

<<剑桥雅思阅读高分指南>>

图书基本信息

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内容概要

本书以作者独创的“深入浅出阅读法”为编写理念，为雅思考生讲授高效实用的阅读必备技巧和雅思阅读九大题型分类破解方法，使考生不仅能够赢得雅思阅读高分，还能成为英语阅读达人。

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从事多年英语教学和雅思培训工作，洞察中国雅思考生的弱点，独创“深入浅出阅读法”。

注重技能培养，是“激励派”雅思教学专家，素有“阅读高人”之称。

深受学生喜爱，是雅思培训机构最权威的中国教师之一。

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书籍目录

阅读技巧学习篇 寻读——提取细节信息快捷方便 略读——提取总体信息迅速准确 学习构词法——甩掉词汇包袱事半功倍 弄清句子的结构关系——克服思维障碍，句子结构一通百通 把握上下文线索——逻辑推断连猜带蒙 注意指代关系——理解文本的有机联系 关注连接词——弄清句与句之间的逻辑关系，树立整体观念 重述和推断——熟悉结构与词语转换，提高推断能力 事实和论点——提高理解与辨别事实和论点的能力 雅思阅读考试实践篇 雅思A类和G类阅读技巧和测试要求 雅思阅读文本信息性质分析和阅读题型归类 雅思阅读九类题型分类破解——提取单个信息的题型 雅思阅读九类题型分类破解——提取组团信息的题型 雅思阅读九类题型破解——提取整篇信息的题型

章节摘录

4 In 1816 John McAdam observed that it was the native soil that supported the weight of traffic which, when dry, would carry any weight without sinking. He advised that the native soil be made dry and a covering impenetrable to rain be placed over it. However, road maintenance was not given much priority due to the popularity of the railways, until the motor car superseded the horse and cart. Cars, however, accentuated the problem of dust, described by the medical journal *The Lancet* in 1907 as "the greatest modern plague".

5 Like so many other scientific advances, the solution came by accident. Tar mixed with stone had been used in footpaths in certain parts of Britain in 1832, and tarred gravel was applied to roads in Nottingham in 1869, but the biggest breakthrough came in 1901. A surveyor called E. Purnell Hooley was visiting Derby Iron Works near Derby when he noticed a dust-free length of road produced by a burst tar barrel. The resulting pool of tar had been covered with ironworks slag. Hooley experimented with blending hot slag and tar as a byproduct from the coal industry and in 1902 patented the process produced by a company known as Tar MacAdam Syndicate Ltd. The company's name was later changed to Tarmac.

6 Nowadays, blacktop materials are made up of bitumen from oil which is blended with rock, gravel or slag. A number of varieties have evolved for different uses in road construction, including hot-rolled asphalt for surfacing major roads, dense bitumen macadam for lower layers of a road and open-textured macadam. Modern surfaces are bituminous-bound, graded stone supplied as a premix. Binders themselves have undergone technical developments. They are customised, ranging from soft to very hard to suit the traffic flow.

7 To accommodate higher traffic levels, either the thickness of the road must be increased or the materials improved. Hence the introduction within the last 10 years of heavy duty macadam in the road base which is three times as stiff as the dense bitumen and aggregate mix.

8 Alternatively, the structural design can be changed. For example, on an experimental reconstruction section of the M6 at Bescot, West Midlands, the heavy duty "upside-down design" was introduced in the 1980s. Here, rolled asphalt overlays a thinner than normal road-base macadam, over a second rolled asphalt layer, all of which lie on a sub-base which is again thinner than normal. This structure is thought to perform well due to the lower rolled asphalt layer being more resistant to deformation and inhibiting cracking at the bottom of the road base.

9 Another innovative idea is the use of geotextiles. In research geotextiles are being placed between the sub-grade soil and a drainage layer beneath the sub-base. The subgrade material is often clay and in the absence of the geotextile could, over time, clog the sub-base and reduce its efficiency as a drainage layer. But geotextiles can also have structural uses, and could provide improved resistance to cracking and rutting in roads.

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