

# Changhua–Kaohsiung Viaduct

## IMPRESSIVE



| Brief   | Information  | Guiding   |
|---|--|---|
| <p>The Changhua-Kaohsiung Viaduct is part of the Taiwan High-Speed Railway. Like the Cangde Grande Bridge, the viaduct was built to be able to withstand seismic activity, as Taiwan is seismically active thanks to the country's position near the junction of two tectonic plates.</p> <p>See more:<br/> <a href="https://en.wikipedia.org/wiki/Changhua%E2%80%93Kaohsiung_Viaduct">https://en.wikipedia.org/wiki/Changhua%E2%80%93Kaohsiung_Viaduct</a></p> | <p>Country : TAIWAN</p> <ul style="list-style-type: none"> <li>- Height : 38m</li> <li>- Length : 157m</li> <li>- Year Built : 2007</li> <li>- Number of visit per year : 250.000</li> </ul> | <p>Nearest Airport:</p> <ul style="list-style-type: none"> <li>- 臺南航空站</li> <li>- Kaohsiung International Airport</li> </ul> <p>Nearest Bus station:</p> <ul style="list-style-type: none"> <li>- Changhua Station</li> <li>- Ubus Station</li> </ul> |

The Bridge of Death begins at Baguashan (八卦山) in Zhanghua County and ends at Zuoying in Kaohsiung.

## History of Changhua–Kaohsiung Viaduct

Completed in 2004, the bridge is 157,317 kilometers (97,752 mi) long. The railway was built on a series of vast sea crossings, as they were designed to resist the effects of the soil. The purpose was to allow trains to come to a complete halt in a seismic condition and damage could be caused. repairable then a maximum design land battle

Bridges built over tourist routes have been known to be designed to survive the movements of visitors without major damage.

The bridge and train tracks were built to minimize earthquake damage as the area is prone to seismic activity.

## Map Location

