Introduction to Circular Line Phase I

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East District Project Office
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Daplinglin Station to South Depot daylighting section
  — Civil Engineering Site Office I
  Tel: 2653-9858

Shiuchang Station (including South Depot) to Xulang Bridge Station (excluded)
  — Civil Engineering Site Office II
  Tel: 2910-9816

Xulang Bridge Station to Zhonghe Station (excluded)
  — Civil Engineering Site Office V
  Tel: 2242-3196

Zhonghe Station to Banxin Station
  — Civil Engineering Site Office III
  Tel: 8243-1671

North District Project Office
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Banzin Station (excluded) to Dahan Bridge section (excluded)
  — Civil Engineering Site Office I
  Tel: 2896-9633

Dahan Bridge section to New Taipei Industrial Park Station
  — Civil Engineering Site Office IV
  Tel: 2277-3122
Introduction to the Circular Line Phase I

I. Preface

The Taipei MRT Circular line will link to the grid-shaped network that covers downtown Taipei and other major radial transportation corridors. In the future, through the integration of E&M and ticketing systems, the route will connect to MRT lines that are already in commercial service and other planned routes to form a comprehensive network. The Circular line will run (clockwise) from Taipei Zoo Station and connect with the following lines: the Wenhu line, Xindian line, Ankeng line, North-South line (under planning), Zhonghe line, Wanda-Zhonghe-Shulin line, Banqiao line, Xinzhuang line, Taoyuan International Airport Access MRT System (hereinafter called Taiwan Taoyuan Airport Circular line), Luzhou line, Shezi line (under planning), and Tamsui line. The integrated network is expected to connect almost all corners of Taipei and New Taipei cities, helping to improve transportation efficiency and enhance international competitiveness.

II. Route Plan Description of the Circular Line

Plans are for the Circular line to start from the Wenhu line’s Taipei Zoo Station and run through Wenshan District in Taipei; Xindian, Zhonghe, Banqiao, Xinzhuang, Wugu, Luzhou, and Sanchong districts in New Taipei City; Shilin and Zhongshan districts in Taipei; and end at Jiannan Rd. Station on the Wenhu line. The 35.88-kilometer route has 32 stations — 13 elevated and 19 underground — as well as two depots located in Luzhou and the Shizhong area of Xindian. The Circular line will be built as a medium-capacity system with exclusive right-of-way.

Construction of the Circular line was originally conducted by the then-Taipei County (now New Taipei City) government. Due to cost considerations, however, the Executive Yuan approved a two-phase construction process with Circular line Phase I (from Dapinglin Station in Xindian to New Taipei Industrial Park Station in Xinzhuang) to be built using a BOT model. Later, in April 2006 the county government decided that construction should be handled by the government itself. In November 2006, the Ministry of Transportation and Communications authorized Taipei City Government to conduct the project and commissioned the Department of Rapid Transit Systems (DORTS) to oversee construction and land development. The north and south sections of the Circular line consist of 18 stations and one depot. The south section will run from the Wenhu line’s Taipei Zoo Station to the Xindian line’s Dapinglin Station and the north section from New Taipei Industrial Park Station to the Wenhu line’s Jiannan Rd. Station, passing through Wugu, Luzhou, Sanchong, Shezi and Shilin. Following approval of the feasibility study by the central government on November 3, 2014, DORTS is conducting comprehensive planning to be submitted to the central government for approval.
III. Description of First-priority Route — Circular Line Phase I

Circular Line Phase I starts from Dapinglin Station in Xindian, runs through Xindian, Zhonghe, and Bangsiao, and ends at New Taipei Industrial Park Station in Xinzhuang. The 15.4-kilometer route consists of a 1.2-kilometer underground segment and a 14.2-kilometer elevated section, and has 14 stations and one depot.

IV. Station Descriptions

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<td>須通過捷運三重捷運站連接。</td>
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伍、車站站名及位置

V. Station Names and Locations

- **Dapinglin Station**
  A four-level underground station with island platforms, it connects with the Songshan-Xindian line's Dapinglin Station on the west side via in-station transfer. Excavation depth is around 29 meters. The station is around 165 meters in length and 18.4 meters in width, with one elevator for the disabled, one exit, and two vent shafts.

- **Shisizhang Station**
  An elevated station with side platforms, it connects with the Ankeng line and is located southwest of South Depot. The station links to an integrated development building platform and is around 93 meters in length, 30.3 meters in width, and 21 meters in height, with one exit and two elevators for the disabled.

- **Xialang Bridge Station**
  An elevated station with side platforms, it connects with the planned North-South line. The station is around 92.6 meters in length, 21.3 meters in width, and 26.2 meters in height, with two elevators for the disabled and two exits. One of the exits will be combined with an integrated development building.
**Qiaohe Station**
An elevated station with double-deck platforms, it is around 121.8 meters in length, 9.06 meters in width, and 24.33 meters in height, with one elevator for the disabled and one exit to be combined with an integrated development building.

**Zhongyuan Station**
An elevated station with double-deck platforms, it is around 121.8 meters in length, 9.06 meters in width, and 25.2 meters in height, with one elevator for the disabled and one exit to be combined with an integrated development building.

**Banqiao Station**
An elevated station with side platforms, it is around 90 meters in length, 25 meters in width, and 22 meters in height, with two elevators for the disabled and two exits to be combined with an integrated development building. At the station, passengers can transfer to regional and inter-regional buses. Plans are for the station to connect with Taiwan Railways, Taiwan High Speed Rail, and the MRT Bannan line via an underpass. An overpass will provide access to Taiwan Railways Banqiao Station and the future National Opera House.

**Xinpu Minsheng Station**
An elevated station with side platforms, it is around 90 meters in length, 21.5 meters in width, and 22.9 meters in height, with one elevator for the disabled and one exit to be combined with an integrated development building.

**Touqianzhuang Station**
An elevated station with side platforms, it connects with the in-service Zhonghe-Xinlu line. The station is around 83 meters in length, 22 meters in width, and 21 meters in height, with one elevator for the disabled and one exit.
陸、車站建築造型與公共藝術
環狀線第一階段主要為高架路線，行經於擁擠的都市中．為減低高架橋造對都市景觀之衝突，沿線車站造型嘗試衝突並以整體車站藝術化作為目標進行設計，結合其公共藝術突破慣例，首次將高架橋樑．排水管．隔音牆及電聯車車外裝修之色彩計畫納為公共藝術．塑造「流水行雲•龍騰千里」
的意象．此外．板橋站因位在交通樞紐．獲選為打造藝術化車站的重點車站．

VI. Station Architecture and Public Art
Circular line Phase I is primarily an elevated route that runs through densely populated urban areas. To reduce its impact on the city landscape, station architecture is based on artistic design that deliberately strives to be compact. For the first time, the colors of beams, columns, drainage pipes, acoustic barriers, and the interiors and exteriors of MRT trains are all incorporated into the public art design, with a view to creating the image — “Like the swift passage of the clouds, the dragon travels thousands of miles.” Banqiao Station, located at a major transportation hub, was selected as a centerpiece station.

公共藝術：全線高架橋樑．排水管．隔音牆．月台門及電聯車車外裝修之色彩計畫
主題：粼光
說明：流水行雲．龍騰千里．陽光映射下．捷運車廂形化為穿梭時空的遊龍．電掣風驅
開閃動的金光．灑落一地金黃．為城市風景增添了愉快的節奏．當遊走在夜裡沈潛．月
光下如白色銀帶飛舞．多維交織成跨越時間的美好意涵．在其永不休止的旅程中．我們
在遠方的天際線上．看到了那道幸福彩虹。

Public Art: Color planning along the line for elevated beams, columns, drainage pipes, acoustic barriers, platform screen doors, as well as the interiors and exteriors of MRT trains
Theme: Shine
Description: The design shows the beauty of dragon scales reflecting light and shining. Colors move and change appearance, creating wondrous scenes that bring rhythm and joy to the city landscape. As the dragon soars through the daytime sky, it reflects sunlight, and at night it reflects the light of the moon. During the dragon's long travels, rainbows, a sign of happiness, appear in the sky.

粼光 Shine

環狀線(第一階段)第一區公共藝術
Public art by Emmauelle Moutreux in Area 1 of the Circular Line Phase I
**Dapinglin Station**

*Station Type: Underground
Design Theme: City Water and Green Alleys*

As the only underground station on the line, the design motif seeks to create a yellow submarine inside the station. On the ceiling and floor of the main movement area, green represents the Liugong Waterway. Light yellow is used on the interior walls.

**Shisizhang Station**

*Station Type: Elevated
Design Theme: Green Earth*

The station was designed to integrate a man-made green platform into a wider landscape. The station's exterior walls and rooftop are covered with green vegetation that not only cloaks and encapsulates the entire station but also extends the green landscape onto the rooftop and exterior walls. Green also appears on the front of the station's exterior walls.

**Xiaoliang Bridge Station**

*Station Type: Elevated
Design Theme: Absorb*

Being adjacent to Xindian River, the station was designed based on the theme “absorb,” which signifies the absorption of the mountainous scenery. Green on the walls of the machine rooms at both ends of the platform and the ceiling around the ticket gate area reflects nature.
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Jingping Station
Station Type: Elevated
Design Theme: Penetrating
Since the station is close to Xingnan Night Market, it was designed based on the theme “penetrating,” which signifies noises from the hustle and bustle of traffic and crowds penetrating into the station. Blue is used on the walls of the machine rooms at both ends of the platform, the ceiling around the ticket gate area, and the side walls that extend from the ground level to the concourse.

Jingan Station
Station Type: Elevated
Design Theme: Communication
The station, situated at the intersection of Jingping Road and Jingan Road in Zhonghe, obviously plays a transfer role. Thus, the design is based on the theme “communication” to signify how the station links Taipei, Zhonghe, and Banqiao. Orange is used on the walls of the machine rooms at both ends of the platform, the ceiling around the ticket gate area, and the side walls that extend from the ground level to the concourse.

Zhonghe Station
Station Type: Elevated
Design Theme: Extract
The station, adjacent to Miaokou Night Market in Zhonghe, was designed based on the theme “extract.” This signifies community life, echoed in local elements integrated into the fabric of the station. Green is used on the walls of the machine rooms at both ends of the platform, the ceiling around the ticket gate area, and the side walls that extend from the ground level to the concourse.

Qiaohe Station
Station Type: Elevated
Design Theme: Conversion
The station was designed based on the theme “conversion,” which signifies how this traditional industrial area is gradually moving toward diversified development as it transforms into a hi-tech industrial park. Brown is used on the walls of the machine rooms at both ends of the platform and the ceiling around the ticket gate area.

Zhongyuan Station
Station Type: Elevated
Design Theme: Storage
Based on the theme “storage,” the station suggests that light reflected off the river is stored within the interior space, symbolizing energy stored for future development. Blue is used on the walls of the machine rooms at both ends of the platform and the ceiling around the ticket gate area.

Baxtin Station
Station Type: Elevated
Design Theme: Creation
The station, located in downtown New Taipei City, uses the design theme “creation” to show how the landscapes of crowded cities change from the past to the present and future. Orange is used on the walls of the machine rooms at both ends of the platform and the ceiling around the ticket gate area.
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板橋站

车站类型：高架车站
设计主题：网络

位于新板特区，是重要交通枢纽枢纽，以LED灯结合站体设计，展现交通便捷之网络精神，并于屋顶设置太阳能光板提供再生能源，主题色为银白，表现在全站。

公共艺术
板桥站位于新板特区并面对未来的国家歌剧院，将开放邀请艺术家到车站参与设计，营造于车站天花板、墙面及地板等适当地点进行色彩绘制或装置设计，并以通光罩，LED外饰玻璃幕墙等，增强其为设计重点，期以工程方式打造出整体性与艺术性的艺术车站，进而创造地域模型建物。

Banqiao Station

Station Type: Elevated  Design Theme: Network
Located in the New Banqiao Special District, the station is a transportation hub. LED lights integrated with the design of the station structure underscore the station's pivotal location. On the rooftop, solar panels provide renewable energy. Silvery white is used throughout the station.

Public Art:
Banqiao Station, situated in the New Banqiao Special District, faces the soon-to-be completed National Opera House. Artists participating in the design process will select suitable places on the ceilings, walls, and floors inside the stations to make color plans or pattern designs. Top-lit, glass-curtain walls decorated with LED lights and a staircase area will be the design focus. The artistic design of the station will underscore its importance as a landmark building.

新埔民生站

车站类型：高架车站  设计主题：生机

邻近大汉溪堤，以绿色玻璃结合建筑整体形成绿色生机，运用光的流动表现出流水的律动感，主题色为淡绿色，表现于月台端点机房墙面、垂直有效区墙面。

Xinpu Minsheng Station

Station Type: Elevated  Design Theme: Life
Since the station is located near the Dahan River, green glass is integrated with its structure to symbolize the theme of "life." Green is also used on the walls of the machine rooms at both ends of the platform and the walls around the movement area, while the flow of light creates the effect of water rhythms.

頭前庄站

车站类型：高架车站  设计主题：航船

以航船造型构建建筑主题，强调大汉溪浩瀚之感，表现乘风破浪之精神。主题色为淡蓝色，表现于月台端点机房墙面、垂直有效区墙面。

Touqianzhuang Station

Station Type: Elevated  Design Theme: Sail
Using the shape of a sailboat to highlight the Dahan River's role as a transportation route, the station design aims to express the pioneering "sailing" spirit of ancestors who arrived via the Dahan River. Light blue is used on the walls of the machine rooms at both ends of the platform and the walls around the movement area.

幸福站

车站类型：高架车站  设计主题：幸福

临近头前庄区，居新庄区的枢纽地位，车站设计强调光在建筑体内的流动与变化的空间幸福感。主题色为淡紫色，用以诠释本区即将到来的美好远景，表现于月台端点机房墙面，垂直有效区墙面。

Xingfu Station

Station Type: Elevated  Design Theme: Happiness
Adjacent to the Touqian Redevelopment Zone, the station is situated at a pivotal location in Xinzhuang. The design theme highlights the softening effect of light within a structure’s space and expresses a type of spatial "happiness." Light purple, used to symbolize wonderful prospects for the area, appears on the walls of the machine rooms at both ends of the platform and the walls around the movement area.

新北產業園區站

车站类型：高架车站  设计主题：起飛

未来新北市的交通枢纽，以飞鸟造型呈现出此站的特色，主题色为灰黑色，表现于月台端点机房墙面，垂直有效区墙面。

New Taipei Industrial Park Station

Station Type: Elevated  Design Theme: Flight
Since the station will connect with the Taiwan Taoyuan Airport MRT line, the theme of "flight" is represented by a soaring airplane. Solar panels are installed on the wings to provide renewable energy, and images of airplanes can be seen on the station's walls and glass handrails. Silver gray is used on the walls of the machine rooms at both ends of the platform and corridor walls.
VII. Expected Benefits

- Connect a number of MRT lines, contributing to a comprehensive network in the Taipei metropolitan area.
- Travel time from the Circular line’s Banqiao Station to Dapinglin Station will be only 20 minutes. From Banqiao Station to New Taipei Industrial Park Station will be only 11 minutes.
- By connecting with the Taiwan Taoyuan International Airport MRT line and regional and inter-regional transportation modes, the Circular line will provide a convenient transportation option for people traveling between Taipei and New Taipei City.
- Reduce the ratio of private vehicle use to public transportation use to smooth traffic flow.
- Boost development of areas around MRT stations, improve quality of life, enhance urban competitiveness, stimulate industrial development, and create more job opportunities.