

= Zoloti Vorota (Kiev Metro) =

Zoloti Vorota (Ukrainian : ?????i ?????) is the 29th station of the Kiev Metro system that serves the Ukrainian capital Kiev . The station was opened as part of the first segment of the Syretsko @-@ Pecherska Line on 31 December 1989 . It serves as a transfer station to the Teatralna station of the Sviatoshynsko @-@ Brovarska Line . It is located near the city 's Golden Gate , from which the station takes its name .

The original design plans for the station called for a clean utilitarian structure typical of metro stations of that period . Due to the efforts of the city 's chief architect Mykola Zharikov , the design was scrapped in favor of one that resembles an ancient Kievan Rus ' temple by Borys Zhezherin , Vadym Zhezherin , and Zharikov himself . Such a design was a particularly risky feat , since Ukraine was a part of the secular Soviet Union at the time of the station 's construction . Vadym Zhezherin and Mykola Zharikov , among the other artists and architects of the station , were bestowed the State Prize of Ukraine in the Field of Architecture for their work in 1991 .

The Zoloti Vorota features 80 distinct mosaic pieces and images depicting the history of Kievan Rus ' . In 2011 , the station 's mosaics were listed as " newly discovered objects of cultural heritage " by the city 's Department of Cultural Heritage . The station is regarded as one of the most impressive metro stations in Europe , being placed on a list compiled by The Daily Telegraph in 2013 .

= = Construction = =

The initial plans for the future Syretsko @-@ Pecherska Line called for a transfer station (named " Kominternivska ") to connect with the Sviatoshynsko @-@ Brovarska Line at Universytet station . However , the short central hall at Universytet was inadequate for the high volume of passengers that a transfer station would be subject to , thus the station 's future location was moved a few city blocks to coincide with a newly proposed station of the Sviatoshynsko @-@ Brovarska Line . This new station , called Teatralna , would be located in between the Khreshchatyk and Universytet stations , and would serve as a transfer to the future Zoloti Vorota station . Although the Kominternivska station was never built , some of its architectural designs were preserved and used in the creation of the Teatralna station .

Construction for the Syretsko @-@ Pecherska Line , the Kiev Metro system 's third line , began on 23 February 1983 . It had a projected date of completion in 1986 , although the line 's opening was delayed until the end of 1989 due to the economic state of the Soviet Union at the time . The line 's first segment was officially opened on 31 December 1989 , and consisted of three stations ; Zoloti Vorota ? Palats Sportu ? Mechnikova (named Klovska today) .

Since its entrance is located on a hillside , two separate escalator tunnels had to be created , connected by an underground station vestibule . The upper tunnel is 35 m (115 ft) long , while the lower tunnel is 56 m (184 ft) long . The vestibule was built in the same way as with other stations of the Kiev Metro system ; it was first completed at ground level , and then lowered to its final location underground . The vestibule is a 20 m (66 ft) tall monolithic dome with an approximately similar diameter .

The installation began in November 1987 and was completed by 1988 , lowered at a pace of half a meter a day . Since the construction took place in water @-@ saturated soils , over 200 frozen wells had to be formed so it could be lowered to its proper location . In addition , over 250 m2 (300 sq yd) of rock had to be removed to make way for the vestibule . After it was finally installed , construction work began on the lower escalator tunnel . Due to a difficult hydrogeology , the tunnel was not completed by the station 's grand opening and until 1 May 1990 , it could only be reached with a transfer from the Teatralna station .

For several years , the Zoloti Vorota station served as the line 's northern terminus . Continued construction extended the line northwards to the Lukianivska station . In between the two stations , the Lvivska Brama station was built during the late 1990s ; however , it has not been completed to this day .

= = Design = =

From an engineering standpoint , Zoloti Vorota was built as a deep column station , at a depth of 96 @. @ 5 m (317 ft) underground . It consists of three distinct vaulted halls , featuring one central hall , and two side platform halls , each separated by a row of columns . The central hall is connected to the only above @-@ ground vestibule through two escalator tunnels , separated by an underground vestibule , which was needed because of the depth at which the station is located . Its design and formation is nearly similar to the Maidan Nezalezhnosti station of the system 's Kurenivsko @-@ Chervonoarmiyska Line .

The station 's original plans were designed by a team of Moscow architects from Metrogiprotrans ; their design was strictly utilitarian , architecturally similar to the other metro stations of that period . However , due to the socio @-@ economic changes taking place in the country at the time , the original design was scrapped because it was considered " too weak " for one of the city 's main metro stations in a historically significant location .

The city 's chief architect Mykola Zharikov approached Vadym Zhezherin to create a new design for the station . Zhezherin enlisted the help of his father , Borys in completing the design . Vadym previously worked on the reconstruction of the city 's Leo Tolstoy Square and similarly named metro station , while his father , who was awarded the title of Distinguished Architect of Ukraine , was responsible for the reconstruction of the nearby National Opera House .

They were supported by architects Anatoliy Krushynskyi , Tamara Tselikovska , and Fedir Zaremba , who were responsible for designing the underground vestibule . While the redesign was taking place , construction on the station 's original utilitarian design continued . The new design was based on the form of a Kievan Rus ' temple , featuring unique mosaics situated throughout the station . The central hall 's height was increased , and the original design 's pylons were replaced with much lower columns , finished off with white marble and matte polish . In particular , the white ceiling was divided with diametrical mosaic stripes with brick grouting on the sides , completed by artists Hryhoriy Korin and Volodymyr Fedko .

The station is illuminated by two @-@ tierd bronze chandeliers , each featuring 12 distinct lighting groups holding candle @-@ like bulbs . The chandeliers , designed by Stanislav Adamenko and Mariya Ralko , were installed between the mosaic stripes . Both the station halls and the underground vestibule feature similar light fixtures , although they are significantly smaller than the main chandeliers . The redesign also called for a gold smalt @-@ covered ceiling , although this was rejected as it was too expensive . To finish it off , gray granite was used on the floor .

= = Mosaics = =

The Zoloti Vorota station features a number of distinct mosaic decorations , which were completed by artists Hryhoriy Korin and Volodymyr Fedko . There are a total of 80 large mosaic pieces ; they run in a clockwise direction around the station , depicting the history of Kievan Rus . The two artists , accompanied by the station 's lead architect Vadym Zhezherin , concluded that the station should be decorated with mosaic pieces of historical significance of the period leading up to the Mongol invasion of Rus ' . Korin completed the mosaics in either ends of the station and the large ceiling arches , while Fedko was completed the unique images relating to Kievan Rus ' and the smaller arches in between each of the station 's pillars .

Four large mosaic panels are installed on either ends of the station hall and the two escalator tunnels . On the side that leads to the exit to the city , a panel was installed depicting the patron saint of Kiev , Michael the Archangel . Meanwhile , at the very end of the station , Saint George is depicted , symbolizing Moscow , the Soviet Union 's capital at the time . One of the mosaic panels at the end of the station near the escalators includes an inscription featuring a Ukrainian nationalist slogan , stating ????? ??????? , which is translated as Glory to Ukraine .

A large portion of the station 's mosaics depict the various Grand Princes of Kievan Rus ' , of which 27 are depicted . The mosaic pieces themselves incorporate the princes ' years of reigning and their names :

The station also has nine mosaics depicting various other important personalities of the Kievan Rus' era featuring Anthony , Theodosius , Anne , Hilarion , Agapetus , Alypius , Nestor the Chronicler , Petro Mylonig , and Sylvester . Eight of the mosaic pieces depict Kiev 's ancient Rus ' churches including the Church of the Tithes , the Saint Sophia Cathedral , Iryninska Church , St. Michael 's Golden @-@ Domed Cathedral , Church of the Saviour at Berestove , Dormition Cathedral , Church of the Mother of God Pyrohoshchya , and the St. Cyril 's Monastery . Lastly , there are 32 mosaic pieces featuring simargls , which are mythical creatures in East Slavic mythology , often depicted as a winged lion or dog .

= = Service = =

The Zoloti Vorota station has only two street entrances , one of which is located on Volodymyrska Street , and the other on Zoloti Vorota Passage . Each of the entrances are connected by a single vestibule in the city center near the Golden Gate , and Ukraine 's National Opera building . As of 2008 , the Zoloti Vorota station has a daily ridership of 20 @,@ 000 . The station itself is operational every day from 05 : 39 to 00 : 06 , while the transfer tunnel which connects Zoloti Vorota to Teatralna is open from 05 : 45 to 00 : 32 . The station features six escalators , with the upper and lower vestibules both having two operating escalators , with an additional backup escalator .

The commute from Zoloti Vorota to the line 's terminus at Syrets takes approximately 9 minutes and 5 seconds , while it takes 30 minutes and 55 seconds to commute to the Chervony Khutir terminus . The train frequencies vary throughout the day , but generally operate every 2 ? 13 minutes in either direction . The morning 's first eastbound train departs from the station at 05 : 48 , while the westbound train departs at 06 : 01 . The evening 's last eastbound departs at 00 : 15 , while the westbound train departs at 00 : 30 .

The entire Kiev Metro system uses the same methods of payment for transit via each station ; plastic tokens , temporary paper contactless cards , and reloadable plastic contactless cards . In June 2015 , the station was outfitted with Paypass functionality , a contactless payment service from MasterCard . It is one of seventeen strategic stations of the metro system to use this technology , making Kiev the fifth rapid transit system in the world to incorporate this technology .