

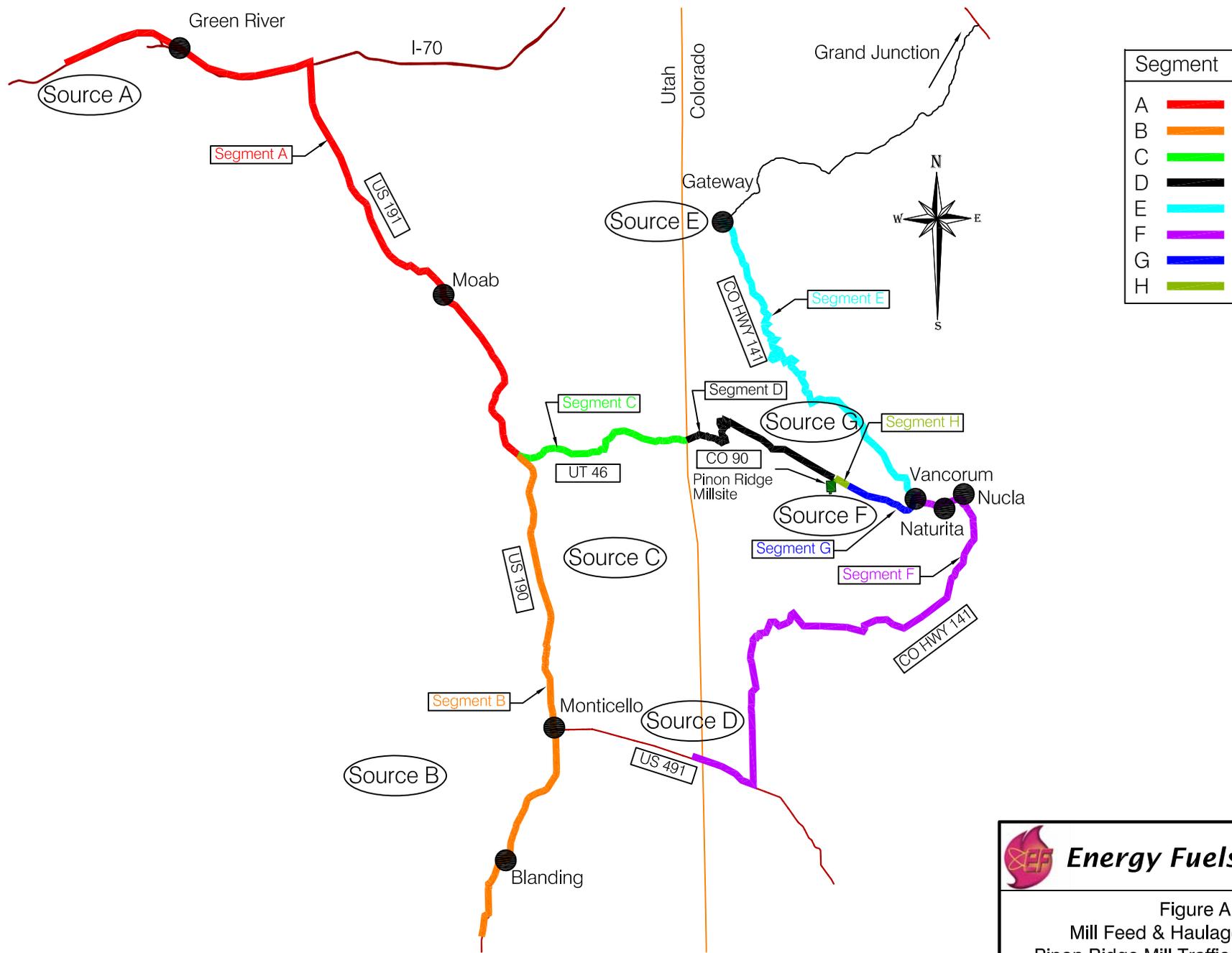
TRAFFIC IMPACT ANALYSIS
ENERGY FUELS RESOURCES CORPORATION

The traffic patterns for ore haulage to the Piñon Ridge Mill can be established by evaluating the location of the mines that will supply the life-of-mill feed and by estimating the ore tonnages that can be produced from those mines. Energy Fuels has identified over 60 mine operations that can reasonably produce ore during the 40-year timeframe. This number does not include exploration targets that are being drilled by Energy Fuels and others, which could also increase the known resource base for the region. The 60 potential sources were screened down to just over 40 sources that are the most likely candidates for mill feed, based on permitting, size of deposit, proximity to Piñon Ridge Mill, previous production capability, and Energy Fuels knowledge of the resource. The general location of these mines or sources can be seen on Figure A.1. Thirty-eight of the 41 mines are located within 82 highway miles of the mill site. The haulage highway segment is also identified on Figure A.1.

The sources were categorized by geographic location and highway access and placed into groupings that are shown as Sources A through G on Figure A.1. The data for the different source zones was then cumulated and summarized in Table A.1. The number of trucks required to transport the ore tonnage was calculated based on a tonnage factor of 24 tons per truck. A comparative analysis was performed by calculating the trucks required on a 350 day haul basis, which matches the mill operating days of the year, and then by using 250 days per year, which matches a mine operating schedule of 5 days per week. The 250-day haulage schedule results in 29 loaded trucks per day while the 350-day haulage schedule results in 21 loaded trucks per day. Energy Fuels anticipates that the shipping schedule will change over time depending on operational needs, weather conditions, and other factors; however, the 21 to 29 trucks per day is the expected range of traffic under normal operating conditions.

Table A.2 summarizes the highway haul segments identified on Figure A.1. The table shows truck numbers and tonnages by haulage segment for both 350 days per year haulage and 250 days per year haulage.

The key information found in the analysis of the haulage patterns is summarized in Figure A.2. As shown, 42% of the mill feed is expected to come from eastern Utah and 58% from western Colorado during the 40-year mill life. On average, 9 to 12 trucks are expected to access the mill from the west via Utah Highway 46 and Colorado Highway 90 and 12-17 trucks are expected to access the mill from the east via Colorado Highway 90.

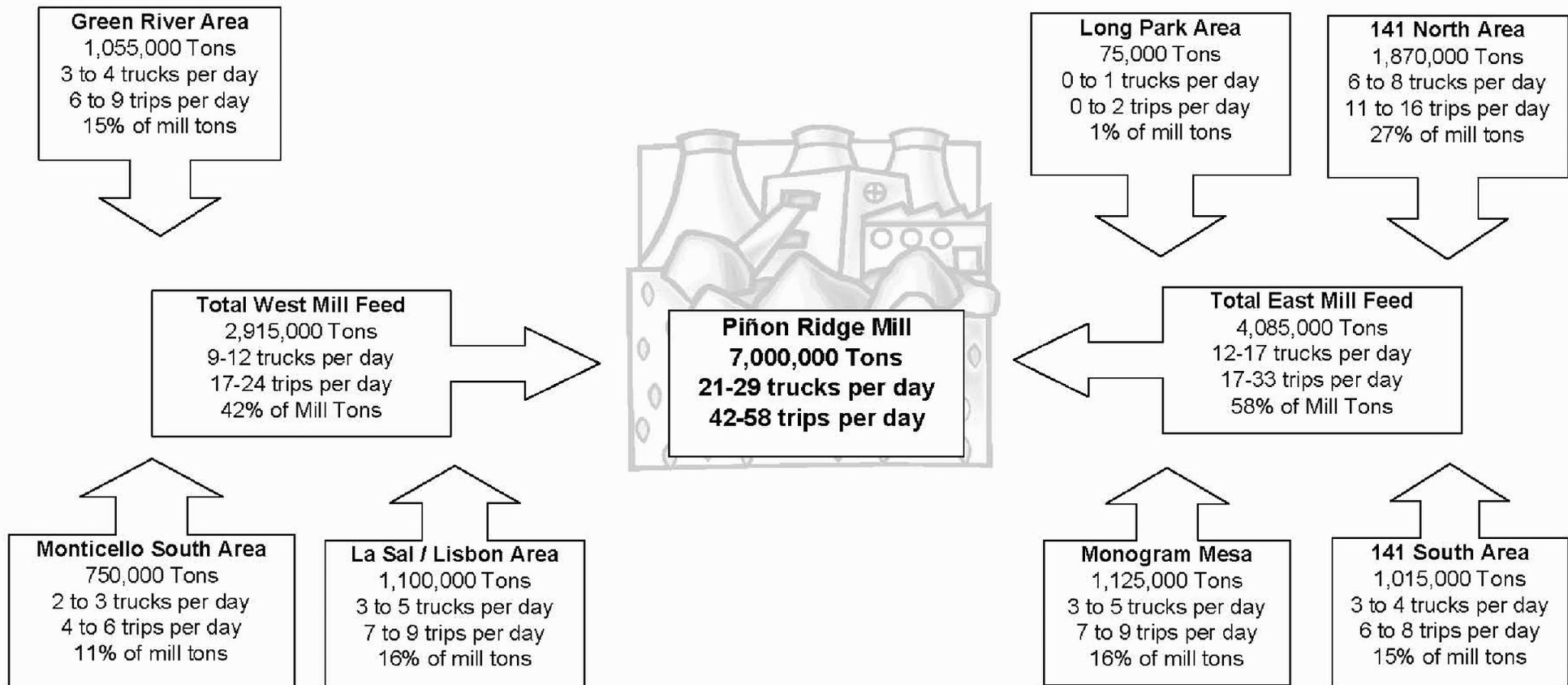


Segment	
A	
B	
C	
D	
E	
F	
G	
H	



Figure A.1
 Mill Feed & Haulage Segments
 Pinon Ridge Mill Traffic Impact Analysis

Scale	Date	Drawn by
Not To Scale	August 24, 2009	J. Osborn



Notes:

1. 24 tons per truck
2. 500 ton per day mill capacity



Figure A.2
Mill Feed Projections
Pinon Ridge Mill Traffic Impact Analysis

Scale	No Scale	Date	August 24, 2009	Drawn by	J.Osborn
-------	----------	------	-----------------	----------	----------

**Table A.1
 Mill Feed Source Projections**

				<i>Days of Haulage per year -----></i>		350	250	350	250	350	250		
<i>Mill Feed Source</i>	<i>Loaded Truck Route</i>	<i>Counties Potentially Impacted</i>	<i>Communities Potentially Impacted</i>	<i>Life of Mine Tons</i>	<i>Tons per year</i>	<i>Tons per Day</i>	<i>Tons per Day</i>	<i>Loaded Trucks per Day</i>	<i>Loaded Trucks per Day</i>	<i>Trips per day</i>	<i>Trips per day</i>	<i>Percentage of Total Mill Feed</i>	
Source A - Green River, UT Area	County Roads to I-70 to US 191 South to UT-46	Wayne, UT; Emery, UT; Grand, UT; San Juan, UT	Green River, UT; Flow, UT; Crescent Junction, UT, Moab, UT	1,055,000	26,375	75	106	3	4	6	9	15%	
Source B - Monticello, UT South	County Roads to US 191 North to UT-46	San Juan, UT	Blanding, UT; Verdure, UT; Monticello, UT	750,000	18,750	54	75	2	3	4	6	11%	
Source C - La Sal/Lisbon, UT	County Roads to UT-46	San Juan, UT	La Sal, UT	1,110,000	27,750	79	111	3	5	7	9	16%	
Source D - South 141, CO	County Roads to US 491 or CO-141 North to CO-90	San Juan, UT; San Miguel, CO; Dolores, CO; Montrose, CO;	Northdale, CO; Egnar, CO; Basin, CO; Naturita, CO	1,015,000	25,375	73	102	3	4	6	8	15%	
Source E - North 141, CO	County Roads to CO-141 south to CO-90	Mesa, CO; Montrose, CO	Gateway, CO, Vancorum, CO	1,870,000	46,750	134	187	6	8	11	16	27%	
Source F - Monogram Mesa, CO	County Roads to CO-90	Montrose, CO		1,125,000	28,125	80	113	3	5	7	9	16%	
Source G - Long Park, CO	County Roads to CO-90	Montrose, CO		75,000	1,875	5	8	0	0	0	1	1%	
Total Mill Feed				7,000,000	175,000	500	700	21	29	42	58	100%	

Note: Loaded Trucks (tons): 24 tons per truck

**Table A.2
 Haulage Projections**

<i>Haul Segment</i>	<i>Loaded Truck Route</i>	<i>Counties Potentially Impacted</i>	<i>Communities Potentially Impacted</i>	<i>Life of Mine Tons</i>	<i>Tons per Year</i>	<i>Days of Haulage per year -----></i>		<i>Loaded Trucks per Day</i>		<i>Trips per day</i>		<i>Percentage of Total Mill Feed</i>
						350	250	350	250	350	250	
Segment A	I-70 to US 191 South to UT-46	Wayne, UT; Emery, UT; Grand, UT; San Juan, UT	Green River, UT; Flow, UT; Crescent Junction, UT, Moab, UT	1,055,000	26,375	75	106	3	4	6	9	15%
Segment B	US 191 North to UT-46	San Juan, UT	Blanding, UT; Verdure, UT; Monticello, UT	750,000	18,750	54	75	2	3	4	6	11%
Segment C	UT-46 to CO-90	San Juan, UT	La Sal, UT	2,915,000	72,875	208	292	9	12	17	24	42%
Segment D	CO-90 to Piñon Ridge Mill Site	Montrose, CO	Bedrock, CO	2,915,000	72,875	208	292	9	12	17	24	42%
Segment E	County Roads to CO-141 south to CO-90	Mesa, CO; Montrose, CO	Gateway, CO, Vancorum, CO	1,870,000	46,750	134	187	6	8	11	16	27%
Segment F	County Roads to US 491 or CO-141 North to CO-90	San Juan, UT; San Miguel, CO; Dolores, CO; Montrose, CO;	Northdale, CO; Egnar, CO; Basin, CO; Naturita, CO	1,015,000	25,375	73	102	3	4	6	8	15%
Segment G	CO-90 to Monogram/Long Park Access Intersections	Montrose, CO		2,885,000	72,125	206	289	9	12	17	24	41%
Segment H	CO-90	Montrose, CO		4,085,000	102,125	292	409	12	17	24	34	58%

Note: Loaded Trucks (tons): 24 tons per truck