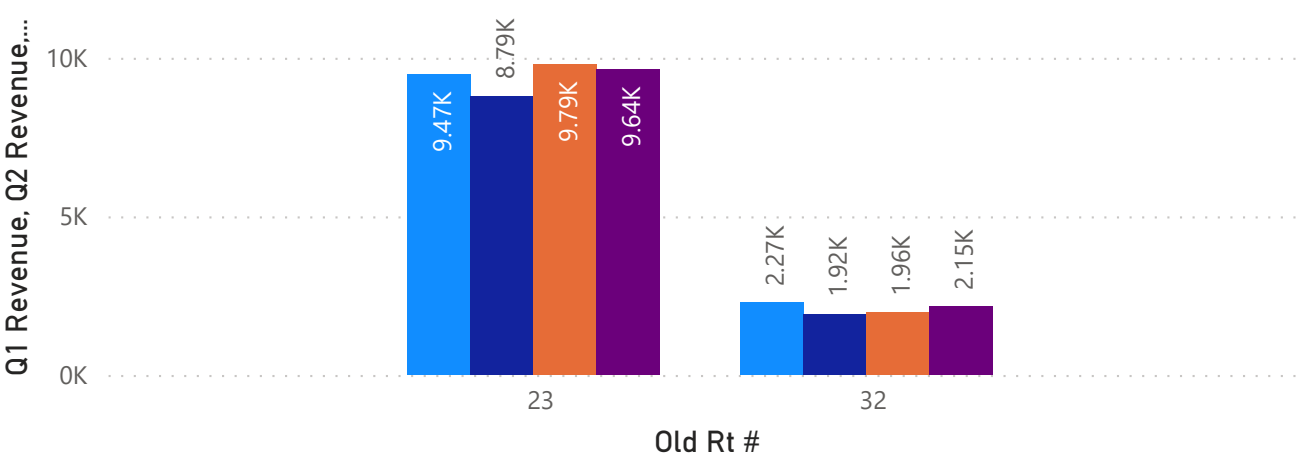


New Rt

23

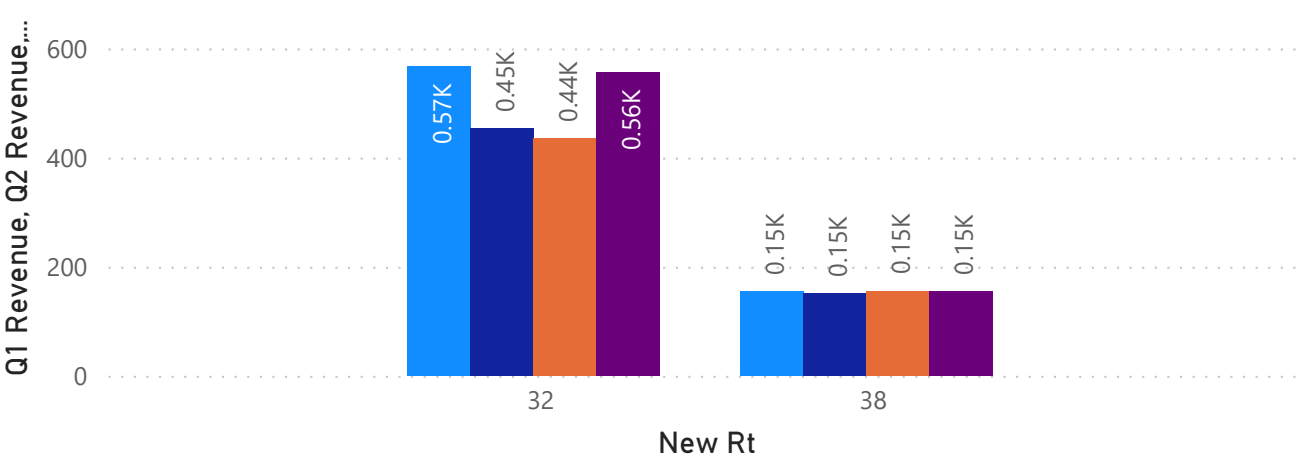
Origin of Revenue Comprising New route

Q1 Revenue Q2 Revenue Q3 Revenue Q4 Revenue



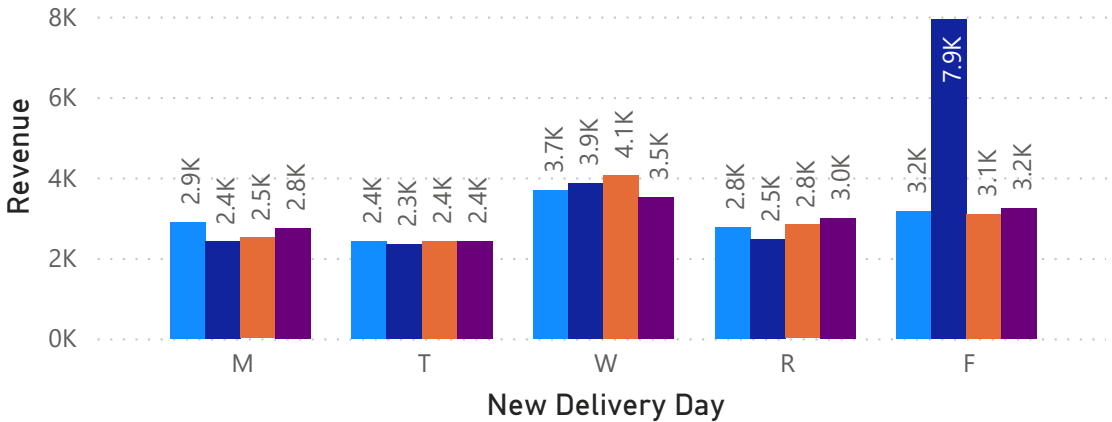
Destination of Revenue Leaving Original Route

Q1 Revenue Q2 Revenue Q3 Revenue Q4 Revenue



Average Revenue

Q1 Revenue Q2 Revenue Q3 Revenue Q4 Revenue



New Rt

32

Week #

All

Avg Week Hours

34.46

-8.61%

Rt 32 Hours %Change

14.92K

Q1 Revenue

-8.26%

Rt 32 Q1 %Change

14.94K

Q3 Revenue

-6.95%

Rt 32 Q3 %Change

19.03K

Q2 Revenue

-5.29%

Rt 32 Q2 %Change

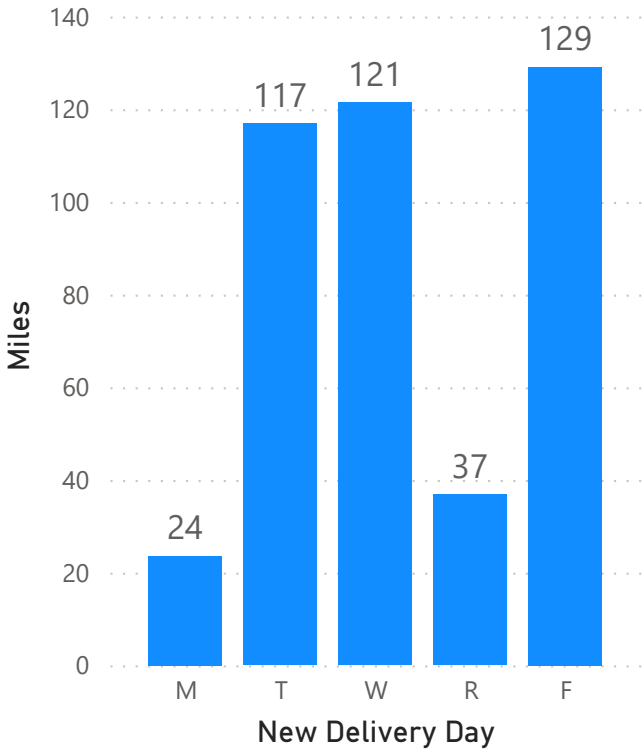
14.93K

Q4 Revenue

-7.55%

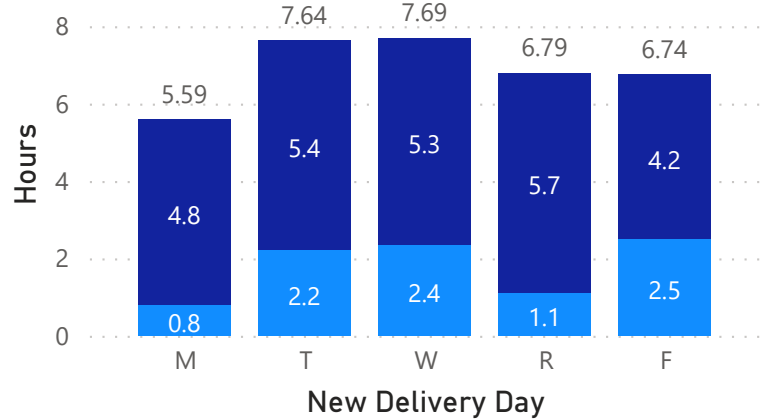
Rt 32 Q4 %Change

Total Miles Driven



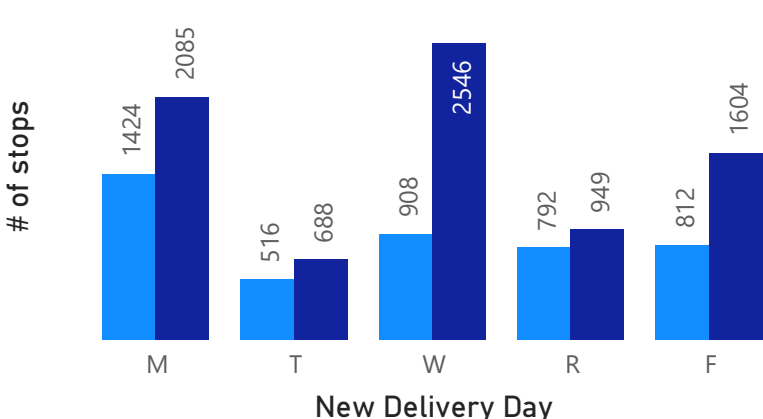
Hours Breakdown

Hours Travel Hours Of Service



Typical Garment Load

Avg Garments Processed Garment Inventory



Of Customers

220

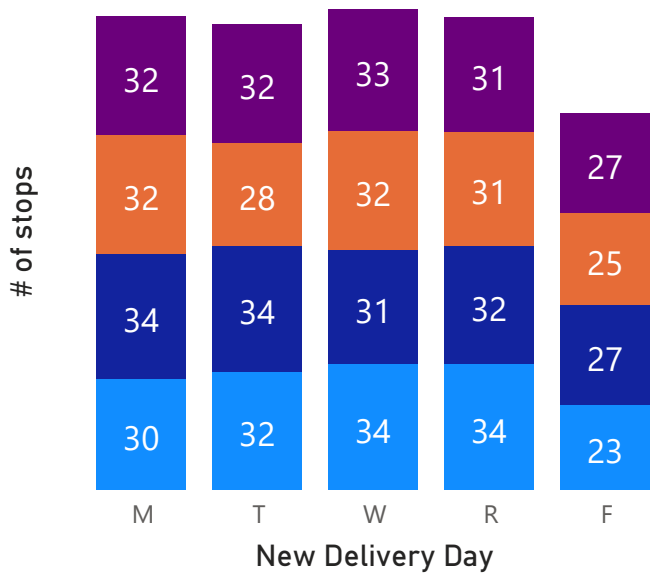
Average Miles Between Stops

3

Average Daily Miles

86

Stop Counts



of Accounts on New Route

220

Origin of accounts Comprising New Route

Old Rt # 32 23 13



Destination of Accounts Leaving Original Route

New Rt 23

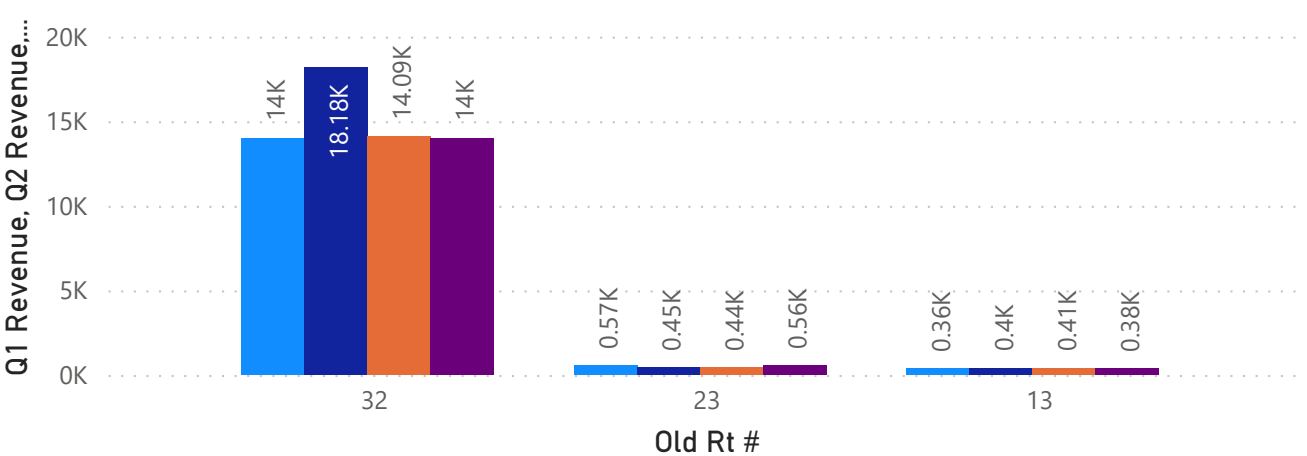


New Rt

32

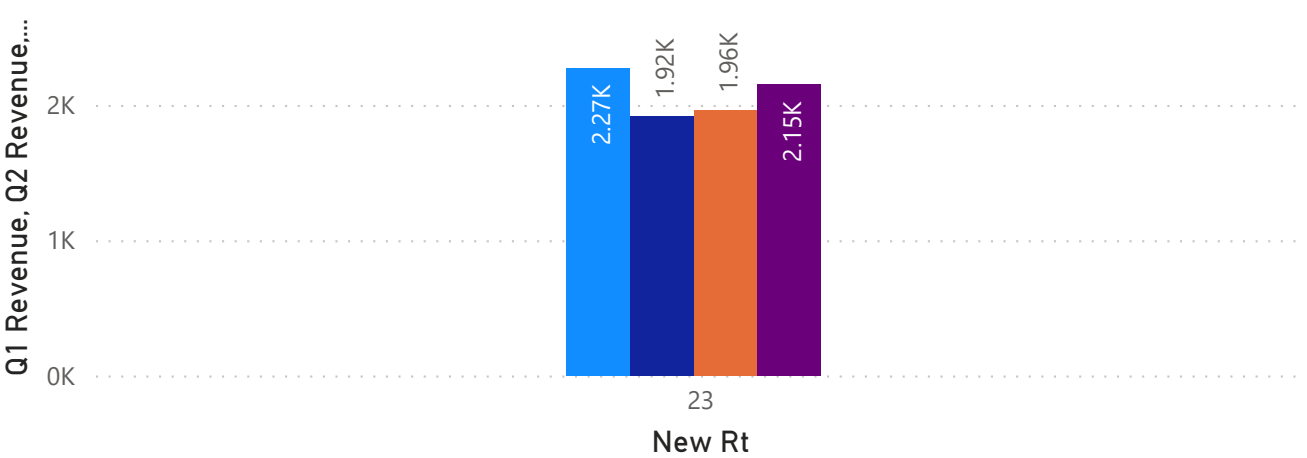
Origin of Revenue Comprising New Route

Q1 Revenue Q2 Revenue Q3 Revenue Q4 Revenue



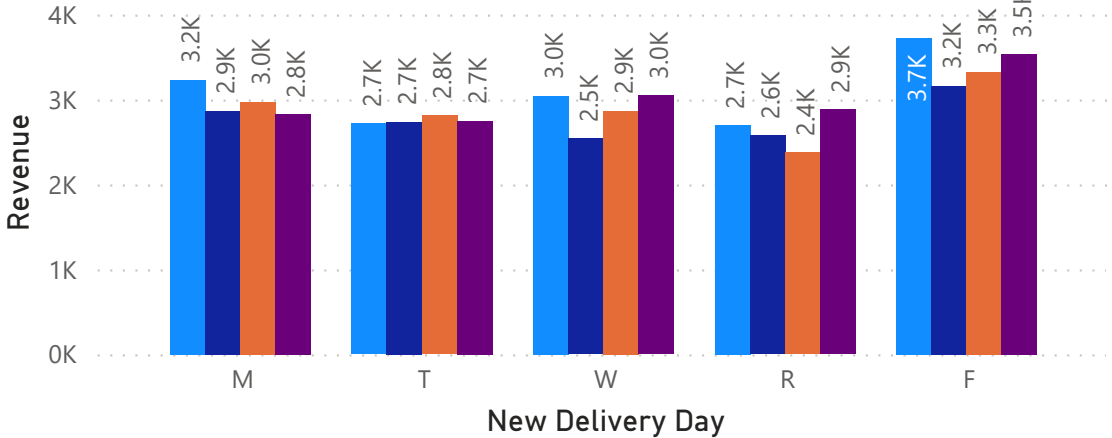
Destination of Revenue Leaving Original Route

Q1 Revenue Q2 Revenue Q3 Revenue Q4 Revenue



Average Revenue

Q1 Revenue Q2 Revenue Q3 Revenue Q4 Revenue



New Rt

38

Week #

All

Avg Week Hours

41.76

1.06%

Rt 38 Hours %Change

15.42K

Q1 Revenue

4.10%

Rt 38 Q1 %Change

14.35K

Q3 Revenue

2.89%

Rt 38 Q3 %Change

13.88K

Q2 Revenue

6.83%

Rt 38 Q2 %Change

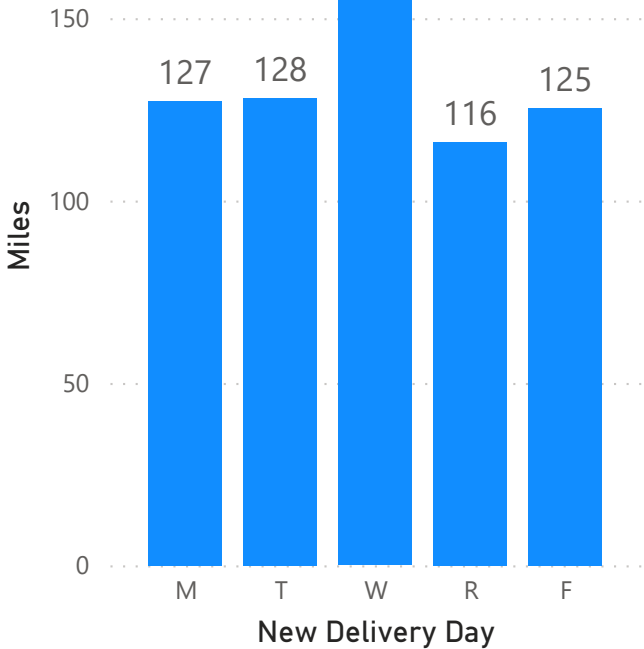
15.03K

Q4 Revenue

3.36%

Rt 38 Q4 %Change

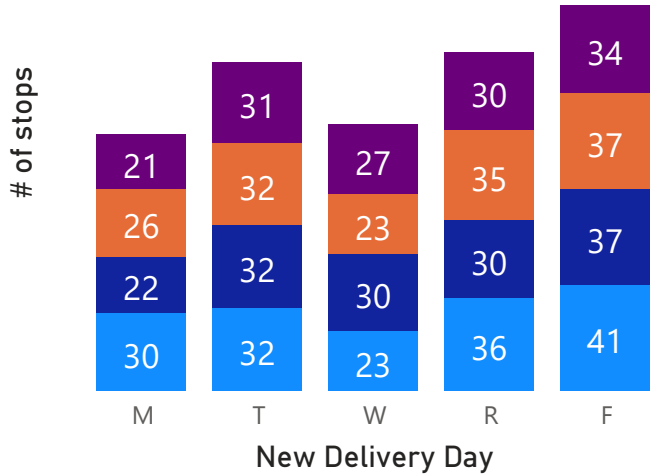
Total Miles Driven



Of Customers

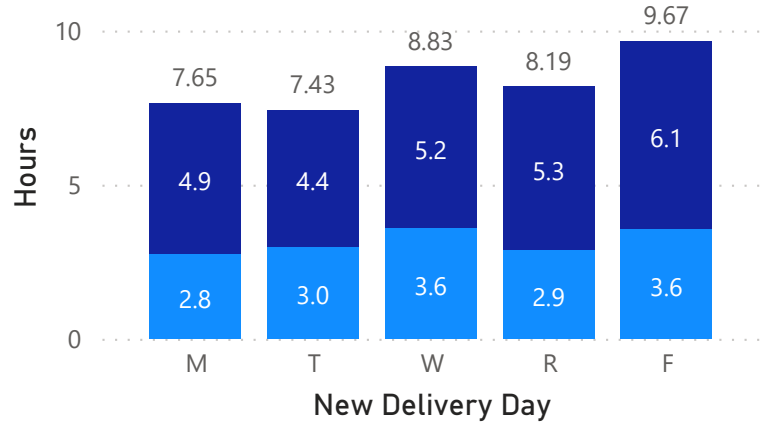
233

Stop Counts



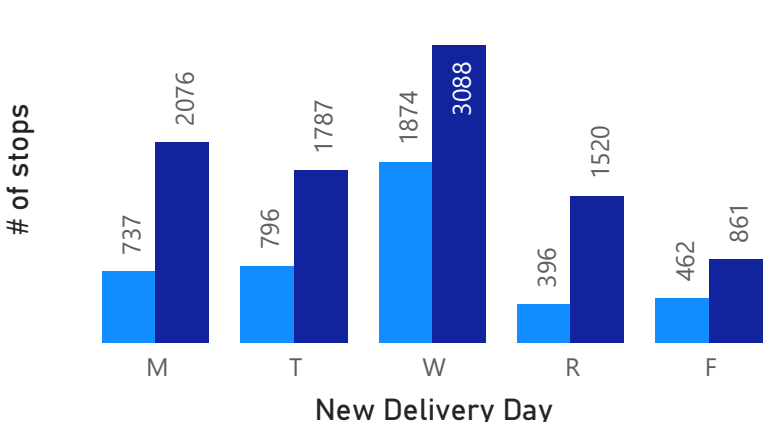
Hours Breakdown

Hours Travel Hours Of Service



Typical Garment Load

Avg Garments Processed Garment Inventory



Average Miles Between Stops

5

Average Daily Miles

132

of Accounts on New Route

233

Origin of accounts Comprising New Route

Old Rt # 38 3 23



Destination of Accounts Leaving Original Route

New Rt 3

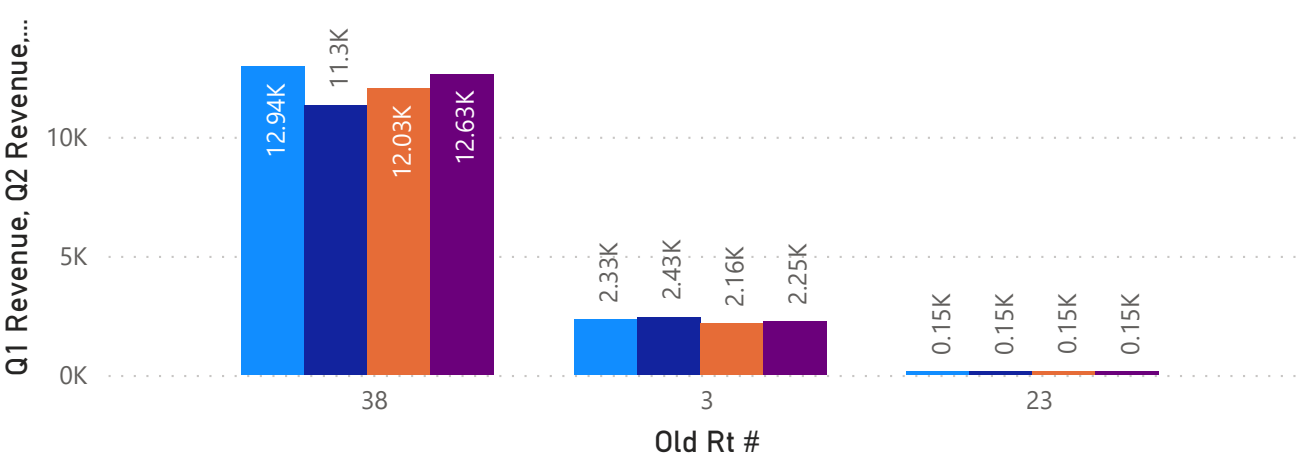


New Rt

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

