

中華民國交通部 臺灣區國道高速公路局

TAIWAN AREA NATIONAL FREEWAY BUREAU
MINISTRY OF COMMUNICATIONS
REPUBLIC OF CHINA



交通部臺灣區國道高速公路局編印
Edited by Taiwan Area National Freeway Bureau

中華民國七十年四月 APRIL 1981



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台灣區國道中山高速公路北起基隆，南迄高雄，全長三七三公里。自民國五十八年進行可行性研究，六十年八月十四日開始施工，迄六十七年十月卅一日全線完工通車。自始議至完成，舉凡規劃、設計、施工、交通管理、收費作業等，莫不殫盡心智，戮力從事。其得能全線順利完成，除賴本局全體內外同仁及承辦廠商之辛苦外，尤蒙蔣總統經國先生在行政院長任內躬親督導與夫社會各界通力配合所致。觀乎此偉大建設之成就，實為自由中國上下一心，群策群力之結晶。

本局於六十七年十二月一日由「交通部台灣區高速公路工程局」改制成立。主要任務乃維護道路良好，確保行車安全，發揮運輸功能，提供行旅服務，以達到快速、經濟、安全、舒適之要求。

本路通車以來，行旅稱便，貨物暢流。顯已奠定促進經濟發展、加速社會繁榮之基礎。本局抱「成於大眾、用於大眾」之宗旨，忝負管理維護之責，自當時刻惕勵，加強職責，繼續研究發展，力求更臻完善，全力為用路大眾服務。

局長 

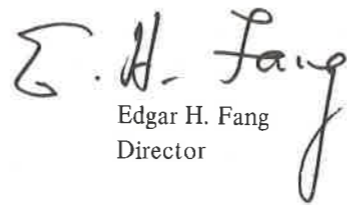


前言 FOREWORD

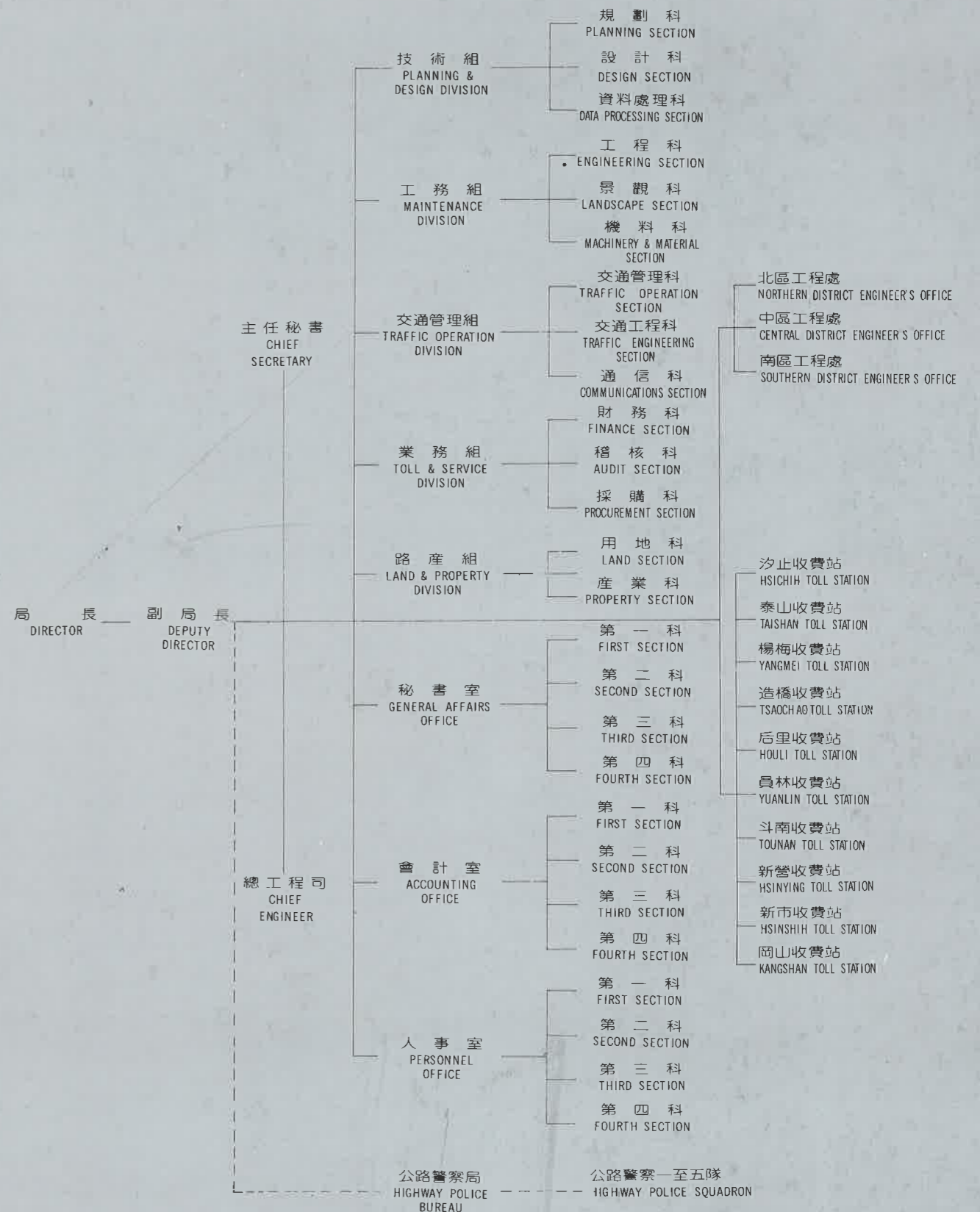
The Sun Yat-sen National Freeway runs from Keelung in the north to Kaohsiung in the south, with a total length of 373 kilometers. Although the feasibility study of the freeway project was made in 1969, construction work was not embarked upon until August 1971. Through a successive hardship of more than seven years, the entire job was completed on October 31, 1978. Ever from the proposal of the freeway project through its completion, we spared no painstaking efforts in every aspect of our work; planning, design, construction, traffic management and toll collection. However, the successful completion of the freeway should be attributed not only to the strenuous efforts of all those who directly participated in the project but, moreover, to the brilliant personal supervision of President Chiang Ching-kou, the then Premier of this country, and to the unreserved cooperation of the public. In other words, this magnificent accomplishment is actually an embodiment of the joint efforts of the Government and its' people.

The Taiwan Area National Freeway Bureau has been reorganized from the Taiwan Area Freeway Construction Bureau since December 1, 1978. The principal tasks of the bureau are to maintain the road in good condition, to ensure traffic safety, to perform freeway function properly and to provide better services to the road users so as to make traffic on this freeway faster, safer, more economic and comfortable.

Since this freeway was open to traffic, passengers have enjoyed more convenient travelling and cargoes have been transported more efficiently than ever. The road has remarkably stimulated economic development and increased social prosperity. As this freeway was built through the joint efforts of the Government and the people, it should be always kept in mind to benefit the public. With the responsibility to supervise this freeway as well as to serve its users, we, all the staffs of the bureau shall never fail to increase our enthusiasm and look forward to future development for whatever is better, so that we shall always be able to render our best service to the users.


Edgar H. Fang
Director

組織系統 FUNCTIONAL ORGANIZATION



計劃概要 PROJECT OUTLINES

路線規劃 Highway Planning

本路經台北、桃園、新竹、台中、彰化、嘉義、台南等重要市鎮，連貫基隆、高雄兩國際港口，並連接中正、小港兩國際機場及台中港，路線與西部幹線約略平行。全線採用立體交叉設計，中央設分向線地，係一進出口完全控制之超級公路。

全線規劃作業係依據預估交通量，初定路線據

The Sun Yat-sen National Freeway runs in parallel with the western arterial highway. It passes by such major cities as Taipei, Hsinchu, Taichung, Changhua, Chiayi and Tainan and links Keelung Harbor in the north to Kaohsiung Harbor in the south. It has access to the Chiang Kai-shek International Airport in Taoyuan and the Hsiaokang International Airport in Kaohsiung. This freeway is planned as fully access control and divided with landscaped median strip. Grade separation is provided at intersection with railroad and other highways.

以辦理航測，採用統一座標法作初步紙上定線，再經實地勘測鑽探，就沿線土壤、地質、地形等有關資料選用最佳路線。為利行車安全與舒適，全線採用螺旋曲線幾何設計，並配合路線線形，部分橋樑採用曲線設計。

Planning of the route was based on forecasted traffic. Maps and mosaics made on the basis of aerial photography and UTM coordinates were used in the study and formulation of the preliminary location. Then the most feasible and economical route was determined precisely with ground reconnaissance, exploration, and subsurface investigations. Prominent topographic and geologic features were considered. To ensure traffic safety and comfort, Clothoid curve was adopted for the geometric design of entire roadway and some bridges.



設計標準 Design Standard

(一) 路線及結構設計

1. 設計速率：平原區120公里/小時
丘陵區100公里/小時
2. 最大縱坡：平原區 3 %
丘陵區 5 %
3. 路基寬度：四線道28.00公尺
六線道35.50公尺
八線道43.00公尺

(1) Geometric & Structure

- a. Design Speed
Flat area: 120 kilometers per hour
Rolling area: 100 kilometers per hour
- b. Maximum Grade
Flat area: 3 percent
Rolling area: 5 percent
- c. Roadway Width
4-lane: 28.00 meters
6-lane: 35.50 meters
8-lane: 43.00 meters

4. 車道寬度：3.75公尺
5. 路肩寬度：內側1.00公尺，外側3.00公尺
6. 結構載重：H20—車輛貨車全車20噸(18.10公噸)
H20~S16—牽引車20噸(18.10公噸)
拖車16噸(14.50公噸)

- d. Lane Width
3.75 meters
- e. Shoulder Width
Inner side: 1.00 meters
Outer side: 3.00 meters
- f. Structure Load
H-20: Gross weight of single-unit truck, 20 tons (18.10 m/t)
H20-S16: Gross weight of tractor, 20 tons (18.10 m/t) and trailer, 16 tons (14.50 m/t)

(二) 公路容量設計：

以未來20年之交通量為容量設計依據，容量設計標準如下：

(2) Highway Capacity Design

The highway capacity design was based on the traffic growth of the next 20 years. The capacity design criteria are:

單位：每日小客車當量
Unit: PCE Per Day

容量設計準據

Capacity Design Criteria

車道數 No. of Lanes	容 量 Capacity
4	60,000
6	90,000
8	120,000

路線概況 Highway Status

本路全長373.20公里，其中四車道326.90公里，六車道30.50公里，八車道15.80公里。為疏導沿線重要城鎮交通，全線共設交流道32處，並為方便旅客休憩及加油，平均每隔50公里設置休息站一處

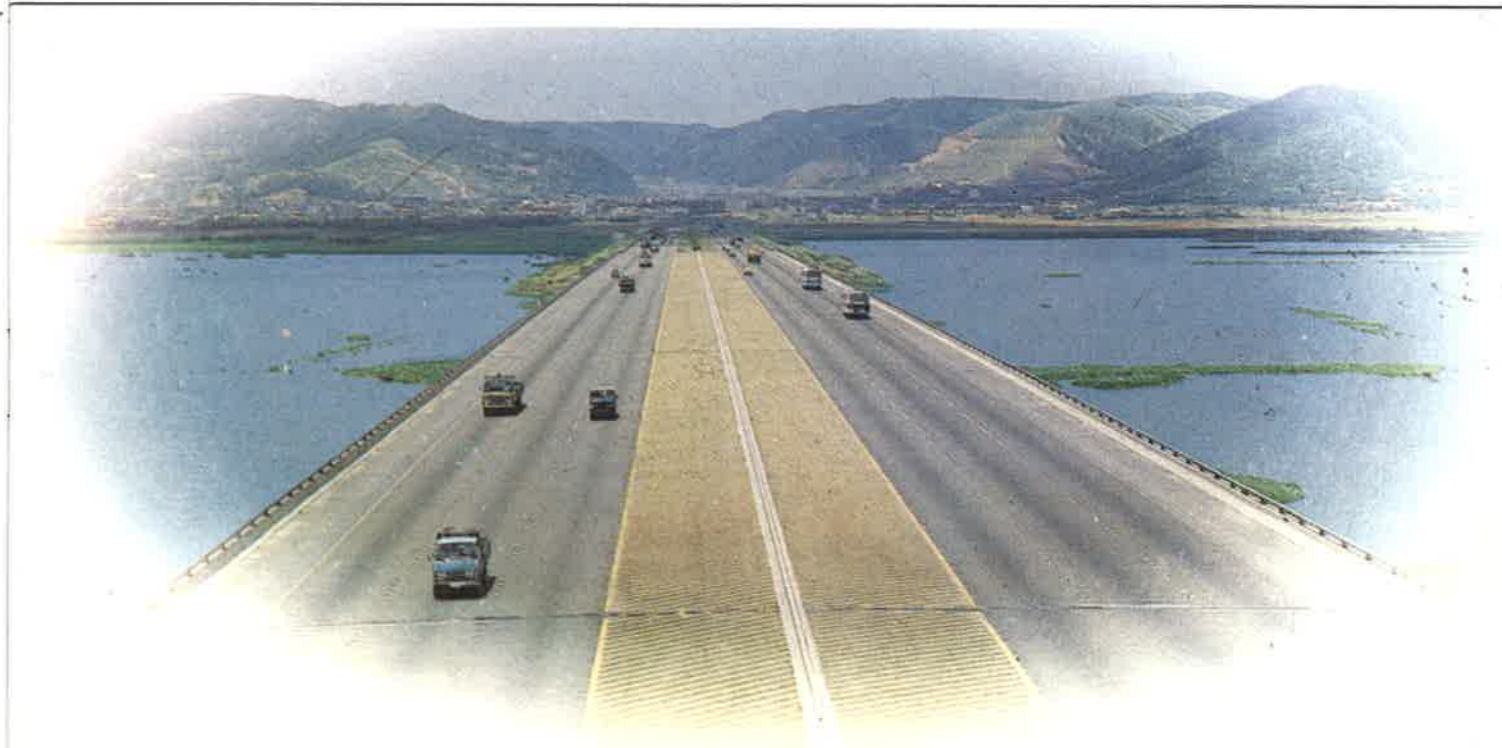
The freeway is 373.20 kilometers long, including 326.90 kilometers of 4-lane section, 30.50 kilometers of 6-lane section, and 15.80 kilometers of 8-lane section. There are 32 interchanges and six service and rest areas which, located 50 kilometers apart, are equipped with

，全線共計六處。

本路通過北、中、南三大區域，由於人文、地理及天然環境之不同，其道路狀況及工程特性頗有差異，茲列表說明如下：

rest, gas-filling and necessary facilities.

The freeway runs through the northern, central and southern districts. Because of different geographical and social features in these three districts, the road status are also different as shown in the following table:



地區 District	起迄地名 From & To	車道數 No. of Lanes	長度(公里) Length (KMS)	路寬(公尺) Width (M)	路況特徵 Features of Road Status
北區 Northern District	基隆—圓山 Keelung-Yuanshan	4	23.10	28.00	<p>台北盆地地盤軟弱，路基下陷。台北基隆間多為風化岩層，多雨、多霧，天然條件不良。台北苗栗間為丘陵地區，冬季多霧，季風強烈，重大城鎮毗連，工商業密集，交通流量較大。 全長132.80公里，共設交流道17處，休息站1處，服務區1處，收費站4處。 ※機場即機場交流道。</p> <p>Passing through the Taipei basin, the foundation is soft and embankment settles. The area between Keelung and Taipei is of weathered rocks and is rainy and foggy. Natural conditions are not good. The rolling area between Taipei and Miaoli is foggy and has strong monsoon in winter. As the road is linked to most major cities in this district, traffic volume is heaviest. The Freeway in the northern district is 132.80 kilometers long with 17 interchanges, 1 rest area, 1 service area and 4 toll plazas. ※CKS Airport here refers to the airport interchange.</p>
	圓山—台北 Yuanshan-Taipei	6	2.00	35.50	
	台北—林口 Taipei-Linkou	8	15.80	43.00	
	林口—機場※ Linkou-CKS Airport※	6	11.30	35.50	
	機場—苗栗 CKS Airport-Miaoli	4	80.60	28.00	
中區 Central District	苗栗—豐原 Miaoli-Fengyuan	4	34.80	28.00	<p>苗栗豐原間多為丘陵地區，路線較為曲折，冬季多濃霧，並有強烈季風，肇事較為頻繁。 豐原嘉義間多為平原地區，長橋樑甚多，計有大安、大甲、烏溪及中沙等4座，其中中沙大橋最長達2,345公尺。 全長131.40公里，共設交流道8處，休息站1處，服務區1處，收費站3處。</p> <p>The section between Miaoli and Fengyuan is in the area of rolling hills, so the route has many curves. In winter, it is foggy and lashed by strong winds. There are more traffic accidents here than in other places. The area between Fengyuan and Chiayi is flat land with 4 long bridges; namely, Taan, Tachia, Wuhsi and Sino-Saudi. The last and the longest one measures 2,345 meters in length. This portion of freeway is 131.40 kilometers long with 8 interchanges, 1 rest area, 1 service area, and 3 toll plazas.</p>
	豐原—王田 Fengyuan-Wangtien	4	21.40	28.00	
	王田—嘉義 Wangtien-Chiayi	4	75.20	28.00	
南區 Southern District	嘉義—台南 Chiayi-Tainan	4	63.20	28.00	<p>嘉南平原多霧，區域內路線平直。台南高雄間交通量大，大貨車比例較高。 全長109.00公里，共設交流道7處，休息站1處，服務區1處，收費站3處。 Located in the Chiayi-Tainan plains, the alignment is flat and straight. Traffic between Tainan and Kaohsiung is heavier with high percentage of trucks. It is 109.00 kilometers in length. There are 7 interchanges, 1 rest area, 1 service area and 3 toll plazas.</p>
	台南—楠梓 Tainan-Nantze	4	28.60	28.00	
	楠梓—高雄 Nantze-Kaohsiung	6	17.20	35.50	

道路養護 HIGHWAY MAINTENANCE

養護作業 Major Maintenance Jobs

道路養護工作執行之良窳，影響道路功能之發揮與公路品質維護。交通量愈大，使用時間愈長，投入之養護工作愈大。本路為我國經濟之命脈，不可一日中斷，為維護本路高效率之運轉，擬定養護工作項目如下：

(一)養護巡查—其目的在於主動發覺不良路況，立即處理。巡查方式計分經常巡查，重點巡查，特別巡查等三種。經常巡查每日早晚各一次，重點巡查，視不同對象每月或二月巡查一次，特別巡查則於颱風前後陰雨、豪雨及地震後之特別巡查。

(二)路容維護—包括路面、休息站及服務區之環境清掃、交通標誌、護欄、隧道襯砌之清洗。維護方法分機械及人工兩種。

(三)景觀維護—包括沿線交流道、休息站、服務

Maintenance is the key to quality of the road and to fulfilment of road functions. The task of maintenance is proportional to the volume of traffic and the length of

區之景觀規劃栽植，中央綠地植生施肥，修剪與補植等工作，為公路養護中較重要且耗費較大之工作項目之一。

(四)道路橋樑維護—包括路面沉陷整平，龜裂填補，路面加鋪，邊坡整修維護，排水溝清理，橋樑加固及伸縮縫換修等工作。

(五)建築及機電設施維護—包括建築物、照明、通信、收費站計數系統及發電機等項設施之維護修理。通信部分自辦維護，收費站計數系統則發包辦理。

(六)肇事現場處理—養護段工作人員全日廿四小時輪班待命協助警察人員清理交通事故現場，以迅速開放通車。

(七)天然災害預防，本省夏季颱風及豪雨甚多，災害前之防範措施亦為養護重點工作項目之一。

service time. As this freeway is regarded as a national economic lifeline, it must not be disrupted for a day. To ensure high efficiency, the following maintenance

jobs are constantly carried out:

a. Maintenance patrol – It is intended to discover bad conditions for immediate action. The patrols are categorized into ordinary patrols, specific patrols and special patrols. Ordinary patrols are carried out in the morning and evening everyday. The specific patrols are made in every month or every two months. Special patrols are executed before and after the natural disasters, such as typhoons, heavy rain or earthquakes.

b. Maintenance of road outlook – included are the environmental sanitation at the rest and service areas, and cleaning of roadway, traffic signs, guardrails and tunnel linings. The job is carried out either manually or with machines.

c. Maintenance of landscapes – the work includes planning and planting of vegetations at the interchanges, rest and service areas and fertilizing and pruning of plants at the median strip. This is a costly job.

d. Maintenance of pavement and bridges – work

includes the leveling of depressed surface, sealing of pavement cracks, overlaying and resurfacing. Cleaning of drainage, strengthening of bridges structures, and repairing or replacing of expansion joints.

e. Maintenance of buildings and machinery – the work involves buildings, illumination facilities, communications equipment, counting system at the toll stations and power generators. Maintenance of communications equipment is carried out by TANFB, while that of the counting system at the toll stations is done by contractors.

f. Clearing of the venues of accidents – The maintenance crew works around the clock to help the police clear the venues of traffic accidents so that the traffic will not be blocked for long.

g. Prevention of damage by natural disaster – Taiwan is apt to be damaged by natural elements such as typhoons and torrential rains. Prevention of such calamities is a priority work in maintenance activities.

養護組織 Maintenance Organization

為充分發揮道路養護功能，設置北、中、南三工程處，下轄七個工務段。每一工務段養護里程平

To carry out the maintenance job properly, three district engineer's offices have been established in northern, central and southern part of Taiwan. There are

均約五十公里，均配置足夠之機具、車輛，以供作業之需。

seven maintenance sections, each of which is in charge of 50 kilometers. They are equipped with sufficient equipment and vehicles for carrying out their job.

養護管理 Maintenance Management

為督導各養護單位能確實辦理養護工作，協調解決有關問題，除訂定養護管理督導辦法多種外，

To keep the maintenance job efficiently, TANFB has mapped out a regulation governing the management and supervision of maintenance work. The maintenance

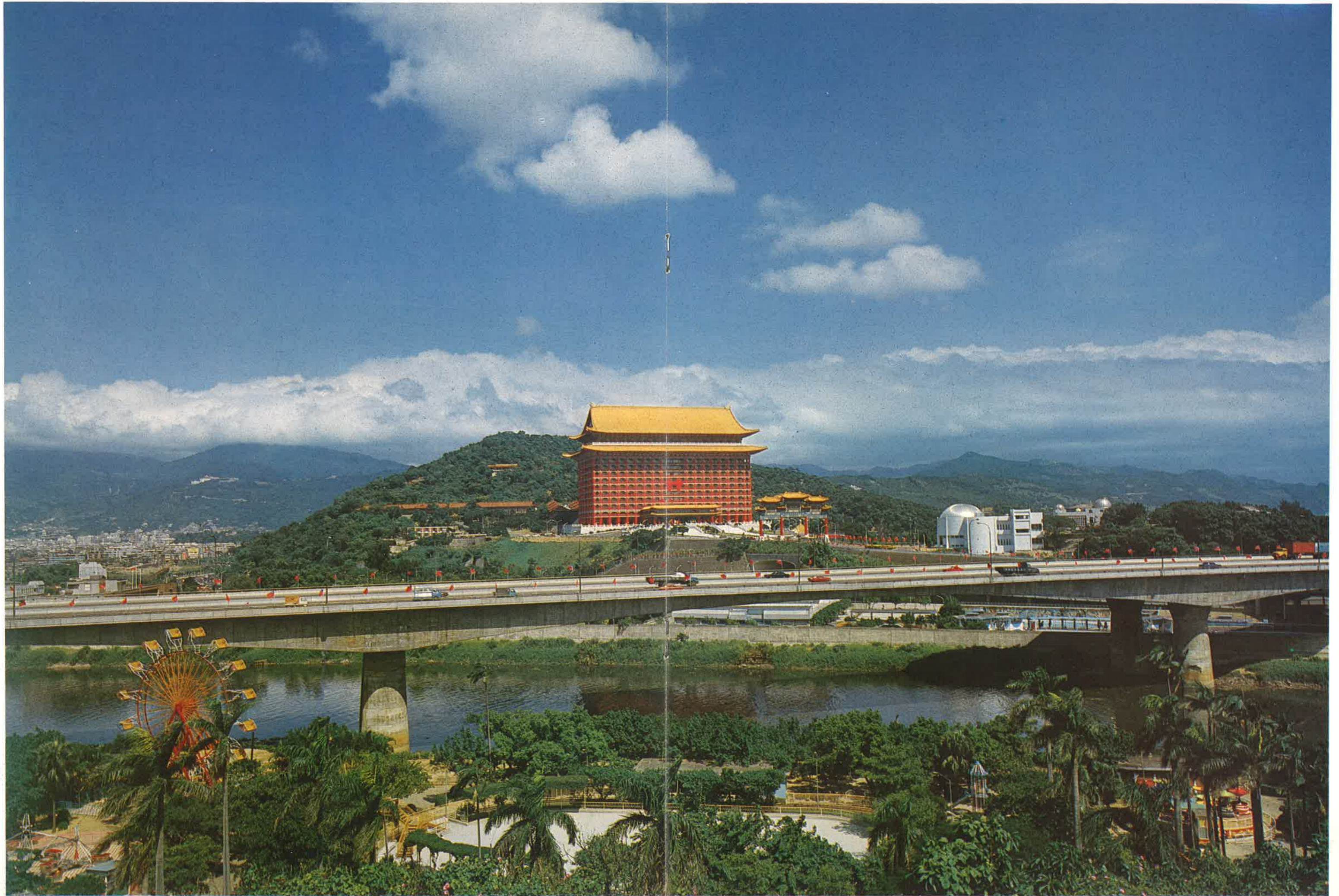
並定期舉辦養路競賽攷評，以提高養護工作績效。

contests are held regularly to increase the efficiency of the work for each maintenance section.





高速公路圓山交流道鳥瞰
Bird's Eye-View of Yuanshan
Interchange in Taipei City.



圓山橋全貌 A Side View of Yuanshan Bridge



高速公路交通標誌

FREEWAY TRAFFIC SIGNS



收費業務 TOLL COLLECTION

本路建設投資及管理維護費用均極浩大，為使投資償付得以公平分配，採行取之於車用之於路之政策，實施收費。

Construction of the freeway called for large investment. Maintenance and operations are also very expensive. To ensure equitable distribution of the capital recovery, toll collection is therefore adopted.

收費規劃 Toll System Planning

由於沿線交流道密集，本路採用柵欄式收費系統，收費站設於兩交流道之間。但為疏導都市地區交通流量，劃定台北、台中、高雄三大都會區為免費路段。全線共設收費站十處，平均每隔三十五公

里一處，除泰山收費站設有二十個收費車道外，其餘均為十車道。收費方式採用電腦計數，人工收費。收費員全部聘僱女性，全日分三班工作。

Because there are many interchanges along the road, a barrier type toll system has been adopted. Each toll station is located between two interchanges. For facilitating the heavy traffic in metropolitan area, no toll stations have been established in Taipei, Taichung and Kaohsiung sections of the freeway. All told, there are 10

toll stations. On the average, they are 35 kilometers apart. Except for the Taishan toll station which has 20 driveways, each of the other toll stations has 10 driveways. Toll is collected manually but tallied with computer. All of the collectors are women, who work on shift.

費率訂定 Toll Rate Determination

本路費率係按車型大小區分，通行費徵收標準則按各類車輛行駛高速公路所獲效益之百分之四十計算。目前之費率係於民國六十三年訂定，每通過一站，小客車十五元，大貨車二十元，大客車及貨櫃拖車三十元，與世界各國相較，實為費率低廉之收費公路。

The rates are differentiated in accordance with the tonnages of the vehicles and are set at 40 per cent of the benefit obtained by the vehicles from using the freeway. The current rates were established in 1974—NT\$15 for a light vehicle, NT\$20 for a heavy truck, and NT\$30 for a bus or a container truck. These rates are low compared with those in other countries.



收費站通行各類車輛統計表

Statistics of Traffic Composition of Toll Stations

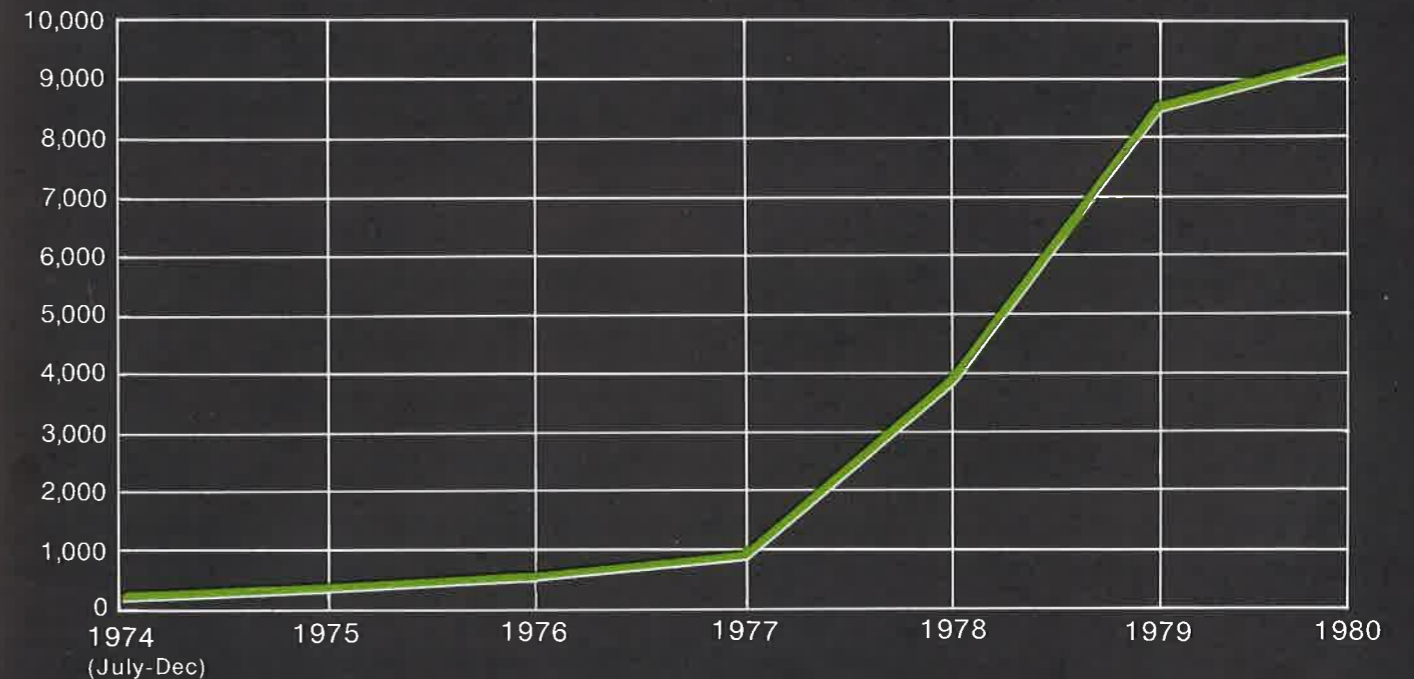
單位：輛
Unit: Veh

年份 Year	小型車 Auto	大貨車 Heavy Truck	大客(拖)車 Bus & Trailer	總計 Total
1974 (July-Dec)	959,804	159,267	68,600	1,187,671
1975	2,403,660	463,811	297,875	3,165,346
1976	3,275,166	790,450	517,731	4,583,347
1977	5,515,759	1,780,546	1,022,266	8,318,571
1978	24,481,064	10,495,014	4,609,074	39,585,152
1979	52,352,018	22,151,745	10,702,484	85,206,247
1980	54,989,128	24,072,672	14,063,331	93,125,131
合計 Total	143,976,599	59,913,505	31,281,361	235,171,465

收費站通行車輛成長圖

Traffic Growth in The Toll Stations

單位：萬輛
Unit: Ten Thousand Veh



交通管理 TRAFFIC OPERATION & MANAGEMENT

高速公路交通管理工作，在我國尚屬創舉，亦無前例可援。本局為做好交通管理工作，奠定良好的基礎，早在三重中壢段通車前一年半，即已開始籌劃，通車以後，更不斷檢討改進，以期逐漸達到管理有系統，行車有秩序之境界。

Because the Sun Yat-sen National Freeway is the first of its kind in the Republic of China, there is no precedent to follow in its traffic management. To lay a good foundation for the traffic management, the authorities concerned began to study the traffic management a year and a half before the first section was open to traffic. After the opening of that section traffic management system was successive reviewed and improved for estab-

交通管理工作的目標在於促進交通安全，維護公路暢通，提供行旅服務。其工作項目包括：制定行車規章，辦理交通安全宣傳教育與安全巡邏，策劃路側救援，提供休憩服務，建立通信系統及交通監察控制設施等。

lishing a sound system for the future.

The objective of management is to ensure traffic safety, to maintain a good traffic condition and to provide the better services to passengers. Major activities include the formulation of traffic rules, promotion of drivers safety education, implementation of highway patrol, performance of roadside rescue, provision of rest services, and installation of traffic control devices.

制定行車法令規章 Formulation of Traffic Rules

高速公路交通管制規則於民國六十三年四月由交通部公佈實施，詳細規定高速公路行車法則、車道使用、車輛裝載、路肩停車及故障處理等事項，

The regulations governing traffic control on the freeway was put into effect in April 1974 by the Ministry of Communications. It sets forth in detail the traffic rules, the speed limit, the use and right of way, the load

並為執行交通管理工作之準繩。本局再依據實際執行經驗檢討，於民國六十八年十二月及六十九年八月先後兩度修訂。

of trucks, and parking on the shoulder etc. The regulation was reviewed and amended in December 1979 and August 1980 in accordance with freeway operation experience.

交通安全宣傳 Drivers Safety Education

為擴大辦理交通安全宣傳工作，使一般駕駛人瞭解高速公路法令規章及行車特性，自民國六十三年迄今曾先後編印安全之鑰、標誌圖說、行車指南、高速公路駕駛手冊等資料十餘種數拾萬冊，在收費站及服務區免費贈閱，並撰寫宣傳資料，製作電視短片等數十種分送新聞傳播與駕駛訓練機構辦理宣傳及教育工作。

To enable the majority of drivers to understand the traffic regulation and the attribute of the freeway, tens of thousands of brochures were circulated under a dozen of titles including the Key to Safety, Description of Road Signs, Guide for Drivers, Manual for Driving on the Freeway. These pamphlets have been distributed free of charge at toll stations and rest areas. Besides, publicity materials and TV clips were prepared for use by mass communication media and driving schools.



安全巡邏 Highway Patrol

安全巡邏之主要任務為提供路側服務，維護行車秩序與處理交通事故等。

本路之安全巡邏由公路警察局下轄五個警察隊辦理。配備高性能巡邏車一三二輛，分十段巡邏，每日上午另派遣空中直昇機各一班加強巡邏。執

The patrol is carried out by the five police squadrons under the jurisdiction of Highway Police Bureau. 132 high-performance patrol cars are equipped and the patrol is carried out on 10 beats. One helicopter patrol is made for each morning and afternoon. Persuasion goes before

行方法以勸導為主，取締為輔。各警察隊並使用新式雷達照相測速儀，取締超速，電子地磅取締超載。為期徹底整頓行車秩序，並於六十八年十二月開始辦理改善行車秩序運動。

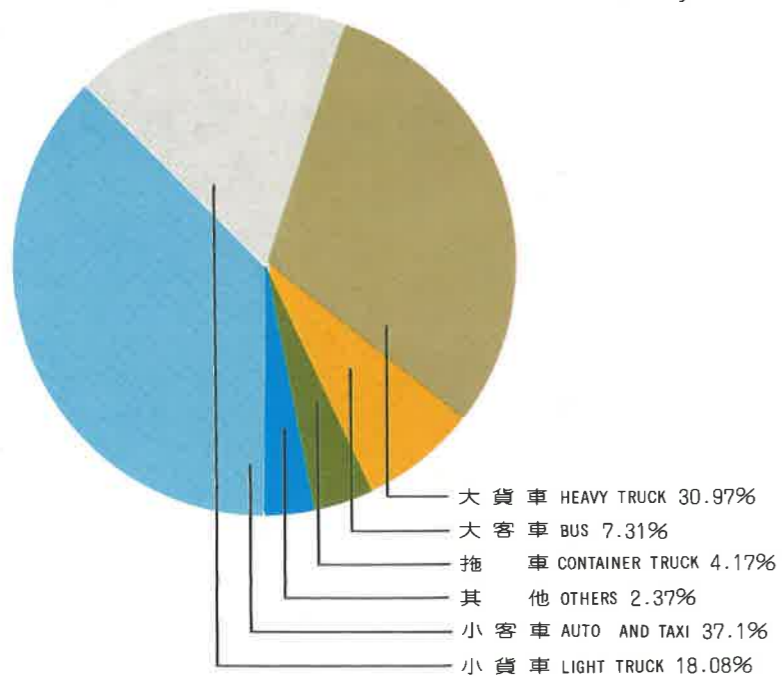
crackdown. The police squadrons use radar speed detectors to spot crack down on speeding. Electronic truck weighing scale is used to check overweight. To improve traffic order, a traffic improvement campaign was launched in 1979.



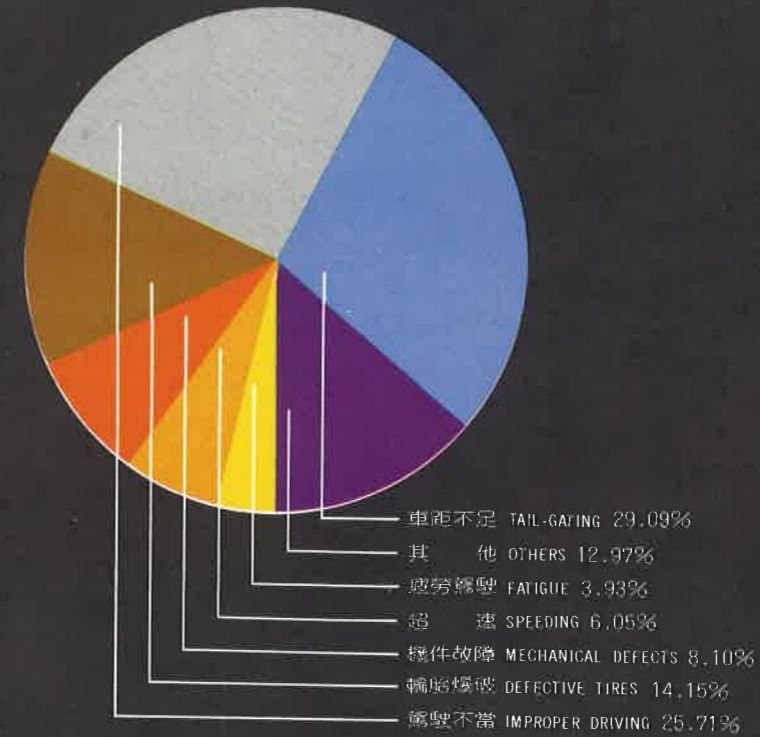
高速公路肇事統計表 Freeway Accident Statistics

年份 year	車公里 (百萬) Veh-Kms (million)	肇事事件數 (件) Accident (Event)	肇事率 (件/百萬車公里) Accident Rate (Event/M. Veh-Kms)	死亡 人 Fatality (person)	死亡率 (人/百萬車公里) Fatality Rate (person/M. Veh-Kms)	受傷 (人) Injury (person)	受傷率 (人/百萬車公里) Injury Rate (person/M. Veh-Kms)
1974 (July-Dec)	53.45	15	0.28	10	0.19	29	0.54
1975	142.44	19	0.13	1	0.01	51	0.36
1976	206.25	30	0.15	8	0.04	50	0.24
1977	344.43	59	0.17	25	0.07	155	0.45
1978	1541.50	266	0.17	123	0.08	579	0.38
1979	3274.55	406	0.12	148	0.05	908	0.28
1980	3571.00	477	0.13	146	0.04	962	0.27
合計 Total	9133.62	1,272	0.14	461	0.05	2,734	0.30

高速公路肇事車種統計圖 Freeway Accident Vehicles Involvement

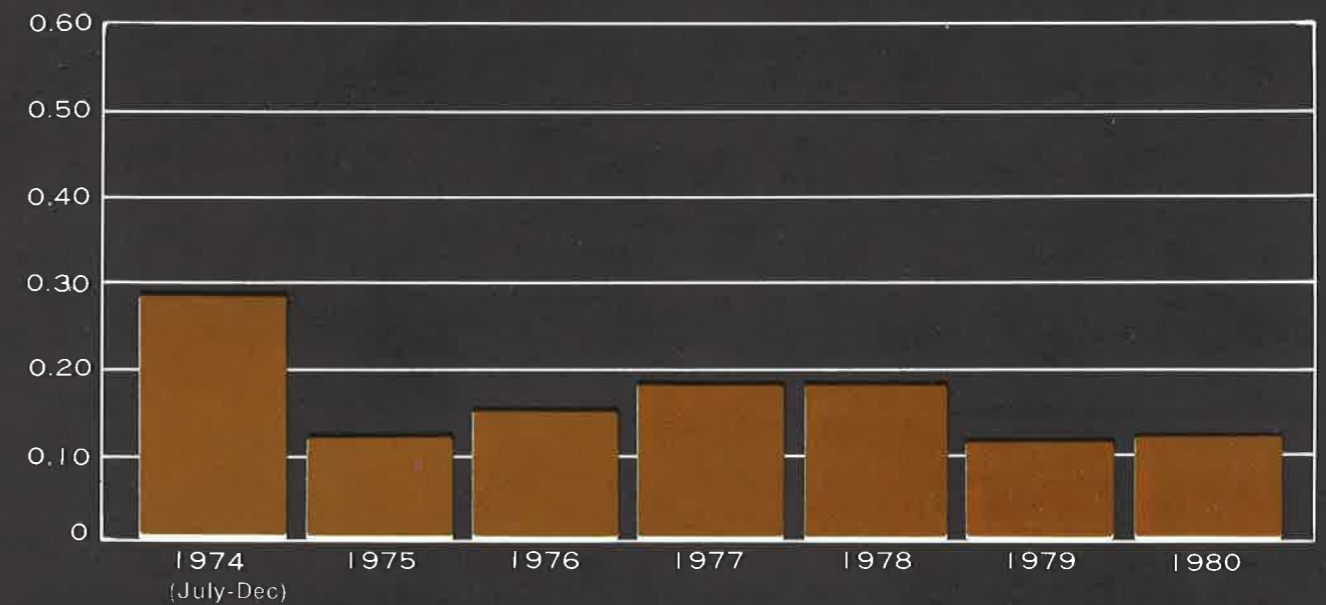


高速公路肇事原因分析圖 Analysis of Freeway Accident Causes



高速公路歷年肇事率統計圖 Freeway Accident Rate Variation

單位：件/百萬公里
Unit: Event/M. Veh-Kms



行旅服務 Service To Motorists

(一) 醫療救護服務

本局在沿線各交流道附近城鎮遴選設備完善之私立醫院一至五家，作為本路「緊急傷病救護責任醫院」，並洽妥各公立醫院為第二線責任醫院；遇有緊急事故時，可經由巡邏車無線電話直接撥號，呼叫救護車及醫療人員趕赴現場救助。

(二) 車輛故障檢修服務

為協助駕駛人迅速排除車輛故障，在路邊緊急電話未裝設前，本局已與福特六和公司分佈全省之經銷商簽約，以十六輛配備齊全之車輛，每天以十四小時分五區出動巡邏，提供動態檢修服務。同時在沿線各交流道附近特約責任修護工廠十四家提供靜態檢修服務。

(三) 車輛加油及拖救服務

本路在沿線設置加油站廿三處，委由中油公司辦理加油及拖救服務，並在沿線特約民間拖吊車商十三家協辦。本局亦計劃增購大型吊車三輛，以加強拖吊服務工作。

(四) 休憩服務

沿線設置中壢、西螺、仁德等三休息站及湖口、泰安、新營等三服務區。除提供人員休憩、飲食、通信及車輛加油檢修等服務外，並提供必要之行旅資料。現更計劃增設住宿及沐浴設施，以使駕駛人獲得充分之休息。

(五) 路況播放服務

由公路警察局經警察廣播電台調頻台隨時插播路況，提供行旅人員參攷。

a. Medical care service

The TANFB has selected one to five well equipped private hospitals near the interchanges to serve as first-aid stations and contracted the various public hospitals as second-line hospitals. In case of an accident, a patrol car can dial a hospital to send an ambulance and medical personnel to the scene of accident.

b. Repair service for breakdown vehicles

Before the installation of emergency phones along the road, TANFB contracted the dealers of Ford Lio Ho Motor Company to dispatch 16 well-equipped relief vehicles for providing mobile service in five sections of the road 14 hours a day. Besides, 14 maintenance shops in the interchange areas have been contracted to provide repair services.

c. Filling and towing service

There are 23 filling stations along the road operated by the Chinese Petroleum Corporation. They also provide towing service with the help of 13 private shops. TANFB is prepared to order three crane vehicles for the service.

d. Rest and recreation service

Along the road, there are three rest areas at Chungli, Hsilo and Jenteh with three service areas at Hukou, Taian and Hsinying. Food is catered, and rest facilities, postal and car repair services are provided in these areas. Plans have been made to add lodging and bathing facilities so that the drivers can have a more comfortable rest.

e. Broadcasts on road conditions

Road conditions are broadcast via the FM system of the Police Broadcasting Network through the arrangement of the Highway Police Bureau.



通信系統 Communications system

通信設施為交通管理工作之必要工具，本路現有之通信系統是由有線電及無線電通信網相互接駁貫通。巡邏車、養護工程車及公務車輛均裝設有行

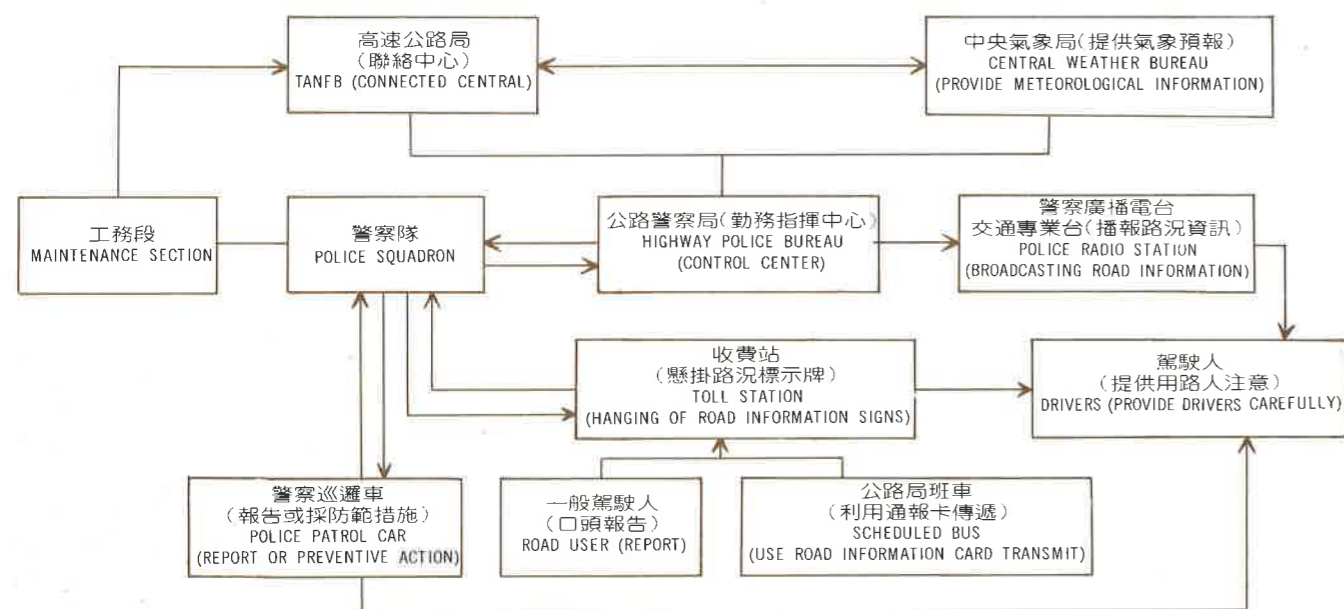
Communications facilities are imperative to traffic management. The present system used by the road is

動電話機直接撥號，並可經由各基地電台與各單位通話。

composed of wire and wireless telephones. Direct dial service is also offered.

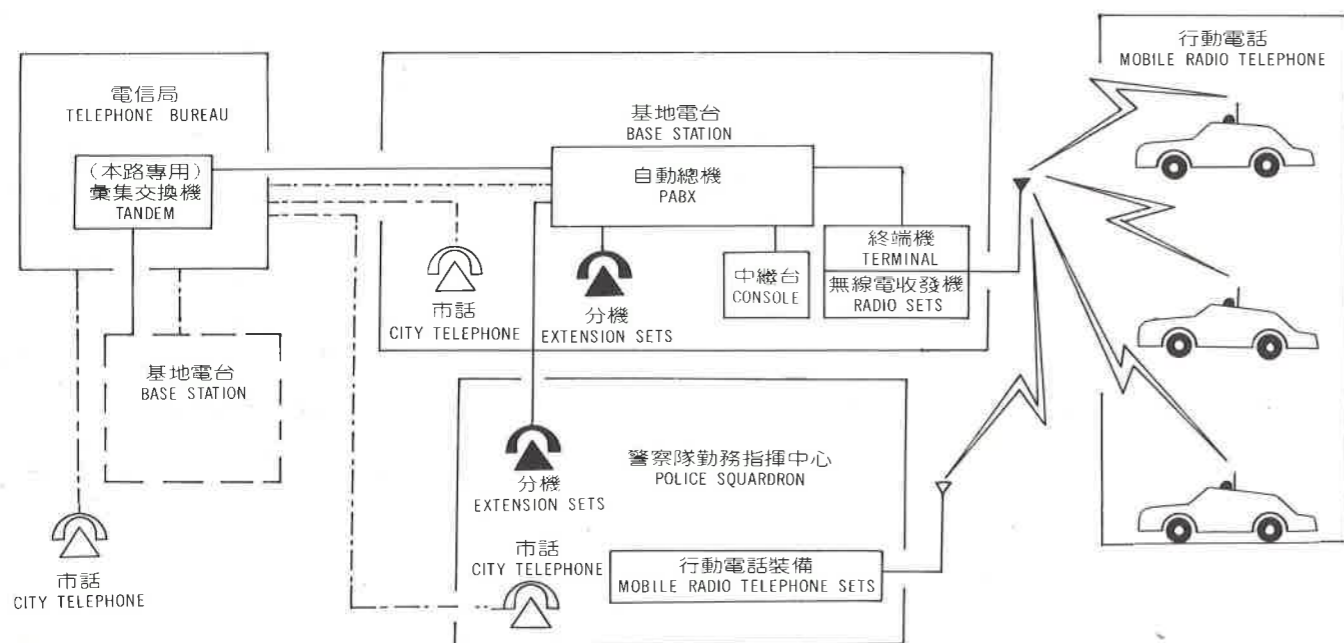
路況資訊傳遞系統圖

Flow Chart of Traffic Information System



高速公路通信系統示意圖

Freeway Communication System



各類車輛交通成長表

Traffic Growth For Vehicle Categories

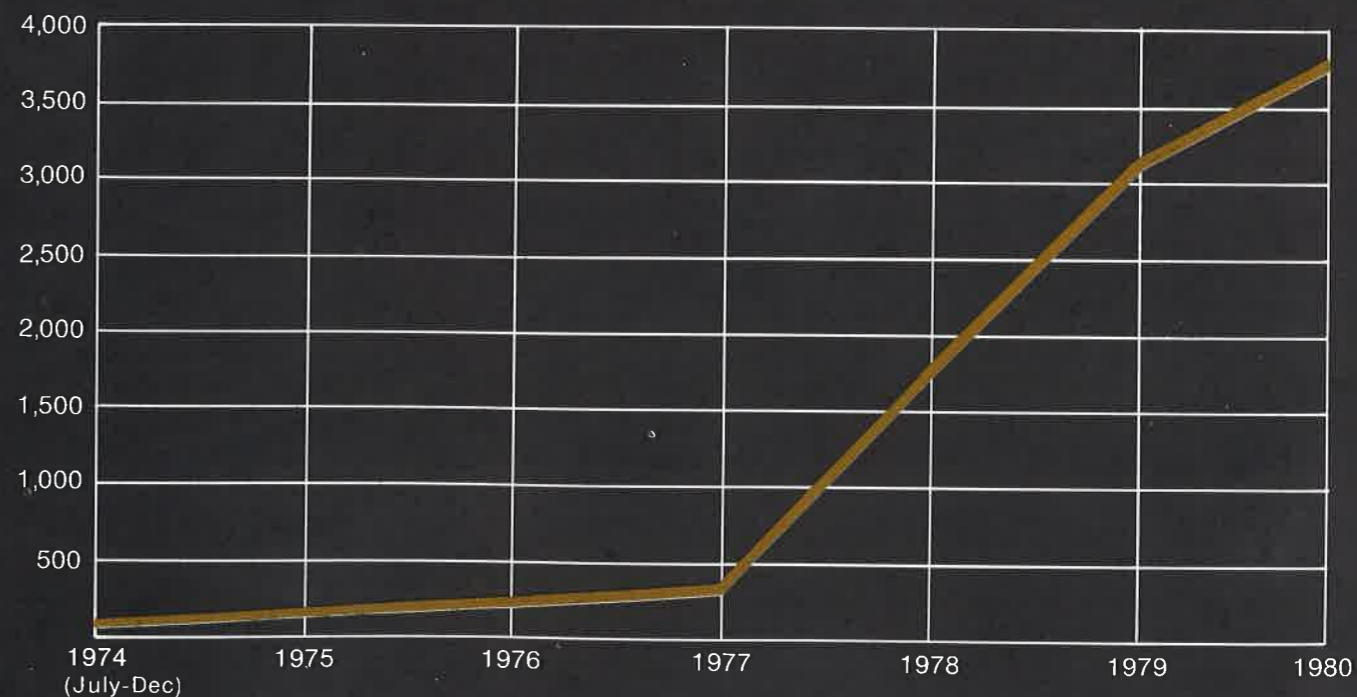
單位：百萬車公里
Unit: Million Veh-Kms

年份 Year	小型車 Auto	大貨車 Heavy Truck	大客(拖)車 Bus & Trailer	總計 Total
1974 (July-Dec)	43.19	7.17	3.09	53.45
1975	108.16	20.88	13.40	142.44
1976	147.38	35.57	23.30	206.25
1977	231.74	71.19	41.50	344.43
1978	951.15	415.06	175.29	1,541.50
1979	2,021.50	840.83	412.22	3,274.55
1980	2,122.80	905.73	542.47	3,571.00
合計 Total	5,725.92	2,296.43	1,211.27	9,133.62

高速公路交通成長統計圖

Traffic Growth Trend

單位：百萬車公里
Unit: Million Veh-Kms



國道中山高速公路路線圖
THE SUN YAT-SEN NATIONAL FREEWAY



台灣海峽
Taiwan Straits

太平洋
Pacific Ocean

吳進文

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