

ROMA



Rome Metro - Line C

Station

Porta Metronia



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Station

Porta Metronia

Dicember 2025

In Rome, every step sinks into history. At Porta Metronia, that step becomes a threshold: between the city that once was and the city yet to come. Where engineering moves in harmony with archaeology, fragments of history reemerge as the future is built.

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1.

Along the Line C route

Porta Metronia station is a key stop along Rome's Metro Line C—a route that crosses the city, weaving together modernity and history.

M_C Porta Metronia

ROMA ← ATAC



The strategic axis connecting Rome

Line C of the Rome Metro is one of the capital’s most significant urban mobility infrastructure. With a **planned** length of **29 km**, the line **will connect the eastern and western outskirts of the capital** from Monte Compatri/Pantano to Farnesina — offering a direct, fast connection capable of carrying **up to 800,000 daily passengers**.

With the new Porta Metronia and Colosseo/Fori Imperiali stations, Line C reaches the heart of the city, with **24 stations now completed** — for a more interconnected and sustainable Rome.

29 km
of metro line up to Farnesina

24
completed stations

20 km
underground line

1
station under construction

23 km
completed
from Monte Compatri/Pantano
to Colosseo – Fori Imperiali

6
stations in design phase

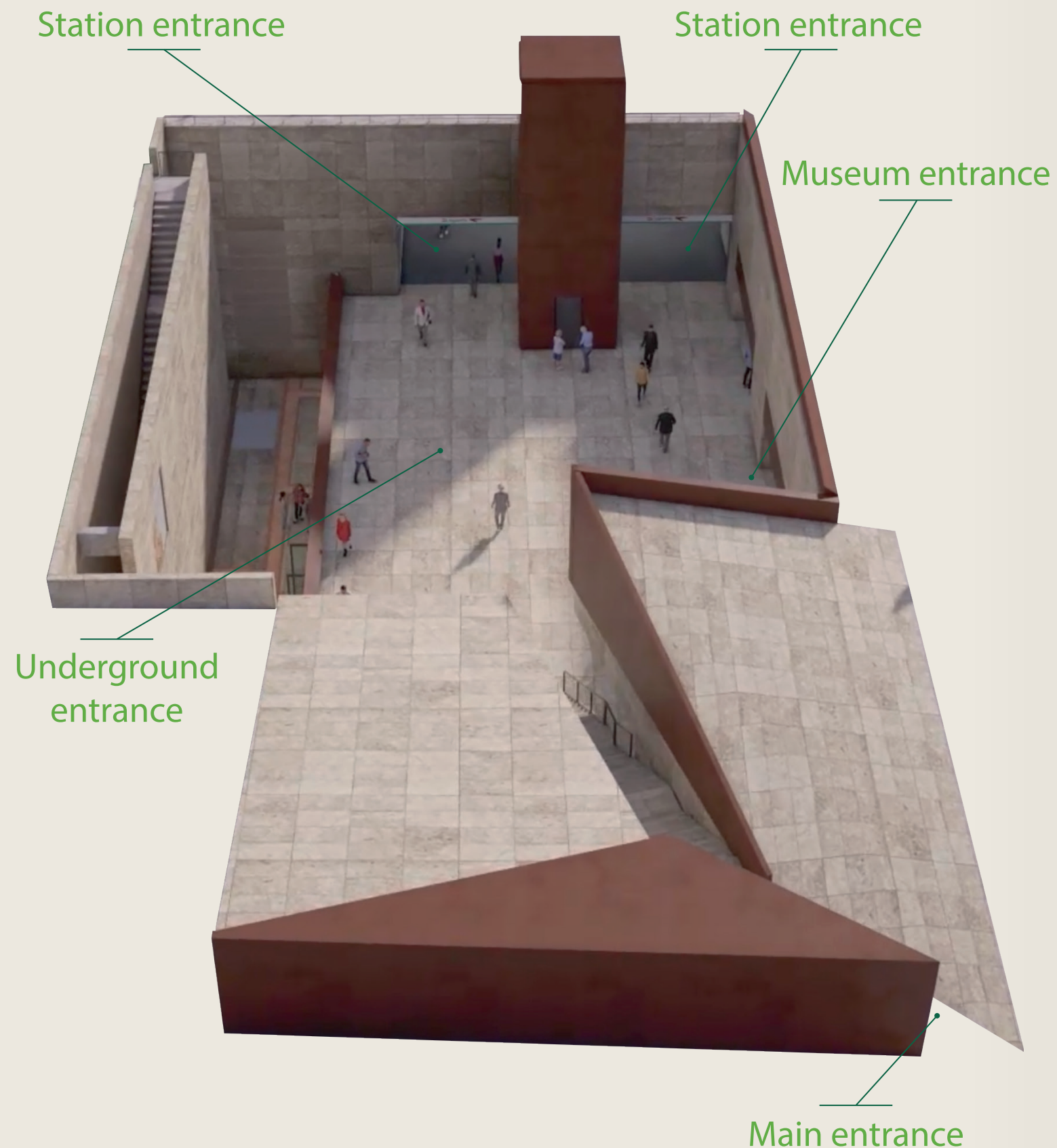
4 interconnections with existing lines
(Metro A - San Giovanni e Ottaviano | Metro B - Colosseo | FL1/FL3 Pigneto)





Station Porta Metronia

A multifunctional
space



30 m
excavation depth

103,500 m³
total excavation

65,000 m³
archeological excavation

1,300 m²
discovered structures

~100 m²
mosaics

~200 m²
frescoes

3
entrances

5
levels

6
elevators

19
escalators



2.

Through Porta Metronia

Porta Metronia is where architecture brings together mobility and archaeology. A structure that descends deep beneath the surface, providing new spaces for the city and a museum that preserves and celebrates the memory of our past.

Inside the station

Porta Metronia station rises in a historic corner of Rome, at **Piazzale Ipponio**, at the **intersection of Via Farsalo** and **Via dei Laterani**, along the **Aurelian Walls**. The station's structure follows a rectangular layout, measuring **118 meters in length and 28 meters in width**, and is spread across **5 underground levels**, reaching a maximum depth of **30 m below street level**. The station has three entrances: on Via dei Laterani, Via Farsalo, and Viale Ipponio.

Outside the gateway: piazza ipogea

The station design was conceived to harmonize with its urban surroundings. At the heart of the structure lies a **hypogeal square**, located approximately **6 meters below street level**. From the square, independent access is possible both to the station and to the museum dedicated to the archaeological finds.

Four vertical parallelepipeds, clad in travertine slabs and rising about 3 meters above ground level, act as **natural light wells**, channeling daylight down to the museum areas below.

The result is an architectural space that serves the infrastructure while also offering a place for gathering and social interaction.



Uscita

Via Farsalo



Via Farsalo ↑



Via F

A new museum for Rome: Porta Metronia Museum

Adjacent to the station, a **new archaeological museum** was built to house the finds uncovered during excavation. The new Porta Metronia Museum **spans a total area of approximately 4,000 m²**, distributed across two underground levels.

The museum project offers a unique experience: a **raised walkway runs along the archaeological site**, allowing visitors to observe the uncovered structures from above and appreciate the details.

Along the route, rest areas are equipped with benches where visitors can enjoy **educational and multimedia projections** that enrich the experience. The exhibition design was developed by the Special Superintendency of Rome and carried out by the architecture firm ABDR, known for projects such as Rome's Tiburtina railway station and museum spaces like the Museo di Reggio Calabria.





3.

The engineering challenge

At Porta Metronia, a seamless integration of engineering and archaeology turned contextual constraints into outstanding solutions, now recognized as international best practices. This approach enabled deep excavation and construction while also ensuring the safeguarding the city's heritage, both above and below ground.

Synergies for safeguarding Heritage

Building new stations in Rome's historic center was made possible through a **close and collaborative effort with the city's heritage authorities**. In the case of **Porta Metronia**, this meant working in synergy with the **Special Superintendency of Rome**. Continuous and constructive dialogue enabled **the seamless integration of archaeological excavation requirements with those of the infrastructure's construction, merging them into a single, coordinated process**.

This collaboration led to creating a **structured and shared operational model**. During the final design phase, **an innovative document was jointly drafted: the "Manual of second-phase archaeological investigations"**. Prepared for the first time in Italy within the context of Line C, this tool compiles all published and unpublished archaeological data from the area, including findings from the first phase, to provide a reliable forecast of excavation timelines.

Managing archaeological discoveries became an integral part of the design process itself, allowing every aspect of the project to be more seamlessly connected and coordinated.



Excavating history: the "archaeological top-down" approach

To tackle the challenges posed by the archaeological and geological complexity of the subsoil, a **bespoke excavation technique was developed specifically for the stations in Rome's historic center: the 'archaeological top-down' method.**

This methodology involves **the gradual construction of intermediate slabs as the excavation advances** from top to bottom. These structures help **contain soil pressure against the station's perimeter walls**, while simultaneously **allowing archaeological investigations to take place alongside construction activities.**

The archaeological top-down method **was also employed in building this station, where excavation reached a total volume of 65,000 m³**, roughly equivalent to 680 buses.

The hydromill: depth and precision

The **hydromill proved to be the ideal solution for excavations of such** depth and sensitivity, especially in a historically significant setting like Porta Metronia. Thanks to this machinery, 1.2-meter-thick diaphragm walls were built for the station structure, reaching depths of around 50 meters.

The hydromill combines advanced technology with a compact design, allowing it to **operate precisely in confined spaces while minimizing noise and surface vibrations.**



Monitoring: a watchful eye on history

To safeguard the unique monumental heritage found in Rome's historic center, every possible measure was taken, both standard and site-specific, both before and during construction. Since 2008, a dedicated **Technical-Scientific Committee** has been in place, bringing together the Italian Ministry of Culture, the Special Superintendency of Rome, and Roma Metropolitane. This committee oversaw the process, supported by a **four-year Line-Monuments Interaction Study that involved 14 archaeological sites and 40 historic buildings and churches**. During the construction of Line C, an **extensive instrumental monitoring plan** was implemented, deploying around **30,000 sensors to detect** even the slightest structural or geotechnical variations **in real time**.

Where required, **preventive consolidation works** were carried out, **including cement injections**, underpinning, ground stiffening, and the installation of protective support structures, to ensure stability throughout all construction phases.

Near Porta Metronia station, such interventions were applied **around the Aurelian Walls, using techniques like compensation grouting - cement injections into the ground to enhance stability**. Along the stretch from San Giovanni to Colosseo-Fori Imperiali, structural protection works were carried out for key monuments, including the **churches of Santa Maria in Domnica and Santo Stefano Rotondo**, the Celimontano aqueduct pier, the **Basilica of Maxentius**, and the **Colonnacce of the Forum of Nerva**.



4.

Gateway to the future

Located in the heart of a neighborhood steeped in history, this station marks another step forward for mobility in the capital. The Porta Metronia station-museum, through the archaeological finds uncovered during excavation, connects the Rome of yesterday with the Rome of tomorrow.



Beyond the “threshold” of Porta Metronia

Porta Metronia station marks a new milestone for Line C. **It is the starting point of a journey that, passing through Colosseo - Fori Imperiali, will reach the to-be Venezia station and further continue to Chiesa Nuova, San Pietro, Ottaviano, Clodio/Mazzini, Auditorium and Farnesina.** It is not just an infrastructure serving mobility; it is the tangible expression of a vision where Rome’s deep history intertwines with the ambitions of a modern, connected, European capital.

Along the line of sustainable mobility

Porta Metronia contributes to the broader impact of Line C on **sustainable mobility in the capital:**

-310,000 t/year
of CO₂ emissions

-400,000 cars/day

The opening of the new Porta Metronia station brings an additional benefit. Strategically located, it sits **at the heart of a section that connects all three of Rome’s metro lines:** the **previous station, San Giovanni, links to Line A**, while the **next station, Colosseo/Fori Imperiali, connects to Line B. Porta Metronia is the central piece** that completes this network.

A gateway from past to future

Porta Metronia stands as **a tangible example of how the future can be rooted in the past**. Here, **modern engineering meets the millennia-old history of Rome**. Excavations **have unearthed hidden treasures**, while innovative technological solutions have made it possible to **build in new and forward-thinking ways**. In this delicate balance, **Porta Metronia becomes a model: a place where archaeology and mobility, heritage and functionality coexist in harmony**.

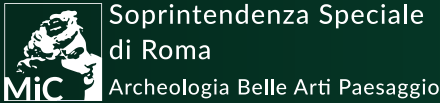
In Rome, every step is steeped in history. At Porta Metronia, that step becomes a gateway—between the city that was and the city yet to come. A place where engineering moves in harmony with archaeology, where fragments of the past resurface, because **history builds the future**

Rome Metro – Line C
Porta Metronia Station

A project funded by



Scientific direction



Contracting authority



General contractor



Credits

Metro C Image Library

Photography

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Visual concept

Havas PR

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