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H. Nayfeh

for many researchers python is a first class tool mainly because of its libraries for storing manipulating and gaining insight from data several resources exist for individual pieces of this data science stack but only with the python data science handbook do you get them all ipython numpy pandas matplotlib scikit learn and other related tools working scientists and data crunchers familiar with reading and writing python code will find this comprehensive desk reference ideal for tackling day to day issues manipulating transforming and cleaning data visualizing different types of data and using data to build statistical or machine learning models quite simply this is the must have reference for scientific computing in python with this handbook you ll learn how to use ipython and jupyter provide computational environments for data scientists using python numpy includes the ndarray for efficient storage and manipulation of dense data arrays in python pandas features the dataframe for efficient storage and manipulation of labeled columnar data in python matplotlib includes capabilities for a flexible range of data visualizations in python scikit learn for efficient and clean python implementations of the most important and established machine learning algorithms

an instrumentation plan and installation techniques were developed for a full scale asphalt concrete test pavement six asphalt pavement test sections were constructed over an asphalt treated base cement treated base new jersey base iowa base 8 inch 304 base and 6 inch 304 base upon completion of test sections moisture temperature vertical deflections pressures and strains were measured as the pavement was subjected to non destructive testing data were compared to predictions of a finite element model field data indicate that the deflection of asphalt with asphalt treated base varies significantly with change in temperature deflection of the pavement over cement treated base was the lowest among the non treated bases the bases with the larger aggregate experienced less deflection the ou pave finite element program predicted with reasonable accuracy maximum deflection and the deflection profile

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transportation and city navigation novel solutions to the control problem of the complex nonlinear dynamics of robotized electric vehicles are developed and tested the new control methods are free of shortcomings met in control schemes which are based on diffeomorphisms and global linearization complicated changes of state variables forward and backwards state space transformations singularities it is shown that such methods can be used in the steering and traction system of several types of robotized electric vehicles without needing to transform the state space model of these systems into equivalent linearized forms it is also shown that the new control methods can be implemented in a computationally simple manner and are also followed by global stability proofs proposes solutions for path following and localization problems of agvs usvs auvs and uavs as well as solutions for the associated power supply and power management problems targets jointly at improved performance for the autonomous navigation system and at optimality for the power management and electric traction system of robotized electric vehicles presents nonlinear control traction and propulsion methods which ensure that minimization of energy consumption by autonomous electric vehicles is achieved under a zero carbon imprint is accompanied by audiovisual material explaining the contents of the individual sections of the monograph

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in 1994 96 the ohio department of transportation odot constructed a 3 5 mile long test pavement on us 23 in delaware county for the strategic highway research program this project contained a total of 40 test sections of asphalt concrete and portland cement concrete pavement in the sps 1 sps 2 sps 8 and sps 9 experiments of the specific pavement studies program these experiments were designed to assess the effectiveness of different base types and thicknesses different pavement thicknesses and other design parameters on the structural performance of highway pavements during the construction of these sections the falling weight deflectometer fwd was used to measure the composite stiffness of the sections as each new material layer was completed and accepted by odot in addition the dynaflect trailer was used to measure the composite stiffness of the completed sections prior to their being opened to traffic the overall objectives of this research study were to evaluate the stiffness of the test

sections on this experimental pavement as the new material layers were added to the sections and to evaluate various analysis software packages currently available for the backcalculation of layer moduli while the ohio shrp test road was constructed in an area of flat terrain believed to have relatively uniform subgrade fwd measurements indicated considerable subgrade variability between sections and within individual sections none of the subgrade sections was considered to be good about half were fair and the other half were poor to very poor as expected much of the variability was mitigated as successive material layers were placed in the sections and especially with the addition of stabilized materials stiffness equivalencies were developed for the six types of base material used on the test road and for ac and pcc pavement used on these bases the final stiffness of the completed sections was consistent with early performance in that the first six asphalt concrete sections which failed had the highest measured deflections with both the fwd and dynaflect just prior to being opened to traffic an excellent correlation was developed between fwd and dynaflect output on the completed asphalt concrete pavement sections and clear trends were also apparent on pcc pavement though the limited range of readings on pcc with both devices made it difficult to develop a definitive correlation on rigid pavement the stiffness of the completed ac and pcc pavement sections and load transfer across pcc pavement joints were quite similar when measured with the fwd and dynaflect demonstrating the usefulness of both instruments in evaluating structural performance four elastic layer programs were evaluated for their ability to calculate the moduli of the various material layers in the 40 test sections of these modulus 4 2 performed the best and was the most user friendly program to run to obtain consistent results on any specific project a standard operating procedure needs to be developed for those conditions and the analysis program being used and the procedure needs to be closely followed for all calculations

a text for the standard electro magnetism course for students in physics and engineering treats requisite theory with extensive examples of real world applications offers coverage of topics neglected in most texts at this level such as macroscopic vs microscopic properties of matter also features a shorter more student oriented presentation of the material larger problem sets and thorough discussion of alternative solution methods

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