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114年12月
December 2025

Introduction to the South Section and North Section of Circular Line



● 前言

臺北都會區大眾捷運系統路網建設迄今，已陸續完成文湖線、淡水信義線、松山新店線、中和新蘆線、板南線及環狀線第一階段，在市中心區以臺北車站為中心成格狀路網連接重要幹道，再往外沿重要廊帶以輻射狀路線向外擴展，透過交會轉乘達到便捷運輸之目的。

首都環狀線串聯銜接已通車的第一階段，接續採分段施作北環段、南環段及東環段，總長約49.31公里，設有42個車站，橫跨雙北市14個行政區。全環採中運量全自動無人駕駛系統，其中14座車站可直接與捷運、臺鐵、高鐵及輕軌交會轉乘，串連16條輻射軌道路線；未來全環通車後，雙北捷運將邁入「全環暢行、四通八達」的新里程。

● Preface

The Taipei Metropolitan Rapid Transit System is designed as a grid-shaped network centered around Taipei Main Station. It connects major roads in the city center and extends outward along key corridors, forming radiating routes to achieve convenient transportation by enabling easy transfers between the Wenhu line, Tamsui-Xinyi line, Songshan-Xindian line, Zhonghe-Xinlu line, Bannan line and Circular line Phase I.

The Circular line is in the process of being completed in the north section, south section, and east section, along with now-in-service Phase I, to facilitate 42 stations across 14 districts of Taipei and New Taipei City on a 49.31 km transportation route. The unmanned transit system is designed with medium capacity, offering transfers to the MRT, Taiwan Railway, THSR, and light rail from 14 stations and connecting to 16 more routes. The full launch of the Circular line further promotes accessibility of the great Taipei MRT network.



● 南環段及北環段路線說明

* 南環段

南環段路線起點自新光路二段與文湖線動物園站轉乘，之後沿新光路穿越山區接秀明路，經政治大學校門前三角地宿舍區、指南路，後續沿政治大學校內四維道、木新路、木柵路，南行穿越景美溪，沿新店榮工廠周邊工業區旁之防汛道路，最後於民權路與第一階段大坪林站銜接並可轉乘松山新店線，共設置6座地下車站，全長5.73公里。

* 北環段

北環段路線起點接續環狀線第一階段新北產業園區高架車站，沿五股五工路前行由高架轉入地下，續沿五權路、高速公路南側、蘆洲區中山一路、集賢路後，循重陽橋北側經士林區中正路、至善路，於故宮博物院前穿越山區與劍南路站銜接東環段，並與文湖線交會轉乘，共設置12座地下車站及1座地下機廠（北機廠），全長14.93公里。

● Descriptions of the South Section and North Section

* South Section

The project begins at Section 2, Xinguang Rd. and connects to the Wenhu line at Taipei Zoo Station. It then goes through the mountain area to Xiuming Rd., passes the triangle area of student residences in front of National Chengchi University (NCCU) and Zhinan Rd., then continues along Siwei Boulevard of NCCU, Muxin Rd., and Muzha Rd., then turns south across Jingmei River, along the access road next to the Xindian Rong Factory, and stops at Dapinglin Station on Minquan Rd. Passengers can also transfer to the Songshan-Xindian line. Six underground stations have been placed along the 5.73 km route.

* North Section

The project begins at the elevated New Taipei Industrial Park Station of Circular line Phase I. It proceeds along Wugong Rd. in Wugu District, goes underground along Wuquan Rd. to the south of the National Highway, then onto Zhongshan 1st Rd. and Jixian Rd. in Luzhou District, turns to the north side of Chongyang Bridge, to Zhongzheng Rd. and Zhishan Rd. in Shilin District, then crosses through the mountain area in front of the National Palace Museum to meet the east section of Circular line at Jiannan Road Station, where passengers can transfer to the Wenhu line. The route stretches 14.93 km and includes 12 underground stations and one underground depot (North Depot).



▲ 北環段路線圖 North Section Route Map



▲ 南環段路線圖 South Section Route Map

● 車站別一覽表
Stations

■ 註：未命名車站以編號顯示，該編號為設計階段使用之代號

Note: The stations are coded before a name is assigned to each.
The code is used during the design phase.

路線 Route	車站別 Station	位 置 Location	交會轉乘車站 Transfer Station	區段標 Section Contract
南 環 段 South Section	Y1	臺北市文山區新光路二段下方（文湖線動物園站西南側） Under Section 2, Xinguang Rd., Wenshan District, Taipei City (southwest of the Taipei Zoo Station)	文湖線動物園站 Taipei Zoo Station (Wenhu line)	CF670A
	Y1A	臺北市文山區萬壽路與秀明路交叉口南側之政大三角地下方 Under the triangle area of National Chengchi University, south of the Wanshou Rd. and Xiuming Rd. intersection, Wenshan District, Taipei City		
	Y2A	臺北市文山區木柵路一段與木柵路三段交叉口西側之道路與文山公園下方 Under Wenshan Park, west of the Section 1 of Muxin Rd. and Section 3 of Muzha Rd. intersection, Wenshan District, Taipei City		
	Y3	臺北市文山區木柵路二段與138巷交口之木柵路下方 Under Muzha Rd., Section 2 of Muzha Rd. and Lane 138 intersection, Wenshan District, Taipei City		CF670
	Y4	臺北市文山區辛亥路與試院路間之木柵路下方 Under Muzha Rd. between Xinhai Rd. and Shiyuan Rd., Wenshan District, Taipei City		
	Y5	新北市新店區配合「擬定新店榮工廠地都市更新計畫暨都市計畫變更案」設置於公園用地下方 Under the designated park as planned in the Urban Renewal and Urban Planning Revision of Xindian Rong Factory site, Xindian District, New Taipei City		



Y1 出入口B
Y1 exit/entrance B

路線 Route	車站別 Station	位 置 Location	交會轉乘車站 Transfer Station	區段標 Section Contract
北 環 段 North Section	Y19A	新北市五股區新北產業園區五權路口之五工路下方 Under the intersection of Wugong Rd. and Wuquan Rd. of the New Taipei Industrial Park, Wugu District, New Taipei City		CF680A
	Y19B	新北市五股區疏洪道堤防與中山高東南側中興路二段及37巷所圍街廓之工業區及非都市土地用地內下方 Under the industrial and non-urban land bordered by the flood embankment, Section 2 of Zhongxing Rd., Lane 37, and southeast of National Highway No.1, Wugu District, New Taipei City		
	Y20	新北市蘆洲區中山一路與永安南路一段交叉口東北側之中山一路下方 Under Zhongshan 1st Rd., northeast of the intersection of Zhongshan 1st Rd. and Section 1 of Yongan S. Rd., Luzhou District, New Taipei City		
	Y21	新北市蘆洲區徐匯中學前中山一路與集賢路交叉口之集賢路道路下方 Under Jixian Rd., Zhongshan 1st Rd. and Jixian Rd. intersection, in front of St. Ignatius High School, Luzhou District, New Taipei City	中和新蘆線徐匯中學站 St. Ignatius High School Station (Zhonghe-Xinlu line)	CF680B
	Y22	新北市三重區五華街與集賢路交叉口之集賢路道路下方與北機廠相鄰 Next to the North Depot under Jixian Rd., Wuhua St. and Jixian Rd. intersection, Sanchong District, New Taipei City		
	Y23	新北市三重區重陽橋頭與三信路間之集賢路下方 Under Jixian Rd., between Sanxin Rd. and Chongyang Bridge, Sanchong District, New Taipei City		
	Y24	臺北市士林區中正路與通河西街二段交叉口西側停車場及社正公園下方 Under Shezheng Park and the parking lot, east of the intersection of Zhongzheng Rd., and Section 2 of Tonghe W. St., Shilin District, Taipei City	社子/士林/北投區域輕軌線（規劃中） Shezi-Shilin-Beitou light rail (in the planning stage)	CF690C
	Y25	臺北市士林區士林區公所前中正路與基河路交叉口之中正路下方 Under Zhongzheng Rd., Zhongzheng Rd. and Jihe Rd. intersection, in front of the Shilin District Office, Taipei City		CF690A
	Y26	臺北市士林區中正路與捷運淡水信義線交口之中正路下方 Under Zhongzheng Rd., at the intersection with the Tamsui-Xinyi line, Shilin District, Taipei City	淡水信義線士林站 Shilin Station (Tamsui-Xinyi line)	
	Y27	臺北市士林區中正路與雨農路交口西側之中正路下方 Under Zhongzheng Rd., Zhongzheng Rd. and Yunong Rd. intersection, Shilin District, Taipei City		
	Y28	臺北市士林區故宮路東側之至善路二段下方 Under Section 2 of Zhishan Rd., east of Gugong Rd., Shilin District, Taipei City		CF690B
	Y29	臺北市中山區敬業二路与敬業三路間之北安路下方 Under Beian Rd. between Jingye 2nd Rd. and Jingye 3rd Rd., Zhongshan District, Taipei City	文湖線劍南路站 Jiannan Road Station (Wenhu line)	

● 車站示意圖 Station Descriptions

Y1

本站與文湖線轉乘，為地下3層島式月台車站，設有2處出入口、3座無障礙電梯、2處通風井。

Y1

Transfer available to the Wenhua line. A three-level underground station with an island platform, two exits, three accessible elevators, and two vent shafts.



Legend: ■ exit ■ elevator ■ vent shaft

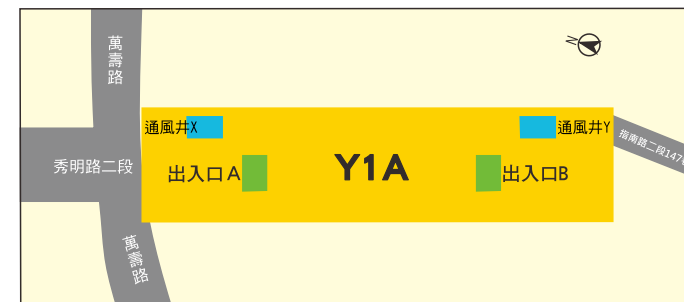


Y1A

為地下4層島式月台地面車站，設有2處出入口，2處通風井。

Y1A

A four-level underground station with an island platform, two exits, and two vent shafts.



Legend: ■ exit ■ vent shaft

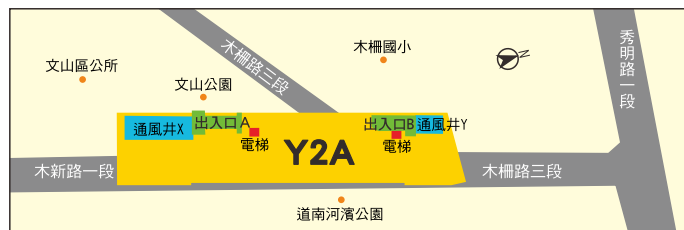


Y2A

為地下2層島式月台車站，設有2處出入口，2座無障礙電梯，2處通風井。

Y2A

A two-level underground station with an island platform, two exits, two accessible elevators, and two vent shafts.



Legend: ■ exit ■ elevator ■ vent shaft



Y3

為地下3層島式月台車站，設有2處出入口，2座無障礙電梯，2處通風井。

Y3

A three-level underground station with an island platform, two exits, two accessible elevators, and two vent shafts.



Legend: ■ exit ■ elevator ■ vent shaft ■ MRT development zone



Y4

為地下3層島式月台車站，設有2處出入口、2座無障礙電梯、2處通風井。

Y4

A three-level underground station with an island platform, two exits, two accessible elevators, and two vent shafts.



Legend: ■ exit ■ elevator ■ vent shaft

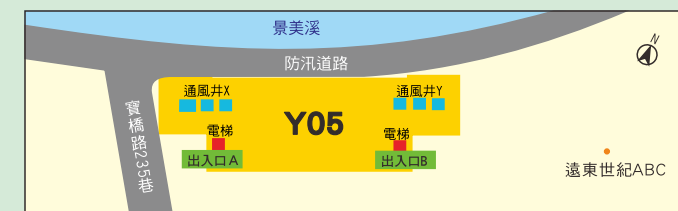


Y5

為地下3層島式月台車站，設有2處出入口、2座無障礙電梯、2處通風井。

Y5

A three-level underground station with an island platform, two exits, two accessible elevators, and two vent shafts.



Legend: ■ exit ■ elevator ■ vent shaft

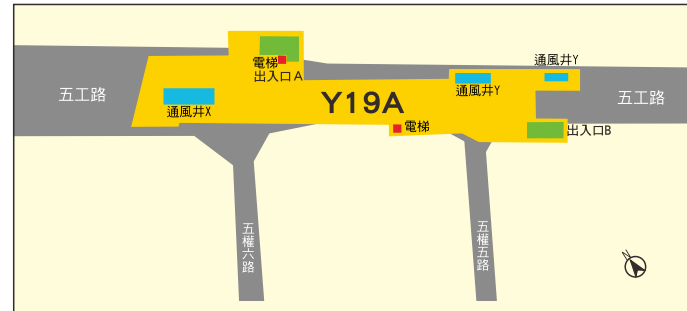


Y19A

為地下2層島式月台車站，設有2處出入口、2座無障礙電梯、2處通風井。

Y19A

A two-level underground station with an island platform, two exits, two accessible elevators, and two vent shafts.



Legend: ■ exit ■ elevator ■ vent shaft



Y19B

為地下3層島式月台車站，設有2處出入口，2座無障礙電梯、2處通風井。

Y19B

A three-level underground station with an island platform, two exits, two accessible elevators, and two vent shafts.



Legend: ■ exit ■ elevator ■ vent shaft



Y20

為地下4層側式疊式月台車站，設有2處出入口、2座無障礙電梯、2處通風井。

Y20

A four-level underground station with stacked side platforms, two exits, two accessible elevators, and two vent shafts.



Legend: ■ exit ■ elevator ■ vent shaft ■ MRT development zone



Y21

本站與中和新蘆線轉乘，為地下2層側式月台車站，設有3處出入口、5座無障礙電梯、3處通風井。

Y21

Transfer available to the Zhonghe-Xinlu line. A two-level underground station with side platforms, three exits, five accessible elevators, and three vent shafts.



Legend: ■ exit ■ elevator ■ vent shaft ■ MRT development zone



Y22

為地下3層島式月台車站，設有2處出入口，2座無障礙電梯，3處通風井。

Y22

A three-level underground station with an island platform, two exits, two accessible elevators, and three vent shafts.



Legend: ■ exit ■ elevator ■ vent shaft ■ MRT development zone

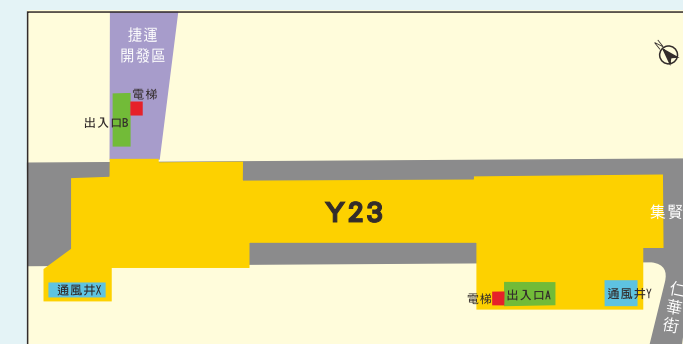


Y23

為地下2層島式月台車站，設有2處出入口，2座無障礙電梯，2處通風井。

Y23

A two-level underground station with an island platform, two exits, two accessible elevators, and two vent shafts.



Legend: ■ exit ■ elevator ■ vent shaft ■ MRT development zone

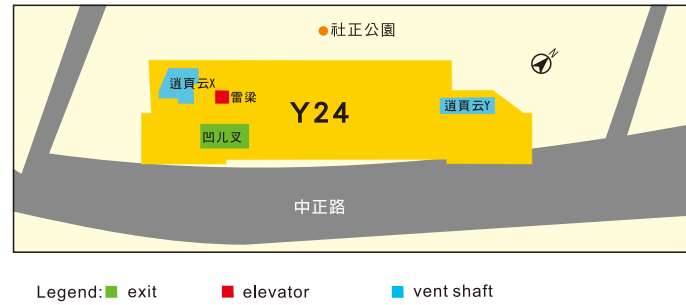


Y24

為地下4層側式疊式月台車站，設有1處出入口，1座無障礙電梯，2處通風井。

Y24

A four-level underground station with stacked side platforms, one exit, one accessible elevator, and two vent shafts.

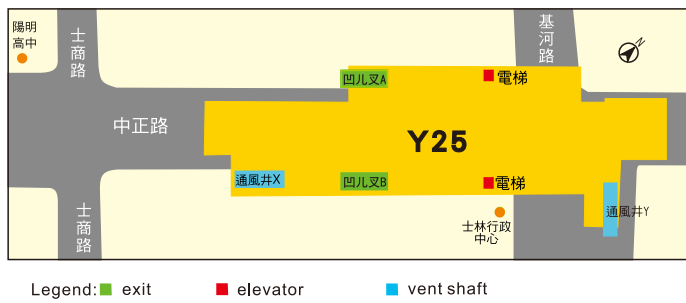


Y25

為地下2層島式月台車站，設有2處出入口、2座無障礙電梯、2處通風井。

Y25

A two-level underground station with an island platform, two exits, two accessible elevators, and two vent shafts.

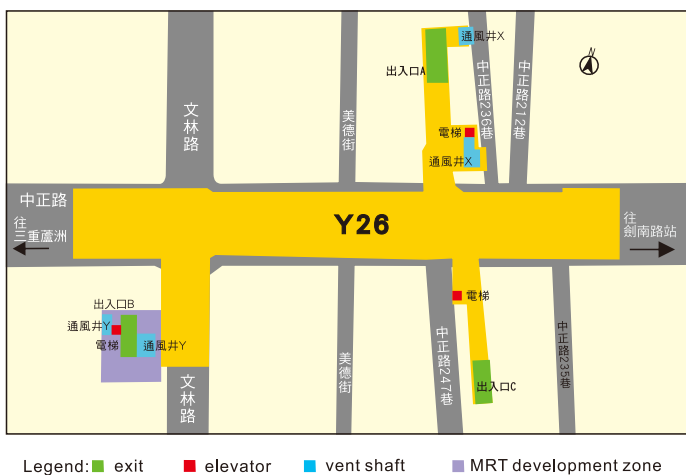


Y26

本站與淡水信義線轉乘，為地下2層島式月台車站，設有3處出入口、3座無障礙電梯、2處通風井。

Y26

Transfer available to the Tamsui-Xinyi line. A two-level underground station with an island platform, three exits, three accessible elevators, and two vent shafts.



Y27

為地下2層島式月台車站，設有2處出入口、2座無障礙電梯、2處通風井。

Y27

A two-level underground station with an island platform, two exits, two accessible elevators, and two vent shafts.

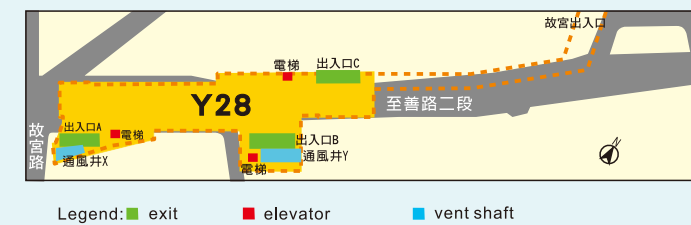


Y28

為地下2層島式月台車站，設有3處出入口、3座無障礙電梯、2處通風井，另有地下連通道與故宮博物院連通。

Y28

A two-level underground station with an island platform, three exits, three accessible elevators, and two vent shafts. The underground path connects to the National Palace Museum.

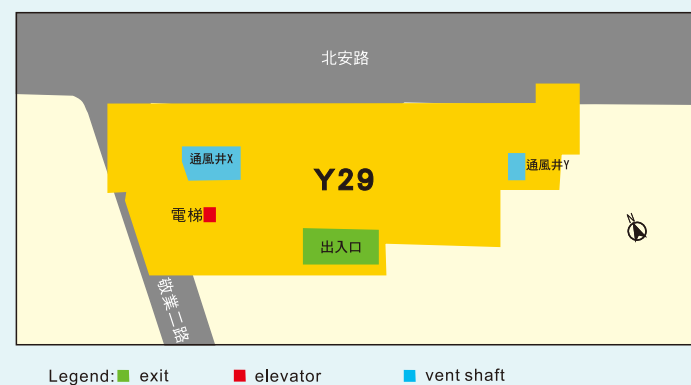


Y29

本站與文湖線轉乘，為地下3層側式疊式月台車站，設有1處出入口、1座無障礙電梯、2處通風井。

Y29

Transfer available to the Wenhua line. A three-level underground station with stacked side platforms, one exit, one accessible elevator, and two vent shafts.



● 車站建築設計概念

首都環狀線以「流水行雲、龍遊千里」為主題，其中南環段及北環段以簡約、輕量化作為全線車站造型原則，以線條表現全區域「河」的整體意象，呈現於穿堂層挑空開口處玻璃護欄，並將車站周邊環境、歷史背景與人文融入車站建築設計，以區域特色串連整體環境脈絡。除一般站出入口造型採用圓弧造型，呼應環狀線主題之流動感，並選定Y1站、Y22站與Y28站作為特色車站。

● Station Structure and Design

"Like the clouds' swift passage, the dragon travels thousands of miles". The theme of the Circular line presents the idea of simplicity and lightness across the south section and north section stations. The flowing lines can be seen through glass railings at the floor openings on the concourse level, symbolizing the imagery of a river. The station designs also incorporate the local highlights around the stations with history and culture. In addition to the curved design of the stations' exits, Station Y1, Y22, and Y28 have been selected as iconic stations to highlight the theme of fluidity of the Circular line.



Y1站 (特色車站)

東接動物園，北臨景美溪畔河濱公園、南靠告尖山，故車站以「綠水一文山」為設計主題，加添此依山傍水環境的魅力。出入口A與未來生態園區大樓共構；出入口B則以錯落方塊量體代表山林、海洋、大地及濕地4個代表性棲地，將各棲地特色及代表性動物轉化成室內、外牆板色彩及量體分割變化，反映環境特色及原文湖線站體的融合，創造出車站的自明性及趣味性。

Y1 (Iconic station)

The station is close to Taipei Zoo to the east, Jingmei Riverside Park to the north and Gaojian Mountain to the south. In light of this, we have incorporated "Green Water – Wenshan" into the design to accentuate the natural elements of the surroundings. Exit A and the ecological park building will have a co-construction; random blocks decorated at Exit B will represent the four local habitats – the mountains, ocean, earth, and wetlands – weaving the local nature and animals into the interior and exterior wall colors, reflecting a fun design of the environment and the integration of the Wenhua line.



▲ 出入口A
exit/entrance A



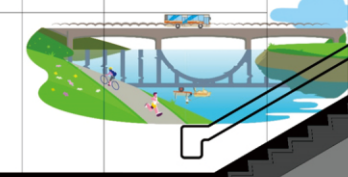
▲ 出入口B
exit/entrance B

Y1A站

臨近道南橋與道南河濱公園，前者是木柵到貓空的主要橋梁，道南河濱公園則是鄰里的運動休閒好所在。透過水面中的倒影看到道南橋的前身，其優美的拱橋造型，是當地居民難以忘懷的記憶。

Y1A

The station neighbors Daonan Bridge and Daonan Riverside Park. The former is the key path from Muzha to Maokong, and the latter provides good space for exercise and leisure



activities. The reflection of the bridge on the water portrays the arch shape and memories of local people.

Y2A站

用柔和且繽紛的色彩表現位於貓空山區旁的木柵杏花林，畫出約於2至3月粉色及白色的杏花綻放時的風景，以及在林間走跳的鳥獸們，希望在忙碌的捷運站裡，製造些許緩慢而放鬆的氛圍。

Y2A

Use soft colors to outline the apricot blossom of Maokong, painting the February and March blossoms in pink and white, and showcasing



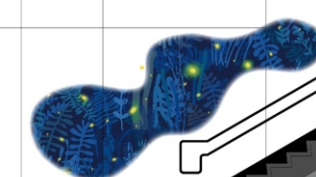
animals and birds in the woods to bring nature into the hustle and bustle of the station and slow it down.

Y3站

臨近馬明潭的生態園區，近年復育螢火蟲有成，運用草叢中飛舞的光點來呈現螢火蟲漫天飛舞的盛況。

Y3

The ecological park near Maming Lake is seeing more fireflies in recent years thanks for local efforts. The lights dotted among the grass make it a spectacular scene of fireflies dancing through the night.



Y4站

考試院為國家最高的考試機關，因此以知識為發想，宛如魔法世界的飛天書，飛過仙跡岩的山頭，撒下各樣的學問給那些用功苦讀、追求知識肯定的人。

Y4

Examination Yuan is the top authority for national examinations. We take this idea and scatter knowledge from flying books of the magical

world through Xianjiyan's rocks and stones to the people pursuing erudition.

Y5站

位於遠東工業城與景美溪溪畔，因此將電子IC的符號與水流兩種意象結合，加上代表生命的白鷺鷥，表徵科技與自然的兼容並蓄。

Y5

The station is located in the Far East Industrial City near Jingmei River. In light of this, the design combines IC symbols and flowing water, with egrets symbolizing life and the coexistence of technology and nature.

Y19A站

臨近新北產業園區，有著知名的家俱街與電子產業，用這些元件排出產業園區的矩陣街道特色，來呼應電子產業有條不紊的特色。

Y19A

The station is close to New Taipei Industrial Park, with many furniture stores and electronic companies nearby. The components are arranged to display the square matrix of the industrial park, representing orderliness.

Y19B站

沿著二重疏洪道有許多的製造加工廠，比如模具廠、塑膠射出、焊接等。內容呈現加工及維修的過程。選擇暖色的銅色，傳達傳統產業中人與人互動的溫潤情感。

Y19B

From molding to plastic ejection and welding, there are many process factories along the Erchong Floodway. The design of the station includes

elements of these process and repair parts. The warm copper color represents the kindness of human interaction.

Y20站

汽車的維修、零件、美容.....等汽車相關產業為此區特色。所以用汽車模型的零件為主視覺，呈現組裝與拆解的氛圍。

Y20

The repair, parts, and beauty work of automobiles are the highlights of the area. We place car parts as the main visual, presenting a sense of assembly and disassembly.

Y21站

徐匯中學站為中和新蘆線及環狀線的交會車站。這件作品以光與交會作為主題，描述旅客在朝向光芒前進，又或者彼此相遇的場景。試圖用純淨輕柔的色彩描述每個在捷運站發生的瞬間。

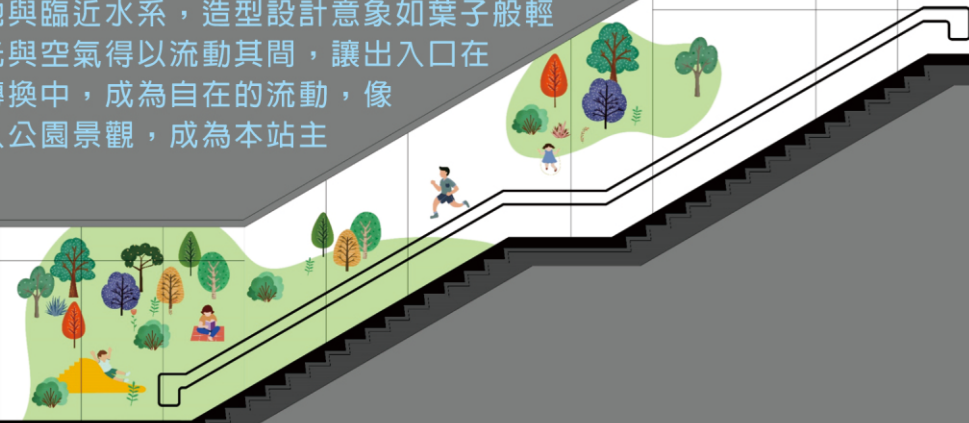
Y21

Travelers can transfer between the Zhonghe-Xinlu line and Circular line at St. Ignatius High School Station. The key elements to this station are light and encounters. People move towards light,

meet one another, and we aim to capture the moments at each MRT station with pure and light colors.

Y22站（特色車站）

鄰近三重集賢環保公園、溪美大排，車站出入口以環保、公園、減量設計出發，利用簡約輕巧的屋頂整合通往捷運站及北機廠之出入口，為呼應公園綠地與臨近水系，造型設計意象如葉子般輕巧落在基地上，讓光與空氣得以流動其間，讓出入口在人為與自然環境的轉換中，成為自在的流動，像空氣、流水一般融入公園景觀，成為本站主要之特色。



Y22(Iconic station)

The station is close to Sanchong Jixian Environmental Protection Park and Ximei Main Drainage. The exits show images of eco-friendliness and parks. The simple, lightweight rooftop extends toward MRT station and the exit of the North Depot. The design represents a leaf falling lightly on the base, allowing light and air to flow through it. The main feature of this site is allowing the exits to flow freely in a transition between artificial and natural environments, blending into the park landscape like air and water.

Y24站

以淡水河自然生態為主題，以白鷺鷥、黑面琵鷺、夜鷺、招潮蟹、彈塗魚、蘆葦，以及水筆仔等的動植物生態，來表達大自然豐富的面貌。提示到此站的人，留心觀察隱匿自然中的小世界。

Y24

The theme is the natural ecology of the Tamsui River, and the liveliness of egrets, black-faced spoonbills, night herons, fiddler crabs, mudskippers,



reeds, and Kandelia, which are used to express the richness of the local nature. Visitors to this station are reminded to pay attention to the small hidden natural world.

Y25站

臨近兒童新樂園、科教館，這兒有波利摩天輪、轉轉咖啡杯、宇宙迴旋，讓人開懷大笑的小丑等。大人們快加緊腳步，跟著小朋友們一起跌入夢幻天堂。

Y25

It is close to the Taipei Children's Amusement Park and the National Taiwan Science Education Center, where you can find the Ferris Wheel, Spinning



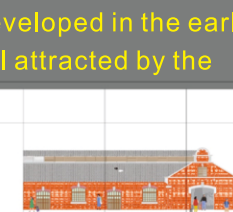
Coffee Cups, a Wave Swinger, and a clown that makes you laugh. Adults, hurry up and follow the children into the dream paradise.

Y26站

士林公有市場其特色為紅磚建築、大山牆、拱窗及拱廊，為士林早期發展之地。現今人們仍被許多攤販與美食所吸引，一波波地來到此地，締造士林的繁榮，熱鬧中帶有一絲典雅。

Y26

Shilin Public Market is characterized by red brick buildings, large gables, arched windows, and arcades. It is the place where Shilin developed in the early days. Today, people are still attracted by the



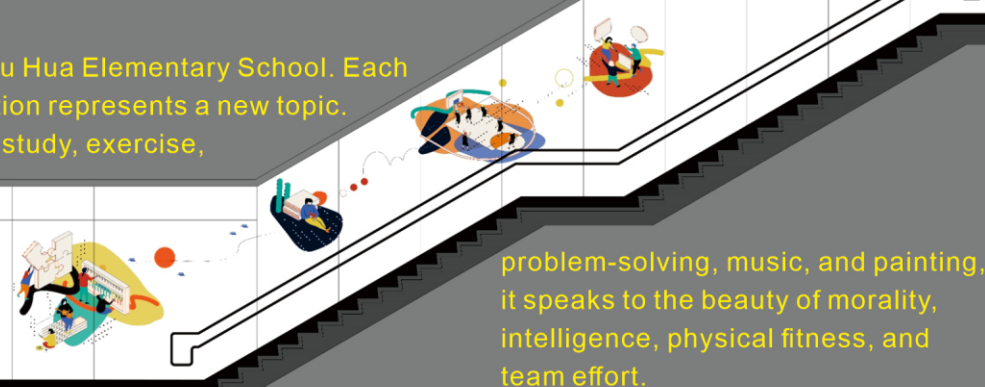
street vendors and delicacies, and come in waves, generating prosperity for Shilin while remaining connected to elegance among the hustle and bustle.

Y23站

臨近五華國小，構圖上呈現不同的區塊，呈現學校給予學生多元的學習項目。用溝通、讀書、運動、解題、從事音樂及繪畫的活動來蘊含德智體群美於其中。

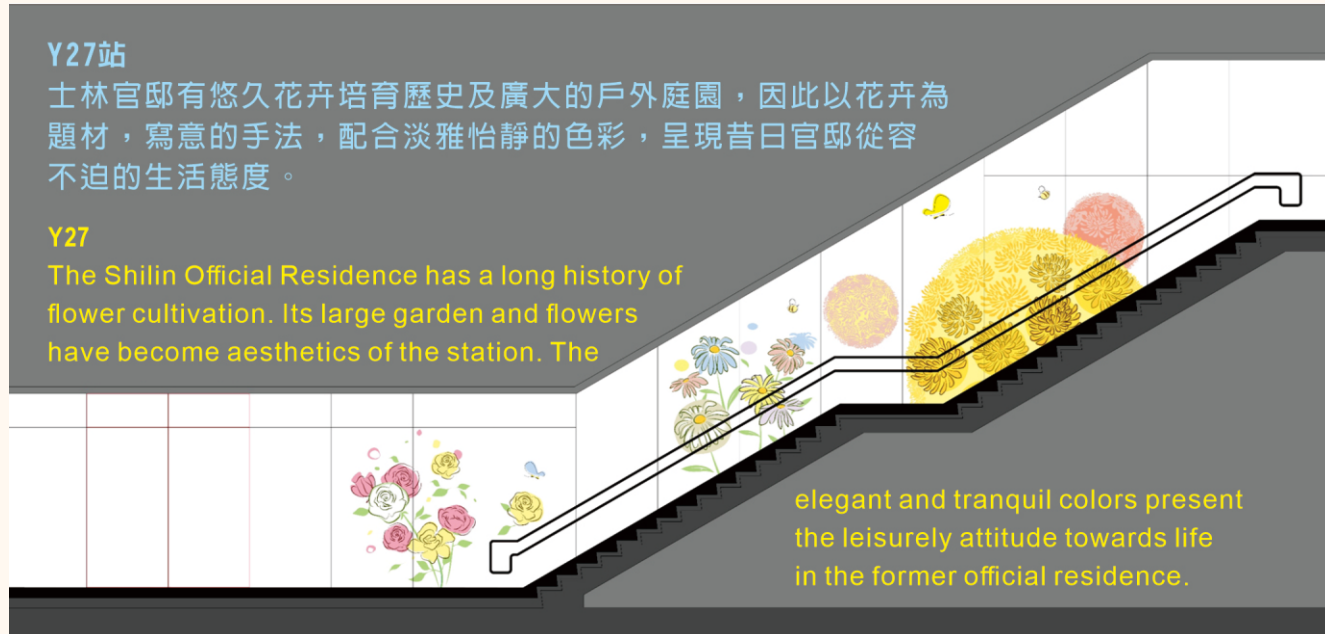
Y23

The station is near Wu Hua Elementary School. Each block of the composition represents a new topic. Through exchanges, study, exercise,



problem-solving, music, and painting, it speaks to the beauty of morality, intelligence, physical fitness, and team effort.





Y28站（特色車站）

故宮博物院典藏亞洲文物菁華，眾多國內外旅客慕名前往一睹文物風采，因此Y28站以「走入山水」為設計主題，將出入口作為展廳的延伸，進而連結至故宮博物院精采的文物世界。出入口外牆選用山水畫卷軸意象；穿堂層以結合書法的天花及經數位運算產生山水紋樣的鋁板印刷；地坪上仿饕餮紋的拼花圖案；這些設計都讓旅客如同走入文物及書畫的世界，宛如一場視覺饗宴。月台層天花則是採青銅器的配色，公元前5000年的文物重新展現在當代，呼應故宮在展覽上扮演的傳統與現代並存的角色。

Y28 (Iconic station)

The National Palace Museum houses the essence of Asian cultural relics, attracting many domestic and foreign tourists. The design theme of Station Y28 is "Walking into the Landscape", and uses the exits as an extension of the exhibition hall, which is then connected to the wonderful world of cultural relics in the National Palace Museum. The exterior walls of the entrance and exit use the image of landscape scrolls. The ceiling of the lobby combines calligraphy and aluminum plate printing with landscape patterns generated by digital calculations, while the floor is a mosaic imitating Taotie patterns. These designs make tourists feel like they are walking into a visual feast of the world of cultural relics, calligraphy, and painting. The ceiling of the platform features the colors of bronze ware, representing cultural relics from 5000 BC meeting the contemporary era, echoing the role of the National Palace Museum in exhibiting the coexistence of tradition and modernity.



▲ 出入口A
exit/entrance A

▲ 出入口B
exit/entrance B

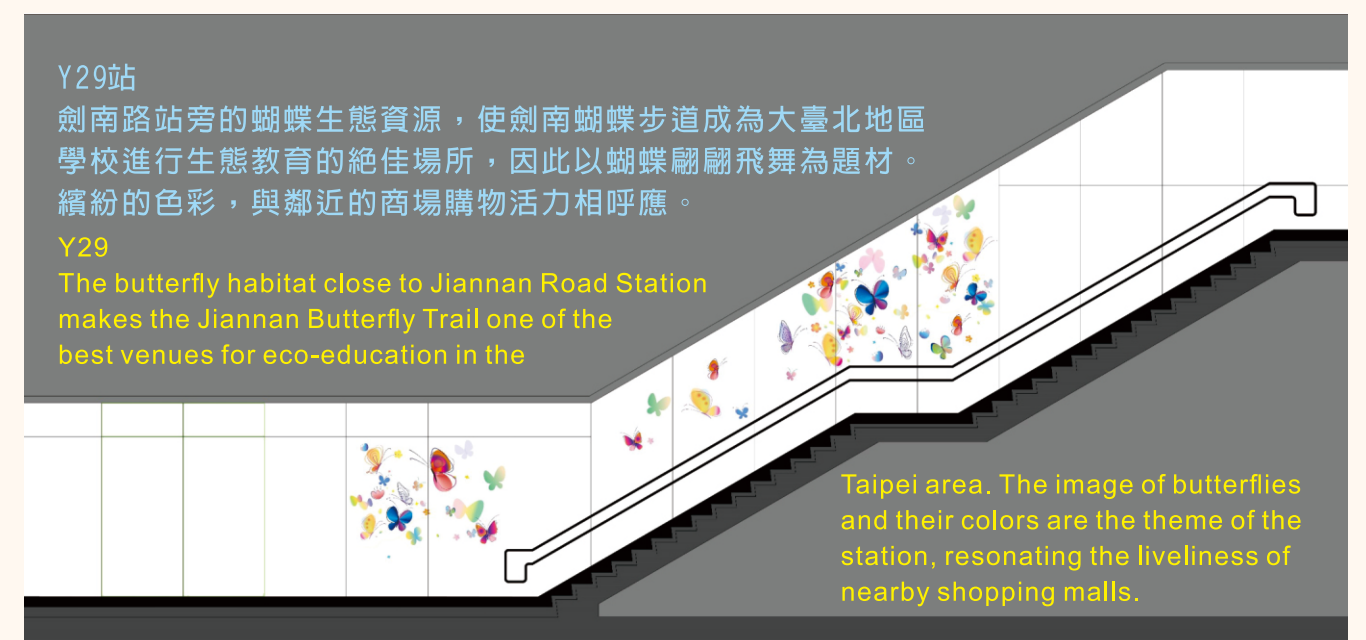
▲ 出入口C
exit/entrance C



▲ Y28站 穿堂層示意圖 Station Y28 Concourse



▲ Y28站 月台層天花採青銅器配色 The ceiling of the platform at Station Y28 features the colors of bronze ware



● 北機廠

北機廠位於新北市三重區集賢環保公園下方，為國內首座捷運全地下機廠，使用面積約3.47公頃，採地下三層結構，設有行政管理中心、備援行控中心，主變電站及維修工廠，完工後地面將恢復成一座全新的環保景觀公園，提供民眾運動休憩。

● North Depot

The North Depot is situated under Sanchong Jixian Environmental Protection Park, and is the first fully underground depot for the MRT in Taiwan. The 3.47 hectare space is built across three levels underground and features an administration center, a backup operation control center, the main substation, and maintenance workshop. After the station is completed, the ground will be restored as an eco-park for exercise and leisure purposes.



▲ 北機廠 North Depot



▲ 北機廠 North Depot



▲ 北機廠 North Depot

● 工程挑戰、特色及預期效益

■ 工程挑戰與特色

南環段遇到複合地層，多岩盤且硬度高，採用國內首見複合地層柵狀擋土排樁工法施作。Y3站道路下方大型管線較多、Y1A站及Y4站路幅狹小，隧道有3處急彎段並穿越景美溪，都使得施工困難度極高。

北環段同樣充滿挑戰性，潛盾隧道為配合中山高基礎橋墩位置採急曲線設計，將採用造價較高之中折式潛盾機以精準穿越高速公路。還有隧道通過淡水河及基隆河兩河段，及社子地區人行陸橋、士林百齡橋的地下基樁衝突需破除。再者路線穿越淡水信義線下方，因高架段與路面之間淨高不足施作連續壁，須先進行路面降挖，讓施工過程不影響捷運行車安全及營運作業。而潛盾隧道段工程通過文間山，面臨斷層破裂帶之地盤穩定性問題考驗，捷運團隊將竭盡全力克服一切難題，完成環狀線路網。

● Challenges, Highlights, and Benefits

■ Challenges and Highlights

To deal with the complex stratum that contains mostly hard bedrock, we implemented gridded retaining walls for the south section; a method adopted for the first time in Taiwan. The density of major pipes under Station Y3, the limited width of the Y1A and Y4 sites, and the three sharp turns of the tunnel extending across Jingmei River also added challenges to the project.

The north section also posed significant challenges. The route meets National Freeway 1, and to get across it, a higher-cost double-folding shield machine was required to drive pass the bridge footings with a sudden turn with impeccable precision. The tunnel also has to cross Tamsui and Keelung Rivers, the pedestrian overpass in the Shezi area, and the underground foundation of Bailing Bridge in Shilin. Where the route runs under the Tamsui-Xinyi line, there was not enough height clearance for a diaphragm wall between the elevated section and the road surface. We started by digging to lower the road surface to retain a safe distance for MRT trains and operations. The team is also working hard to overcome the stability challenges for the part of the tunnel going through Wenjian Mountain to complete the Circular line.



▲ 北環段Y19B站連續壁工程施工
North Section Station Y19B Diaphragm Wall Construction



▲ 南環段Y1A站密排樁工程施工
South Section Station Y1A Dense Pile Construction

■ 預期效益

首都環狀線串聯已通車的第一階段與建設中的南環段、北環段及東環段，採用鋼軌鋼輪中運量系統，全環系統整合後，採「一車直達」方式，類似日本東京「山手線」，有效提高捷運系統之可及性與機動性，並大幅縮短旅運時間。

南、北環段完工通車後，搭乘捷運由劍南路站至士林站行車時間預計可由30分鐘縮短為8分鐘、至新北產業園區站由49分鐘縮短為28分鐘，動物園站至大坪林站由39分鐘縮短為11分鐘，將可大幅縮短臺北都會區民眾整體的通勤時間及帶動沿線地區的發展。

更待東環段完工通車，便達成首都環狀線全環通車之願景，爾後搭乘捷運從信義區直達動物園站僅需約5分鐘，大大節省路程時間，確實達成節能減碳之實效。

■ Benefits

Like Tokyo's Yamanote line, the medium-capacity Circular line adopts "a single-system service without transfer" concept to deliver better accessibility and mobility, greatly reducing travel time. It consists of Phase I, now in service, and the upcoming south section, north section, and east section, and runs with steel-wheel trains on steel rails.

Once the north section and south section are completed, departing from Jiannan Road Station, the trains running in between will shorten the travel time to Shilin Station from 30 minutes to 8 minutes; and from 49 minutes to 28 minutes to the New Taipei Industrial Park Station. It will take only 11 minutes to travel to Dapinglin Station from Taipei Zoo Station, a journey which is currently 39 minutes. The service will benefit not only commuters but city development along the routes.

The Circular line will go fully live when the east section is completed and services commence. Taipei Zoo will be five minutes away from Xinyi District, saving time and cutting down emissions.

我把時間變短—世界變大了!

I shortened travel times, and the world grew bigger!



臺北捷運成環 更少時間 到更遠更多的地方

Taipei MRT becomes a loop, enabling people to reach more places in less time

