



**THE VALLEY OF THE KINGS, LUXOR, EGYPT
SITE MANAGEMENT MASTERPLAN**



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V
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- d) In parking and facilities areas

12. Roadway and pathways

- a) Work cannot be undertaken until all channels are dug, water, sewage, and electrical cables and a/c facilities have been installed, and channels filled in.
- b) Remove asphalt from entrance to KV to Visitors Center in a series of 2-3 strips (so as not to interfere with continuing tourist traffic) and lay down Soiltac or equivalent
- c) Parking lot at Visitors Center to be improved, lines painted, directional signs installed
- d) New parking area downhill from Visitors Center to be planned, perhaps in 3-4 expansion stages, with only the first one or two to be built now
- e) Location of garage for trams to be determined and plans drawn (with toilet, office?)
- f) All cables, lighting, a/c equipment to be installed below surface of roads, footpaths
- g) Leveling of footpaths in KV to be determined and mapped according to hydrological studies in order to ensure proper flood protection
- h) Footpaths treated with Soiltac or equivalent

13. Implementation of rubbish collection, cleanliness programs

14. Study alternative ticketing policies and procedures

15. Implement proposals on a trial basis

decided by the SCA and the Luxor City Council. Alternatively, the carts of the tramline can be factored into KV admission ticket charges.

- B.** The road between the Visitors Center and KV is currently paved with asphalt, and that paving extends into the Valley, nearly to the entrance of KV 6. We suggest that this asphalt be removed and the road between the Center and the Valley be left as a natural surface. Beyond the Visitors Center, the idea is to have KV look as much as possible as it looked a century ago, with minimal modern intrusions. To eliminate problems with blowing dust, wear, and flood damage, the roadway, and also the footpaths throughout KV, should be sprayed with a liquid copolymer soil stabilizer such as Soiltac (Appendix V). We tested Soiltac on the dirt road running north to south immediately west of Carter House and have found that, 10 months later, in spite of regular use by lorries and tractors, the track remains dust-free and undamaged. Soiltac should also be used on the footpaths in KV itself, both to reduce dust and to create a waterproof surface that, by careful grading, can be used to safely deflect flood water from tomb entrances and direct it out of KV, around the Visitors Center and bus park, and into the desert.



Figure 74: Existing Road Surface

- C.** In addition to regular tram service between the Visitors Center and the East Valley of the Kings, a less frequent tramline should run between the Center and the tomb of Ay in the West Valley. This track, too, should be sprayed with Soiltac or the equivalent. The tramline can provide an on-demand service, ferrying people into the West Valley, waiting for them to visit the site (about 15 minutes) and then return them to the Visitors Center. They can then ferry with another group into the Valley. Initially, units should consist of an engine and a single 24-passenger carriage. If demand increases, two two-carriage trams can be operated and the services run every 30-45 minutes. Making the tomb of Ay (and eventually

A weather station in the Valley of the Kings (along with at least one other elsewhere on the West Bank), is essential if temperature and humidity control in KV tombs is to be successful.

There are three types of hillside debris in KV: debris left by the ancient excavators of tombs, debris left by archaeologists, and debris borne by floodwaters from the hillsides above the Valley. It has been suggested that all of this debris be removed in order to better explore the Valley. (This was done several years ago in the Valley of the Queens.) It should be noted that any excavation must be carefully done, for it is known that much of this debris contains artefacts. (Clearance around the entrance of KV 17 in 2004-2005 yielded several hundred potsherds, dozens of ostraca, and two mummified human heads.) Such clearing will require preparation of a new hydrological survey because it will dramatically alter the character of the existing KV watershed.

Geological fractures on KV hillsides should be filled. During rainstorms, these fractures serve as pathways through which water can pour into tombs. Several years ago, the fractures in the hillside above KV 5 were cleaned and filled with sand, stone, and cement. A similar project should be conducted on other KV hillsides.

6.13 Summary of Proposals

- Carter House to become a museum
- Signage to be installed at road near Carter House
- Road from Carter House to KV to be landscaped and graded for flood control
- Maintenance and cleaning schedule of roadway to be established
- Water mains and electrical cable to be installed
- Footpaths from Deir el-Bahari and Deir el-Medina to KV to be improved
- Rest stops for visitors and watering trough for donkeys on approach to KV
- Illegal vehicles (horse carriages, e.g.) to be stopped at Carter House
- New car park to be constructed
- New vendors' kiosks to be built
- SCA sales desk to be included
- Tramline from VC to KV and WV to be installed and support facilities
- Asphalt road from Visitors Center to KV to be removed and replaced with Soiltac