

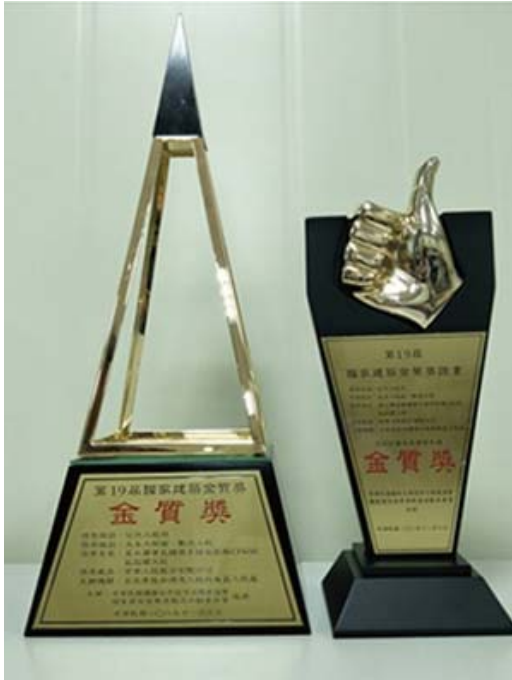
環狀線CF650區段標工程 榮獲第19屆「國家建築金質獎」

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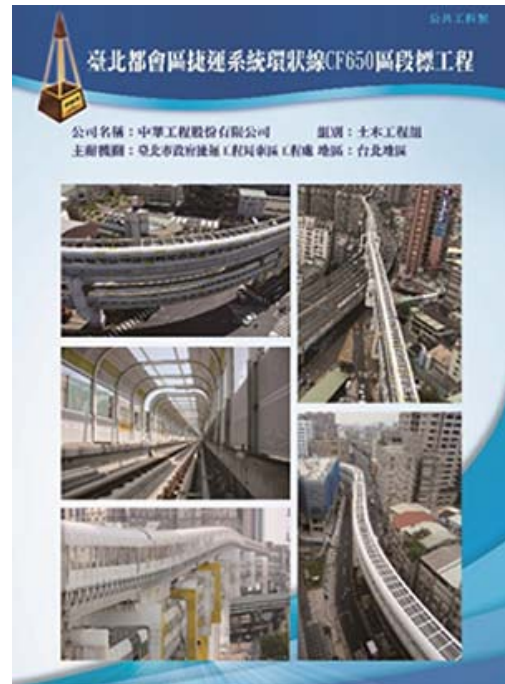
環狀線CF650區段標工程範圍自中和區景平路秀朗橋端之秀朗橋站，路線沿景平路、中山路、板南路、中正路轉入板橋區板新路，止於板新路與中山路口之板新站。全長約6.3公里，含高架橋及7座高架車站（含3座交會站，其中秀朗橋站為與南北線之交會站；景安站為與中和線之交會站；中和站為與萬大線之交會站）及景安站~中和站間剪式橫渡線等工程。

本標施工範圍皆落於地狹人稠之區域，於施工過程中，皆因路幅狹窄、鄰房緊鄰等許多不利施工條件，使本標獨具特性如下：(1)臺灣捷運首次採用與現有高架橋共線段方式興建車站及高架橋(2)本標為捷運系統首次採用高架疊式車站及高架橋之方式興建(3)車站模矩化、月台標準化。本局施工團隊克服種種施工困境完成階段性工程，榮獲第19屆「國家建築金質獎」之肯定。

本標各項挑戰經各級長官督導及施工人員通力合作下，相關工程作業均已如期如質的完成，屆時通車營運後，對改善臺北市與新北市整體交通問題，紓解交通瓶頸極具功效。



獎牌照片



得獎海報

MRT Circular Line Contract CF650 Construction Wins 19th the Annual National Architecture Gold Award

In essence, Circular line Phase I construction passes through New Taipei City, Xindian District, Zhonghe District, Banqiao District, and Xinzhuang District and connects with multiple MRT line systems to provide efficient transportation services. The line will enable rural and urban areas of Taipei City and New Taipei City to develop their competitiveness in a balanced manner, reduce driving costs, reduce the usage of private transportation vehicles, and operate in line with the spirit of low-carbon cities.

In the process of construction, since the construction site is located in a densely populated area, this contract is characterized by the following features: (1) Taiwan MRT firstly adopted the construction of stations and viaducts co-constructed with existing viaducts in common line. (2) the contract is the first MRT system using elevated stacker stations and viaducts. (3) station model reification and platform standardization. Our construction team broke through various construction dilemmas and completed projects on time and with high quality, receiving the confirmation of the 19th National Architecture Gold Award.