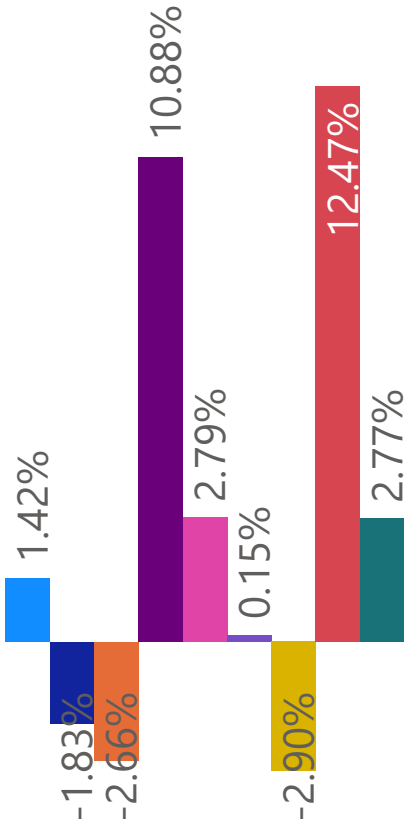


After Reroute Revenue Distribution

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



Accounts Changing Day Only

945

Accounts Changing Route Only

93

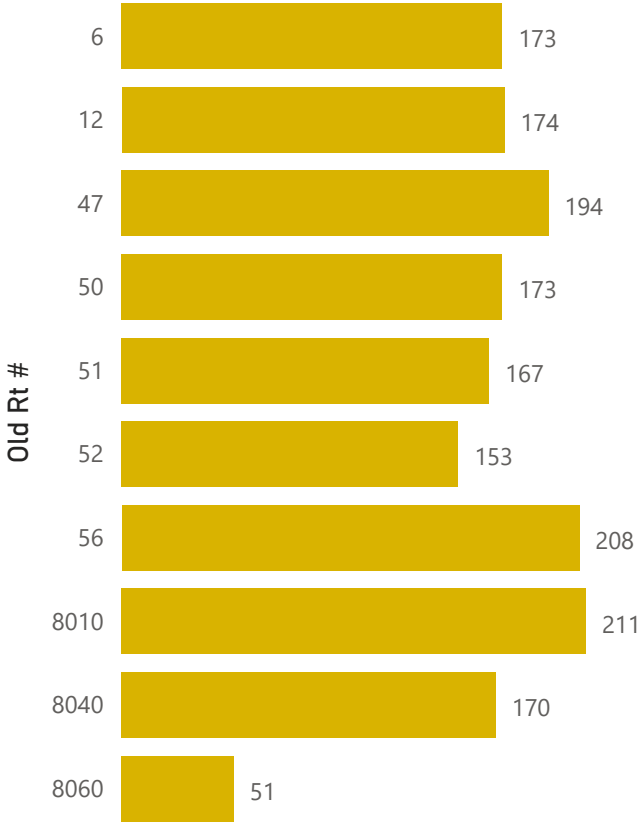
Both Route and Day Changing

402

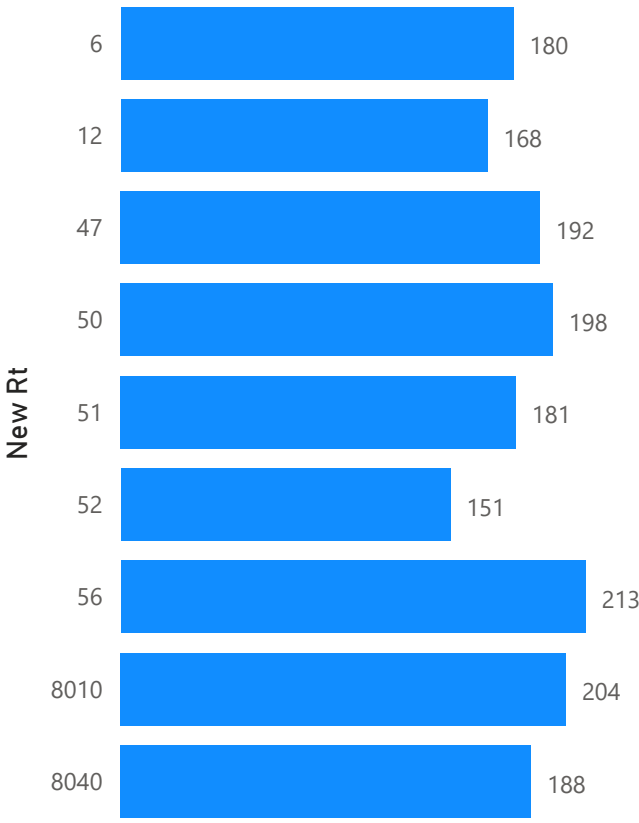
Accounts Not changing

235

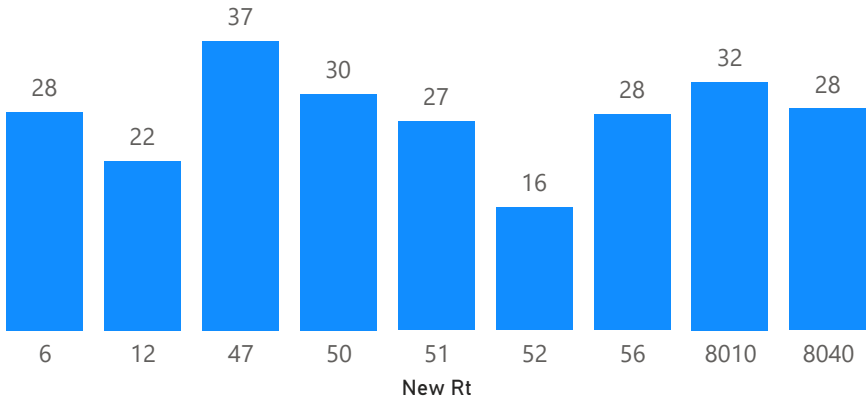
Current Customer Count



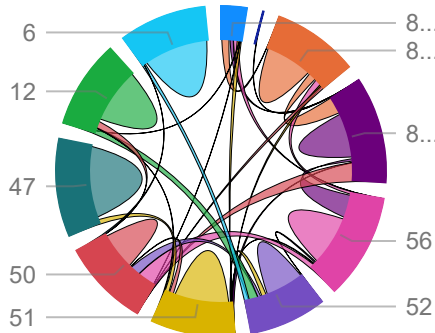
New Customer count



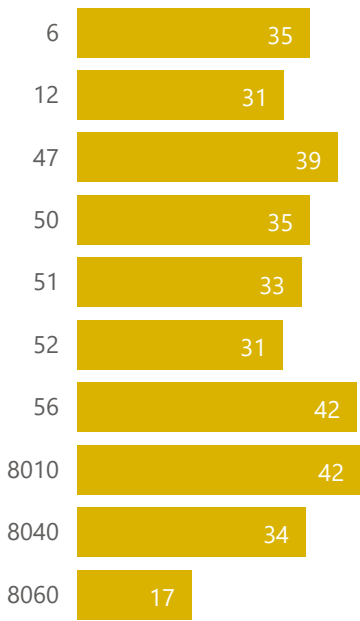
Average Weekly Hours per Route



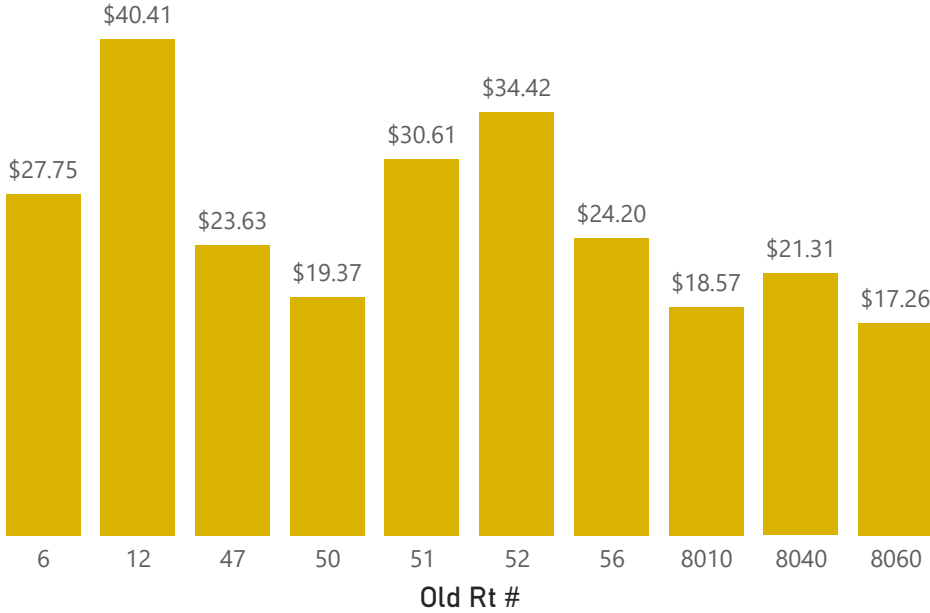
Accounts Moving



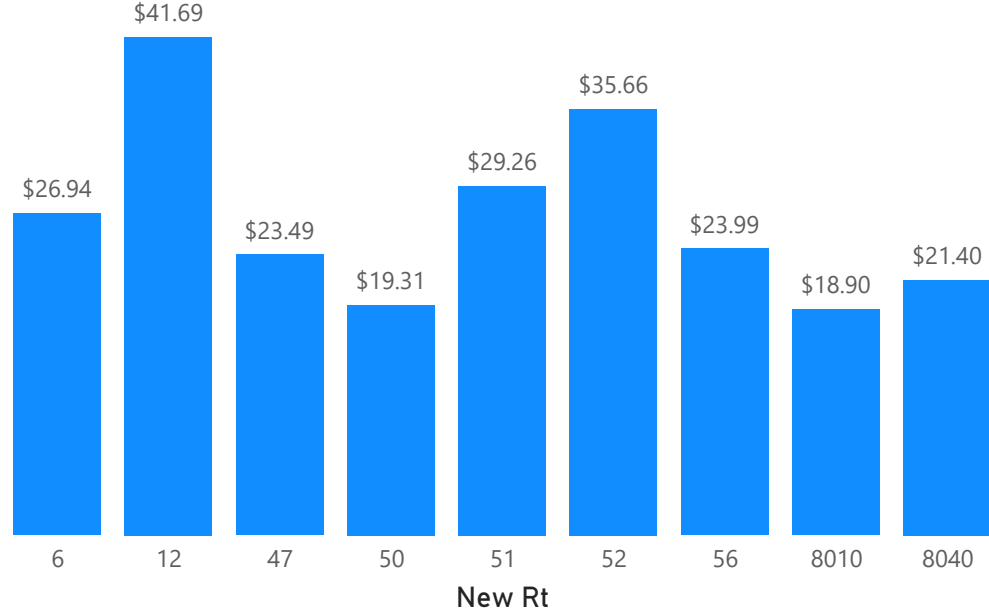
Average Current Daily Stops



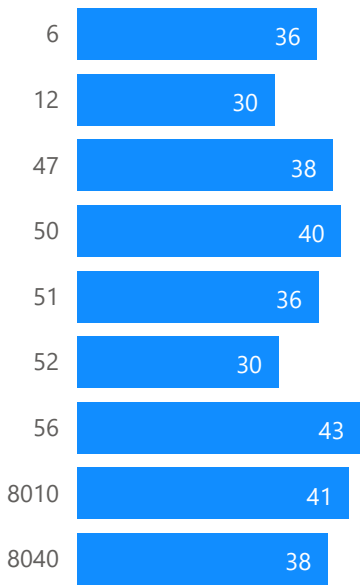
Average Current Stop Size (Q2)



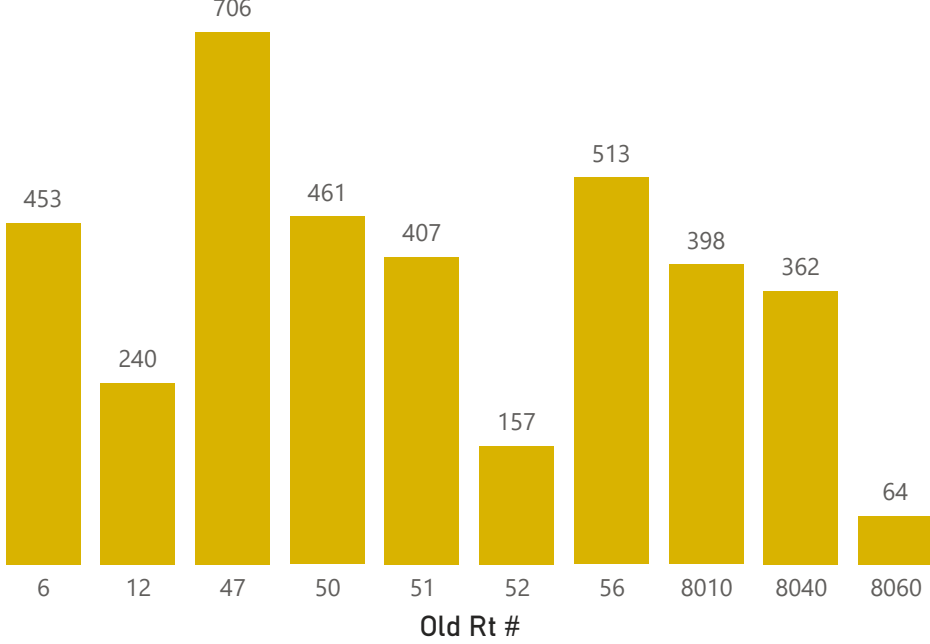
Average New Stop Size (Q2)



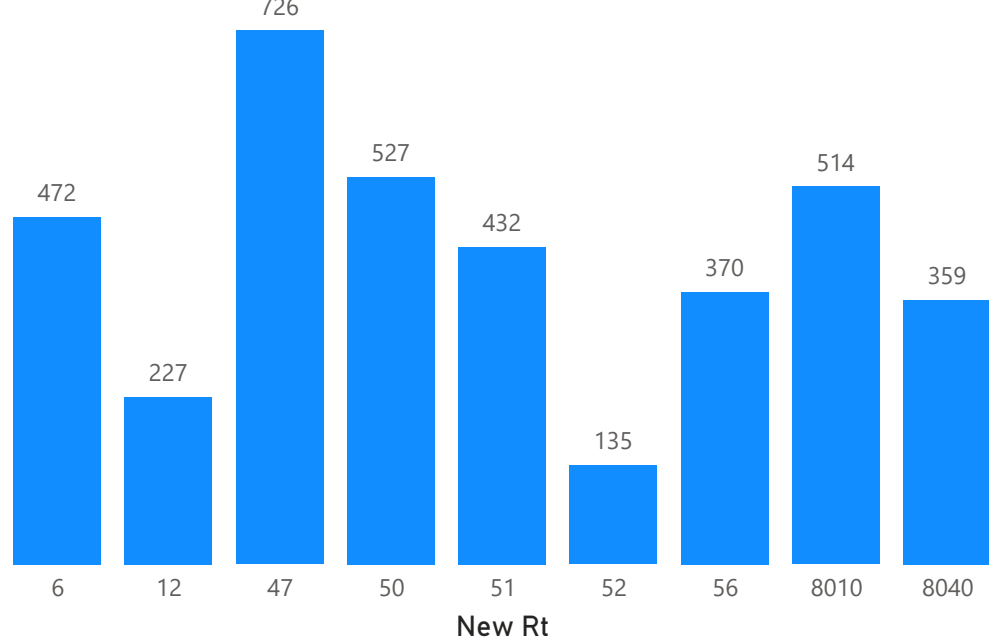
Average Current Daily Stops



Average Current Weekly Miles

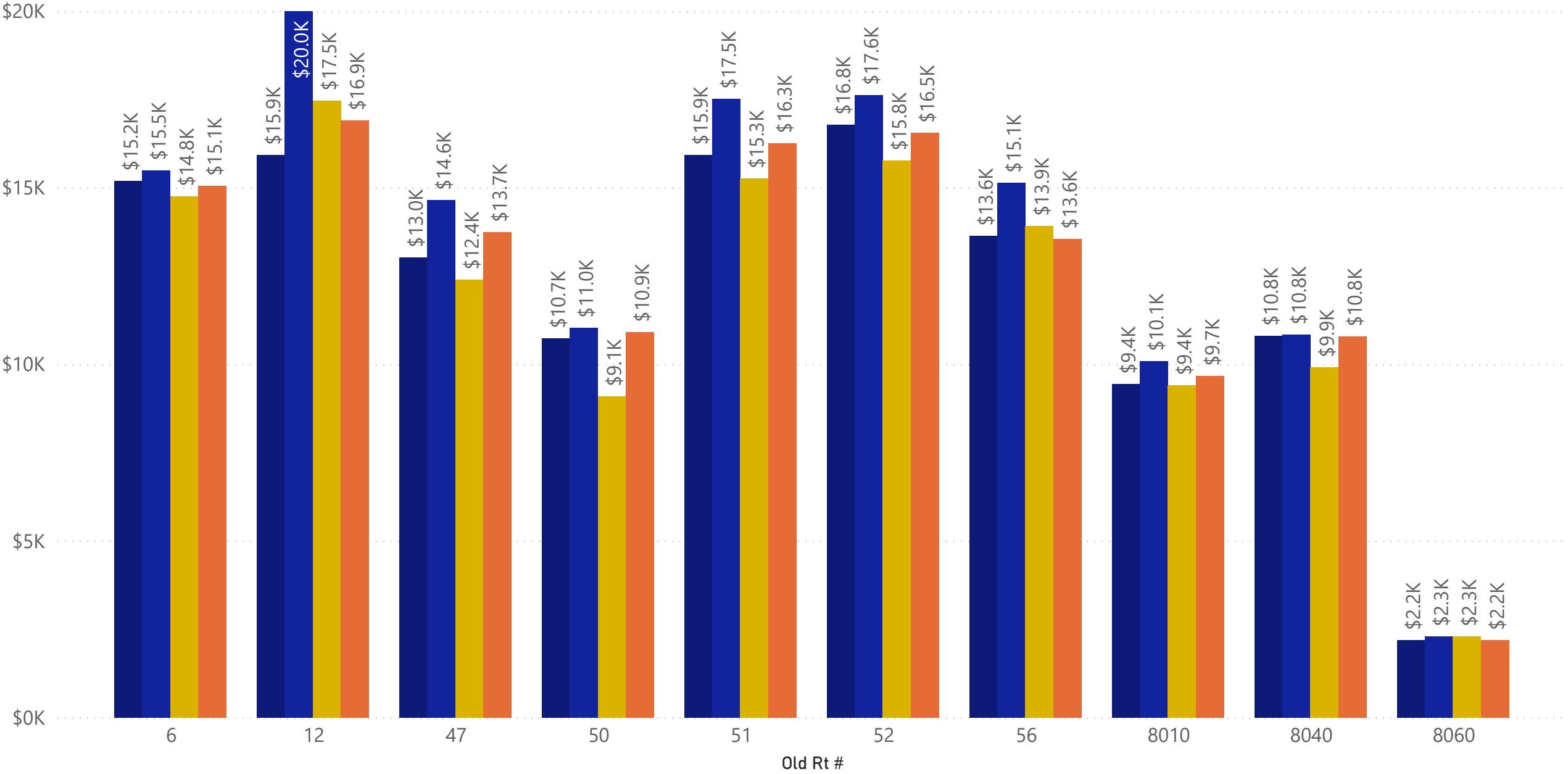


Average Total Miles by New Rt



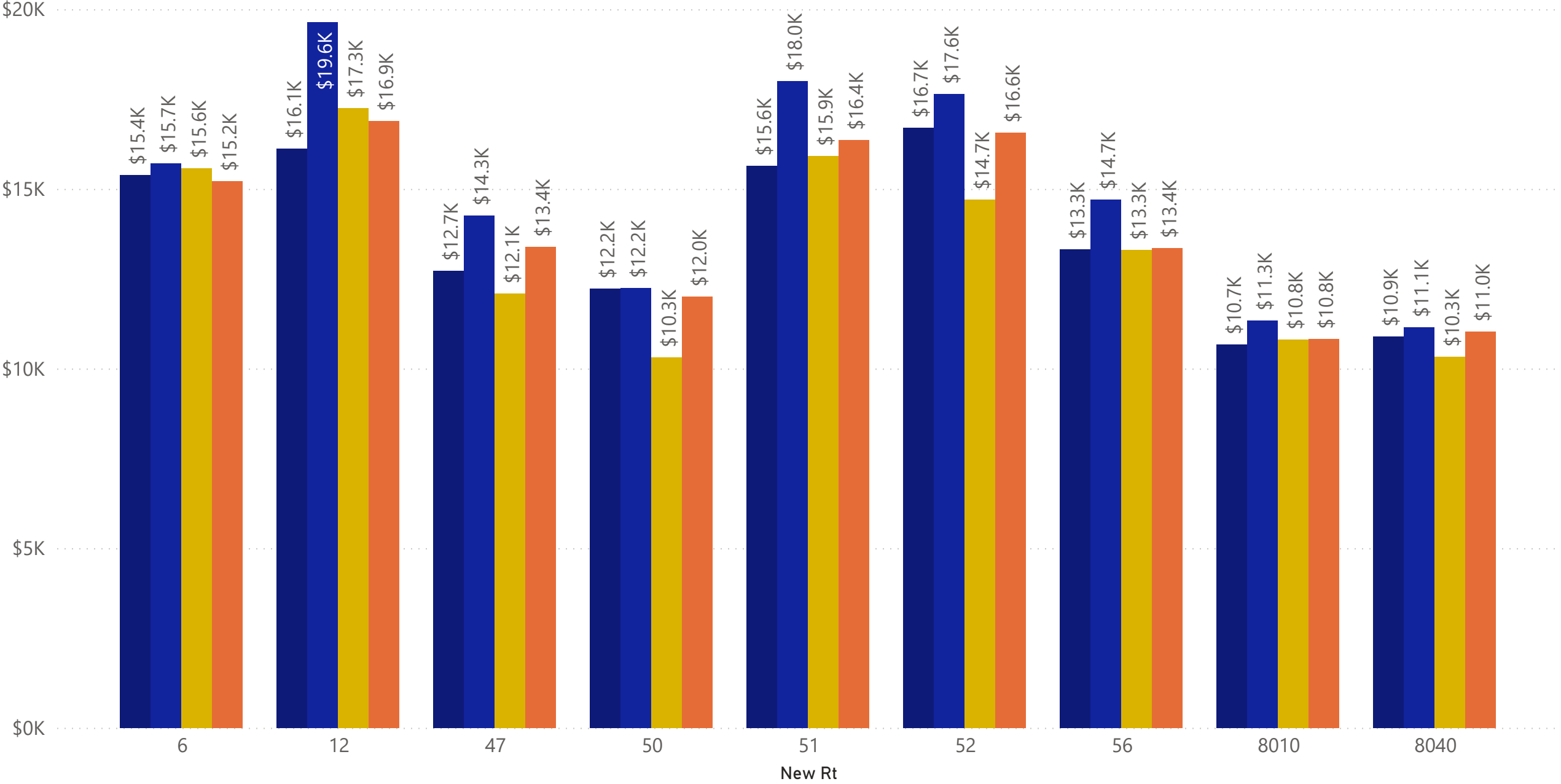
Current Route Revenue Distribution

Q1 Revenue Q2 Revenue Q3 Revenue Q4 Revenue



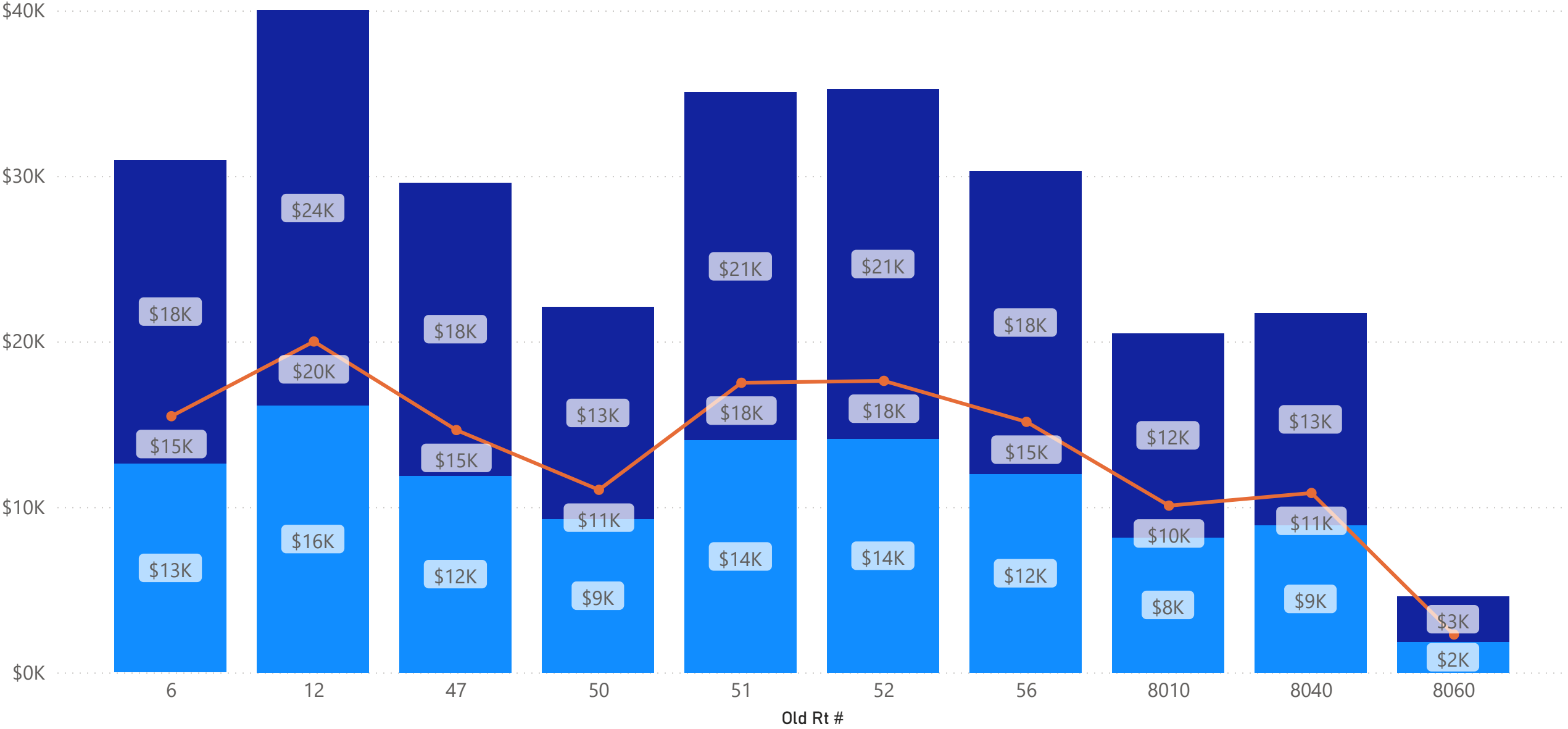
After Reroute Revenue Distribution

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



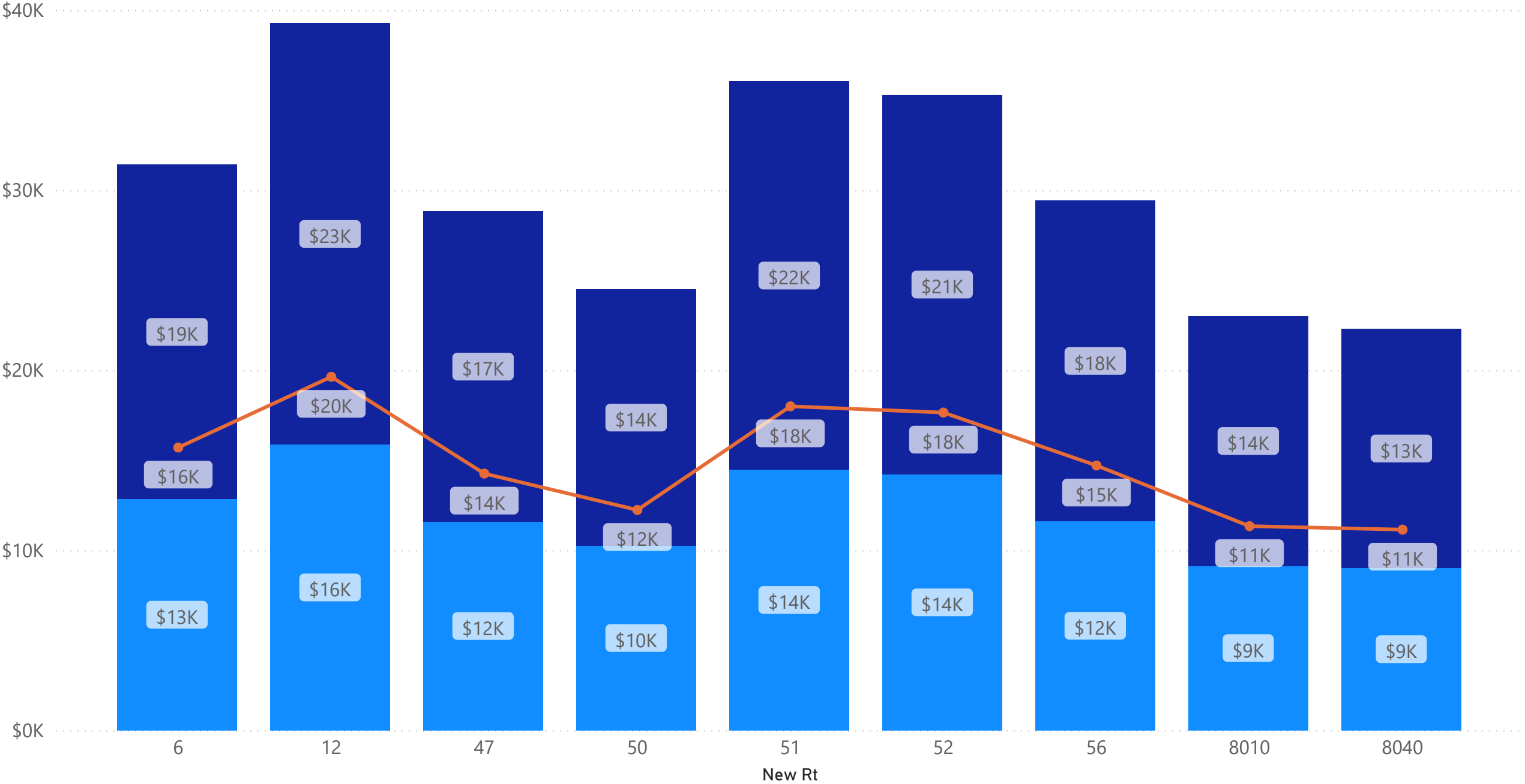
Current Route Revenue Deviation

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



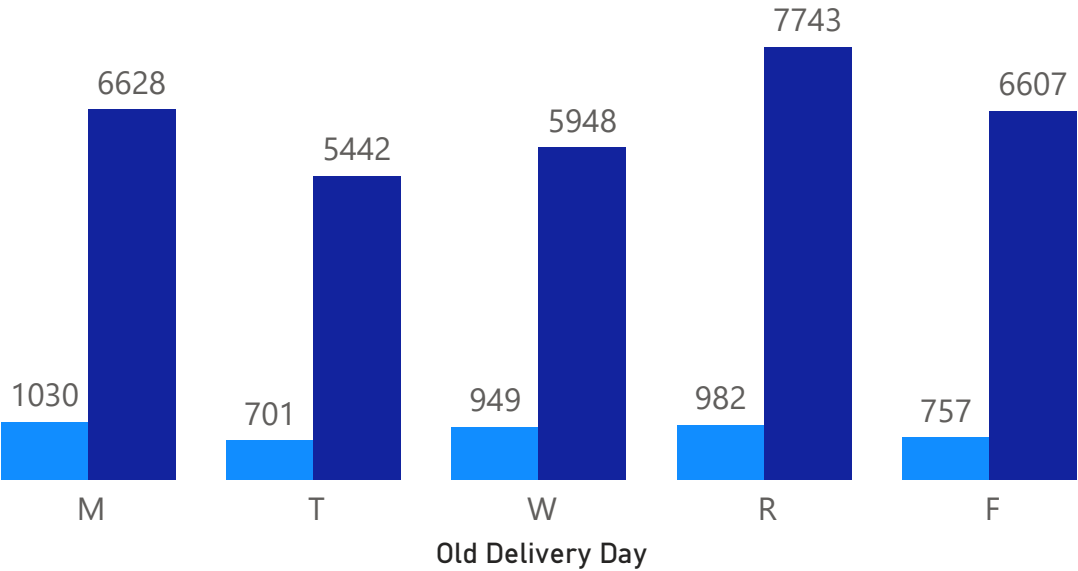
New Route Revenue Deviation

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



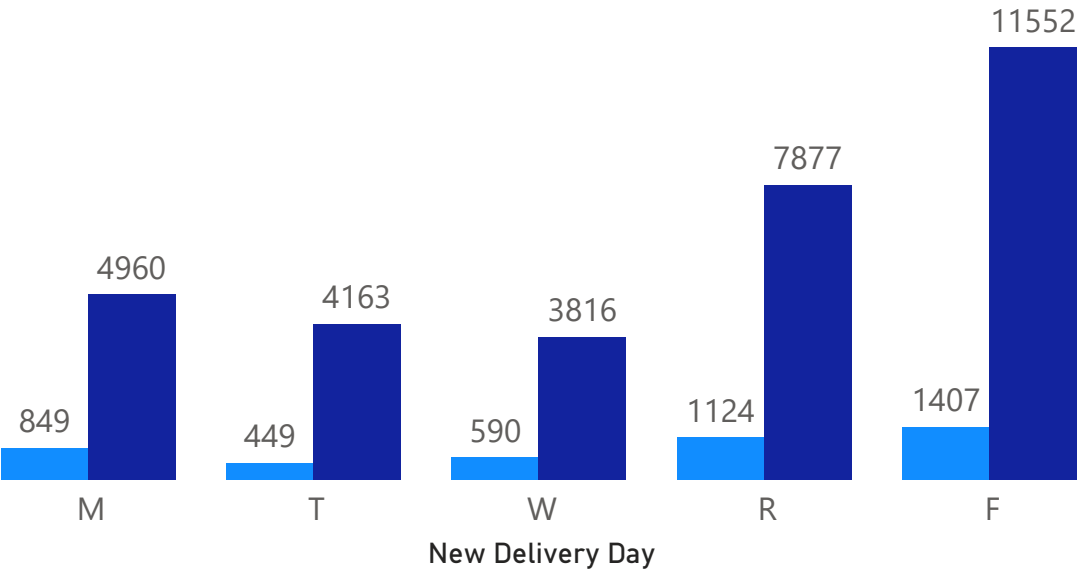
Garment Distribution

● Avg Garment Scans per Delivery ● Garment Inventory



Garment Distribution

● Avg Garment Scans per Delivery ● Garment Inventory



Average Pieces processed of Retape Accounts

3241

Average Underwash of Retape Accounts

85.79%

Total Garment inventory of Retape Accounts

23774

Total # Of Wearers to be Retaped

1158

Total # Of accounts Needing Retaping

276

Garment Accounts Changing Day Only

205

Garment Accounts Changing Route Only

15

Garment Accounts Changing Both Route and Day

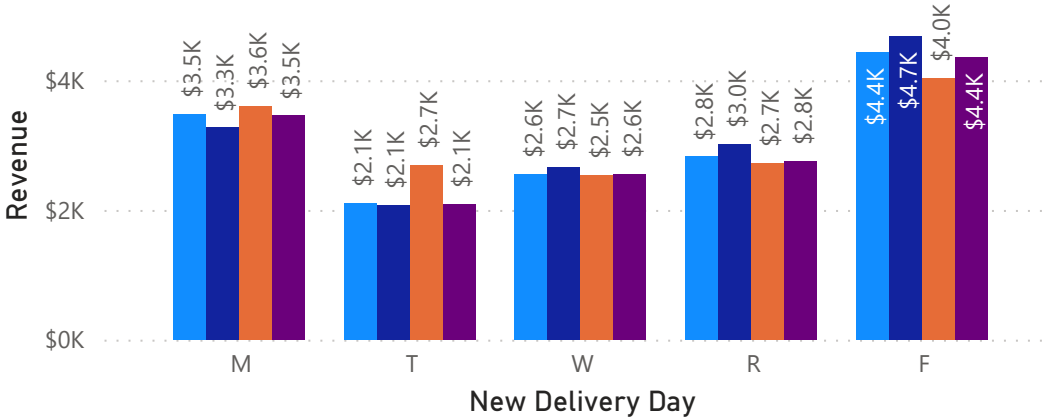
56

Garment Accounts Not Changing

42

Average Revenue

Q1 Revenue Q2 Revenue Q3 Revenue Q4 Revenue



\$15.39K \$15.71K

Q1 Revenue Q2 Revenue

1.25% 1.42%

Rt 6 Q1 %Change Rt 6 Q2 %Change

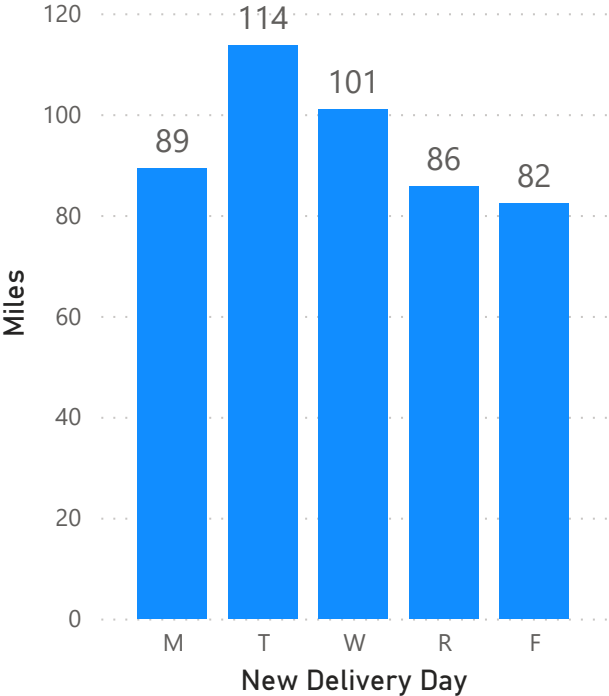
\$15.57K \$15.22K

Q3 Revenue Q4 Revenue

5.58% 1.09%

Rt 6 Q3 %Change Rt 6 Q4 %Change

Total Miles Driven



New Rt

Week #

Avg Week Hours

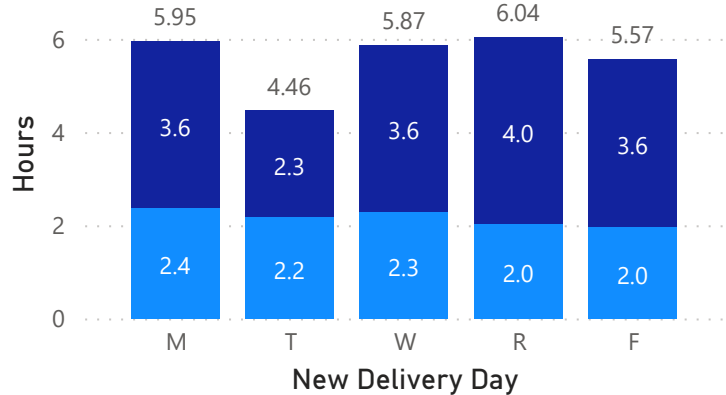
27.89

Of Customers

200

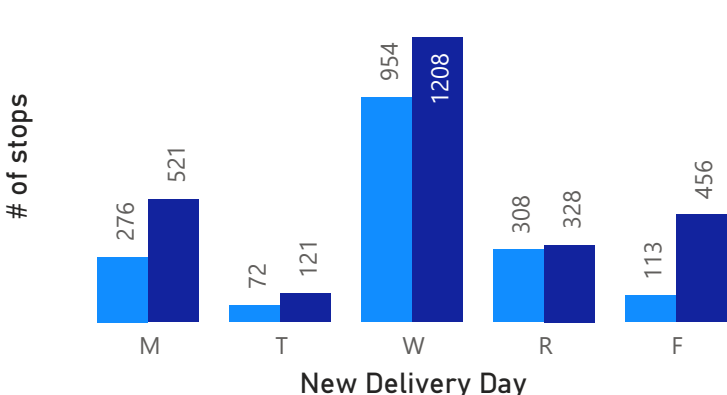
Hours Breakdown

Hours Travel Hours Of Service



Typical Garment Load

Avg Garments Processed Garment Inventory



\$26.94

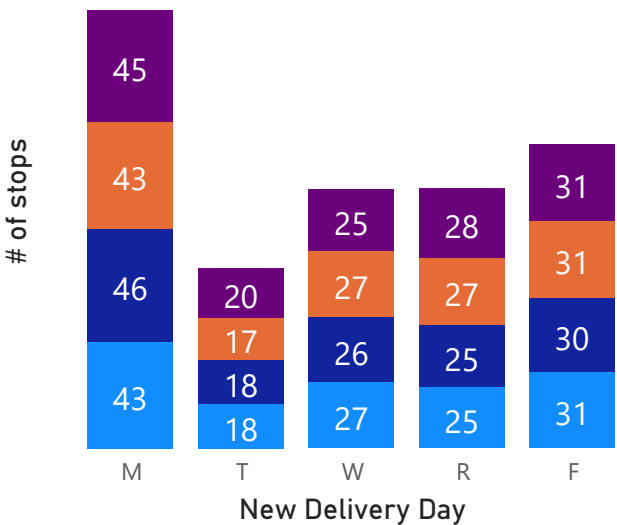
Average Miles Between Stops

4

Average Daily Miles

94

Stop Counts



of Accounts on New Route

200

Origin of accounts Comprising New Route

Old Rt # 6 52 50



Destination of Accounts Leaving Original Route

New Rt 52

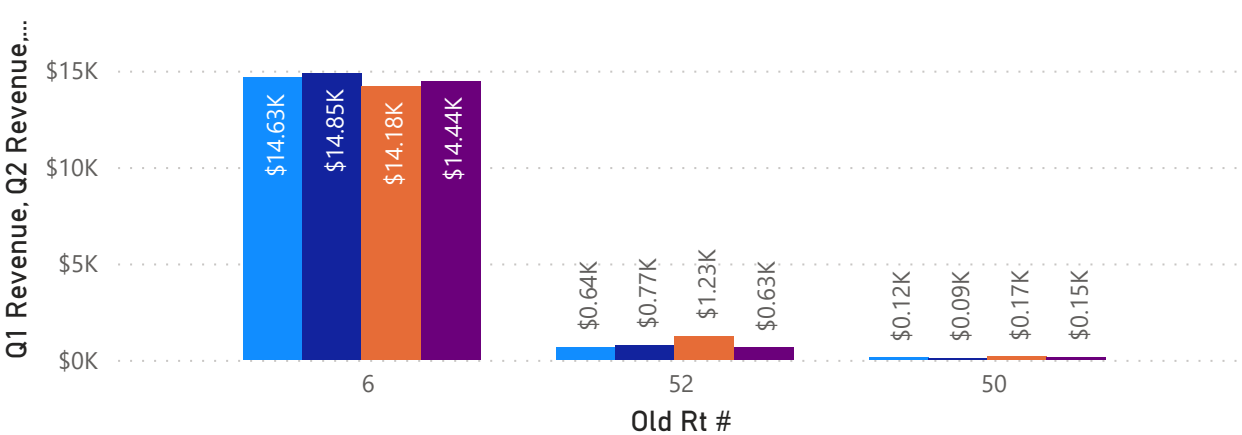


New Rt

6

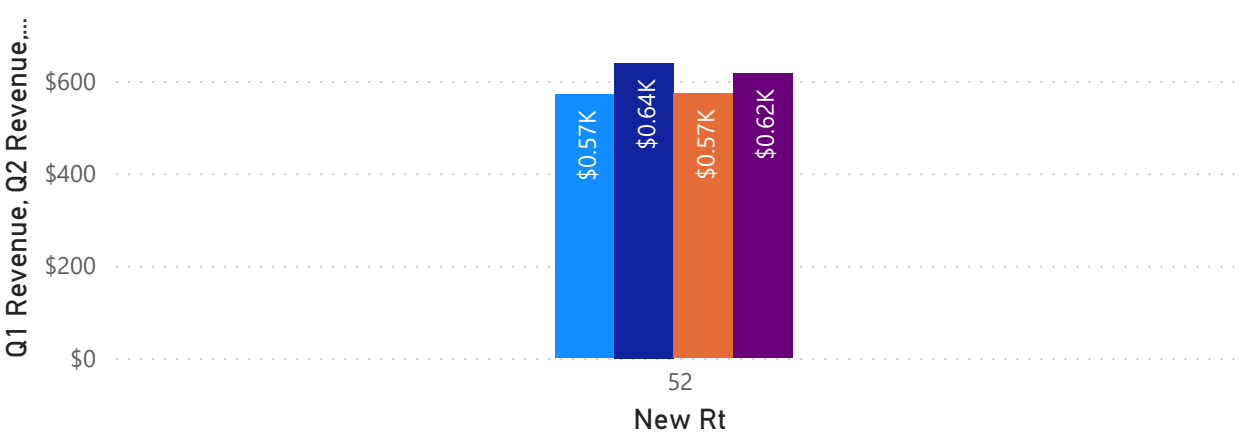
Origin of Revenue Comprising New Route

Q1 Revenue Q2 Revenue Q3 Revenue Q4 Revenue



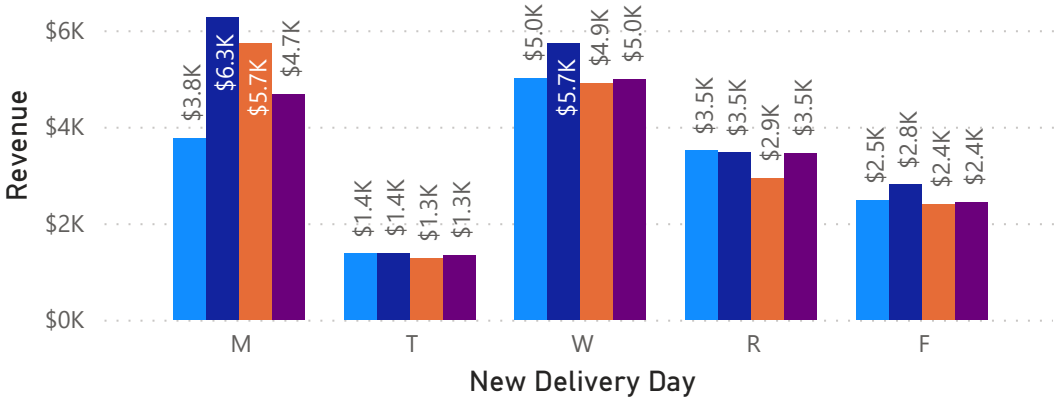
Destination of Revenue Leaving Original Route

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

21.63

Of Customers

168

\$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

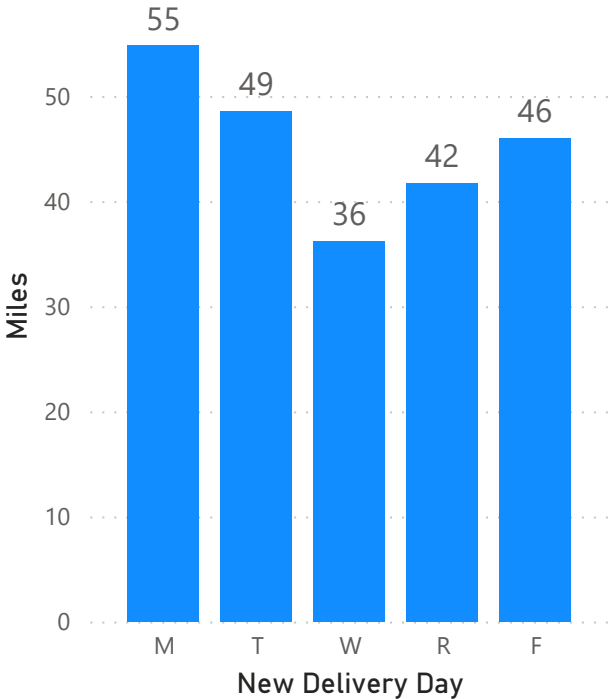
-1.24%

Rt 12 Q3 %Change

-0.06%

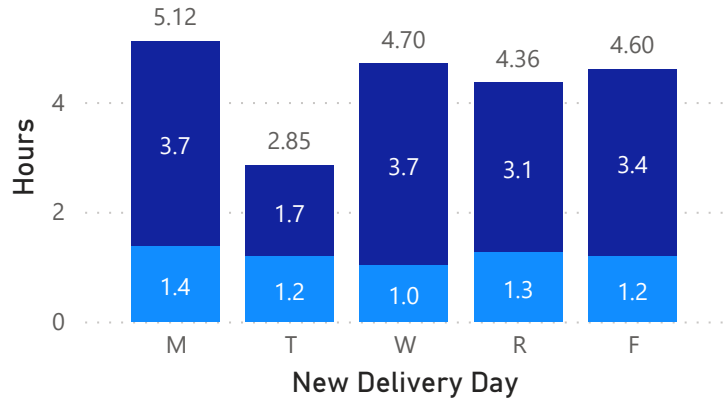
Rt 12 Q4 %Change

Total Miles Driven



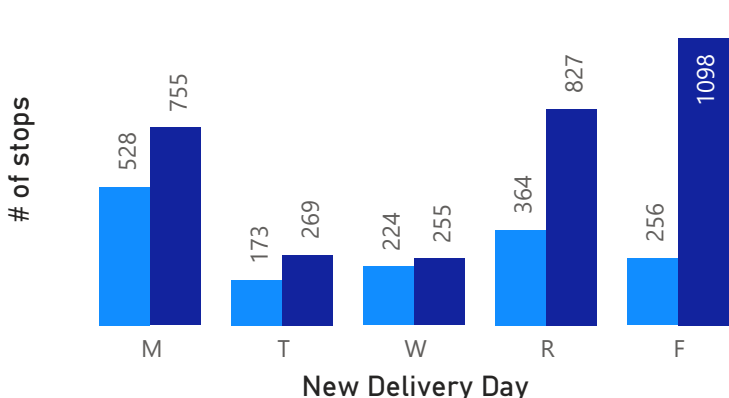
Hours Breakdown

Hours Travel Hours Of Service



Typical Garment Load

Avg Garments Processed Garment Inventory



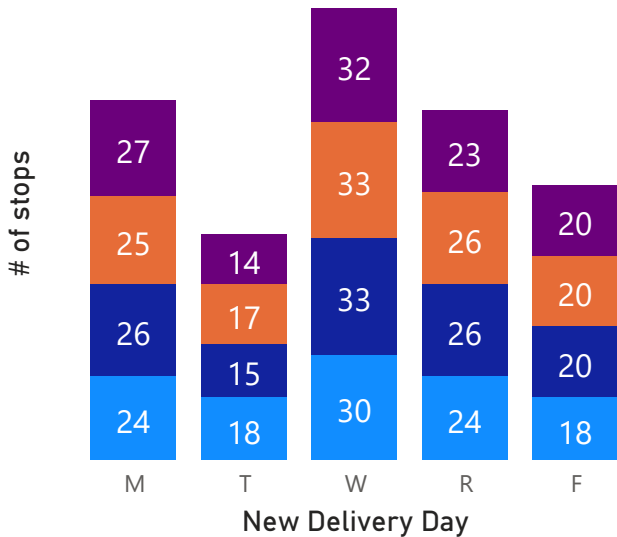
Average Stop Size

\$41....
Average Miles Between Stops

2
Average Daily Miles

45

Stop Counts



of Accounts on New Route

168

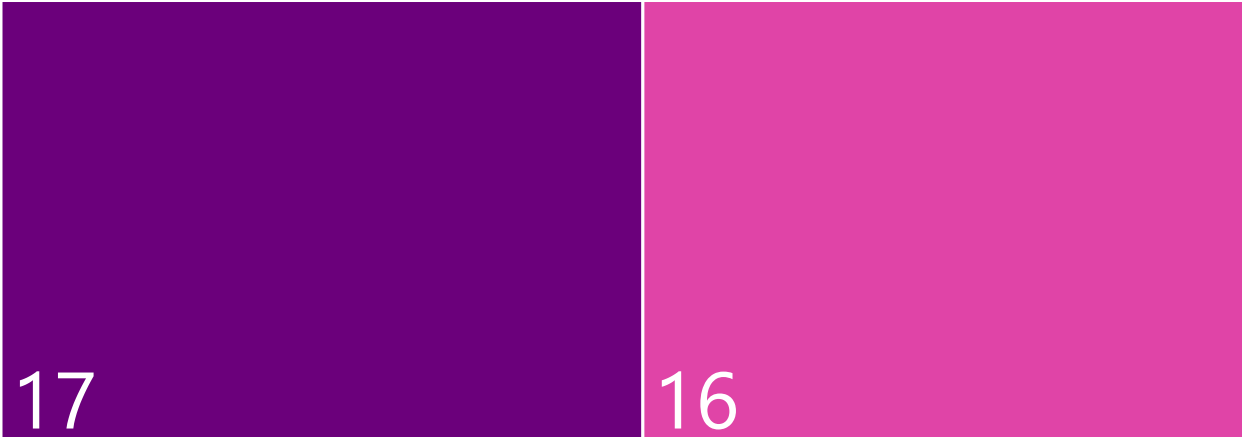
Origin of accounts Comprising New Route

Old Rt # 12 52 51 8060



Destination of Accounts Leaving Original Route

New Rt 50 52

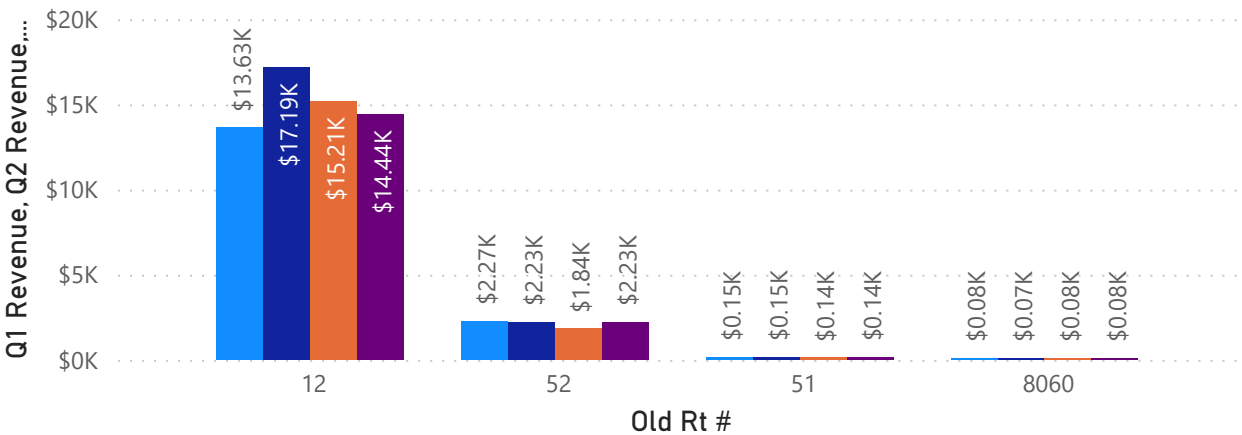


New Rt

12

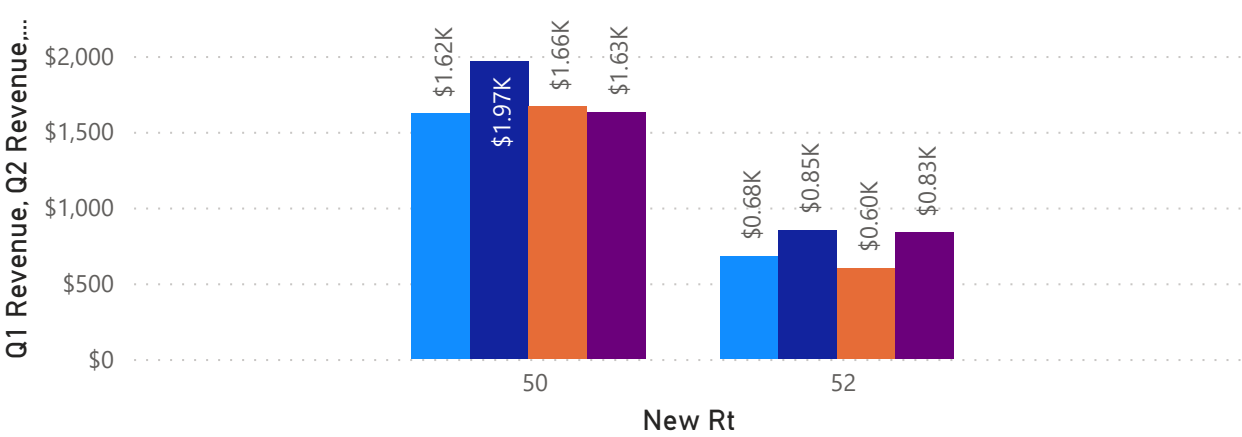
Origin of Revenue Comprising New Route

Q1 Revenue Q2 Revenue Q3 Revenue Q4 Revenue



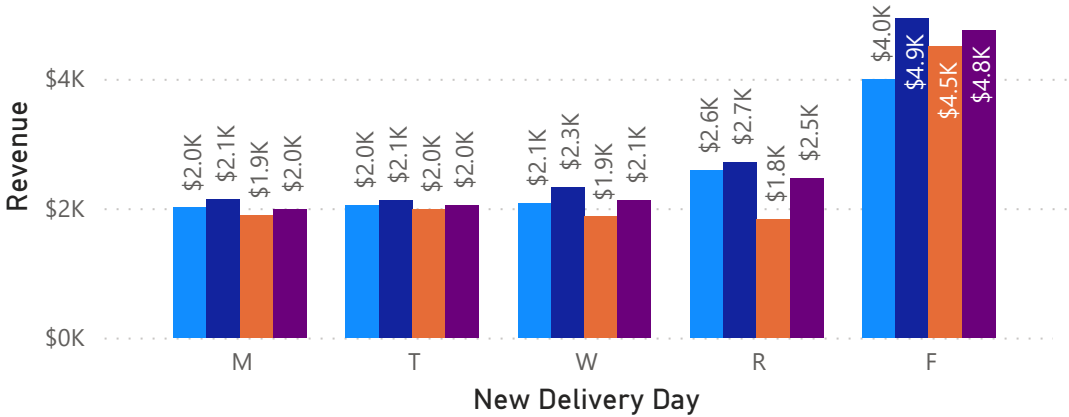
Destination of Revenue Leaving Original Route

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

37.01

Of Customers

212

\$12.72K \$14.26K

Q1 Revenue

Q2 Revenue

-2.37%

Rt 47 Q1 %Change

-2.37%

Rt 47 Q1 %Change

\$12.08K \$13.39K

Q3 Revenue

Q4 Revenue

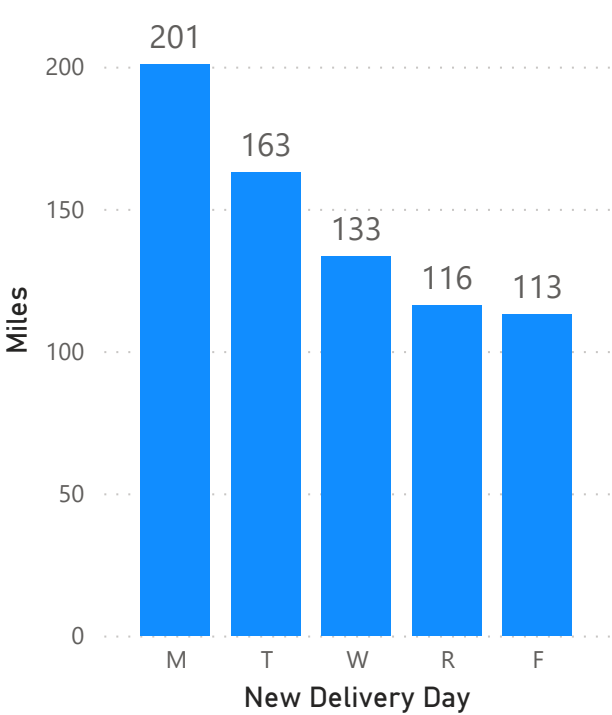
-2.50%

Rt 47 Q3 %Change

-2.56%

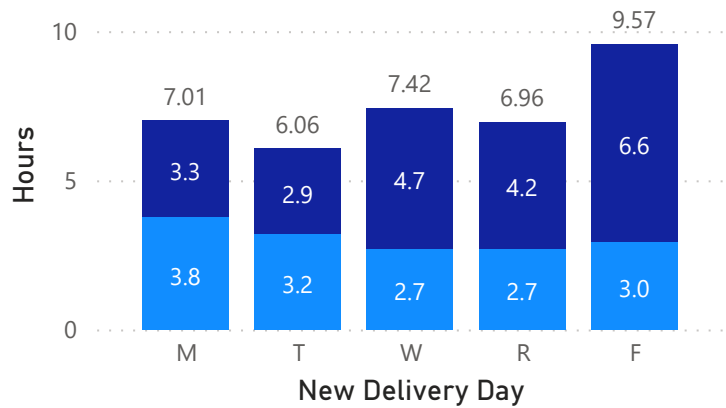
Rt 47 Q4 %Change

Total Miles Driven



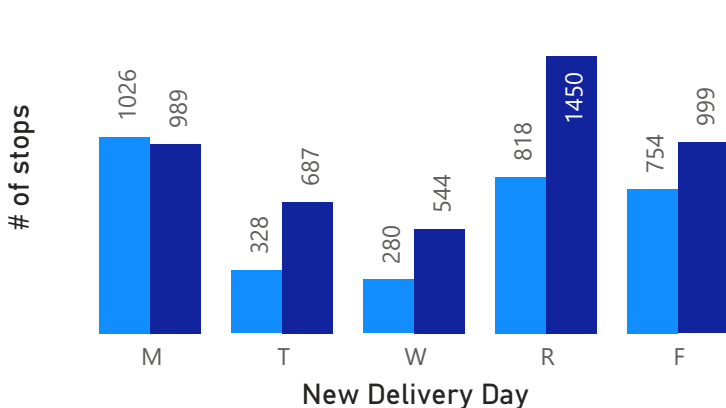
Hours Breakdown

Hours Travel Hours Of Service



Typical Garment Load

Avg Garments Processed Garment Inventory



\$23.49

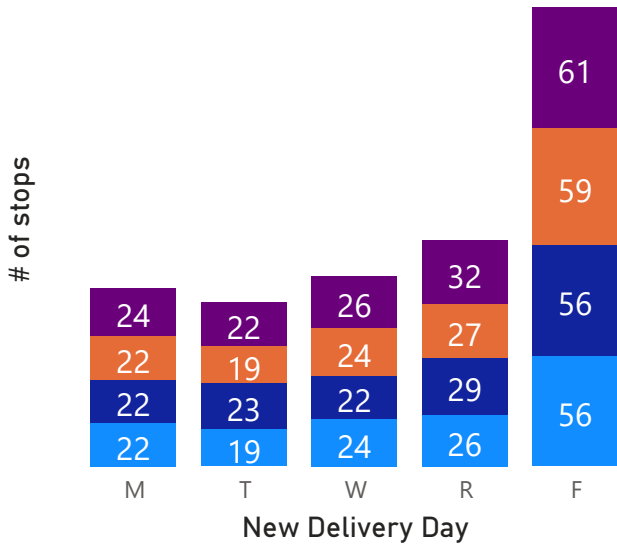
Average Miles Between Stops

6

Average Daily Miles

145

Stop Counts



of Accounts on New Route

212

Origin of accounts Comprising New Route

Old Rt # 47 51



Destination of Accounts Leaving Original Route

New Rt 51

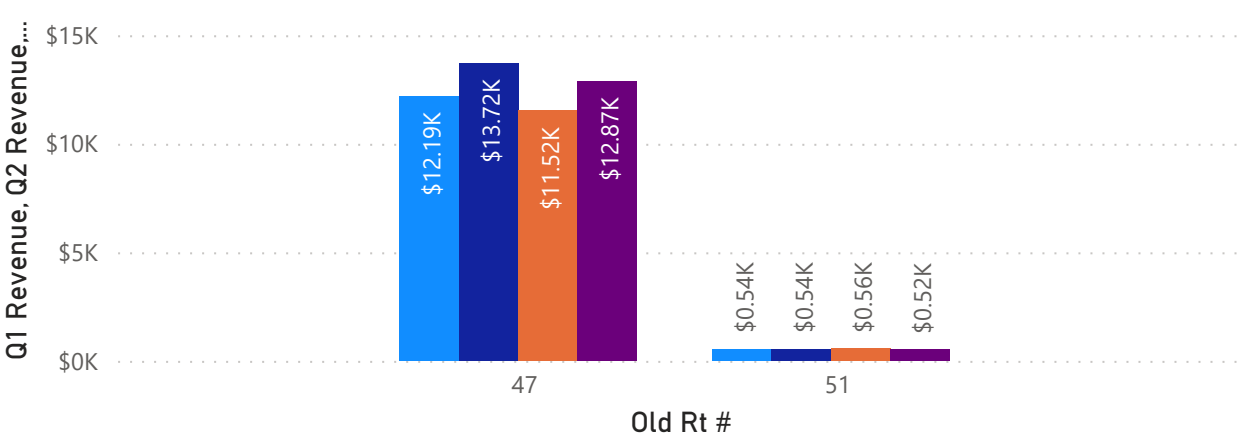


New Rt

47

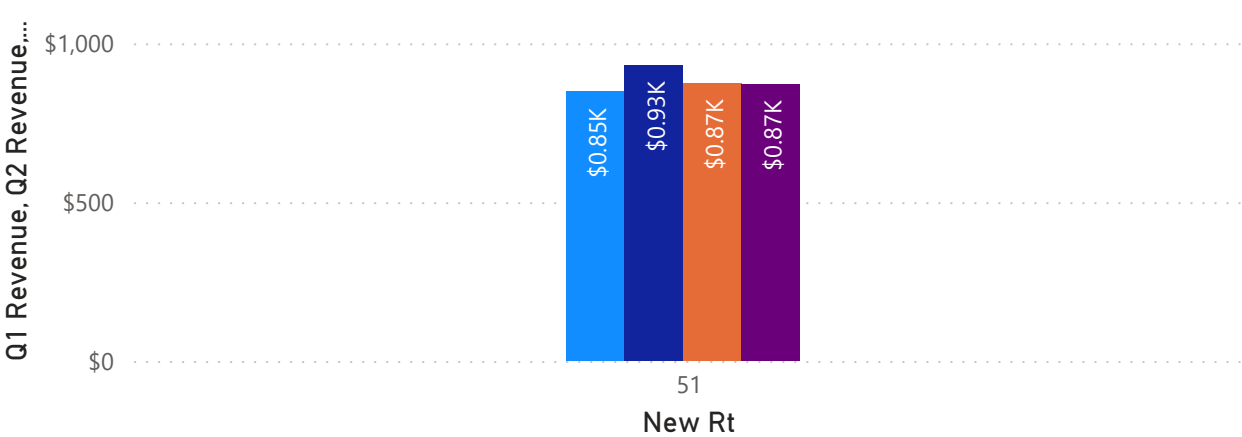
Origin of Revenue Comprising New Route

Q1 Revenue Q2 Revenue Q3 Revenue Q4 Revenue



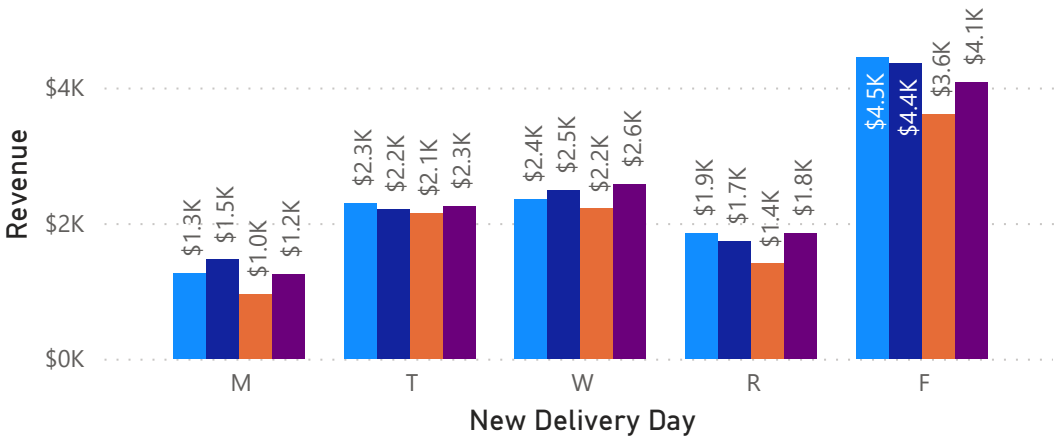
Destination of Revenue Leaving Original Route

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

30.21

Of Customers

218

\$12.22K \$12.24K

Q1 Revenue

Q2 Revenue

13.93%

Rt 50 Q1 %Change

10.88%

Rt 50 Q2 %Change

\$10.31K \$12.00K

Q3 Revenue

Q4 Revenue

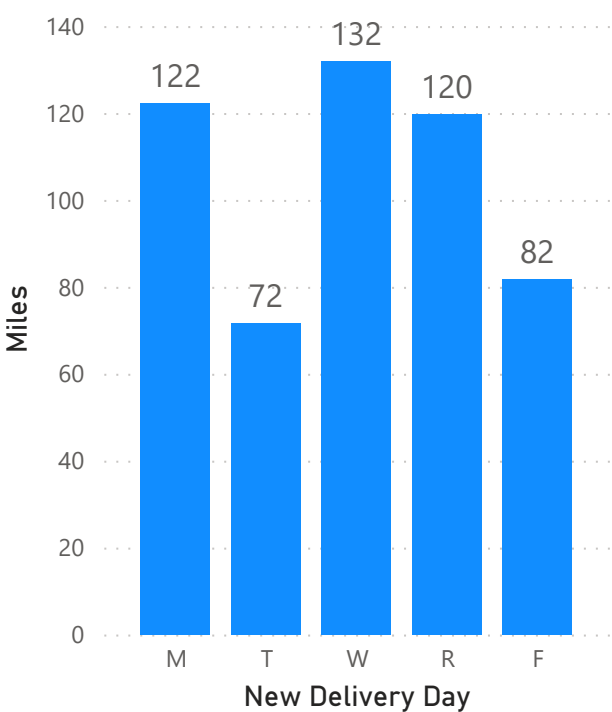
13.47%

Rt 50 Q3 %Change

9.88%

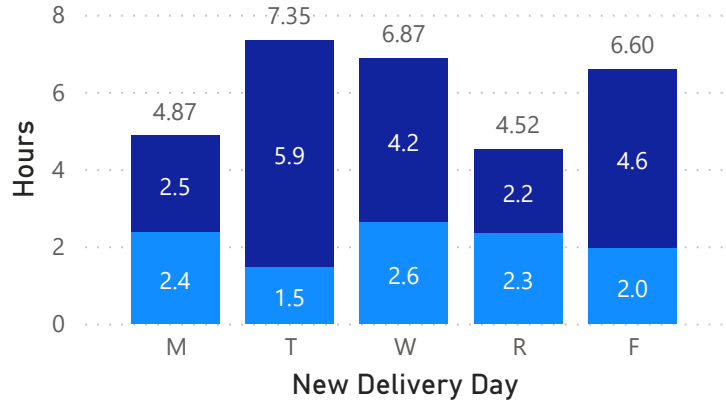
Rt 50 Q4 %Change

Total Miles Driven



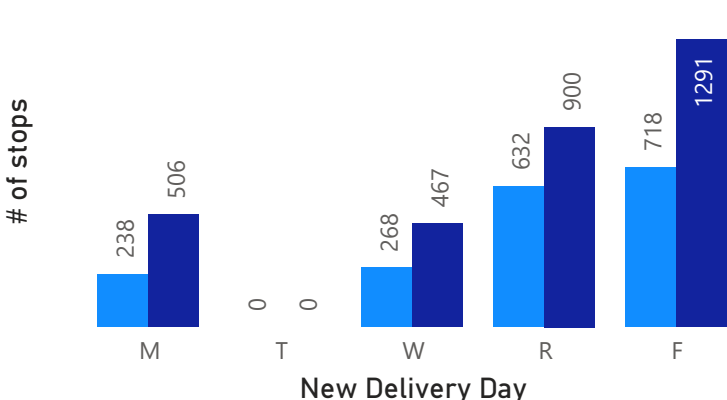
Hours Breakdown

Hours Travel Hours Of Service



Typical Garment Load

Avg Garments Processed Garment Inventory



\$19.31

Average Miles Between Stops

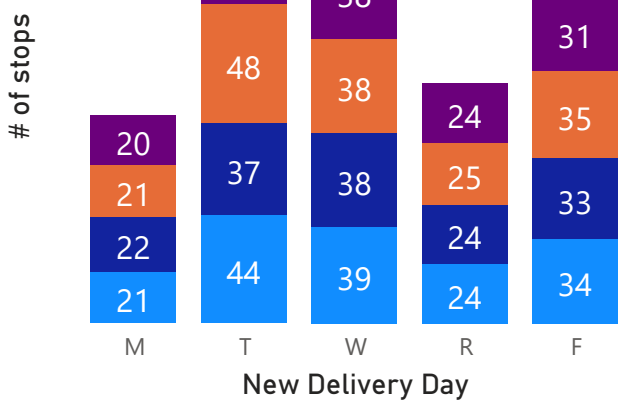
4

Average Daily Miles

105

Average Stop Size

Stop Counts

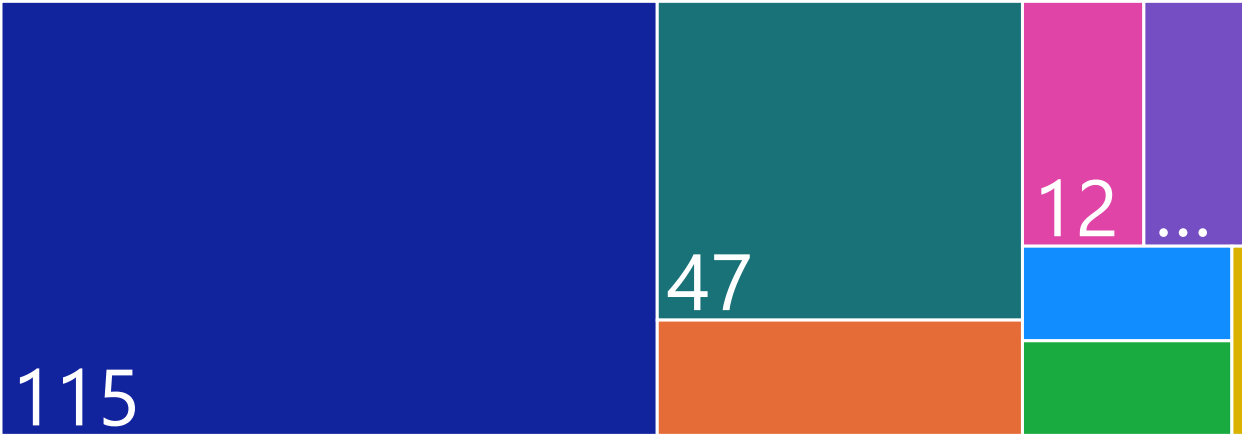


of Accounts on New Route

218

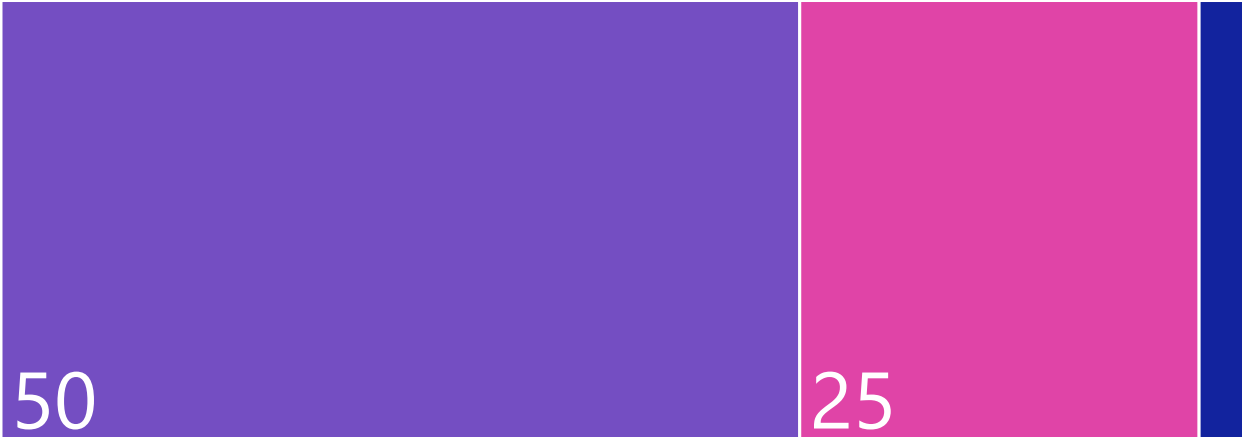
Origin of accounts Comprising New Route

Old Rt # 50 8010 12 56 51 52 8040 8060



Destination of Accounts Leaving Original Route

New Rt 56 52 6

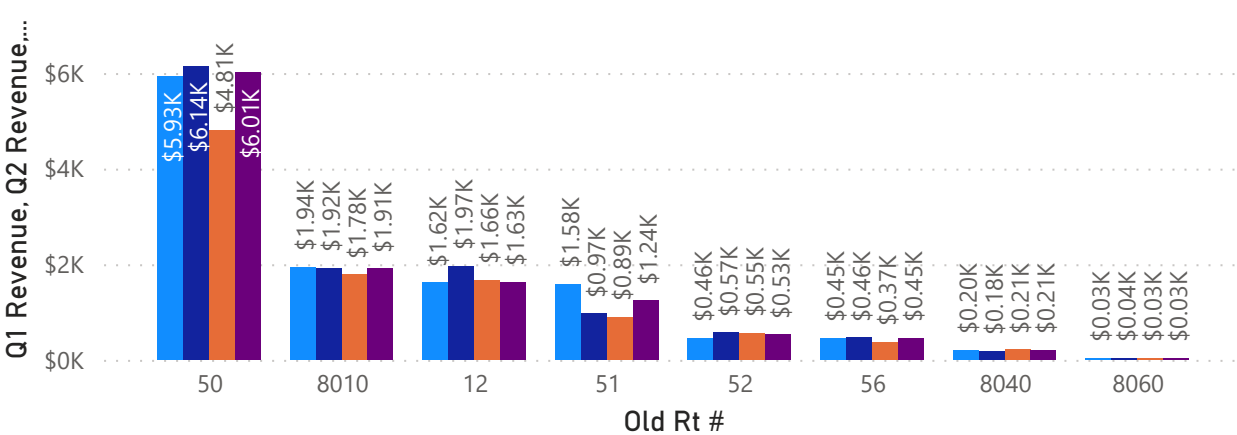


New Rt

50

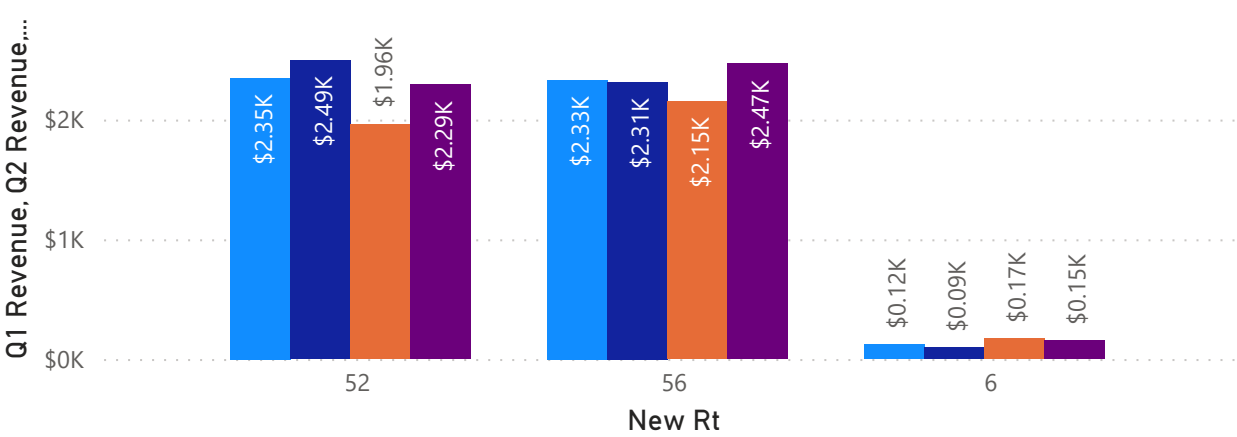
Origin of Revenue Comprising New Route

Q1 Revenue Q2 Revenue Q3 Revenue Q4 Revenue



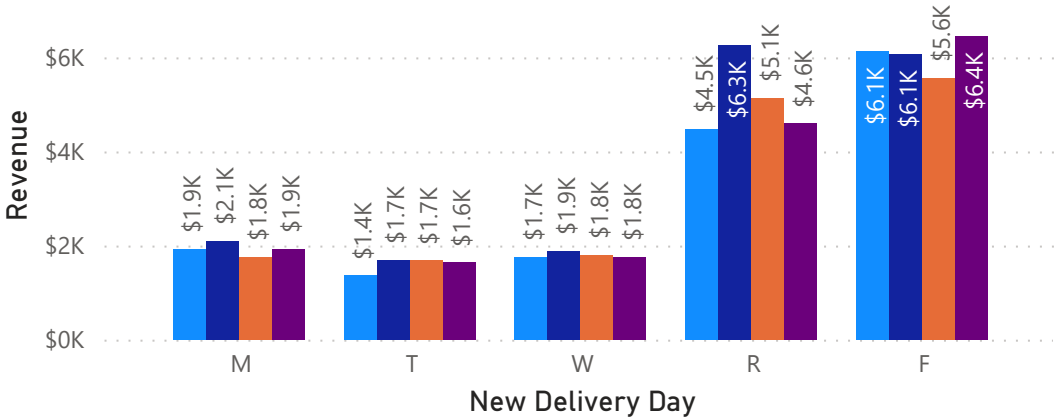
Destination of Revenue Leaving Original Route

Q1 Revenue Q2 Revenue Q3 Revenue Q4 Revenue



Average Revenue

Q1 Revenue Q2 Revenue Q3 Revenue Q4 Revenue



New Rt ▼

51 ▼

Week # ▼

All ▼

Avg Week Hours

26.73

Of Customers

201

\$15.64K \$18.00K

Q1 Revenue

Q2 Revenue

-1.82%

Rt 51 Q1 %Change

2.79%

Rt 51 Q2 %Change

\$15.92K \$16.36K

Q3 Revenue

Q4 Revenue

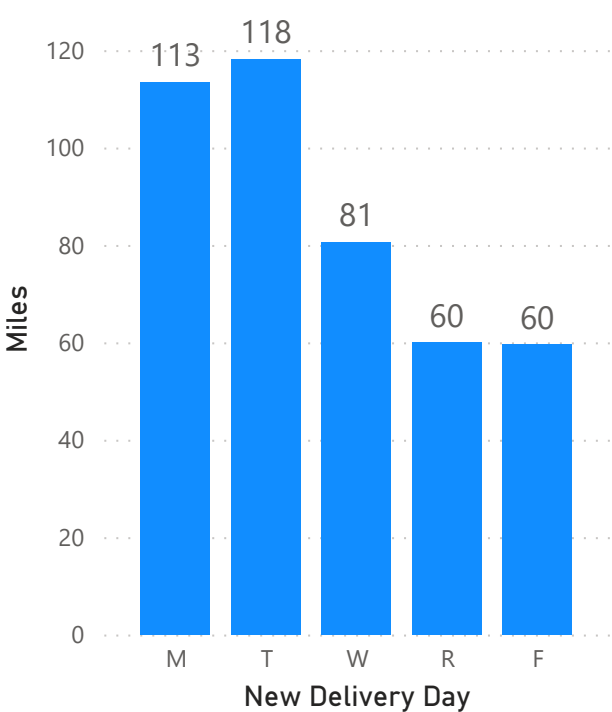
4.35%

Rt 51 Q3 %Change

0.57%

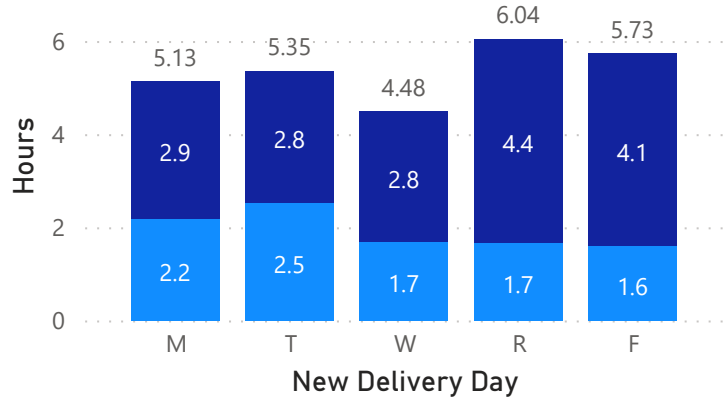
Rt 51 Q4 %Change

Total Miles Driven



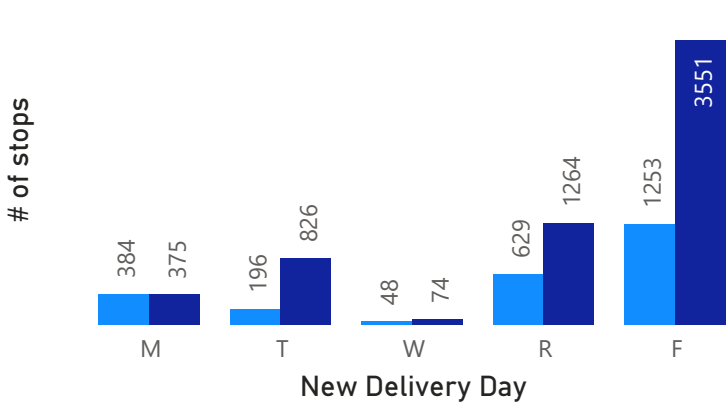
Hours Breakdown

Hours Travel Hours Of Service



Typical Garment Load

Avg Garments Processed Garment Inventory



\$29.26

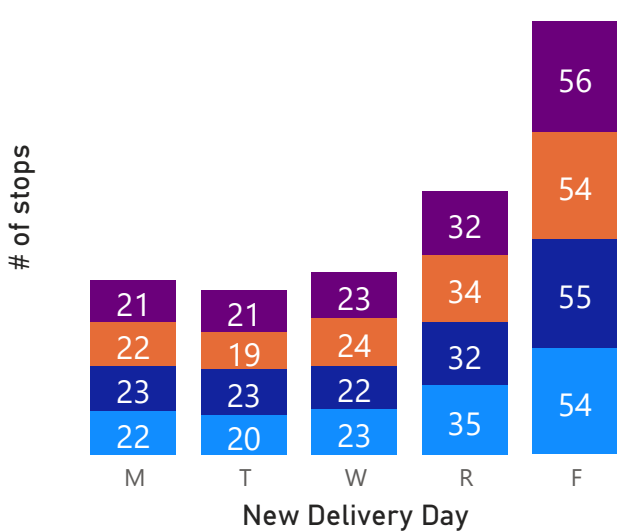
Average Miles Between Stops

4

Average Daily Miles

86

Stop Counts



of Accounts on New Route

201

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

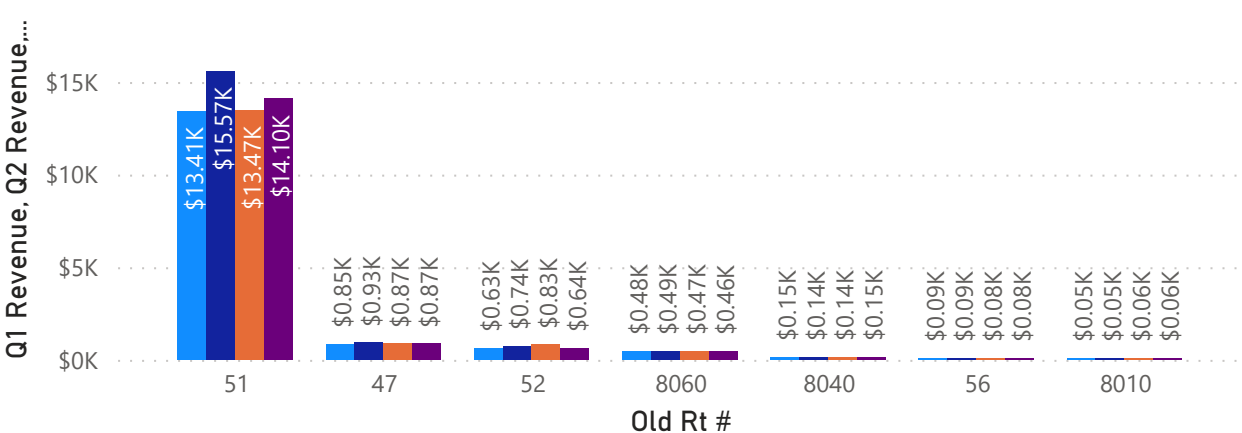


New Rt

51

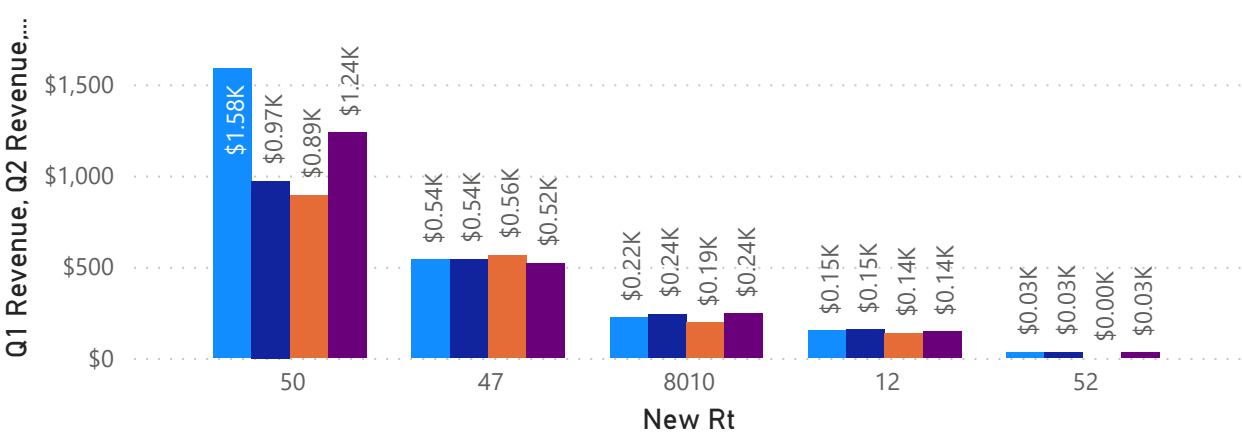
Origin of Revenue Comprising New Route

Q1 Revenue Q2 Revenue Q3 Revenue Q4 Revenue



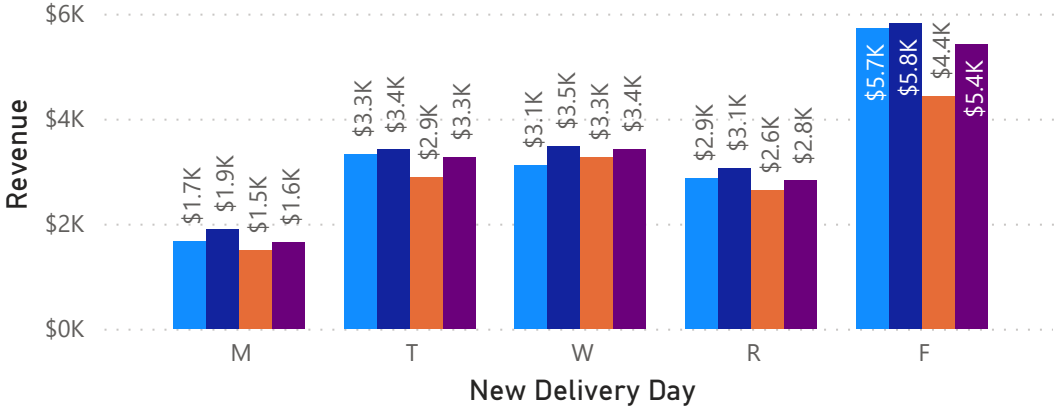
Destination of Revenue Leaving Original Route

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

15.73

Of Customers

171

\$16.70K \$17.65K

Q1 Revenue

Q2 Revenue

-0.49%

Rt 52 Q1 %Change

0.15%

Rt 52 Q2 %Change

\$14.70K \$16.57K

Q3 Revenue

Q4 Revenue

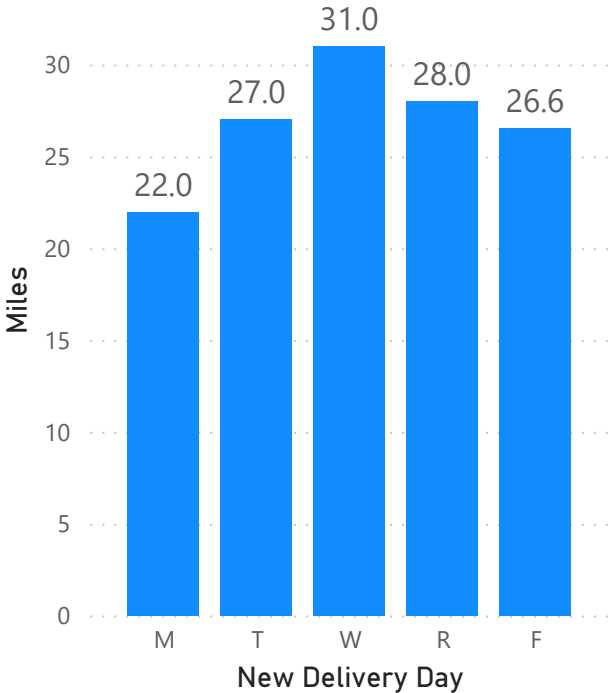
-6.75%

Rt 52 Q3 %Change

0.14%

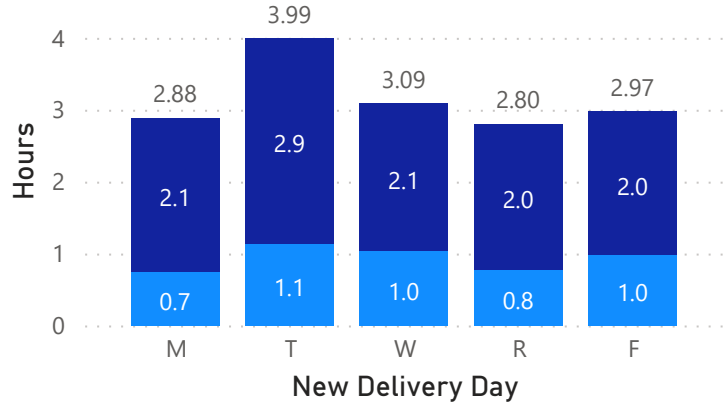
Rt 52 Q4 %Change

Total Miles Driven



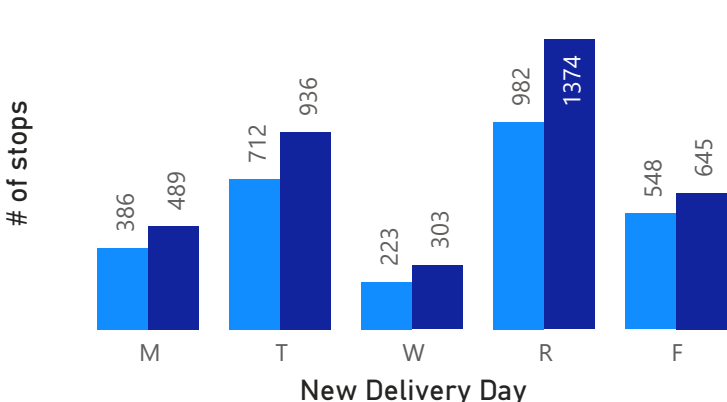
Hours Breakdown

Hours Travel Hours Of Service



Typical Garment Load

Avg Garments Processed Garment Inventory



\$35.66

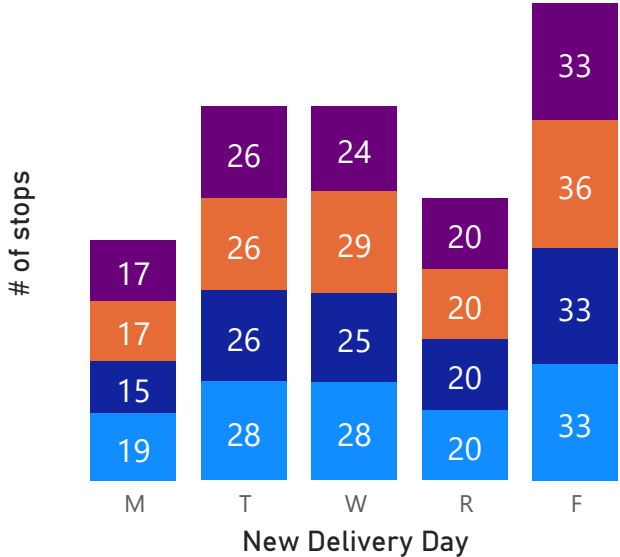
Average Miles Between Stops

1

Average Daily Miles

27

Stop Counts



of Accounts on New Route

171

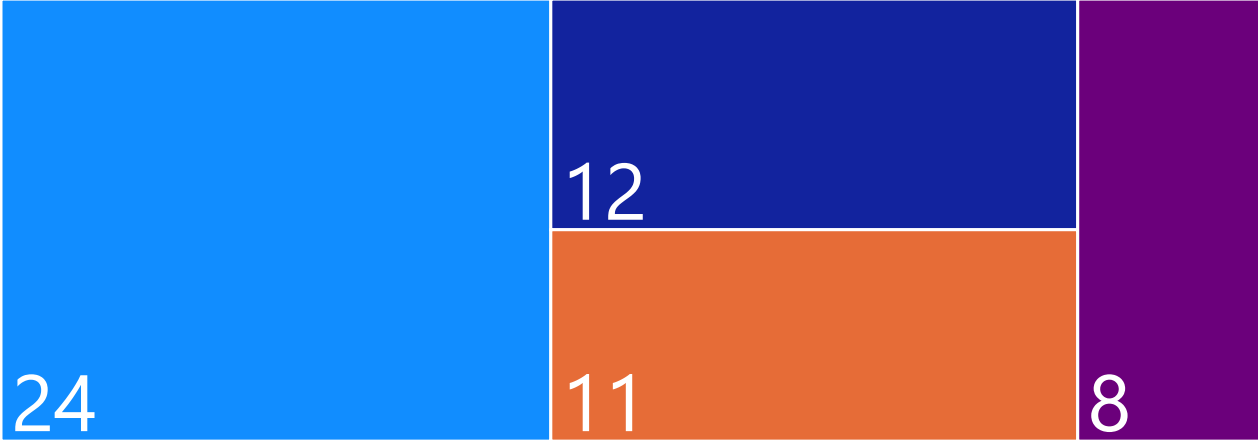
Origin of accounts Comprising New Route

Old Rt # 52 50 12 6 56 51



Destination of Accounts Leaving Original Route

New Rt 12 6 51 50

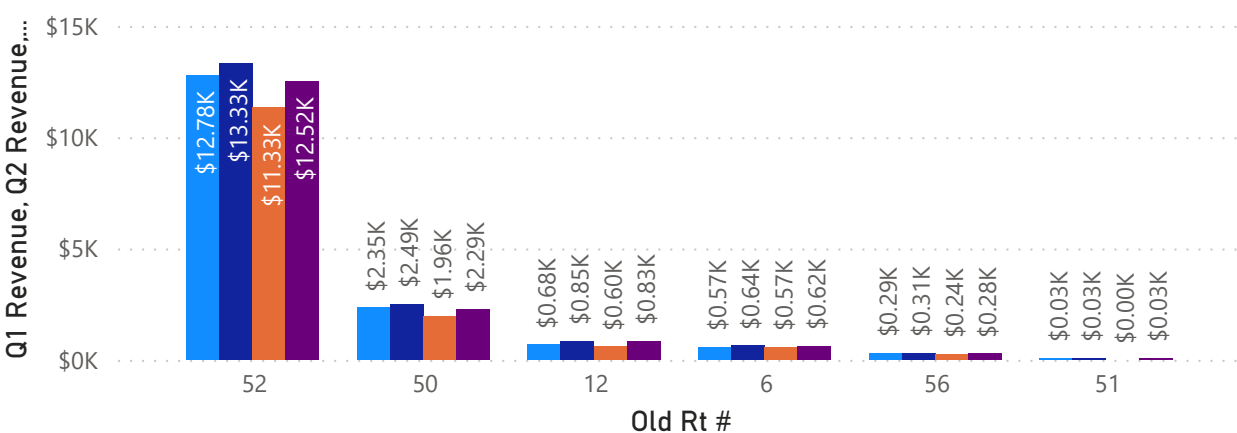


New Rt

52

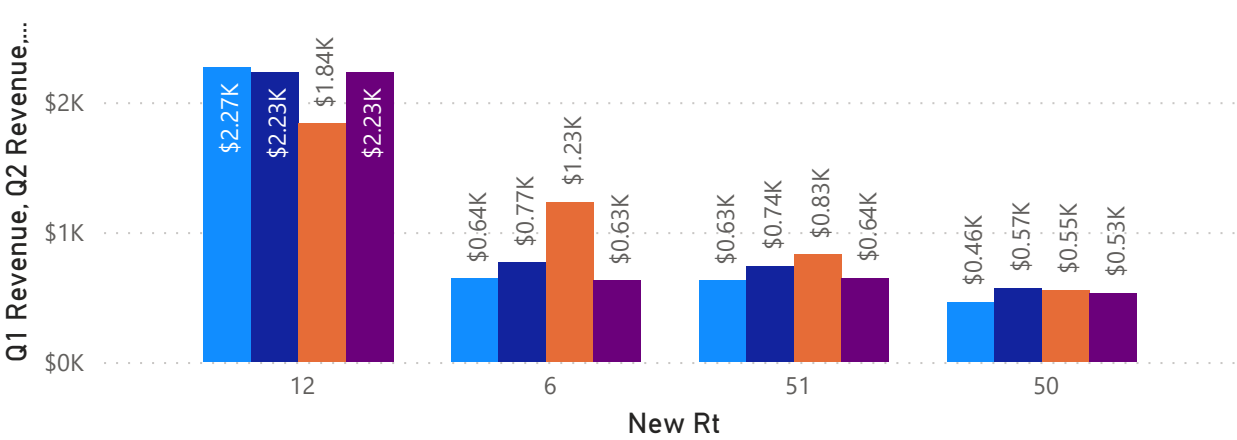
Origin of Revenue Comprising New Route

Q1 Revenue Q2 Revenue Q3 Revenue Q4 Revenue



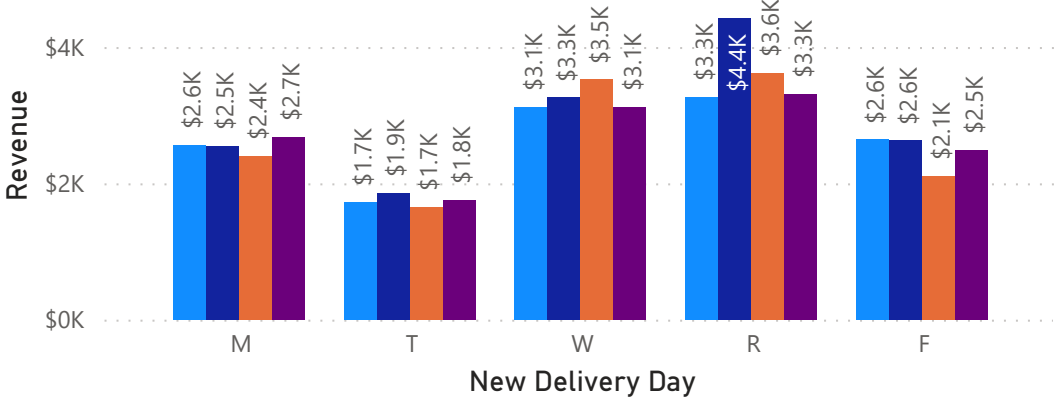
Destination of Revenue Leaving Original Route

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

27.62

Of Customers

233

\$13.31K \$14.71K

Q1 Revenue

Q2 Revenue

-2.33%

Rt 56 Q1 %Change

-2.90%

Rt 56 Q2 %Change

\$13.31K \$13.36K

Q3 Revenue

Q4 Revenue

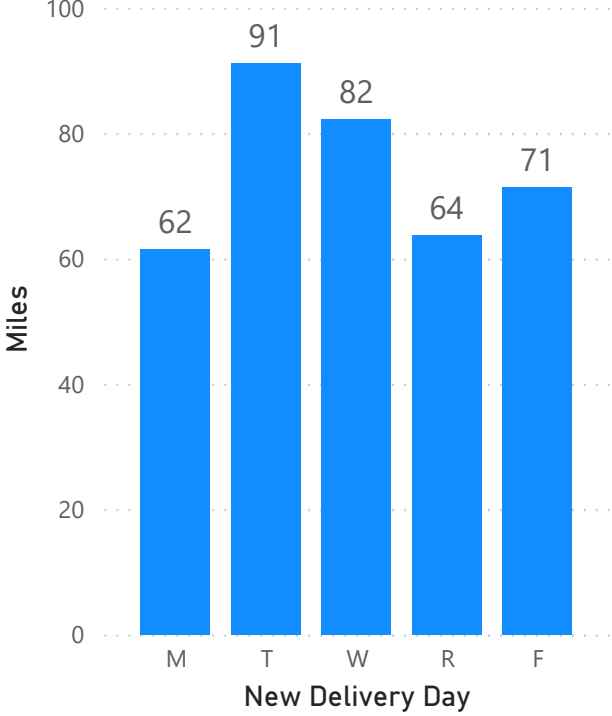
-4.40%

Rt 56 Q3 %Change

-1.46%

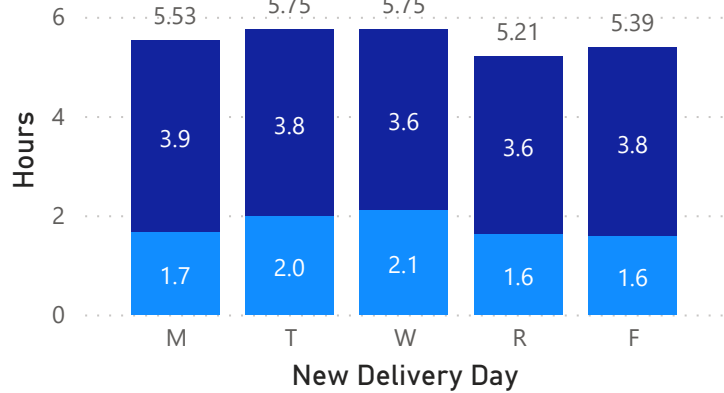
Rt 56 Q4 %Change

Total Miles Driven



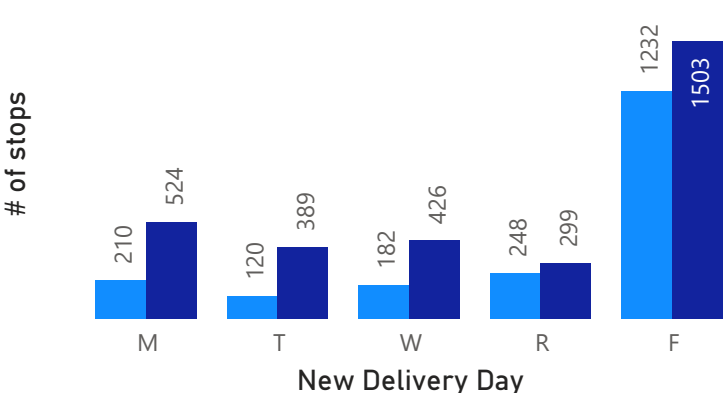
Hours Breakdown

Hours Travel Hours Of Service



Typical Garment Load

Avg Garments Processed Garment Inventory



\$23.99

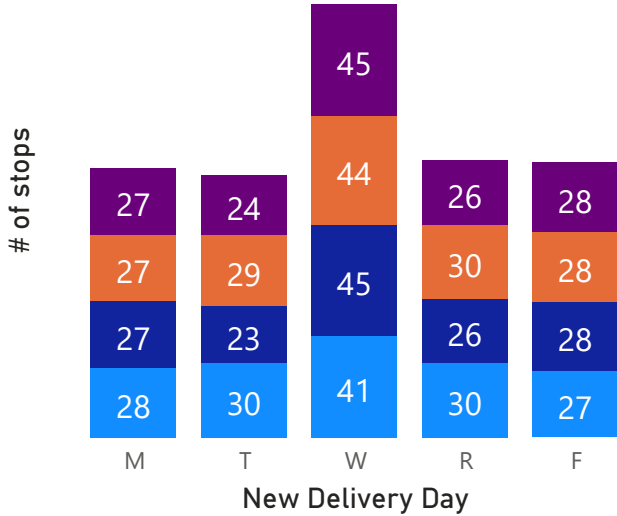
Average Miles Between Stops

3

Average Daily Miles

74

Stop Counts

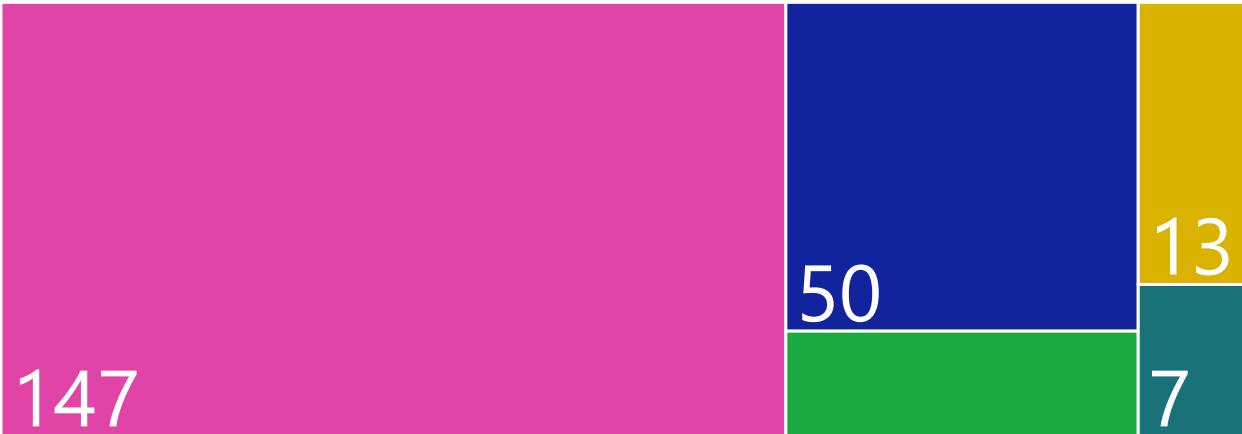


of Accounts on New Route

233

Origin of accounts Comprising New Route

Old Rt # 56 50 8040 8060 8010



Destination of Accounts Leaving Original Route

New Rt 8010 50 8040 52 51

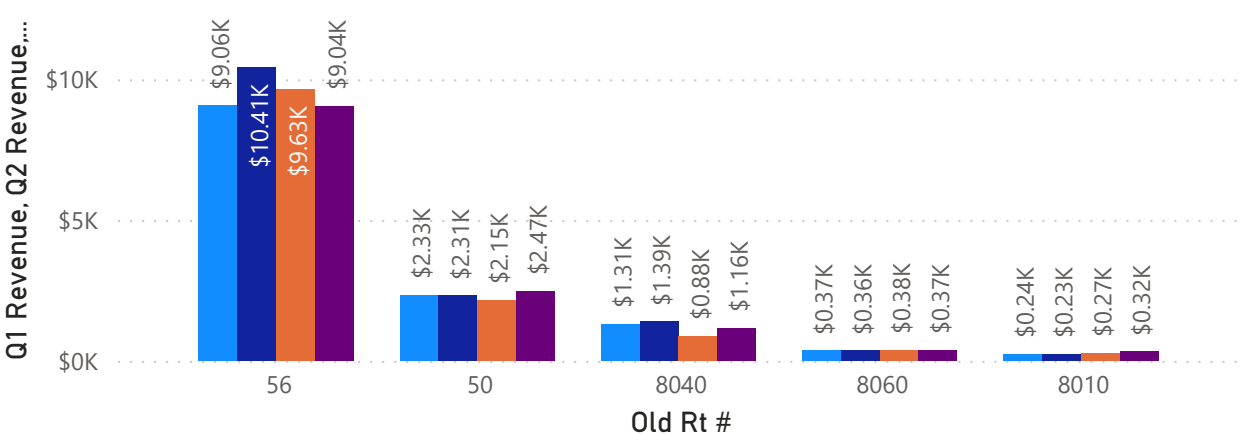


New Rt

56

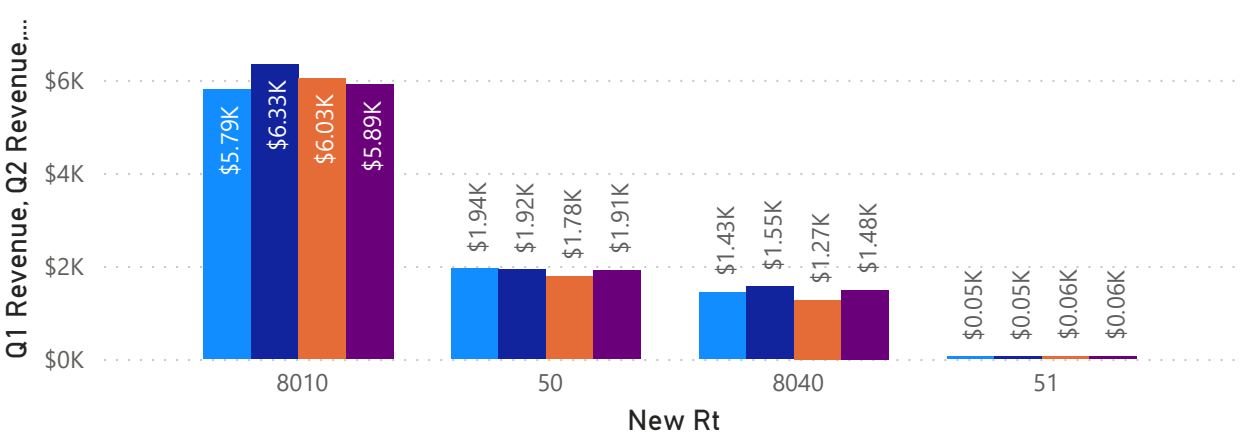
Origin of Revenue Comprising New Route

Q1 Revenue Q2 Revenue Q3 Revenue Q4 Revenue



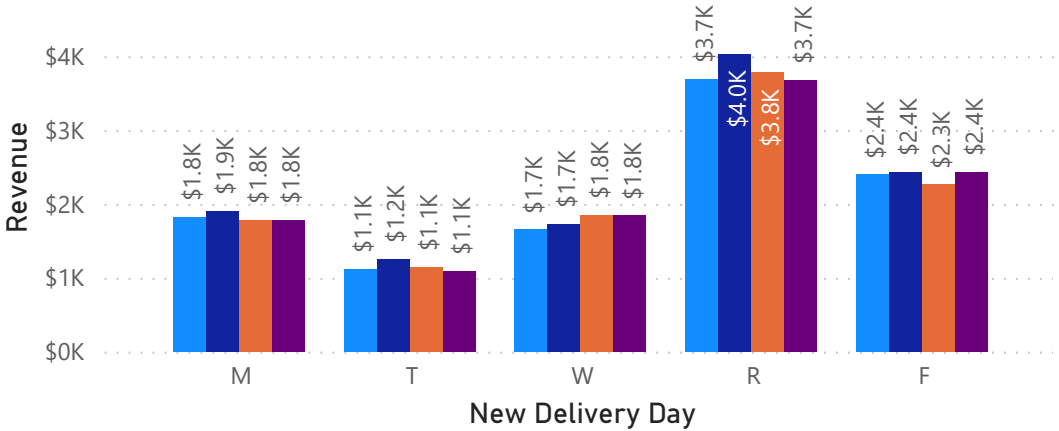
Destination of Revenue Leaving Original Route

Q1 Revenue Q2 Revenue Q3 Revenue Q4 Revenue



Average Revenue

Q1 Revenue Q2 Revenue Q3 Revenue Q4 Revenue



New Rt

8010

Week #

All

Avg Week Hours

31.75

Of Customers

224

\$10.68K \$11.34K

Q1 Revenue

Q2 Revenue

13.02%

Rt 8010 Q1 %Change

12.47%

Rt 8010 Q2 %Change

\$10.81K \$10.83K

Q3 Revenue

Q4 Revenue

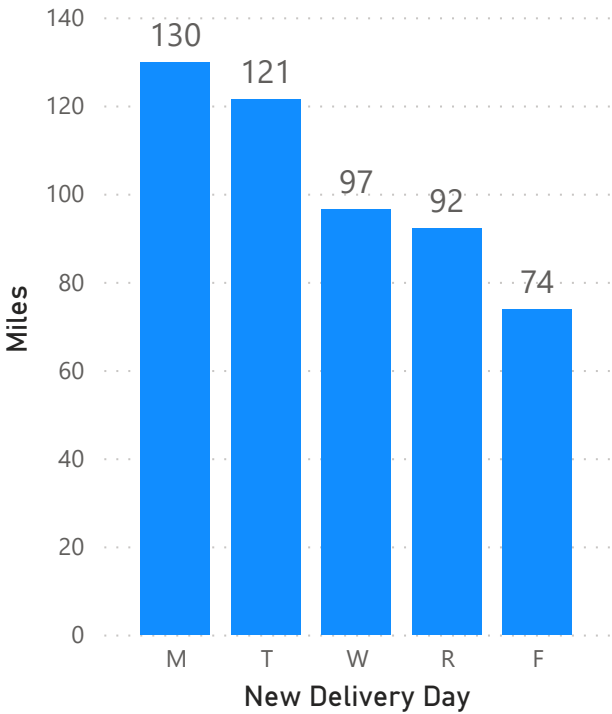
14.89%

Rt 8010 Q3 %Change

12.01%

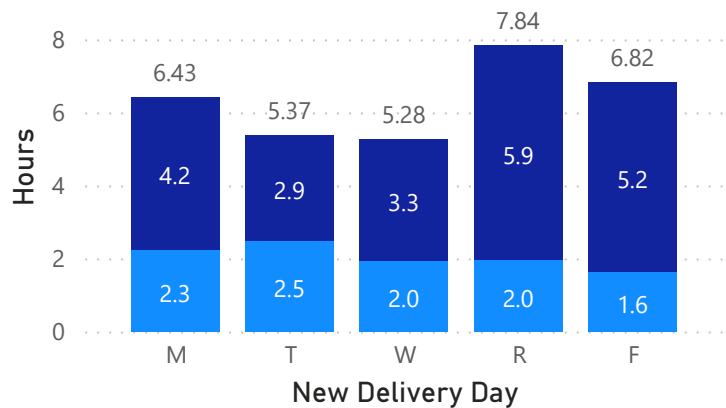
Rt 8010 Q4 %Change

Total Miles Driven



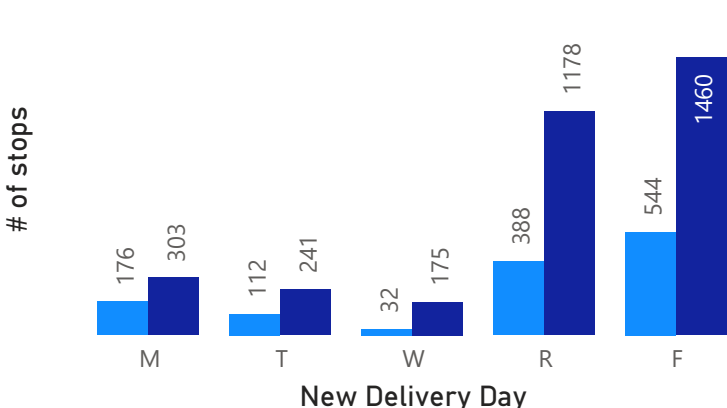
Hours Breakdown

Hours Travel Hours Of Service



Typical Garment Load

Avg Garments Processed Garment Inventory



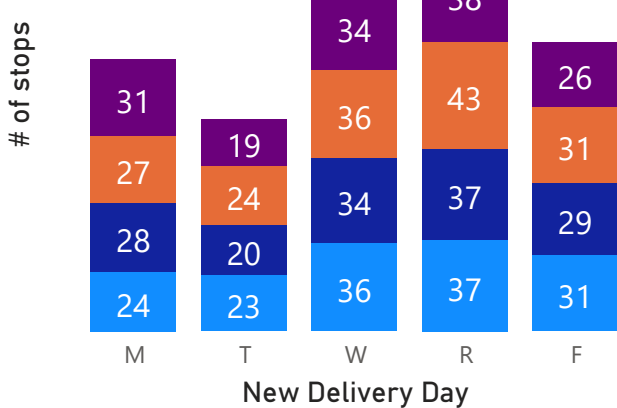
\$18.90

Average Miles Between Stops

\$11....
Average Daily Miles

103

Stop Counts

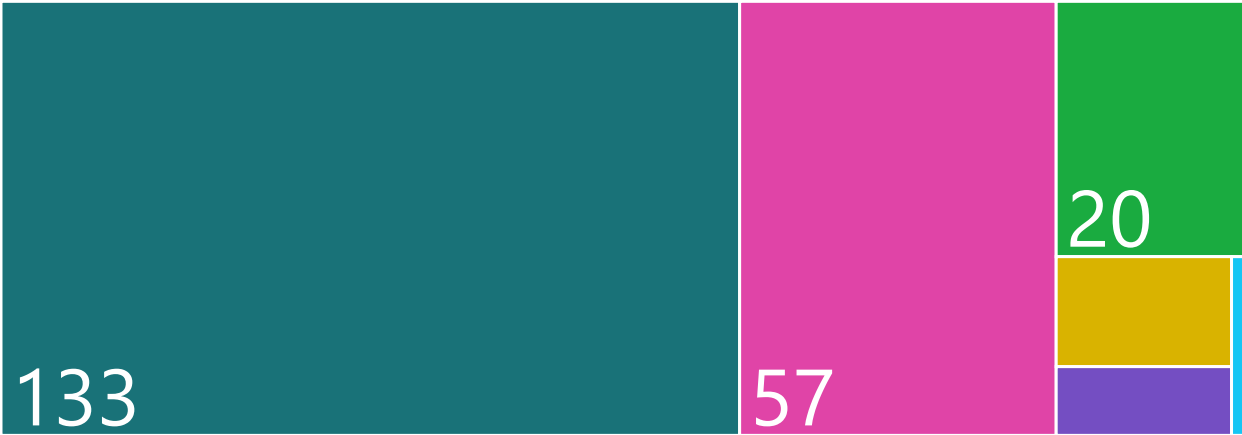


of Accounts on New Route

224

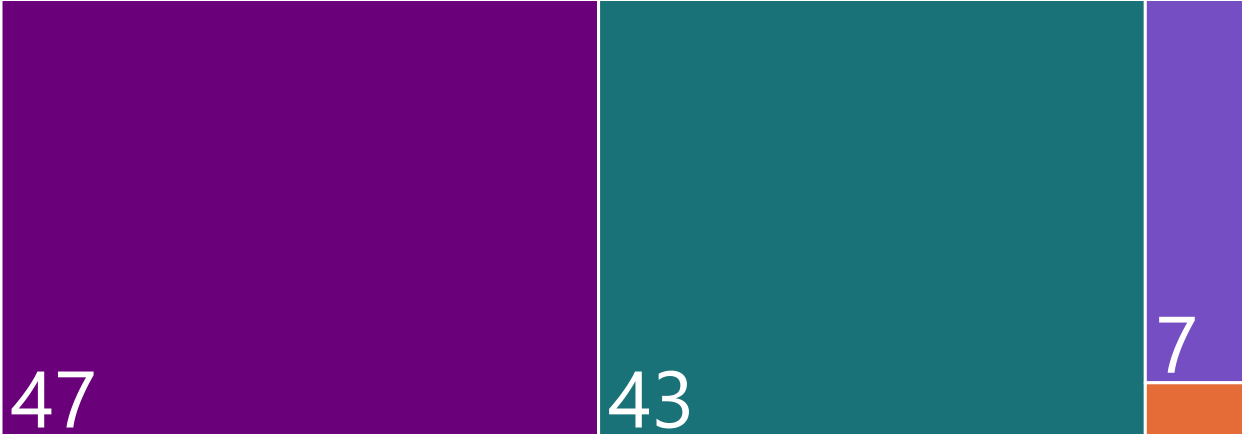
Origin of accounts Comprising New Route

Old Rt # 8010 56 8040 8060 51 8050



Destination of Accounts Leaving Original Route

New Rt 50 8040 56 51

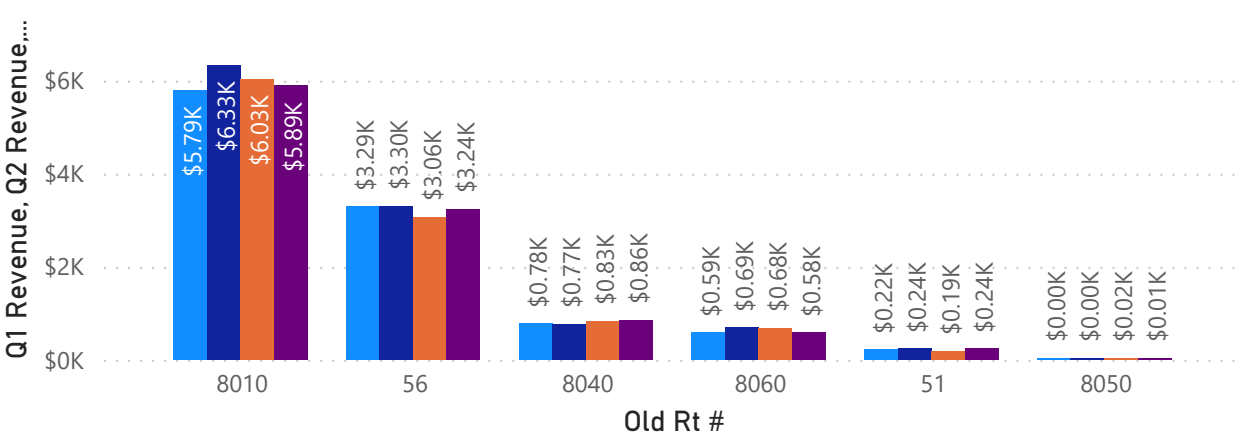


New Rt

8010

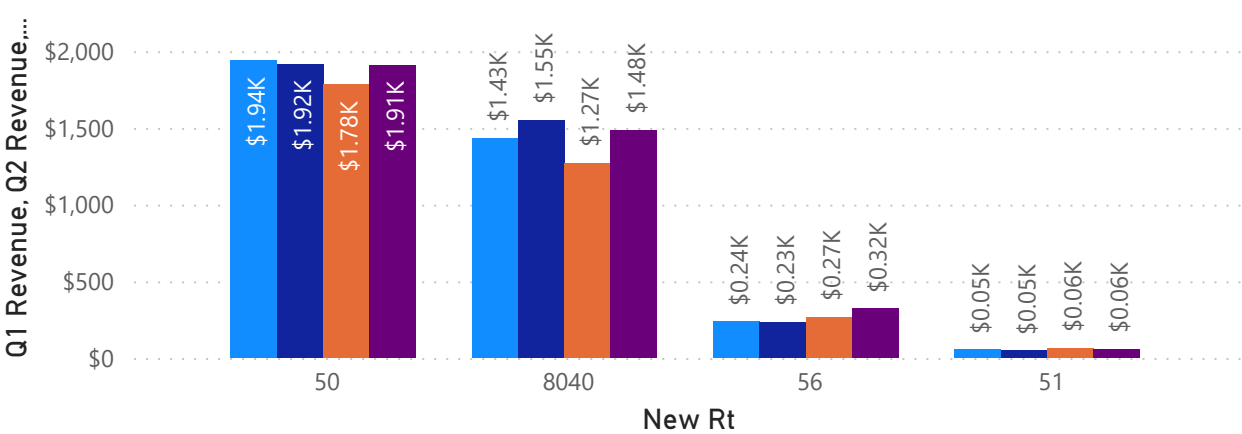
Origin of Revenue Comprising New Route

Q1 Revenue Q2 Revenue Q3 Revenue Q4 Revenue



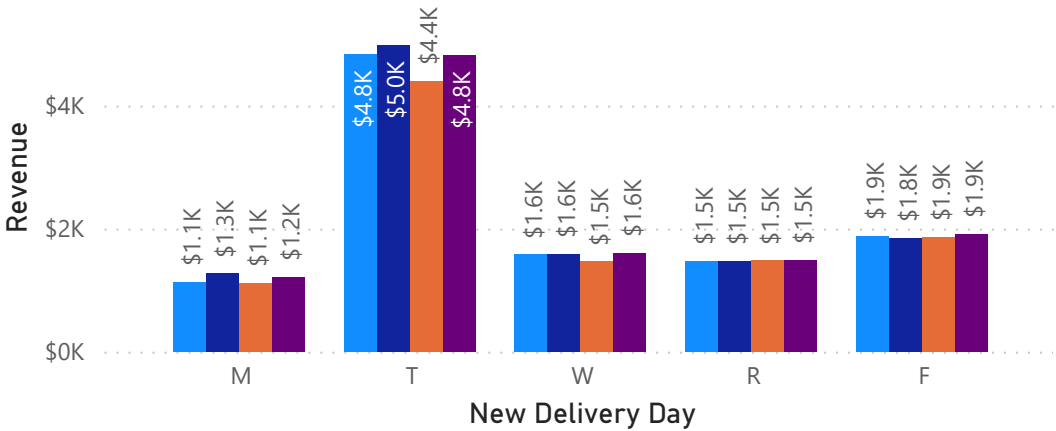
Destination of Revenue Leaving Original Route

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

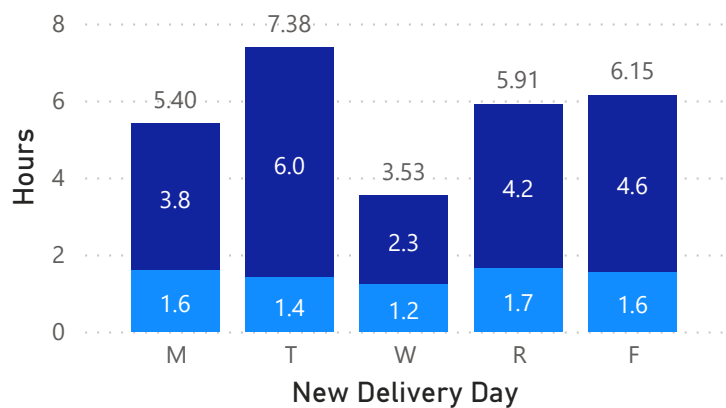
28.37

Of Customers

208

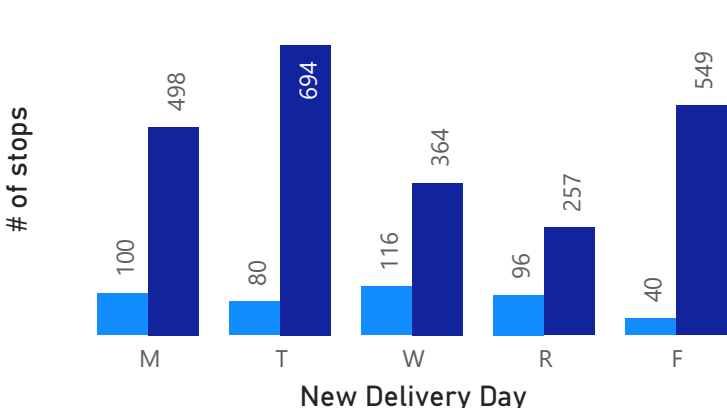
Hours Breakdown

Hours Travel Hours Of Service



Typical Garment Load

Avg Garments Processed Garment Inventory



\$10.89K \$11.15K

Q1 Revenue

Q2 Revenue

0.80%

Rt 8040 Q1 %Change

2.77%

Rt 8040 Q2 %Change

\$10.32K

Q3 Revenue

4.04%

Rt 8040 Q3 %Change

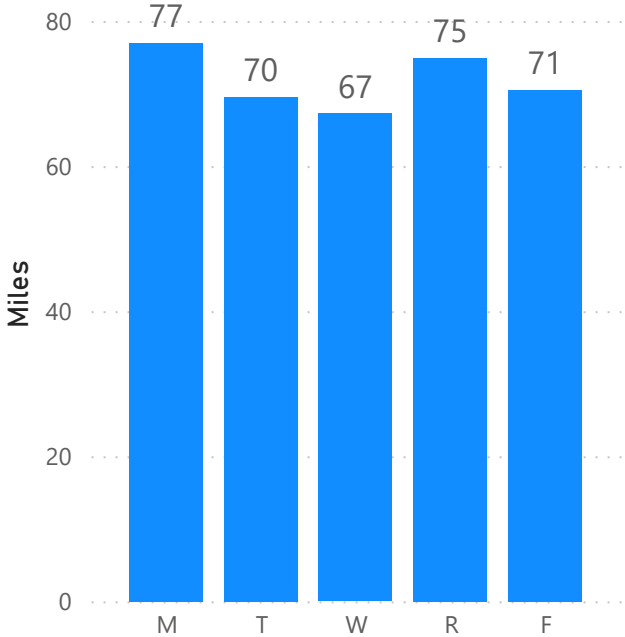
\$11.03K

Q4 Revenue

2.29%

Rt 8040 Q4 %Change

Total Miles Driven



Average Stop Size

Stop Counts

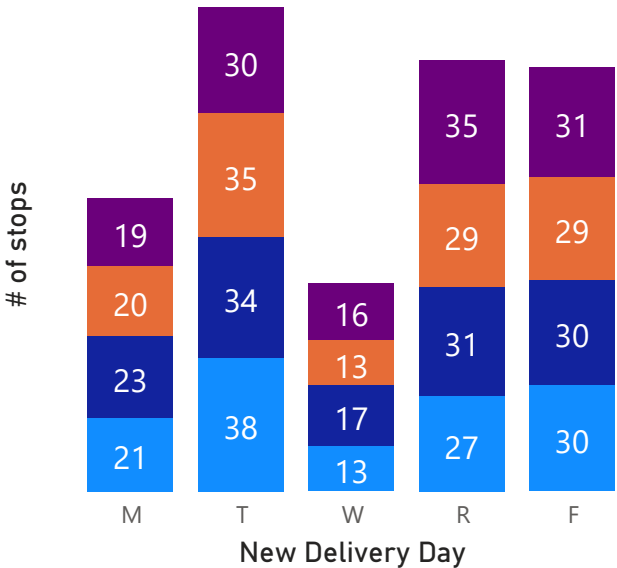
\$21.40

Average Miles Between Stops

3

Average Daily Miles

72



of Accounts on New Route

208

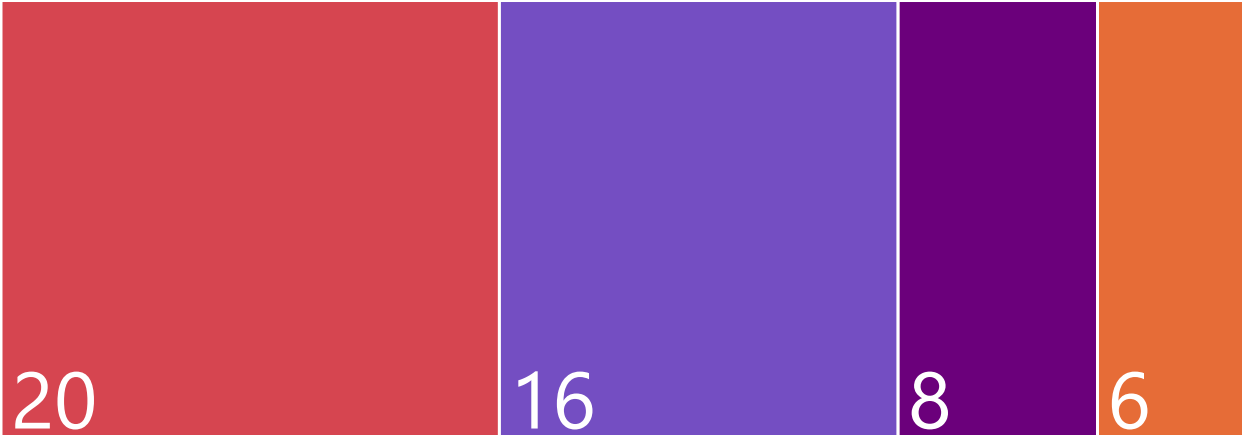
Origin of accounts Comprising New Route

Old Rt # 8040 8010 8060 56



Destination of Accounts Leaving Original Route

New Rt 8010 56 50 51

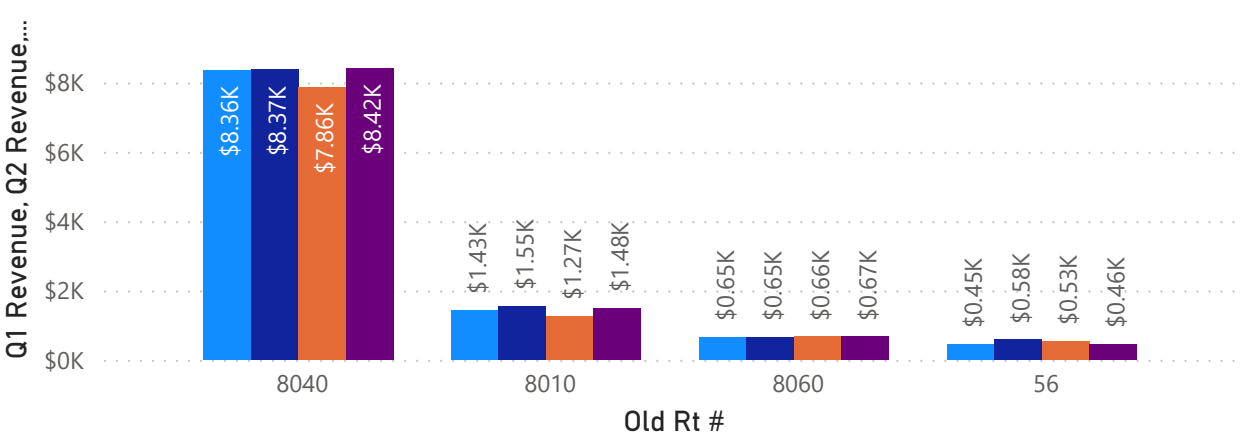


New Rt

8040

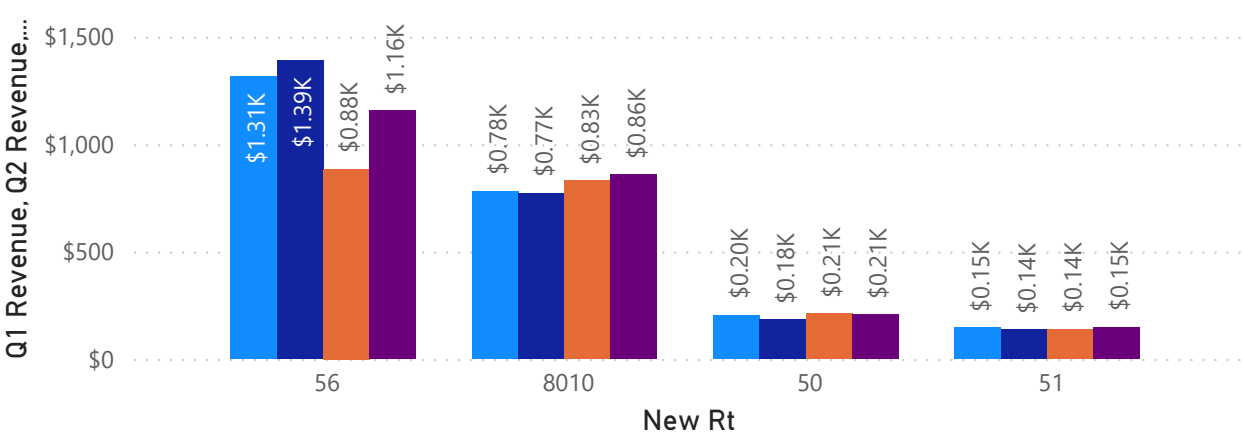
Origin of Revenue Comprising New Route

Q1 Revenue Q2 Revenue Q3 Revenue Q4 Revenue



Destination of Revenue Leaving Original Route

Q1 Revenue Q2 Revenue Q3 Revenue Q4 Revenue

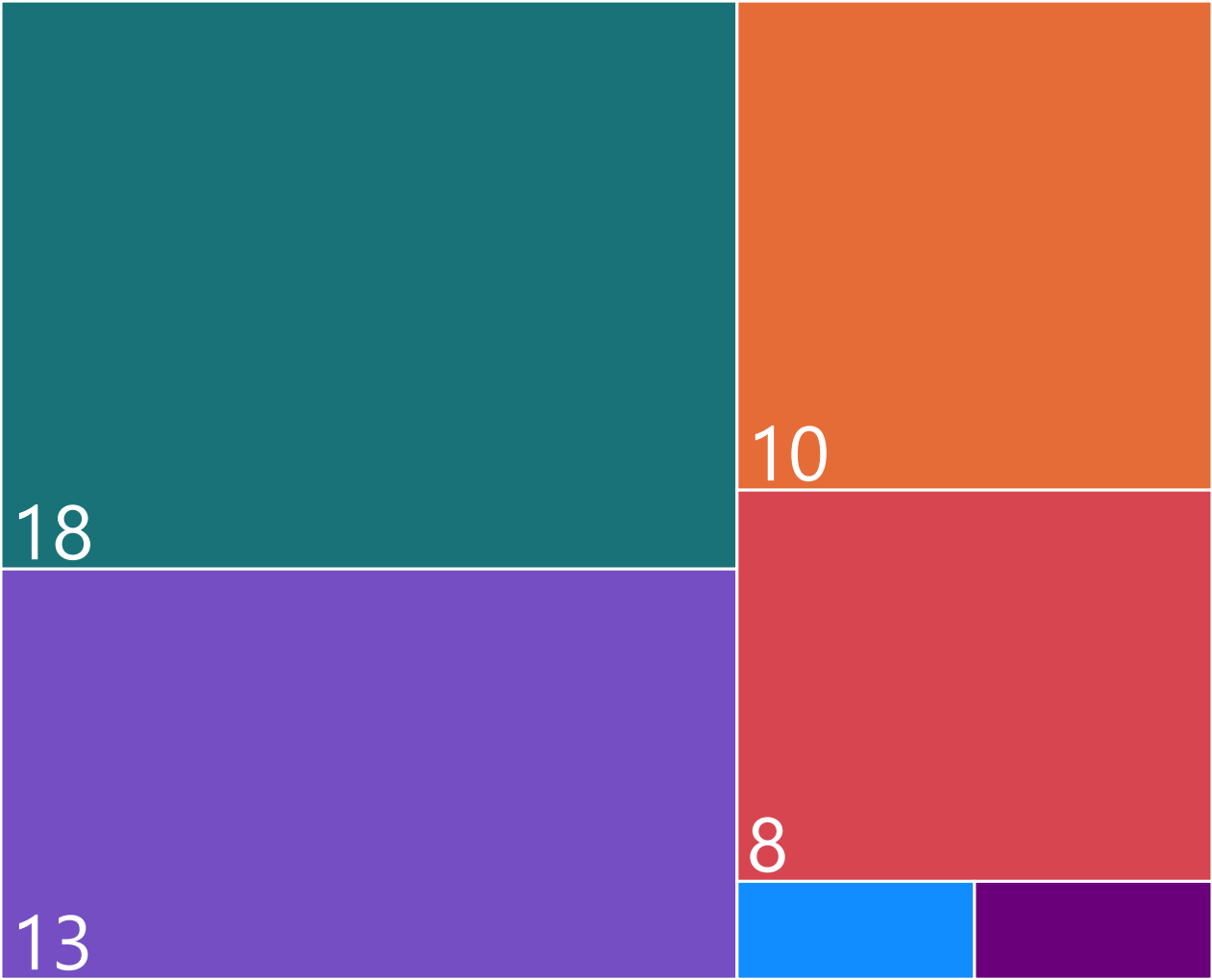


of Accounts on New Route

(Blank)

Destination of Accounts Leaving Original Route

New Rt 8040 56 51 8010 12 50



New Rt

8060

Destination of Revenue Leaving Original Route

Q1 Revenue Q2 Revenue Q3 Revenue Q4 Revenue

