

<<大学英语四级集中训练>>

图书基本信息

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内容概要

本书分为两部分，第一部分详细分析了大学英语四级考试改革以来，包括2009年12月CET在内的所有真题，第二部分精心设计并深入解析了十套大学英语四级考试模拟预测题。本书内容丰富，解析深刻，选材新颖，突出了大学英语四级考试最新的命题趋势，可作为考生考前冲刺和教师教学辅导的参考用书。

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书籍目录

第一部分 大学英语四级考试真题解析 2006年6月CET4真题 2006年6月CET4真题答案 2006年6月CET4真题解析 2006年12月CET4真题 2006年12月CET4真题答案 2006年12月CET4真题解析 2007年6月CET4真题 2007年6月CET4真题答案 2007年6月CET4真题解析 2007年12月CET4真题 2007年12月CET4真题答案 2007年12月CET4真题解析 2008年6月CET4真题 2008年6月CET4真题答案 2008年6月CET4真题解析 2008年12月CET4真题 2008年12月CET4真题答案 2008年12月CET4真题解析 2009年6月CET4真题 2009年6月CET4真题答案 2009年6月CET4真题解析 2009年12月CET4真题 2009年12月CET4真题答案 2009年12月CET4真题解析第二部分 大学英语四级考试模拟预测题 模拟预测题1 模拟预测题1答案 模拟预测题1解析 模拟预测题2 模拟预测题2答案 模拟预测题2解析 模拟预测题3 模拟预测题3答案 模拟预测题3解析 模拟预测题4 模拟预测题4答案 模拟预测题4解析 模拟预测题5 模拟预测题5答案 模拟预测题5解析 模拟预测题6 模拟预测题6答案 模拟预测题6解析 模拟预测题7 模拟预测题7答案 模拟预测题7解析 模拟预测题8 模拟预测题8答案 模拟预测题8解析 模拟预测题9 模拟预测题9答案 模拟预测题9解析 模拟预测题10 模拟预测题10答案 模拟预测题10解析

章节摘录

It would take another war before the federal government would act on a national highway system. During World War II, a tremendous increase in trucks and new roads were required. The war demonstrated how critical highways were to the defense effort. Thirteen per cent of defense plants received all their supplies by truck, and almost all other plants shipped more than half of their products by vehicle. The war also revealed that local control of highways had led to a confusing variety of design standards. Even federal and state highways did not follow basic standards. Some states allowed trucks up to 36,000 pounds, while others restricted anything over 7,000 pounds. A government study recommended a national highway system of 33,920 miles, and congress soon passed the Federal Aid Highway Act of 1944, which called for strict, centrally controlled design criteria.

The interstate highway system was finally launched in 1956 and has been hailed as one of the greatest public works projects of the century. To build its 44,000-mile web of highways, bridges, and tunnels, hundreds of unique engineering designs and solutions had to be worked out. Consider the many geographic features of the country: mountains, steep grades, wetlands, rivers, deserts and plains. Variables included the slope of the land, the ability of the pavement to support the load, the intensity of road use, and the nature of the underlying soil. Urban areas were another problem. Innovative designs of roadways, tunnels, bridges, overpasses, and interchanges that could run through or bypass urban areas soon began to weave their way across the country, forever altering the face of America. Long-span, segmented-concrete, cable-stayed bridges such as Hale Boggs in Louisiana and the Sunshine Skyway in Florida, and remarkable tunnels like Fort McHenry in Maryland and Mt. Baker in Washington, met many of the nation's physical challenges. Traffic control systems and methods of construction developed under the interstate program soon influenced highway construction around the world, and were invaluable in improving the condition of urban streets and traffic patterns.

Today, the interstate system links every major city in the U.S., and the U.S. with Canada and Mexico. Built with safety in mind, the highways have wide lanes and shoulders, dividing medians, or barriers, long entry and exit lanes, curves engineered for safe turns, and limited access. The death rate on highways is half that of all other U.S. roads (0.86 deaths per 100 million passenger miles compared to 1.99 deaths per 100 million on all other roads). By opening the North American continent, highways have enabled consumer goods and services to reach people in remote and rural areas of the country, spurred the growth of suburbs, and provided people with greater options in terms of jobs, access to cultural programs, health care, and other benefits. Above all, the interstate system provides individuals with what they cherish most: personal freedom of mobility.

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