SCALE 1:40,000

Nautical Miles 1 0 1 2 3

Yards 1000 0 1000 2000 3000 4000 5000

Meters 1000 0 1000 2000 3000 4000 5000

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST

MARYLAND - VIRGINIA

POTOMAC RIVER

LOWER CEDAR POINT TO MATTAWOMAN CREEK

Mercator Projection
Scale 1:40,000 at Lat. 38°28'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

TIDAL INFORMATION

PLACE NAME	(LAT;LONG)	Height referred to datum of soundings (MLLW): Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Lower Cedar Point	(38°21'N; 76°19'W)	1.7	1.5	0.1
Mathias Point	(38°24'N; 77°03'W)	1.6	1.4	0.1
Clifton Beach	(38°25'N; 77°16'W)	1.5	1.2	0.1
Quantico	(38°31'N; 77°17'W)	1.6	1.5	0.1

Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.

(Aug 2013)

POTOMAC RIVER CHANNEL DEPTHS
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF OCT 2014
AND SURVEYS TO JUL 2014

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS	
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	DEPTH MLLW (FEET)
MATTAWOMAN BAR	19.0	15.0	20.0	7-14	200	3.0 24

NOTE : CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)
Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical
Al alternating
Bl black
Bn beacon
C can
DIA diaphone
F fixed
Fl flashing
G green
IQ interrupted quick
Iso isophase
LT HO lighthouse
M nautical mile
m minutes
MICRO TR microwave tower
Mkr marker
Mo morse code
N nun
OBSC obscured
Oc occulting
Or orange
Q quick
R red
Ra Ref radar reflector
R Bn radiobeacon
R TR radio tower
Rot rotating
s seconds
SEC sector
St M statute miles
VQ very quick
W white
WHS whistle
Y yellow

Bottom characteristics:

Blds boulders
Br broken
Cy clay
Co coral
G gravel
Grs grass
gy grey
h hard
M mud
Oys oysters
Rk rock
S sand
so soft
Sn shells
sy sticky

Miscellaneous:

AUTH authorized
ED existence doubtful
Obstn obstruction
PA position approximate
PD position doubtful
Rep reported
Subm submerged
Wk, rock, obstruction, or shoal swept clear to the depth indicated.
(+) Rocks that cover and uncover, with heights in feet above datum of soundings.

HEIGHTS
Heights in feet above Mean High Water.

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 3 for important supplemental information.

SOURCE DIAGRAM
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

SOURCE		
A	1990-2007	NOS Surveys — full bottom coverage
B2	1970-1989	NOS Surveys — partial bottom coverage
B3	1940-1969	NOS Surveys — partial bottom coverage

NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 3. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 5th Coast Guard District in Portsmouth, Virginia or at the Office of the District Engineer, Corps of Engineers in Baltimore, Maryland.
Refer to charted regulation section numbers.

HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.44" northward and 1.68" eastward to agree with this chart.

AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

CAUTION
Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus:

CAUTION
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CAUTION
FISH TRAP AREAS AND STRUCTURES
Mariners are warned that numerous uncharted dead brush stakes and fishing structures, some submerged, may exist in the fish trap areas. Such structures are not charted unless known to be permanent.
Regulations to assure clear passage to and through dredged and natural channels, and to established landings, are prescribed by the Corps of Engineers in the Code of Federal Regulations.
Definite limits of fish trap areas have been established in some areas, and those limits are shown thus: - - - - - - - -
Where definite limits have not been prescribed, the location of fishing structures is restricted only by the regulations.

SMALL CRAFT WARNINGS
During the boating season small-craft warnings will be displayed from sunrise to sunset on Maryland Maline Police Cruisers while underway in Maryland waters of the Chesapeake Bay and tributaries.

POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.
During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

NOAA WEATHER RADIO BROADCASTS
The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Washington, DC KHB-36 162.550 MHz
(Manassas, VA)

NOTE B
UNEXPLODED ORDNANCE
Unexploded ordnance may exist within the charted limits. River currents may have transported ordnance outside the areas shown.

OYSTER AQUACULTURE
Oyster bed aquaculture leases may exist within the limits of this chart. Mariners are cautioned that numerous markers may exist and watermen may be active in the area. Caution should be exercised when navigating in or near these areas, not to anchor or ground, in order to avoid damage to the beds. Depths may be shallower than the soundings shown. For more information, contact the local department of natural resources.

CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area — Cable Area

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.
Covered wells may be marked by lighted or unlighted buoys.

HARRY W. NICE MEMORIAL BRIDGE
The center line of the main span is marked by a flashing red AERO obstruction light and a fixed green light surmounted by 3 fixed white lights mounted vertically 15 feet apart.

NOTE D
UNEXPLODED ORDNANCE
Due to hazards of unexploded ordnance, no person or craft in the Middle Danger Zone shall approach closer than 100 yards to the shoreline of the Naval Surface Warfare Center, Dahlgren.
River currents may have transported ordnance outside the charted limits of the Middle Danger Zone.