捷運系統信義線簡介
Introduction to the Xinyi MRT Line

捷運陽光森林都會新地標
Metro, Sunshine, and Forest New Metropolitan Landmark
For the construction of the Xinyi line, apart from in-service Chiang Kai-Shek Memorial Hall Station—the transfer station to the Xindian line, construction of Taipei 101/World Trade Center Station and Dongmen Station began in 2002 and 2003 respectively, and the other stations began in 2005. When completed, the Xinyi line will alleviate overloading on the east-west Nangang line (already in operation) and the currently under-construction Songshan line. In addition, the line will form a comprehensive network by connecting with the Xindian line, Xinzhuang line, and Wenhua line at Chiang Kai-Shek Memorial Hall Station, Dongmen Station, and Daan Station respectively. Thus the line will offer a rapid transfer connection for people traveling to downtown Taipei, and the Xinyi commercial zone to become a rapid transport corridor.

The Xinyi line, an extension of the initial network's Tamsui line, starts from Roosevelt Road south of the Xindian line's Chiang Kai-Shek Memorial Hall Station, runs east across Jinhua Street, Aiguo East Road, Hangzhou South Road, and then goes along Xinyi Road until it arrives at the Xinyi commercial zone. From there it passes along the northern end of Zhongqing Park and ends beneath Xinyi Road Sec. 5 where Elephant Mountain Station and a tail track are constructed. There are seven underground stations along the 6.4-km-long Xinyi line (Chiang Kai-Shek Memorial Hall Station included).
### 車站站名及位置 Stations and Locations

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<td>大安站 Daan Station</td>
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東門站
※ 地下4層島式月台車站，為信義線與新莊線交會車站，站體長約217m、寬約25m，
開挖深度約32m，設有8處出入口，1座無障礙電梯（位於出入口D1），2座通風口。
Dongmen Station
※ It is a four-level underground station with island platforms and will serve as the
transfer station for the Xinyi and Xinzhong lines. Excavation depth is around 32 meters.
The station is around 217 meters in length and 25 meters in width with eight exits, one
elevator for the disabled (located at Exit D1), and two vent shafts.

大安森林公園站
※ 地下2層島式月台車站，站體長約226m、寬約22m，開挖深度約19m。設有6處出入口，3座無
障礙電梯（位於出入口C、D、F），2座通風口。出入口D與聯合開發大樓共構。
Daan Park Station
※ It is a two-level underground station with island platforms. Excavation depth is around 19 meters.
The station is around 226 meters in length and 22 meters in width with six exits, three elevators for
the disabled (located at Exit C, D, and F), and two vent shafts. Exit D is integrated with a joint
development (JD) building.
**大安站**
※ 地下3層島式月台車站，與文湖線大安站交會轉乘，站體長約343m，寬約25m，開挖深度約25m，設有8處出入口，1座無障礙電梯（位於文湖線大安站），3座通風口，出入口A與聯合開發大樓共構，出入口A1及通風口X設置於國立台灣師範大學附屬高級中學用地，出入口C及通風口Y設施已納入原文湖線聯合開發大樓大安站內。

**Daan Station**
※ It is a three-level underground station with island platforms and will serve as the transfer station for the Xinyi and Wenhua lines. Excavation depth is around 25 meters. The station is around 343 meters in length and around 25 meters in width with a 317-m-long pocket track, five exits, one elevator for the disabled (located at the Wenhua line’s Daan Station), and three vent shafts. Exit A1 is integrated with a JD building. Exit A is set at the site of the Affiliated Senior High School of National Taiwan Normal University. Exit C and Vent Shaft Y are integrated with an existing JD building at the Wenhua line’s Daan Station.

**信義安和站**
※ 地下2層島式月台車站，站體長約210m，寬約30m，開挖深度約23m，設有5處出入口，1座無障礙電梯，2座通風口。出入口D、通風口Y及無障礙電梯與聯合開發大樓共構。

**Xinyi Anhe Station**
※ It is a two-level underground station with island platforms. Excavation depth is around 23 meters. The station is around 210 meters in length and 30 meters in width with five exits, one elevator for the disabled and two vent shafts. Exit D, Vent Shaft Y, and an elevator for the disabled are integrated with a JD building.
台北101/世貿站
※ 地下2層島式月台車站，站體長約186m，寬約25m，開挖深度約24m，站體東側橋渡線長度約154m，設有5處出入口，3座無障礙電梯(位於出入口C、D、E)、2座通風口、出入口E與台北101大樓地下連通。

Taipei 101/World Trade Center Station
※ It is a two-level underground station with island platforms. Excavation depth is around 24 meters. The station is around 186 meters in length and 25 meters in width with a 154-m-long crossover section on the east side of the station, five exits, three elevators for the disabled (located at Exit C, D, and E), and two vent shafts. Exit E connects underground with Taipei 101.

象山站
※ 地下2層島式月台車站，站體長約220m，寬約22m，開挖深度約22m，設有3處出入口，2座無障礙電梯(位於出入口A、B)、2座通風口。

Elephant Mountain Station
※ It is a two-level underground station with island platforms. Excavation depth is around 22 meters. The station is around 220 meters in length and 22 meters in width with three exits, two elevators for the disabled (located at Exit A and B), and two vent shafts.
公共藝術 Public Art

捷運信義線街面建築造型以「對話」為主題，藉由捷運設施之建築與景觀設計、室內空間規劃、公共藝術、街道家具設計，結合照明、色彩計畫，塑造車站豐富藝術感及地域特色的捷運系統，期使捷運建築與景觀能融合週遭的都市環境。

The theme “Dialogue” is applied to the architecture of the Xinyi line. Through the architectural and landscape design of MRT facilities, interior space planning, public art, and street furniture design, together with a lighting and color plan, the public artworks create an MRT line with stations rich in art and full of local characteristics. Additionally, it is hoped that MRT structures and landscapes will combine seamlessly with their surrounding urban environment.

大安森林公園站公共藝術

主題：森林轉運－都會與公園的對話

說明：結合公園再以「綠影、綠意、綠形、綠跡」為次主題。將自然元素「陽光與森林」，引入地下車站建築與庭園設計，呈現特殊的地下開放空間，強化現代車站與自然公園的互動。

Public Artwork at Daan Park Station

Theme: Forest and MRT — a dialogue between metropolis and park
Description: The public artworks combine with the park and use “green shadows, greenery, green shapes, and green tracks” as the sub-theme. Natural elements “sunshine and forest” are introduced into the architectural and garden design of the underground station, presenting an exotic underground open space and strengthening the interaction between a modern station and a nature park.
Public Artwork at Daan Station
Theme: The meeting of light and shadow — a dialogue between ground level and underground
Description: Light, shadow, and color variations are used to present an overarching piece of public art. A combination of a horizontal passage which links the space, and special illumination and lighting design on two escalators will enrich the experience of passing through a long underground passage and strengthen the directionality of the passage space.

Public Artwork at Xinyi Anhe Station
Theme: Life melody — creation of a spatial atmosphere of a refined metropolitan lifestyle
Description: Extracting elements from the surrounding environment, refined window showcases, elegant exchanges, and recreational locations for after-hours office workers are fully combined with street imagery. It contrasts with the urban context of daytime hustle and bustle, presenting an alternative flavor of window showcase and street scene, creating a graceful and leisurely melody of life.
公共藝術 Public Art

台北101/世貿站公共藝術:
主题：現代樂章—創造與世界對話的空間氛圍
說明：此區為最新商品與資訊交流的市集，亦是臺灣與國際交流的窗口，以國際化的語彙表現出資訊快速傳播，人潮頻繁交流等意象，使現代社會充滿資訊、速度、效率、精確的現代都會樂章。

Public Artwork at Taipei 101/World Trade Center Station
Theme: Modern melody—creation of a spatial atmosphere for dialoguing with the world
Description: The district is not only a market of the most modernized merchandise and information exchange but also a window of international exchange between Taiwan and the world. Using an international language, the public art presents the imagery of rapid broadcast of information and the crowd's busy interaction, filling the metropolis with a modern urban melody of information, speed, efficiency, and punctuality.

象山站公共藝術:
主題：樹蛙之歌—展現與自然對話的地緣性格
說明：本站鄰近象山市民森林公園，週邊之主要景觀特性有二，一為象山山體脈絡意象，另一特性則為此處鄰近保育物種—臺北樹蛙之棲息地，因此結合上述兩個地緣特性，以藝術的方式表現自然特色及樹蛙的各種姿態，使往來捷運站的乘客能感受到地域的特性。

Public Artwork at Elephant Mountain Station
Theme: Song of tree frogs—presentation of geographical features dialoguing with nature
Description: The station is close to the Elephant Mountain Civil Forest Park. The main characteristics of the scenery are the ridge of Elephant Mountain and its location close to the habitat of a protected species—Taipei tree frogs. Combining the two geographical features in an art-based technique, the artworks present natural features and various postures of tree frogs, giving MRT passengers an opportunity to feel the characteristics of the area.
工程特色  Construction Features

信義線各車站間之隧道採盾構工法施工，各車站站體、一處側邊線及一處中央避車線隧道均採明挖覆蓋工法施工，本線工程特色:
Construction of the tunnels between stations adopts the shield-tunneling method while work on the stations, one crossover section and one pocket track uses the cut-and-cover method. Construction features of the Xinyi line are as follows:

一、共同管道工程:
「共同管道」是收容二個以上管線單位之電纜線、管件及附屬設備，如自來水管及電信、電力、有線電視電纜等，經過總經理顧問，而容納於道路下同一之結構體中。在捷運信義線施工時，將一併辦理沿線共同管道，完工後將可降低沿線道路挖掘次數，延長道路使用壽命，減少施工造成之環境污染，並保持道路交通順暢與維護管線傳輸品質，創造整齊而景觀，大幅提昇生活品質。

1. Common Duct Construction
After being classified, common ducts are built beneath roads and contain cables, pipes, and other facilities such as water pipes, telecom pipelines, power pipelines, cable TV cables, etc. in one structure. The concurrence of the construction of common ducts and the Xinyi line will bring benefits as follows after the construction is completed: the frequency of road excavation will be reduced, roads' life span will be extended, environmental pollution resulting from construction will be reduced, traffic flow will be kept smooth, and high quality pipelines for transmission will be maintained. As a result, a neat city landscape and improvement in quality of life can be achieved.

Assembly of the steel framework of a partition wall in common duct shield tunnel
Installation of a 2400 mm-diameter steel water supply pipe in 5.6 m-inner diameter common duct shield tunnel
二．五條隧道堆疊交叉施工：
信義線及新莊線四條隧道交叉於杭州南路二段之道路下方，信義線上下行線、新莊線上下行線堆疊處及共同管及新莊線上行接處，狀似堆疊之隧道與隧道間距離過近，由於隧道堆疊後循序須符合規定，同時要避免管道堆疊隧道施工時土壤積壓導致隧道上浮，故困難度高，也是施工上的一大挑戰。

2. Five-Tiered Tunnel Construction
The Xinyi line joins the Xinzhuang line's four tunnels beneath Hangzhou South Road Sec. 2. The Xinyi line's and Xinzhuang line's up-and-down track sections as well as the junction of common ducts and the Xinzhuang line's up track sections tier one above the other. And the distance between each of the tunnels is very close. Because tunnel excavation must be performed in a specific sequence to prevent the tunnel from floating as a result of released earth pressure during excavation for the common ducts, the construction procedures are extremely difficult and truly challenging.
三、覆蓋板的研發：
捷運工程使用的覆蓋板，從第一代鋼製覆蓋板，第二代複合式覆蓋板，第三代深色複合式覆蓋板，信義線目前已研發採用第四代覆蓋板，其特色是採用無縫鋼板及鋼製構件，具有高耐候性、抗腐蝕性及抗滑性，進而提升車輛行駛之安全性，及及保障工程之穩定性。

3. Evolution of Decking System
The decking system used to cover excavation during MRT construction has involved the first-generation steel decking, the second-generation composite decking, and third-generation dark composite decking. The decking on the Xinyi line is the newly-developed fourth-generation product designed and manufactured without a steel rim that allows a small gap between decking plates and falls within the contract requirements. In addition, the concrete surface of each decking plate is grooved to prevent slipping and improve driving safety and passers-by’s satisfaction.

四、大安森林公園站下凹式庭園設計：
這座具有「捷運、陽光、森林」大安森林公園站陽光大廳及下凹庭園之設計特質，讓「美」與「工程」結合，配合車站動線，以「森林與自然」作為景觀空間設計主題，將陽光、綠意引進地下捷運車站，並利用空間巧妙處理植栽種植配置，充份運用陽光與植物間之光影流動，結合周邊兒童遊樂場、市民休憩之活動機能與屬性，提升人行空間之環境品質，未來將成為台北市另一個新地標，相信「北劍潭、南大安森林公園」之名會越來越響。

4. Design of the Sunken Garden at Daan Park Station
A naturally-fit hall and a sunken garden at Daan Park Station combines the characteristics of metro, sunshine, and forest, allowing sunshine and greenery to be brought into the MRT station’s concourse. The term "Jiantan in the north and Daan Park in the south" is sure to gain great popularity and soon become familiar to everyone.
五、自然生態保育:

為了讓臺灣特有種保育類野生動物——臺北樹蛙，在捷運信義線象山站旁繁殖延續，該主變電站鄰近中強公園北側象山坡地，為其主要棲息繁殖地。本局自91年9月至92年6月委託專業顧問公司進行為期一年臺北樹蛙生態調查，同時在施工階段主動協助三和社區發展文化基金會維護臺北樹蛙棲息地周邊環境，如挖泥生態池、補充棲息地水源，進行棲息地環境等措施，並發辦保育宣導臺北樹蛙小朋友繪畫比賽、捏泥土臺北樹蛙等活動，讓生態保育觀念從小紮根。相信無論在施工期間或完工後，將為臺北樹蛙量身打造棲息繁殖的良好環境。

5. Natural Habitat Conservation

To help one of Taiwan’s protected wild animals — Taipei tree frogs — sustain their lives, the hillsides of Elephant Mountain on the north side of Zhongqiang Park close to Elephant Mountain Station's power supply substation were preserved as their habitat. DORTS entrusted a professional consulting company to conduct an ecological survey. Meanwhile, DORTS supported Sanli Community Development Cultural Foundation to protect the environment surrounding the habitat for Taipei tree frogs by taking the following measures: excavating an ecology pond, supplementing water resources to the habitat, and keeping the habitat isolated. In addition, DORTS co-organized a series of contests such as a Taipei tree frog drawing competition and Taipei tree frog clay molding, with a hope that ecological conservation concepts will take root in the young generation. It is believed that the planned location reserved for Taipei tree frogs will be a perfect custom-made habitat that gives them a sustainable future.
There are three joint development (JD) sites on the Xinyi line as follows:

**JD Site 2 at Daan Park Station**
- Location: North of Daan Park on Xinyi Rd. Sec. 3
- Area: 2,994 square meters (approximately 905 pings)
- Land use: Joint development zone
- Development scope: A residential and business building consisting of 29 floors and five basement levels with a total floorage of 34,992.3 square meters

**JD Site 3 at Daan Station**
- Location: Northeast of the intersection of Xinyi Rd. Sec. 3 and Xinyi Rd. Sec. 3, Lane 147
- Area: 890 square meters (approximately 269 pings)
- Land use: Joint development zone
- Development scope: A business and office building consisting of 15 floors and four basement levels with a total floorage of 12,650.72 square meters
**JD Site 5 at Xinyi Anhe Station**

* Location: Northeast of the intersection of Xinyi Rd. Sec. 4 and Xinyi Rd. Sec. 4, Lane 239
* Area: 2,160 square meters (approximately 554 pings)
* Land use: Joint development zone
* Development scope: An office building consisting of 33 floors and six basement levels with a total floorage of 35,085.11 square meters

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**交通運輸及經濟效益 Public Transportation and Economic Benefits**

* 未來完工通車後，自世貿中心站到台北車站僅需約11分鐘。
* 營運30年間乘客時間節省效益達新台幣999.25億元。
* 信義線33年經濟內生報酬率為24.76%。
* 減輕交會轉乘站集中人潮，紓解內港線及松山線東西向運輸負荷。
* 沿線附近金融商業活動絡繹不絕，帶動房地產無限商機。
* After completion, it will only take around 11 minutes to travel from World Trade Center Station to Taipei Main Station.
* Estimated passenger time-saving benefits are equivalent to NT$999,925 billion over 30 years of operation.
* The internal rate of return rate for 30 years of operation is 24.76%.
* The operation of the Xinyi line will disperse passenger crowds from transfer stations and alleviate overloading on the east-west Nangang and Songshan lines.
* The increase in business activity along the line will bring lucrative opportunities in local real estate markets.
During construction, if you have any questions or problems, please contact the Department of Rapid Transit Systems (DORTS) or visit DORTS' Website at www.dorts.gov.tw for the latest construction information.

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