



UNITED STATES
POSTAL SERVICE

Joint Alternate Route Adjustment Process – 2010



M-01725

**JOINT ALTERNATE
ROUTE ADJUSTMENT
PROCESS
(JARAP)
May 3, 2010
Training**



Scope

- IARAP Approximately 90,000 Routes Evaluated in 2008
- MIARAP Extension of 10/22/08 MOU
- MIARAP All City Delivery Letter Routes Evaluated in 2009
- Continued Mail Volume Decline



- Key Changes
 - Team Responsibilities
 - Selection of Routes
 - Timeframes
 - Issues Resolution Process
 - COR
 - Training
 - Analysis Process
 - Consultation
 - 2 New MOU's



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Re: Joint Alternate Route Adjustment Process – 2010

- *In accordance with the Memorandum of Understanding Re: Alternate Route Evaluation Process, the parties agree to the following:*
- *The National Association of Letter Carriers, AFL-CIO (NALC) and United States Postal Service (USPS) recognize the importance of maintaining routes in proper adjustment throughout the year. The parties agree that in a stable and consistent mail volume environment, a historical review of data over a longer period would be preferred and the parties will continue to pursue a permanent process which encompasses the regular carrier's office and street time.*



Re: Joint Alternate Route Adjustment Process – 2010

- *The parties further agree that certain conditions may require that the review period be of a shorter and more recent duration for the evaluation to be representative of the current mail volume environment.*
- *The current environment has resulted in a significant and continued decline in mail volume over recent months. Therefore, the parties agree to the following Joint Alternate Route Adjustment Process to be used on selected routes/zones for 2010.*



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Re: Joint Alternate Route Adjustment Process – 2010

- *If mail volume continues to decline during the life of the current National Agreement, the parties agree to evaluate and adjust city delivery routes through a new jointly developed expedited evaluation and adjustment process, unless the parties mutually agree to use the Joint Alternate Route Adjustment Process outlined in this Memorandum of Understanding. Additionally, if annual mail volume increases during the remaining term of the National Agreement, city delivery routes will be evaluated and adjusted in accordance with the expedited process agreed to pursuant to this paragraph.*



Re: Joint Alternate Route Adjustment Process – 2010

Joint Alternate Route Adjustment Process

- *The parties will appoint a joint NALC/USPS route evaluation team(s) in each District who will be used to implement the methodology outlined below (with the NALC team member compensated on a no loss, no gain basis). In Districts with more than one team, a lead team will be established. The evaluation team(s) will be responsible for data analysis, route evaluation and adjustment, and oversight of jointly conducted carrier consultations. The NALC representative on the evaluation team(s) will be appointed by the National NALC President while the USPS representative will be selected by the District Manager.*



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Teams

National Oversight Team –

- The members of the National Oversight Team will
 - Oversee the process
 - Resolve issues referred by the Area/Regional Teams
 - Provide and oversee training of the Process
 - Jointly develop all training materials to be used



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Teams

Area/Regional Teams –

- The members of the Area/Regional Teams will
 - Consist of the NALC National Business Agent (NBA) or their designee from each NALC region and the Area Managers Delivery Programs Support or their designee from each Postal Service Area.
 - Monitor the process
 - Determine the number of district teams needed
 - Resolve issues advanced by the District Lead Teams
 - Regularly communicate with their District Lead Teams and the National Oversight Team
 - Provide training on the Evaluation and Adjustment Process
 - Training should be provided in-person
 - The parties recognize and agree that there will be situations where in-person training is not efficient and economical
 - Anticipated changes to representatives on the DLT or DEAT must first be discussed jointly



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Teams (cont)

District Lead Teams -

- The members will be responsible for:
 - Overseeing the process and District Evaluation and Adjustment Teams
 - Selecting routes/zones for evaluation (apply New MOU)
 - Determining which routes/zones are reevaluated during the September/October period
 - When COR is used coordinating with a District office, to schedule the COR technicians when COR is used for adjustments
 - Ensure that valid PS Form 3999s are available
 - Ensure that necessary travel time validations are completed
 - Determining the number of routes/zones that will be adjusted using COR
 - Determine the number of DEATs necessary to complete evaluations and Adjustments, provide to Area/Regional Team
 - Prioritizing and scheduling evaluations and adjustments
 - Resolving issues referred by the District Evaluation and Adjustment Teams (within 2 days)
 - Assigning the District Evaluation and Adjustment Teams to units and communicating with them at least weekly



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Teams (cont)

District Lead Teams (cont.) -

- The members will be responsible for:
 - Data entries and tracking the progress of each of their District Evaluation and Adjustment Teams (Unit Checklist)
 - Participating in training District Evaluation and Adjustment Teams on the Evaluation and Adjustment Process
 - Training should be provided in person if it can be done so efficiently and economically
 - The parties recognize and agree that there will be situations where in-person training is not efficient and economical
 - Ensuring all base data entered into DOIS is an accurate reflection of agreed to adjustments
 - Ensuring evaluations and adjustments are completed in a timely manner
 - To avoid delays designate replacement representatives (DLT or DEAT) to ensure the continuation of the process in the event of any absences, immediately elevate to the Area/Regional Team if it becomes an issue



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JARAP - Unit Checklist

District Name

District Lead Team Names

Site Name And ZIP Code	Team Members Assigned	Date Assigned	Date Site Contacted	# of Routes	COR Technician Notified	Date Analysis Started (NATRAS)	Date Consultation Data Sent to Site	Scheduled Return Date for Consultations	Date Consultation Returned from Site	Date Evaluation Finalized	Date Team Started Adjustment	COR Used (Y/N)	Date Proposed Adjustments Completed	Date Adjustment Consultation Data Sent	Date Adjustment Consultation Returned from Site	Date Team Approved Final Adjustment (NATRAS)	Date Adjustment Implemented



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Teams (cont)

District Evaluation and Adjustment Teams -

- The members will be responsible for:
 - Data analysis, route evaluation and adjustment, and oversight of jointly conducted carrier consultations
 - Communicating with local office contacts to obtain information needed to evaluate and adjust the routes
 - Ensuring that local consultations are completed by an assigned date
 - If not the issue should be immediately elevated to the District Lead Team
 - Reviewing all available information for anomalies and potential data integrity issues
 - Advising their Local Office Contacts that they need current representative PS Forms 3999 for the purpose of moving territory
 - Considering all information provided including actual times, base time, PS Form 3999s, fixed office times, mail volumes and carrier comments



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Teams (cont)

District Evaluation and Adjustment Teams -

- The members will be responsible for:
 - Unresolved issues (immediately referred to DLT)
 - Providing the District Lead Team with copies of Final Packages
 - Assign a Union and Management representative to conduct a nationally developed local standup talk



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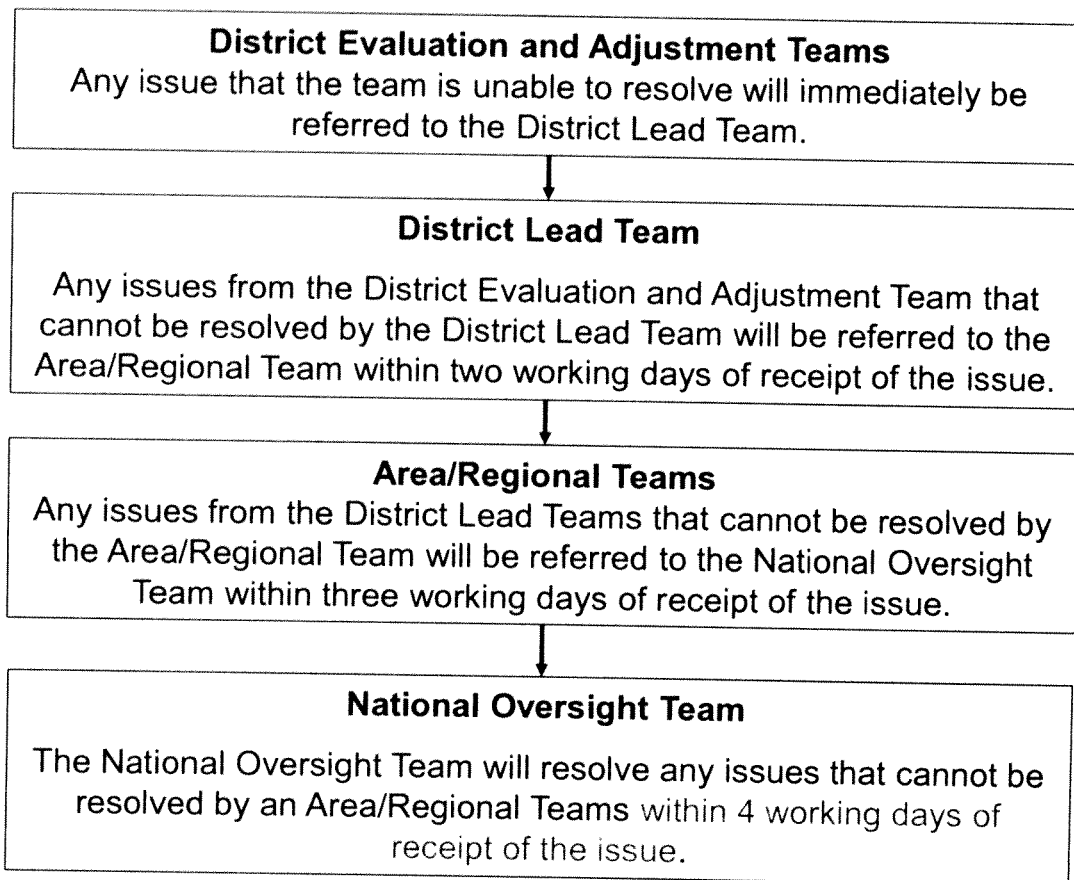
Teams (cont)

Local Office Contacts

- The members will
 - Be the Postmaster/Station Manager or their designee and the NALC Branch President or their designee for the unit
 - Be provided duties and responsibilities by DEAT
 - Provide feedback to District Evaluation and Adjustment Team
 - Vacancies
 - Data Integrity
 - Seniority List
 - 3999's
 - Advise DEAT of any reason the selected period may not be valid
 - Perform initial and adjustment consultations
 - Provide feedback to the DEAT (consultation)
 - May be assigned additional duties by DLT



Issue Resolution





Re: Joint Alternate Route Adjustment Process – 2010

2. *Each member of the District Lead Team may select routes/zones for evaluation. The following review periods will be used for evaluation, analysis, and implementation, unless the District Evaluation and Adjustment Team mutually agrees to select a different period.*

Evaluation Period	Analysis Start Date	Implementation Period
March – April	May 1	May 1 – July 31
April – May	June 1	July 1 – August 15



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Routes/Zones Selection

Selection of routes/zones –

- March/April Evaluation period must be made by May 21
- April/May period must be made by June 18
- Routes/zones may not be selected for more than one evaluation period
- District Lead Team will discuss the selection of routes/zones
 - Selection of routes within a zone is not complete until both team members have had the opportunity to make selections by the May 21/June 18 deadlines
- Disagreement over whether a Flats Sequencing System (FSS) site may be selected for evaluation and adjusted pursuant to this agreement will be addressed by the parties at the national level



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New MOU Delivery Units Not Finalized Under MIARAP 2009

MEMORANDUM OF AGREEMENT
BETWEEN THE
UNITED STATES POSTAL SERVICE
AND THE
NATIONAL ASSOCIATION OF LETTER CARRIERS

Re: Delivery Units Not Finalized Under MIARAP 2009

The National Association of Letter Carriers, AFL-CIO and United States Postal Service agree to use the following process to evaluate and adjust routes in zones that completed the initial carrier consultation and agreed to route evaluation times during the fall 2009 Modified Interim Alternate Route Adjustment Process (MIARAP) evaluation period, but did not implement the results because the implementation period expired:

- All routes in each zone will be evaluated using two months of data—the month used for the fall 2009 evaluation and March 2010.
- The routes will be evaluated and necessary adjustments implemented using the *Joint Alternate Route Adjustment Process 2010 (JARAP)*.
- For the purposes of JARAP, the analysis start date is the date of this agreement and the implementation period is May 1 through July 31.
- The evaluation and adjustment of these routes will be given priority over the evaluation and adjustment of other routes/zones.

This agreement is without prejudice to the position of either party in this or any other matter and may not be cited in any forum except to enforce its terms.

Doug A. Tulino
Vice President
Labor Relations
U.S. Postal Service

Fredric V. Rolando
President
National Association of Letter
Carriers, AFL-CIO

Date: 4-29-10



Re: Joint Alternate Route Adjustment Process – 2010

- 3. *The District Lead Teams will use the following review period to review the evaluations and adjustments conducted pursuant to paragraph 2 above, unless the District Evaluation and Adjustment Team mutually agrees to select a different period.*

The District Lead Team will review the Route Review Reports for the time frame below to jointly determine if the routes/zones are in proper adjustment. If the team determines that all previously evaluated routes within a zone are properly adjusted, no further action is required. If the District Lead Team determines otherwise, a District Evaluation and Adjustment Team will be assigned to complete an evaluation of the routes/zone using the below period, unless the District Lead Team mutually agrees that only small changes need to be made. In such case, the District Lead Team may initiate changes based on available data.

Evaluation Period	Analysis Start Date	Implementation Period
September–October 15	October 18	October 18–February 28 *

***No adjustments will be implemented between November 15 and January 1.**



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Review of Evaluations and Adjustments

District Lead Team review the Route Review Reports –

- Jointly determine if the routes/zones are in proper adjustment.
 - If the team determines that all previously evaluated routes within a zone are properly adjusted, no further action is required.
 - If the District Lead Team determines otherwise, a District Evaluation and Adjustment Team will be assigned to complete an evaluation of the routes/zone using the below period,
 - Unless the District Lead Team mutually agrees that only small changes need to be made.
 - In such case, the District Lead Team may initiate changes based on available data



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Other Routes

- Collection and parcel post routes that do not include any casing and delivery of mail are not covered by this agreement.
 - Evaluation and adjustment of these types of routes will be handled pursuant to the relevant provisions of Handbook M-39.
 - Exception - when a collection or parcel post route includes the casing or delivery of mail, it is covered by this agreement.
 - When a collection or parcel post route that does not include casing and delivery of mail is going to be adjusted to include the casing or delivery of mail, the inspection paperwork will be given to the District Evaluation and Adjustment Team to include in their adjustment package under this process.
- Evaluation and adjustment of routes in non-DOIS offices will use this process except that PS Forms 3997 and 3921 will be used in place of the Workhour Workload Reports



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DATA ANALYSIS

Data Integrity

- *Data integrity issues will be addressed prior to any analysis and adjustments. Such issues include, but are not limited to, amended clock rings, work hour transfers, and designation of work hour codes.*
 - The Local Office Contacts should make the District Evaluation and Adjustment Team aware of any issues they have had with the integrity
 - District Evaluation and Adjustment Team should review relevant reports for each delivery unit including “FLASH Last 4 Weeks Report and TACS100R2 v002 to determine if there are data integrity issues
 - Any known operational changes should occur prior to the analysis period
 - Analysis and evaluation spreadsheet formulas are established at the national level. No changes may be made to those formulas



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DATA ANALYSIS

Data Integrity (cont.)

- Anomalies
 - The District Evaluation and Adjustment Teams will review the Workhour Workload reports for each route to identify any erroneous volume, office time, or street time entries
 - Such errors may have resulted from work hours that were not transferred or erroneously transferred (e.g. failure to properly track auxiliary assistance)
 - Delivered volume discrepancies on the regular carrier's non-scheduled day
 - The team will exclude days which they agree may include errors, or days which they agree the entries are not representative of the normal range of volume, office time, or street time for that day on the route



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Re: Joint Alternate Route Adjustment Process – 2010

- ***Volume for the Selected Period by Route***
- *Cased Letters*
- *Cased Flats*



Re: Joint Alternate Route Adjustment Process – 2010

- ***Office Evaluation***

- *The District Evaluation and Adjustment Team will select from the lesser of the following for the data analysis review period when determining the evaluated office time on each route:*
- *The regular carrier's actual average total office time (which includes any auxiliary assistance and anomaly adjustments), for the data analysis review period, or*



Re: Joint Alternate Route Adjustment Process – 2010

OR

- *The estimated standard for the route using the average cased volume (which includes any anomaly adjustments) on the route for the data analysis review period. The adjusted estimated standard is the sum of the following:*
 - *the average cased letters divided by 18, plus*
 - *the average cased flats divided by 8, plus*
 - *the average cased letters and flats divided by 70, plus*
 - *the fixed office time (while the minimum FOT of 33/43 is normally used, the team should review the route's base FOT and the carrier's input to ensure that the FOT selected is representative of the route). If necessary, the team can request that specific elements of fixed office time be observed and recorded.*
- FOT will not go below the base minimum for the line items utilized



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- *The District Evaluation and Adjustment Team will consider feedback from the carrier's initial consultation regarding the route's office time, and regarding the above components used for the data analysis review period to ensure that the office time selected is representative of the route.*



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- **Street Evaluation**
- *The District Evaluation and Adjustment Team will consider the following when determining the evaluated street time on each route:*
 - *A) The regular carrier's actual average total street time (which includes any auxiliary assistance and anomaly adjustments), for the data analysis review period.*
 - *B) A valid base street time and a representative PS Form 3999 for the route.*
 - *C) Feedback from the carrier initial consultation regarding the route's street time, and regarding the above data to ensure that the street time selected is representative of the route.*



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Office and Street Evaluation

- It is intended that the District Evaluation and Adjustment Team use the resources described above to determine an evaluated times which are representative of the route in the current mail volume environment.
- The District Evaluation and Adjustment Team should immediately refer any unresolved disputes regarding the evaluated office time to the District Lead Team.



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Data Analysis

- The District Evaluation and Adjustment Team will use the following data. This data will be used in a nationally provided template.

Workhour Workload Report (by Route)

RESTRICTED INFORMATION

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Delivery Unit: 2026001
Date Range: 03/01/2009 03/31/09
Route: 10002
Regular Carrier: SMITH, R D

Main data table with columns: Date, Carrier, Office Time, Street Time, Total Time, Volumes, Total Divd Pcs. Rows list individual dates from 03/02 to 03/30.

Summary table with columns: Reg/Repl, Avg and Tot, Act, AM, Proj, AM, Act, PM, Proj, PM, OEI, Act, Str, Proj, Str, SEI, Act, Proj, Total, TEI, Total Cased Ltr, Total Cased FR, DPS, FSS, Seq, PP, Total Divd Pcs.

Base Information

Summary row for Base Information with columns: Office, Street, Lines, Lines, Total FOT.

GENERATED BY: TAD GALLO

ABBEVILLE, MPO



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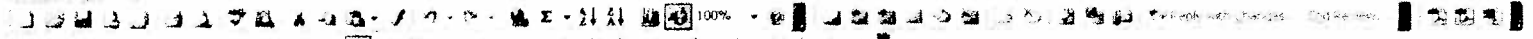
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Microsoft Excel - Workhour Workload May Template Training

File Edit View Insert Format Tools Data Window Help Adobe PDF



Formulas: =IF((AM26)= "x" * (L26+M26), "x")

Columns: A, B, C, D, E, F, G, H, I, J, K, L, M, N, AC, AD, AE, AF, AG, AH, AI, AJ, AK, AL, AM, AN

Workhour Workload													Anomaly Worksheet												
													Route: 10002 Regular Carrier: SMITH, R D Evaluated by: _____												
													Date data analyzed: _____												
Office Time													Street Time												
Date	Carrier	Act AM	AM Asst	Prog AM	AM Var	Act PM	PM Asst	Prog PM	PM Var	OEI	Act Str	Str Asst	Prog Str	Average 1:08	Est Std	Average 1:32	3:25	Volume Anomalies	Average 6:35						
														Office Anomalies		Letters	Flets	Letters	Flets	Street Anomalies					
														Total	Carrier	Selected	1:48	Letters	Flets	Selected	1:17	1:15	Total	Selected	6:15
03/02	SMITH, R D	1.14	0.00	1.17	-0.03	0.04	0.00	0.100	0.0	573.84	6.42	0.00	6.52	1.18	Reg	X	1.18	161	458	X	161	458	6.42	X	6.42
03/03	SMITH, R D	0.59	0.00	0.53	0.06	0.10	0.00	0.100	0.0	648.89	6.51	0.00	6.52	1.09	Reg	X	1.09	148	214	X	148	214	6.51	X	6.51
03/04	SMITH, R D	0.48	0.00	0.51	-0.03	0.08	0.00	0.100	0.0	802.15	6.49	0.00	6.52	0.58	Reg	X	0.58	67	236	X	67	236	6.49	X	6.49
03/05	SMITH, R D	1.07	0.00	1.08	-0.01	0.12	0.00	0.100	0.0	585.15	6.34	0.00	6.52	1.19	Reg	X	1.19	80	401	X	80	401	6.34	X	6.34
03/06	SMITH, R D	1.04	0.00	0.59	0.05	0.11	0.00	0.100	0.0	592.06	6.31	0.00	6.52	1.15	Reg	X	1.15	128	285	X	128	205	6.31	X	6.31
03/07	LEE JR, C G	1.12	0.00	1.05	0.07	0.10	0.00	0.100	0.0	548.52	5.53	0.00	6.52					262	282	X	262	282			
03/09	SMITH, R D	1.31	0.00	1.25	0.06	0.11	0.00	0.100	0.0	436.25	6.14	0.00	6.52	1.42	Reg	X	1.42	297	470	X	297	470	6.14	X	6.14
03/10	SMITH, R D	0.48	0.00	0.58	-0.08	0.11	0.00	0.100	0.1	761.22	7.01	0.00	6.52	0.59	Reg	X	0.59	78	278	X	78	276	7.01	X	7.01
03/11	SMITH, R D	0.53	0.00	0.54	-0.01	0.10	0.00	0.100	0.1	703.77	5.51	0.00	6.52	1.03	Reg	X	1.03	74	264	X	74	264	5.51	X	5.51
03/12	SMITH, R D	1.02	0.00	1.10	-0.07	0.10	0.00	0.100	0.0	621.68	6.27	0.00	6.52	1.12	Reg	X	1.12	81	419	X	81	419	6.27	X	6.27
03/13	SMITH, R D	0.43	0.00	1.00	-0.17	0.11	0.00	0.100	0.1	828.88	6.28	0.00	6.52	0.54	Reg	X	0.54	138	288	X	138	288	6.28	X	6.28
03/14	LEE JR, C G	1.05	0.00	1.26	-0.21	0.11	0.00	0.100	0.1	587.40	5.45	0.00	6.52					91	392	X	91	392			
03/16	SMITH, R D	1.10	0.00	1.07	0.02	0.10	0.00	0.100	0.1	580.90	6.40	0.00	6.52	1.20	Reg	X	1.20	137	368	X	137	368	6.40	X	6.40
03/17	GRASSEL, T P	1.08	0.00	1.20	-0.14	0.09	0.00	0.100	0.1	596.80	5.43	0.00	6.52					186	311	X	186	311			
03/18	SMITH, R D	1.00	0.00	1.15	-0.15	0.10	0.00	0.100	0.1	637.60	6.50	0.00	6.52	1.10	Reg	X	1.10	83	478	X	83	478	6.50	X	6.50
03/19	SMITH, R D	1.02	0.00	1.07	-0.04	0.08	0.00	0.100	0.1	632.20	6.23	0.00	6.52	1.10	Reg	X	1.10	64	398	X	64	398	6.23	X	6.23
03/20	SMITH, R D	0.00	0.47	0.51	-0.04	0.00	0.06	0.100	0.4	847.72	0.00	6.19	6.52	0.53	Reg	X	0.53	92	222	X	92	222	6.19	X	6.19
03/21	GRASSEL, T P	1.10	0.00	1.32	-0.22	0.02	0.00	0.100	0.7	621.68	5.45	0.00	6.52					303	325	X	303	325			
03/23	SMITH, R D	0.57	0.00	1.04	-0.07	0.16	0.00	0.100	0.6	616.52	6.37	0.00	6.52	1.13	Reg	X	1.13	59	374	X	59	374	6.37	X	6.37
03/24	SMITH, R D	0.59	0.00	1.07	-0.09	0.13	0.00	0.100	0.4	621.66	6.48	0.00	6.52	1.12	Reg	X	1.12	153	360	X	153	360	6.48	X	6.48
03/25	SMITH, R D	0.40	0.00	0.47	-0.06	0.00	0.00	0.100	1.0	#####	6.14	0.00	6.52	0.40	Reg	X	0.40	50	195	X	50	195	6.14	X	6.14

Home | Insert | Format | Tools | Data | Window | Help | Adobe PDF

Ready | AutoShapes | Microsoft Outlook | Microsoft PowerPoint | Link Checklist 5-4-09 | Workhour Workload | untitled - Paint | 8:49 AM



Anomaly Worksheet

Route: 10002 Regular Carrier: SMITH, R D Evaluated by _____
Date data analyzed: _____

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Date	Office Anomalies			Est Std 1:08	Average 132 325		Volume Anomalies			Average 6:35			Regular Volume		Total Divd Pcs
	Total	Carrier	Selected		Letters	Flats	Selected	Letters	Flats	Total	Selected	Letters	Flats		
03/02	1:18	Reg	X	1:18	161	458	X	161	458	6:42	X	6:42	161	458	2,636
03/03	1:09	Reg	X	1:09	148	214	X	148	214	6:51	X	6:51	148	214	2,128
03/04	0:56	Reg	X	0:56	67	236	X	67	236	6:49	X	6:49	67	236	1,521
03/05	1:19	Reg	X	1:19	80	401	X	80	401	6:34	X	6:34	80	401	1,699
03/06	1:15	Reg	X	1:15	128	285	X	128	285	6:31	X	6:31	128	285	1,470
03/07					262	282	X	262	282						1,483
03/09	1:42	Reg	X	1:42	297	470	X	297	470	6:14	X	6:14	297	470	2,640
03/10	0:59	Reg	X	0:59	78	276	X	78	276	7:01	X	7:01	78	276	2,926
03/11	1:03	Reg	X	1:03	74	264	X	74	264	5:51	X	5:51	74	264	1,117
03/12	1:12	Reg	X	1:12	81	419	X	81	419	6:27	X	6:27	81	419	1,537
03/13	0:54	Reg	X	0:54	138	288	X	138	288	6:28	X	6:28	138	288	1,841
03/14					91	392	X	91	392						1,671
03/16	1:20	Reg	X	1:20	137	368	X	137	368	6:40	X	6:40	137	368	2,196
03/17					166	311	X	166	311						2,429
03/18	1:10	Reg	X	1:10	83	478	X	83	478	6:50	X	6:50	83	478	2,431
03/19	1:10	Reg	X	1:10	64	398	X	64	398	6:23	X	6:23	64	398	1,449
03/20	0:53	Reg	X	0:53	92	222	X	92	222	6:19	X	6:19	92	222	1,307
03/21					303	325	X	303	325						1,544
03/23	1:13	Reg	X	1:13	59	374	X	59	374	6:37	X	6:37	59	374	1,689
03/24	1:12	Reg	X	1:12	153	360	X	153	360	6:48	X	6:48	153	360	3,095
03/25	0:40	Reg	X	0:40	50	195	X	50	195	6:14	X	6:14	50	195	1,141
03/26	0:56	Reg	X	0:56	63	275	X	63	275	7:04	X	7:04	63	275	2,241
03/27	1:06	Reg	X	1:06	145	271	X	145	271	6:40	X	6:40	145	271	1,776
03/28					132	160	X	132	160						1,081
03/30	1:17	Reg	X	1:17	255	407	X	255	407	6:43	X	6:43	255	407	3,120

Data from Anomaly review

Office	Volume	Cased Volumes		Street	Reg Volumes	
		Letters	Flats		Letters	Flats
22.44	Total Days	3,307	8,129	131.46	2,353	6,659
Days	25	Days	25	Days	20	20
	Average	132	325	Average	118	333



Anomaly Worksheet

Route: 10002 Regular Carrier: SMITH, R D

Evaluated by _____
Date data analyzed _____

2010



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Date	Office Anomalies				Cased Volumes		Volume Anomalies			Street Anomalies			Regular Volume		Total Dlv'd Pcs
	Total	Carrier	Selected	Est. Std	Letters	Flats	Selected	Letters	Flats	Total	Selected	Average	Letters	Flats	
03/02	1.18	Reg	X	1.18	161	458	X	161	458	6.42	X	6.42	161	458	2,636
03/03	1.09	Reg	X	1.09	148	214				6.51	X	6.51			2,128
03/04	0.56	Reg	X	0.56	67	236	X	67	236	6.49	X	6.49	67	236	1,521
03/05	1.19	Reg	X	1.19	80	401	X	80	401	6.34	X	6.34	80	401	1,699
03/06	1.15	Reg	X	1.15	128	285	X	128	285	6.31	X	6.31	128	285	1,470
03/07					262	282	X	262	282						1,483
03/09	1.42	Reg			297	470				6.14	X	6.14			2,640
03/10	0.59	Reg	X	0.59	78	276	X	78	276	7.01			78	276	2,926
03/11	1.03	Reg	X	1.03	74	264	X	74	264	5.51			74	264	1,117
03/12	1.12	Reg	X	1.12	81	419				6.27	X	6.27			1,537
03/13	0.54	Reg	X	0.54	138	288	X	138	288	6.28	X	6.28	138	288	1,841
03/14					91	392	X	91	392						1,671
03/16	1.20	Reg	X	1.20	137	368	X	137	368	6.40	X	6.40	137	368	2,196
03/17					166	311	X	166	311						2,429
03/18	1.10	Reg	X	1.10	83	478				6.50	X	6.50			2,431
03/19	1.10	Reg	X	1.10	64	398	X	64	398	6.23	X	6.23	64	398	1,449
03/20	0.53	Reg	X	0.53	92	222	X	92	222	6.19	X	6.19	92	222	1,307
03/21					303	325									1,544
03/23	1.13	Reg	X	1.13	59	374	X	59	374	6.37	X	6.37	59	374	1,689
03/24	1.12	Reg	X	1.12	153	360	X	153	360	6.48	X	6.48	153	360	3,095
03/25	0.40	Reg	X	0.40	50	195	X	50	195	6.14	X	6.14	50	195	1,141
03/26	0.56	Reg	X	0.56	63	275	X	63	275	7.04			63	275	2,241
03/27	1.06	Reg	X	1.06	145	271	X	145	271	6.40	X	6.40	145	271	1,776
03/28					132	160	X	132	160						1,081
03/30	1.17	Reg	X	1.17	255	407				6.43	X	6.43			3,120

Data from Anomaly review

Office	Volume Total Days	Cased Volumes		Street	Reg Volumes	
		Letters	Flats		Letters	Flats
21.02	25	2,140	5,816	111.50	1,489	4,671
Days 19		Days 19	Days 19	Days 17	15	15
		Average 113	306	Average	99	311



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Joint Alternate Route Adjustment Process – 2010



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Route: 10002 Regular Carrier: SMITH, R D Evaluated by: T Gallo & F Rolando
Date data entered: 5/5/2009

Avg Office	Est Office	Std FOT	Base FOT	Carrier Off Input	Avg Street	Base Street	3999 Street	Carrier Str Input	Reg Std Office	Act/Std %
1:06	1:23	0:33	0:35	1:15	6:34	6:52	6:30	6:45	1:23	79.5%

Comments: (250 characters per section)

The basis for the evaluation selection was based on the information provided by the carrier and the data available minus the days identified in the report which were considered anomalies during the selected period, the evaluation times are listed below.

This route will be considered for adjustment if the unit warrants adjustment. If adjustments are considered in this unit COR will be used.

Route Evaluation Times - Left side of 1040, reverse

Office	1:06
Street	6:34
Total	7:40
Router	0:00

Final Adjustment Times - Right side of 1040, reverse

Office	
Street	
Total	0:00
Router	



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Joint Alternate Route Adjustment Process – 2010



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Unit Summary Report

Delivery Unit: 2026001

Date Range: 03/01/2009 through 03/31/09

Route #	Regular	Analysis Times									Evaluation Times Selected - Left side of 1040 reverse					Final Adjustment Times - Right side of 1040 reverse				Act/Std %	
		Avg Office	Est Std Office	Carrier Off Input	Avg Street	Base Street	3999 Street	Carrier St Input	Cased Letters	Cased Flats	Office	Street	Total	Router	FOT	Office	Street	Total	Router		
10002	SMITH, R D	1.06	1.23	1.15	6.34	6.52	6.30	6.45	113	306	1.06	6.34	7.40	0.00	0.33						79.5%
Unit Total		1.06	1.23	1.15	6.34	6.52	6.30	6.45	113	306	1.06	6.34	7.40	0.00	0.33	0.00	0.00	0.00	0.00		
Unit Average		1.06	1.23	1.15	6.34	6.52	6.30	6.45	113	306	1.06	6.34	7.40	0.00	0.33	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!		79.5%



Re: Joint Alternate Route Adjustment Process – 2010

- ***Replacement Carriers***

- *All actual office and street time data used will be based on the performance of the regular carrier as described above. On vacant routes or routes where the data for the regular carrier is not available for the analysis period, the parties may use the data from a mutually agreed to replacement carrier.*



Re: Joint Alternate Route Adjustment Process – 2010

- ***Consultations***

- *Joint consultations will be conducted with each carrier to obtain his/her input regarding the evaluation and proposed adjustments. No adjustment will be finalized until after the carrier consultations have taken place.*



Joint Alternate Route Adjustment Process – 2010

• Consultations

- If the regular city letter carrier requests a copy of the representative PS Form 3999 during the consultation,
 - a copy will be provided to the city carrier by the District Evaluation and Adjustment Team as soon as practicable
 - If the city carrier has additional comments after reviewing PS Form 3999, such comments will be immediately forwarded to the District Evaluation and Adjustment Team for consideration in the evaluation and adjustment
- Jointly developed scripts and forms will be used by the Local Office Contacts to conduct the initial and adjustment consultations with each carrier.
- The District Evaluation and Adjustment Team will enter all appropriate data elements into the script prior to sending the forms to the Local Office Contacts.
- Local Office Contacts will provide a comment if the carrier has no feedback for the District Evaluation and Adjustment Team

Joint Alternate Route Adjustment Process

Evaluation Consultation Script (Page 1)

The NALC and the USPS have developed a Joint Alternate Route Adjustment Process to jointly evaluate and adjust routes to as near as eight hours as possible.

The evaluation process consists of data analysis and input from the regular carrier on the route. After reviewing the input from the regular carrier and the data, decisions regarding the evaluation and adjustment of the routes will be made jointly by a district team consisting of a letter carrier representative selected by the NALC, and a management representative selected by the USPS.

To ensure that the data is accurate and reliable, we were asked by the district team to identify any issues we may have in this office with the integrity of the data being reviewed, so that they can be sure the office and street times for the routes are properly recorded prior to their data analysis.

We were also asked to conduct this consultation with you so that we can obtain your input regarding the office and street value of the route, and any suggestions you have regarding any possible transfers of territory or other potential adjustments, if needed.

Once you have had an opportunity to provide your input on the value of the route and potential adjustments, we will then share with you the results of the data they will use, along with your input, to determine the evaluated office and street time for the route. This will also give you an opportunity to comment on any of the data they will consider in the evaluation.

We will then send your input, recommendations, and comments back to the district team so they can jointly determine the evaluated office and street time of the route based on the results of both this carrier consultation and their data analysis.

Prior to any final adjustment decisions being made, we will be conducting a second carrier consultation with you to explain and obtain your feedback regarding any proposed adjustments to the route from the district team. After consideration of your comments regarding the proposed adjustments, the district team will jointly decide on the final adjustments and provide you with the results.

After the final adjustments are implemented, the district team will jointly revisit the adjustments to ensure that the routes are adjusted to as near eight hours as possible.

After the final adjustments are implemented, the district team will jointly revisit the adjustments to ensure that the routes are adjusted to as near eight hours as possible.

At this point we would like you to tell us what you believe the average office time and street time is for the route on a representative day. Keep in mind that your input may differ from the data we will be sharing with you since the data analysis includes your actual office and street times, including auxiliary assistance, for the month(s) of

_____, as well as a review of the route's base data, a PS Form 3999, and an estimated office standard for the same period.



Evaluation Consultation Script (Page 2)

Route # _____ Carrier _____ Date _____

Carrier's Input - Average Office Time _____

Carrier's Input - Average Street Time _____

Carrier's Other Comments on Route Value:

Carrier's Comments on Potential Adjustments

Thank you for your input. Now let's review the other data that the District team will consider in determining the evaluation of the route

The actual average office and street times data is for days that you were on the route during the months of _____, and it includes any auxiliary assistance you may have received. Additionally, the team deleted any days which appeared to include any volume, office, or street anomalies.



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Joint Alternate Route Adjustment Process – 2010



Evaluation Consultation Script (Page 3)

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An estimated standard office time for the route was also calculated, using the route's average cased volume for the stated months, and a minimum fixed office time of either 33 or 43 minutes. This data was applied to the casing/pull-down standards of 18, 8, and 70 pieces per minute and FOT to determine this estimated standard.

Actual Average Office time

Estimated Office Standard

Fixed Office time

Base Fixed Office time

Actual Average Cased Letters

Actual Average Cased Flats

Actual Average Street Time

Base Street Time

PS Form 3999 Street Time

Your base street time is the street time from the last route adjustment implemented on _____.

Your base Fixed Office Time is the FOT from the last route adjustment implemented on _____.

Additionally, the most current PS Form 3999 on file was conducted with carrier _____, on (day of week) _____ - (date) _____.

Please provide any comments regarding the above data:



Joint Alternate Route Adjustment Process – 2010



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Evaluation Consultation Script (Page 4)

We will provide you with a copy of this completed form/script before we leave today. We will be conducting another consultation with you in the next few weeks, to obtain your feedback regarding the final evaluation of, and proposed adjustments (if any) to the route. Between now and then, the District Evaluation and Adjustment Team will jointly determine the evaluated office and street time of the route. They will then jointly propose any necessary route adjustments based on their agreement of both the evaluated times and any optimizing of the route structure proposed manually or through the Carrier Optimal Routing (COR) process.

The Local Office Contacts may use the space below to comment on any of the feedback provided by the carrier: If a carrier did not provide feedback, please mark this box accordingly.

Initial Consultation conducted by Local Office Contacts:

USPS (name) _____ NALC (name) _____

signature _____ signature _____

Date _____



Re: Joint Alternate Route Adjustment Process – 2010

- **Adjustments**

- *The teams will be guided by sections 243.21.b, 243.22, & 243.23 of Handbook M-39 when adjusting routes.*
- *A current 3999 will be used by the District Team to determine the street value of territory transferred.*
- *The associated office time for the territory transferred will be jointly determined using any of the methods in the M-39 section 243.316.b.*



Re: Joint Alternate Route Adjustment Process – 2010

- *In any unit where the team determines that the number of routes will be reduced, preference should be given to selecting auxiliary routes, vacant routes, and then routes held by junior carriers, provided such selections are efficient and effective. Additionally, carrier seniority should be considered when excessive route changes are anticipated, provided such consideration does not adversely affect the efficiency or effectiveness of the adjustments.*



Joint Alternate Route Adjustment Process – 2010

Adjustments

- Following an adjustment, management will complete a new PS Form 3999 for the route as soon as practicable.
- Where jointly agreed to by the District Evaluation and Adjustment Team, another method to transfer office time under this agreement is an office factor based on the evaluated office time, possible deliveries, and FOT minus five minutes (for lines 8 to 13).
 - The formula is:
 - Evaluated office time minus the adjusted FOT (FOT - 5 minutes), divided by possible deliveries. This formula provides the time value that can be used to determine the amount of office time to transfer based on the number of deliveries being moved.



Re: Joint Alternate Route Adjustment Process – 2010

Considerations for Router Adjustments

1. Routes evaluating more than 8 hours can use router as permanent relief.
2. Routes evaluating less than 8 hours, that currently have router time assigned to the route(s);
 1. consider reducing/eliminating router time to adjust route(s)
 2. consider territorial adjustments to adjust route(s)
3. Routes evaluating less than 8 hours, that do not currently have router time assigned to that route/s, must make permanent additions by transferring territory in the delivery unit.
4. The establishment and administration of router positions must be consistent with the November 21, 2001 National Memorandum of Understanding, Re: Router, Carrier Craft, and other agreements between the parties regarding routers.
5. Maximization of router positions must comply with the September 21, 1988 Router Assignment Instructions and the April 13, 1989 settlement agreement on case number H4N-5C-C 36660, which states in part:
Item 3, of the September 21, 1988, Router Assignment Instructions states that "Router positions should be maximized to full-time, 8-hour positions to the extent practicable.

The parties may consider implementing router adjustments and then reviewing the practical administration of the router assignments during the revisit of the adjustments as a means of addressing certain disputes over the use of routers.



Re: Joint Alternate Route Adjustment Process – 2010

- *When available, Carrier Optimal Routing (COR) will be jointly used by the District Evaluation and Adjustment Team as a tool for route optimization and adjustment.*



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Joint Alternate Route Adjustment Process – 2010



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COR JARAP

- **The team's use of COR must be consistent with the applicable provisions of the M-39 Handbook, and their application of the COR process must also comply with the parties national settlement which is reproduced below.**



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Joint Alternate Route Adjustment Process – 2010



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COR JARAP

- **When transferring territory, the back of the PS Form 1840 will indicate by sector segment, any change in street credit from the actual street time used for that sector segment on PS Form 3999, including all relay, travel, allied time, etc. Any such proposed adjustment to the carrier's street time must be documented and explained by appropriate comments on the reverse of PS Form 1840.**



Joint Alternate Route Adjustment Process - 2010



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The COR Agreement provides that:

When transferring territory, the back of the PS 1840 will indicate by sector segment, any change in street credit from the actual street time used for that sector segment on PS Form 3999, including all relay, travel, allied time, etc.

“Any such proposed adjustments to the carrier's street time must be documented and explained by appropriate comments on the reverse of the PS 1840.”

ADJUSTMENTS APPROVED BY CONTRACTOR OR DELIVERER				Route: 098 819 1181	SECTION OF OFFICE AND STREET ADJUSTMENTS MADE										Sheet 11/28/09 Page 5 of 6
ITEM	HOWLS AND MINUTES	NEW TIME MINUTES	RELIEF (N)	ADDITION (A)	STREET	ADDRESS NUMBER	ZIP - 4	TRAILER POSITION TO/FROM POST OFFICE NUMBER	DELTA	OFFICE TIME	STREET TIME	ADJUSTED ROUTE			
						0901	0902	0903	0904	0905	0906	LYN	HOME AND RELAY		
OFFICE TIME			R	0	WE NORTH MIAMI BLVD	1898	1898	3810	0904	7	00:00	00:00	OFFICE TIME		
STREET TIME			R	0	WE NORTH MIAMI BLVD	1898	1898	3810	0904	6	00:00	00:04	STREET TIME		
TOTAL TIME			R	0	WE NORTH MIAMI BLVD	1898	1898	3820	0904	1	00:01	00:09	TOTAL TIME		
RELIEF			R	0	WE NORTH MIAMI BLVD	1898	1898	3860	0904	5	00:24	05:12			
ADDITION			R	0	WE NORTH MIAMI BLVD	1898	1898	3867	0904	4	00:43	07:23			
			R	0	Relay Time: 828 12:00 ADJ 04:17	0	0			0	00:00	04:17			
			R	0	Travel To Route: 828 09:45 ADJ 05:15	0	0			0	00:00	05:15			
			R	0	Travel From Route: 828 12:07 ADJ 04:57	0	0			0	00:00	04:57			
			R	0	Travel Initial: 828 03:09 ADJ 03:06	0	0			0	00:00	03:06			
			R	0	Old Relay: WE NORTH MIAMI BLVD, 00:10	1896	1896	3820		0	00:00	00:00			
			R	0	Old Relay: WE NORTH MIAMI BLVD, 00:16	1948	1948	3860		0	00:00	00:00			
			R	0	Old Relay: WE NORTH MIAMI BLVD, 01:04	1958	1958	3860		0	00:00	00:00			
			R	0	Old Relay: WE NORTH MIAMI BLVD, 00:07	2124	2124	3870		0	00:00	00:00			
			R	0	Old Relay: WE NORTH MIAMI BLVD, 01:00	2190	2190	3900		0	00:00	00:00			

Comments:

- Office break Option chosen: Yes or No
- Base Time for route evaluation from Form 3999 is (Hours and Minutes)
- Street Time for adjustment 09:58 (Hours and Minutes)
- Reason for reduction of street time:

Office Time Made: Demonstrated performance by Relieved Carrier

(5)

PS Form 1840 (Revised) Facsimile



Type in comments explaining changes to Allied time

The screenshot shows the 'Allied Time Comment Editor' window. At the top, the route is identified as 'C002'. A table lists various time categories with their original and adjusted values. Two callout boxes provide context for the adjustments: one for travel and vehicle-related times, and another for accountable and parcel times.

Category	Time (MM:SS)	Adjustment	Comments
Relay Time	00:00	00:00	
Preparation Time	00:00	00:00	
Travel To	02:22	02:22	Route abolished
Travel From	06:06	06:06	Route abolished
Vehicle Load	00:03	00:03	Route abolished
Vehicle Unload	02:39	02:39	Route abolished
Travel Within	00:00	00:00	
Accountable Mail	17:36	17:36	Time transferred to gaining route 29021 & 29017 & 29011
Parcel Del	09:21	09:21	Time transferred to gaining route 29021 & 29017 & 29011
Street Reach Time	10:00	10:00	Route abolished
Collection Time	00:00	00:00	
Deadhead Time	00:00	00:00	
Personal Needs	00:00	00:00	
Customer Contact	00:00	00:00	
Use Vehicle	00:00	00:00	
Backtracking	00:00	00:00	
Animal Interference	00:00	00:00	
Waiting For Package	00:00	00:00	
Waiting - Other	00:00	00:00	
Temporary Detail	00:00	00:00	
Management Time	00:00	25:00	Route abolished
Accidents	00:00	00:00	
Waiting - Other	00:00	00:00	
Misc - Other	00:00	00:00	

Travel to, Travel From, Load, Unload eliminated because route was abolished

All Accountable and Parcel Time transferred to gaining route. Check other routes' 1840's to make sure this happened

Buttons: Save, Exit

Taskbar: MapInfo - (20029 Map) - COR Engine | COR filed this entry - 18... | Allied Time Comment ... | 3:19 PM

Note changes to Relay Time, Travel To, Travel From, Travel Within

ADJUSTMENTS APPROVED BY POSTMASTER OR DESIGNEE			Route: C065 ZIP: 33181		RECORD OF OFFICE AND ADDRESS RANGE	
ITEM	HOURS AND MINUTES	NEW CONST. MINUTES	RELIEF (R)	STREET	ADDRESS RANGE	
			ADDITION (A)		BEGIN	END
OFFICE TIME			R	NE NORTH MIAMI BLVD	1880	1880
STREET TIME			R	NE NORTH MIAMI BLVD	1890	1890
TOTAL TIME			R	NE NORTH MIAMI BLVD	1896	1896
RELIEF			R	NE NORTH MIAMI BLVD	1880	1880
ADDITION			R	NE NORTH MIAMI BLVD	1890	1890
			R	Relay Time: EXR 13:58, ADJ 04:17	0	0
			R	Travel To Route: EXR 09:45, ADJ 05:56	0	0
			R	Travel From Route: EXR 13:47, ADJ 04:57	0	0
			R	Travel Within: EXR 43:09, ADJ 03:00	0	0
				0	0
				Old Relay: NE NORTH MIAMI BLVD, -00:34	1896	1896
				Old Relay: NE NORTH MIAMI BLVD, -00:10	1948	1948
				Old Relay: NE NORTH MIAMI BLVD, -01:04	1950	1998
				Old Relay: NE NORTH MIAMI BLVD, -00:57	2124	2124
				Old Relay: NE NORTH MIAMI BLVD, -01:00	2100	2198

Comments

- Office break Option chosen Yes or No.
- Base Time for Route evaluation from Form is : (Hours and Minutes).
- Street Time for adjustment 05:50 (hours and minutes).
- Reasons for selection of street time:

Office Time Mode: Demonstrated Performance by Relieved Carrier



COR JARAP

- **Travel To, Travel From, and Travel Within times must be validated, documented, and discussed during the carrier consultation. If there is a different credit of time proposed for travel within or travel to and from the route other than what existed as reflected by PS Form 3999, such new time will be validated and a decision made by the District Evaluation and Adjustment Team regarding the proposed change, prior to the second consultation with the letter carrier. It is not necessary that the validation itself be done jointly in order to satisfy the District Evaluation and Adjustment Team.**
- **The Route Summary Report will be used as a tool to aid in the validation process.**

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Office Transfer Mode: Demonstrated Performance by Relieved Carrier
 Volumes: Non Full Coverage

Route Summary Report

Route	Possible Deliveries	Allied Time	Street Time	Office Time	Priority Time	Total Time
C005	0	00:16	-00:12	00:12	00:00	00:00
C009	346	03:24	06:34	01:31	00:00	08:05
C014	848	01:57	05:02	02:12	01:45	07:14
C016	409	01:36	06:49	01:22	03:01	08:11
C019	271	03:43	06:20	01:52	00:00	08:12
C022	414	01:35	06:28	01:56	00:00	08:24
C024	0	-00:55	-00:45	00:45	00:00	00:00
C025	673	01:41	05:49	02:10	00:27	07:59
C028	0	-00:32	-00:29	00:29	00:00	00:00
C038	0	00:41	-00:06	00:06	00:00	00:00
C041	0	00:32	00:01	-00:01	00:00	00:00

This report is a summary of each route listing the number of deliveries, office and street times, etc.

It also displays Allied Time Details.

Allied Time Details (MM:SS):

Route	Loading Time	Travel To Time	Travel From Time	Travel Within Time	Deadhead Time	Relay Time
C005	00:00	00:00	00:00	00:00	00:00	00:00
C009	14:47	05:52	06:25	04:26	20:37	07:27
C014	18:51	00:06	02:38	26:45	06:38	02:10
C016	10:32	03:05	04:01	11:27	10:54	09:50
C019	22:06	05:09	05:16	02:20	12:47	11:26
C022	14:13	04:28	05:25	03:50	23:47	19:28
C024	00:00	00:00	00:00	00:00	00:00	00:00
C025	35:24	03:12	03:37	10:50	02:20	00:40
C028	00:00	00:00	00:00	00:00	00:00	00:00
C038	00:00	00:00	00:00	00:00	00:00	00:00
C041	00:00	00:00	00:00	00:00	00:00	00:00



Route Summary Report

Park Locations:

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Route	Park Cnt	Relay Cnt
C009	3	5
C014	1	1
C016	2	4
C019	3	7
C022	4	7
C025	1	1

Lists the number of park points and relays for each route.

ROUTE C009

```

** Park vehicle at the end of DICKENS AVE after 1099 **
  Start relay   1 7015   1105 CHESTERTON AVE
  Start relay   2 7027   7709 TENNYSON ST
  Start relay   3 7027   7713 TENNYSON ST
** Park vehicle at the end of BROCKBANK DR after 7309 **
  Start relay   4 6349   7324 BROCKBANK DR
** Park vehicle at the end of FORESTER AVE after 1100 **
  Start relay   5 6355   7618 BROCKBANK DR

```

ROUTE C014

```

** Park vehicle at W LANCASTER RD & CALYPSO DR **
  Start relay   1 4934   6419 CALYPSO DR

```

ROUTE C016

```

** Park vehicle along BOICE ST between 6498 & 6598 **
  Start relay   1 5811   6426 BOICE ST
  Start relay   2 5855   1210 PLATO AVE
  Start relay   3 5812   6504 BOICE ST
** Park vehicle at FORESTER AVE & PRECOURT DR **

```

Also displays the location of each park point and the beginning point of each relay.



COR JARAP

- **The District Evaluation and Adjustment Team will be provided the relevant reports generated by COR to review the specifics of the proposed changes regarding relays and relay times so that they can jointly make decisions regarding the proposed changes, and then have the necessary documentation for the adjustment consultations regarding any agreed to changes.**
- **The Allied Time Report will be used as a tool to review proposals regarding the transfer of allied time. After the District Evaluation and Adjustment Team jointly decides what is transferred. The report will be used to document any agreed to changes during the adjustment consultations on the PS Form 1840, *Reverse*.**



UNITED STATES POSTAL SERVICE

Joint Alternate Route Adjustment Process – 2010



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Existing Route Summary

U.S. POSTAL SERVICE
1610 West Bunting Street
Dallas, Texas 75210
(214) 761-4100

This report should be printed first, as it is a summary of the zone and each route in the zone as they exist before any changes are made.

This is the "BEFORE" picture of the routes/zone.

You will compare this to the Adjusted Route Summary after COR optimizes the zone.

Zone: 20007

ROUTE ID	DEL	STREET	FROM DELIVERY	NET	STRT	TIME FACTOR	ROUTE TIME
0007	14	0110	0510	0106	0102	0110	0010
0008	15	0110	0510	0106	0102	0104	0010
0009	14	0110	0510	0106	0106	0108	0010
0010	15	0111	0510	0109	0105	0106	0010
0011	15	0111	0510	0109	0105	0104	0010
0012	14	0111	0510	0109	0105	0104	0010
0013	15	0111	0510	0109	0105	0104	0010
0014	15	0111	0510	0109	0105	0104	0010
0015	15	0111	0510	0109	0105	0104	0010
0016	15	0111	0510	0109	0105	0104	0010
0017	15	0111	0510	0109	0105	0104	0010
0018	15	0111	0510	0109	0105	0104	0010
0019	15	0111	0510	0109	0105	0104	0010
0020	15	0111	0510	0109	0105	0104	0010
0021	15	0111	0510	0109	0105	0104	0010
0022	15	0111	0510	0109	0105	0104	0010
0023	15	0111	0510	0109	0105	0104	0010
0024	15	0111	0510	0109	0105	0104	0010
0025	15	0111	0510	0109	0105	0104	0010
0026	15	0111	0510	0109	0105	0104	0010
0027	15	0111	0510	0109	0105	0104	0010
0028	15	0111	0510	0109	0105	0104	0010
0029	15	0111	0510	0109	0105	0104	0010
0030	15	0111	0510	0109	0105	0104	0010
0031	15	0111	0510	0109	0105	0104	0010
0032	15	0111	0510	0109	0105	0104	0010
0033	15	0111	0510	0109	0105	0104	0010
0034	15	0111	0510	0109	0105	0104	0010
0035	15	0111	0510	0109	0105	0104	0010
0036	15	0111	0510	0109	0105	0104	0010
0037	15	0111	0510	0109	0105	0104	0010
0038	15	0111	0510	0109	0105	0104	0010
0039	15	0111	0510	0109	0105	0104	0010
0040	15	0111	0510	0109	0105	0104	0010
0041	15	0111	0510	0109	0105	0104	0010
0042	15	0111	0510	0109	0105	0104	0010
0043	15	0111	0510	0109	0105	0104	0010
0044	15	0111	0510	0109	0105	0104	0010
0045	15	0111	0510	0109	0105	0104	0010
0046	15	0111	0510	0109	0105	0104	0010
0047	15	0111	0510	0109	0105	0104	0010
0048	15	0111	0510	0109	0105	0104	0010
0049	15	0111	0510	0109	0105	0104	0010
0050	15	0111	0510	0109	0105	0104	0010
0051	15	0111	0510	0109	0105	0104	0010
0052	15	0111	0510	0109	0105	0104	0010
0053	15	0111	0510	0109	0105	0104	0010
0054	15	0111	0510	0109	0105	0104	0010
0055	15	0111	0510	0109	0105	0104	0010
0056	15	0111	0510	0109	0105	0104	0010
0057	15	0111	0510	0109	0105	0104	0010
0058	15	0111	0510	0109	0105	0104	0010
0059	15	0111	0510	0109	0105	0104	0010
0060	15	0111	0510	0109	0105	0104	0010
0061	15	0111	0510	0109	0105	0104	0010
0062	15	0111	0510	0109	0105	0104	0010
0063	15	0111	0510	0109	0105	0104	0010
0064	15	0111	0510	0109	0105	0104	0010
0065	15	0111	0510	0109	0105	0104	0010
0066	15	0111	0510	0109	0105	0104	0010
0067	15	0111	0510	0109	0105	0104	0010
0068	15	0111	0510	0109	0105	0104	0010
0069	15	0111	0510	0109	0105	0104	0010
0070	15	0111	0510	0109	0105	0104	0010
0071	15	0111	0510	0109	0105	0104	0010
0072	15	0111	0510	0109	0105	0104	0010
0073	15	0111	0510	0109	0105	0104	0010
0074	15	0111	0510	0109	0105	0104	0010
0075	15	0111	0510	0109	0105	0104	0010
0076	15	0111	0510	0109	0105	0104	0010
0077	15	0111	0510	0109	0105	0104	0010
0078	15	0111	0510	0109	0105	0104	0010
0079	15	0111	0510	0109	0105	0104	0010
0080	15	0111	0510	0109	0105	0104	0010
0081	15	0111	0510	0109	0105	0104	0010
0082	15	0111	0510	0109	0105	0104	0010
0083	15	0111	0510	0109	0105	0104	0010
0084	15	0111	0510	0109	0105	0104	0010
0085	15	0111	0510	0109	0105	0104	0010
0086	15	0111	0510	0109	0105	0104	0010
0087	15	0111	0510	0109	0105	0104	0010
0088	15	0111	0510	0109	0105	0104	0010
0089	15	0111	0510	0109	0105	0104	0010
0090	15	0111	0510	0109	0105	0104	0010
0091	15	0111	0510	0109	0105	0104	0010
0092	15	0111	0510	0109	0105	0104	0010
0093	15	0111	0510	0109	0105	0104	0010
0094	15	0111	0510	0109	0105	0104	0010
0095	15	0111	0510	0109	0105	0104	0010
0096	15	0111	0510	0109	0105	0104	0010
0097	15	0111	0510	0109	0105	0104	0010
0098	15	0111	0510	0109	0105	0104	0010
0099	15	0111	0510	0109	0105	0104	0010
0100	15	0111	0510	0109	0105	0104	0010

It is suggested that the Team jointly come to agreement on the number of full-time and auxiliary routes that the zone can support and compare this with what COR proposes.



U.S. POSTAL SERVICE
 Delivery Routing System
 Existing Route Summary
 06/18/09 14:18:08

10



M-01725

Date: 2/20/07

**Existing
Route
Summary**

**These are the times
for the individual
routes and should
match the DOIS
times**

ROUTE ID	POS DEL	STREET TIME		OFFICE TIME			ROUTE TIME
		ALLIED	DELIVERY	NET	STD	FACTOR	
C030	574	01:19	05:30	02:02	02:02	0.213	07:22
C050	335	01:06	04:20	02:02	02:02	0.364	06:32
C061	449	01:25	05:25	01:56	01:56	0.256	07:21
C062	728	01:12	05:45	01:39	01:39	0.186	07:24
C063	785	01:36	05:36	01:45	01:45	0.194	07:21
C064	784	02:04	05:50	01:37	01:37	0.124	07:27
C065	850	03:08	06:30	01:36	01:36	0.113	08:06
C066	792	01:27	05:25	01:45	01:45	0.133	07:10
C067	716	01:29	05:15	01:44	01:44	0.145	06:59
C068	821	01:01	05:14	01:58	01:58	0.144	07:11
C069	477	01:26	05:21	02:14	02:14	0.281	07:46
C070	408	01:03	05:21	02:09	02:09	0.316	07:30
C071	865	01:23	05:00	02:09	02:09	0.149	07:09
C072	503	01:33	05:11	02:12	02:12	0.262	07:23
C073	514	01:06	05:22	02:06	02:06	0.245	07:28
C074	678	01:27	05:25	01:48	01:48	0.159	07:13
C075	760	01:19	06:03	01:50	01:50	0.145	07:53
C076	418	01:22	05:43	02:13	02:13	0.318	07:56
C077	548	01:32	05:45	02:05	02:05	0.228	07:50
C078	520	01:26	05:15	02:08	02:08	0.246	07:23
C079	594	01:06	05:22	02:04	02:04	0.246	07:26
C080	574	01:16	05:19	02:01	02:01	0.211	07:11
C081	603	01:21	05:30	02:06	02:06	0.209	07:36
C082	465	01:40	05:25	02:10	02:10	0.280	07:35
C083	513	01:12	05:15	02:11	02:11	0.255	07:26
C084	239	01:06	06:32	01:41	01:41	0.268	08:13
C085	481	01:49	05:16	02:15	02:15	0.281	07:31
C086	554	01:26	05:30	02:00	02:00	0.217	07:50
C087	456	01:29	05:45	02:15	02:15	0.296	08:00
C088	559	01:27	05:16	02:18	02:18	0.247	07:34
C089	417	01:38	05:20	02:06	02:06	0.302	07:26
C090	611	01:56	05:30	02:15	02:15	0.221	07:45
C091	582	01:22	05:23	01:59	01:59	0.204	07:22
C092	653	01:26	05:40	02:01	02:01	0.183	07:41
C094	654	01:40	05:30	02:07	02:07	0.194	07:37
C095	516	01:21	05:05	02:10	02:10	0.252	07:15
C096	829	02:13	06:30	02:26	02:26	0.176	08:56
C097	499	01:30	05:20	02:28	02:28	0.270	07:46
C098	823	01:25	05:48	01:39	01:39	0.120	07:27
C099	721	01:13	05:10	02:00	02:00	0.166	07:10
Total		22745	59:30	029:12	01:10	01:10	301:22

**This is the total Allied
Time for the zone. COR
is going to focus on this.**

**This is the total
time for the zone
should match the
DOIS time**



Editing the Existing Route Summary

These times should be whatever the DEAT team has agreed the evaluated office and street times should be.

These times should match the times agreed to by the DEAT team for each route in the zone.

The Existing Route Summary Report should be printed.

If changes are made to any of these times, a new Existing Route Summary Report should be generated and printed and compared with the one created after the routes are adjusted in COR.

COR: Route Adjustment

Category: Startup & Import/Export Procedures, Delivery Location Procedures, Delivery Data Procedures, Street and Office Layer Preparation, **Route Initialization Procedures**, Territory Reassignment, Line of Travel, Reports and Plots, Solution Management

Command: Create Blockface Layer, **Edit Existing Route Summary**, Select Office Transfer Mode, Select Volume Coverage, Initialize Route Data

Buttons: **OK**, **Cancel**

Version: 1.3

Existing Route Summary Editor - Zone 32809

Route ID	Pes Del	Street Time		Office Time		Route Factor	Route Time
		Allied	Delivery	Net	Std		
C005	30	+00:57	+00:59	+00:19	00:24	0.633	+01:18
C009	180	+03:14	+04:48	+01:10	01:27	0.389	+05:58
C014	577	+01:48	+02:36	+01:13	01:31	0.127	+03:49
C016	30	+01:15	+01:31	+00:06	00:07	0.200	+01:37
C019	112	+03:39	+04:58	+01:07	01:06	0.589	+06:04
C022	374	+00:34	+00:00	+00:00	00:00	0.000	+00:00
C024	255	+00:00	+00:00	+00:00	00:00	0.000	+00:00
C025	563	+00:02	+00:00	+00:00	00:00	0.000	+00:00
C028	224	+01:03	+03:50	+01:13	01:16	0.326	+05:03
C038	298	+01:02	+02:48	+01:05	01:12	0.218	+03:53
C041	318	+01:30	+04:34	+01:26	01:30	0.270	+06:00
Totals:	2961	15:04	26:04	07:39	08:33		33:42

Buttons: **OK**, **Cancel**, **Print**, **Insert**, **Delete**



M-01725

Territory Transfer Summary Report

Zone - 13027

Thu Jun 18 14:29:48 2009

Territory Transfer Summary

These columns show the number of deliveries that were on the existing (old) route and the delivery time this represents, how many of these remain on the model (adjusted) route, and what percentage of the old route this represents

Route	Retained Possible Deliveries			Route Inspection Delivery Time		
	Model	Exist	Percent	Model	Exist	Percent
C030	363	574	63.2%	02:35	03:59	64.9%
C060	22	335	6.6%	00:28	02:34	18.0%
C061	348	449	77.5%	02:38	03:23	77.8%
C062	728	728	100.0%	04:44	04:44	100.0%
C063	784	786	99.7%	03:51	03:57	97.5%
C064	734	784	93.6%	03:28	03:40	94.4%
C065	338	850	39.8%	01:15	03:28	35.9%
C066	0	790	0.0%	00:00	04:24	0.0%
C067	432	716	60.3%	02:25	03:54	62.0%
C068	415	821	50.7%	01:35	03:15	48.8%
C069	105	477	22.0%	01:01	03:21	30.3%
C070	316	408	77.5%	02:17	02:53	79.2%
C071	864	865	99.9%	03:13	03:14	99.5%
C072	447	503	88.9%	03:50	04:17	89.4%
C073	362	514	70.4%	02:33	03:34	71.4%
C074	287	678	42.3%	00:51	02:52	29.2%
C075	750	750	100.0%	04:47	04:47	100.0%
C076	210	418	50.2%	01:58	03:52	50.7%
C077	359	548	65.3%	02:17	03:41	62.0%
C078	104	520	20.0%	00:43	03:42	19.1%
C079	504	504	100.0%	03:51	03:51	100.0%
C080	564	574	98.3%	03:25	03:31	96.9%
C081	0	603	0.0%	00:00	03:24	0.0%
C082	307	465	66.0%	02:20	03:30	66.6%
C083	451	513	87.9%	03:18	03:42	89.2%
C084	304	339	89.7%	04:34	05:09	88.7%
C085	380	481	79.0%	02:09	02:48	76.8%
C086	477	554	86.1%	03:05	03:31	87.6%
C087	271	456	59.4%	01:54	03:20	57.0%
C088	491	559	87.8%	03:22	03:50	87.8%
C089	179	417	42.9%	01:33	03:01	51.2%

Route	Retained Possible Deliveries			Route Inspection Delivery Time		
	Model	Exist	Percent	Model	Exist	Percent
C030	363	574	63.2%	02:35	03:59	64.9%
C060	22	335	6.6%	00:28	02:34	18.0%



Changing Route Numbers

Use the Edit Route Assignments screen to change route numbers.

You can swap the assignment for an RS Route number and an Existing Route number.

Click and hold the Exist Route entry, then *drag* it to the new position and release it.

You may also swap routes with the Unassigned Exist Routes list.

The [Confirm Swap] window will appear. Click to confirm the change.

Edit Route Assignments

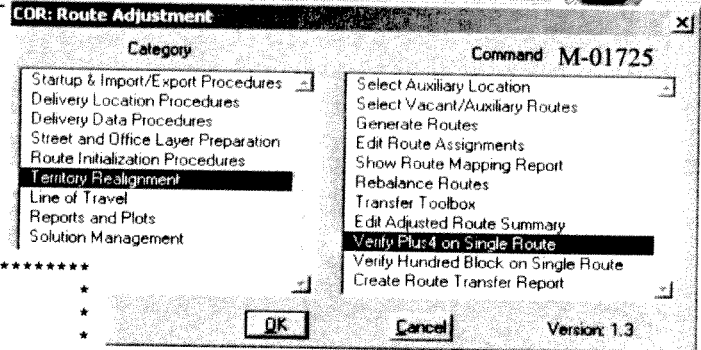
Group ID	RS Route	Exist Route	Possible Deliveries	% Covered	Unassigned Exist Routes
1	101	C009	0	.00	C005
	102	C014	263	46.50	C024
	103	C016	0	.00	C028
	104	C019	77	80.76	C038
	105	C022	246	65.51	
	106	C025	456	80.82	
	107	C041	206	64.47	

Close Cancel Save

Confirm Swap
 Are you sure you would like to swap <C009> with <C016>?
 Yes No



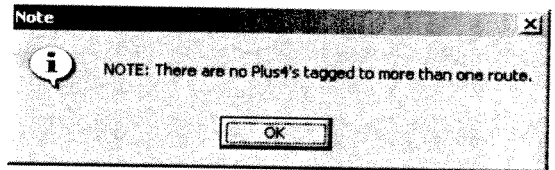
Verify Plus-4's on single route



```
*****
*                               *
*      Verify Plus4 on Single Route      *
*                               *
*      Zone = 32809                    *
*                               *
*      Tues Jan 20 13:20:11 2005      *
*                               *
*****
```

The following Plus4s have been tagged to street records assigned to different routes:

Plus4	Route	Adj	PD	Street ID	Side	NDS Name	NDS Range
5919	C019	1		130059989	R	PLATO AVE	801 - 899
	C019	1		130059989	R		
	C019	1		130059989	R		
	C019	1		130059989	R		
	C019	1		130059989	R		
	C022	1		130060856	R		
5997	C022	1		130115824	R	W LANCASTER RD	800 - 800
	C041	1		130060153	L		
6452	C016	1		130059106	R	VOLTAIRE DR	6900 - 6998
	C016	1		130059106	R		
	C016	1		130059106	R		
	C016	1		130059106	R		
	C022	1		130059132	R		
	C022	1		130059132	R		



Note: The street records containing the Plus4 values identified in this report have been selected and added to the set "Plus4/Route Conflicts". Total number of Plus4's found on different routes = 3.

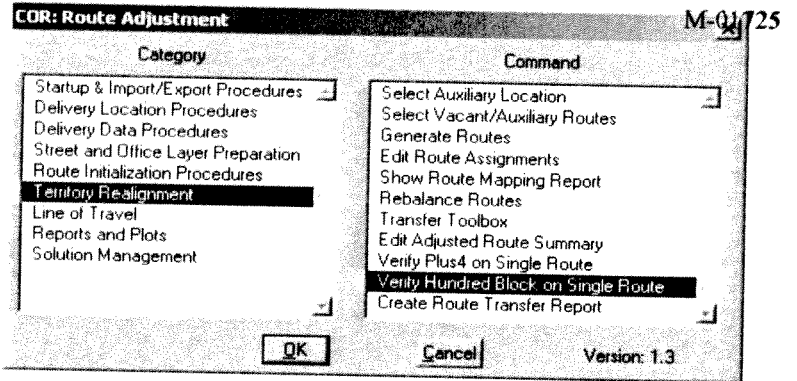


UNITED STATES
POSTAL SERVICE

Joint Alternate Route Adjustment Process – 2010



Verifying that Routes do not Split Hundred Blocks



```

.....
USPS Delivery Routing System - Verify Hundred Blocks on a Single Route
.....
Zone = 32809
.....
Tues Jan 20 13:20:11 2005
.....

```

The following Hundred Blocks were assigned to different routes:

Name	Block	Side	Route	Street ID	Low Addr	High Addr
BROCKBANK DR	7300	Odd	C009	130115743	7301	7307
BROCKBANK DR	7300	Odd	C019	130058732	7309	7399
JORDAN AVE	800	Even	C022	130115851	800	802
JORDAN AVE	800	Even	C019	130059064	820	862
JORDAN AVE	800	Even	C019	130059119	804	818
JORDAN AVE	800	Odd	C022	130115851	801	801
JORDAN AVE	800	Odd	C019	130059064	817	863
JORDAN AVE	800	Odd	C019	130059119	803	815

Note: The street records in this report were added to the new "Hundred Block Conflicts" selection set.

Total Number of Hundred Blocks found on different routes = 4.

**Move territory using
the Transfer Toolbox
to resolve
100-block splits**



UNITED STATES
POSTAL SERVICE®

Joint Alternate Route Adjustment Process – 2010



Verify the line of travel by printing the Line of Travel Report and reviewing it M:01725

```

*****
•Line of Travel Report
* Date: Thurs Jan 22      Zone 32809, Route C009      Page: 1*
*****
Directions                STREET NAME                Route
Deliv.                    (Address Range)          Time  Mode
-----
-
Depart from post office along  S ORANGE AVE              0:00
Make a U-turn at the end of the block  0:00
Continue along                S ORANGE AVE              0:00
Turn right onto              SAND LAKE RD              0:01
Continue along                SAND LAKE RD              0:01
Turn right onto              VOLTAIRE DR               0:03
Continue along                VOLTAIRE DR               0:04
Turn left onto               EVANGELINE AVE           0:04
Turn left onto               CHAUCER LN                0:05
Go straight onto            DICKENS AVE               0:05
Park vehicle and begin walking
  START RELAY 1
  Leave park point and head onto  CHESTERTON AVE           0:05
    ---> Service on the right    (1101-1199)              0:05  Walk
  Continue along              CHESTERTON AVE           0:07
    ---> Service on the right    (1201-1299)              0:07  Walk
  Continue along              CHESTERTON AVE           0:08
    ---> Service on the right    (1301-1399)              0:08  Walk
  Turn right onto              SKYVIEW DR                0:10
  Cross and return the opposite side  0:11

```



U.S. POSTAL SERVICE
Delivery Routing System
Adjusted Route Summary
06/17/09 13:35:07



M-01725

Zone: 13027

Adjusted Route Summary

ROUTE ID	POS DEL	STREET TIME		OFFICE TIME		ROUTE TIME
		ALLIED	DELIVERY	SELECTED	FACTOR	
C030	733	01:28	06:01	02:09	0.213	08:10
C060	774	01:06	05:38	02:24	0.364	08:02
C061	530	01:34	06:08	02:04	0.258	08:12
C062	812	01:06	06:06	01:49	0.136	07:55
C063	976	01:18	06:00	02:03	0.134	08:03
C064	950	01:35	06:21	01:53	0.124	08:14
C065	828	02:09	06:29	01:29	0.113	07:58
C066	0	00:00	-00:25	00:24	0.133	-00:01
C067	944	01:17	05:47	02:18	0.145	08:05
C068	816	01:14	05:59	02:01	0.144	08:00
C069	473	01:52	05:31	02:07	0.281	07:38
C070	353	01:16	05:38	02:17	0.316	07:55
C071	938	01:07	05:31	02:20	0.149	07:51
C072	548	01:34	05:30	02:21	0.262	07:51
C073	550	01:03	05:39	02:22	0.245	08:01
C074	745	01:32	06:14	01:58	0.159	08:12
C075	809	01:18	06:12	01:56	0.145	08:08
C076	596	01:48	06:09	02:12	0.318	08:21
C077	596	01:30	05:48	02:18	0.228	08:06
C078	545	01:20	05:13	02:40	0.246	07:53
C079	589	01:04	05:49	02:16	0.246	08:05
C080	654	01:18	05:37	02:13	0.211	07:50
C081	0	00:00	00:45	00:43	0.209	01:28
C082	511	01:25	05:43	02:33	0.280	08:16
C083	581	01:13	05:46	02:25	0.255	08:11
C084	332	01:15	06:30	01:29	0.298	07:59
C085	536	01:29	05:30	02:18	0.281	07:48
C086	545	01:27	05:53	02:02	0.217	07:55
C087	566	01:11	05:49	02:29	0.296	08:18
C088	633	01:23	05:55	02:32	0.247	08:07
C089	462	01:33	05:47	02:17	0.302	08:04
C090	679	01:54	05:42	02:16	0.221	07:58
C091	583	01:21	05:41	02:12	0.204	07:53
C092	723	01:22	05:46	02:08	0.183	07:54
C094	721	01:28	05:58	02:18	0.194	08:16
C095	637	01:29	05:42	02:22	0.252	08:04
C096	0	00:00	-00:00	00:44	0.176	00:44
C097	694	01:47	05:38	02:36	0.370	08:14
C098	0	00:00	01:17	00:21	0.120	01:38
C099	833	01:06	05:52	02:19	0.166	08:11
Total	23795	50:52	211:49	81:38		293:27

This is the "AFTER" picture of the routes/zone

Eliminated Routes show zero possible deliveries

Note: Some eliminated routes still have office and/or street time. Why?

Compare these values to those on the Existing Route Summary

This report shows approximately 9 hours less in the zone than existed before COR adjusted the routes. Where did it go?

A: Some of the loss is expected as 4 routes were abolished (loading time, breaks, travel to and from, etc).

If a significant amount of time is taken out, Teams must check to find out why.



Allied Time Details (MM:SS):

M-01725

The Allied Time Details shows the loading, travel to, from, within, deadhead and relay times for each route *after* the adjustments.

Abolished routes should show all zeros

Any changes from the Existing Route Summary must be documented on the 1840 reverse and verified.

Route	Loading Time	Travel To Time	Travel From Time	Travel Within Time	Deadhead Time	Relay Time
0030	15:00	09:21	06:19	08:44	00:00	00:00
0060	11:49	00:57	06:11	11:30	00:00	00:00
0061	16:00	14:07	16:08	09:32	00:00	00:00
0062	09:51	08:24	10:46	00:38	00:00	00:00
0065	13:00	08:04	06:20	01:39	00:00	00:00
0064	20:00	04:48	07:27	02:45	00:00	00:00
0065	22:15	07:29	09:33	04:18	00:00	00:00
0066	00:00	00:00	00:00	00:00	00:00	00:00
0067	11:52	08:52	09:15	02:03	00:00	00:00
0068	06:24	08:51	08:02	02:07	00:00	00:00
0069	16:00	08:02	10:53	07:05	00:00	00:00
0070	10:09	01:45	02:22	04:46	00:00	00:00
0071	20:00	06:10	06:37	08:15	00:00	00:00
0072	16:18	11:45	15:05	11:35	00:00	00:00
0073	15:51	08:27	08:33	07:09	00:00	00:00
0074	08:26	04:44	04:18	12:30	00:00	00:00
0075	17:51	06:46	08:17	03:03	00:00	00:00
0076	11:26	11:02	13:57	13:19	00:00	00:00
0077	12:39	04:39	04:41	06:11	00:00	00:00
0078	11:00	03:02	02:56	14:09	00:00	00:00
0079	16:44	05:45	06:27	06:41	00:00	00:00
0080	07:09	13:31	12:39	02:36	00:00	00:00
0081	00:00	00:00	00:00	00:00	00:00	00:00
0082	21:00	06:30	08:34	06:45	00:00	00:00
0083	17:00	06:43	07:28	05:49	00:00	00:00
0084	18:00	04:05	06:33	16:26	00:00	00:00
0085	16:00	11:13	10:54	08:26	00:00	00:00
0086	10:01	08:47	08:52	03:59	00:00	00:00
0087	13:03	03:51	06:39	07:22	00:00	00:00
0088	19:00	08:06	09:16	07:31	00:00	00:00
0089	18:00	01:59	03:42	05:29	00:00	00:00
0090	17:00	13:51	14:03	11:44	00:00	00:00
0091	15:00	04:26	06:15	14:47	00:00	00:00
0092	19:00	16:04	16:44	05:17	00:00	00:00
0094	14:20	09:35	11:54	04:01	00:00	00:00
0095	14:10	08:26	09:03	12:36	00:00	00:00
0096	00:00	00:00	00:00	00:00	00:00	00:00
0097	22:00	01:35	04:42	22:21	00:00	00:00
0098	00:00	00:00	00:00	00:00	00:00	00:00
0099	09:00	05:34	06:11	10:15	00:00	00:00

Allied Time Detail Report shows the parcel and accountable times that were moved off the route and what stayed.

...s - 2010



M-01725

 Allied Time
 Zone = 130.7
 Thu Jun 10 14:26:40 2009

 Existing Route C030

 Transferred Plus4s

Plus4	NDS	Address	Range	NDS	Name
2680	13401	-	13499	SW 24TH ST	
2690	2200	-	2298	SW 135TH AVE	
2690	2300	-	2398	SW 135TH AVE	
2691	2300	-	2398	SW 135TH AVE	
3465	1300	-	1398	SW 135TH WAY	
3443	13501	-	13599	SW 18TH ST	
3487	13601	-	13699	SW 18TH ST	

Allied Time (secs)	Model	Route
Accountable	120	C07
Accountable	120	C07
Parcel	60	C07
Parcel	120	C07
Accountable	120	C07
Accountable	120	C07
Accountable	120	C07

This was the accountable and parcel time for addresses that were moved to other routes

 Non-transferred Plus4s

Plus4	NDS	Address	Range	NDS	Name
3400	13000	-	13098	SW 20TH ST	
2535	12901	-	12999	SW 17TH ST	
2524	1900	-	1998	SW 125TH AVE	
2531	1800	-	1898	SW 124TH WAY	
2513	12701	-	12799	SW 20TH ST	
2514	12801	-	12899	SW 20TH ST	
3463	1901	-	1999	SW 137RD TER	

Allied Time (secs)	Model	Route
Accountable	120	C030
Accountable	180	C030
Accountable	240	C030
Accountable	120	C030
Accountable	120	C030
Accountable	120	C030
Accountable	60	C030

Parcel and accountable time for addresses that stayed on the existing route.

 Existing Route C050

 Transferred Plus4s

Plus4	NDS	Address	Range	NDS	Name
3931	3001	-	3099	SW 137TH TER	
3975	13701	-	13749	SW 31ST ST	
3943	3000	-	3099	SW 139TH AVE	
3982	14001	-	14099	SW 32ND ST	
3981	14101	-	14199	SW 32ND ST	
3981	14101	-	14199	SW 32ND ST	

Allied Time (secs)	Model	Route
Parcel	85	C078
Parcel	26	C078
Parcel	89	C078
Parcel	65	C078
Accountable	164	C078
Parcel	71	C078

 Non-transferred Plus4s

Plus4	NDS	Address	Range	NDS	Name
3259	3350	-	3350	SW 148TH AVE	

Allied Time (secs)	Model	Route
Accountable	462	C050

Block Ranges



UNITED STATES
POSTAL SERVICE®

Joint Alternate Route Adjustment Process – 2010



M-01725

```

.....
* Allied Time
*
* Zone = 33027
*
* Thu Jun 18 14:26:40 2009
*
.....

```

**The Team decides to move
this Allied Time with the
territory**

```

.....
* Existing Route C030 *
*
* Transferred Plus4s
*
.....

```

Plus4	NDS	Address Range	NDS Name	Allied Time(secs)	Model	Route
2680	13401 - 13499	SW 24TH ST		Accountable	120	C079
2690	2200 - 2298	SW 135TH AVE		Accountable	120	C079
2690	2200 - 2298	SW 135TH AVE		Parcel	60	C079
3501	2200 - 2298	SW 135TH AVE		Parcel	120	C079
3466	1900 - 1998	SW 135TH WAY		Accountable	120	C078
3443	13601 - 13699	SW 19TH ST		Accountable	120	C078
3487	13601 - 13699	SW 19TH ST		Accountable	120	C078

Non-transferred Plus4s

Plus4	NDS	Address Range	NDS Name	Allied Time(secs)	Model	Route
3400	13000 - 13098	SW 20TH ST		Accountable	120	C030
2535	12901 - 12999	SW 17TH CT		Accountable	180	C030
2524	1900 - 1998	SW 125TH AVE		Accountable	240	C030
2531	1800 - 1898	SW 124TH WAY		Accountable	120	C030
2513	12701 - 12799	SW 20TH ST		Accountable	120	C030
2514	12801 - 12899	SW 20TH ST		Accountable	120	C030
3463	1901 - 1999	SW 133RD TER		Accountable	60	C030



Joint Alternate Route Adjustment Process - 2010



M-01725

To move this Allied Time...

Existing Route Info

Transferred Blocks

11/04 NDS Address Range	NDS Name	Allied Time (mm:ss)	Model Route
1340 - 1341 - 1342 SW 135TH ST	Accountable	100	0079
1340 - 1340 - 1348 SW 135TH AVE	Accountable	100	0079
1340 - 1340 - 1348 SW 135TH AVE	Parcel	60	0079
1340 - 1340 - 1348 SW 135TH AVE	Parcel	60	0079
1348 - 1348 - 1348 SW 135TH WAY	Accountable	100	0078
1348 - 1348 - 1348 SW 135TH WAY	Accountable	100	0078
1348 - 1348 - 1348 SW 135TH WAY	Accountable	100	0078

Adjusted Route Summary Editor - Zone 32603

Route ID	Pos Del	Street Time		Office Time		Route Time
		Allied	Delivery	Selected	Factor	
C005	0	+00:34	+00:06	+00:12	0.633	+00:18
C009	365	+03:48	+07:17	+01:36	0.339	+08:53
C014	551	+03:30	+06:28	+02:05	0.127	+08:33
C016	499	+01:54	+03:49	+00:39	0.200	+04:28
C019	220	+03:34	+05:41	+01:21	0.589	+07:02
C022	489	+01:36	+05:24	+01:51	0.251	+07:45
C024	0	+00:58	+01:07	+00:45	0.259	+01:10
C025	470	+02:24	+05:42	+01:51	0.231	+07:07
C028	0	+00:32	+00:34	+00:29	0.326	+01:03
C038	0	+00:49	+00:02	+00:06	0.218	+00:08
C041	367	+01:46	+05:43	+01:30	0.270	+07:13
Totals:	2961	21:25	41:53	12:25		54:18

OK Cancel Print

Then, Click Here

Add 2:00 Here

Add 1:00 Here

Allied Time (mm:ss) (mm:ss)

Relay Time:	+007:04	+000:00
Replenish:	+000:00	+000:00
Travel To:	+003:08	+000:00
Travel From:	+003:08	+000:00
Vehicle Load:	+010:32	+000:00
Other Time:	+051:58	+000:00
Add'l Time:	+008:51	+000:00

OK Cancel

Other Time (mm:ss) (mm:ss)

Travel Within:	022:06	+000:00
Accountable Del:	+000:00	+000:00
Parcel Del:	+003:10	+000:00
Street Break Time:	017:57	+000:00
Collection Time:	+000:00	+000:00
Deadhead Time:	+000:00	+000:00
Personal Needs:	+000:00	+000:00
Customer Contact:	+000:35	+000:00
Gas Vehicle:	+000:00	+000:00

OK Cancel

A Click Here

C



Verifying Allied Time Changes

COR recalculates driving times (travel to and from and travel within) based upon speed limits input.

COR will generate reduced relays and vehicle moves based on satchel weight (Max Volume/Relay)

COR does not automatically transfer parcels and accountables

Teams need to verify that allied time changes are documented and legitimate and reaccredited when necessary.

Adjusted Route Summary Editor - Zone 32809

Route ID	Pos Del	Street Time Allied	Delivery	Office Time Selected	Factor	Route Time
C005	0	+00:34	+00:06	+00:12	0.633	+00:18
C009	365	+03:48	+07:17	+01:36	0.339	+08:53
C014	551	+03:30	+06:28	+02:05	0.127	+08:33
C016	499	+01:54	+03:49	+00:39	0.200	+04:28
C019	220	+03:34	+05:41	+01:21	0.589	+07:02
C022	489	+01:36	+05:24	+01:51	0.251	+07:15
C024	0	+00:58	+01:07	+00:45	0.259	+01:52
C025	470	+02:24	+05:42	+01:51	0.231	+07:33
C028	0	+00:32	+00:34	+00:29	0.326	+01:03
C038	0	+00:49	+00:02	+00:06	0.218	+00:08
C041	367	+01:46	+05:43	+01:30	0.270	+07:13
Totals:	2961	21:25	41:53	12:25		54:18

OK Cancel Print



Adjusting Allied, Other or Additional Time

- Click on the *Allied Time* box for a route, and the [Allied Time] window will appear. Notice that the Relay Time, Travel To, and Travel From values have been provided by the COR routing process.
- Click on the *Other Time* box and the [Other Time] window will appear.
- Click on the *Add'n'l Time* box and the [Additional Time] window will appear.
- Adjustments to these times should be entered when the DEAT believes it would be appropriate, based on valid input to them.

Allied Time		
	(mmm:ss)	(mmm:ss)
Relay Time:	+007:04	+000:00
Replenish:	+000:00	+000:00
Travel To:	+003:08	+000:00
Travel From:	+003:08	+000:00
Vehicle Load:	+010:32	+000:00
Other Time:	+051:58	+000:00
Add'n'l Time:	+008:51	+000:00
<input type="button" value="OK"/> <input type="button" value="Cancel"/>		

Other Time		
	(mmm:ss)	(mmm:ss)
Travel Within:	+022:06	+000:00
Accountable Del:	+000:00	+000:00
Parcel Del:	+003:10	+000:00
Street Break Time:	+017:57	+000:00
Collection Time:	+000:00	+000:00
Deadhead Time:	+000:00	+000:00
Personal Needs:	+000:00	+000:00
Customer Contact:	+000:35	+000:00
Gas Vehicle:	+000:00	+000:00
<input type="button" value="OK"/> <input type="button" value="Cancel"/>		

Additional Time		
	(mmm:ss)	(mmm:ss)
Backtracking:	+000:00	-01:03
Animal Interference:	+000:00	+000:00
Waiting for Relays:	+000:00	+000:00
Waiting for Trans:	+000:00	+000:00
Wait - Other:	+000:00	+000:00
Temporary Detail:	+000:00	+000:00
Management Time:	+000:00	+000:00
Accident:	+000:00	+000:00
Misc. Other:	+000:00	-008:00
<input type="button" value="OK"/> <input type="button" value="Cancel"/>		



COR JARAP

- 1. The evaluated office and street times selected by the District Evaluation and Adjustment Teams will be transferred to the top left hand corner of the PS Form 1840 reverse. The initial proposed adjusted office and street times from the COR process will appear on the top right corner of the PS Form 1840 reverse. The difference between these two times must be identified on the 1840 Reverse by sector segment (when applicable) for each route. The difference in these times that must be specifically identified includes items such as proposed changes in relay times, travel times, allied times, delivery times, miscellaneous times, and eliminated/added routes (eliminated/added routes can impact the total time difference due to demonstrated performance, selected street time, and fixed time such as travel to, travel from, loading time, street breaks, etc).**



COR JARAP

- 2. The District Evaluation and Adjustment Team will be working with a COR Technician who knows the system. The COR Technician is there to make the necessary inputs and to explain any aspect of the COR program/process that the Team needs to make decisions regarding the proposed adjustments. The COR Technician will conduct such duties at the joint direction of the District and Evaluation Team**
- 3. All decisions regarding the evaluations and adjustments of routes, including deductions and/or changes proposed by COR, or manually, are made jointly by the District Evaluation and Adjustment Team. Any items of disagreement will be identified and documented by the District Evaluation and Adjustment Team and immediately referred to the District Lead Team.**



UNITED STATES POSTAL SERVICE® Joint Alter

Leave Office - Show Line of Travel		Line of Travel to and from Lunch Place ^a															
Delivery Method	Block Number and Street Name	Travel Pattern	Time Enroute	Actual Time Used	Residential					Business					Del. PG. Box or NPU		
					Delays Pos. Other	Delays Pos. Curb	Delays Pos. NDCBU	Delays Pos. On-Cen	Delays Made	Delays Pos. Other	Delays Pos. Curb	Delays Pos. NDCBU	Delays Pos. On-Cen	Delays Made			
	VEHICLE LOAD		9:16:13	00:14:13													
	PERSONAL NEEDS		9:30:26	00:06:13													
	WAITING OTHER		9:35:31	00:05:00													
	TRAVEL TO		9:40:31	00:05:00													
	WAITING OTHER		9:45:31	00:00:01													
	17001 - 17013 W DIXIE HWY	O	9:45:31	00:04:06													
	17015 - 17025 W DIXIE HWY	O	9:49:37	00:02:43						4						2	
	17027 - 17027 W DIXIE HWY	O	9:52:21	00:01:58									5			5	
	WAITING OTHER		9:54:16	00:01:52									10			3	
	17027 - 17027 W DIXIE HWY	O	9:56:06	00:02:26													
	17029 - 17048 W DIXIE HWY	O	9:58:35	00:04:49										16			10
	DEADHEAD TIME		10:03:29	00:00:36												5	
	WAITING OTHER		10:04:02	00:02:50													
	17006 - 17008 W DIXIE HWY	E	10:06:47	00:13:14													
	WAITING OTHER		10:20:11	00:02:16									12				
	17010 - 17010 W DIXIE HWY	E	10:22:27	00:02:16													9
	17010 - 17010 W DIXIE HWY	E	10:24:47	00:02:08												4	2
	17020 - 17020 W DIXIE HWY	E	10:26:54	00:00:19												1	0
	WAITING OTHER		10:27:00	00:02:07												2	0
	ACCOUNTABLE DELIVERY		10:29:10	00:02:13													
	TRAVEL WITHIN		10:31:29	00:03:19													
	2365 - 2365 NE 173RD ST	O	10:34:40	00:13:43						6	6						
	2365 - 2365 NE 173RD ST	O	10:44:23	00:06:04						6	6						
	2365 - 2365 NE 173RD ST	O	10:48:27	00:00:04						6	6						
	2365 - 2365 NE 173RD ST	O	10:48:31	00:06:03						6	6						
	2365 - 2365 NE 173RD ST	O	10:48:34	00:00:05						6	6						
	2365 - 2365 NE 173RD ST	O	10:48:39	00:00:04						6	6						
	2365 - 2365 NE 173RD ST	O	10:48:43	00:00:15						6	6						
	2365 - 2365 NE 173RD ST	O	10:48:58	00:03:50						4	4						
	2365 - 2365 NE 173RD ST	O	10:52:49	00:00:05						4	4						
	2365 - 2365 NE 173RD ST	O	10:52:53	00:00:25						4	4						
	TRAVEL WITHIN		10:52:58	00:00:43						4	4						
	RELAY TIME		10:53:41	00:00:52													
	2375 - 2375 NE 173RD ST	O	10:54:33	00:18:41						8	8						
	2375 - 2375 NE 173RD ST	O	11:11:04	00:01:42						8	8						
	2375 - 2375 NE 173RD ST	O	11:12:40	00:00:03						8	8						
	2375 - 2375 NE 173RD ST	O	11:12:52	00:00:02						8	8						
	2375 - 2375 NE 173RD ST	O	11:12:59	00:00:04						8	8						
	2375 - 2375 NE 173RD ST	O	11:12:59	00:00:04						8	8						
	2375 - 2375 NE 173RD ST	O	11:13:04	00:00:04						8	8						
	2375 - 2375 NE 173RD ST	O	11:13:11	00:00:28						4	4						
	2375 - 2375 NE 173RD ST	O	11:13:17	00:00:04						4	4						
	2375 - 2375 NE 173RD ST	O	11:13:41	00:03:28						4	4						
	2375 - 2375 NE 173RD ST	O	11:16:40	00:00:25						4	4						
	WAITING OTHER		11:16:54	00:06:12													
	TRAVEL WITHIN		11:23:00	00:01:29													
	RELAY TIME		11:24:15	00:01:43													
	Return Office - Show Line of Travel																
	Totals																

M-01725

3999

^a Complete only if carrier is (1) reimbursed for driving his own vehicle, (2) furnished bus fare or its equivalent, (3) provided transportation in a Postal Service Vehicle, or (4) assigned to a Postal Service or contract vehicle
 B - Park, L-Loop, V - Vehicle, D - Dismount
 E - Even, O - Odd, X - Crosscross
 PS Form 3999 November 1997 (Page 2 of 6) Reverse FACSIMILE DOIS
 Route No. 60060

ADJUSTMENTS APPROVED BY SUPPORTS/MAINTENANCE OR DESIGNER			Route: 0060 ZIP: 13160		RECORD OF OFFICE AND STREET ADJUSTMENT MADE							Date: 07/06/09 Page 7 of 10	
ITEM	HOURS AND MINUTES	NEW STREET MINUTES	RELIEF (H) ADDITION (A)	STREET	ADDRESS RANGES		ZIP + 4 SECTOR/ SEGMENT	COUNTY AND FROM ROUTE NUMBER	DELYS.	OFFICE TIME MM:SS	STREET TIME MM:SS	ADJUSTED NUMBER	HOURS AND MINUTES
					BRWIN	END							
OFFICE TIME			R	Relay Time: EXR 16:56, ADJ 01:32	0	0							
STREET TIME			R	Travel To Route: EXR 05:00, ADJ 04:10	0								
TOTAL TIME			R	Travel From Route: EXR 05:00, ADJ 04:04	0	0							
RELIEF			R	Travel Within: EXR 28:54, ADJ 00:23	0	0							
ADDITION				0	0				0	00:00	00:00	
				Old Relay: NE 173RD ST. -00:52	2365	2365	4847						
				Old Relay: NE 173RD ST. -01:40	2375	2375	4873						
				Old Relay: NE 173RD ST. -06:01	2300	2398	4831						
				Old Relay: NE 21RD AVE. -00:51	17400	17448	2915						
				Old Relay: NE 23RD AVE. -01:51	17300	17398	2913						
				Old Relay: NE 172ND ST. 00:21	2300	2398	2923		0	00:00	00:00		
				Old Relay: NE 172ND ST. 02:17	2280	2280	2973		0	00:00	00:00		
				Old Relay: NE 171ST ST. -01:02	2300	2358	2919		0	00:00	00:00		
				Old Relay: NE 171ST ST. 01:15	2270	2270	2975		0	00:00	00:00		
				Old Relay: NE 23RD AVE. -05:13	17051	17051	3738		0	00:00	00:00		

Note relay time and travel within changes

Here are the "relays" from the previous slide that were missed on the 3999

Comments

- Office Break Option chosen Yes or No.
- Base Time for Route evaluation from Form _____ is _____ (Hours and Minutes).
- Street Time for adjustment 05:37 (hours and minutes).
- Reasons for selection of street time:

Office Time Mode: Demonstrated Performance by Relieved Carrier

M-01725



3999 Audit Trail Report

- 2010



M-01725

This lists any changes made to the 3999.

1 = Entry on original 3999

2 = Changed entry

Obtain original 3999. Any changes should be reviewed and verified

3999 Audit Trail Report

Zip Code: 48009

Route Number: 007

Data Capture Date: 04/23/2009

RESTRICTED INFORMATION

Ver Nbr	Del Met	Block Number & Street Name	Tvl Pat	Actual Time Used	Residential					Business					Det. PO Box or NPU	
					Other	Curb	NDCBU	Cent	Made	Other	Curb	NDCBU	Cent	Made		
1	Othr	36663 - 36663 WOODWARD AVE	O	0 01 09	0	0	0	8	6	0	0	0	0	0	6	0
2	Othr	36663 - 36663 WOODWARD AVE	O	0 01 09	0	0	0	8	6	0	0	0	0	0	0	0
1	Othr	701 - 799 LAKEVIEW AVE	O	0 00 43	0	0	0	0	0	0	0	0	0	0	0	0
1		STREET BREAK TIME		0 09 51	0	0	0	0	0	0	0	0	0	0	0	0
2		STREET BREAK TIME		0 10 00	0	0	0	0	0	0	0	0	0	0	0	0
1		VEHICLE UNLOAD		0 07 28	0	0	0	0	0	0	0	0	0	0	0	0
2		VEHICLE UNLOAD		0 08 11	0	0	0	0	0	0	0	0	0	0	0	0

ASK:

1) 6 "made" business deliveries to 36663 Woodward Ave deleted. Why?

2) :43 on 701-799 Lakeview Ave. Why? Where's the changed entry?

3):09 added to Street Break Time. Why?

79 4):43 seconds added to Vehicle Unload. Why?

The "After" 3999 showing the changed entries

M-01725

Line of Business: 36663 - Woodward Ave

Line of Business: 36663 - Woodward Ave

Line No.	Description	Type	Date	Time	Rate	Chgs	Rate	Residential		Business		Total
								Rate	Time	Rate	Time	
1	1000 - 1098 LAKESIDE DR	E	11 08 05	00 18 15	3							3
2	36601 - 36699 WOODWARD AVE	O	11 26 20	00 10 14	6							6
3	36663 - 36663 WOODWARD AVE	O	11 36 34	00 01 09				6				6
4	36601 - 36699 WOODWARD AVE	O	11 37 43	00 00 13	1							1
5	600 - 698 COLONIAL CT	E	11 37 56	00 00 21	2							2

Here you see the entry for #1 - There are no "Business Deliveries Made" entries for 36663 Woodward Ave.

This should be compared with the original 3999 and the Audit Trail.

1	1000 - 1098 LAKESIDE DR	E	11 08 05	00 18 15	3							3
2	36601 - 36699 WOODWARD AVE	O	11 26 20	00 10 14	6							6
3	36663 - 36663 WOODWARD AVE	O	11 36 34	00 01 09				6				6
4	36601 - 36699 WOODWARD AVE	O	11 37 43	00 00 13	1							1
5	600 - 698 COLONIAL CT	E	11 37 56	00 00 21	2							2

This page of the 3999 shows the rest of the changes that were made.

#2 shows the time used on 701-799 Lakeview Ave as 3:35.

#3 and #4 show the street break and vehicle unload times.

These should be compared to the original 3999 and the Audit Trail.

Route Adjustment Process 2010

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	○	600 - 698 LAKEVIEW AVE	E	2 27 22	00 04 32	6				6
	○	601 - 699 LAKEVIEW AVE	○	2 31 54	00 07 31	7				7
3		STREET BREAK TIME		2 39 25	00 10 00					
	○	700 - 798 LAKEVIEW AVE	E	2 49 25	00 02 13	4				3
	○	800 - 898 LAKEVIEW AVE	E	2 51 38	00 01 07	3				2
2	○	801 - 899 LAKEVIEW AVE	○	2 52 45	00 02 02	3				3
	○	701 - 799 LAKEVIEW AVE	○	2 54 47	00 03 35	4				4
		TRAVEL FROM		2 58 22	00 10 41					
4		VEHICLE UNLOAD		3 09 03	00 08 11					
		ARRIVE OFFICE		3 17 14	00 00 00					



Joint Alternate Route Adjustment Process – 2010

Adjustment Consultaion

- City carriers will be provided the evaluated time for their routes as soon as practicable after the Evaluation Consultation and in advance of the Adjustment Consultation.
- Any changes made to the proposed adjustments after the Adjustment Consultation will be communicated with the carrier in advance of implementing route adjustments.



Joint Alternate Route Adjustment Process – 2010



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Joint Alternate Route Adjustment Adjustment Consultation Script

City carriers will be provided the evaluated time for their routes as soon as practicable after the Evaluation Consultation and in advance of the Adjustment Consultation. Any changes made to the proposed adjustments after the Adjustment Consultation will be communicated with the carrier in advance of implementing route adjustments.

Once the District Evaluation and Adjustment Team has agreed on their proposed adjustments, with or without the use of COR, they must send the completed PS Forms 1840 Reverse to the Local Office Contacts to conduct the adjustment consultations with the carriers. The PS Form 1840 Reverse and any attachments must be provided to each carrier at least 1 day prior to the consultation.

Along with all the information regarding the proposed adjustments, the 1840 Reverse must include the District Evaluation and Adjustment Team's reasons for the selection of the evaluated office and street times.

Every proposed adjustment must be clearly identified, documented, and explained on the PS 1840 Reverse and attachments so that they can be easily discussed between the Local Office Contacts and the carrier. If any of the proposed changes are unclear to either member of the Local Office Contact's or the carrier, the District Evaluation and Adjustment Team should be contacted for clarification before continuing the consultation.

The comments and recommendations of the carrier and whether there is agreement or disagreement with the proposed adjustments along with the reasons should be entered on the PS Form 1840 Reverse. The carrier is not required to sign the form or any statement. A completed copy of the PS Form 1840 Reverse and any attachments will be provided to the carrier.

After reviewing the comments from the carrier consultation, the District Evaluation and Adjustment Team will make any jointly agreed to changes to the proposed adjustments, sign off on their final agreed to adjustments, and submit the package to the District office for implementation. Copies of any amended PS Form 1840, Reverse, will be sent to the appropriate carrier through the Local Office Contacts.

Proposed Adjustment Consultation conducted by:

USPS (name) _____	NALC (name) _____
(signature) _____	(signature) _____
Date _____	

NOTE: Under no circumstances will route adjustments be implemented unless both the NALC & USPS District Evaluation and Adjustment Team members have signed off on the adjustments.



Re: Joint Alternate Route Adjustment Process – 2010

- *This agreement is without prejudice to the position of either party in this or any other matter. The procedures described in this agreement will be utilized solely for the purpose of implementing the Joint Alternate Route Adjustment Process, and may be cited only for purposes of enforcing the terms of the agreement. Termination of this agreement pursuant to the paragraph below shall not affect completion of the Joint Alternate Route Adjustment Process or invalidate any adjustments made as a result of that process.*



Re: Joint Alternate Route Adjustment Process – 2010

- *Either party may terminate this agreement if 1) the Postal Service implements a route adjustment process other than as provided by this agreement, pursuant to Section 271 of Handbook M-39, or by mutual agreement; 2) the Memorandum of Understanding Re: Assignment of City Delivery is terminated pursuant to the last paragraph of that MOU; 3) either party fails in good faith to live up to its obligations under the Memorandum of Understanding Re: Assignment of City Delivery or 4) the Memorandum of Understanding Re: Assignment of City Delivery is invalidated, in whole or in part, by a decision of an arbitrator, a court, the National Labor Relations Board or by any other forum.*



Joint Alternate Route Adjustment Process – 2010

- Any data from route inspections conducted pursuant to Section 271 of Handbook M-39 in a zone selected for evaluation under this agreement will be forwarded to the appropriate District Lead Team for assignment to a District Evaluation and Adjustment Team for adjustment during the next analysis and implementation period for that delivery unit provided the time limit/extension provisions of Handbook M-39, Section 211.3, for implementing any necessary adjustments resulting from these inspections is adhered to. Additionally, the District Lead Team may mutually agree to assign a District Evaluation and Adjustment Team to implement the results of any other route inspections conducted pursuant to Section 271. Any questions over the preceding sentence will be discussed with the Area/Regional Team.



UNITED STATES
POSTAL SERVICE

Joint Alternate Route Adjustment Process – 2010



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Alternative Evaluation and Adjustment Processes

The following addresses locally developed proposals for evaluating and adjusting routes:

MEMORANDUM OF UNDERSTANDING
BETWEEN THE
UNITED STATES POSTAL SERVICE
AND THE
NATIONAL ASSOCIATION OF LETTER CARRIERS

Re: Alternative Evaluation and Adjustment Processes

The National Association of Letter Carriers, AFL-CIO (NALC) and United States Postal Service have a mutual interest in exploring new and innovative methods for maintaining routes in proper adjustment throughout the year in an efficient and effective manner. To that end, the parties agree to the following for locally developed route evaluation and adjustment processes:

- The local parties may jointly submit a locally developed alternate route evaluation and adjustment process to the NALC National President and the Postal Service Vice President, Labor Relations.
- A submitted proposal must include a cover letter signed by the NALC Branch President and the Postal Service Installation Head, and must provide a detailed explanation of the process.
- If the proposal is jointly agreed to by the national parties, the local parties will be notified regarding implementation.

This agreement expires on December 31, 2010 and is without prejudice to the position of either party in this or any other matter and may not be cited in any forum except to enforce its terms.

Doug A. Tulino
Vice President
Labor Relations
U. S. Postal Service

Fredric V. Rolando
President
National Association of Letter
Carriers, AFL-CIO

Date: 4-29-10